EUROPEAN (EUR) AIR NAVIGATION PLAN

VOLUME II

Working Copy

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This version of the Working Copy of the 1st Edition of Volume II of the EUR *Air Navigation Plan* (EUR eANP) (Doc 7754), **dated December 2016**, includes the following approved amendment(s) which have not yet been published:

P. f. Amdt. Serial No.	Originator	Brief Description	Date Approved	Date Entered
II 17/08-SAR	France	Modification to Table SAR II-1	16 Mar 2017	16 Mar 2017
II 17/05-AOP-MET	Israel	Modification to Table AOP II-1 and MET II-2	15 Nov 2017	8 Jan 2018
II 17/07-AOP-MET	Poland	Modification to Table AOP II-1 and MET II-2	29 Nov 2017	8 Jan 2018
II 17/16 AOP-MET	Finland	Modification to Table AOP II-1 and MET II-2	10 April 2018	10 April 2018
II 17/14 AOP-MET	BUL,HRV,DEU,ITA,KAZ,LVA,MDA, ESP	Modifications to Table AOP II-1, MET II-1 and II-2	20 April 2018	30 April 2018
II 18/04 AOP-MET	FRA, SVN, SVK, SWE	Modifications to Table AOP II-1, MET II-2 and MET II-3.	9 May 2018	24 May 2018
II 18/06 AOP-MET-AIM-SAR	BEL-BGR-FRA-DEU-LUX-NLD-RUS-CHE-MCO	Modifications to Table AOP II-1, MET II-1, MET II-2, SAR II-1, AIM II-1 and AIM II-2	18 Sept 18	18 Sept 2018
Editorial amendment	ICAO Secretariat	Editorial corrections to Table GEN II-1, Part III – CNS, Part V – MET, and Part VII – AIM	-	15 Nov 2018
II 18/09 GEN-MET-SAR	Finland	Modifications to Table GEN II-1, Table MET II-1, Table SAR II-1	18 Jan 2019	23 Jan 2019
II 18/11 AOP-MET	Turkey	Modifications to Table AOP II-I, Table MET ii-2	25 Jan 2019	25 Jan 2019
II 19/03 MET	DEU-TUN-UKR	Modifications to Table MET II-1 and Table MET II-2	11 March 2019	11 March 2019
II 19/04 MET	DNK-GRB-ICAO	Modifications to Table MET II-3, Table MET II-EUR-1	10 May 2019	10 May 2019
~~II 17/05 AOP-MET~~	~~Israel~~	~~Modification to Table AOP II-1 and MET II-2~~	~~15 Nov 2017~~	~~8 Jan 2018~~ Revoked by Council and removed 16 May 2019
II 19/08 GEN/MET/AIM	Norway	To update Table GEN II-1,Table MET II-1, Table AIM II-2	28 August 2019	2 September 2019
II 19/09 GEN/AOP/MET/ SAR/AIM	DEU-GRC-KAZ-ROU-UKR-ICAO	Updates to Table GEN II-1, AOP II-1, MET II-1, MET II-2, MET II-3, AIM II-1, AIM II-2.	24 October 2019	25 October 2019
II 20/01 MET	Croatia and Morocco	Updates to Table MET II-2	9 March 2020	9 March 2020
II 20/02 CNS	EASPG	Updates to Part III, Communications	8 April 2020	9 April 2020
II 20/03 MET	Italy	Updates to Table MET II-2	4 May 2020	6 May 2020
II 20/05 AOP MET	Russian Federation	Updates to Table AOP II-1 and MET II-1	25 August 2020	26 August 2020
II 20/09 AOP MET SAR	Slovenia/Israel	Updates to Tables AOP II-1, MET II-1 and SAR II-1	8 October 2020	8 October 2020
II 20/07 AOP MET	Ukraine	Updates to Tables AOP II-1, MET II-2	26 November 2020	27 November 2020
II 20/10 MET	Morocco	Update to Table MET II-1	2 December 2020	4 December 2020

II 20/12 AIM	Eurocontrol	Update Part VII AIM, Section 3	8 February 2021	9 February 2021
II 21/02 MET	Secretariat on behalf of EASPG	Updates to Table AOP II-1, Part V MET, Table MET II-1 and II-2	16 March 2021	18 March 2021
II 21/04 AOP/MET	Switzerland and Tunisia	Update to Table AOP II-1 Tunisia (GAFSA) and Table MET II-1 for Switzerland	9 April 2021	9 April 2021
II 21/08 GEN-AOP-ATM	Algeria, Armenia, Belgium, Czech Republic, Germany, North Macedonia, Poland	Updates to Table GEN II-1, Table AOP II-1 and Table MET II-1 , II-2 and II-3	18 June 2021	21 June 2021
II 21/10 AOP-MET-AIM	Andorra, Austria, France, Monaco, Poland, Rep. Of Moldova	Updates to Table MET II-1, Table MET II-2, Table MET II-3, Table AIM II-1, Table AIM II-2.	17 August 2021	19 August 2021

TABLE OF CONTENTS

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	Amsterdam, Ankara, Athinai, Barcelona, Beograd, Bodo Oceanic, Bordeaux, Bratislava, Bremen, Brest, Brindisi, Brussels, Bucuresti, Budapest, Canarias, France UIR, Hannover UIR, Istanbul, Kobenhavn, Langen, Lisboa, Ljubljana, London, Madrid, Marseille, Milano, Moscow, Muenchen, Nicosia, Paris, Polaris, Praha, Reims, Rhein UIR, Roma, Santa Maria, Sarajevo, Scottish, Shannon, Shanwick Oceanic, Skopje, Sofia, Sondrestrom, Sweden, Switzerland, Tirana, Warszawa, Wien, Zagreb	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	Casablanca, Chisinau, Dnipro, Kyiv, L'viv, Malta, Minsk, Odesa, Riga, Sankt-Peterburg, Simferopol', Tallinn, Vilnius	Continental and High Seas medium density	Medium density area with intra-EUR Region flights and flights to/from other ICAO regions
AR-3	Low Density	Aktau, Aktyubinsk, Alger, Almaty, Ashgabat, Baku, Bishkek, Dashoguz, Dushanbe, Helsinki, Irkutsk, Kaliningrad, Khabarovsk, Krasnoyarsk, Kyzylorda, Magadan Oceanic, Magadan/Sokol, Murmansk Oceanic, Novosibirsk, Nukus, Nur-Sultan, Osh, Reykjavík, Rostov-Na-Donu, Samara, Samarkand, Shymkent, Simferopol', Tashkent, Tbilisi, Tel Aviv, Tunis, Turkmenabat, Turkmenbashi, Tyumen/Roschino, Yakutsk, Yekaterinburg, Yerevan	Continental and High Seas low density	Low 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-4	Europe to/from North America	Bodo Oceanic, Brest, Canarias, France UIR, Lisboa, London, Madrid, Polaris, Santa Maria, Scottish, Shannon, Shanwick Oceanic, Sondrestrom,	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	Bodo Oceanic, Fukuoka, Helsinki, Irkutsk, Khabarovsk, Krasnoyarsk, Magadan/Sokol, Murmansk Oceanic, Polaris, Sankt-Peterburg, Yakutsk	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	Fukuoka, Helsinki, Irkutsk, Kaliningrad, Khabarovsk, Krasnoyarsk, Minsk, Moscow, Novosibirsk, Riga, Sankt-Peterburg, Tallinn, Tyumen/Roschino, Vilnius, Warszawa, Yakutsk, Yekaterinburg	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
AR-7	North America to Eastern Europe and Asia via Cross-Polar Transit routes	Aktau, Aktyubinsk, Almaty, Anchorage Arctic, Anchorage Continental, Anchorage Oceanic, Edmonton, Irkutsk, Khabarovsk, Krasnoyarsk, Kyzylorda, Magadan Oceanic, Magadan/Sokol, Minsk, Moscow, Murmansk Oceanic, Novosibirsk, Nur-Sultan, Rostov-Na-Donu, Samara, Sankt-Peterburg, Shymkent, Sondrestrom, Tyumen/Roschino, Yakutsk	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

Area of routing (AR)	Homogeneous Areas and/or Traffic flows	FIRs involved	Type of area covered	Remarks
1	2	3	4	5
AR-8	North America to Southeast Asia via Trans-Eastern Transit routes	Anchorage Arctic, Anchorage Continental, Anchorage Oceanic, Edmonton, Khabarovsk, Lanzhou, Magadan Oceanic, Magadan/Sokol, Shenyang, Urumqi	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	Aktau, Aktyubinsk, Almaty, Helsinki, Irkutsk, Kaliningrad, Khabarovsk, Krasnoyarsk, Kyzylorda, Lanzhou, Magadan Oceanic, Magadan/Sokol, Moscow, Murmansk Oceanic, Novosibirsk, Nur-Sultan, Riga, Rostov-Na-Donu, Samara, Sankt-Peterburg, Shenyang, Shymkent, , Tallinn, Tyumen/Roschino, Ulaanbaatar, Urumqi, Vilnius, Yakutsk, Yekaterinburg	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
AR-10	Europe to Middle and South East Asia via Asian Transit routes	Aktau, Aktyubinsk, Almaty, Ankara, Ashgabat, Baku, Bishkek, Dashoguz, Dnipro, Dushanbe, Istanbul, Kabul, Kyiv, Kyzylorda, L'viv, Minsk, Moscow, Nukus, Nur-Sultan, Odesa, Osh, Rostov-Na-Donu, Samara, Samarkand, Shymkent, Simferopol', Tashkent, Tbilisi, Tehran, Turkmenabat, Turkmenbashi, Yerevan	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	Ankara, Ashgabat, Athinai, Baku, Dashoguz, Istanbul, Nicosia, Tbilisi, Turkmenabat, Turkmenbashi, Yerevan	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

Area of routing (AR)	Homogeneous Areas and/or Traffic flows	FIRs involved	Type of area covered	Remarks
1	2	3	4	5
AR-12	Europe/North America to Africa	Alger, Athinai, Barcelona, Bordeaux, Brest, Brindisi, Canarias, Casablanca, France UIR, Lisboa, Madrid, Malta, Marseille, Milano, Nicosia, Paris, Reims, Roma, Santa Maria, 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	Barcelona, Canarias, Casablanca, Lisboa, Madrid, Santa Maria	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.

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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	7	4C	18	PA-1	
LATI RS			36	NINST	
Algeria					
ADRAR / Touat-Cheikh Sidi Mohamed Belkebir	7	4C	04	NPA	
DAUA RS			22	NINST	
ALGER / Houari Boumediene	9	4E	05	NPA	
DAAG RS			23	PA-2	
			09	PA-1	
			27	NPA	
ANNABA / Rabah Bitat	8	4D	01	NINST	
DABB RS			19	PA-1	
			05	NINST	
			23	NPA	
BATNA / Mostapha Ben Boulaid	5	4D	05	NINST	
DABT RS			23	NPA	
BEJAIA / Soummam-Abane Ramdane	7	4C	08	NINST	
DAAE RS			26	NPA	
BISKRA / Mohamed Khider	6	4C	13	NINST	
DAUB RS			31	PA-1	
CHLEF	6	4D	08	NINST	
DAOI RS			26	NPA	
			07	NINST	
			25	NINST	
CONSTANTINE / Mohamed Boudiaf	8	4E	16	NINST	
DABC RS			34	PA-1	
			14	NINST	
			32	PA-1	
DJANET / Tiska	7	4D	13	NPA	
DAAJ RS			31	NINST	
			02	NPA	
			20	NINST	
GHARDAIA / Noumerat-Moufdi Zakaria	8	4D	12	NINST	
DAUG RS			30	PA-1	
			18	NINST	
			36	NPA	
HASSI MESSAOUD / Oued Irara-Krim Belkacem	7	4D	18	NPA	
DAUH RS			36	PA-1	
JIJEL / Ferhat Abbas	5	4C	17	NPA	
DAAV RS			35	NINST	
ORAN / Ahmed Benbella	9	4E	07L	NINST	
DAOO RS			25R	NPA	
			07R	NINST	
			25L	PA-1	
SETIF / 8 Mai 45	5	4C	09	NPA	
DAAS RS			27	NINST	
TAMANRASSET / Aguenar–Hadj Bey Akhamok	8	4D	02	NPA	
DAAT RS			20	PA-1	
			08	NINST	
			26	NINST	
TEBESSA / Cheikh Larbi Tebessi	5	4D	11	NPA	
DABS RS			29	NINST	
			12	NPA	
			30	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-1	
	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							

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
BREST			8	4F	11	NPA	
	UMBB	RNS			29	NPA	
HOMIEL			6	4D	11	NPA	
	UMGG	RNS,AS			29	NPA	
HRODNA			6	4D	17	NPA	
	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	
GORNA ORYAHOVITSA			6	4D	09	NPA	
	LBGO	RNS			27	NPA	
PLOVDIV			7	4D	12	NPA	
	LBPD	RS			30	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	

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

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	EKCH	RS			22L	PA-3	
				4E	04L	PA-2	
					22R	PA-1	
				4D	12	PA-1	
					30	PA-1	
KOBENHAVN / Roskilde			3	3C	03	NPA	
	EKRK	RG			21	PA-1	
				3C	11	PA-1	
					29	NINST	
KOLDING			4	2B	10	NPA	
	EKVD	RG			28	NPA	
ODENSE / Hans Christian Andersen			6	3C	06	NPA	
	EKOD	RG			24	PA-1	
RONNE			7	4C	11	PA-1	
	EKRN	RS			29	PA-1	
SINDAL			4	2B	09	NPA	
	EKSN	RG			27	NINST	
SONDERBORG			5	3C	14	NPA	
	EKSB	RG			32	PA-1	
STAUNING			4	3C	10	NPA	
	EKVJ	RG			28	PA-1	
Estonia							
KARDLA			4	3C	14	NPA	Within AD OPR HR: CAT 4 is ensured for scheduled traffic *
	EEKA	RG			32	NPA	* CAT 4 emergency and fire service is provided for other flights with at least 1 hour prior notice.
KURESSAARE			5	3C	05	NINST	Within AD OPR HR: CAT 5
	EEKE	RG			23	NINST	
					17	PA-1	Outside AD OPR HR, CAT 5 is provided on request. Request to be submitted not later than 1500 (1400) to ATS unit.
					35	NPA	
LENNART MERI TALLINN			8	4D	08	PA-1	
	EETN	RS			26	PA-1	
PARNU			3	1C	03	NINST	Service available during hours of scheduled operations: CAT 3.
	EEPU	RG			21	NINST	For other than scheduled operations the CAT 3 rescue and fire fighting service will be available on request.
TARTU			5	3C	08	NPA	Within AD OPR HR CAT 5. *
	EETU	RG			26	PA-1	* Outside AD OPR HR, CAT 5 is provided on request. Request to be

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
							submitted to the AD operator not later than 1500 (1400) on previous day.
Finland							
ENONTEKIO			5/7	4C	03	NPA	
	EFET	RNS			21	PA-1	
HALLI			0	4C	08	NINST	
	EFHA	RNS			26	PA-1	
HELSINKI-VANTAA			9	4E	04R	PA-1	
	EFHK	RS			22L	PA-2	
				4E	04L	PA-3	
					22R	PA-2	
				4E	15	PA-1	
					33	NPA	
IVALO			7	4C	04	NPA	
	EFIV	RNS			22	PA-1	
JOENSUU			5/7	4C	10	NPA	
	EFJO	RNS			28	PA-1	
JYVÄSKYLÄ			5/7	4D	12	NPA	
	EFJY	RNS			30	PA-1	
KAJAANI			5/7	4C	07	PA-1	
	EFKI	RNS			25	NPA	
KEMI-TORNIO			5/7	4C	18	PA-1	
	EFKE	RNS			36	NPA	
KITTILÄ			5/7	4D	16	NPA	
	EFKT	RNS			34	PA-1	
KOKKOLA-PIETARSAARI			5/7	4C	01	NPA	
	EFKK	RNS			19	PA-1	
				2B	11	NINST	
					29	NINST	
KUOPIO			5/7	4D	15	NPA	
	EFKU	RNS			33	PA-1	
KUUSAMO			5/7	4C	12	PA-1	
	EFKS	RNS			30	NPA	
LAPPEENRANTA			5/7	4D	06	PA-1	
	EFLP	RNS			24	NPA	
MARIEHAMN			5	4C	03	NPA	
	EFMA	RS			21	PA-1	
MIKKELI			5 (6 O/R)	3C	11	PA-1	
	EFMI	RNS			29	NPA	
OULU			5 (7 O/R)	4D	12	PA-2	
	EFOU	RS			30	NPA	
PORI			5 (7 O/R)	4C	12	NPA	
	EFPO	RNS			30	PA-1	
				2B	17	NINST	
					35	NINST	
ROVANIEMI			5/7 (8 O/R)	4D	03	NPA	
	EFRO	RNS			21	PA-2	
SAVONLINNA			5/7	4C	12	PA-1	
	EFSA	RNS			30	NPA	
SEINÄJOKI			5 (7 O/R)	4C	14	NPA	
	EFSI	RNS			32	PA-1	
TAMPERE-PIRKKALA			5/7	4D	06	NPA	
	EFTP	RS			24	PA-1	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
TURKU			5/7	4D	08	NPA	
	EFTU	RS			26	PA-1	
UTTI			0	4C	07	NPA	
	EFUT	RNS			25	PA-1	
VAASA			5/7 (8 O/R)	4D	16	PA-1	
	EFVA	RS			34	NPA	
				2B	11	NINST	
					29	NINST	
France							
AJACCIO / Napoleon Bonaparte			7	4C	02	PA-1	
	LFKJ	RS			20	NINST	
AVIGNON-CAUMONT			5	4C	17	PA-1	
	LFMV	RS			35	NINST	
BALE-MULHOUSE			8	4E	15	PA-3, T/O	See also under Switzerland.
	LFSB	RS			33	PA-1	
BASTIA-PORETTA			7	4C	16	NINST	
	LFKB	RS			34	PA-1	
BEAUVAIS-TILLE			7	4D	12	PA-3, T/O	
	LFOB	RS			30	PA-1	
BERGERAC-ROUMANIERE			7	4C	10	NPA	
	LFBE	RS			28	PA-1	
BEZIERS-VIAS			7	4C	09	PA-1	
	LFMU	RS			27	NPA	
BIARRITZ-ANGLET			7	4D	09	NPA	
	LFBZ	RS			27	PA-1	
BORDEAUX-MERIGNAC			8	4E	05	NPA	
	LFBD	RS			23	PA-3, T/O	
					11	NPA	
					29	PA-1	
BREST / Bretagne			7	4D	07R	NPA	
	LFRB	RS			25L	PA-3/TO	
BRIVE-SOUILLAC			7	4C	11	NPA	
	LFSL	RS			29	PA-1	
CALVI / Sainte-Catherine			5	4D	18	NPA	
	LFKC	RS			36	NINST	
CANNES-MANDELIEU			4	3C	17	NINST	
	LFMD	RG			35	NPA	
CARCASSONNE-SALVAZA			7	4C	10	PA-1	
	LFMK	RS			28	NINST	
CHALONS-VATRY			7	4E	10	PA-3,T/O	
	LFOK	RS			28	PA-1	
CHAMBERY / Aix-Les-Bains			6	4C	18	PA-1	
	LFLB	RS			36	NINST	
CLERMONT-FERRAND / Auvergne			7	4D	08	NINST	
	LFLC	RS			26	PA-3 T/O	
DEAUVILLE / Normandie			7	4C	12	NPA	
	LFRG	RS			30	PA-1	
DINARD-PLEURTUIT-SAINT-MALO			7	4C	17	NPA	
	LFRD	RS			35	PA-1	
					12	NINST	
					30	NINST	
DOLE-TAVAUX			5	4D	05	PA-1	
	LFGJ	RS			23	NINST	
FIGARI-SUD-CORSE			6	4C	05	NPA	
	LFKF	RS			23	PA-1	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
GRENOBLE / Isere			7	4C	09	PA-1	
	LFLS	RS			27	NPA	
HYERES-LE PALYVESTRE			7	4C	05	PA-1	
	LFTH	RS			23	NINST	
LA ROCHELLE / Ile de Re			7	3C	09	NINST	
	LFBH	RS			27	PA-1	
LILLE-LESQUIN			7	4E	08	NPA	
	LFQQ	RS			26	PA-3 T/O	
LIMOGES-BELLEGARDE			7	4D	03	NPA	
	LFBL	RS			21	PA-3 T/O	
LYON / Bron			5	4C	16	NPA	
	LFLY	RG			34	PA-1	
LYON / Saint Exupery			9	4E	18R	NPA	
	LFLL	RS			36L	PA-3 T/O	
					18L	PA-1	
					36R	PA-3 T/O	
MARSEILLE-PROVENCE			8	4E	13L	PA-3	
	LFML	RS			31R	PA-1	
					13R	PA-1	
					31L	NPA	
METZ-NANCY-LORRAINE			7	4E	04	NPA	
	LFJL	RS			22	PA-3 T/O	
MONTPELLIER / Mediterranee			7	4C	12L	NPA	
	LFMT	RS			30R	PA-1	
NANTES / Atlantique			9	4D	03	PA-3 T/O	
	LFRS	RS			21	NPA	
NICE / Cote d'Azur			9	4E	04L	PA-1	
	LFMN	RS			22R	NPA	
					04R	NPA	
					22L	NPA	
NIMES-GARONS			6	4C	18	PA-1	
	LFTW	RS			36	NPA	
PARIS / Charles de Gaulle			10	4E	08L	PA-3 T/O	
	LFPG	RS			26R	PA-3 T/O	
					08R	PA-3 T/O	
					26L	PA-3 T/O	
					09L	PA-3 T/O	
					27R	PA-3 T/O	
					09R	PA-3 T/O	
					27L	PA-3 T/O	
PARIS / Le Bourget			8	4E	03	NPA	
	LFPB	RG			21	NINST	
					07	PA-1	
					25	NPA	
					09	NINST	
					27	PA-1	
PARIS / Orly			9	4E	06	PA-3 T/O	
	LFPO	RS			24	PA-1 T/O	
					08	NPA T/O	
					26	PA-3 T/O	
					02	PA-1	
					20	NPA	
PAU / Pyrenees			7	4D	13	NPA	
	LFBP	RNS			31	PA-3 T/O	
PERPIGNAN-RIVESALTES			7	4C	15	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	LFMP	RS			33	PA-1	
POITIERS-BIARD			5	4C	03	NPA	
	LFBI	RS			21	PA-1	
RENNES-SAINT-JACQUES			6	4D	10	NPA	
	LFRN	RS			28	PA-1	
RODEZ-AVEYRON			7	3C	13	NPA	
	LFCR	RS			31	PA-1	
SAINT-ETIENNE / Boutheon			7	4C	18	PA-1	
	LFMH	RS			36	NPA	
STRASBOURG-ENTZHEIM			7	4E	05	PA-1	
	LFST	RS			23	PA-3 T/O	
TARBES-LOURDES PYRENEES			7	4D	02	NPA	
	LFBT	RS			20	PA-1	
TOULOUSE-BLAGNAC			8	4E	14R	PA-3 T/O	
	LFBO	RS			32L	PA-1	
					14L	PA-1	
					32R	PA-1	
TOURS / Val de Loire			5	4D	02	NINST	
	LFOT	RS			20	PA-1	
Georgia							
BATUMI			5	4D	31	NINST	
	UGSB	RS			13	NPA	
KUTAISI / Kopitnari			7	4D	07	PA-1	
	UGKO	RS			25	NPA	
TBILISI			7	4D	13R	NPA	
	UGTB	RS			31L	PA-1	
Germany							
ALLENDORF/EDER			3 (4 O/R)	2B	11	NINST	
	EDFQ	RNS			29	NPA	
AUGSBURG			2	2C	07	NPA	
	EDMA	RS			25	PA-1	
BARTH				2B	09	NINST	
	EDBH	RS			27	NPA	
BAUTZEN			3 (4 O/R)	3B	07	NINST	
	EDAB	RNS			25	NPA	
BAYREUTH			2	2B	06	NPA	
	EDQD	RS			24	NINST	
BERLIN BRANDENBURG			10	4E	07L	PA-3	
					07R	PA-3	
	EDDB	RS			25L	PA-3	
					25R	PA-3	
BIELEFELD				-	11	NINST	VFR only
	EDLI	RG		-	29	NINST	VFR only
BONN / Hangelar				-	11	NINST	VFR only
	EDKB	RG			29	NINST	VFR only
BRAUNSCHWEIG-WOLFSBURG			4	3C	08	NPA	
	EDVE	RNS			26	PA-1	
BREMEN			8	4E	09	PA-3	
	EDDW	RS			27	PA-3	
BREMERHAVEN			3	2B	16	NPA	
	EDWB	RNS			30	NPA	
COBURG / Brandensteinsebene				1B	12	NINST	
	EDQC	RNS			30	NPA	
COTTBUS-DREWITZ			4	4C	07	NPA	
	EDCD	RNS			25	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
DONAUESCHINGEN-VILLINGEN				2B	18	NINST	
	EDTD	RNS			36	NPA	
DORTMUND			7	4D	06	PA-2	
	EDLW	RS			24	PA-2	
DRESDEN			8	4F	04	PA-1	
	EDDC	RS			22	PA-3	
DUESSELDORF			9	4E	05R	PA-3	
	EDDL	RS			23L	PA-3	
				4E	05L	PA-1	
					23R	PA-3	
EGGENFELDEN			2	2B	08	NINST	
	EDME	RNS			26	NPA	
EMDEN			3 (4 O/R)	3C	07	NPA	
	EDWE	RNS			25	NPA	
ERFURT-WEIMAR			7 (8 O/R)	4E	10	PA-3	
	EDDE	RS			28	PA-3	
ESSEN / Muelheim					07	NINST	VFR only
	EDLE	RG			25	NINST	VFR only
FLENSBURG / Schaeferhaus					11	NINST	VFR only
	EDXF	RG			29	NINST	VFR only
FRANKFURT/MAIN			10	4E	07L	PA-3	
	EDDF	RS			25R	PA-3	
				4E	07C	PA-3	
					25C	PA-3	
				4E	07R	PA-3	
					25L	PA-3	
					18	T/O	
FRANKFURT-EGELSBACH					08	NINST	VFR only
	EDFE	RG			26	NINST	VFR only
FRANKFURT-HAHN			10	4E	03	PA-1	
	EDFH	RS			21	PA-3	
FREIBURG / Breisgau					16	NINST	VFR only
	EDTF	RG			34	NINST	VFR only
FRIEDRICHSHAFEN			6 (7 O/R)	4D	06	PA-1	
	EDNY	RS			24	PA-3	
GIEBELSTADT			4	3C	08	NPA	
	EDQG	RS			26	NPA	
HAMBURG			9	4E	05	PA-1	
	EDDH	RS			23	PA-3	
				4E	15	PA-1	
					33	NPA	
HAMBURG-FINKENWERDER			9	4F	05	PA-1	
	EDHI	RNS			23	PA-1	
HANNOVER			9	4E	09L	PA-3	
	EDDV	RS			27R	PA-3	
				4E	09R	PA-1	
					27L	PA-1	
HASSFURT-SCHWEINFURT				2B	11	NINST	
	EDQT	RS			29	NPA	
HERINGSDORF			6	4D	10	NPA	
	EDAH	RNS			28	PA-1	
HOF-PLAUEN			4	2B	08	NPA	
	EDQM	RS			26	PA-3	
INGOLSTADT / Manching			9	MIL	07R	NPA	
	ETSI	AS			25L	PA-1	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
					07L	NPA	
					25R	NPA	
KARLSRUHE / Baden-Baden			10	4E	03	PA-1	
	EDSB	RS			21	PA-3	
KASSEL-CALDEN			7	4E	09	PA-1	
	EDVK	RS			27	PA-3	
KIEL-HOLTENAU			2 (5 O/R)	2C	08	PA-3	
	EDHK	RS			26	PA-3	
KOELN / Bonn			10	4F	14L	PA-3	
	EDDK	RS			32R	PA-3	
				4F	14R	NPA	
					32L	NPA	
				4E	06	NPA	
					24	PA-1	
KONSTANZ					12	NINST	VFR only
	EDTZ	RG			30	NINST	VFR only
LAAGE			8	4D	10	PA-1	
	ETNL	AS			28	PA-1	
LAHR			2 (3 O/R)	4E	03	NPA	
	EDTL	RS			21	PA-1	
LANDSHUT					07	NINST	VFR only
	EDML	RG			25	NINST	VFR only
LEIPZIG-ALTENBURG AIRPORT			3 (7 O/R)	4D	04	NPA	
	EDAC	RS			22	PA-1	
LEIPZIG / Halle			10	4E	08L	PA-3	
	EDDP	RS			26R	PA-3	
				4F	08R	PA-3	
					26L	PA-3	
LUEBECK-BLANKENSEE			6 (9 O/R)	4B	07	PA-2	
	EDHL	RS			25	PA-1	
MAGDEBURG / City				2B	09	NINST	
	EDBM	RS			27	NPA	
MAGDEBURG / Cochstedt			4 (7 O/R)	4E	08	NPA	temporarily suspended
	EDBC	RNS			26	PA-1	
MANNHEIM / City			4	2B	09	NINST	
	EDFM	RS			27	NPA	
MEMMINGEN			6 (9 O/R)	3C	06	NPA	
	EDJA	RS			24	PA-1	
MENGEN-HOHENTENGEN			2	3B	08	NINST	
	EDTM	RNS			26	NPA	
MOENCHENGLADBACH			6	2C	13	PA-1	
	EDLN	RS			31	PA-1	
MUENCHEN			9 (10 O/R)	4F	08R	PA-3	
	EDDM	RS			26L	PA-3	
				4F	08L	PA-3	
					26R	PA-3	
MUENSTER / Osnabrueck			8 (9 O/R)	4B	07	PA-1	
	EDDG	RS			25	PA-3	
NEUBRANDENBURG					09	NINST	
	EDBN	AS			27	NINST	
NIEDERRHEIN			7	4D	09	NPA	
	EDLV	RS			27	PA-3	
NIEDERSTETTEN			7	MIL	07	NPA	
	ETHN	AS			25	PA-1	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
NORDHOLZ			8	MIL	08	NPA	
	ETMN	AS			26	PA-1	
NUERNBERG			9	4E	10	PA-1	
	EDDN	RS			28	PA-3	
OBERPFAFFENHOFEN			6	3C	04	NINST	
	EDMO	RNS			22	PA-1	
OBERSCHLEISSHEIM / Hel			H2		HELIPORT	NPA	
	EDMX	RNS					
OFFENBURG-BADEN					02	NINST	VFR only
	EDTO	RG			20	NINST	VFR only
PADERBORN / Lippstadt			7 (8 O/R)	3C	06	PA-1	
	EDLP	RS			24	PA-1	
SAARBRUECKEN			7	3C	09	NPA	
	EDDR	RS			27	PA-1	
SCHWAEBISCH HALL			3 (5 O/R)	2B	10	NPA	
	EDTY	RNS			28	PA-1	
SCHWERIN-PARCHIM			10	4E	06	NPA	
	EDOP	RS			24	PA-1	
SIEGERLAND			3 (5 O/R)	3C	13	NINST	
	EDGS	RS			31	PA-1	
STADTLOHN-VREDEN					11	NINST	VFR only
	EDLS	RG			29	NINST	VFR only
STRAUBING			2	2B	09	NINST	
	EDMS	RNS			27	NPA	
STUTTGART			10	4E	07	PA-3	
	EDDS	RS			25	PA-3	
SYLT			4	4D	14	NPA	
	EDXW	RS			32	PA-1	
					06	NINST	
					24	NINST	
TRIER-FOEHREN					04	NINST	VFR only
	EDRT	RG			22	NINST	VFR only
WILHELMSHAVEN / Jadeweser Airport			2 (4 O/R)	2B	02	NPA	
	EDWI	RS			20	NPA	
WORMS					06	NINST	VFR only
	EDFV	RG			24	NINST	VFR only
ZWEIBRUECKEN			7 (9 O/R)	4E	03	PA-1	
	EDRZ	RS			21	PA-1	
Gibraltar (United Kingdom)							
GIBRALTAR / North Front			7	3D	09	NINST	Military aerodrome, PPR required
	LXGB	RS			27	NINST	
Greece							
ALEXANDROUPOLIS / Dimokritos			7	4D	07	NPA	
	LGAL	RNS			25	NPA	
ALMIROS / Nea Anchialos			7	4D	08	NPA	Military/Civil/PPR
	LGBL	RNS			26	NPA	
ANDRAVIDA			7	4D	16	NPA	Military - available to international traffic
	LGAD	RNS,AS			34	NINST	
ARAXOS			6	4D	18	NPA	Military/Civil
	LGRX	RNS			36	NPA	APP service by Andravida HAF
ATHINAI / Eleftherios Venizelos			9	4E	03R	PA-2	
	LGAV	RS			21L	PA-2	
			9		03L	PA-2	
					21R	PA-2	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
CHANIA / Ioannis Daskalogiannis			7	4E	11	NPA	Military - available to International traffic
	LGSA	RNS,AS			29	NPA	
CHIOS / Omiros			6	3C	01	NPA	
	LGHI	RNS			19	NPA	
ELEFSIS				A	18	NPA	Military - available to international traffic
	LGEL	AS			36	NPA	
IOANNINA / King Pyrros			5	4D	14	NPA	ATS APP-TWR from 2003
	LGIO	RNS			32	NPA	
IRAKLION / Nikos Kazantzakis			8	4E	09	NPA	
	LGIR	RS			27	NPA	
				3D	13	NPA	
					31	NPA	
KALAMATA / Captain Vasilis Konstantakopoulos			7	4D	17R	NPA	Military - available to international traffic
	LGKL	RNS			35L	NPA	
KAVALA / Megas Alexandros			7	4E	05R	NPA	
	LGKV	RNS			23L	NPA	
KARPATHOS			6	4C	12	NPA	ATS TWR, APP from 2005
	LGKP	RS			30	NPA	
KEFALLINIA / Anna Pollatou			6	4D	14	NPA	*APP service provided by Andravida HAF
	LGKF	RNS			32	NPA	
KERKIRA / Ioannis Kapodistrias			7	4D	17	NPA	
	LGKR	RS			35	NPA	
KOS / Ippokratis			8	4E	15	NPA	
	LGKO	RNS,AS			33	NPA	
LIMNOS / Ifaistos			6	4D	04	NPA	
	LGLM	RNS,AS			22	NPA	
MIKONOS			6	4C	16	NPA	
	LGMK	RNS			34	NPA	
MITILINI / Odysseas Elytis			6	4D	15	NPA	
	LGMT	RNS,AS			33	NPA	
PREVEZA / Aktion			7	4D	07R	NINST	Military/Civil/PPR
	LGPZ	RNS			25L	NINST	
					07L	NPA	
					25R	NPA	
RODOS / Diagoras			8	4E	07	NPA	
	LGRP	RS			25	PA-1	
SAMOS / Aristarchos of Samos			7	4D	09	NPA	
	LGSM	RNS			27	NPA	
SANTORINI			7	4C	16L	NPA	
	LGSR	RNS			34R	NPA	
SKIATHOS / Alexandros Papadiamandis			6	3C	02	NPA	ATS TWR-APP from 2003
	LGSK	RNS			20	NPA	
THESSALONIKI / Makedonia			8	4E	16	PA-2	
	LGTS	RS			34	NPA	
				4E	10	PA-1	
					28	NPA	
ZAKINTHOS / Dionisios Solomos			7	4C	16	NPA	*APP service provided by Andravida HAF.
	LGZA	RNS			34	NPA	
Hungary							
BUDAPEST / Liszt Ferenc International Airport			9	4E	13R	PA-2	
	LHBP	RS			31L	PA-2	
					13L	PA-2	
					31R	PA-3	
DEBRECEN / Debrecen Airport			7	4C	05R	PA-1	05L/23R is perm. Closed
	LHDC	RS, RNS			23L	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
GYOR / Gyor-Per Airport			5	4C	12	NPA	RFF on req 7
	LHPR	RG, RNS			30	PA-1	
SARMELLEK / Heviz-Balaton Airport			3	4D	16	PA-1	RFF on req 7
	LHSM	RS, RNS			34	NPA	
Ireland							
CORK / Intl			7	4D	17	PA-2	
	EICK	RS			35	PA-1	
				3C	07	NINST	
					25	NINST	
DUBLIN / Intl			9	4E	16	PA-1	11 and 29 NINST will be withdrawn and replaced by 10L/28R dates not finalized
	EIDW	RS			34	NPA	
				4E	10R	PA-3	
					28L	PA-3	
				4E	10L	PA-3	
					28R	PA-3	
IRELAND WEST			7	4D	09	NPA	
	EIKN	RS			27	PA-2	
KERRY			7	4D	08	NPA	
	EIKY	RS			26	PA-1	
SHANNON / Intl			9	4E	06	PA-1	
	EINN	RS			24	PA-2	
Israel							
HAIFA			5	2C	16	NINST	
	LLHA	RNS			34	NINST	
TEL-AVIV/Ben-Gurion			9	4E	03	NINST	
	LLBG	RS			21	PA-2	
					08	PA-1	(SALS)
					26	PA-2	
					12	PA-2	
					30	NPA	
Italy							
ALBENGA			3	3C	09	NINST	
	LIMG	RNS			27	NPA	
ALGHERO / Fertilia			7	4D	02	NPA	
	LIEA	RS			20	PA-1	
ANCONA / Falconara			6	4D	04	NINST	
	LIPY	RNS			22	PA-1	
AOSTA			1	2B	09	NINST	
	LIMW	RG			27	NPA	
BARI / Palese			7	4D	07	PA-1	
	LIBD	RS			25	NPA	
BERGAMO / Orio al Serio			7	4D	10	NPA	
	LIME	RNS			28	PA-3	
BOLOGNA / Borgo Panigale			7	4D	12	PA-3	
	LIPE	RS			30	PA-1	
BOLZANO			1	2B	01	NPA	
	LIPB	RG			19	NINST	
BRINDISI / Casale			7	4D	13	NPA	
	LIBR	RS			31	PA-1	
				B	05	NINST	
					23	NINST	
CAGLIARI / Elmas			7	4D	14	NPA	
	LIEE	RS			32	PA-1	
CATANIA / Fontanarossa			7	4D	08	PA-1	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	LICC	RS			26	NPA	
COMO / Idroscalo - Water AD			1	2B	01		Water aerodrome
	LILY	RG			19		
CUNEO / Levaldigi			3	3C	03	NINST	
	LIMZ	RNS			21	PA-1	
FIRENZE / Peretola			5	3C	05	PA-1	
	LIRQ	AS			23	NINST	
FORLI'			5	4C	12	PA-1	
	LIPK	RNS			30	NPA	
GENOVA / Sestri			7	4E	10	NINST	
	LIMJ	RS			28	PA-1	
LAMEZIA / Terme			6	4D	10	NPA	
	LICA	RNS			28	PA-1	
MARINA DI CAMPO			2	2B	16	NINST	
	LIRJ	RG			34	NINST	
MILANO / Linate			8	4	18	NPA	
	LIML	RS			36	PA-3	
MILANO / Malpensa			9	4E	17L	PA-1	
	LIMC	RS			35R	PA-3	
					17R	NPA	
					35L	PA-3	
NAPOLI / Capodichino			7	4D	06	PA-1	
	LIRN	RS			24	PA-1	Airport capacity: A and P: peak periods to be considered limited to Saturdays/Sundays
OLBIA / Costa Smeralda			7	4D	05	PA-1	
	LIEO	RS			23	PA-1	
PADOVA			3	3C	04	NINST	
	LIPU	RG			22	NINST	
PALERMO / Punta Raisi			8	4E	07	NPA	
	LICJ	RS			25	PA-1	
				4D	02	NINST	
					20	PA-1	
PANTELLERIA			7	4D	03	NPA	
	LICG	RNS			21	NPA	
				3C	08	NPA	
					26	PA-1	
PARMA			2	3C	02	NINST	Only AFIS provided
	LIMP	RNS			20	PA-1	
PERUGIA / S.Francesco			2	3C	01	PA-1	
	LIRZ	RG			19	NINST	
PESCARA			5	4D	04	NINST	
	LIBP	RNS			22	PA-1	
PISA / S.Giusto			7	4E	04R	PA-1	
	LIRP	RS			22L	NINST	
				4D	04L	NPA	
					22R	NINST	
REGGIO CALABRIA				3C	15	NPA	
	LICR	RNS			33	NPA	
				3C	11	NINST	
					29	NINST	
RIMINI / Miramare			7	4D	13	NPA	
	LIPR	RNS			31	PA-1	
ROMA / Ciampino			8	4	15	PA-1	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	LIRA	RNS			33	NINST	
ROMA / Fiumicino			9	4E	16R	PA-3	
	LIRF	RS			34L	PA-1	
				4	16L	PA-3	
					34R	PA-1	
				4E	07	NPA	
					25	PA-1	
ROMA / Urbe			3	2C	16	NINST	
	LIRU	RG			34	NINST	
TORINO / Caselle			7	4E	18	PA-3	
	LIMF	RS			36	PA-3	
TRAPANI / Birgi			6	4C	13R	NPA	
	LICT	RNS			31L	PA-1	
TREVISO / S.Angelo			6	4C	07	PA-2	
	LIPH	RNS,AS			25	NINST	
TRIESTE / Ronchi dei Legionari			7	4D	09	PA-2	
	LIPQ	RS			27	NINST	
VENEZIA / Lido			1	2B	05	NINST	
	LIPV	RG			23	NINST	
VENEZIA / Tessera			7	4	04R	PA-3	
	LIPZ	RS			22L	NPA	
VERONA / Villafranca			7	4D	05	PA-3	
	LIPX	RS			22	NINST	
Kazakhstan							
AKTAU			7	4E	12	PA-1	
	UATE	RS			30	PA-1	
AKTOBE			7	4E	13	PA-1	
	UATT	RS			31	PA-1	
ALMATY			9	4E	05R	PA-1	
	UAAA	RS			23L	PA-1	
					05L	PA-1	
					23R	PA-3	
ATYRAU			9	4E	14	PA-2	
	UATG	RS			32	PA-1	
KARAGANDA / Sary-Arka			8	4E	05	PA-1	
	UAKK	RS			23	PA-1	
KOSTANAY			6	4D	15	PA-1	
	UAUU	RS			33	PA-1	
KYZYLORDA / Korkyt Ata			6	4D	06	PA-1	
	UAOO	RS			24	NPA	
NURSULTAN NAZARBAYEV	UACC	RS	9	4E	04 22	PA-3 PA-3	
PAVLODAR			7	4D	03	NPA	
	UASP	RS			21	PA-1	
PETROPAVLOVSK			6	4D	05	NPA	
	UACP	RS			23	PA-1	
SEMEY			7	4D	08	NPA	
	UASS	RS			26	PA-1	
SHYMKENT			8	4E	10	PA-1	
	UAII	RS			28	PA-1	
TARAZ / Aulie-Ata			6	4E	13	PA-1	
	UADD	RS			31	NPA	
URALSK			6	4C	04	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	UARR	RS			22	PA-1	
UST-KAMENOGORSK			6	4D	12	PA-1	
	UASK	RS			30	PA-1	
ZHEZKAZGAN			6	4C	04	NPA	
	UAKD	RS			22	PA-1	
Kyrgyzstan							
BISHKEK / Manas			9	4E	08	PA-2	
	UCFM	RS			26	PA-2	
OSH			7	4D	12	PA-1	
	UCFO	RS			30	PA-1	
TAMCHY / Ysykkul			6	3D	07	NINST	
	UCFL	RNS			25	NINST	
Latvia							
LIEPAJA			5	3C	06	NPA	
	EVLA	RS			24	PA-1	
RIGA			8	4E	18	PA-2	
	EVRA	RS			36	PA-2	
Lithuania							
KAUNAS			7	4E	08	PA-1	
	EYKA	RS			26	PA-2	
PALANGA			6	4D	01	NPA	
	EYPA	RS			19	PA-1	
SIAULIAI			7	4E	14	PA-1	
	EYSA	RNS			32	PA-1	
VILNIUS			7	4E	02	PA-2	
	EYVI	RS			20	PA-1	
Luxembourg							
LUXEMBOURG			9	4E	06	PA-1	
	ELLX	RS			24	PA-3	
Malta							
LUQA			7	4E	14	PA-1	
	LMML	RS			32	PA-1	
				4D	06	NPA	
					24	NPA	
Monaco							
							Heliport only - VFR flights only – Scheduled flights between Nice and Monaco.
Montenegro							
PODGORICA			6	4E	18	NINST	
	LYPG	RS			36	PA-1	
TIVAT			7	4D	14	NINST	
	LYTV	RS			32	NINST	
Morocco							
AGADIR / Al Massira			8	4E	10	NPA	
	GMAD	RS			28	NPA PA-1	
AL HOCEIMA / Cherif El Idrissi			6	4C	17	NPA	
	GMTA	RS			35	NINST	
CASABLANCA / Mohammed V			9	4E	17R	NPA PA-1	
	GMMN	RS			17L	NPA	
					35R	NPA PA-3	
					35L	NPA PA-3	
ERRACHIDIA / Moulay Ali Cherif			6	4C	13	NINST	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	GMFK	RNS			31	NPA PA-1	
ESSAOUIRA / Mogador			5	4C	16	NPA	
	GMMI	RS			34	NINST	
FES / Saiss			8	4E	09	NPA	
	GMFF	RS			27	NPA PA-1	
MARRAKECH / Menara			7	4E	10	NPA PA-1	
	GMMX	RS			28	NINST	
NADOR / El Aroui			7	4E	08	NPA PA-1	
	GMMW	RS			26	NPA	
OUARZAZATE			7	4C	12	NINST	
	GMMZ	RS			30	NPA PA-1	
OUJDA / Angads			7	4E	06	NPA PA-1	
	GMFO	RS			24	NINST	
					13	NPA	
					31	NINST	
RABAT / Sale			7	4E	03	NINST	
	GMME	RS			21	NPA PA-1	
TANGER / Ibn Batouta			7	4E	10	NPA	
	GMTT	RS			28	NPA PA-1	
TAN-TAN / Plage Blanche			3	4C	03	NPA	
	GMAT	RS			21	NINST	
TETOUAN / Saniat R'mel			5	4C	06	NINST	
	GMTN	RS			24	NPA	
Netherlands							
AMSTERDAM / Schiphol			10	4E	09	NPA	
	EHAM	RS			27	PA-3	
				4E	36C	PA-3	
					18C	PA-3	
				4E	36R	PA-3	
					18L	Not AVBL for landing,	
				4F	36L	except in case of an emergency	
					18R	PA-3	
				4E	06	PA-3	
					24	NPA	
				4D	04	NPA	
					22	PA-1	
DEN HELDER / De Kooy			4 (6 O/R)	3C	03	NPA	Military AD with civil use. Civil traffic PPR.
	EHKD	RNS			21	PA-1	
DEVENTER / Teuge			2 (4 O/R)	2B	08	NINST	
	EHTE	RG	3 (1 HR PPR)		26	NPA	
EINDHOVEN			8	4E	03	PA-1	Military AD with civil use AD PPR and slot co-ordinated for CIV ACFT. AD AVBL as preplanned alternate for CIV ACFT
	EHEH	RS			21	PA-1	
GRONINGEN / Eelde			CAT5 MON-FRI 0700-1600 0600-1500; CAT3: all other operational hours.	4E	05	NPA	RFF: CAT 4, 5, 6, 7, and 8 AVBL O/R 24 HR PN
	EHGG	RNS, AS			23	PA-1	
				3C	01	NINST	
					19	NINST	
HILVERSUM			2 (3 AVLB	1B	18	NINST	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
			PPR)				
	EHHV	RG			36	NINST	
				1B	13	NINST	
					31	NINST	
				1B	07	NINST	
					25	NINST	
HOEVEN / Seppe			2	2B	07	NINST	
	EHSE	RG			25	NINST	
HOOGEVEEN			1	2B	10	NINST	
	EHHO	RG			28	NINST	
LELYSTAD			3 (CAT 4 and 5 AVLB 72 HR PN)	3C	05	NPA	OPEN: IFR from MON-FRI only outside UDP, during AD OPR HR.
	EHLE	RG			23	NPA	
MAASTRICHT / Maastricht Aachen			CAT 7 passenger flights and CAT 8-9 cargo flights AVBL.	4D	03	PA-1	RFF: CAT 8-9 passenger flights after 48 HR prior request
	EHBK	RNS, AS			21	PA-3	
MIDDELBURG / Midden-Zeeland			1 (CAT 2 or 3 O/R	2B	09	NINST	
	EHMZ	RG	24 HR PN)		27	NINST	
ROTTERDAM			7 (CAT 8 or 9 O/R	4E	06	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
	EHRD	RS	24 HR PN).		24	PA-1	
TEXEL			3	2C	04	NINST	
	EHTX	RG			22	NINST	
				1B	13	NINST	
					31	NINST	
WEERT / Budel			3	2B	03	NINST	OPEN: IFR only outside UDP BTN 0600-2200 0500-2100
	EHBD	RG			21	NPA	
North Macedonia							
OHRID			7	4D	01	PA-1	
	LWOH	RNS			19	NINST	
SKOPJE / Petrovec			7	4D	16	NINST	
	LWSK	RS			34	PA-2	
Norway							
ALESUND / Vigra			6	4C	07	NPA	
	ENAL	RNS			25	PA-1	
ALTA			6	4C	12	PA-1	Airport capacity : new terminal building
	ENAT	RNS			30	NINST	
BERGEN / Flesland			7	4E	17	PA-1	Airport capacity : heli/fixed wing sep.
	ENBR	RS			35	PA-1	
BODO			7	4D	08	PA-1	
	ENBO	RNS			26	PA-1	
HARSTAD / Narvik / Evenes			6	4E	18	PA-1	Airport capacity : new terminal building
	ENEV	RNS			36	NPA	
KIRKENES / Hoybuktmoen			6	4C	06	NPA	Airport capacity : new terminal building
	ENKR	RNS			24	PA-1	
KRISTIANSAND / Kjevik			6	4C	04	PA-1	
	ENCN	RS			22	PA-1	
LAKSELV / Banak			6	4C	17	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	ENNA	RNS			35	PA-1	
OSLO / Gardermoen			9	4E	01L	PA-3	
	ENGM	RNS			19R	PA-3	
				4E	01R	PA-3	
					19L	PA-3	
SANDEFJORD / Torp			4	4C	18	PA-1	
	ENTO	RS			36	NPA	
STAVANGER / Sola			7	4E	18	PA-2	Airport capacity :
	ENZV	RS			36	PA-1	- terminal extension
				4D	11	PA-1	- apron expansion
					29	NPA	
TROMSO / Langnes			6	4C	01	PA-1	
	ENTC	RS			19	PA-1	
TRONDHEIM / Vaernes			6	4D	09	PA-1	
	ENVA	RS			27	PA-1	
Poland							
BYDGOSZCZ / Szwederowo			7	4D	08	NPA	
	EPBY	RS			26	PA-1	
GDANSK / im Lecha Walesy			7	4D	11	NPA	
	EPGD	RS			29	PA-2	
KATOWICE / Pyrzowice			8	4D	09	NPA	
	EPKT	RS			27	PA-2	
KRAKOW / Balice			8	4D	07	NPA	
	EPKK	RS			25	PA-1	
LODZ / Lublinek			7	3C	07	NPA	
	EPLL	RS			25	PA-1	
LUBLIN			7	4D	07	NPA	
	EPLB	RS			25	PA-2	
OLSZTYN / Mazury			7	4D	01	PA-1	
	EPSY	RS			19	NPA	
POZNAN / Lawica			7	4D	10	NPA	
	EPPO	RS			28	PA-1	
RADOM / Sadkow			7	4D	07	NPA	
	EPRA	RS			25	NPA	
RZESZOW / Jasionka			7	4D	09	NPA	
	EPRZ	RS			27	PA-2	
SZCZECIN / Goleniow			7	4D	13	NPA	
	EPSC	RS			31	PA-1	
WARSZAWA / Chopina w Warszawie			9	4E	15	NPA	
	EPWA	RS			33	PA-3	
					11	PA-2	
					29	NPA	
WARSZAWA / Modlin			7	4C	08	PA-2	
	EPMO	RS			26	NPA	
WROCLAW / Strachowice			7	4D	11	NPA	
	EPWR	RS			29	PA-2	
ZIELONA GORA / Babimost			6	4D	06	NPA	
	EPZG	AS			24	PA-1	
Portugal							
FARO			8 (9 O/R)	4E	10	NPA	APV BaroVNAV
	LPFR	RS			28	PA-2	
LISBOA			9 (10 O/R)	4E	03	PA-1	
	LPPT	RS			21	PA-3	
				4E	17	NINST	
					35	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
MADEIRA			7 (9 O/R)	4E	05	NINST	
	LPMA	RS			23	NPA	
PORTO			8 (9 O/R)	4E	17	PA-1	
	LPPR	RS			35	NPA	
PORTO SANTO			7 (8 O/R)	4E	18	NPA	
	LPPS	AS			36	NPA	
Republic of Moldova							
CHISINAU			7	4D	08	PA-2	
					26	PA-1	
	LUKK	RS			09	NPA	
					27	NPA	
MARCULESTI			5 RFF Category is expected to	3C	25		Only VFR No Passenger Terminal
	LUBM	RNS	be increased to 7 shortly		07		
Romania							
ARAD			5	4D	09	PA-1	
	LRAR	RS			27	PA-1	
BACAU			6	4E	16	PA-1	
	LRBC	RS			34	PA-1	
BAIA MARE			6	4C	10	PA-1	
	LRBM	RNS			28	NINST	
BUCURESTI / Baneasa-Aurel Vlaicu			8	4E	07	PA-1	
	LRBS	RS			25	PA-1 T/O	
BUCURESTI / Henri Coanda			9	4E	08L	PA-3	
	LROP	RS			26R	PA-2 T/O	
					08R	PA-3	
					26L	PA-2 T/O	
CLUJ NAPOCA / Avram Iancu			6	4C	07	PA-1	
	LRCL	RS			25	PA-1	
CONSTANTA / Mihail Kogalniceanu			7	4E	18	PA-1	
	LRCK	RS			36	PA-1	
CRAIOVA			3	4C	09	NPA	
	LRCV	RNS			27	NPA	
IASI			6	4D	14	PA-1	
	LRIA	RS			32	NPA	
ORADEA			5	4D	01	NINST	
	LROD	RS			19	PA-1	
SATU MARE			7	4E	01	NPA	
	LRSM	RS			19	NPA	
SIBIU			4	4D	09	NINST	
	LRSB	RS			27	PA-1	
SUCEAVA / Stefan Cel Mare			5	4D	16	PA-1	
	LRSV	RNS			34	PA-1	
TARGU MURES / Transilvania			5	4C	07	PA-1	
	LRTM	RNS			25	NINST	
TIMISOARA / Traian Vuia			7	4E	11	PA-1	
	LRTR	RS			29	PA-2 T/O	
TULCEA / Delta Dunarii			5	4D	16	NINST	
	LRTC	RNS			34	PA-1	
Russian Federation							
ABAKAN			7	4F	02R	NPA	
	UNAA	RS			20L	NPA	
ANADYR / Ugolny			7	4D	01	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	UHMA	RNS			19	NPA	
ANAPA / Vityazevo			7	4D	04	PA-1	
	URKA	RS			22	NPA	
ARKHANGELSK / Talagi			7	4D	08	PA-1	
	ULAA	RS			26	PA-1	
ASTRAKHAN			7	4D	09	PA-1	
	URWA	RS			27	PA-1	
BARNAUL / Mikhaylovka			7	4D	06	NPA	
	UNBB	RS			24	NPA	
BEGISHEVO			7	4D	03	NPA	
	UWKE	RS			21	PA-1	
BELGOROD			7	4D	11	NPA	
	UUOB	RS			29	NPA	
BLAGOVESHCHENSK / Ignatyevo			8	4D	18	NPA	
	UHBB	RS			36	PA-1	
BRATSK			8	4F	12	NPA	
	UIBB	RS			30	PA-1	
BRYANSK			5	4D	17	NPA	
	UUBP	RNS			35	NPA	
CHEBOKSARY			6	4D	06	PA-1	
	UWKS	RNS			24	PA-1	
CHELYABINSK / Balandino			8	4D	09	PA-1	
	USCC	RS			27	PA-1	
CHEREPOVETS			5	4D	03	NPA	
	ULWC	RS			21	NPA	
CHITA / Kadala			7	4D	11	NPA	
	UIAA	RNS			29	PA-1	
ELISTA			6	4D	09	NPA	
	URWI	RS			27	NPA	
GROZNY / Severny			6	4D	08	NPA	
	URMG	RS			26	RA-1	
IRKUTSK			8	4D	12	PA-1	
	UIII	RS			30	PA-1	
KALININGRAD / Khrabrovo			7	4D	06	NPA	
	UMKK	RS			24	PA-1	
KALUGA/Grabtsevo			6	4C	13	NPA	
	UUBC	RS			31	NPA	
KAZAN			8	4D	11	PA-2	
	UWKD	RS			29	PA-1	
KEMEROVO			8	4E	05	NPA	
	UNEE	RS			23	PA-1	
KHABAROVSK / Novy			9	4F	05R	PA-1	
	UHHH	RS			23L	PA-2	
					05L	NPA	
					23R	NPA	
KHANTY-MANSIYSK			7	4D	06	NPA	
	USHH	RS			24	PA-1	
KRASNODAR / Pashkovskiy			7	4D	05R	PA-1	
	URKK	RS			23L	PA-1	
					05L	NPA	
					23R	NPA	
KRASNOYARSK			8	4D	11	PA-2	
	UNKL	RS			29	PA-2	
KURSK / Vostochny			6	4D	12	NPA	
	UUOK	RNS			30	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
LIPETSK			5	4D	15	NPA	
	UUOL	RS			33	PA-1	
MAGADAN / Sokol			8	4D	10	PA-1	
	UHMM	RS			28	NPA	
MAGNITOGORSK			6	4D	01	NPA	
	USCM	RS			19	PA-1	
MAKHACHKALA / Uytash			7	4D	14	PA-1	
	URML	RS			32	PA-1	
MINERALNYYE VODY			8	4E	12	PA-2	
	URMM	RS			30	PA-1	
MIRNY			7	4D	07	NPA	
	UERR	AS			25	PA-1	
MOSCOW / Domodedovo			9	4F	14L	PA-1	
	UUDD	RS			32R	PA-2	
					14R	PA-2	
					32L	PA-1	
MOSCOW / Sheremetyevo			9	4F	07L	PA-1	
	UUEE	RS			25R	PA-2	
					07R	PA-2	
					25L	PA-2	
MOSCOW / Vnukovo			9	4F	06	PA-2	
	UUWW	RS			24	PA-2	
					01	PA-1	
					19	PA-2	
MURMANSK			7	4D	13	PA-1	
	ULMM	RS			31	PA-1	
NALCHIK			7	4D	06	NINST	
	URMN	RS			24	PA-1	
NIZHNEVARTOVSK			7	4D	03	RA-1	
	USNN	RS			21	RA-1	
NIZHNY NOVGOROD / Strigino			7	4D	18L	NPA	
	UWGG	RS			36R	NPA	
					18R	PA-1	
					36L	PA-1	
NORILSK / Alykel			7	4D	01	PA-1	
	UOOO	AS			19	PA-1	
NOVOKUZNETSK / Spichenkovo			7	4D	01	NPA	
	UNWW	RNS			19	PA-1	
NOVOSIBIRSK / Tolmachevo			9	4D	07	PA-1	
	UNNT	RS			25	PA-1	
OMSK / Tsentralny			7	4D	07	NPA	
	UNOO	RS			25	NPA	
ORENBURG			7	4D	08	PA-1	
	UWOO	RS			26	PA-1	
ORSK			7	4D	07	NPA	
	UWOR	RNS			25	PA-1	
OSTAFYEVO			5	4D	08	NPA	
	UUMO	RS			26	NPA	
PERM / Bolshoe Savino			7	4D	03	NPA	
	USPP	RS			21	PA-1	
PETROPAVLOVSK-KAMCHATSKY / Yelizovo			8	4F	16L	NPA	
	UHPP	RS			34R	PA-1	
PETROZAVODSK / Besovets			5	4D	02	NPA	
	ULPB	RNS			20	NPA	
POLIARNY			7	4D	17	-	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
UERP		AS			35	NPA	
PROVIDENIYA BAY			3	3D	01	NPA	
	UHMD	AS			19	NINST	
PSKOV			5	4D	01	NPA	
	ULOO	RNS			19	NPA	
RAMENSKOYE			8	4F	12	NPA	
	UUBW	RS			30	PA-1	
ROSTOV-NA-DONU/PLATOV			8	4D	04	PA-2	
	URRP	RS			22	PA-1	
SABETTA			8	4D	04	PA-1	
	USDA	RS			22	NPA	
SAMARA / Kurumoch			8	4E	05	PA-1	
	UWWW	RS			23	PA-1	
					15	PA-1	
					33	PA-1	
SANKT-PETERBURG / Pulkovo			9	4F	10L	PA-2	
	ULLI	RS			28R	PA-2	
					10R	PA-2	
					28L	PA-1	
SARANSK			6	4C	02	NPÄ	
	UWPS	RNS			20	PA-2	
SARATOV / Gagarin			7	4D	08	PA-1	
	UWSG	RS			26	PA-1	
SOCHI			8	4E	02	NPA	
	URSS	RS			20	NPA	
					06	NPA	
					24	NPA	
STAVROPOL / Shpakovskoye			7	4D	07	PA-1	
	URMT	RS			25	PA-1	
SURGUT			7	4D	07	PA-1	
	USRR	RS			25	PA-1	
SYKTYVKAR			7	4D	01	NPA	
	UUYY	RS			19	NPA	
TOMSK / Bogashevo			7	4D	03	PA-1	
	UNTT	RS			21	NPA	
TYUMEN / Roshchino			7	4D	03	NPA	
	USTR	RS			21	PA-1	
					12	NPA	
					30	NPA	
UFA			8	4F	14R	PA-2	
	UWUU	RS			32L	NPA	
					14L	PA-1	
					32R	PA-1	
ULAN-UDE / Mukhino			7	4D	08	NPA	
	UIUU	RS			26	NPA	
ULYANOVSK/ Baratyevka			7	4D	02	PA-2	
	UWLL	RNS			20	NPA	
ULYANOVSK / Vostochny			8	4F	02	PA-1	
	UWLW	RS			20	PA-1	
VLADIKAVKAZ / Beslan			6	4E	10	PA-1	
	URMO	RS			28	PA-1	
VLADIVOSTOK / Knevichi			9	4E	07R	PA-1	
	UHWW	RS			25L	PA-2	
VOLGOGRAD / Gumrak			7	4D	11	PA-1	
	URWW	RS			29	PA-1	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
VORONEZH / Chertovitskoye			6	4D	12	NPA	
	UUOO	RS			30	PA-1	
YAKUTSK			8	4E	05R	NPA	
	UEEE	RS			23L	PA-2	
YAROSLAVL / Tunoshna			7	4D	05	NPA	
	UUDL	RNS			23	PA-1	
YEKATERINBURG / Koltsovo			8	4F	08R	NPA	
	USSS	RS			26L	NPA	
					08L	NPA	
					26R	NPA	
YUZHNO-SAKHALINSK / Khomutovo			8	4E	01	PA-1	
	UHSS	RS			19	NPA	
San Marino							
							No information
Serbia							
BEOGRAD / Nikola Tesla			7	4E	12	PA-3	
	LYBE	RS			30	PA-1	
NIS / Konstantin Veliki			6	4C	11	NPA	
	LYNI	RS			29	NINST	
Slovakia							
BRATISLAVA / M.R.Stefanik			7	4E	04	NINST	
	LZIB	RS			22	PA-1	
				4E	13	NINST	
					31	PA-3	
KOSICE			6	4D	01	PA-2	
	LZKZ	RS			19	NPA	
PIESTANY			7	2C	01	PA-1	
	LZPP	RNS			19	NINST	
POPRAD-TATRY			7	4D	09	NINST	
	LZTT	RNS			27	PA-1	
SLIAC			6	4D	18	NINST	
	LZSL	RNS			36	PA-1	
ZILINA			4	2C	06	PA-1	
	LZZI	RG			24	NINST	
Slovenia							
LJUBLJANA / Brnik			6, higher CAT O/R	4E	12	NINST	
	LJLJ	RS			30	PA-3	
MARIBOR / Orehova Vas			6, CAT 7 O/R	4C	14	NINST	
	LJMB	RS			32	PA-1	
PORTOROZ / Secovlje			2, O/R facilities up to CAT 4	2C	15	NPA	
	LJPZ	RNS			33	NINST	
Spain							
A CORUNA			7	4C	03	NINST	
	LECO	RS			21	PA-2	
ALBACETE			5		09	PA-1	
	LEAB	RS			27	PA-1	
ALICANTE-ELCHE			RFF CAT 9 CAT 7 1800-2000,	4D	10	PA-1	
	LEAL	RS	for CAT 9 in these hours PPR		28	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
			20 min				
ALMERIA			7	4D	07	NPA	
			(8 on demand–see item 20				
	LEAM	RS	AIP-On demand fire category request procedure).		25	PA-1	
ASTURIAS			7	4C	11	NPA	
			(8 on demand–see item 20				
	LEAS	RS	AIP-On demand fire category request procedure).		29	PA-3	
BADAJOZ			7		31	NINST	
	LEBZ	RS			13	NINST	
BARCELONA / El Prat			10	4E	07R	PA-3	
	LEBL	RS			25L	PA-3	
				4E	07L	PA-2	
					25R	PA-3	
				4D	02	PA-1	
					20	NINST	
BILBAO			7 (8 O/R)	4C	10	NPA	
	LEBB	RS			28	NPA	
				4C	12	PA-1	
					30	PA-1	
BURGOS			5 (7 O/R)		22	NINST	
	LEBG	RS	For other fire categories, prior request, consult NOTAM in force.		04	NINST	
CASTELLON			7		06	PA-1	
	LECH	RS			24	NPA	
FUERTEVENTURA			9	4C	01	PA-1	
	GCFV	RS			19	PA-1	
GIRONA			7	4D	02	NPA	
	LEGE	RS			20	PA-3	
GRAN CANARIA			9	4E	03L	PA-1	
	GCLP	RS			21R	PA-1	
				4E	03R	NPA	
					21L	NPA	
GRANADA/Federico Garcia Lorca Granada-Jaen			7	4D	09	PA-1	
	LEGR	RS			27	NINST	
IBIZA			9 (01apr-31oct)	4D	06	PA-1	
			7 (01nov-31mar);				
	LEIB	RS	CAT 9 on demand, in accordance		24	PA-1	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
			with the procedure for the request of level of protection on demand				
JEREZ			7	4C	02	NPA	
	LEJR	RS	8 O/R		20	PA-1	
LA PALMA			8 see item 20 AIP, "Procedure for the request ICAO protection level -SEI on demand"	3C	01	NPA	
	GCLA	RS			19	NPA	
LANZAROTE			9	4C	03	PA-1	
	GCRR	RS			21	NPA	
LEON			5 (6 and 7 on demand)		05	NPA	
	LELN	RS			23	PA-1	
LLEIDA / Alguaire			HR AD: CAT 5 HR ATS: CAT 7, FRI and SUN. CAT 8: Scheduled flights: PPR 15 days before the expected day of operation notified to CECOA		13	NPA	
	LEDA	RS			31	PA-1	
MADRID / Adolfo Suaez Madrid-Barajas			10	4E	14L	NINST	
	LEMD	RS			32R	PA-3	
					14R	NINST	
					32L	PA-3	
					18L	PA-3	
					36R	NINST	
					18R	PA-3	
					36L	NINST	
MALAGA/Costa del Sol			9		12	PA-1	
	LEMG	RS			30	NPA	
					13	PA-1	
					31	PA-1	
MELILLA			5	3C	15	NPA	
	GEML	RS			33	NPA	
MENORCA			8 (01Apr-31Oct) 7 (01Nov-31Mar)	4D	01	PA-1	
	LEMH	RS			19	PA-1	
MURCIA / San Javier			7	4D	05R	PA-1	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	LELC	RS			23L	NINST	
				4D	05L	NINST	
					23R	NINST	
PALMA DE MALLORCA			9	4E	06L	PA-1	
	LEPA	RS			24R	PA-1	
				4E	06R	NPA	
					24L	PA-2	
PAMPLONA			7		33	NPA	
	LEPP	RS	For other fire categories, prior request, consult NOTAM in force		15	PA-1	
REUS			7	4D	07	NPA	
	LERS	RS			25	PA-1	
SALAMANCA			5 (6 and 7 on demand)	4D	03	NPA	
	LESA	RS			21	PA-1	
SAN SEBASTIAN			6 (7 O/R)	3C	04	NPA	
	LESO	RS			22	NPA	
SANTANDER / Seve Ballesteros-Santander			7	4D	11	NPA	
	LEXJ	RS			29	PA-1	
SANTIAGO			7 (8 or 9 PPR at least two days before)	4D	17	PA-3	
	LEST	RS			35	PA-1	
SEVILLA			7	4D	09	PA-1	
	LEZL	RS			27	PA-1	
TENERIFE NORTE			9	4C	12	PA-1	
	GCXO	RS			30	PA-1	
TENERIFE SUR / Reina Sofia			9	4E	08	PA-1	
	GCTS	RS			26	PA-1	
TERUEL			4		18	NINST	
	LETL	RS			36	NINST	
VALENCIA			7	4D	12	PA-1	
	LEVC	RS	8 and 9 occasionally (see item 20 AIP, "Procedure for the request of occasional fire category")		30	PA-1	
VALLADOLID			7		23	NINST	
	LEVD	RS			05	NINST	
VIGO			7	4C	01	NPA	
	LEVX	RS			19	PA-3	
VITORIA			7	4D	04	PA-2	
	LEVT	RS	For other fire categories, prior request, consult		22	NPA	

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

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

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	LSZR	RS			28	NINST	
ZURICH			9	4E	16	PA-3 T/O	
	LSZH	RS			34	PA-1 T/O	
				4E	14	PA-3 T/O*	*Activation by AP Authority
					32	NINST T/O	
				4E	10	NINST T/O	
					28	NPA T/O	
Tajikistan							
DUSHANBE			7	4D	09	NPA	
	UTDD	AS			27	NPA	
Tunisia							
DJERBA / Zarzis			9	4E	09	PA-1	
	DTTJ	RS			27	NPA	
ENFIDHA / Hammamet International Airport			10	4F	09	PA-1	
	DTNH	RS			27	PA-1	
GABES / Matmata			6	4D	06	NPA	
	DTTG	RS			24	NPA	
GAFSA / Ksar			7	4C	05	NPA	
	DTTF	RS			23	NPA	
MONASTIR / Habib Bourguiba			9	4E	07	PA-1	
	DTMB	RS			25	NPA	
SFAX / Thyna			8	4C	15	NPA	
	DTTX	RS			33	NPA	
TABARKA / Ain Draham International Airport			8	4E	09	NPA	
	DTKA	RS			27	PA-1	
TOZEUR / Nefta			7	4D	09	PA-1	
	DTTZ	RS			27	NPA	
TUNIS / Carthage			9	4E	01	PA-1	
	DTTA	RS			19	PA-1	
			9	4E	11	NPA	
					29	PA-1	
Turkey							
ADANA			9	4D	05	PA-1	*APP svcs provided by İncirlik APP
	LTAF	RS			23	NPA	
ANKARA / Esenboga			9	4E	03R	PA-3	
	LTAC	RS			21L	PA-1	
					03L	PA-2	
					21R	PA-1	
ANTALYA			9	4E	18R	NPA	
	LTAI	RS			36L	NPA	
					18L	NPA	
					36R	PA-2	
					18C	PA-1	
					36C	PA-1	
ANTALYA / Gazipasa			7				
	LTFG	RS					
BALIKESIR / Koca Seyit			7	4D	05	PA-1	
	LTFD	RNS			23	NPA	
BURSA / Yenisehir			8	4D	07L	NPA	
	LTBR	RNS			25R	PA-1	
					07R	NPA	
					25L	NPA	
CANAKKALE			7	4D	04	NPA	

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

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

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
ODESA			7	4D	16	NPA	
	UKOO	RS			34	NPA	
RIVNE			6	4D	12	NPA	
	UKLR	RNS			30	NPA	
SEVASTOPOL'/Bel'bek							CLOSED
	UKFB	-					CLOSED
SIMFEROPOL			7	4F	01	PA-1	CLOSED
	UKFF	-			19	PA-1	CLOSED
UZHHOROD			5	4C	10	NPA	Tail-wind
	UKLU	RNS			28	No landing	up to 5 m/sec.
VINNYTSIA/Gavryshivka			7	4C	13	PA-1	
	UKWW	RNS			31	PA-1	
ZAPORIZHZHIA / Mokraya			8	4D	02	NPA	
	UKDE	RS			20	NPA	
United Kingdom							
ABERDEEN / Dyce			7	4D	16	PA-1	
	EGPD	RS			34	PA-1	
BELFAST / Aldergrove			8	4E	07	NPA	
	EGAA	RS			25	PA-3	
					17	PA-1	
					35	NPA	
BELFAST / City			6	3C	04	NPA	
	EGAC	RS			22	PA-1	
BIGGIN HILL			2	3B	03	NINST	
	EGKB	RG			21	PA-1	
BIRMINGHAM			8	4E	15	PA-3	
	EGBB	RS			33	PA-3	
				2C	06	NPA	
					24	NPA	
BLACKPOOL			4	4C	10	NPA	
	EGNH	RNS			28	PA-1	
BOURNEMOUTH			6	4C	08	PA-1	
	EGHH	RS			26	PA-1	
BRISTOL			7	4D	09	PA-1	
	EGGD	RS			27	PA-3	
CARDIFF			7	4D	12	PA-1	
	EGFF	RS			30	PA-1	
DURHAM TEES VALLEY			6	4C	05	PA-1	
	EGNV	RS			23	PA-1	
EAST MIDLANDS			7	4E	09	PA-1	
	EGNX	RS			27	PA-3	
EDINBURGH			7	4C	13	NPA	
	EGPH	RS			31	NPA	
				4D	07	PA-3	
					25	PA-3	
EXETER			6	4D	08	PA-1	
	EGTE	RS			26	PA-1	
GLASGOW			8	4D	05	PA-3	
	EGPF	RS			23	PA-3	
				4E	03	NINST	
					21	NINST	
GUERNSEY			6	3C	09	PA-1	
	EGJB	RS			27	PA-1	
HUMBERSIDE			5	4D	03	NPA	

City / Aerodrome / Designation			RFF category	Physical characteristics			Remarks
				RC	RWY No.	RWY type	
1			2	3	4	5	6
	EGNJ	RS			21	PA-1	
ISLE OF MAN			6	3C	08	PA-1	
	EGNS	RS			26	PA-1	
JERSEY			6	4D	09	PA-1	
	EGJJ	RS			27	PA-1	
KIRKWALL				3C	10	NINST	
	EGPA	AS			28	NINST	
LEEDS BRADFORD			7	4E	14	PA-1	
	EGNM	RS			32	PA-3	
LIVERPOOL			6	4E	09	NPA	
	EGGP	RS			27	PA-2	
LONDON / City			6	2C	10	PA-1	
	EGLC	RS			28	PA-1	
LONDON / Gatwick			9	4E	08	PA-3	
	EGKK	RS			26	PA-3	
LONDON / Heathrow			9	4E	09R	PA-3	
	EGLL	RS			27L	PA-3	
				4E	09L	PA-3	
					27R	PA-3	
				4E	05	NPA	
					23	PA-1	
LONDON / Luton			7	4E	08	PA-3	
	EGGW	RS			26	PA-3	
LONDON / Stansted			8	4E	05	PA-3	
	EGSS	RS			23	PA-3	
LYDD			5	3C	04	NINST	
	EGMD	RG			22	PA-1	
MANCHESTER			9	4E	06L	PA-3	
	EGCC	RS			24R	PA-3	
					06R	PA-1	
					24L	NPA	
NEWCASTLE			7	4E	07	PA-3	
	EGNT	RS			25	PA-2	
NORWICH			5	4C	09	NPA	
	EGSH	RS			27	PA-1	
PRESTWICK			8	4E	13	PA-1	
	EGPK	RS			31	PA-1	
SHOREHAM			2	2A	03	NPA	
	EGKA	RG			21	NINST	
SOUTHAMPTON			5	3C	02	NPA	
	EGHI	RS			20	PA-1	
SOUTHEND			5	3C	06	NPA	
	EGMC	RS			24	PA-1	
SUMBURGH			5	2C	09	NPA	
	EGPB	RNS			27	PA-1	
					15	NINST	
					33	NINST	
Uzbekistan							
BUKHARA			7	4D	01	PA-1	
	UTSB	RS			19	NPA	
SAMARKAND			7	4D	09	PA-1	
	UTSS	RS			27	NPA	
TASHKENT / Yuzhny			8	4E	08L	PA-2	
	UTTT	RS			26R	PA-1	
					08R	PA-1	

City / Aerodrome / Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
			26L	NPA	
TERMEZ	6	4D	07	NPA	
UTST RS			25	NPA	
URGENCH	7	4D	13	NPA	
UTNU RS			31	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 Secure Aviation Data Information Service (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 COM Centres are listed in the AFTN/CIDIN/AMHS Plan in **Table CNS II-1**, available at *www.icao.int/EURNAT/Pages/EUR&NATDocuments/AFS-1*

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.icao.int/EURNAT/Pages/EUR&NATDocuments/AFS-3*

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 (Route) Service (AM(R)S)

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 *Performance Based Communication and Surveillance (PBCS) Manual* (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 Route Service (AM(R)S)

2.42 Frequencies should be assigned to all VHF aeronautical mobile route service (AM(R)S) 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 AM(R)S facilities serving international requirements should, to the extent practicable, also be used to satisfy the need for national VHF AM(R)S 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 *Performance Based Communication and Surveillance (PBCS) Manual* (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.

Note: 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 (i.e. initially published before end of 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 by 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 needed, as required by decommissioning of VORs.

3.23 P-RNAV infrastructure assessment guidance material (EUROCONTROL Guideline for P-RNAV Infrastructure Assessment) has been developed 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. 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 equipage 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 during the period 2015-2020 with the provision of APV to all IFR runway ends, including those mainly used by general aviation. The prioritization of RNP APCH implementation in the ICAO EUR Region will be done as follows (EANPG Statement 55/1 refers):

a) implement APV Baro-VNAV or LPV procedures:

i) at instrument runways served only by procedures based on NDB; and

ii) as replacements to all non-precision approach procedures

Note: Whenever LPV is available, a Baro-VNAV should be provided too, as practicable

b) implement APV as back up to precision approaches procedures.

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).

d) 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 AM(R)S and radio navigation aids are contained in ICAO EUR Frequency Management Manual Doc 011.

AM(R)S

3.59 Frequencies should be assigned to all VHF AM(R)S 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 AM(R)S facilities serving international requirements should, to the extent practicable, also be used to satisfy the need of national VHF AM(R)S 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&NATDocuments/AFS-1.

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/EURandNATDocumentEUR&NATDocuments/AFS-2.

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 AM(R)S

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. 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: Table COM is 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 Table NAV.

Note: Table NAV is 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 information about the Mode S Interrogator Code Allocation process and indicates how to access the latest status of the SSR Mode S Interrogator Code (IC) Allocations 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 NETWORKS (AFTN/CIDIN/AMHS) PLAN

Note: available at *www.icao.int/EURNAT/Pages/EUR&NATDocuments/AFS-1*

TABLE CNS II-2 - REQUIRED ATN INFRASTRUCTURE ROUTING PLAN

Note: Not applicable in EUR Region.

TABLE CNS II-3 — ATS DIRECT SPEECH CIRCUITS PLAN

Note: Available at www.icao.int/EURNAT/Pages/EUR&NATDocuments/AFS-3

TABLE CNS II-4 - HF NETWORK DESIGNATORS

Note: Not applicable in EUR Region.

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

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)*

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 aerodromes[1], 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 responsible Regional OPMET Centres (ROC) designated for the EUR Region (namely London, Moscow, Toulouse and Vienna Regional OPMET Centres). The ROCs will take care of the further dissemination to the centre

[1] Refer to Table AOP II-1

designated for the operation of the aeronautical fixed service Secure Aviation Data Information Service (SADIS) 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.

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 (WA)
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	N
Algeria	ALGER (ACC)	DAAA	ALGER/CRT	DAMM	Y	Y	N	N
Armenia	YEREVAN FIR	UDDD	YEREVAN / Zvartnots	UDYZ	Y	Y	N	N
Austria	FIR WIEN	LOVV	WIEN-SCHWECHAT	LOWW	Y	Y	N	N
Azerbaijan	BAKU FIR	UBBA	HEYDAR ALIYEV INTERNATIONAL AIRPORT	UBBB	Y	Y	N	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
Belarus	MINSK FIR	UMMV	MINSK-2	UMMS	Y	Y	N	N
Belgium	BRUSSELS (ACC-FIC)	EBBU	BRUSSELS/BRUSSELS-NATIONAL	EBBR	Y	Y	N	Y
	MAASTRICHT UAC	EDYY			Y	Y	N	N
Bosnia and Herzegovina	SARAJEVO FIR	LQSB	BANJA LUKA	LQBK	Y	Y	N	Y
Bulgaria	SOFIA FIR	LBSR	SOFIA	LBSF	Y	Y	N	Y
Croatia	ZAGREB ACC/FIR	LDZO	ZAGREB/PLESO	LDZA	Y	Y	N	Y
Cyprus	NICOSIA (ACC/FIC)	LCCC	LARNAKA/INTL	LCLK	Y	Y	N	N
Czech Republic	FIR PRAHA	LKAA	PRAHA/RUZYNE	LKPR	Y	Y	N	Y
Denmark	KOBENHAVN FIR (ACC)	EKDK	DANISH METEOROLOGICAL INSTITUTE	EKMI	Y	Y	N	N
	AARHUS (JRCC)	EKMC	KARUP MIL MET CENTRE	EKMK	N	N	N	N
Estonia	TALLINN ACC,RCC,FIR	EETT	ESTONIAN ENVIRONMENT AGENCY	EEMH	Y	Y	N	N
Finland	HELSINKI FIR/UIR	EFIN	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	Y	N	N
France	BORDEAUX FIC/ACC/UAC/CCER	LFBB	TOULOUSE (CENTRE METEO)	LFPW	Y	Y	Y	N
	BREST FIC/ACC/UAC/CCT/CCER	LFRR			Y	Y	Y	N
	AIX-EN-PROVENCE (MARSEILLE FIC/ACC/UAC COM/CCER)	LFMM			Y	Y	N	N
	PARIS FIC/ACC/UAC/CCER	LFFF			Y	Y	N	N
	REIMS FIC/ACC/UAC/CCER	LFEE			Y	Y	N	N
Georgia	TBILISI FIR	UGGG	TBILISI/TBILISI	UGTB	Y	Y	N	Y
Germany	LANGEN ACC/FIC	EDGG	FRANKFURT/MAIN MET REG CENTER	EDZF	Y	Y	N	N
	KARLSRUHE UAC	EDUU			Y	Y	N	N
	MUENSTER RCC (LAND)	ETRA			N	N	N	N
	BREMEN ACC/FIC	EDWW			Y	Y	N	N
	GLUECKSBURG RCC (SEA)	ETRB			N	N	N	N
	HANNOVER UIR	EDVV			Y	Y	N	N
	MUENCHEN ACC/FIC	EDMM			Y	Y	N	N
Greece	ATHINAI (ACC,FIC,COM,SAR,FIR/HELLAS,UIR)	LGGG	ATHINAI (APP, MET)	LGAT	Y	Y	N	N
Hungary	BUDAPEST FIR	LHCC	HUNGARIAN METEOROLOGICAL	LHBM	Y	Y	N	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
			SERVICE					
Ireland	SHANNON ACC/UAC/FIR/UIR	EISN	SHANNON	EINN	Y	Y	Y	N
Israel	TEL-AVIV FIR/CTA/UTA	LLLL	METEOROLOGICAL SERVICE	LLBD	Y	Y	N	Y
Italy	BRINDISI FIR	LIBB	ROMA CENTRO MET	LIIB	Y	Y When applicable within the lateral limits of the FIR	N	Y
	MILANO FIR	LIMM	METEOROLOGICAL WATCH OFFICE – POGGIO RENATICO	LIIP	Y	Y	N	Y
	ROMA FIR	LIRR	ROMA CENTRO MET	LIIB	Y	Y Within the lateral limit of the FIR	N	Y
	POGGIO RENATICO (MIL.)	LIVK	METEOROLOGICAL WATCH OFFICE – POGGIO RENATICO	LIIP			N	
Kazakhstan	AKTOBE	UATT	AKTOBE	UATT	Y	Y	N	Y
	ALMATY	UAAA	ALMATY	UAAA	Y	Y	N	Y
	NURSULTAN NAZARBAYEV	UACC	NURSULTAN NAZARBAYEV	UACC	Y	Y	N	Y
	SHYMKENT	UAII	SHYMKENT	UAII	Y	Y	N	Y
Kyrgyzstan	BISHKEK/MANAS	UCFM	BISHKEK/MANAS	UCFM	Y	Y	N	Y
	OSH	UCFO	OSH	UCFO	Y	Y	N	Y
Latvia	RIGA (FIC/ACC/AFS COM.CENTER)	EVRR	RIGA	EVRA	Y	Y	N	Y
Lithuania	VILNIUS (FIR)	EYVL	VILNIUS/INTERNATIONAL	EYVI	Y	Y	N	Y
Malta	MALTA ACC/FIR/UIR	LMMM	LUQA AIRPORT	LMML	Y	Y	N	N
Morocco	CASABLANCA (ACC/FIC)	GMMM	CENTRE METEOROLOGIQUE CHARGE DE LA DIFFUSION DES	GMMC	Y	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
			SIGMET RELATIF A LA FIR/CASABLANCA					
Netherlands	AMSTERDAM ACC/FIC	EHAA	DE BILT	EHDB	Y	Y	N	Y
North Macedonia	SKOPJE FIR	LWSS	SKOPJE	LWSK	Y	Y	N	N
Norway	POLARIS FIR	ENOR	METEOROLOGSK INSTITUT	ENMI	Y	Y	N	Y
Poland			CHOPINA W WARSZAWIE	EPWA	Y	Y	N	Y
Portugal	LISBOA ACC/FIC	LPPC	LISBOA	LPPT	Y	Y	Y	Y
Republic of Moldova	CHISINAU FIR	LUUU	CHISINAU/INTERNATIONAL	LUKK	Y	Y	N	N
Romania	BUCURESTI (FIC/ACC/AIS/CAA/COM CENTRE)	LRBB	BUCURESTI/NATIONAL CENTRE OF AERONAUTICAL METEOROLOGY	LROM	Y	Y	N	Y
Russian Federation	ARKHANGELSK/TALAGI	ULAA	ARKHANGELSK/TALAGI	ULAA	Y	Y	N	N
	IRKUTSK	UIII	IRKUTSK	UIII	Y	Y	N	N
	KALININGRAD/KHRABROVO	UMKK	KALININGRAD/KHRABROVO	UMKK	Y	Y	N	N
	KHABAROVSK/NOVY	UHHH	KHABAROVSK/NOVY	UHHH	Y	Y	Y	N
	KOTLAS	ULKK	KOTLAS	ULKK	Y	Y	N	N
	KRASNOYARSK	UNKL	KRASNOYARSK	UNKL	Y	Y	N	N
	MAGADAN/SOKOL	UHMM	MAGADAN/SOKOL	UHMM	Y	Y	N	N
	MOSCOW FIR/ATFMU	UUWV	MOSCOW FIR/ATFMU	UUWV	Y	Y	N	N
	MURMANSK	ULMM	MURMANSK	ULMM	Y	Y	N	N
	NOVOSIBIRSK/TOLMACHEVO	UNNT	NOVOSIBIRSK/TOLMACHEVO	UNNT	Y	Y	N	N
	PETROPAVLOVSK-KAMCHATSKY/YELIZOVO	UHPP	PETROPAVLOVSK-KAMCHATSKY/YELIZOVO	UHPP	Y	Y	Y	N
	TYUMEN FIR	USTV	TYUMEN FIR	USTV	Y	Y	N	N
	ROSTOV-NA-DONU FIR (ATFMU)	URRV	ROSTOV-NA-DONU	URRR	Y	Y	N	N
	SAMARA/KURUMOCH	UWWW	SAMARA/KURUMOCH	UWWW	Y	Y	N	N
	SANKT-PETERBURG, AFTN/CIDIN COM CENTRE,	ULLL	SANKT-PETERBURG/PULKOV	ULLI	Y	Y	N	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
	FIR (AFTMU)		O					
	SYKTYVKAR	UUYY	SYKTYVKAR	UUYY	Y	Y	N	N
	VOLOGDA	ULWW	VOLOGDA	ULWW	Y	Y	N	N
	YAKUTSK	UEEE	YAKUTSK	UEEE	Y	Y	N	N
	YEKATERINBURG FIR	USSV	YEKATERINBURG/KOLTSOVO	USSS	Y	Y	N	N
Serbia	BEOGRAD (ACC)	LYBA	BEOGRAD/NIKOLA TESLA	LYBE	Y	Y	N	Y
Slovakia	BRATISLAVA/FIR	LZBB	BRATISLAVA/M.R.STEFANIK	LZIB	Y	Y	N	Y
Slovenia	LJUBLJANA FIR	LJLA	LJUBLJANA/BRNIK	LJLJ	Y	Y	N	Y
Spain	CANARIAS FIC/ACC	GCCC	GRAN CANARIA (MET)	GCGC	Y	Y	Y	Y
	MADRID FIC/ACC	LECM	VALENCIA (OFICINA METEOROLOGICA AERONAUTCA)	LEVA	Y	Y	Y	Y
	BARCELONA FIC/ACC	LECB			Y	Y	N	Y
Sweden	SWEDEN FIR/UIR	ESAA	STOCKHOLM/ARLANDA	ESSA	Y	Y	N	N
Switzerland	SWITZERLAND (FIR/UIR)	LSAS	METEOSUISSE	LSSW	Y	Y		N
Tajikistan	DUSHANBE	UTDD	DUSHANBE	UTDD	Y	Y	N	N
Tunisia	TUNIS (ACC/FIC,RPL,FMP,AFS,NOF…)	DTTC	TUNIS/CARTHAGE	DTTA	Y	Y	N	Y
Turkey	ANKARA/SEHIR-CITY MINISTRY OF TRANSPORT, MARITIME AFFAIRS AND COMMUNICATIONS, FIR, ACC, FIC	LTAA	ANKARA/ESENBOGA	LTAC	Y	Y	N	Y
	ISTANBUL/SEHIR-CITY,FIR,ACC,FIC,ATFMU	LTBB	ISTANBUL/ATATURK	LTBA	Y	Y	N	Y
Turkmenistan	ASHGABAT	UTAA	ASHGABAT	UTAA	Y	Y	N	N
Ukraine	DNIPRO ACC	UKDV	DNIPRO MWO	UKDW	Y	Y	N	Y
	SIMFEROPOL' ACC	UKFV			N	N	N	Y
	KYIV ACC	UKBV	KYIV MWO	UKBW	Y	Y	N	Y
	L'VIV ACC	UKLV	L'VIV MWO	UKLW	Y	Y	N	Y
	ODESA ACC	UKOV	ODESA MWO	UKOW	Y	Y	N	Y
	SIMFEROPOL' ACC	UKFV			Y	Y	N	Y
United Kingdom	LONDON ACC (CIVIL)	EGTT	MET OFFICE EXETER	EGRR	Y	Y	Y	N
	SCOTTISH ACC (CIVIL)	EGPX			Y	Y	Y	N
	SHANWICK OACC	EGGX			Y	Y	Y	N
Uzbekistan	SAMARKAND FIR	UTSD	SAMARKAND	UTSS	Y	Y	N	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
	NUKUS FIR	UTNR	NUKUS	UTNN	Y	Y	N	N
	TASHKENT FIR	UTTR	TASHKENT-UZHNY	UTTT	Y	Y	N	N

Notes:

Denmark*: EKMC is served by EKMK-KARUP MIL MET CENTRE*
Norway*: AIRMET issued only for MOD ICE for ENOR by ENVV, ENMI and ENVN*
Portugal: *AIRMET issued only for mainland area of Lisboa FIR.*
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-Moufdi Zakaria	DAUG	RS	GHARDAIA / Noumerat-Moufdi 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 Bey Akhamok	DAAT	RS	TAMANRASSET / Aguenar–Hadj Bey 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	C	N	P	
	WIEN-SCHWECHAT	LOWW	RS	WIEN-SCHWECHAT	LOWW	Y	Y	Y	X	Y	F	
	WR.NEUSTADT/OST	LOAN	RG	WIEN-SCHWECHAT	LOWW	Y	N	N	C	N	P	
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
	KORTRIJK / Wevelgem	EBKT	RS	BRUSSELS / Brussels-National	EBBR	N	N	N	N	N	N	

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
	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
Bosnia and Herzegovina												
	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	
Bulgaria												
	BURGAS	LBBG	RS	SOFIA	LBSF	Y	Y	Y	T	N	F	
	GORNA ORYAHOVITSA	LBGO	RNS	SOFIA	LBSF	Y	Y	Y	T	N	P	TREND not 24-hours
	PLOVDIV	LBPD	RS	SOFIA	LBSF	Y	Y	Y	T	N	F	TREND not 24-hours
	SOFIA	LBSF	RS	SOFIA	LBSF	Y	Y	Y	T	N	F	
	VARNA	LBWN	RS	SOFIA	LBSR	Y	Y	Y	T	N	F	
Croatia												
	BRAC / Brac I.	LDSB	RNS	SPLIT / Kastela	LDSP	Y	Y	N	T	Y	P	OPMET data issue for the aerodrome BRAC according to operational needs, see NOTAM.
	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	OPMET data issue for the aerodrome BRAC according to operational needs, see NOTAM.
	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
	ZADAR / Zemunik	LDZD	RS	ZADAR / Zemunik	LDZD	Y	Y	Y	T	Y	F	TREND not 24-hours

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
	ZAGREB / Pleso	LDZA	RS	ZAGREB / Pleso	LDZA	Y	Y	Y	T	Y	F	
Cyprus												
	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
	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	EKMI	Y	Y	N	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
				INSTITUTE								
	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 INSTITUTE	EKMI	Y	Y	N	C	N	P	
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 MERI TALLINN	EETN	RS	ESTONIAN ENVIRONMENT AGENCY	EEMH	Y	Y	Y	T	N	F	Trend partial
	PARNU	EEPU	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-VANTAA	EFHK	RS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	Y	T	N	F	
	IVALO	EFIV	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data issued for the aerodrome according to operational needs, see NOTAM

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
	JOENSUU	EFJO	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	JYVÄSKYLÄ	EFJY	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	T	N	F	
	KAJAANI	EFKI	RNS	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	N	N	C	N	P	OPMET data available according to operational needs, see NOTAM
	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	OPMET data available according to operational needs, see NOTAM
	MIKKELI	EFMI	RNS	FINNISH	EFKL	Y	N	N	N	N	P	OPMET data

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1	2	3	4	5	6	7	8	9	10	11	12	13
				METEOROLOGICAL INSTITUTE								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 operational needs, see NOTAM
	ROVANIEMI	EFRO	RNS	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	
France												
	AJACCIO / Napoleon Bonaparte	LFKJ	RS	BASTIA-PORETTA	LFKB	Y	N	Y	T	N	F	
	AVIGNON-CAUMONT	LFMV	RS	MARSEILLE-PROVENCE	LFML	Y	N	Y	T	N	P	
	BALE-MULHOUSE	LFSB	RS	BALE-MULHOUSE	LFSB	Y	Y	Y	T	N	F	Also listed under Switzerland

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1	2	3	4	5	6	7	8	9	10	11	12	13
	BASTIA-PORETTA	LFKB	RS	BASTIA-PORETTA	LFKB	Y	N	Y	T	Y	F	
	BEAUVAIS-TILLE	LFOB	RS	LILLE-LESQUIN	LFQQ	Y	N	Y	T	N	F	
	BERGERAC-ROUMANIERE	LFBE	RS	BORDEAUX-MERIGNAC	LFBD	Y	N	Y	T	N	P	
	BEZIERS-VIAS	LFMU	RS	MONTPELLIER / Mediterranee	LFMT	Y	N	Y	T	N	P	
	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-SOUILLAC	LFSL	RS	TOULOUSE-BLAGNAC	LFBO	Y	N	Y	C	N	P	
	CALVI / Sainte-Catherine	LFKC	RS	BASTIA-PORETTA	LFBK	Y	N	Y	T	Y	P	
	CANNES-MANDELIEU	LFMD	RG	NICE / Cote d'Azur	LFMN	Y	N	Y	T	N	P	
	CARCASSONNE-SALVAZA	LFMK	RS	MONTPELLIER / Mediterranee	LFMT	Y	N	Y	T	N	P	
	CHALONS-VATRY	LFOK	RS	LILLE-LESQUIN	LFQQ	Y	N	Y	T	N	F	
	CHAMBERY / Aix-Les-Bains	LFLB	RS	LYON / Saint Exupery	LFLL	Y	N	Y	T	N	P	
	CLERMONT-FERRAND / Auvergne	LFLC	RS	LYON / Saint Exupery	LFLL	Y	N	N	T	N	F	
	DEAUVILLE / Normandie	LFRG	RS	RENNES-SAINT-JACQUES	LFRN	Y	N	Y	C	N	P	As of 1st July 2018, 24-hour validity TAF will replace 9-hour validity TAF.
	DINARD-PLEURTUIT-SAINT-MALO	LFRD	RS	RENNES-SAINT-JACQUES	LFRN	Y	N	Y	T	N	F	
	DOLE-TAVAUX	LFGJ	RS	BALE-MULHOUSE	LFSB	Y	N	Y	C	N	P	
	FIGARI-SUD-CORSE	LFKF	RS	BASTIA-PORETTA	LFKB	Y	N	Y	T	N	P	
	GRENOBLE / Isere	LFLS	RS	LYON / Saint Exupery	LFLL	Y	N	Y	T	N	P	
	HYERES-LE PALYVESTRE	LFTH	RS	MARSEILLE-PROVENCE	LFML	Y	N	Y	T	N	F	
	LA ROCHELLE / Ile de Re	LFBH	RS	BORDEAUX-MERIGNAC	LFBD	Y	N	Y	T	N	F	
	LILLE-LESQUIN	LFQQ	RS	LILLE-LESQUIN	LFQQ	Y	N	Y	X	N	F	
	LIMOGES-BELLEGARDE	LFBL	RS	BORDEAUX-MERIGNAC	LFBD	Y	N	Y	T	N	F	
	LYON / Bron	LFLY	RG	LYON / Saint Exupery	LFLL	Y	N	Y	T	N	F	
	LYON / Saint Exupery	LFLL	RS	LYON / Saint Exupery	LFLL	Y	Y	Y	X	N	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	MARSEILLE-PROVENCE	LFML	RS	MARSEILLE-PROVENCE	LFML	Y	N	Y	X	Y	F	
	METZ-NANCY-LORRAINE	LFJL	RS	BALE-MULHOUSE	LFSB	Y	N	Y	T	N	F	
	MONTPELLIER / Mediterranee	LFMT	RS	MONTPELLIER / Mediterranee	LFMT	Y	N	Y	T	N	F	
	NANTES / Atlantique	LFRS	RS	NANTES / Atlantique	LFRS	Y	N	Y	X	N	F	
	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	Y	T	N	P	
	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	Y	T	N	F	
	PARIS / Orly	LFPO	RS	PARIS / Orly	LFPO	Y	Y	Y	X	Y	F	
	PAU / Pyrenees	LFBP	RNS	BIARRITZ-ANGLET	LFBZ	Y	N	Y	T	N	F	
	PERPIGNAN-RIVESALTES	LFMP	RS	MONTPELLIER / Mediterranee	LFMT	Y	N	Y	T	N	P	
	POITIERS-BIARD	LFBI	RS	BORDEAUX-MERIGNAC	LFBD	Y	N	Y	T	N	F	
	RENNES-SAINT-JACQUES	LFRN	RS	RENNES-SAINT-JACQUES	LFRN	Y	N	Y	T	N	F	
	RODEZ-AVEYRON	LFCR	RS	TOULOUSE-BLAGNAC	LFBO	Y	N	Y	T	N	P	
	SAINT-ETIENNE / Boutheon	LFMH	RS	LYON / Saint Exupery	LFLL	Y	N	Y	T	N	P	
	STRASBOURG-ENTZHEIM	LFST	RS	BALE-MULHOUSE	LFSB	Y	N	Y	T	N	F	
	TARBES-LOURDES PYRENEES	LFBT	RS	BIARRITZ-ANGLET	LFBZ	Y	N	Y	T	N	F	
	TOULOUSE-BLAGNAC	LFBO	RS	TOULOUSE-BLAGNAC	LFBO	Y	N	Y	X	N	F	
	TOURS / Val de Loire	LFOT	RS	PARIS / Orly	LFPO	Y	N	Y	T	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	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	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 BRANDENBURG	EDDB	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	MUENCHEN 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	MUENCHEN MET MET REG CENTER	EDZM	N	N	N	N	N	N	
	DONAUWOERTH / Hel	EDPR	RNS	MUENCHEN 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	MUENCHEN MET REG CENTER	EDZM	N	N	N	N	N	N	
	EMDEN	EDWE	RNS	HAMBURG MET REG CENTER	EDZH	Y	N	N	C	N	P	
	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	N	N	N	N	N	N	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	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	
	FRIEDRICHSHAFEN	EDNY	RS	MUENCHEN MET REG CENTER	EDZM	Y	N	N	T	N	P	
	GIEBELSTADT	EDQG	RS	MUENCHEN 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	MUENCHEN 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	MUENCHEN MET REG CENTER	EDZM	Y	N	N	C	N	P	
	INGOLSTADT / Manching	ETSI	AS	INGOLSTADT / Manching	ETSI	Y	N	Y	C	N	P	TAF mainly during operating hours
	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	P	
	KOELN / Bonn	EDDK	RS	ESSEN MET REG CENTER	EDZE	Y	Y	Y	X	N	F	
	KONSTANZ	EDTZ	RG	MUENCHEN MET REG CENTER	EDZM	N	N	N	N	N	N	
	LAAGE	ETNL	AS	LAAGE	ETNL	Y	N	Y	C	N	P	TAF mainly during operating hours
	LAHR	EDTL	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	C	N	P	
	LANDSHUT	EDML	RG	MUENCHEN 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	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	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	Temporarily suspended
	MANNHEIM / City	EDFM	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	N	N	C	N	P	
	MEMMINGEN	EDJA	RS	MUENCHEN MET REG CENTER	EDZM	Y	N	N	C	N	P	
	MENGEN-HOHENTENGEN	EDTM	RNS	MUENCHEN MET REG CENTER	EDZM	N	N	N	N	N	N	
	MOENCHENGLADBACH	EDLN	RS	ESSEN MET REG CENTER	EDZE	Y	N	N	C	N	P	
	MUENCHEN	EDDM	RS	MUENCHEN 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	NIEDERSTETTEN	ETHN	Y	N	Y	C	N	P	TAF mainly during operating hours
	NORDHOLZ	ETMN	AS	NORDHOLZ	ETMN	Y	N	Y	C	N	P	TAF mainly during operating hours
	NUERNBERG	EDDN	RS	MUENCHEN MET REG CENTER	EDZM	Y	Y	Y	T	N	F	Trend partial
	OBERPFAFFENHOFEN	EDMO	RNS	MUENCHEN MET REG CENTER	EDZM	Y	N	N	C	N	P	
	OBERSCHLEISSHEIM / Hel	EDMX	RNS	MUENCHEN 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	F	
	SAARBRUECKEN	EDDR	RS	FRANKFURT MAIN MET REG CENTER	EDZF	Y	Y	Y	T	N	F	trend partial
	SCHWAEBISCH HALL	EDTY	RNS	MUENCHEN MET REG CENTER	EDZM	Y	N	N	C	N	P	
	SCHWERIN-PARCHIM	EDOP	RS	BERLIN MET REG CENTER	EDZB	N	N	N	N	N	N	
	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	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	STRAUBING	EDMS	RNS	MUENCHEN 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	
	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 (United Kingdom)												
	GIBRALTAR / North Front	LXGB	RS	GIBRALTAR / North Front	LXGB	Y		Y	C		F	
Greece												
	ALEXANDROUPOLIS / Dimokritos	LGAL	RNS	ATHINAI/HELLINIKON	LGAT	Y		N	C		F	
	ALMIROS / Nea Anchialos	LGBL	RNS			Y		N	C		P	
	ANDRAVIDA	LGAD	RNS,AS	ATHINAI/HELLINIKON	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/HELLINIKON	LGAT	Y		N	T		F	
	IOANNINA / King Pyrros	LGIO	RNS			Y		N	C		P	
	IRAKLION / Nikos Kazantzakis	LGIR	RS	ATHINAI/HELLINIKON	LGAT	Y		Y	T		F	
	KALAMATA / Captain Vasilis Konstantakopoulos	LGKL	RNS	ATHINAI/HELLINIKON	LGAT	Y		N	C		F	
	KARPATHOS	LGKP	RS			Y		N	C		P	
	KAVALA / Megas Alexandros	LGKV	RNS	ATHINAI/HELLINIKON	LGAT	Y		N	T		F	
	KEFALLINIA / Anna Pollatou	LGKF	RNS	ATHINAI/HELLINIKON	LGAT	Y		N	C		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
	KERKIRA / Ioannis Kapodistrias	LGKR	RS	ATHINAI/HELLINIKON	LGAT	Y		Y	T		F	
	KOS / Ippokratis	LGKO	RNS,AS	ATHINAI/HELLINIKON	LGAT	Y		N	T		F	
	LIMNOS / Ifaistos	LGLM	RNS,AS	ATHINAI/HELLINIKON	LGAT	Y		N	C		F	
	MIKONOS	LGMK	RNS			Y		N	C		P	
	MITILINI / Odysseas Elytis	LGMT	RNS,AS	ATHINAI/HELLINIKON	LGAT	Y		N	C		F	
	PREVEZA / Aktion	LGPZ	RNS			Y		N	T		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	T		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												
	HAIFA	LLHA	RNS	METEOROLOGICAL SERVICE	LLBD	Y	N	N	T	Y	P	

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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	
Italy												
	ALBENGA	LIMG	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	C	N	P	TAF on request
	ALGHERO / Fertilia	LIEA	RS	ENAV MET ROME FORECASTING UNIT- ITALY	LIJR	Y	Y	N	T	N	F	
	ANCONA / Falconara	LIPY	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	AOSTA	LIMW	RG			Y	Y	N	C	N	P	
	BARI / Palese	LIBD	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	N	N	F	
	BERGAMO / Orio al Serio	LIME	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	Y	T	N	F	
	BOLOGNA / Borgo Panigale	LIPE	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	BOLZANO	LIPB	RG	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	P	
	BRINDISI / Casale	LIBR	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	Y	T	N	F	
	CAGLIARI / Elmas	LIEE	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	CATANIA / Fontanarossa	LICC	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	COMO / Idroscalo - Water AD	LILY	RG			N	N	N	N	N	N	
	CUNEO / Levaldigi	LIMZ	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	P	
	FIRENZE / Peretola	LIRQ	AS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	FORLI'	LIPK	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	C	N	P	TAF on request

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1	2	3	4	5	6	7	8	9	10	11	12	13
	GENOVA / Sestri	LIMJ	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	LAMEZIA / Terme	LICA	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	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 - ITALY	LIJR	Y	Y	Y	T	N	F	
	MILANO / Malpensa	LIMC	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	Y	X	N	F	
	NAPOLI / Capodichino	LIRN	RS	ENAV MET ROME FORECASTING UNIT – ITALY	LIJR	Y	Y	Y	T	N	F	
	OLBIA / Costa Smeralda	LIEO	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	PADOVA	LIPU	RG	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	C	N	P	TAF on request
	PALERMO / Punta Raisi	LICJ	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	PANTELLERIA	LICG	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	C	N	P	
	PARMA	LIMP	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	P	
	PERUGIA / S.Francesco	LIRZ	RG	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	P	
	PESCARA	LIBP	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	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 - ITALY	LIJR	Y	Y	N	T	N	P	
	RIMINI / Miramare	LIPR	RNS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	C	N	F	
	ROMA / Ciampino	LIRA	RNS	ENAV MET ROME FORECASTING UNIT -	LIJR	Y	Y	N	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		
1	2	3	4	5	6	7	8	9	10	11	12	13
				ITALY								
	ROMA / Fiumicino	LIRF	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	Y	X	N	F	
	ROMA / Urbe	LIRU	RG	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	C	N	P	
	TORINO / Caselle	LIMF	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	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	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	TRIESTE / Ronchi dei Legionari	LIPQ	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	N	T	N	F	
	VENEZIA / Lido	LIPV	RG	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	N	N	N	N	N	N	
	VENEZIA / Tessera	LIPZ	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	Y	Y	Y	X	N	F	
	VERONA / Villafranca	LIPX	RS	ENAV MET ROME FORECASTING UNIT - ITALY	LIJR	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	
	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	
	NURSULTAN NAZARBAYEV	UACC	RS	NURSULTAN NAZARBAYEV	UACC	Y	Y	Y	T	Y	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	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	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	T	N	F	
	RIGA	EVRA	RS	RIGA	EVRA	Y	Y	Y	T	N	F	
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												
	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	X	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	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	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	WOENSDRECHT	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									
	HOOGEVEEN	EHHO	RG									
	LELYSTAD	EHLE	RG									
	MAASTRICHT / Maastricht Aachen	EHBK	RNS,AS	DE BILT	EHDB	Y	Y	Y	X	N	F	Trend partial
	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									
North Macedonia												
	OHRID	LWOH	RNS	OHRID	LWOH	Y		N	T		F	
	SKOPJE / Petrovec	LWSK	RS	SKOPJE / Petrovec	LWSK	Y		Y	T		F	
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	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	BODO	ENBO	RNS	TROMSO	ENVN	Y		Y	T		F	
	HARSTAD / Narvik / Evenes	ENEV	RNS	TROMSO	ENVN	Y		N	C		P	
	KIRKENES / Hoybuktmoen	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	T	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	T	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	T	N	P	
	OLSZTYN / Mazury	EPSY	RS	RADOM / Sadkow	EPSY	Y	Y	N	C	N	P	
	POZNAN / Lawica	EPPO	RS	WROCLAW / Strachowice	EPWR	Y	Y	N	T	N	F	
	RADOM / Sadkow	EPRA	RS	RADOM / Sadkow	EPRA	Y	Y	N	C	N	P	
	RZESZOW / Jasionka	EPRZ	RS	KRAKOW / Balice	EPKK	Y	Y	N	T	N	F	
	SZCZECIN / Goleniow	EPSC	RS	WARSZAWA / Chopina w Warszawie	EPWA	Y	Y	N	T	N	F	
	WARSZAWA / Chopina w Warszawie	EPWA	RS	WARSZAWA / Chopina w Warszawie	EPWA	Y	Y	Y	T	N	F	
	WARSZAWA / Modlin	EPMO	RS	WARSZAWA / Chopina w Warszawie	EPWA	Y	Y	N	T	N	F	
	WROCLAW / Strachowice	EPWR	RS	WROCLAW / Strachowice	EPWR	Y	Y	N	T	N	F	
	ZIELONA GORA / Babimost	EPZG	AS	WROCLAW / Strachowice	EPWR	Y	N	N	C	N	P	
Portugal												

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1	2	3	4	5	6	7	8	9	10	11	12	13
	FARO	LPFR	RS	LISBOA	LPPT	Y	N	N	T	N	F	
	LISBOA	LPPT	RS	LISBOA	LPPT	Y	N	N	X	N	F	
	MADEIRA	LPMA	RS	LISBOA	LPPT	Y	N	N	T	N	F	
	PORTO	LPPR	RS	LISBOA	LPPT	Y	N	N	T	N	F	
	PORTO SANTO	LPPS	AS	LISBOA	LPPT	Y	N	N	X	N	F	
Republic of Moldova												
	CHISINAU	LUKK	RS	CHISINAU	LUKK	Y	Y	Y	T	N	F	
	MARCULESTI	LUBM	RNS	MARCULESTI	LUBM	Y	Y	N	C	N	P	TAF and METAR on request
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	
	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	
Russian Federation												
	ABAKAN	UNAA	RS	ABAKAN	UNAA	Y	Y	Y	T	N	F	
	ANADYR / Ugolny	UHMA	RNS	ANADYR / Ugolny	UHMA	Y	Y	Y	T	N	P	
	ANAPA / Vityazevo	URKA	RS	ANAPA / Vityazevo	URKA	Y	Y	N	T	N	F	
	ARKHANGELSK /	ULAA	RS	ARKHANGELSK /	ULAA	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
	Talagi			Talagi								
	ASTRAKHAN	URWA	RS	ASTRAKHAN	URWA	Y	Y	Y	C	N	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 / Ignatyevo	UHBB	RS	BLAGOVESHCHENSK / Ignatyevo	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	Y	F	
	CHELYABINSK / Balandino	USCC	RS	CHELYABINSK / Balandino	USCC	Y	Y	Y	T	N	F	
	CHEREPOVETS	ULWC	RS	CHEREPOVETS	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	N	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	
	KALUGA/Grabtsevo	UUBC	RS	KALUGA/Grabtsevo	UUBC	Y	Y	Y	C	N	P	
	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 / Pashkovskiy	URKK	RS	KRASNODAR / Pashkovskiy	URKK	Y	Y	Y	T	N	F	
	KRASNOYARSK	UNKL	RS	KRASNOYARSK	UNKL	Y	Y	Y	T	N	F	
	KURSK / Vostochny	UUOK	RNS	KURSK / Vostochny	UUOK	Y	Y	Y	C	N	P	
	LIPETSK	UUOL	RS	LIPETSK	UUOL	Y	Y	Y	C	N	F	
	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	
	MIRNY	UERR	AS	MIRNY	UERR	Y	Y	Y	T	N	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	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	
	NORILSK / Alykel	UOOO	AS	NORILSK	UOOO	Y	Y	Y	T	N	F	
	NOVOSIBIRSK / Tolmachevo	UNNT	RS	NOVOSIBIRSK / Tolmachevo	UNNT	Y	Y	Y	T	N	F	
	NOVOKUZNETS / Spychenkovo	UNWW	RNS	NOVOKUZNETS / Spychenkovo	UNWW	Y	Y	Y	T	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	RNS	ORSK	UWOR	Y	Y	Y	C	Y	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	Y	C	N	P	
	POLIARNY	UERP	AS	POLIARNY	UERP	Y	Y	Y	T	N	F	
	PROVIDENIYA BAY	UHMD	AS	PROVIDENIYA BAY	UHMD	Y	N	N	C	N	P	TAF 6H
	PSKOV	ULOO	RNS	PSKOV	ULOO	Y	Y	Y	C	N	P	
	RAMENSKOYE	UUBW	RS	RAMENSKOYE	UUBW	Y	Y	Y	T	Y	F	
	ROSTOV-NA-DONU-PLATOV	URRP	RS	ROSTOV-NA-DONU-PLATOV	URRP	Y	Y	Y	T	N	F	
	SABETTA	USDA	RS	SABETTA	USDA	Y	Y	Y	C	N	P	
	SAMARA / Kurumoch	UWWW	RS	SAMARA / Kurumoch	UWWW	Y	Y	Y	T	Y	F	
	SANKT-PETERBURG / Pulkovo	ULLI	RS	SANKT-PETERBURG / Pulkovo	ULLI	Y	Y	Y	T	N	F	
	SARANSK	UWPS	RNS	SARANSK	UWPS	Y	Y	Y	C	Y	F	
	SARATOV / Gagarin	UWSG	RS	SARATOV / Gagarin	UWSG	Y	Y	Y	C	Y	F	
	SOCHI	URSS	RS	SOCHI	URSS	Y	Y	Y	T	N	F	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	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	UUYY	RS	SYKTYVKAR	UUYY	Y	Y	Y	T	N	F	
	TOMSK / Bogashevo	UNTT	RS	TOMSK / Bogashevo	UNTT	Y	Y	Y	C	N	F	
	TYUMEN / Roshchino	USTR	RS	TYUMEN / Roshchino	USTR	Y	Y	Y	T	N	F	
	UFA	UWUU	RS	UFA	UWUU	Y	Y	Y	T	Y	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	
	ULYANOVSK / Baratyevka	UWLL	RNS	ULYANOVSK / Baratyevka	UWLL	Y	Y	Y	T	Y	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	N	F	
	YAROSLAVL / Tunoshna	UUDL	RNS	YAROSLAVL / Tunoshna	UUDL	Y	Y	Y	T	N	F	
	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	TREND not 24 hours
	KOSICE	LZKZ	RS	KOSICE	LZKZ	Y	N	Y	T	N	F	TREND not 24 hours
	PIESTANY	LZPP	RNS	BRATISLAVA / M.R.Stefanik	LZIB	Y	N	N	C	N	P	
	POPRAD-TATRY	LZTT	RNS	BRATISLAVA / M.R.Stefanik	LZTT	Y	N	Y	T	N	F	TREND not 24 hours
	SLIAC	LZSL	RNS	BRATISLAVA /	LZIB	Y	N	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
				M.R.Stefanik								
	ZILINA	LZZI	RG	BRATISLAVA / M.R.Stefanik	LZIB	Y	N	N	C	N	F	
Slovenia												
	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	
Spain												
	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	
	BADAJOZ / Talavera La Real	LEBZ	RS	BADAJOZ / 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	Aerodrome only open Friday and Sunday
	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	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	MENORCA	LEMH	RS	MENORCA	LEMH	Y	N	N	T	Y	F	
	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	LERS	RS	REUS	LERS	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	

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1	2	3	4	5	6	7	8	9	10	11	12	13
	KRAMFORS-SOLLEFTEA	ESNK	RS	STOCKHOLM / Arlanda	ESSA	Y	N	N	C			
	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	

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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	
Tajikistan												
	DUSHANBE	UTDD	AS	DUSHANBE	UTDD	Y		Y	T		F	
Tunisia												
	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	T		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	
Turkey												
	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	
	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	HATAY	LTDA	Y	Y	Y	C	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
	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 / Istanbul Havalimani	LTFM	RS	ISTANBUL / Ataturk	LTBA	Y	Y	N	T	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	
	DASHOGUZ	UTAT	RS			Y		N	C		F	
	TURKMENBASHI	UTAK	RS	TURKMENBASHI	UTAK	Y		Y	C		F	
Ukraine												

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
	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
	DNIPRO	UKDD	RS	DNIPRO	UKDD	Y	Y	Y	T	Y	F	
	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	T	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-2	UKKM	RNS	KYIV / Antonov-2	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	
	MYKOLAIV	UKON	RNS	MYKOLAIV	UKON	Y	Y	Y	C	Y	P	
	ODESA	UKOO	RS	ODESA	UKOO	Y	Y	Y	T	Y	F	
	RIVNE	UKLR	RNS	RIVNE	UKLR	Y	Y	Y	C	Y	P	
	SEVASTOPOL'/Bel'bek	UKFB	-									
	SIMFEROPOL	UKFF	-									
	UZHHOROD	UKLU	RNS	UZHHOROD	UKLU	Y	Y	Y	C	Y	P	Aerodrome temporarily closed
	VINNYTSIA/Gavryshivka	UKWW	RNS	VINNYTSIA/Gavryshivka	UKWW	Y	Y	Y	C	Y	P	
	ZAPORIZHZHIA / Mokraya	UKDE	RS	ZAPORIZHZHIA / Mokraya	UKDE	Y	Y	Y	C	Y	F	
United Kingdom												
	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	

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
	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 ABERDEEN	EGRQ	Y	Y	N	T	N	F	
	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	
Uzbekistan												
	BUKHARA	UTSB	RS	SAMARKAND	UTSS	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
	SAMARKAND	UTSS	RS	SAMARKAND	UTSS	Y	Y	Y	T	N	F	
	TASHKENT / Uzhny	UTTT	RS	TASHKENT / Uzhny	UTTT	Y	Y	Y	T	N	F	
	TERMEZ	UTST	RS	SAMARKAND	UTSS	Y	Y	Y	T	N	F	
	URGENCH	UTNU	RS	URGENCH	UTNU	Y	Y	Y	T	N	F	
	NUKUS	UTNN	RS	NUKUS	UTNN	Y	Y	Y	T	N	F	

TABLE MET II-3 – VHF 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	126.000 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/Adolfo Suarez Madrid-Barajas Palma de Mallorca Malaga/Costa del Sol Valencia Alicante-Elche Ibiza Granada/Federico Garcia Lorca Granada- Jaen Alger Oran	Amsterdam Rotterdam Bruxelles Duesseldorf Paris/Charles-de- Gaulle London/Heathrow London/Gatwick Kobenhavn 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/Eleftherios Venizelos Thessaloniki/Makedonia Andravida Rodos/Diagoras Iraklion/Nikos Kazantzakis Kerkira/Ioannis Kapodistrias Larnaka/International Cairo/International Istanbul/Ataturk	Baku Ganja Nakhchivan Tbilisi Tehran Ashgabat Turkmenbashi Alma Ata ntTashke	Banja Luka Mostar Sarajevo Tuzla	Madrid/Adolfo Suarez Madrid-Barajas Barcelona/El Prat Palma de Mallorca Malaga/Costa del Sol Ibiza Girona Menorca Toulouse Marseille	Ben Gurion Athens Larnaeka Eilat Ovda

BEOGRAD	BERLIN	BORDEAUX	BORYSPIL*	BRATISLAVA
126.400 MHz	128.405	126.400 MHz	129.375 MHz	126.200 MHz
Beograd Nis Zagreb Podgorica Sarajevo Budapest Bucuresti/Otopeni Sofia Thessaloniki	Berlin Brandenburg Dresden Leipzig-Halle Praha Kobenhavn 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*
127.405	127.600 MHz	127.800 MHz	126.800 MHz
Hannover Hamburg Bremen Koeln/Bonn Frankfurt/Main Berlin Brandenburg Amsterdam Kobenhavn	Brindisi Pisa Roma/Fiumicino Roma/Ciampino Napoli Athinai Thessaloniki Kerkira Andravida	Bruxelles Oostende London/Heathrow Luxembourg Amsterdam Paris/Orly Frankfurt Koeln/Bonn Duesseldorf	Bucuresti/Otopeni Bucuresti/Baneasa Constanta Timisoara Beograd Budapest Sofia Chisinau Istanbul

BUDAPEST	CASABLANCA	CHITA*	DNIPRO*	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 Canaris Málaga Sevilla	Irkutsk Ulan-Ude Chita Yakutsk Chulman Blagoveshchensk	Dnipro Kyiv/Boryspil Kyiv/Zhuliany Odesa SIGMET Dnipro FIR SIGMET Simferopol FIR	Dublin Shannon Cork Belfast Glasgow Prestwick Manchaster London/Heathrow London/Gatwick

EKOFISK	ERZURUM	FRANKFURT/1	FRANKFURT/2	GENEVE
118.975 MHz	127.275 MHz	127.600 MHz	135.780	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/Main Koeln/Bonn Duesseldorf Stuttgart Nuernberg Muenchen Hamburg Berlin Brandenburg	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 Athinai 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 Malmö/Sturup Jönköping Kalmar Karlstad

KHABAROVSK*	L'VIV*	KOBENHAVN	LAS PALMAS
127.875 MHz	133.325 MHz	127.000 MHz	126.200 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	Kobenhavn Billund Alborg Hamburg Malmö Göteborg Stockholm/Arlanda Oslo/Gardermoen Stavanger	Gran Canaria Tenerife Norte Tenerife Sur/Reina Sofía Fuerteventura Lanzarote Casablanca Marrakech Agadir Madrid/Adolfo Suárez Madrid-Barajas 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 Sofía Funchal Porto Santo	Duham Tees Valley East Midlands Humberside Isle of Man Leeds-Bradford Liverpool London Gatwick Manchester Newcastle	Birmingham Bournemouth Bristol Cardiff Jersey London Luton Norwich Southampton Southend Exeter	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/Adolfo Suárez Madrid-Barajas Barcelona/El Prat Sevilla Málaga/Costa del Sol Valencia Alicante-Elche Bilbao Lisboa 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*	NAMANGAN	NAVOI	NICOSIA
126.600 MHz	127.875 MHz	116.0 MHz	113.8 MHz	127.200 MHz
Milano/Linate Milano/Malpensa Torino Genova Venezia Pisa Roma/Fiumicino Bergamo/Orio al Serio Nice	Moscow/Sheremetyevo Moscow/Vnukovo Moscow/Domodedovo Boryspil Warszawa Helsinki Sankt-Petersburg/Pulkovo Vilnius	Tashkent/Uzhny Samarkand Namangan Bukhara Navoi Karshi Termez Urgench Nukus Andizhan Fergana	Tashkent/Uzhny Samarkand Namangan Bukhara Navoi Karshi Termez Urgench Nukus Andizhan Fergana	Larnaka Pafos Athinai Rhodos Beirut Damascus Tel Aviv Nicosia(1)

NOVOSIBIRSK*	PARIS	PISA	RIGA
128.300 MHz	126.000 MHz	128.400 MHz	127.650 MHz
Novosibirsk/Tolmachevo Krasnoyarsk/Emelyanovo Barnaul Omsk Abakan	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 Muenchen	Riga Vilnius/International Lennart Meri Tallinn Helsinki-Vantaa Chopina w Warzawie Stockholm/Arlanda Sankt-Petersburg/Pulkovo Moscow/Sheremetyevo Moscow/Vnukovo

PRAHA	ROMA	SAMARA*	SAMARKAND	SAMSUN/Carsamba	SANTIAGO
128.605 MHz	126.000 MHz	126.875 MHz	115.0 MHz	125.275 MHz	126.600 MHZ
Praha Bratislava Muenchen Frankfurt Berlin Brandenburg 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	Tashkent/Uzhny Samarkand Namangan Bukhara Navoi Karshi Termez Urgench Nukus Andizhan Fergana	Samsun/Carsamba Ankara/Esenboga Trabzon Sivas Tokat SIGMET Ankara FIR	Madrid/Adolfo Suárez Madrid- Barajas Barcelona/El Prat Asturias Santiago Lisboa Porto Faro Brest Nantes

S.-PETERSBURG*	SCOTTISH	SEVILLA	SIVAS	ODESA*	SOFIA
125.875 MHz	125.725 MHz	127.000 MHz	124.050 MHz	126.375 MHz	126.600 MHz
Sankt-Petersburg/Pulkovo Moscow/Sheremetyevo Moscow/Vnukovo Minsk Kaliningrad Vilnius Stockholm/Arlanda Helsinki	Aberdeen/Dyce Belfast/Aldergrove Edinburgh Glasgow Inverness London/Heathrow Prestwick Stornoway Sumburgh	Madrid/Adolfo Suárez Madrid-Barajas Sevilla Málaga/Costa del Sol Gibraltar Lisboa Faro Casablanca Tanger Rabat	Sivas Ankara/Esenboga Malatya Kayseri Tokat Elazig Erzincan SIGMET Ankara FIR	Kyiv/Boryspil Odesa Istanbul Chisinau Bucharest SIGMET Odesa FIR Simferopol FIR	Sofía Varna Burgas Plovdiv 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 Luleaå/Kallax Kiruna	Tunis/Carthage Jerba/Zarzis Monastir/HabibBourgiba Sfax/El Maou	Vladivostok Khabarovsk Yuzhno-Sakhalinsk Vozdvizhenka Blagoveshchensk Komsomolsk-na-Amure Okha

TASHKENT	TERMEZ	URGENCH
113.2 MHz	113.4 MHz	114.2 MHz
Tashkent/Uzhny Samarkand Namangan Bukhara Navoi Karshi Termez Urgench Nukus Andizhan Fergana	Tashkent/Uzhny Samarkand Namangan Bukhara Navoi Karshi Termez Urgench Nukus Andizhan Fergana	Tashkent/Uzhny Samarkand Namangan Bukhara Navoi Karshi Termez Urgench Nukus Andizhan Fergana

WARSZAWA*	WIEN	ZAGREB	ZÜRICH
126.550 MHz	126.000 MHz	127.800 MHz	127.200 MHz
Warszawa Poznan Gdansk Moscow/Sheremetyevo Budapest Praha Berlin Brandenburg Kobenhavn Stockholm/Arlanda WARSZAWA*	Wien Linz Salzburg Graz Klagenfurt Bratislava Budapest Zagreb Muenchen	Zagreb Ljubljana Beograd Dubrovnik Split Pula Zürich Muenchen Frankfurt ZAGREB	Zürich Genève Bâle-Mulhouse Frankfurt Muenchen 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 Buhkara Urgench 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	DANISH METEOROLOGICAL INSTITUTE	EKMI	N	N	N
	HORNS REV B (PRIVATE HELIDECK)	EKHN	N5536	E00737	DANISH METEOROLOGICAL INSTITUTE	EKMI	N	N	N
	ANHOLT ALPHA (PRIVATE HELIDECK)	EKAV	N5635	E01109	DANISH METEOROLOGICAL INSTITUTE	EKMI	N	N	N
	HALFDAN A (OIL PLATFORM)	EKHA	N5532	E00500	DANISH METEOROLOGICAL INSTITUTE	EKMI	N	N	N
	HARALD (OIL PLATFORM)	EKHD	N5621	E00416	DANISH METEOROLOGICAL INSTITUTE	EKMI	N	N	N
	TYRA E (OIL PLATFORM)	EKTE	N5543	E00448	DANISH METEOROLOGICAL INSTITUTE	EKMI	N	N	N
	GORM C (OIL PLATFORM)	EKGC	N5535	E00446	DANISH METEOROLOGICAL INSTITUTE	EKMI	N	N	N
Netherlands [1]	F3-FB-1 (OIL PLATFORM)	EHFD	N5451	E00442	DE BILT	EHDB	N	N	Y
	K13-A (OIL PLATFORM)	EHJR	N5313	E00313	DE BILT	EHDB	Y	Y	Y
	EUROPLATFORM	EHSA	N5200	E00317	DE BILT	EHDB	Y	Y	Y
	K14-FA-1C (OIL PLATFORM)	EHKV	N5316N	00338E	DE BILT	EHDB	N	N	Y
	F16-A (OIL PLATFORM)	EHFZ	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)	EHDV	N5419	E00256	DE BILT	EHDB	N	N	Y
	HOORN-A (OIL PLATFORM)	EHQE	N5255	E00409	DE BILT	EHDB	N	N	Y
	A12-CPP (OIL	EHA	N5524	E0034	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)	K		9					
	P11-B (DE RUYTER) (OIL PLATFORM)	EHPG	N5222	E00321	DE BILT	EHDB	N	N	Y
	J6-A (OIL PLATFORM)	EHJA	N5349	E00257	DE BILT	EHDB	Y	Y	Y
Norway	EKOFISK	ENEK	N5632	E00312	BERGEN	ENVV	Y	Y	Y
	GOLIAT	ENUG	N7118	E02215	TROMSO	ENVV	Y	Y	N
	GULLFAKS C	ENGC	N6116	E00216	BERGEN	ENVV	Y	Y	Y
	HEIDRUN	ENHE	N6519	E00718	BERGEN	ENVV	Y	Y	Y
	HEIMDAL	ENHM	N5934	E00213	BERGEN	ENVV	Y	Y	Y
	NORNE	ENNE	N6601	E00805	TROMSO	ENVN	Y	Y	Y
	OSEBERG A	ENOA	N6029	E00249	BERGEN	ENVV	N	Y	Y
	SLEIPNER A	ENSL	N5822	E00154	BERGEN	ENVV	Y	Y	Y
	SNORRE A	ENSE	N6127	E00208	BERGEN	ENVV	N	Y	N
	SNORRE B	ENQR	N6132	E00212	BERGEN	ENVV	N	Y	N
	STATFJORD A	ENSF	N6115	E00151	BERGEN	ENVV	N	Y	N
	STATFJORD B	ENFB	N6112	E00149	BERGEN	ENVV	N	Y	N
	TROLL A	ENQA	N6038	E00343	BERGEN	ENVV	Y	Y	N
	TROLL C	ENQC	N6053	E00360	BERGEN	ENVV	N	Y	N
	ULA	ENLA	N5706	E00250	BERGEN	ENVV	Y	Y	N
	VALHALL A	ENVH	N5616	E00323	BERGEN	ENVV	Y	Y	N
United Kingdom	CLAIR (OIL RIG)	EGRF	N6041	W00232	MET OFFICE EXETER	EGRR	N	Y	N
	MAGNUS (OIL RIG)	EGRE	N6137	E00118	MET OFFICE EXETER	EGRR	N	Y	N
	BRUCE (OIL RIG)	EGRK	N5944	E00140	MET OFFICE EXETER	EGRR	N	Y	N
	HARDING (OIL RIG)	EGRL	N5916	E00130	MET OFFICE EXETER	EGRR	N	Y	N
	ANDREW (OIL RIG)	EGRO	N5802	E00124	MET OFFICE EXETER	EGRR	N	Y	N
	MARNOCK	EGR	N5717	E0013	MET OFFICE	EGRR	N	Y	N

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
	(OIL RIG)	S		9	EXETER				
	MUNGO (OIL RIG)	EGRP	N5722	E00159	MET OFFICE EXETER	EGRR	N	Y	N
	RAVENSPURN (OIL RIG)	EGRV	N5401	E00106	MET OFFICE EXETER	EGRR	N	Y	N
	CLEETON (OIL RIG)	EGRT	N5402	E00043	MET OFFICE EXETER	EGRR	N	Y	N
	WEST SOLE (OIL RIG)	EGRW	N5342	E00108	MET OFFICE EXETER	EGRR	N	Y	N
	CORMORANT ALPHA	EGRG	N6106	E00104	MET OFFICE EXETER	EGRR	N	Y	N
	FULMAR ALPHA	EGRN	N5626	E00209	MET OFFICE EXETER	EGRR	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

[1] *List of the SAR Point of Contact (SPOC) in the EUR Region is available at* http://www.cospas-sarsat.int/en/contacts-pro/contacts-details-all

State	Name of RCC / RSC	SPOC[1]	Remarks
1	2	3	4
Armenia	RCC Armenia		aircraft & HEL
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 RSC Belgium Koksijde Air Base RSC Grand Duchy of Luxembourg - Administration de la navigation aérienne, Service ATC		aircraft & HEL tug-boats Merchant marine
Bosnia and Herzegovina	RCC Bosnia and Herzegovina Airport Banja Luka – Mahovljani		Armed Forces Flying Clubs
Bulgaria	RCC Sofia Civil Aviation Administration RSC Bulgarian Air Traffic Services Authority (BULATSA) (information)		Joint RCC (Aviation & Maritime), Varna aircraft sea vessels
Croatia	RCC Zagreb		amphibious aircraft marine craft
Cyprus	Joint RCC Larnaka Joint Ops Centre Akrotiri		aircraft & HEL marine craft
Czech Republic	Aeronautical RCC Praha		MRU HEL
Denmark	Joint RCC Denmark, Brabrand		aircraft & HEL Rescue vessels other available vessels motor lifeboats
Estonia	Joint RCC Tallinn		aircraft & HEL Merchant marine Navy rescue vessels
Finland	Aeronautical RCC Helsinki		Alert Posts are located at all aerodromes during the operational hours of the appropriate ATS unit
France	ARCC Lyon Mont-Verdun ARSC Brest ARSC Cherbourg ARSC Toulon	ARCC Lyon Mont-Verdun	SRG, MRG, LRG, VLR aircraft HEL Rescue vessels / boats Others boats and vessels Terrestrial resources
Georgia	RCC Tbilisi		aircraft marine craft
Germany	RCC Glücksburg RCC Münster		HEL Armed Forces
Greece	Joint RCC Piraeus		LRG MRG aircraft HEL MRU RB, RV (Coast Guard)
Hungary	RCC: Hungarian Defence Forces Air Command and Control Centre, Air Operation Centre (HDF ACCC		aircraft & HEL Air force

State	Name of RCC / RSC	SPOC[1]	Remarks
1	2	3	4
	AOC), Veszprém		Police
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 occurences) 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		,SRG search aircraft, medium HEL, search and rescue groups
Kyrgyzstan	Head of the aviation SAR service of flights provision of the Kyrgyz Republic		aircraft & HEL search and rescue groups
Latvia	Aeronautical RCC Riga Maritime RCC Riga		HEL Rescue vessels/boats Air Force & Navy Coast Guard & Border Guard 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	Aeronautical RCC Lyon Mont-Verdun (France)		"See France"
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
North Macedonia	RCC Skopje		military and Red cross resources
Norway	RCC Bodo (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)

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		and SAR marine craft and river vessels, cutters and boats.
San Marino			AIP N/A
Serbia	RCC Beograd		Helicopter units, ground and maritime vehicles
Slovakia	RCC Bratislava		MRG land planes & HEL
Slovenia	RCC Ljubljana		Aeronautical Rescue Coordination Center
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

State	Name of RCC / RSC	SPOC[1]	Remarks
1	2	3	4
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

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 Products.

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)

3.1.1 EUROCONTROL has defined operational and technical specifications for a central aeronautical information database, allowing ANSPs/AISs to migrate to the EAD and contribute to the States' aeronautical information services taking into account the benefits of the EAD. The EAD service is facilitating the provision of essential sovereign services of public interest and contributing to the timely and efficient flow of quality-assured aeronautical information/data necessary for the safety, regularity and efficiency of international air navigation within the area of responsibility of the participating States.

Objectives

3.1.2 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

3.1.3 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

3.1.4 The EAD allows clients three levels of interaction:

3.1.4.1 Data provision:

a) introduction of static data, aeronautical information and elements of Aeronautical Information Products;
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.

3.1.4.2 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).

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

General implementation

3.1.5 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: https://www.eurocontrol.int/service/european-ais-database

Special procedures applied by the EAD to NOTAM processing

3.1.6 NOTAM received from States or organisations that are not EAD data providers are processed by EAD in order to comply with International standards, PANS AIM (Doc 10066). Original NOTAM are stored and always available.

3.1.7 NOTAM are processed as follows:

a) conversion to PANS-AIM (Doc 10066)-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 concerning Aeronautical data and aeronautical information quality

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 In February 2020, EASA expanded a key regulation for providers of Air Traffic Management/Air Navigation Services (ATM/ANS) by adding, inter alia, technical requirements for Aeronautical Information Service (AIS) Providers, including requirements for those parties that originate and provide data to the AIS. The amended Commission Implementing Regulation (EU) 2017/373, Annex VI, Part-AIS, addresses the quality of aeronautical data and will repeal Regulation (EU) 73/2010 (ADQ) with an applicability date of 27th January 2022. During the transition period ADQ remains effective but stakeholders will progressively need to prepare for compliance with those new rules. In this context EUROCONTROL developed new Guidelines "Supporting the Implementation of Aeronautical Information Requirements - Ed. 1.0 of 7/12/2020, in short AIR Guide", which provide an overview of the regulatory changes thus to support affected Stakeholders in transitioning to and achieving compliance with the amended regulation.

3.2.3 Quality Management System (QMS) in AIS/AIM should also define procedures to meet the safety and security objectives associated with the management of aeronautical data and information. This approach is based on regulation 73/2010 (ADQ) which will be repealed in Jan 2022. States are now in a transition to comply with the amended EU Reg. 2017/373 (Part-AIS) which requires that AISP perform Safety Support Assessments for which EUROCONTROL developed new "Guidance on the implementation of Safety Support Assessment for AIS/AIM - Ed. 1.0 of 7/12/2020" (see 3.4.2 for link). For security, the EASA common requirements from the amended Reg. 2017/373 would apply to all Service Providers and the various national approaches are to be coordinated at ANSP level in the states.

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

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)

Note 1 – The Specifications for Electronic AIP (eAIP) and Data origination (DO) have recently been referenced within EASA AMC/GM supporting the Regulation (EU) 2017/373, Annex VI, Part- AIS.
Note 2 – The other Specifications are intended to be repealed together with the repeal of ADQ in Jan 2022 noting that part of their content would be exploited in new EUROCONTROL documents under development.

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: Those can be found on the EUROCONTROL OneSky Teams portal (for registered members only): https://ost.eurocontrol.int/sites/AISWIM/Lists/Eurocontrol%20AISAIM%20Documents/AIM%20Documents.aspx

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	BORDEAUX	FRANCE	FRANCE	FRANCE	FRANCE	
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	LARNACA	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	NUR-SULTAN	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	BORDEAUX	FRANCE	FRANCE	FRANCE	FRANCE	AIS agreement between France and Monaco.
MONTENEGRO	BELGRADE	MONTENEGRO	MONTENEGRO	MONTENEGRO	MONTENEGRO	States Serbia and Montenegro have common AISP
NETHERLANDS	AMSTERDAM	NETHERLANDS	NETHERLANDS	NETHERLANDS	NETHERLANDS	
NORTH MACEDONIA	SKOPJE	NORTH MACEDONIA	NORTH MACEDONIA	NORTH MACEDONIA	NORTH MACEDONIA	
NORWAY	OSLO	NORWAY	NORWAY	NORWAY	NORWAY	
POLAND	WARSAW	POLAND	POLAND	POLAND	POLAND	
PORTUGAL	LISBON	PORTUGAL	PORTUGAL	PORTUGAL	PORTUGAL	

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7
REPUBLIC OF MOLDOVA	CHISINAU	REPUBLIC OF MOLDOVA	REPUBLIC OF MOLDOVA	REPUBLIC OF MOLDOVA	REPUBLIC OF MOLDOVA	
ROMANIA	BUCURESTI	ROMANIA	ROMANIA	ROMANIA	ROMANIA	
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			
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	TASHKENT	UZBEKISTAN	UZBEKISTAN	UZBEKISTAN	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	*Provided by France*
ARMENIA	2325, 2340	*Note: Armenia to cover its own territory within Yerevan FIR*
AUSTRIA	2231, 2252, 2253	
AZERBAIJAN	2325, 2340	
BELARUS	2167, 2168, 2232, 2233	
BELGIUM	2229, 2230	*FIR Brussels content related to sheet numbers 2229 and 2230*
BOSNIA AND HERZEGOVINA	2251, 2252, 2321, 2322	
BULGARIA	2322, 2323	
CROATIA	2251, 2252, 2321	
CYPRUS	2425, 2426	*Note: Cyprus to cover its own territory within Nicosia FIR*
CZECH REPUBLIC	2231	
DENMARK	2151, 2170	
ESTONIA	2153	
FINLAND	2052, 2091, 2103	
FRANCE	2229, 2230, 2253, 2254, 2319, 2320	*FIR Marseille content related to sheet numbers 2253* *FIR Paris content related to sheet numbers 2229, 2230, 2252, 2253* *FIR Reims content related to sheet numbers 2230, 2253.*
GEORGIA	2324, 2325	*Note: Georgia to cover its own territory within Tbilisi FIR*
GERMANY	2169, 2170, 2230, 2231, 2252, 2253	*Note: Germany to cover its own territory within its FIRs* *FIR Langen content related to sheet numbers 2170, 2230,2253.* *FIR Bremen content related to*

State	Sheet number(s)	Remarks
1	2	3
		sheet numbers 2169, 2170, 2230, 2231 *FIR Munchen content related to sheet numbers 2169, 2230, 2231, 2252, 2253.*
GREECE	2322, 2342, 2343, 2424, 2425	
HUNGARY	2251, 2252	
IRELAND	2172	
ISRAEL	2426, 2447	
ITALY	2252, 2253, 2320, 2321, 2344, 2345	
KAZAKHSTAN	2162-64, 2235-39, 2243-48, 2326-29	
KYRGYZSTAN	2328, 2329, 2336	
LATVIA	2152, 2153, 2168	
LITHUANIA	2152, 2153, 2168	
LUXEMBOURG		*Provided by Belgium*
MALTA	2423	
MONACO	2320	*Provided by France*
MONTENEGRO	2321, 2322	*Note: Montenegro to cover its own territory within Beograd FIR*
NETHERLANDS	2170, 2229, 2230	*FIR Amsterdam content related to sheet numbers 2170, 2229 and 2230.*
NORTH MACEDONIA	2322	
NORWAY	2052, 2090, 2105, 2151	*Note: Norway to cover its own territory within Polaris FIR*
POLAND	2168, 2169, 2231, 2232	*Note: Poland to cover its own territory within Warszawa FIR*
PORTUGAL	2318, 2347	*Note: Portugal to cover its own territory within Lisboa FIR*
REPUBLIC OF MOLDOVA	2232, 2233, 2250	*Republic of Moldova to cover its own territory within Chisinau FIR*
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		*Provided by Italy*
SERBIA	2251, 2252, 2321, 2322	*Note: Serbia to cover its own territory within Beograd FIR*
SLOVAKIA	2231, 2232, 2252	*Note: Slovakia to cover its own territory within Bratislava FIR*
SLOVENIA	2252	
SPAIN	2318, 2319, 2320, 2345, 2346, 2347, 2420, 2455, 2536	*Note: Spain to cover its own territory within its FIRs*
SWEDEN	2090, 2104, 2152	2052DC, 2090BDC, 2104ABCD, 2105BC, 2151BC, 2152ABDC, 2169AB are provided
SWITZERLAND	2253	*FIR Switzerland content related to*

State	Sheet number(s)	Remarks
1	2	3
		sheet number 2253
TAJIKISTAN	2336, 2337, 2328	
TURKEY	2322-25, 2340-42, 2425, 2426	
TURKMENISTAN	2326, 2327, 2337	
UKRAINE	2232-34, 2249, 2250	*Note: Ukraine to cover its own territory within its FIRs*
UNITED KINGDOM	2150, 2171, 2172, 2229	Part coverage of 2172 (Ireland) Part coverage of 2229 (France)
UZBEKISTAN	2246, 2247, 2326-28, 2337	

- END -