

## GENERAL AVIATION SUMMER WORKSHOP – QUESTIONS & ANSWERS



Question	Answers
Where is the Northern / Southern QNH line	Info is contained in AIP Ireland section ENR 1-7
I see that there is a Notam for Oranmore for Drone traffic. Surface to 250 ft. The area covers Galway Airport which is being used by local flying?	The intent of that is as a NAV WARNING and originated from the Safety Regulator. However, Galway airport is in Class G airspace.
Do you see increased integration between GA and commercial drone operators in the coming year?	Not in the coming year but likely within the next 3 years. This will likely be a mix of very low level (VLL) smaller drones (operating at 500ft or below) and the beginning of the integration of larger drones into higher airspace.
Could you supply Darren's E-mail address for dialog re training for Dublin Gliding Club operating at Gowran Grange	darren.pollard@iaa.ie
Best landline number and email address for Dublin FIS?	Landline: 01 814 4601 / e-mail: atcdub@iaa.ie
118.5 reception is poor at typical VFR altitudes south of Wicklow mountains, within Dublin's area.	Please be aware that coverage can be affected in high ground areas due to line of sight limitations of VHF antennas
It's not inaccurate but identifying me as 10no North of Woodford which is miles from my view which is overhead Loughrea. We're not looking at the same versions of the maps is what I'm getting at.	Appreciated and sorry if I misrepresented the question. Noted that we need to look at reporting points relevant to the pilot view and identifiable geographic points. Thank you
How do we inform of fly-ins	Data on the contact details to be supplied from the slide pack.
The MOA controlled airspace over 4500 was a great reminder for me, I had forgotten completely.	Thank you for mentioning this.
Discrepancy for pilot between altitude according to relevant QNH and Altimeter and the FL transmitted to ATC by Mode S?	Our system currently does not take the QNH that you have selected in the cockpit via Mode S
Hi lads, thanks for the presentation; just wondering if it's being recorded and might be made available that we could share it with absent others?	The presentation has been published. Please see <a href="https://www.iaa.ie/docs/default-source/misc/ga-pres-may-2021.pdf">https://www.iaa.ie/docs/default-source/misc/ga-pres-may-2021.pdf</a>
Your on-screen reporting points don't always match ours? Could you share your geographic points for more effective position reporting to ATC?	This is a good idea bit would require some lining up. I think it would be an idea to look at a selection of common routes and try and make the FIS and cockpit reporting points the same

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Filing and stubs is a bit of faff though. Take a flight from Galway to Wexford, it's a massive faff to file a plan, activate on INFO, then fly the flight in "G" but reporting to INFO, QSY to CONTROL for a 10nm transit of what is presumably a rarely used appendage N. of the Waterford Zone.	We will look at the rules around this and see if improvements can be made.
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Any thoughts on VFR transit corridors through CTAs like LAX has? e.g. DUB N-S with published procedure and no flight plan	No but future airspace reviews will consider amending the shapes of Class C airspace to return more to Class G
Please add us to the mailing list Gowran Grange Airfield Swordlastown, Naas W91 VN52	Will do. Many thanks.
Do the IAA have a mailing list to get updates on changes	If it is AIP changes, there is a method of receiving notification. It is also worth noting that we have started putting the next AIRAC on the website so people can read ahead about pending changes
When publishing next time, it would be useful to publish on flying in Ireland website and also the Squawk 7000 podcast	Thank you for the suggestion
What's current plus 1?	This refers to the making available of the next AIP publication to facilitate preparation for any changes.
Do ATCOs use radar, Mode S altitude transmission if shown on their screens.	Yes. However, FIS is not a Radar Service for separation purposes.
Can FIS see output from ADS-B transponder (such as callsign) where the aircraft is ADS-B equipped	We currently don't have ADS-B displayed in FIS. It is a work in progress
You might let people know that SSR on the west coast is optimise for high altitude inbound traffic.	Thank you for mentioning this.
With areas of OOR coverage, would you encourage relays?	Yes. Relays are very effective, and we often use them ourselves

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If entering a regional zone can we just request entry when airborne or is a flight plan needed?	Flight plan required to enter controlled airspace as referenced by Declan. (If entering a regional zone can we just request entry when airborne or is a flight plan needed?)
Yes, but sometimes regionals open a “local flight plan”. Wondering is that frowned upon (If entering a regional zone can we just request entry when airborne or is a flight plan needed?)	Understood. Expect that Regionals will apply this to provided separation based on information. I'd also expect however that if they are busy, they may not always have time to take FPL details on VHF (If entering a regional zone can we just request entry when airborne or is a flight plan needed?)
How should drone operators to communicate with you in class G airspace? Should we only call if near an airfield? We're restricted to max height of 400ft so curious if it's overkill or not	At 400ft depending on your location you may not get us on VHF
Are there planned changes to the regionals’ zones based on previous webinar?	This would be up to the airports themselves in conjunction with IAA SRD and consultation with Shannon ATC
Any plans to change regional zones e.g. Sligo, Donegal etc.	This would be up to the airports themselves in conjunction with IAA SRD and consultation with Shannon ATC
Anything wrong with courtesy calling the regionals if operating at the edge of their zone but outside it	We would strongly encourage that if flying in the vicinity which I would describe as 3-4 miles from a CTR that a courtesy call to the control tower would be very welcome
I would think a standard entry points into airports will help to plan ahead of time so good idea. (Best for someone like me that is a student pilot)	Will discuss with the regional airports
Per my airspace submission, SERA appears to require Irish ATC to facilitate "Abbreviated" Flight Plans for say transits through CAS. This seems inconsistent with expressed discouraging of air filed FPLs.	This is something we will look into and assess.

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What is the next step with the airspace review? Not the outcome, I mean a report of the feedback. Will there be a published proposal if/when changing the airspace at the end of the review?	The next step is to publish the comments received and the responses to those comments, in conjunction with the IAA Safety & Regulatory Division (SRD). We will develop a design which will be presented for comment. We will assess the comments received on the design and make any suggested adjustments that are practicable. We are planning to run a simulation of the new design in September in Shannon. COVID restrictions permitting, we will allow visitors to that simulation. If the simulation is a success, we will move towards implementation, subject to Regulatory approval, and this will be published through the normal channels.
I would encourage pilots to engage with ATC. Good practice and removes the mystique of speaking to ATC.	Thank you for mentioning this
Do we revert from 2655 to 7000 if we start availing of an information service?	It's not necessary. Pilot Comments: I'm all over the 2655 it's deadly, have been called a few times. +1 on 2655 being deadly. Was called once approaching an MOA. Although I was aware of military activity it was great of the ATCO to aid my situational awareness even though she was busy with line traffic.
But do we check-in even if on 2655?	It is really your choice. We are always happy to take a call on frequency
Do you encourage using the listening squawk?	Very much so.
On a VFR flight outside controlled airspace. Do ATC prefer us to call in on 127.5 so they know we are their or just monitor 127.5	We don't mind either way. It is totally your choice. If you call it may help provide you with info or others with info about your flight
Suggest you get the word out to schools and clubs that listening squawk is preferred to 7000. Clarify that you can (or even should) use it even when you call FIS.	We would be happy to make presentations/ have group evenings when COVID-19 restrictions lift to try and get this information out
On a VFR flight outside controlled airspace. Do ATC prefer us to call in on 127.5 so they know we are their or just monitor 127.5	We don't mind either way. If you do call, it is really helpful when you tell us when you are complete. For example, if you call us and say you are in the Wexford area, we will write up a flight strip for you and use this information for other traffic. If you let us know when you are complete, we can then remove that flights trip from our strip board, removing potential confusion.

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Check-in even if on the Listen Squawk?	The listening squawk tells us that you are monitoring the frequency. If you don't want to call that is no problem. For us it means that if we want to call you, we will say something like "traffic operating in the Ballinasloe area at 2000ft tracking west do you read Shannon Information". At that stage we would hope you think that we might be calling you and check in.
The Dublin and Shannon transponder listening codes don't seem to be used much?	This is currently the case but hopefully with continued engagement between the ANSP and the GA community, we can work together to increase the use of initiatives such as the listening squawk.
Re Zone penetration, is there any follow-up with the offending pilot? e.g. for remedial training.	We would on occasions follow up with pilots. However, this is more an area for Flight Ops Department
Where are we on introducing 8.33 khz?	The decision will be made by IAA SRD (The Safety Regulator)
The CAA /NATS have been offering significant rebates to encourage UK pilots to buy portable ADSB in and out devices such as SkyEcho11. The ADS-B-out can be turned off, the system integrates with Skydemon and can pull in Flarm with a subscription. Given the obvious safety benefits of electronic conspicuity, will UK pilots be asked to turn off the ADSB-out in the Irish FIR as such devices are not approved for use yet by EASA in most of Europe?	Note the comment re. ADS-B in and out. This is not something we are pursuing in the Shannon FIR at present due to ground-based ADS-B receivers and potential for system saturation. The area of e-conspicuity is interesting and is something the ANSP would hope will be developed by the Regulator and a solution supported by the ANSP. This is likely to become more developed in the next 2-3 years. The comment re. EASA approval is noted and will likely be followed by the Irish State
Any discussion of voluntary portable EC being allowed like the UK?	See answer re. ADS-B electronic conspicuity. Direction will need to come from the IAA Aviation Safety Regulator
it is the cost of of the 8.33 equipment such as now required in NI	EU Reg 1079/2021 requires that all aircraft have 8.33 functionality by
I am PRO of Galway Flying club. We hold safety evenings and hope to do so when things open up. If you could send me the contract details (john_tobin@hotmail.com) for the person organising ATC to attend those I will pass it onto our Safety officer.	Please write to me: cathal.maccristail@iaa.ie or Declan: declan.mangan@iaa.ie
Maybe speak to training providers to actively teach students how to make the radio call when unsure of position.	Great idea. We would be happy to help