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AIRAC AIP AMDT 012/26

Effective Date – 26 NOV 2026

Publication Date – 15 OCT 2026

PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

GEN 0.2	**Record of AIP Amendments:** Updated.
GEN 0.3	**Checklist of Valid AIP Supplements.** Updated.
GEN 0.4	**Checklist of AIP Pages:** Updated.
GEN 0.6	**Table of Contents to Part 1:** Updated.
GEN 1.6	**Summary of National Regulations and International Agreements/Conventions:** Update to Section 1.6, Insertion of Section 2.2.
GEN 2.5	**List of Radio Navigation Aids:** Insertion of 2 Dublin Navigation Aids – INDL & INDR, Shannon Navigation Aids updated to RWY 05/23.
GEN 3.2	**Aeronautical Charts:** Updated EICK, EINN, EIWF and EIWT Charts. Updates to Section 4, Section 5 and Section 8. Incorporation of **PERM NOTAM B2159/26.**
GEN 3.5	**Meteorological Services:** Updates to Section 1 and Section 4.
ENR 0.6	**Table of Contents to Part 2:** Updated.
ENR 1.6	**Radar Services and Procedures:** Update to Section 1.3.2.4.
ENR 3.6	**En-Route Holding:** Update to Title.
ENR 5.4	**Air Navigation Obstacles - Area 1:** Update to AIRAC Amendment Number and AIRAC Amendment Date.
ENR 5.5	**Aerial Sporting and Recreational Activities:** Update to website and email address for Glider Flying Club.
AD 0.6	**Table of Contents to Part 3:** Updated.
EICK AD	**Implementation of new PCR values. Updated Sections:** AD 2.2, AD 2.8, AD 2.9, AD 2.12, AD 2.13, AD 2.15, AD 2.17, AD 2.20, AD 2.22, AD 2.23 and AD 2.24. **AD 2.24 Charts Related to an Aerodrome:** Updated EICK Charts. Incorporation of **PERM NOTAM B2170/26.**
EINN AD	**Updated Sections due RWY Designator change:** AD 2.2, AD 2.8, AD 2.9, AD 2.11, AD 2.12, AD 2.13, AD 2.14, AD 2.15, AD 2.17, AD 2.19, AD 2.20, AD 2.22, AD 2.24 and AD 2.25. **AD 2.24 Charts Related to an Aerodrome**: Updated EINN Charts. Incorporation of **PERM NOTAM B2178/26.**
EIDL AD	**Updated Sections:** AD 2.3 and AD 2.17.
EIKN AD	**Updated Section:** AD 2.22.

EIWF AD **Updated Sections:** AD 2.2, AD 2.3, AD 2.4, AD 2.6, AD 2.7, AD 2.8, AD 2.9, AD 2.11, AD 2.12, AD 2.13, AD 2.14, AD 2.16, AD 2.19, AD 2.22, AD 2.23 and AD 2.24.
AD 2.24 Charts Related to an Aerodrome: Updated EIWF Chart. Removal of EIWF AD 2.24-3 and EIWF AD 2.24-6 Charts.
Incorporation of **PERM NOTAM B2162/26, B2163/26, B2180/26, B2182/26, B2183/26, B2184/26, B2185/26, B2186/26, B2187/26, B2188/26, B2189/26, B2190/26, B2191/26, B2192/26, B2193/26, B2194/26 and B2195/26.**

EIWT AD **Update Sections:** AD 2.4, AD 2.9 and AD 2.24.
AD 2.24 Charts Related to an Aerodrome: Updated EIWT Chart.

EIAB AD **Updated Sections:** AD 2.2, AD 2.8, AD 2.11, AD 2.12, AD 2.13, AD 2.16, AD 2.18, AD 2.20 and insertion of section AD 2.25. Incorporation of **PERM NOTAM B2154/26.**

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-6	GEN 0.2-1/GEN 0.2-6	26 NOV 2026/26 NOV 2026
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	26 NOV 2026/26 NOV 2026
GEN 0.4-1/GEN 0.4-6	GEN 0.4-1/GEN 0.4-6	26 NOV 2026/26 NOV 2026
GEN 0.6-1/GEN 0.6-4	GEN 0.6-1/GEN 0.6-4	26 NOV 2026/26 NOV 2026
GEN 1.6-1/GEN 1.6-4	GEN 1.6-1/GEN 1.6-6	26 NOV 2026/26 NOV 2026
GEN 2.5-1/GEN 2.5-2	GEN 2.5-1/GEN 2.5-2	26 NOV 2026/26 NOV 2026
GEN 3.2-1/GEN 3.2-10	GEN 3.2-1/GEN 3.2-10	26 NOV 2026/26 NOV 2026
GEN 3.5-1/GEN 3.5-14	GEN 3.5-1/GEN 3.5-14	26 NOV 2026/26 NOV 2026
ENR 0.6-1/ENR 0.6-4	ENR 0.6-1/ENR 0.6-4	26 NOV 2026/26 NOV 2026
ENR 1.6-1/ENR 1.6-8	ENR 1.6-1/ENR 1.6-8	26 NOV 2026/26 NOV 2026
ENR 3.6-1/ENR 3.6-2	ENR 3.6-1/ENR 3.6-2	26 NOV 2026/26 NOV 2026
ENR 5.4-1/ENR 5.4-2	ENR 5.4-1/ENR 5.4-2	26 NOV 2026/26 NOV 2026
ENR 5.5-1/ENR 5.5-16	ENR 5.5-1/ENR 5.5-16	26 NOV 2026/26 NOV 2026
AD 0.6-1/AD 0.6-16	AD 0.6-1/AD 0.6-16	26 NOV 2026/26 NOV 2026
EICK AD 2-1/EICK AD 2-16	EICK AD 2-1/EICK AD 2-18	26 NOV 2026/26 NOV 2026
EICK AD 2.24-1	EICK AD 2.24-1	26 NOV 2026/26 NOV 2026
EICK AD 2.24-2	EICK AD 2.24-2	26 NOV 2026/26 NOV 2026
EINN AD 2-1/EINN AD 2-14	EINN AD 2-1/EINN AD 2-16	26 NOV 2026/26 NOV 2026
EINN AD 2.24-1	EINN AD 2.24-1	26 NOV 2026/26 NOV 2026
EINN AD 2-24-2	EINN AD 2-24-2	26 NOV 2026/26 NOV 2026
EINN AD 2-24-3	EINN AD 2-24-3	26 NOV 2026/26 NOV 2026
EINN AD 2-24-4	EINN AD 2-24-4	26 NOV 2026/26 NOV 2026
EINN AD 2-24-5	EINN AD 2-24-5	26 NOV 2026/26 NOV 2026
EINN AD 2-24-6	EINN AD 2-24-6	26 NOV 2026/26 NOV 2026
EINN AD 2-24-7	EINN AD 2-24-7	26 NOV 2026/26 NOV 2026
EINN AD 2-24-8	EINN AD 2-24-8	26 NOV 2026/26 NOV 2026
EINN AD 2-24-10	EINN AD 2-24-10	26 NOV 2026/26 NOV 2026
EINN AD 2-24-11	EINN AD 2-24-11	26 NOV 2026/26 NOV 2026

EINN AD 2-24-13	EINN AD 2-24-13	26 NOV 2026/26 NOV 2026
EINN AD 2-24-14	EINN AD 2-24-14	26 NOV 2026/26 NOV 2026
EIDL AD 2-1/EIDL AD 2-10	EIDL AD 2-1/EIDL AD 2-10	26 NOV 2026/26 NOV 2026
EIKN AD 2-1/EIKN AD 2-14	EIKN AD 2-1/EIKN AD 2-14	26 NOV 2026/26 NOV 2026
EIWF AD 2-1/EIWF AD 2-12	EIWF AD 2-1/EIWF AD 2-10	26 NOV 2026/26 NOV 2026
EIWF AD 2-24-1	EIWF AD 2-24-1	26 NOV 2026/26 NOV 2026
EIWF AD 2.24-3		26 NOV 2026/26 NOV 2026
EIWF AD 2.24-6		26 NOV 2026/26 NOV 2026
EIWT AD 2-1/EIWT AD 2-10	EIWT AD 2-1/EIWT AD 2-10	26 NOV 2026/26 NOV 2026
EIWT AD 2.24-1	EIWT AD 2.24-1	26 NOV 2026/26 NOV 2026
EIAB AD 2-1/EIAB AD 2-6	EIAB AD 2-1/EIAB AD 2-6	26 NOV 2026/26 NOV 2026

New Supplements for this Amendment: **NR 031/26, NR 032/26.**

Supplements Cancelled for this Amendment: **NR 009/25, NR 014/25, NR 020/26, NR 026/26, NR 030/26.**

New AIC for this Amendment: **NR 020/26, NR 021/26, NR 022/26.**

AIC cancelled in this Amendment: **NR 019/26.**

PERM NOTAM* incorporated in this Amendment: **B2154/26, B2159/26, B2162/26, B2163/26, B2170/26, B2178/26, B2180/26, B2182/26, B2183/26, B2184/26, B2185/26, B2186/26, B2187/26, B2188/26, B2189/26, B2190/26, B2191/26, B2192/26, B2193/26, B2194/26 and B2195/26**.

**Note: NOTAMC will be issued 14 days after effective date of this AIRAC AIP Amdt.*

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GEN 0.2 Record of Amendments

AIRAC AIP AMENDMENTS			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
001/2010	03-Dec-2009	14-Jan-2010	
002/2010	31-Dec-2009	11-Feb-2010	
003/2010	28-Jan-2010	11-Mar-2010	
004/2010	25-Feb-2010	08-Apr-2010	
005/2010	25-Mar-2010	06-May-2010	
006/2010	22-Apr-2010	03-Jun-2010	
007/2010	20-May-2010	01-Jul-2010	
008/2010	17-Jun-2010	29-Jul-2010	
009/2010	15-Jul-2010	26-Aug-2010	
010/2010	12-Aug-2010	23-Sep-2010	
011/2010	09-Sep-2010	21-Oct-2010	
012/2010	07-Oct-2010	18-Nov-2010	
013/2010	04-Nov-2010	16-Dec-2010	
001/2011	02-Dec-2010	13-Jan-2011	
002/2011	30-Dec-2010	10-Feb-2011	
003/2011	27-Jan-2011	10-Mar-2011	
004/2011	24-Feb-2011	07-Apr-2011	
005/2011	24-Mar-2011	05-May-2011	
006/2011	21-Apr-2011	02-Jun-2011	
007/2011	19-May-2011	30-Jun-2011	
008/2011	16-Jun-2011	28-Jul-2011	
009/2011	14-Jul-2011	25-Aug-2011	
011/2011	08-Sep-2011	20-Oct-2011	
012/2011	06-Oct-2011	17-Nov-2011	
013/2011	03-Nov-2011	15-Dec-2011	
001/2012	29-Dec-2011	09-Feb-2012	
002/2012	26-Jan-2012	08-Mar-2012	
003/2012	23-Feb-2012	05-Apr-2012	
004/2012	22-Mar-2012	03-May-2012	
005/2012	19-Apr-2012	31-May-2012	
006/2012	17-May-2012	28-Jun-2012	
007/2012	14-Jun-2012	26-Jul-2012	
008/2012	12-Jul-2012	23-Aug-2012	
009/2012	09-Aug-2012	20-Sep-2012	
010/2012	06-Sep-2012	18-Oct-2012	
011/2012	04-Oct-2012	15-Nov-2012	
012/2012	04-Oct-2012	13-Dec-2012	
001/2013	27-Dec-2013	07-Feb-2013	

AIRAC AIP AMENDMENTS

NR/Year	*Publication date*	*Date inserted*	*Inserted by*
002/2013	24-Jan-2013	07-Mar-2013	
003/2013	21-Feb-2013	04-Apr-2013	
004/2013	21-Mar-2013	02-May-2013	
005/2013	18-Apr-2013	30-May-2013	
006/2013	16-May-2013	27-Jun-2013	
007/2013	13-Jun-2013	25-Jul-2013	
008/2013	11-Jul-2013	22-Aug-2013	
009/2013	08-Aug-2013	19-Sep-2013	
010/2013	05-Sep-2013	17-Oct-2013	
011/2013	31-Oct-2013	12-Dec-2013	
002/2014	26-Dec-2013	06-Feb-2014	
003/2014	23-Jan-2014	06-Mar-2014	
004/2014	20-Feb-2014	03-Apr-2014	
005/2014	20-Mar-2014	01-May-2014	
006/2014	17-Apr-2014	29-May-2014	
008/2014	12-Jun-2014	24-Jul-2014	
009/2014	10-Jul-2014	21-Aug-2014	
010/2014	07-Aug-2014	18-Sep-2014	
011/2014	07-Aug-2014	16-Oct-2014	
012/2014	02-Oct-2014	13-Nov-2014	
013/2014	30-Oct-2014	11-Dec-2014	
001/2015	25-Dec-2015	05-Feb-2015	
002/2015	22-Jan-2015	05-Mar-2015	
003/2015	05-Feb-2015	02-Apr-2015	
004/2015	19-Mar-2015	30-Apr-2015	
005/2015	16-Apr-2015	28-May-2015	
006/2015	14-May-2015	25-Jun-2015	
007/2015	11-Jun-2015	23-Jul-2015	
008/2015	09-Jul-2015	20-Aug-2015	
009/2015	06-Aug-2015	17-Sep-2015	
010/2015	03-Sep-2015	15-Oct-2015	
011/2015	01-Oct-2015	12-Nov-2015	
012/2015	29-Oct-2015	10-Dec-2015	
001/2016	24-Dec-2015	04-Feb-2016	
002/2016	21-Jan-2016	03-Mar-2016	
003/2016	18-Feb-2016	31-Mar-2016	
004/2016	17-Mar-2016	28-Apr-2016	
005/2016	14-Apr-2016	26-May-2016	
007/2016	09-Jun-2016	21-Jul-2016	

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NR/Year	*Publication date*	*Date inserted*	*Inserted by*
008/2016	07-Jul-2016	18-Aug-2016	
009/2016	04-Aug-2016	15-Sep-2016	
010/2016	01-Sep-2016	13-Oct-2016	
011/2016	29-Sep-2016	10-Nov-2016	
012/2016	27-Oct-2016	08-Dec-2016	
001/2017	22-Dec-2016	02-Feb-2017	
002/2017	19-Jan-2017	02-Mar-2017	
003/2017	16-Feb-2017	30-Mar-2017	
004/2017	16-Mar-2017	27-Apr-2017	
005/2017	13-Apr-2017	25-May-2017	
006/2017	11-May-2017	22-Jun-2017	
007/2017	08-Jun-2017	20-Jul-2017	
008/2017	03-Aug-2017	14-Sep-2017	
009/2017	31-Aug-2017	12-Oct-2017	
010/2017	28-Sep-2017	09-Nov-2017	
011/2017	26-Oct-2017	07-Dec-2017	
001/2018	21-Dec-2017	01-Feb-2018	
002/2018	18-Jan-2018	01-Mar-2018	
003/2018	15-Feb-2018	29-Mar-2018	
004/2018	15-Mar-2018	26-Apr-2018	
005/2018	12-Apr-2018	24-May-2018	
006/2018	10-May-2018	21-Jun-2018	
007/2018	07-Jun-2018	19-Jul-2018	
008/2018	05-Jul-2018	16-Aug-2018	
009/2018	02-Aug-2018	13-Sep-2018	
010/2018	30-Aug-2018	11-Oct-2018	
011/2018	27-Sep-2018	08-Nov-2018	
012/2018	25-Oct-2018	06-Dec-2018	
001/2019	20-Dec-2018	31-Jan-2019	
002/2019	17-Jan-2019	28-Feb-2019	
003/2019	14-Feb-2019	28-Mar-2019	
004/2019	14-Mar-2019	25-Apr-2019	
005/2019	14-Mar-2019	23-May-2019	
006/2019	09-May-2019	20-Jun-2019	
007/2019	06-Jun-2019	18-Jul-2019	
008/2019	04-Jul-2019	15-Aug-2019	
009/2019	01-Aug-2019	12-Sep-2019	
010/2019	29-Aug-2019	10-Oct-2019	
011/2019	26-Sep-2019	07-Nov-2019	

AIRAC AIP AMENDMENTS

NR/Year	*Publication date*	*Date inserted*	*Inserted by*
012/2019	24-Oct-2019	05-Dec-2019	
001/2020	19-Dec-2019	30-Jan-2020	
002/2020	16-Jan-2020	27-Feb-2020	
003/2020	13-Feb-2020	26-Mar-2020	
004/2020	12-Mar-2020	23-Apr-2020	
005/2020	04-Jun-2020	13-Aug-2020	
006/2020	30-Jul-2020	10-Sep-2020	
007/2020	27-Aug-2020	08-Oct-2020	
008/2020	24-Sep-2020	05-Nov-2020	
009/2020	22-Oct-2020	03-Dec-2020	
001/2021	17-Dec-2020	28-Jan-2021	
002/2021	14-Jan-2021	25-Feb-2021	
003/2021	11-Feb-2021	25-Mar-2021	
004/2021	11-Mar-2021	22-Apr-2021	
005/2021	08-Apr-2021	20-May-2021	
006/2021	06-May-2021	17-Jun-2021	
007/2021	03-Jun-2021	15-Jul-2021	
008/2021	01-Jul-2021	12-Aug-2021	
009/2021	29-Jul-2021	09-Sep-2021	
010/2021	26-Aug-2021	07-Oct-2021	
011/2021	23-Sep-2021	04-Nov-2021	
012/2021	21-Oct-2021	02-Dec-2021	
001/2022	16-Dec-2021	27-Jan-2022	
002/2022	13-Jan-2022	24-Feb-2022	
003/2022	10-Feb-2022	24-Mar-2022	
004/2022	10-Mar-2022	21-Apr-2022	
005/2022	07-Apr-2022	19-May-2022	
006/2022	05-May-2022	16-Jun-2022	
007/2022	02-Jun-2022	14-Jul-2022	
008/2022	30-Jun-2022	11-Aug-2022	
009/2022	28-Jul-2022	08-Sep-2022	
010/2022	25-Aug-2022	06-Oct-2022	
011/2022	22-Sep-2022	03-Nov-2022	
012/2022	20-Oct-2022	01-Dec-2022	
001/2023	15-Dec-2022	26-Jan-2023	
002/2023	12-Jan-2023	23-Feb-2023	
003/2023	12-Jan-2023	23-Mar-2023	
004/2023	09-Mar-2023	20-Apr-2023	
005/2023	06-Apr-2023	18-May-2023	

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NR/Year	*Publication date*	*Date inserted*	*Inserted by*
006/2023	04-May-2023	15-Jun-2023	
007/2023	01-Jun-2023	13-Jul-2023	
008/2023	27-Jul-2023	07-Sep-2023	
009/2023	24-Aug-2023	05-Oct-2023	
010/2023	21-Sep-2023	02-Nov-2023	
011/2023	19-Oct-2023	30-Nov-2023	
001/2024	11 JAN 2024	22 FEB 2024	
002/2024	08 FEB 2024	21 MAR 2024	
003/2024	07 MAR 2024	18 APR 2024	
004/2024	04 APR 2024	16 MAY 2024	
005/2024	02 MAY 2024	13 JUN 2024	
006/2024	30 MAY 2024	11 JUL 2024	
007/2024	27 JUN 2024	08 AUG 2024	
008/2024	25 JUL 2024	05 SEP 2024	
009/2024	22 AUG 2024	03 OCT 2024	
010/2024	19 SEP 2024	31 OCT 2024	
011/2024	17 OCT 2024	28 NOV 2024	
001/2025	12 DEC 2024	23 JAN 2025	
002/2025	09 JAN 2025	20 FEB 2025	
003/2025	06 FEB 2025	20 MAR 2025	
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009/2025	21 AUG 2025	02 OCT 2025	
010/2025	18 SEP 2025	30 OCT 2025	
011/2025	16 OCT 2025	27 NOV 2025	
001/2026	11 DEC 2025	22 JAN 2026	
002/2026	08 JAN 2026	19 FEB 2026	
003/2026	05 FEB 2026	19 MAR 2026	
004/2026	05 MAR 2026	16 APR 2026	
005/2026	02 APR 2026	14 MAY 2026	
006/2026	30 APR 2026	11 JUN 2026	
007/2026	28 MAY 2026	09 JUL 2026	
008/2026	25 JUN 2026	06 AUG 2026	
009/2026	23 JUL 2026	03 SEP 2026	
010/2026	20 AUG 2026	01 OCT 2026	
011/2026	17 SEP 2026	29 OCT 2026	

AIRAC AIP AMENDMENTS			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
012/2026	15 OCT 2026	26 NOV 2026	

GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
032/2026	Checklist of Valid AIP Supplements	GEN	26-Nov-2026	-
031/2026	Cork Airport (EICK) - Halfway Roundabout VRP	EICK	26-Nov-2026	-
030/2026	Checklist of Valid AIP Supplements	GEN	29-Oct-2026	26-Nov-2026
029/2026	Inisheer Airport (EIIR) - Obstacle Erected	EIIR	29-Oct-2026	-
028/2026	Dublin Airport (EIDW) - Instrument Approach Procedures	EIDW	29-Oct-2026	-
026/2026	Cork Airport (EICK)	EICK	01-Oct-2026	26-Nov-2026
023/2026	Dublin Airport (EIDW) - Construction works in the Vicinity of the west Apron	EIDW	03-Sep-2026	-
020/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul 2026	26-Nov-2026
019/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul-2026	-
018/2026	Shannon Enroute (EISN) - VOR/DME BAL Out of Service	EISN	09-Jul-2026	-
016/2026	Shannon Airport (EINN) Extension to Apron adjacent to Aircraft Stands 21 and 22	EINN	11 Jun-2026	-
015/2026	Shannon Airport (EINN) Pavement Reconstruction Works on Taxiway H1 and H2	EINN	11-Jun-2026	-
014/2026	Shannon Enroute - Shannon FIR/UIR/SOTA/NOTA	GEN	11-Jun-2026	-
013/2026	Dublin Airport (EIDW) - Holding Procedure Changed	EIDW	11-Jun-2026	-
012/2026	Dublin Airport (EIDW) NOTAM	EIDW	11-Jun-2026	-
010/2026	Ireland West (EIKN) ATIS	EIKN	16-Apr-2026	-
007/2026	Shannon Airport (EINN) - Radio Navigation and Landing Aids	EINN	16-Apr-2026	-
006/2026	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	16-Apr-2026	-
005/2026	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	16-Apr-2026	-
002/2026	Dublin Airport (EIDW) - Mobile Cranes operating in the Vicinity of the Airport	EIDW	19-Feb-2026	-
014/2025	Cork Airport (EICK) - Halfway Roundabout VRP	EICK	27-Nov-2025	26-Nov-2026
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	26-Nov-2026
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

Page	Date
GEN 0.1 - 1	14 MAY 2026
GEN 0.1 - 2	14 MAY 2026
GEN 0.2 - 1	26 NOV 2026
GEN 0.2 - 2	26 NOV 2026
GEN 0.2 - 3	26 NOV 2026
GEN 0.2 - 4	26 NOV 2026
GEN 0.2 - 5	26 NOV 2026
GEN 0.2 - 6	26 NOV 2026
GEN 0.3 - 1	26 NOV 2026
GEN 0.3 - 2	26 NOV 2026
GEN 0.4 - 1	26 NOV 2026
GEN 0.4 - 2	26 NOV 2026
GEN 0.4 - 3	26 NOV 2026
GEN 0.4 - 4	26 NOV 2026
GEN 0.4 - 5	26 NOV 2026
GEN 0.4 - 6	26 NOV 2026
GEN 0.5 - 1	29 OCT 2026
GEN 0.5 - 2	29 OCT 2026
GEN 0.6 - 1	26 NOV 2026
GEN 0.6 - 2	26 NOV 2026
GEN 0.6 - 3	26 NOV 2026
GEN 0.6 - 4	26 NOV 2026
GEN 1.1 - 1	29 OCT 2026
GEN 1.1 - 2	29 OCT 2026
GEN 1.1 - 3	29 OCT 2026
GEN 1.1 - 4	29 OCT 2026
GEN 1.2 - 1	29 OCT 2026
GEN 1.2 - 2	29 OCT 2026
GEN 1.2 - 3	29 OCT 2026
GEN 1.2 - 4	29 OCT 2026
GEN 1.3 - 1	29 OCT 2026
GEN 1.3 - 2	29 OCT 2026
GEN 1.4 - 1	14 MAY 2026
GEN 1.4 - 2	14 MAY 2026
GEN 1.5 - 1	01 OCT 2026
GEN 1.5 - 2	01 OCT 2026
GEN 1.5 - 3	01 OCT 2026
GEN 1.5 - 4	01 OCT 2026
GEN 1.5 - 5	01 OCT 2026
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GEN 1.5 - 7	01 OCT 2026
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4. SAR Agreements ..... GEN 3.6-2
5. Conditions of Availability ..... GEN 3.6-2
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GEN 4.1 AERODROME CHARGES GEN 4.1-1

GEN 4.2 AIR NAVIGATION SERVICES CHARGES GEN 4.2-1

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GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

The following is a list of civil aviation legislation, air navigation regulations, etc., in force in Ireland. It is essential that anyone engaged in air operations be acquainted with the relevant regulations.

Copies of the following documents may be obtained from

Post: Government Publications
52 St Stephen's Green
Dublin 2
Ireland

Phone: +353 1 647 6834

Phone: 1890 213 434

URL: http://www.irishstatutebook.ie/

1. IRELAND

1.1 Air Navigation and Transport Act, 1936 (As Amended)

Article NR.	Regulations and Decrees pursuant to the Air Navigation and Transport Act, 1936 (As Amended)
460	Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulations 2009
198	Air Navigation and Transport (Application of Regulations to State Aircraft) (Government) Order, 1997.

1.2 Air Navigation and Transport Act, 1946 (As Amended)

Article NR.	Regulations and Decrees pursuant to the Aviation Act
74	Air Navigation (Foreign Military Aircraft) Order, 1952
224	Air Navigation (Carriage of Munitions of War, Weapons and Dangerous Goods) Order, 1973
130	Air Navigation (Carriage of Munitions of War, Weapons and Dangerous Goods) (Amendment) Order 1989
322	Air Navigation (Transfer of Certain Functions and Duties of State of Registry of Aircraft) Order, 1989
12	Air Navigation (Interception of Aircraft) Order, 1990
206	Air Navigation (Application of Regulations to State Aircraft) (Ministerial) Order 1997

1.3 Air Navigation and Transport Act, 1998 (As Amended)

Article NR.	Regulations and Decrees pursuant to the Aviation Act
138	Aerodrome Insurance (Form of Certificate of Insurance) Regulations 1998

1.4 Air Navigation and Transport Act, 2022

1.5 Air Navigation and Transport (International Conventions) Act 2004

Article NR.	Regulations and Decrees pursuant to the Air Navigation and Transport (International Conventions) Act 2004
390	Air Navigation and Transport (International Conventions) Act 2004 (Revision of Limits of Liability) Order 2010

1.6 Irish Aviation Authority Act, 1993

Article NR.	Regulations and Decrees pursuant to the Irish Aviation Authority Act, 1993
298	Irish Aviation Authority (Operations Order) 2024

Article NR.	Regulations and Decrees pursuant to the Irish Aviation Authority Act, 1993
102	Irish Aviation Authority (Noise Certification and Limitation) Order 2023
103	Irish Aviation Authority (Unmanned Aircraft Systems (Drones)) (Amendment) (No.2) Order 2023
24	Irish Aviation Authority (Unmanned Aircraft Systems (Drones)) Order 2023
23	Irish Aviation Authority (Flying Displays) Order 2023
25	Irish Aviation Authority (Upper Airspace and Rockets) Order, 2023
212	Irish Aviation Authority (Regulation of Irish Coast Guard Operations) Order 2022
22	Irish Aviation Authority (Testing for Alcohol) Order, 2021 (SI 22 of 2021)
266	Irish Aviation Authority (Standardised Rules of the Air) Order, 2019
107	Irish Aviation Authority (Nationality and Registration of Aircraft) Order, 2015
356	Irish Aviation Authority (Aerodrome Standards) Order, 2008
355	Irish Aviation Authority (Aerodromes and Visual Ground Aids) Order, 2008
806	Irish Aviation Authority (Designated Areas) Order, 2007
777	Irish Aviation Authority (Protected Area) Order, 2005
215	Irish Aviation Authority (Obstacles to aircraft in flight) Order, 2005
856	Irish Aviation Authority (Air Traffic Control Standards) Order, 2004
855	Irish Aviation Authority (Air Traffic Services Systems) Order, 2004
684	Irish Aviation Authority (Airworthiness of Aircraft)(Amendment) Order, 2003
683	Irish Aviation Authority (Personnel Licensing) (Amendment) Order, 2003
333	Irish Aviation Authority (Personnel Licensing) Order, 2000

2. EUROPEAN

2.1 European Communities Act 1972

Article NR.	European Communities Act 1972
195	European Union (Reporting, Analysis and Follow-up of Occurrences in Civil Aviation) Regulations 2020
175	European Union (Air Traffic-Flow Management) Regulations 2012
283	European Communities (Harmonisation of Technical Requirements and Administrative Procedures in the Field of Civil Aviation) Regulations 2008
754	European Communities (Safety of Third-Country Aircraft using Community Airports) Regulations 2007
226	The European Communities (Civil Aviation Security) Regulations 2003 (As Amended)
469	European Communities (European Aviation Safety Agency) Regulations 2003
645	European Communities (Air Navigation and Transport Rules and Procedures for Noise Related Operating Restrictions at Airports) Regulations 2003

2.2 European Aviation Legislation

Article NR.	Aviation Safety
2018/1139	Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 201825 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, amended by Commission Delegated Regulation (EU) 2021/1087, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council, and Council Regulation (EEC) No 3922/91
996/2010	Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC

Article NR.	Aviation Safety
1008/2008	Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 200826 on common rules for the operation of air services in the Community (Recast), as amended by Regulation (EU) 2018/1139 of the European Parliament and of the Council, Regulation (EU) 2019/2 of the European Parliament and of the Council, Regulation (EU) 2020/696 of the European Parliament and of the Council, Commission Delegated Regulation (EU) 2020/2114 and Commission Delegated Regulation (EU) 2020/2115
965/2012	Commission Regulation (EU) No 965/2012 of 5 October 201227 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as amended by Commission Regulation (EU) No 800/2013, Commission Regulation (EU) No 71/2014, Commission Regulation (EU) No 83/2014, Commission Regulation (EU) No 379/2014, Commission Regulation (EU) No 2015/140, Commission Regulation (EU) No 2015/640, Commission Regulation (EU) No 2015/1329, Commission Regulation (EU) No 2015/2338, Commission Regulation (EU) No 2016/1199, Commission Regulation (EU) No 2017/363, Commission Regulation (EU) 2018/394, Commission Regulation (EU) 2018/1042, Commission Implementing Regulation (EU) 2018/1975, Commission Implementing Regulation (EU) 2019/1384, Commission Implementing Regulation (EU) 2019/1387 and Commission Implementing Regulation (EU) 2020/2036
376/2014	Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 201428 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 as amended by Regulation (EU) 2018/1139
2015/1018	Commission Implementing Regulation (EU) 2015/1018 of 29 June 201529 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to Regulation (EU) No 376/2014 of the European Parliament and of the Council
452/2014	Commission Regulation (EU) No 452/2014 of 29 April 201430 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as amended by Commission Regulation (EU) 2016/1158
923/2012	Commission Implementing Regulation (EU) No 923/2012 of 26 September 201231 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010, as amended by Commission Regulation (EU) 2015/340, Commission Implementing Regulation (EU) 2016/1185, Commission Implementing Regulation 2017/835, Commission Implementing Regulation 2020/469, amended by Commission Implementing Regulation (EU) 2020/1177 and Commission Implementing Regulation (EU) 2020/886
2018/395	Commission Regulation (EU) 2018/395 of 13 March 201832 laying down detailed rules for the operation of balloons as well as for the flight crew licensing for balloons pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as amended by Commission Implementing Regulation (EU) 2020/357
2018/1976	Commission Implementing Regulation (EU) 2018/1976 of 14 December 201833 laying down detailed rules for the operation of sailplanes as well as for the flight crew licensing for sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council, as amended by Commission Implementing Regulation (EU) 2020/358
2018/1048	Commission Implementing Regulation (EU) 2018/1048 of 18 July 201834 laying down airspace usage requirements and operating procedures concerning performance-based navigation
2019/947	Commission Implementing Regulation (EU) 2019/947 of 24 May 201935 on the rules and procedures for the operation of unmanned aircraft, as amended by Commission Implementing Regulation (EU) 2020/639, Commission Implementing Regulation (EU) 2020/746 and Commission Implementing Regulation (EU) 2021/1166
2019/945	Commission Delegated Regulation (EU) 2019/945 of 12 March 201936 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems, as amended by Commission Delegated Regulation (EU) 2020/1058
549/2004	Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 200437 laying down the framework for the creation of the single European sky (the framework Regulation), as amended by Regulation (EC) No 1070/2009 of the Parliament and of the Council
550/2004	Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 200438 on the provision of air navigation services in the single European sky (the service provision Regulation), as amended by Regulation (EC) No 1070/2009 of the Parliament and of the Council

Article NR.	Aviation Safety
551/2004	Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 200439 on the organisation and use of the airspace in the single European sky (the airspace Regulation), as amended by Regulation (EC) No 1070/2009 of the Parliament and of the Council
1332/2011	Commission Regulation (EU) No 1332/2011 of 16 December 201140 laying down common airspace usage requirements and operating procedures for airborne collision avoidance, as amended by Commission Regulation (EU) 2016/583
2015/340	Commission Regulation (EU) 2015/340 of 20 February 201541 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011
2017/373	Commission Implementing Regulation (EU) 2017/373 of 1 March 201742 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No. 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011, as amended by Commission Implementing Regulation (EU) 2020/469 amended by Commission Implementing Regulation (EU) 2020/1177
2019/317	Commission Implementing Regulation (EU) 2019/317 of 11 February 201943 laying down a performance and charging scheme in the single European sky and repealing Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013

Article NR.	Air Passengers
1107/2006	Regulation (EC) No 1107/2006 of the European Parliament and of the Council of 5 July 200644 concerning the rights of disabled persons and persons with reduced mobility when travelling by air, and corrected by Corrigendum to Regulation (EC) No 1107/2006

Article NR.	Aerodromes
139/2014	Commission Regulation (EU) No 139/2014 of 12 February 201445 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as amended by Commission Regulation (EU) 2017/161, Commission Regulation (EU) 2018/401 and Commission Delegated Regulation (EU) 2020/2148

Article NR.	Airworthiness
748/2012	Commission Regulation (EU) No 748/2012 of 3 August 201246 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (recast), as amended by Commission Regulation (EU) No 7/2013, Commission Regulation (EU) No 69/2014, Commission Regulation (EU) 2015/1039, Commission Regulation (EU) 2016/5, Commission Delegated Regulation (EU) 2019/897, Commission Delegated Regulation (EU) 2020/570, Commission Delegated Regulation (EU) 2021/699 and Commission Delegated Regulation (EU) 2021/1088
1321/2014	Commission Regulation (EU) No 1321/2014 of 26 November 201447 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks, as amended by Commission Regulation (EU) No 2015/1088, Commission Regulation (EU) No 2015/1536, Commission Regulation (EU) No 2017/334, Commission Regulation (EU) 2018/750, Commission Regulation (EU) 2018/1142, Commission Implementing Regulation (EU) 2019/1383, Commission Implementing Regulation (EU) 2019/1384, Commission Implementing Regulation (EU) 2020/270, Commission Implementing Regulation (EU) 2020/1159, Commission Implementing Regulation (EU) 2021/685 and Commission Implementing Regulation (EU) 2021/700
2015/640	Commission Regulation (EU) No 2015/640 of 23 April 201548 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012, as amended by Commission Implementing Regulation (EU) 2019/133, Commission Implementing Regulation (EU) 2020/1159 and Commission Implementing Regulation (EU) 2021/97

Article NR.	Administrative Procedures for Aviation Safety
3922/91	Council Regulation (EEC) No 3922/91 of 16 December 199149 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation, as amended by Regulation (EC) No 1899/2006 of the European Parliament and the Council, Regulation (EC) No 1900/2006 of the European Parliament and the Council, Commission Regulation (EC) No 8/2008 and Commission Regulation (EC) No 859/2008

Article NR.	Administrative Procedures for Aviation Safety
1178/2011	Commission Regulation (EU) No 1178/2011 of 3 November 201150 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 2016/2008 of the European Parliament and of the Council, as amended by Commission Regulation (EU) No 290/2012, Commission Regulation (EU) No 70/2014, Commission Regulation (EU) No 245/2014, Commission Regulation (EU) 2015/445, Commission Regulation (EU) 2016/539, Commission Regulation (EU) 2018/1065, Commission Regulation (EU) 2018/1119, Commission Implementing Regulation (EU) 2018/1974, Commission Implementing Regulation (EU) 2019/27, Commission Implementing Regulation (EU) 2019/430, Commission Implementing Regulation (EU) 2019/1747, Commission Implementing Regulation (EU) 2020/359, Commission Delegated Regulation (EU) 2020/723 Commission Implementing Regulation (EU) 2020/2193 and Commission Implementing Regulation (EU) 2021/1310
2020/723	Commission Delegated Regulation (EU) 2020/723 of 4 March 202051 laying down detailed rules with regard to the acceptance of third-country certification of pilots and amending Commission Regulation (EU) No 1178/2011

Article NR.	Aviation Security
300/2008	Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 200852 on common rules in the field of civil aviation security and repealing Regulation (EC) No. 2320/2002, as amended by Commission Regulation (EU) No 18/2010
272/2009	Commission Regulation (EC) No 272/2009 of 2 April 200953 supplementing the common basic standards on civil aviation security laid down in the Annex to Regulation (EC) No 300/2008 of the European Parliament and of the Council, as amended by Commission Regulation (EU) No 297/2010, Commission Regulation (EU) No 720/2011, Commission Regulation (EU) No 1141/2011 and Commission Regulation (EU) No 245/2013
72/2010	Commission Regulation (EU) No 72/2010 of 26 January 201054 laying down procedures for conducting Commission inspections in the field of aviation security, as amended by Commission Implementing Regulation (EU) No 2016/472
2015/1998	Commission Implementing Regulation (EU) 2015/1998 of 5 November 201555 laying down detailed measures for the implementation of the common basic standards on aviation security, as amended by Commission Implementing Regulation (EU) 2015/2426, Commission Implementing Regulation (EU) 2017/815, Commission Implementing Regulation (EU) 2017/837, Commission Implementing Regulation (EU) 2018/55, Commission Implementing Regulation (EU) 2019/103, Commission Implementing Regulation (EU) 2019/413, Commission Implementing Regulation (EU) 2020/111, Commission Implementing Regulation (EU) 2020/910 and Commission Implementing Regulation 2021/255
1254/2009	Commission Regulation (EU) No 1254/2009 of 18 December 200956 setting criteria to allow Member States to derogate from the common basic standards on civil aviation security and to adopt alternative security measures, as amended by Commission Regulation (EU) 2016/2096
748/2009	Commission Regulation (EC) 748/2009 of 5 August 200957 on the list of aircraft operators which performed an aviation activity listed in Annex I to Directive 2003/87/EC on or after 1 January 2006 specifying the administering Member State for each aircraft operator, as amended by Commission Regulation (EU) No 82/2010, Commission Regulation (EU) No 115/2011, Commission Regulation (EU) No. 394/2011, Commission Regulation (EU) No 100/2012, Commission Regulation (EU) No 109/2013, Commission Regulation (EU) No 815/2013, Commission Regulation (EU) No 100/2014, Commission Regulation (EU) 2015/180, Commission Regulation (EU) 2016/282, Commission Regulation (EU) 2017/294, Commission Regulation (EU) 2018/336, Commission Regulation (EU) 2019/225, Commission Regulation (EU) 2019/226, Commission Regulation (EU) 2020/535 and Commission Regulation (EU) 2021/66]

Article NR.	Sustainable Air Transport
2023/2405	Regulation (EU) 2023/2405 of the European Parliament and of the Council of 18 October 20231 on ensuring a level playing field for sustainable air transport (ReFuelEU Aviation) in so far as it relates to enforcement of the application of the Regulation in respect of aircraft operators and Union airport managing bodies (within the meaning of those terms in that Regulation)

3. INTERNATIONAL

3.1 International Agreements/Conventions

- International Convention for the Unification of Certain Rules relating to International Carriage by Air (with Additional Protocol), Warsaw, 12 October 1929.

- Protocols regarding the Amendment of the Convention relating to the Regulation of Air Navigation of 13 October, 1919, Brussels, 1 June, 1935.
- Convention on International Civil Aviation (The Chicago Convention) 7 December 1944.
- International Air Services Transit Agreement, done at Chicago on 7 December 1944.
- Protocol to Amend the Convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw on 12 October, 1929, The Hague, 28 September, 1955.
- International Convention relating to Co-operation for the Safety of Air Navigation (EUROCONTROL) with Annexes and Protocol of Signature, Brussels, 13 December, 1960.
- Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft, Paris, 22 April, 1960.
- Carriage by Air performed by a person other than the Contracting Carrier, Guadalajara, 18 September, 1961.
- Convention on Offences and Certain Other Acts Commited Board Aircraft, Tokyo, 14 September, 1963.
- Convention supplementary to the Warsaw Convention for the Unification of Certain Rules relating to International Agreement on the Procedure for the Establishment of Tariffs for Scheduled Air Services, Paris, 10 July, 1967.
- Convention for the Suppression of Unlawful Seizure of Aircraft, The Hague, 16 December, 1970.
- Protocol for the Suppression of Unlawful Acts of Violence at Airports serving International Civil Aviation, Montreal, 24 February 1988, supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Montreal, 23 September 1971.
- Convention for the Unification of Certain Rules for International Carriage by Air, Montreal on 28 May 1999. Agreement amending the Agreement between the Government of Ireland and the Government of the United States of America on Air Transport Preclearance 2019.
- Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment, done at Cape Town on 16 November 2001.

4. MISCELLANEOUS

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Encode				Decode			
ID	Station name	Facility	Purpose	Station name	Facility	ID	Purpose
BAL	BALDONNEL	DVOR/DME	A E	BALDONNEL	DVOR/DME	BAL	A E
CFN	DONEGAL	NDB	A E	BALDONNEL	ILS 10	IB	A
CML	CLONMEL	NDB	E	CLONMEL	NDB	CML	E
CON	CONNAUGHT	DVOR/DME	A E	CONNAUGHT	DVOR/DME	CON	A E
CRK	CORK	DVOR/DME	A E	CONNAUGHT	ILS 26	ICK	A
DAP	COLLINSTOWN	DVOR/DME	A E	CONNAUGHT	NDB	KNK	A
DUB	DUBLIN	DVOR/DME	A E	CONNAUGHT	NDB/LO 26	OK	A
FOY	FOYNES	NDB	A	CORK	DVOR/DME	CRK	A E
GMN	GORMANSTON	NDB	A E	CORK	ILS 34	ICN	A
GMN	GORMANSTON	DME	A E	CORK	ILS 16	ICS	A
GTG	GLENTEIGE	DME	E	DONEGAL	NDB	CFN	A E
IAC	DUBLIN	ILS 16	A	DONEGAL	LLZ 20	IFN	A
IB	BALDONNEL	ILS 10	A	COLLINSTOWN	DVOR/DME	DAP	A E
ICK	CONNAUGHT	ILS 26	A	DUBLIN	DVOR/DME	DUB	A E
ICN	CORK	ILS 34	A	DUBLIN	ILS 16	IAC	A
ICS	CORK	ILS 16	A	DUBLIN	ILS 10R	IDE	A
IDE	DUBLIN	ILS 10R	A	DUBLIN	ILS 28L	IDW	A
IDW	DUBLIN	ILS 28L	A	DUBLIN	LO 10R	OE	A
INDL	DUBLN	ILS 10L	A	DUBLIN	LO 28L	OP	A
INDR	DUBLIN	ILS 28R	A	DUBLIN	ILS 10L	INDL	A
IFN	DONEGAL	LLZ 20	A	DUBLIN	ILS 28R	INDR	A
IKR	KERRY	ILS 25	A	FOYNES	NDB	FOY	A
ISE	SHANNON	ILS 05	A	GLENTEIGE	DME	GTG	E
ISW	SHANNON	ILS 23	A	GORMANSTON	NDB	GMN	A E
IWD	WATERFORD	ILS 21	A	GORMANSTON	DME	GMN	A E
KER	KERRY	NDB	A E	KERRY	ILS 25	IKR	A
KLY	KILLINEY	NDB	A E	KERRY	NDB	KER	A E
KNK	CONNAUGHT	NDB	A	KILLINEY	NDB	KLY	A E
MCM	MOHERCROM	DME	E	MOHERCROM	DME	MCM	E
OE	DUBLIN	LO 10R	A	SHANNON	ILS 05	ISE	A
OK	CONNAUGHT	NDB/LO 26	A	SHANNON	ILS 23	ISW	A
OL	SHANNON	LO 23	A	SHANNON	LO 23	OL	A
OP	DUBLIN	LO 28L	A	SHANNON	DVOR/DME	SHA	A E
SHA	SHANNON	DVOR/DME	A E	SLIGO	NDB/DME	SLG	A
SLG	SLIGO	NDB/DME	A	WATERFORD	ILS 21	IWD	A
WST	WESTON	DVOR/DME	A	WATERFORD	NDB	WTD	A E
WTD	WATERFORD	NDB	A E	WESTON	DVOR/DME	WST	A
WTP	WOLFTRAP	DME	E	WOLFTRAP	DME	WTP	E

Note: Station Declination can be found at the following https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data

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GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published* by

Post: AIRNAV Ireland,
Aeronautical Information Service,
Ballycasey Cross,
Shannon,
Co Clare.
V14 C446
Ireland

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@airnav.ie

URL: http://www.airnav.ie

* AirNav Ireland are not responsible for the production of Aeronautical charts.
Charts based on ICAO documents: Annex 4, Doc 8697
Differences to these provisions are detailed in GEN 1.7
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2. MAINTENANCE OF CHARTS

2.1 Aeronautical Charts included in the AIP are kept up to date by amendments to the AIP. Significant amendments or revisions in aeronautical information may be promulgated by NOTAM or Aeronautical Information Circular, as appropriate.

2.2. Corrections to Aeronautical Charts are promulgated as hand amendments to the AIP and listed in Sections GEN 0.5 and GEN 3.2.8.Items of information found after publication to have been incorrect at the aeronautical information date are corrected immediately by NOTAM if they are of operational significance.

3. PURCHASE ARRANGEMENTS

3.1 VFR Chart Scale 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:500,000. This chart is for VFR navigation within the boundaries of the Shannon FIR. It is available to order by contacting:VFRchart@iaa.ie

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

1. Aeronautical Chart - ICAO 1:500,000
2. Instrument Approach Chart - ICAO *
3. Standard Departure Chart - Instrument (SID) - ICAO *
4. Standard Arrival Chart - Instrument (STAR) - ICAO *
5. Visual Approach Chart - ICAO*
6. Aerodrome Chart - ICAO *
7. Aircraft Parking/Docking Chart - ICAO *
8. Aerodrome Obstacle Chart - ICAO Type “A” (Operating Limitations) *

9. Aerodrome Obstacle Chart - ICAO Type “B”

10. Precision Approach Terrain Chart - ICAO*

11. ATC Surveillance Minimum Altitude Chart* (*included in AIP Ireland)

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:500,000. This chart is for VFR navigation within the boundaries of the Shannon FIR. This aeronautical chart is intended to aid general air traffic in the conduct of air navigation in visual meteorological conditions. It provides information to satisfy the requirements of air navigation for low speed, short or medium-range operations, at low and intermediate altitudes and is specifically designed for flights operating in compliance with the Standardised European Rules of the Air (SERA).

4.2.2 Instrument Approach Chart – ICAO
These charts are designed to provide the pilot with a graphic presentation of the Instrument Approach, Missed Approach and Holding Procedures and to facilitate the transition from non-visual to visual flight at any point on the final approach.

4.2.3 Standard Departure Chart - Instrument (SID) - ICAO
This Chart shall provide the flight crew with information to enable it to comply with the designated standard departure route - instrument from take-off phase to the en-route phase.

4.2.4 Standard Arrival Chart - Instrument (STAR) - ICAO
This Chart shall provide the flight crew with information to enable it to comply with the designated standard arrival route - instrument from the en-route phase to the approach phase.

4.2.5 Visual Approach Chart – ICAO
These charts are designed to assist pilots making a visual approach and to provide pilots with designated holding patterns maintained by visual reference to the ground.

4.2.6 Aerodrome Chart – ICAO
These charts provide flight crew with detailed information on runways, taxiways, lighting and other aerodrome features to facilitate the surface movement of aircraft.

4.2.7 Aircraft Parking/Docking Chart - ICAO
This supplementary chart shall provide flight crew with detailed information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft.

4.2.8 Aerodrome Obstacle Chart - ICAO - TYPE “A” (Operating Limitations)
These charts are designed to provide the operator with the data necessary to enable compliance with the operating limitations as contained in ICAO Annex 6.

4.2.9 Aerodrome Obstacle Chart - ICAO - TYPE *“B”*
These charts are designed to provide the data necessary or determination of minimum safe altitudes/heights and procedures for use in the event of an emergency during take-off or landing.

4.2.10 Precision Approach Terrain Chart – ICAO
These charts provide detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of terrain on decision height determination by the use of radio altimeter.

4.2.11 ATC Surveillance Minimum Altitude Chart
This Supplementary Chart shall provide information that will enable flight crews to monitor and cross check altitudes assigned by a controller using an ATS surveillance system.

5. LIST OF CHART SERIES

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aeronautical Chart ICAO 1:500,000	ANC/500	Edition 13	Ireland Sheet 2172 ABCD	06 AUG 2026
Standard Departure Chart-Instrument (SID) ICAO 1:750,000	SID	EIDW AD 2.24-10	EIDW RNAV RWY 28L CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-11	EIDW RNAV RWY 28L CAT C, D	08 SEP 2022
	SID	EIDW AD 2.24-12	EIDW RNAV RWY 28R CAT A, B	06 OCT 2022
	SID	EIDW AD 2.24-13	EIDW RNAV RWY 28R CAT C, D	20 APR 2023
	SID	EIDW AD 2.24-14	EIDW RNAV RWY 10L CAT A, B	06 OCT 2022
	SID	EIDW AD 2.24-15	EIDW RNAV RWY 10L CAT C, D	20 APR 2023
	SID	EIDW AD 2.24-16	EIDW RNAV RWY 10R CAT A, B	11 AUG 2022
	SID	EIDW AD 2.24-17	EIDW RNAV RWY 10R CAT C, D	16 JUN 2022
	SID	EIDW AD 2.24-18	EIDW RNAV RWY 16 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-19	EIDW RNAV RWY 16 CAT C, D	06 OCT 2022
	SID	EIDW AD 2.24-20	EIDW RNAV RWY 34 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-21	EIDW RNAV RWY 34 CAT C, D	06 OCT 2022
	SID	EINN AD 2.24-5	EINN RNAV RWY 05 CAT A, B, C, D	26 NOV 2026
	SID	EINN AD 2.24-6	EINN RNAV RWY 23 CAT A, B, C, D	26 NOV 2026
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D	26 APR 2018
Standard Departure Chart-Instrument (SID) ICAO 1:350,000	SID	EIKY AD 2.24-3	EIKY RWY 25 CAT A, B	29 OCT 2026
	SID	EIKY AD 2.24-4	EIKY RWY 25 CAT C	29 OCT 2026
	SID	EIKY AD 2.24-5	EIKY RWY 07 CAT A, B	29 OCT 2026
	SID	EIKY AD 2.24-6	EIKY RWY 07 CAT C	29 OCT 2026
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY 26 CAT A, B, C, D	11 JUN 2026
	SID	EIKN AD 2.24-5	EIKN RNAV RWY 08 CAT A, B, C, D	11 JUN 2026

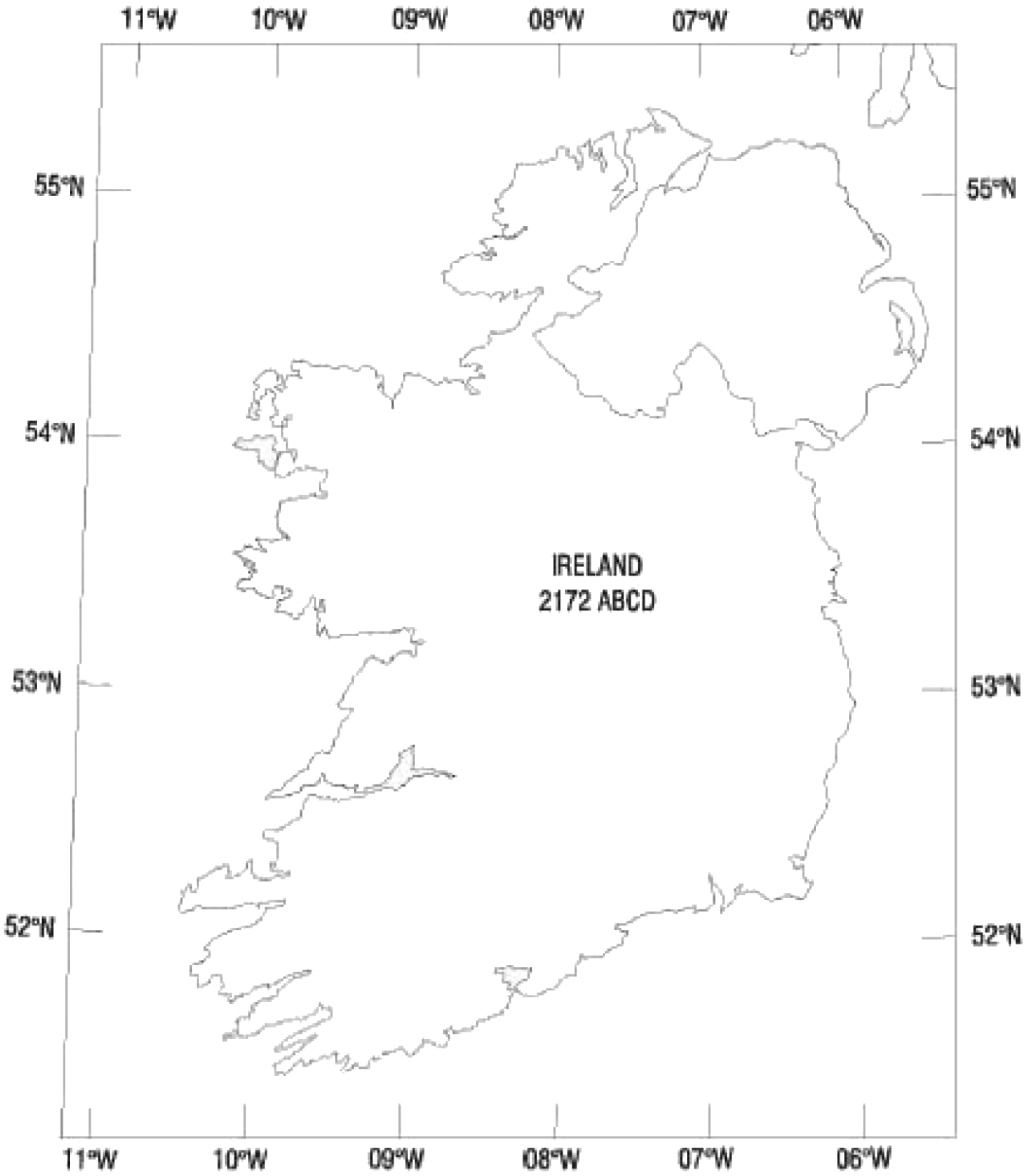
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-23	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-24	EIDW RNAV RWY 16	16 MAY 2024
	STAR	EIDW AD 2.24-25	EIDW RNAV RWY 34	16 MAY 2024
	STAR	EINN AD 2.24-7	EINN RNAV RWY 05 CAT A, B, C, D	26 NOV 2026
	STAR	EINN AD 2.24-8	EINN RNAV RWY 23 CAT A, B, C, D	26 NOV 2026
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK RWY 25 CAT A, B	11 OCT 2018
Standard Arrival Chart (STAR) ICAO 1:500,000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY 08 CAT A, B, C, D	19 FEB 2026
Standard Arrival Chart-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY 26 CAT A, B, C, D	19 FEB 2026
Instrument Approach Chart ICAO 1: 500,000	IAC	EIDW AD 2.24-38	EIDW RNP RWY 16 CAT A, B, C, D	17 JUN 2021
	IAC	EIDW AD 2.24-39	EIDW ILS CAT I or LOC RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-40	EIDW VOR RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-41	EIDW RNP RWY 34	17 JUN 2021
	IAC	EIDW AD 2.24-42	EIDW VOR RWY 34	08 OCT 2020
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8	EIKN RNP RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24-9	EIKN ILS Z CAT I & II OR LOC RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24-10	EIKN ILS Y CAT I & II OR LOC RWY 26 CAT A, B, C, D	11 JUN 2026
	IAC	EIKN AD 2.24-13	EIKN RNP RWY 08 CAT A, B, C, D	19 FEB 2026
	IAC	EIDW AD 2.24-35	EIDW RNP RWY 10R CAT A, B, C, D	01 DEC 2022
Instrument Approach Chart ICAO 1:350,000	IAC	EINN AD 2.24-10	EINN ILS OR LOC RWY 05 CAT A, B, C, D	26 NOV 2026

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	IAC	EINN AD 2.24-11	EINN VOR RWY 05 CAT A, B, C, D	26 NOV 2026
	IAC	EINN AD 2.24-13	EINN ILS CAT I & II or LOC RWY 23 CAT A, B, C, D	26 NOV 2026
	IAC	EINN AD 2.24-14	EINN VOR RWY 23 CAT A, B, C, D	26 NOV 2026
	IAC	EIKY AD 2.24-9	EIKY RNP RWY 25 CAT A, B, C	29 OCT 2026
	IAC	EIKY AD 2.24-12	EIKY RNP RWY 07 CAT A, B, C	29 OCT 2026
	IAC	EIKN AD 2.24-11	EIKN VOR RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24.15	EIKN VOR RWY 08 CAT A, B, C, D	19 FEB 2026
	IAC	EICK AD 2.24-25	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDW AD 2.24-26	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-32	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33	EIDW ILS CAT I & II OR LOC RWY 10L CAT A, B, C, D	11 JUL 2024
	IAC	EIDW AD 2.24-36	EIDW ILS CAT I & II or LOC RWY 10R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-37	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-46	EIDW RNP T RWY 28L	15 MAY 2025
	IAC	EISG AD 2.24-7	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11	EISG RNP RWY 28 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-12	EISG NDB RWY 28 CAT A, B	22 APR 2021
Instrument Approach Chart ICAO 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	IAC	EIDL AD 2.24-7	EIDL RNP RWY 02 CAT A, B, C	06 AUG 2026
	IAC	EIDL AD 2.24-9	EIDL RNP RWY 20 CAT A, B, C	06 AUG 2026
	IAC	EIKY AD 2.24-10	EIKY ILS or LOC RWY 25 CAT A, B, C	29 OCT 2026
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 25 CAT A, B, C	29 OCT 2026
	IAC	EIKY AD 2.24-13	EIKY NDB RWY 07 CAT A, B, C	29 OCT 2026
Instrument Approach Chart ICAO 1:250,000	IAC	EIKN AD 2.24-12	EIKN NDB RWY 26 CAT A, B	19 FEB 2026
	IAC	EIKN AD 2.24-14	EIKN NDB RWY 08 CAT A, B	19 FEB 2026
	IAC	EIDL AD 2.24-8	EIDL NDB RWY 02 CAT A, B, C	06 AUG 2026
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	06 AUG 2026
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	06 AUG 2026
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	06 AUG 2026
	VAC	EIKN AD 2.24-16	IRELAND WEST/KNOCK	19 FEB 2026
	VAC	EIKY AD 2.24-14	KERRY	29 OCT 2026
	VAC	EINN AD 2.24-15	SHANNON	10 SEP 2020
	VAC	EISG AD 2.24-16	SLIGO	23 MAR 2023
	VAC	EIWF AD 2.24-7	WATERFORD	23 MAR 2023
Visual Approach Chart ICAO 1: 160,000	VAC	EIDW AD 2.24-44	DUBLIN	22 APR 2021
Aerodrome Chart ICAO As per Published Chart	AD	EICK AD 2.24-1	CORK	26 NOV 2026
	AD	EIDL AD 2.24-1	DONEGAL	06 AUG 2026
	AD	EIDW AD 2.24-1	DUBLIN	01 OCT 2026
	AD	EIKN AD 2.24-1	IRELAND WEST	11 JUN 2026
	AD	EIKY AD 2.24-1	KERRY	29 OCT 2026
	AD	EINN AD 2.24-1	SHANNON	26 NOV 2026
	AD	EISG AD 2.24-1	SLIGO	01 OCT 2026
	AD	EIWF AD 2.24-1	WATERFORD	26 NOV 2026
	AD	EIWT AD 2.24-1	WESTON	26 NOV 2026
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	21 MAR 2024

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000	AOC	EIWT AD 2.24-2	EIWT RWY 06/24	29 OCT 2026
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	12 JUN 2025
	AOC	EIKY AD 2.24-2	EIKY RWY 07/25	29 OCT 2026
	AOC	EINN AD 2.24-3	EINN RWY 05/23	26 NOV 2026
Aerodrome Obstacle Chart ICAO - Type “A”	AOC	EIDL AD 2.24-2	EIDL RWY 02/20	06 AUG 2026
Aerodrome Obstacle Chart ICAO – Type “B”	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-
	AOC	EIWF/Type B/Ver 1	EIWF	-
Precision Approach Terrain Chart Horizontal Scale 1:2,500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 16	26 APR 2018
	PATC	EIDW AD 2.24-6	EIDW RWY 28L	08 OCT 2020
	PATC	EIDW AD 2.24-7	EIDW RWY 28R	11 AUG 2022
	PATC	EIDW AD 2.24-8	EIDW RWY 10L	11 AUG 2022
	PATC	EIDW AD 2.24-9	EIDW RWY 10R	25 FEB 2021
	PATC	EIKN AD 2.24-3	EIKN RWY 26	30 OCT 2025
	PATC	EINN AD 2.24-4	EINN RWY 23	26 NOV 2026
Aircraft Parking/Docking Chart – ICAO As per Published Chart	APDC	EICK AD 2.24-2	CORK	26 NOV 2026
	APDC	EIDW AD 2.24-2	DUBLIN	01 OCT 2026
	APDC	EINN AD 2.24-2	SHANNON	26 NOV 2026
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43	DUBLIN	01 DEC 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:700,000		EINN AD 2.24-16	SHANNON	17 JUN 2021
ATC Surveillance Minimum Altitude Chart - ICAO 1:600,000		EICK AD 2.24-29	CORK	25 MAR 2021

6. INDEX TO WORLD AERONAUTICAL CHARTS – ICAO 1:500,000



7. TOPOGRAPHICAL CHARTS

Refer to GEN 3.2.3.

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed.13	531652.62N 0071530.91W	Offaly, Clonarrow Met Mast Height: 328ft Elevation: 611ft
Aeronautical Chart ICAO 1:500,000 Ed.13	540448.52N 0093641.24W	Mayo, Kilsallagh Wind Farm Height: 657ft Elevation: 1100ft
Aeronautical Chart ICAO 1:500,000 Ed.13	545406.61N 0073214.02W	Donegal, Lettergull Wind Farm Height: 443ft Elevation: 908ft
Aeronautical Chart ICAO 1:500,000 Ed.13	524736.01N 0072732.01W	Laois, Gorteenahilla Met Mast Height: 263ft Elevation: 1074ft
Aeronautical Chart ICAO 1:500,000 Ed.13	531313.08N 0071033.04W	Offaly, Raheenakeeran Met Mast Height: 263ft Elevation: 501ft
Aeronautical Chart ICAO 1:500,000 Ed.13	530848.45N 0075330.76W	Offaly, Galros West Met Mast Height: 263ft Elevation: 414ft
Aeronautical Chart ICAO 1:500,000 Ed.13	540757.30N 0073735.81W	Cavan, Mullanacre Upper, Met Mast Height: 263ft Elevation: 1001ft

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GEN 3.5 METEOROLOGICAL SERVICES

1. RESPONSIBLE SERVICE

1.1. Met Eireann Aviation Services Division (of the Department of Housing, Planning and Local Government) is the meteorological Authority for Ireland.

Met Eireann Aviation Services Division is the designated meteorological services provider to air navigation in Ireland under the EU Services Provision Regulation.

Post: Met Eireann,
Meteorological Service,
Met Eireann Headquarters,
Glasnevin Hill,
Dublin 9.

Phone: +353 (0)1 806 4200

Fax: +353 (0)1 806 4247

AFS: EIDBYBYX

Email: met.eireann@met.ie

URL: http://www.met.ie

1.2. Applicable ICAO Documents
ICAO Standards, Recommended Practices and Procedures contained in the following documents are applied:

- Annex 3 - Meteorological Service for International Air Navigation.
- DOC 10157 - Procedures for Air Navigation Services - Meteorology.
- DOC 7030 - Regional Supplementary Procedures.
- DOC 7754 EUR Regional Air Navigation Plan.
- DOC 8400 - ICAO Abbreviations and Code.
- DOC 9974 - Flight Safety and Volcanic Ash.
- ICAO Crisis Management Framework Document (EUR Doc 031).
- ICAO EUR/NAT Volcanic Ash Contingency Plan (VACP) (ICAO EUR Doc 019/NAT Doc 006 Part II)

URL: https://www.icao.int

- EASA Safety Information Bulletin (SIB) 2023-13

Differences to these provisions are detailed in subsection GEN 1.7

2. AREA OF RESPONSIBILITY

The meteorological office at Shannon Airport is the meteorological watch office (MWO) designated to maintain the meteorological watch in the flight information region for Shannon FIR/UIR

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

Station and Location Indicator	Type and Frequency of Observation	Types of Report	Details of Observation System and Site		Hours of Operation	Climatological Information
1	2	3	4		5	6
Cork EICK	½ hourly special	Plain language METAR TREND RVR Wind shear	Wind	Cup anemometer with digital readout. Anemometer positioned 10M AGL and located to give readings representative of conditions at airfield	H24	Aeronautical Climatological summary available
			Temp	Distant reading thermometer.		
			RVR	IRVR RWY16/34 - Touchdown, midpoint and stop-end		
			Cloud Height	Ceilometer.		
			Visibility	Visibility reported is minimum visibility.		
			Wind shear	Not measured instrumentally		
Dublin EIDW	½ hourly special	Plain language METAR TREND RVR Wind-shear	Wind	Cup anemometer with digital readout. Anemometer positioned 10M AGL and located to give readings representative of conditions at airfield and at all operational runway touchdown zones.	H24	Aeronautical Climatological summary available
			Temp	Distant reading thermometer.		
			RVR	IRVR RWY 16 – Touchdown and midpoint. RWY 10R/28L – Touchdown, midpoint and stop-end. RWY 10L/28R - Touchdown, midpoint and stop-end.		
			Cloud Height	Ceilometer.		
			Visibility	Visibility reported is prevailing visibility and minimum visibility with direction.		
			Wind shear	Not measured instrumentally		
Shannon EINN	½ hourly special	Plain language METAR TREND RVR Wind shear	Wind	Cup anemometer with digital readout. Anemometer positioned 10M AGL and located to give readings representative of conditions at airfield.	H24	Aeronautical Climatological summary available
			Temp	Distant reading thermometer.		
			RVR	IRVR RWY 06/24 - Touchdown, midpoint and stop-end.		
			Cloud Height	Ceilometer.		
			Visibility	Visibility reported is minimum visibility		
			Wind shear	Not measured instrumentally		

Station and Location Indicator	Type and Frequency of Observation	Types of Report	Details of Observation System and Site		Hours of Operation	Climatological Information
1	2	3	4		5	6
Ireland West EIKN	½ hourly Special	Plain language METAR TREND Wind shear	Wind	Cup anemometer with digital readout. Anemometer positioned 10M AGL and located to give readings representative of conditions at airfield and at all operational runway touchdown zones.	0545-AD CLSD (Local Time)	Aeronautical Climatological summary available
			Temp	Distant reading thermometer.		
			Cloud Height	Ceilometer.		
			Visibility	Visibility reported is prevailing visibility and minimum visibility with direction.		
			Wind shear	Not measured instrumentally		
Kerry EIKY	Half Hour Special	METAR Plain Language	Wind	Anemometer positioned 10 meters AGL and located to give readings representative of conditions at airfield	AD Opening Hours	Aeronautical Climatological summary available
			Temp	Distant reading thermometer		
			Cloud Height	Ceilometer		
			Visibility	Visibility reported is minimum visibility		
Sligo EISG	Half Hour Special	METAR Plain Language	Wind	Anemometer positioned 10 meters AGL and located to give readings representative of conditions at airfield	AD Opening Hours	Aeronautical Climatological summary available
			Temp	Distance reading thermometer.		
			Cloud Height	Ceilometer		
			Visibility	Visibility reported is minimum visibility		
Donegal EIDL	Half Hour Special	METAR Plain Language	Wind	Anemometer positioned 10 meters AGL and located to give readings representative of conditions at airfield	AD Opening Hours	Aeronautical Climatological summary available
			Temp	Distant reading thermometer		
			Cloud Height	Ceilometer		
			Visibility	Visibility reported is minimum visibility		
Waterford EIWF	Half Hour Special	METAR Plain Language	Wind	Anemometer positioned 10 meters AGL and located to give readings representative of conditions at airfield	AD Opening Hours	Aeronautical Climatological summary available
			Temp	Distant reading thermometer		
			Cloud Height	Ceilometer		
			Visibility	Visibility reported is minimum visibility		

3.1 Surface Weather Reports

Reports of surface weather observations for the aerodromes at Cork, Dublin, Shannon and Ireland West consist of:

- **Routine:** half-hourly reports in METAR form are disseminated on AFTN and are issued, in plain language, to ATS. They are also included in VOLMET broadcasts.
- **Special:** reports are made whenever a significant deterioration or improvement of weather is observed between the routine observations. They are issued, in plain language, to ATS but are not disseminated beyond the aerodrome. Special reports may also be made on a specific occasion on request by ATS and/

or operator.

3.2 Visibility

Prevailing visibility and minimum with direction are reported in all observations at Dublin and Ireland West airports.

Minimum visibility is reported in all observations at Cork and Shannon airports.

When there are important directional variations in visibility, other values, including in all cases the maximum, will be given in reports for take off and landing, by the addition of “REMARKS” to the reported minimum visibility in plain language messages.

3.3 Runway Visual Range (RVR)

At Cork, Dublin and Shannon Airports Instrumented Runway Visual Range Systems (IRVR) are installed. RVR values are reported when either the horizontal visibility or the runway visual range is observed to be less than 2000M.

The system at Cork, Dublin and Shannon has a lower limit of 50M, dependent on the ambient conditions.

At Cork, Dublin and Shannon, RVR is reported in increments of 25M up to 400M, 50M between 400M and 800M, and 100M between 800M and 2000M, subject to the limiting values.

3.4 Cloud Height

Cloud height is measured by Ceilometer at Dublin, Cork, Shannon, Ireland West Airport, Kerry, Sligo, Donegal and Waterford. The Ceilometer readings are representative of cloud conditions over the landing area.

3.5 Surface Wind

Wind Speed and direction are measured at Cork, Dublin, Shannon, Ireland West, Kerry, Sligo, Donegal and Waterford Airports by cup anemometer with digital read-out. At all aerodromes the anemometers are installed 10M AGL. At each aerodrome the anemometer is located so as to give readings representative of conditions on the airfield. Indicators are located in the Meteorological Office and appropriate Air Traffic Service Units. Wind speeds are reported in knots. Wind values are provided in accordance with Annex 3

3.6 Temperature

Distant reading thermometers are installed at Dublin, Cork, Shannon, Ireland West, Kerry, Sligo, Donegal and Waterford Airports in locations, which give readings representative of free-air temperature over the landing area.

3.7 Wind Shear

Low level wind shear is not measured instrumentally at Irish Airports. Reports of wind shear from aircraft about to land or take-off, and/or evidence of its existence as deduced from other available information are, when of a non-transitory nature, included in METAR, and are, in all circumstances included in plain language reports disseminated locally.

4. TYPES OF SERVICE

4.1. All Met Eireann aeronautical meteorological forecast services are provided by the Central Aviation Office (CAO) based at Shannon Airport.

4.1.1. Aerodrome Minimum/Maximum Temperature

For the last five years of records, the coldest and hottest temperature at each location was identified based on coldest and hottest temperature recorded. The lowest and highest daily minimum and maximum temperature (representing the coldest and hottest day) was extracted. These annual extreme minimum and maximum temperatures were then averaged over the five-year period to derive a representative extreme cold and hot value for each location. For locations where weather station are located (Dublin, Shannon, Cork, Ireland West, and Casement), station data was used. For other locations, temperatures were derived from the daily gridded data. All data is based on 09:00-09:00 UTZ observations and are available at https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data.

4.1.2. Aerodrome Magnetic Variation
Magnetic variation - is the angle on the horizontal plane between magnetic north (the direction the north end of a compass needle points, corresponding to the direction of the Earth's magnetic field lines) and true north (the direction along a meridian towards the geographic North Pole). It's used to convert between true and magnetic headings. Aeronautical charts usually show the magnetic variation.
https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data

4.1.3. The Objective of Met Eireann, as Met Service provider to the aviation sector in Ireland, is to contribute to the safety, regularity and efficiency of aviation in Ireland and its FIR/UIR.
Owing to the variability of meteorological elements in space and time, to limitations of forecasting techniques and to limitations caused by the definitions of some of the elements, the specific value of any of the elements given in a forecast shall be understood by the recipient to be the most probable value which the element is likely to assume during the period of the forecast. Similarly, when the time of occurrence or change of an element is given in a forecast, this time shall be understood to be the most probable time.

4.1.4. Forecast Services provided,Met Eireann issues, as routine:

- Terminal Aerodrome Forecasts (TAF),
- low level significant weather charts,
- search and rescue forecast,
- live En-route briefing line service,
- bespoke forecast products,
- local warnings for Aerodromes and
- SIGMET services for Ireland's FIR/UIR.

TAF issued by Airport		
Airport	**9 hour TAF**	**24 hour TAF**
Dublin		•
Shannon		•
Cork		•
Ireland West		•
Kerry	•	
Sligo	•	
Donegal	•	
Waterford	•	
Casement	•	

4.1.5. Not more than one TAF shall be valid for an aerodrome at any given time.

4.1.6. The issue of a new aerodrome forecast, such as a TAF, shall be understood to cancel automatically any forecast of the same type previously issued for the same place and for the same period of validity or part thereof.

4.2. The CAO may be contacted as follows:

Post: Central Aviation Office,
Met Eireann,
Wing 5,
Shannon Airport,
Co. Clare.
V14 KC92.

Phone: + 353 (0)61 712 950

Fax: + 353 (0)61 712 960

Email: avops@met.ie

4.3. Meteorological self briefing
Meteorological self briefing for operators and flight crew members is available via an internet based Meteorological Self Briefing (MSB) system. This system is available at https://briefing.met.ie/

To obtain registration on the system, users are required to provide the following data via email to

Email: briefing@met.ie

- contact details;
- area of activity (e.g. private pilot, airline etc)
- username (user defined)

The following up to date information is provided on the MSB:

- SIGWX charts
- Upper Wind and Temperature charts
- METAR (including TREND as issued) for the aerodromes of departure and intended landing, and for en-route and destination alternate aerodromes.
- TAF or Amended TAF for the aerodromes of departure and intended landing, and for en-route and destination alternate aerodromes.
- SIGMET information
- Aerodrome warnings for the local aerodrome

Personal briefing on en-route weather conditions is available from the duty aviation forecaster. This briefing service is provided via premium rate telephone service (see GEN 3.5.9 for telephone number).

4.4. Meteorological services, including briefing consultation and documentation, is provided in accordance with arrangements made between the operator and the relevant meteorological office at Cork, Dublin, Shannon and Ireland West airports.

4.5. Warnings, in accordance with local arrangements for the protection of parked aircraft and aerodrome facilities and services, are issued by the Central Aviation Office. These warnings relate to strong winds, occurrence of snow and ground temperature below 00 degrees Celsius.

5. NOTIFICATION REQUIRED FROM OPERATORS

5.1. Flights Originating at Shannon, Cork and Dublin Airports:

If meteorological documentation and/or briefing are required for a flight to a destination not well serviced by the online MET Self Briefing, then notification should be furnished to the aerodrome meteorological office, by the operator, as soon as possible and not less than three hours before ETD of the flight.

Flights originating at Ireland West Airport:
Notification should be furnished to the aerodrome meteorological office by the operator as soon as possible and not less than three hours before ETD of the flight. This notification applies equally to scheduled and non-scheduled flights.

5.2. If the operator has not a representative at the aerodrome concerned, messages from the operator's representative at another aerodrome or from the aircraft commander in flight containing the required information will be accepted as notification (provided they are received at the times indicated in paragraph GEN 3.5.5.1 above). Communications should be specifically addressed to the meteorological office at Cork, Dublin, Shannon or Ireland West as appropriate.

5.3. When notification as specified above is not given to the aerodrome meteorological office, every endeavour will be made to provide the best service possible in the time available, but in such circumstances no guarantee can be given that the services will include more than a briefing without documentation.

6. AIRCRAFT REPORTS

Reports are required to be issued by aircraft whenever the following conditions are encountered during the climb-out, en-route or approach phases of the flight:

- Severe icing
- Moderate and severe turbulence
- Thunderstorms with or without hail (that are obscured, embedded, widespread or in squall lines)
- Volcanic ash cloud observed/encountered
- Wind shear
- Other meteorological conditions which in the opinion of the pilot-in-command may affect the safety or markedly affect the efficiency of other aircraft operations

7. VOLMET SERVICE

Name of Station	CALLSIGN/ IDENT/ abbreviation (EM)	Frequency	Broadcast Period	Hours of Service	Aerodromes / Heliports included	REP, SIGMET INFO FCST & Remarks
1	2	3	4	5	6	7
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	00-05	H24		SIGMETS
					Bruxelles National, Amsterdam Schipol,	TAFS
					Bruxelles National, Amsterdam Schipol, Frankfurt, Hamburg, Munchen,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	05 - 10	H24	London Heathrow, London Gatwick, Stansted,	TAFS
					London Heathrow, London Gatwick, Stansted, Prestwick, Glasgow,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	10 - 15	H24		SIGMETS
					Dublin, Shannon,	TAFS
					Dublin, Shannon, Manchester, Keflavik,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	15 - 20	H24	Santa Maria, Lisboa, Madrid,	TAFS
					Santa Maria, Lisboa, Madrid, Lajes,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	20 - 25	H24		SIGMETS
					Paris Charles De Gaulle, Paris Orly,	TAFS
					Paris Charles De Gaulle, Paris Orly, Zurich, Geneve, Milano Malpensa,	METARS

Name of Station	CALLSIGN/ IDENT/ abbreviation (EM)	Frequency	Broadcast Period	Hours of Service	Aerodromes / Heliports included	REP, SIGMET INFO FCST & Remarks
1	2	3	4	5	6	7
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	25-30	H24	Stockholm Arlanada, Manchester, Shannon, Kobenhavn Kastrup, Bergen, Dublin, Helsinki Vantaa,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	30 -35	H24		SIGMETS
					Frankfurt, Koln Bonn,	TAFS
					Frankfurt, Koln Bonn, Dusseldorf, Munchen, Luxembourg,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	35 - 40	H24	Keflavik, Glasgow, Manchester,	TAFS
					London Heathrow, London Gatwick, Keflavik, Glasgow, Manchester,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	40 - 45	H24		SIGMETS
					Oslo Gardemoen, Cobenhagen Kastrup,	TAFS
					Oslo Gardemoen, Cobenhagen Kastrup, Goteborg Landvetter, Stockholm Arlanda, Bergen, Helsinki Vantaa,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	45 - 50	H24	Zurich, Geneve,	TAFS
					Zurich, Geneve, Paris Charles de Gaulle, Paris Orly,	METARS

Name of Station	CALLSIGN/ IDENT/ abbreviation (EM)	Frequency	Broadcast Period	Hours of Service	Aerodromes / Heliports included	REP, SIGMET INFO FCST & Remarks
1	2	3	4	5	6	7
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	50 - 55	H24		SIGMETS
					Hamburg,	TAFS
					Bruxelles National, Amsterdam Schipol, Frankfurt, Koln Bonn, Hamburg,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	55-00	H24	Roma Fiumicino, Milano Malpensa,	TAFS
					Roma Fiumicino, Milano Malpensa, Torino, Lisboa, Lajes, Santa Maria,	METARS
DUBLIN	Dublin VOLMET	127.005 (8.33 kHz Channel)	Continuous	H24	Reports for: Dublin, Shannon, Cork, Belfast, Glasgow, Preswick, Manchester, London/ Heathrow, London/Gatwick,	Plain Language (En) Broadcast continuous through the 24 hours. Reports, plus landing forecasts in the TREND form are broadcast in the sequence listed. The reports broadcast are the latest available. If a new report is not available the earlier one will be reported for one hour only, together with time of observation.

The above table indicates the current VOLMET Broadcast content and sequence.

SIGMET denotes the time-blocks during which SIGMET'S are broadcast.

8. SIGMET SERVICE

8.1 General

Post: Central Aviation Office,
Met Eireann,
Wing 5,
Shannon Airport,
Co. Clare,

Phone: + 353 (0)61 712 950

Fax: + 353 (0)61 712 962

Email: avops@met.ie

8.2 Meteorological Watch

The meteorological watch for the Shannon FIR/UIR is performed by the Meteorological Office based at Shannon Airport (EINN).

The MWO issues SIGMET information to ATS units within the Shannon FIR and agreed adjacent FIRs.

A meteorological warning (SIGMET) will be issued by the meteorological watch office when the following weather phenomena are occurring or expected to occur in the flight information region EISN FIR/UIR:

8.2.1 At subsonic levels

1. Obscured or embedded thunderstorms (with or without heavy hail)
2. Frequent thunderstorms (with or without heavy hail)
3. Thunderstorms in squall line (with or without heavy hail)
4. Severe turbulence
5. Severe icing
6. Freezing rain.
7. Tropical cyclones with 10 minute mean surface wind speed of 63km/HR (34kts) or more.
8. Severe turbulence
9. Severe icing
10. Heavy dust storm
11. Heavy sand storm
12. Volcanic ash
13. Radioactive Cloud

8.2.2 At transonic and supersonic

1. Moderate turbulence
2. Severe turbulence
3. Isolated cumulonimbus
4. Occasional cumulonimbus
5. Frequent cumulonimbus
6. Hail
7. Volcanic ash

SIGMET for supersonic and transonic levels (SIGMET SST) are issued by London for the Shannon *FIR*/*UIR*..

ATS Units provided with SIGMET information includes ATS units within the Shannon FIR and agreed adjacent FIR's.

8.3 Local Warnings for Aerodromes

Met Eireann Central Aviation Office issues warnings for aerodromes for the following phenomena:

1. Frost Warning:

Issued when the ground and/or air temperature are expected to fall below zero degrees Celsius at the following airports - EINN, EIDW, EICK, EIKN,EIME.

2. Gale and Squall warning:
Issued whenever the mean speed of the surface wind is expected to exceed 34kts or when gusts in excess of 39kts are expected at the following airports- EINN, EIDW, EICK, EIKN, EIME.

3. Snow Warning:
Issued whenever snow is likely to occur at the following airports- EINN, EIDW, EICK, EIKN, EIME.

4. Wind Shear:
Issued for the following airports - EINN, EICK, EIDW, EIKN.

5. Turbulence Warning:
Issued for EINN only.

6. Low-Level inversion warnings:
Issued for the following airports - EINN, EIDW, EICK, EIKN.

8.4 Aircraft Meteorological Observations and Reports

8.4.1 Routine Aircraft Observations

Routine Aircraft Observations are not required in the Shannon FIR/UIR.

8.4.2 Special Aircraft Observations

Special Aircraft Observation are required in the Shannon FIR/UIR whenever:

i. Severe turbulence or severe icing is encountered;
or

ii. Moderate turbulence, hail or cumulonimbus clouds are encountered during transonic or supersonic flight;
or

iii. other meteorological conditions are encountered which, in the opinion of the pilot in command, might affect the safety or markedly affect efficiency of other aircraft operations, for example, other en-route weather phenomena specified for SIGMET messages, or adverse conditions during the climb –out or approach not previously forecast or reported to the pilot in command. Observations are required if volcanic ash cloud is observed or encountered, or if pre-eruption volcanic activity or a volcanic eruption is observed;
or

iv. Exceptionally, they are requested by the meteorological office providing meteorological service for the flight: in which event the observation should be specifically addressed to that meteorological office.

9. OTHER METEOROLICAL SERVICES PROVIDED

Service Name	Information Available	Area, route and aerodrome coverage	Telephone, telex and Telefax numbers and remarks
1	2	3	4
En-route briefing	Personal briefing by duty forecaster detailing expected en-route weather conditions.		Phone: 1570 476 400

10. GUIDANCE ON AIRCRAFT OPERATIONS WHERE VOLCANIC ASH CONTAMINATION MAY BE A HAZARD FOR FLIGHT OPERATIONS

10.1 Key Principles

- Airline operators are responsible for the safety of their operations under the oversight of their respective State regulatory authority. The guiding principle for such operations is the use of a safety risk management approach, as described in ICAO Doc 9974 and EASA Safety Information Bulletin (SIB) 2023-13.

- In order to make decisions whether or not to operate in airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, the operator should have an identifiable safety risk assessment (SRA) developed within its Safety Management System (SMS).

- In order to decide whether or not to operate in airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, the operator's SRA must be accepted by its State regulatory authority.

- The safety control measures set out in ICAO Doc 9974 and EASA Safety Information Bulletin (SIB) 2023-13 are intended to be sufficiently robust that they facilitate acceptance, without further investigation, by a State whose airspace is forecast to be affected by volcanic ash. The State can - based on the implementation of internationally accepted Safety Management principles - be confident in the ability of operators from other States to undertake operations safely in its airspace.

10.2 Terminology

The following definitions of contamination are applicable in Ireland regarding operations of aircraft in airspace contaminated with volcanic ash.

- Area of Low Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than 0.2 x 10-3gr/m3, but less than or equal to 2 x 10-3 g/m3. (Cyan)

- Area of Medium Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than 2 x 10-3 g/m3, but less than 4 x 10-3 g/m3. (Grey)

- Area of High Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or greater than 4 x 10-3 g/m3, or areas of contaminated airspace where no ash concentration guidance is available. (Red)
  These definitions are aligned with the ICAO EUR/NAT Volcanic Ash Contingency Plan (VACP) (ICAO EUR Doc 019/NAT Doc 006 Part II) and EASA Safety Information Bulletin (SIB) 2023-13.

10.3 SRA application in Ireland

10.3.1 Areas of ash contamination In Ireland Aircraft Operators will be allowed to make decisions based on their SRA in the forecast areas of low, medium and high ash contamination. Therefore, Ireland will allow operators to make decisions based on their SRA, as accepted by their respective State regulatory authority, in forecast areas of low, medium and high ash contamination.

10.3.2 Common SRA recognition

As part of its overall decision making process regarding the operation of aircraft in airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, Ireland will allow aircraft operators registered in other States to base their decisions on their SRA, as accepted by their State regulatory authority, in accordance with the above mentioned approach (Ref. GEN 3.5.10.3.1) to decision making in Ireland

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ENR 1.6 RADAR SERVICES AND PROCEDURES

1. PRIMARY RADAR

1.1 Supplementary Services

A radar unit normally operates as an integral part of the parent ATS unit and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services, and the radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case.

Primary Radar heads are located at Cork, Dublin and Shannon Airports.

1.2 The application of radar control

1.2.1 Radar identification is achieved according to the provisions specified by ICAO.

1.2.2 The radar control service provided may include

a. radar separation of arriving, departing and en-route traffic;
b. radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;
c. radar vectoring when required;
d. assistance to aircraft in emergency;
e. assistance to aircraft crossing controlled airspace;
f. warnings and position information on other aircraft considered to constitute a hazard;
g. information to assist in the navigation of aircraft.

1.2.3 Full details of the Primary Radar Service offered are available from the relevant ATS Unit.

1.3 Radar and Air-ground Communication Failure Procedures

1.3.1 Radar and radio failure procedures

Aircraft Transmitter Failure

In the event of loss of radio contact with the aircraft due to failure of the aircraft Transmitter, the radar controller first determines whether the aircraft is receiving his transmissions by requesting the pilot to make a turn before attempting to establish contact on another frequency.

Radar Equipment Failure

In the event of radar equipment failure, the radar controller immediately takes action to establish standard IFR separation between aircraft under his control.

Ground Communication Failure

In the event of failure of ground radio communications used for Radar Control, aircraft should immediately establish radio contact with the appropriate ATS Unit, i.e. ACC, APP, TWR.

1.3.2 Procedures relating to air-ground communications failure in controlled airspace

Action by Air Traffic Control

1.3.2.1 Air Traffic Control will maintain suitable separation between the aircraft experiencing the communications failure and other aircraft, based on the assumption that the aircraft which has experienced communications failure will: -

1.3.2.1.1 If in Visual Meteorological Conditions:

a. continue to fly in Visual Meteorological Conditions
b. land at the most suitable aerodrome;
and
c. report its arrival by the most expeditious means to the appropriate Air Traffic Control Unit.

1.3.2.1.2 If in Instrument Meteorological Conditions, or when the weather conditions are such that it does not appear feasible to complete the flight in accordance with 1.3.2.1.1

1. unless otherwise prescribed on the basis of the regional air navigation agreement, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
2. proceed according to the current flight plan to the appropriate designated navigation aid/hold serving the destination aerodrome and, when required to ensure compliance with 1.3.2.1.2.3 below, hold over this aid/ hold until commencement of descent.
3. commence descent from the navigation aid/hold specified at, or as close as possible to, the expected approach time last received and acknowledged, or, if no expected approach time has been received and acknowledged, at or as close as possible to the estimated time of arrival resulting from the current flight plan.
4. complete a normal instrument approach procedure as specified for the designated navigation aid/hold; and
5. Land, if possible, within thirty minutes after the estimated time of arrival specified in 1.3.2.1.2.3 above or the last acknowledged expected approach time whichever is later.

1.3.2.2 Action taken to ensure suitable separation will cease to be based on the assumption stated in 1.3.2.1.1 when:

1. It is determined that the aircraft is following a procedure differing from that in 1.3.2.1.1
   or
2. Through the use of electronic or other aids, Air Traffic Control Units determine that action differing from the required by 1.3.2.1.1 may be taken without impairing safety;
   or
3. Positive information is received that the aircraft has landed.

1.3.2.3 Resumption of Normal Operations

If the aircraft has not reported within 30 minutes after:-

1. the estimated time of arrival furnished by the Pilot;
   or
2. the estimated time of arrival calculated by the Control Centre;
   or
3. The last acknowledged expected approach time whichever is the later, pertinent information concerning the aircraft will be forwarded to aircraft operators or their designated representatives and pilots in command of any aircraft concerned. After consultation with operators, or their designated representatives and pilots in command of any aircraft concerned, normal operations may be resumed. It is the responsibility of the aircraft operators to their designated representatives and pilots in command of aircraft, to determine whether they will resume operations or take other action.

1.3.2.4 Navigation Aid/Hold to be used

AERODROME	NAVIGATION AID/HOLD
CORK	ROVAL Hold for RWY 16
	GODSA Hold for RWY 34
	UPLOM Hold for RWY 07
	GINGI Hold for RWY 25
DUBLIN ACC NORTH	see EIDW AD 2.22.5.3.2.1 for RWY 28L/R and see EIDW AD 2.22.5.3.2.4 for RWY 10L/R
	KERAV Hold for ILS approach RWY 16, RWY 34
DUBLIN ACC SOUTH	see EIDW AD 2.22.5.3.2.1 for RWY 28L/R and see EIDW AD 2.22.5.3.2.4 for RWY 10L/R
	ULTAG hold for ILS approach RWY 16
	SORIN Hold for RNP approach RWY 34

AERODROME	NAVIGATION AID/HOLD
SHANNON	DERAG for ILS approach RWY 23
	ELPOM for ILS approach RWY 05

1.3.3 Communications Failure - Departing Aircraft

1. A departing controlled IFR flight operating in instrument meteorological conditions, having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the current flight plan for the en-route phase of the flight, and experiencing two-way radio communication failure should, if no time limit or geographical limit was included in the climb clearance, maintain for a period of three minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

Note: The effect of this procedure is to introduce a uniform clearance limit for application in cases where the use of tactical control methods by the air traffic control makes it impracticable to include a time limit or a geographical limit in each climb clearance.

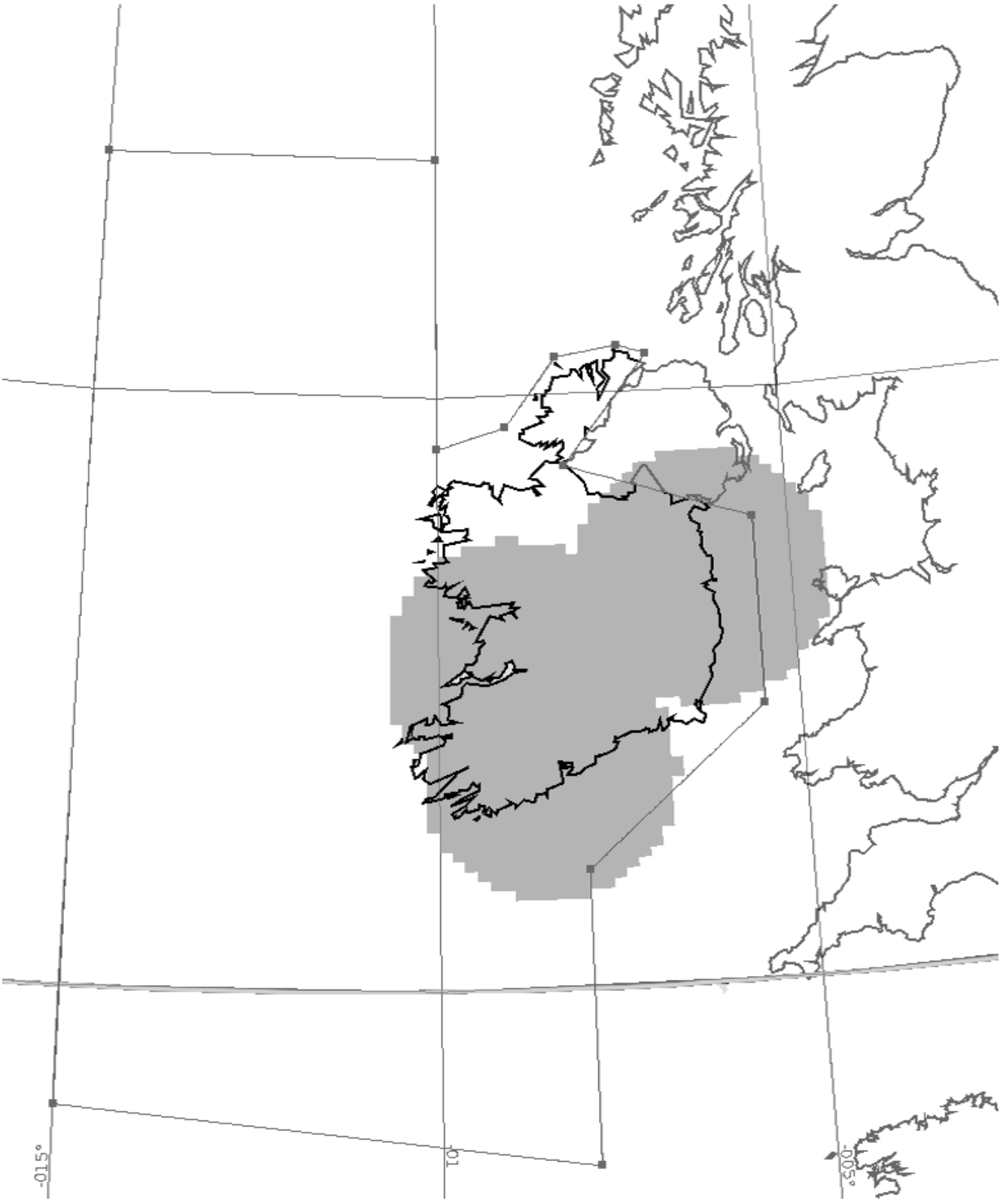
Note: The level specified in the current flight plan means the level contained in the en-route air traffic control clearance acknowledged by the pilot.

2. A departing controlled IFR flight being vectored by radar away from the route specified in its current flight plan and experiencing two-way radio communication failure should proceed in the most direct manner to the route specified in the current flight plan.

1.4 Voice and CPDLC position reporting requirements

Refer to GEN 3.4 3.9 CPDLC Services for further information

1.5 Graphic portrayal of area of radar coverage



2. SECONDARY SURVEILLANCE RADAR

Airborne Equipment

In pursuance of Article 52 (2) of the schedule of the Air Navigation (Operations) Order, 2002, (*S.I. No. 437 of 2002), all aircraft operated in accordance with the Instrument Flight Rules (IFR) in controlled airspace within the Shannon FIR/UIR shall be equipped with and maintain in operation, Secondary Surveillance Radar (SSR) Transponders

capable of responding to Mode A interrogations with 4096 codes and to Mode C interrogations with Automatic Pressure Altitude Reporting.

The Relevant standards for SSR Transponders are contained in Annex 10 Volume IV

The Irish Aviation Authority as the Competent Authority and National Supervisory Authority designated and nominated by the Minister in pursuance of S.I No.469 of 2003, European Communities (European Aviation Safety Agency) Regulations, 2003 and S.I No.95 of 2008, European Communities (European Aviation Safety Agency) Regulations, 2008 and as provided in S.I No 72 of 2004, the Irish Aviation Authority (Rules of the AIR) Order, 2004 and, in accordance with Commission Implementing Regulation (EU) No.923/2012, SERA.6005, Requirements for communications and SSR transponder (b) (1), hereby prescribes the following:

- All airspace that has been classified as Class C within the Shannon Flight Information Region and Shannon Upper Flight Information Region is hereby designated as a transponder mandatory zone (TMZ). All flights operating in a TMZ shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed by the Air Navigation Service Provider (ANSP) that has been designated for that particular airspace.
- An aircraft so equipped but with its transponder temporarily unserviceable may be admitted to Class C airspace only, at the discretion of the ATS Unit responsible for air traffic services provision in that airspace, on an exceptional case by case basis only, provided that the aircraft concerned shall immediately vacate such airspace when so instructed by the ATS Unit concerned.

SSR Ground Equipment

The SSR equipment is: -

a. Associated with primary radar.

b. Capable of interrogating on Modes A and C.

c. Capable of decoding up to 4096 codes.

SSR Service

Radar service is provided in the Shannon FIR/UIR in accordance with procedures specified in ICAO DOC 4444 – ATM 501/15 as supplemented by ICAO Regional Procedures.

The airspace within which radar services may be provided comprises those parts of the Shannon FIR/UIR within range of the Shannon, Dublin (3 Stations), Mount Gabriel (2 Stations), Cork, Woodcock Hill, Malin and Dooncarton MSSR stations.

Operating Procedures

Operation of Transponders

Except in cases of Emergency ENR 1.6.2.1, Unlawful interference ENR 1.6.2.2.1, Radio failure ENR 1.6.2.2.2 or as specified in sub-paragraph b. below, pilots shall operate the transponder and select modes and codes in accordance with ATC instructions.

Aircraft operators and flight crew are reminded of the following requirement when entering Shannon FIR/UIR/*SOTA/*NOTA

Pilots of aircraft about to enter the Shannon FIR/UIR shall

a. If proceeding from an area where specific instructions concerning the setting of the transponder have been received from ATC, maintain that setting until otherwise instructed.

b. If proceeding from an area where no specific instructions concerning the setting of the transponder have been received, operate the transponder on **Mode A code 2000** before entry and maintain that code setting until otherwise instructed.

c. Pilots shall not operate the SSR SPI feature unless requested by ATC.

NOTE: There have been numerous occasions were aircraft are not squawking 2000 but still squawking a code from a previous domestic Air Navigation Service Provider.

Flights entering the Shannon FIR/UIR/*SOTA/*NOTA are further requested to establish radio contact with Shannon Control as follows:

- Where traffic is entering the Shannon FIR/UIR/*SOTA/*NOTA flight crew are requested to contact Shannon Control on the assigned frequency at or before entry point at 15W.
- Northbound traffic entering via the *SOTA boundary at OMOKO, TAMEL, GELPO or LASNO should make contact after 48N and no later than LASNO, GELPO, TAMEL or OMOKO.

- Southbound traffic entering via the *NOTA boundary at AGORI should make contact after 5730N and no later than AGORI.

2.1 Emergency Procedures

2.1.1 The pilot of an aircraft encountering a state of emergency and who has previously been directed by ATC to operate the transponder on a specific code shall maintain this code setting unless otherwise advised by ATC.

2.1.2 In all other circumstances, the transponder shall be set to Mode A code 7700.

2.1.3 Not withstanding the procedures at 2.1.1, a pilot may select Mode A code 7700 whenever he has specific reason to believe that this would be the best course of action.

Note: Mode A Code 7700 is permanently monitored in the Shannon FIR/UIR.

2.2 Air-ground Communication Failure and Unlawful Interference Procedures;

2.2.1 **Unlawful Interference Procedures**

Pilots of aircraft in flight subjected to unlawful interference shall endeavour to set the transponder to Mode A Code 7500 to give indication of the situation, unless circumstances warrant the use of Code 7700.

Note: Mode A Code 7500 is permanently monitored in the Shannon FIR/UIR.

2.2.2 **Radio Communication Failure Procedures**

The pilot of an aircraft losing two way communications shall set the transponder to Mode A code 7600 and follow the procedures as detailed in EIDW AD 2.22.5.3, ENR 2.2 as appropriate; subsequent control of the aircraft will be based on these procedures.

Note: A controller observing a response on the radio communications failure code will ascertain the extent of the failure by instructing the pilot to operate the SPI feature or to change code. Where it is determined that the aircraft receiver is functioning, further control of the aircraft will be continued using code changes or SPI transmission to acknowledge receipt of clearances issued.

Note: Mode A code 7600 is permanently monitored in the Shannon FIR/UIR.

2.3 The system of SSR code assignment

2.3.1 **Conspicuity Code**

a. Pilots of uncontrolled aircraft operating within the Shannon FIR shall activate their transponder on Modes A and C and select Code 7000 unless'

i. a different code is assigned by ATC,
or

ii. circumstances require the use of one of the Special Purpose Codes.

b. The fact that the transponder is set does not mean that the flight is being controlled

c. Pilots are warned of the need for caution when selecting Code 7000 due to the proximity of the International Special Purpose Emergency Codes.

2.3.2 **Code Assignment Method**

Since 2011 Ireland is part of the CCAMS area (Central Code Assignment & Management System).

This method of SSR code assignment is a pan-European solution to overcome the current and future shortages of the SSR codes used by Air Traffic Control for radar services.

CCAMS is a service based on a central server which is located in the CFMU Network Management Unit which provides a unique Mode 3/A SSR code to each flight operating in the European region. Assigning codes on a central basis is the most optimum code assignment that can be achieved which avoids code changes and code conflicts while coping with the increased traffic demand.

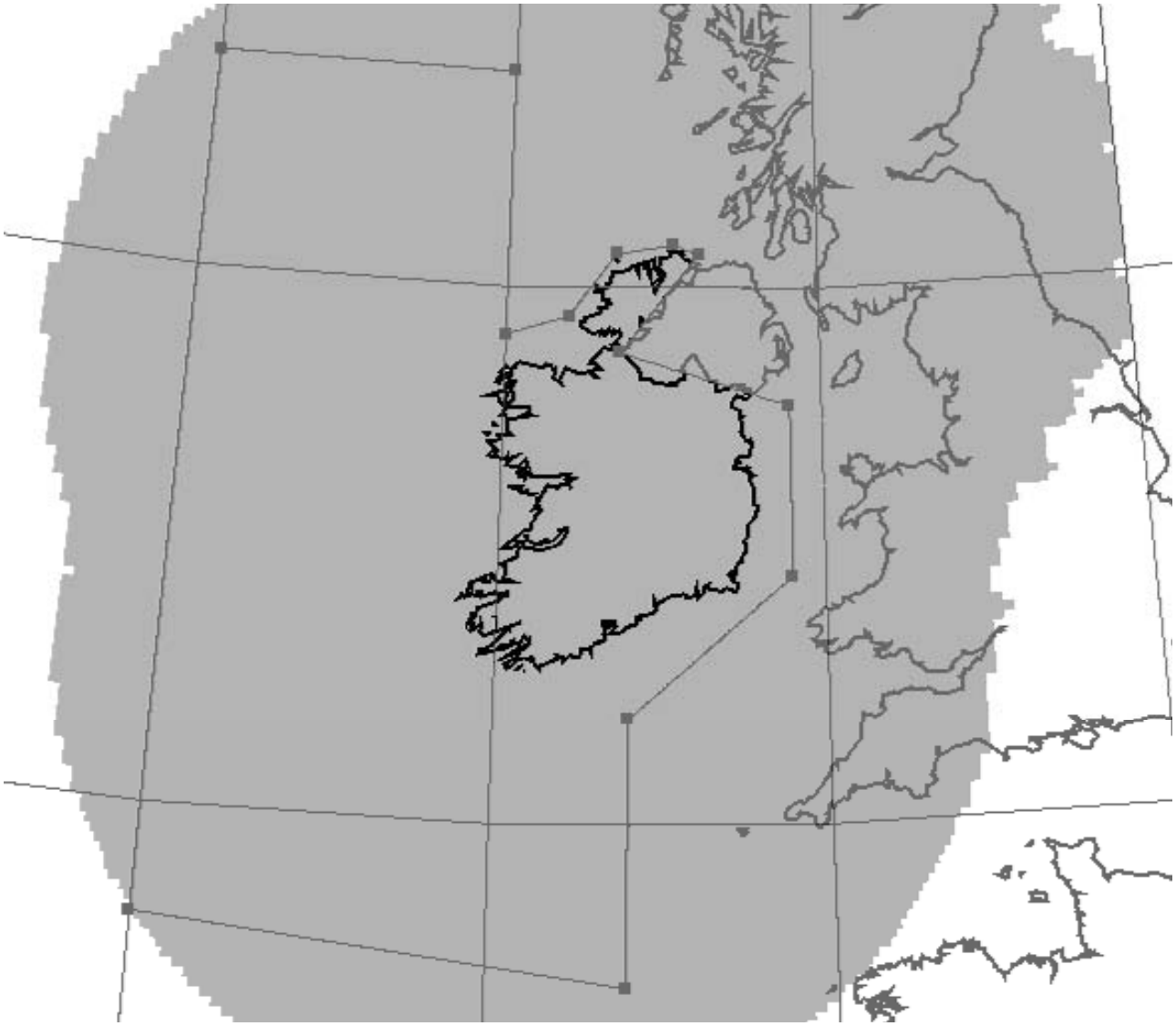
The result of this new SSR code assignment process is that all IFR aircraft in transit throughout the Shannon FIR/UIR, the Shannon Oceanic Transition Area (*SOTA) and the Northern Oceanic Transition Area (*NOTA) and aircraft departing from within the Shannon FIR will be assigned SSR Codes which Ireland receives on a dynamic basis from CCAMS, which will result in fewer SSR code changes for Pilots as the flight progresses across Europe.

In addition Westbound aircraft in transit through the Shannon FIR/UIR, the Shannon Oceanic Transition Area (*SOTA) and the Northern Oceanic Transition Area (*NOTA) or westbound aircraft destined for aerodromes within the Shannon FIR will retain the now CCAMS approved SSR Codes which are assigned by the adjacent ACC's.

2.4 Voice and CPDLC position reporting requirements

Refer to GEN 3.4 3.9 CPDLC Services for further information

2.5 Graphic portrayal of area of SSR coverage



2.6 Phraseology

The phraseology to be used shall conform to that prescribed in ICAO Regional Supplementary Procedures, DOC 7030, RAC section.

When acknowledging mode/code setting instructions pilots shall read back the mode and code to be set.

Flight Plan Notification of SSR Capability

The aircraft SSR capability shall be indicated by the inclusion in item 10 of the flight plan of one of the follow:-

N	NIL	
A	Transponder	Mode A - 4096 Codes
C	Transponder	Mode A – 4096 Codes and Mode C
X	Transponder	Mode S without pressure altitude and without aircraft identification transmission
P	Transponder	Mode S with pressure altitude but without aircraft identification transmission
I	Transponder	Mode S with aircraft identification but without pressure altitude transmission
S	Transponder	Mode S with both aircraft identification and pressure altitude transmission

2.7 SSR Transponder Failure – Action

2.7.1 Pilots of aircraft having experienced transponder failure shall ensure that faulty transponders are restored to normal operation at the earliest possible time, i.e. if possible at the first landing after the event

2.7.2 ATC units will endeavour to provide for continuation of a flight with a faulty transponder in accordance with the original flight plan. However, in certain traffic situations, either in terminal areas or en-route, continuation of the flight may not be possible, particularly when failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at another aerodrome acceptable to the operator concerned and to ATC.

Note: At the present time, the temporary failure of SSR Mode C alone would not restrict the normal operation of the flight.

2.7.3 Transponder failure before intended Departure

a. At a particular aerodrome where it is not practicable to effect a repair to an unserviceable transponder before intended departure, the aircraft concerned will be permitted to proceed, as directly as possible o the nearest suitable aerodrome where repairs can be made.

b. Before submission of a flight plan, or as soon as possible thereafter pilots of such aircraft shall inform ATC of the defective state of their transponder. When granting clearance to such aircraft, ATS will take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

c. The defective state of the transponder shall be indicated in the ICAO flight plan form by inserting in item 10 under “SSR” the letter N for complete un-serviceability or, in case of partial transponder failure, the letter corresponding to the remaining transponder capability as specified in ICAO DOC 4444 - ATM 501/15 Appendix 2.

2.7.4 Transponder Failure after Departure

a. In case of a failure, which is detected after departure, pilots will act in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC.

b. Whenever an aircraft having experienced transponder failure, cannot obtain the required maintenance at the first aerodrome of landing after the event, the provisions contained under “Transponder failure before intended departure” apply.

2.8 Monitoring Codes

Monitoring codes/listening squawks have been introduced in order to help reduce the number of airspace infringements in both the Shannon FIR and Dublin CTA. Pilots are reminded that the selection of a monitoring code/ listening squawk does not imply the provision of an ATC Service.

2.8.1 SHANNON FIR

Traffic operating in class G airspace who have not filed a flight plan but who are monitoring or receiving a Flight Information Service on SHANNON Information frequency 127.500MHz are requested to squawk 2655.

2.8.2 DUBLIN CTA

Aircraft operating close to the Dublin Control Zone and not requiring an air traffic control service are strongly advised to monitor the Dublin Flight Information Frequency 118.500MHZ. Pilots monitoring this frequency should select the listening squawk 0401 to indicate that they are monitoring the frequency.

ENR 3.6 EN-ROUTE HOLDING

3.6.1 En-route holding procedures are established for contingency purposes, at the positions indicated in the adjoining table.

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG	Direction of PTN	MAX IAS (KT	MNM/MAX HLDG LVL	TIME or DIST OUBD	Controlling Unit and Frequency
1	2	3	4	5	6	7
PIGET 555000N 0123000W	280°	Right		FL250/FL390	1.5min	ACC Shannon
ADBUS 542500N 0123000W	278°	Right		FL250/FL390	1.5min	ACC Shannon
LONDU 525500N 0123000W	277°	Right		FL250/FL390	1.5min	ACC Shannon
SUVAN 512500N 0123000W	276°	Right		FL250/FL390	1.5min	ACC Shannon
ODANU 495500N 0123000W	275°	Right		FL250/FL390	1.5min	ACC Shannon

3.6.2 En-route aircraft may be required to hold else where for traffic purposes. Traffic required to hold at other positions will be passed holding instructions by ATC.

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ENR 5.4 AIR NAVIGATION OBSTACLES - AREA 1

The list of Area 1 obstacles (whose height above the ground is 100m or higher, affecting air navigation) within the entire territory of EISN FIR is recorded in the ENR 5.4 Air navigation obstacles database, which is electronically available:

Version: ENR 5.4 AIRAC Amendment 012/2026 Effective 26 NOV 2026

URL: https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles

Note: A list of Safety Significant Obstacles is available on the following link

Version: Safety Significant Obstacles AIRAC Amendment 012/2026 Effective 26 NOV 2026

URL: https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. FLIGHT OF MANNED FREE BALLOONS IN SHANNON FIR

Navigation of manned free balloons in the Shannon FIR shall be subject to the following conditions:

1.1 Flights in controlled airspace require a specific written permission from the Authority and the balloon must be transponder equipped.
Flights in uncontrolled airspace only require a flight plan to be filed and no transponder is required.

1.2 Flights shall be made only in accordance with the Visual Flight Rules and by day.

1.3 Flights shall not be made if the operating characteristics of the balloon and the actual and forecast wind indicate that there is any risk of entry into controlled airspace.

1.4 Flights shall be made only in accordance with the permission and any conditions attached thereto.

1.4.1 Permission should be sought, in writing from:

Post: Flight Operations Department,
The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin D02T449
Ireland

1.4.2 For flights within the State, application for permission shall be made at least seven days before the intended flight.

1.4.3 For flights entering or leaving the State, application for permission shall be made at least fourteen days before the intended flight and shall be accompanied by a copy of a letter of authorization from the State of departure of the State of intended landing, as appropriate.

1.4.4 Applications for permission shall include the following information:

- Type of flight e.g. VFR (local or international)
- Identification of balloon (registration mark)
- Place of ascent (co-ordinates)
- Date and intended time (UTC) of ascent
- Type, diameter, shape and colour of balloon
- Estimated elapsed time of flight
- Altitude (maximum en route)
- Rate of ascent (normal and maximum)
- Estimated track (magnetic)
- Place of intended landing
- Type, make, effective range and available frequencies of radio air/ground communication equipment
- Details of radio and other navigation equipment
- Endurance (Hours)
- Emergency and survival equipment
- Name of pilot in command
- Number of persons on board
- Name, address and telephone number operator.

1.4.5 For flights leaving the State an ATC Flight Plan, repeating the information detailed in ENR 1.4.4 shall be filed with the appropriate ATC unit at least 24HR before the estimated time of departure.

1.4.6 Permission for a series of flights may be given subject to arrangements acceptable to the Authority.

1.5 Notification to ATC

1.5.1 Intention to operate a flight, or a series of flights in the State within a single day, shall be notified by telephone to the appropriate ATC unit at least one hour before the intended time of departure.

1.5.2 In the case of flights leaving the State, the time of departure shall be notifies to the appropriate ATC unit as soon as possible after take-off.

1.5.3 Completion of the flight or series of flights within a single day shall be notified to the appropriate ATC unit.

2. OPERATION OF TETHERED BALLOONS WITHIN THE SHANNON FIR

2.1 This section is applicable to any balloon that is tethered to the surface of the earth or an object thereon and that exceeds 6 feet in any linear dimension or a gas capacity of more than 115 cubic feet.

2.2 All applications to operate such balloons must be made to the Flight Operations Department of the Irish Aviation Authority on the appropriate application form. Forms can be obtained from

Post: The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin
D02T449
Ireland

Phone: +353 1 603 1540

Fax: +353 1 677 4460

2.3 All completed application forms must be forwarded to the *IAA not less than 14 days prior to the proposed operation.

3. FLIGHT OF UNMANNED FREE BALLOONS WITHIN THE SHANNON FIR

Flight of unmanned free balloons in the Shannon FIR shall be subject to the following conditions:

3.1 Unmanned free balloons exceeding two metres in any linear dimension at any stage of their flight shall not be flown within the Shannon FIR except with the prior permission of the appropriate authority.

3.2 Permission should be sought from the Flight Operations Department,

Post: The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin
D02T449
Ireland

3.3 The foregoing conditions do not apply to unmanned balloons used by Meteorological Services for the purposes of upper air observations.

4. SMALL UNMANNED AIRCRAFT (DRONES) - INCLUDING MODEL RC AIRCRAFT

4.1 Small Unmanned Aircraft/Drone/RC Model information for recreational and aerial work is available from the following non-regulatory bodies:
Note: The Irish Aviation Authority is not responsible for the content of the website(s) listed below.
Model Aircraft council of Ireland (MACI) http://www.maci.ie
Unmanned Aircraft Association of Ireland http://www.uaai.ie

4.2 The Irish Aviation Authority recommends Drone operators have public liability insurance to cover the operation of the intended flight activity.

4.3 Small Unmanned Aircraft/Drones shall not be operated higher than 50ft (15m) above ground level within Controlled Airspace without a Specific Operating Permission issued by the Authority or at MACI locations listed in ENR 5.5.6.2 Model Aircraft Flying

4.4 Small aircraft which weigh more than 25kg shall not be flown except with the permission of the IAA and in accordance with any conditions specified in relation to such permission.

4.5 Nothing shall be dropped from a Small Unmanned Aircraft/Drone, whether or not attached to a parachute, so as to endanger persons or property.

4.6 Applications for Specific Operating Permissions, Pilot Competency Certificates, Special Approvals and additional compliance guidance information is available in the General Aviation Section at the Irish Aviation Authority website http://www.iaa.ie

Note: A Pilot Competency Certificate(s) is required to fly a Small Unmanned Aircraft/Drone as a component to a Specific Operating Permission

4.7 Small Unmanned Aircraft/Drones equal to or greater than 1kg are required to be registered with the Irish Aviation Authority Ref AN-U01.
Small Unmanned Aircraft/Drones less than 1kg maximum weight, constructed of wood, paper or frangible plastic and containing no substantial parts when operated below 15m above the ground or water and in a manner that does not create a hazard to persons, property or other aircraft are not subject to the Small unmanned Aircraft (Drones) & Rockets Order SI 563 of 2015, Aeronautical Notices & Directions unless specifically stated.(ENR 5.5.4.8)

4.8 Small Unmanned Aircraft (Drones) & Rockets Order Statutory Instrument 563 of 2015 (*excerpt of legal text*):

1. Aircraft subject to this order shall be required to be registered in a manner established by the Authority.

2. A person who has charge of the operation of a small unmanned aircraft shall not permit that aircraft to be operated:

   a. so as to cause a hazard to another aircraft; or

   b. in the vicinity of aircraft manoeuvring in an aerodrome traffic circuit;

   c. in a negligent or reckless manner so as to endanger life or cause damage to the property of others.

3. Small unmanned aircraft shall give way to manned aircraft.

4. The Authority may define areas within Air Traffic Services airspace, where small Unmanned Aircraft/Drones activity may take place.

5. A person who has charge of the operation of a small unmanned aircraft which has a mass of less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight shall not allow such an aircraft to be flown, unless otherwise permitted by the Authority and subject to such conditions as are required by such permission:

   a. within a prohibited area, a restricted area, or controlled airspace;

   b. in Air Traffic Services airspace, other than controlled airspace, within 5km of an aerodrome during periods of aircraft operations, unless the aerodrome operator has given permission;

   c. at a distance of less than 30 metres from a person, vessel, vehicle or structure not under the direct control of the operator;

   d. at a distance of less than 120 metres from an assembly of 12 or more persons not under the direct control of the operator;

   e. beyond direct, unaided visual line of sight and not farther than 300 metres from the point of operation;

   f. at a height of more than 120 metres above the ground or water;

   g. permitting or attempting to permit, any article or animal, whether or not attached to a parachute to be

released from the aircraft.

6. A person who has charge of the operation of a small unmanned aircraft shall not permit such aircraft to be operated from any place unless the aircraft may take-off and land without undue hazard to persons or property and nothing in this order shall affect the rights and interests of the owner or occupier of that place.

7. A person who has charge of the operation of a small unmanned aircraft, which has a mass of 4 kilograms or more and less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, or as otherwise directed by the Authority, shall not allow such an aircraft to be flown unless that person has successfully undertaken a course of safety training accepted by the Authority.

8. A person who has charge of the operation of a small unmanned aircraft which has a mass of 25 kilograms, or more and less than 150 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, shall not allow such an aircraft to be flown without the permission of the Authority and subject to such conditions as are required by such permission.

9. Permissions issued in accordance with this order may take the form of Specific Operating Permission.

"*End of Excerpt*"

5. KITE FLYING WITHIN THE SHANNON FLIGHT INFORMATION REGION

5.1 Except with the permission of the appropriate, authority, and in accordance with any conditions subject to which that permission may be granted, a kite shall not be flown within the Shannon Flight Information Region:

1. within 5km of an aerodrome,
   Or
2. Elsewhere within that Region at a height of more than 200ft above ground level.

5.2 Permission should be sought from:

Post: Flight Operations Department,
The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin
D02T449
Ireland

6. ROUTINE LIGHT AVIATION SPORTING ACTIVITIES

6.1 Introduction

Aerial Sporting and Recreational Activity areas, as described in the following sections, are not designated airspaces but show the delineation of airspace established to identify areas within which frequent aviation activities are conducted.

The purpose of this section is to bring to the attention of those airspace users, operating in uncontrolled airspace, information on light aviation sporting activities which take place on a routine basis within the Shannon FIR. Routine activities which have been notified to the Irish Aviation Authority will not be brought to the attention of airspace users by way of the flight information service (FIS) provided by ATS units, as details of any such activities are published in AIP Ireland. However, non-routine activities which are notified to ATS will be brought to the attention of those airspace users, who might be affected, by means of the FIS of the appropriate ATS unit. It should be borne in mind that various light aviation activities take place in the FIR which are not notified to ATS and in these cases, obviously, the FIS unit concerned will be unable to provide details of the activity.

6.2 Details of Routine Activity

The following light aviation sporting activities take place on a regular basis within the Shannon FIR at the indicated locations:

Ballooning
Ballooning takes place in uncontrolled airspace at the following locations:

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Athboy 533723N 0065446W	MAX OPR ALT 3,500ft AMSL.	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours. Licensed Radio Frequency: 122.480. County Meath
Athlone (Bealnamulla) 532604N 0080037W	MAX OPR ALT 7500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Roscommon
Athlone (Glasson) 532828N 0075410W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Westmeath
Carragh 531454N 0064336W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Kildare
Crosserlough 535306N 0071742W	MAX OPR ALT 7,500ft AMSL.	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Cavan
Navan 533932N 0064350W	MAX OPR ALT 3,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Meath
Piltown 522123N 0072023W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Kilkenny
Slane (Beauparc) 534108N 0063310W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Meath
Summerhill 533004N 0064132W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Meath
Trim 533321N 0064708W	MAX OPR ALT 3,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Meath
Met Eireann, Valentia Observatory 515618N 0101424W	MAX OPR ALT AMSL TO UNL	URL: www.met.ie	Launch hours are at 1200 and 0000 UTC daily, occasionally at other times between 0600-1800UTC. County Kerry

Ballooning
Ballooning takes place in uncontrolled airspace at the following locations:

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Waterford Castle 521512N 0070330W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Waterford
Waterford City (People's Park) 521521N 0070617W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Waterford

Glider Flying
Glider flying takes place in uncontrolled airspace from the following locations. Occasional operation in controlled airspace will be subject to prior co-ordination with, and approval from, the appropriate ATS unit

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Inch Strand 520815N 0095853W	Class G airspace	URL: www.leinsterglidingcentre.ie Email: info@leinsterglidingcentre.ie	Operation in uncontrolled airspace. Daily, during daylight hours. Contact on 130.405 during operations.
Castlemaine Harbour	SFC - 2500ft AMSL		County Kerry. Occasionally, operation in controlled airspace in area bounded by straight lines joining the following coordinates: 521247N 0094722W, arc 10NM radius centre 521051N 0093126W, 520320N 0094206W, 520117N 0095149W, 521043N 0095707W. Operation in controlled airspace subject to clearance from ATS Kerry. Contact on 130.405 during operations. County Kerry.
Clonmel Ridge 521953.151N 0073632.654W	Class G airspace	URL: www.leinsterglidingcentre.ie Email: info@leinsterglidingcentre.ie	Summer: May - September Daily, during daylight hours. Ridge soaring in uncontrolled airspace. Contact on 130.405 during operations. County Waterford

Glider Flying
Glider flying takes place in uncontrolled airspace from the following locations. Occasional operation in controlled airspace will be subject to prior co-ordination with, and approval from, the appropriate ATS unit

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Fermoyle Strand 521448.829N 0100601.225W	Class G airspace	URL: www.leinsterglidingcentre.ie Email: info@leinsterglidingcentre.ie	Operation in uncontrolled airspace. Daily, during daylight hours. Occasionally, operation in controlled airspace up to 20,000ft AMSL subject to prior co-ordination with, and approval from Shannon ATS. Contact on 130.405 during operations. County Kerry
Gowran Grange 531034N 0063810W, Lee Wave Soaring Area	SFC - 4500ft AMSL	URL: www.leinsterglidingcentre.ie Email: info@leinsterglidingcentre.ie	Winter: OCT-APR SAT-SUN & Public Holidays during daylight hours. Summer: MAY-SEP Daily during daylight hours. Contact on 130.405 during operations. County Kildare. 1. Operation in uncontrolled airspace. 2. Occasionally, operation in controlled airspace up to 15,000ft AMSL in the Lee Wave Soaring area bounded by straight lines joining the following coordinates: 530948N 0062155W, 530255N 0062405W, 525755N 0063348W, 525849N 0064140W, 530750N 0063849W, 531102N 0063241W, 3. Operation in controlled airspace subject to prior coordination and approval from ATS Dublin. Contact on 130.405 during operations County Wicklow

Glider Flying
Glider flying takes place in uncontrolled airspace from the following locations. Occasional operation in controlled airspace will be subject to prior co-ordination with, and approval from, the appropriate ATS unit

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Rossbeigh 520357.943N 0095842.182W	Class G airspace	URL: wwww.leinsterglidingcentre.ie Email: info@leinsterglidingcentre.ie	Late SEP & early OCT Daily, during daylight hours. Operation in uncontrolled airspace within a radius of 15NM centred on the site chosen on the day. Contact on 130.405 during operations. County Kerry

Parachuting
Parachuting takes place at the following locations:

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Clonbullogue (EICL) Airfield Parachuting Area of Operation 531914N 0070302W, 531723N 0070415W, 531333N 0070330W, 531219N 0070022W, arc radius 5nm centred on 531459N 0070724W.	SFC - 4500FT AMSL	Irish Parachute Club Ltd. Phone: 1850 260 600 Email: info@skydive.ie URL: www.skydive.ie	Daily, during daylight hours. This location is within the boundary of Military Restricted Area EIR16 and is subject to the entry requirements of EIR16. If EIR16 is active or becomes active aircraft shall not climb above 2500FT AMSL without establishing contact with Military ATC. For operation above 4500FT AMSL permission must be obtained from Air Traffic Control, Dublin Airport. Post: Clonbullogue Airfield, Edenderry, County Offaly.
Donegal (EIDL) Airport 5.0NM radius centred at: 550239N 0082028W	OPR ALT FL100	Irish Parachute Club Ltd. Phone: 1850 260 600 Email: info@skydive.ie URL: www.skydive.ie	Daily, during daylight hours. This location is within EIDL Controlled Airspace. Parachuting at EIDL Airport is held during the summer months only. Post: Donegal Airport, Carrickfinn, Kincasslagh, County Donegal.

Parachuting
Parachuting takes place at the following locations:

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Kilkenny (EIKK) Airport 2.5NM radius centred at: 523903N 0071746W	OPR ALT FL100	Irish Skydiving Club Ltd. Phone: + 353 83 3040024 URL: www.kilkennyairport.ie	Daily during daylight hours. 2.5NM radius of EIKK Aerodrome. Above 4,500ft AMSL is the Military Operating Area (MOA) 3. Above FL075 is Shannon Controlled Airspace. For operation above 4,500ft AMSL: 1. Permission must be obtained from ATC Shannon 2. ATC Shannon must be notified when parachuting is Active. 3. ATC Shannon will advise on any Military activity and requirements. Post: Kilkenny Aerodrome, Holdensrath, County Kilkenny.

Hang Gliding Sites & Para Gliding

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Arra 5NM radius centred on 525046.3N 0082341.2W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Barnageeragh (Skerries) 1NM radius centred on 533540.4N 0060926.6W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Dublin
Ben Bulben 5NM radius centred on 542122.0N 0082719.7W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Sligo. Site located within EISG Controlled Airspace.
Blackstairs Mtns 5NM radius centred on 523323.6N 0064818.0W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Blackwater 5NM radius centred on 522548.7N 0061938.5W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Bray Head 1.8NM radius centred on 531057.0N 0060431.3W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Carrauntoohill 5NM radius centred on 515950.8N 0094438.6W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Claragh 1NM radius centred on 520258.1N 0090537.7W	3000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Clermont Cairne 5NM radius centred on 540442.4N 0061918.0W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth

All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	**Vertical Limits**	**Operator User No.**	**Remarks**
1	**2**	**3**	**4**
Cnoc Mordain 5NM radius centred on 532233.2N 0094235.9W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Galway
Comeragh Mtns. 8.5NM radius centred on 521416.6N 0073326.4W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Waterford
Conor Pass 5NM radius centred on 521047.3N 0101131.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Croaghmoyle 5NM radius centred on 535534.5N 0092232.0W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo
Croagh Patrick 5NM radius centred on 534534.6N 0093935.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo
Croghan 5NM radius centred on 524745.5N 0061925.2W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Cuilcagh Mtns 5NM radius centred on 541201.7N 0074839.5W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cavan
Devils Bit 5NM radius centred on 524811.8N 0075720.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Dunaney 2NM radius centred on 535153.6N 0061532.9W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Galtee Mtns 5NM radius centred on 522200.3N 0081031.4W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Gormanston 1NM radius centred on 533834.9N 0061304.0W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Meath
Inchadoney 2NM radius centred on 513553.6N 0085131.9W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Keadeen Mtn 5NM radius centred on 525658.9N 0063449.8W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Keeper Hill 5NM radius centred on 524451.8N 0081548.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Killeshin 5NM radius centred on 524937.1N 0070012.5W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Laois
Killiney Head 1NM radius centred on 531602.6N 0060634.3W	750ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Dublin Use subject to prior co-ordination with Dublin ATC.
All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.			

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	**Vertical Limits**	**Operator User No.**	**Remarks**
1	**2**	**3**	**4**
Knocknagantee 5NM radius centred on 515330.3N 0095608.5W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Knocknakilton 5NM radius centred on 521128.5N 0095938.9W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Lacken 2NM radius centred on 530813.4N 0062649.1W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow Site used for training purposes
Lough Bray 2NM radius centred on 531052.2N 0061747.1W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Maulin 2NM radius centred on 530920.9N 0061354.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Maumturk 5NM radius centred on 532855.9N 0093617.9W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Galway
Minaun (Achill) 5NM radius centred on 535722.1N 0100145.0W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo
Mount Leinster 5NM radius centred on 523746.1N 0064654.0W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Carlow Most regularly flown site in Ireland: Popular for cross country flying and competitions.
Mount Gabriel 5NM radius centred on 513324.7N 0093232.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Mulaghmesha (Bantry) 5NM radius centred on 514222.2N 0091904.2W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Mweelin 5NM radius centred on 515322.7N 0091652.6W	3500ft AGL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Old Head Kinsale 1NM radius centred on 513725.5N 0083245.7W	750ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Old Leighlin 5NM radius centred on 524315.2N 0070155.9W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Carlow
Rossbehy 5NM radius centred on 520310.8N 0095838.0W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Seefin 5NM radius centred on 520247.1N 0095459.7W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Silvermines Mtn 5NM radius centred on 524645.4N 0081609.7W	3000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.			

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	**Vertical Limits**	**Operator User No.**	**Remarks**
1	**2**	**3**	**4**
Slieveboy 5NM radius centred on 523923.1N 0062920.4W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Slieve Anieron 5NM radius centred on 540535.1N 0075753.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Leitrim
Slieve Foye 5NM radius centred on 540238.1N 0061257.2W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Slievenaglough Mt 5NM radius centred on 540054.1N 0061559.1W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Sugar Loaf 2NM radius centred on 530912.4N 0060904.6W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
The Vee, Knockmealdown Mtns 5NM radius centred on 521441.1N 0075701.5W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Tievebaun 1NM radius centred on 542307.2N 0082043.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Leitrim
Tonelagee 3NM radius centred on 530305.4N 0062305.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Truskmore 5NM radius centred on 542222.8N 0082214.1W	3500ft AGL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Sligo
Wicklow Head 1NM radius centred on 525803.1N 0060004.6W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.			

Model Aircraft Flying

The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	**Vertical Limits**	**Operator User No.**	**Remarks**
1	**2**	**3**	**4**
Athlone MFC 1, 800m radius centred on: 532548N 0080500W	400ft AGL	Athlone Model Flying Club 1 URL: www.athlonemodelflyingclub.com	Post: Barony, Castlesamson, Athlone
Balheary MFC 1, 800m radius centred on: 533022N 0061407W	400ft AGL	Balheary Model Flying Club 1 URL: www.maci.ie	Post: Roscall, Balheary, Co. Dublin.
Bandon MFC 1, 800m radius centred on: 514423N,0084139W	400ft AGL	Bandon Model Flying Club 1 URL: www.facebook.com/ BandonModelFlyingClub	Post: Clashafree, Bandon, Co.Cork.

Model Aircraft Flying

The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Boyneside MFC 1, 800m radius centred on: 535319N 0062430W	400ft AGL	Boyneside Model Flying Club 1 URL: www.maci.ie	Post: Adamstown, Dunleer, Co. Louth.
Boyneside MFC 2, 800m radius centred on: 535206N 0062128W	400ft AGL	Boyneside Model Flying Club 2 URL: www.maci.ie	Post: Bolies, Kilsaran, Co. Louth.
Carron Model Flying Club 1, 800m radius centred on: 523001N 0081128W	400ft AGL	Carron Model Flying Club 1 URL: Carron MFC Facebook	Post: Carron, Carron House, Co. Tipperary.
Cork Model Aero Club 1, 800m radius centred on: 520053N 0081027W	400ft AGL	Cork Model Aero Club 1 URL: www.corkmodelaeroclub.ie	Post: Castelyons, Midleton, Co. Cork.
Cork Model Aero Club 2, 800m radius centred on: 514648N 0084312W	400ft AGL	Cork Model Aero Club 2 URL: www.corkmodelaeroclub.ie	Post: Little Silver House, Bandon, Co. Cork.
Cork Model Aero Club 3, 300m radius centred on: 515826N 0082630W	400ft AGL	Cork Model Aero Club 3 URL: www.corkmodelaeroclub.ie	Post: Whites Cross, Co. Cork.
Dolly's Grove MFC 1, 800m radius centred on: 532521N 0063243W	400ft AGL	Dolly's Grove Model Flying Club 1 URL: www.maci.ie	Post: Staffordstown, Dunboyne, Co. Meath.
Dublin Kestrel MFC 1, 800m radius centred on: 531219N 0062529W	400ft AGL	Dublin Kestrel Model Flying Club 1 URL: www.dkmfc.net	Post: Ballyfolan, Brittas, Co. Wicklow.
Fingal MFC 1, 800m radius centred on: 533215N 0060503W	400ft AGL	Fingal Model Flying Club 1 URL: www.facebook.com/ FingalModelFlyingClub/	Post: Drumanagh, Loughshinny, Co. Dublin.
Fingal MFC 2, 500m radius centred on: 533450N 0061340W	400ft AGL	Fingal Model Flying Club 2 URL: www.facebook.com/ FingalModelFlyingClub/	Post: Ringcommon Sports Centre, Balbriggan, Co. Dublin.
Galway MFC 1, 800m radius centred on: 532040N 0090055W	400ft AGL	Galway Model Flying Club 1 URL: www.galwaymodelflying.org	Post: Carowbrowne, Co. Galway.
Irish Jet Modellers Flying Club 1, 800m radius centred on: 531436N 0075344W	400ft AGL	Irish Jet Modellers Flying Club 1 URL: www.jmaireland.com	Post: Ballyloughnan Farm, Belmont, Co. Offaly.
Irish Jet Modellers Flying Club 2, 800m radius centred on: 523823N 0061803W	400ft AGL	Irish Jet Modellers Flying Club 2 URL: www.jmaireland.com	Post: Springmount, Gorey, Co. Wexford.
Irish Jet Modellers Flying Club 3, 800m radius centred on: 535352N 0090753W	400ft AGL	Irish Jet Modellers Flying Club 3 URL: www.jmaireland.com	Post: Ballyvarry, Castlebar, Co. Mayo.
Irish Jet Modellers Flying Club 4, 800m radius centred on: 531148N 0081937W	400ft AGL	Irish Jet Modellers Flying Club 4 URL: www.jmaireland.com	Post: Lurganmore, Loughrea, Co. Galway.

Model Aircraft Flying
The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Irish Jet Modellers Flying Club 5, 800m radius centred on: 525047N 0092450W	400ft AGL	Irish Jet Modellers Flying Club 5 URL: www.jmaireland.com	Post: Sandhill Road, Spanish Point, Co. Clare.
Island Slope Rebels 1, 800m radius centred on: 513714N 0083242W	400ft AGL	Island Slope Rebels 1 URL: www.gliderireland.net	Post: Old Head of Kinsale, Co. Cork.
Island Slope Rebels 2, 800m radius centred on: 515324N 0091521W	400ft AGL	Island Slope Rebels 2 URL: www.gliderireland.net	Post: Mwheelin, Cahernacha, Co. Cork.
Island Slope Rebels 3, 800m radius centred on: 525052N 0082329W	400ft AGL	Island Slope Rebels 3 URL: www.gliderireland.net	Post: Tountina Mountain, Co. Tipperary.
Island Slope Rebels 4, 800m radius centred on: 531330N 0061906W	400ft AGL	Island Slope Rebels 4 URL: www.gliderireland.net	Post: Killakee, West Slope, Glassamucky Mountain, Co. Dublin.
Island Slope Rebels 5, 800m radius centred on: 523818N 0064759W	400ft AGL	Island Slope Rebels 5 URL: www.gliderireland.net	Post: Mount Leinster, Nine stones, Kilbrannish South, Co. Carlow.
Island Slope Rebels 6, 800m radius centred on: 523843N 0064623W	400ft AGL	Island Slope Rebels 6 URL: www.gliderireland.net	Post: Mount Leinster, West Slope, Kilbrannish South, Co. Carlow.
Laoise Model Aero Club 1, 800m radius centred on: 530050N 0072225W	400ft AGL	Laoise Model Aero Club 1 URL: www.airlaois.com	Post: Clondouglas, Portlaoise, Co. Laois.
Leinster MFC 1, 300m radius centred on: 532123N 0062026W	400ft AGL	Leinster Model Flying Club 1 URL: www.leinstermodelflyingclub.ie	Post: Phoenix Park, Dublin 8 Co. Dublin.
Longford Model Aero Club 1 800m radius centred on: 534150N 0075243W	400ft AGL	Longford Model Aero Club 1 URL: www.maci.ie	Post: Cloonmore, Killashee, Co. Longford.
Longwood Aeromodellers 1, 800m radius centred on: 532800N 0065600W	400ft AGL	Longwood Aeromodellers 1 URL: www.maci.ie	Post: Blackditch, Longwood, Co. Meath.
Midland Model Flying Club 1, 800m radius centred on: 531255N 0074239W	400ft AGL	Midland Model Flying Club 1 URL: www.midlandmodelflyingclub.org	Post: Boora Parklands, Kilcormac, Co. Offaly.
Midland Model Flying Club 2, 800m radius centred on: 530415N 0075353W	400ft AGL	Midland Model Flying Club 2 URL: www.midlandmodelflyingclub.org	Post: Birr Airfield, Birr, Co. Offaly.
Model County Aero Club 1, 800m radius centred on: 523030N 0062930W	400ft AGL	Model County Aero Club 1 URL: www.maci.ie	Post: Coolrarrow Lane, Enniscorthy, Co. Wexford.

Model Aircraft Flying
The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Mullingar MFC 1, 800m radius centred on: 533221N 0071959W	400ft AGL	Mullingar Model Flying Club 1, URL: www.maci.ie	Post: Robinstown, Mullingar, Co. Westmeath.
Mullingar MFC 2, 800m radius centred on: 533742N 0070038W	400ft AGL	Mullingar Model Flying Club 2 URL: www.maci.ie	Post: Addinstown, Delvin, Co. Westmeath.
Newbridge and District MFC 1, 500m radius centred on: 531034N 0065310W	400ft AGL	Newbridge and District Model Flying Club 1 URL: www.maci.ie	Post: Little Curragh, Newbridge, Co. Kildare.
Roundwood Model Aero Club 1, 800m radius centred on: 530440N 0061353W	400ft AGL	Roundwood Model Aero Club 1, URL: www.rwmac.ie	Post: Mullinnaveigue, Roundwood, Co. Wicklow.
Royal County Aeromodellers Club 1, 800m radius centred on: 533432N 0070339W	400ft AGL	Royal County Aeromodellers Club 1, URL: www.royalcountyflyers.com	Post: Ballyhealy, Delvin, Co. Westmeath.
Shankill Radio Flying Club 1, 800m radius centred on: 530826N 0060930W	400ft AGL	Shankill Radio Flying Club 1, URL: www.srfc.net	Post: Foxes Field, Lower Calary, Kilmacanogue, Co. Wicklow.
Shannon MFC 1, 300m radius centred on: 524155N 0085117W	200ft AGL	Shannon Model Flying Club 1, URL: https://www.facebook.com/ShannonModelFlyingClub/	Post: Inniscullen, Shannon, Co. Clare.
Sligo MFC 1, 500m radius centred on: 541012N 0083207W	400ft AGL	Sligo Model Flying Club 1, URL: www.sligomfc.com	Post: Annagh Beg, Collooney, Co. Sligo.
Three Counties MFC 1, 800m radius centred on: 531100N 0063100W	400ft AGL	Three Counties Model Flying Club 1, URL: www.maci.ie	Post: Moyley Hall, Red Lane, Blessington, Co. Wicklow.
Tipperary MFC 1, 800m radius centred on: 523756N 0074140W	400ft AGL	Tipperary Model Flying Club 1, URL: https://www.facebook.com/Tipperary-Model-Flying-Club-153445841464433/	Post: Derryhogan, Littleton, Thurles, Co.Tipperary.
Waterford MFC 1, 800m radius centred on: 521655N 0072913W	400ft AGL	Waterford Model Flying Club 1, URL: https://www.facebook.com/waterfordmodelflyingclub/	Post: Ross, Carrick-on-Suir, Co. Waterford.
Wexford MFC 1, 800m radius centred on: 521943N 0064045W	400ft AGL	Wexford Model Flying Club 1, URL: wexfordmodelflyingclub.com	Post: Cloonerane, Taghmon, Co. Wexford.

7. AREAS OF OPERATION

Areas of Operation are not designated airspaces but show the delineation of airspace established to identify areas within which frequent aviation activities are conducted. The table below displays airfields around which an area of operation is established within the Shannon FIR.

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
ILAS Airfield A circle 1.5nm radius centred at 521754N 0064055W* Class G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: www.ilas.ie	123.755 County Wexford
Birr Airfield A circle, 1.5nm radius centred at 530415N 0075355W Class: G, MOA Airspace	Upper Limit: 1500FT AMSL Lower Limit: SFC		122.955 County Offaly Located within Military Operating Area.
Navan Airfield A circle, 1.5nm radius centred at 534145N 0063915W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: www.navanairfield.com	118.130 County Meath
Tibohine Airfield A circle, 1.5nm radius centred at 535301N 0082915W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: http://tibohine.weebly.com/	120.005 County Roscommon Located within EIKN CTA.
Carnmore 531801N 0085630W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: https://www.galwayflyingclub.org Email: cfi@galwayflyingclub.org	122.505 County Galway
*** Data whose accuracy has not been quality assured.**			

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EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICK – CORK/International

EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	515029N 0082928W Mid Point RWY 16/34
2	**Direction and distance from (city)**	6.5KM (3.5 NM) south of Cork city
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	501ft AMSL/18.5°C (Max Temp) 1.6°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	187ft
5	**MAG VAR/Annual change**	2° W (2026)/12' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: daa plc, Cork Airport, Co. Cork. T12 P5NF Phone:+ 353 21 431 31 31 URL: www.corkairport.com Email: cork.feedback@corkairport.com AFS: EICKYDYX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Forward all Commercial correspondence to the Director, Cork Airport.

EICK AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	H24
2	**Customs and immigration**	H24 PN required to AD Operator
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24 In conjunction with AIS Shannon
5	**ATS Reporting Office (ARO)**	H24 In conjunction with AIS Shannon
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	Airport closed on Christmas Day. Exact HR advised by NOTAM

EICK AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Facilities AVBL from Swissport and WFS
2	**Fuel/oil types**	Fuel: Jet A1, AVGAS 100LL / Oil Grades: W80, W100
3	**Fuelling facilities/capacity**	Full facilities are available daily 0530-2200HR local time all year. Outside these HR varying surcharges may apply depending on the type of aircraft, quantity of fuel required, time that the refuelling facility is required and on whether prior notice is received from the operator during the above stated hours. Details are available from Aerodrome Administration.
4	**De-icing facilities**	Contact Aerodrome Administration
5	**Hangar space available for visiting aircraft**	Single hangar approx 1000 sq ft to accommodate up to Challenger 300 type aircraft (or approx 17 tonne) managed by Weston Aviation.
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Passenger Handling is AVBL from Aer Lingus and Swissport. General Aviation handling is AVBL from Swissport Executive Aviation and Weston Aviation. Prior permission required (PPR) for landing is mandatory at Cork Airport. Filing of a flight plan does not constitute prior permission. All aircraft must have mandatory ground handling. Contact Details: Email: cork@westonaviation.com Email: ork.gh@swissport.com Refer to AD-2.20 (Mandatory Ground Handling)

EICK AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	At airport and in Cork city.
2	**Restaurant(s) at or in the vicinity of AD**	At airport both landside & airside.
3	**Transportation**	Buses, Taxis, self-drive cars.
4	**Medical facilities**	First Aid treatment. Hospitals in Cork 6.5KM.
5	**Bank and Post Office at or in the vicinity of AD**	ATM facilities available. No Post office or Bank at Airport.
6	**Tourist Office**	Cork city
7	**Remarks**	Short term multi-storey car park. Long term surface car park. Executive Lounge: see www.corkairport.com

EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 7 CAT 9 AVBL with 48HR prior notice

2	**Rescue equipment**	Cutting equipment, Emergency Lighting and other equipment in compliance with Category 7 requirements
3	**Capability for removal of disabled aircraft**	Coordinators: Head of Airside Infrastructure Resident Engineer Phone: + 353 (0)21 4329 659/ + 353 (0)87 602 9011 Capability: Up to Code C aircraft (Utilising equipment available at Dublin Airport) - Details available from Coordinators.
4	**Remarks**	Communication with Rescue and Fire Fighting Service: Frequency 121.605 AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.605 should be requested initially via ATC.
		Call sign for the Rescue and Fire Fighting Service is 'Fire 1'.
		It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC have access to 121.605.
		Frequency 121.605 is H24 and is AVBL within 8NM radius of Cork Airport.

EICK AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	**Type(s) of clearing equipment**	Snow clearing and anti-icing equipment including: Sweeper-blowers Tractors equipped with ploughs or brushes Sprayers of de-icing fluid Snow blower Snow ploughs Granular spreaders Suction Sweeper Tipper Truck
2	**Clearance priorities**	1. Duty runway and associated taxiways, aircraft stands, together with apron areas. 2. Other areas.
3	**Use of material for movement area surface treatment**	De/anti-icing of aircraft movement areas carried out as required using potassium format (KFOR) and/or UREA.
4	**Specially prepared winter runways**	Not applicable.
5	**Remarks**	Annual snow plan available from the Aerodrome Operator on request. See also AD 1.2

EICK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: CONC / Strength: PCR 552/R/A/W/T			
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	27M	CONC/ASPH	PCR 644/R/B/W/T
		B	23M	CONC	PCR 654/R/B/W/T
		C	30M	CONC/ASPH	PCR 631/R/B/W/T
		E	13M	ASPH	Light Aircraft MTOW 5,700kg
		F	10.5M	ASPH	PCR 187/F/B/X/T
3	**ACL location and elevation**	Location: Terminal Apron / Elevation: 490ft AMSL			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	EICK AD 2.24-2			
6	**Remarks**	Nil			

EICK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections and at holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling on aircraft stands.
2	**RWY/TWY markings and LGT**	RWY 16/34 Designation THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. RWY 07/25 Designation, THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. Taxiways Centreline - All taxiways Holding Point - TWY A, B, C, E, F
3	**Stop bars and RWY guard lights**	Stopbars are provided at all Runway holding positions on TWY A,B,C,E,F and are illuminated to protect active/inactive Runways. In addition to the above, When Runway 16 or 34 are active, stopbars are also illuminated at RWY 25 Cat I and RWY 07 CAT I runway holding positions. When Runway 07 or 25 are active, stopbars are also illuminated at RWY 16 and RWY 34 runway holding positions. Runway guard lights on TWY A, B, C, E, F and on RWY16/34 and RWY 07/ 25 at RWY/RWY intersection.
4	**Other RWY Protection measures**	Nil
5	**Remarks**	See also EICK AD 2.14 and 2.15 for lighting

EICK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Aerodrome Obstacles Point of Contact: aip@corkairport.com					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Aerodrome Obstacles Point of Contact: aip@corkairport.com					

EICK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Cork Airport
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	MET Eireann Central Aviation Office, Shannon 24 HR 6 HR
4	**Trend forecast** **Interval of issuance**	TREND 30 Minutes
5	**Briefing/consultation provided**	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	Charts and tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Remote displays AVBL from Shannon and Dublin weather RADAR. IRVR RWY 16 and 34 (touchdown, midpoint, stop-end) Satellite Display available.
9	**ATS units provided with information**	Cork TWR

10	**Additional information (limitation of service, etc.)**	Additional information on request from Post: Central Aviation Office, Shannon Phone:+ 353 61 712 950 Fax: + 353 61 712 962 Email: avops@met.ie AIC Telephone access for OPMET data Phone:1570 202 122 Telephone access for Forecaster briefing Phone:1570 234 234 Telephone access for Weather dial Fax Phone:1570 131 838 **Premium Rate Calls** METAR - Interval of issuance 30mins.

EICK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	159.87°	2133 x 45	619/F/B/W/T ASPH -	515100.97N 0082947.18W 514956.16N 0082908.84W 187ft	THR 477ft
34	339.88°	2133 x 45	619/F/B/W/T ASPH -	514956.16N 0082908.84W 515100.97N 0082947.18W 187ft	THR 461ft
07	062.61°	1310 x 45	491/R/C/W/T CONC/ASPH -	515029.78N 0082945.60W 515049.27N 0082844.84W 187ft	THR 471ft
25	242.62°	1310 x 45	491/R/C/W/T CONC/ASPH -	515049.27N 0082844.84W 515029.78N 0082945.59W 187ft	THR 501ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A	NIL	61 x 150	2255 x 300	RWY 16 THR: 147 long x 150 wide. RWY16 END: 178 long x 150 wide	NIL	Yes	RWY 16/34 is provided with 7.5M wide asphalt shoulders. Runway surface grooved asphalt.
	NIL	61 x 150	2255 x 300	RWY 34 THR: 178 long x 150 wide RWY34 END: 147 long x 150 wide	NIL	Yes	
	NIL	61 x 150	1432 x 150	90 long x 90 wide at both ends of RWYstrip	NIL	N/A	RWY 07/25 surface is concrete/grooved asphalt.
	NIL	61 x 150	1432 x 150	90 Long x 90 Wide at both ends of RWY strip	NIL	N/A	

EICK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2133	2194	2133	2133	NIL
34	2133	2194	2133	2133	
07	1310	1371	1310	1310	NIL
25	1310	1371	1310	1310	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	Remarks
1	2	3	4	5	6
16	C	1832	1893	1832	See EICK AD 2.20 Section 6
34	F	1498	1559	1498	

EICK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	CAT II 804M LIH	Green LIH -	PAPI Both sides/3° MEHT 21M (365M)	900M 30 M LIH	2133M 15M coded 0-1233M White, 1233M-1833M Red/White 1833M-2133M Red	2133M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Turnaround blue omni-directional
34	SIAL 420M LIH	Green LIH -	PAPI Both sides/3° MEHT 19M (400M)	Nil	2133M 15M coded 0-1233M White, 1233M-1833M Red/White, 1833M-2133M Red	2133M 60M nom White (last 600M Yellow) LIH	Red LIM -	Nil	Turnaround blue omni-directional
07	Nil	Green LIH -	PAPI Both sides/3° MEHT 13M (253M)	Nil	Nil	1310M 60M nom White (last 700M Yellow) LIH	Red LIM -	Nil	Nil
25	SIAL 450M LIH	Green LIH -	PAPI Both sides/3.7° MEHT 17M (270M)	Nil	Nil	1310M 60M nom White (last 700M Yellow) LIH	Red LIM -	Nil	Simple Touchdown Zone Lighting Provided
NOTE - All runway lighting on Runway 16 - 34 with the exception of the approach lights to Runway 34 are LED.									

EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN Flashing White/Green, 24 per Min.
2	**LDI location and LGT** **Anemometer location and LGT**	WDI's 4 Nr.(lit) - located adjacent to Runway 16, 34, 07, and 25 between threshold and touchdown zone. 3 Nr. (lit) located adjacent to touchdown locations for Runway 25, 16 and 34.
3	**TWY edge and centre line lighting**	Edge, blue, TWY A, B, C and on RWY 07/25 from TWY B to RWY 16/34 Edge retro-reflective markers blue TWY E and F Centreline TWY A and C
4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps

5	**Remarks**	Apron: Floodlights Apron edge: Blue, omni-directional Obstacles: Fixed red

EICK AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO Geoid undulation**	Nil
2	**TLOF and/or FATO elevation M/FT**	Nil
3	**TLOF and FATO area dimensions, surface, strength, marking**	Nil
4	**True BRG of FATO**	Nil
5	**Declared distance available**	Nil
6	**APP and FATO lighting**	Nil
7	**Remarks**	See AD 2.20

EICK AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Cork Control Zone Circle, radius 15 NM 515029N 0082928W
2	**Vertical limits**	5000ft AMSL
3	**Airspace classification**	C
4	**ATS unit call sign Language(s)**	APP: Cork Approach TWR Cork Tower English
5	**Transition altitude**	5000ft
6	**Hours of applicability**	H24
7	**Remarks**	Nil

EICK AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT Voice No	Logon Address	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
GND	Cork Ground	121.855			H24	Nil
TWR	Cork Tower	119.305			H24	Nil
		121.705				
APP	Cork Approach	119.905			H24	Nil
APP (RADAR)	Cork Radar	118.805			H24	Nil
ATIS	Cork Information	120.930			0500-2300 (0400-2200)	Nil
D-ATIS	Cork Information				0500-2300 (0400-2200)	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network

EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ ILS/MLS/ GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 2°W (2023)	CRK	114.6MHz	H24	515026.19N 0082939.37W	500ft		Designated Operational Coverage 80 NM
ILS LOC RWY 16 CAT II 2°W (2023)	ICS	109.9 MHz	H24	514950.08N 0082905.25W			Coverage is restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored. Use at 3000 feet AMSL restricted to 18NM, due low signal coverage. LLZ Flags may be observed below 3000ft AMSL outside 10NM range from threshold.
ILS GP RWY 16		333.8 MHz	H24	515050.02N 0082948.20W			GP Angle 3.0° RDH 57ft Perturbations might be observed between 3NM and touchdown. Flight calibration reported perturbations to be well within tolerances.
ILS DME RWY 16	ICS	CH36X	H24	515050.02N 0082948.20W	510ft		The DME Zero range is indicated at THR RWY 16
ILS LOC RWY 34 CAT I 2°W (2023)	ICN	109.15 MHz	H24	515104.83N 0082949.45W			Coverage is restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 34		331.25 MHz	H24	515005.74N 0082921.33W			GP Angle 3.0° RDH 54ft
ILS DME RWY 34	ICN	CH28Y	H24	515005.74N 0082921.33W	470ft		The DME zero range is indicated at THR RWY 34
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 55007	H24	N/A	LTP/FTP Ellipsoid Height 202.9 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 44276	H24	N/A	LTP/FTP Ellipsoid Height 197.6 M	N/A	Transmitting antennas are satellite based.

Type of aid, MAG VAR, Type of supported OP (for VOR/ ILS/MLS/ GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
SBAS (LPV, LNAV/VNAV, LNAV RWY07)	GPS & EGNOS E07A	1575.42 MHz CH 76871	H24	N/A	LTP/FTP Ellipsoid Height 201.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LNAV RWY25)	GPS	1575.42 MHz	H24	N/A	LTP/FTP Ellipsoid Height N/A	N/A	Transmitting antennas are satellite based.

EICK AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

- The apron taxiway south of TWY C is only suitable for aircraft of wingspan less than 36M.
- TWY E is only suitable for use during daylight hours and for aircraft of wingspan less than 24M and MTOW less than 5700kg.
- TWY F is only suitable for aircraft of wingspan less than 24M.
- 180° turns by wide-bodied aircraft on RWY 16/34 are permitted only at runway ends.
- Runway 16/34 - 180° turns by aircraft with a wingspan less than 52m are permitted on Runway 16/34 on condition that the aircraft is turned at a low constant speed (5-8 kts) with minimal thrust, to avoid the inboard main landing gear wheel becoming stationary (Spot turns must be avoided).

2. Taxiway A
Taxiway A slopes downwards from the apron to RWY 16/34 at a gradient of 2% (1 in 50).

3. Aircraft Training
Local General Aviation night training operations at aerodrome subject to prior permission from Aerodrome Administration.

4. Mandatory Ground Handling
All aircraft must avail of ground handling. All aircraft of less than 2 tonnes maximum certified AUW must avail of minimum handling, i.e. crew and passenger marshalling between departures/arrivals and the aircraft.

5. Helicopter Landing Area
All inbound and outbound helicopters must use the active runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the active runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

6. Availability of Intersection Take-Off
Take-offs using less than the full length of the runway are available (except during Low Visibility Operations) from TWY/RWY intersections as listed in EICK AD 2.13.
During Low Visibility Operations, intersection take-offs using less than the full length are NOT permitted from RWY16/34. The datum from which the reduced declared distances on RWY16/34 are measured is the downwind edge of the specific taxiway projected perpendicular to the runway centreline as per section III-3 of the European Air Navigation Plan. The take-off run available (TORA) is displayed on an illuminated sign adjacent to the taxiway. Intersection take-offs are subject at all times to pilots' discretion and aircraft operational requirements. Pilots should advise as early as possible of their ability to accept intersection take-offs.
Approval for intersection take-offs is subject to the air traffic situation.

EICK AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport. The following procedures are provided to ensure that the necessary safety of flight operations is maintained while minimising exposure to noise on the ground.

2. CAT A, B Aircraft.
All CAT A, B aircraft departures from all runways must maintain straight ahead after take-off until passing 1000ft QNH before commencing turn. No take-off turn shall be commenced before the departure end of runway.

3. CAT C, D Aircraft.
CAT C, D aircraft departures must maintain straight ahead after take-off until passing 2500ft QNH before commencing turn.

Take-off climb should comply with the recommendations for Aeroplane Operating Procedures-Take-Off, Procedure NADP1 or NADP2 detailed in Part I, Section 7, Chapter 3 of Pans-Ops ICAO Doc 8168, Volume 1.

EICK AD 2.22 FLIGHT PROCEDURES

1. General

1.1 Holding Areas

Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS-OPS ICAO Doc 8168, Volume II for basic holding areas.

1.2 SID and STAR

1.2.1 RNAV Equipped Aircraft

SIDs and STARs for RWY16 and RWY34 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with Eurocontrol guidelines for the design of Terminal Procedures for Area Navigation.

The supporting navigation infrastructure is GNSS and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/ or approved by the appropriate regulatory authority.

Use of DME/DME is acceptable at higher levels, where navigation accuracy of +/- 1NM can be maintained, however due to the lack of DME facilities DME/DME can not be relied upon to provide a navigation solution at lower levels. Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including:

- P-RNAV certified aircraft;
- B-RNAV certified aircraft only above MSA;

Climb to MSA on the initial segments of the RNAV SIDs may be conducted using conventional navigation.

If the RNAV equipment fails, or navigation accuracy of +/-1 NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.

1.2.2 RTF Phraseology

Phraseology used will be as provided in the European Regional Supplementary Procedures (ICAO Doc 7030) and outlined in Eurocontrol Guidance material for RNAV SIDs and STARs.

Examples of phraseology for ATC are:

{CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}

Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.

{CALLSIGN} ADVISE IF ABLE {designator} DEPARTURE [or ARRIVAL].

If ATC are unable to issue a requested SID or STAR:

{CALLSIGN} UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE [Reason]

Examples of pilot phraseology in the event of being unable to accept SID or STAR:

UNABLE (designator) DEPARTURE [or ARRIVAL] DUE TO RNAV TYPE

UNABLE RNAV DUE EQUIPMENT

1.2.3 Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a clearance based on conventional navigation aids and/or vectoring.

1.3 Visual manoeuvring (circling) approaches

Visual manoeuvring (circling) approaches are permissible, on request, to all runways.

2. Speed Control - General Provisions

Speed Restrictions

General	Routeing to Holds	Intermediate Approach Segment (BTN IF and FAP)	Final Approach	Remarks
Below FL 100, Max IAS 250KT	ATLAM Max IAS 210KT BARNU, Max IAS 220KT	RWY 34 Max IAS 210KT RWY 16 Max IAS 220KT	Nil	1. *ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.* 2. *If unable to comply with the above, advise ATC as soon as possible.*

3. Arrival Procedures

3.1 Clearance to enter the CTR

Arriving Aircraft for RWY 16/34 capable of flying STARs will normally be cleared on a STAR appropriate to the route by ATC. On occasions ATC may radar vector aircraft for arrival (Due traffic or technical reasons).

Arriving aircraft for VOR/DME approaches for all runways will be vectored to join the approach.

3.2 Initial Approach Procedures

- In order to expedite the flow of traffic, aircraft may be cleared on STARs, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.
  Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold
  Actual descent clearance will be as directed by ATC.

- Communications failure procedures for arriving aircraft
  Aircraft experiencing communications failure in the Shannon CTA or Cork CTR shall set transponder code A7600, and/or set the ADS-B transmitter to indicate the loss of air-ground communications and comply with Standardised European Rules of the Air.

  If an IFR flight encounters visual meteorological conditions and the pilot-in-command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome, and report arrival by the most expeditious means to the appropriate air traffic services unit.

Supplemented by the following:

- Traffic cleared on STAR
  Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude. On reaching the appropriate hold fix, descend to 3000ft and complete the instrument approach procedure appropriate to the Runway in use.

- Traffic Radar vectored to final approach

  1. *Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the Instrument Approach procedure appropriate to the Runway in use.*

  2. *If unable to comply with the above, or uncertain of position, climb to 3000ft QNH, proceed in the most expeditious manner to the hold appropriate to the Runway in use and complete the Instrument Approach Procedure appropriate to the Runway in Use.*

3.3 Surveillance Minimum Altitude Chart (EICK AD 2.24-29)

ALTITUDE TEMPERATURE CORRECTION to -5°C taken into account in determining minimums. For temperatures below -5°C altitude correction will be managed by ATC.

4. Departure Procedures

4.1 All Runways

Aircraft capable of complying with Standard Instrument Departures will proceed in accordance with the SID.

If an aircraft is unable to comply with Standard Instrument Departure the phraseology “Unable to comply with {departure} due {reasons}”

Pilots who cannot comply with Standard Instrument Departures shall advise ATC in good time using the phraseology “Unable to comply with {departure} due {reasons}’’, so that alternative clearances can be issued.

Note: CAT A, B aircraft may be assigned a Departure appropriate to CAT C, D aircraft at the discretion of ATC.

4.2 Communications failure procedures for departing aircraft

Departing aircraft experiencing communications failure shall set transponder code A7600 and/or set the ADS-B transmitter to indicate the loss of air-ground communications and comply with the procedures for radio communication failure as outlined in the Standardised European Rules of the Air.

If an IFR flight encounters visual meteorological conditions and the pilot-in-command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome, and report arrival by the most expeditious means to the appropriate air traffic services unit.

5. Low Visibility Procedures

5.1 Low Visibility Procedures apply at Cork Airport when the cloud ceiling is below 200ft (60M) and either the IRVR is less than 550M or the meteorological visibility is less than 800M.

5.2 Only RWY 16 may be used for CAT II (arrival) operations. The CAT II holding position on TWY A must be used. When these Procedures are in operation and RWY 16 is in use the following standard taxi route system applies:

- Departing aircraft shall normally use TWY A.

- Arriving aircraft shall normally use TWY C.

- CAT II Runway holding position on TWY A. Stop bars illuminated on TWY A, B, C, E and F.

- Stop bar onto RWY 07 will also be illuminated when that route is not available for taxiing aircrafts to the main apron.

5.3 Low Visibility Take-off (LVTO) Procedures

During LVP Operations, LVTOs are permitted from both Runway 16 and Runway 34. It is at the discretion of the PIC to depart based on their airline operation procedures in LVP conditions.

Take-offs are not available in IRVR conditions below 125M

ATC shall inform departing pilots if and when any IRVR value falls below 125M

5.4 TWY Stopbar/Centreline Lighting

TWY stopbar/centreline lighting will be in use.

At no time shall an aircraft or vehicle cross an illuminated stop bar and any instruction to do so should be challenged. In Exceptional circumstances when the stop bar cannot be extinguished the authorisation to cross the illuminated stop bar may be given by ATS. This shall always be challenged and confirmation received that this instruction is part of a contingency arrangement due to a failure of the stop bar. All aircraft and vehicle operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

Pilots will be informed by RTF when Low Visibility Procedures are in operation.

Caution: Operational evaluation has indicated that the performance of automatic landing systems may be affected by the profile of the terrain under the approach to RWY 16. Operators' procedures should take account of this during CAT II approaches.

Aircraft operator requirements for CAT II operations at Cork may be obtained from Aerodrome Administration.

6. Visual Approach Chart (VAC)

Chart EICK AD 2.24-28 (VAC) provides data for VFR pilots.

Visual Reporting Point (VRP) Holds:

- Carrigaline Town Hold:
  514858.94N 0082326.97W (WGS84).
  Left-hand pattern, based on Carrigaline Town.
  Outbound leg is 1 minute, flown at 120KT TAS,
  Inbound track 246°M.
  Minimum holding altitude is 1500ft QNH.

- Classis Lake Quarry Hold:
  515256.46N 0083748.90W.
  Right-hand pattern, based on quarry lake near Oven village.
  Outbound leg is 1 minute, flown at 120KT TAS.
  Inbound track 163°M.
  Minimum holding altitude is 1500ft QNH.

- Dunkettle Roundabout Hold:
  515414.76N 0082316.64W.
  Left-hand pattern, based on Dunkettle Roundabout.
  Outbound leg is 1 minute, flown at 120KT TAS.
  Inbound track 163°M
  Minimum holding altitude is 1500ft QNH.

- Halfway Roundabout Hold:
  514806.24N 0083425.70W.
  Right-hand pattern, based on Halfway village.
  Outbound leg is 1 minute, flown at 120KT TAS,
  Inbound track 066°M.
  Minimum holding altitude is 1500ft QNH.

Note: VFR Pilots may be requested to report at the above reference VRP's if flight planned to land at EICK and will be issued with joining instructions as required.

EICK AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information

Runway 07/25

ICAO Categories A, B aircraft can perform certain Type-A Approaches only, to runway 07/25-see EICK AD 2.24 A Type A Approach being that having a minimum descent height or decision height at or above 75M (250ft)

EICK AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart - ICAO	EICK AD 2.24-1
Aircraft Parking/Docking Chart - ICAO	EICK AD 2.24-2
Aerodrome Obstacle Chart RWY 07/25 – ICAO TYPE A	EICK AD 2.24-3
Aerodrome Obstacle Chart RWY 16/34 – ICAO TYPE A	EICK AD 2.24-4
Precision Approach Terrain Chart RWY 16 - ICAO	EICK AD 2.24-5
RNAV (GNSS) Standard Departure Chart RWY16 Cat A,B - ICAO	EICK AD 2.24-6
RNAV (GNSS) Standard Departure Chart RWY16 Cat C,D - ICAO	EICK AD 2.24-7
RNAV (GNSS) Standard Departure Chart RWY34 Cat A,B - ICAO	EICK AD 2.24-8
RNAV (GNSS) Standard Departure Chart RWY34 Cat C,D - ICAO	EICK AD 2.24-9
RNAV (GNSS) Standard Departure Chart RWY07 Cat A,B - ICAO	EICK AD 2.24-10
RNAV (GNSS) Standard Departure Chart RWY07 Cat C,D - ICAO	EICK AD 2.24-11
RNAV (GNSS) Standard Departure Chart RWY25 Cat A,B - ICAO	EICK AD 2.24-12
RNAV (GNSS) Standard Departure Chart RWY25 Cat C,D - ICAO	EICK AD 2.24-13
RNAV (GNSS) Standard Arrival Chart RWY16 - ICAO	EICK AD 2.24-14
RNAV (GNSS) Standard Arrival Chart RWY34 - ICAO	EICK AD 2.24-15
RNAV (GNSS) Standard Arrival Chart RWY07 Cat A,B - ICAO	EICK AD 2.24-16
RNAV (GNSS) Standard Arrival Chart RWY25 Cat A,B - ICAO	EICK AD 2.24-17
Instrument Approach Chart RNP RWY16 - ICAO	EICK AD 2.24-18
Instrument Approach Chart ILS Cat I & II or LOC RWY16 - ICAO	EICK AD 2.24-19
Instrument Approach Chart VOR RWY16 - ICAO	EICK AD 2.24-20
Instrument Approach Chart RNP RWY34 - ICAO	EICK AD 2.24-21
Instrument Approach Chart ILS CAT I or LOC RWY34 - ICAO	EICK AD 2.24-22
Instrument Approach Chart VOR RWY 34 - ICAO	EICK AD 2.24-23
Instrument Approach Chart RNP RWY07 - ICAO	EICK AD 2.24-24
Instrument Approach Chart VOR RWY 07 - ICAO	EICK AD 2.24-25
Instrument Approach Chart RNP RWY25 (LNAV Only) - ICAO	EICK AD 2.24-26
Instrument Approach Chart VOR RWY 25 - ICAO	EICK AD 2.24-27
Visual Approach Chart – ICAO	EICK AD 2.24-28
ATC Surveillance Minimum Altitude Chart - ICAO	EICK AD 2.24-29

EICK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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AERODROME CHART - ICAO

AD ELEVATION 501FT **ARP 51 50 29N 008 29 28W**

CONSULT NOTAM FOR LATEST INFORMATION

CORK AIRPORT IRELAND

VAR 2°W - 2026

N

Annual Rate of Change -12' W

ATS COMMUNICATION FACILITIES			
Service	**Call Sign**	**Channel**	**Remarks**
GND	Cork Ground	121.855	Nil
TWR	Cork Tower	119.305, 121.705	Nil
APP	Cork Approach	119.905	Nil
APP (RADAR)	Cork Radar	118.805	Nil
ATIS	Cork Information	120.930	Nil
D-ATIS			Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position

BEARINGS ARE MAGNETIC
LINEAR DIMENSIONS IN METRES

ELEVATIONS IN FEET AMSL **532**
HEIGHTS IN FEET ABOVE AD (31)

SCALE METRES
200 100 0 100 200 300 400 500 600
500 0 500 FEET 1000 1500 2000

ICN
109.15 MHz
51 51 04.84N 008 29 49.46W

Precision Approach CAT II Lighting System

Hangar

Cargo bldgs

Passenger Terminal

Old Terminal

Main Apron

Twy A

Twy C

Twy B

Twy E

Twy F

CWY 61m x 150m

162°M

065°M

245°M

342°M

Rwy 16 THR Elev 477
51 51 00.97N 008 29 47.18W
(GUND Elevation 188)

ICS
333.8 MHz
(CH 36X)
51 50 50.02N 008 29 48.20W

532
(31)

PAPI 3°
MEHT 69 FT

Anemometer

2133m x 45m

ABN FL G/W

Fire Station

593
(62)

PAPI 3.7°
MEHT 56

1310m x 45m

Rwy 25 THR Elev 501
51 50 49.27N 008 28 44.84W
(GUND Elevation 188)

Simple Approach Lighting System

TWR

PAPI 3°
MEHT 43

Rwy 07 THR Elev 471
51 50 29.78N 008 29 45.60W
(GUND Elevation 188)

ARP

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY/TWY/APRON	**SURFACE**	**BEARING STRENGTH**	**WIDTH**
RWY 07/25	Concrete/Asphalt (Grooved)	PCR 491/R/C/W/T	45
RWY 16/34	Asphalt (Grooved)	PCR 619/F/B/W/T	45
Taxiway A	Concrete/Asphalt	PCR 644/R/B/W/T	27
Taxiway B	Concrete	PCR 654/R/B/W/T	23
Taxiway C	Concrete/Asphalt	PCR 631/R/B/W/T	30
Taxiway E	Asphalt	MTOW – 5700KG	13
Taxiway F	Asphalt	PCR 187/F/B/X/T	10.5
Apron	Concrete	PCR 552/R/A/W/T	-

CRK
114.6 MHz
51 50 26.19N 008 29 39.37W

Aeroclub/ Flight training school

Fire Training Area

PAPI 3°
MEHT 62 FT

ICN
331.25 MHz
(CH 28Y)
51 50 05.74N 008 29 21.31W

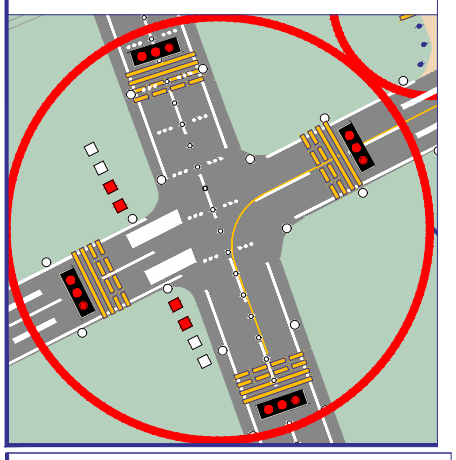
511
(10)

Rwy 34 THR Elev 461
51 49 56.16N 008 29 08.84W
(GUND Elevation 188)

ICS
109.9 MHz
51 49 50.08N 008 29 05.25W

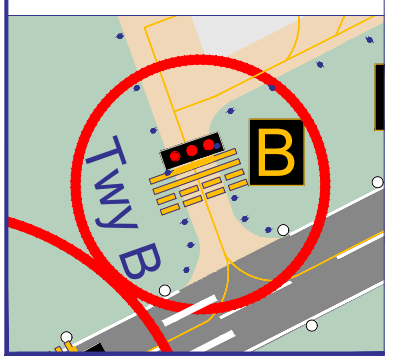
HOT SPOT HS1

Intersection of Runway 16-34 and 07-25.
Potential for Runway confusion and incursion.
Explicit clearance required to cross either runway.
Pay attention to signage and ATC instruction.



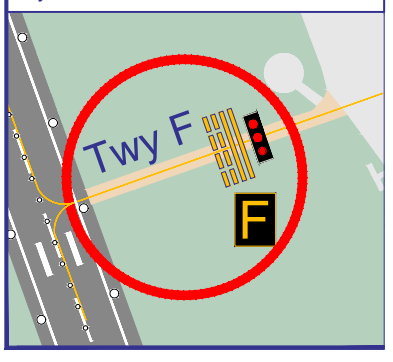
HOT SPOT HS2

Taxiway B - Short Taxiway in close proximity with Runway 07-25
Pay attention to signage and ATC instruction.



HOT SPOT HS3

Taxiway F for pilot training school adjacent to Runway 16/34.
Pay attention to ATC instruction.



LEGEND	
Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
DVOR Lit	
Distance Measuring Equipment (DME)	
Runway Visual Range (RVR)	
ILS - Glide Path (GP), Localizer (LOC) Lit	
Runway Holding Position Pattern A	
Runway Holding Position Pattern B	
Taxiway Location Designator	A
Stop bar Lights	
Collocated RWY THR/ RWY END lights	
Precision Approach Path Indicator (PAPI)	
Hot Spot Areas	
Clearway (CWY)	

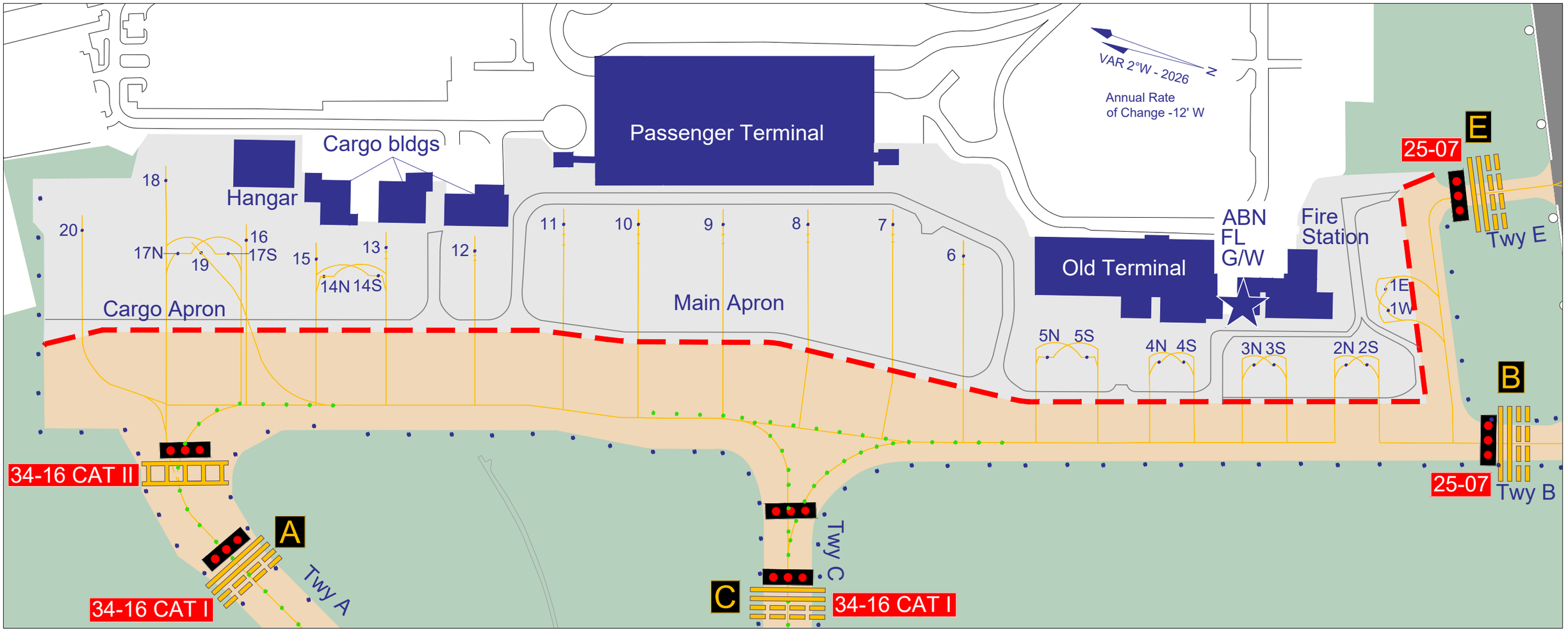
CHANGE : New Chart . SLC Geomatic Solutions

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD ELEVATION 501FT ARP 51 50 29N 008 29 28W

CONSULT NOTAM FOR LATEST INFORMATION

CORK AIRPORT IRELAND



ATS COMMUNICATION FACILITIES

Service	Call Sign	Channel	Remarks
GND	Cork Ground	121.855	Nil
TWR	Cork Tower	119.305, 121.705	Nil
APP	Cork Approach	119.905	Nil
APP (RADAR)	Cork Radar	118.805	Nil
ATIS	Cork Information	120.930	Nil
D-ATIS			Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network

Scale
Metres

50 25 0 50 100 150

125 0 250 500

Feet

LEGEND	
Buildings	
Runway Holding Position Designator	A
Runway Holding Position Pattern A	
Runway Holding Position Pattern B	
Stop bar Lights	
ATC Service Boundary	
Stand position and identifier	• 1E

CHANGE: New Chart . SLC Geomatic Solutions.

AIRCRAFT PARKING DOCKING CHART - ICAO

STAND INFORMATION

CORK AIRPORT IRELAND

INS CHECK POINTS

STAND INFORMATION						
STAND	COORDINATES		MAX WINGSPAN (M)	MAX LENGTH (M)	CONDITIONS	REMARKS
	LATITUDE	LONGITUDE				
1E	51 50 42.82 N	008 29 20.69 W	22.80	27.00	SELF MANOEUVRING	STAND 1W VACANT, MAXIMUM TAIL HEIGHT 7m
1 W	51 50 42.62 N	008 29 21.33 W	22.80	27.00	SELF MANOEUVRING	STANDS 1E VACANT, MAXIMUM TAIL HEIGHT 7m
2 N	51 50 43.05 N	008 29 23.54 W	29.00	36.40	SELF MANOEUVRING	STAND 2N VACANT
2 S	51 50 42.65 N	008 29 23.30 W	29.00	36.40	SELF MANOEUVRING	STAND 2S VACANT
3 N	51 50 44.85 N	008 29 24.61 W	29.00	36.40	SELF MANOEUVRING	STANDS 3N VACANT
3 S	51 50 44.46 N	008 29 24.37 W	29.00	36.40	SELF MANOEUVRING	STAND 3S VACANT
4 N	51 50 46.73 N	008 29 25.61 W	29.00	36.40	SELF MANOEUVRING	STAND 4N VACANT
4 S	51 50 46.25 N	008 29 25.33 W	29.00	36.40	SELF MANOEUVRING	STANDS 4S VACANT
5 N	51 50 48.95 N	008 29 26.76 W	35.80	44.60	SELF MANOEUVRING	STAND 5N VACANT
5 S	51 50 48.17 N	008 29 26.29 W	35.80	44.60	SELF MANOEUVRING	STAND 5S VACANT
6	51 50 51.31 N	008 29 24.53 W	36.00	44.60	TAXI IN, PUSH OUT.	
7	51 50 52.91 N	008 29 24.35 W	38.10	54.60	TAXI IN, PUSH OUT.	
8	51 50 54.57 N	008 29 25.33 W	41.10	54.60	TAXI IN, PUSH OUT.	
9	51 50 56.23 N	008 29 26.31 W	41.10	54.60	TAXI IN, PUSH OUT.	
10	51 50 57.89 N	008 29 27.29 W	38.10	54.60	TAXI IN, PUSH OUT.	
11	51 50 59.35 N	008 29 28.15 W	38.10	54.60	TAXI IN, PUSH OUT.	
12	51 51 00.89 N	008 29 30.02 W	36.00	44.60	TAXI IN, PUSH OUT.	EXCL. B373-900
13	51 51 02.65 N	008 29 30.94 W	36.00	44.60	TAXI IN, PUSH OUT.	STAND 14 VACANT. EXCL. B737-900
14 N	51 51 03.66 N	008 29 32.57 W	38.10	47.40	SELF MANOEUVRING	STANDS 13, 14N & 15 VACANT
14 S	51 51 02.60 N	008 29 31.91 W	38.10	47.40	SELF MANOEUVRING	STANDS 13, 14S & 15 VACANT
15	51 51 03.93 N	008 29 32.11 W	35.80	37.60	TAXI IN, PUSH OUT.	STAND 14 VACANT.
16	51 51 05.44 N	008 29 32.32 W	36.00	46.70	TAXI IN, PUSH OUT.	STANDS 17 & 19 VACANT
17 N	51 51 06.68 N	008 29 33.53 W	47.60	55.00	SELF MANOEUVRING	STANDS 16, 18, 17N & 19 VACANT
17 S	51 51 05.69 N	008 29 32.95 W	47.60	55.00	SELF MANOEUVRING	STANDS 16, 18, 17S & 19 VACANT
18	51 51 07.43 N	008 29 31.37 W	47.60	55.00	TAXI IN, PUSH OUT.	STANDS 17 & 19 VACANT.
19	51 51 06.23 N	008 29 33.24 W	65.00	70.70	PUSH IN, TOW OUT.	STANDS 16, 17 & 18 VACANT.
20	51 51 08.71 N	008 29 33.91 W	36.00	44.60	TAXI IN, PUSH OUT.	

NOTE 1: RESPONSIBILITY FOR CONTROL OF SURFACE TRAFFIC ON THE:
- APRON - RESTS WITH THE AIRPORT AUTHORITY. MANOEUVRING AREA
- RESTS WITH THE AIR TRAFFIC SERVICES.
THE SERVICE PROVIDED BY ATC ON THE APRON IS ON AN INFORMATION ONLY BASIS.

NOTE 2: AIRCRAFT STANDS:
N – DENOTES AIRCRAFT FACING NORTH
S – DENOTES AIRCRAFT FACING SOUTH
E – DENOTES AIRCRAFT FACING EAST
W – DENOTES AIRCRAFT FACING WEST

EINN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EINN –SHANNON/International

EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	524207N 0085529W Mid Point RWY 05/23
2	**Direction and distance from (city)**	25KM (13.5NM) WNW of Limerick City
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	47ft AMSL/20.2°C (Max Temp) 0.7°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	189ft
5	**MAG VAR/Annual change**	02º W (2026)/12’ decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Shannon Airport Authority Shannon Airport Co Clare Phone:+ 353 61 712 000 Fax: + 353 61 471 719 AFS: EINNYDYX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EINN AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	H24
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24 for scheduled operations, otherwise PN required
12	**Remarks**	Nil

EINN AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	AVBL from Swissport and Sky Handling Partners
2	**Fuel/oil types**	JET A1Fuel, Oil Grades: 80, 100, 120; Turbo Oils: 300, 390, 2380; Hydraulic Oils: 500B; Others PN
3	**Fuelling facilities/capacity**	PN required for operators not having standing arrangements
4	**De-icing facilities**	Contact Airport Operations
5	**Hangar space available for visiting aircraft**	Contact Airport Operations
6	**Repair facilities for visiting aircraft**	AVBL from Atlantic Aviation, LTSL, Signature, Aer Lingus, and Westair Aviation
7	**Remarks**	Nil

EINN AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	At Airport
2	**Restaurant(s) at or in the vicinity of AD**	1200 seats
3	**Transportation possibilities**	Buses, Taxis, Car Hire
4	**Medical facilities**	RFFS trained Cardiac and Emergency first responders, First Aid at Airport
		Hospitals – Limerick, Ennis
		Doctor on request, call out charge
		Cardiac ambulance available on request
5	**Bank and Post Office at or in the vicinity of AD**	*ATM's and Bureau de Change at Airport
		Post Office, Shannon Town Centre – 2M
6	**Tourist Office**	Tourist Information Provided
7	**Remarks**	Short term Car Parking - 310 spaces
		Long term Car Parking - 4900 spaces

EINN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 9 available Daily 0600-2200 UTC Category 7 available Daily 2200-0600 UTC Category 9 available by arrangement 12HR PN
2	**Rescue equipment**	Equipment to meet ICAO requirements.
3	**Capability for removal of disabled aircraft**	Up to Code C aircraft (Utilising equipment available externally). Contact the Co-ordinator Phone: + 353 61 712 497/+353 87 242 3371
4	**Remarks**	**Communication with Rescue and Fire Fighting Service** Frequency 121.605 AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.605 should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is "Shannon Fire". It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.605. Frequency 121.605 is H24 and is AVBL within 8NM radius of Shannon Airport.

EINN AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	**Type(s) of clearing equipment**	Aerodrome is serviceable during all seasons, 2 De-icing Vehicles, 1 Sweeper
2	**Clearance priorities**	1. Duty Runway and associated taxiways, aircraft parking stands and apron areas. 2. Other Airside areas.
3	**Use of material for movement area surface treatment**	1. Urea 2. Potassium Acetate Fluids KAC
4	**Specially prepared winter runways**	Not applicable
5	**Remarks**	Annual snow plan available for SAA Operations Maintenance on request. Refer to Aerodrome Manual or contact Airport Operations: Phone:+ 353 61 712 497

EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	West Apron	Surface:	CONC	
			Strength:	PCN 75/R/C/W/U	
		East Apron	Surface:	CONC	
			Strength:	PCN 60/R/C/W/U	
		East Parking Area	Surface:	CONC	
			Strength:	PCN 60/R/C/W/U	
		Long Term Parking Area	Surface:	CONC	
			Strength:	PCN 60/R/C/W/U	
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN75/R/C/W/U
		B	23 M	CONC/ASPH	PCN75/R/C/W/T
		C	23 M	ASPH	PCN60/F/D/W/T
		D1	23 M	ASPH	PCN75/R/C/W/U
		D2	23 M	ASPH	PCN75/R/C/W/U
		E3	23 M	CONC	PCN60/R/C/W/U
		G	23 M	CONC/ASPH	PCN55/R/C/W/T
		H1	23 M	CONC	PCN17/R/D/W/U
		H2	23 M	CONC	PCN17/R/D/W/U
3	**Altimeter checkpoint location and elevation**	Location: Terminal Apron / Elevation: 9ft AMSL			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	EINN AD 2.24-2			
6	**Remarks**	Nil			

EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections and at all holding points Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling at aircraft stands.
2	**RWY/TWY markings and LGT**	RWY 05/23 Designation THR, TDZ, centreline, edge, aiming point, Displaced Threshold RWY 23. TWY Centreline, Edge, Runway Holding Position and Intermediate holding position markings. APRON Stand lead-in lines, Wing-tip clearance lines
3	**Stop bars and RWY guard lights**	Controllable stop-bar on TWY D2 Fixed stop-bars on TWY A, TWY B, TWY C, TWY G, Aircraft Parking Area 1 intersection and Aircraft Parking Area 2 intersection. Runway guard lights configuration A on TWY C and TWY D2 Intermediate holding position lights on TWY A Intermediate holding position lights on TWY D2
4	**Other RWY Protection measures**	Nil
5	**Remarks**	See also EINN 2.14 and EINN 2.15 for lighting

EINN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Aerodrome Obstacle Point of Contact: safetycompliance@snnairportgroup.ie					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Aerodrome Obstacle Point of Contact: safetycompliance@snnairportgroup.ie					

EINN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Shannon Airport
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance.**	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR respectively

4	**Trend forecast** **Interval of issuance.**	TREND. 30 Minutes.
5	**Briefing/consultation provided**	Internet-based self-briefing facility. Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	Charts and Tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly Synoptic Chart; 6-hourly prognostic chart (surface); Prognostic chart of significant weather; Prognostic chart of wind/temperature at upper levels; Prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Weather surveillance radar IRVR RWY 05 and 23 – touchdown, midpoint, stop-end
9	**ATS units provided with information**	EISN FIX/ACC Shannon TWR
10	**Additional information (limitation of service, etc.)**	Refer to GEN 3.5.4.2 to request additional information.

EINN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	052.22º	3200 x 45	82 R/C/X/T ASPH	524135.42N 0085636.69W 524238.81N 0085421.98W 189ft	THR 47ft
23	232.25º	3200 x 45	82 R/C/X/T ASPH	524235.96N 0085428.02W 524135.42N 0085636.69W 189ft	THR 16ft

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstruction Chart Type A	Nil	60 x 150	3320 x 300	240 x 150	Nil	Nil	Grooved ASPH on RWY 05/23. RWY 05/23 has 8m wide shoulders.
	Nil	60 x 150	3320 x 300	240 x 150	Nil	Yes	

EINN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	3200	3260	3200	3200	Nil
23	3200	3260	3200	3056	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	Remarks
05	A	2070	2130	2070	See EINN 2.20
23	C	2076	2766	2706	
23	D2	3047	3107	3047	

EINN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	SALS 470M LIH	Green LIH -	PAPI Both sides/3º MEHT 20.6M (545M)	Nil	3200M 15M coded 02300M White, 2300-2900M Red/White, 2900-3200M Red LIH	3200M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Lighting as indicated in columns 2, 3, 4, 8 are Halogen. Lighting as indicated in columns 6, 7 are light emitting diode (LED).
23	CAT II 900M LIH	Displaced Green LIH Green LIH	PAPI Both sides/3º MEHT 22.6M (463M)	900M 30M LIH	3060M 15M coded 0-2160M White, 2160-2760M Red/White, 2760-3060M Red LIH	3060M 60M nom White (last 600M Yellow) RWY edge lights on APCH side of displaced THR 23 coded Red for 140M	Red LIH -	Nil	Lighting as indicated in columns 2, 3, 4, 8 are Halogen. Lighting as indicated in columns 6, 7 are light emitting diode (LED).

EINN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN on Tower Flashing White/Green, 24 flashes per Min
2	**LDI location and LGT** **Anemometer location and LGT**	Nil 2 Nr. Adjacent TWY C and south of TWR

3	**TWY edge and centre line lighting**	Edge blue all TWY's except TWY's C, G and H2 Edge blue retro-reflective markers TWY's C, G and H2 and blue lights at intersection with RWY 05/23 Coloured coded centreline lights on TWY's A, D1 and D2
4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures) Electric battery lamps
5	**Remarks**	Apron: Floodlighting Apron edge: Blue omni- directional, elevated and inset Obstacles: Fixed Red WDI's 6Nr, (2 lighted).See Aerodrome Chart EINN AD 2.24-1

EINN AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR or FATO** **Geoid undulation**	Nil Nil
2	**TLOF and/or FATO elevation**	Nil
3	**TLOF and FATO area dimensions, surface, strength, marking**	Nil
4	**True BRG of FATO**	Nil
5	**Declared distance available**	Nil
6	**APP and FATO lighting**	Nil
7	**Remarks**	See EINN 2.20, Section 3.5

EINN AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Shannon Control Zone Circle, Radius 15NM 524207N 0085529W (Shannon ARP) (See Remarks)
2	**Vertical limits**	5000ft AMSL
3	**Airspace classification**	C (See Remarks)
4	**ATS unit call sign** **Language(s)**	Shannon Tower English
5	**Transition altitude**	5000ft
6	**Hours of applicability**	H24
7	**Remarks**	The following airspace within the Shannon Control Zone is uncontrolled • Circle, radius 1.5 NM 523958N 0084053W, SFC to 1000ft AMSL. • Area within bearings from 045º True BRG clockwise to 180ºTrue BRG from 523958N 0084053W to INT with boundary

EINN AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
GND	Shannon Ground	121.805			H24	Nil

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Shannon Tower	118.705 125.380			H24	Nil
APP	Shannon Approach	121.405 120.205			H24	Nil
APP (RADAR)	Shannon Approach RADAR	121.405			H24	Nil
ATIS	Shannon Information	130.955			H24	Nil
D-ATIS	Shannon Information				H24	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 2º W 2026	SHA	113.300 MHz	H24	524315.6N 0085306.8W	200ft		Designated Operational Coverage 300 NM/70,000ft 180ºTrue BRG to 360º True BRG. Designated Operational Coverage 100 NM/50,000ft.
NDB	FOY	395 kHz	H24	523358.5N 0091143.5W			Designated Operational Coverage 50 NM
ILS LOC RWY 05 CAT 1 2º W 2026	ISE	109.5 MHz	H24	524245.3N 0085408.2W			Coverage restricted to 35º either side of course line. Signals received outside coverage sector, (including back beam radiation), should be ignored.
ILS GP RWY 05		332.6MHz	H24	524147.2N 0085623.1W			GP Angle 3º RDH 55ft Full scale fly down indication may not be maintained when above GP sector. Full scale fly up indication may not be maintained when left of LOC sector and below GP.
ILS DME RWY 05	ISE	CH32X (109.5 MHz)	H24	524147.2N 0085623.1W	100ft		DME Zero ranged to THR 05. DME zero range is displaced from DME antenna by 445M.

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS LOC RWY 23 CAT II 2º W 2026	ISW	110.95MHz	H24	524129.4N 0085649.4W			Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LOC coverage below 3000ft MSL AT 25 NM EINN
ILS GP RWY 23		330.65MHz	H24	524232.1N 0085447.7W			GP Angle 3° RDH 59ft
ILS DME RWY 23	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft		DME Zero ranged to THR 23. DME zero range is displaced from DME antenna by 391M.

EINN AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions
Runway 05/23 180 Degree turns by Code C and D aircraft are permitted on condition that the aircraft is turned at a low constant speed (5 to 8 Kts) with minimal thrust to avoid the inboard main landing gear wheel becoming stationary (spot turns must be avoided).

180 Degree turns by Code E and F aircraft are permitted only at runway ends and must follow the marked taxi line and use the minimum speed necessary to complete the turning manoeuvre.

Location	Situation	Restriction
East Apron	All Operations	Movement between East Apron from intersection of Taxiway D1 and Hanger 20 or vice versa is restricted to aircraft under power with a wingspan less than 36m (Code C) All other aircraft are to be towed, contact airport operations in advance.
Twy C	All Operations	Restricted to daylight hours only and aircraft with wingspan less than 36m. No left turn permitted from TWY C onto TWY D2. No right turn permitted from TWY D2 (southbound) onto TWY C

2. Marshalling Services
Marshalling Service is mandatory for all arriving aircraft intending to park on either the West, Central or East Aprons.
Marshalling Service is otherwise available on request from the Airport Operations Office

Phone:+ 353 61 712 240

or

Phone:+ 353 61 712 241

Use of the Marshalling Service does not imply the necessity to avail of full handling services.

3. Availability of Intersection Take-Off's

3.1 Take-off's using less than the full length of the runway are available from TWY/RWY intersections as listed in EINN AD 2.13 DECLARED DISTANCES.
The datum from which the reduced declared distances on Runway 05/23 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

3.2 The take-off run available (TORA) is displayed on an illuminated sign adjacent to the taxiway.

3.3 Intersection take-offs are subject at all times to pilots discretion and aircraft operational requirements. Pilots should advise as early as possible of their abililty to accept or request intersection take-off.

3.4 Approval for intersection take-off's is subject to the air traffic situation.

3.5 All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EINN AD 2.21 NOISE ABATEMENT PROCEDURES

Aircraft operators shall ensure, at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

EINN AD 2.22 FLIGHT PROCEDURES

1. Holding areas
Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS –OPS ICAO Doc 8168, Volume II to facilitate navigation using VOR, NDB and DME navigation aids.

2. SID and STAR

2.1 RNAV Equipped Aircraft

SIDs and STARs and initial and missed approach segment of precision approaches for RWY23 and RWY05 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation.

The RNAV Specification is RNAV 1 for SIDs and STARs.

Note: RNAV1/GNSS Required.

The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.

Use of DME/DME may not be available below about 6000ft where terrain may obstruct line of sight with the DME infrastructure.

Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including

- P-RNAV certificated aircraft;
- B-RNAV certificated aircraft only above MSA;

Climb to MSA on the initial segments of the RNAV SID may be conducted using conventional navigation.

If the RNAV equipment fails, or navigation accuracy of +1 NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.

2.2 RTF Phraseology

Phraseology used will be as provided in Regulation (EU) No. 923/2012 (SERA), Appendix 1 to AMC1 SERA.14001 General, the European Regional Supplementary Procedures (ICAO Doc 7030), and EUROCONTROL Guidance material for RNAV SID and STAR.

Examples of phraseology for ATC are:

{CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}.

Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.

{CALLSIGN} ADVISE IF ABLE {designator} DEPARTURE [or ARRIVAL].

If ATC are unable to issue a requested SID or STAR:

{CALLSIGN} UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE [Reason]

Examples of pilot phraseology in the event of being unable to accept SID or STAR

UNABLE (designator) DEPARTURE [or ARRIVAL] DUE TO RNAV TYPE.

UNABLE RNAV DUE EQUIPMENT

3. Visual Manoeuvring Approaches
Visual manoeuvring (circling) approaches are permissible, on request, to all runways.

4. Speed Control – General Provisions
Speed Restrictions

General	Routeing to Holds	Initial Segment	Final Approach	REMARKS
Below FL100, Max IAS 250KT	At DERAG and ELPOM, Max IAS 220KT	Max IAS 210KT	Recommended IAS 160 KT from FAF to OM	1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

Arriving Aircraft capable of flying STAR will normally be cleared on a STAR appropriate to the route by ATC. On occasions ATC may radar vector aircraft for arrival (Due traffic or technical reasons).

Standard Arrivals Routes used in the Shannon CTA are based on Holding Patterns at DERAG and ELPOM.

5.2 Initial Approach Procedures.

5.2.1 With Radar Control

In order to expedite the flow of traffic, aircraft may be cleared on STAR, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.

Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold.

Actual descent clearance will be as directed by ATC.

5.2.2 Shannon (EINN) Arrivals - Caution - Shannon Approach Airspace is a Level Bust Hotspot Area. Ensure altimeter set to Hectopascals (HPA) when instructed by Shannon Approach.

5.2.2.1 Surveillance Minimum Altitude Chart (EINN AD 2.24-16.1)
ALTITUDE TEMPERATURE CORRECTION TO 0°C is taken into account in determining minimums. For temperatures below 0°C altitude correction will be managed by ATC.

5.2.3 Without Radar Control.
When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

5.2.4 Communications failure procedures for arriving aircraft.

Aircraft experiencing communications failure in the Shannon CTR/CTA shall set transponder code A7600 and comply with standard ICAO procedures.

If an IFR flight encounters visual meteorological conditions and the pilot-in-command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome, and report arrival by the most expeditious means to the appropriate air traffic services unit.

Supplemented by the following:

Traffic cleared on STAR

Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude. On reaching the appropriate hold fix, descend to 3000ft and complete the instrument approach procedure appropriate to the Runway in use.

Traffic Radar vectored to final approach

Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the Instrument Approach procedure appropriate to the Runway in use.

If unable to comply with above, or uncertain of position, climb to 3000ft QNH, proceed in the most expeditious manner to the hold appropriate to the Runway in use and complete the Instrument Approach Procedure appropriate to the Runway in Use

6. Departure Procedures

6.1 RWY's 05 and 23

Aircraft capable of complying with Standard Instrument Departures will proceed in accordance with the SID.

If an aircraft is unable to comply with Standard Instrument Departure the phraseology "Unable to comply with {departure} due {reasons}"

Pilots who cannot comply with Standard Instrument Departures shall advise ATC in good time using the phraseology "Unable to comply with {departure} due {reasons}, so that alternative clearances can be issued.

6.2 OMNI-Directional Departures:

Aircraft subject to an OMNI Directional Departures instruction from RWY 05 and RWY 23 climb straight ahead to 5000ft, then depart on track as cleared by ATC, maintain a minimum climb gradient of 6.6% for ATM (400ft/NM) (minimum 3.7% for obstacle clearance). CAUTION: Close-in obstacles (Terrain and Trees) exist.

6.3 Communications failure procedures for departing aircraft.

Aircraft experiencing communications failure in Shannon CTA/CTR shall set transponder code A7600 and comply with the following procedures:

***RFL below FL080:** Departing traffic cleared by ATC to a level/altitude below the *RFL, shall comply with Communication failure procedures as outlined in ICAO Annex 2.

***RFL FL080 or above**: Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan.

Departing Traffic experiencing a communications failure above FL080 shall comply with communications failure procedures as outlined in ICAO Annex 2

7. Low Visibility Procedures

7.1 Low Visibility Procedures apply when the cloud ceiling is below 200ft (60M) and/or the IRVR is less than 550M.

7.2 Only RWY 23 may be used for CAT II operations. The CAT II runway holding position on TWY D2 must be used.

7.3 When these procedures are in operation and RWY 23 is in use the following standard taxi route system applies:

- Departing aircraft shall normally use TWY's D1 and D2.
- Arriving aircraft shall normally use TWY A.

7.4 During LVP Operations, LVTOs are permitted from Runway 23. It is at the discretion of the PIC to depart based on their airline operating procedures in LVP conditions. Take-offs are not available in IRVR conditions below 125M. All IRVR readings must show 125M or greater. ATC shall inform departing pilots if and when any IRVR value falls below 125M.

7.5 Taxiway/stop-bar/centreline lighting/lead on/lead off will be in use. **At no time** shall an aircraft or vehicle cross an illuminated stop bar and any instruction to do so should be challenged. In exceptional circumstances when the stop bar cannot be extinguished, the authorisation to cross the illuminated stop bar may be given by ATS. This shall always be challenged and confirmation received that this instruction is part of a contingency arrangement due to a failure of the stop bar. All aircraft and vehicle operators shall request for the instruction to cross an illuminated stop.

7.6 Pilots will be informed by ATIS broadcast or RTF when Low Visibility Procedures are in operation

7.7 Full details of Low Visibility Procedures are available on request from Aerodrome Administration (see EINN AD 2.3.1)

7.8 Visual Approach Chart (VAC)

Chart EINN AD 2.24-15 (VAC) provides data for VFR pilots.

Visual Reporting Point (VRP) Holds:

- Bunratty Castle Hold: 524156.74N 0084855.35W (WGS-84). Left-hand pattern, based on Bunratty village. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 236°M. Minimum holding altitude is 1500ft QNH.
- Coney Island Hold: 524244.87N 0090006.36W (WGS-84). Left-hand pattern, based on Coney Island, Shannon Estuary. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 056°M. Minimum holding altitude is 1500ft QNH.

Other VRP's: (All co-ordinates WGS-84)

- VRP Gortglass Lough 524104.36N 0090857.89W
- VRP Killadysert Church 524011.59N 0090616.55W
- VRP Dromore Castle 523802.53N 0085014.42W
- VRP Dromoland Castle 524704.32N 0085407.07W

EINN AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

EINN AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EINN AD 2.24-1
Aircraft Parking/Docking Chart – ICAO	EINN AD 2.24-2
Aerodrome Obstacle Chart RWY 05/23 – ICAO TYPE A	EINN AD 2.24-3
Precision Approach Terrain Chart RWY 23 - ICAO	EINN AD 2.24-4
RNAV Standard Instrument Departure Chart RWY 05 – ICAO	EINN AD 2.24-5
RNAV Standard Instrument Departure Chart RWY 23– ICAO	EINN AD 2.24-6
RNAV Standard Arrival Chart RWY 05 – ICAO	EINN AD 2.24-7
RNAV Standard Arrival Chart RWY 23 – ICAO	EINN AD 2.24-8
Instrument Approach Chart ILS or LOC RWY 05 – ICAO	EINN AD 2.24-10
Instrument Approach Chart VOR RWY 05 – ICAO	EINN AD 2.24-11
Instrument Approach Chart ILS CAT I & II or LOC 23 – ICAO	EINN AD 2.24-13
Instrument Approach Chart VOR RWY 23 – ICAO	EINN AD 2.24-14
Visual Approach Chart – ICAO	EINN AD 2.24-15
ATC Surveillance Minimum Chart - ICAO	EINN AD 2.24-16.1

EINN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Procedure	Procedure minima affected
ILS RWY 05	N/A
VOR RWY 05	N/A

Procedure	Procedure minima affected
ILS RWY 23	N/A
VOR RWY 23	VSS Penetrated

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AERODROME CHART - ICAO

AD ELEVATION 47FT ARP 52 42 07N 008 55 29W

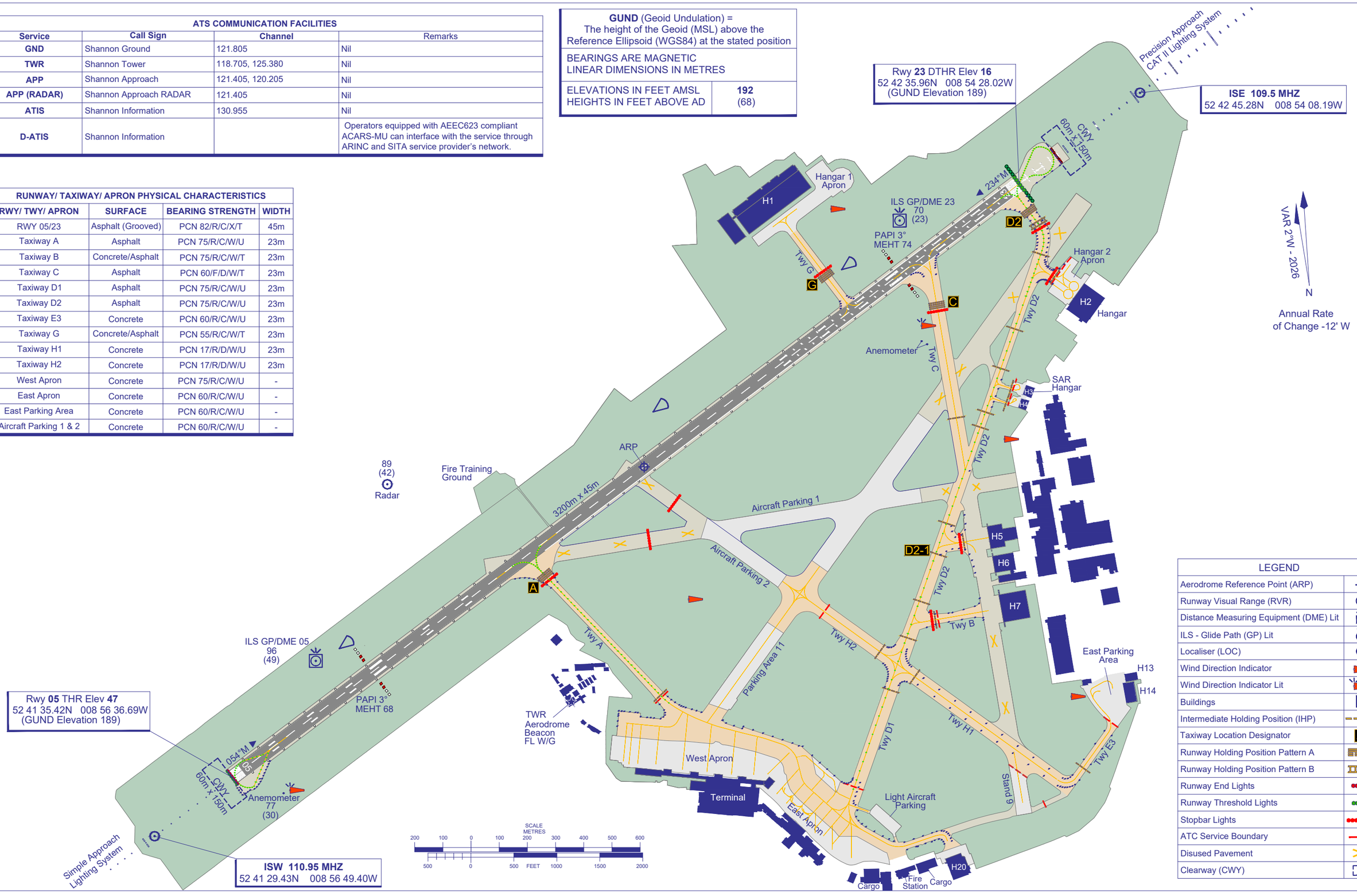
CONSULT NOTAM FOR LATEST INFORMATION

SHANNON AIRPORT IRELAND

ATS COMMUNICATION FACILITIES			
Service	**Call Sign**	**Channel**	Remarks
GND	Shannon Ground	121.805	Nil
TWR	Shannon Tower	118.705, 125.380	Nil
APP	Shannon Approach	121.405, 120.205	Nil
APP (RADAR)	Shannon Approach RADAR	121.405	Nil
ATIS	Shannon Information	130.955	Nil
D-ATIS	Shannon Information		Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

RUNWAY/ TAXIWAY/ APRON PHYSICAL CHARACTERISTICS			
RWY/ TWY/ APRON	**SURFACE**	**BEARING STRENGTH**	**WIDTH**
RWY 05/23	Asphalt (Grooved)	PCN 82/R/C/X/T	45m
Taxiway A	Asphalt	PCN 75/R/C/W/U	23m
Taxiway B	Concrete/Asphalt	PCN 75/R/C/W/T	23m
Taxiway C	Asphalt	PCN 60/F/D/W/T	23m
Taxiway D1	Asphalt	PCN 75/R/C/W/U	23m
Taxiway D2	Asphalt	PCN 75/R/C/W/U	23m
Taxiway E3	Concrete	PCN 60/R/C/W/U	23m
Taxiway G	Concrete/Asphalt	PCN 55/R/C/W/T	23m
Taxiway H1	Concrete	PCN 17/R/D/W/U	23m
Taxiway H2	Concrete	PCN 17/R/D/W/U	23m
West Apron	Concrete	PCN 75/R/C/W/U	-
East Apron	Concrete	PCN 60/R/C/W/U	-
East Parking Area	Concrete	PCN 60/R/C/W/U	-
Aircraft Parking 1 & 2	Concrete	PCN 60/R/C/W/U	-

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC LINEAR DIMENSIONS IN METRES	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**192** (68)



LEGEND	
Aerodrome Reference Point (ARP)	
Runway Visual Range (RVR)	
Distance Measuring Equipment (DME) Lit	
ILS - Glide Path (GP) Lit	
Localiser (LOC)	
Wind Direction Indicator	
Wind Direction Indicator Lit	
Buildings	
Intermediate Holding Position (IHP)	
Taxiway Location Designator	A
Runway Holding Position Pattern A	
Runway Holding Position Pattern B	
Runway End Lights	
Runway Threshold Lights	
Stopbar Lights	
ATC Service Boundary	
Disused Pavement	
Clearway (CWY)	

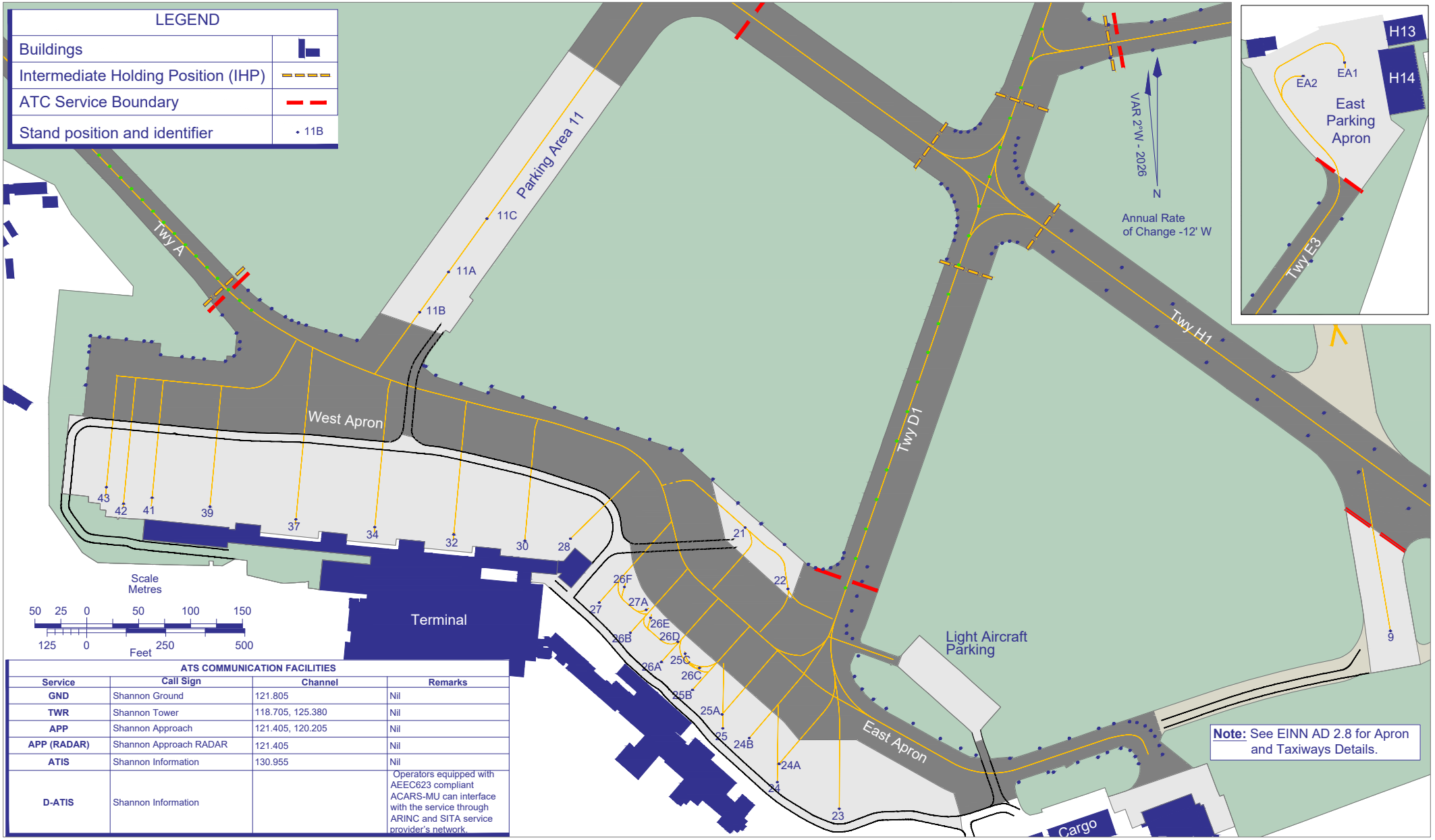
CHANGE: Runway redesignated from 06/24 to 05/23.

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD ELEVATION 47FT ARP 52 42 07N 008 55 29W

CONSULT NOTAM FOR LATEST INFORMATION

SHANNON AIRPORT IRELAND



ATS COMMUNICATION FACILITIES

Service	Call Sign	Channel	Remarks
GND	Shannon Ground	121.805	Nil
TWR	Shannon Tower	118.705, 125.380	Nil
APP	Shannon Approach	121.405, 120.205	Nil
APP (RADAR)	Shannon Approach RADAR	121.405	Nil
ATIS	Shannon Information	130.955	Nil
D-ATIS	Shannon Information		Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

CHANGE : New Chart

INS CHECK POINTS

Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	Remarks
9	524133.93N	0085426.10W	65.00m	70.60m	TAXI IN, PUSH OUT	
11A	524144.75N	0085514.67W	73.30m	69.10m	TAXI IN, PUSH OUT. STAND 11B MUST BE VACANT	
11B	524143.49N	0085516.13W	73.30m	69.10m	PUSH IN, TAXI OUT IF STAND 11C IS VACANT AT EXIT. TOW OUT IF STAND 11C IS OCCUPIED AT EXIT. STAND 11A MUST BE VACANT	
11C	524146.43N	0085512.74W	73.30m	69.10m	PUSH IN, TOW OUT. STANDS 11A AND 11B MUST BE VACANT AT ENTRY AND EXIT.	
21	524136.90N	0085459.28W	28.50m	32.70m	SELF MANOEUVRING.	
22	524135.00N	0085457.04W	44.40m	46.70m	SELF MANOEUVRING. STAND 21 MUST BE VACANT AT ENTRY.	
23	524128.16N	0085454.27W	59.70m	70.40m	TAXI IN, PUSH OUT. THIS STAND MAY BE USED BY AIRCRAFT WITH WINGSPAN EXCEEDING 59.70 M IF STANDS 24 AND 24A ARE VACANT.	
24	524128.97N	0085457.47W	45.30m	57.20m	TAXI IN, PUSH OUT. MAX WINGSPAN 59.70 M ON STAND 23. STANDS 24A AND 24B MUST BE VACANT. STAND 25A MUSTBE VACANT AT ENTRY AND EXIT	
24A	524129.54N	0085457.39W	30.20m	36.50m	TAXI IN, PUSH OUT. MAX WINGSPAN 59.70 M ON STAND 23. STAND 24 MUST BE VACANT.	
24B	524130.33N	0085458.93W	30.20m	36.50m	TAXI IN, PUSH OUT. STAND 24 MUST BE VACANT.	
25	524130.62N	0085500.30W	44.40m	46.70m	TAXI IN, PUSH OUT. STANDS 25A AND 25B MUST BE VACANT.	
25A	524131.06N	0085500.34W	28.89m	36.50m	TAXI IN, PUSH OUT. STAND 25 MUST BE VACANT	
25B	524131.81N	0085501.88W	35.79m	39.47m	TAXI IN, PUSH OUT. STAND 25 MUST BE VACANT	
25C	524132.94N	0085502.28W	27.05m	27.17m	SELF MANOEUVRING. STANDS 25B, 26A, 26C AND 26D MUST BE VACANT	
26A	524132.67N	0085503.50W	35.90m	39.50m	TAXI IN, PUSH OUT	
26B	524133.57N	0085505.10W	35.90m	39.50m	TAXI IN, PUSH OUT	
26C	524132.50N	0085501.53W	27.05m	27.17m	SELF MANOEUVRING. STANDS 25B, 25C 26A AND 26D MUST BE VACANT.	
26D	524133.31N	0085502.66W	27.05m	27.17m	SELF MANOEUVRING. STANDS 25C, 26A, 26B, 26E AND 27A MUST BE VACANT.	
26E	524134.04N	0085504.07W	27.05m	27.17m	SELF MANOEUVRING. STANDS 25C, 26A, 26B, 26D AND 27A MUST BE VACANT.	
26F	524134.99N	0085505.44W	27.05m	27.17m	SELF MANOEUVRING. STANDS 26B, 26E, 27 AND 27A MUST BE VACANT.	
27	524134.50N	0085506.72W	35.90m	46.70m	TAXI IN, PUSH OUT	
27A	524134.29N	0085504.31W	27.05m	27.17m	SELF MANOEUVRING. STANDS 26B, 26E, 26F AND 27 MUST BE VACANT.	
28	524136.48N	0085508.24W	44.40m	46.70m	TAXI IN, PUSH OUT	
30	524136.40N	0085510.58W	60.30m	58.40m	TAXI IN, PUSH OUT	
32	524136.56N	0085514.23W	60.30m	70.40m	TAXI IN, PUSH OUT	
34	524136.76N	0085518.29W	65.00m	70.40m	TAXI IN, PUSH OUT	
37	524136.97N	0085522.34W	65.00m	70.40m	TAXI IN, PUSH OUT	
39	524137.34N	0085526.76W	65.00m	70.40m	TAXI IN, PUSH OUT	
41	524137.59N	0085529.74W	45.30m	57.20m	TAXI IN, PUSH OUT. STAND 42 MUST BE VACANT.	
42	524137.39N	0085531.20W	73.30m	75.40m	TAXI IN, PUSH OUT. STANDS 41 AND 43 MUST BE VACANT.	
43	524137.90N	0085532.09W	29.00m	62.70m	TAXI IN, PUSH OUT. STAND 42 MUST BE VACANT.	
EA1	524145.63N	0085411.51W				
EA2	524145.19N	0085413.63W				

NOTE 1: RESPONSIBILITY FOR CONTROL OF SURFACE TRAFFIC ON THE:
- APRON - RESTS WITH THE AIRPORT AUTHORITY.
- MANOEUVRING AREA - RESTS WITH THE AIR TRAFFIC SERVICES

DIMENSIONS AND ELEVATIONS IN METRES

AERODROME OBSTACLE CHART - ICAO

TYPE A - OPERATING LIMITATIONS

CONSULT NOTAM FOR LATEST INFORMATION

SHANNON/ IRELAND

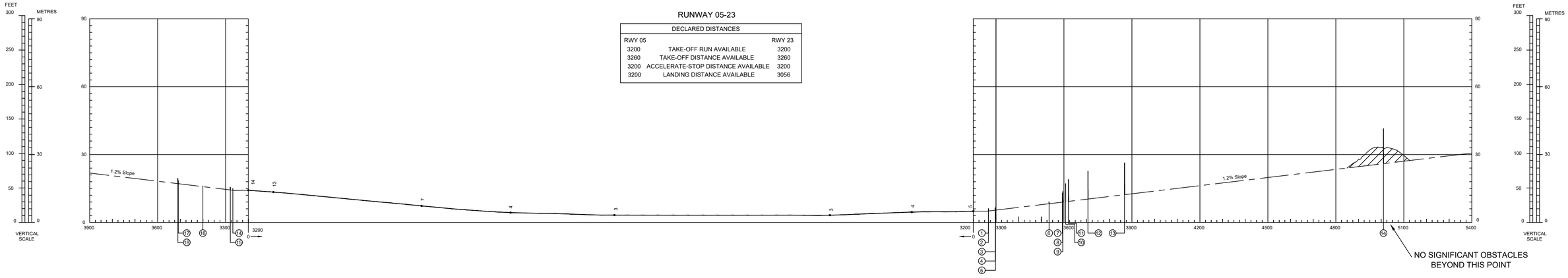
RUNWAY 05-23

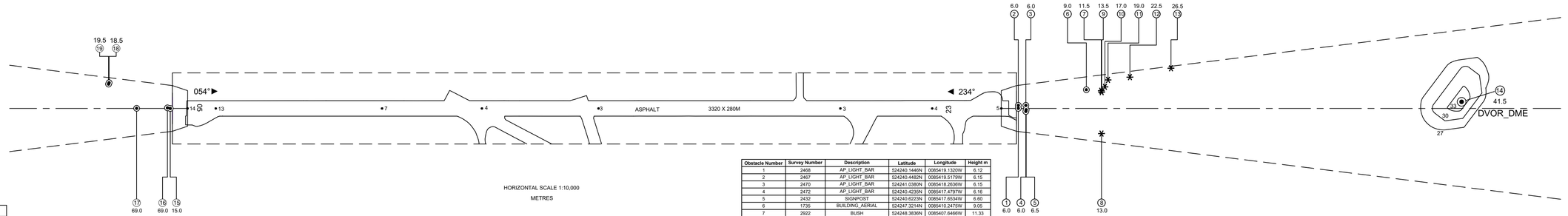
MAGNETIC VARIATION 2° W, 2026

ANNUAL CHANGE -12' W

RUNWAY 05-23

DECLARED DISTANCES		
RWY 05		RWY 23
3200	TAKE-OFF RUN AVAILABLE	3200
3260	TAKE-OFF DISTANCE AVAILABLE	3260
3200	ACCELERATE-STOP DISTANCE AVAILABLE	3200
3200	LANDING DISTANCE AVAILABLE	3056





HORIZONTAL SCALE 1:10,000

METRES

100 0 100 200 300 400 500 600 700 800 900 1000

500 250 0 500 1000 1500 2000 2500 3000

FEET

Obstacle Number	Survey Number	Description	Latitude	Longitude	Height m
15	2441	AP_LIGHT	524134.0611N	0085639.5567W	14.91
16	2433	SIGNPOST	524133.8995N	0085640.0981W	15.61
17	2412	NFM_24	524131.4516N	0085645.1413W	16.04
18	1543	ANTENNA	524131.8836N	0085652.9881W	18.55
19	1544	ANTENNA	524131.7038N	0085652.8962W	19.50

Obstacle Number	Survey Number	Description	Latitude	Longitude	Height m
1	2468	AP_LIGHT_BAR	524240.1446N	0085419.1320W	6.12
2	2467	AP_LIGHT_BAR	524240.4482N	0085419.5179W	6.15
3	2470	AP_LIGHT_BAR	524241.0380N	0085418.2636W	6.15
4	2472	AP_LIGHT_BAR	524240.4235N	0085417.4797W	6.16
5	2432	SIGNPOST	524240.6223N	0085417.6534W	6.60
6	1735	BUILDING_AERIAL	524247.3214N	0085410.2475W	9.05
7	2922	BUSH	524248.3836N	0085407.6466W	11.33
8	2959	TREE	524244.0859N	0085402.1140W	12.97
9	2921	TREE	524248.2751N	0085407.3982W	13.65
10	2897	TREE	524249.0604N	0085407.5368W	17.19
11	2892	TREE	524250.0001N	0085407.9125W	18.98
12	2899	TREE	524251.9864N	0085404.6411W	22.67
13	2904	TREE	524256.0791N	0085358.9835W	26.40
14	2338	DVOR_DME	524315.3274N	0085306.5161W	41.51

LEGEND	PLAN	PROFILE
IDENTIFICATION NUMBER	25	
HEIGHT AMSL		
TREE / BUSH		
POLE, AERIAL, TOWER, ETC		
TERRAIN PENETRATING		

Amendment		
No	Date	Entered by

ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

Aerodrome information current MARCH 2026

Based on survey dated MARCH 2026

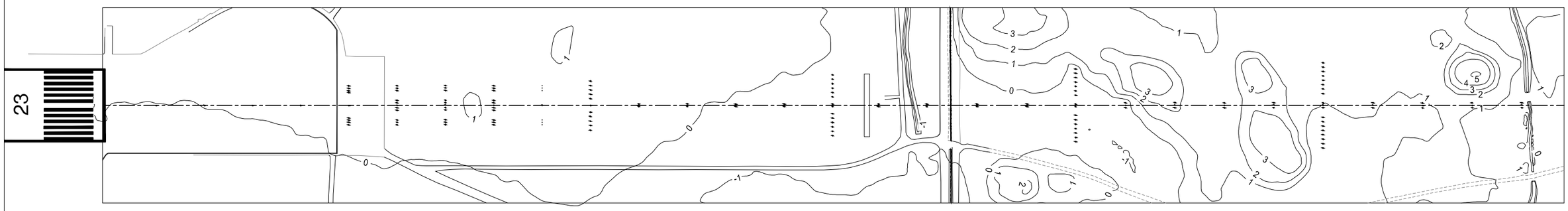
AERO INFO DATE 26 NOV 2026

Change: Runway redesignated from 06/24 to 05/23. SLC Geomatic Solutions.

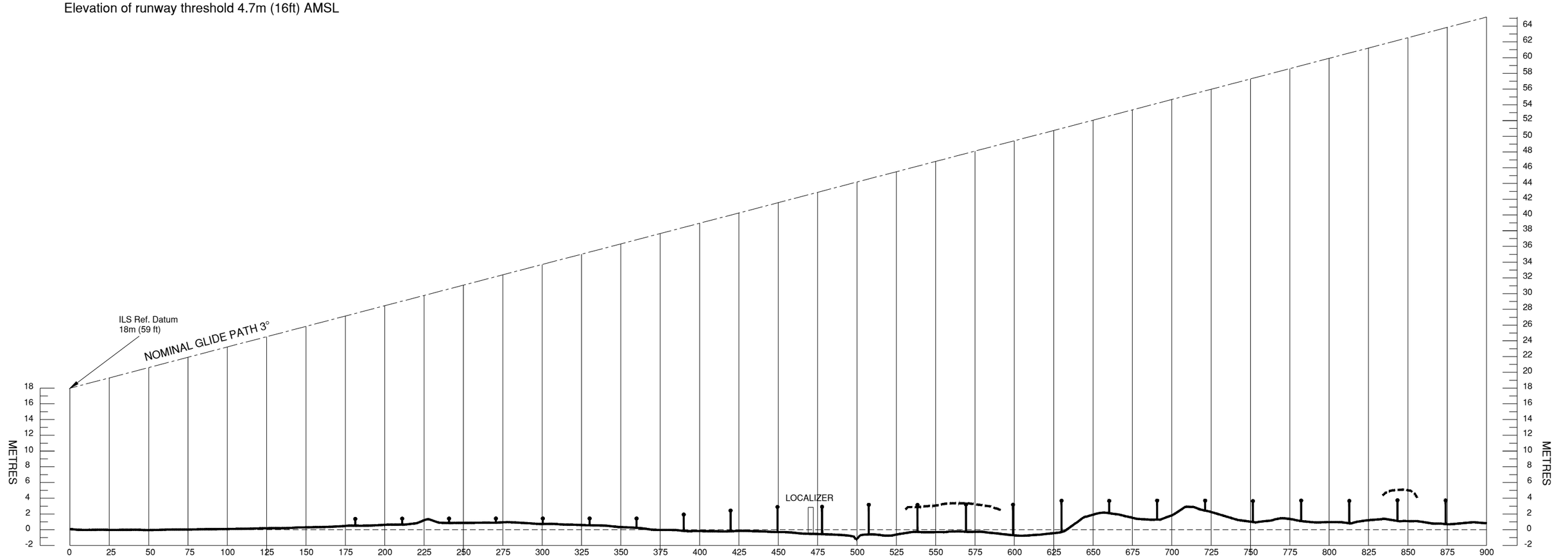
CONTOURS, DISTANCES AND HEIGHTS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO

SHANNON AIRPORT / IRELAND
RWY 23



Elevation of runway threshold 4.7m (16ft) AMSL



LEGEND			
CENTRELINE PROFILE		MOBILE OBSTACLE	
APPROACH LIGHT PROFILE		ROAD	
APPROACH LIGHT PLAN		DEVIATION AT LEAST ±10FT (3M) FROM CENTRELINE PROFILE	
CONTOUR	-1		

DISTANCE FROM RUNWAY THRESHOLD METRES

HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RUNWAY THRESHOLD

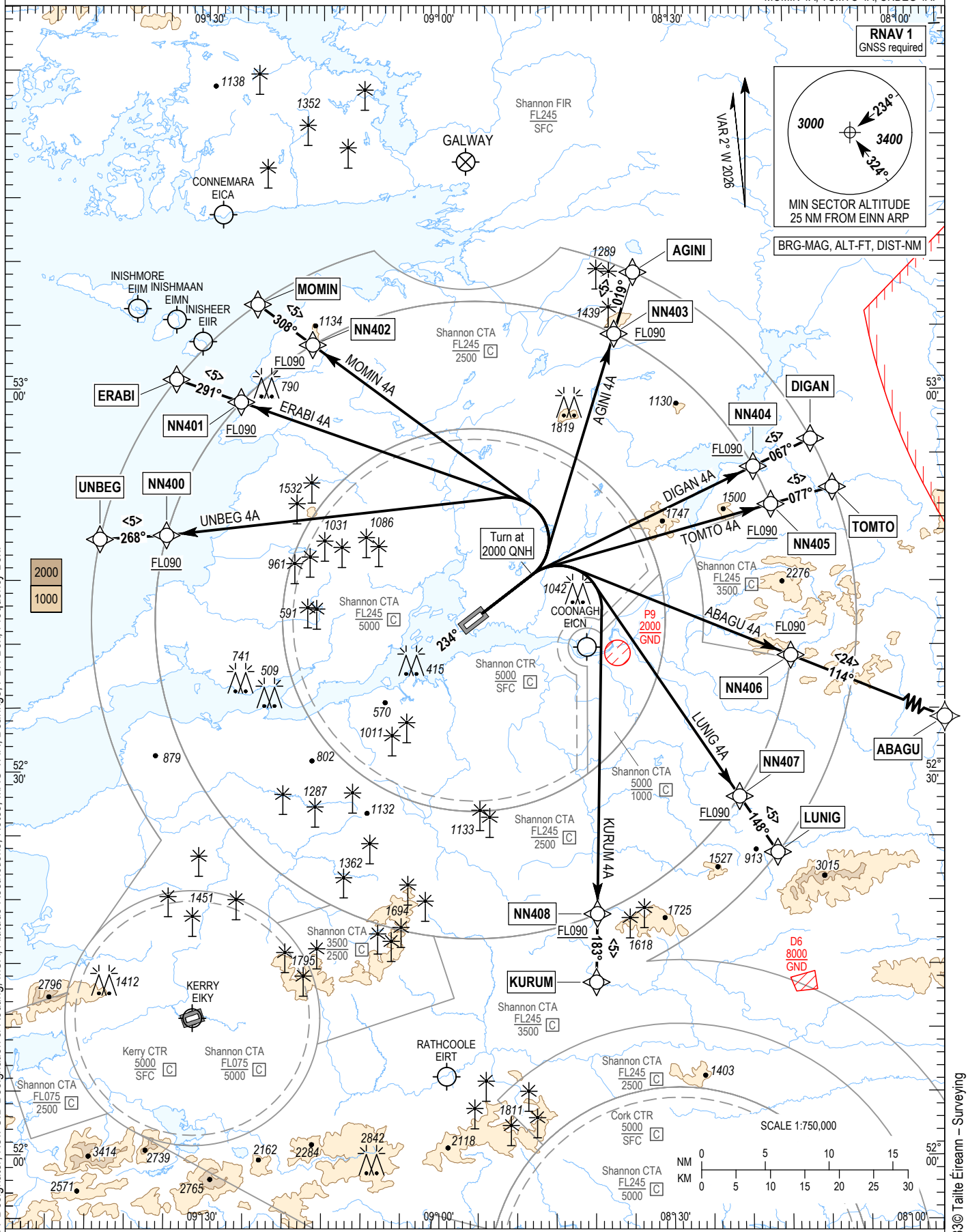
CHANGE: New Chart.

RNAV - INSTRUMENT
STANDARD DEPARTURE
CHART (SID) - ICAO

TRANS ALT 5000 ft
TRANS LEVEL by ATC

APP/RADAR	121.405
ATIS	130.955
GND	121.805
TWR	118.705

SHANNON RWY 05
CAT A, B, C, D
AGINI 4A, ABAGU 4A, DIGAN 4A, ERABI 4A, KURUM 4A, LUNIG 4A, MOMIN 4A, TOMTO 4A, UNBEG 4A.



CHANGE: RWY Designator, New SID Designation & Routing, MSA, Altitude Restrictions, Notes, MAG VAR, Bearings, PBN Box, Frequency Box.

NOTES:
1. Close-in obstacles (trees) exist to the left of departure track
2. MAX IAS 250 kts below FL100
3. **No turns before DER**
4. Climb Gradient 6.6% (400ft/NM) for Airspace (3.3% for obstacle clearance)

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ABAGU 4A SID RWY05
ABAG4A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	052.2 / 054	-	- / +A2000	-	-
RNAV 1	NN406	523915.6 / 0081439.8	DF	Fly-By	-	-	- / +FL090	-	-
RNAV 1	ABAGU	523011.7 / 0073848.1	TF	Fly-By	112.3 / 114	23.7	-	-	-

AGINI 4A SID RWY05
AGIN4A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	052.2 / 054	-	- / +A2000	-	-
RNAV 1	NN403	530431.3 / 0083714.9	DF	Fly-By	-	-	- / +FL090	-	-
RNAV 1	AGINI	530919.9 / 0083446.1	TF	Fly-By	017.2 / 019	5.0	-	-	-

DIGAN 4A SID RWY05
DIGA4A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	052.2 / 054	-	- / +A2000	-	-
RNAV 1	NN404	525404.4 / 0081918.4	DF	Fly-By	-	-	- / +FL090	-	-
RNAV 1	DIGAN	525612.8 / 0081151.3	TF	Fly-By	064.5 / 067	5.0	-	-	-

ERABI 4A SID RWY05
ERAB4A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	052.2 / 054	-	- / +A2000	-	-
RNAV 1	NN401	525909.0 / 0092538.8	DF	Fly-By	-	-	- / +FL090	-	Turn L
RNAV 1	ERABI	530053.5 / 0093403.3	TF	Fly-By	289.0 / 291	5.4	-	-	-

KURUM 4A SID RWY05
KURU4A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	052.2 / 054	-	- / +A2000	-	-
RNAV 1	NN408	521904.2 / 0083942.8	DF	Fly-By	-	-	- / +FL090	-	Turn R
RNAV 1	KURUM	521343.1 / 0083952.5	TF	Fly-By	181.1 / 183	5.4	-	-	-

LUNIG 4A SID RWY05
LUNI4A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	052.2 / 054	-	- / +A2000	-	-
RNAV 1	NN407	522813.8 / 0082124.2	DF	Fly-By	-	-	- / +FL090	-	Turn R
RNAV 1	LUNIG	522350.1 / 0081633.5	TF	Fly-By	146.0 / 148	5.3	-	-	-

MOMIN 4A SID RWY05
MOMI4A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	052.2 / 054	-	- / +A2000	-	-
RNAV 1	NN402	530339.1 / 0091623.2	DF	Fly-By	-	-	- / +FL090	-	Turn L
RNAV 1	MOMIN	530648.2 / 0092333.6	TF	Fly-By	306.2 / 308	5.4	-	-	-

TOMTO 4A SID RWY05
TOMT4A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	052.2 / 054	-	- / +A2000	-	-
RNAV 1	NN405	525106.1 / 0081703.5	DF	Fly-By	-	-	- / +FL090	-	-
RNAV 1	TOMTO	525224.8 / 0080905.2	TF	Fly-By	074.7 / 077	5.0	-	-	-

UNBEG 4A SID RWY05
UNBE4A

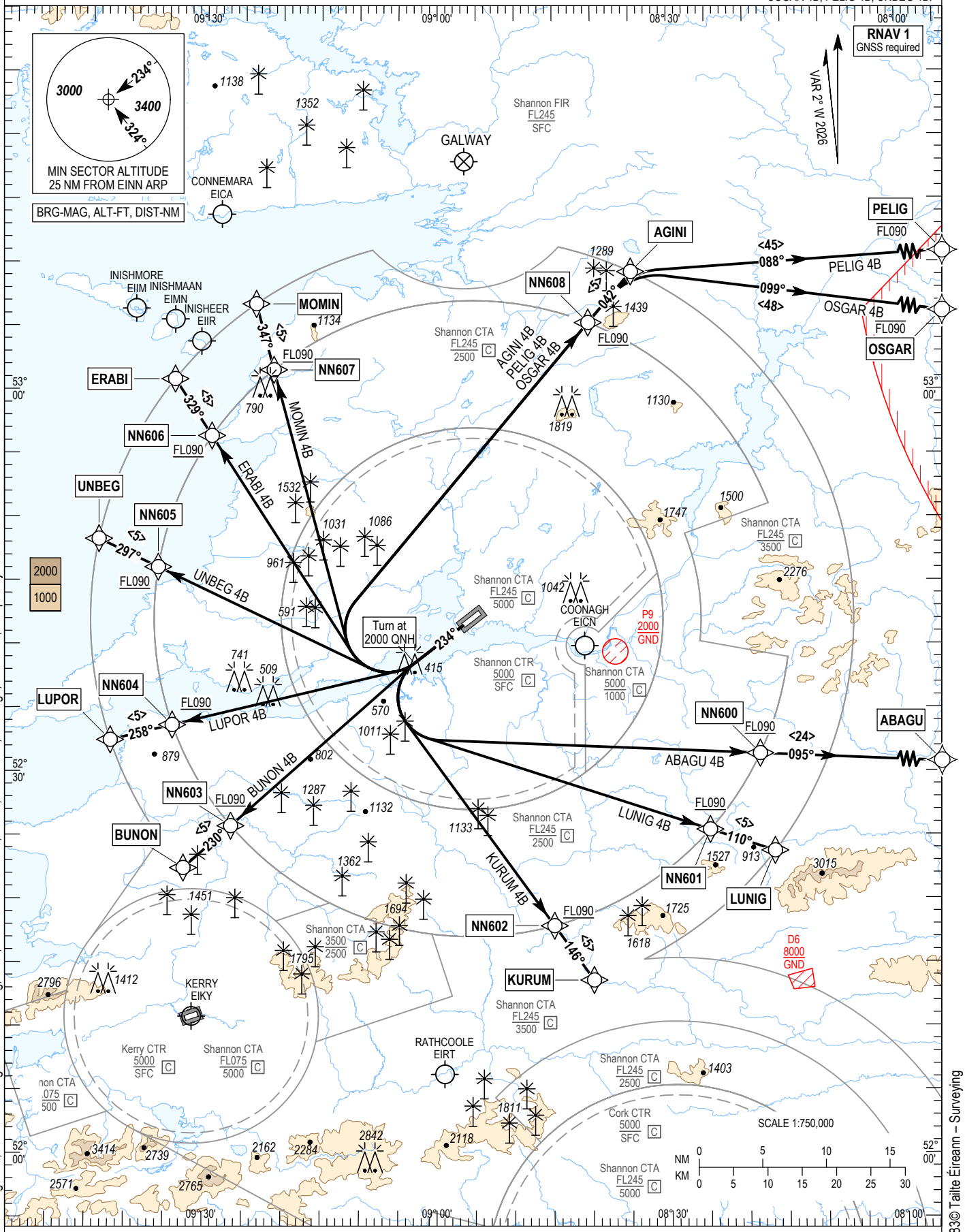
Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	052.2 / 054	-	- / +A2000	-	-
RNAV 1	NN400	524840.2 / 0093512.2	DF	Fly-By	-	-	- / +FL090	-	Turn L
RNAV 1	UNBEG	524818.4 / 0094347.8	TF	Fly-By	266.1 / 268	5.2	-	-	-

RNAV - INSTRUMENT
STANDARD DEPARTURE
CHART (SID) - ICAO

TRANS ALT 5000 ft
TRANS LEVEL by ATC

APP/RADAR	121.405
ATIS	130.955
GND	121.805
TWR	118.705

SHANNON RWY 23
CAT A, B, C, D
AGINI 4B, ABAGU 4B, BUNON 4B, ERABI 4B, KURUM 4B, LUNIG 4B, LUPOR 4B, MOMIN 4B, OSGAR 4B, PELIG 4B, UNBEG 4B.



NOTES:
1. MAX IAS 250 kts below FL100
2. **No turns before DER**
3. Climb Gradient 6.6% (400ft/NM) for Airspace (3.3% for obstacle clearance)

CHANGE: RWY Designator, New SID Designation & Routing, MSA, Altitude Restrictions, Notes, MAG VAR, Bearings, PBN Box, Frequency Box.

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ABAGU 4B SID RWY23
ABAG4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN600	523128.4 / 0081822.0	DF	Fly-By	-	-	- / +FL090	-	Turn L
RNAV 1	ABAGU	523011.7 / 0073848.1	TF	Fly-By	092.8 / 095	24.2	-	-	-

AGINI 4B SID RWY23
AGIN4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN608	530521.0 / 0084020.6	DF	Fly-By	-	-	- / +FL090	-	Turn R
RNAV 1	AGINI	530919.9 / 0083446.1	TF	Fly-By	040.1 / 042	5.2	-	-	-

BUNON 4B SID RWY23
BUNO4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN603	522549.2 / 0092632.3	DF	Fly-By	-	-	- / +FL090	-	-
RNAV 1	BUNON	522229.7 / 0093236.8	TF	Fly-By	228.2 / 230	5.0	-	-	-

ERABI 4B SID RWY23
ERAB4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN606	525627.0 / 0092914.5	DF	Fly-By	-	-	- / +FL090	-	Turn R
RNAV 1	ERABI	530053.5 / 0093403.3	TF	Fly-By	326.8 / 329	5.3	-	-	-

KURUM 4B SID RWY23
KURU4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN602	521759.2 / 0084455.5	DF	Fly-By	-	-	- / +FL090	-	-
RNAV 1	KURUM	521343.1 / 0083952.5	TF	Fly-By	144.0 / 146	5.3	-	-	-

LUNIG 4B SID RWY23
LUNI4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN601	522531.0 / 0082451.9	DF	Fly-By	-	-	- / +FL090	-	Turn L
RNAV 1	LUNIG	522350.1 / 0081633.5	TF	Fly-By	108.3 / 110	5.4	-	-	-

LUPOR 4B SID RWY23
LUPO4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN604	523343.3 / 0093408.5	DF	Fly-By	-	-	- / +FL090	-	-
RNAV 1	LUPOR	523231.6 / 0094207.3	TF	Fly-By	256.2 / 258	5.0	-	-	-

MOMIN 4B SID RWY23
MOMI4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN607	530138.3 / 0092113.1	DF	Fly-By	-	-	- / +FL090	-	Turn R
RNAV 1	MOMIN	530648.2 / 0092333.6	TF	Fly-By	344.7 / 347	5.4	-	-	-

OSGAR 4B SID RWY23
OSGA4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN608	530521.0 / 0084020.6	DF	Fly-By	-	-	- / +FL090	-	Turn R
RNAV 1	AGINI	530919.9 / 0083446.1	TF	Fly-By	040.1 / 042	5.2	-	-	-
RNAV 1	OSGAR	530257.9 / 0071612.8	TF	Fly-By	097.1 / 099	47.8	-	-	-

PELIG 4B SID RWY23
PELI4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN608	530521.0 / 0084020.6	DF	Fly-By	-	-	- / +FL090	-	Turn R
RNAV 1	AGINI	530919.9 / 0083446.1	TF	Fly-By	040.1 / 042	5.2	-	-	-
RNAV 1	PELIG	531158.5 / 0072000.0	TF	Fly-By	086.1 / 088	45.1	-	-	-

UNBEG 4B SID RWY23
UNBE4B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	-	-	CA	-	232.3 / 234	-	- / +A2000	-	-
RNAV 1	NN605	524607.0 / 0093605.7	DF	Fly-By	-	-	- / +FL090	-	-
RNAV 1	UNBEG	524818.4 / 0094347.8	TF	Fly-By	295.2 / 297	5.2	-	-	-

RNAV - INSTRUMENT
STANDARD ARRIVAL
CHART (STAR) - ICAO

TRANS ALT 5000 ft
TRANS LEVEL by ATC

APP/RADAR	121.405
ATIS	130.955
GND	121.805
TWR	118.705

SHANNON RWY 05
CAT A, B, C, D
AGINI 3E, BUNON 3E, DIGAN 3E, ERABI 3E, KURUM 3E, LUPOR 3E, MOMIN 3E, RIKUL 3E, TIPUR 3E, UNBEG 3E.

RNAV 1
GNSS required

MIN SECTOR ALTITUDE
25 NM FROM EINN ARP
3000 3400 234° 324°

VAR 2° W 2026

BRG-MAG, ALT-FT, DIST-NM

MOMIN FL100
INISHMORE EIIM
INISHMAAN EIMN
INISHEER EIIR
ERABI FL100
AGINI FL100
RIKUL FL100
DIGAN FL100
ULSIT
UNBEG FL100
TERDU FL060
ELPOM
RERKA FL060
LUPOR FL100
BUNON FL100
KURUM FL100
TIPUR FL100
GALWAY
CONNEMARA EICA
Shannon FIR FL245 SFC
Shannon CTA FL245 2500 C
Shannon CTA FL245 3500 C
Shannon CTA FL245 5000 C
Shannon CTA 5000 1000 C
Shannon CTR 5000 SFC C
Shannon CTA FL075 5000 C
Shannon CTA 3500 2500 C
Shannon CTA FL075 2500 C
Kerry CTR 5000 SFC C
Cork CTR 5000 SFC C
KERRY EIKY
RATHCOOLE EIRT
COONAGH EICN
MOAS FL450 SFC
P9 2000 GND
D6 8000 GND
AGINI 3E <20> 215°
RIKUL 3E <23> 242°
DIGAN 3E <25> 263°
ULSIT AGINI 3E RIKUL 3E DIGAN 3E <21> 234°
MOMIN 3E <28> 178°
ERABI 3E <23> 161°
UNBEG 3E <24> 130°
TERDU <7> 144°
ELPOM 3000 <7> 324°
LUPOR 3E <18> 088°
MNM 3000 MAX FL140 MAX IAS 220 kts 1 min 234° 054°
BUNON 3E <16> 048°
RERKA <22> 314° KURUM 3E
RERKA <37> 261° TIPUR 3E
2000
1000
SCALE 1:750,000
NM 0 5 10 15
KM 0 5 10 15 20 25 30
09° 30' 09° 00' 08° 30' 08° 00'
53° 00'
52° 30'
52° 00'

NOTES:
1. MAX IAS 250kts below FL100

VERTICAL PLANNING INFORMATION:
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC
TERDU at FL060 or above
RERKA at FL060 or above

CHANGE: RWY Designator, MSA, Altitude Restrictions, Notes, MAG VAR, Bearings, Aerodromes Indicated, PBN Box, Frequency Box, Obstacles, Symbology, MOA, ELPOM, SHA DVOR/DME, MEF.

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AGINI 3E STAR RWY05
AGIN3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	AGINI	530919.9 / 0083446.1	IF	-	-	-	- / +FL100	-	-
RNAV 1	ULSIT	525210.0 / 0085255.0	TF	Fly-By	212.6 / 215	20.4	-	-	-
RNAV 1	TERDU	523907.4 / 0092031.4	TF	Fly-By	232.3 / 234	21.3	- / +FL060	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	141.9 / 144	7.0	- / +A3000	-	-

BUNON 3E STAR RWY05
BUNO3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	BUNON	522229.7 / 0093236.8	IF	-	-	-	- / +FL100	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	046.3 / 048	16.2	- / +A3000	-	-

DIGAN 3E STAR RWY05
DIGA3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	DIGAN	525612.8 / 0081151.3	IF	-	-	-	- / +FL100	-	-
RNAV 1	ULSIT	525210.0 / 0085255.0	TF	Fly-By	261.0 / 263	25.2	-	-	-
RNAV 1	TERDU	523907.4 / 0092031.4	TF	Fly-By	232.3 / 234	21.3	- / +FL060	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	141.9 / 144	7.0	- / +A3000	-	-

ERABI 3E STAR RWY05
ERAB3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ERABI	530053.5 / 0093403.3	IF	-	-	-	- / +FL100	-	-
RNAV 1	TERDU	523907.4 / 0092031.4	TF	Fly-By	159.3 / 161	23.3	- / +FL060	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	141.9 / 144	7.0	- / +A3000	-	-

KURUM 3E STAR RWY05
KURU3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KURUM	521343.1 / 0083952.5	IF	-	-	-	- / +FL100	-	-
RNAV 1	RERKA	522806.4 / 0090624.0	TF	Fly-By	311.7 / 314	21.7	- / +FL060	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	322.1 / 324	7.0	- / +A3000	-	-

LUPOR 3E STAR RWY05
LUPO3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	LUPOR	523231.6 / 0094207.3	IF	-	-	-	- / +FL100	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	086.2 / 088	17.5	- / +A3000	-	-

MOMIN 3E STAR RWY05
MOMI3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	MOMIN	530648.2 / 0092333.6	IF	-	-	-	- / +FL100	-	-
RNAV 1	TERDU	523907.4 / 0092031.4	TF	Fly-By	176.2 / 178	27.8	- / +FL060	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	141.9 / 144	7.0	- / +A3000	-	-

RIKUL 3E STAR RWY05
RIKU3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	RIKUL	530327.8 / 0082044.8	IF	-	-	-	- / +FL100	-	-
RNAV 1	ULSIT	525210.0 / 0085255.0	TF	Fly-By	240.0 / 242	22.5	-	-	-
RNAV 1	TERDU	523907.4 / 0092031.4	TF	Fly-By	232.3 / 234	21.3	- / +FL060	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	141.9 / 144	7.0	- / +A3000	-	-

TIPUR 3E STAR RWY05
TIPU3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	TIPUR	523521.0 / 0080730.6	IF	-	-	-	- / +FL100	-	-
RNAV 1	RERKA	522806.4 / 0090624.0	TF	Fly-By	259.0 / 261	36.7	- / +FL060	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	322.1 / 324	7.0	- / +A3000	-	-

UNBEG 3E STAR RWY05
UNBE3E

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	UNBEG	524818.4 / 0094347.8	IF	-	-	-	- / +FL100	-	-
RNAV 1	ELPOM	523337.1 / 0091327.1	TF	Fly-By	128.3 / 130	23.6	- / +A3000	-	-

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
ELPOM	523337.1 / 0091327.1	051.9	054	220	+A3000	-FL140	1	L

RNAV - INSTRUMENT
STANDARD ARRIVAL
CHART (STAR) - ICAO

TRANS ALT 5000 ft
TRANS LEVEL by ATC

APP/RADAR	121.405
ATIS	130.955
GND	121.805
TWR	118.705

SHANNON RWY 23

CAT A, B, C, D
AGINI 3D, BUNON 4D, DIGAN 3D
ERABI 4D, KURUM 3D, LUPOR 4D
MOMIN 4D, RIKUL 3D, TIPUR 3D, UNBEG 4D

RNAV 1
GNSS required

VAR 2° W 2026

3000 234° 324° 3400
MIN SECTOR ALTITUDE
25 NM FROM EINN ARP

BRG-MAG, ALT-FT, DIST-NM

GALWAY
CONNEMARA EICA
Shannon FIR FL245 SFC

AGINI
RIKUL
DIGAN
MOMIN
ERABI
TOBRI
EKNIS
OGONO
DERAG
GILOG
UNBEG
LUPOR
BUNON
TIPUR
KURUM

MOMIN 4D 128° <21>
ERABI 4D 108° <24>
UNBEG 4D 080° <30>
LUPOR 4D 054° <36>
BUNON 4D 037° <39>
AGINI 3D 163° <15>
RIKUL 3D 207° <9>
DIGAN 3D 267° <9>
TIPUR 3D 317° <15>
KURUM 3D 017° <34>

FL100
FL060
MNM 3500 1 MIN
252° 072° 144° 055° 235°
MNM 3000 MAX FL140 MAX IAS 220 kts 1 MIN
<9> <7> <6>
3000

Shannon CTA FL245 2500 C
Shannon CTA FL245 3500 C
Shannon CTA FL245 5000 C
Shannon CTA 5000 1000 C
Shannon CTA 3500 2500 C
Shannon CTA FL075 5000 C
Shannon CTA FL075 2500 C
Shannon CTA FL245 2500 C
Shannon CTA FL245 5000 C
Shannon CTR 5000 SFC C
Kerry CTR 5000 SFC C
Cork CTR 5000 SFC C

MOA5 FL450 SFC
P9 2000 GND
D6 8000 GND

COONAGH EICN
KERRY EIKY
RATHCOOLE EIRT
INISHMORE EIIM
INISHMAAN EIMN
INISHEER EIIR

2000
1000

SCALE 1:750,000
NM 0 5 10 15
KM 0 5 10 15 20 25 30

09°30' 09°00' 08°30' 08°00'
53° 00' 52° 30'

NOTES:
1. MAX IAS 250kts below FL100

VERTICAL PLANNING INFORMATION:
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC
TOBRI at FL060 or above
GILOG at FL060 or above

CHANGE: RWY designator, MSA, Altitude restrictions, Notes, MAG VAR, Bearings, Aerodromes indicated, PBN Box, Frequency box, Obstacles, Symbology, MOA, SHA DVOR/DME, MEF, STAR designators.

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AGINI 3D STAR RWY23
AGIN3D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	AGINI	530919.9 / 0083446.1	IF	-	-	-	- / +FL100	-	-
RNAV 1	OGONO	525525.1 / 0082657.5	TF	Fly-By	161.3 / 163	14.7	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	232.6 / 235	6.0	- / +A3000	-	-

BUNON 4D STAR RWY23
BUNO4D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	BUNON	522229.7 / 0093236.8	IF	-	-	-	- / +FL100	-	-
RNAV 1	EKNIS	525418.6 / 0085540.0	TF	Fly-By	035.0 / 037	39.0	-	-	-
RNAV 1	TOBRI	525717.2 / 0084149.6	TF	Fly-By	070.3 / 072	8.9	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	142.4 / 144	7.0	- / +A3000	-	-

DIGAN 3D STAR RWY23
DIGA3D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	DIGAN	525612.8 / 0081151.3	IF	-	-	-	- / +FL100	-	-
RNAV 1	OGONO	525525.1 / 0082657.5	TF	Fly-By	265.1 / 267	9.2	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	232.6 / 235	6.0	- / +A3000	-	-

ERABI 4D STAR RWY23
ERAB4D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ERABI	530053.5 / 0093403.3	IF	-	-	-	- / +FL100	-	-
RNAV 1	EKNIS	525418.6 / 0085540.0	TF	Fly-By	105.6 / 108	24.1	-	-	-
RNAV 1	TOBRI	525717.2 / 0084149.6	TF	Fly-By	070.3 / 072	8.9	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	142.4 / 144	7.0	- / +A3000	-	-

KURUM 3D STAR RWY23
KURU3D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KURUM	521343.1 / 0083952.5	IF	-	-	-	- / +FL100	-	-
RNAV 1	GILOG	524610.0 / 0082526.2	TF	Fly-By	015.1 / 017	33.7	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	314.7 / 317	8.0	- / +A3000	-	-

LUPOR 4D STAR RWY23
LUPO4D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	LUPOR	523231.6 / 0094207.3	IF	-	-	-	- / +FL100	-	-
RNAV 1	EKNIS	525418.6 / 0085540.0	TF	Fly-By	052.0 / 054	35.7	-	-	-
RNAV 1	TOBRI	525717.2 / 0084149.6	TF	Fly-By	070.3 / 072	8.9	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	142.4 / 144	7.0	- / +A3000	-	-

MOMIN 4D STAR RWY23
MOMI4D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	MOMIN	530648.2 / 0092333.6	IF	-	-	-	- / +FL100	-	-
RNAV 1	EKNIS	525418.6 / 0085540.0	TF	Fly-By	126.4 / 128	21.0	-	-	-
RNAV 1	TOBRI	525717.2 / 0084149.6	TF	Fly-By	070.3 / 072	8.9	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	142.4 / 144	7.0	- / +A3000	-	-

RIKUL 3D STAR RWY23
RIKU3D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	RIKUL	530327.8 / 0082044.8	IF	-	-	-	- / +FL100	-	-
RNAV 1	OGONO	525525.1 / 0082657.5	TF	Fly-By	205.0 / 207	8.9	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	232.6 / 235	6.0	- / +A3000	-	-

TIPUR 3D STAR RWY23
TIPU3D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	TIPUR	523521.0 / 0080730.6	IF	-	-	-	- / +FL100	-	-
RNAV 1	GILOG	524610.0 / 0082526.2	TF	Fly-By	214.9 / 317	15.4	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	314.7 / 317	8.0	- / +A3000	-	-

UNBEG 4D STAR RWY23
UNBE4D

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	UNBEG	524818.4 / 0094347.8	IF	-	-	-	- / +FL100	-	-
RNAV 1	EKNIS	525418.6 / 0085540.0	TF	Fly-By	078.0 / 080	29.8	-	-	-
RNAV 1	TOBRI	525717.2 / 0084149.6	TF	Fly-By	070.3 / 072	8.9	- / +FL060	-	-
RNAV 1	DERAG	525146.6 / 0083449.4	TF	Fly-By	142.4 / 144	7.0	- / +A3000	-	-

Hold Identification

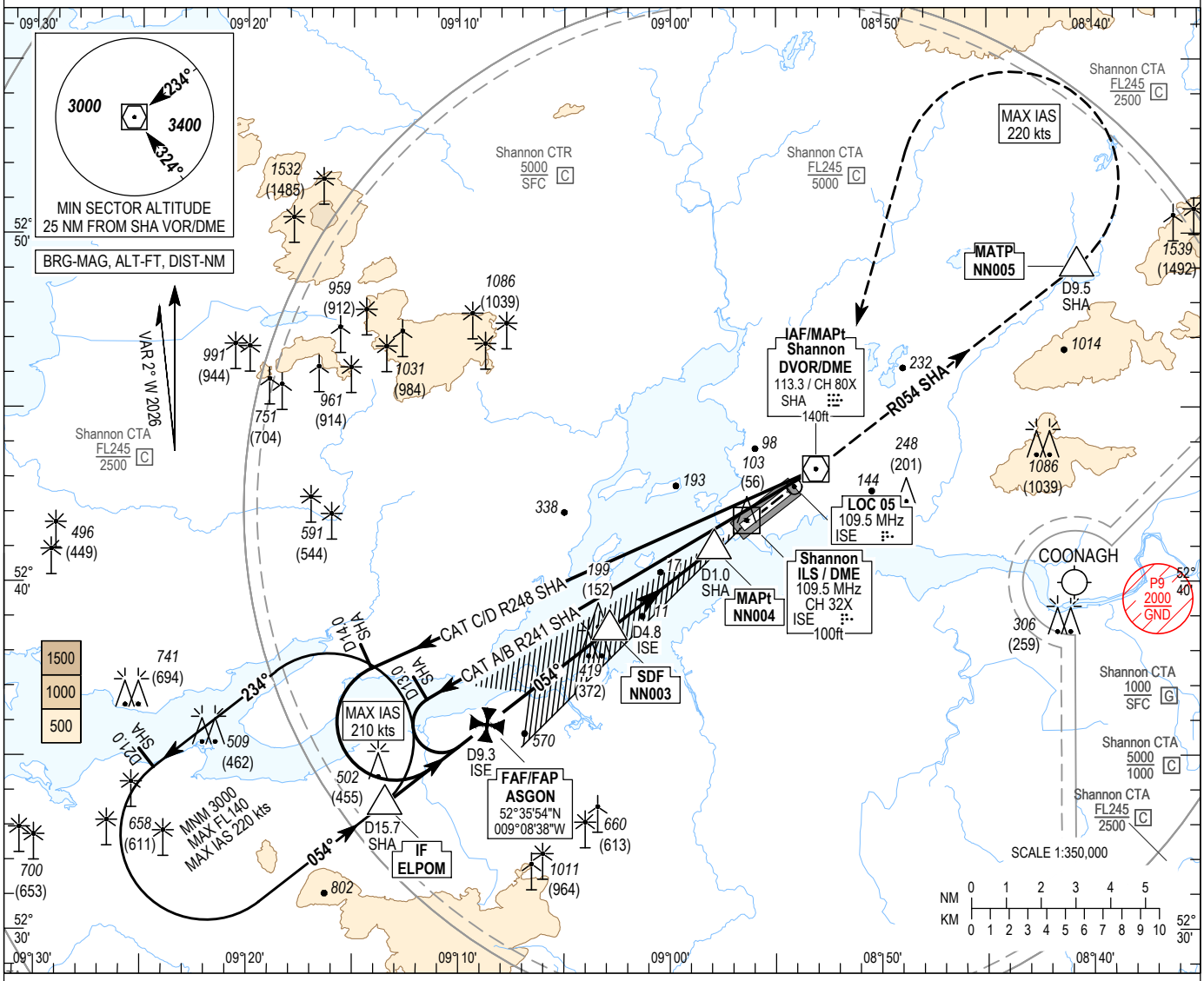
Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
DERAG	525146.6 / 0083449.4	232.6	072	220	+A3000	-FL140	1	R
EKNIS	525418.6 / 0085540.0	070.2	072	-	+A3500	-	1	L

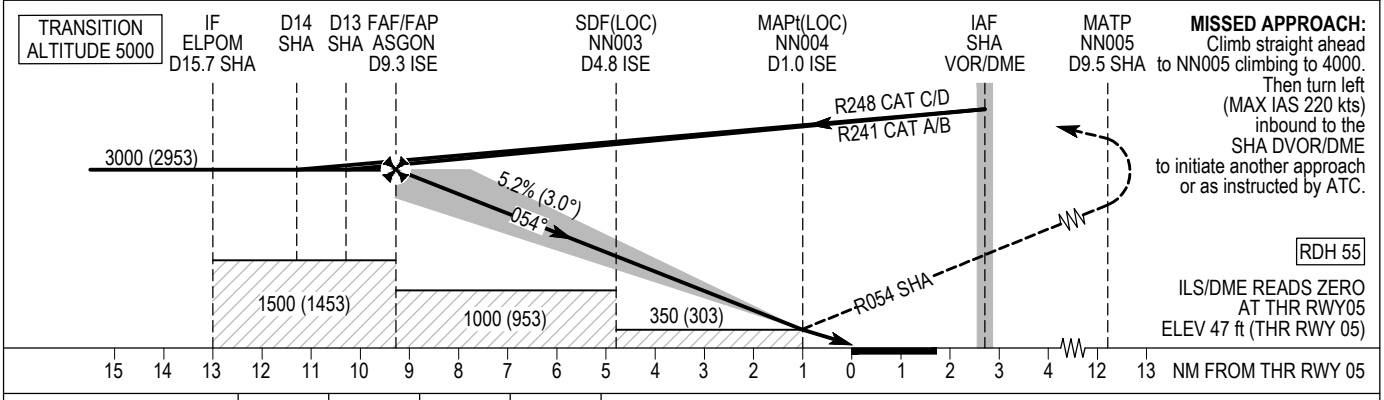
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 47 ft
HEIGHTS RELATED TO THR RWY 05 - ELEV 47 ft

ATIS	130.955
APP	121.405
TWR	118.705
GND	121.805

SHANNON / SHANNON
ILS or LOC RWY 05
(ACFT CAT A, B, C, D)





OCA (H)		A	B	C	D
Straight-in Approach	CAT I	203 (156)	213 (166)	224 (177)	237 (190)
	LOC	350 (303)			
Visual Manoeuvring (Heights AAL)		510 (463)	550 (503)	720 (673)	800 (753)

NOTE:
1. DME required.

Recommended LOC Only Profile on Final Approach

DIST from THR05 (NM)	8	7	6	5	4	3	2
ALT / HT (ft)	2650 (2603)	2330 (2283)	2020 (1973)	1700 (1653)	1380 (1333)	1060 (1013)	740 (693)

Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.2% (3.0°) 318 ft/NM	ft / min	430	530	580	640	740	850

CHANGE: RWY Designator, AD & THR Elevation, MAG VAR, MSA, Bearings, Radials, Obstacles, OCA(H), Recommended Profile, Notes, Symbology, Visual Manoeuvring, ELPOM.

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ILS RWY05 Approach

Descent Angle:	5.24% (3.0°)				
Fix	IF ELPOM (D15.7 SHA)	FAF/FAP ASGON (D9.3 ISE)	SHA VOR/DME	MATP NN005 (D9.5 SHA)	IAF SHA VOR/DME
Fix Coordinates	523337.1N 0091327.1W	523554.4N 0090838.1W	524315.6N 0085306.8W	524904.1N 0084044.4W	524315.6N 0085306.8W
Fix Formation Bearing (°T)	232.20 SHA	232.26 ISE	-	052.18 SHA	-
Fix Formation Distances	15.71 SHA	9.27 ISE	-	9.50 SHA	-

LOC Only RWY05 Approach

Recommended Descent Angle:	3.00°						
Fix	IF ELPOM (D15.7 SHA)	FAF ASGON (D9.3 ISE)	SDF NN003 (D4.8 ISE)	MAPt NN004 (D1.0 ISE)	SHA VOR/DME	MATP NN005 (D9.5 SHA)	IAF SHA VOR/DME
Fix Coordinates	523337.1N 0091327.1W	523554.4N 0090838.1W	523838.7N 0090251.4W	524058.4N 0085755.3W	524315.6N 0085306.8W	524904.1N 0084044.4W	524315.6N 0085306.8W
Fix Formation Bearing (°T)	232.20 SHA	232.26 ISE	232.26 ISE	232.26 ISE	-	052.18 SHA	-
Fix Formation Distances	15.71 SHA	9.27 ISE	4.80 ISE	1.00 ISE	-	9.50 SHA	-

Hold Identification

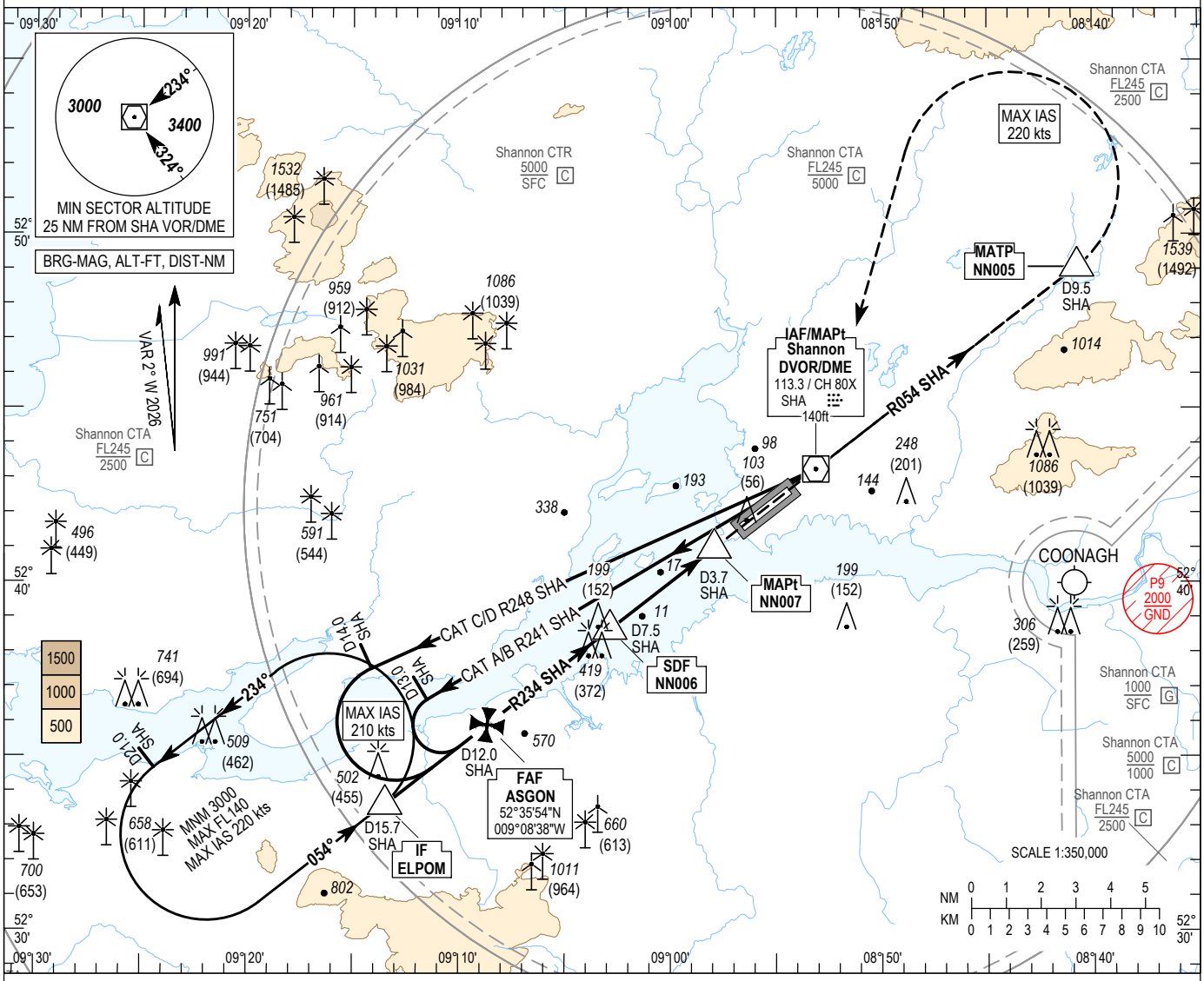
Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Limiting Outbound Distance**	**Direction of Turn**
ELPOM D15.7 SHA	523337.1N / 0091327.1W	051.9	054	220	+A3000	-FL140	D21 SHA	L

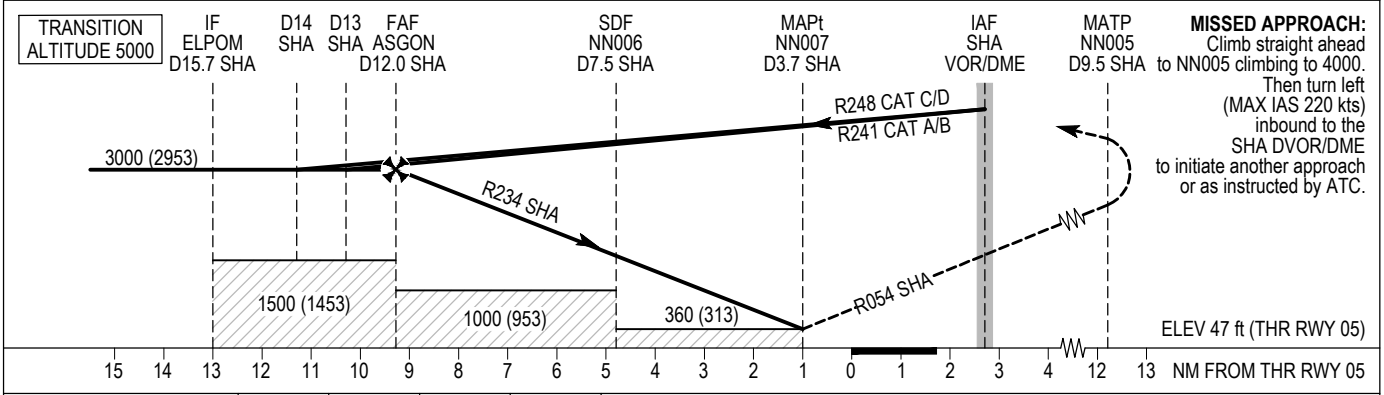
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 47 ft
HEIGHTS RELATED TO THR RWY 05 - ELEV 47 ft

ATIS	130.955
APP	121.405
TWR	118.705
GND	121.805

SHANNON / SHANNON VOR RWY 05
(ACFT CAT A, B, C, D)





OCA (H)	A	B	C	D
Straight-in Approach	360 (313)			
Visual Manoeuvring (Heights AAL)	510 (463)	550 (503)	720 (673)	800 (753)

NOTE:
1. DME required.

Recommended Profile on Final Approach (3.0°)

DIST DME - SHA (NM)	11	10	9	8	7	6	5	4
ALT / HT (ft)	2740 (2693)	2430 (2383)	2110 (2063)	1790 (1743)	1470 (1423)	1150 (1103)	830 (783)	510 (463)

Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.2% (3.0°) 318 ft/NM	ft / min	430	530	580	640	740	850

CHANGE: RWY Designator, AD & THR Elevation, MAG VAR, MSA, Bearings, Radials, Obstacles, OCA(H), Recommended Profile, Visual Manoeuvring, Notes, Symbology, ELPOM.

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VOR RWY05 Approach

Recommended Descent Angle:	3.00°						
Fix	IF ELPOM (D15.7 SHA)	FAF ASGON (D12.0 SHA)	SDF NN006 (D7.5 SHA)	MAPt NN007 (D3.7 SHA)	SHA VOR/DME	MATP NN005 (D9.5 SHA)	IAF SHA VOR/DME
Fix Coordinates	523337.1N 0091327.1W	523554.4N 0090838.1W	523839.6N 0090250.6W	524059.5N 0085755.1W	524315.6N 0085306.8W	524904.1N 0084044.4W	524315.6N 0085306.8W
Fix Formation Bearing (°T)	232.20 SHA	232.18 SHA	232.18 SHA	232.17 SHA	-	052.18 SHA	-
Fix Formation Distances	15.71 SHA	11.98 SHA	7.50 SHA	3.70 SHA	-	9.50 SHA	-

Hold Identification

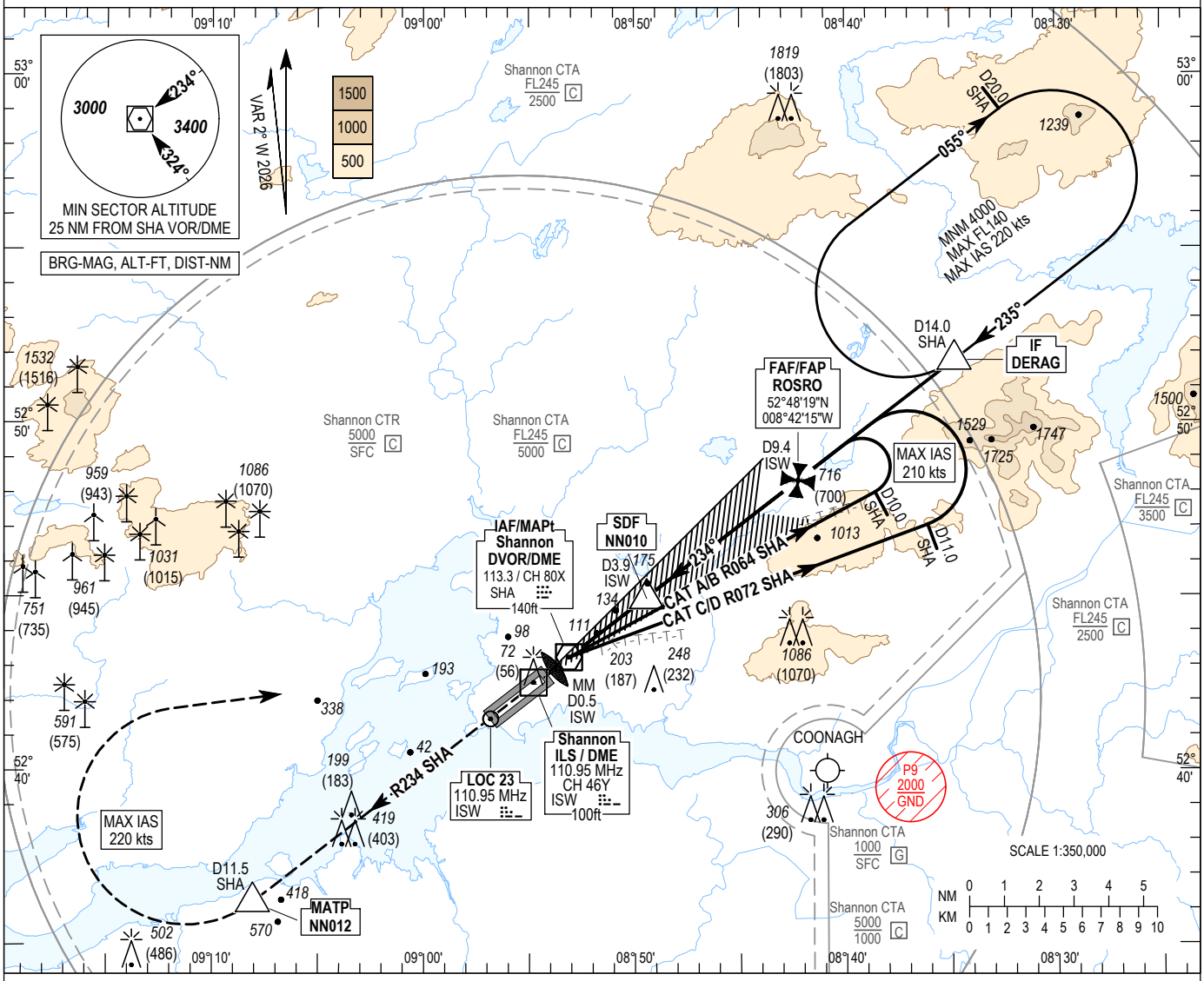
Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Limiting Outbound Distance**	**Direction of Turn**
ELPOM D15.7 SHA	523337.1 / 0091327.1	051.9	054	220	+A3000	-FL140	D21 SHA	L

INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 47 ft
HEIGHTS RELATED TO THR RWY 23 - ELEV 16 ft

ATIS	130.955
APP	121.405
TWR	118.705
GND	121.805

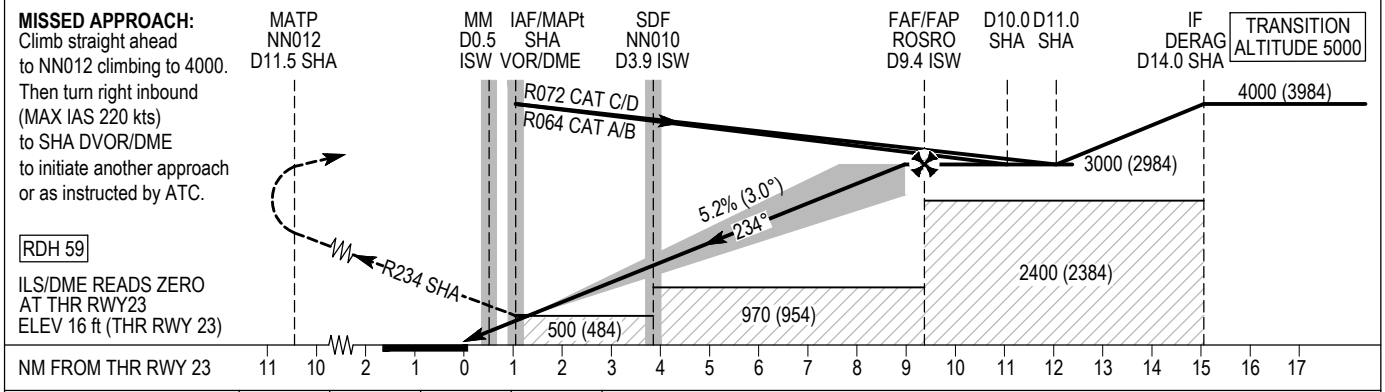
SHANNON / SHANNON
ILS CAT I & II or LOC RWY 23
(ACFT CAT A, B, C, D)



MISSED APPROACH:
Climb straight ahead to NN012 climbing to 4000.
Then turn right inbound (MAX IAS 220 kts) to SHA DVOR/DME to initiate another approach or as instructed by ATC.

RDH 59

ILS/DME READS ZERO AT THR RWY23 ELEV 16 ft (THR RWY 23)



OCA (H)		A	B	C	D
Straight-in Approach	CAT I	170 (154)	179 (163)	191 (175)	203 (187)
	CAT II	76 (60)	88 (72)	101 (87)	116 (100)
	LOC	500 (484)			
Visual Manoeuvring (Heights AAL)		510 (463)	550 (503)	720 (673)	800 (753)

NOTE:
1. DME required or vectoring to final approach.

CAUTION:
Turbulence and/or windshear may be experienced on approach to RWY23 when wind direction lies in sector from 260° - 010°T with wind speeds > 15 kts.

Recommended LOC Only Profile on Final Approach

DIST from THR23 (NM)	2	3	4	5	6	7	8	9
ALT / HT (ft)	710 (694)	1030 (1014)	1350 (1334)	1670 (1654)	1990 (1974)	2300 (2284)	2620 (2604)	2940 (2924)

Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.2% (3.0°) 318 ft/NM	ft / min	430	530	580	640	740	850

CHANGE: RWY Designator, AD & THR Elevations, MAG VAR, Bearings, Radials, Profile, OCA (H), Recommended Profile, Visual Manoeuvring, MHA, Obstacles, Notes, Symbology, LO OL removed.

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ILS RWY23 Approach

Descent Angle:	5.24% (3.0°)				
Fix	IF DERAG (D14.0 SHA)	FAF/FAP ROSRO (D9.4 ISW)	MAPt SHA VOR/DME	MATP NN012 (D11.5 SHA)	IAF SHA VOR/DME
Fix Coordinates	525146.6 N 0083449.4 W	524819.1 N 0084215.4 W	524315.6N 0085306.8W	523614.1 N 0090803.8 W	524315.6N 0085306.8W
Fix Formation Bearing (°T)	052.35 SHA	052.22 ISW	-	232.40 SHA	-
Fix Formation Distances	14.00 SHA	9.36 ISW	-	11.50 SHA	-

LOC Only RWY23 Approach

Recommended Descent Angle:	3.00°					
Fix	IF DERAG (D14.0 SHA)	FAF ROSRO (D9.4 ISW)	SDF NN010 (D3.9 ISW)	MAPt SHA VOR/DME	MATP NN012 (D11.5 SHA)	IAF SHA VOR/DME
Fix Coordinates	525146.6 N 0083449.4 W	524819.1 N 0084215.4 W	524456.4 N 0084926.0 W	524315.6N 0085306.8W	523614.1 N 0090803.8 W	524315.6N 0085306.8W
Fix Formation Bearing (°T)	052.35 SHA	052.22 ISW	052.40 ISW	-	232.40 SHA	-
Fix Formation Distances	14.00 SHA	9.36 ISW	3.85 ISW	-	11.50 SHA	-

Hold Identification

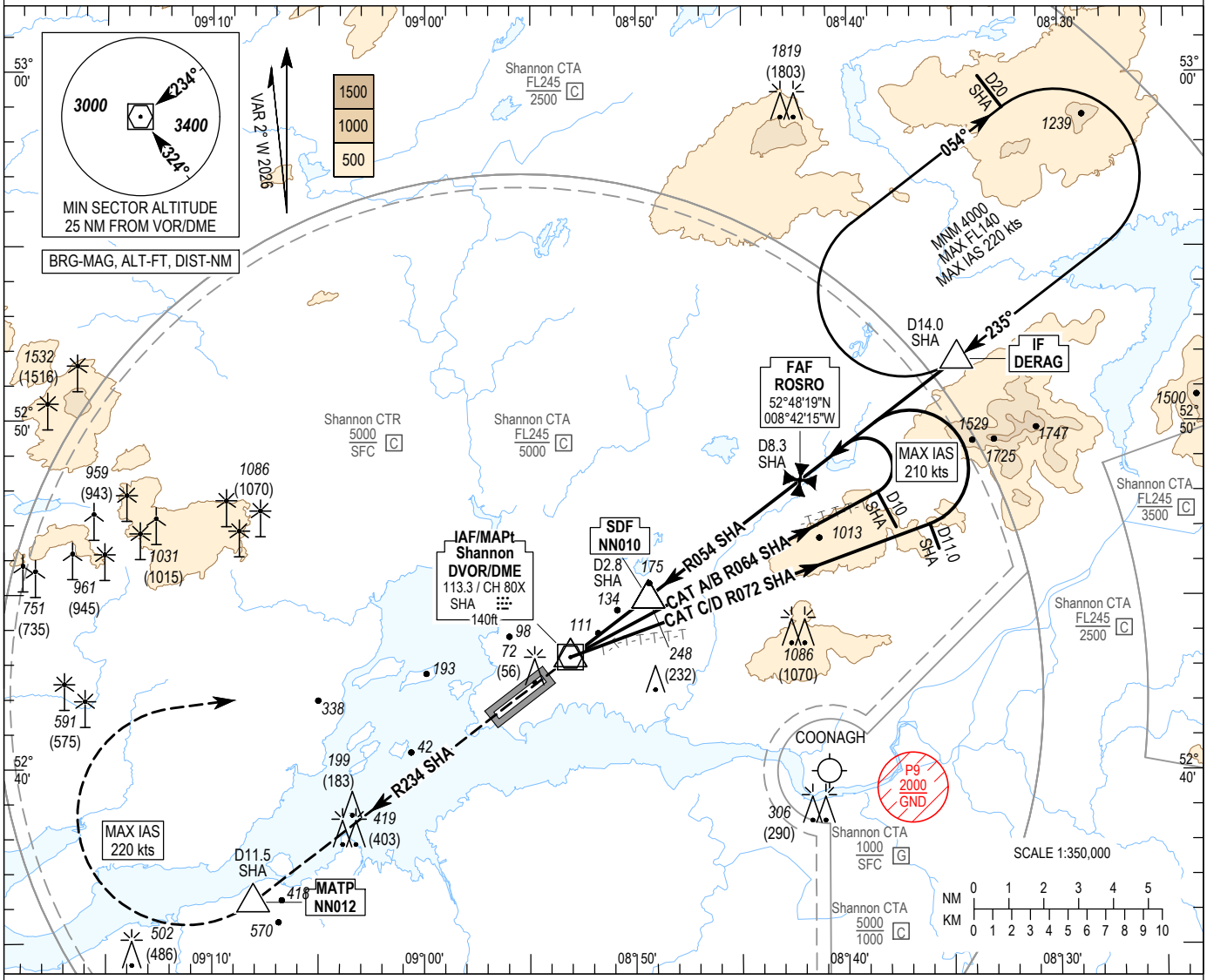
Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Limiting Outbound Distance**	**Direction of Turn**
DERAG D14 SHA	525146.6 / 0083449.4	232.6	235	220	+A4000	-FL140	D20 SHA	R

INSTRUMENT APPROACH CHART- ICAO

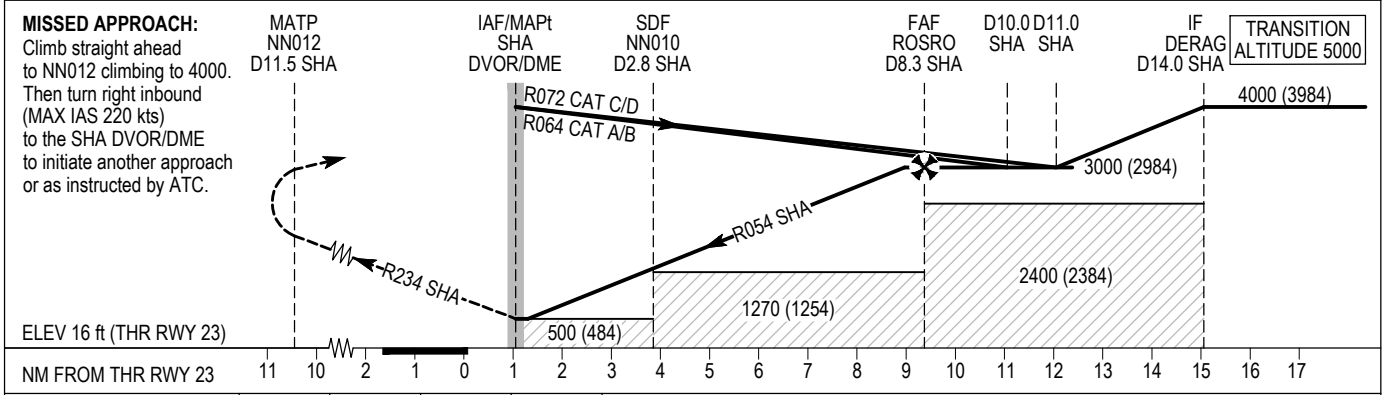
AERODROME ELEV 47 ft
HEIGHTS RELATED TO THR RWY 23 - ELEV 16 ft

ATIS	130.955
APP	121.405
TWR	118.705
GND	121.805

SHANNON / SHANNON VOR RWY 23
(ACFT CAT A, B, C, D)



MISSED APPROACH:
Climb straight ahead to NN012 climbing to 4000. Then turn right inbound (MAX IAS 220 kts) to the SHA DVOR/DME to initiate another approach or as instructed by ATC.



OCA (H)	A	B	C	D
Straight-in Approach	500 (484)			
Visual Manoeuvring (Heights AAL)	510 (463)	550 (503)	720 (673)	800 (753)

NOTE:
1. DME required.
2. VSS penetrated (Trees) to the right of track.

CAUTION:
Turbulence and/or windshear may be experienced on approach to RWY23 when wind direction lies in sector from 260° - 010°T with wind speeds > 15kts.

Recommended Profile on Final Approach (3.0°)

DIST DME - SHA (NM)	1	2	3	4	5	6	7	8
ALT / HT (ft)	730 (714)	1050 (1034)	1370 (1354)	1690 (1674)	2000 (1984)	2320 (2304)	2640 (2624)	2960 (2944)

Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.2% (3.0°) 318 ft/NM	ft / min	430	530	580	640	740	850

CHANGE: RWY Designator, AD & THR Elevations, MAG VAR, Bearings, Radials, Profile, OCA (H), Recommended Profile, Visual Manoeuvring, MHA, Obstacles, Notes, Symbology, LO removed.

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VOR RWY23 Approach

Recommended Descent Angle	5.24% (3.0°)					
Fix	IF DERAG (D14.0 SHA)	FAF ROSRO (D8.3 SHA)	SDF NN010 (D2.8 SHA)	MAPt SHA VOR/DME	TP NN012 (D11.5 SHA)	IAF SHA VOR/DME
Fix Coordinates	525146.6 N 0083449.4 W	524819.1 N 0084215.4 W	524456.4 N 0084926.0 W	524315.6N 0085306.8W	523614.1 N 0090803.8 W	524315.6N 0085306.8W
Fix Formation Bearing (°T)	052.35 SHA	052.40 SHA	053.05 SHA	-	232.40 SHA	-
Fix Formation Distances	14.00 SHA	8.32 SHA	2.80 SHA	-	11.50 SHA	-

Hold Identification

Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Limiting Outbound Distance**	**Direction of Turn**
DERAG D14 SHA	525146.6 / 0083449.4	232.6	235	220	+A4000	-FL140	D20 SHA	R

EIDL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDL – DONEGAL

EIDL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	550239N 0082028W Mid-point RWY 02/20
2	**Direction and distance from (city)**	2NM SW of Bunbeg
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	30ft/19.1°C (Max Temp) 2.2°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	189ft
5	**MAG VAR/Annual change**	2° W (2026)/-11'W
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Donegal Airport Co, Carrickfinn, Kincasslagh, Co. Donegal. F94 X2RH Phone:+353 74 954 82 84 Email: info@donegalairport.ie Email: atc@donegalairport.ie URL: www.donegalairport.ie AFS: EIDLZTZX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EIDL AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	Winter: MON-SUN 0740-0830, 0900-1230, 1300-1630, 1730-2010 Summer: MON-SUN 0640-0730, 0800-1130, 1200-1530, 1630-1910 Variations promulgated by NOTAM.
2	**Customs and immigration**	CUSTOMS: 24HR PN required to AD Operator for non-EU flights (including countries outside the fiscal area of the EU), 12HR PN required to AD Operator for countries within the EU. IMMIGRATION: 24HR PN required to AD Operator.
3	**Health and sanitation**	As ATS
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	As ATS

6	**MET Briefing Office**	See Remarks
7	**ATS**	**Winter**: MON-SUN 0740-0830, 0900-1230, 1300-1630, 1730-2010 **Summer**: MON - SUN 0640-0730, 0800-1130,1200-1530, 1630-1910 Variations promulgated by NOTAM.
8	**Fuelling**	As ATS
9	**Handling**	As ATS
10	**Security**	H24
11	**De-icing**	OCT-APR On request
12	**Remarks**	AVBL outside published HR, 24HR PN to AD Operator PIB AVBL from AIS, Shannon see GEN 3.1.5 MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4 PPR required in advance for all flights, contact AD Operator

EIDL AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Contact Aerodrome Operator
2	**Fuel/oil types**	JET A1,
3	**Fuelling facilities/capacity**	1 Truck 10,000L JET A1
4	**De-icing facilities**	AVBL Mobile Unit
5	**Hangar space available for visiting aircraft**	40Mx30M
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Handling services AVBL within AD HR by arrangement with the AD. Out of hours available upon request.

EIDL AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Available within 2 miles. B+B Near AD
2	**Restaurant(s) at or in the vicinity of AD**	At AD and in local towns.
3	**Transportation possibilities**	Taxis and Car Hire from the AD LocalLink - https://www.transportforireland.ie/tfi-local-link/
4	**Medical facilities**	First Aid at AD. Medical Centres 10 km. Hospital 60km.
5	**Bank and Post Office at or in the vicinity of AD**	Bank available in Dungloe & Falcarragh. Post Office in Annagry and ATM facilities at AD.
6	**Tourist Office**	Tourist Information available at AD.

7	**Remarks**	Nil

EIDL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT5 Scheduled Flights.
2	**Rescue equipment**	2 x Panther with support equipment.
3	**Capability for removal of disabled aircraft**	No lifting capability on site, outside contractor resources can be arranged for aircraft up to 25 tonne, please contact the Disabled Aircraft Coordinator – Airport Duty Manager email: Email: info@donegalaiport.ie Phone:+ 353 7495 48284
4	**Remarks**	Fire Cover available during Operating HR

EIDL AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	**Type(s) of clearing equipment**	2 Ploughs, 1 Brush & 2 RWY De-icer Sprayers
2	**Clearance priorities**	RWY 02/20 and associated TWY to Apron
3	**Use of material for movement area surface treatment**	KAC as required
4	**Specially prepared winter runways**	Nil
5	**Remarks**	Nil

EIDL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	North Apron	Surface: Strength:	Bitumen/Macadam PCR 134/F/C/X/T	
		South Apron	Surface: Strength:	CONC MTOW - 5,700kg	
2	**Taxiway designation, width, surface and strength**	**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
		A	25M	Bitumen/ Macadam	PCR 134/F/C/X/T
		B	12M	CONC	MTOW 5,700kg
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EIDL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND

MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing Guidance System Signboards at intersection of TWY and RWY and at the Holding Position. Guide Lines at Apron
2	**RWY/TWY markings and LGT**	RWY: Marked: Designator, THR, Centreline, RWY End Turnaround Areas Guidance, Aiming Point. Lighted: THR, End, Edge TWY: Marked: Centreline, Holding position. Lighted: Edge
3	**Stop bars and RWY guard lights**	Nil
4	**Other RWY Protection measures**	Nil
5	**Remarks**	Nil

EIDL AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact atc@donegalairport.ie for more information					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact atc@donegalairport.ie for more information					

EIDL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Central Aviation Office, Shannon Airport see GEN 3.5.4
2	**Hours of service** **MET Office outside hours**	Refer to EIDL AD 2.3
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Met Eireann Central Aviation Office, Shannon. 9HR. 0500, 0800, 1100, 1400, 1700.
4	**Trend forecast** **Interval of issuance**	Nil.
5	**Briefing/consultation provided**	Personal.
6	**Flight documentation** **Language(s) used**	Charts and Tabular English

7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Automatic Weather Station.
9	**ATS units provided with information**	EIDL TWR
10	**Additional information (limitation of service, etc.)**	Automatic Weather Station Phone:+353 74 9548921 METAR - Interval of issuance 30mins. Refer to GEN 3.5.4.2 to request additional information.

EIDL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
02	020.39°	1495 x 30	134/F/C/X/T ASPHALT -	550222.72N 0082038.20W 550257.85N 0082015.45W 189ft	2.8M/9.1ft
20	200.40°	1495 x 30	134/F/C/X/T ASPHALT -	550257.85N 0082015.46W 550221.37N 0082039.07W 189ft	9.3M/30.4ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A EIDL AD 2.24-2	Nil	279 x 150	1562 x 150	120 x 60	Nil	Nil	RWY 02 THR Displaced 209M RWY surface grooved
	Nil	74 x 150	1562 x 150	120 x 60	Nil	Nil	RWY 20 THR Displaced 129M RWY surface grooved

EIDL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	1314	1593	1314	1159	THR 02 Displaced 209M

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
20	1332	1406	1332	1203	THR 20 Displaced 129M
Note: Start of take-off run available for RWY 02 commences at 155M before displaced threshold RWY 02.					

EIDL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	LIH 420M, 1 crossbar at 300M.	DTHR. LIH Elev. Green WBAR	PAPI, left Slope 3.3° MEHT43ft	Nil	Nil	Elevated LIH directional, 1500M, 60M, White.	End LIH Inset RED END (Turning Area Elevated RED)	Nil	Nil
20	LIH 455M, 1 crossbar at 345M.	DTHR. LIH Elev. Green WBAR	PAPI, left Slope 3.3° MEHT 43ft	Nil	Nil	Elevated LIH directional, 1500M, 60M, White,	End LIH Inset RED (Turning Area) Elevated RED	Nil	Nil
Note: All runway lighting are LED.									

EIDL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	At Hangar 550217N 0082030W, FLG White/Green, 24 per min. As per ATC.
2	**LDI location and LGT** **Anemometer location and LGT**	WDI (South) 150M from DTHR 02 Lighted WDI (North) 150M from DTHR 20 Lighted Anemometer east abeam mid-point and lighted.
3	**TWY edge and centre line lighting**	Elevated Blue Omni-directional TWY Edge Elevated Blue Omni-directional TWY Edge for Runway End Turning Areas
4	**Secondary power supply/switch-over time**	Secondary Power Supply to all Lighting at AD. Switch-over time: 12 to 15 SEC.
5	**Remarks**	Nil

EIDL AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO Geoid undulation**	Nil
2	**TLOF and/or FATO elevation M/FT**	Nil
3	**TLOF and FATO area dimensions, surface, strength, marking**	Nil
4	**True BRG of FATO**	Nil
5	**Declared distance available**	Nil

6	**APP and FATO lighting**	Nil
7	**Remarks**	See AD-2.20

EIDL AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Donegal Control Zone. Circle radius 10NM 550239N 0082028W (Donegal ARP) within Shannon FIR.
2	**Vertical limits**	5000ft AMSL
3	**Airspace classification**	C G (outside hours of operation of ATC)
4	**ATS Unit call sign Language(s)**	Donegal Tower. Donegal Information (during the hours of AFIS operation) English.
5	**Transition altitude**	5000ft
6	**Hours of applicability**	Nil
7	**Remarks**	Flight plans mandatory during ATS hours of operation. See AD-2.3 for hours of CTR. Operation of AFIS are promulgated by NOTAM.

EIDL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Donegal Tower	129.805	Nil	Nil	As for ATS EIDL AD 2.3	Nil
GND	Donegal Ground	129.805	Nil	Nil	As for ATS EIDL AD 2.3	Nil
AFIS	Donegal Information	129.805	Nil	Nil	As for ATS EIDL AD 2.3	During the hours of AFIS operation. Check NOTAM.
ATIS	Donegal ATIS	129.930	Nil	Nil	As for ATS EIDL AD 2.3	Nil

EIDL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	CFN	361kHz	H24	550238.4N 0082021.2W			Designated Operational Coverage 25 NM

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DME	IFN	110.3 MHz (CH 40x)	H24	550238.2N 0082022.2W	32ft		Designated Operational Coverage 20 NM DME reads Zero at DTHR 02/20. DME IFN 110.3 MHZ CH 40X. Due high ground, may not be received vicinity QDR 063-074 and 105-125 NDB CFN 361KHZ outside 20NM below 4500ft AMSL.
LOC 20	IFN	110.3 MHz	H24	550215.9N 0082042.6W			Coverage +/- 10º at 18nm, Restriction: +/- 35º at 10nm

EIDL AD 2.20 LOCAL AERODROME REGULATIONS

1. Aircraft landing, take-off and manoeuvring on taxiways and apron areas outside published opening hours is illegal unless such permission has been obtained in advance or in the event of an emergency.

2. Runway Operations and RED Runway Operational and Runway End Lights

   The end of the TORA and LDA for Runway 02 is marked by a row of inset RED Runway Operational lights across the northern part of the runway, 129M from the north end of the runway pavement.

   The end of the TORA and LDA for Runway 20 is marked by a row of inset RED Runway Operational lights across the southern part of the runway, 163M from the south end of the runway pavement.

   The inset RED lights marking the end of the above declared operational distances are normally energised ON, and showing a red colour, when the runway is active at such times when the runway lighting is required.

   In addition to these lights, a row of elevated RED Runway END Lights is installed at the extreme ends of the runway pavement to mark the physical end of the runway pavement and the limits of the Runway End Turning Areas. These Runway END Lights will normally be OFF during take-off and landing operations on the runway, and only illuminated by ATC following a landing, or prior to an aircraft commencing its take-off run, in order to mark the end of the pavement so that aircraft may safely execute a 180° turn on the pavement in the Runway End Turning Areas.

   Aircraft landing on Runway 02 or Runway 20 may, after landing, taxi across the inset RED lights for the purposes of turning in the Runway End Turning Areas once ATC has switched ON the red Runway End Lights. Similarly, for aircraft taxiing on the runway to take off from Runway 20, these may taxi across the RED Operational Lights once ATC has switched ON the Runway END lights so that a turn may be made in the Runway End Turning Area.

3. The take-off run available (TORA) RWY 02 is displayed on illuminated signs adjacent to the runway.

4. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EIDL AD 2.21 NOISE ABATEMENT PROCEDURES

Operation is unrestricted

EIDL AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

Clearance to enter the CTR

Shannon ATS will clear arriving traffic to descend to the lowest useable flight level within controlled airspace (FL080/ Shannon Transition level if higher). EIDL ATC will provide the transition altitude and QNH. All aircraft below the transition altitude should use the QNH provided.

A lower level/altitude within controlled airspace may be coordinated with Donegal ATC. Clearance to enter the CTR will be provided by ATC EIDL on 129.805. Arriving aircraft to call no later than 25 DME IFN from EIDL.

Descent into the FIR (Class G Uncontrolled airspace)

Caution: Descent below FL080 or Transition level if higher, before the lateral limits of the Control Zone or associated stubs as outlined in ENR 2.1 will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS.

Arrival routes may be varied at the discretion of ATC. Arrival Routes are based on the holding pattern established at CFN.

EIDL ATC will issue expected approach times as appropriate for use in the event of a communication failure.

2. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

3. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures

Reduced Aerodrome Visibility Procedures are approved for operations on Runway 02 and for Runway 20

3.1 Reduced Aerodrome Visibility Procedures (RAVP)

Reduced Aerodrome Visibility Procedures come into effect when:

A. The visibility on any part of the aerodrome is insufficient for ATC to exercise control over all traffic on the basis of visual surveillance; or

B. The visibility on any part of the aerodrome is less than 1400M.

The Maximum allowable movement rate on the manoeuvring area when RAVPs are in force is 3 (2 aircraft and 1 vehicle or 2 vehicles and 1 aircraft).

EIDL AD 2.23 ADDITIONAL INFORMATION

Strip dimensions and obstacle limitation surfaces are appropriate to a Code Number 2 Non-Precision Approach Runway. Aircraft operators are to be aware that the full provision of runway strip, i.e. 1562m by 140m is not available in the North Eastern portion of the airfield for RWY 20 take-off operations. The full Runway End Safety Area (RESA) dimensions, as promulgated are available i.e. 120m x 60m at all times.

Full distance for RWY strip width is maintained in the RWY 02 direction to 33.5m beyond the end of the runway pavement. The fenceline then curves inwards and reduces the strip width to a distance of 36m at the narrowest point.

Wind shear and turbulence may be experienced in the lee of Mt. Errigal.

Caution wind shear and turbulence may be experienced on APP to RWY 20 in winds in the range of 250° - 300°.

EIDL AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIDL AD 2.24-1
Aerodrome Obstacle Chart RWY 02/20 – ICAO TYPE A	EIDL AD 2.24-2
Instrument Approach Chart RNP RWY 02 - ICAO	EIDL AD 2.24-7
Instrument Approach Chart NDB RWY 02 – ICAO	EIDL AD 2.24-8
Instrument Approach Chart RNP RWY 20 - ICAO	EIDL AD 2.24-9
Instrument Approach Chart LOC RWY 20 – ICAO	EIDL AD 2.24-10
Instrument Approach Chart NDB RWY 20 – ICAO	EIDL AD 2.24-11
Visual Approach Chart – ICAO	EIDL AD 2.24-12

EIDL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

Procedure	Procedure minima affected
RNP RWY 02	The OCS is not penetrated
NDB/DME RWY 02	The OCS is not penetrated
RNP RWY 20	The OCS is not penetrated
LOC RWY 20	Not Applicable
NDB/DME RWY 20	The OCS is not penetrated

EIKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIKN – IRELAND WEST

EIKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	535437N 0084907W Mid-point RWY 08/26
2	**Direction and distance from (city)**	3 NM SW of Charlestown
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	665ft/18.3°C (Max Temp) 0.2°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	191ft
5	**MAG VAR/Annual Change**	2º W (2025) 12’ decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Ireland West Airport Knock Connaught Airport, Development Co. Ltd, Charlestown Co. Mayo. Phone:+ 353 94 936 81 00 Phone:+ 353 94 936 81 32 Email: operations@irelandwestairport.com
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**remarks**	Nil

EIKN AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	MON - SUN 0800-1600 UTC Please refer to Current NOTAM for up to date Opening Hours
2	**Customs and immigration**	CUSTOMS: 24HR PN required to AD Operator for non EU Flights (Including countries outside the fiscal area of the EU) 12HR PN required to AD Operator for countries within the EU IMMIGRATION: As per AD Operator.
3	**Health and sanitation**	As per AD Operator.
4	**AIS Briefing Office**	See Remarks.
5	**ATS Reporting Office (ARO)**	As per AD Operator.
6	**MET Briefing Office**	Refer to EIKN AD 2.11
7	**ATS**	As per AD Operator.
8	**Fuelling**	As per AD Operator.
9	**Handling**	As per AD Operator.
10	**Security**	H24
11	**De-icing**	As per AD Operator.

12	**Remarks**	Please refer to current NOTAM for changes to AD Operator HR Customs and Immigration AVBL 24HR PN required to AD Operator ATS AVBL outside published HR, 24HR PN to AD Operator. PIB AVBL from AIS, Shannon. Refer to GEN 3.1.5 PPR required in advance for all flights (24HR if possible) Contact AD Operator

EIKN AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	Contact Operations.
2	**Fuel/oil types**	JET A1
3	**Fuelling facilities/capacity**	Storage Tanks at 50,000L.
4	**De-icing facilities**	De-icing and Anti-icing available. Mobile Unit De-icing fluid 50/50 Hot and Anti-icing 100% cold.
5	**Hangar space available for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Handling services AVBL - Contact Email: operations@irelandwestairport.com Phone:+ 353 94 936 81 00 Phone:+ 353 94 936 81 32 PPR required in advance for all flights (24HR if possible) Contact AD Operator Fuel Services provided by Shell

EIKN AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Charlestown (3 miles), Kiltimagh (8 miles), Knock (12 miles), Claremorris (20 miles)
2	**Restaurant(s) at or in the vicinity of AD**	At AD and in local towns
3	**Transportation possibilities**	Buses, Taxis and Car Hire from the AD.
4	**Medical facilities**	RFFS Trained emergency first responders, First Aid at airport. Hospitals-Castlebar, Galway
5	**Bank and Post Office at or in the vicinity of AD**	ATM
6	**Tourist Office**	Self service facility AVBL
7	**Remarks**	Total number of car park spaces including car hire 1,500.

EIKN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 7 for scheduled flights; Up to Category 9 AVBL 48 HR PN
2	**Rescue equipment**	Rescue and Emergency Equipment to meet Category 9 requirements
3	**Capability for removal of disabled aircraft**	Airlines to make own arrangements through IATA pool or other. Assistance (unskilled) available through local contractors. Co-ordinator--John McCarthy (Head of Airport Operations and Commercial Services) Phone: 00353 86 8367806 No on-site lifting capability provided and all resources are external.

4	**Remarks**	Nil

EIKN AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	**Type(s) of clearing equipment**	3 runway snow ploughs, 2 runway sweepers, 2 Snowblowers, 1 Runway de-icer;
2	**Clearance priorities**	RWY 08/26 TWY A and Apron A, then TWY B and Apron B.
3	**Use of material for movement area surface treatment**	KAC, for potassium acetate fluids
4	**Specially prepared winter runways**	Not applicable
5	**Remarks**	IWA RFFS are responsible for the assessment and reporting of Runway Surface Condition. Following assessment the information is passed to ATS who are responsible for the dissemination of the relevant information to AIS (via SNOWTAM) and Operators as appropriate.

EIKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITIONS DATA

1	**Apron designation, surface and strength**	ALPHA:			
		Surface:	CONC with ASPH SFC		
		Strength:	PCR 480 R/A/W/T		
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCR 470/F/A/W/T
		B	23 M	ASPH	PCR 470/F/A/W/T
3	**Altimeter checkpoint location and elevation**	APRON 660ft AMSL.			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Taxiway Strip Width (ALPHA and BRAVO) - 37m			

EIKN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing sign-age lighted at intersection of TWY and RWY at the Holding Point.
2	**RWY/TWY markings and LGT**	RWY: Marked: Designator, THR, TDZ, C/L, Edge Lighted: RWY Edge, RWY C/L, RWY end, PAPI, TDZ 26 only TWY: Marked: Centreline, Edge, Holding position. Lighted: Centreline, Edge Taxiway identifier signs located East and West of TWY A and East and West of TWY B on North side of RWY - Lighted
3	**Stop bars and RWY Guard Lights**	Switch-able stop bars at TWY A and B Runway Holding Positions. Runway guard lights at TWY A & B
4	**Other RWY Protection measures**	Nil
5	**Remarks**	Nil

EIKN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Marking/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact michealconnolly@irelandwestairport.com for information					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Marking/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact michealconnolly@irelandwestairport.com for information					

EIKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Ireland West Airport Knock
2	**Hours of service** **MET Office outside hours**	Available as required pending minimum 2 hour advance notice
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR
4	**Trend forecast** **Interval of issuance**	TREND 30 Minutes during airport opening hours.
5	**Briefing/consultation provided**	Internet based self-briefing. Personal briefing AVBL by telephone from Met Eireann Central Aviation Office, Shannon. Refer to GEN 3.5.9
6	**Flight documentation** **Language(s) used**	Charts and Tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Ceilometer, Anemometer, Automatic Weather Station, IRVR
9	**ATS units provided with information**	EIKN TWR
10	**Additional information (limitation of service, etc.)**	Additional information from Central Aviation Office, Shannon refer GEN 3.5 METAR issued every 30 Minutes during airport opening hours.

EIKN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	078.71°	2511x45	470/F/A/W/T ASPH	535430.76N 0085000.13W 535444.33N 0084804.80W 191ft	180.5M/592ft
26	258.74°	2511x45	470/F/A/W/T ASPH	535444.33N 0084804.78W 535429.79N 0085008.34W 191ft	203M/665ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A EIKN AD 2.24-2	Nil	146 x 150	2631 x 280	90 x 90	Nil	Nil	RWY Displaced Threshold 243M. Pavement Surface Grooved
	Nil	150 x 150	2631 x 280	90 x 90	Nil	YES	RWY Displaced Threshold 121M. Pavement Surface Grooved

EIKN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	2390	2536	2390	2147	THR RWY 08 DISPLACED 243M
26	2420	2570	2420	2300	THR RWY 26 DISPLACED 121M

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	Remarks
08	B	1596	1742	1596	Nil
26	A	1826	1976	1826	Nil

EIKN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	LIH 354M, 1 crossbar	Disp. THR. LIH Elev. Green Wing Bars & RTILS white	PAPI, Slope 3º MEHT 50.0ft	Nil	2141M 14.8M spacing Coded 0-1258 white 1258 –1865 red/white 1865-2141 red LIH	2150M 59M White, last 600M amber, LIH	End LIH inset Red	Nil	Lighting as indicated in columns 2,3,6,7,8 are light emitting diode (LED)
26	Cat II LIH 583.5M, 4 crossbars, 12 strobe lights (LIH flashing white). Strobes AVBL on request in Cat II Ops.	THR. LIH inset Green + elevated green wing bars & RTILS white	PAPI, Slope 3º MEHT 50.0ft both sides	884M, 29.5, LIH	2300M 14.8M spacing Coded 0-1406 white 1406–2013 red/ white 2013-2300 red LIH	2300M 59M White, last 600M amber, LIH	End LIH inset Red	Nil	Lighting as indicated in columns 2,3,6,7,8 are light emitting diode (LED)

EIKN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	At Tower, FLG G/W. 12 RPM-24 Flashes/Min, Refer to EIKN AD 2.3 AD Operator.
2	**LDI location and LGT** **Anemometer location and LGT**	WDI North Abeam PAPI 26 and west Abeam holding point TWY B lighted. Anemometer R26 south abeam TWY A. Anemometer R08 south side abeam R08 PAPIs
3	**TWY edge and centre line lighting**	TWY Edge Blue Elevated. spacing 46m LIM. Centreline green entry and green/amber exit, spacing 15m. Both TWY A and B.
4	**Secondary power supply/switch-over time**	Secondary Power Supply to all Lighting at AD By mains electricity with 1 second switch over for Cat II operations. For general operations mains act as primary source with UPS and generators act as secondary with switch over of 12/15 seconds
5	**Remarks**	Red Obstacle lights Apron Floodlighting

EIKN AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO** **Geoid undulation**	Nil
2	**TLOF and/or FATO elevation M/FT**	Nil

3	**TLOF and FATO area dimensions, surface, strength, marking**	Nil
4	**True BRG of FATO**	Nil
5	**Declared distance available**	Nil
6	**APP and FATO lighting**	Nil
7	**Remarks**	See AD 2.20, Section 4

EIKN AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Connaught Control Zone. Circle radius 10NM 535437N 0084907W (Connaught ARP).
2	**Vertical limits**	5000ft AMSL.
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	Connaught Tower. English.
5	**Transition altitude**	500ft
6	**Hours of applicability**	As per AD Operator. See EIKN AD 2.3
7	**Remarks**	Airspace Classification outside hours of operation of ATS is uncontrolled Class G.

EIKN AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Connaught Tower	130.705	Nil	Nil	Refer to EIKN AD 2.3 AD Operator	Nil
GND	Connaught Ground	130.705	Nil	Nil		Nil
		121.905	Nil	Nil		AVBL as standby/reserve
ATIS	Nil	118.530	Nil	Nil		Nil

EIKN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 3° W (2024)	CON	117.4 MHz CH121X	H24	535428.9N 0084912.4W	649ft		100/500, 300/700 (180° T-360° T)
NDB	OK	398 kHz	H24	535526.3N 0084159.3W			Designated Operational Coverage 10
NDB	KNK	364 kHz	H24	535347.4N 0085613.2W			Designated Operational Coverage 20

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
LOC 26 3º W (2024)	ICK	110.7 MHz	H24	535428.5N 0085019.0W			Nil
GP 26		330.2 MHz	H24	535438.7N 0084823.8W	650ft		GP Angle 3º RDH 49ft.
OM		75 MHz	H24	535526.3N 0084159.3W			Nil
MM		75 MHz	H24	535450.5N 0084706.4W			Nil
ILS DME	ICK	CH.44X	H24	535434.2N 0084901.4W	653ft		Nil

EIKN AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

180 degree turns for Medium or Heavy category aircraft on RWY 08/26 only permitted at runway turn pads unless otherwise instructed by ATC.

Aircraft using the turn pads should follow the marked guidance lines and use the minimum speed necessary to complete the turning manoeuvre.

2. Availability of Intersection Take-Off's

2.1 Take off's using less than the full length of the runway are available from TWY/RWY intersections outlined in EIKN AD 2.13 DECLARED DISTANCES. The datum from which the reduced declared distances on RWY 08/26 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

2.2 The take-off run available (TORA) is displayed on an illuminated sign adjacent to the taxiway (left side).

2.3 Intersection take-off's are subject at all times to pilots discretion and aircraft operational requirements. Pilots should advise as early as possible of their ability to accept intersection take-off's.

2.4 Approval for intersection take-off is subject to air traffic situation.

3. Runway Operations and Lighting Configurations

3.1 The end of the TORA and LDA for Runway 26 is marked by a row of inset RED lights. These lights will be illuminated for aircraft landing or taking off on Runway 26.

3.2 The end of the TORA and LDA for Runway 08 is marked by a row of inset RED lights. These lights will be illuminated for aircraft landing or taking off on Runway 08.

3.3 The start of the Runway pavement available for aircraft departing Runway 26 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end turning areas. These lights will be illuminated for aircraft taking off on Runway 26. These lights will be illuminated following a landing on Runway 08 when the aircraft is on its landing roll once ATC extinguish the set of RED inset lights marking the LDA for Runway 08.

3.4 The start of the Runway pavement available for aircraft departing Runway 08 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end

turning areas. These lights will be illuminated for aircraft taking off on Runway 08. These lights will be illuminated following a landing on Runway 26 when the aircraft is on its landing roll once ATC extinguish the set of RED inset lights marking the LDA for Runway 26.

3.5 Following an aircraft landing on Runway 26 or Runway 08, the inset RED lights will be extinguished by ATC and the elevated RED runway end lights will be illuminated for the purpose of turning in the Runway turn pad.

4. **Helicopter Operations**

4.1. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EIKN AD 2.21 NOISE ABATEMENT PROCEDURES

Operations Unrestricted

EIKN AD 2.22 FLIGHT PROCEDURES

1. Holding areas Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS - OPS ICAO Doc 8168, Volume II to facilitate navigation using VOR, NDB and DME navigation aids.

2. SID and STAR

2.1. RNAV Equipped Aircraft SID and STAR for RWY26 and RWY08 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation. The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.

SID and STAR for RWY08 and RWY26 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation. The supporting navigation infrastructure is GNSS and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/ or approved by the appropriate regulatory authority. Use of DME/DME is acceptable at higher levels, where navigation accuracy of +/- 1NM can be maintained, however due to the lack of DME facilities DME/DME cannot be relied upon to provide a navigation solution at lower levels. Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including:

- P-RNAV certified aircraft;
- B-RNAV certified aircraft only above MSA;

Climb to MSA on the initial segments of the RNAV SID may be conducted using conventional navigation.
If the RNAV equipment fails, or navigation accuracy of +/-1 NM can not be maintained, inform ATC as soon as possible.

2.2. RTF Phraseology

Phraseology used will be as provided in the European Regional Supplementary Procedures (ICAO Doc 7030) and outlined in EUROCONTROL Guidance material for RNAV SID and STAR.

Examples of phraseology for ATC are:
{CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}.

Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.
{CALLSIGN} ADVISE IF ABLE {designator} DEPARTURE [or ARRIVAL].

If ATC are unable to issue a requested SID or STAR:
{CALLSIGN} UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE [Reason]

Examples of pilot phraseology in the event of being unable to accept SID or STAR
UNABLE (designator) DEPARTURE [or ARRIVAL] DUE TO RNAV TYPE.
UNABLE RNAV DUE EQUIPMENT

2.3. Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a departure clearance based on existing procedures and as per LOA with Shannon ATS

3. Visual Manoeuvring Approaches

Visual manoeuvring (circling) approaches are permissible, on request, to all runways.

4. Speed Control – General Provisions Speed Restrictions

General	Initial Segment	Final Approach	Remarks
Below FL100 Max IAS 250kts	Max IAS 210kts	Recommended IAS 160kts from FAF to OM	1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible

5. Arrival Procedures

5.1. Clearance to enter the CTR

Shannon ATS will clear arriving traffic to descend to the lowest usable flight level within controlled airspace (FL080/ Shannon Transition Level if higher). Clearance to enter the CTR will be provided by ATC EIKN on 130.705. Arriving aircraft to call no later than 25 DME CON from EIKN.
Arriving Aircraft capable of flying STAR will normally be cleared on a STAR appropriate to the route by ATC.

5.2. Initial Approach Procedures

5.2.1. Aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

5.2.2. Descent into the FIR (Class G Uncontrolled airspace)

Where possible IFR traffic into EIKN should not request descent into the FIR as the Shannon CTA has been designed to facilitate continuous descent and climb operations in controlled airspace.
However in the event that descent is requested by IFR aircraft below FL080 before the lateral limits of the EIKN CTR or associated stubs, such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500MHz

- Arrival routes may be varied at the discretion of ATC
- Arrival Routes are based on holding patterns for the runway in use as outlined on the appropriate chart.
- ATC EIKN will issue expected approach times as appropriate and aircraft will arrange flight in such a manner as to ensure prompt departure from the holding pattern when number one.
- Aircraft will arrange flight in the holding pattern so as to be ready to leave the appropriate hold inbound to the fix and to vacate holding altitude at the last acknowledged expected approach time.

5.2.3. Successive arriving IFR aircraft

A minimum of 10NM spacing is required for successive landing IFR aircraft to facilitate the No.1 landing aircraft to vacate via taxiway A onto the apron. This may be increased or reduced at the discretion of the duty controller at EIKN.

Aircraft after landing on Runway 26 may be required to roll to the runway turn pad before commencing backtrack and to vacate onto Taxiway A. Where temperatures are above 25°C aircraft will not be permitted to carry out 180 degree turns on the runway and will have to roll to the runway turn pad before commencing their turn and backtrack.

6. Communications failure procedures for arriving aircraft.

6.1. Aircraft experiencing communications failure in the Shannon CTA or Connaught CTR shall set transponder code A7600 and/or set the ADS-B transmitter to indicate the loss of air-ground communications and comply with Standardised European Rules of the Air (SERA) procedures.

If an IFR flight encounters visual meteorological conditions and the pilot in command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome and report arrival by the most expeditious means to the appropriate air traffic services unit.

Also Supplemented by the following:

6.2. Traffic cleared on STAR

Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude.

If unable to comply with above, or uncertain of position, climb to 3000ft QNH, proceed in the most expeditious manner to the hold appropriate to the Runway in use and complete the Instrument Approach Procedure appropriate to the Runway in Use

7. Departure Procedures

7.1. All Aircraft must request start and taxi clearance from ATC on frequency 130.705 (or 121.905 if no response from 130.705).

7.2. Aircraft are not permitted to enter the runway even if the airport is closed unless previously arranged with ATC.

7.3. RWY’s 08 and 26

Aircraft capable of complying with Standard Instrument Departures will proceed in accordance with the SID. If an aircraft is unable to comply with Standard Instrument Departure the phraseology “Unable to comply with {departure} due {reasons}” Pilots who cannot comply with Standard Instrument Departures shall advise ATC in good time using the phraseology “Unable to comply with {departure} due {reasons}, so that alternative clearances can be issued.

7.4. Communications failure procedures for departing aircraft.

Aircraft experiencing communications failure in Connaught CTR shall set transponder code A7600 and/or set the ADS-B transmitter to indicate the loss of air-ground communications and comply with the following procedures:

RFL below FL080:

Departing traffic cleared by ATC to a level/altitude below the RFL, shall comply with Communication failure procedures as outlined in Standardised European Rules of the Air (SERA).

RFL FL080 or above:

Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan. Departing Traffic experiencing a communications failure above FL080 shall comply with communications failure procedures as outlined in Standardised European Rules of the Air (SERA).

Otherwise:

If an IFR flight encounters visual meteorological conditions and the pilot in command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome and report arrival by the most expeditious means to the appropriate air traffic services unit.

8. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures

Reduced Aerodrome Visibility Procedures and Low Visibility Procedures are approved for operations on Runway 26 and for Runway 08. Only R26 is available for CAT II approaches.

8.1. Reduced Aerodrome Visibility Procedures (RAVP)

Reduced Aerodrome Visibility Procedures come into effect when

A. The IRVR and/or Met Visibility falls below 1500m and/or

B. When the Duty Air Traffic Control Officer (DATCO) loses visual contact with any part of the manoeuvring area but LVP's are not in force and/or

C. When the conditions for Low Visibility Procedures (LVP) no longer exist but may become applicable in the short term.

The Maximum allowable movement rate on the manoeuvring area when RAVPs are in force is 3 (2 aircraft and 1 vehicle or 2 vehicles and 1 aircraft) Minimum spacing between aircraft on approach when RAVPs are in force will be 20nm

8.2. Low Visibility Procedures

8.2.1. Low Visibility Procedures will be initiated if Met Visibility and/or any of the IRVR readings are at or less than 1000m and is forecast to deteriorate significantly and/or the cloud ceiling is 300ft or less (BKN, OVC).

8.2.2. Low Visibility Procedures shall be enforced when Met Visibility and / or any of the IRVR readings are at or less than 700m, and / or the cloud ceiling is at or less than 200ft (BKN, OVC).

8.2.3. Low Visibility Procedures will be terminated after all IRVR readings have been above 1000m and the cloud ceiling has been above 300 ft for at least 30 minutes and the forecast is for a continuing improvement. RAVPs will be take effect if visibility remains below 1500m (see section 1).

8.2.4. The Maximum allowable movement rate on the Manoeuvring area when LVPs are in force is 1 (aircraft or vehicle).

8.2.5. The runway holding positions at TWY A and TWY B are Cat II holding positions.

8.2.6. Aircraft should advise when clear of the runway after landing and when airborne

8.2.7. Minimum spacing between aircraft on approach will be 20NM

8.2.8. Pilots will be informed by RTF when low visibility procedures have been enforced.

8.2.9. Full details of low visibility operations are available from airport administration on request.

9. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in Standardised European Rules of the Air (SERA).
Radio communication failure missed approach for RWY08 and RWY26 are prescribed on the approach charts

10. VFR communication failure for inbound aircraft

If an aircraft has received and acknowledged an ATC clearance to enter the Connaught Control Zone and subsequently experiences a radio-communications failure, the aircraft should proceed to the position specified in the clearance, e.g. from the South route via Ballyhaunis to the Kilkelly hold, or from the North route via Tobercurry to the Charlestown hold, and hold at an altitude of 1200 feet QNH at "Kilkelly" or 1200 feet QNH at "Charlestown". Both holding patterns are left hand patterns. A careful look-out should be maintained for other traffic and on receipt

of a steady green light signal from the Tower, or on observing the Aerodrome rotating beacon switched on, join the circuit for the runway in use and land on the lighted runway. The runway approach lights will indicate the landing direction.

Note: All flights planning to enter or leave the Connaught Control zone are required to file a flight plan.

Communications failure in the Circuit:
If clearance to land has been received and acknowledged, or if cleared to follow identified No.1 traffic, follow the clearance. If no landing clearance has been received, proceed at an altitude of 1200 feet QNH to Kilkelly (Rwy 26 in use) or 1200 feet QNH to Charlestown (Rwy 08 in use) and hold. The choice of holding point will depend upon Runway in use and the point at which radio-communications failure occurs. The holding point chosen should ensure that the aircraft does not pass through the final approach or take-off path of the main runway in use i.e. the runway being used by large aircraft. On receipt of a steady green light signal from the Tower, or on observing the Aerodrome rotating beacon switched on, join the circuit in the manner detailed below and land on the lighted Runway. The runway approach lights will indicate the landing direction.

i. From Kilkelly (holding pattern)
RWY 26 left hand pattern

ii. From Charlestown (holding pattern)
RWY 08 left hand pattern

Visual Holding Patterns: Visual holding patterns for category A aircraft are established as follows:

CharlestownTown Hold (535750.48N 0084741.08W):Left-hand pattern, based on Charlestown Town cross roads. Outbound Leg is 1 minute, flown at 120KT TAS. Inbound track 085º M. Minimum holding altitude is 1200ft QNH.

Kilkelly Village Hold (535213.88N 0085058.93W):Left-hand pattern, based on Kilkelly Village cross roads. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 265º M. Minimum holding altitude is 1200ft QNH.

Other Visual Reporting Points (VRPs) (WGS-84)
VRP Tubbercurry Town 540314.14N 0084344.90W
VRP Ballymote Town 540522.03N 0083104.90W
VRP Ballyhaunis Town 534548.71N 0084554.93W

After landing, clearance to taxi will be given by means of light signals from the tower.

Pilots are reminded that only a portion of their RTF equipment maybe faulty; if the aircraft receiver is functioning, the pilot should listen out for instructions from ATC on normal VHF communications channels. In any event, pilots should “Transmit Blind” and inform ATC of their intentions. If equipped with a functioning transponder, it should be set in Mode A code 7600.

11. Unmanned Aircraft Systems (UAS)

11.1. (UAS) Geographical Zones.

Geographical zones are portions of airspace where Unmanned Aircraft Systems (UAS) operations are facilitated,restricted or prohibited.

See IAIP section ENR 5.3 for details on Unmanned Aircraft Systems (UAS) within the Connaught Zone and surrounding areas.

EIKN AD 2.23 ADDITIONAL INFORMATION

Prior Permission Required for use of Ireland West Airport Knock must be obtained. Filing of a flight plan “does not” constitute prior permission. A Booking-In form or Booking-Out form as appropriate, is mandatory for use of the aerodrome. These are available from the Operations Office by:

Phone:+ 353 94 936 81 00

Phone:+ 353 94 936 81 32

Email: operations@irelandwestairport.com

URL: http://www.irelandwestairport.com

and when completed should be returned to:

Fax: + 353 94 936 72 32

Email: operations@irelandwestairport.com

EIKN AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIKN AD 2.24-1
Aerodrome Obstacle Chart RWY 08/26 – ICAO TYPE A	EIKN AD 2.24-2
Precision Approach Terrain Chart RWY 26 – ICAO	EIKN AD 2.24-3
RNAV Standard Departure Chart Instrument (SID) RWY 26 - ICAO	EIKN AD 2.24-4
RNAV Standard Departure Chart Instrument (SID) RWY 08 - ICAO	EIKN AD 2.24-5
RNAV Standard Arrival Chart Instrument (STAR) RWY 26 - ICAO	EIKN AD 2.24-6
RNAV Standard Arrival Chart Instrument (STAR) RWY 08 - ICAO	EIKN AD 2.24-7
Instrument Approach Chart RNP RWY 26 CAT A, B, C, D - ICAO	EIKN AD 2.24-8
Instrument Approach Chart ILS Z CAT I & II or LOC RWY 26 - ICAO	EIKN AD 2.24-9
Instrument Approach Chart ILS Y CAT I & II or LOC RWY 26 - ICAO	EIKN AD 2.24-10
Instrument Approach Chart VOR RWY 26 - ICAO	EIKN AD 2.24-11
Instrument Approach Chart NDB RWY 26 - ICAO	EIKN AD 2.24-12
Instrument Approach Chart RNP RWY 08 CAT A, B, C, D – ICAO	EIKN AD 2.24-13
Instrument Approach Chart NDB RWY 08 - ICAO	EIKN AD 2.24-14
Instrument Approach Chart VOR RWY 08 - ICAO	EIKN AD 2.24-15
Visual Approach Chart - ICAO	EIKN AD 2.24-16

EIKN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

Procedure	Procedure minima affected
RNP RWY 26	VSS Obstacles have a height less than 15m above the threshold.
ILS and LOC RWY 26	VSS Obstacles have a height less than 15m above the threshold.
VOR RWY 26	VSS Obstacles have a height less than 15m above the threshold.
NDB DME RWY 26	VSS Obstacles have a height less than 15m above the threshold.
RNP RWY 08	VSS Obstacles have a height less than 15m above the threshold.
VOR RWY 08	Not Applicable
NDB DME RWY 08	VSS Obstacles have a height less than 15m above the threshold.

Note: The following sections in this chapter are intentionally left blank: AD-2.21, AD 2.23, AD-2.25

EIWF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWF – WATERFORD

EIWF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	521114N 0070513W Mid-point RWY 03/21
2	**Direction and distance from (city)**	4NM SE of Waterford
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	113ft /19.6°C (Max Temp) 1.5°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	185ft
5	**MAG VAR/Annual Change**	1° W (2024) /12' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Waterford Airport Killowen, Co. Waterford Phone:+ 353 51 84 66 00 Fax: + 353 51 87 17 01 [ATC] Fax: + 353 51 87 56 23 [Operations] Email: atc@waterfordairport.net Email: operations@waterfordairport.net AFS: EIWFZTZX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EIWF AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	Winter 0815-1300, 1345-1830, 1915-2145 UTC Summer 0715-1200, 1245-1730, 1815-2045 UTC Variations promulgated by NOTAM. Please check NOTAM.
2	**Customs and immigration**	24 HR PN required to AD Operator.
3	**Health and sanitation**	As per AD Operator
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	As per AD Operator
6	**MET Briefing Office**	See Remarks
7	**ATS**	As per AD Operator
8	**Fuelling**	As per AD Operator

9	**Handling**	As per AD Operator
10	**Security**	As per AD Operator
11	**De-icing**	As per AD Operator
12	**Remarks**	AD Operator AVBL outside published HR, 24 HR PN to AD Operator ATS AVBL outside published HR, 24 HR PN to AD Operator PIB AVBL from AIS, Shannon see GEN 3.1.5 MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4 Airport closed to all aircraft operations except for State rotor wing aircraft by prior arrangement only. Phone: Operations +353 51 84 66 00 Email: operations@waterfordairport.net

EIWF AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	Contact airport operations
2	**Fuel/oil types**	JET A1;
3	**Fuelling facilities/capacity**	1 JET A1 Truck - Capacity 18,000L Storage capacity - Jet A1 100,000L
4	**De-icing facilities**	Nil
5	**Hangar space available for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

EIWF AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Waterford
2	**Restaurant(s) at or in the vicinity of AD**	Nil.
3	**Transportation possibilities**	Taxis and Car Hire from the AD (Prior notice required). Train from Waterford.
4	**Medical facilities**	First Aid at AD. Hospitals in Waterford.
5	**Bank and Post Office at or in the vicinity of AD**	Waterford
6	**Tourist Office**	Waterford
7	**Remarks**	Nil

EIWF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 2.
2	**Rescue equipment**	Rescue and Emergency equipment for up to CAT 2
3	**Capability for removal of disabled aircraft**	Operators to make own arrangements through IATA pool or other organisations. Recovery assistance available through local contractors, up to 20,000kg Contact the Airport Co-ordinator: +353 (0)51 846600

4	**Remarks**	Fire cover available during operating hours. 24 HR PN required to AD Duty Supervisor for services outside of operating hours.

EIWF AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	**Type(s) of clearing equipment**	1 runway snow plough 1 runway sweeper 1 snow blower 1 runway de icer
2	**Clearance priorities**	Helipad (FATO/TLOF) and associated TWY A
3	**Use of Material for movement area surface treatment**	(KFOR) Potassium Formate Fluids as required
4	**Specially prepared winter runways**	Not applicable
5	**Remarks**	Global Reporting Format - ATS communications for Global Reporting Format for Runway surface conditions. Runway surface conditions not reported by ATIS. Flight crew will be provided with the latest Runway surface conditions from ATS on first contact.

EIWF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: CONC / Strength: PCN 19/F/C/Y/T			
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	15 M	ASPH	PCN 19/F/C/Y/T
3	**Altimeter checkpoint location and elevation**	Location: Terminal Apron / Elevation: NIL			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EIWF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing Guidance
2	**RWY/TWY markings and LGT**	TWY Marked, Centreline, Lighted Edge FATO/TLOF: Marked, Lighted Edge.
3	**Stop bars and RWY guard lights**	Nil
4	**Other RWY Protection measures**	-
5	**Remarks**	Nil

EIWF AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	b	c	d	e	f
Aerodrome Obstacles Point of Contact: aipdata@waterfordairport.ie					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	b	c	d	e	f
Aerodrome Obstacles Point of Contact: aipdata@waterfordairport.ie					

EIWF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Central Aviation Office, Shannon Airport see GEN 3.5.4
2	**Hours of service** **MET Office outside hours**	Refer to EIWF AD 2.3
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance.**	Met Eireann Central Aviation Office, Shannon. 9 HR 3 HR
4	**Trend forecast** **Interval of issuance**	 Nil
5	**Briefing/consultation provided**	Personal
6	**Flight documentation** **Language(s) used**	Charts and Tabular English
7	**Charts and other information available for briefing or consultation**	Hourly Synoptic Chart; 6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Automated Weather Station at Waterford AD. EIWF METAR available on URL: http://www.waterfordairport.ie/weather Phone:+ 353 51 87 70 00 HR as per ATS.
9	**ATS units provided with information**	EIWF TWR
10	**Additional information (limitation of service, etc.)**	METAR available every 30 mins. GEN 3.5.4.2 for additional information

EIWF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
Nil	Nil	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Nil	Nil

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
Nil	Nil	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Nil	Nil

EIWF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	At Tower, FLG W/G, 30 per minute As per AD Operator EIWF AD 2.3.

2	**LDI location and LGT** **Anemometer location and LGT**	WDI Near THR 21 lighted Near THR 21 lighted
3	**TWY edge and centre line lighting**	Blue TWY Edge Only
4	**Secondary power supply/switch-over time**	Secondary Power Supply to all Lighting at AD/Switch-over 12 seconds.
5	**Remarks**	Nil

EIWF AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO** **Geoid undulation**	521125.13N 0070450.77W
2	**TLOF and/or FATO elevation M/FT**	26.76M (88FT) AMSL
3	**TLOF and FATO area dimensions, surface, strength, marking**	26.4M x 26.4M, Asphalt, PCN 19, White H
4	**True BRG of FATO**	Nil
5	**Declared distance available**	TODAH = 26.4M, RTODAH - 26.4M, LDAH = 26.4M
6	**APP and FATO lighting**	24 x omnidirectional lights (6 inset) showing green
7	**Remarks**	Use of the FATO/TLOF is limited to State aircraft by prior arrangement only and is available for VFR operations day and night.

EIWF AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Waterford Control Zone Circle radius 10NM 521114N 0070513W (Waterford ARP)
2	**Vertical limits**	5000 ft AMSL
3	**Airspace classification**	C G (outside hours of operation of ATC)
4	**ATS unit call sign Language(s)**	Waterford Tower Waterford Information (during the hours of AFIS operation) English
5	**Transition altitude**	5000 ft
6	**Hours of applicability**	-

7	**Remarks**	Outside the promulgated hours of operation of the Waterford Control Zone, the following airspace: Waterford Airport - Circle radius 10NM 521114N 0070513W centered on the Waterford Aerodrome Reference Point, surface to 5000 feet AMSL is classified as Class G airspace. During these periods, an Aerodrome Flight Information Service (AFIS) **may** be provided and IFR holding, approach and departure procedures for SAR Operations may take place at Waterford Airport. Outside the promulgated Aerodrome hours of operation of Waterford Airport, an AFIS may be provided at short notice, in support of helicopters on SAR/HEMS/Training missions based at Waterford Airport *NOTE: Instrument Procedures are only available when an Air Traffic Control Service is being provided, **unless** an operator is authorised by the Flight Operating Standards Department of the Irish Aviation Authority and Waterford Airport Management.* Pilots will be provided by Waterford AFIS, Callsign "Waterford INFORMATION", with an Aerodrome Flight Information and Alerting Service while operating in the local airspace. Pilots are responsible for their own separation while operating in Class G - Uncontrolled Airspace. The hours of operation of AFIS are promulgated by NOTAM. Times may vary to support helicopters on SAR/HEMS missions based at Waterford Airport. **Airspace Status** This airspace is designated as a Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ), during the hours when an Aerodrome Flight Information Service is provided Refer to EIWF AD.2.20.8

EIWF AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Waterford Tower	129.855	Nil	Nil	Refer to EIWF AD 2.3 AD Operator	Nil
GND	Waterford Ground	121.605	Nil	Nil		As directed by ATC
AFIS	Waterford Information	129.855	Nil	Nil		When ATC not available. Check NOTAM and refer to ATIS.
ATIS	Waterford ATIS	121.155	Nil	Nil		Nil

EIWF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DME	IWD	110.9 kHz CH 46X	H24	521119.6N 0070502.0 W	110 ft		Designated Operational Coverage 25 DME reads Zero at RWY 21 THR. DME reads 0.3D at RWY 03 THR. Monitored only during hours as per ATS
NDB	WTD	368.0 kHz	H24	521120.4N 0070500.0 W			Designated Operational Coverage 25NM Monitored only during hours as per ATS

EIWF AD 2.20 LOCAL AERODROME REGULATIONS

1. Landing, take off and manoeuvring on the aerodrome outside the published HR of operation of the aerodrome is not permitted unless such permission has been obtained in advance from aerodrome operations or is in the event of an emergency or a search and rescue (SAR) operation.

2. A booking system exists for instrument training, training periods may be booked by application to ATC

Phone:+ 353-51-846600

Fax: + 353-51-871701

Email: atc@waterfordairport.net

The filing of a flight plan does not constitute a booking. Failure to make a booking may result in the aircraft being refused the use of the facilities.

Pilots are requested to advise aerodrome operations of booking cancellations.

3. A booking procedure for all circuit training flights may be introduced by ATS during busy periods.

4. Aircrew and personnel are required to wear high visibility clothing at all times when airside.

5. Individuals or operators intending to base aircraft at the aerodrome must seek the prior written approval of the Airport Manager.

6. Solo Student Pilots from non-Waterford based Flight Training Organisations (FTO) must contact ATS at +353 51 846613 prior to departing to Waterford for PPR and a briefing.

7. RWY 03/21, fixed wing aircraft are required to use the runway end turning areas for making 180 deg turns. Light aircraft are exempt from this requirement.

8. **Equipment Requirements**

   1. TMZ
   All flights operating in the Waterford TMZ shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed by Waterford ATS that has been designated for the airspace as outlined above. Refer to Item 5 hereunder.

   2. RMZ

All flights operating in the Waterford RMZ shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by Waterford ATS. Refer to Item 4 hereunder.

3. RMZ Entry
The requirements for entry into an RMZ are detailed in SERA.6005 (a) as follows:
Before entering a radio mandatory zone, an initial call containing:

a. the designation of the station being called;

b. callsign;

c. type of aircraft;

d. position;

e. level;

f. the intentions of the flight;
And;

g. Other information as prescribed by the competent authority shall be made by pilots on the appropriate communication channel. [Ref EIWF AD 2.18]

Once this information has been passed to and acknowledged by AFIS, a pilot may enter the RMZ. However, if a pilot is requested to 'stand by' before the required information is passed; they must remain outside of the RMZ. AFIS will resume communications with pilots as soon as possible after having instructed them to 'stand by'.

Whilst operating within an RMZ pilots are required to continuously monitor the published frequency. This is to raise situational awareness for all and offers a means of communication between pilot and AFIS if required.

Waterford AFIS may additionally instruct an aircraft with a functioning transponder to squawk an appropriate code.

4. Radio and/or Transponder Failure

4.1 A VFR flight experiencing radio failure prior to entry into the RMZ is required to remain outside the RMZ and route to their alternate aerodrome. The pilot shall contact Waterford Air Traffic Services +353 51 846613 as soon as practicable on landing.

4.2 A VFR flight experiencing radio failure whilst inside the RMZ is required to route to,

4.2.1 If approaching from the East route via Baginbun Head not above 1,500 ft to the Belle Lake Hold and await light signals from Waterford AFIS,

4.2.2 If approaching from the West, route via Bunmahon not above 1,500 ft to the Tramore Racecourse Hold and await light signals from Waterford AFIS.

4.3 SAR aircraft on an IFR flight experiencing radio failure are required to follow Rule 31 Communications Failure, AIP Ireland ENR 1.3 INSTRUMENT FLIGHT RULES.

4.4 An aircraft experiencing transponder failure shall advise Waterford AFIS as soon as practicable when aware of the failure. Prevailing traffic conditions may delay TMZ entry/departure.

4.5 Aircraft experiencing both Radio and Transponder failure are required to follow Parts 4.1, 4.2, 4.3 as appropriate to their flight rules.

5. Non-Radio Aircraft & Non-Transponder Aircraft
Pilots of aircraft which are neither non-transponder nor non-radio equipped must contact Waterford Air Traffic Services +353 51 846613 in order to seek agreement to operate within the TMZ.
Prevailing traffic conditions may preclude TMZ entry agreement to non-transponder aircraft (or an aircraft with a non-functioning transponder) to operate within the TMZ.
Ref:
SERA.6005 Requirements for communications and SSR transponder.
SERA.13001 Operation of a transponder.

SERA 13020 SSR transponder failure when the carriage of a transponder is mandatory

6. Aircraft that are VHF radio communications equipped but cannot communicate with Waterford ATS on 8.33KHz channelised frequencies will not be accepted in the Waterford CTR or TMZ/RMZ.

EIWF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EIWF AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

Clearance to enter the CTR.Arrival routes may be varied at the discretion of ATC.

Arrival Routes are based on holding patterns established at Waterford.

Shannon ATS will descend arriving traffic to the lowest usable flight level within controlled airspace (FL080 / Shannon Transition level if higher).

A lower level/altitude within controlled airspace may be coordinated with Waterford ATC.

Descent into the FIR (Class G Uncontrolled airspace)

Caution: Descent below FL080 or Transition level if higher, before the lateral limits of the Control Zone or associated stubs as outlined in ENR 2.1 will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500 MHz

2. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

3. Departure Procedures

AD not available for departures when official met visibility is below 550m, SAR aircraft exempt.

EIWF AD 2.23 ADDITIONAL INFORMATION

NIL

EIWF AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIWF AD 2.24-1
Aerodrome Obstacle Chart RWY 03/21– ICAO TYPE A	EIWF AD 2.24-2
Visual Approach Chart – ICAO	EIWF AD 2.24-7

EIWF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

AERODROME CHART - ICAO

AD ELEVATION 113FT ARP 52 11 14N 007 05 13W

CONSULT NOTAM FOR LATEST INFORMATION

WATERFORD AIRPORT IRELAND

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY/TWY/APRON	SURFACE	BEARING STRENGTH	WIDTH (M)
RWY 03/21	Asphalt	PCN 30/F/C/Y/T	30
TAXIWAY A, B	Asphalt	PCN 19/F/C/Y/T	15
APRON	Concrete	PCN 19/F/C/Y/T	-

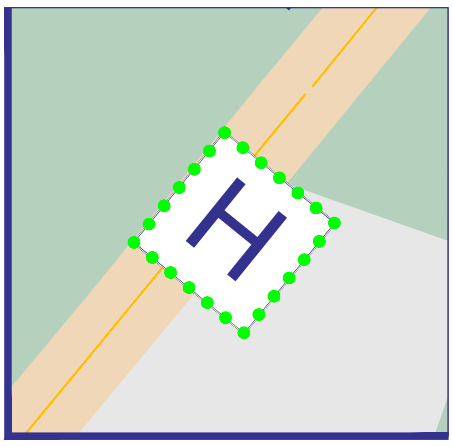
LIGHTING	
APCH 03	SALS 420M, 1 crossbar at 300M
APCH 21	CAT I 750M, 4 crossbars
THR 03/21	WBAR Green
RWY 03/21	LGT LEN White Edge, Amber 450M from runway end End Lights Red
TWY	Blue TWY Edge Only

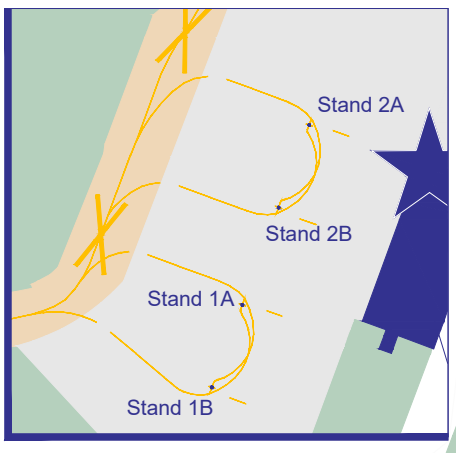
STAND	COORDINATES		CONDITIONS
1A	52 11 18.58N	007 04 54.29W	Self Manoeuvring
1B	52 11 17.81N	007 04 54.78W	Self Manoeuvring
2A	52 11 20.27N	007 04 53.23W	Self Manoeuvring
2B	52 11 19.50N	007 04 53.72W	Self Manoeuvring

GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position

BEARINGS ARE MAGNETIC
LINEAR DIMENSIONS IN METRES

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**192** (68)





Precision Approach CAT I Lighting System

Rwy 21 DTHR Elev 113
52 11 31.24N 007 05 02.24W
GUND 185

IWD
110.9 kHz
(CH 46X)
52 11 19.56N 007 05 01.97W

WTD
368.0 kHz
52 11 20.39N 007 05 00.03W

VAR 1°W - 2026
N
Annual Rate of Change -12' W

21 203°

FATO/ TLOF H
Twy A
SAR Hangar
Hangar
ABN FL W/G
TWR
Terminal
Aero Club

ILS GP
Anemometer
PAPI 3.25° MEHT 26
VDF
A
A1
B
ARP

1433m x 30m

PAPI 3° MEHT 26
03 023°

Simple Approach Lighting System

Rwy 03 DTHR Elev 87
521054.98N 0070524.90W
GUND 185

IWD LOC
110.9 kHz
521039.12N 0070534.80W

Scale
Metres
50 25 0 50 100 150
125 0 250 500
Feet

ATS COMMUNICATION FACILITIES		
Service	Call Sign	Channel
TWR	Waterford Tower	129.855MHz
GND	Waterford Ground	121.605MHz
AFIS	Waterford Information	129.855MHz
ATIS	Waterford ATIS	121.155MHz

LEGEND	
Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
Non-Directional Radio Beacon (NDB)	
Distance Measuring Equipment (DME) Lit	
ILS - Glide Path (GP) Lit	
Localizer (LOC), VDF	
Runway Holding Position Pattern A	
Intermediate Holding Position IHP	
Runway Holding Position Designator	A
RWY End Lights	
RWY THR/ WINGBAR LIGHTS	
Precision Approach Path Indicator (PAPI)	

CHANGE: Runway Closure, Helipad added.

EIWT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWT – WESTON

EIWT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	532108N 0062918W Midpoint RWY 06/24
2	**Direction and distance from (city)**	8 NM W of Dublin
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	156 ft /22.3°C (Max Temp) 1.3°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	185 ft
5	**MAG VAR/Annual change**	1° W (2026) 11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Weston Aviation Academy Ltd, Weston Airport, Lucan, Co. Dublin. W23XHF8 Ireland. Phone: Weston ADMIN Office + 353 1 621 73 00 AFS: EIWTZTZX Email: info@westonairport.com URL: http://www.westonairport.com
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EIWT AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check.
2	**Customs and immigration**	24 HR PN required to AD Operator
3	**Health and sanitation**	As per AD Operator
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	20 minutes prior to AD Opening
6	**MET Briefing Office**	See Remarks
7	**ATS**	20 minutes prior to AD Opening
8	**Fuelling**	As per AD hours
9	**Handling**	Yes

10	**Security**	Yes
11	**De-icing**	Nil
12	**Remarks**	PIB AVBL from AIS, Shannon see GEN 3.1.5. MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4.

EIWT AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Yes. Contact AD Operator EIWT AD 2.2
2	**Fuel/oil types**	Jet A1; Avgas 100LL
3	**Fuelling facilities/capacity**	1 Jet A1 Truck – 9000L; 1 Jet A1 Storage Tank - 150,000L; 1 Avgas Truck – 9,000L; 1 Avgas Storage Tank - 50,000L
4	**De-icing facilities**	Nil
5	**Hangar space available for visiting aircraft**	Yes. Contact AD Operator EIWT AD 2.2
6	**Repair facilities for visiting aircraft**	Yes. Contact AD Operator EIWT AD 2.2
7	**Remarks**	Handling services AVBL within AD *ADMIN Hours of service by arrangement with the AD

EIWT AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Local Bookings Available visit the following link for details URL: http://www.westonairport.com
2	**Restaurant(s) at or in the vicinity of AD**	AVBL at AD and locally
3	**Transportation possibilities**	Taxis and Chauffeur services from the AD by phone/fax/email request.
4	**Medical facilities**	First Aid at AD. Hospital within 7 miles.
5	**Bank and Post Office at or in the vicinity of AD**	AVBL in Lucan, Celbridge & Leixlip.
6	**Tourist Office**	AVBL in Lucan and Dublin
7	**Remarks**	Business and Corporate Pilot Lounges available

EIWT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 3, CAT 4 AVBL (24HR PPR) H2 available out of operational hours with PN to AD Operator
2	**Rescue equipment**	Appropriate to CAT 4, 1 - 6x6 Cobra +1 - Volvo FL250 Class B with support equipment
3	**Capability for removal of disabled aircraft**	Capability for CAT 2 ACFT
4	**Remarks**	Nil

EIWT AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	**Type(s) of clearing equipment**	Tractor driven plough
2	**Clearance priorities**	RWY 06/24, Taxiways and Apron
3	**Use of material for movement area surface treatment**	Not Applicable
4	**Specially prepared winter runways**	Not Applicable
5	**Remarks**	EIWT- RFFS are responsible for the assessment and reporting of Runway Surface Conditions. Following assessment the information is passed to ATS who are responsible for the dissemination of the relevant information to AIS (via SNOWTAM) and Operators as appropriate.

EIWT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: Bitumen/Macadam / Strength: PCN 45/F/A/W/T			
2	**Taxiway designation, width, surface and strength**	TWY	WIDTH	SURFACE	STRENGTH
		A	14 M	Bitumen/Macadam	PCN 45/F/A/W/T
		B	14 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C1	29 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C2	29 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C3	29 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C4	29 M	Bitumen/Macadam	PCN 45/F/A/W/T
		D	30 M	Bitumen/Macadam	PCN 45/F/A/W/T
		E	13 M	Bitumen/Macadam	PCN 45/F/A/W/T
		F	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		G	15 M	Bitumen/Macadam	PCN 45/F/A/W/T
		H	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		J	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		K	7 M	Bitumen/Macadam	PCN 45/F/A/W/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EIWT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Nil (Parking positions by ATC)
2	**RWY/TWY markings and LGT**	RWY Marked: Designator, C/L, THR, Tranverse Stripe and side stripe Lighted: Nil
		TWY Marked: RWY Holding Position, C/L Lighted: Edge on TWY A, B, C1, C2, C3, D, E, F, G, J.
3	**Stop bars and RWY guard lights**	Nil
4	**Other RWY Protection measures**	Signage on taxiways (detailed runway entry signs)
5	**Remarks**	Nil

EIWT AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
https://www.westonairport.ie/airport-technical-information					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
https://www.westonairport.ie/airport-technical-information					

EIWT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Central Aviation Office, Shannon Airport see GEN 3.5.4.
2	**Hours of service** **MET Office outside hours**	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance.**	Weston TAF not AVBL. Dublin TAF AVBL see GEN 3.5
4	**Trend forecast** **Interval of issuance.**	Nil
5	**Briefing/consultation provided**	Personal
6	**Flight documentation** **Language(s) used**	Charts and Tabular English

7	**Charts and other information available for briefing or consultation**	From Central Aviation Office, Shannon Airport. 6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Automatic Weather Station.
9	**ATS units provided with information**	EIWT TWR
10	**Additional information (limitation of service, etc.)**	Refer to GEN 3.5.4.2 to request additional information

EIWT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	063° 064°	924 x 23	PCN45/F/A/W/T Bitumen/Macadam	532101.48N 0062940.17W 532115.03N 0062855.66W 185 ft	155 ft
24	243° 244°	924 x 23	PCN 45/F/A/W/T Bitumen/Macadam	532115.03N 0062855.66W 532101.48N 0062940.17W 185 ft	152 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart - Type A(AD 2.24-2)	Nil	Nil	1501 x 80	22 x 46	Nil	Nil	Nil
	457 x 23	457 x 150	1501 x 80	30 x 46	Nil	Nil	Nil

EIWT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	924	924	924	924	Nil
24	924	1381	1381	924	Nil

EIWT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
24	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	Nil
2	**LDI location and LGT** **Anemometer location and LGT**	Nil Anemometer adjacent and 50m West of TWY A
3	**TWY edge and centre line lighting**	Blue Elevated TWY Edge Only on A and C2
4	**Secondary power supply/switch-over time**	Nil
5	**Remarks**	Windsock - NW THR 24, S of THR 06

EIWT AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO** **Geoid undulation**	532112.39N 0062916.36W 56.3M/184.6FT
2	**TLOF and/or FATO elevation M/FT**	47.19M/154.82FT
3	**TLOF and FATO area dimensions, surface, strength, marking**	27.5M x 27.5M, Asphalt, PCN 45, White H
4	**True BRG of FATO**	Nil
5	**Declared distance available**	TODAH = 27.5M, RTODAH - 27.5M, LDAH = 27.5M
6	**APP and FATO lighting**	24 x inset omnidirectional lights showing green
7	**Remarks**	FATO/TLOF on Twy C2 is restricted to Irish Coast Guard SAR operator. Additional remarks See AD-2.20

EIWT AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Weston Area of Responsibility. 532403N 0063626W, 532324N 0062406W, arc 4.0NM radius centre 532110N 0062938W, 532006N 0062312W, 532034N 0063056W, 532127N 0063758W, arc 5.0NM radius centre 532110N 0062938W.
2	**Vertical limits**	2000 ft
3	**Airspace classification**	C
4	**ATS unit call sign Language(s)**	Weston Tower English.
5	**Transition altitude**	5000 ft

6	**Hours of Applicability**	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check
7	**Remarks**	Nil

EIWT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Weston Tower	122.405	Nil	Nil	As per AD Operator EIWT AD 2.3	Nil
GND	Weston Ground	119.430	Nil	Nil		
ATIS	Weston Information	118.880	Nil	Nil		

EIWT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWT AD 2.20 LOCAL AERODROME REGULATIONS

1. Aircraft landing, take-off and manoeuvring on taxiways and apron areas outside published hours (See EIWT AD 2.3) is not permitted unless such permission has been obtained in advance or in the event of an emergency.

2. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. Only Irish Coast Guard SAR helicopters are permitted to use the designated FATO/TLOF on Twy C2.

After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EIWT AD 2.21 NOISE ABATEMENT PROCEDURES

Local restrictions are also available on Weston Airport website:

URL: http://www.westonairport.com

EIWT AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

1.1 Weston VFR Route from the West

1.1.1 Standard VFR Arrival Procedures for fixed wing are:

Runway 24/06 Route North of Maynooth towards Leixlip. Maintain 1500 ft. QNH. By the Industrial Complex turn right towards the airfield and enter the AOR. Report overhead the airfield at 1500 ft. QNH. Join the circuit in use but remaining at 1500 ft. QNH until position in the circuit has been established. Then descend to 1000 ft. QNH.

1.1.2 Standard VFR Arrival Procedures for Helicopters are:

Runway 24/06 Route north of Maynooth towards Leixlip. Maintain 1000ft QNH. By the Industrial Complex turn right towards the airfield and position for downwind for the runway in use or as directed by ATC.

Note:

i. *Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.*

ii. *Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.*

1.1.3 **Weston VFR Route from the East**

VFR arrivals from the East will be facilitated by Dublin ATC. VFR arrivals from the East can expect to be routed through the Dublin CTR along the track of the river Liffey to join Weston from the Palmerstown Roundabout VRP. Aircraft will be handed over to Weston ATC no later than the boundary of the Weston AOR. Aircraft will route from Palmerstown Roundabout to the Runway in use, as directed by Weston ATC.

Aircraft arriving from the East must at all times exercise due caution with regard to the following:

a. Pilots must maintain awareness of the proximity of Restricted Areas EIR15 and EIR23 south of the VFR route:

b. ATS will be provided by Dublin ATC and transfer of communications to Weston ATC will be at the discretion of Dublin ATC:

c. Routing crosses EIP11 vertical limits GND to 1000ft AMSL and in close proximity to EIP18 vertical limits surface to 550ft AMSL, pilots must exercise caution accordingly.

1.1.4 Special VFR is available within Weston AOR in accordance with SERA.5010 and the provisions of S.I. No. 266 of 2019.

2. **Departure Procedures**

2.1 Standard Departure Routes for fixed wing and helicopters are:

2.1.1 **Visual Departure Route to West**

- Runway 24:
  Climb straight ahead to 650 ft. QNH. Turn right no later than reaching end of reservoir to follow M4 motorway climbing to 1000 ft. QNH and exit controlled airspace. Remain South of Maynooth.
- Runway 06:
  Climb straight ahead to 650ft. QNH and join the Weston circuit climbing to 1000ft. QNH downwind. At the end of the downwind leg turn right no later than reaching end of reservoir to follow the M4 motorway. Remain South of Maynooth.

Note:

i. Departing traffic wishing to penetrate the R15, R16, or the Dublin CTA/CTR should follow the Standard Departure Route to Maynooth, and establish RTF by Maynooth for appropriate clearance.

ii. Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.

iii. Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.

3. **Rules and Procedures for Navigation within the Weston Area of Responsibility**

3.1 Rules and procedures for navigation within the Weston Area of Responsibility of the Dublin CTR are available from the manager, Weston aerodrome and compliance with these is mandatory. Some of the principal Rules and Procedures are as follows:

- A flight plan is mandatory;
- A mode C transponder is mandatory;
- A maximum of three aircraft only may operate in the visual training circuit simultaneously;
- Adhere to the circuit in use as specified by ATS;
- Adhere to the circuit procedures as provided at 2 below;

4. **Circuit Procedures**

4.1 Caution: A left circuit off RWY 24 or right circuit off RWY 06 may result in an inadvertent penetration of EIR15. By arrangement between Weston and the Military these circuits will only be available for use when clearance from the Military ATS, Casement Aerodrome has been obtained by Weston ATS; this is subject to military activity. When permission is granted by the Military ATS for use of the above RWY 24/06 circuits it is based on the premise that aircraft will remain North of the railway line at all times. At all other times at Weston, circuits to RWY 24 shall be right-hand and circuits to RWY 06 shall be left-hand.

4.2 All altitudes are based on QNH.

4.3 When RWY 24 left circuit is in use the standard circuit will be:

Runway 24 – Left Circuit

- After take-off climb straight ahead to 650ft QNH, no later than the end of the reservoir begin a gentle RIGHT turn climbing to 1000 ft QNH.
- On reaching 1000 ft QNH turn LEFT onto the crosswind leg, and continue the turn onto the downwind leg making sure you are north of the railway line at all times.
- Turn left onto base leg when abeam the SPA Hotel remaining clear of Lucan village.
- Establish finals no lower than 650 ft. QNH.

4.4 When RWY 24 right circuit is in use the standard circuit will be:

Runway 24 – Right Circuit

- After take-off climb straight ahead to 650ft QNH, no later than the end of the reservoir begin a gentle RIGHT turn climbing to 1000 ft QNH.
- On reaching 1000 ft QNH turn right onto the downwind leg.
- Downwind to be flown South of Leixlip at 1000 ft. QNH
- Turn right onto base leg when abeam the SPA Hotel.
- Establish finals no lower than 650 ft. QNH

4.5 When RWY 06 left circuit is in use the standard circuit will be:

Runway 06 – Left Circuit

- After take-off and established in a positive climb, upon passing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000 ft QNH.
- On reaching 1000 ft QNH, turn left onto downwind (Do not overfly Leixlip town)

- Downwind to be flown South of Leixlip at 1000 ft. QNH
- Turn left onto base leg before reaching end of reservoir avoiding over-flight of the Technology Campus.
- Establish finals no lower than 650 ft. QNH.

4.6 When RWY 06 right circuit is in use the standard circuit will be:

Runway 06 – Right Circuit

- After take-off and established in a positive climb, upon crossing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000ft QNH.
- Upon passing 650 ft QNH, turn RIGHT onto crosswind leg.
- Downwind to be flown to the North of Railway line at all times
- Turn right onto base leg before abeam the Technology Campus.
- Establish finals no lower than 650 ft. QNH

EIWT AD 2.23 ADDITIONAL INFORMATION

1. Weston is a busy VFR airfield located 8 NM from Dublin airport and 3 NM from Casement (Baldonnel) Military Airport. There have been instances of inadvertent penetration of controlled and restricted airspace by aircraft operating to/from Weston.

An aircraft which is unsure of position when flying in proximity to Weston should take action to avoid inadvertent penetration of controlled and restricted airspace. If during a flight, a pilot becomes aware that an aircraft has inadvertently penetrated controlled or restricted airspace, then Dublin ATC or Baldonnel ATC, as appropriate, must be contacted, without delay, and provided with relevant information.

2. Every operator of aircraft using Weston aerodrome must ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable to areas surrounding the airport.

3. Prior permission for use of Weston must be obtained. Filing of a flight plan does not constitute prior permission. A Booking-in Form or Booking-out Form, as appropriate, is mandatory for use of Weston. These are available from the Weston Operations Office:

URL: http://www.westonairport.ie

EIWT AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIWT AD 2.24-1
Aerodrome Obstacle Chart RWY 06/24 - ICAO TYPE A	EIWT AD 2.24-2

EIWT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

AERODROME CHART - ICAO

AD ELEVATION 156FT ARP 53 21 08N 006 29 18W

CONSULT NOTAM FOR LATEST INFORMATION

WESTON AIRPORT IRELAND

CHANGE: ATS frequencies and taxiways widths updated. Runway designators changed from 07/25 to 06/24. SAR building and apron added. SLC Geomatic Solutions.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

RWY/TWY/APRON	SURFACE	BEARING STRENGTH	WIDTH (M)
RWY 06/24	Bitumen/Macadam (Grooved)	PCN 45/F/A/W/T	23
TAXIWAY A, B	Bitumen/Macadam	PCN 45/F/A/W/T	14
TAXIWAY C1, C2, C3, C4	Bitumen/Macadam	PCN 45/F/A/W/T	29
TAXIWAY D	Bitumen/Macadam	PCN 45/F/A/W/T	30
TAXIWAY E	Bitumen/Macadam	PCN 45/F/A/W/T	13
TAXIWAY F, J	Bitumen/Macadam	PCN 45/F/A/W/T	16
TAXIWAY G	Bitumen/Macadam	PCN 45/F/A/W/T	15
TAXIWAY K	Bitumen/Macadam	PCN 45/F/A/W/T	7
APRON	Bitumen/Macadam	PCN 45/F/A/W/T	-

HELICOPTER STAND	LATITUDE	LONGITUDE	CONDITIONS
1	53 21 17.17N	006 29 22.05W	Helicopter Use Only
2	53 21 17.95N	006 29 20.20W	Helicopter Use Only
3	53 21 18.65N	006 29 18.23W	Helicopter Use Only
4	53 21 19.30N	006 29 16.24W	Helicopter Use Only

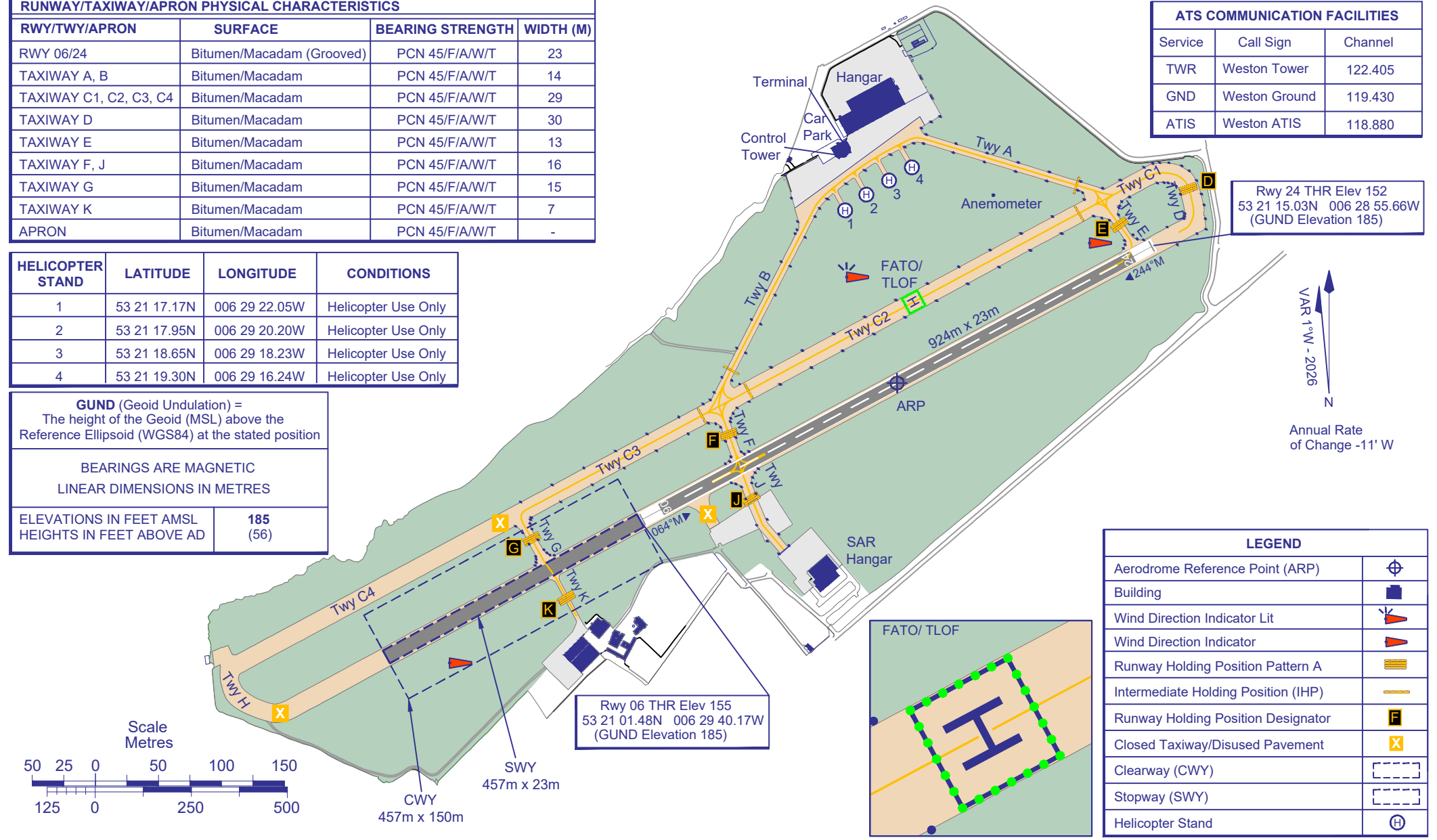
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position

BEARINGS ARE MAGNETIC
LINEAR DIMENSIONS IN METRES

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**185** (56)

ATS COMMUNICATION FACILITIES

Service	Call Sign	Channel
TWR	Weston Tower	122.405
GND	Weston Ground	119.430
ATIS	Weston ATIS	118.880



LEGEND

Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
Wind Direction Indicator	
Runway Holding Position Pattern A	
Intermediate Holding Position (IHP)	
Runway Holding Position Designator	F
Closed Taxiway/Disused Pavement	X
Clearway (CWY)	
Stopway (SWY)	
Helicopter Stand	H

Note: The following sections in this chapter are intentionally left blank: AD-2.7, AD-2.9, AD-2.10, AD-2.14, AD-2.15, AD-2.17, AD-2.19, AD-2.22, AD-2.23, AD-2.24

EIAB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIAB - ABBEYSHRULE

EIAB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	533529N 0073834W Mid Point RWY 10/28
2	**Direction and distance from (city)**	12NM WNW of Mullingar
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	195ft / 20.4°C (Max Temp) -0.6°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	Nil
5	**MAG VAR/Annual Change**	4° W (2014) / -
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Longford Aviation Ltd, Abbeyshrule, Co. Longford Phone:+353 44 935 7468 (For PPR) Phone:+353 83 370 0127 / 353 86 859 4517 Email: abbeyshruleaerodrome@gmail.com
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EIAB AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	Nil
2	**Customs and immigration**	24HR PPR
3	**Health and sanitation**	Nil
4	**AIS Briefing Office**	See remarks
5	**ATS Reporting Office (ARO)**	See remarks
6	**MET Briefing Office**	See remarks
7	**ATS**	Nil
8	**Fuelling**	Nil
9	**Handling**	Nil
10	**Security**	Nil
11	**De-icing**	Nil
12	**Remarks**	PIB AVBL from AIS, Shannon, See Section GEN 3.1.5, ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5 Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EIAB AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Nil
2	**Fuel/oil types**	AVGAS-100LL
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Midland Aviation URL: http://midlandaviation.ie
6	**Repair facilities for visiting aircraft**	Midland Aviation URL: http://midlandaviation.ie
7	**Remarks**	Nil

EIAB AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	AVBL on site
2	**Restaurant(s) at or in the vicinity of AD**	AVBL on site
3	**Transportation possibilities**	Taxi
4	**Medical facilities**	Nil
5	**Bank and Post Office at or in the vicinity of AD**	Colehill
6	**Tourist Office**	Mullingar
7	**Remarks**	Nil

EIAB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Cat 1
2	**Rescue equipment**	Appropriate to CAT 1
3	**Capability for removal of disabled aircraft**	Contact Midland Aviation
4	**Remarks**	Nil

EIAB AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

NIL

EIAB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: Tarmac Strength: -			
2	**Taxiway designation, width, surface and strength**	**TAXIWAY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A North	12	Tarmac	-
		C South	45	Tarmac	-
3	**Altimeter checkpoint location and elevation**	Location: Nil Elevation: Nil			
4	**VOR checkpoints**	Nil			

5	**INS checkpoints**	Nil
6	**Remarks**	Nil

EIAB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

NIL

EIAB AD 2.10 AERODROME OBSTACLES

NIL

EIAB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	See Section GEN 3.5 for Information
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Nil
4	**Trend forecast** **Interval of issuance**	Nil
5	**Briefing/consultation provided**	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon URL: https://briefing.met.ie/
6	**Flight documentation** **Language(s) used**	English
7	**Charts and other information available for briefing or consultation**	Nil
8	**Supplementary equipment available for providing information**	Nil
9	**ATS units provided with information**	Nil
10	**Additional information (limitation of service, etc.)**	Nil

EIAB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	**2**	**3**	**4**	**5**	**6**
10	88.23°	620 x 16*	- Bituminous	533528.55N 0073852.79W* 533529.34N 0073809.23W* 186ft	61M/199ft

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
28	268.23°	620 x 16*	- Bituminous	533529.34N 0073809.23W* 533528.55N 0073852.79W* 186ft	58M/191ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Nil	Nil	Nil	Nil	Nil	Nil	Nil	*data accuracy has not been quality assured.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	*data accuracy has not been quality assured.

EIAB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	790	Nil	Nil	640	Nil
28	660	Nil	Nil	750	Nil

EIAB AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EIAB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EIAB AD 2.16 HELICOPTER LANDING AREA

See AD-2.20

EIAB AD 2.17 ATS AIRSPACE

NIL

EIAB AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
A/G	Abbeyshrule Radio	122.605	Nil	Nil	SR-SS	Nil

EIAB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EIAB AD 2.20 LOCAL AERODROME REGULATIONS

Inbound Aircraft join over at 1560ft AAL.

All circuits left hand at 800ft AAL

All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EIAB AD 2.21 NOISE ABATEMENT PROCEDURES

Avoid low flying over houses on western approach RWY 10.

EIAB AD 2.22 FLIGHT PROCEDURES

NIL

EIAB AD 2.23 ADDITIONAL INFORMATION

NIL

EIAB AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EIAB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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