

EUROCONTROL SEVEN-YEAR FORECAST OCTOBER 2018

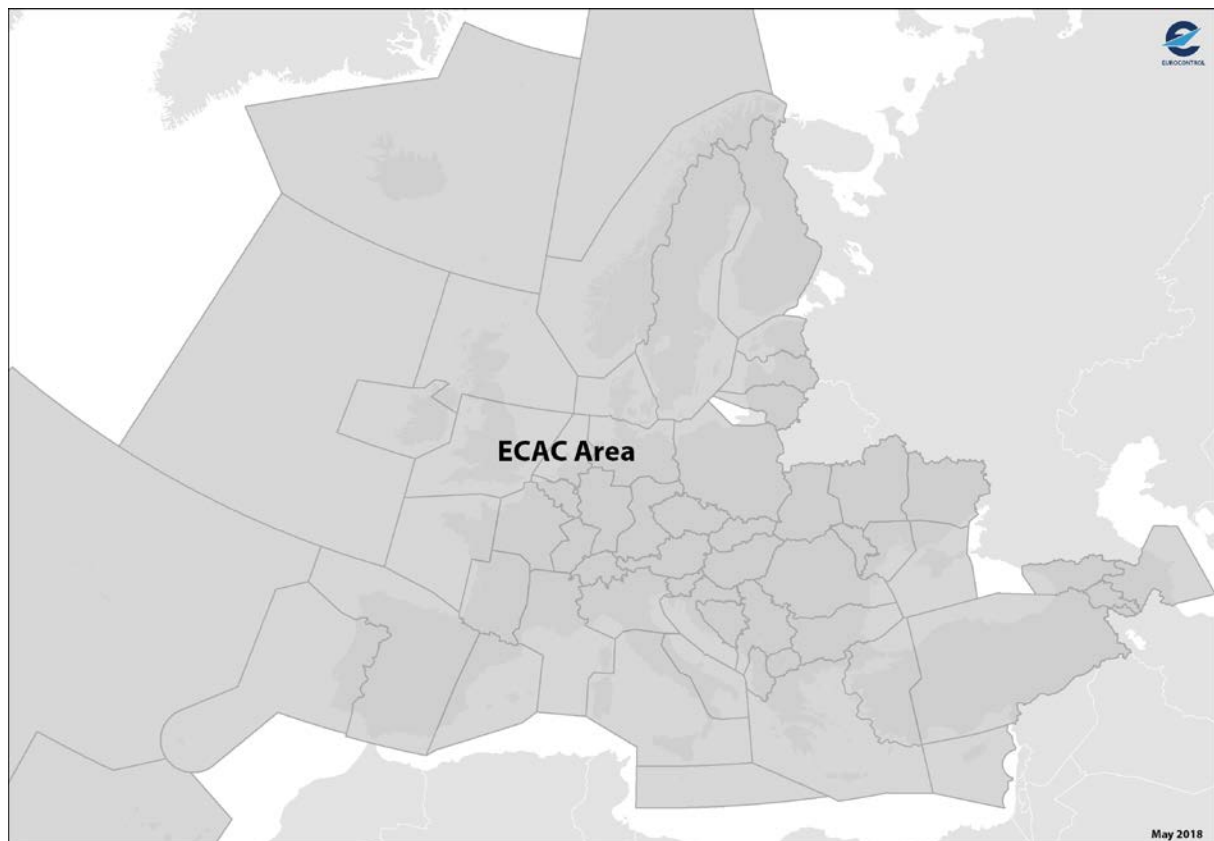
ANNEX – TRAFFIC REGION DEFINITIONS

ECAC

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

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

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



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.



EU28

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

CRCO11

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

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.

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.

RP REGIONS

RP1Region, RP2Region and RP3Region are the three regions involved in the Performance Scheme respectively related to First Reference Period (2012-2014), Second Reference Period (2015-2019) and Third Reference Period (Period to be confirmed).

- **RP1Region:** stands for the sum over all the 29 States that were involved in the EU-wide performance target setting for the first period, namely: 28 EU Member States plus Norway plus Switzerland minus Croatia.
- **RP2Region:** stands for the sum over all the 30 States that are involved in the EU-wide performance target setting for the second period, namely: 28 EU Member States plus Norway plus Switzerland. This zone is also called SES-RP2 in this report.
- **RP3Region:** stands for the sum over all the 30 States that are involved in the EU-wide performance target setting for the third period, namely: 28 EU Member States plus Norway plus Switzerland. This zone is also called SES-RP3 in this report.

FUNCTIONAL AIRSPACE BLOCKS

On top of the traffic zones, this report also presents the forecast of IFR movements from 2014 to 2020 for the Functional Airspace Blocks (FAB). A FAB is a block of airspace based on operational requirements regardless of the State boundaries (Figure 3). FAB initiatives (definitions) are now frozen according to the targets defined to improve the performance of the European air traffic management network. STATFOR defines the FABs based on the FIR¹ boundaries. The definition of FAB-FIR is:

- **UK-Ireland FAB** (Scottish FIR&UIR, London FIR&UIR, Shannon FIR&UIR)
- **Danish-Swedish FAB** (Copenhagen FIR, Sweden FIR)
- **Baltic FAB** (Warszawa FIR, Vilnius FIR&UIR)
- **BLUE MED FAB** (Nicosia FIR&UIR, Athinai FIR&UIR, Brindisi FIR&UIR, Milano FIR&UIR, Roma FIR&UIR, Malta FIR&UIR)
- **Danube FAB** (Sofia FIR, Bucarest FIR)
- **FAB CE** (Zagreb FIR, Budapest FIR, Ljubljana FIR, Praha FIR, Wien FIR, Sarajevo FIR&UIR, Bratislava FIR)

¹ Note that the PRU uses the FAB-ANSP definition.

- **FABEC** (Brussels FIR&UIR, Langen FIR, Munchen FIR, Rhein UIR, Hannover UIR, Bremen FIR, Amsterdam FIR, Bordeaux FIR, Reims FIR, Paris FIR, France UIR, Marseille FIR, Brest FIR, Switzerland FIR, Switzerland UIR)
- **North European FAB** (Tallinn FIR, Finland FIR&UIR, Enor FIR, Riga FIR, Bodo Oceanic FIR)
- **South West FAB** (Canarias FIR&UIR, Lisboa FIR, Madrid FIR&UIR, Barcelona FIR&UIR).

Figure 3. FABs as stipulated by the European Commission.



TRAFFIC REGIONS

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

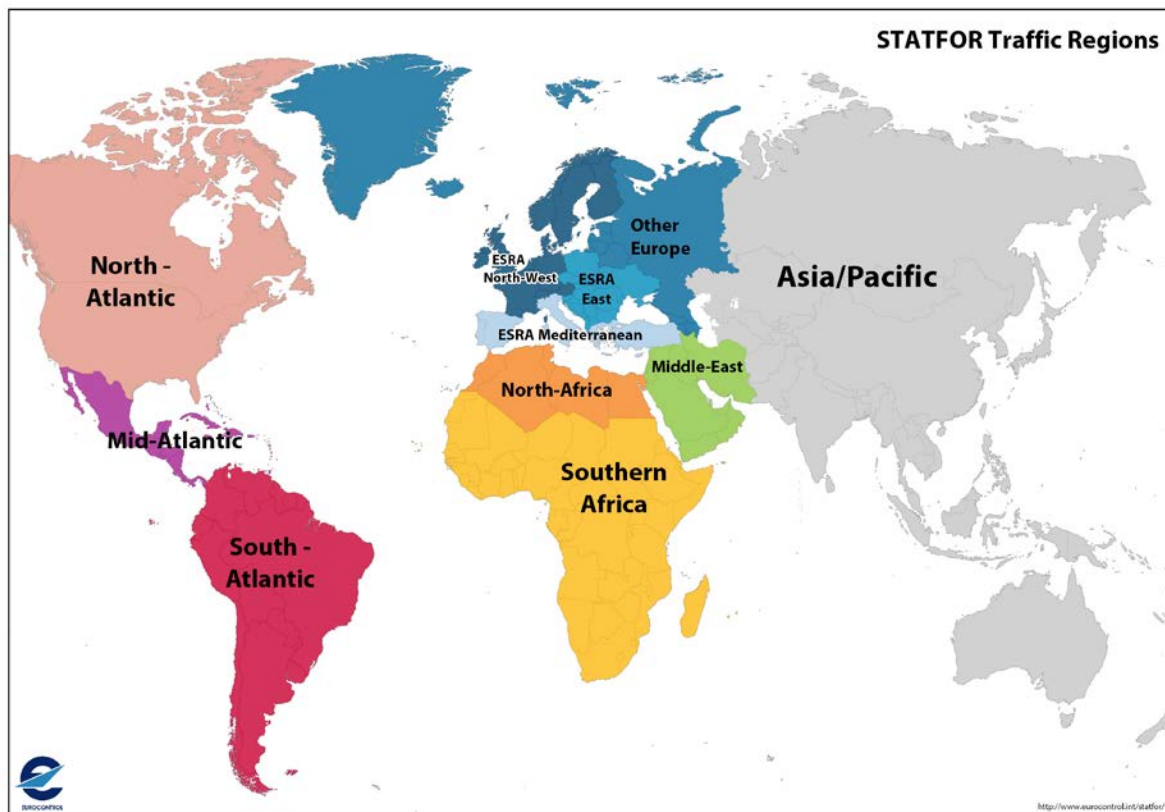
As far as “Europe” is concerned, it is split into two regions: ESRA (defined in one of the previous section) and Other Europe. For flow purposes, ESRA is split into a “North-West” region mostly of mature air traffic markets, a “Mediterranean” region stretching from the Canaries to Turkey and with a significant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

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

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

The map of the nine traffic regions used in our statistics is displayed in Figure 5.

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



TERMINAL CHARGING ZONES

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

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

Austria		France		Germany		Poland	
LO_TCZ	LOWG LOWI LOWK LOWL LOWS LOWW	LF_TCZ_1	LFPG LFPO	ED_TCZ	EDDB EDDC EDDE EDDF EDDG EDDH EDDK EDDL EDDM EDDN EDDP EDDR EDDS EDDT EDDV EDDW	EP_TCZ_EPWA	EPWA
		France	LFAQ LFBA LFBDB LFBEB LFBHB LFBIB LFBLE LFBLO LFBPB LFBTB LFBZB			Poland	EPBY EPGD EPKK EPKT EPLB EPLL EPMO EPPO EPRA EPRZ EPSC EPSY EPWR EPZG
		LF_TCZ_2	LFJL LFCR LFGJ LFLB LFLC LFLJ LFLK LFLM LFLN LFLP LFLS LFLX LFLY LFLZ LFLB LFLC LFLD LFLG LFLH LFLI LFLK LFLM LFLN LFLP LFLS LFLX LFLY LFLZ	Greece	LGAV	Portugal	LPAC LPCS LPFL LPHR LPMA LPPD LPPR LPPS LPPT
Belgium	EBAW			LG_TCZ		LP_TCZ	LPZB LPSB LQZB LQZC LQZD LQZE LQZF LQZG LQZH LQZI LQZJ LQZK LQZL LQZM LQZN LQZO LQZP LQZQ LQZR LQZS LQZT LQZU LQZV LQZW LQZX LQZY LQZZ
EB_TCZ_EBAW							
Belgium	EBBR			Hungary	LHBP		
EB_TCZ_EBBR				LH_TCZ			
Belgium	EBCI					Romania	LRBS LRDP LRGP LRHP LRIP LRJP LRKP LRLP LRMP LRNP LRPP LRSP LRTP LRVP LRWP LRXP LRYP LRZP
EB_TCZ_EBCI				Ireland	EICK EIDW EINN	LR_TCZ	
Belgium	EBLG			EI_TCZ			
EB_TCZ_EBLG						Slovakia	LZIB
Belgium	EBOS			Italy	LIRF	LZ_TCZ	
EB_TCZ_EBOS				LI_TCZ_1			
Belgium	EBOS			Italy	LIMC LIME LIML LIPZ	Slovenia	LJLJ LJMB LJPZ
EB_TCZ_EBOS				LI_TCZ_2			
Bulgaria	LBSF			Latvia	EVLA EVRA EVVA	Spain	GCLP LEBL LEMD LEMG LEPA
LB_TCZ				EV_TCZ		LE_TCZ	
Croatia	LDZA LDZL			Lithuania	EYKA EYPA EYSA EYVI	Sweden	ESGG ESSA
LD_TCZ				EY_TCZ		ES_TCZ_A	
Cyprus	LCLK LCPH			Luxembourg	ELLX	Switzerland	LSGG LSZH
LC_TCZ				EL_TCZ		LS_TCZ	
Czech Republic	LKKV LKMT LKPR LKTB			Malta	LMML	UK	EGBB EGCC EGGW EGKK EGLC EGLL EGPF EGPH EGSS
LK_TCZ				LM_TCZ		EG_TCZ_B	
Denmark	EKCH			Netherlands	EHAM EHBK EHGG EHRD		
EK_TCZ				EH_TCZ			
Estonia	EETN EETU			Norway	ENBR ENGM ENVA ENZV	UK	EGGW EGKK EGLC EGLL EGSS
EE_TCZ				EN_TCZ		EG_TCZ_C	
Finland	EFHK						
EF_TCZ							