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AIC

Nr 06/17
20 JUL

Introduction of flight plannable directs and rationalisation of lower ATS route structure in the Shannon FIR

1. Purpose

- 1.1. The purpose of this AIC is to provide information concerning
- the implementation of flight plannable direct routings (Free Route Airspace) concept within the portion of the Shannon FIR under the control of Shannon Air Traffic Services (ATS) and
 - The rationalisation of that portion of the lower ATS route structure under the control of Shannon ATS.

2. Introduction

- 2.1. This initiative plans to remove constraints imposed by the fixed route structure and to optimise airspace use. Resulting capacity, flexibility and flight efficiency gains will generate cost savings for operators, while maintaining safety standards.
- 2.2. Aircraft Operators will be free to optimise route selection in the applicable area and thereby obtain benefits from planning and flying the shortest direct distances. This is planned to reduce flight time with consequent reduced fuel usage and CO₂ emission.
- 2.3. This initiative is in line with the measures already implemented by the En-Route Shannon Upper Airspace Re-Design (ENSURE Free Route Airspace) concept within the Shannon UTA, Northern Oceanic Transition Area (NOTA) and the Shannon Oceanic Transition Area (SOTA) which surpassed the expectations of the IATA, CANSO, and Eurocontrol Flight Efficiency Action Plan.

3. Area of Application

- 3.1. The Area of Application is planned to comprise laterally and vertically the Shannon FIR Lower Airspace (excluding the Dublin CTA) as depicted in chart ENR 6.1 in the AIP.

4. General Procedures

- 4.1. Airspace users will be permitted to flight plan direct routeing (DCT) between any of the published 5 letters waypoints or radio navigation beacons within the area. Routes between these points will be indicated by means of the "DCT" instruction and there will be no limitation on the physical length of these segments.
- 4.2. Traffic entering the application area on an oceanic clearance will continue on this clearance to landfall points unless re-cleared by Shannon ACC.
- 4.3. Over flight traffic should plan directly from entry point to exit point, except as required to remain clear of Active Danger areas.
- 4.4. Cross border DCT is not permitted.
- 4.5. Traffic landing at airports within the Shannon FIR should plan from the area entry point or 'Landfall' point in accordance with AIP Ireland - ENR 1.10 FLIGHT PLANNING - 6.4 Traffic landing at aerodromes within the Shannon FIR

Note; Aircraft not equipped to fly a STAR shall flight plan as per AIP Ireland - ENR 1.10 FLIGHT PLANNING - 6.4.2 and expect Radar vectoring.

- 4.6. Traffic departing airports within the Shannon FIR should compile in accordance with AIP Ireland - ENR 1.10 FLIGHT PLANNING - 6.5 Traffic departing aerodromes within the Shannon FIR

Note; Aircraft not equipped to fly a SID shall flight plan as per AIP Ireland - ENR 1.10 FLIGHT PLANNING - 6.5.2 and expect Radar vectoring.

- 4.7. As part of this project, there will be a rationalisation of the Lower ATS routes structure in the area of the Shannon FIR under the control of Shannon ATS. Details of this are contained in Appendix A.
- 4.8. A frequently asked questions section on this project will be available on the IAA website from 20th July 2017 until 14th September 2017.

5. Navigation Performance

- 5.1. Aircraft must be capable of maintaining RNP5 navigation performance within the area. Any aircraft unable to achieve RNP5 navigation performance must request radar assistance from ATC.

6. Implementation

- 6.1. Implementation is planned from 14th September 2017

7. Further information

- 7.1. Any exceptions to the above will be notified in AIP Ireland.
- 7.2. Further information on this AIC and the full implementation can be obtained from:

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Appendix A

Route Name	Affected portion	Change
N550	ERNAN OLAPO	REMOVED
Q202	SUROX ENULA DEVOL	REMOVED
L149	RINUS OLAPO	REMOVED
N517	SHA AGINI RINUS	REMOVED
W13	SHA RIKUL KORAK INKUR	FL75 to FL95
V14	SHA DIGAN ENOKU PELIG	FL75 to FL95
W12	SHA TOMTO TORLU OSGAR	FL75 to FL95
L9	SHA TIPUR ABAGU SLANY	REMOVED
N160	SHA KURUM CRK ERTER LEDGO	REMOVED
T76	KURUM TIPUR	REMOVED
N12	CRK ORTOM LULOX	REMOVED
P2	CRK VAPAL NEXAT BANBA	REMOVED
W10	CRK TISMO CML SUTEX	FL75 TO FL95
Q52	INKUR CML	REMOVED
N34	EVRIN NEXAT BUNED	REMOVED
P620	BEPAN DIMUS BANBA	REMOVED
L149	PESIT BAKUR	REMOVED