



# General Aviation Summer Workshop

Thu 06 May 2021



This workshop is not  
recorded



# Introductions

Cathal MacCriostail: Manager Airspace & Nav

Declan Mangan: Operations Manager ATC Shannon

Darren Pollard: Operations Manager ATC Dublin

Dave Usher: Head of Customer Relations



# Background

- Significantly less traffic due COVID-19
- Controllers working fewer flights
- Reduced activity at Regional Airports
- Optimistic that traffic will bounce back
- Recovery towards normal must be safe



# Workshop Goals

- We would like to share information with you on our operations and activities
- We would like to understand your operational issues
- Plan for October workshop to look back and review how things went during the summer.



# Agenda

- Readiness for post-COVID traffic growth
- FIS
- Summer 2021
- Key Safety Indicators information
- Q & A Session





# A Quick Word about the Airspace Review

- Thanks to everyone for your comments on the airspace review.
- ANSP & Regulator are reviewing comments and considering next steps
- Some replies included comments on current procedures and these are also under review
- Further contact may be necessary to clarify some of the questions/comments



# Airspace Overview

- PBN Environment and PBN Implementation Plan
- ATM Masterplan
- Mandated EU Requirements for ANSPs





# Airspace Overview

- Performance Monitoring (CDO/CCO)
- EU Reg. 2017-373
- EU Reg. 923-2012 (SERA)
- U-Space



# Readiness for post-COVID traffic growth



# Impact of COVID-19

- 2019 was a record year for Irish Airspace
- Huge decrease in traffic from Mar 2020
- ATC sectors significantly quieter than “normal”
- Regional Airports closed / limited opening
- Refresher training to maintain ATCO’s currency
- The return to growth must be safe.



FIS



# FIS

- ATCO's provide ATC & FIS service
- ATC & FIS often co-located.
- When co-located ATC takes priority
- FIS can be split out subject to demand / resource availability
- Need to manage the FIS/ATC workload as traffic recovers



# FIS

- FIS is a basic service
- RADAR does not give full coverage at lower levels
- We rely on you to stay out of controlled airspace unless you have a clearance to enter
- We use two frequencies
  - **118.5 for Dublin**
  - **127.5 for Shannon**





# FIS

- Dublin provides FIS in the area of the Dublin CTA from SFC
- The airspace under Dublin controlled airspace is the “Shannon FIR”
- If you can’t raise Dublin on 118.5, try Shannon 127.5
- Shannon has a number of transmitters and receivers around the country for 127.5
- Our comms system helps ATCOs by automatically switching transmitters based on where a transmission is received
- But, a lot of manual intervention can be required



# FIS

Did you know that?

- In the Dublin AOR a listening squawk of A0401 is published
- In the Shannon AOR a listening squawk of A2655 is published
- In the Shannon AOR we have two QNH regions established
- Do you know where?



Summer 2021





# How busy will FIR be today?

- How long is a piece of string?
- Tools tell us how busy we will be with IFR traffic
- This is not the case with VFR
- When ATC & FIS are co-located, this can cause workload issues



# Improving VFR Predictability

- How can we improve this to avoid issues?
- How do we predict when you will be busy?
- Good weather = Lots of VFR flights?
- Tell us when you plan to have FLY-INS etc



# A Mix of VFR Traffic

- FIS handles a mix of traffic
- Some file flight plans & some don't
- Some talk to us and & don't
- Some have transponders & some don't





# FIS Relies on You to:

- Know where you are at all times
- Stay clear of controlled airspace (vertically & laterally) unless you have clearance to enter
- Don't assume we can see you all the time
- Tell us if you are lost/unsure of your position
- Close your flight plans (temporarily or fully) when flight is complete.



# FIS Relies on You to:

- Know the rules around Military airspace
- Check NOTAM's before setting off
- Call in on freq. if flying near Regional Airports (in case they have opened and you weren't aware)
- Know locations of Radio Mandatory Zones
- Know where there is parachute/gliding activity etc. (see AIP Ireland ENR 5-5)



# ANSP Contacts

## En-Route

### Shannon ACC - Shannon FIR/UIR

Position	Direct Phone	Mobile Phone	E-mail
H24 Station Manager	+ 353 61 366 148	+ 353 87 329 6798	<a href="mailto:stationmanagersSNN@iaa.ie">stationmanagersSNN@iaa.ie</a>

### North Atlantic HF Communications

Position	Direct Phone	Mobile Phone	E-mail
H24 Station Manager	+ 353 61 703 809	+ 353 87 235 7393	<a href="mailto:stationmanagersBGN@iaa.ie">stationmanagersBGN@iaa.ie</a>

## Terminal

### Dublin ACC & Tower

Position	Direct Phone	Mobile Phone	E-mail
H24 Station Manager	+ 353 1 806 7334	+ 353 87 978 3134	<a href="mailto:stationmanagersDUB@iaa.ie">stationmanagersDUB@iaa.ie</a>

### Shannon Tower

Position	Direct Phone	Mobile Phone	E-mail
H24 Operations	+ 353 61-471868		<a href="mailto:CorkShannonManagers@iaa.ie">CorkShannonManagers@iaa.ie</a>

### Cork Tower

Position	Direct Phone	Mobile Phone	E-mail
H24 Operations	+ 353 21-4316389		<a href="mailto:CorkShannonManagers@iaa.ie">CorkShannonManagers@iaa.ie</a>



# AIS



# AIS

- Aeronautical Information Service
- AIS is located in the Shannon ATC building
- AIS generates PIB's regularly throughout the day
- The PIB is available on the IAA website



# AIS

- AIS publishes the AIP on behalf of the state
- Recently started to publish Current plus 1 on the IAA website to give advance notice
- After the June AIRAC, we will no longer send printed copies of the AIP
- We currently still send CD's





# Key Safety Indicators



# Key Safety Indicators (KSIs)

- Mandatory Reporting of a list of items by ATC
- List contains Key Safety Indicators.
- The KSIs most relevant to FIS are:
  - Unauthorised penetration of airspace
  - Level Bust



# What is Unauthorised Penetration of Airspace?



The penetration by an aircraft into a portion of airspace without prior permission of the appropriate authorities (when such prior permission is required)---  
Eurocontrol



# Unauthorised Penetration of Airspace

- All ATC units experience unauthorised penetrations of airspace.
- Thankfully to date these have not led to a **safety** issue.
- However, that has often been due to the actions of ATC such as stopping IFR departures / approach break offs.



# The ATC Perspective

- Units with surveillance may see the VFR traffic if it is squawking
- However, depending on the altitude/position traffic may not be seen
- Units without surveillance may not even know the traffic is there





# The ATC Perspective

- We include VFR issues in Refresher training.
- We meet with the Regional Airports, Dublin and the Military to review and discuss occurrences.
- We have done a number of presentations to flying clubs.
- We include VFR issues in safety bulletins for ATCOs





# Suggestions from Regional Airports

- One Regional airport suggested that Pilots (Instructors) should visit a Regional Airport Tower.
- Chance to discuss issues/concerns.
- This information to be part of briefing notes for Pilots



# Suggestions from Regional Airports

- If approaching a regional zone, don't wait until the boundary to check in.
- Don't forget PPR requirements.



# Irish Air Corps Perspective

- Clearance (permission) is required to enter restricted airspace or MOAs above 4500ft.
- In MOAs, military aircraft do not comply with the rules of the air. Calling on 122.0 is advised.
- Remember there is restricted airspace at Athlone and Finner
- Be careful of bases lowering as you get closer to the cities/airports which might result in inadvertent entry to airspace.





# Irish Air Corps Perspective

- Sometimes (rarely) conditions for entry to MOAs may change from those included in AIP. Be aware of latest NOTAM
- Restricted airspace at EIME protects IFPs. Entry to the airspace brings high likelihood of separation loss. Lateral entry from Kilcock/Maynooth/Weston direction can lead to rapid collision risk.
- Inadvertent vertical entry can lead to potential immediate collision risk



# Q & A

The Floor is open for any questions.

Please use the Q & A / Chat function





# Thank you

- We would like to say thanks for your time this evening
- We hope you found it to be a useful engagement.
- We look forward to catching up at the end of the Summer
- Wishing you safe flying

