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# IRISH AVIATION AUTHORITY

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## Review of Irish Airspace

**This document should be read in conjunction with AIC Nr 002/2021**

### 1. Purpose

- 1.1 The primary purpose of this document is to appraise all airspace users and interested parties of the responses received on foot of the Review of Irish Airspace, detailed in AIC Nr 002/2021, and the proposed airspace changes.

### 2. General

- 2.1 This review of Irish Airspace is a joint initiative between the IAA ATM Operations & Strategy (IAA ATM) and the IAA Safety Regulatory Division (IAA SRD) to enhance airspace and instrument flight procedures based on both conventional and Performance Based Navigation (PBN).

### 3. Initial ACP Consultation

- 3.1 A total of 33 submissions were received from interested parties. These 33 submissions outlining 276 comments are published on the IAA web site from the 15<sup>th</sup> July. Each one of these comments was reviewed by both the IAA ATM and IAA SRD.

### 4. Airspace Construction Principles

#### 4.1 Regional Airports Airspace Construction Principles:

- 4.1.1 The primary area of an Instrument Flight Procedure (IFP's) must be wholly contained within Class C airspace.
- 4.1.2 A 500ft vertical buffer is provided between the nominal aircraft position and the top of Class G airspace.
- 4.1.3 ATC procedural separations
- 4.1.4 Environmental
  - 4.1.4.1 Continuous Climb Operations and Continuous Descent Operations (CCO/CDO) to/from airports.
  - 4.1.4.2 Reduced IFP track miles where possible

#### 4.2 Shannon, Cork and Kerry Airports Airspace Construction Principles

- 4.2.1 The primary area of an Instrument Flight Procedure must be wholly contained within Class C airspace.
- 4.2.2 A 500ft vertical buffer is provided between the nominal aircraft position and the top of Class G airspace.
- 4.2.3 Environmental
  - 4.2.3.1 Continuous Climb Operations and Continuous Descent Operations (CCO/CDO) to/from airports.
  - 4.2.3.2 Reduced track miles.
- 4.2.4 Proposed airspace design resulting in a reduction of Class C airspace where possible.
- 4.2.5 ATC procedural separations (Kerry Airport ATC).
- 4.2.6 ATC RADAR separations (Shannon and Cork)
- 4.2.7 Airspace Navigation Specifications (Shannon and Cork)