

Ready for the Re-start Workshop – Q & A



Questions	Answers
What is the current vaccination status of the controllers?	As of 20 June 2021, circa 20% of IAA ANSP Controllers have received their first vaccine but this will increase over the next 6 weeks as the age-based vaccination programme progresses.
Would it be possible to get a copy of the Aireon Alert presentation?	A link to the Aireon ALERT presentation will be provided.
Any operational changes at SNN?	Shortened STARs are under consideration as part of a review of Irish Airspace in order to maximise benefits to the airspace users. More information will be provided as we gain more visibility on the project end date.
Are there any plans to roll out new SID's in DUB?	New SIDs for existing Runway infrastructure have been submitted to the Regulator for approval with a requested effective date of 09 SEP 2021. A complete set of new SIDs are also under development for New Parallel Runway Operations.
Do you expect there to be any downtime/disruption associated with the Frequentis changeover? When is this planned to be started and completed and do you have a ballpark cost for this project?	We do not expect that there will be any disruption to operations associated with the introduction of the Frequentis Voice Switch at Dublin. It forms part of the New Tower project and will be complete in advance of H24 operations from the New Tower, currently planned for June 2021. The cost of this voice switch is included in the total cost of the New Tower,
Will the DUB runways support simultaneous instrument approaches once the new runway is open?	Simultaneous dependent approaches will be available on Runway 10L and Runway 10R. Due to noise restrictions, simultaneous approaches will not be available on Runway 28L and Runway 28R.
How is progress on continuous Descent and Climb operations in Irish airspace?	Work is ongoing in this area with all comments about the airspace review under review. We expect to produce an initial project plan by the end of July 2021.

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Is there a plan to utilise CPDLC/ACARS more for Clearances/ ATIS etc	ACARS is currently available and in use for pre-departure route clearances at Dublin and Digital ATIS is also available. There is currently no plan to use CPDLC in the Dublin Terminal area.
Just for clarification: PBN APCH, i.e. GBAS based have a high priority in the long term and ILS certainly will stay for the next years. Will ILS be retained in the long run as well. Especially in regards of EINN and EIDW being important EROPS ALTN?	Please be assured that ILS will be maintained at Dublin, Cork and Shannon airports for the long term. We expect to start transitioning away from more conventional IAPs so that we move to an ILS with GNSS/RNP backup. GBAS will likely be confined to Dublin initially as the cost is prohibitive for Cork and Shannon. We will have 3 lines of minima for RNP IAPs in all three airports.
Any feedback from the Controllers perspective on NIL OTS ops?	No issues have been reported by our Shannon ATCOs.
Will the introduction of ADS-B make some of radar installations redundant?	There are no plans to withdraw radars in the short term but the surveillance requirements for Irish airspace will be reviewed in light of the introduction of ADS-B.
Airspace change: would you have a few words regarding the cooperation with NATS UK and their airspace change plans in western UK?	Work is ongoing with UK NATS on the interface / FIR boundary to maximise the benefits of this project for our customers.

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How many RAD restrictions were removed in Irish airspace during C19 and are these permanent removals?	<p>Working in conjunction with UK NATS, the following Joint RADS have been removed: First tranche – effective 30th January 2020 AIRAC</p> <ul style="list-style-type: none"> • EGEI1009: point 1 restriction relating to ED**/EP**/EHAM traffic deleted. Point 2 restriction preventing traffic filing along the UK boundary retained. • EGEI1020: restriction amended to allow EHAM arrivals to file via NORLA if via SAM • EGEI1017: disabled until 16th July 2020 – deleted August 2020 • EGEI1019: disabled until 16th July 2020 – deleted August 2020 <p>Second tranche – effective July 2020 until March 2021 AIRAC</p> <ul style="list-style-type: none"> • EGEI1010 (ERNAN): suspend • EGEI1018 (APSOV, KUGUR, LUTOV, MIMKU, NIBOG): suspend and subsequently deleted in March 2021 • EGEI1020: further relaxing this RAD to remove all restriction relating to EHAM/EDDF. Retain restrictions for EGLL/LFPG <p>Contact IAA Network Manager with suggestions / requests for further RAD removals iaa-network-manager@iaa.ie or Joe.Ryan@iaa.ie</p>
Early arrivals into DUB due to advantageous winds eastbound across the NAT. Is there a new method that would allow these early arrivals to land prior to the noise curfew instead of holding? Helps to reduce greenhouse gas and carbon emissions. Just asking. Question is in relation to the new runway at DUB. Thank you.	<p>There is currently no noise curfew at Dublin Airport. Early transatlantic arrivals will be cleared to land at Dublin but are likely to experience ground holding if their allocated stands are occupied. This is quite likely to be the case early in the day as stands/gates will be occupied by aircraft parked overnight in preparation for 1st wave departures.</p>

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European airports are considering target time of arrival to better manage early arrivals. Are your airports considering this? Any procedure must be FULLY HARMONIZED AND EXACTLY THE SAME for all countries/airports otherwise this will be confusing for crews, resulting in safety issues. A-CDM was not harmonized throughout Europe.	Currently no plans to implement target time of arrival at Irish airports. Shannon En Route is part of the XMAN project for EGLL and EGKK. We are not aware at this stage of any changes. However, if changes are being introduced, we will review our procedures.
Can we have a point of contact with the IAA in relation to the DLK mandate to ensure our systems are working accurately?	Patrick Tarrant – Manager FDP Systems (Patrick.Tarrant@iaa.ie) See IAA Website for associated AIC with Software recommendations: https://www.iaa.ie/docs/default-source/default-document-library/iaip/ei_aic_2021_007_en.pdf?sfvrsn=4da319f3_2
Do you already have an estimate regarding the increase of Air Navigation Charges in 2022/2023?	At this time, we are not in a position to provide an estimate. The Irish air navigation charges will be set by the Irish NSA with responsibility for cost effectiveness (Commission for Aviation Regulation) and we expect these to be published in the draft Irish RP3 performance plan in July 2021.
Will ORK controllers/ATC support staff be put on temporary layoff during the runway closure?	Our people at Cork ATC will not be laid off during the closure of the main runway (16/34) at Cork Airport for essential reconstruction works between 12 September and 22 November 2021. During this period, an Approach and Tower service will be provided to a shortened runway 07/25 (subject to regulatory approval), helicopters supporting the offshore gas rigs, emergency medical helicopter flights and a flight school. Additionally, the ANSP intends to provide refresher training to our people to ensure maintenance of competence. Cork Station Managers and Controllers will also continue project work on the low-level airspace redesign to facilitate CDOs/CCOs for Cork Airport.