EUROCONTROL

European Route Network Improvement Plan/ERNIP Implementation Monitoring

Monitoring Report: AIRAC 2501

23 JAN 2025 - 19 FEB 2025

CONSORTIUM COORDINATOR sesar DEPLOYMENT MANAGER

FOUNDING MEMBER sesar JOINT UNDERTAKING

NETWORK MANAGER

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1 Introduction

1.1 Summary

(1) This Monitoring Report focuses on **AIRAC 2501 (23 JAN 2025 - 19 FEB 2025)**. It provides an update on the evolution of the environment indicators listed in the *Network Performance Plan* and plots on the progress achieved in improving airspace design and its utilisation flight efficiency, in line with the improvement proposals implemented in the relevant AIRAC cycle.

(2) As a result of the airspace enhancements implemented during AIRAC 2501 as well as the airspace design improvements put in place since AIRAC 2401 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2501 amount to 149,000 NMs compared with the equivalent AIRAC cycle in 2024. This translates into 890 tonnes of fuel, or 2,900 tonnes of CO_2, or €744,000.

(3) Based on the last filed flight plan indicator, the **actual losses calculated** during the AIRAC 2501 amount to 206,000 NMs flown more compared to the equivalent AIRAC cycle in 2024. This translates into 1,200 tonnes of fuel, or 4,100 tonnes of CO_2, or €1,032,000.

(4) The periodical implementation process is part of the ERNIP Part 2 - ARN Version 2025 - 2030 to enhance the European ATM capacity, flight efficiency and environmental performance through the development and implementation of an improved ATS route network, Free Route Airspace and TMA systems structures supported by corresponding improvements to the airspace structure and the optimal utilisation rules.

1.2 Performance Targets – Reference Period 4 (RP4)

(1) In response to the Commission Regulation (EU) 2019/317 of 11 February 2019 (laying down a performance scheme for air navigation services and network functions), a set of Key Performance Indicators and associated targets have been set for the 4th reference period (RP4).

(2) The KPI **average horizontal en-route flight efficiency of the actual trajectory (KEA)** is applicable at both network and local level and is defined as follows:

- the indicator is the comparison between the length of the en-route part of the actual trajectory derived from surveillance data and the achieved distance, summed over IFR flights within or traversing the European airspace
- ‘en-route part’ refers to the distance flown outside a circle of 40 NM around the airports
- where a flight departs from or arrives at an airport outside the European airspace, the entry or exit points of the European airspace are used for the calculation of this indicator as the origin or destination respectively, rather than the departure or destination airport
- where a flight departs from and arrives at an airport inside the European airspace and crosses a non-European airspace, only the part inside the European airspace is used for the calculation of this indicator
- ‘achieved distance’ is a function of the position of the entry and exit points of the flight into and out of each portion of airspace for all parts of the trajectory.

Achieved distance represents the contribution that those points make to the great circle distance between origin and destination of the flight

- the indicator is calculated for the whole calendar year and for each year of the reference period, as an average. When calculating this average, the ten highest daily values and the ten lowest daily values are excluded from the calculation.

(3) The following performance targets for RP4 were published in the EC Implementing Decision (EU) 2024/1688 of 12 June 2024:

KEA - Average route extension

- 2.80% in 2025
- 2.75% in 2026
- 2.71% in 2027
- 2.68% in 2028
- 2.66% in 2029

(4) The draft Network Performance Plan (NPP) 2025-2029 developed by the Network Manager defines formal targets for RP4 in compliance with the Performance Regulation No 317/2019.

(5) The table below shows the RP4 targets for NM area related to environment/flight efficiency.

NM key performance indicators				Target
ENV	KPI	KEP	En route flight efficiency improvement generated by the European Route Network Design function related to the last filed flight plan trajectory, expressed as a percentage point of the year-on-year variation of the en route flight efficiency of the last filed flight plan trajectory	Achieve 4.15% for NM area for KEP indicator by 2029

The annual values set for the KEP indicator are:

	2025	2026	2027	2028	2029
KEP NM area	4.59%	4.48%	4.37%	4.26%	4.15%

(6) The Network Manager identified the following main initiatives to achieve the environment performance targets:

- Development and implementation of the airspace changes included in the ERNIP Part 2 – ARN version 2024-2030 (including FRA and FUA evolutions)
- Implementation of the Free Route Airspace Network Strategic programme
- Implementation of the ASM and Advanced FUA Network Strategic Programme
- Implementation of the NM Flight Efficiency strategic project

- RAD measures re-organisation and rationalisation;
- Increased cooperation with the Computer Flight Plan Service Providers (CFSPs) on the evolution of their own systems based on the guidelines material published by NM;
- Implementation of the Airport and TMA Network Integration Network Strategic Programme
- Implementation of other initiatives, e.g. CCO/CDO and PBN
- iNM implementation

1.3 A Consolidated European Airspace Development

(1) The ERNIP Part 2 - ARN Version 2025 - 2030 will ensure the implementation, in cooperation with the ANSPs and the FABs, of the Airspace Vision agreed by the Network Management Board:

a) A comprehensive cross-border implementation of FRA in the European airspace.

b) An optimised ATS route structure below FRA ensuring efficient connectivity with TMAs.

c) A simplification of the RAD.

d) A harmonisation of the airspace publications.

e) More efficient Flexible Use of Airspace procedures and the associated system support to enable a better utilisation of the civil/military airspace structures.

f) A closer cooperation between the Network Manager, the airspace users and the computer flight plan service providers aimed at ensuring a better utilisation of the available airspace structures.

(2) The ERNIP Part 2 - ARN Version 2025 - 2030:

a) Achieves a European Route Network for the safe and efficient operation of air traffic, taking due account of the environmental impact.

b) Keeps operational consistency of the European airspace organisation.

c) Consolidates into a network approach the FABs developments, the wide implementation of airspace projects from FRA to TMA developments.

d) Facilitates the development of an airspace structure offering the required level of safety, capacity, flexibility, responsiveness, environmental performance and seamless provision of expeditious air navigation services, with due regard to security and defence needs.

e) Ensures the implementation of the Airspace Restructuring Programme.

f) Ensures regional interconnectivity and interoperability of the European route network within the ICAO EUR Region and with adjacent ICAO Regions.

g) Ensures compliance with the Commission Implementing Regulation 2021/116, Common Project 1 (CP1), amending Commission Implementing Regulation (EU) No 409/2013 and repealing Commission Implementing

Regulation (EU) No 716/2014, thus fully supporting the implementation of the European Air Traffic Management Master Plan.

(3) The ERNIP Part 2 - ARN Version 2025 - 2030 includes details on:

a) Implementation of FRA projects.

b) ATS route network developments.

c) Re-sectorisation actions.

d) Actions aimed at simplifying the usage of the ATS route network.

e) Civil/military airspace structures.

(4) The ERNIP Part 2 - ARN Version 2025 - 2030 is derived from the following sources:

a) Airspace Restructuring Programme.

b) Solutions developed inside various FAB initiatives.

c) Proposals originating at national or sub-regional level.

d) Network Manager proposals supported by the operational stakeholders covering a cohesive development of the European Airspace Structure.

e) Aircraft operator's proposals.

1.4 Monitoring and Improvement

(1) Through the ERNIP Part 2, the Network Manager supports the Commission by providing relevant input for the preparation of Union-wide performance targets before the reference periods and for **monitoring the achievement of the performance targets during the reference period**.

(2) In that respect, a close cooperation and synchronisation was ensured between the Network Manager and all the FABs in the preparation of the ERNIP Part 2 - ARN Version 2025 - 2030, as part of the Network Operations Plan.

(3) The Monitoring Report - as part of the ERNIP Part 2 - ARN Version 2025 - 2030 addresses the **monitoring and improvement of the environment/flight efficiency performance** of the network from an airspace design and utilisation perspective as one of the requirements laid down in the COMMISSION IMPLEMENTING REGULATIONS.

(4) The **ERNIP Implementation Monitoring Report** is published every **A**eronautical **I**nformation **R**egulation **A**nd **C**ontrol (AIRAC) cycle and available via the EUROCONTROL *Airspace design and utilisation website* (publication/activity):

(5) The list of all available monitoring reports is accessible via the EUROCONTROL *Route network and airspace design* website (function):

https://www.eurocontrol.int/online-tool/european-route-network-improvement-plan-tool

(6) A copy of the ERNIP Implementation Monitoring Report is available via the restricted EUROCONTROL SharePoint for access by interested members of the RNDSG and ASMSG *(see sub-sections under main section "LIBRARY"):*

RNDSG - Monitoring Reports - All Documents (sharepoint.com)

2 List of Proposals Implemented

2.1 Summary of major projects

(1) During the **AIRAC 2501 8 (eight)** airspace improvement package coordinated at network level were implemented. The summary covers ECAC States AIP en-route publication issues, ATS route network, FRA implementations, FRA and RAD improvements on **23 JAN 2025**:

a) Finland:

i) EFIN - FRA Connecting Routes.

b) France:

i) French/Belgium OPS border.

c) Germany:

i) Shorter routings EDDB

ii) H24 OAT DCT LUPEN to SUBIX.

d) Netherlands:

i) DRAMA - Dynamic RAD at Maastricht UAC - Phase 1.

e) Norway:

i) AMC-areas Norway.

f) Spain:

i) 5LNC replacement by Spain and Portugal.

ii) Interface between Canarias UIR and Sal Oceanic FIR.

(2) The latest situation of the European ATS route network structure is available and updated at each AIRAC cycle through the publication of Regional Electronic Charts that can be found here:

https://www.eurocontrol.int/service/cartography

3 Evolution of Performance Indicators

3.1 Airspace Design Indicator Evolution

(1) The graph below shows the yearly evolution of airspace design flight efficiency (RTE-DES[1]) over the period 2007 - 2024 and its evolution until **19 FEB 2025**.

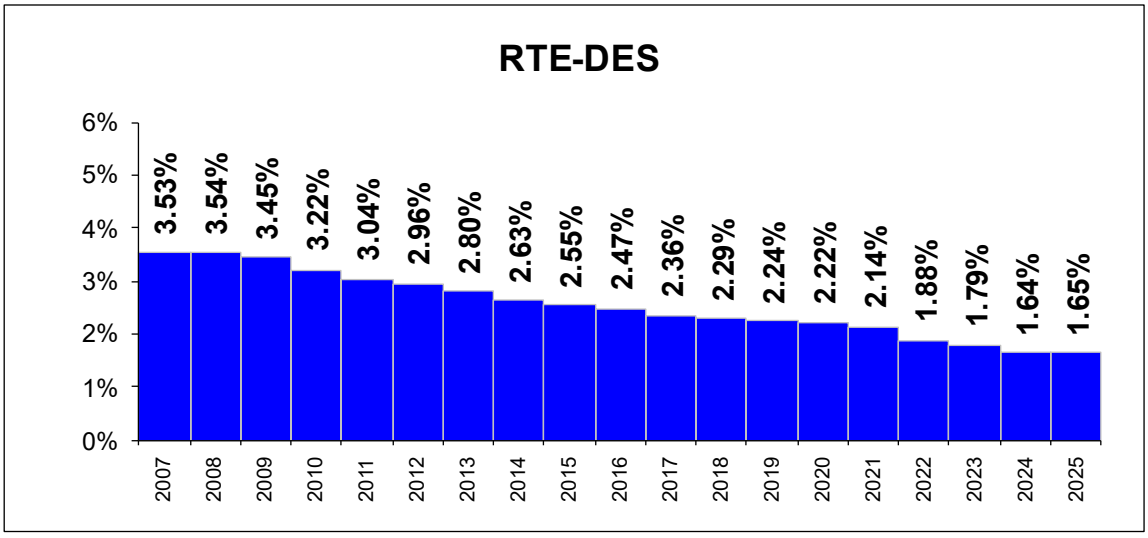

Figure 1: Airspace Design Indicator Evolution

3.2 Flight Planning Indicator Evolution

(1) The graph below shows the yearly evolution of the last filed flight plan indicator (RTE-FPL[2]) over the period 2007 - 2024 and its evolution until **19 FEB 2025**.

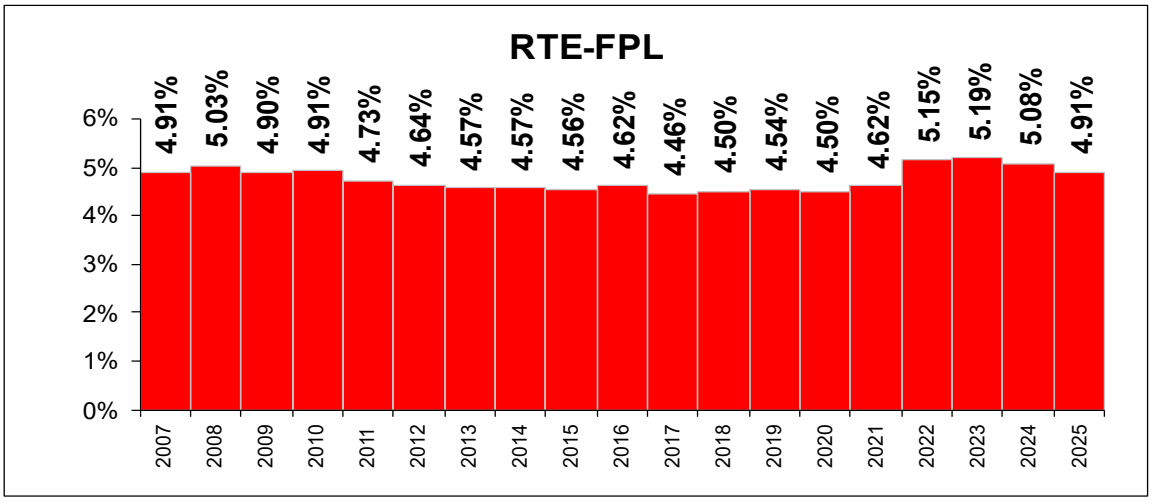

Figure 2: Flight Planning Indicator Evolution

1 **RTE-DES** (Flight Extension due to Route Network Design) This KPI is calculated by measuring the difference between the shortest route length (from TMA exit and entry points) and the great circle distance. For this KPI the RAD is not taken into account and all the CDR routes are considered as open.

2 **RTE-FPL** (Flight Extension due to Route Network Utilisation - last filled FPL) This KPI is calculated by measuring the difference between the route from the last filed flight plan for each flight (from TMA exit and entry points) and the great circle distance.

3.3 Route Availability Indicator Evolution

(1) The impact of the civil route restrictions included in the Route Availability Document (RAD) is measured through a specific RAD indicator (RTE-RAD[3]). The graph below shows the yearly evolution of the RTE-RAD indicator over the period 2007 - 2024 and its evolution until **19 FEB 2025**.

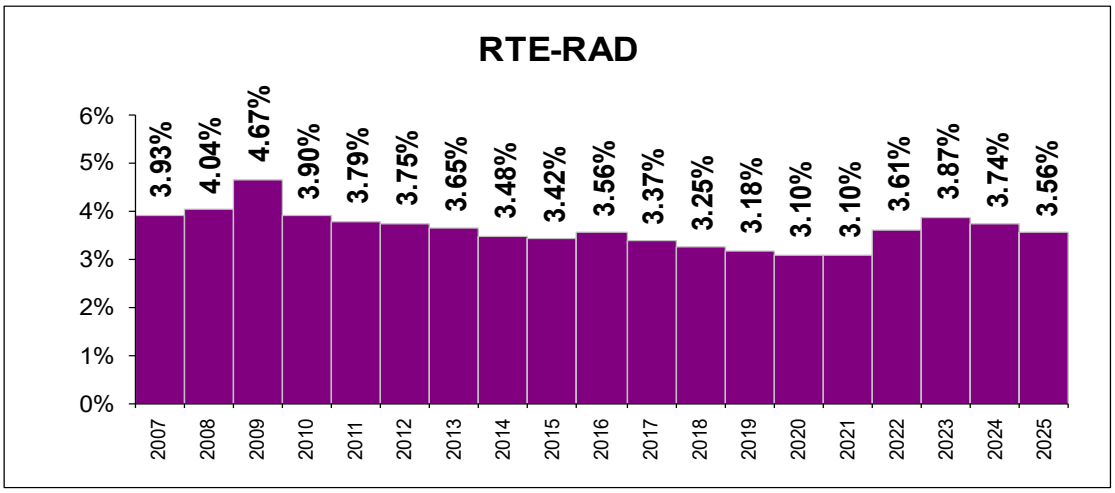

Figure 3: Route Availability Indicator Evolution

3.4 Flight Efficiency Evolution per AIRAC Cycle

3.4.1 General Evolution Overview

(1) The graph below shows the evolution per AIRAC cycle of the two main flight efficiency indicators RTE-DES and RTE-FPL between January 2008 and **19 FEB 2025**.

[3] **RTE-RAD**: (Flight Extension due to Route Network Utilisation - RAD active) This KPI is calculated by measuring the difference between the shortest plannable route length (from TMA exit and entry points) and the great circle distance. For this KPI the RAD is taken into account and all the CDR routes are considered as open.

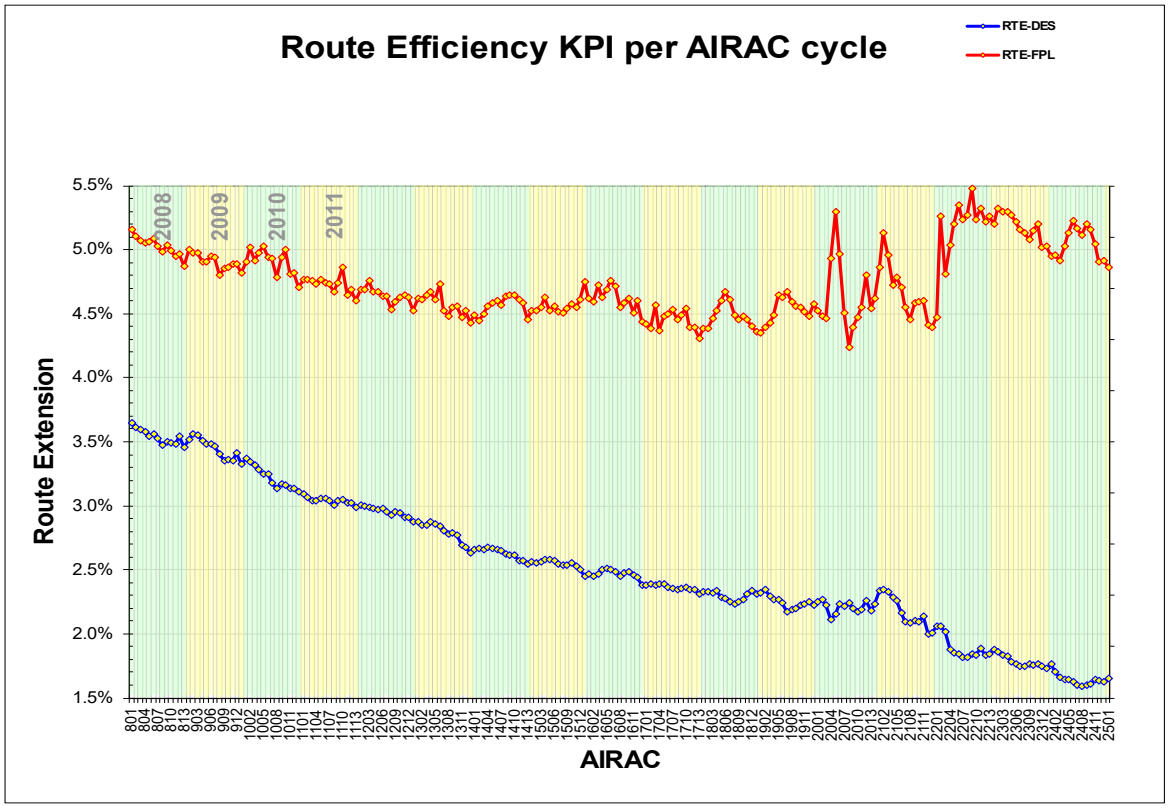

Figure 4: Flight Efficiency (DES, FPL) Evolution Per AIRAC Cycle

(2) The graph below shows the evolution per AIRAC cycle of the two main efficiency indicators RTE-DES and RTE-FPL in relation to the RTE-RAD indicator between January 2008 and **19 FEB 2025**.

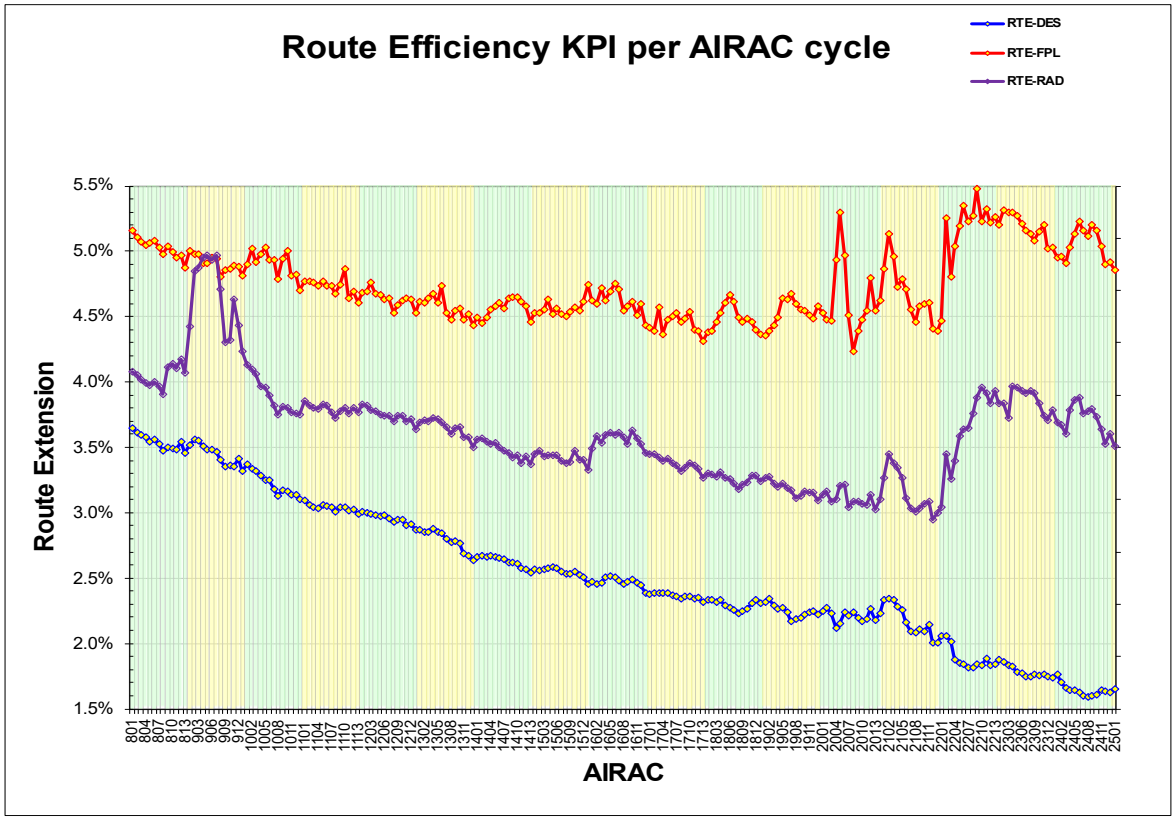

Figure 5: Flight Efficiency (DES, RAD, FPL) Evolution Per AIRAC Cycle

(3) **The difference between the three indicators (DES, FPL, RAD) clearly indicate that additional efforts must be made to further improve the efficiency of airspace utilisation and to ensure that the indicator based on the latest filed flight plan (FPL) and the RAD indicator follow similar trend as the airspace design indicator (DES).**

3.4.2 Evolution of RTE-DES and RTE-FPL Indicators

(1) The current data indicates that, the average route extension due to airspace design was reduced by 0.11 percentage points compared to the equivalent AIRAC cycle in 2024. The evolution of the airspace design indicator is on the right path and the contributions of the airspace design projects are key for improving flight efficiency. The route extension due to airspace design was 1.65% during AIRAC 2501.

(2) The current data indicates that, the average route extension based on the last filed flight plan was reduced by 0.09 percentage points compared to the equivalent AIRAC cycle in 2024. The route extension based on the last filed flight plan was 4.86% during AIRAC 2501.

(3) The difference between the airspace design indicator and the last filed flight plan indicator was 3.19 percentage points during the equivalent AIRAC cycle in 2024 and 3.21 percentage points during AIRAC 2501.

3.4.3 Evolution of RTE-RAD Indicator

(1) As shown in Figure 5 above the impact of the RAD reduced by 0.18 percentage points compared to the equivalent AIRAC cycle in 2024. The route extension based on the impact of the RAD was 3.51% during AIRAC 2501. Continuous actions will be required further diminishing this impact and ensuring that the target set in the Network Manager Performance Plan is reached.

3.4.4 Benefits and Assessment of RTE-DES and RTE-RPL Evolutions

(1) As a result of the airspace enhancements implemented during AIRAC 2501 as well as the airspace design improvements put in place since AIRAC 2401 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2501 amount to 149,000 NMs compared with the equivalent AIRAC cycle in 2024. This translates into 890 tonnes of fuel, or 2,900 tonnes of CO_2, or €744,000.

(2) Based on the last filed flight plan indicator, the **actual losses calculated** during the AIRAC 2501 amount to 206,000 NMs flown more compared to the equivalent AIRAC cycle in 2024. This translates into 1,200 tonnes of fuel, or 4,100 tonnes of CO_2, or €1,032,000.

(3) The special events recorded for this AIRAC cycle are as follows:

a) **Closure of Ukrainian airspace** that led a significant number of flights to move to neighbouring countries (Türkiye, Bulgaria, Romania, Poland, Slovakia, etc.); as a result of the Ukrainian crisis adjacent ACCs/UACs were also on-loaded by Far Eastern traffic avoiding the Ukraine airspace leading to increased route extensions.

b) **Unavailability of Libyan airspace** for over flights with impact on flight efficiency for traffic between Europe and Africa.

c) **Avoidance of Syrian airspace** with impact on flight efficiency for traffic between Europe and Middle East and Asia re-routed via Iran and Türkiye with additional impacts on the flows from the Ukrainian crisis.

(4) Figure 6 below shows the airspace unavailability and closed areas in February 2025.

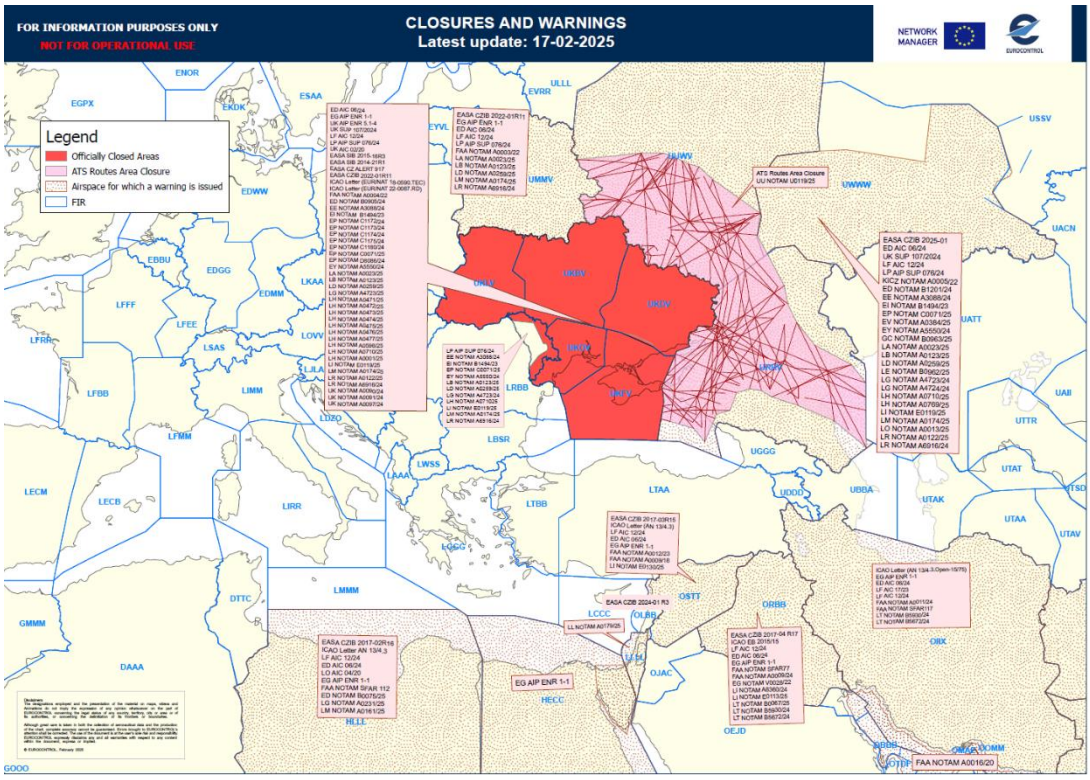

Figure 6: Airspace Unavailability and Closed Areas in February 2025

(5) The comparison between the potential (RTE-DES) and actual (RTE-FPL) savings/losses related to the different parameters is presented in the graphs below (see Figure 7 to Figure 10).

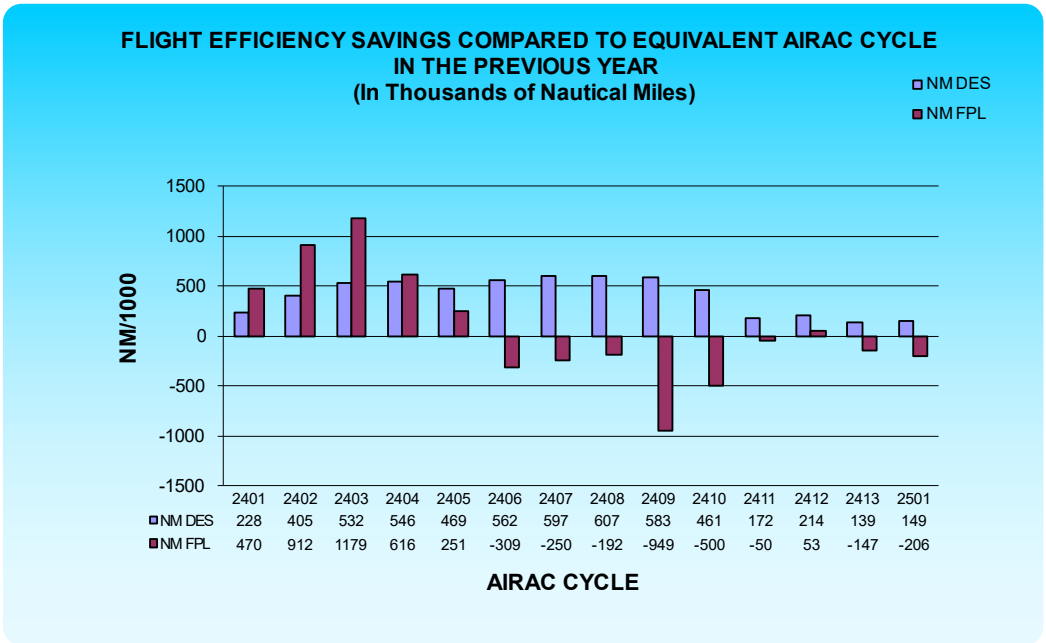

Figure 7: Flight Efficiency Savings/Losses in Thousands of NM

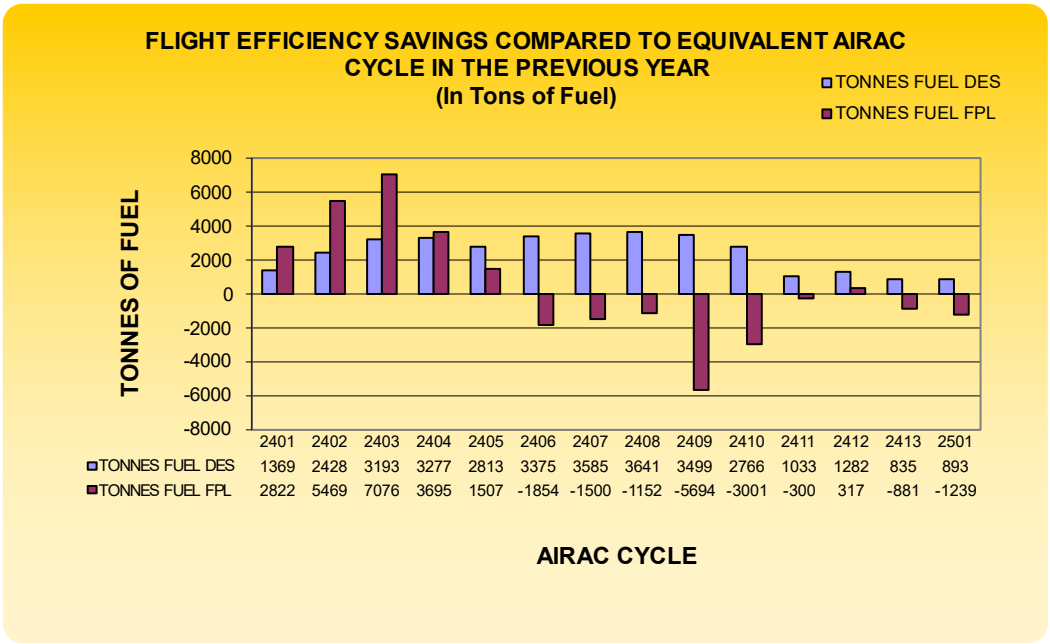

Figure 8: Flight Efficiency Savings/Losses in Tonnes of Fuel

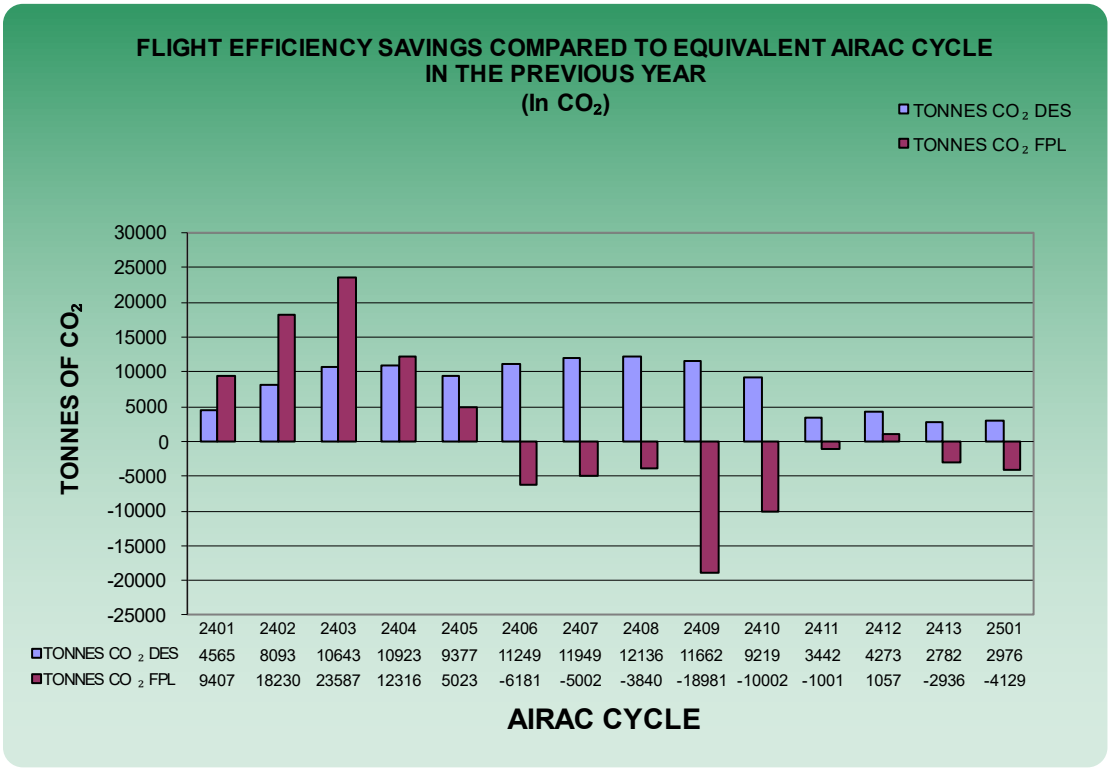

Figure 9: Flight Efficiency Savings/Losses in Tonnes of CO_2

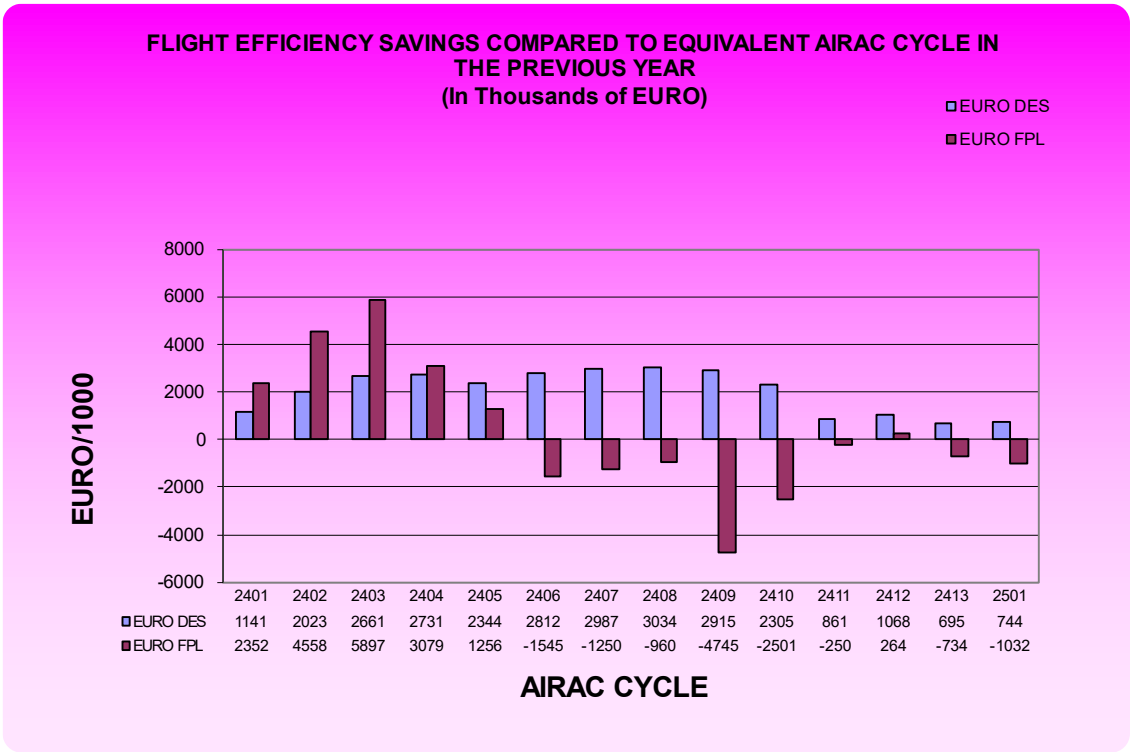

Figure 10: Flight Efficiency Savings/Losses in Thousands of EURO

Note: For additional information on ATFM delay that could impact on network efficiency consult the NM Monthly Network Operations Reports, accessible via: https://www.eurocontrol.int/library/search?f%5B0%5D=product%3A807&f%5B1%5D=product%3A807

3.4.5 Benefits and Assessment of RTE-RAD Evolutions

(1) The RAD indicator is impacted by improvements in airspace design and the removal of RAD restrictions. More actions will be required to ensure that the KPI based on the RAD indicator follows trends similar to the airspace design indicator (DES) as well as to ensure that the target set in the Network Manager Performance Plan is reached.

3.5 Free Route Airspace Evolution

(1) FRA implementation leads to improved flight efficiency and has an economic impact in terms of fuel savings as well as notable environmental impact on climate in terms of reduced CO_2 emissions.

(2) FRA implementation within the European network started on 07th May 2009 by Portugal within the airspace of Lisboa FIR.

(3) Free Route Airspace is currently fully implemented on H24 basis within the airspaces of Albania, Armenia, Austria, Belgium (Maastricht UAC AoR), Bosnia and Herzegovina, Bulgaria, Croatia, Denmark, Estonia, Finland, France (only within Brest ACC AoR and Bordeaux ACC AoR), Georgia, Germany (Maastricht UAC AoR and Karlsruhe UAC AoR), Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg (Maastricht UAC AoR), Malta, Montenegro, Netherlands (Maastricht UAC AoR), North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Ukraine and United Kingdom.

(4) Free Route Airspace for the night period has been implemented in Germany (Munchen ACC AoR and Bremen ACC AoR) and Morocco (Agadir ACC AoR).

(5) Additionally, large cross-border FRA areas are implemented between the following States:

a) **BALTIC FRA**: Poland and Lithuania.

b) **BOREALIS FRA**: Denmark, Estonia, Ireland, Finland, Latvia, Norway, Sweden and United Kingdom.

c) **FRASC**: Armenia and Georgia.

d) **SECSI FRA**: Albania, Austria, Bosnia and Herzegovina, Croatia, Montenegro, North Macedonia, Serbia and Slovenia.

e) **SEE FRA**: Bulgaria, Hungary, Republic of Moldova, Romania and Slovakia.

f) **BALTIC FRA** and **SEE FRA**.

g) **SECSI FRA** and **FRAIT**.

(6) The following map shows Free Route Airspace implementations as from December 2024.

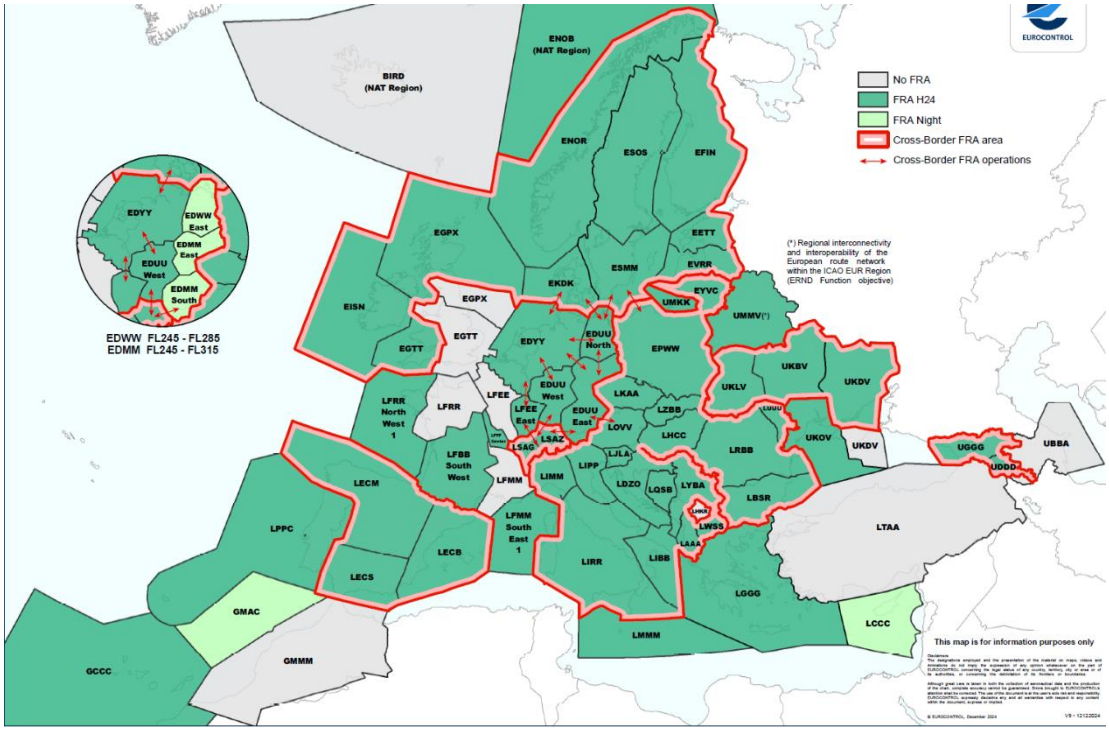

Figure 11: Free Route Airspace Implementation – from December 2024

3.6 ASM Performance Assessment

*Note: There is no ASM Performance Assessment included for AIRAC 2501. The ASM Performance Assessments **Q1**, **Q2 and Q3 2024** will be included for AIRAC 2510. The ASM Performance Assessment **Q4 2024** will be included for AIRAC 2513.*

3.7 PBN Implementation Monitoring

(1) The status of PBN Implementations with regards to the requirements of the Commission Implementing Regulation (EU) 2018/1048 (PBN IR) was monitored by the NM.

(2) All PBN related implementations during AIRAC *2501* are presented in Table 1. Details of these and future PBN implementations can be found in the PBN Transition Plans included in the ERNIP application as separate proposals under the Project Category "PBN Transition Plan".

State	Aerodrome	RWY	PBN Implementation
Belgium	EBBR - BRUSSELS/BRUSSELS-NATIONAL	01	RNAV 1 SID (GNSS and DME/DME)
Czech Republic	LKKV - KARLOVY VARY	29	IAC RNP APCH with LPV (Cat 1)
Denmark	EKVD - KOLDING/VAMDRUP	01	IAC RNP with LNAV/VNAV and LPV (Cat 1)
Denmark	EKVD - KOLDING/VAMDRUP	19	IAC RNP APCH with LNAV/VNAV and LPV (Cat 1)
Finland	EFMI - MIKKELI	11	IAC RNP APCH with LPV (Cat 1)
Finland	EFMI - MIKKELI	29	IAC RNP APCH with LPV (Cat 1)
Finland	EFVA - VAASA	16	IAC RNP APCH with LPV (Cat 1)
Finland	EFVA - VAASA	34	IAC RNP APCH with LPV (Cat 1)
France	FMEP - SAINT PIERRE PIERREFONDS	15	RNAV 1 SID (GNSS)
France	FMEP - SAINT PIERRE PIERREFONDS	33	RNAV 1 SID (GNSS)
France	LFLA - AUXERRE BRANCHES	18	IAC RNP APCH with LNAV/VNAV
Germany	EDBC - MAGDEBURG/COCHSTEDT	07	New IAC RNP APCH with LNAV, LNAV/VNAV and LPV (Cat 1)
Germany	EDBC - MAGDEBURG/COCHSTEDT	07	RNAV 1 SID (GNSS) and RNP 1 SID
Germany	EDBC - MAGDEBURG/COCHSTEDT	25	New IAC RNP APCH with LNAV, LNAV/VNAV and LPV (Cat 1)
Germany	EDBC - MAGDEBURG/COCHSTEDT	25	RNAV 1 SID (GNSS) and RNP 1 SID
Iceland	BIGR - GRIMSEY	17	New IAC RNP APCH with LNAV, LNAV/VNAV and LPV (APV 1)
Italy	LIMG - ALBENGA	27	RNAV 1 STAR (GNSS)

Table 1: PBN related Implementations - AIRAC *2501*

(3) A complete and detailed view of the PBN implementations in Europe, including for AIRAC *2501*, can be found on PBN Map Tool.

Appendixes

A. Detailed List of Implemented Projects

(1) The following table presents detailed information about each of the improvement proposals developed within the RNDSG and implemented during the relevant AIRAC cycle. The description of the proposals is based on the information available from different sources (e.g. Airspace Users, Member States/ANSPs, ICAO and EUROCONTROL).

The table includes.

a) **Proposal ID number**:

A reference number to identify each proposal allowing tracing at which RNDSG it was initiated.

b) **Project Name**:

Dedicated Name and Phase/Step of the improvement project.

c) **Description**:

A detailed description of the planned improvement proposal.

d) **Event**:

A flag to indicate proposals with possible impact on the network.

e) **Objective**:

A brief description of the purpose of the enhancement measure.

f) **Implementation Status**:

The implementation status defined as Proposed, Planned, Confirmed or Implemented.

g) **Project Group**:

The Functional Airspace Block Group (FAB), Regional Focus Group (RFG), Sub-Group (SG) or any other Project Group(s) involved directly or indirectly by the proposed enhancement measure.

h) **Project Category**:

The nature of the proposed enhancement measure defined through Project Categories (e.g. Airspace Structure, ATC Sectors, ATS Routes, Free Route Airspace, TMA etc.).

i) **Serial Number / Circulation Letter / Approval Letter**:

Records the ICAO coordination procedure for implementation of airspace changes over the High Seas in accordance with the EANPG59 RASG-EUR06 Conclusion/15.

j) **States and Organisations**:

The States and/or Organisations involved directly or indirectly by the proposed enhancement measure.

k) **Originator(s)**:

The States and/or Organisations who have originated the proposal.

l) **Comments**:

The conditions and/or pre-requisites, which have to be met in order to implement the proposal or any other relevant comment(s).

(1) Due to the fully automated ERNIP process in box “States and Organisations” the following ISO-3 coding of States is used:

ISO-3	State	ISO-3	State	ISO-3	State
ALB	Albania	**FRA**	France	**MDA**	Moldova, Republic of
ARM	Armenia	**GBR**	United Kingdom	**MKD**	North Macedonia
AUT	Austria	**GEO**	Georgia	**MLT**	Malta
AZE	Azerbaijan, Republic of	**GRC**	Greece	**MNE**	Montenegro
BEL	Belgium	**HRV**	Croatia	**NLD**	Netherlands
BGR	Bulgaria	**HUN**	Hungary	**NOR**	Norway
BIH	Bosnia and Herzegovina	**IRL**	Ireland	**POL**	Poland
BLR	Belarus	**IRN**	Iran, Islamic Republic of	**PRT**	Portugal
CHE	Switzerland	**IRQ**	Iraq	**ROU**	Romania
CYP	Cyprus	**ISL**	Iceland	**RUS**	Russian Federation
CZE	Czech Republic	**ISR**	Israel	**SRB**	Serbia
DEU	Germany	**ITA**	Italy	**SVK**	Slovakia
DNK	Denmark	**JOR**	Jordan	**SVN**	Slovenia
DZA	Algeria	**LBY**	Libya	**SWE**	Sweden
EGY	Egypt	**LTU**	Lithuania	**SYR**	Syrian Arab Republic
ESP	Spain	**LUX**	Luxembourg	**TUN**	Tunisia
EST	Estonia	**LVA**	Latvia	**TUR**	Türkiye
FIN	Finland	**MAR**	Morocco	**UKR**	Ukraine

Table 2: ISO-3 Coding of States

(2) The abbreviation MUAC is also used to indicate the relevance to EUROCONTROL Maastricht UAC.

***Note:* The list of implemented changes for this AIRAC cycle does not claim to be complete. For the correctness and verification of the relevant aeronautical information, consult official State AIP publications. The data from this document should not be used for operational purpose.**

	Proposal ID: 113.003a	Status:	Contributor:	Comments:
1.	**Project Name: DRAMA - Dynamic RAD at Maastricht UAC - Phase 1** **Description:** To implement a first set of Dynamic RAD use cases by Maastricht UAC - RAD units **YX2273**, **YX2274**, **YX2275** and **YX2276**. **Objective:** • To improve the management of TFRs closer to pre-tactical and tactical phases of operations. • To improve the flight efficiency by avoiding unnecessary traffic flow constrains in case of sustainable demand which implies increased number of flight planning options for airspace users. • To increase the predictability of the sector demand/occupancy due to more precise flight planning. • Additional tool to develop advanced airspace designs and operational concepts.	**Implementation:** Implemented 23 JAN 2025	**State(s) and Org:** AOs EUROCONTROL FAB EC NLD MUAC **Originator(s):** MUAC **Project Category:** RAD	This is the initial scope and included RAD units will be managed pre-tactically via AUP.
	Proposal ID: 113.002	**Status:**	**Contributor:**	**Comments:**
2.	**Project Name: Shorter routings EDDB** **Description:** To implement two new routes that can be used, whenever EDR 401 VPA is not active : a. **T206** LEGSA - KETAP. b. **T208** LEGSA - OGBER. **Objective:** To offer more efficient routing.	**Implementation:** Implemented 23 JAN 2025	**State(s) and Org:** DEU **Originator(s):** DEU **Project Category:** ATS Routes	The new routes connect the ATS route network to the transitions in EDDB.
	Proposal ID: 107.002	**Status:**	**Contributor:**	**Comments:**
3.	**Project Name: H24 OAT DCT LUPEN to SUBIX** **Description:** To allow an OAT direct option **LUPEN DCT SUBIX**. **Objective:** To further improve flight plannable options for military traffic on axis North East - South West via France and Germany.	**Implementation:** Implemented 23 JAN 2025	**State(s) and Org:** DEU FRA POL **Originator(s):** U.S.A.F.E	To benefit for more efficiently flow of USAF traffic to Poland that originates in Spain. **Related proposals:** • 107.001

			Project Category: Civil/Military Airspace	
	Proposal ID: **114.007**	**Status:**	**Contributor:**	**Comments:**
4.	**Project Name:** **5LNC replacement by Spain and Portugal** **Description:** To re-name existing 5LNC **PORLI**. **Objective:** To resolve worldwide 5LNCs duplication in compliance with Annex 11.	**Implementation:** Implemented 23 JAN 2025	**State(s) and Org:** ESP PRT **Originator(s):** EUROCONTROL ICAO **Project Category:** 5LNC	• PORLI is currently assigned to Uruguay in ICARD since 2010 and is in use. • PORLI is published in AIP Spain and AIP Portugal as FIR boundary point and is not assigned via ICARD. • PORLI changed to TOFEF.
	Proposal ID: **113.005**	**Status:**	**Contributor:**	**Comments:**
5.	**Project Name:** **Interface between Canarias UIR and Sal Oceanic FIR** **Description:** To change the existing northbound ATS route N866 via TENPA to bi-directional and adapt accordingly the FRA relevance of TENPA. a. N866: ODD FL, change orientation from GOMER to TENPA b. N981: ODD FL, enable orientation PITAB to GOMER and points to be ordered geographically (i.e. BIMBO-PITAB-GOMER) c. TENPA to be published (EX) [(E): ODD FL, (X): EVEN FL] **Objective:** To further improve airspace organisation at ICAO EUR and ICAO SAM regions interface between Canarias UIR and Sal Oceanic FIR.	**Implementation:** Implemented 23 JAN 2025	**State(s) and Org:** ESP **Originator(s):** ICAO **Project Category:** ATS Routes	
	Proposal ID: **113.029 / 32.021**	**Status:**	**Contributor:**	**Comments:**
6.	**Project Name:** **EFIN - FRA Connecting Routes** **Description:** 1. To extend the existing FRA Departure Connecting routes as follows:	**Implementation:** Implemented 23 JAN 2025 **Serial Number(s):**	**State(s) and Org:** FIN EST SWE	Currently the FRA connections are organised only via the relevant ATS routes.

	a. NUNTO Y367 OLPED DCT OBEVI DCT NISIX. b. NUNTO Y369 REKDO DCT KOSKA. 2. To extend the existing FRA Arrival Connecting route as ALAMI DCT OKEVU DCT EVADI Y370 DIVAM. **Objective:** To further improve airpsace organisation in Helsinki FIR for arriving and departing traffic flows in FRA.	EUR/NAT 24/07-HS-FIN **Approval Letter:** EUR/NAT 24-0374.TEC of 17 November 2024	**Originator(s):** FIN **Project Group:** SG BALTIC **Project Category:** ATS Routes DCTs Free Route Airspace	
	Proposal ID: 105.011	**Status:**	**Contributor:**	**Comments:**
7.	**Project Name: French/Belgium OPS border** **Description:** To implement new ATS routes, adapt existing ATS routes and modify PINOT area. **Objective:** To further improve airspace organization between Remis ACC and Maastricht UAC.	**Implementation:** Implemented 23 JAN 2025	**State(s) and Org:** FRA BEL MUAC **Originator(s):** FRA **Project Category:** Airspace Structure ATC Sectors	• Consistent with FRA Cells border in France. • Compatible with the implementation of an LFPG point merge. • Allows the development of efficient trajectories for SE flow. • MUAC: Proposal represents one of possible options for airspace development. **Related proposals:** • 102.061
	Proposal ID: 113.030 / 32.022	**Status:**	**Contributor:**	**Comments:**
8.	**Project Name: AMC-areas Norway** **Description:** To amend the vertical extent of AMC-areas in Polaris FIR to SFC - FL660. **Objective:** To improve flexibility according to the FUA concept.	**Implementation:** Implemented 23 JAN 2025	**State(s) and Org:** NOR GBR **Originator(s):** NOR **Project Group:** SG BALTIC **Project Category:** Civil/Military Airspace High Seas	• Booking, activation and use will performed according to “Procedure on Use of AMC Manageable Areas”, published on the CAA webpage. https://luftfartstilsynet.no/aktorer/flysikring/prosedyre-for-fleksibel-bruk-av-luftrommet/ and LoA between Avinor/Polaris ACC and relevant parties. • ICAO rules of the air apply in the airspace over the High Seas.

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