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The Irish Aviation Authority have examined Commission Paper CP2/2006 and wish to submit the following comments on the section concerning the Air Traffic Management Authorities on page 8:

Notwithstanding the contents of article 14.1 of the Regulation, the reception of Instrument Flight Plans and related messages for the European Area has been devolved to the Integrated Flight Planning System (IFPS) in Brussels. The filing is normally done directly to the IFPS by the airline, either individually or in bulk where a flight operates on a regular service. A small percentage of airlines will file their flight with the Irish Aviation Authority's reporting office and we will then submit them directly to the IFPS. The IFPS examine the flight plan submitted for errors and will either correct for trivial errors or reject where correction is not possible. The IFPS then pass these flight plans to the Central Flow Management Unit and back to the relevant Air Traffic Management units, approximately three to four hours before the flight operates.

As can be seen from the above, the Air Traffic Management authorities are not generally involved in the early stages of the flight plan reception process and would therefore be unable to participate in the vetting process which would be required if they were to participate in the proposed sanctions regime.

Irish Aviation Authority

2nd May, 2006

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