

EUROCONTROL Five-Year Forecast 2020-2024: REGION DEFINITION

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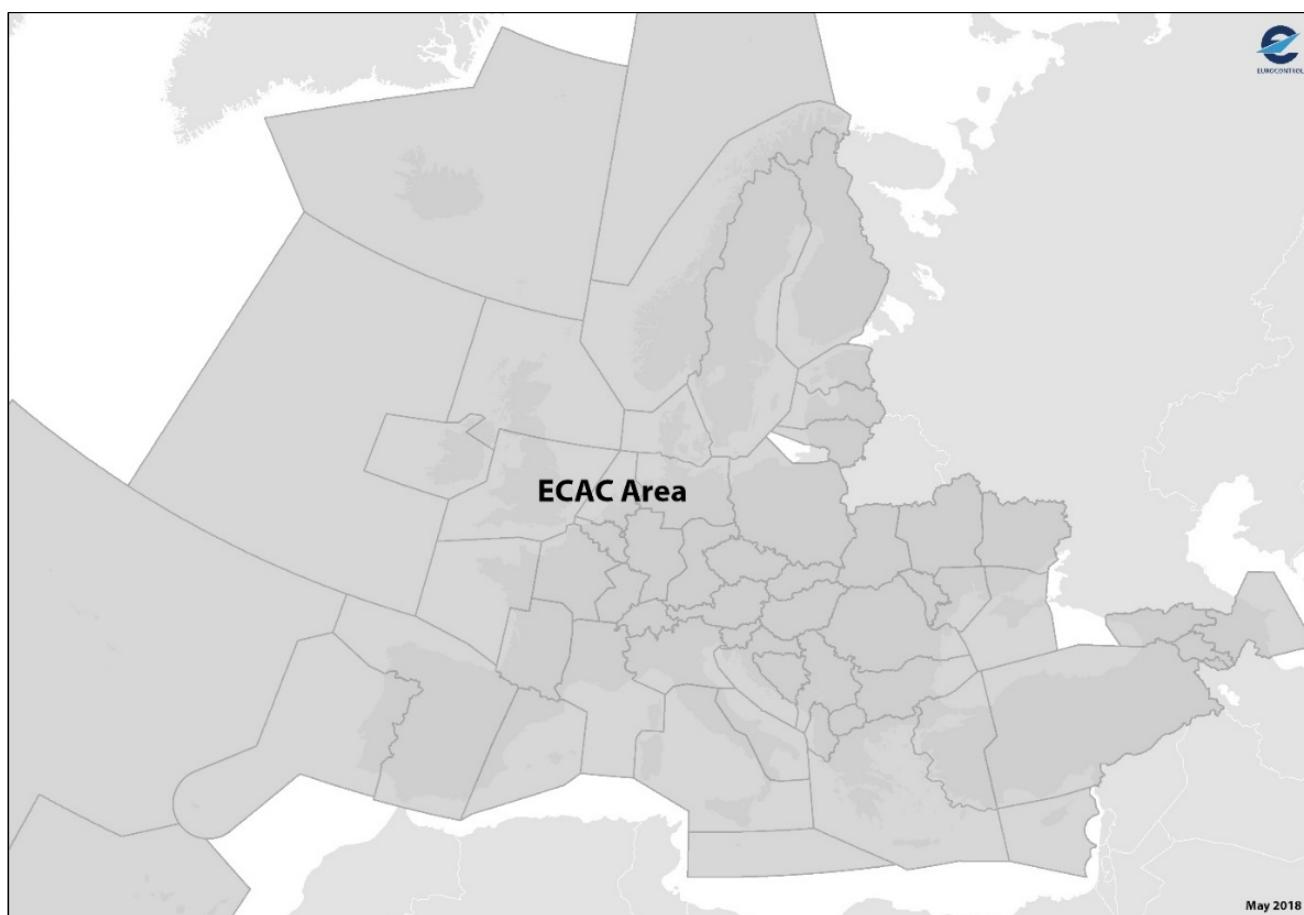
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1. ECAC

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 27 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. The regions is subdivided into sub-regions to better analyse the traffic flows between Europe, see Section 9.

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



2. 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.

3. 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, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lisbon FIR, Lithuania, Malta, Moldova, Netherlands, North Macedonia, Norway, Poland, Romania, Santa Maria FIR, Serbia-Montenegro (one single charging zone), Slovakia, Slovenia, Spain (Spain continental only), Sweden, Switzerland, Turkey, UK.

4. 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.

5. 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.

6. EU28

This forecast report includes EU28, taking the accession of Croatia into account. The traffic counts exclude Canaries and Azores. This region is then valid from 2014 to 2020.

7. EU27

This forecast report includes EU27, as a result of the United Kingdom leaving the European Union (EU28) from 2020. Corresponding EU27 historical data have been calculated for year 2019.

To avoid confusion with the code used for the composition of the EU between 2007 and 2013 (with UK, before accession of Croatia), the former EU27 aggregate has been renamed EU27_2013 but is not presented in this report.

8. 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.

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 3. 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, the zone is split into two regions: ECAC (defined in one of the previous section) and Other Europe. For flow purposes, ECAC is split into five sub-regions “ECAC North-West”, “ECAC North-East”, “ECAC South-West”, “ECAC South-East” and “ECAC Oceanic”. The ECAC sub-regions are shown in Figure 4.

Figure 3. Regions used in flow statistics as of 1st January 2020.

	ICAO region/country
ECAC North-West	EB, ED/ET, EG, EH, EI, EK, EL, LF, LN, LO, LS
ECAC South-West	GC, GE, LE, LP, LX
ECAC North-East	EE, EF, EN, EP, ES, EV, EY, LK, LZ, UK
ECAC South-East	LA, LB, LC, LD, LG, LH, LI, LJ, LM, LQ, LR, LT, LU, LW, LY, UB, UD, UG
ECAC Oceanic	BI, EG (Shanwick Oc), EK (Faroe Islands), ENOB (Bodo Oceanic), LP (Santa Maria FIR)
Other Europe	BG, U * (except UA, UB, UC, UD, UG, UT, and UK)
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	LL, LV, 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 Figure 4.

Figure 4. 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. For the third reference period of the performance scheme (RP3), the list of TCZ has been reviewed. States only have to report their TNSU for airports with traffic of 80,000 IFR movements or more per year (average over 2016-2018). Consequently, Bulgaria, Cyprus, Croatia, Lithuania, Slovenia, Slovakia and some airports in Belgium no longer have a TCZ whose TNSU are to be reported in RP3. Nevertheless, States may have decided to apply the provisions of performance and charging schemes also to terminal air navigation services provided at airports with less traffic than above.

The list of airports in each TCZ and the TCZ that will still be reported in RP3 can be found in Figure 5.

Figure 5. List of aerodromes forming the TCZ in RP3.

Austria LO_TCZ	LOWG LOWI LOWK LOWL LOWS LOWW	France LF_TCZ_1	LFPG LFPO	Germany ED_TCZ	EDDB EDDC EDDE EDDF EDDG EDDH EDDK EDDL EDDM EDDN EDDP EDDR EDDS EDDT EDDV EDDW	Poland EP_TCZ_OTHR	EPBY EPGD EPKK EPKT EPLB EPLL EPMO EPPO EPRA EPRZ EPSC EPSY EPWR EPZG
		France LF_TCZ_2	LFAQ LFBA LFBF LFBH LFBK LFBM LFBP LFBT LFBZ LFCR LFGJ LFJL LFKB LFKC LKFJ LKFJ LFLB LFLC LFLH LFLP LFLS LFLX LFLY LFMD LFMH LFMI LFMK LFML LFMN LFMP LFMT LFMU LFMV LFOB LFOK LFOP LFOT LFPB LFPN LFPQ LFRB LFRD LFRG LFRH LFRK LFRN LFRQ LFRS LFRZ LFSB LFSJ LFSL LFTS LFTW				
Belgium EB_TCZ_EBBR	EBBR			Greece LG_TCZ	LGAV	Portugal LP_TCZ	LPZA LPCS LPFL LPFR LPHR LPMA LPMT LPPD LPPR LPPS LPPT
Czech Republic LK_TCZ	LKKV LKMT LKPR LKTB			Hungary LH_TCZ	LHBP	Romania LR_TCZ	LRBS LRDP
Denmark EK_TCZ	EKCH			Ireland EI_TCZ	EICK EIDW EINN	Spain LE_TCZ	GCLP LEAL LEBL LEIB LEMD LEMG LEPA
Estonia EE_TCZ	EETN EETU			Italy LI_TCZ_1	LIRF	Sweden ES_TCZ_A	ESSA
Finland EF_TCZ	EFHK			Italy LI_TCZ_2	LIMC LIME LIML LIPZ	Switzerland LS_TCZ	LSGG LSZH
				Latvia EV_TCZ	EVLA EVJA EVRA EVVA	UK EG_TCZ_B	EGBB EGCC EGGW EGKK EGLC EGLL EGPF EGPH EGSS
				Luxembourg EL_TCZ	ELLX	UK EG_TCZ_C	EGGW EGKK EGLC EGLL EGSS
				Malta LM_TCZ	LMML		
				Netherlands EH_TCZ	EHAM EHBK EHGG EHRD		
				Norway EN_TCZ	ENBR ENGM ENVA ENZV		
				Poland EP_TCZ_EPWA	EPWA		

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For further information please contact STATFOR, the EUROCONTROL Statistics and Forecast Service.

statfor.info@eurocontrol.int <https://www.eurocontrol.int/forecasting>