
ENR 1 General Rules And Procedures

ENR 1.1 GENERAL RULES

The air traffic rules and procedures to GAT in the Shannon FIR/UIR/SOTA/NOTA conform to Annex 2 and Annex 11 to the Convention on International Civil Aviation and the procedures for Air Navigation Services – Air Traffic Management, DOC 4444-ATM/501 and the Regional Supplementary Procedures applicable to the EUR Region (DOC 7030), except in cases listed in [GEN 1.7](#)

There are no exceptions to the application of ICAO Annex 2 Rules Of The Air in the high seas airspace of the Shannon FIR.

OPERATIONAL AIR TRAFFIC (OAT)

OAT refers to military traffic which, may not operate in accordance with rules laid down for civil aircraft. OAT may include military aircraft traffic, independent of type or nationality.

1. Co-ordination of Civil and Military Aircraft
 - 1.1. IAA radars cover all Upper Airspace within the Shannon FIR/UIR/SOTA/NOTA. Within this cover, procedures exist for the co-ordination of civil and known military aircraft and they receive a radar control Service.
 - 1.2. Military aircraft in Class A or Class C airspace are under civil control from Air Traffic Control Centres at Shannon or Dublin. Military flights will be treated as GAT unless ATC have been advised otherwise.
2. Eastbound and Westbound Flights
 - 2.1. Traffic transiting the Shannon UIR, SOTA or NOTA within defined FRA airspace should Flight Plan in accordance with the FRA principles detailed in [ENR 1.3](#) and [ENR 1.10](#). When operating outside FRA airspace operators should utilise the lower ATS Route network.
3. Fuel Saving Routes
 - 3.1. Fuel Saving Routes (FSR) within the Shannon UIR upper airspace are routes that formalise the practice of giving direct routings (DCT) to GAT at set times overnight. FSRs enable the proportion of flights flying direct to increase during their hours of operation and will thereby produce a reduction in CO2 emissions. Details of the routes will be included in Appendix 4 of the Ireland UK RAD.

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