



Irish Aviation Authority

# Proposed Introduction of a Raised Common Transition Altitude: IAA Consultation Feedback Report

This document reports on the consultation process for the  
proposed introduction of a Raised Common Transition Altitude  
arising from AIC's

Nr 15/15 - 12 NOV

and

Nr 01/16 - 28 APR

2016

<b>Contents:</b>	<b>Page</b>
Contents.....	1
Glossary.....	2
1. Executive Summary.....	3
2. Introduction.....	4
3. UK/Ireland Joint NSA Statement.....	5
4. TA Development/Implementation Forums.....	5
5. Impact Assessment.....	6
6. Altimeter Setting Regions (ASRs) & ASR Bulletin.....	6
7. MET Eireann data.....	6
8. Questionnaires.....	7
9. Nominal Vertical Separation Minima (VSM).....	7
10. Conclusions.....	7
<b>Appendix A: Proposed (UK/Ireland FAB) ASRs.....</b>	<b>8</b>
<b>Appendix B: AIC Nr 15/15 (12th November 2015).....</b>	<b>9</b>
<b>Appendix C: AIC Nr. 01/16 (28th April 2016).....</b>	<b>10</b>

**Glossary:**

<b>ANSP</b>	Air Navigation Service Provider
<b>ASR</b>	Altimeter Setting Region
<b>CAA</b>	Civil Aviation Authority (UK)
<b>CONOPS</b>	Concept of Operations
<b>CTR</b>	Control Zone
<b>FAB</b>	Functional Airspace Block
<b>FRA</b>	Free Route Airspace
<b>IAA</b>	Irish Aviation Authority
<b>LoA</b>	Letter of Agreement
<b>MoD</b>	Ministry of Defence (UK)
<b>NASAS</b>	Nominated Altimeter Setting Aerodromes or Stations
<b>NATS</b>	National Air Traffic Services (UK)
<b>NSA</b>	National Supervisory Authority
<b>SES</b>	Single European Sky
<b>SESAR</b>	SES Air Traffic Management Research
<b>SMS</b>	Safety Management System
<b>SRD</b>	Safety Regulatory Directorate
<b>TA</b>	Transition Altitude
<b>TAPT</b>	Transition Altitude Project Team
<b>VSM</b>	Vertical Separation Minima

## **1. Executive Summary**

The Irish Aviation Authority (IAA) as part of the Function Airspace Block (FAB) with UK National Air Traffic Services (NATS) is engaged in a common project for the Harmonisation of the Transition Altitude (TA) between the two state service providers.

This project involves a significant process of consultation, in order to align with the UK. This resulted in relevant documentation being produced in a similar timeline with the UK Civil Aviation Authority (CAA) and NATS.

The TAPT was one such interstate consultation groups which includes staff from the CAA, IAA, MoD and NATS.

Documentation was produced by the IAA in alignment with the TAPT consultation timelines. The IAA issued **AIC Nr 15/15** (12<sup>th</sup> November 2015 - see Appendix B) Proposed Introduction of a Raised Common Transition Altitude and **Nr. AIC 01/16** (28<sup>th</sup> April 2016 - see Appendix C) Airspace Change – Proposed Introduction of a Raised Common Transition Altitude. A group e-mail address ([taconsultation@iaa.ie](mailto:taconsultation@iaa.ie)) was setup for consultation feedback and included members of the IAA.

No comments were received through this e-mail address during the consultation period.

## **2. Introduction**

A harmonised Transition Altitude (TA) of 18,000ft is proposed across Ireland and the UK, with the intention of enhancing efficiency, both inside and outside controlled airspace, through standardisation of airspace and altimeter setting procedures. This will provide the foundation for future safety, environmental and economic benefits that will be realised through improvements to the vertical profiles of aircraft arrivals and departures in the Shannon FIR (which includes Dublin airspace). It also serves as a platform for future airspace and operating concepts through programmes such as Single European Sky (SES), SES Air Traffic Management Research (SESAR), (Cross Border) Free Route Airspace (FRA) and UK/Ireland Functional Airspace Block (FAB).

Ireland has aligned with the UK in introducing a raised TA of 18,000 feet. This will be implemented at a date in the future.

Both the UK Civil Aviation Authority (CAA) and the IAA Safety Regulatory Directorate, as the relevant National Supervisory Authorities (NSAs) for UK and Irish states agreed on how the proposal for a raised TA was to proceed. Operational implementation is the responsibility of the respective Air Navigation Service Providers (ANSPs) for each state. The relevant NSAs are responsible for the oversight and consultation development of this proposal and with its introduction. The relevant ANSPs will support the safety assurance aspects and apply normal Safety Management Systems (SMS) provisions for operational implementation.

In advance of the introduction of a raised TA, it was agreed, in alignment with the UK project team to consult with relevant Irish stakeholders, who may be affected by this raised TA.

This report is compiled to provide stakeholder feedback on this consultation process.

### **3. UK/Ireland Joint NSA Statement:**

“Following the successful completion of the consultation in both states, the NSAs agree that they have the foundation of a CONOPs for a TA of 18,000ft for future implementation.

It is agreed by the UK and Ireland NSAs that all parties will continue to co-operate fully on the development and implementation of a harmonised TA of 18,000ft at a date in the future.”

### **4. TA Development/Implementation Forums:**

The overall Transition Altitude Harmonisation and implementation project is being progressed and monitored by the following:

- 1) TAPT-Transition Altitude Project Team:** Involves stakeholder team members from both UK and Ireland who meet on a regular basis to discuss progress and in this case produce a consultation report for TASG
- 2) TASG-Transition Altitude Steering Group:** Meet to consider any issues arising and put forward TA for go/no go decisions
- 3) UINTAOG-UK/Ireland/Norway TA Oversight Group:** This team involves members from both ANSPs and CAAs for UK, Ireland and Norway. This was established to oversee and ensure commonality for implementation of a harmonised TA. This team has endorsed the TA consultation and will continue to monitor and report as required
- 4) FASPRB: Future Airspace Strategy Project Review Board:** As the harmonised TA is a Future Airspace Strategy Project, this group will also endorse the consultation on and implementation of this project

The TA harmonisation project is also a UK/Ireland Functional Airspace Block (FAB) joint undertaking and as a result, all activity is being aligned in both states.

### **5. Impact Assessment:**

The consultation undertaken will inform the next stage of the process for the Irish state in the implementation of a raised TA.

During this subsequent phase, the IAA Safety Regulatory Directorate conducted the Regulatory Impact Assessment (RIA) in accordance with the Department of the Taoiseach RIA GUIDELINES. The IAA Safety Regulatory Directorate is satisfied that the cost associated with the introduction of a raised TA has been applied to the CAPEX budget of the IAA ATM Operations and Strategy in line with SES Performance Scheme for reference period 2 (RP2). It is also satisfied with the IAA ATM Operations and Strategy analysis that there will be no cost to the Regional/Non-State ANSPs. Therefore, a more detailed Business Impact Assessment is not required.

### **6. Altimeter Setting Regions (ASRs) & ASR Bulletin**

The (UK) Transition Altitude Project Team (TAPT) decided that ASR boundaries should be designed to be 80-100 nm from the Nominated Altimeter Setting Aerodromes or Stations (NASAS) as a guiding principle.

The ASRs decided upon for the Shannon FIR, while not fully in compliance with this principle, have been constructed based on expected traffic below 18,000 feet in these ASRs and the proximity of such traffic to the source of the ASR QNH data, i.e. the MUNSTA ASR (to the West of the FIR) is larger than the principle provides for but the amount of traffic operating below 18,000 feet west of 12W is not significant and therefore not seen as an issue for the size of the ASR (see Appendix C)

It has been agreed that the ASR Bulletin will issue from the UK and will be a UK/Ireland FAB Bulletin once a raised TA has been jointly implemented.

### **7. MET Eireann data**

The MET Eireann data supplied for this stage of the TA Project related to a study undertaken in February 2013. This data is deemed sufficient for this stage of the process in order that the IAA can proceed to consultation of the introduction of a raised TA.

More detailed assessment will be undertaken as the project moves to operational implementation and will include more detailed information regarding the NASAS.

MET Eireann is a key stakeholder in data provision for informing the implementation phase of a harmonized TA. The number of MET Eireann sources of QNH data will be reviewed closer to the implementation date.

***Note 2: It is recognized that a migration away from AFTN supplied data is being progressed in both UK and Ireland in line with ICAO Annex Update Annex 3 amendment 77 and ICAO Doc 10003, which provides for this data to be supplied and promulgated digitally.***

## **8. Questionnaires**

The UK used an online monkey questionnaire process as part of their consultation, this was not a requirement for Ireland.

## **9. Nominal Vertical Separation Minima (VSM)**

Assessment of the need for a Nominal Vertical Separation Minima (VSM) was not considered for this phase of the process.

The IAA considers that Nominal VSM will not be required for its operation of a raised TA and that issues of cross-border vertical separation assurance will be addressed procedurally for operational implementation.

## **10. Conclusions**

The IAA received no responses through the group e-mail address (taconsultation@iaa.ie) which was setup for the consultation process. Therefore Ireland will be proceeding with the introduction of the items which the consultation process for the introduction of a raised Common Transition Altitude identified:

- 1) Raising of Transition Altitude
- 2) QNH regions
- 3) Lowering of the base of controlled airspace



Appendix A: Proposed (UK/Ireland FAB) ASRs



## Appendix B: AIC Nr 15/15 (12th November 2015) Proposed Introduction of a Raised Common Transition Altitude

---

---

<b>IRELAND</b> AERONAUTICAL INFORMATION SERVICE IRISH AVIATION AUTHORITY BALLYCASEY CROSS SHANNON CO. CLARE Tel +353 61 703750 Fax +353 61 366245	<b>AIC</b> <table border="1" style="margin-left: auto;"><tr><td style="text-align: center;">Nr 15/15 12 NOV</td></tr></table>	Nr 15/15 12 NOV
Nr 15/15 12 NOV		

---

### Proposed Introduction of a Raised Common Transition Altitude

#### 1. Purpose

- 1.1. The purpose of this AIC is to inform all airspace users and interested parties of a proposed introduction of a raised Common Transition Altitude and to invite submissions on consultation items.
- 1.2. Consultation on this proposal will be undertaken with affected Airspace Users, Aerodrome Operators and Air Traffic Services Provider, commencing on 23<sup>rd</sup> November 2015.

#### 2. Consultation Items

- 2.1. The items which the consultation process for the introduction of a raised Common Transition Altitude are as follows:
  - 2.1.1. **Raising of Transition Altitude**

The UK and Ireland have for several years been jointly pursuing the goal of a harmonised Transition Altitude (TA) @18,000ft. Both the National Supervisory Authorities (NSAs), in collaboration with their respective En-Route Services Providers and militaries, have reached a consensus on how they shall proceed.
  - 2.1.2. **QNH regions**

The introduction of regional QNH regions
  - 2.1.3. **Lowering of the base of controlled Airspace**

A change to the base of controlled airspace will be considered as part of the consultation process.

#### 3. Consultation Process

- 3.1. The consultation process is planned to provide airspace users, Aerodrome Operators and Air Traffic Services Providers with information on, and input to, this proposal. All the consultation documentation/details will be available from the [IAA Web site](#) on the 23<sup>rd</sup> November 2015.

**Appendix C: Nr. AIC 01/16 (28th April 2016) Airspace Change – Proposed Introduction of a Raised Common Transition Altitude**

---

---

<b>IRELAND</b> AERONAUTICAL INFORMATION SERVICE IRISH AVIATION AUTHORITY CONTROL TOWER SHANNON AIRPORT CO. CLARE Tel +353 61 703750 Fax +353 61 366245	<b>AIC</b> <table border="1" style="margin-left: auto;"><tr><td style="text-align: center;">Nr 01/16 28 APRIL</td></tr></table>	Nr 01/16 28 APRIL
Nr 01/16 28 APRIL		

---

**Airspace Change – Proposed Introduction of a Raised Common Transition Altitude**

**This AIC should be read in conjunction with AIC Nr 15/15**

**1 Purpose**

1.1 The primary purpose of this Circular is to appraise all airspace users and interested parties of the responses received on foot of the Proposed Introduction of a Raised Common Transition Altitude, detailed on AIC Nr 15/15, and the proposed action to be taken in response to the submissions received and issues raised.

**2 Outcome of Airspace Change Consultation**

2.1 All the consultation documentation/details/responses will be available from the [IAA Web site](#) after the 09<sup>th</sup> May 2016.

Note: This AIC will expire or be replaced in 6 months.