

Introduction

The IAA is the single civil aviation regulator for Ireland. It is responsible, under various pieces of national and EU legislation, for the regulation of aviation safety, aviation security, and consumer interests. This responsibility includes the regulatory oversight of the safety of flight operations, of the provision of safe and secure aerodromes, and of the safe management of Irish airspace and manoeuvring of aircraft on the ground at aerodromes, and the rights of air passengers and the economic and performance regulation of certain aviation and travel service providers.

The Air Navigation and Transport Act 2022 (the “ANTA”) provided for the dissolution of the Commission for Aviation Regulation (CAR) and the transfer of its responsibilities, functions, and staff to the IAA. The ANTA also provided for the air navigation service provision (i.e. air traffic control) function of the IAA to be transferred to a separate new commercial semi-state company, the Irish Air Navigation Service trading as AirNav Ireland.

Since April 2023, the IAA and AirNav Ireland are separate entities, and the IAA is no longer an air navigation service provider, including at Dublin Airport.

IFP General Requirements

An Instrument Flight Procedure (IFP) contains information and instructions to enable an aircraft to navigate safely from one point to another. The information and instructions contained within the IFP must conform to International Civil Aviation Organisation (ICAO) and European Union (EU) requirements and is published in the Irish Aeronautical Information Publication (AIP).

European Union Regulation (EU) 2017/373 sets out the organisational and technical requirements for the design and production of IFPs. These requirements are based on ICAO Annex 4 (Charts), ICAO Doc 8168 (PANS -OPS), ICAO Doc 9906 (Training, Design, & Quality), ICAO Doc 9613 (Performance Based Navigation), ICAO Doc 9426 (Air Traffic Services Planning Manual) and ICAO Doc 4444 (PANS ATM).

The EU regulation also requires the IFP design organisation to have in place a management system which enables the provision of services in a safe, efficient, continuous and sustainable manner,

IFP Responsibilities at Aerodromes

The European Union Aerodromes Regulation (EU 139/2014), gives the aerodrome operator responsibility to,

“.... ensure directly, or coordinate through arrangements as required with the accountable entities providing the following services:

- (1) the provision of air navigation services appropriate to the level of traffic and the operating conditions at the aerodrome; and*
- (2) the design and maintenance of the flight procedures, in accordance with the applicable requirements.”*

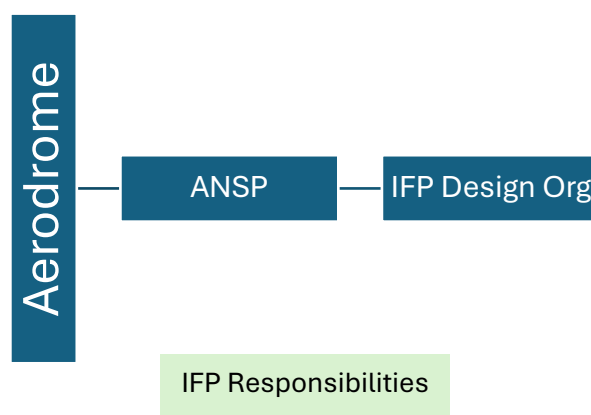
Therefore, IFPs at an airport, such as arrival and departure flight paths, are the responsibility of the aerodrome operator or, if delegated by the aerodrome operator, the air navigation services provider (ANSP).

At Dublin and Cork Airports, the daa have delegated the design and maintenance of the IFPs to AirNav Ireland.

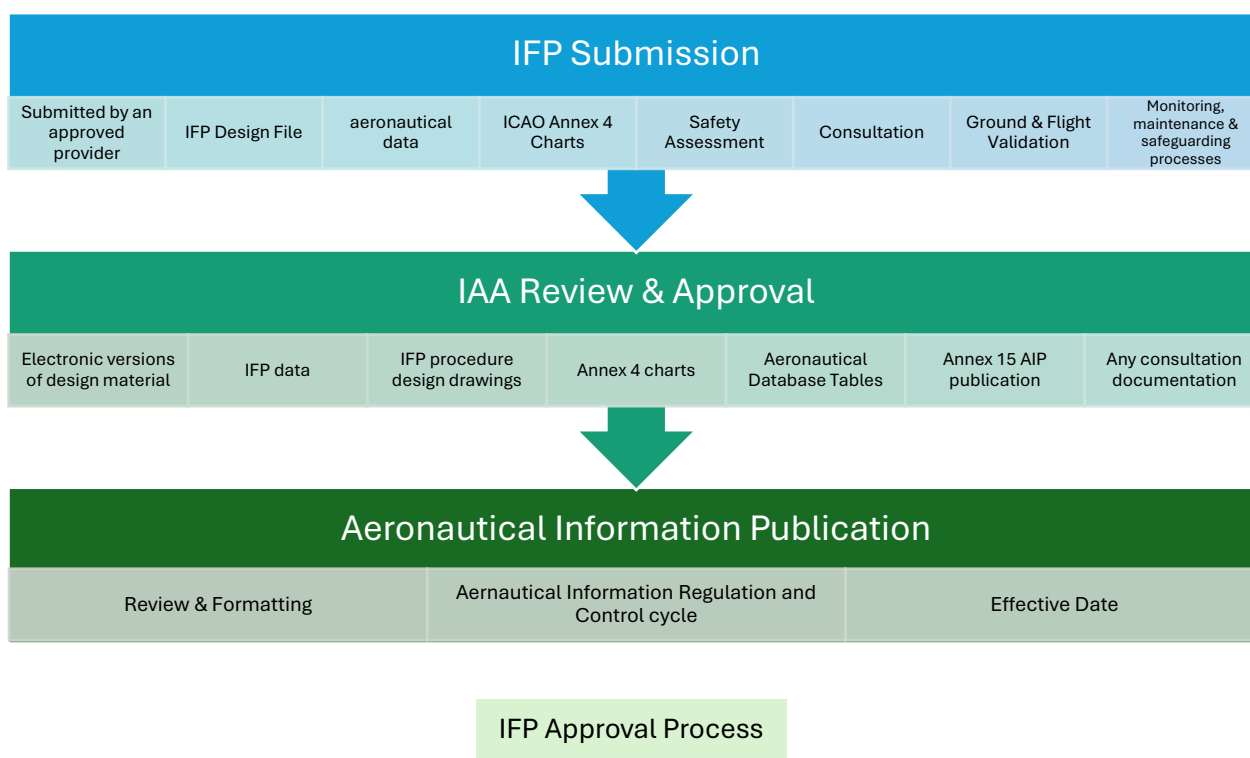
IFP Approval Process

IFPs must be approved by the IAA and published in the Irish Aeronautical Information Publication (AIP) before they can be used by aircraft. Only organisations certified in accordance with Regulation (EU) 2017/373 are permitted to design and produce IFPs for use in Ireland or elsewhere within the EU. If an ANSP is not certified to produce IFPs, then they can contract a certified IFP design organisation to produce the procedures.

Where an aerodrome operator has delegated the IFP responsibility to an ANSP, and the ANSP is not certified to produce IFPs, then they can contract a certified organisation to design IFPs.

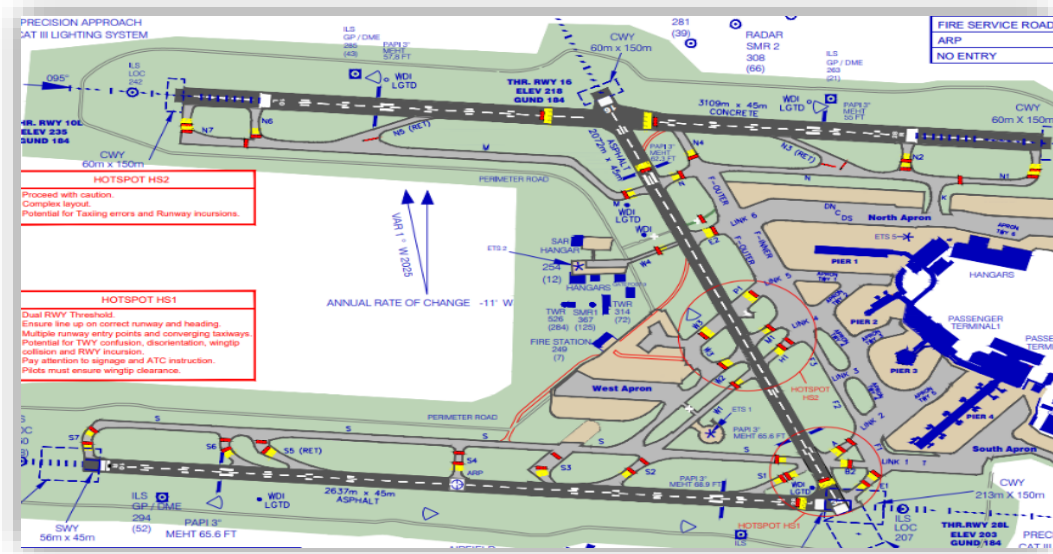


In this case, it is the ANSP who will submit the IFPs to the IAA for approval, in line with the process diagram below.



Dublin Airport Parallel Runway Operations

The introduction of the North Runway at Dublin Airport in 2022 provided for the runways to be used in different air traffic management orientations for arriving and departing traffic.



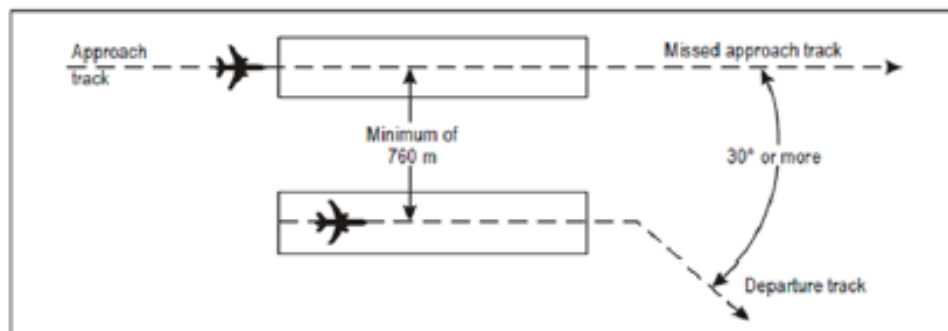
Extract from Dublin Airport Aerodrome Chart

The runways can be used in several modes,

- Single runway use
- Independent parallel departures
- Independent parallel arrivals
- Segregated parallel operations

Currently, only single runway and segregated parallel operations modes are used at Dublin Airport. Single runway mode is where only one of the parallel runways is used at a time. This could be where maintenance is being conducted on a runway rendering it unavailable to arriving and departing aircraft.

Segregated parallel operations refers to simultaneous operations on parallel runways in which one runway is used exclusively for approaches and the other runway is used exclusively for departures. To use segregated parallel operations, Regulation (EU) 2017/373 requires that the nominal IFP departure track must diverge immediately after take-off by at least 30 degrees from the missed approach track of the adjacent approach. Conversely the missed approach track can also diverge from the departure track by 30 degrees and meet the requirement.



Extract from Regulation (EU) 2017/373

Current Dublin Airport IFPs

The daa have delegated the design and maintenance of IFPs at Dublin Airport to AirNav Ireland. As AirNav Ireland are not certified produce IFPs, an IFP design organisation certified by EASA, in accordance with Regulation (EU) 2017/373, is under contract with AirNav Ireland to provide this service.

The IAA, in line with its statutory role, assessed these IFPs which were submitted by AirNav Ireland and, finding that they did comply with safety requirements, approved them.

Future Dublin Airport IFPs

With regard to the requirement for the 30-degree divergence, EU Regulations provide for the use of a process known as an Alternative Means of Compliance (AltMoC). This process allows for procedures that do not meet the provisions of EU Regulations to be used, once an equivalence to requirements (safety and technical) can be demonstrated. The use of an AltMoC would require a proposal and submission from either the daa or AirNav Ireland to the IAA for approval, before it could be implemented.

The IAA is aware of a limited number of examples in the EU where an AltMoC has been approved in respect of IFPs for segregated parallel operations which do not diverge by 30 degrees.

The IAA is available to work with stakeholders, where helpful and appropriate, in relation to the assessment and approval process for any potential AltMoC.

Conclusion

The provision of IFPs at an aerodrome is the responsibility of the aerodrome operator. The responsibility can be delegated to an ANSP.

Only organisations certified in accordance with EU Regulation (EU) 2017/373 can produce IFPs. All IFPs must be produced in line with EU Requirements, however, EU Requirements provide for an equivalence process known as AltMoC, which can provide for alternate criteria to meet requirements.

All current IFPs at Dublin Airport meet regulatory safety requirements and consequently have been approved by the IAA.

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