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When replying please quote

Reference : EUR/NAT 16-0382.TEC (FIG/CUP)

08 August 2016

Subject : **Proposal for Amendment of the ICAO European Air Navigation Plan (Doc 7754), EUR eANP - Volume II**
(Serial No: EUR/NAT-II 16/03 -AOP-CNS-ATM-MET-SAR-AIM)

Action required : Please reply not later than **16 September 2016**

Dear Sir/Madam,

1. I wish to communicate to you the attached Proposal for Amendment of the ICAO European Air Navigation Plan (Doc 7754), EUR eANP - Volume II, (Serial No: EUR/NAT-II 16/03 -AOP-CNS-ATM-MET-SAR-AIM), which was originated by the Secretary General and endorsed by the European Air Navigation Planning Group (EANPG Conclusion 57/06 *PfAs to Volumes I and II of the EUR eANP* refers).
2. You may wish to note that the new EUR eANP Volume II is prepared in accordance with the eANP Template approved by the ICAO Council on 18 June 2014, and will replace the current EUR FASID ANP.
3. In accordance with the established procedure for the amendment of Air Navigation Plans, I am to enquire whether your Administration has any objection to the proposal.
4. Since it is desirable to finalize action on this proposal with the minimum of delay, I shall be grateful if you will let me have your reply by the earliest practicable date, and, in any event, not later than **16 September 2016**.
5. In the event that the views of your Administration are not received by that date, it will be presumed that it has no objection to the proposed changes and the proposal will be processed accordingly.

Yours sincerely,

Luis Fonseca de Almeida
ICAO Regional Director
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Enclosure

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**PROPOSAL FOR AMENDMENT OF THE ICAO
EUROPEAN REGION AIR NAVIGATION PLAN, VOLUME II**

(Serial No.: EUR/NAT-II 16/03-AOP/CNS/ATM/MET/SAR/AIM)

- a) **Plan:** Doc 7754 – European (EUR) Region, eANP Volume II
- b) **Proposed amendment:** **New Volume II, Part 0 – Introduction, Part I – General Planning Aspects GEN, Part II – AOP, Part III – CNS, Part IV – ATM, Part V – MET, Part VI – SAR, and Part VII – AIM.**
- Replace in toto** the existing EUR FASID (Doc 7754), with new EUR eANP (Doc 7754), Volume II, available at: <http://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx> under “_New eANP EUR”.
- c) **Originated by:** Secretary General
- d) **Originator’s reasons for amendment:** The 12th Air Navigation Conference (AN-Conf/12), through Recommendation 6/1, agreed that the regional air navigation plans (ANP) be aligned with the Fourth Edition of the Global Air Navigation Plan (GANP) (Doc 9750). Accordingly, the new EUR eANP was endorsed by the EANPG (EANPG Conclusion 57/06 *PfAs to Volumes I and II of the EUR eANP* refers) in accordance with the ICAO Council approved ANP Template.
- e) **Intended date of implementation:** Upon approval
- f) **Proposal circulated to the following States and organizations:**
- | | | |
|------------------------|---------------------|---|
| Albania | Ireland | Spain |
| Algeria | Israel | Sweden |
| Andorra | Italy | Switzerland |
| Armenia | Kazakhstan | Tajikistan |
| Austria | Kyrgyzstan | The Former Yugoslav Republic of Macedonia |
| Azerbaijan | Latvia | Tunisia |
| Belarus | Lithuania | Turkey |
| Belgium | Luxembourg | Turkmenistan |
| Bosnia and Herzegovina | Malta | Ukraine |
| Bulgaria | Monaco | United Kingdom |
| Canada | Montenegro | United States |
| Croatia | Morocco | Uzbekistan |
| Cyprus | Netherlands | |
| Czech Republic | Norway | Eurocontrol |
| Denmark | Poland | European Commission |
| Estonia | Portugal | IACA |
| Finland | Republic of Moldova | IAOPA |
| France | Romania | IATA |
| Georgia | Russian Federation | IBAC |
| Germany | San Marino | IFAIMA |
| Greece | Serbia | IFALPA |
| Hungary | Slovakia | IFATCA |
| Iceland | Slovenia | |
- g) **Secretariat Comments:**
- With reference to Table AOP II-1 [Requirements and capacity assessment in international aerodromes], States should check the RFF categories and physical characteristics of these aerodromes and provide updates as necessary.
 - With reference to Table MET II-3 [VHF VOLMET broadcast], States should check and provide further input.

EUROPEAN (EUR) AIR NAVIGATION PLAN

VOLUME II

Disclaimer

EUR eANP Volume I was endorsed by the EANPG (EANPG Conclusion 57/06 - PfAs to Volumes I and II of the EUR eANP refers) and is subject to approval by the ICAO Council.

EUROPEAN (EUR) AIR NAVIGATION PLAN

VOLUME II

DRAFT

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Specific Regional Requirements

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EUR ANP, VOLUME II

PART 0 – INTRODUCTION

1. GENERAL

1.1 The background to the publication of ANPs in three volumes is explained in the Introduction in Volume I. The procedure for amendment of Volume II is also described in Volume I.

1.2 Volume II contains dynamic plan elements related to:

- a) the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services; and
- b) the mandatory requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.3 Volume II does not list all facilities in the region but only those required for international civil aviation operations in accordance with regional air navigation agreements. A regional air navigation agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified. Documents from the Integrated Aeronautical Information Package and other publications should be consulted for information on additional facilities and for operational information in general. Detailed guidance material or concepts, complementary to the material in Volumes I, II and III are contained in documents that are referenced as EUR Documents.

2. MANAGEMENT OF REGIONAL AIR NAVIGATION PLANS

2.1 The elements in Volume II are reviewed 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 European and North Atlantic (EUR/NAT) Regional Office.

2.2 The information on States' facilities and services included in Volume II, should be updated following the process of regional air navigation agreements.

2.3 The development and maintenance of region-specific documents that provide detailed guidance material or concepts that are complementary to the material in Volumes I, II and III is the responsibility of the EANPG.

EUR ANP, VOLUME II

PART I – GENERAL PLANNING ASPECTS (GEN)

1. INTRODUCTION

1.1 The material in this part of Volume II of ANP is applicable to one or more parts of the ANP. It should be taken into consideration in the overall planning process for the EUR Region.

2. GENERAL REGIONAL REQUIREMENTS

2.1 To facilitate air navigation systems planning and implementation, homogenous ATM areas and/or major traffic flows/routing areas have been defined for the Region. While these areas of routing do not encompass all movements in the Region, they include the major routes. This includes the domestic flights in that particular area of routing.

Homogeneous ATM area

2.2 A homogeneous ATM area is an airspace with a common ATM interest, based on similar characteristics of traffic density, complexity, air navigation system infrastructure requirements or other specified considerations. In such an ATM area a common detailed plan will foster the implementation of interoperable ATM systems. Homogeneous ATM areas may extend over States, specific portions of States, or groupings of States. They may also extend over large oceanic and continental areas. They are considered areas of shared interest and requirements.

2.3 The method of identifying homogeneous ATM areas involves consideration of the varying degrees of complexity and diversity of the worldwide air navigation infrastructure. Based on these considerations, planning could best be achieved at the global level if it was organized based on ATM areas of common requirements and interest, taking into account traffic density and the level of sophistication required.

Major traffic flows/routing areas

2.4 A major traffic flow refers to a concentration of significant volumes of air traffic on the same or proximate flight trajectories. Major traffic flows may cross several homogeneous ATM areas with different characteristics.

2.5 A routing area encompasses one or more major traffic flows, defined for the purpose of developing a detailed plan for the implementation of ATM systems and procedures. A routing area may cross several homogeneous ATM areas with different characteristics. A routing area specifies common interests and requirements of underlying homogeneous areas, for which a detailed plan for the implementation of ATM systems and procedures either for airspace or aircraft will be specified.

2.6 The homogeneous ATM areas and major traffic flows/routing areas identified are given in [Table GEN II-1](#).

3. SPECIFIC REGIONAL REQUIREMENTS

Specific Regional Arrangements – Single European Sky, Functional Airspace Blocks

3.1 Single European Sky (SES) is a project of European Union for the modernization of the ATM system. It was launched by the European Commission (EC) in order to cope with a sustained air traffic growth while reducing environmental impact and increasing the safety and efficiency of air traffic operations.

3.2 The establishment of Functional Airspace Blocks (FABs) is a key mechanism of the Single European Sky (SES) and enables an increased cooperation and integration across borders leading to a more rational organisation of airspace and service provision aimed at meeting the performance expectations of the airspace users and that of the European Union through its performance scheme. FABs are a major tool to reduce airspace fragmentation and are necessary to accommodate the steadily growing traffic and to minimise delays by managing the traffic more dynamically. Objectives of enhancing current safety standards and overall efficiency can best be achieved through an increase of the scale of operations, regardless of national borders. This also implies civil-military coordination in airspace and ATM. The concept of FABs was defined in the 1st legislative package (2004) of the SES and further developed in the 2nd legislative package (2009). The creation of FABs is one of the cornerstones of the SES.

3.3 Nine FABs have been defined and are in varying development stages. They are supposed to respond to the criteria defined under homogeneous ATM areas in 2.2 above. [Table GEN II-2](#) reflects the current Functional Airspace Blocks (FAB) arrangements as registered with ICAO in line with the *Rules for Registration with ICAO of Aeronautical Agreements and Arrangements* (Doc 6685).

ASBU Implementation

3.4 The EANPG established a process on the regional monitoring of the Aviation System Block Upgrade (ASBU) implementation. The prioritization of ASBU modules will be reviewed on an annual basis and be extended to cover other modules, as needed. Further details on ASBU implementation and monitoring can be found in Volume III.

Regional Performance Framework

3.5 The regional performance framework defined in the ICAO EUR Region comprises the definition of performance objectives, suitable Key Performance Areas (KPAs), Indicators (KPIs) and realistically measurable metrics to facilitate the regional implementation of a performance based approach. This regional performance framework, reflected in [EUR Doc 030](#), identifies a selection of key performance areas (KPAs), namely, Safety, Capacity, Efficiency, Environment, Cost Effectiveness and Participation by ATM community, objectives within these KPAs and a list of useful, realistic and measurable indicators to be applied in the whole EUR Region and be collected from all States without requiring huge effort.

3.6 The document also describes roles and responsibilities of the ‘actors’ involved in this work as well as the processes for the functioning of the performance framework within the Region. It must be stressed that the regional performance framework neither addresses performance targets nor measures like incentives/disincentives. The implementation of this performance framework will result in a report on the regional performance status at every EANPG meeting, so that the EANPG will be in the position to identify and decide on which areas improvements are needed and to define a strategy to address such needs. It should be noted that for the States in the ICAO EUR Region that are members of sub-regional institutional arrangements (e.g. European Union), a maximum (re-)use of existing data and processes, and notably stemming from their own performance framework, will be made.

TABLE GEN II-1 - HOMOGENEOUS AREAS AND MAJOR TRAFFIC FLOWS IDENTIFIED IN THE EUR REGION

EXPLANATION OF TABLE

Column		
1	Area of routing (AR)	Sequential number of area of routing
2	Homogeneous Areas and/or Traffic flows	Brief description and/or name
3	FIRs involved	List of FIRs concerned
4	Type of area covered	Brief description of type of area, examples: Oceanic or Continental High or low density Oceanic en-route or Continental en-route
5	Remarks	Homogeneous ATM Area and/or Major Traffic Flow and Region(s) concerned

Area of routing (AR)	Homogeneous Areas and/or Traffic flows	FIRs involved	Type of area covered	Remarks
1	2	3	4	5
AR-1	High Density	Albania (Tirana), Austria (Wien), Belgium (Bruxelles), Bosnia and Herzegovina (Sarajevo), Bulgaria (Sofia), Croatia (Zagreb), Cyprus (Nicosia), Czech Republic (Praha), Denmark (Kobenhavn, Sondrestrom), France (Bordeaux, Brest, Marseille, Paris, Reims, France UIR), Germany (Bremen, Langen, Munich, Switzerland, Hannover UIR, Rhein UIR), Greece (Athina), Hungary (Budapest), Ireland (Shannon), Italy (Milano, Roma, Brindisi), Netherlands (Amsterdam), Norway (Bodo Oceanic, Norway), Poland (Warszawa), Portugal (Lisboa, Santa Maria), Romania (Bucuresti), Russian Federation (Moscow), Serbia and Montenegro (Beograd), Slovakia (Bratislava), Slovenia (Ljubljana), Spain (Barcelona, Madrid, Canarias), Sweden (Sweden), Switzerland (Switzerland), The former Yugoslav Republic of Macedonia (Skopje), Turkey (Ankara, Istanbul), UK (London, Scottish, Shanwick Oceanic)	Continental and High Seas high density	High density area with intra-EUR Region flights and flights to/from other ICAO regions
AR-2	Medium Density	Belarus (Minsk), Estonia (Tallinn), Latvia (Riga), Lithuania (Vilnius), Malta (Malta), Morocco (Casablanca), Republic of Moldova (Moldova), Russian Federation (Sankt-Peterburg), Ukraine (Dnipropetrovs'k, Kyiv, L'viv, Odesa, Simferopol')	Continental and High Seas medium density	Medium density area with intra-EUR Region flights and flights to/from other ICAO regions

Area of routing (AR)	Homogeneous Areas and/or Traffic flows	FIRs involved	Type of area covered	Remarks
1	2	3	4	5
AR-3	Low Density	Algeria (Alger), Armenia (Yerevan), Azerbaijan (Baku), Finland (Finland), Georgia (Tbilisi), Iceland (Reykjavik), Israel (Tel Aviv), Kazakhstan (Aktobe, Almaty, Astana, Shymkent), Kyrgyzstan (Bishkek, Osh), Russian Federation (Arkhangelsk, Chelyabinsk, Chulman, Irkutsk, Kaliningrad, Kamenny Mys, Kazan, Khabarovsk, Kirov, Kotlas, Krasnoyarsk, Magadan, Magnitogorsk, Milkovo, Mirny, Murmansk, Naryan-Mar, Novosibirsk, Olekminsk, Ossora, Perm, Petropavlovsk-Kamchatsky, Poliarny, Rostov-Na-Donu, Salekhard, Samara, Simferopol, Syktyvkar, Tarko-Sale, Tyumen, Ust-Kamchatsk, Vologda, Yakutsk, Yekaterinburg), Tajikistan (Dushanbe), Tunisia (Tunis), Turkmenistan (Ashgabat, Dashoguz, Turkmenabat, Turkmenbashi), Uzbekistan (Nukus, Samarkand, Tashkent)	Continental and High Seas low density	Low density area with intra-EUR Region flights and flights to/from other ICAO regions
AR-4	Europe to/from North America	Denmark (Sondrestrom), France (Brest, France UIR), Ireland (Shannon), Norway (Bodo Oceanic, Norway), Portugal (Lisboa, Santa Maria), Spain (Madrid, Canarias), UK (London, Scottish, Shanwick Oceanic)	Continental high density	Major traffic flow linking Europe to/from North America via North Atlantic; Requires coordination on all ATM/CNS aspects between EUR and NAT Regions
AR-5	Western Europe/North America to Far East Asia via Trans-Polar Transit routes	Finland (Finland), Norway (Bodo Oceanic, Norway), Russian Federation (Arkhangelsk, Chulman, Irkutsk, Kamenny Mys, Khabarovsk, Krasnoyarsk, Magadan, Mirny, Murmansk, Naryan-Mar, Olekminsk, Petropavlovsk-Kamchatsky, Poliarny, Salekhard, Sankt-Peterburg, Syktyvkar, Tarko-Sale, Yakutsk), Japan	Continental high/medium/low density	Traffic flow via ATS route A333, all routes north of it and free route airspace Requires coordination on all ATM/CNS aspects between EUR and APAC Regions
AR-6	Western Europe to Far East Asia via Trans-Siberian Transit routes	Belarus (Minsk), Estonia (Tallinn), Finland (Finland), Latvia (Riga), Lithuania (Vilnius), Poland (Warszawa), Russian Federation (Arkhangelsk, Chulman, Irkutsk, Kaliningrad, Kamenny Mys, Kazan, Khabarovsk, Kirov, Kotlas, Krasnoyarsk, Mirny, Moscow, Naryan-Mar, Novosibirsk, Olekminsk, Perm, Salekhard, Sankt-Peterburg, Syktyvkar, Tarko-Sale, Tyumen, Vologda, Yakutsk, Yekaterinburg), Japan	Continental high/medium/low density	Traffic flow via ATS routes/free route airspace south of A333 (excluding), up to and including the ATS route R211 Requires coordination on all ATM/CNS aspects between EUR and APAC Regions

Area of routing (AR)	Homogeneous Areas and/or Traffic flows	FIRs involved	Type of area covered	Remarks
1	2	3	4	5
AR-7	North America to Eastern Europe and Asia via Cross-Polar Transit routes	Belarus (Minsk), Denmark (Sondrestrom), Kazakhstan (Aktobe, Almaty, Astana, Shymkent), Russian Federation (Arkhangelsk, Chelyabinsk, Chulman, Irkutsk, Kamenny Mys, Kazan, Khabarovsk, Kirov, Kotlas, Krasnoyarsk, Magadan, Magnitogorsk, Mirny, Moscow, Murmansk, Naryan-Mar, Novosibirsk, Olekminsk, Perm, Poliarny, Rostov-Na-Donu, Salekhard, Samara, Sankt-Peterburg, Syktyvkar, Tarko-Sale, Tyumen, Vologda, Yakutsk), USA, Canada, Mongolia, China	Continental low density / Oceanic low density	Traffic flow via ATS routes/free route airspace linking North America with Eastern Europe and Asia through the airspace of the Russian Federation east of the ATS routes G476 and A74 up to the ATS route A218 (excluding) Requires coordination on all ATM/CNS aspects between EUR, NAT and APAC Regions
AR-8	North America to Southeast Asia via Trans-Eastern Transit routes	Russian Federation (Magadan, Petropavlovsk-Kamchatsky, Khabarovsk), USA, Canada, China	Continental low density / Oceanic low density	Traffic flow via ATS routes linking North America with Southeast Asia through the airspace of the Russian Federation including ATS route A218 and all routes east of it Requires coordination on all ATM/CNS aspects between EUR, NAT and APAC Regions
AR-9	Europe to Central and Southeast Asia via Trans-Asian Transit routes	Estonia (Tallinn), Finland (Finland), Kazakhstan (Aktobe, Almaty, Astana, Shymkent), Latvia (Riga), Lithuania (Vilnius), Russian Federation (Arkhangelsk, Chelyabinsk, Chulman, Irkutsk, Kaliningrad, Kamenny Mys, Kazan, Khabarovsk, Kirov, Kotlas, Krasnoyarsk, Magadan, Magnitogorsk, Milkovo, Mirny, Moscow, Murmansk, Naryan-Mar, Novosibirsk, Olekminsk, Ossora, Perm, Petropavlovsk-Kamchatsky, Poliarny, Rostov-Na-Donu, Salekhard, Samara, Sankt-Peterburg, Simferopol, Syktyvkar, Tarko-Sale, Tyumen, Ust-Kamchatsk, Vologda, Yakutsk, Yekaterinburg), Mongolia, China	Continental medium/low density	Traffic flow via ATS routes linking European States/free route airspace with Central and Southeast Asia, aligned south of ATS routes A222, B200 and A310, including ATS route G3 Requires coordination on all ATM/CNS aspects between EUR and APAC Regions

Area of routing (AR)	Homogeneous Areas and/or Traffic flows	FIRs involved	Type of area covered	Remarks
1	2	3	4	5
AR-10	Europe to Middle and South East Asia via Asian Transit routes	Armenia (Yerevan), Azerbaijan (Baku), Belarus (Minsk), Georgia (Tbilisi), Kazakhstan (Aktobe, Almaty, Astana, Shymkent), Kyrgyzstan (Bishkek, Osh), Russian Federation (Moscow, Rostov-Na-Donu, Samara), Tajikistan (Dushanbe), Turkey (Ankara, Istanbul), Turkmenistan (Ashgabat, Dashoguz, Turkmenabat, Turkmenbashi), Ukraine (Dnipropetrovs'k, Kyiv, L'viv, Odesa, Simferopol'), Uzbekistan (Nukus, Samarkand, Tashkent), Iran, Afghanistan	Continental high/medium/low density	Traffic flow via ATS routes/free route airspace linking European States with Middle Asia, south of ATS route G3 Requires coordination on all ATM/CNS aspects between EUR, MID and APAC Regions
AR-11	Europe/North America to Middle East	Armenia (Yerevan), Azerbaijan (Baku), Cyprus (Nicosia), Georgia (Tbilisi), Greece (Athina), Turkey (Ankara, Istanbul), Turkmenistan (Ashgabat, Dashoguz, Turkmenabat, Turkmenbashi)	Continental high/medium/low density	Traffic flow via ATS routes/free route airspace linking the EUR Region and North America with the Middle East Requires coordination on all ATM/CNS aspects between EUR and MID Regions
AR-12	Europe/North America to Africa	Algeria (Alger), Cyprus (Nicosia), France (Bordeaux, Brest, Marseille, Paris, Reims, France UIR), Greece (Athina), Italy (Milano, Roma, Brindisi), Malta (Malta), Morocco (Casablanca), Portugal (Lisboa, Santa Maria), Spain (Barcelona, Madrid, Canarias), Tunisia (Tunis)	Continental high/medium/low density	Traffic flow via ATS routes/free route airspace linking the EUR Region and Africa Requires coordination on all ATM/CNS aspects between EUR, MID and AFI Regions
AR-13	Europe to South America	Morocco (Casablanca), Portugal (Lisboa, Santa Maria), Spain (Barcelona, Madrid, Canarias)	Continental high/medium/low density	Traffic flow via ATS routes/free route airspace linking the EUR Region and South America Requires coordination on all ATM/CNS aspects between EUR, AFI and SAM Regions

TABLE GEN II-2 – FUNCTIONAL AIRSPACE BLOCKS (FAB) ARRANGEMENTS

ICAO Registration Number	Name of the FAB	Signatory States	Date Signed	Date of entry into force
5048	NEFAB	Norway*, Estonia, Finland Latvia	04/06/2012	23/12/2012
5049	BLUEMED	Cyprus*, Greece, Italy, Malta	12/10/2012	22/08/2014
5050	DANUBE	Romania*, Bulgaria	12/12/2011	16/11/2012
5591	SW FAB	Portugal*, Spain	17/05/2013	01/04/2014
5658	BALTIC	Lithuania, Poland*	17/07/2012	01/04/2014
5622	FABCE	Austria*, Bosnia and Herzegovina, Croatia, Czech Republic, Hungary, Slovakia and Slovenia	05/05/2011	03/08/2012
5640	FABEC	Belgium*, France, Germany, Luxembourg, the Netherlands and Switzerland	02/12/2010	01/06/2013
xxxx	UK-Ireland	United Kingdom - Ireland	12/06/2008	14/07/2008
5560	DK-SE	Denmark* - Sweden	17/12/2009	10/07/2010

Nota bene: * = registering Party

EUR ANP, VOLUME II**PART II – AERODROMES / AERODROME OPERATIONS (AOP)****1. INTRODUCTION**

1.1 This part of the EUR ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to aerodrome design and operations (AOP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AOP facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to AOP facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 [Table AOP II-1](#) contains the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in **Table AOP I-1** in Volume I. Table AOP II-1 shows the operational requirements at each aerodrome to be considered in planning the facilities and services for safe and efficient aircraft operations.

Visual aids for low visibility aerodrome operations

2.2 At aerodromes where there is a requirement to conduct low visibility operations, the appropriate visual and non-visual aids should be provided.

Non-precision approach aids

2.3 Where required by the topographic and/or environmental situation of an aerodrome, improved track guidance during departure and/or approach by specific non-visual and/or visual aids should be provided even if such aids would not normally be required in accordance with the SARPs.

Reduced runway declared distances for take-off

Note. — In the following operational requirements the term “intersection” is used to cover both intersection and junction concepts.

2.4 The reduced runway declared distances for take-off, as for those used for full runway declared distances, should consist of take-off run available (TORA), take-off distance available (TODA) and accelerate-stop distance available (ASDA).

2.5 The datum-line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge. The loss, if any, of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircraft’s take-off weight.

2.6 Intersections used as intermediate take-off positions should be identified by the “taxiway designator” to which the datum-line of the associated reduced runway declared distance for take-off refers.

2.7 At each international aerodrome, specific minima visibility for take-off should be established, regulating the use of intersection take-off positions. These minima should permit the appropriate ATC unit to maintain continuous a permanent surveillance of the ground movement operations, and the flight crews to constantly secure their position on the manoeuvring area, so as to exclude any potential risk of confusion as to the identification of the aircraft and intersections used for take-off. The minima should be consistent with the surface movement guidance and control system (SMGCS) provided at the aerodrome concerned.

2.8 The provision of marking and lighting aids together with signs should ensure the safe control and guidance of aircraft towards and at take-off intersections appropriate to the minima visibility criteria retained. At the runway holding position of the associated intersection take-off position, such signs should indicate the runway heading and the remaining TORA in metres.

2.9 At aerodromes regularly used by international commercial air transport, take-offs from runway/taxiway intersections may be justified for the following reasons:

- a) runway capacity improvement;
- b) taxi routes distances reduction;
- c) noise alleviation; and
- d) air pollution reduction.

2.10 The appropriate authorities should, upon prior consultation with aircraft operators, agree on the selection of suitable intermediate intersection take-off positions along the runway(s). Accordingly, authorities should determine the reduced runway declared distances for take-off associated with each selected intersection take-off position and establish the specific ATC rules and operational procedures/limitations. Such provisions should be published in the State aeronautical information publications (AIP).

Aerodrome capacity management

2.11 As an integral part of the air navigation system, the aerodrome should provide the needed ground infrastructure including, *inter alia*, lighting; taxiways; runway, including exits; aprons and precise surface guidance to improve safety and to maximize aerodrome capacity in all weather conditions. An efficient aerodrome capacity planning and management should include:

- a) reduction of runway occupancy time;
- b) the capability to safely manoeuvre in all weather conditions whilst maintaining capacity;
- c) precise surface guidance to and from a runway required in all conditions; and
- d) availability of information on the position (to an appropriate level of accuracy) and intent of all vehicles and aircraft operating on the movement area for the appropriate ATM community members.

2.12 States should ensure that adequate consultation and, where appropriate, cooperation between airport authorities and users/other involved parties are implemented at all international aerodromes to satisfy the provisions of aerodrome capacity assessment and requirement.

2.13 When international aerodromes are reaching designed operational capacity, a better and more efficient utilization of existing runways, taxiways and aprons is required. Runway selection procedures and standard taxi routes at aerodromes should ensure an optimum flow of air traffic with a minimum of delay and a maximum use of available capacity. They should also, if possible, take account of the need to keep taxiing times for arriving and departing aircraft as well as apron occupancy time to a minimum. The airport collaborative decision making (A-CDM) concept should be implemented to improve airport capacity as early as possible.

Aerodrome capacity assessment and requirement

2.14 The declared capacity/demand condition at aerodromes should be periodically reviewed in terms of a qualitative analysis for each system component and, when applicable, the result of the qualitative assessment upon mutual agreement be used for information.

2.15 The future capacity/demand, based on a forecast for the next five years, should be agreed upon after close cooperation between aerodrome authorities and affected users.

2.16 Operators should consult with aerodrome authorities when future plans indicate a significant increased requirement for capacity resulting in one of the elements reaching a limiting condition.

2.17 Aerodrome capacity should be assessed by aerodrome authorities in consultation with the parties involved for each component (terminal/apron/aircraft operations) using agreed methods and criteria for level of delays.

2.18 Where restrictions in aerodrome capacity are identified, a full range of options for their reduction or removal should be evaluated by the aerodrome authority, in close cooperation with the operators and other involved parties. Such options should include technical/operational/procedural and environmental improvements and facility expansion.

2.19 At many aerodromes, airspace capacity has influence on the aerodrome capacity. If the declared capacity of a specified airspace has influence on aerodrome operations, this should be indicated and action undertaken to reach a capacity in this airspace corresponding to the aerodrome capacity.

2.20 The possibility of overcoming capacity limitations should also take the use of other aerodromes in the vicinity into consideration.

Closure of regular aerodromes

2.21 When a regular aerodrome is to be closed, States should ensure that sufficient alternate aerodromes remain open to provide for the safety and efficiency of aircraft approaching the regular aerodrome that may be required to divert to an alternate.

Scheduling aerodrome maintenance

2.22 States, when planning major aerodrome maintenance work that would affect the regularity of international aircraft operations, should consider the need to notify aircraft operators sufficiently in advance prior to undertaking the scheduled work.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 None.

**TABLE AOP II-1 – REQUIREMENTS AND CAPACITY ASSESSMENT IN
INTERNATIONAL AERODROMES IN THE EUR REGION**

EXPLANATION OF THE TABLE

Note: Columns 3 to 5 for physical characteristics relate to runways and taxiways. The physical characteristics of taxiways and aprons should be compatible with the aerodrome reference code (Column 3) and appropriate for the runways with which they are related.

Column

- 1 Name of the city and aerodrome, preceded by the location indicator.

Note 1— 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 a city.

Designation of the aerodrome as:
RG – international general aviation, regular use;
RS — international scheduled air transport, regular use;
RNS — international non-scheduled air transport, regular use;
AS — international scheduled air transport, alternate use; and
ANS — international non-scheduled air transport, alternate use.
- 2 Required rescue and firefighting service (RFF). The required level of protection expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, 9.2.
- 3 Aerodrome reference code (RC). The aerodrome reference code for aerodrome characteristics expressed in accordance with Annex 14, Volume I, chapter 1. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facilities are provided.
- 4 Runway Designation numbers
- 5 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1, are:
NINST — non-instrument runway;
NPA — non-precision approach runway;
PA1 — precision approach runway, Category I;
PA2 — precision approach runway, Category II;
PA3 — precision approach runway, Category III.
- 6 Remarks. Additional information including critical design aircraft selected for determining RC, critical aircraft selected for determining the RFF category and critical aircraft for pavement strength. Only one critical aircraft type is shown if it is used to determine all the above three elements: otherwise different critical aircraft types need to be shown for different elements.

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
Albania					
TIRANA LATI RS	7	4C	18 36	PA-1 NINST	
Algeria					
ADRAR / Touat-Cheikh Sidi Mohamed Belkebir DAUA RS	7	4C	04 22	NPA NINST	
ALGER / Houari Boumediene DAAG RS	9	4E	05 23 09 27	NPA PA-2 PA-1 NPA	
ANNABA / Rabah Bitat DABB RS	8	4D	01 19 05 23	NINST PA-1 NINST NPA	
BATNA / Mostapha Ben Boulaid DABT RS	5	4D	05 23	NINST NPA	
BEJAIA / Soummam-Abane Ramdane DAAE RS	7	4C	08 26	NINST NPA	
BISKRA / Mohamed Khider DAUB RS	6	4C	13 31	NINST PA-1	
CHLEF DAOI RS	6	4D	08 26 07 25	NINST NPA NINST NINST	
CONSTANTINE / Mohamed Boudiaf DABC RS	8	4E	16 34 14 32	NINST PA-1 NINST PA-1	
DJANET / Tiska DAAJ RS	7	4D	13 31 02 20	NPA NINST NPA NINST	
GHARDAIA / Noumerat-Moufdi Zakaria DAUG RS	8	4D	12 30 18 36	NINST PA-1 NINST NPA	
HASSI MESSAOUD / Oued Irara-Krim Belkacem DAUH RS	7	4D	18 36	NPA PA-1	
JIJEL / Ferhat Abbas DAAV RS	5	4C	17 35	NPA NINST	
ORAN / Ahmed Benbella DAOO RS	9	4E	07L 25R 07R 25L	NINST NPA NINST PA-1	
SETIF / 8 Mai 45 DAAS RS	5	4C	09 27	NPA NINST	
TAMANRASSET / Aguenar-Hadj Bey Akhamok DAAT RS	8	4D	02 20 08 26	NPA PA-1 NINST NINST	
TEBESSA / Cheikh Larbi Tebessi DABS RS	5	4D	11 29 12 30	NPA NINST NPA NINST	
TIARET / Abdelhafid Boussouf Bou Chekif	5	4C	08	NINST	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
DAOB RS			26	NPA	
TLEMCEN / Zenata Messali El Hadj	6	4C	07	NINST	
DAON RS			25	NPA	
ZARZAITINE / In Amenas	6	4C	05	NINST	
DAUZ RS			23	NPA	
			14	NINST	
			32	NINST	
Andorra					
					No information
Armenia					
GYUMRI / Shirak	6	4D	02	PA-2	
UDSG RS			20	NPA	
YEREVAN / Erebuni	7	4D	03	NPA	Military
UDYE ANS			21	NINST	
YEREVAN / Zvartnots	9	4D	09	PA-2	
UDYZ RS			27	NPA	
Austria					
GRAZ	9	4E	17	NINST	RFF 10 on request, special procedures for ICAO Code F aircrafts, see AIP
LOWG RS			35	PA-3	
INNSBRUCK	8	3D	08	NINST	
LOWI RS			26	PA-1	
KLAGENFURT	8	4E	10	NINST	
LOWK RS			28	PA-1	
LINZ	9	4E	08	NPA	
LOWL RS			26	PA-3	
SALZBURG	9	4E	15	PA-1	RFF 10 on request, special procedures for ICAO Code F aircrafts, see AIP
LOWS RS			33	NINST	
VOSLAU	-	-	13	NINST	RFF and RC due to national legislation N/A
LOAV RG			31	NINST	
WIEN-SCHWECHAT	9	4E	11	PA-1	RFF 10 on request, special procedures for ICAO Code F aircrafts, see AIP
LOWW RS			29	PA-1	
	9	4E	16	PA-1	RFF 10 on request, special procedures for ICAO Code F aircrafts, see AIP
			34	PA-1	
WR.NEUSTADT/OST	-	-	09	PA-3	RFF and RC due to national legislation N/A
LOAN RG			27	PA-1	
Azerbaijan					
BAKU / Heydar Aliyev International Airport	7	4D	16	PA-1	
UBBB RS			34	PA-1	
			18	PA-2	
			36	PA-2	
GANJA	4	4D	12	NPA	
UBBG RS			30	NPA	
NAKHCHIVAN	4	4E	14L	NPA	
UBBN RS			32R	NINST	
			14R	NINST	
			32L	NINST	
Belarus					
BREST	8	4F	11	NPA	
UMBB RNS			29	NPA	
HOMIEL	6	4D	11	NPA	
UMGG RNS,AS			29	NPA	
HRODNA	6	4D	17	NPA	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
UMMG RNS			35	NPA	
MAHILIOU	6	4D	13	NPA	
UMOO RNS			31	NPA	
MINSK-1	5	3D	12	NPA	
UMMM RNS			30	NPA	
MINSK-2	8	4F	13	PA-1	
UMMS RS			31	PA-2	
VICIEBSK	6	4D	06	NPA	
UMII RNS			24	NPA	
Belgium					
ANTWERPEN / Deurne	7	3C	11	NINST	
EBAW RS			29	PA-1	
BRUSSELS / Brussels-National	9	4E	07L	NPA	
EBBR RS			25R	PA-3	
		4E	07R	NPA	
			25L	PA-3	
		4E	01	PA-1	
			19	PA-1	
CHARLEROI / Brussels South	7 (8 O/R)	4D	07	NINST	
EBCI RS			25	PA-3	
KORTRIJK / Wevelgem	6	2B	06	NINST	
EBKT RS			24	NPA	
LIEGE / Liege	10	4E	05R	PA-1	
EBLG RS			23L	PA-3	
		4E	05L	NINST	
			23R	PA-1	
OOSTENDE-BRUGGE / Oostende	9	4E	08	NPA	
EBOS RS			26	PA-1	
Bosnia and Herzegovina					
BANJA LUKA	6	4D	17	PA-1	
LQBK RS			35	NINST	
MOSTAR	6	4C	16	NINST	
LQMO RS			34	NPA	
SARAJEVO	8	4D	12	PA-1	
LQSA RS			30	NINST	
TUZLA		4C	09	NPA	
LQTZ RNS			27	NINST	
Bulgaria					
BURGAS	8	4E	04	NPA	
LBBG RS			22	PA-1	
SOFIA	8	4E	09	PA-1	
LBSF RS			27	PA-2/3	
VARNA	8	4E	09	PA-1	
LBWN RS			27	NPA	
Croatia					
BRAC / Brac I.	3	3C	04	NPA	
LDSB RNS			22	NPA	
DUBROVNIK / Cilipi	6 (7 O/R)	4E	12	PA-1	
LDDU RS			30	NPA	
LOSINJ / Losinj I.	2	2B	02	NPA	
LDLO RNS			20	NPA	
OSIJEK / Klisa	3	4E	11	NPA	
LDOS RNS			29	NINST	
PULA	3 (6 O/R)	4E	09	NPA	
LDPL RS			27	PA-1	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
RIJEKA / Krk I. LDRI RS	3 (6 O/R)	4E	14 32	PA-1 NPA	
SPLIT / Kastela LDSP RS	6 (8 O/R)	4E	05 23	PA-1 NPA	
VRSAR / Crljenka LDPV RG	1	1A	01 19	NINST NINST	
ZADAR / Zemunik LDZD RS	3 (6 O/R)	4E 4E	04 14 32	NPA NINST NPA	
ZAGREB / Pleso LDZA RS	6 (9 O/R)	4E	05 23	PA-2 PA-1	
Cyprus					
LARNACA / Intl LCLK RS	8 (9 from 01May to 31Oct)	4E	04 22	NPA PA-1	
NICOSIA / Intl DCA LCNC AS	-	-	-	-	Aerodrome temporarily closed.
PAFOS / Intl LCPH RS	7	4E	11 29	NPA PA-1	
Czech Republic					
BRNO / Turany LKTB RNS	7	4D	09 27	NPA PA-1	
KARLOVY VARY LKKV RS	4 (7 O/R)	3C	11 29	NPA PA-1	
OSTRAVA / Mosnov LKMT RS	7 (10 O/R)	4E	04 22	NPA PA-2	
PARDUBICE LKPD RNS	7	4D	09 27	NPA PA-1	
PRAHA / Ruzyně LKPR RS	10	4E 4E 4E	12 30 06 24 04 22	NPA PA-1 PA-1 PA-3 NINST NINST	CLSD CLSD
Denmark					
AALBORG EKYT RS	7	4C	08L 26R	PA-1 PA-1	
AARHUS EKAH RS	7	4C	10R 28L	PA-1 PA-2	
BILLUND EKBI RS	9	4 4E	09 27 12 30	PA-3 PA-3 PA-2 PA-2	
ESBJERG EKEB RS	9	4D	08 26	PA-1 PA-1	
KOBENHAVN / Kastrup EKCH RS	9	4E 4E 4D	04R 22L 04L 22R 12 30	PA-1 PA-3 PA-2 PA-1 PA-1	
KOBENHAVN / Roskilde EKRK RG	3	3C	03 21	NPA PA-1	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
		3C	11 29	PA-1 NINST	
KOLDING EKVD RG	4	2B	10 28	NPA NPA	
ODENSE / Hans Christian Andersen EKOD RG	6	3C	06 24	NPA PA-1	
RONNE EKRN RS	7	4C	11 29	PA-1 PA-1	
SINDAL EKSN RG	4	2B	09 27	NPA NINST	
SONDERBORG EKSB RG	5	3C	14 32	NPA PA-1	
STAUNING EKVJ RG	4	3C	10 28	NPA PA-1	
Estonia					
KARDLA EEKA RG	5	3C	14 32	NPA NPA	
KURESSAARE EEKE RG	4	3C	05 23 18 36	NINST NINST NPA NPA	
LENNART MERI TALLINN EETN RS	7	4D	08 26	PA-1 PA-1	
PARNU EEMU RG	3	4D	03 21	NPA NPA	
TARTU EETU RG	3	3C	08 26	NPA NPA	
Finland					
ENONTEKIO EFET RNS	5/7	4C	03 21	NPA PA-1	
HALLI EFHA RNS	0	4C	08 26	NINST PA-1	
HELSINKI-MALMI EFHF RG	3	2B 1B	18 36 09 27	NPA NPA NPA NPA	
HELSINKI-VANTAA EFHK RS	9	4E 4E 4E	04R 22L 04L 22R 15 33	PA-1 PA-2 PA-3 PA-2 PA-1 NPA	
IVALO EFIV RG	7	4C	04 22	NPA PA-1	
JOENSUU EFJO RNS	5/7	4C	10 28	NPA PA-1	
JYVÄSKYLÄ EFJY RNS	5/7	4D	12 30	NPA PA-1	
KEMI-TORNIO EFKE RNS	5/7	4C	18 36	PA-1 NPA	
KITTILÄ EFKT RNS	5/7	4D	16 34	NPA PA-1	
KOKKOLA-PIETARSAARI EFKK RNS	5/7	4C 2B	01 19 11	NPA PA-1 NINST	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
			29	NINST	
KUOPIO EFKU RNS	5/7	4D	15 33	NPA PA-1	
KUUSAMO EFKS RNS	5/7	4C	12 30	PA-1 NPA	
LAPPEENRANTA EFLP RNS	5/7	4D	06 24	PA-1 NPA	
MARIEHAMN EFMA RS	5	4C	03 21	NPA PA-1	
MIKKELI EFMI RNS	5 (6 O/R)	3C	11 29	PA-1 NPA	
OULU EFOU RS	5 (7 O/R)	4D	12 30	PA-2 NPA	
PORI EFPO RNS	5 (7 O/R)	4C	12 30 2B 17 35	NPA PA-1 NINST NINST	
ROVANIEMI EFRO RS	5/7 (8 O/R)	4D	03 21	NPA PA-2	
SAVONLINNA EFSA RNS	5/7	4C	12 30	PA-1 NPA	
SEINÄJOKI EFSI RNS	5 (7 O/R)	4C	14 32	NPA PA-1	
TAMPERE-PIRKKALA EFTP RS	5/7	4D	06 24	NPA PA-1	
TURKU EFTU RS	5/7	4D	08 26	NPA PA-1	
UTTI EFUT RNS	0	4C	07 25	NPA PA-1	
VAASA EFVA RS	5/7 (8 O/R)	4D	16 34 2B 11 29	PA-1 NPA NINST NINST	
VARKAUS EFVR RNS	5	4C	14 32	PA-1 NPA	
France					
AJACCIO / Napoleon Bonaparte LFKJ RS	7	4C	02 20	PA-1 NINST	
AVIGNON-CAUMONT LFMV RS	5	4C	17 35	PA-1 NINST	
BALE-MULHOUSE LFSB RS	8	4E	15 33	PA-3, T/O PA-1	See also under Switzerland.
BASTIA-PORETTA LFKB RS	7	4C	16 34	NINST PA-1	
BEAUVAIS-TILLE LFOB RS	7	4D	12 30	PA-3, T/O PA-1	
BERGERAC-ROUMANIERE LFBE RS	7	4C	10 28	NPA PA-1	
BEZIERS-VIAS LFMU RS	7	4C	09 27	PA-1 NPA	
BIARRITZ-ANGLET LFBZ RS	7	4D	09 27	NPA PA-1	
BORDEAUX-MERIGNAC	8	4E	05	NPA	New "Billi 1" Terminal

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
LFBD RS			23 11 29	PA-3, T/O NPA PA-1	devoted to low cost traffic. "Billi 2" terminal under construction.
BREST / Bretagne LFRB RS	7	4D	07R 25L	NPA PA-3/T/O	
BRIVE-SOULLAC LFSL RS	7	4C	11 29	NPA PA-1	
CALVI / Sainte-Catherine LFKC RS	5	4D	18 36	NPA NINST	
CANNES-MANDELIEU LFMD RG	4	3C	17 35	NINST NPA	
CARCASSONNE-SALVAZA LFMK RS	7	4C	10 28	PA-1 NINST	
CHALONS-VATRY LFOK RS	7	4E	10 28	PA-3,T/O PA-1	
CHAMBERY / Aix-Les-Bains LFLB RS	6	4C	18 36	PA-1 NINST	
CLERMONT-FERRAND / Auvergne LFLC RS	7	4D	08 26	NINST PA-3 T/O	
DEAUVILLE / Normandie LFRG RS	7	4C	12 30	NPA PA-1	
DINARD-PLEURTUIT-SAINT-MALO LFRD RS	7	4C	17 35 12 30	NPA PA-1 NINST NINST	
DOLE-TAUAUX LFGJ RS	5	4D	05 23	PA-1 NINST	
FIGARI-SUD-CORSE LFKF RS	6	4C	05 23	NPA PA-1	
GRENOBLE / Isere LFLS RS	7	4C	09 27	PA-1 NPA	
HYERES-LE PLYVESTRE LFTH RS	7	4C	05 23	PA-1 NINST	
LA ROCHELLE / Ile de Re LFBH RS	7	3C	09 27	NINST PA-1	
LILLE-LESQUIN LFQQ RS	7	4E	08 26	NPA PA-3 T/O	
LIMOGES-BELLEGARDE LFBL RS	7	4D	03 21	NPA PA-3 T/O	
LYON / Bron LFLY RG	5	4C	16 34	NPA PA-1	
LYON / Saint Exupery LFLL RS	9	4E	18R 36L 18L 36R	NPA PA-3 T/O PA-1 PA-3 T/O	O: RWY 18L/36R is 2670 m TORA T and A: ongoing extension.
MARSEILLE-PROVENCE LFML RS	8	4E	13L 31R 13R 31L	PA-3 PA-1 PA-1 NPA	
METZ-NANCY-LORRAINE LFJL RS	7	4E	04 22	NPA PA-3 T/O	
MONTPELLIER / Mediterranee LFMT RS	7	4C	12L 30R	NPA PA-1	
NANTES / Atlantique	9	4D	03	PA-3 T/O	

City / Aerodrome / Designation	RFI category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
LFRS	RS		21	NPA	
NICE / Cote d'Azur LFMN	RS	9	4E 04L 22R 04R 22L	PA-1 NPA NPA NPA	
NIMES-GARONS LFTW	RS	6	4C 18 36	PA-1 NPA	
PARIS / Charles de Gaulle LFPG	RS	10	4E 08L 26R 08R 26L 09L 27R 09R 27L	PA-3 T/O PA-3 T/O PA-3 T/O PA-3 T/O PA-3 T/O PA-3 T/O PA-3 T/O PA-3 T/O	
PARIS / Le Bourget LFPB	RG	8	4E 03 21 07 25 09 27	NPA NINST PA-1 NPA NINST PA-1	
PARIS / Orly LFPO	RS	9	4E 06 24 08 26 02 20	PA-3 T/O PA-1 T/O NPA T/O PA-3 T/O PA-1 NPA	
PAU / Pyrenees LFBP	RNS	7	4D 13 31	NPA PA-3 T/O	
PERPIGNAN-RIVESALTES LFMP	RS	7	4C 15 33	NPA PA-1	
POITIERS-BIARD LFBF	RS	5	4C 03 21	NPA PA-1	
RENNES-SAINT-JACQUES LFRN	RS	6	4D 10 28	NPA PA-1	
RODEZ-AVEYRON LFCR	RS	7	3C 13 31	NPA PA-1	
SAINT-ETIENNE / Bouthéon LFMH	RS	7	4C 18 36	PA-1 NPA	
STRASBOURG-ENTZHEIM LFST	RS	7	4E 05 23	PA-1 PA-3 T/O	
TARBES-LOURDES PYRENEES LFBT	RS	7	4D 02 20	NPA PA-1	
TOULOUSE-BLAGNAC LFBO	RS	8	4E 14R 32L 14L 32R	PA-3 T/O PA-1 PA-1 PA-1	
TOURS / Val de Loire LFOT	RS	5	4D 02 20	NINST PA-1	
Georgia					
BATUMI UGSB	RS	5	4D 31 13	NINST NPA	
KUTAISI / Kopitnari UGKO	RS	7	4D 07 25	PA-1 NPA	
TBILISI		7	4D 13R	NPA	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
UGTB RS			31L	PA-1	
Germany					
ALLENDORF/EDER EDFQ RNS	3 (4 O/R)	2B	11 29	NINST NPA	
AUGSBURG EDMA RS	2	2C	07 25	NPA PA-1	
BARTH EDBH RS		2B	09 27	NINST NPA	
BAUTZEN EDAB RNS	3 (4 O/R)	3B	07 25	NINST NPA	
BAYREUTH EDQD RS	2	2B	06 24	NPA NINST	
BERLIN-SCHOENEFELD EDDB RS	9	4F	07L 25R	PA-3 PA-3	
BERLIN-TEGEL EDDT RS	9	4E 4E	08L 26R 08R 26L	PA-3 PA-3 PA-1 PA-2	
BIELEFELD EDLI RG		- -	11 29	NINST NINST	VFR only VFR only
BONN / Hangelar EDKB RG		-	11 29	NINST NINST	VFR only VFR only
BRAUNSCHWEIG-WOLFSBURG EDVE RNS	4	3C	08 26	NPA PA-1	
BREMEN EDDW RS	8	4E	09 27	PA-3 PA-3	
BREMERHAVEN EDWB RNS	3	2B	16 30	NPA NPA	
COBURG / Brandensteinebene EDQC RNS		1B	12 30	NINST NPA	
COTTBUS-DREWITZ EDCD RNS	4	4C	07 25	NPA NPA	
DONAUESCHINGEN-VILLINGEN EDTD RNS		2B	18 36	NINST NPA	
DONAUWOERTH / Hel EDPR RNS	H3		HELIPORT	NPA	
DORTMUND EDLW RS	7	4D	06 24	PA-2 PA-2	
DRESDEN EDDC RS	8	4F	04 22	PA-1 PA-3	
DUESSELDORF EDDL RS	9	4E 4E	05R 23L 05L 23R	PA-3 PA-3 PA-1 PA-3	
EGGENFELDEN EDME RNS	2	2B	08 26	NINST NPA	
EMDEN EDWE RNS	3 (4 O/R)	3C	07 25	NPA NPA	
ERFURT-WEIMAR EDDE RS	7 (8 O/R)	4E	10 28	PA-3 PA-3	
ESSEN / Muelheim EDLE RG			07 25	NINST NINST	VFR only VFR only
FLENSBURG / Schaeferhaus EDXF RG			11 29	NINST NINST	VFR only VFR only
FRANKFURT/MAIN	10	4E	07L	PA-3	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
EDDF RS		4E	25R 07C 25C 07R 25L 18	PA-3 PA-3 PA-3 PA-3 PA-3 T/O	
FRANKFURT-EGELSBACH EDFE RG			08 26	NINST NINST	VFR only VFR only
FRANKFURT-HAHN EDFH RS	10	4E	03 21	PA-1 PA-3	
FREIBURG / Breisgau EDTF RG			16 34	NINST NINST	VFR only VFR only
FRIEDRICHSHAFEN EDNY RS	6 (7 O/R)	4D	06 24	PA-1 PA-3	
GIEBELSTADT EDQG RS	4	3C	08 26	NPA NPA	
HAMBURG EDDH RS	9	4E 4E	05 23 15 33	PA-1 PA-3 PA-1 NPA	
HAMBURG-FINKENWERDER EDHI RNS	9	4F	05 23	PA-1 PA-1	
HANNOVER EDDV RS	9	4E 4E	09L 27R 09R 27L	PA-3 PA-3 PA-1 PA-1	
HASSFURT-SCHWEINFURT EDQT RS		2B	11 29	NINST NPA	
HERINGSDORF EDAH RNS	6	4D	10 28	NPA PA-1	
HOF-PLAUEN EDQM RS	4	2B	08 26	NPA PA-3	
INGOLSTADT / Manching ETSI AS	9	MIL	07R 25L 07L 25R	NPA PA-1 NPA NPA	
KARLSRUHE / Baden-Baden EDSB RS	10	4E	03 21	PA-1 PA-3	
KASSEL-CALDEN EDVK RS	7	4E	09 27	PA-1 PA-3	
KIEL-HOLTENAU EDHK RS	2 (5 O/R)	2C	08 26	PA-3 PA-3	
KOELN / Bonn EDDK RS	10	4F 4F 4E	14L 32R 14R 32L 06 24	PA-3 PA-3 NPA NPA NPA PA-1	
KONSTANZ EDTZ RG			12 30	NINST NINST	VFR only VFR only
LAAGE ETNL AS	7	4D	10 28	PA-1 PA-1	
LAHR EDTL RS	2 (3 O/R)	4E	03 21	NPA PA-1	
LANDSHUT			07	NINST	VFR only

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
EDML RG			25	NINST	VFR only
LEIPZIG-ALTENBURG AIRPORT EDAC RS	3 (7 O/R)	4D	04 22	NPA PA-1	
LEIPZIG / Halle EDDP RS	10	4E 4F	08L 26R 08R 26L	PA-3 PA-3 PA-3 PA-3	
LUEBECK-BLANKENSEE EDHL RS	6 (9 O/R)	4B	07 25	PA-2 PA-1	
MAGDEBURG / City EDBM RS		2B	09 27	NINST NPA	
MAGDEBURG / Cochstedt EDBC RNS	4 (7 O/R)	4E	08 26	NPA PA-1	
MANNHEIM / City EDFM RS	4	2B	09 27	NINST NPA	
MEMMINGEN EDJA RS	6 (9 O/R)	3C	06 24	NPA PA-1	
MENGEN-HOHEENTENGEN EDTM RNS	2	3B	08 26	NINST NPA	
MOENCHENGLADBACH EDLN RS	6	2C	13 31	PA-1 PA-1	
MUENCHEN EDDM RS	9 (10 O/R)	4F 4F	08R 26L 08L 26R	PA-3 PA-3 PA-3 PA-3	
MUENSTER / Osnabrueck EDDG RS	8 (9 O/R)	4B	07 25	PA-1 PA-3	
NEUBRANDENBURG EDBN AS			09 27	NINST NINST	VFR only, IFR planned VFR only, IFR planned
NIEDERRHEIN EDLV RS	7	4D	09 27	NPA PA-3	
NIEDERSTETTEN ETHN AS	5	MIL	07 25	NPA PA-1	
NORDHOLZ ETMN AS	8	MIL	08 26	NPA PA-1	
NUERNBERG EDDN RS	9	4E	10 28	PA-1 PA-3	
OBERPFAFFENHOFEN EDMO RNS	6	3C	04 22	NINST PA-1	
OBERSCHLEISSHEIM / Hel EDMX RNS	H2		HELIPORT	NPA	
OFFENBURG-BADEN EDTO RG			02 20	NINST NINST	VFR only VFR only
PADERBORN / Lippstadt EDLP RS	7 (8 O/R)	3C	06 24	PA-1 PA-1	
SAARBRUECKEN EDDR RS	7	3C	09 27	NPA PA-1	
SCHWAEBISCH HALL EDTY RNS	3 (5 O/R)	2B	10 28	NPA PA-1	
SCHWERIN-PARCHIM EDOP RS	10	4E	06 24	NPA PA-1	
SIEGERLAND EDGS RS	3 (5 O/R)	3C	13 31	NINST PA-1	
STADTLOHN-VREDEEN EDLS RG			11 29	NINST NINST	VFR only VFR only

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
STRAUBING EDMS RNS	2	2B	09 27	NINST NPA	
STUTTGART EDDS RS	10	4E	07 25	PA-3 PA-3	
SYLT EDXW RS	4	4D	14 32 06 24	NPA PA-1 NINST NINST	
TRIER-FOEHREN EDRT RG			04 22	NINST NINST	VFR only VFR only
WILHELMSHAVEN / Jadeweser Airport EDWI RS	2 (4 O/R)	2B	02 20	NPA NPA	
WORMS EDFV RG			06 24	NINST NINST	VFR only VFR only
ZWEIBRUECKEN EDRZ RS	7 (9 O/R)	4E	03 21	PA-1 PA-1	
Gibraltar United Kingdom					
GIBRALTAR / North Front LXGB RS	7	3D	09 27	NINST NINST	Military aerodrome, PPR required
Greece					
ALEXANDROUPOLIS / Dimokritos LGAL RNS	7	4D	07 25	NPA NPA	
ALMIROS / Nea Anchialos LGBL RNS	7	4D	08 26	NPA NPA	Military/Civil/PPR
ANDRAVIDA LGAD RNS,AS	7	4D	16 34	NPA NINST	Military - available to international traffic
ARAXOS LGRX RNS	6	4D	18 36	NPA NPA	Military/Civil APP service by Andravida HAF
ATHINAI / Eleftherios Venizelos LGAV RS	9 9	4E	03R 21L 03L 21R	PA-2 PA-2 PA-2 PA-2	
CHANIA / Ioannis Daskalogiannis LGSA RNS,AS	7	4E	11 29	NPA NPA	Military - available to International traffic
CHIOS / Omiros LGHI RNS	6	3C	01 19	NPA NPA	
ELEFSIS LGEL AS		A	18 36	NPA NPA	Military - available to international traffic
IOANNINA / King Pyrros LGIO RNS	5	4D	14 32	NPA NPA	ATS APP-TWR from 2003
IRAKLION / Nikos Kazantzakis LGIR RS	8	4E 3D	09 27 13 31	NPA NPA NPA NPA	
KALAMATA / Captain Vasilis Konstantakopoulos LGKL RNS	7	4D	17R 35L	NPA NPA	Military - available to international traffic
KAVALA / Megas Alexandros LGKV RNS	7	4E	05R 23L	NPA NPA	
KARPATHOS LGKP RS	6	4C	12 30	NPA NPA	ATS TWR, APP from 2005
KEFALLINIA / Anna Polatou LGKF RNS	6	4D	14 32	NPA NPA	*APP service provided by Andravida HAF
KERKIRA / Ioannis Kapodistrias LGKR RS	7	4D	17 35	NPA NPA	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
KOS / Ippokratis LGKO RNS,AS	8	4E	15 33	NPA NPA	
LIMNOS / Ifaistos LGLM RNS,AS	6	4D	04 22	NPA NPA	
MIKONOS LGMK RNS	6	4C	16 34	NPA NPA	
MITILINI / Odysseas Elytis LGMT RNS,AS	6	4D	15 33	NPA NPA	
PREVEZA / Aktion LGPZ RNS	7	4D	07R 25L 07L 25R	NINST NINST NPA NPA	Military/Civil/PPR
RODOS / Diagoras LGRP RS	8	4E	07 25	NPA PA-1	
SAMOS / Aristarchos of Samos LGSM RNS	7	4D	09 27	NPA NPA	
SANTORINI LGSR RNS	7	4C	16L 34R	NPA NPA	
SKIATHOS / Alexandros Papadiamandis LGSK RNS	6	3C	02 20	NPA NPA	ATS TWR-APP from 2003
THESSALONIKI / Makedonia LGTS RS	8	4E 4E	16 34 10 28	PA-2 NPA PA-1 NPA	
ZAKINTHOS / Dionisios Solomos LGZA RNS	7	4C	16 34	NPA NPA	*APP service provided by Andravida HAF.
Hungary					
BUDAPEST / Liszt Ferenc International Airport LHBP RS	9	4E	13R 31L 13L 31R	PA-2 PA-2 PA-2 PA-3	
DEBRECEN / Debrecen Airport LHDC RS, RNS	7	4C	05R 23L	PA-1 NPA	05L/23R is perm. Closed
GYOR / Gyor-Per Airport LHPR RG, RNS	5	4C	12 30	NPA PA-1	RFF on req 7
SARMELLEK / Heviz-Balaton Airport LHSM RS, RNS	3	4D	16 34	PA-1 NPA	RFF on req 7
Ireland					
CORK / Intl EICK RS	7	4D 3C	17 35 07 25	PA-2 PA-1 NINST NINST	
DUBLIN / Intl EIDW RS	9	4E 4E 4E	16 34 10R 28L 10L 28R	PA-1 NPA PA-3 PA-3 PA-3 PA-3	11 and 29 NINST will be withdrawn and replaced by 10L/28R dates not finalized
IRELAND WEST EIKN RS	7	4D	09 27	NPA PA-2	
KERRY EIKY RS	7	4D	08 26	NPA PA-1	
SHANNON / Intl EINN RS	9	4E	06 24	PA-1 PA-2	
Israel					

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
EILAT LLET RNS	8	3C	03 21	NINST NINST	
HAIFA LLHA RNS	5	2C	16 34	NINST NINST	
OVDA/Mil AD LLOV RNS	8	4E	03L 03R 21L 21R	NINST NINST NINST PA-1	
TEL-AVIV/Ben-Gurion LLBG RS	9	4E	03 21 08 26 12 30	NINST PA-2 PA-1 PA-2 PA-2 NPA	(SALS)
TEL-AVIV/Sde-Dov (Mil AD) LLSD RNS	6	3C	03 21	NINST NPA	
Italy					
ALBENGA LIMG RNS	3	3C	09 27	NINST NPA	
ALGHERO / Fertilia LIEA RS	7	4D	03 21	NINST PA-1	
ANCONA / Falconara LIPY RNS	6	4D	05 23	NINST PA-1	
AOSTA LIMW RG	1	2B	09 27	NINST NINST	
BARI / Palese LIBD RS	7	4D	07 25	PA-1 NPA	
BERGAMO / Orio al Serio LIME RNS	7	4D	11 29	NINST PA-2	
BOLOGNA / Borgo Panigale LIPE RS	7	4D	12 30	PA-2 NINST	
BOLZANO LIPB RG	1	2B	01 19	NPA NINST	
BRINDISI / Casale LIBR RS	7	4D B	14 32 05 23	NPA PA-1 NINST NINST	
CAGLIARI / Elmas LIEE RS	7	4D	14 32	NINST PA-1	
CATANIA / Fontanarossa LICC RS	7	4D	08 26	NPA PA-1	
COMO / Idroscalo - Water AD LILY RG	1	2B	01 19		Water aerodrome
CUNEO / Levaldigi LIMZ RNS	3	3C	03 21	NINST PA-1	
FIRENZE / Peretola LIRQ AS	5	3C	05 23	NPA NINST	
FORLI' LIPK RNS	5	4C	12 30	PA-1 NINST	
GENOVA / Sestri LIMJ RS	7	4E	11 29	NINST PA-1	
LAMEZIA / Terme LICA RNS	6	4D	10 28	NPA PA-1	
MARINA DI CAMPO	2	2B	16	NINST	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
LIRJ RG			34	NINST	
MILANO / Linate LIML RS	8	4	18L 36R	NPA PA-3	
MILANO / Malpensa LIMC RS	9	4E	17L 35R 17R 35L	NINST PA-3 NPA NPA	
NAPOLI / Capodichino LIRN RS	7	4D	06 24	NINST PA-1	Airport capacity: A and P: peak periods to be considered limited to Saturdays/Sundays
OLBIA / Costa Smeralda LIEO RS	7	4D	06 24	NINST PA-1	
PADOVA LIPU RG	3	3C	04 22	— —	
PALERMO / Punta Raisi LICJ RS	8	4E 4D	07 25 02 20	NPA PA-1 NINST PA-1	
PANTELLERIA LICG RNS	7	4D 3C	03 21 08 26	NINST NPA NPA NPA	
PARMA LIMP RNS	2	3C	02 20	NINST NPA	Only AFIS provided
PERUGIA / S.Francesco LIRZ RG	2	3C	01 19	NINST NINST	
PESCARA LIBP RNS	5	4D	04 22	NINST PA-1	
PISA / S.Giusto LIRP RS	7	4E 4D	04R 22L 04L 22R	PA-1 NINST NINST NINST	
REGGIO CALABRIA LICR RNS		3C 3C	15 33 11 29	NPA NPA NINST NINST	
RIMINI / Miramare LIPR RNS	7	4D	13 31	NPA PA-1	
ROMA / Ciampino LIRA RNS	8	4	15 33	PA-1 NINST	
ROMA / Fiumicino LIRF RS	9	4E 4 4E	16R 34L 16L 34R 07 25	PA-2 PA-1 PA-2 PA-2 NPA PA-1	
ROMA / Urbe LIRU RG	3	2C	16 34	NINST NINST	
TORINO / Caselle LIMF RS	7	4E	18 36	NPA PA-3	
TRAPANI / Birgi LICT RNS	6	4C	13 31	NPA NPA	
TREVISO / S.Angelo LIPH RNS,AS	6	4C	07 25	PA-1 NINST	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
TRIESTE / Ronchi dei Legionari LIPQ RS	7	4D	09 27	PA-1 NINST	
VENEZIA / Lido LIPV RG	1	2B	06 24	NINST NINST	
VENEZIA / Tessera LIPZ RS	7	4	04 22	PA-2 NINST	
VERONA / Villafranca LIPX RS	7	4D	05 23	PA-1 NINST	
Kazakhstan					
AKTAU UATE RS	7	4E	12 30	PA-1 PA-1	
AKTOBE UATT RS	7	4E	13 31	PA-1 PA-1	
ALMATY UAAA RS	9	4E	05R 23L 05L 23R	PA-1 PA-1 PA-1 PA-3	
ASTANA UACC RS	9	4E	04 22	PA-3 PA-3	
ATYRAU UATG RS	9	4E	14 32	PA-2 PA-1	
KARAGANDA / Sary-Arka UAKK RS	8	4E	05 23	PA-1 PA-1	
KOSTANAY UAUU RS	6	4D	15 33	PA-1 PA-1	
KYZYLORDA / Korkyt Ata UAOO RS	6	4D	06 24	PA-1 NPA	
PAVLODAR UASP RS	7	4D	03 21	NPA PA-1	
PETROPAVLOVSK UACP RS	6	4D	05 23	NPA PA-1	
SEMEY UASS RS	7	4D	08 26	NPA PA-1	
SHYMKENT UAII RS	8	4E	10 28	PA-1 PA-1	
TARAZ / Aulie-Ata UADD RS	6	4E	13 31	PA-1 NPA	
URALSK UARR RS	6	4C	04 22	NPA PA-1	
UST-KAMENOGORSK UASK RS	6	4D	12 30	PA-1 PA-1	
ZHEZKAZGAN UAKD RS	6	4C	04 22	NPA PA-1	
Kyrgyzstan					
BISHKEK / Manas UCFM RS	9	4E	08 26	PA-2 PA-2	
OSH UCFO RS	7	4D	12 30	PA-1 PA-1	
TAMCHY / Ysykkul UCFL RNS	6	3D	07 25	NINST NINST	
Latvia					
LIEPAJA EVLA RS	5	4D	06 24	PA-1 PA-1	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
RIGA EVRA RS	7	4E	18 36	PA-2 PA-2	
TUKUMS / Jurmala Airport EVJA RS	7	4D	13 31	PA-1 PA-1	
<i>Lithuania</i>					
KAUNAS EYKA RS	7	4E	08 26	PA-1 PA-2	
PALANGA EYPA RS	6	4D	01 19	NPA PA-1	
SIAULIAI EYSA RNS	7	4E	14 32	PA-1 PA-1	
VILNIUS EYVI RS	7	4E	02 20	PA-2 PA-1	
<i>Luxembourg</i>					
LUXEMBOURG ELLX RS	9	4E	06 24	PA-1 PA-3	
<i>Malta</i>					
LUQA LMML RS	7	4E 4D	14 32 06 24	PA-1 PA-1 NPA NPA	
<i>Monaco</i>					
MONACO LNMC RS	H1				Heliport only - VFR flights only – Scheduled flights between Nice and Monaco.
<i>Montenegro</i>					
PODGORICA LYPG RS	6	4E	18 36	NINST PA-1	
TIVAT LYTV RS	7	4D	14 32	NINST NINST	
<i>Morocco</i>					
AGADIR / Al Massira GMAD RS	8	4E	10 28	NPA NPA PA-1	
AL HOCEIMA / Cherif El Idrissi GMTA RS	6	4C	17 35	NPA NINST	
CASABLANCA / Mohammed V GMMN RS	9	4E	17R 17L 35R 35L	NPA PA-1 NPA NPA PA-3 NPA PA-3	
ERRACHIDIA / Moulay Ali Cherif GMFK RNS	6	4C	13 31	NINST NPA PA-1	
ESSAOUIRA / Mogador GMMI RS	5	4C	16 34	NPA NINST	
FES / Saiss GMFF RS	8	4E	09 27	NPA NPA PA-1	
MARRAKECH / Menara GMMX RS	7	4E	10 28	NPA PA-1 NINST	
NADOR / El Aroui GMMW RS	7	4E	08 26	NPA PA-1 NPA	
OUARZAZATE GMMZ RS	7	4C	12 30	NINST NPA PA-1	
OUJDA / Angads GMFO RS	7	4E	06 24	NPA PA-1 NINST	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
			13 31	NPA NINST	
RABAT / Sale GMME RS	7	4E	03 21	NINST NPA PA-1	
TANGER / Ibn Batouta GMTT RS	7	4E	10 28	NPA NPA PA-1	
TAN-TAN / Plage Blanche GMAT RS	3	4C	03 21	NPA NINST	
TETOUAN / Saniat R'mel GMTN RS	5	4C	06 24	NINST NPA	
Netherlands					
AMSTERDAM / Schiphol EHAM RS	10	4E 4E 4E 4F 4E 4D	09 27 36C 18C 36R 18L 36L 06 24 04 22	NPA PA-3 PA-3 PA-3 PA-3 Not AVBL for landing, except in case of an emergency PA-3 PA-3 NPA NPA PA-1	
DEN HELDER / De Kooy EHKD RNS	4 (6 O/R)	3C	03 21	NPA PA-1	Military AD with civil use. Civil traffic PPR.
DEVENTER / Teuge EHTE RG	2 (4 O/R) 3 (1 HR PPR)	2B	08 26	NINST NPA	
EINDHOVEN EHEH RS	8	4E	03 21	PA-1 PA-1	Military AD with civil use AD PPR and slot coordinated for CIV ACFT. AD AVBL as preplanned alternate for CIV ACFT
GRONINGEN / Eelde EHGG RNS, AS	CAT5 MON-FRI 0700-1600 0600-1500; CAT3: all other operations 1 hours.	4E 3C	05 23 01 19	NPA PA-1 NINST NINST	RFF: CAT 4, 5, 6, 7, and 8 AVBL O/R 24 HR PN
HILVERSUM EHHV RG	2 (3 AVLB PPR)	1B 1B 1B	18 36 13 31 07 25	NINST NINST NINST NINST NINST	
HOEVEN / Seppe EHSE RG	2	2B	07 25	NINST NINST	
HOOGVEEN EHHO RG	1	2B	10 28	NINST NINST	
LELYSTAD EHLE RG	3 (CAT 4 and 5 AVLB 72)	3C	05 23	NPA NPA	OPEN: IFR from MON-FRI only outside UDP, during AD OPR HR.

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
	HR PN)				
MAASTRICHT / Maastricht Aachen EHBK RNS, AS	CAT 7 passenger flights and CAT 8-9 cargo flights AVBL.	4D	03 21	PA-1 PA-3	RFF: CAT 8-9 passenger flights after 48 HR prior request
MIDDELBURG / Midden-Zeeland EHMZ RG	1 (CAT 2 or 3 O/R 24 HR PN)	2B	09 27	NINST NINST	
ROTTERDAM EHRD RS	7 (CAT 8 or 9 O/R 24 HR PN).	4E	06 24	PA-1 PA-1	During snow clearing and anti/de-icing operations CAT may be temporarily CAT 5, only in case of no active CAT 6/7 traffic
TEXEL EHTX RG	3	2C 1B	04 22 13 31	NINST NINST NINST NINST	
WEERT / Budel EHBD RG	3	2B	03 21	NINST NPA	OPEN: IFR only outside UDP BTN 0600-2200 0500-2100
Norway					
ALESUND / Vigra ENAL RNS	6	4C	07 25	NPA PA-1	
ALTA ENAT RNS	6	4C	12 30	PA-1 NINST	Airport capacity : new terminal building
BERGEN / Flesland ENBR RS	7	4E	17 35	PA-1 PA-1	Airport capacity : heli/ fixed wing sep.
BODO ENBO RNS	7	4D	08 26	PA-1 PA-1	
HARSTAD / Narvik / Evenes ENEV RNS	6	4E	18 36	PA-1 NPA	Airport capacity : new terminal building
KIRKENES / Hoybuktnoen ENKR RNS	6	4C	06 24	NPA PA-1	Airport capacity : new terminal building
KRISTIANSAND / Kjevik ENCN RS	6	4C	04 22	PA-1 PA-1	
LAKSELV / Banak ENNA RNS	6	4C	17 35	NPA PA-1	
OSLO / Gardermoen ENGM RNS	9	4E	01L 19R 01R 19L	PA-3 PA-3 PA-3 PA-3	
SANDEFJORD / Torp ENTO RS	4	4C	18 36	PA-1 NPA	
STAVANGER / Sola ENZV RS	7	4E 4D	18 36 11 29	PA-2 PA-1 PA-1 NPA	Airport capacity : - terminal extension - apron expansion
TROMSO / Langnes ENTC RS	6	4C	01 19	PA-1 PA-1	
TRONDHEIM / Vaernes ENVA RS	6	4D	09 27	PA-1 PA-1	
Poland					
BYDGOSZCZ / Szwederowo	7	4D	08	NPA	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
EPBY RS			26	PA-1	
GDANSK / im Lecha Walesy EPGD RS	7	4D	11 29	NPA PA-1	
KATOWICE / Pyrzowice EPKT RS	8	4D	09 27	NPA PA-1	
KRAKOW / Balice EPKK RS	8	4D	07 25	NPA PA-1	
LODZ / Lublinek EPLL RS	7	3C	07 25	NINST PA-1	
LUBLIN EPLB RS	7	4D	07 25	NPA NPA	
POZNAN / Lawica EPPO RS	7	4D	10 28	NPA PA-1	
RZESZOW / Jasionka EPRZ RS	7	4D	09 27	NPA PA-1	
SZCZECIN / Goleniow EPSC RS	7	4D	13 31	NINST PA-1	
WARSZAWA / Chopina w Warszawie EPWA RS	9	4E 4D	15 33 11 29	NPA PA-2 PA-2 NPA	
WARSZAWA / Modlin EPMO RS	7	4C	08 26	NPA NPA	
WROCLAW / Strachowice EPWR RS	7	4D	11 29	NPA PA-1	
ZIELONA GORA / Babimost EPZG AS	6	4D	06 24	NPA NPA	
Portugal					
FARO LPFR RS	8	4E	10 28	NPA PA-1	
LISBOA LPPT RS	9	4E 4E	03 21 17 35	PA-1 PA-3 NINST NPA	
MADEIRA LPMA RS	7 (8 O/R)	4E	05 23	NINST NPA	
PORTO LPPR RS	8	4E	17 35	PA-2 NPA	
PORTO SANTO LPPS AS	6 (7 O/R)	4E	01 19	NPA NPA	
Republic of Moldova					
BALTI LUBL RNS	6	3C	15 33	NPA NPA	RNAV-GPS IAP RNAV-GPS IAP
CAHUL LUCH -	*	3C	16 34	*	*AD is temporarily closed
CHISINAU LUKK RS	7	4C	08 26	PA-2 PA-1	
MARCULESTI LUBM RNS	5 RFF Category is expected to be increased to 7 shortly	3C	25 07	NPA NPA	RNAV-GPS IAP. RNAV-GPS IAP. No passenger terminal
Romania					

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
ARAD LRAR RS	5	4D	09 27	PA-1 PA-1	
BACAU LRBC RS	6	4E	16 34	PA-1 PA-1	
BAIA MARE LRBM RNS	6	4C	10 28	PA-1 NINST	
BUCURESTI / Baneasa-Aurel Vlaicu LRBS RS	8	4E	07 25	PA-1 PA-1 T/O	
BUCURESTI / Henri Coanda LROP RS	9	4E	08L 26R 08R 26L	PA-3 PA-2 T/O PA-3 PA-2 T/O	
CLUJ NAPOCA / Avram Iancu LRCL RS	6	4C	08 26	PA-1 PA-1	
CONSTANTA / Mihail Kogalniceanu LRCK RS	7	4E	18 36	PA-1 PA-1	
CRAIOVA LRCV RNS	3	4C	09 27	NPA NPA	
IASI LRIA RS	6	4D	15 33	PA-1 NINST	
ORADEA LROD RS	5	4D	01 19	NINST PA-1	
SATU MARE LRSM RS	7	4E	01 19	NPA NPA	
SIBIU LRSB RS	4	4D	09 27	NINST PA-1	
SUCEAVA / Stefan Cel Mare LRSV RNS	5	4D	16 34	PA-1 PA-1	
TARGU MURES / Transilvania LRTM RNS	5	4C	07 25	PA-1 NINST	
TIMISOARA / Traian Vuia LRTR RS	7	4E	11 29	NPA PA-2 T/O	
TULCEA / Delta Dunarii LRTC RNS	5	4D	16 34	NINST NPA	
Russian Federation					
ABAKAN UNAA RS	8	4F	02R 20L	NPA NPA	
ANADYR / Ugolny UHMA RNS	8	4D	01 19	NPA NPA	
ANAPA / Vityazevo URKA RS	7	4D	04 22	PA-1 NPA	
ARKHANGELSK / Talagi ULAA RS	7	4D	08 26	PA-1 PA-1	
ASTRAKHAN URWA RS	7	4D	09 27	PA-1 PA-1	
BARNAUL / Mikhaylovka UNBB RS	8	4D	06 24	NPA NPA	
BEGISHEVO UWKE RS	7	4D	03 21	NPA PA-1	
BELGOROD UUOB RS	6	4D	11 29	NPA NPA	
BLAGOVESHCHENSK / Ignatyev UHBB RS	7	4D	18 36	NPA PA-1	
BRATSK UIBB RS	8	4F	12 30	NPA PA-1	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
BRYANSK UUBP RNS	7	4D	17 35	NPA NPA	
CHEBOKSARY UWKS RNS	6	4D	06 24	PA-1 PA-1	
CHELYABINSK / Balandino USCC RS	7	4D	09 27	PA-1 PA-1	
CHEREPOVETS ULWC RS	5	4D	03 21	NPA NPA	
CHITA / Kadala UIAA RNS	7	4D	11 29	NPA PA-1	
ELISTA URWI RS	6	4D	09 27	NPA NPA	
GROZNY / Severny URMG RS	6	4D	08 26	NPA RA-1	
IRKUTSK UIII RS	8	4D	12 30	PA-1 PA-1	
KALININGRAD / Khrabrovo UMKK RS	7	4D	06 24	NPA PA-1	
KAZAN UWKD RS	8	4D	11 29	PA-2 PA-1	
KEMEROVO UNEE RS	8	4E	05 23	NPA PA-1	
KHABAROVSK / Novy UHHH RS	9	4F	05R 23L 05L 23R	PA-1 PA-2 NPA NPA	
KHANTY-MANSIYSK USHH RS	7	4D	06 24	NPA RA-1	
KRASNODAR / Pashkovskiy URKK RS	7	4D	05R 23L 05L 23R	PA-1 PA-1 NPA NPA	
KRASNOYARSK / Yemelyanovo UNKL RS	8	4D	11 29	PA-2 PA-2	
KURSK / Vostochny UUOK RNS	6	4D	12 30	NPA NPA	
MAGADAN / Sokol UHMM RS	8	4D	10 28	PA-1 NPA	
MAGNITOGORSK USCM RS	6	4D	01 19	NPA PA-1	
MAKHACHKALA / Uytash URML RS	6	4D	14 32	PA-1 PA-1	
MINERALNYYE VODY URMM RS	8	4E	12 30	PA-2 PA-1	
MOSCOW / Domodedovo UUDD RS	9	4F	14L 32R 14R 32L	PA-1 PA-2 PA-2 PA-1	
MOSCOW / Sheremetyevo UUEE RS	9	4F	07L 25R 07R 25L	PA-1 PA-2 PA-2 PA-2	
MOSCOW / Vnukovo UUWW RS	9	4F	06 24 01	PA-2 PA-2 PA-1	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
			19	PA-2	
MURMANSK ULMM RS	7	4D	13 31	PA-1 PA-1	
NALCHIK URMN RS	5	4D	06 24	NINST PA-1	
NIZHNEVARTOVSK USNN RS	8	4D	03 21	RA-1 RA-1	
NIZHNY NOVGOROD / Strigino UWGG RS	7	4D	18L 36R 18R 36L	NPA NPA PA-1 PA-1	
NOVOSIBIRSK / Tolmachevo UNNT RS	9	4D	07 25	PA-1 PA-1	
OMSK / Bogashevo UNTT RS	7	4D	03 21	RA-1 NPA	
OMSK / Tsentralny UNOO RS	7	4D	07 25	NPA NPA	
ORENBURG UWOO RS	7	4D	08 26	PA-1 PA-1	
ORSK UWOR RS	7	4D	07 25	NPA PA-1	
OSTAFYEVO UUMO RS	5	4D	08 26	NPA NPA	
PERM / Bolshoe Savino USPP RS	7	4D	03 21	NPA PA-1	
PETROPAVLOVSK-KAMCHATSKY / Yelizovo UHPP RS	8	4F	16L 34R	NPA PA-1	
PETROZAVODSK / Besovets ULPB RNS	5	4D	02 20	NPA NPA	
PROVIDENIYA BAY UHMD AS	3	3D	01 19	NPA NINST	
PSKOV ULOO RS	5	4D	01 19	NPA NPA	
ROSTOV-NA-DONU URRR RS	7	4D	04 22	PA-2 PA-1	
SAMARA / Kurumoch UWWW RS	8	4E	05 23 15 33	PA-1 PA-1 PA-1 PA-1	
SANKT-PETERBURG / Pulkovo ULLI RS	8/7	4F	10L 28R 10R 28L	PA-2 PA-2 PA-2 PA-1	
SARATOV / Tsentralny UWSS RS	6	4C	12 30	NPA NPA	
SOCHI URSS RS	8	4E	02 20 06 24	NPA NPA NPA NPA	
STAVROPOL / Shpakovskoye URMT RS	7	4D	07 25	PA-1 PA-1	
SURGUT USRR RS	7	4D	07 25	PA-1 PA-1	
SYKTYVKAR UUYU RS	7	4D	01 19	NPA NPA	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
TYUMEN / Roshchino USTR RS	7	4D	03 21 12 30	NPA PA-1 NPA NPA	
UFA UWUU RS	7	4F	14R 32L 14L 32R	PA-2 NPA PA-1 PA-1	
ULAN-UDE / Mukhino UIUU RS	7	4D	08 26	NPA NPA	
ULYANOVSK / Vostochny UWLW RS	8	4F	02 20	PA-1 PA-1	
VLADIKAVKAZ / Beslan URMO RS	6	4E	10 28	PA-1 PA-1	
VLADIVOSTOK / Knevichi UHWW RS	9	4E	07R 25L	PA-1 PA-2	
VOLGOGRAD / Gumrak URWW RS	7	4D	11 29	PA-1 PA-1	
VORONEZH / Chertovitskoye UUOO RS	6	4D	12 30	NPA PA-1	
YAKUTSK UEEE RS	8	4E	05R 23L	NPA PA-2	
YAROSLAVL / Tunoshna UUDL RNS	7	4D	05 23	NPA PA-1	
YEKATERINBURG / Koltsovo USSS RS	8	4F	08R 26L 08L 26R	NPA NPA NPA NPA	
YUZHNO-SAKHALINSK / Khomutovo UHSS RS	8/7	4E	01 19	PA-1 NPA	
San Marino					
					No information
Serbia					
BEOGRAD / Nikola Tesla LYBE RS	7	4E	12 30	PA-3 PA-1	
NIS / Konstantin Veliki LYNI RS	6	4C	11 29	NPA NINST	
Slovakia					
BRATISLAVA / M.R.Stefanik LZIB RS	7	4E	04 22 13 31	NINST PA-1 NINST PA-3	
KOSICE LZKZ RS	6	4D	01 19	PA-2 NPA	
PIESTANY LZPP RNS	7	2C	01 19	PA-1 NINST	
POPRAD-TATRY LZTT RNS	7	4D	09 27	NINST PA-1	
SLIAC LZSL RNS	6	4D	18 36	NINST PA-1	
ZILINA LZZI RG	4	2C	06 24	PA-1 NINST	
Slovenia					
LJUBLJANA / Brnik	9	4E	13	NINST	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
LJLJ RS			31	PA-3	
MARIBOR / Orehova Vas LJMB RS	7	4D	15 33	NINST PA-1	
PORTOROZ / Secovlje LJPZ RNS	4	2C	15 33	NPA NINST	
Spain					
A CORUNA LECO RS	7	4C	03 21	NINST PA-2	
ALBACETE LEAB RS	5		09 27	PA-1 PA-1	
ALGECIRAS LEAG RS			05 23	NINST NINST	
			H-3, HR HEL For other fire categories, prior request, consult NOTAM in force.		
ALICANTE LEAL RS		RFF CAT 9 4D	10 28	PA-1 NPA	
			CAT 7 1600- 2000, for CAT 9 in these hours PPR 20 min		
ALMERIA LEAM RS	7	4D	07 25	NPA PA-1	
ASTURIAS / Aviles LEAS RS	7 (8 O/R)	4C	11 29	NPA PA-2	
BADAJOS / Talavera La Real LEBZ RS	7		31 13	NINST NINST	
BARCELONA / El Prat LEBL RS	10	4E 4E 4D	07R 25L 07L 25R 02 20	PA-2 PA-2 PA-2 PA-2 PA-1 NINST	
BILBAO LEBB RS	7 (8 O/R)	4C 4C	10 28 12 30	NPA NPA PA-1 PA-1	
BURGOS LEBG RS	5 (7 O/R)		31 13	NINST NINST	
			For other fire categories, prior request, consult NOTAM in force.		
CASTELLON LECH RS	7		06 24	PA-1 NPA	
FUERTEVENTURA GCFV RS	9	4C	01 19	PA-1 PA-1	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
GIRONA LEGE RS	7	4D	02 20	NPA PA-2	
GRAN CANARIA GCLP RS	9	4E 4E	03L 21R 03R 21L	PA-1 PA-1 NPA NPA	
GRANADA LEGR RS	7	4D	09 27	PA-1 NINST	
IBIZA LEIB RS	9 (01apr-31oct) 7 (01nov-31mar); CAT 9 on demand, in accordance with the procedure for the request of level of protection on demand	4D	06 24	PA-1 PA-1	
JEREZ LEJR RS	7 8 O/R	4C	02 20	NPA PA-1	
LA PALMA GCLA RS	8 see item 20 AIP, "Procedure for the request ICAO protection level -SEI on demand"	3C	01 19	NPA NPA	
LANZAROTE GCRR RS	9	4C	03 21	PA-1 NPA	
LEON LELN RS	5		05 23	NPA PA-1	
LLEIDA / Alguaire LEDA RS	HR AD: CAT 5 (FRI and SUN: CAT 7) CAT 8 PPR 15 days before the expected day of operation notified to CECOA		13 31	NPA PA-1	
MADRID / Barajas LEMD RS	9	4E	14L 32R 14R 32L 18L 36R	NINST PA-2 NINST PA-2 PA-2 NINST	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
			18R 36L	PA-2 NINST	
MALAGA LEMG RS	9		12 30 13 31	PA-1 NPA PA-1 PA-1	
MELILLA GEML RS	5	3C	15 33	NPA NPA	
MENORCA LEMH RS	8 (01apr-31oct) 7 (01nov-31mar)	4D 4D	01L 19R 01R 19L	PA-1 PA-1 NPA NINST	
MURCIA / San Javier LELC RS	7	4D 4D	05R 23L 05L 23R	PA-1 NINST NINST NINST	
PALMA DE MALLORCA LEPA RS	9	4E 4E	06L 24R 06R 24L	PA-1 PA-1 NPA PA-2	
PAMPLONA LEPP RS	7		33 15	NPA PA-1	
REUS LERS RS	7	4D	07 25	NPA PA-1	
SALAMANCA / Matacan LESA RS	5 (6 O/R)	4D	03 21	NPA PA-1	
SAN SEBASTIAN / Hondarribia LESO RS	6 (7 O/R)	3C	04 22	NPA NPA	
SANTANDER LEXJ RS	7	4D	11 29	NPA PA-1	
SANTIAGO LEST RS	7 (8 or 9 PPR at least two days before)	4D	17 35	PA-2 PA-1	
SEVILLA LEZL RS	7	4D	09 27	PA-1 PA-1	
TENERIFE NORTE / Los Rodeos, Canary I. GCXO RS	9	4C	12 30	PA-1 PA-1	
TENERIFE SUR / Reina Sofia, Canary I. GCTS RS	9	4E	08 26	PA-1 PA-1	
TERUEL LETL RS	4		18 36	NINST NINST	
VALENCIA LEVC RS	7	4D	12 30	PA-1 PA-1	
VALLADOLID / Villanubla LEVD RS	7		23 05	NINST NINST	
VIGO LEVX RS	7	4C	02 20	NPA PA-2	
VITORIA LEVT RS	7 For other fire categories, prior	4D	04 22	PA-2 NPA	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
	request, consult NOTAM in force				
ZARAGOZA LEZG RS	7 (V: 0445-2100; I: 0545-2200 and PPR) 5 (rest of hours for cargo aircraft)	4D	12L 30R 12R 30L	NINST PA-1 NPA NINST	
Sweden					
ANGELHOLM ESTA RNS	6	4E	14 32	PA-1 NPA	
ARVIDSJAUR ESNX RS	5	4C	12 30	NPA PA-1	
BORLANGE / Dala Airport ESSD RG, RNS	5 7 O/R	4C	14 32	NPA PA-1	
ESKILSTUNA ESSU RG	3	2C	18 36	NPA PA-1	
GAVLE ESSK RG	2 6 O/R	4C	18 36	PA-1 NPA	
GOTEBORG / Landvetter ESGG RS	8	4E	03 21	PA-2 PA-2	
HALMSTAD ESMT RS	6	4D	01 19	NPA PA-1	
JONKOPING ESGJ RS	6	4D	01 19	NPA PA-1	
KALMAR ESMQ RS	6	4C	16 34 05 23	PA-1 NPA NINST NINST	
KARLSTAD ESOK RS	6	4C	03 21	NPA PA-1	
KIRUNA ESNQ RS	6	4D	03 21	NPA PA-1	
KRAMFORS-SOLLEFTEA ESNK RS	5	3C	17 35	NPA PA-1	
KRISTIANSTAD ESMK RS	6	4C	01 19	NPA PA-1	
LINKOPING ESSL RS	5	3C	11 29	PA-1 PA-1	
LULEA / Kallax ESPA RS	7 (8 or 9 O/R)	4E	14 32	PA-1 PA-1	Special PA-2 available
MALMO / Sturup ESMS RS	7	4E	17 35	PA-2 PA-1	
NORRKOPING / Kungsängen ESSP RS	6	4C	09 27	PA-1 PA-1	
OREBRO ESOE RS	6	4D	01 19	PA-1 PA-1	Aircraft operations on request
ORNSKOLDSVIK ESNO RNS	6 (8 O/R)	4C	12 30	PA-1 NPA	
OSTERSUND / Are Ostersund	6	4C	12	PA-2	RC: 4D O/R

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
ESNZ RS			30	NPA	
PAJALA ESUP RG, RNS	5	4C	11 29	PA-1 NPA	
RONNEBY ESDF RS, RNS	6	4D	01 19	PA-1 PA-1	
SKELLEFTEA ESNS RS	6	4C	10 28	NPA PA-1	
STOCKHOLM / Arlanda ESSA RS	8	4E 4E 4E	01L 19R 01R 19L 08 26	PA-2 PA-1 PA-3 PA-3 NPA PA-1	Code F can be accommodated by special request
STOCKHOLM / Bromma ESSB RG	5	3C	12 30	PA-1 PA-1	
STOCKHOLM / Skavsta ESKN RS	7 (8 O/R)	4E 3C	08 26 16 34	NPA PA-1 NINST NINST	AFIS outside opening hours O/R. Planned extension to 3325m / ILS 08 y.2002
STOCKHOLM / Vasteras ESOW RS	6	4C	01 19	NPA PA-1	
SUNDSVALL-TIMRA ESNN RS	6	4C	16 34	PA-1 PA-1	
SVEG ESND RG	3 (6 O/R)	2C	09 27	NPA NINST	
TROLLHATTAN-VANERSBORG ESGT RG	4 (5 O/R)	2C	15 33	NPA PA-1	Ref Code 3D O/R
UMEA ESNU RNS	7	4D	14 32	PA-1 PA-1	LDA RWY 32 1810m
VAXJO / Kronoberg ESMX RS	7	4C	01 19	NPA PA-1	
VISBY ESSV AS, RNS	6	4D	03 21	NPA PA-1	
Switzerland					
BALE-MULHOUSE LFSB RS					See under France: Bâle-Mulhouse
BERN-BELP LSZB RS	5	2B	14 32	PA-1 NINST	
BUOCHS / MIL/CIV LSZC RG		3B	07L 25R 07R 25L	NINST NINST NINST NINST	
GENEVE LSGG RS	9	4E	05 23	PA-1 T/O PA-3 T/O	
GRENCHEN LSZG RG	3	2A	07 25	NINST NPA	
LES EPLATURES LSGC RG	3	2A	06 24	NINST PA-1	
LUGANO LSZA RS	6	2B	01 19	PA-1 NINST	
SAMEDAN LSZS RG	1	2B	03 21	NINST NINST	
SION / MIL/CIV	2	3B	07	NINST	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
LSGS RS			25	PA-1	
ST. GALLEN-ALTENRHEIN LSZR RS	6	2B	10 28	PA-1 NINST	
ZURICH LSZH RS	9	4E 4E 4E	16 34 14 32 10 28	PA-3 T/O PA-1 T/O PA-3 T/O* NINST T/O NINST T/O NPA T/O	*Activation by AP Authority
Tajikistan					
DUSHANBE UTDD AS	7	4D	09 27	NPA NPA	
The Former Yugoslav Republic of Macedonia					
OHRID LWOH RNS	7	4D	01 19	PA-1 NINST	
SKOPJE / Petrovec LWSK RS	7	4D	16 34	NINST PA-2	
Tunisia					
DJERBA / Zarzis DTTJ RS	9	4E	09 27	PA-1 NPA	
ENFIDHA / Hammamet International Airport DTNH RS	10	4F	09 27	PA-1 PA-1	
GABES / Matmata DTTG RS	6	4D	06 24	NPA NPA	
GAFSA / Ksar DTTF RS	7	4D	05 23	NPA NPA	
MONASTIR / Habib Bourguiba DTMB RS	9	4E	07 25	PA-1 NPA	
SFAX / Thyna DTTX RS	8	4C	15 33	NPA NPA	
TABARKA / Ain Draham International Airport DTKA RS	8	4E	09 27	NPA PA-1	
TOZEUR / Nefta DTTZ RS	7	4D	09 27	PA-1 NPA	
TUNIS / Carthage DTTA RS	9 9	4E 4E	01 19 11 29	PA-1 PA-1 NPA PA-1	
Turkey					
ADANA LTAF RS	9	4D	05 23	PA-1 NPA	*APP svcs provided by İncirlik APP
ANKARA / Esenboga LTAC RS	9	4E	03R 21L 03L 21R	PA-3 PA-1 PA-2 PA-1	
ANTALYA LTAI RS	9	4E	18R 36L 18L 36R 18C 36C	NPA NPA NPA PA-2 PA-1 PA-1	
ANTALYA / Gazipasa	7				

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks	
		RC	RWY No.	RWY type		
1	2	3	4	5	6	
LTFG	RS					
BALIKESIR / Koca Seyit LTFD	RNS	7	4D	05 23	PA-1 NPA	
BURSA / Yenisehir LTBR	RNS	8	4D	07L 25R 07R 25L	NPA PA-1 NPA NPA	
CANAKKALE LTBH	RNS	7	4D	04 22	NPA NPA	
DENIZLI / Cardak LTAY	RNS	7	4D	06 24	NPA PA-1	
DIYARBAKIR LTCC	RNS	8	4D	16 34	NPA PA-1	
ELAZIG LTCA	RNS	7	4D	07 25	NPA PA-1	
ERZURUM LTCE	RNS	8	4E	08R 26L 08L 26R	NPA NPA PA-1 PA-1	
GAZIANTEP LTAJ	RNS	8	4D	10L 28R 10R 28L	NPA PA-1 NPA NPA	
HATAY LTDA	RNS	7	4D	04 22	PA-1 PA-1	
ISPARTA / Suleyman Demirel LTFC	RNS	8	4D	05 23	NPA NPA	*APP/R svcs provided by Antalya APP
ISTANBUL / Ataturk LTBA	RS	10	4E 4E	17R 35L 17L 35R 05 23	NPA PA-1 PA-1 PA-2 PA-3 PA-1	
ISTANBUL / Sabiha Gokcen LTFJ	RS	9	4E	06 24	PA-1 PA-1	
IZMIR / Adnan Menderes LTBJ	RS	9	4D	16L 34R 16R 34L	PA-1 PA-2 NPA NPA	
KARS LTCF	RNS	7	4D	06 24	PA-1 NPA	
KAYSERI LTAU	RNS	8	4D	07 25	NPA PA-1	
KOCAELI / Cengiz Topel LTBQ	RNS	7	4C	09 27	NPA PA-1	
KONYA LTAN	RNS	8	4D	01R 19L 01L 19R	NPA NPA PA-1 NPA	ATS services provided by military units
KUTAHYA / Zafer Bolgesel LTBZ	RNS	7		13 31	PA-2 PA-2	
MALATYA LTAT	RNS	8	4D	03R 21L 03L 21R	NPA PA-1 NPA NPA	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
MUGLA / Dalaman LTBS RS	9	4E	01 19	PA-1 NPA	
MUGLA / Milas-Bodrum LTFE RS	9	4D	10 28	PA-2 PA-2	*APP/R svcs provided by Adnan Menderes APP
MUS LTCK RNS	7	4D	11 29	NPA PA-1	
NEVSEHIR / Kapadokya LTAZ RNS	7	4D	11 29	PA-1 NPA	*APP/R svcs provided by Esenboğa APP
SAMSUN / Carsamba LTFH RNS	8	4D	13 31	PA-2 NPA	
SANLIURFA / Gap LTCS RNS	9	4E	04 22	PA-1 PA-2	
SINOP LTCM RNS	7	3C	05 23	NPA NPA	
SIVAS / Nuri Demirag LTAR RNS	8	4D	01 19	NPA NPA	
TEKIRDAG / Corlu LTBU RNS	8	4D	05 23	PA-1 NPA	*APP/R svcs provided by Ataturk APP
TRABZON LTCG RS	8	4D	11 29	PA-1 NPA	
USAK LTBO RNS	6	4D	09 27	NPA NPA	
VAN / Ferit Melen LTCI RNS	8	4D	03 21	NPA NPA	
ZONGULDAK / Caycuma LTAS RNS	6		18 36	NPA NPA	
Turkmenistan					
ASHGABAT UTAA RS	7	4D	— —	NPA NPA	
DASHOGUZ UTAT RS					No information
TURKMENBASHI UTAK RS					No information
Ukraine					
CHERKASY UKKE RNS					
CHERNIVTSI UKLN RNS	6	4C	15 33	NPA	
DNIPROPETROVS'K UKDD RS	8	4D	09 27	NPA NPA	
DONETS'K UKCC -	7	4D	08 26	PA-1 PA-1	CLOSED CLOSED
IVANO-FRANKIVS'K UKLI RNS	8	4D	10 28	NPA NPA	
KHARKIV / Osnova UKHH RS	6	4E	08 26	NPA	
KHERSON UKOH RS					
KRYVYI RIH / Lozuvatka UKDR RNS	6	4D	18 36	NPA NPA	
KYIV / Antonov UKKM RNS	9	4E	15 33	PA-1 PA-1	Aircraft type AN225 wing span 88.4m is operating
KYIV / Boryspil UKBB RS	7	4D	18R 36L	PA-2 PA-1	Construction of a new passenger terminal is

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
	8	4F	18L 36R	PA-1 PA-3	planned
KYIV / Zhuliany UKKK RS	6	4C	08 26	NPA NPA	
L'VIV UKLL RS	7	4D	13 31	NPA NPA	
MARIUPOL' UKCM RNS					
MYKOLAIV UKON RNS	7	4D	05 23	NPA NPA	
ODESA UKOO RS	7	4D	16 34	NPA NPA	
OZERNE UKKO RNS					
RIVNE UKLR RNS	6	4D	12 30	NPA NPA	
SEVASTOPOL' / Bel'bek UKFB -					CLOSED CLOSED
SIMFEROPOL UKFF -	7	4F	01 19	PA-1 PA-1	CLOSED CLOSED
SUMY UKHS RNS					
TERNOPIL' UKLT RNS					
UZHHOROD UKLU RNS	5	4C	10 28	NPA No landing	Tail-wind up to 5 m/sec.
ZAPORIZHZHIA / Mokraya UKDE RS	8	4D	02 20	NPA NPA	
United Kingdom					
ABERDEEN / Dyce EGPD RS	7	4D	16 34	PA-1 PA-1	
BELFAST / Aldergrove EGAA RS	8	4E	07 25 17 35	NPA PA-3 PA-1 NPA	
BELFAST / City EGAC RS	6	3C	04 22	NPA PA-1	
BIGGIN HILL EGKB RG	2	3B	03 21	NINST PA-1	
BIRMINGHAM EGBB RS	8	4E 2C	15 33 06 24	PA-3 PA-3 NPA NPA	
BLACKPOOL EGNH RNS	4	4C	10 28	NPA PA-1	
BOURNEMOUTH EGHH RS	6	4C	08 26	PA-1 PA-1	
BRISTOL EGGD RS	7	4D	09 27	PA-1 PA-3	
CARDIFF EGFF RS	7	4D	12 30	PA-1 PA-1	
DURHAM TEES VALLEY EGNV RS	6	4C	05 23	PA-1 PA-1	
EAST MIDLANDS	7	4E	09	PA-1	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
EGNX RS			27	PA-3	
EDINBURGH EGPH RS	7	4C 4D	13 31 07 25	NPA NPA PA-3 PA-3	
EXETER EGTE RS	6	4D	08 26	PA-1 PA-1	
GLASGOW EGPF RS	8	4D 4E	05 23 03 21	PA-3 PA-3 NINST NINST	
GUERNSEY EGJB RS	6	3C	09 27	PA-1 PA-1	
HUMBERSIDE EGNJ RS	5	4D	03 21	NPA PA-1	
ISLE OF MAN EGNS RS	6	3C	08 26	PA-1 PA-1	
JERSEY EGJJ RS	6	4D	09 27	PA-1 PA-1	
KIRKWALL EGPA AS		3C	10 28	NINST NINST	
LEEDS BRADFORD EGNM RS	7	4E	14 32	PA-1 PA-3	
LIVERPOOL EGGP RS	6	4E	09 27	NPA PA-2	
LONDON / City EGLC RS	6	2C	10 28	PA-1 PA-1	
LONDON / Gatwick EGKK RS	9	4E	08 26	PA-3 PA-3	
LONDON / Heathrow EGLL RS	9	4E 4E 4E	09R 27L 09L 27R 05 23	PA-3 PA-3 PA-3 PA-3 NPA PA-1	
LONDON / Luton EGGW RS	7	4E	08 26	PA-3 PA-3	
LONDON / Stansted EGSS RS	8	4E	05 23	PA-3 PA-3	
LYDD EGMD RG	5	3C	04 22	NINST PA-1	
MANCHESTER EGCC RS	9	4E	06L 24R 06R 24L	PA-3 PA-3 PA-1 NPA	
NEWCASTLE EGNT RS	7	4E	07 25	PA-3 PA-2	
NORWICH EGSH RS	5	4C	09 27	NPA PA-1	
PRESTWICK EGPK RS	8	4E	13 31	PA-1 PA-1	
SHOREHAM EGKA RG	2	2A	03 21	NPA NINST	
SOUTHAMPTON EGHI RS	5	3C	02 20	NPA PA-1	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
SOUTHEND EGMC RS	5	3C	06 24	NPA PA-1	
SUMBURGH EGPB RNS	5	2C	09 27 15 33	NPA PA-1 NINST NINST	
<i>Uzbekistan</i>					
BUKHARA UTSB RS	7	4D	01 19	PA-1 NPA	
SAMARKAND UTSS RS	7	4D	09 27	PA-1 NPA	
TASHKENT / Yuzhny UTTT RS	8	4E	08L 26R 08R 26L	PA-2 PA-1 PA-1 NPA	
TERMEZ UTST RS	6	4D	07 25	NPA PA-1	
URGENCH UTNU RS	7	4D	13 31	NPA PA-1	

EUR ANP, VOLUME II

PART III – COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)

1. INTRODUCTION

1.1 This part of the EUR ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to communication, navigation and surveillance (CNS). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to CNS facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

Communications*Aeronautical Fixed Service (AFS)*

2.1 The aeronautical fixed service should comprise the following systems and applications that are used for ground-ground (i.e. point-to-point and/or point-to-multipoint) communications in the international aeronautical telecommunication service:

- a) ATS direct speech circuits and networks;
- b) meteorological operational circuits, networks and broadcast systems, including World Area Forecast System – Internet File Service (WIFS) and/or Satellite Distribution System for Information Relating to Air Navigation (SADIS);
- c) the aeronautical fixed telecommunications network (AFTN);
- d) the common ICAO data interchange network (CIDIN);
- e) the air traffic services (ATS) message handling services (AMHS); and
- f) the inter-centre communications (ICC).

2.2 To meet the data communication requirements, a uniform high-grade aeronautical network should be provided, based on the aeronautical telecommunication network (ATN), taking into account the existence and continuation of current networks.

2.3 Contingency procedures should be in place to ensure that, in case of a communication centre breakdown, all the parties concerned are promptly informed of the prevailing situation. All possible arrangements should be made to ensure that, in case of breakdown of a communications centre or circuit, at least high-priority traffic continues to be handled by appropriate means.

2.4 AFS planning should permit flexibility in detailed development and implementation. The required AFTN Stations and Centres are listed in the AFTN Plan in **Table CNS II-1**, available at www.eurocontrol.int/tags/aftn

The Aeronautical Telecommunication Network (ATN)

2.5 The ATN should be able to:

- a) support applications carried by the existing networks;
- b) support gateways enabling inter-operation with existing networks; and
- c) support ground-ground communications traffic associated with air-ground data link applications.

2.6 The ATN should make optimum use of dedicated bilateral/multilateral aeronautical links and other communication means commensurate with the operational Quality of Service (QoS) requirements.

2.7 The implementation of the ATN should take into account the need for cost-effective evolution in terms of network capacity, requirements and time-frame and allow for a progressive transition from existing communication networks and services to a uniform, harmonised and integrated communications infrastructure, capable of supporting the implementation of future aeronautical services such as Flight and Flow Information in a Collaborative Environment (F-FICE), System-Wide Information Management (SWIM) applications, etc.

2.8 In case means other than dedicated bilateral links are used by the ATN, States should ensure that service level agreements (SLA) are met in terms of implementation priority, high availability, priority in restoration of service and appropriate levels of security.

2.9 The ATN should provide for interregional connections to support data exchange and mobile routing within the global ATN.

2.10 In planning the ATN, provisions should be made, where required, for interfacing with other international networks.

Network services

2.11 The Internet Society (ISOC) communications standards for the Internet Protocol Suite (IPS) should be used for the implementation of AMHS.

2.12 The migration from legacy bit-oriented protocols such as X.25 Protocol suite to IPS should be planned.

2.13 The migration of international or sub-regional ground networks to the ATN based on Internet Protocol (IP) to support AFS communication requirements, while reducing costs, should be planned.

2.14 States should ensure that the solutions provided for the implementation of the ATN meet the air traffic management and aeronautical fixed service requirements. Such requirements should consist of:

- a) Performance requirements: availability, continuity, integrity, monitoring and alerting criteria per data flow. In the case where a required communication performance (RCP) is globally prescribed, requirements derived from RCP should be stated;
- b) Interoperability requirements;
- c) Safety and security requirements, duly derived after the identification of operational hazards and threats, and allocation of objectives; and
- d) Implementation process requirements (creation, test, migration, upgrades, priority in restoration of service, termination).

Network management

2.15 An ICAO centralised off-line network management service is provided to participating AFTN/ AMHS centres in the EUR Regions under the ATS Messaging Centre (AMC).

2.16 In the case of integrated communications services procured and shared by several States, organizational provisions should allow for the planning and performing of the management of technical performance, network configuration, fault, security, cost division/allocation, contract, orders and payment.

Specific air traffic management (ATM) requirements

2.17 Where ATS speech and data communication links between any two points are provided, the engineering arrangements should be such as to avoid the simultaneous loss of both circuits. The required ATS direct speech circuits plan is detailed under **Table CNS II-3**, available at www.eurocontrol.int/tags/aftn

2.18 Special provisions should be made to ensure a rapid restoration of ATS speech circuits in case of outage, as derived from the performance and safety requirements.

2.19 Data circuits between ATS systems should provide for both high capacity and message integrity.

2.20 The Inter-Centre Communication (ICC), consisting of ATS Inter-facility Data Communication (AIDC) application and the Online Data Interchange (OLDI) application, should be used for automated exchange of flight data between ATS units to enhance the overall safety of the ATM operation and increase airspace capacity.

2.21 Where Voice over IP is planned or implemented between ATS units for voice communications, it should meet the ATS requirements. When data and voice are multiplexed, particular attention should be paid to the achievement of the ATM performance and safety requirements.

Specific meteorological (MET) requirements

2.22 The increasing use of the GRIB (Gridded Binary or General Regularly-distributed Information in Binary form) and BUFR (Binary Universal Form for the Representation of meteorological data) code forms for the dissemination of the upper wind and temperature and significant weather forecasts and the planned transition to digital form using extensible markup language (XML)/geography markup language (GML) for the dissemination of OPMET data should be taken into account in the planning process of the ATN.

2.23 In planning the ATN, account should be taken of changes in the current pattern of distribution of meteorological information resulting from the increasing number of long-range direct flights and the trend towards centralized flight planning.

Specific aeronautical information management (AIM) requirements

2.24 The aeronautical fixed service should meet the requirements to support efficient provision of aeronautical information services through appropriate connections to area control centres (ACCs), flight information centres (FICs), aerodromes and heliports at which an information service is established.

Aeronautical Mobile Service (AMS)

2.25 To meet the air-ground data communication requirements, a high-grade aeronautical network should be provided based on the ATN, recognising that other technologies may be used as part of the transition. The network needs to integrate the various data links in a seamless fashion and provide for end-to-end communications between airborne and ground-based facilities.

2.26 Whenever required, use of suitable techniques on VHF or higher frequencies should be made.

2.27 Aerodromes having a significant volume of International General Aviation (IGA) traffic should also be provided with appropriate air-ground communication channels.

Air-Ground Data Link Communications

2.28 A Strategy for the harmonised implementation of the data link communications in the EUR Region should be developed based on the Global Operational Data Link Document (GOLD) adopted by ICAO Regions and the Aviation System Block Upgrade (ASBU) methodology.

2.29 Where applicable, controller-pilot data link communications (CPDLC), based on ATN VDL data link Mode 2 (VDL2) and/or FANS-1/A, should be implemented for air-ground data link communications.

2.30 Partial or divergent aircraft data link evolutions that result in excluding messages from aircraft systems should not be pursued. Interim steps or phases toward full implementation of the common technical definition in ground systems should only be pursued on a regional basis, after coordination between all States concerned.

2.31 Harmonization of operational procedures for implementation of the above packages is essential. States, Planning and Implementation Regional Groups (PIRGs) and air navigation services providers should adopt common procedures to support seamless ATS provision across FIR boundaries, rather than each State or Region developing and promulgating unique procedures for common functions.

Required Communication Performance (RCP)

2.32 The Required Communication Performance (RCP) concept characterizing the performance required for communication capabilities that support ATM functions without reference to any specific technology should be applied wherever possible.

2.33 States should determine, prescribe and monitor the implementation of the RCP in line with the provisions laid down in the *ICAO Manual on Required Communication Performance* (Doc 9869).

Navigation*Navigation Infrastructure*

2.34 The navigation infrastructure should meet the requirements for all phases of flight from take-off to final approach and landing.

Note: Annex 10 to the Convention on International Civil Aviation—Aeronautical Telecommunications, Volume I — Radio Navigation Aids, Attachment B, provides the strategy for introduction and application of non-visual aids to approach and landing.

2.35 The EUR PBN Regional Roadmap/Plan provides guidance to air navigation service providers, airspace operators and users, regulators, and international organizations, on the expected evolution of the regional air navigation system in order to allow planning of airspace changes, enabling ATM systems and aircraft equipage. It takes due account of the operational environment of the EUR Region.

PBN Transition Strategy

2.36 During transition to performance-based navigation (PBN), sufficient ground infrastructure for conventional navigation systems should remain available. Before existing ground infrastructure is considered for removal, users should be given reasonable transition time to allow them to equip appropriately to attain a performance level equivalent to PBN. States should approach removal of existing ground infrastructure with caution to ensure that safety is not compromised. This should be guaranteed by conducting safety assessments and consultations with the users.

Use of specific navigation aids

2.37 Where, within a given airspace, specific groups of users have been authorized by the competent authorities to use special aids for navigation. The respective ground facilities should be located and aligned so as to provide for full compatibility of navigational guidance with that derived from the SARPs.

2.38 States should ensure and oversee that service providers take appropriate corrective measures promptly whenever required by a significant degradation in the accuracy of navigation aids (either space based or ground based or both) is detected.

Surveillance

2.40 An important element of modern air navigation infrastructure required to manage safely increasing levels and complexity of air traffic is aeronautical surveillance systems.

2.41 When operating Mode S radars, States should coordinate with their respective ICAO Regional Office the assignment of their corresponding interrogator identifier (II) codes and surveillance identifier (SI) codes, particularly where areas of overlapping coverage will occur.

Frequency Management*Aeronautical Mobile Service (AMS)*

2.42 Frequencies should be assigned to all VHF aeronautical mobile service (AMS) facilities in accordance with the principles laid out in Annex 10, Volume V and *ICAO Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718) Volumes I and II, and take into account:

- a) agreed geographical separation criteria based on 25 kHz or 8.33 kHz interleaving between channels;
- b) agreed geographical separation criteria for the implementation of VDL services;
- c) the need for maximum economy in frequency demands and in radio spectrum utilization; and
- d) a deployment of frequencies which ensures that international services are planned to be free of interference from other services using the same band.

2.43 The priority order to be followed in the assignment of frequencies to service is:

- a) ATS channels serving international services (ACC, APP, TWR, FIS);
- b) ATS channels serving national purposes;
- c) channels serving international VOLMET services;
- d) channels serving ATIS and PAR; and
- e) channels used for other than ATS purposes.

2.44 The criteria used for frequency assignment planning for VHF AMS facilities serving international requirements should, to the extent practicable, also be used to satisfy the need for national VHF AMS facilities.

2.45 Special provisions should be made, by agreement between the States concerned, for the sharing and the application of reduced protection of non-ATS frequencies in the national sub-bands, so as to obtain a more economical use of the available frequency spectrum consistent with operational requirements.

2.46 States should ensure that no air/ground frequency is utilized outside its designated *operational coverage and that the stated operational requirements for coverage of a given frequency can be met for the transmission sites concerned, taking into account terrain configuration.*

Radio navigation aids for Aeronautical Radio Navigation Services (ARNS)

2.47 Frequencies should be assigned to all radio navigation facilities taking into account agreed geographical separation criteria to ILS localizer, VOR and GBAS, X and Y channels to DME, in accordance with the principles laid out in Annex 10, Volume V and *ICAO Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718) Volumes I and II. Also, the need for maximum economy in frequency demands and in radio spectrum utilization and a deployment of frequencies which ensures that international services are planned to be free of interference from other services using the same band, need to be considered.

2.48 The principles used for frequency assignment planning for radio navigation aids serving international requirements should, to the extent possible, also be used to satisfy the needs for national radio aids to navigation.

Support to ICAO Positions for ITU World Radiocommunication Conferences (WRCs)

2.49 Considering the importance and continuous demand of the radio frequency spectrum and for the protection of the current aeronautical spectrum and the allocation of new spectrum for the new services and system to be implemented in civil air navigation, States and international organizations are to support ICAO's position at ITU World Radiocommunication Conferences (WRCs) and in regional and other international activities conducted in preparation for ITU WRCs.

Note: The Handbook on Radio Frequency Spectrum Requirements for Civil Aviation (Doc 9718) Volume I, contains ICAO policy statements relevant to the aviation requirements for radio frequency spectrum. The handbook is intended to assist States and ICAO in preparing for ITU WRCs.

3. SPECIFIC REGIONAL REQUIREMENTS

Network services

3.1 The Transmission Control Protocol/Internet Protocol (TCP/IP) communication protocol should be used for the initial implementation of AMHS. [EANPG Conc. 44/45]

3.2 The migration of flight data exchange (OLDI) from X.25 to TCP/IP should be planned.

3.3 The migration of international or regional ground networks to the EUR-ATN network based on internet protocol (IP) to support AFS communication requirements, while reducing costs, should be planned.

Network management

3.4 A centralised off-line network management service is provided to participating AFTN/CIDIN/AMHS centres in the EUR Region. [EANPG Conc. 45/10]

Multinational System Addressing

3.5 The EU addressing indicator is reserved in *Location Indicators* (Doc 7910) for use by multinational systems in the ICAO European Region to allow multinational systems to retain the same addressing indicator, irrespective of which State or States the service is operated from. This enables the physical location of the service to be independent of the address used. The ICAO EUR/NAT Regional Director is the focal point for proposed changes to the EU addressing indicator in Doc 7910.

3.6 The use of the EU indicator needs to be carefully managed to ensure that the primary purpose of the addressing indicator, which is to enable the AFTN addressing system, is not compromised. Therefore, the following basic rules should be applied:

- i) only State groupings within the EUR Region that are providing multinational services can be considered as being eligible to use EU;

- ii) there must be clear operational and/or institutional needs for an allocation;
- iii) there must be an assessment of implications, and
- iv) assignments are to be formulated in accordance with the requirements of Doc 7910. The 3rd and 4th letters of an EU allocation will identify the function of the system. The 5th to 8th letters will be assigned in accordance with the requirements of Doc 8585, in close co-ordination with the EANPG COG.

3.7 The ICAO Regional Director of the EUR/NAT Office should consider a request for an EU allocation in ICAO Doc 7910 only when the above requirements are met.

Required Communication Performance (RCP)

3.8 The RCP concept characterizing the performance required for communication capabilities that support ATM functions without reference to any specific technology should be applied wherever possible.

3.9 The States should determine, prescribe and monitor the implementation of the RCP in line with the provisions laid down in the *Manual on Required Communication Performance (RCP)* (Doc 9869).

THE EUR PBN IMPLEMENTATION ROADMAP

Principles of PBN Implementation

3.10 The broad principles for PBN Implementation derived from the operational requirements of the EUR Region and the concepts and strategies discussed above are:

- a) The Navigation Application and Infrastructure Strategy is required to meet the requirements detailed in the ICAO Global ATM Operational Concept. As such, the Roadmap lays the foundations for achieving the goals of User Preferred Trajectories together with improved access, safety and reduced environmental impact targets;
- b) GNSS becomes the primary means of navigation, to the degree that this can be demonstrated to be safe and cost effective; and
- c) Given that satellite-based Navigation increasingly co-exist with satellite-based Surveillance and Communication services, the Roadmap takes due account of all ATM/CNS components.

3.11 The application of these principles shall:

- a) identify and evolve from the needs and priorities of both users and providers of the navigation systems and/or services;
- b) provide tangible and early benefits for the users;
- c) safeguard capital investments, necessary to maintain the existing infrastructure and future rationalisation plans;
- d) take due account of sub-regional institutional arrangements and regulations;
- e) accommodate geographical differences in capabilities, performance requirements and infrastructure;
- f) enable coherent development plans within the EUR region and ensure an appropriate interface to the adjacent regions; and
- g) Accept the continued operations of aircraft with lower navigation capabilities for as long as operationally feasible.

Benefits

- 3.12 The following are the benefits expected to be derived by the implementation of PBN:
- a) Improved safety, efficiency and reduced environmental impact through the implementation of continuous and stabilized descent procedures using vertical guidance accompanied by the gradual elimination of Non-Precision Approaches by 2016;
 - b) Implementation of more flexible and precise approach, departure, and arrival paths that will reduce dispersion and will enable improved airspace design fostering increased capacity;
 - c) Flight efficiency by the extension of RNAV applications allowing for more optimised trajectories;
 - d) Increased capacity through implementation of additional parallel routes and additional arrival and departure points in terminal areas;
 - e) Increase capacity through reduction of lateral and longitudinal separation enabled by RNAV and RNP;
 - f) Reduced environmental impact resulting from savings in fuel and through noise reduction by the improved placement of routes using RNAV and RNP;
 - g) Mission effectiveness improved through the accommodation of aircraft with lower navigation capability for as long as operationally feasible;
 - h) Improved airport access through provision of APV and RNP APCH or RNP AR APCH;
 - i) Decrease ATC and pilot workload by utilizing RNAV/RNP procedures and airborne capability and reduce the needs for ATC-Pilot communications and radar vectoring; and
 - j) Interoperability with other ICAO regions.

PBN APPLICATIONS*En-Route Operations*

3.13 For en-route operations the application of RNAV 5 is mandated in designated parts of the ICAO EUR Region.

3.14 The ICAO EUR Region is characterized by diverse air traffic volumes and densities, operational requirements and CNS/ATM capabilities. This emanates partly from the fact that the EUR Region includes high-density continental and low density remote continental areas. Therefore a single RNAV/RNP navigation specification may not meet operational requirements of the whole EUR Region and different navigation applications may be applied by different homogeneous ATM areas.

TMA Operations

3.15 Requirements for TMA operations have their own characteristics, taking into account the applicable separation minima between aircraft and between aircraft and obstacles. It also involves the diversity of aircraft, including low-performance aircraft flying in the lower airspace and conducting arrival and departure procedures on the same path or close to the paths of high-performance aircraft.

3.16 The mix of traffic differs remarkably between airports. Different capabilities of aircraft using an airport, together with airspace restrictions which can prevent the introduction of special RNAV/RNP routes, may result in constraining the possibility of an airport to introduce RNAV or RNP operations. Therefore, it is possible that airports situated within the same TMA could have differing capabilities to introduce PBN operations.

3.17 As a result, States should develop their own national plans for the implementation of PBN in TMAs, based on the PBN Manual, seeking the harmonization of the application of PBN and avoiding the need for multiple operational approvals and applicable aircraft separation criteria.

3.18 The following PBN strategy was agreed in the ICAO EUR Region:

- a) Implementation of any RNAV or RNP application shall be in compliance with ICAO PBN Manual (Doc 9613);
- b) Recognizing that B-RNAV/P-RNAV can be regarded as equivalent to RNAV5/RNAV1, as defined in the ICAO PBN Manual, their use will be continued for en-route and terminal applications at least until 2015;
- c) The target date for the completion of implementation for the Approach procedures with vertical guidance (APV) (APV/Baro-VNAV and/or APV/SBAS) for all instrument runway ends is 2016;
- d) Replacement of RNAV5/RNAV1 (B-RNAV/P-RNAV) specification by RNP specifications (e.g. Basic RNP-1 and advanced-RNP) for the use in the en-route and terminal airspace to commence by 2015.

ICAO PBN Manual compliant terms, e.g. RNAV 1 and RNAV 5, shall be implemented for all new aeronautical information publications and as an update to existing publications until 2014. (EANPG/Conclusion 50/14 refers).

Instrument Approaches

3.19 States should introduce PBN approaches that provide Vertical Guidance to enhance safety. These should be based on APV, Baro-VNAV and/or Space Based augmentation Systems (SBAS) where possible. Conventional approach procedures and conventional navigation aids should be maintained to support non-equipped aircraft during the transitional period.

3.20 With the expected reduction and subsequent removal of VOR and NDB it is expected that conventional Non Precision Approaches (NPA) will have to be withdrawn until 2025. States should make clear their own individual plans in order to assist operators in their planning for the transition to PBN.

NAVIGATION INFRASTRUCTURE

3.21 The requirements for navigation infrastructure described hereafter address all phases of flight.

En-route and TMA

2010-2015

3.22 Transition to a total RNAV environment requires enhancing DME coverage and/or ensuring the quality of GNSS signal, as well as the improvement of service quality for en-route and terminal operations. This should be achieved mainly by deploying additional DMEs and certifying GNSS service providers in part of the EUR Region. Repositioning some of the existing facilities might be required, as enabled by decommissioning of VORs.

3.23 RNAV infrastructure assessment guidance material is available at www.icao.int/EURNAT/EURandNATDocuments/EURDocuments/P-RNAV and can be used to aid in assessment of DME-DME network requirements.

3.24 Decommissioning of NDBs and reduction of the number of VORs take place due to a progressive reduction of conventional routes and procedures. During this transition, a sufficient backbone of conventional navigation aids should exist to support the remaining non-RNAV routes in the lower airspace. This remaining infrastructure should also support the existing conventional approach procedures. At the same time, it will also allow ATC to re-route aircraft in the event of individual aircraft RNAV failure.

3.25 In the European Union the European Aviation Safety Agency (EASA) is the authority for the oversight of the provider of the European Geostationary Navigation Overlay Service (EGNOS). Equipped

aircraft will be authorized to use EGNOS within its area of coverage and within the limits of its declared performance after the certification of the relevant Navigation Service Provider (NSP).

2015-2020

3.26 The transition to a total RNAV environment requires generalised use of GNSS in those areas where suitable DME coverage cannot be achieved, such as low flight levels in terrain constrained areas.

3.27 GNSS Sensors might be required for all General Air Traffic (GAT) operations. Dual RNAV with DME/DME and GNSS sensors, or other solutions ensuring a level of safety commensurate to the type of operations, may be foreseen to overcome loss of GNSS signal in order to meet the operational requirements in respect of the risk of loss of navigation capability on Air Transport operations. Alternate equipment using ground based navigation aids could be planned.

3.28 Galileo and enhanced GPS should become available during the 2015-2020 timeframe. This will allow for an increased reliance on GNSS once dual constellation and dual frequency equipment are installed in aircraft and experience is built up on Galileo operation.

3.29 The existence of a total RNAV environment should allow further removal of VORs and NDBs, as well as further removal of unnecessary avionics.

Beyond 2020

3.30 In this time frame, a multi-constellation and multi frequency GNSS environment is expected. This will provide an adequate level of GNSS service in terms of robustness and performance.

3.31 These GNSS enhancements should reduce significantly the probability of having a GNSS failure and would reduce the extent of an alternative reversion. They should also allow for a reduced DME network enough to support the back-up requirement.

3.32 The existence of a total RNAV environment should allow for an almost total removal of VORs.

Approach and Landing

2010-2015

3.33 Instrument Landing System (ILS) remains during this period the prime source of guidance for precision approaches and landings in the EUR and continues to support all categories of airspace users.

3.34 Cat I GLS (GBAS/GPS) becomes available. ILS will probably remain the only means for Cat II/III operations. However, toward the end of the period, depending on Research and Development results, there may be limited availability of Cat II/III GLS based operations (using an augmented GPS/GBAS capability of on-board systems) at runways with Cat II/III lighting. This might increase the potential use of GBAS as a back up to ILS in case of maintenance/system failures.

3.35 NPAs (both conventional and RNAV) are gradually being replaced by Approaches Procedures with Vertical Guidance (APV), based on either SBAS or Baro-VNAV, in accordance with the A37-11 resolution. This is expected to be completed early in the period 2015-2020 with the provision of APV to all IFR runway ends, including those mainly used by general aviation.

3.36 Runways presently not equipped with Precision Approach and Landing systems may consider SBAS (e.g. LPV down to 200 ft DH) or Cat I GLS (GBAS/GPS) systems associated with airport lighting systems upgrades as needed.

3.37 Some CAT I ILSs may be replaced by SBAS APV or CAT I GLS. Business cases to justify such changes depend upon the EGNOS NSP certification, the number of procedures published in the AIPs, nature of traffic, the capability of SBAS to serve multiple runway directions at a single aerodrome and the availability of aircraft with certified GNSS based approach and landing systems.

3.38 Where a business case can be made (e.g. improved capacity) MLS Cat II/III may be equipped as an alternative or replacement to ILS.

2015-2020

3.39 ILS remains the prime source of guidance for precision approaches and landings in the EUR Region. MLS, Cat I GLS and LPV 200 continue to be introduced or maintained where required.

3.40 As Cat II/III GLS (GBAS/Multi-constellation Dual Frequency) becomes available and with the increased equipage of aerodromes with GBAS ground station and aircraft with GLS capability, GLS procedures should be increasingly used.

3.41 Users not approved for RNP APCH/LPV approaches may suffer operational limitations when conventional NPA procedures are removed and associated navigation aids are decommissioned. RNP AR APCH should have an increased number of applications in those places where RNP operations cannot be undertaken using RNP APCH procedures.

Beyond 2020

3.42 ILS should remain a significant source of guidance for precision approaches and landings in Cat II/III.

3.43 MLS, Cat I GLS and LPV 200 should continue to be introduced where required.

3.44 An increased number of GLS equipped aircraft together with the provision of GLS GBAS procedures (Cat I/II/III) at more airports should take place. This is expected to be accompanied by an extensive decommissioning of ILS CAT I systems, based on a positive business and safety case.

3.45 ILS Cat II/III should be retained to provide backup for GLS to address GLS availability issues (deliberate jamming and solar activity) where and when justified. If ILS is not available, requirement for RNP APCH/LPV/GBAS should be established.

3.46 An increased number of aircraft (including general aviation) equipped with combined GPS/Galileo/SBAS receivers will lead to the introduction of LPV procedures at all IFR runway ends.

3.47 The application of RNP AR APCH should continue to increase where RNP operations cannot be undertaken using RNP APCH procedures.

Transition Strategy

3.48 During the transition to a PBN environment, sufficient ground infrastructure to ensure conventional navigation must remain available. Before removing ground infrastructure, users should be given reasonable transition time to install appropriate airborne equipment able to meet the PBN requirements. States should approach removal of existing ground infrastructure with caution to ensure that safety is not compromised. This could be guaranteed by performance of safety assessments and consultations with the users.

3.49 States should cooperate on a multinational basis to implement PBN in order to facilitate a seamless and inter-operable environment and undertake coordinated R&D programs on PBN implementation and operation.

3.50 States are encouraged to consider catering for traffic according to navigation capability and granting benefits to aircraft with better navigation performance, taking due consideration of the needs of State/Military aircraft.

3.51 States should encourage operators and other airspace users to equip with PBN-capable avionics. This can be achieved through early introductions of RNP approaches, preferably those with vertical guidance.

Safety Documentation & Monitoring Requirements

Need to document safety assessment

3.52 To ensure that the introduction of PBN is undertaken in a safe manner in accordance with relevant ICAO provisions, implementation shall only take place following the conduct of a documented safety assessment to demonstrate that an acceptable level of safety will be met. Additionally, ongoing periodic safety reviews should be undertaken where required in order to establish that operations continue to meet the target level of safety.

Use of specific navigation aids

3.53 Where, within a given airspace, a group of users has been authorized to use special aids for navigation by the competent authorities, the respective ground facilities should be located and aligned in such a way to ensure full compliance with ICAO Annex 10 provisions.

3.54 States should ensure and oversee that Navigation Service Providers (i.e. providers of the navigation signals in space) take appropriate corrective measures promptly whenever a significant degradation in the accuracy of navigation aids (either space based or ground based or both) is detected.

SURVEILLANCE

Planning Considerations

3.55 The ICAO European Region is currently characterized by the use of the following surveillance systems:

- a) Secondary Surveillance Radars (SSR) Mode A, C and S in terminal and en-route continental airspace;
- b) Primary Surveillance Radars (PSR) primarily in terminal airspace;
- c) Automatic Dependent Surveillance – Broadcast (ADS-B) and Wide Area Multilateration (WAM) in some parts.

Automatic Dependent Surveillance – Contract (ADS-C) in some parts of the oceanic and remote continental airspace.

3.56 In order to meet the evolving operational requirements foreseen by 2020, the following surveillance infrastructure guiding principles had been agreed in the EUR Region:

- a) An independent surveillance system to track non-cooperative targets where and when required. This will be provided by PSR unless and until an alternative solution is required and developed;
- b) An independent surveillance system to track co-operative targets. This can be enabled by SSR Mode A/C or SSR Mode S or Wide Area Multilateration;
- c) Dependant co-operative surveillance based upon ADS-B providing positional data of suitable quality. The common, internationally agreed technical enabler for this type of surveillance is 1090 MHz Extended Squitter based ADS-B data link. ADS-C in remote and

- oceanic areas only;
- d) Since aircraft will be equipped with Mode S and ADS-B systems, the choice of cooperative surveillance technology (Mode S, ADS-B, Multilateration) remains flexible, the service provider will determine the best solution for their particular operating environment, based on cost and performance;
 - e) An increasing use of ADS-B and/or Airport Multilateration at aerodromes is also foreseen and, particularly, the use of the Advanced Surface Movement Guidance and Control System (A-SMGCS). Surface Movement Radars will provide Independent Non-Cooperative airport surveillance; and
 - f) An increased use of surveillance data on-board of 'ADS-B IN' equipped aircraft will support Air Traffic Situational Awareness (ATSA) and spacing applications and later separation applications. This also allows for increased delegation of responsibility for separation to the flight crew.

3.57 In the European Union, Regulation (EU) No 1207/2011, as amended by Implementing Regulation (EU) No 1028/2014, lays down the requirements for the performance and interoperability of surveillance for the Single European Sky. This regulation is applicable to air traffic service providers which provide air traffic control services based on surveillance data, and to communication, navigation and surveillance providers which operate systems composing the surveillance chain. The Regulation essentially provides airborne carriage obligations for operators regarding secondary surveillance radar transponders (Mode S Elementary, ADS-B OUT, and Mode S Enhanced).

FREQUENCY MANAGEMENT

Planning Considerations

General

3.58 Frequency assignment planning in the EUR region should be carried out in accordance with the provisions of Annex 10, as necessary, by regional recommendations and technical criteria developed for this purpose. Detailed guidance on frequency assignment planning for AMS and radio navigation aids are contained in [ICAO EUR Frequency Management Manual Doc 011](#).

AMS

- 3.59 Frequencies should be assigned to all VHF AMS facilities, taking into account:
- a) agreed geographical separation criteria based on 8.33 kHz interleaving between channels for the area where this channel spacing is applicable;
 - b) agreed geographical separation criteria based on 25 kHz interleaving between channels;
 - c) agreed geographical separation criteria for the implementation of VDL services;
 - d) the need for maximum economy in frequency demands and in radio spectrum utilization; and
 - e) A deployment of frequencies which ensures that international services are planned to be free of interference from other services using the same band.
- 3.60 The priority order to be followed in the assignment of frequencies to service is:
- a) ATS channels serving international services (ACC, APP, TWR, FIS);
 - b) ATS channels serving national purposes;
 - c) channels serving international VOLMET services;
 - d) channels serving ATIS and PAR; and
 - e) channels used for other than ATS purposes.

3.61 The criteria used for frequency assignment planning for VHF AMS facilities serving international requirements should, to the extent practicable, also be used to satisfy the need of national VHF AMS facilities.

3.62 Special provisions should be made, by agreement between the States concerned, for the sharing and application of reduced protection of non-ATC frequencies in the national sub-bands, so as to obtain a more economical use of the available frequency spectrum consistent with operational requirements.

3.63 It should be ensured that no air/ground frequency is utilized outside its designated operational coverage.

3.64 It should be ensured that the stated operational requirements for coverage of a given frequency can be met for the transmission sites concerned, taking into account terrain configuration.

Radio navigation aids

3.65 Frequencies should be assigned to all radio navigation facilities taking into account:

- a) agreed geographical separation criteria based on assignments of 50 kHz-spaced frequencies to ILS localizer and VOR, X and Y channels to DME and 25 KHz space frequencies to GBAS;
- b) the need for maximum economy in frequency demands and in radio spectrum utilization; and
- c) a deployment of frequencies which ensures that international services are planned to be free of interference from other services using the same band.

3.66 The principles used for frequency assignment planning for radio navigation aids serving international requirements should, to the extent possible, also be used to satisfy the needs for national radio aids to navigation.

3.67 The following planning criteria for MLS frequency planning in the EUR region should be applied, aimed at allowing the maximum number of MLS-associated DME frequencies on X and Y channels so as to minimize the possible use of W and Z channels:

- a) the height above which guidance signal need not be protected should be 10 000 feet;

Note.- Signal protection to a height greater than 10 000 ft to meet special operational requirements shall be met on a case-by-case basis through technical (frequency) coordination among those States affected.

- b) double channel pairing of ILS and MLS with the same DME channel (frequency tripling) is not required; and
- c) the same channel (frequency) may exceptionally be assigned to both approach directions of a dually equipped runway in those cases where this is operationally acceptable.

AERONAUTICAL FIXED SERVICE (AFS)

3.68 The Regional AFTN/CIDIN/AMHS Plan is maintained in the ATS Messaging Management Centre (AMC). The plan is updated dynamically (AIRAC cycle) depending on network inventory data input in the AMC database by the Co-operating COM Centre (CCC) operators. The CCC operators in the EUR Region access the plan along with other AMC functions via Internet using the World-Wide Web. The plan is also electronically disseminated to other interested users (e.g. Regional Offices, States outside EUR) by the AMC operator, upon request.

Note 1.- Further information on the ATS Messaging Management Centre (AMC) may be found on the EUROCONTROL website at <https://extranet.eurocontrol.int/http://onesky.eurocontrol.int/portal/dt>.

Note 2. - Connectivity details concerning AFTN/CIDIN/AMHS are shown in Table AFS 1 at www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx.

3.69 Regional ATS On Line Data Interchange (OLDI) planning information is maintained in the EUROCONTROL Flight Message Transport Protocol (FMTP) Database. The FMTP database may be accessed through a web based user interface providing States with a comprehensive and secured tool for updating and querying.

Note 1. - Further information on the FMTP database may be found on the EUROCONTROL website at <https://extranet.eurocontrol.int/http://onesky.eurocontrol.int/portal/dt>.

Note 2. - Connectivity details concerning OLDI are shown in Table AFS 2 at www.icao.int/EURNAT/Pages/EURandNATDocument.

3.70 Regional ATS Direct Speech planning information is maintained in the EUROCONTROL ATM Ground Voice Network Database (AGVN) Database. The AGVN database may be accessed through a web based user interface providing States with a comprehensive and secured tool for updating and querying.

Note 1. - Further information on the AGVN database may be found on the EUROCONTROL website at <https://extranet.eurocontrol.int/http://onesky.eurocontrol.int/portal/dt>.

Note 2. - Connectivity details concerning ATS Direct Speech are shown in Table AFS 3 at www.icao.int/EURNAT/Pages/EURandNATDocument.

3.71 Use of means other than dedicated bilateral links may be made to meet data communication requirements in cases where performance, availability and cost effectiveness of such means are demonstrated to be equivalent or superior.

AERONAUTICAL RADIO NAVIGATION SERVICE

3.72 Table CNS 4 lists, in alphabetical order by State, procedures and associated radio navigation aids required for non-precision and precision approaches in the EUR Region. Table CNS4 is regularly updated (usually bi-annually) and made available on the following URL - at www.icao.int/EURNAT/Pages/EURandNATDocument

3.73 States should publish information related to the designated operational coverage of individual radio navigation aids in the relevant part of their Aeronautical Information Publications (AIP) and users should be requested not to use aids beyond the coverage specified in such publications.

3.74 States should acknowledge that the designated operational coverage of en-route navigation aids as published in this part ([Table CNS 4](#)), while consistent with the stated operational requirements for support of the ATS routes, may be different from that indicated in the national AIPs for national reasons.

FREQUENCY ASSIGNMENT PLANNING FOR AMS

3.75 In order to avoid restrictions on frequency assignment possibilities due to adjacent channel interference on VHF, States that do not already have a requirement to implement 8.33 kHz channel spacing in the VHF aeronautical mobile service but that are located within air-to-air interference range of another State that has to employ that channel spacing, should provide their ground stations with equipment that, even if it operates on channels spaced by 25 kHz, nevertheless has frequency stability and selectivity appropriate to 8.33 kHz channel spacing operation. In addition, States should ensure that any aircraft flying over or within air-to-air interference range of States where 8.33 kHz channel spacing is employed in the VHF aeronautical mobile service is fitted with airborne equipment having frequency stability and selectivity appropriate to 8.33 kHz channel spacing operation.

3.76 A number of principles and criteria applicable to the practical conduct of frequency assignment are found in the [EUR Frequency Management Manual \(EUR Doc 011\)](#).

3.77 Assignment of frequencies to satisfy aeronautical operational control communication requirements should be made in accordance with the criteria and method shown in the [EUR Frequency Management Manual \(EUR Doc 011\)](#).

3.78 Coordination of frequency assignments in the ICAO EUR Region is carried out via an on-line coordination and registration tool (<https://extranet.eurocontrol.int/http://onesky.eurocontrol.int/portal/dt>). One outcome of this process is reflected in the [Table COM 2](#). The purpose of these arrangements is also to serve the execution of the SES Network Management Function related to Frequency Management.

3.79 To ensure adequate operational flexibility, the designated operational coverage of an air/ground channel promulgated for specific ACC sectors should take into account any intended combination of control sectors, notably during slack hours.

Note: Tables COM 2 are regularly updated (usually bi-annually)

FREQUENCY ASSIGNMENT PLANNING FOR RADIO NAVIGATION AIDS

3.80 Principles and criteria applicable to the practical conduct of frequency assignment to VHF/UHF/SHF aids are found in the [EUR Frequency Management Manual \(EUR Doc 011\)](#).

3.81 Principles and criteria applicable to the practical conduct of frequency assignment to LF/MF aids are found in the [EUR Frequency Management Manual \(EUR Doc 011\)](#).

3.82 Coordination of frequency assignments in the ICAO EUR Region is carried out via on-line coordination and registration tool (<https://extranet.eurocontrol.int/http://onesky.eurocontrol.int/portal/dt>). An outcome of this process is reflected in the Tables COM 3 and COM 4.

Note: Tables COM 3 and COM 4 are regularly updated (usually bi-annually)

SURVEILLANCE SYSTEMS

3.83 Principles, procedures and guidance on the use of Mode 3/A secondary surveillance radar codes in the EUR Region are found in the [European Secondary Surveillance Radar \(SSR\) Code Management Plan \(EUR Doc 023\)](#). The management of SSR codes in the ICAO EUR Region shall be in accordance with the procedures and technical requirements as detailed in [EUR Doc 023](#). [Attachment to EUR Doc 023](#) provides the latest SSR Code Allocation List (CAL) for the ICAO EUR Region.

3.84 Principles and procedures for SSR Mode S Interrogator Codes Allocation in the ICAO EUR are provided in the [ICAO European Principles and procedures for SSR Mode S Interrogator Codes \(IC\) Allocation \(EUR Doc 024\)](#). The management of Mode S ICs in the ICAO EUR Region shall be in accordance with the procedures and technical requirements as detailed in [EUR Doc 024](#). [Attachment to EUR Doc 024](#) provides the latest SSR Mode S Interrogator Code (IC) Allocations Status for the ICAO EUR Region.

Note: The Tables and Attachments to EUR Doc 023 and EUR Doc 024 are regularly updated (usually bi-annually)

**TABLE CNS II- 1 - AERONAUTICAL FIXED TELECOMMUNICATIONS NETWORK (AFTN)
PLAN**

Note: available at www.icao.int/EURNAT/EURandNATDocuments/Doc7754-EURANP/EURFASID,Supplements/Doc7754-EURFASIDP4-CNSSupp-TableAFS-1

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TABLE CNS II-2 - REQUIRED ATN INFRASTRUCTURE ROUTING PLAN

Note: Not applicable in EUR Region.

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TABLE CNS II-3 — ATS DIRECT SPEECH CIRCUITS PLAN

Note: Available at www.icao.int/EURNAT/EURandNATDocuments/Doc7754-EURANP/EURFASID,Supplements/Doc7754-EURFASIDP4-CNSSupp-TableAFS

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TABLE CNS II-4 - HF NETWORK DESIGNATORS

Note: Not applicable in EUR Region.

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

1. INTRODUCTION

1.1 This part of the EUR ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to air traffic management (ATM). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of ATM facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to ATM facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

Optimization of traffic flows

2.1 The Planning and Implementation Regional Groups (PIRG), through regional air navigation agreement, 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 through the set-up of appropriate mechanisms for regional and inter-regional planning and coordination.

2.2 Whenever practicable, States should, in close coordination with operators, establish the most efficient routings.

2.3 The requirements for regional ATS route network, in particular, for ATS routes over the high seas and airspace of undetermined sovereignty, should be agreed upon through regional air navigation agreement.

Note: States' AIPs and other States publications should be consulted for information on the implemented ATS routes.

Aircraft Identification-SSR Code Management

2.4 Within the context of air traffic management (ATM) and the provision of air traffic services (ATS), SSR code management is a key element of ATM to ensure continuous, unambiguous aircraft identification. The number of secondary surveillance radar (SSR) codes is limited and poor management of the assignment of SSR codes results in capacity constraints and aircraft delays. States and air navigation service providers (ANSP) should apply the [European Secondary Surveillance Radar Code Management Plan \(EUR Doc 023\)](#) approved by the EANPG. The SSR Codes Management Plan of the EUR Region is addressed in the Specific Regional Requirements of Volume II, in 3 below.

3. SPECIFIC REGIONAL REQUIREMENTS

Aircraft Identification-SSR Code Management

3.1 In the ICAO EUR Region aircraft identification is performed in accordance with the provisions defined in *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) and is based on the downlinked aircraft identification and/or discrete secondary surveillance radar (SSR) codes. The downlinked aircraft identification is supported by Mode S, ADS-B, Wide Area Multilateration (WAM) or a combination of these technologies. The assignment of discrete secondary surveillance radar (SSR) codes follows the principles of the Originating Region Code Assignment Method (ORCAM) and is supported by the Centralised Code Assignment and Management System (CCAMS) or by the local ATS supporting systems. In the European Union, Regulation (EU) 1206/2011 lays down requirements on aircraft identification for surveillance for the Single European Sky and provides specific performance requirements as regards individual aircraft identification using downlinked aircraft identification.

Airspace management and optimization of traffic flows

3.2 The EANPG, through regional air navigation agreement, is responsible for the optimization of the traffic flows through the continuous improvement of the regional ATS route network and organized track systems as well as the implementation of random routing areas, user preferred flight trajectories (e.g. user preferred routes (UPR), continuous climb operations (CCO), continuous descent operations (CDO)) and free route airspace in the Region through the set-up of appropriate mechanisms for regional and inter-regional planning and coordination.

3.3 For the ECAC area (44 States), the design, development, planning and implementation of improved European ATS route network, free route airspace, optimised civil and military airspace structures, ATC sectors and airspace utilisation/availability is performed, on behalf of ICAO, by the EUROCONTROL Route Network Development Sub-Group (RNDSG). The purpose of these arrangements is also to serve the execution of the SES European Route Network Design Network Management Function. For the non-ECAC area (12 States), the ATS route planning and the implementation of airspace optimisation initiatives is done by the EANPG Route Development Group East (RDGE). The results of this work are reflected in specific airspace projects catalogues and are published in the European Route Network Improvement Plan (ERNIP) database available at https://extranet.eurocontrol.int/ernip_database/Index.action.

3.4 Continuous coordination of ATS route network and airspace structure activities takes place between the ECAC and RDGE member States through the framework of the RNDSG and RDGE meetings in order to ensure regional interconnectivity and interoperability of the route network within the ICAO EUR Region and with adjacent ICAO Regions.

3.5 Changes to the airspace structures over the high seas and airspace of undetermined sovereignty should be agreed upon through regional air navigation agreement (EANPG High Seas Coordination Procedure).

Allocation and Assignment of Secondary Surveillance Radar (SSR) Codes in the EUR Region

3.6 The [European Secondary Surveillance Radar Code Management Plan \(EUR Doc 023\)](#) has been produced on behalf of the EANPG. The purpose of this document is to detail the requirements to be met by the States of the ICAO EUR Region to comply with the provisions of the EUR ANP as they pertain to the management of Secondary Surveillance Radar (SSR) codes in the ICAO EUR Region.

3.7 Certain codes are reserved for special purposes on a world-wide scale. The remaining codes series for use in the Region are divided into two distinct categories: Transit codes (T) for international use and Domestic codes (D) for national use.

3.8 The EUR Code Allocation List (CAL) reflects the assignment of SSR codes to the EUR States and takes into account the number of aircraft to be handled simultaneously within a specified area and for a determined period of protection during traffic peaks.

3.9 The EUR CAL, available on the ICAO EUR/NAT Office website, under eDocuments (www.icao.int/EURNAT/EURandNATDocuments/EURDocuments/023), is managed and maintained up-to-date by the SSR Codes Secretariat on behalf of the ICAO EUR/NAT Regional Office.

3.10 States should inform the ICAO EUR/NAT Regional Office promptly of any deviation from the Plan or proposed changes considered necessary with respect to their code allocations, relevant to ATS infrastructure developments and/or the guidance material provided in the [European Secondary Surveillance Radar Code Management Plan \(EUR Doc 023\)](#).

Special purpose SSR codes

3.11 The series of codes listed below are reserved for special purposes:

- Series 00 Code 0000 is available as a general purpose code for local use by any State.
- Series 10 Code 1000 is reserved for use as a conspicuity code for Mode S.

- Series 20 Code 2000 shall be used by flight crews in the absence of any Air Traffic Control (ATC) instructions or regional agreements unless the conditions for the use of codes: 7000, 7500, 7600 and 7700 apply.
- Series 70 Code 7000 shall be used by flight crews not receiving ATS service in order to improve detection of suitably equipped aircraft in areas specified by States, unless otherwise instructed by ATS.
- Series 75 Code 7500 is reserved for use in the event of unlawful interference.
- Series 76 Code 7600 is reserved for use in the event of radio communications failure.
- Series 77 Code 7700 is reserved for use in the event of emergencies and interception. Code 7776 and Code 7777 are reserved for SSR ground transponder monitoring and testing.

Civil Military Coordination and Flexible Use of Airspace

3.12 States should implement civil/military cooperation and coordination mechanisms in accordance with ICAO Circular 330. States should also enhance the application of the Flexible Use of Airspace concept, which will increase airspace capacity and improve the efficiency and flexibility of aircraft operations. States should arrange for close liaison and coordination between civil ATS units and relevant military operational control and/or air defense units in order to ensure integration of civil and military air traffic or its segregation, if required. In the ICAO EUR Region, there are specific arrangements (e.g. based on *EUROCONTROL ERNIP Part 3 ASM Handbook*, etc.) that enable the implementation of the FUA concept. [ICAO EUR Doc 032](#) has been developed as interim guidance material for the implementation of the FUA concept over the high seas and will be considered in the global revision process of ICAO provisions.

Air Traffic Flow Management (ATFM)

3.13 The EUROCONTROL Network Manager Operations Centre (NMOC) carries out the operational functions for airspace data management, flight plan processing (via IFPS) and for Air Traffic Flow and Capacity Management within the airspace of EUROCONTROL Member States (41 States) plus other interested stakeholders. In the European Union, the purpose of these arrangements also support the the execution of the Single European Sky Network Management Function related to ATFM, as defined in Regulation (EU) No 677/2011, which lays down detailed rules for the implementation of air traffic management (ATM) network functions. Regulation (EU) No 255/2010 also lays down requirements for air traffic flow management (ATFM) in order to optimise the available capacity of the European air traffic management network (EATMN) and enhance ATFM processes. For the Russian Federation airspace, the Main Air Traffic Management Center plans and coordinates airspace utilization, manages air traffic as well as the approval and advisory processes of airspace utilization within the Russian Federation. Several other States in the EUR Region have published their ATFM provision in their national Aeronautical Information Publication (AIP).

TABLE ATM II-EUR-1 EUR REGION ATS ROUTE NETWORK

Note: (European Route Network Improvement Plan (ERNIP) database refers)

Available at https://extranet.eurocontrol.int/ernip_database/Index.action

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TABLE ATM II-EUR-2 – EUR SSR CODE ALLOCATION LIST

Note: (EUR DOC 023 refers)

Available at: [European Secondary Surveillance Radar Code Management Plan \(EUR Doc 023\)](#)

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EUR ANP, VOLUME II

PART V – METEOROLOGY (MET)

1. INTRODUCTION

1.1 This part of the EUR ANP, Volume II, complements the provisions in the ICAO SARPs and PANS related to aeronautical meteorology (MET). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of MET facilities and services within a specified area 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. Such agreement indicates a commitment on the part of the States concerned to implement the requirements specified.

2. GENERAL REGIONAL REQUIREMENTS

Meteorological offices

2.1 In the EUR Region, meteorological watch offices (MWO) have been designated to maintain continuous watch on meteorological conditions affecting flight operations within their area(s) of responsibility, as indicated at [Table MET II-1](#).

Meteorological observations and reports

2.2 In the EUR Region, routine observations, issued as a METAR, should be made throughout the 24 hours of each day at intervals of one hour or, for RS and AS designated aerodromes¹, at intervals of one half-hour at aerodromes as indicated in [Table MET II-2](#).

2.3 At aerodromes that are not operational throughout 24 hours, METAR should be issued at least 3 hours prior to the aerodrome resuming operations in the EUR Region or as agreed between the meteorological authority and the operators concerned, to meet pre-flight and in-flight planning requirements for flights due to arrive at the aerodrome as soon as it is opened for use.

Forecasts

2.4 In the EUR Region, an aerodrome forecast, issued as a TAF, should be for the aerodromes indicated in [Table MET II-2](#).

2.5 In the EUR Region, the period of validity of a routine TAF should be of 9-, 24-, or 30-hours to meet the requirements indicated in [Table MET II-2](#).

2.6 In the EUR Region, the forecast maximum and minimum temperatures expected to occur during the period of validity, together with their corresponding day and time of occurrence, should be included in TAF at aerodromes indicated in [Table MET II-2](#).

2.7 In the EUR Region, landing forecasts (prepared in the form of a trend forecast) should be provided at aerodromes indicated in [Table MET II-2](#).

Requirements for and use of communications

2.8 Operational meteorological information prepared as METAR, SPECI and TAF for aerodromes indicated in [Table MET II-2](#), and SIGMET and AIRMET messages prepared for flight information regions or control areas indicated in [Table MET II-1](#), should be disseminated to the Regional OPMET Centres designated for the EUR Region (namely London, Toulouse and Vienna Regional OPMET Centres) and to the centre designated for the operation of the aeronautical fixed service satellite distribution

¹ Refer to Table AOP II-1

system (SADIS 2G) and the Internet-based service (Secure SADIS FTP) in the EUR Region. The data will be forwarded to other international databanks and to the WIFS Provider State in accordance with regional OPMET data exchange schemes.

2.9 SIGMET messages should be disseminated to other meteorological offices in the EUR Region in accordance with the regional OPMET bulletin exchange scheme.

2.10 Special air-reports that do not warrant the issuance of a SIGMET should be disseminated to other meteorological offices in the EUR Region in accordance with the regional OPMET bulletin exchange scheme.

2.11 In the EUR Region, meteorological information for use by aircraft in flight should be supplied through VOLMET broadcasts.

2.12 In the EUR Region, the aerodromes for which METAR and SPECI are to be included in VOLMET broadcasts, the sequence in which they are to be transmitted and the broadcast time, are indicated in **Table MET II-3**.

3. SPECIFIC REGIONAL REQUIREMENTS

Meteorological observations and reports

3.1 In the EUR Region, aeronautical meteorological stations have been established on offshore structures or at other points of significance in support of helicopter operations to offshore structures, as indicated at [Table MET II-EUR-1](#) (Former MET 1C Offshore structures).

3.2 In the EUR Region, information on the sea-surface temperature and the state of the sea or the significant wave height from aeronautical meteorological stations established on offshore structures in support of helicopter operations should be included as supplementary information in METAR and SPECI as indicated in [Table MET II-EUR-1](#) (former MET 1C Offshore structures).

3.3 In the EUR Region, information on the state of the runway should be included as supplementary information in METAR and SPECI as indicated in [Table MET II-2](#) (Former MET 1A Aerodrome meteorological offices).

3.4 In the EUR Region, GAMET area forecasts and/or area forecasts for low-level flights in chart form prepared in support of the issuance of AIRMET information, and AIRMET information for low-level flights relevant to the whole route, should be supplied to operators and flight crew members and kept up to date. Section II of the GAMET area forecast should include information, in addition to the provisions in Annex 3, as contained at Appendix MET LLF to Part V (MET).

AIRMET information

3.5 In the EUR Region, AIRMET information should be issued by a MWO for its areas of responsibility as indicated in [Table MET II-1](#) (Former MET 1B Meteorological watch offices).

OPMET information

3.6 In the EUR Region, the details of the exchange scheme to be used for the OPMET information are given in the EUR Region – [EUR OPMET Data Management Handbook \(EUR Doc 018\)](#).

Service for operators and flight crew members

3.7 In the EUR Region, meteorological information for pre-flight planning by operators of helicopters flying to offshore structures as indicated in [Table MET II-EUR-1](#) (Former MET 1C Offshore structures) should include data covering the layers from sea level to FL 100. Particular mention should be

made of the expected surface visibility, the amount, type (where available), base and tops of cloud below FL 100, the sea state and sea-surface temperature, the mean sea-level pressure and the occurrence or expected occurrence of turbulence and icing.

DRAFT

TABLE MET II-1 - METEOROLOGICAL WATCH OFFICES

EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the flight information region (FIR) or control area (CTA) where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the FIR or CTA
- 4 Name of the meteorological watch office (MWO) responsible for the provision of meteorological service for the FIR or CTA
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 5 ICAO location indicator of the responsible MWO
- 6 Requirement for SIGMET information (excluding for volcanic ash and for tropical cyclones) to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required
- 7 Requirement for SIGMET information for volcanic ash to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required
- 8 Requirement for SIGMET information for tropical cyclone to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required
- 9 Requirement for AIRMET information to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (VA)
1	2	3	4	5	6	7	8	9
Albania	TIRANA FIR/FIC/ACC/SAR/NOF/AFTN AA COM CENTRE	LAAA	TIRANA	LATI	Y	Y		N
Algeria	ALGER (ACC)	DAA A	ALGER/CRT	DAM M	Y	Y		N
Armenia	YEREVAN	UDYZ	YEREVAN	UDYZ	Y	Y		N
Austria	FIR WIEN	LOVV	WIEN-SCHWECHAT	LOW W	Y	Y		Y
Azerbaijan	BAKU FIR	UBBA	HEYDAR ALIYEV INTERNATIONAL AIRPORT	UBBB	Y	Y		N
Belarus	MINSK FIR	UMM	MINSK-2	UMM	Y	Y		N

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided				
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)	
1	2	3	4	5	6	7	8	9	
		V		S					
Belgium	BRUSSELS (ACC-FIC)	EBBU	BRUSSELS/BRUSSELS-NATIONAL	EBBR	Y	Y		Y	
	MAASTRICHT UAC	EDYY				Y	Y		N
Bosnia and Herzegovina	SARAJEVO FIR	LQSB	BANJA LUKA	LQBK	Y	Y		Y	
Bulgaria	SOFIA FIR	LBSR	SOFIA	LBSF	Y	Y		Y	
Croatia	ZAGREB ACC/FIR	LDZO	ZAGREB/PLESO	LDZA	Y	Y		Y	
Cyprus	NICOSIA (ACC/FIC)	LCCC	LARNAKA/INTL	LCLK	Y	Y		N	
Czech Republic	FIR PRAHA	LKAA	PRAHA/RUZYNE	LKPR	Y	Y		Y	
Denmark	KOBENHAVN FIR (ACC)	EKDK	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y		N	
	AARHUS (JRCC)	EKMC	KARUP MIL MET CENTRE	EKMK	N	N		N	
Estonia	TALLINN ACC,RCC,FIR	EETT	ESTONIAN ENVIRONMENT AGENCY	EEMH	Y	Y		N	
Finland	FINLAND FIR/UIR	EFIN	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	Y		N	
France	BORDEAUX FIC/ACC/UAC/CCER	LFBB	TOULOUSE (CENTRE METEO)	LFPW	Y	Y		N	
	BREST FIC/ACC/UAC/CCT/CCER	LFRR				Y	Y		N
	AIX-EN-PROVENCE (MARSEILLE FIC/ACC/UAC COM/CCER)	LFMM				Y	Y		N
	PARIS FIC/ACC/UAC/CCER	LFFF				Y	Y		N
	REIMS FIC/ACC/UAC/CCER	LFEE				Y	Y		N
Georgia	TBILISI FIR	UGG G	TBILISI/TBILISI	UGTB	Y	Y		Y	
Germany	LANGEN ACC/FIC	EDGG	FRANKFURT/MAIN MET REG CENTER	EDZF	Y	Y		Y	
	KARLSRUHE UAC	EDUU				Y	Y		N
	MUENSTER RCC (LAND)	ETRA				N	N		N
	BREMEN ACC/FIC	EDW W	HAMBURG MET REG CENTER	EDZH	Y	Y		Y	
	GLUECKSBURG RCC (SEA)	ETRB				N	N		N
	MUENSTER RCC (LAND)	ETRA				N	N		N
	HANNOVER UIR	EDVV				Y	Y		N
	MUENCHEN ACC/FIC	EDM M	MUENCHEN MET REG CENTER	EDZM	Y	Y		Y	
	MUENSTER RCC (LAND)	ETRA				N	N		N
Greece	ATHINAI (ACC,FIC,COM,SAR,FIR/HEL)	LGGG	ATHINAI (APP, MET)	LGAT	Y	Y		N	

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
	LAS,UIR)							
Hungary	BUDAPEST FIR	LHCC	HUNGARIAN METEOROLOGICAL SERVICE	LHBM	Y	Y		Y
Ireland	SHANNON ACC/UAC/FIR/UIR	EISN	SHANNON	EINN	Y	Y		N
Israel	TEL-AVIV FIR/CTA/UTA	LLLL	METEOROLOGICAL SERVICE	LLBD	Y	Y		Y
Italy	BRINDISI ACC	LIBB	MILANO ACC	LIMM	Y	Y		Y
	MILANO ACC	LIMM			Y	Y		Y
	ROMA ACC	LIRR			Y	Y		Y
	POGGIO RENATICO (MIL.)	LIVK			Y	Y		Y
Kazakhstan	AKTOBE	UATT	AKTOBE	UATT	Y	Y		Y
	ALMATY	UAAA	ALMATY	UAAA	Y	Y		Y
	ASTANA	UACC	ASTANA	UACC	Y	Y		Y
	SHYMKENT	UAII	SHYMKENT	UAII	Y	Y		Y
Kyrgyzstan	BISHKEK/MANAS	UCFM	BISHKEK/MANAS	UCFM	Y	Y		Y
	OSH	UCFO	OSH	UCFO	Y	Y		Y
Latvia	RIGA (FIC/ACC/AFS COM.CENTER)	EVRR	RIGA	EVRA	Y	Y		Y
Lithuania	VILNIUS (FIR)	EYVL	VILNIUS/INTERNATIONAL	EYVI	Y	Y		Y
Malta	MALTA ACC/FIR/UIR	LMMM	LUQA AIRPORT	LMMM	Y	Y		N
Morocco	CASABLANCA (ACC/FIC)	GMMM			Y	Y		N
Netherlands	AMSTERDAM ACC/FIC	EHAA	DE BILT	EHDB	Y	Y		Y
Norway	NORWAY FIR	ENOR	BERGEN OSLO TROMSO	ENNV ENMI ENVN	Y	Y		Y
					Y	Y		Y
					Y	Y		Y
Poland			CHOPINA W WARSZAWIE	EPWA	Y	Y		Y
Portugal	LISBOA ACC/FIC	LPPC	LISBOA	LPPT	Y	Y		N
	SANTA MARIA OAC/FIC	LPPO			Y	Y		N
Republic of Moldova	CHISINAU FIR	LUUU	CHISINAU/INTERNATIONAL	LUKK	Y	Y		N
Romania	BUCURESTI (FIC/ACC/AIS/CAA/COM CENTRE)	LRBB	BUCURESTI/NATIONAL CENTRE OF AERONAUTICAL METEOROLOGY	LROM	Y	Y		N

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
Russian Federation	ARKHANGELSK/TALAGI	ULAA	ARKHANGELSK/TALAGI	ULAA	Y	Y		N
	NARYAN-MAR	ULAM			Y	Y		N
	CHELYABINSK/BALANDINO	USCC	CHELYABINSK/BALANDINO	USCC	Y	Y		N
	CHULMAN	UELL	CHULMAN	UELL	Y	Y		N
	IRKUTSK	UIII	IRKUTSK	UIII	Y	Y		N
	KALININGRAD/KHRABROVO	UMKK	KALININGRAD/KHRABROVO	UMKK	Y	Y		N
	KAMENNY MYS	USDK	KAMENNY MYS	USDK	Y	N		N
	KAZAN	UWKD	KAZAN	UWKD	Y	Y		N
	KHABAROVSK/NOVY	UHHH	KHABAROVSK/NOVY	UHHH	Y	Y		N
	KIROV	USKK	KIROV	USKK	Y	Y		N
	KOTLAS	ULKK	KOTLAS	ULKK	Y	Y		N
	KRASNOYARSK/YEMELYANOVO	UNKL	KRASNOYARSK/YEMELYANOVO	UNKL	Y	N		N
	MAGADAN/SOKOL	UHM	MAGADAN/SOKOL	UHM	Y	Y		N
	MIRNY	UERR	MIRNY	UERR	Y	N		N
	MOSCOW FIR/ATFMU	UUWV	MOSCOW FIR/ATFMU	UUWV	Y	Y		N
	MURMANSK	ULMM	MURMANSK	ULMM	Y	Y		N
	NOVOSIBIRSK/TOLMACHEVO	UNNT	NOVOSIBIRSK/TOLMACHEVO	UNNT	Y	N		N
	PERM/BOLSHOE SAVINO	USPP	PERM/BOLSHOE SAVINO	USPP	Y	Y		N
	PETROPAVLOVSK-KAMCHATSKY/YELIZOVO	UHPP	PETROPAVLOVSK-KAMCHATSKY/YELIZOVO	UHPP	Y	Y		N
	TYUMEN/ROSHCHINO	USTR	TYUMEN/ROSHCHINO	USTR	Y	N		N
ROSTOV-NA-DONU FIR (ATFMU)	URRV	ROSTOV-NA-DONU	URRR	Y	Y	N		
SALEKHARD	USDD	SALEKHARD	USDD	Y	N	N		
SAMARA/KURUMOCH	UWW	SAMARA/KURUMOCH	UWW	Y	Y	N		
SANKT-PETERBURG, AFTN/CIDIN COM CENTRE, FIR (AFTMU)	ULLL	SANKT-PETERBURG/PULKOVO	ULLI	Y	Y	N		
SYKTYVKAR	UUY	SYKTYVKAR	UUY	Y	Y	N		
TARKO-SALE	USDS	TARKO-SALE	USDS	Y	N	N		
VOLOGDA	ULW	VOLOGDA	ULW	Y	Y	N		

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
		W		W				
	YAKUTSK	UEEE	YAKUTSK	UEEE	Y	Y		N
	YEKATERINBURG/KOLTSO VO	USSS	YEKATERINBURG/KOLTS OVO	USSS	Y	Y		N
Serbia	BEOGRAD (ACC)	LYBA	BEOGRAD/NIKOLA TESLA	LYBE	Y	Y		Y
Slovakia	BRATISLAVA/FIR	LZBB	BRATISLAVA/M.R.STEFA NIK	LZIB	Y	Y		Y
Slovenia	LJUBLJANA FIR	LJLA	LJUBLJANA/BRNIK	LJLJ	Y	Y		Y
Spain	CANARIAS FIC/ACC	GCCC	GRAN CANARIA (MET)	GCGC	Y	Y		Y
	MADRID FIC/ACC	LECM	VALENCIA (OFICINA METEOROLOGICA AERONAUTCA)	LEVA	Y	Y		Y
	BARCELONA FIC/ACC	LECB			Y	Y		Y
Sweden	SWEDEN FIR/UIR	ESAA	STOCKHOLM/ARLANDA	ESSA	Y	Y		N
Switzerland	SWITZERLAND (FIR/UIR)	LSAS	METEOSUISSE	LSSW	Y	Y		Y
Tajikistan	DUSHANBE	UTDD	DUSHANBE	UTDD	Y	Y		N
The Former Yugoslav Republic of Macedonia			SKOPJE	LWS K	Y	Y		N
Tunisia	TUNIS (ACC/FIC,RPL,FMP,AFS,NOF ...)	DTTC	TUNIS/CARTHAGE	DTTA	Y	Y		Y
Turkey	ANKARA/SEHIR-CITY MINISTRY OF TRANSPORT, MARITIME AFFAIRS AND COMMUNICATIONS, FIR, ACC, FIC	LTAA	ANKARA/ESENBAGA	LTAC	Y	Y		Y
	ISTANBUL/SEHIR-CITY,FIR,ACC,FIC,ATFMU	LTBB	ISTANBUL/ATATURK	LTBA	Y	Y		Y
Turkmenistan	ASHGABAT	UTAA	ASHGABAT	UTAA	Y	Y		N
Ukraine	DNEPROPETROVS'K ACC	UKD V	DNEPROPETROVS'K ACC	UKD V	Y	Y		Y
	SIMFEROPOL' ACC	UKFV			N	N		Y
	KYIV ACC	UKB V	KYIV ACC	UKB V	Y	Y		Y
	L'VIV ACC	UKLV	L'VIV ACC	UKLV	Y	Y		Y
	ODESA FIR/ACC	UKO V	ODESA FIR/ACC	UKO V	Y	Y		Y
	SIMFEROPOL' ACC	UKFV			Y	Y		Y

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
United Kingdom	LONDON ACC (CIVIL)	EGTT	MET OFFICE EXETER	EGRR	Y	Y		N
	SCOTTISH ACC (CIVIL)	EGPX			Y	Y		N
	SHANWICK OACC	EGGX			Y	Y		N
Uzbekistan	SAMARKAND FIR	UTSD	SAMARKAND	UTSS	Y	Y		N
	TASHKENT	UTTR	TASHKENT-UZHNY	UTTT	Y	Y		N

Notes:

Belgium: SIGMET issued by EBBR covers both Brussels FIR and the area of Maastricht UIR within the lateral limits of the Brussels FIR in accordance with Appendix 6, 4.1 of ICAO Annex 3.

Denmark: EKMC is served by EKMK-KARUP MIL MET CENTRE

Norway: AIRMET issued only for MOD ICE for ENOR by ENNV, ENMI and ENVN

Spain: AIRMET is only issued for the Islands area of the Canarias FIR from GCGC for GCCC; AIRMET is issued for the areas 1 and 2 of the Madrid FIR from LEVA for LECM; AIRMET is issued for the areas 1 and 2 of the Madrid FIR from LEVA for LECB

Ukraine: MWO UKDV and MWO UKOV shares the responsibility of issuing AIRMET messages for areas 1 and 2 of UKFV FIR respectively

TABLE MET II-2 - AERODROME METEOROLOGICAL OFFICES

EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the AOP aerodrome where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the AOP aerodrome
- 4 Designation of AOP aerodrome:
 - RG - international general aviation, regular use
 - RS - international scheduled air transport, regular use
 - RNS - international non-scheduled air transport, regular use
 - AS - international scheduled air transport, alternate use
 - ANS - international non-scheduled air transport, alternate use
- 5 Name of the aerodrome meteorological office responsible for the provision of meteorological service
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 6 ICAO location indicator of the responsible aerodrome meteorological office
- 7 Requirement for METAR/SPECI from the aerodrome concerned, where:
 - Y – Yes, required
 - N – No, not required
- 8 Requirement for information on the state of the runway provided by the appropriate airport authority to be included as supplementary information in METAR/SPECI from the aerodrome concerned, where:
 - Y – Yes, required
 - N – No, not required
- 9 Requirement for trend forecast to be appended to METAR/SPECI from the aerodrome concerned, where
 - Y – Yes, required
 - N – No, not required
- 10 Requirement for TAF from the aerodrome concerned, where
 - C - Requirement for 9-hour validity aerodrome forecasts in TAF code (9H)
 - T - Requirement for 24-hour validity aerodrome forecasts in TAF code (24H)
 - X - Requirement for 30-hour validity aerodrome forecasts in TAF code (30H)
 - N – No, not required
- 11 Requirement for maximum and minimum temperature (expected to occur during the period of validity of the TAF) to be included in TAF from the aerodrome concerned, where:
 - Y – Yes, required
 - N – No, not required
- 12 Availability of METAR/SPECI and TAF from the aerodrome concerned, where:
 - F – Full availability : OPMET information as listed issued for the aerodrome all through the 24-hour period
 - P – Partial availability: OPMET information as listed not issued for the aerodrome for the entire 24-hour period
 - N – No, not available
- 13 Remarks

STATE	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability	Comment
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
Albania												
	TIRANA	LATI	RS	TIRANA	LATI	Y			T		F	
Algeria												
	ADRAR / Touat-Cheikh Sidi Mohamed Belkebir	DAUA	RS	ADRAR / Touat-Cheikh Sidi Mohamed Belkebir	DAUA	Y		N	T		F	
	ALGER / Houari Boumediene	DAAG	RS	ALGER / Houari Boumediene	DAAG	Y		Y	T		F	
	ANNABA / Rabah Bitat	DABB	RS	ANNABA / Rabah Bitat	DABB	Y		Y	T		F	
	BATNA / Mostapha Ben Boulaid	DABT	RS	BATNA / Mostapha Ben Boulaid	DABT	Y		N	T		F	
	BEJAIA / Soummam-Abane Ramdane	DAAE	RS	BEJAIA / Soummam-Abane Ramdane	DAAE	Y		N	T		F	
	BISKRA / Mohamed Khider	DAUB	RS	BISKRA / Mohamed Khider	DAUB	Y		N	T		F	
	CHLEF	DAOI	RS	CHLEF	DAOI	Y		N	T		F	
	CONSTANTINE / Mohamed Boudiaf	DABC	RS	CONSTANTINE / Mohamed Boudiaf	DABC	Y		Y	T		F	
	DJANET / Tiska	DAAJ	RS	DJANET / Tiska	DAAJ	Y		N	T		F	
	GHARDAIA / Noumerat-Moufidi Zakaria	DAUG	RS	GHARDAIA / Noumerat-Moufidi Zakaria	DAUG	Y		Y	T		F	
	HASSI MESSAOUD / Oued Irara-Krim Belkacem	DAUH	RS	HASSI MESSAOUD / Oued Irara-Krim Belkacem	DAUH	Y		N	T		F	
	JIJEL / Ferhat Abbas	DAAV	RS	JIJEL / Ferhat Abbas	DAAV	Y		N	T		F	
	ORAN / Ahmed Benbella	DAOO	RS	ORAN / Ahmed Benbella	DAOO	Y		Y	T		F	
	SETIF / 8 Mai 45	DAAS	RS	SETIF / 8 Mai 45	DAAS	Y		N	T		F	
	TAMANRASSET / Aguenar-Hadj Akhamok	DAAT	RS	TAMANRASSET / Aguenar-Hadj Akhamok	DAAT	Y		Y	T		F	
	TEBESSA / Cheikh Larbi Tebessi	DABS	RS	TEBESSA / Cheikh Larbi Tebessi	DABS	Y		Y	T		F	
	TIARET / Abdelhafid Boussouf Bou Chekif	DAOB	RS	TIARET / Abdelhafid Boussouf Bou Chekif	DAOB	Y		N	T		F	
	TLEMCEN / Zenata Messali El Hadj	DAON	RS	TLEMCEN / Zenata Messali El Hadj	DAON	Y		Y	T		F	
	ZARZAITINE / In Amenas	DAUZ	RS	ZARZAITINE / In Amenas	DAUZ	Y		N	T		F	
Armenia												
	GYUMRI / Shirak	UDSG	RS	GYUMRI / Shirak	UDSG	Y			T		F	
	YEREVAN / Erebuni	UDYE	ANS									

STATE	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability	Comment
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
	YEREVAN / Zvartnots	UDYZ	RS	YEREVAN / Zvartnots	UDYZ	Y			T		F	
Austria												
	GRAZ	LOWG	RS	GRAZ	LOWG	Y	Y	Y	T	Y	F	
	INNSBRUCK	LOWI	RS	INNSBRUCK	LOWI	Y	Y	Y	T	Y	F	
	KLAGENFURT	LOWK	RS	KLAGENFURT	LOWK	Y	Y	Y	T	Y	F	
	LINZ	LOWL	RS	LINZ	LOWL	Y	Y	Y	T	Y	F	
	SALZBURG	LOWS	RS	SALZBURG	LOWS	Y	Y	Y	T	Y	F	
	VOSLAU	LOAV	RG	WIEN-SCHWECHAT	LOWW	Y	N	N	T	N	P	12-hour TAF provided
	WIEN-SCHWECHAT	LOWW	RS	WIEN-SCHWECHAT	LOWW	Y	Y	Y	X	Y	F	
	WR.NEUSTADT/OST	LOAN	RG	WIEN-SCHWECHAT	LOWW				Y		P	12-hour TAF provided
Azerbaijan												
	GANJA	UBBG	RS	GANJA	UBBG	Y	Y	Y	T	Y	F	
	BAKU / Heydar Aliyev International Airport	UBBB	RS	BAKU / Heydar Aliyev International Airport	UBBB	Y	Y	Y	T	Y	F	
	NAKHCHIVAN	UBBN	RS	NAKHCHIVAN	UBBN	Y	Y	Y	C	Y	F	
Belarus												
	BREST	UMBB	RNS	BREST	UMBB	Y		Y	C		P	
	HOMIEL	UMGG	RNS,AS	HOMIEL	UMGG	Y		Y	T		F	
	HRODNA	UMMG	RNS	HRODNA	UMMG	Y		Y	C		P	
	MAHILIOU	UMOO	RNS	MAHILIOU	UMOO	Y		Y	C		P	
	MINSK-1	UMMM	RNS	MINSK-1	UMMM	Y		Y	C		P	
	MINSK-2	UMMS	RS	MINSK-2	UMMS	Y		Y	T		F	
	VICIEBSK	UMII	RNS	VICIEBSK	UMII	Y		Y	C		P	
Belgium												
	ANTWERPEN / Deurne	EBAW	RS	ANTWERPEN / Deurne	EBAW	Y	Y	Y	C	N	F	1) AUTO-METAR without TREND outside OPS hours 2) TAF issued by EBBR aerodrome MET office
	BRUSSELS / Brussels-National	EBBR	RS	BRUSSELS / Brussels-National	EBBR	Y	Y	Y	X	N	F	
	CHARLEROI / Brussels South	EBCI	RS	CHARLEROI / Brussels South	EBCI	Y	Y	Y	X	N	F	TAF issued by EBBR aerodrome MET office

STATE	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability	Comment
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
	KORTRIJK / Wevelgem	EBKT	RS	BRUSSELS / Brussels-National	EBBR	N	N	N	N	N	N	
	LIEGE / Liege	EBLG	RS	LIEGE / Liege	EBLG	Y	Y	Y	X	N	F	TAF issued by EBBR aerodrome MET office
	OOSTENDE-BRUGGE / Oostende	EBOS	RS	OOSTENDE-BRUGGE / Oostende	EBOS	Y	Y	Y	X	N	F	TAF issued by EBBR aerodrome MET office
<i>Bosnia and Herzegovina</i>												
	BANJA LUKA	LQBK	RS	BANJA LUKA	LQBK	Y	Y	Y	T	Y	F	
	MOSTAR	LQMO	RS	BANJA LUKA	LQBK	Y	N	N	T	Y	F	
	SARAJEVO	LQSA	RS	SARAJEVO	LQSA	Y	Y	Y	T	Y	F	TREND partial
	TUZLA	LQTZ	RNS	BANJA LUKA	LQBK	Y	N	N	T	Y	P	
<i>Bulgaria</i>												
	BURGAS	LBBG	RS	BURGAS	LBBG	Y	Y	Y	T	N	F	
	SOFIA	LBSF	RS	SOFIA	LBSF	Y	Y	Y	T	N	F	
	VARNA	LBWN	RS	BURGAS	LBBG	Y	Y	Y	T	N	F	
<i>Croatia</i>												
	BRAC / Brac I.	LDSB	RNS	SPLIT / Kastela	LDSP	Y	Y	N	T	Y	P	
	DUBROVNIK / Cilipi	LDDU	RS	DUBROVNIK / Cilipi	LDDU	Y	Y	Y	T	Y	F	TREND not 24-hours
	LOSINJ / Losinj I.	LDLO	RNS	PULA	LDPL	Y	Y	N	T	Y	P	
	OSIJEK / Klisa	LDOS	RNS	OSIJEK / Klisa	LDOS	Y	Y	N	T	Y	P	
	PULA	LDPL	RS	PULA	LDPL	Y	Y	Y	T	Y	F	TREND not 24-hours
	RIJEKA / Krk I.	LDRI	RS	RIJEKA / Krk I.	LDRI	Y	Y	N	T	Y	P	
	SPLIT / Kastela	LDSP	RS	SPLIT / Kastela	LDSP	Y	Y	Y	T	Y	F	TREND not 24-hours
	VRSAR / Crljenka	LDPV	RG									
	ZADAR / Zemunik	LDZD	RS	ZADAR / Zemunik	LDZD	Y	Y	Y	T	Y	F	TREND not 24-hours
	ZAGREB / Pleso	LDZA	RS	ZAGREB / Pleso	LDZA	Y	Y	Y	T	Y	F	
<i>Cyprus</i>												
	LARNACA / Intl	LCLK	RS	LARNACA / Intl	LCLK	Y	N	Y	T	N	F	
	NICOSIA / Intl DCA	LCNC	AS	LARNACA / Intl	LCLK	Y	N	N	T	N	F	Aerodrome temporarily closed – OPMET not required until further notice

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	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
	PAFOS / Intl	LCPH	RS	LARNACA / Intl	LCLK	Y	N	N	T	N	F	
Czech Republic												
	BRNO / Turany	LKTB	RNS	BRNO / Turany	LKTB	Y	Y	Y	X	N	F	
	KARLOVY VARY	LKKV	RS	KARLOVY VARY	LKKV	Y	Y	N	X	N	F	
	OSTRAVA / Mosnov	LKMT	RS	OSTRAVA / Mosnov	LKMT	Y	Y	Y	X	N	F	
	PARDUBICE	LKPD	RNS	PARDUBICE	LKPD	Y	N	Y	T	N	F	
	PRAHA / Ruzyne	LKPR	RS	PRAHA / Ruzyne	LKPR	Y	Y	Y	X	N	F	
Denmark												
	AALBORG	EKYT	RS	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	T	N	F	
	AARHUS	EKAH	RS	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	T	N	F	
	BILLUND	EKBI	RS	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	T	N	F	
	ESBJERG	EKEB	RS	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	C	N	P	
	KOBENHAVN / Kastrup	EKCH	RS	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	Y	T	N	F	
	KOBENHAVN / Roskilde	EKRK	RG	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	C	N	F	
	KOLDING	EKVD	RG	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	C	N	P	
	ODENSE / Hans Christian Andersen	EKOD	RG	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	C	N	P	
	RONNE	EKRN	RS	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	C	N	P	
	SINDAL	EKSN	RG	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	C	N	P	
	SONDERBORG	EKSB	RG	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	C	N	P	
	STAUNING	EKVJ	RG	DANISH METEOROLOGICAL	EKMI	Y	Y	N	C	N	P	

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	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
				INSTITUTE								
Estonia												
	KARDLA	EEKA	RG	ESTONIAN ENVIRONMENT AGENCY	EEMH	Y	N	N	C	N	P	TAF on request
	KURESSAARE	EEKE	RG	ESTONIAN ENVIRONMENT AGENCY	EEMH	Y	Y	N	C	N	P	TAF on request
	LENNART TALLINN	MERI EETN	RS	ESTONIAN ENVIRONMENT AGENCY	EEMH	Y	Y	Y	T	N	F	Trend partial
	PARNU	EPU	RG	ESTONIAN ENVIRONMENT AGENCY	EEMH	Y	N	N	C	N	P	TAF on request
	TARTU	EETU	RG	ESTONIAN ENVIRONMENT AGENCY	EEMH	Y	N	N	C	N	P	TAF on request
Finland												
	ENONTEKIO	EFET	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	HALLI	EFHA	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	HELSINKI-MALMI	EFHF	RG	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data issued for the aerodrome according to operational needs, see NOTAM
	HELSINKI-VANTAA	EFHK	RS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	Y	T	N	F	
	IVALO	EFIV	RG	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data issued for the aerodrome according to operational needs, see NOTAM
	JOENSUU	EFJO	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to

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1	2	3	4	5	6	7	8	9	10	11	12	13
												operational needs, see NOTAM
	JYVÄSKYLÄ	EFJY	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	T	N	F	
	KEMI-TORNIO	EFKE	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	KITTILÄ	EFKT	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	KOKKOLA-PIETARSAARI	EFKK	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	KUOPIO	EFKU	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	T	N	F	
	KUUSAMO	EFKS	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	LAPPEENRANTA	EFLP	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	MARIEHAMN	EFMA	RS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	
	MIKKELI	EFMI	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	N	N	P	OPMET data available according to operational needs, see NOTAM
	OULU	EFOU	RS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	T	N	F	
	PORI	EFPO	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to

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	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
												operational needs, see NOTAM
	ROVANIEMI	EFRO	RS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	T	N	F	
	SAVONLINNA	EFSA	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	SEINÄJOKI	EFSI	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	TAMPERE-PIRKKALA	EFTP	RS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	T	N	F	
	TURKU	EFTU	RS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	T	N	F	
	UTTI	EFUT	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	VAASA	EFVA	RS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	T	N	F	
	VARKAUS	EFVR	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	N	N	N	N	N	N	OPMET data available according to operational needs, see NOTAM
France												
	AJACCIO / Napoleon Bonaparte	LFKJ	RS	AJACCIO / Napoleon Bonaparte	LFKJ	Y	Y	Y	T	N	F	
	AVIGNON-CAUMONT	LFMV	RS	MARSEILLE-PROVENCE	LFML	Y	N	N	T	N	F	
	BALE-MULHOUSE	LFSB	RS	BALE-MULHOUSE	LFSB	Y	Y	Y	T	N	F	Also listed under Switzerland
	BASTIA-PORETTA	LFKB	RS	BASTIA-PORETTA	LFKB	Y	Y	Y	T	Y	F	
	BEAUVAIS-TILLE	LFOB	RS	BEAUVAIS-TILLE	LFOB	Y	N	N	T	N	F	
	BERGERAC-ROUMANIERE	LFBE	RS	BORDEAUX-MERIGNAC	LFBD	Y	N	N	F	N	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	BEZIERS-VIAS	LFMU	RS	PERPIGNAN-RIVESALTES	LFMP	Y	N	N	T	N	F	
	BIARRITZ-ANGLET	LFBZ	RS	BIARRITZ-ANGLET	LFBZ	Y	N	N	T	N	F	
	BORDEAUX-MERIGNAC	LFBD	RS	BORDEAUX-MERIGNAC	LFBD	Y	N	N	X	N	F	
	BREST / Bretagne	LFRB	RS	BREST / Bretagne	LFRB	Y	Y	Y	X	N	F	
	BRIVE-SOULLAC	LFSL	RS	LIMOGES-BELLEGARDE	LFBL	Y	N	N	C	N	F	
	CALVI / Sainte-Catherine	LFKC	RS	CALVI / Sainte-Catherine	LFKC	Y	Y	Y	T	Y	F	
	CANNES-MANDELIEU	LFMD	RG	NICE / Cote d'Azur	LFMN	Y	N	N	C	N	F	
	CARCASSONNE-SALVAZA	LFMK	RS	PERPIGNAN-RIVESALTES	LFMP	Y	N	N	T	N	F	
	CHALONS-VATRY	LFOK	RS	LILLE-LESQUIN	LFQQ	Y	N	N	T	N	F	
	CHAMBERY / Aix-Les-Bains	LFLB	RS	CHAMBERY / Aix-Les-Bains	LFLB	Y	Y	Y	T	N	F	
	CLERMONT-FERRAND / Auvergne	LFMC	RS	CLERMONT-FERRAND / Auvergne	LFMC	Y	N	N	T	N	F	
	DEAUVILLE / Normandie	LFRG	RS	RENNES-SAINT-JACQUES	LFRN	Y	N	N	C	N	F	
	DINARD-PLEURTUIT-SAINT-MALO	LFRD	RS	RENNES-SAINT-JACQUES	LFRN	Y	N	N	T	N	F	
	DOLE-TAUAUX	LFGJ	RS	BALE-MULHOUSE	LFSB	Y	N	N	C	N	F	
	FIGARI-SUD-CORSE	LFKF	RS	BASTIA-PORETTA	LFKB	Y	N	N	T	N	F	
	GRENOBLE / Isere	LFLS	RS	LYON / Saint Exupery	LFLL	Y	N	N	T	N	F	
	HYERES-LE PALYVESTRE	LFTH	RS	HYERES-LE PALYVESTRE	LFTH	Y	N	N	T	N	F	
	LA ROCHELLE / Ile de Re	LFBH	RS	BORDEAUX-MERIGNAC	LFBD	Y	N	N	T	N	F	
	LILLE-LESQUIN	LFQQ	RS	LILLE-LESQUIN	LFQQ	Y	N	N	X	N	F	
	LIMOGES-BELLEGARDE	LFBL	RS	LIMOGES-BELLEGARDE	LFBL	Y	N	N	T	N	F	
	LYON / Bron	LFLY	RG	LYON / Saint Exupery	LFLL	Y	N	N	T	N	F	
	LYON / Saint Exupery	LFLL	RS	LYON / Saint Exupery	LFLL	Y	Y	Y	X	N	F	
	MARSEILLE-PROVENCE	LFML	RS	MARSEILLE-PROVENCE	LFML	Y	Y	Y	X	Y	F	
	METZ-NANCY-LORRAINE	LFJL	RS	BALE-MULHOUSE	LFSB	Y	N	N	T	N	F	
	MONTPELLIER / Mediterranee	LFMT	RS	MONTPELLIER / Mediterranee	LFMT	Y	Y	Y	T	N	F	
	NANTES / Atlantique	LFRS	RS	NANTES / Atlantique	LFRS	Y	N	Y	X	N	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	NICE / Cote d'Azur	LFMN	RS	NICE / Cote d'Azur	LFMN	Y	Y	Y	X	N	F	
	NIMES-GARONS	LFTW	RS	MONTPELLIER / Mediterranee	LFMT	Y	N	N	T	N	F	
	PARIS / Charles de Gaulle	LFPG	RS	PARIS / Charles de Gaulle	LFPG	Y	Y	Y	X	Y	F	
	PARIS / Le Bourget	LFPB	RG	PARIS / Charles de Gaulle	LFPG	Y	N	N	T	N	F	
	PARIS / Orly	LFPO	RS	PARIS / Orly	LFPO	Y	Y	Y	X	Y	F	
	PAU / Pyrenees	LFBP	RNS	PAU / Pyrenees	LFBP	Y	N	N	T	N	F	
	PERPIGNAN- RIVESALTES	LFMP	RS	PERPIGNAN- RIVESALTES	LFMP	Y	N	N	T	N	F	
	POITIERS-BIARD	LFBI	RS	LIMOGES- BELLEGARDE	LFBL	Y	N	N	T	N	F	
	RENNES-SAINT- JACQUES	LFRN	RS	RENNES-SAINT- JACQUES	LFRN	Y	N	N	T	N	F	
	RODEZ-AVEYRON	LFGR	RS	BORDEAUX- MERIGNAC	LFBD	Y	N	N	T	N	F	
	SAINT-ETIENNE / Boutheon	LFMH	RS	SAINT-ETIENNE / Boutheon	LFMH	Y	Y	Y	T	N	F	
	STRASBOURG- ENTZHEIM	LFST	RS	BALE-MULHOUSE	LFBS	Y	N	N	T	N	F	
	TARBES-LOURDES PYRENEES	LFBT	RS	BIARRITZ-ANGLET	LFBS	Y	N	N	T	N	F	
	TOULOUSE- BLAGNAC	LFBO	RS	TOULOUSE- BLAGNAC	LFBO	Y	N	N	X	N	F	
	TOURS / Val de Loire	LFOT	RS	TOURS / Val de Loire	LFOT	Y	Y	Y	F	N	F	
Georgia												
	BATUMI	UGSB	RS	BATUMI	UGSB	Y	Y	Y	T	Y	F	
	KUTAISI / Kopitnari	UGKO	RS	KUTAISI / Kopitnari	UGKO	Y	Y	Y	T	Y	F	
	TBILISI	UGTB	RS	TBILISI	UGTB	Y	Y	Y	T	Y	F	
Germany												
	ALLENDORF/EDER	EDFQ	RNS	FRANKFURT MAIN MET REG CENTER	EDZF	N	N	N	N	N	N	
	AUGSBURG	EDMA	RS	MUNCHEN MET REG CENTER	EDZM	Y	N	N	C	N	P	
	BARTH	EDBH	RS	BERLIN MET REG CENTER	EDZB	N	N	N	N	N	N	
	BAUTZEN	EDAB	RNS	BERLIN MET REG CENTER	EDZB	N	N	N	N	N	N	
	BAYREUTH	EDQD	RS	MUNCHEN MET REG CENTER	EDZM	N	N	N	N	N	N	
	BERLIN-	EDDB	RS	BERLIN MET REG	EDZB	Y	Y	Y	T	N	F	

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	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn			
											7		
1	2	3	4	5	6	7	8	9	10	11	12	13	
	SCHOENEFELD			CENTER									
	BERLIN-TEGEL	EDDT	RS	BERLIN MET REG CENTER	EDZB	Y	Y	Y	T	N	F		
	BIELEFELD	EDLI	RG	ESSEN MET REG CENTER	EDZE	N	N	N	N	N	N		
	BONN / Hangelar	EDKB	RG	ESSEN MET REG CENTER	EDZE	N	N	N	N	N	N		
	BRAUNSCHWEIG-WOLFSBURG	EDVE	RNS	HAMBURG MET REG CENTER	EDZH	Y	N	N	C	N	P		
	BREMEN	EDDW	RS	HAMBURG MET REG CENTER	EDZH	Y	Y	Y	T	N	F	Trend partial	
	BREMERHAVEN	EDWB	RNS	HAMBURG MET REG CENTER	EDZH	N	N	N	N	N	N		
	COBURG Brandensteinsebene	EDQC	RNS	MUNCHEN MET REG CENTER	EDZM	N	N	N	N	N	N		
	COTTBUS-DREWITZ	EDCD	RNS	BERLIN MET REG CENTER	EDZB	N	N	N	N	N	N		
	DONAUESCHINGEN-VILLINGEN	EDTD	RNS	FRANKFURT MAIN MET REG CENTER	EDZF	N	N	N	N	N	N		
	DONAUWOERTH / Hel	EDPR	RNS	MUNCHEN MET REG CENTER	EDZM	N	N	N	N	N	N		
	DORTMUND	EDLW	RS	ESSEN MET REG CENTER	EDZE	Y	N	N	T	N	P		
	DRESDEN	EDDC	RS	BERLIN MET REG CENTER	EDZB	Y	Y	Y	T	N	F	Trend partial	
	DUESSELDORF	EDDL	RS	ESSEN MET REG CENTER	EDZE	Y	Y	Y	X	N	F		
	EGGENFELDEN	EDME	RNS	MUNCHEN MET REG CENTER	EDZM	N	N	N	N	N	N		
	EMDEN	EDWE	RNS	HAMBURG MET REG CENTER	EDZH	N	N	N	N	N	N		
	ERFURT-WEIMAR	EDDE	RS	BERLIN MET REG CENTER	EDZB	Y	Y	Y	T	N	F	Trend partial	
	ESSEN / Muelheim	EDLE	RG	ESSEN MET REG CENTER	EDZE	N	N	N	N	N	N		
	FLENSBURG Schaeferhaus	EDXF	RG	HAMBURG MET REG CENTER	EDZH	N	N	N	N	N	N		
	FRANKFURT/MAIN	EDDF	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	Y	Y	X	N	F		
	FRANKFURT-EGELSBACH	EDFE	RG	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	N	N	P		
	FRANKFURT-HAHN	EDFH	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	T	N	F	Trend is planned	
	FREIBURG / Breisgau	EDTF	RG	FRANKFURT MAIN MET REG CENTER	EDZF	N	N	N	N	N	N		

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1	2	3	4	5	6	7	8	9	10	11	12	13
	FRIEDRICHSHAFEN	EDNY	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	T	N	P	
	GIEBELSTADT	EDQG	RS	MUNCHEN MET REG CENTER	EDZM	N	N	N	N	N	N	
	HAMBURG	EDDH	RS	HAMBURG MET REG CENTER	EDZH	Y	Y	Y	X	N	F	
	HAMBURG-FINKENWERDER	EDHI	RNS	HAMBURG MET REG CENTER	EDZH	Y	N	N	C	N	P	
	HANNOVER	EDDV	RS	HAMBURG MET REG CENTER	EDZH	Y	Y	Y	T	N	F	Trend partial
	HASSFURT-SCHWEINFURT	EDQT	RS	MUNCHEN MET REG CENTER	EDZM	N	N	N	N	N	N	
	HERINGSDORF	EDAH	RNS	BERLIN MET REG CENTER	EDZB	Y	N	N	C	N	P	
	HOF-PLAUEN	EDQM	RS	MUNCHEN MET REG CENTER	EDZM	Y	N	N	C	N	P	
	INGOLSTADT Manching	/ETSI	AS	INGOLSTADT Manching	/ETSI	Y	N	N	C	N	F	
	KARLSRUHE / Baden-Baden	EDSB	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	T	N	P	
	KASSEL-CALDEN	EDVK	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	C	N	P	
	KIEL-HOLTENAU	EDHK	RS	HAMBURG MET REG CENTER	EDZH	Y	N	N	C	N	F	
	KOELN / Bonn	EDDK	RS	ESSEN MET REG CENTER	EDZE	Y	Y	Y	X	N	F	
	KONSTANZ	EDTZ	RG	FRANKFURT MAIN MET REG CENTER	EDZF	N	N	N	N	N	N	
	LAAGE	ETNL	AS	LAAGE	ETNL	Y	N	N	C	N	F	
	LAHR	EDTL	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	C	N	F	
	LANDSHUT	EDML	RG	MUNCHEN MET REG CENTER	EDZM	N	N	N	N	N	N	
	LEIPZIG-ALTENBURG AIRPORT	EDAC	RS	BERLIN MET REG CENTER	EDZB	Y	N	N	C	N	P	
	LEIPZIG / Halle	EDDP	RS	BERLIN MET REG CENTER	EDZB	Y	Y	Y	T	N	F	
	LUEBECK-BLANKENSEE	EDHL	RS	HAMBURG MET REG CENTER	EDZH	Y	N	N	C	N	P	
	MAGDEBURG / City	EDBM	RS	BERLIN MET REG CENTER	EDZB	N	N	N	N	N	N	
	MAGDEBURG Cochstedt	/EDBC	RNS	BERLIN MET REG CENTER	EDZB	Y	N	N	C	N	P	
	MANNHEIM / City	EDFM	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	C	N	P	

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	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
	MEMMINGEN	EDJA	RS	MUNCHEN MET REG CENTER	EDZM	Y	N	N	C	N	P	
	MENGEN-HOHENTENGEN	EDTM	RNS	FRANKFURT MAIN MET REG CENTER	EDZF	N	N	N	N	N	N	
	MOENCHENGLADBACH	EDLN	RS	ESSEN MET REG CENTER	EDZE	Y	N	N	C	N	P	
	MUENCHEN	EDDM	RS	MUNCHEN MET REG CENTER	EDZM	Y	Y	Y	X	N	F	
	MUENSTER Osnabrueck	/EDDG	RS	ESSEN MET REG CENTER	EDZE	Y	Y	Y	T	N	F	
	NEUBRANDENBURG	EDBN	AS	BERLIN MET REG CENTER	EDZB	N	N	N	N	N	N	
	NIEDERRHEIN	EDLV	RS	ESSEN MET REG CENTER	EDZE	Y	N	N	T	N	P	
	NIEDERSTETTEN	ETHN	AS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	C	N	F	
	NORDHOLZ	ETMN	AS	NORDHOLZ	ETMN	Y	N	N	C	N	F	
	NUERNBERG	EDDN	RS	MUNCHEN MET REG CENTER	EDZM	Y	Y	Y	T	N	F	Trend partial
	OBERPFAFFENHOFFEN	EDMO	RNS	MUNCHEN MET REG CENTER	EDZM	Y	N	N	C	N	P	
	OBERSCHLEISSHEIM / Hel	EDMX	RNS	MUNCHEN MET REG CENTER	EDZM	N	N	N	N	N	N	
	OFFENBURG-BADEN	EDTO	RG	FRANKFURT MAIN MET REG CENTER	EDZF	N	N	N	N	N	N	
	PADERBORN Lippstadt	/EDLP	RS	ESSEN MET REG CENTER	EDZE	Y	N	N	T	N	P	
	SAARBRUECKEN	EDDR	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	Y	Y	T	N	F	trend partial
	SCHWAEBISCH HALL	EDTY	RNS	MUNCHEN MET REG CENTER	EDZM	Y	N	N	C	N	P	
	SCHWERIN-PARCHIM	EDOP	RS	BERLIN MET REG CENTER	EDZB	Y	N	N	T	N	P	
	SIEGERLAND	EDGS	RS	ESSEN MET REG CENTER	EDZE	Y	N	N	C	N	P	
	STADTLOHN-VREDEN	EDLS	RG	ESSEN MET REG CENTER	EDZE	N	N	N	N	N	N	
	STRAUBING	EDMS	RNS	MUNCHEN MET REG CENTER	EDZM	N	N	N	N	N	N	
	STUTTGART	EDDS	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	Y	Y	T	N	F	trend partial
	SYLT	EDXW	RS	HAMBURG MET REG CENTER	EDZH	Y	N	N	C	N	P	
	TRIER-FOEHREN	EDRT	RG	FRANKFURT MAIN MET REG CENTER	EDZF	N	N	N	N	N	N	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	WILHELMSHAVEN / Jadeweser Airport	EDWI	RS	HAMBURG MET REG CENTER	EDZH	N	N	N	N	N	N	
	WORMS	EDFV	RG	FRANKFURT MAIN MET REG CENTER	EDZF	N	N	N	N	N	N	
	ZWEIBRUECKEN	EDRZ	RS	FRANKFURT MAIN MET REG CENTER	EDZF	N	N	N	N	N	N	
Gibraltar												
	GIBRALTAR / North Front	LXGB	RS	GIBRALTAR / North Front	LXGB	Y		Y	C		F	
Greece												
	ALEXANDROUPOLIS / Dimokritos	LGAL	RNS	ATHINAI/HELLINIKO N	LGAT	Y		N	C		F	
	ALMIROS / Nea Anchialos	LGBL	RNS			Y		N	C		P	
	ANDRAVIDA	LGAD	RNS,AS	ATHINAI/HELLINIKO N	LGAT	Y		N	C		F	
	ARAXOS	LGRX	RNS			Y		N	C		P	
	ATHINAI / Eleftherios Venizelos	LGAV	RS	ATHINAI / Eleftherios Venizelos	LGAV	Y		Y	T		F	
	CHANIA / Ioannis Daskalogiannis	LGSA	RNS,AS			Y		N	T		P	
	CHIOS / Omiros	LGHI	RNS			Y		N	C		P	
	ELEFSIS	LGEL	AS	ATHINAI/HELLINIKO N	LGAT	Y		N	T		F	
	IOANNINA / King Pyrros	LGIO	RNS			Y		N	C		P	
	IRAKLION / Nikos Kazantzakis	LGIR	RS	ATHINAI/HELLINIKO N	LGAT	Y		Y	T		F	
	KALAMATA / Captain Vasilis Konstantakopoulos	LGKL	RNS	ATHINAI/HELLINIKO N	LGAT	Y		N	C		F	
	KARPATOS	LGKP	RS			Y		N	C		P	
	KAVALA / Megas Alexandros	LGKV	RNS	ATHINAI/HELLINIKO N	LGAT	Y		N	C		F	
	KEFALLINIA / Anna Polatou	LGKF	RNS	ATHINAI/HELLINIKO N	LGAT	Y		N	C		F	
	KERKIRA / Ioannis Kapodistrias	LGKR	RS	ATHINAI/HELLINIKO N	LGAT	Y		Y	T		F	
	KOS / Ippokratis	LGKO	RNS,AS	ATHINAI/HELLINIKO N	LGAT	Y		N	T		F	
	LIMNOS / Ifaistos	LGLM	RNS,AS	ATHINAI/HELLINIKO N	LGAT	Y		N	C		F	
	MIKONOS	LGMK	RNS			Y		N	C		P	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	MITILINI / Odysseas Elytis	LGMT	RNS,AS	ATHINAI/HELLINIKON	LGAT	Y		N	C		F	
	PREVEZA / Aktion	LGPZ	RNS			Y		N	C		P	
	RODOS / Diagoras	LGRP	RS	ATHINAI/HELLINIKON	LGAT	Y		Y	T		F	
	SAMOS / Aristarchos of Samos	LGSM	RNS	ATHINAI/HELLINIKON	LGAT	Y		N	C		F	
	SANTORINI	LGSR	RNS	ATHINAI/HELLINIKON	LGAT	Y		N	C		F	
	SKIATHOS Alexandros Papadiamandis	/LGSK	RNS			Y		N	C		P	
	THESSALONIKI Makedonia	/LGTS	RS	ATHINAI/HELLINIKON	LGAT	Y		Y	T		F	
	ZAKINTHOS Dionisios Solomos	/LGZA	RNS	ATHINAI/HELLINIKON	LGAT	Y		N	C		F	
Hungary												
	BUDAPEST / Liszt Ferenc International Airport	LHBP	RS	BUDAPEST / Liszt Ferenc International Airport	LHBP	Y	Y	Y	T	N	F	
	DEBRECEN / Debrecen Airport	LHDC	RS,RNS	DEBRECEN / Debrecen Airport	LHDC	Y	N	Y	C	N	P	
	GYOR / Gyor-Per Airport	LHPR	RG,RNS	GYOR / Gyor-Per Airport	LHPR	Y	N	N	C	N	P	
	SARMELLEK / Heviz-Balaton Airport	LHSM	RS,RNS	SARMELLEK / Heviz-Balaton Airport	LHSM	Y	N	N	C	N	P	
Ireland												
	CORK / Intl	EICK	RS	SHANNON / Intl	EINN	Y	N	Y	T	N	F	
	DUBLIN / Intl	EIDW	RS	SHANNON / Intl	EINN	Y	Y	Y	T	N	F	
	IRELAND WEST	EIKN	RS	SHANNON / Intl	EINN	Y	N	Y	T	N	P	
	KERRY	EIKY	RS			Y	N	N	C	N	P	
	SHANNON / Intl	EINN	RS	SHANNON / Intl	EINN	Y	N	Y	T	N	F	
Israel												
	EILAT	LLET	RNS	METEOROLOGICAL SERVICE	LLBD	Y	N	N	T	Y	P	
	HAIFA	LLHA	RNS	METEOROLOGICAL SERVICE	LLBD	Y	N	N	T	Y	P	
	OVDA/Mil AD	LLOV	RNS	METEOROLOGICAL SERVICE	LLBD	Y	N	N	T	Y	P	Observations are available only when international flights are scheduled

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1	2	3	4	5	6	7	8	9	10	11	12	13
	TEL-AVIV/Ben-Gurion	LLBG	RS	METEOROLOGICAL SERVICE	LLBD	Y	N	Y	T	Y	F	
	TEL-AVIV/Sde-Dov (Mil AD)	LLSD	RNS	METEOROLOGICAL SERVICE	LLBD	Y	N	N	T	Y	P	
Italy												
	ALBENGA	LIMG	RNS	ENAV MET MILAN FORECASTING UNIT	LIJL	Y	Y	N	C	N	P	TAF on request
	ALGHERO / Fertilia	LIEA	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	ANCONA / Falconara	LIPY	RNS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	AOSTA	LIMW	RG	ENAV MET MILAN FORECASTING UNIT	LIJL	Y	Y	N	C	N	P	
	BARI / Palese	LIBD	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	BERGAMO / Orio al Serio	LIME	RNS	ENAV MET MILAN FORECASTING UNIT	LIJL	Y	Y	N	T	N	F	
	BOLOGNA / Borgo Panigale	LIPE	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	BOLZANO	LIPB	RG	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	P	24-hour TAF
	BRINDISI / Casale	LIBR	RS	GIOIA DEL COLLE (MIL)	LIBV	Y	Y	Y	T	N	F	
	CAGLIARI / Elmas	LIEE	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	Y	T	N	F	
	CATANIA Fontanarossa	LICC	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	Y	T	N	F	
	COMO / Idroscalo Water AD	LILY	RG			N	N	N	N	N	N	
	CUNEO / Levaldigi	LIMZ	RNS	ENAV MET MILAN FORECASTING UNIT	LIJL	Y	Y	N	T	N	P	
	FIRENZE / Peretola	LIRQ	AS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	FORLI'	LIPK	RNS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	P	
	GENOVA / Sestri	LIMJ	RS	ENAV MET MILAN FORECASTING UNIT	LIJL	Y	Y	Y	T	N	F	
	LAMEZIA / Terme	LICA	RNS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	MARINA DI CAMPO	LIRJ	RG			N	N	N	N	N	N	
	MILANO / Linate	LIML	RS	ENAV MET ROME FORECASTING UNIT	LIJL	Y	Y	Y	T	N	F	
	MILANO / Malpensa	LIMC	RS	ENAV MET ROME FORECASTING UNIT	LIJL	Y	Y	Y	X	N	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	NAPOLI / Capodichino	LIRN	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	Y	T	N	F	
	OLBIA / Costa Smeralda	LIEO	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	PADOVA	LIPU	RG	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	C	N	P	TAF on request
	PALERMO / Punta Raisi	LICJ	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	PANTELLERIA	LICG	RNS	CATANIA/SIGONELLA (MIL)	LICZ	Y	Y	N	C	N	P	
	PARMA	LIMP	RNS	ENAV MET MILAN FORECASTING UNIT	LIJL	Y	Y	N	T	N	P	
	PERUGIA / S.Francesco	LIRZ	RG	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	P	
	PESCARA	LIBP	RNS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	PISA / S.Giusto	LIRP	RS	PISA / S.Giusto	LIRP	Y	Y	Y	T	N	F	
	REGGIO CALABRIA	LICR	RNS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	P	
	RIMINI / Miramare	LIPR	RNS	MILANO ACC	LIMM	Y	Y	N	C	N	F	
	ROMA / Ciampino	LIRA	RNS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	ROMA / Fiumicino	LIRF	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	Y	X	N	F	
	ROMA / Urbe	LIRU	RG	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	C	N	P	
	TORINO / Caselle	LIMF	RS	ENAV MET MILAN FORECASTING UNIT	LIJL	Y	Y	N	T	N	F	
	TRAPANI / Birgi	LICT	RNS	TRAPANI / Birgi	LICT	Y	Y	N	C	N	F	
	TREVISO / S.Angelo	LIPH	RNS,AS	TREVISO/ISTRANA (MIL)	LIPS	Y	Y	N	T	N	F	
	TRIESTE / Ronchi dei Legionari	LIPQ	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	N	T	N	F	
	VENEZIA / Lido	LIPV	RG	ENAV MET ROME FORECASTING UNIT	LIJR	N	N	N	N	N	N	
	VENEZIA / Tessera	LIPZ	RS	ENAV MET ROME FORECASTING UNIT	LIJR	Y	Y	Y	X	N	F	
	VERONA / Villafranca	LIPX	RS	ENAV MET MILAN FORECASTING UNIT	LIJL	Y	Y	N	C	N	F	
Kazakhstan												
	AKTAU	UATE	RS	AKTAU	UATE	Y	Y	Y	T	Y	F	
	AKTOBE	UATT	RS	AKTOBE	UATT	Y	Y	Y	T	Y	F	
	ALMATY	UAAA	RS	ALMATY	UAAA	Y	Y	Y	T	Y	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	ASTANA	UACC	RS	ASTANA	UACC	Y	Y	Y	T	Y	F	
	ATYRAU	UATG	RS	ATYRAU	UATG	Y	Y	Y	T	Y	F	
	KARAGANDA / Sary-Arka	UAKK	RS	KARAGANDA / Sary-Arka	UAKK	Y	Y	Y	T	Y	F	
	KOSTANAY	UAUU	RS	KOSTANAY	UAUU	Y	Y	Y	C	N	F	
	KYZYLORDA / Korkyt Ata	UAOO	RS	KYZYLORDA / Korkyt Ata	UAOO	Y	Y	Y	C	N	F	
	PAVLODAR	UASP	RS	PAVLODAR	UASP	Y	Y	Y	C	N	F	
	PETROPAVLOVSK	UACP	RS	PETROPAVLOVSK	UACP	Y	Y	Y	C	N	P	
	SEMEY	UASS	RS	SEMEY	UASS	Y	Y	Y	C	N	P	
	SHYMKENT	UAII	RS	SHYMKENT	UAII	Y	Y	Y	T	Y	F	
	TARAZ / Aulie-Ata	UADD	RS	TARAZ / Aulie-Ata	UADD	Y	Y	Y	C	N	F	
	URALSK	UARR	RS	URALSK	UARR	Y	Y	Y	C	N	F	
	UST-KAMENOGORSK	UASK	RS	UST-KAMENOGORSK	UASK	Y	Y	Y	C	N	F	
	ZHEZKAZGAN	UAKD	RS	ZHEZKAZGAN	UAKD	Y	Y	Y	C	N	F	
Kyrgyzstan												
	BISHKEK / Manas	UCFM	RS	BISHKEK / Manas	UCFM	Y		Y	T		F	
	OSH	UCFO	RS	OSH	UCFO	Y		Y	T		F	
	TAMCHY / Ysykkul	UCFL	RNS	BISHKEK / Manas	UCFM	Y		N	C		P	
Latvia												
	LIEPAJA	EVLA	RS	RIGA	EVRA	Y	N	N	C	N	P	
	RIGA	EVRA	RS	RIGA	EVRA	Y	Y	Y	T	N	F	
	TUKUMS / Jurmala Airport	EVJA	RS	RIGA	EVRA	Y	N	N	C	N	N	OPMET data not available until aerodrome is operational
Lithuania												
	KAUNAS	EYKA	RS	VILNIUS	EYVI	Y		N	T		F	
	PALANGA	EYPA	RS	VILNIUS	EYVI	Y		N	T		F	
	SIAULIAI	EYSA	RNS	VILNIUS	EYVI	Y		N	C		F	
	VILNIUS	EYVI	RS	VILNIUS	EYVI	Y		Y	T		F	
Luxembourg												
	LUXEMBOURG	ELLX	RS	LUXEMBOURG	ELLX	Y	Y	Y	X	N	F	
Malta												
	LUQA	LMML	RS	LUQA	LMML	Y			T		F	
Monaco												

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1	2	3	4	5	6	7	8	9	10	11	12	13
	MONACO	LNMC	RS			Y			N		F	
Montenegro												
	PODGORICA	LYPG	RS	PODGORICA	LYPG	Y	Y	Y	T	Y	F	
	TIVAT	LYTV	RS	TIVAT	LYTV	Y	Y	Y	T	Y	P	Trend Partial
Morocco												
	AGADIR / Al Massira	GMAD	RS	AGADIR / Al Massira	GMAD	Y	N	Y	X	N	F	
	AL HOCEIMA / Cherif El Idrissi	GMTA	RS	AL HOCEIMA / Cherif El Idrissi	GMTA	Y	N	Y	X	N	F	
	CASABLANCA / Mohammed V	GMMN	RS	CASABLANCA / Mohammed V	GMMN	Y	N	Y	X	N	F	
	ERRACHIDIA / Moulay Ali Cherif	GMFK	RNS	ERRACHIDIA / Moulay Ali Cherif	GMFK	Y	N	Y	N	N	F	
	ESSAOUIRA / Mogador	GMMI	RS	ESSAOUIRA / Mogador	GMMI	Y	N	Y	X	N	P	
	FES / Saiss	GMFF	RS	FES / Saiss	GMFF	Y	N	Y	X	N	F	
	MARRAKECH / Menara	GMMX	RS	MARRAKECH / Menara	GMMX	Y	N	Y	X	N	F	
	NADOR / El Aroui	GMMW	RS	NADOR / El Aroui	GMMW	Y	N	Y	X	N	F	
	OUARZAZATE	GMMZ	RS	OUARZAZATE	GMMZ	Y	N	Y	X	N	F	
	OUJDA / Angads	GMFO	RS	OUJDA / Angads	GMFO	Y	N	Y	X	N	F	
	RABAT / Sale	GMME	RS	RABAT / Sale	GMME	Y	N	Y	X	N	F	
	TANGER / Ibn Batouta	GMTT	RS	TANGER / Ibn Batouta	GMTT	Y	N	Y	X	N	F	
	TAN-TAN / Plage Blanche	GMAT	RS	TAN-TAN / Plage Blanche	GMAT	Y	N	Y	N	N	P	
	TETOUAN / Saniat R'mel	GMTN	RS	TETOUAN / Saniat R'mel	GMTN	Y	N	Y	N	N	P	
Netherlands												
	AMSTERDAM / Schiphol	EHAM	RS	DE BILT	EHDB	Y	Y	Y	X	N	F	
	DEN HELDER / De Kooy	EHKD	RNS	DEN HELDER / De Kooy	EHKD	Y	Y	Y	T	N	F	Military
	DEVENTER / Teuge	EHTE	RG									
	EINDHOVEN	EHEH	RS	WOENS DRECHT	EHWO	Y	Y	Y	X	N	F	Military
	GRONINGEN / Eelde	EHGG	RNS,AS	DE BILT	EHDB	Y	Y	Y	X	N	F	Trend partial
	HILVERSUM	EHHV	RG									
	HOEVEN / Seppe	EHSE	RG									
	HOOGVEEN	EHHO	RG									
	LELYSTAD	EHLE	RG									
	MAASTRICHT	EHBK	RNS,AS	DE BILT	EHDB	Y	Y	Y	X	N	F	Trend partial

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1	2	3	4	5	6	7	8	9	10	11	12	13
	Maastricht Aachen											
	MIDDELBURG / Midden-Zeeland	/EHMZ	RG									
	ROTTERDAM	EHRD	RS	DE BILT	EHDB	Y	Y	Y	X	N	F	Trend partial
	TEXEL	EHTX	RG									
	WEERT / Budel	EHBD	RG									
Norway												
	ALESUND / Vigra	ENAL	RNS	BERGEN	ENVV	Y		N	C		P	
	ALTA	ENAT	RNS	TROMSO	ENVN	Y		N	C		P	
	BERGEN / Flesland	ENBR	RS	BERGEN	ENVV	Y		Y	T		F	
	BODO	ENBO	RNS	TROMSO	ENVN	Y		Y	T		F	
	HARSTAD / Narvik / Evenes	/ENEV	RNS	TROMSO	ENVN	Y		N	C		P	
	KIRKENES / Hoybuktnoen	/ENKR	RNS	TROMSO	ENVN	Y		N	C		P	
	KRISTIANSAND / Kjevik	/ENCN	RS	OSLO	ENMI	Y		N	C		P	
	LAKSELV / Banak	ENNA	RNS	TROMSO	ENVN	Y		N	T		F	
	OSLO / Gardermoen	ENGM	RNS	OSLO	ENMI	Y		Y	T		F	
	SANDEFJORD / Torp	ENTO	RS	OSLO	ENMI	Y		N	T		F	
	STAVANGER / Sola	ENZV	RS	BERGEN	ENVV	Y		Y	T		F	
	TROMSO / Langnes	ENTC	RS	TROMSO	ENVN	Y		Y	T		F	
	TRONDHEIM / Vaernes	ENVA	RS	BERGEN	ENVV	Y		Y	T		F	
Poland												
	BYDGOSZCZ / Szwederowo	/EPBY	RS	WARSZAWA / Chopina w Warszawie	EPWA	Y	Y	N	C	N	F	
	GDANSK / im Lecha Walesy	EPGD	RS	WARSZAWA / Chopina w Warszawie	EPWA	Y	Y	N	T	N	F	
	KATOWICE / Pyrzowice	/EPKT	RS	KRAKOW / Balice	EPKK	Y	Y	N	C	N	F	
	KRAKOW / Balice	EPKK	RS	KRAKOW / Balice	EPKK	Y	Y	N	T	N	F	
	LODZ / Lublinek	EPLL	RS	WARSZAWA / Chopina w Warszawie	EPWA	Y	Y	N	T	N	F	
	LUBLIN	EPLB	RS	WARSZAWA / Chopina w Warszawie	EPWA	Y	Y	N	C	N	P	
	POZNAN / Lawica	EPPO	RS	WROCLAW / Strachowice	EPWR	Y	Y	N	T	N	F	
	RZESZOW / Jasionka	EPRZ	RS	KRAKOW / Balice	EPKK	Y	Y	N	T	N	F	
	SZCZECIN / Goleniow	EPSC	RS	WARSZAWA / Chopina	EPWA	Y	Y	N	C	N	F	

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	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
				w Warszawie								
	WARSZAWA / Chopina w Warszawie	EPWA	RS	WARSZAWA / Chopina w Warszawie	EPWA	Y	Y	Y	T	N	F	
	WARSZAWA / Modlin	EPMO	RS									
	WROCLAW Strachowice	EPWR	RS	WROCLAW Strachowice	EPWR	Y	Y	N	C	N	F	
	ZIELONA GORA Babimost	EPZG	AS	WROCLAW Strachowice	EPWR	Y	N	N	C	N	P	
Portugal												
	FARO	LPFR	RS	LISBOA	LPPT	Y	N		T	N	F	
	LISBOA	LPPT	RS	LISBOA	LPPT	Y	N		X	N	F	
	MADEIRA	LPMA	RS	LISBOA	LPPT	Y	N		T	N	F	
	PORTO	LPPR	RS	LISBOA	LPPT	Y	N		T	N	F	
	PORTO SANTO	LPPS	AS	LISBOA	LPPT	Y	N		X	N	F	
Republic of Moldova												
	BALTI	LUBL	RNS			Y	Y	N	C	N	P	TAF on request
	CAHUL	LUCH	-			Y	N	N	C	N	P	aerodrome temporarily closed
	CHISINAU	LUKK	RS	CHISINAU	LUKK	Y	Y	Y	T	N	F	24-hour TAF to be implemented in the second half of 2015
	MARCULESTI	LUBM	RNS			Y	Y	N	C	N	P	
Romania												
	ARAD	LRAR	RS	ARAD	LRAR	Y	Y	N	C	N	P	
	BACAU	LRBC	RS	BACAU	LRBC	Y	Y	N	C	N	P	
	BAIA MARE	LRBM	RNS	BAIA MARE	LRBM	Y	Y	N	C	N	P	
	BUCURESTI / Baneasa-Aurel Vlaicu	LRBS	RS	BUCURESTI / Baneasa-Aurel Vlaicu	LRBS	Y	Y	Y	T	N	F	
	BUCURESTI / Henri Coanda	LROP	RS	BUCURESTI / Henri Coanda	LROP	Y	Y	Y	T	N	F	
	CLUJ NAPOCA / Avram Iancu	LRCL	RS	CLUJ NAPOCA / Avram Iancu	LRCL	Y	Y	N	C	N	F	
	CONSTANTA / Mihail Kogalniceanu	LRCK	RS	CONSTANTA / Mihail Kogalniceanu	LRCK	Y	Y	Y	T	N	F	
	CRAIOVA	LRCV	RNS	CRAIOVA	LRCV	Y	Y	N	C	N	P	
	IASI	LRIA	RS	IASI	LRIA	Y	Y	N	C	N	F	
	ORADEA	LROD	RS	ORADEA	LROD	Y	Y	N	C	N	P	
	SATU MARE	LRSM	RS	SATU MARE	LRSM	Y	Y	N	C	N	P	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	SIBIU	LRSB	RS	SIBIU	LRSB	Y	Y	N	T	N	F	
	SUCEAVA / Stefan Cel Mare	LRSV	RNS	SUCEAVA / Stefan Cel Mare	LRSV	Y	Y	N	C	N	P	
	TARGU MURES / Transilvania	LRTM	RNS	TARGU MURES / Transilvania	LRTM	Y	Y	N	C	N	F	
	TIMISOARA / Traian Vuia	LRTR	RS	TIMISOARA / Traian Vuia	LRTR	Y	Y	N	T	N	F	
	TULCEA / Delta Dunarii	LRTC	RNS	TULCEA / Delta Dunarii	LRTC	Y	Y	N	C	N	P	
<i>Russian Federation</i>												
	ABAKAN	UNAA	RS	ABAKAN	UNAA	Y	Y	Y	T	N	F	
	ANADYR / Ugolny	UHMA	RNS	ANADYR / Ugolny	UHMA	Y	Y	Y	T	N	F	
	ANAPA / Vityazevo	URKA	RS	ANAPA / Vityazevo	URKA	Y	Y	Y	T	N	F	
	ARKHANGELSK / Talagi	ULAA	RS	ARKHANGELSK / Talagi	ULAA	Y	Y	Y	T	N	F	
	ASTRAKHAN	URWA	RS	ASTRAKHAN	URWA	Y	Y	Y	C	Y	F	
	BARNAUL / Mikhaylovka	UNBB	RS	BARNAUL / Mikhaylovka	UNBB	Y	Y	Y	T	N	F	
	BEGISHEVO	UWKE	RS	BEGISHEVO	UWKE	Y	Y	Y	T	N	F	
	BELGOROD	UUOB	RS	BELGOROD	UUOB	Y	Y	Y	C	N	F	
	BLAGOVESHCHENSK / Ignatyev	UHBB	RS	BLAGOVESHCHENSK / Ignatyev	UHBB	Y	Y	Y	T	N	F	
	BRATSK	UIBB	RS	BRATSK	UIBB	Y	Y	Y	T	N	F	
	BRYANSK	UUBP	RNS	BRYANSK	UUBP	Y	Y	Y	C	N	P	
	CHEBOKSARY	UWKS	RNS	CHEBOKSARY	UWKS	Y	Y	Y	C	N	F	
	CHELYABINSK / Balandino	USCC	RS	CHELYABINSK / Balandino	USCC	Y	Y	Y	T	N	F	
	CHEREPVETS	ULWC	RS	CHEREPVETS	ULWC	Y	Y	Y	C	N	P	
	CHITA / Kadala	UIAA	RNS	CHITA / Kadala	UIAA	Y	Y	Y	T	N	F	
	ELISTA	URWI	RS	ELISTA	URWI	Y	Y	Y	C	N	P	
	GROZNY / Severny	URMG	RS	GROZNY / Severny	URMG	Y	Y	Y	C	N	P	
	IRKUTSK	UIII	RS	IRKUTSK	UIII	Y	Y	Y	T	N	F	
	KALININGRAD / Khrabrovo	UMKK	RS	KALININGRAD / Khrabrovo	UMKK	Y	Y	Y	T	N	F	
	KAZAN	UWKD	RS	KAZAN	UWKD	Y	Y	Y	T	Y	F	
	KEMEROVO	UNEE	RS	KEMEROVO	UNEE	Y	Y	Y	T	N	F	
	KHABAROVSK / Novy	UHHH	RS	KHABAROVSK / Novy	UHHH	Y	Y	Y	X	N	F	
	KHANTY-MANSIYSK	USHH	RS	KHANTY-MANSIYSK	USHH	Y	Y	Y	T	N	F	
	KRASNODAR	URKK	RS	KRASNODAR	URKK	Y	Y	Y	T	N	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	Pashkovskiy			Pashkovskiy								
	KRASNOYARSK / Yemelyanovo	UNKL	RS	KRASNOYARSK / Yemelyanovo	UNKL	Y	Y	Y	T	N	F	
	KURSK / Vostochny	UUOK	RNS	KURSK / Vostochny	UUOK	Y	Y	Y	C	N	P	
	MAGADAN / Sokol	UHMM	RS	MAGADAN / Sokol	UHMM	Y	Y	Y	X	N	F	
	MAGNITOGORSK	USCM	RS	MAGNITOGORSK	USCM	Y	Y	Y	C	N	F	
	MAKHACHKALA / Uytash	URML	RS	MAKHACHKALA / Uytash	URML	Y	Y	Y	C	N	F	
	MINERALNYYE VODY	URMM	RS	MINERALNYYE VODY	URMM	Y	Y	Y	T	Y	F	
	MOSCOW / Domodedovo	UUDD	RS	MOSCOW / Domodedovo	UUDD	Y	Y	Y	X	Y	F	
	MOSCOW / Sheremetyevo	UUEE	RS	MOSCOW / Sheremetyevo	UUEE	Y	Y	Y	T	Y	F	
	MOSCOW / Vnukovo	UUWW	RS	MOSCOW / Vnukovo	UUWW	Y	Y	Y	T	Y	F	
	MURMANSK	ULMM	RS	MURMANSK	ULMM	Y	Y	Y	T	N	F	
	NALCHIK	URMN	RS	NALCHIK	URMN	Y	Y	Y	C	N	F	
	NIZHNEVARTOVSK	USNN	RS	NIZHNEVARTOVSK	USNN	Y	Y	Y	T	N	F	
	NIZHNY NOVGOROD / Strigino	UWGG	RS	NIZHNY NOVGOROD / Strigino	UWGG	Y	Y	Y	T	Y	F	
	NOVOSIBIRSK / Tolmachevo	UNNT	RS	NOVOSIBIRSK / Tolmachevo	UNNT	Y	Y	Y	T	N	F	
	OMSK / Bogashevo	UNTT	RS	OMSK / Bogashevo	UNTT	Y	Y	Y	C	N	F	
	OMSK / Tsentralny	UNOO	RS	OMSK / Tsentralny	UNOO	Y	Y	Y	T	N	F	
	ORENBURG	UWOO	RS	ORENBURG	UWOO	Y	Y	Y	T	Y	F	
	ORSK	UWOR	RS	ORSK	UWOR	Y	Y	Y	C	N	F	
	OSTAFYEVO	UUMO	RS	OSTAFYEVO	UUMO	Y	Y	Y	C	N	P	
	PERM / Bolshoe Savino	USPP	RS	PERM / Bolshoe Savino	USPP	Y	Y	Y	T	N	F	
	PETROPAVLOVSK-KAMCHATSKY / Yelizovo	UHPP	RS	PETROPAVLOVSK-KAMCHATSKY / Yelizovo	UHPP	Y	Y	Y	X	N	F	
	PETROZAVODSK / Besovets	ULPB	RNS	PETROZAVODSK / Besovets	ULPB	Y	Y	N	C	N	P	
	PROVIDENIYA BAY	UHMD	AS	PROVIDENIYA BAY	UHMD	Y	N	Y	C	N	P	TAF 6H
	PSKOV	ULOO	RS	PSKOV	ULOO	Y	Y	N	C	N	P	
	ROSTOV-NA-DONU	URRR	RS	ROSTOV-NA-DONU	URRR	Y	Y	Y	T	N	F	
	SAMARA / Kurumoch	UWW W	RS	SAMARA / Kurumoch	UWW W	Y	Y	Y	T	Y	F	
	SANKT-PETERBURG / Pulkovo	ULLI	RS	SANKT-PETERBURG / Pulkovo	ULLI	Y	Y	Y	T	N	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	SARATOV / Tsentralny	UWSS	RS	SARATOV / Tsentralny	UWSS	Y	Y	Y	C	N	F	
	SOCHI	URSS	RS	SOCHI	URSS	Y	Y	Y	T	N	F	
	STAVROPOL Shpakovskoye	/URMT	RS	STAVROPOL Shpakovskoye	/URMT	Y	Y	Y	C	N	F	
	SURGUT	USRR	RS	SURGUT	USRR	Y	Y	Y	T	N	F	
	SYKTYVKAR	UUYU	RS	SYKTYVKAR	UUYU	Y	Y	Y	T	N	F	
	TYUMEN / Roshchino	USTR	RS	TYUMEN / Roshchino	USTR	Y	Y	Y	T	N	F	
	UFA	UWUU	RS	UFA	UWUU	Y	Y	Y	T	N	F	
	ULAN-UDE / Mukhino	UIUU	RS	ULAN-UDE / Mukhino	UIUU	Y	Y	Y	T	N	F	
	ULYANOVSK Vostochny	/UWLW	RS	ULYANOVSK Vostochny	/UWLW	Y	Y	Y	T	N	F	
	VLADIKAVKAZ Beslan	/URMO	RS	VLADIKAVKAZ Beslan	/URMO	Y	Y	Y	C	N	P	
	VLADIVOSTOK Knevichi	/UHWW	RS	VLADIVOSTOK Knevichi	/UHWW	Y	Y	Y	T	N	F	
	VOLGOGRAD Gumrak	/URWW	RS	VOLGOGRAD Gumrak	/URWW	Y	Y	Y	C	N	F	
	VORONEZH Chertovitskoye	/UUOO	RS	VORONEZH Chertovitskoye	/UUOO	Y	Y	Y	C	N	F	
	YAKUTSK	UEEE	RS	YAKUTSK	UEEE	Y	Y	Y	X	Y	F	
	YAROSLAVL Tunoshna	/UUDL	RNS	YAROSLAVL Tunoshna	/UUDL	Y	Y	Y	T	N	P	
	YEKATERINBURG Koltsovo	/USSS	RS	YEKATERINBURG Koltsovo	/USSS	Y	Y	Y	T	N	F	
	YUZHNO-SAKHALINSK Khomutovo	/UHSS	RS	YUZHNO-SAKHALINSK Khomutovo	/UHSS	Y	Y	Y	X	N	F	
Serbia												
	BEOGRAD / Nikola Tesla	LYBE	RS	BEOGRAD / Nikola Tesla	LYBE	Y	Y	Y	T	Y	F	
	NIS / Konstantin Veliki	LYNI	RS	NIS / Konstantin Veliki	LYNI	Y	Y	Y	T	Y	F	
Slovakia												
	BRATISLAVA M.R.Stefanik	/LZIB	RS	BRATISLAVA M.R.Stefanik	/LZIB	Y	Y	Y	T	N	F	
	KOSICE	LZKZ	RS	KOSICE	LZKZ	Y	N	Y	T	N	F	
	PIESTANY	LZPP	RNS	BRATISLAVA M.R.Stefanik	/LZIB	Y	N	N	C	N	P	
	POPRAD-TATRY	LZTT	RNS	POPRAD-TATRY	LZTT	Y	N	Y	T	N	F	From 1.1.2016 responsible AMO BRATISLAVA/M.R.STEFANIK

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1	2	3	4	5	6	7	8	9	10	11	12	13
	SLIAC	LZSL	RNS	BRATISLAVA / M.R.Stefanik	LZIB	Y	N	N	C	N	F	
	ZILINA	LZZI	RG	BRATISLAVA / M.R.Stefanik	LZIB	Y	N	N	C	N	F	
<i>Slovenia</i>												
	LJUBLJANA / Brnik	LJLJ	RS	LJUBLJANA / Brnik	LJLJ	Y	Y	Y	T	N	F	
	MARIBOR / Orehova Vas	LJMB	RS	LJUBLJANA / Brnik	LJLJ	Y	Y	N	T	N	F	
	PORTOROZ / Secovlje	LJPZ	RNS	LJUBLJANA / Brnik	LJLJ	Y	N	N	C	N	F	
<i>Spain</i>												
	A CORUNA	LECO	RS	A CORUNA	LECO	Y	N	Y	T	Y	F	
	ALBACETE	LEAB	RS	ALBACETE	LEAB	Y	N	Y	C	N	F	
	ALGECIRAS	LEAG	RS	ALGECIRAS	LEAG	Y	N	N	N	N	F	
	ALICANTE	LEAL	RS	ALICANTE	LEAL	Y	N	Y	T	Y	F	
	ALMERIA	LEAM	RS	ALMERIA	LEAM	Y	N	N	T	Y	F	
	ASTURIAS / Aviles	LEAS	RS	ASTURIAS / Aviles	LEAS	Y	N	Y	T	Y	F	
	BADAJOS / Talavera La Real	LEBZ	RS	BADAJOS / Talavera La Real	LEBZ	Y	N	N	T	Y	P	
	BARCELONA / El Prat	LEBL	RS	BARCELONA / El Prat	LEBL	Y	Y	Y	T	Y	F	
	BILBAO	LEBB	RS	BILBAO	LEBB	Y	Y	Y	T	Y	F	
	BURGOS	LEBG	RS	BURGOS	LEBG	Y	Y	N	C	N	P	
	CASTELLON	LECH	RS	CASTELLON	LECH	Y	N	N	T	Y	P	
	FUERTEVENTURA	GCFV	RS	FUERTEVENTURA	GCFV	Y	N	N	T	Y	F	
	GIRONA	LEGE	RS	GIRONA	LEGE	Y	N	N	T	Y	F	
	GRAN CANARIA	GCLP	RS	GRAN CANARIA	GCLP	Y	N	Y	T	Y	F	
	GRANADA	LEGR	RS	GRANADA	LEGR	Y	Y	N	T	Y	F	
	IBIZA	LEIB	RS	IBIZA	LEIB	Y	N	Y	T	Y	F	
	JEREZ	LEJR	RS	JEREZ	LEJR	Y	N	N	T	Y	F	
	LA PALMA	GCLA	RS	LA PALMA	GCLA	Y	N	N	T	Y	F	
	LANZAROTE	GCRR	RS	LANZAROTE	GCRR	Y	N	N	T	Y	F	
	LEON	LELN	RS	LEON	LELN	Y	N	N	C	N	P	
	LLEIDA / Alguaire	LEDA	RS	LLEIDA / Alguaire	LEDA	Y	N	N	T	Y	P	
	MADRID / Barajas	LEMD	RS	MADRID / Barajas	LEMD	Y	Y	Y	X	Y	F	
	MALAGA	LEMG	RS	MALAGA	LEMG	Y	N	Y	T	Y	F	
	MELILLA	GEML	RS	MELILLA	GEML	Y	N	N	T	Y	P	
	MENORCA	LEMH	RS	MENORCA	LEMH	Y	N	N	T	Y	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	MURCIA / San Javier	LELC	RS	MURCIA / San Javier	LELC	Y	N	Y	T	Y	F	
	PALMA DE MALLORCA	LEPA	RS	PALMA DE MALLORCA	LEPA	Y	N	Y	T	Y	F	
	PAMPLONA	LEPP	RS	PAMPLONA	LEPP	Y	Y	N	T	Y	P	
	REUS	LEERS	RS	REUS	LEERS	Y	N	N	T	Y	F	
	SALAMANCA / Matacan	LESA	RS	SALAMANCA / Matacan	LESA	Y	N	N	T	Y	F	
	SAN SEBASTIAN / Hondarribia	LESO	RS	SAN SEBASTIAN / Hondarribia	LESO	Y	Y	N	T	Y	F	
	SANTANDER	LEXJ	RS	SANTANDER	LEXJ	Y	Y	N	T	Y	F	
	SANTIAGO	LEST	RS	SANTIAGO	LEST	Y	Y	Y	T	Y	F	
	SEVILLA	LEZL	RS	SEVILLA	LEZL	Y	N	Y	T	Y	F	
	TENERIFE NORTE / Los Rodeos, Canary I.	GCXO	RS	TENERIFE NORTE / Los Rodeos, Canary I.	GCXO	Y	N	Y	T	Y	F	
	TENERIFE SUR / Reina Sofia, Canary I.	GCTS	RS	TENERIFE SUR / Reina Sofia, Canary I.	GCTS	Y	N	Y	T	Y	F	
	TERUEL	LETL	RS	TERUEL	LETL	Y	N	N	N	N	F	
	VALENCIA	LEVC	RS	VALENCIA	LEVC	Y	N	Y	T	Y	F	
	VALLADOLID / Villanubla	LEVD	RS	VALLADOLID / Villanubla	LEVD	Y	N	N	T	Y	F	
	VIGO	LEVX	RS	VIGO	LEVX	Y	N	Y	T	Y	F	
	VITORIA	LEVT	RS	VITORIA	LEVT	Y	Y	N	T	Y	F	
	ZARAGOZA	LEZG	RS	ZARAGOZA	LEZG	Y	N	N	T	Y	F	
Sweden												
	ANGELHOLM	ESTA	RNS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	ARVIDSJAUR	ESNX	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	BORLANGE / Dala Airport	ESSD	RG,RNS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	ESKILSTUNA	ESSU	RG									
	GAVLE	ESSK	RG									
	GOTEBORG Landvetter	ESGG	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	T		F	
	HALMSTAD	ESMT	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C			
	JONKOPING	ESGJ	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	C		P	
	KALMAR	ESMQ	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	KARLSTAD	ESOK	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	KIRUNA	ESNQ	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	KRAMFORS-	ESNK	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C			

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1	2	3	4	5	6	7	8	9	10	11	12	13
	SOLLEFTEA											
	KRISTIANSTAD	ESMK	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	LINKOPING	ESSL	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	C		P	
	LULEA / Kallax	ESPA	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	C		F	
	MALMO / Sturup	ESMS	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	T		F	
	NORRKOPING Kungsangen	ESSP	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	C		P	
	OREBRO	ESOE	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	ORNSKOLDSVIK	ESNO	RNS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C			
	OSTERSUND / Are Ostersund	ESNZ	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	PAJALA	ESUP	RG,RNS	STOCKHOLM / Arlanda	ESSA	Y	N	N				
	RONNEBY	ESDF	RS,RNS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	SKELLEFTEA	ESNS	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	STOCKHOLM Arlanda	ESSA	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	Y	T		F	
	STOCKHOLM Bromma	ESSB	RG	STOCKHOLM / Arlanda	ESSA	Y	Y	N	C		P	
	STOCKHOLM / Skavsta	ESKN	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	T		F	
	STOCKHOLM Vasteras	ESOW	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	C		P	
	SUNDSVALL-TIMRA	ESNN	RS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	C		P	
	SVEG	ESND	RG	STOCKHOLM / Arlanda	ESSA	Y	N	N				
	TROLLHATTAN- VANERSBORG	ESGT	RG	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	UMEA	ESNU	RNS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	C		F	
	VAXJO / Kronoberg	ESMX	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C		P	
	VISBY	ESSV	AS,RNS	STOCKHOLM / Arlanda	ESSA	Y	Y	N	C		P	
Switzerland												
	BALE-MULHOUSE	LFSB	RS	BALE-MULHOUSE	LFSB	Y	Y	Y	T	N	F	Also listed under France
	BERN-BELP	LSZB	RS	ZURICH	LSZH	Y	Y	Y	C	N	P	
	BUOCHS / MIL/CIV	LSZC	RG	ZURICH	LSZH	Y	Y	N	C	N	P	
	GENEVE	LSGG	RS	GENEVE	LSGG	Y	Y	Y	X	Y	F	
	GRENCHEN	LSZG	RG	ZURICH	LSZH	Y	Y	Y	C	N	P	
	LES EPLATURES	LSGC	RG	GENEVE	LSGG	Y	Y	N	C	N	P	
	LUGANO	LSZA	RS	ZURICH	LSZH	Y	Y	Y	C	N	P	

STATE	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability	Comment
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
	SAMEDAN	LSZS	RG	ZURICH	LSZH	Y	Y	N	C	Y	P	
	SION / MIL/CIV	LSGS	RS	GENEVE	LSGG	Y	Y	N	C	N	P	
	ST. GALLEN-ALTENRHEIN	LSZR	RS	ZURICH	LSZH	Y	Y	Y	C	N	P	
	ZURICH	LSZH	RS	ZURICH	LSZH	Y	Y	Y	X	Y	F	
<i>Tajikistan</i>												
	DUSHANBE	UTDD	AS	DUSHANBE	UTDD	Y		Y	T		F	
<i>The Former Yugoslav Republic of Macedonia</i>												
	OHRID	LWOH	RNS	OHRID	LWOH	Y		N	T		F	
	SKOPJE / Petrovec	LWSK	RS	SKOPJE / Petrovec	LWSK	Y		Y	T		F	
<i>Tunisia</i>												
	DJERBA / Zarzis	DTTJ	RS	TUNIS / Carthage	DTTA	Y		Y	T		F	
	ENFIDHA / Hammamet International Airport	DTNH	RS	TUNIS / Carthage	DTTA	Y		Y	T		F	
	GABES / Matmata	DTTG	RS	TUNIS / Carthage	DTTA	Y		Y	C		F	
	GAFSA / Ksar	DTTF	RS	TUNIS / Carthage	DTTA	Y		Y	C		F	
	MONASTIR / Habib Bourguiba	DTMB	RS	TUNIS / Carthage	DTTA	Y		Y	T		F	
	SFAX / Thyna	DTTX	RS	TUNIS / Carthage	DTTA	Y		Y	C		F	
	TABARKA / Ain Draham International Airport	DTKA	RS	TUNIS / Carthage	DTTA	Y		Y	C		F	
	TOZEUR / Nefta	DTTZ	RS	TUNIS / Carthage	DTTA	Y		Y	T		F	
	TUNIS / Carthage	DTTA	RS	TUNIS / Carthage	DTTA	Y		Y	T		F	
<i>Turkey</i>												
	ADANA	LTAF	RS	ADANA	LTAF	Y	Y	Y	T	N	F	
	ANKARA / Esenboga	LTAC	RS	ANKARA / Esenboga	LTAC	Y	Y	Y	T	N	F	
	ANTALYA	LTAI	RS	ANTALYA	LTAI	Y	Y	Y	T	N	F	
	ANTALYA / Gazipasa	LTFG	RS	ANTALYA	LTAI	Y	Y	N	C	N	P	
	BALIKESIR / Koca Seyit	LTFD	RNS	BALIKESIR/MERKEZ (MIL-CIV)	LTBF	Y	Y	N	C	N	P	
	BURSA / Yenisehir	LTBR	RNS	BURSA / Yenisehir	LTBR	Y	Y	Y	T	N	F	
	CANAKKALE	LTBH	RNS	BALIKESIR/BANDIRMA (MIL-CIV)	LTBG	Y	Y	N	C	N	P	
	DENIZLI / Cardak	LTAY	RNS	IZMIR / Adnan Menderes	LTBJ	Y	Y	N	C	N	F	
	DIYARBAKIR	LTCC	RNS	DIYARBAKIR	LTCC	Y	Y	Y	T	N	F	

STATE	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability	Comment
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
	ELAZIG	LTCA	RNS	ELAZIG	LTCA	Y	Y	Y	C	N	F	
	ERZURUM	LTCE	RNS	ERZURUM	LTCE	Y	Y	Y	T	N	F	
	GAZIANTEP	LTAJ	RNS	GAZIANTEP	LTAJ	Y	Y	Y	T	N	F	
	HATAY	LTDA	RNS	ADANA	LTAJ	Y	Y	N	C	N	F	
	ISPARTA / Suleyman Demirel	LTFC	RNS	ANTALYA	LTAI	Y	Y	N	T	N	F	
	ISTANBUL / Ataturk	LTBA	RS	ISTANBUL / Ataturk	LTBA	Y	Y	Y	X	N	F	
	ISTANBUL / Sabiha Gokcen	LTFJ	RS	ISTANBUL / Sabiha Gokcen	LTFJ	Y	Y	Y	T	N	F	
	IZMIR / Adnan Menderes	LTBJ	RS	IZMIR / Adnan Menderes	LTBJ	Y	Y	Y	T	N	F	
	KARS	LTCF	RNS	ERZURUM	LTCE	Y	Y	N	C	N	F	
	KAYSERI	LTAU	RNS	KAYSERI	LTAU	Y	Y	Y	T	N	F	
	KOCAELI / Cengiz Topel	LTBQ	RNS	KOCAELI / Cengiz Topel	LTBQ	Y	Y	Y	C	N	F	
	KONYA	LTAN	RNS	KONYA	LTAN	Y	Y	Y	C	N	F	
	KUTAHYA / Zafer Bolgesel	LTBZ	RNS	ESKISEHIR (MIL)	LTBI	Y	Y	N	C	N	P	
	MALATYA	LTAT	RNS	MALATYA	LTAT	Y	Y	Y	T	N	F	
	MUGLA / Dalaman	LTBS	RS	MUGLA / Dalaman	LTBS	Y	Y	Y	T	N	F	
	MUGLA / Milas-Bodrum	LTFE	RS	MUGLA / Milas-Bodrum	LTFE	Y	Y	Y	T	N	F	
	MUS	LTCK	RNS	VAN / Ferit Melen	LTCI	Y	Y	N	C	N	P	
	NEVSEHIR / Kapadokya	LTAZ	RNS	KAYSERI	LTAU	Y	Y	N	T	N	P	
	SAMSUN / Carsamba	LTFH	RNS	SAMSUN / Carsamba	LTFH	Y	Y	Y	C	N	F	
	SANLIURFA / Gap	LTCS	RNS	GAZIANTEP	LTAJ	Y	Y	N	T	N	F	
	SINOP	LTCM	RNS	SAMSUN / Carsamba	LTFH	Y	Y	N	C	N	P	
	SIVAS / Nuri Demirag	LTAR	RNS	KAYSERI	LTAU	Y	Y	N	C	N	F	
	TEKIRDAG / Corlu	LTBU	RNS	ISTANBUL / Ataturk	LTBA	Y	Y	N	T	N	F	
	TRABZON	LTCG	RS	TRABZON	LTCG	Y	Y	Y	T	N	F	
	USAK	LTBO	RNS	IZMIR / Adnan Menderes	LTBJ	Y	Y	N	C	N	P	
	VAN / Ferit Melen	LTCI	RNS	VAN / Ferit Melen	LTCI	Y	Y	Y	C	N	F	
	ZONGULDAK / Caycuma	LTAS	RNS	ANKARA / Esenboga	LTAC	Y	Y	N	C	N	P	
Turkmenistan												
	ASHGABAT	UTAA	RS	ASHGABAT	UTAA	Y		Y	T		F	

STATE	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability	Comment
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
	DASHOGUZ	UTAT	RS			Y		N	C		F	
	TURKMENBASHI	UTAK	RS	TURKMENBASHI	UTAK	Y		Y	C		F	
Ukraine												
	CHERKASY	UKKE	RNS									
	CHERNIVTSI	UKLN	RNS	CHERNIVTSI	UKLN	Y	Y	Y	C	Y	P	For all Temperature Tx, Tn, column 11, included when T is between -5°C to +5°C or greater than 25°C or less than -25°C
	DNIPROPETROVS'K	UKDD	RS	DNIPROPETROVS'K	UKDD	Y	Y	Y	T	Y	F	
	DONETS'K	UKCC	-									
	IVANO-FRANKIVS'K	UKLI	RNS	IVANO-FRANKIVS'K	UKLI	Y	Y	Y	C	Y	P	
	KHARKIV / Osnova	UKHH	RS	KHARKIV / Osnova	UKHH	Y	Y	Y	C	Y	F	
	KHERSON	UKOH	RS	KHERSON	UKOH	Y	Y	Y	C	Y	P	
	KRYVYI RIH / Lozuvatka	UKDR	RNS	KRYVYI RIH / Lozuvatka	UKDR	Y	Y	Y	T	Y	F	
	KYIV / Antonov	UKKM	RNS	KYIV / Antonov	UKKM	Y	Y	Y	T	Y	P	AUTO-METAR without TREND outside OPS hours
	KYIV / Boryspil	UKBB	RS	KYIV / Boryspil	UKBB	Y	Y	Y	T	Y	F	
	KYIV / Zhuliany	UKKK	RS	KYIV / Zhuliany	UKKK	Y	Y	Y	T	Y	F	
	L'VIV	UKLL	RS	L'VIV	UKLL	Y	Y	Y	T	Y	F	
	MARIUPOL'	UKCM	RNS									
	MYKOLAIV	UKON	RNS	MYKOLAIV	UKON	Y	Y	Y	C	Y	P	
	ODESA	UKOO	RS	ODESA	UKOO	Y	Y	Y	T	Y	F	
	OZERNE	UKKO	RNS									
	RIVNE	UKLR	RNS	RIVNE	UKLR	Y	Y	Y	C	Y	P	
	SEVASTOPOL' / Bel'bek	UKFB	-									
	SIMFEROPOL	UKFF	-									
	SUMY	UKHS	RNS									
	TERNOPIL'	UKLT	RNS									
	UZHHOROD	UKLU	RNS	UZHHOROD	UKLU	Y	Y	Y	C	Y	P	
	ZAPORIZHZHIA / Mokraya	UKDE	RS	ZAPORIZHZHIA / Mokraya	UKDE	Y	Y	Y	C	Y	F	
United Kingdom												

STATE	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability	Comment
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
	ABERDEEN / Dyce	EGPD	RS	MET OFFICE ABERDEEN	EGRQ	Y	Y	Y	T	N	F	
	BELFAST / Aldergrove	EGAA	RS	BELFAST / Aldergrove	EGAA	Y	Y	N	T	N	F	
	BELFAST / City	EGAC	RS	MET OFFICE ABERDEEN	EGRQ	Y	Y	N	C	N	P	
	BIGGIN HILL	EGKB	RG	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	P	
	BIRMINGHAM	EGBB	RS	MET OFFICE EXETER	EGRR	Y	Y	N	T	N	F	
	BLACKPOOL	EGNH	RNS	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	P	
	BOURNEMOUTH	EGHH	RS	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	P	
	BRISTOL	EGGD	RS	MET OFFICE EXETER	EGRR	Y	Y	N	T	N	F	
	CARDIFF	EGFF	RS	MET OFFICE EXETER	EGRR	Y	Y	N	T	N	F	
	DURHAM TEES VALLEY	EGNV	RS	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	P	
	EAST MIDLANDS	EGNX	RS	MET OFFICE EXETER	EGRR	Y	Y	N	T	N	F	
	EDINBURGH	EGPH	RS	MET OFFICE ABERDEEN	EGRQ	Y	Y	N	T	N	F	
	EXETER	EGTE	RS	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	P	
	GLASGOW	EGPF	RS	MET OFFICE ABERDEEN	EGRQ	Y	Y	N	T	N	F	
	GUERNSEY	EGJB	RS	JERSEY	EGJJ	Y	Y	N	C	N	P	
	HUMBERSIDE	EGNJ	RS	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	P	
	ISLE OF MAN	EGNS	RS	ISLE OF MAN	EGNS	Y	Y	Y	C	N	P	
	JERSEY	EGJJ	RS	JERSEY	EGJJ	Y	Y	Y	C	N	P	
	KIRKWALL	EGPA	AS	MET OFFICE ABERDEEN	EGRQ	Y	Y	N	C	N	P	
	LEEDS BRADFORD	EGNM	RS	MET OFFICE EXETER	EGRR	Y	Y	N	T	N	F	
	LIVERPOOL	EGGP	RS	MET OFFICE EXETER	EGRR	Y	Y	N	T	N	F	
	LONDON / City	EGLC	RS	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	F	
	LONDON / Gatwick	EGKK	RS	MET OFFICE EXETER	EGRR	Y	Y	N	X	N	F	
	LONDON / Heathrow	EGLL	RS	MET OFFICE EXETER	EGRR	Y	Y	Y	X	N	F	
	LONDON / Luton	EGGW	RS	MET OFFICE EXETER	EGRR	Y	Y	N	T	N	F	
	LONDON / Stansted	EGSS	RS	MET OFFICE EXETER	EGRR	Y	Y	N	X	N	F	
	LYDD	EGMD	RG	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	P	
	MANCHESTER	EGCC	RS	MET OFFICE EXETER	EGRR	Y	Y	Y	X	N	F	
	NEWCASTLE	EGNT	RS	MET OFFICE EXETER	EGRR	Y	Y	N	T	N	F	
	NORWICH	EGSH	RS	MET OFFICE EXETER	EGRR	Y	Y	Y	C	N	P	
	PRESTWICK	EGPK	RS	MET OFFICE	EGRQ	Y	Y	N	T	N	F	

STATE	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability	Comment
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn		
1	2	3	4	5	6	7	8	9	10	11	12	13
				ABERDEEN								
	SHOREHAM	EGKA	RG	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	P	
	SOUTHAMPTON	EGHI	RS	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	P	
	SOUTHEND	EGMC	RS	MET OFFICE EXETER	EGRR	Y	Y	N	C	N	F	
	SUMBURGH	EGPB	RNS	MET OFFICE ABERDEEN	EGRQ	Y	Y	Y	C	N	F	
<i>Uzbekistan</i>												
	BUKHARA	UTSB	RS	SAMARKAND	UTSS	Y		Y	T		F	
	SAMARKAND	UTSS	RS	SAMARKAND	UTSS	Y		Y	T		F	
	TASHKENT / Yuzhny	UTTT	RS	TASHKENT / Yuzhny	UTTT	Y		Y	T		F	
	TERMEZ	UTST	RS	SAMARKAND	UTSS	Y		Y	T		F	
	URGENCH	UTNU	RS	NUKUS	UTNN	Y		Y	T		F	

TABLE MET II-3 – VHS VOLMET BROADCASTS**EUR VHF VOLMET BROADCASTS**

EXPLANATION OF THE TABLE

The transmitting station appears at the top of each block.

Names in lower case letters indicate aerodromes for which reports (routine or selected special) are required.
Names in upper-case letters indicate aerodromes for which forecasts are required.

The following Notes have been used:

(1) when operational

(2) Transmitting stations reporting the height of cloud base in metres are identified by and asterisk (*).

ADANA	ALGER	ALICANTE	AMSTERDAM	ANKARA/ City	ANKARA/ Esenboga
126.250 MHz	126.8 MHz	128.950 MHz	126.200 MHz	127.375 MHz	127.000 MHz
Adana Gaziantep Kayseri Malatya Elazig Diyarbakir Sanliurfa/Gap SIGMET Ankara FIR	Madrid Palma Malaga Valencia Alicante Ibiza Granada Alger Oran	Madrid Palma Malaga Valencia Alicante Ibiza Granada Alger Oran	Amsterdam Rotterdam Bruxelles Düsseldorf Paris/Charles-de- Gaulle London/Heathrow London/Gatwick København Hamburg	Ankara/Esenboga Samsun/Carsamba Konya Sivas Kayseri Tokat Erzincan SIGMET Ankara FIR	Ankara/Esenboga Istanbul Izmir/Adnan Menderes Beirut Larnaeka Antalya Samsun/Carsamba Adana Trabzon SIGMET Ankara FIR

ATHINAI	BAKU	BANJA LUKA	BARCELONA	BEN GURION
127.800 MHz	114.1 MHz	135.775 MHz	127.600 MHz	126.800 MHz
Athinai Thessaloniki Andravida Rodos Iraklion Kerkira Larnaka Cairo Istanbul	Baku Ganja Nakhchivan Tbilisi Tehran Ashgabat Turkmenbashi Alma Ata ntTashke	Banja Luka Mostar Sarajevo Tuzla	Madrid Barcelona Palma Malaga Ibiza Gerona Mahon Toulouse Marseille	Ben Gurion Athens Larnaeka Eilat Ovda

BEOGRAD	BERLIN/Schönefeld *	BORDEAUX	BORYSPIL*	BRATISLAVA
126.400 MHz	128.400 MHz	126.400 MHz	129.375 MHz	126.200 MHz
Beograd Nis Zagreb Podgorica Sarajevo Budapest Bucuresti/Otopeni Sofia Thessaloniki	Berlin/Schönefeld Dresden Leipzig -Halle Praha Nürnberg Berlin/Tegel København Warszawa Wien	Bordeaux Toulouse Paris/Charles-de- Gaulle Paris/Orly Madrid Barcelona Palma de Mallorca Lisboa Genève	Chisinau Kyiv/Boryspil L'viv Odesa SIGMET Kyiv FIR	Bratislava Praha Kosice Sliac Poprad-Tatry Prestany Zilina Ostrava/Mosnov

BREMEN	BRINDISI	BRUXELLES	BUCURESTI*
127.400 MHz	128.400 MHz	127.800 MHz	126.800 MHz
Hannover Hamburg Bremen Köln-Bonn Frankfurt Berlin/ Schönefeld Berlin/Tegel Amsterdam København	Brindisi Pisa Roma/Fiumicino Roma/Ciampino Napoli Athinai Thessaloniki Kerkira Andravida	Bruxelles Oostende London/Heathrow Luxembourg Amsterdam Paris/Orly Frankfurt Köln-Bonn Düsseldorf	Bucuresti/Otopeni Bucuresti/Baneasa Constanta Timisoara Beograd Budapest Sofia Chisinau Istanbul

BUDAPEST	CASABLANCA	CHITA*	DNIPROPETROVS'K*	DUBLIN
127.400 MHz	127.6 MHz	128.300 MHz	126.450 MHz	127.000 MHz
Budapest Praha Bratislava Arad Bucuresti/Otopeni Beograd Sofia Warszawa Wien SIGMET Budapest	Casablanca/Mohamed V Rabat/Sale Fes Marrakech Tanger Agadir Oujda Las Palmas De Gran Canarias Málaga Sevilla	Irkutsk Ulan-Ude Chita Yakutsk Chulman Blagoveshchensk	Dnipropetrovs'k Kyiv/Boryspil Kyiv/Zhuliany Odesa SIGMET Dnipropetrovs'k FIR Dnipropetrovs'k-North SIGMET Simferopol FIR Dnipropetrovs'k-South, Odesa-South	Dublin Shannon Cork Belfast Glasgow Prestwick Manchester London/Heathrow London/Gatwick

EKOFISK	ERZURUM	FRANKFURT/1	FRANKFURT/2	GENEVE
118.975 MHz	127.275 MHz	127.600 MHz	135.775 MHz	126.800 MHz
Ekofisk Stavanger/Sola Haugesund/Karmoy	Erzurum Elazig Erzincan Kars/Harakani Agri Van Mus SIGMET Ankara FIR	Frankfurt Bruxelles Amsterdam Zürich Genève Bâle-Mulhouse Wien Praha Paris/Charles-de-Gaulle	Frankfurt Köln-Bonn Düsseldorf Stuttgart Nürnberg München Hamburg Berlin/ Schönefeld Berlin/Tegel	Genève Zürich Bâle-Mulhouse Nice Lyon/Satolas Paris/Charles-de-Gaulle Paris/Orly Milano/Linate Milano/Malpensa

HELSINKI	IRKUTSK*	ISTANBUL/Ataturk	IZMIR/Adnan Menderes	JÖNKÖPING
128.400 MHz	125.475 MHz	127.400 MHz	127.925 MHz	127.200 MHz
Helsinki Tampere/Pirkkala Turku Stockholm/Arlanda Sankt-Petersburg/Pulkovo	Irkutsk Chita Bratsk Ulan-Ude Krasnoyarsk	Istanbul/Ataturk Ankara/Esenboga Izmir/Adnan Menderes Milas-Bodrum Bursa/Yenisehir Istanbul/Sabiha Gokcen Antalya Dalaman Athina Sofia Bucuresti/Otopeni SIGMET Istanbul FIR	Izmir/Adnan Menderes Istanbul/Ataturk Ankara/Esenboga Antalya Konya Denizli/Cardak Usak SIGMET Istanbul FIR	Stockholm/Arlanda Stockholm/Bromma Stockholm/Skavsta Göteborg/Landvetter Göteborg/Säve Malmö/Sturup Jönköping Kalmar Karlstad

KHABAROVSK*	L'VIV*	KØBENHAVN	LAS PALMAS DE GRAN CANARIA
127.875 MHz	133.325 MHz	127.000 MHz	126.6 MHz
Khabarovsk Blagoveshchensk Vladivostok Vozdvizhenka Komsomolsk-na-Amure Okha Yuzhno-Sakhalinsk Chita Irkutsk	Kyiv/Boryspil L'viv Ivano-Frankivs'k Bratislava Odesa SIGMET L'viv FIR	København Billund Aalborg Hamburg Malmö Göteborg Stockholm/Arlanda Oslo/Gardermoen Stavanger	Las Palmas De Gran Canaria Tenerife Lanzarote Madrid Casablanca Marrakech Agadir Lisboa

LISBOA	LONDON (North)	LONDON (South)	LONDON (Main)
126.400 MHz	126.600 MHz	128.600 MHz	135.375 MHz
Lisboa Porto Faro Sevilla Madrid Las Palmas Tenerife/Reina Sofia Funchal Porto Santo	Humberside East Midlands Leeds-Bradford Liverpool London Gatwick Manchester Newcastle Ronaldsway Teesside	Birmingham Bournemouth Bristol Lulsgate Cardiff Jersey Luton Norwich Southampton Southend	Amsterdam Bruxelles Dublin Glasgow London Gatwick London Heathrow London Stansted Manchester Paris/Charles-de-Gaulle

MADRID	MAGADAN*	MALTA	MARSEILLE
126.200 MHz	126.200 MHz	126.800 MHz	127.400 MHz
Madrid Barcelona Sevilla Málaga Valencia Alicante Lisboa Porto Bordeaux	Magadan/Sokol Petropavlovsk- Kamchatsky Chaybukha Seymchan Okhotsk Khabarovsk Anadyr	Malta Catina Napoli Roma/Fiumicino Palermo Tunis Tripoli Benghazi	Marseille Nice Lyon/Satolas Genève Paris/Charles-de- Gaulle Roma/Fiumicino Milano/Linate Palma de Mallorca Barcelona

MILANO	MOSCOW*	NICOSIA	NOVOSIBIRSK*
126.600 MHz	127.875 MHz	127.200 MHz	128.300 MHz
Milano/Linate Milano/Malpensa Torino Genova Venezia Pisa Roma/Fiumicino Roma/Ciampino Nice	Moscow/Sheremetyevo Moscow/Vnukovo Moscow/Domodedovo Boryspil Warszawa Helsinki Sankt- Petersburg/Pulkovo Vilnius	Larnaeka Beirut Damascus Rodos Athinai Tel Aviv Ovda Ankara Paphos Nicosia(1)	Novosibirsk/Tolmach evo Krasnoyarsk/Emelya novo Barnaul Omsk Abakan

PARIS	PISA	RIGA
126.000 MHz	128.400 MHz	127.650 MHz
Paris/Charles-de-Gaulle Paris/Orly Lyon/Satolas Genève Zürich London/Heathrow London/Gatwick Bruxelles Amsterdam	Pisa Venezia Trieste Bologna Rimini Zürich Genève Bâle-Mulhouse München	RIGA VILNIUS/INTERNATIONAL LENNART MERI TALLINN HELSINKI-VANTAA CHOPINA W WARZAWIE STOCKHOLM/ARLANDA SANKT- PETERSBURG/PULKOVO MOSCOW/SHEREMETYEVO MOSCOW/VNUKOVO

PRAHA	ROMA	SAMARA*	SAMSUN/Carsamba	SIVAS
128.600 MHz	126.000 MHz	126.875 MHz	125.275 MHz	124.050 MHz
Praha Bratislava München Frankfurt Berlin/Schönefeld Warszawa Budapest Wien	Roma/Ciampino Roma/Fiumicino Napoli Catania Palermo Milano/Linate Milano/Malpensa Malta Tunis	Samara Ulyanovsk Kazan Ufa Orenburg Saratov Nizhny Novgorod Volgograd	Samsun/Carsamba Ankara/Esenboga Trabzon Sivas Tokat SIGMET Ankara FIR	Sivas Ankara/Esenboga Malatya Kayseri Tokat Elazig Erzincan SIGMET Ankara FIR

S.-PETERSBURG*	SCOTTISH	SEVILLA	ODESA*	SOFIA*
125.875 MHz	125.725 MHz	127.000 MHz	126.375 MHz	126.600 MHz
Sankt-Petersburg/Pulkovo Moscow/Sheremetye vo Moscow/Vnukovo Minsk Kaliningrad Vilnius Stockholm/Arlanda Helsinki	Aberdeen Belfast Edinburgh Glasgow Inverness London/Heathrow Prestwick Stornoway Sumburgh	Madrid Sevilla Málaga Gibraltar Lisboa Faro Casablanca Tanger Rabat	Kyiv/Boryspil Odesa Istanbul Chisinau Bucharest SIGMET Odesa FIR Odesa-North Simferopol FIR Dnipropetrovs'k-South Odesa-South	Sofia Varna Burgas Plodiv Beograd Bucuresti/Otopeni Istanbul Thessaloniki Budapest

STOCKHOLM	SUNDSVALL	TUNIS	VLADIVOSTOK*
127.600 MHz	127.800 MHz	126.6 MHz	126.400 MHz
Stockholm/Arlanda Norrköping Malmö/Sturup Köpenhamn Göteborg/Landvetter Oslo/Gardemoen Helsinki Turku Visby	Stockholm/Arlanda Stockholm/Bromma Sundsvall-Härnösand Umeå Östersund/Frösön Örnsköldsvik Skellefteå Luleå/Kallax Kiruna	Tunis/Carthage Jerba/Zarzis Monastir/HabibBourgiba Sfax/El Maou	Vladivostok Khabarovsk Yuzhno-Sakhalinsk Vozdvizhenka Blagoveshchensk Komsomolsk-na-Amure Okha

WARSZAWA*	WIEN	ZAGREB	ZÜRICH
126.550 MHz	126.000 MHz	127.800 MHz	127.200 MHz
Warszawa Poznan Gdansk Moscow/Sheremetyevo Budapest Praha Berlin/Schönefeld København Stockholm/Arlanda WARSZAWA*	Wien Linz Salzburg Graz Bratislava Budapest Zagreb Klagenfurt München	Zagreb Ljubljana Beograd Dubrovnik Split Pula Zürich München Frankfurt ZAGREB	Zürich Genève Bâle-Mulhouse Frankfurt München Stuttgart Milano/Malpensa Milano/Linate Lugano ZÜRICH

EUR HF VOLMET BROADCASTS

EXPLANATION OF THE TABLE

The name of the transmitting station is given at the top of each column.

Names in lower case letters indicate aerodromes for which reports (routine or selected special) are required. Names in upper-case letters indicate aerodromes for which forecasts are required.

The routine meteorological reports include temperature, dew point, QNH and trend-type landing forecasts as available.

Transmitting stations reporting the height of cloud base in metres are identified by an asterisk (*).

Frequencies: 4 663 kHz, 10 090 kHz, 13 279 kHz

TASHKENT*	
10-15	40-45
Tashkent Samarkand Bukhara Urgench Termez Ashgabat Manas Dushanbe Khudzhand	Ashgabat Manas Dushanbe Khudzhand

TABLE MET II-EUR-1 -OFFSHORE STRUCTURES

EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the offshore structure where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the offshore structure
- 4 Latitude of the offshore structure (in the form Nnnnn or Snnnn)
- 5 Longitude of the offshore structure (in the form Ennnnn or Wnnnnn)
- 6 Name of the meteorological office responsible for the provision of meteorological service
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 7 ICAO location indicator of the responsible meteorological office
- 8 Availability of information on the sea surface temperature as supplementary information in METAR/SPECI from the offshore structure concerned, where:
Y – Yes, available
N – No, not available
- 9 Availability of information on the state of the sea or significant wave height as supplementary information in METAR/SPECI from the offshore structure concerned, where:
Y – Yes, available
N – No, not available
- 10 Availability of forecasts from the offshore structure concerned, where:
Y – Yes, available
N – No, not available

State	Offshore structure where meteorological service is to be provided				Responsible meteorological office		Availability of supplementary information in METAR/SPECI		Availability of forecasts
	Name	ICAO Location Indicator	Latitude	Longitude	Name	ICAO Location Indicator	Sea surface temperature	State of the sea or significant wave height	
1	2	3	4	5	6	7	8	9	10
Denmark	TYRA AFIS	EKGF	N5543	E00448	DANISH METEOROLOGICAL INSTITUTE	EKMI	N	N	Y
	HORNS REV A (PRIVATE HELIDECK)	EKHR	N5531	E00752			N	N	N
	HORNS REV B (PRIVATE HELIDECK)	EKH N	N5536	E00737			N	N	N
	ANHOLT ALPHA (PRIVATE HELIDECK)	EKA V	N5635	E01109			N	N	N
	HALFDAN A (OIL PLATFORM)	EKHA	N5532	E00500			N	N	N
	HARALD (OIL PLATFORM)	EKHD	N5621	E00416			N	N	N
	TYRA E (OIL PLATFORM)	EKTE	N5543	E00448			N	N	N
	GORM C (OIL PLATFORM)	EKGC	N5535	E00446			N	N	N
Netherlands ¹	F3-FB-1 (OIL PLATFORM)	EHF D	N5451	E00442	DE BILT	EHDB	N	N	Y
	K13-A (OIL PLATFORM)	EHJR	N5313	E00313	DE BILT	EHDB	Y	Y	Y
	EUROPLATFORM	EHS A	N5200	E00317	DE BILT	EHDB	Y	Y	Y
	K14-FA-1C (OIL PLATFORM)	EHK V	N5316 N	00338 E	DE BILT	EHDB	N	N	Y
	F16-A (OIL PLATFORM)	EHF Z	N5407	E00401	DE BILT	EHDB	N	N	Y
	L9-FF-1 (OIL PLATFORM)	EHMG	N5337	E00458	DE BILT	EHDB	N	N	Y
	AWG-1 (OIL PLATFORM)	EHMA	N5330	E00557	DE BILT	EHDB	N	N	Y
	D15-FA-1 (OIL PLATFORM)	EHD V	N5419	E00256	DE BILT	EHDB	N	N	Y
	HOORN-A (OIL PLATFORM)	EHQE	N5255	E00409	DE BILT	EHDB	N	N	Y
	A12-CPP (OIL PLATFORM)	EHA K	N5524	E00349	DE BILT	EHDB	N	N	Y
	P11-B (DE RUYTER) (OIL PLATFORM)	EHP G	N5222	E00321	DE BILT	EHDB	N	N	Y

¹ The Netherlands makes available an area forecast in the TAF code form

State	Offshore structure where meteorological service is to be provided				Responsible meteorological office		Availability of supplementary information in METAR/SPECI		Availability of forecasts
	Name	ICAO Location Indicator	Latitude	Longitude	Name	ICAO Location Indicator	Sea surface temperature	State of the sea or significant wave height	
1	2	3	4	5	6	7	8	9	10
	PLATFORM)								
	J6-A (OIL PLATFORM)	EHJA	N5349	E00257	DE BILT	EHD B	Y	Y	Y
Norway	EKOFISK	ENEK	N5632	E00312	BERGEN	ENV V	Y	Y	Y
	GOLIAT	ENUG	N7118	E02215	TROMSO	ENV V	Y	Y	N
	GULLFAKS C	ENG C	N6116	E00216	BERGEN	ENV V	Y	Y	Y
	HEIDRUN	ENHE	N6519	E00718	BERGEN	ENV V	Y	Y	Y
	HEIMDAL	ENHM	N5934	E00213	BERGEN	ENV V	Y	Y	Y
	NORNE	ENNE	N6601	E00805	TROMSO	ENV N	Y	Y	Y
	OSEBERG A	ENO A	N6029	E00249	BERGEN	ENV V	N	Y	Y
	SLEIPNER A	ENSL	N5822	E00154	BERGEN	ENV V	Y	Y	Y
	SNORRE A	ENSE	N6127	E00208	BERGEN	ENV V	N	Y	N
	SNORRE B	ENQR	N6132	E00212	BERGEN	ENV V	N	Y	N
	STATFJORD A	ENSF	N6115	E00151	BERGEN	ENV V	N	Y	N
	STATFJORD B	ENFB	N6112	E00149	BERGEN	ENV V	N	Y	N
	TROLL A	ENQA	N6038	E00343	BERGEN	ENV V	Y	Y	N
	TROLL C	ENQC	N6053	E00360	BERGEN	ENV V	N	Y	N
	ULA	ENLA	N5706	E00250	BERGEN	ENV V	Y	Y	N
	VALHALL A	ENVH	N5616	E00323	BERGEN	ENV V	Y	Y	N
United Kingdom	<i>SCHIEHALLION (OIL RIG)²</i>	<i>EGRI</i>	<i>N6021</i>	<i>W00403</i>					N
	CLAIR (OIL RIG)	EGRF	N6041	W00232			N	Y	N
	MAGNUS (OIL RIG)	EGRE	N6137	E00118			N	Y	N
	BRUCE (OIL RIG)	EGRK	N5944	E00140			N	Y	N
	HARDING (OIL RIG)	EGR L	N5916	E00130			N	Y	N
	MILLER (OIL RIG)	EGRM	N5843	E00124			N	Y	N

² Planned installation.

State	Offshore structure where meteorological service is to be provided				Responsible meteorological office		Availability of supplementary information in METAR/SPECI		Availability of forecasts
	Name	ICAO Location Indicator	Latitude	Longitude	Name	ICAO Location Indicator	Sea surface temperature	State of the sea or significant wave height	
1	2	3	4	5	6	7	8	9	10
	ANDREW (OIL RIG)	EGR O	N5802	E00124			N	Y	N
	MARNOCK (OIL RIG)	EGR S	N5717	E00139			N	Y	N
	MUNGO (OIL RIG)	EGR P	N5722	E00159			N	Y	N
	RAVENSPURN (OIL RIG)	EGR V	N5401	E00106			N	Y	N
	CLEETON (OIL RIG)	EGR T	N5402	E00043			N	Y	N
	WEST SOLE (OIL RIG)	EGR W	N5342	E00108			N	Y	N
	CORMORANT ALPHA	EGR G	N6106	E00104			N	Y	N
	FULMAR ALPHA	EGR N	N5626	E00209			N	N	N

EXAMPLE FOR SPECIFIC REGIONAL REQUIREMENTS
Appendix MET LLF to Part V (MET) Volume II
EUR REGION ONLY

In the EUR Region, Section II of the GAMET area forecast should include the following information in addition to the provisions in Annex 3:

- a) Short description of general weather situation in addition to the description of pressure centres and fronts;
- b) Information about mean surface wind also for values less than 15 m/s (30kt);
- c) Upper wind and temperature in mountainous areas for altitude 15000ft, or higher if necessary;
Note – Upper wind and temperature information should have a horizontal resolution no more than 500km;
- d) Information about widespread surface visibility of 5000 m or more together with the weather phenomena (if any) causing a reduction of visibility and inserted between the upper wind and cloud information;
- e) State of the sea and sea surface temperature; and
Note – States under whose jurisdiction off-shore structure or other points of significance in support of off-shore helicopter operations are located should, in consultation with the appropriate operators, establish or arrange for the information on the state of the sea and sea surface temperature to be included in all low-level area forecasts.
- f) An outlook concerning expected hazardous weather phenomena during the following validity period.

Note 1. – When the area forecast for low-level flights is issued as a GAMET, the following regional procedures should be followed:

- i. *the term "widespread" should be used to indicate a spatial coverage of more than 75 per cent of the area concerned; and*
- ii. *the visibility and cloud base information in section II may be complemented in the form of visibility/cloud base categories.*

Note 2. – Where combined cloud/visibility information is provided, this information should be in the form of visibility/cloud base categories and should be supplied for well-defined sub-areas and/or route segments. The boundaries of sub-areas and/or route segments for which forecasts for low-level flights are provided in condensed form should be published in the AIP. For each sub-area and/or route segment, the reference height to which the cloud-base information refers, should be specified.

Note 3. – Where visibility/cloud-base categories are used in low-level forecasts these should be as follows:

- O* *visibility equal to or more than 8 km and cloud-base equal to or higher than 600 m (2000 ft);*
- D* *visibility equal to or more than 5 km but less than 8 km with cloud-base 300 m (1000 ft) or higher, or cloud-base equal to 300 m (1000 ft) or higher but less than 600 m (2000 ft) with visibility equal to or more than 5 km;*
- M* *visibility equal to or more than 1.5 km but less than 5 km with cloud-base equal to or higher than 150 m (500 ft), or cloud-base equal to or higher than 150 m (500 ft) but less than 300 m (1000 ft) with visibility equal to or more than 1.5 km;*
- X* *visibility less than 1.5 km and/or cloud-base less than 150 m (500 ft). The visibility/cloud-base category indicated in the forecast for a sub-area should refer to the prevailing conditions in the sub-area concerned. Cloud information should refer to clouds with a coverage of BKN or OVC.*

EUR ANP, VOLUME II

PART VI - SEARCH AND RESCUE (SAR)

1. INTRODUCTION

1.1 This part of the EUR ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to search and rescue (SAR). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within a specified area 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. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 The Rescue Coordination Centres (RCCs) and Rescue Sub-Centres (RSCs) for the EUR Region are listed in [Table SAR II-1](#) and depicted in [Chart SAR II-1](#).

2.2 In cases where the minimum SAR facilities are temporarily unavailable, alternative suitable means should be made available.

2.3 In cases where a SAR alert is proximate to a search and rescue region (SRR) boundary (e.g. 50 NM or less), or it is unclear if the alert corresponds to a position entirely contained within an SRR, the adjacent RCC or RSC should be notified of the alert immediately.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 The list of the SAR Point of Contact (SPOC) – COSPAS-SARSAT in the EUR Region can be found at the following www.cospas-sarsat.int/en/contact-lists-mccs-and-spocs, option “Please select a Contact type”, then SPOC.

TABLE SAR II-1 – RESCUE COORDINATION CENTRES (RCCS) AND RESCUE SUB-CENTRES (RSCS) IN THE EUR

EXPLANATION OF THE TABLE

Column

- | | |
|---|--|
| 1 | State |
| 2 | Name of the Rescue Coordination Centre (RCC) and Rescue Sub-centre (RSC). |
| 3 | SAR points of contact (SPOC). Name of the SPOC. |
| 4 | Remarks. Supplementary information such as the type of RCC (e.g. maritime or aviation or joint). |

Note: Categories shown in Remarks column pertain to the following:

1. *MRU: Land rescue units including mountain rescue units.*
2. *Search and rescue aircraft categories*
 - *ELR: extra-long range- aircraft with a radius of action of 2780 km (1500 NM) or more, plus 2½ hours search remaining;*
 - *VLR: very long range - aircraft with a radius of action of more than 1850 km (1000 NM) plus 2½ hours search remaining;*
 - *LRG: long range - aircraft with a radius of action of 1390 km (750 NM) plus 2½ hours search remaining;*
 - *MRG: medium range - aircraft with a radius of action of 740 km (400 NM) plus 2½ hours search remaining;*
 - *SRG: short range - aircraft with a radius of action of 280 km (150 NM) plus ½ hour search remaining;*
 - *HEL: helicopter*
3. *Search and rescue marine craft categories:*
 - *RB: rescue boat - a short-range coastal and river craft with a speed approaching 14 kt or better;*
 - *RV: rescue vessel - a vessel possessing seagoing qualities, long range and reasonable speed. Patrol, customs, pilotage and other craft fulfil the purpose if assigned a high priority for search and rescue operations.*

State	Name of RCC / RSC	SPOC ¹	Remarks
1	2	3	4
Albania	Joint RCC Tirana		HEL Merchant marine
Algeria	RCC Alger		Desert rescue unit (DRU) Civil protection
Andorra			AIP N/A
Armenia	RCC ARMATS Airport “Zvartnots”,		aircraft & HEL

¹ *List of the SAR Point of Contact (SPOC) in the EUR Region is available at www.cospas-sarsat.int/en/contact-lists-mccs-and-spocs*

State	Name of RCC / RSC	SPOC ¹	Remarks
1	2	3	4
	Yerevan		
Austria	RCC Austro Control GmbH		airplanes & HEL Air Force
Azerbaijan	RCC Azerbaijan		amphibious aircraft & HEL Merchant marine
Belarus	RCC BELAERONAVIGATSIA SOE, Minsk		aircraft & HEL
Belgium	RCC Brussels - Belgian Air Component CANAC, Steenokkerzeel		aircraft & HEL tug-boats Merchant marine
	RSC Belgium Koksijde Air Base		
	RSC Grand Duchy of Luxembourg - Administration de la navigation aérienne, Service ATC		
Bosnia and Herzegovina	RCC Bosnia and Herzegovina Airport Banja Luka – Mahovljani		Armed Forces Flying Clubs
Bulgaria	RCC Sofia		aircraft sea vessels Maritime RCC Varna
	RSC Bulgarian Air Traffic Services Authority (BULATSA) (information)		
Croatia	RCC Zagreb		amphibious aircraft marine craft
Cyprus	Joint RCC Larnaka		aircraft & HEL marine craft
	Joint Ops Centre Akrotiri		
Czech Republic	RCC Praha		aircraft & HEL
Denmark	Joint RCC Denmark, Brabrand		aircraft & HEL Rescue vessels other available vessels motor lifeboats
Estonia	Joint RCC Tallinn		aircraft & HEL Merchant marine Air force and navy
Finland	Aeronautical RCC Tampere		Alert Posts are located at all aerodromes during the operational hours of the appropriate ATS unit
France	RCC Tours - Cinq Mars La Pile RSC Brest RSC Cherbourg		VLR, LRG, MRG, SRG aircraft HEL Rescue vessels /boats Maritime RCCs
	RCC Lyon RSC Toulon		
Georgia	RCC Tbilisi		aircraft marine craft
Germany	RCC Glücksburg		HEL
	RCC Münster		Armed Forces
Greece	Joint RCC Athinai, Piraeus		aircraft, helicopters vessels, ships Hellenic Armed Forces Hellenic Coast Guard
Hungary	RCC: Hungarian Defence Forces Air Command and Control Centre, Air Operation Centre (HDF ACCC AOC),		aircraft & HEL Air force Police

State	Name of RCC / RSC	SPOC ¹	Remarks
1	2	3	4
	Veszprém		
Ireland	RCC Irish Aviation Authority, Shannon RSC Irish Aviation Authority, Dublin		various elements Irish Naval Service Royal National Lifeboat Institution
Israel	RCC TEL-AVIV Ben-Gurion Intl Airport		MRG aircraft & HEL Rescue vessels
Italy	RCC - Italian Air Force, Poggio Renatico National Maritime RCC, Rome The Italian Coast Guard (for sea occurrences) 16 Maritime Rescue Sub-centers (MRSC), together with their subsidiary Coast Guard Units (UCG)		LRG, MRG, SRG aircraft HEL Rescue vessels /boats
Kazakhstan	RCC of the Republic of Kazakhstan		MRG,SRG search aircraft, heavy and medium HEL, search and rescue groups, marine / river rescue craft, cutters and boats
Kyrgyzstan	Head of the aviation SAR service of flights provision of the Kyrgyz Republic		aircraft & HEL search and rescue groups
Latvia	Aeronautical RCC Riga		MRG, SRG aircraft HEL Merchant marine
Lithuania	Aeronautical RCC Vilnius Maritime RCC Klaipėda		HEL Vessel Merchant marine
Luxembourg			“See Belgium”
Malta	RCC Malta		MRG aircraft, HEL SAR launches patrol boats /vessel /crafts Merchant vessels
Monaco	RCC Monaco		
Montenegro	Land operations: Ministry of the Interior, Department for Civil Safety and Emergency Situations, Operating Communication Centre 112, RCC Podgorica, Montenegro		Helicopter units, ground and maritime vehicles

State	Name of RCC / RSC	SPOC ¹	Remarks
1	2	3	4
	Sea operations: Ministry of Transport and Maritime Affairs, Maritime Search and Rescue Operations Division RCC Bar, Montenegro		
Morocco	RCC Casablanca		
Netherlands	Joint RCC Den Helder		aeroplane & HEL Rescue boats Merchant marine
Norway	RCC Bodø (N of 6500N) RCC Stavanger (S of 6500N)		SAR HEL 6 hr endurance
Poland	Aeronautical RCC Warszawa Aeronautical RSC Gdynia		MRG aircraft, HEL Rescue vessels
Portugal	RCC Lisboa RCC Lajes		ELR, VLR, LRG aircraft HEL Rescue vessels Merchant marine
Republic of Moldova	RCC Chisinau		HEL
Romania	RCC Bucuresti Romanian Air Traffic Services Administration ROMATSA		to be developed
Russian Federation	1. The main aeronautical RCC Federal Air Transport Agency (FATA), Moscow 2. Northwestern aeronautical RCC Sankt-Peterburg 3. Central aeronautical RCC Moscow		aeroplanes & helicopters rescue parachute dropping groups with rescue property and equipment and also facilities for their dropping at the area of incident (parachute systems, rescue containers, parachute platforms and so on), ground rescue teams (groups) and SAR marine craft and river vessels, cutters and boats.

State	Name of RCC / RSC	SPOC ¹	Remarks
1	2	3	4
	4. South aeronautical RCC Rostov-na-Donu 5. Volga aeronautical RCC Samara 6. Urals aeronautical RCC Yekaterinburg 7. Siberia aeronautical RCC Novosibirsk 8. Far Eastern aeronautical RCC Khabarovsk		
San Marino			AIP N/A
Serbia	RCC Beograd Nikola Tesla Airport		Helicopter units, ground and maritime vehicles
Slovakia	RCC Bratislava		MRG land planes & HEL
Slovenia	RCC Ljubljana		No information available
Spain	RCC Madrid RCC Palma RCC Canarias		aircraft & HEL maritime and terrestrial resources
Sweden	Joint RCC Sweden, Gothenburg		aircraft & HEL Swedish coast guard air patrol, maritime resources
Switzerland	RCC Zurich		Aircraft removal service after release by the Swiss Accident Investigation Board
Tajikistan	Tajik RCC, Dushanbe		SRG aircraft, HEL
The former	RCC Skopje		military and Red cross

State	Name of RCC / RSC	SPOC ¹	Remarks
1	2	3	4
Yugoslav Republic of Macedonia			resources
Tunisia	RCC Tunis		The Search and Rescue Service (SAR) within Tunis SRR is in course of organization. GEN 3.6-1, 01-AUG-2010
Turkey	Military RCC Ankara - Ministry of Transport, Maritime Affairs and Communications, Directorate General of Civil Aviation.		LRG, MRG, SRG aircraft HEL Rescue vessels, boats, Parachute rescue team, merchant marine
Turkmenistan	Turkmen RCC, Ashgabat		HEL Rescue vessels, boats, cutters
Ukraine	Head Aviation RCC of Ukraine, Kyiv Civil Aviation RCC of Ukraine, Kyiv		aircraft & HEL Rescue boats, marine craft
United Kingdom	Aeronautical RCC, Kinloss		Royal Air Force and Royal Navy fixed-wing aircraft and helicopters; Department for Transport (DfT) helicopters; Royal Air Force Mountain Rescue Teams; HM Coastguard Merchant vessels
Uzbekistan	RCC Tashkent		

CHART SAR II-1 — RESCUE COORDINATION CENTRES (RCCS) AND RESCUE SUB-CENTRES (RSCS) IN THE EUR REGION

Note: To be developed

DRAFT

EUR ANP, VOLUME II**PART VII - AERONAUTICAL INFORMATION MANAGEMENT (AIM)****1. INTRODUCTION**

1.1 This part of the EUR ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to AIS/AIM and aeronautical charts (MAP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services within a specified area 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. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 The responsibility for the provision of AIS/AIM facilities and services in the EUR Region, is reflected in the [Table AIM II-1](#), which shows the list of designated international NOTAM Offices (NOF), designated States for AIP production, designated States for aeronautical charts (MAP) production, designated States for the provision of the authoritative Integrated Aeronautical Information Database (IAID) and designated States for the provision of pre-flight information services.

2.2 States should designate and implement an authoritative Integrated Aeronautical Information Database (IAID) where data sets are integrated and used to produce current and future AIS/AIM products and services, which is a fundamental step in the transition to AIM. The designation of authoritative databases should be clearly stated in the Aeronautical Information Package AIP.

2.3 The national plans for the transition from AIS to AIM identifying clearly the timelines for the implementation of the different elements of the ICAO Roadmap for the transition from AIS to AIM should be submitted by States to the ICAO EUR/NAT Regional Office. States should also inform the ICAO EUR/NAT Regional Office of any update.

2.4 States should take necessary measures to ensure that aeronautical information and data they provide meet the regulatory aeronautical data quality requirements.

2.5 The Quality Management System (QMS) in AIS/AIM should define procedures to meet the safety and security objectives associated with the management of aeronautical data and information.

2.6 Recognizing the need to maintain or enhance existing safety levels of operations, States should ensure that any change to the existing systems or the introduction of new systems used for processing aeronautical data and/or information are preceded by a safety assessment.

2.7 Technical services responsible for origination of the raw aeronautical information should be acquainted with the requirements for promulgation and advance notification of changes that are operationally significant as established in Annexes 11 and 14 and other relevant ICAO documentation. They should take due account of the time needed by AIS/AIM for the preparation, production and issue of the relevant material, including the compliance with the AIRAC procedures.

2.8 AIS/AIM personnel should be involved in the air navigation planning processes. This should ensure the timely preparation of appropriate AIS documentation and that the effective dates for changes to the air navigation system and procedures are satisfied.

2.9 States should produce relevant aeronautical charts required for civil air operations employing visual air navigation independently or in support of other forms of air navigation. The production responsibility for sheets of the World Aeronautical Chart (WAC) — ICAO 1: 1 000 000 or Aeronautical Chart — ICAO 1: 500 000 (*as an alternative to the World Aeronautical Chart — ICAO 1:1 000 000*) is set out in the [Table AIM II-2](#).

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 European AIS Database (EAD)

Objectives

3.1.1 The aim of the European AIS Database (EAD) is to improve and harmonise the procedures and delivery of the aeronautical information. This centralised database provides clients with validated aeronautical information. The objective is the delivery of high-quality aeronautical information to the aviation community and the national air traffic service providers.

The operational concept

3.1.2 The primary aim of the EAD is to operate a central repository for aeronautical information. There are two types of clients:

- a) Data providers, consisting of State civil and military AIS and Network Manager, supply the information. The EAD performs coherence checking of the information and ensures data consistency and harmonisation. At all times, data providers maintain control of the information for which they are responsible.
- b) Data users consult the information made available by the EAD. The EAD provides data users with world-wide processed messages (NOTAM, SNOWTAM and ASHTAM), Pre-Flight Information Bulletins (PIB), static data, and Aeronautical Information Publications (AIPs, amendments, supplements, , circulars and charts).

The Services offered by EAD

3.1.3 The EAD allows clients three levels of interaction:

3.1.3.1 Data provision:

- a) Introduction of static data, aeronautical information and elements of the Integrated Aeronautical Information Package;
- b) Creation of NOTAM, SNOWTAM, ASHTAM and related checklists;
- c) Generation of aeronautical information publications (AIP, amendments, circulars, supplements) and charts;
- d) Maintenance of a complete set of aeronautical information publications that were generated at different AIRAC cycles, or any other dates.

3.1.3.2 Data use:

- a) Query and retrieval of static data;
- b) Query and retrieval of NOTAM, SNOWTAM, ASHTAM;
- c) Generation of Pre-flight Information Bulletins (PIBs);
- d) Query and consultation of a library of complete aeronautical information publications (AIP, amendments, circulars, supplements and charts).

3.1.3.3 Public use of data:

- a) Generation of Pre-flight Information Bulletins (PIBs);
- b) Query and consultation of aeronautical information publications (AIPs, amendments, supplements, circulars and charts) currently in force;
- c) Generation of pre-defined static data reports;
- d) Access via public internet: "<http://www.ead.eurocontrol.int/>".

3.1.3.4 A 24-hour technical and operational helpdesk is provided to support data providers and data users.

General implementation

3.1.4 The EAD became operational on 6th June 2003. Additional information about its evolution and migration status of data providers to the EAD can be found on the website: "<http://www.ead.eurocontrol.int/>".

Special procedures applied by the EAD to NOTAM processing

3.1.5 NOTAM received from States or organisations that are not EAD data providers are processed by EAD in order to comply with International standards, ICAO Annex 15. Original NOTAM are stored and always available.

3.1.6 NOTAM are processed as follows:

- a) conversion to ICAO Annex 15-compliant NOTAM format;
- b) translation in English of NOTAM received in Spanish or French language;
- c) syntax correction will be performed for obvious mistakes in syntax.
- d) data correction will be carried out for detected mistakes in data.
- e) editing of text will be performed in order to clarify it.

3.2 European Union Regulation (EU) No 73/2010-Aeronautical data and aeronautical information quality (ADQ)

3.2.1 On 26th January 2010, the European Commission adopted Regulation 73/2010 laying down requirements on the quality of aeronautical data and aeronautical information (ADQ) for the Single European Sky. The overall objective of this Aeronautical Data Quality (ADQ) Regulation is to achieve aeronautical information of sufficient quality, accuracy, timeliness and granularity to be a key enabler of the European ATM network. In terms of scope, the aeronautical information data process chain extends from the original data sources (surveyors, procedure designers, etc.) through to aeronautical information services (AIS) and publication for end-users of the data for aeronautical applications. The requirements of the Regulation enhance the ICAO requirements in Annex 15 with respect to the digital data set and exchange, safety management, tool verification and conformance etc.

3.2.2 The European Union ADQ Regulation (EU) No 73/2010 is applicable, for most of its articles, since 1st July 2013, and as regards data specifications and data exchange format, since 1st July 2014. The application date for most provisions of ADQ Regulation, as regards notably data quality requirements, evidence requirements, formal arrangements between aeronautical information service providers, data origination requirements, consistency of published information, etc...is set at 1 July 2013. The Regulation provides for a specific one-year derogation, until 1st July 2014, for the data set and data exchange format requirements. Finally the Regulation provides for an additional transition until 30 June 2007 for the bringing into line of the aeronautical data and aeronautical information published before 1 July 2013 and not amended.

3.3 European Single Sky Implementation (ESSIP) – AIS/AIM Actions

3.3.1 The ‘European Single Sky ImPlementation’ (ESSIP) Plan defines the common implementation actions required to improve the European ATM network over a short/medium term. The ESSIP (ESSIP Plan and ESSIP Report) represents the ‘Level 3’ of the European ATM Master Plan. It does it in the form of implementation objectives to be achieved within coordinated time scales, published every year in the ESSIP Plan, and further monitored in the LSSIP documents and the ESSIP Report.

3.3.2 The ESSIP target audience includes planning staff from the various stakeholders participating in the ESSIP, both at European and national level. ESSIP Objectives bring tangible benefits to the European aviation community in terms of increased safety, capacity, cost-effectiveness or lesser impact on the environment. Each ESSIP Objective is considered as one ‘route’ that leads to meeting the agreed performance targets. All ESSIP Objectives are in the yearly published ESSIP Plan.

3.3.3 The following AIM-related ESSIP objectives were agreed by the European stakeholders to improve the European ATM network and at the same time would ensure the implementation of the different elements of the ICAO Roadmap for transition from AIS to AIM.

ESSIP objective	ICAO Roadmap for transition from AIS to AIM elements
ITY-ADQ: Ensure quality of aeronautical data and aeronautical information	P-01 Data Quality monitoring P-02 Data Integrity monitoring P-03 AIRAC adherence monitoring P-04 Monitoring Annexes 4, 15 differences P-05 WGS84 implementation P-06 (Integrated) Aeronautical Information database P-07 Unique Identifiers P-08 AICM P-09 Aeronautical Data exchange P-11 eAIP P-16 Training P-17 Quality management system P-18 Agreements Data Originators
INF07 Electronic Terrain and Obstacle Data (TOD)	P-13 Terrain P-14 Obstacles
INF04 Implement integrated briefing	P-12 Aeronautical Information briefing

3.4 European Guidance Material

3.4.1 The following EUROCONTROL specifications were developed in support of the implementation of European Union Regulation (EU) No 73/2010 and may be used as means of compliance:

EUROCONTROL Specification on:
Electronic AIP (eAIP)
Data quality requirements (DQR)
Data assurance levels (DAL)
Aeronautical information exchange (AIX)
Data origination (DO)

3.4.2 Additional guidance materials applicable to the provision of AIS/AIM were developed and are to be used by the States of ECAC region in order to ensure common understanding and harmonised implementation of the ICAO SARPS requirements:

- [OPADD: Operating Procedures for AIS Dynamic Data](#) (Eurocontrol)
- [Terrain and Obstacle Data \(TOD\) Manual](#) (Eurocontrol)
- [AIS Data Process \(ADP\) and Static Data Procedures \(SDP\)](#) (Eurocontrol)
- [AIXM Digital NOTAM Event Specification - Increment 1](#) (Eurocontrol and FAA)
- [AICM Manual](#) and [AIXM 4.5 Primer document](#) (Eurocontrol)
- [AIXM 5.1 Conceptual Model, XML Schema and Supporting Documents](#) (Eurocontrol and FAA)
- [Harmonised access to AIS and MET services relating to pre-flight planning](#) (ICAO EUR DOC010)
- [ADQ guide](#) (Eurocontrol)
- [SNOWTAM Harmonisation Guidelines](#) (Eurocontrol)
- [AIS Training Development Guidelines](#) (Eurocontrol)
- [Common AIS Staff Profiling](#) (Eurocontrol)

TABLE AIM II-1 - RESPONSIBILITY FOR THE PROVISION OF AIS/ AIM FACILITIES AND SERVICES IN THE EUR REGION

EXPLANATION OF THE TABLE

Column:

- 1 Name of the State or territory
- 2 Designated international NOTAM Office (NOF)
- 3 Designated State for AIP production
- 4 Designated State for aeronautical charts (MAP) production
- 5 Designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID)
- 6 Designated State for the provision of pre-flight information services
- 7 Remarks — additional information, as appropriate.

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7
ALBANIA	TIRANA	ALBANIA	ALBANIA	ALBANIA	ALBANIA	
ANDORRA						
ARMENIA	YEREVAN	ARMENIA	ARMENIA	ARMENIA/EAD	ARMENIA	Using an IAID Eurocontrol since 2007
AUSTRIA	VIENNA	AUSTRIA	AUSTRIA	AUSTRIA	AUSTRIA	
AZERBAIJAN	BAKU	AZERBAIJAN	AZERBAIJAN	AZERBAIJAN	AZERBAIJAN	
BELARUS	MINSK	BELARUS	BELARUS	BELARUS	BELARUS	
BELGIUM	BRUSSELS	BELGIUM	BELGIUM	BELGIUM	BELGIUM	
BOSNIA AND HERZEGOVINA	SARAJEVO	BOSNIA AND HERZEGOVINA	BOSNIA AND HERZEGOVINA	BOSNIA AND HERZEGOVINA	BOSNIA AND HERZEGOVINA	
BULGARIA	SOFIA	BULGARIA	BULGARIA	BULGARIA	BULGARIA	
CROATIA	ZAGREB	CROATIA	CROATIA	CROATIA	CROATIA	
CYPRUS	LARNAKA	CYPRUS	CYPRUS	CYPRUS	CYPRUS	
CZECH REPUBLIC	PRAGUE	CZECH REPUBLIC	CZECH REPUBLIC	CZECH REPUBLIC	CZECH REPUBLIC	
DENMARK	COPENHAGEN	DENMARK	DENMARK	DENMARK	DENMARK	
ESTONIA	TALLINN	ESTONIA	ESTONIA	ESTONIA	ESTONIA	
FINLAND	VANTAA	FINLAND	FINLAND	FINLAND	FINLAND	

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7
FRANCE	BORDEAUX	FRANCE	FRANCE	FRANCE	FRANCE	
GEORGIA	TBILISI	GEORGIA	GEORGIA	GEORGIA	GEORGIA	
GERMANY	FRANKFURT	GERMANY	GERMANY	GERMANY	GERMANY	
GREECE	ATHINAI	GREECE	GREECE	GREECE	GREECE	
HUNGARY	BUDAPEST	HUNGARY	HUNGARY	HUNGARY	HUNGARY	
ICELAND	REYKJAVIK	ICELAND	ICELAND	ICELAND	ICELAND	
IRELAND	SHANNON	IRELAND	IRELAND		IRELAND	
ISRAEL	TEL AVIV	ISRAEL	ISRAEL	ISRAEL	ISRAEL	
ITALY	ROME	ITALY	ITALY	ITALY	ITALY	
KAZAKHSTAN	ALMATY	KAZAKHSTAN	KAZAKHSTAN	SEE REMARKS	KAZAKHSTAN	IAID - Kazakhstan TBD
KYRGYZSTAN	BISHKEK	KYRGYZSTAN	KYRGYZSTAN	KYRGYZSTAN	KYRGYZSTAN	
LATVIA	RIGA	LATVIA	LATVIA	LATVIA	LATVIA	
LITHUANIA	VILNIUS	LITHUANIA	LITHUANIA	LITHUANIA	LITHUANIA	
LUXEMBOURG	BRUSSELS	BELGIUM	BELGIUM	BELGIUM	LUXEMBOURG	
MALTA	MALTA	MALTA	MALTA	MALTA	MALTA	
MONACO						
MONTENEGRO	BELGRADE	MONTENEGRO	MONTENEGRO	MONTENEGRO	MONTENEGRO	States Serbia and Montenegro have common AISP
NETHERLANDS	AMSTERDAM	NETHERLANDS	NETHERLANDS/ GERMANY	NETHERLANDS	NETHERLANDS	VFR Charts are produced by Germany on behalf of the Netherlands
NORWAY	OSLO	NORWAY	NORWAY	NORWAY	NORWAY	
POLAND	WARSAW	POLAND	POLAND	POLAND	POLAND	
PORTUGAL	LISBON	PORTUGAL	PORTUGAL	PORTUGAL	PORTUGAL	
REPUBLIC OF MOLDOVA	CHISINAU	REPUBLIC OF MOLDOVA	REPUBLIC OF MOLDOVA	REPUBLIC OF MOLDOVA	REPUBLIC OF MOLDOVA	
ROMANIA	BUCURESTI	ROMANIA	ROMANIA	ROMANIA	ROMANIA	

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7
RUSSIAN FEDERATION	MOSCOW	RUSSIAN FEDERATION	RUSSIAN FEDERATION	RUSSIAN FEDERATION	RUSSIAN FEDERATION	
SAN MARINO	ROME	ITALY	ITALY	ITALY	ITALY	
SERBIA	BELGRADE	REPUBLIC OF SERBIA	REPUBLIC OF SERBIA	REPUBLIC OF SERBIA	REPUBLIC OF SERBIA	States Serbia and Montenegro have common AISP
SLOVAKIA	BRATISLAVA	SLOVAKIA	SLOVAKIA	SLOVAKIA	SLOVAKIA	
SLOVENIA	LJUBLJANA	SLOVENIA	SLOVENIA	SLOVENIA	SLOVENIA	
SPAIN	MADRID	SPAIN	SPAIN	SPAIN	SPAIN	
SWEDEN	STOCKHOLM	SWEDEN	SWEDEN	SWEDEN	SWEDEN	
SWITZERLAND	ZURICH	SWITZERLAND	SWITZERLAND	SWITZERLAND	SWITZERLAND	Column 2-4: Includes the Principality of Liechtenstein.
TAJIKISTAN	MOSCOW	RUSSIAN FEDERATION	RUSSIAN FEDERATION			
THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA	SKOPJE	FYROM	FYROM	FYROM	FYROM	
TURKEY	ANKARA	TURKEY	TURKEY	TURKEY	TURKEY	
TURKMENISTAN	MOSCOW	RUSSIAN FEDERATION	RUSSIAN FEDERATION			
UKRAINE	KYIV	UKRAINE	UKRAINE	UKRAINE/EAD	UKRAINE	AIM Services provided using national ANSP DB and EAD
UNITED KINGDOM	LONDON	UNITED KINGDOM	UNITED KINGDOM	UNITED KINGDOM	UNITED KINGDOM	
UZBEKISTAN						

**TABLE AIM II-2 - PRODUCTION RESPONSIBILITY FOR SHEETS OF THE WORLD
AERONAUTICAL CHART - ICAO 1:1 000 000 OR AERONAUTICAL CHART — ICAO 1:
500 000**

EXPLANATION OF THE TABLE

Column:

- 1 Name of the State accepting production responsibility.
- 2 World Aeronautical Chart — ICAO 1:1 000 000/ Aeronautical Chart — 1: 500 000 sheet number(s) for which production responsibility is accepted.
- 3 Remarks.

Note — In those instances where the production responsibility for certain sheets has been accepted by more than one State, these States by mutual agreement should define limits of responsibility for those sheets. This should be reflected in the Remarks column

State	Sheet number(s)	Remarks
1	2	3
ALBANIA	2322	
ANDORRA	2319	
ARMENIA	2325, 2340	<i>Note: Armenia to cover its own territory within Tbilisi FIR</i>
AUSTRIA	2231, 2252, 2253	
AZERBAIJAN	2325, 2340	
BELARUS	2167, 2168, 2232, 2233	
BELGIUM	2229, 2230	
BOSNIA AND HERZEGOVINA	2251, 2252, 2321, 2322	
BULGARIA	2322, 2323	
CROATIA	2251, 2252, 2321	
CYPRUS	2425, 2426	<i>Note: Cyprus to cover its own territory within Nicosia FIR</i>
CZECH REPUBLIC	2231	
DENMARK	2151, 2170	
ESTONIA	2153	
FINLAND	2052, 2091, 2103	
FRANCE	2229, 2230, 2253, 2254, 2319, 2320	
GEORGIA	2324, 2325	<i>Note: Georgia to cover its own territory within Tbilisi FIR</i>
GERMANY	2169, 2170, 2230, 2231, 2252, 2253	<i>Note: Germany to cover its own territory within its FIRs</i>
GREECE	2322, 2343, 2424, 2425	
HUNGARY	2251, 2252	
IRELAND	2172	
ISRAEL	2426, 2447	
ITALY	2252, 2253, 2320, 2321, 2344, 2345	

State	Sheet number(s)	Remarks
1	2	3
KAZAKHSTAN	2162-64, 2235-39, 2243-48, 2326-29	
KYRGYZSTAN	2328, 2329, 2336	
LATVIA	2152, 2153, 2168	
LITHUANIA	2152, 2153, 2168	
LUXEMBOURG	2230	
MALTA	2423	
MONACO	2320	
MONTENEGRO	2321, 2322	<i>Note: Montenegro to cover its own territory within Beograd FIR</i>
NETHERLANDS	2170, 2230	
NORWAY	2052, 2090, 2105, 2151	<i>Note: Norway to cover its own territory within Norway FIR</i>
POLAND	2168, 2169, 2231, 2232	<i>Note: Poland to cover its own territory within Warszawa FIR</i>
PORTUGAL	2318, 2347	<i>Note: Portugal to cover its own territory within Lisboa FIR</i>
REPUBLIC OF MOLDOVA	2233, 2250	
ROMANIA	2250, 2251, 2322, 2323	
RUSSIAN FEDERATION	2011-15, 2026-30, 2044-51, 2065-76, 2091-99, 2100-03, 2120-33, 2153-69, 2192-99, 2200-06, 2209, 2234-36, 2239-41, 2248, 2249, 2280-82, 2291, 2325	
SAN MARINO		<i>Provided by Italy</i>
SERBIA	2251, 2252, 2321, 2322	<i>Note: Serbia to cover its own territory within Beograd FIR</i>
SLOVAKIA	2231, 2232, 2252	<i>Note: Slovakia to cover its own territory within Bratislava FIR</i>
SLOVENIA	2252	
SPAIN	2318, 2319, 2320, 2345, 2346, 2347, 2420, 2455, 2536	<i>Note: Spain to cover its own territory within its FIRs</i>
SWEDEN	2090, 2104, 2152	2052DC, 2090BDC, 2104ABCD, 2105BC, 2151BC, 2152ABDC, 2169AB are provided
SWITZERLAND	2253	
TAJIKISTAN	2336, 2337, 2328	
THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA	2322	
TURKEY	2322-25, 2340-42, 2425, 2426	
TURKMENISTAN	2326, 2327, 2337	
UKRAINE	2232-34, 2249, 2250	<i>Note: Ukraine to cover its own territory within its FIRs</i>
UNITED KINGDOM	2150, 2171, 2172, 2229	Part coverage of 2172 (Ireland) Part coverage of 2229 (France)
UZBEKISTAN	2246, 2247, 2326-28, 2337	

- END -