

**EUROPEAN (EUR) AIR NAVIGATION PLAN**

**VOLUME I**

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## **VOLUME I**

## Working Copy

This version of the Working Copy of the European (EUR) Air Navigation Plan Volume I (Doc 7754), includes the following approved amendment(s) which have not yet been published:

<b>P. f. Amdt. Serial No.</b>	<b>Originator</b>	<b>Brief Description</b>	<b>Date Approved by Council</b>	<b>EUR/NAT Notification</b>
17/01 AOP-SAR	Ukraine	To reflect Changes in Table AOP I-1 1Table SAR I-1	7 June 2017	SL 17-0350.TEC
<del>17/04 AOP</del>	<del>Israel</del>	<del>To reflect Changes in Table AOP I-1</del>	<del>9th August 2017</del>	<del>SL 17-0581.TEC</del>
17/06 AOP	Poland	To reflect Changes in Table AOP I-1	9th August 2017	SL 17-0582.TEC
17/13 AOP	Bulgaria, Croatia, Kazakhstan, Latvia	To reflect Changes in Table AOP I-1	12th February 2018	SL 18-0152.TEC
17/15 AOP	Finland	To reflect Changes in Table AOP I-1	12th February 2018	SL 18-0154.TEC
18/05 AOP/ATM	Russian Federation	To reflect Changes in AOP I-1 and ATM I-1	22nd June 2018	SL 18-0372.TEC
18/08 GEN/ATM/SAR	Finland	To reflect Changes in GEN I-I, ATM I-1, SAR I-1	8 January 2019	SL 19-0027.TEC
18/10 AOP	Turkey	To reflect Changes in Table AOP I-1	17 January 2019	SL 19-0041.TEC
17/04 AOP	Israel	To reflect Changes in Table AOP I-1 (Changes Removed From Table AOP I-1)	Revoked by Council on 4 February 2019	16 May 2019
19/06 GEN AOP ATM	Ukraine	To reflect Changes in Table GEN I-1, Table AOP I-1, Table ATM I-1	2 July 2019	4 July 2019
19/05 GEN/AOP/ATM /SAR	ICAO Secretariat, Kazakhstan	To reflect Changes in Table GEN I-1, Table AOP I-1, Table ATM I-1, Table SAR I-1	15 August 2019	20 August 2019
19/07 GEN/ATM	Norway	To reflect Changes in Table GEN I-1, Table ATM I-1, Charts ATM I-1 and ATM I-2.	28 August 2019	2 September 2019
20/04	Russian Federation	To reflect Changes in Table AOP I-1	19 August 2020	20 August 2020
19/11 AOP/SAR	Israel, Slovenia	To reflect Changes in Table AOP I-1	22 June 2020	2 September 2020
20/06 AOP	Ukraine	To reflect Changes in Table AOP I-1	19 November 2020	24 November 2020
21/01 MET	EASPG on behalf of the Secretariat	To reflect Changes in Table AOP I-1, and Part V MET Section 2.	12 March 2021	18 March 2021
21/07 GEN-AOP-ATM	Algeria, Armenia,	To reflect Changes in Table AOP I-1, Tabele GEN I-1, Table ATM I-1	17 June 2021	21 June 2021

	Belgium, Germany,			
21/09	Republic of Moldova	To reflect Changes in Table AOP I-1	16 August 2021	17 August 2021

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# EUROPEAN (EUR) ANP, VOLUME I

## PART 0 – INTRODUCTION

### 1. GENERAL

1.1 On **18 June 2014**, the ICAO Council decided that the regional air navigation plans (ANPs) should be published in three volumes.

1.2 ANP Volume I contains stable plan elements whose amendment necessitates approval by the Council such as the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements and requirements specific to the region which are not covered in the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS). The material to be included in Volume I should minimise the requirement for frequent amendment. The following is a non-exhaustive list of such elements:

- Flight Information Regions (FIR) boundaries (Table and Charts);
- Search and Rescue Regions (SRR) boundaries (Table and Charts);
- Volcanic Ash Advisory Centres (VAAC);
- Tropical Cyclone Advisory Centres (TCAC); and
- Volcano Observatories (VO).

1.3 ANP Volume II contains dynamic plan elements material related to the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services and the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements involving the relevant PIRG. The amendment of these elements does not require approval by the Council. The following is a non-exhaustive list of such elements:

- Major traffic flows;
- ATS route network;
- Meteorological Watch Offices (MWO);
- Secondary Surveillance Radar (SSR) codes;
- Five-letter name-codes; and
- VOLMET Broadcasts.

1.4 ANP Volume III contains dynamic/flexible plan elements providing implementation planning guidance for air navigation systems and their modernization taking into consideration emerging programmes such as the ICAO Aviation System Block Upgrades (ASBUs) and associated technology roadmaps described in the *Global Air Navigation Plan* (GANP) (Doc 9750). The ANP Volume III would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the ANP Volumes I and II. The amendment of Volume III would not require approval by the Council (approval of Part II is under the responsibility of the relevant PIRG).

*Note 1: The ANP does not list all facilities in the region(s) but only those required for international civil aviation operations. Documents from the Integrated Aeronautical Information Package and other States publications should be consulted for information on additional facilities and for operational information in general.*

*Note 2: The general structure of the regional plans for the parts which concern an air navigation field in Volumes I and II consists of an “Introduction”, “General Regional Requirements” and “Specific Regional Requirements”. Only Tables shown under “General Regional Requirements” are harmonized for all Regions. Should a Region require a Table for a specific field, this should be reflected under “Specific Regional Requirements” of the subject concerned. The naming convention for such tables consists of the technical field concerned (AOP, CNS, ATM, MET, SAR and AIM), the ANP Volume number (I or II), the Region (APAC, AFI, CAR/SAM, EUR, MID, NAM and NAT) and the consecutive number of the table. Examples are as follows: Table ATM I-EUR-1, Table CNS II-MID-1 or Table MET I-AFI-2.*

1.5 Guidance material on the detail of programmes or concepts should be contained in supplementary material referenced appropriately or adopted as EUR Documents.

## **2. RELATIONSHIP BETWEEN THE GLOBAL AND REGIONAL AIR NAVIGATION PLANS**

2.1 The ANPs represent the bridge between, on one side, the global provisions in the ICAO SARPs and the GANP, and on the other side, the States' air navigation plans and implementation status.

2.2 The GANP represents a rolling, 15-year strategic methodology which leverages existing technologies and anticipates future developments based on State/industry-agreed operational objectives. The GANP is an overarching framework that includes key aviation policy principles to assist ICAO Regions, sub-regions and States with the preparation of their regional and State air navigation plans and to support the establishment of air navigation priorities.

## **3. OBJECTIVE AND PURPOSE OF REGIONAL AIR NAVIGATION PLANS**

3.1 The ANPs provide for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANPs is undertaken by ICAO PIRGs with the assistance of the ICAO Secretariat.

3.2 The ANPs are used as a repository Document for the assignment of responsibilities to States for the provision of air navigation facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300).

3.3 The ANPs contain requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of ANPs are published in the *ICAO Regional Supplementary Procedures* (SUPPs) (Doc 7030).

3.4 The ANPs contain provisions that States can follow in the planning of aerodrome and air navigation facilities and services activities, with the assurance that facilities and services furnished in accordance with the plan will form with those of other States an integrated system adequate for the foreseeable future.

3.5 The ANPs may serve as a legal basis for air navigation services charges which are levied for services provided or made available to users, in accordance with ICAO's *Policies on Charges for Airports and Air Navigation Services* (Doc 9082) and *ICAO Manual on Air Navigation Services Economics* (Doc 9161).

3.6 The ANPs support the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

## **4. MANAGEMENT AND AMENDMENT OF REGIONAL AIR NAVIGATION PLANS**

4.1 The elements of the existing planning system and the planning principles, operational requirements and planning criteria as developed for the EUR Region are kept under constant review by the European Air Navigation Planning Group (EANPG) in accordance with its schedule of meetings, in consultation with provider and user States and with the assistance of the ICAO Regional Office concerned.

4.2 The detailed amendment procedure of the three ANP Volumes is described in paragraph 5 below.

## **5. PROCEDURE FOR THE AMENDMENT OF REGIONAL AIR NAVIGATION PLANS**

5.1 The procedure for the amendment of regional air navigation plans in three Volumes as approved by the Council is shown in [Appendix A](#).

## 6. ABBREVIATIONS

6.1 The abbreviations used in this document are contained in the *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)* (Doc 8400), with the exception of those used in the explanations of any tables appearing herein, which also give their meaning.

## 7. ESTABLISHMENT AND PROVISION OF A MULTINATIONAL ICAO AIR NAVIGATION FACILITY/SERVICE

7.1 The operation of multinational air navigation services is well established within the EUR Region. The *ICAO Manual on Air Navigation Services Economics* (Doc 9161) details the ICAO policies on charges for air navigation services and provides additional information on the various models adopted globally. The introduction of multinational air navigation services does not dilute the principle that a State has the responsibility of overseeing the provision of air navigation services and that it shall maintain that responsibility within its sovereign airspace as well as within the airspace over the high seas for which it has accepted the responsibility for the provision of services. Where there is no intention to change or modify the FIR boundaries nor the facilities and services currently listed in the ANP there is not a requirement to amend the ANP. However, should changes to the FIR boundaries or to the facilities and services provided be required, such changes are likely to be subject to the ANP amendment procedure and should therefore be examined on a case-by-case basis. Advice on this issue can be obtained from the ICAO Regional Office. Any multinational arrangements for the provision of air navigation services should be registered with ICAO (Article 83 of the Convention (Doc 7300) and *Rules for Registration with ICAO of Aeronautical Agreements and Arrangements* (Doc 6685)).

7.2 Within the ICAO EUR Region the following multinational initiatives are established:

7.2.1 In the Western part of the ICAO EUR Region, the European Commission (EC) launched at the end of the nineties the Single European Sky (SES) initiative to improve the European Air Traffic Management (ATM) system with the objective to support an efficient, safe, integrated operating airspace, functioning, from an airspace user perspective, as if a single entity would manage that airspace. A first legislative package (SES1) was adopted in 2004 to set a harmonised regulatory framework and create a level playing field for the provision of air navigation services in view of achieving a modern European ATM system. It consisted of four Basic Regulations (N° 549/2004, 550/2004, 551/2004 and 552/2004) covering the provision of air navigation services (ANS), the organisation and use of airspace and the interoperability of the European Air Traffic Management Network (EATMN).

7.2.2 A second legislative package (SES2) was adopted in 2009 focussing at increasing the overall performance of the air traffic management system in Europe and also extending the competences of the European Aviation Safety Agency (EASA) to cover ATM/ANS and airports. Among the key regulatory and operational instruments introduced by SES2 were a "performance scheme", based on EU-wide performance targets to be met over specific time periods (1st period: 2012-2014 and 2nd period: 2015-2019); the establishment of Functional Airspace Blocks (FAB's) on the basis of operational requirements and across States boundaries; the "Network Manager", established in 2011, to perform some operational tasks at EU-wide level (ATS route design, air traffic flow management, SSR transponder codes and frequency management co-ordination, crisis co-ordination, etc.) (Additional information is available in EUR ANP Volume II).

7.2.3 A good example of a multinational air navigation service unit established in the ICAO EUR Region is the Maastricht Upper Area Control Centre (MUAC), set up in 1972. MUAC, operated by EUROCONTROL on behalf of four States, provides air traffic control for the upper airspace (above 24,500 feet) of Belgium, the Netherlands, Luxembourg and north-west Germany. The international area of responsibility covered by MUAC is a perfect example of the harmonisation of airspace and a model for cross-border projects in the spirit of the Single European Sky (MUAC is a member of FAB Europe Central (FABEC)).

7.2.4 Another example of "pan-European air navigation service" is the European Geostationary Navigation Overlay Service (EGNOS). EGNOS increases the accuracy of existing satellite positioning signals while providing a crucial 'integrity message', informing its users in case of signal problems. In civil



aviation terms, it offers enhanced vertical precision and integrity ("guaranteed signal") for safe approach procedures at places or under meteorological conditions previously not possible.

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## **APPENDIX A - PROCEDURE FOR THE AMENDMENT OF REGIONAL AIR NAVIGATION PLANS**

*(Approved by Council on 18 June 2014)*

### **1. Introduction**

1.1. The procedure outlined below has been evolved to provide a means of maintaining the regional air navigation plans using an ANP web based platform.

### **2. General criteria**

2.1. The Assembly has resolved that regional plans should be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan should be undertaken by correspondence between the Organization and the States and international organizations concerned.

2.2. When a State cannot immediately implement a particular part or a specific detail of a regional plan although it intends to do so, when practicable, this in itself should not lead to the State proposing an amendment to the plan.

2.3. The general structure of the regional plans for the parts which concern an air navigation field in Volumes I and II consists of an "Introduction", "General Regional Requirements" and "Specific Regional Requirements". As the section "General Regional Requirements" is harmonized for all regions, an amendment of the provisions (text) in "General Regional Requirements" will lead to amendment of Volumes I and II of the regional plans of all regions.

2.4. The amendment process of Volume III is under the responsibility of the relevant Planning and Implementation Regional Group (PIRG). The Parts 0 (Introduction) and I (General Planning Aspects) of Volume III are harmonized for all regions and the amendment of these parts should be made following inter-regional coordination.

### **3. User rights**

3.1. Access to the ANP web based platform to develop and submit amendment proposals to the regional plan and to comment on an officially issued amendment proposal should be provided through controlled access by the State's or international organization's designated Focal Points. The State or international organization should officially inform their respective Regional Office of the registration of their designated Focal Points.

### **4. States and international organizations to be consulted**

4.1. The Secretary General, through the relevant Regional Office, will determine the States and international organizations to be consulted on the amendment proposal. These will generally only include the provider and user States and international organizations that have a direct and obvious interest in the amendment in question.

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**PART A — AIR NAVIGATION PLANS, VOLUME I****5. Procedure for amendment of Volume I**

5.1. If, in the light of the above general criteria, any State (or group of States) wishes to effect a change in the approved air navigation plan for that region, it should propose to the Secretary General, through the Regional Office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State (or group of States) to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the web based tool and/or by correspondence to the Regional Office.

5.2. Upon studying the proposal, if the Secretary General considers that the proposed amendment requires further coordination through the relevant Planning and Implementation Regional Group (PIRG), the proposal will be presented, adequately documented, to the PIRG. The views of the PIRG will be coordinated with the originating State and the proposed amendment will be uploaded via the ANP web based platform for processing proposals for amendment for approval by the Council.

5.3. If the proposal concerns an amendment of the provisions (text) in “General Regional Requirements”, the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

5.4. If the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General considers should be brought to the attention of the Air Navigation Commission, the proposal will be presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

5.5. The Secretary General, through the Regional Office, will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

5.6. If, in reply to the Secretary General's inquiry, no objection is raised to the proposal by a specified date, the proposal should be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council. The approved amendment should be incorporated into Volume I of the regional plan.

5.7. If, in reply to the Secretary General's inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

5.8. Proposals for the amendment of Volume I of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether it has adequate support from the State or States whose facilities will be affected. If such support is not forthcoming, the proposal will be presented to the Commission, and the Commission will decide on the action to be taken on the proposal.

5.9. Proposals for the amendment of Volume I of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities will be affected have expressed their concurrence with the proposal.

5.10. Amendments to Volume I of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.

## **PART B — AIR NAVIGATION PLANS, VOLUME II**

### **6. Procedure for amendment of Volume II**

6.1. Amendments of Volume II of the regional plan should be effected on the basis of an adequately documented proposal submitted by a State (or a group of States) or the relevant PIRG to the Secretary General, through the Regional Office accredited to that State. The proposal should include the facts that lead to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions to Volume II of the regional plan. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the ANP web based platform and/or by correspondence to the Regional Office.

6.2. If the proposal concerns an amendment of the provisions (text) in “General Regional Requirements”, the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

6.3. The ICAO Regional Office will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

6.4. If, in reply to the ICAO Regional Office’s inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement (involving the relevant PIRG) on the subject has been reached and the proposed amendment should be incorporated into Volume II of the regional plan.

6.5. If, in reply to the ICAO Regional Office’s inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

6.6. Proposals for the amendment of Volume II of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings, where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether the proposal has adequate support from the State or States whose facilities or services will be affected. If such support is not forthcoming, the proposal will not be pursued.

6.7. Proposals for the amendment of Volume II of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities or services will be affected have expressed their concurrence with the proposal.

6.8. Amendments to Volume II of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.

## PART C — AIR NAVIGATION PLANS, VOLUME III

### 7. Procedure for amendment of Volume III

7.1. Amendments of Volume III of the regional plan are under the responsibility of the relevant Planning and Implementation Regional Group (PIRG) and not subject to a formal application of the procedure for amendment of the ANP described in Parts A and B above. However, the amendment of the provisions of Part 0 - “Introduction” and Part I - “General Planning Aspects” needs special coordination, as specified in 7.4 below. Since these two Parts are harmonized for all regions, an amendment of the provisions contained there-in will lead to amendment of Parts 0 and I of Volume III of the regional plans of all regions.

7.2. Amendments of Volume III of the regional plan should be effected on the basis of an adequately documented proposal submitted to the ICAO Regional Office concerned by:

- a State (or a group of States); or
- the relevant Planning and Implementation Regional Group (PIRG) of the region(s); or
- the ICAO Secretariat; or
- international organisations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and/or which attended the meeting(s) where the relevant Volume III amendments were agreed.

7.3. This procedure does not preclude a State (or group of States) having previous consultation with other States before submitting an amendment proposal to the Regional Office. Such amendments may include additions, modifications or deletions to Volume III of the regional plan. In addition, the facts that led to the conclusion that the amendment should be included.

7.4. If the proposal concerns an amendment of the provisions in Part 0 - “Introduction” or Part I - “General Planning Aspects”, the ICAO Regional Office concerned will submit the proposal to ICAO Headquarters (Air Navigation Bureau) for coordination with all ICAO Regional Offices. The views of the ICAO Regional Offices will be taken into consideration in the consolidation/approval of the amendment by the ANB. The approved amendment will be published in Volume III of all regional plans at convenient intervals.

7.5. The mechanism for the amendment of Part II of Volume III of the regional plan should be developed, agreed by the relevant PIRG and reflected in the corresponding PIRG Handbook.

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## EUR ANP, VOLUME I

### PART I – GENERAL PLANNING ASPECTS (GEN)

#### 1. GEOGRAPHICAL SCOPE

1.1 The EUR ANP is related to the ICAO EUR air navigation region. The ANP may call for the provision of basic facilities and services beyond the charted boundaries of a region where such facilities and services are necessary to meet the requirements of international air navigation within that region.

1.2 A number of States within the ICAO EUR Region are members of one or more sub-regional groupings which have development plans to improve air navigation services; such plans contribute to the regional implementation of the ICAO *Global Air Navigation Plan* (GANP) (Doc 9750). Regional subgroups include:

- a) European Civil Aviation Conference (ECAC)
- b) European Organization for the Safety of Air Navigation (EUROCONTROL)
- c) States of the European Union (EU)
- d) Interstate Aviation Committee (IAC)

#### 2. FLIGHT INFORMATION REGIONS

2.1 [Table GEN I-1](#) shows the current Flight Information Regions (FIR)/Upper Information Regions (UIR) which are part of the ICAO EUR Region. More details of the FIRs and UIRs within the EUR air navigation region are contained in [Table ATM I-1](#) and [Charts ATM I-1](#) and [ATM I-2](#).

#### 3. STATES' RESPONSIBILITIES

3.1 Each Contracting State is responsible for the provision of facilities and services in its territory under Article 28 of the Convention as well as within the airspace over the high seas for which it has accepted the responsibility for the provision of services. The Council has recommended that these facilities and services include those specified in the ANPs.

3.2 The inclusion of the basic facilities and services provided by non-Contracting States and territories in regional ANPs is simply recognition that they are needed by or likely to affect international civil aircraft operations of Contracting States or the facilities and services of these States.

*Note.* — *Non-Contracting States in the EUR region are:* Holy See and Liechtenstein

#### 4. EUR REGIONAL PLANNING

4.1 The regional planning and implementation process is the principal engine of ICAO's planning framework. It is here that the top-down approach comprising global guidance and regional harmonization measures converges with the bottom-up approach constituted by national planning by States.

##### 4.2 PERFORMANCE BASED APPROACH

###### 4.2.1 Global Approach

4.2.1.1 In an effort to assist planners in weighing outcomes and making appropriate decisions, the *Manual on Global Performance of the Air Navigation System* (Doc 9883) has been developed. In this respect ICAO has defined 11 Key Performance Areas (KPA), one for each of the *Global ATM Operational Concept* (Doc 9854) expectations outlined below.

4.2.1.2 These general expectations are relative to the effective operation of the ATM system. The ICAO planning objective is to achieve a performance based global air traffic management (ATM) system through the implementation of air navigation systems and procedures in a safe, progressive, cost-effective and cooperative manner.

## 5. RELATIONSHIP BETWEEN GLOBAL, REGIONAL AND NATIONAL PLANNING

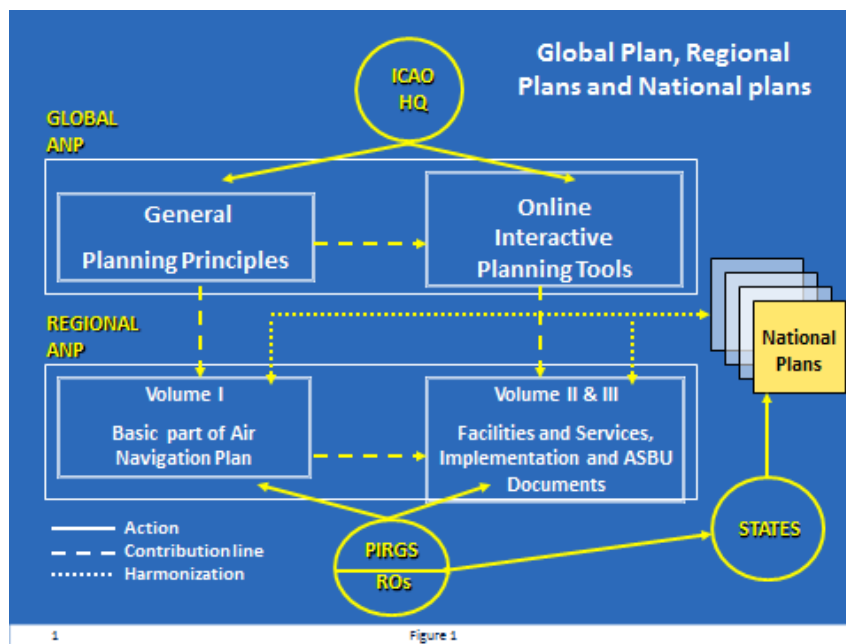


Figure 1. Relationship between global, regional and national plans.

5.1 Planning takes place at global, regional and national levels. Planning is accomplished with the help of planning tools and methodologies that are used primarily at the regional and national levels, conditioned by guidance from the global level. The basis for effective planning is the GANP (Doc 9750), which should guide the development of regional and national implementation plans that will support system architectures.

## 6. HUMAN RESOURCE PLANNING

6.1 Human resource planning can be considered “*the systematic and continuing process of analysing an organisation’s human resource needs under changing conditions and developing personnel policies appropriate to the longer-term effectiveness of the organisation. It is an integral part of corporate planning and budgeting procedures since human resource costs and forecasts both affect and are affected by longer-term corporate plans.*”<sup>1</sup>

6.2 Estimating current and future requirements for civil aviation personnel and training capacity is essential for human resource planning, institutional capacity building, and related funding and policy measures. Such planning will need to take into account the interdependencies for supply and demand of qualified personnel at national, regional and global levels.

### 6.3 Human Performance

6.3.1 The high level of automation and interdependencies across aviation disciplines will only increase with evolving air navigation systems. To maximise potential safety and efficiency benefits that these offer, the development of human-driven, rather than engineering-driven interfaces is required, making it easier for the human operator to make sound decisions and take correct actions. Similarly, as part of a safety management systems approach, procedures need to be identified for the use of current and new technologies that take into account human capabilities and manage the risk associated with human limitations.

#### 6.3.2 States should:

- a) Identify a certification process that requires at the design stage:
  - i) recognition of the potential human performance issues that the proposed new technology attempts to address; and

<sup>1</sup> Defined by the UK Institute of Personnel and Development

- ii) consideration of the potential human performance issues, including changes in roles and the effects on individual and team behaviours, that may be introduced by the proposed new technology.
- b) Identify processes for the implementation of new technologies, systems and procedures that describes the means by which human performance considerations can be addressed within operational contexts.
- c) Consider the management of human performance-related risks as a necessary and essential aspect of the oversight of safety management systems.
- d) Ensure that their technical personnel have exposure to training in human factors.

## 6.4 Training

6.4.1 A major goal of CNS/ATM systems is to create a seamless air navigation system. A seamless air navigation environment will require adequately qualified personnel prepared to perform their jobs in an evolving environment. At the same time, shortcomings in human resource planning and training are frequently mentioned as one of the reasons for the lack of implementation of regional ANPs. Human resource development challenges will be compounded during the transition period to CNS/ATM systems. As the existing and emerging air navigation technologies will co-exist in parallel for a period of time, civil aviation personnel will need to learn new skills, whilst retaining those needed to operate and maintain existing systems. To meet this challenge, a cooperative approach should be used in civil aviation training within the region. This approach should:

- a) ensure that the training needs for the region are identified, documented and kept up to date;
- b) facilitate the access to specialized types of training needed within the region or sub-regions that individual States cannot justify based on their national training needs alone;
- c) ensure that a balanced market exists to support the development and on-going implementation of high-quality training in one or more training centres within the region or sub-regions;
- d) endeavour to distribute equitably regional training activities among the training centres established within the region or sub-regions;
- e) take advantage of readily available training materials including those available through the TRAINAIR Plus sharing system.

6.4.2 Appropriate bodies should be established to facilitate regional and sub-regional training planning. A quantitative approach should be used to determine the training capabilities needed within a region or sub-region. Decisions concerning required training capabilities should be based on an aggregate of training needs for existing air navigation technologies, as well as emerging technologies. A State consultation process should be used to formulate a plan for the establishment of specific regional training centres.

## 6.5 Training of technical personnel

6.5.1 States should develop and implement comprehensive training programmes and periodic training plans for all technical staff, including initial, on-the-job, recurrent and specialized training.

# 7. SAFETY CONSIDERATIONS

7.1 Safety fundamentally contributes to the sustainable growth of a sound and economically viable civil aviation system that continues to foster economic prosperity and social development. With air traffic projected to double in the next 15 years, safety risks must be addressed proactively to ensure that this significant capacity expansion is carefully managed and supported through strategic regulatory and infrastructure developments. It is imperative therefore that States and regions remain focused on their safety priorities as they continue to encourage expansion of their air transport sectors.



7.2 Acceptable safety levels are related to the establishment of State safety programmes (SSPs) that are able to anticipate and effectively respond to safety-related occurrences, resulting in continual improvements to an already low global accident rate. The *Global Aviation Safety Plan (GASP)* specifically establishes targeted safety objectives and initiatives that support SSP implementation while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders.

7.3 PIRGs should harmonize activities undertaken to address aviation safety issues on a regional basis with the Regional Aviation Safety Groups (RASGs). In addition, PIRGs should coordinate relevant safety matters with RASGs to ensure consistency and avoid overlap.

7.4 PIRGs should ensure that air navigation services development programmes are consistent with the GASP safety objectives and initiatives. States are responsible for the prompt elimination of their air navigation deficiencies. Detailed information on the process of identifying and managing air navigation deficiencies is contained in the [EANPG Handbook \(EUR Doc 001\)](#).

7.5 Adherence to the ICAO SARPs will significantly contribute to aviation safety. States should therefore ensure that they have the necessary regulatory framework in place to reinforce the adoption of the ICAO SARPs within their national regulations. States should also ensure that any differences to the ICAO SARPs have been assessed in respect of safety and are notified in accordance with ICAO requirements.

#### 7.6 Unsatisfactory Conditions Reporting

7.6.1 States should act on any serious problems encountered due to the lack of implementation or prolonged unavailability of air navigation facilities or services required by the ANPs as reported by users of air navigation facilities and services.

### 8. ENVIRONMENT CONSIDERATIONS

8.1 It is an ICAO Strategic Objective to minimize the adverse effects of global civil aviation on the environment. PIRGs should ensure that environmental factors are taken into consideration when performance based systems implementation plans are developed and may wish to coordinate their plans with the State Action Plans on CO<sub>2</sub> Emissions Reduction. The results of environmental analysis can be useful in providing national decision-makers within the various sub-regions with information upon which to base airspace architecture decisions and in providing information on what the aviation industry is doing now to protect the environment in the future. Tools such as the ICAO Fuel Savings Estimation Tool (IFSET) are available from the ICAO public website to help quantify the environmental benefits from operational improvements. Environmental considerations should, however, not compromise acceptable levels of safety and be balanced against operational and economic considerations.

### 9. AIR TRAFFIC FORECASTS

9.1 Regional traffic forecasting supports the regional air navigation system planning. All States generally prepare individual forecasts, taking account of the regional information, for national planning purposes. A uniform strategy has been adopted by ICAO for the purpose of preparing traffic forecasts and other planning parameters in support of the regional planning process. This information should be shared through at least the sub-regional groupings to enable effective regional planning development.

### 10. CONTINGENCY PLANNING

10.1 Contingency plans may constitute a temporary deviation from the approved ANPs; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.

10.2 The effects of disruption of services in particular portions of airspace are likely to affect significantly the services in adjacent airspace. States should co-ordinate with neighbouring States in the development and implementation of contingency plans, which in some cases may be developed on a sub-regional basis.

10.3 ICAO will initiate and coordinate appropriate contingency action in the event of disruption of air traffic services and related supporting services affecting international civil aviation operations provided by a State in the event that the authorities cannot adequately discharge their responsibility for the provision of such services to ensure the safety of international civil aviation operations. In such circumstances, ICAO

will work in coordination with States responsible for airspace adjacent to that affected by the disruption and in close consultation with international organizations concerned.

10.4 Regional contingency plans will be developed, approved and maintained by EANPG with the support of ICAO and other organizations.

10.5 States should prepare their contingency plans in advance and ensure their availability or accessibility to the ICAO Regional Office. The plans should be reviewed at regular intervals and updated as required.

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**TABLE GEN I-1 - FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) OF THE ICAO EUR REGION**

EXPLANATION OF TABLE

Column

1 State Name of State  
2 FIR/UIR Name of FIR/UIR

STATE	FIR/UIRs
1	2
Albania	Tirana
Algeria	Alger
Andorra	Bordeaux
Armenia	Yerevan
Austria	Wien
Azerbaijan	Baku
Belarus	Minsk
Belgium	Brussels
Bosnia and Herzegovina	Sarajevo
Bulgaria	Sofia
Croatia	Zagreb
Cyprus	Nicosia
Czech Republic	Praha
Denmark	Kobenhavn
Estonia	Tallinn
Finland	Helsinki
France	Bordeaux
	Brest
	France UIR
	Marseille
	Paris
	Reims
Georgia	Tbilisi
Germany	Bremen
	Hannover UIR
	Langen
	Muenchen
	Rhein UIR
Greece	Athinai
	Hellas UIR
Hungary	Budapest
Ireland	Shannon
Israel	Tel Aviv
Italy	Brindisi

STATE	FIR/UIRs
	Italia UIR
	Milano
	Roma
Kazakhstan	Aktau
	Aktyubinsk
	Almaty
	Kyzylorda
	Nur-Sultan
	Shymkent
Kyrgyzstan	Bishkek
	Osh
Latvia	Riga
Lithuania	Vilnius
Luxembourg	Brussels
Malta	Malta
Monaco	Marseille
Montenegro	Beograd
Morocco	Casablanca
Netherlands	Amsterdam
North Macedonia	Skopje
Norway	Polaris
Poland	Warszawa
Portugal	Lisboa
Republic of Moldova	Chisinau
Romania	Bucuresti
Russian Federation	Irkutsk
	Kaliningrad
	Khabarovsk
	Krasnoyarsk
	Magadan Oceanic
	Magadan/Sokol
	Moscow
	Murmansk Oceanic
	Novosibirsk
	Rostov-na-Donu
	Samara
	Sankt-Peterburg
	Tyumen/Roschino
	Yakutsk
Yekaterinburg	
San Marino	Milano
Serbia	Beograd
Slovakia	Bratislava
Slovenia	Ljubljana

STATE	FIR/UIRs
Spain	Barcelona
	Canarias
	Madrid
Sweden	Sweden
Switzerland	Switzerland
Tajikistan	Dushanbe
Tunisia	Tunis
Turkey	Ankara
	Istanbul
Turkmenistan	Ashgabat
	Dashoguz
	Turkmenabat
	Turkmenbashi
Ukraine	Dnipro
	Kyiv
	L'viv
	Odesa
	Simferopol'
United Kingdom	London
	Scottish
Uzbekistan	Nukus
	Samarkand
	Tashkent

## EUR ANP, VOLUME I

### PART II – AERODROMES / AERODROME OPERATIONS (AOP)

#### 1. INTRODUCTION

1.1 This part of the EUR ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aerodromes operations (AOP) facilities and services in the EUR Region and complements the provisions of ICAO SARPs and PANS related to AOP. It contains stable plan elements related to the assignment of responsibilities to States for the provision of aerodrome facilities and services within the Region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the AOP facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of the aerodrome facilities and services including the mandatory requirements based on regional air navigation agreements related to the AOP are contained in the EUR ANP Volume II Part II - AOP.

1.3 The EUR ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

#### *Standards and Recommended Practices and Procedures for Air Navigation Services*

1.4 The SARPs and PANS and associated guidance material applicable to the provision of AOP are contained in:

- a) Annex 14 — *Aerodromes*, Volumes I and II;
- b) *Procedures for Air Navigation Services – Aerodromes* (PANS-Aerodromes) (Doc 9981);
- c) *Airport Planning Manual* (Doc 9184);
- d) *Aerodrome Design Manual* (Doc 9157);
- e) *Airport Services Manual* (Doc 9137);
- f) *Manual on Certification of Aerodromes* (Doc 9774);
- g) *Assessment, Measurement and Reporting of Runway Surface Conditions* (Cir 329);
- h) *Operation of New Larger Aeroplanes at existing aerodromes* (Cir 305);
- i) *Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual* (Doc 9830);
- j) *Manual of Surface Movement Guidance and Control Systems (SMGCS)* (Doc 9476);
- k) *Helicopter Manual* (Doc 9261);
- l) *Manual on the prevention of runway incursions* (Doc 9870);
- m) *Stolport Manual* (Doc 9150);
- n) *ICAO Bird Strike Information System Manual* (Doc 9332); and
- o) *Manual on Civil Aviation Jet Fuel Supply* (Doc 9977).

## **2. GENERAL REGIONAL REQUIREMENTS**

2.1 Regular aerodromes and their alternates required for international commercial air transport operations should be determined through regional agreements, based on the list of international aerodromes designated by States and the needs of the international commercial flights. Consideration should also be given to the needs of international general aviation flights as identified by user requirements. The alternate aerodromes should be planned/selected, to the greatest practicable extent, from the list of existing regular aerodromes used for international aircraft operations. However, where in specific cases the designation of another aerodrome in close proximity to a regular aerodrome would result in appreciable fuel conservation or other operational advantages, this aerodrome may be designated for use as an alternate aerodrome only. Planning of alternate aerodromes should be made on the basis of the following objectives:

- a) to ensure that at least one suitable alternate is available for each international aircraft operation; and
- b) to ensure that the facilities at the designated alternate aerodrome(s) are appropriate for the alternate aircraft operations.

2.2 The list of regular and alternate aerodromes (including their designations) required in the Region to serve international civil aviation operations (international scheduled air transport, non-scheduled air transport and general aviation operations) is given in [Table AOP I-1](#). Each Contracting State should ensure the provision of aerodrome facilities and services at the international aerodromes under its jurisdiction.

## **3. SPECIFIC REGIONAL REQUIREMENTS**

3.1 None.

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**TABLE AOP I-1**

**INTERNATIONAL AERODROMES REQUIRED IN THE EUR REGION**

EXPLANATION OF THE TABLE

City/Aerodrome: Name of the city and aerodrome, preceded by the location indicator.  
Designation: Designation of the aerodrome as:  
RG – international general aviation, regular use;  
RS — international scheduled air transport, regular use;  
RNS — international non-scheduled air transport, regular use;  
AS — international scheduled air transport, alternate use;  
ANS — international non-scheduled air transport, alternate use.

*Note 1 — when an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown.*

[Example — an aerodrome required for both RS and AS use would only be shown as RS in the list.]

*Note 2 — when the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.*



**Table AOP I-1**  
**INTERNATIONAL AERODROMES REQUIRED IN THE EUR REGION**

Table AOP I-1

Location Indicator	Name of City/Aerodrome	Designation
<b>Albania</b>		
LATI	TIRANA	RS
<b>Algeria</b>		
DAUA	ADRAR / Touat-Cheikh Sidi Mohamed Belkebir	RS
DAAG	ALGER / Houari Boumediene	RS
DABB	ANNABA / Rabah Bitat	RS
DABT	BATNA / Mostapha Ben Boulaid	RS
DAAE	BEJAIA / Soummam-Abane Ramdane	RS
DAUB	BISKRA / Mohamed Khider	RS
DAOI	CHLEF	RS
DABC	CONSTANTINE / Mohamed Boudiaf	RS
DAAJ	DJANET / Tiska	RS
DAUG	GHARDAIA / Noumerat-Moufdi Zakaria	RS
DAUH	HASSI MESSAOUD / Oued Irara-Krim Belkacem	RS
DAAV	JIJEL / Ferhat Abbas	RS
DAOO	ORAN / Ahmed Benbella	RS
DAAS	SETIF / 8 Mai 45	RS
DAAT	TAMANRASSET / Aguenar-Hadj Bey Akhamok	RS
DABS	TEBESSA / Cheikh Larbi Tebessi	RS
DAOB	TIARET / Abdelhafid Boussouf Bou Chekif	RS
DAON	TLEMCEN / Zenata Messali El Hadj	RS
DAUZ	ZARZAITINE / In Amenas	RS
<b>Andorra</b>		
<b>Armenia</b>		
UDSG	GYUMRI / Shirak	RS
UDYE	YEREVAN / Erebuni	ANS
UDYZ	YEREVAN / Zvartnots	RS
<b>Austria</b>		
LOWG	GRAZ	RS
LOWI	INNSBRUCK	RS
LOWK	KLAGENFURT	RS
LOWL	LINZ	RS
LOWS	SALZBURG	RS
LOAV	VOSLAU	RG
LOWW	WIEN-SCHWECHAT	RS
LOAN	WR.NEUSTADT/OST	RG
<b>Azerbaijan</b>		
UBBB	BAKU / Heydar Aliyev International Airport	RS
UBBG	GANJA	RS
UBBN	NAKHCHIVAN	RS
<b>Belarus</b>		
UMBB	BREST	RNS
UMGG	HOMIEL	RNS,AS
UMMG	HRODNA	RNS
UMOO	MAHILIOU	RNS
UMMM	MINSK-1	RNS
UMMS	MINSK-2	RS
UMII	VICIEBSK	RNS
<b>Belgium</b>		
EBAW	ANTWERPEN / Deurne	RS
EBBR	BRUSSELS / Brussels-National	RS

Location Indicator	Name of City/Aerodrome	Designation
EBCI	CHARLEROI / Brussels South	RS
EBKT	KORTRIJK / Wevelgem	RS
EBLG	LIEGE / Liege	RS
EBOS	OOSTENDE-BRUGGE / Oostende	RS
<b>Bosnia and Herzegovina</b>		
LQBK	BANJA LUKA	RS
LQMO	MOSTAR	RS
LQSA	SARAJEVO	RS
LQTZ	TUZLA	RNS
<b>Bulgaria</b>		
LBBG	BURGAS	RS
LBGO	GORNA ORYAKHOVITSA	RNS
LBPD	PLOVDIV	RS
LBSF	SOFIA	RS
LBWN	VARNA	RS
<b>Croatia</b>		
LDSB	BRAC / Brac I.	RNS
LDDU	DUBROVNIK / Cilipi	RS
LDLO	LOSINJ / Losinj I.	RNS
LDOS	OSIJEK / Klisa	RS
LDPL	PULA	RS
LDRI	RIJEKA / Krk I.	RS
LDSP	SPLIT / Kastela	RS
LDZD	ZADAR / Zemunik	RS
LDZA	ZAGREB / Pleso	RS
<b>Cyprus</b>		
LCLK	LARNACA / Intl	RS
LCNC	NICOSIA / Intl DCA	AS
LCPH	PAFOS / Intl	RS
<b>Czech Republic</b>		
LKTB	BRNO / Turany	RNS
LKKV	KARLOV VARY	RS
LKMT	OSTRAVA / Mosnov	RS
LKPD	PARDUBICE	RNS
LKPR	PRAHA / Ruzyně	RS
<b>Denmark</b>		
EKYT	AALBORG	RS
EKAH	AARHUS	RS
EKBI	BILLUND	RS
EKEB	ESBJERG	RS
EKCH	KOBENHAVN / Kastrup	RS
EKRK	KOBENHAVN / Roskilde	RG
EKVD	KOLDING	RG
EKOD	ODENSE / Hans Christian Andersen	RG
EKRN	RONNE	RS
EKSN	SINDAL	RG
EKSB	SONDERBORG	RG
EKVJ	STAUNING	RG
<b>Estonia</b>		
EEKA	KARDLA	RG
EEKE	KURESSAARE	RG
EETN	LENNART MERI TALLINN	RS
EEMU	PARNU	RG
EETU	TARTU	RG
<b>Finland</b>		
EFET	ENONTEKIO	RNS
EFHA	HALLI	RNS
EFHK	HELSINKI-VANTAA	RS
EFIV	IVALO	RNS

EFJO	JOENSUU	RNS	UGSB	BATUMI	RS
EFJY	JYVASKYLA	RNS	UGKO	KUTAISI / Kopitnari	RS
EFKI	KAJAANI	RNS	UGTB	TBILISI	RS
EFKE	KEMI-TORNIO	RNS		Germany	
EFKT	KITILA	RNS	EDFQ	ALLENDORF/EDER	RNS
EFKK	KOKKOLA-PIETARSAARI	RNS	EDMA	AUGSBURG	RS
EFKU	KUOPIO	RNS	EDBH	BARTH	RS
EFKS	KUUSAMO	RNS	EDAB	BAUTZEN	RNS
EFLP	LAPPEENRANTA	RNS	EDQD	BAYREUTH	RS
EFMA	MARIEHAMN	RS	EDDB	BERLIN BRANDENBURG	RS
EFMI	MIKKELI	RNS	EDLI	BIELEFELD	RG
EFOU	OULU	RS	EDKB	BONN / Hangelar	RG
EFPO	PORI	RNS	EDVE	BRAUNSCHWEIG-WOLFSBURG	RNS
EFRO	ROVANIEMI	RNS	EDDW	BREMEN	RS
EFSA	SAVONLINNA	RNS	EDWB	BREMERHAVEN	RNS
EFSI	SEINAJOKI	RNS	EDQC	COBURG / Brandensteinsebene	RNS
EFTP	TAMPERE-PIRKKALA	RS	EDCD	COTTBUS-DREWITZ	RNS
EFTU	TURKU	RS	EDTD	DONAUESCHINGEN-VILLINGEN	RNS
EFUT	UTTI	RNS	EDPR	DONAUWOERTH / Hel	RNS
EFVA	VAASA	RS	EDLW	DORTMUND	RS
	France		EDDC	DRESDEN	RS
LFKJ	AJACCIO / Napoleon Bonaparte	RS	EDDL	DUESSELDORF	RS
LFMV	AVIGNON-CAUMONT	RS	EDME	EGGENFELDEN	RNS
LFSB	BALE-MULHOUSE	RS	EDWE	EMDEN	RNS
LFKB	BASTIA-PORETTA	RS	EDDE	ERFURT-WEIMAR	RS
LFOB	BEAUVAIS-TILLE	RS	EDLE	ESSEN / Muelheim	RG
LFBE	BERGERAC-ROUMANIERE	RS	EDXF	FLENSBURG / Schaeferhaus	RG
LFMU	BEZIERS-VIAS	RS	EDDF	FRANKFURT/MAIN	RS
LFBZ	BIARRITZ-ANGLET	RS	EDFE	FRANKFURT-EGELSBACH	RG
LFBG	BORDEAUX-MERIGNAC	RS	EDFH	FRANKFURT-HAHN	RS
LFRB	BREST / Bretagne	RS	EDTF	FREIBURG / Breisgau	RG
LFSL	BRIVE-SOULLAC	RS	EDNY	FRIEDRICHSHAFEN	RS
LFKC	CALVI / Sainte-Catherine	RS	EDQG	GIEBELSTADT	RS
LFMD	CANNES-MANDELIEU	RG	EDDH	HAMBURG	RS
LFMK	CARCASSONNE-SALVAZA	RS	EDHI	HAMBURG-FINKENWERDER	RNS
LFOK	CHALONS-VATRY	RS	EDDV	HANNOVER	RS
LFLB	CHAMBERY / Aix-Les-Bains	RS	EDQT	HASSFURT-SCHWEINFURT	RS
LFLC	CLERMONT-FERRAND / Auvergne	RS	EDAH	HERINGSDORF	RNS
LFRG	DEAUVILLE / Normandie	RS	EDQM	HOF-PLAUEN	RS
LFRD	DINARD-PLEURTUIT-SAINT-MALO	RS	ETSI	INGOLSTADT / Manching	AS
LFGJ	DOLE-TAUAUX	RS	EDSB	KARLSRUHE / Baden-Baden	RS
LFKF	FIGARI-SUD-CORSE	RS	EDVK	KASSEL-CALDEN	RS
LFLS	GRENOBLE / Isere	RS	EDHK	KIEL-HOLTENAU	RS
LFTH	HYERES-LE PALLYVESTRE	RS	EDDK	KOELN / Bonn	RS
LFBH	LA ROCHELLE / Ile de Re	RS	EDTZ	KONSTANZ	RG
LFQQ	LILLE-LESQUIN	RS	ETNL	LAAGE	AS
LFBL	LIMOGES-BELLEGARDE	RS	EDTL	LAHR	RS
LFLY	LYON / Bron	RG	EDML	LANDSHUT	RG
LFLI	LYON / Saint Exupery	RS	EDAC	LEIPZIG-ALTENBURG AIRPORT	RS
LFLL	LYON / Saint Exupery	RS	EDDP	LEIPZIG / Halle	RS
LFML	MARSEILLE-PROVENCE	RS	EDHL	LUEBECK-BLANKENSEE	RS
LFJL	METZ-NANCY-LORRAINE	RS	EDBM	MAGDEBURG / City	RS
LFMT	MONTPELLIER / Mediterranee	RS	EDBC	MAGDEBURG / Cochstedt	RNS
LFRS	NANTES / Atlantique	RS	EDFM	MANNHEIM / City	RS
LFMN	NICE / Cote d'Azur	RS	EDJA	MEMMINGEN	RS
LFTW	NIMES-GARONS	RS	EDTM	MENGEN-HOHENTENGEN	RNS
LFPG	PARIS / Charles de Gaulle	RS	EDLN	MOENCHENGLADBACH	RS
LFPB	PARIS / Le Bourget	RG	EDDM	MUENCHEN	RS
LFPO	PARIS / Orly	RS	EDDG	MUENSTER / Osnabrueck	RS
LFBP	PAU / Pyrenees	RNS	EDBN	NEUBRANDENBURG	AS
LFMP	PERPIGNAN-RIVESALTES	RS	EDLV	NIEDERRHEIN	RS
LFBI	POITIERS-BIARD	RS	ETHN	NIEDERSTETTEN	AS
LFRN	RENNES-SAINT-JACQUES	RS	ETMN	NORDHOLZ	AS
LFCR	RODEZ-AVEYRON	RS	EDDN	NUERNBERG	RS
LFMH	SAINT-ETIENNE / Boutheon	RS	EDMO	OBERPFAFFENHOFEN	RNS
LFST	STRASBOURG-ENTZHEIM	RS	EDMX	OBERSCHLEISSHEIM / Hel	RNS
LFBT	TARBES-LOURDES PYRENEES	RS	EDTO	OFFENBURG-BADEN	RG
LFBO	TOULOUSE-BLAGNAC	RS	EDLP	PADERBORN / Lippstadt	RS
LFOT	TOURS / Val de Loire	RS	EDDR	SAARBRUECKEN	RS
	Georgia		EDTY	SCHWAEBISCH HALL	RNS

EDOP	SCHWERIN-PARCHIM	RS	LILY	COMO / Idroscalo - Water AD	RG
EDGS	SIEGERLAND	RS	LIMZ	CUNEO / Levaldigi	RNS
EDLS	STADTLOHN-VREDEN	RG	LIRQ	FIRENZE / Peretola	AS
EDMS	STRAUBING	RNS	LIPK	FORLI'	RNS
EDDS	STUTT GART	RS	LIMJ	GENOVA / Sestri	RS
EDXW	SYLT	RS	LICA	LAMEZIA / Terme	RNS
EDRT	TRIER-FOEHREN	RG	LIRJ	MARINA DI CAMPO	RG
EDWI	WILHELMSHAVEN / Jadeweser Airport	RS	LIML	MILANO / Linate	RS
EDFV	WORMS	RG	LIMC	MILANO / Malpensa	RS
EDRZ	ZWEIBRUECKEN	RS	LIRN	NAPOLI / Capodichino	RS
	Gibraltar (United Kingdom)		LIEO	OLBIA / Costa Smeralda	RS
LXGB	GIBRALTAR / North Front	RS	LIPU	PADOVA	RG
	Greece		LICJ	PALERMO / Punta Raisi	RS
LGAL	ALEXANDROUPOLIS / Dimokritos	RNS	LICG	PANTELLERIA	RNS
LGBL	ALMIROS / Nea Anchialos	RNS	LIMP	PARMA	RNS
LGAD	ANDRAVIDA	RNS,AS	LIRZ	PERUGIA / S.Francesco	RG
LGRX	ARAXOS	RNS	LIBP	PESCARA	RNS
LGAV	ATHINAI / Eleftherios Venizelos	RS	LIRP	PISA / S.Giusto	RS
LGSA	CHANIA / Ioannis Daskalogiannis	RNS,AS	LICR	REGGIO CALABRIA	RNS
LGHI	CHIOS / Omiros	RNS	LIPR	RIMINI / Miramare	RNS
LGEL	ELEFSIS	AS	LIRA	ROMA / Ciampino	RNS
LGIO	IOANNINA / King Pyrros	RNS	LIRF	ROMA / Fiumicino	RS
LGIR	IRAKLION / Nikos Kazantzakis	RS	LIRU	ROMA / Urbe	RG
LGKL	KALAMATA / Captain Vasilis Konstantakopoulos	RNS	LIMF	TORINO / Caselle	RS
LGKV	KAVALA / Megas Alexandros	RNS	LICT	TRAPANI / Birgi	RNS
LGKP	KARPATIOS	RS	LIPH	TREVISIO / S.Angelo	RNS,AS
LGKF	KEFALLINIA / Anna Polatou	RNS	LIPQ	TRIESTE / Ronchi dei Legionari	RS
LGKR	KERKIRA / Ioannis Kapodistrias	RS	LIPV	VENEZIA / Lido	RG
LGKO	KOS / Ippokratris	RNS,AS	LIPZ	VENEZIA / Tessera	RS
LGLM	LIMNOS / Ifaistos	RNS,AS	LIPX	VERONA / Villafranca	RS
LGMK	MIKONOS	RNS		Kazakhstan	
LGMT	MITILINI / Odysseas Elytis	RNS,AS	UATE	AKTAU	RS
LGPZ	PREVEZA / Aktion	RNS	UATT	AKTOBE	RS
LGRP	RODOS / Diagoras	RS	UAAA	ALMATY	RS
LGSM	SAMOS / Aristarchos of Samos	RNS	UACC	NURSULTAN NAZARBAYEV	RS
LGSR	SANTORINI	RNS	UATG	ATYRAU	RS
LGSK	SKIATHOS / Alexandros Papadiamandis	RNS	UAKK	KARAGANDA / Sary-Arka	RS
LGTS	THESSALONIKI / Makedonia	RS	UAUU	KOSTANAY	RS
LGZA	ZAKINTHOS / Dionisios Solomos	RNS	UAOO	KYZYLORDA / Korkyt Ata	RS
	Hungary		UASP	PAVLODAR	RS
LHBP	BUDAPEST / Liszt Ferenc International Airport	RS	UACP	PETROPAVLOVSK	RS
LHDC	DEBRECEN / Debrecen Airport	RS, RNS	UASS	SEMEY	RS
LHPR	GYOR / Gyor-Per Airport	RG, RNS	UAII	SHYMKENT	RS
LHSM	SARMELLEK / Heviz-Balaton Airport	RS, RNS	UADD	TARAZ / Aulie-Ata	RS
	Ireland		UARR	URALSK	RS
EICK	CORK / Intl	RS	UASK	UST-KAMENOGORSK	RS
EIDW	DUBLIN / Intl	RS	UAKD	ZHEKZKAZGAN	RS
EIKN	IRELAND WEST	RS		Kyrgyzstan	
EIKY	KERRY	RS	UCFM	BISHKEK / Manas	RS
EINN	SHANNON / Intl	RS	UCFO	OSH	RS
	Israel		UCFL	TAMCHY / Ysykkul	RNS
LLHA	HAIFA	RNS		Latvia	
LLBG	TEL-AVIV/Ben-Gurion	RS	EVLA	LIEPAJA	RS
	Italy		EVRA	RIGA	RS
LIMG	ALBENGA	RNS		Lithuania	
LIEA	ALGHERO / Fertilia	RS	EYKA	KAUNAS	RS
LIPY	ANCONA / Falconara	RNS	EYPA	PALANGA	RS
LIMW	AOSTA	RG	EYSA	SIAULIAI	RNS
LIBD	BARI / Palese	RS	EYVI	VILNIUS	RS
LIME	BERGAMO / Orio al Serio	RNS		Luxembourg	
LIPE	BOLOGNA / Borgo Panigale	RS	ELLX	LUXEMBOURG	RS
LIPB	BOLZANO	RG		Malta	
LIBR	BRINDISI / Casale	RS	LMML	LUQA	RS
LIEE	CAGLIARI / Elmas	RS		Monaco	
LICC	CATANIA / Fontanarossa	RS	LNMC	MONACO	RS
				Montenegro	
			LYPG	PODGORICA	RS
			LYTV	TIVAT	RS
				Morocco	
			GMAD	AGADIR / Al Massira	RS

GMTA	AL HOCEIMA / Cherif El Idrissi	RS
GMMN	CASABLANCA / Mohammed V	RS
GMFK	ERRACHIDIA / Moulay Ali Cherif	RNS
GMMI	ESSAOUIRA / Mogador	RS
GMFF	FES / Saiss	RS
GMMX	MARRAKECH / Menara	RS
GMMW	NADOR / El Aroui	RS
GMMZ	OUARZAZATE	RS
GMFO	OJJDA / Angads	RS
GMME	RABAT / Sale	RS
GMTT	TANGER / Ibn Batouta	RS
GMAT	TAN-TAN / Plage Blanche	RS
GMTN	TETOUAN / Saniat R'mel	RS
Netherlands		
EHAM	AMSTERDAM / Schiphol	RS
EHKD	DEN HELDER / De Kooy	RNS
EHTE	DEVENTER / Teuge	RG
EHEH	EINDHOVEN	RS
EHGG	GRONINGEN / Eelde	RNS, AS
EHHV	HILVERSUM	RG
EHSE	HOEVEN / Seppe	RG
EHHO	HOOGEVEEN	RG
EHLE	LELYSTAD	RG
EHBK	MAASTRICHT / Maastricht Aachen	RNS, AS
EHMZ	MIDDELBURG / Midden-Zeeland	RG
EHRD	ROTTERDAM	RS
EHTX	TEXEL	RG
EHBD	WEERT / Budel	RG
Norway		
ENAL	ALESUND / Vigra	RNS
ENAT	ALTA	RNS
ENBR	BERGEN / Flesland	RS
ENBO	BODO	RNS
ENEV	HARSTAD / Narvik / Evenes	RNS
ENKR	KIRKENES / Høybuktnoen	RNS
ENCN	KRISTIANSAND / Kjevik	RS
ENNA	LAKSELV / Banak	RNS
ENGM	OSLO / Gardermoen	RNS
ENTO	SANDEFJORD / Torp	RS
ENZV	STAVANGER / Sola	RS
ENTC	TROMSO / Langnes	RS
ENVA	TRONDHEIM / Vaernes	RS
North Macedonia		
LWOH	OHRID	RNS
LWSK	SKOPJE / Petrovec	RS
Poland		
EPBY	BYDGOSZCZ / Szwedero	RS
EPGD	GDANSK / im Lecha Walesy	RS
EPKT	KATOWICE / Pyrzowice	RS
EPKK	KRAKOW / Balice	RS
EPLL	LODZ / Lublinek	RS
EPLB	LUBLIN	RS
EPSY	OLSZTYN / Mazury	RS
EPPO	POZNAN / Lawica	RS
EPRA	RADOM / Sadkow	RS
EPRZ	RZESZOW / Jasionka	RS
EPSC	SZCZECIN / Goleniow	RS
EPWA	WARSZAWA / Chopina w Warszawie	RS
EPMO	WARSZAWA / Modlin	RS
EPWR	WROCLAW / Strachowice	RS
EPZG	ZIELONA GORA / Babimost	AS
Portugal		
LPFR	FARO	RS
LPPT	LISBOA	RS
LPMA	MADEIRA	RS
LPPR	PORTO	RS
LPPS	PORTO SANTO	AS
Republic of Moldova		
LUKK	CHISINAU	RS

LUBM	MARCULESTI	RNS
Romania		
LRAR	ARAD	RS
LRBC	BACAU	RS
LRBM	BAIA MARE	RNS
LRBS	BUCURESTI / Baneasa-Aurel Vlaicu	RS
LROP	BUCURESTI / Henri Coanda	RS
LRCL	CLUJ NAPOCA / Avram Iancu	RS
LRCK	CONSTANTA / Mihail Kogalniceanu	RS
LRCV	CRAIOVA	RNS
LRIA	IASI	RS
LROD	ORADEA	RS
LRSM	SATU MARE	RS
LRSB	SIBIU	RS
LRSV	SUCEAVA / Stefan Cel Mare	RNS
LRTM	TARGU MURES / Transilvania	RNS
LRTR	TIMISOARA / Traian Vuia	RS
LRTC	TULCEA / Delta Dunarii	RNS
Russian Federation		
UNAA	ABAKAN	RS
UHMA	ANADYR / Ugolny	RNS
URKA	ANAPA / Vityazevo	RS
ULAA	ARKHANGELSK / Talagi	RS
URWA	ASTRAKHAN	RS
UNBB	BARNAUL / Mikhaylovka	RS
UWKE	BEGISHEVO	RS
UUOB	BELGOROD	RS
UHBB	BLAGOVESHCHENSK / Ignatyev	RS
UIBB	BRATSK	RS
UUBP	BRYANSK	RNS
UWKS	CHEBOKSARY	RNS
USCC	CHELYABINSK / Balandino	RS
ULWC	CHEREPOVETS	RS
UIAA	CHITA / Kadala	RNS
URWI	ELISTA	RS
URMG	GROZNY / Severny	RS
UIII	IRKUTSK	RS
UMKK	KALININGRAD / Khrabrovo	RS
UUBC	KALUGA/GRABTSEVO	RS
UWKD	KAZAN	RS
UNEE	KEMEROVO	RS
UHHH	KHABAROVSK / Novy	RS
USHH	KHANTY-MANSIYSK	RS
URKK	KRASNODAR / Pashkovskiy	RS
UNKL	KRASNOYARSK	RS
UUOK	KURSK / Vostochny	RNS
UUOL	LIPETSK	RS
UHMM	MAGADAN / Sokol	RS
USCM	MAGNITOGORSK	RS
URML	MAKHACHKALA / Uytash	RS
URMM	MINERALNYE VODY	RS
UERR	MIRNY	AS
JUDD	MOSCOW / Domodedovo	RS
UUEE	MOSCOW / Sheremetyevo	RS
UUWW	MOSCOW / Vnukovo	RS
ULMM	MURMANSK	RS
URMN	NALCHIK	RS
USNN	NIZHNEVARTOVSK	RS
UWGG	NIZHNY NOVGOROD / Strigino	RS
UNWW	NOVOKUZNETSK / Spichenkovo	RS
UNNT	NOVOSIBIRSK / Tolmachevo	RS
UNOO	OMSK / Tsentralny	RS
UOOO	NORILSK / Alytel	AS
UWOO	ORENBURG	RS
UWOR	ORSK	RNS
UUMO	OSTAFYEVO	RS
USPP	PERM / Bolshoe Savino	RS
UHPP	PETROPAVLOVSK-KAMCHATSKY / Yelizovo	RS

ULPB	PETROZAVODSK / Besovets	RNS	GEML	MELILLA	RS
UERP	POLIARNY	AS	LEMH	MENORCA	RS
UHMD	PROVIDENIYA BAY	AS	LELC	MURCIA / San Javier	RS
ULOO	PSKOV	RNS	LEPA	PALMA DE MALLORCA	RS
UUBW	RAMENSKOYE	RS	LEPP	PAMPLONA	RS
URRP	ROSTOV-NA-DONU/PLATOV	RS	LEERS	REUS	RS
USDA	SABETTA	RS	LESA	SALAMANCA / Mataran	RS
UWWW	SAMARA / Kurumoch	RS	LESO	SAN SEBASTIAN / Hondarribia	RS
ULLI	SANKT-PETERBURG / Pulkovo	RS	LEXJ	SANTANDER	RS
UWPS	SARANSK	RS	LEST	SANTIAGO	RS
UWSG	SARATOV / Gagarin	RS	LEZL	SEVILLA	RS
URSS	SOCHI	RS	GCXO	TENERIFE NORTE / Los Rodeos, Canary I.	RS
URMT	STAVROPOL / Shpakovskoye	RS	GCTS	TENERIFE SUR / Reina Sofia, Canary I.	RS
USRR	SURGUT	RS	LETL	TERUEL	RS
UUYU	SYKTYVKAR	RS	LEVC	VALENCIA	RS
UNTT	TOMSK/BOGASHEVO	RS	LEVD	VALLADOLID / Villanubla	RS
USTR	TYUMEN / Roshchino	RS	LEVX	VIGO	RS
UWUU	UFA	RS	LEVT	VITORIA	RS
UIUU	ULAN-UDE / Mukhino	RS	LEZG	ZARAGOZA	RS
UWLL	ULYANOVSK / Baratayevka	RNS		Sweden	
UWLW	ULYANOVSK / Vostochny	RS	ESTA	ANGELHOLM	RNS
URMO	VLADIKAVKAZ / Beslan	RS	ESNX	ARVIDSJAUR	RS
UHWW	VLADIVOSTOK / Knevichi	RS	ESSD	BORLANGE / Dala Airport	RG, RNS
URWW	VOLGOGRAD / Gumrak	RS	ESSE	ESKILSTUNA	RG
UUOO	VORONEZH / Chertovitskoye	RS	ESSK	GAVLE	RG
UEEE	YAKUTSK	RS	ESGG	GOTEBORG / Landvetter	RS
UUDL	YAROSLAVL / Tunoshna	RNS	ESMT	HALMSTAD	RS
USSS	YEKATERINBURG / Koltsovo	RS	ESGJ	JONKOPING	RS
UHSS	YUZHNO-SAKHALINSK / Khomutovo	RS	ESMQ	KALMAR	RS
	San Marino		ESOK	KARLSTAD	RS
			ESNQ	KIRUNA	RS
	Serbia		ESNK	KRAMFORS-SOLLEFTEA	RS
LYBE	BEOGRAD / Nikola Tesla	RS	ESMK	KRISTIANSTAD	RS
LYNI	NIS / Konstantin Veliki	RS	ESSL	LINKOPING	RS
	Slovakia		ESPA	LULEA / Kallax	RS
LZIB	BRATISLAVA / M.R.Stefanik	RS	ESMS	MALMO / Sturup	RS
LZKZ	KOSICE	RS	ESSP	NORRKOPING / Kungsangen	RS
LZPP	PIESTANY	RNS	ESOE	OREBRO	RS
LZTT	POPRAD-TATRY	RNS	ESNO	ORNSKOLDSVIK	RNS
LZSL	SLIAC	RNS	ESNZ	OSTERSUND / Are Ostersund	RS
LZZI	ZILINA	RG	ESUP	PAJALA	RG, RNS
	Slovenia		ESDF	RONNEBY	RS, RNS
LJLJ	LJUBLJANA / Brnik	RS	ESNS	SKELLEFTEA	RS
LJMB	MARIBOR / Orehova Vas	RS	ESSA	STOCKHOLM / Arlanda	RS
LJPZ	PORTOROZ / Secovlje	RNS	ESSB	STOCKHOLM / Bromma	RG
	Spain		ESKN	STOCKHOLM / Skavsta	RS
LECO	A CORUNA	RS	ESOW	STOCKHOLM / Vasteras	RS
LEAB	ALBACETE	RS	ESNN	SUNDSVALL-TIMRA	RS
LEAG	ALGECIRAS	RS	ESND	SVEG	RG
LEAL	ALICANTE	RS	ESGT	TROLLHATTAN-VANERSBORG	RG
LEAM	ALMERIA	RS	ESNU	UMEA	RNS
LEAS	ASTURIAS / Aviles	RS	ESMX	VAXJO / Kronoberg	RS
LEBZ	BADAJOS / Talavera La Real	RS	ESSV	VISBY	AS, RNS
LEBL	BARCELONA / El Prat	RS		Switzerland	
LEBB	BILBAO	RS	LFSB	BALE-MULHOUSE	RS
LEBG	BURGOS	RS	LSZB	BERN-BELP	RS
LECH	CASTELLON	RS	LSZC	BUOCHS / MIL/CIV	RG
GCFV	FUERTEVENTURA	RS	LSGG	GENEVE	RS
LEGE	GIRONA	RS	LSZG	GRENCHEN	RG
GCLP	GRAN CANARIA	RS	LSGC	LES EPLATURES	RG
LEGR	GRANADA	RS	LSZA	LUGANO	RS
LEIB	IBIZA	RS	LSZS	SAMEDAN	RG
LEJR	JEREZ	RS	LSGS	SION / MIL/CIV	RS
GCLA	LA PALMA	RS	LSZR	ST. GALLEN-ALTENRHEIN	RS
GCRR	LANZAROTE	RS	LSZH	ZURICH	RS
LELN	LEON	RS		Tajikistan	
LEDA	LLEIDA / Alguaire	RS	UTDD	DUSHANBE	AS
LEMD	MADRID / Barajas	RS		Tunisia	
LEMG	MALAGA	RS			

DTTJ	DJERBA / Zarzis	RS	UKKM	KYIV / Antonov-2	RNS
DTNH	ENFIDHA / Hammamet International Airport	RS	UKBB	KYIV / Boryspil	RS
DTTG	GABES / Matmata	RS	UKKK	KYIV / Zhuliany	RS
DTTF	GAFSA / Ksar	RS	UKLL	L'VIV	RS
DTMB	MONASTIR / Habib Bourguiba	RS	UKON	MYKOLAIV	RNS
DTTX	SFAX / Thyna	RS	UKOO	ODESA	RS
DTKA	TABARKA / Ain Draham International Airport	RS	UKLR	RIVNE	RNS
DTTZ	TOZEUR / Nefta	RS	UKFB	SEVASTOPOL'/Bel'bek	-
DTTA	TUNIS / Carthage	RS	UKFF	SIMFEROPOL	-
	Turkey		UKLU	UZHHOROD	RNS
LTAJ	ADANA	RS	UKWW	VINNYTSIA/Gavryshivka	RNS
LTAC	ANKARA / Esenboga	RS	UKDE	ZAPORIZHZHIA / Mokraya United Kingdom	RS
LTAI	ANTALYA	RS	EGPD	ABERDEEN / Dyce	RS
LTFG	ANTALYA / Gazipasa	RS	EGAA	BELFAST / Aldergrove	RS
LTFD	BALIKESIR / Koca Seyit	RNS	EGAC	BELFAST / City	RS
LTBR	BURSA / Yenisehir	RNS	EGKB	BIGGIN HILL	RG
LTBH	CANAKKALE	RNS	EGBB	BIRMINGHAM	RS
LTAY	DENIZLI / Cardak	RNS	EGNH	BLACKPOOL	RNS
LTCC	DIYARBAKIR	RNS	EGHH	BOURNEMOUTH	RS
LTCA	ELAZIG	RNS	EGGD	BRISTOL	RS
LTCE	ERZURUM	RNS	EGFF	CARDIFF	RS
LTAJ	GAZIANTEP	RNS	EGNV	DURHAM TEES VALLEY	RS
LTDA	HATAY	RNS	EGNX	EAST MIDLANDS	RS
LTFC	ISPARTA / Suleyman Demirel	RNS	EGPH	EDINBURGH	RS
LTBA	ISTANBUL / Ataturk	RS	EGTE	EXETER	RS
LTFM	ISTANBUL / Istanbul Havalimani	RS	EGPF	GLASGOW	RS
LTfJ	ISTANBUL / Sabiha Gokcen	RS	EGJB	GUERNSEY	RS
LTBJ	IZMIR / Adnan Menderes	RS	EGNJ	HUMBERSIDE	RS
LTCF	KARS	RNS	EGNS	ISLE OF MAN	RS
LTAU	KAYSERI	RNS	EGJJ	JERSEY	RS
LTBQ	KOCAELI / Cengiz Topel	RNS	EGPA	KIRKWALL	AS
LTAN	KONYA	RNS	EGNM	LEEDS BRADFORD	RS
LTBZ	KUTAHYA / Zafer Bolgesel	RNS	EGGP	LIVERPOOL	RS
LTAT	MALATYA	RNS	EGLC	LONDON / City	RS
LTBS	MUGLA / Dalaman	RS	EGKK	LONDON / Gatwick	RS
LTFE	MUGLA / Milas-Bodrum	RS	EGLL	LONDON / Heathrow	RS
LTCK	MUS	RNS	EGGW	LONDON / Luton	RS
LTAZ	NEVSEHIR / Kapadokya	RNS	EGSS	LONDON / Stansted	RS
LTfH	SAMSUN / Carsamba	RNS	EGMD	LYDD	RG
LTCS	SANLIURFA / Gap	RNS	EGCC	MANCHESTER	RS
LTCM	SINOP	RNS	EGNT	NEWCASTLE	RS
LTAR	SIVAS / Nuri Demirag	RNS	EGSH	NORWICH	RS
LTBU	TEKIRDAG / Corlu	RNS	EGPK	PRESTWICK	RS
LTcG	TRABZON	RS	EGKA	SHOREHAM	RG
LTBO	USAK	RNS	EGHI	SOUTHAMPTON	RS
LTCI	VAN / Ferit Melen	RNS	EGMC	SOUTHEND	RS
LTAS	ZONGULDAK / Caycuma	RNS	EGPB	SUMBURGH	RNS
	Turkmenistan			Uzbekistan	
UTAA	ASHGABAT	RS	UTSB	BUKHARA	RS
UTAT	DASHOGUZ	RS	UTSS	SAMARKAND	RS
UTAK	TURKMENBASHI	RS	UTTT	TASHKENT / Yuzhny	RS
	Ukraine		UTST	TERMEZ	RS
UKLN	CHERNIVTSI	RNS	UTNU	URGENCH	RS
UKDD	DNIPRO	RS			
UKLI	IVANO-FRANKIVS'K	RNS			
UKHH	KHARKIV / Osnova	RS			
UKOH	KHERSON	RS			
UKDR	KRYVYI RIH / Lozuvatka	RNS			

**EUR ANP, VOLUME I****PART III – COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)****1. INTRODUCTION**

1.1 This part of the EUR ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of Communications, Navigation and Surveillance (CNS) facilities and services in the EUR Region and complements the provisions of ICAO SARPs and PANS related to CNS. It contains stable plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services within the ICAO EUR region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the CNS facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services and the mandatory requirements based on regional air navigation agreements related to CNS are contained in the EUR ANP Volume II, Part III – CNS.

1.3 The EUR ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

1.4 In planning for these elements, economy and efficiency should be taken into account in order to ensure that the requirements for the provision of CNS facilities and services can be kept to a minimum. CNS facilities and services should fulfil multiple functions whenever this is feasible.

***Standards and Recommended Practices and Procedures for Air Navigation Services***

1.5 The SARPs and PANS and associated guidance material applicable to the provision of CNS are contained in:

- a) Annex 10 – *Aeronautical Telecommunications*, Volumes I, II, III, IV and V;
- b) Annex 2 – Rules of the Air;
- c) Annex 3 – Meteorological Service for international air navigation;
- d) Annex 6 – Operation of Aircraft, Parts I (Chapter 7), II (Chapter 7) and III (Chapter 5);
- e) Annex 11 – Air Traffic Services;
- f) Annex 12 – Search and Rescue;
- g) Annex 15 – Aeronautical Information Services;
- h) *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM) (Doc 4444);
- i) *Regional Supplementary Procedures* (Doc 7030);
- j) *GNSS Manual* (Doc 9849);
- k) *Manual on Detailed Technical Specifications for the Aeronautical Telecommunication Network (ATN) using ISO/OSI Standards and Protocols* (Doc 9880);
- l) *ICAO Aeronautical Telecommunication Network (ATN) Manual for the ATN using IPS Standards and Protocols* (Doc 9896);
- m) *Manual of Testing of Radio Navigation Aids* (Doc 8071);

- n) *Manual on the Planning and Engineering of the Aeronautical Fixed Telecommunications Network* (Doc 8259);
- o) *Manual on Required Communication Performance (RCP)* (Doc 9869);
- p) *Training Manual* (Doc 7192);
- q) *Performance-based Navigation Manual* (Doc 9613);
- r) *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718);
- s) *Manual on Airborne Surveillance Applications* (Doc 9994); and
- t) *Manual of Air Traffic Services Data Link Applications* (Doc 9694).

## **2. GENERAL REGIONAL REQUIREMENTS**

### **Communications**

#### *Aeronautical Fixed Service (AFS)*

2.1 The aeronautical fixed service (AFS) should satisfy the communication requirements of ATS, AIS/AIM, MET and SAR, including specific requirements in terms of system reliability, message integrity and transit times, with respect to printed as well as digital data and speech communications. If need be, it should, following agreement between individual States and aircraft operators, satisfy the requirements for airline operational control.

#### *The Aeronautical Telecommunication Network (ATN)*

2.2 The ATN of the Region should have sufficient capacity to meet the minimum requirements for data communications for the services mentioned in paragraph 2.1 above.

#### *Aeronautical Mobile Service (AMS)*

2.3 Air-ground communications facilities should meet the agreed communication requirements of the air traffic services, as well as all other types of communications which are acceptable on the AMS to the extent that the latter types of communications can be accommodated.

#### *Air-ground communications for ATS*

2.4 Air-ground communications for ATS purposes should be so designed to require the least number of frequency and channel changes for aircraft in flight compatible with the provision of the required service. They should also provide for the minimum amount of coordination between ATS units and provide for optimum economy in the frequency spectrum used for this purpose.

#### *Air-ground data link communications*

2.5 Air-ground data link communications should be implemented in such a way that they are regionally and globally harmonised and make efficient use of available communication means and ensure optimum economy in frequency spectrum use and system automation.

### **Navigation**

2.6 Planning of aeronautical radio navigation services should be done on a total system basis, taking full account of the navigation capabilities as well as cost effectiveness. The total system composed of station-referenced navigation aids, satellite-based navigation systems and airborne capabilities should meet the performance based navigation (PBN) requirements for all aircraft using the system and should form an adequate basis for the provision of positioning, guidance and air traffic services.



2.7 Account should be taken of the fact that certain aircraft may be able to meet their navigation needs by means of self-contained or satellite-based aids, thus eliminating the need for the provision of station-referenced aids along the ATS routes used by such aircraft, as well as the need to carry on board excessive redundancies.

### **Surveillance**

2.8 Planning of aeronautical surveillance systems should be made based on a system approach concept, where collaboration and sharing of data sources should be considered in support of an efficient use of the airspace.

### **Frequency Management**

2.9 Frequency assignment planning in the Region should be carried out in accordance with the provisions of Annex 10 and *ICAO Handbook on Radio Frequency spectrum for Civil Aviation* (Doc 9718), supplemented, as necessary, by regional recommendations and technical criteria developed for this purpose.

## **3. SPECIFIC REGIONAL REQUIREMENTS**

3.1 None.

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**EUR ANP, VOLUME I**  
**PART IV - AIR TRAFFIC MANAGEMENT (ATM)**

## **1. INTRODUCTION**

1.1 This part of the EUR ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of air traffic management (ATM) facilities and services in the EUR region and complements the provisions of the ICAO SARPs and PANS related to ATM. It contains stable plan elements related to the assignment of responsibilities to States for the ATM system requirements to be applied within the ICAO EUR region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the ATM facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the implementation of the ATM system and the mandatory requirements based on regional air navigation agreements related to ATM are contained in EUR ANP Volume II, Part IV - ATM.

1.3 The EUR ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

### ***Standards and Recommended Practices and Procedures for Air Navigation Services***

1.4 The SARPs and PANS and related guidance material applicable to the provision of ATM are contained in:

- a) Annex 2 — *Rules of the Air*;
- b) Annex 6 — *Operation of Aircraft*;
- c) Annex 11 — *Air Traffic Services*;
- d) *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM) (Doc 4444);
- e) *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS) (Doc 8168); and
- f) *Regional Supplementary Procedures* (Doc 7030).

## **2. GENERAL REGIONAL REQUIREMENTS**

2.1 The description of the current Flight Information Regions (FIR)/Upper Information Regions (UIR), as approved by the ICAO Council, are contained in [Table ATM I-1](#) and depicted in the **Charts ATM I-1** and **ATM I-2**, respectively.

2.2 States should ensure that the provision of air traffic services (ATS) covers its own territory and those areas over the high seas for which it is responsible for the provision of those services, in accordance with **Charts ATM I-1** and **ATM I- 2**.

### ***Regional ATS Routes and organized track structures***

2.3 PIRGs are responsible for the optimization of the traffic flows through the continuous improvement of the regional ATS route network and organized track systems and implementation of random routing areas and free route airspace in the Region. Where applicable, details of the ATS routes within the Region are contained in Volume II.

*ICARD Global Database*

2.4 The five-letter name-codes assigned to significant points should be coordinated through the ICAO Regional Office and obtained from the ICAO International Codes and Routes Designators (ICARD) Global Database.

*Aircraft Identification - SSR Code Assignments*

2.5 The management of Secondary Surveillance Radar (SSR) codes is a key element of ATM in order to ensure continuous and unambiguous aircraft identification. The requirements related to the SSR code assignment system used in the Region is contained in Volume II.

*Performance-based Navigation (PBN)*

2.6 PIRGs are responsible for the development of the Regional PBN Plan. States' PBN Plans should be consistent with the Regional PBN Plan.

*Flexible Use of Airspace*

2.7 States should implement civil/military cooperation and coordination mechanisms to enhance the application of the Flexible Use of Airspace concept, which will contribute to more direct routing with a commensurate saving in fuel and associated emissions. States should arrange for close liaison and coordination between civil ATS units and relevant military operational control and/or air defence units in order to ensure integration of civil and military air traffic or its segregation, if required. Such arrangements would also contribute to increasing airspace capacity and to improving the efficiency and flexibility of aircraft operations.

*Reduced Vertical Separation Minimum (RVSM)/Regional Monitoring Agencies*

2.8 The RMA EUR and RMA EURASIA are the two designated Regional Monitoring Agencies (RMA) within the ICAO EUR Region responsible for monitoring the height-keeping performance and approval status of aircraft operating at these levels, in order to ensure that the continued application of RVSM meets the agreed regional safety objectives as set out by the EANPG.

### **3. SPECIFIC REGIONAL REQUIREMENTS**

*Regional airspace structure*

3.1 In the ICAO EUR Region, additionally, the optimization of the air traffic flows is also performed through user preferred flight profiles (e.g. user preferred route (UPR), continuous climb operations (CCO), continuous descent operations (CDO)). Details on how the coordination of airspace structure improvements is organised in the ICAO EUR Region are provided in EUR ANP Volume II.

*Civil/ military cooperation and coordination*

3.2 In the EUR Region, civil/military cooperation and coordination mechanisms will also increase airspace capacity and improve the efficiency and flexibility of aircraft operations. Details on the flexible use of airspace concept in the ICAO EUR Region are provided in EUR ANP Volume II.

*Air Traffic Flow Management (ATFM)*

3.3 In the EUR Region, States have implemented ATFM cooperation and coordination mechanisms which have improved the overall performance of the ATM system while ensuring demand and capacity balance. Details on ATFM implementation in the ICAO EUR Region are provided in EUR ANP Volume II.

**TABLE ATM I-1 - FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) IN THE EUR REGION**

**EXPLANATION OF THE TABLE**

Column:

- 1 Name of the FIR/UIR / Location Indicator according to Doc 7910
- 2 Description of FIR/UIR lateral limits;
  - a. Describe separately in the table the limits of the UIRs if they are not similar to the FIRs limits.
- 3 Remarks — additional information, if necessary.
  - a. Describe vertical limits if necessary.

<b>FIR Location Indicator</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Aktau</b> UATE	FIR/UIR Aktau <i>"To be incorporated"</i>	
<b>Aktobe/Aktyubinsk</b> UATT	FIR/UIR Aktobe/Aktyubinsk <i>"To be incorporated"</i>	
<b>Alger</b> DAAA	FIR/UIR Alger <i>"To be incorporated"</i>	
<b>Almaty</b> UAAA	FIR/UIR Almaty <i>"To be incorporated"</i>	
<b>Amsterdam</b> EHAA	FIR/UIR Amsterdam <i>"To be incorporated"</i>	
<b>Ankara</b> LTAA	FIR/UIR Ankara <i>"To be incorporated"</i>	
<b>Ashgabat</b> UTAA	FIR/UIR Ashgabat <i>"To be incorporated"</i>	
<b>Athinai</b> LGGG	FIR/UIR Athinai <i>"To be incorporated"</i>	
<b>Baku</b> UBBA	FIR/UIR Baku <i>"To be incorporated"</i>	
<b>Barcelona</b> LECB	FIR/UIR Barcelona <i>"To be incorporated"</i>	
<b>Beograd</b> LYBA	FIR/UIR Beograd <i>"To be incorporated"</i>	
<b>Bishkek</b> UCFM	FIR/UIR Bishkek <i>"To be incorporated"</i>	
<b>Bordeaux</b> LFBB	FIR/UIR Bordeaux <i>"To be incorporated"</i>	

<b>FIR Location Indicator</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Bordeaux FIR</b> LFBB	FIR/UIR Bordeaux FIR <i>"To be incorporated"</i>	
<b>Bratislava</b> LZBB	FIR/UIR Bratislava <i>"To be incorporated"</i>	
<b>Bremen</b> EDWW	FIR/UIR Bremen <i>"To be incorporated"</i>	
<b>Brest</b> LFRR	FIR/UIR Brest <i>"To be incorporated"</i>	
<b>Brindisi</b> LIBB	FIR/UIR Brindisi <i>"To be incorporated"</i>	
<b>Brussels</b> EBBU	FIR/UIR Brussels <i>"To be incorporated"</i>	
<b>Brussels</b> EBUR	FIR/UIR Brussels <i>"To be incorporated"</i>	
<b>Bucuresti</b> LRBB	FIR/UIR Bucuresti <i>"To be incorporated"</i>	
<b>Budapest</b> LHBP	FIR/UIR Budapest <i>"To be incorporated"</i>	
<b>Canarias</b> GCCC	FIR/UIR Canarias <i>"To be incorporated"</i>	
<b>Casablanca</b> GMMM	FIR/UIR Casablanca <i>"To be incorporated"</i>	
<b>Chisinau</b> LUUU	FIR/UIR Chisinau <i>"To be incorporated"</i>	
<b>Dashoguz</b> UTAT	FIR/UIR Dashoguz <i>"To be incorporated"</i>	
<b>Dnipro</b> UKDV	FIR/UIR Dnipro <i>"To be incorporated"</i>	
<b>Dushanbe</b> UTDD	FIR/UIR Dushanbe <i>"To be incorporated"</i>	
<b>Hannover UIR</b> EDVV	FIR/UIR Hannover UIR <i>"To be incorporated"</i>	
<b>Hellas UIR</b> LGGG	FIR/UIR Hellas UIR <i>"To be incorporated"</i>	
<b>Helsinki</b> EFIN	FIR/UIR Helsinki <i>"To be incorporated"</i>	
<b>Irkutsk</b> UIII	FIR/UIR Irkutsk <i>"To be incorporated"</i>	

<b>FIR Location Indicator</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Istanbul</b> LTBB	FIR/UIR Istanbul <i>"To be incorporated"</i>	
<b>Kaliningrad</b> UMKK	FIR/UIR Kaliningrad <i>"To be incorporated"</i>	
<b>Khabarovsk</b> UHHH	FIR/UIR Khabarovsk <i>"To be incorporated"</i>	
<b>Kobenhavn</b> EKDK	FIR/UIR Kobenhavn <i>"To be incorporated"</i>	
<b>Krasnoyarsk</b> UNKL	FIR/UIR Krasnoyarsk <i>"To be incorporated"</i>	
<b>Kyiv</b> UKBV	FIR/UIR Kyiv <i>"To be incorporated"</i>	
<b>Kyzylorda</b> UAOO	FIR/UIR Kyzylorda <i>"To be incorporated"</i>	
<b>Langen</b> EDGG	FIR/UIR Langen <i>"To be incorporated"</i>	
<b>Lisboa</b> LPPC	FIR/UIR Lisboa <i>"To be incorporated"</i>	
<b>Ljubljana</b> LJJJ	FIR/UIR Ljubljana <i>"To be incorporated"</i>	
<b>London</b> EGTT	FIR/UIR London <i>"To be incorporated"</i>	
<b>L'viv</b> UKLV	FIR/UIR L'viv <i>"To be incorporated"</i>	
<b>Madrid</b> LECM	FIR/UIR Madrid <i>"To be incorporated"</i>	
<b>Magadan Oceanic</b> UHMM	FIR/UIR Magadan Oceanic <i>"To be incorporated"</i>	
<b>Magadan/Sokol</b> UHMM	FIR/UIR Magadan/Sokol <i>"To be incorporated"</i>	
<b>Malta</b> LMMM	FIR/UIR Malta <i>"To be incorporated"</i>	
<b>Marseille</b> LFMM	FIR/UIR Marseille <i>"To be incorporated"</i>	
<b>Milano</b> LIMM	FIR/UIR Milano <i>"To be incorporated"</i>	
<b>Minsk</b> UMMV	FIR/UIR Minsk <i>"To be incorporated"</i>	

<b>FIR Location Indicator</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Moscow</b> UUWV	FIR/UIR Moscow <i>"To be incorporated"</i>	
<b>Muenchen</b> EDMM	FIR/UIR Muenchen <i>"To be incorporated"</i>	
<b>Murmansk Oceanic</b> ULMM	FIR/UIR Murmansk Oceanic <i>"To be incorporated"</i>	
<b>Nicosia</b> LCCC	FIR/UIR Nicosia <i>"To be incorporated"</i>	
<b>Novosibirsk</b> UNNT	FIR/UIR Novosibirsk <i>"To be incorporated"</i>	
<b>Nukus</b> UTNR	FIR/UIR Nukus <i>"To be incorporated"</i>	
<b>Nur-Sultan</b> UACN	FIR/UIR Nur-Sultan <i>"To be incorporated"</i>	
<b>Odesa</b> UKOV	FIR/UIR Odesa <i>"To be incorporated"</i>	
<b>Osh</b> UCFO	FIR/UIR Osh <i>"To be incorporated"</i>	
<b>Paris</b> LFFF	FIR/UIR Paris <i>"To be incorporated"</i>	
<b>Polaris</b> ENOR	FIR/UIR Paris <i>"To be incorporated"</i>	
<b>Praha</b> LKAA	FIR/UIR Praha <i>"To be incorporated"</i>	
<b>Reims</b> LFEE	FIR/UIR Reims <i>"To be incorporated"</i>	
<b>Rhein UIR</b> EDUU	FIR/UIR Rhein UIR <i>"To be incorporated"</i>	
<b>Riga</b> EVRR	FIR/UIR Riga <i>"To be incorporated"</i>	
<b>Roma</b> LIRR	FIR/UIR Roma <i>"To be incorporated"</i>	
<b>Rostov-na-Donu</b> URRV	FIR/UIR Rostov-na-Donu <i>"To be incorporated"</i>	
<b>Samara</b> UWWW	FIR/UIR Samara <i>"To be incorporated"</i>	
<b>Samarkand</b> UTSD	FIR/UIR Samarkand <i>"To be incorporated"</i>	

<b>FIR Location Indicator</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Sankt-Peterburg</b> ULLL	FIR/UIR Sankt-Peterburg <i>"To be incorporated"</i>	
<b>Sarajevo</b> LQSB	FIR/UIR Sarajevo <i>"To be incorporated"</i>	
<b>Scottish</b> EGPX	FIR/UIR Scottish <i>"To be incorporated"</i>	
<b>Shannon</b> EISN	FIR/UIR Shannon <i>"To be incorporated"</i>	
<b>Shymkent</b> UAII	FIR/UIR Shymkent <i>"To be incorporated"</i>	
<b>Simferopol'</b> UKFV	FIR/UIR Simferopol' <i>"To be incorporated"</i>	
<b>Skopje</b> LWSK	FIR/UIR Skopje <i>"To be incorporated"</i>	
<b>Sofia</b> LBSR	FIR/UIR Sofia <i>"To be incorporated"</i>	
<b>Sweden</b> ESAA	FIR/UIR Sweden <i>"To be incorporated"</i>	
<b>Switzerland</b> LSAS	FIR/UIR Switzerland <i>"To be incorporated"</i>	
<b>Tallinn</b> EETT	FIR/UIR Tallinn <i>"To be incorporated"</i>	
<b>Tashkent</b> UTTR	FIR/UIR Tashkent <i>"To be incorporated"</i>	
<b>Tbilisi</b> UGGG	FIR/UIR Tbilisi <i>"To be incorporated"</i>	
<b>Tel Aviv</b> LLLL	FIR/UIR Tel Aviv <i>"To be incorporated"</i>	
<b>Tirana</b> LAAA	FIR/UIR Tirana <i>"To be incorporated"</i>	
<b>Tunis</b> DTTC	FIR/UIR Tunis <i>"To be incorporated"</i>	
<b>Turkmenabat</b> UTAV	FIR/UIR Turkmenabat <i>"To be incorporated"</i>	
<b>Turkmenbashi</b> UTAK	FIR/UIR Turkmenbashi <i>"To be incorporated"</i>	
<b>Tyumen/Roschino</b> USTR	FIR/UIR Tyumen/Roschino <i>"To be incorporated"</i>	



<b>FIR Location Indicator</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Vilnius</b> EYVL	FIR/UIR Vilnius <i>“To be incorporated”</i>	
<b>Warszawa</b> EPWA	FIR/UIR Warszawa <i>“To be incorporated”</i>	
<b>Wien</b> LOVV	FIR/UIR Wien <i>“To be incorporated”</i>	
<b>Yakutsk</b> UEEE	FIR/UIR Yakutsk <i>“To be incorporated”</i>	
<b>Yekaterinburg</b> USSS	FIR/UIR Yekaterinburg <i>“To be incorporated”</i>	
<b>Yerevan</b> UDDD	FIR/UIR Yerevan <i>“To be incorporated”</i>	
<b>Zagreb</b> LDZO	FIR/UIR Zagreb <i>“To be incorporated”</i>	

**EUR ANP, VOLUME I**  
**PART V – METEOROLOGY (MET)**

**1. INTRODUCTION**

1.1 This part of the EUR ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aeronautical meteorology (MET) facilities and services in the EUR Region and complements the provisions of the ICAO SARPs and PANS related to MET. It contains stable plan elements related to the assignment of responsibilities to States for the provision of MET facilities and services within the ICAO EUR region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the MET facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan element related to the assignment of responsibilities to States for the provision of MET facilities and services and the mandatory requirements based on regional air navigation agreements related to MET are contained in the EUR ANP Volume II, Part V - MET.

1.3 The EUR ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

***Standards and Recommended Practices and Procedures for Air Navigation Services***

1.4 The SARPs and PANS and related guidance material applicable to the provision of MET are contained in:

- a) Annex 3 — *Meteorological Service for International Air Navigation*;
- b) *Regional Supplementary Procedures* (Doc 7030);
- c) *Handbook on the IAVW* (Doc 9766);
- d) *Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691); and
- e) *Manual of Aeronautical Meteorological Practice* (Doc 8896).

**2. GENERAL REGIONAL REQUIREMENTS**

2.1 In the EUR Region, WAFC London has been designated as the centre for the operation of the aeronautical fixed service Internet-based services -Secure Aviation Data Information Service (SADIS) ~~FTP service~~. The status of implementation of SADIS by States in the EUR Region is detailed in Volume III.

2.2 In the EUR Region, WAFS products in digital form should be disseminated by WAFC London using the SADIS.

***Volcanic Ash***

2.3 Volcanic ash advisory centres (VAACs) Anchorage, London, Tokyo, Toulouse have been designated to prepare volcanic ash advisory information for the EUR Region to their corresponding MWOs, ACCs/FICs, NOFs. The volcanic ash advisory information should be disseminated in addition to the WAFCS, SADIS and WIFS, VAACs whose areas of responsibility may be affected and international

OPMET databanks, in accordance with the regional OPMET data exchange schemes. The status of implementation of volcanic ash advisory information is detailed in Volume III in their respective Regional Air Navigation Plans (APAC, EUR and NAM).

2.4 Selected State volcano observatories have been designated for notification of significant pre-eruption volcanic activity, a volcanic eruption and/or volcanic ash in the atmosphere in the form of volcano observatory notice for aviation (VONA) for the EUR Region to their corresponding ACCs/FICs, MWOs and VAACs, as indicated at [Table MET I-1](#). The status of implementation of volcano observatory notice for aviation (VONA) is detailed in Volume III.

#### *Tropical Cyclone*

2.5 Tropical cyclone advisory centres (TCACs) Miami and Tokyo have been designated to prepare tropical cyclone advisory information for the EUR Region to their corresponding MWOs. The tropical cyclone advisory information should be disseminated in addition to the WAFCs, SADIS and WIFS, TCACs whose areas of responsibility may be affected and international OPMET databanks, in accordance with regional OPMET data exchange schemes. The status of implementation of tropical cyclone advisory information is detailed in Volume III in their respective Regional Air Navigation Plans (APAC and NAM).

### **3. SPECIFIC REGIONAL REQUIREMENTS**

3.1 None.

**TABLE MET I-1 - STATE VOLCANO OBSERVATORIES**

## EXPLANATION OF THE TABLE

**Column**

- 1** Name of the State responsible for the provision of a volcano observatory  
**2** Name of the volcano observatory

State	Volcano observatory
1	2
<b>Italy</b>	INGV-Osservatorio Vesuviano, Napoli - referred to Vesuvius/Campi Flegrei  INGV – Osservatorio Etneo, Catania – referred to Etna/Vulcano/Stromboli
<b>Russian Federation</b>	Far Eastern Branch of Russian Academy of Sciences (FEB RAS) Institute of Volcanology and Seismology
<b>Spain</b>	Instituto Geografico Nacional – Volcanologia

## EUR ANP, VOLUME I

### PART VI - SEARCH AND RESCUE (SAR)

#### 1. INTRODUCTION

1.1 This part of the EUR ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of search and rescue (SAR) facilities and services in the EUR region and complements the provisions of the ICAO SARPs and PANS related to SAR. It contains stable plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within the ICAO EUR region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of States' responsibilities for the provision of SAR facilities and services and the mandatory requirements based on regional air navigation agreements related to SAR are contained in the EUR Volume II, Part VI – SAR.

#### *Standards and Recommended Practices and Procedures for Air Navigation Services*

1.3 The SARPs and PANS and related guidance material applicable to the provision of SAR are contained in:

- a) Annex 12 — *Search and Rescue*;
- b) Annex 6 — *Operation of Aircraft*;
- c) *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM) (Doc 4444);
- d) *Regional Supplementary Procedures* (Doc 7030); and
- e) *International Aeronautical and Maritime Search and Rescue Manual* (Doc 9731-AN/958).

#### 2. GENERAL REGIONAL REQUIREMENTS

2.1 Each Contracting State should ensure that the provision of search and rescue services covers its own territory and those areas over the high seas for which it is responsible for the provision of those services. The description of the current Search and Rescue Regions (SRRs), as approved by the ICAO Council, are contained in [Table SAR I-1](#) and depicted in the **Chart SAR I-1**. The list of Rescue Coordination Centres (RCCs) and Rescue Sub-centres (RSCs) in the Region are detailed in Volume II.

2.2 The three volumes of the *IAMSAR Manual* (Doc 9731) provide guidance for a common aviation and maritime approach to organizing and providing SAR services. States are invited to use the *IAMSAR Manual* to ensure the availability of effective aeronautical SAR services and to cooperate with neighbouring States.

2.3 States which rely on military authorities and/or other sources for the provision of SAR facilities should ensure that adequate arrangements are in place for coordination of SAR activities between all entities involved.

2.4 Arrangements should be made to permit a call on any national services likely to be able to render assistance on an ad-hoc basis, in those cases when the scope of SAR operations requires such assistance.

#### 3. SPECIFIC REGIONAL REQUIREMENTS

3.1 None.

**TABLE SAR I-1 – SEARCH AND RESCUE REGIONS (SRR) OF THE EUR REGION**

## EXPLANATION OF THE TABLE

Column:

- 1 Name of the SRR  
 2 Description of SRR lateral limits;  
 3 Remarks — additional information, if necessary.

<b>SRR</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Agigea</b> (Romania)	<b>SRR Agigea</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Alger</b> (Algeria)	<b>SRR Alger</b> <i>“To be incorporated”</i>	Aeronautical Rescue Coordination centre/Maritime Rescue Coordination Centre
<b>Almaty</b> (Kazakhstan)	<b>SRR Almaty</b> <i>“To be incorporated”</i>	PCSR (point of contact for signal reception)
<b>Ankara</b> (Turkey)	<b>SRR Ankara</b> <i>“To be incorporated”</i>	Turkey R Maritime Rescue Coordination Centre
<b>Baku</b> (Azerbaijan)	<b>SRR Baku</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Belgrade</b> (Serbia)	<b>SRR Belgrade</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Bishkek</b> (Kyrgyzstan)	<b>SRR Bishkek</b> <i>“To be incorporated”</i>	Main Centre of Air Traffic Management
<b>Bishkek</b> (Tajikistan)	<b>SRR Bishkek</b> <i>“To be incorporated”</i>	N/A
<b>Bodo</b> (Norway)	<b>SRR Bodo</b> <i>“To be incorporated”</i>	National Maritime Coordination Centre/Joint Rescue Coordination Centre
<b>Brabrand</b> (Denmark)	<b>SRR Brabrand</b> <i>“To be incorporated”</i>	Joint Rescue Coordination Centre
<b>Bratislava</b> (Slovakia)	<b>SRR Bratislava</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Brussels</b> (Belgium)	<b>SRR Brussels</b> <i>“To be incorporated”</i>	Aeronautical Rescue Coordination Centre (Maritime Rescue Coordination Centre Oostende)
<b>Chisinau</b> (Republic of Moldova)	<b>SRR Chisinau</b> <i>“To be incorporated”</i>	CAD airport

<b>SRR</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Den Helder</b> (Netherlands)	<b>SRR Den Helder</b> <i>"To be incorporated"</i>	Joint Rescue Coordination Centre
<b>Fareham</b> (United Kingdom)	<b>SRR Fareham</b> <i>"To be incorporated"</i>	Aeronautical Rescue Coordination Centre and National Maritime Operations Centre
<b>Haifa</b> (Israel)	<b>SRR Haifa</b> <i>"To be incorporated"</i>	Joint Rescue Coordination Centre
<b>Karsky</b> (Uzbekistan)	<b>SRR Karshy</b> <i>"To be incorporated"</i>	
<b>Klaipeda</b> (Lithuania)	<b>SRR Klaipeda</b> <i>"To be incorporated"</i>	Maritime Rescue Coordination Centre
<b>Kyiv</b> (Ukraine)	<b>SRR Kyiv</b> <i>"To be incorporated"</i>	Head Aviation Coordination Centre of Search and Rescue
<b>Laktasi</b> (Bosnia and Herzegovina)	<b>SRR Banja Luka</b> <i>"To be incorporated"</i>	Rescue Coordination Centre
<b>Larnaca</b> (Cyprus)	<b>SRR Larnaca</b> <i>"To be incorporated"</i>	Joint Rescue Coordination Centre
<b>Ljubljana</b> (Slovenia)	<b>SRR Ljubljana</b> <i>"To be incorporated"</i>	Aeronautical Rescue Coordination Center
<b>Luqa Barracks</b> (Malta)	<b>SRR Luqa Barracks</b> <i>"To be incorporated"</i>	Rescue Coordination Centre
<b>Luxembourg</b> (Luxembourg)	<b>SRR Luxembourg</b> <i>"To be incorporated"</i>	Rescue Sub-Centre
<b>Lyon Mont-Verdun</b> (France)	<b>SRR LYON Mont-Verdun</b> <i>"To be incorporated"</i>	Aeronautical Rescue Coordination Centre
<b>Madrid</b> (Spain, Andorra)	<b>SRR Madrid</b> <i>"To be incorporated"</i>	Aeronautical Rescue Coordination Centre
<b>Minsk</b> (Belarus)	<b>SRR Minsk</b> <i>"To be incorporated"</i>	Rescue Coordination Centre
<b>Moscow</b> (Russian Federation)	<b>SRR Moscow</b> <i>"To be incorporated"</i>	State Maritime Rescue Coordination Centre
<b>Muenster</b> (Germany)	<b>SRR Muenster</b> <i>"To be incorporated"</i>	Aeronautical Rescue Coordination Centre (Aeronautical Rescue Coordination Centre Gluecksburg and Maritime Rescue Coordination Centre Bremen)
<b>Odesa</b> (Ukraine)	<b>SRR Odesa</b> <i>"To be incorporated"</i>	Maritime Rescue Coordination Centre

<b>SRR</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Piraeus</b> (Greece)	<b>SRR Piraeus</b> <i>“To be incorporated”</i>	Joint Rescue Coordination Centre
<b>Podgorica</b> (Montenegro)	<b>SRR Podgorica</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre
<b>Prague</b> (Czech Republic)	<b>SRR Prague</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Rabat</b> (Morocco)	<b>SRR Rabat</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre
<b>Riga</b> (Latvia)	<b>SRR Riga</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre
<b>Rijeka</b> (Croatia)	<b>SRR Rijeka</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre
<b>Rome</b> (Italy)	<b>SRR Rome</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre
<b>Rome</b> (San Marino)	<b>SRR Rome</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre
<b>Shannon</b> (Ireland)	<b>SRR Shannon</b> <i>“To be incorporated”</i>	Aeronautical Rescue Coordination Centre (Maritime Rescue Coordination Centre Dublin)
<b>Skopje</b> (North Macedonia)	<b>SRR Skopje</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Stavanger</b> (Norway)	<b>SRR Stavanger</b> <i>“To be incorporated”</i>	Joint Rescue Coordination Centre
<b>Tallinn</b> (Estonia)	<b>SRR Tallinn</b> <i>“To be incorporated”</i>	Joint Rescue Coordination Centre
<b>Helsinki</b> (Finland)	<b>SRR Helsinki</b> <i>“To be incorporated”</i>	Aeronautical Rescue Coordination Centre (Maritime Rescue Coordination Centre Turku)
<b>Tbilisi</b> (Georgia)	<b>SRR Tbilisi</b> <i>“To be incorporated”</i>	Aeronautical Rescue Coordination Centre (Maritime Rescue Coordination Centre Batumi)
<b>Tirana</b> (Albania)	<b>SRR Tirana</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Tunis</b> (Tunisia)	<b>SRR Tunis</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre
<b>Turkmenbashi</b> (Turkmenistan)	<b>SRR Turkmenbashi</b> <i>“To be incorporated”</i>	N/A
<b>Varna</b> (Bulgaria)	<b>SRR Varna</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre



<b>SRR</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Västra Frölunda</b> (Sweden)	<b>SRR Västra Frölunda</b> <i>“To be incorporated”</i>	Joint Rescue Coordination Centre
<b>Veszprem</b> (Hungary)	<b>SRR Veszprem</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Vienna</b> (Austria)	<b>SRR Vienna</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Warsaw</b> (Poland)	<b>SRR Warsaw</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Warsaw</b> (Polish)	<b>SRR Warsaw</b> <i>“To be incorporated”</i>	Aeronautical Rescue Coordination Centre (Maritime Rescue Coordination Centre, Gdynia)
<b>Wissant</b> (Monaco)	<b>SRR Gris Nez</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre
<b>Yerevan</b> (Armenia)	<b>SRR Yerevan</b> <i>“To be incorporated”</i>	Rescue Coordination Centre
<b>Zurich</b> (Switzerland)	<b>SRR Zurich</b> <i>“To be incorporated”</i>	Switzerland and Liechtenstein
<b>Zurich</b> (Switzerland)	<b>SRR Zurich</b> <i>“To be incorporated”</i>	Maritime Rescue Coordination Centre

## EUR ANP, VOLUME I

### PART VII - AERONAUTICAL INFORMATION MANAGEMENT (AIM)

#### 1. INTRODUCTION

1.1 This part of the EUR ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aeronautical information services (AIS) and aeronautical information management (AIM) facilities and services in the EUR Region and complements the provisions of ICAO SARPs and PANS related to AIS/AIM. It contains stable plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services within the ICAO EUR Region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the AIS/AIM facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services and the mandatory requirements based on regional air navigation agreements related to the AIS/AIM facilities and services are contained in the EUR ANP Volume II, Part VII – AIM.

1.3 The EUR ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules, which include service improvement through digital aeronautical information management and interoperability and data through globally interoperable system wide information management (SWIM).

#### *Standards, Recommended Practices and Procedures for Air Navigation Services*

1.4 The SARPs and PANS and related guidance material applicable to the provision of AIS, and ultimately AIM, are contained in:

- a) *Annex 4 – Aeronautical Charts*;
- b) *Annex 15 – Aeronautical Information Services*;
- c) *Regional Supplementary Procedures* (Doc 7030);
- d) *Aeronautical Information Services Provided by States* (Doc 7383);
- e) *Location Indicators* (Doc 7910);
- f) *Aeronautical Information Services Manual* (Doc 8126);
- g) *Procedures for Air Navigation Services – Aircraft Operations – Construction of Visual and Instrument Flight Procedures* (PANS-OPS, Volume I and Volume II) (Doc 8168);
- h) *ICAO Abbreviations and Codes* (PANS-ABC) (Doc 8168);
- i) *Aeronautical Charts Manual* (Doc 8697);
- j) *Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services* (Doc 9377);
- k) *World Geodetic System (1984) Manual* (Doc 9674);
- l) *Guidelines on the Use of the Public Internet for Aeronautical Applications* (Doc 9855);

- m) *Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information* (Doc 9881);
- n) *Flight Procedure Design Quality Assurance System, Volume I* (Doc 9906);
- o) “*AIM QMS Manual*” (Doc 9839) (Draft); and
- p) “*Training Manual for AIM*” (Doc 9991) (Draft).

## 2. GENERAL REGIONAL REQUIREMENTS

2.1 States should ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of air traffic services, in accordance with **Charts ATM I-1 and ATM I-2**.

2.2 States are responsible for the aeronautical information/data published by its aeronautical information service or by another State or a non-governmental agency on its behalf.

2.3 Aeronautical information published for and on behalf of a State should clearly indicate that it is published under the authority of that State.

2.4 The responsibility for the provision of AIS/AIM facilities and services in the EUR Region is reflected in the Volume II.

## 3. SPECIFIC REGIONAL REQUIREMENTS

3.1 None.

- END -