EUROCONTROL

European Route Network Improvement Plan/ERNIP

Implementation Monitoring

Monitoring Report: AIRAC 1913
05 December 2019 - 01 January 2020

NETWORK MANAGER

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1. INTRODUCTION

1.1 SUMMARY

This Report provides an update on the evolution of the environment indicators[1] listed in the *Network 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 1913 (05 December 2019 - 01 January 2020)**

The methodology used for assessing flight efficiency is described in WP/9 of RNDSG/64. This document can be found at:
https://ost.eurocontrol.int/sites/RNDSG/Shared%20Documents/Forms/AllItems.aspx?RootFolder=%2Fsites%2FRNDSG%2FShared%20Documents%2F%21%21%21%20RNDSG%20Meetings%2FRNDSG%20meetings%2051%2D85%2FRNDSG%2D64%20%2820%2D22%20May2008%29

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:
  - implementation of a coherent package of annual improvements and shorter routes;
  - improving efficiency for the most penalised city pairs;
  - implementation of additional Conditional Routes for main traffic flows;
  - full 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 via the EUROCONTROL *Airspace design and utilisation website* (publication/ activity):
https://www.eurocontrol.int/publication/european-route-network-improvement-plan-ernip-monitoring-report-airac-1913

The full list of all monitoring reports is available on the EUROCONTROL *Route network and airspace design* website (function):
https://www.eurocontrol.int/function/route-network-and-airspace-design

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

https://ost.eurocontrol.int/sites/NETOPS/SitePages/Home.aspx
https://ost.eurocontrol.int/sites/RNDSG/SitePages/Home.aspx
https://ost.eurocontrol.int/sites/ASM-SG/SitePages/Home.aspx

2. LIST OF PROPOSALS IMPLEMENTED AIRAC 1913 (5 DECEMBER 2019)

2.1 SUMMARY OF MAJOR PROJECTS IMPLEMENTED ON 5 DECEMBER 2019

During the AIRAC cycle 34 (thirty-four) airspace improvement packages co-ordinated at network level were implemented. Apart from ECAC States AIP en-route publication issues, ATS route network or RAD improvements the list below provides an overview of the major enhancements implemented on 5 December 2019:

- Austria
  - SECSI FRA - NPZs Austria.
- Belgium
  - Single CDR Category (SCC) – Belgium.
  - Remove 'U' Prefix of ATS routes in Belgium.
- Bosnia & Herzegovina
  - BH ATM, Phase 2.
- Denmark / Sweden / Germany / Netherland / Maastricht UAC
  - Cross-border FRA Maastricht UAC, DK/SW FAB
- France
  - Single CDR category (SCC) Phase 2 – Reims ACC.
- Germany
  - Langen ACC Sector Group 5 re-design - Step 2.
  - Single CDR category (SCC) – Germany.
  - SECSI FRA - NPZ Germany.
- Italy
  - SECSI FRA / FRA-IT - NPZs Italy.
- Maastricht UAC
  - Free Route Airspace Maastricht/ FRAM2 – Phase 3.
- Netherland
  - To remove 'U' Prefix of ATS routes in Netherlands.
- Slovenia
  - SECSI FRA - NPZs Slovenia.
- Sweden / Norway
  - New Skandinavian Mountains Airport – Sälen Trysil Airport/ ESKS.
- Switzerland
  - Single CDR category (SCC) - Switzerland - Phase 2.
  - To remove 'U' Prefix of ATS routes in Switzerland.

A description of the improvement measures implemented 5 December 2019 is attached in Annex A. The list is an extract of the ***European Route Network Improvement Plan database*** accessible for registered users via:

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

To register, allowing easy access to all information about approval and implementation of proposals to improve the European Route Network and Airspace Structure, please follow:

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

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-DES[2]) over the period 2007 - 2019 and its evolution until 1 January 2020. *(Note: inclusion of new measurements will be done as soon as all data will become available)*

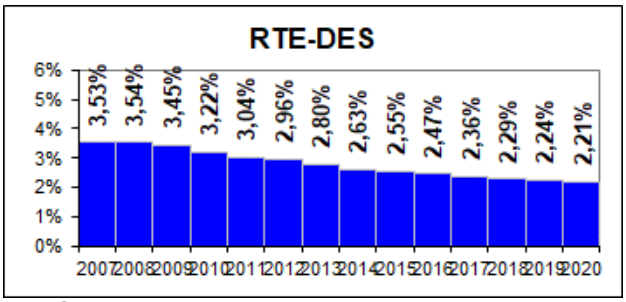


Figure 1 : *Airspace Design indicator evolution*

3.2 FLIGHT PLANNING INDICATOR EVOLUTION

The graph below shows th9e yearly evolution of the last filed flight plan indicator (RTE-FPL[3]) over the period 2007 - 2019 and its evolution until 1 January 2020. *(Note: inclusion of new measurements will be done as soon as all data will become available)*

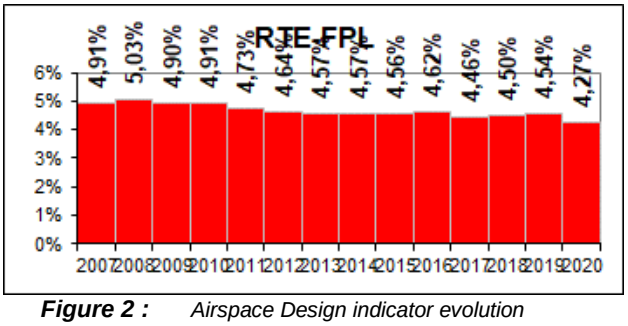


Figure 2 : *Airspace Design indicator evolution*

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-RAD[4]). The graph below shows the yearly evolution of the RTE-RAD indicator between January 2012 and 1 January 2020. *(Note: inclusion of new measurements will be done as soon as all data will become available)*

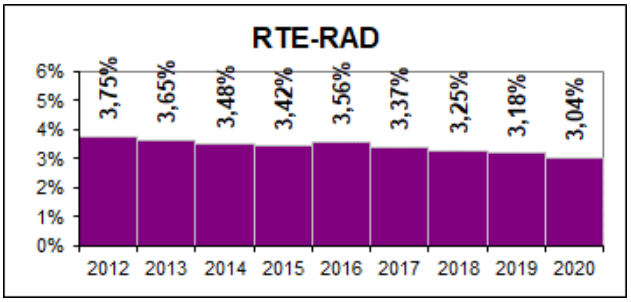


Figure 3 : *Route Availability indicator evolution*

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 - 2019 and the evolution until 1 January 2020. *(Note: inclusion of new measurements will be done as soon as all data will become available)*

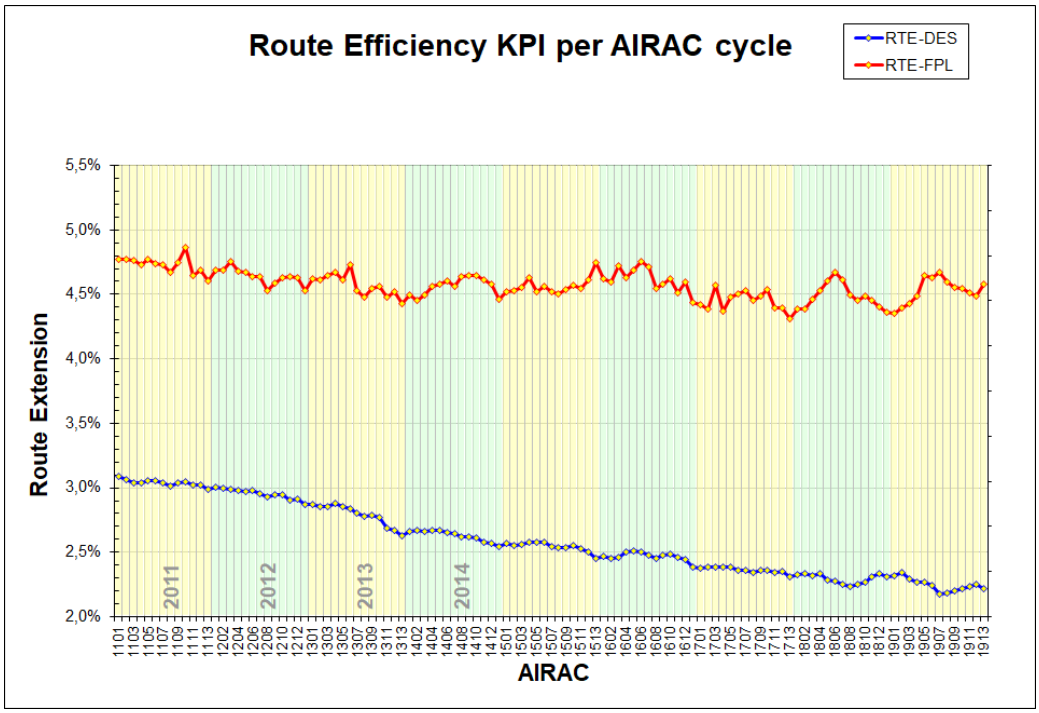


Figure 4 : *Flight efficiency (DES, FPL) evolution per AIRAC cycle*

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 1 January 2020. *(Note: inclusion of new measurements will be done as soon as all data will become available)*

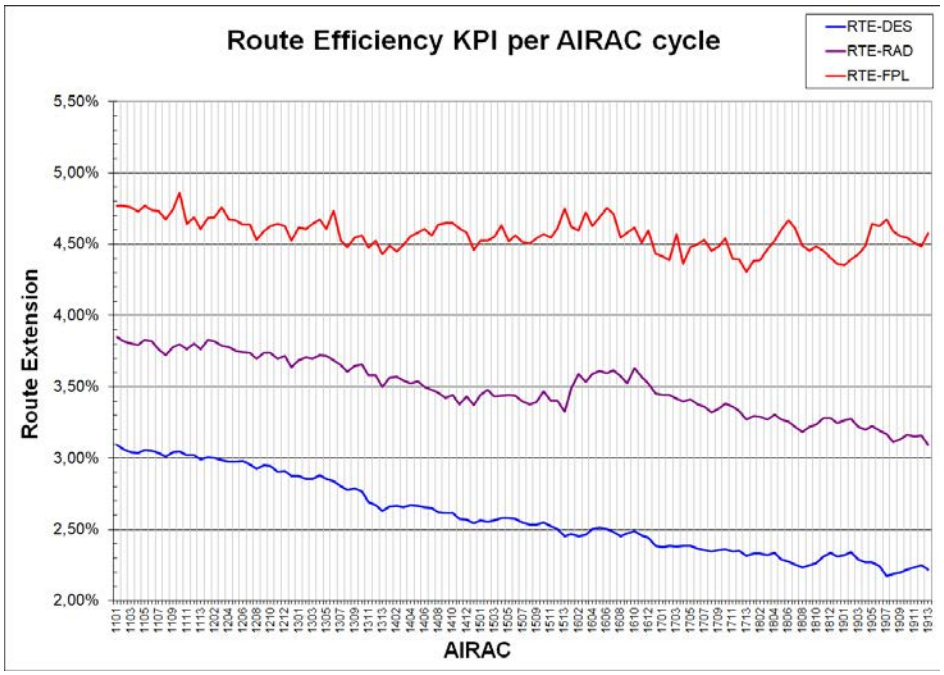


Figure 5 : *Flight efficiency (DES, RAD, FPL) evolution per AIRAC cycle*

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 1 January 2020 by 1.24 percentage points (1,21 in AIRAC 1912). 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 1 January 2020 by 0.63 percentage points (0.36 same in AIRAC 1912).

The difference between the airspace design indicator and the last filed flight plan indicator was 1.45 percentage points in 2009 and was 2.06 percentage points in January 2020 (2.30 in AIRAC 1912).

The current data indicates that the route extension due to airspace design went down to 2.22% in January 2020 (2.25 in AIRAC 1912).

The current data show that the route extension based on the last filed flight plan went up to 4.58% in January 2020 (4.48 in AIRAC 1912).

3.4.2 EVOLUTION OF RTE-RAD INDICATOR

As shown in Figure 3 above the impact of the RAD decreased by 0,71 percentage points in January 2020 compared with 2012. More actions will be required to further diminish this impact 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

Caused by the airspace enhancements implemented during AIRAC 1913 as well as the airspace design improvements put in place since AIRAC 1813 in connection with changing traffic patterns and structure, the **additional, potential savings offered** during AIRAC cycle 1913 amount to 222 000 NMs flown less compared with the equivalent AIRAC cycle in 2018. This translates into 1 332 tons of fuel, or 4 440 tons of CO2, or € 1 110 000.

Based on the last filed flight plan indicator and as a result of the airspace design improvements put in place since AIRAC 1813 in connection with changing traffic patterns and the airline choices made, the **actual losses calculated** during the AIRAC cycle 1913 amount to 741 000 NMs flown more compared to the equivalent AIRAC cycle in 2018. This translates into 4 446 tons of fuel, or 14 820 tons of CO2, or € 3 705 000.

While airspace design benefits continue to be implemented the **network performance/ flight efficiency** improves not to the maximum potential, as it is effected by various crisis and closed areas in adjacent airspace(s). The losses recorded on the last filed flight plan data during AIRAC cycle 1913 compared to the equivalent AIRAC cycle in 2018 are mainly because of different flight planning/ airline choices, traffic composition, weather, industrial actions and/or regulations applied due to capacity problems in the network.
The special events recorded for this AIRAC cycle are as follows:

- **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 (while traffic to/from Tunisia remains suppressed since the terrorist attack on 26 June 2016.)
- **Avoidance of Syrian 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.

- **Staffing** and **capacity issues** in Karlsruhe UAC, Langen ACC and Lisboa ACC required regulations, with impact on flight planning route extension.
- **Staffing issues** in Brussels ACC and Nicosia ACC required regulations, with impact on flight planning route extension.
- **Several French ATC industrial actions** between 4 - 19 December 2019 required regulations for all French ACCs, with severe impact on flight planning route extension.
- **Traffic on-load and/ or traffic complexity associated with the French industrial action** required regulations in adjacent centres in Karlsruhe UAC, Maastricht UAC, Canarias ACC and Madrid ACCs, with impact on flight planning route extension.

Figure 6 below shows the airspace unavailability and closed areas in December 2019.

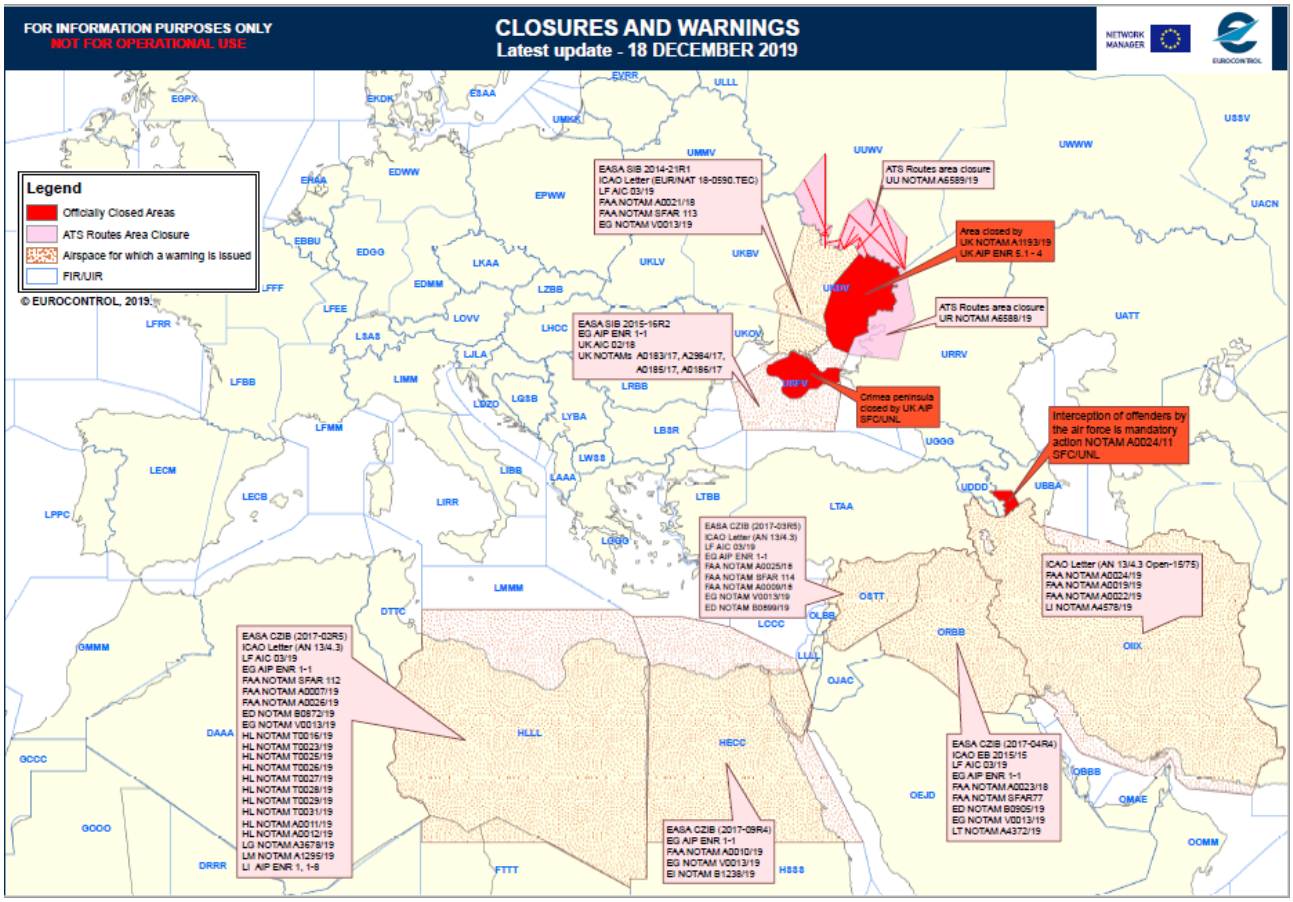


Figure 6 : *Airspace unavailability and closed areas in December 2019*

Figure 7 and Figure 8 below visualise the impact of the mentioned airspace unavailability (see Figure 6 above) by comparing traffic flows in December 2013 and December 2019.

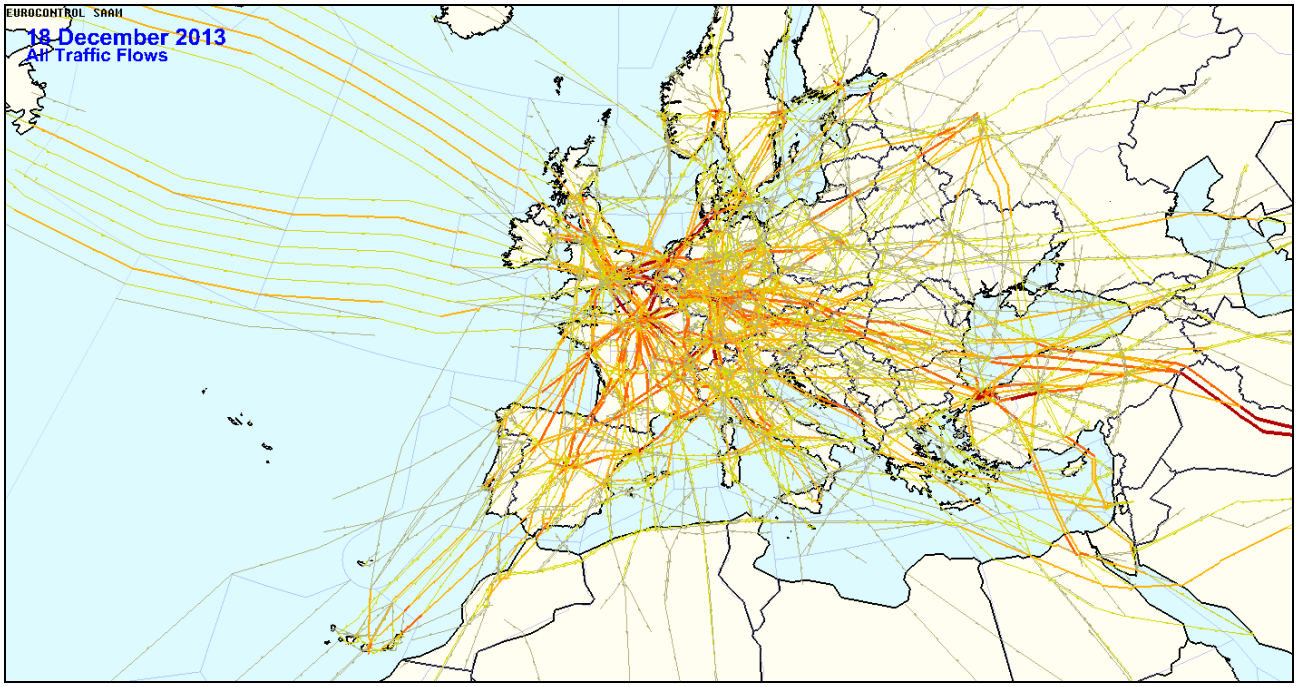


Figure 7 : *24h traffic situation Wednesday, 18 December 2013 (flight planned)*

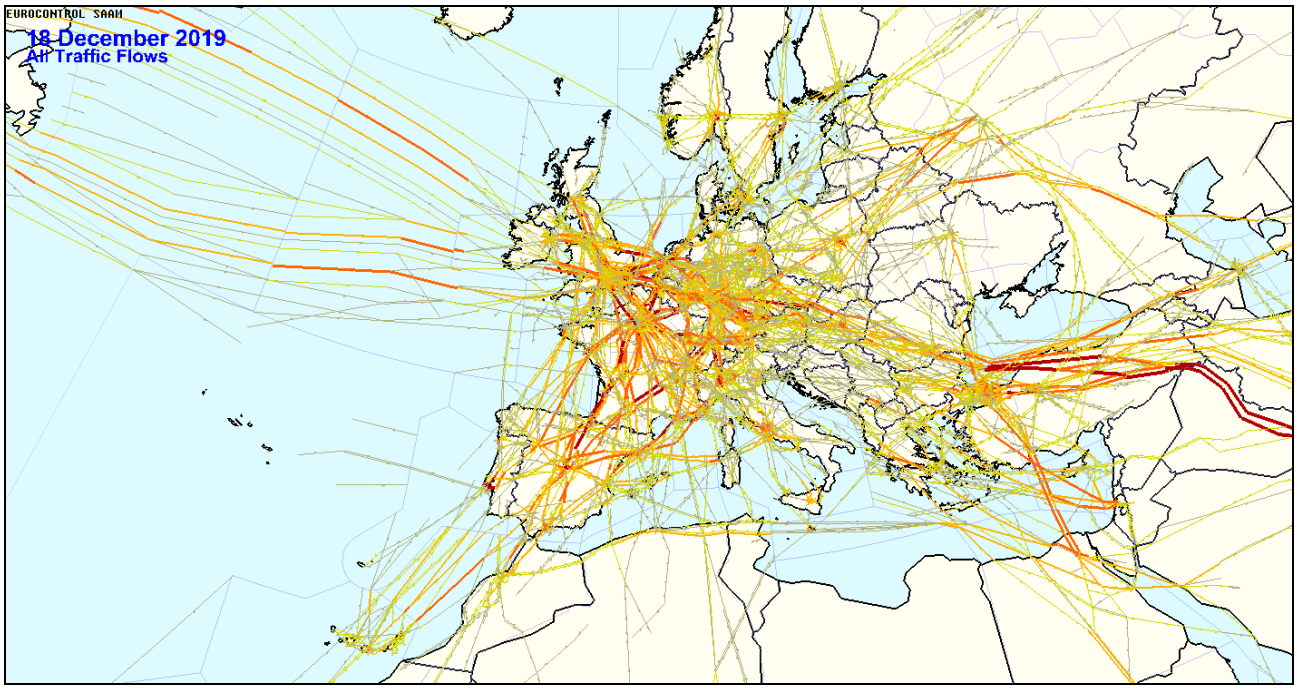
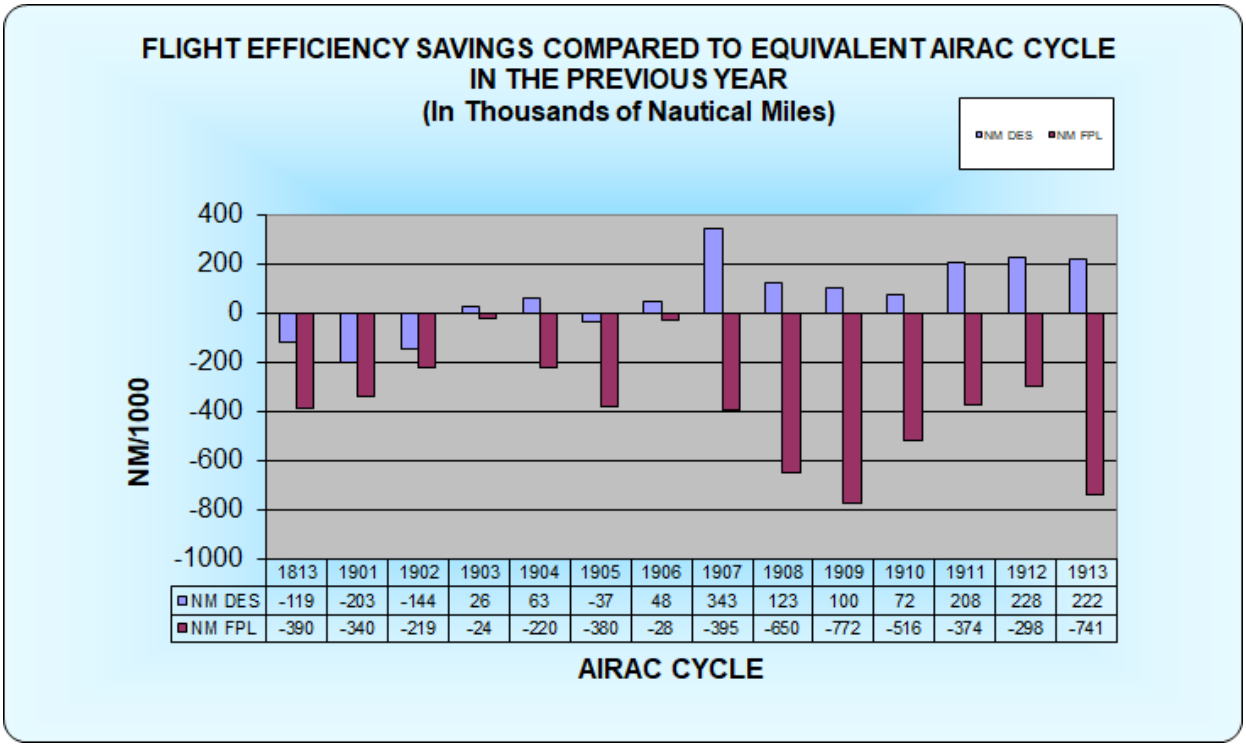


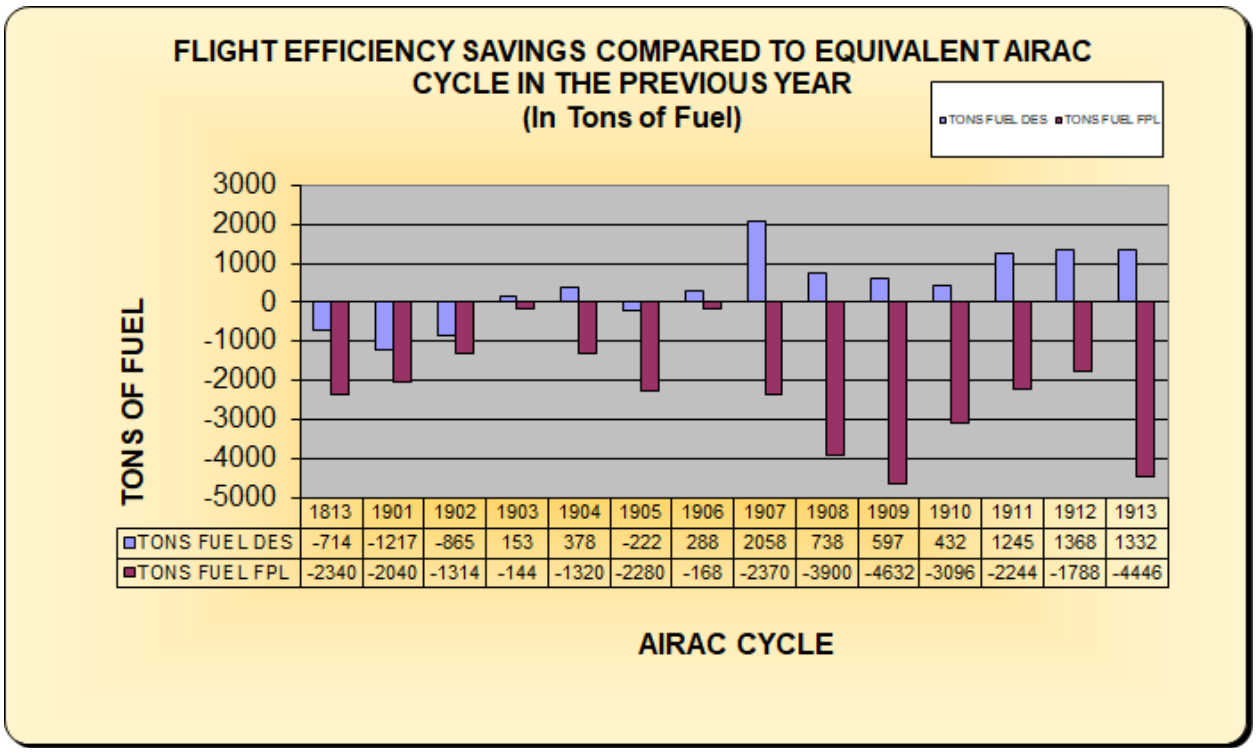
Figure 8 : *24h traffic situation Wednesday, 18 December 2019 (flight planned)*

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).



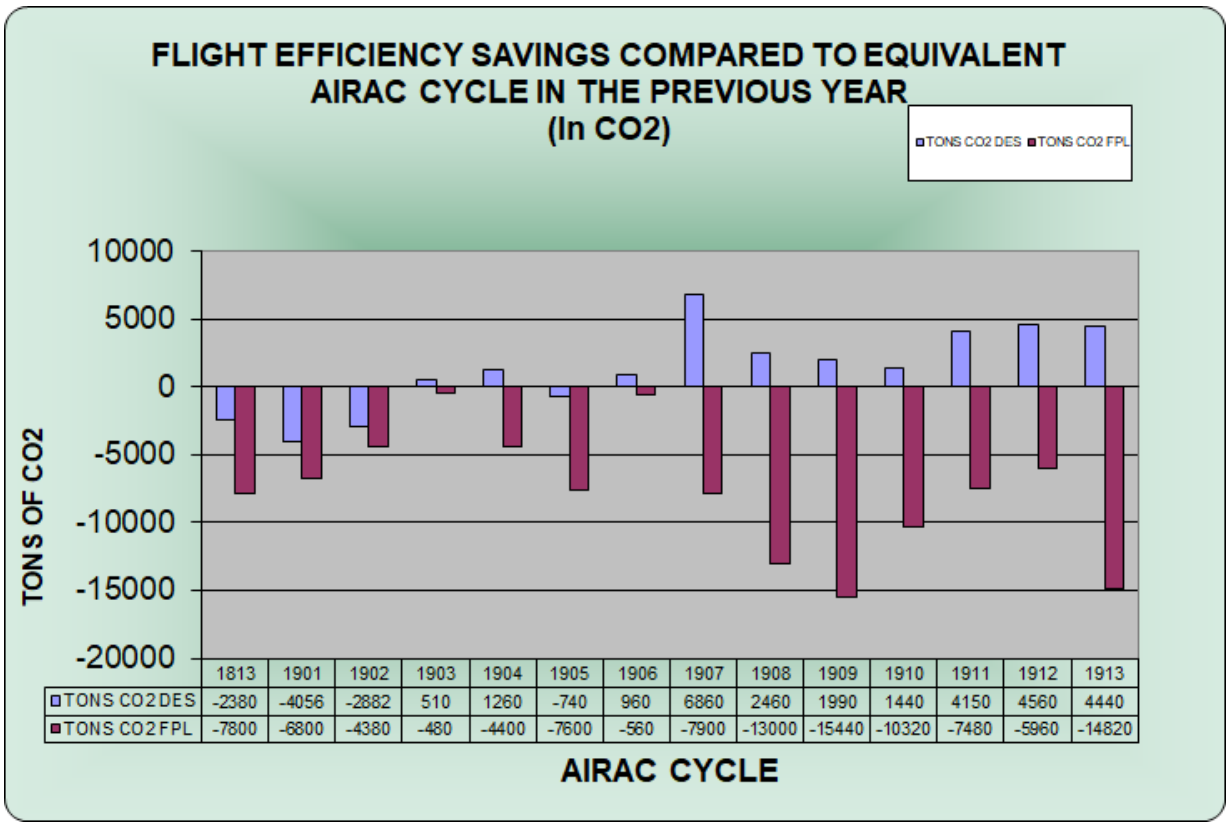
	1813	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
NM DES	-119	-203	-144	26	63	-37	48	343	123	100	72	208	228	222
NM FPL	-390	-340	-219	-24	-220	-380	-28	-395	-650	-772	-516	-374	-298	-741

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



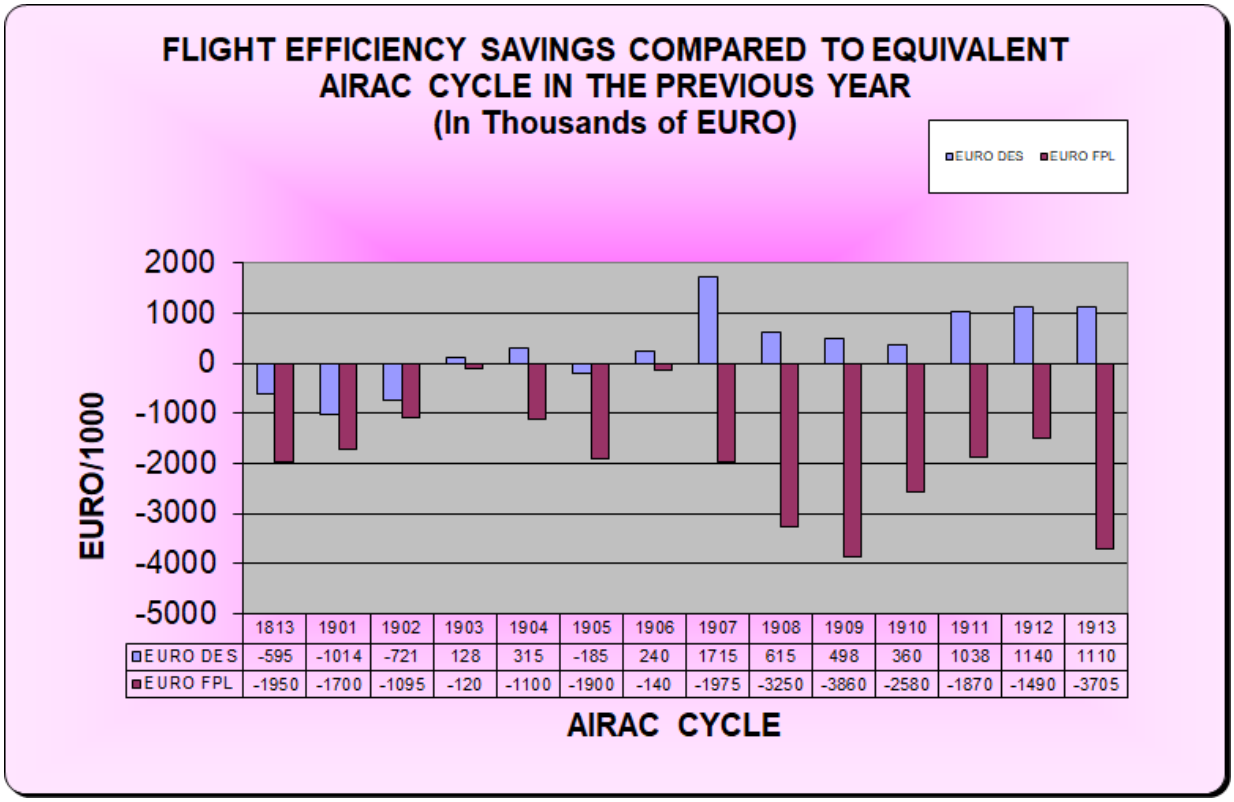
	1813	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
TONS FUEL DES	-714	-1217	-865	153	378	-222	288	2058	738	597	432	1245	1368	1332
TONS FUEL FPL	-2340	-2040	-1314	-144	-1320	-2280	-168	-2370	-3900	-4632	-3096	-2244	-1788	-4446

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



	1813	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
TONS CO2 DES	-2380	-4056	-2882	510	1260	-740	960	6860	2460	1990	1440	4150	4560	4440
TONS CO2 FPL	-7800	-6800	-4380	-480	-4400	-7600	-560	-7900	-13000	-15440	-10320	-7480	-5960	-14820

Figure 11 : *Flight Efficiency savings/ losses in CO2*



	1813	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
EURO DES	-595	-1014	-721	128	315	-185	240	1715	615	498	360	1038	1140	1110
EURO FPL	-1950	-1700	-1095	-120	-1100	-1900	-140	-1975	-3250	-3860	-2580	-1870	-1490	-3705

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:
https://www.eurocontrol.int/library?f%5B0%5D=product%3A807

3.4.4 BENEFITS AND ASSESSMENT OF RTE-RAD EVOLUTIONS

The 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/ FRA EVOLUTION

FRA implementation leads to improved flight efficiency and has an economic impact in terms of fuel savings as well as notable environmental impact on climate in terms of reduced CO2 emissions.

Full H24 Free Route Airspace implementation has taken place in Armenia, Austria, Bosnia & Herzegovina, Bulgaria, Croatia, Georgia, Hungary, Ireland, Italy, L'viv ACC, Malta, Maastricht UAC, Moldova, Portugal, Serbia/ Montenegro, Slovenia, Slovakia, Sofia ACC, North Macedonia, Warsaw ACC and all Scandinavian States (Denmark, Finland, Norway, Sweden) & Baltic States (Estonia, Latvia, Lithuania).

Partial implementation during night, weekend or based on permission to flight plan direct/ DCT between a defined set of points has already been provided in a large number of European states (see Figure 13 below).

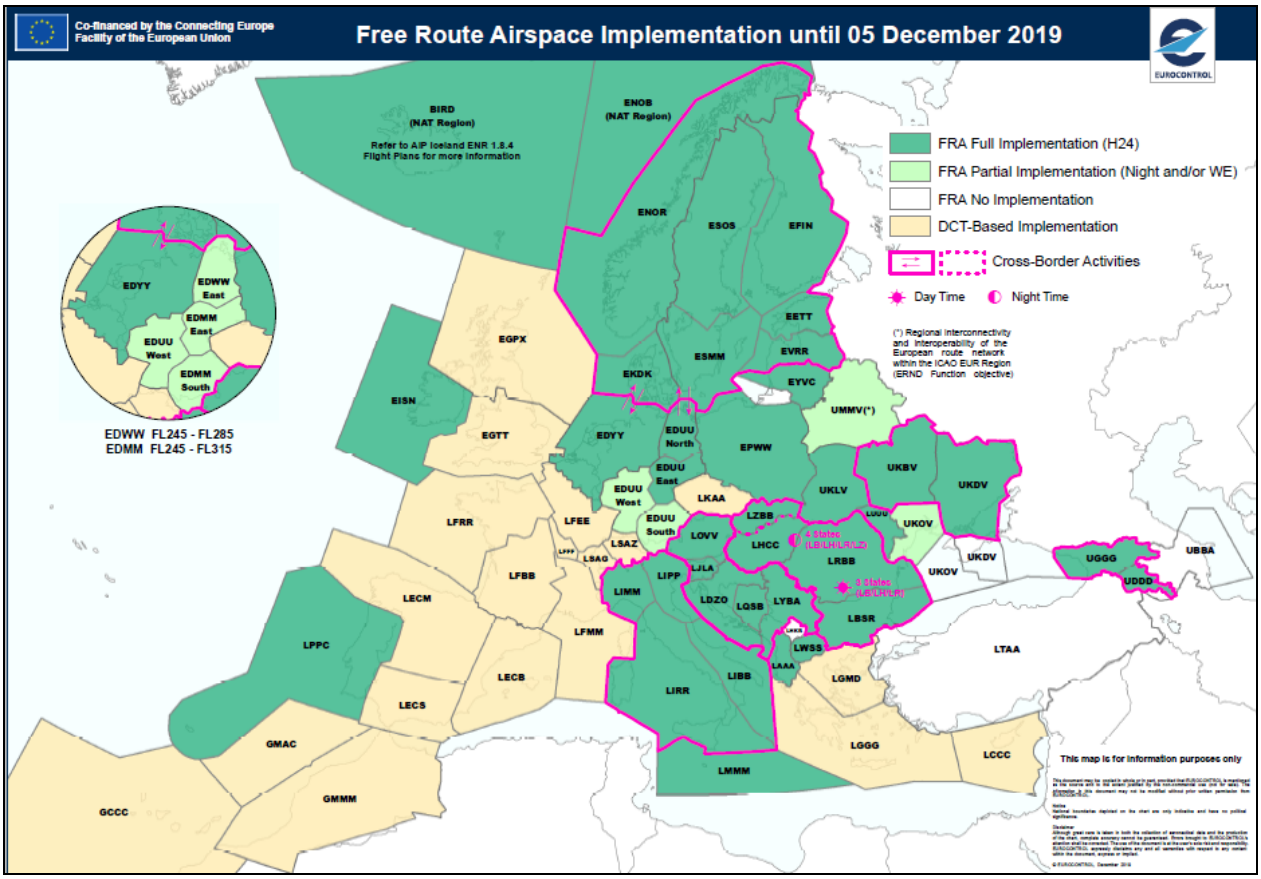


Figure 13 : *Airspace implementation towards Free Route Airspace*

The following Area Control Centres/ ACCs in Europe have already progressed with partially Free Route Airspace Implementation: Athinai ACC, Beograd ACC, Brest ACC, Bremen ACC, Brindisi ACC, Bodo ACC, Bordeaux ACC, Bucuresti ACC, Budapest ACC, Chisinau ACC, Finland ACC, Geneva ACC, Karlsruhe UAC, Kobenhavn ACC, Kyiv ACC, Lisboa ACC, Ljubljana ACC, London ACC, L'viv ACC, Madrid ACC (SAN and ASI sectors), Makedonia ACC, Malmo ACC, Malta ACC, Marseille ACC, Milano ACC, Minsk ACC, Munich ACC, Nicosia ACC, Nipro ACC (excl. Sector DVB), Norway ACC, Padova ACC, Praha ACC, Prestwick ACC, Reykjavik ACC, Reims ACC, Riga ACC, Roma ACC, Shannon ACC, Skopje ACC, Stockholm ACC, Tallinn ACC, Tbilisi ACC, Tirana ACC, Vilnius ACC, Wien ACC, Zagreb ACC and Zurich ACC (see Figure 13 above).

3.6 ASM PERFORMANCE ASSESSMENT

The FUA indicators are calculated separately for two CDR basic categories: CDR1 and CDR2.

Those CDRs, defined as CDR1/2, CDR1/3 or CDR2/3, are measured over time for each category and their individual contribution is added to either CDR1 or CDR2 type reports. The method allows us to align the calculation of the indicators with the way the CDRs' availability is presented in AUP/UUP Lists A and B respectively.

The values for each AIRAC cycle were aggregated by measuring the indicators on a daily basis. By doing this, we could differentiate between each CDR1/2, CDR1/3 or CDR2/3 routes, categorising CDR1 and CDR2 routes with the appropriate metrics.

We measure airspace utilisation with the Rate of Aircraft Interested (RAI) and Rate of Aircraft using CDRs (RAU). The first indicator shows which flights could potentially use available CDRs; the second one indicates the actual CDR uptake.

3.6.1 CDRs OVERVIEW

Figure 14 below is an ECAC map of published CDRs for the last AIRAC cycle in Q4 2019. It is worth noting the diversity of CDR categories: this is one of the consequences of establishing night routes; they are often CDR1 at night but CDR3 by day.
A similar situation may be observed for CDR1/2: CDR2 by day and CDR1 by night and at weekends.

One element that adds a significant level of complexity to the calculation of ASM performance indicators is the published timesheet or activation schedule of various categories of CDRs. The way this schedule is described in the national AIP varies significantly from State to State, and especially so when referring to the switchover from winter/summer, week/weekend and day/night time.

Regarding the basic definition of CDRs, CDR is mostly made up of several elementary segments, spatially sequenced. There are cases when this definition was modified for various reasons, leading to a change in the number of CDRs counted, although the number of elementary segments remained the same.

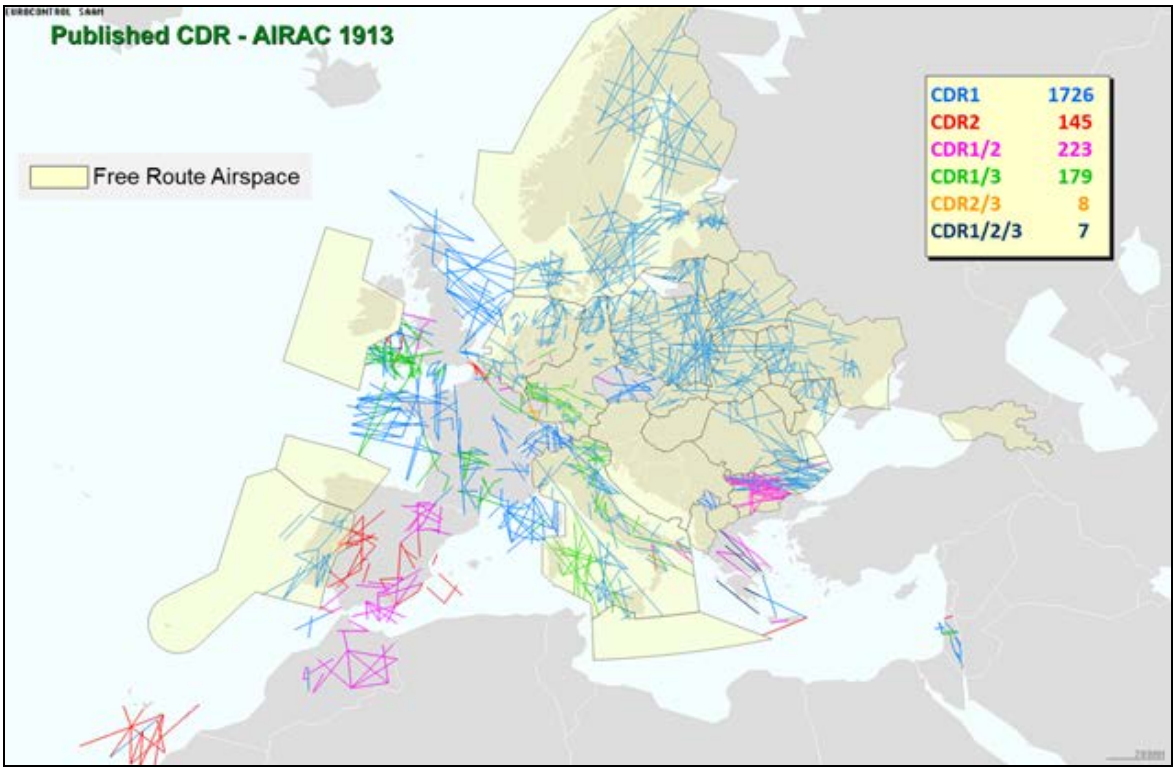


Figure 14 : *ECAC map of published CDR1, CDR2, CDR1/2, CDR1/3 and CDR2/3 for the last AIRAC (1913) of Q4 in 2019 (for visibility only CDRs above FL245 are shown).*

To see the impact of the CDRs on the number of flights it is worth to compare the total IFPS traffic with the number of flights that have at least one CDR segment in their flight plan. Figure 15 below displays the values averaged by AIRAC cycle for the year 2019.

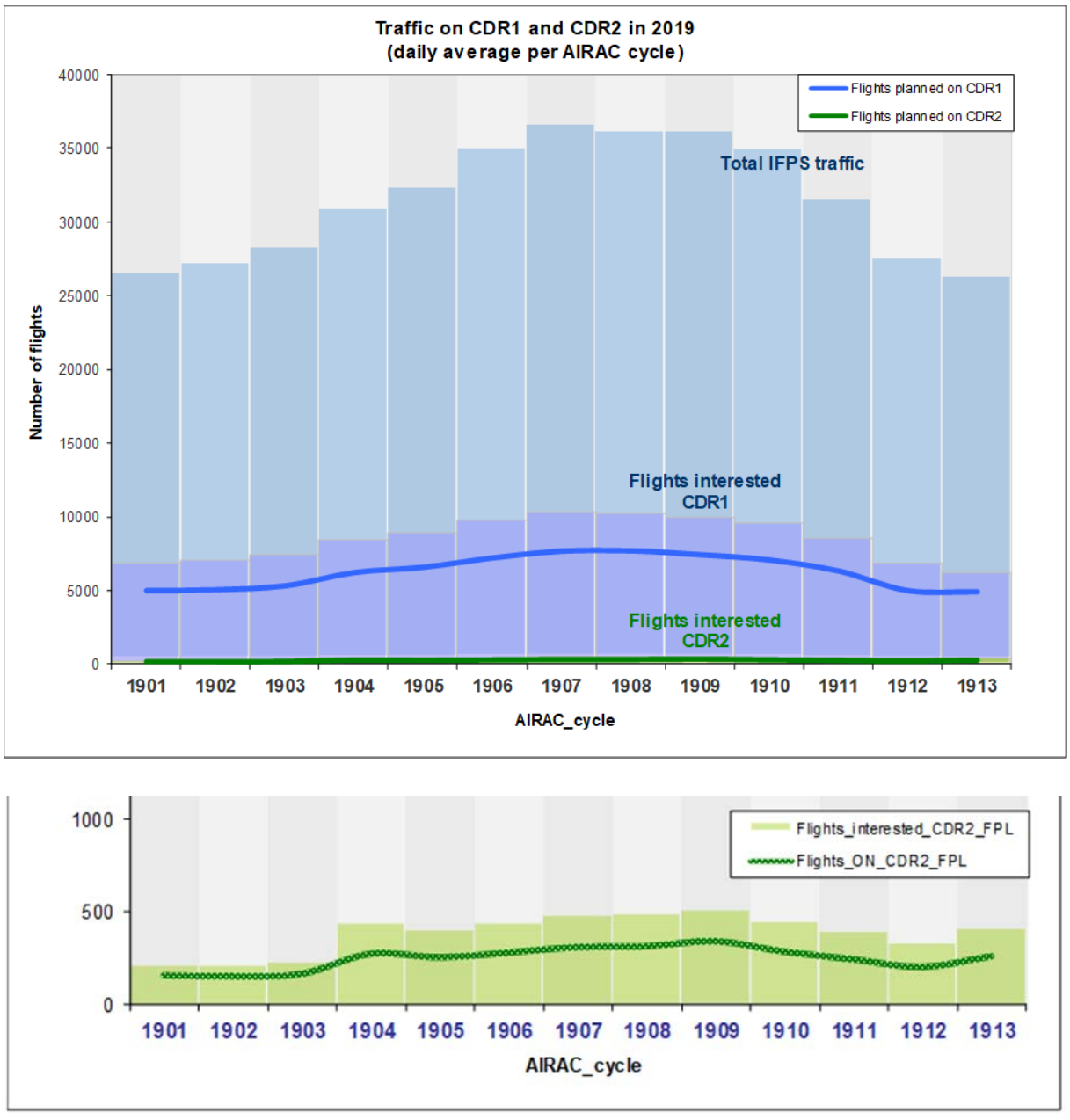


Figure 15 : *Flights on CDR1 and CDR2 versus total 2019 IFPS traffic (zoom for CDR2).*

- Flights interested are the maximum number of flights that could have planned on an available CDR. The graph illustrates the low impact on CDR2s and consequently the negligible impact on the final value concerning the number of aircraft interested (RAI).

The absolute numbers averaged for an AIRAC cycle in 2019 are:

- 31487 IFPS daily flights average for 2019 (0.9% increase from 2018);
- 8478 daily interested flights on CDR1s (12% decrease);
- 6231 daily effectively planning at least one CDR1 segment (5% decrease);
- 2889 actually flying on at least one CDR1 segment (3% decrease);
- 384 daily interested flights on CDR2s (46% increase);
- 252 effectively planning at least one CDR2 segment (27% increase);
- 171 actually flying on at least one CDR2 segment (26% increase).

3.6.2 FUA PERFORMANCE INDICATORS

Figure 16 and Figure 17 below show the aggregated values of the three FUA KPIs[5] (RoCA, RAI, RAU) for the year 2019 compared with 2018 for CDR1 and CDR2.

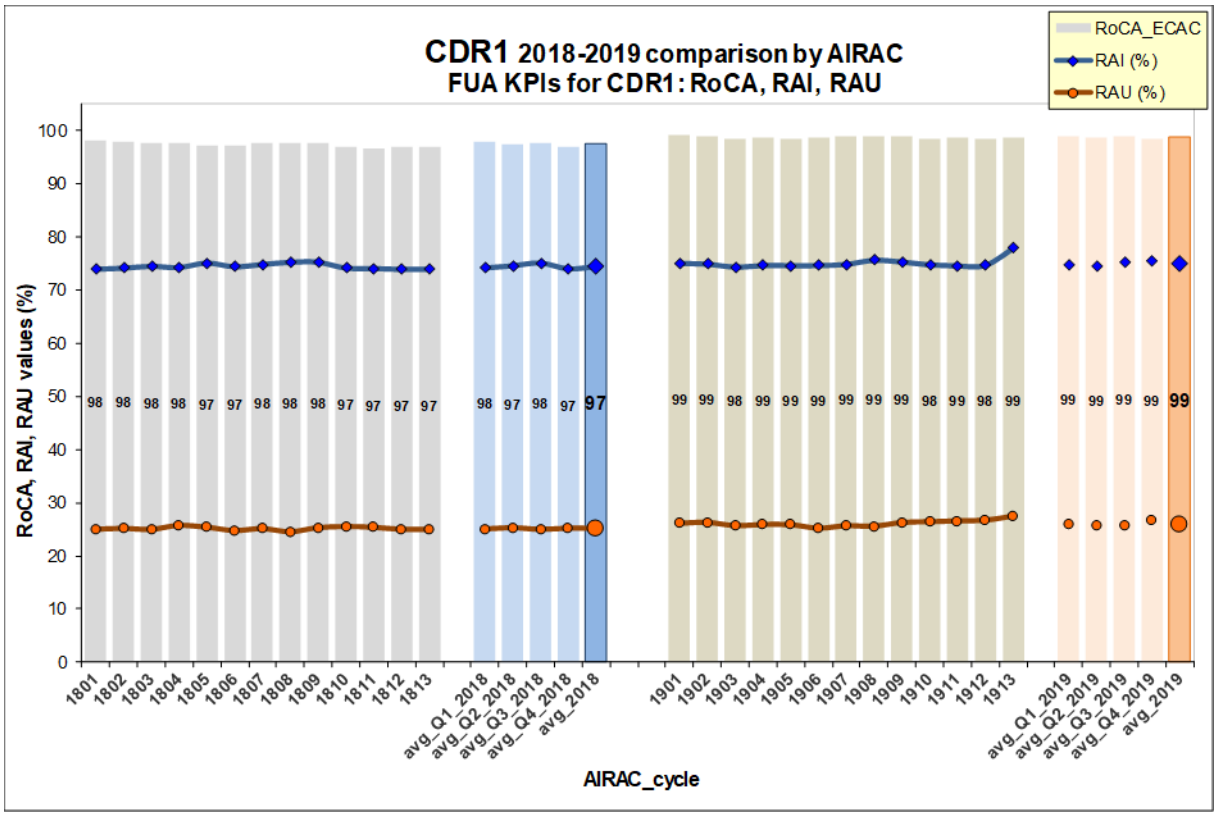


Figure 16 : *CDR1 RoCA, RAI and RAU per AIRAC cycle in 2019 compared with 2018.*

The CDRs' availability is quantified by the RoCA indicator (rate of CDR availability – as defined by the ASM Handbook) and represents (in percentage terms) the ratio of the total opening of the CDR segment, no matter which category, in a given period.

For CDR1 the RoCA is very high in 2019 (similar as in 2018) with an average value above 99%. RAI in 2019 stays at relatively constant value with an increase of RAI towards summer season and a relative peak at the beginning of the winter season that stabilised with an average value of 75.1. RAU keeps a constant value of 25% over the entire 2018 with a slight increase in the average value to 26% in 2019 (see Figure 16 above).

For CDR2 the RoCA in 2019 shows values from 62% up to 83%. RAI holds an average of 77% (2% more than in 2018), and RAU has a significant increase from 31% in 2018 to 38% in 2019 (see Figure 17 below).

However, the overall impact of CDR2 on the performance assessment is marginal considering the low number of CDR2/ CDR1/2 versus the number of CDR1.

[5] **RoCA** (Rate of CDR availability) represents the average CDR availability according to the EAUP/EUUP related to a given time period. RoCA (in %) is calculated as the ratio of the total CDR segment opening, whatever category it may be, to the total time of days (D).

RAI (Rate of Aircraft Interested) represents the average number of aircraft interested in filing flight plans to take advantage of an available CDR. RAI represents (in %) the ratio of the number of flights planned on an available CDR to the number of potential users of this CDR.

RAU (Rate of Actual Use of CDR) represents the average number of aircraft having actually used an available CDR during a given time period. RAU represents (in %) the ratio of the number of flights (AU) having actually used an available CDR to the number of potential users (PU) of this CDR.

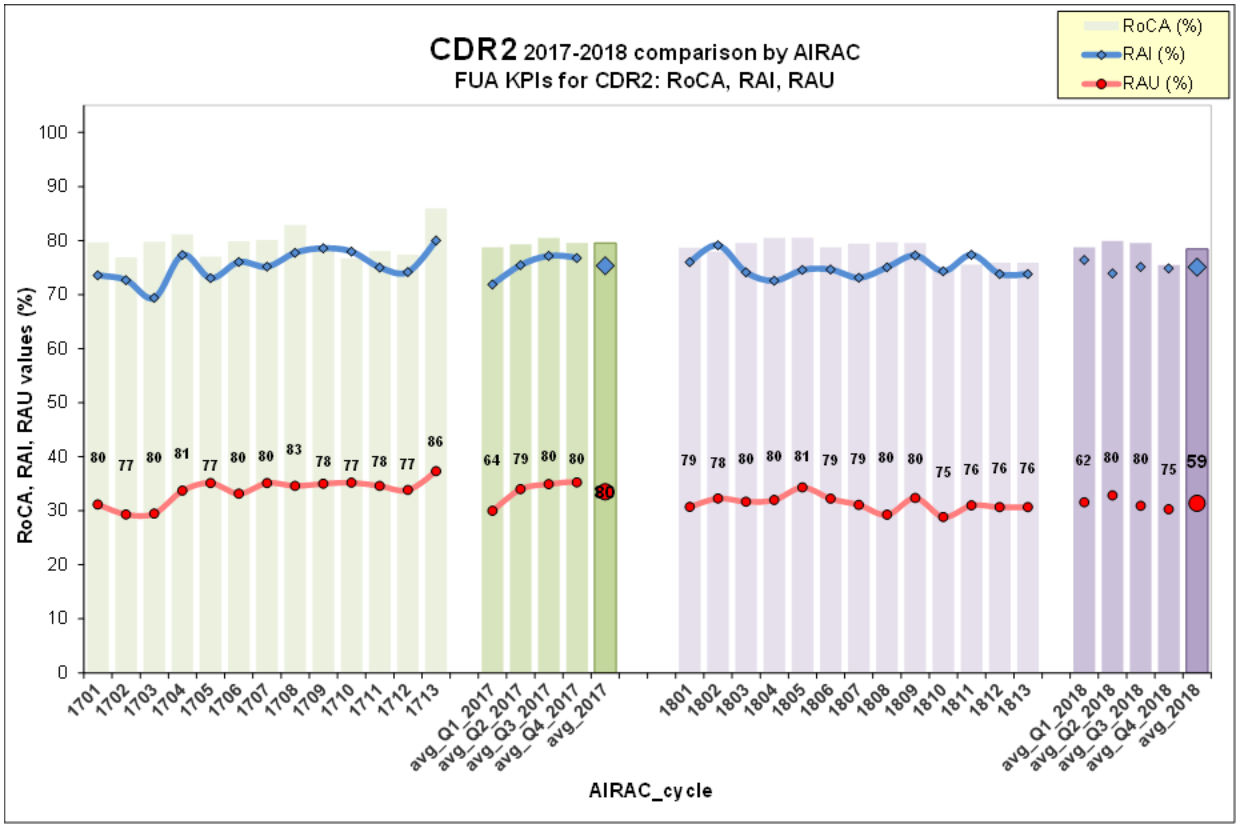


Figure 17 : *CDR2 RoCA, RAI and RAU per AIRAC cycle in 2019 compared with 2018*

The indicators characterising the utilisation of the available CDRs are represented by the Rate of Aircraft Interested (RAI) for flight planning using available CDRs and the Rate of Actual Use of CDR (RAU).

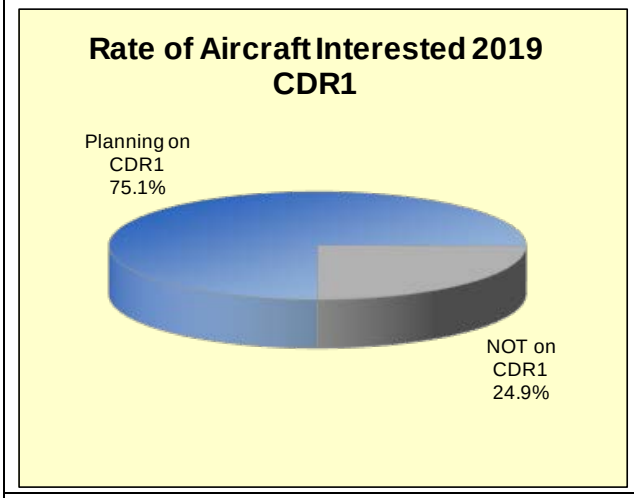


Figure 18 : *RAI for CDR1 averaged for 2019*

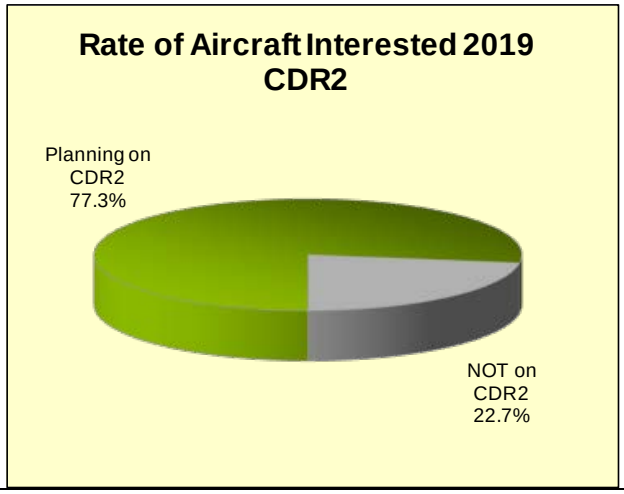


Figure 19 : *RAI for CDR2 averaged for 2019*

Figure 18 shows the percentage of flights averaged for 2019, which could potentially have made use of CDR1 in their flight plans (interested flights). The percentage of flights interested on CDR2s is shown in Figure 19. For CDR1, 24.9% of the flights did not make use of a CDR1, so missing an opportunity (25.5% in 2018). The percentage of flights missing planning opportunities on CDR2s in 2019 is slightly lower, with a figure 22.7% (24.9% in 2018).

Figures 20 and 21 below represent the percentage of flights averaged for 2019 which actually flew on a CDR. For CDR1 there were 74.0% of flights which did not fly on CDR1 compared with 74,9%

in 2018. The number of flights which did not fly on CDR2 decreased in 2019 (61.2%) in comparison to 2018 (68.6%).

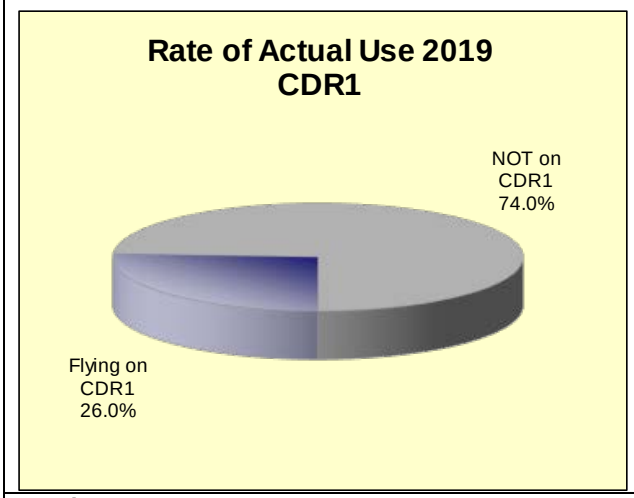


Figure 20 : *RAU for CDR1 averaged for 2019*

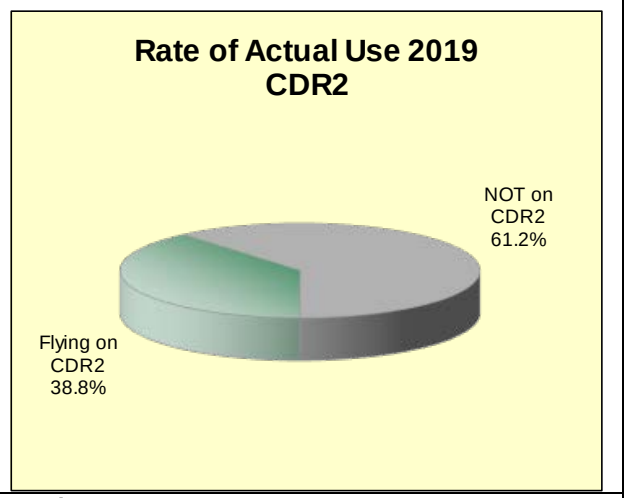


Figure 21 : *RAU for CDR2 averaged for 2019*

Figure 22 and 23 below show the proportion between CDR1 and CDR2 in terms of numbers. CDR1 type represents 84% of all CDRs available for planning. Concerning the actual use of CDRs the share is 95% for the CDR1 and only 5% for CDR2 actually flown.

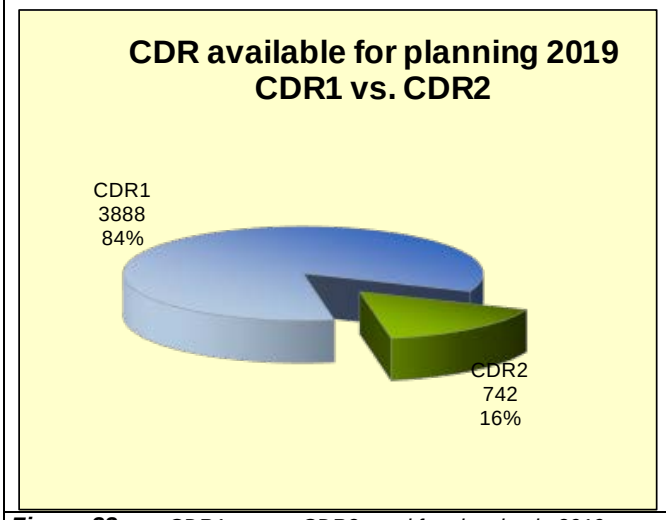


Figure 22 : *CDR1 versus CDR2 used for planning in 2019*

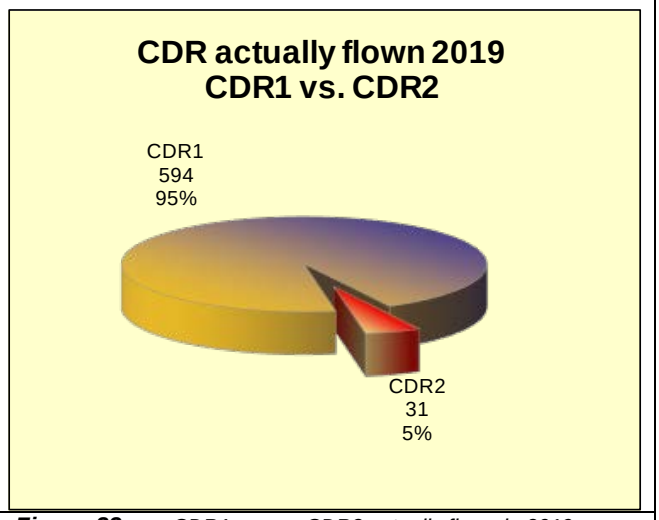


Figure 23 : *CDR1 versus CDR2 actually flown in 2019*

The data originated from NM data warehouse, the utilization of FIND together with other internally developed tools allowed to get a comprehensive view of the evolution for the major FUA KPIs used for ASM performance reporting. The increased complexity of CDR environment requires additional effort to carry out the adequate assessment.

The analysis shows that the CDR1s offer a much better stability and predictability than CDR2s in terms of airspace management. CDR1s have a positive impact on flight planning and the usage of the available opportunities in terms of airspace management.

There is a gap between the available options offered by CDRs availability and the actual flight planning activity: 75% for CDR1 and 77% for CDR2 of the interested flights do not use the available CDRs.

In 2019 the Free Route Airspace developments have extended and cover meanwhile significant parts in of the ECAC area, with further expansion in 2020. As a result the ATS route network, including CDRs, in these areas gets less and less relevance.

Therefore the analysis of CDR utilisation vis-à-vis planning and actual usage is strongly influenced by the actual routing opportunities offered through Free Route Airspace together with the direct flight planning options/ DCTs offered. The way forward in a realistic ASM performance measurement is to move from CDR availability and usage to airspace availability directly linked to FUA structures (TSA, TRA) with related availability.

*Note: The ASM Performance Assessment for **Q1 2019** is included for AIRAC 1904. The ASM Performance Assessment for **Q2 and Q3 2019** is included for AIRAC 1910.*

ANNEX A: DETAILED LIST OF PROJECTS IMPLEMENTED 5 DECEMBER 2019

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. AOs, ANSPs and EUROCONTROL). The table includes:

- Proposal ID number:
  A reference number to identify each proposal allowing tracing at which RNDSG 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

	Proposal ID :	Status:	Contributor:	Comments:
1.	**Project Name: SECSI FRA - NPZs Austria** **Description:** 1. To publish NPZ **INSAX** within Vienna FIR. 2. To publish NPZ **SUNIS** within Vienna FIR. **Objective:** To be compliant with ERNIP Part 1 - Annex 4.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** AUT **Originator(s):** AUT **Project Category:** Airspace Structure Free Route Airspace NPZ	In order to avoid short crossing of multiple ACC airspace, a No Planning Zone/ NPZ is defined as an area within which the planning of DCT trajectories is not allowed. **Related proposals:** • 97.047 • 97.048 • 97.049
	Proposal ID : **98.063**	**Status:**	**Contributor:**	**Comments:**
2.	**Project Name: Single CDR Category (SCC) - Belgium** **Description:** To change all existing CDR Categories into a single CDR 1 category. **Objective:** To further improve flight planning options while reducing CDR complexity by simplifying the CDR category in Belgium.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** BEL **Originator(s):** BEL EUROCONTROL **Project Category:** CDRs SCC	
	Proposal ID : **98.032**	**Status:**	**Contributor:**	**Comments:**
3.	**Project Name: Remove 'U' Prefix of ATS routes in Belgium** **Description:** To remove the 'U' prefix of ATS routes in Belgium. **Objective:** Remove 'U' prefix and rationalise the use of Route Deisgnators.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** BEL **Originator(s):** BEL **Project Category:** ATS Routes	The routes are : UL608, UT180, UT856, UM150, UM170, UM624, UN852, UN853, UN872, UN873, UQ50, UQ70, UT853, UT857, UY18, UY28, UY37, UY180, UY181, UY862, UY863, UY868, UZ104, UZ283, UZ310, UZ717
	Proposal ID : **60.006b**	**Status:**	**Contributor:**	**Comments:**
4. EVENT	**Project Name: BH ATM, Phase 2** **Description:** To re-organise the airspace structure within Sarajevo FIR above **FL325**. **Objective:** To further improve the ATS route network and associated airspace structure in order to support the establishment of the new ACC within Sarajevo FIR *(BH ATM Project, Phase 2).*	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** BIH HRV MNE SRB **Originator(s):** BIH **Project Group:** RFG SE **Project Category:** Airspace Structure	• *Phase 1: FL325 and below successfully implemented 13 NOV 2014.* o *Re-sectorisation required within Croatia and Serbia.* • *Close coordination with the Network Manager and neighbouring ACC* **Related proposals:** • 60.006a • 97.052

	Proposal ID: 89.022	Status:	Contributor:	Comments:
5.	**Project Name: Unnamed Significant Points** **Description:** To remove from ENR 3 in AIPs several unnamed significant points. **Objective:** To further improve the AIP airspace data publication.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** CHE FRA **Originator(s):** EUROCONTROL **Project Category:** AIP ATS Routes	*Detailed information is attached as separate doc file in ERNIP.* **Related proposals:** • 89.021
	Proposal ID: 92.024a	**Status:**	**Contributor:**	**Comments:**
6.	**Project Name: ECAC States AIP en-route publication issues** **Description:** To adapt the lower vertical limit, expressed in FL of ATS route **Z57** within Switzerland - change of IFR FL to VFR FL. **Objective:** To adapt in State AIP ATS routes vertical limits.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** CHE **Originator(s):** EUROCONTROL **Project Category:** AIP ATS Routes	Z57 (LAMUR – GUDAX), FL660 – FL155. **Related proposals:** • 92.023
	Proposal ID: 89.021	**Status:**	**Contributor:**	**Comments:**
7.	**Project Name: Unnamed Significant Points** **Description:** To remove from ENR 3 in AIP **6** unnamed significant points. **Objective:** To further improve the AIP airspace data publication.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** CHE **Originator(s):** EUROCONTROL **Project Category:** AIP ATS Routes	*Detailed information is attached as separate doc file in ERNIP.* **Related proposals:** • 89.022
	Proposal ID: 96.003b	**Status:**	**Contributor:**	**Comments:**
8.	**Project Name: Single CDR category (SCC) - Switzerland - Phase 2** **Description:** To change the existing CDR 3 Category into a "Available by ATC only". **Objective:** To further improve flight planning options while reducing CDR complexity by simplifying the CDR category in Switzerland.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** CHE **Originator(s):** EUROCONTROL **Project Category:** CDRs SCC	Interface with AUT and DEU ok, further action required for the interface with ITA. **Related proposals:** • 96.003a

	Proposal ID : 98.035	Status:	Contributor:	Comments:
9.	**Project Name: To remove 'U' Prefix of ATS routes in Switzerland** **Description:** To remove the 'U' prefix of several ATS routes ; **Objective:** To remove 'U' prefix from ATS routes and to rationalise the use of Route Designators	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** CHE **Originator(s):** CHE **Project Category:** ATS Routes	The routes are UL15, UN491, UN850, UN851, UQ341
	Proposal ID : 89.025c	**Status:**	**Contributor:**	**Comments:**
10.	**Project Name: RDs collocation resolution Phase 2** **Description:** To simplify ATS routes designation and remove RDs collocation Phase 2. **Objective:** To resolve spotted RDs collocation within Germany.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** DEU **Originator(s):** EUROCONTROL **Project Category:** AIP ATS Routes	• Ongoing process. • Detailed information is attached as separate doc file in ERNIP. • Linked to Langen 2.0 project. **Related proposals:** • 89.025a • 91.038
	Proposal ID : 97.012	**Status:**	**Contributor:**	**Comments:**
11. EVENT	**Project Name: Langen ACC Sector Group 5 re-design - Step 2** **Description:** To re-design Langen ACC Sector Group 5. **Objective:** To level traffic counts and optimize airspace design in Langen ACC for future iCAS implementation.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** DEU **Originator(s):** DEU **Project Category:** Airspace Structure ATC Sectors	• No route changes associated to this pure ATC sector re-design. • Step 1: 20 JUN 2019 • Step 2: 05 DEC 2019. **Related proposals:** • 97.011 • 97.013 • 97.015
	Proposal ID : 96.005	**Status:**	**Contributor:**	**Comments:**
12.	**Project Name: Single CDR category (SCC) - Germany** **Description:** To change all existing CDR Categories into a single CDR category. **Objective:** To further improve flight planning options while reducing CDR complexity by simplifying the CDR category in Germany.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** DEU **Originator(s):** EUROCONTROL **Project Category:** CDRs SCC	

	Proposal ID :	Status:	Contributor:	Comments:
13.	**Project Name: SECSI FRA - NPZ Germany** **Description:** To publish NPZ **MORED** within Munich FIR/ Rhein UIR. **Objective:** To be compliant with ERNIP Part 1 - Annex 4.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** DEU **Originator(s):** AUT **Project Category:** Airspace Structure Free Route Airspace NPZ	In order to avoid short crossing of multiple ACC airspace, a No Planning Zone/ NPZ is defined as an area within which the planning of DCT trajectories is not allowed. **Related proposals:** • 97.046 • 97.047 • 97.049
	Proposal ID : 98.033	**Status:**	**Contributor:**	**Comments:**
14.	**Project Name: To remove 'U' Prefix of ATS routes in Germany** **Description:** To remove the 'U' prefix of ATS routes **UZ28** and **UZ29**. **Objective:** To remove 'U' prefix from ATS routes and to rationalise the use of Route Designators.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** DEU **Originator(s):** DEU **Project Category:** ATS Routes	
	Proposal ID : 93.013b	**Status:**	**Contributor:**	**Comments:**
15.	**Project Name: Cross-border FRA Maastricht UAC, DK/SW FAB** **Description:** To expand to H24 (from Night and Weekend) **Cross-border FRA** between **Maastricht UAC - DK/SE FAB (FL245/ FL285 - FL660)**. **Objective:** To further improve flight planning options between Maastricht UAC and DK/SW FAB.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** DNK SWE DEU MUAC NLD FAB Denmark/Sweden **Originator(s):** FAB Denmark/Sweden MUAC **Project Category:** Free Route Airspace	• Eligible are flights departing / arriving at aerodromes within the DK-SE FAB - FPLs do not require a boundary waypoint between the respective ACCs. • Flights overflying DK-SE FAB are not eligible for cross-border FRA with MUAC - FPLs have to file a boundary waypoint between the respective ACCs (same as today). • MUAC: **ATS Route Network** available. • DNK: **ATS Route Network** available. • SWE: **ATS Route Network** available. **Related proposals:** • 87.036c • 93.013a

	Proposal ID:	97.025	Status:	Contributor:	Comments:
16.	**Project Name: Route Rationalisation DK-SE FAB - Maastricht UAC** **Description:** To delete the following existing ATS routes and route segments: **P615** ALASA - ALSIE, **Z711** BAMOR - GESKA, L619, **P603, Z700, Z701, Z704, Z705, Z708, Z709, Z710**. **Objective:** To rationalize the existing ATS route network at the interface between Maastricht UAC and DK-SE FAB.		**Implementation:** Implemented 05 DEC 2019 **Circulation Letter:** EUR/NAT 19-0464.TEC of 21 October 2019 **Approval Letter:** EUR/NAT 19-0530.TEC of 6 December 2019	**State(s) and Org:** DNK MUAC NOR **Originator(s):** DNK **Project Category:** ATS Routes High Seas	High Seas Coordination (Serial no: EUR/NAT 19-14-HS-DNK) Circulation letter ref: EUR/NAT 19-0464.TEC of 21 October 2019 with deadline for reply on 21 November 2019 Approval letter ref: EUR/NAT 19-0530.TEC of 6 December 2019. **Related proposals:** • 97.023 • 97.030
	Proposal ID:	**89.027b**	**Status:**	**Contributor:**	**Comments:**
17.	**Project Name: RDs collocation resolution by France** **Description:** To simplify ATS routes designation and remove RDs collocation in Brest for **UN741** - **UT460** and **UZ273** - **UM189**. **Objective:** To resolve spotted RDs collocation within France.		**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** FRA **Originator(s):** EUROCONTROL **Project Category:** AIP ATS Routes	**Related proposals:** • 89.027a • 89.027c
	Proposal ID:	**97.006b**	**Status:**	**Contributor:**	**Comments:**
18.	**Project Name: Single CDR category (SCC) - France - Phase 2** **Description:** To change several existing CDR Categories into a single CDR category within Reims ACC. **Objective:** To further improve flight planning options while reducing CDR complexity by simplifying the CDR category in France.		**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** FRA **Originator(s):** FRA **Project Category:** CDRs SCC	Stepped approach. **Related proposals:** • 97.006a • 97.006c
	Proposal ID:	**98.037**	**Status:**	**Contributor:**	**Comments:**
19.	**Project Name: EGGP Airspace Efficiency** **Description:** Establish DCT **REXAM DCT RETSI** for EGGP departures via N862. **Objective:** To further improve the flight plannable options and more accuratrely reflect the route given tactically/ flown.		**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** GBR **Originator(s):** GBR **Project Category:** DCTs	

	Proposal ID : 98.038	Status:	Contributor:	Comments:
20.	**Project Name: EGNT Airspace Efficiency** **Description:** Establish DCT **BETAX DCT GOKOV** for EGNT arrivals via L613. **Objective:** To further improve the flight plannable options and more accuratrely reflect the route given tactically/ flown.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** GBR **Originator(s):** GBR **Project Category:** DCTs	
	Proposal ID : 98.039	**Status:**	**Contributor:**	**Comments:**
21.	**Project Name: EGCC Airspace Effiiciency** **Description:** Establish DCT **SONEX DCT MAMUL** for EGCC departures via L603. **Objective:** To reduce flight plannable track mileage to more accurately reflect tactical routeing given/ flown.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** GBR **Originator(s):** GBR **Project Category:** DCTs	
	Proposal ID : 98.040	**Status:**	**Contributor:**	**Comments:**
22.	**Project Name: EGCC Airspace Efficiency** **Description:** Establish a DCT **KUXEM DCT KARNO** for EGCC departures via N862. **Objective:** To further improve the flight plannable options and more accuratrely reflect the route given tactically/ flown.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** GBR **Originator(s):** GBR **Project Category:** DCTs	
	Proposal ID : 98.041	**Status:**	**Contributor:**	**Comments:**
23.	**Project Name: Leeds Airspace Efficiency** **Description:** Establish a DCT **TIPIL DCT LBA** for Leeds arrivals via TIPIL. **Objective:** To further improve the flight plannable options and more accuratrely reflect the route given tactically/ flown.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** GBR **Originator(s):** GBR **Project Category:** DCTs	

	Proposal ID: 74.064b	Status:	Contributor:	Comments:
24.	**Project Name: ATS Route Improvement Athinai FIR** **Description:** 1. To implement ATS route **M749** SKP - ROPOX (crossing point with northern lateral limits of Athinai TMA) - ATV with the relevant procedures (SIDs and STARs) for LGAV. 2. To withdraw ATS route **B1** SKP - ABLON - ATV following the implementation of **M749**. **Objective:** To further improve ATS route network within Athinai FIR / Hellas UIR.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** GRC **Originator(s):** GRC **Project Group:** RFG SE **Project Category:** ATS Routes	Connected to PBN implementation in Athens TMA.
	Proposal ID: 96.014	**Status:**	**Contributor:**	**Comments:**
25.	**Project Name: 5LNC replacement by Iceland - MURTA** **Description:** To replace 5LNC **MURTA** (duplicated worldwide). **Objective:** To avoid 5LNCs duplication within the ICAO EUR/NAT region, to improve the aeronautical information provided and be compliant with ICAO Annex 11.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** ISL **Originator(s):** ICAO **Project Category:** 5LNC	On 9 April 2019, Iceland did select RAJOL as a replacement. Implementation TBA
	Proposal ID: 97.050	**Status:**	**Contributor:**	**Comments:**
26.	**Project Name: NGT segments in ATS permanent/CDR1** **Description:** To change following segments from CDR3 (NGT RTE) in ATS permanent/CDR1: a. **L611** SUXAN-ROTAR (ATS permanent/CDR1); b. **M616** ELB-DIRKA (ATS permanent/CDR1); c. **M621** AOSTA-AMANO (ATS permanent/CDR1); d. **M731** TEKSA-OSMAR (ATS permanent); e. **N604** DOKAR-INGAB (CDR1) and INGAB-RUTOM (ATS permanent/CDR1); f. **Q182** RUVIP-NERAR (ATS permanent/CDR1); g. **T75** AMSOR-TIGRA (ATS permanent/CDR1); h. **T292** GISNU-BRD (ATS permanent); i. **T307** DIRAB-BABAG (ATS permanent/CDR1). **Objective:** To offer more flight planning options below FRA IT.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** ITA FAB BLUE MED **Originator(s):** ITA **Project Group:** FAB BLUE MED **Project Category:** CDRs Night Routes	Previous classification CDR3 0600-2100 (0500-2100) not necessary anymore.

	Proposal ID :	97.049	Status:	Contributor:	Comments:
27.	**Project Name: SECSI FRA / FRA-IT - NPZs Italy** **Description:** 1. To publish H24 NPZ **VEKEN** within Milano FIR. 2. To publish H24 NPZ **FRZ** within Milano FIR. **Objective:** To be compliant with ERNIP Part 1 - Annex 4.		**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** ITA **Originator(s):** AUT **Project Category:** Airspace Structure Free Route Airspace NPZ	In order to avoid short crossing of multiple ACC airspace, a No Planning Zone/ NPZ is defined as an area within which the planning of DCT trajectories is not allowed. **Related proposals:** • 97.046 • 97.047 • 97.048
	Proposal ID :	**87.036c**	**Status:**	**Contributor:**	**Comments:**
28. EVENT	**Project Name: FRAM2 - Phase 3** **Description:** To expand to **H24** existing **Night and Weekend Free Route Airspace** above **FL245 - FL660** within the Maastricht UAC AoR. **Objective:** To further improve the Free Route Airspace operations within Maastricht UAC.		**Implementation:** Implemented 05 DEC 2019 **Serial Number:** EUR/NAT 19/07-HS-BEL	**State(s) and Org:** MUAC BEL DEU NLD **Originator(s):** MUAC FAB EC **Project Group:** FAB EC **Project Category:** Free Route Airspace High Seas	• **Some ATS Routes (20%)** will be removed. • Linked with H24 Cross-border FRA Maastricht UAC and DK/SW FAB. • High Seas Coordination (Serial no: EUR/NAT 19/07-HS-BEL/DEU/HOL) circulation letter ref: EUR/NAT 19-0343 of 5 August 2019 circulated with deadline on 5 September 2019, approval letter ref: EUR/NAT 19-0400 of 17 September 2019. **Related proposals:** • 87.005f • 87.036a • 87.036b • 93.013b
	Proposal ID :	**98.034**	**Status:**	**Contributor:**	**Comments:**
29.	**Project Name: To remove 'U' Prefix of ATS routes in the Netherlands** **Description:** To merge all Upper and Lower ATS routes and remove the 'U' prefix. **Objective:** To remove the 'U' prefix from ATS routes and to rationalise the use of Route Designators.		**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** NLD **Originator(s):** NLD **Project Category:** ATS Routes	Except UM617.

	Proposal ID: 97.052	Status:	Contributor:	Comments:
30.	**Project Name: ECAC States AIP en-route publication issues** **Description:** 1. To withdraw VOR/DME **NIS** from the ATS route network which affects airways L617 and N131 (L617 VAGEN – NIS – RAVAK; N131 SOSEK – NIS – NISVA) 2. NDB **NIK FRA** relevance change: NIK NDB will become only FRA (D): LYPG, LYTV instead of FRA (DI). **Objective:** Required AIP changes caused by the BH Airspace Plan, Phase II implementation.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** SRB BIH **Originator(s):** SRB **Project Category:** AIP	**Related proposals:** • 60.006b
	Proposal ID: 97.047	**Status:**	**Contributor:**	**Comments:**
31.	**Project Name: SECSI FRA - NPZs Slovenia** **Description:** 1. To publish NPZ **RUSE** within Ljubljana FIR. 2. To publish NPZ **OBUTI** within Ljubljana FIR. **Objective:** To be compliant with ERNIP Part 1 - Annex 4.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** SVN **Originator(s):** AUT **Project Category:** Airspace Structure Free Route Airspace NPZ	In order to avoid short crossing of multiple ACC airspace, a No Planning Zone/ NPZ is defined as an area within which the planning of DCT trajectories is not allowed. **Related proposals:** • 97.046 • 97.048 • 97.049
	Proposal ID: 98.005	**Status:**	**Contributor:**	**Comments:**
32.	**Project Name: New Skandinavian Mountains Airport - ESKS** **Description:** 1. To implement a new airport in Sweden near the Norwegian border, referred to as **Sälen Trysil Airport**. 2. To re-organise the ATS routes and airspace structure accordingly. **Objective:** To further improve the airspace structure and to accommodate the expected traffic during the winter sport/ ski season.	**Implementation:** Implemented 05 DEC 2019	**State(s) and Org:** SWE NOR **Originator(s):** SWE **Project Category:** Airspace Structure	

	Proposal ID :	**98.007 / 31.006**	**Status:**	**Contributor:**	**Comments:**
33.	**Project Name: ATS Route Network Improvement Turkey** **Description:** To implement eastbound ATS route segment **N743** UDROS - ABSAX. **Objective:** To further improve the ATS route network while providing a connection for ARR LT** and to separate traffic flows towards Yerevan FIR / Tehran FIR.		**Implementation:** Implemented 05 DEC 2019 **Serial Number:** EUR/NAT 19/13-HS-TUR **Circulation Letter:** EUR/NAT 19-0432.TEC of 7 October 2019 **Approval Letter:** EUR/NAT 19-0509.TEC of 13 November 2019	**State(s) and Org:** TUR **Originator(s):** TUR **Project Group:** SG BLACK **Project Category:** ATS Routes	• Extension of N743 from Sofia FIR. • Presented and discussed at RDGE/31 (9 - 13 SEP 2019). • High Seas Coordination (Serial no: EUR/NAT 19/13-HS-TUR). • Circulation letter ref: EUR/NAT 19-0432.TEC of 7 October 2019 - deadline on 7 November 2019. • Approval letter ref: EUR/NAT 19-0509.TEC of 13 November 2019. **Related proposals:** • 95.008 / 28.024
	Proposal ID :	**95.008 / 28.024**	**Status:**	**Contributor:**	**Comments:**
34. EVENT	**Project Name: ATS Route Improvement/ Re-designation Turkey** **Description:** To re-designate the following ATS routes: a. **T/UT624** DIGTI - BKZ - AMUDU as **N/UN644** (release of T624); b. **T/UT642** GIPDA - ABSAX - BIMVO as **T/UT641** (release of T642); c. **T/UT644** ABSAX - GAKSU - ODIRA as **N/UN743** (release of T644). **Objective:** To adapt the ATS route network to the requirements of the Istanbul new Airport.		**Implementation:** Implemented 05 DEC 2019 **Serial Number:** EUR/NAT 19/13-HS-TUR **Circulation Letter:** EUR/NAT 19-0432.TEC of 7 October 2019 **Approval Letter:** EUR/NAT 19-0509.TEC of 13 November 2019	**State(s) and Org:** TUR **Originator(s):** TUR **Project Group:** SG BLACK **Project Category:** ATS Routes Route Redesignation	• Majority of old ATS routes before INA implementation will be kept in parallel with new ones for contingency purposes. • For some of the new ATS routes new RDs were assigned in order to avoid misleading information. Some of those RDs need to be replaced by RDs from old ATS routes. • **Related proposals:** • 76.068a • 76.068b • 98.007 / 31.006

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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	North 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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