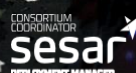




European Route Network Improvement Plan/ERNIP Implementation Monitoring

Monitoring Report: AIRAC 2512

27 NOV 2025 - 24 DEC 2025



NETWORK
MANAGER



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European Route Network
Improvement Plan
(ERNIP)
Implementation Monitoring

Monitoring Report: AIRAC 2512
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1 Introduction

1.1 Summary

- (1) This Monitoring Report focuses on **AIRAC 2512 (27 NOV 2025 - 24 DEC 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) Thanks to the airspace enhancements implemented during AIRAC 2512 as well as the airspace design improvements put in place since AIRAC 2412 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2512 amount to 269,000 NMs compared with the equivalent AIRAC cycle in 2024. This translates into 1,600 tonnes of fuel, or 5,390 tonnes of CO₂, or €1,347,000.
- (3) Based on the last filed flight plan indicator, the **actual losses calculated** during the AIRAC 2512 amount to 108,000 NMs flown more compared to the equivalent AIRAC cycle in 2024. This translates into 648 tonnes of fuel, or 2,160 tonnes of CO₂, or €540,000.
- (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 2025 - 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 Aeronautical Information Regulation And Control (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 2512 17 (seventeen)** 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 **27 NOV 2025**:
- a) Cyprus:
 - i) CB FRA operations - Phase A
 - b) France:
 - i) Free Route Airspace France SE step 2 – Marseille ACC.
 - ii) ZENA military areas - Phase 3.
 - iii) Free Route Airspace France NE step1 – Reims ACC and Paris ACC.
 - c) Germany:
 - i) Braunschweig-Wolfsburg Airport (EDVE) PBN Implementation.
 - ii) Karlsruhe UAC Airspace improvement project ERLkönig Step 1.
 - iii) Hannover Airport (EDDV) PBN Implementation.
 - d) Greece:
 - i) PBN Transition Plan AWYs - Greece - Phase 4.
 - ii) CB FRA operations - Phase A.
 - e) Italy:
 - i) CB FRA operations.
 - f) Norway:
 - i) ATS-route removal / adjustment Norway (Phase 1).
 - g) Slovakia:
 - i) Adapt AIP publication for NPZ.
 - h) Switzerland:
 - i) CB FRA operations.
 - ii) New Routing for DEP LSZH towards REIMS ACC.
 - iii) New Routing for DEP LSZH towards PAD.
 - i) Türkiye:
 - i) FRATURK - Phase 1.
 - j) United Kingdom:
 - i) Removal of London Stansted Lambourne SIDs.
- (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-DES¹) over the period 2007 - 2024 and its evolution until **24 DEC 2025**.

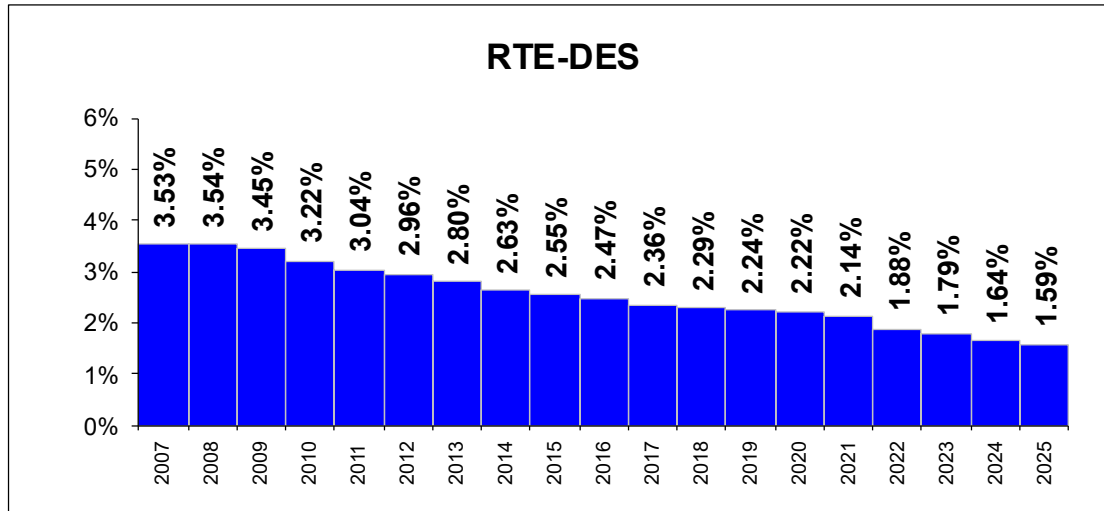


Figure 1: Airspace Design Indicator Evolution

3.2 Flight Planning Indicator Evolution

- (1) The graph below shows the yearly evolution of the last filed flight plan indicator (RTE-FPL²) over the period 2007 - 2024 and its evolution until **24 DEC 2025**.

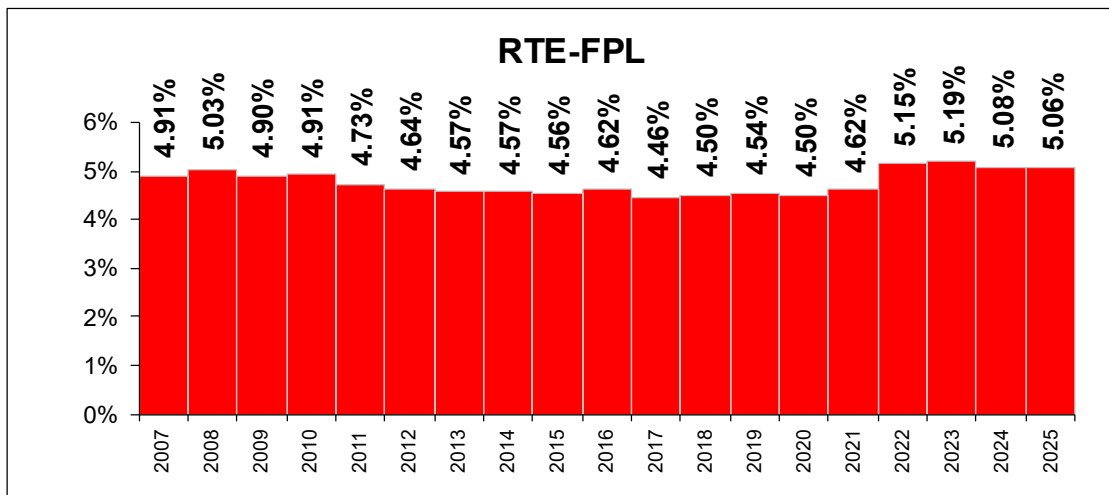


Figure 2: Flight Planning Indicator Evolution

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-RAD³). The graph below shows the yearly evolution of the RTE-RAD indicator over the period 2007 - 2024 and its evolution until **24 DEC 2025**.

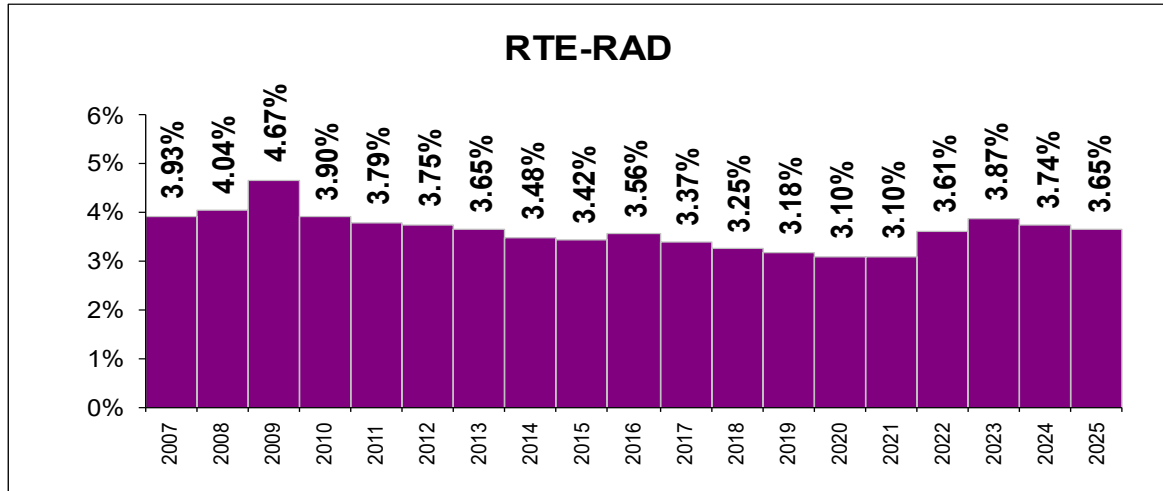


Figure 3: Route Availability Indicator Evolution

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 **24 DEC 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.

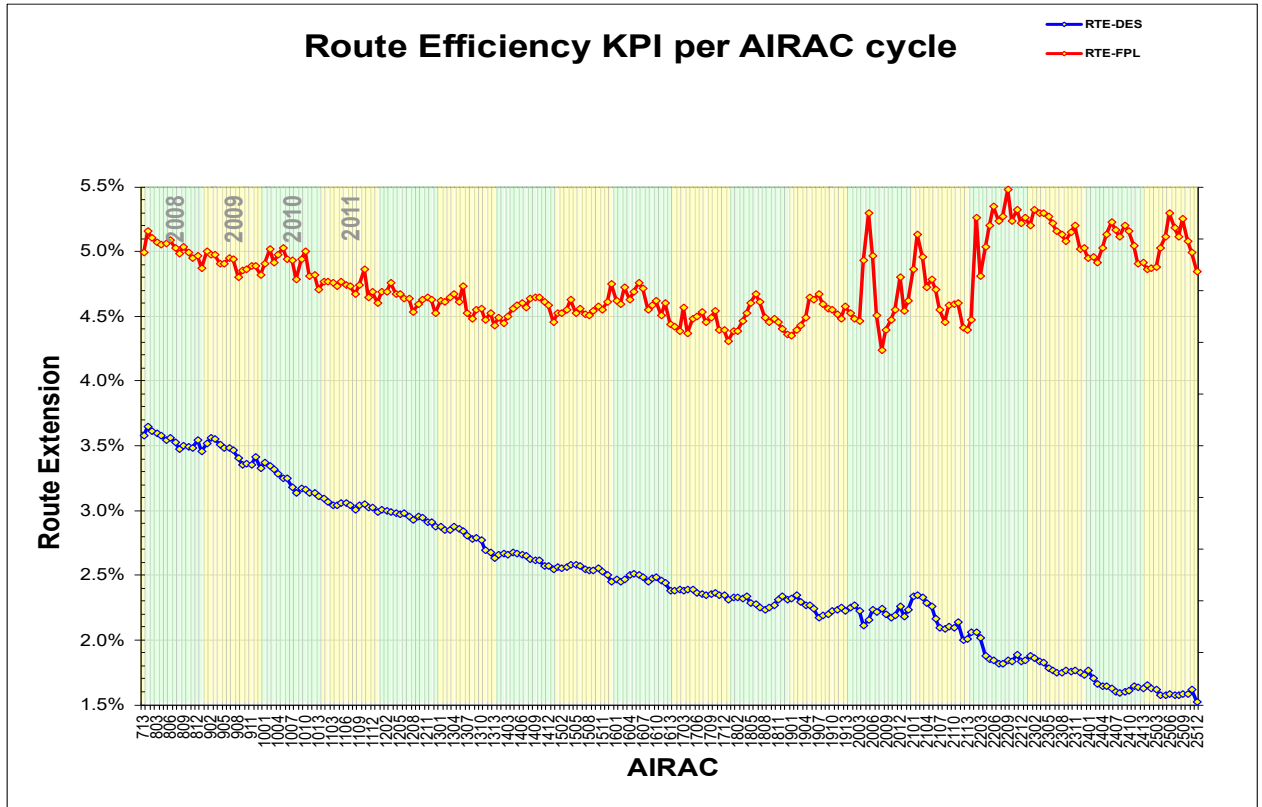


Figure 4: Flight Efficiency (DES, FPL) Evolution Per AIRAC Cycle

- (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 24 DEC 2025.

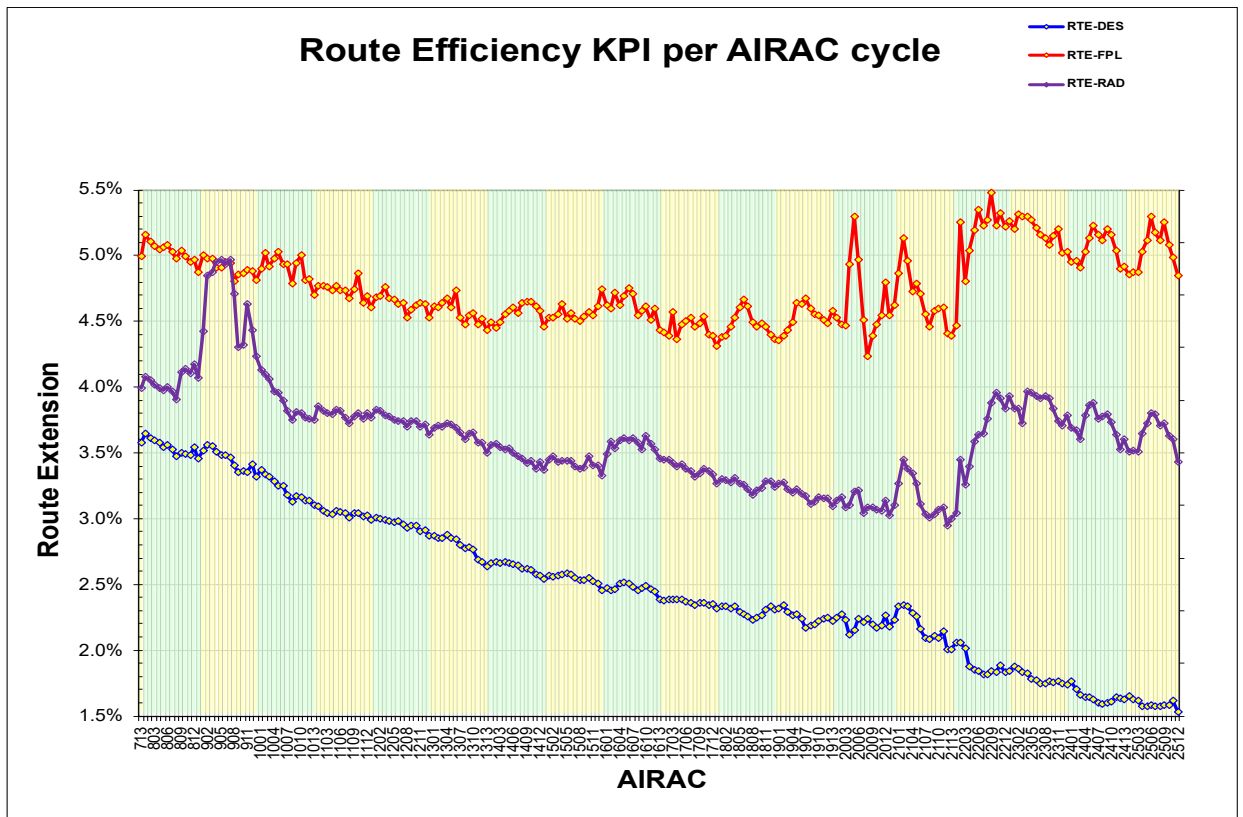


Figure 5: Flight Efficiency (DES, RAD, FPL) Evolution Per AIRAC Cycle

- (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 1.53% during AIRAC 2512.
- (2) The current data indicates that, the average route extension based on the last filed flight plan was reduced by 0.06 percentage points compared to the equivalent AIRAC cycle in 2024. The route extension based on the last filed flight plan was 4.85% during AIRAC 2512. This reduction in route extension is not sufficient due to the constant increase of the average city pair distance, i.e. there are less short haul flights and more medium and long-haul flights. More significant improvements in flight planning are required. The RTE-FPL remains 1.26 percentage points above the best available route in the network considering RAD and military activity. It is showing that from a flight planning point of view, more efforts need to be made to flight plan the best available route in the network.
- (3) The difference between the airspace design indicator and the last filed flight plan indicator was 3.27 percentage points during the equivalent AIRAC cycle in 2024 and 3.32 percentage points during AIRAC 2512.

3.4.3 Evolution of RTE-RAD Indicator

- (1) As shown in Figure 5 above the impact of the RAD reduced by 0.10 percentage points compared to the equivalent AIRAC cycle in 2024. The route extension based on the impact of the RAD was 3.43% during AIRAC 2512. 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) Thanks to the airspace enhancements implemented during AIRAC 2512 as well as the airspace design improvements put in place since AIRAC 2412 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2512 amount to 269,000 NMs compared with the equivalent AIRAC cycle in 2024. This translates into 1,600 tonnes of fuel, or 5,390 tonnes of CO₂, or €1,347,000.
- (2) Based on the last filed flight plan indicator, the **actual losses calculated** during the AIRAC 2512 amount to 108,000 NMs flown more compared to the equivalent AIRAC cycle in 2024. This translates into 648 tonnes of fuel, or 2,160 tonnes of CO₂, or €540,000.
- (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 December 2025.

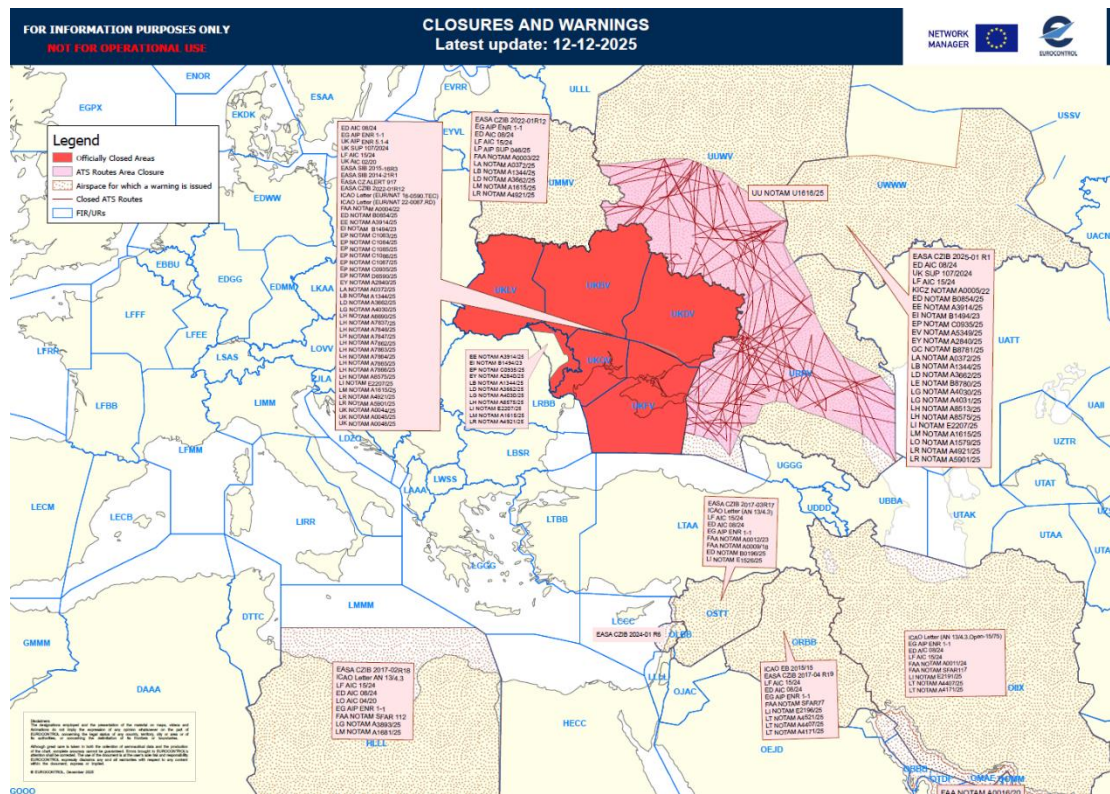


Figure 6: Airspace Unavailability and Closed Areas in December 2025

- (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).

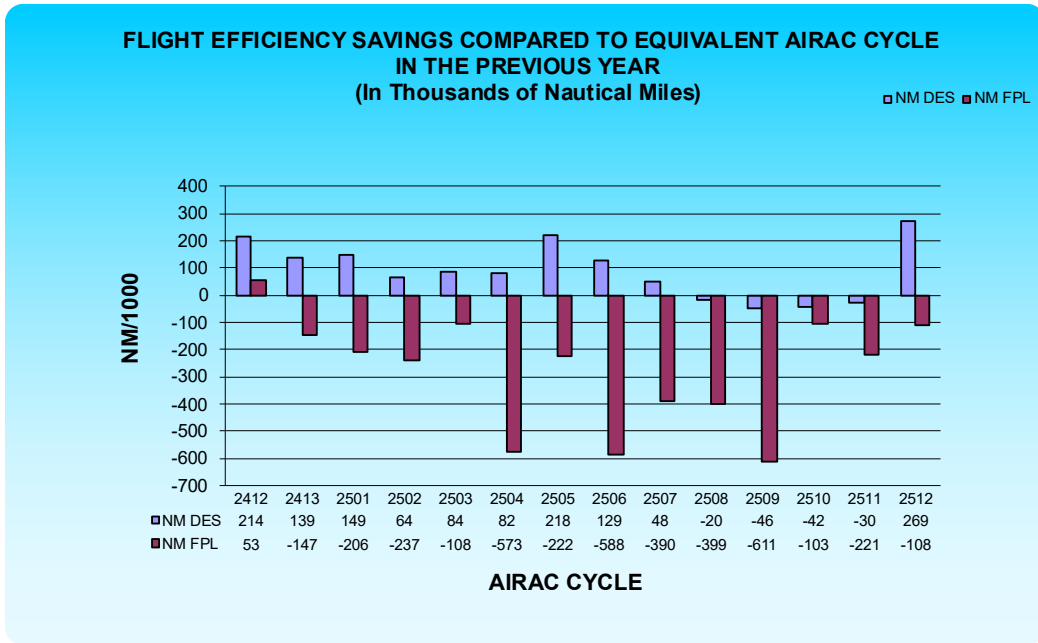


Figure 7: Flight Efficiency Savings/Losses in Thousands of NM

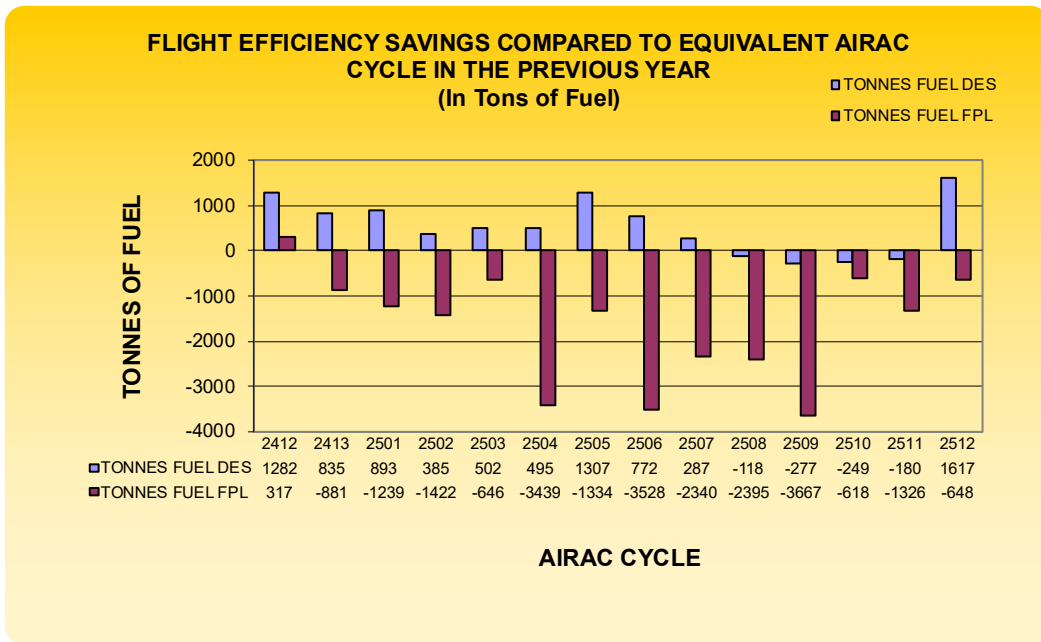


Figure 8: Flight Efficiency Savings/Losses in Tonnes of Fuel

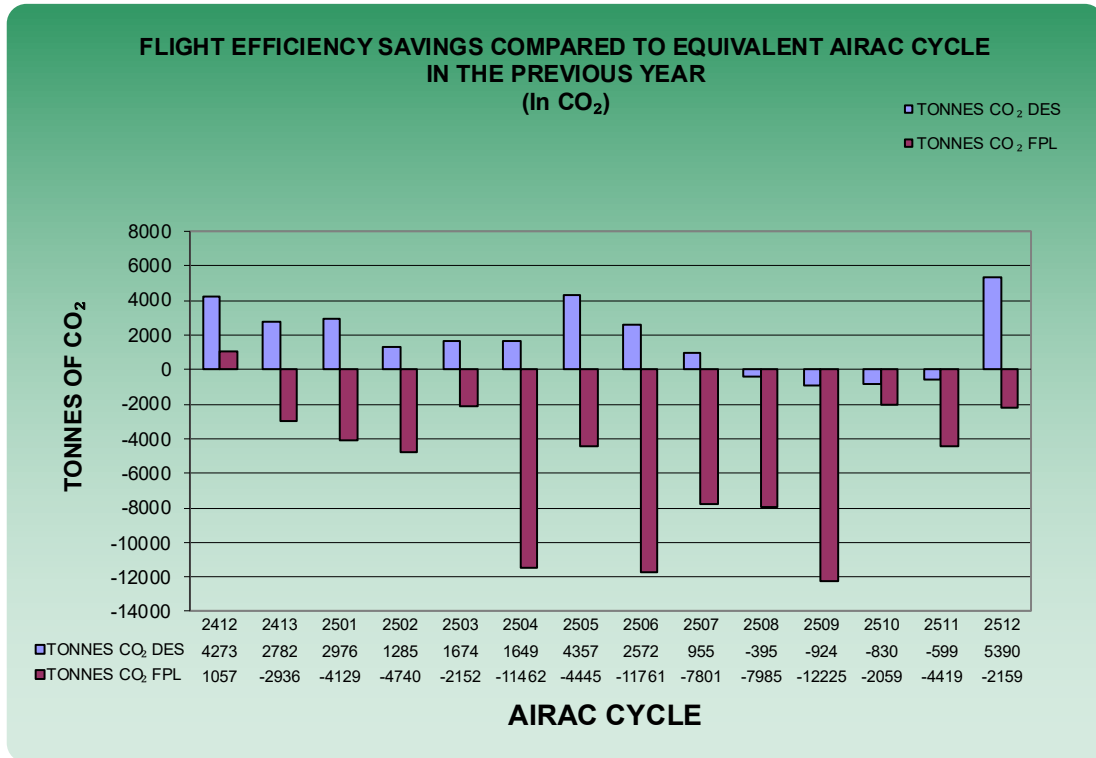


Figure 9: Flight Efficiency Savings/Losses in Tonnes of CO₂

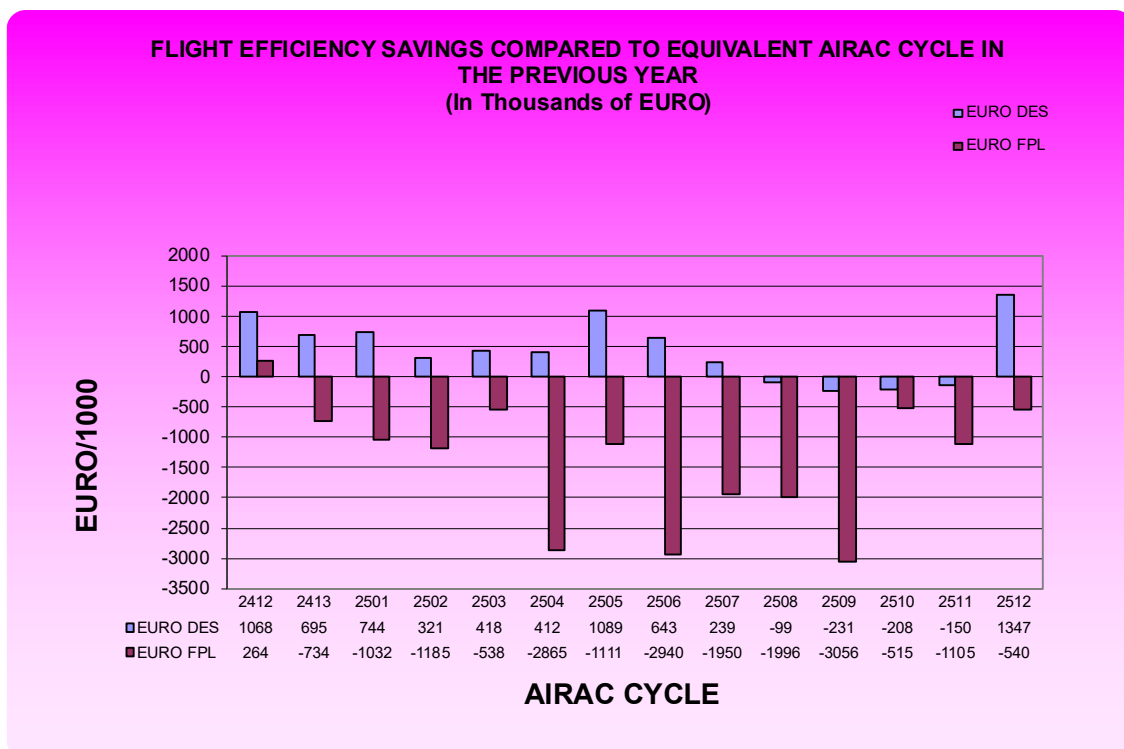


Figure 10: Flight Efficiency Savings/Losses in Thousands of EURO

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 CO₂ 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 (Brest ACC AoR, Bordeaux ACC AoR, Marseille ACC AoR, Reims ACC AoR, Paris 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 (Munich ACC AoR and Bremen ACC AoR), Morocco (Agadir ACC AoR) and Türkiye.
- (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**.
 - h) **FRAIT** and **FRA MALTA**.
 - i) **FRA MALTA** and **HELLAS FRA**.
 - j) **NICFRA** and **HELLAS FRA**.
- (6) The following map shows Free Route Airspace implementations as from December 2025.

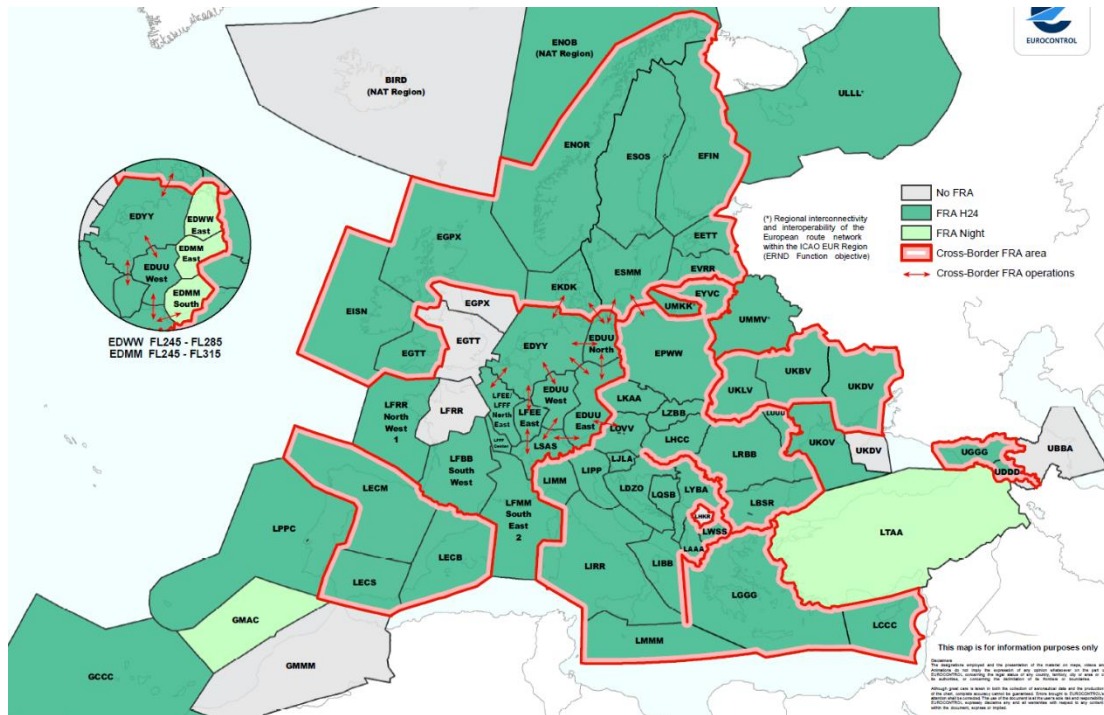


Figure 11: Free Route Airspace Implementation – from December 2025

3.6 ASM Performance Assessment

Note: There is no ASM Performance Assessment included for AIRAC 2512. The ASM Performance Assessment **Q4 2025** 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 2512 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
Germany	EDDV - HANNOVER	09L/09R/27L/27R	RNAV 1 SID and STAR (GNSS and DME/DME)
Germany	EDDV - HANNOVER	09L/09R/27L/27R	IAC RNP APCH with LPV (Cat I)
Germany	EDVE - BRAUNSCHWEIG-WOLFSBURG	08/26	RNAV 1 STAR (DME/DME)
Germany	EDVE - BRAUNSCHWEIG-WOLFSBURG	08/26	RNAV 1 SID (GNSS and DME/DME)
Greece	LGMT - ODYSSEAS ELYTIS	14/32	RNP 1 SID and STAR
Italy	LIRQ - FIRENZE/PERETOLA	05/23	RNP 1 SID
Italy	LIRQ - FIRENZE/PERETOLA	05	RNP 1 STAR
Romania	LRSM - SATU MARE	01	IAP RNP APCH with LPV (APV I)
Spain	LEMG - MALAGA/COSTA DEL SOL	12/13/31	IAC RNP APCH with LPV (Cat 1)
Sweden	ESSL - LINKOPING/SAAB	11/29	IAC RNP APCH with LPV (APV I)
Sweden	ESUP - PAJALA-YLLAS	11/29	IAC RNP APCH with LNAV/VNAV
Türkiye	LTAT - MALATYA/ERHAC	21L/21R	IAC RNP APCH with LNAV
Türkiye	LTAT - MALATYA/ERHAC	21R	RNP 1 STAR

Table 1: PBN related Implementations - AIRAC 2512

- (3) A complete and detailed view of the PBN implementations in Europe, including for AIRAC 2512, 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:	102.036	Status:	Contributor:	Comments:
1.	Project Name:	CB FRA operations Description: To implement cross-border FRA operations between Central FRA (LFFF), North East FRA (LFEE) and FRA Switzerland. Objective: To allow seamless FRA operations across France and Switzerland.	Implementation: Implemented 27 NOV 2025	State(s) and Org: CHE FRA Originator(s): EUROCONTROL Project Category: ARP Free Route Airspace	<ul style="list-style-type: none"> FRA: Timeline of the 4Flight implementation needs to be taken into consideration. ARP Catalogue Reference - ARP031F.
2.	Proposal ID:	114.025	Status:	Contributor:	Comments:
	Project Name:	New Routing for DEP LSZH towards REIMS ACC Description: 1. To extend the exiting ATS route T10 from LUMEL via OLBEN to VEBIT. 2. To change the standard routing for departures from LSZH towards Reims ACC from "VEBIT T51 LASUN T14 LUMEL" to "VEBIT T10 LUMEL". Objective: To increase spacing between traffic holding at waypoint GIPOL and departing traffic LSZH towards Reims ACC.	Implementation: Implemented 27 NOV 2025	State(s) and Org: CHE Originator(s): CHE Project Category: ATS Routes	
3.	Proposal ID:	114.024	Status:	Contributor:	Comments:
	Project Name:	New Routing for DEP LSZH towards PAD Description: 1. To extend the existing ATS route Z170 from ARGAX to RESIA. 2. To change to bi-directional existing northbound ATS route Y170 ARGAX - DEGES. Objective: To have an alternative routing direction SOUTH.	Implementation: Implemented 27 NOV 2025	State(s) and Org: CHE Originator(s): CHE Project Category: ATS Routes	
4.	Proposal ID:	112.031a	Status:	Contributor:	Comments:
	Project Name:	CB FRA operations - Phase A Description:	Implementation: Implemented	State(s) and Org: CYP	<ul style="list-style-type: none"> Proposal to take into account technical issues. Limited capabilities of current

	<ol style="list-style-type: none"> To implement cross-border FRA operations between NICFRA (FL205 - FL660) and Hellas FRA (FL305 - FL660). To assign FIR boundary point LUTIG as new FRA(I) point. To impose mandatory flight planning requirement for FIR boundary FRA(I) points. <p>Objective: To allow seamless FRA operations within South East and South Europe.</p>	27 NOV 2025	<p>GRC</p> <p>Originator(s): CYP GRC</p> <p>Project Category: ARP Free Route Airspace High Seas</p>	<p>ATM system for cross-border operation at present.</p> <ul style="list-style-type: none"> Possibility to a feasible and operationally acceptable work for a solution to overcome possible ATM system limitations. Due to technical limitations in ATM systems, use of existing boundary points in FPLs, should be ensured. High Seas Coordination letter received by ICAO EUR/NAT on 27 October 2025. <p>Related proposals:</p> <ol style="list-style-type: none"> 112.031b <ul style="list-style-type: none"> 112.036a
	Proposal ID: 115.004	Status:	Contributor:	Comments:
5.	<p>Project Name: Braunschweig-Wolfsburg Airport (EDVE) PBN</p> <p>Description: To introduce PBN procedures to RWY 08/26:</p> <ul style="list-style-type: none"> All RNAV1 (GNSS) SID routes to RWY 08/26. PBN Implementing Requirements applicable from 06 June 2030. <p>Objective: To introduce PBN procedures at Braunschweig-Wolfsburg (EDVE) Airport.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: DEU</p> <p>Originator(s): DEU</p> <p>Project Category: PBN TMA</p>	<ul style="list-style-type: none"> Full PBN by 27.11.2025 Source of information: e-mail from DFS dated on 13.10.2025 RNP APCH with 3 lines of minima to RWY 08/26 published. All RNAV 1 and RNP 1 STAR routes to RWY 08/26 published. <p>Related proposals:</p> <ul style="list-style-type: none"> 100.054b 100.054c 100.054d
	Proposal ID: 95.003a	Status:	Contributor:	Comments:
6. 	<p>Project Name: Karlsruhe UAC Airspace improvement project ERLkönig Step 1</p> <p>Description: To adapt the division levels in ERL sector to enable flexible use of sector combinations in ERL sector.</p> <p>Objective:</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: DEU</p> <p>Originator(s): DEU</p> <p>Project Category: ATC Sectors</p>	<p>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.</p> <p>Related proposals:</p>

	To enable better traffic balancing in ERL lower and top sector.			a. 95.003b
	Proposal ID: 115.005	Status:	Contributor:	Comments:
7.	<p>Project Name: Hannover Airport (EDDV) PBN</p> <p>Description:</p> <ol style="list-style-type: none"> To introduce PBN procedures to RWY 09L/09R and 27L/27R: <ul style="list-style-type: none"> RNP APCH with LPV to RWY 09L/09R and 27L/27R. PBN Implementing Requirements applicable from 25 January 2024. All RNAV 1(GNSS) SID and STAR routes to RWY 09L/09R and 27L/27R. PBN Implementing Requirements applicable from 06 June 2030. To implement new ATS route Y160 CEL - BATEL for DEP EDDV. <p>Objective: To introduce PBN procedures at Hannover (EDDV) Airport.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: DEU</p> <p>Originator(s): DEU</p> <p>Project Category: PBN TMA</p>	<ul style="list-style-type: none"> Full PBN by 27.11.2025 Source of Information: e-mail from DFS dated on 13.10.2025 RNP APCH with LNAV and LNAV/VNAV to RWY09L/09R/27L/27R published. <p>Related proposals:</p> <ul style="list-style-type: none"> 100.054b 100.054c 100.054d
	Proposal ID: 108.002d	Status:	Contributor:	Comments:
8.	<p>Project Name: Free Route Airspace France SE step 2 – Marseille ACC</p> <p>Description: To implement South East Cell (LFFRASE step 2) - extension of LFFRASE1 H24 FRA above FL195 to all Marseille ACC sectors.</p> <p>Objective: To implement FRA concept and further improve flight efficiency within UIR France.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: FRA FAB EC CHE</p> <p>Originator(s): FRA</p> <p>Project Group: FAB EC</p> <p>Project Category: Free Route Airspace</p>	<ul style="list-style-type: none"> ATS Route Network will be removed in the FRA area. 'Double AIRAC procedure' for AIRAC AIP AMDT publication required for implementation (ICAO Annex 15 refers). <p>Related proposals:</p> <ul style="list-style-type: none"> 108.001a
	Proposal ID: 102.074c	Status:	Contributor:	Comments:
9.	<p>Project Name: ZENA military areas - Phase 3</p> <p>Description: To implement ZENA Atlantique military area.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: FRA</p> <p>Originator(s): FRA</p>	<p>ARP Catalogue Reference - ARP040S</p> <p>Related proposals:</p> <ul style="list-style-type: none"> 102.074a 102.074b

	<p>Objective: To further improve the airspace for military purposes within France UIR.</p>		<p>Project Category: Airspace Structure ARP Civil/Military Airspace</p>	<ul style="list-style-type: none"> • 102.074d • 102.074e • 102.074f
	Proposal ID: 108.002b	Status:	Contributor:	Comments:
10.	<p>Project Name: Free Route Airspace France NE step1 – Reims ACC and Paris ACC</p> <p>Description:</p> <ol style="list-style-type: none"> 1. To implement North East Cell (LFFRANE step 1) - H24 FRA above FL195 in East Reims (4N, 5R, KD and a part of 2F) and North Paris ACC area AENB (AP, TE, TN, TB), AOML (AO, AR, TM, TL, US) and UJ sectors. 2. To implement cross-border FRA operations H24 between North East FRA Cell (LFFRANE step 1) and MUAC FRA. 3. To implement cross-border FRA operations H24 between North East FRA Cell (LFFRANE step 1) and FRA Switzerland. <p>Objective: To implement FRA concept and further improve flight efficiency within UIR France.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: FRA FAB EC CHE MUAC</p> <p>Originator(s): FRA</p> <p>Project Group: FAB EC</p> <p>Project Category: Free Route Airspace</p>	<ul style="list-style-type: none"> • ATS Route Network will be removed in the FRA area. • 'Double AIRAC procedure' for AIRAC AIP AMDT publication required for implementation (ICAO Annex 15 refers). <p>Related proposals:</p> <ul style="list-style-type: none"> • 108.001b • 108.003b
	Proposal ID: 113.027	Status:	Contributor:	Comments:
11.	<p>Project Name: Removal of London Stansted Lambourne SIDs</p> <p>Description: The LAM 4R/3S SIDs at Stansted are issued very infrequently (on average once every 2 weeks) as they are only used for positioning aircraft to London Heathrow either for operational requirements or following a diversion for weather. They are seldom if ever flown as published and are usually handled individually by interacting ATSUs.</p> <p>Objective: To remove London Stansted SIDs that are no longer required.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: GBR</p> <p>Originator(s): GBR</p> <p>Project Category: PBN</p>	<p>CAA Ref ACP-2024-029</p>

	Proposal ID: 110.012e	Status:	Contributor:	Comments:
12.	<p>Project Name: PBN Transition Plan AWYs - Greece - Phase 4</p> <p>Description:</p> <ol style="list-style-type: none"> To replace conventional airways with RNAV ones for civil use. To keep conventional airways only for military use and for contingency measures. To remove specific conventional airways. <p>Objective: To be compliant with requirements of Regulation 1048/2018 regarding airways.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: GRC</p> <p>Originator(s): GRC</p> <p>Project Category: Airspace Structure High Seas PBN Route Redesignation</p>	<p>To be implemented in 4 phases: PHASE 4:</p> <ul style="list-style-type: none"> B1-SKP_ATV segments: Conventional routes “ONLY MIL USE or for contingency”. Coincides with RNAV5 route M749. B1/UB1-ATV_DDM_PLH_ARLOS segments: Conventional routes “ONLY MIL USE or for contingency” and NEW RNAV5 Y151 route. B34/UB34-ARA_DDM_MIL segments: Conventional routes “ONLY MIL USE or for contingency”. Confirmed NEW RNAV5 route Y144. B34-MIL_RDS segments: Conventional routes “ONLY MIL USE or for contingency”. Coincides with RNAV5 route M601. R32/UR32-MIL_REDRA segments: Conventional routes “ONLY MIL USE or for contingency” and NEW RNAV5 P32 route. B5/UB5-FSK_TSL segments: Conventional route to be withdrawn. Coincides with RNAV5 route T514. Redesignation of Z507 as T514. W54/UW54- RDS_ ANTAR segments: Conventional routes “ONLY MIL USE or for contingency” and NEW RNAV5 route. R19-KRK_ATV_KEA_RDS_EVENO segments: Conventional routes “ONLY MIL USE or for contingency”. Coincides with RNAV5 routes L995 and M601. H59-KPL_LMO segments.

				<p>Conventional routes “ONLY MIL USE or for contingency”. Coincides with RNAV5 route N127. Double designation also as Y94.</p> <ul style="list-style-type: none"> • H59-LMO_NILVA_LSV_MES_PIPEN_SAM_KOPAR segments: Conventional routes “ONLY MIL USE or for contingency” and NEW RNAV5 Y94 route. • R20/UR20, KEA_SITRU segments: Conventional routes “ONLY MIL USE or for contingency” and NEW RNAV5 T54 route. <p>Related proposals:</p> <ul style="list-style-type: none"> • 100.053b • 100.053c • 100.053d • 110.012a • 110.012b • 110.012c • 110.012d
	Proposal ID: 112.036a	Status:	Contributor:	Comments:
13.	<p>Project Name: CB FRA operations - Phase A</p> <p>Description:</p> <ol style="list-style-type: none"> 1. To implement cross-border FRA operations between FRA Malta (FL195 - FL660) and Hellas FRA (FL305 - FL660). 2. To impose mandatory flight planning requirement for FIR boundary FRA(I) points. <p>Objective: To allow seamless FRA operations within South East and South Europe.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: GRC MLT</p> <p>Originator(s): EUROCONTROL</p> <p>Project Category: ARP Free Route Airspace High Seas</p>	<ul style="list-style-type: none"> • Proposal to take into account technical issues. Limited capabilities of current ATM system for cross-border operation at present. • Possibility to a feasible and operationally acceptable work for a solution to overcome possible ATM system limitations. • Due to technical limitations in ATM systems, use of existing boundary points in FPLs, should be ensured. • HS Coordination letter from Greece was received on 27 October

				2025 by ICAO EUR/NAT Related proposals: <ul style="list-style-type: none"> • 102.015 • 102.021 • 112.031a • 112.036b
	Proposal ID: 102.021	Status:	Contributor:	Comments:
14. <small>EVENT</small>	Project Name: CB FRA operations Description: To implement cross-border FRA operations between FRA-IT (FL195 - FL660) and FRA Malta (FL195 - FL660). Objective: To allow seamless FRA operations within Central and South Europe.	Implementation: Implemented 27 NOV 2025	State(s) and Org: ITA MLT Originator(s): EUROCONTROL Project Category: ARP Free Route Airspace High Seas	ARP Catalogue Reference - ARP009F. Related proposals: <ul style="list-style-type: none"> • 112.036a
	Proposal ID: 115.049 / 32.044	Status:	Contributor:	Comments:
15.	Project Name: ATS-route removal / adjustment Norway (Phase 1) Description: To remove/adjust ATS routes and ATS route segments as follows: a. ATS routes/ATS route segments that are only above FL135 will be removed: <ul style="list-style-type: none"> a. Routes / route segments along the Swedish border between southern and northern Norway (several border crossings) will remain for the time being. b. Routes / Route segments from mainland Norway to/from Svalbard will remain for the time being b. ATS routes/ATS route segments below FL135 (lower limit of FRA) will be retained. c. ATS routes where the lower limit on some segments are above FL135 and other ATS segments are below FL135 are assessed with regard to "route break". d. Some ATS routes over the High Seas will be retained.	Implementation: Implemented 27 NOV 2025	State(s) and Org: NOR FAB NEFAB FAB Denmark/Sweden GBR ISL ICAO Originator(s): NOR Project Group: SG BALTIC Project Category: ATS Routes Free Route Airspace High Seas	<ul style="list-style-type: none"> • Detailed description in enclosed documents • ICAO "high seas coordination" was performed (EUR/NAT Letter Ref. 25-0188 dated 28 May 2025) • Phase 2 is planned 22 JAN 2026. Related proposals: <ul style="list-style-type: none"> • 115.061 / 32.045

	<p>e. Existing five letter name codes (5LNC) related to the ATS Route Network will be kept until further</p> <p>Objective: To further improve the airspace and improve flight efficiency within Polaris FIR by removing ATS-routes and route segments and harmonize with Free Route operations and thereby hopefully make airspace operators better utilize Free Route Airspace.</p>			
	Proposal ID: 114.004	Status:	Contributor:	Comments:
16.	<p>Project Name: Adapt AIP publication for NPZ</p> <p>Description: To publish “time of activity” for all NPZs in AIP Slovakia, ENR 2.2.</p> <p>Objective: To adapt AIP publication in compliance with ERNIP Part 1 provisions.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: SVK</p> <p>Originator(s): EUROCONTROL</p> <p>Project Category: AIP</p>	Time of activity exists in RAD Annex 2C contrary to NM processing of FUA TFRs and needs to be removed.
	Proposal ID: 81.022a / 19.061a	Status:	Contributor:	Comments:
17. <small>EVENT</small>	<p>Project Name: FRATURK - Phase 1</p> <p>Description: To implement Night FRA Operations above FL305 in Türkiye.</p> <p>Objective: To implement FRA operations in Ankara and Istanbul FIRs.</p>	<p>Implementation: Implemented 27 NOV 2025</p>	<p>State(s) and Org: TUR</p> <p>Originator(s): TUR EUROCONTROL</p> <p>Project Group: RFG SE SG BLACK</p> <p>Project Category: Free Route Airspace</p>	<ul style="list-style-type: none"> Encompasses the boundaries of Istanbul and Ankara FIRs as published in AIP Türkiye, ENR 2.1. FRA concept is not applied in the airspace of TMAs and CTRs. Night period 22:00 - 02:00 UTC. 'Double AIRAC procedure' for AIRAC AIP AMDT publication required for implementation (ICAO Annex 15 refers) <p>Related proposals:</p> <ul style="list-style-type: none"> 81.022b / 19.061b



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