EUROCONTROL

European Network Operations Plan 2024 Rolling SeasonalPlan

Edition 160
15 March 2024

SUPPORTING EUROPEAN AVIATION

CONSORTIUM COORDINATOR sesar DEPLOYMENT MANAGER

FOUNDING MEMBER sesar JOINT UNDERTAKING

NETWORK MANAGER

DOCUMENT CONTROL

Document Title	European Network Operations Plan
Document Subtitle	Rolling Seasonal Plan
Document Reference	
Edition Number	160
Edition Validity Date	15-03-2024
Classification	Green
Status	Released Issue
Author(s)	Razvan Bucuroiu (NMD/ACD) Stéphanie Vincent (NMD/ACD/OPL)
Contact Person(s)	Razvan Bucuroiu (NMD/ACD) Stéphanie Vincent (NMD/ACD/OPL)

EDITION HISTORY

Edition No.	Validity Date	Reason	Sections Affected
0	12/10/2020	Mock-up version	All
1	23/10/2020	Outlook period 26/10/20-06/12/20	As per checklist
2	30/10/2020	Outlook period 02/11/20-13/12/20	As per checklist
3	06/11/2020	Outlook period 09/11/20-20/12/20	As per checklist
4	13/11/2020	Outlook period 16/11/20-27/12/20	As per checklist
5	20/11/2020	Outlook period 23/11/20-03/01/21	As per checklist
6	27/11/2020	Outlook period 30/11/20-10/01/21	As per checklist
7	04/12/2020	Outlook period 07/12/20-17/01/21	As per checklist
8	11/12/2020	Outlook period 14/12/20-24/01/21	As per checklist
9	18/12/2020	Outlook period 21/12/20-31/01/21	As per checklist
10	15/01/2021	Outlook period 18/01/21-28/02/21	As per checklist
11	22/01/2021	Outlook period 25/01/21-07/03/21	As per checklist
12	29/01/2021	Outlook period 01/02/21-14/03/21	As per checklist
13	05/02/2021	Outlook period 08/02/21-21/03/21	As per checklist
14	12/02/2021	Outlook period 15/02/21-27/03/21	As per checklist
15	19/02/2021	Outlook period 22/02/21-03/04/21	As per checklist
16	26/02/2021	Outlook period 01/03/21-11/04/21	As per checklist
17	05/03/2021	Outlook period 08/03/21-18/04/21	As per checklist
18	12/03/2021	Outlook period 15/03/21-25/04/21	As per checklist
19	19/03/2021	Outlook period 22/03/21-02/05/21	As per checklist
20	26/03/2021	Outlook period 29/03/21-09/05/21	As per checklist
21	02/04/2021	Outlook period 05/04/21-16/05/21	As per checklist
22	09/04/2021	Outlook period 12/04/21-23/05/21	As per checklist
23	16/04/2021	Outlook period 19/04/21-30/05/21	As per checklist
24	23/04/2021	Outlook period 26/04/21-06/06/21	As per checklist
25	30/04/2021	Outlook period 03/05/21-13/06/21	As per checklist
26	07/05/2021	Outlook period 10/05/21-20/06/21	As per checklist
27	12/05/2021	Outlook period 17/05/21-27/06/21	As per checklist
28	21/05/2021	Outlook period 24/05/21-04/07/21	As per checklist
29	28/05/2021	Outlook period 31/05/21-11/07/21	As per checklist
30	04/06/2021	Outlook period 07/06/21-18/07/21	As per checklist
31	11/06/2021	Outlook period 14/06/21-25/07/21	As per checklist
32	18/06/2021	Outlook period 21/06/21-01/08/21	As per checklist

Edition No.	Validity Date	Reason	Sections Affected
33	25/06/2021	Outlook period 28/06/21-08/08/21	As per checklist
34	02/07/2021	Outlook period 05/07/21-15/08/21	As per checklist
35	09/07/2021	Outlook period 12/07/21-22/08/21	As per checklist
36	16/07/2021	Outlook period 19/07/21-29/08/21	As per checklist
37	23/07/2021	Outlook period 26/07/21-05/09/21	As per checklist
38	30/07/2021	Outlook period 02/08/21-12/09/21	As per checklist
39	06/08/2021	Outlook period 09/08/21-19/09/21	As per checklist
40	13/08/2021	Outlook period 16/08/21-26/09/21	As per checklist
41	20/08/2021	Outlook period 23/08/21-03/10/21	As per checklist
42	27/08/2021	Outlook period 30/08/21-10/10/21	As per checklist
43	03/09/2021	Outlook period 06/09/21-17/10/21	As per checklist
44	10/09/2021	Outlook period 13/09/21-24/10/21	As per checklist
45	17/09/2021	Outlook period 20/09/21-31/10/21	As per checklist
46	24/09/2021	Outlook period 27/09/21-07/11/21	As per checklist
47	01/10/2021	Outlook period 04/10/21-14/11/21	As per checklist
48	08/10/2021	Outlook period 11/10/21-21/11/21	As per checklist
49	15/10/2021	Outlook period 18/10/21-28/11/21	As per checklist
50	22/10/2021	Outlook period 25/10/21-05/12/21	As per checklist
51	29/10/2021	Outlook period 01/11/21-12/12/21	As per checklist
52	05/11/2021	Outlook period 08/11/21-19/12/21	As per checklist
53	12/11/2021	Outlook period 15/11/21-26/12/21	As per checklist
54	19/11/2021	Outlook period 22/11/21-02/01/22	As per checklist
55	26/11/2021	Outlook period 29/11/21-09/01/22	As per checklist
56	03/12/2021	Outlook period 06/12/21-16/01/22	As per checklist
57	10/12/2021	Outlook period 13/12/21-23/01/22	As per checklist
58	17/12/2021	Outlook period 20/12/21-30/01/22	As per checklist
59	14/01/2022	Outlook period 17/01/22-27/02/22	As per checklist
60	21/01/2022	Outlook period 24/01/22-06/03/22	As per checklist
61	28/01/2022	Outlook period 31/01/22-13/03/22	As per checklist
62	04/02/2022	Outlook period 07/02/22-20/03/22	As per checklist
63	11/02/2022	Outlook period 14/02/22-26/03/22	As per checklist
64	18/02/2022	Outlook period 21/02/22-03/04/22	As per checklist
65	25/02/2022	Outlook period 28/02/22-10/04/22	As per checklist
66	04/03/2022	Outlook period 07/03/22-17/04/22	As per checklist
67	11/03/2022	Outlook period 14/03/22-24/04/22	As per checklist

Edition No.	Validity Date	Reason	Sections Affected
68	18/03/2022	Outlook period 21/03/22-01/05/22	As per checklist
69	25/03/2022	Outlook period 28/03/22-08/05/22	As per checklist
70	01/04/2022	Outlook period 04/04/22-15/05/22	As per checklist
71	08/04/2022	Outlook period 11/04/22-22/05/22	As per checklist
72	15/04/2022	Outlook period 18/04/22-29/05/22	As per checklist
73	22/04/2022	Outlook period 25/04/22-05/06/22	As per checklist
74	29/04/2022	Outlook period 02/05/22-12/06/22	As per checklist
75	06/05/2022	Outlook period 09/05/22-19/06/22	As per checklist
76	13/05/2022	Outlook period 16/05/22-26/06/22	As per checklist
77	20/05/2022	Outlook period 23/05/22-03/07/22	As per checklist
78	03/06/2022	Outlook period 06/06/22-17/07/22	As per checklist
79	10/06/2022	Outlook period 13/06/22-24/07/22	As per checklist
80	17/06/2022	Outlook period 20/06/22-31/07/22	As per checklist
81	24/06/2022	Outlook period 27/06/22-07/08/22	As per checklist
82	01/07/2022	Outlook period 04/07/22-14/08/22	As per checklist
83	08/07/2022	Outlook period 11/07/22-21/08/22	As per checklist
84	15/07/2022	Outlook period 18/07/22-28/08/22	As per checklist
85	29/07/2022	Outlook period 01/08/22-11/09/22	As per checklist
86	05/08/2022	Outlook period 08/08/22-18/09/22	As per checklist
87	12/08/2022	Outlook period 15/08/22-25/09/22	As per checklist
88	19/08/2022	Outlook period 22/08/22-02/10/22	As per checklist
89	26/08/2022	Outlook period 29/08/22-09/10/22	As per checklist
90	02/09/2022	Outlook period 05/09/22-16/10/22	As per checklist
91	09/09/2022	Outlook period 12/09/22-23/10/22	As per checklist
92	16/09/2022	Outlook period 19/09/22-30/10/22	As per checklist
93	23/09/2022	Outlook period 26/09/22-06/11/22	As per checklist
94	30/09/2022	Outlook period 03/10/22-13/11/22	As per checklist
95	07/10/2022	Outlook period 10/10/22-20/11/22	As per checklist
96	14/10/2022	Outlook period 17/10/22-27/11/22	As per checklist
97	21/10/2022	Outlook period 24/10/22-04/12/22	As per checklist
98	28/10/2022	Outlook period 31/10/22-11/12/22	As per checklist
99	04/11/2022	Outlook period 07/11/22-18/12/22	As per checklist
100	11/11/2022	Outlook period 14/11/22-25/12/22	As per checklist
101	18/11/2022	Outlook period 21/11/22-01/01/23	As per checklist
102	25/11/2022	Outlook period 28/11/22-08/01/23	As per checklist

Edition No.	Validity Date	Reason	Sections Affected
103	02/12/2022	Outlook period 05/12/22-15/01/23	As per checklist
104	09/12/2022	Outlook period 12/12/22-22/01/23	As per checklist
105	16/12/2022	Outlook period 19/12/22-29/01/23	As per checklist
106	13/01/2023	Outlook period 16/01/23-26/02/23	As per checklist
107	20/01/2023	Outlook period 23/01/23-05/03/23	As per checklist
108	27/01/2023	Outlook period 30/01/23-12/03/23	As per checklist
109	03/02/2023	Outlook period 06/02/23-19/03/23	As per checklist
110	10/02/2023	Outlook period 13/02/23-26/03/23	As per checklist
111	17/02/2023	Outlook period 20/02/23-02/04/23	As per checklist
112	24/02/2023	Outlook period 27/02/23-09/04/23	As per checklist
113	03/03/2023	Outlook period 06/03/23-16/04/23	As per checklist
114	10/03/2023	Outlook period 13/03/23-23/04/23	As per checklist
115	17/03/2023	Outlook period 20/03/23-30/04/23	As per checklist
116	24/03/2023	Outlook period 27/03/23-07/05/23	As per checklist
117	31/03/2023	Outlook period 03/04/23-14/05/23	As per checklist
118	07/04/2023	Outlook period 10/04/23-21/05/23	As per checklist
119	14/04/2023	Outlook period 17/04/23-28/05/23	As per checklist
120	21/04/2023	Outlook period 24/04/23-18/06/23	As per checklist
121	28/04/2023	Outlook period 01/05/23-25/06/23	As per checklist
122	05/05/2023	Outlook period 08/05/23-02/07/23	As per checklist
123	12/05/2023	Outlook period 15/05/23-09/07/23	As per checklist
124	26/05/2023	Outlook period 29/05/23-23/07/23	As per checklist
125	02/06/2023	Outlook period 05/06/23-30/07/23	As per checklist
126	09/06/2023	Outlook period 12/06/23-06/08/23	As per checklist
127	16/06/2023	Outlook period 19/06/23-13/08/23	As per checklist
128	23/06/2023	Outlook period 26/06/23-20/08/23	As per checklist
129	30/06/2023	Outlook period 03/07/23-27/08/23	As per checklist
130	07/07/2023	Outlook period 10/07/23-03/09/23	As per checklist
131	14/07/2023	Outlook period 17/07/23-10/09/23	As per checklist
132	28/07/2023	Outlook period 31/07/23-24/09/23	As per checklist
133	04/08/2023	Outlook period 07/08/23-01/10/23	As per checklist
134	11/08/2023	Outlook period 14/08/23-08/10/23	As per checklist
135	25/08/2023	Outlook period 28/08/23-22/10/23	As per checklist
136	01/09/2023	Outlook period 04/09/23-29/10/23	As per checklist
137	08/09/2023	Outlook period 11/09/23-05/11/23	As per checklist

Edition No.	Validity Date	Reason	Sections Affected
138	15/09/2023	Outlook period 18/09/23-12/11/23	As per checklist
139	22/09/2023	Outlook period 25/09/23-19/11/23	As per checklist
140	29/09/2023	Outlook period 02/10/23-26/11/23	As per checklist
141	06/10/2023	Outlook period 09/10/23-03/12/23	As per checklist
142	13/10/2023	Outlook period 16/10/23-10/12/23	As per checklist
143	20/10/2023	Outlook period 23/10/23-17/12/23	As per checklist
144	27/10/2023	Outlook period 30/10/23-24/12/23	As per checklist
145	10/11/2023	Outlook period 13/11/23-07/01/24	As per checklist
146	17/11/2023	Outlook period 20/11/23-14/01/24	As per checklist
147	24/11/2023	Outlook period 27/11/23-21/01/24	As per checklist
148	01/12/2023	Outlook period 04/12/23-28/01/24	As per checklist
149	08/12/2023	Outlook period 11/12/23-04/02/24	As per checklist
150	15/12/2023	Outlook period 18/12/23-11/02/24	As per checklist
151	12/01/2024	Outlook period 15/01/24-10/03/24	As per checklist
152	19/01/2024	Outlook period 22/01/24-17/03/24	As per checklist
153	26/01/2024	Outlook period 29/01/24-24/03/24	As per checklist
154	02/02/2024	Outlook period 05/02/24-31/03/24	As per checklist
155	09/02/2024	Outlook period 12/02/24-07/04/24	As per checklist
156	16/02/2024	Outlook period 19/02/24-14/04/24	As per checklist
157	23/02/2024	Outlook period 26/02/24-21/04/24	As per checklist
158	01/03/2024	Outlook period 04/03/24-28/04/24	As per checklist
159	08/03/2024	Outlook period 11/03/24-05/05/24	As per checklist
160	15/03/2024	Outlook period 18/03/24-12/05/24	As per checklist

CHECKLIST

Section	Date	Section	Date
Chapter 1	05/05/2023	**Chapter 7**	15/03/2024
1.1	05/05/2023	7.1	12/10/2020
1.2	12/10/2020	7.2	15/03/2024
1.3	12/10/2020	7.3	15/03/2024
Chapter 2	08/07/2022	7.4	15/03/2024
2.1	12/10/2020	7.5	15/03/2024
2.2	12/10/2020	**Chapter 8**	08/04/2022
2.3	04/02/2022	8.1	08/04/2022
2.4	12/10/2020	**Chapter 9**	15/03/2024
2.5	12/10/2020	9.1	15/03/2024
2.6	08/07/2022	9.2	15/03/2024
2.7	12/10/2020	**Chapter 10**	15/03/2024
Chapter 3	05/05/2023	10.1	15/03/2024
3.1	08/07/2022	10.2	15/03/2024
3.2	12/10/2020	10.3	15/03/2024
3.3	05/05/2023	**Chapter 11**	15/03/2024
Chapter 4	15/03/2024	**Annex 1**	15/03/2024
4.1	12/10/2020	**Annex 2**	15/03/2024
4.2	15/03/2024		
4.3	16/12/2022		
Chapter 5	12/10/2020		
Chapter 6	15/03/2024		
6.1	15/03/2024		
6.2	15/03/2024		
6.3	12/10/2020		
6.4	09/04/2021		
6.5	05/05/2023		
6.6	05/05/2023		

EXECUTIVE SUMMARY

The European Network Operations Plan (NOP) – Rolling Seasonal Plan is a special version of the NOP focusing on the planning of the next eight weeks and in managing the execution and implementation of the 5-years NOP. It provides for a consolidated European network view of the evolution of air traffic and facilitates ANSPs and airports planning to match traffic demand in a safe, efficient and coordinated manner. It is developed by EUROCONTROL NM in cooperation with operational stakeholders ensuring a rolling outlook, published on the NM Network Operations Portal and updated weekly.

Outlook 18 March 2024 – 12 May 2024

Traffic outlook: The traffic levels are stable compared to the previous traffic outlook. Traffic is foreseen to gradually increase until end of March, reaching **28300** flights on Friday 22 March. The beginning of the Summer schedule shows more than **30000** flights expected on the first Friday of April, and going above **31000** flights on the following Fridays. Current airspace closures and restrictions have been taken into consideration for the entire period of this traffic outlook. The Summer 2024 Network Measures, along with the measures for the 4-Flight live trials in Paris ACC in March, have been applied and traffic has been shifted accordingly.

The following daily averages and increase rates compared to the previous year are expected for the next 8 weeks:

From	To	Daily average	Diff vs Y-1
18-03-2024	24-03-2024	25793	7.6%*
25-03-2024	31-03-2024	26205	1.9%**
01-04-2024	07-04-2024	28908	9.8%*
08-04-2024	14-04-2024	29424	8.8%*
15-04-2024	21-04-2024	29554	5.5%
22-04-2024	28-04-2024	29762	4.7%
29-04-2024	05-05-2024	30165	5.9%
06-05-2024	12-05-2024	30623	4.8%

**The percentage of growth compared to 2023 is altered due to industrial action and flight cancellations during the equivalent period in 2023.*

***The Summer schedule starts on 31 March 2024 and started one week earlier in 2023*

En-route capacity outlook: Maximum opening schemes and/or specific ATFCM measures are required to handle overload expected in Marseille, Paris, Reims, Karlsruhe, Athinai, Makedonia, Agadir, Lisboa, Canarias, Madrid, Sevilla, Geneva and Zurich ACCs.

For all the remaining ACCs, no capacity issues are foreseen. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

ANSPs are recommended to foresee a buffer in the expected traffic demand to avoid sudden capacity problems.

Network measures: NM has coordinated network scenarios with the ANSPs concerned enabling a better use of the available capacity from a network perspective.

Network measures are planned on 26 and 27 March 2024 for the live trial of the new ATM system in Paris ACC. Additionally, network measures have been agreed with the operational stakeholders to address capacity bottlenecks in the network during Summer 2024. These network measures allow to significantly reduce delays and stabilise the network while ensuring a balanced approach to horizontal and vertical flight efficiency.

Airport outlook: Most airports are continuing to maintain a good level of operational performance although certain airports might have been impacted by adverse weather conditions. Any level of Network disruption can lead to punctuality issues at some airports. A special focus at hub-and-spoke airports should be maintained on the first rotation of the day in order to avoid potential "knock-on effect" on increasing delays in the network throughout the day. NM is working closely with those airports that have already indicated a problem and proactively contacting those who have not communicated any. NM strongly encourages any airport anticipating issues to contact NM Airport Function (nm.airports@eurocontrol.int).

Safety: As part of the collaborative effort to ensure safe, smooth and coordinated recovery of the European ATM network operations from the COVID-19 crisis, NM developed in cooperation with the EUROCONTROL Safety Team and the SAFOPS group a safety argument and a list of potential hazards/safety issues. The material was also coordinated with the CANSO CESAF and with the EASA ATM CAG. The purpose of the Safety Argument is to assist ANSPs in planning the provision of a safe ATS, by providing a comprehensive reference to the elements of the functional system that might have been affected by the crisis-related measures and need to be properly accounted for and managed.

TABLE OF CONTENT

DOCUMENT CONTROL I
EDITION HISTORY II
CHECKLIST VII
EXECUTIVE SUMMARY VIII
TABLE OF CONTENT X
1 INTRODUCTION 12
1.1 Scope of the European Network Operations Plan – Rolling Seasonal plan 12
1.2 Geographical Area covered by the European Network Operations Plan – Rolling Seasonal Plan 12
1.3 Preparation of the Plan 13
2 DESCRIPTION OF THE NOP ROLLING SEASONAL PLAN, OPERATIONAL TARGETS & OBJECTIVES 13
2.1 Strategic Objectives 13
2.2 A Collaborative Process 13
2.3 EU Performance Targets Application 14
2.4 Priorities and Resources 14
2.5 Impact on ATM and Other Areas 14
2.6 Strategic Evolution of the NOP 14
2.7 Preparations for the Network Operations Plan 14
3 OVERALL NETWORK OPERATIONS PLANNING PROCESSES 16
3.1 Strategic Planning Processes Description 16
3.2 ATFCM Phases and Processes 16
3.3 Description of Data and Tools Used 16
4 OVERALL CONTEXT AND OPERATIONAL REQUIREMENTS 17
4.1 Challenges and Opportunities 17
4.2 Network Traffic Outlook 18
4.3 Network Operational Performance Requirements 34
5 NETWORK OPERATIONAL PERFORMANCE PLANS AND ACTIONS AT NETWORK LEVEL 35
6 OPERATIONAL PERFORMANCE ENHANCEMENT PLANS AND ACTIONS AT LOCAL LEVEL 36
6.1 ACC Capacity Enhancement Measures 36
6.2 Airport Performance Enhancement and network integration 38
6.3 FAB integration into the Network planning process 42
6.4 Safety 42
6.5 Relationship with 'Third Countries' 43
6.6 Relationship with ICAO 43
7 SPECIAL EVENTS 44
7.1 Overview of Special Events with significant ATM impact 44

7.2 Individual Special Events and their handling from a network perspective 44
7.3 ATM system changes, special events and major projects 45
7.4 Military Exercises 46
7.5 Airport Events.....48
8 MILITARY AIRSPACE REQUIREMENTS 51
8.1 Airspace Availability 52
9 FORECAST OF NETWORK OPERATIONAL PERFORMANCE.....55
9.1 Expected En-route Performance of the European ATM Network.....55
9.2 Expected Airport Performance of the European ATM Network 61
10 BOTTLENECK AREAS AND MITIGATION SOLUTIONS 63
10.1 En-route: ACC capacity enhancement measures 63
10.2 Airport capacity enhancement measures.....63
10.3 Proposed Actions at Network Level 64
11 CONCLUSION.....65
ANNEX 1 – ACC TRAFFIC OUTLOOK & CAPACITY PLANS 66
ANNEX 2 – AIRPORTS 290

1 Introduction

1.1 Scope of the European Network Operations Plan – Rolling Seasonal plan

The European Network Operations Plan – Rolling Seasonal plan, hereinafter referred to as the NOP Rolling Seasonal Plan is a special version of the NOP developed to address demand and capacity in the coming eight weeks and in managing the execution and implementation of the 5-years NOP. It builds on the experience of the NOP 2020 Recovery Plan, which was very positive and allowed for smooth operations during the recovery phase. Its development was agreed by the Enlarged Ad Hoc NDOP Recovery Cell on 14 September 2020.

The NOP Rolling Seasonal 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 coming eight weeks 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 the time horizon of the rolling seasonal plan.

The NOP Rolling Seasonal Plan is published every week, covering an outlook of eight weeks. The time horizon and frequency of the updates will be regularly reviewed.

The full version of the NOP covering the period 2023-2027 was issued, approved and published in April 2023. To that effect, the NOP Rolling Seasonal Plan addresses the requirements set forth in Commission Implementing Regulation (EU) 2019/123 of 24 January 2019. The NOP Rolling Seasonal Plan continues to be produced after the publication of the 5 years NOP.

1.2 Geographical Area covered by the European Network Operations Plan – Rolling Seasonal Plan

The NOP Rolling Seasonal 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).
- **EUROCONTROL member States and Comprehensive Agreement States**, that are not EU members (Albania, Armenia, Bosnia & Herzegovina, North Macedonia, Georgia, Moldova, Montenegro, Serbia, Türkiye, Ukraine, United Kingdom plus Israel and Morocco).

1.3 Preparation of the Plan

The NOP Rolling Seasonal Plan is developed in a cooperative manner with the operational stakeholders, published on the NM Network Operations Portal and updated initially once per week. The NOP Rolling Seasonal Plan ensures a rolling outlook of 8 (eight) weeks. The time horizon and frequency of the updates will be regularly reviewed.

All operational stakeholders worked with the Network Manager (NM) to ensure a consolidated European network view of the evolution of the air traffic and facilitate the planning of the service by ANSPs and airports to match expected traffic demand in a safe, efficient and coordinated manner. The validation of the information included in this NOP Rolling Seasonal 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 Rolling Seasonal Plan, Operational Targets & Objectives

Based on the decisions of the NDOP and NMB, the focus of the NOP Rolling Seasonal Plan is on expected traffic and air traffic services. The NM has been tasked to develop this Plan to ensure an effective European ATM network in close cooperation with all operational stakeholders.

2.1 Strategic Objectives

The NOP Rolling Seasonal 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

The NOP Rolling Seasonal 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 next eight weeks;
- To enable a safe and smooth planning 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 Rolling Seasonal Plan is based on the performance targets adopted by Single Sky Committee (SSC) and published in the Commission Implementing Decision 2021/891 of 02 June 2021 for RP3.

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 planning of the next eight weeks it is paramount that operational stakeholders cooperate closely with the Network Manager. The European Network Operations Rolling Seasonal 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 NOP Rolling Seasonal Plan is replacing the NOP 2020 Recovery Plan.

The NOP Rolling Seasonal Plan will be published every week, covering an outlook of eight weeks. The time horizon and frequency of the updates will be regularly reviewed.

The full version of the NOP covering the period 2023-2027 was issued, approved and published in April 2023.

2.7 Preparations for the Network Operations Plan

The NOP Rolling Seasonal Plan will be updated on a weekly basis, with an outlook of eight weeks. 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 outlook period	By Friday COB one week before publication	ANSPs
Airports to send their plan to NM for the outlook period	By Friday COB one week before publication	Airports
Traffic expectations at network, ACC and airport level for the outlook period, in NEST and Excel format	By Wednesday COB	NM
NM Assessment of ACC plans	Monday/Thursday	NM
NM Assessment of airport plans	Monday/Thursday	NM
Weekly NOP publication	By Friday COB	NM

3 Overall Network Operations Planning Processes

3.1 Strategic Planning Processes Description

The NOP Rolling Seasonal 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 eight weeks in terms of traffic and capacity.

NM worked in partnership with all operational stakeholders to derive the rolling 8-week periods traffic demand, sector opening schemes and capacity outlook, airport capacity outlook, special events and any other information deemed necessary for the planning phase. The processes and tools used are to a large extent those described in the European NOP 2023-2027 approved by the NMB in April 2023.

The NOP Rolling Seasonal 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 ensures a dynamic and systematic update of the data relevant to the NOP Rolling Seasonal 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, 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 Rolling Seasonal Plan gives an overview of expected traffic at network / ACC / airport level and an outlook of the expected performance for 8 (eight) 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 higher buffer to ensure sufficient resources available. The demand outlook will be updated initially 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

The main challenges and opportunities for this NOP Rolling Seasonal Plan are:

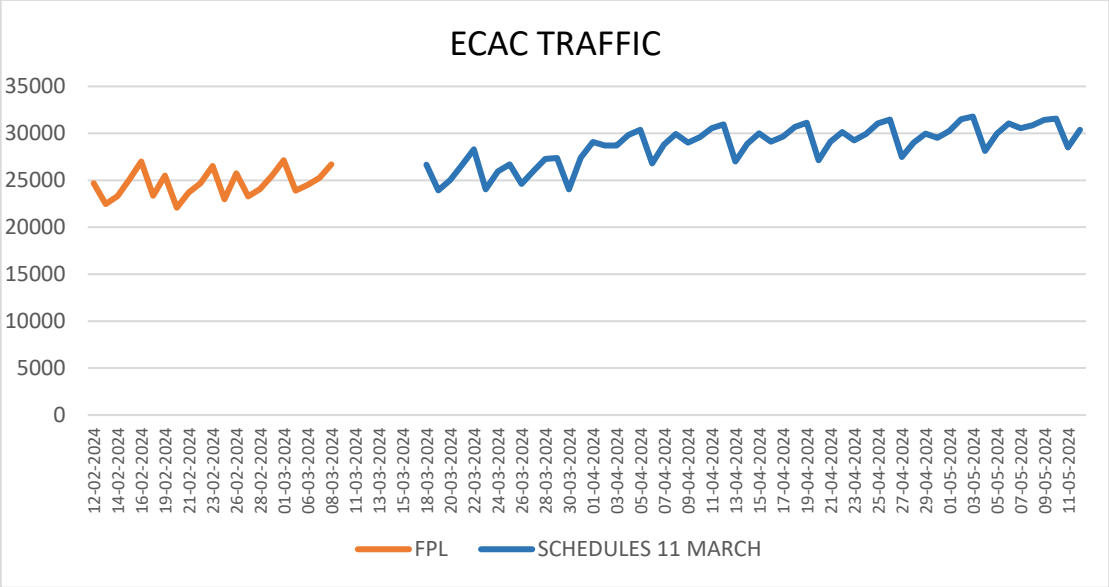
- Capturing accurately the evolution of the traffic demand;
- Capturing accurately the evolution of en-route, TMA and airport capacity;
- Minimising to the largest possible extent the operational constraints in the network;
- The continuous adaptation of the European ATM network capacity (for en-route, TMAs and airports) to the evolution of traffic demand to enable a constraints-free operation of the network;
- The 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

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

This Plan ensures a structured short term planning and preparation to enable the Network Manager and operational stakeholders to successfully mitigate capacity / demand imbalance issues. It is helped by the maturity of the existing capacity planning processes.

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 Network Traffic Outlook



The traffic levels are stable compared to the previous traffic outlook. Traffic is foreseen to gradually increase until end of March, reaching **28300** flights on Friday 22 March. The beginning of the Summer schedule shows more than **30000** flights expected on the first Friday of April, and going above **31000** flights on the following Fridays.

Current airspace closures and restrictions have been taken into consideration for the entire period of this traffic outlook. The Summer 2024 Network Measures, along with the measures for the 4-Flight live trials in Paris ACC in March, have been applied and traffic has been shifted accordingly.

The following daily averages and increase rates compared to the previous year are expected for the next 8 weeks:

From	To	Daily average	Diff vs Y-1
18-03-2024	24-03-2024	25793	7.6%*
25-03-2024	31-03-2024	26205	1.9%**
01-04-2024	07-04-2024	28908	9.8%*
08-04-2024	14-04-2024	29424	8.8%*
15-04-2024	21-04-2024	29554	5.5%
22-04-2024	28-04-2024	29762	4.7%
29-04-2024	05-05-2024	30165	5.9%
06-05-2024	12-05-2024	30623	4.8%

**The percentage of growth compared to 2023 is distorted due to industrial action and flight cancellations during the equivalent period in 2023.*

***The Summer schedule starts on 31 March 2024 and started one week earlier in 2023*

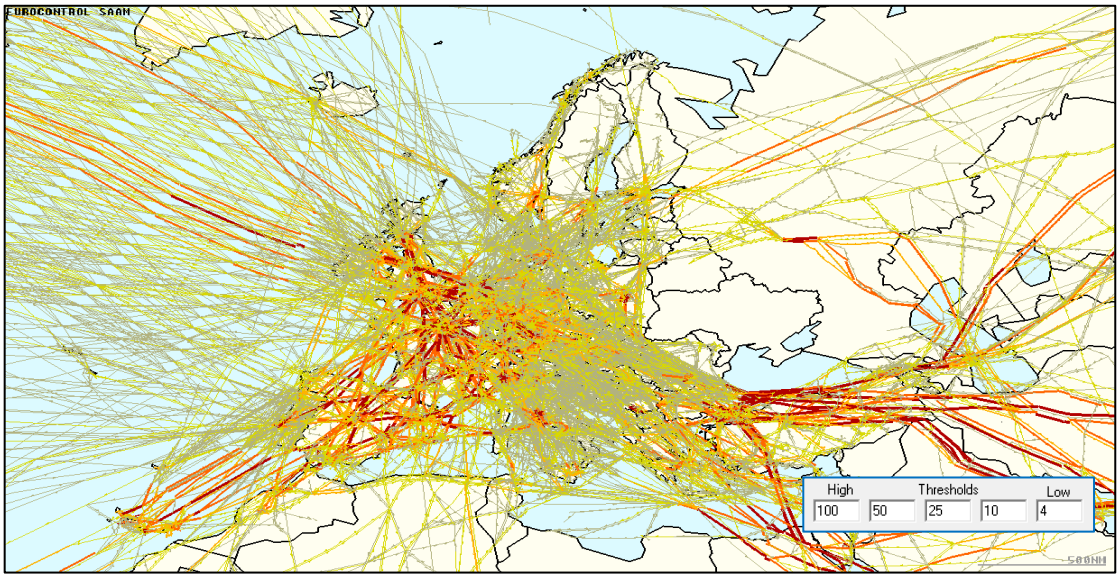
It is strongly recommended to foresee a buffer in the expected traffic demand to avoid sudden capacity issues.

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.

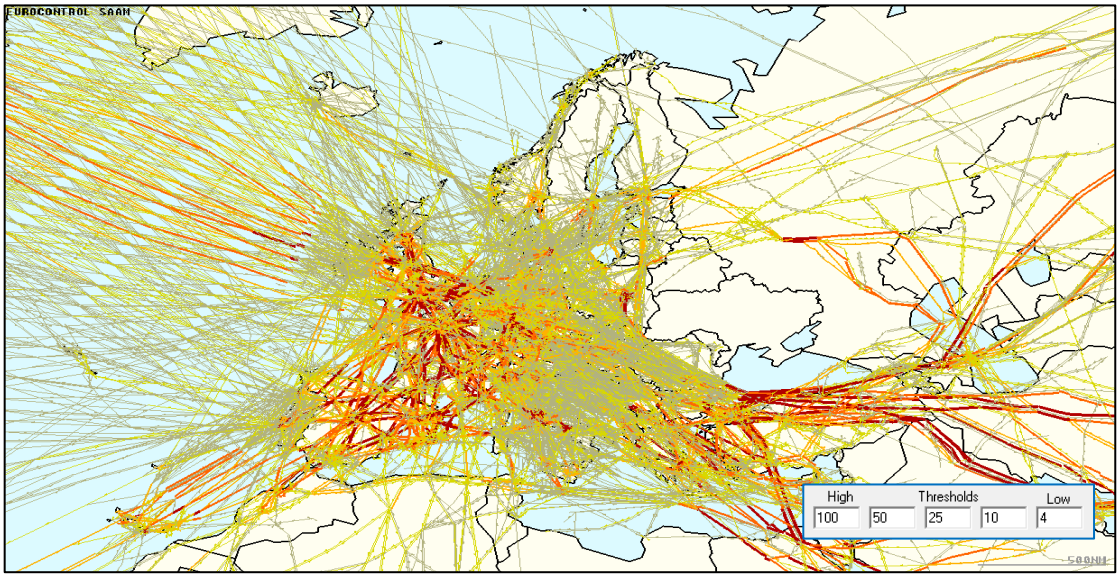
Network traffic flow density

The maps below present the expected traffic flow density on Friday 22 March 2024 and on Friday 10 May 2024.

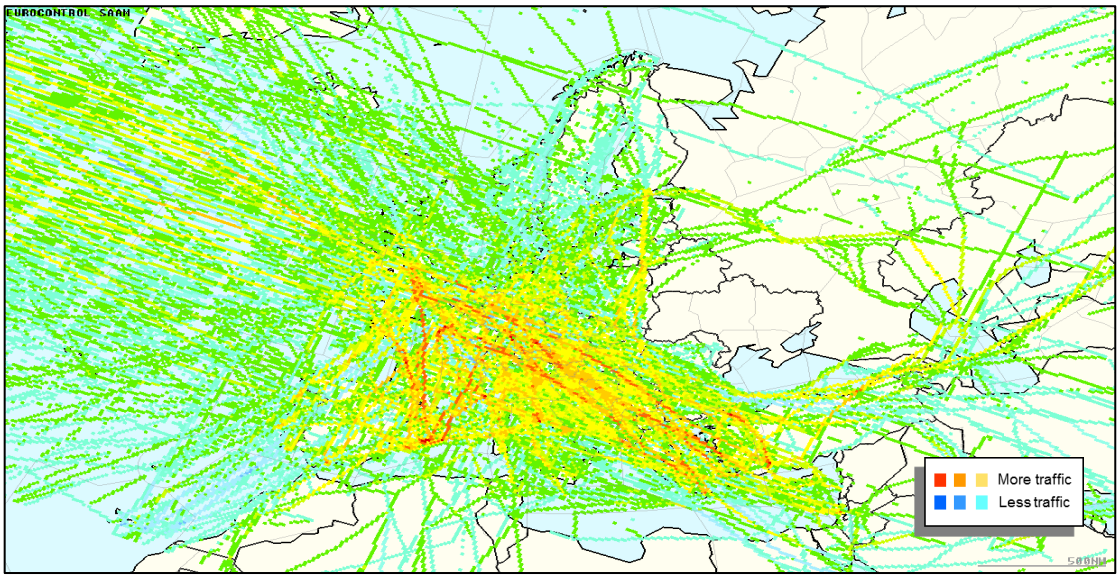
One day traffic: Friday 22 March 2024



One day traffic: Friday 10 May 2024



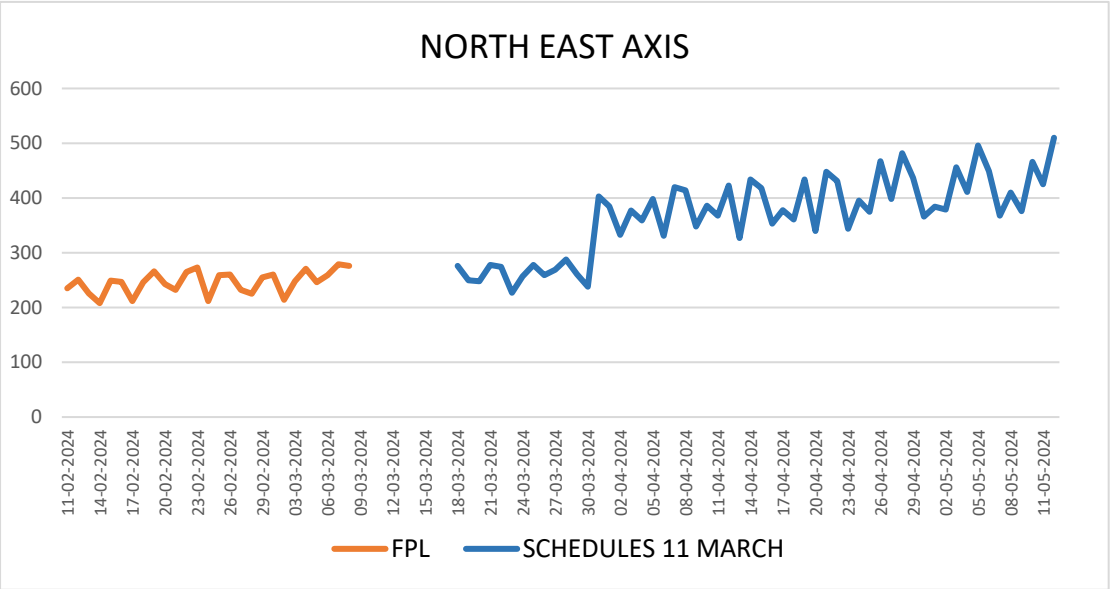
The map below presents the expected changes in traffic when comparing traffic on Friday 22 March 2024 and on Friday 10 May 2024.



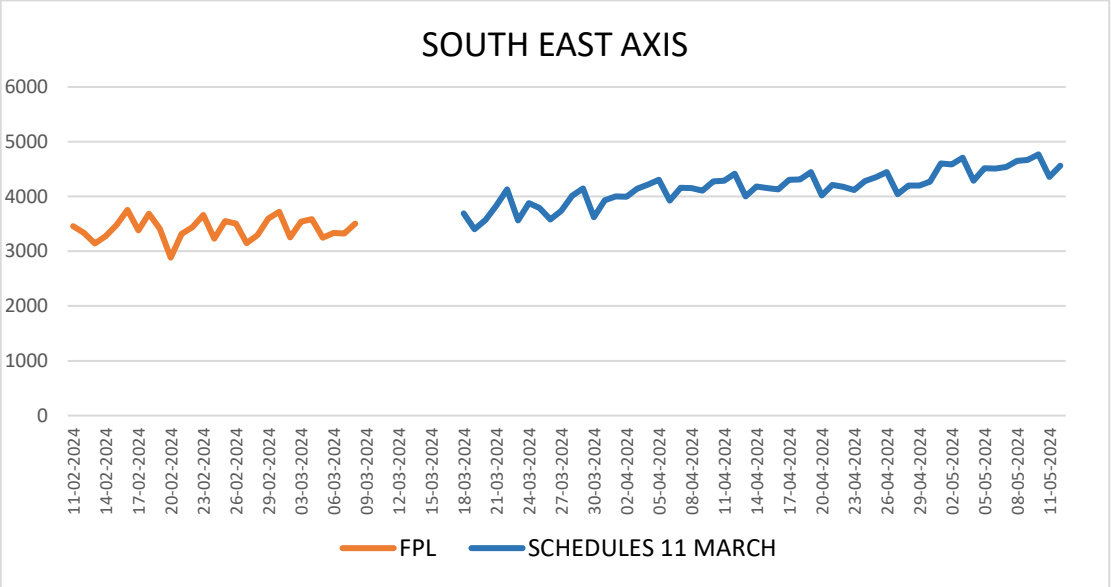
Major flows in NM area

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

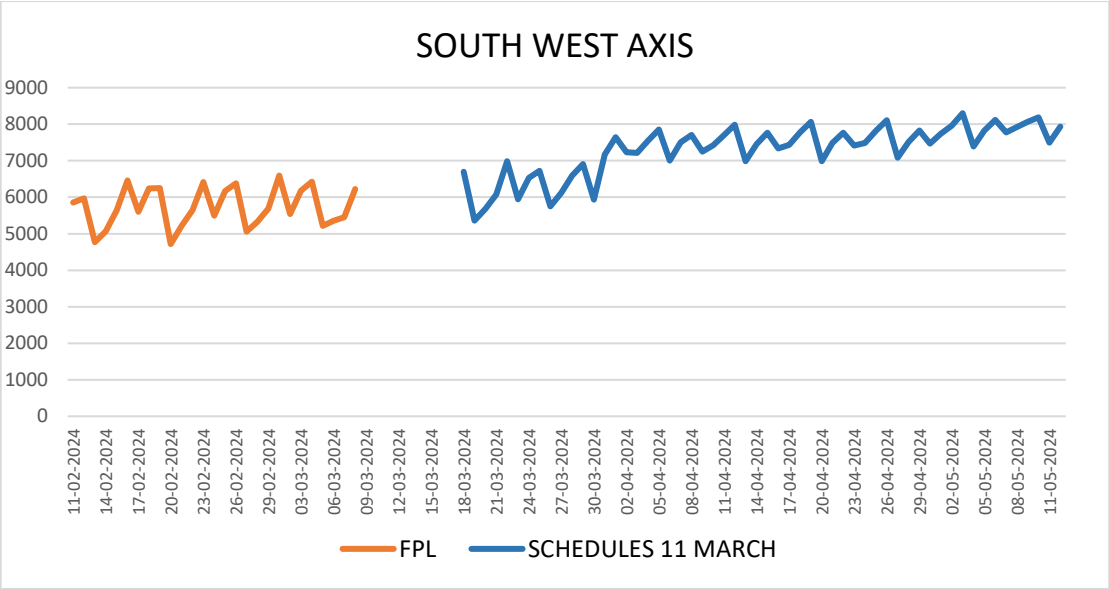
NORTH EAST AXIS



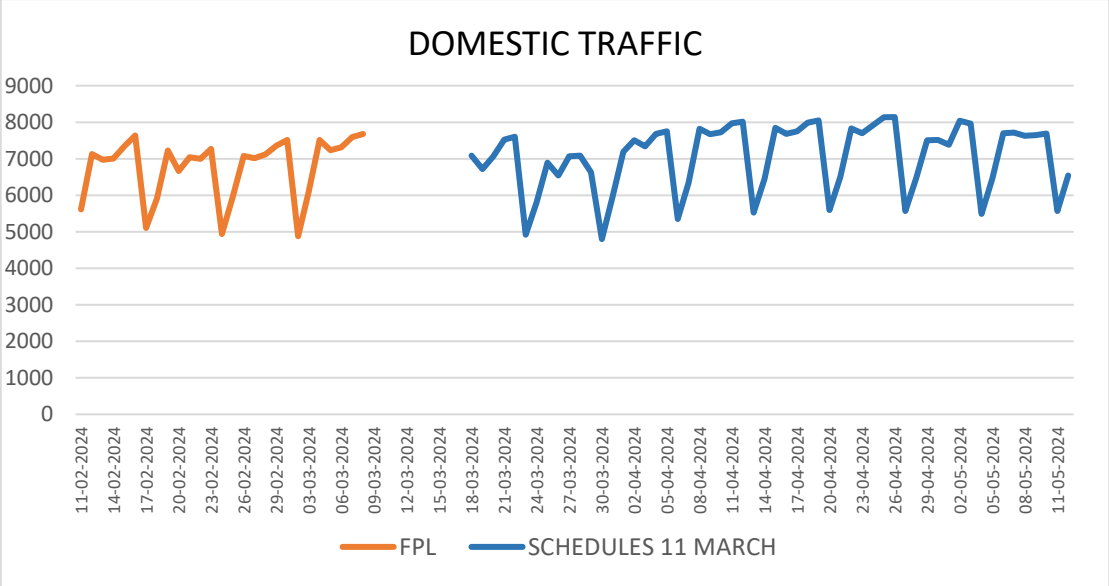
SOUTH EAST AXIS



SOUTH WEST AXIS

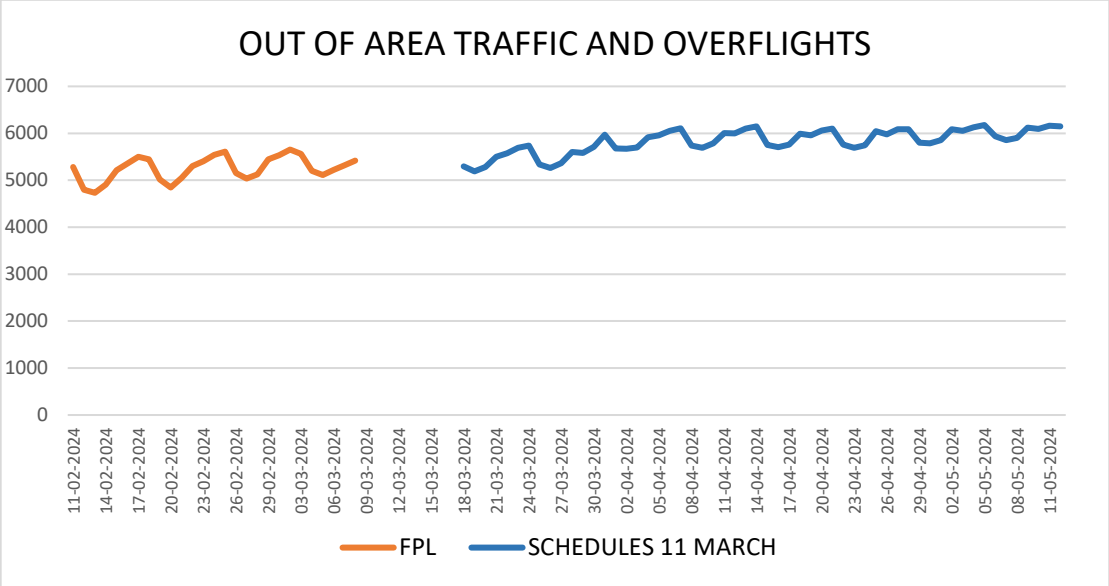


DOMESTIC TRAFFIC

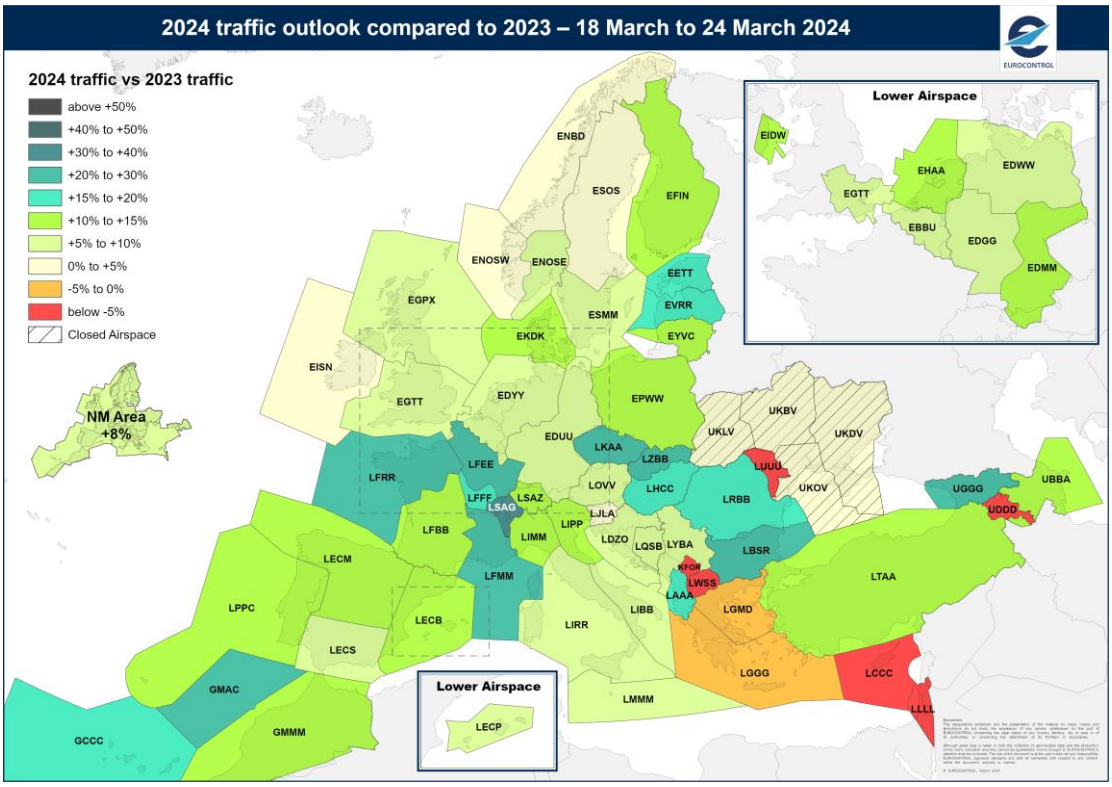


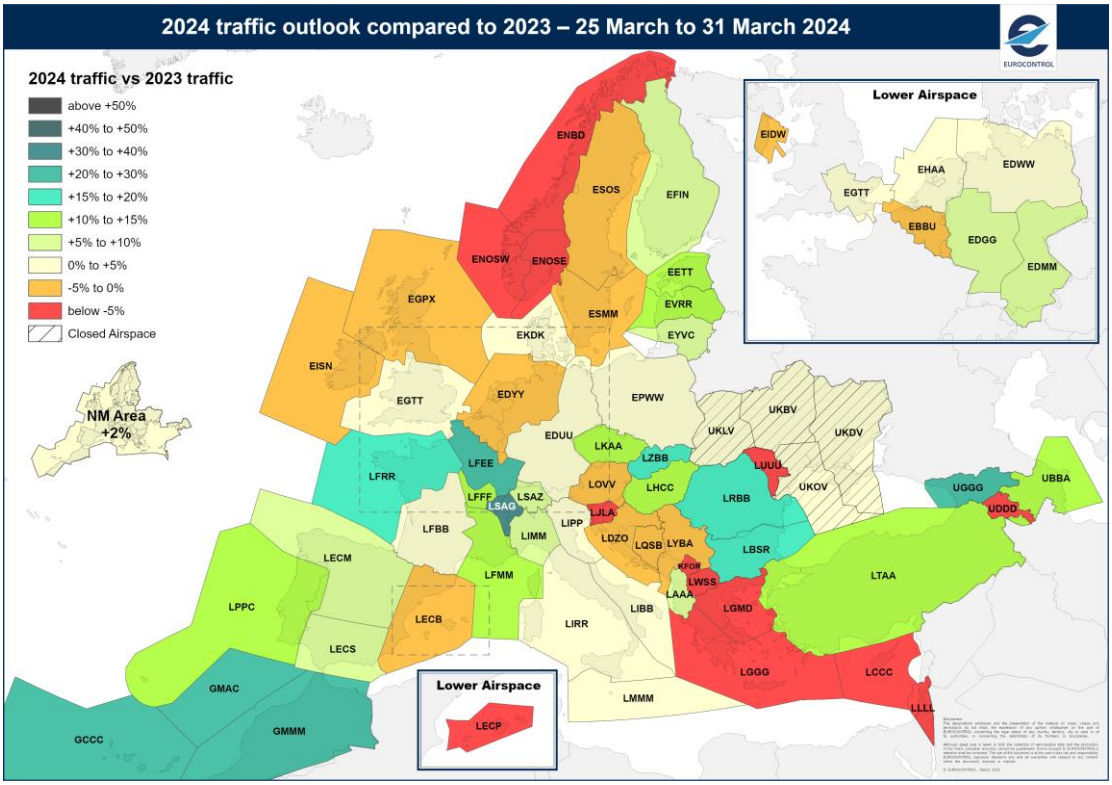
OUT OF AREA TRAFFIC AND OVERFLIGHTS

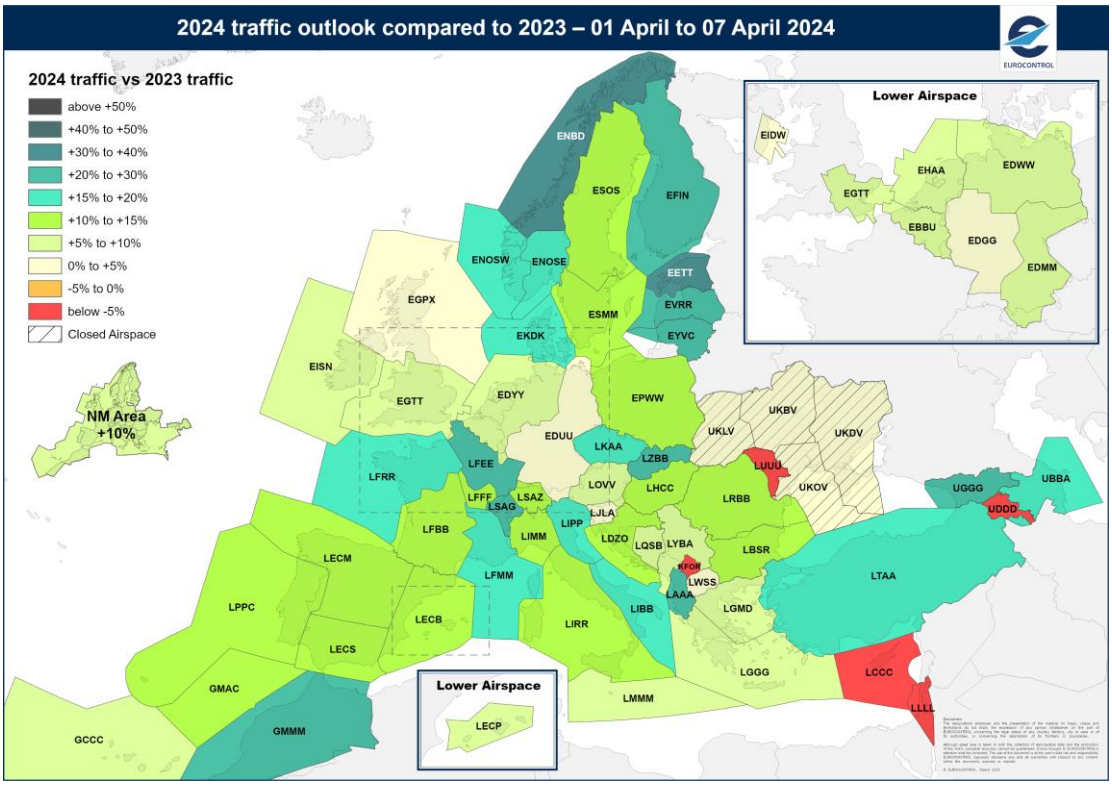
The out of area traffic definition covers all flights departing or arriving at non-ECAC states and partly overlaps with the axis definitions that precede in this section. Therefore, please note that the numbers reflected in the chart below are also covered by the previous charts for South West, South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

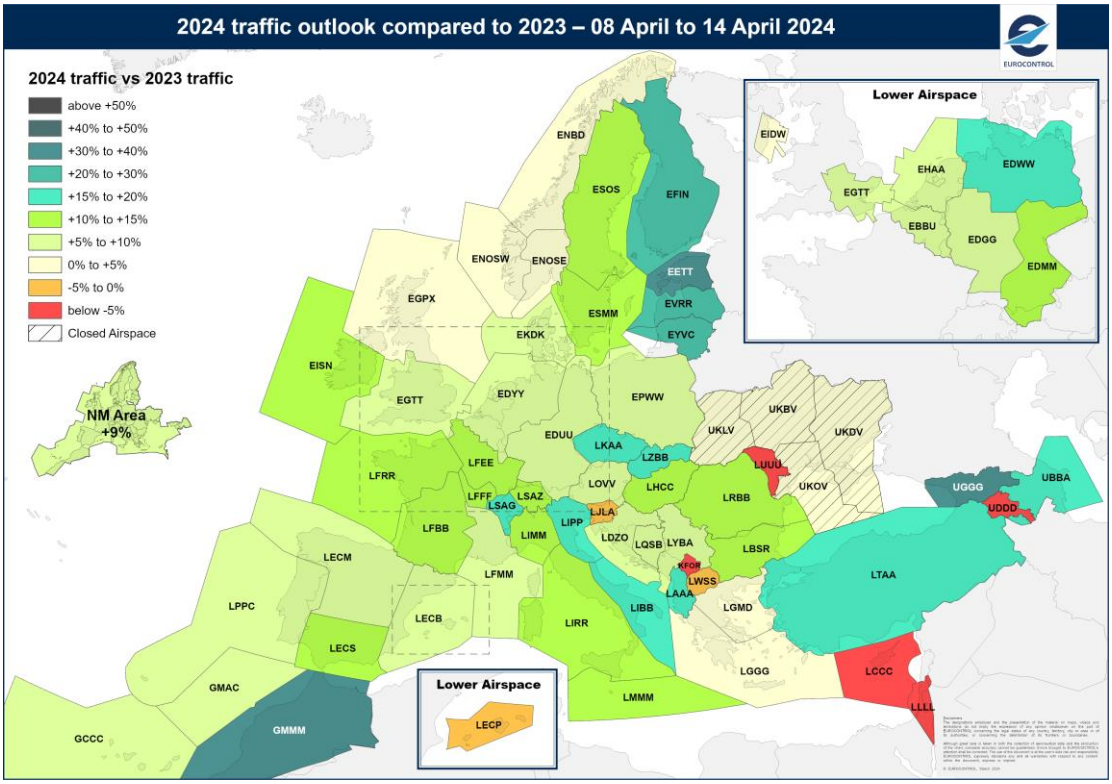


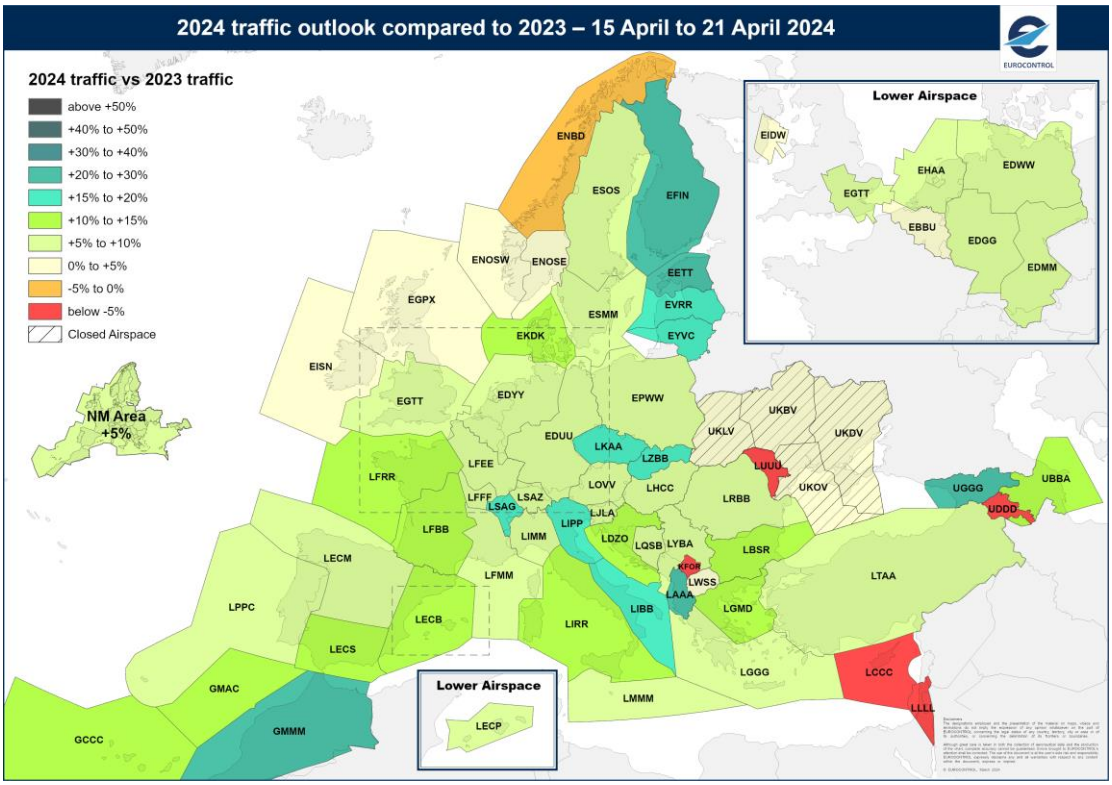
Traffic distribution by ACC

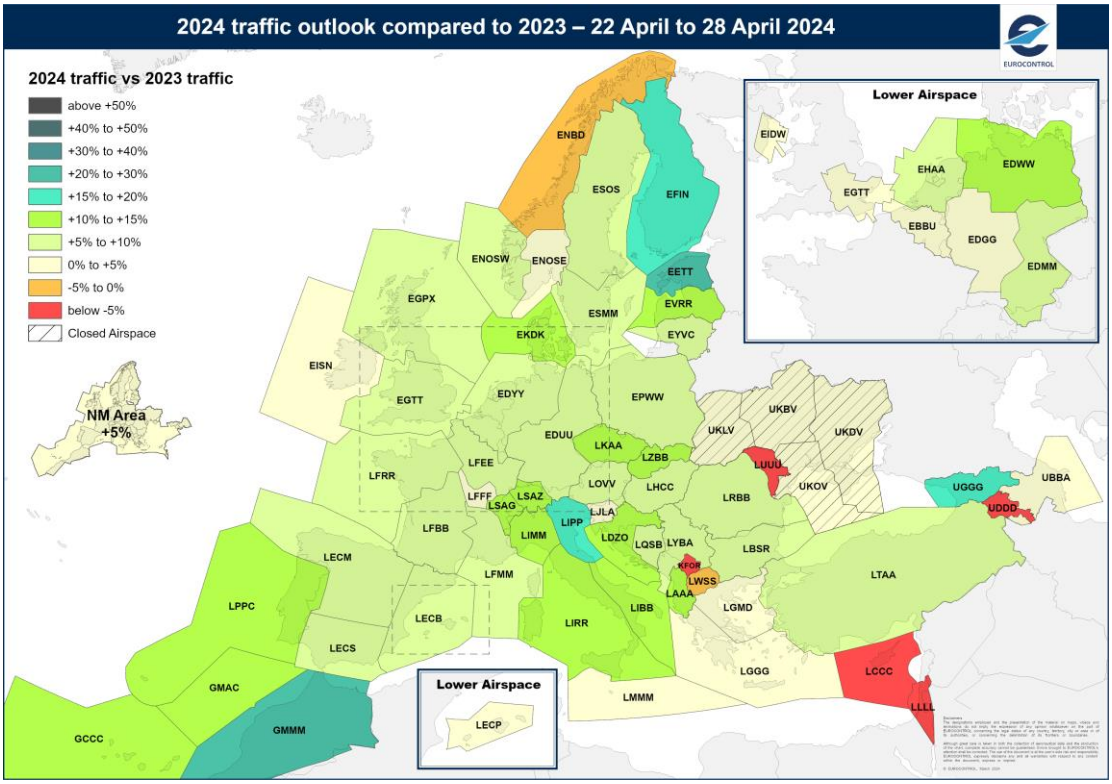


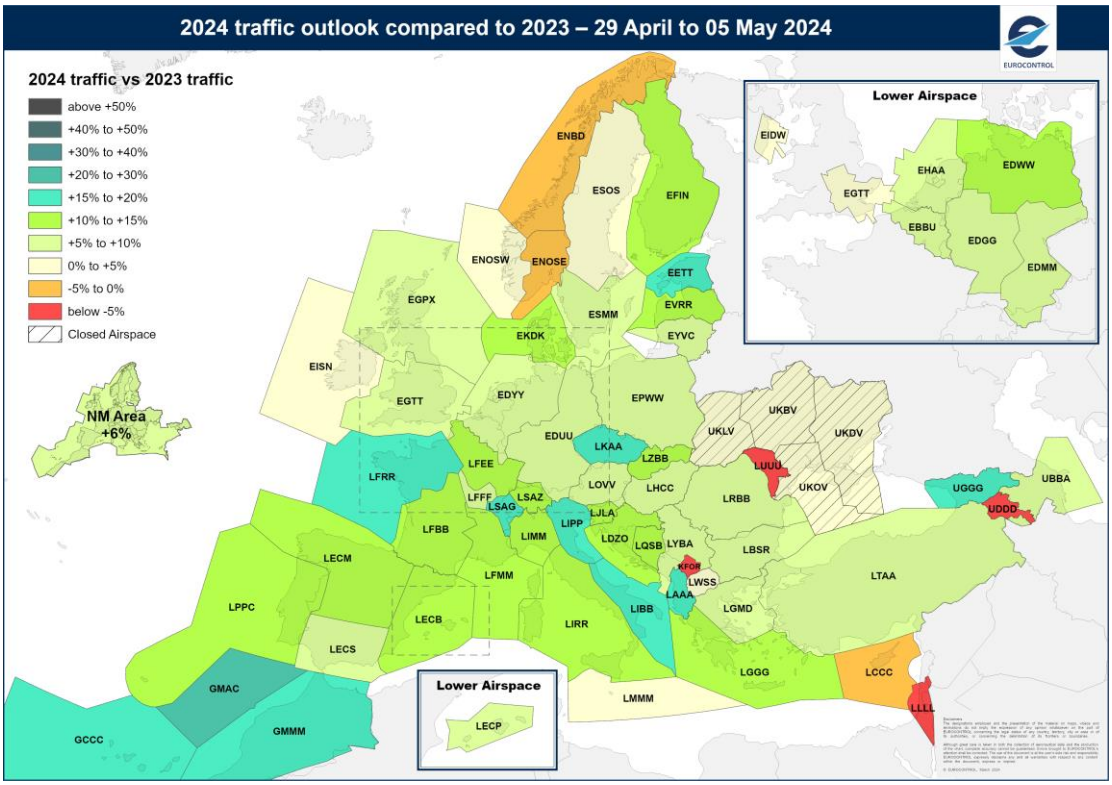


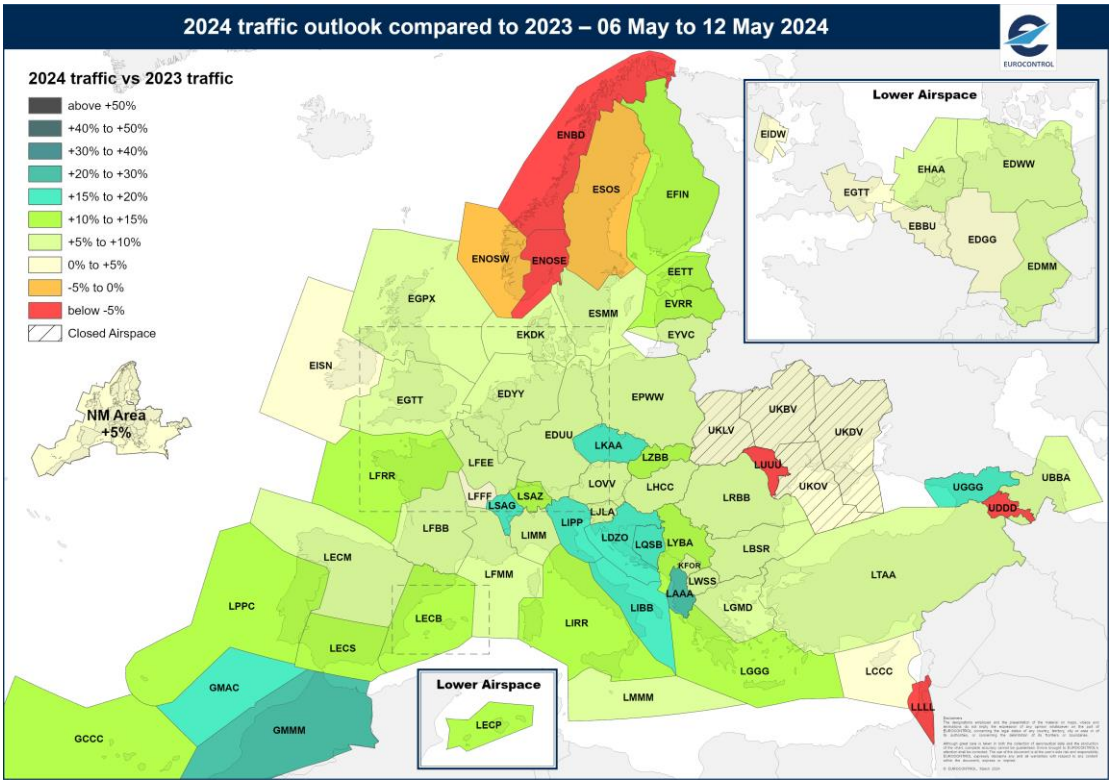

2024 traffic outlook compared to 2023 – 01 April to 07 April 2024
2024 traffic vs 2023 traffic
above +50%
+40% to +50%
+30% to +40%
+20% to +30%
+15% to +20%
+10% to +15%
+5% to +10%
0% to +5%
-5% to 0%
below -5%
Closed Airspace
NM Area +10%
Lower Airspace
EIDW
EHAA
EDWW
EGTT
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EVRR
EGPX
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LUUU
UKOV
LFEE
LFRR
LOVV
LHCC
LRBB
UGGG
UBBA
UDDD
LFFF
LSAG
LSAZ
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
LFMM
KFOR
LWSS
LAAA
LTAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP

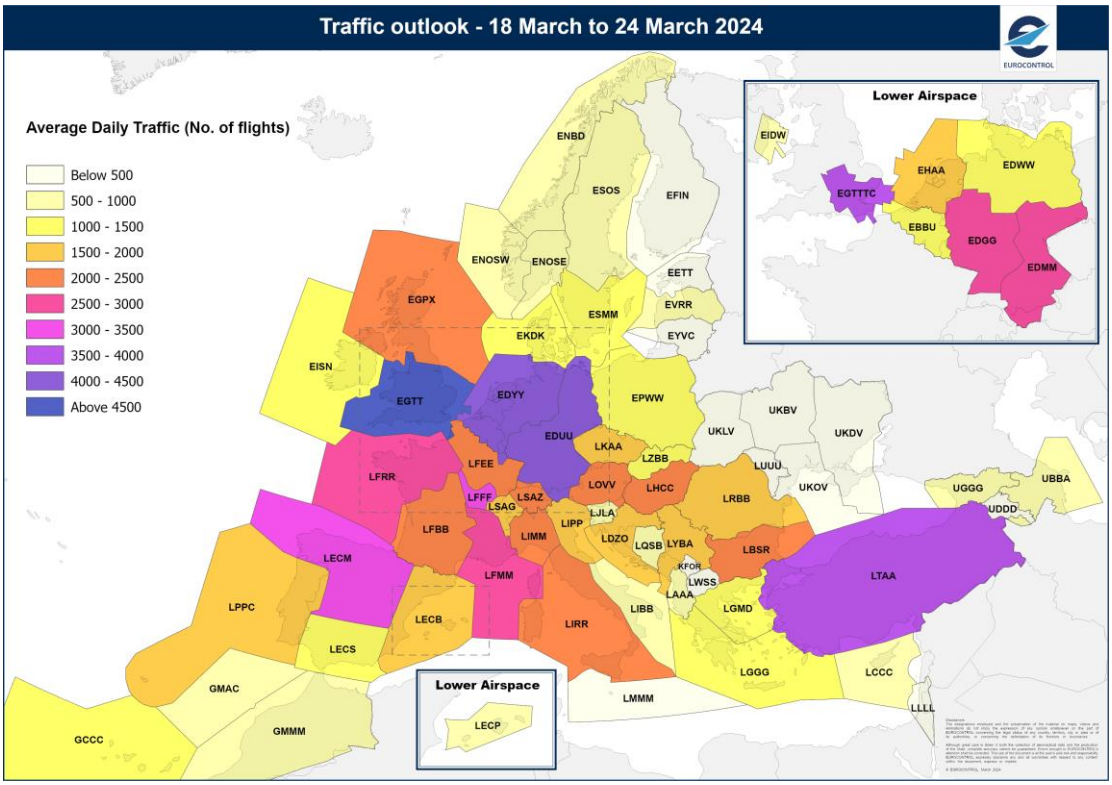

2024 traffic outlook compared to 2023 – 08 April to 14 April 2024
2024 traffic vs 2023 traffic
above +50%
+40% to +50%
+30% to +40%
+20% to +30%
+15% to +20%
+10% to +15%
+5% to +10%
0% to +5%
-5% to 0%
below -5%
Closed Airspace
NM Area +9%
Lower Airspace
EIDW
EHAA
EDWW
EGTT
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EVRR
EGPX
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LUUU
UKOV
LFEE
LFRR
LOVV
LHCC
LRBB
UGGG
UBBA
UDDD
LFFF
LSAG
LSAZ
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
LFMM
KFOR
LWSS
LAAA
LTAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP

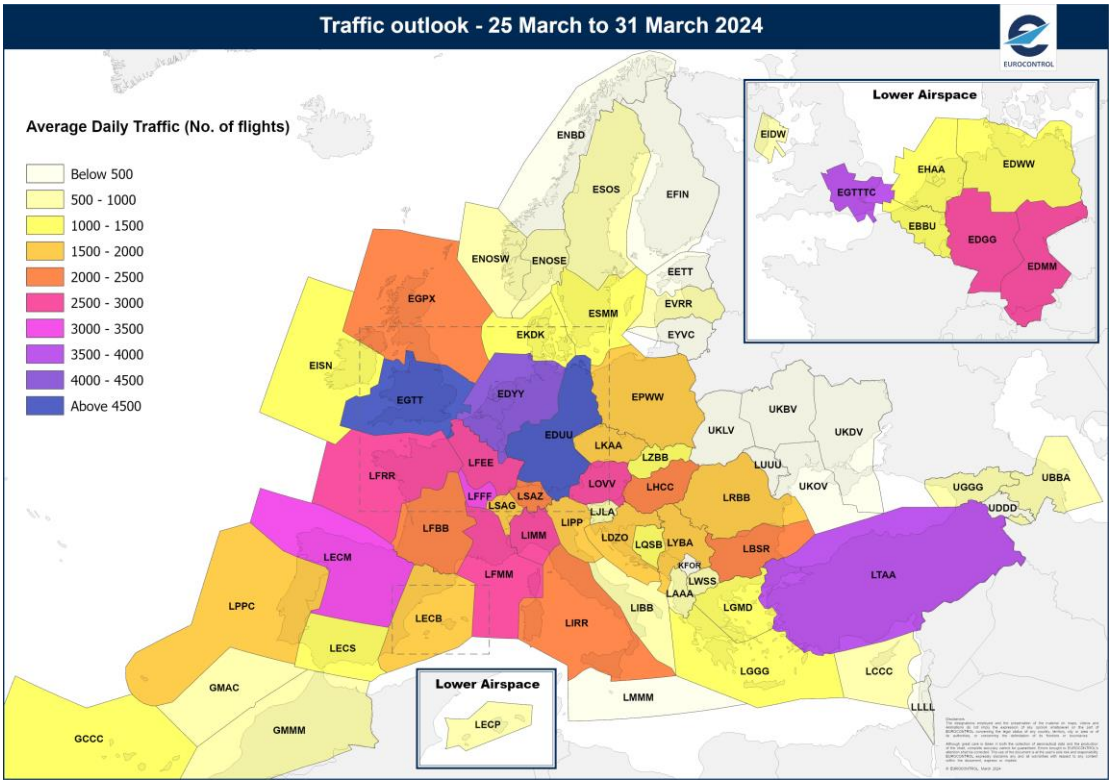

2024 traffic outlook compared to 2023 – 15 April to 21 April 2024
2024 traffic vs 2023 traffic
above +50%
+40% to +50%
+30% to +40%
+20% to +30%
+15% to +20%
+10% to +15%
+5% to +10%
0% to +5%
-5% to 0%
below -5%
Closed Airspace
NM Area +5%
Lower Airspace
EIDW
EHAA
EDWW
EGTT
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
UKOV
LFRR
LOVV
LHCC
LRBB
UGGG
UBBA
LFFF
LSAG
LSAZ
LJLA
UDDD
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LGMD
LPPC
LIBB
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP

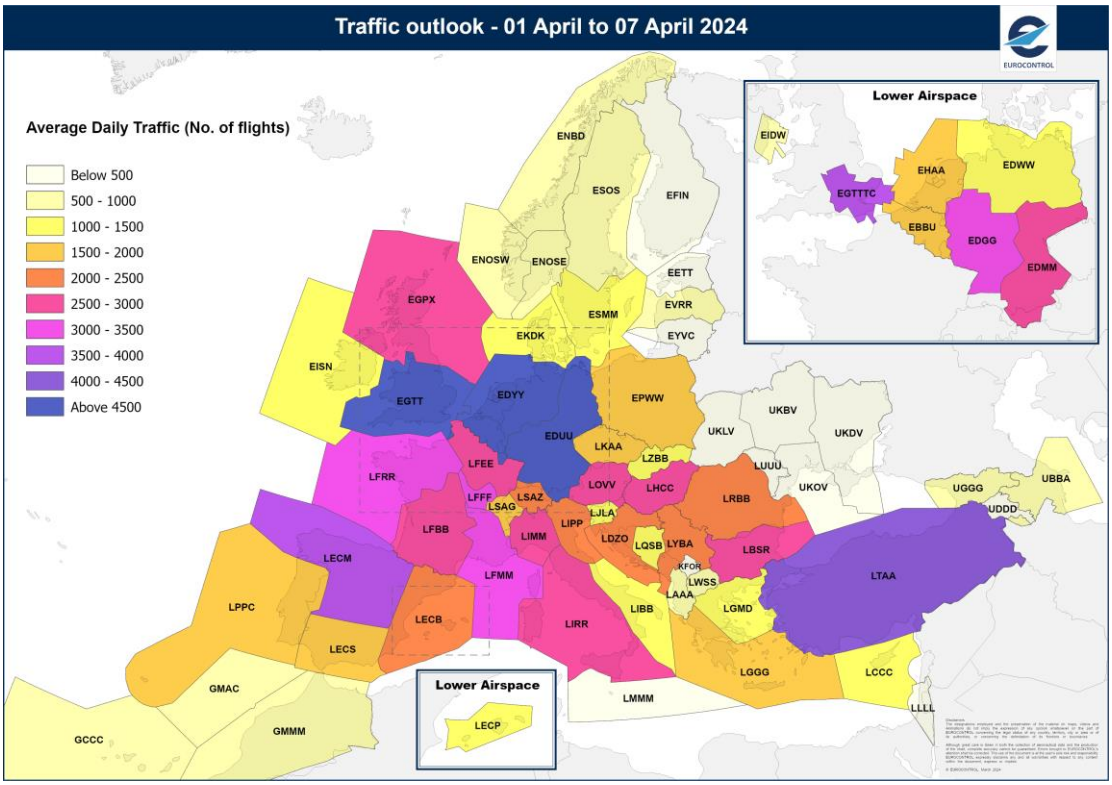

2024 traffic outlook compared to 2023 – 22 April to 28 April 2024
2024 traffic vs 2023 traffic
above +50%
+40% to +50%
+30% to +40%
+20% to +30%
+15% to +20%
+10% to +15%
+5% to +10%
0% to +5%
-5% to 0%
below -5%
Closed Airspace
NM Area +5%
Lower Airspace
EIDW
EHAA
EDWW
EGTT
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
UKOV
LFRR
LOVV
LHCC
LRBB
UGGG
UBBA
LFFF
LSAG
LSAZ
LJLA
UDDD
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LGMD
LPPC
LIBB
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP

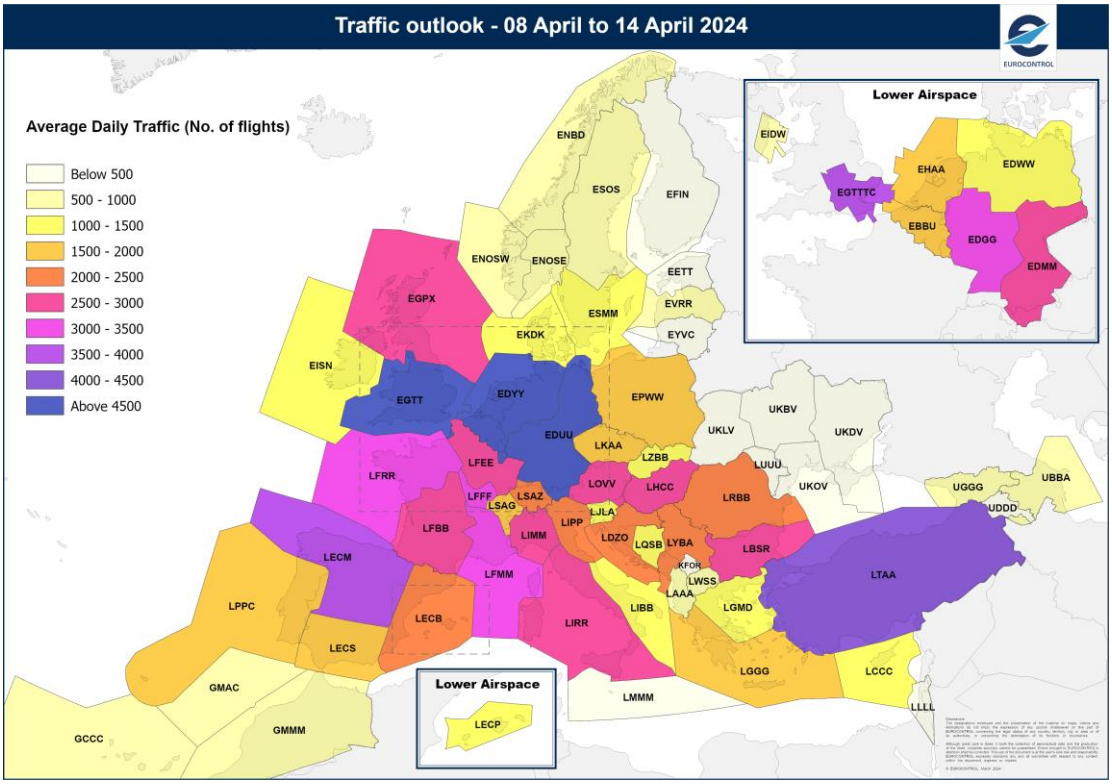

2024 traffic outlook compared to 2023 – 29 April to 05 May 2024
2024 traffic vs 2023 traffic
above +50%
+40% to +50%
+30% to +40%
+20% to +30%
+15% to +20%
+10% to +15%
+5% to +10%
0% to +5%
-5% to 0%
below -5%
Closed Airspace
NM Area +6%
Lower Airspace
EIDW
EHAA
EDWW
EGTT
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EVRR
EGPX
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LUUU
LFEE
LFRR
LOVV
LHCC
UKOV
UGGG
UBBA
LRBB
UDDD
LFFF
LSAG
LSAZ
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LWSS
LFMM
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP

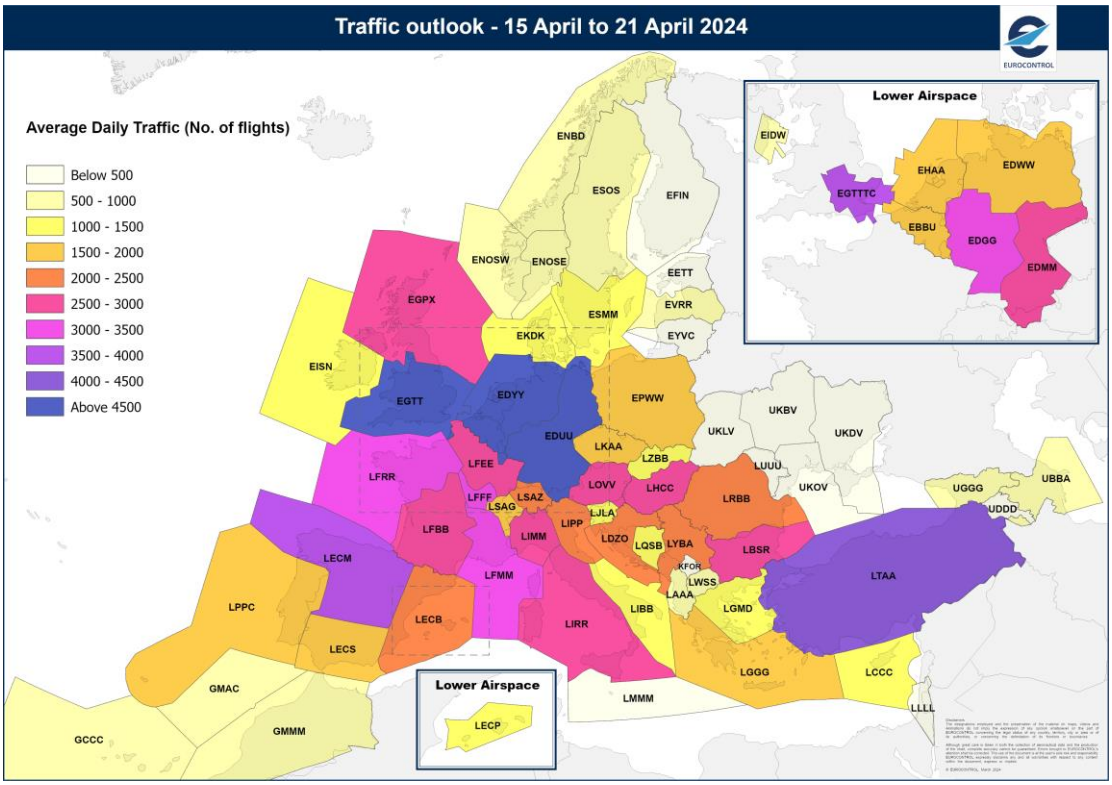

2024 traffic outlook compared to 2023 – 06 May to 12 May 2024
2024 traffic vs 2023 traffic
above +50%
+40% to +50%
+30% to +40%
+20% to +30%
+15% to +20%
+10% to +15%
+5% to +10%
0% to +5%
-5% to 0%
below -5%
Closed Airspace
NM Area +5%
Lower Airspace
EIDW
EHAA
EDWW
EGTT
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EVRR
EGPX
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LUUU
LFEE
LFRR
LOVV
LHCC
UKOV
UGGG
UBBA
LRBB
UDDD
LFFF
LSAG
LSAZ
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LWSS
LFMM
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP

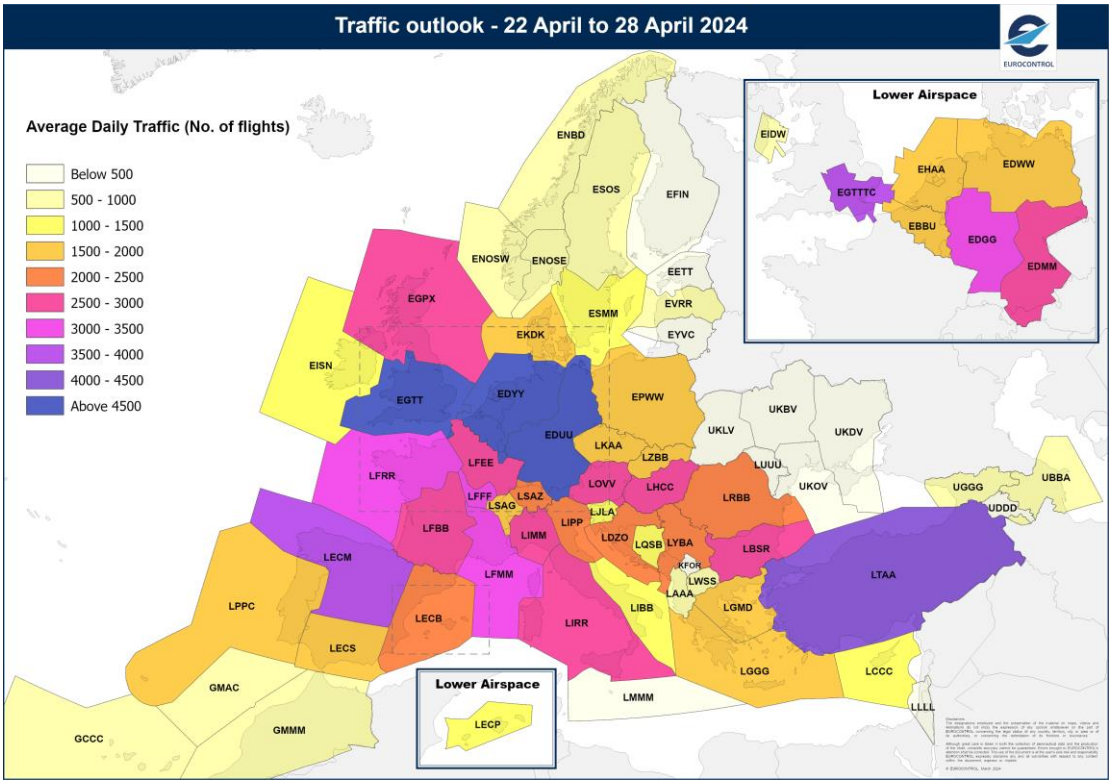

Traffic outlook - 18 March to 24 March 2024
EUROCONTROL
Average Daily Traffic (No. of flights)
Below 500
500 - 1000
1000 - 1500
1500 - 2000
2000 - 2500
2500 - 3000
3000 - 3500
3500 - 4000
4000 - 4500
Above 4500
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
Lower Airspace
LECP
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
ESMM
EVRR
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
LOVV
LHCC
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LRBB
UDDD
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM

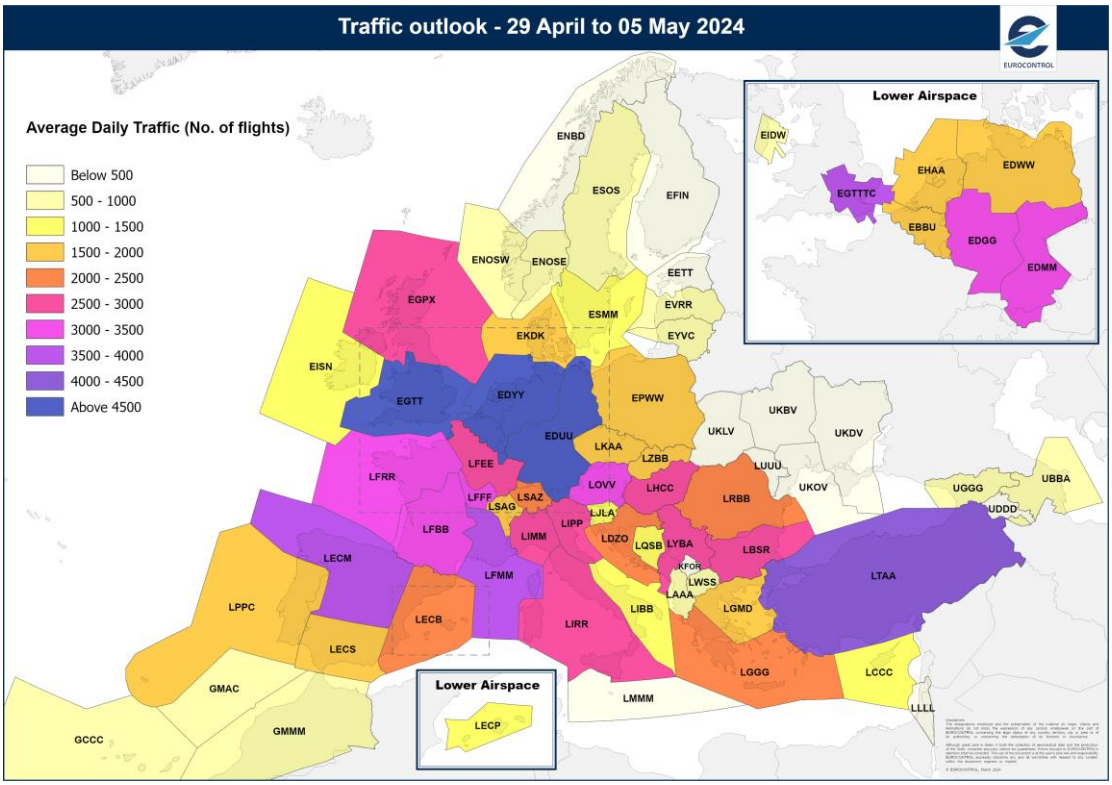

Traffic outlook - 25 March to 31 March 2024
EUROCONTROL
Average Daily Traffic (No. of flights)
Below 500
500 - 1000
1000 - 1500
1500 - 2000
2000 - 2500
2500 - 3000
3000 - 3500
3500 - 4000
4000 - 4500
Above 4500
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
Lower Airspace
LECP
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
ESMM
EVRR
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
LOVV
LHCC
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LRBB
UDDD
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM

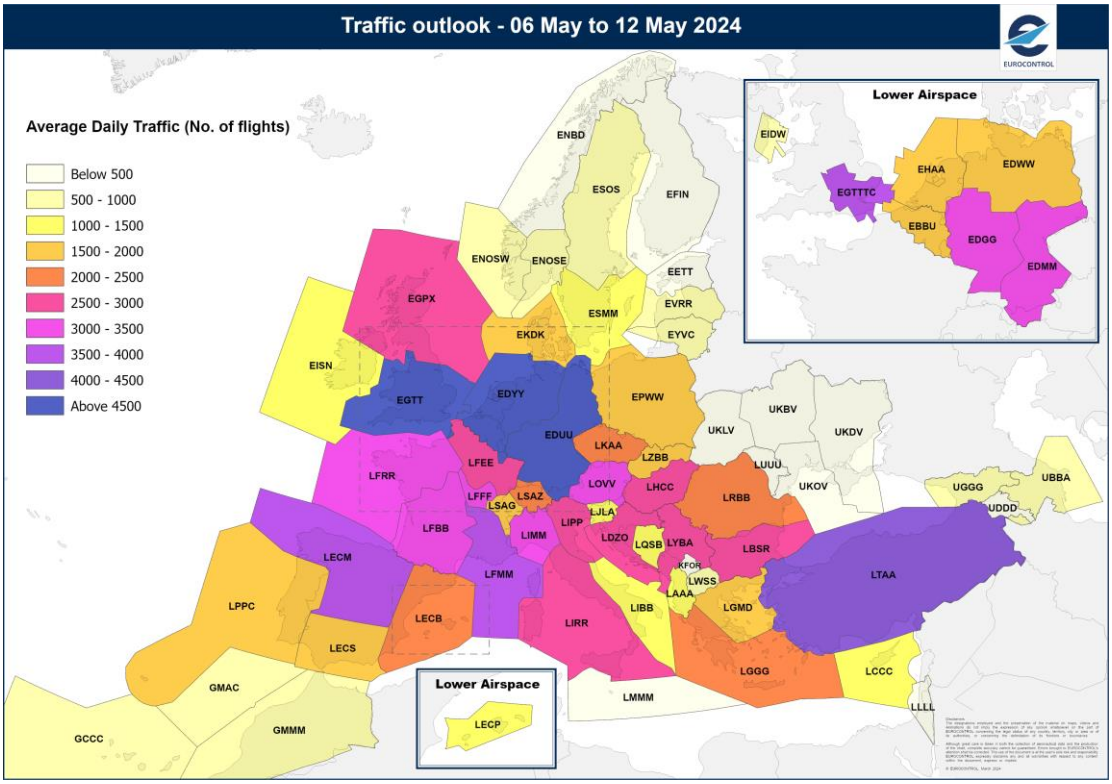

Traffic outlook - 01 April to 07 April 2024
Average Daily Traffic (No. of flights)
Below 500
500 - 1000
1000 - 1500
1500 - 2000
2000 - 2500
2500 - 3000
3000 - 3500
3500 - 4000
4000 - 4500
Above 4500
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
Lower Airspace
LECP
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
ESMM
EVRR
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFRR
LFEE
LUUU
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LWSS
LTAA
LFMM
LAAA
LGMD
LPPC
LIBB
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM


Traffic outlook - 08 April to 14 April 2024
Average Daily Traffic (No. of flights)
Below 500
500 - 1000
1000 - 1500
1500 - 2000
2000 - 2500
2500 - 3000
3000 - 3500
3500 - 4000
4000 - 4500
Above 4500
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
Lower Airspace
LECP
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
ESMM
EVRR
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFRR
LFEE
LUUU
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LWSS
LTAA
LFMM
LAAA
LGMD
LPPC
LIBB
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM


Traffic outlook - 15 April to 21 April 2024
EUROCONTROL
Average Daily Traffic (No. of flights)
Below 500
500 - 1000
1000 - 1500
1500 - 2000
2000 - 2500
2500 - 3000
3000 - 3500
3500 - 4000
4000 - 4500
Above 4500
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFRR
LFEE
LUUU
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
LFMM
KFOR
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP


Traffic outlook - 22 April to 28 April 2024
EUROCONTROL
Average Daily Traffic (No. of flights)
Below 500
500 - 1000
1000 - 1500
1500 - 2000
2000 - 2500
2500 - 3000
3000 - 3500
3500 - 4000
4000 - 4500
Above 4500
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFRR
LFEE
LUUU
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
LFMM
KFOR
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP


Traffic outlook - 29 April to 05 May 2024
EUROCONTROL
Average Daily Traffic (No. of flights)
Below 500
500 - 1000
1000 - 1500
1500 - 2000
2000 - 2500
2500 - 3000
3000 - 3500
3500 - 4000
4000 - 4500
Above 4500
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
ESMM
EVRR
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFRR
LFEE
LUUU
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
LKFR
LWSS
LTAA
LFMM
LAAA
LGMD
LPPC
LIBB
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP


Traffic outlook - 06 May to 12 May 2024
EUROCONTROL
Average Daily Traffic (No. of flights)
Below 500
500 - 1000
1000 - 1500
1500 - 2000
2000 - 2500
2500 - 3000
3000 - 3500
3500 - 4000
4000 - 4500
Above 4500
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
ESMM
EVRR
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFRR
LFEE
LUUU
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
LKFR
LWSS
LTAA
LFMM
LAAA
LGMD
LPPC
LIBB
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
LECP

Traffic distribution by airport

			Average Daily Traffic per Week (No of flights)							
Country	Airport	Airport Name	Week 18/03/2024-24/03/2024	Week 25/03/2024-31/03/2024	Week 01/04/2024-07/04/2024	Week 08/04/2024-14/04/2024	Week 15/04/2024-21/04/2024	Week 22/04/2024-28/04/2024	Week 29/04/2024-05/05/2024	Week 06/05/2024-12/05/2024
Albania	LATI	Tirana	159	167	191	190	191	192	197	198
Austria	LOWW	Wien Schwechat	606	611	695	706	711	717	725	736
Belgium	EBBR	Brussels National	488	497	519	539	541	551	558	570
Belgium	EBCI	Charleroi/Brussels South	152	162	192	192	193	195	192	197
Bulgaria	LBSF	Sofia	165	170	177	179	177	185	183	184
Cyprus	LCLK	Larnaka/Intl	116	132	181	182	186	194	202	203
Czech Republic	LKPR	Praha Ruzyne	306	316	332	332	333	342	337	349
Denmark	EKCH	Kobenhavn/Kastrup	614	586	679	698	705	710	713	712
Finland	EFHK	Helsinki-Vantaa	401	398	438	439	436	441	441	447
France	LFBD	Bordeaux-Merignac	137	142	163	172	177	183	183	180
France	LFBO	Toulouse Blagnac	199	195	206	211	211	210	211	207
France	LFLL	Lyon Saint-Exupery	243	239	243	272	275	274	272	249
France	LFML	Marseille Provence	246	256	281	279	283	295	291	290
France	LFMN	Nice-Cote D'azur	337	354	418	410	409	426	427	437
France	LFPB	Paris Le Bourget	204	177	155	146	147	141	143	167
France	LFPG	Paris Ch De Gaulle	1194	1208	1297	1313	1311	1304	1336	1340
France	LFPO	Paris Orly	518	518	606	675	677	665	655	660
France	LFRS	Nantes Atlantique	115	120	129	134	155	176	181	176
France	LFSB	Bale-Mulhouse	183	190	222	221	222	224	223	230
Germany	EDDB	Schoenefeld-Berlin	482	477	536	562	565	561	559	572
Germany	EDDF	Frankfurt Main	1189	1202	1259	1273	1265	1271	1280	1297
Germany	EDDH	Hamburg	308	307	331	350	354	353	367	383
Germany	EDDK	Koeln-Bonn	287	303	320	325	324	335	346	357
Germany	EDDL	Duesseldorf	390	375	423	429	436	452	466	474
Germany	EDDM	Muenchen	841	841	926	944	948	941	962	984
Germany	EDDP	Leipzig/Halle	194	196	218	222	223	222	225	225
Germany	EDDS	Stuttgart	219	220	223	244	248	259	257	272
Germany	EDDV	Hannover Langenhagen	127	125	133	150	151	147	143	151
Greece	LGAV	Athens	526	553	636	649	677	708	723	747
Greece	LGIR	Iraklion/Nikos Kazantzakis	41	56	104	118	139	163	209	226
Greece	LGTS	Thessaloniki/Makedonia	112	126	146	148	152	158	161	168
Hungary	LHBP	Budapest Liszt Ferenc Int.	301	314	328	329	329	322	326	328
Ireland	EIDW	Dublin	651	651	688	693	691	696	718	729
Israel	LLBG	Tel Aviv/Ben Gurion	246	257	310	316	340	303	353	366
Italy	LICC	Catania Fontanarossa	178	200	241	235	237	240	248	250
Italy	LICJ	Palermo Punta Raisi	129	147	185	188	192	194	198	201
Italy	LIMC	Milano Malpensa	533	552	596	599	604	594	600	603
Italy	LIME	Bergamo/Orio Alserio	267	292	319	321	321	319	316	314
Italy	LIMF	Torino Caselle	110	106	102	100	99	96	100	102
Italy	LIML	Milano Linate	318	318	314	347	352	317	316	333
Italy	LIPE	Bologna/Borgo Panigale	188	208	255	255	255	259	265	267
Italy	LIPZ	Venezia Tessera	199	213	256	260	262	264	268	280
Italy	LIRA	Roma Ciampino	108	105	111	115	115	115	115	121
Italy	LIRF	Roma/Fiumicino	739	783	897	892	893	893	905	922
Italy	LIRN	Napoli Capodichino	187	204	267	272	274	271	289	297
Italy	LIRP	Pisa San Giusto	85	101	124	125	126	129	131	129
Latvia	EVRA	Riga Intl	151	153	168	170	171	172	176	184
Lithuania	EYVI	Vilnius Intl	99	103	125	127	128	128	131	131
Luxembourg	ELLX	Luxembourg	184	192	198	205	206	218	217	212
Malta	LMML	Luqa Airport	143	167	188	188	189	190	194	193
Morocco	GMMN	Casablanca/Mohammed	187	192	220	238	241	242	239	235
Netherlands	EHAM	Amsterdam/Schiphol	1299	1296	1350	1361	1381	1399	1408	1416
North Macedonia	LWSK	Skopje	55	61	62	62	62	63	63	64
Norway	ENBR	Bergen/Flesland	246	192	257	280	280	278	255	255
Norway	ENGM	Oslo/Gardermoen	584	474	607	647	649	649	603	605
Norway	ENVA	Trondheim/Vaernes	145	95	145	159	160	161	141	136
Norway	ENZV	Stavanger/Sola	173	132	166	185	184	180	169	164
Poland	EPGD	Gdansk/Lech Walesa	115	117	134	136	137	136	137	138
Poland	EPKK	Krakow/Balice	175	190	211	213	213	214	216	217
Poland	EPKT	Katowice Pyrzowice	77	87	101	101	102	107	114	115
Poland	EPMO	Modlin	47	49	47	47	47	48	48	50
Poland	EPPO	Poznan/Lawica	53	59	72	72	71	78	74	76
Poland	EPWA	Chopina W Warszawie	450	454	486	494	493	511	514	522

Country	Airport	Airport Name	Average Daily Traffic per Week (No of flights)							
			Week 18/03/2024-24/03/2024	Week 25/03/2024-31/03/2024	Week 01/04/2024-07/04/2024	Week 08/04/2024-14/04/2024	Week 15/04/2024-21/04/2024	Week 22/04/2024-28/04/2024	Week 29/04/2024-05/05/2024	Week 06/05/2024-12/05/2024
Portugal	LPFR	Faro	127	150	206	201	201	203	216	221
Portugal	LPPR	Porto	260	276	307	310	311	312	313	315
Portugal	LPPT	Lisboa	600	611	653	657	660	659	662	664
Romania	LROP	Bucuresti/Henri Coanda	277	284	306	306	306	309	312	317
Serbia	LYBE	Beograd/Nikola Tesla	186	188	196	197	197	204	213	220
Spain	GCLP	Gran Canaria	430	420	404	377	369	365	357	350
Spain	GCRR	Lanzarote	210	211	198	197	194	191	183	180
Spain	GCTS	Tenerife Sur/Reina Sofia	268	269	241	233	225	220	211	201
Spain	GCXO	Tenerife Norte	219	216	214	213	213	213	215	216
Spain	LEAL	Alicante	248	284	345	341	340	340	353	358
Spain	LEBB	Bilbao	123	126	148	147	149	149	147	148
Spain	LEBL	Barcelona/El Prat	882	903	990	993	994	1002	1012	1018
Spain	LEIB	Ibiza	93	115	204	202	209	226	260	265
Spain	LEMD	Madrid/Barajas	1118	1115	1178	1171	1172	1177	1178	1196
Spain	LEMG	Malaga/Costa Del Sol	395	430	514	513	512	512	523	525
Spain	LEPA	Palma De Mallorca	393	489	716	691	700	736	817	849
Spain	LEVC	Valencia	200	221	245	245	245	247	247	246
Spain	LEVT	Vitoria	29	31	33	31	31	32	32	31
Spain	LEZL	Sevilla	172	180	205	201	202	204	192	191
Sweden	ESGG	Goteborg/Landvetter	133	128	141	146	149	149	148	149
Sweden	ESSA	Stockholm-Arlanda	513	484	527	569	568	568	541	546
Sweden	ESSB	Stockholm-Bromma	94	77	82	98	97	95	87	91
Switzerland	LSGG	Geneva	516	504	477	475	466	464	457	467
Switzerland	LSZH	Zurich	657	681	735	742	743	730	741	750
Türkiye	LTAC	Ankara-Esenboga	207	211	252	253	255	257	256	256
Türkiye	LTAI	Antalya	277	371	515	516	517	534	570	592
Türkiye	LTBJ	Izmir-Adnan-Menderes	149	155	180	186	184	188	189	192
Türkiye	LTBS	Mugla Dalaman	26	39	81	82	87	95	112	120
Türkiye	LTFJ	Istanbul/Sabiha Gokcen	568	578	615	626	632	639	641	639
Türkiye	LTFM	Istanbul Airport	1252	1287	1412	1423	1424	1431	1445	1446
Ukraine	UKBB	Kyiv/Boryspil	0	0	0	0	0	0	0	0
United Kingdom	EGAA	Belfast/Aldergrove	138	144	154	156	155	154	161	171
United Kingdom	EGBB	Birmingham	224	237	252	250	249	246	269	277
United Kingdom	EGCC	Manchester	444	472	534	530	525	526	553	568
United Kingdom	EGGD	Bristol	171	185	205	206	204	207	222	230
United Kingdom	EGGW	London/Luton	342	337	381	371	370	368	367	372
United Kingdom	EGKK	London/Gatwick	656	668	743	742	735	733	759	774
United Kingdom	EGLC	London/City	162	148	137	148	149	149	149	143
United Kingdom	EGLL	London/Heathrow	1305	1302	1328	1337	1342	1345	1355	1360
United Kingdom	EGNT	Newcastle	94	105	105	106	105	107	115	124
United Kingdom	EGNX	East Midlands	141	153	162	166	165	165	174	177
United Kingdom	EGPD	Aberdeen/Dyce	94	93	109	113	112	112	114	114
United Kingdom	EGPF	Glasgow	174	179	196	195	198	202	220	227
United Kingdom	EGPH	Edinburgh	289	303	342	343	342	345	357	365
United Kingdom	EGSS	London/Stansted	492	527	581	581	579	578	599	612

4.3 Network Operational Performance Requirements

The aim of the NOP Rolling Seasonal Plan is to facilitate the execution and implementation of the 5-years NOP and to enable the achievement of the European network targets and to ensure the execution and implementation of the 5 years NOP.

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
- Implement a coherent package of annual improvements and shorter routes;
- Maintain to the largest possible extent the level of RAD relaxation already implemented in 2020;
- Envisage the suspension of additional RAD restrictions in support of improved flight planning options for the airspace users;
- Actively support and involve aircraft operators and the computer flight plan service providers in flight plan quality improvements;
- Improve the use and availability of civil/military airspace structures;
- Implementation of the single CDR category
- Implement advanced navigation capabilities;
- Implement Continuous Descent Operations (CDO); Improved arrival/departure routes, optimised departure profiles, etc.

With respect to safety requirements, the NOP Rolling Seasonal Plan addresses the safety actions needed to ensure a safe and effective 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 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 Rolling Seasonal Plan addresses the traffic and capacity situation in the next eight weeks. A large number of actions are taken at network level as follows:

- Direct coordination with the ANSPs, airports and airspace users
- Ad-hoc Coordination Conferences organized as necessary, initially each week ;
- Coordinated RAD relaxation process to remove unnecessary ATM constraints and to simplify AUs flight planning;
- Coordinated traffic monitoring;
- Actions in coordination with ANSPs and airspace users to facilitate CCO/CDO operations;
- Preparation of the NOP Rolling Seasonal 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 Rolling Seasonal Plan.

6 Operational Performance Enhancement Plans and Actions at Local Level

6.1 ACC Capacity Enhancement Measures

The capacity plans of the NOP Rolling Seasonal Plan include for a period of 8 weeks:

- Sector openings
  - Planned sector openings
  - Maximum possible sector openings
- Sector capacity reductions if any
- 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.

Thirty ACCs plan to increase the planned number of sectors during the six weeks of the outlook period – Langen ACC, München ACC, Karlsruhe UAC, Bremen ACC, Maastricht UAC, Prestwick ACC, London ACC, Warszawa ACC, Malmo ACC, Sofia ACC, Tirana ACC, Zagreb ACC, Barcelona ACC, Madrid ACC, Palma ACC, Bordeaux ACC, Reims ACC, Paris ACC, Brest ACC, Athinai ACC, Makedonia ACC, Budapest ACC, Padova ACC, Ljubljana ACC, Praha ACC, Wien ACC, Geneva ACC, Zurich ACC, Beograd ACC and Bratislava ACC.

Compared to the previous edition of the NOP, the planned number of sectors has been increased in two ACCs – Warszawa ACC and Reims ACC.

Sector capacities:

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

- Praha ACC:

  From 26/02/2024 UFN, sector capacities were increased because of better stability of the new ATM system. Capacity can gradually increase, once more of the system troubles are solved.

  For simulation purposes capacities are reduced by **10%** in all sectors of Prague FIR.

- Marseille ACC:

  LFMM implemented 4 Flight new ATM system on 6th of December 2022. Capacities are gradually increasing.

  Since October 10th, 2023, and until further notice:
  - **East sectors:** capacities back to **normal** on upper combined sectors / **-10% to -15%** on lower sectors.
  - **West sectors:** capacities increased to **normal rate up to +10%** on upper sectors/ -**10% to -15%** reduction on lower sectors.

  To prepare **4F system update on March 27th 2024**, operations will be downgraded and up to **50%** capacity reduction is planned:
  - From 26/03/24 23h00 UTC until 27/03/24 23h00 UTC
  - Pre-tactical regulations (reason ATC equipment) will be implemented.

- Paris ACC:

  Paris ACC: 30% capacity reduction during the live trials for the new ATM system 4Flight:
  - Tuesday, March 26 06:00 UTC – Wednesday, March 27 12:00 UTC

- Reims ACC: Due to ATM system update on 13th March 2024, capacity reduced by 30% on 13th March & 14th March and by 20% from 15th March until 20th March.

- München ACC: Transition to the new iCAS ATC system on 18th/19th MAR 2023. Sector capacities are reduced between -20% to -10% from 25th APR 2023 until 30th JUN 2024.

- Skopje ACC: Due to current system limitations, LWSS ACC is operating at a maximum rate of 72 flights per hour for the whole ACC.
- Bratislava ACC: Traffic volumes LZBBL28, LZBBL33, LZBBM33, LZBBM34: capacities may be reduced by 30% due to military activity.
- Malmö ACC: TMV and OTMVs for ESMM 67/67Y are lowered by approx.10% in the combined standard TFV due to high complexity in the Baltic Sea, resulting from new flows linked to the Ukraine crisis.

  The configuration with three sectors in ESMMRCTA can be manned with a Group Sector Planner (one Planner controller and two Executive controllers). In that case, the sector capacities are 27 for sector K and 21 for sector L.

- Geneva ACC and Zürich ACC: Due to several technical problems with several ATM core applications, the capacity in all UAC sectors (above FL245), elementary and collapsed is reduced by 20% Until Further Notice.

6.2 Airport Performance Enhancement and network integration

Airports are continuously in contact with the Network Manager and providing their maximum available capacity through the Airport Corner and ENV system. An updated extract per airport can be found in Annex 2.

Some airports are experiencing events that have an impact on the nominal capacity. The established procedure for airports to share the expected capacity degradation with European stakeholders is to report their constraints through the Airport Corner. The impact that those events have on the airport capacity is detailed in the following table and, where possible, the appropriate reduction in hourly capacity is likewise indicated. This table includes information that is available in the Airport Corner up to and including the Wednesday prior to the publication of this seasonal rolling NOP. The new events compared to the previous week are reported in **bold**. For any questions regarding access to Airport Corner, please contact airport.corner@eurocontrol.int.

Airport ICAO Code	Airport IATA Code	Airport name	Constraint	Proposed Solution from the Airport	Duration	Current Y/N
EBOS	OST	Ostende	Runway 08/26 closure	Runway closed due to renovation works on runway and taxiway (in Q1 2024). For more information contact Airport Inspection (+32 59 55 12 02 or operations@ostendairport.aero).	From 24/01/2024 to 28/03/2024	Y
EDDF	FRA	Frankfurt	Maintenance at TWY P (TWY Bridge East from RWY25R/07L)	Maintenance Work at main TWY P from northwestern RWY to TWY N11 (bridge over "Airport ring" and "LH Betriebsstrasse") on ~4000sqm with a full closure for approx. 13-14 weeks. Foreseen taxi time increase for arrivals on northwestern runway of up to 2,5-5min per flight.	From 01/04/2024 to 14/07/2024	N
EDDK	CGN	Koln/Bonn	Intersection TWY D/T will be under construction to ensure Main Gear Clearance for ACFT Code letter E	ACFT Stands W28, W30 and W32 closed	From 02/04/2024 to 12/04/2024	N
			Intersection TWY T/T2 will be under construction to ensure Main Gear Clearance for ACFT Code letter C	ACFT Stands W10, W12, W14 and W16 limited to max. B767-200	From 15/04/2024 to 17/05/2024	N
EFHK	HEL	Helsinki	Industrial action	JET A-1 fuel delivery to the airport is interrupted. There is a limited availability of fuel. Possibility of considerable disruption to scheduled air transport. Please follow EFHK NOTAM information for the latest information on this matter.	From 11/03/2024 0500 to 24/03/2024 2200	Y

Airport ICAO Code	Airport IATA Code	Airport name	Constraint	Proposed Solution from the Airport	Duration	Current Y/N
EHEH	EIN	Eindhoven	XR demonstration Eindhoven Airport NO FUEL avbl	Due to the large demonstration of XR and safety concerns, there will be no fuel available on Saturday 23rd of March for civil aviation. Fuel service on Friday evening is discussed at this moment. Airlines are urged to tanker for return flight on outstations. Notam will be published.	23/03/2024	Y
EPWA	WAW	Warsaw	Apron 5B renovation and reconfiguration	Repair of Apron 5B pavement along with the redevelopment of mast lighting and reconfiguration of stands. Reconfiguration into full code C a/c stand. Apron 5B not available for a/c parking during works.	From 08/01/2024 to 30/10/2024	Y
LEAL	ALC	Alicante	Taxiways surface refurbishment and runway and taxiway strip compliance	Taxiways refurbishment works will be under way. This work will take place in several phases. The start and end dates of each phase will be activated by NOTAM. SUP 185/23	From 30/10/2023 to 28/03/2024	Y
LEPA	PMI	Palma de Mallorca	Regeneration of taxiway North and the surrounding area	Although the works will extend from 06/11/203 to 30/3/2024, the reduced capacity will be applicable between 06/11/2023 and 12/11/2023: arr 12/60, dep 13/60, global 25/60	From 06/11/2023 to 30/03/2024	Y
LFPO	ORY	Paris Orly	Airside work: Taxiway W2 and Mike area	Renovation of a part of taxiway W2 and Mike area. Capacity reduced to 30 mvts/h; possible delays.	From 08/01/2024 to 31/03/2024	Y
LFSB	BSL	Bale/Mulhouse	Restriction of the use of Basel-Mulhouse AD (LFSB) due to pavement repairs on taxiway Bravo	A35K, A388, C5M, A346 ACFT will not be accepted on the platform during the construction period. north apron reserved for aircrafts with wingspans < = 44m	From 03/04/2024 to 15/06/2024	N

Airport ICAO Code	Airport IATA Code	Airport name	Constraint	Proposed Solution from the Airport	Duration	Current Y/N
LROP	OTP	Bucharest	Starting with November 2023 major airport repairs and modernization works will be performed on LROP. In order to reduce operational impact works, will be executed in 8 phases.	During works, RWY 08L-26R, TWY Q, V, W and partial TWY's N, P will be closed. On RWY 08R, max 12 arrivals/h, 11 departures/h, 23 mvts/h. On RWY 26l, max 10 arrivals/h, 8 departures/h and 18 mvts/h total	From 05/02/2024 to 11/04/2024	Y
LSGG	GVA	Geneva	Winter 23 - Ski charter season	Due to heavy traffic (ski charter flights), following restrictions will be active on Friday (1100-2259), Saturday & Sunday (0500-2259) and Monday (0500-1100) from 15DEC23 to 30MAR24 due to runway congestion: - LSGG/GVA not to be planned as alternate. Diversion possible for declared emergency only. - Use of runway 04/22 is prohibited for test, training and school flights. - IFR arrival and departure of aircraft with CAT A approach is forbidden. Due to airspace congestion, following restriction will be active on Friday (1100-2330), Saturday & Sunday (0400-2330) and Monday (0400-1100) from 15DEC23 to 30MAR24: - LSGG TMA: test, training and school flights are prohibited	From 15/12/2023 1100 to 30/03/2024	Y
				Due to heavy traffic (ski charter flights), following restrictions will be active on Friday (1000-2159), Saturday & Sunday (0400-2159) and Monday (0400-1000) from 31MAR24 to 15APR24 due to runway congestion: - LSGG/GVA not to be planned as alternate. Diversion possible for declared emergency only. - Use of runway 04/22 is prohibited for test, training and school flights. - IFR arrival and departure of aircraft with CAT A approach is forbidden. Due to airspace congestion, following restriction will be active on Friday (1000-2230), Saturday & Sunday (0300-2230) and Monday (0300-1000) from 31MAR24 to 08APR24: - LSGG TMA: test, training and school flights are prohibited.	From 31/03/2024 to 15/04/2024	N

6.3 FAB integration into the Network planning process

The preparation of the NOP Rolling Seasonal Plan involved all operational stakeholders, including FABs and related ANSPs. 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 crisis caused by the COVID-19 pandemic, the NMD operational Safety unit developed in cooperation with the members of the EUROCONTROL Safety Team and the SAFOPS group a safety argument and a list of potential hazards/safety issues. The material has also been coordinated with the CANSO CESAF and with the EASA ATM CAG.

The purpose of the Safety Argument is to assist ANSPs in planning the provision of a safe ATS when traffic increases, by providing a comprehensive reference to the elements of the functional system that might have been affected by the crisis-related measures and need to be properly accounted for and managed.

The safety argument is supported by a list of what are considered the most common potential safety issues/hazards associated with the expected traffic increase. The list of safety issues/hazards should be reviewemd and updated according to the local operational environment and the particular impact of the crisis related measures on the ANSP's functional system. Appropriate mitigation measures should be developed, coordinated as needed with NSA, NM and/or other ANSPs/aviation stakeholders and implemented.

The significantly reduced traffic demand during the 2020/2021 winter period led to reduced ATCO duty times, thus ANSPs may face a combined currency and licencing problem. Therefore, ANSPs and the NSAs may need to institute further contingency measures for the continuation of service through and beyond the COVID-19 crisis.

The above-referred material have been included in Annex 3 of the previous NOP Recovery plan. At present, the updated version is available to all aviation service providers that may need it and will be provided upon request that should be sent to the Head of the EUROCONTROL Safety Unit at: antonio.licu@eurocontrol.int.

Currently, traffic demand at European level varies on average between 30% and 40% of the traffic levels for the respective days and months of 2019. Most, if not all, ATS centres in Europe are still applying some COVID-19 related specific measures. ANSPs should use the Safety Argument and the related hazards list as a non-exhaustive resource and guideline in conjunction with other national, local material, including regulatory requirements and guidelines, to plan and ensure safe ATS when traffic will increase.

In view of the expected "resumption" of flight operations by the European aircraft operators following the removal/alleviation of the restrictions to flying in the coming months, ANSPs should take account of the following areas of concern for flight crews as indicated by EASA/CAAs: skill fade, knowledge fade, fatigue. These, combined with changes to SOPs and external stressors and distractors may affect adversely the flight crews' capacity to respond to unexpected/non-standard ATC requests, and may lead to increased cockpit workload, reduced situational awareness and action slips and lapses. To control the additional risks related to the above factors ANSPs should ensure that air traffic controllers:

- Comply as far as possible with the filed flight plan route thus avoiding increased complexity and workload in cockpit and in downstream sectors (see SKYbrary resource: Unexpected traffic in the sector) ;
- Refrain from offering/instructing short cuts to taxi routes and flight paths that introduce unnecessary pressure to flight crews and make them prone to errors (see SKYbrary resource: Shortcuts and unstable approaches);
- Inform flight crews of planned changes to runways and approach types as early as practicable;
- Adhere to good practises in R/T exchange regarding speed, number of elements in a clearance, readback/hearback (see SKYbrary resources on Air Ground Communication)
- Are aware that flight crews may need more time to assess the situation, respond or implement an action.
- Carefully monitor pilot compliance with instructions and clearances.

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/

6.5 Relationship with 'Third Countries'

The relationship with "Third Countries" is described in the European NOP 2023-2027 approved by the NMB in April 2023. The same working arrangements will apply for the NOP Rolling Seasonal Plan.

6.6 Relationship with ICAO

The relationship with ICAO is described in the European NOP 2023-2027 approved by the NMB in April 2023, including

- 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.

7 Special Events

7.1 Overview of Special Events with significant ATM impact

This chapter presents the events planned for the next 12 months, and the events which were planned but are cancelled or 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 Planned events

Start Date	End date	ACC Airport	Event	Potential Network Impact
19-03-2024	21-03-2024	LSAG	Airspace World	No impact
09-04-2024	12-04-2024	EYVC	Three Seas Summit Vilnius	Low impact
14-04-2024	14-04-2024	EHAA	Marathon Rotterdam	
15-04-2024	21-04-2024	EDNY/LSAZ	Aero Friedrichshafen	
08-05-2024	09-05-2024	LFMM/LFML	Olympic flame	
14-05-2024	27-05-2024	LFMM/LFMN	Cannes Film Festival	
22-05-2024	22-05-2024	EIDW	2024 Europa League Final	
23-05-2024	27-05-2024	LFMM/LFMN	Monaco Grand Prix	
28-05-2024	30-05-2024	LSGG	EBACE Geneva	
01-06-2024	01-06-2024	EGTT/EGTC	UEFA Champions League Final	
06-06-2024	06-06-2024	LFFF/LFRR	D-day celebration	
09-06-2024	16-06-2024	LFEE	Basel Art	
12-06-2024	16-06-2024	LFFF/LFRM	24 hours Le Mans	
13-06-2024	15-06-2024	LI	G7 Summit 2024	
14-06-2024	14-06-2024	EDDM	EURO 2024 Opening match	
17-06-2024	21-06-2024	LFMN	Cannes Lions International Festival of creativity	
29-06-2024	29-06-2024	EHAA	Veterans Day	
29-06-2024	21-07-2024	LFMM/LFMN	Tour de France	
14-07-2024		EDWW/EDDB	UEFA EURO 24 Finals at Olympia-Stadium Berlin	
14-07-2024	14-07-2024	LFFF/LFPG/LFPO/LFPB	Bastille day airshow	
21-07-2024	21-07-2024	EBBU/EBBR	Belgian National Day	
21-07-2024	22-07-2024	LFMN	Arrival of the tour de France cycle race	
22-07-2024	26-07-2024	EG	Farnborough International Airshow	
26-07-2024	11-08-2024	LFFF/LFFA	Olympic Games 2024	
13-08-2024	14-08-2024	EHAA	Tour de France Women	
25-08-2024	08-09-2024	LFFF/LFFA	Paralympic Games	
09-2024	09-2024	EHAA	World port days	
11-10-2024	12-10-2024	LLLL	Yom Kippur (Day of Atonement)	
11-11-2024	11-11-2024	LFFF	11 November Commemoration Day	

7.3 ATM system changes, special events and major projects

7.3.1 Planned events

Start Date	End date	ACC Airport	Event	Potential Network Impact
18-03-2023	30-06-2024	EDMM	iCAS ATM system implementation	Medium impact
26-03-2023	31-12-2024	LSAZ/LSZH	Trials to manage LSZH arrival regulations using target time (TTA) information provided to NM.	
05-10-2023	31-05-2024	GCCC	Canarias TMA. To implement RNAV 1 structure in Canarias TMA - Phase 2a.	
2024	2024	LCCC	Move to new ACC building	
Q1-2024	Q4-2024	LUUU	VCS upgrade	No impact
03-2024	04-2024	EFIN	WAM implementation in Western and Northern Finland	
01-03-2024	UFN	LSAG/LSAZ	ATM system technical issues	
04-03-2024	05-04-2024	LFFF	4-Flight - Training	
13-03-2024	20-03-2024	LFEE	4-Flight system update (v2.0)	
21-03-2024		LIBB/LIMM/LIPP/LIRR	FRA vertical limits improvement	
21-03-2024		LOVV/LQSB/LDZO/LWSS/LJLA/LYBA/LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT	
26-03-2024	27-03-2024	LFFF	4-Flight live trial	
26-03-2024	27-03-2024	LFMM	4-Flight system update (v2.0)	
Q2-2024		LBSR/LTAA	Interface re-sectorisation	
18-04-2024	05-05-2024	LFFF	Paris ACC re-organisation - Phase 3a	
18-04-2024	05-05-2024	LFFF	Paris ACC re-organisation - Phase 3b	
22-04-2024	07-05-2024	LFFF	4-Flight - Training	
13-05-2024	15-06-2024	LFFF	4-Flight - Training	
16-05-2024	27-05-2024	LPPC	Implementation of Point Merge System	
16-05-2024	27-05-2024	LPPC/LPCS	New SID/STAR structure	
16-05-2024	18-06-2024	LECS	splitting LECSSUR sector in two sectors (LECSGAL and LECSBER)	
16-05-2024	18-05-2024	LECS	LECSSEV sector split level (LECSSEVL+LECSSEVU) change to FL355	
01-06-2024	16-06-2024	LAAA	ATM system improvements Tirana ACC	
Q3-2024		GMMM/GMMW	Implement new GMMW TMA and new SIDs and STARs	
Q3-2024		LECM/GMMM	ATS Route Improvement	
Q3-2024	Q2-2025	LBSR	Technical room modernisation	
Q3-2024		EFIN	Fintraffic ANS VCS communication renewal	
Q3-2024		GMMM/GMTN	New TMA Tetouan (GMTN) airport	
Q3-2024		GMMM/GMTA	Implementation of a new GMTA TMA and new SIDs and STARs	
Q3-2024		GCCC	Split of existing Canarias APP AAC sector (GND - FL125)	
Q3-2024		GMMM/GMFF	Improved airspace organisation around GMFF airport	
26-08-2024	04-10-2024	LFFF	4-Flight - Training	
Q4-2024		LECM/LPPC	Interface re-sectorisation	
Q4-2024		LTAA	New upper sectors within Izmir TMA and Dalaman TMA	
Q4-2024		LGGG/LGMD	Greek Airspace reorganization - Phase 3	
Q4-2024		EYVC	Lithuania Airspace restructure	
Q4-2024	Q1-2025	UGGG	No Flying Area (Abastumani)	
08-10-2024	09-10-2024	LFFF	4-Flight live trial	
05-11-2024		LFFF	Implementation 4-Flight System	
28-11-2024		GMMM	Free Route Airspace MORFRA- Casablanca FRA area, step 1a	

Start Date	End date	ACC Airport	Event	Potential Network Impact
28-11-2024		LKAA/LOVV/LQSB/ LDZO/LWSS/LJLA/ LYBA	CB FRA operations between SECSI FRA and SEE FRA	
28-11-2024		EYVC/EPWW/EKD K/ESOS	Implementation of cross border FRA between Baltic FAB and FAB DK-SE	
28-11-2024		LFEE/LFST	Reims - Strasbourg - Bale interface	
28-11-2024	28-11-2024	EKDK	VOR stations closure Denmark (KAS, ODN, CDA)	
2025		LECM	ZGZ/TER upper sector split	No impact
2025		LHCC/LZBB	Interface re-sectorisation	
Q1-2025		LKAA	Sectorisation FIR Prague	
Q1-2025		LKAA/EPWW	Interface re-sectorisation	
Q1-2025		LPPC/LECB/LECM	Cross-border FRA operations	
Q1-2025		LPPO/LPPC	Free Route Airspace Santa Maria FIR - Phase 2	
Q1-2025		LF	ELIXIR Phase 1	
Q1-2025		LPPC/GMMM/GCC C/GMAC	Lisboa / Casablanca / Canarias Axis Phase 2	
Q1-2025		LTAA	FRATURK - Phase 1 (night FRA Operations above FL335 in Türkiye)	
Q1-2025	Q1-2025	LFEE	4-Flight system update (v2.1)	

7.4 Military Exercises

7.4.1 Planned events

Start Date	End date	FIR	Event	AIS publication	Potential Network Impact
11-03-2024	22-03-2024	LECM	ETAP C-24-01 (AIR TRANSPORT AIRCRAFT EXERCISE)	ZARAGOZA (AIP SUP)	Low impact
11-03-2024	31-03-2024	LFEE/LFFF	CONTREX 2024 (GAMEX 24-02)		No impact
11-03-2024	29-03-2024	LIRR/LIBB	TYPHOON FLAG 2024	NOTAM W0459/24	Low impact
13-03-2024	28-03-2024	LFBB/LFMM	VOLFA 2024		Low impact
18-03-2024	31-03-2024	LFEE/LFFF	GRAND DUC 2024		No impact
01-04-2024	14-04-2024	LFBB	CASEX ATC 24-01		No impact
02-04-2024	04-04-2024	LHCC	BVR 24-03		Low impact
04-04-2024	04-04-2024	LFBB/LFMM/LFRR/ LFFF/LFEE	BELOTE 24-01		Low impact
08-04-2024	28-04-2024	LFBB	SPARTE MDCN	Trial AIP SUP 224/23	No impact
08-04-2024	19-04-2024	LE	RSPUESTA AUDAZ		Low impact
08-04-2024	19-04-2024	LE	PCC	TBD (TACTICAL AIR TRANSPORT EXERCISE, LOW LEVEL) (NOTAM)	No impact
08-04-2024	21-04-2024	LFEE/LFFF	CFCU		No impact
08-04-2024	12-04-2024	LDZO	STIT 24		Low impact
09-04-2024	11-04-2024	ESMM/ESOS	STEK 24		Low impact
09-04-2024	10-04-2024	LFBB/LFEE/LFFF/L FMM/LFRR	POKER 24-02		Low impact
15-04-2024	17-04-2024	LFMM	MOJITO		No impact
16-04-2024	26-04-2024	LE	SOFEX 24	TBD LOW LEVEL (NOTAM)	Low impact
22-04-2024	03-05-2024	LE	MILEX		Low impact
24-04-2024	19-05-2024	ESMM/ESOS	SPRING STRIKE 24		Low impact

Start Date	End date	FIR	Event	AIS publication	Potential Network Impact
25-04-2024	25-04-2024	LFBB	MEF		Low impact
29-04-2024	07-05-2024	LHCC	BVR 24-04		Low impact
03-05-2024	24-05-2024	LIRR/LIMM/LIBB/LFMM/DTTC	MARE APERTO 24-01		Low impact
06-05-2024	10-05-2024	EPWW	DEFENDER 24/ SWIFT RESPONSE 24		Low impact
13-05-2024	16-06-2024	LFEE/LFBB/LFMM/LFRR/LFFF	Durandal/TEF		Low impact
13-05-2024	24-05-2024	LKAA	Lion Effort		Low impact
13-05-2024	17-05-2024	EPWW	ASTRAL KNIGHT 24		Low impact
14-05-2024	23-05-2024	LFBB	ATHENA		No impact
15-05-2024	16-05-2024	LFRR/LFBB/LFFF/LFMM/LFEE	KRYPTON 24-01		Low impact
23-05-2024	05-06-2024	LPPC	REAL THAW + HOT BLADE		Low impact
27-05-2024	07-06-2024	LE	LONE PARATROOPER		Low impact
03-06-2024	14-06-2024	EDUU/EDYY	NATO TIGER MEET 2024		
03-06-2024	28-06-2024	LFRR	THEMIS 01		No impact
03-06-2024	14-06-2024	LR/LB	RALY 24		Low impact
04-06-2024	07-06-2024	LFMM	SUPERSTAR MED		Medium impact
07-06-2024	22-06-2024	ESMM/ESOS/EPWW	BALTOPS 24		Medium impact
10-06-2024	02-08-2024	LFBB	HARSEISIS		
10-06-2024	14-06-2024	LE	LOGEX		No impact
10-06-2024	21-06-2024	LE	APROC	LED 98 (AIR SUP)	Low impact
10-06-2024	21-06-2024	EGGX/EGPX	PANTOMINE		Low impact
11-06-2024	12-06-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-02		Low impact
16-06-2024	28-06-2024	LFRR	OCEAN HIT 2024		
24-06-2024	07-07-2024	LFBB/LFRR	TEF METEOR FIRING DGA		
01-07-2024	26-07-2024	LFRR	THEMIS 01		
26-07-2024	26-07-2024	LFFF	Olympics Opening Ceremony		Medium impact
02-09-2024	30-09-2024	LFRR	THEMIS 02		
02-09-2024	11-10-2024	EHAA	Weapons Instructor Course (WIC)		
05-09-2024	TBC	LE	MARFIBEX	GULF OF CADIZ (NOTAM)	
09-09-2024	20-09-2024	LECM	ETAP C-24-03 (AIR TRANSPORT AIRCRAFT EXERCISE)		
09-09-2024	13-09-2024	LE	RAMSTEIN WARRIOR		
09-09-2024	20-09-2024	EHAA	FALCON LEAP		
16-09-2024	20-09-2024	LE	LUCEX	LED 50 (AUP)	
16-09-2024	29-09-2024	LFBB	ASTER		
23-09-2024	04-10-2024	LECS/LECB	TLP 24-3 (MAJOR AIR DEFENSE & OPS EX)	SOUTHEAST SPAIN (ESP AIP)	
23-09-2024	04-10-2024	LE	GRUFLEX	LED90 AND ALBORAN SEA LOW-MEDIUM	
24-09-2024	25-09-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-03		
30-09-2024	13-10-2024	LFBB	OCCITAN ARROW 2024		No impact
30-09-2024	13-10-2024	LF	GORGONE		No impact
30-09-2024	13-10-2024	LF	MIGHTY STRIKE		
30-09-2024	11-10-2024	LGGG	RAMSTEIN FLAG 2024		

Start Date	End date	FIR	Event	AIS publication	Potential Network Impact
01-10-2024	13-10-2024	LF	DURANDAL (spare)		
07-10-2024	20-10-2024	LFMM	ORAGE D'ACIER		
14-10-2024	17-11-2024	LFBB	HARPOCRATE		
14-10-2024	27-10-2024	LF	BACCARAT 2024		
15-10-2024	16-10-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-03		
17-10-2024	18-10-2024	LFRR/LFBB/LFEE/LFFF/LFMM	KRYPTON 24-02		
21-10-2024	31-10-2024	LE	SIRIO	CANARY ISLANDS (SUP AIP)	
21-10-2024	31-10-2024	LE	ETAP C-24-04	ZARAGOZA/ VALLADOLID (AIP SUP)	
21-10-2024	03-11-2024	LFMM	CASALPS 2024		
18-11-2024	29-11-2024	LECS/LECB	TLP 24-4 (MAJOR AIR DEFENSE & OPS EX)	SOUTHEAST SPAIN (ESP AIP)	
18-11-2024	22-11-2024	LE	ACUARIO 24	LED 50 (AUP)	
18-11-2024	01-12-2024	LF	CASALP		
18-11-2024	30-11-2024	LF	CASEX ATC 24-02		
25-11-2024	26-11-2024	LFMM	CERCES 2024		
02-12-2024	15-12-2024	LFBB	SYLEX		
17-12-2024	18-12-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-04		

7.5 Airport Events

7.5.1 Planned events

Start date	End date	Airport	Event	Network impact
12-09-2021	30-04-2024	LIPE	Apron 3 and Apron 4 new stand configuration	
02-11-2021	Q1-2026	EDDK	Reconstruction TWY B segmented Part 1 until 5	No impact
06-2023	15-05-2025	UGGT	RWY rehabilitation (2400 meters length) for IFR flights.	
01-07-2023	06-2024	LFPO	Rehabilitation of the runway 02-20	Medium impact
04-09-2023	Q2-2024	LIME	Taxiway W completion and new runway exit BB	
04-09-2023	Q2-2024	LIME	North apron extension	
10-10-2023	TBC	LATI	Runway reconstruction and extension	No impact
29-10-2023	30-03-2024	LTFJ	Night closure Runway 06L/24R for maintenance.	
30-10-2023	28-03-2024	LEAL	TWYs surface refurbishment and RWY and TWY strip compliance	Low impact
11-2023	16-05-2024	UGGT	RWY rehabilitation (1700 meters length) for VFR flights and AFIS procedures Implementation	
06-11-2023	30-03-2024	LEPA	TWY North regeneration and the surrounding area	No impact
15-11-2023	31-03-2024	LEIB	Remodelling of visual aids	Low impact
15-11-2023	31-03-2024	LEIB	Levelling work on landing runway strip	
15-11-2023	31-03-2024	LEIB	Improvement of lighting on the aircraft platform	
15-12-2023	30-03-2024	LSGG	Winter 23 - Ski charter season restrictions	No impact
01-2024	17-04-2025	UGKO	New RWY construction	
08-01-2024	30-10-2024	EPWA	Apron renovation and reconfiguration	Low impact
08-01-2024	31-03-2024	LFPO	Airside work : Taxiway W2 and Mike area	

Start date	End date	Airport	Event	Network impact
11-01-2024	30-04-2024	EIDW	Critical Taxiways North Taxiway F-INNER Rehabilitation Works **24/7 closure**	
24-01-2024	28-03-2024	EBOS	Runway 08/26 closed due to renovation works	
25-01-2024	31-03-2024	EBOS	AD closure	
18-02-2024	25-04-2024	EHAM	Due to major maintenance RWY 06/24 closed	
19-02-2024	18-04-2024	EDDK	RWY Designator change from 14/32 to 13/31	
01-03-2024	30-04-2024	LIME	RWY End Safety Area (RESA) adjustment	
01-03-2024	31-07-2024	LJLJ	RWY exit TWY construction	
07-03-2024	30-03-2024	LBBG	RWY 04/22 closure due to WIP	
12-03-2024	05-04-2024	LFPO	OPS trials IATS system for GND and TWR	No impact
16-03-2024	21-03-2024	LICC	RWY08/26 night closures	
19-03-2024	22-03-2024	LFMN	Scheduled closure of the 04L/22R runway for PAPI maintenance	Low impact
21-03-2024	23-03-2024	LICC	RWY08/26 night closure	No impact
23-03-2024	23-03-2024	EHEH	XR demonstration Eindhoven Airport	Low impact
25-03-2024	29-03-2024	LFMN	Closure of the 04R/22L runway for PAPI maintenance	Low impact
Q2-2024	TBC	LRBB/LROP	Advanced Tower implementation	
01-04-2024	14-07-2024	EDDF	Maintenance at TWY P (TWY Bridge East from RWY25R/07L)	No impact
01-04-2024	14-07-2024	EDDF	Maintenance at TWY P (TWY Bridge East from RWY25R/07L)	
02-04-2024	12-04-2024	EDDK	WIP intersection TWY D & TWY T	
03-04-2024	15-06-2024	LFSB	Restriction of the use of Basel-Mulhouse AD (LFSB) due to pavement repairs on taxiway Bravo	
09-04-2024	28-04-2024	LFPO	IATS system transition phase 1 trials	
15-04-2024	09-06-2024	LFPO	Airside work : Taxiways W5 and W31	No impact
15-04-2024	17-05-2024	EDDK	WIP intersection TWY T & TWY T2	
20-04-2024	21-04-2024	EPWA	Airport night closure (20:00 - 04:00 UTC)	
20-04-2024	30-04-2024	EPWA	Runway 15/33 closure during night	
21-04-2024	22-04-2024	EPWA	Airport night closure (21:30 - 03:30 UTC)	
26-04-2024	27-04-2024	EPGD	Runway 11/29 closed	
29-04-2024	Q3-2024	LFPO	IATS EVALOPS transition phase 2 trials	
06-05-2024	20-05-2024	EPWA	Runway 15/33 closure during night	
18-05-2024	19-05-2024	EPWA	Airport night closure (20:00 - 04:00 UTC)	
18-05-2024	19-05-2024	EPGD	Runway 11/29 closed	
19-05-2024	20-05-2024	EPWA	Airport night closure (21:30 - 03:30 UTC)	
20-05-2024	25-05-2024	LICC	Runway 08/26 closure due WIP	
27-05-2024	31-05-2024	LICC	Runway 08/26 closure due WIP	
28-05-2024	28-05-2024	LFPO	Airside work : Runway 07/25 closed	
01-06-2024	15-09-2024	EVRA	Runway maintenance Wednesday 2200UTC to Thursday 0300UTC every week	
03-06-2024	07-07-2024	LFPO	Airside work : Taxiways W1 & W22	
14-06-2024	14-06-2024	EDDM	EURO 2024 Opening match	
Q3-2024		GMMM/GMMW	Implement new GMMW TMA and new SIDs and STARs	
Q3-2024		GMMM/GMTN	New TMA Tetouan (GMTN) airport	
Q3-2024		GMMM/GMTA	Implementation of a new GMTA TMA and new SIDs and STARs	
Q3-2024		GMMM/GMFF	Improved airspace organisation around GMFF airport	
Q3-2024	Q4-2024	LIME	Holding points reconfiguration - taxiways A and AB	
15-07-2024	31-10-2024	LKPR	RWY 12/30 closure due to WIP	
20-08-2024	30-09-2024	LIPE	RWY and TWY partial redevelopment	Medium impact
16-09-2024	13-04-2025	LFPO	Airside work : Taxiway W2 and Delta area	
18-09-2024	10-11-2024	EPWA	Runway 11/29 closure	Medium impact
Q4-2024	Q4-2028	EVRA	New terminal building construction	
10-2024		EDDB	RWY WIP/RWY Direction Change (RDC)	
11-10-2024	12-10-2024	EPWA	Airport core night closure (11 Oct 21:30 - 12 Oct 03:30)	
13-11-2024	04-2024	LROP	Major repairs / modernization works	

Start date	End date	Airport	Event	Network impact
Q1-2025		UGGG	Implementation of LNAV/VNAV approaches for Tbilisi, Kutaisi and Batumi airports	
Q1-2025	Q1-2025	LIME	South-East apron completion	

8 Military Airspace Requirements

The Military considers the ATM system as an enabler for defense and security missions. Whatever are the evolutions of the ATM system, it must ensure that the military retain unlimited access to airspace, in respect of the safety of civil air navigation, in order to provide and improve security and defense in Europe.

Therefore, airspace design and utilization processes shall take into account the military requirements both qualitatively and quantitatively to conduct military training and operations, including large-scale exercises. The required airspace must be available at the required location time and in the volume needed to reach the necessary effectiveness or operational effect.

Finally, as the equipage of military assets is based on military operational requirements, it must be commonly accepted that military assets may not be as compliant to civil regulations regarding data exchange, navigation means, and cooperative surveillance as civil aircraft.

An overall capacity optimization 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, and all linked to an optimized operational effect. They differ from State to State and are directly related to the task of the national armed forces, the types of platforms and weapons in their inventory with their associated operational concepts, and the geographic specificities and limitations.

But it can be commonly agreed that the entry into service of new generation fighters, new armaments and their associated weapon systems as an extended use of RPAS have led to a major paradigm shift in air combat tactics, doctrines and subsequently airspace needs. Therefore, larger areas are required for an efficient and effective training at the time and location needed in order to achieve the required readiness levels.

In order to meet those military requirements in an evolving and more congested ATM environment, a specific balanced Collaborative Decision Making[1] (CDM) process able to effectively and efficiently accommodate military should be developed and implemented.

This CDM process is steered at national level and with the support of NM must ensure the acceptable fulfilment of military requirements, and more specifically:

- on the 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 under either GAT or OAT;
- by incorporating a suitable level of flexibility to accommodate short term changes to missions;
- on the provision of ATM system capabilities, including civil ones, to support military deployment, in particular for priority flights and for time-critical missions, including military aircraft not fully equipped according to the civil standard;

[1] Collaborative Decision Making is defined as a process focused on how to decide on a course of action, for operational purposes (e.g.; ASM, ATFCM...) articulated between two or more community members

- the establishment of any temporary airspace reservation at a location, volume and time that supports safety and efficiency of military operations and training
- the implementation of a transparent process supported by commonly agreed modalities and with a national monitoring scheme is considered a key enabler.

Therefore, it is essential to ensure military involvement from the beginning of any new development in order to identify and mitigate any adverse effect on training, exercise and deployment of military force. This is also particular relevant for the activities of the Network Manager (NM), namely in the definition of the Network Strategy Plan (NSP), the Network Operations Plan (NOP, including the rolling and the seasonal NOP) and the more specific European Route Network Improvement Plan (ERNIP).

Therefore Civil-military coordination and cooperation shall be based on a seamless Collaborative Decision-Making process fully aligned with the FUA regulation requirements and with the respect of the states' role and required flexibility. The process initiates with the collection of all civil and military airspace requirements for the definition of Airspace configurations supported by a continuous sharing of information amongst all ATM partners; however, there will be situations where information cannot be shared amongst all ATM partners due to national security restrictions.

8.1 Airspace Availability

8.1.1 Strategic Activities

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

- Revision of existing areas (volume accessibility, time of operation and operational options…)
- Large scale exercises (including shift of flows, and temporary adaptations to the nominal system by using airspace scenarios.)
- New areas

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

Member States have complete and exclusive sovereignty over their airspace, which implies that they shall always in position to be able to make the ultimate decision, in order to safeguard public order, public security and defence matters. Member States shall remain responsible for the detailed development, approval and establishment of the airspace structures and procedures for access and use for the airspace under their responsibility

Doctrines, tactics, assets as well as the introduction of new concepts (e.g., free route airspace, continuous climb or descent operations, arrival and departure management) and a Network Impact Assessment are all elements, which should be considered for a revision of current airspace structures.

Where civil/military interests coincide, the recommendation is to fully exploit the modularity of the areas (e.g., Military Variable Profile Area, Variable Geometric Area) introduced by advanced-FUA concept with an adequate associated route network (traditional or based on FRA waypoints) to improve the options available for an

enhanced coordination process 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 coordination options for cross-border operations.

All military permanent airspace projects should be listed in ERNIP part 2.

For large-scale exercises/special events, the establishment of new areas or ad-hoc areas in addition to the existing nominal system should follow a similar process, initiated by an anticipated information exchange among all potential parties impacted (adjacent centers, NM) but the national process remains paramount and feeds the NM processes.

The NM will support these coordinations.

Network Impact Assessments should be taken into account, when possible, in the international/national exercise/event preparation process.

All large-scale exercises/special events should be listed in the Seasonal NOP as well as in the special event (ERNIP part 3).

As a conclusion, all the decisions resulting from the CDM process are used to populate the NOP, in the different phases of the process. This doesn't prevent changes at planners level due to local considerations (weather, technical issues, availability of specific assets e.g. AAR, E3 etc)

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

- Areas detailed description part of the AIP (including existing modularity possibilities like MVPA/VGA and also areas related to large scale exercises)
- Indications on Foreseen time occupancy
- Strategic associated ASM measures when existing

.

8.1.2 Pre-tactical and Tactical Activities

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), finalized at D-1 with the EAUP publication.

Automated local ASM support systems (e.g., LARA) providing information to and enabling the NM to establish a Network map-view of planned military airspace reservations/areas should be used as a basis for the CDM process. The use of such ASM support systems is highly recommended in order to improve the flexibility and to achieve a more efficient overall use of the airspace.

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

After the EAUP publication (preferably visualized with a map-view provided by ASM support systems), a dynamic pre-tactical process is ensured through the rolling map-view visualized UUPs that will support, with rolling UUP snapshots every 30 minutes, the fine tuning of the plans during the D-OPS, granting the full utilization of airspace in case of release as well as to satisfy ad hoc requests. It is enhanced implementation

with rolling UUP snapshots every 30 minutes provides high degree of flexibility to manage any ad hoc request.

The sharing of information among all interested partners is essential to enhance the coordination for a most efficient airspace utilization. The involvement of the NM is required to provide feedback to local/FAB units in order to support them for their final national decisions.

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 (H<3), able to improve offer tactical solutions to AU and ANSP.

Tactical ASM Level 3 is related to day of operations and focusses on 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.

Flexibility in the use of airspace is enhanced by real-time civil/military coordination capability. Local ASM tools (e.g., LARA) already offer functionalities to manage real-time airspace status and coordinate airspace activations and deactivations in a highly flexible manner.

8.1.3 Military flights integration at Network level

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 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.

A framework/agreement to ensure expeditious civil-military CDM is needed. State civil and military 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 should 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 at national level, 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 should be defined and periodically updated by civil and military authorities at State level with the support of NM However, the ultimate decision on the use of national airspace remains a decision of the individual States’ military authority.

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 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

Capacity/demand highlights – 18 March 2024 to 28 April 2024
During the period demand is expected to be above declared capacity for some ACCs and the number of sectors would not be sufficient to cope with the traffic planned.

Appropriate measures need to be taken, as described below:

- **France - Marseille ACC:** On 27 March, Marseille ACC will upgrade the ATM system. Capacities will be reduced, starting at -50% and recovering through the day up to -20%. With reduced capacities, overloads are expected. Moreover, some overloads are expected on Fridays, Saturdays and Sundays from mid-April. Opening maximum sector plan and/or ATFCM measures (STAM/scenarios/MCP/regulations) might be required during traffic peaks.
- **France - Paris ACC:** On 26 & 27 March, capacities are reduced for the live trials in preparation for the implementation of the new system, which is planned to become operational in Autumn 2024. During this period, overloads are expected and the implementation of ATFCM measures is possible.
- **France - Reims ACC:** On 13 March, LFEE ACC upgraded the ATM system. Capacities are reduced by 20% until 20 March. With reduced capacities, overloads are expected. ATFCM measures (STAM/scenarios/MCP/ regulations) might be required to reduce the impact on the network. Moreover, some overloads are expected on Saturdays and Sundays during the whole period and on Fridays from the beginning of the Summer season. Some ATFCM measures might be required during traffic peaks.

- **Germany - Karlsruhe UAC:** some overloads are expected on the last Saturday of the traffic outlook. Some flexibility might be needed during traffic peaks. Maximum sector plan would be sufficient. The application of ATFCM measures is possible.

- **Greece - Athinai ACC:** some overloads are expected on Saturdays and Sundays from the beginning of the Summer season. Some ATFCM measures might be required during traffic peaks.

- **Greece - Makedonia ACC:** some overloads are expected on Saturdays and Sundays from the beginning of the Summer season. Some ATFCM measures might be required during traffic peaks.

- **Morocco - Agadir ACC:** some overloads are expected on Saturdays until the end of March. Some flexibility might be needed during traffic peaks and the application of ATFCM measures is possible.

- **Portugal - Lisboa ACC:** some overloads are expected from Thursdays to Sundays during the whole period. Some flexibility might be needed during traffic peaks and the application of ATFCM measures is possible.

- **Spain - Canarias ACC:** some overloads are expected on Saturdays until the end of March. Some flexibility might be needed during traffic peaks. Maximum sector plan would be sufficient. The application of ATFCM measures is possible.

- **Spain - Madrid ACC:** some overloads are expected mainly in some elementary sectors on Saturdays and Sundays during the whole period. Some ATFCM measures might be required during traffic peaks.

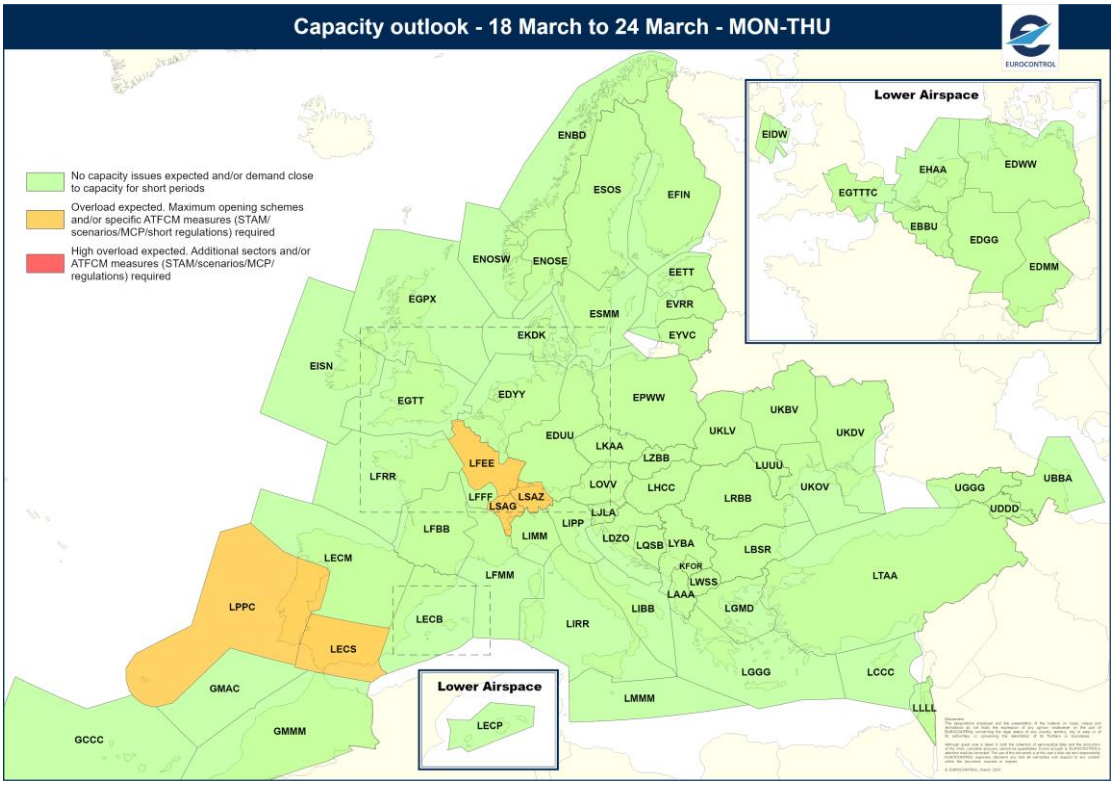
- **Spain - Sevilla ACC:** Some overloads are expected on most days during the whole period. Some flexibility might be needed during traffic peaks and the application of ATFCM measures is possible.

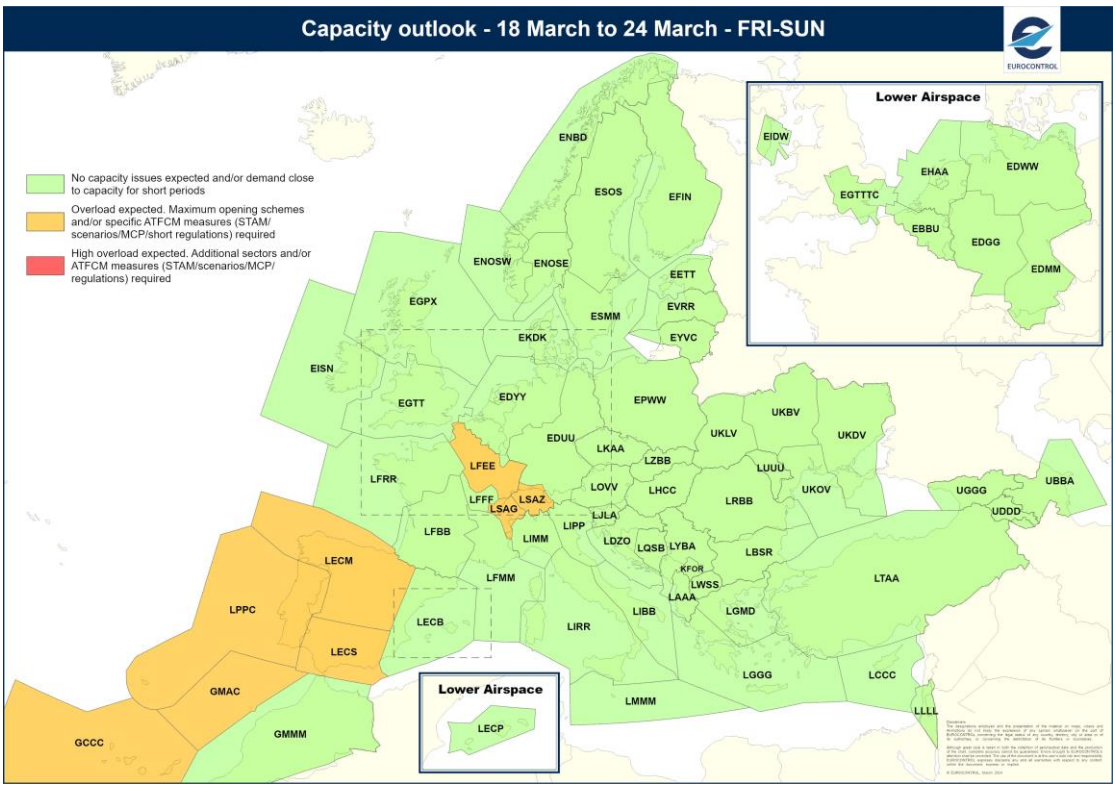
- **Switzerland - Geneva ACC:** Due to ATM system issues, capacities are reduced by 20% for all upper sectors above FL245 UFN. With reduced capacities, overloads are expected. Opening the highest possible number of sectors, as well as ATFCM measures (STAM/scenarios/MCP/regulations) might be required to reduce the impact on the network.

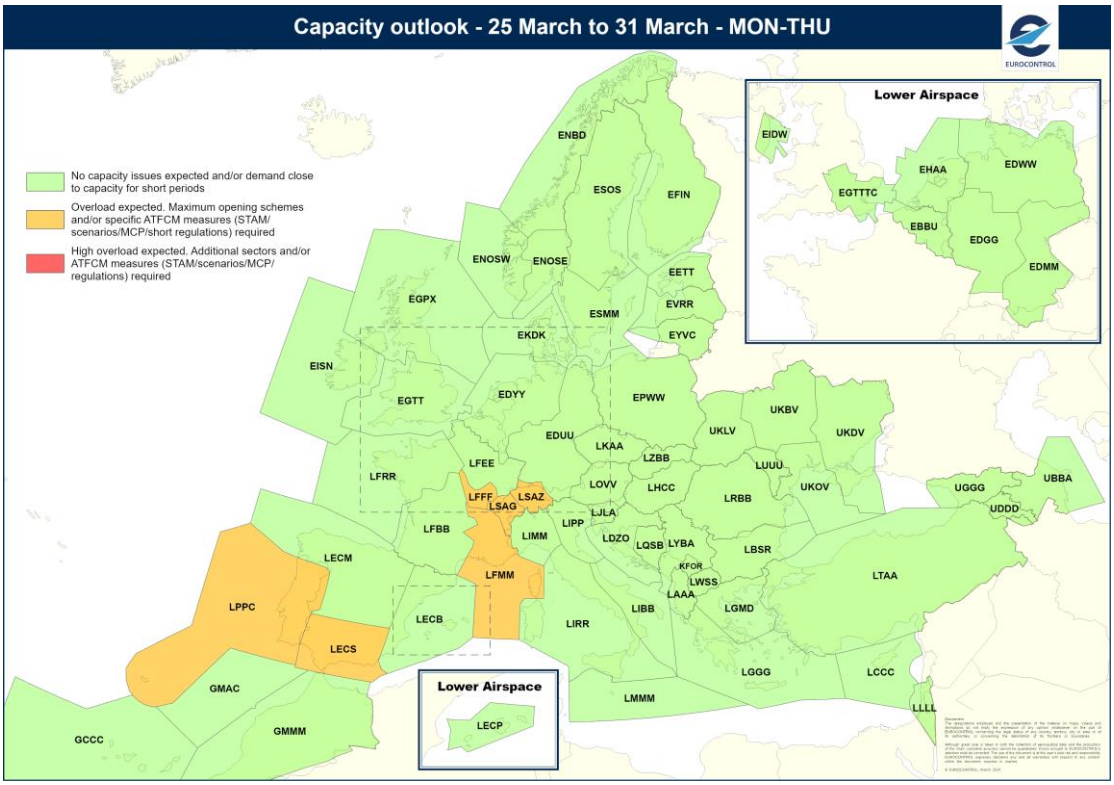
- **Switzerland - Zürich ACC:** Due to ATM system issues, capacities are reduced by 20% for all upper sectors above FL245 UFN. With reduced capacities, overloads are expected. Opening the highest possible number of sectors, as well as ATFCM measures (STAM/scenarios/MCP/regulations) might be required to reduce the impact on the network.

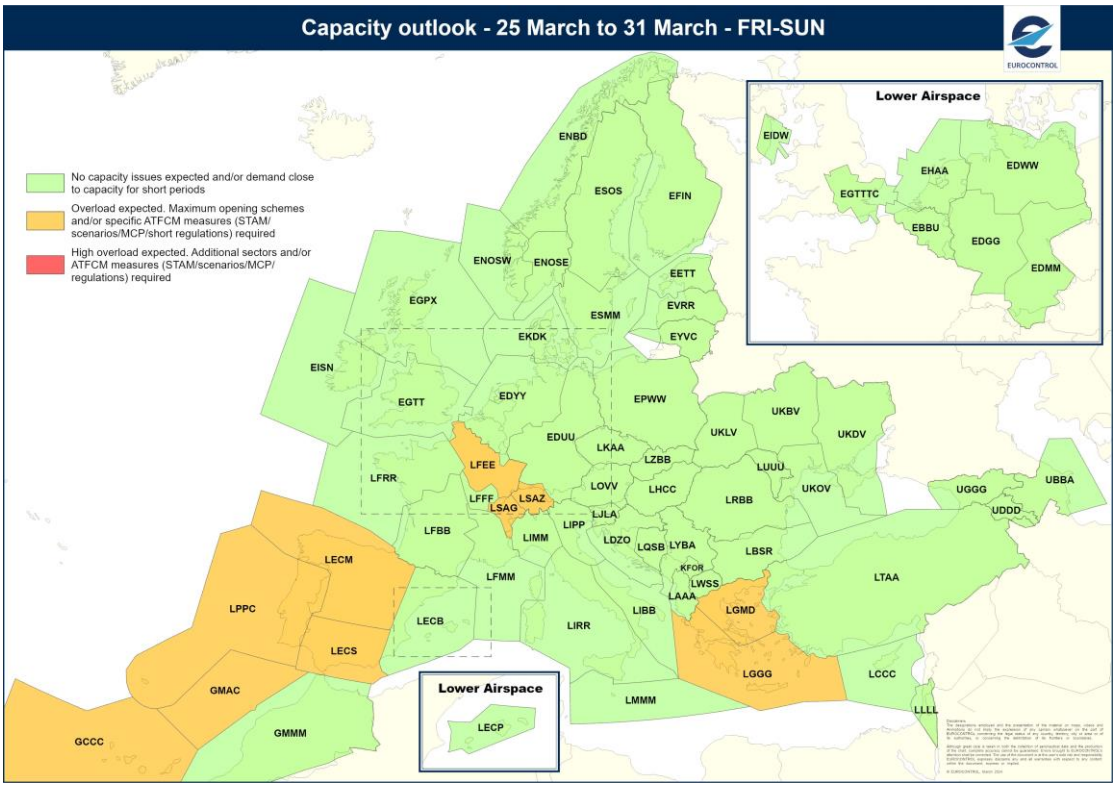
For all the remaining ACCs, no capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

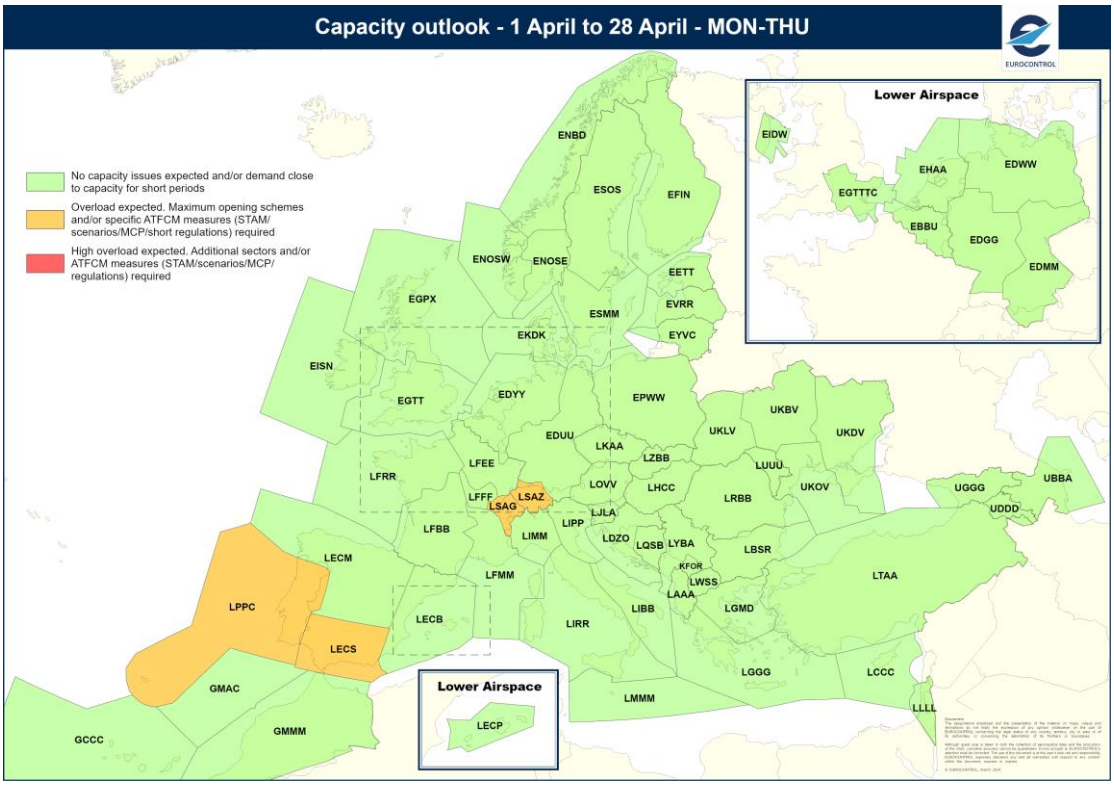
It is strongly advised to foresee a buffer in the traffic demand outlook to avoid sudden capacity problems.

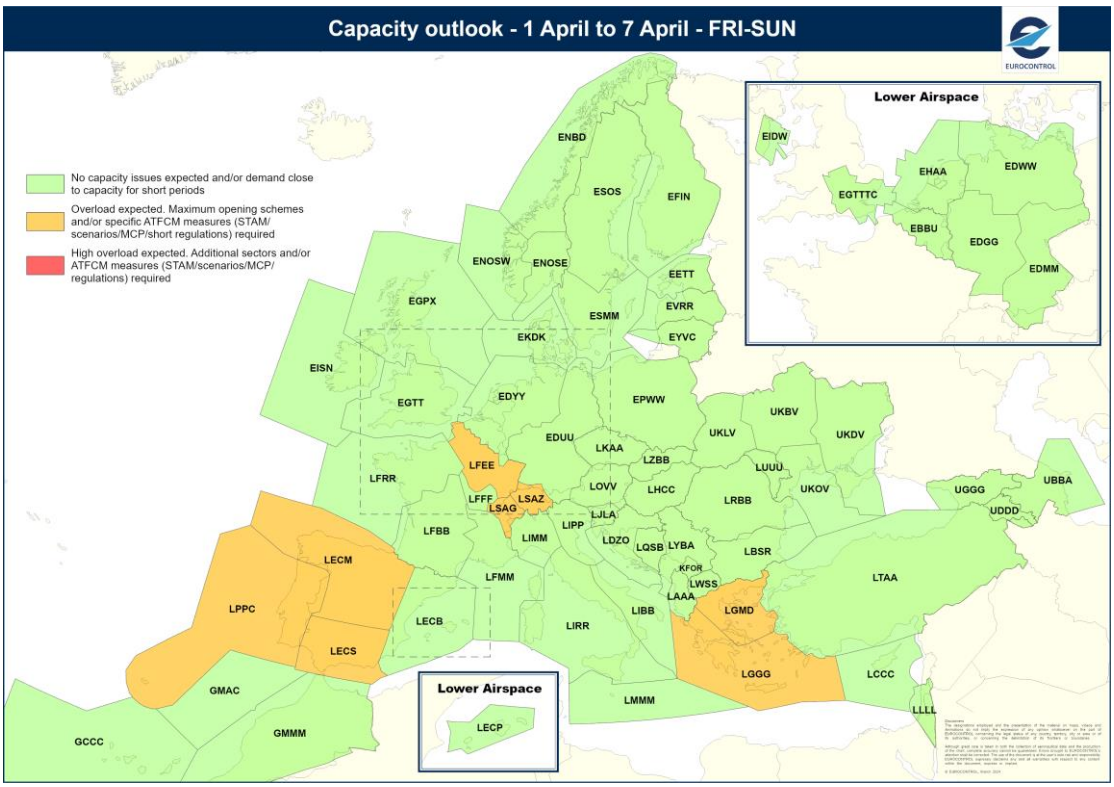

Capacity outlook - 18 March to 24 March - MON-THU
EUROCONTROL
No capacity issues expected and/or demand close to capacity for short periods
Overload expected. Maximum opening schemes and/or specific ATFCM measures (STAM/ scenarios/MCP/short regulations) required
High overload expected. Additional sectors and/or ATFCM measures (STAM/scenarios/MCP/ regulations) required
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
LOVV
LHCC
UKOV
UGGG
UBBA
LFFF
LSAZ
LSAG
LRBB
UDDD
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
Lower Airspace
LECP

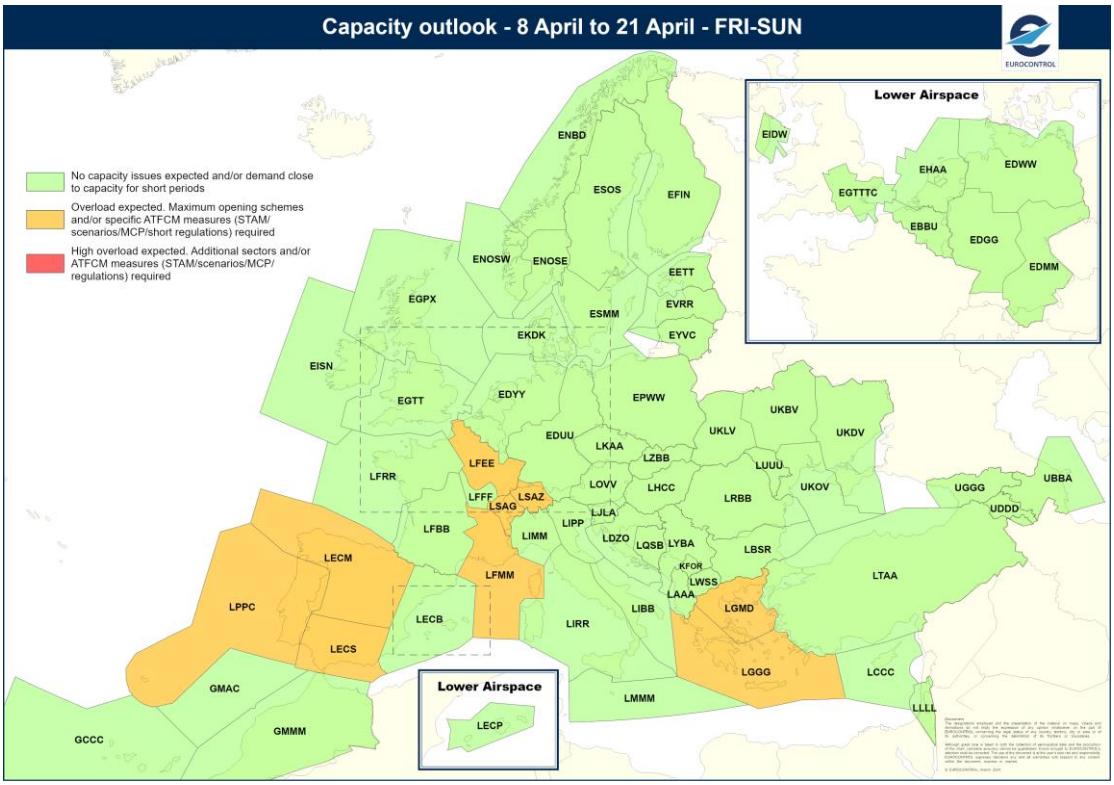

Capacity outlook - 18 March to 24 March - FRI-SUN
EUROCONTROL
No capacity issues expected and/or demand close to capacity for short periods
Overload expected. Maximum opening schemes and/or specific ATFCM measures (STAM/ scenarios/MCP/short regulations) required
High overload expected. Additional sectors and/or ATFCM measures (STAM/scenarios/MCP/ regulations) required
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
LOVV
LHCC
UKOV
UGGG
UBBA
LFFF
LSAZ
LSAG
LRBB
UDDD
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
Lower Airspace
LECP

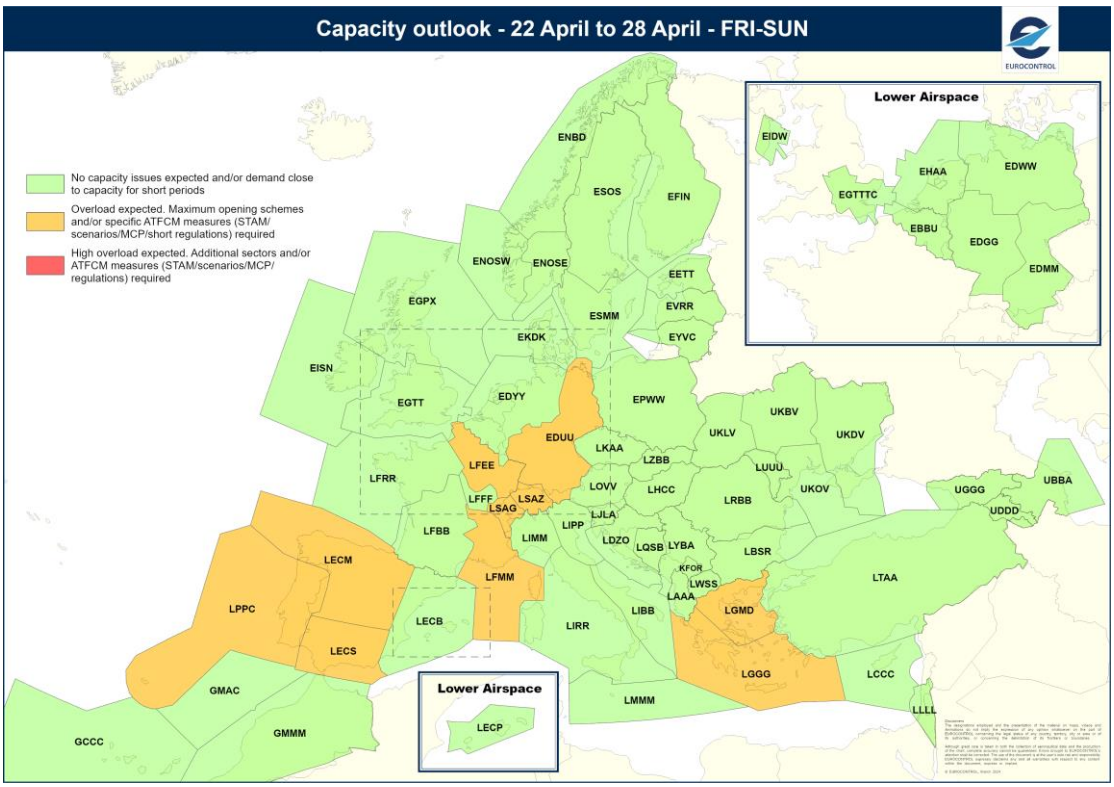

Capacity outlook - 25 March to 31 March - MON-THU
EUROCONTROL
No capacity issues expected and/or demand close to capacity for short periods
Overload expected. Maximum opening schemes and/or specific ATFCM measures (STAM/ scenarios/MCP/short regulations) required
High overload expected. Additional sectors and/or ATFCM measures (STAM/scenarios/MCP/ regulations) required
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
Lower Airspace
LECP


Capacity outlook - 25 March to 31 March - FRI-SUN
EUROCONTROL
No capacity issues expected and/or demand close to capacity for short periods
Overload expected. Maximum opening schemes and/or specific ATFCM measures (STAM/ scenarios/MCP/short regulations) required
High overload expected. Additional sectors and/or ATFCM measures (STAM/scenarios/MCP/ regulations) required
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LIPP
LFBB
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
Lower Airspace
LECP


Capacity outlook - 1 April to 28 April - MON-THU
EUROCONTROL
No capacity issues expected and/or demand close to capacity for short periods
Overload expected. Maximum opening schemes and/or specific ATFCM measures (STAM/ scenarios/MCP/short regulations) required
High overload expected. Additional sectors and/or ATFCM measures (STAM/scenarios/MCP/ regulations) required
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LGMD
LIBB
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM


Capacity outlook - 1 April to 7 April - FRI-SUN
EUROCONTROL
No capacity issues expected and/or demand close to capacity for short periods
Overload expected. Maximum opening schemes and/or specific ATFCM measures (STAM/ scenarios/MCP/short regulations) required
High overload expected. Additional sectors and/or ATFCM measures (STAM/scenarios/MCP/ regulations) required
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LOVV
LHCC
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LGMD
LIBB
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM


Capacity outlook - 8 April to 21 April - FRI-SUN
EUROCONTROL
No capacity issues expected and/or demand close to capacity for short periods
Overload expected. Maximum opening schemes and/or specific ATFCM measures (STAM/ scenarios/MCP/short regulations) required
High overload expected. Additional sectors and/or ATFCM measures (STAM/scenarios/MCP/ regulations) required
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
LOVV
LHCC
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
Lower Airspace
LECP


Capacity outlook - 22 April to 28 April - FRI-SUN
EUROCONTROL
No capacity issues expected and/or demand close to capacity for short periods
Overload expected. Maximum opening schemes and/or specific ATFCM measures (STAM/ scenarios/MCP/short regulations) required
High overload expected. Additional sectors and/or ATFCM measures (STAM/scenarios/MCP/ regulations) required
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
EGPX
EVRR
ESMM
EKDK
EYVC
EISN
EGTT
EDYY
EPWW
UKBV
UKLV
UKDV
EDUU
LKAA
LZBB
LFEE
LUUU
LFRR
LOVV
LHCC
UKOV
UGGG
UBBA
LFFF
LSAG
LSAZ
LRBB
UDDD
LJLA
LFBB
LIPP
LIMM
LDZO
LQSB
LYBA
LBSR
LECM
KFOR
LFMM
LWSS
LTAA
LAAA
LPPC
LIBB
LGMD
LECB
LIRR
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM
Lower Airspace
LECP

9.2 Expected Airport Performance of the European ATM Network

9.2.1 Demand vs capacity

The figure below depicts a comparison between expected traffic and the reported airport capacity for arrivals during the next eight weeks. The figure can help identify possible hotspots, although it is recognised that it is not an operational, tactical or pre-tactical tool.

The maximum capacity per airport is defined in Annex 2 as the maximum number of arrivals that the airport has communicated to NM. In case any significant event downsizes the theoretical capacity, it has been provided by airports through the Airport Corner. The reduced capacity is detailed in Section 6.2. “Airport Performance Enhancement and Network Integration”. The foreseen traffic demand for the next eight weeks is further explained in Section 4.2. “Network Traffic Outlook”.

In the following figure entitled “Daily 2-hours or more DCB - Arrivals”, airports in which an imbalance is identified in any two consecutive hours during each day is depicted. It represents the impossibility to compensate over demand and thus, it may mean difficulties to balance the demand with the capacity. Orange icons determine a 2-consecutive-hour imbalance during the day, while the numbers represent the distinct days of the week from 1 (Monday) until 7 (Sunday); see the legend for details. Bars separate each week.

Having a closer look at the imbalances, the next figure entitled “Daily 3-hours or more DCB - Arrivals” illustrates the days during which the demand is greater than the available capacity for three consecutive hours or more.

Daily 2-hour or more DCB - Arrivals

Country	Name	Airport Code	17 Mar	24 Mar	31 Mar	7 Apr	14 Apr	21 Apr	28 Apr	5 May	12 May
Cyprus	Paphos	LCPH / PFO		3	3	3	3	3		6	3 6
Greece	Diagoras	LGRP / RHO								7	7
	Iraklion Nikos Kaza..	LGIR / HER								7	7
	Khania Souda	LGSA / CHQ					3	3 7	3 7	4 5 6 7	4 5 6 7
	Zakinthos	LGZA / ZTH								6	3 6 7
Portugal	Lisboa	LPPT / LIS		6					1	6	
	Porto	LPPR / OPO								4	
Spain	Malaga	LEMG / AGP				7				6	
	Palma De Mallorca	LEPA / PMI									6
United Kingdom	London Gatwick	EGKK / LGW		6 7	6 7	5 6	5			5	5
	London Heathrow	EGLL / LHR			7	1 2 3 5	1 3 5 6	3 5	2	1 5 6	1 2 4 6

Day [2024]

Daily 3-hour or more DCB - Arrivals

Country	Name	Airport Code	17 Mar	24 Mar	31 Mar	7 Apr	14 Apr	21 Apr	28 Apr	5 May	12 May
Greece	Diagoras	LGRP / RHO								7	7
	Khania Souda	LGSA / CHQ							7	6 7	6
	Zakinthos	LGZA / ZTH								6	6

Day [2024]

Day of the week
1 Monday
2 Tuesday
3 Wednesday
4 Thursday
5 Friday
6 Saturday
7 Sunday

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

For the period 18 March to 28 April 2024
Overload expected. Maximum opening schemes and/or specific ATFCM measures (STAM/scenarios/MCP/short regulations) are required for:

- **Marseille ACC**: On 27th March due to an upgrade of the ATM system and on Fridays, Saturdays & Sundays from mid-April
- **Paris ACC**: On 26th & 27th March due to the live trials for the implementation of the new ATM system
- **Reims ACC**: From 18th to 20th March due to an upgrade of the ATM system, on Saturdays and Sundays during the whole period and on Fridays from 5th April
- **Karlsruhe UAC**: On 27th April
- **Athinai ACC:** On Saturdays and Sundays from 31st March
- **Makedonia ACC:** On Saturdays and Sundays from 31st March
- **Agadir ACC**: On Saturdays in March
- **Lisboa ACC**: From Thursdays to Sundays during the whole period
- **Canarias ACC**: On Saturdays in March
- **Madrid ACC:** On Saturdays and Sundays during the whole period
- **Sevilla ACC**: On most days during the whole period
- **Geneva ACC:** Due to ATM system issues, during the whole period
- **Zurich ACC**: Due to ATM system issues, during the whole period

For all the remaining ACCs, no capacity issues are expected. However, due to the expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

ANSPs should foresee a **buffer** in the traffic demand outlook to avoid sudden capacity problems.

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.

- Contact continues with numerous airports to better identify and understand resource issues for the coming weeks, e.g. security staffing, thus allowing the Airport Function to better dedicate resources to concentrate on the issues.

- Any significant Airport information is shared with stakeholders in NM Airport Users weekly briefings, which are held weekly on Thursdays at 15:00CET. Please, contact AOT secretariat to be invited (see Annex 2. Section 4. NM Airport contact details).

10.3 Proposed Actions at Network Level

10.3.1 Network measures

Network measures – Transition to 4-Flight in Paris ACC

The network measures were developed to address the foreseen unbalance between traffic demand and capacity during the transition to the new ATM system 4-Flight in Paris ACC. A live trial is planned from 26th to 27th March 2024, with sector capacities reduced by 30%. A set of RAD measures is planned to reduce delays and stabilise the network while ensuring a balanced approach to horizontal and vertical flight efficiency.
The additional en-route ATFM delay generated by the ACCs that will handle additional traffic due to this initiative will be re-attributed.
The latest version of these network traffic flow rules is published via a separate Annex for Special Events and Crises at

https://www.nm.eurocontrol.int/RAD/common/Special%20Event%20Annex.html

Network measures for Summer 2024

A coordination meeting was held with all stakeholders on 20 February 2024 and a set of "NM" RAD measures was approved by all to address capacity bottlenecks at network level.

The approved set of network measures allows to significantly reduce delays and stabilise the network while ensuring a balanced approach to horizontal and vertical flight efficiency. The traffic evolution will be monitored through the rolling seasonal NOP, and some measures will be gradually suspended when they are no longer deemed necessary.

The additional en-route ATFM delay generated by the ACCs that will handle additional traffic due to these initiatives will be re-attributed.

The network traffic flow rules for summer 2024 are published via separate Annex for Special Events and Crises and are coded with the prefix NM + 4 digits in accordance with ERNIP Part 1, Chapter 8. The latest version of these Annexes for Special Events and Crises is available via the NOP portal in Excel format at https://www.nm.eurocontrol.int/RAD/common/Special%20Event%20Annex.html and via B2B. Changes and updates of the rules will be identified according to the existing indicators NEW/AMD/DEL.

10.3.2 En-route Capacity Enhancement Proposed Actions

The following general actions are maintained to ensure a lower ATFM delay performance and greener trajectories:

Action 1

Some ANSPs should review their plans in view of the expected traffic.

Action 2

Some ANSPs should plan to open their currently indicated maximum sector opening schemes to avoid any en-route capacity issues.

Action 3

Some flexibility will be required to open more sectors during the peak hours or to extend the opening hours.

Action 4

Some ACCs might need some ATFCM measures such as STAM or scenarios to better balance the traffic between the different sector layers.

Action 5
ANSPs should foresee a buffer in the traffic demand outlook to avoid sudden capacity problems.
Action 6
NM has coordinated network scenarios with the concerned ANSPs enabling a better use of the available capacity from a network perspective (to be activated in the pre-tactical and tactical phases). Special coordination procedures have been put in place with DSNA and DFS to fine tune the capacity delivery and agree on the measures to be implemented in the strategic, pre-tactical and tactical phases, in cases where the available capacity does not meet the demand, either due to saturation of elementary sectors or less demanding sector opening schemes and supporting configurations.

11 Conclusion

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

For the period 18 March to 28 April 2024, in view of the expected traffic levels, some ANSPs need to review their plan as the capacity provided would not be sufficient to cope with the traffic demand.

Additionally, 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 weeks.

Airports and ANSPs should foresee a buffer in the traffic demand outlook to avoid sudden capacity problems.

ANNEX 1 – ACC TRAFFIC OUTLOOK & CAPACITY PLANS

ALBANIA TIRANA ACC

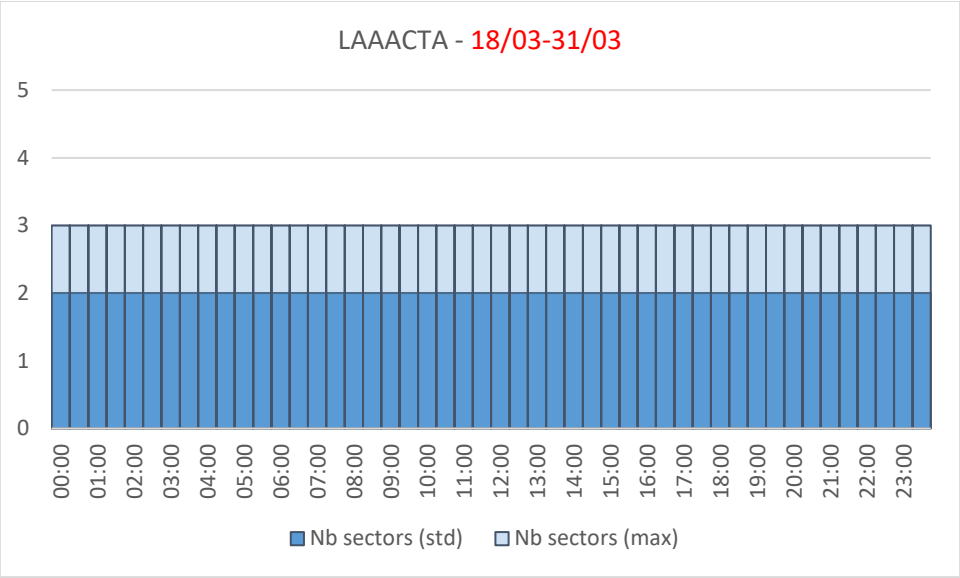
Expected traffic

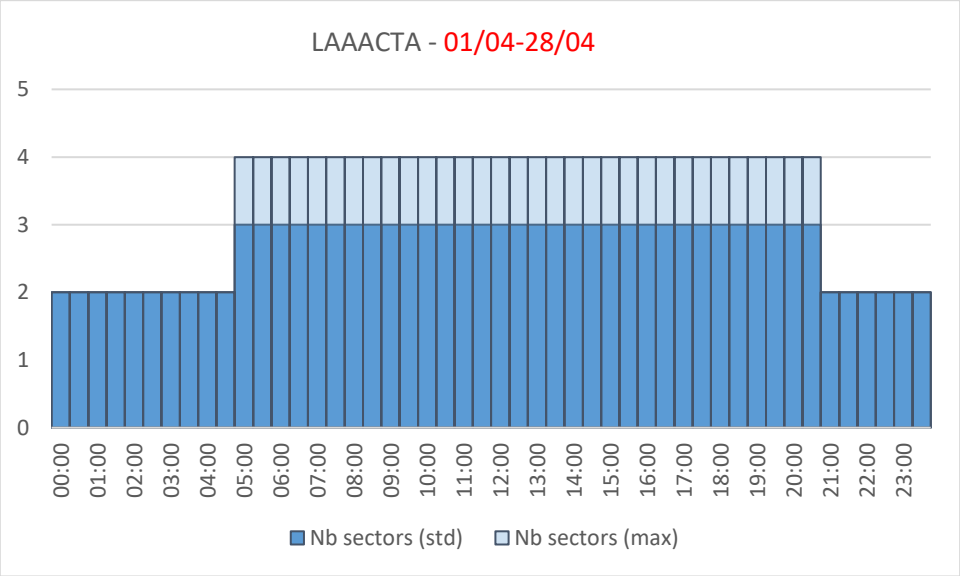
Tirana						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
570	570	610	610	640	690	680
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	600	650	660	680	710	870
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
800	730	810	760	860	950	900
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
810	760	820	780	860	940	910
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
820	770	830	800	870	960	950
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
840	790	860	810	910	1040	940
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
860	870	960	890	990	1120	1060
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
970	970	960	940	1020	1160	1080

Sector openings – Planned and maximum

Till the end of winter season, configuration TWO, as declared, will be used on a daily basis. The third sector (2nd area sector) will be made available upon demand.

As of the start of summer season configuration three (2 area sectors and TMA) will be used on a daily basis. The third area sector will be available upon demand and staff availability.





Sector capacities

Sectors capacities will be as declared. Based on demand Tirana ACC Supervisor may offer higher capacities or more sectors as situation suggests.

Availability of support to operations staff

No reduction of staff is envisaged.

Additional information

There are no constraints on technical infrastructure and technical staff.

Special events and major projects

Start Date	End date	ACC Airport/	Event
01-06-2024	16-06-2024	LAAA	ATM system improvements Tirana ACC

NM Assessment

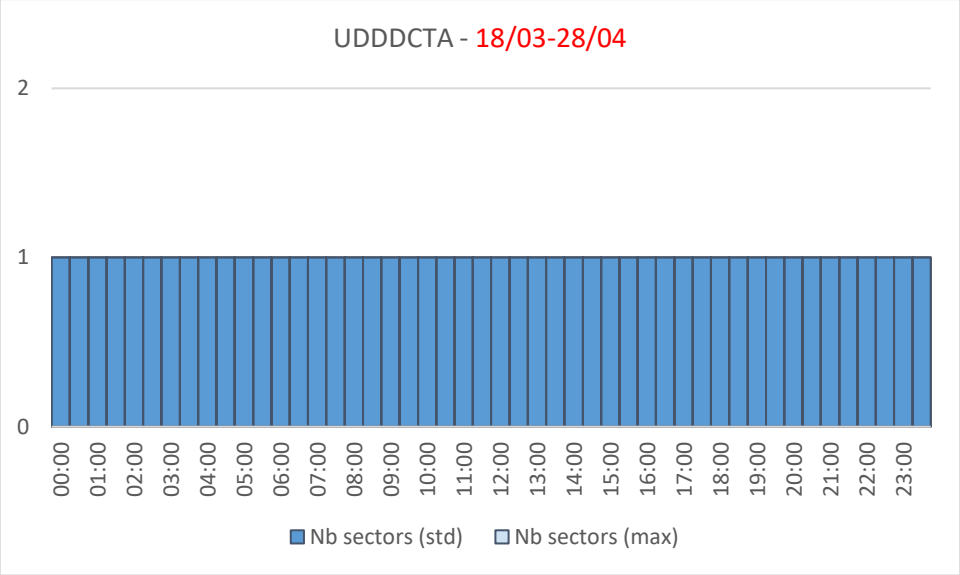
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

ARMENIA YEREVAN ACC

Expected traffic

Yerevan						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150	130	140	140	150	170	150
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150	140	140	140	150	170	180
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	190	160	170	160	200	180
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	190	170	180	160	210	180
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	190	160	180	160	210	180
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	190	170	180	170	210	180
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	180	160	180	170	210	190
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	180	170	180	170	210	180

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

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

Additional information

N/A

Special events and major projects

N/A

NM Assessment

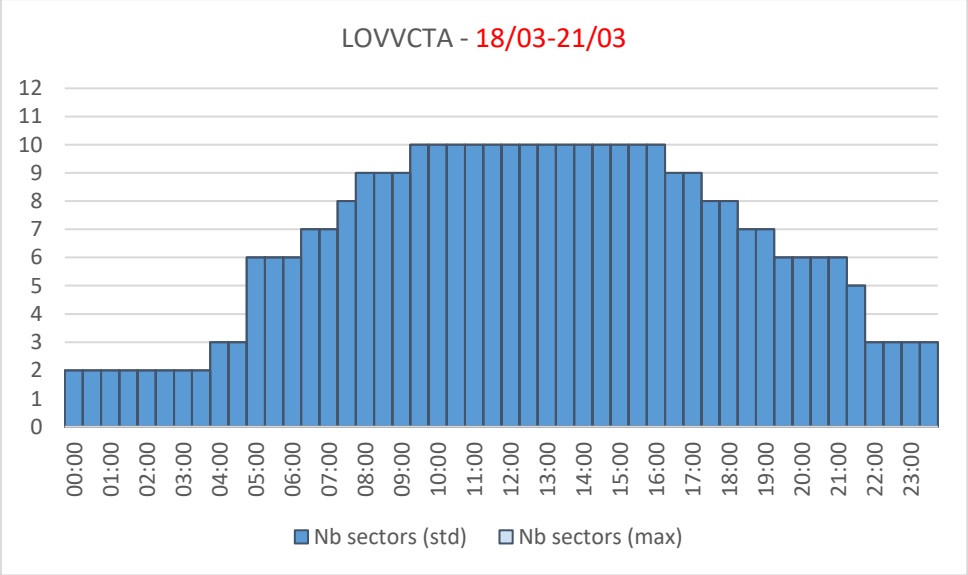
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

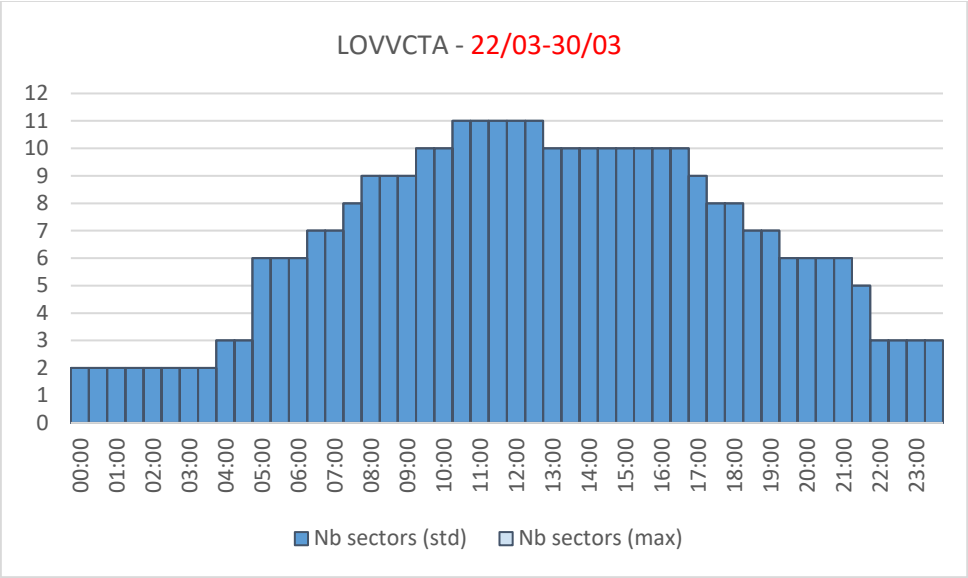
AUSTRIA WIEN ACC

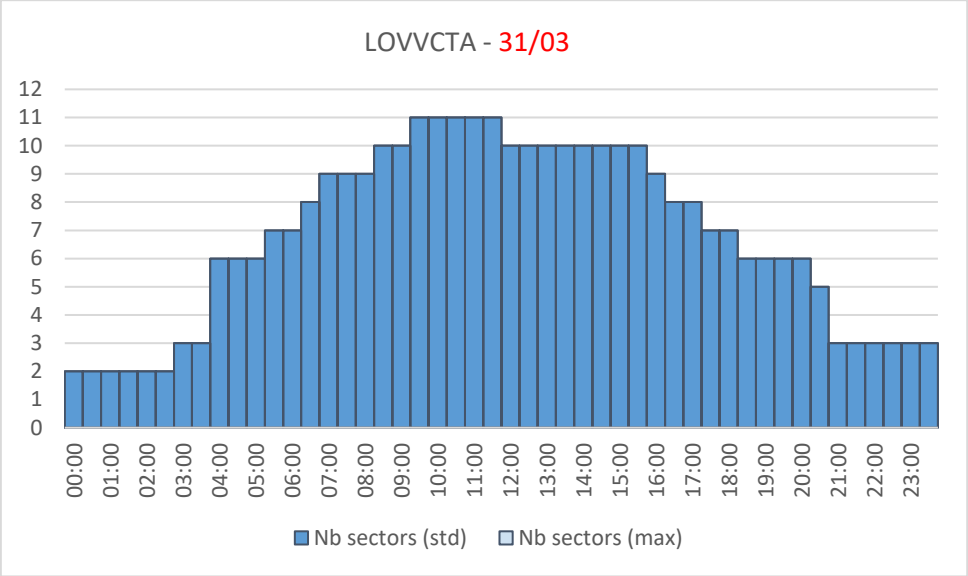
Expected traffic

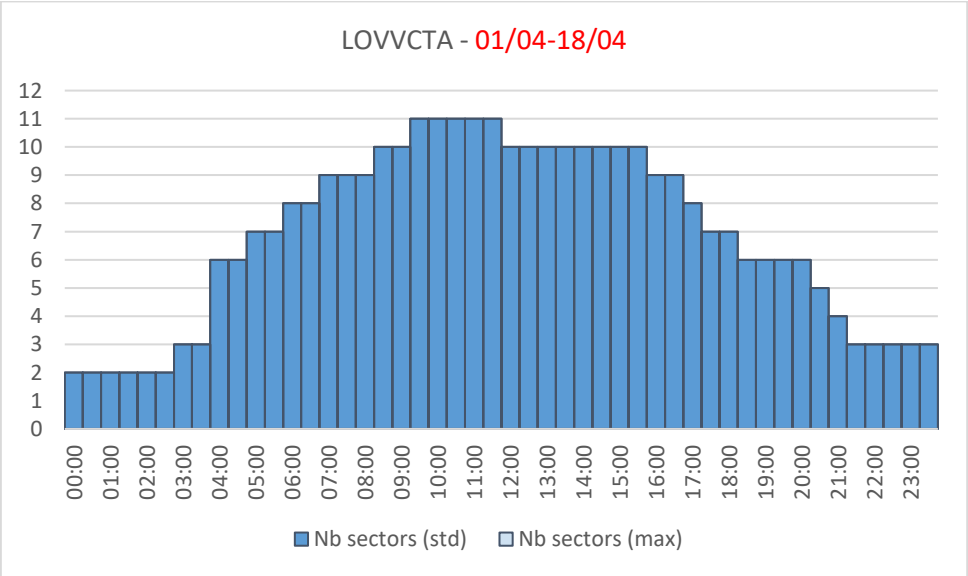
Wien						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2360	2140	2240	2340	2590	2550	2580
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2460	2350	2440	2560	2650	2600	2860
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2830	2770	2860	2860	2970	2940	2990
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2840	2790	2860	2870	3000	2960	2980
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2860	2800	2870	2880	2980	2960	3000
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2890	2800	2900	2960	3080	3100	3060
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2960	2960	3170	3210	3280	3320	3340
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3180	3180	3250	3300	3340	3410	3430

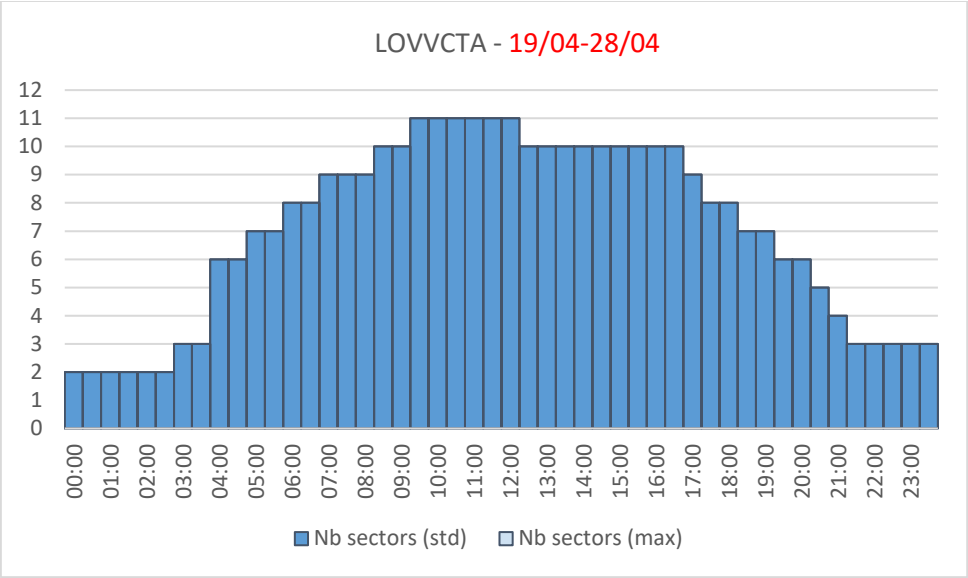
Sector openings – Planned and maximum




LOVVCTA - 22/03-30/03
12
11
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LOVVCTA - 31/03
12
11
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LOVVCTA - 01/04-18/04
12
11
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)



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.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC Airport/	Event
21-03-2024		LOVV/LQSB/LDZO/LWSS/LJLA/LYBA/ LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT
28-11-2024		LKAA/LOVV/LQSB/LDZO/LWSS/LJLA/ LYBA	CB FRA operations between SECSI FRA and SEE FRA

NM Assessment

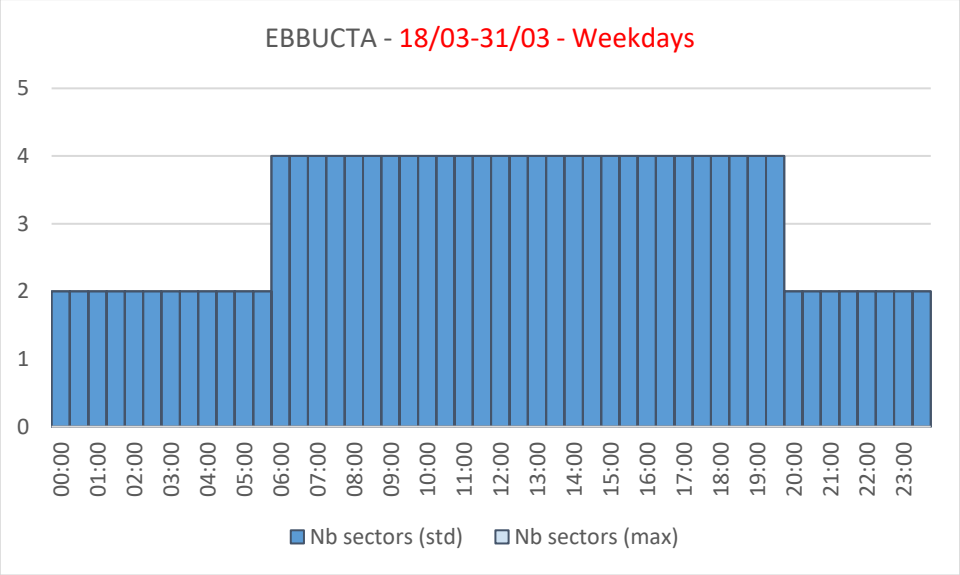
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

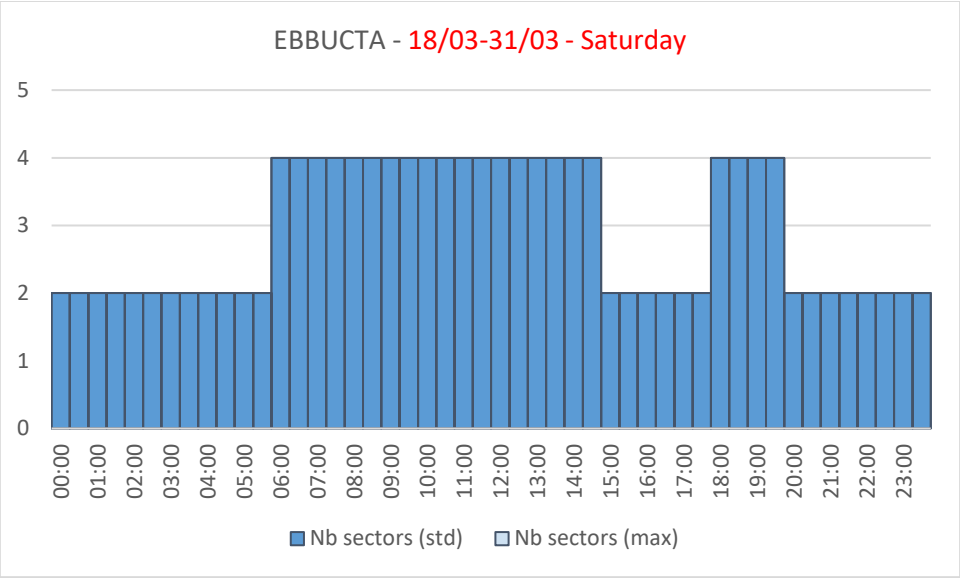
BELGIUM BRUSSELS ACC

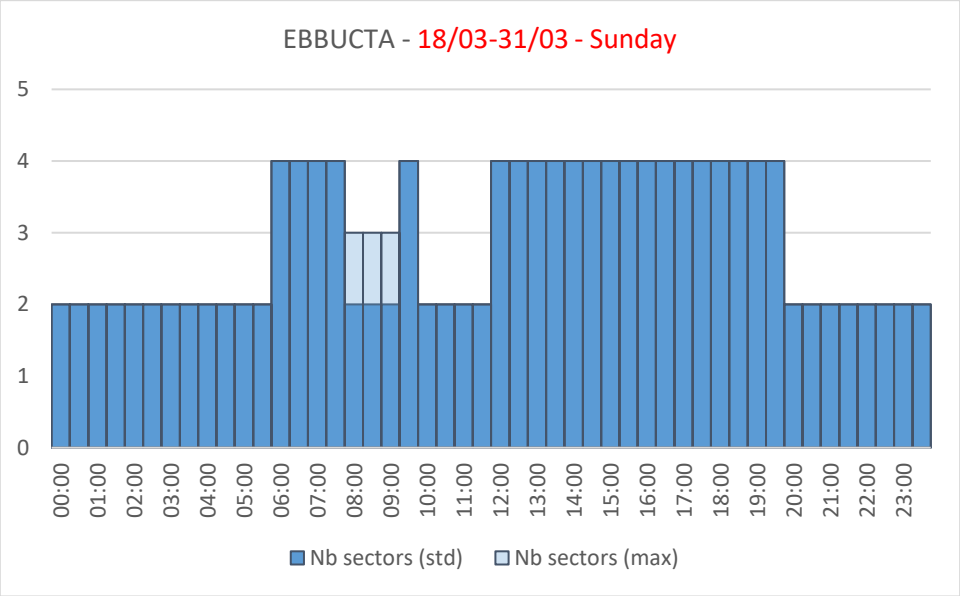
Expected traffic

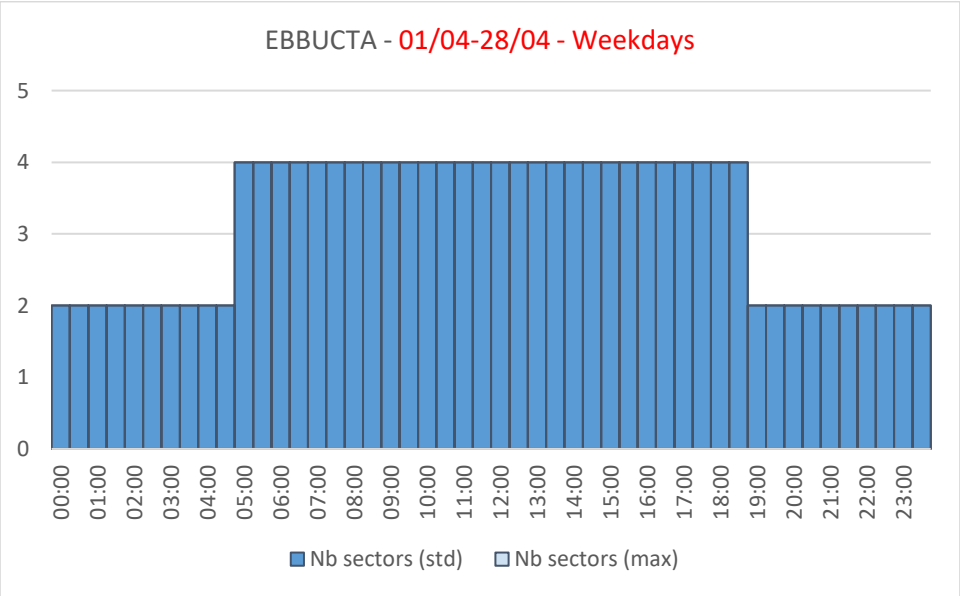
Brussels						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1520	1380	1460	1540	1570	1250	1470
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1520	1420	1500	1550	1580	1310	1490
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1610	1610	1650	1720	1670	1460	1600
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1680	1650	1700	1740	1720	1440	1610
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1680	1640	1700	1750	1750	1460	1630
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1690	1680	1740	1770	1780	1540	1660
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1700	1690	1750	1810	1720	1510	1670
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1710	1720	1750	1810	1750	1540	1710

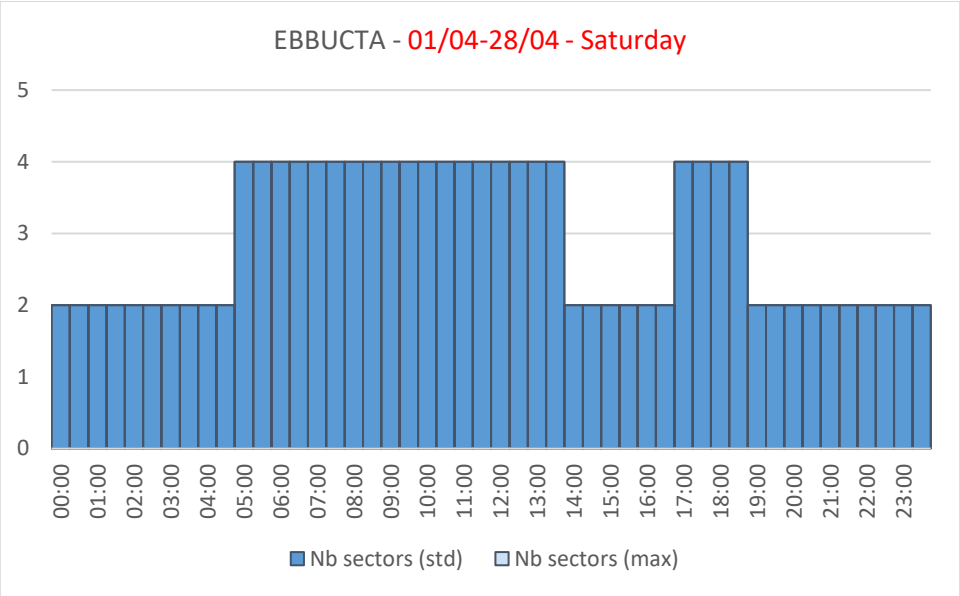
Sector openings – Planned and maximum

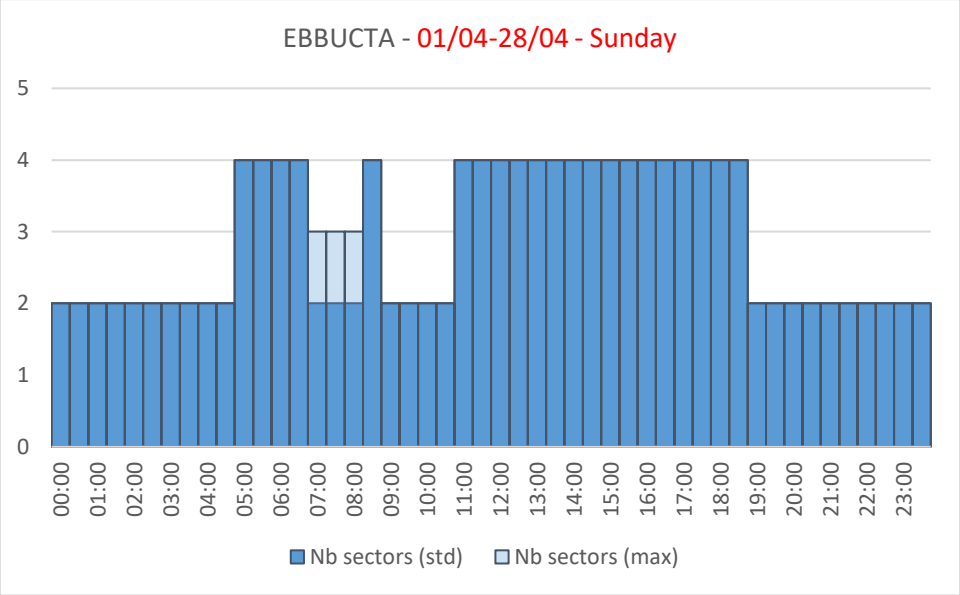



EBBUCTA - 18/03-31/03 - Saturday
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EBBUCTA - 18/03-31/03 - Sunday
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EBBUCTA - 01/04-28/04 - Weekdays
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

EBBR APP sector: ATC capacity for EBBR ARR is 36/h.

Special events and major projects

Start Date	End date	ACC Airport/	Event
21-07-2024	21-07-2024	EBBU/EBBR	Belgian National Day

NM Assessment

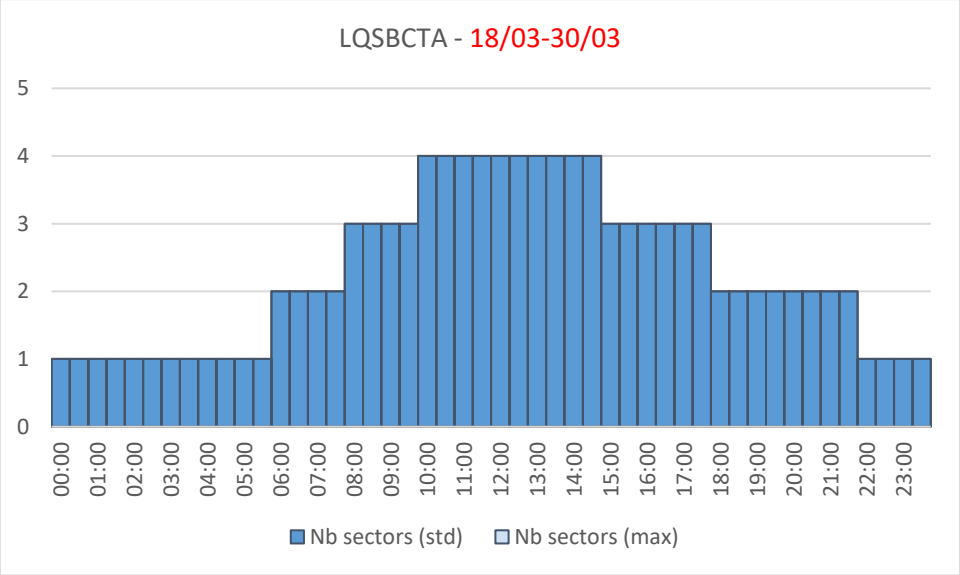
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

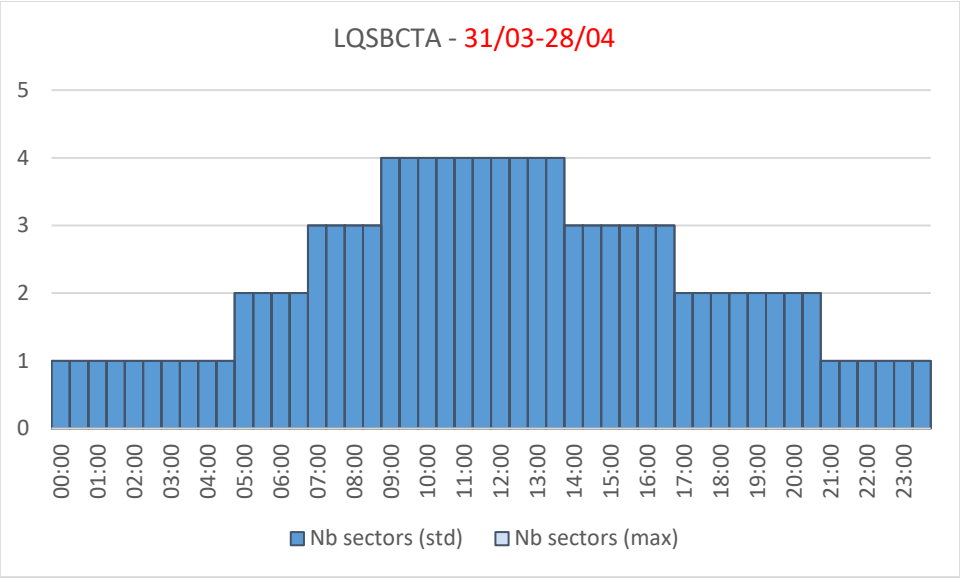
BOSNIA AND HERZEGOVINA BH ACC

Expected traffic

BH						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
900	820	890	890	970	1050	1040
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
950	930	970	980	1050	1080	1230
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1160	1130	1200	1140	1250	1310	1290
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1180	1150	1200	1160	1240	1320	1300
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1180	1150	1210	1190	1270	1360	1360
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1220	1180	1230	1220	1330	1440	1350
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1260	1280	1410	1320	1430	1530	1510
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1390	1410	1420	1400	1450	1580	1540

Sector openings – Planned and maximum





Sector capacities

Increased capacity of all sectors (17% on average) effective from 23.03.2023, to accommodate demand.

Availability of support to operations staff

No limitations.

Additional information

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

Special events and major projects

Start Date	End date	ACC Airport/	Event
21-03-2024		LOVV/LQSB/LDZO/LWSS/LJLA/LYBA/ LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT
28-11-2024		LKAA/LOVV/LQSB/LDZO/LWSS/LJLA/ LYBA	CB FRA operations between SECSI FRA and SEE FRA

NM Assessment

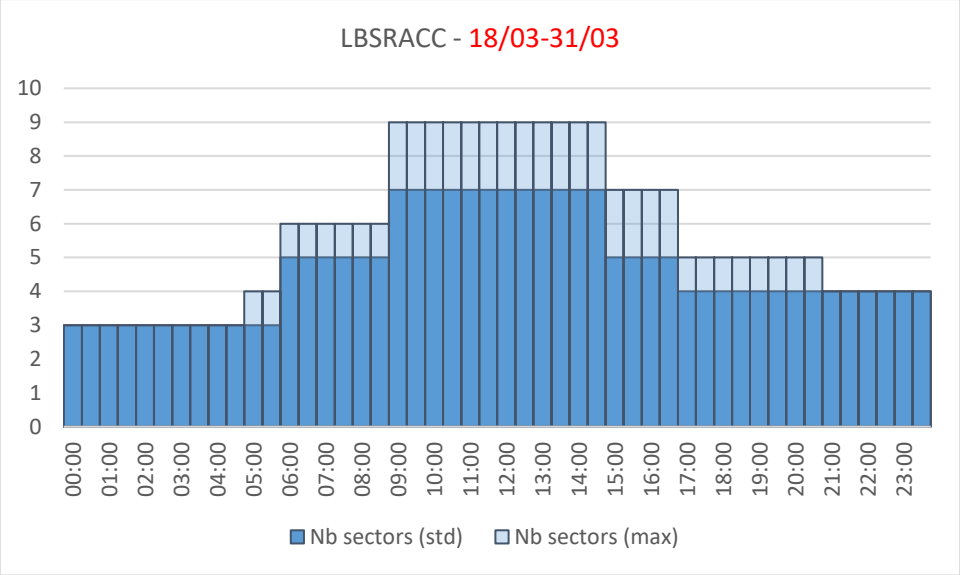
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

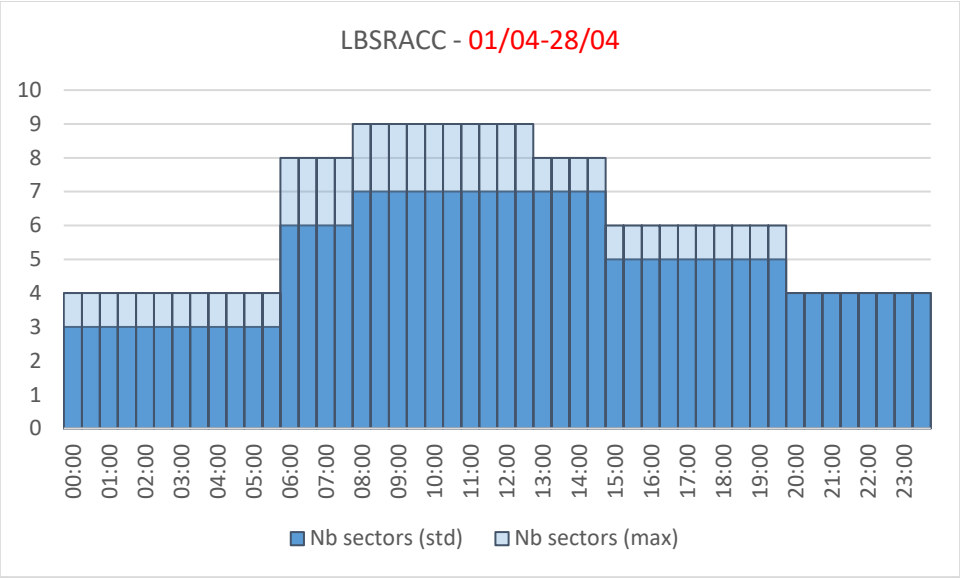
BULGARIA SOFIA ACC

Expected traffic

Sofia						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2150	2130	2200	2280	2390	2500	2520
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2230	2260	2330	2420	2450	2580	2810
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2480	2480	2550	2630	2650	2790	2860
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2500	2500	2550	2620	2640	2770	2830
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2500	2490	2550	2610	2650	2810	2830
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2510	2490	2600	2680	2740	2950	2890
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2570	2580	2740	2780	2820	3040	3030
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2690	2720	2780	2840	2870	3100	3070

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

No constraints of any type.

Special events and major projects

Start Date	End date	ACC Airport/	Event
Q2/2024		LBSR/LTAA	Interface re-sectorisation
Q3/2024	Q2/2025	LBSR	Technical room modernisation

NM Assessment

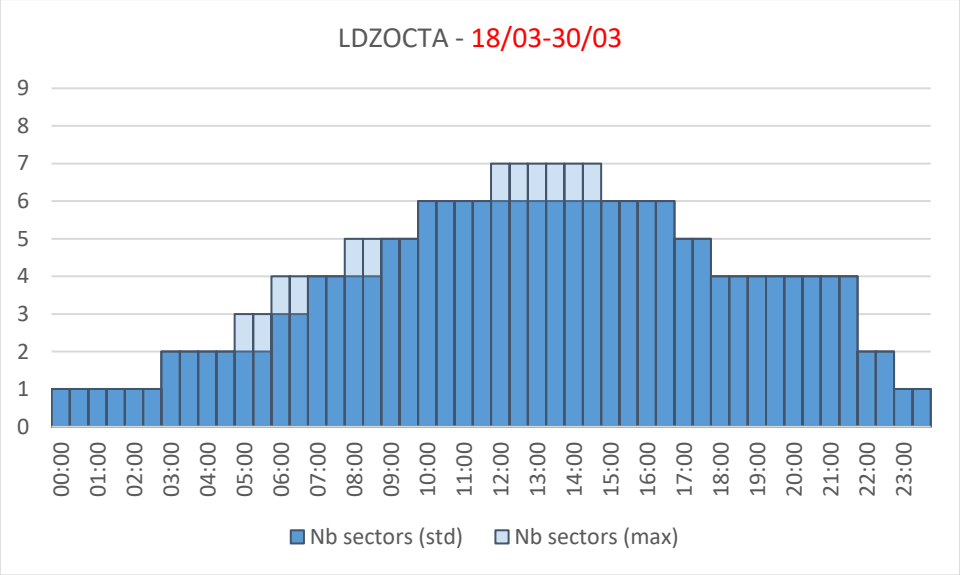
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

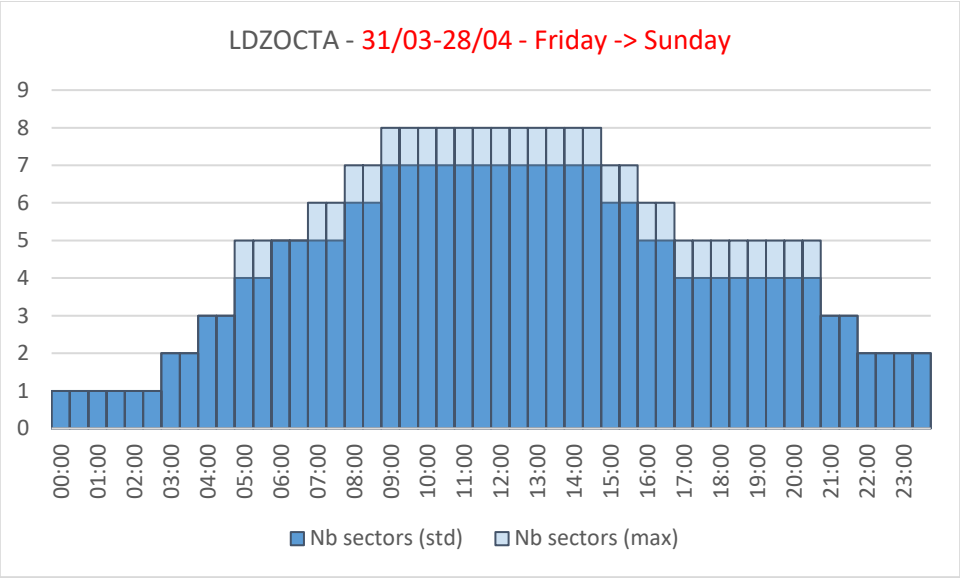
CROATIA ZAGREB ACC

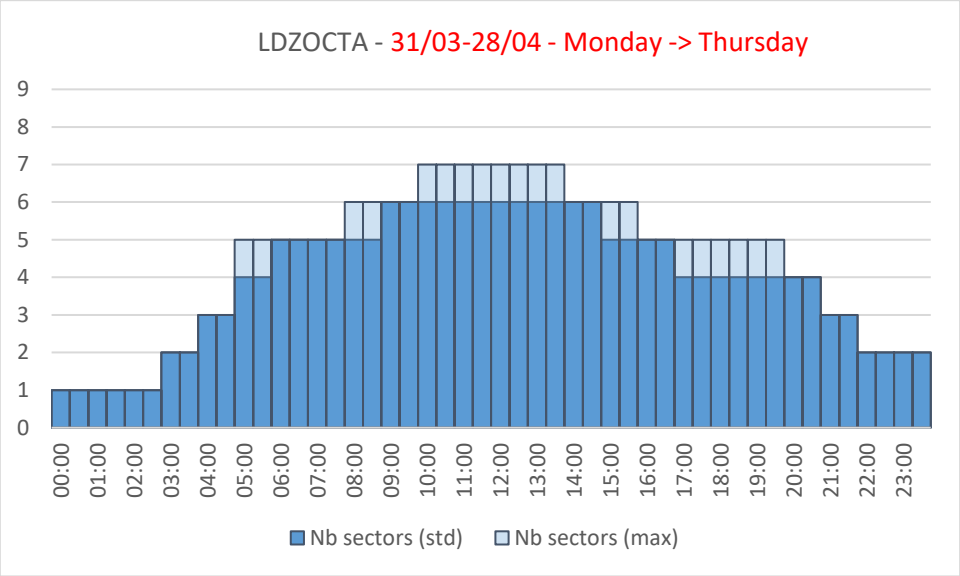
Expected traffic

Zagreb						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1560	1410	1500	1500	1690	1770	1760
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1620	1580	1640	1680	1790	1830	2180
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2100	2020	2110	2040	2220	2350	2280
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2140	2040	2130	2090	2240	2370	2320
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2150	2060	2140	2140	2290	2440	2400
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2190	2100	2190	2190	2360	2590	2440
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2240	2290	2470	2380	2550	2800	2740
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2470	2530	2510	2500	2610	2890	2810

Sector openings – Planned and maximum







Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

No limitations or constraints.

Special events and major projects

Start Date	End date	ACC Airport/	Event
21-03-2024		LOVV/LQSB/LDZO/LWSS/LJLA/LYBA/ LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT
28-11-2024		LKAA/LOVV/LQSB/LDZO/LWSS/LJLA/ LYBA	CB FRA operations between SECSI FRA and SEE FRA

NM Assessment

No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

CYPRUS NICOSIA ACC

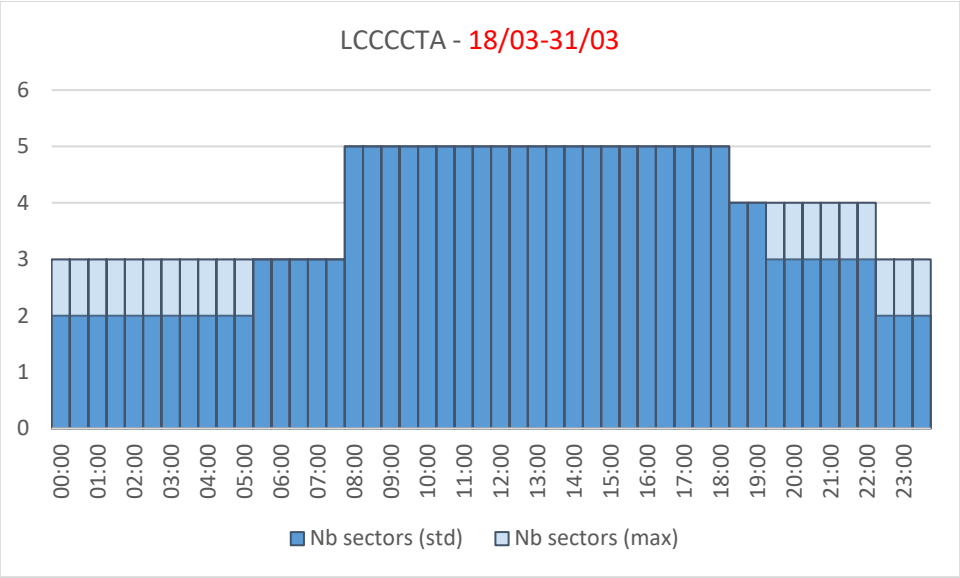
Expected traffic

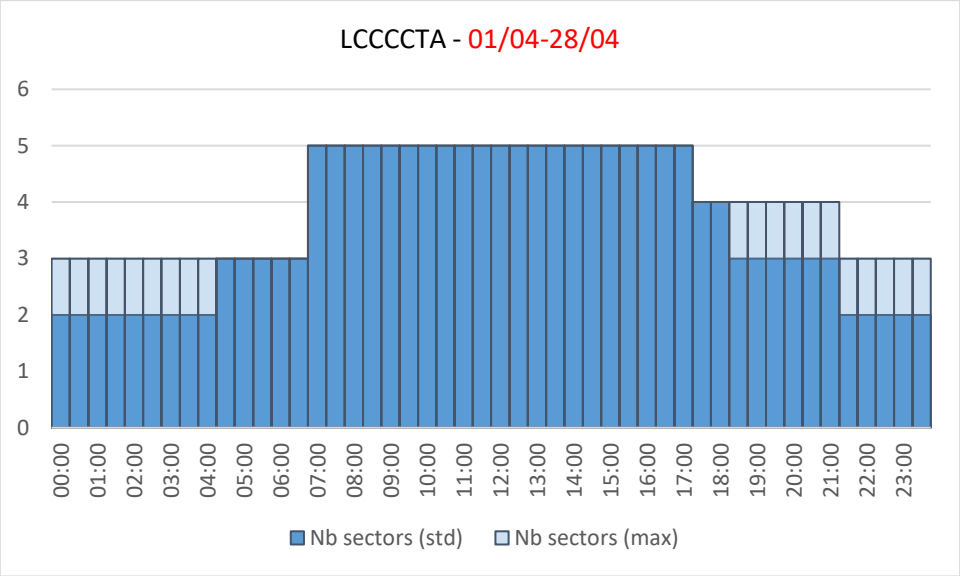
Nicosia						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
810	780	830	900	830	850	970
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
860	830	870	960	870	920	1180
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1010	1010	1060	1130	980	1010	1180
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1030	1030	1080	1150	990	1000	1210
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1050	1050	1090	1170	1000	1030	1240
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1030	990	1090	1170	1000	1050	1130
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
990	1100	1210	1210	1060	1110	1260
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1120	1120	1190	1210	1050	1110	1260

Sector openings – Planned and maximum

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

During periods of installation of software patches on the main system, Nicosia ACC will be limited to four sectors maximum.





Sector capacities

N/A

Availability of support to operations staff

Current rostering allows for the baseline operation of three sectors which can easily be extended to four and five sectors if needed, with a maximum of six for limited periods.

Sector openings and availability will be continuously provided to NM.

Additional information

All technical infrastructure is available and ready for operation.

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

Start Date	End date	ACC/Airport	Event
2024	2024	LCCC	Move to new ACC building

NM Assessment

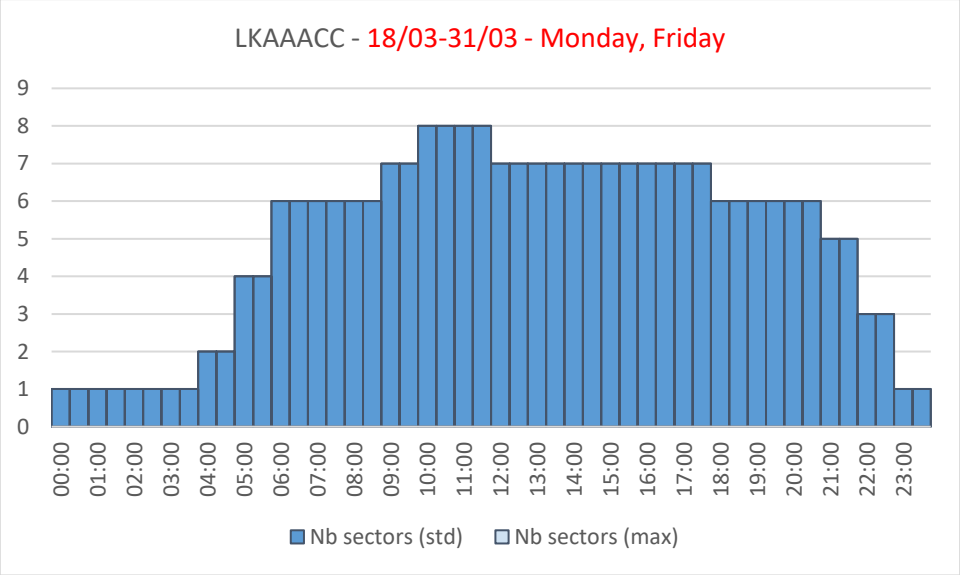
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

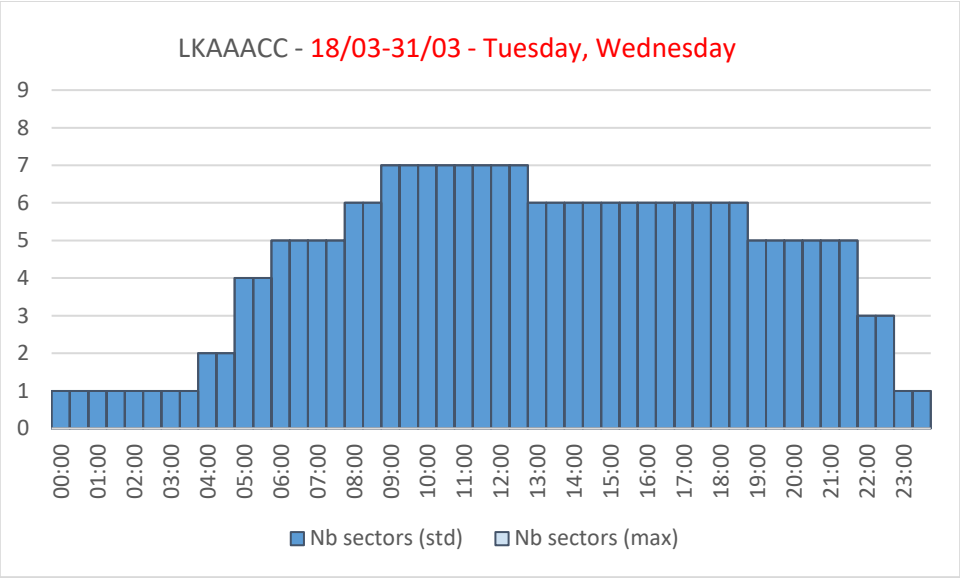
CZECH REPUBLIC PRAHA ACC

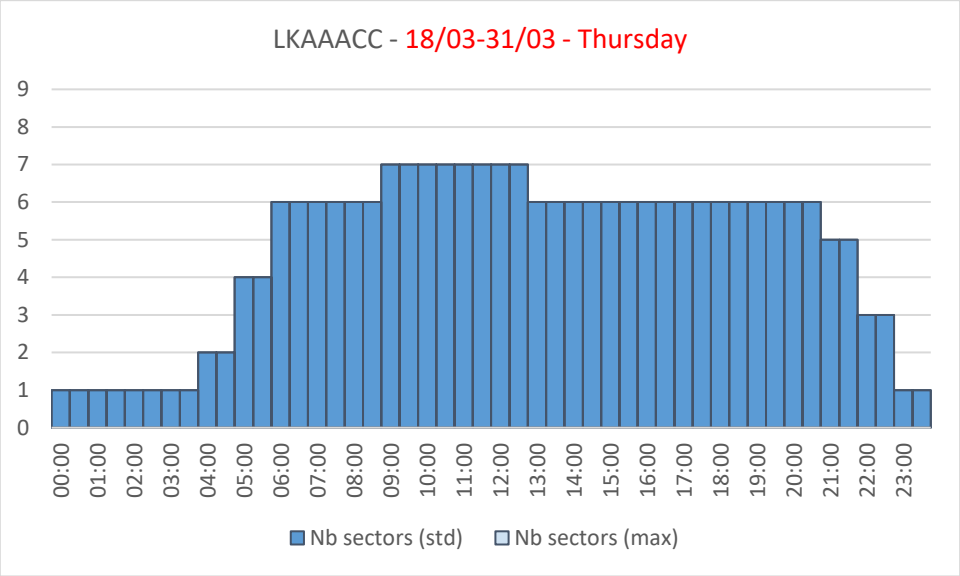
Expected traffic

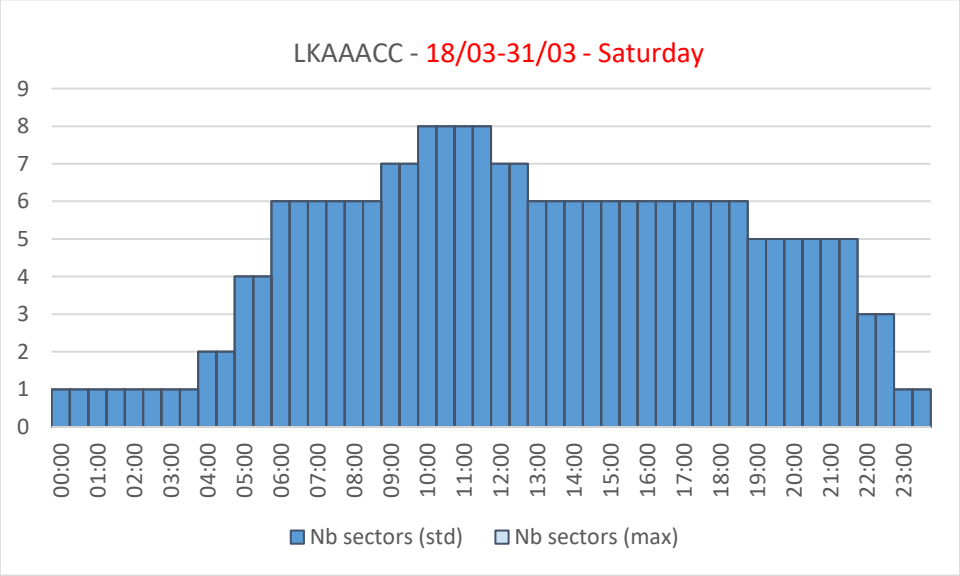
Praha						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1650	1370	1490	1570	1820	1620	1650
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1660	1470	1630	1710	1820	1620	1760
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1870	1750	1830	1860	1930	1780	1890
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1860	1780	1870	1900	1980	1770	1890
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1860	1770	1870	1930	1990	1810	1920
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1910	1820	1890	2000	2020	1890	1950
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1950	1840	1980	2050	2060	1950	2000
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2020	1930	2040	2040	2090	2010	2020

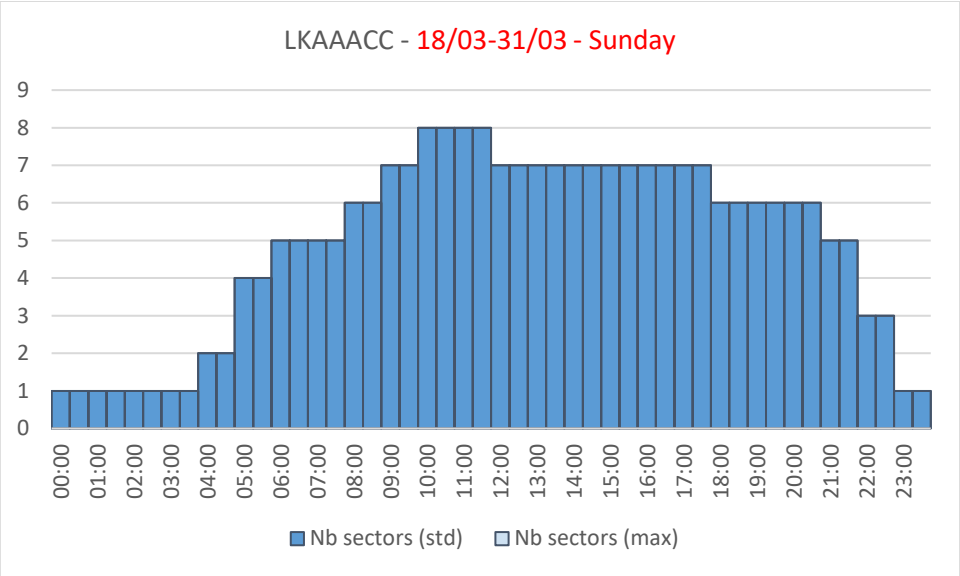
Sector openings – Planned and maximum

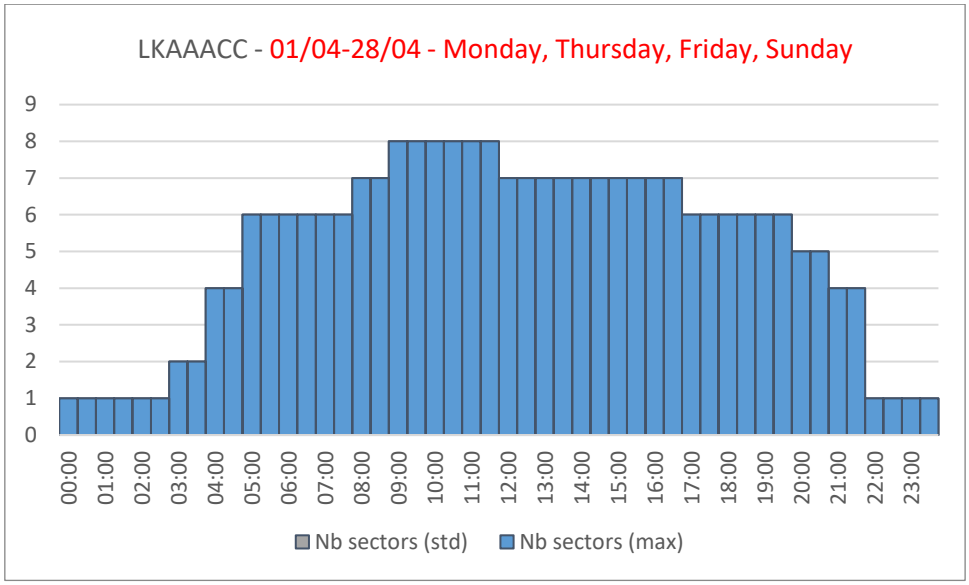


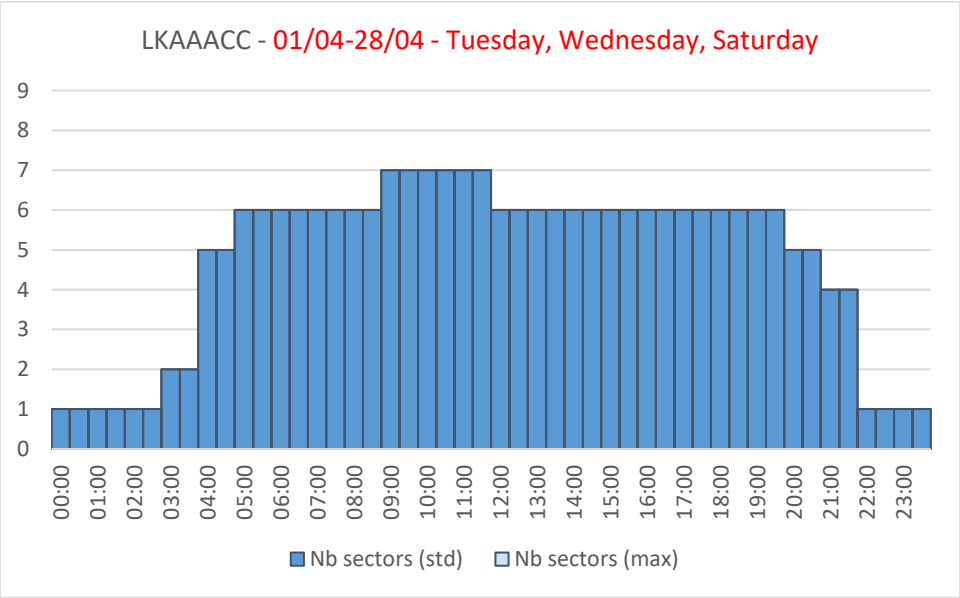

LKAAACC - 18/03-31/03 - Tuesday, Wednesday
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LKAAACC - 18/03-31/03 - Thursday
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LKAAACC - 18/03-31/03 - Saturday
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LKAAACC - 18/03-31/03 - Sunday
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LKAAACC - 01/04-28/04 - Monday, Thursday, Friday, Sunday
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LKAAACC - 01/04-28/04 - Tuesday, Wednesday, Saturday
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

From 26/02/2024 UFN, sector capacities were increased because of better stability of the new ATM system. Capacity can gradually increase, once more of the system troubles are solved.

For simulation purposes capacities are reduced by **10%** in all sectors of Prague FIR.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
28-11-2024		LKAA/LOVV/LQSB/LDZO/LWSS/LJLA/LYBA	CB FRA operations between SECSI FRA and SEE FRA
Q1/2025		LKAA	Sectorisation FIR Prague
Q1/2025		LKAA/EPWW	Interface re-sectorisation

NM Assessment

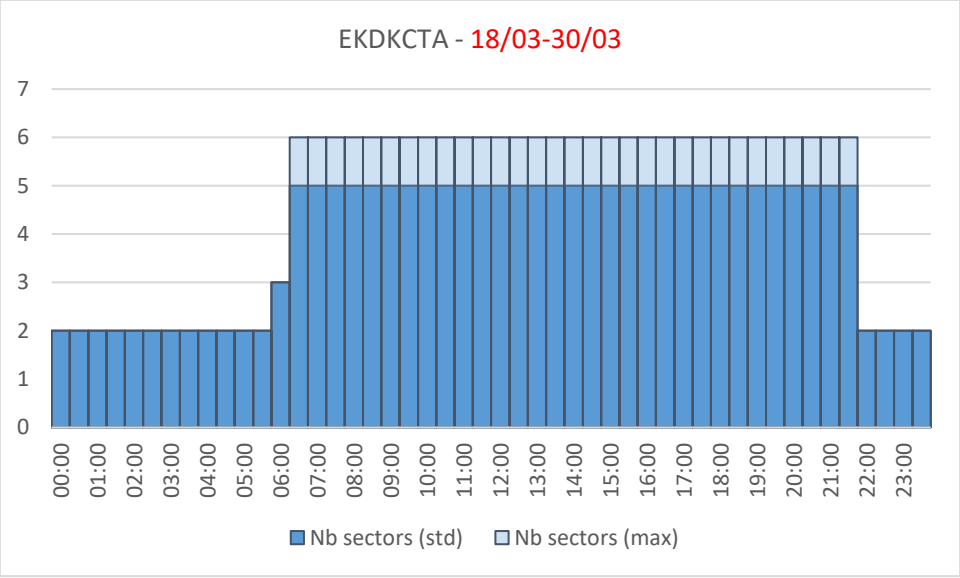
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

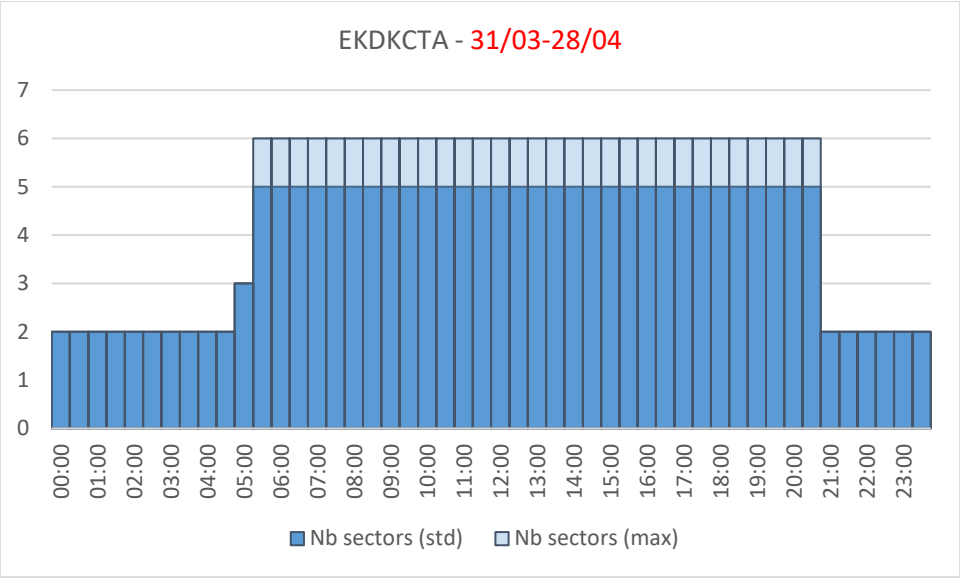
DENMARK KOBENHAVN ACC

Expected traffic

Kobenhavn						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1470	1240	1280	1380	1520	1280	1380
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1460	1240	1340	1430	1430	1210	1490
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1560	1490	1480	1520	1590	1330	1560
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1570	1470	1520	1550	1580	1300	1520
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1570	1500	1530	1530	1570	1310	1530
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1560	1520	1510	1560	1620	1300	1520
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1570	1520	1540	1560	1590	1340	1550
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1580	1540	1570	1530	1530	1390	1610

Sector openings – Planned and maximum





Sector capacities

No capacity reduction.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
28-11-2024		EYVC/EPWW/EKDK/ESOS	Implementation of cross border FRA between Baltic FAB and FAB DK-SE
28-11-2024	28-11-2024	EKDK	VOR stations closure Denmark (KAS, ODN, CDA)

NM Assessment

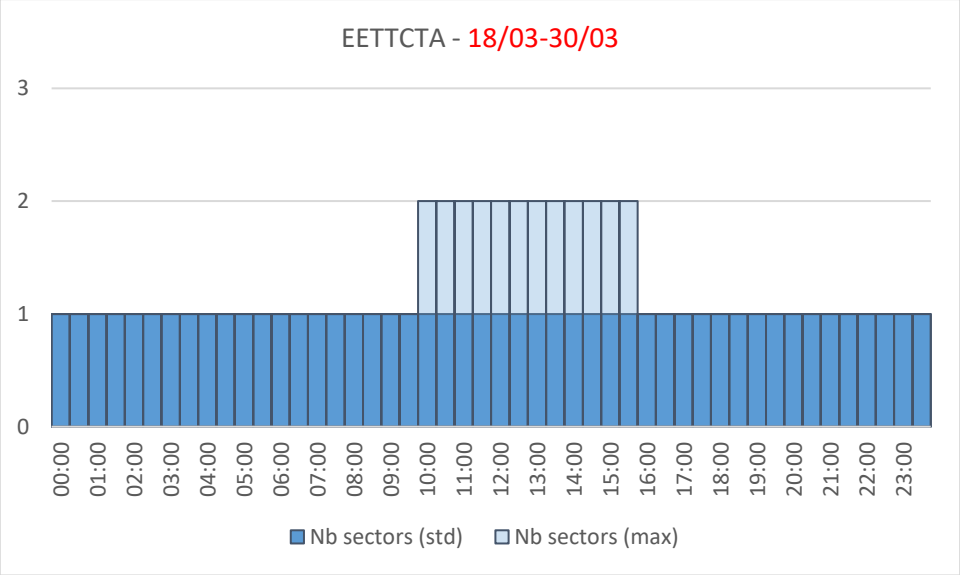
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

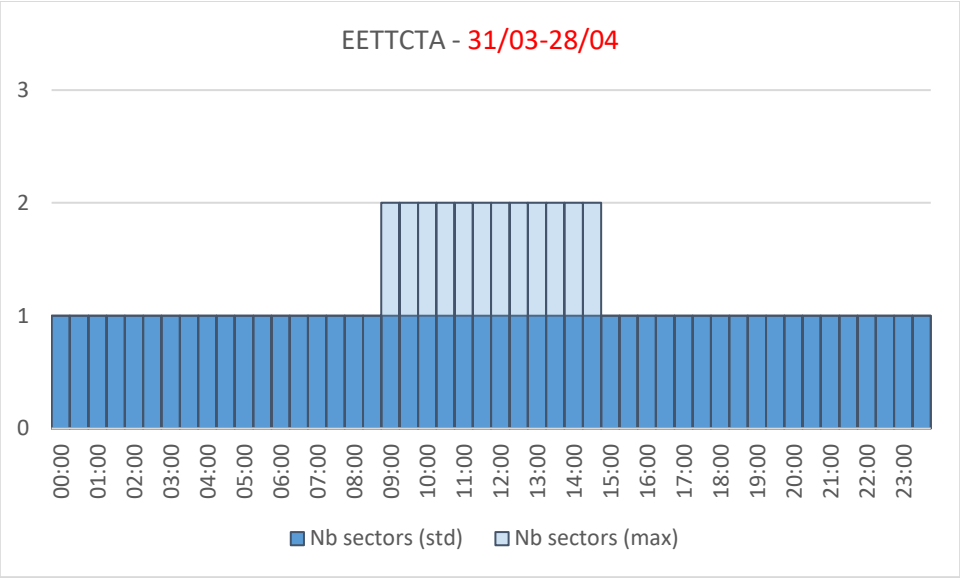
ESTONIA TALLINN ACC

Expected traffic

Tallinn						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	320	360	380	380	360	380
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	320	370	380	370	350	440
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
460	430	440	470	460	440	470
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
480	440	460	480	480	440	470
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
480	430	460	490	480	450	480
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	450	460	480	470	460	490
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
500	450	480	510	480	490	500
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
500	480	490	510	480	500	510

Sector openings – Planned and maximum





Sector capacities

No capacity reduction.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

N/A

NM Assessment

No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

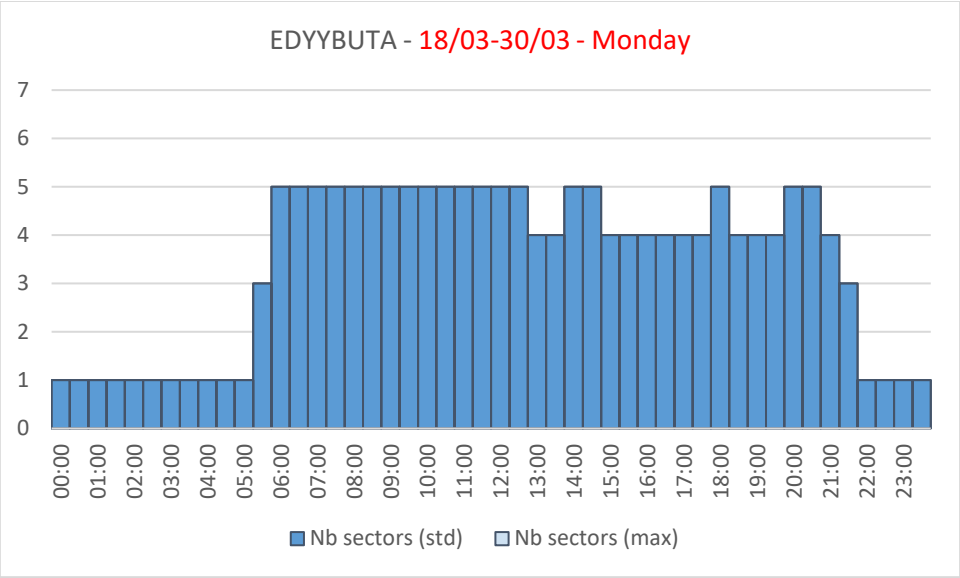
EUROCONTROL MAASTRICHT UAC

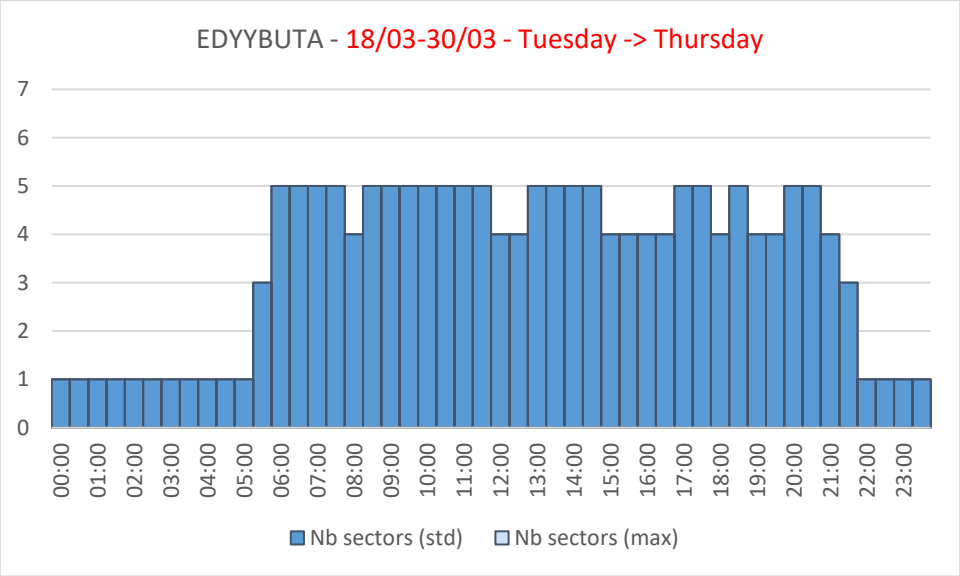
Expected traffic

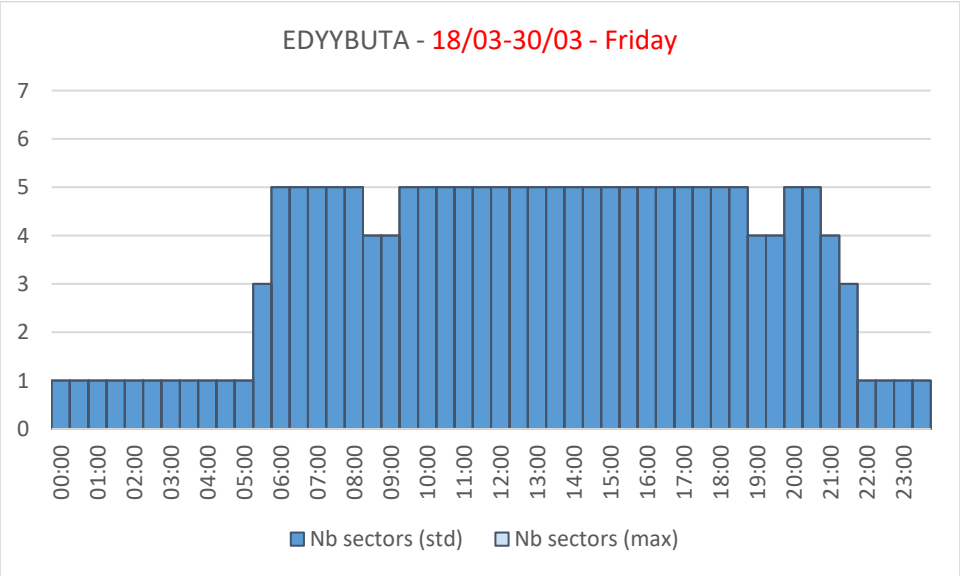
Maastricht						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4480	3950	4160	4330	4700	4290	4590
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4510	4110	4350	4470	4670	4290	4730
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4830	4790	4810	4890	4960	4660	4910
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4890	4750	4910	4970	5050	4620	4850
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4880	4780	4930	4990	5090	4640	4920
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4900	4840	4960	5010	5150	4730	4890
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4950	4930	5150	5220	5300	4920	5180
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5160	5150	5250	5280	5270	5000	5260

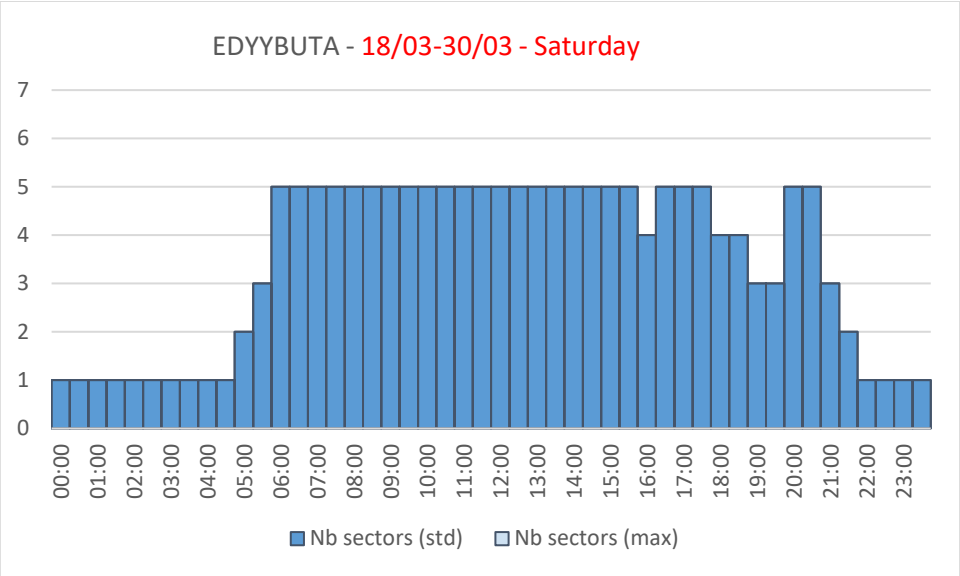
Sector openings – Planned and maximum

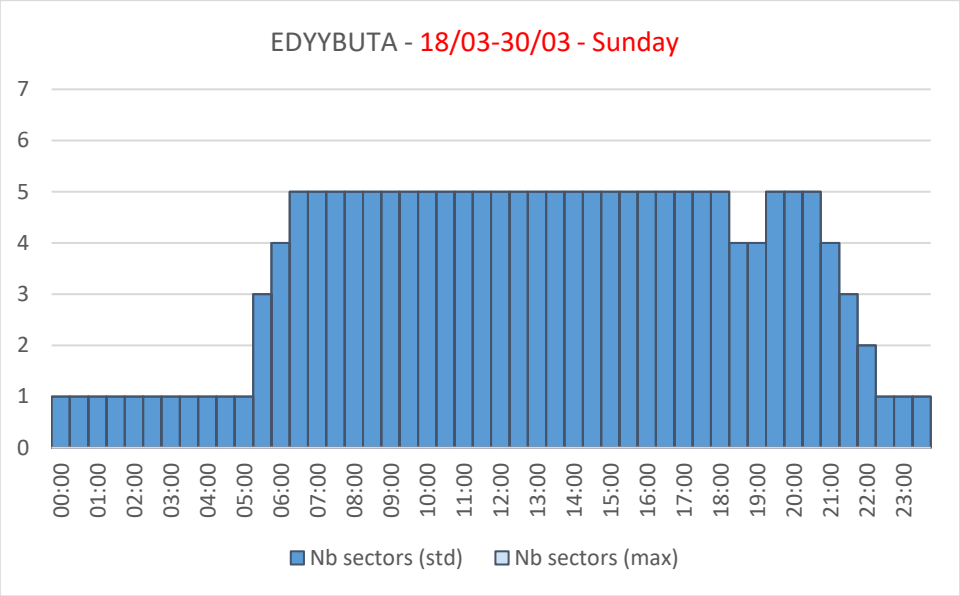
MUAC is continuously monitoring traffic and traffic predictions and adapting its planning to meet the expected demand.

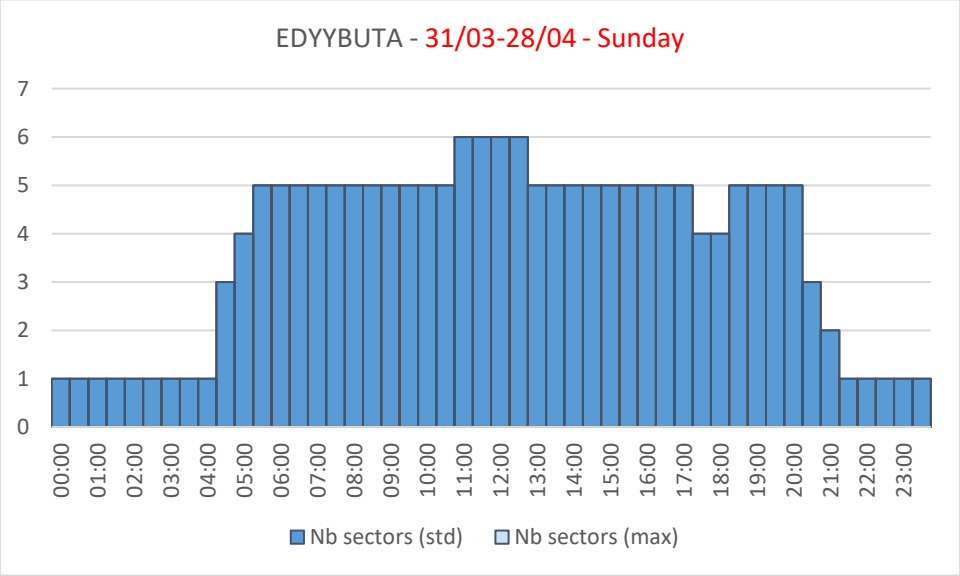

EDYYBUTA - 18/03-30/03 - Monday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

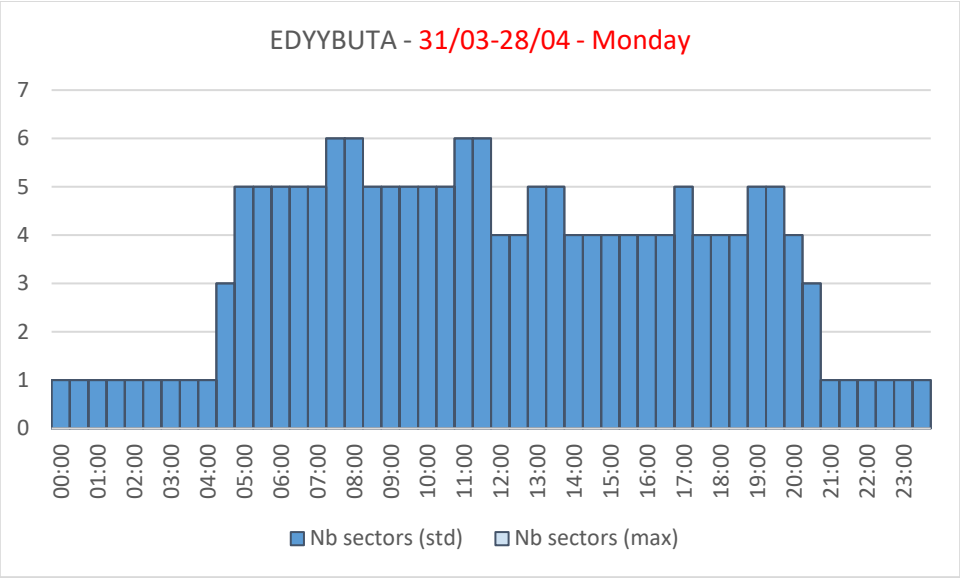

EDYYBUTA - 18/03-30/03 - Tuesday -> Thursday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

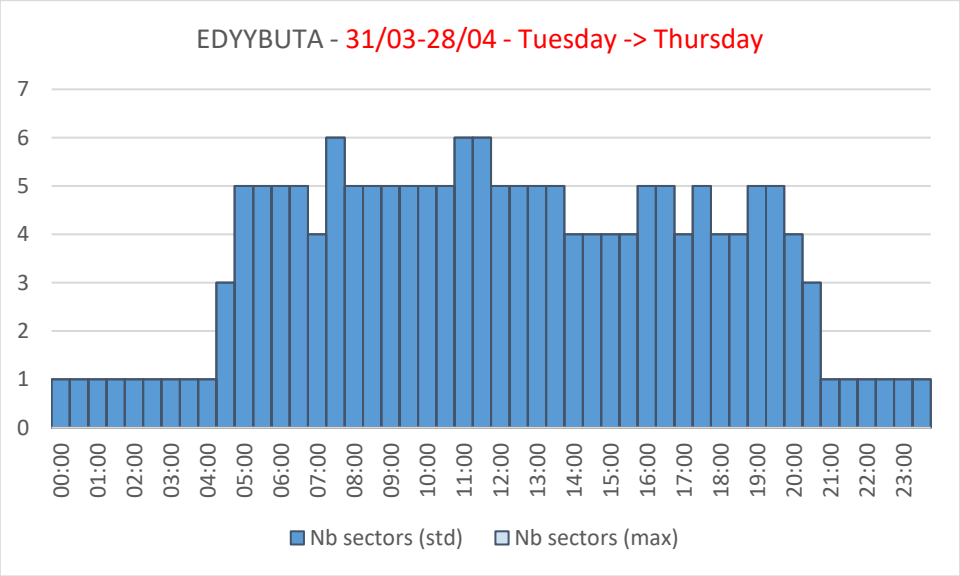

EDYYBUTA - 18/03-30/03 - Friday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

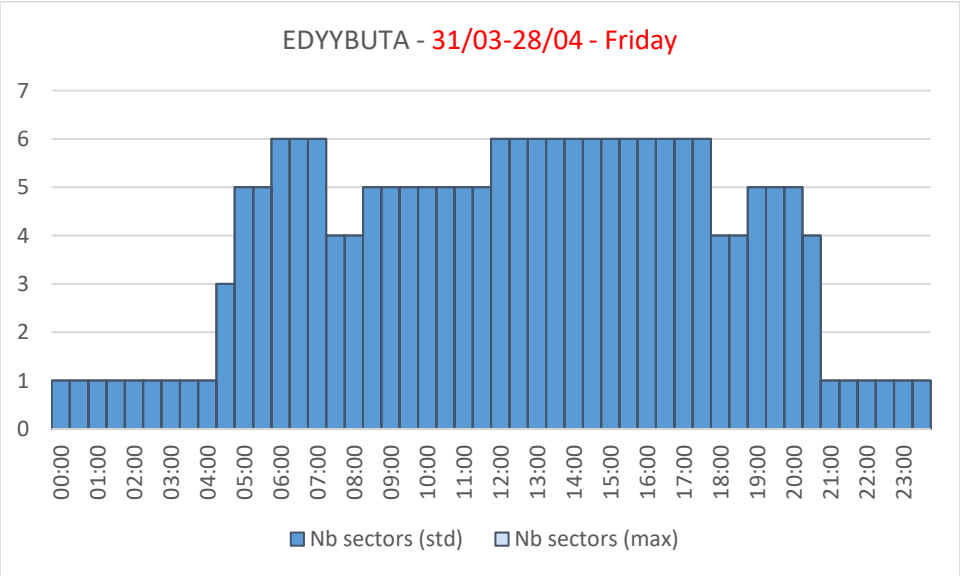

EDYYBUTA - 18/03-30/03 - Saturday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

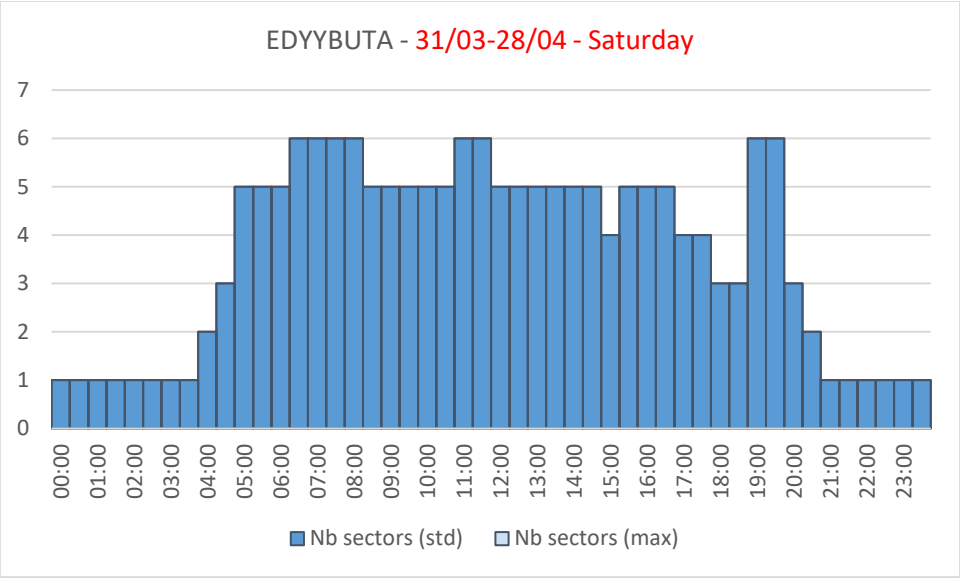

EDYYBUTA - 18/03-30/03 - Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

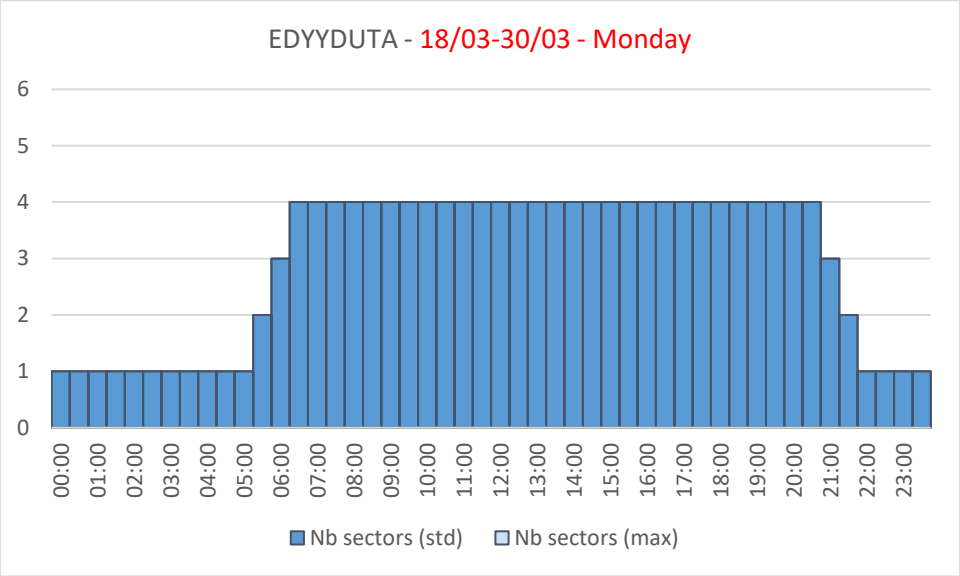

EDYYBUTA - 31/03-28/04 - Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

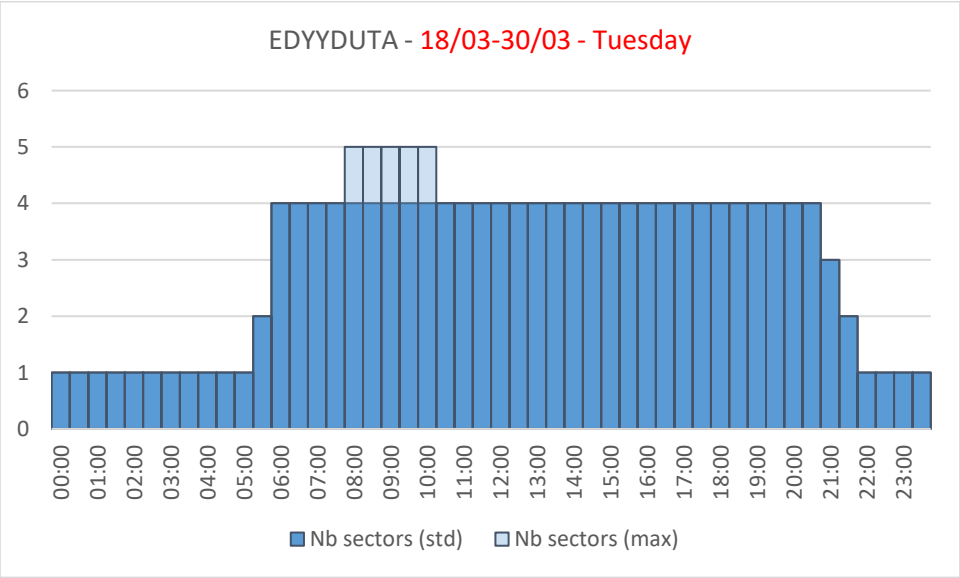

EDYYBUTA - 31/03-28/04 - Monday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

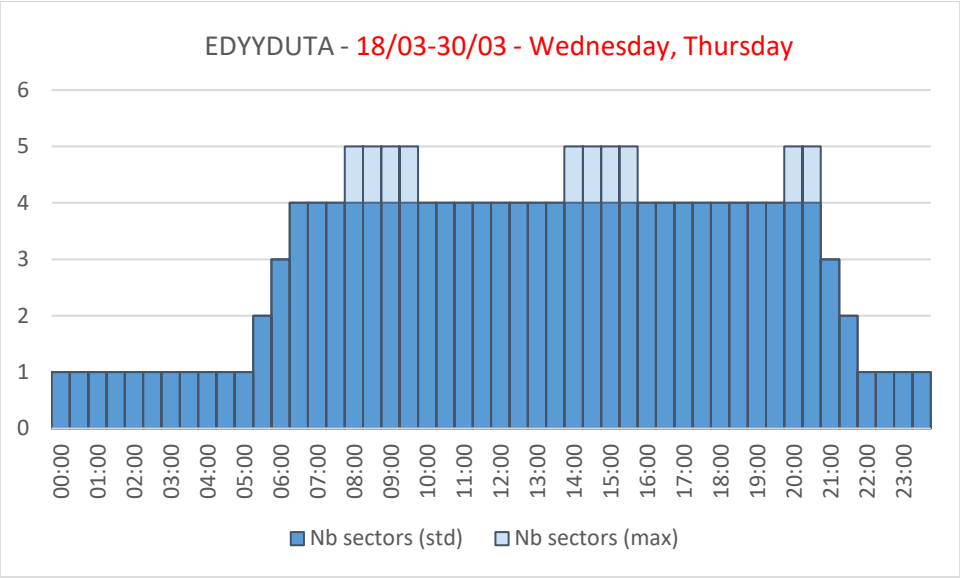

EDYYBUTA - 31/03-28/04 - Tuesday -> Thursday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

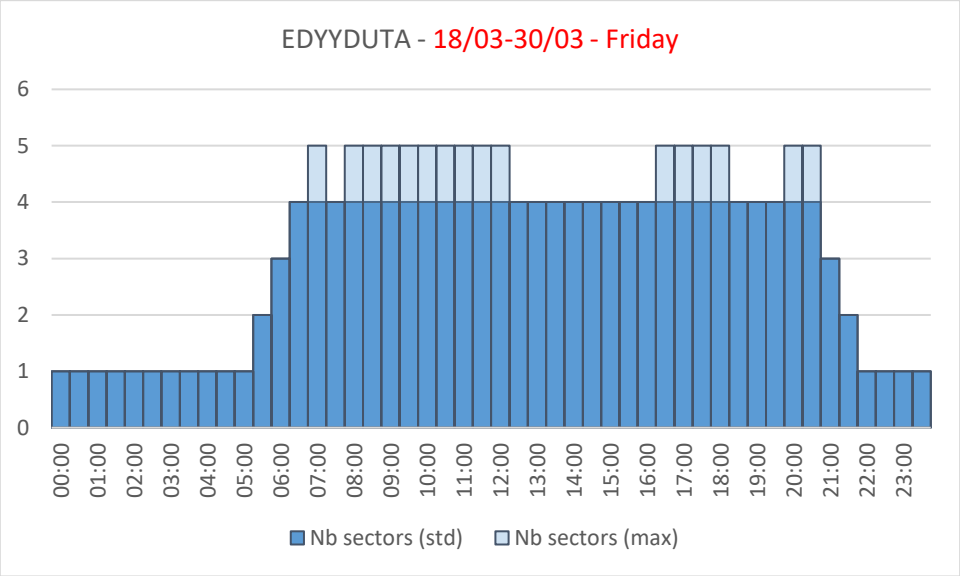

EDYYBUTA - 31/03-28/04 - Friday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

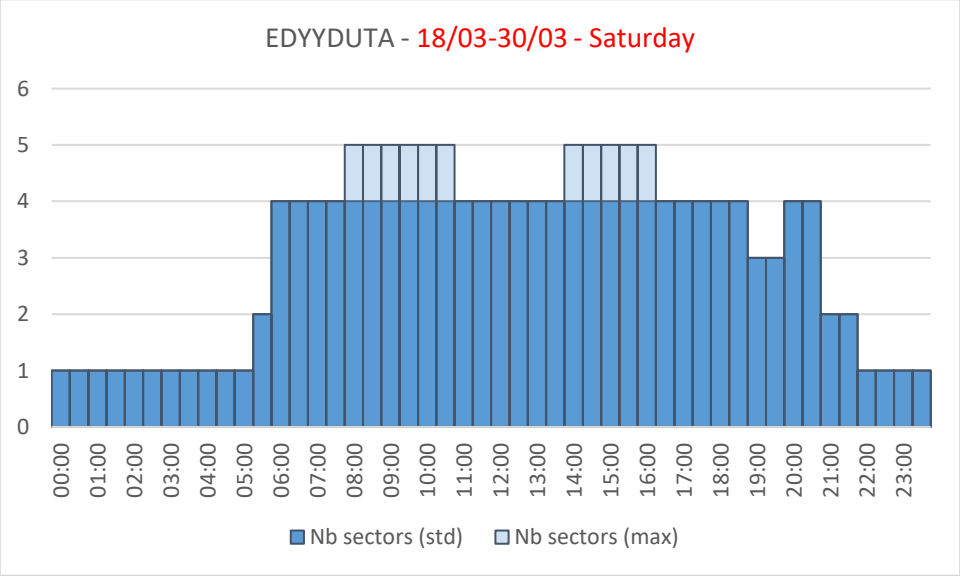

EDYYBUTA - 31/03-28/04 - Saturday
0
1
2
3
4
5
6
7
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

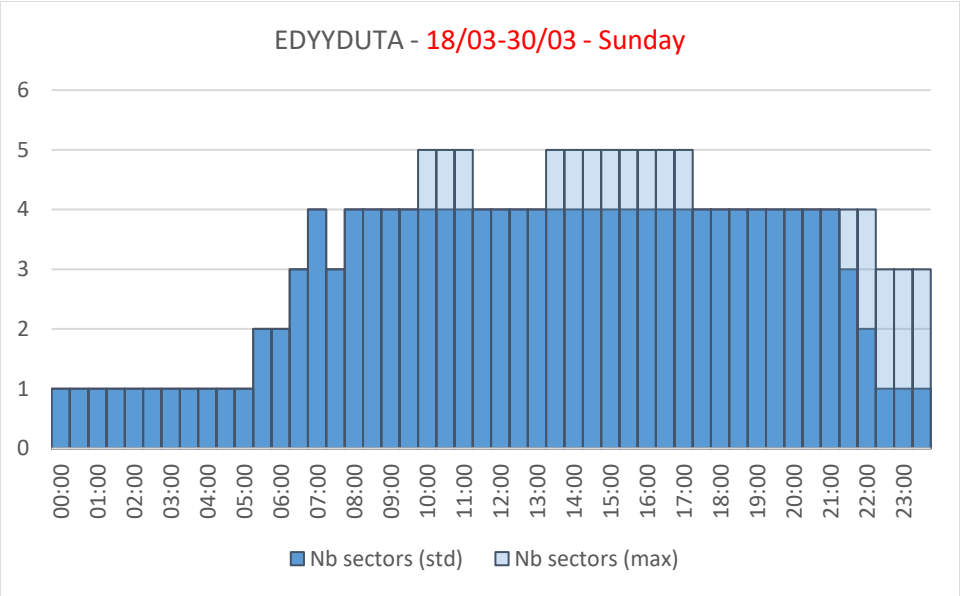

EDYYDUTA - 18/03-30/03 - Monday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

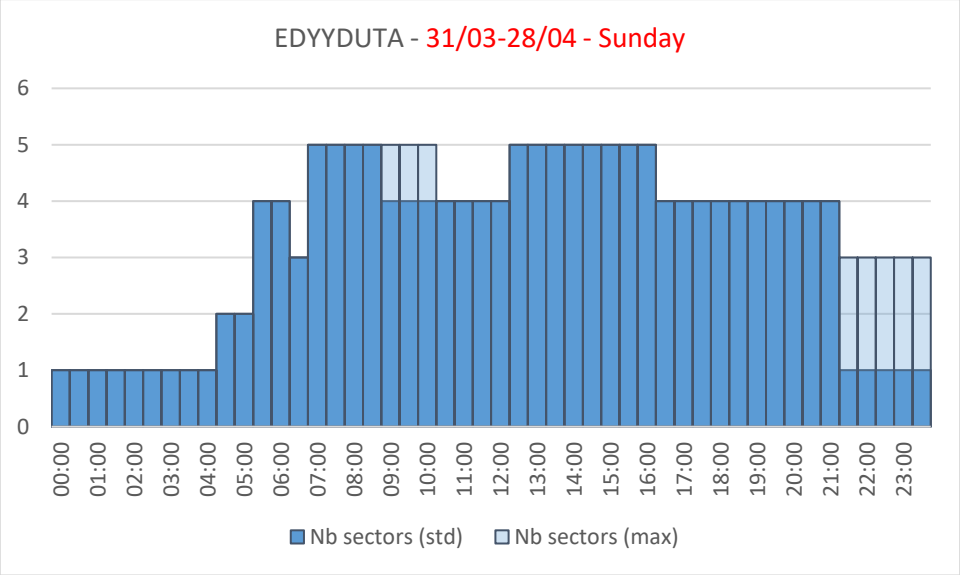

EDYYDUTA - 18/03-30/03 - Tuesday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

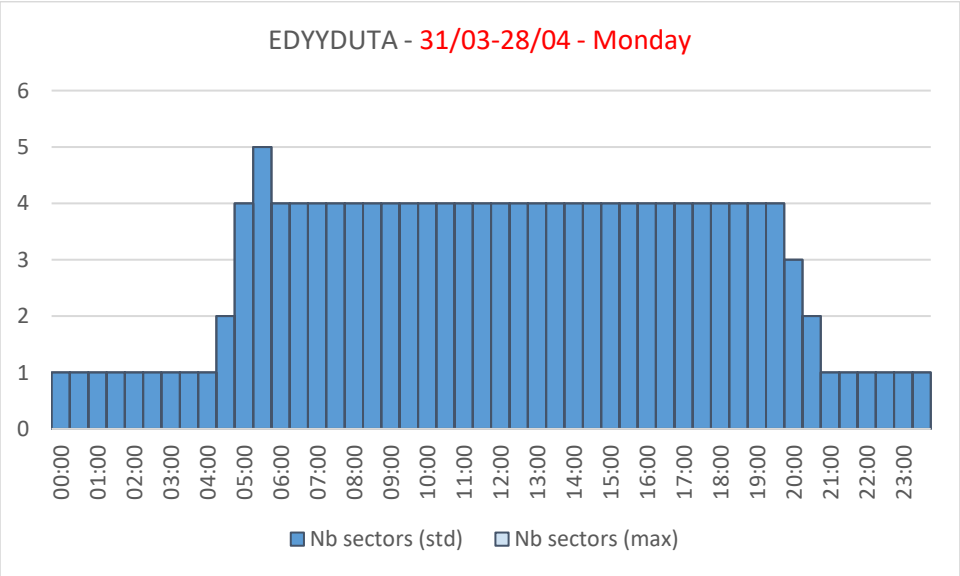

EDYYDUTA - 18/03-30/03 - Wednesday, Thursday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

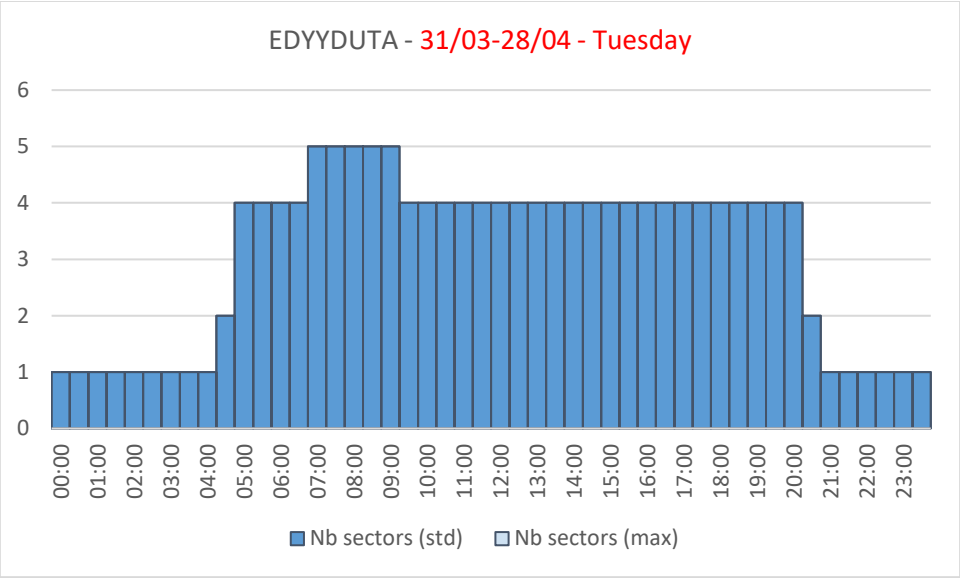

EDYYDUTA - 18/03-30/03 - Friday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

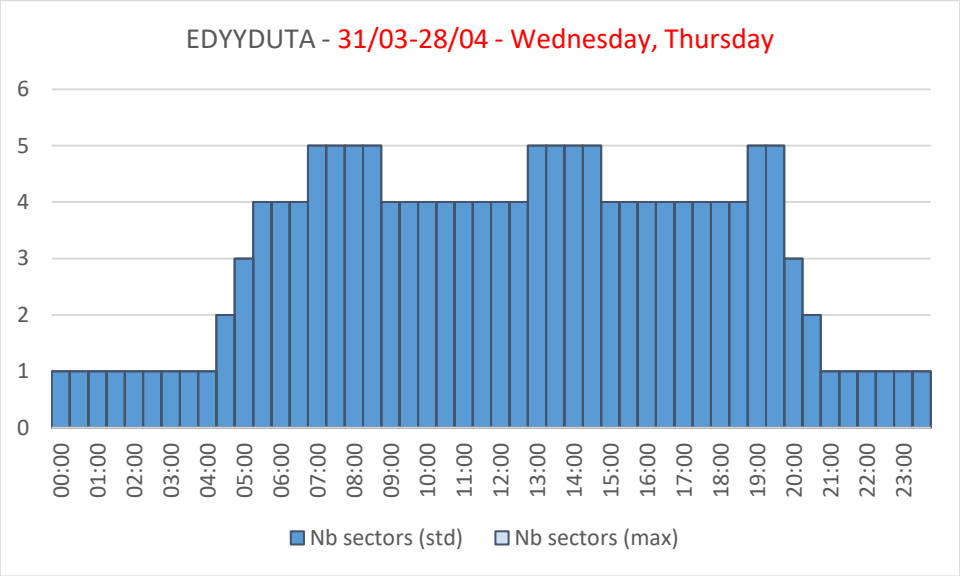

EDYYDUTA - 18/03-30/03 - Saturday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

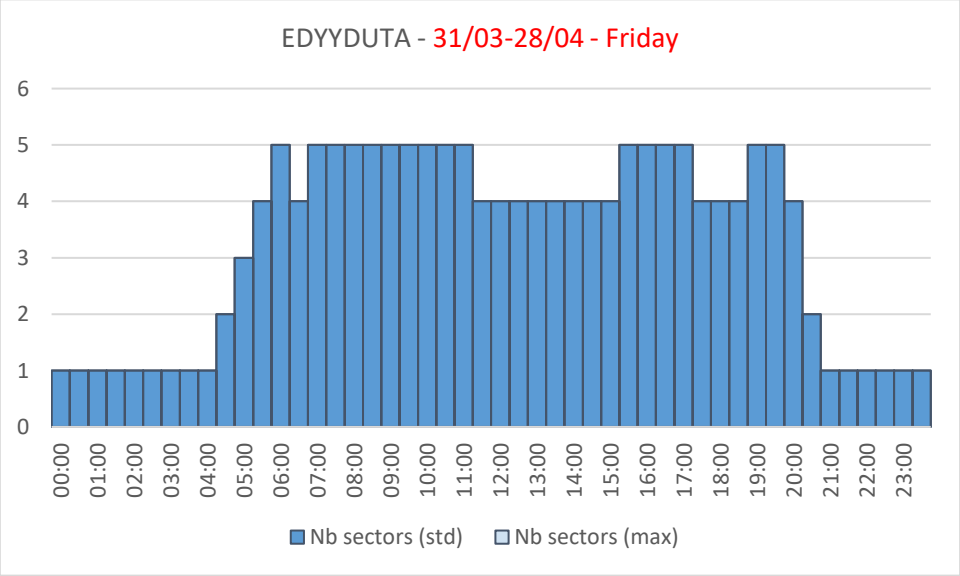

EDYYDUTA - 18/03-30/03 - Sunday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

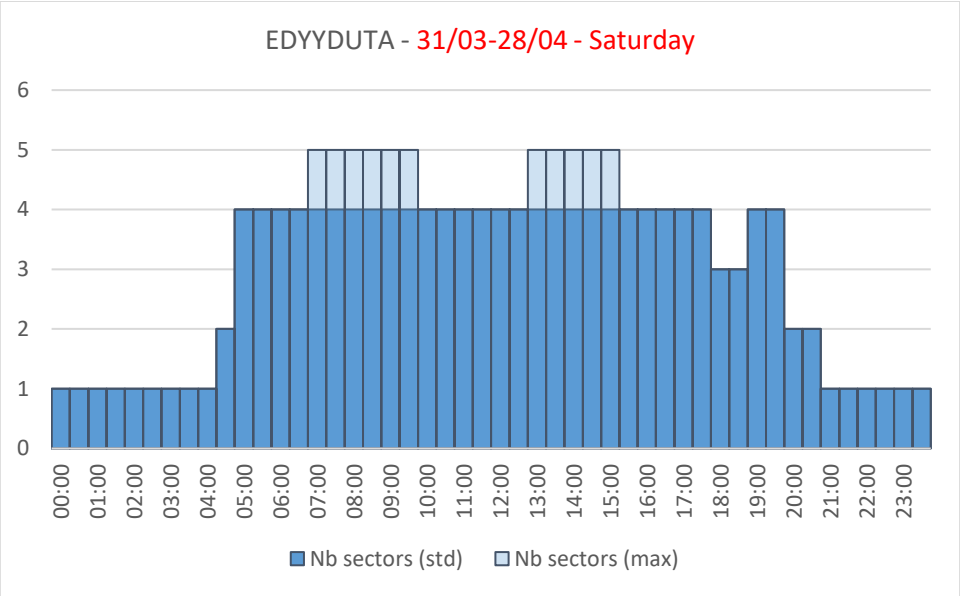

EDYYDUTA - 31/03-28/04 - Sunday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

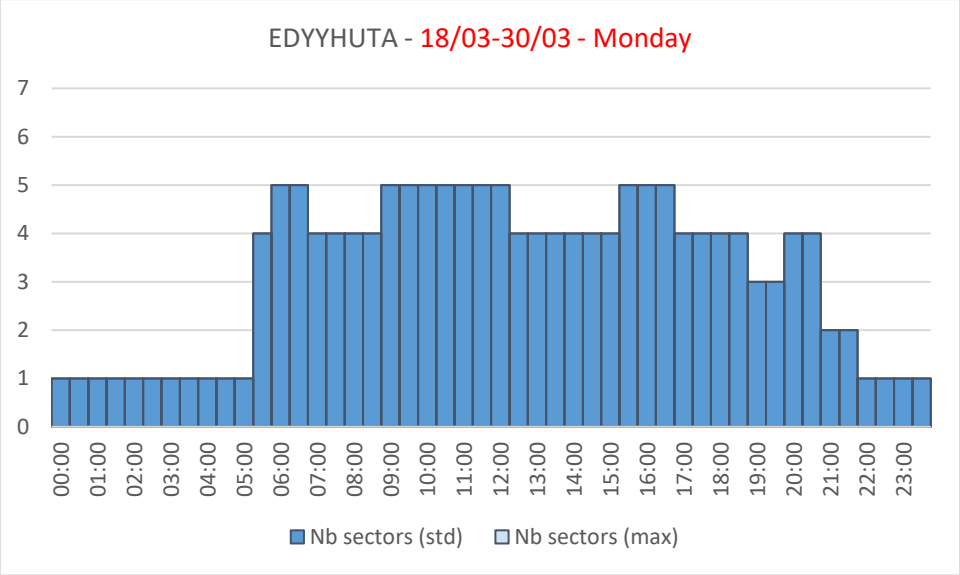

EDYYDUTA - 31/03-28/04 - Monday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

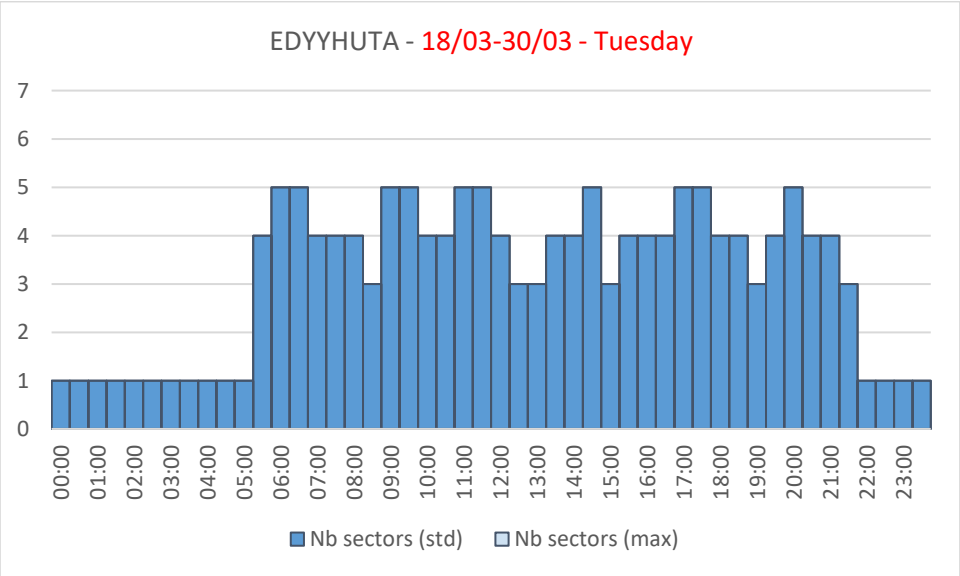

EDYYDUTA - 31/03-28/04 - Tuesday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

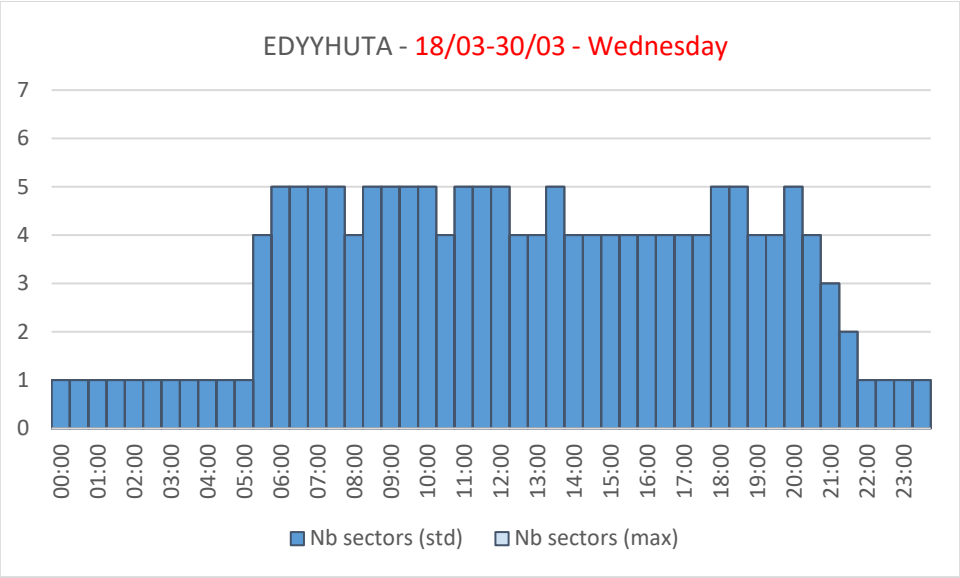

EDYYDUTA - 31/03-28/04 - Wednesday, Thursday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

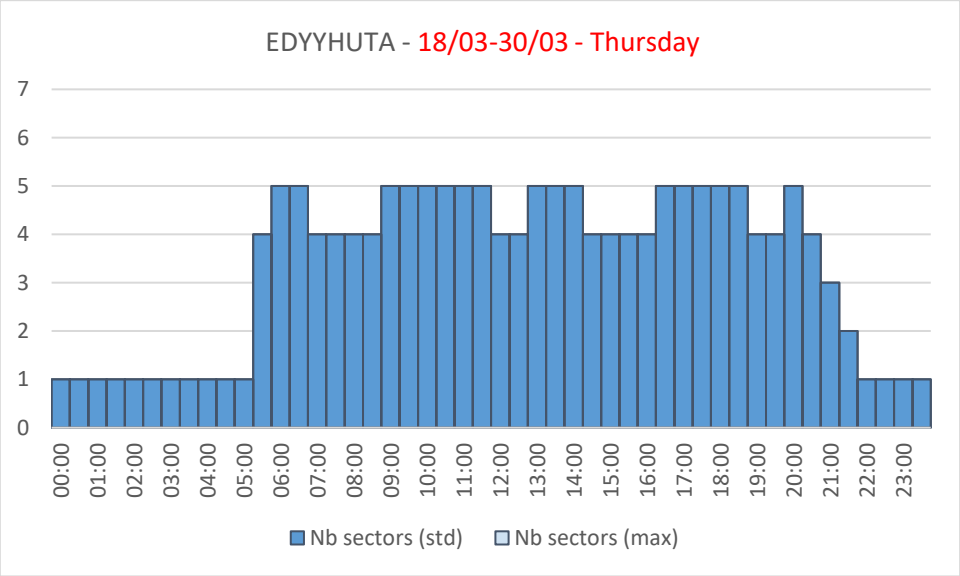

EDYYDUTA - 31/03-28/04 - Friday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

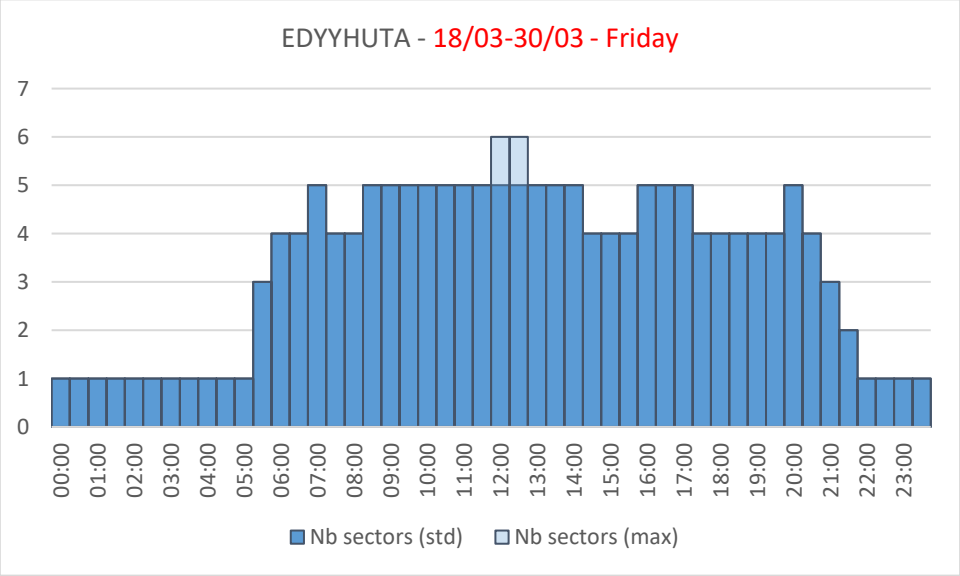

EDYYDUTA - 31/03-28/04 - Saturday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

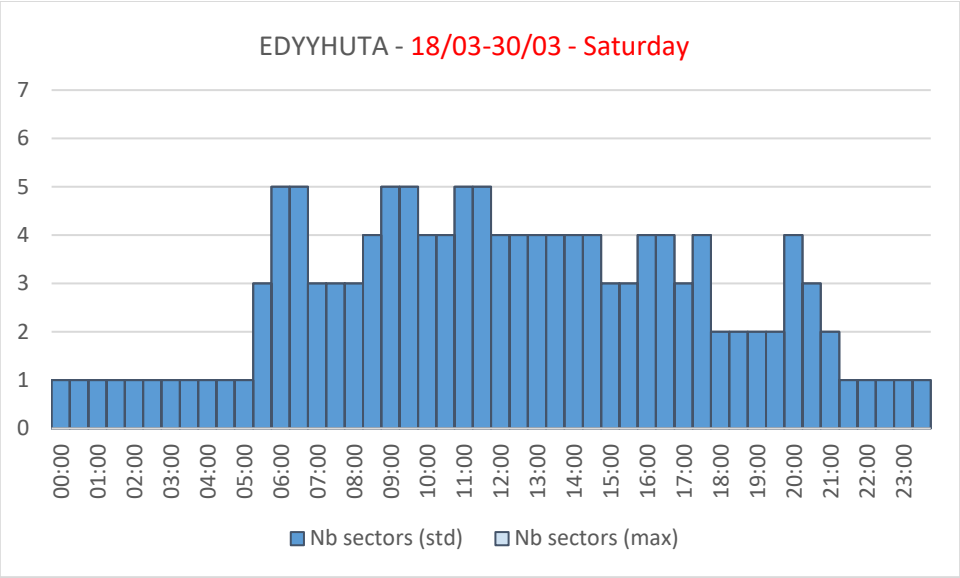

EDYYHUTA - 18/03-30/03 - Monday
0
1
2
3
4
5
6
7
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

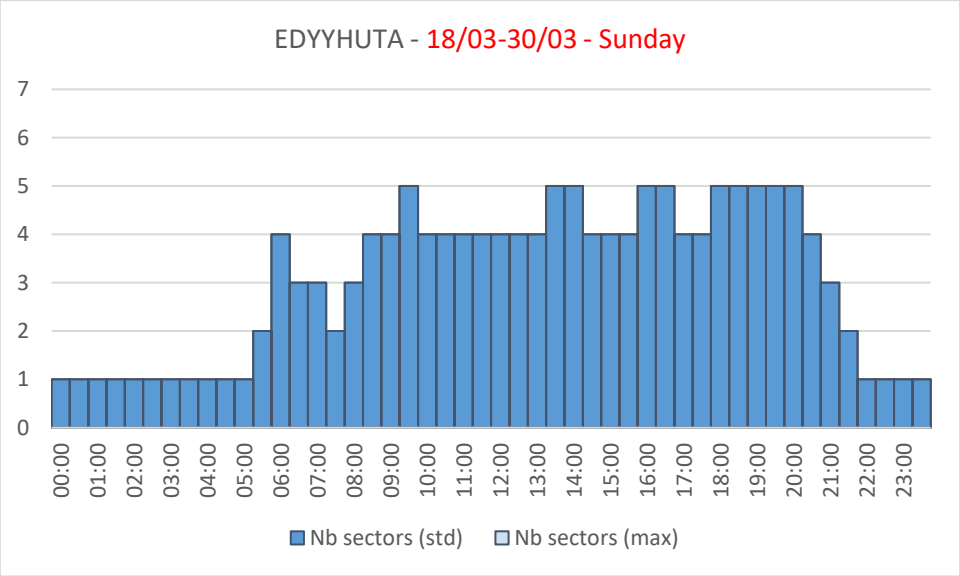

EDYYHUTA - 18/03-30/03 - Tuesday
0
1
2
3
4
5
6
7
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

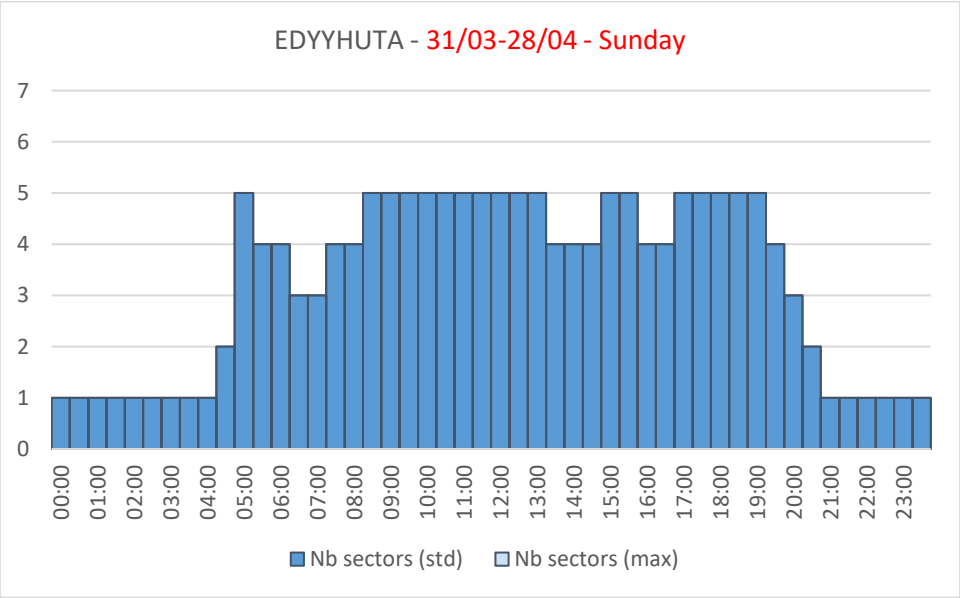

EDYYHUTA - 18/03-30/03 - Wednesday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

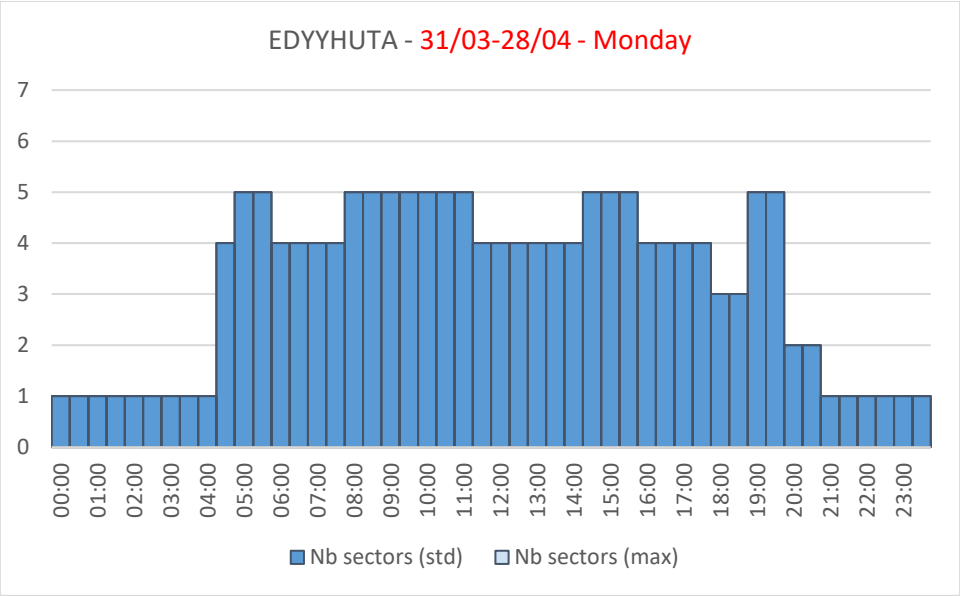

EDYYHUTA - 18/03-30/03 - Thursday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

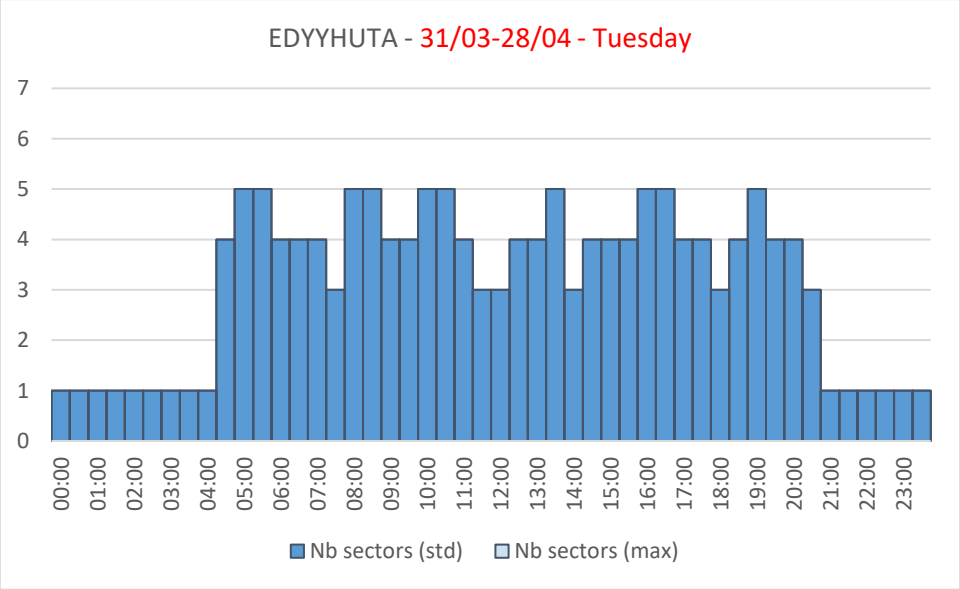

EDYYHUTA - 18/03-30/03 - Friday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

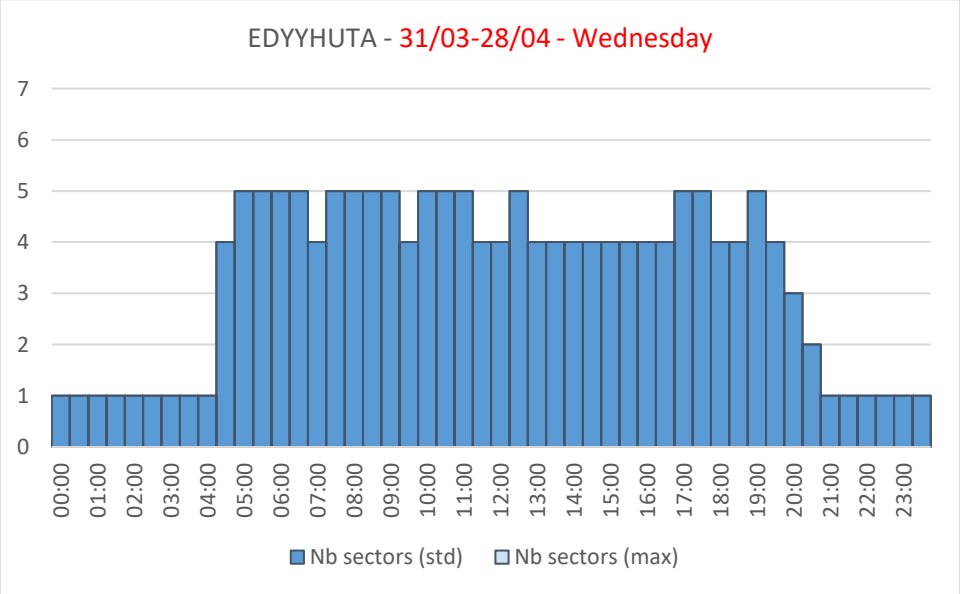

EDYYHUTA - 18/03-30/03 - Saturday
0
1
2
3
4
5
6
7
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

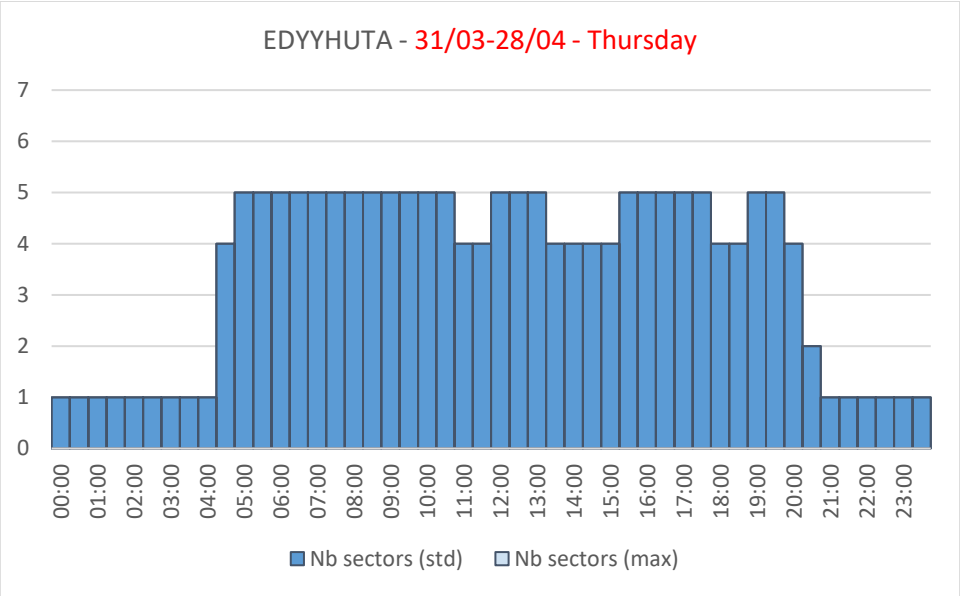

EDYYHUTA - 18/03-30/03 - Sunday
0
1
2
3
4
5
6
7
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

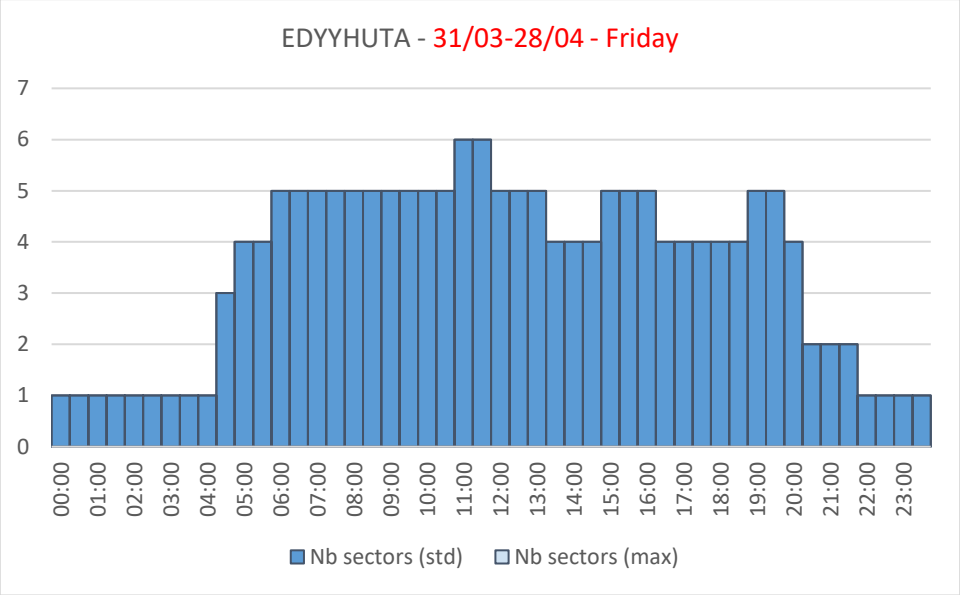

EDYYHUTA - 31/03-28/04 - Sunday
0
1
2
3
4
5
6
7
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

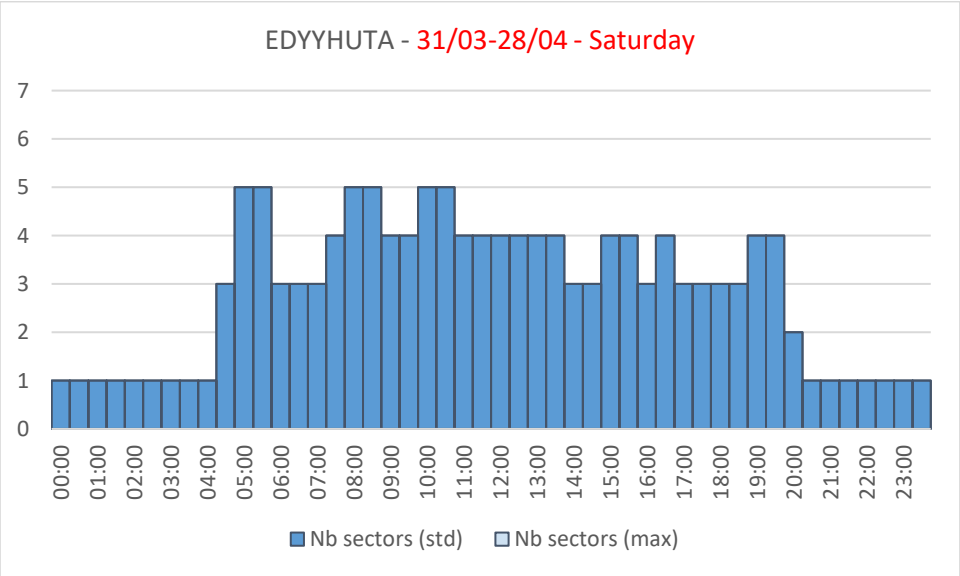

EDYYHUTA - 31/03-28/04 - Monday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDYYHUTA - 31/03-28/04 - Tuesday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDYYHUTA - 31/03-28/04 - Wednesday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDYYHUTA - 31/03-28/04 - Thursday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDYYHUTA - 31/03-28/04 - Friday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDYYHUTA - 31/03-28/04 - Saturday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

Strategic and pre-tactical planning is above the traffic outlook to allow for mitigations in case of staff sickness.

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 manning daily from 05:30 – 21:00 LT, outside these times the FMP functions are delegated to the DSUP as usual (and as per the ATFCM Operations Manual requirement).

Special events and major projects

Major projects are continuing, ATCO staffing for operational shifts however will take precedence over any additional project planning.

Start Date	End date	ACC/Airport	Event
03-06-2024	14-06-2204	EDUU/EDYY	NATO TIGER MEET 2024

NM Assessment

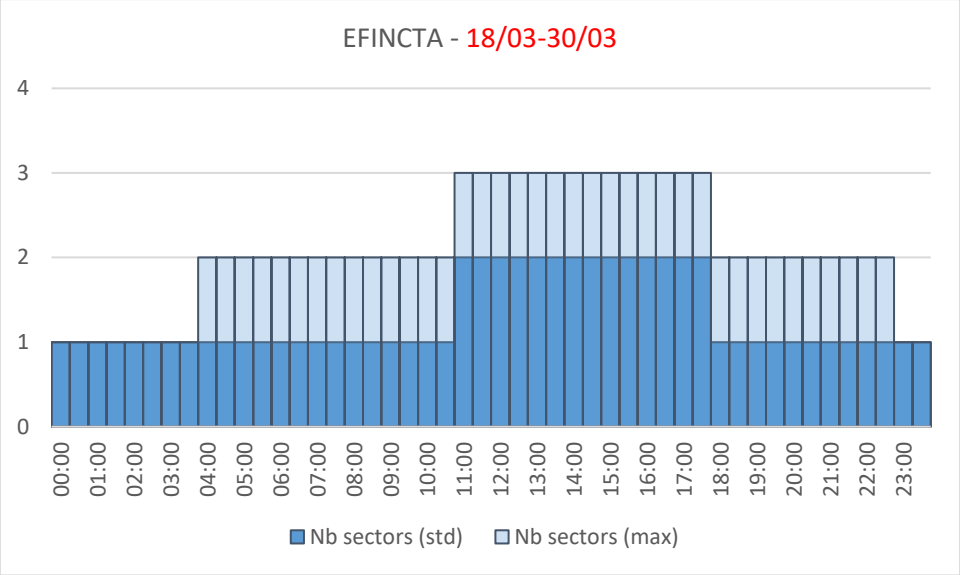
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

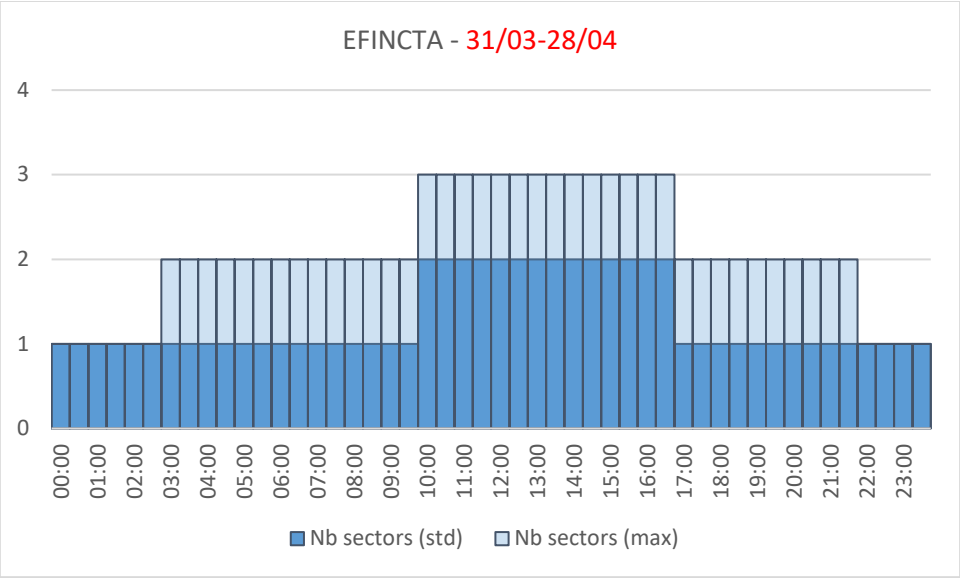
FINLAND HELSINKI ACC

Expected traffic

Helsinki						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	450	470	510	470	400	470
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	460	470	510	430	370	450
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	520	510	540	490	430	490
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	520	490	550	490	400	470
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	510	490	540	480	410	480
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	490	510	540	490	410	450
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	500	500	540	480	390	450
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	500	500	530	480	400	460

Sector openings – Planned and maximum





Note: The third sector can be open when needed.

Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
03/2024	04/2024	EFIN	WAM implementation in Western and Northern Finland
Q3/2024		EFIN	Fintraffic ANS VCS communication renewal

NM Assessment

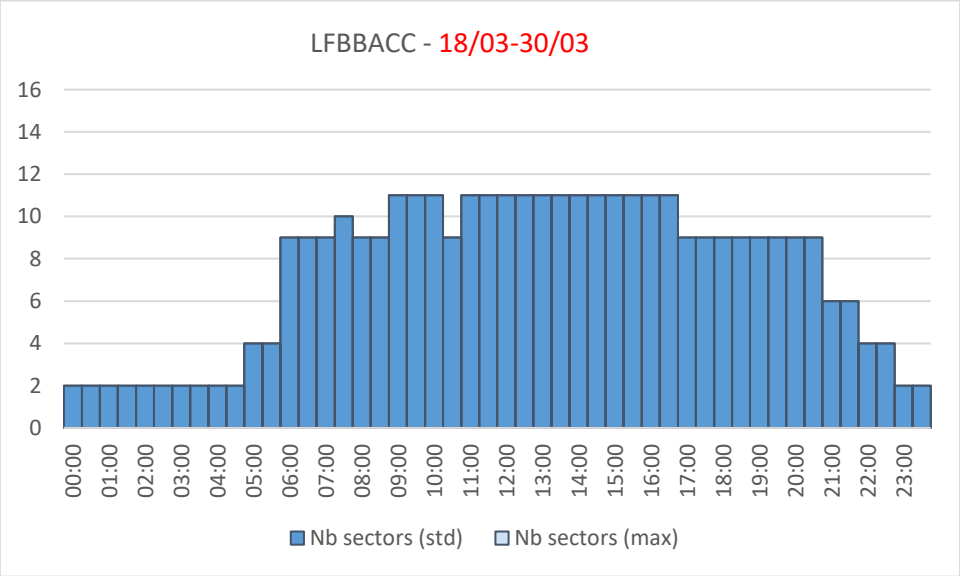
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

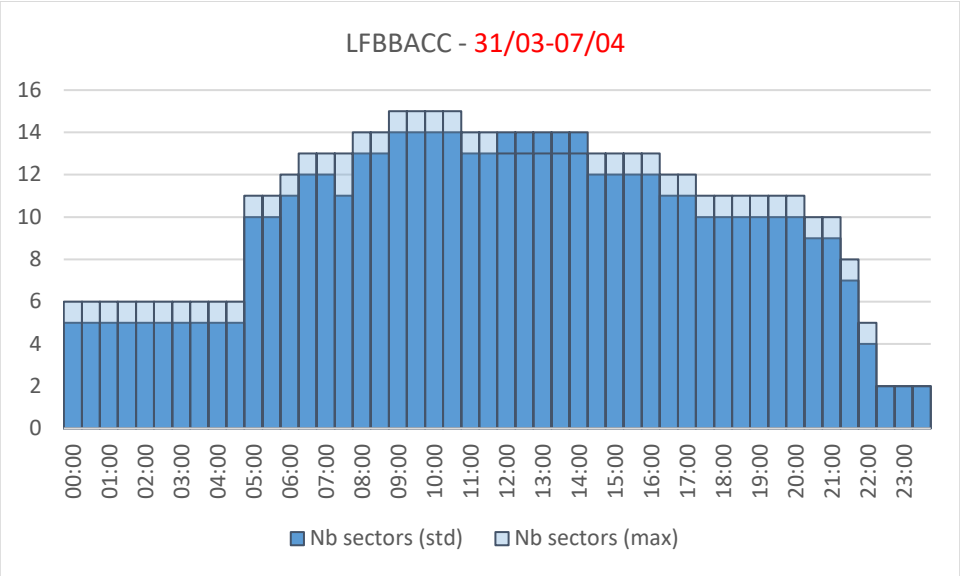
FRANCE BORDEAUX ACC

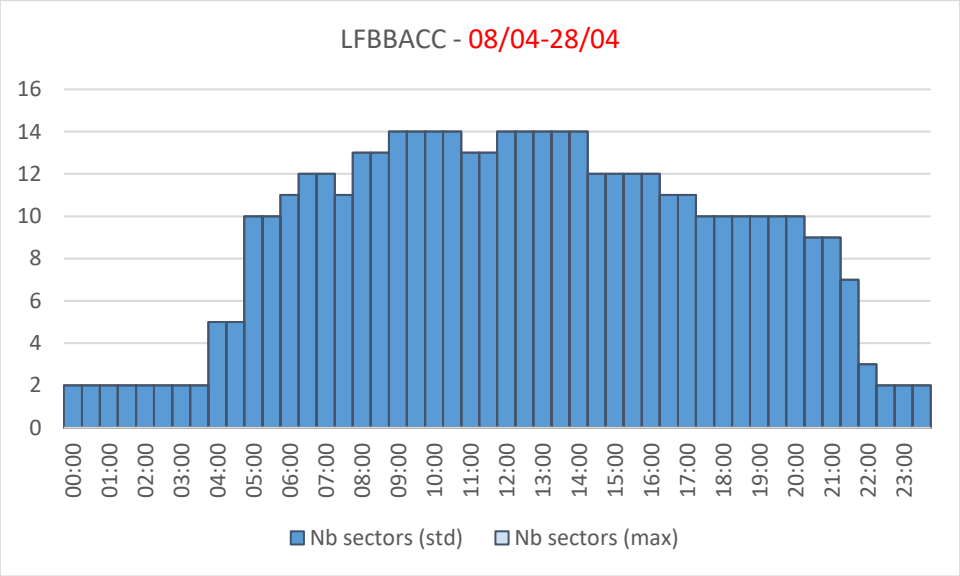
Expected traffic

Bordeaux						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2440	1980	2080	2190	2440	2190	2350
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2450	2130	2250	2380	2530	2270	2670
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2820	2760	2660	2860	2960	2770	2870
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2900	2770	2680	2910	3000	2780	2880
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2910	2790	2680	2940	3060	2870	2930
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2960	2840	2830	2970	3100	2890	2920
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2990	2900	2920	3060	3220	3060	3040
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3080	3000	2900	3020	3160	3070	3090

Sector openings – Planned and maximum







Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

FMP staff in ops room: normal shift.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
13-03-2024	28-03-2024	LFBB/LFMM	VOLFA 2024
01-04-2024	14-04-2024	LFBB	CASEX ATC 24-01
04-04-2024	04-04-2024	LFBB/LFMM/LFRR/LFFF/LFEE	BELOTE 24-01
08-04-2024	28-04-2024	LFBB	SPARTE MDCN
09-04-2024	10-04-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-02
25-04-2024	25-04-2024	LFBB	MEF
13-05-2024	16-06-2024	LFEE/LFBB/LFMM/LFRR/LFFF	Durandal/TEF
14-05-2024	23-05-2024	LFBB	ATHENA
15-05-2024	16-05-2024	LFRR/LFBB	KRYPTON 24-01
10-06-2024	02-08-2024	LFBB	HARSEISIS
11-06-2024	12-06-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-02
16-09-2024	29-09-2024	LFBB	ASTER
24-09-2024	25-09-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-03
30-09-2024	13-10-2024	LFBB	OCCITAN ARROW 2024
14-10-2024	17-11-2024	LFBB	HARPOCRATE
15-10-2024	16-10-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-03
17-10-2024	18-10-2024	LFRR/LFBB/LFEE/LFFF/LFMM	KRYPTON 24-02
02-12-2024	15-12-2024	LFBB	SYLEX
17-12-2024	18-12-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-04

NM Assessment

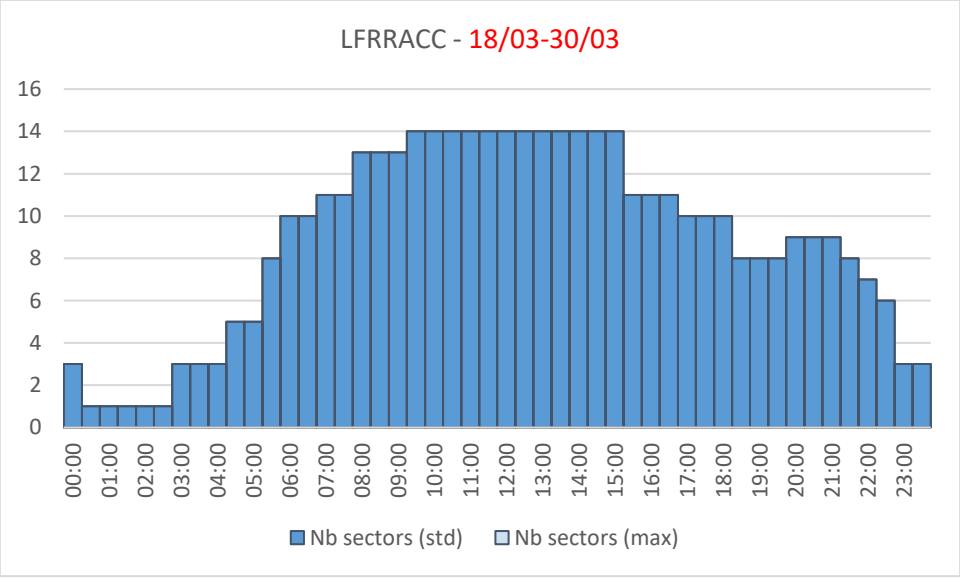
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

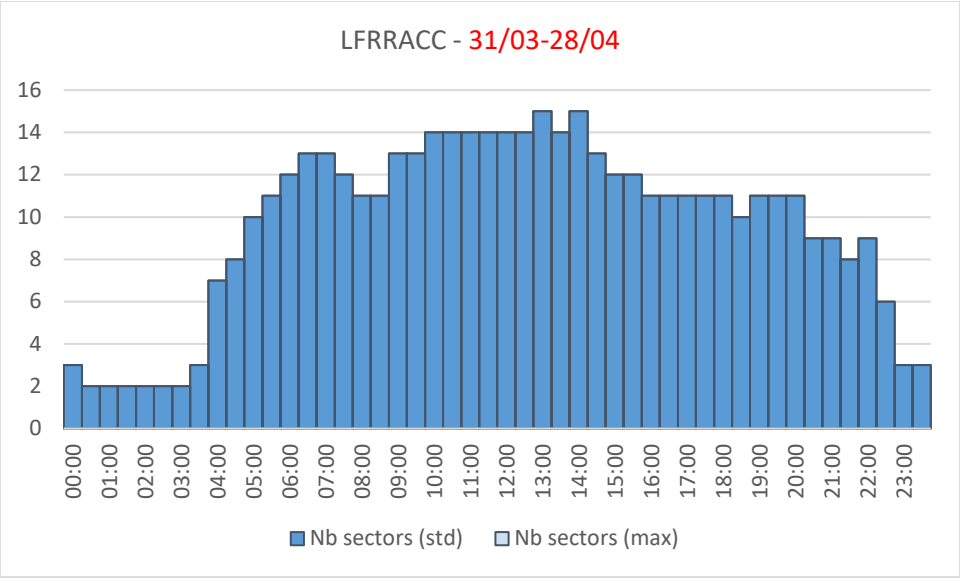
FRANCE BREST ACC

Expected traffic

Brest						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2670	2310	2290	2560	2790	2850	2840
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2700	2490	2490	2770	2920	2960	3160
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3110	3030	2910	3080	3170	3340	3270
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3110	2980	2900	3070	3120	3250	3180
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3090	2960	2880	3090	3150	3250	3190
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3110	3030	2970	3110	3160	3270	3190
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3150	3060	3120	3220	3370	3480	3290
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3260	3150	3100	3210	3300	3450	3310

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

Normal operations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
04-04-2024	04-04-2024	LFBB/LFMM/LFRR/LFFF/LFEE	BELOTE 24-01
09-04-2024	10-04-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-02
13-05-2024	16-06-2024	LFEE/LFBB/LFMM/LFRR/LFFF	Durandal/TEF
15-05-2024	16-05-2024	LFRR/LFBB	KRYPTON 24-01
03-06-2024	28-06-2024	LFRR	THEMIS 01
06-06-2024	06-06-2024	LFFF/LFRR	D-day celebration
11-06-2024	12-06-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-02
16-06-2024	28-06-2024	LFRR	OCEAN HIT 2024
01-07-2024	26-07-2024	LFRR	THEMIS 01
02-09-2024	30-09-2024	LFRR	THEMIS 02
24-09-2024	25-09-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-03
15-10-2024	16-10-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-03
17-10-2024	18-10-2024	LFRR/LFBB/LFEE/LFFF/LFMM	KRYPTON 24-02
17-12-2024	18-12-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-04

NM Assessment

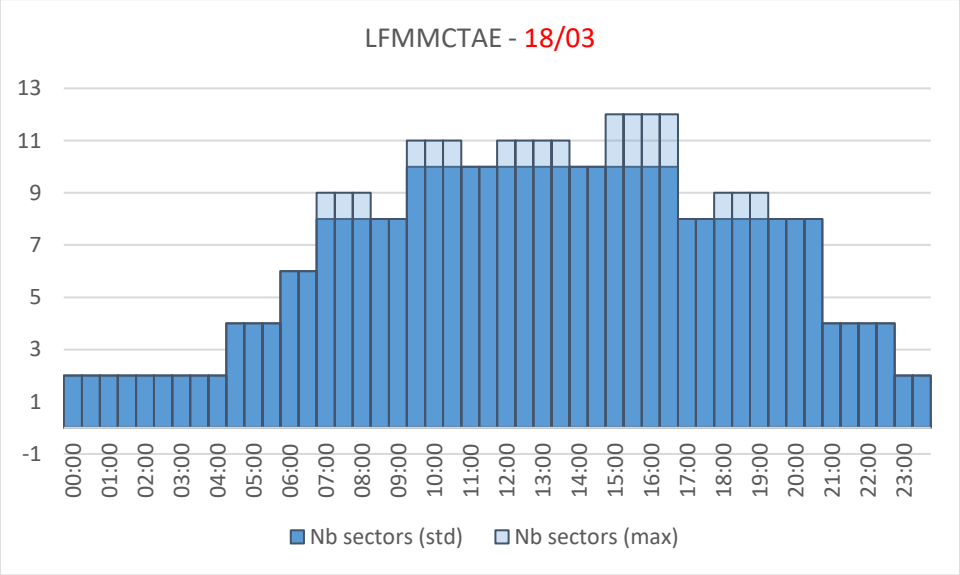
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

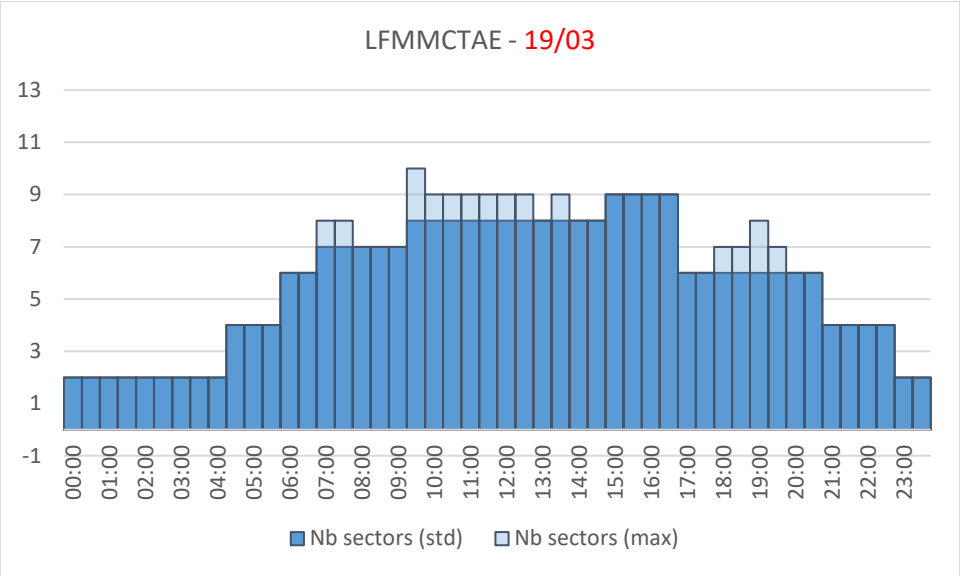
FRANCE MARSEILLE ACC

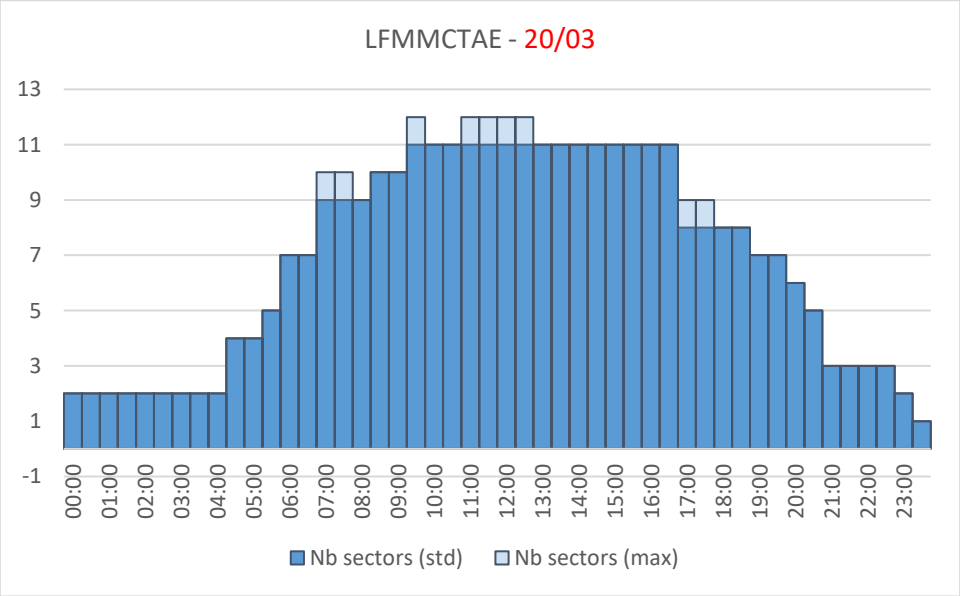
Expected traffic

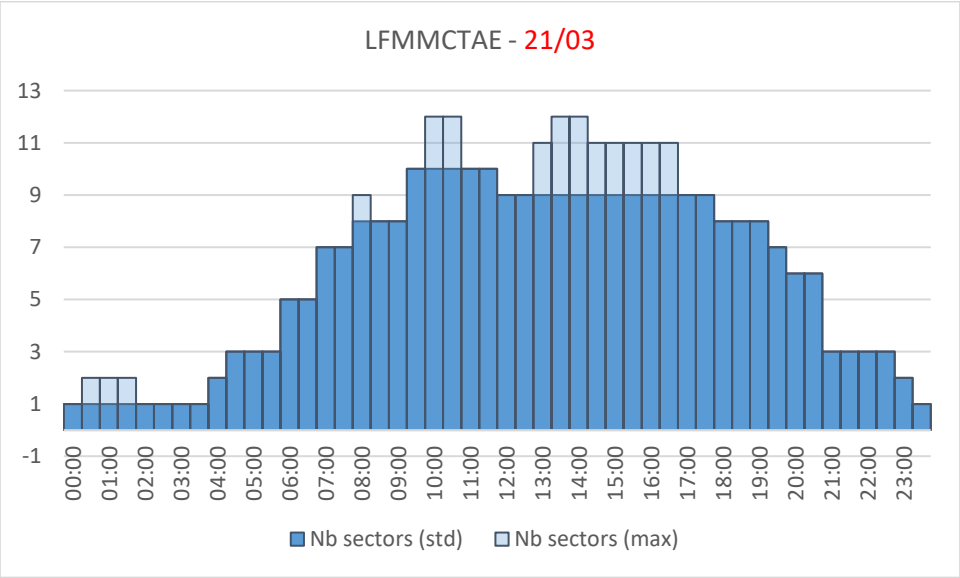
Marseille						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2780	2310	2380	2610	2900	2760	2860
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2840	2560	2670	2940	2940	2780	3190
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3380	3200	3120	3300	3450	3330	3470
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3370	3120	3110	3340	3470	3310	3430
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3410	3180	3130	3380	3530	3340	3490
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3460	3250	3240	3440	3650	3460	3500
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3550	3350	3350	3470	3720	3530	3600
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3650	3480	3420	3500	3650	3580	3640

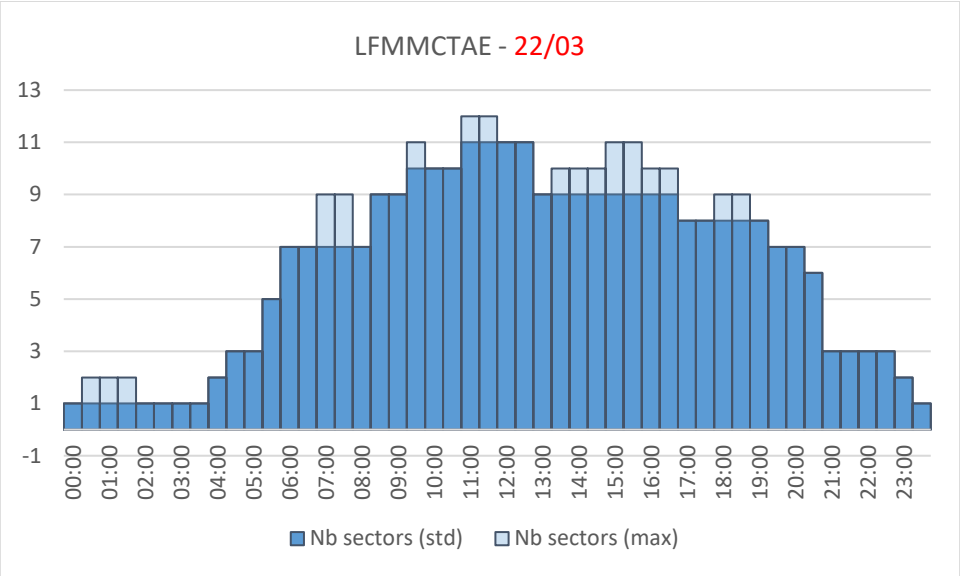
Sector openings – Planned and maximum

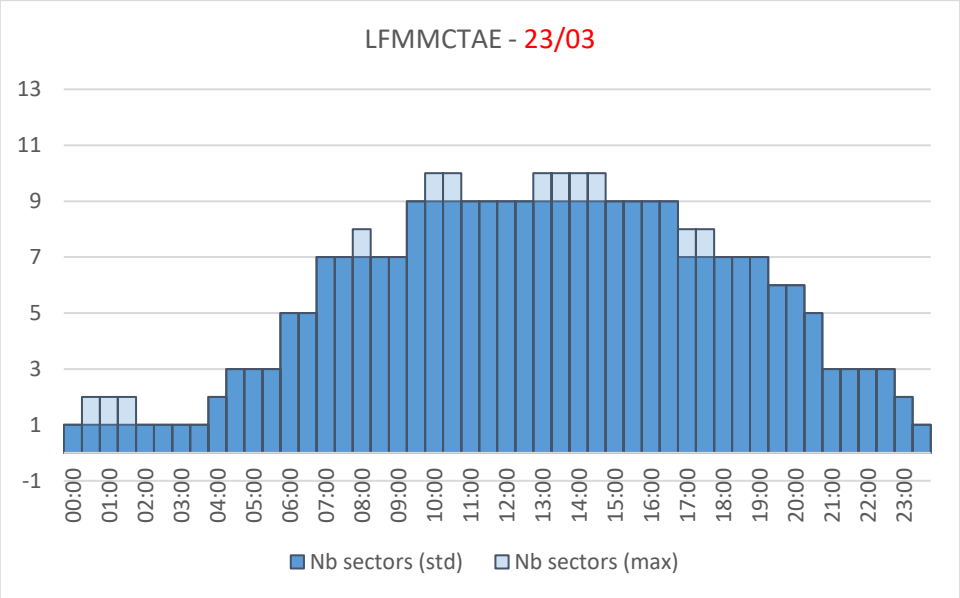


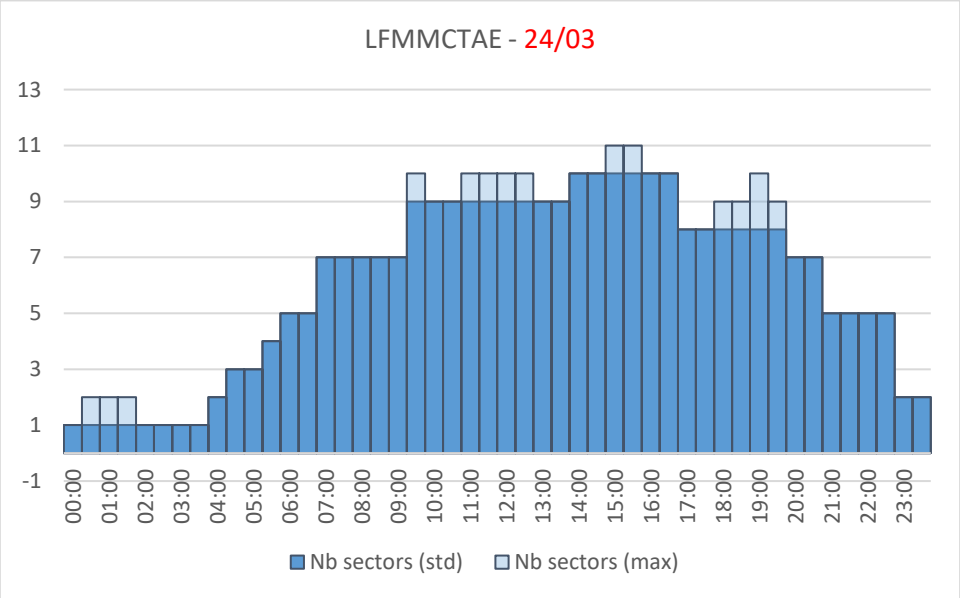

LFMMCTAE - 19/03
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

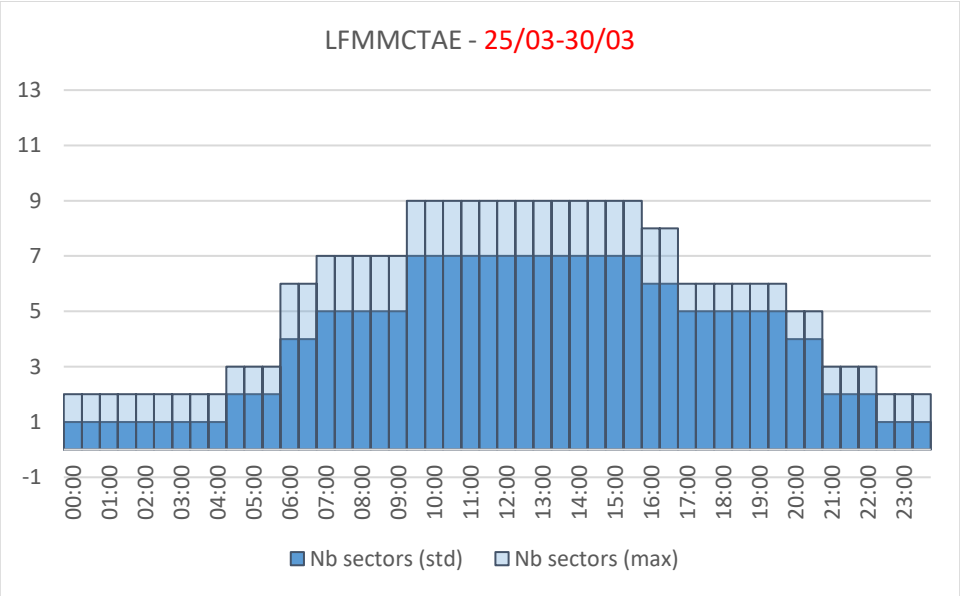

LFMMCTAE - 20/03
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

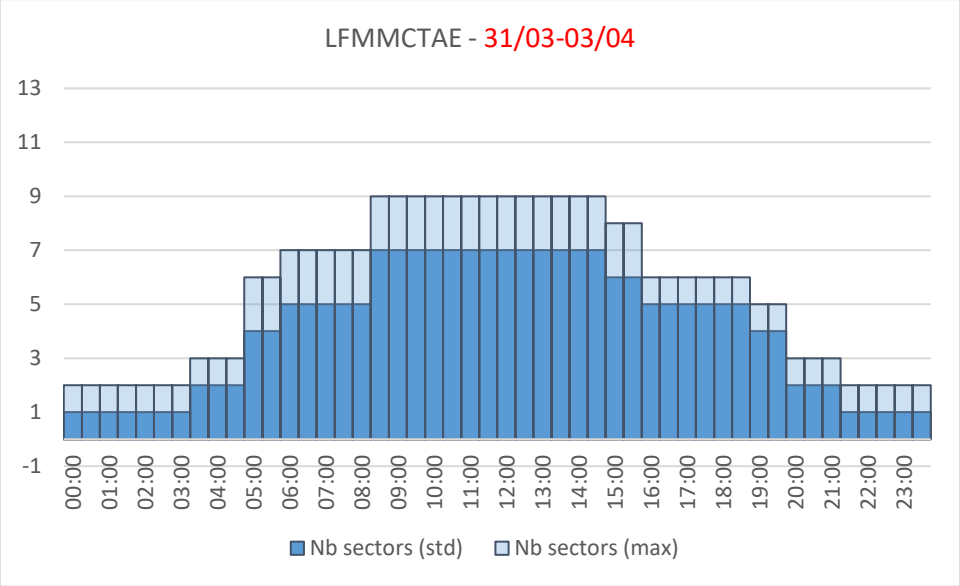

LFMMCTAE - 21/03
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

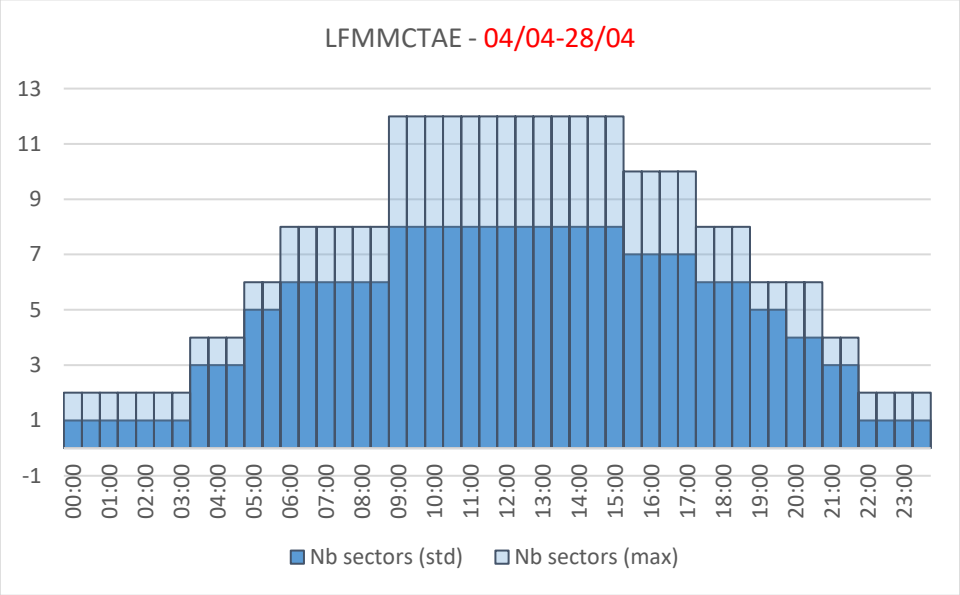

LFMMCTAE - 22/03
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

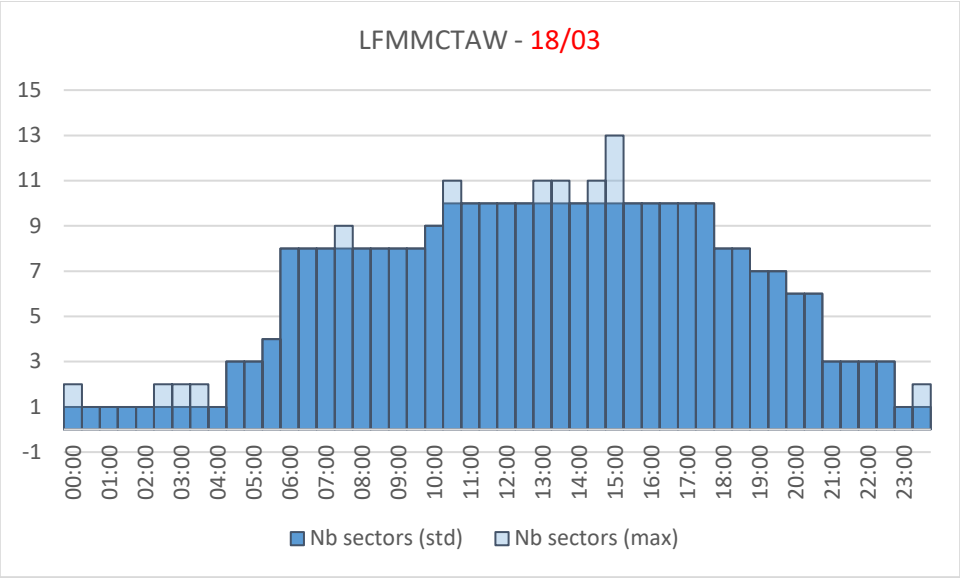

LFMMCTAE - 23/03
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

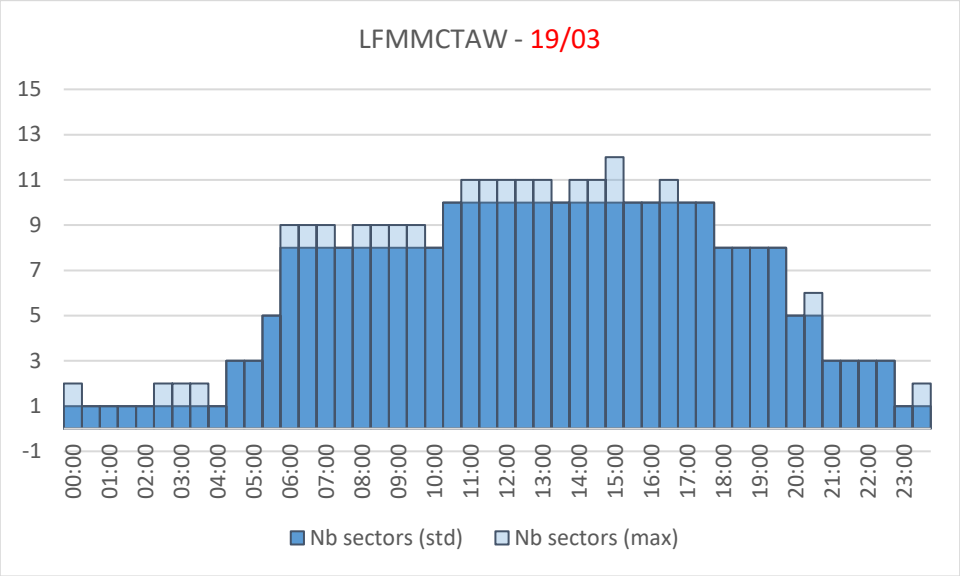

LFMMCTAE - 24/03
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

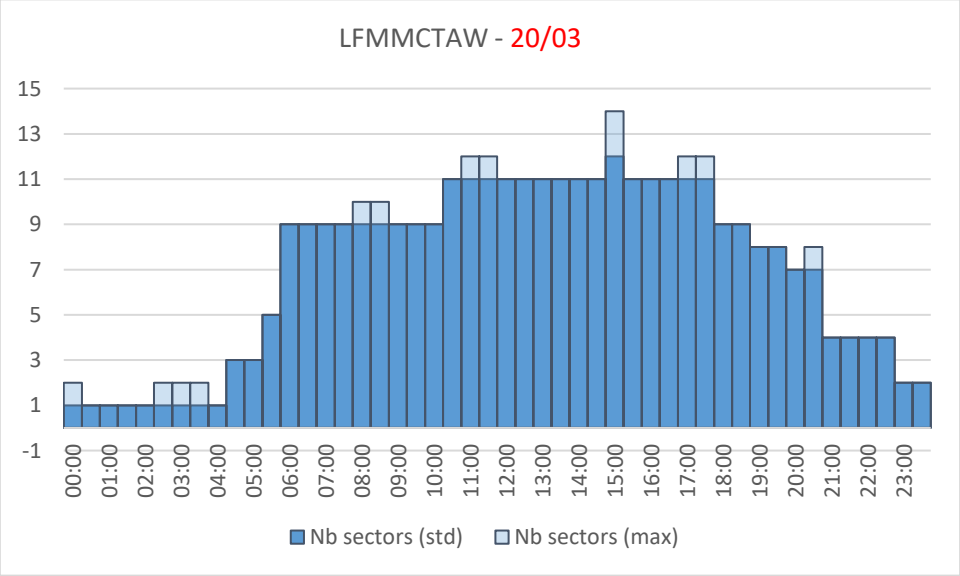

LFMMCTAE - 25/03-30/03
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

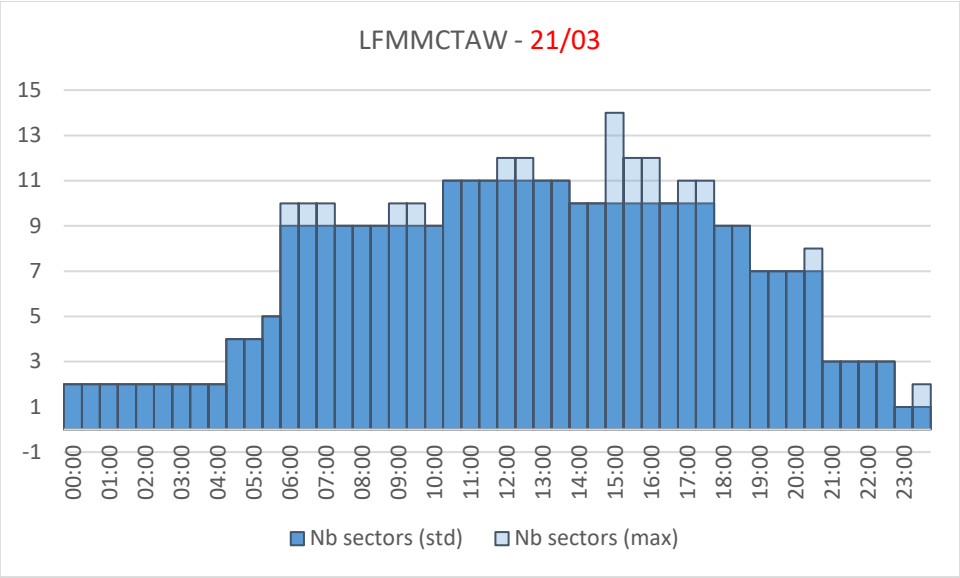

LFMMCTAE - 31/03-03/04
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

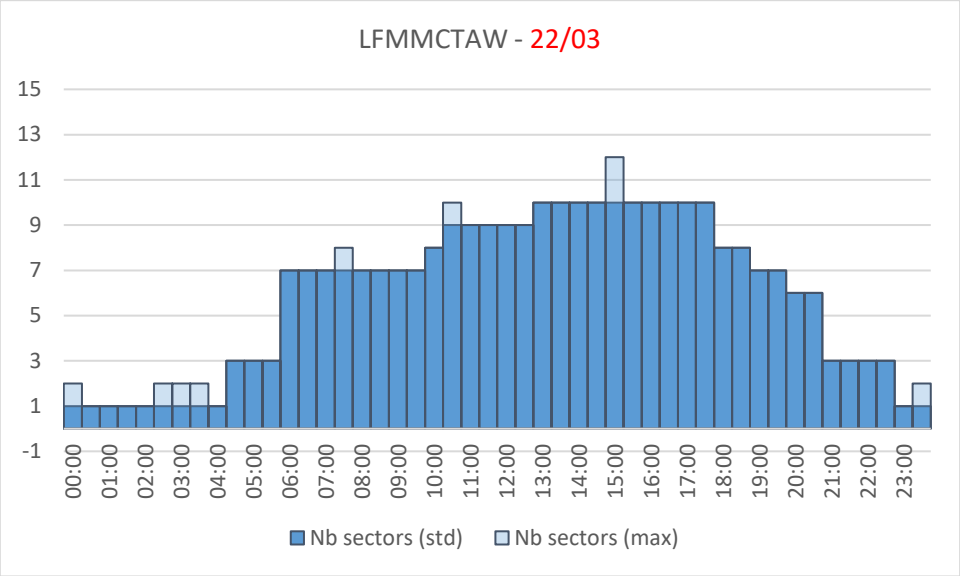

LFMMCTAE - 04/04-28/04
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

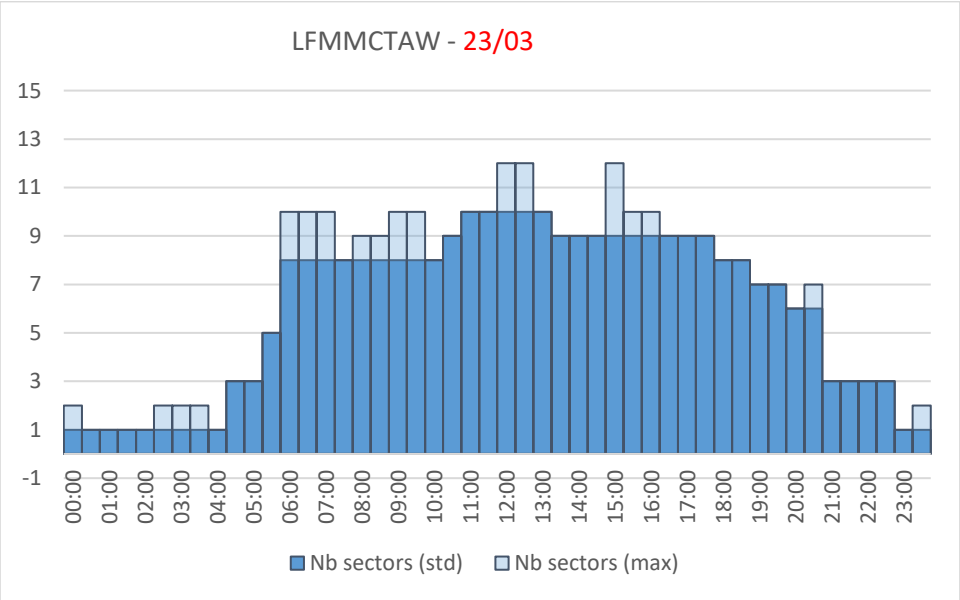

LFMMCTAW - 18/03
15
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

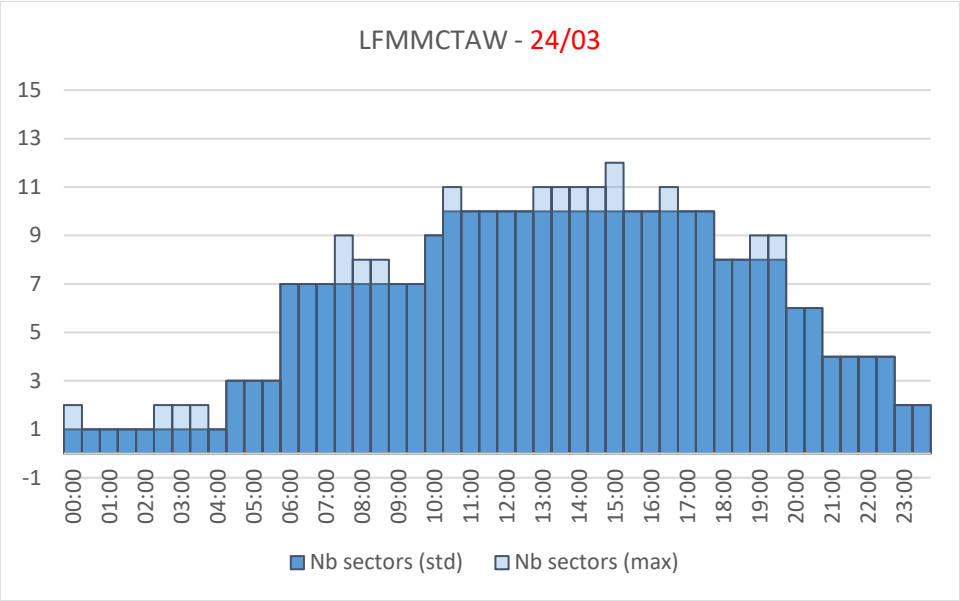

LFMMCTAW - 19/03
15
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

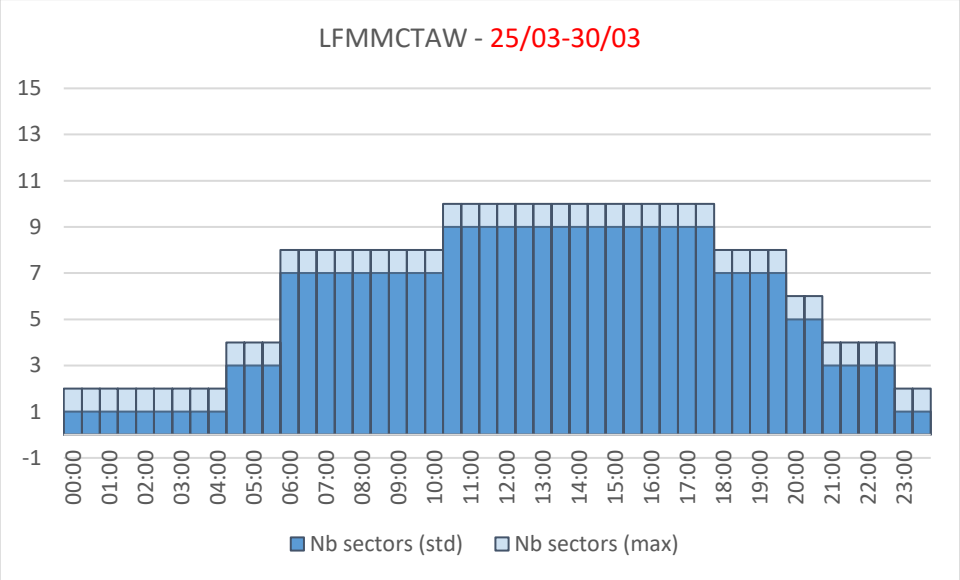

LFMMCTAW - 20/03
15
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

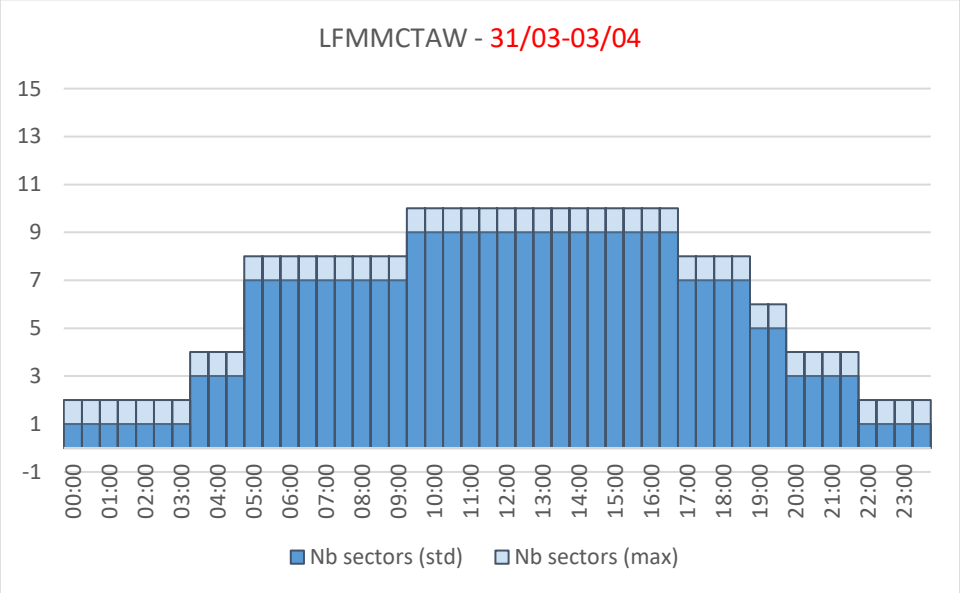

LFMMCTAW - 21/03
15
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

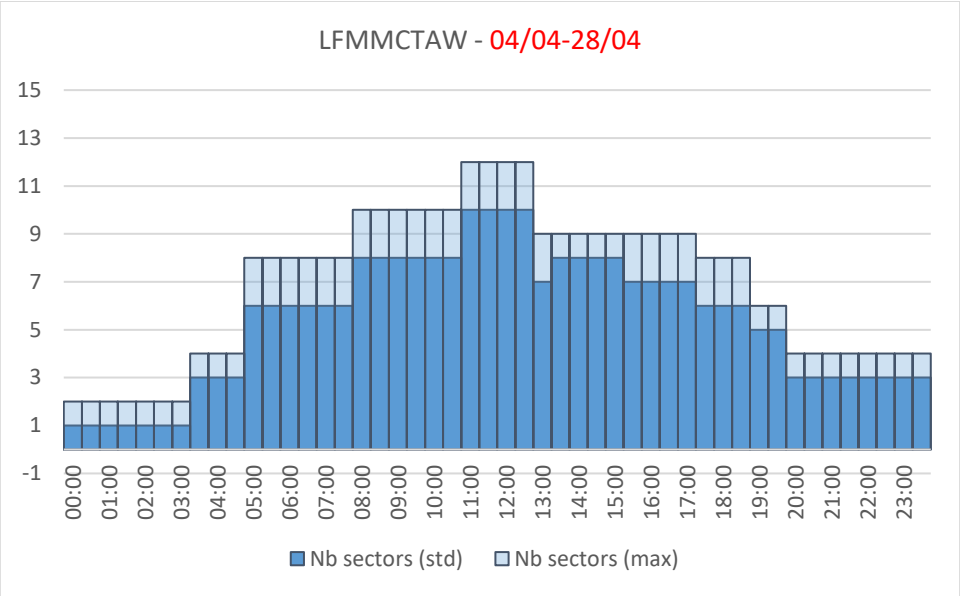

LFMMCTAW - 22/03
15
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFMMCTAW - 23/03
15
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFMMCTAW - 24/03
15
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFMMCTAW - 25/03-30/03
15
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFMMCTAW - 31/03-03/04
15
13
11
9
7
5
3
1
-1
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)



Sector capacities

LFMM implemented 4 Flight new ATM system on 6th of December 2022. Capacities are gradually increasing.

Since October 10th, 2023, and until further notice:

- **East sectors:** capacities back to **normal** on upper combined sectors / **-10% to -15%** on lower sectors.
- **West sectors:** capacities increased to **normal rate up to +10%** on upper sectors/ **-10% to -15%** reduction on lower sectors.

To prepare **4F system update on March 27th 2024**, operations will be downgraded and up to **50%** capacity reduction is planned:

- From 26/03/24 23h00 UTC until 27/03/24 23h00 UTC
- Pre-tactical regulations (reason ATC equipment) will be implemented.

Availability of support to operations staff

FMP staff: Normal shift - ACDS from 0630 to 2115 local time.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
13-03-2024	28-03-2024	LFBB/LFMM	VOLFA 2024
26-03-2024	27-03-2024	LFMM	4-Flight system update (v2.0)
04-04-2024	04-04-2024	LFBB/LFMM/LFRR/LFFF/LFEE	BELOTE 24-01
09-04-2024	10-04-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-02
15-04-2024	17-04-2024	LFMM	MOJITO
08-05-2024	09-05-2024	LFMM/LFML	Olympic flame
13-05-2024	16-06-2024	LFEE/LFBB/LFMM/LFRR/LFFF	Durandal/TEF
14-05-2024	27-05-2024	LFMM/LFMN	Cannes Film Festival
23-05-2024	27-05-2024	LFMM/LFMN	Monaco Grand Prix
04-06-2024	07-06-2024	LFMM	SUPERSTAR MED
11-06-2024	12-06-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-02
29-06-2024	21-07-2024	LFMM/LFMN	Tour de France

Start Date	End date	ACC/ Airport	Event
24-09-2024	25-09-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-03
07-10-2024	20-10-2024	LFMM	ORAGE D'ACIER
15-10-2024	16-10-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-03
17-10-2024	18-10-2024	LFRR/LFBB/LFEE/LFFF/LFMM	KRYPTON 24-02
21-10-2024	03-11-2024	LFMM	CASALPS 2024
18-11-2024	01-12-2024	LFMM	CERCES 2024
17-12-2024	18-12-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-04

NM Assessment

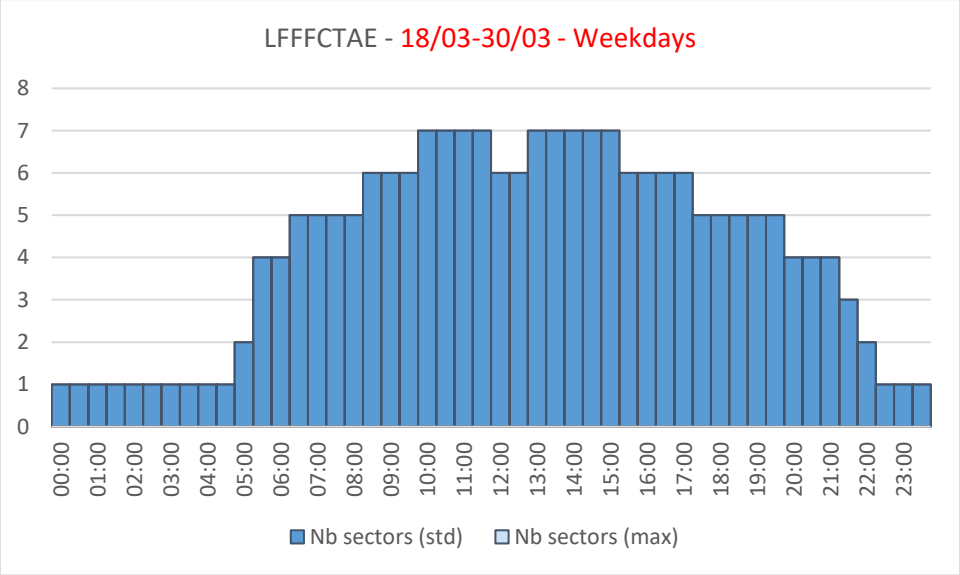
LFMMCTAE, LFMMCTAW: On 27 March, Marseille ACC will upgrade the ATM system. Capacities will be reduced, starting at -50% and recovering through the day up to -20%. With reduced capacities, overloads are expected. Moreover, some overloads are expected on Fridays, Saturdays and Sundays from mid-April. Opening maximum sector plan and/or ATFCM measures (STAM/scenarios/MCP/regulations) might be required during traffic peaks.

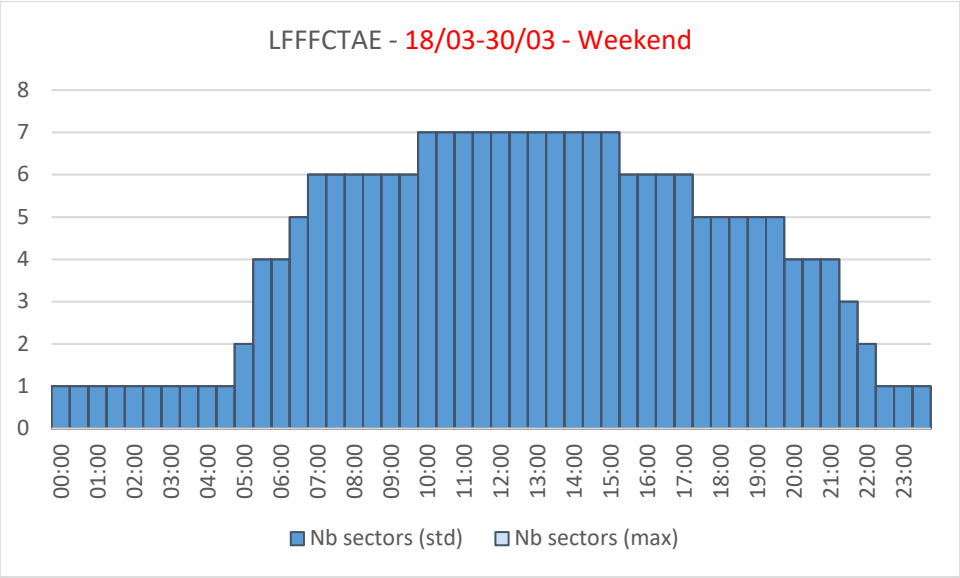
FRANCE PARIS ACC

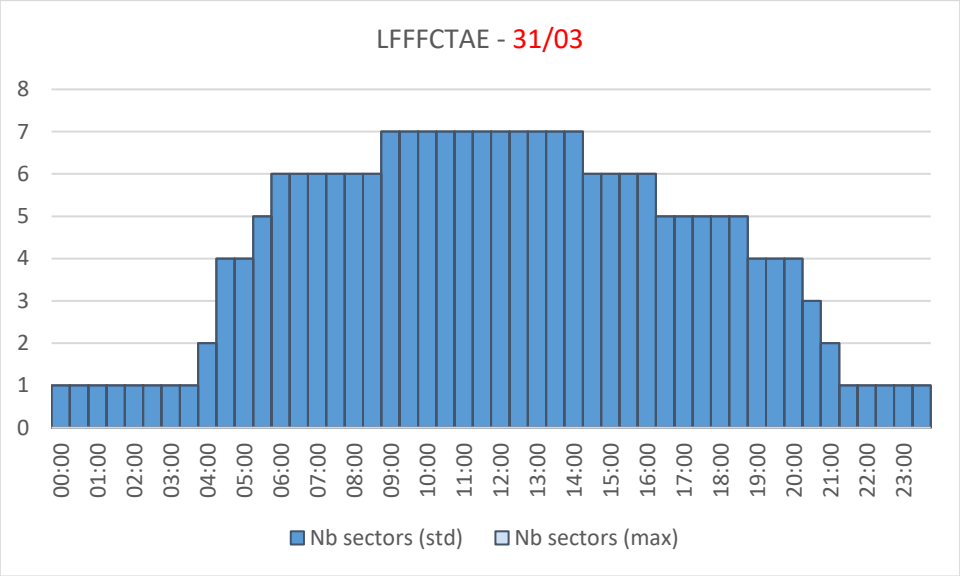
Expected traffic

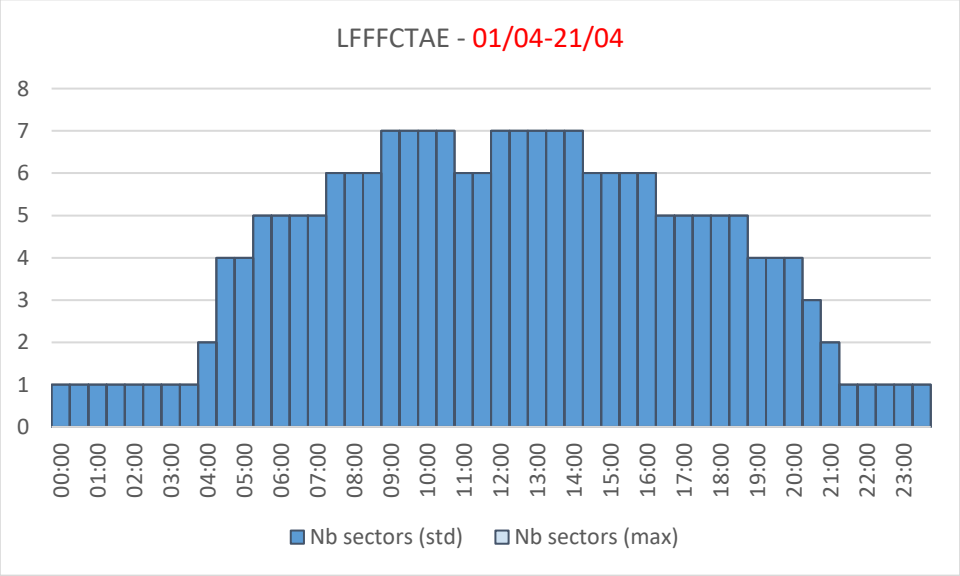
Paris						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3190	2830	2970	3240	3410	3040	3270
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3170	2790	2930	3320	3420	3060	3140
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3330	3290	3180	3340	3520	3200	3400
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3440	3350	3340	3470	3600	3200	3360
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3450	3360	3340	3450	3640	3160	3360
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3430	3330	3330	3410	3640	3160	3330
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3410	3340	3420	3490	3630	3170	3370
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3530	3430	3450	3490	3610	3230	3490

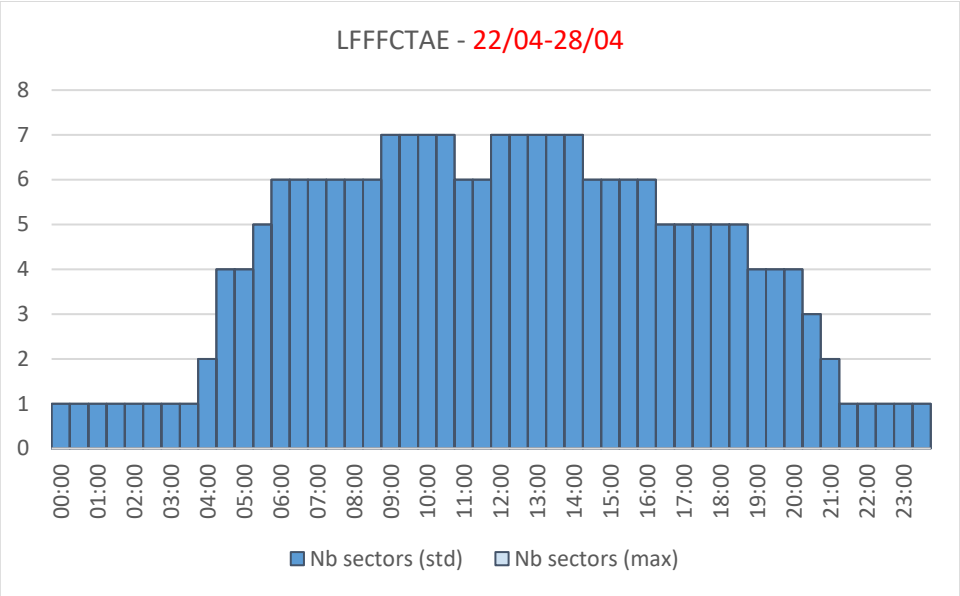
Sector openings – Planned and maximum

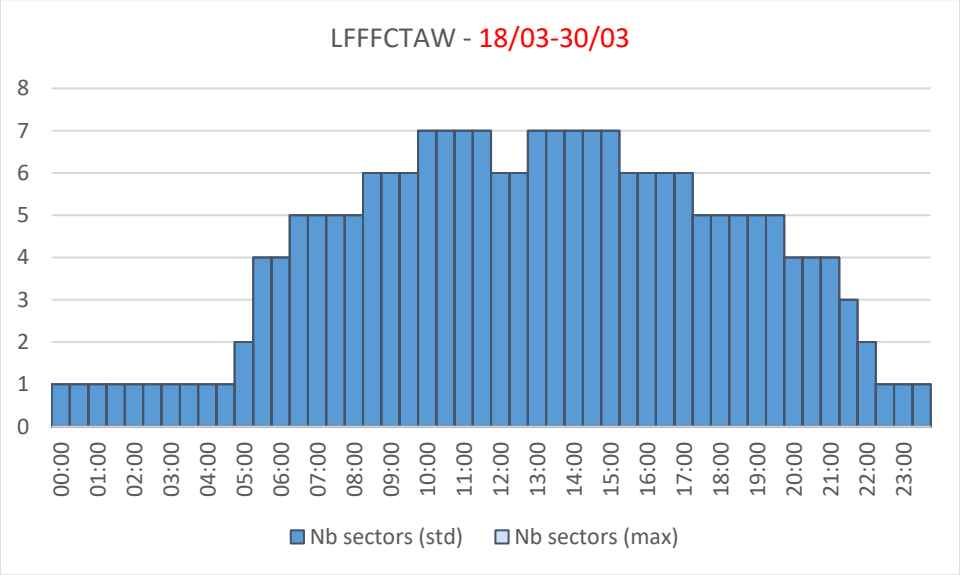


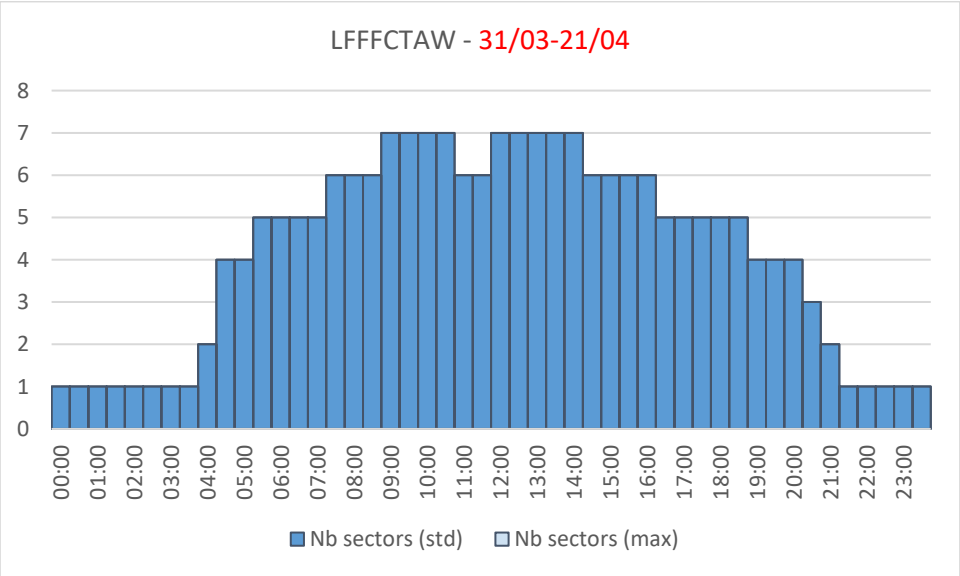

LFFFCTAE - 18/03-30/03 - Weekend
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

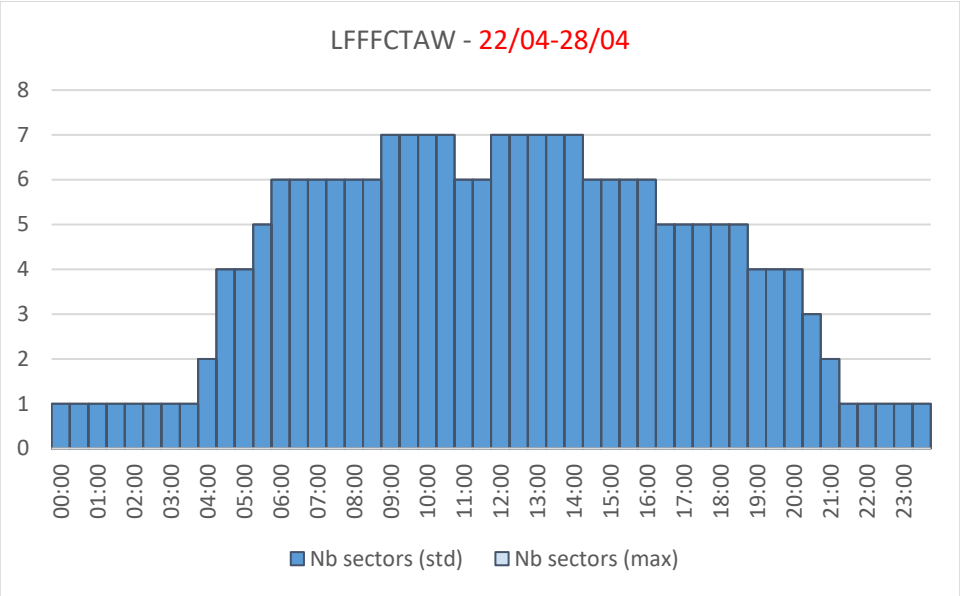

LFFFCTAE - 31/03
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFFFCTAE - 01/04-21/04
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFFFCTAE - 22/04-28/04
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LFFFCTAW - 18/03-30/03
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LFFFCTAW - 31/03-21/04
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)



Sector capacities

Paris ACC: 30% capacity reduction during the live trials for the new ATM system 4-Flight:

- Tuesday, March 26 06:00 UTC – Wednesday March, 27 12:00UTC

Availability of support to operations staff

N/A

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
04-03-2024	05-04-2024	LFFF	4-Flight - Training
11-03-2024	31-03-2024	LFEE/LFFF	CONTREX 2024 (GAMEX 24-02)
18-03-2024	31-03-2024	LFEE/LFFF	GRAND DUC 2024
26-03-2024	27-03-2024	LFFF	4-Flight live trial
04-04-2024	04-04-2024	LFBB/LFMM/LFRR/LFFF/LFEE	BELOTE 24-01
08-04-2024	21-04-2024	LFEE/LFFF	CFCU
09-04-2024	10-04-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-02
18-04-2024	05-05-2024	LFFF	Paris ACC re-organisation - Phase 3a
18-04-2024	05-05-2024	LFFF	Paris ACC re-organisation - Phase 3b
22-04-2024	07-05-2024	LFFF	4-Flight - Training
24-04-2024	24-04-2024	LFFF	4-Flight live trial
13-05-2024	15-06-2024	LFFF	4-Flight - Training
13-05-2024	16-06-2024	LFEE/LFBB/LFMM/LFRR/LFFF	Durandal/TEF
06-06-2024	06-06-2024	LFFF/LFRR	D-day celebration
11-06-2024	12-06-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-02
12-06-2024	16-06-2024	LFFF/LFRM	24 hours Le Mans
14-07-2024	14-07-2024	LFFF/LFPG/LFPO/LFPB	Bastille day airshow
26-07-2024	11-08-2024	LFFF/LFFA	Olympic Games 2024
25-08-2024	08-09-2024	LFFF/LFFA	Paralympic Games
26-08-2024	04-10-2024	LFFF	4-Flight - Training
24-09-2024	25-09-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-03
08-10-2024	09-10-2024	LFFF	4-Flight live trial
15-10-2024	16-10-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-03
17-10-2024	18-10-2024	LFRR/LFBB/LFEE/LFFF/LFMM	KRYPTON 24-02
05-11-2024		LFFF	Implementation 4-Flight System
11-11-2024	11-11-2024	LFFF	11 November Commemoration Day

Start Date	End date	ACC/ Airport	Event
17-12-2024	18-12-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-04

NM Assessment

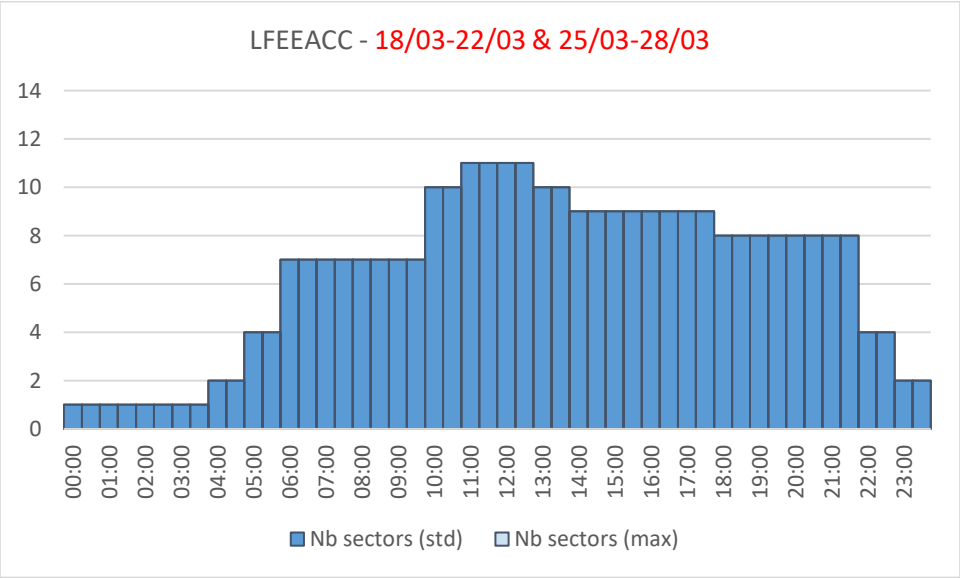
On 26 & 27 March, capacities are reduced for the live trials in preparation for the implementation of the new system, which is planned to become operational in Autumn 2024. During this period, overloads are expected and the implementation of ATFCM measures is possible.

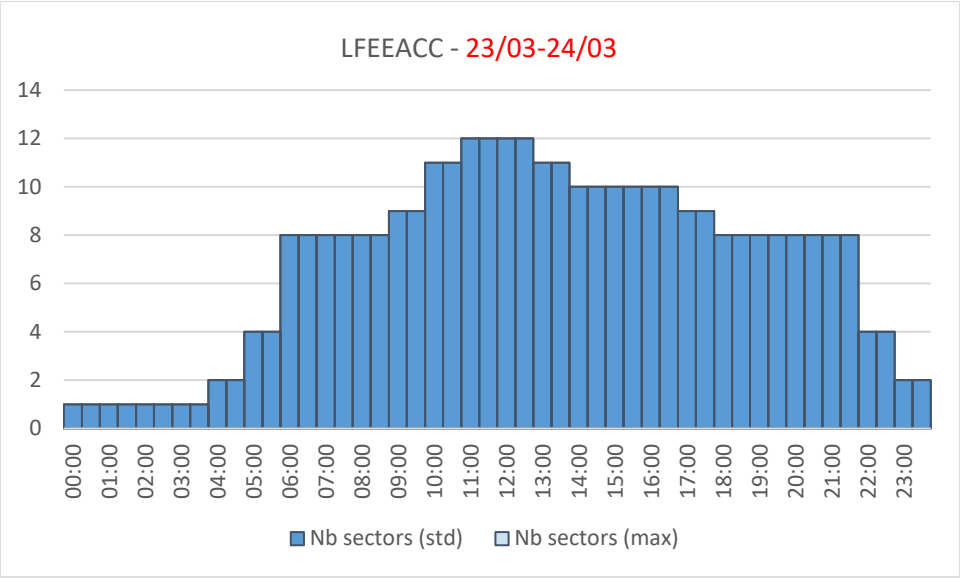
FRANCE REIMS ACC

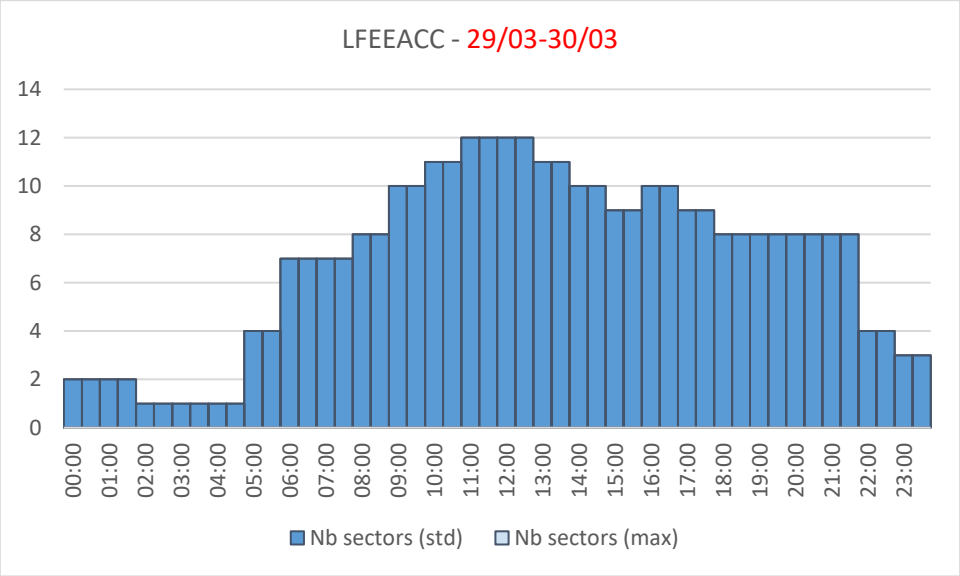
Expected traffic

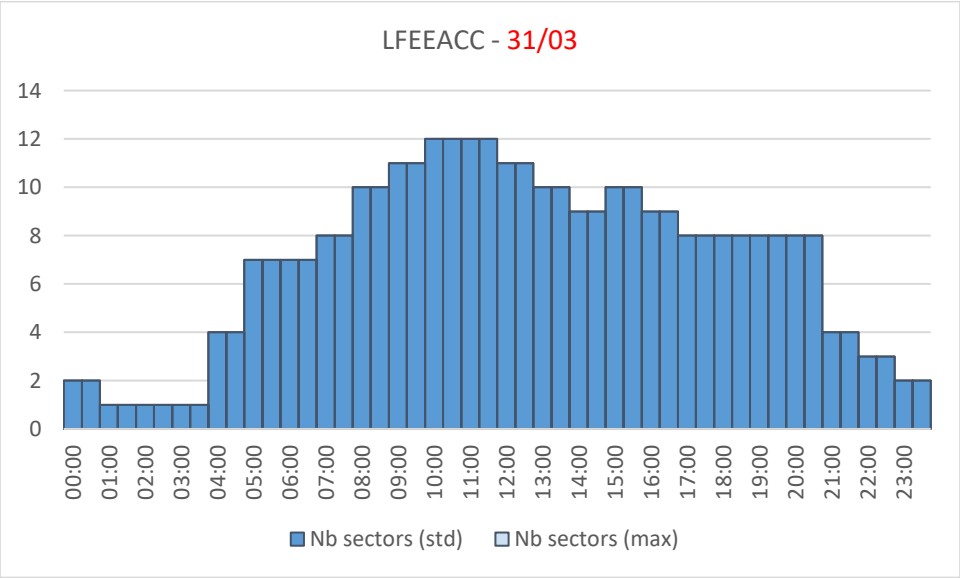
Reims						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2470	2130	2250	2420	2620	2570	2670
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2520	2250	2380	2540	2650	2630	2780
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2800	2710	2740	2770	2910	2920	2940
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2820	2680	2790	2790	2930	2840	2890
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2810	2660	2770	2780	2950	2830	2910
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2840	2680	2830	2770	2970	2850	2890
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2860	2760	2950	2880	3050	2960	3020
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2940	2850	3000	2950	3040	3010	3050

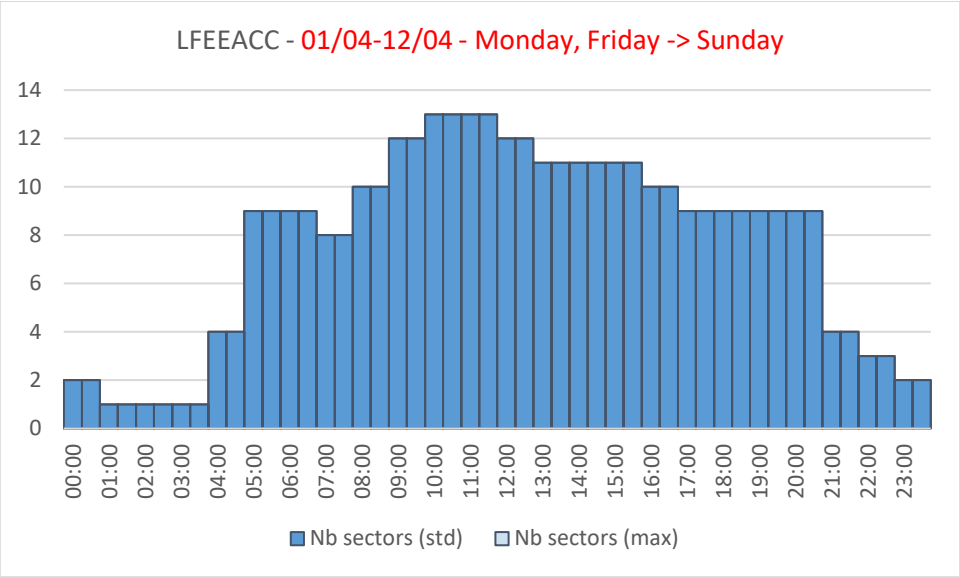
Sector openings – Planned and maximum

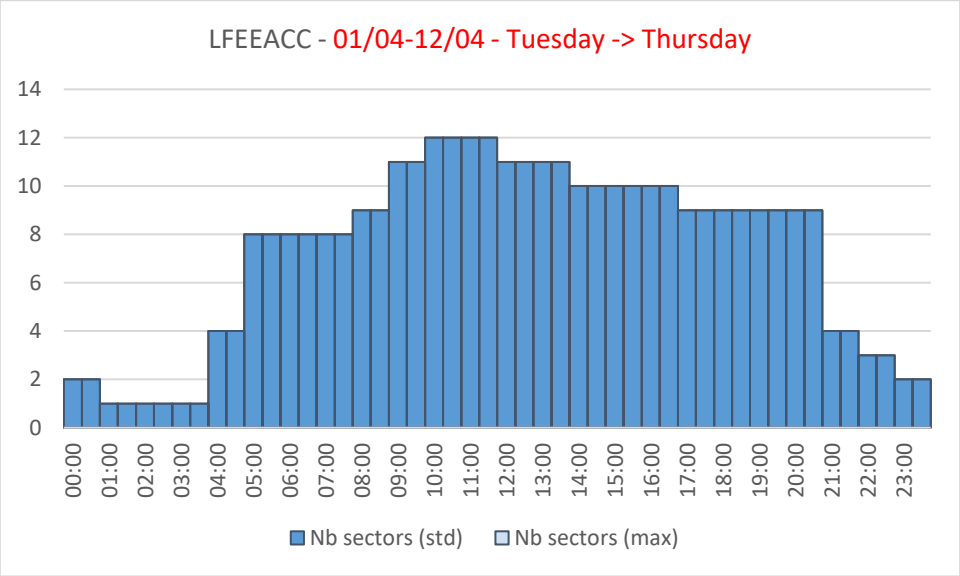


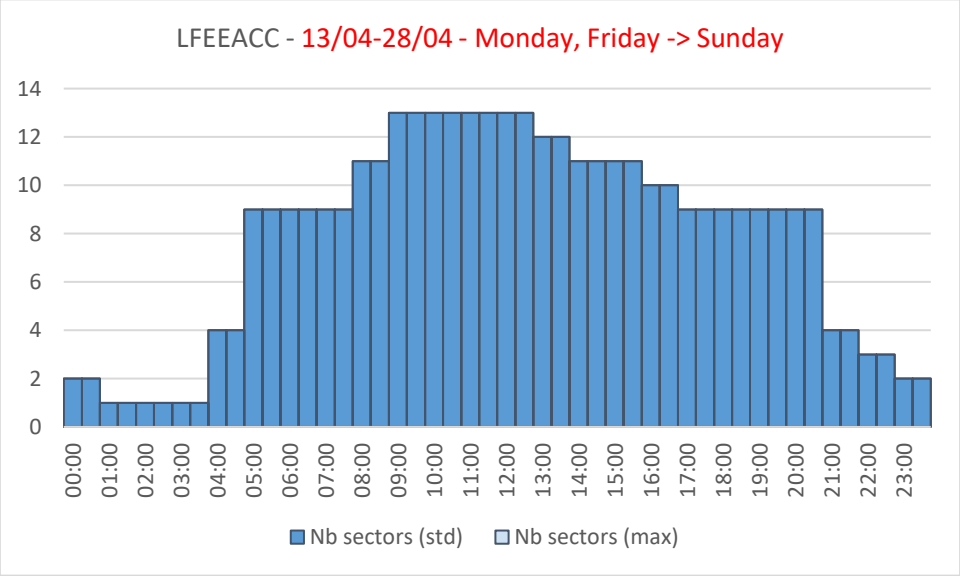

LFEEACC - 23/03-24/03
14
12
10
8
6
4
2
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

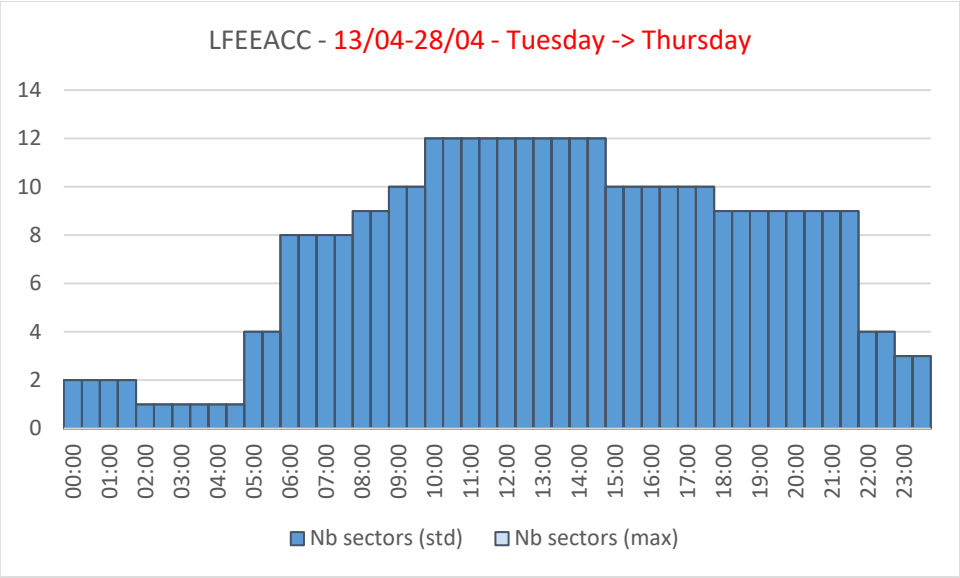

LFEEACC - 29/03-30/03
14
12
10
8
6
4
2
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFEEACC - 31/03
14
12
10
8
6
4
2
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFEEACC - 01/04-12/04 - Monday, Friday -> Sunday
14
12
10
8
6
4
2
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFEEACC - 01/04-12/04 - Tuesday -> Thursday
14
12
10
8
6
4
2
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LFEEACC - 13/04-28/04 - Monday, Friday -> Sunday
14
12
10
8
6
4
2
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)



Sector capacities

Due to ATM system update on 13th March 2024, capacity reduced by 30% on 13th March and by 20% from 14th March until 20th March.

Availability of support to operations staff

From the 10th of February, 3 extra-reinforcements are planned each Saturdays and Sundays.

From the 13th of February, start of the densified roaster with an additional day roaster with 4 ATCOs.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
11-03-2024	31-03-2024	LFEE/LFFF	CONTREX 2024 (GAMEX 24-02)
13-03-2024	20-03-2024	LFEE	4-Flight system update (v2.0)
18-03-2024	31-03-2024	LFEE/LFFF	GRAND DUC 2024
04-04-2024	04-04-2024	LFBB/LFMM/LFRR/LFFF/LFEE	BELOTE 24-01
08-04-2024	21-04-2024	LFEE/LFFF	CFCU
09-04-2024	10-04-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-02
13-05-2024	16-06-2024	LFEE/LFBB/LFMM/LFRR/LFFF	Durandal/TEF
09-06-2024	16-06-2024	LFEE	Basel Art
11-06-2024	12-06-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-02
24-09-2024	25-09-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-03
15-10-2024	16-10-2024	LFBB/LFEE/LFFF/LFMM/LFRR	BELOTE 24-03
17-10-2024	18-10-2024	LFRR/LFBB/LFEE/LFFF/LFMM	KRYPTON 24-02
28-11-2024		LFEE/LFST	Reims - Strasbourg - Bale interface
17-12-2024	18-12-2024	LFBB/LFEE/LFFF/LFMM/LFRR	POKER 24-04
Q1/2025	Q1/2025	LFEE	4-Flight system update (v2.1)

NM Assessment

On 13 March, LFEE ACC upgraded the ATM system. Capacities are reduced by 20% until 20 March. With reduced capacities, overloads are expected. ATFCM measures (STAM/scenarios/MCP/ regulations) might be required to reduce the impact on the network. Moreover, some overloads are expected on Saturdays and Sundays during the whole period

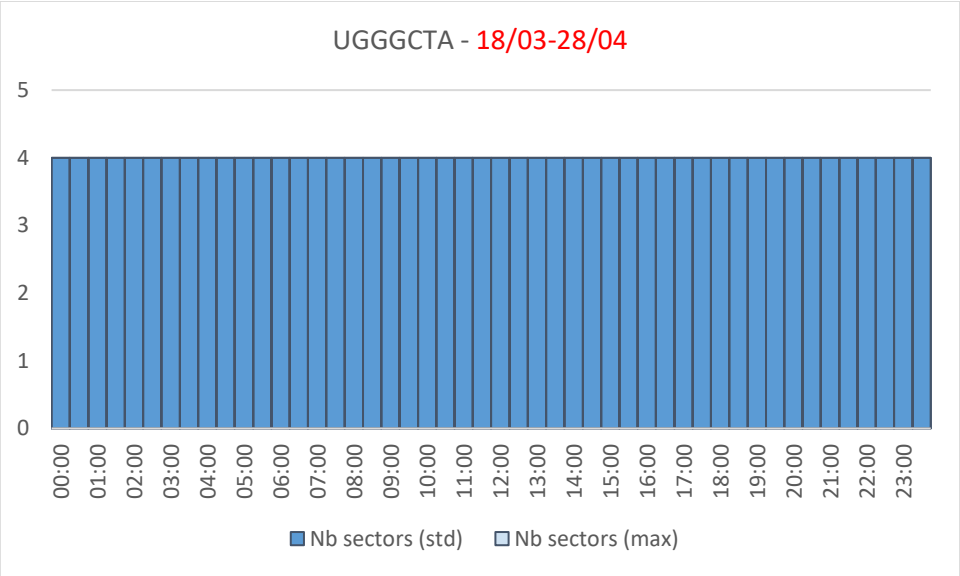
and on Fridays from the beginning of the Summer season. Some ATFCM measures might be required during traffic peaks.

GEORGIA TBILISI ACC

Expected traffic

Tbilisi						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
570	580	580	600	600	590	630
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
570	580	590	610	600	600	670
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	670	640	670	650	710	670
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
620	680	640	680	660	700	670
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	670	630	670	660	690	660
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	670	640	670	670	710	670
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
630	690	650	680	680	710	680
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
650	700	670	690	690	720	690

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

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

Special events and major projects

Start Date	End date	ACC Airport/	Event
SEP2024		UGGT	RWY rehabilitation (1700 meters length) for VFR flights. AFIS procedures Implementation.
Q1/2025		UGTB/UGKO/UGSB	Implement LNAV/VNAV approaches for Tbilisi, Kutaisi and Batumi Airports
Q4/2024		UGGG	No Flying Area (Abastumani)

NM Assessment

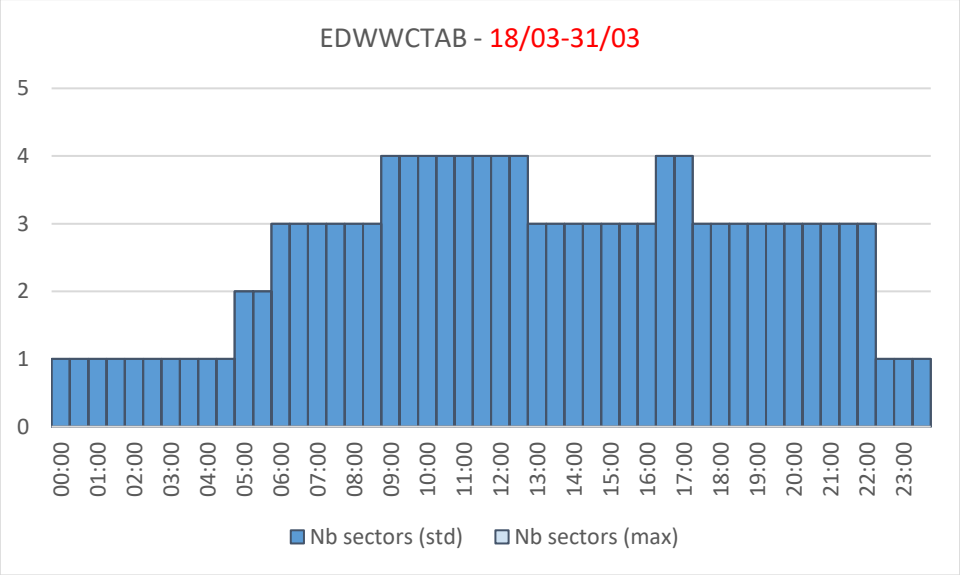
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

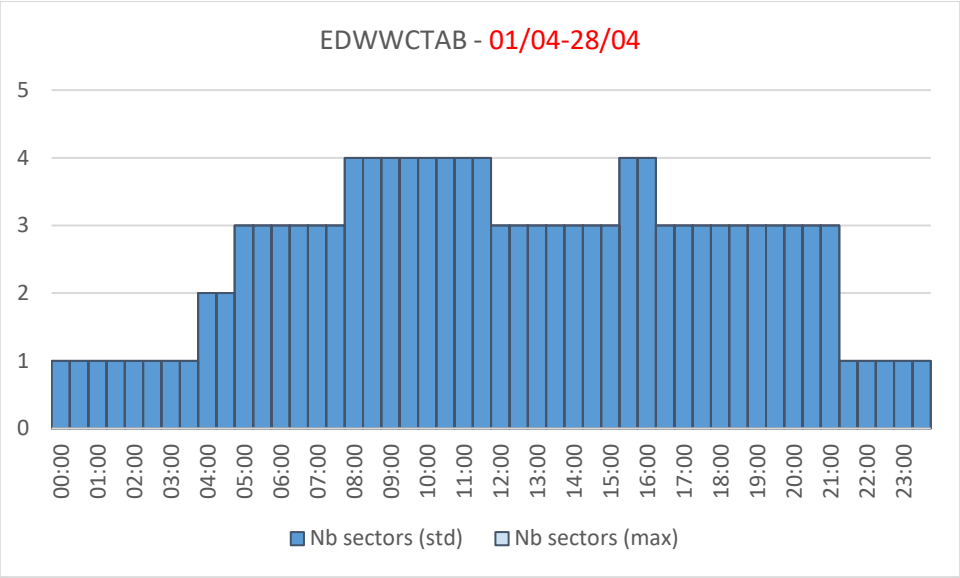
GERMANY BREMEN ACC

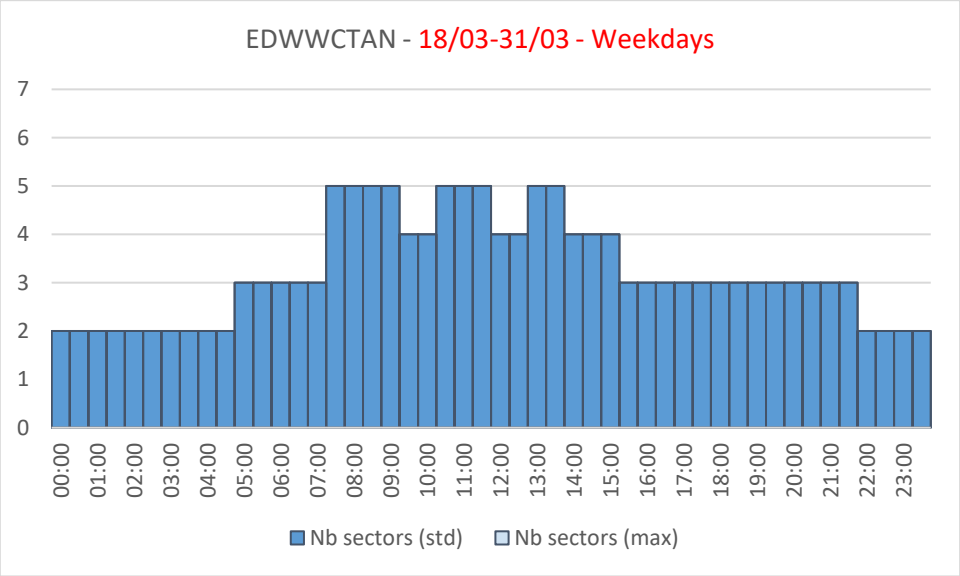
Expected traffic

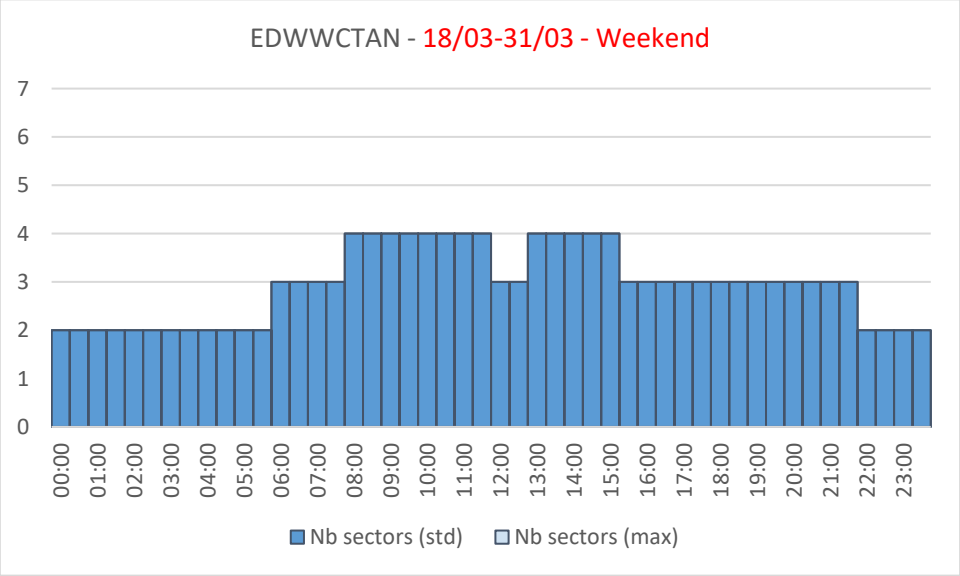
Bremen						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1340	1210	1270	1360	1430	1080	1250
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1300	1220	1300	1380	1370	1080	1290
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1390	1410	1460	1470	1540	1170	1430
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1480	1500	1630	1580	1640	1240	1450
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1490	1520	1650	1590	1650	1240	1450
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1510	1530	1590	1590	1690	1250	1410
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1500	1500	1630	1630	1660	1270	1470
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1590	1610	1710	1620	1700	1360	1480

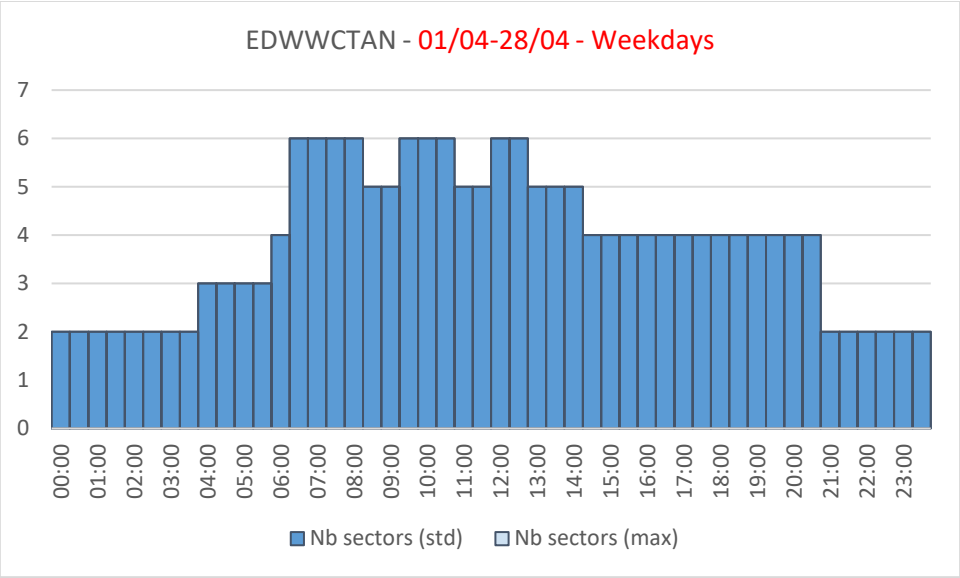
Sector openings – Planned and maximum

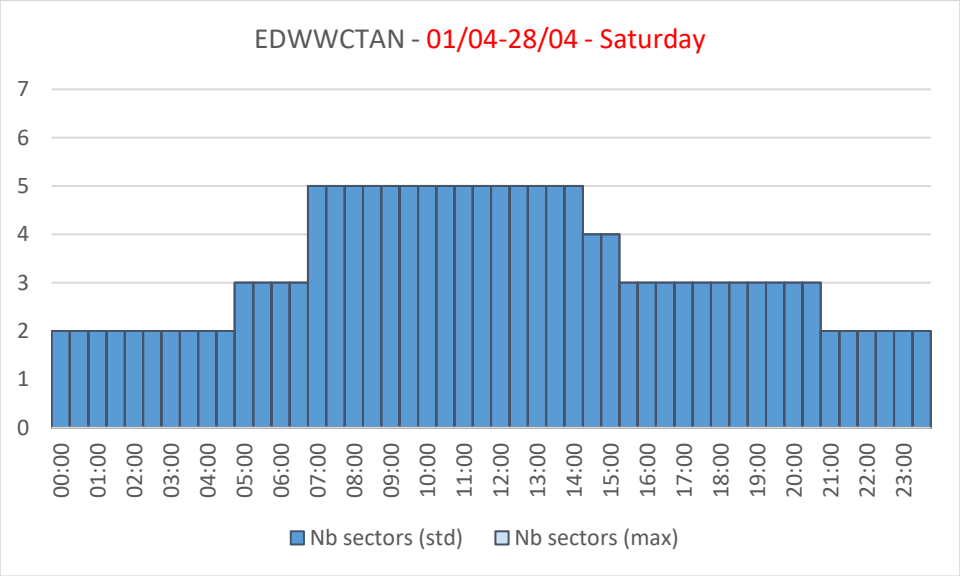


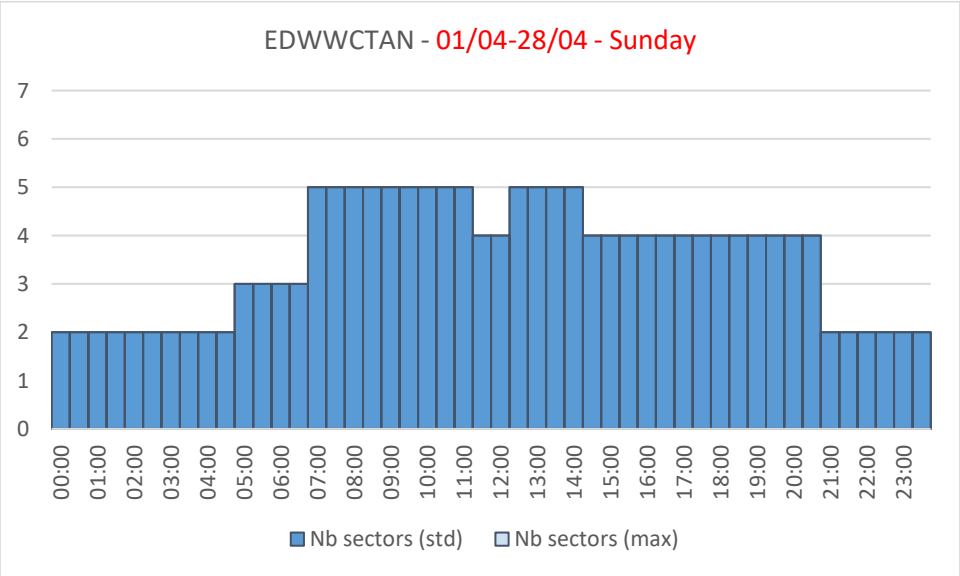

EDWWCTAB - 01/04-28/04
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

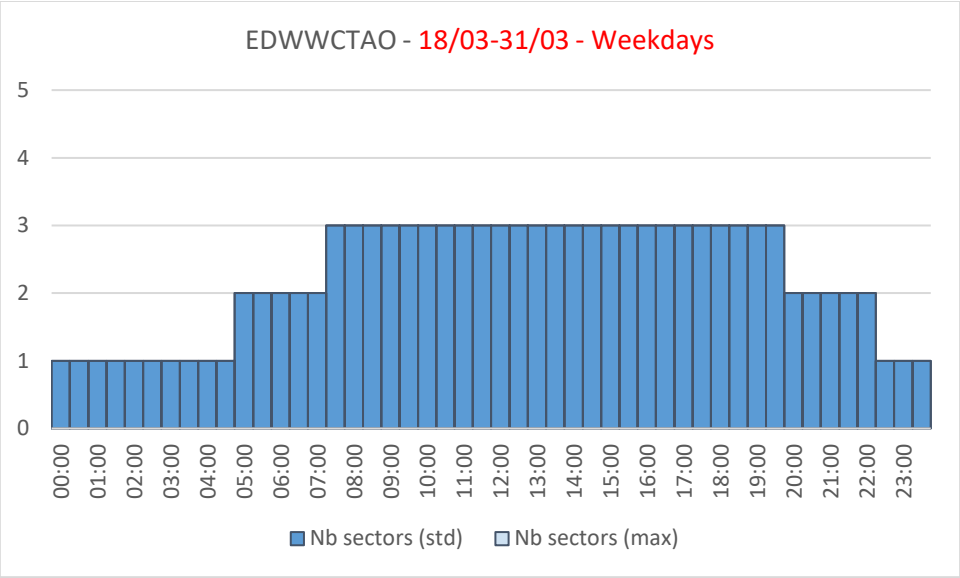

EDWWCTAN - 18/03-31/03 - Weekdays
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

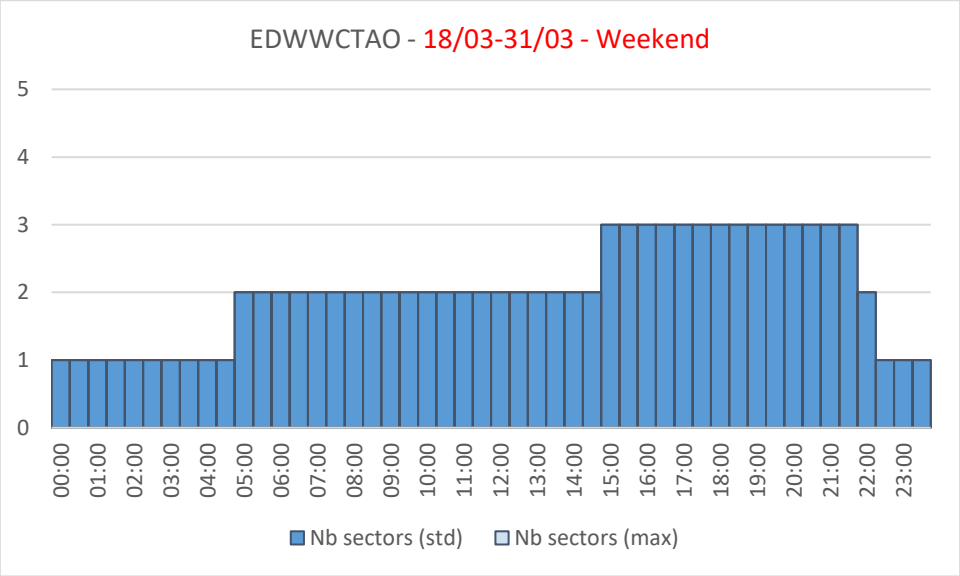

EDWWCTAN - 18/03-31/03 - Weekend
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

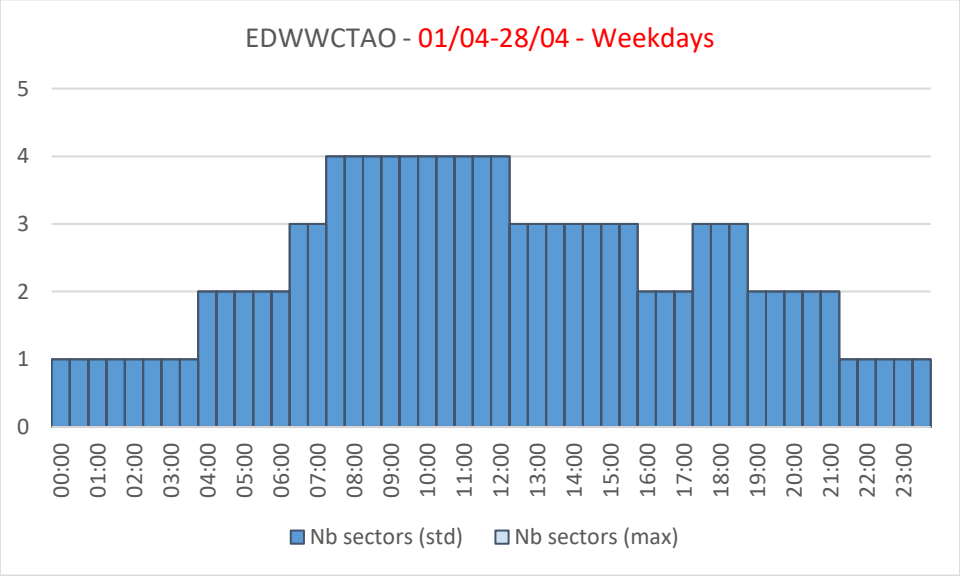

EDWWCTAN - 01/04-28/04 - Weekdays
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

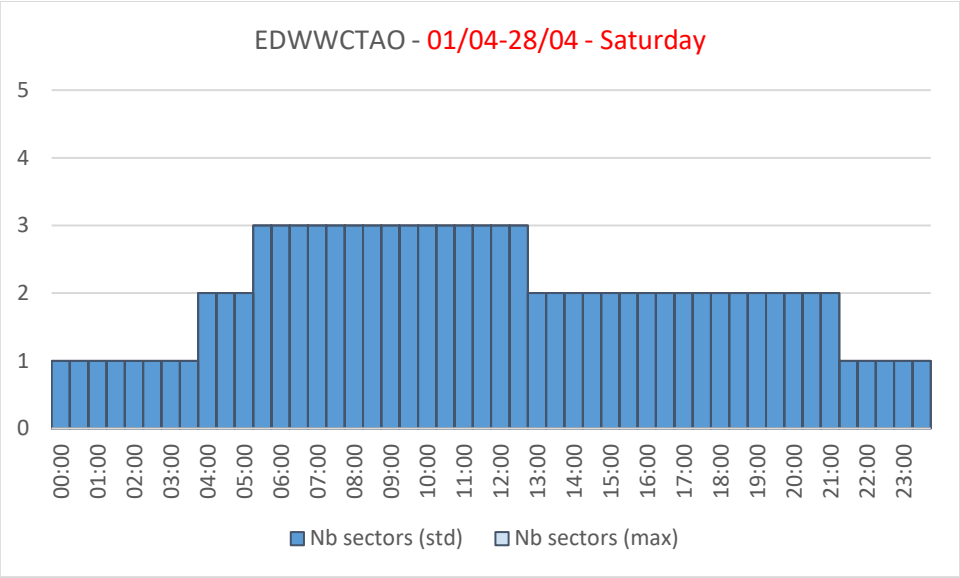

EDWWCTAN - 01/04-28/04 - Saturday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

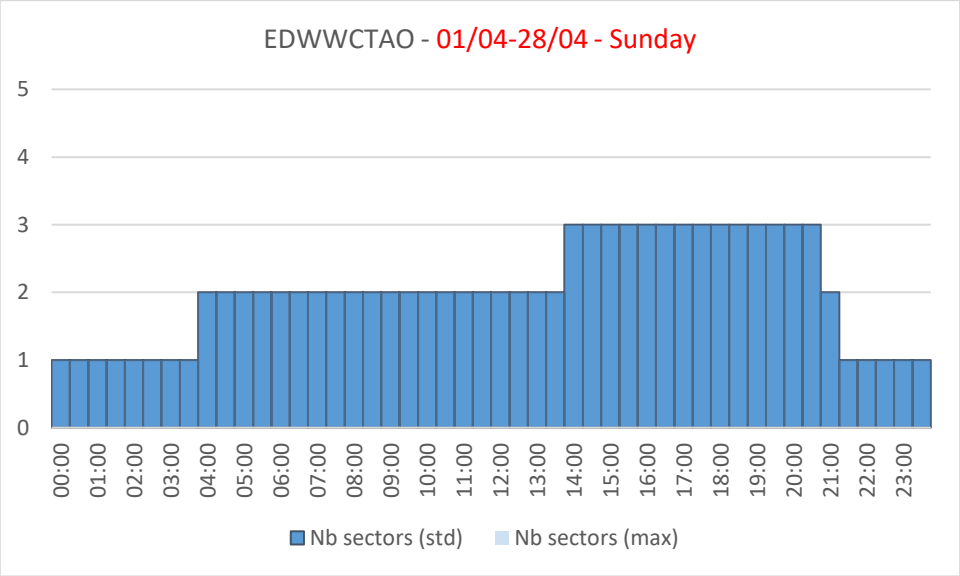

EDWWCTAN - 01/04-28/04 - Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

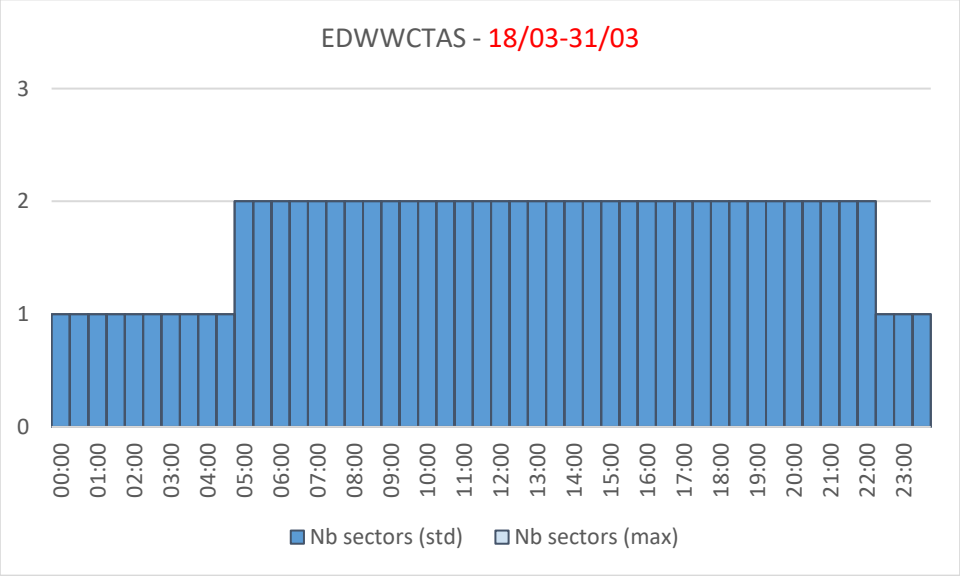

EDWWCTAO - 18/03-31/03 - Weekdays
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

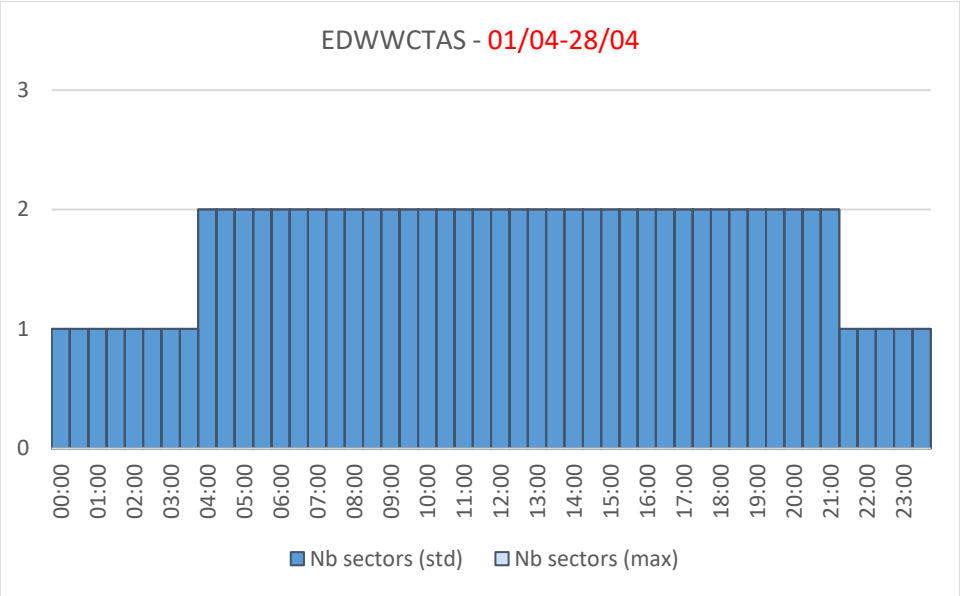

EDWWCTAO - 18/03-31/03 - Weekend
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDWWCTAO - 01/04-28/04 - Weekdays
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDWWCTAO - 01/04-28/04 - Saturday
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDWWCTAO - 01/04-28/04 - Sunday
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDWWCTAS - 18/03-31/03
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

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

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
14-07-2024		EDWW/EDDB	UEFA EURO 24 Finals at Olympia-Stadium Berlin

NM Assessment

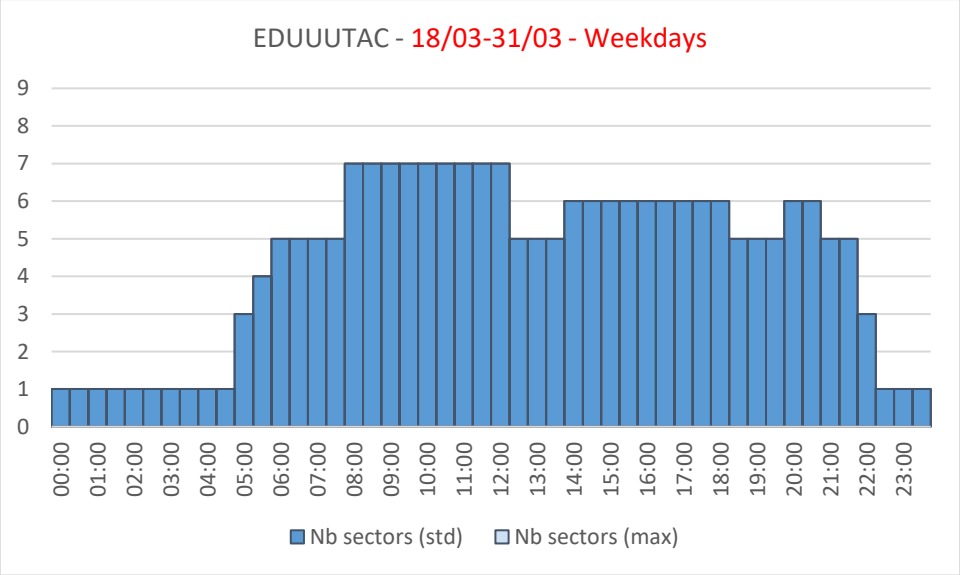
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

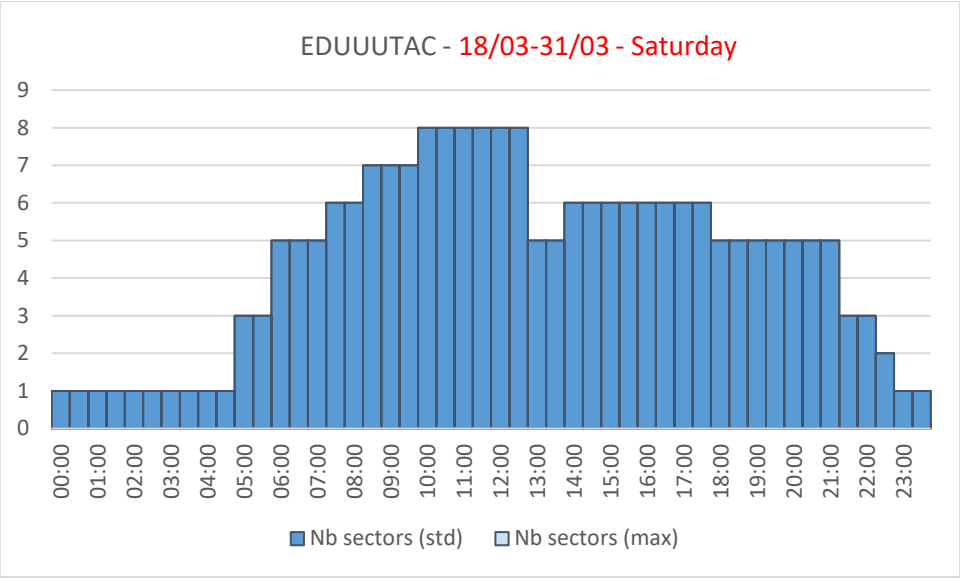
GERMANY KARLSRUHE UAC

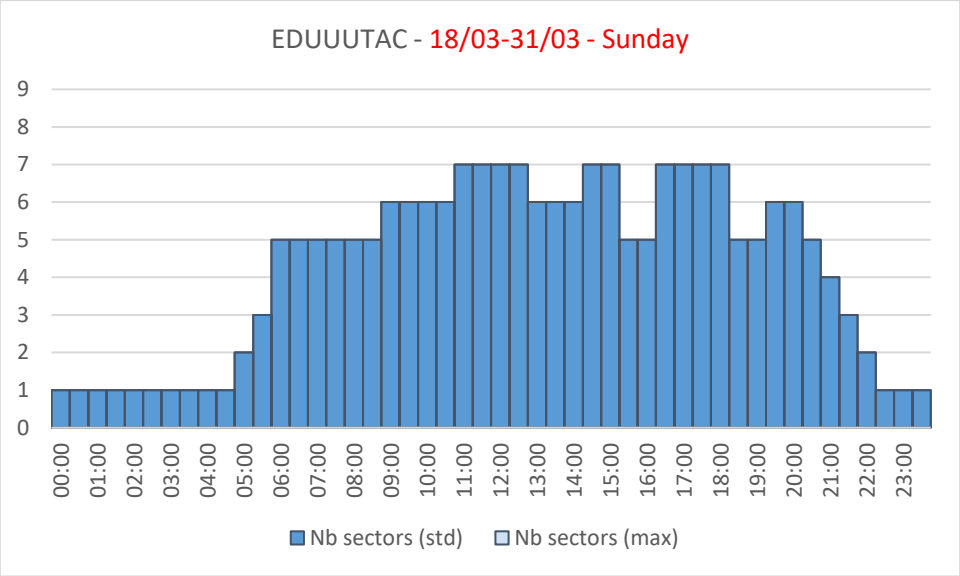
Expected traffic

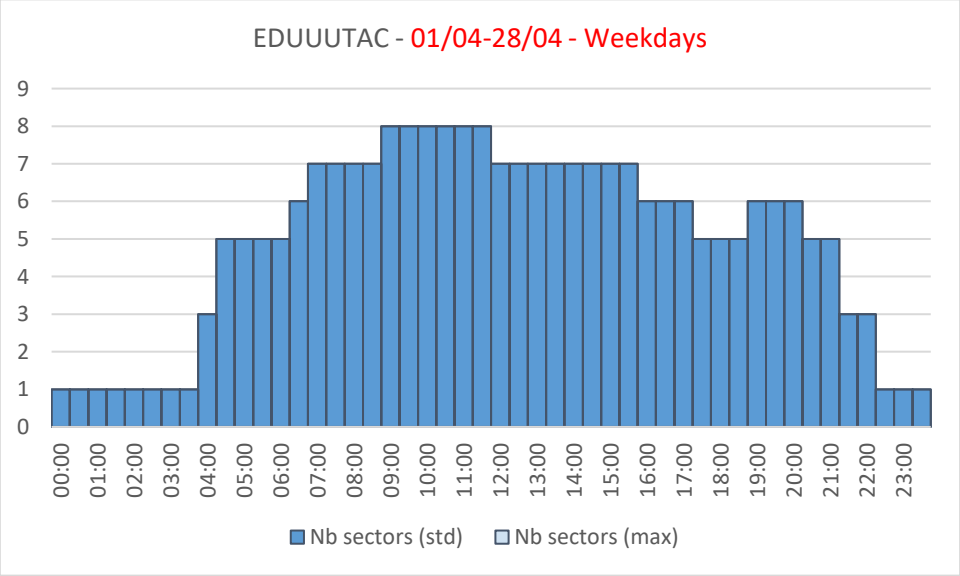
Karlsruhe						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4450	3940	4210	4310	4830	4460	4630
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4540	4160	4430	4590	4830	4490	4930
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4990	4830	4950	5090	5140	4870	5160
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5060	4860	5030	5150	5210	4870	5130
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5040	4900	5040	5180	5240	4890	5180
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5090	4910	5090	5240	5360	5040	5180
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5150	5090	5370	5520	5610	5290	5500
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5400	5410	5490	5580	5630	5420	5570

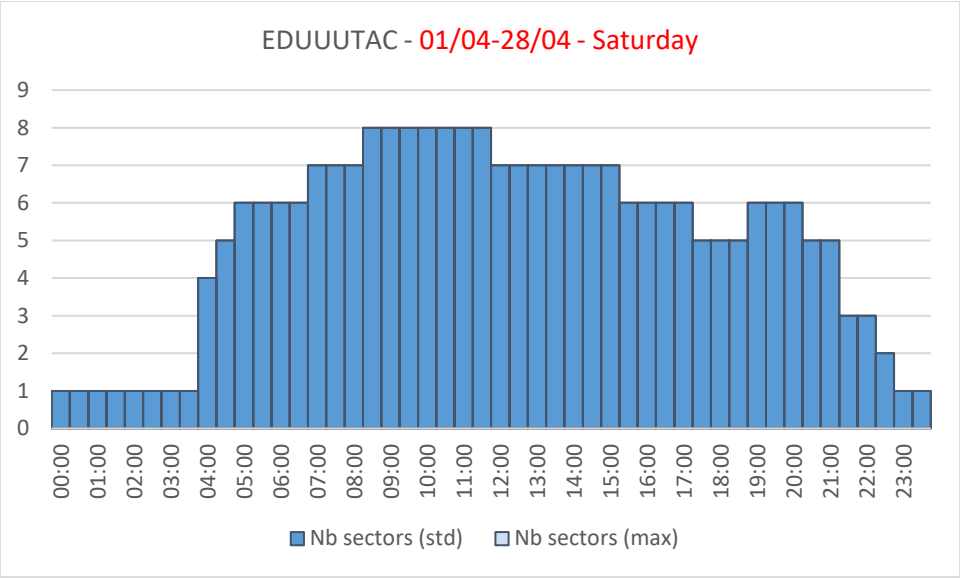
Sector openings – Planned and maximum

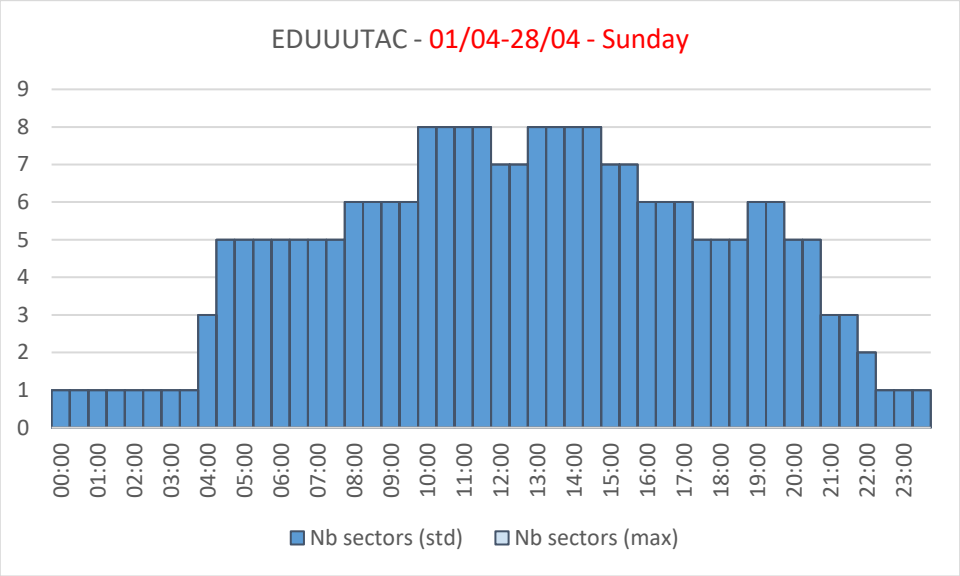


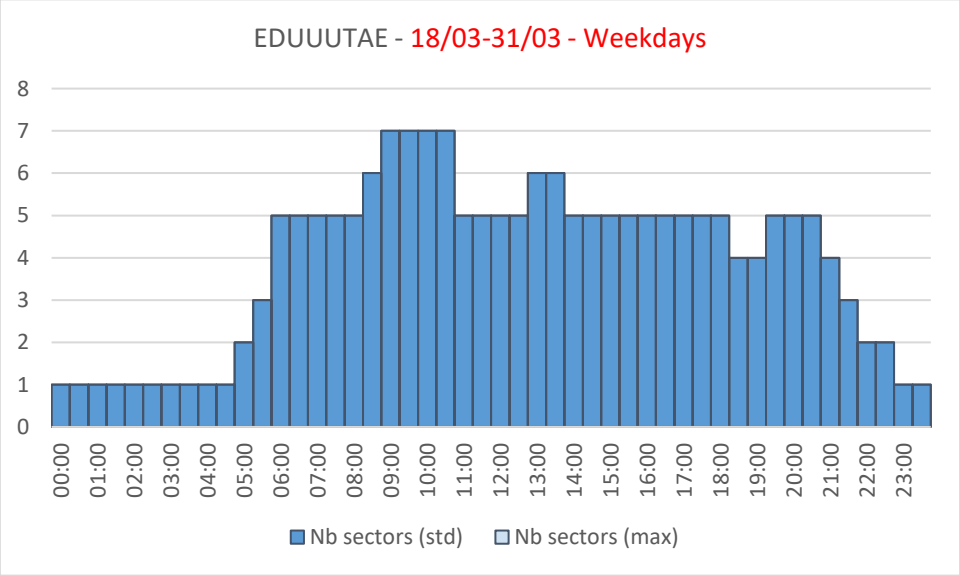

EDUUUTAC - 18/03-31/03 - Saturday
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

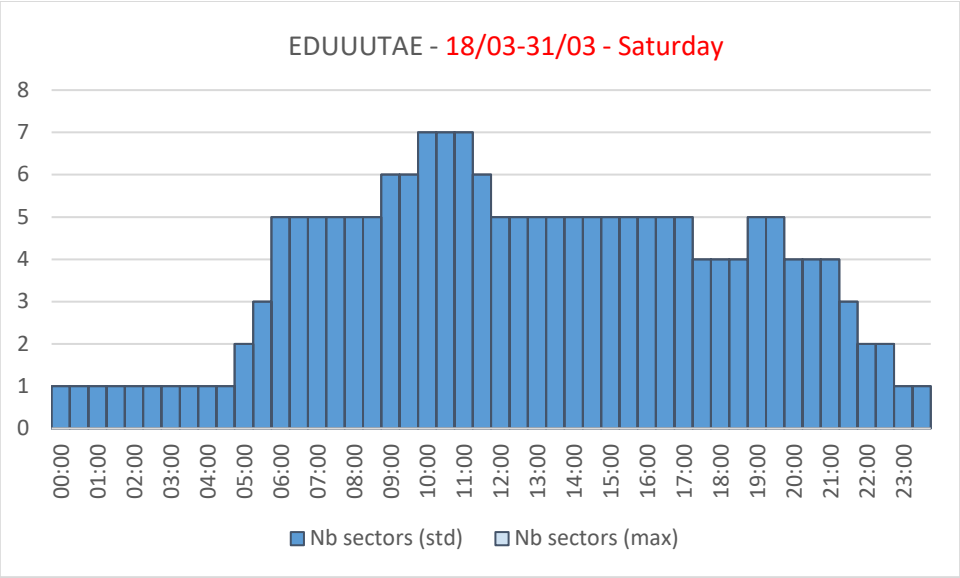

EDUUUTAC - 18/03-31/03 - Sunday
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

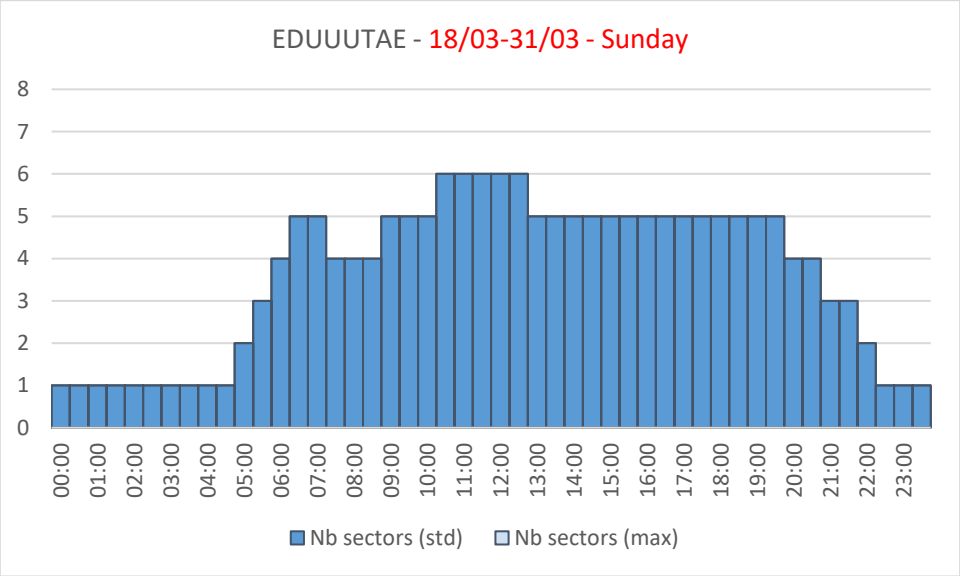

EDUUUTAC - 01/04-28/04 - Weekdays
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

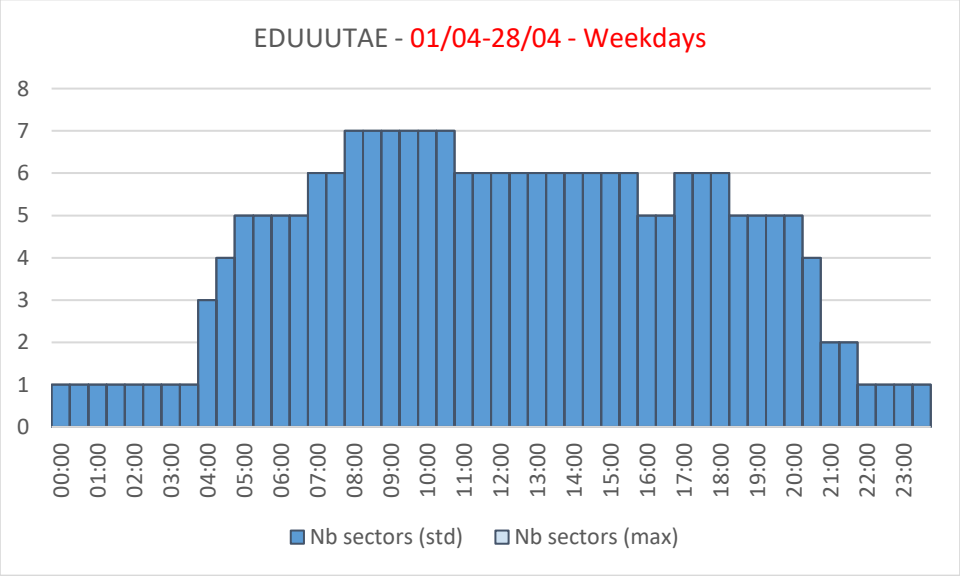

EDUUUTAC - 01/04-28/04 - Saturday
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

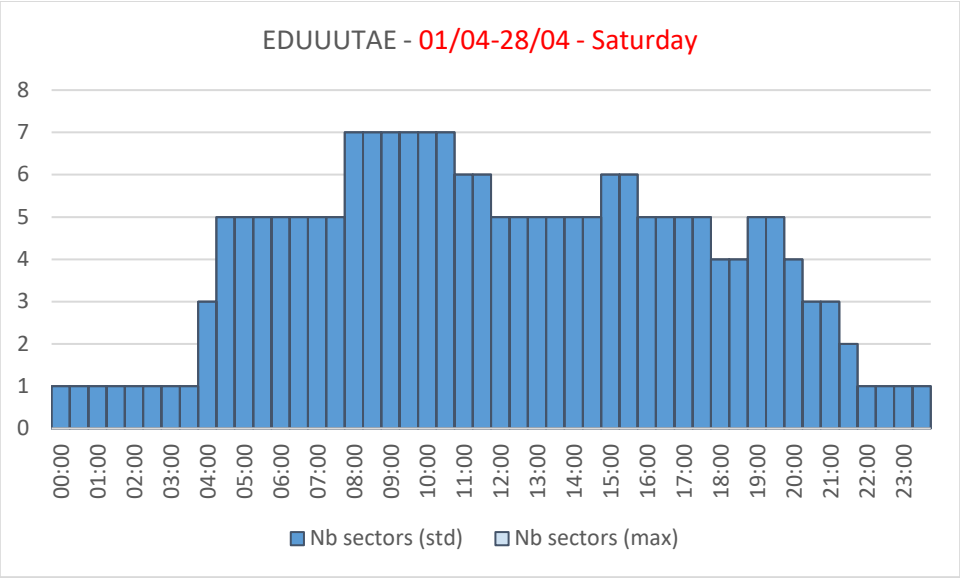

EDUUUTAC - 01/04-28/04 - Sunday
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

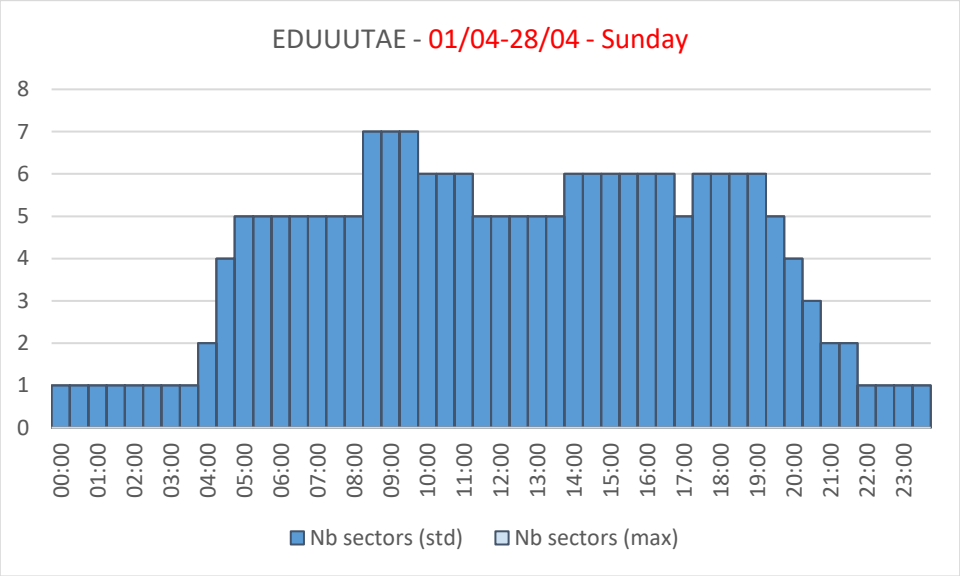

EDUUUTAE - 18/03-31/03 - Weekdays
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

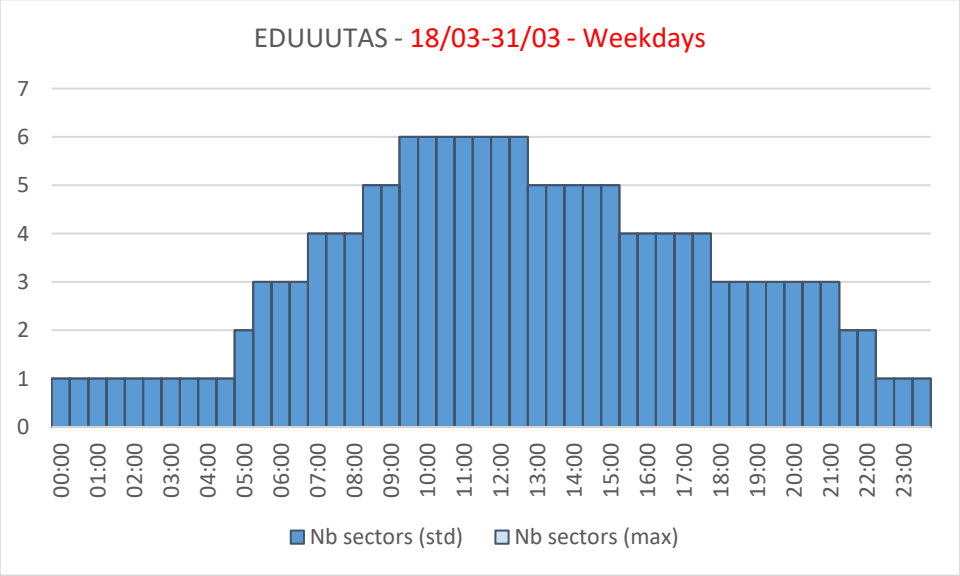

EDUUUTAE - 18/03-31/03 - Saturday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

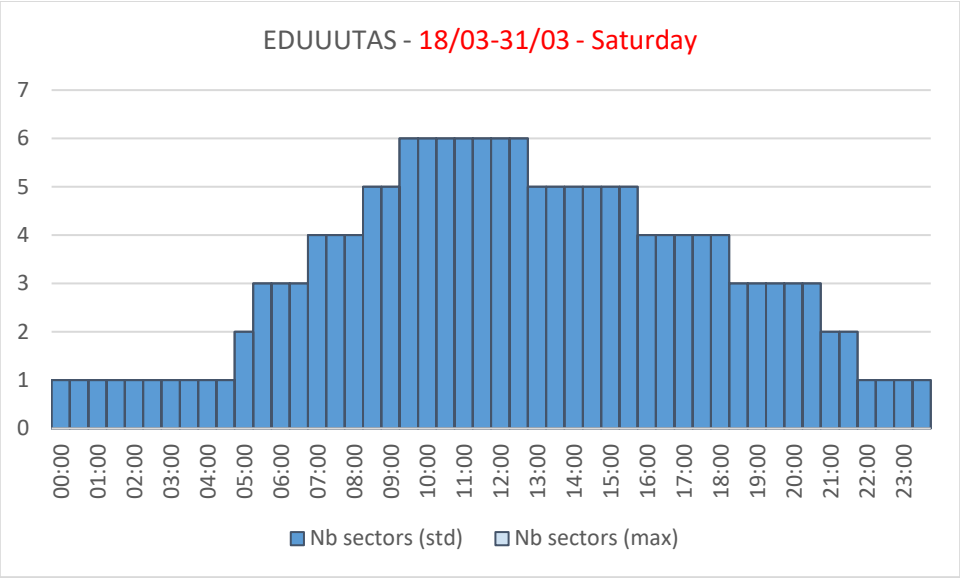

EDUUUTAE - 18/03-31/03 - Sunday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

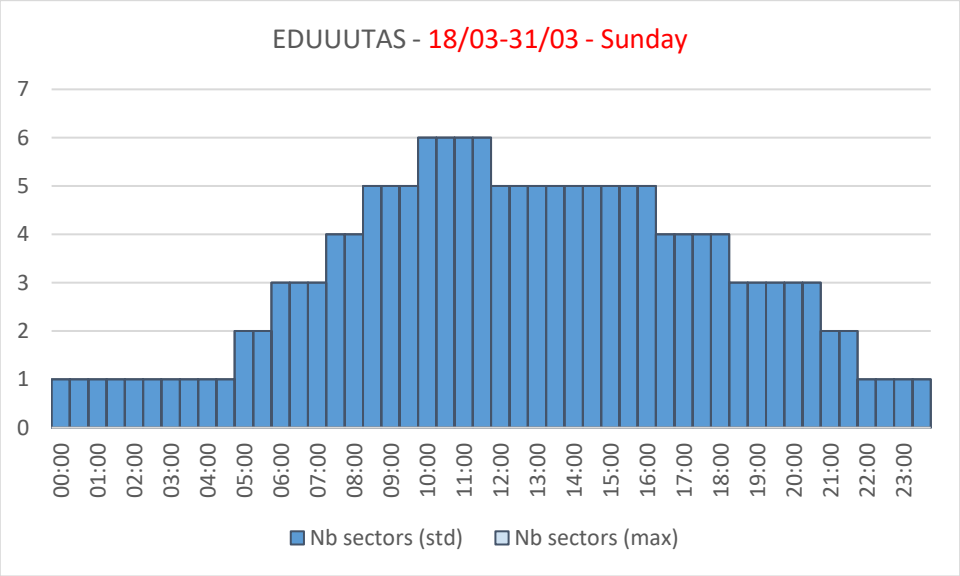

EDUUUTAE - 01/04-28/04 - Weekdays
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

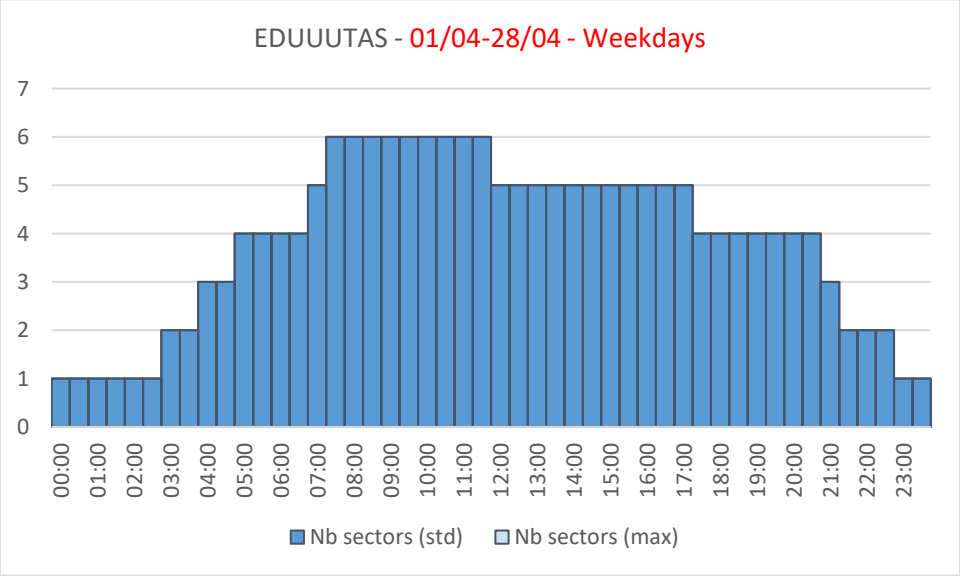

EDUUUTAE - 01/04-28/04 - Saturday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

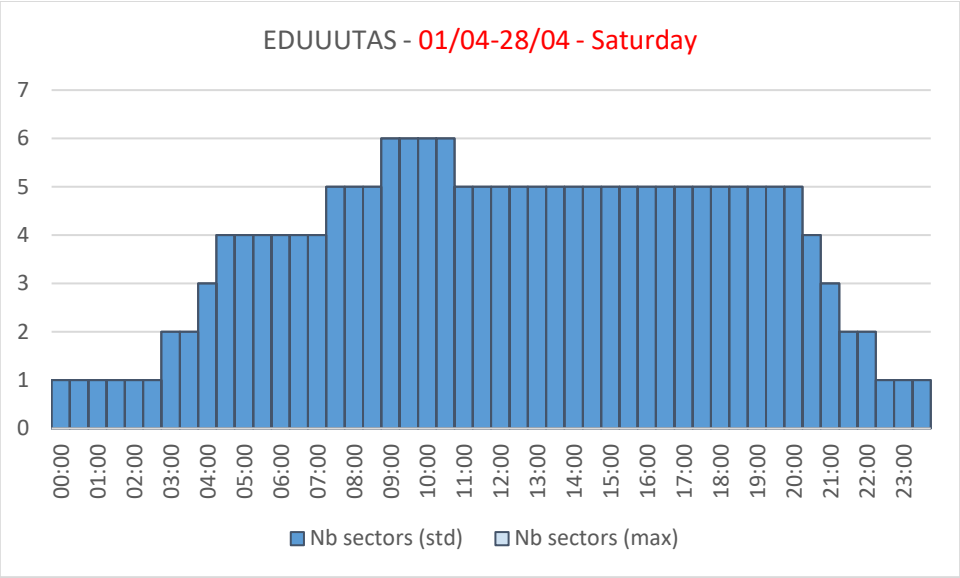

EDUUUTAE - 01/04-28/04 - Sunday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

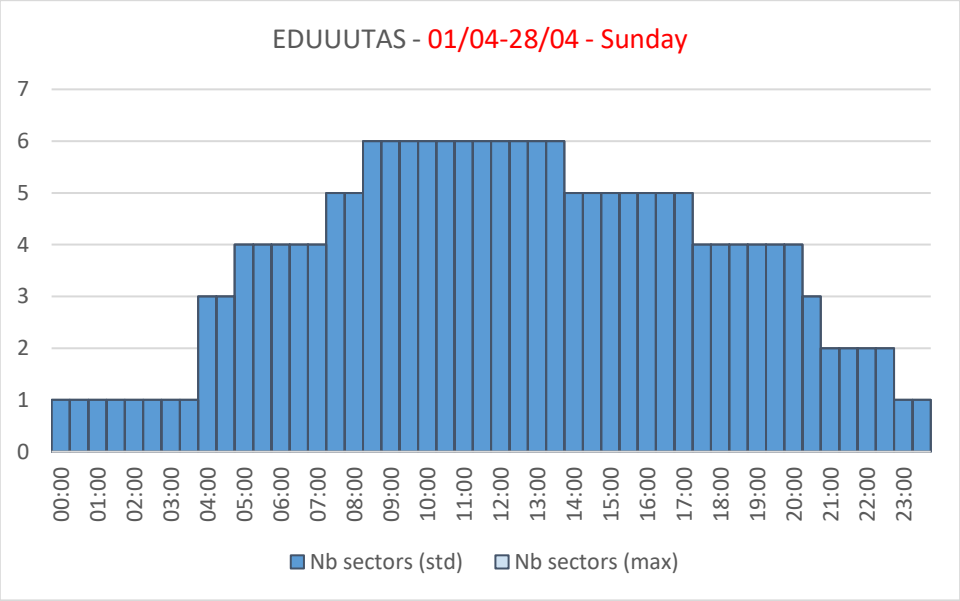

EDUUUTAS - 18/03-31/03 - Weekdays
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

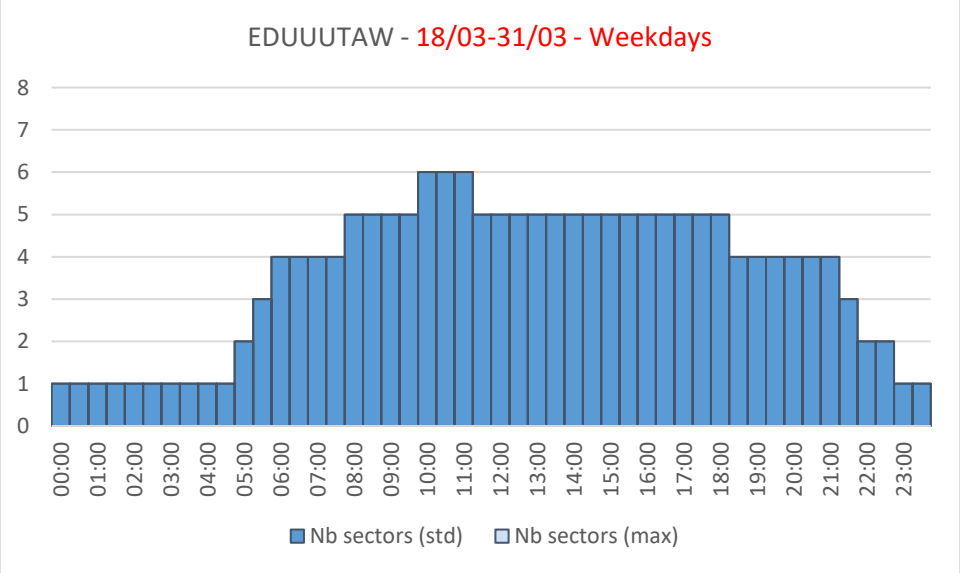

EDUUUTAS - 18/03-31/03 - Saturday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

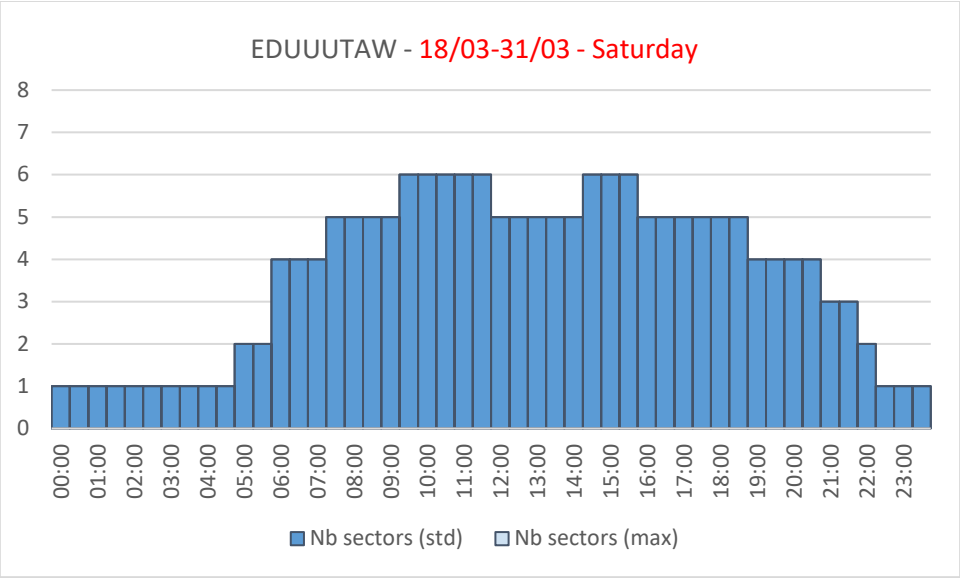

EDUUUTAS - 18/03-31/03 - Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

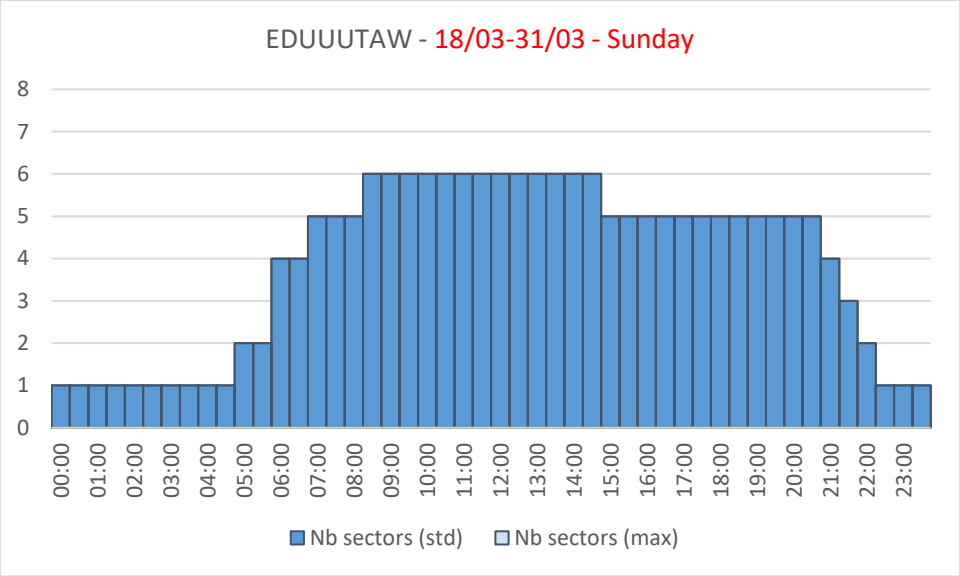

EDUUUTAS - 01/04-28/04 - Weekdays
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

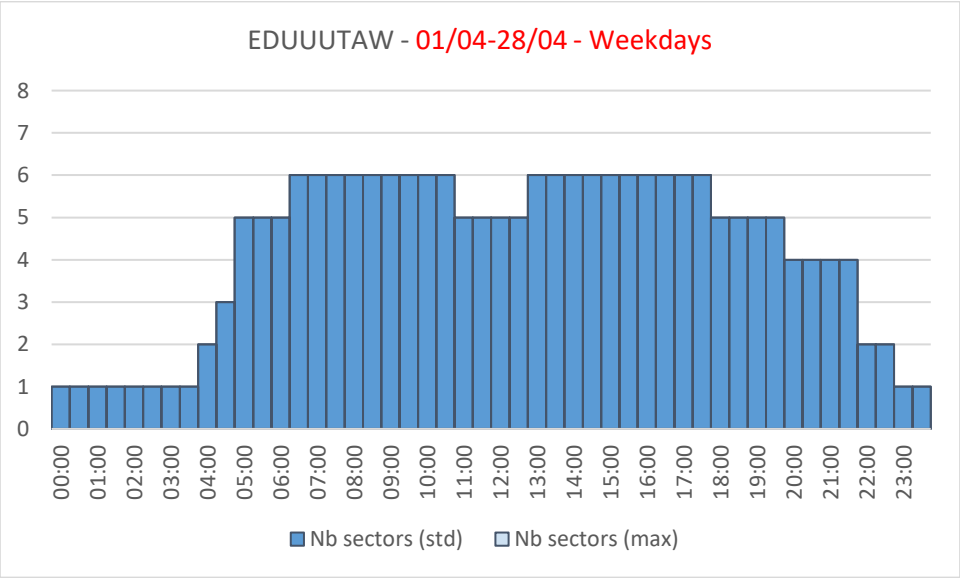

EDUUUTAS - 01/04-28/04 - Saturday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

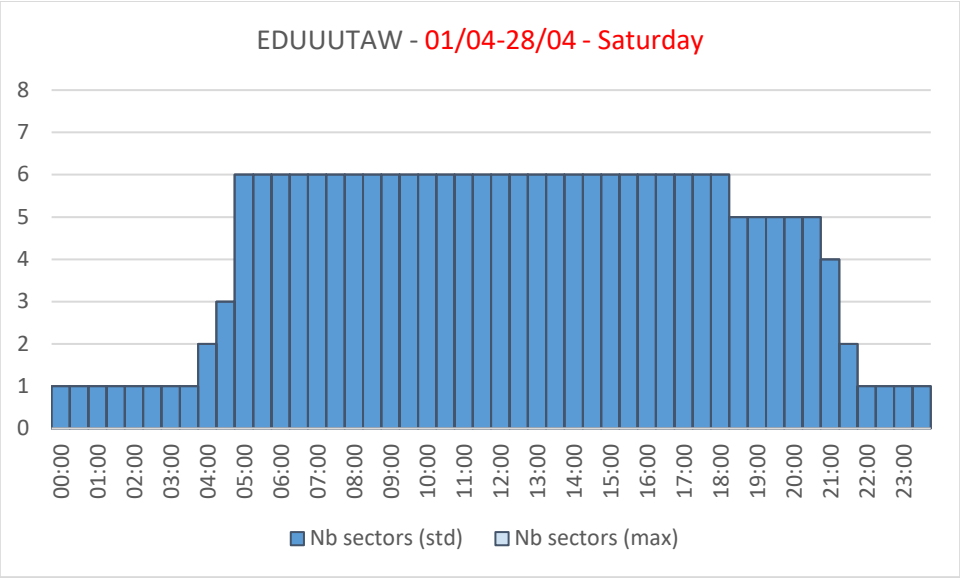

EDUUUTAS - 01/04-28/04 - Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

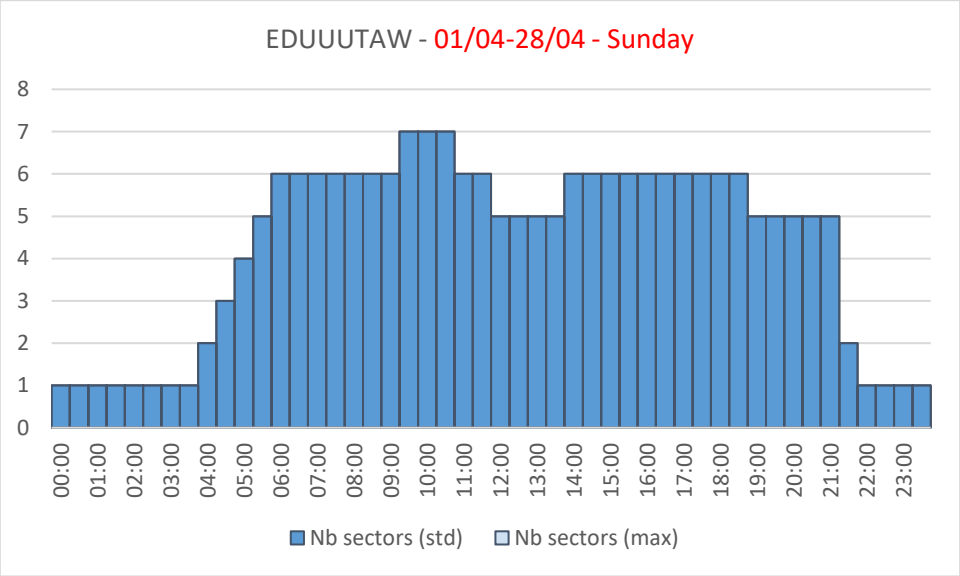

EDUUUTAW - 18/03-31/03 - Weekdays
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDUUUTAW - 18/03-31/03 - Saturday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDUUUTAW - 18/03-31/03 - Sunday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDUUUTAW - 01/04-28/04 - Weekdays
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)





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 or Microsoft Teams.

Additional information

3 weeks lead time for increasing number of available sectors.

Special events and major projects

Start Date	End date	ACC/Airport	Event
03-06-2024	14-06-2024	EDUU/EDYY	NATO TIGER MEET 2024

NM Assessment

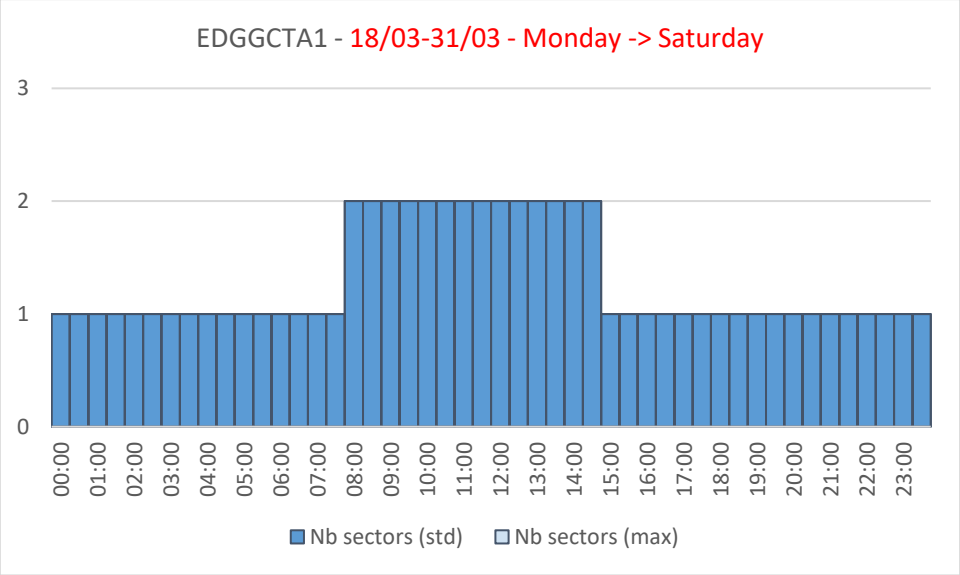
According to the traffic outlook, some overloads are expected on the last Saturday of the traffic outlook. Some flexibility might be needed during traffic peaks. Maximum sector plan would be sufficient. The application of ATFCM measures is possible.

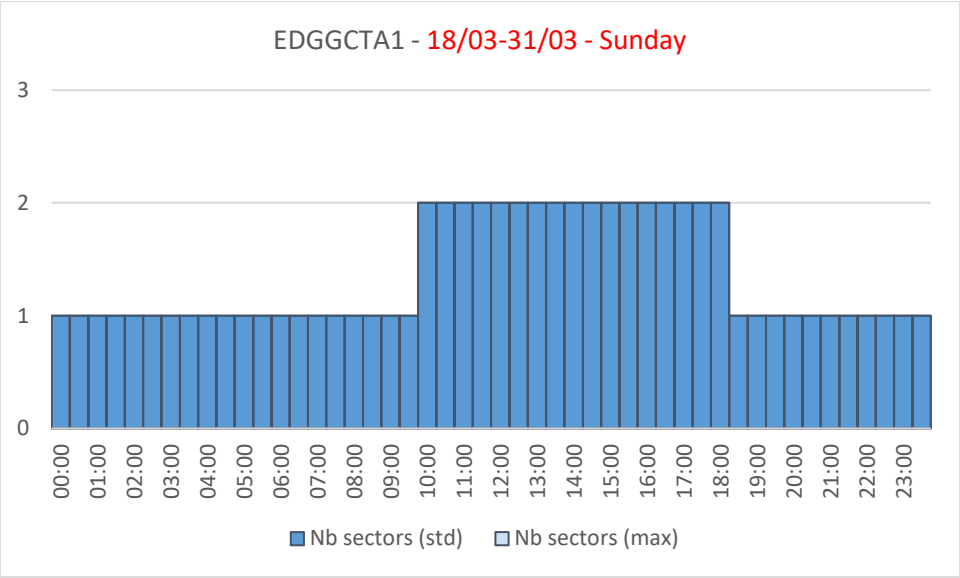
GERMANY LANGEN ACC

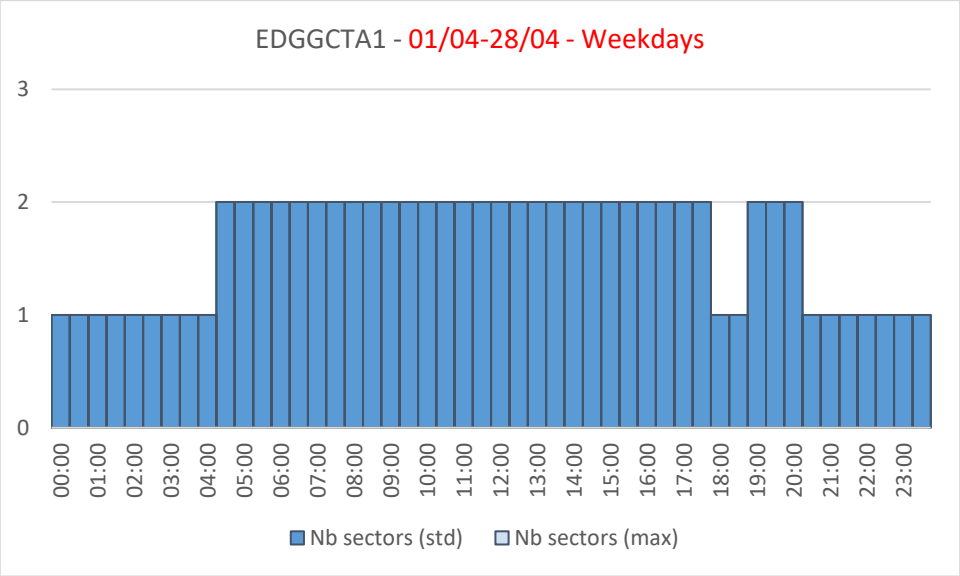
Expected traffic

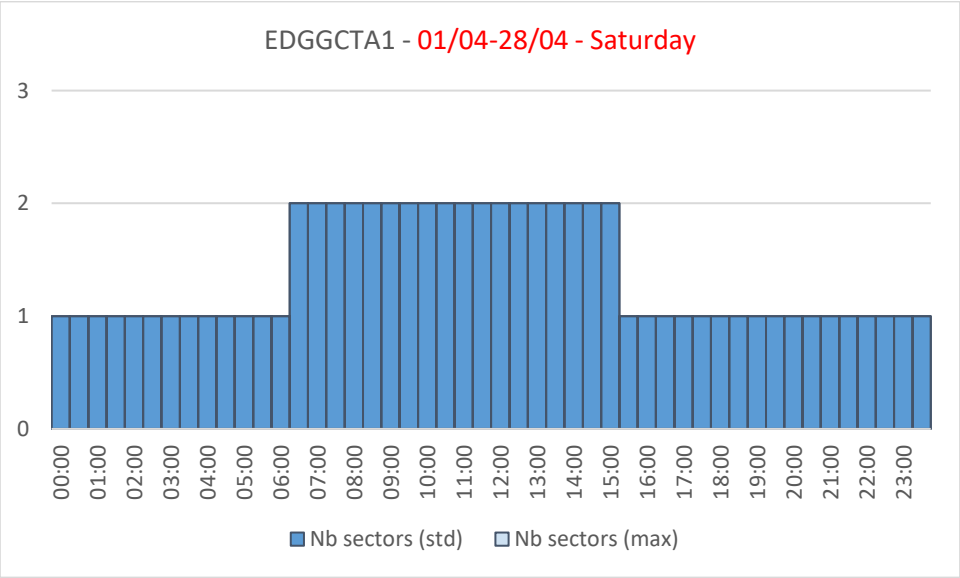
Langen						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3000	2760	3010	3150	3270	2660	2850
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3060	2840	3090	3220	3170	2650	2830
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3060	3210	3220	3270	3340	2920	3020
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3270	3310	3450	3420	3480	3010	3050
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3270	3310	3480	3430	3500	3000	3050
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3280	3360	3460	3520	3430	3020	3070
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3280	3320	3500	3540	3430	3060	3150
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3400	3520	3590	3510	3460	3150	3240

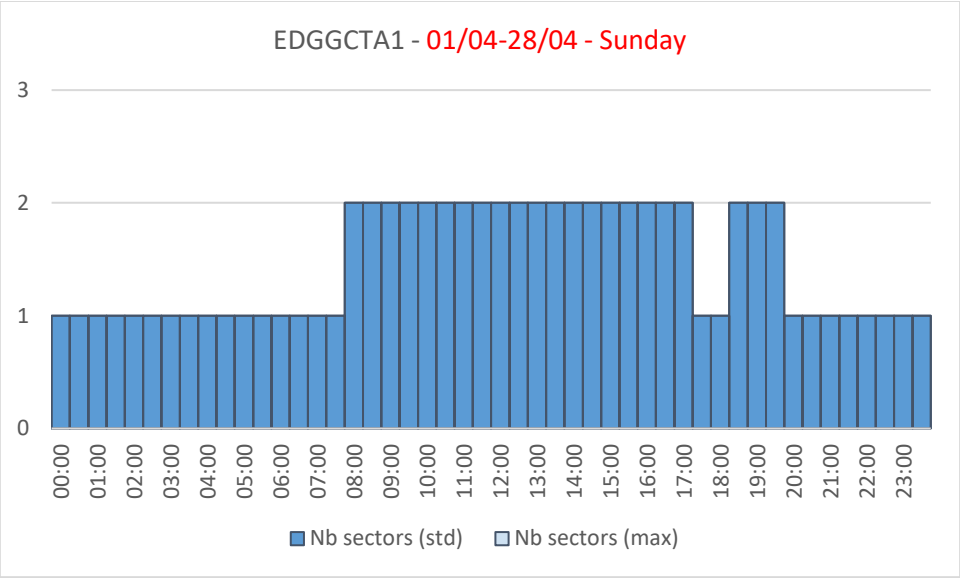
Sector openings – Planned and maximum

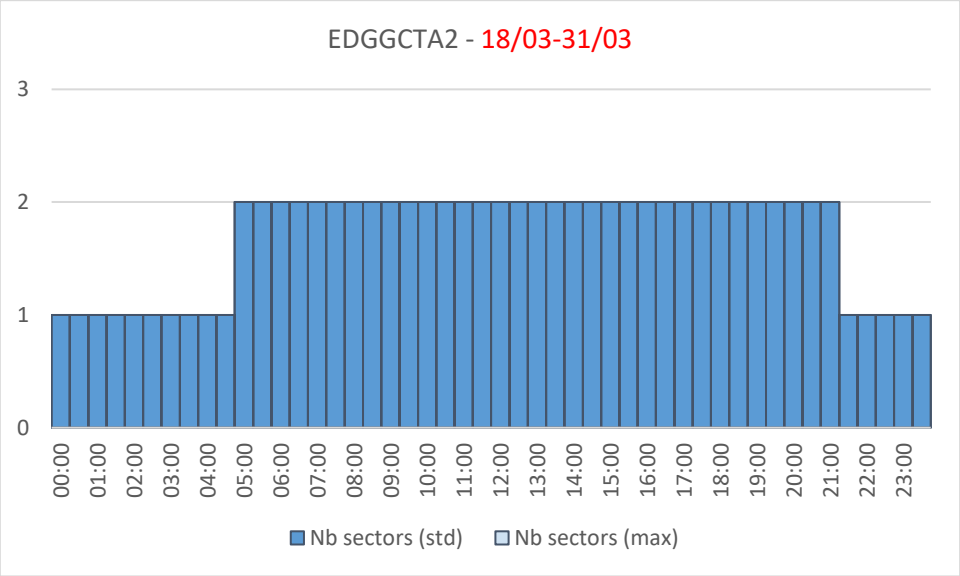


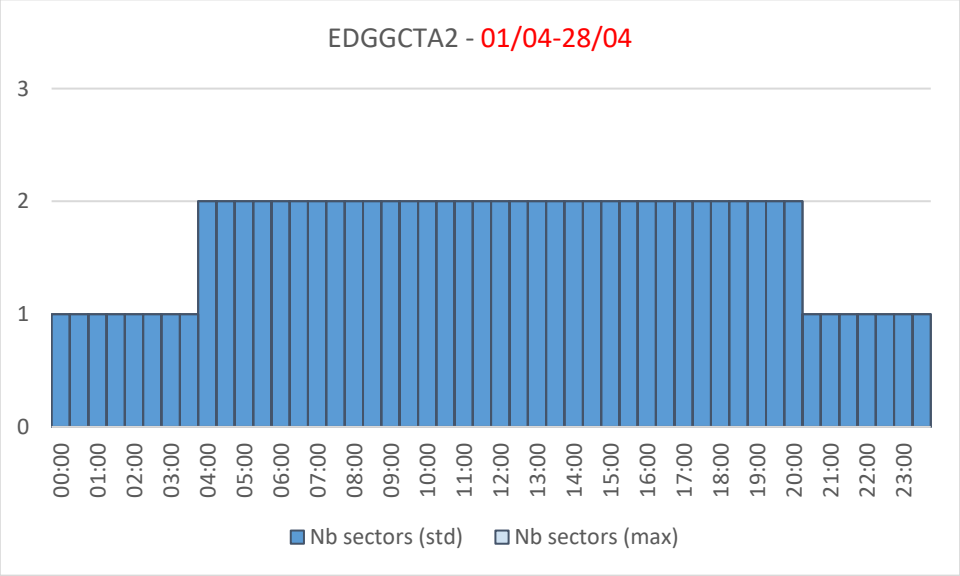

EDGGCTA1 - 18/03-31/03 - Sunday
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

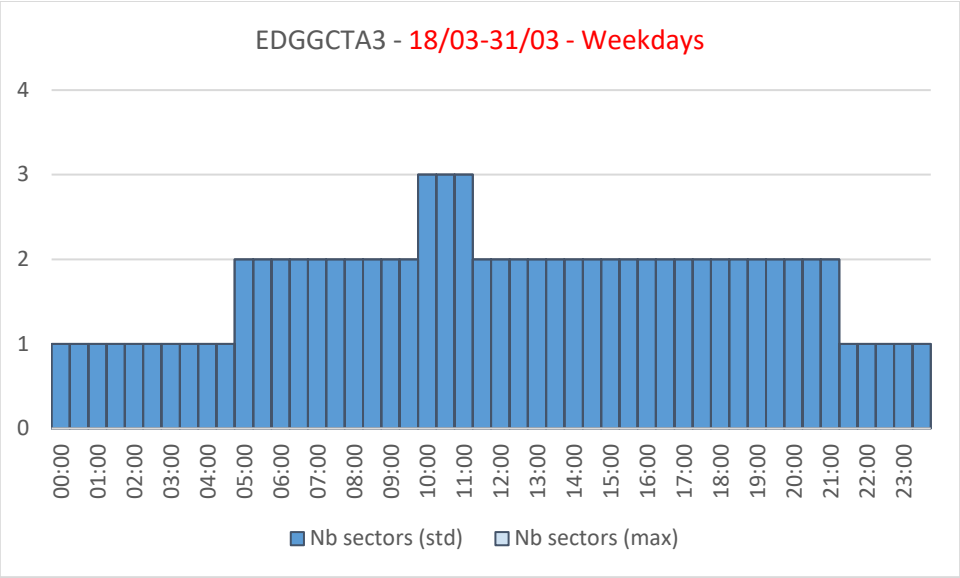

EDGGCTA1 - 01/04-28/04 - Weekdays
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

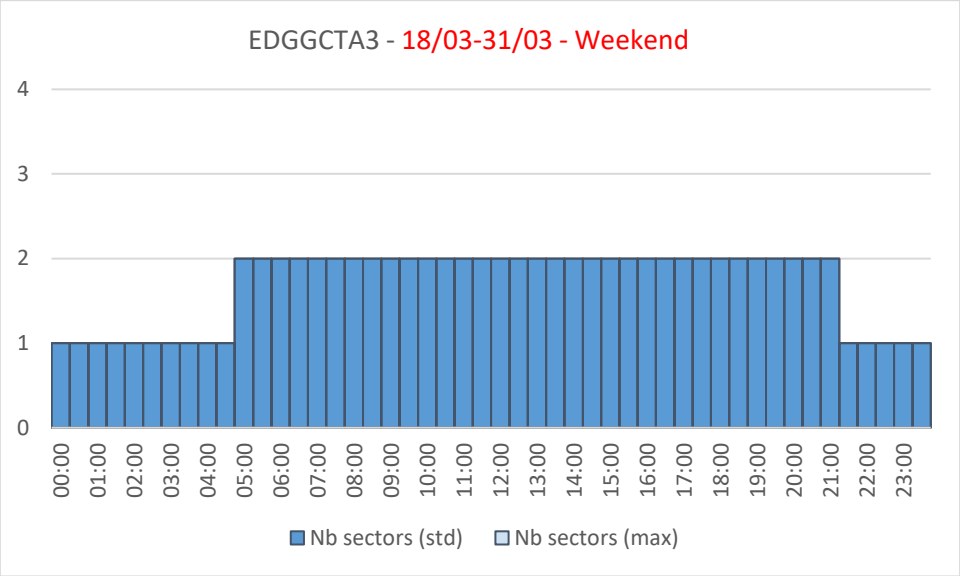

EDGGCTA1 - 01/04-28/04 - Saturday
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

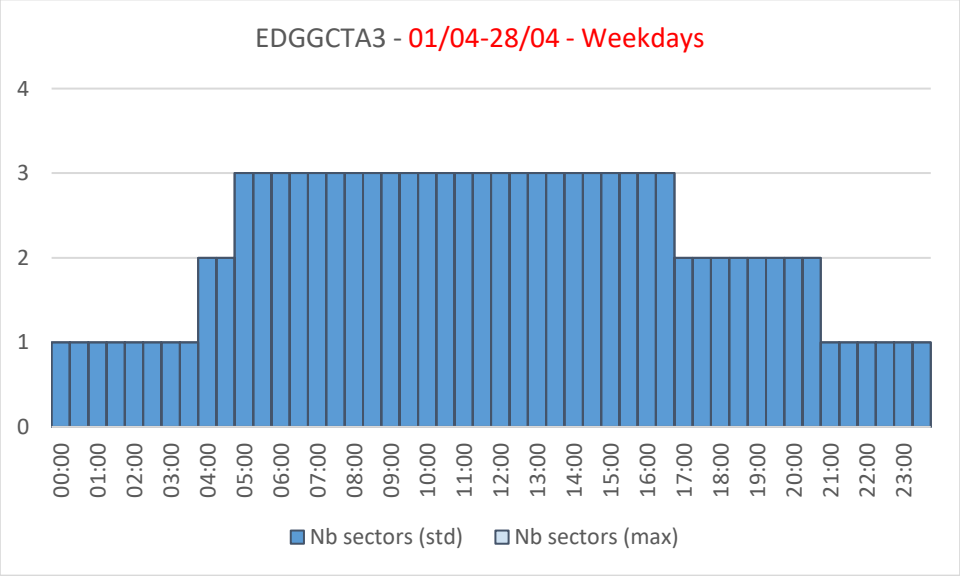

EDGGCTA1 - 01/04-28/04 - Sunday
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

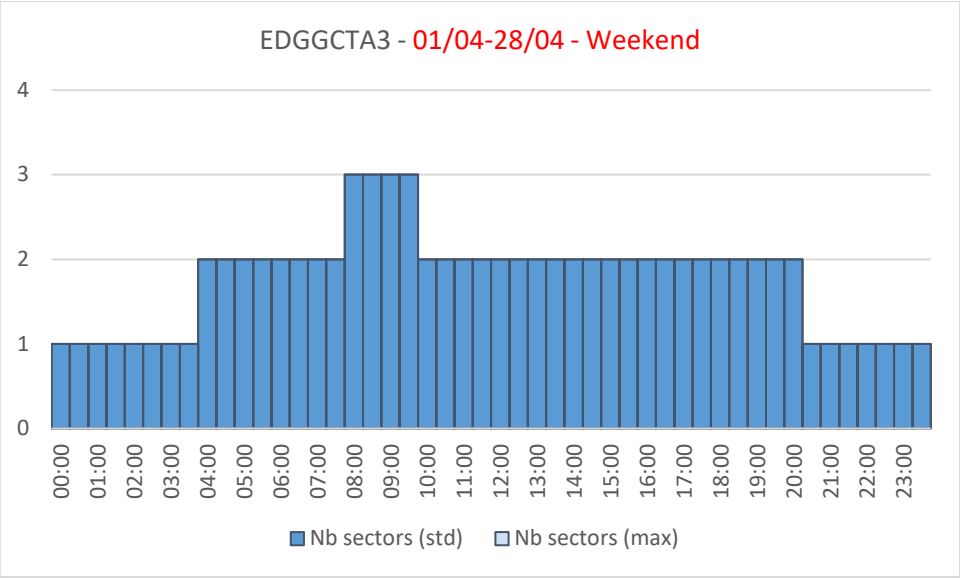

EDGGCTA2 - 18/03-31/03
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

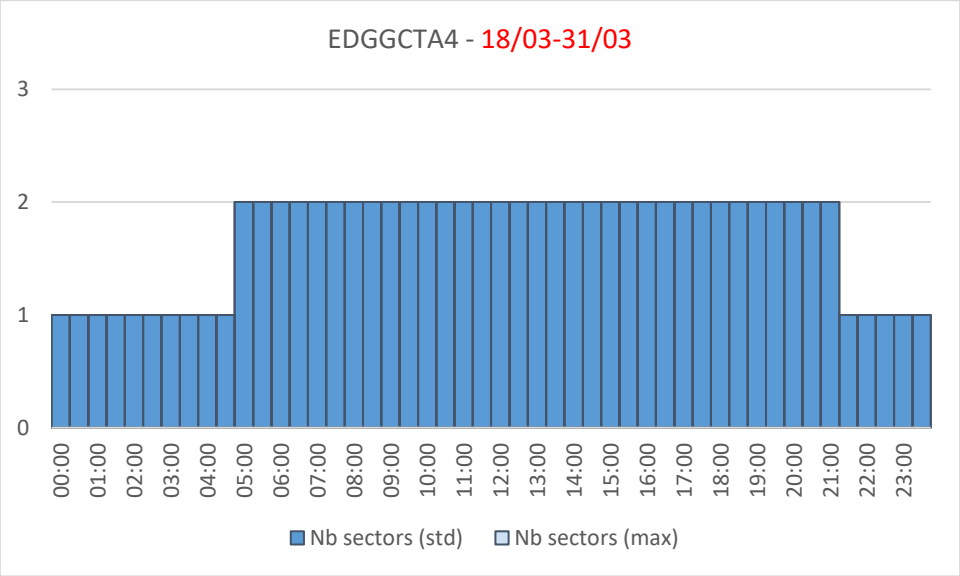

EDGGCTA2 - 01/04-28/04
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

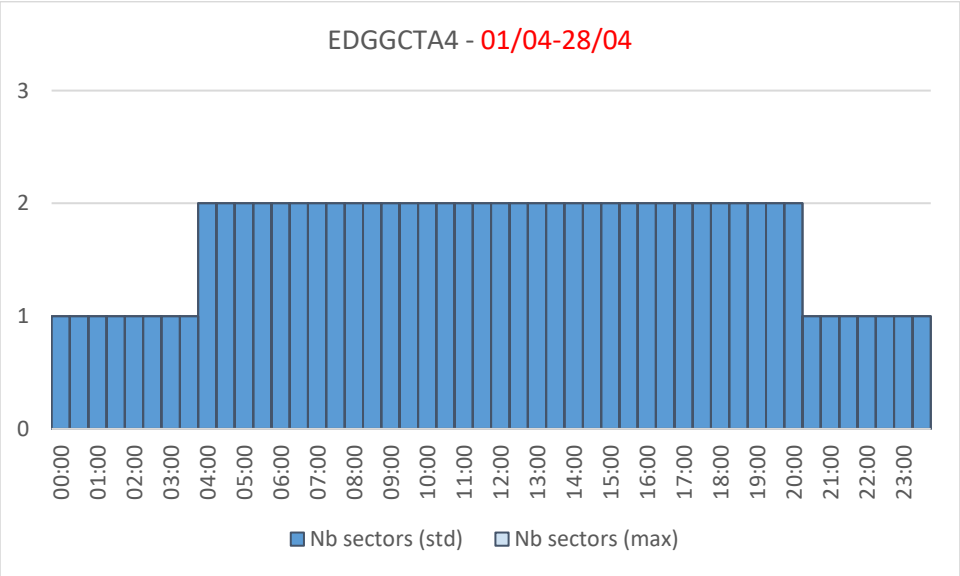

EDGGCTA3 - 18/03-31/03 - Weekdays
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

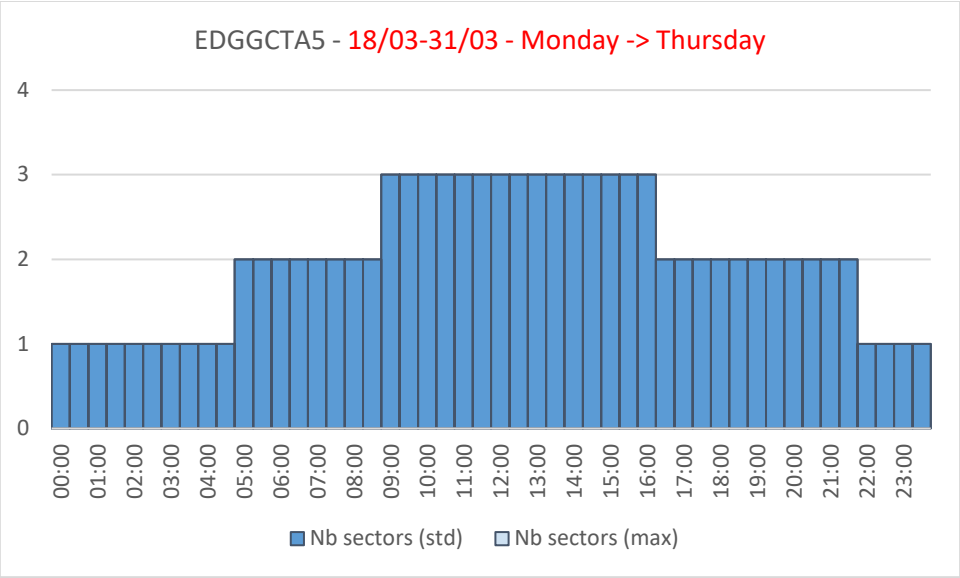

EDGGCTA3 - 18/03-31/03 - Weekend
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

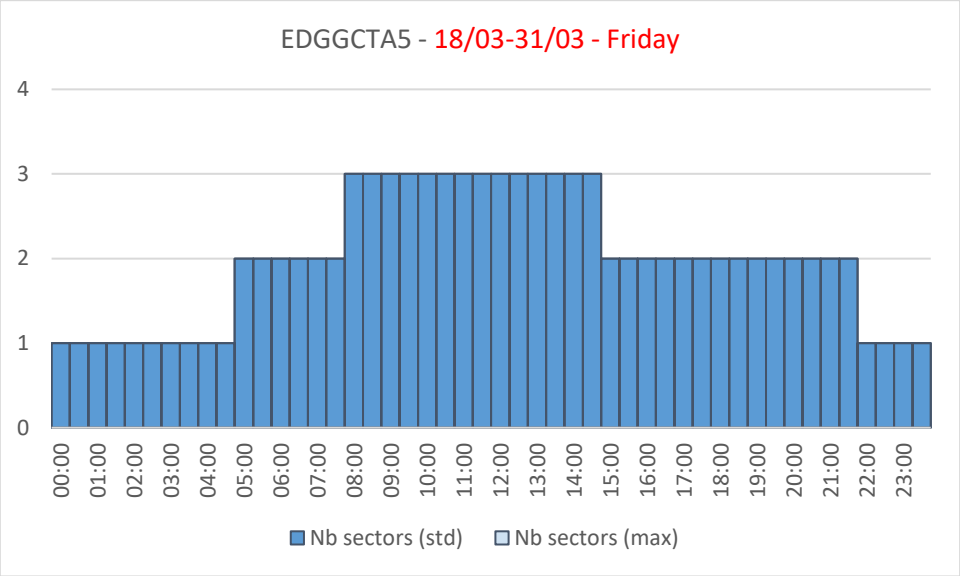

EDGGCTA3 - 01/04-28/04 - Weekdays
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

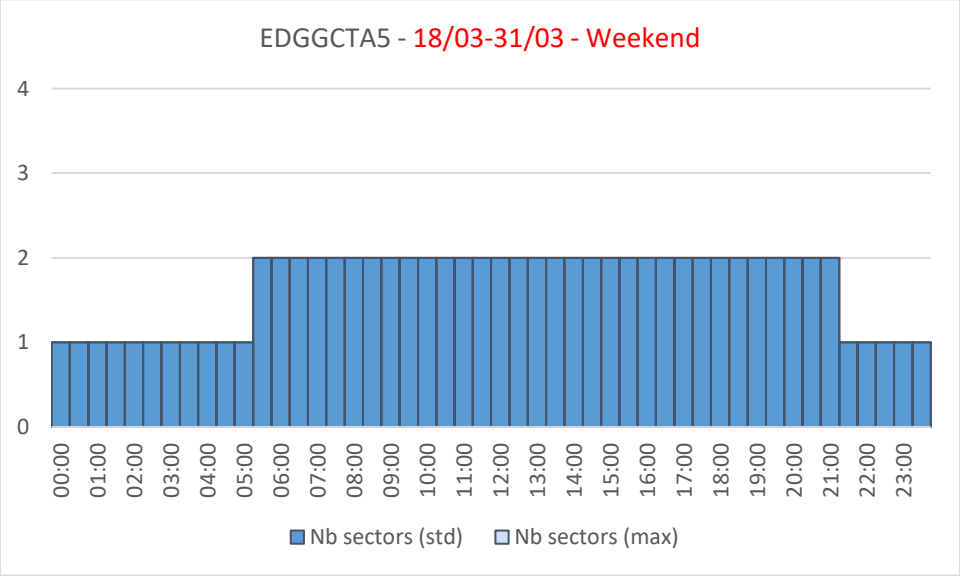

EDGGCTA3 - 01/04-28/04 - Weekend
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

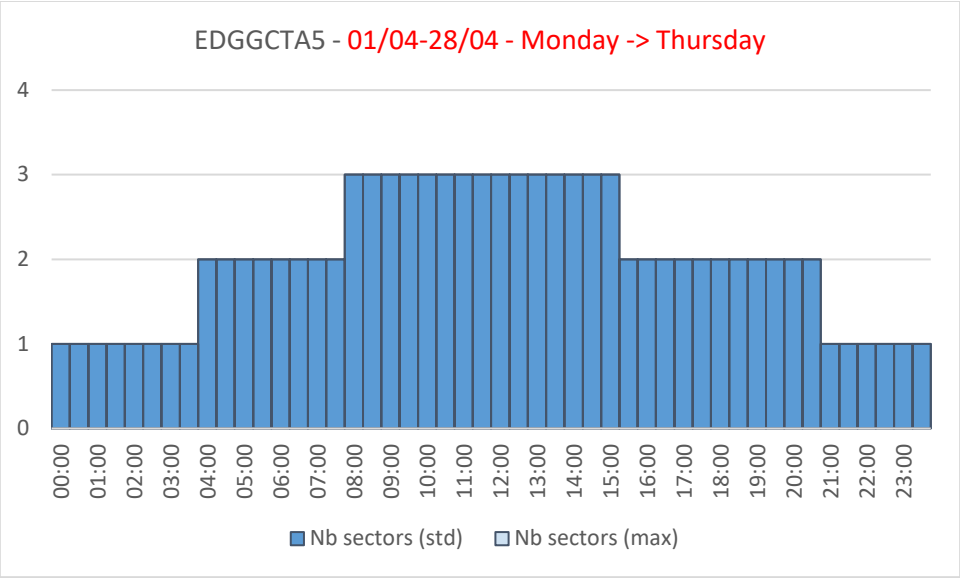

EDGGCTA4 - 18/03-31/03
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

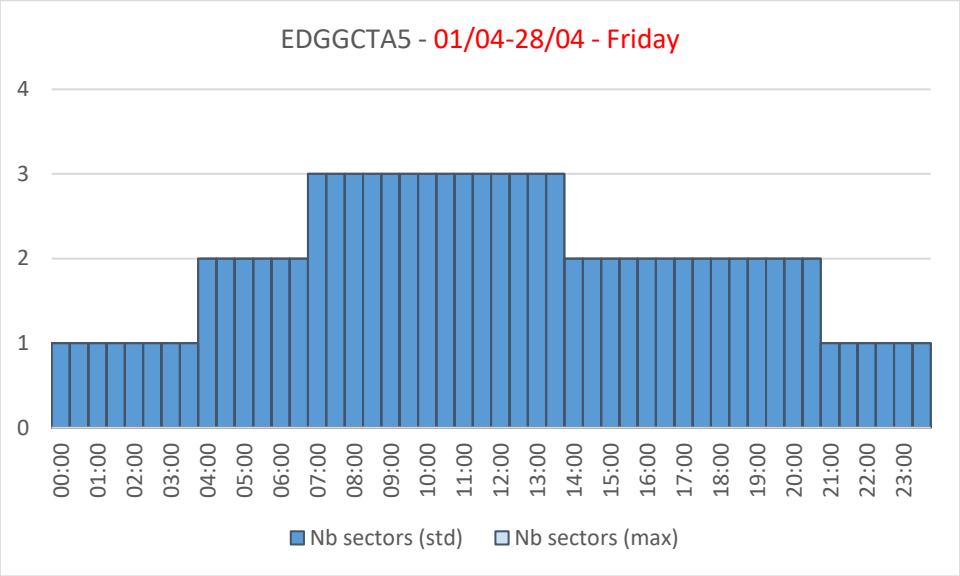

EDGGCTA4 - 01/04-28/04
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

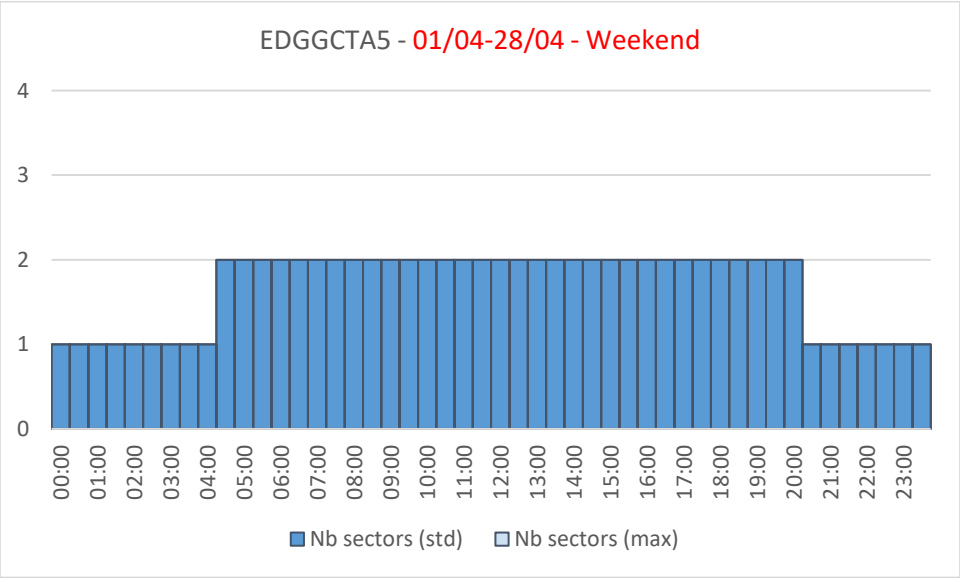

EDGGCTA5 - 18/03-31/03 - Monday -> Thursday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

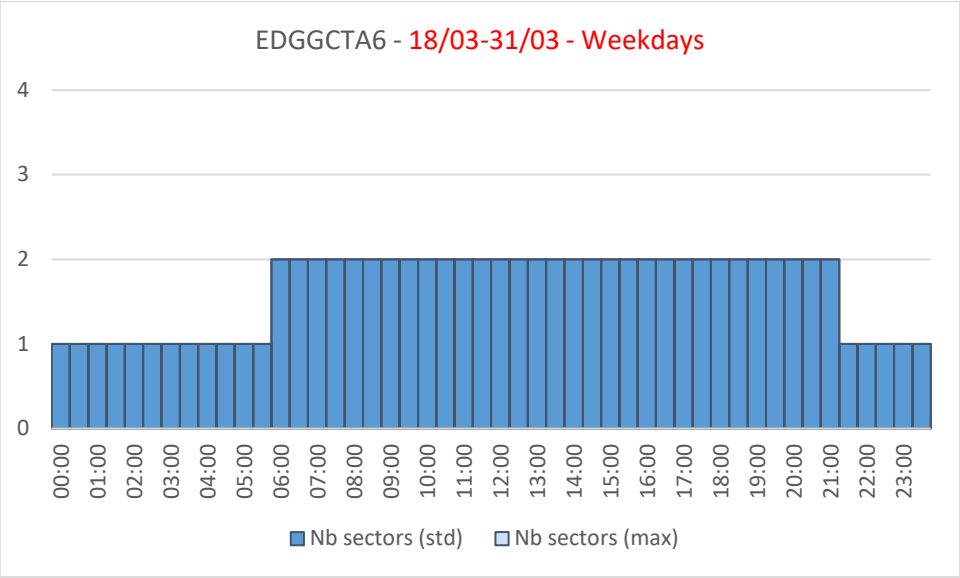

EDGGCTA5 - 18/03-31/03 - Friday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

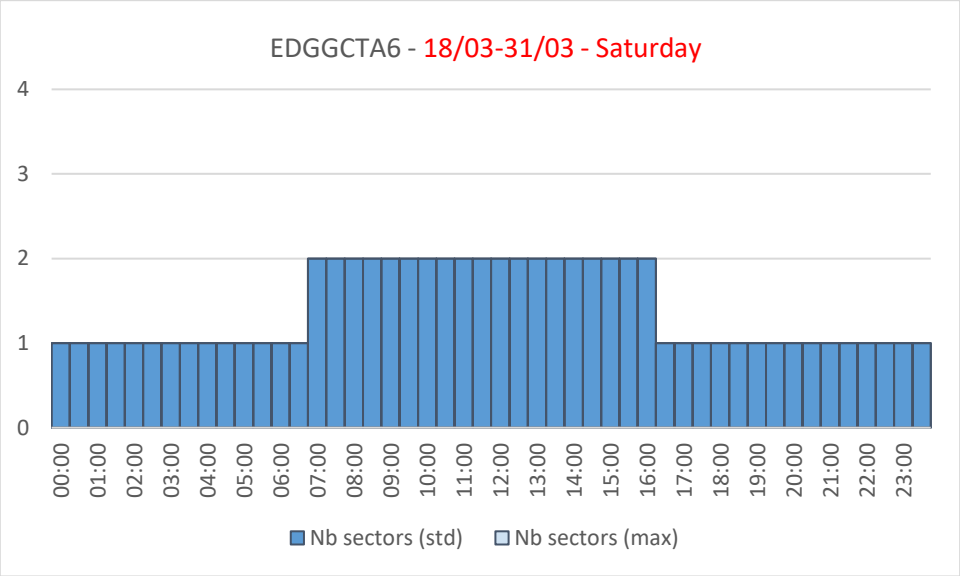

EDGGCTA5 - 18/03-31/03 - Weekend
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

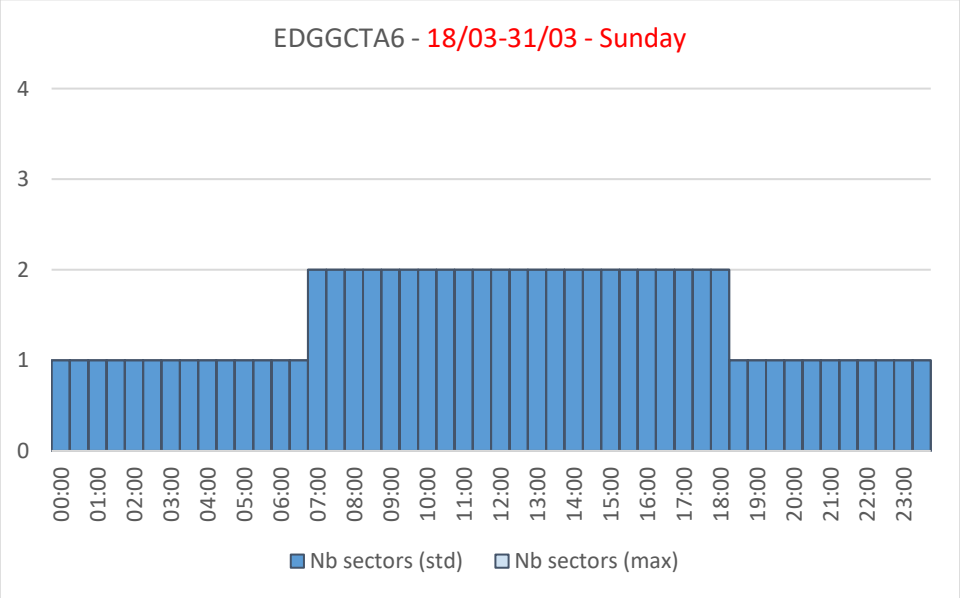

EDGGCTA5 - 01/04-28/04 - Monday -> Thursday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

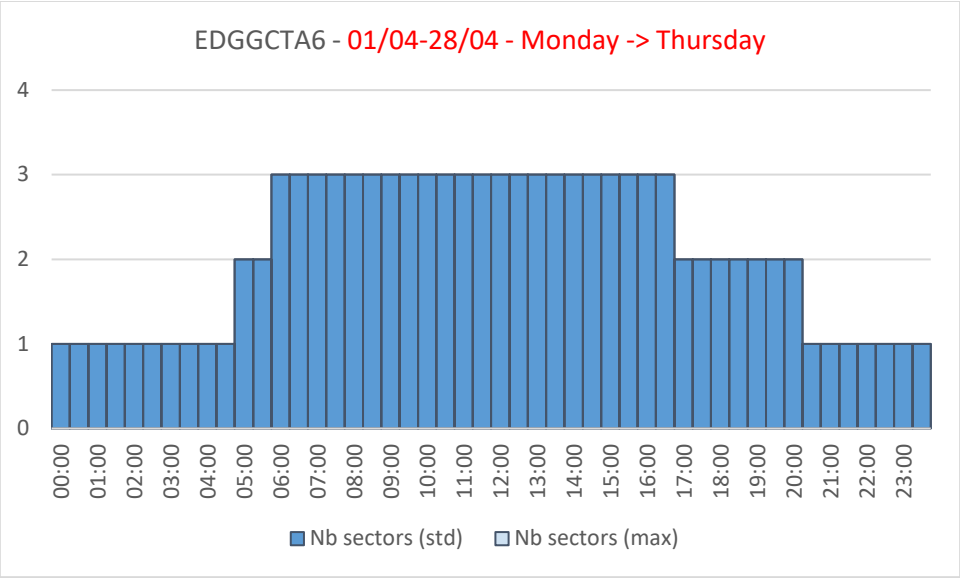

EDGGCTA5 - 01/04-28/04 - Friday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

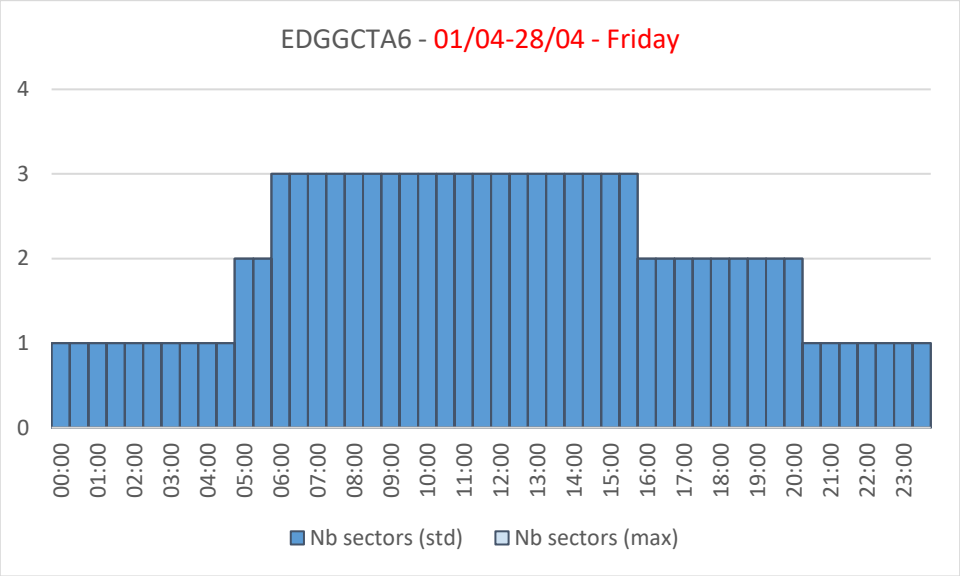

EDGGCTA5 - 01/04-28/04 - Weekend
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

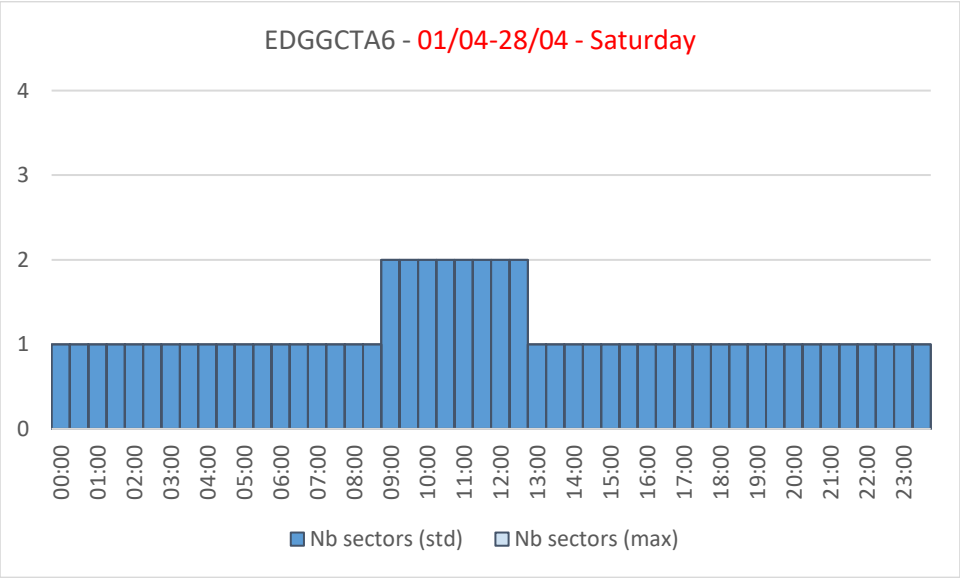

EDGGCTA6 - 18/03-31/03 - Weekdays
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

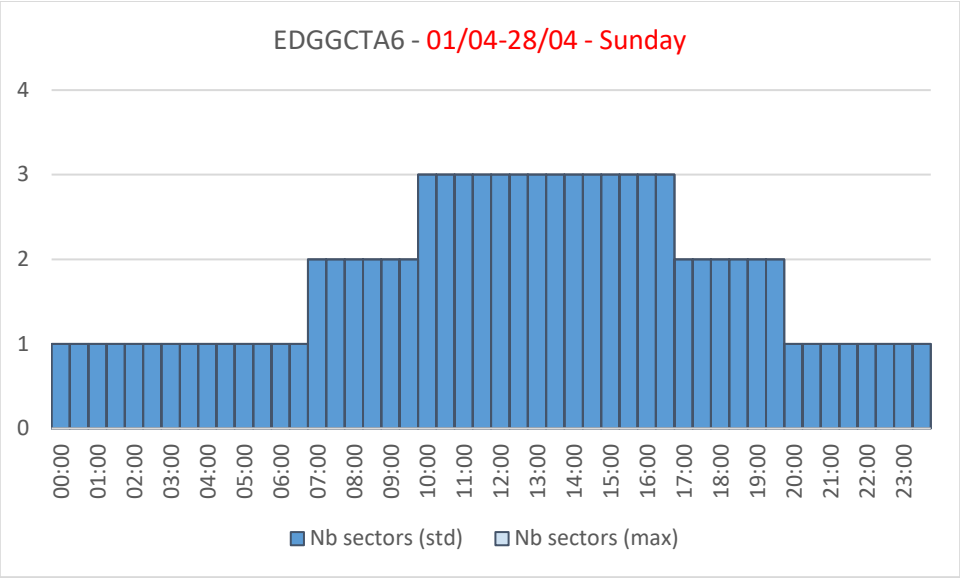

EDGGCTA6 - 18/03-31/03 - Saturday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

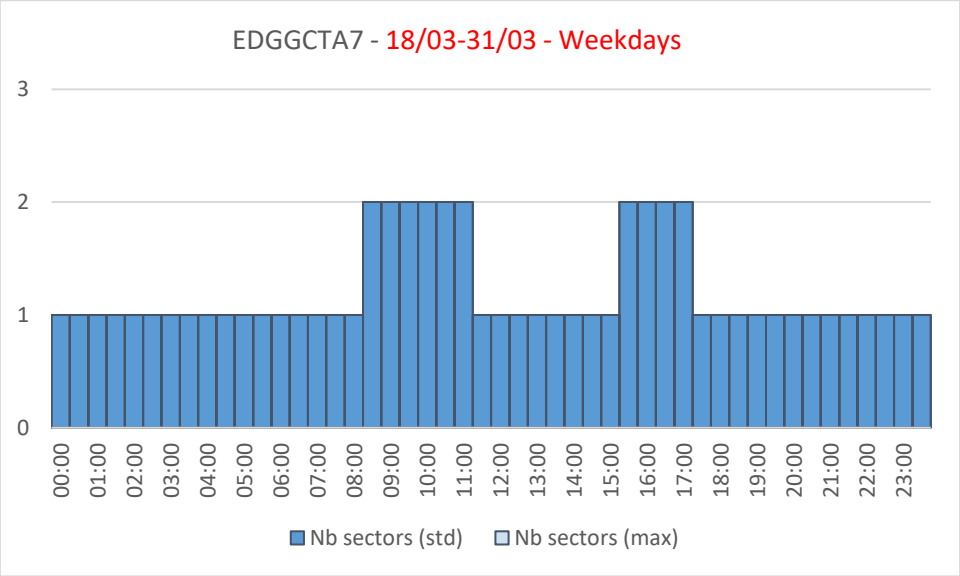

EDGGCTA6 - 18/03-31/03 - Sunday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

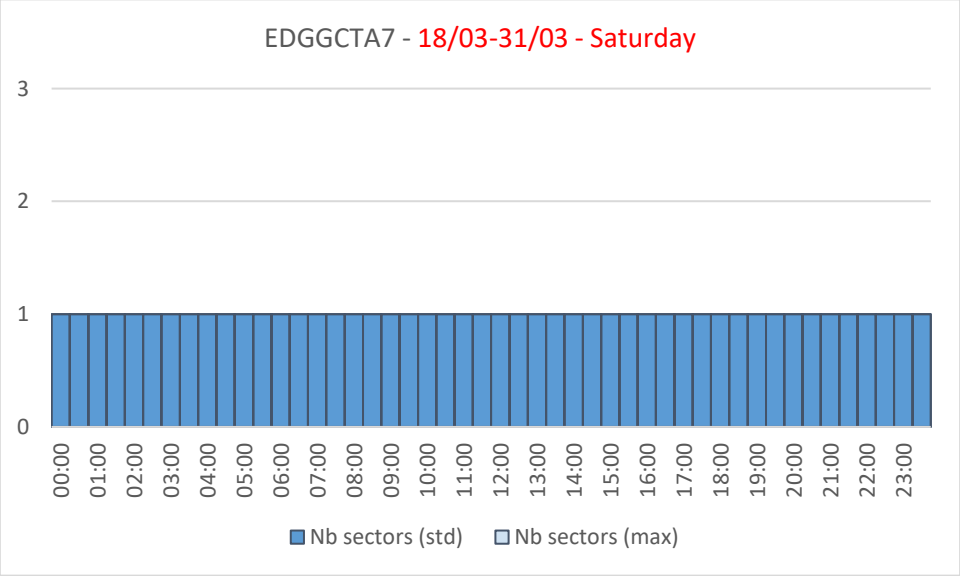

EDGGCTA6 - 01/04-28/04 - Monday -> Thursday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

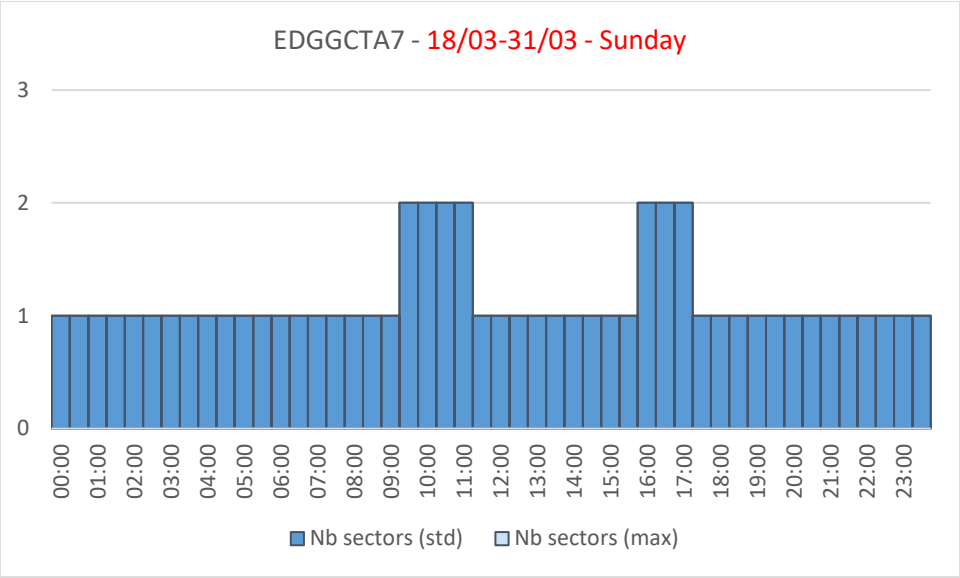

EDGGCTA6 - 01/04-28/04 - Friday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

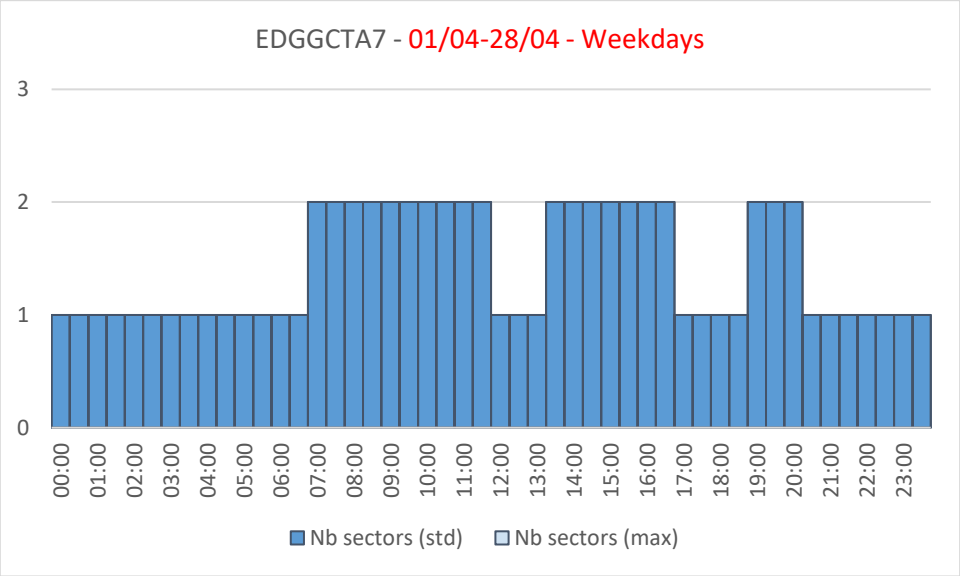

EDGGCTA6 - 01/04-28/04 - Saturday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

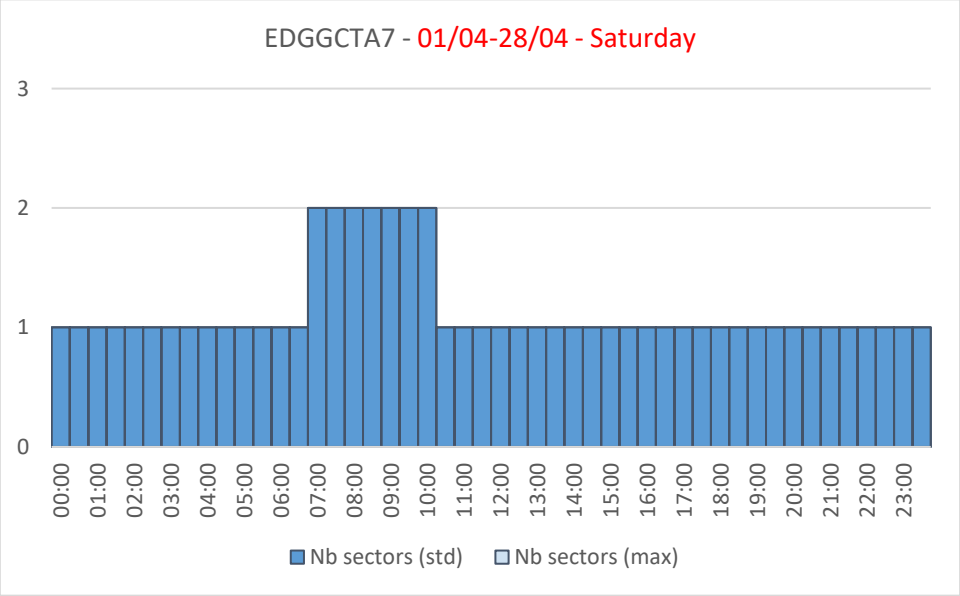

EDGGCTA6 - 01/04-28/04 - Sunday
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

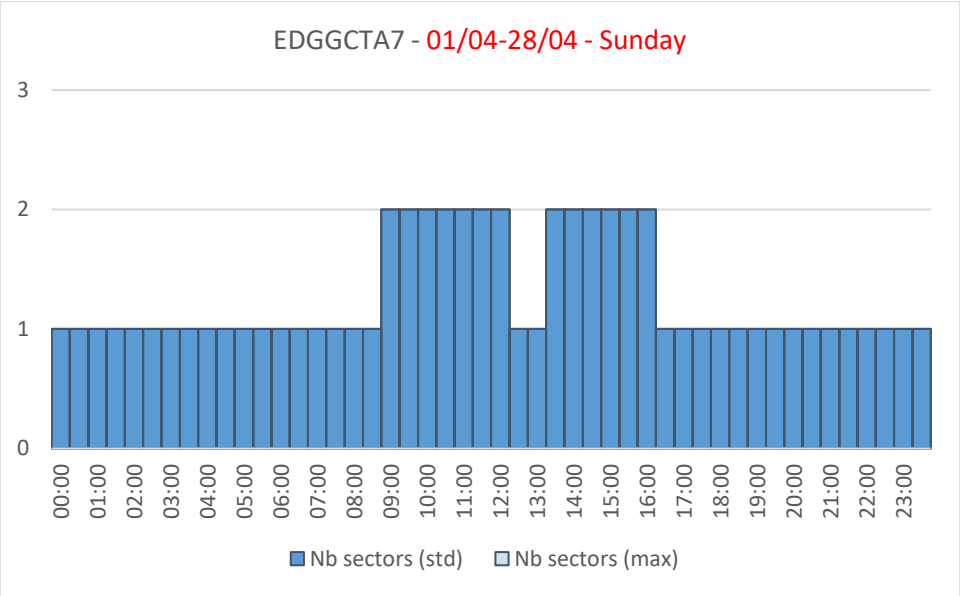

EDGGCTA7 - 18/03-31/03 - Weekdays
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

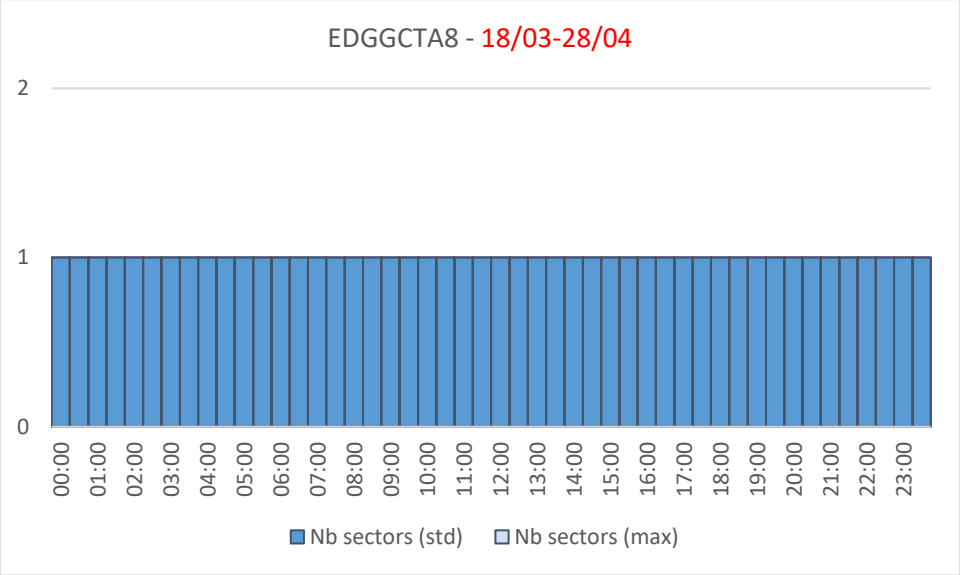

EDGGCTA7 - 18/03-31/03 - Saturday
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

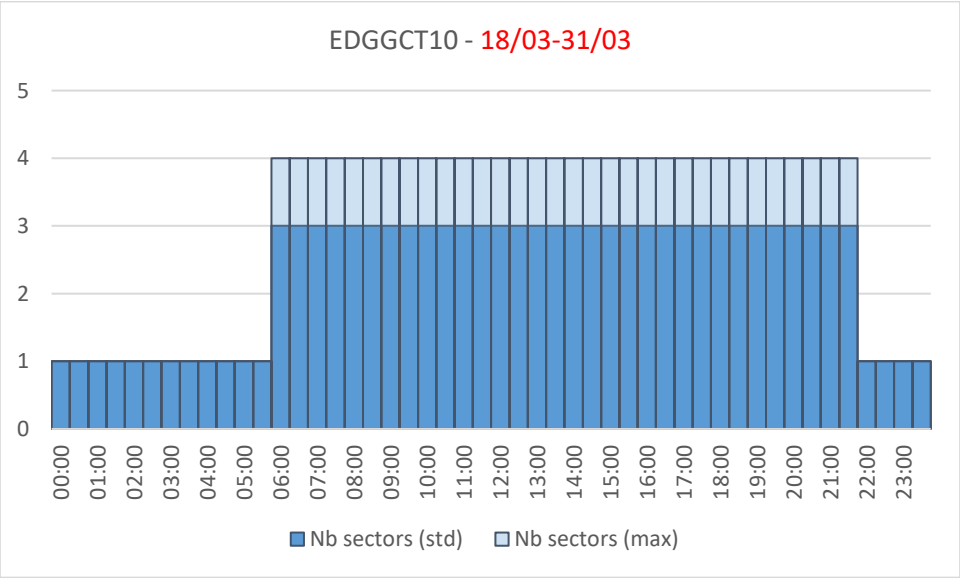

EDGGCTA7 - 18/03-31/03 - Sunday
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

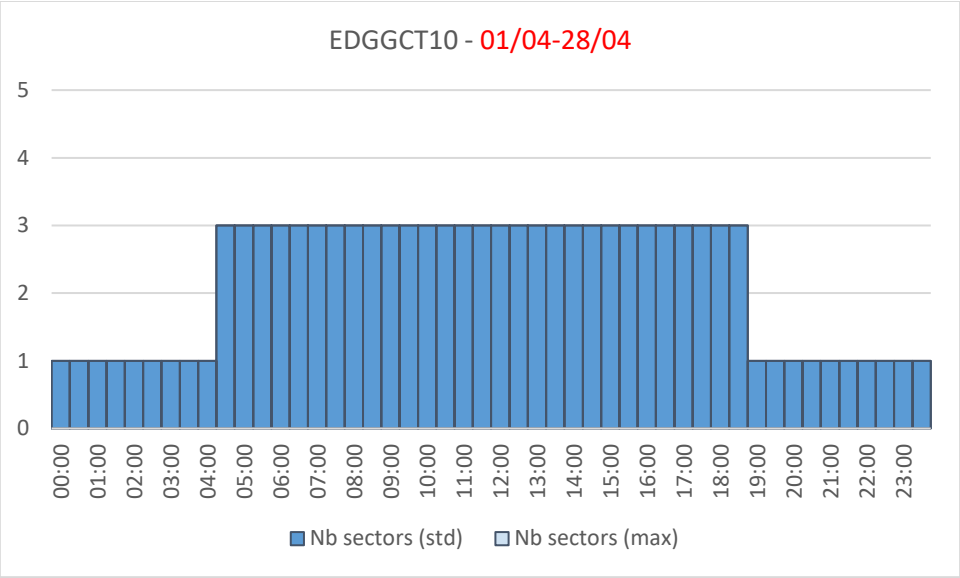

EDGGCTA7 - 01/04-28/04 - Weekdays
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDGGCTA7 - 01/04-28/04 - Saturday
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDGGCTA7 - 01/04-28/04 - Sunday
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDGGCTA8 - 18/03-28/04
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


EDGGCT10 - 18/03-31/03
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)



Sector capacities

No limitation 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 or Microsoft Teams.

Additional information

N/A

Special events and major projects

N/A

NM Assessment

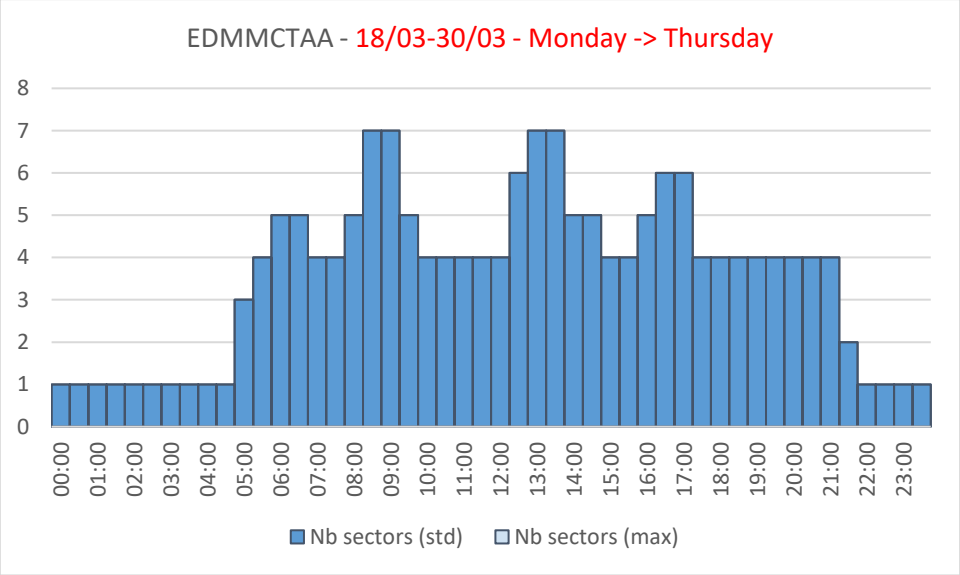
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

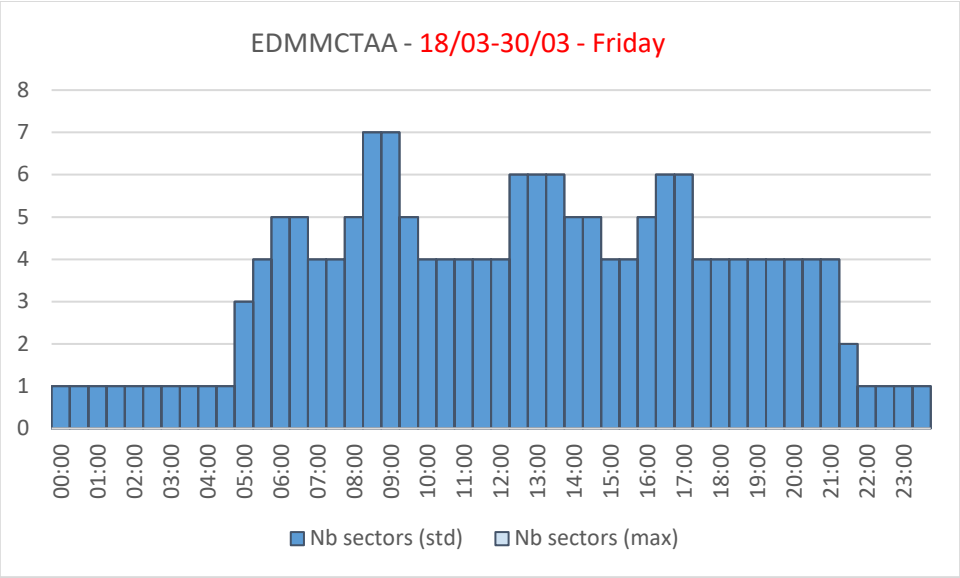
GERMANY MÜNCHEN ACC

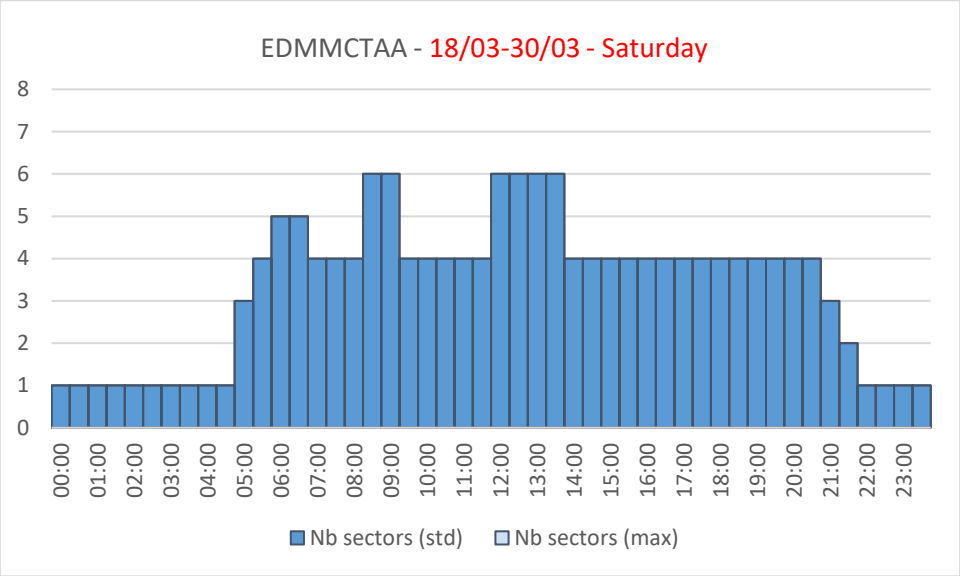
Expected traffic

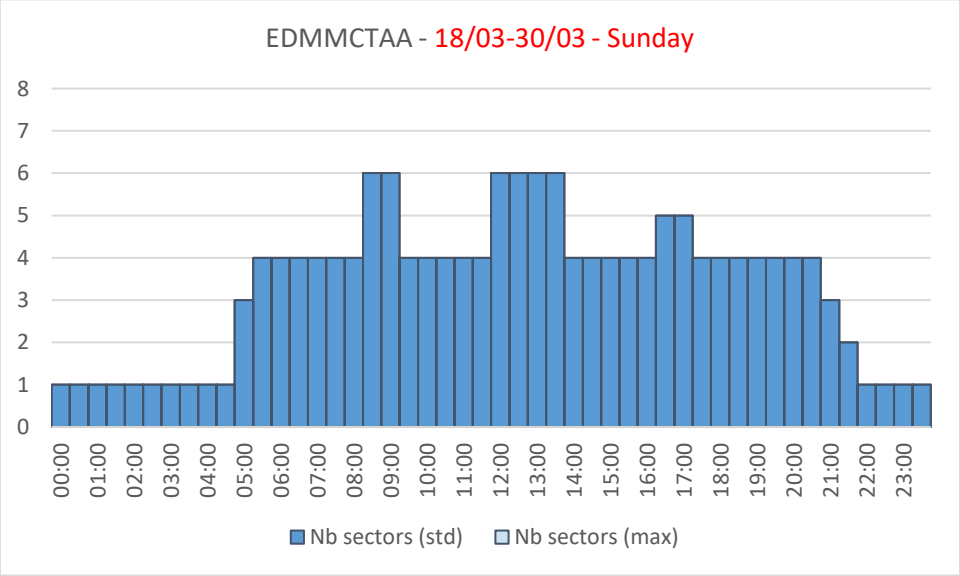
München						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2660	2470	2650	2790	2940	2620	2590
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2690	2530	2730	2890	2880	2560	2640
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2870	2800	2940	2950	3040	2750	2840
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2910	2880	3070	3090	3190	2750	2870
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2900	2900	3080	3100	3180	2730	2870
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2930	2860	3060	3110	3140	2730	2840
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2900	2900	3140	3130	3230	2820	2940
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3110	3050	3220	3170	3230	2830	2930

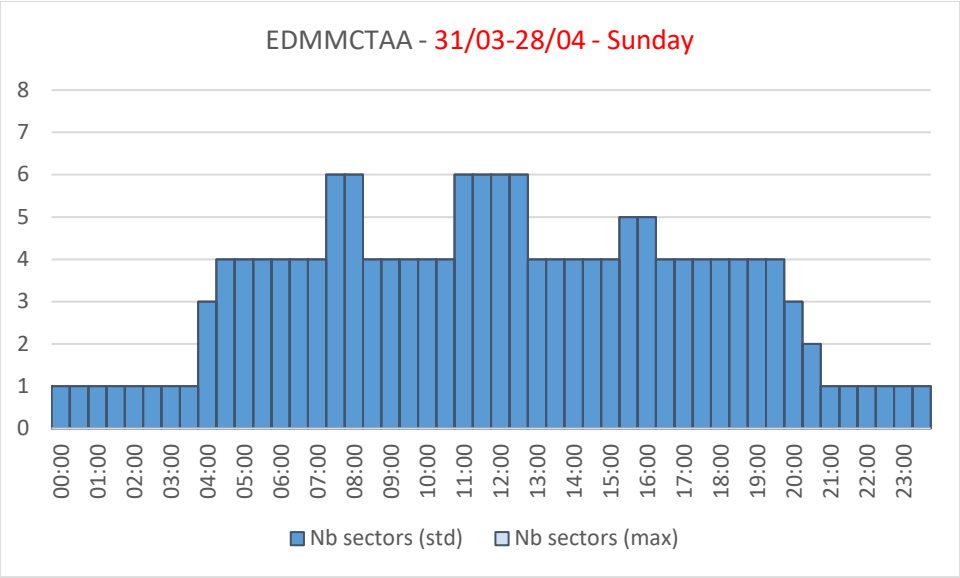
Sector openings – Planned and maximum

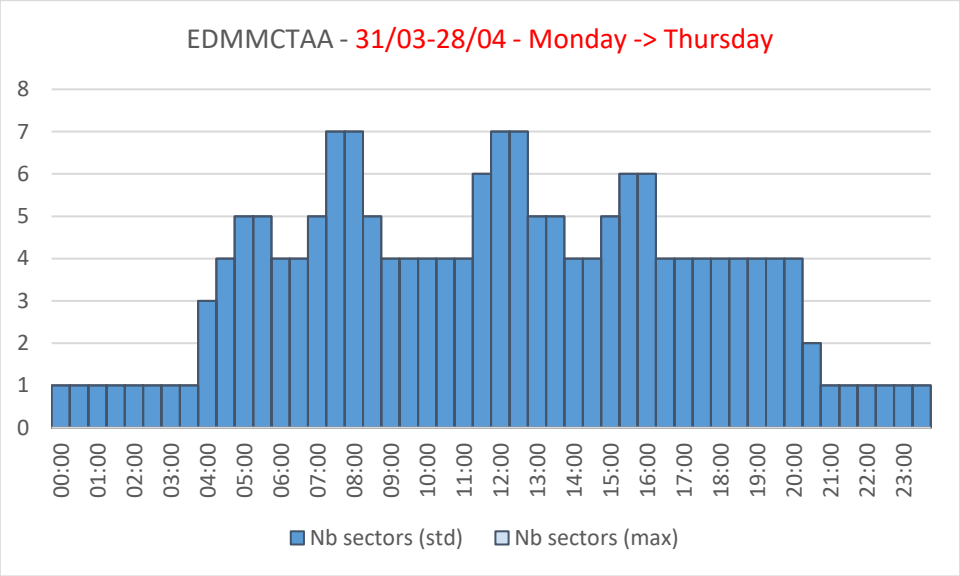


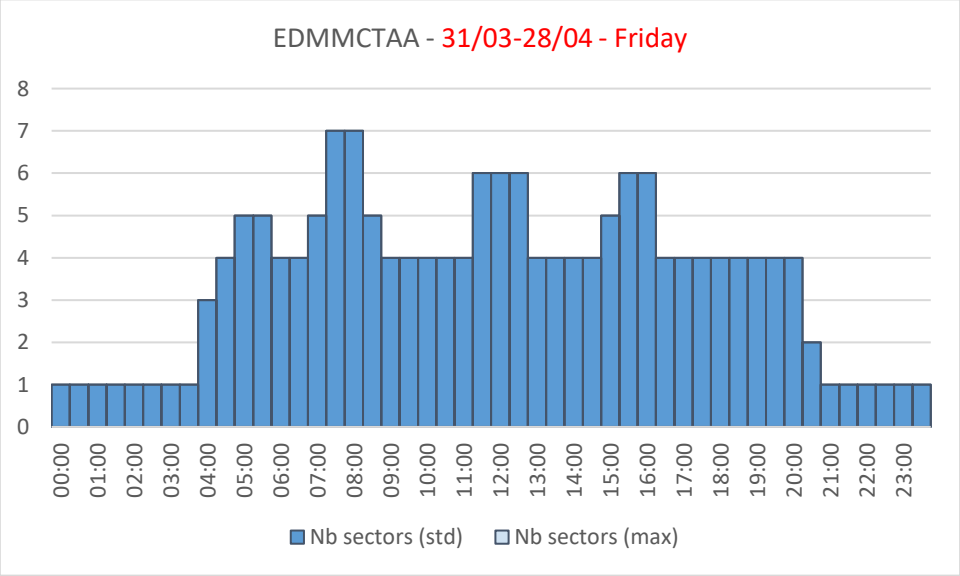

EDMMCTAA - 18/03-30/03 - Friday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

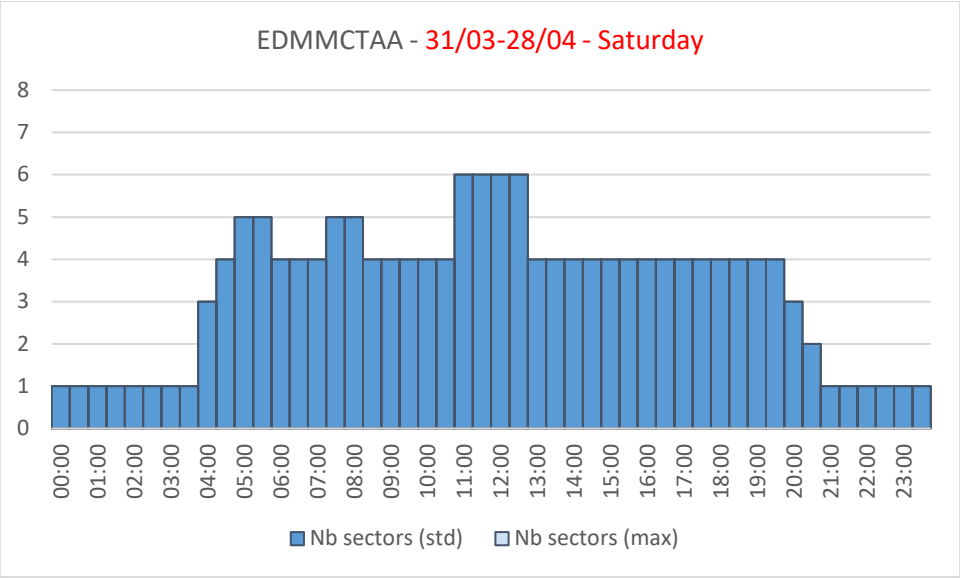

EDMMCTAA - 18/03-30/03 - Saturday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

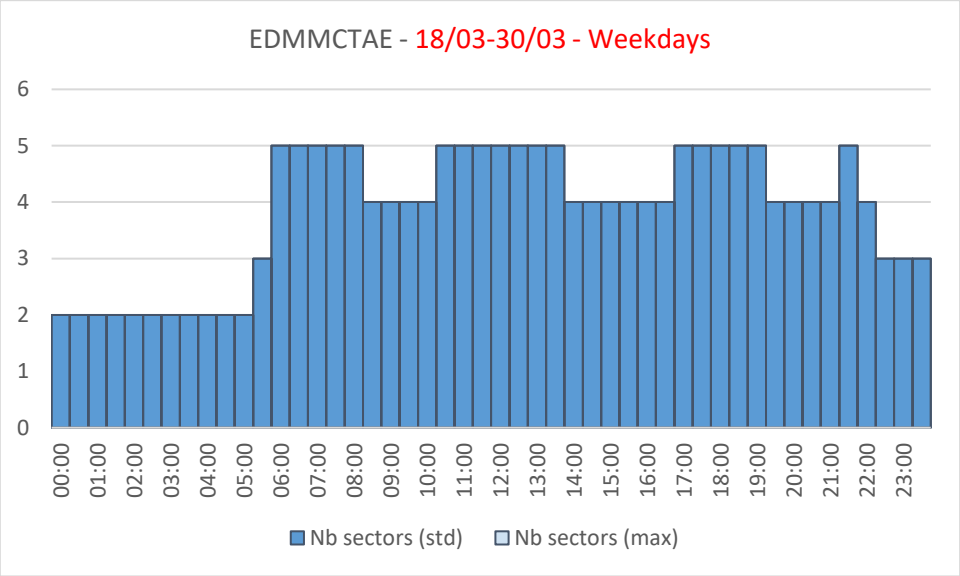

EDMMCTAA - 18/03-30/03 - Sunday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

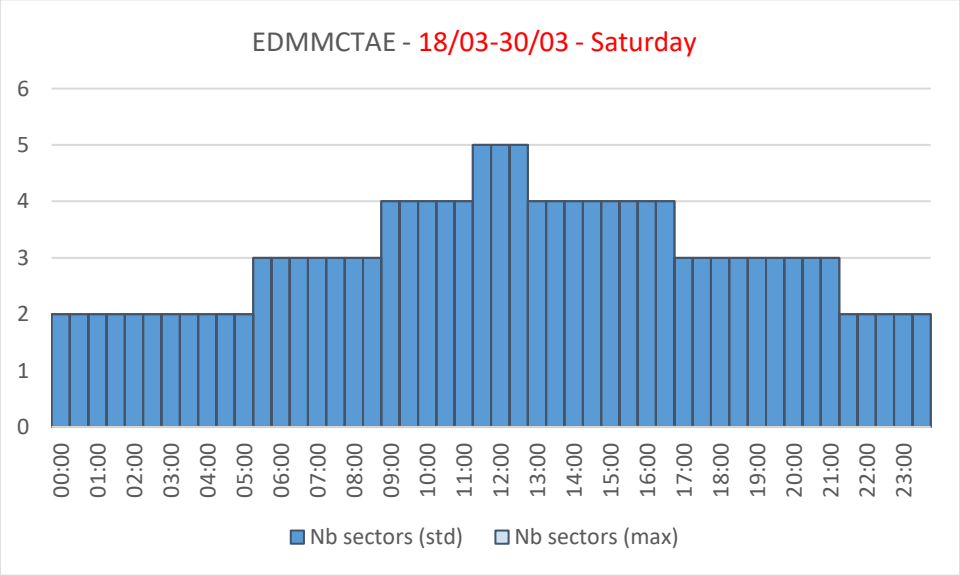

EDMMCTAA - 31/03-28/04 - Sunday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

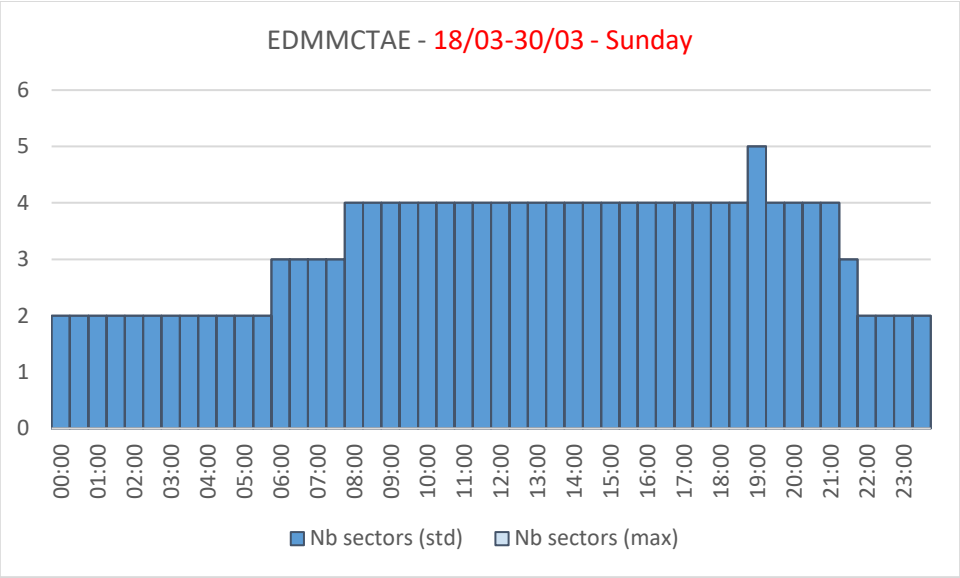

EDMMCTAA - 31/03-28/04 - Monday -> Thursday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

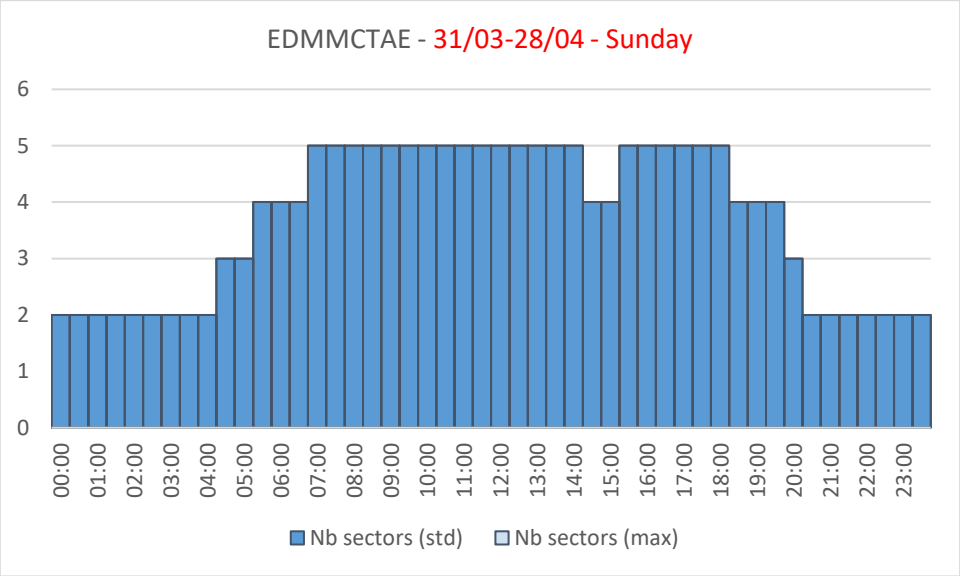

EDMMCTAA - 31/03-28/04 - Friday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

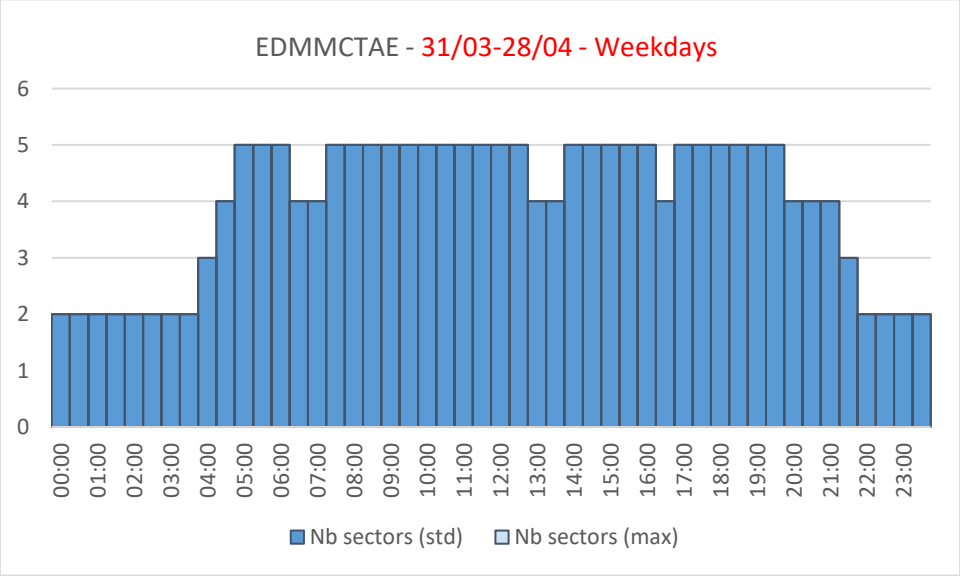

EDMMCTAA - 31/03-28/04 - Saturday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

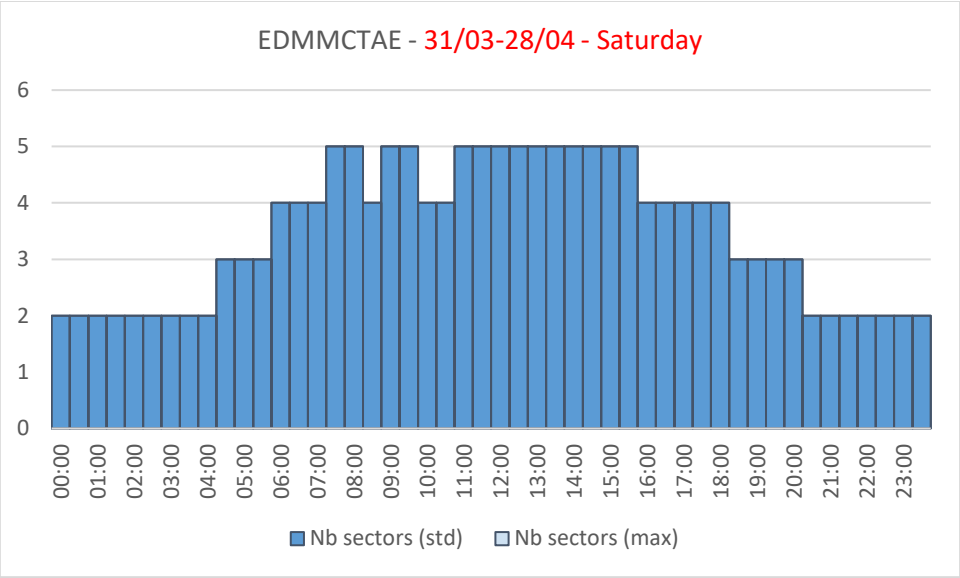

EDMMCTAE - 18/03-30/03 - Weekdays
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

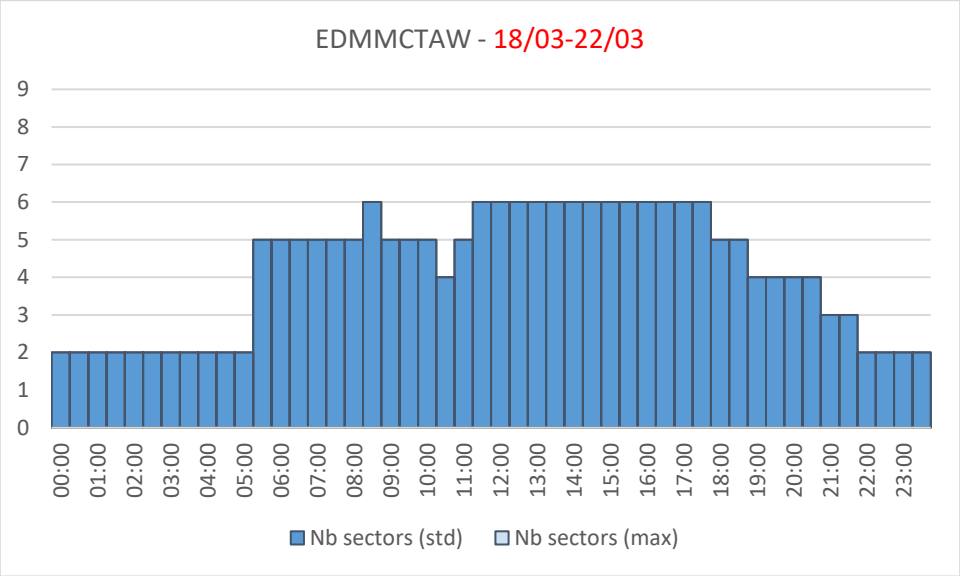

EDMMCTAE - 18/03-30/03 - Saturday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

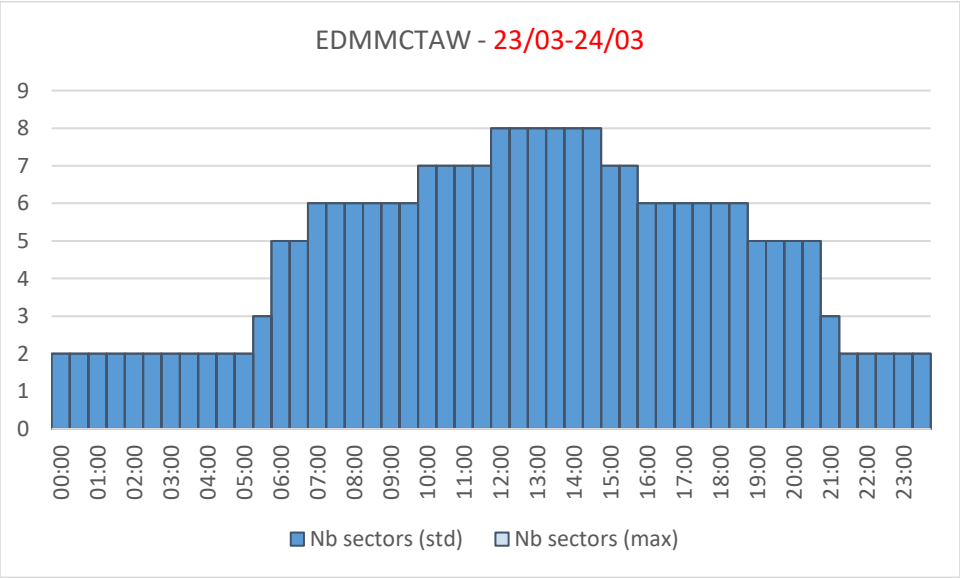

EDMMCTAE - 18/03-30/03 - Sunday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

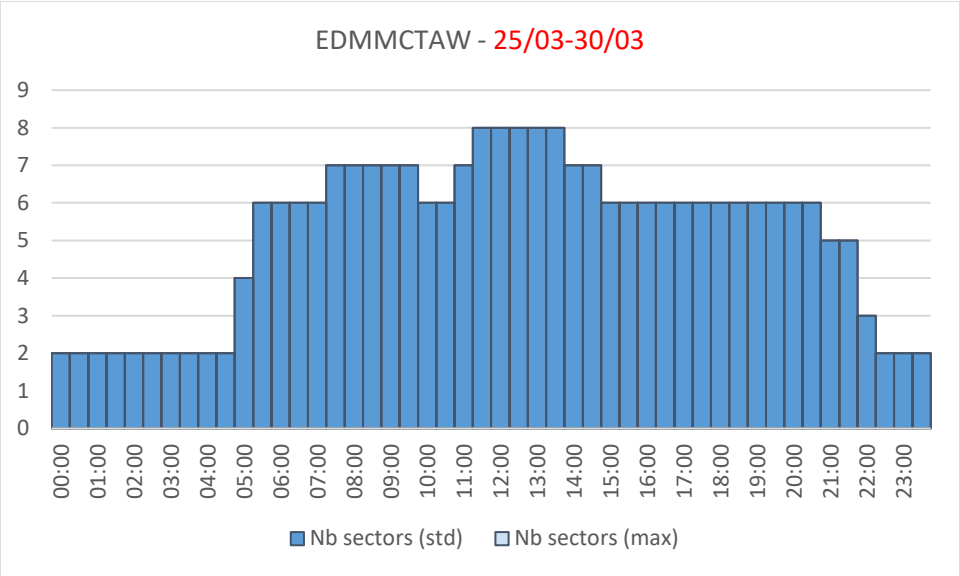

EDMMCTAE - 31/03-28/04 - Sunday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

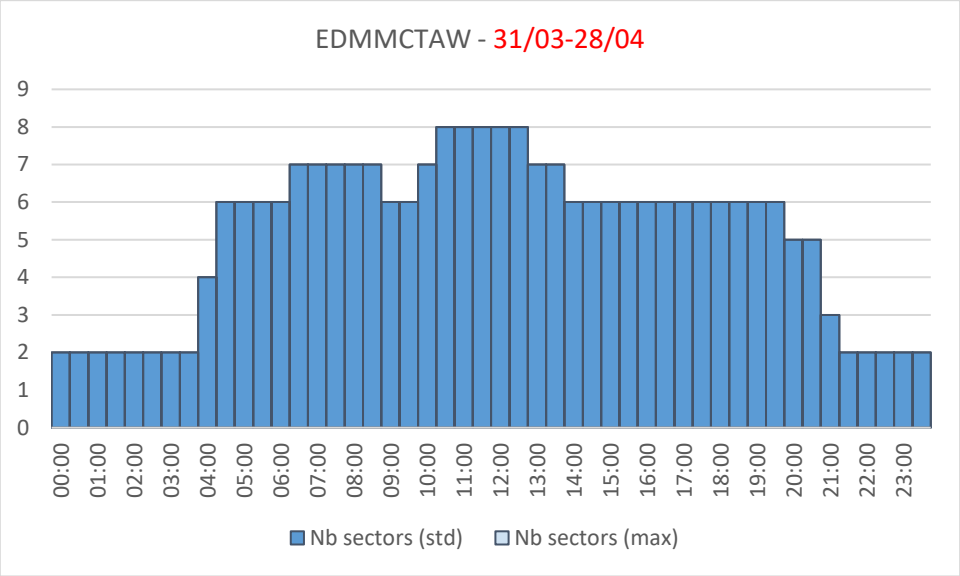

EDMMCTAE - 31/03-28/04 - Weekdays
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


EDMMCTAE - 31/03-28/04 - Saturday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


EDMMCTAW - 18/03-22/03
0
1
2
3
4
5
6
7
8
9
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


EDMMCTAW - 23/03-24/03
0
1
2
3
4
5
6
7
8
9
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)





Sector capacities

Transition to the new iCAS ATC system on 18th/19th MAR 2023. The following capacity reductions are planned:

- -20% to -10% from 25th APR 2023 to 30th JUN 2024

Availability of support to operations staff

No limitations.

Additional information

Pre-tactical plan available as normal D-1 procedure.

Special events and major projects

Start Date	End date	ACC/Airport	Event
18-03-2023	30-06-2024	EDMM	iCAS ATM system implementation

NM Assessment

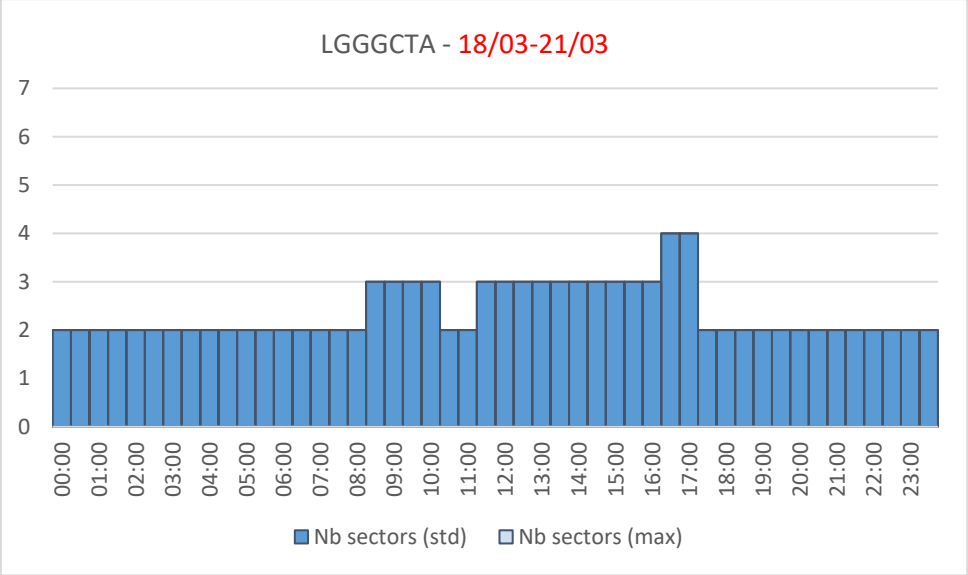
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

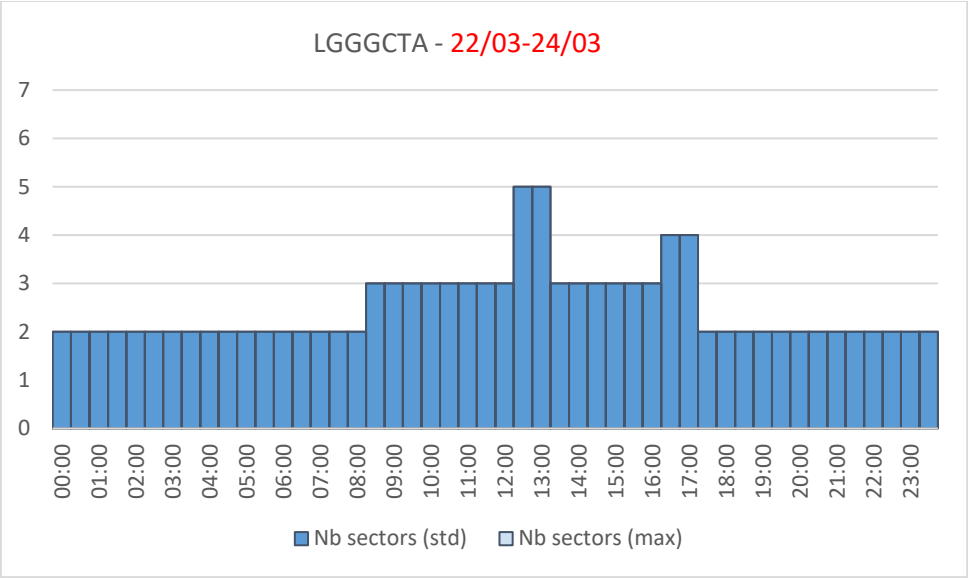
GREECE ATHINAI ACC

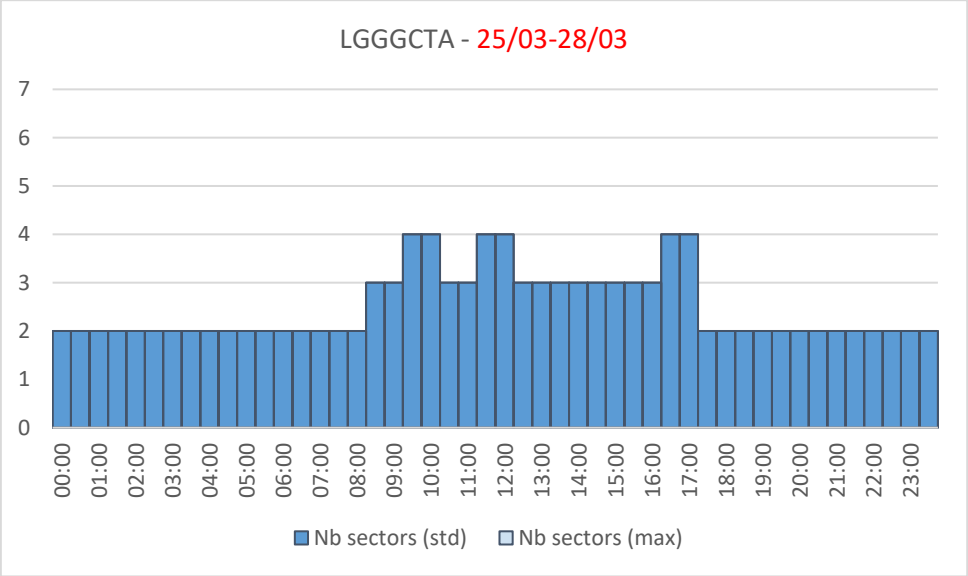
Expected traffic

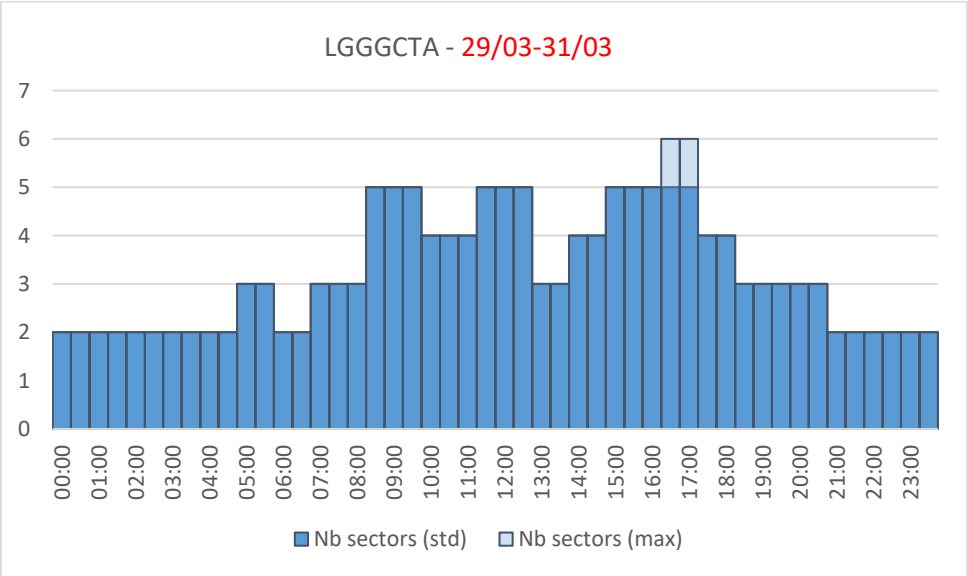
Athinai						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1310	1260	1270	1340	1370	1470	1460
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1370	1340	1300	1410	1400	1530	1850
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1660	1570	1630	1710	1680	1870	1940
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1680	1600	1680	1770	1740	1920	2010
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1740	1660	1720	1850	1800	2030	2150
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1830	1690	1780	1920	1920	2200	2180
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1850	1900	2090	2100	2090	2410	2370
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2080	2100	2140	2190	2130	2500	2500

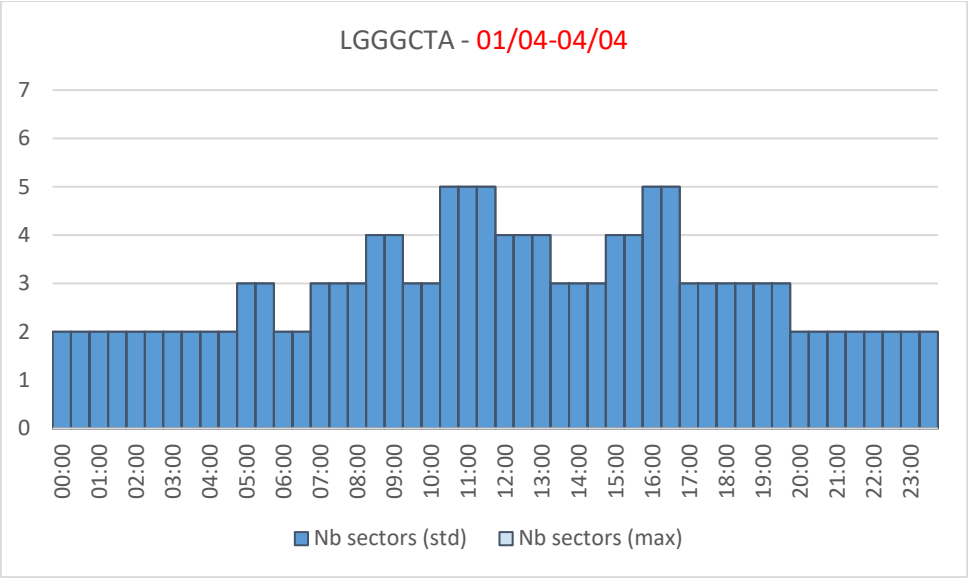
Sector openings – Planned and maximum

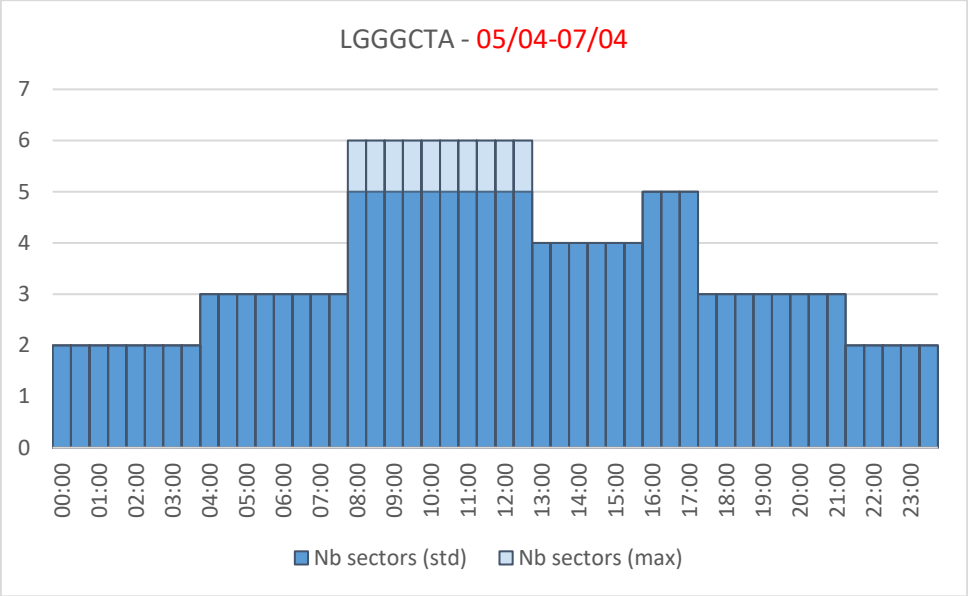


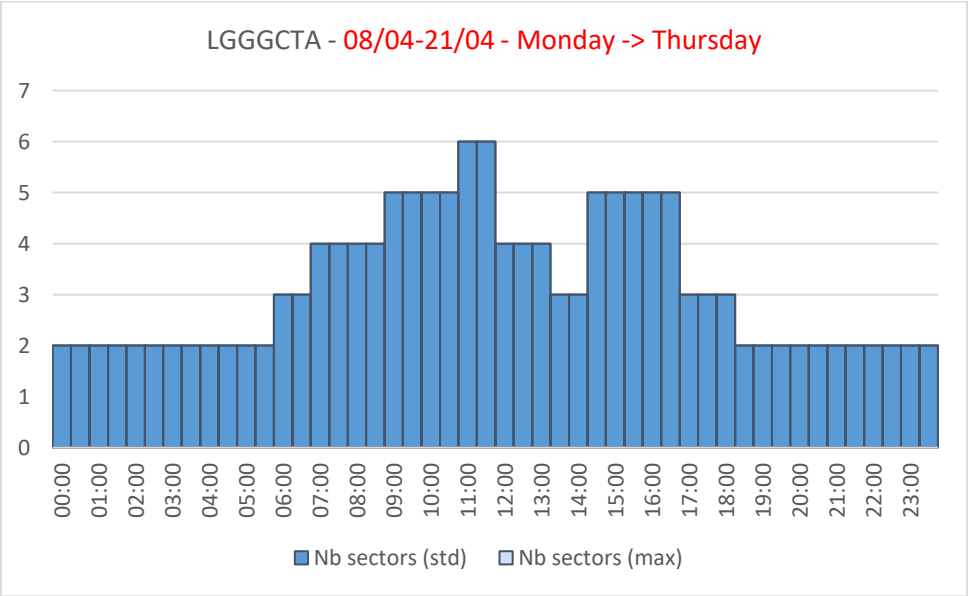

LGGGCTA - 22/03-24/03
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

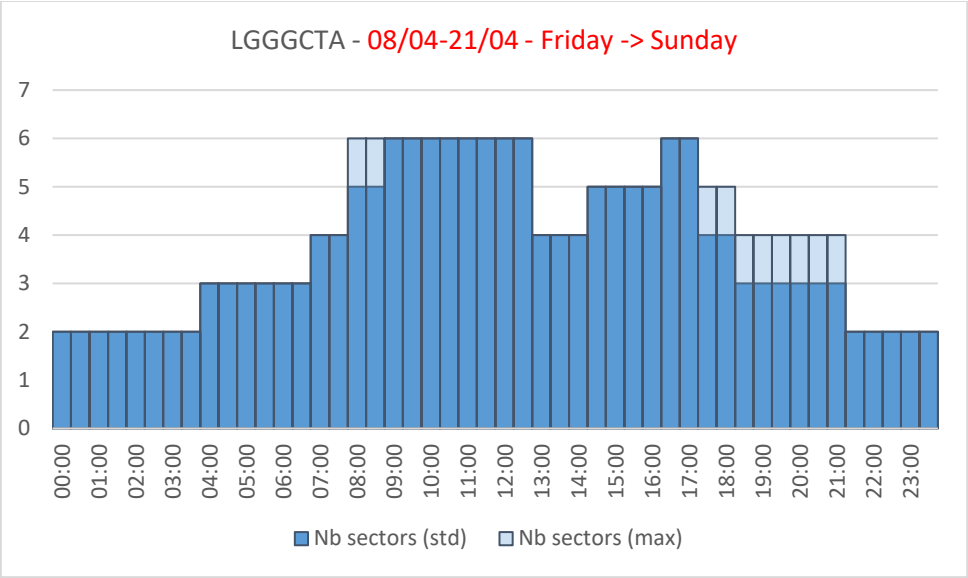

LGGGCTA - 25/03-28/03
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

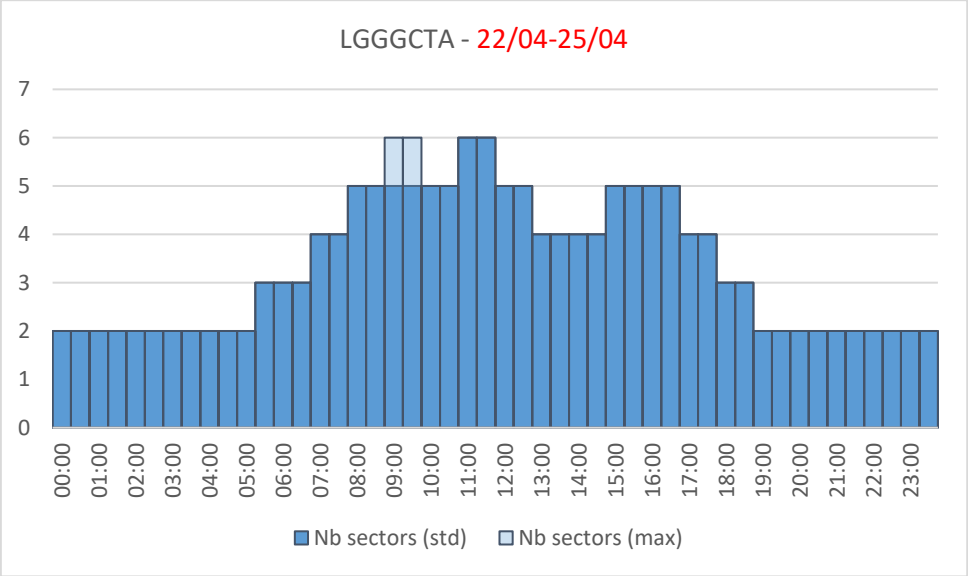

LGGGCTA - 29/03-31/03
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

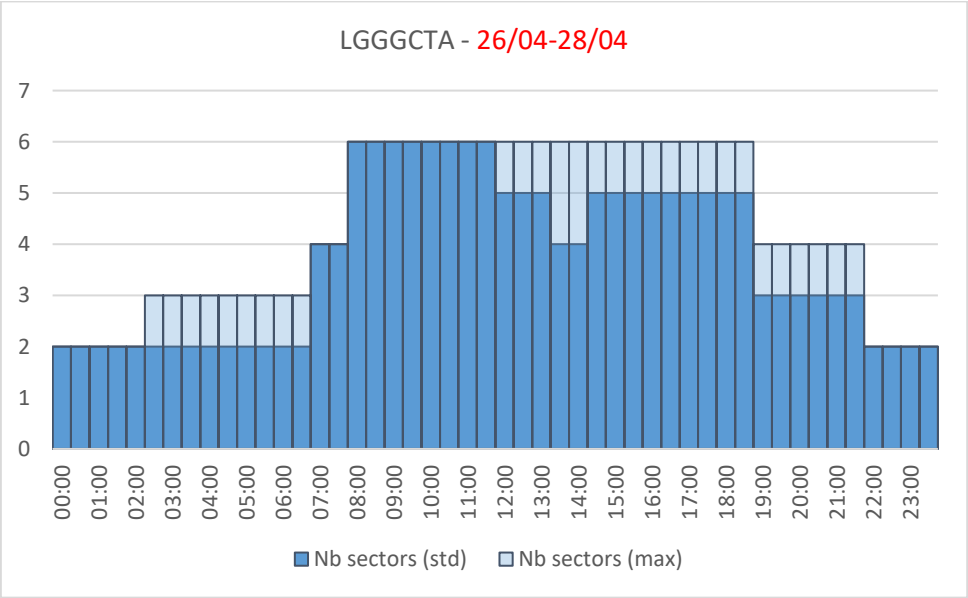

LGGGCTA - 01/04-04/04
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGGGCTA - 05/04-07/04
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGGGCTA - 08/04-21/04 - Monday -> Thursday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGGGCTA - 08/04-21/04 - Friday -> Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGGGCTA - 22/04-25/04
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGGGCTA - 26/04-28/04
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
30-09-2024	11-10-2024	LGGG	RAMSTEIN FLAG 2024
Q4/2024		LGGG/LGMD	Greek Airspace reorganization - Phase 3

NM Assessment

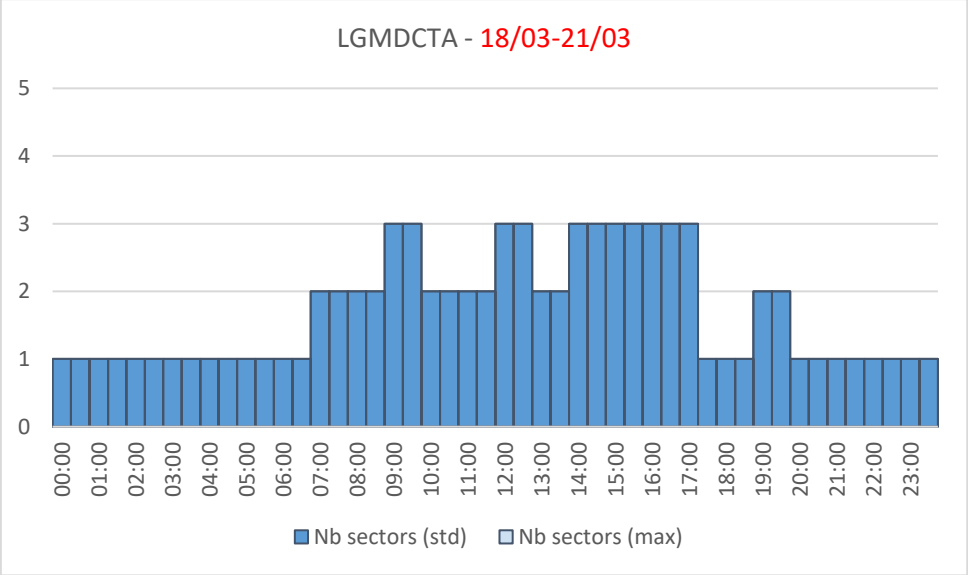
According to the traffic outlook, some overloads are expected on Saturdays and Sundays from the beginning of the Summer season. Some ATFCM measures might be required during traffic peaks.

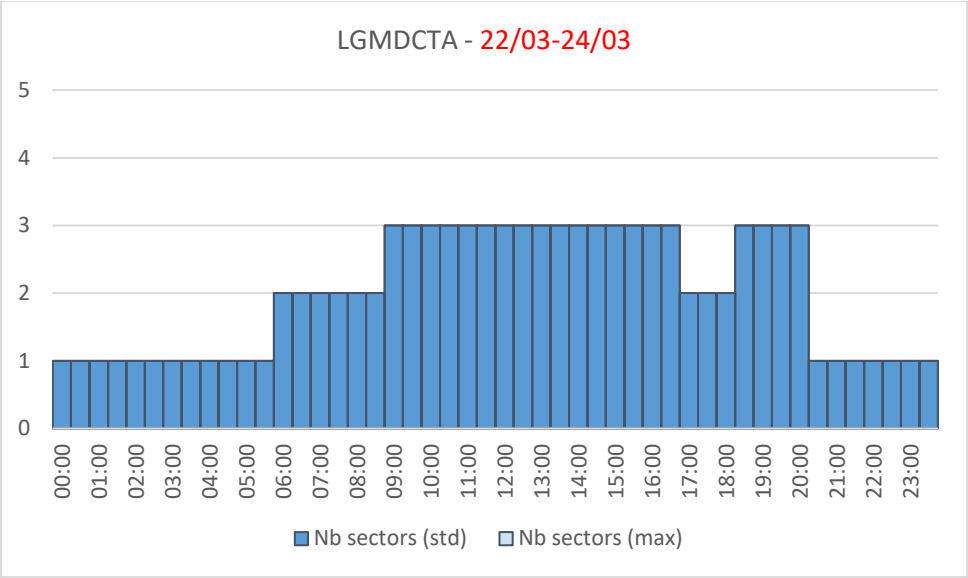
GREECE MAKEDONIA ACC

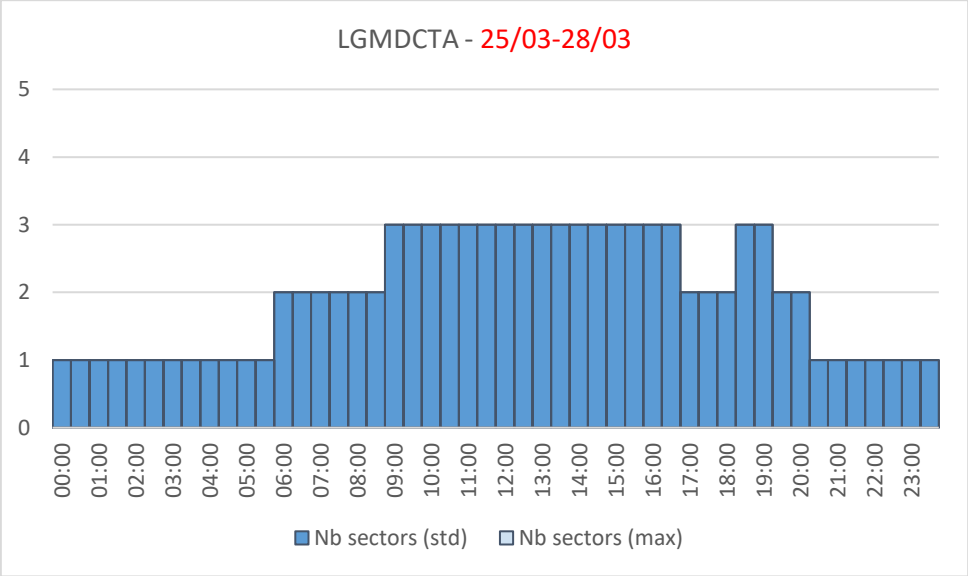
Expected traffic

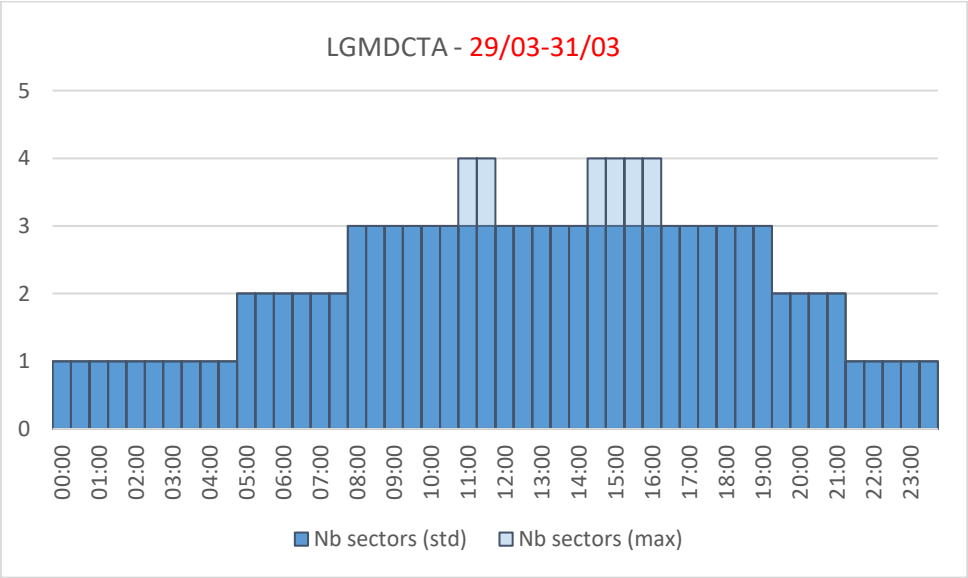
Makedonia						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
980	920	960	1010	1140	1150	1200
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1070	1050	1080	1140	1230	1250	1530
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1350	1300	1380	1410	1420	1570	1590
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1330	1320	1400	1420	1440	1580	1620
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1360	1340	1420	1450	1470	1660	1670
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1380	1350	1460	1520	1550	1820	1730
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1470	1520	1730	1680	1730	1990	1930
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1640	1720	1770	1770	1790	2070	2010

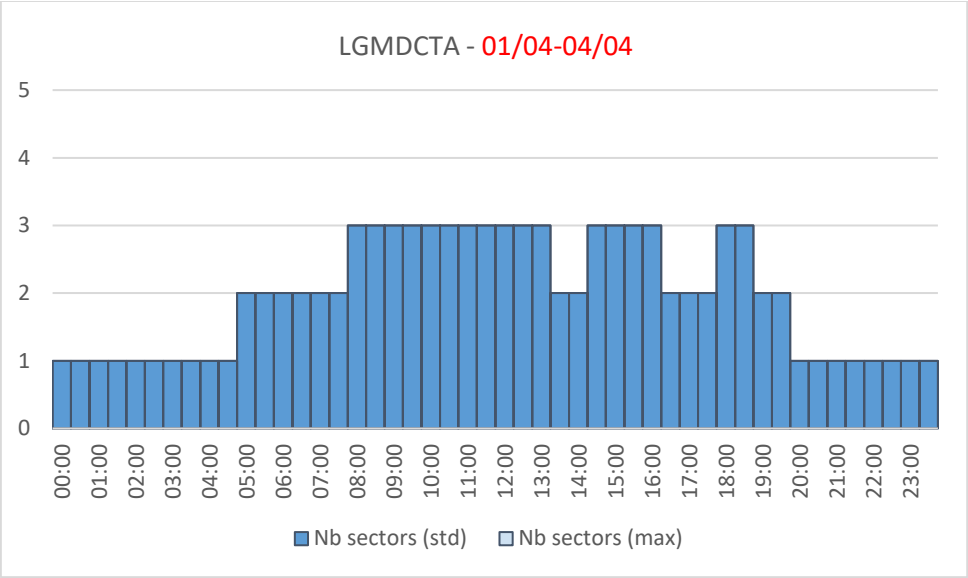
Sector openings – Planned and maximum

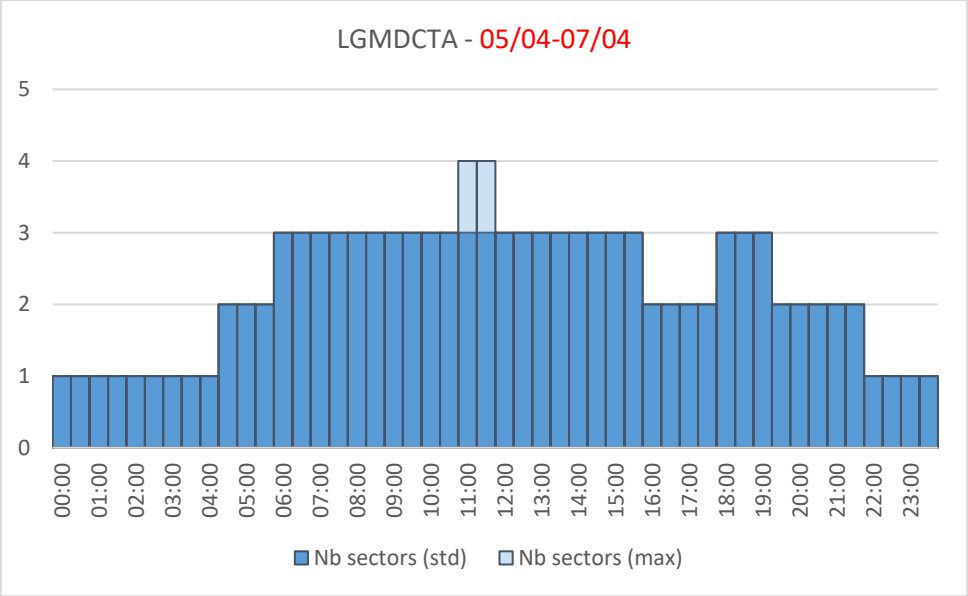


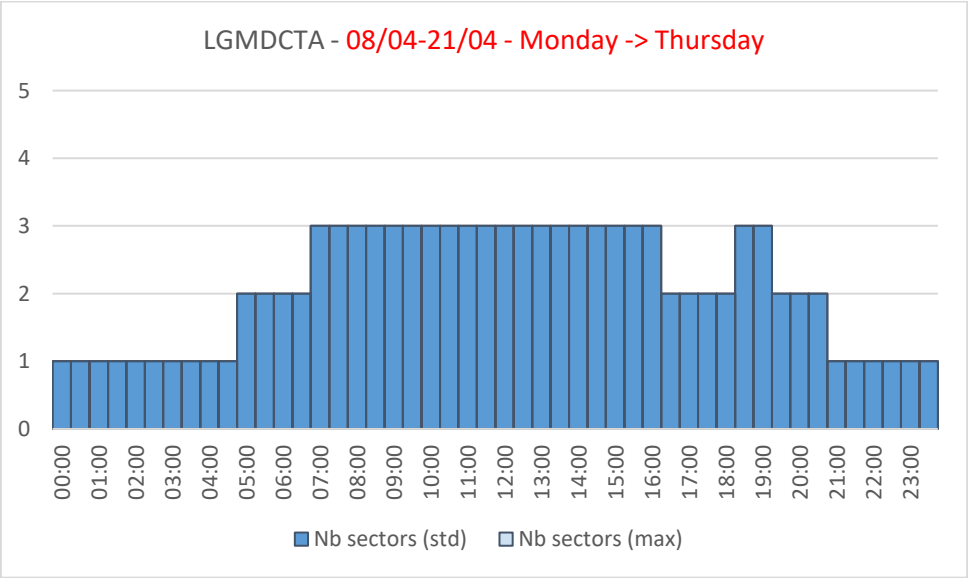

LGMDCTA - 22/03-24/03
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

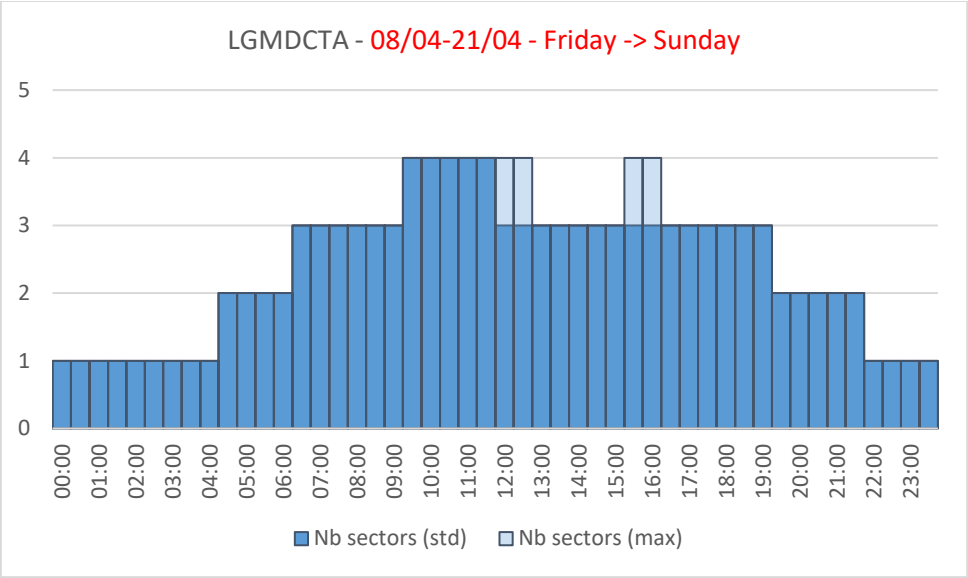

LGMDCTA - 25/03-28/03
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

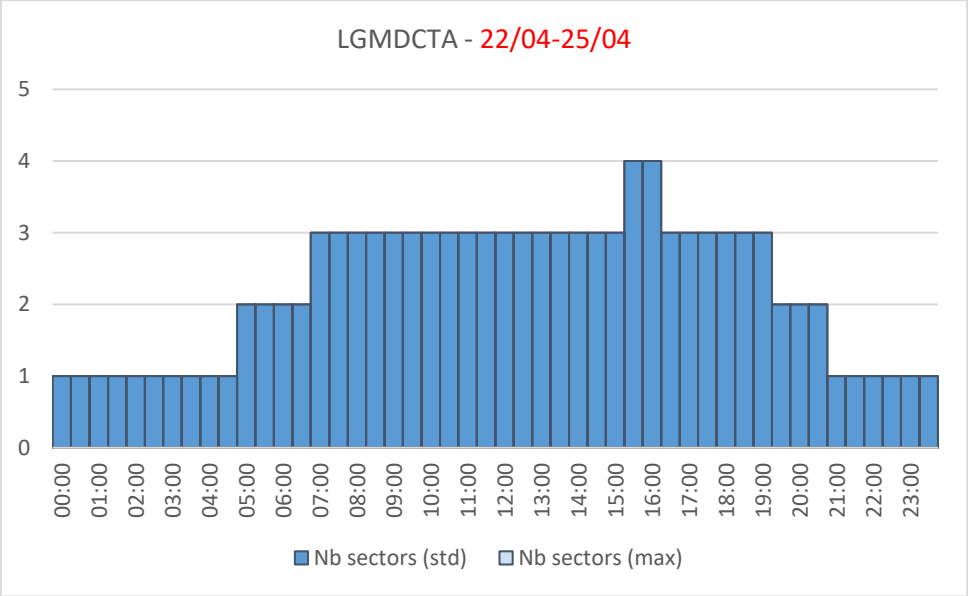

LGMDCTA - 29/03-31/03
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

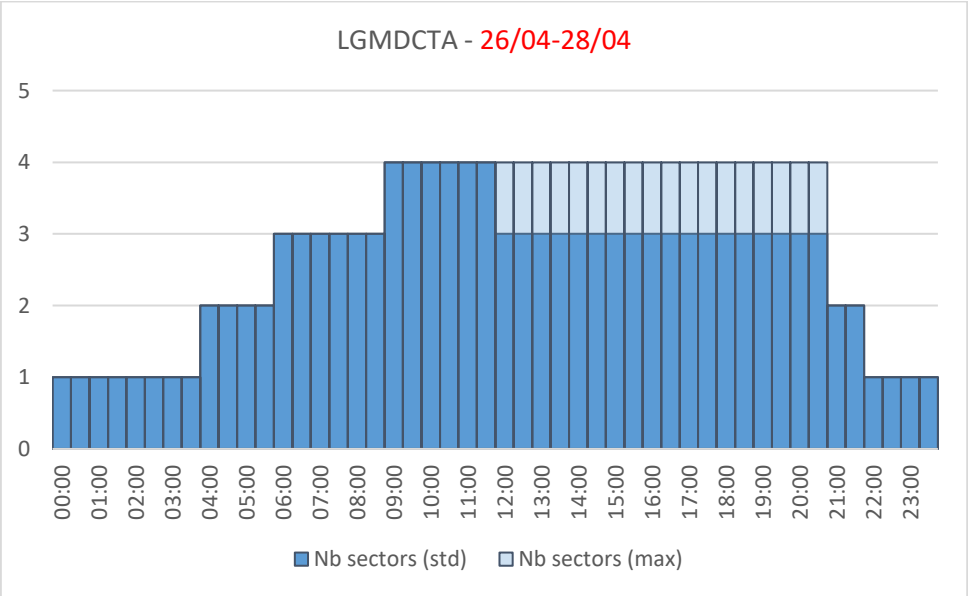

LGMDCTA - 01/04-04/04
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGMDCTA - 05/04-07/04
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGMDCTA - 08/04-21/04 - Monday -> Thursday
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGMDCTA - 08/04-21/04 - Friday -> Sunday
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGMDCTA - 22/04-25/04
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LGMDCTA - 26/04-28/04
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
Q4/2024		LGGG/LGMD	Greek Airspace reorganization - Phase 3

NM Assessment

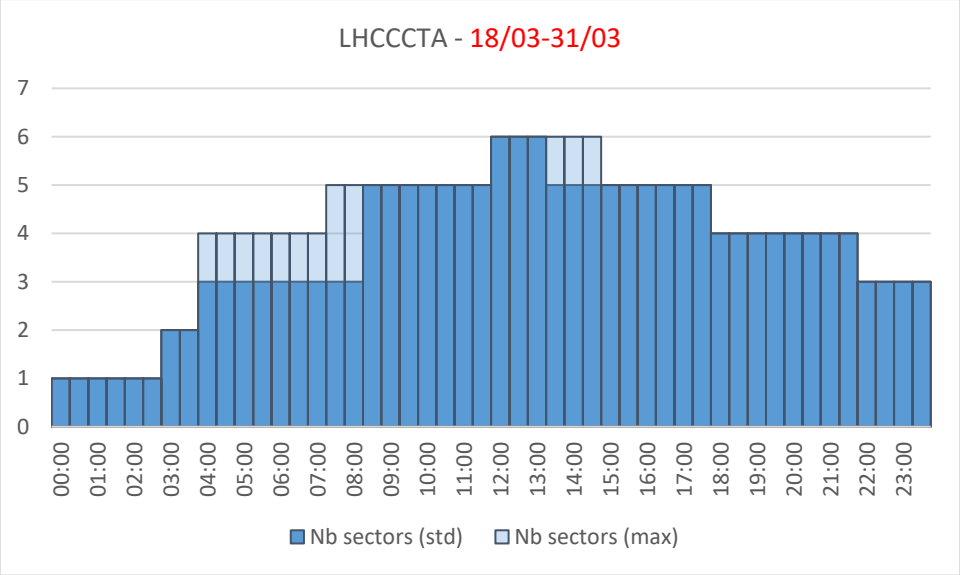
According to the traffic outlook, some overloads are expected on Saturdays and Sundays from the beginning of the Summer season. Some ATFCM measures might be required during traffic peaks.

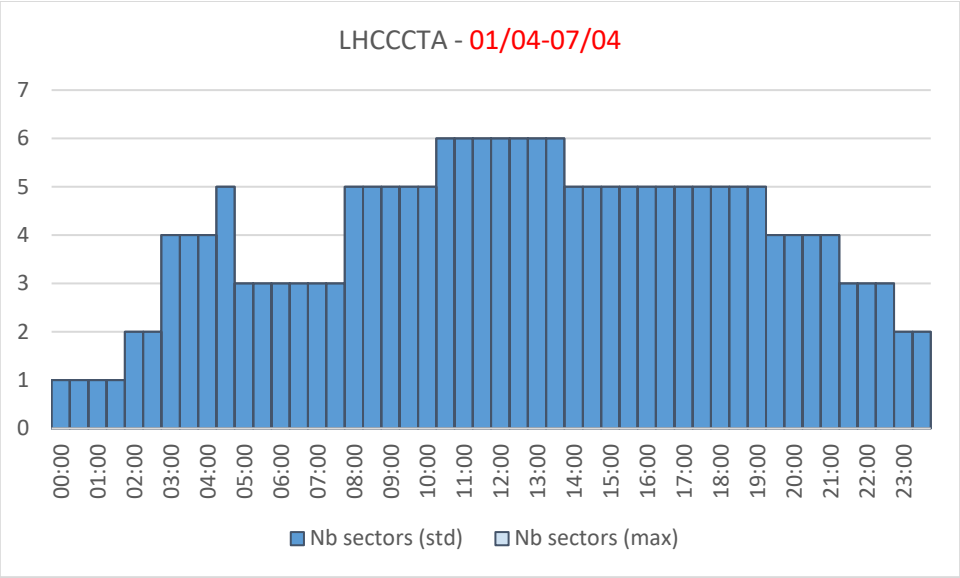
HUNGARY BUDAPEST ACC

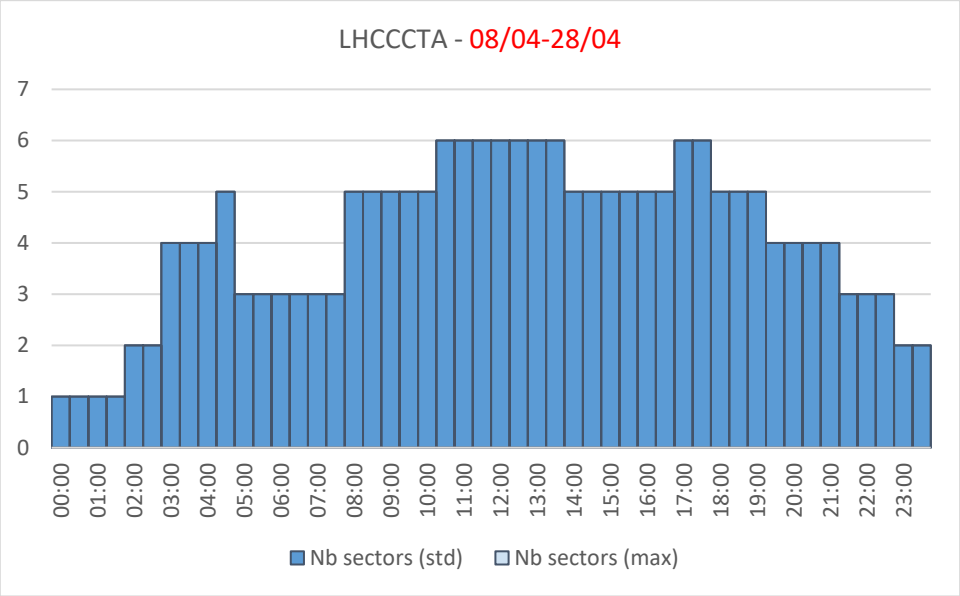
Expected traffic

Budapest						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2260	2140	2220	2280	2490	2500	2550
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2350	2300	2390	2430	2550	2560	2880
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2610	2570	2620	2740	2750	2780	2940
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2610	2570	2620	2710	2770	2760	2890
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2630	2570	2620	2690	2760	2820	2910
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2640	2570	2670	2760	2860	2990	2990
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2690	2670	2840	2900	3000	3120	3130
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2820	2840	2880	2940	3060	3220	3190

Sector openings – Planned and maximum







Sector capacities

No reduction in sector capacities

Availability of support to operations staff

N/A

Additional information

Less sectors could be used sometimes because the ATCOs will work in the simulators as instructors. 22 ATCO students started the course.

Special events and major projects

Start Date	End date	ACC/Airport	Event
2025		LHCC/LZBB	Interface re-sectorisation

NM Assessment

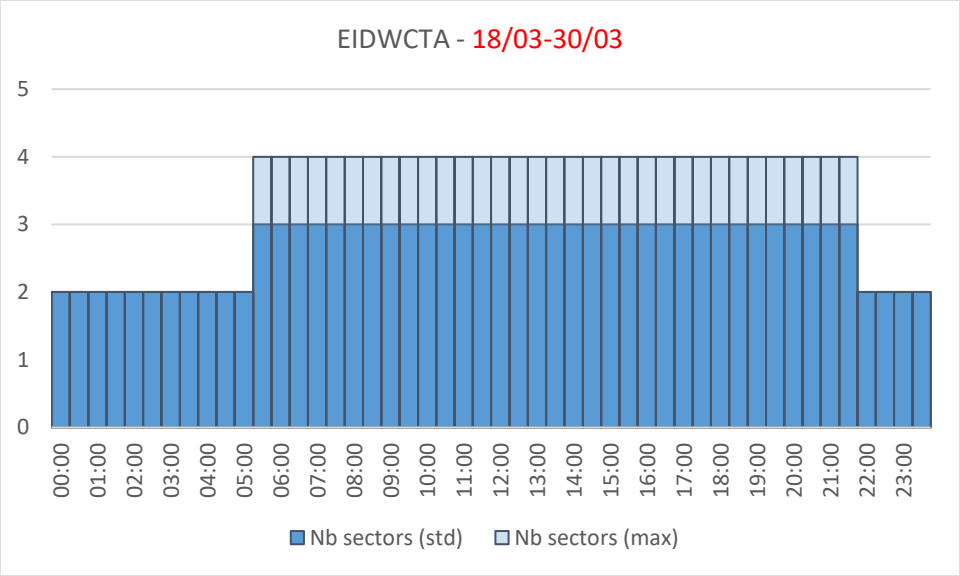
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

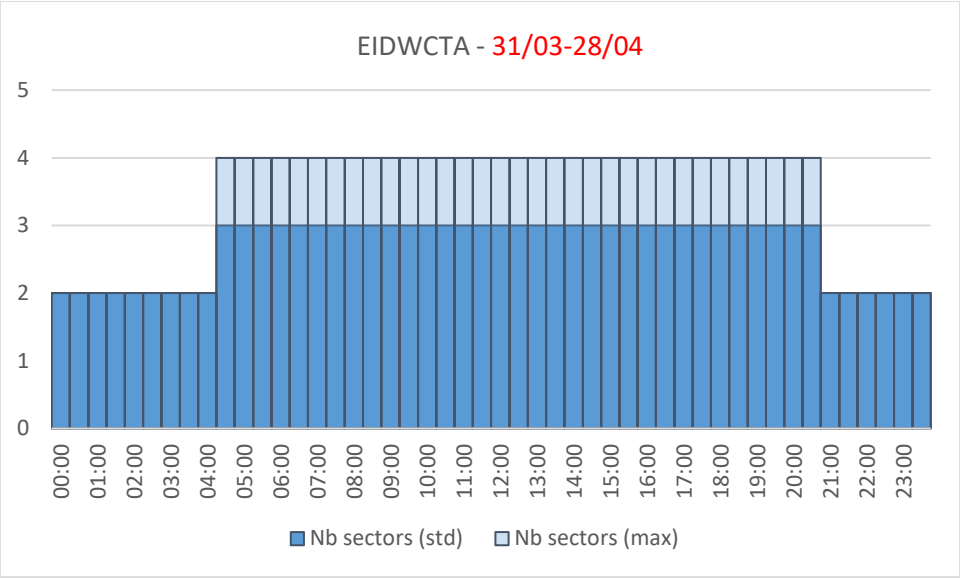
IRELAND DUBLIN ACC

Expected traffic

Dublin						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
700	630	630	680	750	640	730
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
690	640	650	710	740	630	730
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
710	720	720	760	750	720	730
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
730	730	730	760	760	720	730
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
730	730	730	760	760	720	720
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
730	740	730	780	740	710	730
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
730	730	760	800	780	740	780
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
750	760	780	800	790	760	790

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
22-05-2024	22-05-2024	EIDW	2024 Europa League Final

NM Assessment

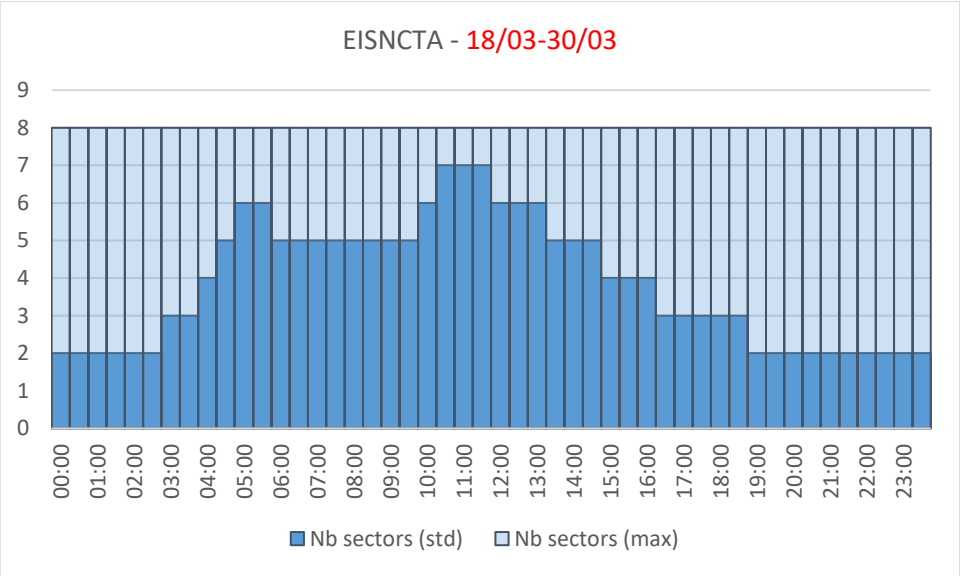
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

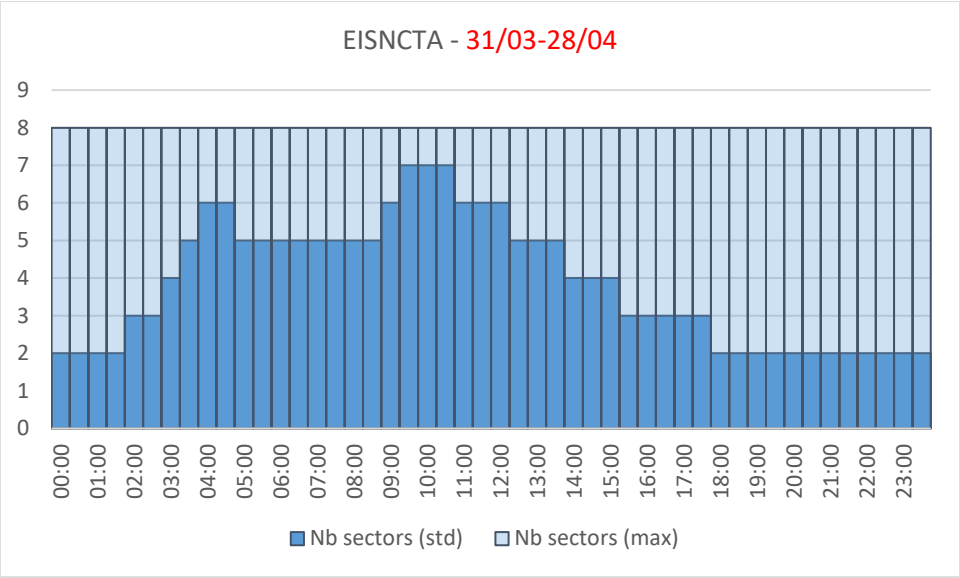
IRELAND SHANNON ACC

Expected traffic

Shannon						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1250	1170	1120	1230	1280	1230	1260
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1250	1180	1160	1270	1270	1220	1360
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1360	1350	1340	1360	1420	1370	1420
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1390	1360	1370	1400	1440	1380	1440
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1390	1370	1360	1390	1440	1370	1440
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1380	1370	1350	1400	1410	1370	1420
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1380	1390	1410	1440	1480	1430	1480
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1450	1440	1440	1480	1510	1460	1500

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

N/A

NM Assessment

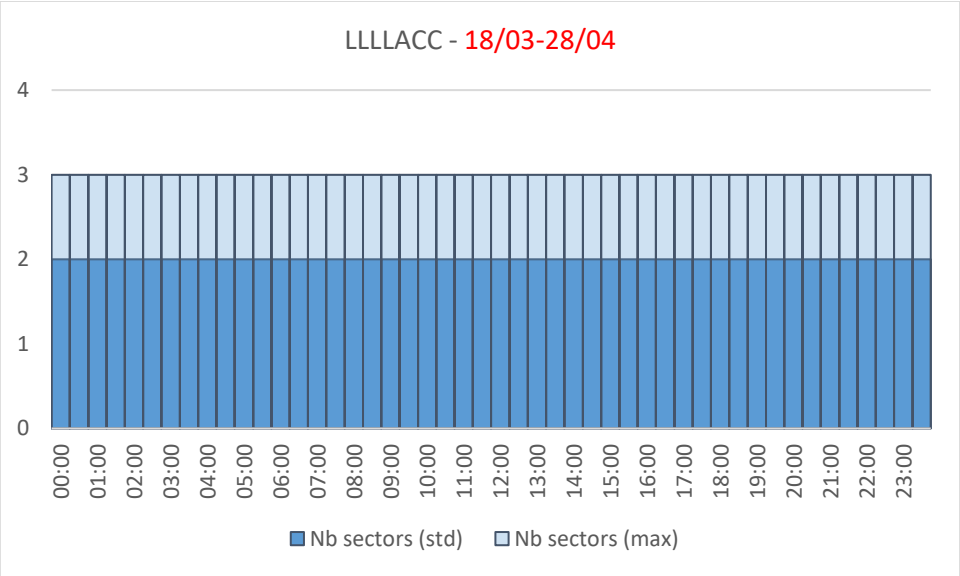
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

ISRAEL TEL AVIV ACC

Expected traffic

Tel Aviv						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	320	330	370	260	200	400
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	330	320	390	270	210	470
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400	400	420	460	320	280	480
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
410	410	440	480	320	260	500
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
440	420	450	510	340	280	540
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
410	350	430	500	320	300	440
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	460	520	550	390	360	540
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
500	480	510	540	370	350	540

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

No limitations.

Special events and major projects

Start Date	End date	ACC/Airport	Event
11-10-2024	12-10-2024	LLLL	Yom Kippur (Day of Atonement)

NM Assessment

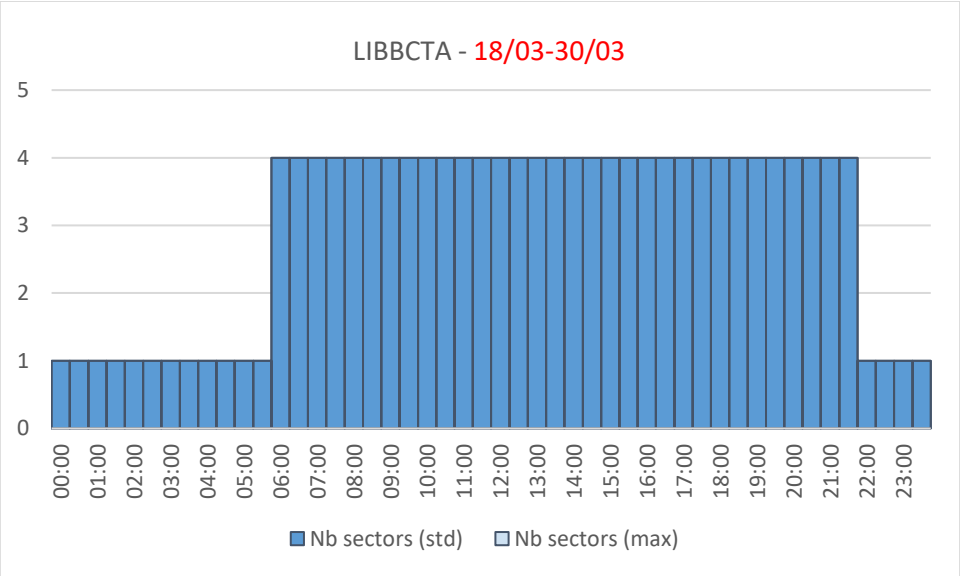
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

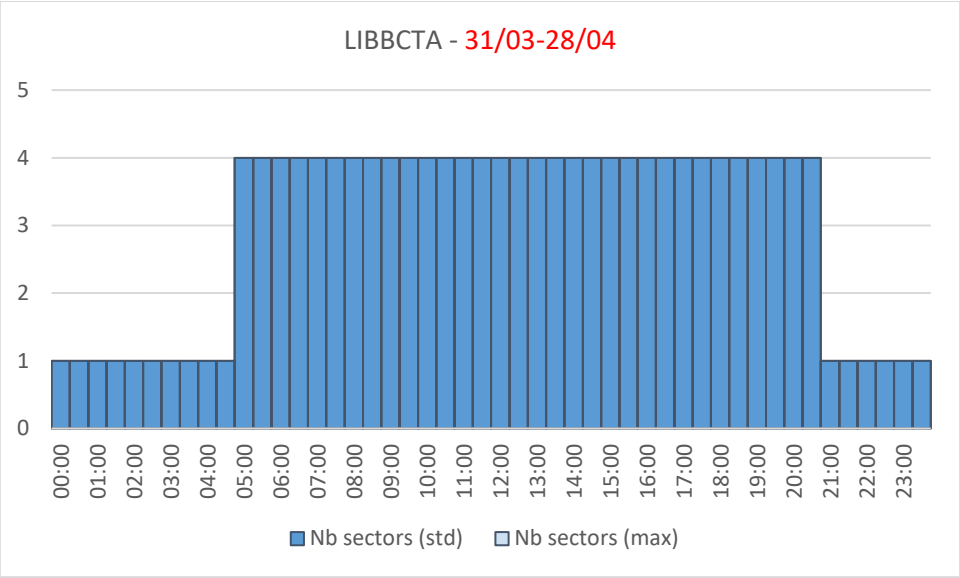
ITALY BRINDISI ACC

Expected traffic

Brindisi						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
890	790	790	840	920	940	920
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
900	860	840	930	960	950	1140
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1170	1090	1070	1140	1140	1180	1210
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1190	1100	1080	1170	1170	1220	1240
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1200	1110	1110	1190	1180	1240	1280
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1230	1120	1140	1230	1230	1310	1290
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1230	1190	1230	1280	1280	1350	1370
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1340	1260	1240	1310	1260	1380	1390

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
11-03-2024	29-03-2024	LIRR/LIBB	TYPHOON FLAG 2024
21-03-2024		LIBB/LIMM/LIPP/LIRR	FRA vertical limits improvement
21-03-2024		LOVV/LQSB/LDZO/LKAA/LWSS/LJLA/ LYBA/LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT

NM Assessment

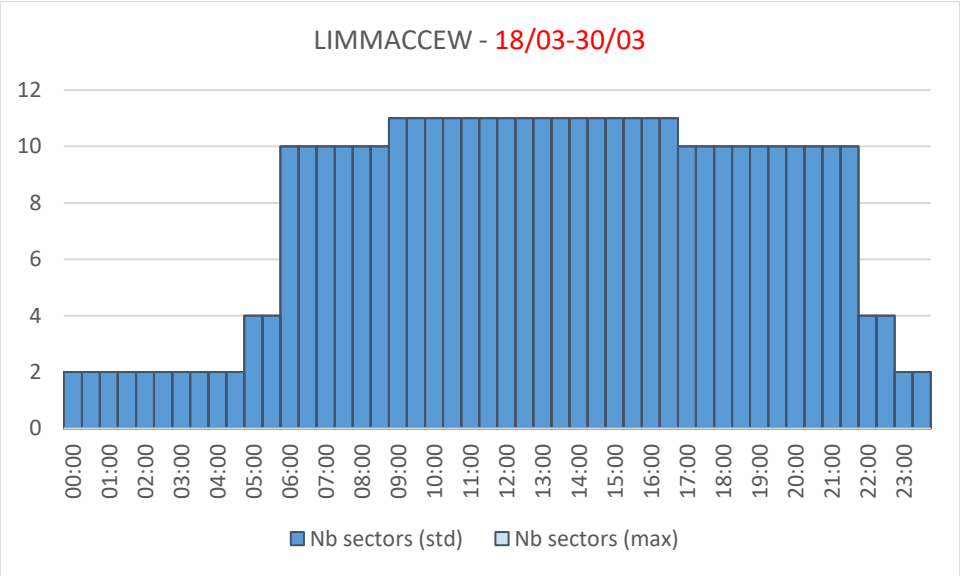
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

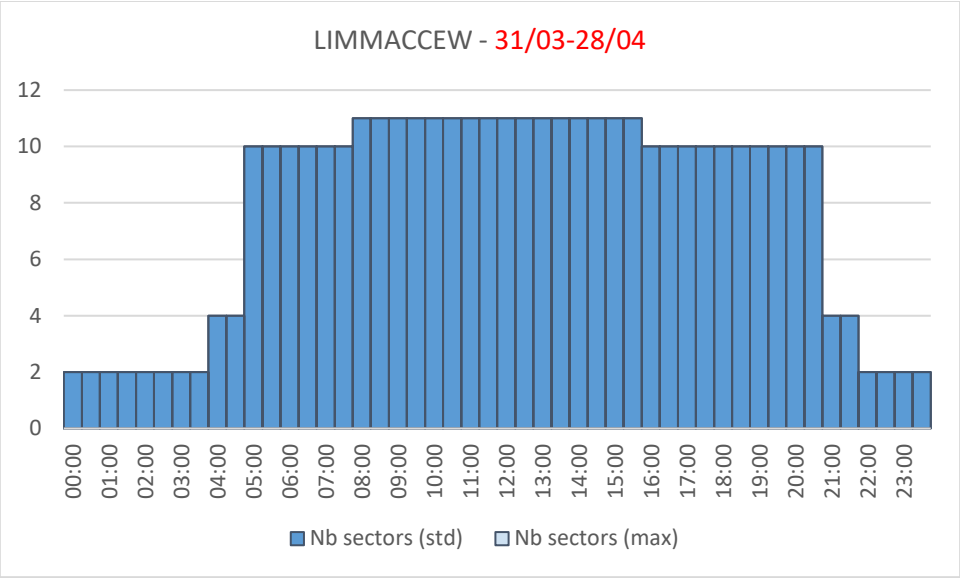
ITALY MILANO ACC

Expected traffic

Milano						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2550	2110	2240	2360	2660	2420	2520
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2590	2290	2440	2590	2710	2420	2730
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2950	2770	2830	2880	3010	2770	2940
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3000	2770	2880	2940	3070	2790	2930
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3020	2800	2900	2960	3110	2810	2970
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2960	2740	2890	2970	3110	2810	2930
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3030	2810	2980	2970	3080	2880	3020
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3100	2840	3080	3050	3060	2900	3050

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
21-03-2024		LIBB/LIMM/LIPP/LIRR	FRA vertical limits improvement
21-03-2024		LOVV/LQSB/LDZO/LKAA/LWSS/LJLA/LYBA/ LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT

NM Assessment

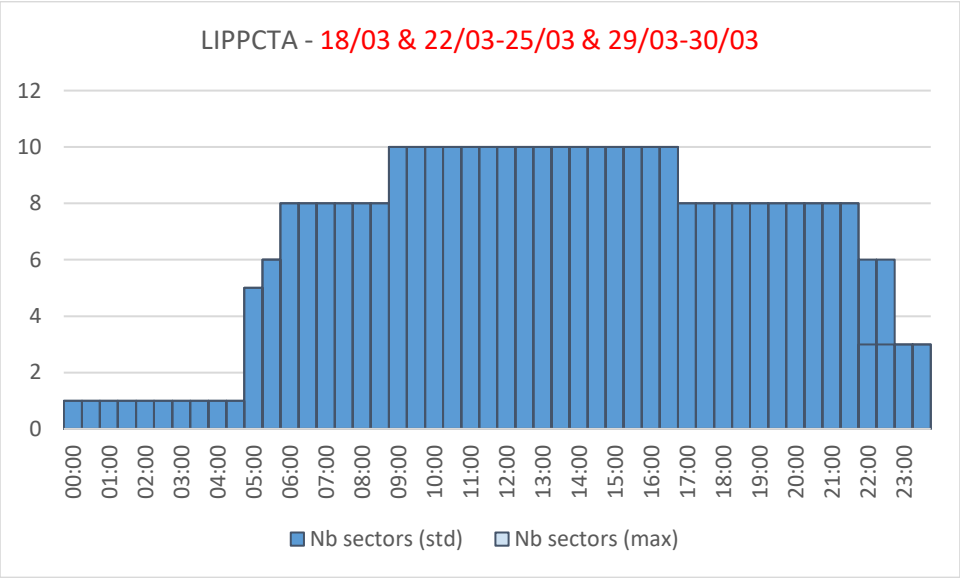
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

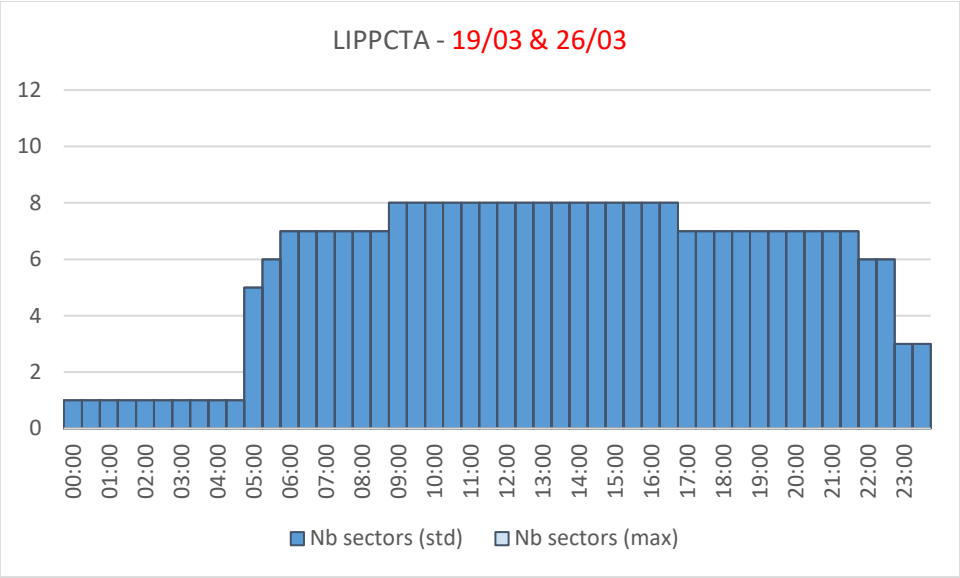
ITALY PADOVA ACC

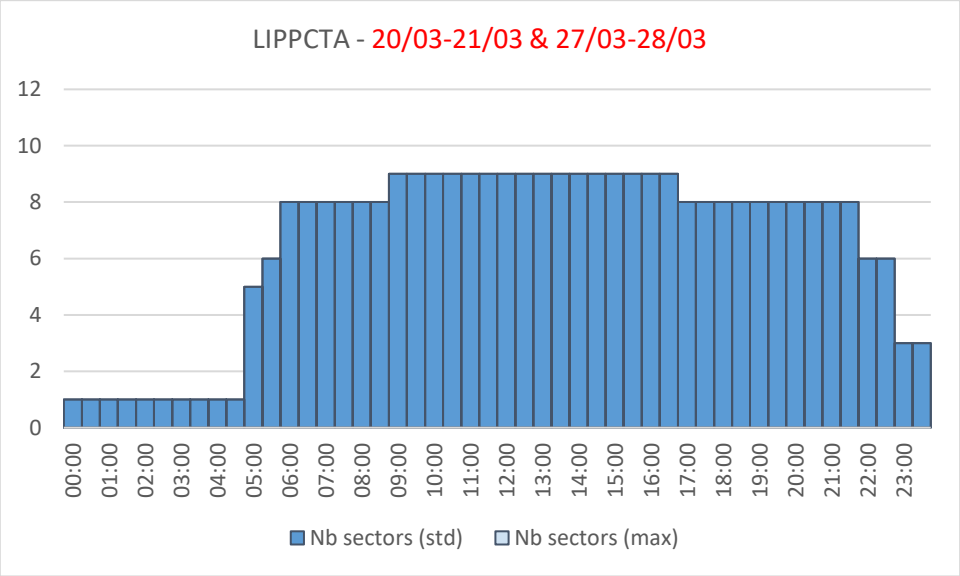
Expected traffic

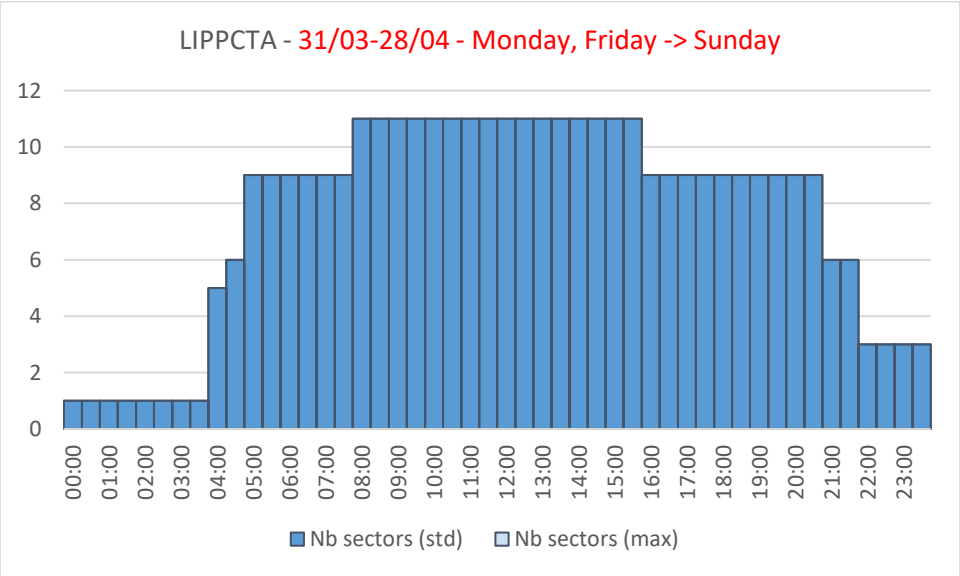
Padova						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1890	1540	1640	1740	2040	1910	1930
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1940	1730	1840	1970	2080	1920	2280
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2370	2240	2310	2340	2470	2400	2470
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2390	2250	2360	2390	2500	2420	2480
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2400	2280	2380	2400	2540	2450	2540
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2380	2240	2380	2480	2610	2520	2500
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2440	2320	2510	2480	2640	2630	2650
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2580	2470	2550	2590	2680	2650	2710

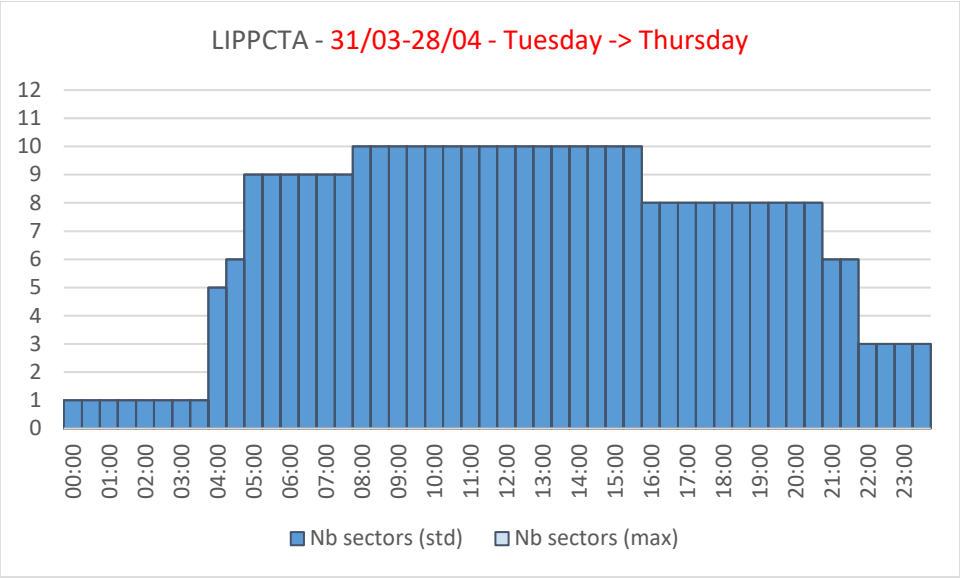
Sector openings – Planned and maximum




LIPPCTA - 19/03 & 26/03
12
10
8
6
4
2
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LIPPCTA - 20/03-21/03 & 27/03-28/03
12
10
8
6
4
2
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LIPPCTA - 31/03-28/04 - Monday, Friday -> Sunday
12
10
8
6
4
2
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
21-03-2024		LIBB/LIMM/LIPP/LIRR	FRA vertical limits improvement
21-03-2024		LOVV/LQSB/LDZO/LKAA/LWSS/LJLA/LYBA/ LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT

NM Assessment

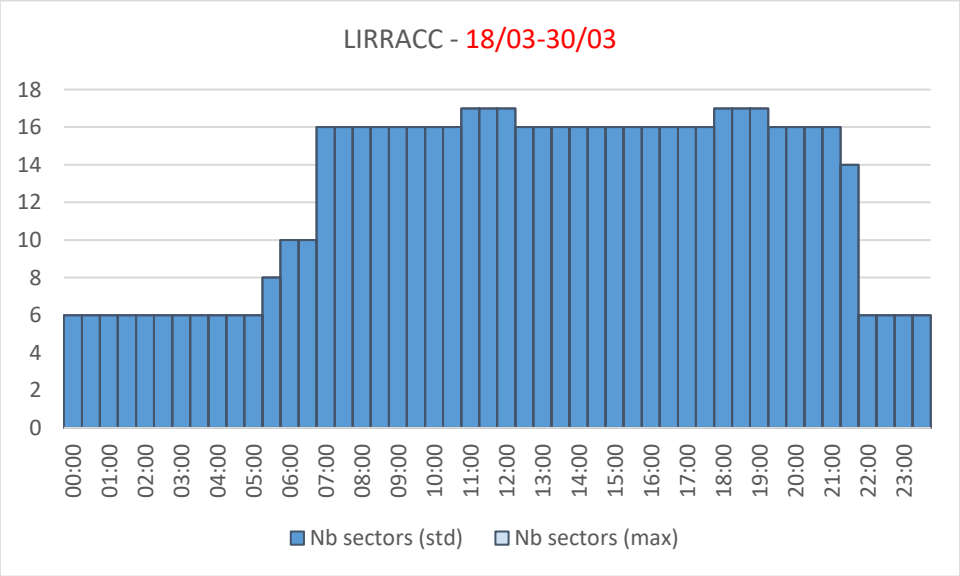
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

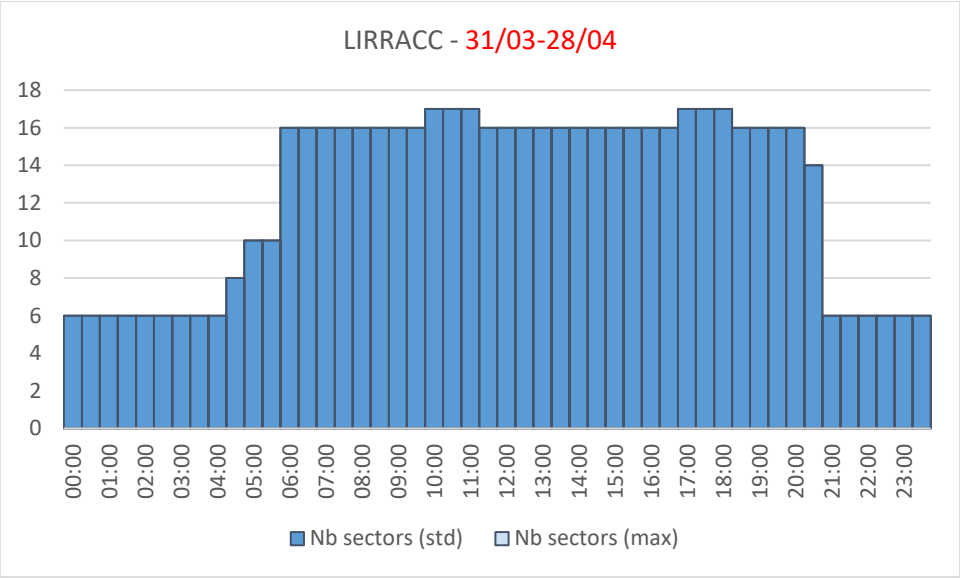
ITALY ROMA ACC

Expected traffic

Roma						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2240	1830	1940	2070	2290	2190	2240
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2300	2030	2120	2290	2380	2230	2660
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2840	2670	2630	2780	2830	2760	2850
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2890	2660	2670	2810	2880	2800	2850
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2920	2690	2680	2850	2920	2830	2900
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2910	2690	2730	2910	2980	2910	2930
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2940	2790	2810	2990	3030	2960	3030
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3090	2880	2880	3050	3030	3060	3050

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
11-03-2024	29-03-2024	LIRR/LIBB	TYPHOON FLAG 2024
21-03-2024		LIBB/LIMM/LIPP/LIRR	FRA vertical limits improvement
21-03-2024		LOVV/LQSB/LDZO/LKAA/LWSS/LJLA/LYBA/ LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT

NM Assessment

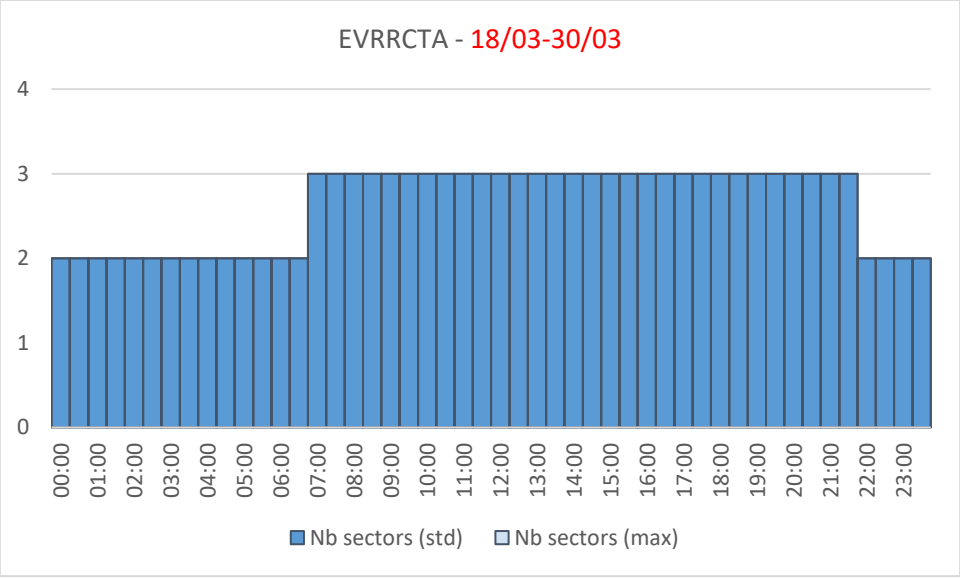
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

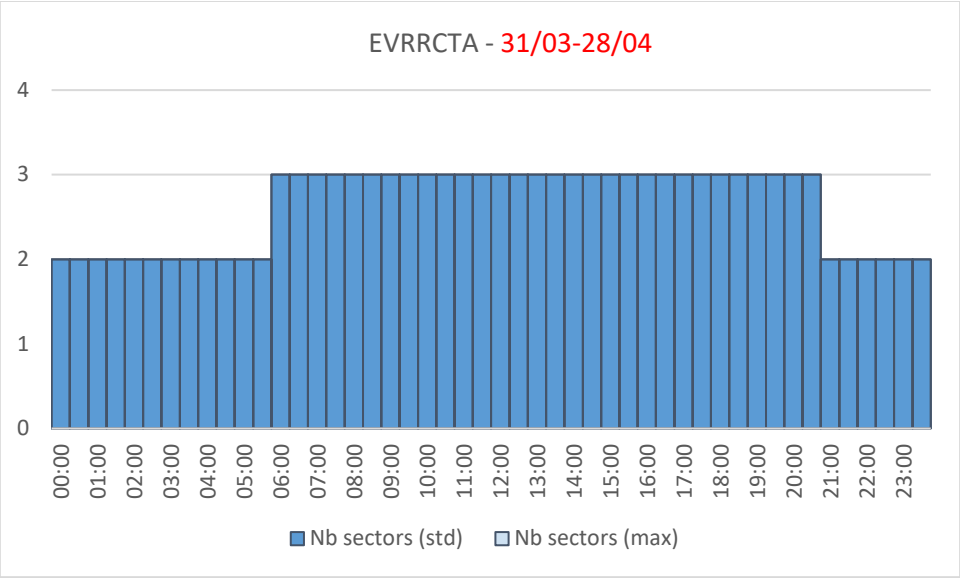
LATVIA RIGA ACC

Expected traffic

Riga						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
570	430	500	510	550	490	560
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
570	460	520	530	540	480	610
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
630	570	610	620	630	570	620
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	580	630	630	650	580	630
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	580	630	630	650	590	650
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	580	620	640	640	600	660
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
670	590	650	660	650	650	690
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
680	650	670	670	660	670	690

Sector openings – Planned and maximum





Sector capacities

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

CONF 3	
EVRRWS	31/47
EVRRES	29/44
EVRRAPP	18/24/29

CONF 2	
EVRRWS	31/47
EVRREA	15/20

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

N/A

NM Assessment

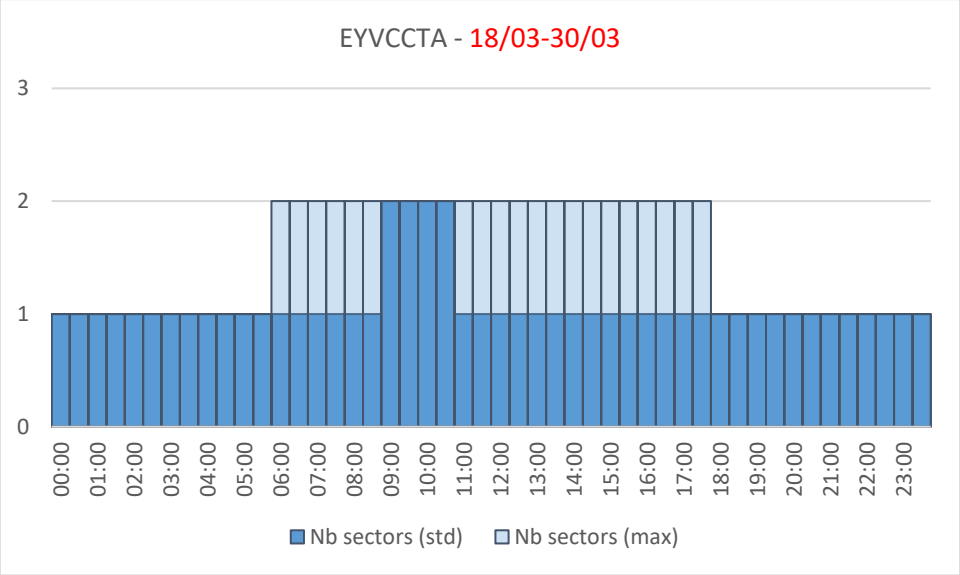
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

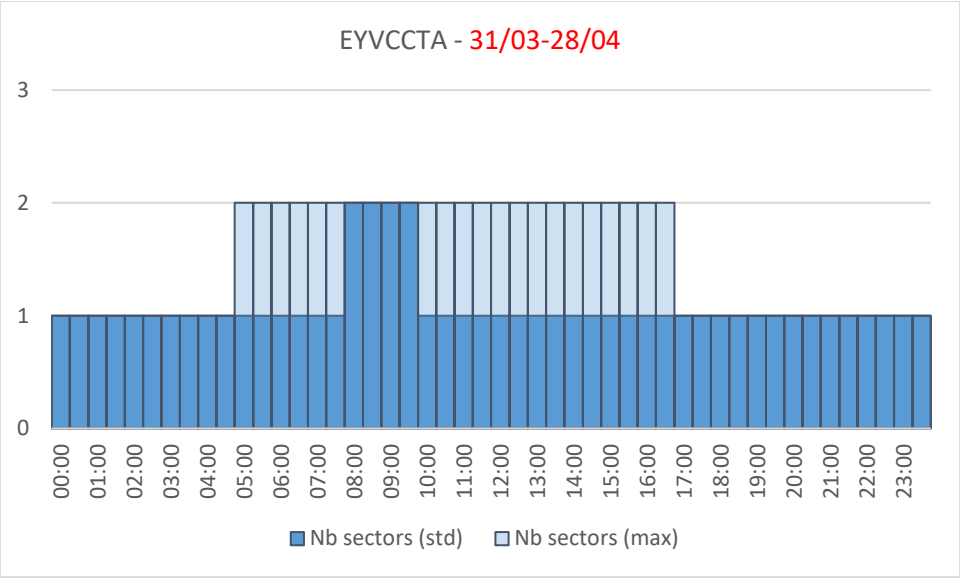
LITHUANIA VILNIUS ACC

Expected traffic

Vilnius						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
430	340	390	370	400	370	410
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
420	360	400	390	390	380	480
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	460	480	500	500	460	500
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	470	490	500	510	460	500
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
520	470	490	510	520	470	520
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	480	490	520	520	480	530
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
530	490	520	550	540	540	570
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
550	540	540	550	560	550	560

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
09-04-2024	12-04-2024	EYVC	Three Seas Summit Vilnius
Q4/2024		EYVC	Lithuania Airspace restructure
28-11-2024		EYVC/EPWW/EKDK/ESOS	Implementation of cross border FRA between Baltic FAB and FAB DK-SE

NM Assessment

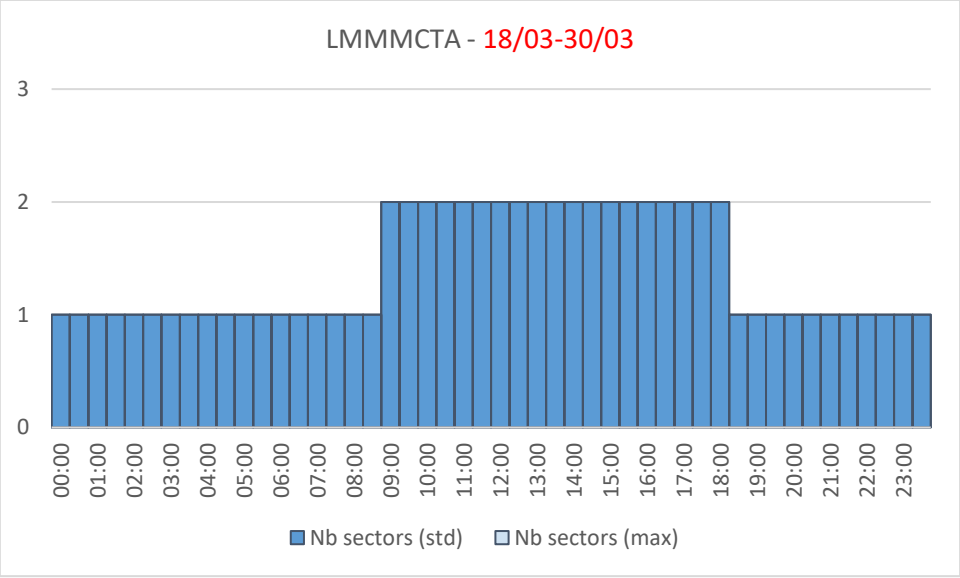
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

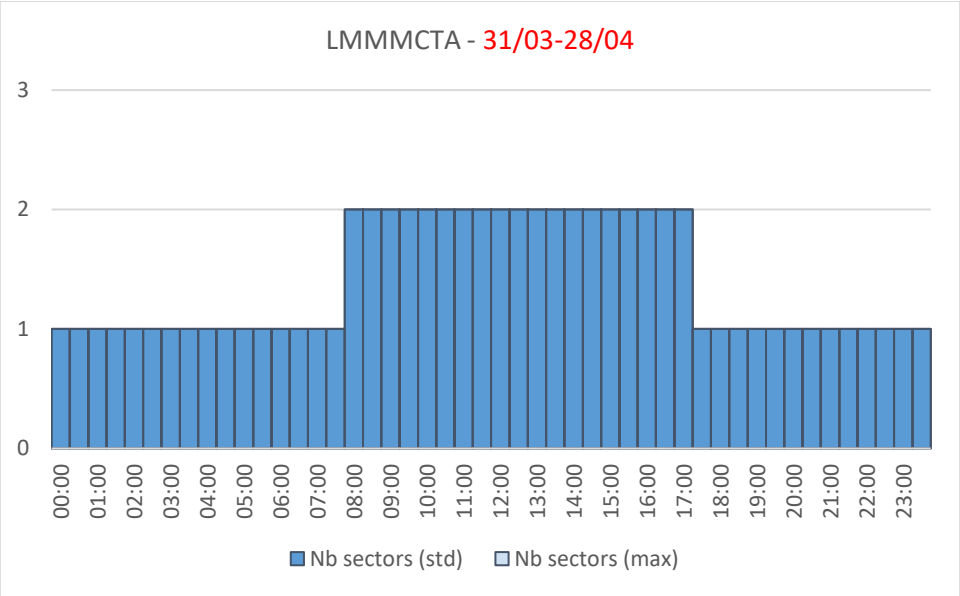
MALTA MALTA ACC

Expected traffic

Malta						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390	300	300	320	360	390	360
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400	330	350	400	370	390	400
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
430	390	400	430	410	410	420
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
440	400	400	440	410	410	420
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
440	400	400	440	420	420	420
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
450	390	400	450	410	420	430
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
440	420	400	450	420	420	420
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
440	400	400	440	420	430	420

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No planned restrictions.

Additional information

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

Special events and major projects

N/A

NM Assessment

No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

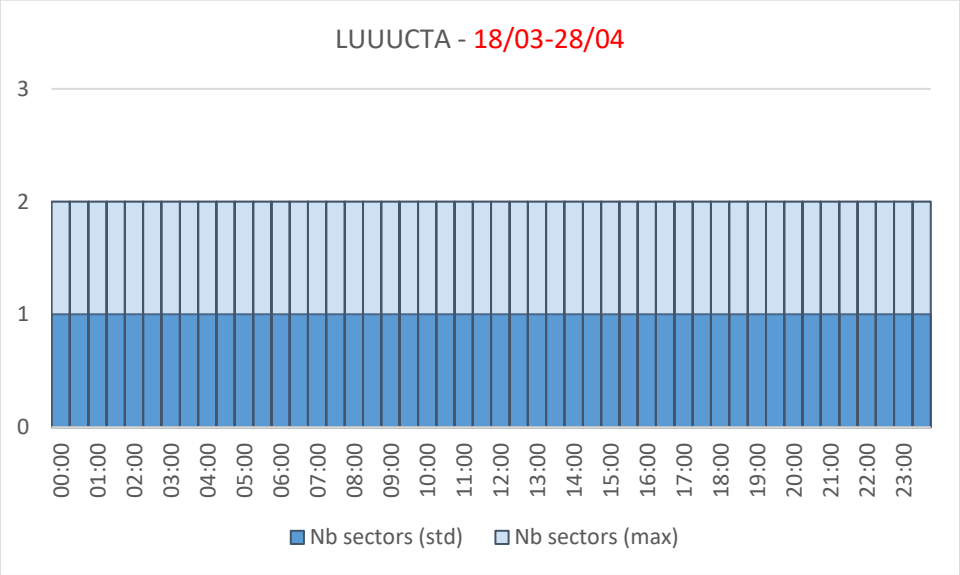
MOLDOVA CHISINAU ACC

Expected traffic

Chisinau						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	50	40	40	50	40	40
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	50	40	40	50	40	40
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30	40	40	40	30	40	40
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	50	40	40	30	40	30
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	50	40	40	30	40	30
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	50	40	40	30	50	40
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30	40	40	40	30	40	40
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30	40	40	40	30	40	40

Sector openings – Planned and maximum

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



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

All the projects are frozen for the moment due to Ukraine crisis.

Start Date	End date	ACC/Airport	Event
Q1/2024	Q4/2024	LUUU	VCS upgrade

NM Assessment

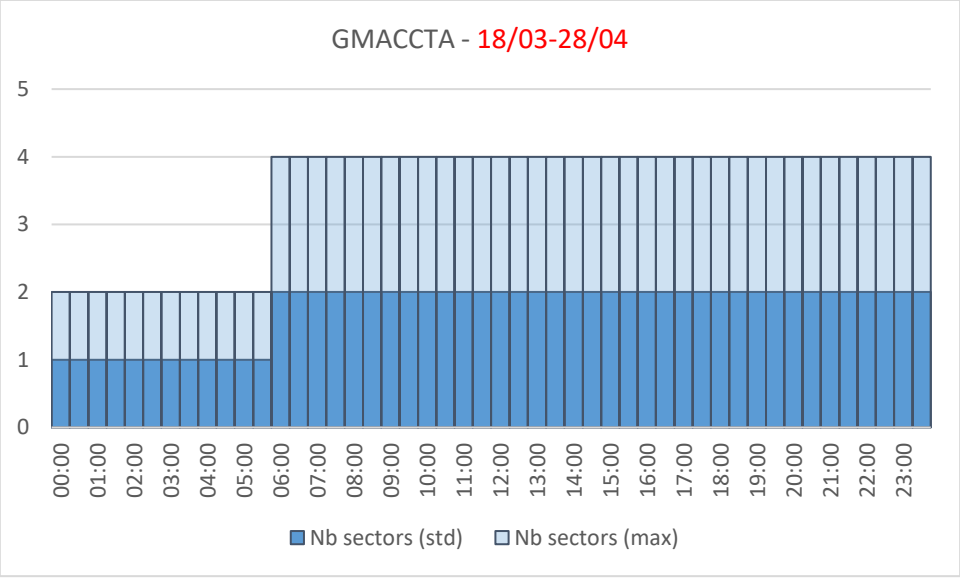
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

MOROCCO AGADIR ACC

Expected traffic

Agadir						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
750	760	750	800	830	1070	910
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
750	760	770	840	830	1090	830
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
720	770	700	740	740	990	820
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
690	730	690	730	710	940	770
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
650	710	680	710	700	900	760
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	720	690	700	690	880	730
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	720	660	680	660	840	660
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
630	650	640	660	650	810	660

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.

Additional information

The maintenance of equipment and technical infrastructure is regularly ensured.

Special events and major projects

Start Date	End date	ACC/Airport	Event
Q1/2025		LPPC/GMMM/GCCC/GMAC	Lisboa / Casablanca / Canarias Axis Phase 2

NM Assessment

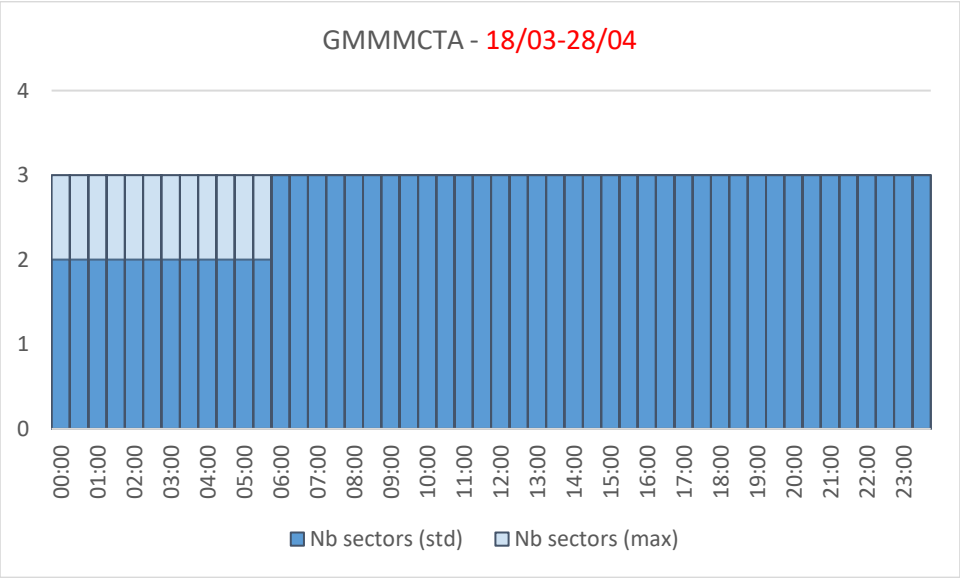
According to the traffic outlook, some overloads are expected on Saturdays until the end of March. Some flexibility might be needed during traffic peaks and the application of ATFCM measures is possible.

MOROCCO CASABLANCA ACC

Expected traffic

Casablanca						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
800	630	660	640	840	850	890
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
810	680	740	720	820	850	860
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
810	770	760	780	840	850	860
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
840	800	820	810	870	860	850
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
830	820	830	820	870	870	860
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
840	820	830	830	880	870	860
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
830	830	850	860	860	860	860
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
840	840	820	850	870	860	860

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.

Additional information

The maintenance of equipment and technical infrastructure is regularly ensured.

Special events and major projects

Start Date	End date	ACC/Airport	Event
Q3/2024		GMMM/GMMW	Implement new GMMW TMA and new SIDs and STARs
Q3/2024		LECM/GMMM	ATS Route Improvement
Q3/2024		GMMM/GMTN	New TMA Tetouan (GMTN) airport
Q3/2024		GMMM/GMTA	Implementation of a new GMTA TMA and new SIDs and STARs
Q3/2024		GMMM/GMFF	Improved airspace organisation around GMFF airport
28-11-2024		GMMM	Free Route Airspace MORFRA- Casablanca FRA area, step 1a
Q1/2025		LPPC/GMMM/GCCC/GMAC	Lisboa / Casablanca / Canarias Axis Phase 2

NM Assessment

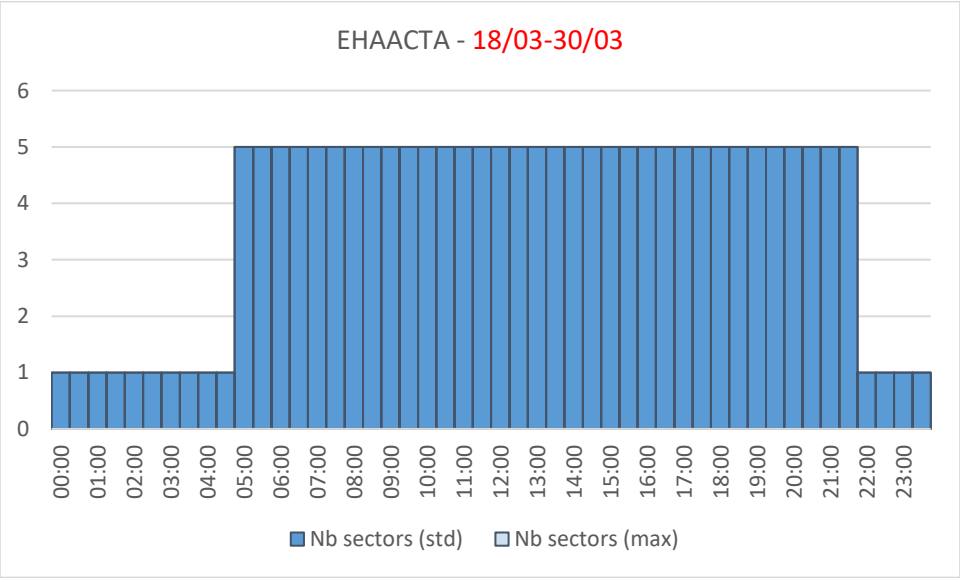
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

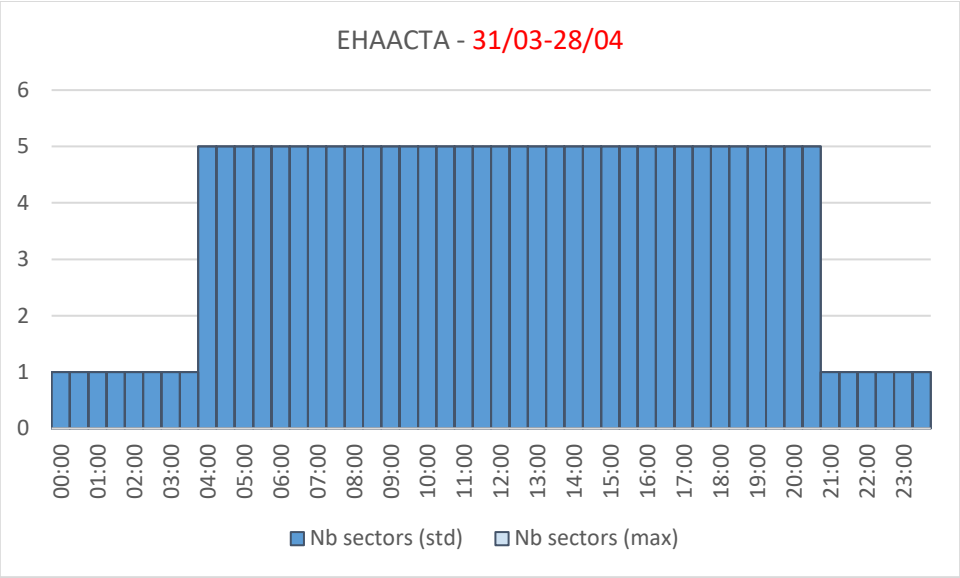
NETHERLANDS AMSTERDAM ACC

Expected traffic

Amsterdam						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1580	1430	1500	1590	1590	1370	1530
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1590	1430	1520	1570	1570	1340	1490
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1620	1570	1590	1620	1600	1460	1560
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1640	1570	1620	1650	1660	1460	1550
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1640	1580	1620	1680	1700	1510	1600
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1680	1620	1660	1690	1710	1540	1600
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1700	1650	1660	1680	1710	1530	1660
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1730	1660	1670	1700	1710	1530	1660

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations, staffing available for maximum sector configuration.

Additional information

Due to staffing issues with Tower/Approach control at Amsterdam-Schiphol fewer controllers are available for operational duties. In practice this means that from the start of the Summer 2024 season traffic will be handled on maximum three runways at the same time:

- two landing runways and one take-off runway during inbound peaks (2+1 runway usage)
- one landing runway and two take-off runways during outbound peaks (1+2 runway usage)

The temporary use of two landing and two take-off runways simultaneously during peak transitions is not possible. While airport slots have been allocated according to 2+1/1+2 runway usage in practice the traffic demand may deviate and can lead to exceeding the capacity of one runway when a second runway cannot be employed. Hence, depending on the traffic demand, this could result in more inbound ATFM delays and more pre-departure delays.

Special events and major projects

Start Date	End date	ACC/Airport	Event
14-04-2024	14-04-2024	EHAA	Marathon Rotterdam
29-06-2024	29-06-2024	EHAA	Veterans Day
13-08-2024	14-08-2024	EHAA	Tour de France Women
09/2024	09/2024	EHAA	World port days
02-09-2024	11-10-2024	EHAA	Weapons Instructor Course (WIC)
09-09-2024	20-09-2024	EHAA	Falcon Leap

NM Assessment

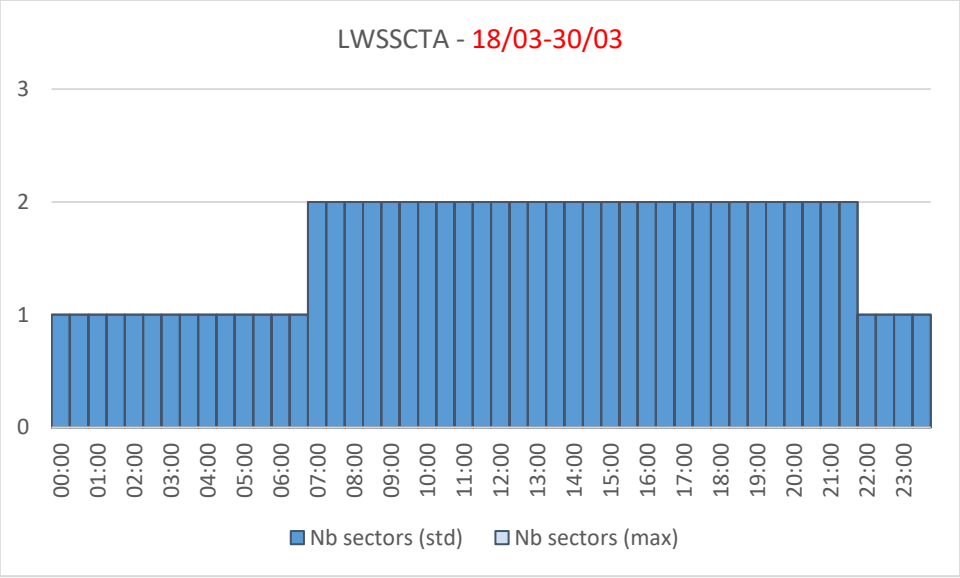
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

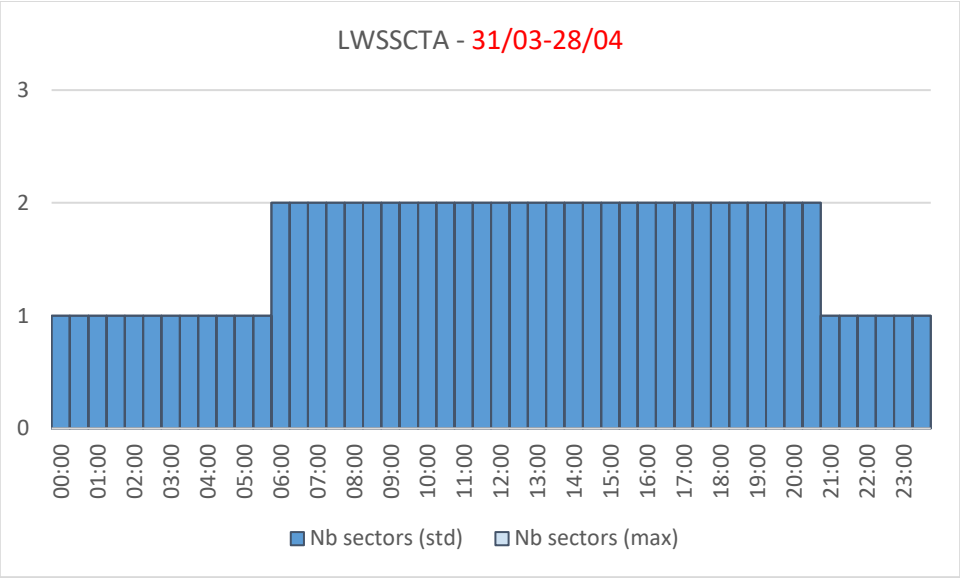
NORTH MACEDONIA SKOPJE ACC

Expected traffic

Skopje						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
470	380	460	440	500	510	550
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
500	460	520	510	540	550	770
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	620	680	680	700	770	790
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	640	690	690	710	780	800
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
670	650	690	710	740	820	840
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
670	660	730	720	770	880	850
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
710	750	870	800	850	960	950
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
790	850	900	840	890	1000	980

Sector openings – Planned and maximum





Sector capacities

Due to current system limitation, LWSS ACC will operate at a maximum rate of 72 flights per hour for the whole ACC.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/ Airport	Event
21-03-2024		LOVV/LQSB/LDZO/LWSS/LJLA/LYBA/ LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT
28-11-2024		LKAA/LOVV/LQSB/LDZO/LWSS/LJLA/ LYBA	CB FRA operations between SECSI FRA and SEE FRA

NM Assessment

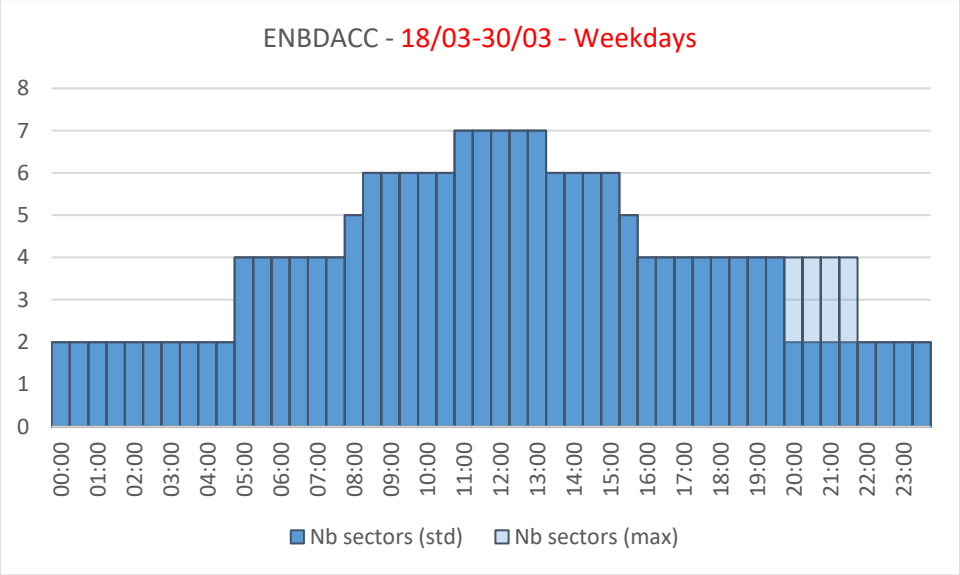
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

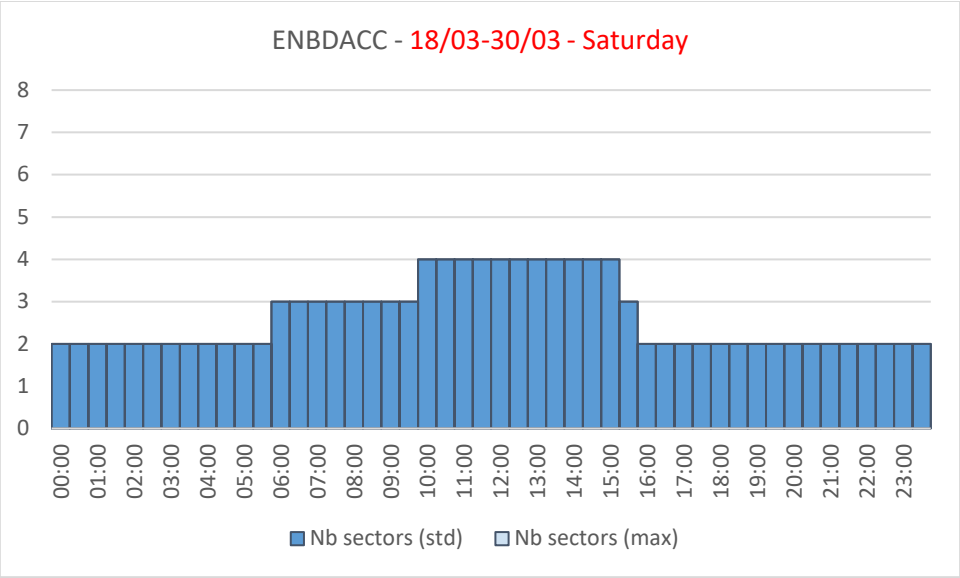
NORWAY BODO ACC

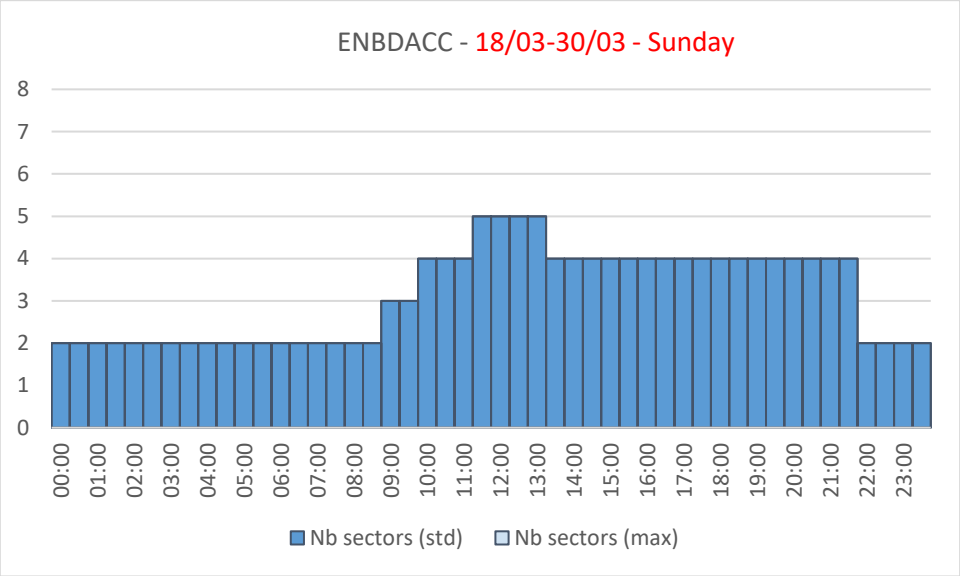
Expected traffic

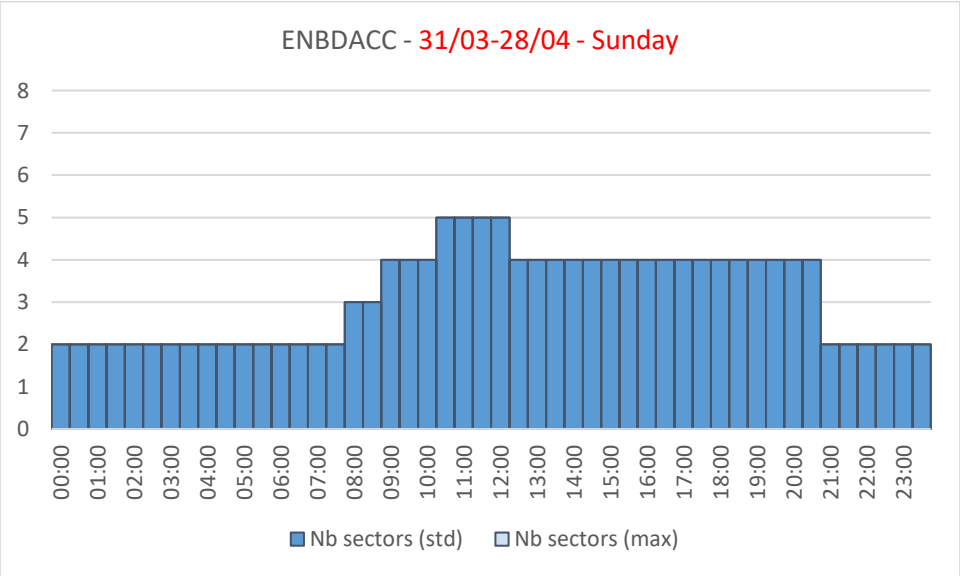
Bodo						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
580	600	620	620	580	270	470
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	520	550	330	220	240	470
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
530	600	590	610	590	260	500
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	620	600	590	600	260	490
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	610	600	590	600	270	490
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
620	630	610	630	600	260	480
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
570	580	460	580	580	250	500
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
590	590	590	470	490	270	490

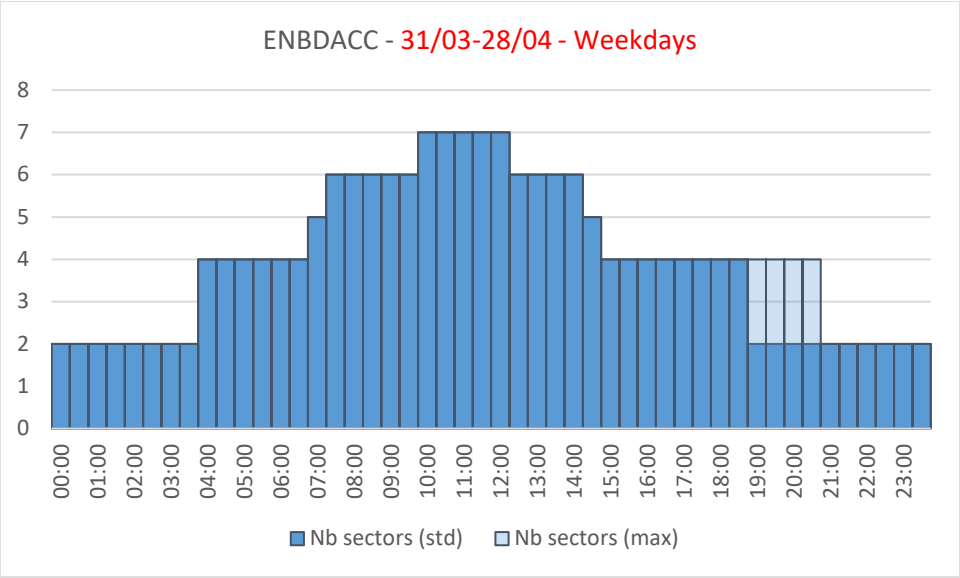
Sector openings – Planned and maximum

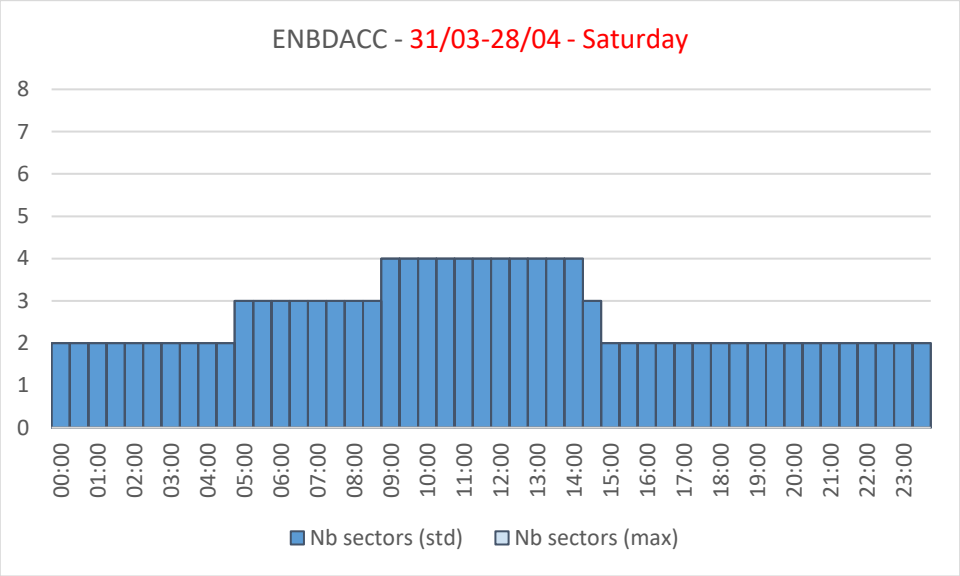



ENBDACC - 18/03-30/03 - Saturday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ENBDACC - 18/03-30/03 - Sunday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ENBDACC - 31/03-28/04 - Sunday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

N/A

NM Assessment

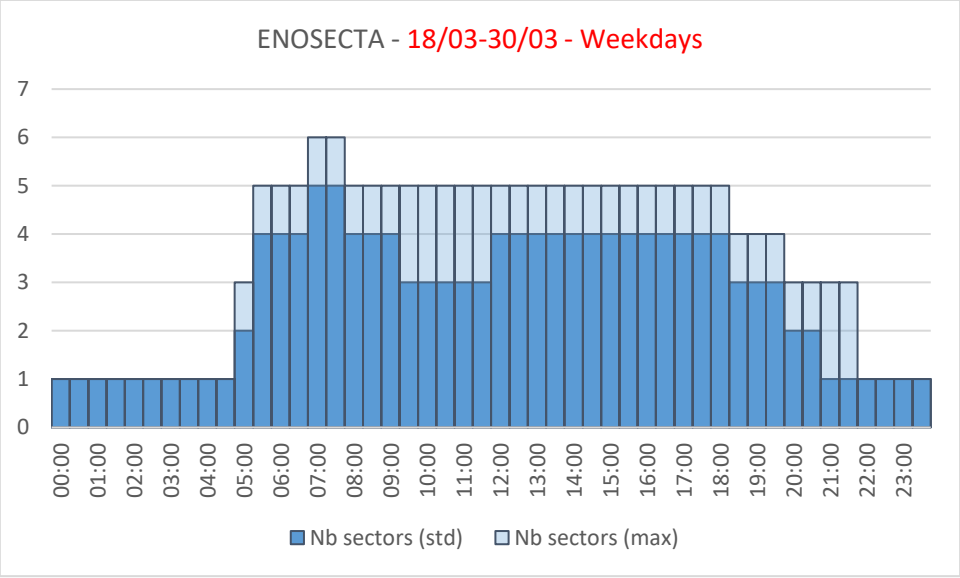
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

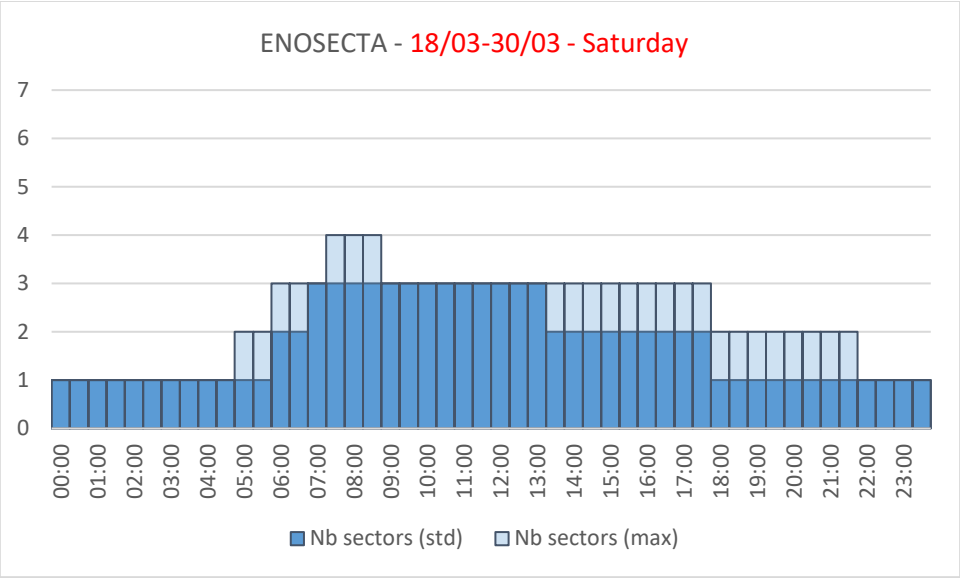
NORWAY OSLO ACC

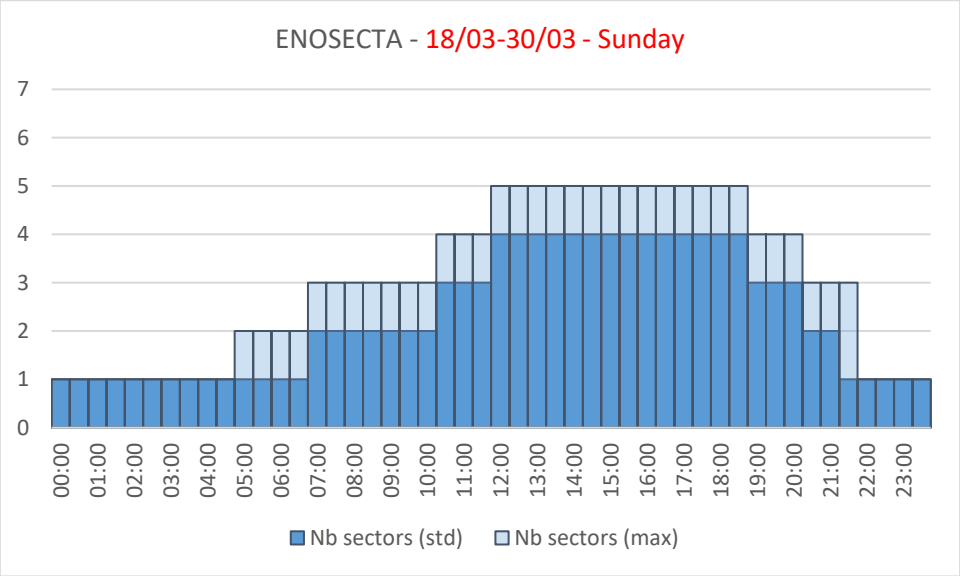
Expected traffic

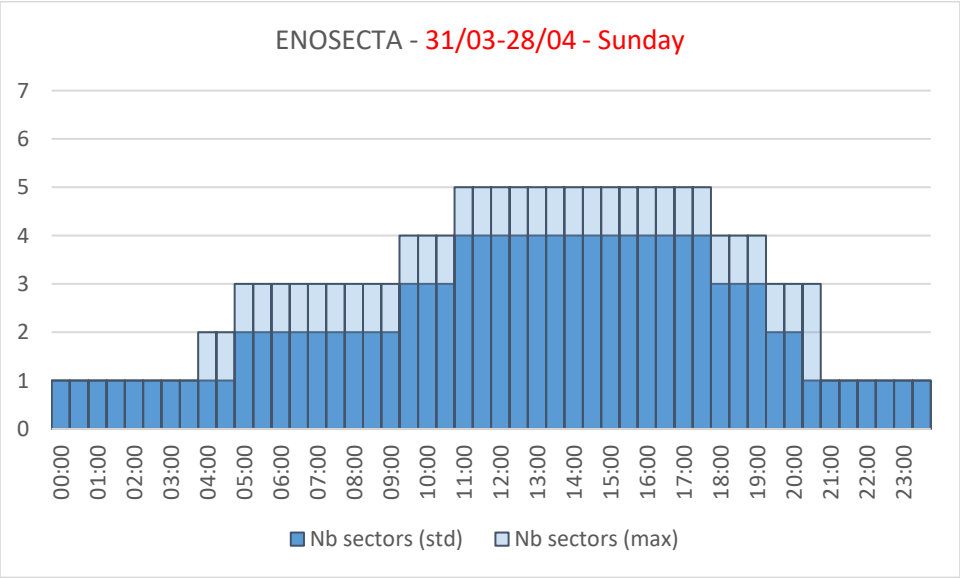
Oslo						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
910	860	930	980	990	650	880
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
810	740	840	790	700	560	900
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
940	970	930	980	980	650	940
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
990	1010	1010	1050	1040	670	950
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1000	1010	1010	1040	1040	680	960
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1000	1010	1020	1050	1030	670	950
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
950	960	860	990	1000	700	980
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
980	980	1000	900	880	710	1010

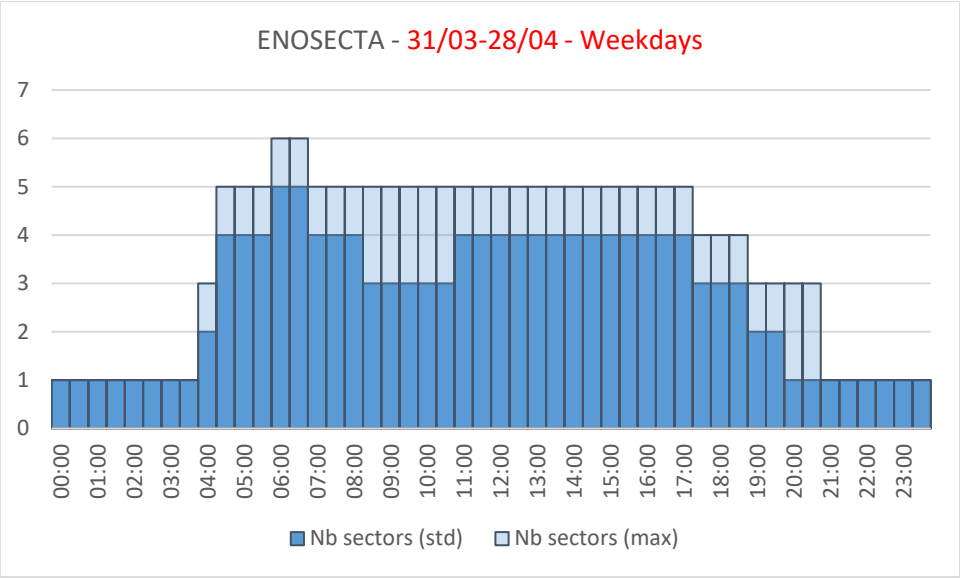
Sector openings – Planned and maximum

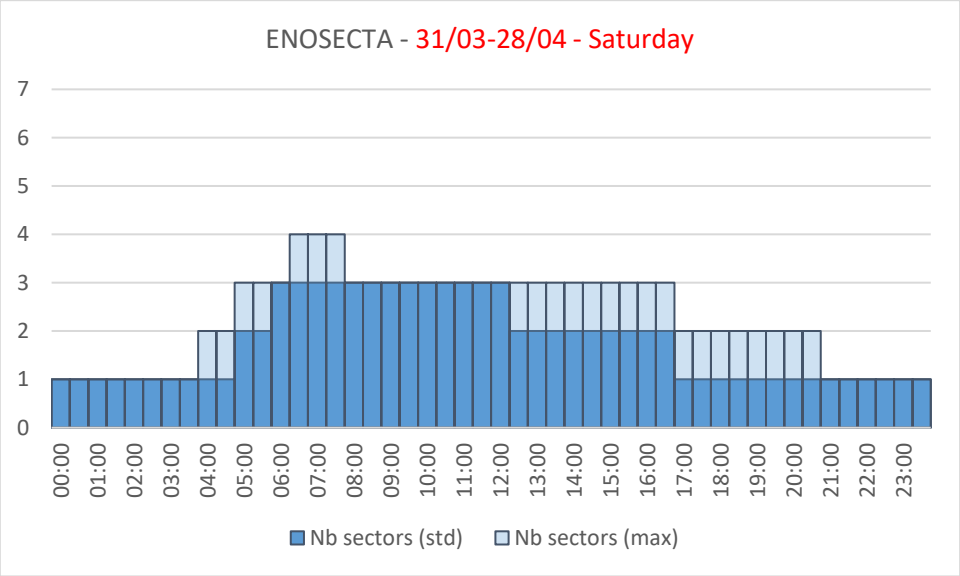



ENOSECTA - 18/03-30/03 - Saturday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ENOSECTA - 18/03-30/03 - Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ENOSECTA - 31/03-28/04 - Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

N/A

NM Assessment

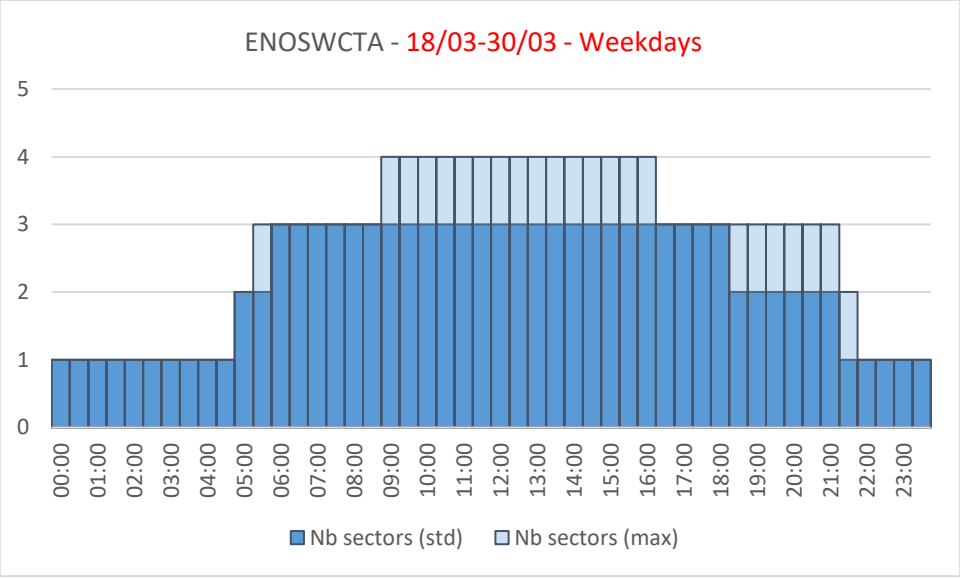
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

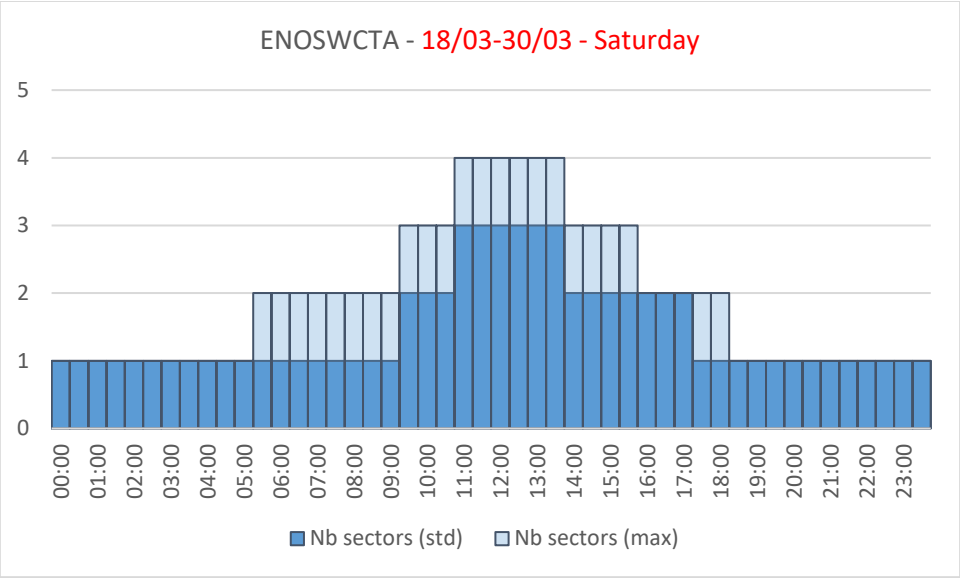
NORWAY STAVANGER ACC

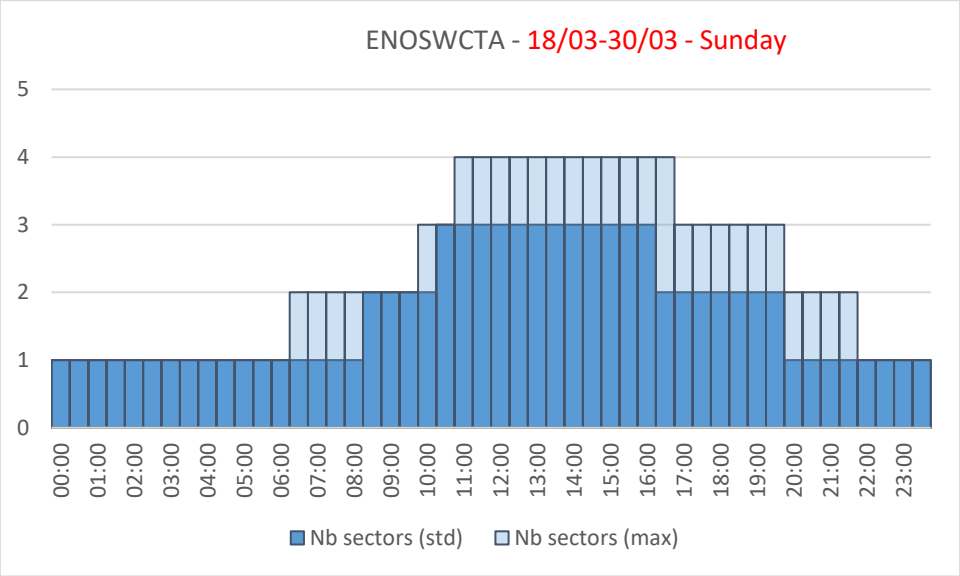
Expected traffic

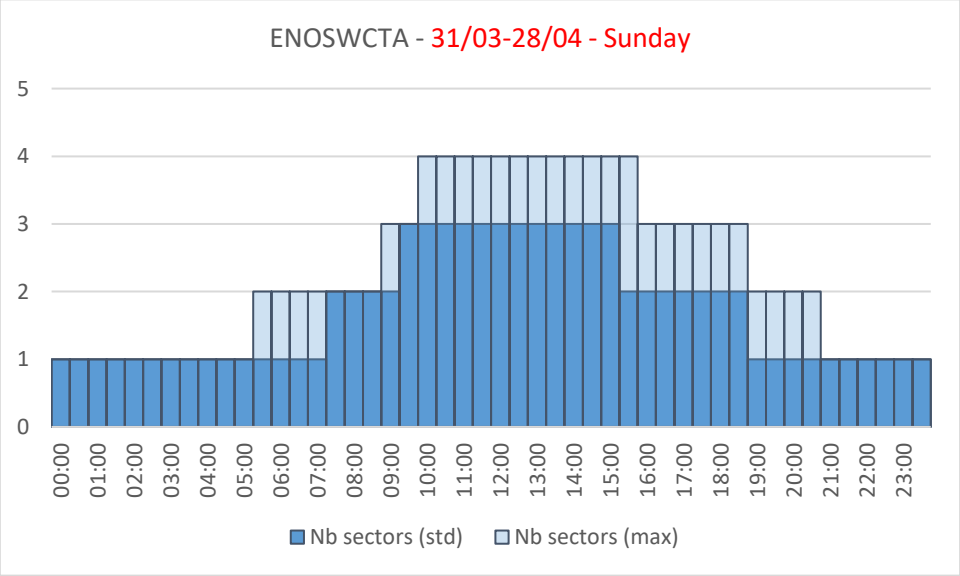
Stavanger						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
690	660	700	710	650	410	500
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
630	580	650	580	470	370	520
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
690	720	700	720	690	440	570
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
750	750	760	760	740	450	570
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
760	750	760	770	730	440	580
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
740	740	750	780	720	450	570
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
720	720	640	740	730	470	600
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
750	730	740	670	650	470	590

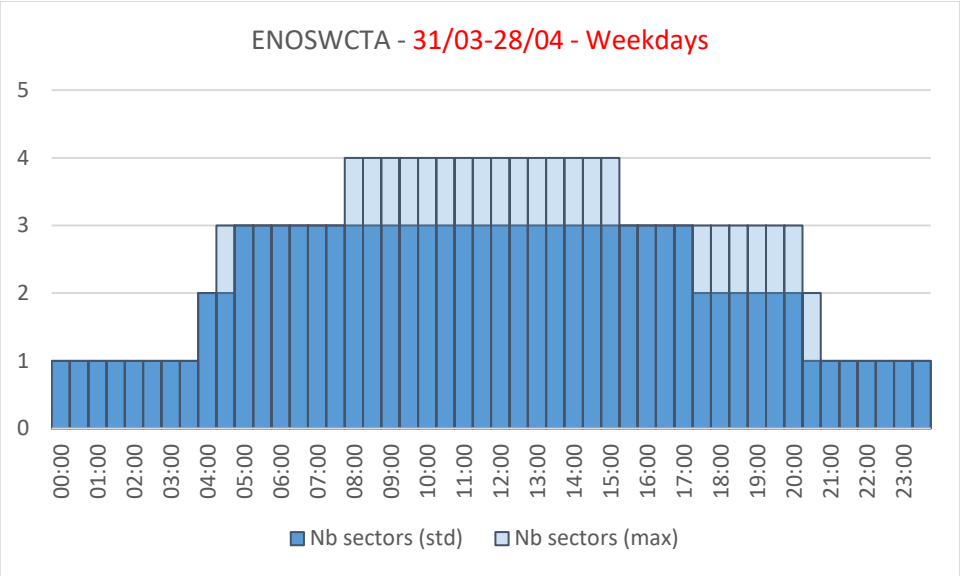
Sector openings – Planned and maximum

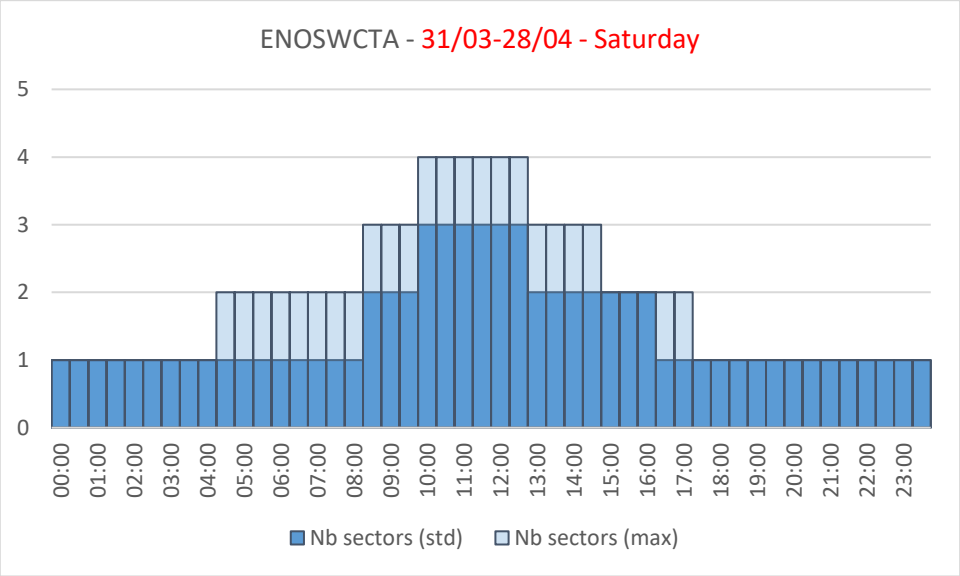



ENOSWCTA - 18/03-30/03 - Saturday
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ENOSWCTA - 18/03-30/03 - Sunday
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ENOSWCTA - 31/03-28/04 - Sunday
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

N/A

NM Assessment

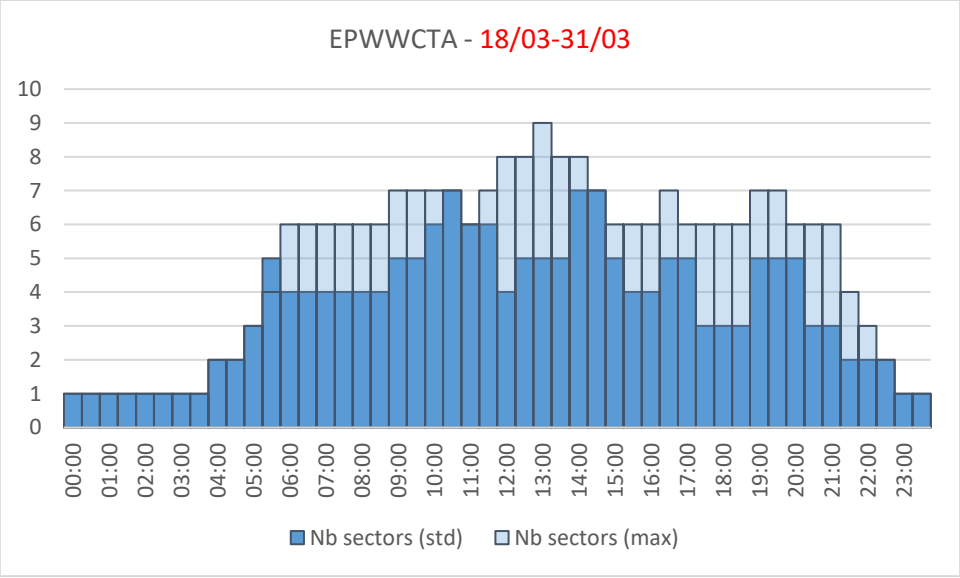
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

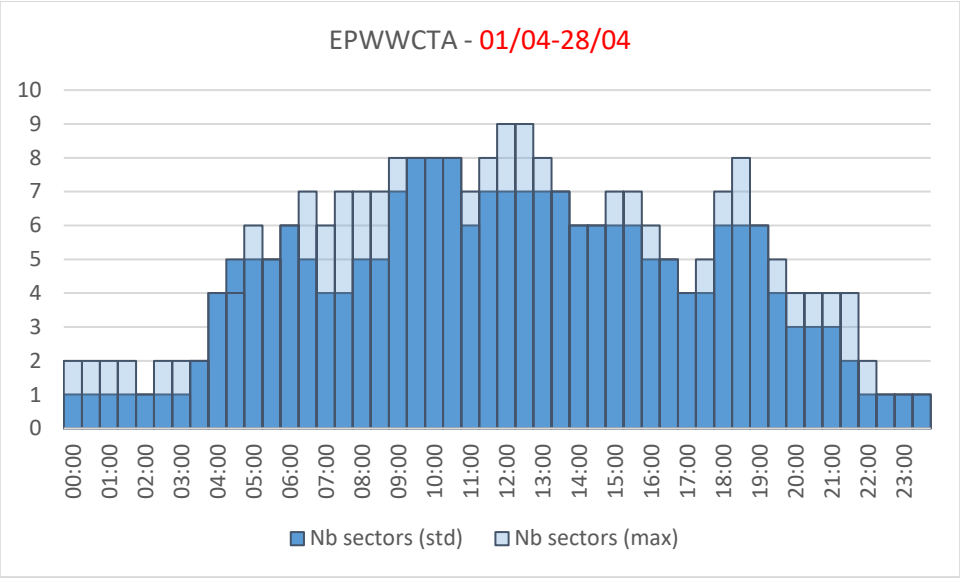
POLAND WARSZAWA ACC

Expected traffic

Warszawa						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1580	1280	1350	1420	1640	1480	1510
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1600	1390	1450	1510	1630	1490	1680
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1730	1600	1670	1710	1790	1650	1760
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1760	1620	1680	1720	1780	1650	1750
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1770	1610	1680	1720	1800	1680	1770
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1780	1620	1700	1770	1840	1790	1830
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1810	1650	1750	1820	1870	1900	1920
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1900	1760	1830	1850	1910	1940	1940

Sector openings – Planned and maximum





Sector capacities

N/A

Availability of support to operations staff

N/A

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
07-06-2024	22-06-2024	ESMM/ESOS/EPWW	BALTOPS 24
28-11-2024		EYVC/EPWW/EKDK/ESOS	Implementation of cross border FRA between Baltic FAB and FAB DK-SE
Q1/2025		LKAA/EPWW	Interface re-sectorisation

NM Assessment

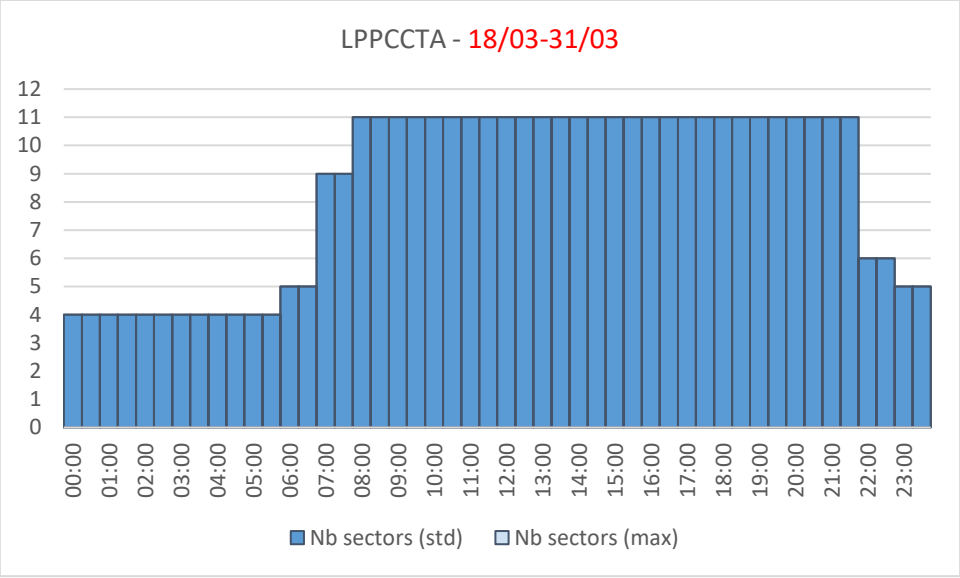
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

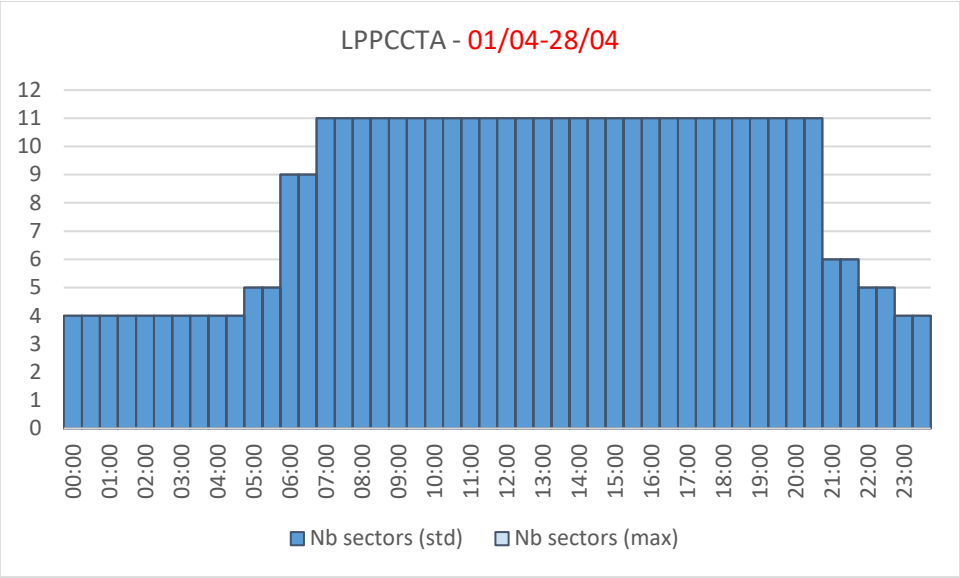
PORTUGAL LISBOA ACC

Expected traffic

Lisboa						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1720	1670	1580	1770	1830	2100	1920
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1740	1730	1660	1850	1850	2120	2010
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1870	1890	1760	1900	1900	2190	2020
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1840	1860	1750	1910	1870	2120	1960
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1810	1850	1760	1900	1860	2080	1940
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1810	1840	1760	1880	1840	2070	1920
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1800	1860	1760	1890	1830	2070	1880
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1820	1810	1750	1880	1820	2010	1880

Sector openings – Planned and maximum





Sector capacities

No limitations.

Availability of support to operations staff

No limitations.

Additional information

AMAN implemented at Lisbon Approach.

Special events and major projects

Start Date	End date	ACC/Airport	Event
16-05-2024	27-05-2024	LPPC	Implementation of Point Merge System
16-05-2024	27-05-2024	LPPC/LPCS	New SID/STAR structure
23-05-2024	05-06-2024	LPPC	REAL THAW + HOT BLADE
Q4/2024		LECM/LPPC	Interface re-sectorisation
Q1/2025		LPPC/LECB/LECM	Cross-border FRA operations
Q1/2025		LPPO/LPPC	Free Route Airspace Santa Maria FIR - Phase 2
Q1/2025		LPPC/GMMM/GCCC/GMAC	Lisboa / Casablanca / Canarias Axis Phase 2

NM Assessment

According to the traffic outlook, some overloads are expected from Thursdays to Sundays during the whole period. Some flexibility might be needed during traffic peaks and the application of ATFCM measures is possible.

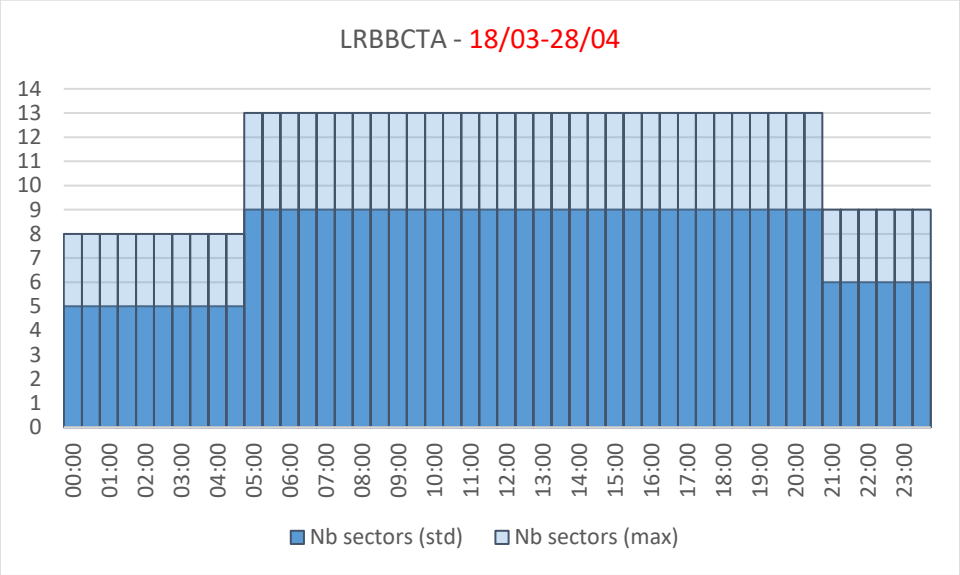
ROMANIA BUCUREȘTI ACC

Expected traffic

Bucureşti						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1810	1770	1850	1860	1970	1940	1990
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1850	1830	1920	1930	1990	1980	2180
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1990	1980	2050	2140	2110	2120	2180
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2000	2000	2050	2110	2080	2100	2150
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2000	2010	2040	2110	2100	2130	2170
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2010	2000	2090	2150	2160	2240	2210
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2030	2070	2160	2210	2190	2260	2290
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2110	2130	2170	2240	2220	2290	2300

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 2023.



Sector capacities

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

Availability of support to operations staff

No limitations, all support staff available.

Additional information

No constraints. All technical infrastructure working to full extent.

Special events and major projects

N/A

NM Assessment

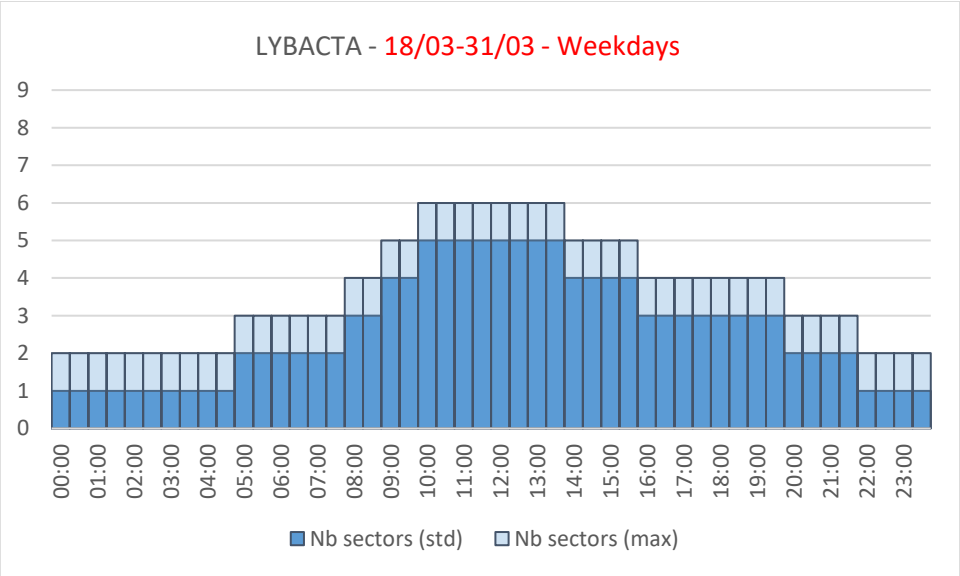
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

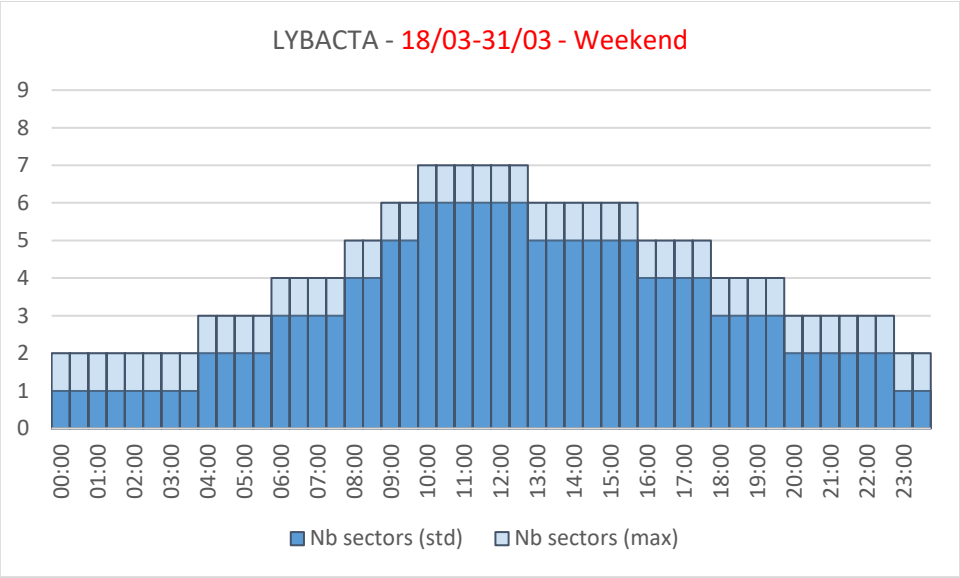
SERBIA BEOGRAD ACC

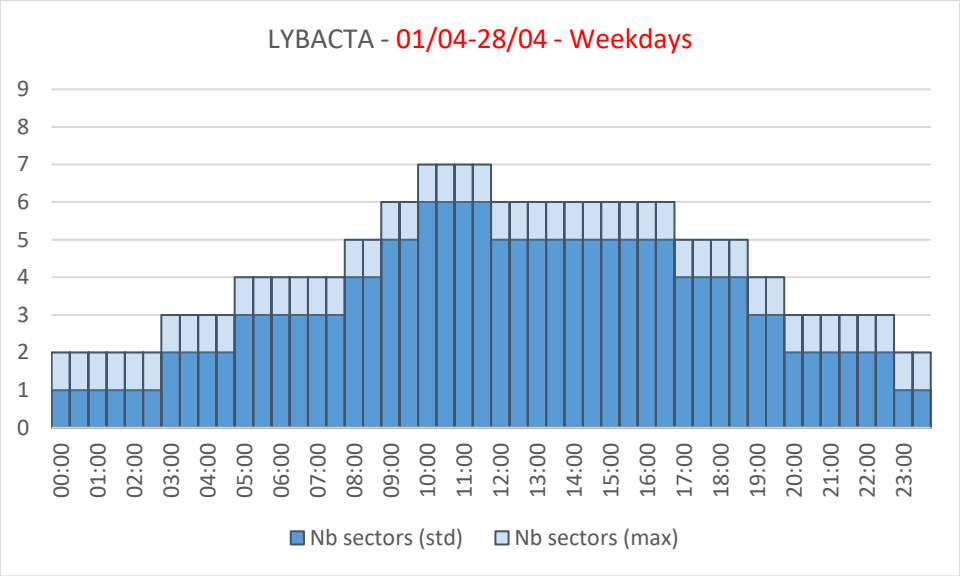
Expected traffic

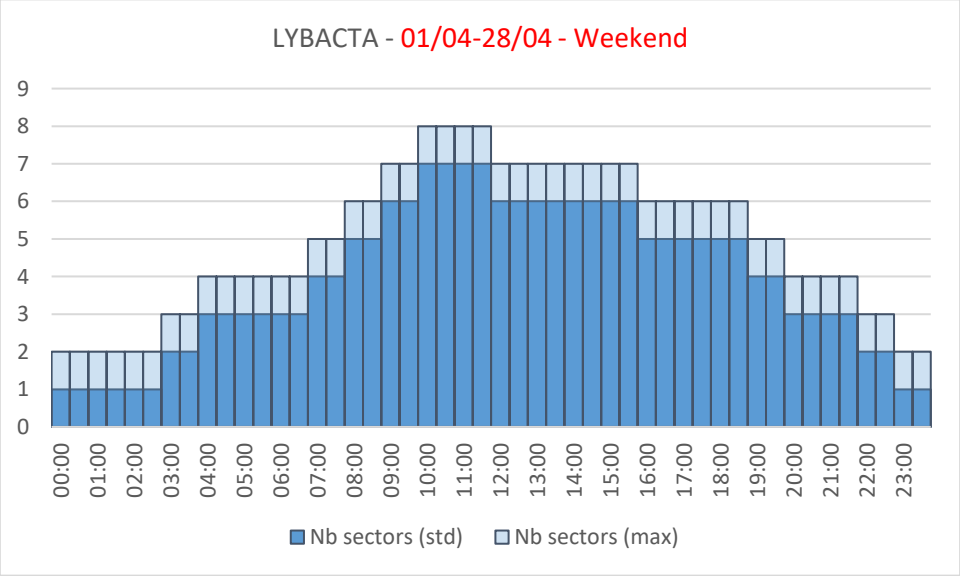
Beograd						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1700	1590	1650	1720	1910	2020	2000
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1830	1750	1820	1890	2040	2090	2430
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2190	2100	2220	2190	2360	2510	2520
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2210	2150	2230	2230	2380	2510	2540
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2230	2160	2240	2250	2410	2590	2610
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2280	2180	2310	2300	2520	2760	2640
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2350	2360	2610	2500	2740	2960	2920
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2590	2620	2660	2610	2820	3080	2990

Sector openings – Planned and maximum




LYBACTA - 18/03-31/03 - Weekend
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LYBACTA - 01/04-28/04 - Weekdays
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LYBACTA - 01/04-28/04 - Weekend
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

No constraints, all systems and technical infrastructure are available.

Special events and major projects

Start Date	End date	ACC/Airport	Event
21-03-2024		LOVV/LQSB/LDZO/LWSS/LJLA/ LYBA/LIBB/LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT
28-11-2024		LKAA/LOVV/LQSB/LDZO/LWSS/LJLA/LYBA	CB FRA operations between SECSI FRA and SEE FRA

NM Assessment

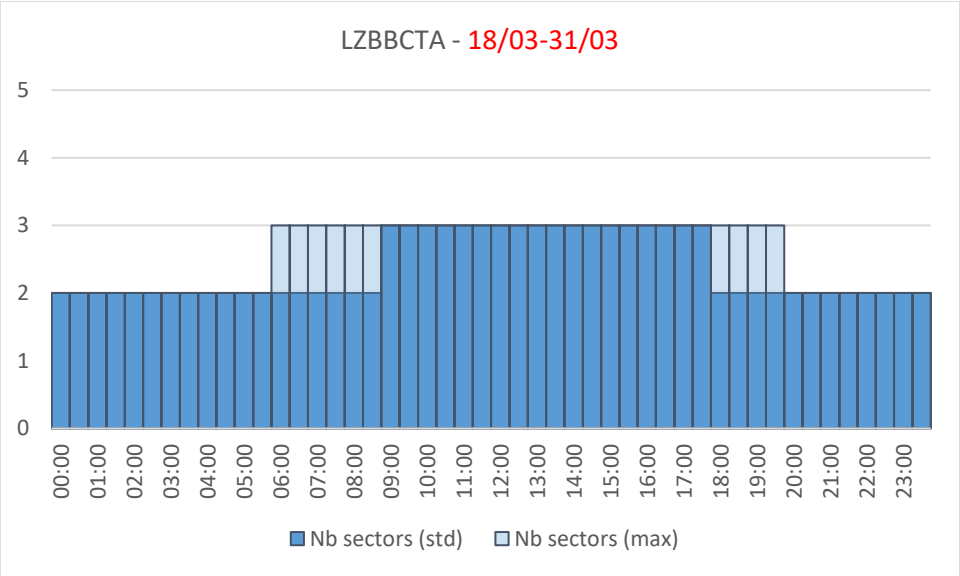
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

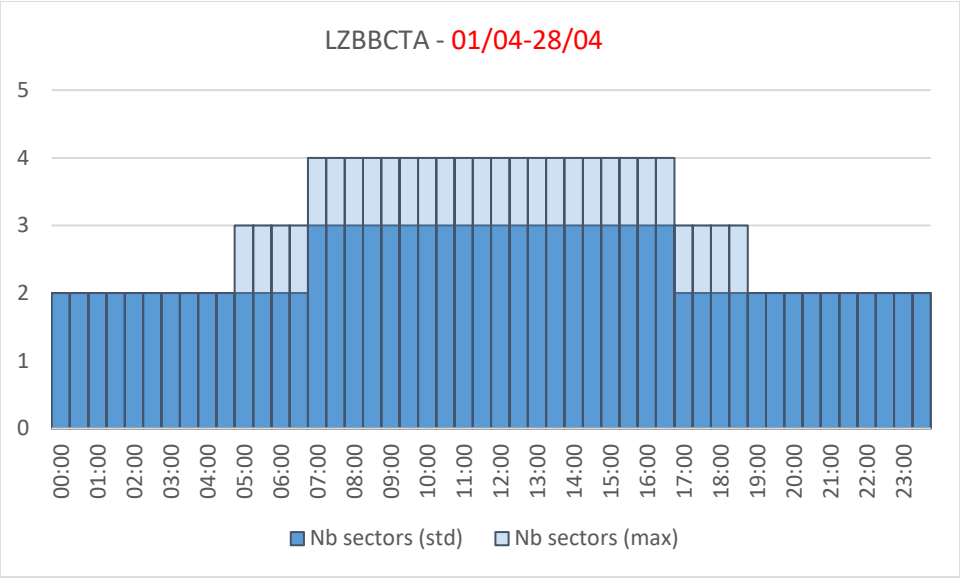
SLOVAKIA BRATISLAVA ACC

Expected traffic

Bratislava						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1160	1080	1140	1180	1320	1300	1300
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1190	1160	1230	1260	1330	1340	1570
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1380	1360	1390	1490	1480	1520	1590
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1390	1370	1380	1480	1480	1500	1580
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1400	1380	1380	1500	1500	1570	1610
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1420	1420	1430	1560	1560	1690	1690
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1470	1460	1530	1600	1600	1790	1770
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1520	1560	1550	1610	1640	1850	1810

Sector openings – Planned and maximum





Sector capacities

Traffic volumes LZBBL28, LZBBL33, LZBBM33, LZBBM34: capacities may be reduced by 30% due to military activity.

Availability of support to operations staff

No limitations.

Additional information

Availability of technical support is sufficient enough. No constraints.

Special events and major projects

Start Date	End date	ACC/Airport	Event
2025		LHCC/LZBB	Interface re-sectorisation

NM Assessment

No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

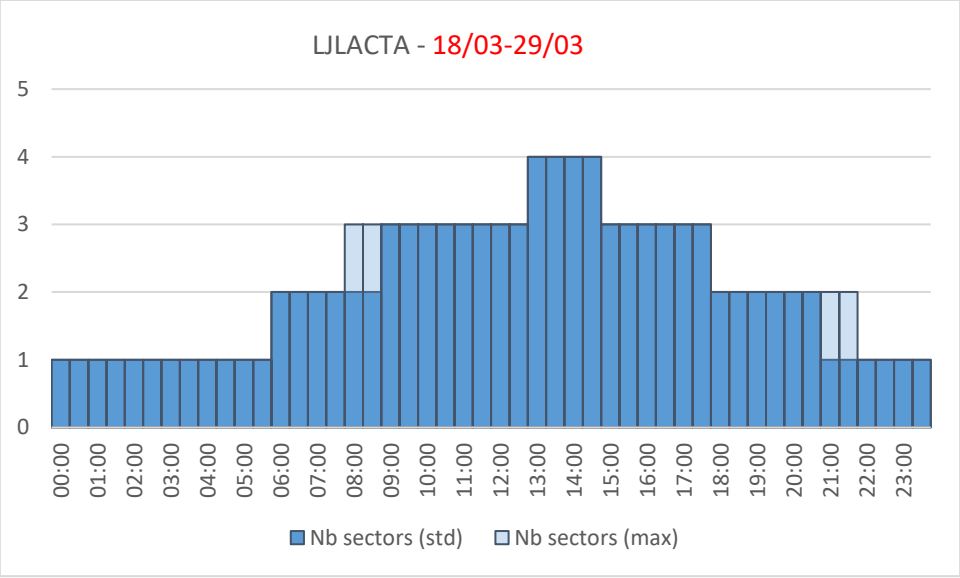
SLOVENIA LJUBLJANA ACC

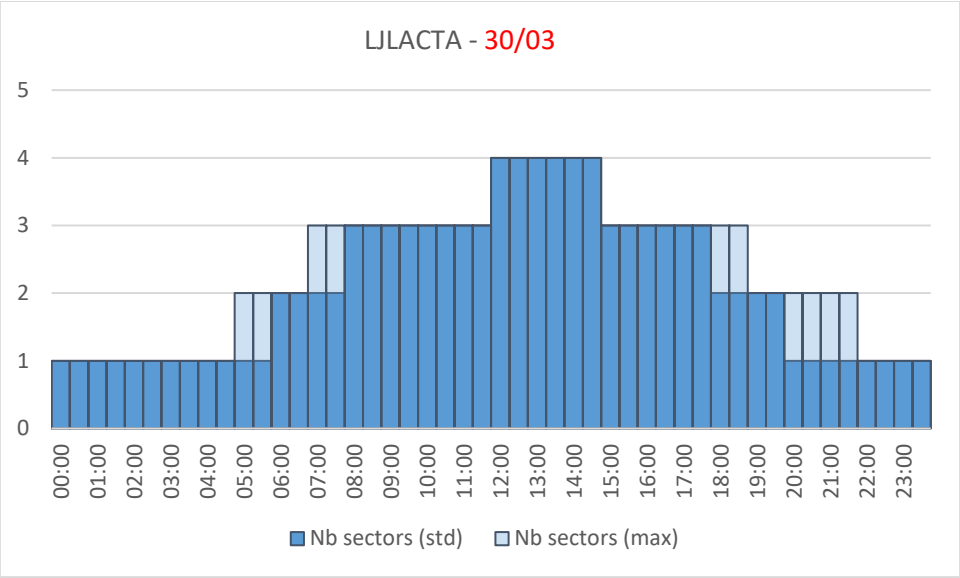
Expected traffic

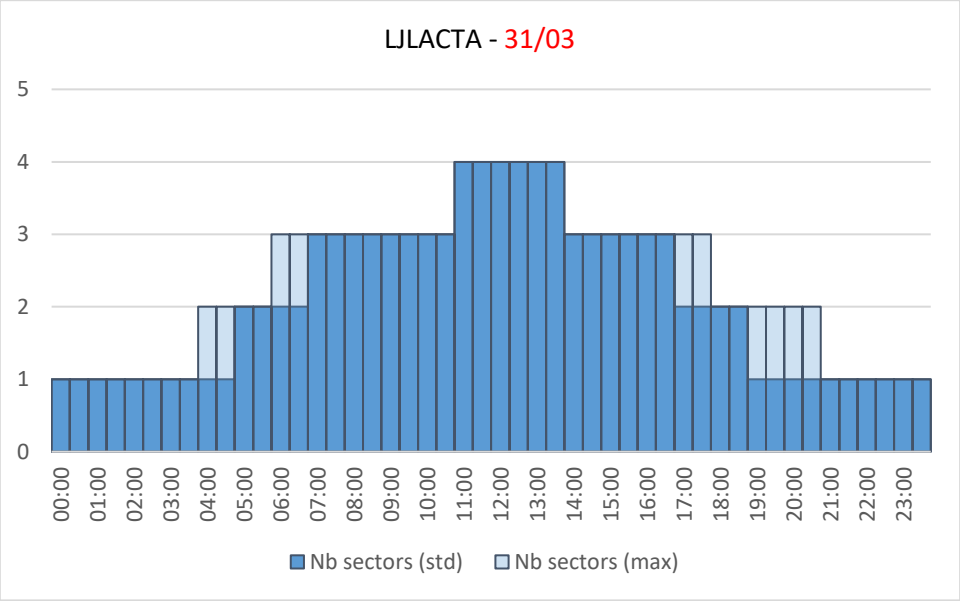
Ljubljana						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
770	710	770	760	870	890	890
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
790	800	850	870	910	920	1070
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1060	1030	1070	1080	1120	1180	1130
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1070	1030	1060	1090	1150	1210	1160
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1060	1030	1070	1120	1150	1230	1180
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1090	1060	1110	1150	1200	1290	1210
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1150	1170	1260	1310	1290	1430	1360
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1250	1300	1300	1350	1320	1470	1400

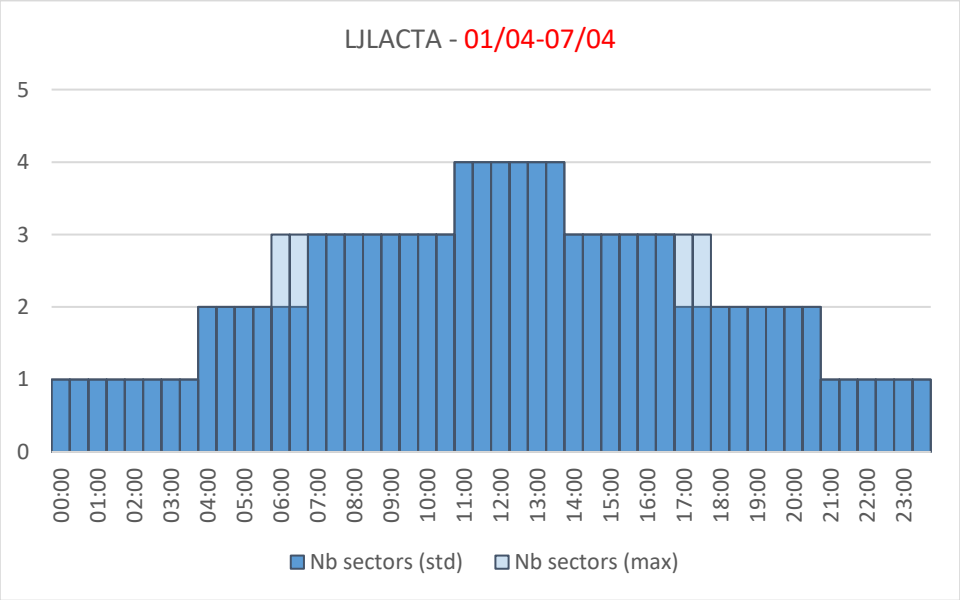
Sector openings – Planned and maximum

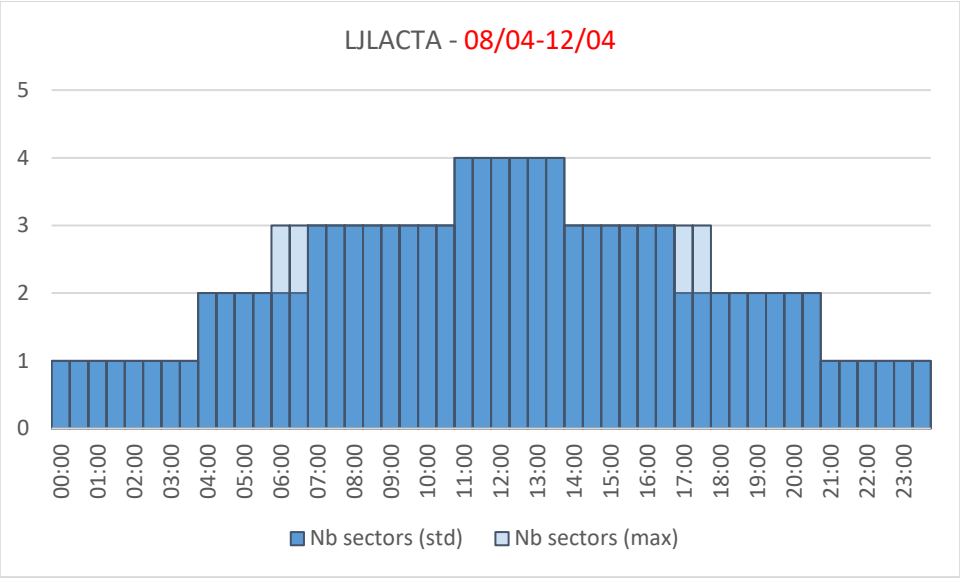
Slovenia Control is following traffic and able to adapt sector openings on a daily basis.

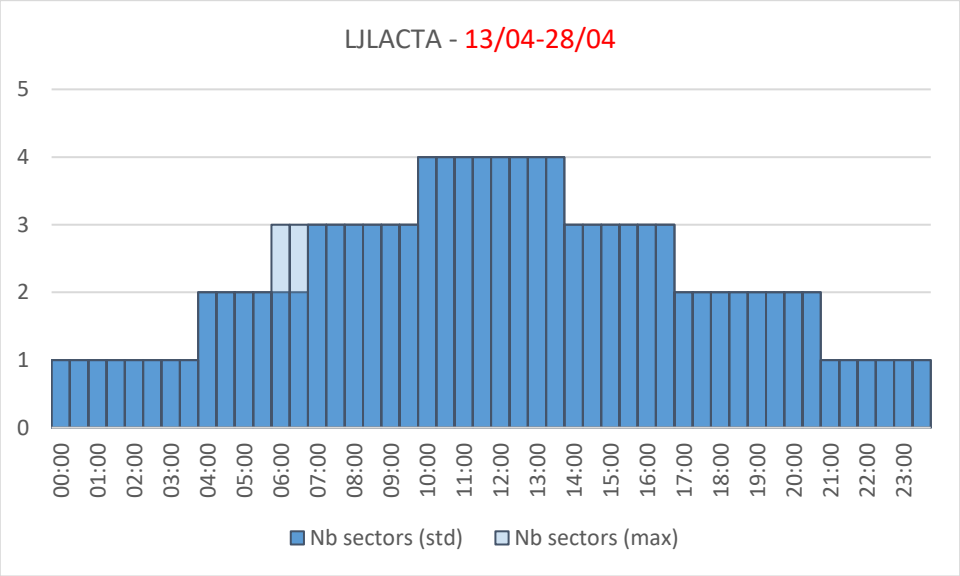



LJLACTA - 30/03
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LJLACTA - 31/03
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LJLACTA - 01/04-07/04
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

No technical or other constraints.

Special events and major projects

Start date	End Date	ACC/AD	Description
21-03-2024		LOVV/LQSB/LDZO/LWSS/LJLA/LYBA/LIBB/ LIMM/LIPP/LIRR	CB FRA operations between SECSI FRA and FRAIT
28-11-2024		LKAA/LOVV/LQSB/LDZO/LWSS/LJLA/LYBA	CB FRA operations between SECSI FRA and SEE FRA

NM Assessment

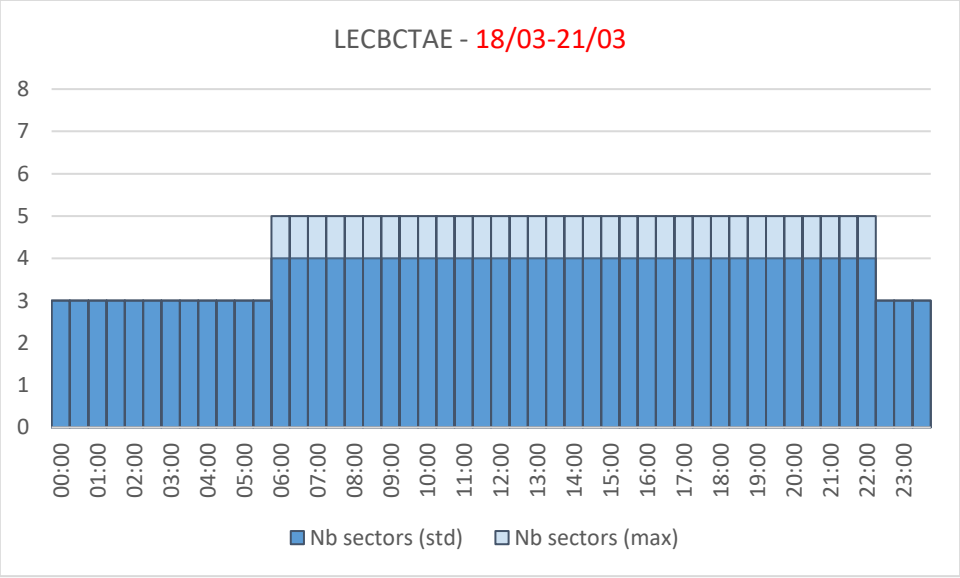
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

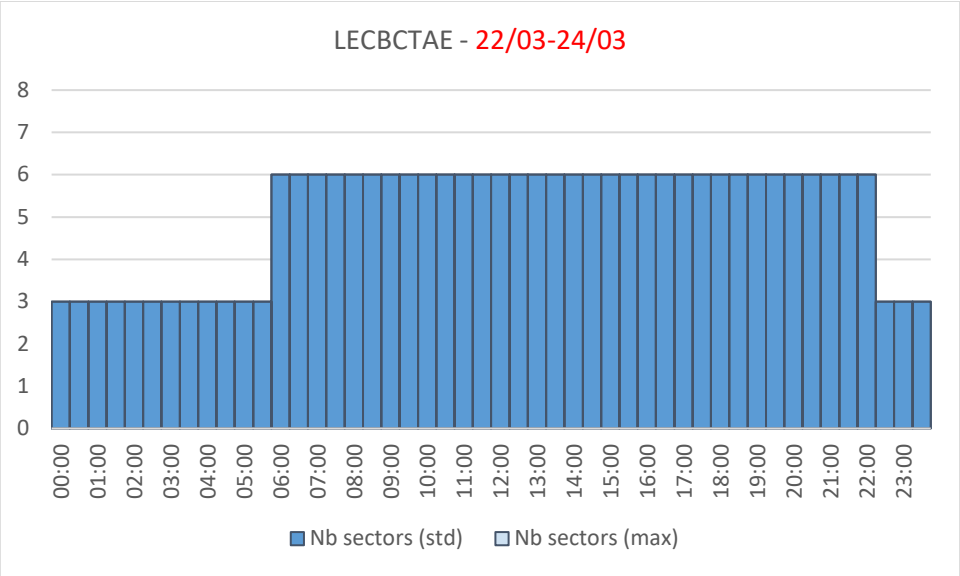
SPAIN BARCELONA ACC

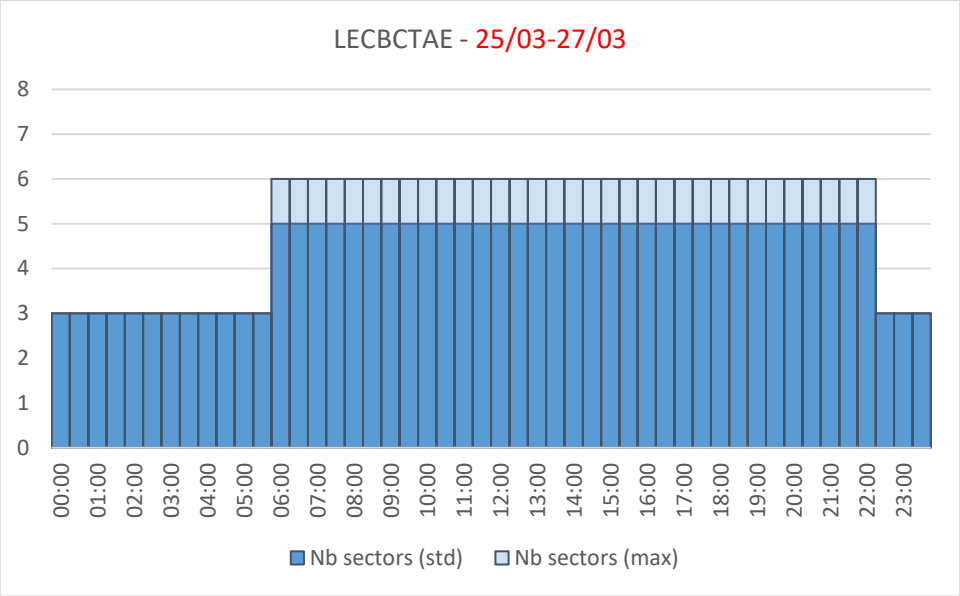
Expected traffic

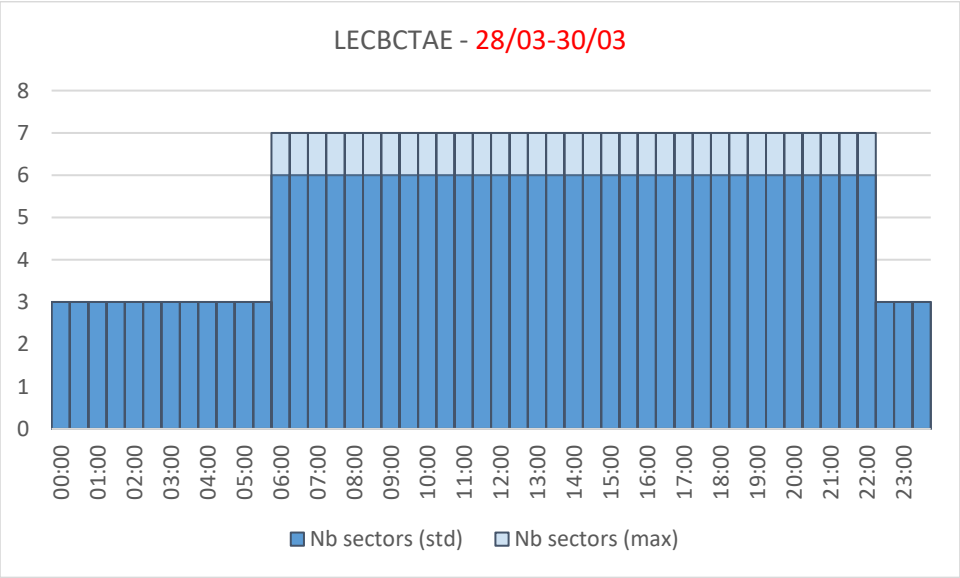
Barcelona						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1650	1330	1350	1430	1770	1770	1740
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1740	1560	1630	1700	1830	1830	2230
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2270	2170	2040	2170	2230	2370	2340
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2220	2130	2070	2180	2240	2360	2330
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2230	2150	2070	2200	2280	2400	2340
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2240	2200	2110	2230	2360	2470	2380
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2330	2300	2370	2330	2460	2700	2550
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2460	2410	2360	2390	2450	2730	2550

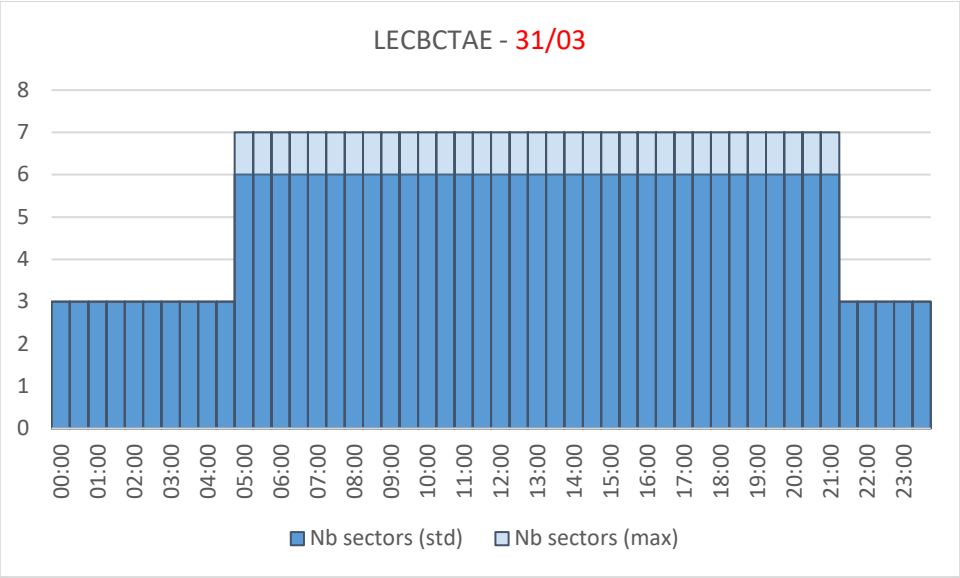
Sector openings – Planned and maximum

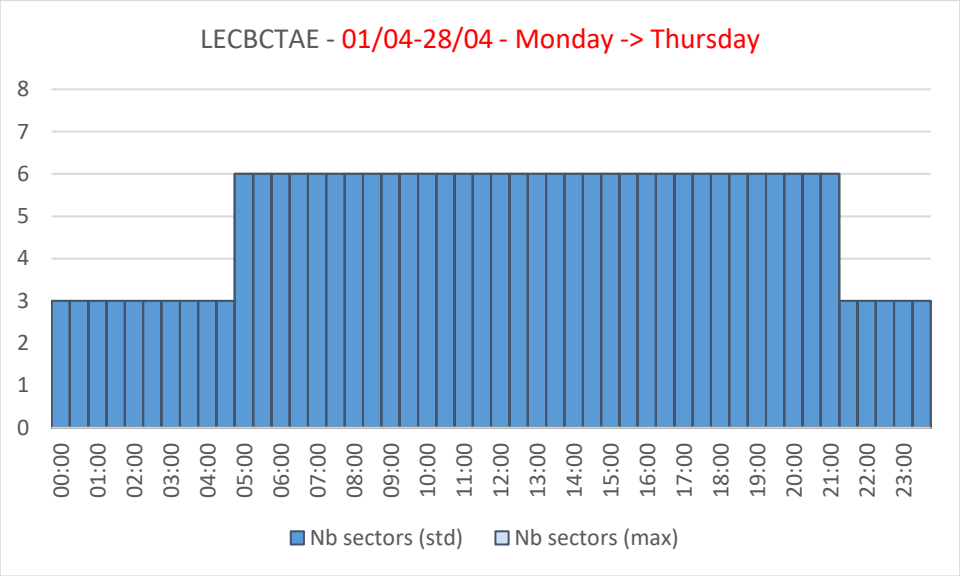


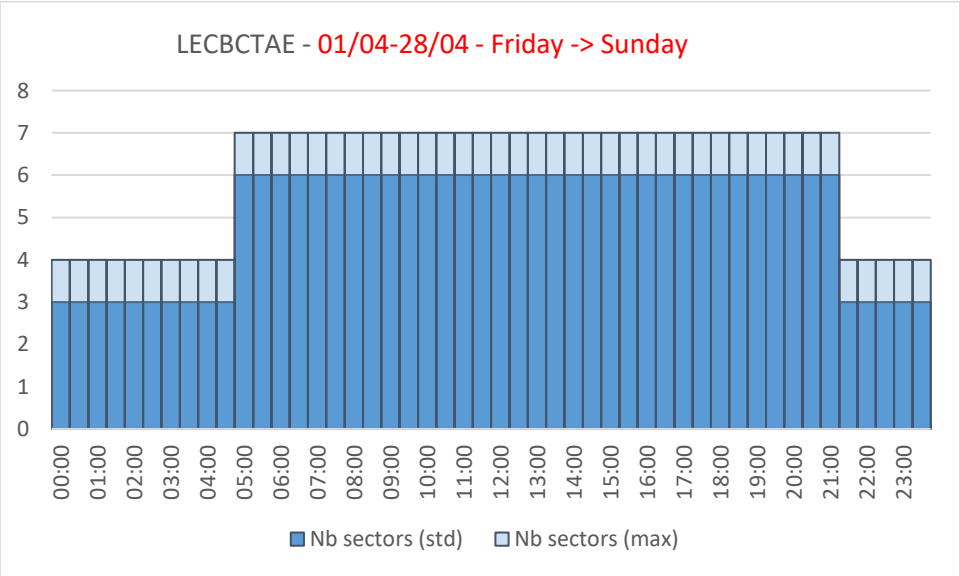

LECBCTAE - 22/03-24/03
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

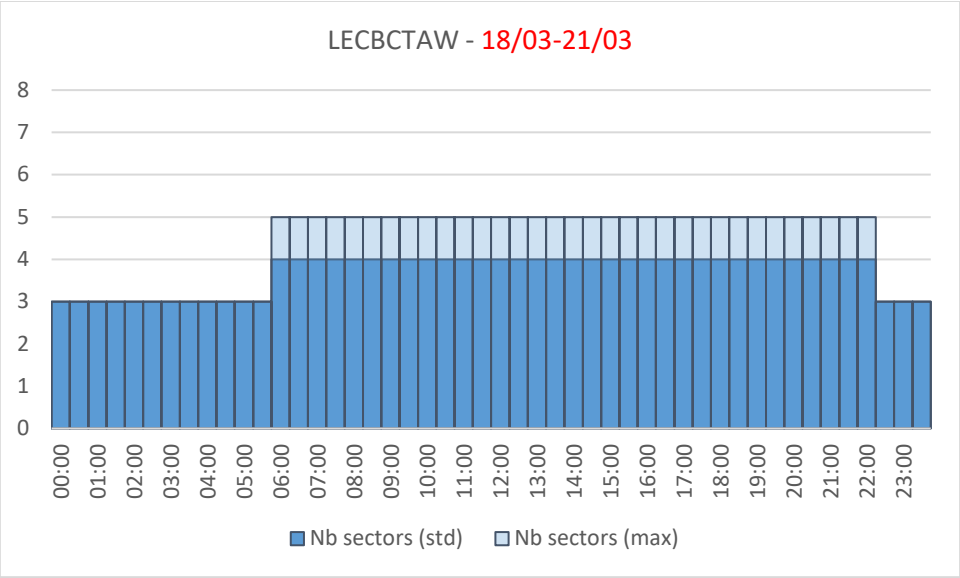

LECBCTAE - 25/03-27/03
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

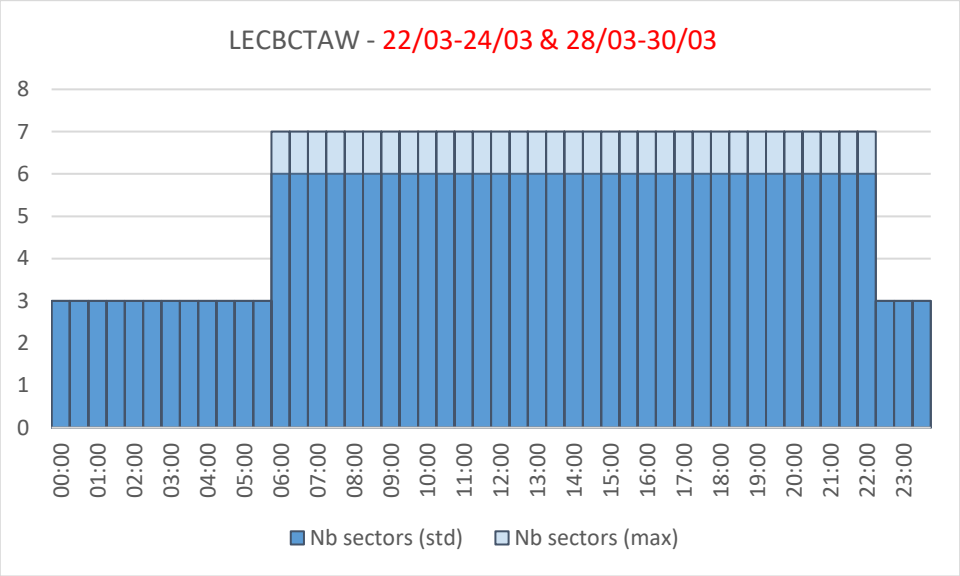

LECBCTAE - 28/03-30/03
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

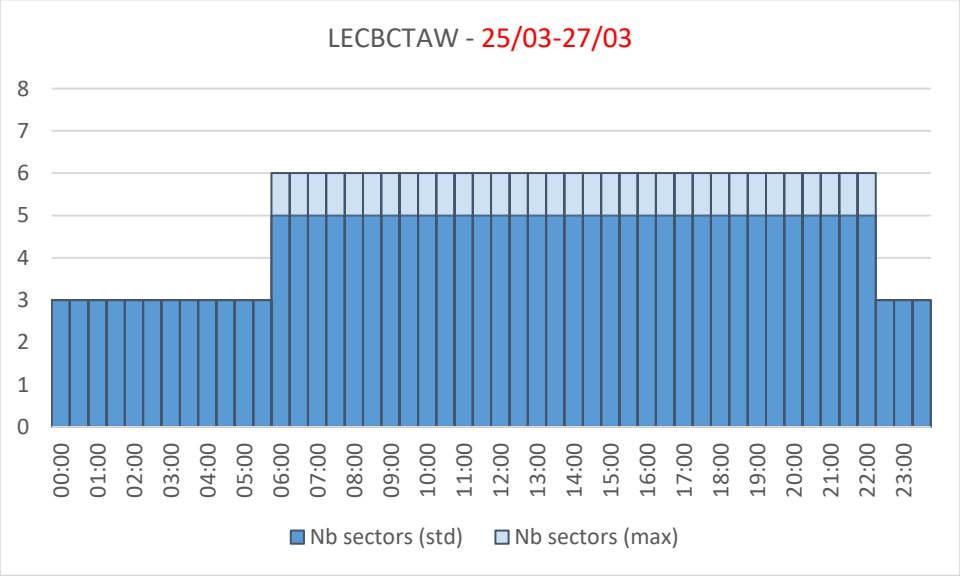

LECBCTAE - 31/03
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

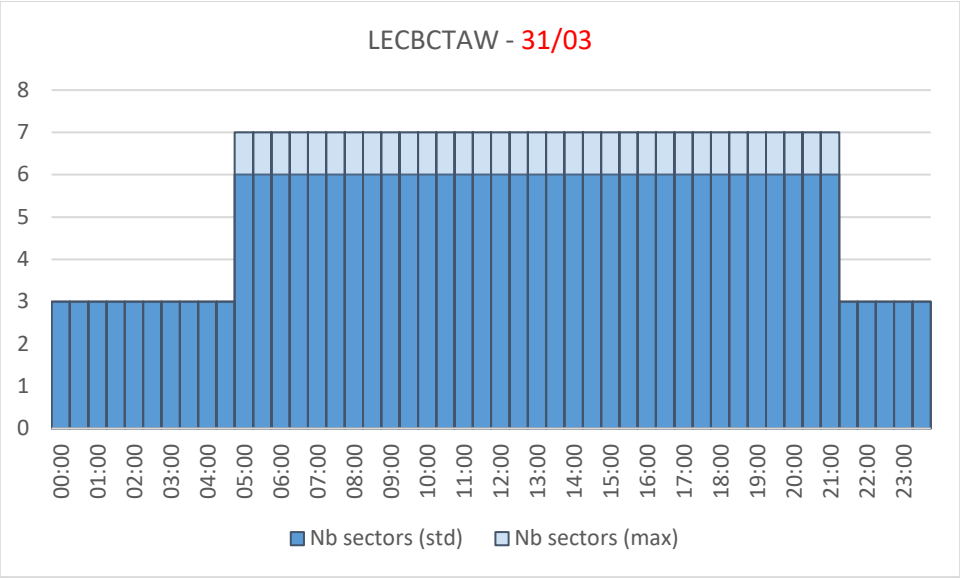

LECBCTAE - 01/04-28/04 - Monday -> Thursday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

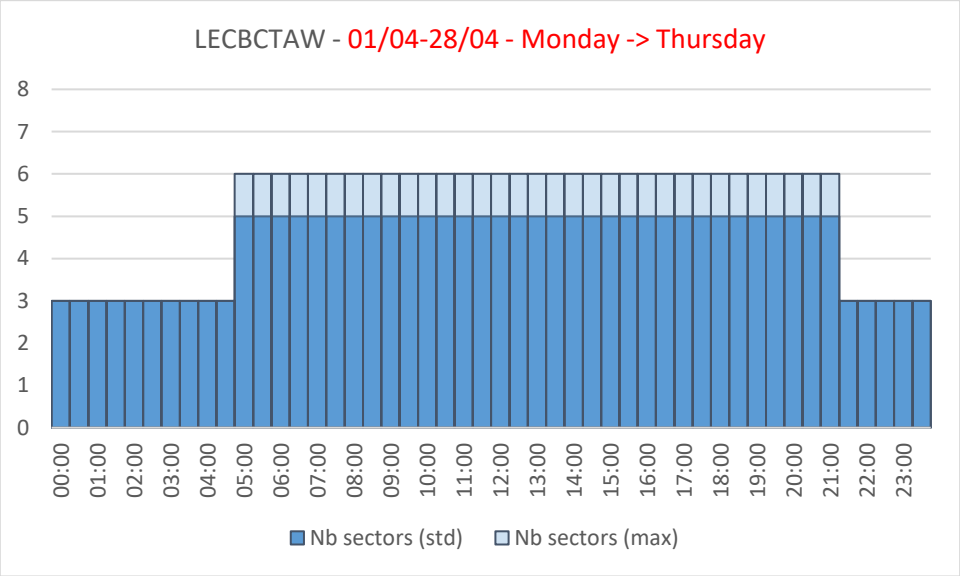

LECBCTAE - 01/04-28/04 - Friday -> Sunday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

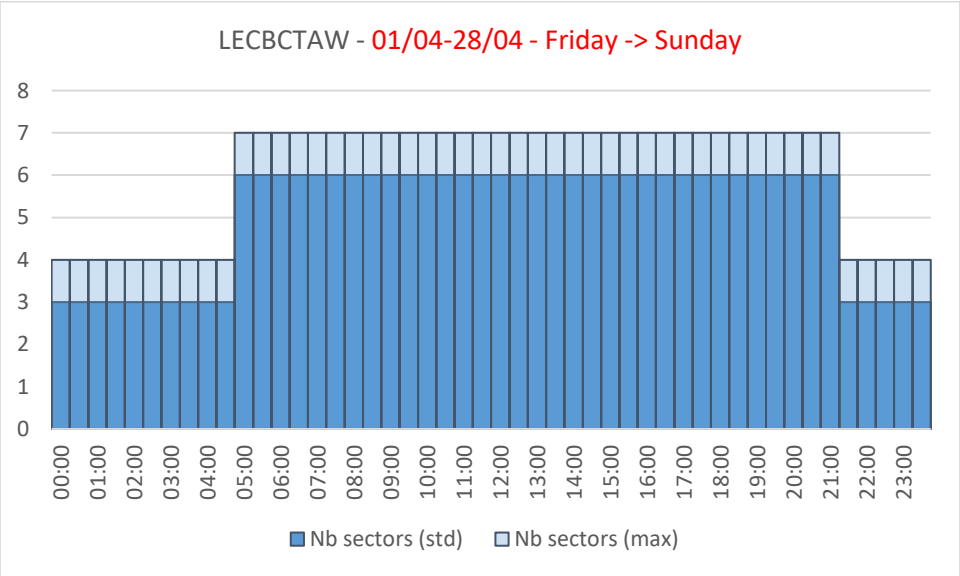

LECBCTAW - 18/03-21/03
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECBCTAW - 22/03-24/03 & 28/03-30/03
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECBCTAW - 25/03-27/03
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECBCTAW - 31/03
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECBCTAW - 01/04-28/04 - Monday -> Thursday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECBCTAW - 01/04-28/04 - Friday -> Sunday
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

No en-route sector capacity reduction.

Availability of support to operations staff

No limitations.

Additional information

There is some flexibility in the sector openings for Barcelona ACC, and the maximum number of sectors can be provided in East or West if the traffic peaks are not simultaneous.

Special events and major projects

Start Date	End date	ACC/Airport	Event
23-09-2024	04-10-2024	LECS/LECB	TLP 24-3 (MAJOR AIR DEFENSE & OPS EX)
18-11-2024	29-11-2024	LECS/LECB	TLP 24-4 (MAJOR AIR DEFENSE & OPS EX)
Q1/2025		LPPC/LECB/LECM	Cross-border FRA operations

NM Assessment

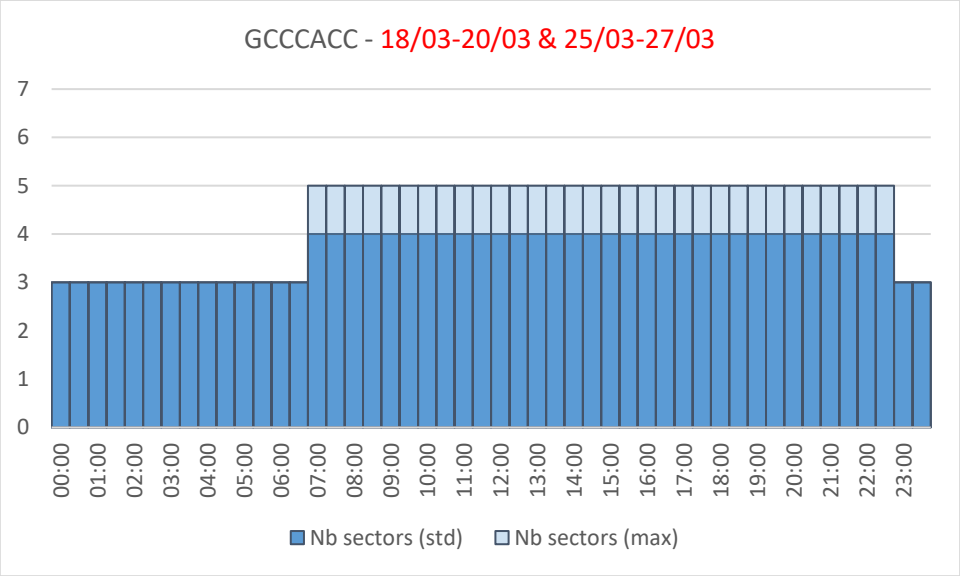
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

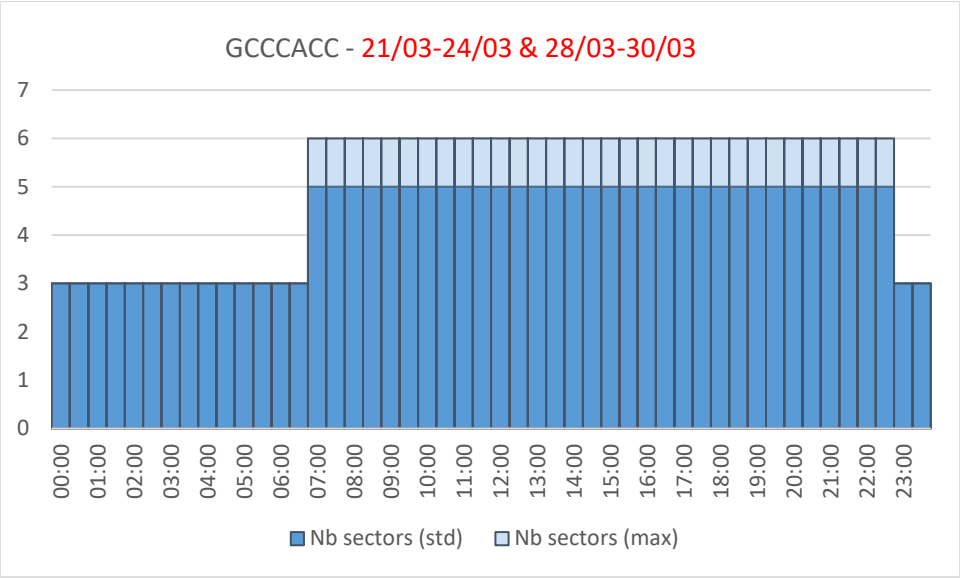
SPAIN CANARIAS ACC

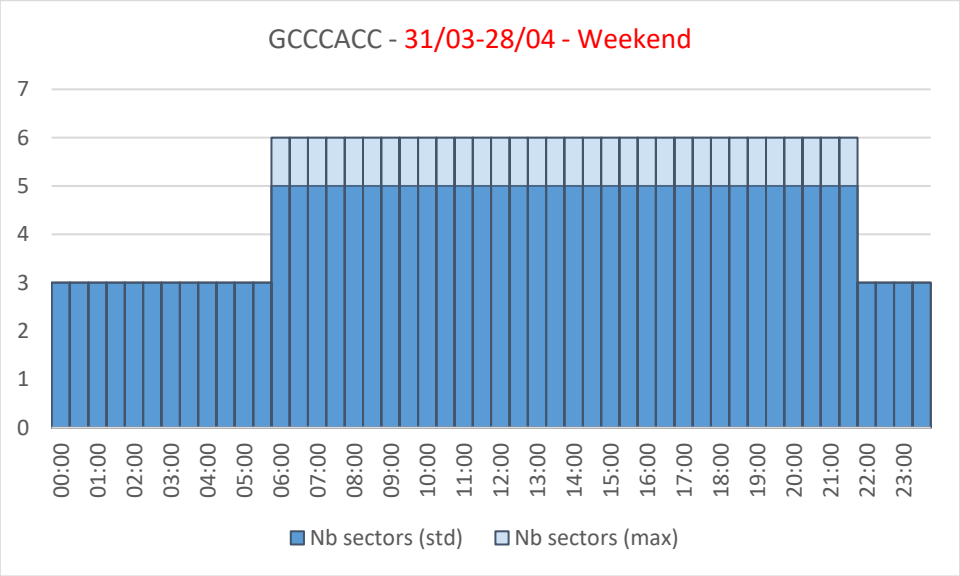
Expected traffic

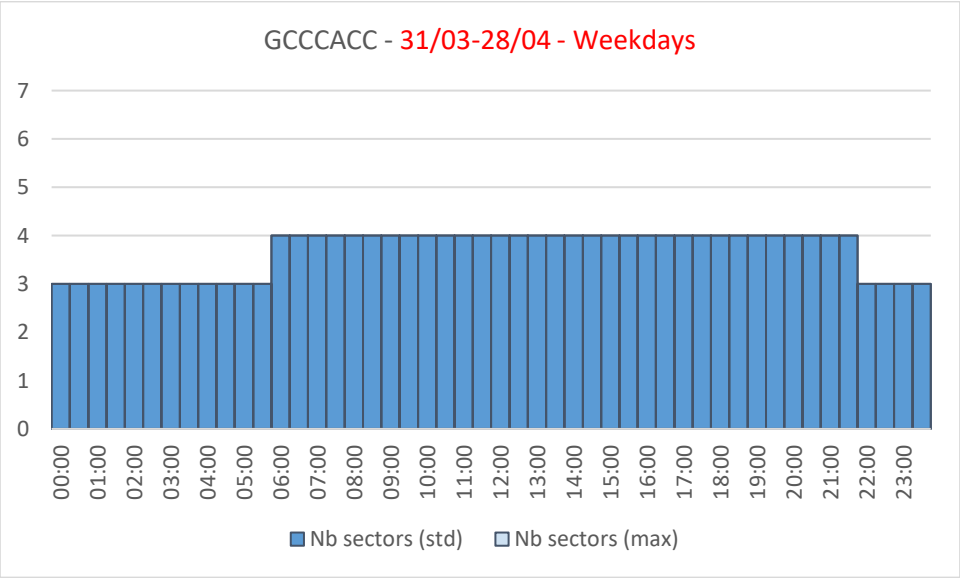
Canarias						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
900	960	860	1010	1040	1290	1150
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
920	960	910	1050	1010	1300	1020
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
870	920	840	900	920	1150	980
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
830	880	820	880	880	1100	940
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
790	860	810	850	860	1060	930
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
800	860	800	840	850	1040	880
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
790	860	780	820	810	990	820
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
770	800	770	810	800	960	810

Sector openings – Planned and maximum




GCCCACC - 21/03-24/03 & 28/03-30/03
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


GCCCACC - 31/03-28/04 - Weekend
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


GCCCACC - 31/03-28/04 - Weekdays
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

N/A

Availability of support to operations staff

No limitations.

Additional information

No issues.

Special events and major projects

Start Date	End date	ACC/Airport	Event
05-10-2023	31-05-2024	GCCC	Canarias TMA. To implement RNAV 1 structure in Canarias TMA - Phase 2a.
Q3/2024		GCCC	Split of existing Canarias APP AAC sector (GND - FL125)
Q1/2025		LPPC/GMMM/GCCC/GMAC	Lisboa / Casablanca / Canarias Axis Phase 2

NM Assessment

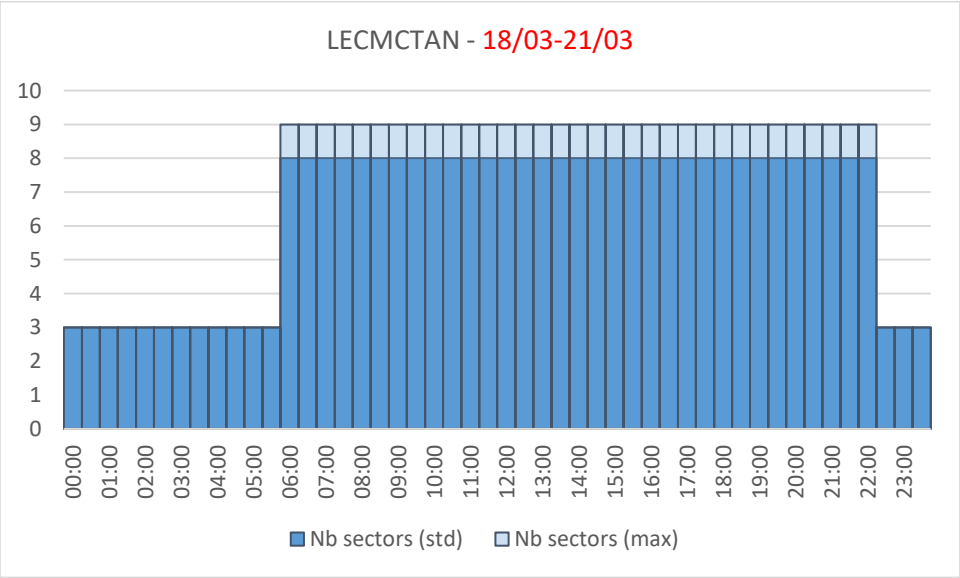
According to the traffic outlook, some overloads are expected on Saturdays until the end of March. Some flexibility might be needed during traffic peaks. Maximum sector plan would be sufficient. The application of ATFCM measures is possible.

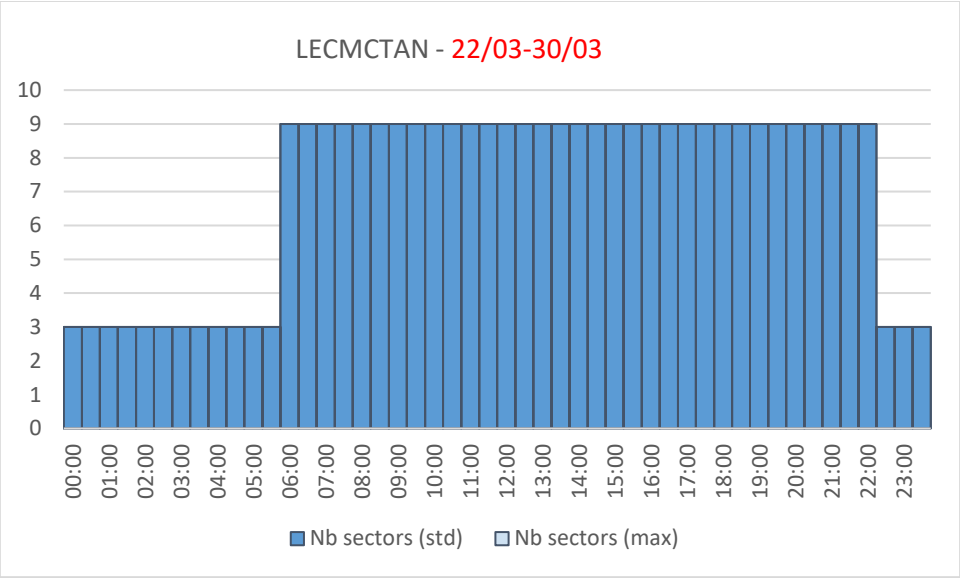
SPAIN MADRID ACC

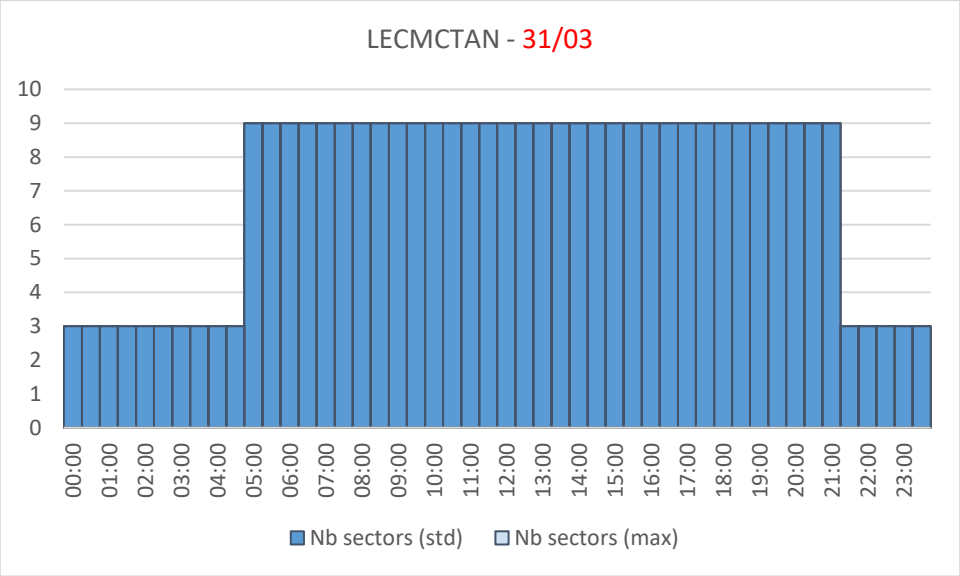
Expected traffic

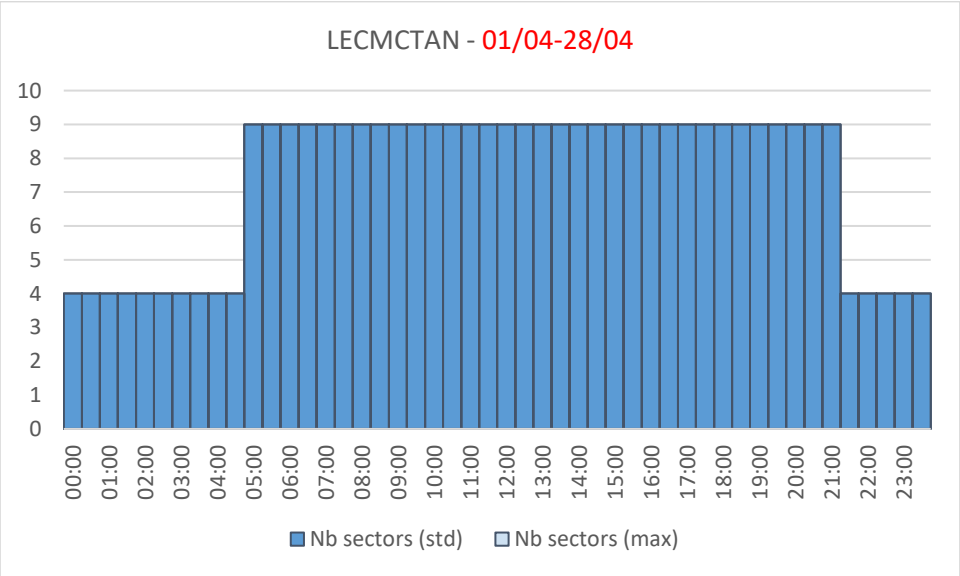
Madrid						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3330	3000	3020	3220	3510	3650	3560
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3340	3140	3260	3430	3490	3660	3730
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3690	3580	3460	3640	3700	3880	3760
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3600	3530	3490	3640	3660	3830	3680
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3580	3530	3500	3650	3660	3780	3660
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3590	3530	3510	3640	3680	3800	3660
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3570	3530	3560	3630	3670	3780	3670
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3610	3570	3540	3660	3660	3740	3660

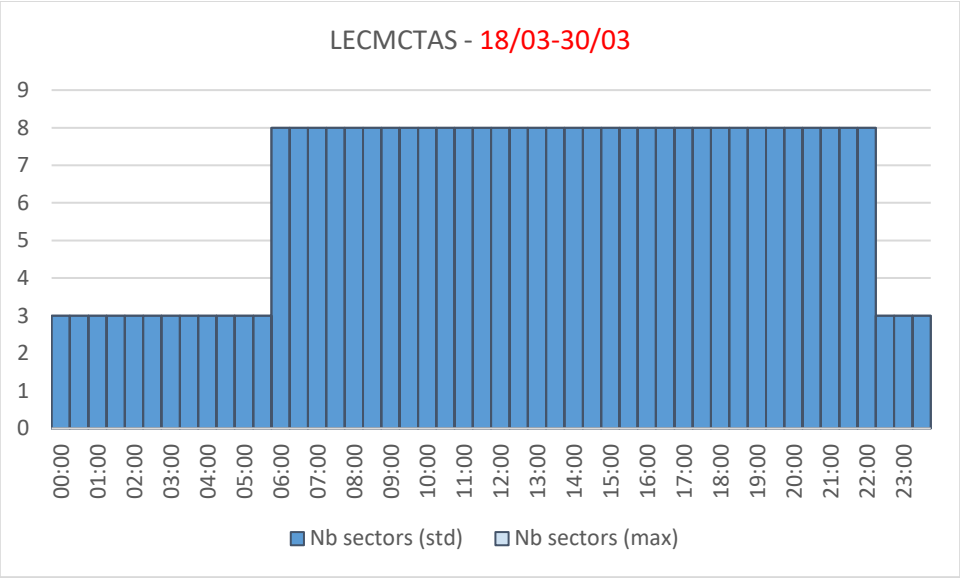
Sector openings – Planned and maximum

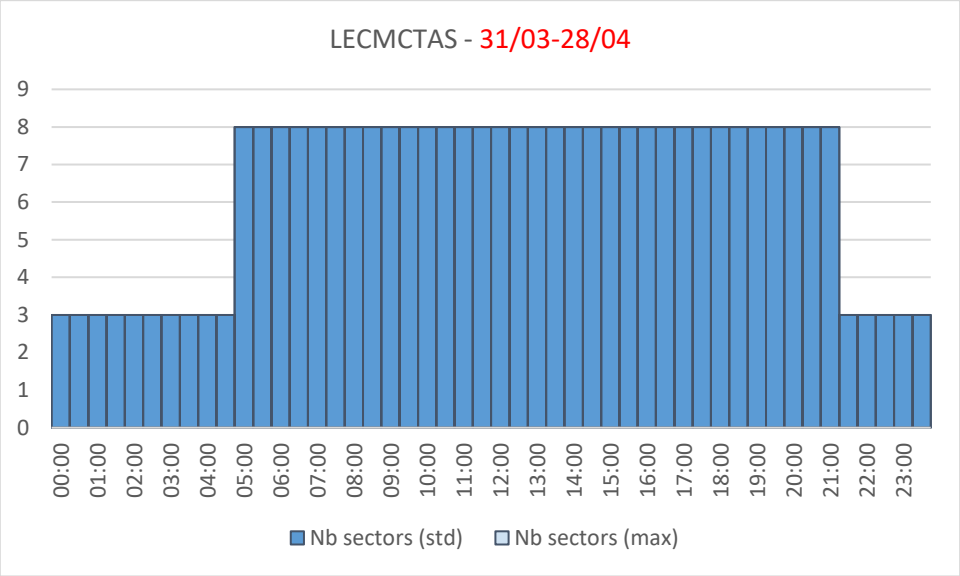



LECMCTAN - 22/03-30/03
10
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECMCTAN - 31/03
10
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECMCTAN - 01/04-28/04
10
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)





Sector capacities

No en-route sector capacity reduction.

Availability of support to operations staff

No limitations.

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

No issues.

Special events and major projects

Split of ZGZ/TER has been postponed, due to changes in demand.

Start Date	End date	ACC/Airport	Event
11-03-2024	22-03-2024	LECM	ETAP C-24-01 (AIR TRANSPORT AIRCRAFT EXERCISE)
Q3/2024		LECM/GMMM	ATS Route Improvement
09-09-2024	20-09-2024	LECM	ETAP C-24-03 (AIR TRANSPORT AIRCRAFT EXERCISE)

Start Date	End date	ACC/Airport	Event
Q4/2024		LECM/LPPC	Interface re-sectorisation
2025		LECM	ZGZ/TER upper sector split
Q1/2025		LPPC/LECB/LECM	Cross-border FRA operations

NM Assessment

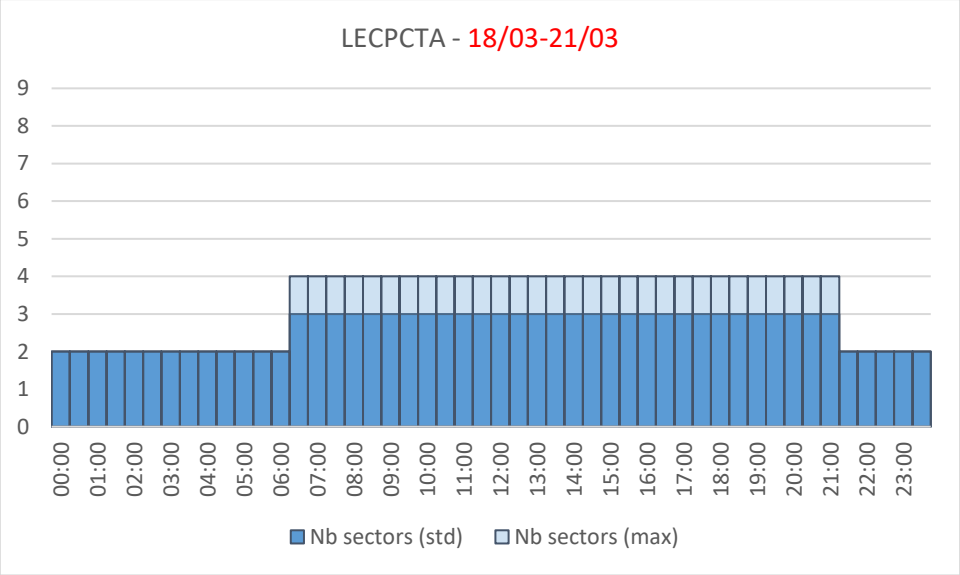
LECMCTAN, LECMCTAS: According to the traffic outlook, some overloads are expected mainly in some elementary sectors on Saturdays and Sundays during the whole period. Some ATFCM measures might be required during traffic peaks.

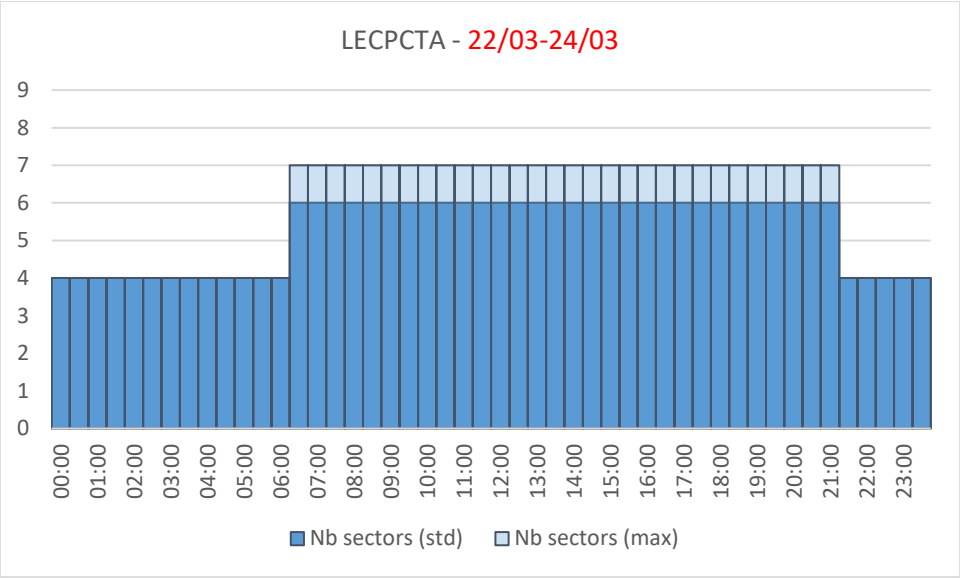
SPAIN PALMA ACC

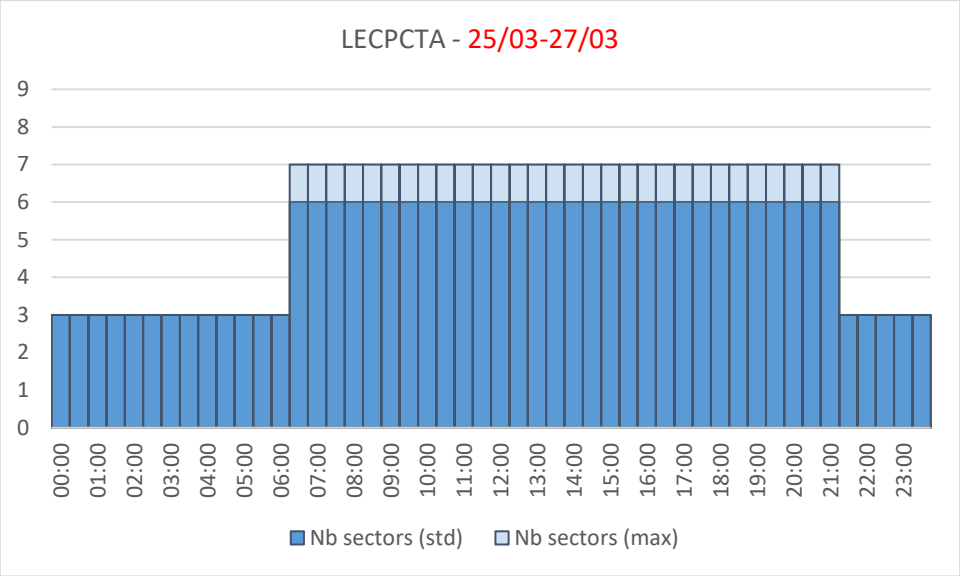
Expected traffic

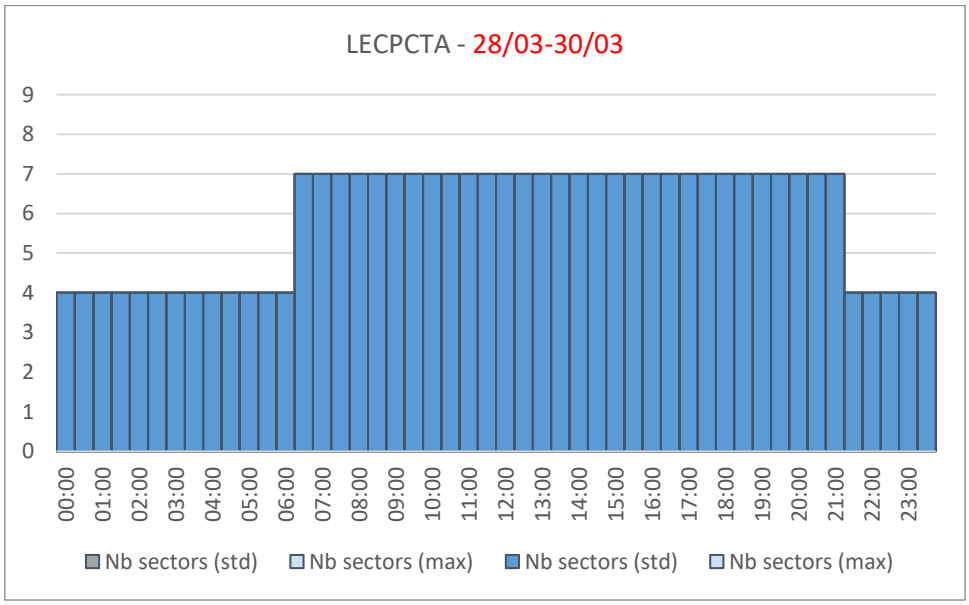
Palma						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
560	420	450	500	660	650	670
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	560	640	670	680	670	1060
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1070	1020	960	1010	1070	1120	1140
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1010	960	930	1000	1070	1100	1100
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1000	990	940	1020	1100	1130	1120
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1020	1030	1010	1060	1180	1210	1190
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1100	1120	1200	1170	1300	1420	1340
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1220	1240	1200	1220	1290	1430	1350

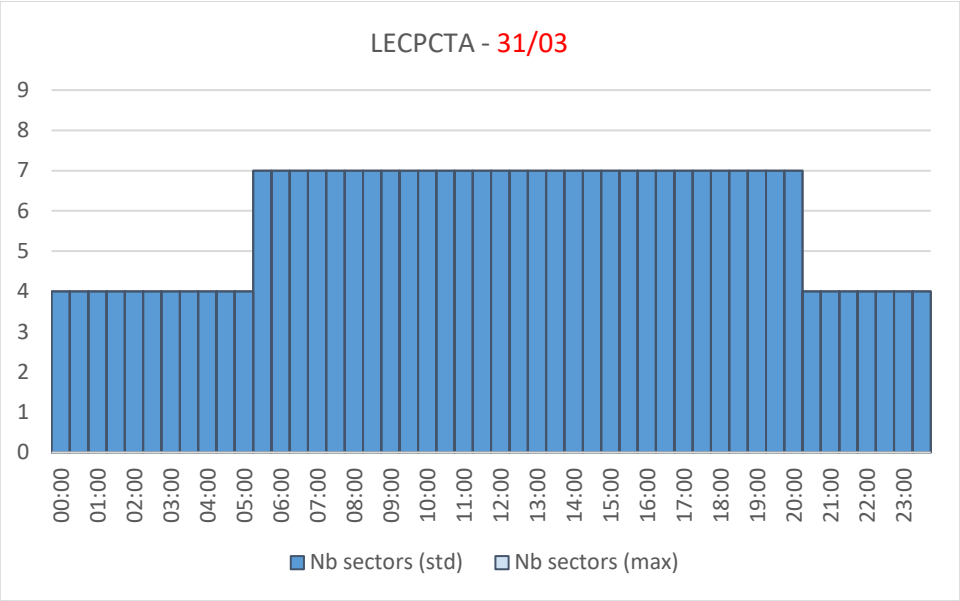
Sector openings – Planned and maximum

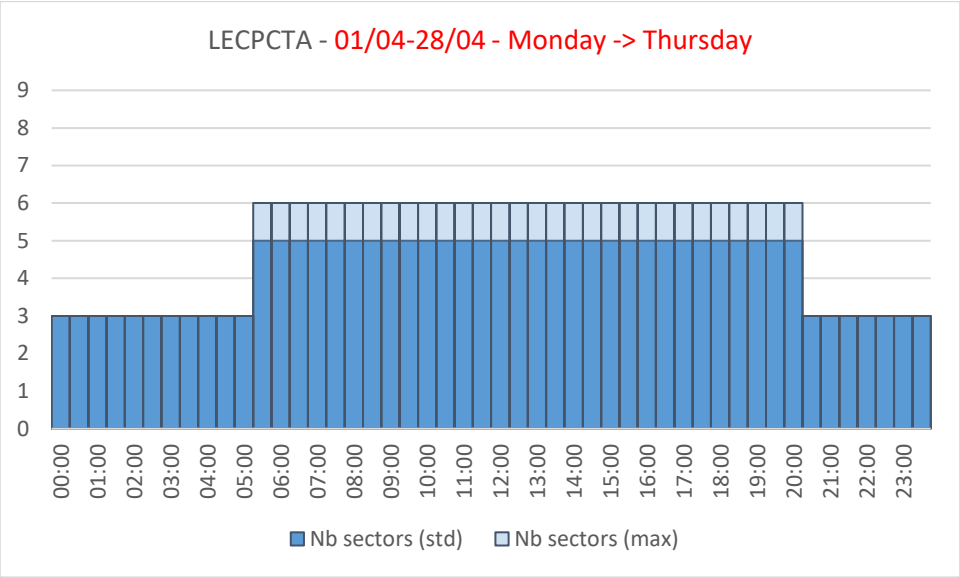


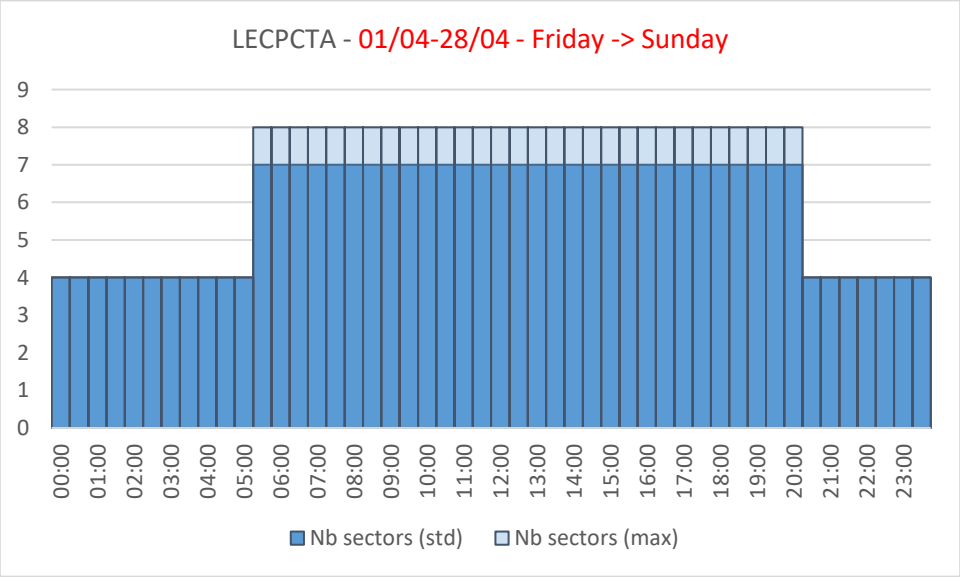

LECPCTA - 22/03-24/03
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECPCTA - 25/03-27/03
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECPCTA - 28/03-30/03
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)
Nb sectors (std)
Nb sectors (max)


LECPCTA - 31/03
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECPCTA - 01/04-28/04 - Monday -> Thursday
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


LECPCTA - 01/04-28/04 - Friday -> Sunday
9
8
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

No en-route sector capacity reduction.

Availability of support to operations staff

No limitations.

Additional information

No issues.

Special events and major projects

N/A

NM Assessment

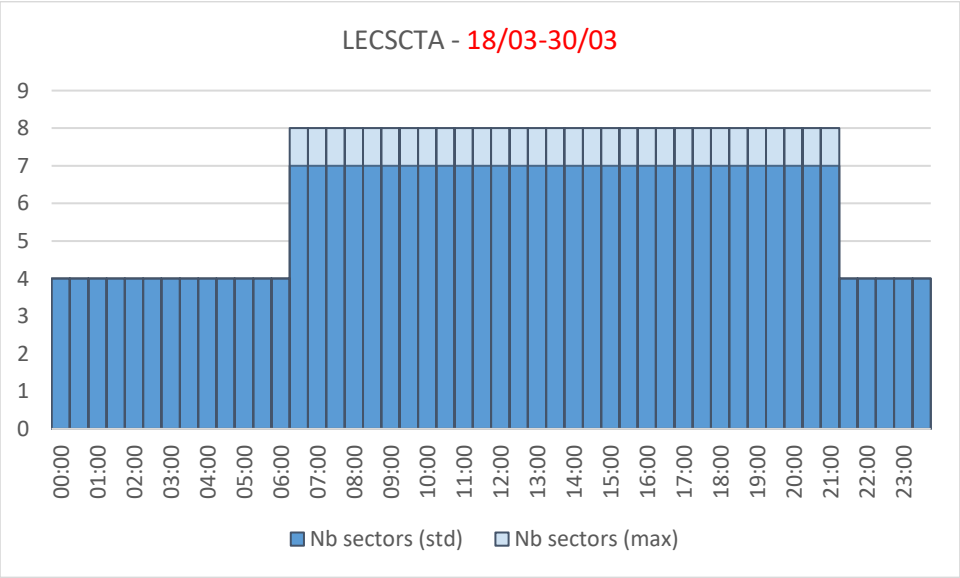
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

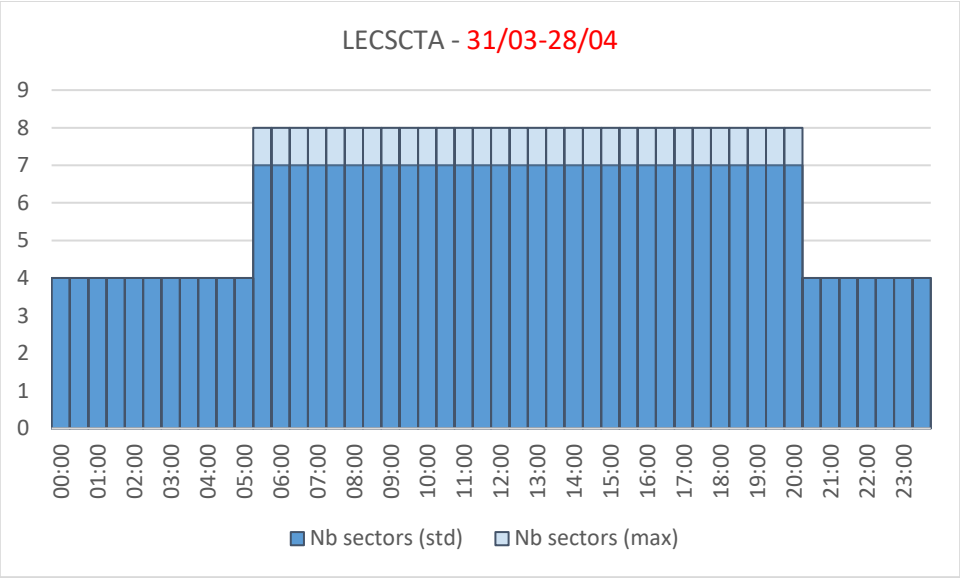
SPAIN SEVILLA ACC

Expected traffic

Sevilla						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1420	1090	1150	1180	1480	1550	1540
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1430	1230	1320	1320	1450	1540	1580
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1590	1480	1460	1490	1550	1650	1630
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1530	1470	1520	1490	1570	1650	1590
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1520	1480	1520	1480	1560	1640	1590
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1520	1480	1520	1490	1590	1670	1610
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1530	1480	1550	1500	1560	1630	1590
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1550	1500	1530	1520	1550	1610	1600

Sector openings – Planned and maximum





Sector capacities

No en-route sector capacity reduction.

Availability of support to operations staff

No limitations.

Additional information

No issues.

Special events and major projects

Start Date	End date	ACC/Airport	Event
16-05-2024	18-06-2024	LECS	Splitting LECSSUR sector in two sectors (LECSGAL and LECSBER)
16-05-2024	18-05-2024	LECS	LECSSEV sector split level (LECSSEVL+LECSSEVU) change to FL355
23-09-2024	04-10-2024	LECS/LECB	TLP 24-3 (MAJOR AIR DEFENSE & OPS EX)
18-11-2024	29-11-2024	LECS/LECB	TLP 24-4 (MAJOR AIR DEFENSE & OPS EX)

NM Assessment

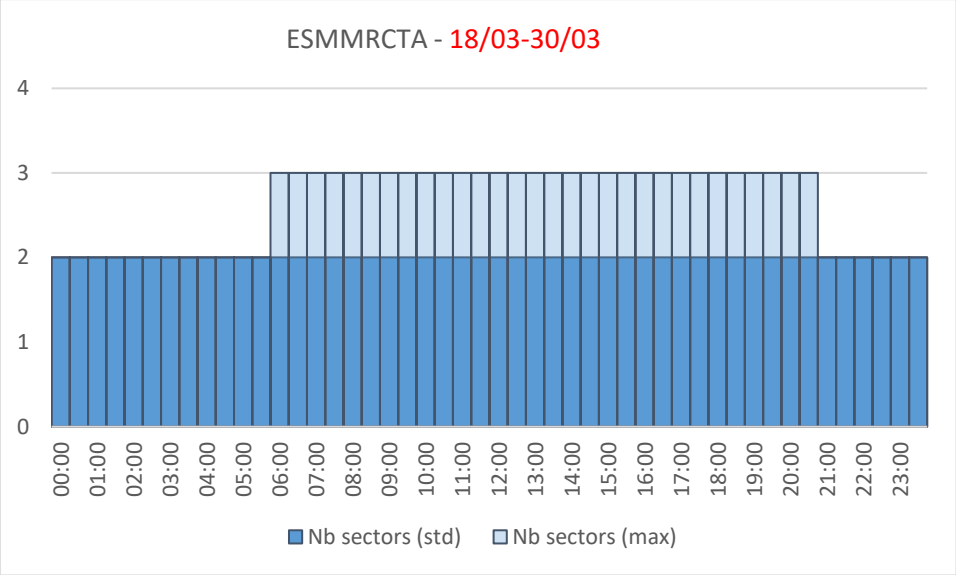
According to the traffic outlook, some overloads are expected on most days during the whole period. Some flexibility might be needed during traffic peaks and the application of ATFCM measures is possible.

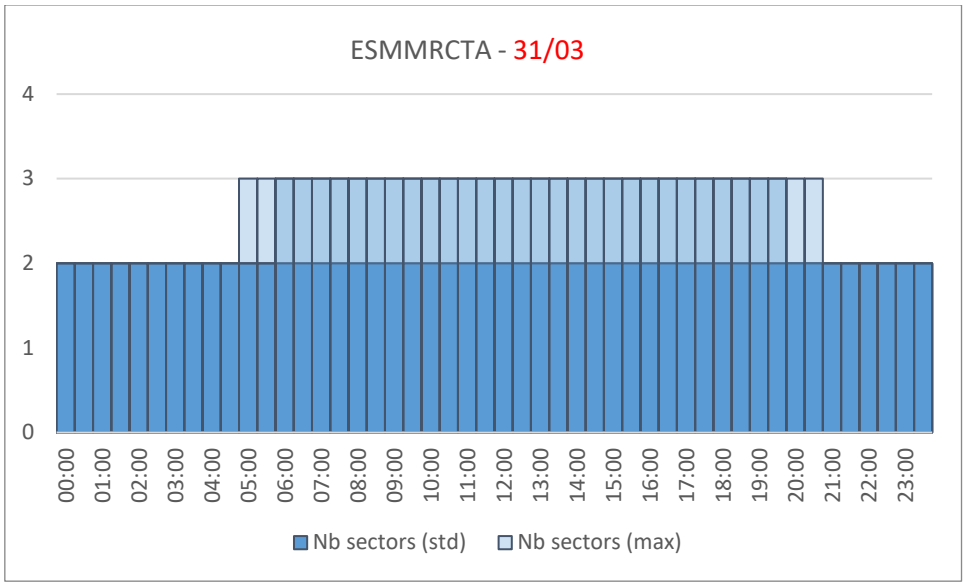
SWEDEN MALMÖ ACC

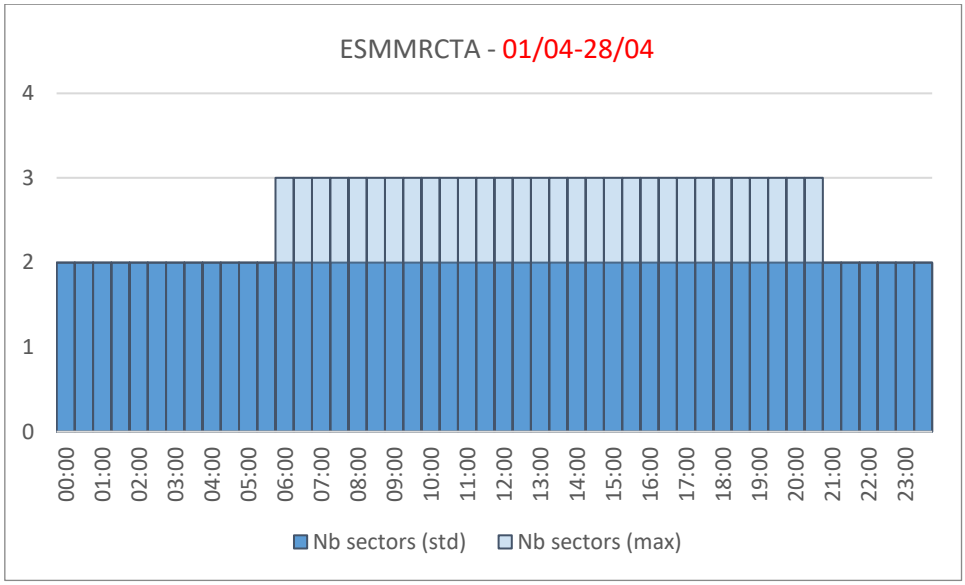
Expected traffic

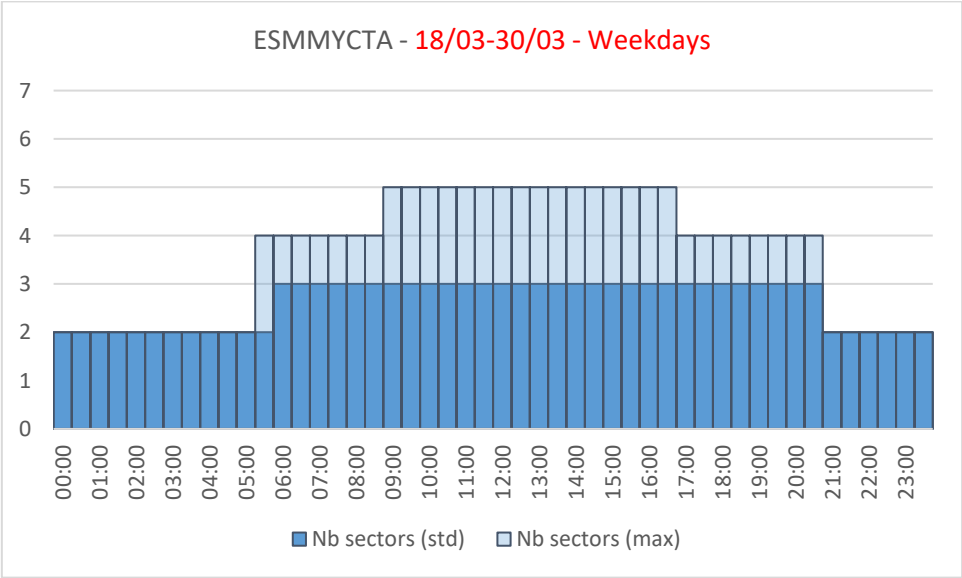
Malmö						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1260	1090	1160	1230	1320	1070	1210
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1250	1100	1170	1270	1240	1000	1270
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1340	1280	1320	1310	1380	1130	1390
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1410	1320	1380	1380	1400	1120	1350
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1400	1330	1370	1380	1400	1140	1370
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1370	1320	1350	1350	1400	1140	1380
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1370	1300	1320	1350	1400	1210	1380
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1420	1340	1400	1370	1370	1260	1430

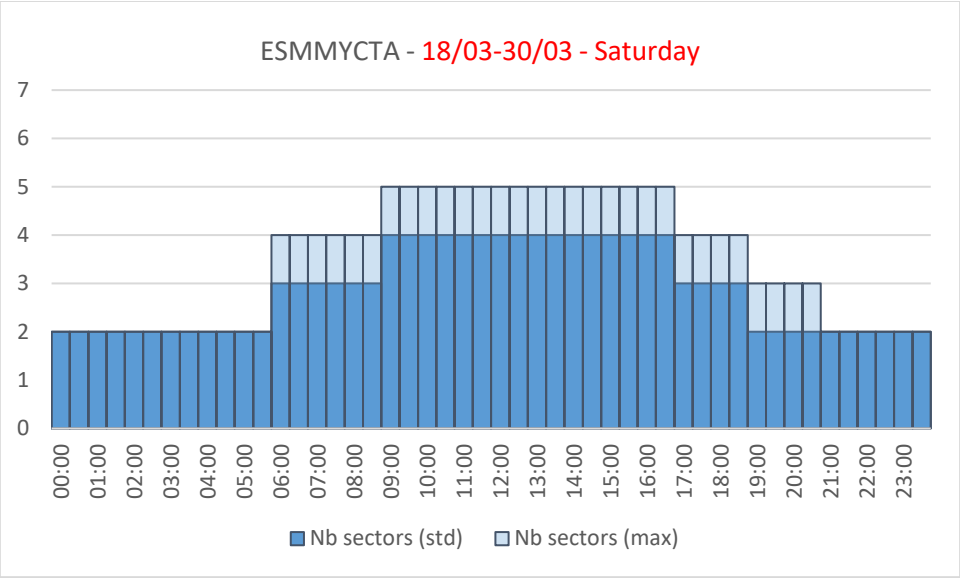
Sector openings – Planned and maximum

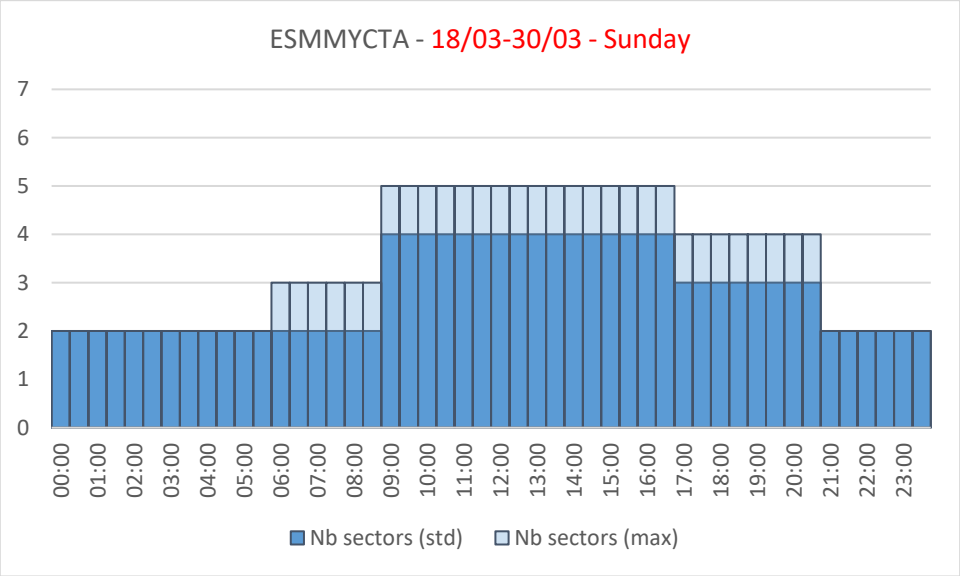


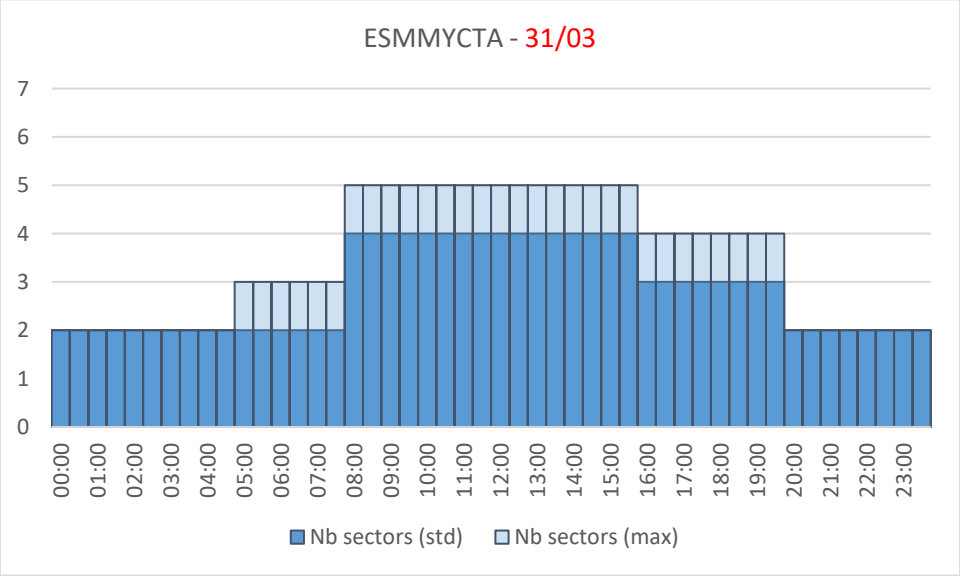

ESMMRCTA - 31/03
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

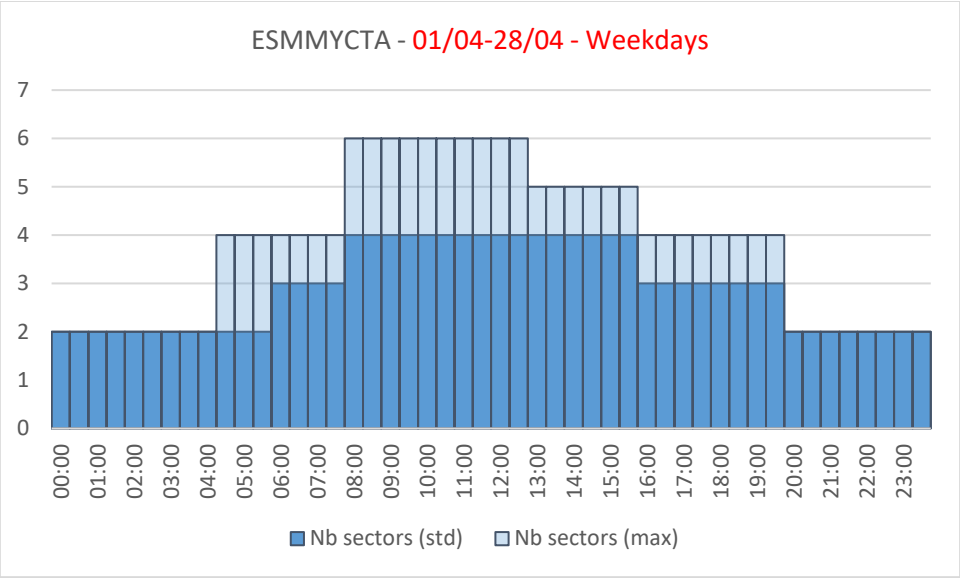

ESMMRCTA - 01/04-28/04
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

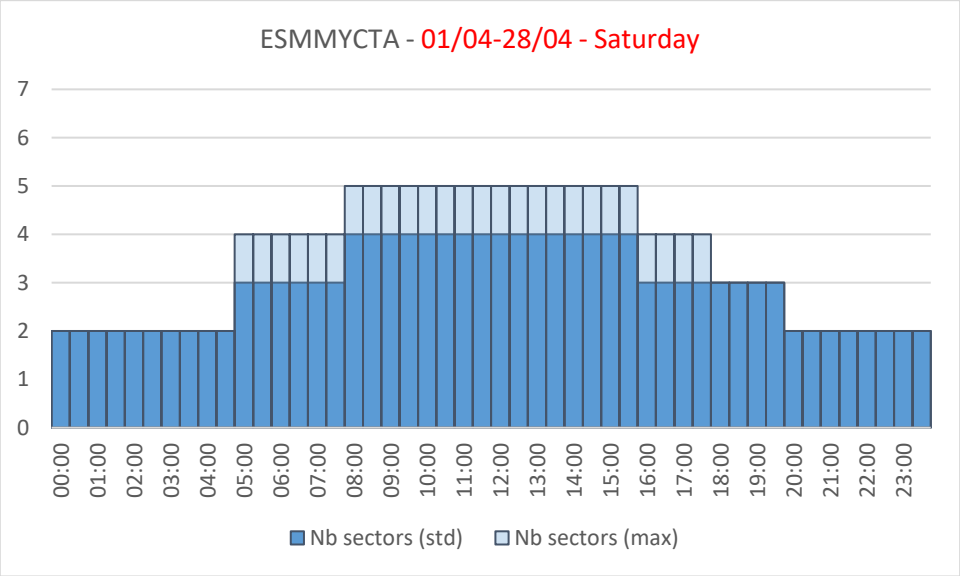

ESMMYCTA - 18/03-30/03 - Weekdays
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

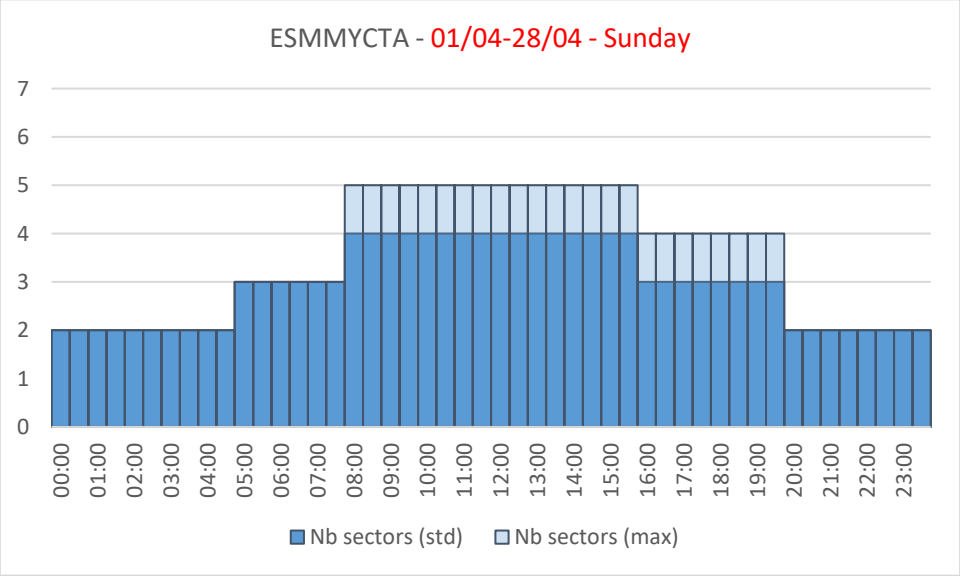

ESMMYCTA - 18/03-30/03 - Saturday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ESMMYCTA - 18/03-30/03 - Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ESMMYCTA - 31/03
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ESMMYCTA - 01/04-28/04 - Weekdays
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ESMMYCTA - 01/04-28/04 - Saturday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ESMMYCTA - 01/04-28/04 - Sunday
7
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

TMV and OTMVs for ESMM 67/67Y are lowered by approx.10% in the combined standard TFV due to high complexity in the Baltic Sea, resulting from new flows linked to the Ukraine crisis.

The configuration with three sectors in ESMMRCTA can be manned with a Group Sector Planner (one Planner controller and two Executive controllers). In that case, the sector capacities are 27 for sector K and 21 for sector L.

Availability of support to operations staff

No limitations.

Additional information

Business as usual.

Special events and major projects

Start date	End Date	ACC/AD	Description
09-04-2024	11-04-2024	ESMM/ESOS	STEK 24
26-04-2024	19-05-2024	ESMM/ESOS	SPRING STRIKE 24
07-06-2024	20-06-2024	ESMM/ESOS/EPWW	BALTOPS 24

NM Assessment

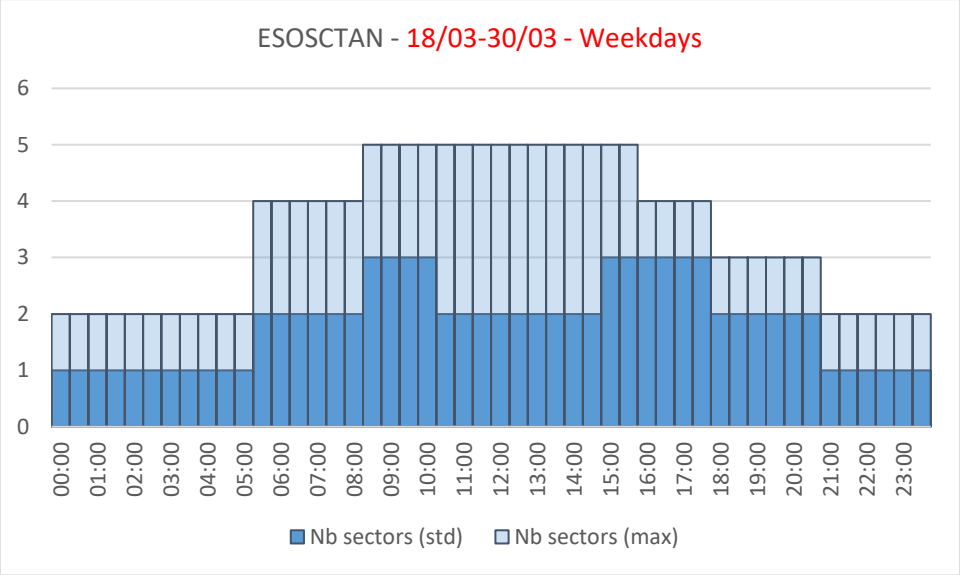
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

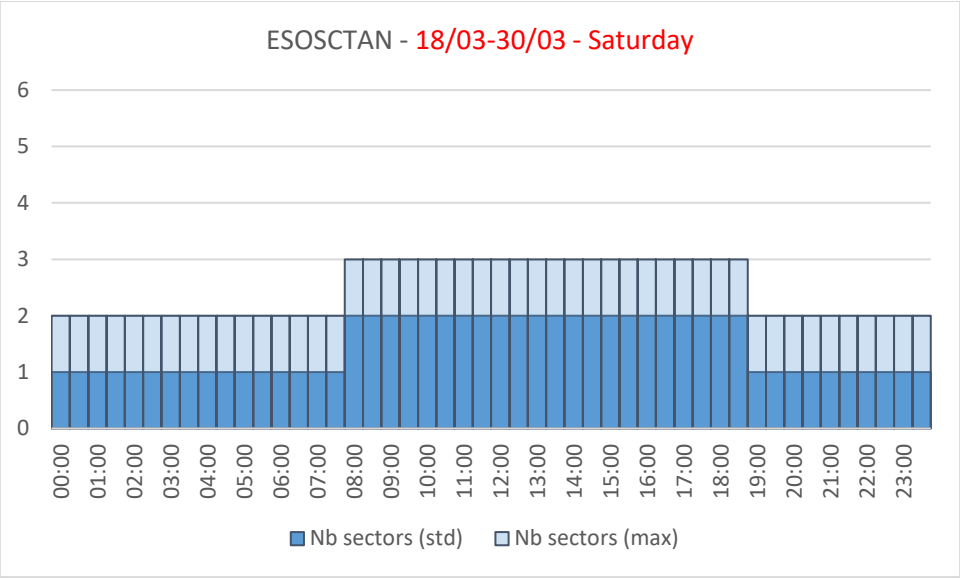
SWEDEN STOCKHOLM ACC

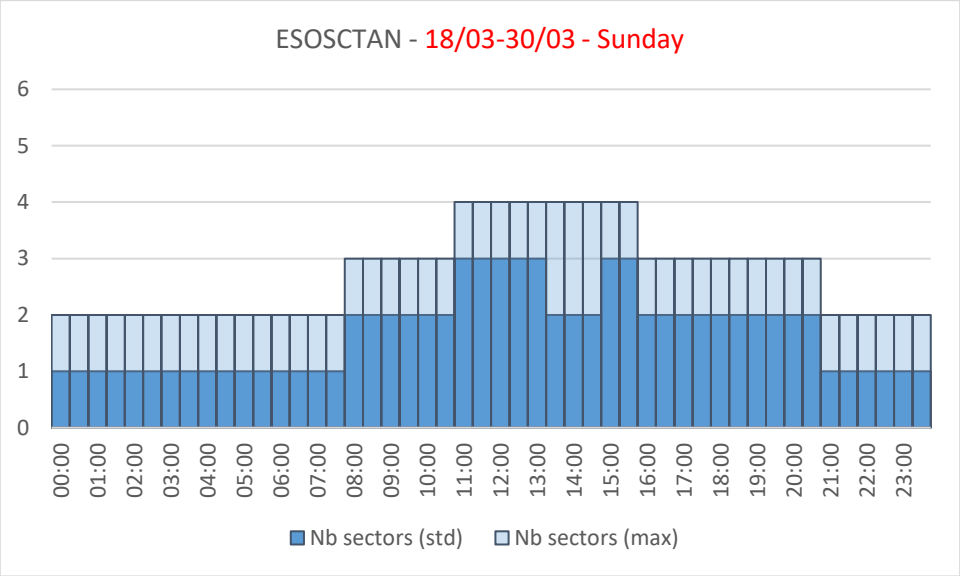
Expected traffic

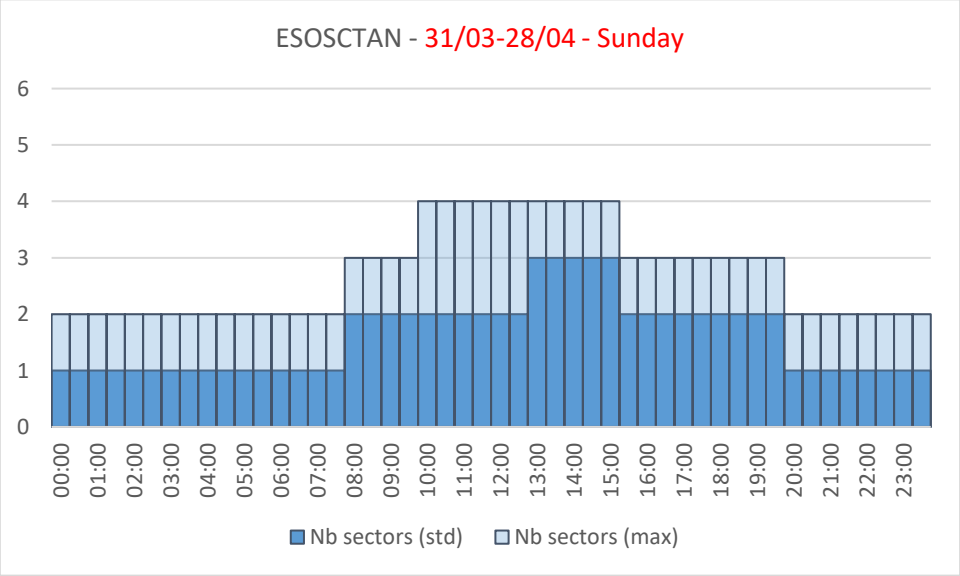
Stockholm						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
940	890	930	980	930	610	890
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
910	860	900	950	810	550	770
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
900	910	930	920	930	600	880
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1030	990	1010	1020	1010	590	860
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1020	990	1000	1010	1000	590	860
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1000	980	990	990	990	610	860
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
960	940	880	990	940	630	880
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1020	960	990	930	890	650	910

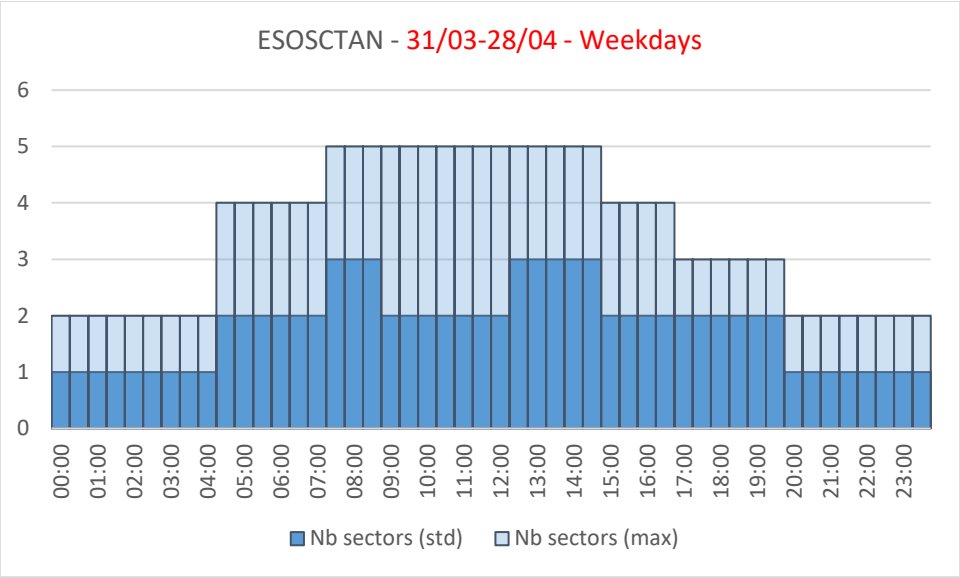
Sector openings – Planned and maximum

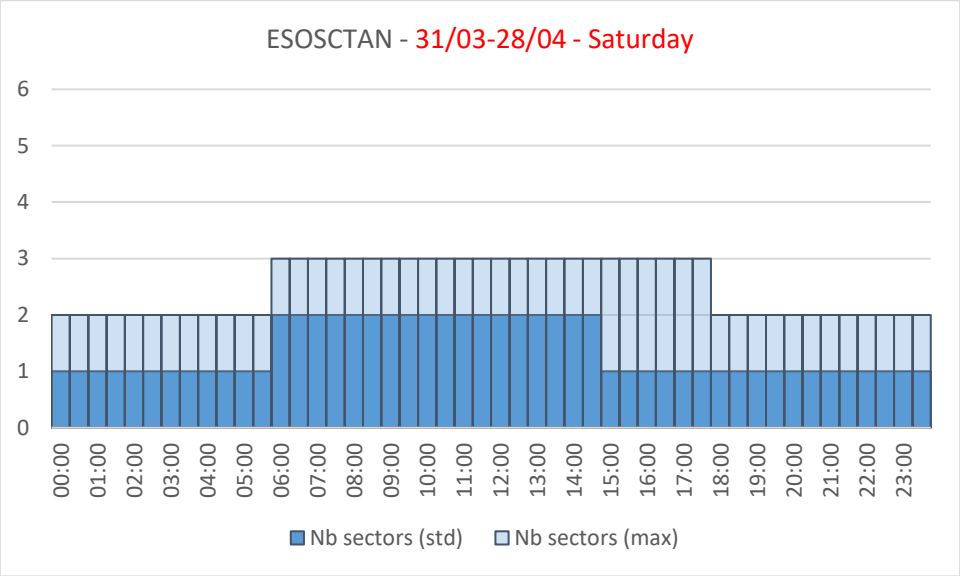


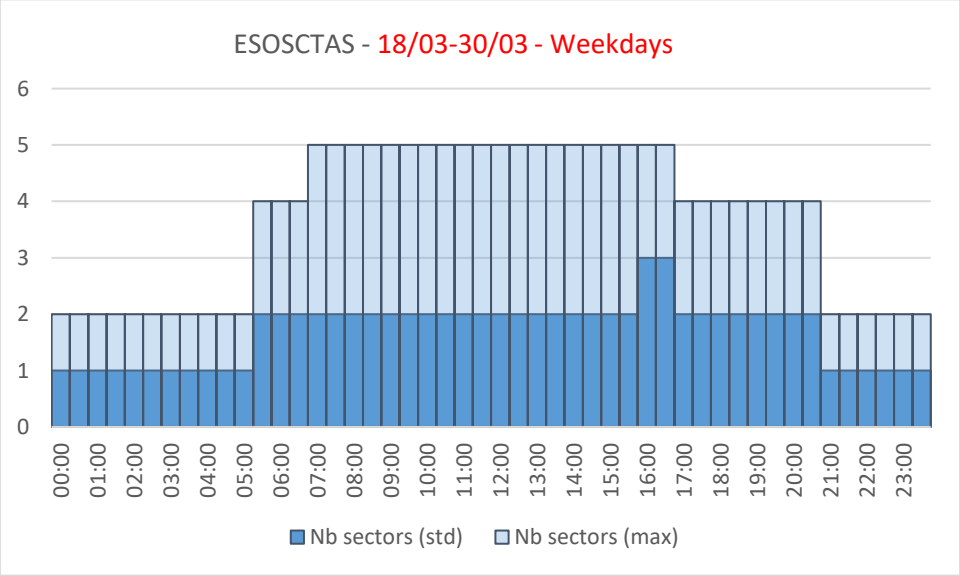

ESOSCTAN - 18/03-30/03 - Saturday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

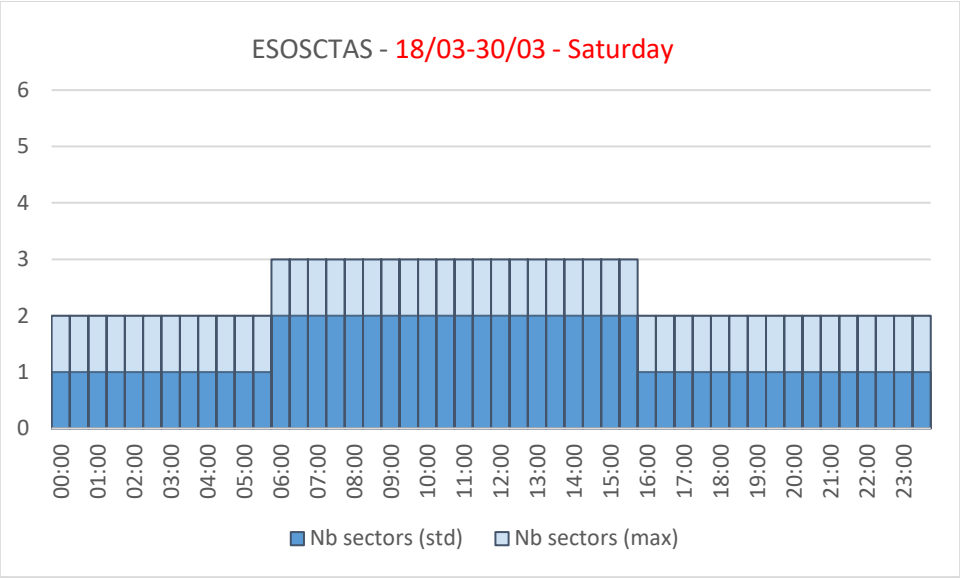

ESOSCTAN - 18/03-30/03 - Sunday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

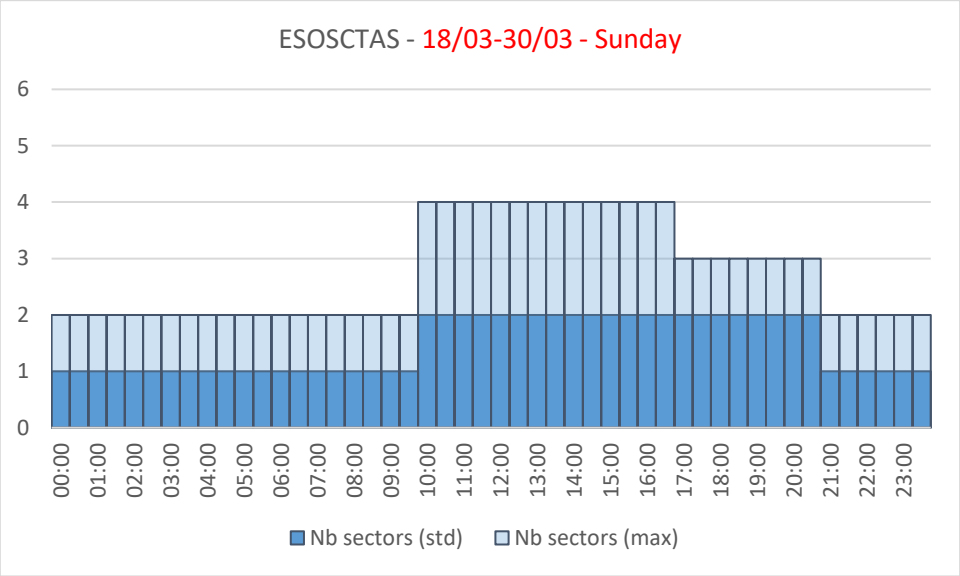

ESOSCTAN - 31/03-28/04 - Sunday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)

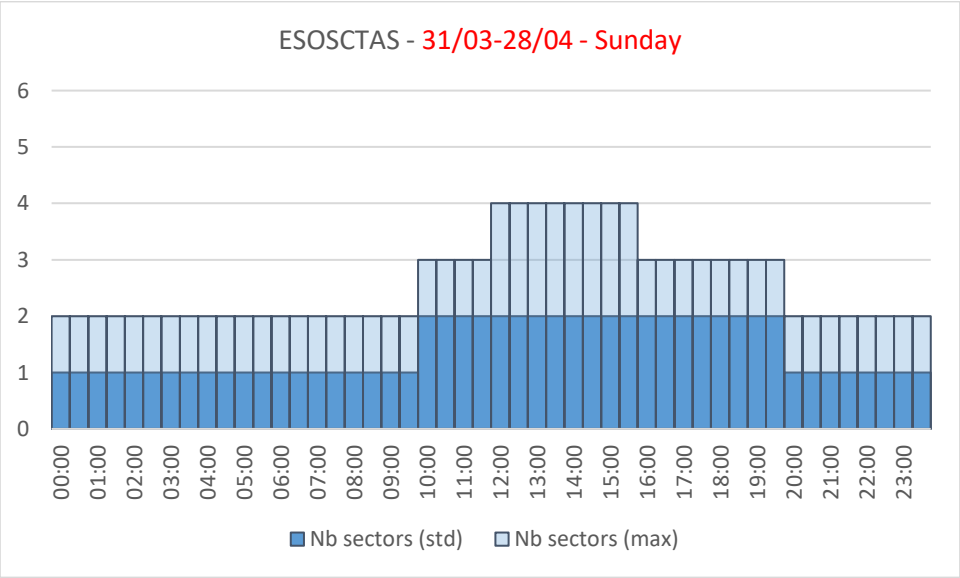

ESOSCTAN - 31/03-28/04 - Weekdays
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

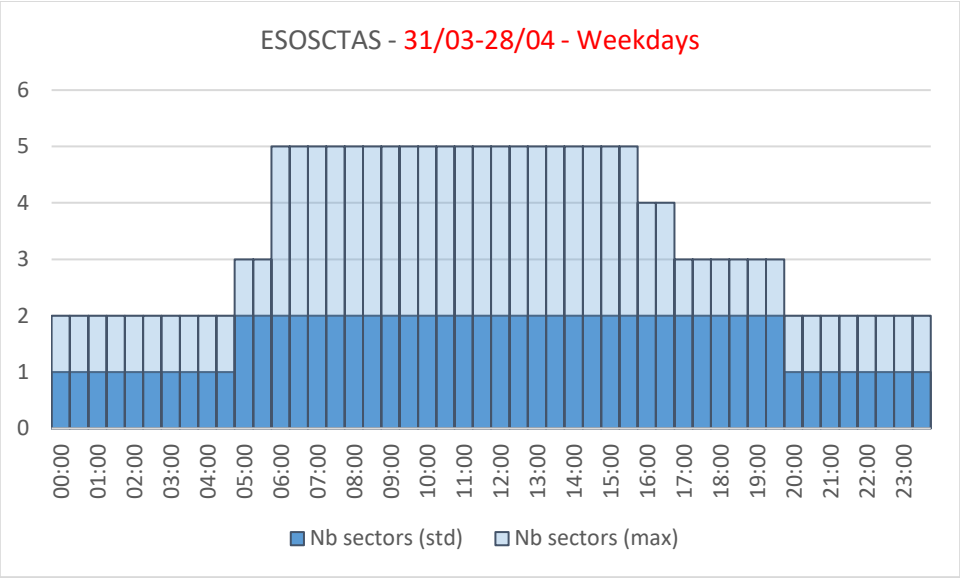

ESOSCTAN - 31/03-28/04 - Saturday
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

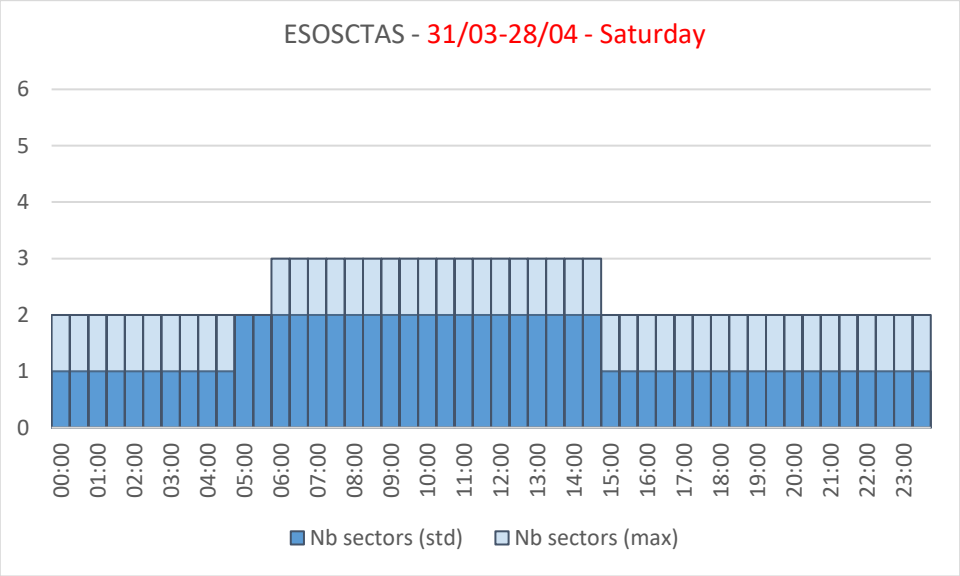

ESOSCTAS - 18/03-30/03 - Weekdays
0
1
2
3
4
5
6
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


ESOSCTAS - 18/03-30/03 - Saturday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ESOSCTAS - 18/03-30/03 - Sunday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)


ESOSCTAS - 31/03-28/04 - Sunday
6
5
4
3
2
1
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Nb sectors (std)
Nb sectors (max)





Sector capacities

Business as usual.

Availability of support to operations staff

No limitations.

Additional information

Business as usual.

Special events and major projects

Start date	End Date	ACC/AD	Description
09-04-2024	11-04-2024	ESMM/ESOS	STEK 24
26-04-2024	19-05-2024	ESMM/ESOS	SPRING STRIKE 24
07-06-2024	22-06-2024	ESMM/ESOS/EPWW	BALTOPS 24
28-11-2024		EYVC/EPWW/EKDK/ESOS	Implementation of cross border FRA between Baltic FAB and FAB DK-SE

NM Assessment

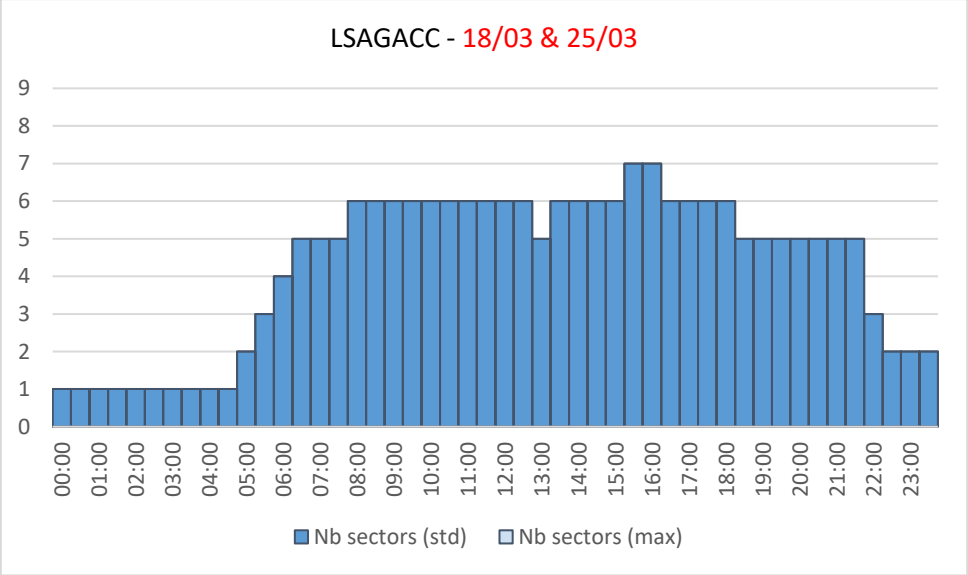
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

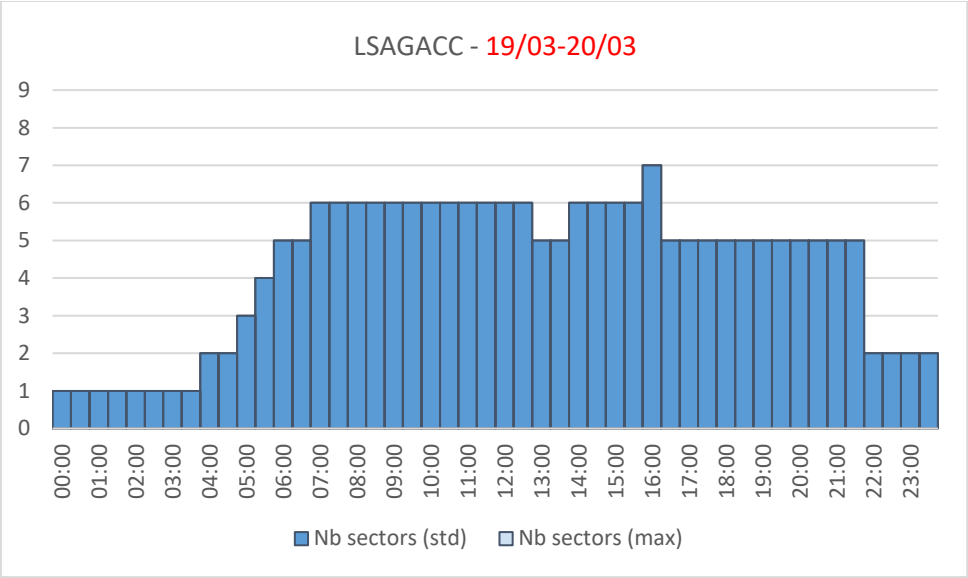
SWITZERLAND GENEVA ACC

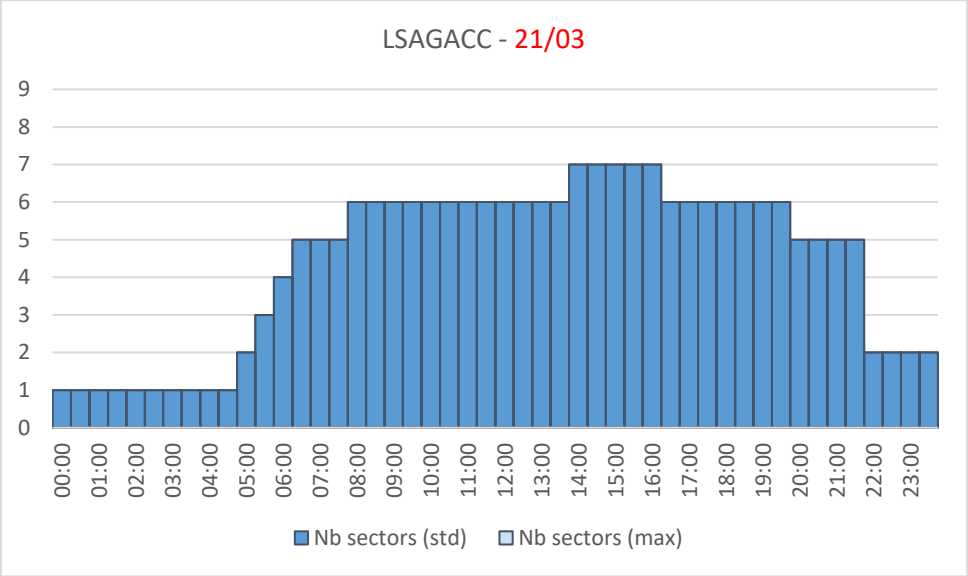
Expected traffic

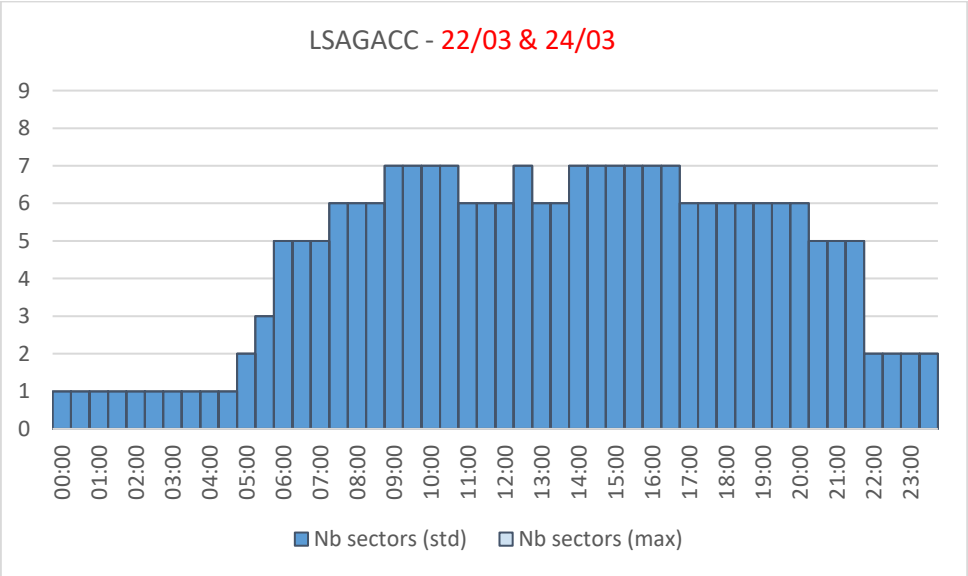
Geneva						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1760	1450	1510	1760	1870	1840	1860
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1790	1520	1600	1870	1900	1860	1780
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1900	1740	1690	1810	1920	1890	1900
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1850	1730	1780	1850	1940	1890	1880
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1860	1780	1810	1860	1940	1870	1910
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1870	1780	1790	1870	2000	1900	1900
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1850	1840	1890	1880	1990	1950	1960
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1940	1910	1940	1960	1990	1920	2000

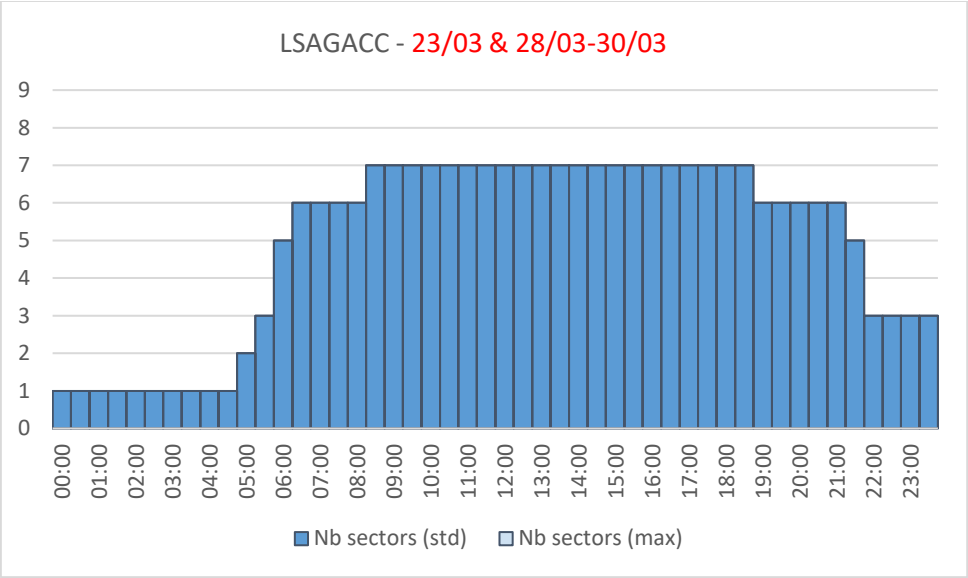
Sector openings – Planned and maximum

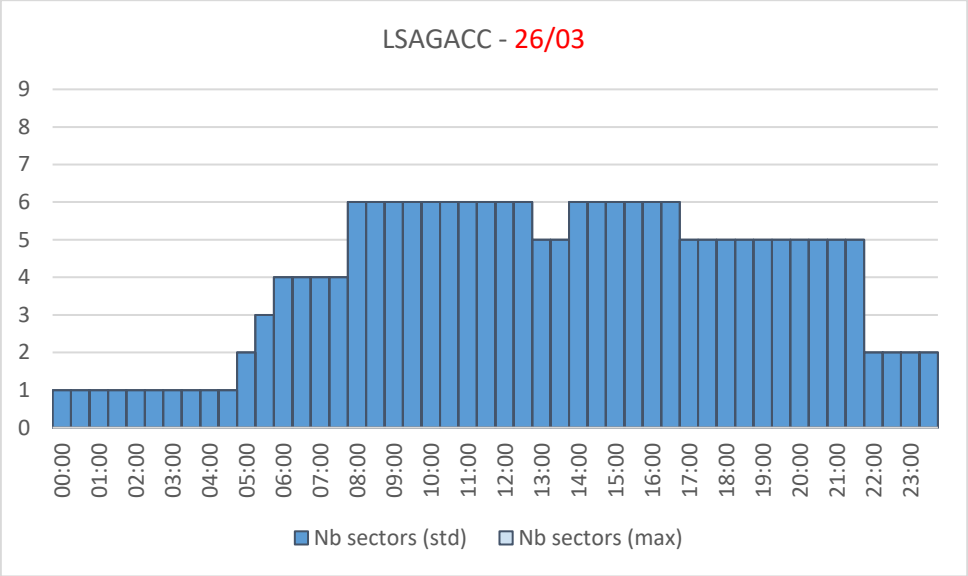


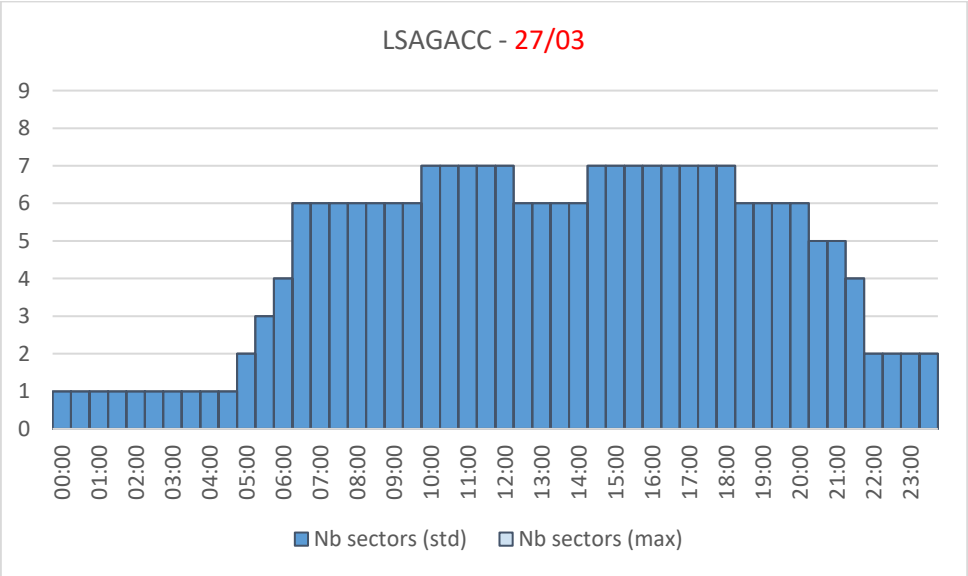

LSAGACC - 19/03-20/03
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

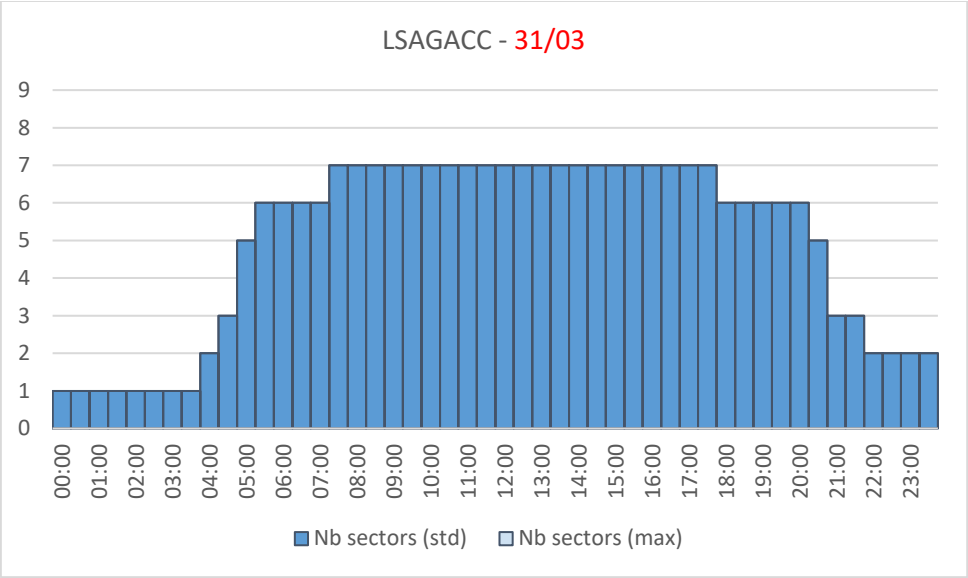

LSAGACC - 21/03
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

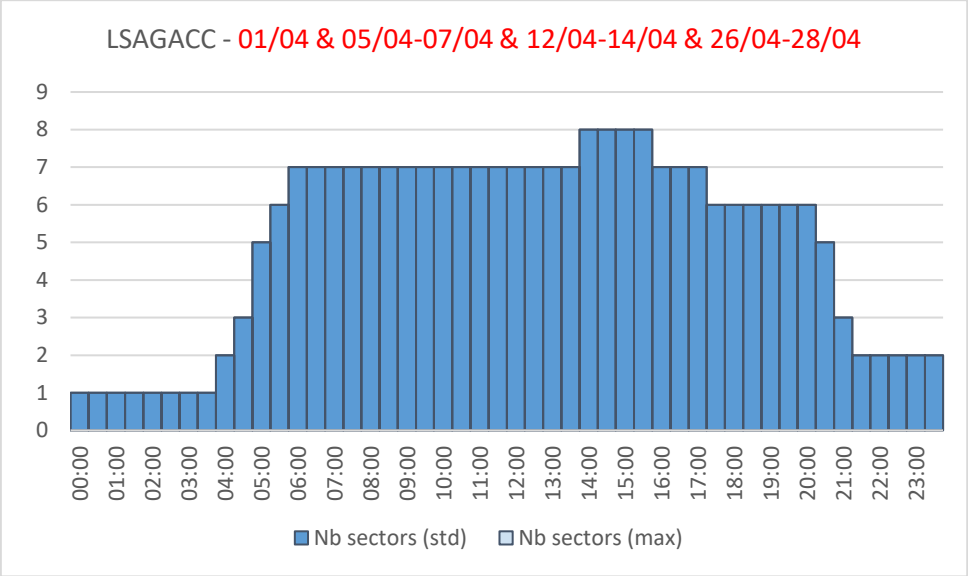

LSAGACC - 22/03 & 24/03
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

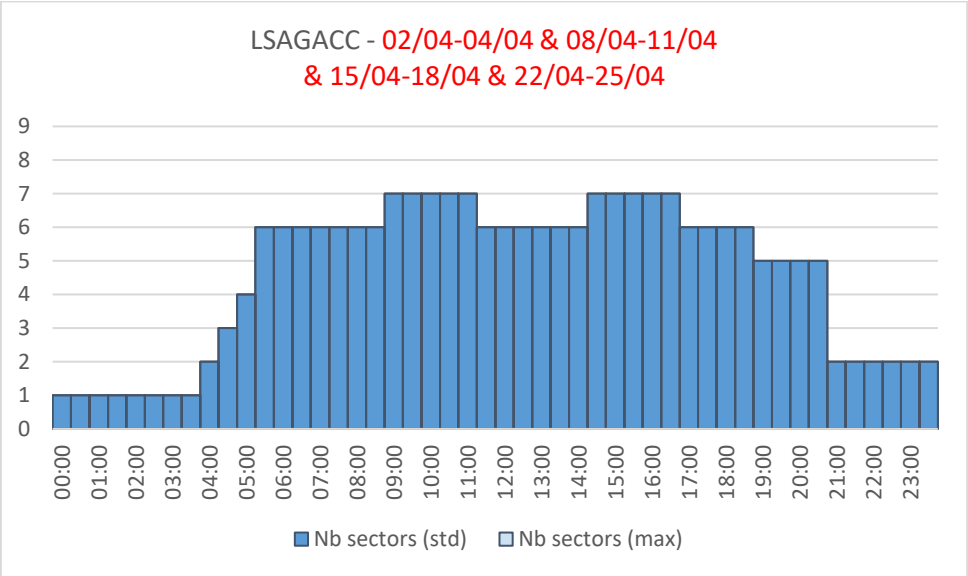

LSAGACC - 23/03 & 28/03-30/03
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

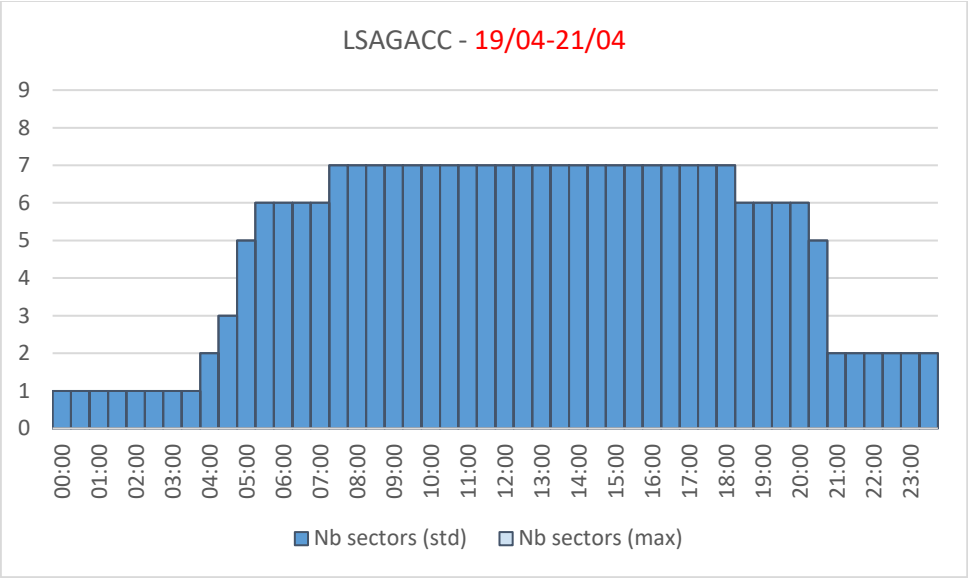

LSAGACC - 26/03
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LSAGACC - 27/03
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LSAGACC - 31/03
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LSAGACC - 01/04 & 05/04-07/04 & 12/04-14/04 & 26/04-28/04
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LSAGACC - 02/04-04/04 & 08/04-11/04
& 15/04-18/04 & 22/04-25/04
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)



Sector capacities

Due to recent technical problems with ATM core applications, the capacity in all LSAG UAC sectors (above FL245, elementary and collapsed sectors), will be reduced by 20% Until Further Notice.

All other LSAG sectors are providing the full capacity.

As occupancy counts are used as main decision-making tool on the day of operation, initial assessments with regards to the configuration vs demand might not show the full potential.

Availability of support to operations staff

FMP is available and positions are open as normal.

Additional information

Normal operations.

Special events and major projects

Start Date	End date	ACC Airport/	Event
01-03-2024	TBC	LSAG/LSAZ	ATM system technical issues

NM Assessment

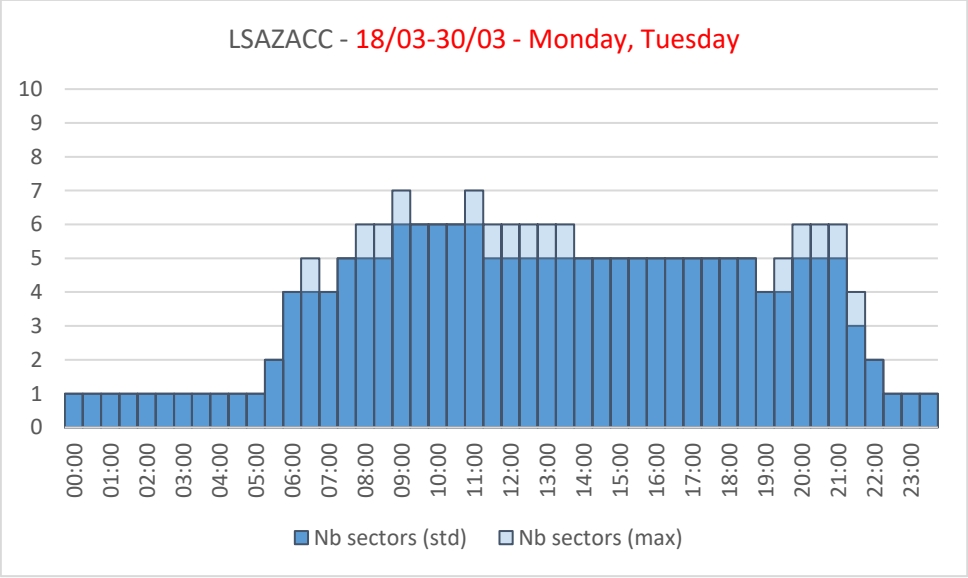
Due to ATM system issues, capacities are reduced by 20% for all upper sectors above FL245 UFN. With reduced capacities, overloads are expected. Opening the highest possible number of sectors, as well as ATFCM measures (STAM/scenarios/MCP/regulations) might be required to reduce the impact on the network.

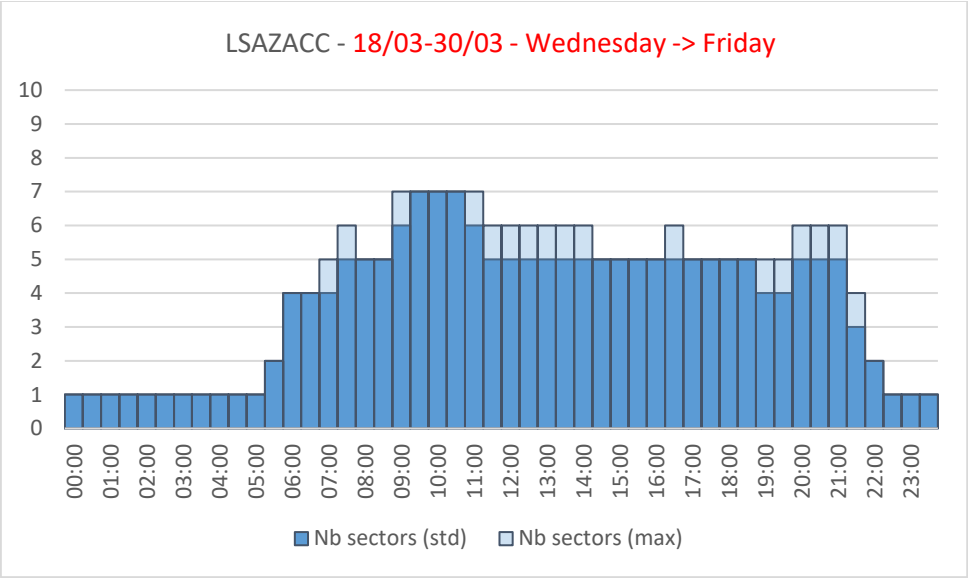
SWITZERLAND ZÜRICH ACC

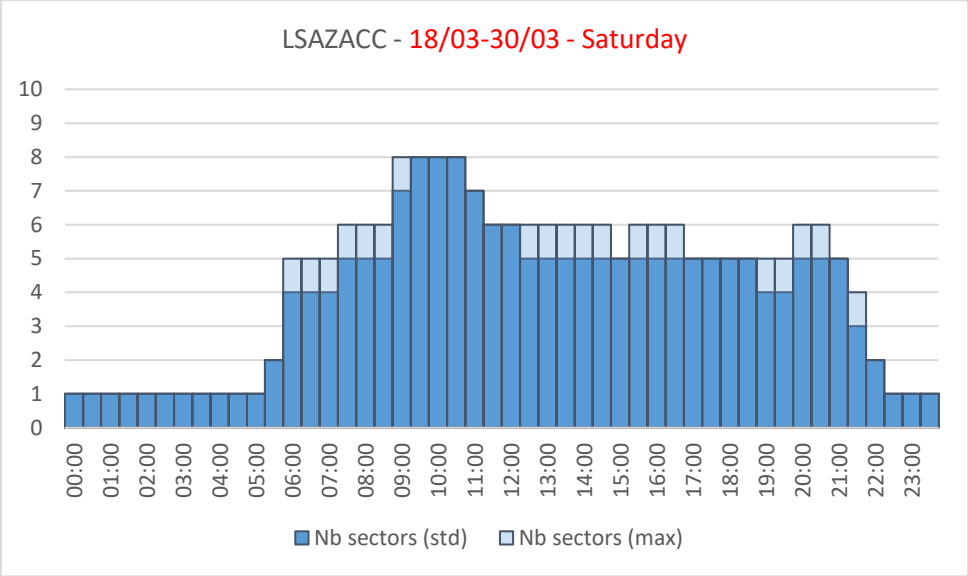
Expected traffic

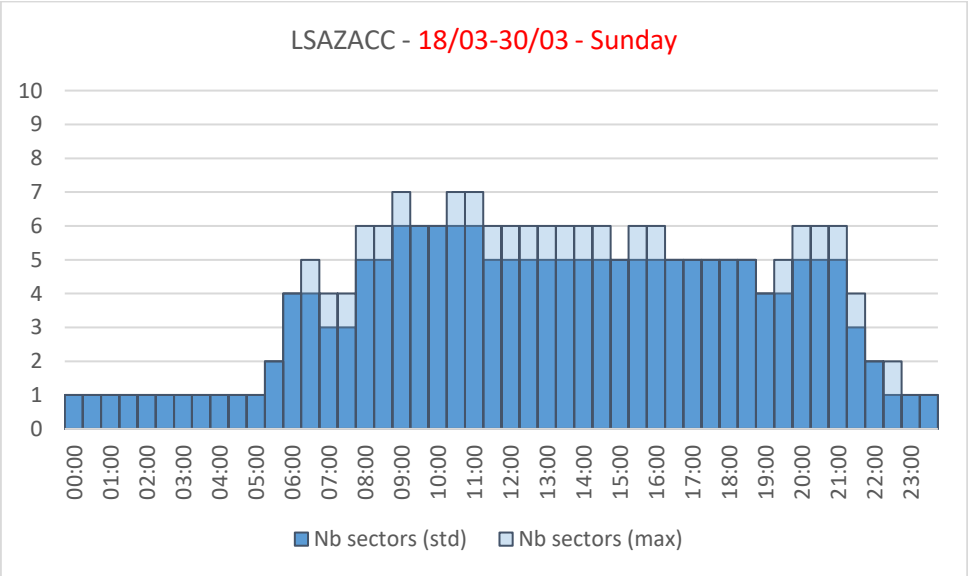
Zürich						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2040	1780	1900	2040	2190	2010	2100
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2070	1870	2020	2170	2210	2030	2140
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2360	2160	2250	2280	2390	2240	2340
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2340	2160	2360	2370	2470	2280	2330
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2360	2200	2360	2380	2490	2300	2360
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2360	2160	2350	2380	2480	2280	2310
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2350	2230	2430	2430	2520	2360	2440
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2490	2360	2530	2500	2540	2390	2510

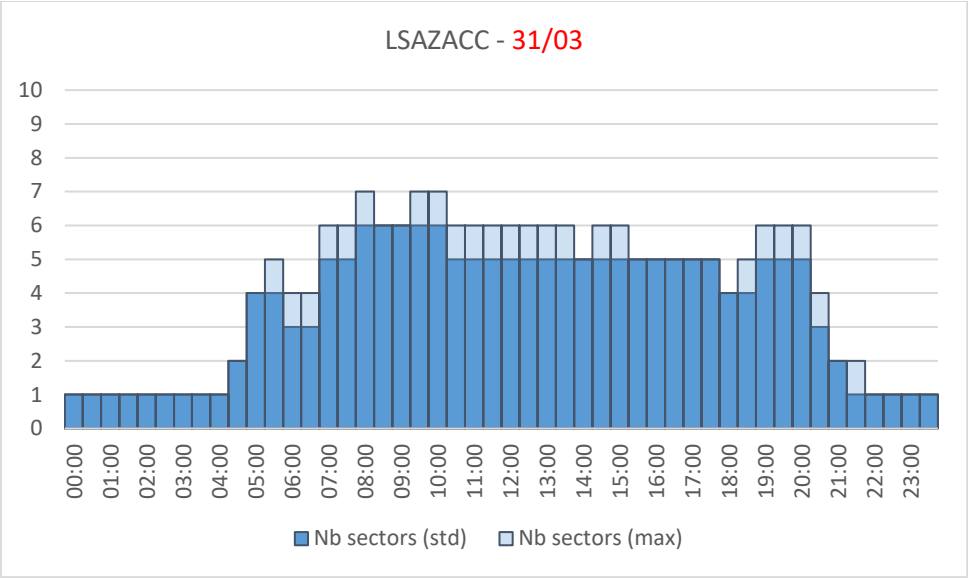
Sector openings – Planned and maximum

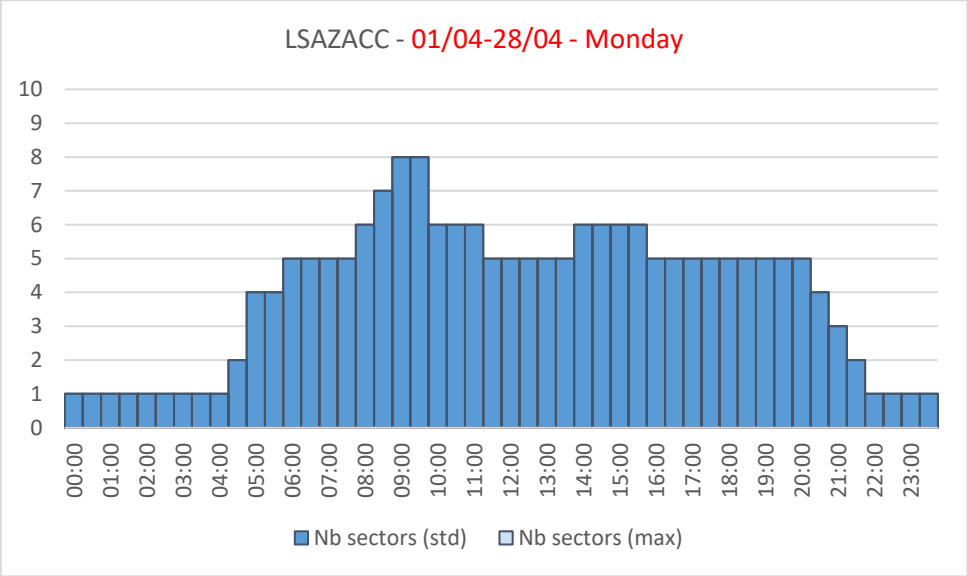


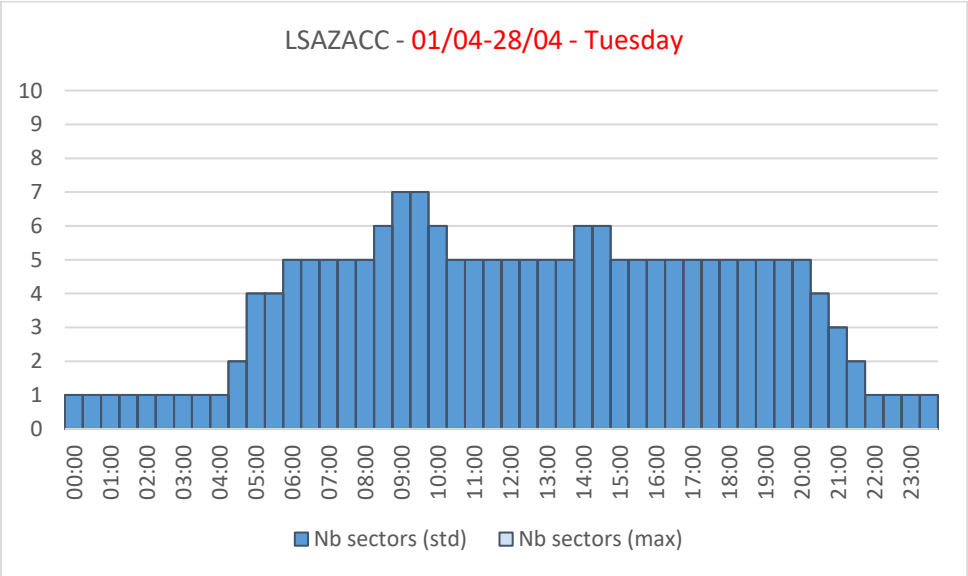

LSAZACC - 18/03-30/03 - Wednesday -> Friday
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

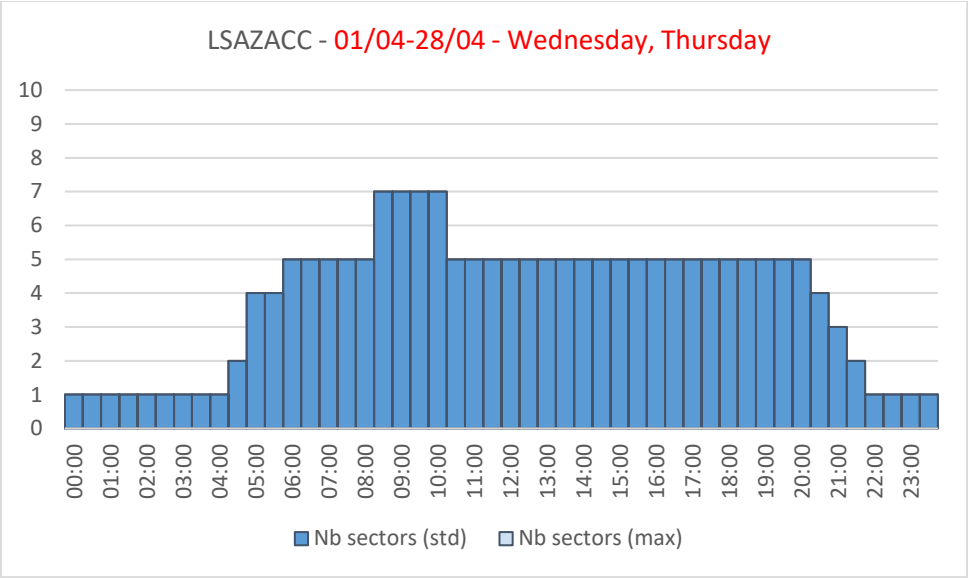

LSAZACC - 18/03-30/03 - Saturday
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

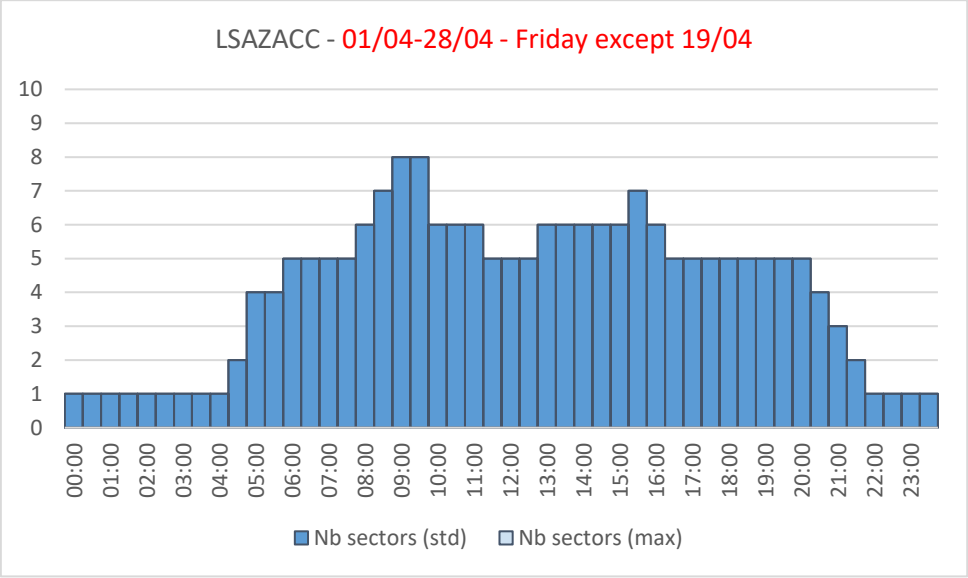

LSAZACC - 18/03-30/03 - Sunday
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

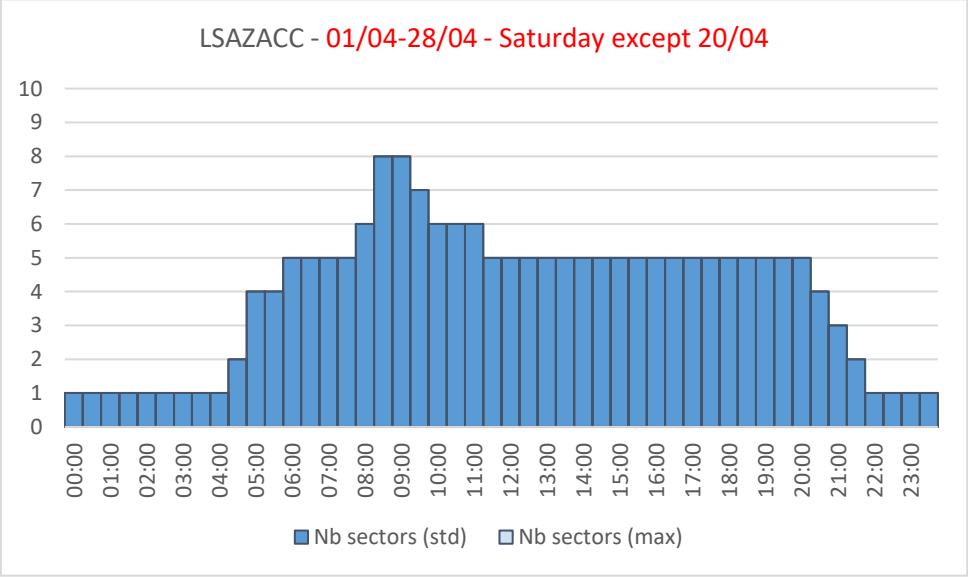

LSAZACC - 31/03
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

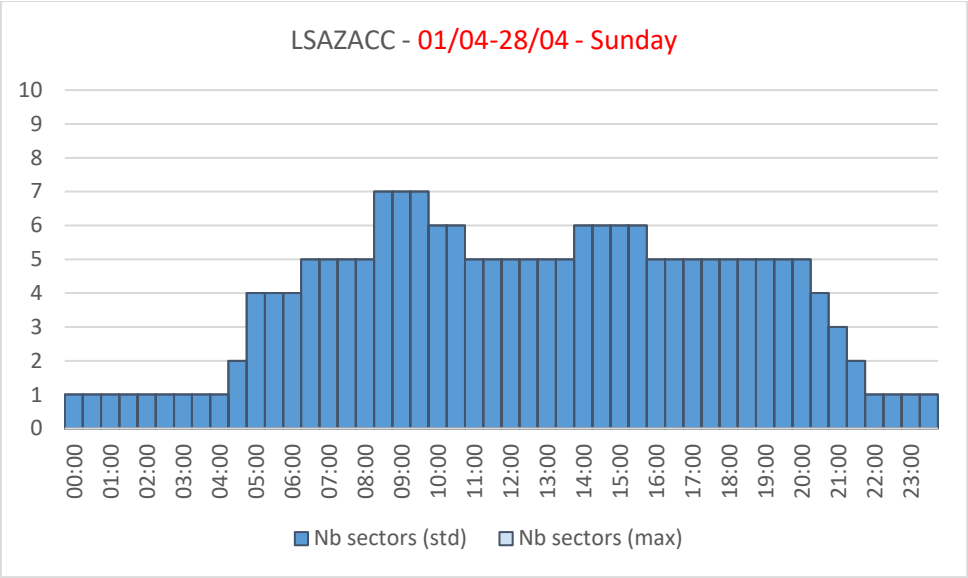

LSAZACC - 01/04-28/04 - Monday
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

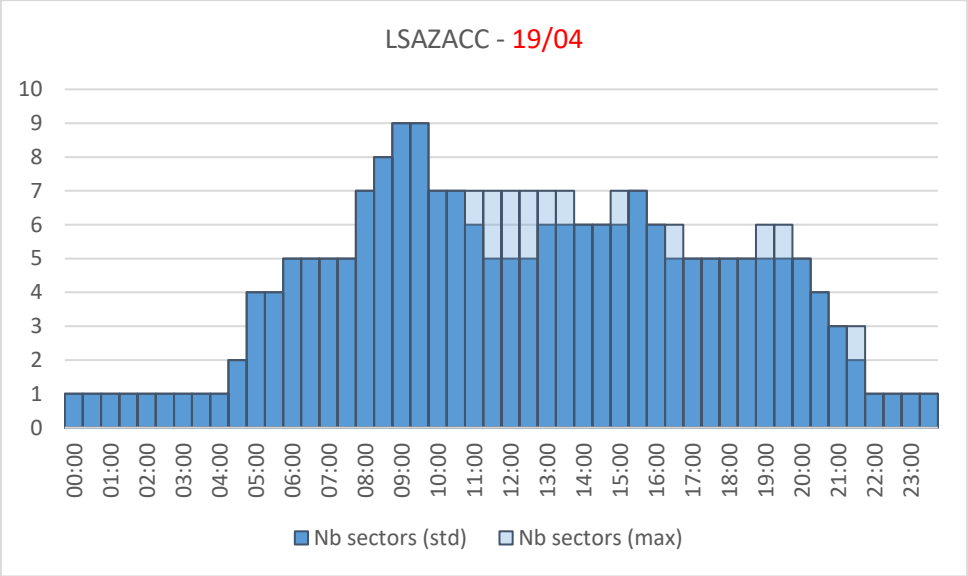

LSAZACC - 01/04-28/04 - Tuesday
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

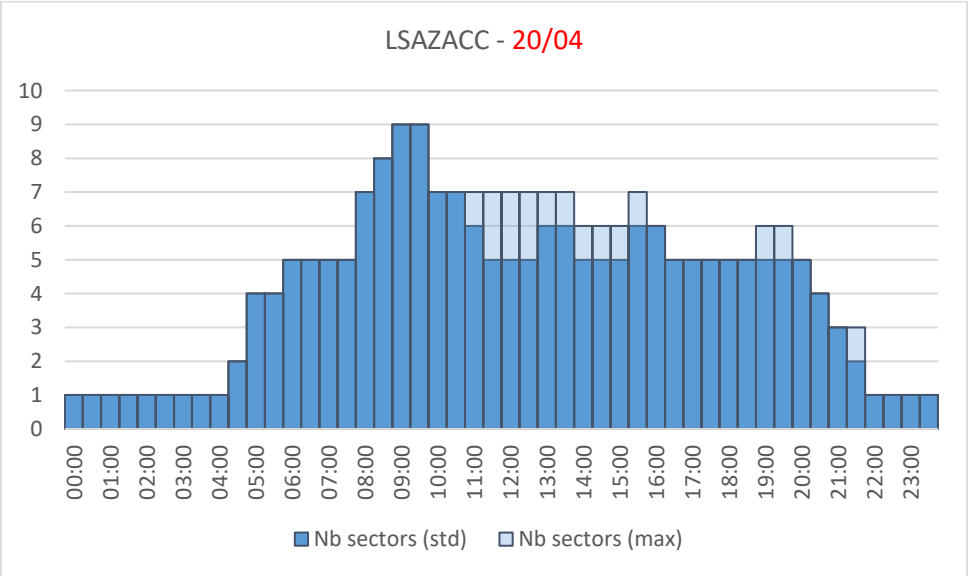

LSAZACC - 01/04-28/04 - Wednesday, Thursday
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LSAZACC - 01/04-28/04 - Friday except 19/04
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LSAZACC - 01/04-28/04 - Saturday except 20/04
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LSAZACC - 01/04-28/04 - Sunday
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LSAZACC - 19/04
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)


LSAZACC - 20/04
10
9
8
7
6
5
4
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Nb sectors (std)
Nb sectors (max)

Sector capacities

Due to recent technical problems with ATM core applications, the capacity in all LSAZ UAC sectors (above FL245, elementary and collapsed sectors), will be reduced by 20% Until Further Notice.

All other LSAZ sectors are providing the full capacity.

As occupancy counts are used as main decision-making tool on the day of operation, initial assessments with regards to the configuration vs demand might not show the full potential.

Availability of support to operations staff

FMP is available and open as normal.

Additional information

Traffic levels within TV LSZHAORX and LSZBAORX which represent training and low-level traffic through LSZB or LSZH TMA remain at high levels. Tactical regulations are possible.

Maximal capacities for LSZHARR1 have been reduced to 36 (i/o 40) due to technical systems.

Special events and major projects

Start Date	End date	ACC Airport/	Event
26-03-2023	31-12-2024	LSAZ/LSZH	Trials to manage LSZH arrival regulations using target time (TTA) information provided to NM.
01-03-2024	TBC	LSAG/LSAZ	ATM system technical issues
17-04-2024	20-04-2024	EDNY/LSAZ	Aero Friedrichshafen

NM Assessment

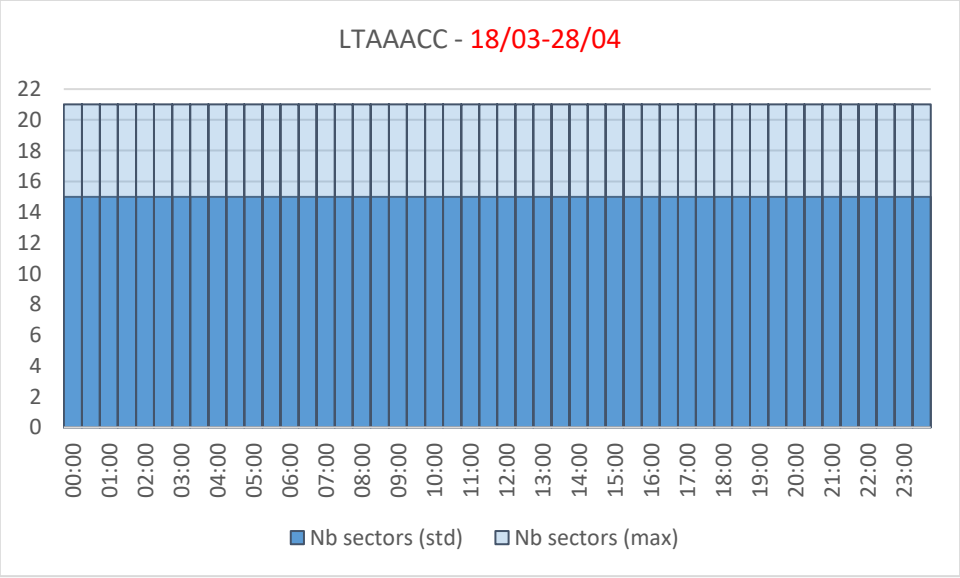
Due to ATM system issues, capacities are reduced by 20% for all upper sectors above FL245 UFN. With reduced capacities, overloads are expected. Opening the highest possible number of sectors, as well as ATFCM measures (STAM/scenarios/MCP/regulations) might be required to reduce the impact on the network.

TÜRKIYE ANKARA ACC

Expected traffic

Ankara						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3320	3250	3380	3470	3660	3700	3820
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3450	3420	3560	3650	3780	3830	4230
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3960	3900	4040	4100	4180	4280	4310
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3990	3970	4060	4120	4160	4250	4330
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3990	3980	4070	4120	4180	4280	4330
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4020	3950	4110	4160	4240	4390	4340
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4070	4060	4250	4270	4330	4450	4460
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4210	4140	4290	4320	4370	4480	4490

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
Q2/2024		LBSR/LTAA	Interface re-sectorisation
Q4/2024		LTAA	New upper sectors within Izmir TMA and Dalaman TMA
Q1/2025		LTAA	FRATURK - Phase 1 (night FRA Operations above FL335 in Türkiye)

NM Assessment

No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

UKRAINE DNIPRO ACC

UKRAINIAN CRISIS - AIRSPACE CLOSURE

UKRAINE KYIV ACC

UKRAINIAN CRISIS - AIRSPACE CLOSURE

UKRAINE L'VIV ACC

UKRAINIAN CRISIS - AIRSPACE CLOSURE

UKRAINE ODESA ACC

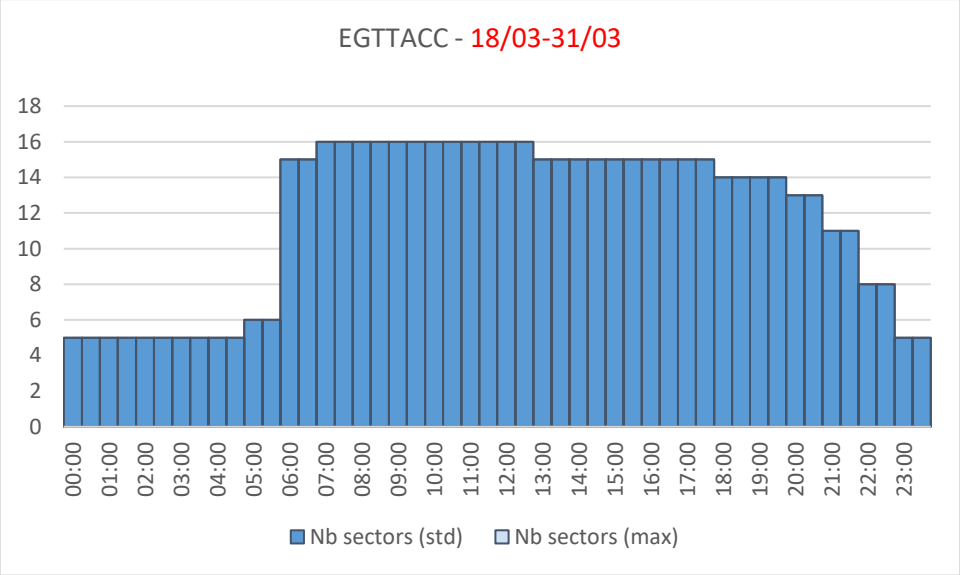
UKRAINIAN CRISIS - AIRSPACE CLOSURE

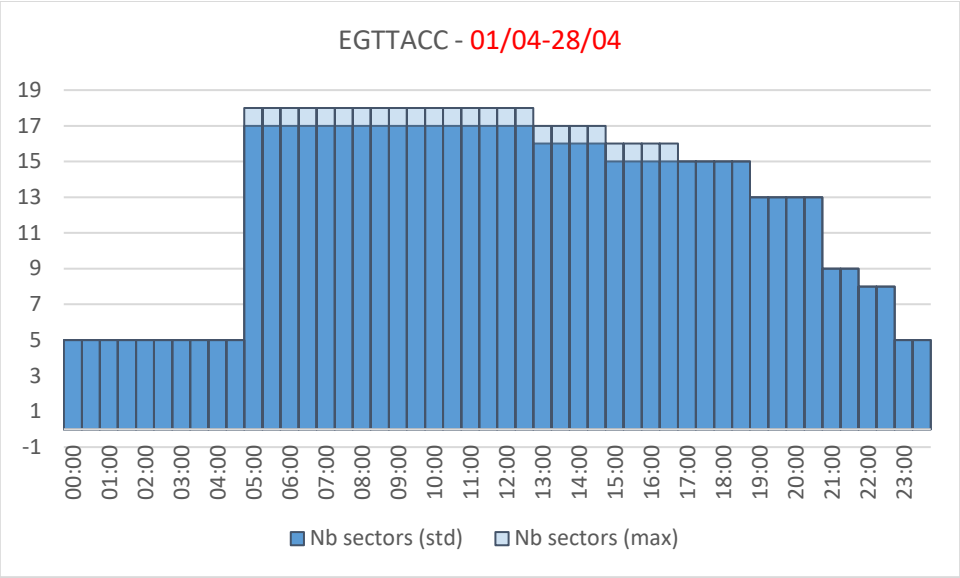
UNITED KINGDOM LONDON ACC

Expected traffic

London ACC						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5320	4570	4620	5140	5560	5110	5470
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5310	4800	4830	5390	5630	5190	5650
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5730	5570	5580	5920	5930	5550	5860
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5840	5590	5660	5910	5960	5460	5750
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5840	5600	5650	5900	5980	5380	5710
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5800	5580	5660	5920	5990	5390	5700
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5830	5630	5970	6210	6330	5730	6010
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
6100	5950	6060	6330	6330	5830	6120

Sector openings – Planned and maximum





Sector capacities

N/A

Availability of support to operations staff

N/A

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
01-06-2024	01-06-2024	EGTT/EGTC	UEFA Champions League Final

NM Assessment

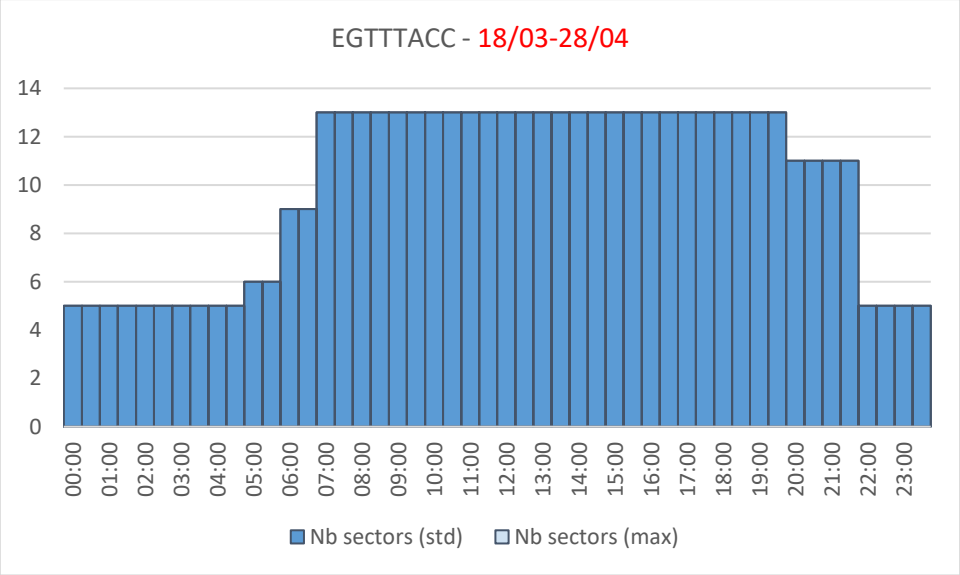
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

UNITED KINGDOM LONDON TC

Expected traffic

London TC						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3660	3250	3330	3660	3880	3390	3750
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3640	3360	3410	3770	3870	3420	3720
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3850	3770	3780	4000	4010	3560	3880
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3920	3800	3870	4020	4050	3510	3800
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3940	3800	3870	4000	4060	3470	3770
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3930	3800	3870	3990	4080	3470	3760
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3910	3810	3990	4120	4240	3600	3910
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4030	3930	4030	4160	4200	3650	3950

Sector openings – Planned and maximum



Sector capacities

N/A

Availability of support to operations staff

N/A

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
01-06-2024	01-06-2024	EGTT/EGTC	UEFA Champions League Final

NM Assessment

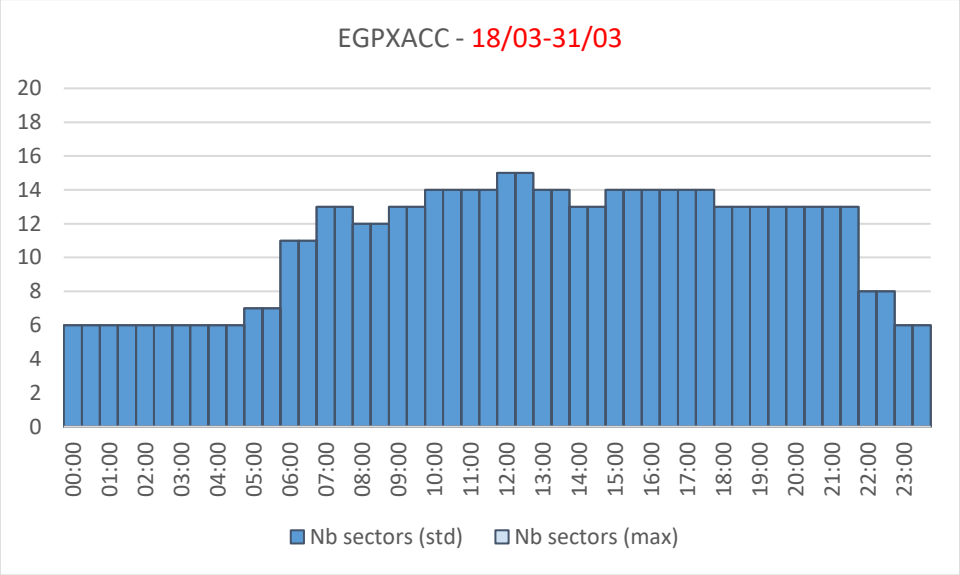
No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

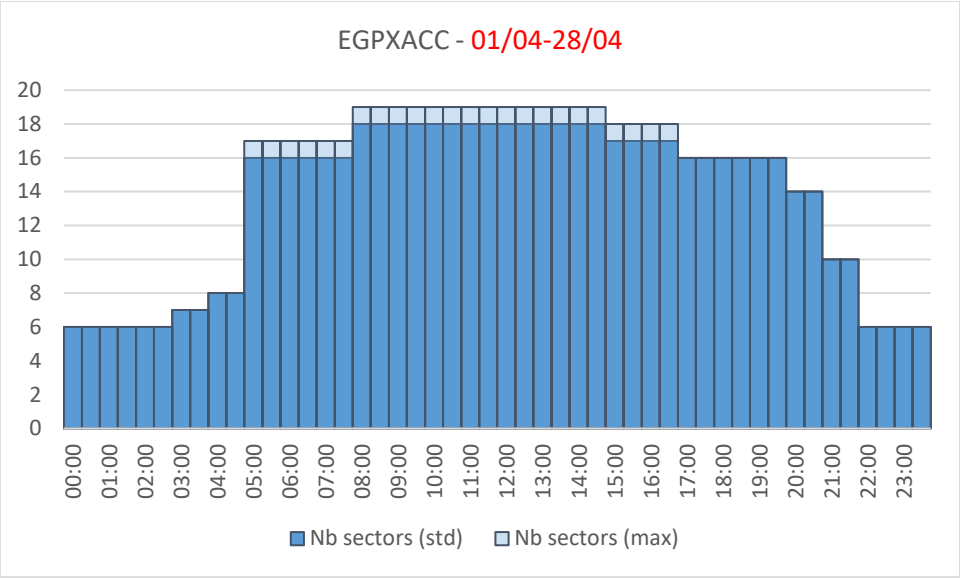
UNITED KINGDOM PRESTWICK ACC

Expected traffic

Prestwick						
Week 18/03/2024-24/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2530	2130	2190	2410	2660	2260	2420
Week 25/03/2024-31/03/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2540	2230	2310	2520	2670	2310	2570
Week 01/04/2024-07/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2700	2640	2630	2780	2800	2460	2630
Week 08/04/2024-14/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2800	2630	2640	2780	2820	2410	2570
Week 15/04/2024-21/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2800	2650	2650	2770	2840	2390	2540
Week 22/04/2024-28/04/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2770	2670	2650	2770	2800	2360	2590
Week 29/04/2024-05/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2790	2640	2800	2970	3010	2520	2760
Week 06/05/2024-12/05/2024 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2910	2870	2840	2980	2990	2600	2810

Sector openings – Planned and maximum





Sector capacities

N/A

Availability of support to operations staff

N/A

Additional information

N/A

Special events and major projects

Start Date	End date	ACC/Airport	Event
10-06-2024	21-06-2024	EGGX/EGPX	PANTOMINE

NM Assessment

No capacity issues are expected. However, due to expected level of traffic, demand might get close to capacity for short periods and some flexibility might be required during traffic peaks.

ANNEX 2 – AIRPORTS

1 Airport maximum number of movements

The ATC normal capacities gathered from the airports, via Airport Corner or NM ENV system are described in the table below. These capacities refer to the actual maximum number of movements per hour that the airport can handle, considering all constraints, landside and airside. Changes from previous week are highlighted in yellow.

In accordance with Commission Implementing Regulation (EU) 2019/123 (Annex II – Air Traffic Flow Management Function, Part B, paragraphs 13 and 16) where it is stated that airport operators shall have arrangements with local ATS units to exchange and coordinate with NM all information on capacity, in case of discrepancy NM requests that airport operators communicate their adequate capacities to NM.airports@eurocontrol.int.

ICAO CODE	ARRIVALS	DEPARTURES	GLOBAL
EBBR	48	44	74
EDDB	50	50	78
EDDC	20	20	30
EDDE	9	9	18
EDDF	60	60	106
EDDG	20	20	30
EDDH	31	31	48
EDDK	31	31	36
EDDL	33	36	47
EDDM	58	58	90
EDDN	20	20	30
EDDP	28	32	48
EDDR	12	12	24
EDDS	35	35	48
EDDV	40	40	60
EDDW	18	18	30
EDJA	21	21	30
EDSB	3		10
EDTL			5
EDVE			25
EETN	10	10	20
EFHK	48	42	80
EGBB	20		
EGCC	33	37	61
EGFF	20		

ICAO CODE	ARRIVALS	DEPARTURES	GLOBAL
EGGD	10		
EGGP	30		
EGGW	20	23	33
EGHH	10		
EGHI	12		
EGJB	15	15	30
EGJJ		20	40
EGKK	26	39	55
EGLC	20	20	39
EGLL	46	46	88
EGNX	15		
EGPD	10		6
EGPF	15		
EGPH	20		
EGPP			30
EGSS	28	33	50
EHAM	68	74	112
EHBK	20		
EHEH			20
EHRD	10		
EICK	15	15	30
EIDW	30	36	48
EINN			20
EKBI	20	22	30
EKCH	48	48	83

ICAO CODE	ARRIVALS	DEPARTURES	GLOBAL
EKRK	20	20	30
ELLX	20		30
ENBO	12		14
ENDU			6
ENGM	40	40	80
ENTC	12		15
ENVA	12		24
EPGD	20		30
EPGW			10
EPKK	17	23	23
EPKT	15	20	20
EPPO	15		15
EPRA			10
EPSC			10
EPWA	26	30	42
EPWM	28		
EPWR	15		10
EPZG			6
ESGG	16		
ESNZ	4		
ESSA	42	42	84
ESSB	21	21	36
ESSV	10		18
EVRA	20	18	29
EYKA	4	4	
EYPA	1	1	
EYVI	10	10	20
GCFV	14		
GCLP	25	25	40
GCRR	14		22
GCTS	21	21	33
GCXO	15	17	30
GEML			10
GMMN	18		
GMMX	10	10	10
HEGN	15		
HELX	12		
HEMA	6		

ICAO CODE	ARRIVALS	DEPARTURES	GLOBAL
HESH	12		
LATI			13
LBBG			21
LBSF	11	11	22
LCLK	12	12	18
LCPH	6		
LDDU	9		12
LDPL	6		12
LDRI	6		12
LDSP	8	6	12
LDZA	10		
LDZD		6	12
LEAL	20	19	36
LEAS	8		13
LEBB	14	14	22
LEBL	40	40	48
LEBZ			2
LECO	6		
LEGA			6
LEGE	13		12
LEIB	16	16	28
LEJR	10		20
LELC	4		4
LEMD	52	52	100
LEMG	25	25	46
LEMH	12	12	
LEPA	33	34	66
LERS	6		6
LEVC	20	20	34
LEZL	15	15	
LFBD	12		
LFBH	4		
LFBO	23	22	45
LFBZ	4		
LFJL			12
LFKB	7		
LFKC	4		
LFKF	4		

ICAO CODE	ARRIVALS	DEPARTURES	GLOBAL
LFKJ	6		
LFLB	4		
LFLL	38		
LFLP	2		
LFMD	5	5	10
LFML	20		
LFMN	30	30	50
LFMV	5		
LFOB	10		
LFPB	15	20	
LFPG	73	76	120
LFPN	6		
LFPO	35	35	70
LFPT			2
LFRB	6		
LFRN	10		12
LFRS	16	14	
LFSB	18		40
LFST	7		
LFTZ	4		
LGAV	26	22	44
LGIR	10	12	22
LGKF	3		
LGKL	2		
LGKO	6		
LGKP	2		
LGKR	8		
LGLM			12
LGMK	5		
LGPZ	3		
LGRP	10		
LGRX	2		
LGSA[2]	4[1]		10
LGSK	4		
LGSM	4	4	8
LGSR	6		
LGST	2	2	4

ICAO CODE	ARRIVALS	DEPARTURES	GLOBAL
LGTS	12	15	
LGZA	3		
LHBP	30	30	60
LIBD	11	11	22
LICC	12	10	22
LICJ	11	11	21
LIEE	7	7	14
LIMC	39	40	70
LIME	16	26	26
LIMF	14	14	28
LIML	20	20	34
LIPE	13	12	24
LIPH			8
LIPX			16
LIPZ	17	22	32
LIRA			15
LIRF	54	60	90
LIRN	15	15	30
LIRP	10		
LIRQ	10		
LJLJ	10	10	16
LKPR	33	33	46
LLBG	15	15	32
LLER	14		
LMML	15	15	
LOWI	12		
LOWS	20		
LOWW	48	50	68
LPFR	18		
LPPR	14	12	24
LPPT	23	23	40
LQSA	7	7	12
LROP	11		
LSGC	3		
LSGG	25	40	40
LSGS	4		
LSZG			5

[2] At LGSA, during the weekends (Fri, Sat, Sun) 5/60 arrivals; Weekdays 4/60 arrivals.

ICAO CODE	ARRIVALS	DEPARTURES	GLOBAL
LSZH	40	41	66
LTAC	20	20	40
LTAI	30	30	60
LTBA	5	5	10
LTBJ	15	15	30
LTBS	12	12	24
LTFE	14	14	28
LTFJ	24	24	40
LTFM	55	55	110

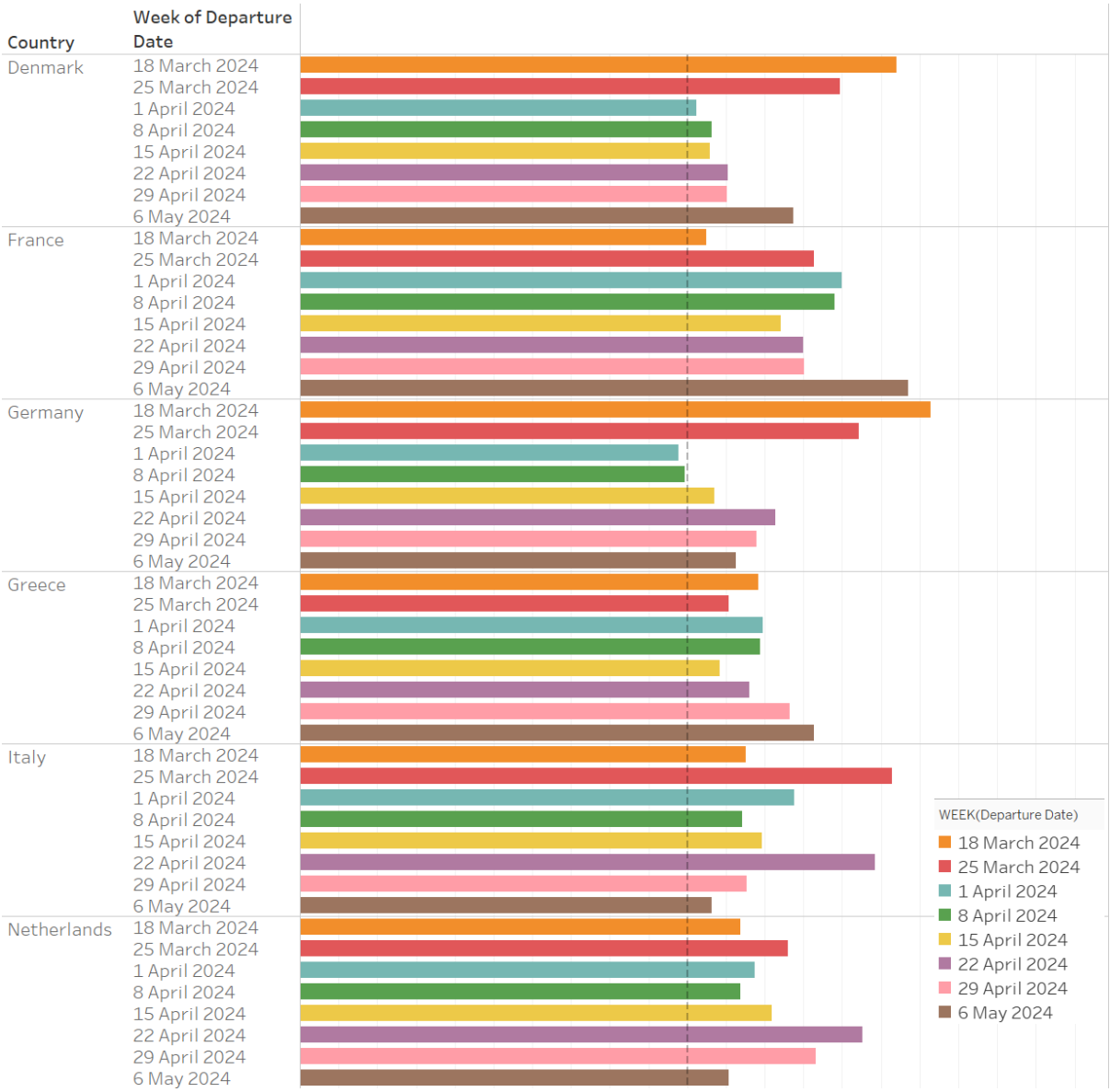
ICAO CODE	ARRIVALS	DEPARTURES	GLOBAL
LUKK			18
LWSK	20	30	25
LYBE	15	12	25
LYNI			6
LYPG	6	4	10
LYTV			13
UGTB	40	40	

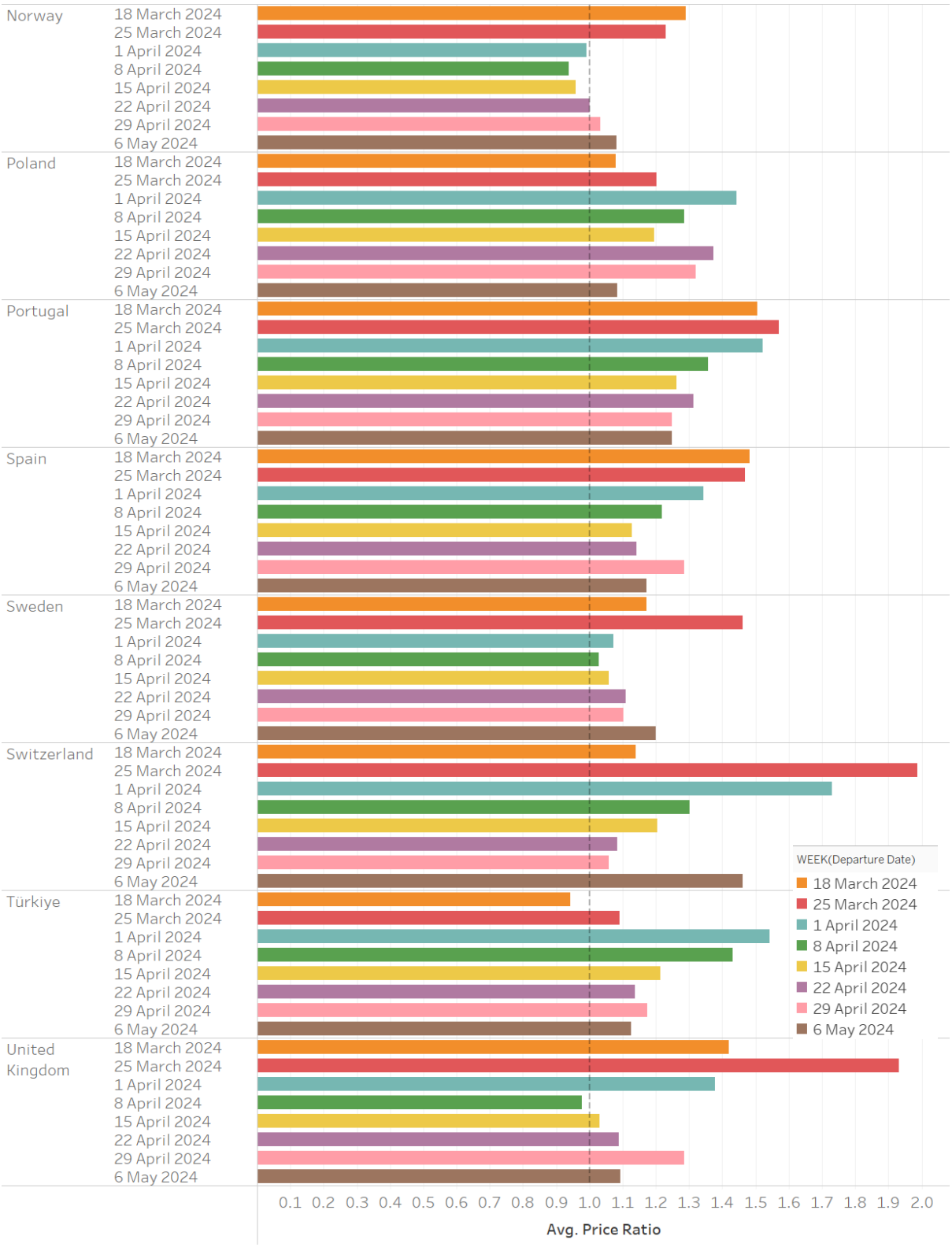
2 Passenger demand

The load factor on each aircraft has an impact on the turnaround process, particularly on boarding and disembarkation times. In addition, anticipating the increased passenger demand at the terminal may help airports to adapt for resources accordingly, and gain efficiency when demand decreases. For several months, NM has been analysing the impact on stand occupancy times compared to the passenger demand calculation based on the departing ticket price evolution.

In the following figure, a view on the evolution of ticket price ratio per country for the next seven weeks is provided. Price ratio 1 represents when prices have not changed with respect to the prices four months ago. When price ratio grows far from one, a high passenger demand is expected and more resources at the terminal should be envisaged.

Passenger demand evolution per country




Norway
Poland
Portugal
Spain
Sweden
Switzerland
Türkiye
United Kingdom
18 March 2024
25 March 2024
1 April 2024
8 April 2024
15 April 2024
22 April 2024
29 April 2024
6 May 2024
0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 1.0 1.1 1.2 1.3 1.4 1.5 1.6 1.7 1.8 1.9 2.0
Avg. Price Ratio
WEEK(Departure Date)
18 March 2024
25 March 2024
1 April 2024
8 April 2024
15 April 2024
22 April 2024
29 April 2024
6 May 2024

3 Utilisation factor

Section 9.2. “Expected Airport Performance of the European ATM Network” provides a view on traffic imbalances or overloads expected at defined airports, which may be subject to regulations.

In this section, regardless of their impact on hourly imbalances, the utilisation of the airport’s capacity is illustrated throughout an 18-hour day of planned operations. This illustration provides an insight on how busy the airport is expected to be.

Furthermore, a performance indicator referred to as a “Utilisation factor” will identify the days where the average distribution of the planned traffic gets closer to the reported maximum capacity. The Utilisation factor per day represents the amount of traffic that the airport is expected to receive during the main operational hours compared to the reported capacity. The Utilisation factor is calculated as follows:

$$Utilisation\ factor\ = \frac{(Flights\ arriving\ between\ 04{:}00 - 22{:}00)\ /\ 18}{Hourly\ capacity}$$

$Flights\ arriving\ between\ 04{:}00 - 22{:}00$[3] incorporates the traffic outlook provided in 4.2. “Network Traffic Outlook” for the usual operational hours (between 04:00 and 22:00 UTC). Next, the calculated traffic demand is divided by 18 to obtain the hourly average.

$Hourly\ capacity$ is defined per airport in Section 6.2. “Airport Performance Enhancements and network integration” and “ANNEX 2 –AIRPORTS: 1. Airport maximum number of movements”.

Please note that every airport may have a different range of values for the indicator. The goal of this information is to help each airport monitor the expected traffic evolution for the eight coming weeks. This performance indicator does not address any of the performance scheme indicators proposed in the EU Regulation 2019/317.

In the following figures, the illustration incorporates a heat map accounting for the values of the Utilisation factor. The thresholds are:

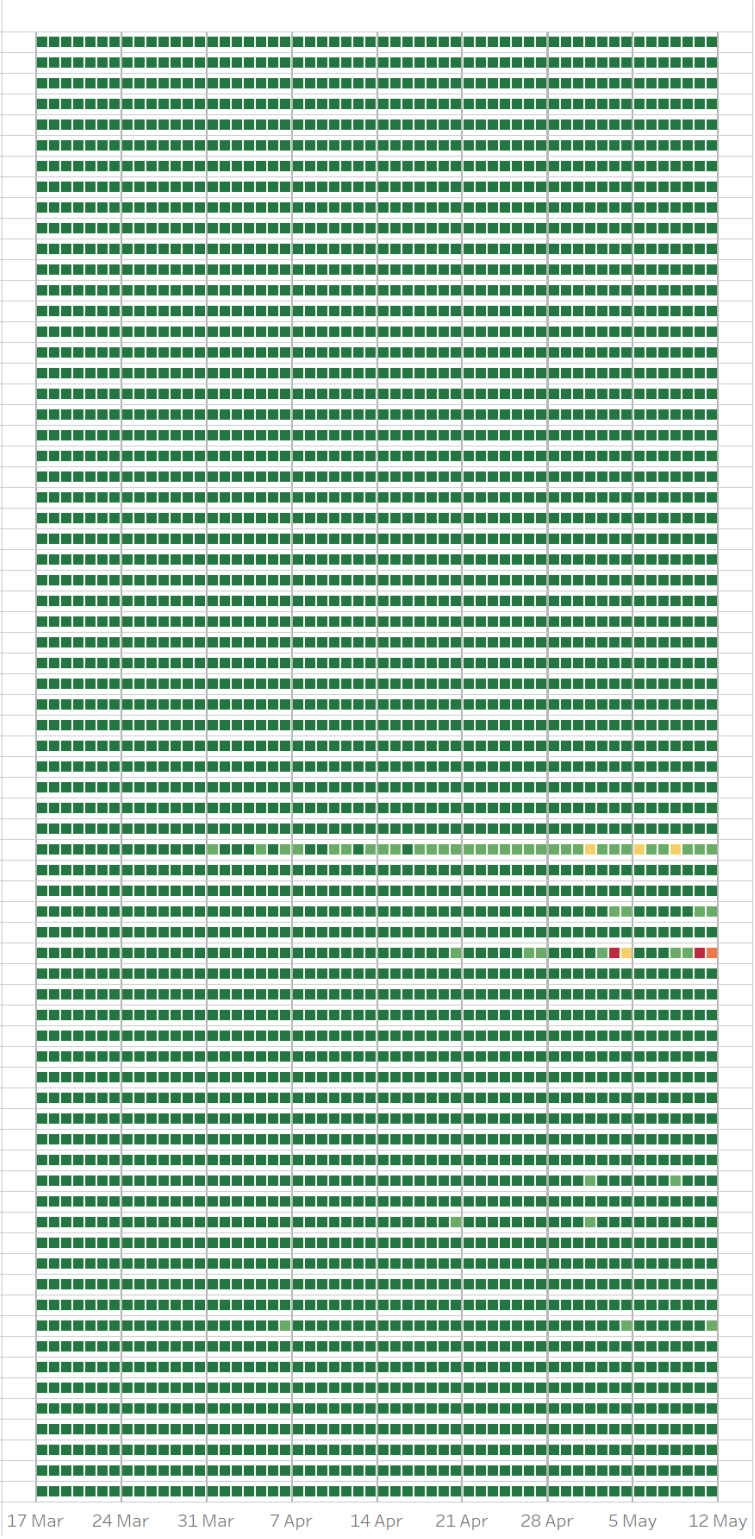
- Dark green: 0%-60%
- Light green: 61%-70%
- Yellow: 71%-80%
- Orange: 81%-90%
- Red: more than 90%

Please note that this graph will not indicate the presence of hourly imbalances, which are detailed in Section 9.2. Due to the large number of airports, the graph is divided into two.

[3] Note – all times UTC

Daily utilisation factor daytime-Arrivals (I)

Country	Name	Airport Code
Albania	Tirana	LATI / TIA
Austria	Vienna International	LOWW / VIE
Belgium	Brussels National	EBBR / BRU
Bosnia And Her..	Sarajevo	LQSA / SJJ
Bulgaria	Sofia	LBSF / SOF
Croatia	Zagreb	LDZA / ZAG
Cyprus	Larnaca	LCLK / LCA
	Paphos	LCPH / PFO
Czech Republic	Prague	LKPR / PRG
Denmark	Copenhagen/Kastrup	EKCH / CPH
Estonia	Tallinn/Ulemiste	EETN / TLL
Finland	Helsinki/Vantaa	EFHK / HEL
France	Bale/Mulhouse	LFSB / BSL
	Bordeaux Merignac	LFBD / BOD
	Lyon Saint Exupery	LFLL / LYS
	Marseille Provence	LFML / MRS
	Nantes	LFRS / NTE
	Nice	LFMN / NCE
	Paris Charles De Gaul..	LFPG / CDG
	Paris Le Bourget	LFPB / LBG
	Paris Orly	LFPO / ORY
	Toulouse Blagnac	LFBO / TLS
Georgia	Tbilisi International	UGTB / TBS
Germany	Berlin International	EDDB / BER
	Bremen	EDDW / BRE
	Dresden	EDDC / DRS
	Dusseldorf	EDDL / DUS
	Erfurt	EDDE / ERF
	Frankfurt	EDDF / FRA
	Hamburg	EDDH / HAM
	Hannover	EDDV / HAJ
	Koln/Bonn	EDDK / CGN
	Leipzig/Halle	EDDP / LEJ
	Memmingen	EDJA / FMM
	Munchen	EDDM / MUC
	Munster/Osnabruck	EDDG / FMO
	Nurnberg	EDDN / NUE
	Saarbrucken	EDDR / SCN
	Stuttgart	EDDS / STR
Greece	Athens International ..	LGAV / ATH
	Diagoras	LGRP / RHO
	Ioannis Kapodistrias	LGKR / CFU
	Iraklion Nikos Kazant..	LGIR / HER
	Kefallinia	LGKF / EFL
	Khania Souda	LGSA / CHQ
	Kos	LGKO / KGS
	Mikonos	LGMK / JMK
	Preveza/Levkas Aktio	LGPZ / PVK
	Samos	LGSM / SMI
	Santorini	LGSR / JTR
	Skiathos	LGSK / JSI
	Thessaloniki	LGTS / SKG
	Zakinthos	LGZA / ZTH
Hungary	Budapest	LHBP / BUD
Ireland	Cork	EICK / ORK
	Dublin	EIDW / DUB
Israel	Eilat/Ilan And Assaf ..	LLER / ETM
	Tel Aviv Ben Gurion	LLBG / TLV
Italy	Bari Palese	LIBD / BRI
	Bergamo Orio Alserio	LIME / BGY
	Bologna	LIPE / BLQ
	Cagliari Elmas	LIEE / CAG
	Catania Fontanarossa	LICC / CTA
	Milano Linate	LIML / LIN
	Milano Malpensa	LIMC / MXP
	Napoli Capodichino	LIRN / NAP
	Palermo Punta Raisi	LICJ / PMO
	Rome Ciampino	LIRA / CIA
	Rome Fiumicino	LIRF / FCO
	Torino Caselle	LIMF / TRN
	Venice	LIPZ / VCE

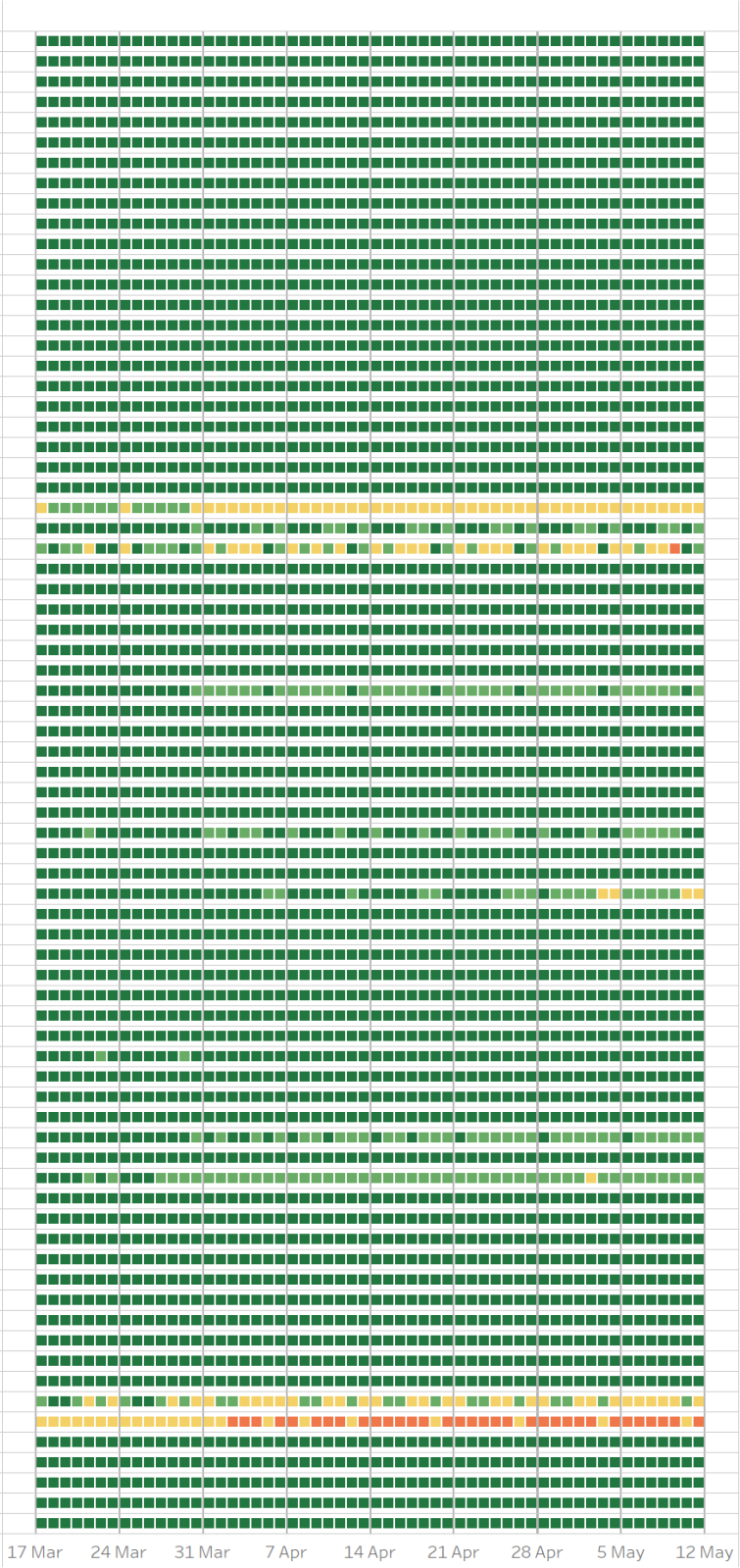


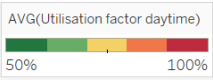
AVG(Utilisation factor daytime)

50% 100%

Daily utilisation factor daytime-Arrivals (II)

Country	Name	Airport Code
Latvia	Riga Intl	EVRA / RIX
Lithuania	Vilnius Intl	EYVI / VNO
Luxembourg	Luxembourg	ELLX / LUX
Malta	Malta Luqa	LMML / MLA
Moldova	Kishinev	LUKK / KIV
Montenegro	Podgorica	LYPG / TGD
	Tivat	LYTV / TIV
Morocco	Casablanca/Mohamm..	GMMN / CMN
	Marrakech	GMMX / RAK
Netherlands	Amsterdam Schiphol	EHAM / AMS
	Eindhoven	EHEH / EIN
North Macedon..	Skopje	LWSK / SKP
Norway	Bodo	ENBO / BOO
	Oslo Gardermoen	ENGM / OSL
	Tromso/Langnes	ENTC / TOS
	Trondheim/Vaernes	ENVA / TRD
Poland	Gdansk/Lech Walesa	EPGD / GDN
	Katowice Pyrzowice	EPKT / KTW
	Krakow Balice	EPKK / KRK
	Poznan/Lawica	EPPO / POZ
	Warsaw Chopin	EPWA / WAW
	Wroclaw/Strachowice	EPWR / WRO
Portugal	Faro	LPFR / FAO
	Lisboa	LPPT / LIS
	Porto	LPPR / OPO
Romania	Bucharest Henri Coa..	LROP / OTP
Serbia	Belgrade Nikola Tesla	LYBE / BEG
	Nis	LYNI / INI
Slovenia	Ljubljana	LJLJ / LJU
Spain	Alicante	LEAL / ALC
	Arrecife Lanzarote	GCRR / ACE
	Badajoz	LEBZ / BJZ
	Barcelona	LEBL / BCN
	Bilbao	LEBB / BIO
	Fuerteventura	GCFV / FUE
	Gerona	LEGE / GRO
	Gran Canaria	GCLP / LPA
	Ibiza	LEIB / IBZ
	Jerez De La Frontera	LEJR / XRY
	Madrid Barajas	LEMD / MAD
	Mahon/Menorca	LEMH / MAH
	Malaga	LEMG / AGP
	Palma De Mallorca	LEPA / PMI
	Reus	LERS / REU
	Sevilla	LEZL / SVQ
	Tenerife Norte	GCXO / TFN
	Tenerife Sur	GCTS / TFS
	Valencia	LEVC / VLC
Sweden	Goteborg/Landvetter	ESGG / GOT
	Stockholm Arlanda	ESSA / ARN
Switzerland	Geneve	LSGG / GVA
	Zurich	LSZH / ZRH
Türkiye	Ankara Esenboga	LTAC / ESB
	Antalya	LTAI / AYT
	Istanbul Airport	LTFM / IST
	Istanbul Ataturk	LTBA / ISL
	Istanbul Sabiha Gokc..	LTFJ / SAW
	Izmir Adnan Menderes	LTBJ / ADB
	Milas Bodrum	LTFE / BJV
	Mugla Dalaman	LTBS / DLM
United Kingdom	Aberdeen	EGPD / ABZ
	Birmingham	EGBB / BHX
	Bristol/Lulsgate	EGGD / BRS
	East Midlands	EGNX / EMA
	Edinburgh	EGPH / EDI
	Glasgow	EGPF / GLA
	Liverpool	EGGP / LPL
	London Gatwick	EGKK / LGW
	London Heathrow	EGLL / LHR
	London Luton	EGGW / LTN
	London Stansted	EGSS / STN
	London/City	EGLC / LCY
	Manchester	EGCC / MAN
	Southampton	EGHI / SOU





4 NM Airport contact details

Airport Function – Pretactical and Tactical information

Send an email to nm.airports@eurocontrol.int to contact the Airport Function team.

Airport Corner – Strategic and Pretactical information

The Public Airport Corner can be accessed via the link:

https://ext.eurocontrol.int/airport_corner_public/

Send an email to airport.corner@eurocontrol.int to request access to Airport Corner for Airports or Airport Corner for Airlines.

Weekly briefings:

- A verbal briefing presentation is scheduled every 2 weeks: the next will be on

Thursday 20th March 2024, 15:00 CET.

- A pdf briefing report is updated **every week** and available for download on the Airport Corner and Airport Corner for Airlines.

Any person interested in joining this briefing is required to send an email request to aot.secretariat@eurocontrol.int and they will receive an invitation. Due to data protection regulations (GDPR) it is not possible to share the Teams link externally.

EUROCONTROL

SUPPORTING EUROPEAN AVIATION

© EUROCONTROL - 2024

This document is published by EUROCONTROL for information purposes. It may be copied in whole or in part, provided that EUROCONTROL is mentioned as the source and it is not used for commercial purposes (i.e. for financial gain). The information in this document may not be modified without prior written permission from EUROCONTROL.

www.eurocontrol.int