# European Route Network Improvement Plan/ERNIP Implementation Monitoring

Monitoring Report: AIRAC 2605

14 MAY 2026 - 10 JUN 2026

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# European Route Network Improvement Plan (ERNIP) Implementation Monitoring

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# 1 Introduction

## 1.1 Summary

(1) This Monitoring Report focuses on **AIRAC 2605 (14 MAY 2026 - 10 JUN 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 2605 as well as the airspace design improvements put in place since AIRAC 2505 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2605 amount to 582,000 NMs compared with the equivalent AIRAC cycle in 2025. This translates into 3,493 tonnes of fuel, or 11,644 tonnes of $CO_2$, or €2,911,000.

(3) Based on the last filed flight plan indicator, the **actual gains calculated** during the AIRAC 2605 amount to 133,000 NMs flown less compared to the equivalent AIRAC cycle in 2025. This translates into 796 tonnes of fuel, or 2,654 tonnes of $CO_2$, or €664,000.

(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 **A**eronautical **I**nformation **R**egulation **A**nd **C**ontrol (AIRAC) cycle and available via the EUROCONTROL *Airspace design and utilisation website* (publication/activity):

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

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

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

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

# 2 List of Proposals Implemented

## 2.1 Summary of major projects

(1) During the **AIRAC 2605 15 (fifteen)** 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 **14 MAY 2026**:

a) Armenia:
   i) Enhance CDO/CCO profiles: INDUR Dualisation.

b) Bulgaria:
   i) IBLAX Dualisation.

c) Germany:
   i) FUJIKO Part 1a.
   ii) NAV aid closure - Klasdorf VOR (KLF).
   iii) NAV aid closure - Niederrhein NDB (LAA).

d) Greece:
   i) RIKSO Dualisation - Part 1.
   ii) RIKSO Dualisation - Part 2.

e) Italy:
   i) APP transfer to Milano ACC - Phase 2.

f) Portugal:
   i) Harmonisation FRA significant points AIP.

g) Spain:
   i) Harmonisation FRA significant points AIP.
   ii) ESPORTFRA - Phase 1.

h) Switzerland:
   i) Variable Profile Areas - Phase 1.

i) Türkiye:
   i) New APP Sectors.

j) United Kingdom:
   i) Redesignation of UAS-only Restricted Areas.
   ii) Manchester (EGCC) Airport Contingency RNP Approaches.

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

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

# 3 Evolution of Performance Indicators

## 3.1 Airspace Design Indicator Evolution

(1) The graph below shows the yearly evolution of airspace design flight efficiency (RTE-DES[1]) over the period 2007 - 2026 and its evolution until **10 JUN 2026**.

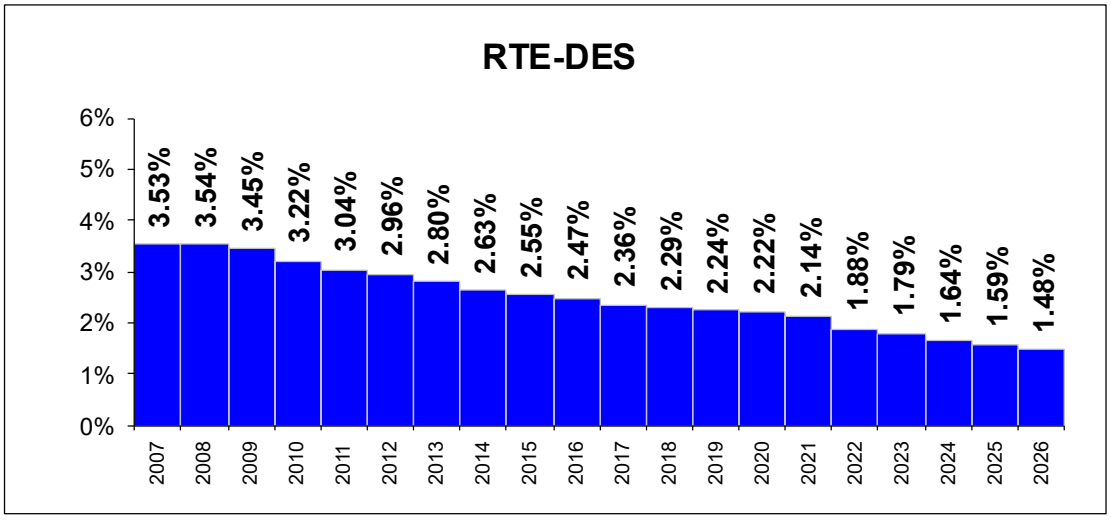


**Figure 1: Airspace Design Indicator Evolution**

## 3.2 Flight Planning Indicator Evolution

(1) The graph below shows the yearly evolution of the last filed flight plan indicator (RTE-FPL[2]) over the period 2007 - 2026 and its evolution until **10 JUN 2026**.

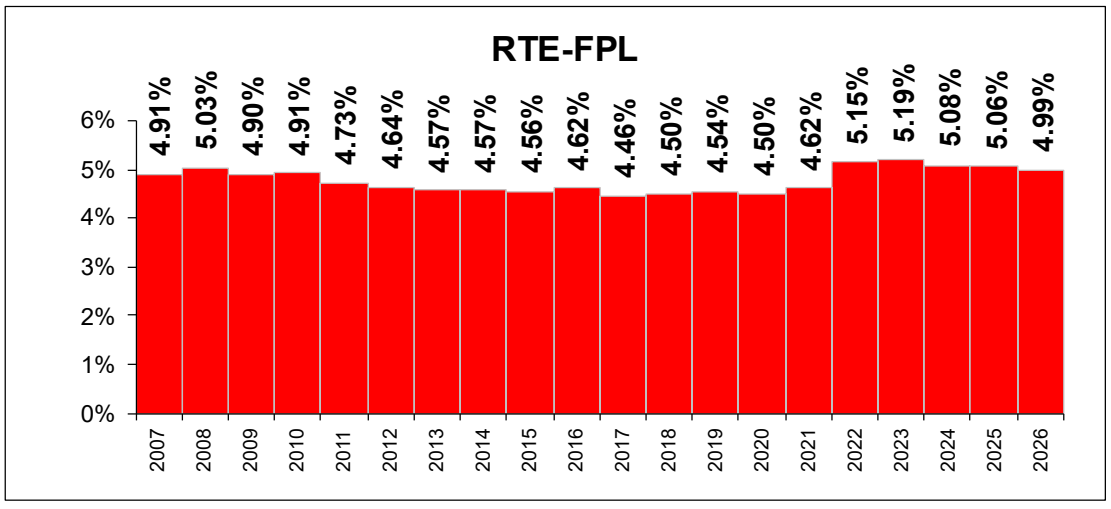


**Figure 2: Flight Planning Indicator Evolution**

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-RAD[3]). The graph below shows the yearly evolution of the RTE-RAD indicator over the period 2007 - 2026 and its evolution until **10 JUN 2026**.

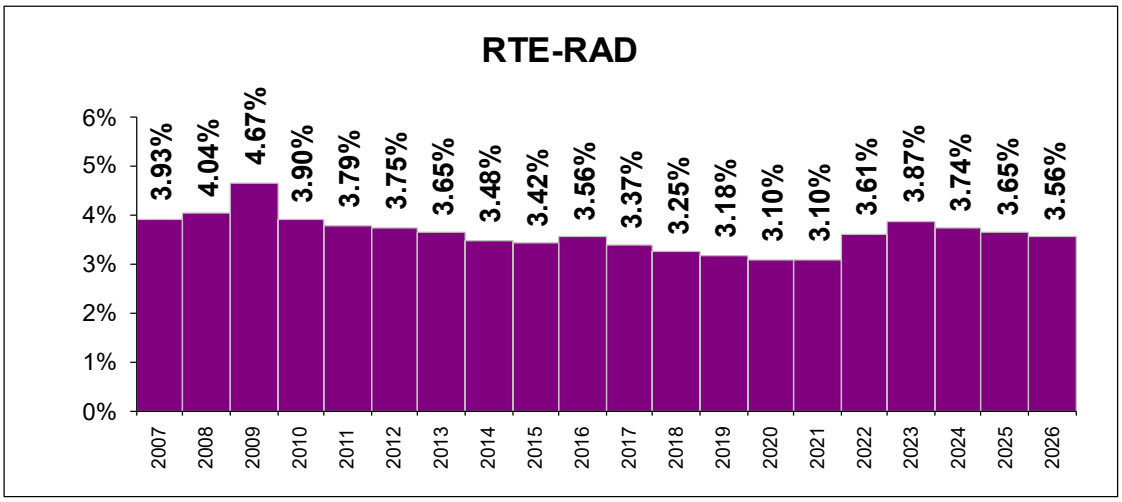


**Figure 3: Route Availability Indicator Evolution**

## 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 **10 JUN 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.

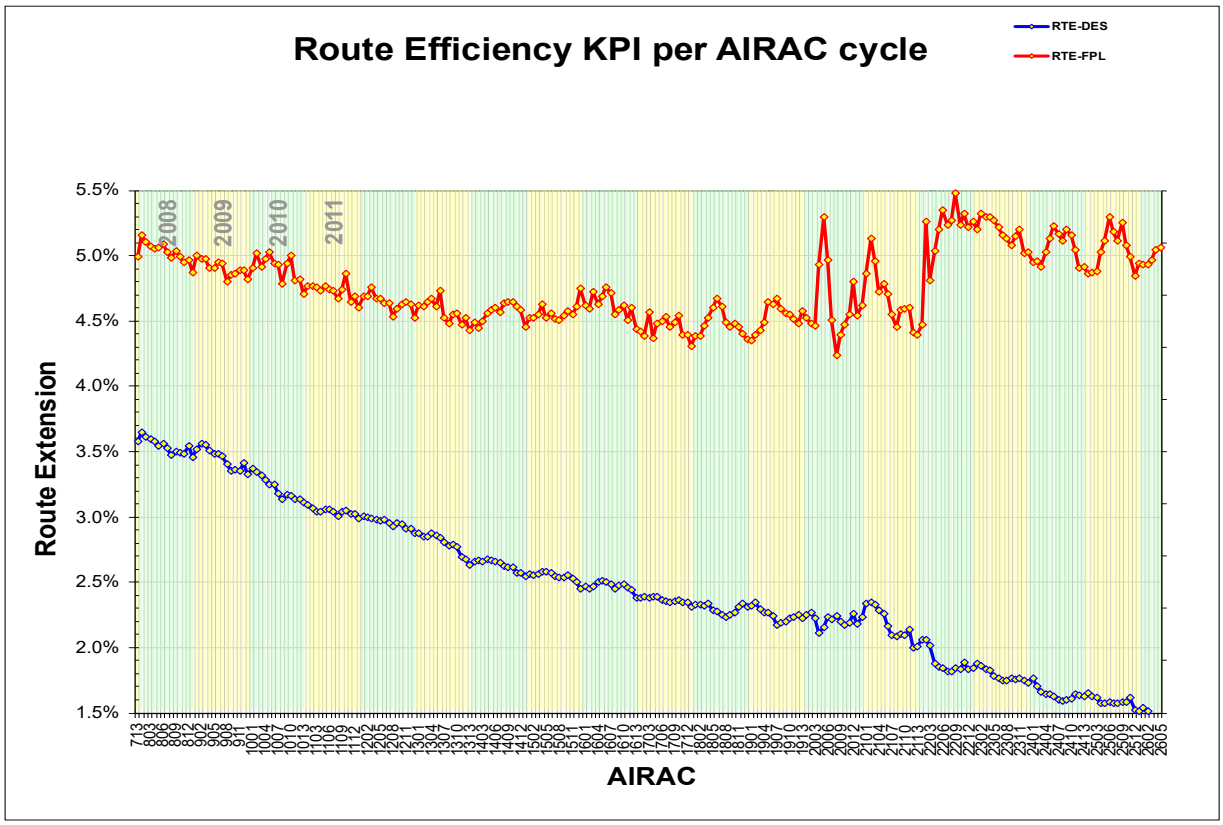


**Figure 4: Flight Efficiency (DES, FPL) Evolution Per AIRAC Cycle**

(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 **10 JUN 2026**.

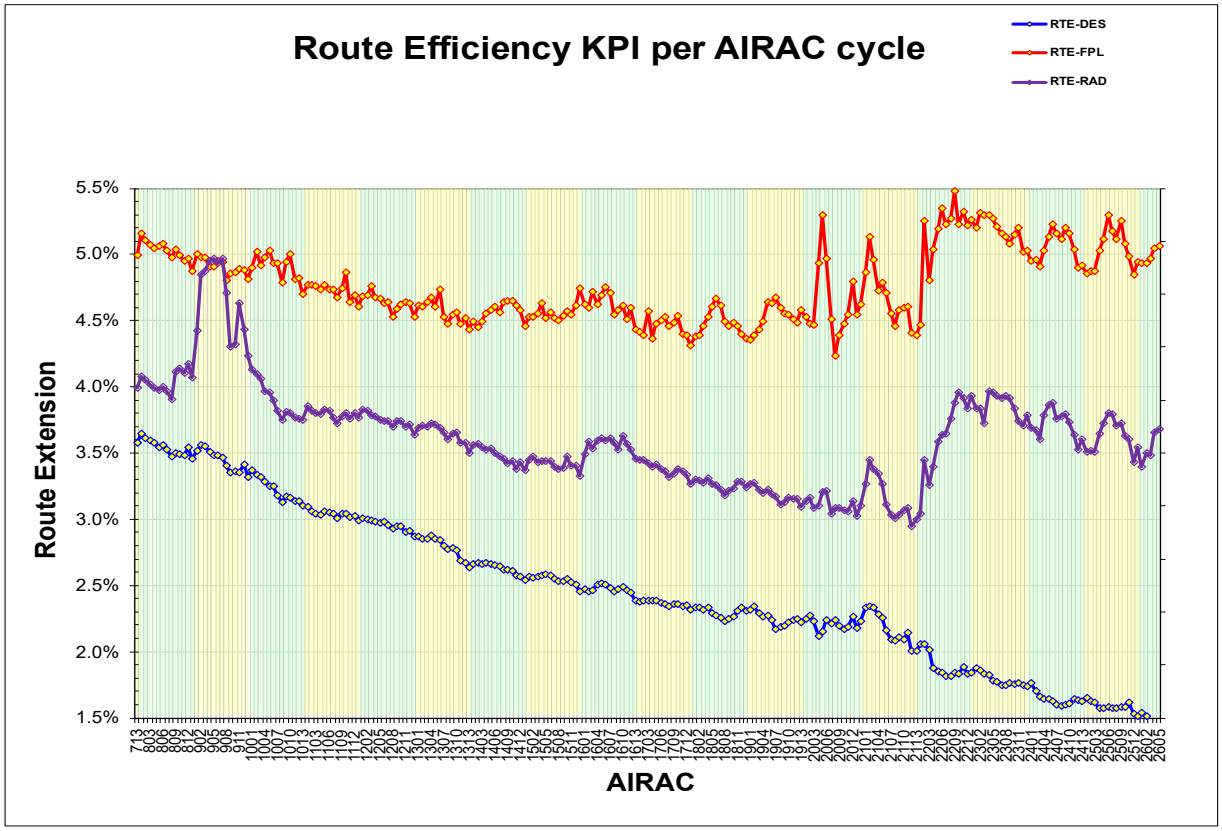

**Figure 5: Flight Efficiency (DES, RAD, FPL) Evolution Per AIRAC Cycle**

(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 0.14 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 1.44% during AIRAC 2605.

(2) The current data indicates that, the average route extension based on the last filed flight plan was reduced by 0.05 percentage points compared to the equivalent AIRAC cycle in 2025. The route extension based on the last filed flight plan was 5.06% during AIRAC 2605.

(3) The difference between the airspace design indicator and the last filed flight plan indicator was 3.54 percentage points during the equivalent AIRAC cycle in 2025 and 3.63 percentage points during AIRAC 2605.

### 3.4.3 Evolution of RTE-RAD Indicator

(1) As shown in Figure 5 above the impact of the RAD reduced by 0.05 percentage points compared to the equivalent AIRAC cycle in 2025. The route extension based on the impact of the RAD was 3.68% during AIRAC 2605. 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 2605 as well as the airspace design improvements put in place since AIRAC 2505 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2605 amount to 582,000 NMs compared with the equivalent AIRAC cycle in 2025. This translates into 3,493 tonnes of fuel, or 11,644 tonnes of $CO_2$, or €2,911,000.

(2) Based on the last filed flight plan indicator, the **actual gains calculated** during the AIRAC 2605 amount to 133,000 NMs flown less compared to the equivalent AIRAC cycle in 2025. This translates into 796 tonnes of fuel, or 2,654 tonnes of $CO_2$, or €664,000.

(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.

d) **The Crisis in the Middle East and Gulf Region** has, since hostilities started on Saturday 28 February 2026, already had a considerable impact on traffic flows between Europe and the region. A succession of cascading events has materialised since then, triggering multiple airspace and airport closures, significant traffic reductions, large-scale rerouting and network distortions, as well as numerous diversion and emergency repatriation flights. The resulting operational disruption has affected several major international hubs and key overflight corridors, leading to longer flight trajectories, increased fuel burn, capacity constraints and heightened uncertainty for airlines and network operations across Europe and neighbouring regions.

(4) Figure 6 below shows the airspace unavailability and closed areas in 28th of May 2026.

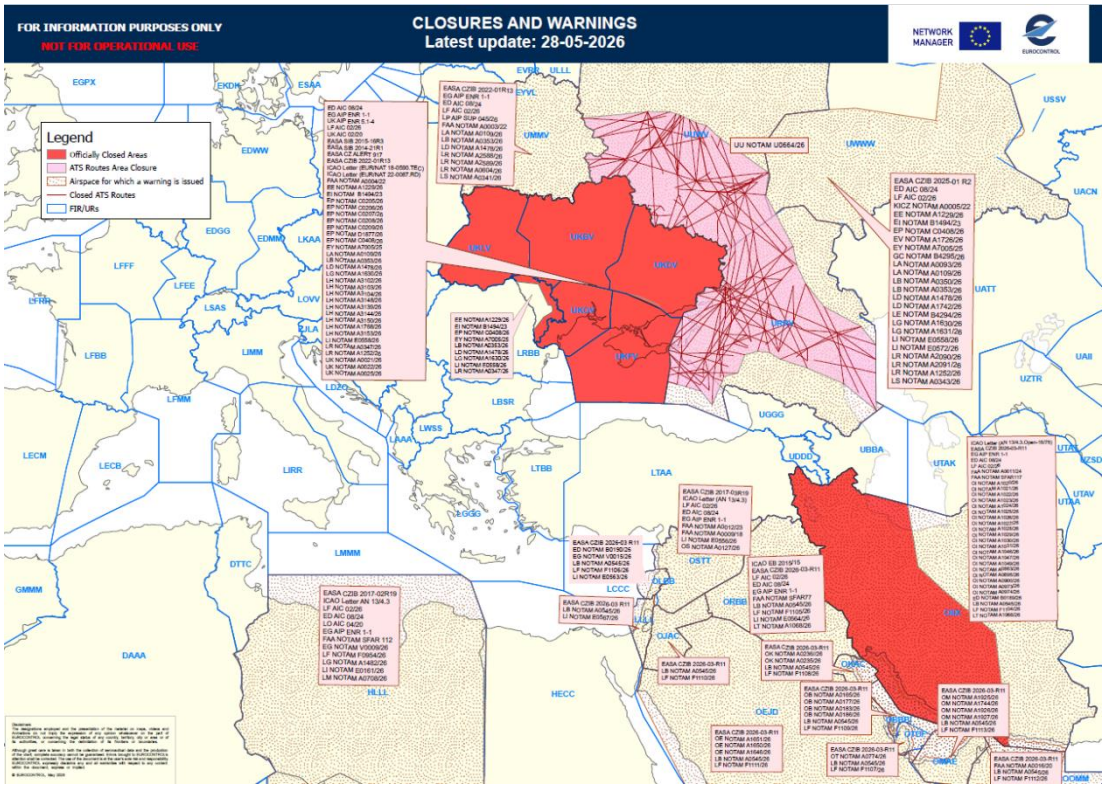


**Figure 6: Airspace Unavailability and Closed Areas in May 2026**

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

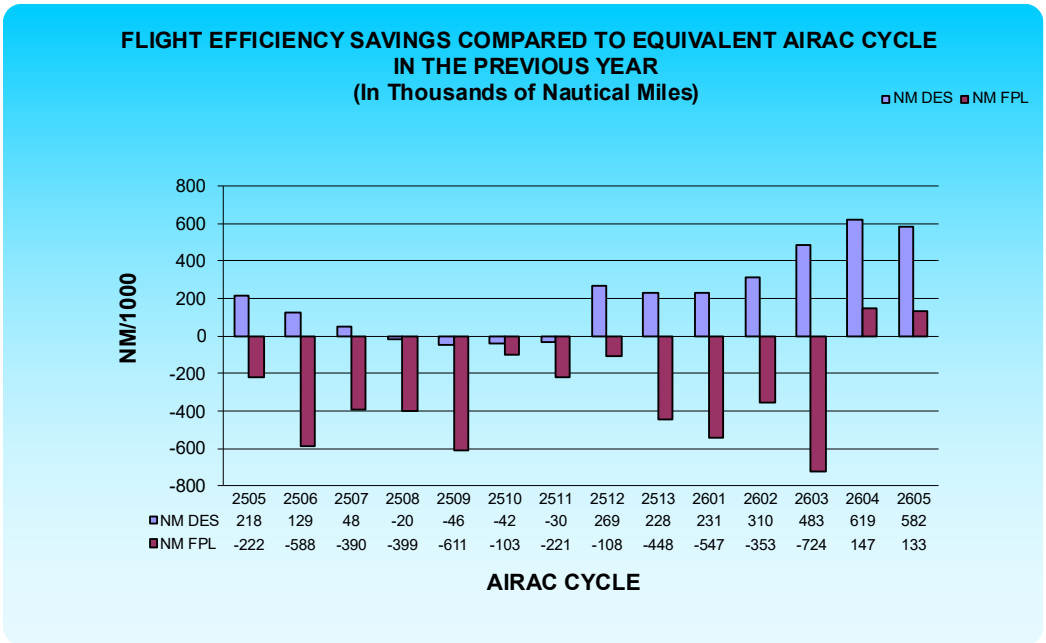


**Figure 7: Flight Efficiency Savings/Losses in Thousands of NM**

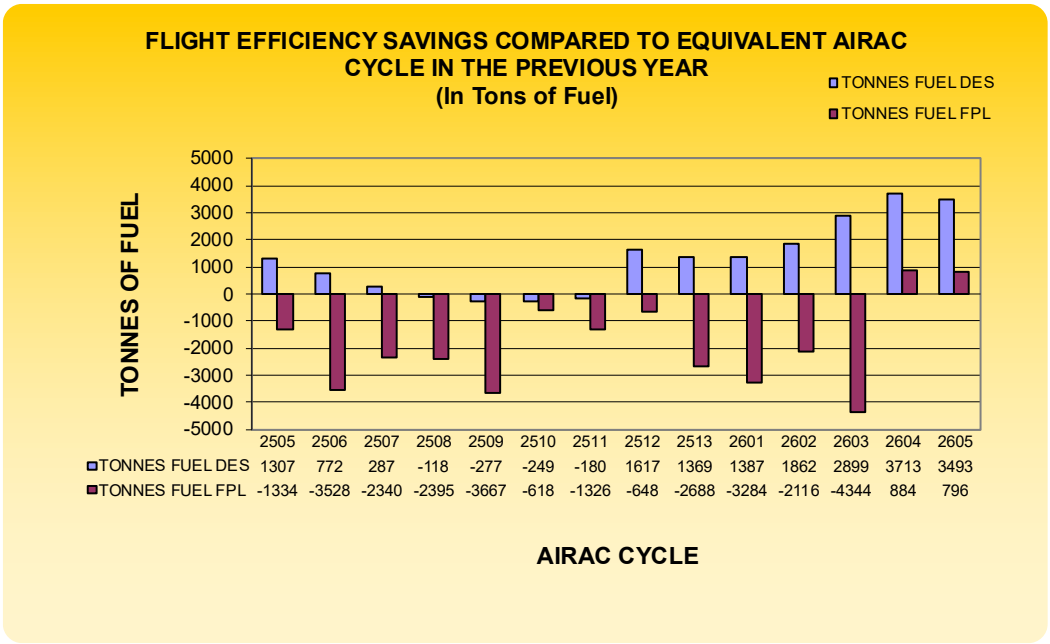


**Figure 8: Flight Efficiency Savings/Losses in Tonnes of Fuel**

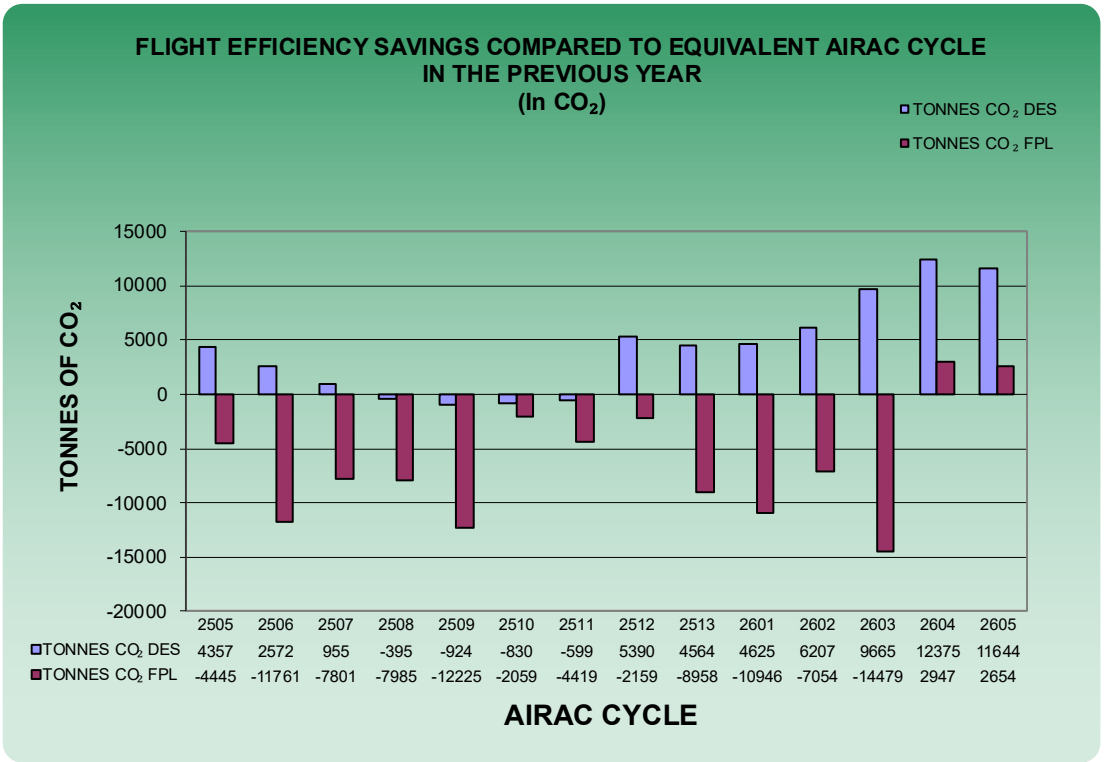


**Figure 9: Flight Efficiency Savings/Losses in Tonnes of $CO_2$**

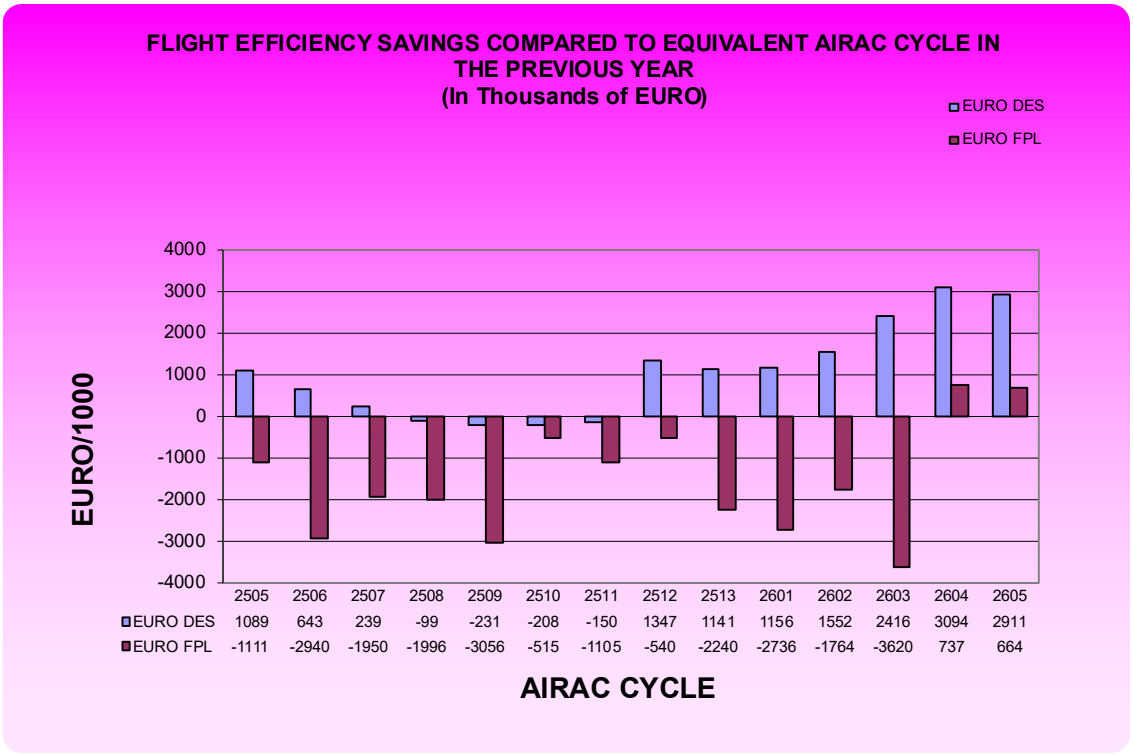


**Figure 10: Flight Efficiency Savings/Losses in Thousands of EURO**

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

### 3.4.5 Benefits and Assessment of RTE-RAD Evolutions

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

## 3.5 Free Route Airspace Evolution

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

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

(3) Free Route Airspace is currently fully implemented on H24 basis within the airspaces of Albania, Armenia, Austria, Belgium (Maastricht UAC AoR), Bosnia and Herzegovina, Bulgaria, Croatia, Denmark, Estonia, Finland, France (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 (Munchen 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.**

k) **SECSI FRA** and **SEE FRA**.

l) **ESPORTFRA:** Portugal and Spain.

(6) The following map shows Free Route Airspace implementations as from December 2025.

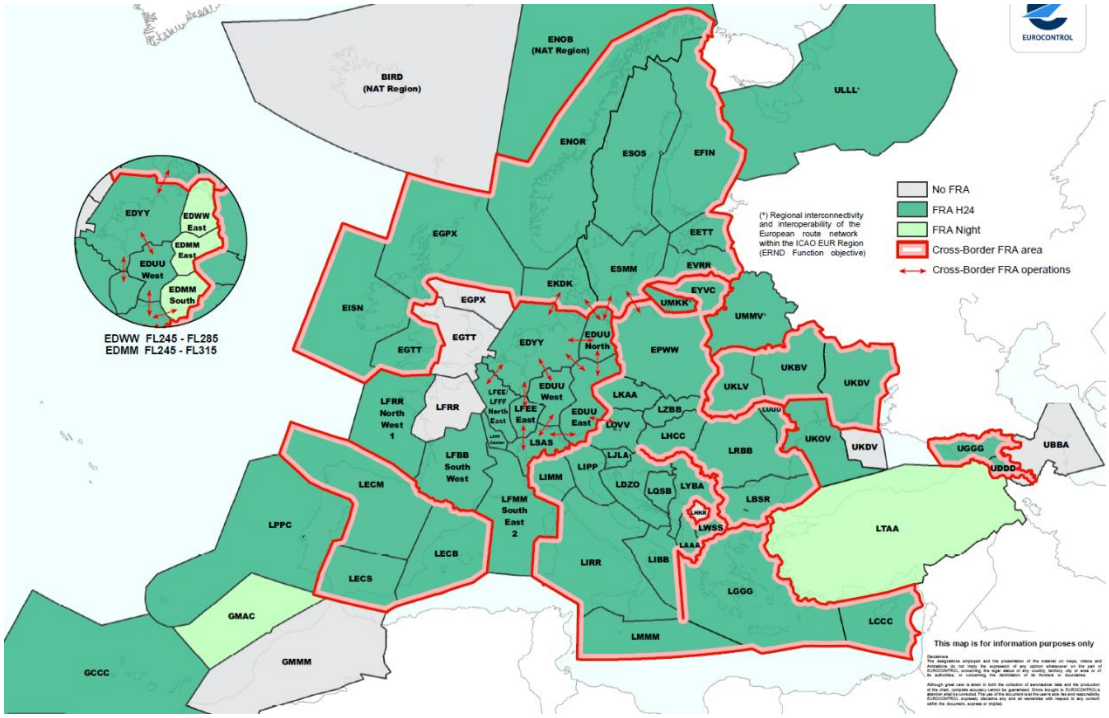


**Figure 11: Free Route Airspace Implementation – from December 2025**

## 3.6 ASM Performance Assessment

*Note: There is no ASM Performance Assessment included for AIRAC 2605. 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 *2605* 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 |
|---|---|---|---|
| **France** | LFOU - CHOLET LE PONTREAU | 20 | IAC RNP APCH with LNAV |
| **Germany** | EDLV - NIEDERRHEIN | 09 | RNAV 1 (GNSS and DME/DME) SID and IAC RNP APCH with LPV (Cat I) |
| **Germany** | EDLV - NIEDERRHEIN | 27 | IAC RNP APCH with LNAV, LNAV/VNAV and LPV (Cat I) |
| **Germany** | EDLW - DORTMUND | 06/24 | IAC RNP APCH with LPV (Cat I) |
| **Norway** | ENTO - SANDEFJORD/TORP | 17/35 | RNAV 1 (GNSS) SID and STAR |
| **Portugal** | LPPT - LISBOA | 02/20 | IAC RNP AR APCH |
| **Spain** | LECO - A CORUNA | 03 | RNAV 1 (GNSS and DME/DME) SID and RNAV 1 (GNSS and DME/DME) STAR |
| **Spain** | LECO - A CORUNA | 21 | IAC RNP APCH with LNAV, LNAV/VNAV and LPV (Cat I) |
| **Spain** | LECO - A CORUNA | 21 | RNAV 1 (GNSS and DME/DME) SID and RNAV 1 (GNSS and DME/DME) STAR |
| **Sweden** | ESGG - GOTEBORG/LANDVETTER | 03/21 | IAC RNP APCH with LPV (Cat I) |
| **Sweden** | ESMQ - KALMAR | 34 | IAC RNP APCH with LPV (APV I) |
| **Türkiye** | LTAD - ETIMESGUT | 11L | IAC RNP APCH with LNAV |
| **Türkiye** | LTBS - DALAMAN | 01 | IAC RNP APCH with LNAV |
| **United Kingdom** | EGCC - MANCHESTER | 05L/05R/23R | IAC RNP APCH with LNAV and LNAV/VNAV |

**Table 1: PBN related Implementations - AIRAC *2605***

(3) A complete and detailed view of the PBN implementations in Europe, including for AIRAC *2605*, 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: | 114.003 / 32.018 | Status: | Contributor: | Comments: |
|---|---|---|---|---|---|
| 1. | **Project Name: Enhance CDO/CCO profiles: INDUR Dualisation**<br>**Description:**<br>1. To implement the following new significant points:<br>a. New TCP **FODEC** 402025N 0433537E at the boundary between Ankara FIR and Yerevan FIR.<br>b. New point **WIDAR** 400713N 0421223E inside Ankara FIR (crossing between P146 and T324).<br>2. To implement eastbound ATS route **T324** ERZ - **WIDAR** - **FODEC**.<br>3. To realign existing ATS route P146 as … TBN - MILQO - **WIDAR** - YAVUZ …<br>4. To introduce new **FODEC** STARs.<br>5. To withdraw existing INDUR STARs.<br>6. To establish unidirectional organisation for flight to/from Yerevan (UDYZ) airport:<br>a. Arrivals via **FODEC** STARs from **WIDAR**.<br>b. Departures via INDUR SIDs to YAVUZ.<br>**Objective:**<br>To further improve airspace structure between Ankara FIR and Yerevan FIR to enhance regional CCO/CDO profiles and to split SIDs/STARs at Yerevan (UDYZ) airport. | | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>ARM<br>TUR<br>**Originator(s):**<br>EUROCONTROL<br>IATA<br>**Project Group:**<br>SG BLACK<br>SG MIDASIA<br>**Project Category:**<br>Airspace Structure<br>CCO/CDO<br>TMA | **Related proposals:**<br>• 111.006 |
| | **Proposal ID:** | **117.031** | **Status:** | **Contributor:** | **Comments:** |
| 2. | **Project Name: IBLAX Dualisation**<br>**Description:**<br>1. To implement the following new boundary points between Sofia FIR and Istanbul FIR (entry into Sofia FIR):<br>a. **REZOV** 415900N 0280638E.<br>b. **IBLAL** 415915N 0282015E.<br>2. To implement the following new significant points within Sofia FIR:<br>a. **EFCOM** 423524N 0261122E. | | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>BGR<br>TUR<br>**Originator(s):**<br>BGR<br>TUR<br>**Project Category:**<br>Airspace Structure<br>ATS Routes | New SIDs proposed will be an amendment of the last part of already existing SIDs. |

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| | b. **MYNDA** 424315N 0262245E.<br>c. **VIBLE** 421609N 0281502E.<br>3. To release the following 5LNCs: **BAKLO** and **IBLAX**.<br>4. To re-align the following existing ATS routes:<br>a. **L618** as … VADEN - EFCOM - GOL … westbound.<br>b. **T889** as EFCOM - DEDIN westbound.<br>c. **T264** as … TUDBU - MYNDA - XANEX - UTEKA westbound.<br>d. **T226** as DIGBO - REZOV - ARNOV … westbound.<br>e. **P727** as FENER - REZOV - BGS … westbound.<br>f. **T777** as DIGBO - IBLAL - VIBLE - MEDEM - BGS … westbound.<br>g. **L742** as …BGS - MEDEM - VIBLE - RIXEN … eastbound.<br>*Note: ATS route connections within Istanbul FIR are under consideration.*<br>1. To introduce new **REZOV** and **IBLAL SIDs** for **LTFM** and **LTFJ**.<br>2. To assign the following FRA points relevance for SEE FRA:<br>a. **REZOV, IBLAL**: FRA(E).<br>b. **EFCOM, MYNDA:** FRA(I), FRA(D): LTFM/LTFJ.<br>c. **VIBLE**: FRA(I).<br>3. To adapt accordingly Sofia CTA Control Sectors in both Sofia and Varna Sector Groups.<br>**Objective:**<br>To further improve airspace structure between Sofia FIR and Istanbul FIR for flights departing Istanbul area airports. | | | |
| | **Proposal ID:** **115.025** | **Status:** | **Contributor:** | **Comments:** |
| 3. | **Project Name: Variable Profile Areas - Phase 1**<br>**Description:**<br>To create vertical flexibility for all TRAs at ASM levels 1 and | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>CHE<br>**Originator(s):** | |

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| | 2. To adapt TRA publications in the AIP and publishing actual levels by AUP/UUP.<br>**Objective:**<br>To further improve the flexibility of the airspace for military purposes and flight planning. | | CHE<br>**Project Category:**<br>AIP<br>Airspace Structure<br>Civil/Military Airspace | |
| | **Proposal ID:** **117.004** | **Status:** | **Contributor:** | **Comments:** |
| 4. | **Project Name: FUJIKO Part 1a**<br>**Description:**<br>1. To introduce waypoints LOVME and ULVOV as FRA points for EDUU FRA West.<br>2. To enable new routing for EDDF departures to SW Europe around active EDR (TRA) 205/305.<br>**Objective:**<br>To offer shorter Flight Planning options. | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>DEU<br>FRA<br>**Originator(s):**<br>DEU<br>FRA<br>**Project Category:**<br>Airspace Structure<br>Free Route Airspace<br>RAD | To establish in the French Corner an area for cross-border provision of ATS from France (Reims ACC) to Germany and offer the current tactical given short-cut as plannable option. |
| | **Proposal ID:** **117.003** | **Status:** | **Contributor:** | **Comments:** |
| 5. | **Project Name: NAV aid closure**<br>**Description:**<br>To switch off and remove Klasdorf VOR (KLF).<br>**Objective:**<br>To progressively withdraw the NAV infrastructure within the frame of the CNS rationalization program in Germany. | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>DEU<br>DNK<br>POL<br>SWE<br>**Originator(s):**<br>DEU<br>**Project Category:**<br>Airspace Structure<br>Infrastructure | KLF DME will be maintained. |
| | **Proposal ID:** **116.018** | **Status:** | **Contributor:** | **Comments:** |
| 6. | **Project Name: NAV aid closure**<br>**Description:**<br>To switch off and remove Niederrhein NDB (LAA).<br>**Objective:**<br>To progressively withdraw the NAV infrastructure within the | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>DEU<br>BEL<br>NLD<br>**Originator(s):** | |

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| | frame of the CNS rationalization program in Germany. | | DEU<br>**Project Category:**<br>Airspace Structure<br>Infrastructure | |
| | **Proposal ID:** **113.007** | **Status:** | **Contributor:** | **Comments:** |
| 7. | **Project Name:** **Harmonisation FRA significant points AIP**<br>**Description:**<br>To remove the following FRA significant points relevancies or add relevant additional information:<br>• ASPOR: PRT EA: FRA (A) shall be removed.<br>• TUPIX: PRT EXDA: Entire FRA relevance shall be removed as point is used only for ARR/DEP LPFR.<br>• PIREN:<br>1. PRT: EX.<br>2. ESP: Not a FRA point. FRA relevance EX to be published only for military flights - RAD already defining this use of PIREN.<br>• ORTOP: PRT EXD: FRA (D) shall be removed.<br>• BIMBO: PRT EXA: FRA (XA) shall be removed and EVEN added.<br>• ORTIS: PRT XD: FRA (D) shall be removed and ODD added.<br>• AGADO: PRT IEX: FRA (I) shall be removed.<br>• ELVAR, TOFEF, PORTA, BABOV, RODAP, RAKOD, RIVRO, NINOS: ESP No FRA relevance: FRA (I): FRA Portugal shall be published. All points are in Madrid FIR but in the airspace where ATS is delegated to Lisboa ACC.<br>**Objective:**<br>To harmonise the FRA significant points AIP publication. | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>ESP<br>PRT<br>**Originator(s):**<br>EUROCONTROL<br>**Project Category:**<br>AIP<br>Free Route Airspace | • Proposed at workshop ENAIRE, ONDA, NAV Portugal, EUROCONTROL in Madrid, Spain in May 2024.<br>• PIREN proposed by EUROCONTROL in July 2024. It will be linked to change in ESPORTFRA to (I) instead of (EX) in related proposal 102.031.<br>• ORTOP in PRT will be changed 30OCT2025. |
| | **Proposal ID:** **102.031a** | **Status:** | **Contributor:** | **Comments:** |
| 8.<br>EVENT | **Project Name:** **ESPORTFRA - Phase 1**<br>**Description:**<br>To implement cross-border FRA operations between FRA Portugal and FRA Spain (Barcelona/Madrid/Canarias). | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>ESP<br>PRT<br>**Originator(s):** | • ARP Catalogue Reference - ARP024F.<br>• Current boundary points between FRA Portugal (FRAL) and Spanish FRA (HISPAFRA) will be converted to |

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| | **Objective:**<br>To allow seamless FRA operations across Portuguese and Spanish airspace. | | EUROCONTROL<br>**Project Category:**<br>ARP<br>Free Route Airspace<br>High Seas | FRA(I) but will be mandatory for flight planning.<br>• ESPORTFRA will encompass FRAL and HISPAFRA areas, FL245/FL305 - FL660, H24.<br>**Related proposals:**<br>• 102.031b<br>• 116.034 |
| | **Proposal ID:** **115.039** | **Status:** | **Contributor:** | **Comments:** |
| 9. | **Project Name: Redesignation of UAS-only Restricted Areas**<br>**Description:**<br>To redesignate UAS-only RAs.Restricted Areas that only apply to UAS are in place around airports and other sites, and are published in the UK AIP ENR 5.1. These were originally introduced with IDs that are not consistent with accepted standards (EGRUnnn).<br>**Objective:**<br>To redesignate existing UAS-only RAs with compliant IDs. | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>GBR<br>**Originator(s):**<br>GBR<br>**Project Category:**<br>Airspace Structure | CAA Ref OTH-2024-009 |
| | **Proposal ID:** **112.025** | **Status:** | **Contributor:** | **Comments:** |
| 10. | **Project Name: Manchester (EGCC) Airport Contingency RNP Approaches**<br>**Description:**<br>The Manchester Future Airspace Strategy Implementation (FASI) airspace change will provide RNP approaches to all four runway ends. However, due to the DVOR rationalisation project, interim contingency procedures are required for use in the event of ILS unavailability.<br>**Objective:**<br>To introduce interim contingency RNP Approach Procedures for runways 05L, 05R & 23R at Manchester Airport. | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>GBR<br>**Originator(s):**<br>GBR<br>**Project Category:**<br>PBN | CAA Ref ACP-2024-002<br>**Related proposals:**<br>• 100.021a<br>• 115.062 |
| | **Proposal ID:** **117.030b** | **Status:** | **Contributor:** | **Comments:** |
| 11. | **Project Name: RIKSO Dualisation - Part 2** | **Implementation:** | **State(s) and Org:** | **Related proposals:** |

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| | **Description:**<br>To implement the new traffic flows organisation:<br>• **TIPOT** - Eastbound only:<br>ONLY AVBL FOR TFC:<br>1. ARR (LTBS, LTFE, LTAI)<br>2. ARR LTBJ BLW FL210 AT TIPOT<br>3. VIA (BENEM, TOMBI, VESAR)<br>• **NEMOH** - Eastbound<br>ONLY AVBL FOR TFC:<br>XNG LG - LT BDRY VIA BANRO<br>• **NEMOH** - Westbound<br>ONLY AVBL FOR TFC:<br>1. XNG LT - LG BDRY<br>a. DEP (LTBS, LTAI, LTFE)<br>b. VIA (BANRO, BENEM, TOMBI, VESAR)<br>• **ERESO** - COMPULSORY FOR TFC VIA TIPOT<br>• **ADHOT -** COMPULSORY FOR TFC VIA NEMOH<br>• **VEXOL**- NO CHANGE.<br>**Objective:**<br>To improve the airspace structure through a new airspace organisation of RIKSO area between Greece and Türkiye. | Implemented<br>14 MAY 2026 | GRC<br>TUR<br>**Originator(s):**<br>GRC<br>TUR<br>**Project Category:**<br>Airspace Structure<br>ATS Routes<br>High Seas | • 117.030a |
| | **Proposal ID:** **117.030a** | **Status:** | **Contributor:** | **Comments:** |
| 12. | **Project Name:** **RIKSO Dualisation - Part 1**<br>**Description:**<br>• To implement the following new significant points:<br>a) New TCPs **TIPOT** 385509N 0264023E and **NEMOH** 384450N 0261752E at the boundary between Athinai FIR/Hellas UIR and Istanbul FIR.<br>b) New point **ADHOT** 391213N 0253143E (crossing with UL618).<br>• To withdraw existing TCP **RIKSO**.<br>• To withdraw the following existing ATS route segments:<br>a) **N/UN127, N/UN128** LMO - ERESO - RIKSO - IMR. | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>GRC<br>TUR<br>**Originator(s):**<br>GRC<br>TUR<br>**Project Category:**<br>Airspace Structure<br>ATS Routes<br>High Seas | Notes:<br>* Transfer of Control Point (A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next).<br>** To avoid break in route designators, ATS route segment LMO - ADHOT will be triple designated as L618/N127/N128.<br>**Related proposals:**<br>1. 117.030b |

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| | b) **UP14** PINDO - RIKSO - ZAFLE.<br>• To re-designate the existing bi-directional ATS route segment **N127/N128** LMO - ERESO as **P14**.<br>• To re-align the following ATS routes:<br>a) **N/UN127, N/UN128** as … - LMO - ADHOT - NEMOH - IMR - … (bi-directional) **.<br>b) **UP14** as … - ERESO - TIPOT - ZAFLE - … (south-eastbound)<br>*Important Note: UP14 TIPOT - ZAFLE within Istanbul FIR will be available FL285 - FL660. But the new STARs for LTBJ airport will be connected and use lower flight levels over TIPOT. That part of the project will be negotiated during LoA meetings.*<br>• To introduce new **TIPOT STARs** for Izmir (LTFJ) airport.<br>• To assign the following FRA points relevance:<br>1. **ERESO**: New FRA(I) in Hellas FRA.<br>2. **ADHOT**: New FRA(I) in Hellas FRA.<br>3. **STINO**: Compulsory FRA(I) point in Hellas FRA, for north-westbound traffic via NEMOH and-then via (EVIVI, ATFIR).<br>4. **TIPOT**:<br>1. FRA (X) point for HELLAS FRA<br>2. FRA (E) for FRATURK.<br>5. **NEMOH**:<br>1. FRA (EX) point for HELLAS FRA.<br>2. FRA(EX) for FRATURK.<br>**Objective:**<br>To improve the airspace structure through a new airspace organisation of RIKSO area between Greece and Türkiye. | | | |
| | **Proposal ID:** **109.009b** | **Status:** | **Contributor:** | **Comments:** |
| 13. | **Project Name: APP transfer to Milano ACC - Phase 2**<br>**Description:**<br>To transfer **LIMJ APP** (Genova) to be managed by **Milano ACC**. | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>ITA<br>**Originator(s):**<br>ITA | **Related proposals:**<br>• 109.009a |

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| | **Objective:**<br>To further simplify the provision of ATC service in Italy. | | **Project Category:**<br>Airspace Structure<br>ATC Sectors | |
| | **Proposal ID:** **113.009** | **Status:** | **Contributor:** | **Comments:** |
| 14. | **Project Name:** **Harmonisation FRA significant points AIP**<br>**Description:**<br>To remove the FRA (D) relevance from point **IRKID** on Lisboa FIR - Santa María FIR boundary.<br>**Objective:**<br>To harmonise the FRA significant points AIP publication. | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>PRT<br>**Originator(s):**<br>EUROCONTROL<br>**Project Category:**<br>AIP<br>Free Route Airspace | • Proposed at workshop ENAIRE, ONDA, NAV Portugal, EUROCONTROL in Madrid, Spain in May 2024.<br>• Currently IRKID is published as (EXD). |
| | **Proposal ID:** **99.007** | **Status:** | **Contributor:** | **Comments:** |
| 15.<br>EVENT | **Project Name:** **New APP Sectors**<br>**Description:**<br>To implement new UPPER Sectors within Izmir TMA and Dalaman TMA.<br>**Objective:**<br>To further improve airspace organisation within Istanbul FIR for flights to Izmir, Bodrum and Dalaman Airports. | **Implementation:**<br>Implemented<br>14 MAY 2026 | **State(s) and Org:**<br>TUR<br>**Originator(s):**<br>TUR<br>**Project Group:**<br>RFG SE<br>**Project Category:**<br>ATC Sectors | Currently 2 Upper Sectors FL155 - FL245 exists at Menderes APP and one Upper Sector 9500 FT AMSL - FL245. |

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