As a Member of the European Union, SES Regulations are binding and directly applicable to Ireland.


For Ireland,

Name, title: NEIL FRANCIS GIBSON
Principal Officer
DEPARTMENT OF TRANSPORT

Signature: [Signature]
Date: 29/11/2010

Chapter 15 - Annual Report on the Application of FUA

15.1 National organisation and responsibilities at the 3 levels of FUA

15.1.1 At Strategic Airspace Management Level 1

<table>
<thead>
<tr>
<th>FUA Level 1 Implemented</th>
<th>N</th>
<th>The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body</th>
<th>Y</th>
<th>The Flexible Use of Airspace Policy Body Executive Group ] StaCMAN</th>
</tr>
</thead>
<tbody>
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<td></td>
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<td></td>
<td>Executive Group</td>
</tr>
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<td></td>
<td></td>
<td></td>
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<td>CX IAA/GOC Air Corps/</td>
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<td></td>
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<td>Dept of Transport/Dept of Defence</td>
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<td>StaCMAN</td>
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<td></td>
<td>Civil ANS/Mil ANS/SRD</td>
</tr>
</tbody>
</table>

Flexible Use of Airspace Policy Body

The Standing Civil Military Air Navigation Committee (StaCMAN) meets four times per year. Ireland considers that in effect the concept of Flexible Use of Airspace (FUA) is applied within the State.

<table>
<thead>
<tr>
<th>Measures established to ensure consistency between:</th>
<th>- ASM and ATFM:</th>
<th>Y</th>
<th>Both functions performed by single organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- ASM and ATS:</td>
<td>Y</td>
<td>Both functions performed by single organisation</td>
</tr>
</tbody>
</table>

The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation: Y Date and Reference of the Communication: 28/09/2009

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):

- Regularly review and address users’ requirements Y

LSSIP2010-14 Ireland Part II - Chapter 15-1 Released Issue
- Regularly review and address users’ requirements
  All interested parties are consulted on their requirements at StaCMAN meetings

- Approve activities which require airspace reservation or restriction
  All requests are considered by the Safety Regulation Division, a major events list has been developed and airspace reservations introduced when required through the ASD.305 The Establishment of Temporary Airspace and ASD.F.300 Application For Temporary Airspace form.

- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options
  The ASD.305 The Establishment of Temporary Airspace and ASD.F.300 Application For Temporary Airspace form deals with the requirement for multiple reservation.

- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace
  The criteria and procedures are listed in the Civil/Military LOA for the adjusting of lateral and vertical limits of airspace structures at both level 2 and level3.

- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures
  Assessments performed annually or in response to specific requests through the ASD.303 Airspace Change Proposal policy.

- Define specific conditions under which the responsibility for separation between civil and military flights rests on the ATS units or on the controlling military units
  The conditions and associated responsibilities are listed in the Civil/Military LOA for the separation between civil and military flights at both level 2 and level3.

- Establish mechanisms to assess performance of FUA operations
  Following establishment of the new Executive Group in 2009 this matter will be addressed.

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures
  Planned

- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities
  A manual/automatic system is in place to record requests, allocation and actual use.

Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:

| Changes since previous FUA Report: | All requests are considered by the Safety Regulation Division, a major events list has been developed and airspace reservations introduced when required through the ASD.305 The Establishment of Temporary Airspace and ASD.F.300 Application For Temporary Airspace form |

**15.1.2 At Pre-tactical Airspace Management Level 2**

| FUA Level 2 Implemented: | Y | Airspace Management Cell – AMC: | Y | Joint Civil-Military Cell: | N |

In Ireland the Airspace Management Cell is composed of Watch Managers at Shannon Area Control Centre.
15.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented: Y

Level 3 (Tactical) FUA has been implemented whereby military and civil controllers operate from the same ATC centre and operate the same ATM system. Military airspace use is by co-ordination with civil ATS and is made available for civil use as far as practicable.

In Ireland Air Traffic Controllers at relevant civil and military ATS Units will implement flexible use of airspace on a tactical basis, based on the following diagram.

The State has ensured that the relevant ATS Units and controlling military units:

- establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level: Y

Military and civil controllers operate from the same ATM system and have instant communications

- establish coordination procedures to ensure the timely and effective exchange of any modification of planned airspace reservations and the adequate notification to all affected users: Y

Military and civil controllers operate from the same ATM system and have instant communications and Civil/Military LOA's with co-ordination procedures are developed
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights: Y

Military and civil controllers operate from the same ATM system and have instant communications. Military controllers are present in the Civil control centre during activation of military airspace.

- establish coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace: Y

Specifically:
- Position of aircraft Y Common ATM system with common radar tracking
- Flight intention of aircraft (e.g. exchange of Flight Plan data) Y Voice and automatic data exchange, combined with common flight plan

All airspace reservations are released as soon as activities having caused their establishment cease: Y

Military airspace use is by co-ordination with civil ATS and is made available for civil use as far as practicable. These agreements are documented in the Civil/Military LOA's.

Changes since previous FUA Report: The Civil/Military LOA's have been updated in 2009

### 15.2 Cooperation between Member States at the 3 levels of FUA

#### 15.2.1 At Strategic Airspace Management Level 1

<table>
<thead>
<tr>
<th>The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures:</th>
<th>N Under consideration as part of the UK and Ireland FAB.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Type(s) of cross-border airspace use is applied in the State:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-border area N Under review at the moment through an airspace change proposal</td>
</tr>
<tr>
<td>Shared reserved airspace (TRA and TSA) N No user requirement</td>
</tr>
<tr>
<td>Conditional routes Y UK</td>
</tr>
</tbody>
</table>

The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities: N

Changes since previous FUA Report: The Irish/UK FAB has been established and many of the above items are now actively under consideration

#### 15.2.2 At Pre-tactical Airspace Management Level 2

If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s): N Under consideration as part of the UK and Ireland FAB.

Changes since previous FUA Report: The Irish/UK FAB has been established and many of the above items are now actively under consideration

#### 15.2.3 At Tactical Airspace Management Level 3

The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities: N Under consideration as part of the UK and Ireland FAB.

Changes since previous FUA Report: The Irish/UK FAB has been established and many of the above items are now actively under consideration
15.3 Safety assessment

The State has established a safety management process to conduct all safety assessment activities before the introduction of any changes to the operations of the FUA:

Y  Safety management processes and procedures are applied to all proposed airspace changes, which in turn must obtain formal approval of the Safety Regulator.
    In Ireland the entity proposing the change will be responsible for the conduct of a safety assessment. The assessment will be submitted to the Regulatory Authorities for consideration.

15.4 Performance assessment

<table>
<thead>
<tr>
<th>Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels</th>
</tr>
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<tbody>
<tr>
<td>Safety</td>
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<tr>
<td>Airspace capacity</td>
</tr>
<tr>
<td>Efficiency</td>
</tr>
<tr>
<td>Flexibility</td>
</tr>
</tbody>
</table>

15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005): N

Ireland considers that in effect the concept of Flexible Use of Airspace (FUA) is applied within the State. The formal implementation of FUA in Ireland is planned for Q1 2010 through further dialogue with our UK colleagues about cross border issues.

The State has established a FUA compliance monitoring processes: Annex Y

The Safety Regulator carries out yearly audits of Flexible Use of Airspace in Ireland.

Additional comments:

15.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes

Military activity is not a major issue for aircraft operations in Ireland. The present system for co-ordination works well. The main issue going forward is the establishment of a cross border mechanism between Ireland and the UK.