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PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

- GEN 0.1** Preface: Updated.
- GEN 0.2** Record of AIP Amendments: Updated Text.
- GEN 0.4** Checklist of Pages: Updated.
- GEN 3.1** Aeronautical Information Services: Updated.
- GEN 3.3** Air Traffic Services: Updated.
- GEN 3.4** Communication Services: Updated.
- GEN 3.6** Search and Rescue: Updated.
- GEN 4.2** Air Navigation Services Charges: Updated.
- ENR 1.1** General Rules and Procedures: Updated.
- ENR 1.9** Air Traffic Flow Management: Updated.
- ENR 1.10** Flight Planning: Updated.
- ENR 5.1** Prohibited Areas, Restricted Areas and Danger Areas: Restricted Area EIR24 inserted.
- ENR 5.2** Military Exercise and Training Areas: Updated Charts.

NOTE: Introduction of New ANSP Logo, Ireland Air Navigation Services, trading as AirNav Ireland in all subsequent sections.

Remove Pages	Insert Pages	
GEN 0.1-1/GEN 0.1-2	GEN 0.1-1/GEN 0.1-2	18 MAY 2023/18 MAY 2023
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	18 MAY 2023/18 MAY 2023
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	18 MAY 2023/18 MAY 2023
GEN 3.1-1/GEN 3.1-4	GEN 3.1-1/GEN 3.1-4	18 MAY 2023/18 MAY 2023
GEN 3.3-1/GEN 3.3-4	GEN 3.3-1/GEN 3.3-4	18 MAY 2023/18 MAY 2023
GEN 3.4-1/GEN 3.4-8	GEN 3.4-1/GEN 3.4-8	18 MAY 2023/18 MAY 2023
GEN 3.6-1/GEN 3.6-4	GEN 3.6-1/GEN 3.6-4	18 MAY 2023/18 MAY 2023
GEN 4.2-1/GEN 4.2-2	GEN 4.2-1/GEN 4.2-2	18 MAY 2023/18 MAY 2023
ENR 1.1-1/ENR 1.1-2	ENR 1.1-1/ENR 1.1-2	18 MAY 2023/18 MAY 2023
ENR 1.9-1/ENR 1.9-10	ENR 1.9-1/ENR 1.9-10	18 MAY 2023/18 MAY 2023

ENR 1.10-1/ENR 1.10-18	ENR 1.10-1/ENR 1.10-18	18 MAY 2023/18 MAY 2023
ENR 5.1-1/ENR 5.1-4	ENR 5.1-1/ENR 5.1-4	18 MAY 2023/18 MAY 2023
ENR 5.2-1/ENR 5.2-4	ENR 5.2-1/ENR 5.2-4	18 MAY 2023/18 MAY 2023

New Supplements for this Amendment: **NIL**

Supplements cancelled in this Amendment: **NIL**

New AIC for this Amendment: **NIL**

AIC cancelled in this Amendment: **NIL**

PERM NOTAM* incorporated in this Amendment: **NIL**

**Note: NOTAMC will be issued 14 days after effective date of this AIRAC AIP Amdt.*

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PART 1 - GENERAL (GEN)

GEN 0

GEN 0.1 PREFACE

1. NAME OF THE PUBLISHING AUTHORITY

The AIP Ireland is published by AirNav Ireland on behalf of the Civil Aviation Authority of Ireland for EISN FIR.

2. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in [GEN 1.7](#).

3. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

3.1. The AIP Structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in [GEN 3.1](#). The AIP is made up of three Parts, General (GEN), En-route (ENR), and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1. Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

[GEN 0](#) - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; Table of Contents to Part 1.

[GEN 1](#) - National Regulations and Requirements; - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

[GEN 2](#) - Tables and Codes; - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

[GEN 3](#) - Services; - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and Rescue.

[GEN 4](#) - Charges for Aerodromes/Heliports and Air Navigation Services; - Aerodrome/Heliport charges; Air navigation services charges.

3.1.2. Part 2 - En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

[ENR 0](#) - Preface; - Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of contents to Part 2.

[ENR 1](#) - General Rules and Procedures; - General rules; Visual flight rules; Instrument flight rules; ATS airspace classifications; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

[ENR 2](#) - Air Traffic Services Airspace; - Detailed description of Flight Information Regions (FIR); Upper flight Information Regions (UIR); Terminal Control Areas (TMA); and Other regulated airspace.

[ENR 3](#) - ATS Routes; - Detailed description of Lower ATS routes; Upper ATS routes; Area navigation routes; Helicopter routes; Other routes; and en-route holding

Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 - Aerodromes

[ENR 4](#) - Radio Navigation Aids/Systems; - Radio navigation aids - en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights - en-route

[ENR 5](#) - Navigation Warnings; - Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles - en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

[ENR 6](#) - En-route Charts; - En-route Chart - ICAO; Index Charts

3.1.3. Part 3 - Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described hereafter

[AD 0](#) - Preface; - Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 3

[AD 1](#) - Aerodromes/Heliports - Introduction; - Aerodrome/heliport availability; Rescue and fire fighting services and Snow plan; Index to aerodromes and heliport; Grouping of aerodromes/heliports and Status of certification of aerodromes.

AD 2 - Aerodromes; - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections

3.2. Regular amendment interval

Regular Amendments to the AIP are issued as necessary.

AIRAC Amendment service follows the AIRAC cycle specified in ICAO DOC 8126, Aeronautical Information Service manual. AIRAC AIP amendments are given a numbering sequence separate from that of Regular AIP amendments. AIRAC AIP amendments are notified by Trigger NOTAM. A Nil notification is originated and distributed by NOTAM when no information is submitted for publication at the AIRAC date.

4. SERVICE TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

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GEN 0.4 Check list of AIP Pages

New Pages *

Page	Date		Page	Date	Page	Date
	GEN 0		1.5-10	08 NOV 2018		GEN 2
0.1-1	18 MAY 2023	*	1.5-11	08 NOV 2018	2.1-1	24 FEB 2022
0.1-2	18 MAY 2023	*	1.5-12	08 NOV 2018	2.1-2	24 FEB 2022
0.2-1	18 MAY 2023	*	1.5-13	08 NOV 2018	2.2-1	02 DEC 2021
0.2-2	18 MAY 2023	*	1.5-14	08 NOV 2018	2.2-2	02 DEC 2021
0.3-1	20 APR 2023		1.6-1	02 MAR 2017	2.2-3	02 DEC 2021
0.3-2	20 APR 2023		1.6-2	02 MAR 2017	2.2-4	02 DEC 2021
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0.4-5	18 MAY 2023	*	1.7-1	23 FEB 2023	2.2-9	02 DEC 2021
0.4-6	18 MAY 2023	*	1.7-2	23 FEB 2023	2.2-10	02 DEC 2021
0.4-7	18 MAY 2023	*	1.7-3	23 FEB 2023	2.2-11	02 DEC 2021
0.4-8	18 MAY 2023	*	1.7-4	23 FEB 2023	2.2-12	02 DEC 2021
0.5-1	15 JUL 2021		1.7-5	23 FEB 2023	2.2-13	02 DEC 2021
0.5-2	15 JUL 2021		1.7-6	23 FEB 2023	2.2-14	02 DEC 2021
0.6-1	19 MAY 2022		1.7-7	23 FEB 2023	2.3-1	12 FEB 2009
0.6-2	19 MAY 2022		1.7-8	23 FEB 2023	2.3-2	12 FEB 2009
0.6-3	19 MAY 2022		1.7-9	23 FEB 2023	2.4-1	11 AUG 2022
0.6-4	19 MAY 2022		1.7-10	23 FEB 2023	2.4-2	11 AUG 2022
	GEN 1		1.7-11	23 FEB 2023	2.5-1	08 OCT 2020
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1.1-2	19 MAY 2022		1.7-13	23 FEB 2023	2.6-1	11 FEB 2010
1.1-3	19 MAY 2022		1.7-14	23 FEB 2023	2.6-2	11 FEB 2010
1.1-4	19 MAY 2022		1.7-15	23 FEB 2023	2.7-1	13 OCT 2016
1.2-1	02 DEC 2021		1.7-16	23 FEB 2023	2.7-2	13 OCT 2016
1.2-2	02 DEC 2021		1.7-17	23 FEB 2023	2.7-3	13 OCT 2016
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1.2-4	02 DEC 2021		1.7-19	23 FEB 2023	2.7-5	13 OCT 2016
1.3-1	13 AUG 2020		1.7-20	23 FEB 2023	2.7-6	13 OCT 2016
1.3-2	13 AUG 2020		1.7-21	23 FEB 2023		GEN 3
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1.3-4	13 AUG 2020		1.7-23	23 FEB 2023	3.1-2	18 MAY 2023 *
1.4-1	08 DEC 2016		1.7-24	23 FEB 2023	3.1-3	18 MAY 2023 *
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1.5-2	08 NOV 2018		1.7-27	23 FEB 2023	3.2-2	20 APR 2023
1.5-3	08 NOV 2018		1.7-28	23 FEB 2023	3.2-3	20 APR 2023
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1.5-6	08 NOV 2018		1.7-31	23 FEB 2023	3.2-6	20 APR 2023
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1.5-8	08 NOV 2018		1.7-33	23 FEB 2023	3.2-8	20 APR 2023
1.5-9	08 NOV 2018		1.7-34	23 FEB 2023	3.2-9	20 APR 2023

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3.4-3	18 MAY 2023	*	1.3-2	02 DEC 2021		1.10-11	18 MAY 2023	*
3.4-4	18 MAY 2023	*	1.3-3	02 DEC 2021		1.10-12	18 MAY 2023	*
3.4-5	18 MAY 2023	*	1.3-4	02 DEC 2021		1.10-13	18 MAY 2023	*
3.4-6	18 MAY 2023	*	1.3-5	02 DEC 2021		1.10-14	18 MAY 2023	*
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3.4-8	18 MAY 2023	*	1.3-7	02 DEC 2021		1.10-16	18 MAY 2023	*
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3.5-2	08 OCT 2020		1.4-1	10 MAR 2011		1.10-18	18 MAY 2023	*
3.5-3	08 OCT 2020		1.4-2	10 MAR 2011		1.11-1	20 JUN 2019	
3.5-4	08 OCT 2020		1.5-1	19 MAY 2022		1.11-2	20 JUN 2019	
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3.5-6	08 OCT 2020		1.6-1	11 AUG 2022		1.12-2	08 JUN 2006	
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3.5-10	08 OCT 2020		1.6-5	11 AUG 2022		1.13-2	22 APR 2021	
3.5-11	08 OCT 2020		1.6-6	11 AUG 2022		1.13-3	22 APR 2021	
3.5-12	08 OCT 2020		1.6-7	11 AUG 2022		1.13-4	22 APR 2021	
3.6-1	18 MAY 2023	*	1.6-8	11 AUG 2022		1.14-1	08 JUN 2006	
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4.1-1	27 FEB 2020		1.8-2	06 OCT 2022			ENR 2	
4.1-2	27 FEB 2020		1.8-3	06 OCT 2022		2.1-1	01 DEC 2022	
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0.5-2	12 OCT 2017		1.9-10	18 MAY 2023	*	2.2-6	06 OCT 2022	
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			1.10-3	18 MAY 2023	*			

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2.2-10	06 OCT 2022	5.2-4	18 MAY 2023 *	0.3-2	07 MAR 2013
	ENR 3	5.3-1	17 SEP 2015	0.4-1	07 MAR 2013
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3.1-2	20 JUN 2019	5.4-1	27 JAN 2022	0.5-1	07 MAR 2013
3.2-1	17 DEC 2009	5.4-2	27 JAN 2022	0.5-2	07 MAR 2013
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3.3-3	23 MAR 2023	5.5-4	19 MAY 2022	0.6-4	25 FEB 2021
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3.3-10	23 MAR 2023	5.5-11	19 MAY 2022	0.6-11	25 FEB 2021
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3.4-2	08 JUN 2006	5.5-13	19 MAY 2022	0.6-13	25 FEB 2021
3.5-1	26 MAR 2020	5.5-14	19 MAY 2022	0.6-14	25 FEB 2021
3.5-2	26 MAR 2020	5.5-15	19 MAY 2022		AD 1
3.6-1	28 APR 2016	5.5-16	19 MAY 2022	1.1-1	25 FEB 2021
3.6-2	28 APR 2016	5.5-17	19 MAY 2022	1.1-2	25 FEB 2021
	ENR 4	5.5-18	19 MAY 2022	1.1-3	25 FEB 2021
4.1-1	14 JUL 2022	5.5-19	19 MAY 2022	1.1-4	25 FEB 2021
4.1-2	14 JUL 2022	5.5-20	19 MAY 2022	1.2-1	04 NOV 2021
4.2-1	08 JUN 2006	5.5-21	19 MAY 2022	1.2-2	04 NOV 2021
4.2-2	08 JUN 2006	5.5-22	19 MAY 2022	1.3-1	28 JAN 2021
4.3-1	06 DEC 2018	5.5-23	19 MAY 2022	1.3-2	28 JAN 2021
4.3-2	06 DEC 2018	5.5-24	19 MAY 2022	1.4-1	25 FEB 2021
4.4-1	23 MAR 2023	5.6-1	27 FEB 2020	1.4-2	25 FEB 2021
4.4-2	23 MAR 2023	5.6-2	27 FEB 2020	1.5-1	25 FEB 2021
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4.4-5	23 MAR 2023	5.6-5	27 FEB 2020	2-1	14 JUL 2022
4.4-6	23 MAR 2023	5.6-6	27 FEB 2020	2-2	14 JUL 2022
4.4-7	23 MAR 2023	5.6-7	27 FEB 2020	2-3	14 JUL 2022
4.4-8	23 MAR 2023	5.6-8	27 FEB 2020	2-4	14 JUL 2022
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5.1-3	18 MAY 2023 *	0.1-1	07 MAR 2013	2-10	14 JUL 2022
5.1-4	18 MAY 2023 *	0.1-2	07 MAR 2013	2-11	14 JUL 2022
5.2-1	18 MAY 2023 *	0.2-1	07 MAR 2013	2-12	14 JUL 2022
5.2-2	18 MAY 2023 *	0.2-2	07 MAR 2013	2-13	14 JUL 2022

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2-15	14 JUL 2022	2.24-26.2	11 OCT 2018	2-42	06 OCT 2022
2-16	14 JUL 2022	2.24-27.1	08 SEP 2022	2-43	06 OCT 2022
2.24-1	08 NOV 2018	2.24-27.2	08 SEP 2022	2-44	06 OCT 2022
2.24-2	26 APR 2018	2.24-28	10 SEP 2020	2-45	06 OCT 2022
2.24-3	26 APR 2018	2.24-29.1	25 MAR 2021	2-46	06 OCT 2022
2.24-4	26 APR 2018	2.24-29.2	25 MAR 2021	2.24-1	11 AUG 2022
2.24-5	26 APR 2018			2.24-2	03 NOV 2022
2.24-6.1	26 APR 2018		EIDW AD	2.24-2.2	03 NOV 2022
2.24-6.2	26 APR 2018	2-1	06 OCT 2022	2.24-3	08 OCT 2020
2.24-7.1	26 APR 2018	2-2	06 OCT 2022	2.24-4	11 AUG 2022
2.24-7.2	26 APR 2018	2-3	06 OCT 2022	2.24-5	08 OCT 2020
2.24-8.1	26 APR 2018	2-4	06 OCT 2022	2.24-6	08 OCT 2020
2.24-8.2	26 APR 2018	2-5	06 OCT 2022	2.24-7	11 AUG 2022
2.24-9.1	26 APR 2018	2-6	06 OCT 2022	2.24-8	11 AUG 2022
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2.24-10.2	26 APR 2018	2-9	06 OCT 2022	2.24-10.2	05 NOV 2020
2.24-11.1	26 APR 2018	2-10	06 OCT 2022	2.24-10.3	05 NOV 2020
2.24-11.2	26 APR 2018	2-11	06 OCT 2022	2.24-11.1	08 SEP 2022
2.24-12.1	26 APR 2018	2-12	06 OCT 2022	2.24-11.2	08 SEP 2022
2.24-12.2	26 APR 2018	2-13	06 OCT 2022	2.24-11.3	08 SEP 2022
2.24-13.1	26 APR 2018	2-14	06 OCT 2022	2.24-12.1	06 OCT 2022
2.24-13-2	26 APR 2018	2-15	06 OCT 2022	2.24-12.2	06 OCT 2022
2.24-14.1	11 OCT 2018	2-16	06 OCT 2022	2.24-12.3	06 OCT 2022
2.24-14.2	11 OCT 2018	2-17	06 OCT 2022	2.24-13.1	20 APR 2023
2.24-15.1	26 APR 2018	2-18	06 OCT 2022	2.24-13.2	20 APR 2023
2.24-15.2	26 APR 2018	2-19	06 OCT 2022	2.24-13.3	20 APR 2023
2.24-16.1	26 APR 2018	2-20	06 OCT 2022	2.24-14.1	06 OCT 2022
2.24-16.2	26 APR 2018	2-21	06 OCT 2022	2.24-14.2	06 OCT 2022
2.24-17.1	11 OCT 2018	2-22	06 OCT 2022	2.24-15.1	20 APR 2023
2.24-17.2	11 OCT 2018	2-23	06 OCT 2022	2.24-15.2	20 APR 2023
2.24-18.1	11 OCT 2018	2-24	06 OCT 2022	2.24-15.3	20 APR 2023
2.24-18.2	11 OCT 2018	2-25	06 OCT 2022	2.24-16.1	11 AUG 2022
2.24-19.1	11 OCT 2018	2-26	06 OCT 2022	2.24-16.2	11 AUG 2022
2.24-19.2	11 OCT 2018	2-27	06 OCT 2022	2.24-17.1	16 JUN 2022
2.24-20.1	11 OCT 2018	2-28	06 OCT 2022	2.24-17.2	16 JUN 2022
2.24-20.2	11 OCT 2018	2-29	06 OCT 2022	2.24-17.3	16 JUN 2022
2.24-21.1	11 OCT 2018	2-30	06 OCT 2022	2.24-18.1	05 NOV 2020
2.24-21.2	11 OCT 2018	2-31	06 OCT 2022	2.24-18.2	05 NOV 2020
2.24-22.1	11 OCT 2018	2-32	06 OCT 2022	2.24-18.3	05 NOV 2020
2.24-22.2	11 OCT 2018	2-33	06 OCT 2022	2.24-19.1	06 OCT 2022
2.24-23.1	11 OCT 2018	2-34	06 OCT 2022	2.24-19.2	06 OCT 2022
2.24-23.2	11 OCT 2018	2-35	06 OCT 2022	2.24-19.3	06 OCT 2022
2.24-24.1	31 JAN 2019	2-36	06 OCT 2022	2.24-20.1	05 NOV 2020
2.24-24.2	31 JAN 2019	2-37	06 OCT 2022	2.24-20.2	05 NOV 2020
2.24-25.1	08 SEP 2022	2-38	06 OCT 2022	2.24-20.3	05 NOV 2020
2.24-25.2	08 SEP 2022	2-39	06 OCT 2022	2.24-21.1	06 OCT 2022
		2-40	06 OCT 2022		

Page	Date	Page	Date	Page	Date
2.24-21.2	06 OCT 2022	2.24-40.1	08 OCT 2020	2.24-16.1	17 JUN 2021
2.24-21.3	06 OCT 2022	2.24-40.2	08 OCT 2020	2.24-16.2	17 JUN 2021
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2.24-22.2	06 OCT 2022	2.24-41.2	17 JUN 2021	2-1	24 FEB 2022
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2.24-22.5	06 OCT 2022	2.24-43.1	01 DEC 2022	2-4	24 FEB 2022
2.24-22.6	06 OCT 2022	2.24-43.2	01 DEC 2022	2-5	24 FEB 2022
2.24-23.1	06 OCT 2022	2.24-44	22 APR 2021	2-6	24 FEB 2022
2.24-23.2	06 OCT 2022	2.24-45.1	21 APR 2022	2-7	24 FEB 2022
2.24-23.3	06 OCT 2022	2.24-45.2	21 APR 2022	2-8	24 FEB 2022
2.24-23.5	06 OCT 2022		EINN AD	2-9	24 FEB 2022
2.24-23.6	06 OCT 2022	2-1	21 APR 2022	2-10	24 FEB 2022
2.24-23.7	06 OCT 2022	2-2	21 APR 2022	2-11	24 FEB 2022
2.24-24.1	08 OCT 2020	2-3	21 APR 2022	2-12	24 FEB 2022
2.24-24.2	08 OCT 2020	2-4	21 APR 2022	2-13	24 FEB 2022
2.24-24.3	08 OCT 2020	2-5	21 APR 2022	2-14	24 FEB 2022
2.24-25.1	08 OCT 2020	2-6	21 APR 2022	2-15	24 FEB 2022
2.24-25.2	08 OCT 2020	2-7	21 APR 2022	2-16	24 FEB 2022
2.24-25.3	08 OCT 2020	2-8	21 APR 2022	2.24-1	28 MAR 2019
2.24-26.1	11 AUG 2022	2-9	21 APR 2022	2.24-2	28 JUN 2012
2.24-26.2	11 AUG 2022	2-10	21 APR 2022	2.24-3	05 APR 2012
2.24-26.3	11 AUG 2022	2-11	21 APR 2022	2.24-4	05 APR 2012
2.24-27.1	11 AUG 2022	2-12	21 APR 2022	2.24-5	05 APR 2012
2.24-27.2	11 AUG 2022	2-13	21 APR 2022	2.24-15	20 APR 2023
2.24-28.1	08 OCT 2020	2-14	21 APR 2022		EIKN AD
2.24-28.2	08 OCT 2020	2.24-1	26 MAR 2020	2-1	14 JUL 2022
2.24-29.1	01 DEC 2022	2.24-2	25 APR 2019	2-2	14 JUL 2022
2.24-29.2	01 DEC 2022	2.24-2.2	25 APR 2019	2-3	14 JUL 2022
2.24-29.3	01 DEC 2022	2.24-3	06 DEC 2018	2-4	14 JUL 2022
2.24-30.1	06 OCT 2022	2.24-4	22 MAR 2001	2-5	14 JUL 2022
2.24-30.2	06 OCT 2022	2.24-5.1	31 JAN 2019	2-6	14 JUL 2022
2.24-32.1	01 DEC 2022	2.24-5.2	31 JAN 2019	2-7	14 JUL 2022
2.24-32.2	01 DEC 2022	2.24-6.1	31 JAN 2019	2-8	14 JUL 2022
2.24-32.3	01 DEC 2022	2.24-6.2	31 JAN 2019	2-9	14 JUL 2022
2.24-33.1	06 OCT 2022	2.24-7.1	31 JAN 2019	2-10	14 JUL 2022
2.24-33.2	06 OCT 2022	2.24-7.2	31 JAN 2019	2-11	14 JUL 2022
2.24-35.1	01 DEC 2022	2.24-8.1	06 DEC 2018	2-12	14 JUL 2022
2.24-35.2	01 DEC 2022	2.24-8.2	06 DEC 2018	2-13	14 JUL 2022
2.24-35.3	01 DEC 2022	2.24-10.1	06 DEC 2018	2-14	14 JUL 2022
2.24-36.1	06 OCT 2022	2.24-10.2	06 DEC 2018	2-15	14 JUL 2022
2.24-36.2	06 OCT 2022	2.24-11.1	06 DEC 2018	2-16	14 JUL 2022
2.24-37.1	08 OCT 2020	2.24-11.2	06 DEC 2018	2.24-1	20 MAY 2021
2.24-37.2	08 OCT 2020	2.24-13.1	06 DEC 2018	2.24-2	18 AUG 2016
2.24-38.1	17 JUN 2021	2.24-13.2	06 DEC 2018	2.24-3	28 APR 2016
2.24-38.2	17 JUN 2021	2.24-14.1	06 DEC 2018	2.24-4.1	13 SEP 2018
2.24-39.1	08 OCT 2020	2.24-14.2	06 DEC 2018	2.24-4.2	13 SEP 2018
2.24-39.2	08 OCT 2020	2.24-15	10 SEP 2020		

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2.24-5.1	13 SEP 2018	2.24-4.1	25 MAR 2021		EIWF AD
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2.24-6.1	18 AUG 2016	2.24-5.1	25 MAR 2021	2-2	23 MAR 2023
2.24-6.2	18 AUG 2016	2.24-5.2	25 MAR 2021	2-3	23 MAR 2023
2.24-7.1	20 JUL 2017	2.24-6.1	25 MAR 2021	2-4	23 MAR 2023
2.24-7.2	20 JUL 2017	2.24-6.2	25 MAR 2021	2-5	23 MAR 2023
2.24-8.1	08 SEP 2022	2.24-7.1	25 MAR 2021	2-6	23 MAR 2023
2.24-8.2	08 SEP 2022	2.24-7.2	25 MAR 2021	2-7	23 MAR 2023
2.24-9.1	18 AUG 2016	2.24-7.3	25 MAR 2021	2-8	23 MAR 2023
2.24-9.2	18 AUG 2016	2.24-8.1	08 DEC 2016	2-9	23 MAR 2023
2.24-10.1	28 APR 2016	2.24-8.2	08 DEC 2016	2-10	23 MAR 2023
2.24-10.2	28 APR 2016	2.24-9.1	08 DEC 2016	2-11	23 MAR 2023
2.24-11.1	18 AUG 2016	2.24-9.2	08 DEC 2016	2-12	23 MAR 2023
2.24-11.2	18 AUG 2016	2.24-10.1	20 MAY 2021	2.24-1	30 OCT 2003
2.24-12.1	28 APR 2016	2.24-10.2	20 MAY 2021	2.24-2	30 OCT 2003
2.24-12.2	28 APR 2016	2.24-10.3	20 MAY 2021	2.24-3.1	20 JUL 2017
2.24-13.1	28 APR 2016	2.24-11.1	18 AUG 2016	2.24-3.2	20 JUL 2017
2.24-13.2	28 APR 2016	2.24-11.2	18 AUG 2016	2.24-5	30 OCT 2003
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2.24-14.2	25 MAR 2021		EISG AD	2.24-6.2	08 DEC 2016
2.24-15.1	18 AUG 2016	2-1	23 MAR 2023	2.24-7	23 MAR 2023
2.24-15.2	18 AUG 2016	2-2	23 MAR 2023		EIWT AD
2.24-16.1	18 AUG 2016	2-3	23 MAR 2023	2-1	09 SEP 2021
2.24-16.2	18 AUG 2016	2-4	23 MAR 2023	2-2	09 SEP 2021
2.24-17.1	18 AUG 2016	2-5	23 MAR 2023	2-3	09 SEP 2021
2.24-17.2	18 AUG 2016	2-6	23 MAR 2023	2-4	09 SEP 2021
2.24-19	20 MAY 2021	2-7	23 MAR 2023	2-5	09 SEP 2021
	EIKY AD	2-8	23 MAR 2023	2-6	09 SEP 2021
2-1	08 SEP 2022	2-9	23 MAR 2023	2-7	09 SEP 2021
2-2	08 SEP 2022	2-10	23 MAR 2023	2-8	09 SEP 2021
2-3	08 SEP 2022	2-11	23 MAR 2023	2-9	09 SEP 2021
2-4	08 SEP 2022	2-12	23 MAR 2023	2-10	09 SEP 2021
2-5	08 SEP 2022	2.24-1	28 JAN 2021	2.24-1	07 JUN 2007
2-6	08 SEP 2022	2.24-2	28 JAN 2021		EIAB AD
2-7	08 SEP 2022	2.24-7.1	22 APR 2021	2-1	24 MAR 2022
2-8	08 SEP 2022	2.24-7.2	22 APR 2021	2-2	24 MAR 2022
2-9	08 SEP 2022	2.24-8.1	22 APR 2021	2-3	24 MAR 2022
2-10	08 SEP 2022	2.24-8.2	22 APR 2021	2-4	24 MAR 2022
2-11	08 SEP 2022	2.24-9.1	22 APR 2021	2-5	24 MAR 2022
2-12	08 SEP 2022	2.24-9.2	22 APR 2021	2-6	24 MAR 2022
2-13	08 SEP 2022	2.24-10.1	22 APR 2021		EIBN AD
2-14	08 SEP 2022	2.24-10.2	22 APR 2021	2-1	24 MAR 2022
2-15	08 SEP 2022	2.24-11.1	22 APR 2021	2-2	24 MAR 2022
2-16	08 SEP 2022	2.24-11.2	22 APR 2021	2-3	24 MAR 2022
2.24-1	20 MAY 2021	2.24-12.1	22 APR 2021	2-4	24 MAR 2022
2.24-2	28 OCT 2004	2.24-12.2	22 APR 2021	2-5	24 MAR 2022
2.24-3.1	25 MAR 2021	2.24-16	23 MAR 2023	2-6	24 MAR 2022
2.24-3.2	25 MAR 2021				

Page	Date	Page	Date	Page	Date
	EIBR AD	2-3	16 JUN 2022		
2-1	24 MAR 2022	2-4	16 JUN 2022		
2-2	24 MAR 2022	2-5	16 JUN 2022		
2-3	24 MAR 2022	2-6	16 JUN 2022		
2-4	24 MAR 2022				EIMH AD
2-5	24 MAR 2022	2-1	24 MAR 2022		
2-6	24 MAR 2022	2-2	24 MAR 2022		
	EICA AD	2-3	24 MAR 2022		
2-1	21 APR 2022	2-4	24 MAR 2022		
2-2	21 APR 2022	2-5	24 MAR 2022		
2-3	21 APR 2022	2-6	24 MAR 2022		
2-4	21 APR 2022				EIMN AD
2-5	21 APR 2022	2-1	19 MAY 2022		
2-6	21 APR 2022	2-2	19 MAY 2022		
	EICL AD	2-3	19 MAY 2022		
2-1	21 APR 2022	2-4	19 MAY 2022		
2-2	21 APR 2022	2-5	19 MAY 2022		
2-3	21 APR 2022	2-6	19 MAY 2022		
2-4	21 APR 2022				EINC AD
2-5	21 APR 2022	2-1	16 JUN 2022		
2-6	21 APR 2022	2-2	16 JUN 2022		
	EICN AD	2-3	16 JUN 2022		
2-1	21 APR 2022	2-4	16 JUN 2022		
2-2	21 APR 2022	2-5	16 JUN 2022		
2-3	21 APR 2022	2-6	16 JUN 2022		
2-4	21 APR 2022				EIRT AD
2-5	21 APR 2022	2-1	16 JUN 2022		
2-6	21 APR 2022	2-2	16 JUN 2022		
	EIIM AD	2-3	16 JUN 2022		
2-1	19 MAY 2022	2-4	16 JUN 2022		
2-2	19 MAY 2022	2-5	16 JUN 2022		
2-3	19 MAY 2022	2-6	16 JUN 2022		
2-4	19 MAY 2022				
2-5	19 MAY 2022				
2-6	19 MAY 2022				
	EIIR AD				
2-1	19 MAY 2022				
2-2	19 MAY 2022				
2-3	19 MAY 2022				
2-4	19 MAY 2022				
2-5	19 MAY 2022				
2-6	19 MAY 2022				
	EIKK AD				
2-1	16 JUN 2022				
2-2	16 JUN 2022				

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GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

Provision of Aeronautical Information Services has been delegated by the State to The Irish Aviation Authority. Aeronautical Information Services, including production of the Integrated Aeronautical Information Package (AIP), National Air Traffic Services Reporting Office (ARO) and International NOTAM Office (NOF) are centrally located at the following address...

Post: Aeronautical Information Service
AirNav Ireland
Ballycasey Cross
Shannon
Co. Clare
Ireland

Phone: + 353 61 703 750
Fax: + 353 61 366 245
Email: aisops@airnav.ie
URL: <http://www.airnav.ie>
AFS: EINNZPZX

Ireland has migrated to the European AIS Database (EAD) for International NOTAM Operations.

The service is provided in accordance with the provisions contained in Annex 15 - Aeronautical Information Service

2. AREA OF RESPONSIBILITY

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of the State and for airspace of the adjacent international waters under the jurisdiction of the State for Air Traffic Control purposes.

3. AERONAUTICAL PUBLICATIONS

3.1 INTEGRATED AERONAUTICAL INFORMATION PACKAGE

The Integrated Aeronautical Information Package consists of:-

- Aeronautical Information Publication (AIP);
- Amendment Service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC)
- Checklist and lists of Valid NOTAM.

NOTAM and the related monthly checklist are issued via AFS, while PIB are made available from AIS Shannon.

3.2 Aeronautical Information Publication (AIP)

AIP Ireland, published in one volume, is the basic aeronautical information document published for Ireland and contains information of a lasting character which is essential to air navigation within the Shannon FIR/UIR, SOTA and NOTA. It is available in English only.

3.3 AIRAC AIP AMENDMENT

Changes of a lasting character, which are operationally significant, are published in accordance with the AIRAC Cycle as AIRAC AIP Amendments to AIP Ireland. Use of the AIRAC Cycle ensures that subscribers receive important information in advance of the effective date of that information. An AIRAC AIP Amendment should be inserted in the AIP on the effective date shown. In all other respects, AIRAC AIP Amendments correspond to ordinary AIP Amendments when published.

3.4 AIP SUPPLEMENT

Temporary changes, lasting 3 months or longer, and operational changes containing extensive text are published as AIP Supplements. These should be placed at the front of the AIP manual. Details of the validity of each AIP

Supplements are given in the Supplement itself, however implementation or completion dates may be promulgated by NOTAM. The information in a valid AIP Supplement overrides the information previously published in the AIP. Supplements are printed on coloured paper and are numbered sequentially on a calendar year basis. In certain instances, AIP Supplements may be published according to AIRAC procedures as AIRAC AIP Supplements.

3.5 NOTAM and Pre-Flight Information Bulletins

NOTAM are published by the International NOTAM Office. Three NOTAM types are issued and are identified as follows:

- NOTAM N - New information/proposals;
- NOTAM R - Replaces a previous current NOTAM;
- NOTAM C - Cancels a previous NOTAM

NOTAM are issued in a number of different series (see [Table 1](#) for details of the subject matter of each individual NOTAM series) by means of the Aeronautical Fixed Telecommunication Network (AFTN). In order to facilitate the automatic data processing of the NOTAM and the production of Route Bulletins, a qualifier line (identified as line Q) is added by the International NOTAM Office as the second line of the NOTAM.

NOTAM contain information that:

- is of immediate short term significance, or
- applies long-term, but as it is of immediate significance, requires distribution in advance of an AIP Amendment, or as a “Trigger” NOTAM draws attention to AIRAC AIP Amendments or AIRAC AIP Supplements in Pre Flight Information Bulletins.
 - Each NOTAM deals with one subject and one condition concerning that subject;
 - NOTAM text is both precise and concise, using plain language and commonly used ICAO abbreviations;
 - All temporary NOTAM must have an expiry date/time;
 - If information is permanent then the abbreviation **PERM** will appear in the NOTAM.

Pre-flight Information Bulletins (PIB) which contain a recapitulation of current NOTAM and other information of urgent character for operators/flight crews are available from AIS Shannon.

The extent of information contained in the PIB is indicated in subsection 5 hereunder.

Table 1: Table of NOTAM Series for NOF Ireland

Series	Content
A	Aerodromes: Casement, Cork, Donegal, Dublin, Ireland West, Kerry, Shannon, Sligo, Waterford and Weston.
B	En-route Airspace Shannon (EISN) FIR/UIR/SOTA/NOTA: Regulations and Procedures, Enroute Navigation Aids described in ENR 4.1(Including facilities used as Approach Aids), ATS and Air/Ground Communications.
C	Aerodromes: Refer to AD 1.4.D for a list of Aerodromes
D	Notified Danger Areas in ENR 5.1
H	Navigational Warnings
J	Danger Areas (Temporary), Restricted Area (Temporary) and Restricted Areas, Prohibited Areas and Military Operating Areas
N	En-route and Aerodrome Obstacles and Obstacle Lighting
V	Volcanic Ash related information

3.6 Aeronautical Information Circulars

Aeronautical Information Circulars (AIC) contain information of general technical interest and information concerning administrative matters which would be inappropriate to AIP Amendment or AIP Supplement. AICs are issued as necessary and numbered sequentially on a calendar year basis.

3.7 Checklist and list of Valid NOTAM

A checklist of valid NOTAM is issued monthly via the AFS. A summary of NOTAM is available on request to

Email: aisops@airnav.ie

3.8 Sale of Publications

All publications of the Aeronautical Information Service are available from AIS. AIS operate the principle of International Free Exchange of aeronautical information on a "one for one" basis. Subscription rates are payable in all other cases. Details of subscription rates are promulgated by AIC.

The Irish Integrated Aeronautical Information Package is available on the Irish Aviation Authority website at

<http://www.airnav.ie>

4. AIRAC SYSTEM

The AIRAC system is utilised to ensure that aeronautical data reaches chart producers and database suppliers at least 28 days in advance of the planned effective date. Aeronautical data suppliers should observe strict adherence to the system of AIRAC publication and effective dates and should allow AIS adequate time for preparation and distribution of data. Data suppliers are invited to consult with AIS regarding promulgation schedules and AIRAC effective dates.

If no information was submitted for publication at the AIRAC date, a Nil notification will be issued by NOTAM not later than one AIRAC cycle from the effective date concerned.

Table 2: Schedule of AIRAC effective dates

2022	2023	2024	2025
27 JAN	26 JAN	25 JAN	23 JAN
24 FEB	23 FEB	22 FEB	20 FEB
24 MAR	23 MAR	21 MAR	20 MAR
21 APR	20 APR	18 APR	17 APR
19 MAY	18 MAY	16 MAY	15 MAY
16 JUN	15 JUN	13 JUN	12 JUN
14 JUL	13 JUL	11 JUL	10 JUL
11 AUG	10 AUG	08 AUG	07 AUG
08 SEP	07 SEP	05 SEP	04 SEP
06 OCT	05 OCT	03 OCT	02 OCT
03 NOV	02 NOV	31 OCT	30 OCT
01 DEC	30 NOV	28 NOV	27 NOV
29 DEC	28 DEC	26 DEC	25 DEC
-	-	-	-

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES/HELIPORTS

Pre-Flight Information Service is provided by AIS unit (ARO) from its centrally located office. All media requests can be distributed by AFS, Email or Telefax.

Information pertaining to AIP, SUP, AIC, Charts and NOTAM that is available through the European AIS Database may be requested.

Please note it is advisable to allow 3HR notification on all information requests.

Additionally a Pre-Flight information Bulletin that takes the form of a plain language summary of selected NOTAM data is promulgated at 06:00, 12:00 and 18:00HR UTC. The information is available at the following address

URL: <https://www.airnav.ie/general-aviation/notam>

Unscheduled updates may occur when NOTAM of important operational value will be issued with immediate effect (effective within a 24 HR period) and uploaded to the internet.

6. ELECTRONIC TERRAIN AND OBSTACLE DATA

Air navigation obstacle data sets may be obtained from

URL: <https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles>

Electronic terrain data sets may be obtained from

Post: Ordnance Survey Ireland
Map Sales Shop,
Phoenix Pk
Dublin 8
Ireland

Phone: + 353 1 802 5379

URL: <https://www.store.osi.ie/index.php/>

GEN 3.3 AIR TRAFFIC SERVICES**1. RESPONSIBLE AUTHORITY**

1.1. Air Traffic Services to General Air Traffic (GAT) are provided by AirNav Ireland. The Air Traffic Services are administered by the:

Post: Air Traffic Services
AirNav Ireland
The Times Building
11-12 D'Olier Street
Dublin 2
Ireland

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

1.2. The services are provided in accordance with the provisions contained in the following ICAO documents:

- Annex 2 — Rules of the Air
- Annex 11 — Air Traffic Services
- Doc 4444 — Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM)
- Doc 8168 — Procedures for Air Navigation Services — Aircraft Operations (PANS—OPS)
- Doc 7030 — Regional Supplementary Procedures

Differences to these provisions are detailed in [GEN 1.7](#)

1.3. Military Air Traffic Services are provided by the Irish Air Corps. The Air Traffic Services are administered by the:

Post: Chief Air Traffic Services Officer
Irish Air Corps HQ
Casement Aerodrome
Baldonnel
Dublin 22

Phone: +353 (0) 1 4592493

Fax: +353 (0) 1 4592672

These services are provided in accordance with regulations established by Director of military Aviation (GOC Air Corps)

2. AREA OF RESPONSIBILITY

2.1. The Shannon Flight Information Region (FIR) and the Shannon Upper Flight Information Region (UIR), with the exception of local control at Military and some Regional Aerodromes and

2.2. The Shannon Oceanic Transition Area (SOTA), by delegation of control by the UK and French Authorities.

2.3. Airspace Contiguous with SOTA

2.3.1. Control of GAT above FL245 within the airspace bounded by lines joining the coordinates listed below is delegated by the UK authorities to Shannon UAC.

4935.00N 00800.00W: 4933.38N 00656.04W: 4855.70N 00734.46W: 4850.00N 00800.00W: 4935.00N00800.00W

2.3.2. Control of GAT above FL245 within the airspace bounded by lines joining the coordinates listed below is delegated by the French authorities to Shannon UAC.

4850.00N 00800.00W: 4855.70N 00734.46W: 4830.00N 00800.00W: 4850.00N 00800.00W.

2.4. The North Oceanic Transition Area (NOTA), by delegation of control by the UK Authorities.

3. TYPES OF SERVICES

3.1. Air Traffic Services, as defined in ICAO publications, consist of:

- Air Traffic Control Service
- Flight Information Service
- Alerting Service

3.2. Air Traffic Services, as appropriate, are provided by the following Air Traffic Control Centres:
Shannon ACC - for Shannon FIR/UIR, CTA/UTA, SOTA and NOTA.
Dublin ACC - for Dublin CTA

3.3. AirNav Ireland provides Air Traffic Control Services in Control Zones established at the following aerodromes:

Cork, Dublin, Shannon.

The Irish Aviation Authority has arranged that, Air Traffic Control Services will be provided by the licensee of the relevant aerodrome in Control Zones established at the following aerodromes:

Donegal, Ireland West, Kerry, Sligo, Waterford, Weston.

Air Traffic Control, Flight Information and Alerting Services in Control Zones are provided by either Aerodrome or Approach Control.

3.4. Prohibited, Restricted, Danger Areas and Military Operating Areas

These areas are established within the Shannon FIR/UIR. Details are contained in [ENR 5](#).

4. CO-ORDINATION BETWEEN THE OPERATOR AND ATS

Co-ordination between the operator and air traffic services is affected in accordance with 2.16 of Annex 11 and of the PANS-ATM (Doc 4444-ATM/501).

The pilot is responsible for corrections for pressure, temperature and, where appropriate, wind and terrain effects, except when under radar vectoring. In that case, the radar controller issues clearances such that the prescribed obstacle clearance will exist at all times, taking the cold temperature correction into account.

5. MINIMUM IFR ALTITUDES

Minimum En-route IFR Altitudes on ATS routes are determined so as to ensure:

- Vertical Clearance from Obstacles.
- Acceptable navigational signal coverage.

A minimum of 1,000ft vertical clearance above the highest obstacle within 5NM of route centreline is provided for. Acceptable navigational facility signal strength and usability is provided for in accordance with ICAO Annex 10 and ICAO Manual on Testing of Radio Navigation Aids – DOC. 8071.

6. ATS UNIT ADDRESS LIST

ATS UNIT	ADDRESS	TEL	FAX	Email Address	AFS Address	Website Address
1	2	3	4	5	6	7
Baldonnel TWR	505 SQN, Casement Aerodrome, Baldonnel,	+353 (0)1 459 2493	+353 (0)1 4592672		EIMEZTX	
Cork TWR	AirNav Ireland, Cork Airport, Co. Cork.	+353 (0)21 431 6389	+353 (0)21 431 5419		EICKZTX	
Donegal TWR	Donegal Airport, Carrickfin, Co. Donegal.	+353 (0)74 954 8604 +353 (0)74 954 8232	+353 (0)74 956 2916		EIDLZTX	
Dublin ACC/TWR	AirNav Ireland, Huntstown Cloghran, Co. Dublin.	+353 (0)1 814 4601	+353 (0)1 844 4624		EIDWZQZX	
Ireland West TWR	Connaught Airport, Charlestown, Co Mayo.	+353 (0)94 936 7222	+353 (0)94 936 7232		EIKNZTX	
Kerry TWR	Kerry Airport, Farranfore, Co. Kerry.	+353 (0)66 976 4644	+353 (0)66 976 4134	atc@kerryairport.ie	EIKYZTX	http://www.kerryairport.ie
Shannon ACC/TWR	AirNav Ireland, Shannon ATC Centre, Ballycasey Cross, Shannon.	+353 (0)61 770 700	+353 (0)61 366 036		EISNZQZX	
Sligo TWR	Sligo Airport, Strandhill, Co. Sligo.	+353 (0)71 916 8461 +353 (0)71 912 8001 +353 (0)71 916 8280	+353 (0)71 916 8647		EISGZTX	
Waterford TWR	Waterford Airport, Co. Waterford.	+353 (0)51 846 613	+353 (0)51 871 701	atc@waterfordairport.net	EIWFZTX	
Weston TWR	Weston Aviation Academy Ltd, Lucan, Co. Dublin.	+353 (0)1 621 7300	+353 (0)1 612 7334	info@westonairport.com	EIWTZTX	

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GEN 3.4 COMMUNICATION SERVICES**1. RESPONSIBLE SERVICE**

The Aeronautical Communications Services in Ireland are administered by:

Post: AirNav Ireland,
The Times Building,
11-12 D'Olier Street,
Dublin 2.
D02 T449
Ireland

Phone: + 353 (0)1 671 8655

Fax: + 353 (0)1 679 2934

1.1 Applicable ICAO Documents

ICAO standards, Recommended Practices and Procedures contained in the following documents are applied (subject to any differences recorded in the Supplement there to).

- Annex 2 - Rules of the Air
- Annex 10 - Aeronautical Telecommunications
- Annex 11 - Air Traffic Services
- Annex 15 - Aeronautical Information Services
- DOC 4444 - Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)
- DOC 7030 - Regional Supplementary Procedures
- DOC 7910 - Location Indicators
- DOC 8400 - Abbreviations and Codes
- DOC 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
- Doc 9694 - Manual of Air Traffic Services (ATS) Data Link Applications. Global Air Navigation Plan for CNS/ATM Systems (Doc 9750-AN/963,).
- Global Operational Data Link Document (GOLD)(DOC 10037)
- Satellite Voice Operations Manual (SVOM) (DOC 10038)

2. AREA OF RESPONSIBILITY

Aviation Communication, Navigation and Surveillance Services are provided for

- 2.1. The SHANNON Flight Information Region (FIR) and the SHANNON Upper Flight Information Region (UIR).
- 2.2. The SHANNON Oceanic Transition Area (SOTA) is an area of UK controlled airspace, where ATS is delegated through international agreement to the Irish nominated ATS provider, The Irish Air Navigation Service who trade as AirNav Ireland.
- 2.3. The Northern Oceanic Transition Area (NOTA) is an area of UK controlled airspace, where ATS is delegated through international agreement to the Irish nominated ATS provider, The Irish Air Navigation Service who trade as AirNav Ireland.
- 2.4. Aeronautical Communication Services in the SHANWICK Oceanic Control Area of the ICAO North Atlantic region are provided, through international agreement, by SHANWICK Aeradio, an aeronautical communications facility operated by AirNav Ireland.

The Aeronautical communications Facility is located at:

Post: SHANWICK Aeradio,
AirNav Ireland,
Ballygireen,
Newmarket-on-Fergus,
Co. Clare.
V95 E061
Ireland

Phone: + 353 61 471 199

Fax: + 353 61 472 528

3. TYPES OF SERVICE

3.1 Radio Navigation Services

- MF non-directional Beacon - (NDB)
- Fan-Marker - (MKR)
- Surveillance Radar - (SRH)
- Terminal Area Radar - (TAR)
- Instrument Landing System - (ILS)
- VHF Omnidirectional Radio Range - (VOR)
- Distance Measuring Equipment - (DME)
- Locator - (L)

3.2 Fixed Services

Messages to be transmitted over the Aeronautical Fixed Service are accepted only if they satisfy the relevant requirement of ICAO Annex 10.

Aircraft Operating Agencies having direct connection to the Irish AFTN are required, in accordance with the provisions of Annex 10, to retain copies of all messages transmitted by them for a period of thirty days.

The regulations governing the acceptance and handling of communications on the AFTN are contained in Annex 10 Vol. II Chapters 3 and 4.

3.3 SHANWICK Radio Aeronautical Mobile Radio telephony Operations in the North Atlantic Area (NAT)

- HF Aeromobile operations in the NAT are available for use in groups known as “families” and will be assigned as appropriate on first contact.
- As a general guide, the following frequency allocation principles are used;

Table 1:

NAT Frequency Allocation Principles	
Frequency Family	Usage
NAT A	Assigned to aircraft flying routes with reporting coordinates between 43N and 47N
NAT B & C	Assigned to aircraft flying routes with reporting coordinates between 47N and 64N. Primary assignment for aircraft flying central routes
NAT D	Assigned to aircraft flying routes with reporting coordinates north of 62N
NAT F	Assigned to aircraft flying routes entirely within the Gander and SHANWICK Areas. Assigned on a tactical basis and coordinated between SHANWICK Radio and Gander Radio
NAT H, I & J	Regional Domestic Air Route Area: Assigned on a tactical basis

- HF Families are designated as follows

Table 2:

SHANWICK Radio Frequencies And Hours Of Operation		
	Frequency	Normal Hours of Operation*
NAT Family A	3016 kHz	0100-0900, 1800-2200
	5598 kHz	H24
	8906 kHz	0900-2100
	13306 kHz	As Required
NAT Family B	2899 kHz	0000-0900, 1800-2400
	5616 kHz	H24
	8864 kHz	0900-2100 Daily
	13291 kHz	As Required
NAT Family C	2872 kHz	0000-0900, 1800-2400
	5649 kHz	H24
	8879 kHz	0900-2100
	11336 kHz	As Required
	13306 kHz	As Required
NAT Family D	2971 kHz	0100-0800
	4675 kHz	0100-0800, 1100-1800
	8891 kHz	As Required
	11279 kHz	As Required
NAT Family F	3476 kHz	0100-0800 Daily
	6622 kHz	1000-1800 Daily
	8831 kHz	1000-1800 Daily
	13291 kHz	As Required
	17946 kHz	As Required
VHF GP Frequency	127.900 MHz	H24
	124.175 MHz	H24
	128.360**	H24

*This information is provided for guidance only. Hours of service of individual frequencies, or groups of frequencies, may vary as HF propagation conditions or operational requirements demand.

**Channel 128.360 is reserved for intervention or emergency purposes only for T9 and T290.
See UK AIP ENR 2.2.

- Additionally on a tactical basis, SHANWICK Radio operates Regional and Domestic Air Route Area (RDARA) frequencies. These frequencies are used individually or by common network agreement between the NAT Aeronautical Stations.

Table 3:

Regional Domestic Air Route Area (RDARA) Frequencies						
Family	Frequencies					
Family H	2965 kHz	3491 kHz	5583 kHz	6556 kHz	6667 kHz	10021 kHz
	10036 kHz	11363 kHz				
Family I	2860 kHz	2881 kHz	2890 kHz	3458 kHz	3473 kHz	3488 kHz
	5484 kHz	5568 kHz	6550 kHz	6595 kHz	10066 kHz	
Family J	2869 kHz	2944 kHz	2992 kHz	3446 kHz	3473 kHz	4651 kHz
	4666 kHz	4684 kHz	5460 kHz	5481 kHz	5559 kHz	5577 kHz
	6547 kHz	8954 kHz	11276 kHz			

3.4 SELCAL Operation in the NAT Region

During the time that they depended on HF communications, pilots should maintain a listening watch on the assigned frequency. This will not be necessary, however, if SELCAL is fitted and used correct

Correct SELCAL use includes:

- The provision of the SELCAL code in the flight plan:
- The issue of a correction to the SELCAL code if subsequently altered due to change of aircraft or equipment and
- A check on the operation of the SELCAL equipment at or prior to initial entry into oceanic airspace with the appropriate radio station. This SELCAL check must be completed prior to commencing SELCAL watch.

3.5 Use of VHF Channel 128.360

- 128.360 is reserved for intervention or emergency purposes only on airways T9 and T290, and is to be continuously monitored to facilitate direct controller pilot communications by Shanwick OAC using the Shanwick Control Callsign.
- Prior to entering T9/T290 crews will be requested to monitor Channel 128.360 and shall continuously monitor the frequency while in the Shanwick OCA - there is no requirement to check in on frequency. In the event that Shanwick Radio need to contact an aircraft on this frequency they will use the Shanwick Radio Callsign.
- Routine communications, position reports, oceanic clearance or flight profile change requests are to be made directly to Shanwick Radio via assigned frequencies on HF
- For full conditions of use refer to UK AIP ENR 2.2

3.6 Broadcasting Service

Meteorological Broadcasts designed primarily for aircraft in flight are provided on HF and VHF.

Full details are given in [GEN 3.5](#)

3.7 Satellite Voice Services

Pilots of suitably equipped aircraft on North Atlantic (NAT) routes may contact SHANWICK Radio via satellite telephone (SATVOICE). Access Code is 425002.

3.8

SHANWICK Radio also have the HF SAR frequencies 2182 kHz, 3023 kHz and 5680 kHz for co-ordination purposes with SAR/Coastguard aircraft as Scene of Search frequencies.

3.9 Controller Pilot Data Link Communication Services (CPDLC)

Limited Controller Pilot Data Link Communication Services (CPDLC) for suitably equipped aircraft will be available for use in areas of the SHANNON Upper Airspace (SHANNON UIR), NOTA & SOTA under the responsibility of SHANNON ACC.

3.9.1 COMMUNICATION INFRASTRUCTURE

The introduction and Implementation of CPDLC Data Link Service in areas of the SHANNON UIR, NOTA & SOTA, will provide a limited CPDLC message set for FANS 1/A and ATN equipped aircraft.

The initial SHANNON UAC ground communications will be provided by ARINC Communication Service Provider.

SITA airline customers can avail of the SHANNON ACC CPDLC service via the SITA-ARINC ground-ground communications gateway. The address for SHANNON Control CPDLC is EISN

3.9.2 MESSAGES

The following uplink/downlink messages are accommodated by SHANNON.

Message	Description	FANS	ATN
UM0	UNABLE	Yes	Yes
UM1	STANDBY	Yes	Yes
UM3	ROGER	Yes	Yes
UM237	REQUEST AGAIN WITH NEXT ATC UNIT	N/A – Accommodated as UM169	Yes
UM19	MAINTAIN [level]	No	Yes
UM20	CLIMB TO [level]	Yes	Yes
UM23	DESCEND TO [level]	Yes	Yes
UM74	PROCEED DIRECT TO [position]	Yes	Yes
UM79	PROCEED TO [position] VIA [position]	Yes	Yes
UM117	CONTACT [unitname frequency]	Yes	Yes
UM123	SQUAWK [code]	Yes	Yes
UM157	CHECK STUCK MICROPHONE [frequency]	Yes	Yes
UM159	ERROR [errorinformation]	Yes	Yes
UM160	NEXT DATA AUTHORITY	Yes	Yes
UM161	END SERVICE	Yes	N/A
UM162	SERVICE UNAVAILABLE	N/A accommodated using UM159 ERROR+ UM169 freetext MESSAGE NOT SUPPORTED BY THIS ATC UNIT	Yes
UM163	[icaofacilitydesignation]	Yes	N/A
UM169	[freetext]	Yes	Yes
UM179	SQUAWK IDENT	Yes	Yes
UM183	[freetext]	N/A – accommodated as UM169	Yes
UM227	LOGICAL ACKNOWLEDGEMENT	N/A	Yes

Message	Description	FANS	ATN
DM0	WILCO	Yes	Yes
DM1	UNABLE	Yes	Yes
DM2	STANDBY	Yes	Yes
DM3	ROGER	Yes	Yes
DM6	REQUEST [level]	Yes	Yes
DM9	REQUEST CLIMB TO [level]	Yes	Yes
DM10	REQUEST DESCENT TO [level]	Yes	Yes
DM22	REQUEST DIRECT TO [position]	Yes	Yes

Message	Description	FANS	ATN
DM48	POSITION REPORT [positionreport]	Yes	Yes
DM55	PAN PAN PAN	Yes	Yes
DM56	MAYDAY MAYDAY MAYDAY	Yes	Yes
DM62	ERROR [errorinformation]	Yes	Yes
DM63	NOT CURRENT DATA AUTHORITY	Yes	Yes
DM64	[icaofacilitydesignation]	Yes	N/A
DM65	DUE TO WEATHER	Yes	Yes
DM66	DUE TO AIRCRAFT PERFORMANCE	Yes	Yes
DM73	[versionnumber]	Yes	N/A
DM89	MONITORING [unitname][frequency]	Yes	Yes
DM98	[freetext]	N/A	Yes
DM99	CURRENT DATA AUTHORITY	N/A	Yes
DM100	LOGICAL ACKNOWLEDGEMENT	N/A	Yes
DM107	NOT AUTHORISED NEXT DATA AUTHORITY	N/A	Yes
DM112	SQUAWKING 7500	N/A	Yes

3.9.3 CPDLC SERVICES

ATS Data Link CPDLC will be implemented by SHANNON in the airspace above FL285 in the SHANNON UIR, SOTA and NOTA but may be available in certain sectors from FL160 and above.

In this airspace voice communications and voice instructions shall have precedence over data link communications at all times.

NOTE: With the exception of the requirements outlined in the section “**Aircraft entering from the SHANWICK Area**” No voice read-backs are required for CPDLC messages.

Aircraft departing EI airports

Aircraft departing from Irish airports and planning to enter the SHANNON UIR, SOTA and NOTA above FL285 are requested to only LOG ON climbing through FL160.

Aircraft entering from the SHANWICK area

SHANWICK system shall automatically send the NDA (Next Data Authority) message, followed by the contact advisory (FN-CAD) message to the flight 18 minutes prior to the transfer of control point. This instructs the avionics to logon to SHANNON making SHANNON the Next Data Authority (NDA.). Aircraft will receive the CPDLC connection request (corresponds to IMI CR1 “Connect Request” including the UM163 [icaofacilitydesignation] prior to the SHANNON Boundary. Flights entering SHANNON airspace from Oceanic Airspace will receive a UM123 (Squawk Code) message before the oceanic boundary. The up linked code shall be regarded as valid.

Aircraft shall then try to establish voice communications with SHANNON on the assigned SHANNON Frequency in order to make the required position report. Flights shall include their current Flight Level and uplinked ASSR also for verification by SHANNON Control on first contact on the assigned frequency.

Westbound aircraft entering SHANNON UIR/SOTA and NOTA

Westbound aircraft entering SHANNON UIR, SOTA and NOTA, which are not logged onto another ANSP may log on 5 minutes before the SHANNON boundary. Logged on Aircraft will automatically be offered a CPDLC connection (ATN: the CPDLC connection request corresponds to CPDLC_Start_Request) (FANS: the CPDLC connection request corresponds to IMI CR1 “Connect Request” including the UM163 [icaofacilitydesignation]) prior to the SHANNON boundary. Except for exceptional circumstances, SHANNON shall not uplink messages until aircraft are under the control of SHANNON Control.

Aircraft connected to EISN, routing into Oceanic airspace

Oceanic clearances shall continue to be requested as normal from SHANWICK Oceanic. For flights connected to SHANNON (EISN) with SHANWICK (EGGX) as next ATC unit a message (UM160) shall be sent by SHANNON to the flight advising of the NDA (next data authority) 18 minutes prior to the boundary. At 17 minutes prior to the boundary a FN_CAD (FN Contact Advisory) will be sent to FANS connected flights specifying the next ATC unit with which the aircraft has to initiate data link logon

Aircraft connected to EISN and contacting SHANWICK Radio.

SHANNON will transfer suitably equipped aircraft to SHANWICK Radio, via message (UM117) CONTACT [unitname frequency]. SHANWICK Radio will assign an appropriate secondary frequency on first contact. In the event that crews do not establish contact on the assigned primary frequency attempt to contact on a published frequency as per GEN 3.4 Table 2 or using the table below.

Frequency	Opening Hours
2872KHZ	0000-0800,1900-2400
5649KHZ	H24
8879KHZ	0800-1200
124.175MHZ	H24

Emergency Messages

The use of CPDLC to indicate emergency situations shall only be used if other methods are not possible/available.

Transition from ATN to FANS for Westbound Oceanic traffic

Westbound Oceanic Aircraft that are connected to SHANNON CPDLC on FANS will receive both an NDA and a contact advisory message (FN-CAD) for SHANWICK Oceanic control.

Westbound Oceanic aircraft that are connected to the ATN network will not be nominated to SHANWICK by SHANNON. Flight crew will be required to Disconnect from SHANNON and log onto SHANWICK manually.

“Important Notes”

IF A FLIGHT CREW HAS ANY DOUBT REGARDING THE CONTENT, VALIDITY OR EXECUTION OF A CPDLC MESSAGE THEY MUST REVERT TO VOICE IMMEDIATELY TO CLARIFY THE SITUATION.

Flight crews must ensure that upon receiving an uplink message, the CPDLC address corresponds to the unit name to which the flight is in voice communications.

If a CPDLC instruction is superseded by a voice instruction, in order to avoid a time-out the flight crew are requested to respond 'UNABLE' to close the original CPDLC dialogue and follow the voice instruction.

Controllers may be required to respond to a downlink request with 'UNABLE' to close dialogue.

Due to the potential for FANS message duplication flight crew are requested to report any suspected instances of duplicated CPDLC messages to ATC on the assigned frequency.

3.9.4 DATA LINK EXEMPTIONS AND FLIGHT PLANS

Aircraft which are not required to be CPDLC equipped (Commission Regulation (EC) No. 29/2009, is not applicable in accordance with Article 3(3), or aircraft types/models are exempted by Commission Implementing Decision 2019/2012) shall include the letter “Z” in item 10 and the indicator “DAT/CPDLCX” in item 18 of each flight plan.

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GEN 3.6 SEARCH AND RESCUE**1. RESPONSIBLE SERVICE**

1.1. The authority responsible for provision of Search and Rescue services provided for civil aviation is:

Post: Department of Transport, Tourism and Sport
44 Kildare Street,
Dublin 2,
Phone: + 353 1 6707444
Fax: + 353 1 6707411
Telex: 91806 TMTT EI
AFS: EIDWYAYX
Email: info@dtas.ie
URL: http://www.dttas.ie

Rescue Coordination Centres are administered by:

Post: AirNav Ireland,
The Times Building,
11-12 D'Olier Street,
Dublin 2,
Ireland.
Phone: + 353 1 6718655
Fax: + 353 1 6792934
AFS: EIDWYOYX
Email: info@airnav.ie

1.2. Applicable ICAO Documents

ICAO Standards, Recommendations Practices and Procedures contained in the following documents are applied.
No differences have been registered with the International Civil Aviation Organisation (ICAO).

Annex 12 - Search and Rescue

Annex 13 - Aircraft Accident Investigation

DOC 7030 - Regional Supplementary Procedures for Alerting and Search and Rescue services applicable in the EUR Region.

DOC 9731 - International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual

2. AREA OF RESPONSIBILITY

Shannon FIR/UIR

RCC Shannon is the primary point of contact within the Shannon FIR/UIR for receipt of reports of aircraft uncertainty, alert, distress or accident.

3. TYPES OF SERVICE

RESCUE CO-ORDINATION CENTRE (RCC)

Post: Rescue Co-ordination Centre,
AirNav Ireland,
Air Traffic Control Centre,
Ballycasey Cross,
Shannon,
Co. Clare.
Phone: + 353 61 770700
AFS: EINNYCYX

Hours of Service H24

NAME & LOCATION OF RESCUE SUB- CENTRE Dublin

Post: Rescue Co-ordination Sub-centre, Dublin,
AirNav Ireland,
Air Traffic Control Centre,
Huntstown,
Cloghran,
Co. Dublin.

Phone: +353 1 8445497

AFS: EIDWYCYX

Hours of Service H24

Shannon RCC may, in the case of flights through or in the Dublin Control Area delegate part or all of its responsibilities to the Rescue Co-ordination Sub Centre located at Dublin Area Control Centre.

Air search may be affected by aircraft of the Irish Air Corps or by civil aircraft, subject to availability of such aircraft.

Information regarding aircraft available for SAR missions may be obtained from:

Post: Officer Commanding,
Air Corps Group 1 & 2,
Casement Aerodrome,
Baldonnel,
Co. Dublin.

Phone: +3531 4592493

Various elements of the Irish Naval Service, Royal National Lifeboat Institution, Garda Siochana and Irish Red Cross Society are available for Search and Rescue missions, when required. Maritime Search and Rescue is co-ordinated by:

Post: The Irish Coast Guard,
Department of Transport, Tourism and Sport,
Leeson Lane,
Dublin 2.

Phone: +353 1 6620922

Phone: +353 1 6620923

Fax: +353 1 6220795

Email: MRCCDublin@irishcoastguard.ie

The Irish Coast Guard is the designated SAR point of contact for receipt of Cospas-Sarsat distress data.

Further information regarding SAR units and facilities is available from Shannon RCC ([GEN 3.6.3](#)).

4. SAR AGREEMENTS

4.1 Shannon Rescue Co-ordination Centre

is responsible for initiating and coordinating SAR operations within the Shannon FIR/UIR but, dependant on circumstances, Shannon RCC may:

- a. request SAR assistance from the United Kingdom SAR organisations, retaining the co-ordination responsibility of such operations or, alternatively,
- b. request the appropriate United Kingdom SAR organisation to provide assistance and to assume responsibility for the co-ordination of such operations.

4.2 SAR Operations in Areas Marginal to the Boundary of the Shanwick OCA and Shannon FIR/UIR.

- a. The initiation, co-ordination and control of SAR operations in respect of aircraft whose "Distress" position could be in either the Shanwick OCA or the Shannon FIR/UIR is the responsibility of the United Kingdom SAR organisation. Shanwick OAC will maintain full liaison with Shannon ACC and the appropriate United Kingdom RCC so that full co-ordination of Air Traffic Control and SAR operations is effected.
- b. However, should Shannon Area Control Centre be the first to receive a Distress message direct from the aircraft concerned or through the agency of other aircraft, Shannon RCC will take appropriate action.

5. CONDITIONS OF AVAILABILITY

Adequate numbers of SAR units are available H24. Detailed information regarding day to day availability of SAR units is available from Shannon RCC ([GEN 3.6.3](#)).

6. PROCEDURES AND SIGNALS USED

- 6.1. Procedures to be used at the scene of an accident by a pilot in command are those prescribed in ICAO Annex 12, Chapter 5
- 6.2. Transmission and reception of distress messages within the Shannon FIR/UIR are handled in accordance with Vol. II of Annex 10 to the Convention on International Civil Aviation.
- 6.3. For communications during search and rescue operations the codes and abbreviations published in Abbreviations and Codes (ICAO DOC 8400) are used.
- 6.4. Search and Rescue symbols to be used are those prescribed in ICAO Annex 12, Chapter 5, para 5.10.

GROUND-AIR VISUAL SIGNAL CODE FOR USE BY SURVIVORS

NO	MESSAGE CODE	SYMBOL
1	REQUIRE ASSISTANCE	V
2	REQUIRE MEDICAL ASSISTANCE	X
3	NO OR NEGATIVE	N
4	YES OR AFFIRMATIVE	Y
5	PROCEEDING IN THIS DIRECTION	!

INSTRUCTIONS FOR USE

Form symbols by any available means. Some of the methods usually available to survivors are using strips of fabric, parachute material, pieces of wood, stores or such like material: marking the surface by tramping or staining with oil, etc:

Make symbols not less than 2.5 metres (8 feet).

Make symbols as conspicuous as possible

Make every effort to attract attention by other means, such as radio, flare, smoke or reflected light.

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GEN 4.2 AIR NAVIGATION SERVICES CHARGES

Details of Air Navigation Services Charges are available on request from:

Post: AirNav Ireland,
The Times Building,
11-12 D'Olier Street,
Dublin 2,
Ireland.

Phone: +353 1 671 8655

Fax: +353 1 679 2934

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ENR 1 General Rules And Procedures

ENR 1.1 GENERAL RULES

The air traffic rules and procedures to GAT in the Shannon FIR/UIR/SOTA/NOTA conform to Annex 2 and Annex 11 to the Convention on International Civil Aviation and the procedures for Air Navigation Services – Air Traffic Management, DOC 4444-ATM/501 and the Regional Supplementary Procedures applicable to the EUR Region (DOC 7030), except in cases listed in [GEN 1.7](#)

There are no exceptions to the application of ICAO Annex 2 Rules Of The Air in the high seas airspace of the Shannon FIR.

OPERATIONAL AIR TRAFFIC (OAT)

OAT refers to military traffic which, may not operate in accordance with rules laid down for civil aircraft. OAT may include military aircraft traffic, independent of type or nationality.

1. Co-ordination of Civil and Military Aircraft
 - 1.1. AirNav Ireland radars cover all Upper Airspace within the Shannon FIR/UIR/SOTA/NOTA. Within this cover, procedures exist for the co-ordination of civil and known military aircraft and they receive a radar control Service.
 - 1.2. Military aircraft in Class A or Class C airspace are under civil control from Air Traffic Control Centres at Shannon or Dublin. Military flights will be treated as GAT unless ATC have been advised otherwise.
 - 1.3. Free Route Airspace
 - 1.3.1. Free Route Airspace (FRA) is a volume of airspace in which the ATS route structure has been removed allowing operators to flight plan any DCT route option of their choosing between specific FRA entry/exit/arrival/departure and published intermediate waypoints.
2. Eastbound and Westbound Flights
 - 2.1. Traffic transiting the Shannon UIR, SOTA or NOTA within defined FRA airspace should Flight Plan in accordance with the FRA principles detailed in [ENR 1.3](#) and [ENR 1.10](#). When operating outside FRA airspace operators should utilise the lower ATS Route network.
3. Fuel Saving Routes
 - 3.1. Fuel Saving Routes (FSR) within the Shannon UIR upper airspace are routes that formalise the practice of giving direct routings (DCT) to GAT at set times overnight. FSRs enable the proportion of flights flying direct to increase during their hours of operation and will thereby produce a reduction in CO2 emissions. Details of the routes will be included in Appendix 4 of the Ireland UK RAD.

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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT

1. GENERAL

A Centralised Air Traffic Flow Management (ATFM) service is established within the ICAO (EUR) Region to optimise the use of air traffic system capacity. The EUROCONTROL Network Manager Directorate (NMD) in Brussels provides this service in conjunction with Flow Management Positions (FMPs) established at each ACC.

2. AIR TRAFFIC FLOW MANAGEMENT (ATFM) DOCUMENTATION

2.1 ICAO European Region ATFM Procedures

The general ATFM procedure which apply throughout the ICAO European Region are published in the ICAO Doc 7030, Regional Supplementary Procedure (Europe)

2.2 Network Manager Technical Procedures and Information

Specific Network Operations Technical procedures and information can be found in the Network Operations Handbook published by the NMD and available from

Post: EUROCONTROL Library,
Rue de la Fusée, 96,
B-1130 Brussels,
Belgium

Phone: + 32 2 729 36 39/3023

Fax: + 32 2 729 9109

URL: <http://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

2.3 Basic Network Operations Handbook Sections include

- a. General description and Network Operations Systems; this contains details of the NMD organisation, area of responsibility and a description of Network Operations Systems
- b. The ATFCM Users Manual: this is a self-contained users manual for aircraft operators and ATC units describing Network Operations systems; procedures in the context of the NMD TACTICAL (TACT) and Computer Allocated Slot Allocation (CASA)
- c. IFPS Users Manual; this is a self-contained users manual describing operating procedures for flight plan filing in the IFPS area.

Only limited selection of Network Operations Technical Procedures are contained in the Irish AIP. Reference should be made to the Network Operations Handbook for comprehensive information and procedures.

Further information can be found on the Network Manager Website <https://www.eurocontrol.int/network-manager> and Network Manager Flight Planning Zone: <https://www.youtube.com/channel/UCSBhxXXAITbhov9QyuEwH6A>

2.4 RESPONSIBILITIES OF AIRCRAFT OPERATORS

2.4.1 Aircraft Operators shall adhere to:

- a. General ATFM procedures including flight plan filing and message exchange requirements.
- b. Strategic ATFM measures (including Route Availability Document (RAD)).
- c. Current ATFM measures (including specific measures applicable on the day of operation, as promulgated by ATFCM Notification Message (ANM) or Flight Suspension (FLS) messages).
- d. Departure slots (CTOTs) issued by the Network Manager and procedures related to changes to CTOTs.
- e. The Network Manager requirement for the modification or delay of EOBT. This is particularly important with the implementation of Network Manager Flight Activation Monitoring (FAM) whereby flights not notified as being airborne within 15 minutes of the notified ETOT or CTOT will receive a flight suspension message.
- f. The correct procedure to be followed to obtain approval for the use of STS/ATFMX. See [ENR 1.9.3.0](#)

2.4.2 Calculated Take-Off Time Compliance, in order to comply with a CTOT, aircraft operators need to plan the departure of a flight so that the aircraft will be ready for start up in sufficient time to comply with a CTOT taking into account the taxi time shown in the Slot Allocation Message (SAM).

2.4.3 Modification of Estimated OFF Block Time (EOBT), it is a requirement for both ATC and ATFM that the EOBT is accurate. This applies to all flights, whether subject to ATFM or not. Any change to the EOBT of more than 15

minutes (+ or -) for any IFR flight within the Network Manager Initial Flight Planning Zone (IFPZ) (see the ATFCM user manual for details) shall be communicated to IFPS.

2.4.3.1 An Aircraft Operator (AO) should not modify the EOBT to a later time simply as a result of an ATFM delay. When an AO submits an amendment message (e.g DLA or CHG) to IFPS, they must always give as an EOBT the earliest EOBT they may comply with. This time is not directly related to the CTOT provided in the Slot Allocation Message (SAM) or Slot Revision Message (SRM). The EOBT should always reflect the time the aircraft operator wants to be off-blocks. The EOBT should always be changed if the original EOBT established by the aircraft operator cannot be met for reasons other than ATFM delay.

2.4.3.2 There are two categories of controlled flights covered by this procedure. Those that have an ATFM Calculated Take-Off Time (CTOT), issued by the Network Manager, and those that do not. Aircraft Operators should not modify the EOBT simply as a result of an ATFM delay.

2.4.3.3 Modifying EOBT that has not received an ATFM CTOT procedure is as follows:

- a. To amend the EOBT to a later time, a DLA or CHG message shall be sent to IFPS.
- b. To amend the EOBT to an earlier time, a CNL message must be sent to IFPS followed five minutes later by a new flight plan with new EOBT indicated.

Note: The replacement flight plan procedure shall not be used.

2.4.3.4 Modifying EOBT that has received an ATFM CTOT procedure is as follows:

- a. To amend the EOBT, a DLA message shall be sent to IFPS with the new EOBT, this may trigger a revised CTOT.
- b. If the original EOBT cannot be met but the existing CTOT is acceptable, then a message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT, the following formula must be used: Take the current CTOT minus the taxi-time, minus 10 minutes. The new EOBT must not be after this time.
Example: Original EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxi-time is e.g. 15 minutes. $1100 - 15 - 10 = 1035$. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT.
- c. However, as Network Operations systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxi-time.

2.4.3.5 If a flight has had a CTOT and now receives a Slot Cancellation Message (SLC), but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA message. ATC/ATFM will now have the 'true' EOBT of the flight

2.5 READY TO DEPART

2.5.1 Ready to Depart earlier than current EOBT; there are two options available

2.5.2 The REA message relates to the regulated flights only. If it is sent for a non-regulated flight an error message will be generated by the ETFMS with the COMMENT "MESSAGE RECEIVED BUT NO SLOT HAS BEEN ISSUED".

2.5.3 For regulated flights being in a situation to depart before their CTOT / EOBT (doors closed and ready to depart), the AO may ask local ATC to send a Ready (REA) message or, in a CDM aerodrome, the TWR may send a TTOT (T-DPI-s) before the CTOT tolerance window (-5, +10). These actions will trigger the REA status for the concerned flight.

2.5.4 A Ready (REA) message may be sent between EOBT minus 15 minutes, and no later than the CTOT – TAXITIME / MINLINEUP – SRM minimum improvement time (5 minutes) of the flight which may result in a flight being offered earlier CTOT or even take off time before its original EOBT.

2.5.5 The Aircraft Operator may contact the Central Flow Help Desk who can input an earlier EOBT into the TACT system (Max 30 Minutes) if a CTOT improvement is available, the Network Manager will send a Slot Revision Message (SRM).

2.6 FLIGHT ACTIVATION MONITORING

The objective of Flight Activation Monitoring is to further improve network predictability and reinforce the compliance of flights with route and airspace availability through the IFPS.

- 2.6.1 There are two-time parameters related to FAM that trigger suspension
- a. The flight is not reported as airborne after 15 minutes after the expected take-off time. It is applicable to all flights, whether regulated or not, departing from, landing at or crossing areas where the Network Manager receives Correlated Position Reports (CPRs) and FAM is activated. A not reported airborne flight departing from, landing in or crossing a CPR/FAM enabled area with less than 3 hour flying time to the FAM enabled area will be shifted 3 times by 5-minute steps. If not reported as airborne, the flight will be suspended by a Flight Suspension Message (FLS) after another 2 minutes, i.e. after 17 minutes in total;
 - b. The flight is not reported as airborne after 120 minutes after the expected take-off time. It is applicable to flights departing from non-FAM-enabled areas and estimated elapsed time (EET) of more than 3 hours with a destination in FAM-enabled areas.
- 2.6.2 Flight Suspension are avoided by aircraft operators continuously monitoring and updating their flight plans with accurate EOBTs and adhere to their EOBTs and CTOTs.
- 2.6.3 Where a flight is suspended and the flight will operate and a new EOBT is not yet known, no action is required until the new off-block time is available.
- 2.6.4 If the flight will operate and a new off-block time is known, the aircraft operator must send a 'delay (DLA) or change (CHG)' message with an updated EOBT;
- 2.6.5 If the flight will not operate, the aircraft operator must send a cancel (CNL) message.

2.7 GHOST' AND DUPLICATE FLIGHT PLANS

- 2.7.1 'Ghost' is the term used to refer to the flight plans of flights which do not take place, i.e. the flight plans that were not cancelled by the originators. Only one Flight Plan shall exist at any given time for the same flight., it is essential that flight plan originators:
- a. Cancel a flight plan as soon as it is known that the flight is not going to take place.
 - b. Cancel an existing flight plan before filing a replacement flight plan for the same flight. (Note the replacement flight plan should be sent no sooner than 5 minutes to IFPs).

2.8 NETWORK MANAGER OPERATIONAL CONTACTS

The responsibility for processing invalid flight plan messages in IFPS is shared between two IFPS Units. Each invalid message is manually edited at one of the IFPS Units on a first come, first served basis (with exceptions for messages with special status which are given a priority in the invalid queue).

Note All messages sent to the IFPS for processing shall be sent to both units.

When telephone contact regarding flight data is necessary, the user should contact one of the IFPS units (IFPU). The contact details below provide the AFTN and the Société Internationale de Télécommunications Aéronautiques (SITA) addresses to which messages should be submitted to the relevant units and sections, plus the contact telephone numbers to call in the event of specific on-line problems.

IFPS	FP1-Brussels (Haren)	FP2-Paris (Brétigny)
AFTN	EUCHZMFP	EUCBZMFP
SITA	BRUEP7X	PAREP7X
OPS Telephone	+32 (0) 2 745 1950	
OPS Fax	+32 (0) 2 729 9041	
IFPUV		
AFTN	EUCHZMFV	
SITA	BRUEY7X	

Note: The IFPS Unit for Validation (IFPUV) is a fully automated system and shall normally be used by external message originators independently.

2.9 NETWORK MANAGER OPERATIONAL PROBLEM REPORTING

Operational problem reporting is covered in detail in the 'NM Operational Problem Reporting', which is a part of the Network Operations Handbook, including links to and copies of the relevant reporting forms.

Levels of Contact	Operational (H24)	
Situation	Network Manager Section	Contact Details
Flight Planning Ops Real time query or problem on message sent to IFPS operations (within EOBT -20Hrs)	IFPS Operations Telephone	Phone: Belgium +32 (0) 2 745 1950
Flow Management Ops: Real-time flow management operational problem or query	Flow Management Operations	e-Helpdesk, or if not able, telephone URL: https://www.public.cfm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html Phone: +32 (0) 2 745 1901
Technical problems (use of tokens, transmission, terminals) which require immediate corrective action	Technical HELPDESK (NM CSO)	Email, or if not able, telephone Email: nm.cso.help-desk@eurocontrol.int
RESPONSE TIMELINE	URGENT OPERATIONAL OR TECHNICAL PROBLEMS WHICH REQUIRE IMMEDIATE CORRECTIVE ACTION	

Levels of Contact	Operational (H16)	
Situation	Network Manager Section	Contact Details
Airspace Data Ops: (Centralised Airspace Data Function) Problems specific to airspace data not affecting current operational FPL/ FLOW systems	Airspace Data Operations	Email or Telephone Email: NM.AD.SPVR@eurocontrol.int Phone: +32 (0) 2 745 1904 (0700-2200CET) Or +32 (0) 2 729 9848 (0700-2200CET)
Flight Planning/IFPUV problems (unexpected behaviour or inadequacy in NM procedures or system behaviour)	IFPUV Support	Email or Telephone IFPS Operations Email: nm.ifps.spvr@eurocontrol.int Phone: +32 (0) 2 745 1950 (FP1-Brussels)
Questions or problems related directly to the RAD documentation.	RAD Documentation	Email RAD Team Email: nm.rad@eurocontrol.int
PRIORITY	IMPORTANT FUTURE	
RESPONSE TIMELINE	IMPORTANT ISSUES FOR FUTURE OPERATIONS WHICH REQUIRE PRIORITY ACTION	

Levels of Contact	Operational Support (Office Hours)	
Situation	Network Manager Section	Contact Details
Flow Management or Flight Planning problems reported after the event/ post-flight incidents (unexpected behaviour or inadequacy in NM procedures or systems)	Post-Operational incident reporting on Flight Planning or Flow Management	URL: https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html or if not available Email Email: nm.incident@eurocontrol.int

Levels of Contact	Operational Support (Office Hours)	
Airspace Data Post Event Problem Reporting (CACD + CADF)	Post-Operational Incident reporting on Airspace Data	Email or Telephone Email: nm.ad.spvr@eurocontrol.int Phone: +32 (0) 2 745 1904 (CACD) Fax: +32 (0) 2 745 4795 Phone: +32 (0) 2 745 1939 (CADF)
CHMI Support: Functional questions on the use of CHMI	Network Operations Training Team	CHMI Questions/Training Email Email: nm.chmi.questions@eurocontrol.int
PRIORITY	INVESTIGATE AFTER	
RESPONSE TIMELINE	POST OPERATIONS, TRAINING OR SUPPORT ISSUES WHICH DO NOT REQUIRE IMMEDIATE CORRECTIVE ACTION	

Levels of Contact	Non-Operational Support (Office Hours)	
Situation	Network Manager Section	Contact Details
Requests for access to services (usernames and passwords)	Step-by-step guide for accessing NM's operational services	URL: http://www.eurocontrol.int/network-operations/information-service-request-form
Non operational requests for information on Network Management Services	Online Request for information form	URL: http://www.eurocontrol.int/network-operations/information-service-request-form
PRIORITY	REQUEST FUTURE	
RESPONSE TIMELINE	REQUESTS UNDERGO A VALIDATION PROCESS WHICH ENTAILS A VARIABLE DELAY IN RESPONSE	

2.10 IRISH FMP CONTACT DETAILS

2.10.1 FMP Shannon Managers Position

Post: AIR TRAFFIC SERVICES,
AirNav Ireland,
Ballycasey Cross,
Shannon,
Co. Clare,
V14 C446,
Ireland.

Phone: + 353 (0)61 770 700

Phone: + 353 (0)61 366 148

Fax: + 353 (0)61 366 036

AFS: EISNZQZX

2.10.2 FMP Dublin Managers Position

Post: AIR TRAFFIC SERVICES,
AirNav Ireland,
Huntstown,
Co. Dublin,
K67 FD45,
Ireland.

Phone: + 353 (0)1 81 44 601

Phone: + 353 (0)1 84 45 962

Fax: + 353 (0)1 84 44 624

AFS: EIDWZQZX

2.10.3 ARO Ireland

Post: ARO Ireland,
AirNav Ireland,
Ballycasey Cross,
Shannon,
Co. Clare,
V14 C446,
Ireland.

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@airnav.ie

AFS: EINNZPZX

3. EXEMPTIONS FROM AIR TRAFFIC FLOW MANAGEMENT RESTRICTIONS

3.1 Introduction

- 3.1.1 It is possible for Flight Plan (FPL) originators to obtain exemptions from Air Traffic Flow Management (ATFM) restrictions for certain categories of flight through the use of STS/ indicators in Item 18 of the FPL.
- 3.1.2 Inappropriate use of the STS/ indicators can result in unwarranted penalties, both financial and in terms of time delay, on other airspace users. The objective of this document is to re-emphasise the procedures for using STS/ indicators in Ireland
- 3.1.3 The following principles apply
- 3.1.3.1 The insertion of a STS/ indicator in Item 18 of the FPL indicates a flight may require special handling
- 3.1.3.2 The current list of STS/ indicators recognised for ATFM purposes comprises STS/HEAD, STS/SAR, STS/ MEDEVAC, STS/FFR, STS/STATE, STS/HUM, STS/HOSP;
- 3.1.3.3 Additionally, STS/ATFMX may be used if that particular flight has received specific approval from the office established by the National Supervisory Authority (NSA) for processing such requests.
- 3.1.4 It should be noted that
- 3.1.4.1 Only STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR, AND STS/ATFMX qualify for automatic exemption from ATFM measures;
- 3.1.4.2 The indicator STS/ATFMX is only used for ATFM purposes and is additional to any other special handling notification that may be required to be shown for ATS purposes at STS/... in Item 18 of the FPL
- 3.1.5 Further information on the use of STS/ indicators for ATFM purposes can be found in the ATFM Users Manual published by the Network Manager (NM), accessible via the EUROCONTROL website

3.2 Rules of Application for the use of STS/ATFMX

- 3.2.1 The following Rules of Application shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the NM. They are intended to ensure that flights, which by the nature of their mission cannot under any circumstances be delayed as a result of ATFM, are exempt from such measures as far as is practicable. They are based on ICAO guidelines and existing material in the ATFCM manual.
- 3.2.2 It should be noted by all users that any flight that is granted an exemption, and which may otherwise have been delayed, may have that delay passed on to other flights. It is essential, therefore, that the use of the exemption facility shall be properly controlled and monitored so that genuine flight priorities can continue to operate without ATFM delay

3.3 Rules of Application

- 3.3.1 The rules of Application are implemented and apply to all flights operating within the notified NM area of responsibility that require exemption from ATFM measures
- 3.3.2 Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval process has been followed and the flight duly authorised by the Office established by the NSA for processing such requests, use STS/ATFMX for that flight only. Operators are to ensure that requests for exemption are only submitted for flights that satisfy the criteria detailed below.
- 3.3.3 Each segment of a flight shall require a specific approval, from the relevant authority, to use STS/ATFMX

3.4 Criteria to be Satisfied when Applying for the use of STS/ATFMX

3.4.1 STS/HOSP or STS/HUM

- 3.4.1.1 The NM criteria allow ATFM exemption for flights where the safety of human life is involved, i.e. if the flight does not operate without delay a human life or lives may be lost. Such flights require specific medical/UNCHR authorisation to support the request.
- 3.4.1.2 The term safety of human life is not always easy to define and there are other urgent medical flights that may also

- require operating without delay. Such flights include the carriage of patients with the threat of loss of limbs, transfer of human organs and the transportation of medical teams
- 3.4.1.3 Ultimately it is the responsibility of the medical teams treating the patient to determine the severity of the condition as accurately as possible so that only bona_fide applications for the use of STS/ATFMS are submitted and the requisite medical evidence will be expected to accompany the application.
- 3.4.1.4 Positioning Flights - The following criteria apply to positioning flights
- 3.4.1.4.1 A flight positioning to an aerodrome to collect a patient and doing an immediate turnaround with the patient on board to return, qualifies for approval for the use of STS/ATFMX. The same applies to time critical transits for the collection of organs for transfer
- 3.4.1.4.2 A flight conducting a long positioning sector or sectors that might involve a re-fuelling stop and where any significant delay could have implications for crew flight time limitations (FTL), will be considered for approval to use STS/ATFMX;
- 3.4.1.4.3 Routine positioning flights, e.g a flight to an airport to collect a patient, and departing some time after arrival, do not qualify for the use of STS/ATFMX. In particular flights positioning back to their home base to return to being on call do not qualify for approval and requests must not be submitted for such flights. However, if proof of a subsequent time critical task can be produced the use of STS/ATFMX may be considered
- 3.4.1.5 If the flight fulfils the requirements, as stated above, an application may be made for approval to use STS/ATFMX in accordance with the procedures specified in paragraph 3.5.
- 3.4.2 **STS/STATE**
- 3.4.2.1 The NM guidelines recommended that ATFM exemption may only be approved for flights if the person or persons on board a flight on State business are of such importance that the flight cannot accept any delay. Additionally, approval may be given if the mission of the flight is being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission,
- 3.4.2.2 If the flight fulfils the requirements, as stated above, an application may be made for approval to use STS/ATFMX in accordance with the procedures specified in paragraph 4 of the document.
- 3.4.3 **Flight Priority**
- 3.4.3.1 It should be noted that the use of STS/ATFMX does not in itself afford the flight any additional flight priority status for special handling by ATS. It is the other STS/ indicators that indicate the need for special handling by ATS
- 3.4.3.2 A STS/STATE flight may be afforded appropriate ATS handling priority because of the importance of the mission, or the person(s) on board.
- 3.4.3.3 The combined use of STS/HOSP and STS/ATFMX will indicate to ATS that the flight is required to operate without delay and so justify exemption from ATFM measures. Such flights may be afforded additional priority by ATS that the traffic situation allows
- 3.4.3.4 Non-Urgent flights will continue to use STS/HOSP, indicating that special handling is required. Additional information may be included in Item 18 of the FPL using RMK/ or the pilot may advise ATS exactly what special handling is required
- 3.4.3.5 If any STS/HOSP flight experiences a medical emergency in flight the appropriate radio-telephony message(s) should be used to communicate the urgency of the situation to ATS.
- 3.5 Irish Procedure for Requesting Authorisation for the use of STS/ATFMX**
- 3.5.1 **Introduction**
- 3.5.1.1 Ireland has established a process for the approval of certain qualifying flights to use STS/ATFMX. This process applies only to flights departing from Irish aerodromes. Flights operating into Ireland and wishing to use STS/ATFMX must obtain approval from the relevant national authority of the point of departure. A separate approval must be obtained for any subsequent departure from Ireland. The Irish authorities cannot grant authorisation for any portion of a flight inbound to Ireland and wishing to be exempt from ATFM measures
- 3.5.1.2 A Manual Approval process applies to Aircraft Operators seeking to use STS/ATFMX in their flight plan
- 3.5.2 **Manual Approval Process**
- 3.5.2.1 The operator of a flight seeking an individual approval to insert the indicator STS/ATFMX in Item 18 of a FPL for a departure from an aerodrome within Ireland shall obtain prior permission from the relevant authority. The application should be submitted at least 24hrs but not more than 48hrs in advance of the flight
- 3.5.2.2 Applications are to be made on the pro-forma at Appendix A to this document and must be forwarded with appropriate supporting documentation
- 3.5.2.3 Applications for approval for the use of STS/ATFMX, for STATE,HOSP and HUM flights, should normally be made to AirNav Ireland, Station Manager Dublin Airport
- Phone: +353 1 8144601
Fax: +353 1 8144624

Email: atcdub@airnav.ie

3.5.3 Manual Approval Process

3.5.3.1 The NSA may grant an Irish based Air Ambulance Operator an Approval to apply STS/ATFMX to specific flights meeting the conditions of the Approval

3.5.3.2 Aircraft Operators wishing to apply for NSA Approval for Self-Regulation should contact:

Post: Safety and Regulatory Division
Irish Aviation Authority
The Times Building
11 -12 D'Olier Street
Dublin 2
D02 T449

Fax: +353 (0)1 677484

Email: exempted.flights@iaa.ie

3.5.4 Compliance Monitoring

3.5.4.1 With regard to those Aircraft Operators that have been granted an Approval for Self-Regulation, the NSA will, conduct an audit of randomly selected flights and will require proof that the flights meet the requirements of the NM and the conditions of the NSA Approval

3.5.4.2 With regard to those Aircraft Operators that have been granted an Approval for Self-Regulation, the NSA will, conduct an audit of randomly selected flights and will require proof that the flights meet the requirements of the NM and the conditions of the NSA Approval

3.5.4.3 Additionally, the Aircraft Operator will be required to retain, and supply on demand, all appropriate documentation to support the use of STS/ATFMX.

3.5.5 Actions by ATS Providers

3.5.5.1 It should be noted that the procedures detailed in this document are for ATC Flow Management purposes

3.5.5.2 ATS providers should ensure that FPL Reception Officers and ATC Units are aware of the procedures contained in the document.

ANNEX A

Application for Approval of STS/ATFMX

This form only applies to flight that intend to use the STS/ indicator STS/HOSP, STS/HUM or STS/STATE

Applications for ATFM exemption must be transmitted to the approval authority, when practicable, not less than 24hrs before the date of flight. Supporting documentation must accompany the application or be made available on request.

Flight Date		Aircraft Type	
R/T Call sign		Aircraft Registration	
Departure Aerodrome		ETD (UTC)	
Destination Aerodrome		ETA (UTC)	

STS indicator to be used (*delete as appropriate) HOSP*HUM*STATE*

Application for STS/ATFMX:

Reasons:

Supporting Documentation provided: (provide brief details and attach copy (ies) as appropriate)

I hereby acknowledge and confirm that this application for exemption from ATFM measures conforms to the requirements for the NM procedure STS/ATFMX, as detailed n the Network Operations Handbook

Signed:

Name:

Aircraft Operator:	Date:
Fax No:	Telephone No:

Response from Approving Authority:

The application **meets the requirements for exemption from ATFM measures and approval is given for the use of STS/ATFMX in Item 18 of the ICAO Flight Plan form***

The application **does not meet** the requirements for granting STS/ATFMX/* (delete as appropriate)

Reason for refusal:	
Signed:	Name:
Dublin Station Manager:	Date:

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ENR 1.10 FLIGHT PLANNING

The following documentation should be referred to prior to filing a flight plan

- EU Reg. No 923/2012 - Section 4 Flight plans SERA.4001 Submission of a flight plan.
- ICAO DOC 4444 ATM/501 Air Traffic Management.
- ICAO DOC 7030 Regional Supplementary Procedures (Part: EUR).
- Network Operations HANDBOOK and Integrated Initial Flight Plan Processing System (IFPS) Users Manual

1. REQUIREMENT FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 A flight plan shall be submitted in accordance with the above prior to operating,

- a. Any flight or portion thereof to be provided with air traffic control service;
- b. any IFR flight within advisory airspace;
- c. any flight within or into designated areas, joining designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services;
- d. any flight within or into designated areas, or joining designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with appropriate military units or with air traffic services units or with air traffic services units in adjacent states in order to avoid the possible need for interception for the purpose of identification;
- e. any flight across international borders;
- f. within the State, for any flight of which at least a total of 30 nautical miles is over water.

1.2 *VFR flight plan for alerting service only*

An alerting service is, in principle, provided to flights for which a flight plan has been submitted

1.3 Adherence to Airspace Utilization Rules and Availability

No Flight plans shall be filed via the airspace of EISN FIR/UIR or ACC/UAC or CTA/UTA deviating from the state restrictions defined within the route availability document (RAD). This common European Reference Document contains all airspace utilization rules and availability for EISN FIR/UIR or ACC/UAC or CTA/UTA and any reference to them shall be made via

URL: <https://www.nm.eurocontrol.int/RAD/index.html>

2. CONTENTS AND FORM SUBMISSION OF A FLIGHT PLAN

ICAO flight plan forms are available at ARO's.

The instructions for completing these forms shall be followed.

- A flight plan may be submitted by Telefax on condition that the flight plan is forwarded on an ICAO form.
- A flight plan may be submitted by Email on condition that the flight plan is forwarded on an ICAO form, or that the message complies with AFTN format.
- When filing a flight plan by telephone the sequence of items in the flight plan form shall be strictly followed

3. TIME OF SUBMISSION

Flight plans relating to flights which may be subject to ATFM regulation or which intend to operate in the North Atlantic area (NAT) shall be submitted at least 3 hours before EOBT and may be submitted up to 120 hours before EOBT provided the Date of Flight is included in item 18 of the ICAO flight plan form.

Flight plans for flights other than those described above should be submitted at least 30 MIN before EOBT.

4. PLACE OF SUBMISSION

4.1 IFR or IFR/VFR Flight Plans

Responsibility for the reception, checking, initial processing and distribution of flight plan data relating to IFR GAT flights originating within the SHANNON FIR or overflying the SHANNON FIR, UIR or SOTA/NOTA has been delegated to the IFPS.

IFPS is the sole source for the distribution of IFR GAT flight plan information to ATS units within the IFPS Zone. The Network Manager Flight Planning area provides a flight plan validation service as well as a flight plan management and route finding service for secure access users.

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

<https://contentzone.eurocontrol.int/FPL/default.aspx>

IFPS also provides the flight plan data necessary for the operation of the Air Traffic Flow Management (ATFM) elements of the CFMU.

Flight plans can be submitted at the Air Traffic Service Reporting Office (ARO) at the departure aerodrome.

Aircraft Operators who have appropriate facilities for communications with IFPS may submit flight plans and associated messages, for flights departing from aerodromes within the SHANNON FIR, or over flying the SHANNON FIR, UIR, SOTA or NOTA directly to the IFPS. This "Direct Filing" is the preferred procedure.

Air Filed Flight Plans (AFIL)

ATS Unit will accept flight plans from aircraft in the air. This procedure (AFIL) should only be used when no other means of submission is practicable.

Flights requesting AFIL may be required to remain clear of controlled airspace until such time as the concerned ATS Unit has sufficient time to accept and process the message.

Rejection of such a flight plan by IFPS may result in subsequent and significant delay to the concerned flight.

Responsibility for Flight Plan Submission (IFR or IFR/VFR flights)

Aircraft Operators (AO) are responsible for all matters associated with the submission of IFR flight plans and associated messages (including correct compilation and submission in addition to reception of IFPS Operational Reply Messages.

IFPS OPERATIONAL REPLY MESSAGES (ORM)

- AO who use the direct filing procedure receive ORM directly from IFPS.
- AO who file through an ARO may – if the AO AFTN/SITA address is known to IFPS – receive ORM directly from IFPS. The ORM will also be sent systematically by IFPS to the ARO Office, which originally transmitted the message to IFPS.

It is the sole responsibility of the AO to make suitable arrangements to determine the contents of ORM and to respond to them accordingly. This responsibility applies regardless of the method used to submit the flight plan.

4.2 VFR Flight Plans

In the case of flights involving a mix of VFR and IFR rules, the procedures relating to flight plan submission for IFR flights must be followed. The addresses of ATS Units affected by VFR portions of the flight must be included in addition to the two IFPS addresses. The re-addressing function may be used to satisfy this requirement.

It is essential that the point on the route where the change of rules is intended to take place is identified correctly in the route field of the flight plan.

Flight plans can be submitted at the Air Traffic Service Reporting Office (ARO) at the departure aerodrome.

Air Filed Flight Plans (AFIL)

ATS Unit will accept flight plans from aircraft in the air, however this procedure (AFIL) should only be used when no other means of submission is practicable.

Flights requesting AFIL may be required to remain clear of controlled airspace until such time as the concerned ATS Unit has sufficient time to accept and process the message.

Note: IFPS does not handle flight plans relating to flights conducted totally in accordance with VFR flight rules, therefore the addresses of the two IFPS units should not be entered on such flight plans.

In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by AFS, Email, Telefax, or in extreme circumstances by telephone to the ARO listed below:

National Air Traffic Services Reporting Office (ARO)

Post: Aeronautical Information Service,
AirNav Ireland,
Ballycasey Cross,
Shannon,
Co. Clare,
V14 C446,
Ireland.

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@airnav.ie

AFS: EINNZPZX

5. COMPLETION OF AN ICAO FLIGHT PLAN AND RELATED MESSAGES**5.1 ICAO Flight Plan**

1. General

Adhere closely to the prescribed formats and manner of specifying data.

Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank.

Insert all clock times in 4 figures UTC.

Insert all estimated elapsed times in 4 figures (hours and minutes).

Shaded area preceding Item 3 — to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

Note.— The term “aerodrome” where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.

2. Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

Note 2.— Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

3. Filed by

INSERT the name of the unit, agency or person filing the flight plan.

4. Acceptance of the flight plan

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

5. Instructions for insertion of COM data Items to be completed

COMPLETE the top two shaded lines of the form, and COMPLETE the third shaded line only when necessary, in accordance with the provisions in PANS-ATM, Chapter 11, 11.2.1.2, unless ATS prescribes otherwise.

Item 7 **AIRCRAFT IDENTIFICATION
(MAXIMUM 7 CHARACTERS)**

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

- a. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA 213, JESTER 25); Or
- b. the nationality or common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
 1. in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS);
 2. the aircraft is not equipped with radio

Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2.— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

Item 8 **FLIGHT RULES AND TYPE OF FLIGHT
(ONE OR TWO CHARACTERS)**

Flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I	if it is intended that the entire flight will be operated under the IFR
V	if it is intended that the entire flight will be operated under the VFR
Y	if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules*
Z	if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules*
* Specify in Item 15 the point or points at which a change of flight rules is planned.	

Type of flight

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

S	if scheduled air service
N	if non-scheduled air transport operation
G	if general aviation
M	if military
X	if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

Item 9 **NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY**

Number of aircraft

(1 or 2 characters)

INSERT the number of aircraft, if more than one

Type of aircraft

(2 to 4 characters)

INSERT the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators, OR, if no such designator has been assigned, or in case of formation flights comprising more than one type, **INSERT** ZZZZ, and SPECIFY in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

Wake turbulence category

(1 character)

INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

H	HEAVY to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;
M	MEDIUM to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg;
L	LIGHT to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

Item 10 **EQUIPMENT AND CAPABILITIES**

Capabilities comprise the following elements:

- a. presence of relevant serviceable equipment on board the aircraft;
- b. equipment and capabilities commensurate with flight crew qualifications; and
- c. where applicable, authorization from the appropriate authority.

Radio communication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

N	if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable, Or
S	if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1), And/Or

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available:

A	GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	MLS
C	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1 - P9	Reserved for RCP
G	GNSS (See Note 2)	R	PBN approved (See Note 4)
H	HF RTF	T	TACAN
I	Inertial Navigation	U	UHF RTF
J1	CPDLC ATN VDL Mode 2 (See Note 3)	V	VHF RTF
J2	CPDLC FANS 1/A HF DL	W	RVSM approved
J3	CPDLC FANS 1/A VDL Mode 4	X	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	Y	VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Z	Other equipment carried or other capabilities (See Note 5)
J6	CPDLC FANS 1/A SATCOM (MTSAT)		

Any alphanumeric characters not indicated above are reserved

- Note 1.— If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.
- Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.
- Note 3.— See RTCA/EUROCAE Inter-operability Requirements Standard for ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.
- Note 4.— If the letter R is used, the performance-based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific route segment, route or area is contained in the Performance-based Navigation (PBN) Manual (Doc 9613).
- Note 5.— If the letter Z is used, the other equipment carried or other capabilities shall be specified in item 18 preceded by “COM/”, “NAV/”, and/or “DAT/”, as appropriate. Exemptions for CPDLC and 8.33KHZ are to be indicated by inserting the letter Z in item 10a and then inserting the appropriate descriptors in the following indicators in item 18 (“DAT/CPDLCX or “COM/EXM833”)
- Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Surveillance equipment and capabilities

INSERT N

if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,
OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C	
A	Transponder Mode A (4 digits — 4 096 codes)
C	Transponder Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S	
E	Transponder Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H	Transponder Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I	Transponder Mode S, including aircraft identification, but no pressure-altitude capability
L	Transponder Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P	Transponder Mode S, including pressure-altitude, but no aircraft identification capability
S	Transponder Mode S, including both pressure altitude and aircraft identification capability
X	Transponder Mode S with neither aircraft identification nor pressure-altitude capability

Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B	
B1	ADS-B with dedicated 1 090 MHz ADS-B “out” capability
B2	ADS-B with dedicated 1 090 MHz ADS-B “out” and “in” capability
U1	ADS-B “out” capability using UAT
U2	ADS-B “out” and “in” capability using UAT
V1	ADS-B “out” capability using VDL Mode 4
V2	ADS-B “out” and “in” capability using VDL Mode 4

ADS-C	
D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/.

Item 13 DEPARTURE AERODROME AND TIME
(8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, Location Indicators,

OR, if no location indicator has been assigned,

INSERT ZZZZ and **SPECIFY**, in Item 18, the name and location of the aerodrome preceded by DEP/,

OR, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,

OR, if the flight plan is received from an aircraft in flight,

INSERT AFIL, and **SPECIFY**, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT),

OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

Item 15 **ROUTE**

INSERT the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.
THEN, following the arrow,
INSERT the route description as in (c).

a. **Cruising speed**

(maximum 5 characters)

INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:

- Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or
- Knots, expressed as N followed by 4 figures (e.g. N0485), or
- True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

b. **Cruising level**

(maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

- Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or
- *Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or
- * When so prescribed by the appropriate ATS authorities.
- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or
- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or
- for uncontrolled VFR flights, the letters VFR.

c. **Route**

(including changes of speed, level and/or flight rules)

Flights along designated ATS routes

INSERT, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN **INSERT** each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

Note. When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR, when required by appropriate ATS authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hours flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

INSERT DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a space.

ATS route (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).

Note. Provisions for the application of route designators are contained in Annex 11, Appendix 1.

Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),
or, if no coded designator has been assigned, one of the following ways:

Degrees only (7 characters):

2 figures describing latitude in degrees, followed by N (North) or S (South), followed by 3 figures describing longitude in degrees, followed by E (East) or W (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W

Degrees and minutes (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by N (North) or S (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by E (East) or W (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

Bearing and distance from a reference point:

The identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros. e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR DUB should be expressed as DUB180040.

Change of speed or level (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.

Examples: LN/N0284A045

MAY/N0305F180

HADDY/N0420F330

4602N07805W/N0500F350

46N078W/M082F330

DUB180040/N0350M0840

Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:

- VFR if from IFR to VFR
- IFR if from VFR to IFR

Examples: LN VFR

LN/N0284A050 IFR

Cruise climb (maximum 28 characters)

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620.

Item 16 DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time

(8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, Location Indicators,

OR, if no location indicator has been assigned,

INSERT ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/. THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Note. — For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

Destination alternate aerodrome(s)

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, Location Indicators, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

Item 18 **OTHER INFORMATION**

Note. — Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/	Reason for special handling by ATS, e.g. a search and rescue mission, as follows
ALTRV	for a flight operated in accordance with an altitude reservation;
ATFMX	for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR	fire-fighting;
FLTCK	flight check for calibration of nav aids;
HAZMAT	for a flight carrying hazardous material;
HEAD	a flight with Head of State status;
HOSP	for a medical flight declared by medical authorities;
HUM	for a flight operating on a humanitarian mission;
MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC	for a life critical medical emergency evacuation;
NONRVSM	for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR	for a flight engaged in a search and rescue mission;
STATE	for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ Indication of RNAV and/or RNP capabilities.

Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS	
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors

RNAV SPECIFICATIONS	
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS	
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10 a).

DAT/ Indicate data applications or capabilities not specified in 10 a).

SUR/ Include surveillance applications or capabilities not specified in Item 10 b).

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six-figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830

EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to re-clearance in flight. Examples:

RIF/DTA HEC KLAX

RIF/ESP G94 CLA YPPH

RMK/ Any other plain-language remarks when required by the appropriate ATS authority or deemed necessary.

Item 19 SUPPLEMENTARY INFORMATION

Endurance After **E/**

INSERT a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board After **P/**

INSERT the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority.

INSERT TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

(RADIO) **R/**

- CROSS OUT U if UHF on frequency 243.0 MHz is not available.
- CROSS OUT V if VHF on frequency 121.5 MHz is not available.
- CROSS OUT E if emergency locator transmitter (ELT) is not available.

(SURVIVAL EQUIPMENT) **S/**

- CROSS OUT all indicators if survival equipment is not carried.
- CROSS OUT P if polar survival equipment is not carried.
- CROSS OUT D if desert survival equipment is not carried.
- CROSS OUT M if maritime survival equipment is not carried.
- CROSS OUT J if jungle survival equipment is not carried.

(JACKETS) **J/** • CROSS OUT all indicators if life jackets are not carried.

- CROSS OUT L if life jackets are not equipped with lights.
- CROSS OUT F if life jackets are not equipped with fluorescein.
- CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.

(DINGHIES) **D/** (NUMBER)

CROSS OUT indicators D and C if no dinghies are carried, or INSERT number of dinghies carried; and
(CAPACITY) INSERT total capacity, in persons, of all dinghies carried; and
(COVER) CROSS OUT indicator C if dinghies are not covered; and
(COLOUR) INSERT colour of dinghies if carried.

(AIRCRAFT COLOUR AND MARKINGS) **A/**

INSERT colour of aircraft and significant markings.

(REMARKS) **N/**

CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried and any other remarks regarding survival equipment.

(PILOT) **C/**

INSERT name of pilot-in-command.

5.2 Flight Plan Associated Messages

5.2.1 Modification Message (CHG)

All significant changes to flight plans submitted for both IFR and VFR flights shall be notified to ATS as follows:-

- before Departure;
utilizing, where possible the same procedures used to submit the original flight plan.
- after departure;
through the responsible ATS unit.

Items in the flight plan that cannot be modified by a CHG message.

- Aircraft Identification.
- Departure Aerodrome.
- Destination Aerodrome.
- Estimated Off-Block Date.
- Estimated Off-Block Time.

5.2.2 Cancellation Message (CNL)

Flight plan originators shall ensure that flight plans which are no longer required or which relate to flights for which a new flight plan has or will be submitted, are cancelled at the earliest opportunity by means of a cancellation message (CNL) addressed to all addressees on the original flight plan.

Failure to cancel redundant flight plans may result in unnecessary delay to air traffic since such flight plans will be dealt with by the ATFM service as though the flights are taking place.

A replacement flight plan (RFP) in the form of an FPL with identical call sign shall be transmitted with a delay not less than 5 minutes.

The RFP shall contain, as the first element of Item 18, the indication RFP/Qn, where RFP signifies "Replacement Flight Plan" and "n" is "1" for the first replacement, "2" for the second replacement.

The last RFP shall be filed at least 30 minutes before EOBT.

5.2.3 Delay Message (DLA)

In the event of a delay in excess of fifteen (15) minutes in the estimated off-block time, for an IFR flight (except if the IFR flight has a SLOT allocated) or in excess of thirty (30) minutes for a VFR controlled flight, a DLA message must be sent.

5.2.4 Departure Message (DEP)
Departures messages are sent for IFR/VFR flights when requested.

5.2.5 Arrival Message (ARR)
Arrival messages are sent for IFR/VFR flights when requested.

6. FLIGHT PLANNING IN SHANNON UTA, NOTA AND SOTA

6.1 No upper ATS routes exist in the SHANNON UTA, NOTA or SOTA except areas where the provision of ATM is delegated to another ANSP.

6.2 General Procedures

The following condition apply

- Airspace users are permitted to flight plan direct routeing “DCT” between any of the published 5 letters waypoints or radio navigation aids within the SHANNON UTA, NOTA or SOTA.
- Routeing between these points should be indicated by means of the “DCT” instruction subject to a max distance limit of 600 nautical miles.
- Cross UIR boundary DCT is not permitted. Airspace users may connect to the lower ATS network by flight planning “DCT” to any significant point on the lower ATS network.
- Airspace may connect from the lower ATS route by flight planning “DCT” from any significant point on that network to any of the exit points in the SHANNON UTA, SOTA and NOTA.
- Airspace users should flight plan clear of Danger Areas which are notified active. Waypoints are established which allow flight plan routes to remain clear of active Danger Areas and may be used for flight planning purposes. For EID1 ULTAG, ASKUP, LAPMO, and GIMRO. For EID13 BIBLA, ORTOM, LILNO and KOMAG. For EID14 LODLA, AMDEP, UNLID and LINRA

These points are depicted on Charts ENR 6-2, ENR 6-3 and ENR 6-4

Radar monitoring is provided to ensure separation from Danger areas when active.

- Flights not subject to Oceanic Clearance which Flight Plan to route through SHANNON Oceanic Transition Area are not subject to MNPS approval. ICAO State Letter PFA/SUP/NAT/2009/S09-05-09-0336.SLG refers.

6.3 Overflights

Over flight traffic should plan directly from entry point to exit point, except as required to remain clear of Active Danger areas. The following conditions do however apply:

- i. Airspace Users entering the SHANNON UTA on an oceanic clearance should plan direct from the last point (Landfall) on their Oceanic Clearance to exit point of the UTA or delegated airspace.
- ii. Airspace users intending to enter the Shanwick Oceanic Area should plan direct routes from entry points of the SHANNON UTA to entry points on the Oceanic boundary

6.3.1 Waypoints for overflight flight planning of UTA, NOTA and SOTA (See [Table 1](#): below)

Table 1:

Name-code Designator	Route
BOFUM, ENDEQ, LIFFY, NORLA, ROTEV	Eastbound only
BAGSO, MOPAT, NIMAT, VATRY	Westbound only
ARKIL, BOYNE, MORAG, SAMON, TURLU, KUGUR	Night Route only
ASKUP, GIMRO, LAPMO, ULTAG	EID1 avoidance
ADMUP, GURGA, KOMER, LUSAT	EID5 avoidance
BIBLA, KOMAG, LILNO, ORTOM	EID13 avoidance
AMDEP, LINRA, LODLA, UNLID	EID14 avoidance

Table 1:

Name-code Designator	Route
ADARA, AGORI, ALUTA, ATSUR, BAKUR, BAMLI,	
BANBA, BEDRA, BEGID, BEXET, BILTO, BIMGO	
DEGOS, DINIM, DOGAL, ELSOX, EMPER, ENJEX, EPUNA	
ERNAN, ETARI, EVBAK, EVRIN, GAPLI, GELPO, GISTI	
GOMUP, GUNSO, IBROD, JABEX, KESIX, KOGAD, KOKIB	
LARLA, LASNO, LEDGO, LEKVA, LESLU, LIMRI	
LIPGO, LULOX, MALOT, MAPAG, MIMKU, MOGLO	
MOLAK, NASBA, NEBIN, NERTU, NETKI, NEVRI	
NIBOG, NIPIT, OLGON, OMOKO, OSBOX	
PIKIL, RATKA, RESNO, REVNU, RILED, RODEL	
SLANY, SOMAX, SOVED, SUNOT, TAKAS, TAMEL,	
TOBOR, TUGSI, TULTA, VENER, XETBO	

6.4 Traffic landing at aerodromes within the SHANNON FIR

Traffic landing at aerodromes within the SHANNON FIR should plan from the SHANNON UTA entry point or from the last point (Landfall) on their Oceanic Clearance (if entering from the SHANWICK Oceanic Area) as follows;

6.4.1 If the destination aerodrome has published STAR then flight plan to the initial way-point on the most appropriate STAR.

6.4.2 If the destination aerodrome does not have published STAR then flight plan to the radio navigational aid or significant point associated with the destination aerodrome.(See [Table 2:](#) below)

Table 2:

Aerodrome	ICAO Code	Radio Navigational Aid	Significant point
Donegal	EIDL	CFN	
Sligo	EISG	SLG	
Ireland West	EIKN	CON	ENULA
SHANNON	EINN	SHA	
Kerry	EIKY	KER	INRAD
Cork	EICK	CRK	
Waterford	EIWF	WTD	

•Note; Aircraft not equipped to fly a STAR shall flight plan as per [6.4.2](#) and expect Radar vectoring.

6.5 Traffic departing aerodromes within the SHANNON FIR

Traffic departing aerodromes within the SHANNON FIR and flight planning FL250 and above should

6.5.1 If the departing aerodrome has published SID then flight plan from last point on the SID procedure to the exit point of the UTA

6.5.2 If the departing aerodrome has not published SID then flight plan from the radio navigational aid serving the

departure aerodrome to the exit point of the UTA. (See [Table 3](#):below)

Table 3:

Aerodrome	ICAO Code	Radio Navigational Aid
Donegal	EIDL	CFN
Sligo	EISG	SLG
Ireland West	EIKN	CON
SHANNON	EINN	SHA
Kerry	EIKY	KER
Cork	EICK	CRK
Waterford	EIWF	WTD

•Note; Aircraft not equipped to fly a SID shall flight plan as per [6.5.2](#) and expect Radar vectoring.

7. FLIGHT PLANNING FOR DEPARTING/ARRIVING TRAFFIC WITHIN THE SHANNON FIR

7.1 Dublin

Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) routes are published for Dublin (EIDW). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight Planning and Fuel Management - Expected Approach Distance

For arrivals to RWYs 10L/R and 28L/R at Dublin, operators may **flight plan** the appropriate STAR from AIP Ireland Chart EIDW STAR RWY 10L/R (without Lateral Holding) AD 2.24-23.5 or EIDW STAR RWY 28L/R (without lateral Holding) AD 2.24-22.4. These charts are based on Expected Approach distances at Dublin.

Expected Approach Distance RWY 10L/R

Each STAR length from CTA boundary to the STAR Termination waypoint (IFBAP or OSLEX, as appropriate) is provided in the table below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to either IFBAP (from the northern sequencing leg) or OSLEX (from the southern sequencing leg).

The Expected Approach Distance is specifically included for flight planning purposes (suffix Z).

The full Lateral Holding Point Merge/STAR (suffix R) must be available in the aircraft navigation database.

Table 4:

STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) AD2.24-23.1	STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - IFBAP OR OSLEX)	STAR EIDW RNAV 10L/R (without lateral Holding/Point Merge) AD2.24-23.5	STAR EIDW RNAV 10L/R (without lateral Holding/Point Merge) length NM
LIPGO2R	71 (to OSLEX)	LIPGO2Z	53 (to OSLEX)
BAGSO2R	73 (to IFBAP)	BAGSO2Z	48 (to IFBAP)
BAMLI2R	56 (to IFBAP)	BAMLI2Z	43 (to IFBAP)
BOYNE2R	75 (to IFBAP)	BOYNE2Z	50 (to IFBAP)
BUNED2R	69 (to OSLEX)	BUNED2Z	57 (to OSLEX)
NIMAT2R	82 (to IFBAP)	NIMAT2Z	57 (to IFBAP)
OLAPO2R	61 (to IFBAP)	OLAPO2Z	48 (to IFBAP)
OSGAR2R	68 (to OSLEX)	OSGAR2Z	56 (to OSLEX)
SUTEX2R	61 (to OSLEX)	SUTEX2Z	49 (to OSLEX)

Table 4:

STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) AD2.24-23.1	STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - IFBAP OR OSLEX)	STAR EIDW RNAV 10L/R (without lateral Holding/Point Merge) AD2.24-23.5	STAR EIDW RNAV 10L/R (without lateral Holding/Point Merge) length NM
NIRIF1R	111 (to OSLEX)	NIRIF1Z	93 (to OSLEX)
VATRY2R	96 (to OSLEX)	VATRY2Z	78 (to OSLEX)

Expected Approach Distance RWY 28L/R

Each STAR length from CTA boundary to the STAR Termination waypoint (PIZSA or OBINU as appropriate) is provided in the table below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to the relevant IF for the runway in use: ABIVU or LAPMO.

The Expected Approach Distance is specifically included for flight planning purposes (suffix X)

The full Lateral Holding/Point Merge STAR (suffix L) must be available in the aircraft navigation database.

Table 5:

STAR EIDW RNAV 28L/R (with lateral Holding/Point Merge) AD2.24-22.1	STAR EIDW RNAV 28L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - PIZSA or OBINU)	STAR EIDW RNAV 28L/R (without lateral Holding/Point Merge) AD2.24-22.4	STAR EIDW RNAV 28L/R (without lateral Holding/Point Merge) length NM
ABLIN3L	73 (to PIZSA)	ABLIN3X	46 (to OBINU)
BAGSO3L	49 (to OBINU)	BAGSO3X	25 (to PIZSA)
BAMLI3L	94 (to OBINU)	BAMLI3X	70 (to PIZSA)
BOYNE3L	51 (to OBINU)	BOYNE3X	27 (to PIZSA)
BUNED3L	103 (to PIZSA)	BUNED3X	76 (to OBINU)
NIMAT3L	58 (to OBINU)	NIMAT3X	34 (to PIZSA)
OLAPO3L	93 (to OBINU)	OLAPO3X	69 (to PIZSA)
OSGAR3L	102 (to PIZSA)	OSGAR3X	75 (to OBINU)
SUTEX3L	95 (to PIZSA)	SUTEX3X	68 (to OBINU)
VATRY3L	82 (to PIZSA)	VATRY3X	55 (to OBINU)
NIRIF1L	97 (to PIZSA)	NIRIF1X	70 (to OBINU)

Dublin Oceanic arrivals and departures flight plans shall use the SID and STAR in accordance with [Table 6](#):

Transatlantic Dublin Arrivals

In order to enable Aircraft Operators to manage their descent profiles as efficiently as possible, between the hours of 0600Z-0800Z (Winter) & 0500Z-0700Z (Summer) EIDW transatlantic arrivals shall plan their flight to be at 250kts indicated airspeed and FL170 prior to the commencement of the Dublin STAR.

Pilots should request descent in accordance with this procedure however actual descent and speed control shall be as directed by ATC.

Table 6:

Route/Entry/Exit point	SID	STAR
NEBIN and North of NEBIN	via SUROX	via OLAPO
MALOT and TOBOR	via INKUR	via OLAPO or OSGAR as appropriate

Table 6:

Route/Entry/Exit point	SID	STAR
LIMRI and South of LIMRI	via INKUR or OLONO as appropriate	via OSGAR or SUTEX as appropriate

Dublin SID and STAR for the following aerodromes are specified in [Table 7:](#)

Table 7:

Aerodromes	SID	STAR
EICK	via OLONO	via SUTEX
EIDL, EGAE	via BAMLI	via BAMLI
EIKN, EISG	via SUROX	via OLAPO
EIKY	via OLONO	via SUTEX/OSGAR
EINN	via INKUR	via OSGAR or OLAPO
EIWF	via OLONO	via SUTEX
EIWT	N/A	N/A

Operators should note that the listed SID and STAR are for flight planning purposes only. The SID or STAR contained in ATC clearances may differ depending on Runway in use and/or Hold in use.

7.2 SHANNON

Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR) routes are published for SHANNON (EINN). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight plans for flights *NOT capable* of flying SHANNON SID or STAR or where SID or STAR do not exist should contain "SHA" in item 15 of the ICAO flight plan form as a start point for departures and an end point for arrivals.

7.3 Cork

Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR) routes are published for Cork (EICK). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight plans for flights *NOT capable* of flying Cork SID or STAR or where SID or STAR do not exist should contain "CRK" in item 15 of the ICAO flight plan form as a start point for departures and an end point for arrivals.

7.4 Kerry

Runway For Filing,

Runway 26 is the designated runway for filing both arrivals and departures.

Instruction for IFR traffic:

- Arriving aircraft will normally be cleared to INRAD for the appropriate approach.
- The designated hold for runway 26 is at ROTSO.
- Departures to the Southwest or southeast should file on a CRK3A or CRK3B SID,
- Departures to the Northwest or northeast should file on a SHA3A or SHA3B SID.
- Where the reciprocal runway (08) is in use arriving traffic will be routed to the "KER" for approach to runway 08,
- The designated hold for runway 08 is at KER.
- Where 08 is active ATC will clear departing aircraft on the associated SID, CRK3C, CRK3D, SHA3C, SHA3D.
- Kerry ATC shall utilise the KER SID for contingency procedures.

7.5 Weston

Standard Instrument Arrivals (STAR) routes are published for the Dublin CTA. For Flight Planning for Weston flights should file the Dublin (EIDW) RWY34 STAR to SORIN or KERAV as appropriate.

Flight plans for flights not capable of flying Dublin (EIDW) RWY34 STAR should contain "WST" in item 15 of the ICAO flight plan form as an end point for arrivals.

7.5 Waypoints on the FIR boundary available for flight planning direct routes from EIDL and EISG (See [Table 8](#): below)

Table 8:

Name-code Designator	Route
GILAN	CFN (NDB) to MAC (DVOR)

8. FLIGHT PLANNING INVOLVING 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT

IFR Flight Plans for flights planned to operate in SHANNON FIR, UIR, SOTA, and NOTA, should in respect of items 10 and 18 of the ICAO flight plan form, be completed as follows;

Whenever an aircraft is equipped with 8.33KHz channel spacing radio equipment, the letter Y shall be inserted in Item 10 (Equipment), of the filed flight plan;

If Item 10 (Equipment) of the submitted IFR flight plan contains Y, then that flight is considered to be 8.33 Channel compliant and the flight plan is automatically processed by the IFPS;

With the exception of STATE aircraft; if Item 10 (Equipment) of the submitted IFR flight plan does not contain Y, then the flight plan is **NOT** processed by the IFPS.

For non 8.33 equipped, but UHF equipped State aircraft planning to fly in 8.33KHz airspace where UHF coverage is provided, the letters U and Z shall be inserted in item 10a and "COM/EXM833" shall be inserted in Item 18 of the flight plan. State aircraft operating below F195 (non UHF and non 8.33) are exempted. The letters Y and U shall not be inserted in item 10 equipment, STS/STATE shall be inserted in item 18 of the filed flight plan.

The ACK message for exempted STATE aircraft flights shall contain the following comment: "THIS FLIGHT MAY REQUIRE SPECIAL HANDLING BY ATC DUE TO 8.33KHz CARRIAGE REQUIREMENT";

Medical flight specifically declared by the medical authorities and aircraft engaged in search and rescue missions, are automatically exempted from the 8.33KHz mandatory carriage requirements (i.e no error is raised if item 10a does not contain Y and item 18 contains STS/SAR or STS/HOSP);

Additional information on how non 8.33 equipped STATE aircraft flights are processed by the IFPS is published in section 38 of the IFPS USERS Manual <https://www.eurocontrol.int/publications/ifps-users-manual>

8.33KHz Change of Status: Where the status of the 8.33KHz radio capability changes prior to departure, they shall be notified to the IFPS by means of a modification message (CHG) or by cancelling the existing flight plan and filing a new flight plan.

VFR flights planned to operate in SHANNON FIR, SOTA and NOTA, below FL195 should, in respect of Field 10 of the ICAO flight plan form, be completed as follows:

Whenever an aircraft is equipped with 8.33KHz channel spacing radio equipment, the letter Y shall be inserted in Item 10 (Equipment), of the filed flight plan: and

Requirements for VFR flights related to VHF 8.33KHz channel spacing radio equipage are described in GEN 1.5

ENR 5 NAVIGATION WARNINGS**ENR 5.1 PROHIBITED AREAS, RESTRICTED AREAS, AND DANGER AREAS****Prohibited Areas**

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EIP8 PORTLAOISE, CO. LAOISE A circle radius 2NM centred on 530130.00N 0071800.00W	5000ft AMSL/GND	H24
EIP9 LIMERICK CITY PRISON A circle radius 1NM centred on 523930.00N 0083659.00W	2000ft AMSL/GND	H24
EIP10 CURRAGH MILITARY CAMP, CO. KILDARE 530916N 0065247W - 530943N 0064927W - 530900N 0064816W - 530749N 0064759W - 530851N 0065245W - 530916N 0065247W	5000ft AMSL/GND	H24
EIP11 PHOENIX PARK, DUBLIN A circle radius 1NM centred on 532134.00N 0061859.00W	1000ft AMSL/GND	H24
EIP18 MOUNTJOY PRISON, DUBLIN A circle radius 0.5NM centred on 532144.00N 0061601.00W	550ft AMSL/GND	H24

Restricted Areas

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EIR15 532000N 0062130W - 531439N 0062130W - 531437N 0063707W - 532202N 0064237W - 532034N 0063056W - 532000N 0062130W	3000ft AMSL/SFC	Active MON-FRI 0900-1730 UTC (Winter) MON-FRI 0800-1630 UTC (Summer) May be activated at short notice outside published hours. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from, and subject to compliance with any conditions and instructions issued by MIL ATS, Casement Aerodrome. Aircraft must be operational Mode C transponder equipped. Information on activity status AVBL from ATS Dublin, ATS Shannon and MIL ATS 122.000MHz.

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EIR16 - Designated for charting reference as B. Area contained by 532339N 0064350W, 531437N 0063707W, 531041N 0064856W, - arc 15NM radius of 531811N 0062719W, - 532359N 0065024W, 532339N 0064350W.	FL240 / 1000ft AMSL	Active MON-FRI 0900-1730 UTC (Winter) MON-FRI 0800-1600 UTC (Summer) May be activated at short notice outside published hours. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from, and subject to compliance with any conditions and instructions issued by MIL ATS, Casement Aerodrome. Aircraft must be operational Mode C transponder equipped. Information on activity status AVBL from ATS Dublin, ATS Shannon and MIL ATS 122.000 MHz.
EIR16 - Designated for charting reference as C. Area contained by 532359N 0065024W, - arc 15NM radius of 531811N 0062719W, - 531041N 0064856W, 530815N 0065612W, - arc 20NM radius of 531811N 0062719W, - 532425N 0065912W, 532359N 0065024W.	FL240 / 1500ft AMSL	
EIR16 - Designated for charting reference as D. Area contained by 531439N 0062542W, 531021N 0063359W, 531437N 0063707W, 531439N 0062542W.	4500ft AMSL/ 1500ft AMSL	
EIR16 - Designated for charting reference as E. Area contained by 531437N 0063707W, 531021N 0063359W, 530607N 0064207W, - arc 15NM radius of 531811N 0062719W, - 531041N 0064856W, 531437N 0063707W.	FL240 / 2500ft AMSL	
EIR16 - Designated for charting reference as F. Area contained by 531041N 0064856W, - arc 15NM radius of 531811N 0062719W, - 530607N 0064207W, 530247N0064829W, - arc 20NM radius of 531811N 0062719W, - 530815N0065612W, 531041N 0064856W.	FL240 / 3500ft AMSL	
EIR16 - Designated for charting reference as G. Area contained by 530815N 0065612W, - arc 20NM radius of 531811N 0062719W, - 530247N 0064829W, 525609N 0070104W, - arc 30NM radius of 531811N 0062719W, -530324N 0071035W, 530815N 0065612W.	FL240 / 4500ft AMSL	
EIR16 - Designated for charting reference as H. Area contained by 532425N 0065912W, - arc 20NM radius of 531811N 0062719W, - 530815N 0065612W, 530324N 0071035W, - arc 30NM radius of 531811N 0062719W, - 532514N 0071559W, 532425N 0065912W.	FL240 / 2500ft AMSL	
EIR22 A circle radius 1NM centred on 542932.00N 0081440.00W	1000ft AMSL/SFC	
EIR23 A circle radius 1NM centred on 531800.00N 0062652.00W	2000ft AMSL/SFC	Active H24. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from Military ATS, Casement Aerodrome.

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EIR24 Custume Barracks, Athlone, County Westmeath. A circle radius 2NM centred on 532528N 0075652W.	2000ft AMSL/SFC	Active H24. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from Military ATS, Casement Aerodrome. No Flight Information Service available.

Danger Areas

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EID1 GORMANSTON 534137N 0061229W then a counter-clockwise arc radius centred on 533843N 0061348W - 533754N 0060857W - 533557N 0055740W then a counter- clockwise arc radius centred on 533843N 0061348W - 534822N 0060926W - 534137N 0061229W	40000ft AMSL/SFC	NOTAM Military Firing Range Activity by NOTAM FRA Intermediate Point: ASKUP, GIMRO, ULTAG
EID5 GLEN OF IMAAL, CO. WICKLOW 530248N 0062419W - 525508N 0062436W - 525701N 0063454W - 530027N 0063340W - 530124N 0063203W - 530248N 0062419W	40000ft AMSL/GND	NOTAM Military Firing Range and UAV Flying Activity by NOTAM FRA Intermediate Point: GURGA, LUSAT, ADMUP, KOMER
EID6 KILWORTH, CO. CORK 521400N 0081505W - 521430N 0081200W - 521305N 0081140W - 521255N 0081420W - 521400N 0081505W	8000ft AMSL/GND	NOTAM Military Firing Range Activity by NOTAM
EID13 SEA/COASTAL AREA SSW OF CORK 513412N 0084236W - 512012N 0083436W - 511736N 0084848W - 513142N 0085706W - 513412N 0084236W	45000ft AMSL/SFC	H24 Military Firing Range Activity by NOTAM FRA Intermediate Point: KOMAG, ORTOM, BIBLA, LILNO
EID14 SEA AREA SW OF KERRY 514605N 0103227W - 513530N 0101801W - 512238N 0104243W - 513317N 0105700W - 514605N 0103227W	45000ft AMSL/SFC	H24 Military Firing Range Activity by NOTAM FRA Intermediate Point: LODLA, LINRA, UNLID, AMDEP

Note: Information for operators to navigate around notified active danger areas within FRA is contained in [ENR 1.10](#)

UAS Geographical Zones: Data related to UAS Geographical Zones is available at:

URL: <https://www.iaa.ie/general-aviation/drones>

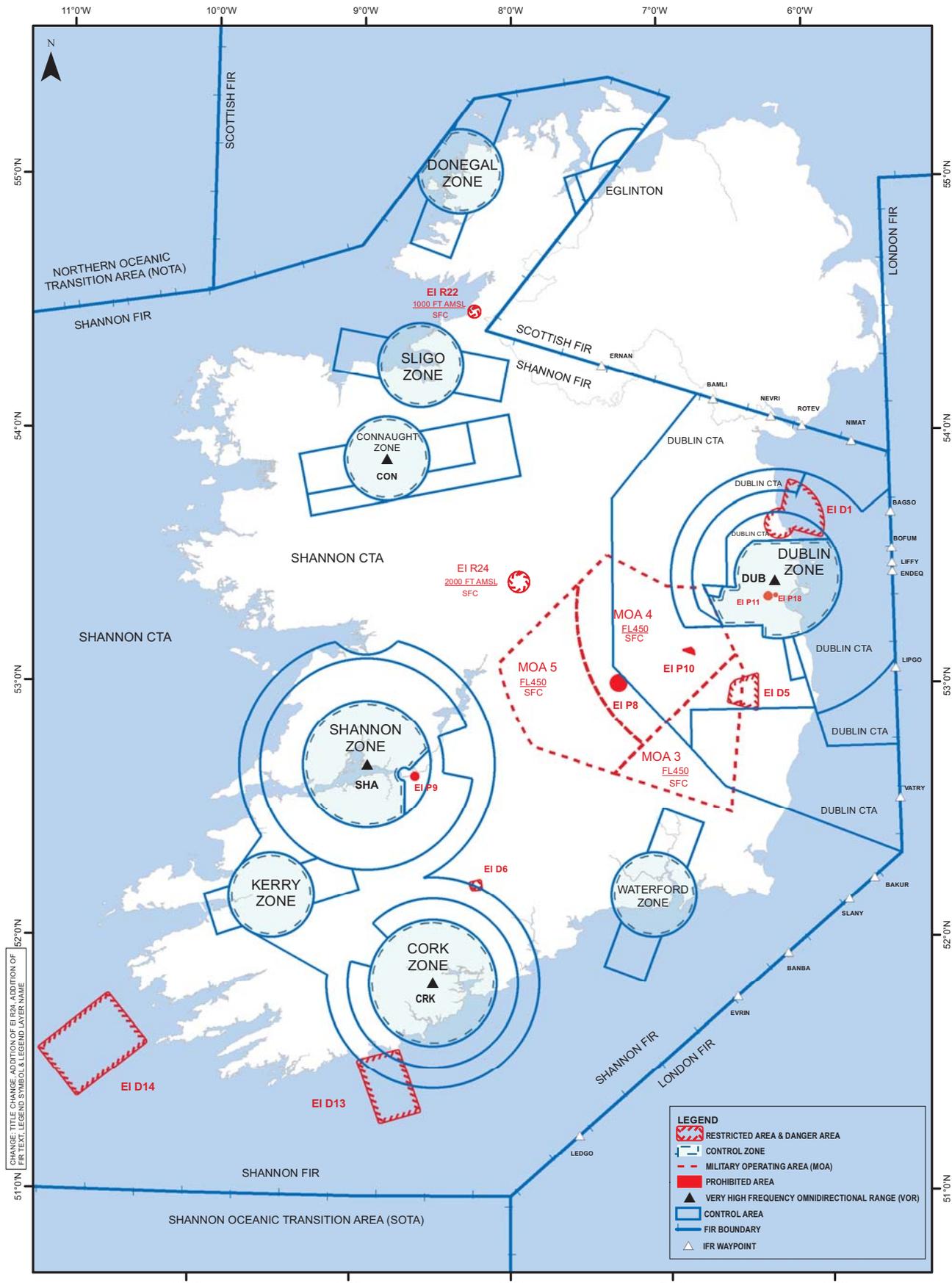
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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

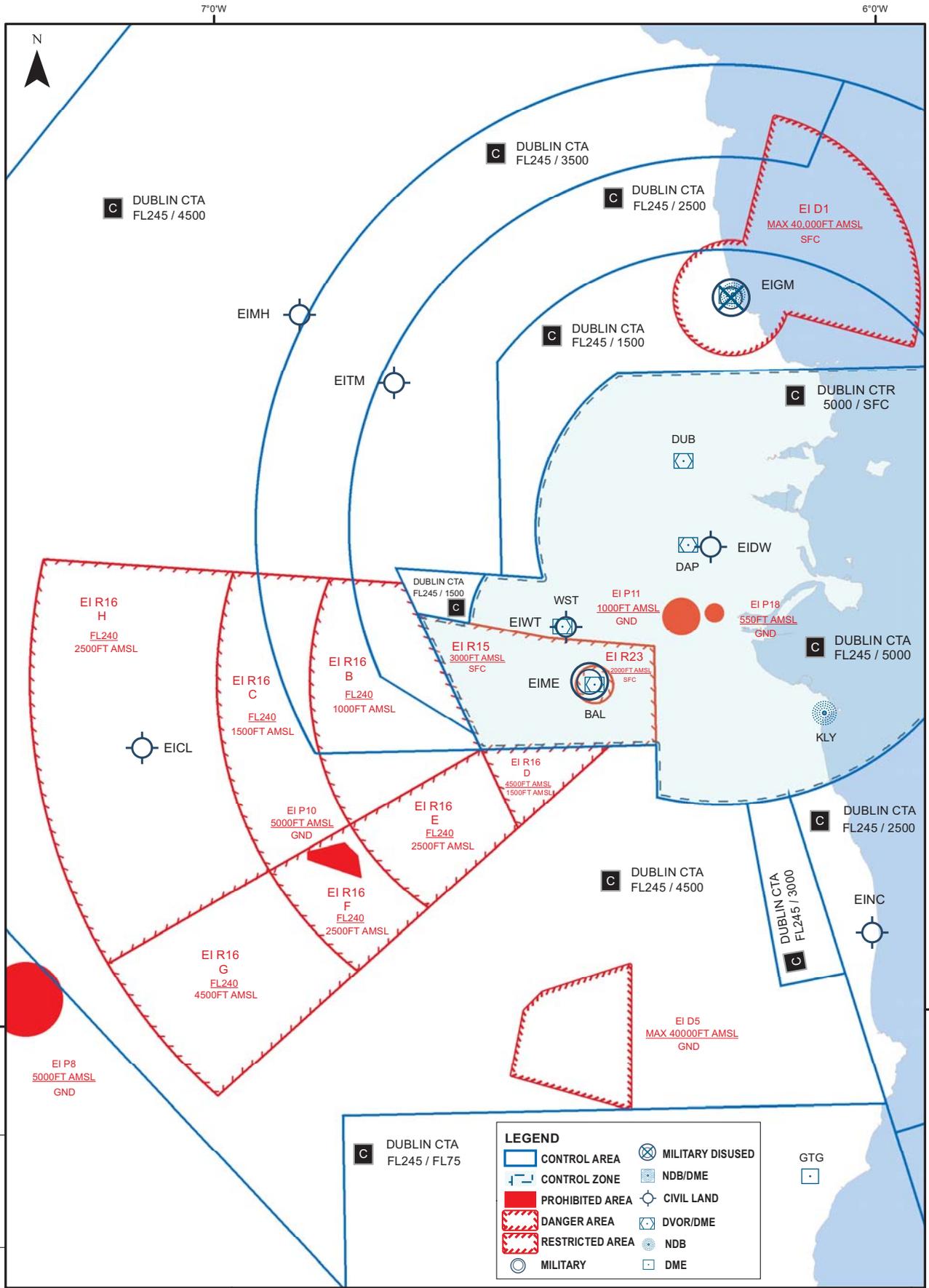
Name Lateral limits	Upper/lower limits and system/ means of activation announcement INFO for CIV FLT	Remarks Time of ACT Risk of Interception (ADIZ)
1	2	3
MILITARY OPERATING AREA 3 530754N 0063211W, 530358N 0062918W, 523041N 0063503W, 524007N 0071957W, 530754N 0063211W	FL450/SFC. Penetration at own discretion possible by VFR and uncontrolled IFR flights up to 4500ft AMSL. Prior permission required for VFR and uncontrolled IFR penetration above 4500ft AMSL and subject to compliance with any conditions and instructions issued by Military ATS, Casement Aerodrome. ACFT must be operational Mode C transponder equipped. PPR from MIL ATS Casement, 122.000MHz.	Use for military flying training, aerobatics, air combat manoeuvres. Active MON-FRI 0900-1730 UTC (Winter) MON-FRI 0800-1630 UTC (Summer)
MILITARY OPERATING AREA 4 532339N 0064350W, 530754N 0063211W, 524652N 0070828W clockwise arc radius 40NM centred on 531811N 0062719W, 532521N 0073300W, 533152N 0072204W, 532425N 0065902W, 532339N 0064350W	Controlled IFR flight penetration is coordinated by civil ATS.	May be activated at short notice outside published hours. Restricted for use by State aircraft.
MILITARY OPERATING AREA 5 532521N 0073300W counter-clockwise arc radius 40NM centred on 531811N 0062719W, 524652N 0070828W, 524007N 0071957W, 524631N 0075126W clockwise arc radius 60NM centred on 531811N 0062719W, 530611N 0080441W, 532521N 0073300W	Information on activity status AVBL from ATS Dublin, ATS Shannon and MIL ATS 122.000MHz.	

PROHIBITED AREAS, DANGER AREAS, MILITARY OPERATING AREAS (MOAs) & RESTRICTED AREA EI R22 & EI R24 - SHANNON FIR / UIR

18 MAY 2023



CHANGE: TITLE CHANGE, ADDITION OF EI R24, ADDITION OF FIR TEXT, LEGEND SYMBOLS & LEGEND LATER NAME



CHANGE NOTE AMENDED,
LEGEND AMENDED

NOTE: EI R22 & EI R24 SHOWN ON ENR 5.2 -2

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