FABCE
AIRSPACE ALLIANCE

FAB CE AIRSPACE PLAN
2025

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Document Properties	
Reference No.:	P1_D2/2025
Edition Number:	10.2
Edition Date:	22/05/2025
Status:	Released and approved
Classification:	Public information
Author:	FAB CE OPS SubC, PSO
Contact:	See the table below
Audience:	FAB CE bodies, FAB CE Projects
Objective:	The purposes of this document are to: ▽ Give an overview of the traffic forecast and the main traffic flows. ▽ Monitor the new optimised Free Route Airspace and route network structure, where applicable

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Version	Date of Issue	Reason for update	Author of changes
3.0	08/03/2019	Proposed Issue (Supplementary information incorporated)	PSO Admin
3.1	14/01/2020	Initial update for 2020	PSO Admin
3.2	26/02/2020	Draft	PSO Admin
3.3	04/03/2020	Draft	FAPDG drafting group
3.4	12/03/2020	Draft	FAPDG drafting group
3.5	19/03/2020	Draft	FAPDG drafting group
3.6	26/03/2020	Draft	FAPDG drafting group
4.0	31/03/2020	Formal review	PSO Admin
4.1	15/12/2020	Initial update for 2021	PSO Expert
4.2	23/02/2021	Proposed version for 2021	PSO Expert
4.3	15/04/2021	Update to the proposed version	PSO Expert
5.0	20/04/2021	Update to the proposed version	PSO
6.0	28/10/2021	Update to the approved version	PSO
7.0	21/03/2022	First draft of new Airspace Plan structure and updated content	PSO
8.0 (draft)	20/02/2022	Draft for ANSP review	PSO
8.0	15/03/2023	Proposed version for 2023	PSO
9.0 (draft)	03/04/2024	Draft for ANSP review	PSO
9.0	17/04/2024	Proposed version for 2024	PSO
10.0 (draft)	01/04/2025	Draft for ANSP review	OPS SubC Chair / PSO
10.1	29/04/2025	OPS SubC and JCMACC comments inserted	OPS SubC Chair
10.2	22/05/2025	Approved and released version	PSO

Type of approval	Date of Approval	Approval body/entity	Approval forum
Endorsement	18/04/2025	OPS SubCommittee	Via correspondence
Endorsement	18/04/2025	FAB CE SC	Via correspondence
Approval	25/04/2025	State level / JCMACC	JCMACC/34
Approval	09/05/2025	CEOC	Via correspondence
Approval	21/05/2025	FCC	FCC/33

FOREWORD AND EXECUTIVE SUMMARY

This document constitutes the annual update of the FAB CE Airspace Plan (FASP). In the 2022 edition of the FASP a new structure of the FASP was introduced with the static part of the previous editions (Formerly Part A Guidelines, Principles and Enablers of the FASP) moved to a new companion document titled FAB CE Airspace Strategy and this document retaining the relevant dynamic content of the former FASP Part B Plans and Roadmap as well as relevant content from the discontinued FAB CE Network Operations Plan (FNOP). The reasons for the split into two separate documents is to enable easier maintenance of the relevant and evolving dynamic airspace content as well as to make the document more streamlined for the review and approval process. No relevant content has been discarded in the process.

This 2025 edition follows the same structure.

As noted above, this document now contains only the more dynamic content of the previous versions of the FASP focusing on the evolution of FAB CE airspace in accordance with the commonly established FAB CE strategic objectives as well as the network-wide ambitions set by the Network Manager. The FAB CE Airspace Plan aims at supporting conclusions of the European Airspace Architecture Study (EAAS) [1] in the Focus area 1, Airspace and Capacity, by contributing to the solutions referred to in the Study as Optimised airspace organisation and ASM relevant Operational Harmonisation. A dedicated (enlarged) Airspace Task Force (ATF) working in co-operation with the NM and adjacent ANSPs has been tasked with transforming the EAAS 2025 and 2030 Visions to implementable airspace design solutions. The projects highlighted in this FASP are therefore focused on:

- Design and implementation (and expansion) of Free Route Airspace (FRA) initiatives affecting FAB CE ANSPs and/or States,
- Design and implementation of cross-border initiatives (routing schemes, airspace volumes) affecting FAB CE ANSPs and/or States,
- Design and implementation of Special Use Airspace (SUA) which may affect FAB CE interfaces or the network in general, and
- Sectorisation projects potentially impacting a FAB CE ANSPs en-route capacity,
- Sectorisation projects potentially impacting a FAB CE ANSPs main airport throughput, and
- System implementation projects which may enable or restrict available capacity.

Projects which are limited in scope and impact insofar as they do not have a significant impact on other ANSPs besides the implementing ANSP are excluded from the FASP and can be monitored through the iterative European Route Network Improvement Plan (ERNIP) Part 2 – ATS Route Network ARN Version 2021 – 2030 Catalogue of Airspace Projects document updates published in accordance with the RNDSG meeting cycle. Catalogue of completed FAB CE airspace projects is included in Section 4.1 and the FAB CE FRA roadmap is contained in Section 4.3 of this document. Sections 5.1 - 0 list FAB CE cross-border ATS delegations.

As the FNOP has been discontinued, FASP will also include a brief section on traffic, capacity and delay evolution. However, the NM rolling Network Operations Plan introduced during the COVID-19 crisis management contains the relevant and continuously updated information which is not necessary to duplicate on FAB level and as a result the flow and capacity management section provides an overview only.

This consolidated FASP is subject to the same planning principles and hierarchy as other FAB CE deliverables, as presented in the figure below.

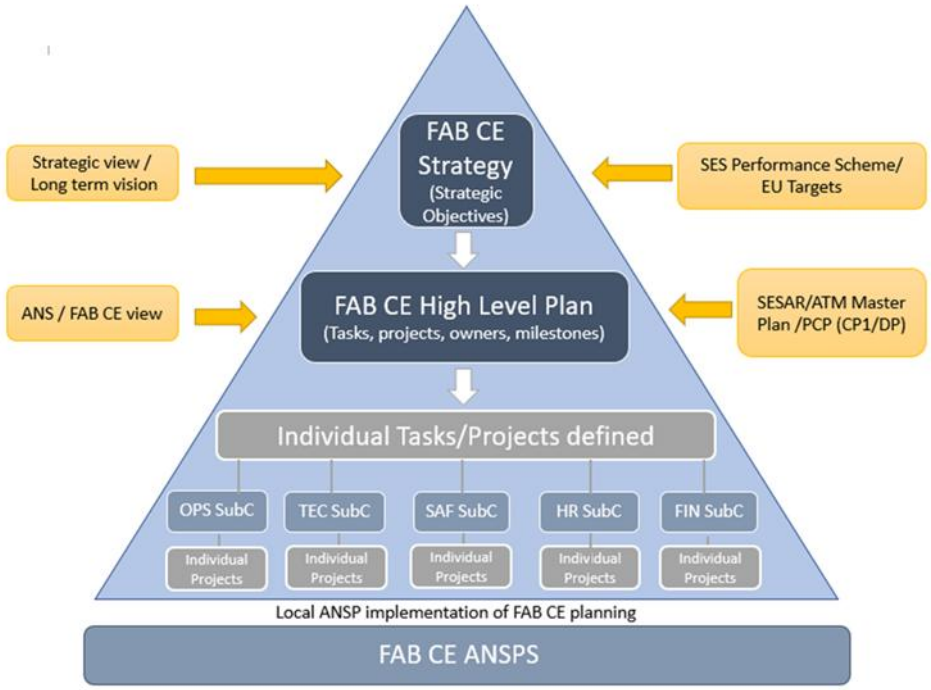

Figure 1: FAB CE Planning hierarchy

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1. AIRSPACE PLAN OBJECTIVES AND PURPOSE

The Airspace Plan is based on the high-level criteria and concepts defined in appropriate FAB CE documentation.

The purpose of this document is to:

- Support airspace-related FAB CE strategic objectives (FSOs) [2].
- Support and reflect the work of FAB CE Airspace Task Force.
- Provide detailed short-term implementation activities and overview of medium/long-term FAB CE airspace-related plans at the time of last updates of the document; present a plan and catalogue of airspace improvement projects related to the network (fixed and free route) and airport connectivity (main TMAs and SIDs/STARs).
- Give an overview of the FAB CE-specific traffic forecast and future demand.
- Foster the Implementation of Seamless Operations between main FAB CE airports (Prague, Bratislava, Budapest, Zagreb, Ljubljana, Vienna and Sarajevo) and the en-route airspace.

1.1. TIME SCOPE

The time scope and the relevant period will focus on:

a) Agreed airspace implementation activities (see Section 4 and ERNIP database).

b) Medium/long-term conceptual description of FAB CE airspace considering fulfilment of the CP1 Deployment Program (as defined in the FAB CE Airspace Strategy [3].

Within FAB CE projects and SubCommittees, the concepts are developed into concrete FAB CE implementation activities.

1.2. STRUCTURE OF THE AIRSPACE PLAN

Section 1: Introduction to the document

Section 2: Network-Wide Targets and FAB CE Contribution

Section 3: Traffic Forecast and Traffic Flows

Section 4: FAB CE FRA and airspace improvements roadmap (completed and planned)

Section 5: FAB CE charts

1.3. DOCUMENT UPDATE PROCESS

The document will go through endorsement/approval process up to state level when significant changes occur.

Section 4 of the document focuses on dynamic changes stemming from RNDSG and Airspace Task Force updates. As the updates occur on continuous basis, relevant information will be incorporated by PSO when final report of relevant RNDSG meeting is available. Incorporated changes will be endorsed by FAPDG by correspondence and approved by OPS SubC during their regular meetings. Following OPS SubC approval the document will be submitted for JCMACC review and endorsement and finally to FAB SC and CEOC for final approvals.

2. NETWORK-WIDE TARGETS AND FAB CE CONTRIBUTION

With regard to the SES performance scheme and RP4 targets, the Key Performance Area ENVIRONMENT is the prime focus to be tackled, specifically through H24 cross-border (FIR) Free Route implementation. The FAB CE-wide and even going beyond FAB CE-wide **Free Route Implementation** is well on track according to the elaborated FRA Roadmap (Section 4) in order to fulfil the RP4 target for the Key Performance Indicator KEA. Flight-plannable direct routes applied as part of free route airspace operations offer major advantages for both the operators and for the network. Some of the main benefits of free route are lower fuel carriage and consumption, enhanced network and flight predictability, increased flight efficiency, greater cost-effectiveness, reduced environmental impact and better air traffic management performance through more accurate traffic prediction and improved sector workload.

Article 2 of the regulation sets the union-wide performance targets in the key performance area of environment expressed as an average horizontal en route flight efficiency of the actual trajectory and measured as average additional distance flown compared to the great circle distance (KEA) and shall not exceed the following percentages: **2.37 % in 2021, 2.37 % in 2022, 2.40 % in 2023 and 2.40 % in 2024.**

Data source	EUROCONTROL			**Meta data**	Avg. horizontal en route inefficiency
Release date	16 Jän 2025	**Period End**	31 Dez. 2024	**Contact**	pru-support@eurocontrol.int

Reference date:	**31 Dez. 2024**		**Full Year**	
FAB level	KEP	KES	KEA [PP tgt. 2024]	KEA
SES Area (RP3)	4,35%	4,19%	2,37%	2,96%
Baltic FAB	7,12%	6,75%		5,25%
BLUE MED FAB	3,92%	3,69%		2,89%
DANUBE FAB	4,05%	3,97%		3,66%
DK-SE FAB	2,62%	2,42%		1,56%
FAB CE (SES RP2)	2,83%	2,73%		2,22%
FABEC	5,33%	5,13%		3,08%
NEFAB	3,66%	3,62%		3,12%
SW FAB	4,01%	3,88%		2,94%
UK-Ireland FAB	5,16%	5,01%		3,46%

Table 1: KEA achievement in 2024 (source EUROCONTROL [4])

As can be noted in Table 1 above, in 2024 FAB CE achieved a better KEA performance on network level than the target specified for the whole SES area (2.22% vs 2.37%). It can be noted that year-on-year KEA performance for FAB CE from 2022 stayed to a greater or lesser extent at the same level (2.20% in 2022 and 2023) with the network-level performance remaining stable at 2.96%. Both KEP and KES were also well below network-wide SES-area average.

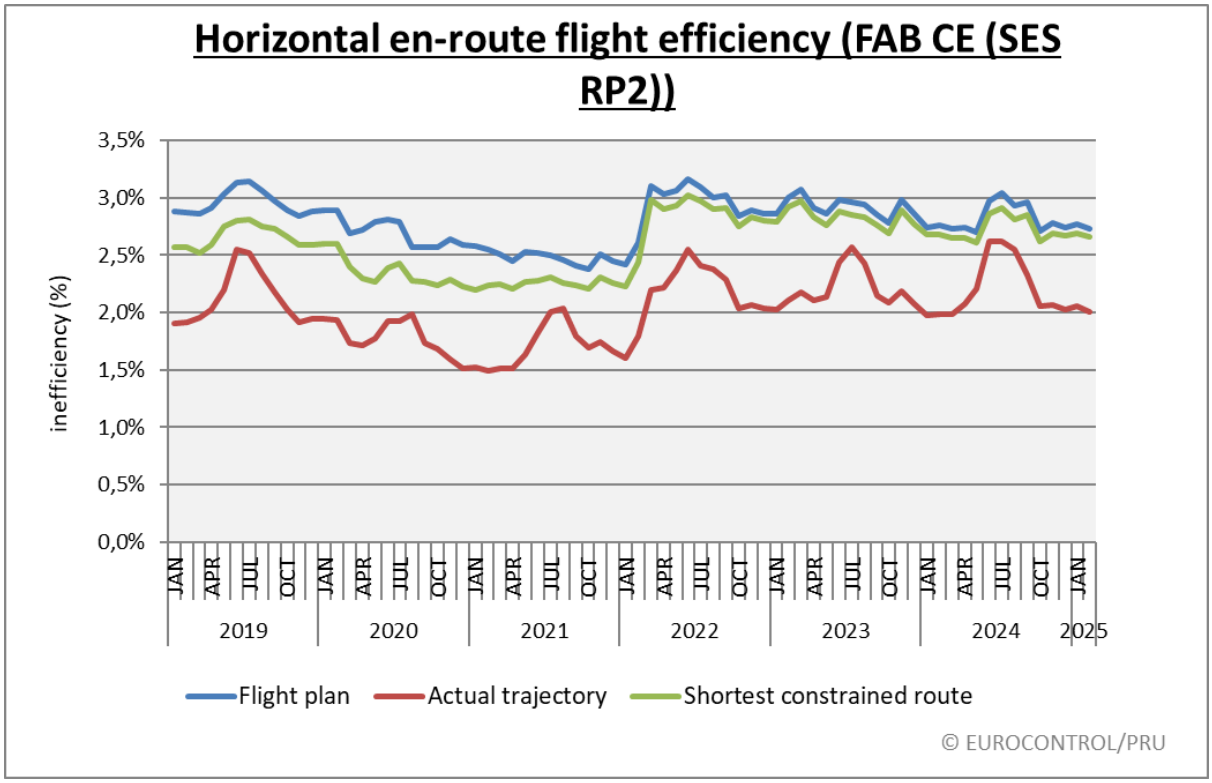

Figure 2: Evolution of horizontal flight efficiency in FAB CE [4]

Further enhancements through FRA expansions (see Section 4.3) and cross-border enhancements may contribute to even better KEA achievement, however it can be assumed that the absolute minimum KEA value achievable taking into consideration 'hard' constraints (weather avoidance, external interfaces, TMA interfaces, SUA utilisation, etc) may not be far and further enhancements to KEA may be minimal.

3. TRAFFIC FORECAST AND TRAFFIC FLOWS

As the separate FAB CE Network Operations Plan (FNOP) publication has been discontinued a brief section concerning traffic forecasts and flows (as forecast by STATFOR) is contained in FASP editions as required. Purpose of this section is the identification of traffic forecast and demand including future evolution and assumptions to facilitate airspace planning and design.

From a strategic airspace design perspective, the evaluation of the traffic flows and airspace intersection follows specific steps:

- STEP 1 - Evaluation of the ideal forecast traffic flows (ideal great circle traffic pattern between origin and destination);
- STEP 2 - Evaluation of the direct forecast traffic flows (Free Route portions inside FAB CE);
- STEP 3 - Military requirements;
- *In order to accommodate military and civil requirements in a common airspace design process the military requirements will have to be considered at the earliest stage of the airspace development.*

- STEP 4 - Design of the new network structure (FRA with constraints or fixed route network, as appropriate) and optimisation:

  Design basic ATS route network architecture based on main traffic flows through the iterative process combining the direct flow structure and the current route network and realign ATS routes without FIR constraints and add direct routes wherever considered operationally possible (current → optimised ← direct);

  Optimise the ATS route network structure considering multiple route options, FRA, TMA/en route interfaces and connectivity, compatibility of civil/military airspace structure, upper/lower route network continuity, etc.).
  Validation - initial evaluation (traffic pattern, utilisation of CDRs, complexity, capacity, structural constraints, etc.); possible developments.

Following the COVID-19 pandemic and the macro-economic developments, long-term traffic forecasting is returning back to the nominal situation. However, the closures of Ukraine, Belarus and Russian Federation airspaces will still impact on the accuracy of the forecasts. The latest 7-year forecast that covers the horizon 2025-2031 was published in February 2025 [5] and the various forecast scenarios contained therein are subject to uncertainties and volatility due e.g. to a slight downward revision in the economic forecasts for 2025 at the European level, the possibility of deterioration/unforeseen geopolitical events, economic shocks, and ongoing challenges in the aviation industry. Below summarises the traffic forecast for the individual FAB CE States, the SES area and for FAB CE and a consolidated total.

Table 2. Summary of Forecast IFR Movements Per Traffic Zone (Growth)
Spring 2025 Forecast

IFR Movements (Growth)		2019	2020*	2021	2022	2023	2024*	2025	2026	2027	2028*	2029	2030	2031	AAGR 2025-2031	AAGR RP3 2020-2024	AAGR RP4 2025-2029
Austria	High	.	.	.	.	.	.	5,8%	4,0%	3,9%	3,5%	2,6%	3,0%	2,7%	3,6%	.	4,0%
	Base	4,9%	-57%	25%	71%	14,0%	4,7%	4,5%	2,9%	1,7%	1,9%	1,3%	1,5%	1,3%	2,2%	2,0%	2,5%
	Low	.	.	.	.	.	.	2,9%	1,7%	-0,4%	0,2%	-0,4%	-0,2%	-0,3%	0,5%	.	0,8%
Bosnia and Herzegovina	High	.	.	.	.	.	.	7,7%	5,4%	5,0%	4,5%	3,6%	3,9%	3,6%	4,8%	.	.
	Base	11%	-57%	43%	61%	16%	7,9%	6,3%	4,1%	2,3%	2,4%	1,7%	1,9%	1,8%	2,9%	.	.
	Low	.	.	.	.	.	.	4,7%	2,7%	-0,2%	0,4%	-0,2%	0,0%	-0,1%	1,0%	.	.
Croatia	High	.	.	.	.	.	.	10%	5,0%	4,9%	4,4%	3,5%	3,8%	3,5%	5,0%	.	5,5%
	Base	10%	-58%	53%	55%	14%	13%	8,6%	3,8%	2,2%	2,4%	1,7%	1,8%	1,7%	3,1%	5,2%	3,7%
	Low	.	.	.	.	.	.	7,0%	2,5%	-0,3%	0,4%	-0,3%	0,0%	-0,2%	1,3%	.	1,8%
Czech Republic	High	.	.	.	.	.	.	6,5%	4,7%	4,4%	3,8%	3,0%	3,5%	3,0%	4,1%	.	4,5%
	Base	-1,1%	-61%	19%	53%	14%	12,0%	5,1%	3,5%	2,2%	2,3%	1,7%	1,8%	1,6%	2,6%	-2,0%	2,9%
	Low	.	.	.	.	.	.	3,4%	2,4%	0,0%	0,5%	-0,2%	0,0%	-0,1%	0,8%	.	1,2%
Hungary	High	.	.	.	.	.	.	6,8%	4,9%	5,2%	4,6%	3,5%	4,0%	3,5%	4,6%	.	5,0%
	Base	-1,3%	-57%	29%	83%	15%	6,4%	5,5%	3,7%	2,7%	2,7%	2,1%	2,2%	2,1%	3,0%	4,3%	3,3%
	Low	.	.	.	.	.	.	3,9%	2,4%	0,2%	0,8%	0,1%	0,3%	0,2%	1,1%	.	1,5%
Slovakia	High	.	.	.	.	.	.	7,1%	5,6%	5,6%	4,6%	3,8%	4,9%	4,1%	5,1%	.	5,3%
	Base	-0,9%	-64%	35%	74%	13,0%	13%	5,6%	4,2%	2,9%	2,9%	2,2%	2,3%	2,2%	3,2%	1,4%	3,6%
	Low	.	.	.	.	.	.	3,9%	3,0%	0,4%	0,9%	0,3%	0,4%	0,3%	1,3%	.	1,7%
Slovenia	High	.	.	.	.	.	.	7,2%	4,8%	4,3%	3,9%	3,0%	3,4%	3,2%	4,2%	.	4,6%
	Base	8,6%	-58%	43%	62%	10,0%	9,0%	5,8%	3,7%	2,0%	2,1%	1,5%	1,7%	1,6%	2,6%	3,5%	3,0%
	Low	.	.	.	.	.	.	4,2%	2,5%	-0,4%	0,3%	-0,3%	-0,1%	-0,2%	0,9%	.	1,3%
SES-RP3/RP4	High	.	.	.	.	.	.	5,0%	3,7%	3,9%	3,4%	2,6%	2,8%	2,4%	3,4%	.	3,7%
	Base	.	-55%	23%	52%	9,2%	5,2%	3,6%	2,4%	1,7%	1,9%	1,3%	1,5%	1,2%	2,0%	-0,8%	2,2%
	Low	.	.	.	.	.	.	1,9%	1,2%	-0,4%	0,1%	-0,5%	-0,3%	-0,4%	0,2%	.	0,5%
FAB CE	High	.	.	.	.	.	.	6,5%	4,5%	4,6%	4,0%	3,1%	3,6%	3,2%	4,2%	.	4,5%
	Base	3,6%	-59%	29%	65%	14,0%	8,6%	5,1%	3,3%	2,2%	2,3%	1,7%	1,8%	1,6%	2,5%	1,7%	2,9%
	Low	.	.	.	.	.	.	3,4%	2,0%	-0,2%	0,4%	-0,2%	0,0%	-0,1%	0,7%	.	1,1%

Table 2: STATFOR traffic growth forecast 2025-2031 (source: [5])

The consolidated FAB CE growth surpasses the SES area forecast in all scenarios for RP4. For RP3 the growth in Czech Republic was below that of the SES area but expected to surpass it again in RP4, even with the closure of / restrictions to the airspaces of Ukraine, Belarus and Russian Federation included as an assumption for the whole forecast period. Depending on the growth scenario, the network-level

traffic is expected to return to 2019 levels (or higher) this year (high scenario), 2026 (base scenario) or beyond 2031 (low scenario) as shown in Figure 3 below.

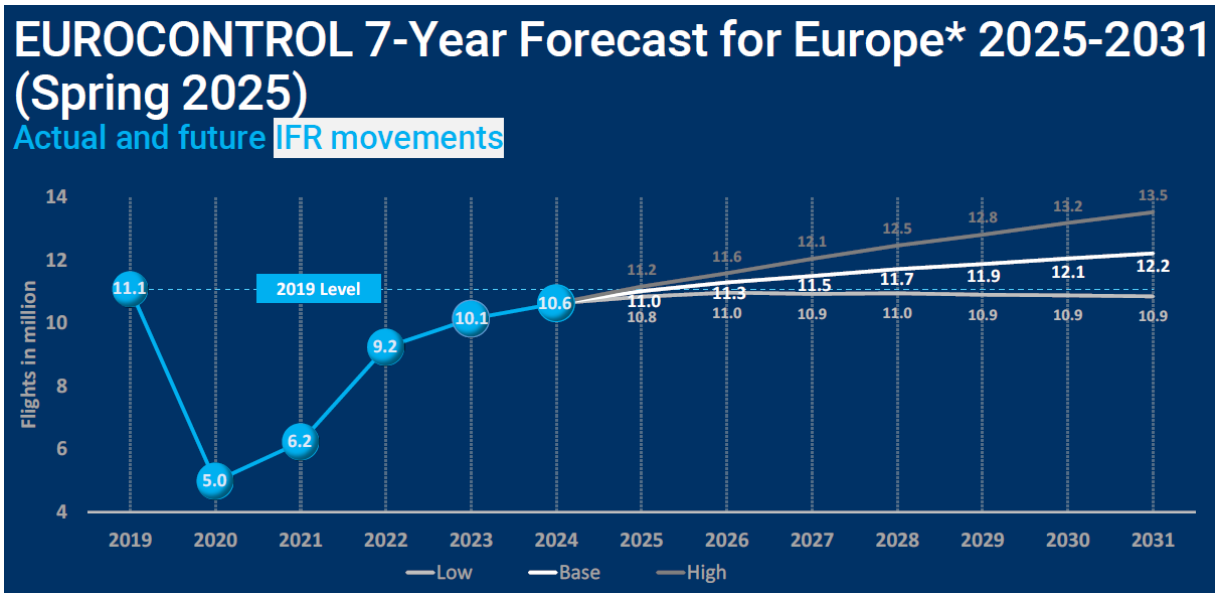

Figure 3: STATFOR network level forecast to 2031 (source [5])

Figures 4Figure 4 to 11 below indicate the dramatic drop in traffic volumes in 2020 and the gradual recovery initiated since 2021 for individual FAB CE States/ANSPs and FAB CE as a whole. Total enroute ATFM delay is shown and monthly comparison of traffic evolution between 2023 and 2024 is provided.

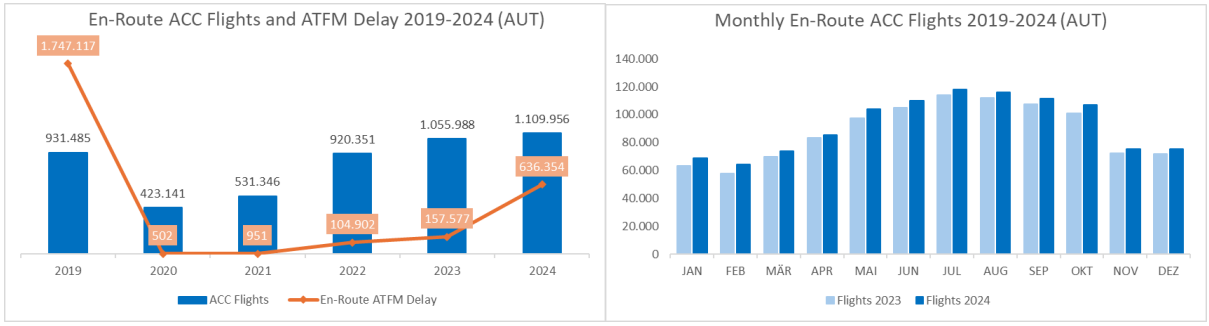

Figure 4: Traffic and delay evolution 2019-2024 and traffic 2023 vs 2024 - Austria (source [6])

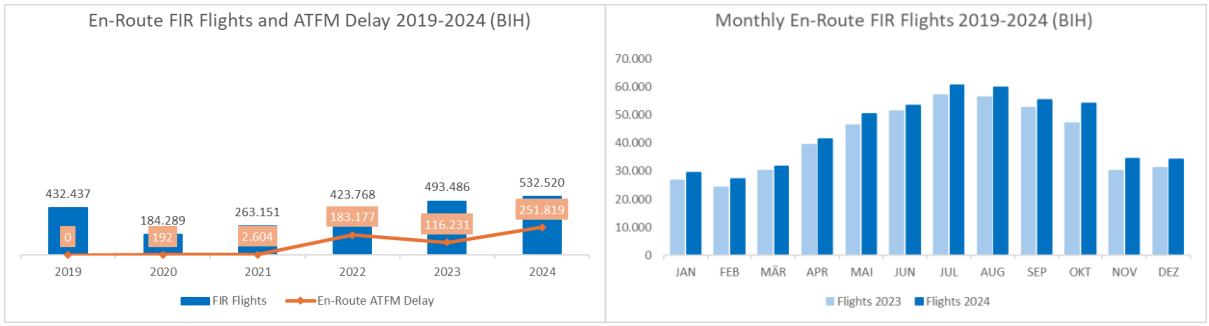

Figure 5: Traffic and delay evolution 2019-2024 and traffic 2023 vs 2024 - Bosnia and Herzegovina FIR (source [6])

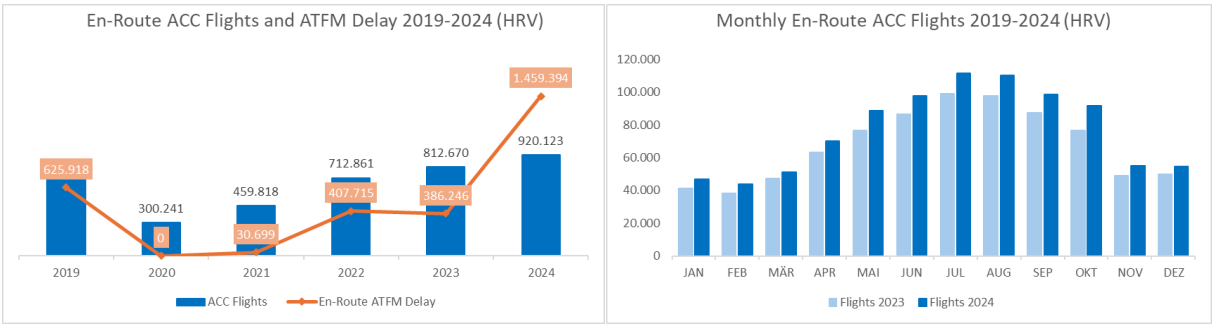

Figure 6: Traffic and delay evolution 2019-2024 and traffic 2023 vs 2024 – Croatia (source [6])

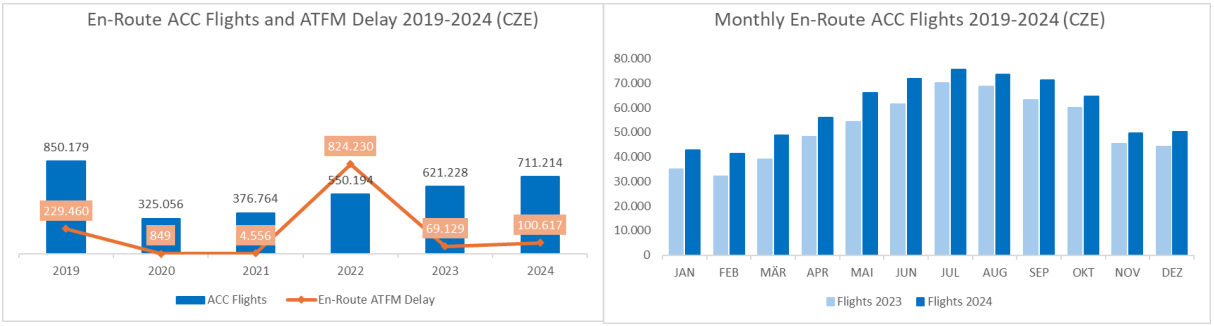

Figure 7: Traffic and delay evolution 2019-2024 and traffic 2023 vs 2024 – Czech Republic (source [6])

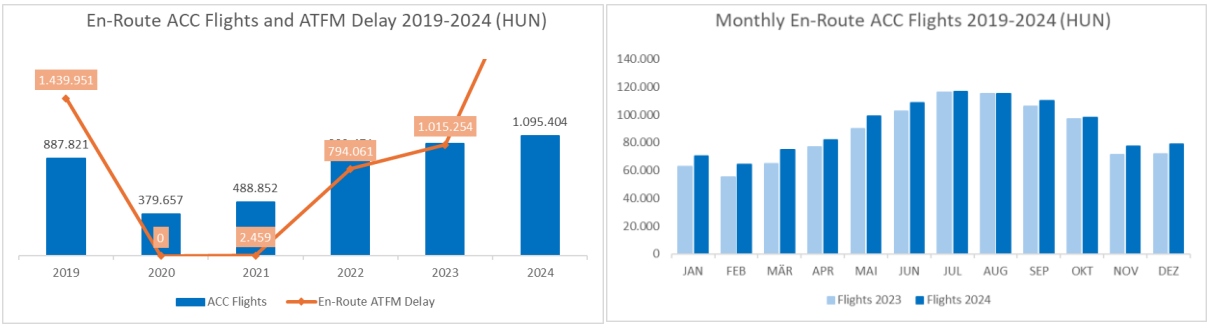

Figure 8: Traffic and delay evolution 2019-2024 and traffic 2023 vs 2024 – Hungary (source [6])

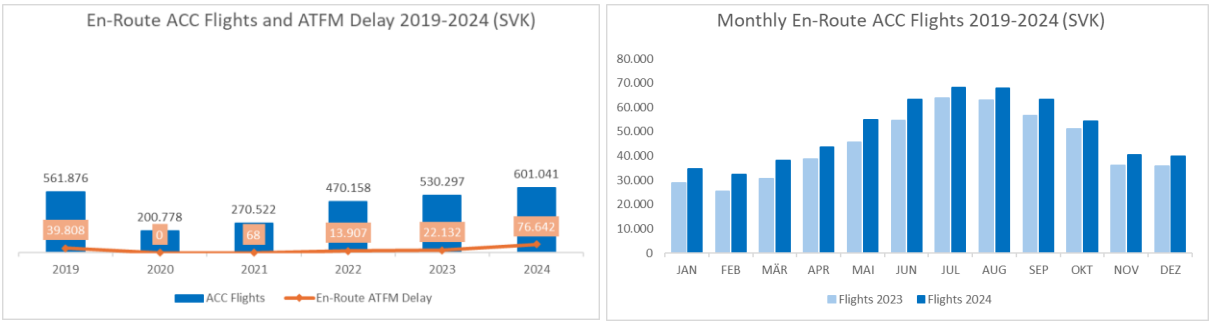

Figure 9: Traffic and delay evolution 2019-2024 and traffic 2023 vs 2024 – Slovakia (source [6])

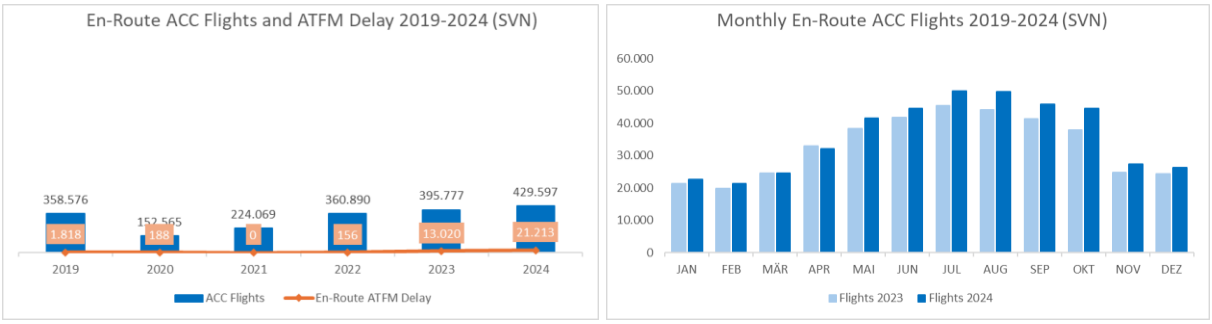

Figure 10: Traffic and delay evolution 2019-2024 and traffic 2023 vs 2024 – Slovenia (source [6])

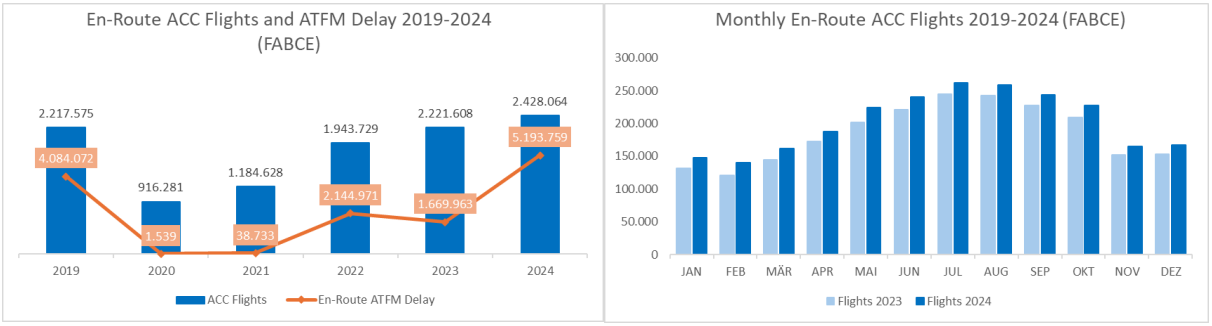

Figure 11: Traffic and delay evolution 2019-2024 and traffic 2023 vs 2024 – FAB CE (source [6])

The traffic flows in FAB CE are dominated by the NW-SE axis flows as indicated by Figure 132 below. It is also interesting to note the well-developed FRA implementation in the FAB CE (and adjacent) area as depicted by the wider distribution of tracks compared e.g. to France and Spain.

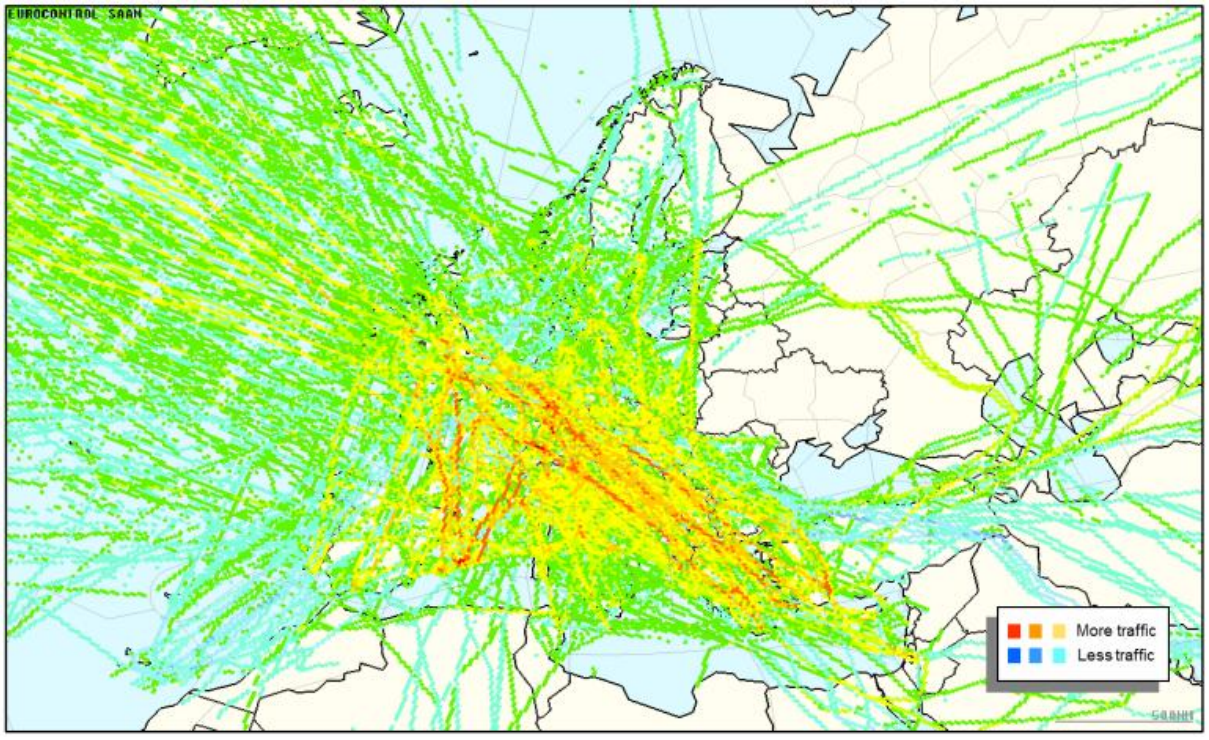

Figure 12: Year-on-Year (2024 to 2025) traffic evolution in Europe (source: [7]

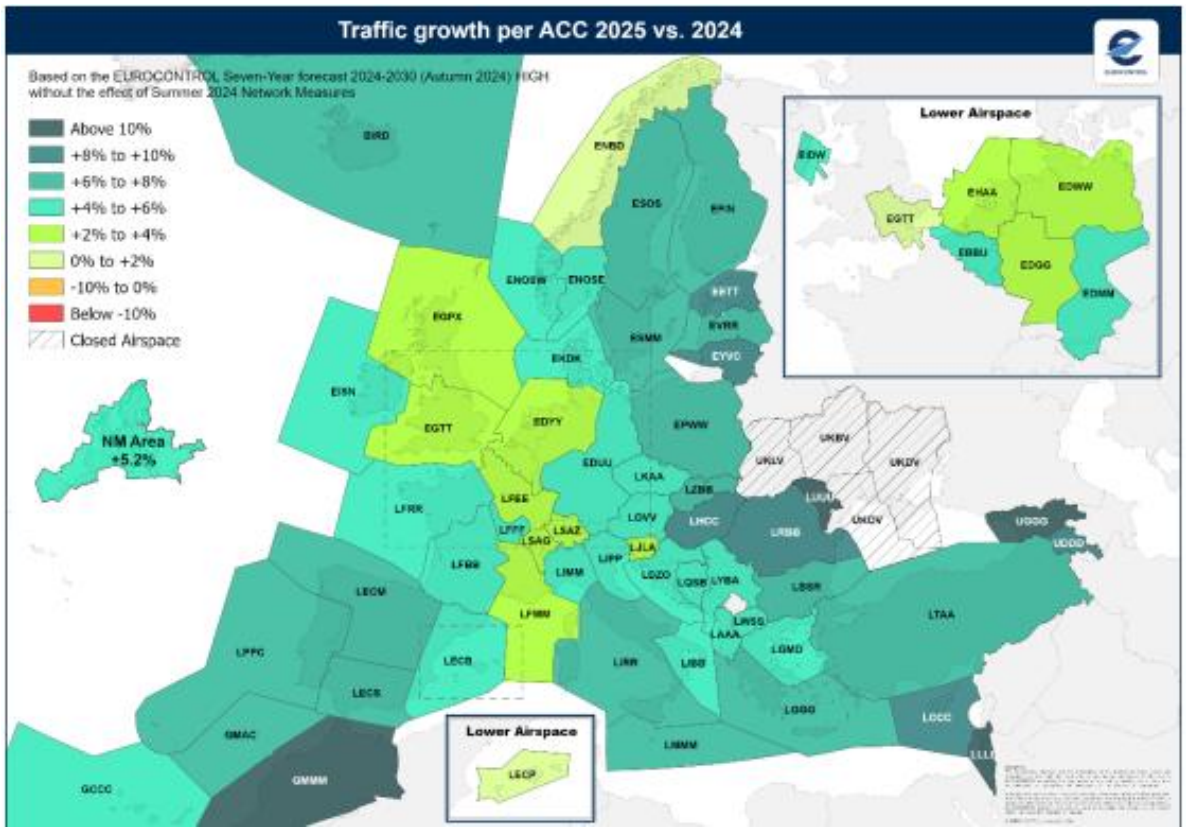

Figure 13: Traffic growth in Europe 2025 (source EUROCONTROL [8]

Following the demand recovery and associated delay increase since 2022, delays generally continued to rise in FAB CE in 2024.

In 2024, the following en-route ATFM delay (no post-OPS adjustment) values were registered for FAB CE ANSPs:

Data source	EUROCONTROL - PRU	**Period Start**	1 Jän 2024	**Meta data**	En route ATFM delay
Release date	15 Jän 2025	**Period End**	31 Dez. 2024	**Contact**	pru-support@eurocontrol.int

Period: JAN-DEC	**Full Year**				
Entity	Plan [2024]	FLTS [TOT]	En-route ATFM delay [min.]	Actual [2024]	[act. vs. plan]
ANS CR		711.214	100.617	0,14	
Austro Control		1.249.634	640.746	0,51	
Croatia Control		920.123	1.459.394	1,59	
HungaroControl (EC)		1.095.404	2.895.147	2,64	
LPS		601.041	76.642	0,13	
Slovenia Control		429.597	21.213	0,05	

Table 3: FAB CE ANSPs (excl. BHANSA) en-route ATFM delay 2024 (source [4])[1]

When comparing between FABs, FAB CE is noted as the highest (third highest in 2022, second highest in 2023) delay producing FAB, followed by FABEC and SW FAB. Nevertheless, the delay caused by FAB CE is still below SES area average, as shown in Table 4 below (no post-OPS adjustment).

[1] Austro Control received an ATFM delay re-attribution of minus 41,386 min, which was attributed to DFS.

Data source	EUROCONTROL - PRU	**Period Start**	1 Jän 2024	**Meta data**	En route ATFM delay
Release date	15 Jän 2025	**Period End**	31 Dez. 2024	**Contact**	pru-support@eurocontrol.int

Period: JAN-DEC	**Full Year**	**FAB_ANSB**			
FAB (based on ANSP)	Plan [2024]	FLTS [TOT]	En-route ATFM delay [min.]	Actual [2024]	[act. vs. plan]
SES Area (RP3)	0,50	9.546.147	20.797.726	2,18	1,68
Baltic FAB		797.633	175.048	0,22	
BLUE MED FAB		2.928.033	2.548.439	0,87	
DANUBE FAB		1.218.781	308.883	0,25	
DK-SE FAB		930.046	34.687	0,04	
FAB CE (SES RP2)		2.428.064	5.193.759	2,14	
FABEC		5.982.154	9.826.680	1,64	
NEFAB		905.354	20.807	0,02	
SW FAB		2.439.028	2.687.892	1,10	
UK-Ireland FAB		2.502.924	342.494	0,14	

Table 4: FABs en-route ATFM delay in 2024 (source [4])

4. FAB CE FRA ROADMAP

4.1. COMPLETED AIRSPACE IMPLEMENTATIONS – INCLUDING ACTUAL FRA SITUATION

Enabling /enhancing projects (sectorisation, system upgrades) included.

Date	FRA Implementation	Applicab.	Vertical boundaries	Coverage	ERNIP/ARP
FEB 2015	HUFRA	H24/7	9500 MSL – FL660	HCL	-
FEB 2016	SAXFRA	H24/7	GND – FL660	ACG, SCL	-
DEC 2016	SEAFRA	H24/7	FL325 – FL660 -> FL205 – FL660	CCL, BHANSA, SMATSA	-
MAR 2017	SEENFRA	23:00 - 05:00 (22:00 - 04:00)	Budapest CTA: 9500ft - FL660 Bucharest CTA: FL105 - FL660 Sofia CTA: FL245 - FL660	HCL, ROMATSA, BULATSA	-
FEB 2018	SECSI FRA	H24/7	GND/FL205 – Upper State Border/FL660	ACG, SCL, CCL, BHANSA, SMATSA	-
DEC 2018	FRABRA	01:00 – 04:00	Night x-Border FRA FL245+ at Hungarian border as participant of SEEN FRA	LPS, HCL, ROMATSA, BULATSA	-
28 MAR 2019	BRAFRA FL245+ in FIR	H24		LPS SR	90.033
23 MAY 2019	Minor sector adaptations within AoR Wien			ACG	
23 MAY 2019	Implementation of x-border BUDEX STAR inbound LOWW			ACG, LPS SR	
7 NOV 2019	SEE FRA Together with ROMATSA/BULATSA (in the SEENFRA area) H24 Cross-Border FRA	H24		HCL	
5 DEC 2019	Changes in AoR between Zagreb ACC and BH ACC (BHANSA Phase II)			CCL, BiH	
30 JAN 2020	Budapest TMA re-organisation				
27 FEB 2020	ATS route improvement Praha FIR			ANS CR	
27 FEB 2020	Central sector Zagreb Phase 2b			CCL	
23 APR 2020	Bratislava ACC re-sectorisation - Step 1			LPS SR	

Date	FRA Implementation	Applicab.	Vertical boundaries	Coverage	ERNIP/ARP
28 JAN 2021	SEE FRA Phase 2 (FRA within Bratislava FIR)	H24		LPS SR	98.016
25 FEB 2021	FRA in Praha FIR FL095 - FL660	H24		ANS CR	89.063, 100.004
25 FEB 2021	Airspace Re-Structuring Project AoR LOVV 2021			ACG	98.056
Spring 2021	DCT Praha FIR			ANS CR	95.009
02 DEC 2021	SECSI FRA - FRALB cross-border FRA	H24	As current SECSI FRA	ACG, CCL, SCL, BHANSA	99.030b / ARP001F
02 DEC 2021	SECSI FRA - M-FRA x-border FRA	H24	As current SECSI FRA	ACG, CCL, BHANSA, SCL	99.030c / ARP001F
24 FEB 2022	New ATM-system Praha ACC			ANS CR	95.025
24 FEB 2022	SEE FRA expansion by merging with FRA Moldova		As current SEE FRA	HCL, LPS SR	91.014 / 26.010
24 FEB 2022	X-border FRA Warszawa FIR and Bratislava FIR	H24		LPS SR, HCL	101.026
23 FEB 2023	X-border FRA between SEE FRA and FRACZECH	H24		ANS CR, HCL, LPS	102.017
23 MAR 2023	ACG ACC Vienna project Sector W3 split	H24	FL345- FL365	ACG ANS CR, CCL, HCL, LPS, SCL	98.067
18 MAY 2023	Merge of M-FRA and SECSI FRA	H24	FL205+	SECSI FRA ANSPs	105.020b
21 MAR 2024	SECSI FRA – FRAIT x-border FRA	H24	FL195-FL660	SECSI FRA ANSPs bordering FRAIT	105.024
28 NOV 2024	**X-border FRA operations SECSI FRA – SEE FRA**	H24	Bratislava CTA: FL245 – FL660 Budapest CTA: 9500 ft AMSL - FL660, Praha CTA: FL095 – FL660 Austria ACC: GND – FL660	Expansion of x-border FRA between SECSI FRA and the CZE, HUN and SVK as part of SEEFRA and between Baltic FAB, CZE, SVK, and SWE	102.016

Table 5: Completed Airspace and FRA implementations.

4.2. ATS ROUTE NETWORK STATUS

Current status:

- **Austria:** ATS route network has been completely eliminated, including the Non RNAV ATS routes below FL95 east of ROCKY-Line, WEF 26DEC2024; West of ROCKY-Line all ATS routes remain unchanged. However, following FRA implementation West of ROCKY-line (subject to coordination with FABEC) the ATS-route structure in this area is expected to change.
- **Czech Republic**: ATS-routes above FL95 are eliminated.
- **Croatia:** ATS routes up to FL205 remain, ATS route network above FL205 has been eliminated. ATS-routes in areas where ATS is delegated to Brindisi and Padova ACC remain.
- **Bosnia and Herzegovina:** ATS route network below FL205 is maintained, the one above has been eliminated.
- **Slovenia**: ATS routes network has been eliminated except for ATS routes in TMA Maribor (up to FL125) and TMA Portoroz (up to FL135).
- **Slovak Republic:** ATS route network below FL245 will be maintained, the route network above has been eliminated.
- **Hungary:** ATS route network has been eliminated.

4.3. FAB CE FRA ROADMAP - AGREED PLANNED ACTIVITIES

The table below summarises planned DCT/FRA and sectorisation / interface improvement initiatives within FAB CE and adjacent areas as applicable. Based on previous experiences of FRA applications in terms of capacity and performance, a stepwise increase of FAB CE-wide cross-border FRA applications is conceived. Also included are projects enabling FRA implementation and/or expansion (sectorisation, system updates). Projects in adjacent ANSP AoRs which have no cross-border application have been omitted. The table is updated based on information provided in the ERNIP pt. 2 catalogue published in July 2024 [8]. Main changes compared to the previous edition are scheduling related as the timelines for certain projects have been slightly modified.

2025	▶ Proposed winter 2024/25 – New Sectorisation Praha FIR (ERNIP Proposal ID: 89.070) ▶ Proposed winter 2024/25 – Improve sectorisation at the interface between CZE and POL (ERNIP Proposal ID: 102.041, ARP catalogue reference: ARP004S) ▶ Proposed winter 2024/25 – Improve sectorisation at the interface between HUN and SVK (ERNIP Proposal ID: 102.042, ARP catalogue reference: ARP005S) ▶ Proposed spring 2025 – FRA West-Central Europe, cross-border FRA operations between DFS FRA - FRA CZECH (ERNIP Proposal ID: 105.014) ▶ Proposed summer 2025 - Vienna TMA/ ACC re-design (ERNIP Proposal ID: 98.019)

	► Proposed 2025 – Adaptation of the airspace organization and sectorisation at the interface between GER, AUT and ITA (ERNIP Proposal ID: 102.067, ARP catalogue reference: ARP035S) ► Proposed 2025 – Improve sectorisation at the interface between CZE and GER (ERNIP Proposal ID: 102.050, ARP catalogue reference: ARP013S) ► Proposed 2025 – re-design of interface POL-SVK-CZE (ERNIP Proposal ID: 102.043, ARP catalogue reference: ARP006S)
2026	► Spring 2026 – LOVV Re-Structuring (ERNIP Proposal ID: 98.045). To evaluate a differentiated lower/upper sectorization within the airspace of ACC WIEN as a first step. ► Proposed spring 2026 - Improve sectorisation and implement x-border FRA operations at the interface between AUT and GER (ERNIP Proposal ID: 102.038b, ARP catalogue reference: ARP029F, ARP001S) ► Proposed spring2026 - Improve sectorisation at the interface between CZE and AUT (ERNIP Proposal ID: 102.039, ARP catalogue reference: ARP002S) ► Proposed winter 2025/26 - Improve sectorisation at the interface between HRV, HUN and SRB (ERNIP Proposal ID: 102.046, ARP catalogue reference: ARP009S) ► Proposed winter 2025/26 - Improve sectorisation at the interface between SVK and AUT (ERNIP Proposal ID: 102.045, ARP catalogue reference: ARP008S) ► Proposed winter 2025/26 - CB FRA operations between SECSI FRA/FRALB/M-FRA and Hellas FRA (ERNIP Proposal ID: 102.015, ARP catalogue reference: ARP002F) ► Proposed winter 2025/26 – X-border FRA operations between SEE FRA, FRA Poland (BALTIC FRA) and FRA Ukraine (ERNIP Proposal ID: 102.037/31.027, ARP catalogue reference: ARP032F) ► Proposed 2026 – Improve sectorisation at the interface between CZE and SVK(ERNIP Proposal ID: 102.040, ARP catalogue reference: ARP003S) ► Proposed spring 2026 – CB FRA operations between SECSI FRA and SEEFRA between Budapest CTA and Zagreb CTA/Belgrade CTA (ERNIP Proposal ID:114.002) ► BiH: implementation of the lateral sector split, saturated elementary HIGH sector (targeted and planned for Q1 2026)
2027	-

2028	► Proposed winter 2027/28: New Sectorisation Praha FIR - introduce a new sectorisation within Prague FIR providing additional sectors, changing sector shapes and possibly add 4th geographical split/ layer. (ERNIP Proposal ID: 102.061)
2029	► Proposed 2029 - X-border FRA operations between SECSI FRA and SEE FRA (ERNIP Proposal ID: 102.019a)
2030	► Proposed winter 2029/30 - X-border FRA operations between SECSI FRA and SEE FRA (ERNIP Proposal ID: 102.019b, ARP catalogue reference: ARP007F) ► Proposed winter 2029/30 - improve sectorisation at the interface between AUT and HUN (ERNIP Proposal ID: 102.051, ARP catalogue reference: ARP015S)

Table 6: FAB CE FRA Roadmap – agreed planned activities.

4.4. STATUS OF FABCE AIRSPACE TASK FORCE ACTIVITIES (ATF)

The enlarged FAB CE Airspace Task Force, in cooperation with EUROCONTROL/NM, is to be continued and has further elaborated several possible scenarios for an ECAC wide FRA deployment. The development of the FAB CE and adjacent airspaces has effectively been structured into FRA and cross border areas.

Additional sub-scenarios are being planned to merge SECSIFRA with cross border operations towards Hellas FRA and SEEFRA.

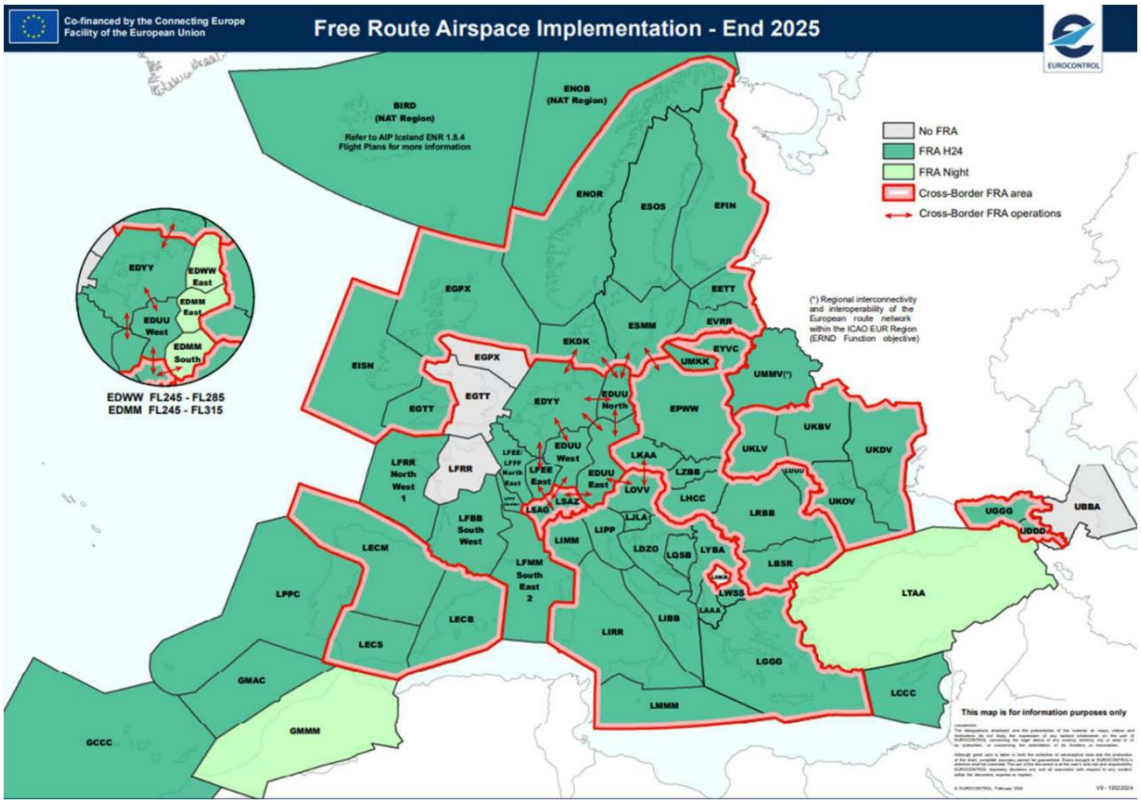

Figure 14: FRA implementation by 2025 (source EUROCONTROL [8]

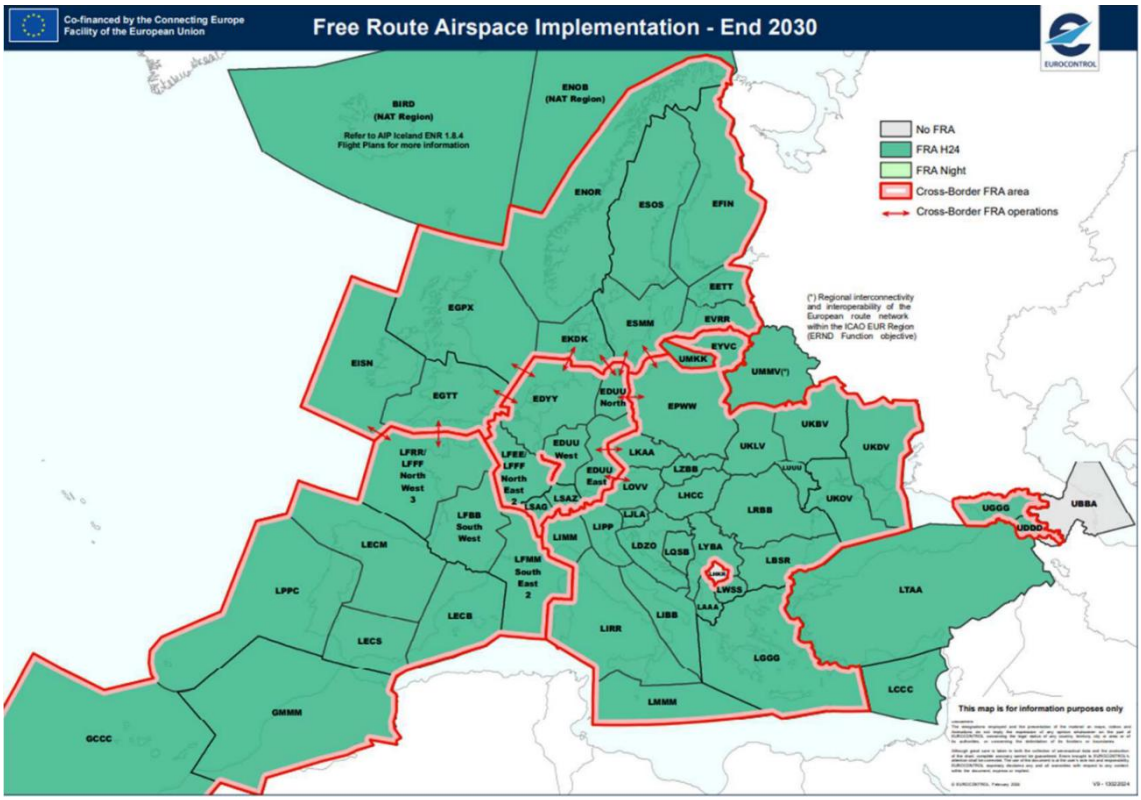

Figure 15: FRA implementation by 2030 (source EUROCONTROL [8])

5. FAB CE CHARTS

5.1. FAB CE CROSS-BORDER ACTIVITIES / ATS DELEGATIONS

AIP Austria: ENR 6.6 LOVV - ATC Sectors

AIP Czech Republic: ENR 6.1.3, 6,1,5 AIP - Letecká informační příručka (ŘLP ČR, s.p.)

AIP Bosnia and Herzegovina: Bosnia and Herzegovina eAIS Package

https://eaip.bhansa.gov.ba/2025-05-15-AIRAC/html/index.html

AIP Slovakia: login required

AIP Slovenia: eAIS Package SLOVENIA

https://www.sloveniacontrol.si/acrobat/aip/Operations/2025-05-15-AIRAC/html/index.html

AIP Hungary: eAIS Package for HungaroControl

https://ais-en.hungarocontrol.hu/aip/2025-04-17/

AIP Croatia:

https://www.crocontrol.hr/UserDocsImages/AIS%20produkti/eAIP/2025-04-17-AIRAC/html/index-en-HR.html

5.2. SECTORISATION AUSTRIA

Lower airspace FL315-

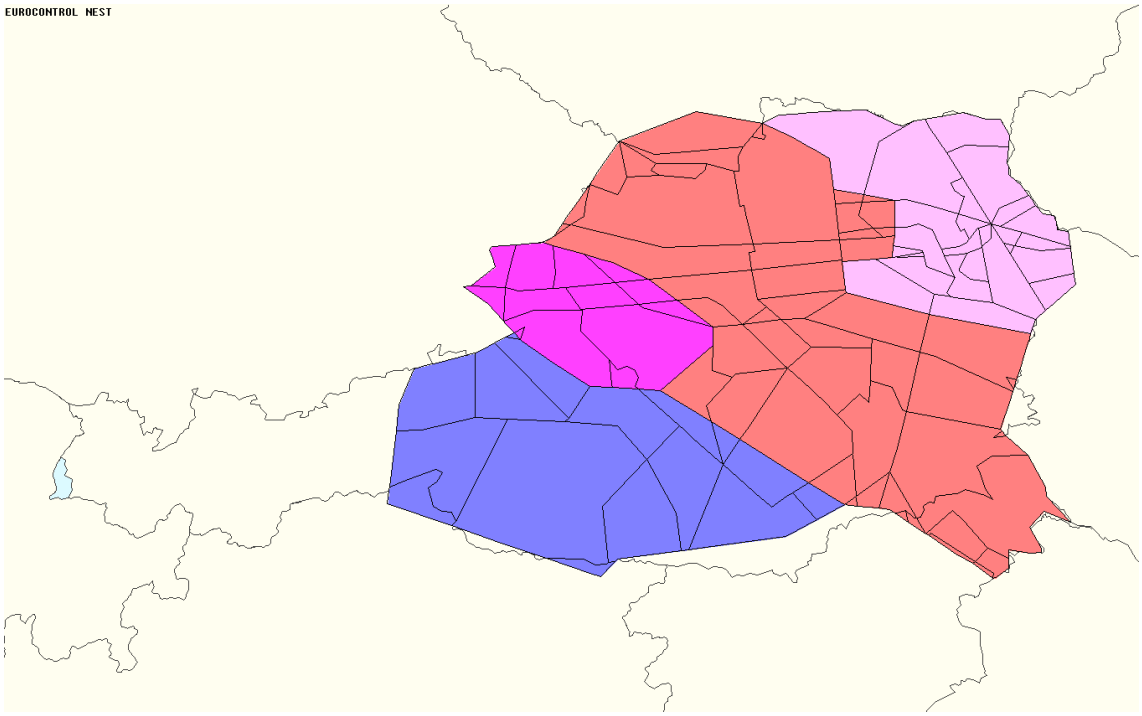

Figure 16: Austria lower airspace.

Upper airspace FL315+

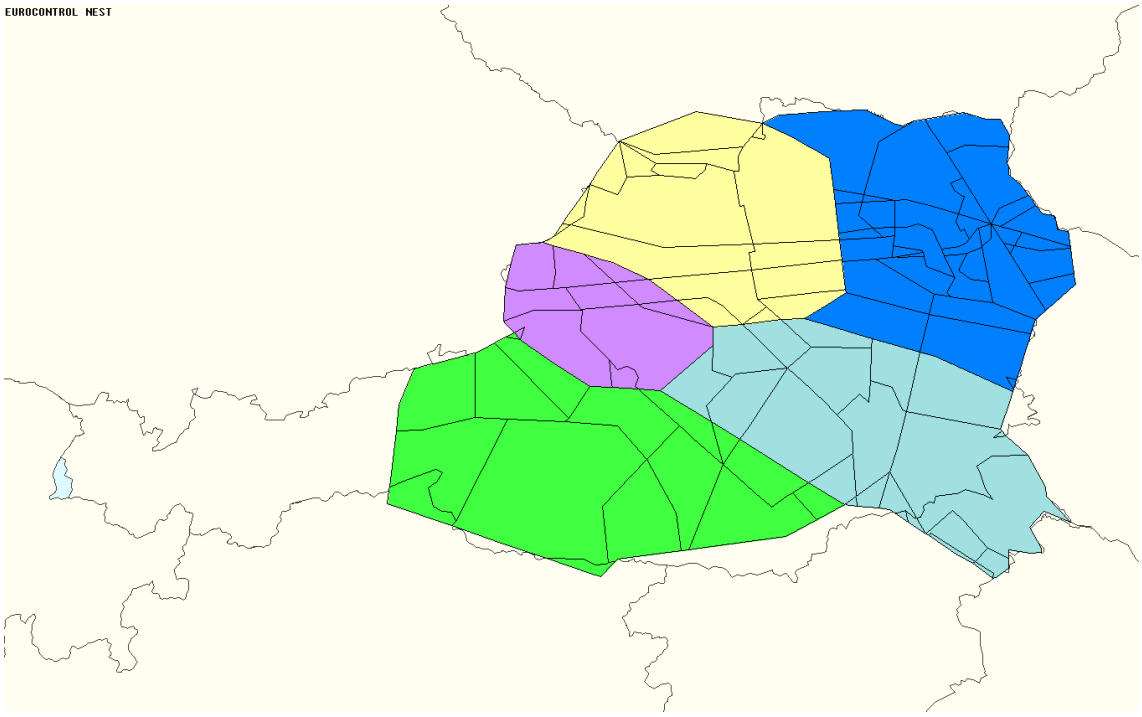

Figure 17: Austria upper airspace.

5.3. SECTORISATION BOSNIA AND HERZEGOVINA

Figure 18: Bosnia and Herzegovina from 9500 ft to FL660.

5.4. SECTORISATION CROATIA

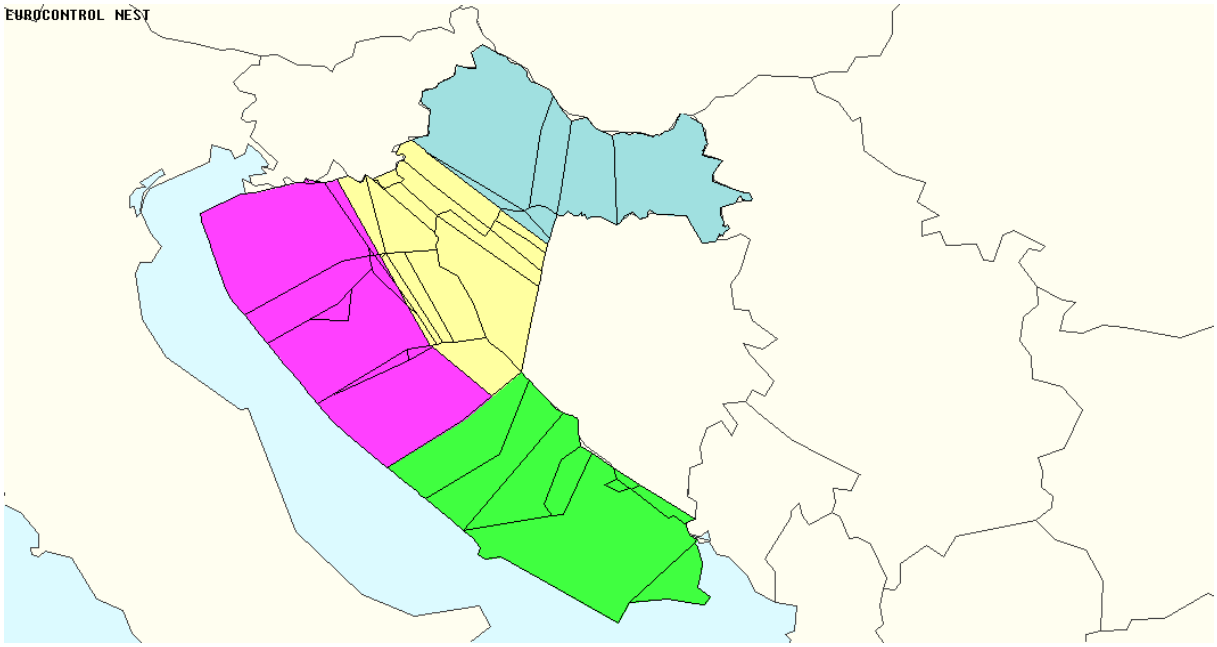

Figure 19: Croatia lower and upper airspace

5.5. SECTORISATION CZECH REPUBLIC

Lower airspace

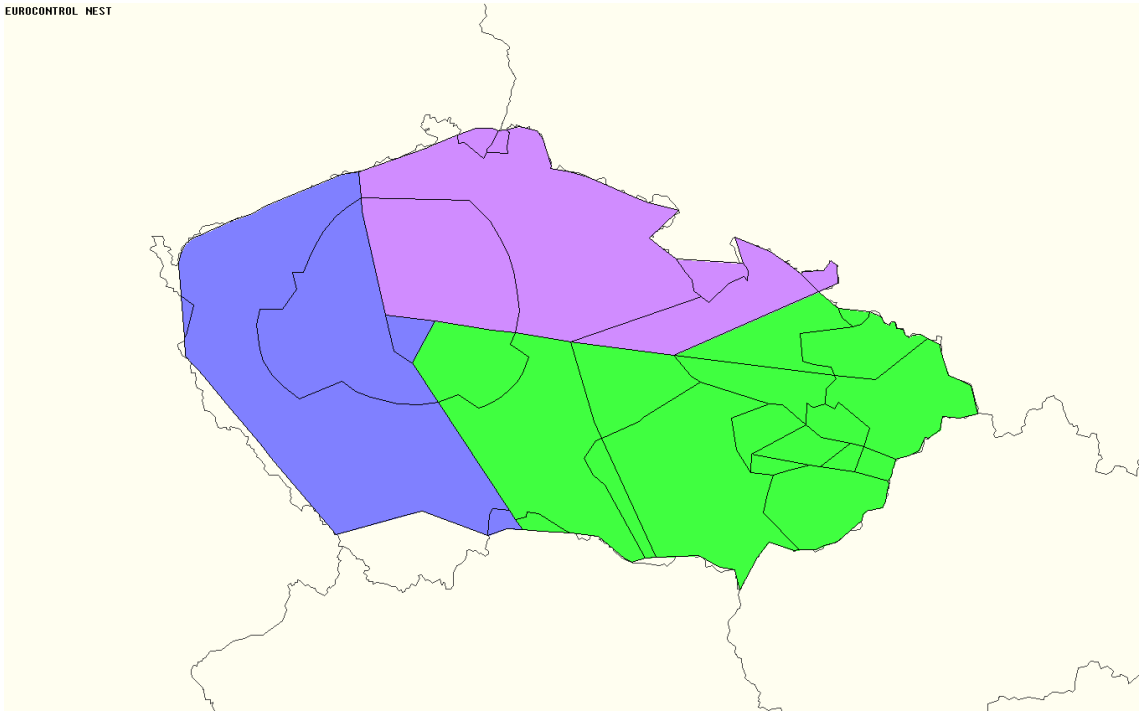

Figure 20: Czech Republic lower airspace.

Upper airspace

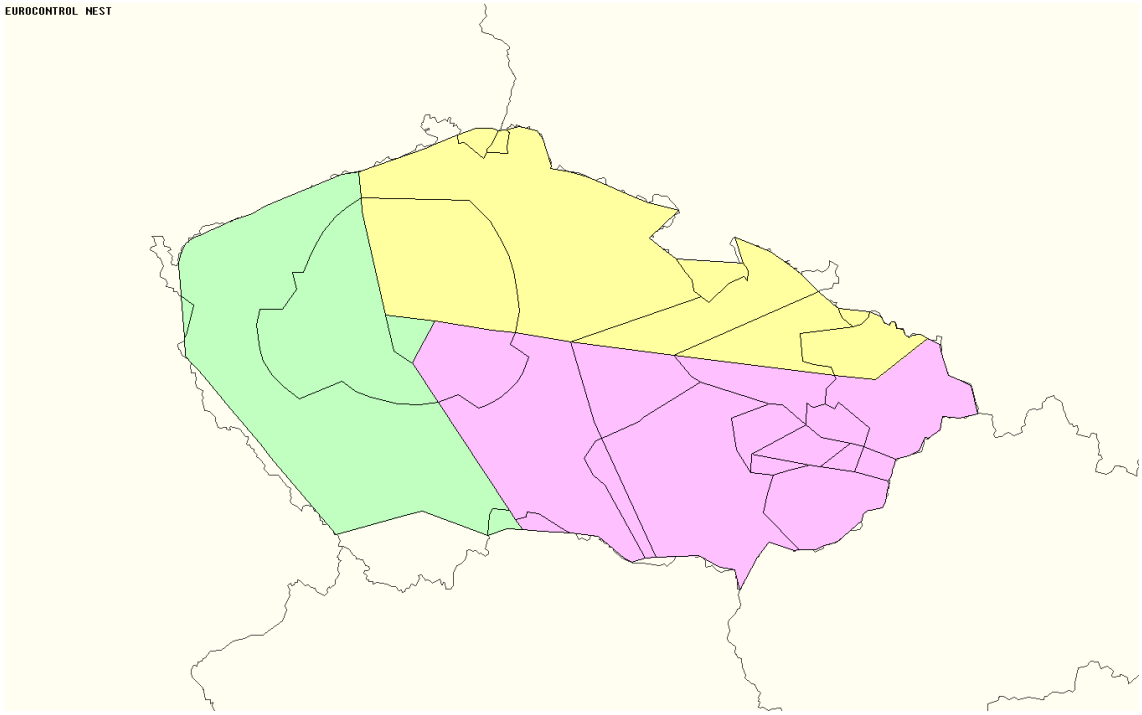

Figure 21: Czech Republic upper airspace.

5.6. SECTORISATION HUNGARY

Lower airspace

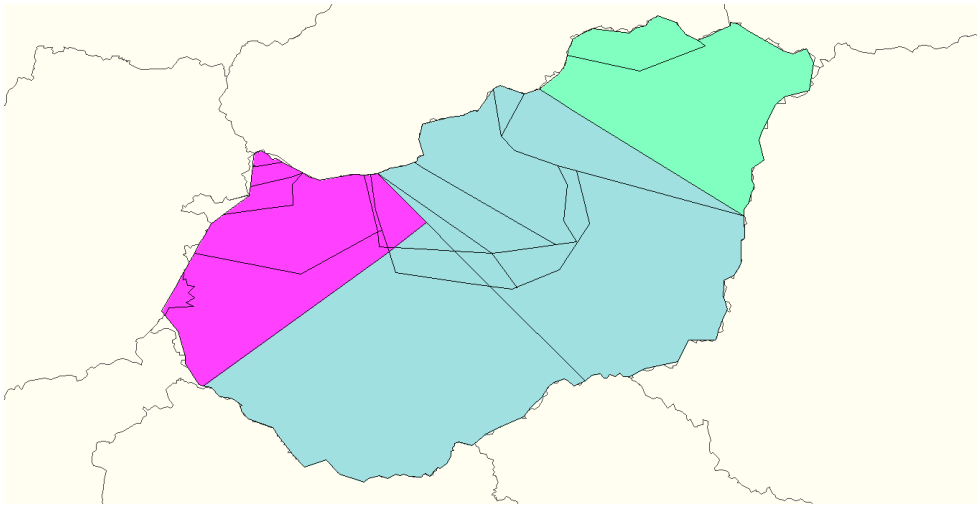

Figure 22: Hungary lower airspace.

Upper airspace

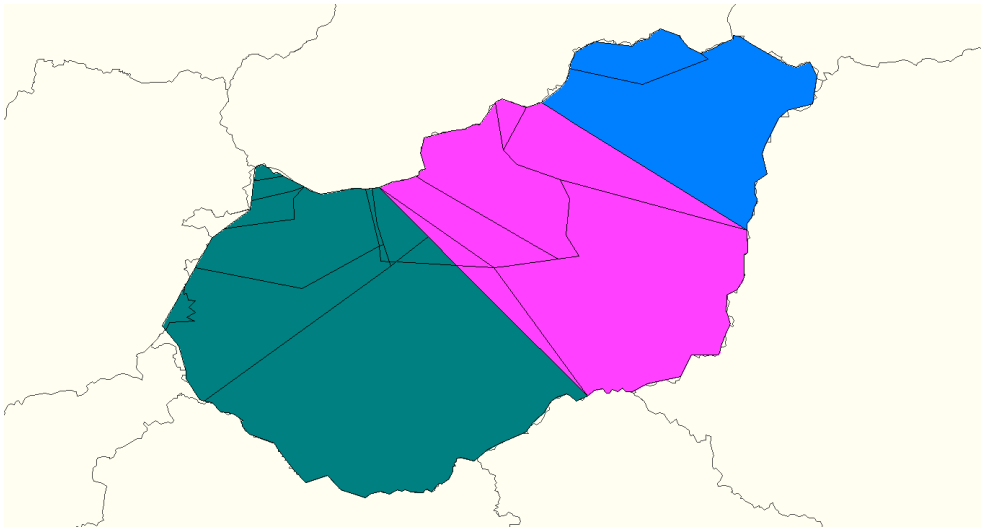

Figure 23: Hungary upper airspace.

Notes:

1. *In **LESMO area,** the ATS provision is delegated to Vienna APP (5500 feet AMSL – FL245).*
2. *West of the simplified sector border between Austria and Hungary, the ATS provision is delegated to ACC Vienna, but east of it to Budapest ACC. (FL115 – FL660).*
3. *In **KOSICE TMA2,** the ATS provision is delegated to Kosice APP (1000 feet AGL – 9500 feet).*
4. *We intentionally do not display on the map the **RUTOL-box (9000ft – FL195**) where the ATS provision is delegated to Budapest APP because it is reasonable to depict on LZBB chart.*

5.7. SECTORISATION SLOVAK REPUBLIC

Lower airspace

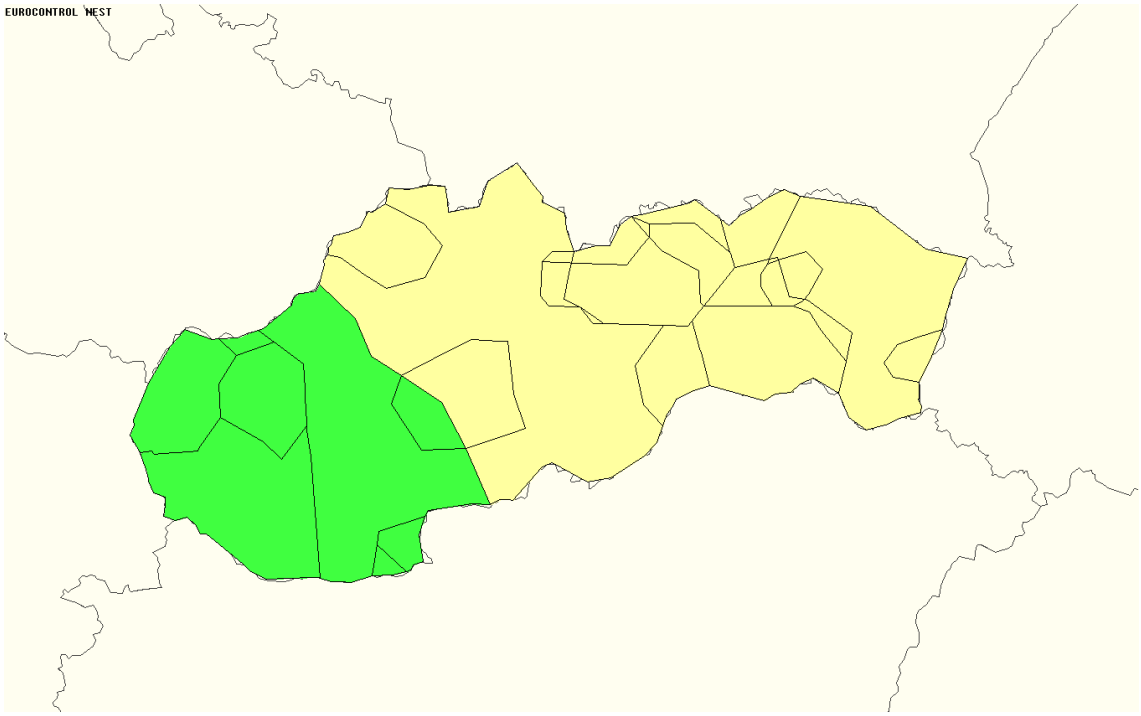

Figure 24: Slovak Republic lower airspace.

Upper airspace

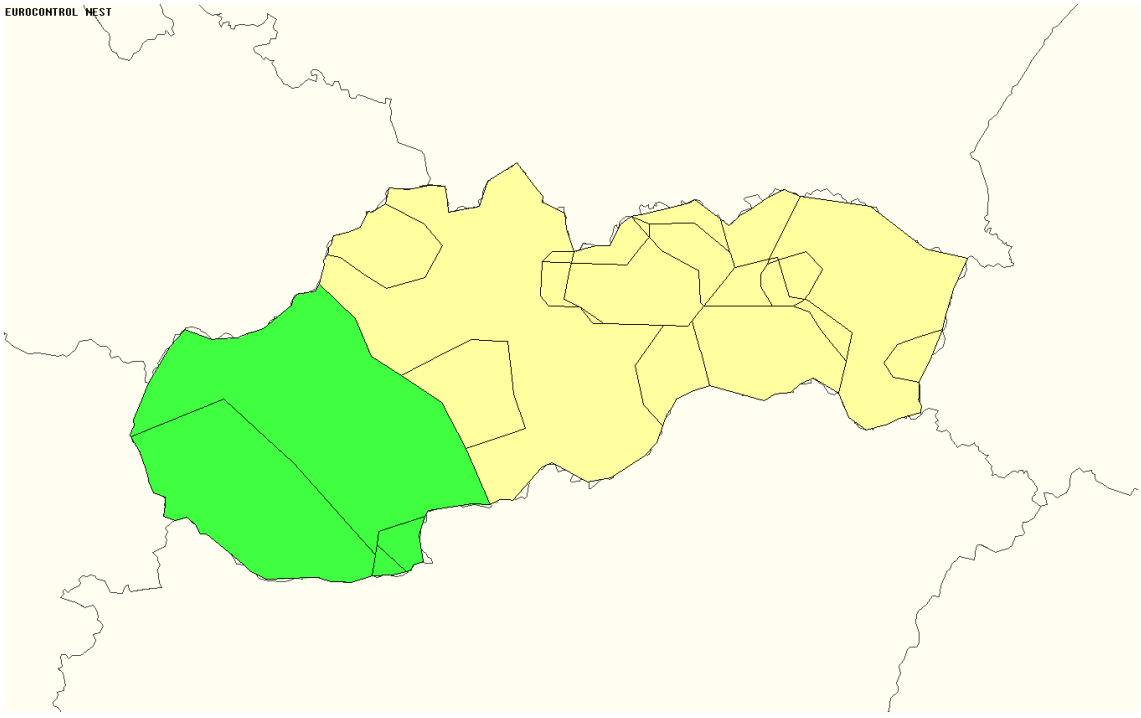

Figure 25: Slovak Republic upper airspace.

Airspace sectorisation as of 02OCT2025

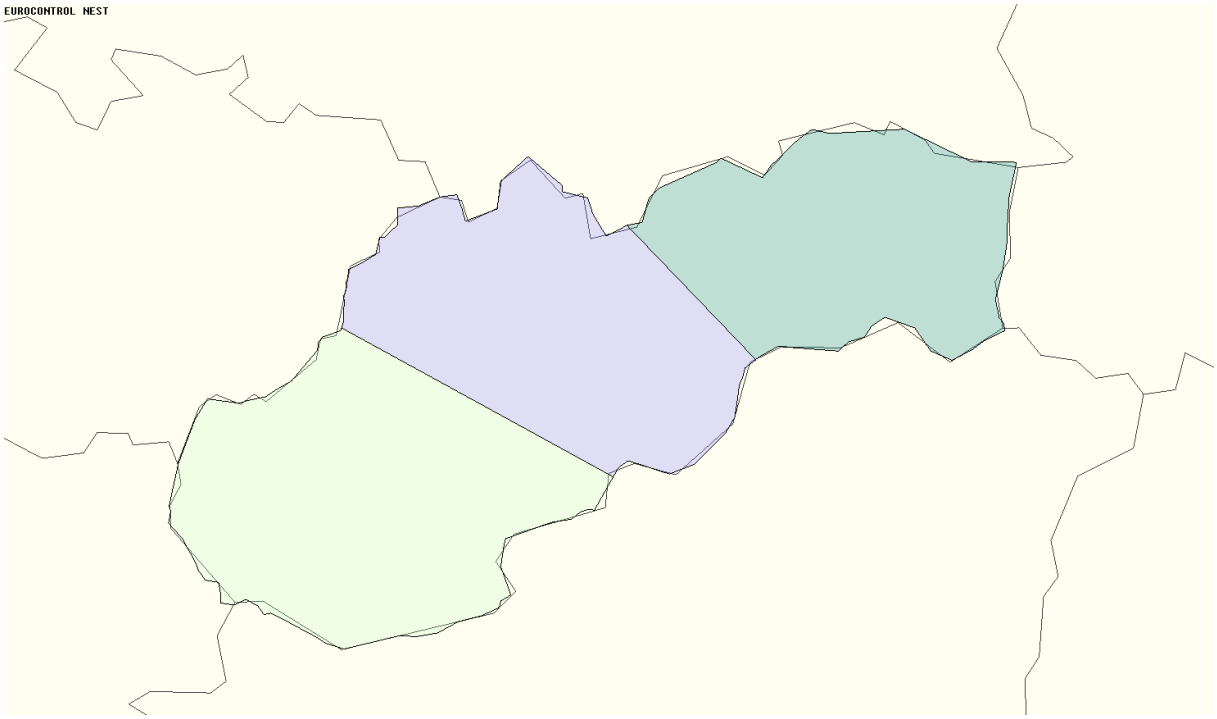

Figure 26: Slovak Republic airspace sectorisation as of 02OCT2025.

5.8. SECTORISATION SLOVENIA

Lower Airspace

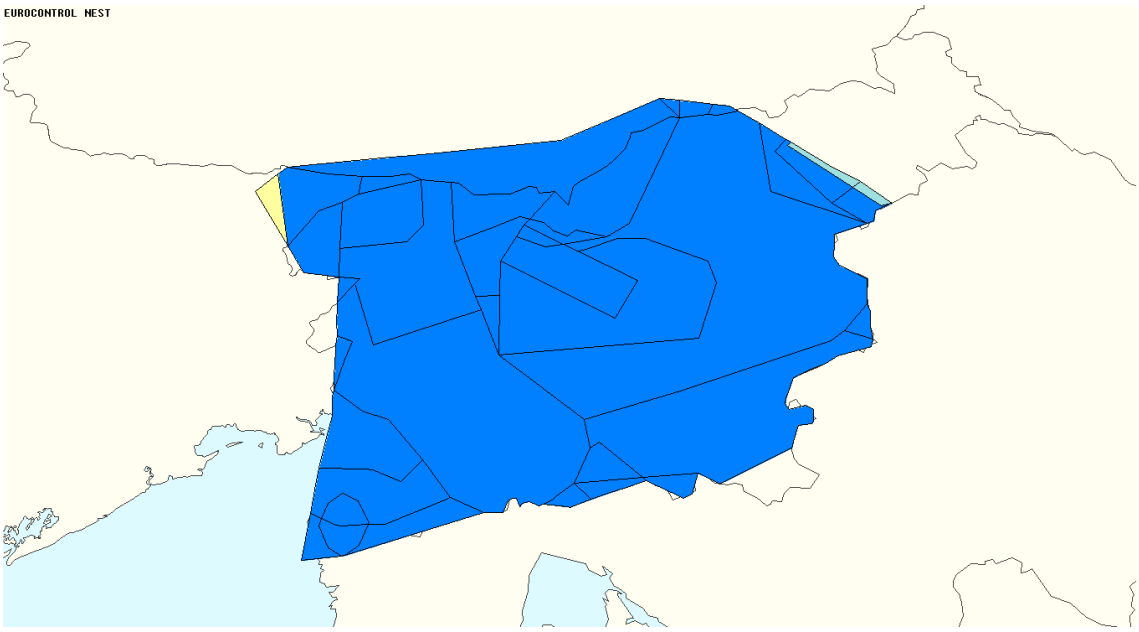

Figure 27: Slovenia lower airspace.

Upper Airspace

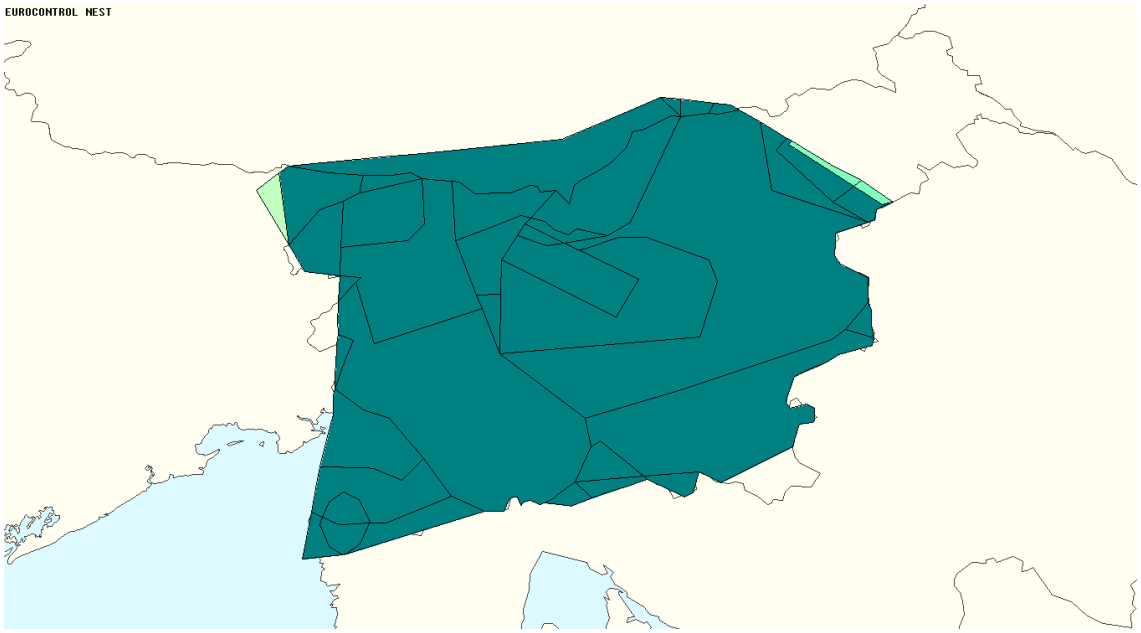

Figure 28: Slovenia upper airspace.

6. CATALOGUE OF FAB CE-RELATED PLANNED AIRSPACE CHANGES PROPOSALS (EXTRACT FROM ERNIP)

Note 1: In addition to the data presented in Table 5 and Table 6, additional information regarding the various implementation projects can be found in various studies (e.g. the ATF deliverables) and the ERNIP. Each proposal contains additionally a map containing the FAB CE delta load. It was considered not to integrate these maps into the Airspace Plan itself as they are used for working purposes and moreover to reduce the size of the document. In case of interest, please contact:

nm.rndsg@eurocontrol.int

Note 2: IMPLEMENTED Airspace changes proposals can be found in ERNIP application (database). For details contact:

nm.rndsg@eurocontrol.int

REFERENCES

[1] SJU, "A proposal for the future architecture of the European airspace," Publications Office of the European Union, Luxembourg, 2019.

[2] FAB CE, "FAB CE Strategy 2020-2030," 2020.

[3] FAB CE, "FAB CE Airspace Strtaegy 2022-2030," 2022.

[4] Performance Review Unit (PRU), "PRU Single European Sky Data Portal dashboard," EUROCONTROL, [Online]. Available: https://ansperformance.eu/data/. [Accessed 28 March 2024].

[5] EUROCONTROL, "EUROCONTROL Forecast Update 2024-2030," EUROCONTROL STATFOR, 2024.

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LIST OF ABBREVIATIONS

ACC	Area Control Centre
AGL	Above Ground Level
AIP	Aeronautical Information Publication
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
AoR	Area of Responsibility
ARN	ATS Route Network
ARR	Arrival
ASM	Airspace Management
ATC	Air Traffic Control
ATF	FAB CE Airspace Task Force
ATM	Air Traffic Management
ATS	Air Traffic Services
AU	Air Navigation Unit
BHANSA	Bosnia and Herzegovina Air Navigation Services Agency
BIH	Bosnia and Herzegovina
CCL	Croatia Control
CDR	Conditional ATS Route
CEO	Chief Executive Officer
CEOC	ANSPs CEO Committee
CIV	Civil
CNS	Communication Navigation Surveillance
CP1	Common Project Nr 1 (or "Next Common Project")
DCT	Direct Route
DEP	Departure
DME	Distance Measuring Equipment
DP	Deployment Programme
EAAS	European Airspace Architecture Study
EC	European Commission
ECAC	European Civil Aviation Conference
ERNIP	European Route Network Improvement Plan
EU	European Union
EUROCONTROL	European Organisation for the Safety of Air Navigation
FAB	Functional Airspace Block
FAB SC	FAB Steering Committee

FAPDG	FAB CE Airspace Planning and Design Group
FASP	FAB CE Airspace Plan
FIN SubC	Financial Sub Committee
FIR	Flight Information Region
FL	Flight Level
FMP	Flow Management Position
FNOP	FAB CE Network Operations Plan
FPL	Flight Plan
FRA	Free Route Airspace
FUA	Flexible Use of Airspace
GND	Ground
H24	Hours 24, Availability 24 hours/day, 7 days/week
HLP	FAB CE High-level Plan
JCMACC	Joint Civil-Military Airspace Coordination Committee
KEA	Average horizontal en route flight efficiency of the actual trajectory
LoA	Letter of Agreement
NAV	Navigation
NAVAIDS	Navigation aids
NM	Network Manager
PCP	Pilot Common Project
PSO	Programme Support Office
RNAV	Area Navigation
RNDSG	Route Network Development Sub-Group
RNP	Required Navigation Performance
RP3 (4)	Reference Period 3 (4)
SES	Single European Sky
SID	Standard Instrument Departure
SJU	SESAR Joint Undertaking
STAR	Standard Instrument Arrival
TMA	Terminal Control Area/Terminal Manoeuvring Area
TRA	Temporary Reserved Area
TSA	Temporary Segregated Area