European Network Operations Plan 2025-2029

Transition Plan for Major Projects in Europe Winter 2025/2026

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CHECKLIST

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BACKGROUND

In response to the Commission Implementing Regulation (EU) 2019/123 (laying down detailed rules for the implementation of air traffic management (ATM) network functions), as well as the Commission Implementing Regulation (EU) 2019/317, and Commission Implementing Decision (EU) 2024/1688 of 12 June 2024, the Network Manager helps to ensure the achievement of European Union-wide performance targets during the implementation of system / airspace transition projects.

The Implementing Regulation 2019/123 requires NM to include in the NOP the following elements relevant to the planning of major projects:

- A network forecast taking into account special events impact;
- A description of plans and actions at local and network level;
- An overview of special events with significant ATM impact;
- Individual special events and their handling from a network perspective;
- A consolidated forecast and analysis of the operational performance of the network, including the impact of special events.

1 INTRODUCTION

The Transition Plan describes the processes, the activities, the plans and measures that will be applied by the Network Manager and the operational stakeholders to minimise the impact on the network performance caused by major airspace or ATM system improvement projects. The Transition Plan is a living document, which forms part of the European Network Operations Plan (NOP).

The Transition Plan deals only with scheduled, planned, special events undertaken and managed by ANS, or ANS related entities, e.g. operational stakeholders, which could lead to a temporary reduction of capacity and which may require mitigation measures agreed in a partnership approach at Network level. Examples of such events are new ATM system implementations, move to a new ACC Ops room, major airspace reorganisations including changes to the ACC areas of responsibility, opening of new airports, etc.

1.1 OBJECTIVE AND SCOPE

1.1.1. Objective

The primary objective of the Transition Plan is to deliver the optimum ATM performance at European network level, taking into account temporary capacity limitations caused by the preparation and implementation of individual and combined major airspace and ATM system improvement projects.

Further objectives of the consolidated Transition Plan are:

- To ensure the coordination and synchronisation of major projects;
- To ensure an analysis of the resulting impact on network performance;
- To propose measures to mitigate capacity limitations;
- To ensure monitoring of individual project progress;

- To review the mitigation measures in the case of slippage or changes to the original plan;
- To ensure post-operations analysis;
- To document and share best practices.

1.1.2. Scope

The Transition Plan covers the following areas:

- Coordination among stakeholders involved;
- Capacity analysis and proposals;
- Airspace, sectorisation analysis and proposals;
- Detailed local transition plans;
- Consolidated Network transition plan;
- Local and Network measures and proposals.

1.2 ROLES AND RESPONSIBILITIES

The Network Manager's role in the transition planning process is:

- To collect and consolidate all known information on major projects transition plans;
- To support the ANSPs in the preparation of their transition plans;
- To analyse the effect, through simulation, of temporary capacity reductions;
- To analyse the impact at network level of individual and overlapping or consecutive projects;
- To coordinate, agree and prioritise the strategic and tactical ATFCM mitigation measures;
- To ensure optimum management of the Network, taking into account known limitations;
- To monitor the traffic and performance situation during the transition;
- To perform post-operations analyses, documenting lessons learnt and making them available for future transition planning exercises.

The ANSP role in the transition planning process is:

- To provide early notification of planned project including expected capacity impact and timescale – as soon as project is confirmed;
- To provide planned dates for each phase of the project that may impact capacity;
- To provide details of available sector configurations, opening schemes and default sector / Traffic Volume (TV) monitoring values for each phase of the project;
- To notify, with as much early notice as possible, any changes to the timescales and/or capacity information;
- To coordinate with NM and apply the agreed measures.

2 TRANSITION PLANNING PRINCIPLES AND PROCESS

2.1 MAIN PRINCIPLES

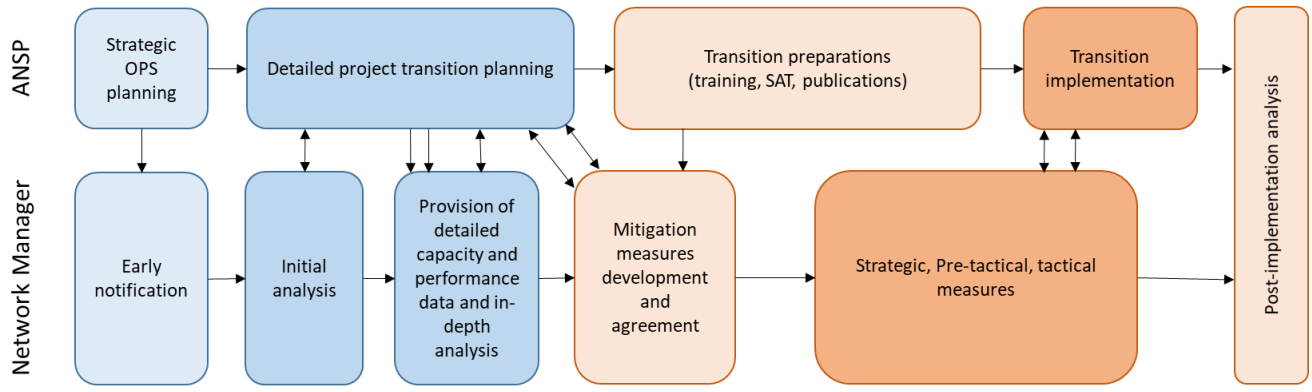
When preparing the consolidated Transition Plan, the Network Manager will apply the following main principles:

- Recognise airspace users' needs, both civil and military;
- Ensure a balance between capacity and flight efficiency;
- Ensure a balanced approach between European network, regional and local requirements;
- Ensure a coordinated and integrated approach for the collective benefit of airspace users, Air Navigation Service Providers, civil and military authorities through a collaborative planning process;
- Ensure notification of operational impact to all ACCs affected by the measures taken;
- Maintain regional interconnectivity between the affected airspace and adjacent areas;
- Apply a cost-effective solution;
- Consider the operational requirements and impact of a project.

2.2 TRANSITION PLANNING PROCESS

The transition planning is a joint activity between the ANSP(s) concerned and the Network Manager, which starts as soon as the ANSP decides to undertake a major improvement project which may temporarily affect the performance of the ATM network.

It is important that the planning process begins at the early stages of the project, leaving sufficient time for any adaptations in terms of capacity, airspace availability and procedures, to minimise the impact on the network performance during the transition phase.



Transition Planning Process

The Transition Planning process has the following stages:

- Early notification of individual projects (ANSP);
- Provision of detailed capacity data for each phase of the project (ANSP);
- In-depth impact analysis of individual and combined projects (NM);
- Development and agreement of mitigation measures (NM/ANSPs/AOs);
- Transition plan implementation and post implementation analysis (NM/ANSPs/AOs).

2.2.1 Early notification of individual projects

The planning for a large scale project can start several years ahead and must be included in the ANSP capacity plan shared with NM during the 5-year NOP preparation.

There will be a focal point per project, nominated by the ANSP.

The project owner will notify NM through the NOP development process as soon as the project is confirmed, and will provide the details of the initial plan, including the different phases and the associated capacity reductions, as well as sector openings planned.

This will ensure that all entities that may be affected will be notified in a timely manner, enabling coordination and synchronisation with other projects in the same or adjacent areas.

NM will carry out an initial analysis of the impact of all the known projects during the relevant time period, based on the high level information provided by the ANSP(s) concerned.

2.2.2 Provision of detailed capacity data for each phase of the project

The ANSP shall provide the following details to NM, as applicable, for each phase of the project:

- Planned start and end date;
- Information on major milestones (e.g. Site Acceptance Test (SAT), ATCO training, shadow mode of operations etc.);
- The sectors that will be affected;
- Details of capacity reductions (dates and changes to default sector/ TV monitoring values);
- The configurations and opening schemes that will be available (max. peak/ off-peak periods);
- Proposed temporary measures to mitigate the impact of reduced capacity, e.g.:
  - removal or reduction in RAD restrictions;
  - changes to CDR status and/or availability;
  - proposed rerouting scenarios;
  - reduction of military activity;
  - reduction of VFR traffic;
  - reduction of airport slots;
  - curfew extension.

2.2.3 In-depth impact analysis of individual and combined projects

NM will make an assessment, through simulation, of the combined impact on the network of all relevant projects and identify potential operational bottlenecks. The analysis will be done from the following perspectives: capacity, flight efficiency (environment), route network, airspace management and ATFCM. The analysis will cover adjacent areas affected by constraints in the transition area.

The evolution of capacity must be clearly planned and documented by the ANSP concerned, with all affected parties being fully informed. NM will analyse the effect of temporary capacity reduction during the phases for training, preparation and cutover and the subsequent return to normal operations.

The analysis will consider simultaneous or overlapping projects, assessing the combined effect of all temporary capacity changes in the transition areas and in those adjacent.

The performance analysis will be based on the use of the NEST tool. NM will provide expert support to the ANSPs should they need to carry out their own detailed analysis.

Based on this analysis, the expected impact will be evaluated as follows:

	Capacity / Traffic density
Low Impact	• Local impact with low prospect of affecting adjacent area or traffic at sub-regional level, and/or • Project is located in an area/period of low traffic density.
Medium Impact	• Impact on adjacent area with prospect to affect traffic flows at sub-regional or regional level, and/or • Project is located in an area/period of medium traffic density.
High Impact	• Impact at sub-regional or regional level, and/or • Project is located in an area/period of high traffic density.

2.2.4 Development and agreement on mitigation measures

If the analysis indicates medium / high impact on the network, NM will coordinate changes to the transition plan with the ANSP through local measures to minimise the impact of the transition.

Local Mitigation Measures

- Additional staffing to open more sectors;
- Review date of implementation to avoid peak period;
- Proposals for alternative sector configurations and opening schemes;
- Proposal to reschedule military activity;
- Reduction of VFR traffic;
- Reduction of airport slots;
- Curfew extension;
- Enhanced ATFCM measures.

NM will update the assessment as necessary until the final version of the plan is reached. Regular meetings between NM and ANSPs are organised during this phase to allow improved and smooth preparation of the events.

If measures at local level are not sufficient, and if the expected impact remains medium / high, NM will coordinate network mitigation measures. To the maximum extent possible, a balanced approach between capacity and flight efficiency will be ensured.

Network Mitigation Measures

- Rerouting and level capping scenarios
- RAD network measures

The ANSP might propose rerouting and level capping measures to help reduce traffic load and complexity in the overloaded sectors during the transition.

NM will analyse the capacity / demand situation, including network effects while applying some rerouting and/or level capping measures.

NM will then propose a set of network measures to be coordinated with all stakeholders, considering the following criteria:

- Sufficient to handle expected levels of traffic
- Limiting environmental impact, i.e. avoiding long level capping and long reroutings
- Fair share for airspace users
- Balancing traffic flows in the different sectors
- Globally beneficial for the network – impact on other ACCs checked.

The network measures will be coordinated with all impacted stakeholders and agreed after consultation with impacted ANSPs and airspace users.

Note: The above lists of mitigation measures are not exhaustive. NM, together with the ANSP(s), may propose other solutions or even a package of composite measures.

Depending on the type of measures agreed, verification may be necessary using simulation tools and pre-validation.

Additional support to airspace users

- Timely communication of restrictions and alternative routeings to the aircraft operators;
- Use of Route Availability Information Summary (RAIS) to increase awareness among the airspace users of expected airspace changes and their respective durations;
- Provision of alternative routeings in accordance with agreed measures, and when possible, choice of re-routeing options to enable airspace users to utilise the available airspace according to their preferences for minimum delay, shortest routeing etc.
- Teleconferences.

2.2.5 Transition plan implementation and post implementation analysis

It is essential that the ANSP(s) ensure that all staff involved in the transition (controllers, supervisors and FMPs) are fully familiar with the adopted measures so that the capacity critical situations during transition process can be handled satisfactorily.

The coordination should continue during the pretactical and tactical phases. It is key to have a stable pretactical plan at D-2 and D-1, allowing for preparation and adequate coordination with impacted ACCs/AOs. The network efficiency can be improved by applying STAM, and addressing high delay flights.

During this phase, an assessment is made to check how the network performed during the relevant periods of the project, including the effectiveness of the implemented measures. The measures are also dynamically adapted as necessary.

The execution of the transition plan, as well as the evolution of traffic and delays are constantly monitored during the implementation phases. The rolling seasonal NOP process allows strategic adjustments to the plans.

The need for local and network measures is re-assessed throughout the transition, and the network measures are suspended whenever possible. This is done in cooperation with the stakeholders, and coordination meetings are organised by NM.

Any deficiency during the implementation and execution of the transition plan should be immediately notified and assessed. It can be addressed through the implementation of additional local/network measures if necessary.

The feedback from the preparation and implementation phases and the lessons learned will ensure that best practices are carried through into the preparation of the future projects.

3. DOCUMENTATION

NM will record all activities throughout the entire process from notification to the post implementation analysis, including:

- Data and information delivered by the ANSP(s);
- Analyses including the results and proposed actions;
- Measures proposed, agreed and implemented;
- Register of all measures, changes, and their status throughout the transition project, providing for traceability of each measure proposed and agreed;
- Updates through the Rolling Seasonal Network Operations Plan;
- Available ATFCM reports (daily/weekly/monthly) during the implementation/transition phase;
- Yearly Network Operations Report.

ANNEXES

Annex A List of major transition projects

Annex B Individual major projects – detailed information and analysis

Annex C Individual (no impact) projects

Annex D View on all projects

ANNEX A - LIST OF MAJOR TRANSITION PROJECTS

The period from the autumn (Q4) 2025 until beginning of summer (Q2) 2025 will be affected by a number of system modernisation and airspace projects across Europe.

Out of many projects, eleven have been considered to have a potential impact on available capacity (Annex B).

Some projects, for which the respective ANSPs / ACCs have indicated that no capacity reduction will be needed, are outlined in the Annex C of this document.

NM has a key role in the synchronisation, coordination and management of the Network to ensure that Network capacity remains in line with, or better than expected.

Very careful planning and synchronisation between the ANSPs and NM is required. Some projects, even though locally implemented, may involve other ANSPs in the transition planning and coordination.

The table and the maps below show all major transition projects, as well as no-impact projects for the coming period.

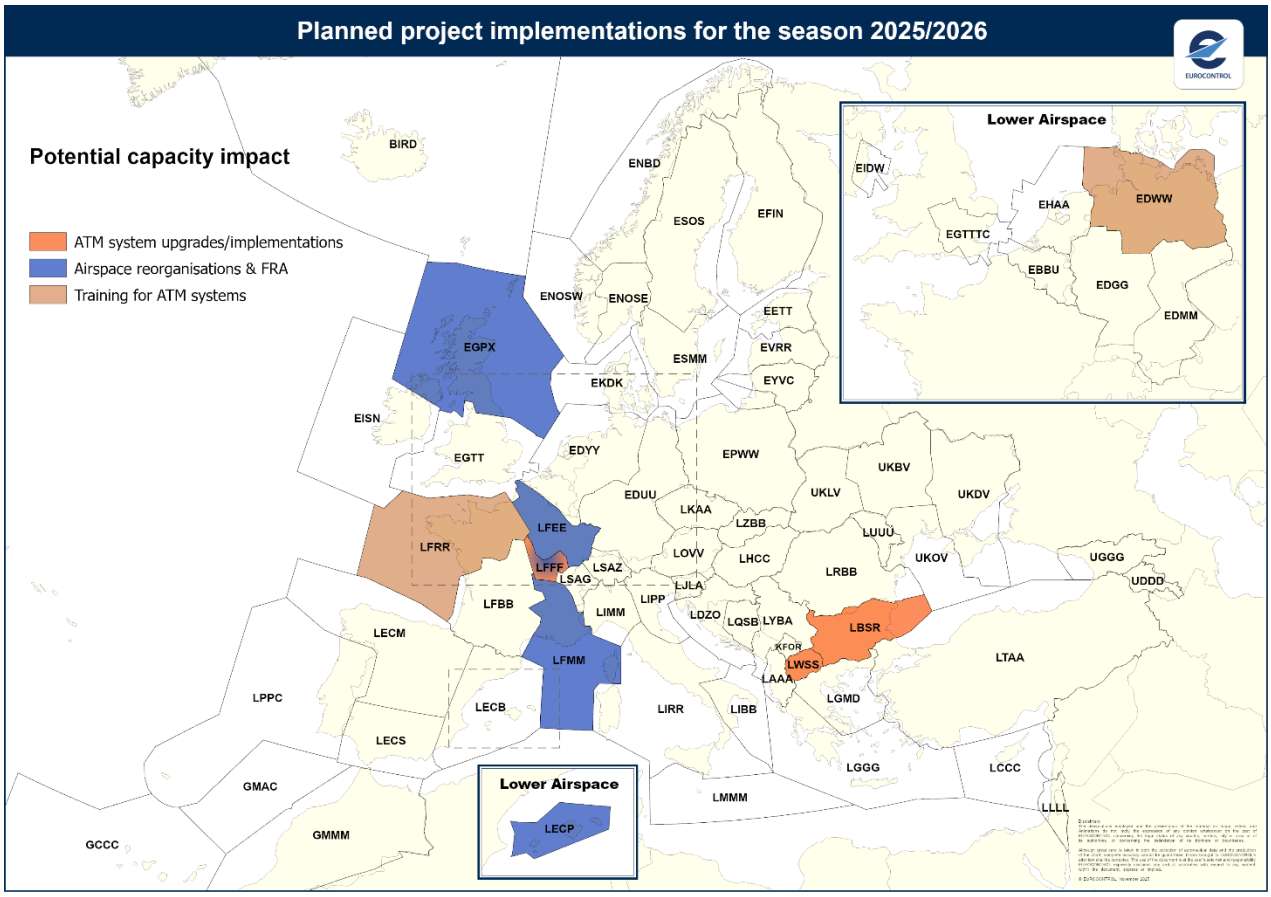
Major Projects / Special Events	2025	2026	
	10>12 (Q4)	01>03 (Q1)	04>06 (Q2)
Bulgaria – Sofia ACC			
OPS room modernisation	■	■	■
France - Brest ACC			
Training and live trial(s) for new ATM system 4-Flight	■	■	
France - Marseille ACC			
FRA cell LFFRASE extension (Wave 2)	■		
France - Paris ACC			
FRA cell North-East (LFFRANE)	■		
4-Flight v2.1 – Training and implementation	■		
France - Reims ACC			
FRA cell North-East (LFFRANE)	■		
Germany - Bremen ACC			
Training preparation iCAS	■	■	■
North Macedonia - Skopje ACC			
New ATM System	■		
Spain – Palma ACC			
Airspace reorganization - LECPGOX sector split	■	■	■
United Kingdom - Prestwick ACC			
Free Route Airspace Development 3		■	■
NO IMPACT			
Albania- Tirana ACC			
Implementation of Multilateration (MLAT) in TMA area	■	■	
Implementation of one Monopulse Secondary Surveillance Radar (MSSR)		■	
Additional Approach ATCO	■	■	■

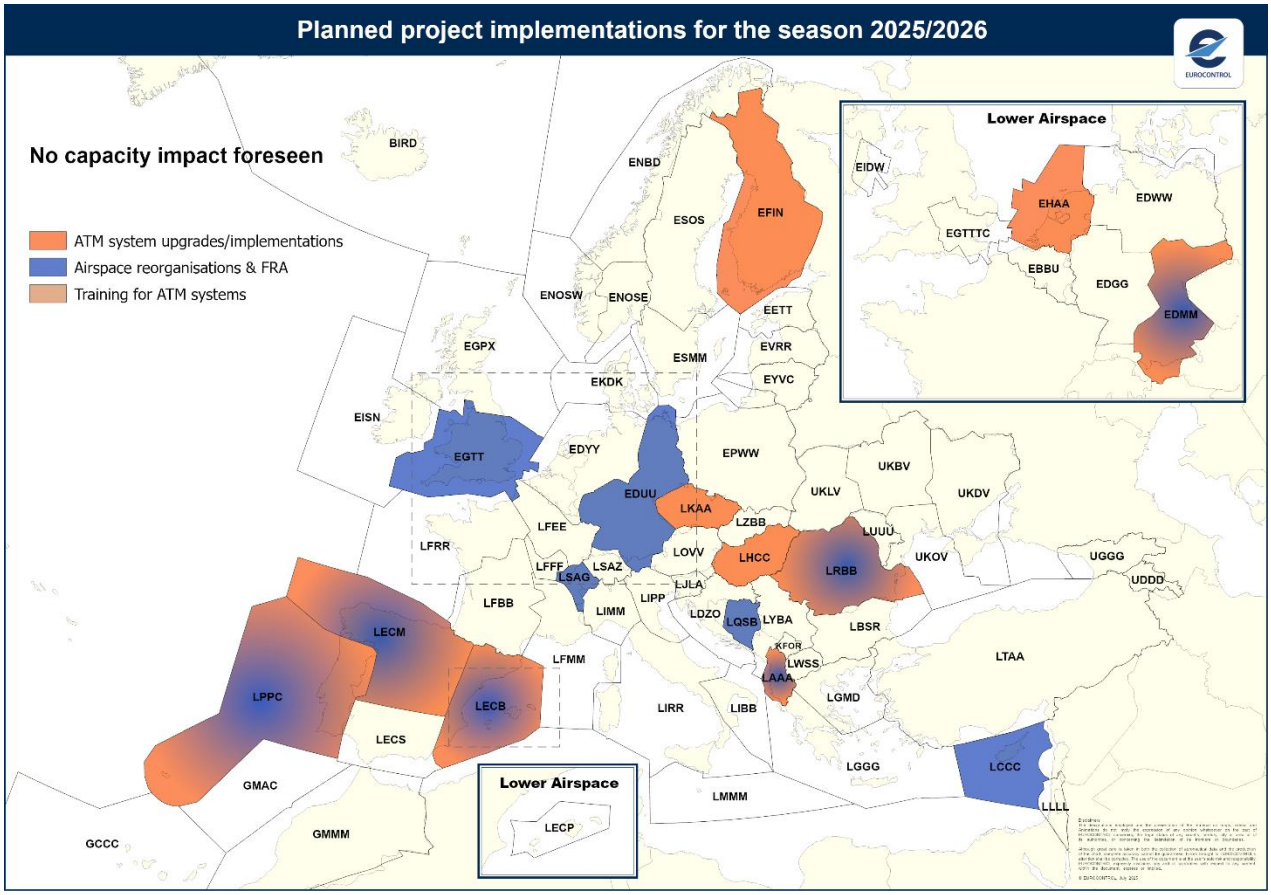
Bosnia and Herzegovina – BH ACC			
New sectorisation BH ACC			
Cyprus - Nicosia ACC			
FRA phase 2 and cross-border FRA with Greece			
Czech Republic – Praha ACC			
Tactical Controller Tool (TCT) implementation			
FF-ICE implementation			
Finland - Helsinki ACC			
VCS modernisation			
Germany - Karlsruhe UAC			
Airspace project ERLkönig Step1			
Airspace project CHIISA			
Germany – München ACC			
New iCAS II system release (4.4.2)			
New backup system release PHOENIX (2.9.4)			
Publication of PBN procedures Dresden			
Expansion of the protected airspace Memmingen			
Hungary - Budapest ACC			
Replacement of back-up ATM system			
The Netherlands - Amsterdam ACC			
Extended AMAN			
Portugal - Lisboa ACC			
Cross Border FRA Spain-Portugal (Phase 1)			
Cross Border FRA Spain-Portugal (Phase 2)			
FULLFRA (LPPC FRA extension until FL095)			
Space Based ADS-B implementation			
New sectors implementation (West and Centre Middle)			
Romania – Bucureşti ACC			
FF-ICE implementation			
AMAN implementation			
New sectorization in Bucureşti CTA			
Spain – Madrid and Barcelona ACCs			
Tactical Trajectory Module (part of ATM system upgrade 2025)			
Cross- border FRA Spain–Portugal (Phase 1)			
Cross- border FRA Spain–Portugal (Phase 2)			
Switzerland – Geneva ACC			
Cross-border FRA with Paris ACC			
UK – London ACC			
Operational Service Enhancement Project (OSEP) Central			

The details of all planned or confirmed projects can be accessed via the network events calendar on the strategic and pre-tactical portlets of the Network Operations Portal.

Further updates to the transition projects will be described in the subsequent editions of the Transition Plan and integrated in the Rolling Seasonal NOP process.

The maps below indicate the areas which are considered in this transition plan.




Planned project implementations for the season 2025/2026
No capacity impact foreseen
ATM system upgrades/implementations
Airspace reorganisations & FRA
Training for ATM systems
Lower Airspace
EIDW
EHAA
EDWW
EGTTTC
EBBU
EDGG
EDMM
Lower Airspace
LECP
BIRD
ENBD
ESOS
EFIN
ENOSW
ENOSE
EETT
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LFMM
LPPC
LECB
LIRR
LIBB
LGMD
LECS
LGGG
LCCC
GMAC
LMMM
LLLL
GCCC
GMMM

ANNEX B - INDIVIDUAL TRANSITION PROJECTS WITH POSSIBLE NETWORK IMPACT DURING IMPLEMENTATION

The projects listed in this annex have been considered by the respective project owners to have a potential impact on sector capacities and/or on sectors availability.

BULGARIA SOFIA ACC

OPS Room Modernisation

General

Project description:	OPS Room Modernisation
Expected benefits:	The full OPS Room modernisation will provide the needed scalability and adaptability and will serve as enabler of the required long-term capacity increase

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
Transition phase 1– moving to Transition room	October 2025	March 2026	Moving all ACC sectors into transition room	none	Transitional plan is designed in such a way as to mitigate all operational risks	None
Transition phase 2– Operations from Transition room	March 2026	October 2026	All ACC sectors	none	Not applicable	None
Transition phase 3– Transition to new OPS room	October 2026	December 2026	Moving all ACC sectors into new OPS room	none	Transitional plan is designed in such a way as to mitigate all operational risks	None

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Transition phase 1– moving to Transition room	October 2025	March 2026	Nominal	Nominal	None	30% Reduction of overall Sofia FIR capacity due unforeseen events directly attributable to the reconstruction activities for a period of up to 168 hours
Transition phase 2– Operations from Transition room	March 2026	October 2026	Nominal	Nominal	None	20% Reduction of overall Sofia FIR capacity due unforeseen events directly attributable to the reconstruction activities for a period of up to 72 hours
Transition phase 3– Transition to new OPS room	October 2026	December 2026	Nominal	Nominal	none	30% Reduction of overall Sofia FIR capacity due unforeseen events directly attributable to the reconstruction activities for a period of up to 168 hours

FRANCE BREST ACC

New ATM system implementation – Training and live trials for “4-Flight” system

General

Project description:	Training on new ATM system 4-Flight
Expected benefits:	New dynamic 4D FDPS, better support of green operations, French ACC harmonisation

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
4-Flight pre-transition	01/04/2025	20/03/2026	No reduction	-2 sectors		-2 ATCO per each of the 12 teams are out of the regular roster due to ATCOs assigned to the 4F project (training materials design, expert meetings.)
Training for new ATM system, step 3	29/09/2025	12/12/2025	No reduction	-2 or -3 sectors		Excluding holidays. Flexible rostering
Training for new ATM system, step 4	05/01/2026	20/03/2026	No reduction	-2 sectors		Excluding holidays. Flexible rostering

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
4-Flight pre-transition	01/04/2025	20/03/2026	No reduction	-2 sectors		-2 ATCO per each of the 12 teams are out of the regular roster due to ATCOs assigned to the 4F project (training materials design, expert meetings.)
Training for new ATM system, step 3	29/09/2025	12/12/2025	No reduction	-2 or -3 sectors		Excluding holidays. Flexible rostering
Training for new ATM system, step 4	05/01/2026	20/03/2026	No reduction	-2 sectors		Excluding holidays. Flexible rostering

Remarks : The planning for training phases steps 3 & 4 is not fully confirmed yet.

More 4-Flight live operations are expected to take place at the end of year 2025 and in 2026.

Sector offer is reduced by 2 sectors by default during the full duration 01/04/2025-20/03/2026, due to ATCO personnel involved in 4-Flight project (4-Flight pre-transition). Two ATCOs per each of the existing 12 teams are out of the regular roster for project related tasks (training materials design, expert meetings, etc).

During the periods listed for training, the indicated sector offer includes the effect of unavailability of staff both for project related tasks and training.

FRA DSNA – FRA cell LFFRASE extension (Wave 2)

General

Project description:	LFMM FRA cell extension (LFFRASE): M, W, A, B, G, Y sectors group + part of ML, ST, MN, LE, LS, LO
Expected benefits:	Compliance IR – Environmental benefits

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
Training and Shadow operations	09/2025	26/11/2025	Training	No impact	NIL	
Transition phases 1 through 3	27/11/2025	10/12/2025	Operations with FRA cell LFFRASE2	Low	Presence of FRA experts first days	

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Training and Shadow operations	09/2025	26/11/2025	No capacity reductions	No impact	No	
Transition phase 1	27/11/2025-0000	27/11/2025 -0900	Capacity reductions on sectors concerned by FRA cell extension -30%			

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Transition phase 2	27/11/2025-0901	27/11/2025-2359	Capacity reductions on sectors concerned by FRA cell extension -20%			
Transition phase 3	28/11/2025-0000	10/12/2025-2359	Capacity reductions on sectors concerned by FRA cell LFFRASE1 -10%			

FRANCE PARIS ACC

FRA DSNA: FRA cell North-East (LFFRANE)

General

Project description:	Implement North-East FRA Cell (LFFRANE) – **H24** FRA **above FL195** in Reims and Paris ACC area
Expected benefits:	To implement FRA concept and further improve flight efficiency within UIR France. Compliance with FRA IR

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
Training and Shadow operations						Only briefing
Transition phase 1	27/11/2025	09/12/2025	LFFF AENB LFFF AOML LFFFUJ	Low	Dedicated OPS Cell to prevent flight planning issues	Flight Plan and FDPS check

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Training and Shadow operations						Only briefings
Transition phase 1 (Flight Plan and FDPS check)	27/11/2025	09/12/2025	Capacity reductions on sectors concerned by FRA cell LFFRANE -20%	Extra offer on west cluster	AENB, AOML, UJ	Congestions expected for ARR/DEP Paris TMA.

New version of ATM system “4-Flight” 2.1 - Training and implementation

General

Project description:	Training and implementation of ATM 4-Flight system, version 2.1
Expected benefits:	Several add-ons for the ATCOs

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
Transition phase 1-ATCO Training	02/09/2025	17/10/2025	1 day training per ATCO of LFFF East and West areas	Low	NIL	Training during week days
Transition phase 2-4F v2.1 implementation	05/11/2025	07/11/2025	Beginning of operations with new version of 4F system on LFFF East and West areas	Low	NIL	Implementation around 1am local time

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Transition phase 1-ATCO Training	02/09/2025	17/10/2025	No capacity reductions	Possible impact on maximum configuration which can be open due to training during week days		Possibility of occurrences with -1 to -2 sectors if several teams have a trainee and full absence.
Transition phase 2-4F v2.1 implementation	05/11/2025	07/11/2025	-30% reduction on the 5th, then -10% reduction on the 6th and the 7th	No impact on configuration	Moderate delay expected on the night cargo hub in CDG and on TE and UJ sectors for CDG arrivals on the 5th	

FRANCE REIMS ACC

FRA DSNA: FRA cell North-East (LFFRANE)

General

Project description:	Implement North-East FRA Cell (LFFRANE) – **H24** FRA **above FL195** in Reims and Paris ACC area
Expected benefits:	To implement FRA concept and further improve flight efficiency within UIR France. Compliance with FRA IR

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
Training and Shadow operations						Only briefing
Transition phase 1 (Flight Plan and FDPS checks)	27/11/2025	09/12/2025	LFEE URMN	Low	Dedicated OPS Cell to prevent flight planning issues	

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Training and Shadow operations						Only briefings
Transition phase 1 (Flight Plan and FDPS checks)	27/11/2025	09/12/2025	Capacity reductions on sectors concerned by FRA cell LFFRANE -20%	Extra offer on west cluster	UXR, KR, HYR, UBN, KNYB, HN, UF, KF	Congestions expected for ARR/DEP Paris TMA.

GERMANY BREMEN ACC

New ATM system implementation -Training preparation iCAS

General

Project description:	iCAS - Preparation for Training iCAS
Expected benefits:	On-time Implementation iCAS Bremen/EDWW in January 2028

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
Transition phase 1 Training preparation iCAS	30OCT2025	iCAS Implementation planned for JAN 2028	All configurations affected by the possible bottleneck sectors (see capacity plan)	Low	NIL	Less ATCOs in OPS Room due to preparation iCAS training

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Transition phase 1 - Training preparation iCAS	Starting WEF AIRAC 30OCT2025	iCAS Implementation planned for JAN 2028	Combined sector CDVs EDWWHEIC: 32 EDWWBOFL: 32 instead of elementary sector CDVs	All affected by the possible bottleneck sectors	EDWWALR EDWWHEI EDWWBOR EDWWFLG	Less ATCOs in OPS Room due to preparation iCAS training

NORTH MACEDONIA SKOPJE ACC

New ATM system implementation

General

Project description:	Implementation of new ATM system LeadInSky
Expected benefits:	New ATM system

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
Training	01/11/2025	17/11/2025		No impact		
Transition phase 1	25/03/2025	17/11/2025	Operational evaluation of the new ATM system	No impact		
Transition phase 2	18/11/2025	23/11/2025	Shadowing the new system	Low	ATFCM regulation if needed	During this transition phase, two sectors will be opened. The total capacity should be sufficient to cope with the traffic that is forecasted in Skopje airspace.
Transition phase 3	24/11/2025	26/11/2025	Operations with new system	Medium	ATFCM regulation if needed	During this transition phase, two sectors will be opened with reduced capacity.
Transition phase 4	27/11/2025	05/12/2025	Operations with new system	No impact/ Low	ATFCM regulation if needed	Recovery phase

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Training	01/11/2025	17/11/2025	No change	Maximum configuration: 3 sectors		
Transition phase 1	25/03/2025	17/11/2025	No change	Maximum configuration: 3 sectors		
Transition phase 2	18/11/2025	23/11/2025	No change	Maximum configuration: 2 sectors		During this transition phase, two sectors will be opened. The total capacity should be sufficient to cope with the traffic that is forecasted in Skopje airspace.
Transition phase 3	24/11/2025	26/11/2025	-50% Reduction	Maximum configuration: 2 sectors		During this transition phase, two sectors will be opened with reduced capacity.
Transition phase 4	27/11/2025	05/12/2025	-20% reduction in the beginning, then going up to 0% reduction by the 05/12/2025	Maximum configuration: 2 sectors		Recovery phase

SPAIN PALMA ACC

Airspace reorganization - LECPGOX sector split

General

Project description:	LECPGOX to be split in 2 smaller sectors (LECPGXX new coordinates + LECPTXX)
Expected benefits:	Increased capacity + dynamic capacity in west area of LECP

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
Training and Shadow operations	01/11/2025	16/04/2026	Shadow operations and training	No impact	No	
Transition phase 1	16/04/2026	30/11/2026	Operations with new sectors	Low	Maximum sectorization available	Transition phase end date expected to finish earlier than 30/11/2026

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Training and Shadow operations	01/11/2025	16/04/2026	No capacity reductions			
Transition phase 1	16/04/2026	30/11/2026	LECPGOX (renamed as LECPGTX) capacity unchanged 37/60 LECPGXX (new coordinates), planned max capacity ~ 37/60	Maximum configuration needed	Low Impact expected	New capacities to be confirmed before end 2025

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
			LECPTXX (new sector), planned max capacity ~ 37/60 -10% capacity reduction on new sector capacities (16/04-30/11/2026)			

Free Route Airspace Development 3

General

Project description:	Free Route Airspace Development 3 (FRA D3)
Expected benefits:	Capacity

Implementation phase	From	To	Description & areas impacted	Expected network impact	Mitigation measures	Remarks
Training and Shadow operations	01/01/2026	18/03/26	-	Low impact	TBC	
Transition phase 1	19/03/26	28/03/2026	SOLWAY PENNINE BORDERS GRAMPIAN S29 S3 S4	Low impact		MV Reduction to be confirmed (subject to change)
Transition phase 2	29/03/2026	10/04/2026	SOLWAY PENNINE BORDERS GRAMPIAN S29 S3 S4	Low impact		MV Reduction to be confirmed (subject to change)

Capacity plan

Implementation phase	From	To	Sector capacities	Configurations	Possible bottleneck sectors	Remarks
Training and Shadow operations	01/01/2026	18/03/26	TBC	TBC	TBC	
Transition phase 1	19/03/26	28/03/2026	~ -20% MV	TBC	TBC	MV Reduction to be confirmed (subject to change)
Transition phase 2	29/03/2026	10/04/2026	~10% MV	TBC	TBC	MV Reduction to be confirmed (subject to change)

ANNEX C - PROJECTS WITHOUT NETWORK IMPACT DURING IMPLEMENTATION

ALBANIA TIRANA ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name:	Implementation of Multilateration (MLAT) in TMA area
Date/Period:	September 2024 – December 2025
Expected benefits:	Enhancement of surveillance capabilities in Tirana TMA
Training:	Engineer training required
Implementation:	January 2026

Project name:	Implementation of one Monopulse Secondary Surveillance Radar (MSSR)
Date/Period:	April 2025 – May 2026
Expected benefits:	Enhancement of surveillance capabilities in LAAA FIR and potential reduction of en-route separation minima
Training:	Engineer training required; ATCO training required if separation minima reduced
Implementation:	Spring 2026

Project name:	Additional Approach ATCO
Date/Period:	December 2025 – October 2026
Training:	December 2025 – October 2026
Implementation:	Q4/2026

BOSNIA AND HERZEGOVINA BH ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: New sectorisation – Re-sectorisation of sectors within ACC Area of Responsibility

Date/Period: 01/12/2025 – 01/04/2026

Expected benefits:

- Operational Efficiency: Balanced Workload Distribution, Optimized Routing, Improved Cross-Border Traffic Flow
- Increased Airspace Capacity: Enhanced Sector Configurations, Improved Flow Management,
- Improved Safety: Reduced Sector Complexity, Minimized Overload Risk
- Improved Collaboration and Network Integration: Alignment with NMOC Strategy, Alignment with NMOC Sector Capacity Plans, Facilitates Traffic Growth Absorption
- Enhanced ATFM Performance: Reduced Number and Severity of Regulations, Improved Slot Allocation

Training: Internal Real Time Simulation before Implementation (Q1 2026)

Implementation: Q2 2026

CYPRUS NICOSIA ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: FRA phase 2 and cross-border FRA with Greece

Date/Period: 27/11/2025 – 11/12/2025

Expected benefits: Increased Airspace Capacity/Improved Operational Efficiency/Optimised flight trajectories/Reduced fuel burn and emissions

Implementation: 27/11/2025

CZECH REPUBLIC PRAHA ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: Tactical Controller Tool (TCT) implementation
Expected benefits: Easier conflict detection; possible capacity enhancement
Training: 3 days
Implementation: Q1 2026

Project name: FF-ICE implementation
Expected benefits: More precise profiles in TopSky
Training: 4 days for Flight Data Officers (FDOs)
Implementation: Q2 2026

FINLAND HELSINKI ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: VCS Update
Date/Period: Q2 2026
Expected benefits:

- Fully IP-based Voice Communication System - fulfilling ESSIP COM 11.1 -ASP04 VoIP in Enroute, Upgrade and put into service of Voice Communication Systems to support VoIP links to the ground radio stations.
- Enables implementing cross-border air traffic services (FINEST project)
- Enables VCS sectorization from the controller´s working position

Training: Internal system training, both operational and technical, will be held during winter 2025 - spring 2026, before system deployment into operational.

Implementation:

- Internal OPS & TECH system training will be held during winter 2025 - spring 2026, before system deployment into operations.
- Publication changes (AIP) will be launched in 10/2025 and will come into effect 4/2026. At the same time the system will be put into operation.

GERMANY KARLSRUHE UAC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: Airspace improvement project ERLkönig Step1

Date/Period: Ongoing

Expected benefits: The division of the future central sector (ERL 2C) into two 1000ft slices, ERL2 and ERL3, allows for improved traffic distribution into two parts and a possible division into three parts if needed. This is analogous to the southern sectors.

Training: Briefing only; no capacity impact expected

Implementation: 27 November 2025

Project name: Airspace improvement project CHIISA

Date/Period: Ongoing

Expected benefits:

- Reduction of conflict points over a larger airspace
- Optimized use of sector capacity
- Improved system behaviour with straight airspace boundaries

Implementation: Q1 2026

GERMANY MUNCHEN ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: New iCAS II system release 4.4.2

Date/Period: Q4 2025

Expected benefits: Capacity improvement during adverse weather conditions. Optimized system handling.

Implementation: Enhanced capabilities for FPL processing under adverse weather conditions and during diversion scenarios. Optimized system operation for handover procedures.

Project name: New backup system release PHOENIX 2.9.4

Date/Period: Q1 2026

Expected benefits: Capacity enhancement in fallback scenarios

Implementation: Improved holding functionality

Project name: Publication of PBN procedures Dresden (EDDC)

Date/Period: Q1 2026

Expected benefits: Compliance with (EU) 2018/1048

Implementation: Implementation of PBN procedures for Dresden (EDDC)

Project name: Expansion of the protected airspace Memmingen (EDJA)

Date/Period Q1 2026

Expected benefits: Improved safety and reduced operational complexity

Implementation: Expansion of the protected airspace for IFR arrivals and departures to/from Memmingen (EDJA)

HUNGARY — BUDAPEST ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: Replacement of the Back-up ATM system

Implementation: Q2/ 2026

THE NETHERLANDS — AMSTERDAM ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: AMAN 2.0 (Extended AMAN)

Expected benefits: In AMAN 2.0 the planning horizon of the arrival planner is extended allowing the sequencing to start earlier. Hence arrival traffic for Amsterdam-Schiphol can be better smoothed, with an expected reduction of delaying vectors and holding in ACC sectors.

Training: No details known yet.

Implementation: Q4/2025, release for uncorrelated radar data; the release for trajectory prediction still needs to be planned.

PORTUGAL LISBOA ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name:	Cross Border FRA LPPC/LECM (Phase 1)
Date/Period:	Ongoing until December 2025
Expected benefits:	Economic and environmental
Training:	Briefings before November 2025
Implementation:	Until December 2025

Project name:	Cross Border FRA LPPC/LECM (Phase 2)
Date/Period:	Ongoing until May 2026
Expected benefits:	Economic and environmental
Training:	No training
Implementation:	May 2026

Project name:	FULLFRA (LPPC FRA extension until FL095)
Date/Period:	Ongoing until January 2026
Expected benefits:	Economic and environmental
Training:	Briefings until January 2026
Implementation:	January 2026

Project name:	Space Based ADS-B implementation
Date/Period:	November 2025
Expected benefits:	Increase capacity and safety
Training:	Briefing before November 2025
Implementation:	27 November 2025

Project name:	New sectors implementation (West and Centre Middle)
Date/Period:	November 2025
Expected benefits:	Increase capacity
Training:	Simulation before November 2025
Implementation:	27 November 2025

ROMANIA BUCARESTI ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: ATM system upgrade – FF-ICE implementation

Expected benefits: More accurate and flexible trajectory management, optimized traffic flows, improved sequencing and reduced congestion, flight efficiency, reduced environmental impact.

Training: 15.09.2025-01.12.2025

Implementation: 02.12.2025-31.12.2025

Project name: ATM system upgrade – AMAN implementation

Expected benefits: More accurate and flexible trajectory management, optimized traffic flows, reduced delays, improved coordination, sequencing, reduced congestion, flight efficiency, reduced environmental impact.

Training: 01.12.2025-01.02.2026

Implementation: 02.02.2026-16.02.2026

Project name: Airspace structure improvement – new sectorization in BUCUREȘTI CTA

Date/Period: 2025-2026

Expected benefits: Increase capacity, improved coordination, optimised air traffic flows management, reduced delays, better distribution of air traffic between ACC sectors and a balanced distribution for ATCOs workload. Increased safety level due to decrease the number of hotspots and sector clippings.

Training: 01/11/2025-01/02/2026

Implementation: 19/02/2026

SPAIN MADRID and BARCELONA ACCs

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: Tactical Trajectory Module (part of ATM system upgrade 2025)

Date/Period: Ongoing

Expected benefits: Estimated capacity increase of 10% in selected route sectors in summer 2026.

Implementation: 27 November 2025 (AIRAC Date)

Project name: Cross- border FRA Spain and Portugal (Phase 1)

Date/Period: Ongoing

Expected benefits: Improved flight efficiency in flight trajectories between both FRAs.

Implementation: 31 December 2025

Project name: Cross- border FRA Spain and Portugal (Phase 2)

Date/Period: Ongoing

Expected benefits: Improved flight efficiency in flight trajectories between both FRAs.

Implementation: May 2026

SWITZERLAND GENEVA ACC

NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name: Cross-border FRA with Paris ACC

Date/Period: November 2025

Expected benefits: optimised airspace structure

Training: only briefing

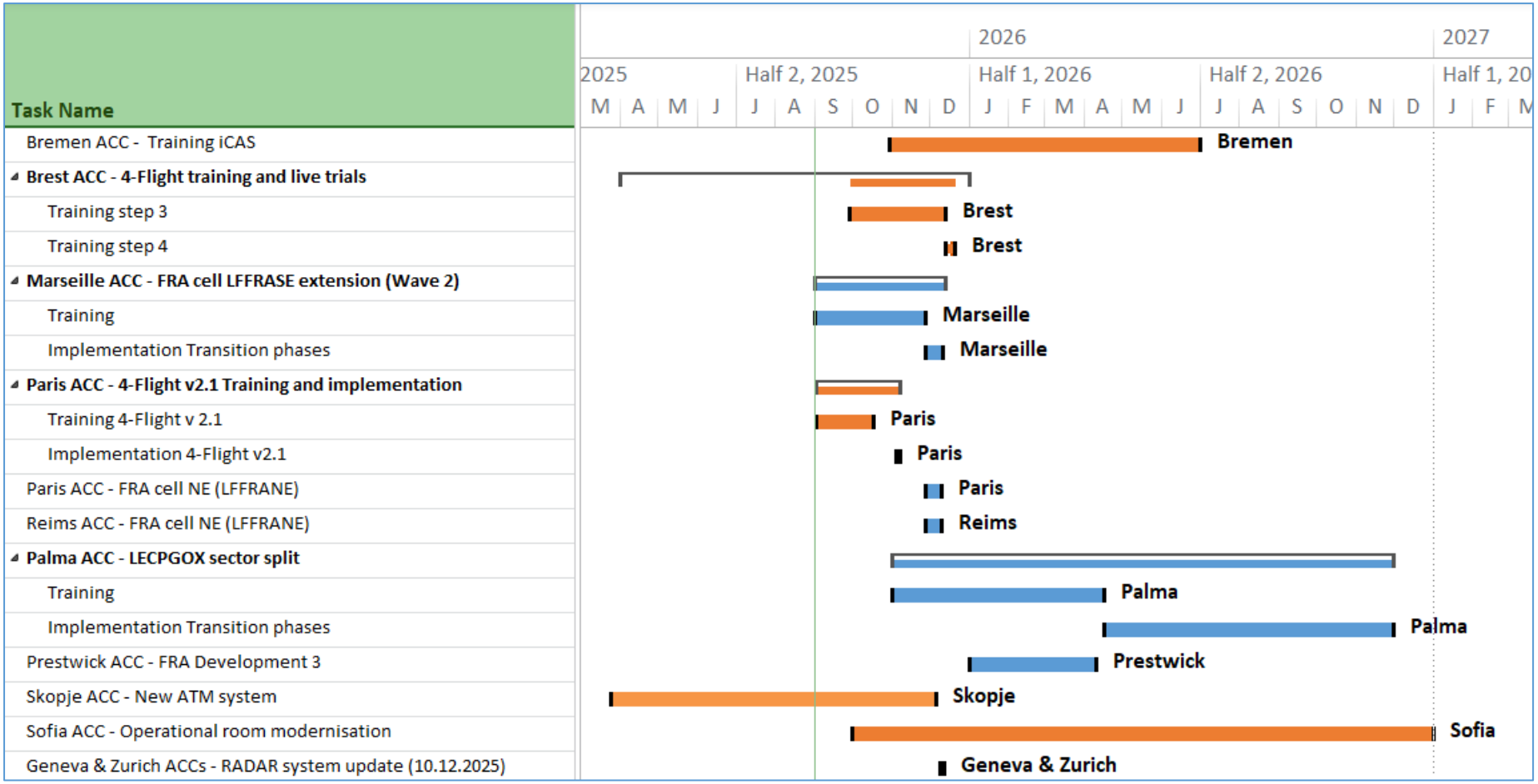
Implementation: 27 November 2025

UNITED KINGDOM LONDON ACC

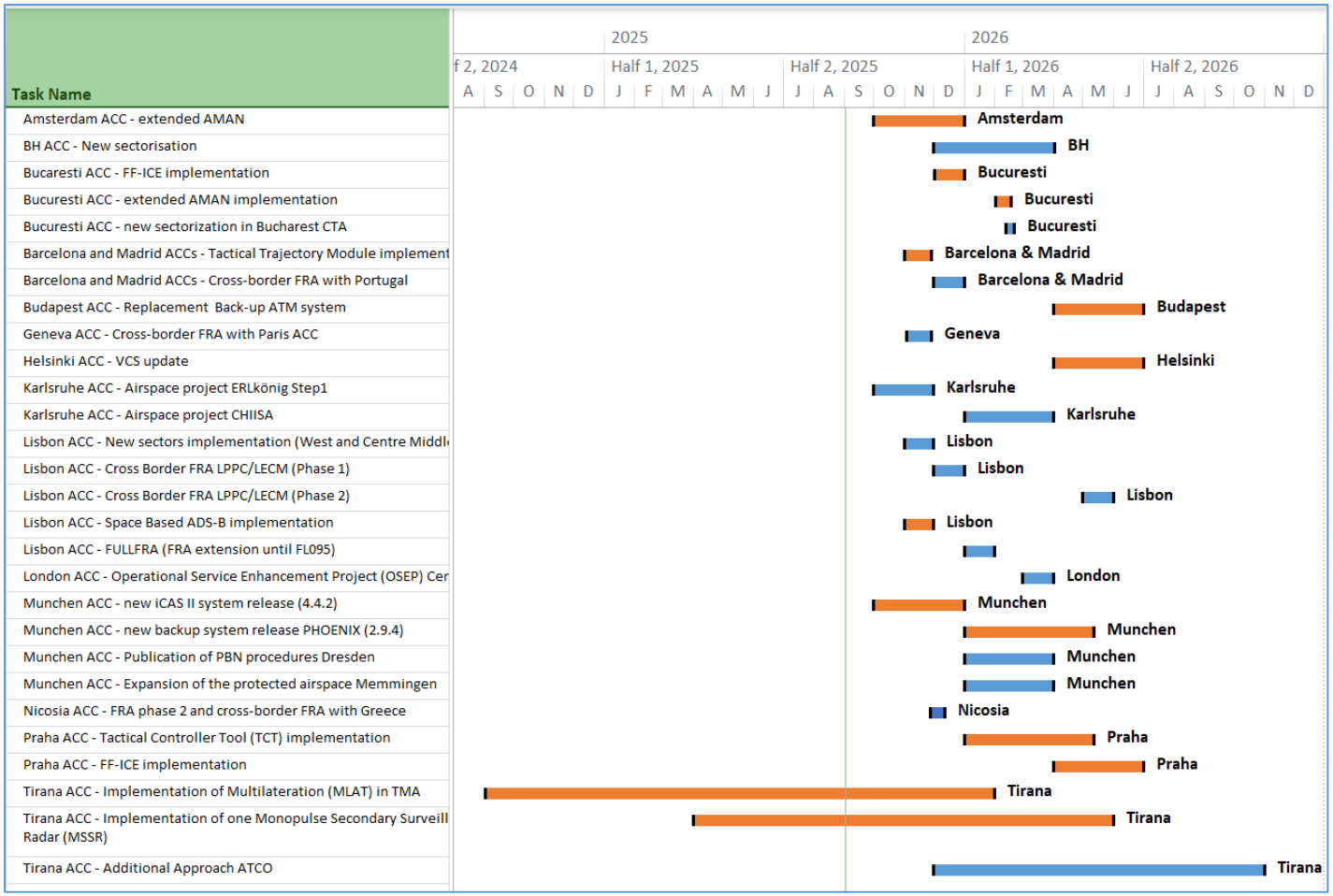
NO CAPACITY REDUCTION / NO IMPACT ON SECTOR OPENINGS

Project name:	Operational Service Enhancement Project (OSEP) Central (airspace)
Date/Period	17th March 2026
Expected benefits:	Capacity
Training:	TBC
Implementation:	17th March 2026

ANNEX D - VIEW ON THE TRANSITION PROJECTS



Projects with possible capacity reductions



Projects with no capacity reductions

Legend: ATM systems, new OPS room

Airspace reorganisations (en-route, TMA, new RWYs, TWYs, etc.

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