EUROPEAN (EUR) AIR NAVIGATION PLAN

VOLUME I

EUROPEAN (EUR) AIR NAVIGATION PLAN

VOLUME I

RECORD OF AMENDMENTS

The European (EUR) Air Navigation Plan Volume I (Doc 7754), based on the 2014 Council-approved eANP templates, was approved in 2016. It has since been updated with the following approved Proposals for Amendments (PfA):

PfA Serial No.	Originator	Brief Description	Date Approved by Council	EUR/NAT State Letter Reference
I 16/01 AOP/ CNS/ATM/MET /SAR/AIM	ICAO Secretary General	EUR eANP, Volume I, based on the 2014 Council-approved eANP templates	27 Apr 2016	EUR/NAT 16-0233.TEC
I 17/01 AOP-SAR	Ukraine	To reflect Changes in Table AOP I-1 1Table SAR I-1	7 Jun 2017	EUR/NAT 17-0350.TEC
~~I 17/04 AOP~~	~~Israel~~	~~To reflect Changes in Table AOP I-1~~	~~9 Aug 2017~~	~~EUR/NAT 17-0581.TEC~~
I 17/06 AOP	Poland	To reflect Changes in Table AOP I-1	9 Aug 2017	EUR/NAT 17-0582.TEC
I 17/13 AOP	Bulgaria, Croatia, Kazakhstan, Latvia	To reflect Changes in Table AOP I-1	12 Feb 2018	EUR/NAT 18-0152.TEC
I 17/15 AOP	Finland	To reflect Changes in Table AOP I-1	12 Feb 2018	EUR/NAT 18-0154.TEC
I 18/05 AOP/ATM	Russian Federation	To reflect Changes in AOP I-1 and ATM I-1	22 Jun 2018	EUR/NAT 18-0372.TEC
I 18/08 GEN/ATM/SAR	Finland	To reflect Changes in GEN I-I, ATM I-1, SAR I-1	8 Jan 2019	EUR/NAT 19-0027.TEC
I 18/10 AOP	Turkey	To reflect Changes in Table AOP I-1	17 Jan 2019	EUR/NAT 19-0041.TEC
I 17/04 AOP	Israel	To reflect Changes in Table AOP I-1 *(Changes Removed From Table AOP I-1)*	Revoked by Council on 4 Feb 2019	
I 19/06 GEN AOP ATM	Ukraine	To reflect Changes in Table GEN I-1, Table AOP I-1, Table ATM I-1	2 Jul 2019	EUR/NAT 19-0279.TEC
I 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 Aug 2019	EUR/NAT 19-0359.TEC
I 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 Aug 2019	EUR/NAT 19-0376.TEC
I 20/04 AOP	Russian Federation	To reflect Changes in Table AOP I-1	19 Aug 2020	EUR/NAT 20-0345.TEC
I 19/11 AOP/SAR	Israel, Slovenia	To reflect Changes in Table AOP I-1	22 Jun 2020	EUR/NAT 20-0359.TEC
I 20/06 AOP	Ukraine	To reflect Changes in Table AOP I-1	19 Nov 2020	EUR/NAT 20-0499.TEC
I 21/01 MET	EASPG on behalf of the Secretariat	To reflect Changes in Table AOP I-1, and Part V MET Section 2.	12 Mar 2021	EUR/NAT 21-0066.TEC
I 21/07 GEN-AOP-ATM	Algeria, Armenia, Belgium, Germany	To reflect Changes in Table AOP I-1, Table GEN I-1, Table ATM I-1	17 Jun 2021	EUR/NAT 21-0158.TEC

PfA Serial No.	Originator	Brief Description	Date Approved by Council	EUR/NAT State Letter Reference
I 21/09 AOP	Republic of Moldova	To reflect Changes in Table AOP I-1	16 Aug 2021	EUR/NAT 21-0216.TEC
I 21/05-ATM	Norway	Table ATM I-1: insertion of Polaris FIR coordinates	24 Jan 2022	EUR/NAT 22-0035.TEC
I 21/12-AOP	Italy	To reflect changes in Table AOP I-1	24 Jan 2022	EUR/NAT 22-0032.TEC
I 22/05-AOP	Kyrgyzstan	To reflect changes in Table AOP I-1	8 Jun 2022	EUR/NAT 22-0209.TEC
I 22/07-AOP	Switzeralnd	To reflect changes in Table AOP I-1	24 August 2022	EUR/NAT 22-0335.TEC
I 22/09-ATM	Germany	Table ATM I-1: insertion of Bremen, Langen and Muenchen FIR coordinates	6 Dec 2022	EUR/NAT 22-0401.TEC
I 22/10-ATM	Germany	Table ATM I-1: insertion of Hannover and Rhein coordinates	6 Dec 2022	EUR/NAT 22-0402.TEC
I 22/12-AOP	Netherlands	To reflect changes in Table AOP I-1	5 Dec 2022	EUR/NAT 22-0396.TEC
I 23/01 AOP	Sweden	To reflect changes in Table AOP I-1	13 Mar 2023	EUR/NAT 23-0117.TEC
I 23/04 AOP	Secretariat on behalf of the EASPG	To reflect changes in Table AOP I-1	24 Apr 2023	EUR/NAT 23-0152.TEC
I 23/08 AOP	Bosnia & Herzegovina	To reflect changes in Table AOP I-1	27 Jul 2023	EUR/NAT 23-0254.TEC
I 23/10 AOP	Albania	To reflect changes in Table AOP I-1	25 Oct 2023	EUR/NAT 23-0395.TEC
I 23/14 AOP	Kazakhstan	To reflect changes in Table AOP I-1	18 Apr 2024	EUR/NAT 24-0205.TEC
I 23/13-ATM/SAR	Austria	Table ATM I-1: insertion of Wien FIR coordinates Table SAR I-1: insertion of Wien SRR coordinates	14 Jun 2024	EUR/NAT 24-0243.TEC
I 24/01 AOP	Germany, Slovakia	To reflect Changes in Table AOP I-1	13 August 2024	EUR/NAT 24-0292.TEC
I 24/05 AOP	Russian Federation, Norway	To reflect Changes in Table AOP I-I	13 January 2025	EUR/NAT 25-0018.TEC
I 24/07-ATM/SAR	Belgium and Luxembourg	Table ATM I-1: insertion of Brussels FIR/UIR coordinates Table SAR I-1: insertion of Brussels SRR coordinates	5 March 2025	EUR/NAT 25-0106.TEC
I 24/08-ATM/SAR	Switzerland	Table ATM I-1: insertion of Switzerland FIR/UIR coordinates Table SAR I-1: insertion of Zurich SRR coordinates	5 March 2025	EUR/NAT 25-0107.TEC

PfA Serial No.	Originator	Brief Description	Date Approved by Council	EUR/NAT State Letter Reference
I 24/09 ATM	Germany	Table ATM I-1: insertion of updates coordinates for Hannover UIR and Rhein UIR	25 March 2025	EUR/NAT 25-0124.TEC
I 25/01-ATM	Germany	Table ATM-1: updates to coordinates of Bremen, Langen and Muenchen FIRs	14 April 2025	EUR/NAT 25-0152.TEC
I 25/02-AOP	Kazakhstan, Switzerland & Turkmenistan	Table AOP I-1 Update	2 May 2025	EUR/NAT 25-0190.TEC
I 25/05-AOP	Türkiye	Table AOP I-1 Update	10 July 2025	EUR/NAT 25-0234.TEC
I 25/10-AOP	Spain	Table AOP I-1 Update	25 September 2025	EUR/NAT 25-0310.TEC
I 24/03-ATM/SAR	Czech Republic	Table ATM I-1: insertion of Praha FIR coordinates Table SAR I-1: insertion of Praha SRR coordinates	25 September 2025	EUR/NAT 25-0316.TEC
I 25/08-AOP	Czech Republic, Switzerland	Table AOP I-1 Update	15 October 2025	EUR/NAT 25-0338.TEC
I 25/12-AOP	Italy	Table AOP I-1 Update	15 October 2025	EUR/NAT 25-0340.TEC
I 25/04-ATM/SAR	Ireland	Table ATM I-1, Table SAR I-1 and Chart SAR I-1 Update	11 December 2025	EUR/NAT 25-0371.TEC
I 25/14- GEN-AOP-ATM-SAR	Sweden, Uzbekistan	Table GEN I-1, Table AOP I-1, Table ATM I-1 and Table SAR I-1 Update	22 May 2026	EUR/NAT 26-0159.TEC
I 26/06 AOP	Belarus, Croatia	Table AOP I-1 Update	26 October 2026	EUR/NAT 26-0270.TEC

TABLE OF CONTENTS

PART 0 — Introduction ..... …0-1

Appendix A — Procedure for the Amendment of Regional Air Navigation Plans

PART I — General Planning Aspects (GEN) ..... …I-1

Table GEN I-1 — List of Flight Information Regions (FIR)/Upper Information Regions (UIR) of the ICAO EUR Region

PART II — Aerodromes / Aerodrome Operations (AOP) ..... …II-1

General Regional Requirements

Table AOP I-1 — International aerodromes required in the EUR Region

Specific Regional Requirements

PART III — Communications, Navigation and Surveillance (CNS) ..... …III-1

General Regional Requirements

Specific Regional Requirements

PART IV — Air Traffic Management (ATM) ..... …IV-1

General Regional Requirements

Table ATM I-1 — Flight Information Regions (FIR)/Upper Information Regions (UIR) in the EUR Region

Chart ATM I-1 — Flight Information Regions (FIR) of the EUR Region

Chart ATM I-2 — Upper Flight Information Regions (UIR) of the EUR Region

Specific Regional Requirements

PART V — Meteorology (MET) ..... …V-1

General Regional Requirements

Table MET I-1 — State Volcano Observatories in the EUR Region

Specific Regional Requirements

PART VI — Search and Rescue Services (SAR) ..... …VI-1

General Regional Requirements

Table SAR I-1 — Search and Rescue Regions (SRR) of the EUR Region

Chart SAR I-1 — Search and Rescue of the EUR Region

Specific Regional Requirements

PART VII — Aeronautical Information Management (AIM) ..... …VII-1

General Regional Requirements

Specific Regional Requirements

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.

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.

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 therein 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.

———————

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

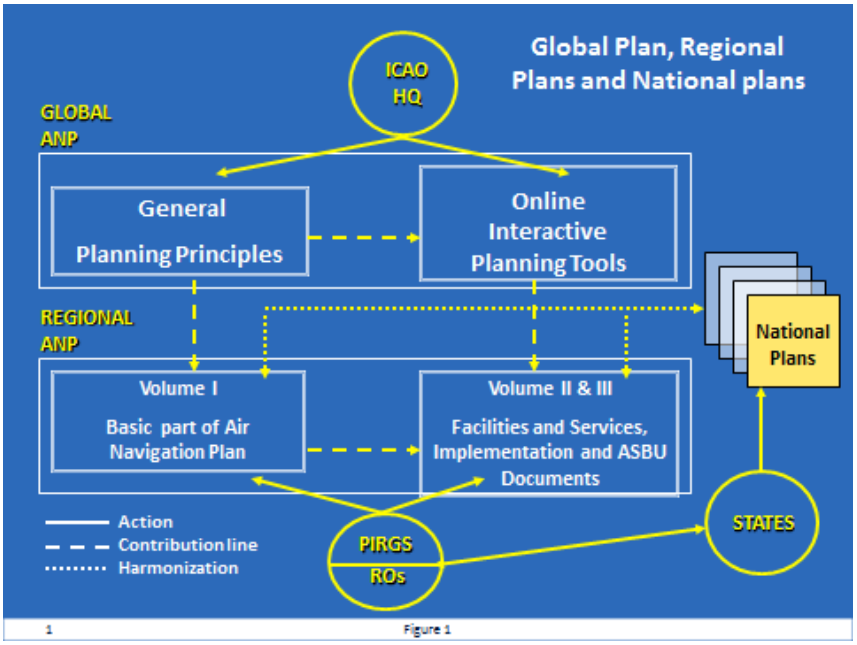


Figure 1. Relationship between global, regional and national plans.

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."*[1]

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

[1] 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_2 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.

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	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) *Heliport 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.

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: 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
	Albania	
LATI	TIRANA	RS
LAKU	KUKES AERODROME	RS
	Algeria	
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
	Andorra	
	Armenia	
UDSG	GYUMRI / Shirak	RS
UDYE	YEREVAN / Erebuni	ANS
UDYZ	YEREVAN / Zvartnots	RS
	Austria	
LOWG	GRAZ	RS
LOWI	INNSBRUCK	RS
LOWK	KLAGENFURT	RS
LOWL	LINZ	RS
LOWS	SALZBURG	RS
LOAV	VOSLAU	RNS
LOWW	WIEN-SCHWECHAT	RS
LOAN	WR.NEUSTADT/OST	RNS
	Azerbaijan	
UBBB	BAKU / Heydar Aliyev International Airport	RS
UBBG	GANJA	RS
UBBN	NAKHCHIVAN	RS
	Belarus	
UMBB	BREST	RS
UMGG	HOMIEL	RS,AS
UMMG	HRODNA	RNS
UMOO	MAHILIOU	RS
UMMS	MINSK-2	RS
UMIO	ORSHA	RNS
UMII	VICIEBSK	RS
	Belgium	
EBAW	ANTWERPEN / Deurne	RS
EBBR	BRUSSELS / Brussels-National	RS
EBCI	CHARLEROI / Brussels South	RS
EBKT	KORTRIJK / Wevelgem	RS
EBLG	LIEGE / Liege	RS
EBOS	OOSTENDE-BRUGGE / Oostende	RS
	Bosnia and Herzegovina	
LQBK	BANJA LUKA	RS
LQMO	MOSTAR	RS
LQSA	SARAJEVO	RS
LQTZ	TUZLA	RS
	Bulgaria	
LBBG	BURGAS	RS
LBGO	GORNA ORYAHOVITSA	RNS
LBPD	PLOVDIV	RS
LBSF	SOFIA	RS
LBWN	VARNA	RS
	Croatia	
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 / Franjo Tudjman	RS
	Cyprus	
LCLK	LARNACA / Intl	RS
LCNC	NICOSIA / Intl DCA	AS
LCPH	PAFOS / Intl	RS
	Czech Republic	
LKCS	CESKE BUDEJOVICE	RNS
LKTB	BRNO / Turany	RNS
LKKV	KARLOVY VARY	RS
LKMT	OSTRAVA / Mosnov	RS
LKPD	PARDUBICE	RNS
LKPR	PRAHA / Ruzyne	RS
	Denmark	
EKYT	AALBORG	RS
EKAH	AARHUS	RS
EKBI	BILLUND	RS
EKEB	ESBJERG	RS
EKCH	KOBENHAVN / Kastrup	RS
EKRK	KOBENHAVN / Roskilde	RNS
EKVD	KOLDING / Vamdrup	RNS
EKOD	ODENSE / Hans Christian Andersen	RNS
EKRN	RONNE	RS
EKSN	SINDAL	RNS
EKSB	SONDERBORG	RNS
EKVJ	STAUNING	RNS
	Estonia	
EEKA	KARDLA	RNS
EEKE	KURESSAARE	RNS
EETN	LENNART MERI TALLINN	RS
EEPU	PARNU	RNS
EETU	TARTU	RNS
	Finland	
EFET	ENONTEKIÖ	RNS

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

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

LMML	LUQA	RS
	Monaco	
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	OUJDA / 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
EHEH	EINDHOVEN	RS
EHGG	GRONINGEN / Eelde	RNS, AS
EHLE	LELYSTAD	RNS
EHBK	MAASTRICHT / Maastricht Aachen	RNS, AS
EHRD	ROTTERDAM	RS
	Norway	
ENAL	ALESUND / Vigra	RNS
ENAT	ALTA	RNS
ENBR	BERGEN / Flesland	RS
ENBO	BODO	RNS
ENEV	HARSTAD / Narvik / Evenes	RNS
ENKR	KIRKENES / Hoybuktmoen	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 / Varnes	RS
	North Macedonia	
LWOH	OHRID	RNS
LWSK	SKOPJE / Petrovec	RS
	Poland	
EPBY	BYDGOSZCZ / Szwederowo	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 / Ignatyevo	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	MINERALNYYE VODY	RS
UERR	MIRNY	AS
UUDD	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
UERP	POLIARNY	AS
UHMD	PROVIDENIYA BAY	AS
ULOO	PSKOV	RNS
UUBW	RAMENSKOYE	RS
URRP	ROSTOV-NA-DONU/PLATOV	RS
USDA	SABETTA	RS
USDD	SALEKHARD	AS
UWWW	SAMARA / Kurumoch	RS
ULLI	SANKT-PETERBURG / Pulkovo	RS
UWPS	SARANSK	RS
UWSG	SARATOV / Gagarin	RS
URSS	SOCHI	RS
URMT	STAVROPOL / Shpakovskoye	RS
USRR	SURGUT	RS
UUYY	SYKTYVKAR	RS
UNTT	TOMSK/BOGASHEVO	RS
USTR	TYUMEN / Roshchino	RS
UWUU	UFA	RS
UIUU	ULAN-UDE / Mukhino	RS
UWLL	ULYANOVSK / Baratayevka	RNS
UWLW	ULYANOVSK / Vostochny	RS
URMO	VLADIKAVKAZ / Beslan	RS
UHWW	VLADIVOSTOK / Knevichi	RS
URWW	VOLGOGRAD / Gumrak	RS
UUOO	VORONEZH / Chertovitskoye	RS
UEEE	YAKUTSK	RS
UUDL	YAROSLAVL / Tunoshna	RNS
USSS	YEKATERINBURG / Koltsovo	RS
UHSS	YUZHNO-SAKHALINSK / Khomutovo	RS
	San Marino	
	Serbia	
LYBE	BEOGRAD / Nikola Tesla	RS
LYNI	NIS / Konstantin Veliki	RS
	Slovakia	
LZIB	BRATISLAVA / M.R.Stefanik	RS
LZKZ	KOSICE	RS
LZPP	PIESTANY	RNS
LZTT	POPRAD-TATRY	RNS
LZZI	ZILINA	RNS
	Slovenia	
LJLJ	LJUBLJANA / Brnik	RS
LJMB	MARIBOR / Orehova Vas	RS
LJPZ	PORTOROZ / Secovlje	RNS
	Spain	
LECO	A CORUNA	RS
LEAB	ALBACETE	RS
LEAG	ALGECIRAS (Cadiz) (HEL)	RS
LEAL	ALICANTE / Alicante-Elche Miquel Hernandez	RS
LEAM	ALMERIA	RS
LEAS	ASTURIAS / Aviles	RS
LEBZ	BADAJOZ / Talavera La Real	RS
LEBL	BARCELONA / Josep Tarradellas Barcelona- El Prat	RS
LEBB	BILBAO	RS
LEBG	BURGOS / Villafria	RS
LECH	CASTELLON	RS
GECE	CEUTA (HEL CIVIL)	RS
LERL	CIUDAD REAL	RS
LEBA	CORDOBA	RS
GCHI	EL HIERRO	RS
GCFV	FUERTEVENTURA	RS
LEGE	GIRONA	RS
GCLP	GRAN CANARIA	RS

LEGR	GRANADA / Federico Garcia Lorca Granada-Jaen	RS
LEHC	HUESCA / Pirineos	RS
LEIB	IBIZA	RS
LEJR	JEREZ	RS
GCLA	LA PALMA	RS
GCRR	LANZAROTE / Cesar Manrique Lanzarote	RS
GCGM	LA GOMERA	RS
LELN	LEON	RS
LEDA	LLEIDA / Alguaire	RS
LERJ	LOGRONO	RS
LEMD	MADRID / Adolfo Suarez Madrid - Barajas	RS
LECU	MADRID / Cuatro Vientos (CIV)	RS
LEVS	MADRID / Cuatro Vientos (MIL)	RS
LEMG	MALAGA / Costa del sol	RS
GEML	MELILLA	RS
LEMH	MENORCA	RS
LEMI	MURCIA / Aeropuerto de la Region de Murcia	RS
LEPA	PALMA DE MALLORCA	RS
LEPP	PAMPLONA	RS
LERS	REUS	RS
LELL	SABADELL	RS
LESA	SALAMANCA	RS
LESO	SAN SEBASTIAN	RS
LEXJ	SANTANDER / Seve Ballesteros-Santander	RS
LEST	SANTIAGO / Rosalia de Castro	RS
LEZL	SEVILLA	RS
GCXO	TENERIFE NORTE / Ciudad de la Laguna	RS
GCTS	TENERIFE SUR	RS
LETL	TERUEL	RS
LEVC	VALENCIA	RS
LEVD	VALLADOLID / Villanubla	RS
LEVX	VIGO	RS
LEVT	VITORIA	RS
LEZG	ZARAGOZA	RS
	Sweden	
ESTA	ANGELHOLM	RNS
ESNZ	ARE OSTERSUND	RS
ESNX	ARVIDSJAUR	RS
ESSD	BORLANGE	RNS
ESSU	ESKILSTUNA	RNS
ESGG	GOTEBORG / Landvetter	RS
ESGT	GOTEBORG / Stallbacka	RNS
ESMT	HALMSTAD	RS
ESGJ	JONKOPING	RS
ESMQ	KALMAR	RS
ESOK	KARLSTAD	RS
ESNQ	KIRUNA	RS
ESNK	KRAMFORS-SOLLEFTEA	RS
ESMK	KRISTIANSTAD	RS
ESSL	LINKOPING/SAAB	RS
ESPA	LULEA / Kallax	RS
ESMS	MALMO	RS
ESSP	NORRKOPING / Kungsangen	RS
ESOE	OREBRO	RS
ESNO	ORNSKOLDSVIK	RS
ESUP	PAJALA	RNS
ESDF	RONNEBY	RNS
ESKS	SALEN/SCANDINAVIAN MOUNTAINS	RS
ESNS	SKELLEFTEA	RS
ESSA	STOCKHOLM / Arlanda	RS
ESSB	STOCKHOLM / Bromma	RS
ESKN	STOCKHOLM / Skavsta	RS
ESOW	STOCKHOLM / Vasteras	RS

ESNN	SUNDSVALL-TIMRA	RS
ESND	SVEG	RNS
ESNU	UMEA	RS
ESMX	VAXJO / Kronoberg	RS
ESSV	VISBY	RS
	Switzerland	
LFSB	BALE-MULHOUSE	RS
LSZB	BERN-BELP	RS
LSZC	BUOCHS	RNS
LSGG	GENEVE	RS
LSZG	GRENCHEN	RNS
LSGC	LES EPLATURES	RNS
LSZA	LUGANO	RS
LSZS	SAMEDAN	RNS
LSGS	SION	RS
LSZR	ST. GALLEN-ALTENRHEIN	RS
LSZH	ZURICH	RS
	Tajikistan	
UTDD	DUSHANBE	AS
	Tunisia	
DTTJ	DJERBA / Zarzis	RS
DTNH	ENFIDHA / Hammamet International Airport	RS
DTTG	GABES / Matmata	RS
DTTF	GAFSA / Ksar	RS
DTMB	MONASTIR / Habib Bourguiba	RS
DTTX	SFAX / Thyna	RS
DTKA	TABARKA / Ain Draham International Airport	RS
DTTZ	TOZEUR / Nefta	RS
DTTA	TUNIS / Carthage	RS
	Turkiye	
LTAF	ADANA	RS
LTCP	ADIYAMAN	RS
LTCO	AGRI/Ahmed-I-Hani	RS
LTAP	AMASYA / Merzifon	RNS
LTAC	ANKARA / Esenboga	RS
LTAI	ANTALYA	RS
LTBD	AYDIN / Cildir	AS
LTFD	BALIKESIR / Koca Seyit	RNS
LTBF	BALIKESIR / Merkez	RNS
LTCJ	BATMAN	RNS
LTCU	BINGOL	RS
LTBR	BURSA / Yenisehir	RNS
LTBH	CANAKKALE	RNS
LTDB	CUKUROVA	RS
LTAY	DENIZLI / Cardak	RNS
LTCC	DIYARBAKIR	RNS
LTCA	ELAZIG	RNS
LTCD	ERZINCAN / Yildirim akbulut	RS
LTCE	ERZURUM	RNS
LTAJ	GAZIANTEP	RNS
LTFG	GAZIPAZA / Alyana	RS
LTFK	GOKCEADA	AS
LTDA	HATAY	RNS
LTCW	HAKKARI / Yuksekova Selahaddin Eyyubi	AS
LTCT	IGDIR / Sehit Bulent Aydin	RS
LTFC	ISPARTA / Suleyman Demirel	RNS
LTBA	ISTANBUL / Ataturk	RS
LTFM	ISTANBUL / Istanbul Havalimani	RS
LTFJ	ISTANBUL / Sabiha Gokcen	RS
LTBJ	IZMIR / Adnan Menderes	RS
LTCN	KAHRAMANMARAS	RNS
LTAZ	KAPADOKYA	RNS
LTCF	KARS / Harakani	RNS
LTAL	KASTAMONU	RS
LTAU	KAYSERI	RNS
LTBQ	KOCAELI / Cengiz Topel	RNS
LTAN	KONYA	RNS
LTBZ	KUTAHYA / Zafer Bolgesel	RNS
LTAT	MALATYA	RNS
LTCR	MARDIN / Prof.Dr. Aziz Sancar	RS
LTBS	MUGLA / Dalaman	RS
LTFE	MUGLA / Milas-Bodrum	RS
LTCK	MUS / Sultan Alparslan	RNS
LTCB	ORDU-GIRESUN	RS
LTFO	RIZE-ARTVIN	RS
LTFH	SAMSUN / Carsamba	RNS
LTCS	SANLIURFA / Gap	RNS
LTCM	SINOP	RNS
LTAR	SIVAS / Nuri Demirag	RNS
LTCL	SIIRT	AS
LTCV	SIRNAK / Serafettin Elci	AS
LTBU	TEKIRDAG / Corlu	RNS
LTAW	TOKAT	AS
LTCG	TRABZON	RS
LTBO	USAK	RNS
LTCI	VAN / Ferit Melen	RNS
LTAS	ZONGULDAK / Caycuma	RNS
	Turkmenistan	
UTAA	ASHGABAT	RS
UTAT	DASHOGUZ	RS
UTAE	KERKI	ANS
UTAM	MARY	RS
UTAV	TURKMENABAT	RS
UTAK	TURKMENBASHI	RS
	Ukraine	
UKLN	CHERNIVTSI	RNS
UKDD	DNIPRO	RS
UKLI	IVANO-FRANKIVS'K	RNS
UKHH	KHARKIV / Osnova	RS
UKOH	KHERSON	RS
UKDR	KRYVYI RIH / Lozuvatka	RNS
UKKM	KYIV / Antonov-2	RNS
UKBB	KYIV / Boryspil	RS
UKKK	KYIV / Zhuliany	RS
UKLL	L'VIV	RS
UKON	MYKOLAIV	RNS
UKOO	ODESA	RS
UKLR	RIVNE	RNS
UKFB	SEVASTOPOL'/Bel'bek	-
UKFF	SIMFEROPOL	-
UKLU	UZHHOROD	RNS
UKWW	VINNYTSIA/Gavryshivka	RNS
UKDE	ZAPORIZHZHIA / Mokraya	RS
	United Kingdom	
EGPD	ABERDEEN / Dyce	RS
EGAA	BELFAST / Aldergrove	RS
EGAC	BELFAST / City	RS
EGKB	BIGGIN HILL	RNS
EGBB	BIRMINGHAM	RS
EGNH	BLACKPOOL	RNS
EGHH	BOURNEMOUTH	RS
EGGD	BRISTOL	RS
EGFF	CARDIFF	RS
EGNV	DURHAM TEES VALLEY	RS
EGNX	EAST MIDLANDS	RS
EGPH	EDINBURGH	RS
EGTE	EXETER	RS
EGPF	GLASGOW	RS
EGJB	GUERNSEY	RS
EGNJ	HUMBERSIDE	RS
EGNS	ISLE OF MAN	RS
EGJJ	JERSEY	RS
EGPA	KIRKWALL	AS
EGNM	LEEDS BRADFORD	RS
EGGP	LIVERPOOL	RS
EGLC	LONDON / City	RS
EGKK	LONDON / Gatwick	RS

EGLL	LONDON / Heathrow	RS
EGGW	LONDON / Luton	RS
EGSS	LONDON / Stansted	RS
EGMD	LYDD	RNS
EGCC	MANCHESTER	RS
EGNT	NEWCASTLE	RS
EGSH	NORWICH	RS
EGPK	PRESTWICK	RS
EGKA	SHOREHAM	RNS
EGHI	SOUTHAMPTON	RS
EGMC	SOUTHEND	RS
EGPB	SUMBURGH	RNS
	Uzbekistan	

UZFA	ANDIJAN	RS
UZSB	BUKHARA	RS
UZFF	FERGANA	RS
UZSK	KARSHI	RS
UZSA	NAVOI	RS
UZFN	NAMANGAN	RS
UZNN	NUKUS	RS
UZSS	SAMARKAND	RS
UZTT	TASHKENT / ISLAM KARIMOV	RS
UZTP	TASHKENT-VOSTOCHNY	RNS
UZST	TERMEZ	RS
UZNU	URGENCH	RS

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.

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.

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

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
Bordeaux FIR LFBB	FIR/UIR Bordeaux FIR *"To be incorporated"*	
Bratislava LZBB	FIR/UIR Bratislava *"To be incorporated"*	
Bremen EDWW	550000N 0063000E 550000N 0080000E 550400N 0082000E 550409N 0082331E thence along the national boundary of Germany and Denmark to 544554N 0100313E 544435N 0101000E 544200N 0102000E 543930N 0103000E 543920N 0104000E 543910N 0105000E 543840N 0110000E 543610N 0111000E 543315N 0112000E 543000N 0113000E 542750N 0114000E 542645N 0115000E 542700N 0120000E 545500N 0125100E 545500N 0142127E 540738N 0141517E 540734N 0141205E 535916N 0141432E 535540N 0141334E thence along the national boundary of Germany and Poland to 514154N 0144245E 513030N 0134500E 513030N 0130600E 513730N 0123825E 515235N 0121206E 515424N 0120000E 515028N 0111230E 513400N 0104200E 512002N 0102315E 512001N 0100334E 512000N 0095610E 512000N 0093500E 512000N 0093102E 512000N 0091000E 512000N 0085428E 512502N 0085351E 514000N 0085200E 515255N 0085200E 515400N 0085200E 520539N 0084545E 520800N 0084429E	Vertical limits: SFC to FL245

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
	520749N 0083510E 520700N 0080000E 522211N 0080000E 522138N 0073640E 522112N 0071938E 522053N 0070820E 522045N 0070355E thence along the national boundary of Germany and Netherlands to 534000N 0063000E (550000N 0063000E)	
Brest LFRR	FIR/UIR Brest *"To be incorporated"*	
Brindisi LIBB	FIR/UIR Brindisi *"To be incorporated"*	
Brussels EBBU & EBUR	510521N 0023244E 510700N 0020000E 513000N 0020000E 512223N 0032147E thence along the national boundary of Belgium and Netherlands to 504515N 0060116E thence along the national boundary of Belgium and Germany to 500748N 0060816E thence along the national boundary of Germany and Luxembourg to 492810N 0062202E thence along the national boundary of Luxembourg and France to 493247N 0054907E thence along the national boundary of Belgium and France to (510521N 0023244E)	Vertical limits: FIR: SFC to FL195 and UIR: FL195 to UNL
Bucuresti LRBB	FIR/UIR Bucaresti *"To be incorporated"*	
Budapest LHBP	FIR/UIR Budapest *"To be incorporated"*	
Canarias GCCC	FIR/UIR Canarias *"To be incorporated"*	
Casablanca GMMM	FIR/UIR Casablanca *"To be incorporated"*	
Chisinau LUUU	FIR/UIR Chisinau *"To be incorporated"*	
Dashoguz UTAT	FIR/UIR Dashoguz *"To be incorporated"*	

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
Dnipro UKDV	FIR/UIR Dnipro *"To be incorporated"*	
Dushanbe UTDD	FIR/UIR Dushanbe *"To be incorporated"*	
Hannover UIR EDVV	550000N 0063000E 550000N 0080000E 550400N 0082000E 550409N 0082331E thence along the national boundary of Germany and Denmark to 544554N 0100313E 544435N 0101000E 544200N 0102000E 543930N 0103000E 543920N 0104000E 543910N 0105000E 543840N 0110000E 543610N 0111000E 543315N 0112000E 543000N 0113000E 542750N 0114000E 542645N 0115000E 542700N 0120000E 540800N 0111530E 522225N 0110413E 514530N 0110845E 513400N 0104200E 512000N 0095610E 512000N 0093102E 512000N 0091000E 511147N 0084904E 510959N 0084431E 510631N 0083512E 505852N 0081450E 504508N 0073856E 504200N 0073958E 503500N 0070000E 503021N 0064855E 501628N 0063903E 495240N 0063130E 494820N 0063200E 494442N 0063200E 491305N 0064240E Thence along the national boundary of Germany and France Thence along the national boundary of Germany and Luxembourg thence along the national boundary of Germany and Belgium thence along the national boundary of Germany and Netherlands to 534000N 0063000E	Vertical limits: FL245 to UNL

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
	(550000N 0063000E)	
Hellas UIR LGGG	FIR/UIR Hellas UIR *"To be incorporated"*	
Helsinki EFIN	FIR/UIR Helsinki *"To be incorporated"*	
Irkutsk UIII	FIR/UIR Irkutsk *"To be incorporated"*	
Istanbul LTBB	FIR/UIR Istanbul *"To be incorporated"*	
Kaliningrad UMKK	FIR/UIR Kaliningrad *"To be incorporated"*	
Khabarovsk UHHH	FIR/UIR Khabarovsk *"To be incorporated"*	
Kobenhavn EKDK	FIR/UIR Kobenhavn *"To be incorporated"*	
Krasnoyarsk UNKL	FIR/UIR Krasnoyarsk *"To be incorporated"*	
Kyiv UKBV	FIR/UIR Kyiv *"To be incorporated"*	
Kyzylorda UAOO	FIR/UIR Kyzylorda *"To be incorporated"*	
Langen EDGG	522045N 0070355E 522053N 0070820E 522112N 0071938E 522138N 0073640E 522211N 0080000E 520700N 0080000E 520749N 0083510E 520800N 0084429E 520539N 0084545E 515400N 0085200E 515255N 0085200E 514000N 0085200E 512502N 0085351E 512000N 0085428E 512000N 0091000E 512000N 0093102E 512000N 0093500E 512000N 0095610E 512001N 0100334E 512002N 0102315E 512000N 0102934E 503927N 0104210E 501150N 0101650E	Vertical limits: SFC to FL245

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
	492630N 0105800E 491043N 0103516E 490640N 0102845E 485655N 0100549E 484838N 0094635E 483717N 0093728E 483140N 0093300E 474800N 0093300E 474730N 0091400E 474700N 0085200E 475300N 0085100E 473400N 0074100E thence along the national boundary of Germany and Switzerland thence along the national boundary of Germany and France thence along the national boundary of Germany and Luxembourg thence along the national boundary of Germany and Belgium thence along the national boundary of Germany and Netherlands to (522045N 0070355E)	
Lisboa LPPC	FIR/UIR Lisboa *"To be incorporated"*	
Ljubljana LJJJ	FIR/UIR Ljubljana *"To be incorporated"*	
London EGTT	FIR/UIR London *"To be incorporated"*	
L'viv UKLV	FIR/UIR L'viv *"To be incorporated"*	
Madrid LECM	FIR/UIR Madrid *"To be incorporated"*	
Magadan Oceanic UHMM	FIR/UIR Magadan Oceanic *"To be incorporated"*	
Magadan/Sokol UHMM	FIR/UIR Magadan/Sokol *"To be incorporated"*	
Malta LMMM	FIR/UIR Malta *"To be incorporated"*	
Marseille LFMM	FIR/UIR Marseille *"To be incorporated"*	
Milano LIMM	FIR/UIR Milano *"To be incorporated"*	
Minsk UMMV	FIR/UIR Minsk *"To be incorporated"*	

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
Moscow UUWV	FIR/UIR Moscow *"To be incorporated"*	
Muenchen EDMM	473930N 0091400E 474730N 0091400E 474800N 0093300E 483140N 0093300E 483717N 0093728E 484838N 0094635E 485655N 0100549E 490640N 0102845E 491043N 0103516E 492630N 0105800E 501150N 0101650E 503927N 0104210E 512000N 0102934E 512002N 0102315E 513400N 0104200E 515028N 0111230E 515424N 0120000E 515235N 0121206E 513730N 0123825E 513030N 0130600E 513030N 0134500E 514154N 0144245E thence along the national boundary of Germany and Poland thence along the national boundary of Germany and Czech Republic thence along the national boundary of Germany and Austria thence along the national boundary of Germany and Switzerland to (473930N 0091400E)	Vertical limits: SFC to FL245
Murmansk Oceanic ULMM	FIR/UIR Murmansk Oceanic *"To be incorporated"*	
Nicosia LCCC	FIR/UIR Nicosia *"To be incorporated"*	
Novosibirsk UNNT	FIR/UIR Novosibirsk *"To be incorporated"*	
Nur-Sultan UACN	FIR/UIR Nur-Sultan *"To be incorporated"*	
Odesa UKOV	FIR/UIR Odesa *"To be incorporated"*	
Osh UCFO	FIR/UIR Osh *"To be incorporated"*	
Paris LFFF	FIR/UIR Paris *"To be incorporated"*	

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
Polaris ENOR (Norway)	631500N 0000000E 630316N 0040312E 640000N 0050053E 650800N 0061600E 653706N 0065026E 654500N 0070000E 661240N 0074228E 671500N 0092521E 700000N 0150000E 702832N 0175917E 712000N 0250000E 712000N 0280000E 710000N 0300000E 702200N 0314300E 700000N 0310800E 694741N 0304904E thence along the national border of Norway and Russian Federation to 690307N 0285545E thence along the national border of Finland and Norway to 690336N 0203255E thence along the national border of Norway and Sweden to 585332N 0103820E 584540N 0103532E 583000N 0103000E 580200N 0093130E 570000N 0073000E 570000N 0060000E 570000N 0055000E 570000N 0050000E 581640N 0030047E 590504N 0013916E 600000N 0000000E (631500N 0000000E)	Vertical limits: SFC to UNL
Praha LKAA	484618N 0135022E thence along the national boundary of Czech Republic and Germany 505214N 0144924E thence along the national boundary of Czech Republic and Poland 493102N 0185103E thence along the national boundary of Czech Republic and Slovakia 483660N 0165625E thence along the national boundary of Czech Republic and Austria to 484618N 0135022E	Vertical limits: SFC to UNL
Reims LFEE	FIR/UIR Reims *"To be incorporated"*	

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
Rhein UIR EDUU	503500N 0070000E 504200N 0073958E 504508N 0073856E 505852N 0081450E 510631N 0083512E 510959N 0084431E 511147N 0084904E 512000N 0091000E 512000N 0093102E 512000N 0095610E 513400N 0104200E 514530N 0110845E 522225N 0110413E 540800N 0111530E 542700N 0120000E 545500N 0125100E 545500N 0142127E 540738N 0141517E 540734N 0141205E 535916N 0141432E 535540N 0141334E thence along the national boundary of Germany and Poland thence along the national boundary of Germany and Czech Republic thence along the national boundary of Germany and Austria thence along the national boundary of Germany and Switzerland to 473924N 0091400E 474730N 0091400E 474700N 0085200E 475300N 0085100E 473403N 0074113E thence along the national boundary of Germany and Switzerland thence along the national boundary of Germany and France to 491305N 0064240E 494442N 0063200E 494820N 0063200E 495240N 0063130E 501628N 0063903E 503021N 0064855E (503500N 0070000E)	Vertical limits: FL245 to UNL
Riga EVRR	FIR/UIR Riga *"To be incorporated"*	
Roma LIRR	FIR/UIR Roma *"To be incorporated"*	
Rostov-na-Donu URRV	FIR/UIR Rostov-na-Donu *"To be incorporated"*	

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
Samara UWWW	FIR/UIR Samara *"To be incorporated"*	
Samarkand UZSD	FIR/UIR Samarkand *"To be incorporated"*	
Sankt-Peterburg ULLL	FIR/UIR Sankt-Peterburg *"To be incorporated"*	
Sarajevo LQSB	FIR/UIR Sarajevo *"To be incorporated"*	
Scottish EGPX	FIR/UIR Scottish *"To be incorporated"*	
Shannon EISN	552000N 0065500W 542500N 0081000W 535500N 0053000W 522000N 0053000W 510000N 0080000W 510000N 0150000W 540000N 0150000W 543400N 0100000W 544500N 0090000W 552000N 0081500W 552500N 0072000W 552000N 0065500W	Vertical limits: FIR: SFC to FL245 and UIR: FL245 to UNL
Shymkent UAII	FIR/UIR Shymkent *"To be incorporated"*	
Simferopol' UKFV	FIR/UIR Simferopol' *"To be incorporated"*	
Skopje LWSK	FIR/UIR Skopje *"To be incorporated"*	
Sofia LBSR	FIR/UIR Sofia *"To be incorporated"*	
Sweden ESAA	FIR/UIR Sweden *"To be incorporated"*	
Switzerland LSAS	473403N 0074113E 475300N 0085100E 474700N 0085200E 474730N 0091400E 473924N 0091400E thence along the national boundary of Switzerland and Germany thence along the national boundary of Switzerland and Austria thence along the national boundary of Liechtenstein and Austria thence along the national boundary of Switzerland and Austria thence along the national boundary of Switzerland	Vertical limits: FIR: SFC to FL195 and UIR: FL195 to FL660

FIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
	and Italy thence along the national boundary of Switzerland and France thence along the national boundary of Switzerland and Germany to (473403N 0074113E)	
Tallinn EETT	FIR/UIR Tallinn *"To be incorporated"*	
Tashkent UZTR	FIR/UIR Tashkent *"To be incorporated"*	
Tbilisi UGGG	FIR/UIR Tbilisi *"To be incorporated"*	
Tel Aviv LLLL	FIR/UIR Tel Aviv *"To be incorporated"*	
Tirana LAAA	FIR/UIR Tirana *"To be incorporated"*	
Tunis DTTC	FIR/UIR Tunis *"To be incorporated"*	
Turkmenabat UTAV	FIR/UIR Turkmenabat *"To be incorporated"*	
Turkmenbashi UTAK	FIR/UIR Turkmenbashi *"To be incorporated"*	
Tyumen/Roschino USTR	FIR/UIR Tyumen/Roschino *"To be incorporated"*	
Vilnius EYVL	FIR/UIR Vilnius *"To be incorporated"*	
Warszawa EPWA	FIR/UIR Warszawa *"To be incorporated"*	
Wien LOVV	473221N 0093349E thence along the national boundary of Austria and Germany thence along the national boundary of Austria and Czech Republic thence along the national boundary of Austria and Slovakia thence along the national boundary of Austria and Hungary thence along the national boundary of Austria and Slovenia thence along the national boundary of Austria and Italy thence along the national boundary of Austria and Switzerland thence along the national boundary of Austria and Liechtenstein	Vertical limits: SFC to UNL

FIR Location Indicator	Lateral limits coordinates	Remarks
1	**2**	**3**
	thence along the national boundary of Austria and Switzerland (473221N 0093349E)	
Yakutsk UEEE	FIR/UIR Yakutsk *"To be incorporated"*	
Yekaterinburg USSS	FIR/UIR Yekaterinburg *"To be incorporated"*	
Yerevan UDDD	FIR/UIR Yerevan *"To be incorporated"*	
Zagreb LDZO	FIR/UIR Zagreb *"To be incorporated"*	

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**
Italy	INGV-Osservatorio Vesuviano, Napoli - referred to Vesuvius/Campi Flegrei INGV – Osservatorio Etneo, Catania – referred to Etna/Vulcano/Stromboli
Russian Federation	Far Eastern Branch of Russian Academy of Sciences (FEB RAS) Institute of Volcanology and Seismology
Spain	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.

SRR	Lateral limits coordinates	Remarks
1	**2**	**3**
Agigea (Romania)	**SRR Agigea** *"To be incorporated"*	Rescue Coordination Centre
Alger (Algeria)	**SRR Alger** *"To be incorporated"*	Aeronautical Rescue Coordination centre/Maritime Rescue Coordination Centre
Almaty (Kazakhstan)	**SRR Almaty** *"To be incorporated"*	PCSR (point of contact for signal reception)
Ankara (Turkey)	**SRR Ankara** *"To be incorporated"*	Turkey R Maritime Rescue Coordination Centre
Baku (Azerbaijan)	**SRR Baku** *"To be incorporated"*	Rescue Coordination Centre
Belgrade (Serbia)	**SRR Belgrade** *"To be incorporated"*	Rescue Coordination Centre
Bishkek (Kyrgyzstan)	**SRR Bishkek** *"To be incorporated"*	Main Centre of Air Traffic Management
Bishkek (Tajikistan)	**SRR Bishkek** *"To be incorporated"*	N/A
Bodo (Norway)	**SRR Bodo** *"To be incorporated"*	National Maritime Coordination Centre/Joint Rescue Coordination Centre
Brabrand (Denmark)	**SRR Brabrand** *"To be incorporated"*	Joint Rescue Coordination Centre
Bratislava (Slovakia)	**SRR Bratislava** *"To be incorporated"*	Rescue Coordination Centre
Brussels (Belgium, Luxembourg)	510521N 0023244E 510700N 0020000E 513000N 0020000E 512223N 0032147E thence along the national boundary of Belgium and Netherlands to 504515N 0060116E	1. Vertical limits: SFC to UNL 2. Aeronautical Rescue Coordination Centre (Maritime Rescue Coordination Centre Oostende)

SRR	Lateral limits coordinates	Remarks
1	2	3
	thence along the national boundary of Belgium and Germany to 500748N 0060816E thence along the national boundary of Germany and Luxembourg to 492810N 0062202E thence along the national boundary of Luxembourg and France to 493247N 0054907E thence along the national boundary of Belgium and France to (510521N 0023244E)	
Chisinau (Republic of Moldova)	**SRR Chisinau** *"To be incorporated"*	CAD airport
Den Helder (Netherlands)	**SRR Den Helder** *"To be incorporated"*	Joint Rescue Coordination Centre
Fareham (United Kingdom)	**SRR Fareham** *"To be incorporated"*	Aeronautical Rescue Coordination Centre and National Maritime Operations Centre
Haifa (Israel)	**SRR Haifa** *"To be incorporated"*	Joint Rescue Coordination Centre
Klaipeda (Lithuania)	**SRR Klaipeda** *"To be incorporated"*	Maritime Rescue Coordination Centre
Kyiv (Ukraine)	**SRR Kyiv** *"To be incorporated"*	Head Aviation Coordination Centre of Search and Rescue
Laktasi (Bosnia and Herzegovina)	**SRR Banja Luka** *"To be incorporated"*	Rescue Coordination Centre
Larnaca (Cyprus)	**SRR Larnaca** *"To be incorporated"*	Joint Rescue Coordination Centre
Ljubljana (Slovenia)	**SRR Ljubljana** *"To be incorporated"*	Aeronautical Rescue CoordinationCenter
Luqa Barracks (Malta)	**SRR Luqa Barracks** *"To be incorporated"*	Rescue Coordination Centre
Luxembourg (Luxembourg)	**SRR Luxembourg** *"To be incorporated"*	Rescue Sub-Centre
Lyon Mont-Verdun (France)	**SRR LYON Mont-Verdun** *"To be incorporated"*	Aeronautical Rescue Coordination Centre
Madrid (Spain, Andorra)	**SRR Madrid** *"To be incorporated"*	Aeronautical Rescue Coordination Centre
Minsk (Belarus)	**SRR Minsk** *"To be incorporated"*	Rescue Coordination Centre

SRR	Lateral limits coordinates	Remarks
1	2	3
Moscow (Russian Federation)	**SRR Moscow** *"To be incorporated"*	State Maritime Rescue Coordination Centre
Muenster (Germany)	**SRR Muenster** *"To be incorporated"*	Aeronautical Rescue Coordination Centre (Aeronautical Rescue Coordination Centre Luecksburg and Maritime Rescue Coordination Centre Bremen)
Odesa (Ukraine)	**SRR Odesa** *"To be incorporated"*	Maritime Rescue Coordination Centre
Piraeus (Greece)	**SRR Piraeus** *"To be incorporated"*	Joint Rescue Coordination Centre
Podogorica (Montenegro)	**SRR Podogorica** *"To be incorporated"*	Maritime Rescue Coordination Centre
Prague (Czech Republic)	484618N 0135022E thence along the national boundary of Czech Republic and Germany 505214N 0144924E thence along the national boundary of Czech Republic and Poland 493102N 0185103E thence along the national boundary of Czech Republic and Slovakia 483660N 0165625E thence along the national boundary of Czech Republic and Austria to 484618N 0135022E	Vertical limits: SFC to UNL
Rabat (Morocco)	**SRR Rabat** *"To be incorporated"*	Maritime Rescue Coordination Centre
Riga (Latvia)	**SRR Riga** *"To be incorporated"*	Maritime Rescue Coordination Centre
Rijeka (Croatia)	**SRR Rijeka** *"To be incorporated"*	Maritime Rescue Coordination Centre
Rome (Italy)	**SRR Rome** *"To be incorporated"*	Maritime Rescue Coordination Centre
Rome (San Marino)	**SRR Rome** *"To be incorporated"*	Maritime Rescue Coordination Centre
Shannon (Ireland)	552000N 0065500W 542500N 0081000W 535500N 0053000W 522000N 0053000W 510000N 0080000W 510000N 0150000W 540000N 0150000W 543400N 0100000W 544500N 0090000W	Vertical limits: SFC to UNL

SRR	Lateral limits coordinates	Remarks
1	2	3
	552000N 0081500W 552500N 0072000W 552000N 0065500W	
Skopje (North Macedonia)	**SRR Skopje** *"To be incorporated"*	Rescue Coordination Centre
Stavanger (Norway)	**SRR Stavanger** *"To be incorporated"*	Joint Rescue Coordination Centre
Tallinn (Estonia)	**SRR Tallinn** *"To be incorporated"*	Joint Rescue Coordination Centre
Helsinki (Finland)	**SRR Helsinki** *"To be incorporated"*	Aeronautical Rescue Coordination Centre (Maritime Rescue Coordination Centre Turku)
Tashkent (Uzbekistan)	**SRR Tashkent**	Rescue Coordination Centre
Tbilisi (Georgia)	**SRR Tbilisi** *"To be incorporated"*	Aeronautical Rescue Coordination Centre (Maritime Rescue Coordination Centre Batumi)
Tirana (Albania)	**SRR Tirana** *"To be incorporated"*	Rescue Coordination Centre
Tunis (Tunisia)	**SRR Tunis** *"To be incorporated"*	Maritime Rescue Coordination Centre
Turkmenbashi (Turkmenistan)	**SRR Turkmenbashi** *"To be incorporated"*	N/A
Varna (Bulgaria)	**SRR Varna** *"To be incorporated"*	Maritime Rescue Coordination Centre
Västra Frölunda (Sweden)	**SRR Västra Frölunda** *"To be incorporated"*	Joint Rescue Coordination Centre
Veszprem (Hungary)	**SRR Veszprem** *"To be incorporated"*	Rescue Coordination Centre
Warsaw (Poland)	**SRR Warsaw** *"To be incorporated"*	Rescue Coordination Centre
Warsaw (Polish)	**SRR Warsaw** *"To be incorporated"*	Aeronautical Rescue Coordination Centre (Maritime Rescue Coordination Centre, Gdynia)
Wien (Austria)	473221N 0093349E thence along the national boundary of Austria and Germany thence along the national boundary of Austria and Czech Republic thence along the national boundary of Austria and Slovakia thence along the national boundary of Austria and Hungary	1. Vertical limits: SFC to UNL 2. Rescue Coordination Centre

SRR	Lateral limits coordinates	Remarks
1	**2**	**3**
	thence along the national boundary of Austria and Slovenia thence along the national boundary of Austria and Italy thence along the national boundary of Austria and Switzerland thence along the national boundary of Austria and Liechtenstein thence along the national boundary of Austria and Switzerland (473221N 0093349E)	
Wissant (Monaco)	**SRR Gris Nez** *"To be incorporated"*	Maritime Rescue Coordination Centre
Yerevan (Armenia)	**SRR Yerevan** *"To be incorporated"*	Rescue Coordination Centre
Zurich (Switzerland, Liechtenstein)	473221N 0093349E thence along the national boundary of Switzerland and Austria thence along the national boundary of Liechtenstein and Austria thence along the national boundary of Switzerland and Italy thence along the national boundary of Switzerland and France thence along the national boundary of Switzerland and Germany (473221N 0093349E)	1 .Vertical limits: SFC to UNL 2. 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 -