EUROCONTROL

European Route Network Improvement Plan/ERNIP Implementation Monitoring

Monitoring Report: AIRAC 2503

20 MAR 2025 - 16 APR 2025

CONSORTIUM COORDINATOR sesar DEPLOYMENT MANAGER

FOUNDING MEMBER sesar JOINT UNDERTAKING

NETWORK MANAGER

This page left blank intentionally for printing purposes.

European Route Network Improvement Plan (ERNIP) Implementation Monitoring

Monitoring Report: AIRAC 2503

20 MAR 2025 - 16 APR 2025

This page left blank intentionally for printing purposes

TABLE OF CONTENT

1 INTRODUCTION 1
1.1 Summary 1
1.2 Performance Targets – Reference Period 4 (RP4) 1
1.3 A Consolidated European Airspace Development 3
1.4 Monitoring and Improvement 4
2 LIST OF PROPOSALS IMPLEMENTED 5
2.1 Summary of major projects 5
3 EVOLUTION OF PERFORMANCE INDICATORS 6
3.1 Airspace Design Indicator Evolution 6
3.2 Flight Planning Indicator Evolution 6
3.3 Route Availability Indicator Evolution 7
3.4 Flight Efficiency Evolution per AIRAC Cycle 7
3.4.1 General Evolution Overview 7
3.4.2 Evolution of RTE-DES and RTE-FPL Indicators 9
3.4.3 Evolution of RTE-RAD Indicator 9
3.4.4 Benefits and Assessment of RTE-DES and RTE-RPL Evolutions 9
3.4.5 Benefits and Assessment of RTE-RAD Evolutions 13
3.5 Free Route Airspace Evolution 13
3.6 ASM Performance Assessment 14
3.7 PBN Implementation Monitoring 15
APPENDIXES 16
A. DETAILED LIST OF IMPLEMENTED PROJECTS 16

TABLE OF FIGURES

Figure 1: Airspace Design Indicator Evolution 6
Figure 2: Flight Planning Indicator Evolution 6
Figure 3: Route Availability Indicator Evolution 7
Figure 4: Flight Efficiency (DES, FPL) Evolution Per AIRAC Cycle 8
Figure 5: Flight Efficiency (DES, RAD, FPL) Evolution Per AIRAC Cycle 8
Figure 6: Airspace Unavailability and Closed Areas in April 2025 10
Figure 7: Flight Efficiency Savings/Losses in Thousands of NM 11
Figure 8: Flight Efficiency Savings/Losses in Tonnes of Fuel 11
Figure 9: Flight Efficiency Savings/Losses in Tonnes of CO_2 12
Figure 10: Flight Efficiency Savings/Losses in Thousands of EURO 12
Figure 11: Free Route Airspace Implementation – from December 2024 14

TABLE OF TABLES

Table 1: PBN related Implementations - AIRAC *2503* 15
Table 2: ISO-3 Coding of States 18

1 Introduction

1.1 Summary

(1) This Monitoring Report focuses on **AIRAC 2503 (20 MAR 2025 - 16 APR 2025)**. It provides an update on the evolution of the environment indicators listed in the *Network Performance Plan* and plots on the progress achieved in improving airspace design and its utilisation flight efficiency, in line with the improvement proposals implemented in the relevant AIRAC cycle.

(2) As a result of the airspace enhancements implemented during AIRAC 2503 as well as the airspace design improvements put in place since AIRAC 2403 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2503 amount to 84,000 NMs compared with the equivalent AIRAC cycle in 2024. This translates into 500 tonnes of fuel, or 1,600 tonnes of CO_2, or €418,000.

(3) Based on the last filed flight plan indicator, the **actual losses calculated** during the AIRAC 2503 amount to 108,000 NMs flown more compared to the equivalent AIRAC cycle in 2024. This translates into 600 tonnes of fuel, or 2,100 tonnes of CO_2, or €538,000.

(4) The periodical implementation process is part of the ERNIP Part 2 - ARN Version 2024 - 2030 to enhance the European ATM capacity, flight efficiency and environmental performance through the development and implementation of an improved ATS route network, Free Route Airspace and TMA systems structures supported by corresponding improvements to the airspace structure and the optimal utilisation rules.

1.2 Performance Targets – Reference Period 4 (RP4)

(1) In response to the Commission Regulation (EU) 2019/317 of 11 February 2019 (laying down a performance scheme for air navigation services and network functions), a set of Key Performance Indicators and associated targets have been set for the 4th reference period (RP4).

(2) The KPI **average horizontal en-route flight efficiency of the actual trajectory (KEA)** is applicable at both network and local level and is defined as follows:

- the indicator is the comparison between the length of the en-route part of the actual trajectory derived from surveillance data and the achieved distance, summed over IFR flights within or traversing the European airspace
- ‘en-route part’ refers to the distance flown outside a circle of 40 NM around the airports
- where a flight departs from or arrives at an airport outside the European airspace, the entry or exit points of the European airspace are used for the calculation of this indicator as the origin or destination respectively, rather than the departure or destination airport
- where a flight departs from and arrives at an airport inside the European airspace and crosses a non-European airspace, only the part inside the European airspace is used for the calculation of this indicator
- ‘achieved distance’ is a function of the position of the entry and exit points of the flight into and out of each portion of airspace for all parts of the trajectory.

Achieved distance represents the contribution that those points make to the great circle distance between origin and destination of the flight

- the indicator is calculated for the whole calendar year and for each year of the reference period, as an average. When calculating this average, the ten highest daily values and the ten lowest daily values are excluded from the calculation.

(3) The following performance targets for RP4 were published in the EC Implementing Decision (EU) 2024/1688 of 12 June 2024:

KEA - Average route extension

- 2.80% in 2025
- 2.75% in 2026
- 2.71% in 2027
- 2.68% in 2028
- 2.66% in 2029

(4) The draft Network Performance Plan (NPP) 2025-2029 developed by the Network Manager defines formal targets for RP4 in compliance with the Performance Regulation No 317/2019.

(5) The table below shows the RP4 targets for NM area related to environment/flight efficiency.

NM key performance indicators				Target
ENV	KPI	KEP	En route flight efficiency improvement generated by the European Route Network Design function related to the last filed flight plan trajectory, expressed as a percentage point of the year-on-year variation of the en route flight efficiency of the last filed flight plan trajectory	Achieve 4.15% for NM area for KEP indicator by 2029

The annual values set for the KEP indicator are:

	2025	2026	2027	2028	2029
KEP NM area	4.59%	4.48%	4.37%	4.26%	4.15%

(6) The Network Manager identified the following main initiatives to achieve the environment performance targets:

- Development and implementation of the airspace changes included in the ERNIP Part 2 – ARN version 2024 - 2030 (including FRA and FUA evolutions)
- Implementation of the Free Route Airspace Network Strategic programme
- Implementation of the ASM and Advanced FUA Network Strategic Programme
- Implementation of the NM Flight Efficiency strategic project

- RAD measures re-organisation and rationalisation;
- Increased cooperation with the Computer Flight Plan Service Providers (CFSPs) on the evolution of their own systems based on the guidelines material published by NM;
- Implementation of the Airport and TMA Network Integration Network Strategic Programme
- Implementation of other initiatives, e.g. CCO/CDO and PBN
- iNM implementation

1.3 A Consolidated European Airspace Development

(1) The ERNIP Part 2 - ARN Version 2024 - 2030 will ensure the implementation, in cooperation with the ANSPs and the FABs, of the Airspace Vision agreed by the Network Management Board:

a) A comprehensive cross-border implementation of FRA in the European airspace.

b) An optimised ATS route structure below FRA ensuring efficient connectivity with TMAs.

c) A simplification of the RAD.

d) A harmonisation of the airspace publications.

e) More efficient Flexible Use of Airspace procedures and the associated system support to enable a better utilisation of the civil/military airspace structures.

f) A closer cooperation between the Network Manager, the airspace users and the computer flight plan service providers aimed at ensuring a better utilisation of the available airspace structures.

(2) The ERNIP Part 2 - ARN Version 2024 - 2030:

a) Achieves a European Route Network for the safe and efficient operation of air traffic, taking due account of the environmental impact.

b) Keeps operational consistency of the European airspace organisation.

c) Consolidates into a network approach the FABs developments, the wide implementation of airspace projects from FRA to TMA developments.

d) Facilitates the development of an airspace structure offering the required level of safety, capacity, flexibility, responsiveness, environmental performance and seamless provision of expeditious air navigation services, with due regard to security and defence needs.

e) Ensures the implementation of the Airspace Restructuring Programme.

f) Ensures regional interconnectivity and interoperability of the European route network within the ICAO EUR Region and with adjacent ICAO Regions.

g) Ensures compliance with the Commission Implementing Regulation 2021/116, Common Project 1 (CP1), amending Commission Implementing Regulation (EU) No 409/2013 and repealing Commission Implementing

Regulation (EU) No 716/2014, thus fully supporting the implementation of the European Air Traffic Management Master Plan.

(3) The ERNIP Part 2 - ARN Version 2024 - 2030 includes details on:

a) Implementation of FRA projects.

b) ATS route network developments.

c) Re-sectorisation actions.

d) Actions aimed at simplifying the usage of the ATS route network.

e) Civil/military airspace structures.

(4) The ERNIP Part 2 - ARN Version 2024 - 2030 is derived from the following sources:

a) Airspace Restructuring Programme.

b) Solutions developed inside various FAB initiatives.

c) Proposals originating at national or sub-regional level.

d) Network Manager proposals supported by the operational stakeholders covering a cohesive development of the European Airspace Structure.

e) Aircraft operator's proposals.

1.4 Monitoring and Improvement

(1) Through the ERNIP Part 2, the Network Manager supports the Commission by providing relevant input for the preparation of Union-wide performance targets before the reference periods and for **monitoring the achievement of the performance targets during the reference period**.

(2) In that respect, a close cooperation and synchronisation was ensured between the Network Manager and all the FABs in the preparation of the ERNIP Part 2 - ARN Version 2024 - 2030, as part of the Network Operations Plan.

(3) The Monitoring Report - as part of the ERNIP Part 2 - ARN Version 2024 - 2030 addresses the **monitoring and improvement of the environment/flight efficiency performance** of the network from an airspace design and utilisation perspective as one of the requirements laid down in the COMMISSION IMPLEMENTING REGULATIONS.

(4) The **ERNIP Implementation Monitoring Report** is published every **A**eronautical **I**nformation **R**egulation **A**nd **C**ontrol (AIRAC) cycle and available via the EUROCONTROL *Airspace design and utilisation website* (publication/activity):

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

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

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

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

2 List of Proposals Implemented

2.1 Summary of major projects

(1) During the **AIRAC 2503 10 (ten)** airspace improvement package coordinated at network level were implemented. The summary covers ECAC States AIP en-route publication issues, ATS route network, FRA implementations, FRA and RAD improvements on **20 MAR 2025**:

a) Croatia:

i) LDZO optimisation changes.

b) Germany:

i) PYXIS2A - Airspace and route structure re-design.

ii) Extension EDR31 and EDR32.

c) Greece:

i) PBN Transition Plan AWYs - Greece - Phase 2.

d) Hungary:

i) ATM system patch.

ii) EUROAT procedure.

e) Ireland:

i) Amendment to Shannon CTA/UTA sectorisation.

f) Israel:

i) Conventional routes - removal.

g) United Kingdom:

i) Operational Service Enhancements Project (OSEP)- OD11 Swanwick ACC.

ii) East Midlands Airport SID Truncation.

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

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

3 Evolution of Performance Indicators

3.1 Airspace Design Indicator Evolution

(1) The graph below shows the yearly evolution of airspace design flight efficiency (RTE-DES[1]) over the period 2007 - 2024 and its evolution until **16 APR 2025**.

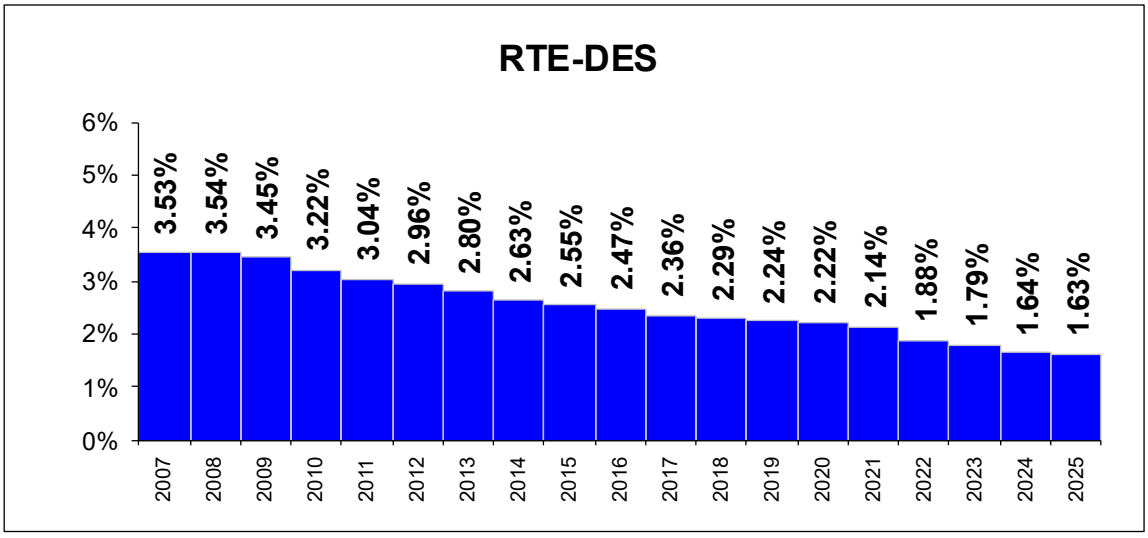

Figure 1: Airspace Design Indicator Evolution

3.2 Flight Planning Indicator Evolution

(1) The graph below shows the yearly evolution of the last filed flight plan indicator (RTE-FPL[2]) over the period 2007 - 2024 and its evolution until **16 APR 2025**.

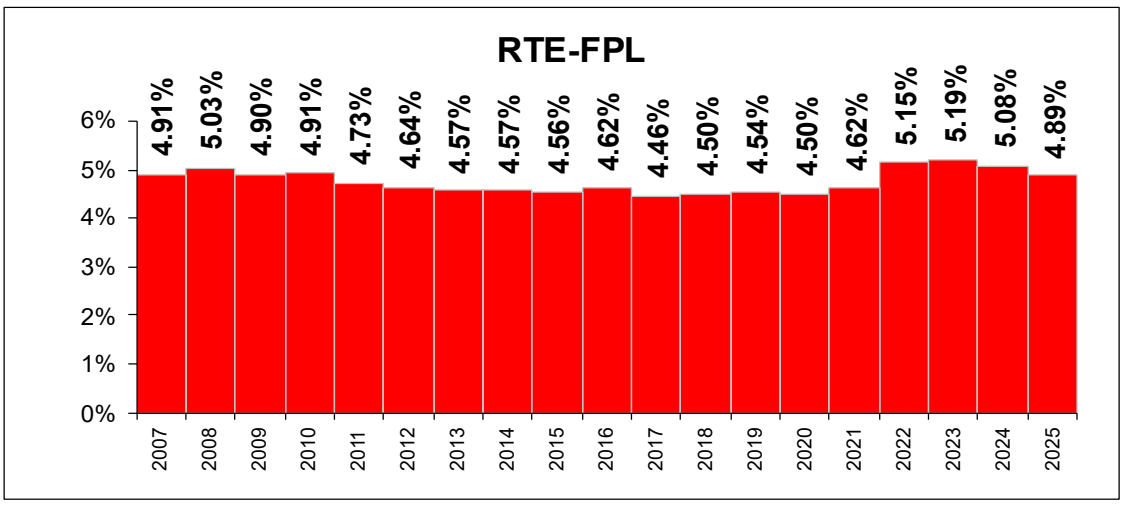

Figure 2: Flight Planning Indicator Evolution

1 **RTE-DES** (Flight Extension due to Route Network Design) This KPI is calculated by measuring the difference between the shortest route length (from TMA exit and entry points) and the great circle distance. For this KPI the RAD is not taken into account and all the CDR routes are considered as open.

2 **RTE-FPL** (Flight Extension due to Route Network Utilisation - last filled FPL) This KPI is calculated by measuring the difference between the route from the last filed flight plan for each flight (from TMA exit and entry points) and the great circle distance.

3.3 Route Availability Indicator Evolution

(1) The impact of the civil route restrictions included in the Route Availability Document (RAD) is measured through a specific RAD indicator (RTE-RAD[3]). The graph below shows the yearly evolution of the RTE-RAD indicator over the period 2007 - 2024 and its evolution until **16 APR 2025**.

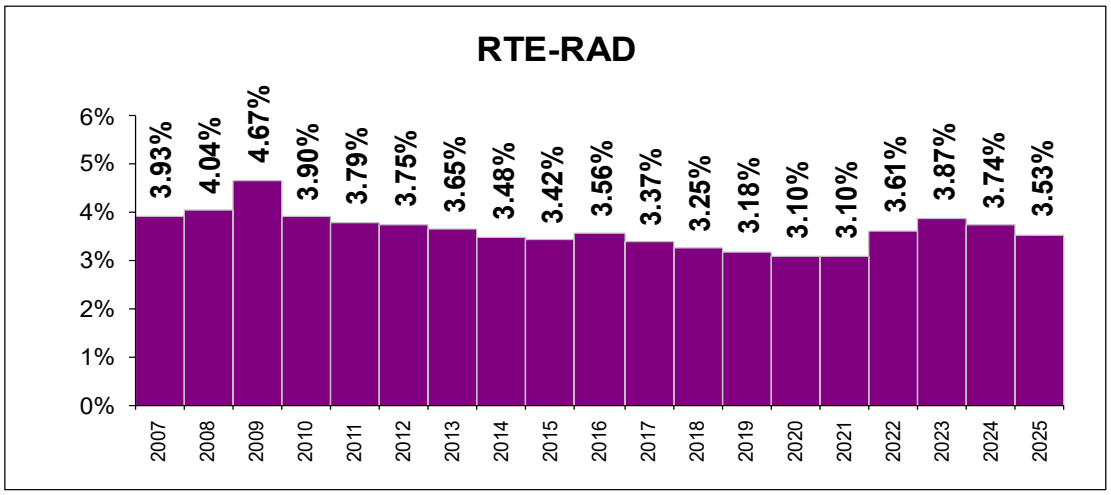

Figure 3: Route Availability Indicator Evolution

3.4 Flight Efficiency Evolution per AIRAC Cycle

3.4.1 General Evolution Overview

(1) The graph below shows the evolution per AIRAC cycle of the two main flight efficiency indicators RTE-DES and RTE-FPL between January 2008 and **16 APR 2025**.

[3] **RTE-RAD**: (Flight Extension due to Route Network Utilisation - RAD active) This KPI is calculated by measuring the difference between the shortest plannable route length (from TMA exit and entry points) and the great circle distance. For this KPI the RAD is taken into account and all the CDR routes are considered as open.

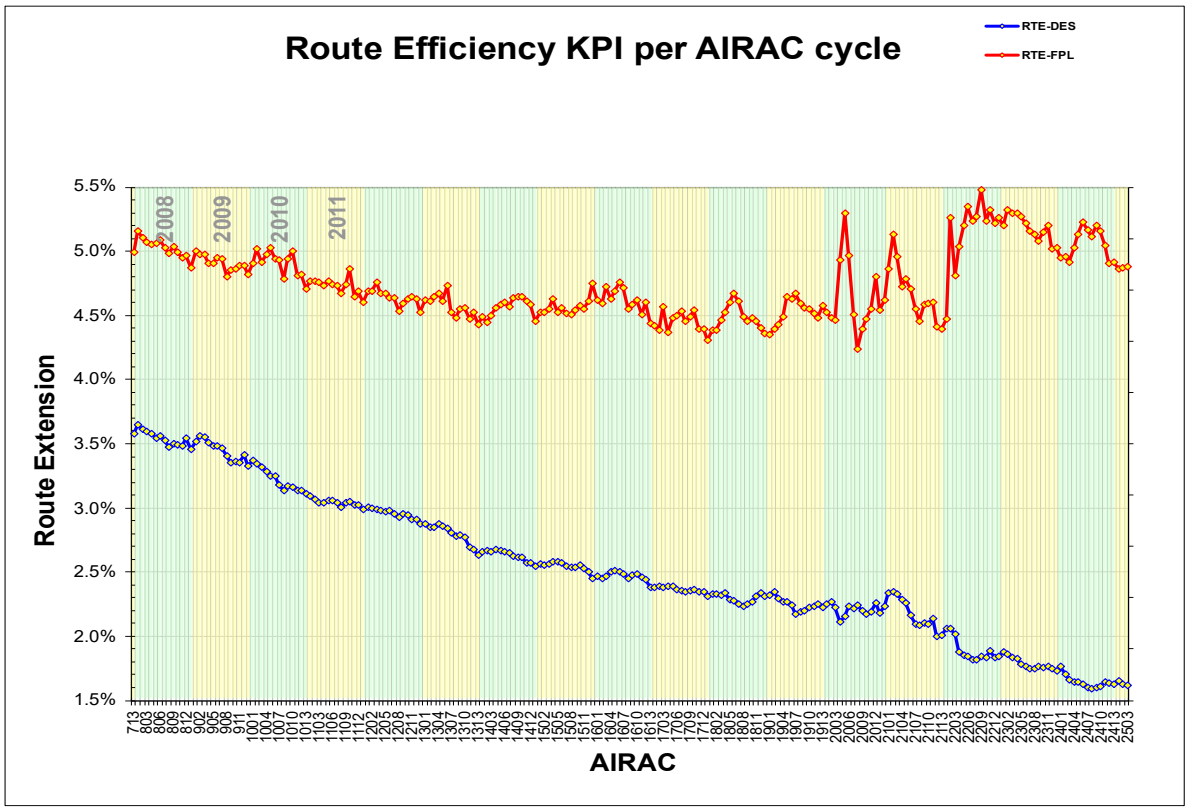

Figure 4: Flight Efficiency (DES, FPL) Evolution Per AIRAC Cycle

(2) The graph below shows the evolution per AIRAC cycle of the two main efficiency indicators RTE-DES and RTE-FPL in relation to the RTE-RAD indicator between January 2008 and **16 APR 2025**.

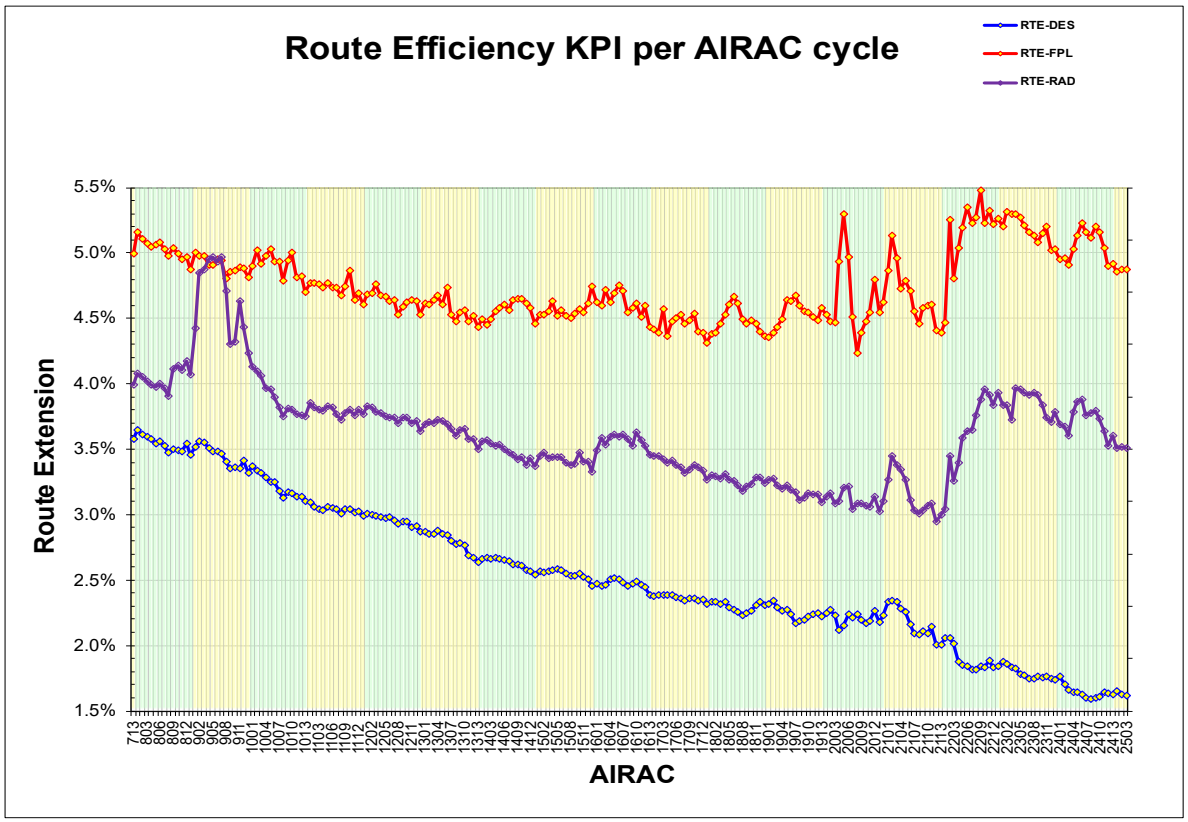

Figure 5: Flight Efficiency (DES, RAD, FPL) Evolution Per AIRAC Cycle

(3) **The difference between the three indicators (DES, FPL, RAD) clearly indicate that additional efforts must be made to further improve the efficiency of airspace utilisation and to ensure that the indicator based on the latest filed flight plan (FPL) and the RAD indicator follow similar trend as the airspace design indicator (DES).**

3.4.2 Evolution of RTE-DES and RTE-FPL Indicators

(1) The current data indicates that, the average route extension due to airspace design was reduced by 0.05 percentage points compared to the equivalent AIRAC cycle in 2024. The evolution of the airspace design indicator is on the right path and the contributions of the airspace design projects are key for improving flight efficiency. The route extension due to airspace design was 1.61% during AIRAC 2503.

(2) The current data indicates that, the average route extension based on the last filed flight plan was reduced by 0.03 percentage points compared to the equivalent AIRAC cycle in 2024. The route extension based on the last filed flight plan was 4.88% during AIRAC 2503.

(3) The difference between the airspace design indicator and the last filed flight plan indicator was 3.25 percentage points during the equivalent AIRAC cycle in 2024 and 3.26 percentage points during AIRAC 2503.

3.4.3 Evolution of RTE-RAD Indicator

(1) As shown in Figure 5 above the impact of the RAD reduced by 0.09 percentage points compared to the equivalent AIRAC cycle in 2024. The route extension based on the impact of the RAD was 3.51% during AIRAC 2503. Continuous actions will be required further diminishing this impact and ensuring that the target set in the Network Manager Performance Plan is reached.

3.4.4 Benefits and Assessment of RTE-DES and RTE-RPL Evolutions

(1) As a result of the airspace enhancements implemented during AIRAC 2503 as well as the airspace design improvements put in place since AIRAC 2403 in connection with changing traffic patterns and structure, **potential savings offered** during AIRAC 2503 amount to 84,000 NMs compared with the equivalent AIRAC cycle in 2024. This translates into 500 tonnes of fuel, or 1,600 tonnes of CO_2, or €418,000.

(2) Based on the last filed flight plan indicator, the **actual losses calculated** during the AIRAC 2503 amount to 108,000 NMs flown more compared to the equivalent AIRAC cycle in 2024. This translates into 600 tonnes of fuel, or 2,100 tonnes of CO_2, or €538,000.

(3) The special events recorded for this AIRAC cycle are as follows:

a) **Closure of Ukrainian airspace** that led a significant number of flights to move to neighbouring countries (Türkiye, Bulgaria, Romania, Poland, Slovakia, etc.); as a result of the Ukrainian crisis adjacent ACCs/UACs were also on-loaded by Far Eastern traffic avoiding the Ukraine airspace leading to increased route extensions.

b) **Unavailability of Libyan airspace** for over flights with impact on flight efficiency for traffic between Europe and Africa.

c) **Avoidance of Syrian airspace** with impact on flight efficiency for traffic between Europe and Middle East and Asia re-routed via Iran and Türkiye with additional impacts on the flows from the Ukrainian crisis.

(4) Figure 6 below shows the airspace unavailability and closed areas in April 2025.

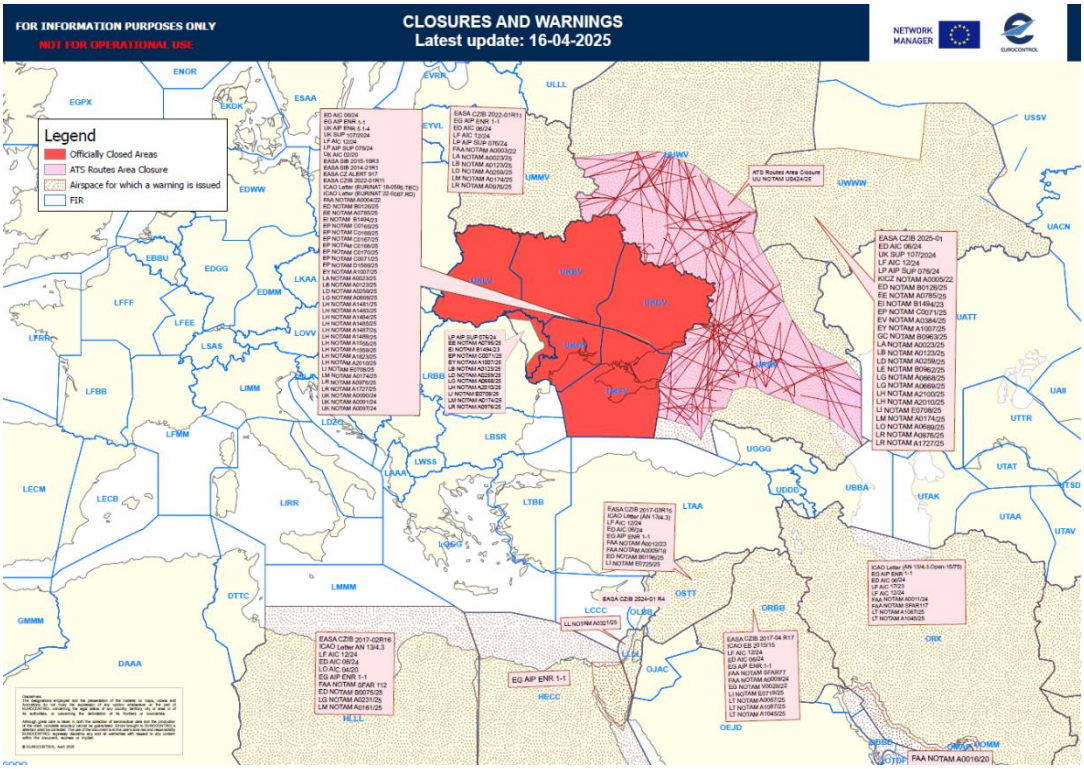

Figure 6: Airspace Unavailability and Closed Areas in April 2025

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

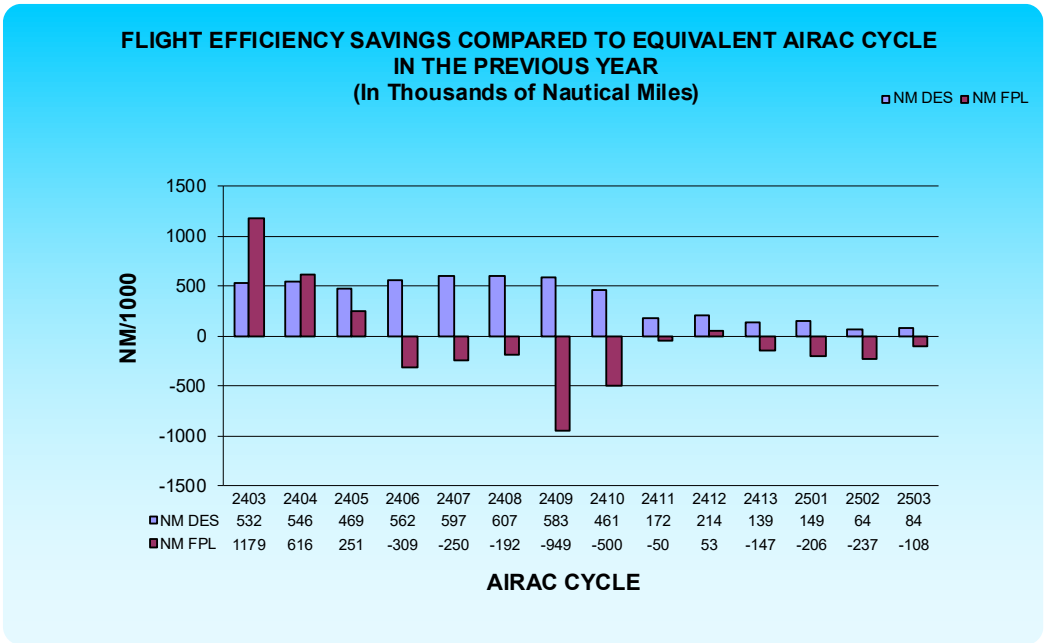

Figure 7: Flight Efficiency Savings/Losses in Thousands of NM

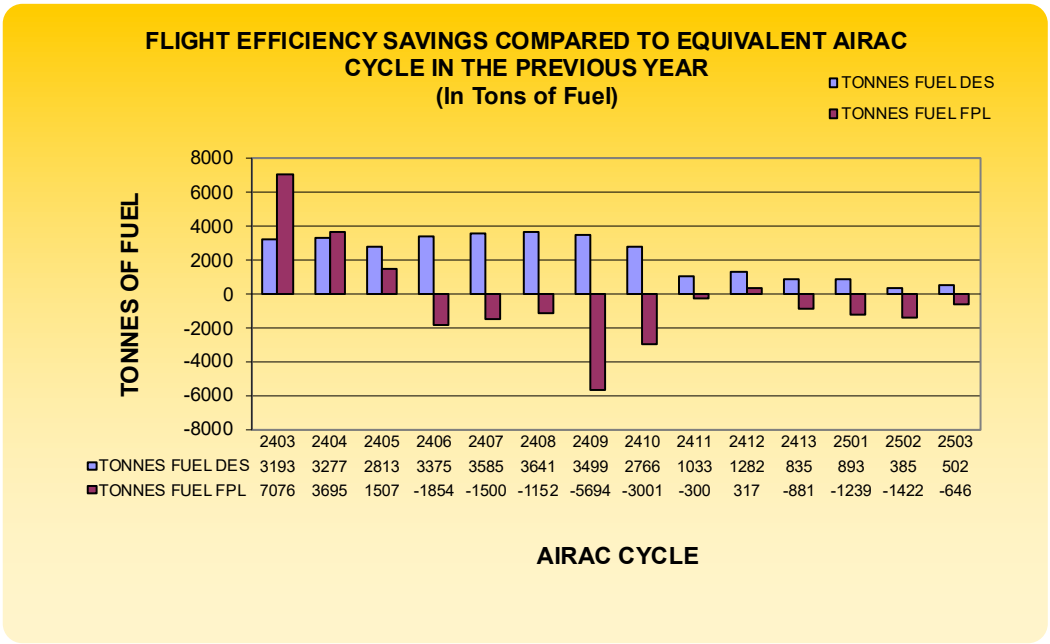

Figure 8: Flight Efficiency Savings/Losses in Tonnes of Fuel

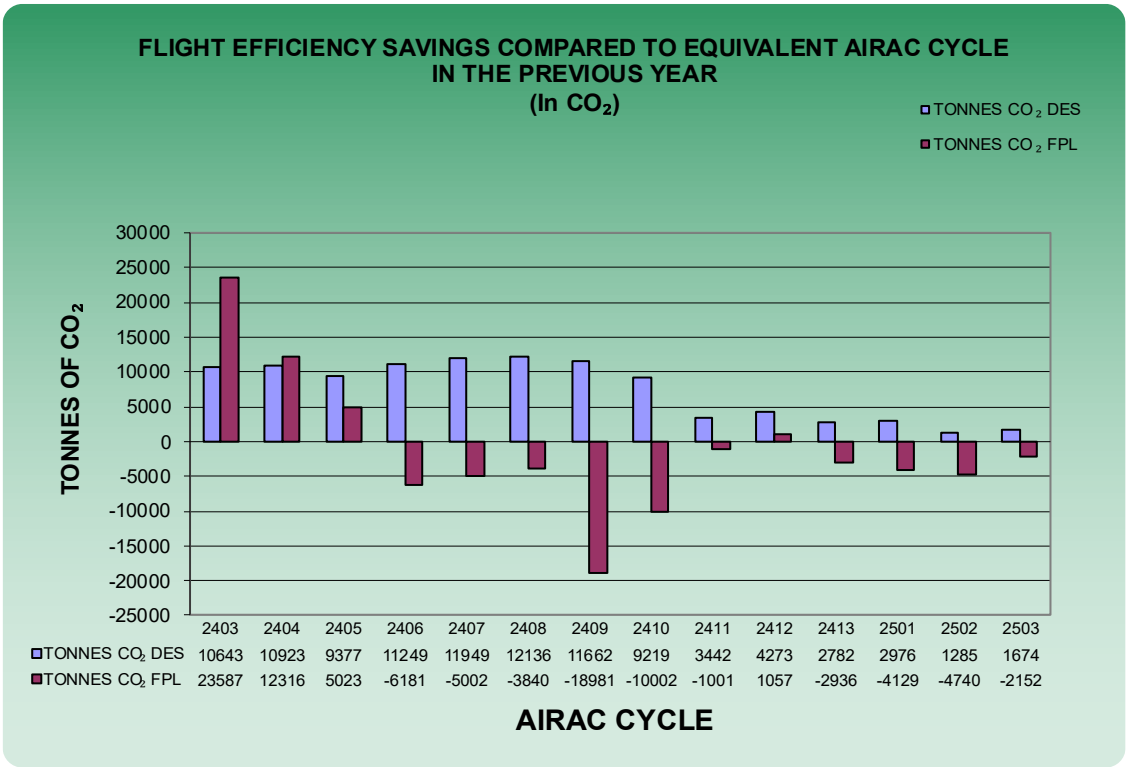

Figure 9: Flight Efficiency Savings/Losses in Tonnes of CO_2

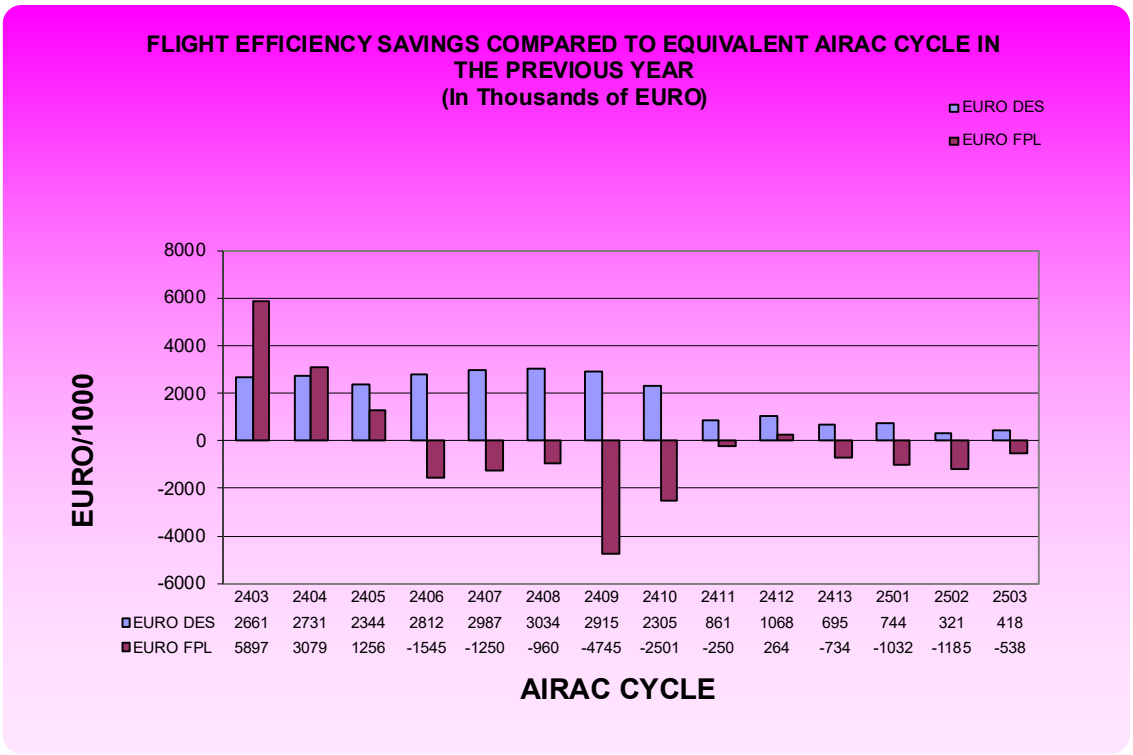

Figure 10: Flight Efficiency Savings/Losses in Thousands of EURO

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

3.4.5 Benefits and Assessment of RTE-RAD Evolutions

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

3.5 Free Route Airspace Evolution

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

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

(3) Free Route Airspace is currently fully implemented on H24 basis within the airspaces of Albania, Armenia, Austria, Belgium (Maastricht UAC AoR), Bosnia and Herzegovina, Bulgaria, Croatia, Denmark, Estonia, Finland, France (only within Brest ACC AoR and Bordeaux ACC AoR), Georgia, Germany (Maastricht UAC AoR and Karlsruhe UAC AoR), Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg (Maastricht UAC AoR), Malta, Montenegro, Netherlands (Maastricht UAC AoR), North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Ukraine and United Kingdom.

(4) Free Route Airspace for the night period has been implemented in Germany (Munchen ACC AoR and Bremen ACC AoR) and Morocco (Agadir ACC AoR).

(5) Additionally, large cross-border FRA areas are implemented between the following States:

a) **BALTIC FRA**: Poland and Lithuania.

b) **BOREALIS FRA**: Denmark, Estonia, Ireland, Finland, Latvia, Norway, Sweden and United Kingdom.

c) **FRASC**: Armenia and Georgia.

d) **SECSI FRA**: Albania, Austria, Bosnia and Herzegovina, Croatia, Montenegro, North Macedonia, Serbia and Slovenia.

e) **SEE FRA**: Bulgaria, Hungary, Republic of Moldova, Romania and Slovakia.

f) **BALTIC FRA** and **SEE FRA**.

g) **SECSI FRA** and **FRAIT**.

(6) The following map shows Free Route Airspace implementations as from December 2024.

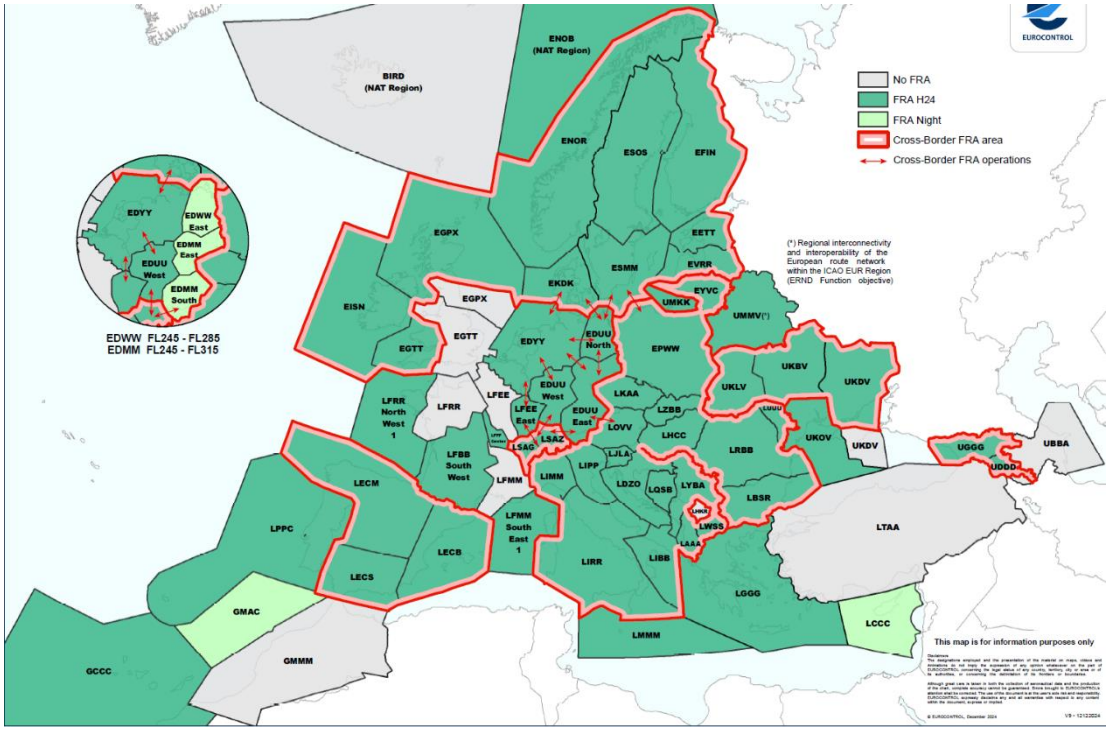

Figure 11: Free Route Airspace Implementation – from December 2024

3.6 ASM Performance Assessment

*Note: There is no ASM Performance Assessment included for AIRAC 2503. The ASM Performance Assessments **Q1**, **Q2 and Q3 2024** will be included for AIRAC 2510. The ASM Performance Assessment **Q4 2024** will be included for AIRAC 2513.*

3.7 PBN Implementation Monitoring

(1) The status of PBN Implementations with regards to the requirements of the Commission Implementing Regulation (EU) 2018/1048 (PBN IR) was monitored by the NM.

(2) All PBN related implementations during AIRAC *2503* are presented in Table 1. Details of these and future PBN implementations can be found in the PBN Transition Plans included in the ERNIP application as separate proposals under the Project Category "PBN Transition Plan".

State	Aerodrome	RWY	PBN Implementation
France	LFLO - ROANNE RENAISON	19	IAC RNP APCH with LNAV, LNAV/VNAV and LPV (Cat 1)
France	LFTW - NIMES GARONS	36	IAC RNP APCH with LPV (Cat 1)
Greece	LGSK - ALEXANDROS PAPADIAMANTIS	01/19	RNP 1 SID
Italy	LIMG - ALBENGA	27	IAC RNP APCH with LNAV, LNAV/VNAV and LPV (Cat 1)
Portugal	LPGR - GRACIOSA	09/27	IAC RNP APCH with LNAV and LNAV/VNAV
Portugal	LPPD - PONTA DELGADA	12	IAC RNP APCH with LNAV/VNAV
Portugal	LPPD - PONTA DELGADA	30	IAC RNP APCH with LNAV
Sweden	ESNO - ORNSKOLDSVIK	12	IAC RNP APCH with LNAV/VNAV

Table 1: PBN related Implementations - AIRAC *2503*

(3) A complete and detailed view of the PBN implementations in Europe, including for AIRAC *2503*, can be found on PBN Map Tool.

Appendixes

A. Detailed List of Implemented Projects

(1) The following table presents detailed information about each of the improvement proposals developed within the RNDSG and implemented during the relevant AIRAC cycle. The description of the proposals is based on the information available from different sources (e.g. Airspace Users, Member States/ANSPs, ICAO and EUROCONTROL).

The table includes.

a) **Proposal ID number**:

A reference number to identify each proposal allowing tracing at which RNDSG it was initiated.

b) **Project Name**:

Dedicated Name and Phase/Step of the improvement project.

c) **Description**:

A detailed description of the planned improvement proposal.

d) **Event**:

A flag to indicate proposals with possible impact on the network.

e) **Objective**:

A brief description of the purpose of the enhancement measure.

f) **Implementation Status**:

The implementation status defined as Proposed, Planned, Confirmed or Implemented.

g) **Project Group**:

The Functional Airspace Block Group (FAB), Regional Focus Group (RFG), Sub-Group (SG) or any other Project Group(s) involved directly or indirectly by the proposed enhancement measure.

h) **Project Category**:

The nature of the proposed enhancement measure defined through Project Categories (e.g. Airspace Structure, ATC Sectors, ATS Routes, Free Route Airspace, TMA etc.).

i) **Serial Number / Circulation Letter / Approval Letter**:

Records the ICAO coordination procedure for implementation of airspace changes over the High Seas in accordance with the EANPG59 RASG-EUR06 Conclusion/15.

j) **States and Organisations**:

The States and/or Organisations involved directly or indirectly by the proposed enhancement measure.

k) **Originator(s)**:

The States and/or Organisations who have originated the proposal.

l) **Comments**:

The conditions and/or pre-requisites, which have to be met in order to implement the proposal or any other relevant comment(s).

(1) Due to the fully automated ERNIP process in box “States and Organisations” the following ISO-3 coding of States is used:

ISO-3	State	ISO-3	State	ISO-3	State
ALB	Albania	**FRA**	France	**MDA**	Moldova, Republic of
ARM	Armenia	**GBR**	United Kingdom	**MKD**	North Macedonia
AUT	Austria	**GEO**	Georgia	**MLT**	Malta
AZE	Azerbaijan, Republic of	**GRC**	Greece	**MNE**	Montenegro
BEL	Belgium	**HRV**	Croatia	**NLD**	Netherlands
BGR	Bulgaria	**HUN**	Hungary	**NOR**	Norway
BIH	Bosnia and Herzegovina	**IRL**	Ireland	**POL**	Poland
BLR	Belarus	**IRN**	Iran, Islamic Republic of	**PRT**	Portugal
CHE	Switzerland	**IRQ**	Iraq	**ROU**	Romania
CYP	Cyprus	**ISL**	Iceland	**RUS**	Russian Federation
CZE	Czech Republic	**ISR**	Israel	**SRB**	Serbia
DEU	Germany	**ITA**	Italy	**SVK**	Slovakia
DNK	Denmark	**JOR**	Jordan	**SVN**	Slovenia
DZA	Algeria	**LBY**	Libya	**SWE**	Sweden
EGY	Egypt	**LTU**	Lithuania	**SYR**	Syrian Arab Republic
ESP	Spain	**LUX**	Luxembourg	**TUN**	Tunisia
EST	Estonia	**LVA**	Latvia	**TUR**	Türkiye
FIN	Finland	**MAR**	Morocco	**UKR**	Ukraine

Table 2: ISO-3 Coding of States

(2) The abbreviation MUAC is also used to indicate the relevance to EUROCONTROL Maastricht UAC.

***Note:** The list of implemented changes for this AIRAC cycle does not claim to be complete. For the correctness and verification of the relevant aeronautical information, consult official State AIP publications. The data from this document should not be used for operational purpose.*

	Proposal ID: 112.019	Status:	Contributor:	Comments:
1.	**Project Name: PYXIS2A - Airspace and route structure re-design** **Description:** 1. To amend the following military training areas within Hannover UIR and Bremen FIR: a. EDD100. b. EDD101B. c. EDD41A. d. EDD41B. e. EDR46. f. EDR201 (TRA). g. EDR202 (TRA). h. EDR302 (TRA) 2. To modify the route structure to reflect the amendments of aforementioned military training areas, as follows: a. Dualisation of N873. b. Extension of the dualisation of N125/M105 from OPJOT and SIMAF north-eastwards. c. Re-alignment of N125/M105 west of OPJOT and SIMAF. d. Re-alignment of M170 south of ELSOB towards OSN. e. Modifications on L23, L619, L980, M852, N850, N872, P174, Q234, T463, T814, T903, T904, T905, T948, Y347, Y348, Y804, Y850, Z45, Z88, Z529, Z595, Z612, Z718, Z851, Z998. f. New bi-directional ATS route Q208 PAD - ROBEG. g. Deletion of P729, P992, P999, T476, T511, T907, T968, Y200, Y870, Z78, Z441, Z594, Z705. h. Connectivity to the extant route network within Amsterdam FIR. i. Connectivity to the extant route network within Copenhagen FIR. j. Updates to MUAC FRA. k. Implementation of a FRA-like route structure by means of RAD DCTs within Bremen ACC Eider sector.	**Implementation:** Implemented 20 MAR 2025	**State(s) and Org:** AOs DEU DNK EUROCONTROL FAB Denmark/Sweden FAB EC FAB UK/Ireland NLD MUAC **Originator(s):** DEU MUAC **Project Category:** Airspace Structure ATC Sectors ATS Routes Civil/Military Airspace DCTs Free Route Airspace	

	3. To complement the amendments of aforementioned military training areas and route structure, a re-sectorisation within Bremen ACC sector groups North and South will also be performed. **Objective:** Preparation and alignment to future large-scale changes of military training areas within the Netherlands and Germany.			
	Proposal ID: 113.023	**Status:**	**Contributor:**	**Comments:**
2.	**Project Name: Extension EDR31 and EDR32** **Description:** 1. To modify and extend EDR31 and EDR32 laterally and vertically. 2. To modify ATS route P605 as flightplannable circumnavigation of EDR32B. **Objective:** To increase plannability of trajectories around EDR31 and EDR32 for capacity benefits in Maastricht UAC and Bremen ACC.	**Implementation:** Implemented 20 MAR 2025	**State(s) and Org:** DEU **Originator(s):** DEU **Project Category:** ATS Routes CDRs Civil/Military Airspace	
	Proposal ID: 113.001	**Status:**	**Contributor:**	**Comments:**
3.	**Project Name: Operational Service Enhancements Project (OSEP)- OD11 Swanwick ACC** **Description:** To achieve airspace design improvements consisting of: a. Re-align departure route (L60) from Amsterdam from BERGI to new point on Amsterdam/London FIR boundary. b. L60 re-aligned in London FIR from new point on London/Amsterdam FIR boundary to SOPEK. c. Waypoint KOLAG removed. d. Re-align departure route (M604) for London TMA and Overflights from the Clacton Sector to the North Seas Sectors. e. New arrival route for Stansted and Luton arrivals (Z150) from the North Sea Sectors to the Clacton Sector including truncating the STARs for EGGW/EGSS.	**Implementation:** Implemented 20 MAR 2025	**State(s) and Org:** GBR NLD **Originator(s):** GBR **Project Category:** ATS Routes High Seas PBN RAD	CAA Ref ACP-2021-061 **Related proposals:** • 100.021a

	Objective: To deliver airspace design improvements enabling flight plannable benefits for airspace users.			
	Proposal ID: **112.023**	**Status:**	**Contributor:**	**Comments:**
4.	**Project Name:** **East Midlands Airport SID Truncation** **Description:** To review East Midlands Airport IFPs. **Objective:** To reduce fuel uplift and consequent fuel burn and CO2 emissions, it is proposed to truncate the DTY 3N and 4P SIDs by 23nm at waypoint SAPCO and to replace the existing portion of the SID between SAPCO and DTY by extending ATS Route Y53 south from SAPCO to DTY.	**Implementation:** Implemented 20 MAR 2025	**State(s) and Org:** GBR **Originator(s):** GBR **Project Category:** ATS Routes	CAA Ref ACP-2023-039
	Proposal ID: **110.012c**	**Status:**	**Contributor:**	**Comments:**
5.	**Project Name:** **PBN Transition Plan AWYs - Greece - Phase 2** **Description:** 1. To replace conventional airways with RNAV ones for civil use. 2. To keep conventional airways only for military use and for contingency measures. 3. To remove specific conventional airways. **Objective:** To be compliant with requirements of Regulation 1048/2018 regarding airways.	**Implementation:** Implemented 20 MAR 2025	**State(s) and Org:** GRC **Originator(s):** GRC **Project Category:** Airspace Structure High Seas PBN PBN Transition Plan Route Redesignation	To be implemented in 4 phases: PHASE 2: • G12, KRK_YNN_TSL_ALX_GOLDO segments: Conventional route “ONLY MIL USE”. Confirmed 23 JAN 2025. • G85/UG85, KOR_DDM segments: Conventional routes “ONLY MIL USE” and NEW RNAV 5 route Y115. • J52/UJ52, ARA_IXONI segments: Conventional routes “ONLY MIL USE” and NEW RNAV 5 route Y118. • J61. DDM_TRL_KAM segments : Conventional routes “ONLY MIL USE” and NEW RNAV 5 route Y115. • V60/UV60, YNN_GARTA_ARA segments (L611 to be extended): Conventional routes “ONLY MIL USE” and NEW RNAV 5 routes. • V61/UV61, KFN_GARTA

				segments: Conventional routes “ONLY MIL USE” and NEW RNAV 5 route Y119. • V651/UV651, YNN_AGH segments: Conventional routes “ONLY MIL USE” and NEW RNAV 5 route Y121. **Related proposals:** • 100.053b • 110.012a • 110.012b • 110.012d • 110.012e
	Proposal ID: **114.026**	**Status:**	**Contributor:**	**Comments:**
6.	**Project Name: LDZO optimisation changes** **Description:** 1. To change division FL on lower sectors to FL325 or FL335. 2. To introduce new combined (Upper + High) sectors above FL375. **Objective:** To further improve LDZO airspace.	**Implementation:** Implemented 20 MAR 2025	**State(s) and Org:** HRV **Originator(s):** HRV **Project Category:** Airspace Structure ATC Sectors	
	Proposal ID: **115.033**	**Status:**	**Contributor:**	**Comments:**
7.	**Project Name: ATM system patch** **Description:** To implement an ATM system patch containing small evolutions. The patch will include EUROAT, RFL display and OLDI CDN message exchange related elements. **Objective:** To support ATCOs in more efficient flight plan adherence and EUROAT procedure application.	**Implementation:** Implemented 20 MAR 2025	**State(s) and Org:** HUN **Originator(s):** HUN **Project Category:** ATM System	Real implementation date 13 MAR 2025. **Related proposals:** • 115.028
	Proposal ID: **115.028**	**Status:**	**Contributor:**	**Comments:**
8.	**Project Name: EUROAT procedure** **Description:**	**Implementation:** Implemented	**State(s) and Org:** HUN	• The ATM system has been updated with functions specifically designed to

	To implement some EUROAT related procedures, to allow OAT-C operation outside the segregated airspace. **Objective:** To eliminate unnecessary airspace segregation.	20 MAR 2025	**Originator(s):** HUN **Project Category:** Civil/Military Airspace	support ATCOs with the EUROAT procedure. • Real implementation date 08 MAR 2025. **Related proposals:** • 115.033
	Proposal ID: **114.042**	**Status:**	**Contributor:**	**Comments:**
9.	**Project Name: Amendment to Shannon CTA/UTA sectorisation** **Description:** To amend Shannon CTA/UTA sectorisation to cater for better functionality, for aircraft on DCTs to Oceanic entry points. **Objective:** To further improve airspace organization.	**Implementation:** Implemented 20 MAR 2025	**State(s) and Org:** IRL **Originator(s):** IRL **Project Category:** Airspace Structure ATC Sectors	
	Proposal ID: **111.043**	**Status:**	**Contributor:**	**Comments:**
10.	**Project Name: Conventional routes - removal** **Description:** To replace last conventional route by area navigation route (RNAV 5) **Y194.** **Objective:** To ensure compliance with COMMISSION IMPLEMENTING REGULATION (EU) 2018/1048 and further improve ATS routes.	**Implementation:** Implemented 20 MAR 2025	**State(s) and Org:** ISL **Originator(s):** EUROCONTROL **Project Category:** ATS Routes PBN	Source: PBN Transition Plan for Iceland v4.0 The following conventional ATS routes have been redesignated as RNAV 5 ATS routes: • B1 as Y190 and Y191. • G1 as Y192. • G4 as Y193. B2, G2, R2, R5, Y148 and Y149 are already withdrawn. G3 will be replaced by Y194. **Related proposals:** • 100.055a • 100.055b

SUPPORTING
EUROPEAN
AVIATION

© EUROCONTROL - July 2025

This document is published by EUROCONTROL for information purposes. It may be copied in whole or in part, provided that EUROCONTROL is mentioned as the source and it is not used for commercial purposes (i.e. for financial gain). The information in this document may not be modified without prior written permission from EUROCONTROL.

www.eurocontrol.int