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AIC

Nr 11/09 22 OCT

Introduction of Free Route Airspace within the Shannon UTA, Northern Oceanic Transition Area (NOTA) and the Shannon Oceanic Transition Area (SOTA)

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 Shannon UTA, Northern Oceanic Transition Area (NOTA) and the Shannon Oceanic Transition Area (SOTA).

2. Introduction

- 2.1. This initiative plans to remove constraints imposed by the fixed route structure and to optimise airspace use. This results in improved capacity, flexibility and flight efficiency which 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 approved by the EUROCONTROL Provisional Council (PC) included in the Dynamic Management of the European Airspace Network Programme (DMEAN) and meets the expectations of the IATA, CANSO, and EUROCONTROL Flight Efficiency Action Plan.

3. Area of Application

- 3.1. The Area of Application (area) is planned to comprise laterally and vertically the Shannon UTA (excluding airspace where the provision of services is delegated to NATS), Northern Oceanic Transition Area (NOTA) and the Shannon Oceanic Transition Area (SOTA) above FL245. This combined area is depicted below in attached map.

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 however there will be a 600NM limitation on the physical length of these segments.
- 4.2. Operators wishing to enter Shanwick Oceanic Area will be permitted to plan direct routes from entry points to the application area to points on the Oceanic boundary
- 4.3. Operators entering the application area on an oceanic clearance will be permitted to plan direct from 'Landfall' points to exit points of the application area

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- 4.4. Traffic entering the application area on an oceanic clearance will continue on this clearance to landfall points unless re-cleared by Shannon ACC.
 - 4.5. Over flight traffic should plan directly from entry point to exit point, except as required to remain clear of Active Danger areas.
 - 4.6. Cross border DCT is not permitted.
 - 4.7. Traffic landing at airports within the Shannon FIR should plan from the area entry point or 'Landfall' point as follows;
 - 4.7.1. If the destination airport has published STARs then flight plan to the initial waypoint on the STAR
 - 4.7.2. If the destination airport does not have published STARs then flight plan to the Navaid associated with the destination airport.Note; Aircraft not equipped to fly a STAR shall flight plan as per 4.7.2 and expect Radar vectoring.
 - 4.8. Traffic departing airports within the Shannon FIR should
 - 4.8.1. If the departing airport has published SIDSs then flight plan from last point on the SID procedure to the area exit point
 - 4.8.2. If the departing airport has not published SIDSs then flight plan from the navaid serving the departure airport to the area exit point.Note; Aircraft not equipped to fly a SID shall flight plan as per 4.8.2 and expect Radar vectoring.
 - 4.9. Waypoints will be established at the extremities of Danger areas including a buffer area to facilitate routing clear of these areas when active. Radar monitoring will be provided to ensure separation from Danger areas when active.

5. Navigation Performance

- 5.1. Aircraft must be capable of maintaining RNP5 performance within the area. Any aircraft unable to achieve RNP5 performance must inform ATC and request radar assistance if required.

6. Implementation

- 6.1. Implementation is planned for 17th December, 2009

7. Further information

- 7.1. Any exceptions to the above will be notified in AIP Ireland.
- 7.2. The Irish Aviation Authority intends to hold a user consultation meeting prior to implementation.
- 7.3. Further information on this AIC and the full implementation can be obtained from:

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