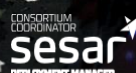




European Route Network Improvement Plan/ERNIP Implementation Monitoring

Monitoring Report: AIRAC 2601

22 JAN 2026 - 18 FEB 2026



NETWORK
MANAGER



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European Route Network
Improvement Plan
(ERNIP)
Implementation Monitoring

Monitoring Report: AIRAC 2601

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1 Introduction

1.1 Summary

- (1) This Monitoring Report focuses on **AIRAC 2601 (22 JAN 2026 - 18 FEB 2026)**. 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 2601 as well as the airspace design improvements put in place since AIRAC 2501 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2601 amount to 231,000 NMs compared with the equivalent AIRAC cycle in 2025. This translates into 1,380 tonnes of fuel, or 4,620 tonnes of CO₂, or €1,156,000.
- (3) Based on the last filed flight plan indicator, the **actual losses calculated** during the AIRAC 2601 amount to 547,000 NMs flown more compared to the equivalent AIRAC cycle in 2025. This translates into 3,280 tonnes of fuel, or 10,940 tonnes of CO₂, or €2,736,000.
- (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 2601 9 (nine)** 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 **22 JAN 2026**:
 - a) Germany:
 - i) AIP – military area IDs.
 - b) Italy:
 - i) APP transfer to Roma ACC - Phase 1.
 - c) Norway:
 - i) NAVAID - 5LNC replacements - Step 3.
 - ii) ATS-route removal / adjustment Norway (Phase 2).
 - iii) New AIM system CRONOS.
 - d) Romania:
 - i) Redesign ATS route Z995.
 - ii) Change of airspace classification for some CTRs.
 - e) Slovakia:
 - i) Airspace organisation within Bratislava CTA.
 - f) United Kingdom:
 - i) Spaceport 1 - Scolpaig.
- (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 - 2026 and its evolution until **18 FEB 2026**.

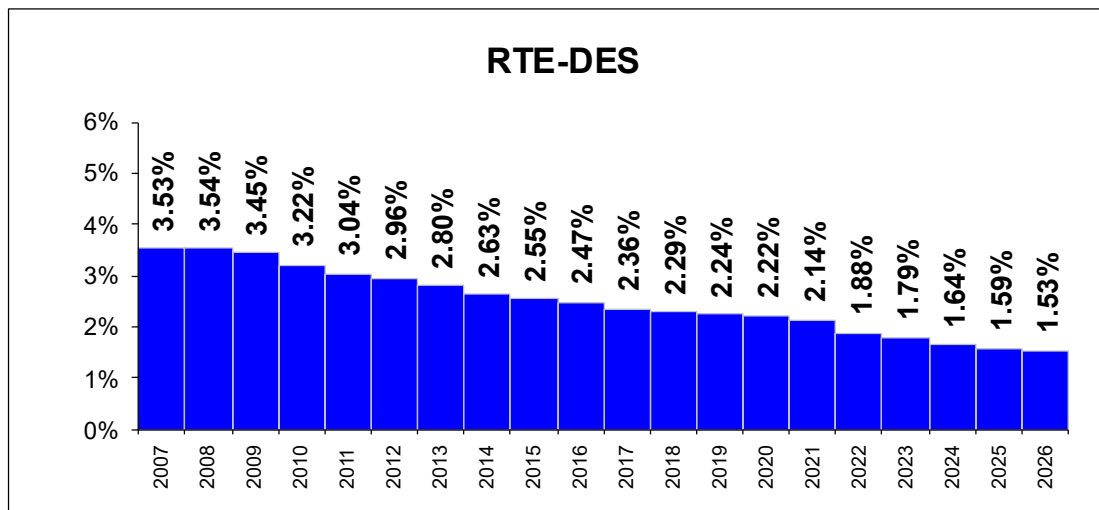


Figure 1: Airspace Design Indicator Evolution

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 - 2026 and its evolution until **18 FEB 2026**.

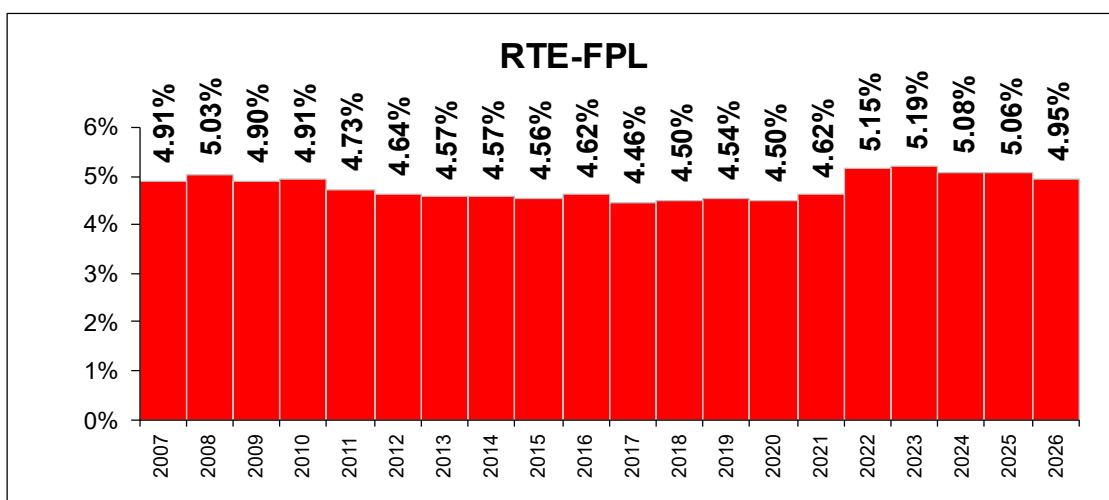


Figure 2: Flight Planning Indicator Evolution

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 - 2026 and its evolution until **18 FEB 2026**.

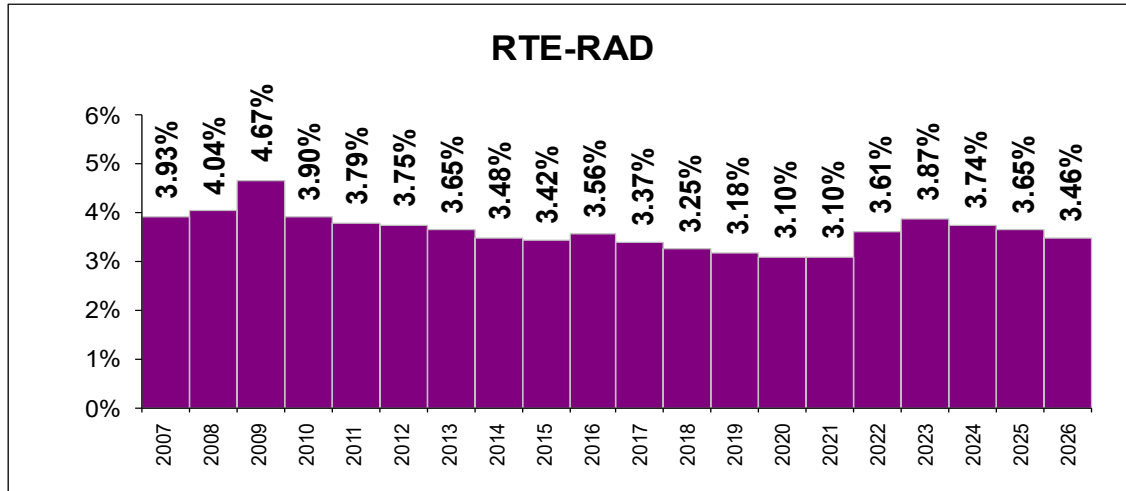


Figure 3: Route Availability Indicator Evolution

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 **18 FEB 2026**.

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.

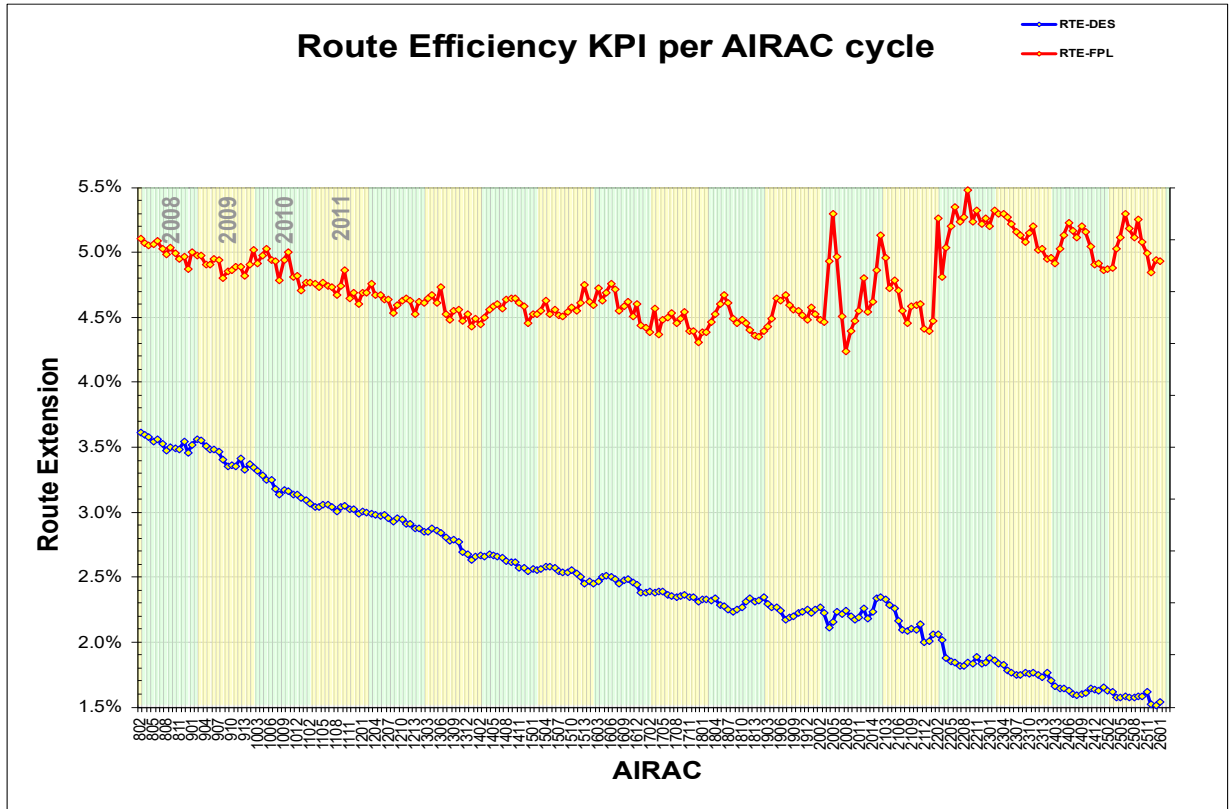


Figure 4: Flight Efficiency (DES, FPL) Evolution Per AIRAC Cycle

- (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 18 FEB 2026.

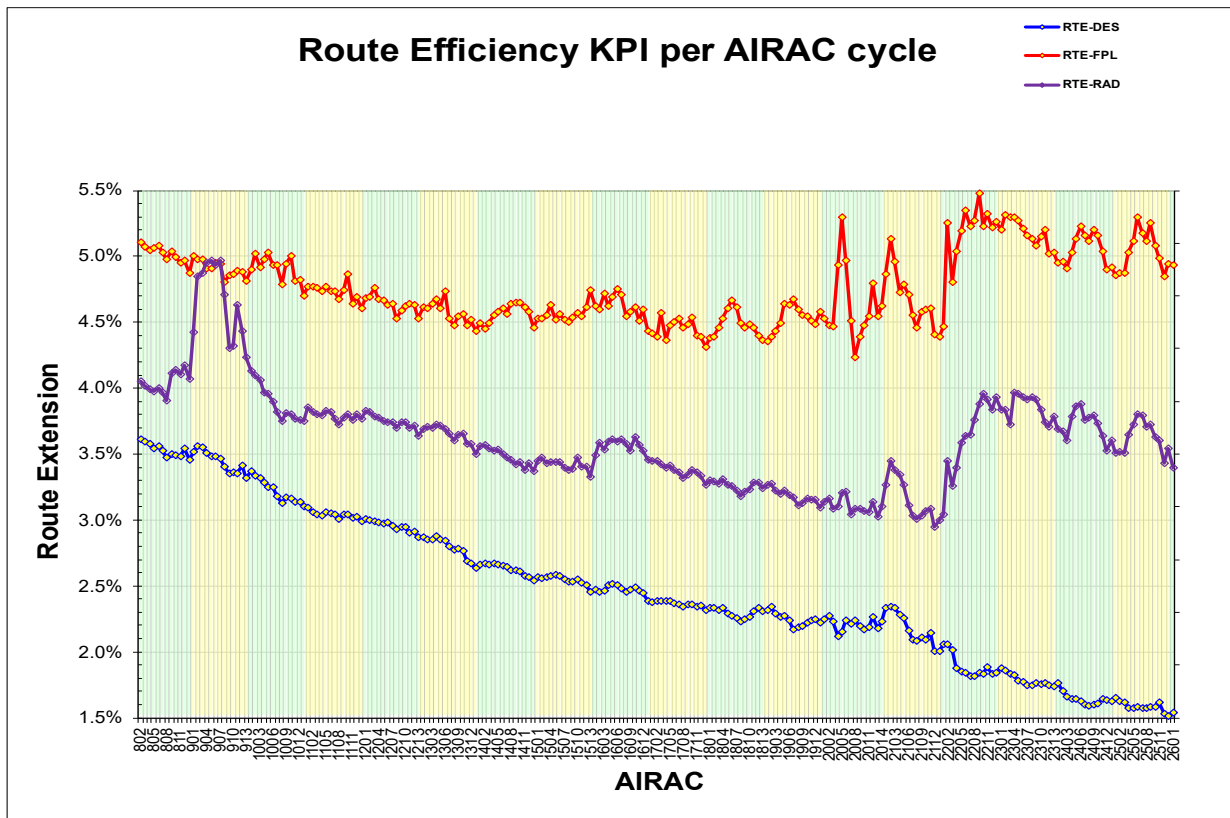


Figure 5: Flight Efficiency (DES, RAD, FPL) Evolution Per AIRAC Cycle

- (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 2025. 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 1.54% during AIRAC 2601.
- (2) The current data indicates that, the average route extension based on the last filed flight plan was increased by 0.07 percentage points compared to the equivalent AIRAC cycle in 2025. The route extension based on the last filed flight plan was 4.93% during AIRAC 2601.
- (3) The difference between the airspace design indicator and the last filed flight plan indicator was 3.21 percentage points during the equivalent AIRAC cycle in 2025 and 3.39 percentage points during AIRAC 2601.

3.4.3 Evolution of RTE-RAD Indicator

- (1) As shown in Figure 5 above the impact of the RAD reduced by 0.11 percentage points compared to the equivalent AIRAC cycle in 2025. The route extension based on the impact of the RAD was 3.40% during AIRAC 2601. 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 2601 as well as the airspace design improvements put in place since AIRAC 2501 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2601 amount to 231,000 NMs compared with the equivalent AIRAC cycle in 2025. This translates into 1,380 tonnes of fuel, or 4,620 tonnes of CO₂, or €1,156,000.
- (2) Based on the last filed flight plan indicator, the **actual losses calculated** during the AIRAC 2601 amount to 547,000 NMs flown more compared to the equivalent AIRAC cycle in 2025. This translates into 3,280 tonnes of fuel, or 10,940 tonnes of CO₂, or €2,736,000.
- (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.

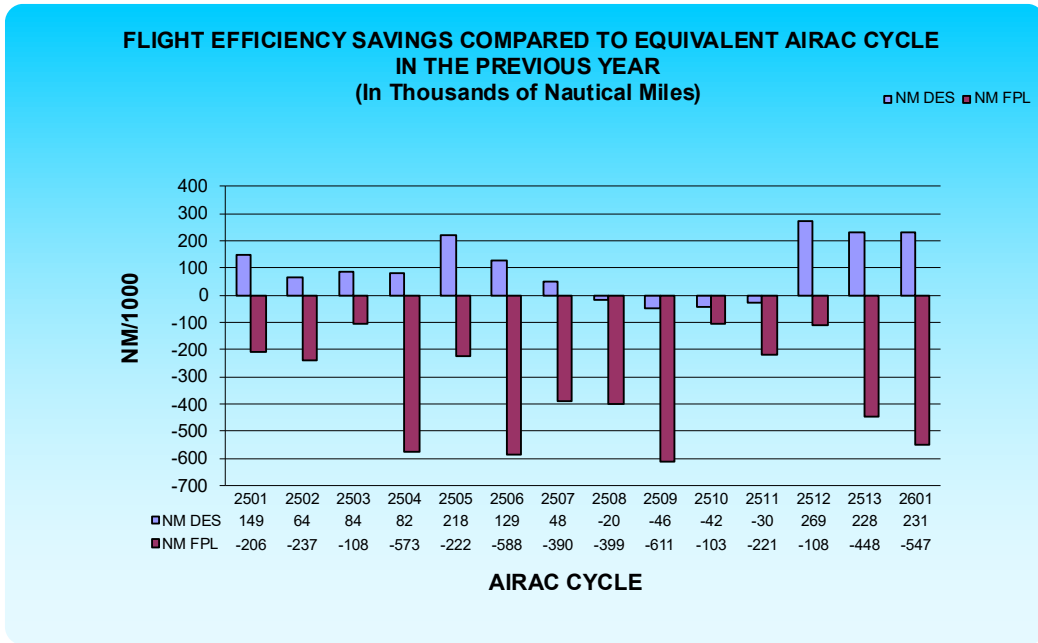


Figure 7: Flight Efficiency Savings/Losses in Thousands of NM

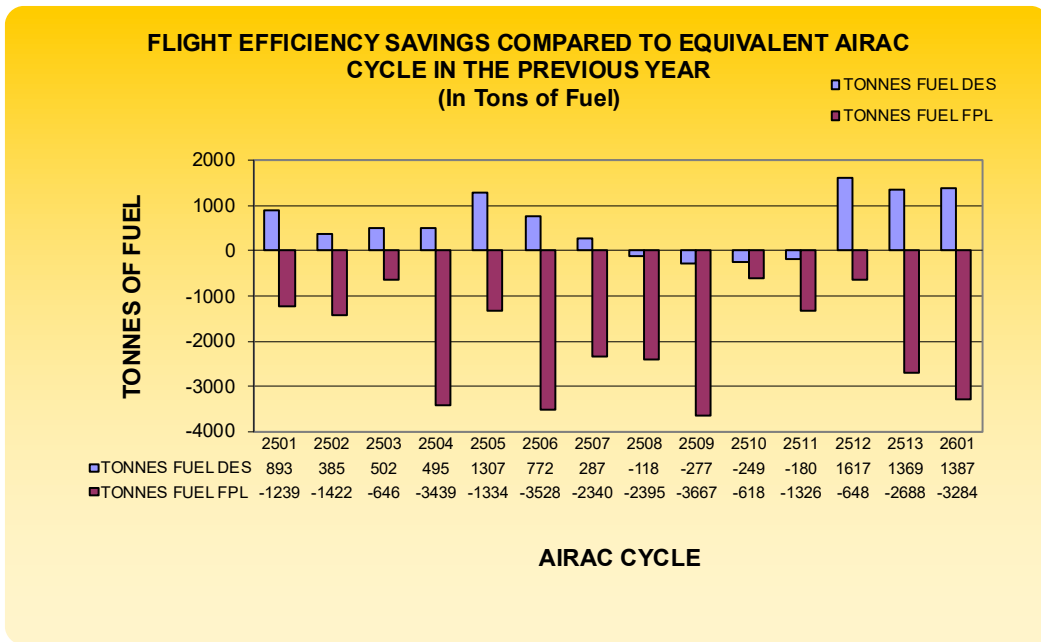


Figure 8: Flight Efficiency Savings/Losses in Tonnes of Fuel

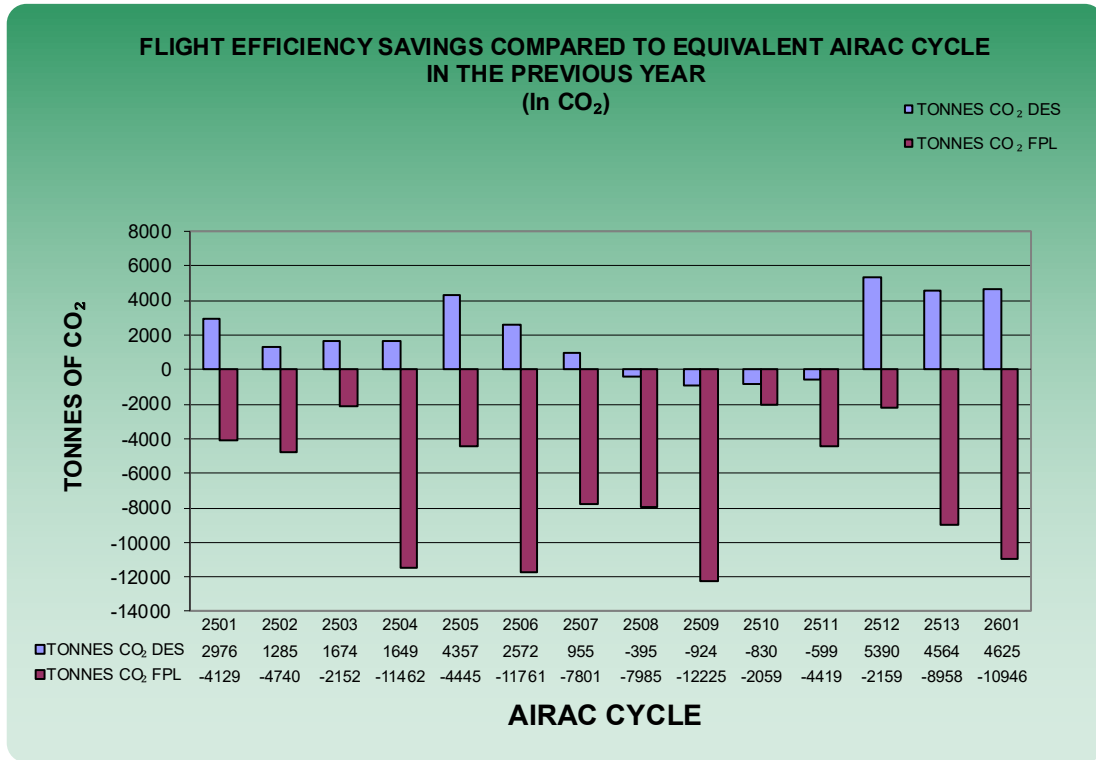


Figure 9: Flight Efficiency Savings/Losses in Tonnes of CO₂

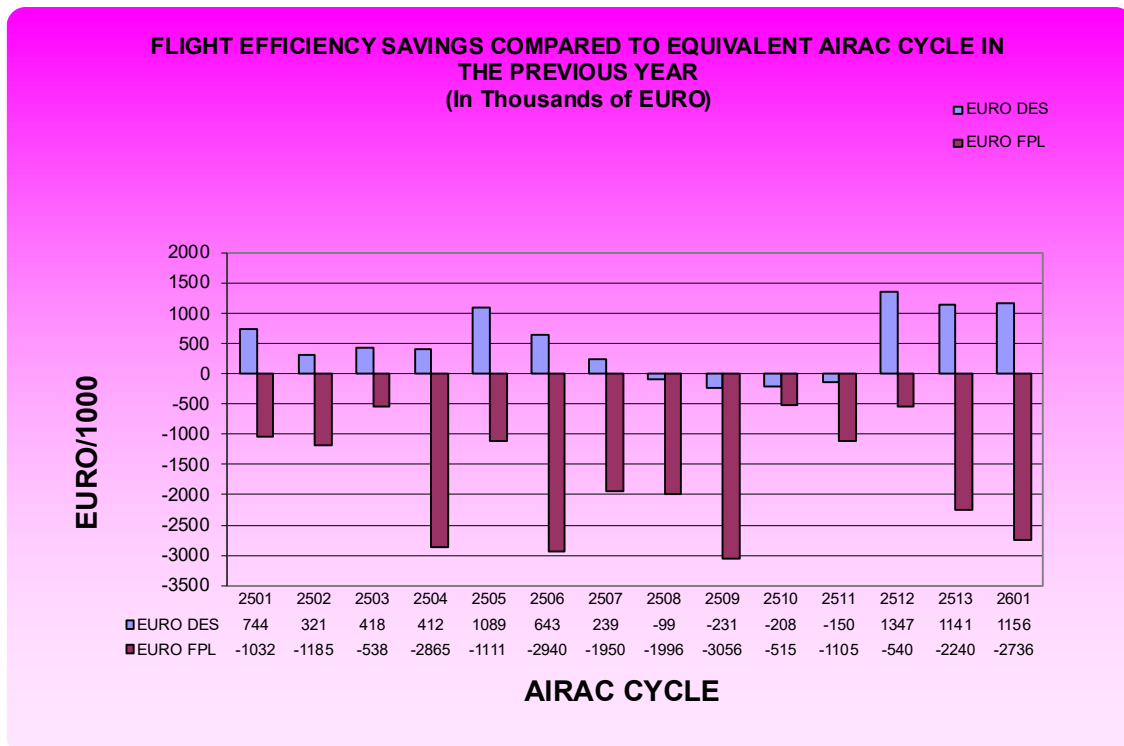


Figure 10: Flight Efficiency Savings/Losses in Thousands of EURO

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.

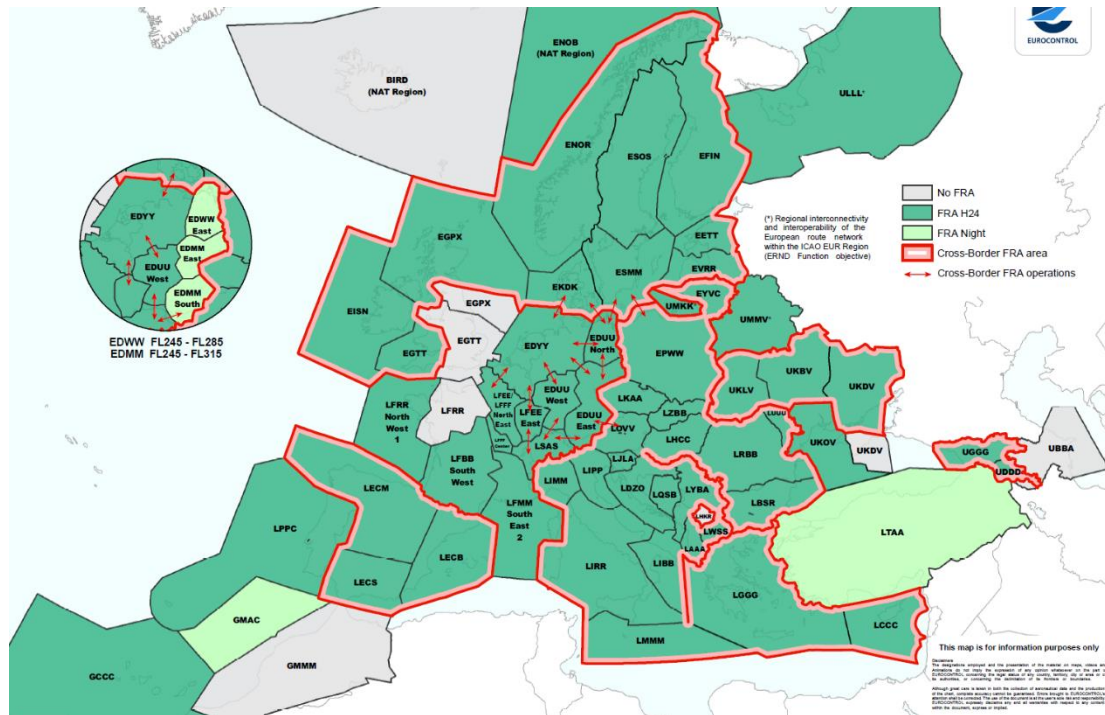


Figure 11: Free Route Airspace Implementation – from December 2025

3.6 ASM Performance Assessment

Note: There is no ASM Performance Assessment included for AIRAC 2601. The ASM Performance Assessments **Q1, Q2 and Q3 2026** will be included for AIRAC 2610. The ASM Performance Assessment **Q4 2026** will be included for AIRAC 2613.

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 2601 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
Azerbaijan	UBLC - LACHIN	14	New RNP 1 SID
Azerbaijan	UBLC - LACHIN	32	New IAC RNP AR APCH and new RNP 1 STAR
Finland	EFIM - IMMOLA	19	New IAC RNP APCH with LNAV
France	LFML - MARSEILLE PROVENCE	31L/31R	New IAC RNP AR APCH
France	LFPV - VILLACOUBLAY VELIZY	27	New RNAV 1 (GNSS and DME/DME) SID
Iceland	BIBD - BILDUDALUR	22	IAC RNP APCH with LNAV/VNAV
Portugal	LPAZ - SANTA MARIA	18/36	New RNAV 1 (GNSS) SID and RNAV 1 (GNSS) STAR
Portugal	LPCR - CORVO	11/29	New RNAV 1 (GNSS) SID and RNAV 1 (GNSS) STAR
Portugal	LPFL - FLORES	18/36	New RNAV 1 (GNSS) SID and RNAV 1 (GNSS) STAR
Portugal	LPGR - GRACIOSA	09/27	New RNAV 1 (GNSS) SID and RNAV 1 (GNSS) STAR
Portugal	LPHR - HORTA	10/28	New RNAV 1 (GNSS) SID
Portugal	LPPI - PICO	09/27	New RNAV 1 (GNSS) SID and RNAV 1 (GNSS) STAR
Portugal	LPSJ - SAO JORGE	13/31	New RNAV 1 (GNSS) SID and RNAV 1 (GNSS) STAR
Spain	LEPA - PALMA DE MALLORCA	06L/06R	New IAC RNP ACPH with LNAV, LNAV/VNAV and LPV Cat I
Sweden	ESSA - STOCKHOLM/ARLANDA	01R	New IAC RNP APCH with LNAV, LNAV/VNAV and LPV Cat I
Sweden	ESSA - STOCKHOLM/ARLANDA	09L	IAC RNP APCH with LPV Cat I

Table 1: PBN related Implementations - AIRAC 2601

- (3) A complete and detailed view of the PBN implementations in Europe, including for AIRAC 2601, 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:	116.015	Status:	Contributor:	Comments:
1.	Project Name: AIP – military area IDs Description: To harmonise names and IDs of ED-Rs, ED-Ds, TRAs in AIP ENR 5. Objective: To align AIP publication to ERNIP provisions.	Implementation: Implemented 22 JAN 2026	State(s) and Org: DEU Originator(s): DEU Project Category: AIP		
	Proposal ID:	105.036	Status:	Contributor:	Comments:
2.	Project Name: Spaceport 1 - Scolpaig Description: To develop airspace requirements for vertical space launches from Spaceport 1, North Uist. Objective: To provide a safe airspace environment to support vertical space launches.	Implementation: Implemented 22 JAN 2026	State(s) and Org: GBR Originator(s): GBR Project Category: Airspace Structure High Seas		UK CAA Ref ACP-2021-012
	Proposal ID:	109.011a	Status:	Contributor:	Comments:
3.	Project Name: APP transfer to Roma ACC - Phase 1 Description: To transfer LIRQ APP (Florence) to be managed by Roma ACC. Objective: To further simplify the provision of ATC service in Italy.	Implementation: Implemented 22 JAN 2026	State(s) and Org: ITA Originator(s): ITA Project Category: Airspace Structure ATC Sectors		Related proposals: • 109.011b
	Proposal ID:	108.044c	Status:	Contributor:	Comments:
4.	Project Name: NAVAID - 5LNC replacements - Step 3 Description: To replace NAVAIDs with 5LNC on ATS routes in Polaris FIR: a. BDF by BARDU; b. SJA by SIVSA; c. SKG by KAGEZ. Objective:	Implementation: Implemented 22 JAN 2026	State(s) and Org: NOR Originator(s): NOR Project Category: AIP ATS Routes		Related proposals: • 108.044a • 108.044b

	To further improve ATS route network within Polaris FIR.			
	Proposal ID: 115.061 / 32.045	Status:	Contributor:	Comments:
5.	<p>Project Name: ATS-route removal / adjustment Norway (Phase 2)</p> <p>Description: To remove/adjust ATS routes and ATS route segments as follows:</p> <ol style="list-style-type: none"> a. Routes / route segments that are only above FL135 will be removed: <ol 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. Routes / route segments below FL135 (lower limit of FRA) will be retained. c. Routes where the lower limit on some segments are above FL135 and other segments are below FL135 are assessed with regard to "route break". d. Some routes over the high seas will be retained. e. Existing five letter name codes (5LNC) related to the ATS Rute Network will be kept until further <p>Objective: To further improve 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>	<p>Implementation: Implemented 22 JAN 2026</p>	<p>State(s) and Org: NOR FAB NEFAB FAB Denmark/Sweden GBR ISL ICAO</p> <p>Originator(s): NOR</p> <p>Project Group: SG BALTIC</p> <p>Project Category: ATS Routes Free Route Airspace High Seas</p>	<ul style="list-style-type: none"> • Detailed description in enclosed documents • ICAO "high seas coordination" was performed (EUR/NAT letter 25-0188.TEC dated 28 May 2025 refers) Phase 1 is planned 27 NOV 2025. <p>Related proposals:</p> <ul style="list-style-type: none"> • 115.049 / 32.044
	Proposal ID: 116.007	Status:	Contributor:	Comments:
6.	<p>Project Name: New AIM system CRONOS</p> <p>Description: To continue with the implementation of the new AIM system (CRONOS).</p> <p>Objective: To ensure continuous innovation and introduction of new</p>	<p>Implementation: Implemented 22 JAN 2026</p>	<p>State(s) and Org: NOR</p> <p>Originator(s): NOR</p> <p>Project Category: ATM System</p>	

	AIM system features.				
	Proposal ID:	115.057	Status:	Contributor:	Comments:
7.	<p>Project Name: Redesign ATS route Z995</p> <p>Description:</p> <ol style="list-style-type: none"> 1. To remove the following ATS route segments: <ol style="list-style-type: none"> a. FABZO – OLMEB with lower limit FL45 b. OLMEB – OKLIV with lower limit FL 55 2. To design a new ATS route segment FABZO – OKLIV with lower limit FL 55. <p>Objective: To improve airspace organisation in Bucuresti FIR.</p>	<p>Implementation: Implemented 22 JAN 2026</p>	<p>State(s) and Org: ROU</p> <p>Originator(s): ROU</p> <p>Project Category: Airspace Structure ATS Routes</p>		
	Proposal ID:	115.055	Status:	Contributor:	Comments:
8.	<p>Project Name: Change of airspace classification for some CTRs</p> <p>Description: To change the airspace classification for 5 CTRs (Arad, Baia Mare, Satu Mare, Tg. Mures și Tulcea, outside the airport operational hours.</p> <p>Objective: To improve airspace organisation in Bucuresti FIR and services provided to small air operators operating mainly in class G airspace.</p>	<p>Implementation: Implemented 22 JAN 2026</p>	<p>State(s) and Org: ROU</p> <p>Originator(s): ROU</p> <p>Project Category: Airspace Structure</p>		The CTRs are Class C airspace and outside the operational hours the airspace volume corresponding to a CTR becomes class G airspace
	Proposal ID:	113.006	Status:	Contributor:	Comments:
9.	<p>Project Name: Airspace organisation within Bratislava CTA</p> <p>Description: To implement additional horizontal border in CTA Bratislava, creating 3 horizontal sectors West, Central, East.</p> <p>Objective: To further improve airspace organisation within Bratislava CTA.</p>	<p>Implementation: Implemented 22 JAN 2026</p>	<p>State(s) and Org: SVK</p> <p>Originator(s): SVK</p> <p>Project Category: Airspace Structure ATC Sectors</p>		The new boundary could be around line between LOLKA and ABULI.



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