



An Roinn Iompair
Department of Transport



An Roinn Cosanta
Department of Defence



Ireland – Airspace Management Policy



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2. Signatories

Organisation	Appointment	Name	Signature
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3. Document Change Record

Version No.	Version Date	Reason For Change	Sections Pages Affected
0.1	01/04/2008	Initial draft	All
0.2	05/09/2008	Updated for STaCMAN consultation	All
0.3	23/09/2008	Updated after STaCMAN consultation	All
0.4	21/04/2009	Updated after wider consultation	All
0.5	04/12/2009	Updated having added the relevant articles form EU Regulation 2150/2005	All
0.6	22/06/2010	Updated having added the EUROCONTROL HANDBOOK FOR AIRSPACE MANAGEMENT edition 3 elements	All
0.7	29/06/2010	Draft Final Update	All
0.8	30/12/2010	Preparation for Signatures and Editorial Changes	SRD / IAA
1.0	01/12/2010	Final	All
2.0	01/12/2014	Updated following the FUA Level I Audit	All
2.1	28/03/2019	Working draft renamed as Airspace Management Policy to reflect Regulation (EU) 2018/1139	All
2.2	08/02/2023	Working draft – General update for 2023 NAPB Meeting	All
2.3	02/02/2024	Working draft – General update for 2023 NAPB Meeting and inclusion of Air Nav Ireland	All
2.4	14/03/2024	Working draft – updated based on the outcomes of the NAPB Meeting	All
2.5	09/12/2024	Final Revised Document	All

4. Background

Ireland has through the signatories to this document:

Having regard to the European Commission (EC) Single European Sky (SES) regulatory package (EC) No 549/2004 as amended by Regulation (EC) No 1070/2009 of the European Parliament and of the Council laying down the framework for the creation of the single European sky (the framework Regulation), referred to as the “Statement by the Member States on Military Issues Related to the Single European Sky”,

WHEREAS:

- 4.1. Regulation (EU) 2018/1139 considers Airspace Management as the be monitored, coordinated and promulgation in a timely manner of specific volumes of airspace designation for a certain use, to reduce the risk of loss of separation between aircraft in all circumstances. Taking into account the organisation of military activities and related aspects under the responsibility of the Member States, airspace management shall also support the uniform application of the concept of the flexible use of airspace as described by the ICAO and as implemented under Regulation (EC) No 551/2004, in order to facilitate airspace management and air traffic management in the context of the common transport policy.
- 4.2. Flexible Use of Airspace (FUA) is an airspace management concept described by the International Civil Aviation Organisation (ICAO) and developed by the European Organisation for the Safety of Air Navigation (Eurocontrol), according to which airspace should not be designated as either purely civil or purely military airspace, but should rather be considered as one continuum in which all users’ requirements have to be accommodated to the maximum extent possible;
- 4.3. Flexible Use of Airspace has been given legal effect through Single European Sky legislation with the intention of increasing airspace capacity and improving the efficiency and flexibility of aircraft operations;
- 4.4. Concept of the Flexible Use of Airspace (FUA) is that:
 - 4.4.1. Airspace is no longer designated as purely "civil" or "military" airspace, but considered as one continuum and allocated according to user requirements.
 - 4.4.2. Any necessary airspace reservation or segregation is temporary, based on real-time usage within a specific time period.
 - 4.4.3. Contiguous volumes of airspace are not constrained by national boundaries;
- 4.5. EUROCONTROL Specification for airspace management which focusses on States’ compliance with the requirements stemming from the Commission Regulation (EC) No 2150/2005 (FUA Regulation), namely Art.3 (b), Art.5.3, Art.6.1, Art.6.2, and Art.6.3.
- 4.6. The flexible use of airspace concept also covers airspace over the high seas. Its application should therefore be without prejudice to the rights and duties of Member States under the Convention on International Civil Aviation (The Chicago Convention) of 7 December 1944 and its annexes, or to the 1982 UN Convention on the Law of the Sea;
- 4.7. It is essential to further cooperation between neighbouring Member States and third countries to take into account cross border operations when applying the concept of flexible use of airspace.

ADOPTED the application of the Flexible Use of Airspace concept in Ireland

5. Purpose

The purpose of this document is to describe how FUA will be implemented effectively in Ireland in accordance with international and national requirements and structures.

6. Regulatory Framework

- 6.1. The legislative package that addresses the safe and efficient use of the European Union airspace, particularly
 - 6.1.1.Regulation (EC) No 549/2004 as amended by Regulation (EC) No 1070/2009 of the European Parliament and of the Council laying down the framework for the creation of the Single European (the framework regulation);
 - 6.1.2.Regulation (EC) No 550/2004 as amended by Regulation (EC) No 1070/2009 of the European Parliament and of the Council on the provision of air navigation services in the Single European Sky (the service provision regulation);
 - 6.1.3.Regulation (EC) No 551/2004 as amended by Regulation (EC) No 1070/2009 of the European Parliament and of the Council on the organisation and use of the airspace in the Single European Sky (the airspace regulation);
 - 6.1.4.Regulation (EU) 2018/1139 Basic Regulation
 - 6.1.5.Regulation (EU) 2017/373 common requirements and oversight for ATM/ANS
 - 6.1.6.Commission Regulation (EC) No 2150/2005 of 23 December 2005 laying down common rules for the flexible use of the airspace.
 - 6.1.7.European Commission Implementing Regulation no. 2021/116Common Project 1 (CP1), amending Commission Implementing Regulation (EU) 409/2013 and repealing Commission Implementing Regulation (EU) 716/2014
 - 6.1.8.COMMISSION IMPLEMENTING REGULATION (EU) 2019/123 of 24 January 2019 laying down detailed rules for the implementation of air traffic management (ATM) network functions and repealing Commission Regulation (EU) No 677/2011
 - 6.1.9.European Route Network Improvement Plan (ERNIP)
- 6.2. Commission Regulation (EC) No 2150/2005 reinforces and harmonises the application, within the Single European Sky, of the concept of the flexible use of airspace as defined in Article 2 (22) of Regulation (EC) No 549/2004 as amended by Regulation (EC) No 1070/2009, in order to facilitate airspace management and air traffic management within the limits of the common transport policy.

In particular, this regulation sets out rules to ensure better cooperation between civil and military entities responsible for air traffic management that operate in the airspace under the responsibility of Member States.
- 6.3. EUROCONTROL specification for airspace management (ASM)
- 6.4. Ireland/UK– Airspace Management Cells (AMC) agreements are currently in place.

7. Principles

The concept of ‘flexible use of airspace’ in Ireland is governed by the following principles:

- 7.1. Coordination between civil and military authorities is organised at the strategic, pre-tactical and tactical levels of airspace management through the establishment of agreements (Irish Civil/Military Letter of Agreement [LoA] and the IAA/ IAC LoA) and procedures in order to increase safety, airspace capacity, and to improve the efficiency and flexibility of aircraft operations;

- 7.2. Consistency between airspace management, air traffic flow management and air traffic services is established and maintained at the three levels of airspace management enumerated in point 9 in order to ensure, for the benefit of all users, efficiency in airspace planning, allocation and use;
- 7.3. The airspace restrictions for exclusive or specific use of categories of users is of a temporary nature, applied only during limited periods of time based on actual use and released as soon as the activity having caused its establishment ceases (IAC/ANI Danger Areas Activation & Coordination Procedures LoA);
- 7.4. Ireland cooperates as appropriate for the efficient and consistent application of the concept of flexible use of airspace across national borders and/or the boundaries of flight information regions, and in particular addresses cross- border activities; this cooperation covers all relevant legal, operational and technical issues; and
- 7.5. Air traffic services units and users make the best use of the available airspace.

8. The Three Airspace Management Levels

- 8.1. In Ireland the Flexible Use of Airspace is based on three distinct levels of application. These levels of Airspace Management (ASM) correspond to civil/military co-ordination tasks in a distinct and close relationship. Each level has an impact on the others.

8.1.1.ASM Level 1 - STRATEGIC LEVEL:

The strategic level is the high-level definition and review of the national airspace policy, taking into account national and international airspace users and Air Traffic Services (ATS) providers' requirements.

Related tasks include the establishment of the airspace organisation, the planning and the creation of permanent and temporary airspace structures, and the agreement of airspace use priorities and negotiation procedures.

8.1.2.ASM Level 2 – PRE-TACTICAL LEVEL:

The pre-tactical level is the conduct of operational airspace management within the framework of the structures and procedures defined at Level 1.

Pre-Tactical tasks include the day-to-day allocation of airspace and the communication of airspace allocation data to all parties concerned.

8.1.3.ASM Level 3 –TACTICAL LEVEL:

The tactical level consists of the activation, de-activation or real-time reallocation of the airspace allocated at Level 2, and the resolution of specific airspace problems and/or individual traffic situations between Operational Air Traffic (OAT) and General Air Traffic (GAT).

Related tasks include the prompt exchange of data with or without system support between the relevant civil and military ATS units to permit the safe and expeditious conduct of both Operational Air Traffic (OAT) and General Air Traffic (GAT) flights.

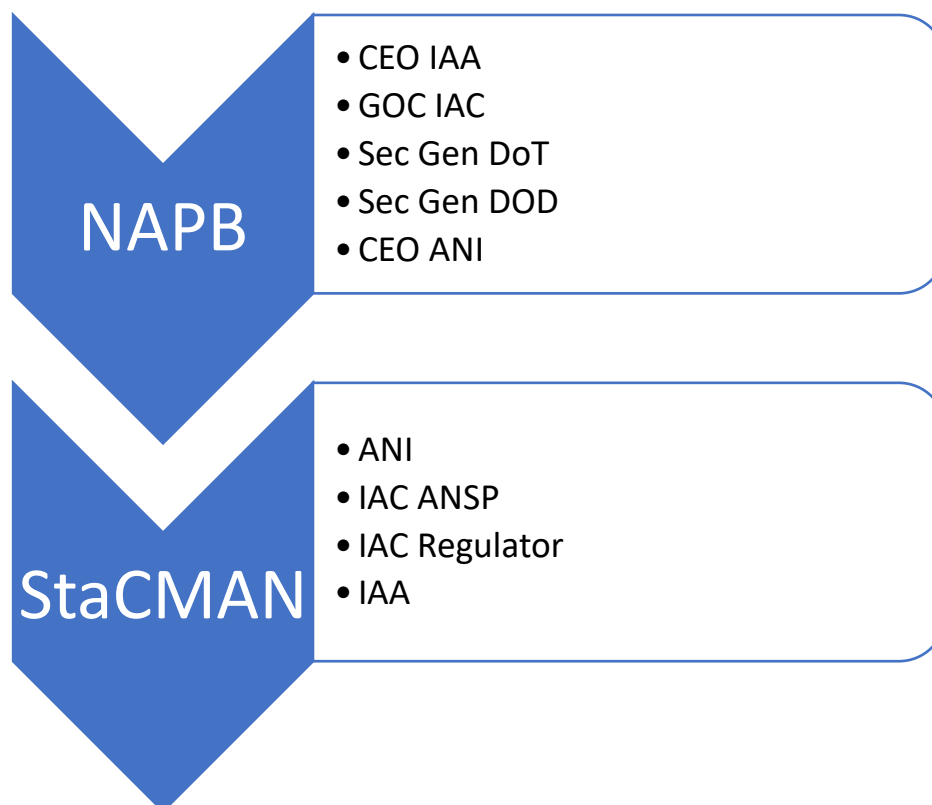
9. The Concept at ASM level 1

- 9.1. Ireland has established the National Airspace Policy Body (NAPB) which is a permanent body for Strategic Airspace Management policy, planning and co-ordination. The NAPB consists of the Chief Executive Officer, Irish Aviation Authority (CEO IAA), the Chief Executive Officer, AirNav Ireland (CEO ANI), the General Officer Commanding Air Corps

(GOC Air Corps), and representatives of the Secretaries General of Department of Transport, (DoT) & Department of Defence (DoD).

The NAPB meets annually or more frequently if deemed necessary and is supported by the Standing Civil Military Air Navigation Committee (StaCMAN) which will provide expert advice to the NAPB, develop the necessary procedures and practices and implement decisions made by the NAPB. NAPB may delegate certain tasks and responsibilities to StaCMAN as appropriate.

Level 1



The Standing Civil Military Air Navigation Committee (StaCMAN) meets at least four times per year. StaCMAN consists of representatives from the IAA, AirNav Ireland (ANI), Irish Air Corps (Mil - regulatory, flight operations, army and naval service activity) and any others as appropriate.

9.2. The NAPB is responsible for :

- 9.2.1. Formulating the national policy for airspace management taking into account the requirements of national and international airspace users and Air Traffic Services (ATS) providers.
- 9.2.2. Reassessing the national airspace structure and ATS route network with the aim of planning, as far as possible, for flexible airspace structures and procedures.
- 9.2.3. Periodic reviews of the national airspace needs and, where applicable, cross-border airspace utilisation.
- 9.2.4. Establishing negotiation procedures and priority rules for airspace allocation at Level 2.
- 9.2.5. Reviewing the procedures and efficiency of Level 2 and Level 3 operations.

- 9.2.6. Providing operational transparency across national boundaries through collaborative airspace planning and harmonised airspace management with neighbouring States.
- 9.3. In accordance with Article 4 of Commission Regulation (EC) No 2150/2005 the NAPB performs the following tasks:
 - 9.3.1. ensures the overall application of the flexible use of airspace concept at a strategic, pre-tactical and tactical level;
 - 9.3.2. regularly reviews users' requirements;
 - 9.3.3. approves the categories of activities which require airspace reservation or restriction;
 - 9.3.4. defines temporary airspace structures and procedures to offer multiple airspace reservation and route options;
 - 9.3.5. establishes criteria and procedures providing for the creation and the use of adjustable lateral and vertical limits of the airspace required for accommodating diverse variations of flight paths and short-term changes of flights;
 - 9.3.6. assesses the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures;
 - 9.3.7. defines the specific conditions under which the responsibility for separation between civil and military flights rests on the air traffic services units or controlling military units;
 - 9.3.8. develops cross-border airspace use with neighbouring Member States where needed by the traffic flows and users' activities;
 - 9.3.9. coordinates their airspace management policy with those of neighbouring Member States to jointly address use of airspace across national borders and/or the boundaries of flight information regions;
 - 9.3.10. establishes and makes available airspace structures to users in close cooperation and coordination with neighbouring Member States where the airspace structures concerned have a significant impact on the traffic across national borders and/or the boundaries of flight information regions, with a view to ensuring optimum use of airspace for all users throughout the Community;
 - 9.3.11. establishes with neighbouring Member States one common set of standards for separation between civil and military flights for cross- border activities;
 - 9.3.12. sets up consultation mechanisms between the persons or organisations as referred to in paragraph 10 a. and all relevant partners and organisations to ensure that users' requirements are properly addressed;
 - 9.3.13. assesses and review airspace procedures and performance of flexible use of airspace operations; and
 - 9.3.14. Establishes mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities.
- 9.4. The conditions referred to in point 10.3.7 above are documented and taken into account through the safety management system of the air traffic service provider, in line with the requirements of Regulation (EU) 2017/373
- 9.5. Ireland has identified and notified to the European Commission those persons or organisations which are responsible for the execution of tasks listed in paragraph 10c (NAPB). The Commission shall maintain and publish a list of all persons or organisations identified in order to further the cooperation between Member States.
- 9.6. Ireland's Airspace Management (ASM) Annual Report. The NAPB shall review the ASM report at the annual meeting. The narrative report is developed by StaCMAN and shall include any significant ASM developments during the reporting period (1 January – 31 December),

significant activity or issues at the AMC, any issues encountered, plans for the next period and relevant ASM statistics. The report should draw upon various data sources including the SES and EASA Performance Review processes and DoD utilisation data. Ireland's ASM Annual Report should be completed by 28th of February.

9.6.1. The following usage data should be included:

9.6.1.1. For AMC managed airspace the following PIs – already mandated for collection through the PRB – should be incorporated:

9.6.1.1.1. The total number of hours allocated based on the Airspace Use Plan (AUP) – to be provided by the Air Corps;

9.6.1.1.2. the total number of hours still allocated at H-3 – to be provided by the Air Corps; and

9.6.1.1.3. The total number of initially allocated hours used – to be provided by the Air Corps.

9.6.2. Statistics based on the permanent hand-back of DoD Special Use Airspace (SUA) i.e. removal from the Irish Aeronautical Information Publication (AIP) over the reporting period – to be provided by the AIS Unit.

9.6.3. Information regarding the number of Danger Area's being integrated into the AMC process.

9.6.4. Statistics based on Danger Area's which have an impact on the enroute network - to be provided by the AirNav Ireland:

9.6.5. Sum of number of hours allocated (i.e. total number of hours booked in the AUP and/or published in the Irish AIP and/or published via NOTAM).

9.6.6. Sum of number of hours released up to H-3 (i.e. total number of hours handed back more than 3 hours prior to start of the AUP period).

9.6.7. Sum of number of hours still allocated at H-3 (i.e. total no of hours still booked 3 hours prior to start of the AUP period).

9.6.8. Sum of number of initially allocated hours used (i.e. total number of hours used).

9.6.9. All previous and future archive data on aircraft counts is to be retained in order to carry out specific airspace usage analysis when necessary.

9.6.10. The performance and charging scheme of the Single European Sky has established performance Indicators (PI) in the area of environment, which include the effective use of civil/military FUA structures.

9.6.11. For AMC managed airspace the following PIs have been mandated for collection by the PRU (to be provided by the Air Corps & AirNav Ireland Network Manager):

9.6.11.1. The total number of hours allocated based on the Airspace Use Plan (AUP)

9.6.11.2. the total number of hours still allocated at H-3;

9.6.11.3. the total number of initially allocated hours used; and

9.6.11.4. If applying Procedure 3, ad-hoc hours allocated (UUP) and ad- hoc hours used.

9.7 Following the annual NAPB meeting, a summary report shall be submitted to both Ministers by the NAPB. This report shall include any significant issues relating to ASM in the previous calendar year.

10. The Concept at ASM level 2

10.1. NAPB establishes and authorises joint civil/military Airspace Management Cells (AMCs) to conduct day-to-day airspace allocation and management. The NAPB

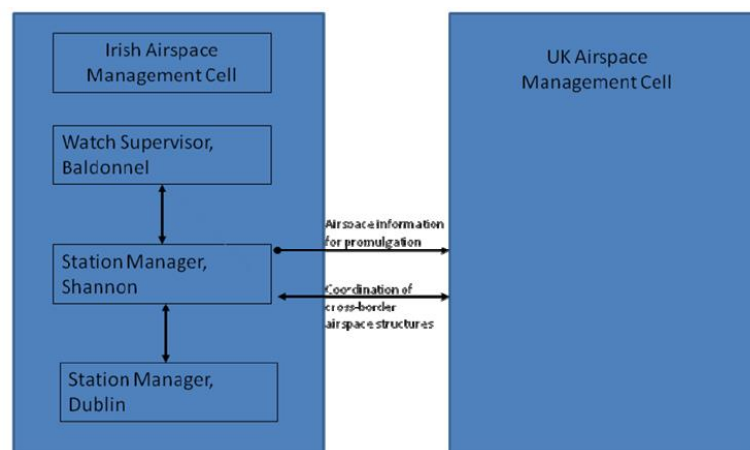
determines the degree of discretion and authority of the AMC in order to minimise the need for referrals to higher authority. It develops and approves necessary processes and procedures to be applied in day-to-day airspace planning and allocation performed by the AMC. Procedures are established through agreement between the Irish and UK AMCs in respect of cross-border/FIR airspace structures and promulgation of information.

10.2. Airspace Management Cell (AMC) in Ireland:

- 10.2.1. Allocates the required airspace on a day-to-day basis to the users in a decisive, timely and efficient manner.
- 10.2.2. Promulgates each day to all parties concerned the airspace allocation decision for the following day by transmitting an Airspace Use Plan (AUP) and Updated Use Plan (UUPs).

10.3. Implementation of Level 2

In Ireland the AMC manages airspace within the Shannon FIR. On a sub-regional basis, within the UK-Ireland Areas of Interest, cross-border airspace structures are coordinated between the respective AMCs and the UK AMC promulgates the AUP/UUP information on behalf of both AMCs.

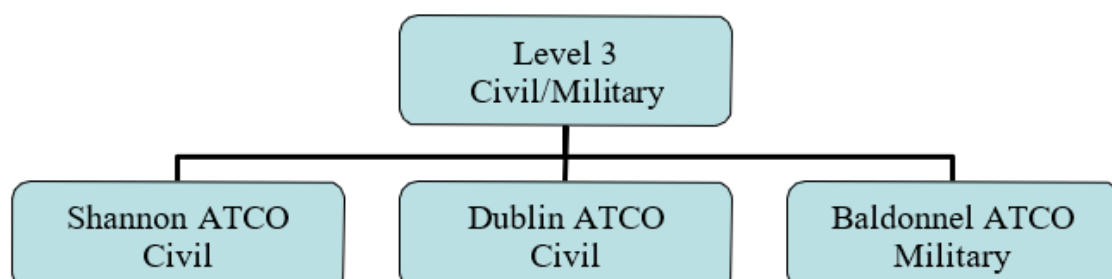


11. The concept at ASM Level 3

- 11.1. Ireland has established enhanced supporting co-ordination equipment and real-time civil/military co-ordination procedures in order to:

- 11.1.1. Activate, deactivate or reallocate in real-time the airspace allocated at Level 2.
- 11.1.2. Resolve specific airspace problems and traffic situations between civil and military Air Traffic Services (ATS) units and controllers.
- 11.1.3. Provide access to all necessary flight data including controller's intentions.
- 11.1.4. Fully exploit the Flexible Use of Airspace (FUA) Concept at Levels 1 and 2.

- 11.2. In Ireland Air Traffic Controllers at relevant civil and military ATS Units will implement flexible use of airspace on a tactical basis, based on the following diagram.



11.3. Roles, responsibilities, policies and procedures are part of separate Civil / Military LOA's as approved by NAPB. Specific LOA's reflect:

- 11.3.1. Coordination procedures between appropriate civil air traffic service units and controlling military units permitting mutual provision of airspace data to allow the real-time activation, deactivation or reallocation of the airspace allocated at pre-tactical level.
- 11.3.2. That controlling air traffic services units exchange any modification of the planned activation of airspace in a timely and effective manner and notify to all affected users the current status of the airspace.
- 11.3.3. The establishment of supporting systems between air traffic service units in order to ensure safety when managing interactions between civil and military flights.
- 11.3.4. That coordination procedures are established between air traffic service units so as to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace or adjoining airspace, through timely exchange of flight data including the position and flight intention of the aircraft.
- 11.3.5. Where cross-border activities take place that a common set of procedures to manage specific traffic situations is ensured to enhance real time airspace management between air traffic services units and military air traffic services units and/or controlling military units which are concerned by those activities.

12. Safety Assessment

12.1. The National Airspace Policy Body (NAPB) will maintain or enhance existing safety levels, by ensuring that, within the context of the extant safety management processes, a safety assessment, including hazard identification, risk assessment and mitigation, is conducted, before any changes are introduced to the operations of the flexible use of airspace in Ireland.

12.2. In Ireland, the entity proposing the change will be responsible for the conduct of a safety assessment. The assessment will be submitted to the Relevant Competent Authorities for consideration.

13. Reporting

The Annual report on the application of Flexible Use of Airspace is prepared by the NAPB. This report will be submitted to the Ministers for inclusion as part of the annual report to the European Commission/European Aviation Safety Agency on the operation of the Single Sky within Ireland, as detailed in 9.7 above.

14. Compliance Monitoring

Relevant Competent Authorities shall carry out inspections, surveys and safety audits of FUA as appointed by NAPB on behalf of the state.

15. Review

This document is reviewed annually by the NAPB.

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
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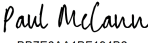
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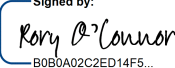
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If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact DEPARTMENT OF TRANSPORT:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: itservicedesk@transport.gov.ie

To advise DEPARTMENT OF TRANSPORT of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at itservicedesk@transport.gov.ie and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from DEPARTMENT OF TRANSPORT

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to itservicedesk@transport.gov.ie and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with DEPARTMENT OF TRANSPORT

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to itservicedesk@transport.gov.ie and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to ‘I agree to use electronic records and signatures’ before clicking ‘CONTINUE’ within the DocuSign system.

By selecting the check-box next to ‘I agree to use electronic records and signatures’, you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify DEPARTMENT OF TRANSPORT as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by DEPARTMENT OF TRANSPORT during the course of your relationship with DEPARTMENT OF TRANSPORT.