

EUROCONTROL Seven-Year Forecast February 2019

ANNEX 1 – TRAFFIC REGION DEFINITIONS

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1. CRCO11

'CRCO11' refers to the sum of all the charging zones formed by the EUROCONTROL Member States participating in the Multilateral Route Charges System in 2012. This list comprises: Albania, Armenia, Austria, Belgium/Luxembourg (one single charging zone), Bosnia-Herzegovina, Bulgaria, Canary Islands, Croatia, Cyprus, Czech Republic, Denmark, FYROM, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lisbon FIR, Lithuania, Malta, Moldova, Netherlands, Norway, Poland, Romania, Santa Maria FIR, Serbia-Montenegro (one single charging zone), Slovakia, Slovenia, Spain (Spain continental only), Sweden, Switzerland, Turkey, UK.

2. CRCO14

'CRCO14' refers to the sum of all the charging zones formed by the EUROCONTROL Member States participating in the Multilateral Route Charges System in 2014. This list comprises: CRCO11 and Georgia, which joined EUROCONTROL in 2014.

3. CRCO16

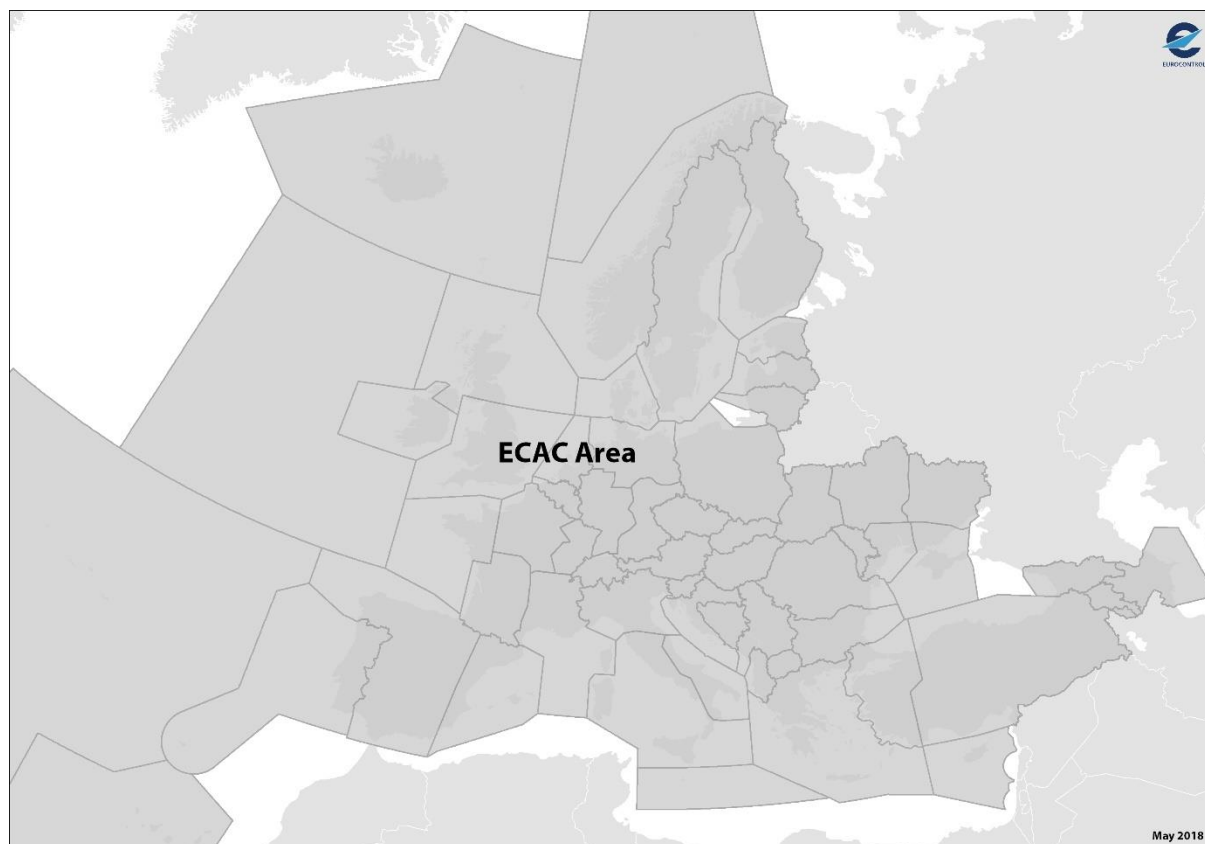
'CRCO16' refers to the sum of all the charging zones formed by the EUROCONTROL Member States participating in the Multilateral Route Charges System in 2016. This list comprises: CRCO14 and Estonia, which joined EUROCONTROL in 2015.

4. ECAC

The European Civil Aviation Conference (ECAC) is an intergovernmental organization which was established by ICAO and the Council of Europe. ECAC now totals 44 members, including all 28 EU, 31 of the 32 European Aviation Safety Agency member states, and all 41 EUROCONTROL member states.

It is now used as a basis for comparison at European level in the forecasts.

Figure 1. Map of the European Civil Aviation Conference (ECAC) Area.



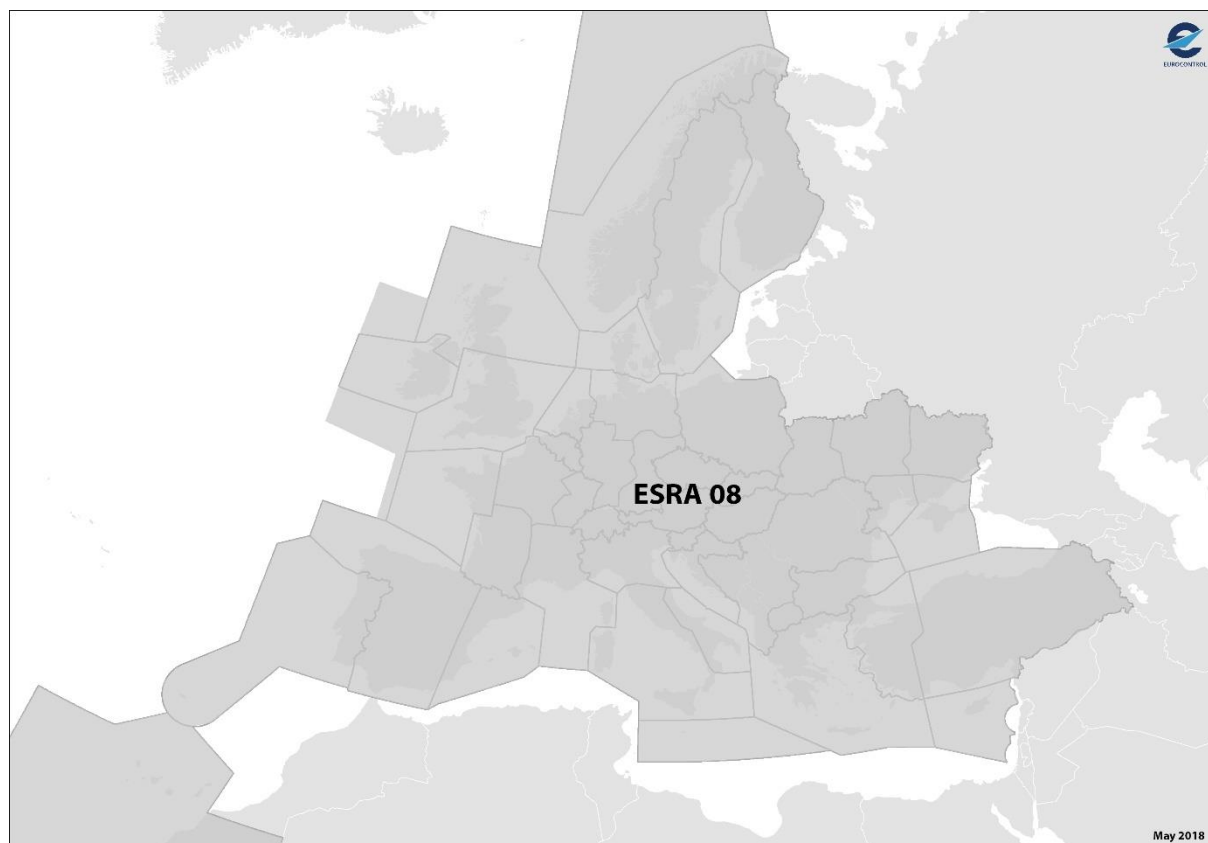
5. ESRA08

The EUROCONTROL Statistical Reference Area (ESRA) is designed to include as much as possible of the ECAC area for which data are available from a range of sources within the Agency 'ESRA08'

was introduced in the MTF09 report. It was used as a basis for comparison at European level in the forecasts up to September 2015.

ESRA08 consists of 34 traffic zones. Traffic zones are defined by an aggregate of FIRs & UIR of States. These do not take delegation of airspace into account. For individual States, the differences between charging areas and ACCs can have a big impact on overflight counts (and thus on total counts where the total is dominated by overflights). For the ESRA as a whole, there is only a small proportion of overflights, so that the difference between a FIR and an ACC definition is small.

Figure 2. The EUROCONTROL Statistical Reference Area.



6. EU28

This 7-year forecast report includes EU28, taking the accession of Croatia into account. The traffic counts exclude Canaries and Azores

7. RP REGIONS

RP1Region is the region involved in the Performance Scheme related to the First Reference Period (2012-2014). And RP2Region is the region involved in the Performance Scheme related to both the Second Reference Period (2015-2019) and the Third Reference Period (2020-2024).

- **RP1Region:** stands for the sum over all the 29 States that were involved in the EU-wide performance target setting for the first period, namely: 28 EU Member States plus Norway plus Switzerland minus Croatia.
- **RP2Region:** stands for the sum over all the 30 States that are involved in the EU-wide performance target setting for the second period, namely: 28 EU Member States plus Norway plus Switzerland. This zone is also called SES-RP2 in this report.

8. FUNCTIONAL AIRSPACE BLOCKS

On top of the traffic zones, this report also presents the forecast of IFR movements from 2014 to 2020 for the Functional Airspace Blocks (FAB). A FAB is a block of airspace based on operational requirements regardless of the State boundaries (Figure 3). FAB initiatives (definitions) are now frozen according to the targets defined to improve the performance of the European air traffic management

network. STATFOR defines the FABs based on the FIR boundaries. The definition of FAB-FIR is:

- **UK-Ireland FAB** (Scottish FIR&UIR, London FIR&UIR, Shannon FIR&UIR)
- **Danish-Swedish FAB** (Copenhagen FIR, Sweden FIR)
- **Baltic FAB** (Warszawa FIR, Vilnius FIR&UIR)
- **BLUE MED FAB** (Nicosia FIR&UIR, Athina FIR&UIR, Brindisi FIR&UIR, Milano FIR&UIR, Roma FIR&UIR, Malta FIR&UIR)
- **Danube FAB** (Sofia FIR, Bucarest FIR)
- **FAB CE** (Zagreb FIR, Budapest FIR, Ljubljana FIR, Praha FIR, Wien FIR, Sarajevo FIR&UIR, Bratislava FIR)
- **FABEC** (Brussels FIR&UIR, Langen FIR, Munchen FIR, Rhein UIR, Hannover UIR, Bremen FIR, Amsterdam FIR, Bordeaux FIR, Reims FIR, Paris FIR, France UIR, Marseille FIR, Brest FIR, Switzerland FIR, Switzerland UIR)
- **North European FAB** (Tallinn FIR, Finland FIR&UIR, Enor FIR, Riga FIR, Bodo Oceanic FIR)
- **South West FAB** (Canarias FIR&UIR, Lisboa FIR, Madrid FIR&UIR, Barcelona FIR&UIR).

Figure 3. FABs as stipulated by the European Commission.



9. TRAFFIC REGIONS

The traffic regions are defined for statistical convenience and do not reflect an official position of the EUROCONTROL Agency. As far as possible, these regions have been aligned with ICAO statistical and forecast regions. Traffic flows are described as being to or from one of a number of traffic regions listed in Figure 4. Each traffic region is made up of a number of traffic zones (=States), which are indicated by the first letters of the ICAO location codes for brevity.

As far as “Europe” is concerned, it is split into two regions: ESRA (defined in one of the previous section) and Other Europe. For flow purposes, ESRA is split into a “North-West” region mostly of mature air traffic markets, a “Mediterranean” region stretching from the Canaries to Turkey and with a significant tourist element, and an Eastern region. The ‘Other Europe’ region (i.e. non ESRA) includes

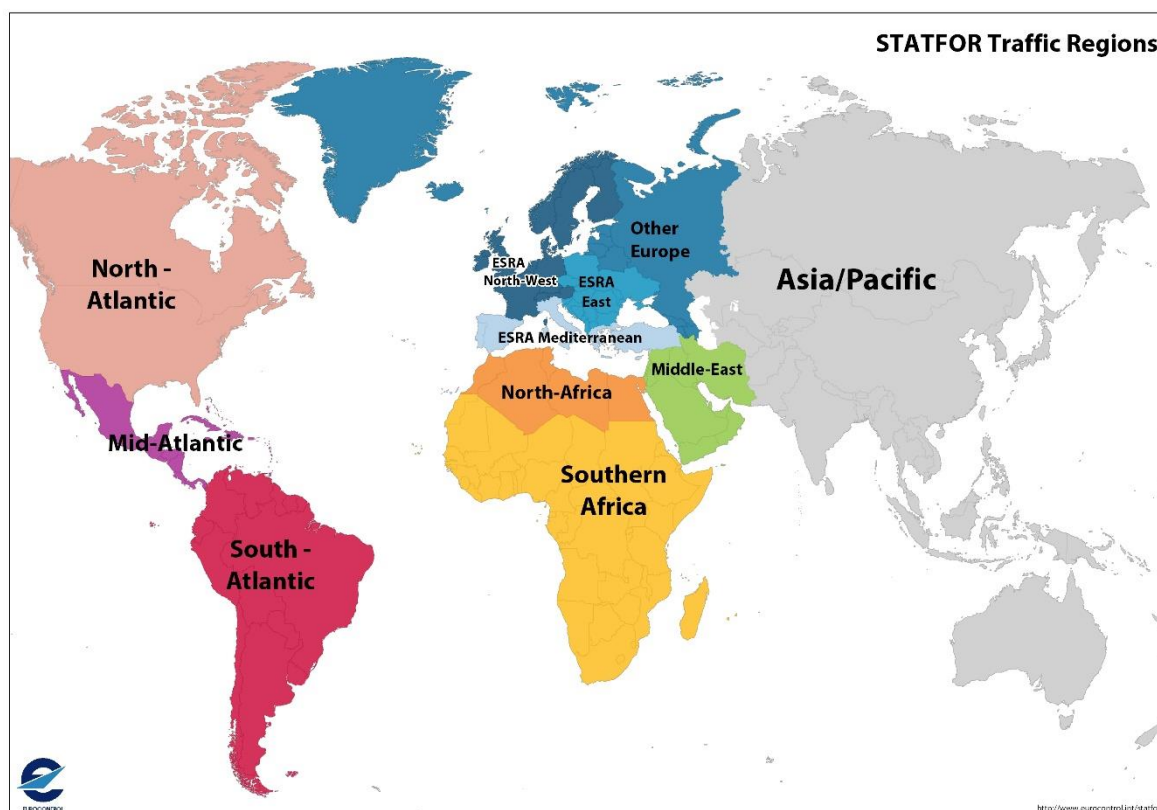
the States along the border of ESRA and extends from Greenland to the Urals and Azerbaijan.

Figure 4. Regions used in flow statistics as of 31 August 2012

	ICAO region/country
ESRA North-West	EB, ED, EF, EG, EH, EI, EK, EL, EN, ES, ET, LF, LN, LO, LS
ESRA Mediterranean	GC, LC, LE, LG, LI, LM, LP, LT
ESRA East	BK, EP, LA, LB, LD, LH, LJ, LK, LQ, LR, LU, LW, LY, LZ, UK
Other Europe	BG, BI, EE, EK (Faroe Islands), ENSB (Bodo Oc.), EV, EY, GE, LX, UB, UD, UG, UH, UI, UL, UM, UN, UO, UR, US, UU, UW, Shanwick Oc., Santa Maria FIR
North Atlantic	C, K, P
Mid-Atlantic	M, T
South-Atlantic	S
North-Africa	DA, DT, GM, HE, HL
Southern Africa	D, F, G, H, (except DA, DT, HE, HL, GC, GM)
Middle-East	L, O (except OA, OP)
Asia/Pacific	A, N, P, Y, OA, OP, R, V, W, Z (except ZZZZ), U (except UK and areas in Other Europe)

The map of the nine traffic regions used in our statistics is displayed in **Error! Reference source not found.**

Figure 5. Map of the Traffic Regions used in flow statistics.



10. TERMINAL CHARGING ZONES

A ‘terminal charging zone’ is an airport or a group of airports for which a cost-based unit rate is established. The list of aerodromes forming the TCZs during RP2 for the 30 States participating in the SES performance scheme (RP2) can be found in Figure 6.

Figure 6. List of aerodromes forming the TCZ in RP2.

Austria	LOWG LOWI LOWK LOWL LOWS LOWW	France	LFPG LFPO	Germany	EDDB EDDC EDDE EDDF EDDG EDDH EDDK EDDL EDDM EDDN EDDP EDDR EDDS EDDT EDDV EDDW	Poland	EPWA	
LO_TCZ		LF_TCZ_1		ED_TCZ		Poland	EPWA	
		France	LFAQ LFBA LFBD LFBE LFBH LFBF LFBG LFBH LFBK LFBM LFBP LFBT LFBZ LFCR LFGJ LFLJ LFLR LFLS LFLX LFLY LFMD LFMH LFMI LFMK LFML LFMN LFMP LFMT LFMU LFMV LFOB LFOK LFOK LFOK LFPB LFPN LFQJ LFRB LFRD LFRG LFRH LFRK LFRN LFRQ LFRS LFRZ LFSB LFSJ LFSL LFTS LFTH LFTW				Poland	EPBY EPGD EPKK EPKT EPLB EPLL EPMO EPPO EPRZ EPRZ EPSC EPSY EPWR EPZG
		LF_TCZ_2				Poland	EPBY EPGD EPKK EPKT EPLB EPLL EPMO EPPO EPRZ EPRZ EPSC EPSY EPWR EPZG	
Belgium	EBAW			Greece	LGAV	Portugal	LPWA	
EB_TCZ_EBAW				LG_TCZ		LP_TCZ	LPAZ LPCS LPFL LPFR LPHR LPMA LPPD LPPR LPPS LPPT	
Belgium	EBBR			Hungary	LHBP			
EB_TCZ_EBBR				LH_TCZ				
Belgium	EBCI			Ireland	EICK EIDW EINN	Romania	LRBS LRBP	
EB_TCZ_EBCI				EI_TCZ		LR_TCZ		
Belgium	EBLG			Italy	LIRF	Slovakia	LZIB	
EB_TCZ_EBLG				LI_TCZ_1		LZ_TCZ		
Belgium	EBOS			Italy	LIMC LIME LIML LIPZ	Slovenia	LJLJ LJMB LJPZ	
EB_TCZ_EBOS				LI_TCZ_2		LJ_TCZ		
Bulgaria	LBSF			Latvia	EVLA EVRA EVVA	Spain	GCLP LEBL LEMD LEMG LEPA	
LB_TCZ				EV_TCZ		LE_TCZ		
Croatia	LDZA LDZL			Lithuania	EYKA EYPA EYSA EYVI	Sweden	ESGG ESSA	
LD_TCZ				EY_TCZ		ES_TCZ_A		
Cyprus	LCLK LCPH			Luxembourg	ELLX	Switzerland	LSGG LSZH	
LC_TCZ				EL_TCZ		LS_TCZ		
Czech Republic	LKKV LKMT LKPR LKTB			Malta	LMML	UK	EGBB EGCC EGGW EGKK EGLC EGLL EGPF EGPH EGSS	
LK_TCZ				LM_TCZ		EG_TCZ_B		
Denmark	EKCH			Netherlands	EHAM EHBK EHGG EHRD			
EK_TCZ				EH_TCZ				
Estonia	EETN EETU			Norway	ENBR ENGM ENVA ENZV	UK	EGGW EGKK EGLC EGLL EGSS	
EE_TCZ				EN_TCZ		EG_TCZ_C		
Finland	EFHK							
EF_TCZ								

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