



European Route Network Improvement Plan/ERNIP Implementation Monitoring

Monitoring Report: AIRAC 1507

25 June 2015 – 22 July 2015



Network Manager
nominated by
the European Commission





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European Route Network Improvement Plan (ERNIP) Implementation Monitoring

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NETWORK MANAGER

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1. INTRODUCTION

1.1 SUMMARY

This Report provides an update on the evolution of the environment indicators¹ listed in the *Network Manager Performance Plan* and plots on the progress achieved in improving airspace design and utilisation flight efficiency, in line with the improvement proposals implemented in the relevant AIRAC cycle.

This edition focuses on AIRAC 1507 (25 JUNE 2015 – 22 JULY 2015).
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The methodology used for assessing flight efficiency is described in WP/9 of RND SG/64. This document can be found at:

<https://extranet.eurocontrol.int/ftp/?t=4df773eea3ffaea31e3d1768150125b3>

1.2 ACHIEVING THE EUROPEAN TARGET

The Performance Scheme for air navigation services and network functions includes two important key performance areas and associated indicators, related to the operational performance of the European ATM network for the period 2015 - 2019.

- **Environment**

- **average horizontal en-route flight efficiency of the actual trajectory**, 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 corresponding portion of the great circle distance, summed over all IFR flights within or traversing the European airspace;
 - “en-route” refers to the distance flown outside a circle of 40 NM around the airports;
 - where a flight departs from or arrives at a place outside the European airspace, only the part inside the European airspace is considered;

This KPI is applicable at both network and Functional Airspace Block level.

- **average horizontal en-route flight efficiency of the last filed flight plan trajectory**, defined as follows:
 - the difference between the length of the en-route part of the last filed flight plan trajectory and the corresponding portion of the great circle distance, summed over all IFR flights within or traversing the European airspace;
 - “en-route” refers to the distance flown outside a circle of 40 NM around the airports;
 - where a flight departs from or arrives at a place outside the European airspace, only the part inside the European airspace is considered;

This KPI is only applicable at network level.

- **Capacity**

- **minutes of en-route ATFM delay per flight**, calculated for the full year and including all IFR flights within European airspace and all ATFM delay causes, excluding exceptional events.

¹ **FPL:** Flight Plan data provided by NM systems; SAAM analysis carried out by NM.

DES/RAD: Traffic demand provided by NM systems; airspace environment data, profile calculations and SAAM analysis provided by NM.

For the second performance Reference Period starting on 1st January 2015 and ending on 31st December 2019, the European Union-wide performance targets will be as follows:

- **Environment target:**
 - *Actual trajectory (KEA) - an average of 2.6% route extension by 2019, decreasing from 3.17% in 2012 (based on PRB measurements)*
 - *Last filed flight plan trajectory (KEP) - an average of 4.1% route extension by 2019, decreasing from 5.15% in 2012 (based on PRB measurements)*
- **Capacity target:** *average en route Air Traffic Flow Management (ATFM) delay of 0.5 minutes per flight for each year of the second Reference Period.*

The ERNIP Part 2 - ARN Version 2014 - 2018/19 also responds to the targets included in the Network Performance Plan (NPP) 2015 - 2019 as described below:

- **Route extension - airspace design**
 - **Targets:**
 - achieve an improvement of the DES indicator by 0.57 percentage points between the baseline year of 2012 and 2019
- **Route extension - last filed flight plan**
 - **Targets:**
 - This is a European-wide indicator in RP2 and the NM target for RP2 is to achieve 4.1% value for KEP indicator by 2019 for the entire NM area, fully consistent with the EU-wide target, i.e. a reduction by 1.05 pp (percentage points) between the baseline year of 2012 and 2019
- **Route extension - actual trajectory**
 - **Targets:**
 - The NM target for RP2 is to achieve 2.6% value for KEA indicator by 2019 for the SES area, fully consistent with the EU-wide target
- **NM direct contributions to flight efficiency savings**
 - The NM objectives is that these FE direct savings will amount to 5% (2015 - 2016) and 7% (2017 - 2019) of the savings required to achieve the annual 0.15 pp reduction (or alternatively 5% of the actual KEP reduction) each year
- **Increase the CDR1/2 usage**
 - NM objective is to increase the CDR availability (CD-RAI) and CDR usage (CDR-RAU) by 5% between the baseline year 2012 and 2019

1.3 AIRSPACE DESIGN DEVELOPMENT AND IMPLEMENTATION MONITORING

The Network Manager coordinates the following activities to achieve the required improvement in flight efficiency:

- Enhancing European en-route airspace design through annual improvements of European ATS route network, high priority being given to:
 - the implementation of a coherent package of annual improvements and shorter routes;
 - improving efficiency for the most penalised city pairs;
 - the implementation of additional Conditional Routes for main traffic flows;
 - supporting initial implementation of free route airspace.
- Improving airspace utilisation and route network availability through:
 - actively supporting and involving aircraft operators and the computer flight plan service providers in flight plan quality improvements;
 - gradually applying route availability restrictions only where and when required;
 - improving the use and availability of civil/military airspace structures.
- Efficient Terminal Manoeuvring Area design and utilisation through:
 - implementing advanced navigation capabilities;
 - implementing Continuous Descent Operations (CDO), improved arrival/departure routes, optimised departure profiles, etc.
- Improving awareness of performance.

1.4 EXTERNAL DOCUMENT RELEASE

The **latest AIRAC report** is available on the EUROCONTROL *Airspace design* website under the sub section → *ERNIP* → *ERNIP Implementation Monitoring* → *Latest monitoring report*.

<http://www.eurocontrol.int/articles/airspace-design>

as well as on the EUROCONTROL *Network Operations Monitoring and Reporting* website under → *European Route Network Improvement Plan - Monitoring Report*.

<http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting>

The full list of monitoring reports is available on the EUROCONTROL *Media & Info Centre* website:

[http://www.eurocontrol.int/publications?title=&field_term_publication_type_tid=205&year\[value\]\[year\]=](http://www.eurocontrol.int/publications?title=&field_term_publication_type_tid=205&year[value][year]=)

A copy of the AIRAC Report of the European Route Network Improvement Plan is also available via the restricted EUROCONTROL OneSky Online websites for access by other interested members of the RND SG, ASMSG and NETOPS (see ref sub-sections under main section "LIBRARY"):

<https://ost.eurocontrol.int/sites/NETOPS/SitePages/Home.aspx>

<https://ost.eurocontrol.int/sites/RND SG/SitePages/Home.aspx>

<https://ost.eurocontrol.int/sites/ASM-SG/SitePages/Home.aspx>

2. LIST OF PROPOSALS IMPLEMENTED AIRAC 1507 (25 JUNE 2015)

2.1 SUMMARY OF MAJOR PROJECTS IMPLEMENTED ON 25 JUNE 2015

During the AIRAC cycle 37 (thirty-seven) airspace improvement packages co-ordinated at network level were implemented. Apart from several ATS route network and RAD improvements the list below provides an overview of the major enhancements implemented on 25 June 2015:

- France:
 - Marseille ACC re-organisation (new dedicated frequency for F4 sector).

- Malta/Italy:
 - Implementation of H24 DCTs, cross border with Roma UIR (Free Route Airspace Malta Phase 2).

- Spain:
 - CCC Sector split in Barcelona ACC.

A detailed list of all improvement measures implemented on 25 June 2015 is attached in Annex A. The list is an extract of the **European Route Network Improvement Plan database** accessible via:

https://ext.eurocontrol.int/ernip_database/Index.action

A description of the airspace changes and improvements together with an orientation map due for implementation on the relevant AIRAC cycle is provided in the *RNDSG Airspace Improvements Synopsis (RAIS)* via the restricted EUROCONTROL OneSky Online website for RNDSG.

The latest situation of the European route network structure is available and updated at each AIRAC cycle through the publication of Regional Electronic Charts that can be found here: <http://www.eurocontrol.int/articles/eurocontrol-regional-charts>

3. EVOLUTION OF PERFORMANCE INDICATORS

3.1 AIRSPACE DESIGN INDICATOR EVOLUTION

The graph below shows the yearly evolution of airspace design flight efficiency (RTE-DES²) over the period 2007 - 2014 and its evolution until 22 July. *(Note: inclusion of new measurements will be done as soon as all data will become available)*

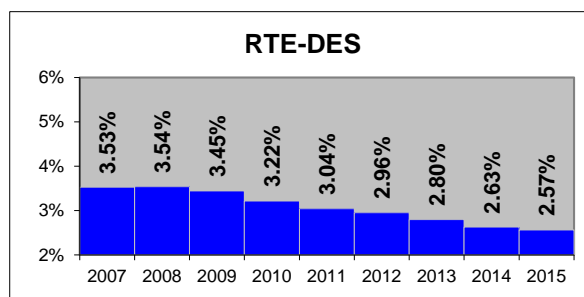


Figure 1 : Airspace Design indicator evolution

3.2 FLIGHT PLANNING INDICATOR EVOLUTION

The graph below shows the yearly evolution of the last filed flight plan indicator (RTE-FPL³) over the period 2007 - 2014 and its evolution until 22 July 2015. *(Note: inclusion of new measurements will be done as soon as all data will become available)*

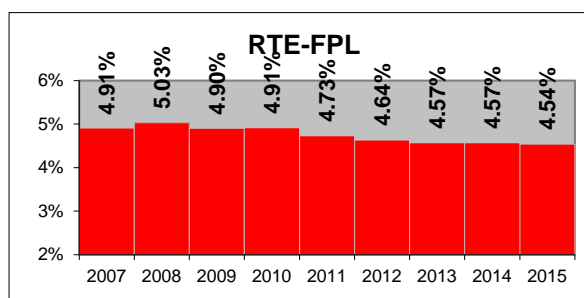


Figure 2 : Airspace Design indicator evolution

3.3 ROUTE AVAILABILITY INDICATOR EVOLUTION

The impact of the civil route restrictions included in the Route Availability Document (RAD) is measured through a specific RAD indicator (RTE-RAD⁴). The graph below shows the yearly evolution of the RTE-RAD indicator between January 2012 and 22 July 2015. *(Note: inclusion of new measurements will be done as soon as all data will become available)*

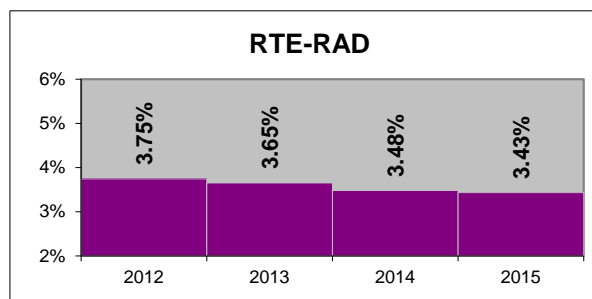


Figure 3 : Route Availability indicator evolution

² **RTE-DES** (Flight Extension due to Route Network Design) This KPI will be 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 will not be taken into account and all the CDR routes will be considered as open.

³ **RTE-FPL** (Flight Extension due to Route Network Utilisation - last filled FPL) This KPI will be 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.

⁴ **RTE-RAD**: (Flight Extension due to Route Network Utilisation - RAD active) This KPI will be 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 will be taken into account and all the CDR routes will be considered as open.

3.4 FLIGHT EFFICIENCY EVOLUTION PER AIRAC CYCLE

The graph below shows the evolution per AIRAC cycle of the two main flight efficiency indicators RTE-DES and RTE-FPL over the period 2010 - 2014 and the evolution until 22 July 2015. (Note: inclusion of new measurements will be done as soon as all data will become available)

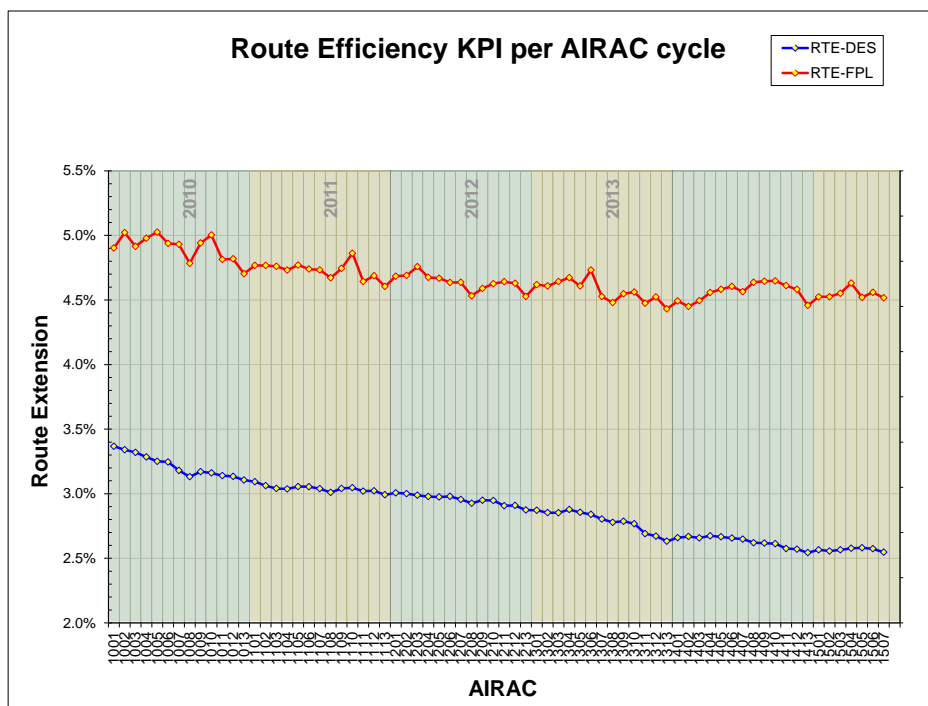


Figure 4 : Flight efficiency (DES, FPL) evolution per AIRAC cycle

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 2012 and 22 July 2015. (Note: inclusion of new measurements will be done as soon as all data will become available)

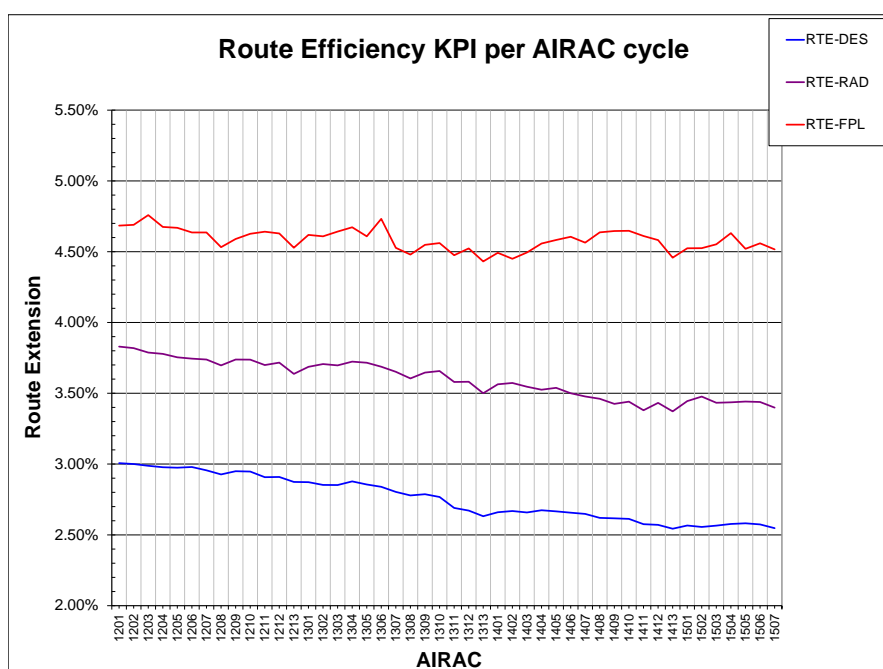


Figure 5 : Flight efficiency (DES, RAD, FPL) evolution per AIRAC cycle

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 to the airspace design indicator/ DES.

3.4.1 EVOLUTION OF RTE-DES AND RTE-FPL INDICATORS

The current data indicates that, the average yearly route extension due to airspace design was reduced between 2009 and 22 July 2015 by 0.88 percentage points (same in AIRAC 1506). 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 current data indicates that, the average yearly route extension based on the last filed flight plan was reduced between 2009 and 22 July 2015 by 0.36 percentage points (same in AIRAC 1506).

The difference between the airspace design indicator and the last filed flight plan indicator was 1.45 percentage points in 2009 and was 1.97 percentage points in July 2015 (same in AIRAC 1506).

The current data indicates that the route extension due to airspace design slightly decreased to 2.56% in July 2015 (2.57 % in AIRAC 1506).

The current data show that the route extension based on the last filed flight plan went down to 4.52 % in July 2015 (4.56 % in AIRAC 1506).

3.4.2 EVOLUTION OF RTE-RAD INDICATOR

As shown in Figure 3 above the impact of the RAD decreased by 0,32 percentage points in July 2015 compared with 2012. More actions will be required to further diminish this impact still further and to ensure that the target set in the Network Manager Performance Plan is reached.

3.4.3 BENEFITS AND ASSESSMENT OF RTE-DES AND RTE-FPL EVOLUTIONS

Thanks to the airspace enhancements implemented during AIRAC 1507 as well as the airspace design improvements put in place since AIRAC 1407 in connection with changing traffic patterns and structure, the potential savings offered during the AIRAC cycle 1507 amount to 490 000 NMs flown less compared with the equivalent AIRAC cycle in 2014. This translates into 2 940 tons of fuel, or 9 800 tons of CO₂, or € 2 450 000.

Based on the last filed flight plan indicator and as a result of the series of events indicated below, the actual gains calculated during the AIRAC cycle 1507 amount to 334 000 NMs flown less compared to the equivalent AIRAC cycle in 2014. This translates into 2 004 tons of fuel, or 6 680 tons of CO₂, or € 1 670 500.

No losses are recorded on the last filed flight plan data during AIRAC cycle 1507 compared to the equivalent AIRAC cycle in 2014. **The actual savings recorded represent 68 % of the potential savings offered.** The gap of 32 % is still a result of a combination of flight planning/ airline choices, traffic composition and/or scenarios applied due to capacity problems in the network as well as special events:

- **Overall crisis situation in Ukraine** that lead a significant number of flights to avoid the entire Ukrainian airspace moving to neighbouring countries (Turkey, Bulgaria, Romania, Poland, Slovakia, etc.); as a result of the Ukrainian crisis adjacent ACCs/ UACs were on-loaded by Far Eastern traffic avoiding the Ukraine airspace leading to increased route extensions.
- **Closure of Libyan airspace** for over flights due to the security situation required procedures with impact on flight efficiency for traffic between Europe and Africa re-routed via Egypt and Tunisia.
- **Avoidance of Syrian and Iraqi airspace** due to the security situation with impact on flight efficiency for traffic between Europe and Middle East and Asia re-routed via Iran and Turkey with additional impacts on the flows from the Ukrainian crisis situation.
- **Capacity and staffing issues in Nicosia ACC** required regulations with impact on flight planning route extension.
- **Capacity and/or staffing issues in Brest ACC, Reims ACC and Zagreb ACC** required regulations with possible impact on network efficiency.

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Figure 6 below shows the unchanged airspace unavailability and closed areas during July 2015.

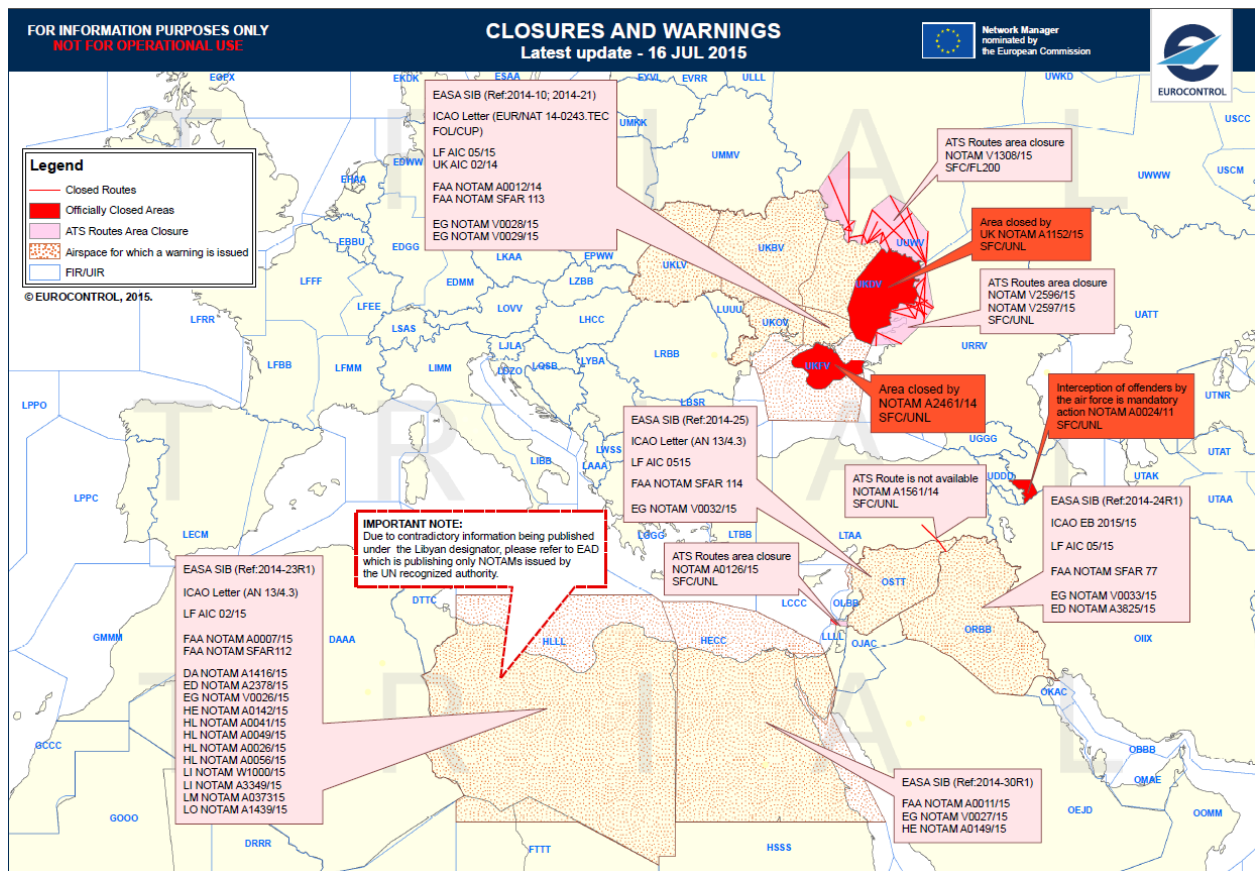


Figure 6 : Airspace unavailability and closed areas July 2015

Figure 7 and Figure 8 below visualise the impact of the mentioned airspace unavailability (see Figure 6 above) by comparing traffic flows in July 2014 and July 2015. Considering the disruptions listed above most of the flights are not only avoiding the closed areas but avoiding the entire Ukrainian airspace.

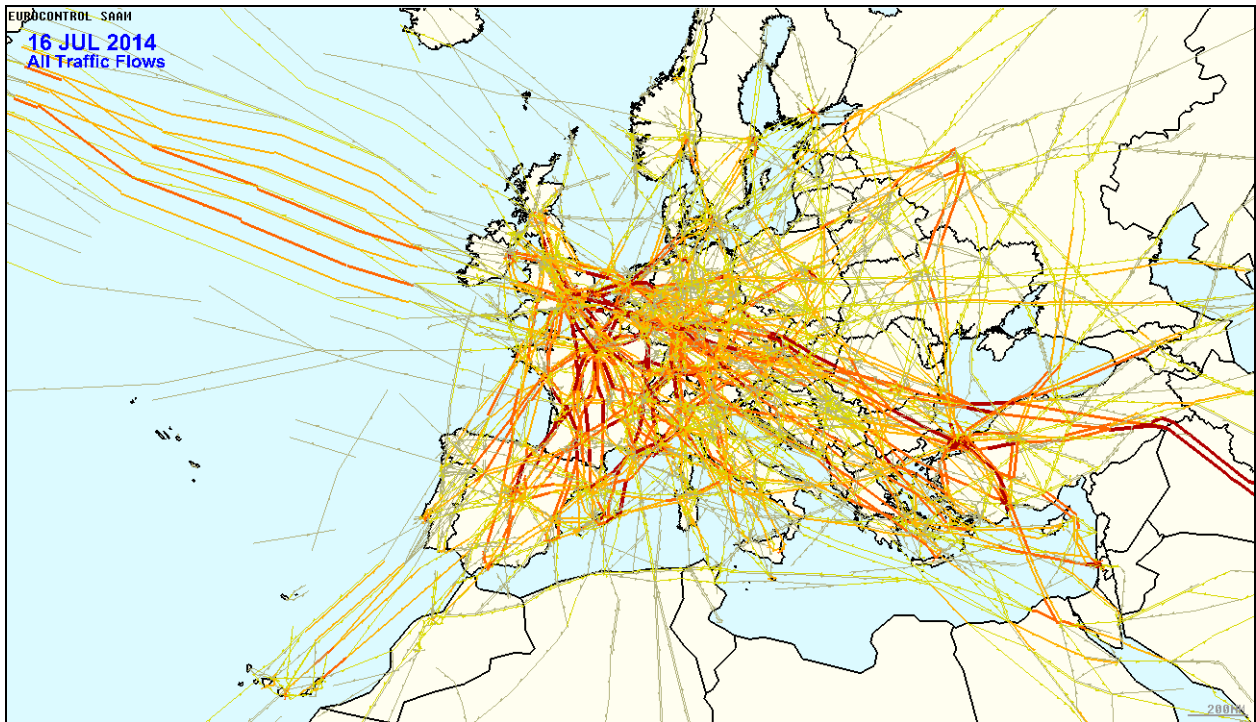


Figure 7 : 24h traffic situation Wednesday, 16 July 2014 (flight planned)

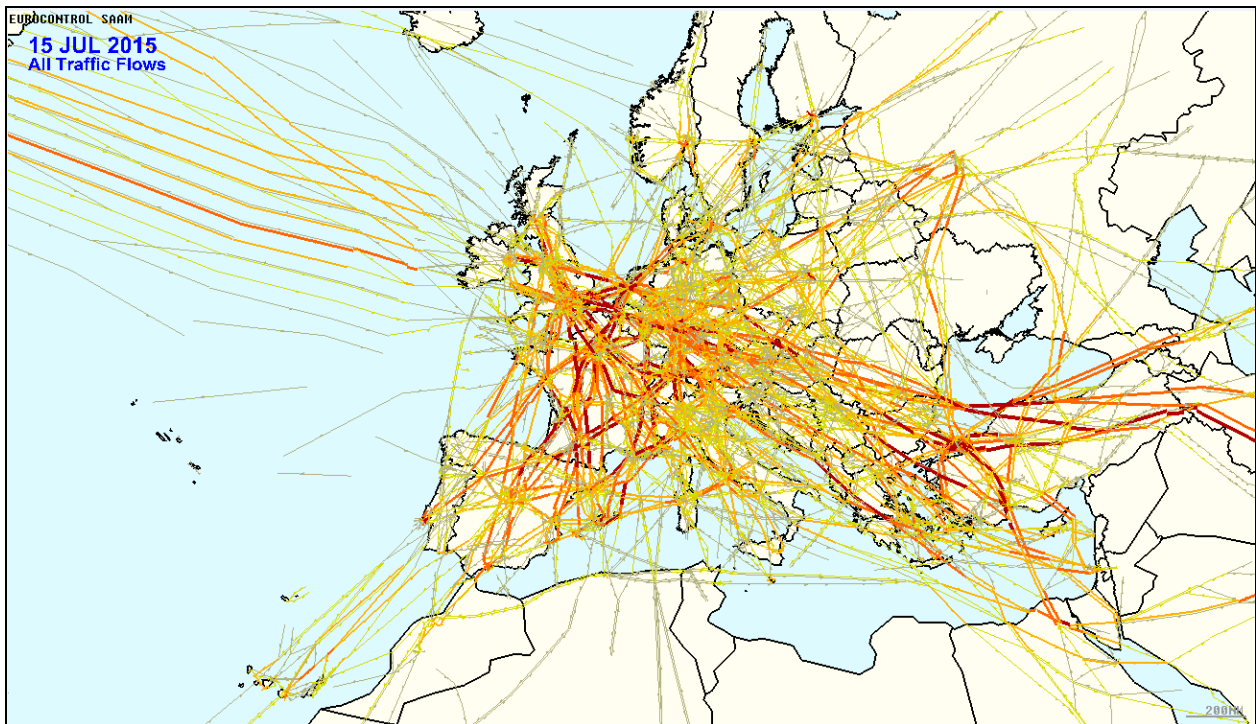


Figure 8 : 24h traffic situation Wednesday, 15 July 2015 (flight planned)

The comparison between the potential (RTE-DES) and actual (RTE-FPL) savings/ losses related to the different parameters is depicted in the graphs below (see Figure 9 to Figure 12).

**FLIGHT EFFICIENCY SAVINGS COMPARED TO EQUIVALENT AIRAC CYCLE
IN THE PREVIOUS YEAR
(In Thousands of Nautical Miles)**

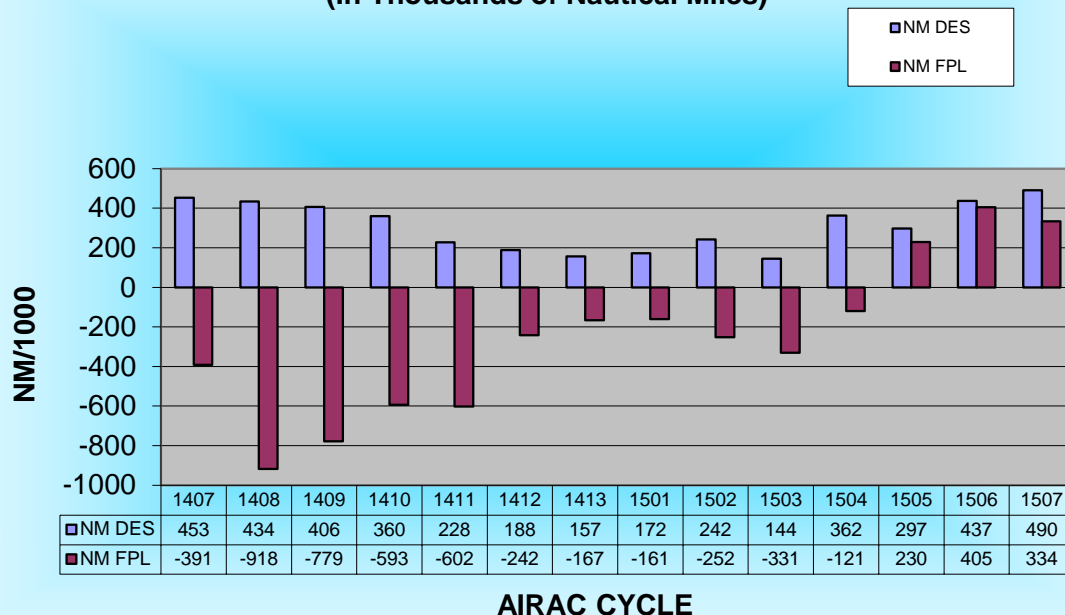


Figure 9 : Flight Efficiency savings/ losses in Thousands of Nautical Miles

**FLIGHT EFFICIENCY SAVINGS COMPARED TO EQUIVALENT AIRAC
CYCLE IN THE PREVIOUS YEAR
(In Tons of Fuel)**

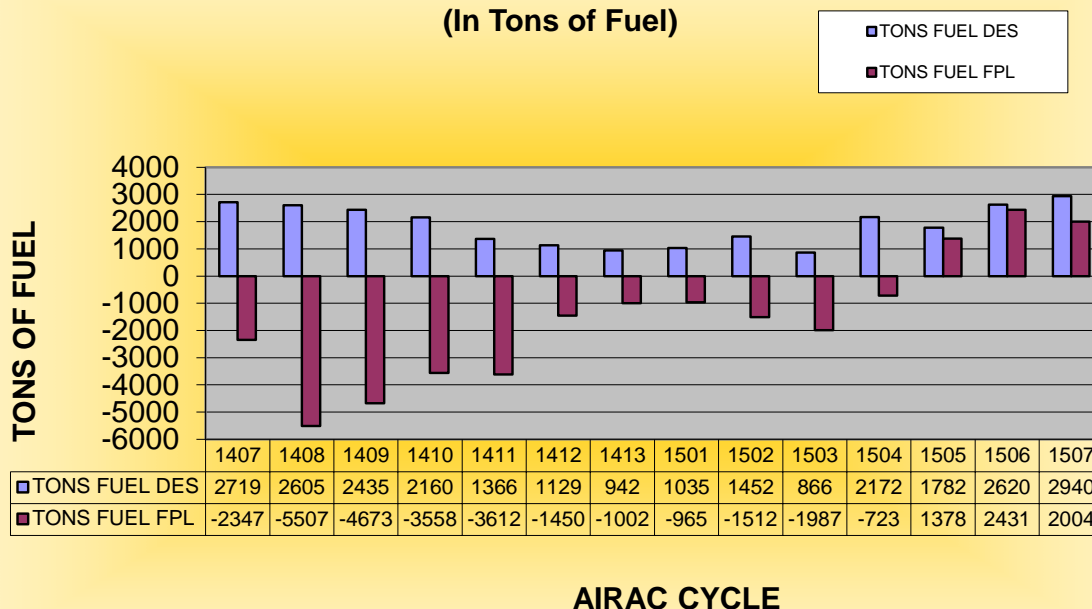


Figure 10 : Flight Efficiency savings/ losses in Tons of Fuel

FLIGHT EFFICIENCY SAVINGS COMPARED TO EQUIVALENT AIRAC CYCLE IN THE PREVIOUS YEAR (In CO2)

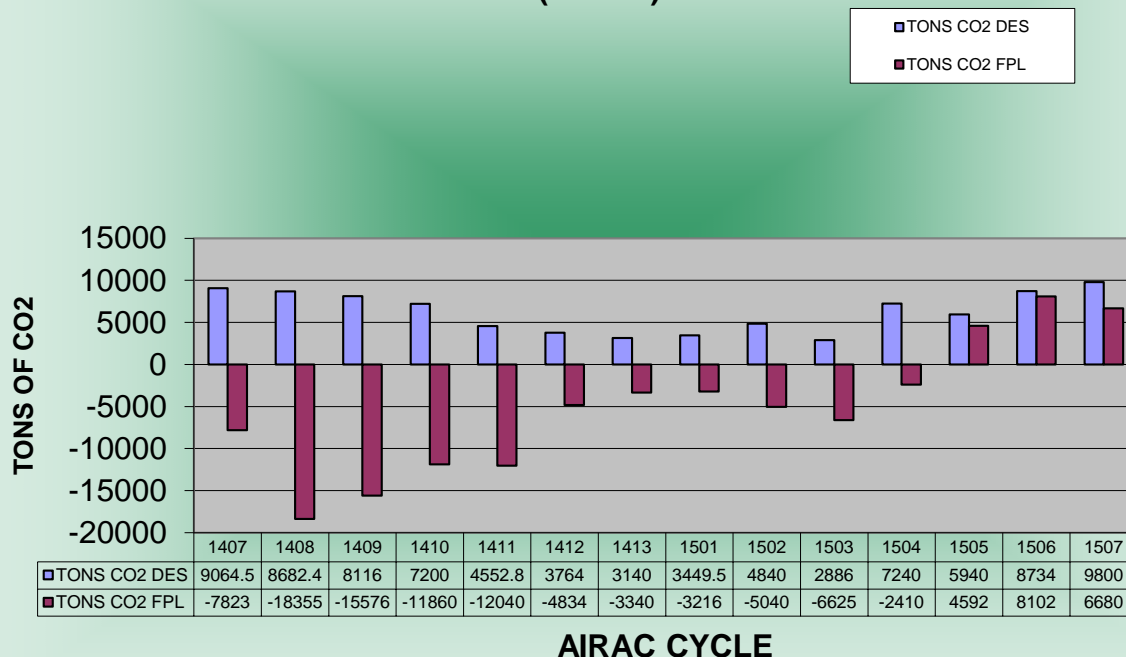


Figure 11 : Flight Efficiency savings/ losses in CO2

FLIGHT EFFICIENCY SAVINGS COMPARED TO EQUIVALENT AIRAC CYCLE IN THE PREVIOUS YEAR (In Thousands of EURO)

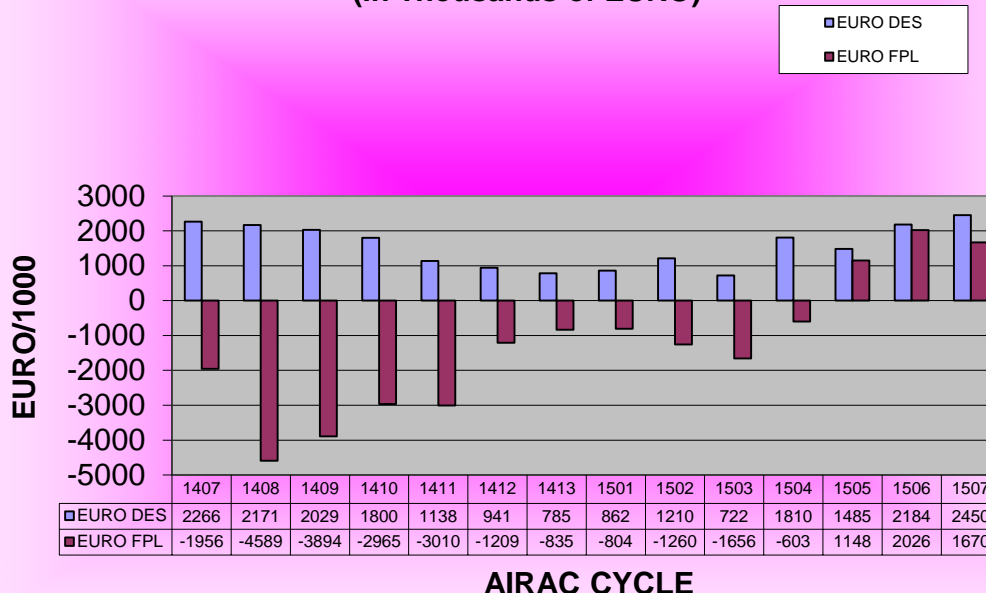


Figure 12 : Flight Efficiency savings/ losses in Thousands of EURO

Note: For additional information on ATFM delay that could impact on network efficiency consult the NM Monthly Network Operations Reports, accessible via:

[http://www.eurocontrol.int/publications?title=&field_term_publication_type_tid=207&year\[value\]\[year\]=](http://www.eurocontrol.int/publications?title=&field_term_publication_type_tid=207&year[value][year]=)

3.4.4 BENEFITS AND ASSESSMENT OF RTE-RAD EVOLUTIONS

The constant decrease of the RAD indicator is due to 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

Until 25 June 2015 Free Route Airspace has been partially and/or fully implemented in the following ACCs: Beograd ACC, Brest ACC, Brindisi ACC, Bordeaux ACC, Bucuresti ACC, Chisinau ACC, Karlsruhe UAC, Kobenhavn ACC, Lisboa ACC, London ACC, Ljubljana ACC, Maastricht UAC, Madrid ACC (SAN and ASI sectors), Malmo ACC, Malta ACC, Marseille ACC, Milano ACC, Padova ACC, Praha ACC, Prestwick ACC, Reims ACC, Roma ACC, Shannon ACC, Skopje ACC, Sofia ACC, Stockholm ACC, Tampere ACC, Warsaw ACC, Wien ACC and Zagreb ACC (see Figure 13 below).

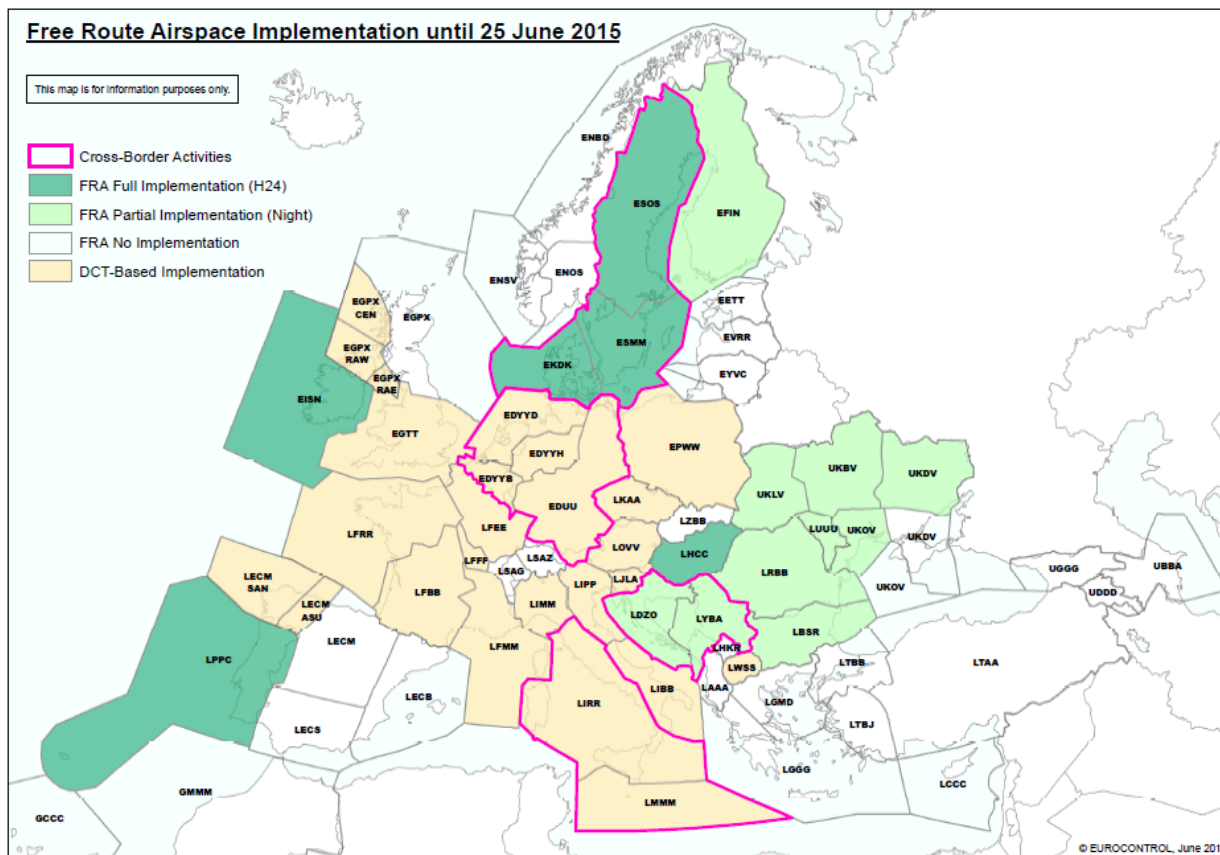


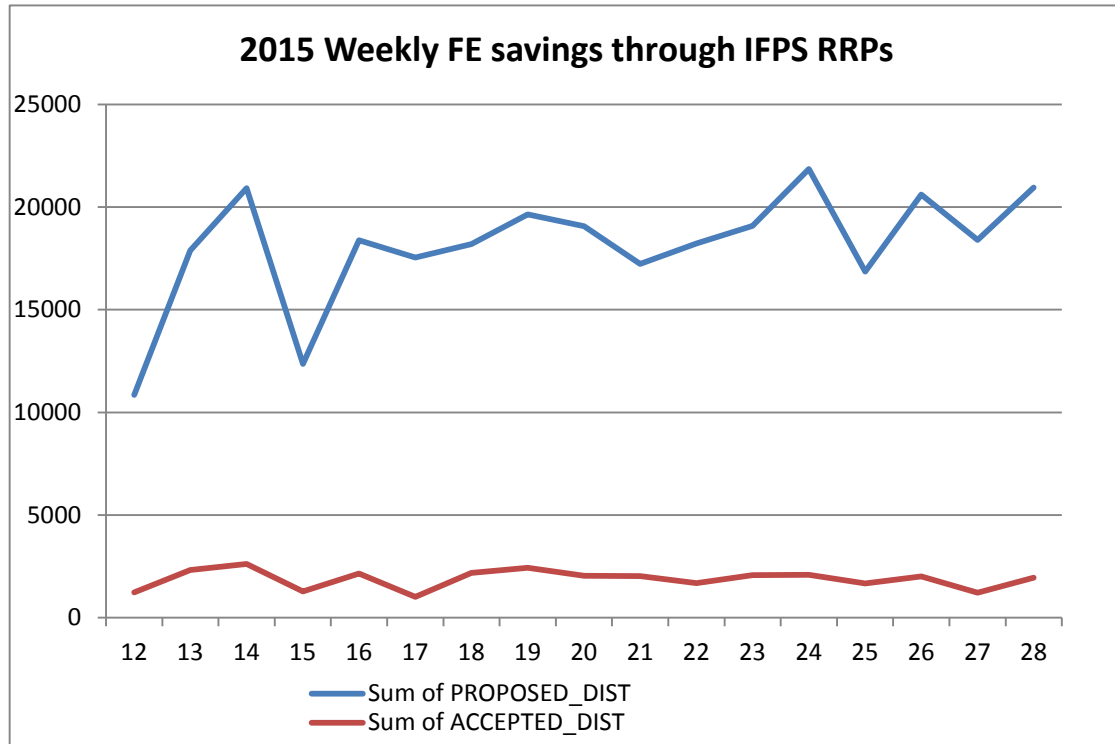
Figure 13: Free Route Airspace Implementation

3.6 ASM PERFORMANCE ASSESSMENT

The full year 2015 report on the ASM Performance Assessment will be included in the ERNIP Implementation Monitoring Report for the AIRAC cycle 1513.

4. NETWORK MANAGER CONTRIBUTION TO FLIGHT EFFICIENCY IMPROVEMENTS

During this AIRAC cycle, more than 2300 re-routing proposals were made with below 9% of those being accepted. Just 9% of the proposed distance savings were achieved resulting in approximately 6800 NM saved.



ANNEX A: DETAILED LIST OF PROJECTS IMPLEMENTED 25 JUNE 2015

The following table presents detailed information about each of the improvement proposals developed within the RND SG and implemented during the relevant AIRAC cycle. The description of the proposals is based on the information available from different sources (e.g. AOs, ANSPs and EUROCONTROL). The table includes:

- Proposal ID number:
A reference number to identify each proposal allowing tracing at which RND SG it was initiated.
- Project Name:
Dedicated Name and Phase/ Step of the improvement project.
- Description:
A detailed description of the planned improvement proposal.
- Objective:
A brief description of the purpose of the enhancement measure.
- Implementation Status:
The implementation status defined as Proposed, Planned, Confirmed or Implemented.
- 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.
- 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.).
- States and Organisations:
The States and/or Organisations involved directly or indirectly by the proposed enhancement measure.
- Originator(s):
The States and/or Organisations who have originated the proposal.
- Comments:
The conditions and/or pre-requisites which have to be met in order to implement the proposal or any other relevant comment(s).

***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***

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	Proposal ID:	79.054	Impl. Status:	State(s) & Org.	Comments:
1.	Project Name: GNSS Low Flight Network (LFN) - Phase 1 Description: To implement 4 new Helicopter routes KY251 , KY252 , KY253 and KY254 . Objective: To further improve lower route network within Switzerland.		Implemented 25 JUN 2015 Project Category: Airspace Structure	CHE Originator(s): CHE	<ul style="list-style-type: none">These routes are part of low flight route network, designed primarily for helicopter IFR operations.As the main users will be military and HEMS, the network is designed currently as an OAT network.
	Proposal ID:	84.077	Impl. Status:	State(s) & Org.	Comments:
2.	Description: To implement westbound ATS route UZ613 BZO - SAFFA. Objective: To further improve ATS route network between Italy and Switzerland.		Implemented 25 JUN 2015 Project Category: ATS Routes	CHE ITA Originator(s): CHE ITA	SAFFA will be new FIR boundary point.
	Proposal ID:	84.001	Impl. Status:	State(s) & Org.	Comments:
3.	Project Name: ARR ETAD Description: To allow “Direct” flight planning options on alighment LIPMI - COL - ROLIS - MANUV - WEZEL - SPA for ARR ETAD . Objective: To further improve flight planning options for ARR ETAD .		Implemented 25 JUN 2015 Project Category: DCTs	DEU U.S.A.F.E Originator(s): U.S.A.F.E	<ul style="list-style-type: none">FL100 A/BUGAL fully acceptable to the USAF.Current arrival option from North East is NAVPI TB6 MOSUG T911 LIPMI T150 RUDUS Z656 IDOVI Z104 ODVUX Q760 ROPUV DCT WEZEL DCT SPA DCT ETAD which includes three 90 degree turns and one 170 degree turn.New option proposed will be NAVPI TB6 PETOM DCT WEZEL DCT SPA DCT ETAD and will save 13 minutes of flight time.USAF estimates that safety of flight will increase and it will also save €1,133,357 per year due to the decrease in flight time.DFS studied the original proposal and option included is aggreed by Langen ACC and USAF.
	Proposal ID:	85.005	Impl. Status:	State(s) & Org.	Comments:
4.	Project Name: Westbound ETAD Arrivals Description: To allow “Direct” flight planning option ODVUX DCT SPA for ARR ETAD . Objective:		Implemented 25 JUN 2015 Project Category: DCTs RAD	DEU U.S.A.F.E Originator(s): U.S.A.F.E	<ul style="list-style-type: none">Current routing for westbound ARR ETAD LEPSA Z104 ODVUX DCT ROPUV DCT WEZEL DCT SPA has a 90 and 180 degree turn.Proposed option will eliminate these turns

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	To further improve flight planning options within Germany.			<i>by going planning ... LIPSA Z104 ODVUX DCT SPA.</i> <ul style="list-style-type: none"> Eliminating the 90 and 180 degree turn increases safety, save 6 minutes of flight time and €297K per year in operating costs along with 500 tons less of CO2 being emitted.
	Proposal ID : 84.004	Impl. Status:	State(s) & Org.	Comments:
5.	Project Name: CCC sector split - Barcelona ACC Description: To split the current elementary Barcelona ACC sector 'CCC' into two new elementary sectors 'CCU' and 'CCL'. Objective: To further improve the airspace structure in Barcelona ACC while reducing delays and increasing safety.	Implemented 25 JUN 2015 Project Group: RFG SW Project Category: Airspace Structure ATC Sectors	ESP Originator(s): ESP	Five new volumes will be created to include the airspace changes.
	Proposal ID : 85.086	Impl. Status:	State(s) & Org.	Comments:
6.	Project Name: RAD Promulgation Description: To publish in AIP France, ENR 1.10 FLIGHT PLANNING under paragraph 1. Procedures for the submission of a flight plan common text for Adherence to Airspace Utilization Rules and Availability - RAD inside France FIR/UIR. Objective: To harmonize the RAD promulgation via the AIP by the ECAC States.	Implemented 25 JUN 2015 Project Category: AIP RAD	FRA Originator(s): EUROCONTROL	
	Proposal ID : 84.076	Impl. Status:	State(s) & Org.	Comments:
7.	Description: To implement southbound ATS route UN13 ROCAN - IBRAP - LUKEV - LORES. Objective: To further improve ATS route network between France and Spain	Implemented 25 JUN 2015 Project Category: ATS Routes	FRA ESP Originator(s): FRA ESP	<ul style="list-style-type: none"> IBRAP new boundary point; FL195 - FL500 in France / FL245 - FL460 in Spain.
	Proposal ID : 83.046	Impl. Status:	State(s) & Org.	Comments:
8.	Project Name: Marseille ACC re-organisation Description: Dedicated frequency to be allocated to "F4" elementary ATC sector of Marseille ACC Objective: To further improve the airspace structure and capacity within Marseille	Implemented 25 JUN 2015 Project Group: RFG SW Project Category: ATC Sectors	FRA Originator(s): FRA	This will eliminate reversion difficulties experienced in summer 2014 and offer more flexibility in sector configurations opening.

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	ACC.				
	Proposal ID :	84.062	Impl. Status:	State(s) & Org.	Comments:
9.	Project Name: RAD Promulgation Description: To publish in AIP UK, ENR 1.10 FLIGHT PLANNING under paragraph 1. Procedures for the submission of a flight plan common text for Adherence to Airspace Utilization Rules and Availability - RAD inside UK FIRs. Objective: To harmonize the RAD promulgation via the AIP by the ECAC States.		Implemented 25 JUN 2015 Project Category: AIP RAD	GBR Originator(s): EUROCONTROL	
	Proposal ID :	83.029 / 21.002	Impl. Status:	State(s) & Org.	Comments:
10.	Description: To withdraw point DISKA from ATS route N644 . Objective: To solve the Baku ATC system problems with flight planning in FD processing.		Implemented 25 JUN 2015 Project Group: SG BLACK Project Category: ATS Routes	GEO AZE Originator(s): AZE	
	Proposal ID :	81.068b	Impl. Status:	State(s) & Org.	Comments:
11.	Description: 1. To allow point BAREB in HUFRA above 9500FT ALT. 2. To allow Daily "Direct" flight planning options BAREB DCT VIBOP and VIBOP DCT BAREB . Objective: To further improve flight options between Budapest FIR, Zagreb FIR and Sarajevo FIR.		Implemented 25 JUN 2015 Project Group: RFG SE Project Category: DCTs Free Route Airspace	HUN HRV Originator(s): IATA	
	Proposal ID :	69.126 / BM0039	Impl. Status:	State(s) & Org.	Comments:
12.	Description: To allow proper connection between SRN - DIMLO and vice versa. Objective: To further improve the ATS route network while offering a direct route between Italy and Slovenia.		Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA SVN HRV Originator(s): FAB BLUE MED	<ul style="list-style-type: none"> Solved by Italian ACC reorganisation and new ITA / SVN interface: Eastbound RESIA UQ217 KUBUD DCT IRLIX UM859 DIMLO; Westbound DIMLO UM859 IRLIX DCT SOVOX UT147 ELTAR UL615 SRN. SOVOX is new COP btwn Padova ACC and Ljubljana ACC.
	Proposal ID :	71.089b	Impl. Status:	State(s) & Org.	Comments:
13.	Project Name: Free Route Airspace Malta - Phase 2		Implemented	ITA	<ul style="list-style-type: none"> Co-operation/ synchronisation with Free

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	Description: To implement H24 DCTs linking cross border with Roma UIR aligning with Free Route Airspace Italy project Objective: To further improve the flight planning options within Malta UIR as a second step towards full Free Route Airspace Malta implementation.	25 JUN 2015 Project Group: FAB BLUE MED Project Category: Free Route Airspace	MLT Originator(s): MLT FAB BLUE MED	Route Airspace Italy/ FAIR-IT, Phase 3. <ul style="list-style-type: none"> Studies ongoing in the context of Blue Med. Depending on new system implementation. Related proposals: <ul style="list-style-type: none"> 71.085a 71.085b 71.086a 71.086b 71.087 71.088 71.089a 71.089c
	Proposal ID : 81.024	Impl. Status:	State(s) & Org.	Comments:
14.	Description: To replace existing 5LNC BARAX with INVOP . Objective: To avoid 5LNCs duplication within the ECAC area of the ICAO EUR/NAT region, to improve the aeronautical information provided and be compliant with ICAO Annex 11.	Implemented 25 JUN 2015 Project Group: RFG SE Project Category: 5LNC	ITA CHE Originator(s): ICAO EUROCONTROL	<ul style="list-style-type: none"> Annex 11 stated that the 5LNCs shall be unique. BARAX is used by and is allocated in ICARD to France. ICAO DM sent relevant message to ESP. ESP will co-ordinate through planning unit.
	Proposal ID : 84.102 / BM5067	Impl. Status:	State(s) & Org.	Comments:
15.	Project Name: Direct routes across Italy Description: To implement ATS route segment UT415 RESIA - LSKO - DIPEP - VIE. Objective: To allow the possibility of flight planning for traffic currently planning UN1.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	<ul style="list-style-type: none"> The segment is former path of UN1 realigned. RESIA - DIPEP Southbound only FL195/FL460; DIPEP - VIE Bidirectional FL315/FL460; Extension of existing RD UT415.
	Proposal ID : 84.106	Impl. Status:	State(s) & Org.	Comments:
16.	Project Name: Direct routes across Italy Description: To implement northbound ATS route U2804 AOSTA - GAPMI - ORVID - MATED (FL315 - FL460). Objective: To further improve ATS route network.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	
	Proposal ID : 84.107 / BM5071	Impl. Status:	State(s) & Org.	Comments:
17.	Project Name: Direct routes across Italy Description:	Implemented 25 JUN 2015	ITA Originator(s):	<ul style="list-style-type: none"> Segment MATED - RUTOM bidirectional usable also by traffic proceeding along

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	To implement ATS route UZ805 BIBAN - BIBNO - ATRUP - MATED - RUTOM (FL315 - FL460). Objective: To further improve ATS route network.	Project Group: FAB BLUE MED Project Category: ATS Routes	ITA	UZ904 in both direction. <ul style="list-style-type: none">• BIBAN - BIBNO - ATRUP - MATED southbound.• MATED - RUTOM bi-directional
	Proposal ID : 84.095 / BM5060	Impl. Status:	State(s) & Org.	Comments:
18.	Project Name: Direct routes across Italy Description: To implement southbound ATS route UQ727 KUMIN - GUDLU - LUNAR - RUTOM (FL315 - FL460). Objective: To further improve ATS route network within Italy.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	Usable H24 (classified CDR during activation periods of relevant military areas).
	Proposal ID : 84.110 / BM5074	Impl. Status:	State(s) & Org.	Comments:
19.	Project Name: Direct routes across Italy Description: To implement ATS route UZ927 BIBAN - EKDIR - PREKI - LATAN (FL315 - FL460). Objective: To further improve ATS route network.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	<ul style="list-style-type: none">• BIBAN - EKDIR - PREKI southbound;• PREKI - LATAN bi-directional.
	Proposal ID : 84.104 / BM5069	Impl. Status:	State(s) & Org.	Comments:
20.	Project Name: Direct routes across Italy Description: To implement southbound ATS route UY973 NUTRO - VEMUD - BELIX (FL315 - FL460). Objective: To offer better flight planning option according to the activation of defined NMOC scenarios.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	<ul style="list-style-type: none">• VEMUD – new waypoint;• NUTRO – VEMUD (odd, CDR1);• VEMUD – BELIX (odd, permanent).
	Proposal ID : 84.094 / BM5059	Impl. Status:	State(s) & Org.	Comments:
21.	Project Name: Direct routes across Italy Description: To re-align existing ATS route UN1 RESIA - BELOV - BEDEG - VIE and changes from Night / Weekend route to H24 (classified CDR during activation periods of relevant military areas). Objective: To further improve ATS route network within Italy.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	BELOV-new point.
	Proposal ID : 84.096 / BM5061	Impl. Status:	State(s) & Org.	Comments:

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22.	Project Name: Direct routes across Italy Description: To implement northbound ATS route UQ914 SUXAN - BELOV - NUTRO - TOMGI (FL315 - FL460). Objective: To offer better flight planning option according to the activation of defined NMOC scenarios.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	
	Proposal ID : 84.099 / BM5064	Impl. Status:	State(s) & Org.	Comments:
23.	Project Name: Direct routes across Italy Description: To implement southbound ATS route UT305 NITAM - KODOK - OGLAK - ATRUP - LATAN (FL315 - FL460). Objective: To further improve ATS route network within Italy.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	
	Proposal ID : 84.105 / BM5070	Impl. Status:	State(s) & Org.	Comments:
24.	Project Name: Direct routes across Italy Description: To implement bi-directional ATS route UZ50 RESIA - NUTRO - RUTOM (FL315 - FL460). Objective: To further improve ATS route network.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA CHE Originator(s): ITA	Extension of RD from Switzerland.
	Proposal ID : 84.101 / BM5066	Impl. Status:	State(s) & Org.	Comments:
25.	Project Name: Direct routes across Italy Description: To implement southbound ATS route UT345 LURAG - OGLAK (FL315 - FL460). Objective: To further improve ATS route network.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	
	Proposal ID : 84.103 / BM5068	Impl. Status:	State(s) & Org.	Comments:
26.	Project Name: Direct routes across Italy Description: To implement ATS route UT939 GIRIS - ROKIB - NUTRO - IBMAK - LEVDI (FL315 - FL460) as follows: Objective: To offer better flight planning option according to the activation of defined NMOC scenarios.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	<ul style="list-style-type: none"> • GIRIS - ROKIB - Odd,permanent; • ROKIB - NUTRO - Bi-directional, CDR1; • IBMAK - LEVDI - Bi-directional, permanent.

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	Proposal ID :	84.098 / BM5063	Impl. Status:	State(s) & Org.	Comments:
27.	Project Name: New interface ITA / SVN Description: To implement eastbound ATS route UQ217 RESIA - IXOGU - KUBUD (FL285 - FL460). Objective: To further improve ATS route network within Italy and to connect with DCT inside Ljubljana FIR.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA SVN Originator(s): ITA SVN	<ul style="list-style-type: none">KUBUD is former KUPUM;RESIA - IXOGU(FL195- FL460);IXOGU - KUBUD(FL285- FL460). Related proposals: <ul style="list-style-type: none">84.079	
	Proposal ID :	84.097 / BM5062	Impl. Status:	State(s) & Org.	Comments:
28.	Project Name: New interface ITA / SVN Description: To implement eastbound ATS route UT147 ELTAR - SOVOX (FL285 - FL460). Objective: To further improve ATS route network within Italy and to connect to DCT inside Ljubljana FIR.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA SVN Originator(s): ITA SVN	SOVOX is former 5LNC SORET. Related proposals: <ul style="list-style-type: none">84.079	
	Proposal ID :	84.100 / BM5065	Impl. Status:	State(s) & Org.	Comments:
29.	Project Name: Direct routes across Italy Description: To implement bi-directional ATS route UT340 TOP - GUDLU - LAT - CDC - SODMO - LEVDI (FL315 - FL460). Objective: To further improve ATS route network.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA		
	Proposal ID :	84.108 / BM5072	Impl. Status:	State(s) & Org.	Comments:
30.	Project Name: Direct routes across Italy Description: To implement northbound ATS route UZ906 LISKO - BEDEG - TOMGI (FL315 - FL460). Objective: To offer better flight planning option according to the activation of defined NMOC scenarios.	Implemented 25 JUN 2015 Project Group: FAB BLUE MED Project Category: ATS Routes	ITA Originator(s): ITA	Extension of RD UZ906.	
	Proposal ID :	84.109 / BM5073	Impl. Status:	State(s) & Org.	Comments:
31.	Project Name: Direct routes across Italy Description: To implement northbound ATS route UZ926 AOSTA - BIBNO - PREKI (FL315 - FL460).	Implemented 25 JUN 2015 Project Group: FAB BLUE MED	ITA Originator(s): ITA		

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	Objective: To further improve ATS route network.	Project Category: ATS Routes		
	Proposal ID : 84.115	Impl. Status:	State(s) & Org.	Comments:
32.	Description: To implement bi-directional ATS route Z/UZ404 LPD - DEXOL. Objective: To further improve ATS route network within Malta FIR.	Implemented 25 JUN 2015 Project Category: ATS Routes	MLT ITA Originator(s): MLT	
	Proposal ID : 84.116	Impl. Status:	State(s) & Org.	Comments:
33.	Description: To implement bi-directional ATS route L/UL30 OMENI - NEVNA - GZO. Objective: To further improve ATS route network within Malta FIR.	Implemented 25 JUN 2015 Project Category: ATS Routes	MLT Originator(s): MLT	
	Proposal ID : 83.040a	Impl. Status:	State(s) & Org.	Comments:
34.	Project Name: ECAC States AIP en-route publication issues Description: To adapt the lower/upper vertical limits, expressed in FL, of part of ATS routes within Ljubljana FIR - change of IFR FL to VFR FL . To change the PBN navigation specification of area navigation routes within Tallinn FIR from RNP 5 to RNAV 5 . Objective: To adapt in State AIP ATS routes vertical limits.	Implemented 25 JUN 2015 Project Category: AIP	SVN Originator(s): EUROCONTROL	Related proposals: • 83.040b
	Proposal ID : 85.035	Impl. Status:	State(s) & Org.	Comments:
35.	Description: 1. To put into operation new Hakkari Yuksekova Airport (LTCW). 2. To implement bi-directional ATS routes for ARR/DEP LTCW T/UT301 NARLI - YKV. Objective: To further improve airspace organisation within Turkey.	Implemented 25 JUN 2015 Project Group: RFG SE Project Category: Airspace Structure ATS Routes	TUR Originator(s): TUR	Real airport operation will start end of MAY 2015
	Proposal ID : 81.013	Impl. Status:	State(s) & Org.	Comments:
36.	Description: To re-designate existing ATS route T709 SW -GIDNO - DIBED as T708 . Objective: To further simplify the existing RDs within Ukraine.	Implemented 25 JUN 2015 Project Group: RFG SE Project Category:	UKR Originator(s): EUROCONTROL	

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		Route Redesignation			
	Proposal ID :	80.033 / 19.004	Impl. Status:	State(s) & Org.	Comments:
37.	<p>Description:</p> <p>a. To implement the following westbound ATS routes:</p> <p>i. T730 POBUV - LONLA;</p> <p>ii. T731 KR - OKROT.</p> <p>b. To realign the following exissting ATS routes:</p> <p>i. P129 as ROMOL - IDKOG - KOROP - UMOGA - BEMBI - KUROK;</p> <p>ii. N164 as NEMIP - GEPTO - PISOK - KR - LAPVA - POBUV - BAMUD;</p> <p>iii. T983 as SORON – BEMBI – OTPAK – VASON – GASNU – ADAKO – KHR.</p> <p>c. To re-designate the following existing ATS routes:</p> <p>i. T983 SORON - KHR as N983;</p> <p>ii. N164 SW - BAMUD as T719.</p> <p>Objective:</p> <p>To further improve the ATS route network within Ukraine.</p>		<p>Implemented 25 JUN 2015</p> <p>Project Group: RFG SE SG BLACK</p> <p>Project Category: 50 MPCPEs ATS Routes</p>	<p>UKR</p> <p>Originator(s): EUROCONTROL</p>	<p>Further improvement of options from/to Adriatic Coast Area to/from Moscow Area.</p>

ANNEX B: ACRONYMS AND TERMINOLOGY

1. The following ISO-3 coding of States is used in the column *States and Organisation*:

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

2. *BLUMED FAB, DANUBE FAB and FAB CE proposals referenced in proposal number box are coded with a unique identification number abbreviated as BM or DN or CE, respectively, following by four digits (XXXX) (example BM0001 or DN0001 or CE0001).*
3. *The content of each proposal is an indication of State's intention to implement the relevant airspace improvement but don't represent a copy of any official publication. For the correctness and verification of the relevant aeronautical information consult official State AIP publication. The data from this document should not be used for operational purposes.*

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