EUROCONTROL Seven-Year Forecast 2026-2032: REGION DEFINITION

Autumn 2026

Edition date: Autumn 2026
Classification: white
Reference nr: STATFOR Doc. 719

TABLE OF CONTENT

1. ECAC 3
2. NM AREA 3
3. ESRA08 4
4. CRCO11 5
5. CRCO14 5
6. CRCO16 6
7. EU27 6
8. RP REGIONS 6
9. TRAFFIC REGIONS 6
10. TERMINAL CHARGING ZONES 8

Foreword

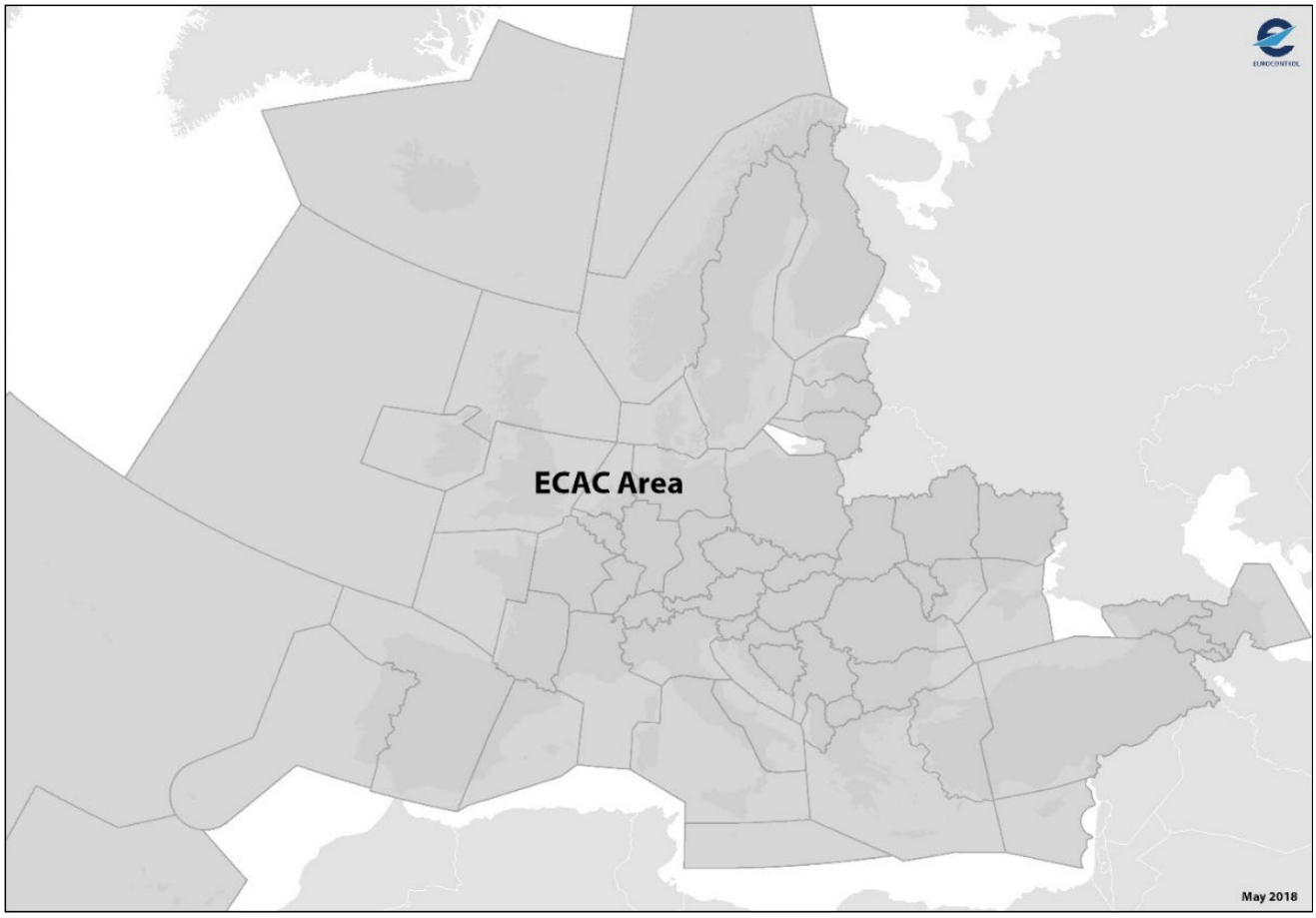
The forecast is detailed per Traffic Zone (TZ) and Terminal Charging Zones (TCZ). No addition to this document has occurred compared to the Region Definition Annex published in Spring 2026.

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 42 EUROCONTROL member states.

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



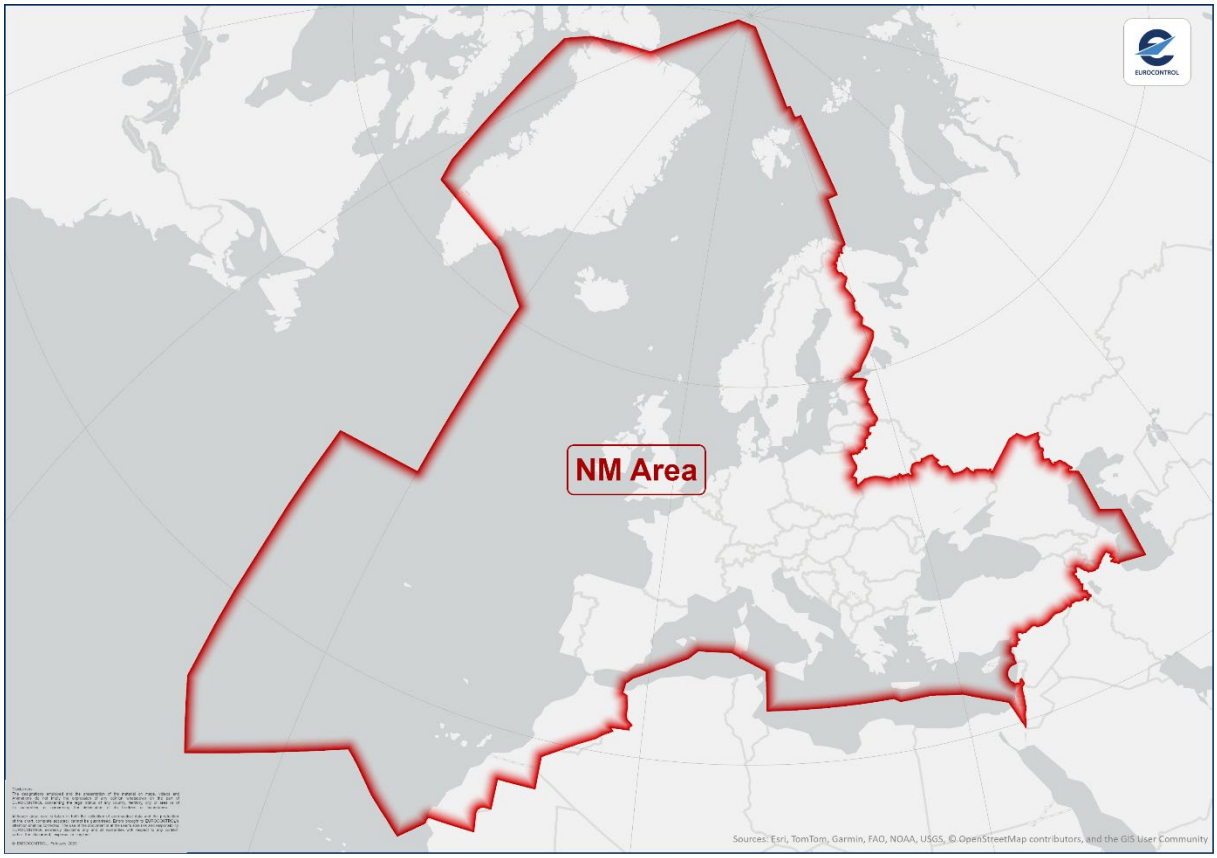
The designations employed do not imply the expression of any opinion whatsoever on the part of EUROCONTROL concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

2. NM Area

The EUROCONTROL Network Manager (NM) Area encompasses the airspace managed by EUROCONTROL's Network Manager, covering 44 states across Europe and parts of the Middle East and North Africa. This area includes all 42 EUROCONTROL Member States: Belgium, France, Germany, Luxembourg, The Netherlands, United Kingdom, Ireland, Portugal, Greece, Malta, Türkiye, Cyprus, Hungary, Switzerland, Austria, Denmark, Norway, Slovenia, Sweden, Czech Republic, Italy, Romania, Bulgaria, Croatia, Monaco, Slovakia, Spain, North Macedonia, Republic of Moldova, Finland, Albania,

Bosnia and Herzegovina, Poland, Ukraine, Serbia, Armenia, Lithuania, Montenegro, Latvia, Georgia, Estonia, Iceland along with Israel and Morocco, which have Comprehensive Agreements with EUROCONTROL. Iceland became the 42nd Member State of EUROCONTROL on 1st January 2025.

Figure 2. The EUROCONTROL Network Manager Area.



The designations employed do not imply the expression of any opinion whatsoever on the part of EUROCONTROL concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

3. 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 3. The EUROCONTROL Statistical Reference Area.

The designations employed do not imply the expression of any opinion whatsoever on the part of EUROCONTROL concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

4. 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, Türkiye, UK.

5. 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.

6. 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.

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). RP2Region is the region involved in the Performance Scheme related to the Second Reference Period (2015-2019). RP3Region is the region involved in the Performance Scheme related to the Third Reference Period (2020-2024). RP4Region is the same region as RP3Region and is involved in the Performance Scheme related to the Fourth Reference Period (2025-2029).

- **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.
- **RP3Region**: stands for the sum over all the 29 States that are involved in the EU-wide performance target setting for the third period, namely: 27 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 4. Each traffic region is made up of a number of traffic zones (=States), which are indicated by the first letters of the ICAO location codes for brevity.

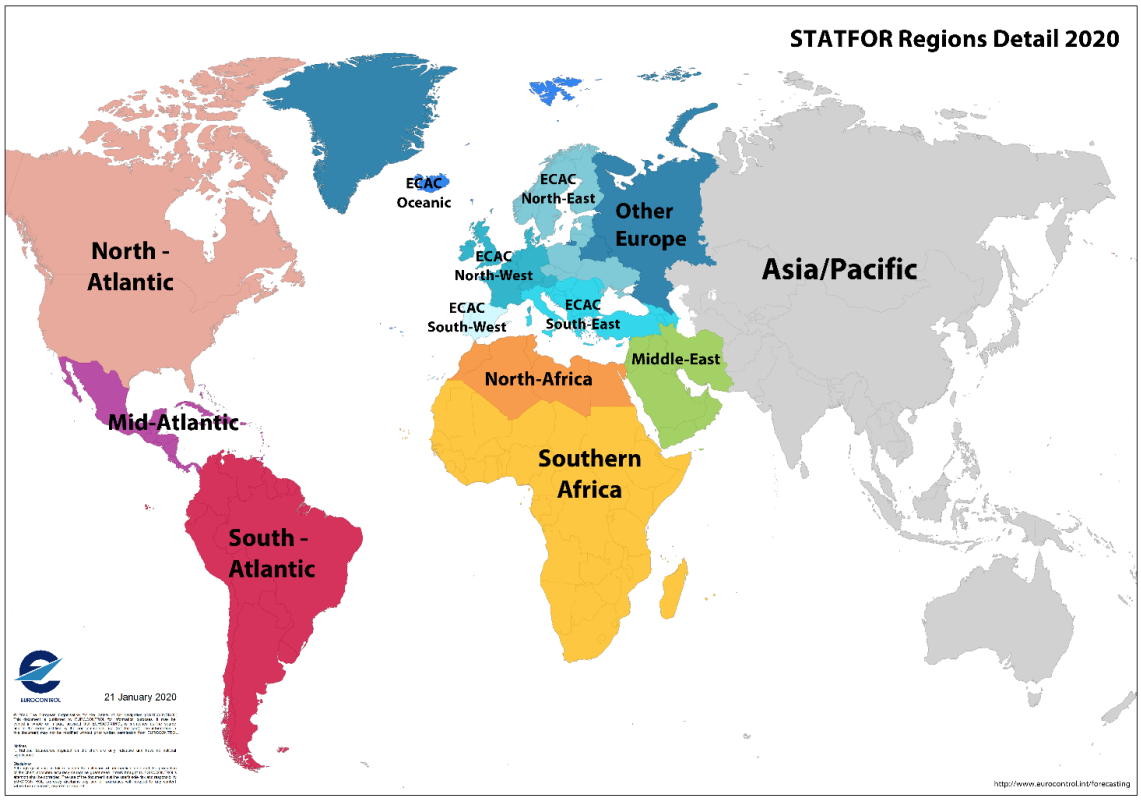
As far as "Europe" is concerned, the zone is split into two regions: ECAC (defined in one of the previous section) and Other Europe. For flow purposes, ECAC is split into five sub-regions "ECAC North-West", "ECAC North-East", "ECAC South-West", "ECAC South-East" and "ECAC Oceanic".

Figure 4. 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	BK, LA, LB, LC, LD, LG, LH, LI, LJ, LM, LQ, LR, LT, LU, LW, LY, UB, UD, UG
ECAC Oceanic	BI, EG (UK-Oceanic), EK (Faroe Islands), EN (Norway-Oceanic), LP (Portugal-Santa Maria)
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, GE, 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 5. Moreover, ECAC region is subdivided into 5 sub-regions.

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



10. Terminal Charging Zones

A ‘terminal charging zone’ is an airport or a group of airports for which a cost-based unit rate is established. For the fourth reference period of the performance scheme (RP4), 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, some states no longer have a TCZ whose TNSU are to be reported in RP4. 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 TCZ and corresponding airports that will be reported in the fourth reference period (RP4) can be found in Figure 6.

STATFOR will publish the TNSU forecast for certain TCZs which are no longer part of the SES Performance Scheme but still request a TNSU forecast to support the state’s planning. The list of TCZ and airports can be found in Figure 7.

Figure 6. List of aerodromes forming the TCZ in RP4.

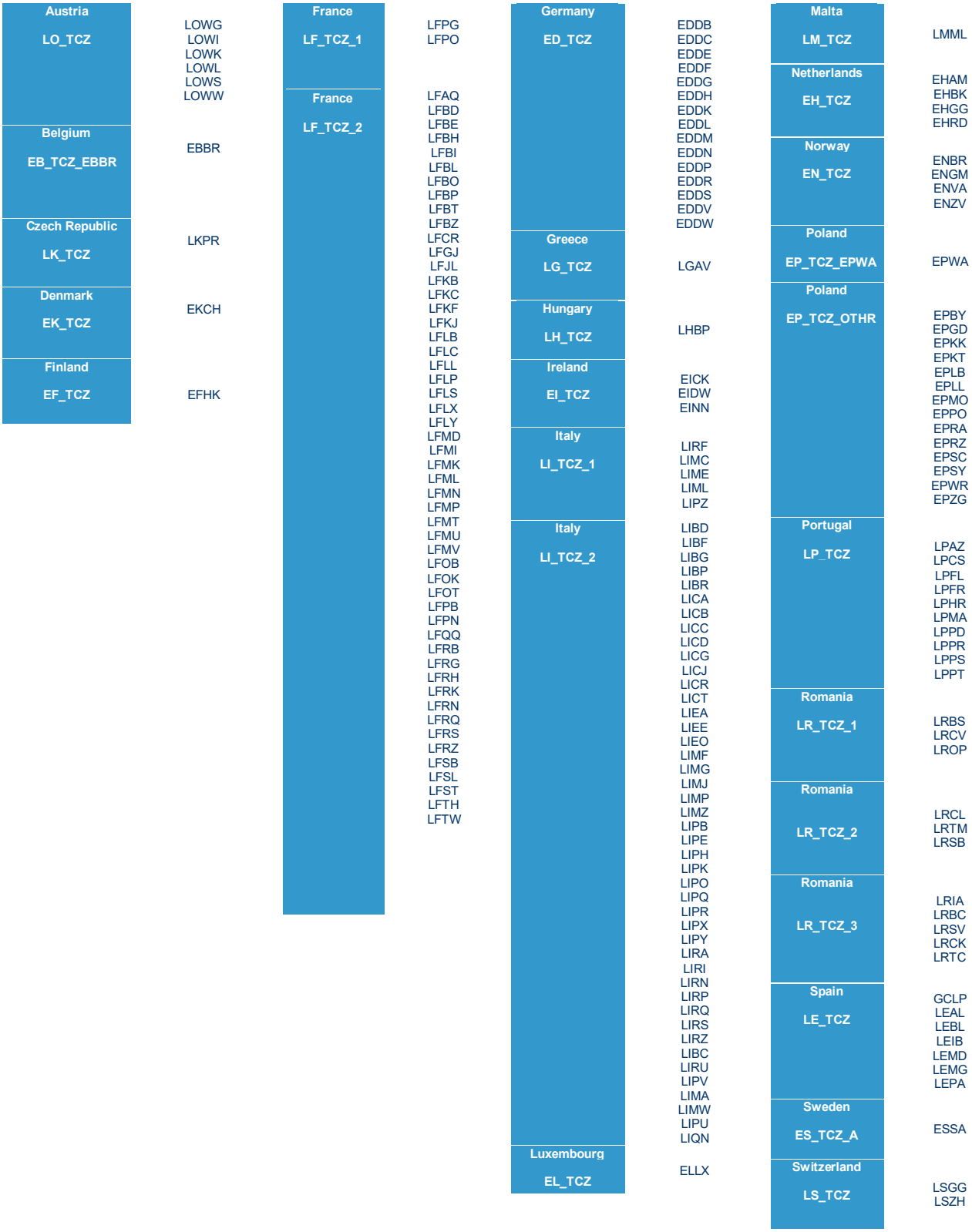


Figure 7. List of aerodromes forming additional TCZ

Estonia **EE_TCZ**	EETN EETU EFHK
Croatia **LD_TCZ_1**	LDZA
Croatia **LD_TCZ_2**	LDDU LDLO LDOS LDPL LDRI LDSB LDSP LDZD
Latvia **EV_TCZ**	EVJA EVLA EVRA EVVA
Lithuania **EY_TCZ_1**	EYKA EYPA EYVI
Lithuania **EY_TCZ_2**	EYSA
UK **EG_TCZ_B**	EGBB EGCC EGGW EGKK EGLC EGLL EGPF EGPH EGSS
UK **EG_TCZ_C**	EGGW EGKK EGLC EGLL EGSS

SUPPORTING
EUROPEAN
AVIATION

© EUROCONTROL - 2026

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