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AIRAC AIP AMDT 004/26

Effective Date – 16 APR 2026

Publication Date – 05 MAR 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 1.6 **Summary of National Regulations and International Agreements/Conventions:** Complete update to GEN 1.6.

GEN 2.2 **Abbreviations used in AIS Publications:** Insertion of abbreviation 'RCL'.

GEN 2.6 **Conversion of Units of Measurement:** Complete update to GEN 2.6.

GEN 3.2 **Aeronautical Charts:** Updated EIDL Charts, Corrections to charts not contained in the AIP updated. Incorporation of **PERM NOTAM B0258/26, B0267/26 & B0268/26.**

ENR 1.4 **ATS Airspace Classification and Description:** Section 1 Updated.

ENR 2.2 **Other Regulated Airspace:** Sections 4, 7 & 8 Updated.

ENR 5.4 **Air Navigation Obstacles – Area 1:** Updated.

ENR 5.5 **Aerial Sporting and Recreational Activities:** Removal of charts for Ballooning, Gliding, Parachuting, Hand Gliding & Paragliding, & Model Aircraft Sites.

EIDW AD **Updated Section:** AD 2.19.

EINN AD **Updated Section:** AD 2.19.

EIDL AD **Implementation of new PCR values in EIDL AD 2.8, EIDL AD 2.12 & EIDL AD 2.24-1: Updated Sections:** AD 2.2, AD 2.3, AD 2.8, AD 2.9, AD 2.11, AD 2.12, AD 2.14, AD 2.17, AD 2.18, AD 2.20, AD 2.22, AD 2.23 & AD 2.24.
AD 2.24 Charts Related to an Aerodrome: Updated Aerodrome Chart & Aerodrome Obstacle Chart.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	16 APR 2026/16 APR 2026
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	16 APR 2026/16 APR 2026
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	16 APR 2026/16 APR 2026
GEN 1.6-1/GEN 1.6-6	GEN 1.6-1/GEN 1.6-4	16 APR 2026/16 APR 2026
GEN 2.2-1/GEN 2.2-14	GEN 2.2-1/GEN 2.2-14	16 APR 2026/16 APR 2026
GEN 2.6-1/GEN 2.6-2	GEN 2.6-1/GEN 2.6-2	16 APR 2026/16 APR 2026
GEN 3.2-1/GEN 3.2.14	GEN 3.2-1/GEN 3.2-14	16 APR 2026/16 APR 2026
ENR 1.4-1/ENR 1.4-4	ENR 1.4-1/ENR 1.4-4	16 APR 2026/16 APR 2026
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ENR 5.4-1/ENR 5.4-2	ENR 5.4-1/ENR 5.4-2	16 APR 2026/16 APR 2026
ENR 5.5-1/ENR 5.5-24	ENR 5.5-1/ENR 5.5-18	16 APR 2026/16 APR 2026
EIDW AD 2-1/EIDW AD 2- 42	EIDW AD 2-1/EIDW AD 2- 42	16 APR 2026/16 APR 2026
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EIDL AD 2.24-1	EIDL AD 2.24-1	16 APR 2026/16 APR 2026
EIDL AD 2.24-2	EIDL AD 2.24-2	16 APR 2026/16 APR 2026

New Supplements for this Amendment: **NR 005/26, NR 006/26, NR 007/26, NR 008/26, NR 009/26, NR 010/26, NR 011/26.**

Supplements Cancelled for this Amendment: **NR 004/26, NR 013/25, NR 011/25, NR 010/25, NR 007/25, NR 003/25, NR 021/24, NR 020/24, NR 018/24, NR 011/24, NR 010/24, NR 022/19, NR 020/19.**

New AIC for this Amendment: **NR 008/26, NR 009/26, NR 010/26, NR 011/26, NR 012/26.**

AIC cancelled in this Amendment: **NR 007/26, NR 003/26, NR 014/25, NR 012/25, NR 011/25, NR 009/25, NR 007/25, NR 006/25.**

PERM NOTAM* incorporated in this Amendment: **B0258/26, B0267/26 & B0268/26.**

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

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Record of AIP Amendments

AIP AMENDMENT			
NR/Year	Publication date	Date Inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
001/26	11-DEC-2025	22-JAN-2026	
002/26	08-JAN-2026	19-FEB-2026	
003/26	05-FEB-2026	19-MAR-2026	
004/26	05-MAR-2026	16-APR-2026	

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
011/2026	Checklist of Valid AIP Supplements	GEN	16-Apr-2026	-
010/2026	Ireland West (EIKN) ATIS	EIKN	16-Apr-2026	
009/2026	Dublin Airport (EIDW) - Tower Crane operating in the Vicinity of the Airport	EIDW	16-Apr-2026	-
008/2026	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	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	-
004/2026	Checklist of Valid AIP Supplements (SUP)	GEN	19-Feb-2026	16-Apr-2026
003/2026	Kerry (EIKY) NOTAM	EIKY	19-Feb-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	-
013/2025	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	27-Nov-2025	16-Apr-2026
011/2025	Ireland West (EIKN) Apron Bravo	EIKN	02-Oct-2025	16-Apr-2026
010/2025	Ireland West (EIKN) ATIS	EIKN	02-Oct-2025	16-Apr-2026
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	-
007/2025	Shannon Airport (EINN) - Pavement Reconstruction Works on West, Central and East Apron Areas	EINN	04-Sep-2025	16-Apr-2026
003/2025	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	20-Feb-2025	16-Apr-2026
021/2024	Dublin Airport (EIDW) - Tower Cranes operating in the Vicinity of the Airport	EIDW	31-Oct-2024	16-Apr-2026
020/2024	Dublin Airport (EIDW) - Tower Cranes erected adjacent to Terminal 2	EIDW	31-Oct-2024	16-Apr-2026
018/2024	Dublin Airport (EIDW) - Installation of Visual Docking Guidance, Fixed Electrical Ground Power Services, Apron Pavement Rehabilitation and Changes to Aircraft Stands at Pier 1	EIDW	03-Oct-2024	16-Apr-2026
011/2024	Waterford Airport (EIWF) Runway 03 NDB Approach	EIWF	11-Jul-2024	16-Apr-2026
010/2024	Waterford Airport (EIWF) Revised MSA's	EIWF	11-Jul-2024	16-Apr-2026
022/2019	Shannon Airport (EINN) Radio Navigation and Landing Aids	EINN	10-Oct-2019	16-Apr-2026
020/2019	Dublin Airport (EIDW) Radio Navigation and Landing Aids	EIDW	10-Oct-2019	16-Apr-2026

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

GEN 0.4 Checklist of AIP Pages

New Pages *

Page	Date	
GEN 0		
0.1-1	18 MAY 2023	
0.1-2	18 MAY 2023	
0.2-1	16 APR 2026	*
0.2-2	16 APR 2026	*
0.3-1	16 APR 2026	*
0.3-2	16 APR 2026	*
0.4-1	16 APR 2026	*
0.4-2	16 APR 2026	*
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0.4-5	16 APR 2026	*
0.4-6	16 APR 2026	*
0.4-7	16 APR 2026	*
0.4-8	16 APR 2026	*
0.5-1	30 OCT 2025	
0.5-2	30 OCT 2025	
0.6-1	19 MAY 2022	
0.6-2	19 MAY 2022	
0.6-3	19 MAY 2022	
0.6-4	19 MAY 2022	
GEN 1		
1.1-1	19 MAY 2022	
1.1-2	19 MAY 2022	
1.1-3	19 MAY 2022	
1.1-4	19 MAY 2022	
1.2-1	22 FEB 2024	
1.2-2	22 FEB 2024	
1.2-3	22 FEB 2024	
1.2-4	22 FEB 2024	
1.3-1	13 AUG 2020	
1.3-2	13 AUG 2020	
1.3-3	13 AUG 2020	
1.3-4	13 AUG 2020	
1.4-1	08 DEC 2016	
1.4-2	08 DEC 2016	
1.5-1	21 MAR 2024	
1.5-2	21 MAR 2024	
1.5-3	21 MAR 2024	
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1.5-8	21 MAR 2024	
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1.5-12	21 MAR 2024	
1.5-13	21 MAR 2024	
1.5-14	21 MAR 2024	
1.6-1	16 APR 2026	*
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1.6-3	16 APR 2026	*
1.6-4	16 APR 2026	*
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2.2-14	16 APR 2026	*
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2.3-2	27 NOV 2025	
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3.2-8	16 APR 2026	*
3.2-9	16 APR 2026	*
3.2-10	16 APR 2026	*
3.2-11	16 APR 2026	*

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3.2-12	16 APR 2026	*
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3.5-12	08 OCT 2020	
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3.6-2	18 MAY 2023	
3.6-3	18 MAY 2023	
3.6-4	18 MAY 2023	
GEN 4		
4.1-1	27 FEB 2020	
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0.5–2	12 OCT 2017	
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0.6-3	25 APR 2019	
0.6-4	25 APR 2019	
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1.3-3	02 DEC 2021	
1.3-4	02 DEC 2021	
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1.3-8	02 DEC 2021	
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1.6-7	11 AUG 2022	
1.6-8	11 AUG 2022	
1.7-1	16 MAY 2024	
1.7-2	16 MAY 2024	
1.7-3	16 MAY 2024	
1.7-4	16 MAY 2024	
1.8-1	06 OCT 2022	
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1.8-3	06 OCT 2022	
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2.1-7	30 OCT 2025	
2.1-8	30 OCT 2025	
2.2-1	16 APR 2026	*
2.2-2	16 APR 2026	*

Page	Date	
2.2-3	16 APR 2026	*
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2.2-5	16 APR 2026	*
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2.2-7	16 APR 2026	*
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3.2-2	17 DEC 2009	
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3.6-2	28 APR 2016	
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4.5-2	02 NOV 2023	
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5.6-8	27 FEB 2020	
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6-2	23 MAR 2023	
6-3	23 MAR 2023	
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0.1-2	07 MAR 2013	
0.2-1	07 MAR 2013	
0.2-2	07 MAR 2013	
0.3-1	07 MAR 2013	
0.3-2	07 MAR 2013	
0.4-1	07 MAR 2013	
0.4-2	07 MAR 2013	
0.5-1	07 MAR 2013	
0.5-2	07 MAR 2013	
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0.6-2	25 FEB 2021	
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0.6-13	25 FEB 2021	
0.6-14	25 FEB 2021	
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1.1-3	27 NOV 2025	
1.1-4	27 NOV 2025	
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1.2-2	04 NOV 2021	
1.3-1	28 JAN 2021	
1.3-2	28 JAN 2021	
1.4-1	25 FEB 2021	
1.4-2	25 FEB 2021	
1.5-1	25 FEB 2021	
1.5-2	25 FEB 2021	
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2-2	19 FEB 2026	
2-3	19 FEB 2026	
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2-5	19 FEB 2026	
2-6	19 FEB 2026	
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2.24-23.1	16 MAY 2024

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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
387	Irish Aviation Authority (Eurocontrol Safety Regulatory Requirements) 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

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

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc. 8400.

A

A	Amber
*A	Approach (Used to specify the purpose of a Radio Navigation Aid)
*A	FRA Arrival Connecting Point
AAA	Amended meteorological message
A/A	Air-to-air
AAD	Assigned altitude deviation
AAIM	Aircraft autonomous integrity monitoring
AAL	Above aerodrome level
AAR	Air to air refuelling
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS	Aircraft communication addressing and reporting system
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of an aircraft accident
*A-CDM	Airport Collaborative Decision Making
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft Classification Number
ACP	Acceptance
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF	Automatic Direction Finding
ADIZ	Air defence identification zone
ADJ	Adjacent
*ADMIN	Administration
ADO	Aerodrome office
ADR	Advisory route
ADS	Automatic dependent surveillance
ADS	The address when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS (to be used in AFS as a procedure signal)
ADS-B	Automatic dependant surveillance broadcast
ADS-C	Automatic dependant surveillance - contract
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome Flight Information Service
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT	After…
AFTN	Aeronautical Fixed Telecommunication Network
A/G	Air-to ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
*AGNIS	Azimuth Guidance for Nose-In Stand
AIC	Aeronautical Information Circular
AIDC	Air traffic services inter-facility data communication
AIM	Aeronautical information management
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIREP	Air-report
AIRMET	Information concerning en-route weather phenomena which may effect the safety of low-level aircraft operations
AIS	Aeronautical Information Services
ALA	Alighting area
ALERFA	Alert phase
ALR	Alerting
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating
ALTN	Alternate
AMA	Area minimum altitude
AMD	Amend or amended
AMDT	Amendment
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC	Aeronautical Chart 1:500 000
ANCS	Aeronautical Navigation Chart Small Scale

ANS	Answer
*ANSP	Aeronautical Navigation Service Provider
AO	Oceanic control area
AO	Aircraft Operator
AOC	Aerodrome obstacle chart
*AOC	Air Operator Certificate
*AOS	A-CDM portal
AP	Airport
APAPI	Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking/docking chart
APN	Apron
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing…
APU	Auxiliary power unit
APV	Approach Procedures with Vertical guidance
ARC	Area chart
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report
ARQ	Automatic error correction
ARR	Arrive
ARR	Arrival
ARS	Special air-report
ARST	Arresting
AS	Altrostratus
*AS	Aerodrome Surface
ASAP	As soon as possible
ASC	Ascent to or ascending to
ASDA	Accelerate stop distance available
ASE	Altimetry system error
ASPEEDG	Airspeed gain
ASPEEDL	Airspeed loss
ASPH	Asphalt
AT…	At *(followed by time at which weather change is forecast to occur)*
ATA	Actual time of arrival
ATC	Air Traffic Control
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
*ATM	Automated Teller Machine or Automatic Teller Machine
ATN	Aeronautical telecommunication network
ATP	At…
ATS	Air traffic services
*ATSU	Air traffic service unit
ATTN	Attention
AT-VASIS	Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or authorization
AUTO	Automatic
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
*AVDGS	Advanced Visual Docking Guidance System
AVGAS	Aviation gasoline
AWOS	Automated Weather Observation System
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BASE	Cloud base
BCFG	Fog patches
BCN	Beacon
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL	Blowing
BLDG	Building
BLO	Below clouds
BLW	Below…
BOMB	Bombing
BR	Mist
BRF	Short
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between

C

C	Centre
C	Degrees Celsius
CAA	Civil Aviation Authority or Civil Aviation Administration
CAT	Category
CAT	Clear air turbulence
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions
CB	Cumulonimbus
CC	Cirrocumulus
CCA	Corrected meteorological message
CCO	Continuous climb operation

CD	Candela
CDN	Co-ordination message
CDO	Continuous descent operation
CDR	Conditional route
*CET	Civil Evening Twilight
CF	Change frequency to…
CFM	Confirm or I confirm
CGL	Circling guidance light(s)
CH	Channel
CH	This is a channel – continuity - check of transmission to permit comparison of your record of channel sequence numbers of messages received on the channel
CHG	Modification message
CI	Cirrus
CIDIN	Common ICAO data interchange network
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear or cleared to… or clearance
CLRD	Runway(s) cleared
CLSD	Close or closed or closing
cm	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
*CMT	Civil Morning Twilight
CNL	Cancel or cancelled
CNL	Flight plan cancellation
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate, or co-ordination
COORD	Coordinates
COP	Change-over point
COR	Correct or corrected or correction
COT	At the coast
COV	Cover or covered or covering
CPDLC	Controller – pilot data link communications
CPL	Current flight plan message
CRC	Cyclic redundancy check
CRM	Collision risk model
CRP	Compulsory reporting point
CRZ	Cruise
CS	Cirrostratus
CS	Call sign
CTA	Control area
CTA	*Common Travel Area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
*CTOT	Calculated take off time
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway

D

D	Downward
D	Danger area
*D	FRA Departure Connecting Point
DA	Decision altitude
D - ATIS	Data link automatic terminal information service
DCD	Double channel duplex
DCKG	Docking
*DCL	Digital Clearance
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct
DE	From
DEC	December
DEG	Degrees
DEP	Depart or departure or departure message
DES	Descend to or descending to
DEST	Destination
DETRESFA	Distress phase
DEV	Deviation or deviating
DFDR	Digital flight data recorder
DFTI	Distance from touch down indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay
DLIC	Data link initiation capability
DLY	Daily
DME	Distance measuring equipment
DNG	Danger or dangerous
DOF	Date of flight
*DOC	ICAO Document
*DOC	Designated Operational Coverage
DOM	Domestic
DP	Dew point temperature

DPT	Depth
DR	Dead reckoning
DR	Low drifting
DRG	During
DS	Dust storm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE	This is a duplicate message
DUR	Duration
D–VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East or Eastern longitude
*E	Enroute (Used to specify the purpose of a Radio Navigation Aid)
*E	FRA Horizontal Entry Point
*e.g.	Eempli Gratia
*EAD	European AIS Database
*EASA	European Aviation Safety Agency
EAT	Expected approach time
EB	Eastbound
*EC	European Community
EDA	Elevation differential area
EDTO	Extended diversion time operations
*EEA	European Economic Area
*EEC	European Economic Community
EEE	Error
EET	Estimated elapsed time
EFC	Expect further clearance
EGNOS	European geostationary navigation overlay service
EHF	Extremely high frequency
ELBA	Emergency location beacon-aircraft
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
*EMAIL	Electronic Mail
EMBD	Embedded in a layer
EMERG	Emergency
*EN	English Language
END	Stop-end
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC	Enroute chart
EOBT	Estimated off-block time
EQPT	Equipment
ESE	East-south-east
EST	Estimate or estimated or estimate
ETA	Estimated time of arrival or estimating arrival
*etc.	et cetera
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
*EU	European Union
*EUR	Europe
EV	Every
EXC	Except
EXER	Exercise or exercising or to exercise
EXP	Expected or expending
EXTD	Extend or extending or Extended

F

F	Fixed
*FAA	Federal Aviation Administration
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light
*FBZ	Flight Plan Buffer Zone
FC	Funnel cloud
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
*FDR	Flight Data Recorder
FEB	February
FEW	Few
FG	Fog
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FM….	From *(followed by time weather change is forecast to begin)*
FMS	Flight management system

FMU	Flow management unit
FNA	Final approach
FPAP	Flight pass alignment point
FPL	Flight plan
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
*FRA	Free Route Airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front
FRQ	Frequent
FSL	Full stop landing
*FSR	Fuel Saving Route
FSS	Flight service station
FST	First
ft	Feet
FTP	Fictitious threshold point
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G	Variations from the mean wind speed
GA	Go ahead, resume sending
GA	General Aviation
*GAT	General Air Traffic
G/A	Ground to air
G/A/G	Ground to air and air to ground
GAGAN	GPS and geostationary earth orbit augmented navigation
GARP	GBAS azimuth referencia point
GAMET	Area forecast for low-level flights
GBAS	Ground-based augmentation system
GCA	Ground control approach system or ground control approach
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS	Global orbiting navigation satellite system
GLS	GBAS landing system
GMC	Ground movement chart (followed by name/title)
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GOV	Government
GOC	General Officer Commanding
GP	Glide path
*GP	General Purpose
GPS	Global positioning system
GPU	Ground power unit
*GPWS	Ground Proximity Warning System
GR	Hail
GRAS	Ground-based regional augmentation system
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

H

H	High pressure area or the centre of high pressure
H	Significant wave height (followed by figures in METAR/SPECI)
H24	Continuous day and night service
*HA	Handling Agent
HAPI	Helicopter approach path indicator
HCH	Heliport crossing height
HBN	Hazard beacon
HDF	High frequency direction finding station
HDG	Heading
HEL	Helicopter
HF	High frequency
HGT	Height or height above
*HLA	High Level Airspace
HJ	Sunrise to sunset
HLDG	Holding
HLS	Helicopter landing site
HM	Holding/Racetrack to a manual termination
*HMU	Height Monitoring Units
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HLP	Heliport
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction finding stations
HVY	Heavy
HX	No specific working hours
HYR	Higher
HZ	Haze
Hz	Hertz

I

*I	FRA Intermediate Point
*i.e.	id est (that is)
*IAA	Irish Aviation Authority
IAC	Instrument approach chart
IAF	Initial approach fix
*IAIP	Integrated Aeronautical Information Package
*IAMSAR	International Aeronautical and Maritime Search and Rescue
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated air speed
IBN	Identification beacon
ICAO	International Civil Aviation Organization
ICE	Icing
ID	Identifier or identify
IDENT	Identification
*IDF	Initial departure fix
IF	Intermediate approach fix
IFF	Identification friend/foe
*IFPS	Integrated Initial Flight Plan Processing System
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
IMI	Interrogation sign
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCORP	Incorporated
INCERFA	Uncertainty phase
*incl	inclusive
IRS	Inertial Reference System
INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
*IRs	Implementing Rules
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

J

JAN	January
*JAR	Joint Aviation Requirement
JTST	Jet stream
JUL	July
JUN	June

K

kg	Kilogrammes
kHz	Kilohertz
km	Kilometres
km/h	Kilometres/hour
kPa	Kilo pascal
kts	Knots
kW	Kilowatts

L

L	Left
L	Locator
L	Low pressure area or the centre of low pressure
L	Litre
LAM	Logical acknowledgement
LAN	Inland
LAT	Latitude
LCA	Local or Locally or location or located
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
*LLZ	Localizer
LM	Locator, middle
*LNAV	Lateral Navigation
LMT	Local Mean Time
LNG	Long
LO	Locator outer
LOC	Localizer
*LOM	Locator Outer Marker
LONG	Longitude
LORAN	LORAN (Long Range Navigation Systems)
*LPV	Localizer performance with vertical guidance.
LR	The last message received by me was ….
LRG	Long range
LS	The last message sent by me was ….
LTA	Lower control area

LTD	Limited
LTP	Landing threshold point
LV	Light and variable
LVE	Leave or leaving
LVL	Level
LYR	Layer or layered

M

M	Mach number
M	Metres
M	Minimum values of runway visual range
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAR	At sea
*MASPS	Minimum Aviation System Performance Standards
MATF	Missed approach turning fix
MATZ	Military aerodrome traffic zone
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	Military control zone
*MCH	Minimum crossing height
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEDEVAC	Medical evacuation flight
MEHT	Minimum eye-height over threshold
MET	Meteorological or meteorology
METAR	Aviation routine weather report
METREPORT	Local routine meteorological report
MF	Medium frequency
MHA	Minimum holding altitude
MHDF	Medium and high frequency direction- finding stations
MHVDF	Medium, high and very high frequency direction-finding stations
MHz	Megahertz
MID	Mid-point
MIFG	Shallow fog
MIL	Military
MIN	Minutes
MIS	Missing …
MKR	Marker radio beacon
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance
MOD	Moderate
MON	Above mountains
MON	Monday
MOPS	Minimum operational performance standards
MOTNE	Meteorological Operational Telecommunications Network Europe
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS per MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	Multi-functional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSL	Mean sea level
MSR	Message …
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOM	Maximum take-off mass
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction-finding stations (at the same position)
MWO	Meteorological watch office
MX	Mixed type of ice formation

N

N	North or Northern latitude
N	No distinct tendency
NASC	National AIS system centre
NAT	North Atlantic
NAV	Navigation
NAVAID	Navigation aid
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected
NDB	Non-directional radio beacon
NDV	No directional variations available
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night

NIL	None or I have nothing to send to you
NM	Nautical miles
NML	Normal
*NMOC	Coordination with the network manager
NNE	North - north-east
NNW	North - north-west
NO	No
NOF	International NOTAM office
NONSTD	Non-standard
*NOM	Nominal
NOSIG	No significant change
*NOTA	Northern Oceanic Transition Area
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NOZ	Normal operating zone
*NPZ	No planning zone
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSW	Nil significant weather
NTL	National
NTZ	No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OAT	Operational Air Traffic
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting
OCH	Obstacle clearance height
*OCL	Oceanic Clearance Link
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate
OHD	Overhead
OK	We agree or it is correct
OLDI	On line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
O/R	On request
ORD	Indication of an order
*ORM	Operational reply message
*OSI	Ordnance Survey Ireland
OSV	Ocean station vessel
OTLK	Outlook
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P

P	Maximum values of runway visual range
P	Prohibited area
PA	Precision approach
PALS	Precision approach lighting system
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PATC	Precision approach terrain chart
PAX	Passenger(s)
PBC	Performance-based communications
PBN	Performance-based navigation
PBS	Performance-based surveillance
PCD	Proceed or proceeding
PCL	Pilot controlled lighting
PCN	Pavement classification number
PCT	Per cent
PDC	Predeparture clearance
PDG	Procedure design gradient
*PDS	Pre-departure sequencer
PER	Performance
PERM	Permanent
PIB	Preflight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)

POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB	Probability
PROC	Procedure
PROP	Propeller
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QDL	Do you intend to ask me for a series of bearings? or I intend to ask for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation
QFU	Magnetic orientation of runway
QGE	What is my distance to your station or Your distance to my station is
QJH	Shall I run my test tape/a test sentence or run your test tape/a test sentence
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to … free of charge or I will relay to … free of charge
QTA	Shall I cancel telegram number…? or cancel telegram number …
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control or the position of your station according to the bearings taken by the D/F stations that I control was … latitude … longitude
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you or The TRUE track to reach me is … degrees at … hours

R

R	Right
R	Red
R	Runway *(followed by figures in METAR/SPECI)*
R	Received
R	Restricted area
R	Radial from VOR (followed by three figures)
RA	Rain
RAC	Rules of the air and air traffic services
RAG	Ragged
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RASC	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radio communication failure message
RCH	Reach or reaching
RCL	Runway centre line
*RCL	A Voice, or Data Link message via ACARS, used to provide ETA at Oceanic Entry Point (OEP), requested flight level, and Mach
RCLL	Runway centre line light(s)
RCLR	Re cleared
RCP	Required Communication Performance
RDOACT	Radioactive
*RDARA	Regional and Domestic Air Route Area
RDH	Reference datum height
RDL	Radial
RDO	Radio
RE	Recent
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to… or refer to…
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Reroute
RESA	RWY end safety area
*RET	Rapid Exit Taxiway
RF	Constant radius arc to fix
RFFS	Rescue and Fire Fighting Services
*RFL	Requested Flight Level

RG	Range
RHC	Right-hand circuit
RIF	Re clearance on flight
RIME	Rime (used in aerodrome warnings)
RL	Report leaving
RLA	Relay to
RLCE	Request level change enroute
RLLS	Runway lead-in lighting system
RLNA	Request level not available
*RMA	Regional Monitoring Agency
RMAC	Radar minimum altitude chart
RMK	Remark
*RMZ	Radio Mandatory Zone
RNAV	Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange
ROC	Rate of climb
ROD	Rate of descent
ROFOR	Route forecast
RON	Receiving only
*RPAS	Remotely Piloted Aircraft Systems
RPI	Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	Repeat or I repeat
RQ	Request
RQMNTS	Requirements
RQP	Request flight plan
RQS	Request supplementary flight plan
RR	Report reaching
RRA	Delayed meteorological message
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Required surveillance performance
RSP	Responder beacon
RSR	En-route surveillance radar
RTD	Delayed
RTE	Route
RTF	Radio telephone
RTG	Radio telegraph
RTHL	Runway threshold light(s)
*RTILS	Runway Threshold Identification Light system
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available helicopter
RTS	Return to service
RTT	Radio teletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	Runway visual range
RVSM	Reduced Vertical Separation Minima
RWY	Runway

S

S	State of the sea
S	South or Southern latitude
*S.I.	Statutory Instrument
SA	Sand
SAD	*Single Administrative Document
SALS	Simple approach lighting system
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and recommended practices
SAT	Saturday
SATCOM	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
SATVOICE	Satellite voice communication
SB	Southbound
SBAS	Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SE	South-east
SEA	Sea
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe
SFC	Surface
SG	Snow grains
SGL	Signal
SH	Showers
SHF	Super high frequency
*SIB	Safety Information Bulletin
SID	Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET	Information concerning en-route weather and other phenomena in the atmosphere that may effect the safety of aircraft operations
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKC	Sky clear
SKED	Schedule or scheduled
*SLOP	Strategic Lateral Offset Procedure

SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
*SMS	Safety Management System
SN	Snow
SNOCLO	Aerodrome closed due to snow
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific pro format.
*SOBT	Scheduled off block time
*SOTA	Shannon Oceanic Transition Area
SPECI	Aviation selected special weather report
SPECIAL	Special meteorological report
SPL	Supplementary flight plan message
SPOC	SAR point of contact
SPOT	Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
*SRA	State Regulatory Authority
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
*SRH	Surveillance Radar
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight in approach
STAR	Standard (instrument) arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
*SUA	Small unmanned aircraft
*SUA	Special Use Airspace
SUBJ	Subject to
SUN	Sunday
SUP	Supplement
SUPPS	Regional supplementary procedures
SVC	Service (message type only)
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stopway

T

T	Temperature
T	True
*T	Terminal (Used to specify the purpose of a Designated Point)
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAS	Traffic Collision Avoidance System
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TEND	Trend forecast
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	Traffic information broadcast by aircraft
TIL	Until
TIP	Until past…
TKOF	Take-off
TL	Till
TLOF	Touchdown and lift-off area
TMA	Terminal control area
*TMZ	Transponder Mandatory Zone
TN	Minimum temperature
TNA	Turn altitude
TNH	Turn Height
TO	To…
*TOBT	Target off-block time
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TREND	Trend forecast

TRL	Transition level
TRG	Training
*TRP	Tug Release Point
TROP	Tropopauza
TS	Thunderstorm
*TSAT	Target start up approval time
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TX	Maximum temperature (followed by figures in TAF)
TXL	Taxilane
TXT	Text /when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT/
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward
UA	Unmanned aircraft
UAB	Until advised by…
UAC	Upper area control centre
UAR	Upper air route
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency
UIC	Upper Information Centre
UIR	Upper Flight Information Region
ULM	Ultra light motorized aircraft
UK	*United Kingdom
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation
U/S	Unserviceable
UTA	Upper control area
UTC	Co-ordinated universal time

V

V	Variations from the mean wind direction
VA	Volcanic ash
VAC	Visual approach chart
*VACP	Volcanic Ash Contingency Plan
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VAT	*Value Added Tax
VC	Vicinity of the aerodrome
VCY	Vicinity
VDF	Very high frequency direction finding station
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency
VIP	Very important person
VIS	Visibility
VLF	Very low frequency
VLR	Very long range
*VMA	Visual manoeuvring (circling) area. The area in which obstacle clearance should be taken into consideration for aircraft carrying out a circling approach.
VMC	Visual meteorological conditions
VNAV	*(to be pronounced "VEE-NAV")* Vertical Navigation
VOL	Volmet (followed by I,II.)
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing
VV	Vertical visibility

W

W	Sea-surface temperature
W	West or western longitude
W	White
WAAS	Wide area augmentation system
WAC	World Aeronautical Chart – ICAO 1: 1 000 000
WAFC	World Area Forecast Centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World geodetic system- 1984
WI	Within
WID	Width
WIE	With immediate effect or effective immediately
WILCO	Will comply
WIND	Wind

WINTEM	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSPT	Waterspout
WWW	World wide web
WX	Weather
WXR	Weather radar
X	
*X	FRA Horizontal Exit Point
X	Cross
XBAR	Crossbar
XNG	Crossing
XS	Atmospherics
Y	
Y	Yellow
YCZ	Yellow caution zone
YES	Yes
YR	Your
Z	
Z	Co-ordinated Universal Time

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GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 0.54 NM		FT to M 1FT = 0.3048 M		M to FT 1M = 3.281 FT	
NM	**KM**	**KM**	**NM**	**FEET**	**METRES**	**METRES**	**FEET**
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.42
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20
				6000	1828.800		
				7000	2133.600		
				8000	2438.400		
				9000	2743.200		
				10000	3048.000		

From decimal minutes of an arc to seconds of an arc							
MIN	**SEC**	**MIN**	**SEC**	**MIN**	**SEC**	**MIN**	**SEC**
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6

From decimal minutes of an arc to seconds of an arc							
MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc							
SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

Post: The Irish Aviation Authority,
The Times Building
11-12 D'Olier Street
Dublin 2
D02 T449
Ireland

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

URL: http://www.iaa.ie

Charts based on ICAO documents: Annex 4, Doc 8697
Differences to these provisions are detailed in GEN 1.7
Topographical information is reproduced under licence by permission of Ordnance Survey Ireland.
Charting service is available during Office hours 0930-1730 Local Time.

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. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland. It is available to order at a cost of €30.00 including VAT from:

Post: OSI,
Map Sales Shop,
Phoenix Park,
Dublin 8,

Phone: + 353 1 802 5379

URL: https://store.osi.ie/index.php/paper-products/aeronautical-charts.html

3.2 VFR Airspace Chart Scale 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical airspace chart Scale 1:500,000.
This chart is for VFR navigation within the boundaries of the Shannon FIR.
It is available free to download from the IAA Web Site,

URL: https://www.iaa.ie/commercial-aviation/airspace/aeronautical-charts

3.3 VFR Chart Scale 1:250,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:250,000. It comprises two charts - front and back (East & West, North & South), covering the Shannon FIR. The charts are

for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland. It is available to order at a cost of €30.00 including VAT per chart from:

Post: OSI,
Map Sales Shop,
Phoenix Park,
Dublin 8,

Phone: + 353 1 802 5379

URL: https://store.osi.ie/index.php/paper-products/aeronautical-charts.html

All other aeronautical charts are available to download from:-
URL: http://www.iaa.ie/commercial-aviation/airspace/aeronautical-charts

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

1. Aeronautical Chart - ICAO 1:500,000
2. Aeronautical Chart 1:250,000
3. Instrument Approach Chart - ICAO *
4. Standard Departure Chart - Instrument (SID) - ICAO *
5. Standard Arrival Chart - Instrument (STAR) - ICAO *
6. Visual Approach Chart - ICAO*
7. Aerodrome Chart - ICAO *
8. Aircraft Parking/Docking Chart - ICAO *
9. Aerodrome Obstacle Chart - ICAO Type “A” (Operating Limitations) *
10. Aerodrome Obstacle Chart - ICAO Type “B”
11. Precision Approach Terrain Chart - ICAO
12. ATC Surveillance Minimum Altitude Chart *

(*included in AIP Ireland)

URL: http://www.iaa.ie

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. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland.

4.2.2 Aeronautical Chart 1:250,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:250,000. It comprises two charts - front and back (East & West, North & South), covering the Shannon FIR. The charts are for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland.

4.2.3 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.

4.2.4 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.

4.2.5 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.

4.2.6 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.

4.2.7 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.

4.2.8 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.

4.2.9 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 12	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/West 1:250,000	ANC/250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/East 1:250,000	ANC/250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/North 1:250,000	ANC/250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/South 1:250,000	ANC/250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
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	EIKY AD 2.24-3	EIKY RWY 26 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-4	EIKY RWY 26 CAT C	25 MAR 2021
	SID	EIKY AD 2.24-5	EIKY RWY 08 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-6	EIKY RWY 08 CAT C	25 MAR 2021
	SID	EINN AD 2.24-5	EINN RNAV RWY 06	31 JAN 2019
	SID	EINN AD 2.24-6	EINN RNAV RWY 24	31 JAN 2019

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
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 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY 26 CAT A, B, C, D	19 FEB 2026
	SID	EIKN AD 2.24-5	EIKN RNAV RWY 08 CAT A, B, C, D	19 FEB 2026
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 06	31 JAN 2019
	STAR	EINN AD 2.24-8	EINN RNAV RWY 24	06 DEC 2018
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

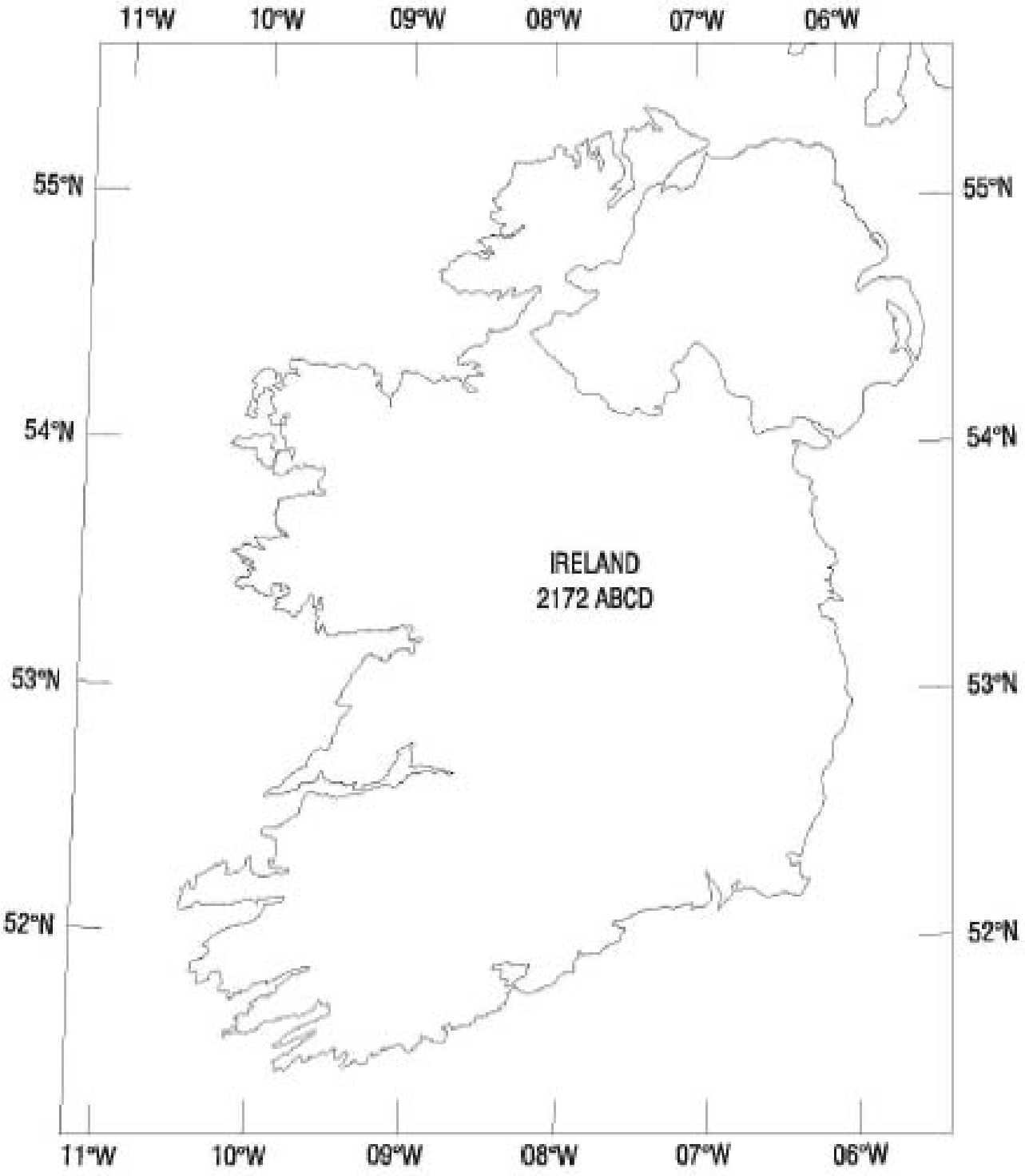
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8	EIKN RNP RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24-9	EIKN ILS Z CAT I & II OR LOC RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24-10	EIKN ILS Y CAT I & II OR LOC RWY 26 CAT A, B, C, D	19 FEB 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 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-11	EINN VOR RWY 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-13	EINN ILS CAT I & II or LOC RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-14	EINN VOR RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EIKY AD 2.24-8	EIKY ILS OR LOC RWY 26 ACFT CAT A, B, C	08 DEC 2016
	IAC	EIKY AD 2.24-9	EIKY NDB RWY 26 CAT A, B, C	08 DEC 2016
	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
	IAC	EIWF AD 2.24-8	EIWF RNP RWY 02 CAT A, B, C	30 NOV 2023
	IAC	EIWF AD 2.24-9	EIWF RNP RWY 20 CAT A, B, C	30 NOV 2023

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 330,000	IAC	EIWF AD 2.24-3	EIWF ILS CAT 1 OR LOC RWY 21 CAT A, B, C	20 JUL 2017
	IAC	EIWF AD 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A, B, C	08 DEC 2016
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
	IAC	EIDL AD 2.24-7	EIDL RNP RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-9	EIDL RNP RWY 20 CAT A, B, C	12 JUN 2025
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
	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	12 JUN 2025
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	12 JUN 2025
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	12 JUN 2025
	VAC	EIKN AD 2.24-16	IRELAND WEST/KNOCK	19 FEB 2026
	VAC	EIKY AD 2.24-13	KERRY	25 MAR 2021
	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 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020
Aerodrome Chart ICAO 1: 20,000	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021
Aerodrome Chart ICAO As per Published Chart	AD	EIDL AD 2.24-1	DONEGAL	16 APR 2026

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	AD	EIDW AD 2.24-1	DUBLIN	19 FEB 2026
	AD	EIKN AD 2.24-1	IRELAND WEST	19 FEB 2026
	AD	EIWF AD 2.24-1	WATERFORD	27 NOV 2025
	AD	EIWT AD 2.24-1	WESTON	19 FEB 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	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	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	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	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
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000	AOC	EIWT AD 2.24-2	EIWT RWY 07/25	19 FEB 2026
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	12 JUN 2025
Aerodrome Obstacle Chart ICAO - Type “A”	AOC	EIDL AD 2.24-2	EIDL RWY 02/20	16 APR 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 2.24-3	EINN RWY 24	06 DEC 2018
Aircraft Parking/Docking Chart – ICAO 1:5,000	APDC	EICK AD 2.24-2	CORK	26 APR 2018
	APDC	EINN AD 2.24-2	SHANNON	25 APR 2019
Aircraft Parking/Docking Chart – ICAO As per Published Chart	APDC	EIDW AD 2.24-2	DUBLIN	19 FEB 2026

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
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 12 Aeronautical Chart/North ICAO 1:250,000 Ed 9	544214.17N 0081643.18W	Donegal, Clogheravaddy Windfarm Phase 2 (+3 turbines), Height: 416ft Elevation: 1180ft (No Change)
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	541013.50N 0092947.44W	Mayo, Oweninny Wind Farm, Phase 2(+31 turbines), Height: 578ft Elevation: 949ft (No Change)
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/South ICAO 1:250,000 Ed 9	513846.74N 0095418.92W	Castletownbere Lighthouse, Correction to both Height: 20ft and Elevation: 29ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531747.96N 0070656.88W	Offaly, Cloncreen Wind Farm, Height: 558ft Elevation: 791ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531536.28N 0071841.95W	Offaly, Garryhinch Bog Mast, Clonyhurk, Height: 328ft Elevation: 584ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	533742.05N 0070135.65W	Westmeath, Clonmellon Airstrip, Elevation: 85ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	535657.94N 0065302.25W	Cavan, Taghart Wind Farm, Height: 411ft Elevation: 1283ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	525912.77N 0072051.33W	Laois, Colt Met Mast, Height: 328ft Elevation: 722ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	532139.32N 0091833.45W	Galway, Ardderroo Wind Farm, Height: 582ft Elevation: 1267ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	533636.30N 0061600.89W	Tobertaskin Airstrip decommission, Dublin.
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	525107.93N 0065549.93W	Carlow, Limekiln at old Irish Sugar Factory Site, Height: 201ft Elevation: 380ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531222.60N 0075147.75W	Offaly, Cloghan Wind Farm, Height: 555ft Elevation: 752ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531220.52N 0071557.96W	Offaly, Moanvane Windfarm, Height: 550ft Elevation: 806ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/South ICAO 1:250,000 Ed 9		Lough Currane, Co. Kerry. Position: 514952.35N 0100729.24W
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	532745.55N 0064039.32W	Meath, Summerhill Mast Removed, Height: 818ft Elevation: 1160ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531642.19N 0072218.72W	Offaly, Ballingar Mast Removed, Height: 980ft Elevation: 1222ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	532742.06N 0064026.93W	Meath, Existing Summerhill Mast in place, Height: 97ft Elevation: 436ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/North ICAO 1:250,000 Ed 9	540811.26N 0071015.90W	Monaghan, Drumlins Wind Farm, Height: 591ft Elevation: 1060ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	530218.47N 0071707.51W	EIP8-Laois, Portlaoise Prison, Lat/Long Updated, Position: 530218.47N 0071707.51N, Height: GND, Elevation: 5000ft, Radius: 2NM
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	541957.60N 0081516.80W	Sligo, Unlit Mast, Height: 300ft Elevation: 1137ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/South ICAO 1:250,000 Ed 9		Cork, Glounthaune to Midleton Railway lines, Depiction of Railway Lines, Start Position: 515438.01N 0081921.47W Finish Position: 515516.05N 0081024.91W

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	541144.54N 0093502.24W	Mayo, Sheskin Wind Farm, Height: 578ft Elevation: 985ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	532528.00N 0075652.00W	NEW EIR24-Westmeath, Custume Barracks, Athlone, Height: SFC, Elevation: 2000ft, Radius: 2NM
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/North ICAO 1:250,000 Ed 9	545322.50N 0075131.18W	Donegal, Lenalea Wind Farm, Height: 438ft Elevation: 1398ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	525936.30N 0092221.70W	Clare, Doonagore, Doolin, Lighted Mast added, Height: 148ft Elevation: 680ft
Aeronautical Chart ICAO 1:500,000 Ed 12	543830.24N 0061738.70W	Belfast Aldergrove and Langford Lodge Airfield Information Text incorrect on the 1/500,000 series chart
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531913.9315N 0070302.3814W, 531723N 0070415W, 531333N 0070330W, 531219.2491N 0070021.6357W, Arc centre/EICL 531459N 0070724W, Radius of 5 nm	Clonbullogue (EICL) Parachute Area Revised Height: SFC Elevation: 4500ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South ICAO 1:250,000 Ed 9	512211.33N 0075647.73W	Co Cork, Kinsale Energy Platform A decommissioning and removed. Height: 216ft Elevation: 216ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South ICAO 1:250,000 Ed 9	512135.34N 0080101.77W	Co Cork, Kinsale Energy Platform B decommissioning and removed. Height: 216ft Elevation: 216ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart North ICAO 1:250,000 Ed 9	550343.64N 0081249.48W	SSO-EISN-0026.005, Donegal, Cronalaght Wind Turbine Lat DMS updated. 551343.64N 0081249.48W should read 550343.64N 0081249.48W. SSO's are currently not displayed on either the 1:500,000 or 1:250,000 charts.
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West ICAO 1:250,000 Ed 9	532102.03N 0092302.01W	EISN-0469.043, Galway, Galway Wind Park Turbine 043 Lat DMS updated. 532102.03N 0092302.01W.
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West ICAO 1:250,000 Ed 9	541013.50N 0092947.44W	EISN-0151, Mayo, Oweninny Wind Farm updated with two met masts.
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West/South ICAO 1:250,000 Ed 9	523212.85N 0093039.97W	Co Kerry, Ballylongford Wind Farm. Height: 410ft Elevation: 700ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart North ICAO 1:250,000 Ed 9	540751.20N 0073609.10W	Co Cavan, Tullyway, Ballyconnell Wind Turbine update. Height: 555ft Elevation: 1224ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	531749.20N 0070657.60W	Co Offaly, Cloncreen Wind Farm data updated, and Met Mast added. Height: 558ft Elevation: 789ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West & North ICAO 1:250,000 Ed 9	541049.70N 0085133.60W	Co Sligo, SSE Easky Dunniell Met Mast added. Height: 328ft Elevation: 922ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South ICAO 1:250,000 Ed 9	524113.92N 0091613.44W	Co Clare, Crossmore Wind Farm added. Height: 409ft Elevation: 591ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South ICAO 1:250,000 Ed 9	515257.08N 0082358.41W	Co Cork, Ballinure RTE Mast Removed. Height: 412ft Elevation: 424ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West ICAO 1:250,000 Ed 9	533730.29N 0083151.15W	Co Galway, Clooncon East Wind Turbine added. Height: 295ft Elevation: 591ft

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East & West ICAO 1:250,000 Ed 9	531046.08N 0075439.33W	Co Offaly, Derrinlough Wind Farm. Height: 607ft Elevation: 798ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	532419.10N 0071217.98W	Co Offaly, Yellow River Wind Farm. Height: 545ft Elevation: 827ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	531738.40N 0070024.48W	Co Offaly, Cushaling River Windfarm. Height: 614ft Elevation: 847ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 540442.1752N, 0081428.2311W 2. 535256.0669N, 0081040.1236W 3.535017.3006N, 0083353.2005W Arc anticlockwise 10nm radius, 535437.0688N, 0084906.5676W 4. 540202.6807N, 0083747.6014W 5. 540442.1752N, 0081428.2311W	EIKN EASTERN STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 534425.1855N, 0080756.4446W 2. 540442.1752N, 0081428.2311W 3. 540633.3186N, 0075746.9542W 4. 534623.7805N, 0075125.5526W 5. 540442.1752N, 0081428.2311W	EIKN EASTERN EXTENSION STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 535853.7332N, 0090423.8977W Arc anticlockwise 10nm radius, 535437.0688N, 0084906.5676W 2. 534710.4044N, 0090021.3882W 3. 534422.0551N, 0092328.0239W 4. 535605.9312N, 0092735.8549W 5. 535853.7332N, 0090423.8977W	EIKN WESTERN STUB Ireland West New Airspace, Co Mayo

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 534710.4044N, 0090021.3882W Arc anticlockwise 10nm radius, 535437.0688N, 0084906.5676W 2. 534451.2079N, 0084535.8450W 3. 533957.9350N, 0084357.8431W 4. 533516.4586N, 0092017.5803W 5. 534422.0551N, 0092328.0239W 6. 534710.4044N, 0090021.3882W	EIKN SOUTHWESTERN STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 534451.2079N, 0084535.8450W 2. Arc anticlockwise 10nm radius EIKN ARP 3. 535017.3006N, 0083353.2005W 4. 535256.0669N, 0081040.1236W 5. 534425.1855N, 0080756.4445W 6. 533957.9350N, 0084357.8431W 7. 534451.2079N, 0084535.8450W	EIKN SOUTHEASTERN STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9	514441.33N, 0091956.06W	Co Cork, Maughanaclea Met Mast Height: 256ft Elevation: 808ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9	524800.85N, 0083233.37W	Co Clare, Lackareagh Met Mast Height: 328ft Elevation: 1083ft
Aeronautical Chart ICAO1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	531729.40N, 0090641.40W	Co Galway, Toin na Brocai Mast Height: 200ft Elevation: 330ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9	523206.66N, 0093008.70W	Co Kerry, Ballylongford Windfarm Height: 410ft Elevation: 554ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9	523658.38N, 0073059.70W	Co Tipperary, Farranrory Windfarm Height: 514ft Elevation: 1433ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	524603.05N, 0091952.80W	Co Clare, Cahermurphy Windfarm Height: 430ft Elevation: 991ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart ICAO East 1:250,000 Ed 9	533741N, 0070040W	Westmeath, EISB, Snug Beag Airfield

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart ICAO West 1:250,000 Ed 9	540832.96N, 0093538.50W	Mayo, Shranakilly Met Mast decommissioning and removing. Height: 328ft Elevation: 653ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart ICAO East 1:250,000 Ed 9	530940N, 0071650W	Laois, EIBF, Benfield Airfield

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1. ATS AIRSPACE CLASSIFICATION

Class	Type of Flight	Separation Provided	Service Provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to ATC Clearance
1	2	3	4	5	6	7	8
A	IFR only	All Aircraft	Air traffic control service	Not applicable	N/A	Continuous two-way	Yes
C	IFR	All Aircraft	Air traffic control service	Not applicable	N/A	Continuous two-way	Yes
	VFR	VFR from IFR Special VFR from Special VFR	(1) Air traffic control service for separation from IFR; (2) Air traffic control service, VFR/ VFR Traffic information (and traffic avoidance advice on request)	At and above FL100: 8km flight visibility, 1500m horizontal and 1000ft vertical from cloud. Below FL100: 5km flight visibility, 1500m horizontal and 1000ft vertical from cloud.	250kts IAS below 3050m (10,000ft) AMSL	Continuous two-way	Yes

Class	Type of Flight	Separation Provided	Service Provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to ATC Clearance
1	2	3	4	5	6	7	8
G	IFR	Nil	Flight Information service if requested	Not applicable	250 kts IAS below 3050m (10,000ft) AMSL	Continuous two-way[1] (for exception see footnote [1] below)	No
	VFR	Nil	Flight Information service if requested	At and above FL100: 8km flight visibility, 1500m horizontal and 1000ft vertical from cloud. Below 3050m (10,000ft) AMSL and above 900m (3000ft) AMSL, or above 300m (1000ft) above terrain, whichever is the higher. Flight visibility of 5km and 1500m horizontally 300m (1000ft) vertically distance from cloud OR At and below 900m (3000ft) AMSL, or 300m (1000ft) above terrain whichever is the higher: flight visibility of 5km (3km for flight at IAS 140kts or less) and Clear of cloud and with the surface in sight. Helicopters may be flown at and below (3000ft) AMSL, or 300m (1000ft) above terrain whichever is the higher: in flight visibility not less than 1500m if manoeuvred at a speed that would give the pilot in command adequate opportunity to observe other traffic or obstacles in good time to avoid collision and when clear of cloud and with the surface in sight.	250kts IAS below 3050m (10,000ft) AMSL	No[1] (for exception see footnote [1] below)	No

1. Radio Mandatory Zones (RMZ) - Pilots shall maintain a continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in RMZ.

2. ATS AIRSPACE DESCRIPTION

a. Class A. IFR flights only are permitted;. All flights are provided with air traffic control service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.

b. Class C. IFR and VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advise on request. Continuous air-ground voice communications are required for all flights. For VFR flights a speed limitation of 250kts indicated airspeed (IAS) applies below 3050m (10,000ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

c. Class G. IFR and VFR flights are permitted and receive flight information if requested. All IFR flights shall be capable of establishing air-ground voice communications. A speed of 250kts IAS applies to all flights below 3050m (10,000ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required.

d. The designation of the airspace classification shall be appropriate to the needs of the Member States, except that all airspace above FL195 shall be classified as Class C airspace.

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ENR 2.2 OTHER REGULATED AIRSPACE

SPECIAL PROCEDURES WITHIN THE SHANNON UTA/*SOTA/*NOTA FOR NORTH ATLANTIC TRAFFIC

1. INTRODUCTION

A significant proportion of NAT traffic transits the SHANNON UTA/*SOTA/*NOTA to and from major European destination areas. The following paragraphs describe the procedures for NAT traffic transiting this Airspace.

2. ATS ROUTEING PROCEDURES FOR WESTBOUND NAT TRAFFIC

In the Westbound NAT OTS signal SHANWICK OAC promulgates the track structure(s) applicable together with such other information as may be considered useful for operators to identify the route to be flown.

3. ATS ROUTEING PROCEDURES FOR EASTBOUND NAT TRAFFIC

3.1 The domestic Landfall points KESIX, OSBOX, BEGID, SOVED, MOGLO, NETKI, KOKIB, BEXET, OLGON, GISTI, RILED, XETBO, LEKVA, ELSOX, EPUNA, ATSUR, BIMGO, NASBA, GUNSO and EMPER, which are associated with the Oceanic Exit points, are promulgated in the eastbound OTS message. Use of these points may vary from day to day depending on the published OTS.

3.1.1 If an Eastbound NAT Flight operating to a specified destination is rerouted via an oceanic Landfall different to that filed in the flight plan, the flight may route DCT from the new Landfall to the original filed exit point from Irish Airspace. In the event of an alternative route being issued by IFPS SHANNON ATC will advise the flight on first contact.

3.1.2 Due to a number of flights deviating from clearances prior to exiting SHANWICK Oceanic Controlled Airspace, Flight crew are reminded of the following, Eastbound route clearances issued by SHANNON Control for Aircraft exiting Oceanic Airspace apply from AGORI, SUNOT, BILTO, PIKIL,ETARI,RESNO,VENER,DOGAL, NEBIN,MALOT,TOBOR,LIMRI, ADARA,DINIM,RODEL,SOMAX,KOGAD,BEDRA,OMOKO,TAMEL, GELPO and LASNO. Flights shall not turn before these points.

4. IDENTIFICATION OF NAT TRACK MESSAGES & OCEANIC RCL SUBMISSION PROCEDURES

4.1 **RCL** - A voice or datalink message via ACARS, used to provide ETA at Oceanic entry point (OEP), requested flight level and Mach.

4.2 **Track Message Identification (TMI)**
See UK AIP

4.3 **Oceanic RCL Procedures for Transit Westbound Aircraft**
See UK AIP

4.3.1 Aircraft in communication with Shanwick Oceanic on VHF or HF in relation to Oceanic entry conditions are to maintain communication with SHANNON Control on the appropriate frequency.

4.4 **Aircraft sending an RCL Request from Irish Aerodromes before departure.**
See UK AIP

NOTE: EICK departures via LASNO must be in receipt of oceanic clearance prior to departure.

5. OCEANIC FLIGHT PLANS

5.1 Flight plans in respect of Oceanic flights which are planned to enter SHANNON FIR/UIR/*SOTA/*NOTA must be submitted to IFPS.

5.2 Jet aircraft intending to operate in the SHANWICK OCA must indicate the MACH number planned to be used for any portion of the flight within the area in Item 15 of the ICAO flight plan.

Jet aircraft should indicate their proposed speeds in the following sequence:

a. Cruising speed (TAS) in knots;

b. Oceanic Entry point and cruising MACH number;

c. Landfall Fix and cruising speed (TAS) in knots.

5.3 All other aircraft: speed in terms of TAS in knots.

6. RADIO COMMUNICATIONS FAILURE PROCEDURES FOR OCEANIC AIRCRAFT INTENDING TO ENTER OR EXIT NAT AIRSPACE VIA SHANNON FIR/UIR/*SOTA/*NOTA

6.1 The following procedures apply to oceanic aircraft intending to enter or exit NAT airspace via the SHANNON FIR/ UIR/*SOTA/*NOTA. These procedures are intended to complement and not supersede State procedures/ regulations. It is not possible to provide guidance for all situations associated with a communications failure.

6.2 General

6.2.1 The pilot of an aircraft experiencing a two-way radio communications failure shall operate the secondary radar transponder on identity Mode A Code 7600 and Mode C.

6.2.2 The pilot shall also attempt to contact any ATC facility (on VHF or HF) or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

6.3 Communications Failure Prior To Entering NAT Oceanic Airspace
Due to the potential length of time in oceanic airspace, it is strongly recommended that a pilot experiencing communications failure whilst still in SHANNON FIR/UIR/*SOTA/*NOTA does not enter SHANWICK Oceanic Control Area but adopts the procedure specified at Procedure A below. However, if the pilot elects to continue, then to facilitate the provision of adequate separation, adopt Procedure B or below.

NOTE: A 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.

Procedure A

For this procedure the pilot is deemed to have selected SHANNON as the aerodrome of intended landing. Proceed, maintaining the last assigned and acknowledged flight level, to the appropriate hold specified for SHANNON and hold for a period of not less than five minutes. Then commence descent and complete a normal instrument approach. For the procedure as outlined in this paragraph and in order to avoid ambiguity SHANNON is the only Irish aerodrome which may be used.

Procedure B

If the pilot elects to continue the flight, continue at the last assigned and acknowledged flight level to the oceanic entry point in their current flight plan, then, follow the procedure as detailed in UK AIP “Communications failure after entry to NAT oceanic airspace”.

6.4 **Communications Failure Prior To Exiting NAT Oceanic Airspace**

6.4.1 Cleared on Flight Plan Route
The pilot shall maintain the currently cleared route, flight level and speed until reaching the Oceanic landfall Point. Unless the pilot elects to adopt the procedure outlined at ENR 2.2.6.4.2 below, after landfall proceed in accordance with the filed flight plan (Level/speed/route).

6.4.2 Diversion to SHANNON
In the event of the pilot electing to divert to SHANNON, after landfall proceed direct to the appropriate hold specified for SHANNON in Table 1: here under, maintaining the last assigned oceanic level and hold for a period of not less than five minutes. Then commence descent and complete a normal instrument approach. For the procedure as outlined in this paragraph and in order to avoid ambiguity SHANNON is the only Irish aerodrome which may be used.

Table 1: Appropriate Holds specified for SHANNON

HOLD	RWY
DERAG for ILS approach	24
ELPOM for ILS approach	06

7. REQUEST FOR AMENDMENT TO RCL FOR AIRCRAFT TRANSITING THE SHANNON FIR/UIR/ *NOTA AND *SOTA.

Flights requesting a change to their Ocean clearance must,

a. If East of 10W make their request to SHANWICK on VHF/HF or CPDLC otherwise

b. If West of 10W make their request to SHANNON ACC on VHF

8. STRATEGIC LATERAL OFFSET PROCEDURE

See UK AIP

9. SHANNON OCEANIC TRANSITION AREA (*SOTA)

9.1 The SHANNON Oceanic Transition Area (*SOTA)

consists of that portion of the SHANWICK Flight Information Region/Oceanic Control Area with lateral and vertical limits specified at Table 2:

Table 2: SHANNON Oceanic Transition Area

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	**Call Sign. Languages. Area and conditions of use. Hours of Service**	Frequency /Purpose	Remarks
1	2	3	4	5
SHANNON Oceanic Transition Area (***SOTA**) 5100N 01500W, 5100N 00800W, 4830N 00800W, 4900N 01500W, 5100N 01500W FL055/FL660 - Class A FL660/UNL - Class G	ATS SHANNON	SHANNON Control English H24	135.600MHz	FRA FL055 to UNL (Class G/A)

9.2 Addressing of Flight Plan Messages

Flight plans required for the *SOTA should be addressed to the IFPS addresses EUCHZMFP and EUCBZMFP.

9.3 Delegation of Control within Airspace Contiguous with *SOTA

9.3.1 Control of *GAT above FL245 within the airspace bounded by lines joining the coordinates listed below is delegated by the UK authorities to SHANNON UAC.
4935.00N 00800.00W: 4933.38N 00656.04W: 4855.70N 00734.46W: 4850.00N 00800.00W: 4935.00N 00800.00W

9.3.2 Control of *GAT above FL245 within the airspace bounded by lines joining the coordinates listed below is delegated by the French authorities to SHANNON UAC.
4850.00N 00800.00W: 4855.70N 00734.46W: 4830.00N 00800.00W: 4850.00N 00800.00W.

9.3.3 Procedures applicable within the airspace described at ENR 2.2 9.3.1 and ENR 2.2 9.3.2 above are those procedures applicable within *SOTA. The following applies:

- Controlling Authority - SHANNON UAC
- Call sign - SHANNON Control
- Frequency - As allocated by ATS

9.3.4 Due to the risk of two aircraft using the same squawk leading to a mis-ident, Northbound traffic entering the SHANNON Oceanic Transition Area (SOTA) via T9, LASNO, T290 GELPO, or T213, TAMEL are instructed to set Transponder code A2000 at least 10 minutes before the above points.

9.4 Position Reports

All designated points on the *SOTA boundary are compulsory position reporting points, unless otherwise advised by SHANNON ACC.

9.5 Oceanic RCL Procedures

Requirements regarding submission of RCL detailed above, ENR 2.2 4.2 and or ENR2.2 7 should be complied with.

9.6 Met Reporting Procedures in *SOTA

9.6.1 Pilots of aircraft in the *SOTA are required to comply with the MET reporting procedures in ICAO DOC 8896 Chapter 7 ”Aircraft Observations and Reports”.

9.6.2 If the aircraft is designated to report meteorological information, the pilot will be advised by the inclusion of the phrase “SEND MET REPORTS” in the message.

9.6.3 Westbound North Atlantic (NAT) Random flights and NAT Oceanic Track System (OTS) flights, designated as MET reporting flights, are to treat W008 as a mid-point and W015 as a designated Reporting point. Pilots are to transmit their W015 and W008 MET reports with their W015 position Report to SHANWICK on HF

9.6.4 Eastbound flights are not required to make routine MET reports when flying in the *SOTA.

Note: The UK Met Office provides meteorological watch and issues relevant SIGMET in the SOTA.
Special aircraft reports relating to meteorological conditions in SOTA received by Shannon ACC are forwarded to the UK Met Office and to SHANWICK.

9.7 Secondary Surveillance Radar

Aircraft intending to fly in the *SOTA must be equipped with an SSR transponder capable of responding to Mode A interrogations with 4096 codes and Mode C interrogations with Automatic Pressure Altitude Reporting.

9.8 Communications

Communications between aircraft in the *SOTA and SHANNON ACC are via VHF. The appropriate frequencies are listed in ENR 2.1 unless otherwise advised by SHANWICK, Scottish or SHANNON ACC. Flights unable to contact SHANNON ACC on VHF should use the appropriate HF facility, addressing their message to SHANNON ACC.

9.9 Communications Failure

Flights experiencing radio communications failure should proceed according to the procedures in ENR 1.1 General Rules, where appropriate, by procedures described in ENR2.2 6

9.10 High Level Airspace (HLA)

HLA shall be applicable in that volume of airspace between FL285 and FL420 within the Oceanic Control Areas of Santa Maria, SHANWICK, Reykjavik, Gander Oceanic and New York Oceanic. SOTA airspace is not included in NAT HLA. Details of HLA are contained in North Atlantic Operations and Airspace Manual (ICAO DOC 007) and Regional Supplementary Procedures.
SOTA has the same vertical extent as the SHANWICK OCA, and is bounded by lines joining successively the following points: N5100 W01500 – N5100 W00800 – N4830 W00800 – N4900 W01500 – N5100 W01500

10. NORTHERN OCEANIC TRANSITION AREA (*NOTA)

10.1 The Northern Oceanic Transition Area (*NOTA)

consists of that portion of the SHANWICK Flight Information Region/Oceanic Control Area with lateral and vertical limits specified at Table 3:

Table 3: Northern Oceanic Transition Area

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Frequency /Purpose	Remarks
1	2	3	4	5
Northern Oceanic Transition Area (*NOTA) 5700N 01500W, 5700N 01000W, 5434N 01000W, 5400N 01500W, 5700N 01500W FL055/FL660 - Class A FL660/UNL - Class G	ATS SHANNON	SHANNON Control English H24	122.980MHz	FRA FL055 to UNL (Class G/A)

10.2 Addressing of Flight Plan Messages

Flight plans required for the *NOTA should be addressed to the IFPS addresses EUCHZMFP and EUCBZMFP.

10.3 Position Reports

All designated points on the *NOTA boundary are compulsory position reporting points, unless otherwise advised by SHANNON ACC.

10.4 Oceanic RCL Procedures

Requirements regarding submissions of RCL detailed above, ENR 2.2 4.2 and or ENR2.2 7 should be complied with.

10.5 Met Reporting Procedures in *NOTA

10.5.1 Pilots of aircraft in the *NOTA are required to comply with the MET reporting procedures in ICAO DOC 8896 Chapter 7 “Aircraft Observations and Reports”.

10.5.2 If the aircraft is designated to report meteorological information, the pilot will be advised by the inclusion of the phrase “SEND MET REPORTS” in the message.

10.5.3 Westbound North Atlantic (NAT) Random flights and NAT Oceanic Track System (OTS) flights, designated as MET reporting flights, are to treat W010 as a mid-point and W015 as a designated Reporting point. Pilots are to transmit their W015 and W010 MET reports with their W015 position Report to SHANWICK on HF

10.5.4 Eastbound flights are not required to make routine MET reports when flying in the *NOTA.

Note: The UK Met office provides meteorological watch and issues relevant SIGMET in the NOTA.

Special aircraft reports relating to meteorological conditions in NOTA received by SHANNON ACC are forwarded to the UK Met Office and to SHANWICK.

10.6 Secondary Surveillance Radar

Aircraft intending to fly in the *NOTA must be equipped with an SSR transponder capable of responding to Mode A interrogations with 4096 codes and Mode C interrogations with Automatic Pressure Altitude Reporting.

10.7 Communications

Communications between aircraft in the *NOTA and SHANNON ACC are via VHF. The appropriate frequencies are listed in ENR 2.1 unless otherwise advised by SHANWICK, Scottish or SHANNON ACC. Flights unable to contact SHANNON ACC on VHF should use the appropriate HF facility, addressing their message to SHANNON ACC.

10.8 Communications Failure

Flights experiencing radio communications failure should proceed according to the procedures in ENR 1.1 General Rules, where appropriate, by procedures described in ENR2.2 6

10.9 High Level Airspace (HLA)

The HLA shall be applicable in that volume of airspace between FL 285 and FL420 within the Oceanic Control Areas of Santa Maria, SHANWICK, Reykjavik Oceanic and New York Oceanic.

Parts of the SHANWICK OCA are designated as the Shannon Oceanic Transition Area (SOTA) and the Northern Oceanic Transition Area (NOTA). NOTA airspace is included in the NAT HLA and hence NAT HLA airspace requirements are still applicable from FL285 to FL420 in NOTA. However, SOTA is not included in the NAT HLA. Therefore flights within SOTA routeing such that they are entering SHANWICK OCA and are subject to an RCL submission are required to be NAT HLA MNPS Approved.

NOTA has the same vertical extent as the SHANWICK OCA and is bounded by the lines joining successively the following points. N5400 W01500 - N5700 W01500 - N5700 W01000W - N5434 W01000 - N5400 W01500

NOTA airspace is included in MNPS Airspace. Details of HLA MNPS Operations and Procedures are contained in North Atlantic Operations and Airspace Manual (ICAO DOC 007) and Regional Supplementary Procedures (DOC 7030) available on Paris ICAO Regional Office Website,

URL: https://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx

11. FREE ROUTE AIRSPACE

11.1 The Ireland Free Route Airspace

consists of those of the Shannon FIR, Shannon FIR (Excluding Dublin CTA)/UIR/UTA, SHANNON Oceanic Transition Area (SOTA), The Northern Oceanic Transition Area (NOTA) and the LARLA triangle/TAKAS box with lateral and vertical limits specified at Table 4:

Table 4: Ireland Free Route Airspace

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Frequency / Purpose	Remarks
1	2	3	4	5
Shannon FIR/UIR/UTA 5520N 00655W, 5425N 00810W, 5355N 00530W, 5220N 00530W, 5100N 00800W, 5100N 01500W, 5400N 01500W, 5434N 01000W, 5445N 00900W, 5520N 00815W, 5525N 00720W, 5520N 00655W, FRA FL075 to UNL (Class G/C/A)	ATS SHANNON	SHANNON Control English H24	134.260MHz 122.980MHz 131.150MHz	See ENR 2.1 Shannon FIR & Shannon UIR/UTA NOTE: Excludes Dublin CTA see EI ENR 2.1
NOTA 5700N 01500W, 5700N 01000W, 5434N 01000W, 5400N 01500W, 5700N 01500W FL055/FL660 - Class A FL660/UNL - Class G	ATS SHANNON	SHANNON Control English H24	122.980MHz	See ENR 2.2.10.1 The Northern Oceanic Transition Area (NOTA)
SOTA 5100N 01500W, 5100N 00800W, 4830N 00800W, 4900N 01500W, 5100N 01500W FL055/FL660 - Class A FL660/UNL - Class G	ATS SHANNON	SHANNON Control English H24	135.600MHz 135.230MHz	See ENR 2.2.9.1 The SHANNON Oceanic Transition Area (SOTA)
LARLA triangle/TAKAS box 493500N 0080000W, 493323N 0065617W, 492241N 0070715W, 490019N 0072953W, 485542N 0073430W, 483000N 0080000W, 483437N 0080000W, 485000N 0080000W, 490000N 0080000W, 493000N 0080000W, FL245/FL660 Class C	ATS SHANNON	SHANNON Control English H24	135.230MHz	

11.2 Addressing of Flight Plan Messages

Flight plans required for the Ireland FRA should be addressed to the IFPS addresses EUCHZMFP and EUCBZMFP.

11.3 Position Reports

Oceanic Entry/Exit Points on the Ireland FRA Boundary are compulsory position reporting points, unless otherwise advised by Shannon ACC.

11.4 Oceanic RCL Procedures

Requirements regarding submission of RCL, detailed above, ENR 2.2 4.2 and or ENR 2.2 7 should be complied with.

11.5 Met Reporting Procedures in NOTA

11.5.1 Pilots of aircraft in the Ireland FRA are required to comply with the MET reporting procedures in ICAO DOC 8896 Chapter 7 “Aircraft Observations and Reports”.

11.5.2 If the aircraft is designated to report meteorological information, the pilot will be advised by the inclusion of the phrase “SEND MET REPORTS” in the message.

11.5.3 Westbound North Atlantic (NAT) Random flights and NAT Oceanic Track System (OTS) flights, designated as MET

reporting flights, are to treat W010 as a mid-point and W015 as a designated Reporting point. Pilots are to transmit their W015 and W010 MET reports with their W015 position Report to SHANWICK on HF

11.5.4 Eastbound flights are not required to make routine MET reports when flying in the Ireland FRA.

11.6 Secondary Surveillance Radar

Aircraft intending to fly in the Ireland FRA must be equipped with an SSR transponder capable of responding to Mode A interrogations with 4096 codes and Mode C interrogations with Automatic Pressure Altitude Reporting.

11.7 Communications

Communications between aircraft in the Ireland FRA and SHANNON ACC are via VHF. The appropriate frequencies are listed in ENR 2.1 unless otherwise advised by SHANNON ACC.

11.8 Communications Failure

Flights experiencing radio communications failure should proceed according to the procedures in ENR 1.1 General Rules, where appropriate, by procedures described in ENR2.2 6

12. AERODROME TRAFFIC ZONES (ATZ)

Aerodrome Traffic Zone: An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

Table 5: Aerodrome Traffic Zone

Name **Lateral Limits** **Vertical Limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Frequency** **Channel** **Purpose**	**Remarks**
EINC Newcastle ATZ A circle, 1.5nm radius, Centred at 530422N,0060211W Upper limit: 1500FT AMSL Lower Limit: SFC Class: G	Newcastle	Newcastle Zone English Summer 08.00 - CET Winter 0800 - SS Prior Permission Required (PPR)	122.550 MHz	Elev.: 1FT Runway Length: 690m Licensed Aerodrome

13. RADIO MANDATORY ZONE (RMZ) / TRANSPONDER MANDATORY ZONE (TMZ)

Table 6: Radio/Transponder Mandatory Zones

Name	**Geographical Coordinates**	**Lateral Limits**	**Vertical Limits**	**Remarks**
Sligo RMZ/TMZ	541649N 0083557W	Circle with radius of 10NM	SFC to 5000ft	See Sligo AD Sections EISG AD 2.17 and EISG AD 2.20.1
Waterford RMZ/TMZ	521114N 0070513W	Circle with radius of 10NM	SFC to 5000ft	See Waterford AD Sections EIWF AD.2.17 and EIWF AD.2.20.8

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 004/2026 Effective 16 APR 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 004/2026 Effective 16 APR 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 2
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 2
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 2
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 2
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: 122.475 MHz. 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: 122.475 MHz 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: 122.475 MHz 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: 122.475 MHz 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: 122.475MHz 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: 122.475 MHz 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: 122.475 MHz 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: 122.475 MHz 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: 122.475 MHz 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: 122.475 MHz County Meath
Met Eireann, Valentia Observatory 515618N 0101424W	MAX OPR ALT AMSL TO UNL	URL: www.met.ie Email:	Launch hours are at 1200 and 0000 UTC daily, occasionally at other times between 0600-1800UTC. County Kerry
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: 122.475 MHz County Waterford

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 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: 122.475 MHz County Waterford

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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 Castlemaine Harbour	Class G airspace SFC - 2500ft AMSL	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Operation in uncontrolled airspace. Daily, during daylight hours. Contact on 130.400 MHz during operations. 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 130.400 MHz during operations. County Kerry.
Clonmel Ridge 521953.151N 0073632.654W	Class G airspace	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Summer: May - September Daily, during daylight hours. Ridge soaring in uncontrolled airspace. Contact on 130.400 MHz 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.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.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 130.400 MHz during operations. County Kerry

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
Gowran Grange 531034N 0063810W, Lee Wave Soaring Area	SFC - 4500ft AMSL	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Winter: OCT-APR SAT-SUN & Public Holidays during daylight hours. Summer: MAY-SEP Daily during daylight hours. Contact on 130.400 MHz 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 130.400 MHz 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.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.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 130.400 MHz 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.

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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

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**
Clermont Cairne 5NM radius centred on 540442.4N 0061918.0W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
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

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**
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.
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

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**
Silvermines Mtn 5NM radius centred on 524645.4N 0081609.7W	3000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
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.

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
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.
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.

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 4, 800m radius centred on: 531148N 0081937W	400ft AGL	Irish Jet Modellers Flying Club 4 URL: www.jmaireland.com	Post: Lurganmore, Loughrea, Co. Galway.
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 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
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.
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: Facebook SMFC	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: Facebook Page Tipp MFC	Post: Derryhogan, Littleton, Thurles, Co.Tipperary.
Waterford MFC 1, 800m radius centred on: 521655N 0072913W	400ft AGL	Waterford Model Flying Club 1, URL: Facebook WMFC	Post: Ross, Carrick-on-Suir, Co. Waterford.
Wexford MFC 1, 800m radius centred on: 521943N 0064045W	400ft AGL	Wexford Model Flying Club 1, URL: www.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	123.750MHz County Wexford
Birr Airfield A circle, 1.5nm radius centred at 530415N 0075355W Class: G, MOA Airspace	Upper Limit: 1500FT AMSL Lower Limit: SFC		122.950MHz 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	118.125MHz 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/	120.000MHz County Roscommon Located within EIKN CTA.
* Data whose accuracy has not been quality assured.			

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EIDW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDW – DUBLIN/International

EIDW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	532517N 0061612W Midpoint RWY 10R/28L
2	**Direction and distance from (city)**	10 KM (5.4 NM) N of Dublin
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	243 ft AMSL / 19.7°C (Max Temp) 0.1°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	184 ft
5	**MAG VAR/Annual change**	1° W (2025) /11' decreasing
6	**Contact Details**	Post: Resource Allocation Unit (for stand allocation) Phone: +353 1 944 5228 Email: POD@dublinairport.com Post: Airport Duty Manager Phone: +353 87 2892222 Email: airportdm@daa.ie Post: Service Delivery Manager Airside Phone: + 353 87 6312669 Email: sdm-a@daa.ie
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EIDW AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	H24
2	**Customs and immigration**	Customs/Irish Immigration: H24 Department of Agriculture, Food and the Marine: H24 US Customs and Border Protection: By prior negotiation with Dublin US Embassy, USCBP 0700 - 1700
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	See Remarks
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
12	**Remarks**	Airport closed on 25th December. Exact hours advised by NOTAM. PIB AVBL from AIS, Shannon see GEN 3.1.5

EIDW AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Available from IAG Cargo, Swissport Cargo and WFS
2	**Fuel/oil types**	JET A1Fuel Oil Grades 100, 100W, 100U, 100E, 120, W80, E80. Turbo Oils 750, 390, 2380
3	**Fuelling facilities/capacity**	JET A1 H24 No limitations. Hydrant fuelling available on Pier 1 and Pier 4 stands. Fuelling by bowser available on all other stands.
4	**De-icing facilities**	On request from Swissport and Aer Lingus
5	**Hangar space available for visiting aircraft**	On request from Dublin Aerospace and Aer Lingus.
6	**Repair facilities for visiting aircraft**	Repair facilities from Dublin Aerospace.
7	**Remarks**	Passenger Handling: Available from Swissport, Sky Handling, Signature Flight Support (Corporate), Universal Aviation (Corporate), Aer Lingus and Fenix Logistics. Catering: Available from Gate Gourmet and Dnata Catering. General Aviation Handling: Signature Flight Support, Universal Aviation, (Other ground handlers listed above on request). Fixed ground power: Pier 1: Stands 121 to 127 inclusive, Stands 108L to 111R inclusive Pier 3: Stands 311C/311R, 312, 313C, 314, 315C, 316, 317, 318L, 318C and 318R Pier 4: Stands 400L to 409R inclusive Aircraft Power Plant Test Runs: See EIDW AD 2.20

EIDW AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Hotels At Airport and in Dublin area. See www.booking.com Link in doc
2	**Restaurant(s) at or in the vicinity of AD**	See www.dublinairport.com
3	**Transportation possibilities**	Buses, taxis, car hire AVBL at Airport
4	**Medical facilities**	First aid treatment, All Airport Police are trained Emergency first Responders (ERFs), Rescue and Fire Fighting Services Personnel (RFFS) Paramedics with 1 domestic ambulance. Hospitals in Dublin, 8km.
5	**Bank and Post Office at or in the vicinity of AD**	ATM and Bureau De Change available at Airport No Post Office at Airport
6	**Tourist Office**	At Airport
7	**Remarks**	Short term Car Parking - 3750 spaces Long term Car Parking - 18600 spaces Executive lounges - See www.dublinairport.com

EIDW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Required CAT 9 Available CAT 9
2	**Rescue equipment**	Emergency lighting and other equipment adequate to meet Category 9 requirements
3	**Capability for removal of disabled aircraft**	Aircraft Recovery Coordinator Airfield Delivery Manager Phone:+353 (0)87 203 5950 Capability Up to Code C aircraft (nosewheel recovery up to Code E) Details available from Coordinator (Utilising equipment available at Dublin Airport)
4	**Remarks**	**Communication with Rescue and Fire Fighting Service:** Frequency 121.600 MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600 MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Dublin 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 121.600 MHz. Frequency 121.600 MHz is H24 and AVBL within 10 NM radius of Dublin Airport

EIDW 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 blowers Ramp ploughs/brushes Motorised brushes
2	**Clearance priorities**	1. Duty runway(s) 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 acetate fluids (KAC) and potassium formate (KFOR) See also AD 1.2
4	**Specially prepared winter runways**	Nil
5	**Remarks**	Annual snow plan available from the Aerodrome Operator on request. AD Operator H24, Airport closed on 25th December. Exact hours advised by NOTAM.

EIDW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.

1	**Apron designation, surface and strength**	Surface: CONC Strength: PCR 700/R/C/W/U			
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCR 970/R/C/W/U
		B2	24 M	CONC	PCR 970/R/B/W/T
		C	23 M	CONC	PCR 1080/R/C/W/T
		DN	15 M	CONC	PCR 1090/R/C/W/T
		DS	15 M	CONC	PCR 1150/R/C/W/T
		E1	23 M	CONC/ASPH	PCR 760/R/B/W/T
		E2	32 M	CONC/ASPH	PCR 1006/R/B/W/T
		F-Inner	23 M	CONC	PCR 1220/R/C/W/T
		F-Outer	23 M	CONC	PCR 720/R/C/W/T
		F1	25 M	CONC/ASPH	PCR 770/R/B/W/T
		F2	23 M	CONC	PCR 770/R/B/W/T
		F3	23 M	CONC	PCR 640/R/B/W/T
		H1	23 M	CONC/ASPH	PCR 730/R/B/W/T
		K	23 M	CONC	PCR 1140/R/C/W/T
		M	23 M	CONC	PCR 1140/R/C/W/T
		M1	25 M	CONC/ASPH	PCR 570/R/A/W/T

		N	23 M	CONC	PCR 1140/R/C/W/T
		N1	24 M	CONC	PCR 1140/R/C/W/T
		N2	27 M	CONC	PCR 1140/R/C/W/T
		N3	23 M	CONC	PCR 1140/R/C/W/T
		N4	23 M	CONC/ASPH	PCR 1140/R/C/W/T
		N5	23 M	CONC	PCR 1140/R/C/W/T
		N6	26 M	CONC	PCR 1140/R/C/W/T
		N7	25 M	CONC	PCR 1140/R/C/W/T
		P1	23 M	CONC/ASPH	PCR 940/R/B/W/T
		S	23 M	CONC/ASPH	PCR 870/R/B/W/T
		S1	23 M	CONC	PCR 980/R/B/W/T
		S2	23 M	ASPH	PCR 1240/R/B/W/T
		S3	23 M	ASPH	PCR 760/R/B/W/T
		S4	23 M	CONC	PCR 790/R/B/W/T
		S5	30 M	CONC	PCR 1340/R/B/W/T
		S6	23 M	CONC	PCR 1030/R/B/W/T
		S7	23 M	ASPH	PCR 860/R/B/W/T
		W1	25 M	ASPH	PCR 1030/R/A/W/T
		W2	23 M	ASPH	PCR 800/R/A/W/T
		W3	23 M	CONC	PCR 1040/R/B/W/T
		W4	15 M	ASPH	PCR 600/R/B/W/T
		LINK 1	33 M	CONC	PCR 800/R/B/W/T
		LINK 2	65 M	CONC/ASPH	PCR 1240/F/C/X/T
		LINK 3	42 M	CONC	PCR 970/R/B/W/T
		LINK 4	73 M	CONC	PCR 580/R/A/W/T
		LINK 5	23 M	CONC/ASPH	PCR 1410/R/C/W/T
		LINK 6	23 M	CONC	PCR 920/R/C/W/T
		LINK 7	23 M	CONC	PCR 1140/R/C/W/T
		AT 1	47 M	CONC	PCR 720/R/C/W/T

		AT 2	47 M	CONC	PCR 650/R/C/W/T
		AT 3	61 M	CONC	PCR 540/R/C/W/T
		AT 4	59 M	CONC	PCR 770/R/C/W/T
		AT 5	81 M	CONC/ASPH	PCR 960/R/C/W/T RIGID PCR 1090/F/C/X/T FLEXIBLE
		AT 6	58 M	CONC	PCR 1000/F/C/X/T
		West Apron	86 M	CONC	PCR 1010/R/C/W/T
		North Apron	48 M	CONC	PCR 1130/R/C/W/T
		South Apron	30 M	CONC	PCR 920/R/C/W/T
3	**Altimeter checkpoint location and elevation**	Location: South Apron / Elevation: 201ft AMSL			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	EIDW AD 2.24-2			
6	**Remarks**	Nil			

EIDW 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 taxiway intersections and at runway holding positions. Mandatory instruction signs lighted Guidelines on aprons and taxiways. Taxiway information markings. All stands equipped with AVDGS except the following listed below: 102, 105L, 105R, 106, 107L, 107C, 107R, 120C, 120L, 121L, 131L, 131C, 131R, 132L, 132C, 132R, 133L, 133C, 133R, 134L, 134C, 134R, 135L, 135C, 135R, 136L, 136R, 137A, 137B, 137L, 137T, 138T - 142T, 138S - 143S, 145, 200T, 203L, 203C, 203R, 205L, 205T, 311L, 411C, 411T. Where AVDGS is available and operational, it is mandatory for it to be used. On stands where AVDGS is not available or not operational, Marshallers must be provided. No aircraft should enter a stand without guidance. If AVDGS is not operational on the stands listed below, the aircraft listed cannot taxi onto stand due to reduced clearances. Aircraft will be allocated an alternative stand or must shut down engines and be towed on to the aircraft stand. Stands: Stand 316 - All A/C types. Stand 409C - All A/C types.
2	**RWY/TWY markings and LGT**	RWY 10R/28L Designation, THR, TDZ, centreline, side stripe, aiming point. RWY 10L/28R Designation, THR, TDZ, centreline, side stripe, aiming point. RWY 16/34 Designation, THR, TDZ, centreline, side stripe, aiming point. For the purposes of Taxiing Intermediate holding positions. Taxiways Centreline, edge stripes, holding positions, intersection markings except TWY S1. Intermediate holding position lights on TWY H1, M1, W2, E2 Link 1, Link 2, Link 3, Apron Taxiway 6 and RWY 16/34 at 16-1 and 34-2, 16-2, K, N, M, F-Outer.
3	**Stop bars and RWY guard lights**	Stopbars are provided at all Runway holding positions for CAT I/II/III operations and are illuminated to protect active Runways. When a Runway is not active the associated stop bars are not illuminated, with the exception of the stop bars on TWY A and TWY B2. All Runway Guard Lights are in operation H24. No entry bars on TWY N3 and TWY N5.
4	**Other RWY Protection measures**	Nil

5	**Remarks**	See also EIDW AD 2.14 and 2.15 for lighting

EIDW 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**
Please contact AIP@dublinairport.com for queries/information related to EIDW Aerodrome Obstacles.					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Please contact AIP@dublinairport.com for queries/information related to EIDW Aerodrome Obstacles.					

EIDW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Dublin 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 MIN
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**	Weather RADAR, satellite cloud picture receiver, IRVR RWYs 10R and 28L (touchdown, midpoint, stop-end) IRVR RWYs 10L and 28R (touchdown & midpoint) IRVR RWY 16 (touchdown, midpoint) Satellite Display available.
9	**ATS units provided with information**	Dublin TWR
10	**Additional information (limitation of service, etc.)**	GEN 3.5.4.2 to request additional information. METAR available every 30mins.

EIDW 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
10R	095.24°	2637 x 45	900/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 243ft
28L	275.27°	2637 x 45	900/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 203ft
10L	095.25°	3109 x 45	1140/R/C/W/T CONC	532613.79N 0061650.22W 532605.39N 0061417.60W 184 ft	THR 235ft
28R	275.28°	3109 x 45	1140/R/C/W/T CONC	532606.73N 0061441.87W 532614.62N 0061705.32W 184 ft	THR 213ft
16	156.59°	2072 x 45	3120/R/B/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 218ft
34	336.60°	2072 x 45	3120/R/B/W/T ASPH -	532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft	THR 202ft

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
Slope of 0.47% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	91 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	RWY 10R/28L, pavement surface is grooved asphalt. RWY 10R/28L is provided with 7.5 M wide asphalt shoulders. Periodic closure for maintenance - Approximately every eight weeks, RWY 10R/28L will be closed for essential maintenance, including rubber removal, grass cutting, painting of day markings etc. The RWY will be closed for approximately four nights between 2230 HR and 0530 HR (local). These closures for maintenance will be promulgated by NOTAM.
	56 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	
Slope of 0.18% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	RWY 10L/28R pavement surface is grooved. RWY 10L/28R is provided with 7.5M wide concrete shoulders. CWY starts at end of RWY surface.
	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	
Slope of 0.24% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-5	Nil	183 x 150	2192 x 280	RWY16 THR (north end of RWY strip) 140 x 150. RWY16 END (south end of RWY strip) 138 x 150.	Nil	Yes	RWY 16/34, pavement surface is grooved asphalt. RWY 16/34 is provided with 8M wide asphalt shoulders. Runway Slope - Sharp slope change approximately 100m south of RWY 16 THR/ RWY 34 END, and runway slope of up to 1.1%.
	Nil	61 x 150	2192 x 280	RWY34 THR (south end of RWY strip) 138 x 150. RWY34 END (north end of RWY strip) 140 x 150.	Nil	Nil	

EIDW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10R	2637	2850	2728	2637	
28L	2637	2850	2693	2637	
10L	3109	3169	3109	2829	THR RWY 10L Displaced 280M
28R	3109	3169	3109	2659	THR RWY 28R Displaced 450M
16	2072*	2255	2072	2072	*Departures from RWY 16 are only available from intersection take off Twys N4 and N.
34	2072	2133	2072	2072	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	Remarks
10R	S6	2156	2369	2247	see EIDW AD 2.20
10R	S4	1352	1565	1443	
28L	S1	2415	2628	2471	
10L	N6	2860	2920	2860	
28R	N2	2641	2701	2641	
16	N4	2026	2209	2026	
16	N	1653	1836	1653	
34	A	1815	1876	1815	
34	B2	1815	1876	1815	
34	S1	1815	1876	1815	

EIDW 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
10R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/ 3° MEHT 20M (439M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	Nil

Note: All runway lighting with the exception of the PAPI's on Runway 10R/28L are LED.

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
28L	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 21M (374M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	RETILs (yellow) Prior to exit to TWY S5
10L	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 17.6M (398M)	900M 30M LIH	3109M 15M coded 0-2220M White, 2220M-2820M Red/White, 2820M-3109M Red LIH	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N3
28R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Right side only 3° MEHT 16.8M (398M)	900M 30M LIH	3109M 15M coded 0-2205M White, 2205M-2805M Red/White, 2805M-3109M	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N5
16	CAT I 910M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 19M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil
34	SALS 426M LIL	Green LIH	PAPI Both sides/3° MEHT 20M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	For small aircraft (A & B) Runway 34 end lights may not be sighted until the last 400 metres.

Note: All runway lighting with the exception of the PAPI's on Runway 10R/28L are LED.

EIDW 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 2 Nr.

3	**TWY edge and centre line lighting**	Taxiway Green/Green Centreline Lighting provided for the following taxiways: E1, E2, H1, M1, P1, W1, W2, W3, N, N1, N2, N4, N6, N7, S, S2, S7. Taxiway Green/Yellow Centreline Lighting provided on Runway exit taxiways E1, S1, S2, S5, S7, N1, N2, N3, N4, N5, N6, N7. Taxiway Green/Green Centreline Lighting provided on Runway exit taxiways H1, M1, P1, N, M, W1, W2, W3. Taxiway Green/Yellow Centreline Lighting provided on Runway entry taxiways N1, N7. Taxiway edge lights are installed at taxiway/taxiway intersections and along taxiway curves.
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 (mixture of LED & Halogen). Apron centreline lighting - Green bi-directional on all apron taxiways and taxilanes except Apron TWY 6 and West Apron (all LED). Obstacles: Fixed red (mixture of Neon & LED lights). WDIs 4-6 Nr. (2-4 lighted). See Aerodrome Chart EIDW AD 2.24-1

EIDW AD 2.16 HELICOPTER LANDING AREA

NIL

EIDW AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	533445N 0055420W, arc 15NM radius centre 532621N 0061508W, 531152N 0062130W, 531439N 0062130W, 531437N 0063707W, 532202N 0064237W, 532127N 0063758W, arc 5NM radius centre 532110N 0062938W, 532403N 0063626W, 532347N 0063117W, arc 10NM radius centre 532621N 0061508W, 533445N 0062411W.
2	**Vertical limits**	5000 ft
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	Dublin Tower English
5	**Transition altitude**	5000 ft
6	**Hours of applicability**	Nil
7	**Remarks**	Nil

EIDW 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
Clearance Delivery Frequency	Dublin Delivery	122.985 MHz			0600-1800 local time	Aircraft Contact Minimum 15 Min before start-up. 8.33kHz Channel.
GND	Dublin Ground	121.800 MHz			0600-2400 local time	Non-8.33kHz equipped aircraft shall contact 121.8 MHz for ATC Clearance minimum 15 minutes prior to requested start up.
		125.885 MHz				GND NTH.
		130.790 MHz			H24	
TWR	Dublin Tower	118.600 MHz			H24	Primary TWR Frequency. Note: TWR STH when segregated runway mode in use (Monitor NOTAM for further information).
		124.680 MHz			H24	TWR NTH. Note: TWR NTH when segregated runway mode in use (Monitor NOTAM for further information).
		128.800 MHz			H24	Non 8.33kHz TWR NTH Frequency.
		119.805 MHz			H24	Dublin Tower Backup Channel. When instructed by ATC.
APP	Dublin Approach	121.100 MHz			H24	
		119.555 MHz			06:00 to 24:00L	
		133.280 MHz			06:00 to 24:00L	
		119.930 MHz			H24	Final Controller
ACC	Dublin Control	129.180 MHz			All H24	Upper North
		135.655 MHz				Upper South
		132.580 MHz				Lower North
		120.755 MHz				Lower South
		124.650 MHz			H24	Backup Frequency available Upper and Lower North and South.
		126.250 MHz				
FIS	Dublin Flight Information Service	118.500 MHz			As promulgated on ATIS	As required.
ATIS	Dublin Information Arrival	124.530 MHz			0515-2200 Local time	
	(Dublin Information Departure)	129.640 MHz			0515-2200 Local time	Not notified as yet operationally available (Monitor NOTAM for further information).
VOLMET	Dublin VOLMET	127.005 MHz			H24	

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
D-ATIS	Dublin Information				0515-2200 Local time	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

EIDW 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 (2021)	DUB	114.9MHz CH 96X	H24	532957.8N 0061825.6W	200ft		100/500, 300/700 (180° T-360° T) with purpose A,T,E
DVOR/DME 2° W (2021)	DAP	111.20MHz CH 49X	H24	532525.0N 0061810.0W	300ft		Designated Operational Coverage 150NM
DVOR/DME 2° W (2020)	BAL	115.8MHz CH105X	H24	531759.6N 0062652.0W	300ft		Designated Operational Coverage 60 NM Operating Authority Minister for Defence. BAL DVOR unusable in sector R150 to R170 below 5500 ft AMSL outside 20 NM due to terrain. Due to rising terrain to the south of facility, aircrew may observe BAL DME unlocks in sectors R150 to R175 and R195 to R205 below 4500 ft AMSL outside 20 NM.
NDB	KLY	378kHz	H24	531610.4N 0060623.2W			Designated Operational Coverage 50NM ACFT may not obtain guidance beyond 45NM below 8,000ft, in the sector between bearings 180° T and 270° T.
NDB	GMN	334kHz	H24	533853.2N 0061336.0W			Designated Operational Coverage 30NM Operating Authority Minister for Defence.
DME	GMN	76X 112.9MHz	H24	533848.5N 0061405.7W	100ft		Designated Operational Coverage 30NM. Operating Authority Minister for Defence.

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 10R CAT III 1° W (2025)	IDE	108.9MHz	H24	532511.8N 0061440.9W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored
ILS GP RWY 10R		329.3MHz	H24	532515.5N 0061705.5W			GP angle 3° RDH 54ft
ILS DME RWY 10R	IDE	CH 26X (108.9MHz)	H24	532515.5N 0061705.5W	290ft		DME zero range is indicated at THR RWY 10R
LO RWY 10R	OE	316kHz	H24	532548.6N 0062543.7W			
OM RWY 10R	2 dashes per sec.	75MHz	H24	532547.8N 0062543.5W			
MM RWY 10R	Dots and dashes	75MHz	H24	532523.6N 0061816.8W			
ILS LOC RWY 28L CAT III 1° W (2025)	IDW	111.35MHz	H24	532521.8N 0061743.6W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored
ILS GP RWY 28L		332.15MHz	H24	532509.6N 0061518.4W			GP angle 3° RDH 54ft
ILS DME RWY 28L	IDW	CH 50Y (111.35MHz)	H24	532509.6N 0061518.4W	260ft		DME zero range is indicated at THR RWY 28L
LO RWY 28L	OP	397kHz	H24	532449.7N 0060818.1W			
OM RWY 28L	2 dashes per sec	75MHz	H24	532450.5N 0060818.4W			
MM RWY 28L	Dots and dashes	75MHz	H24	532510.0N 0061409.2W			
ILS LOC RWY 10L CAT III 1° W (2025)	INDL	109.55MHz	H24	532604.5N 0061401.4W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 10L		332.45MHz	H24	532616.9N 0061630.2W			GP angle 3° RDH 51ft.
ILS DME RWY 10L	INDL	CH 32Y (109.55MHz)	H24	532616.9N 0061630.2W	250ft		DME zero range is indicated at THR RWY 10L

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 28R CAT III 1° W (2025)	INDR	110.15MHz	H24	532615.5N 0061721.6W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 28R		334.25MHz	H24	532611.9N 0061458.7W			GP angle 3° RDH 51ft.
ILS DME RWY 28R	INDR	CH 38Y (110.15MHz)	H24	532611.9N 0061458.7W	230ft		DME zero range is indicated at THR RWY 28R
ILS LOC RWY 16 CAT I 1° W (2025)	IAC	111.5MHz	H24	532505.7N 0061454.3W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 16		332.9MHz	H24	532602.7N 0061543.2W			GP angle 3°
ILS DME RWY 16	IAC	CH 52X	H24	532602.7N 0061543.2W	280ft		DME zero range is indicated at THR RWY 16.
SBAS (LPV, LNAV/VNAV, LNAV RWY28L)	GPS & EGNOS E28A	1575.42 MHz CH 59277	H24	N/A	LTP/FTP Ellipsoid Height 117.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10R)	GPS & EGNOS E10A	1575.42 MHz CH 41225	H24	N/A	LTP/FTP Ellipsoid Height 130.3 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 28R)	GPS & EGNOS E28B	1575.42 MHz CH 74379	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10L)	GPS & EGNOS E10B	1575.42 MHz CH 52341	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 44282	H24	N/A	LTP/FTP Ellipsoid Height 122.6 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 86156	H24	N/A	LTP/FTP Ellipsoid Height 117.9 M	N/A	Transmitting antennas are satellite based.

EIDW AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground Movement

1.1 General

i. Stop-bars are provided at all runway entry/exit points and are illuminated to protect active runways. When a runway is inactive the associated stop-bar is normally not illuminated. However, specific clearance from ATC must still be obtained before entering or crossing an inactive runway.

ii. Pilots should use the minimum power necessary while taxiing. In apron areas, pilots should operate at the minimum power commensurate with the intended manoeuvre, due to the effect of jet blast on personnel, equipment and buildings.

iii. Flight crew are responsible for wing tip clearance and are reminded of the importance of maintaining a careful lookout at all times, regardless of location and visibility conditions.

iv. ATC may require aircraft to manoeuvre in close proximity to other aircraft. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether an aircraft can be passed safely, the flight crew should stop, advise ATC, and request alternative instructions if available.

v. In order to assist in the safe separation of aircraft, when flight crew are instructed to stop at any runway-holding or intermediate holding position they should position the aircraft as close as possible to the relevant pavement marking while ensuring that the marking remains visible from the cockpit.

1.2 Turning

No turns should be made at the following Runway/Taxiway intersections:

- No turns should be made by aircraft from RWY 28R to TWY N3 or vice versa.
- No turns should be made by aircraft from RWY 28R to TWY N4 or vice versa.
- No turns should be made by aircraft from RWY 28R to RWY 16 or vice versa.
- No turns should be made by aircraft from RWY 10L to TWY N5 or vice versa.
- No turns should be made by aircraft from RWY 10L to RWY 16 or vice versa.
- No left turns should be made by aircraft from TWY M to RWY 34 or vice versa.

No turns should be made by aircraft at taxiway/taxiway intersections where taxi centreline markings are not provided.

Particular attention is drawn to the following:

- No turns should be made by aircraft from TWY W1 to TWY S East of TWY W1 or vice versa.
- No turns should be made by aircraft from TWY F1 to TWY B2 or vice versa.
- No turns should be made by aircraft from TWY B2 to TWY E1 or vice versa.
- No turns should be made by aircraft from TWY A to TWY F1 or vice versa.
- No turns should be made by aircraft from TWY W1 to TWY W2 or vice versa at intersection with TWY S.
- No turns should be made by aircraft from TWY M to TWY N5.
- No turns should be made by aircraft from TWY N to TWY N3.
- No left turns should be made by aircraft from TWY E2 to TWY F-OUTER.
- No right turns should be made by aircraft from TWY F-OUTER north of Link 6 to TWY E2.

1.3 Taxiing Restrictions

Location	Situation	Restriction
TWY A	Outbound aircraft holding on TWY A	Aircraft movement not permitted between TWY F1 and Link 2 / TWY F2 or vice versa
TWY B2	Outbound aircraft (wingspan less than 36m) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1/TWY T or vice versa
TWY B2	Outbound aircraft (wingspan 36m or greater) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1/TWY T or vice versa and Aircraft are not permitted to taxi between TWY E1 and TWY T or vice versa
TWY B2	Inbound aircraft (wingspan less than 36m) holding on TWY B2	Movement between TWY A and RWY16-34 / TWY S / TWY S1 or vice versa restricted to aircraft with wingspan less than 36m
TWY B2	Inbound aircraft with wingspan 36m or greater holding on TWY B2	Aircraft movement not permitted between TWY A and RWY16-34 / TWY S / TWY S1 or vice versa
APRON TAXIWAY C	Aircraft operating on Apron Taxiway C	Aircraft not permitted on Apron Taxiway DN or Apron Taxiway DS
APRON TAXIWAY DN	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DN	Aircraft operating on Apron Taxiway DN	Aircraft not permitted on Apron Taxiway C
APRON TAXIWAY DS	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DS	Aircraft operating on Apron Taxiway DS	Aircraft not permitted on Apron Taxiway C
TWY E1 - CAT I RWY Holding Position	Outbound aircraft holding on CAT I Hold on TWY E1	Aircraft movement not permitted between TWY B2 and TWY T or vice versa
TWY E1 - CAT II/III RWY Holding Position	Outbound aircraft holding on CAT II/III, Hold on TWY E1	Aircraft movement not permitted between TWY T and TWY B2/TWY F1 or vice versa. TWY B2 is inbound only
TWY E2	Aircraft Holding on TWY E2 facing West	Aircraft movements not permitted behind on TWY F-OUTER
TWY E2	Aircraft Holding on TWY E2 facing East	Aircraft movements not permitted behind RWY 16/34
TWY F1	Aircraft taxiing towards TWY T/ TWY E1 holding on TWY F1	Aircraft movement not permitted between TWY A and LINK 2 / TWY F2 or vice versa
TWY F1	Aircraft taxiing towards LINK 2 / TWY F2 holding on TWY F1	Aircraft movement not permitted between TWYs T and B2 or vice versa or between TWY E1 and TWY T or vice versa
APRON TAXIWAY F-INNER	All operations	Restricted to aircraft with wingspan less than 36m
TWY K	All operations	Restricted to Code E aircraft (less than 65m wingspan) Note A340 operations are prohibited on TWY K
TWY K	All operations	Aircraft movement not permitted on to TWY N behind holding aircraft on N1
TWY K	All operations	Aircraft movement not permitted on to TWY N if aircraft holding on N2
TWY N	All operations	Aircraft movement not permitted to pass behind aircraft holding on TWY N awaiting intersection take-off on RWY 16
TWY N	All operations	Aircraft movement not permitted to pass behind aircraft holding on TWY N1 onto TWY K
TWY N1	All operations	Aircraft movement not permitted on to TWY N2 behind holding outbound aircraft
TWY N1	All operations	Aircraft movement not permitted on to TWY N behind holding aircraft on TWY K

Location	Situation	Restriction
TWY N2	All operations	Aircraft movement not permitted on to TWY N1 behind holding aircraft
TWY N2	All operations	Aircraft movement not permitted on to TWY N2 if aircraft holding on TWY N1
TWY N3	All operations	No Entry allowed for aircraft from TWY N
TWY N3	All operations	No Entry allowed for aircraft towing or taxiing on R28R from a westerly direction
TWY N4	All operations	Restricted to code E aircraft (less than 65m wingspan)
TWY N4	All operations	No Entry allowed for aircraft on to TWY N4 when 28R is the active runway
TWY N4	All operations	No Entry allowed for aircraft towing or taxiing on RWY 28R in a westerly direction from
TWY N5	All operations	No Entry allowed for aircraft from TWY M
TWY N5	All operations	No Entry allowed for aircraft towing or taxiing on RWY10L in an easterly direction
TWY N6	All operations	Aircraft movement not permitted from TWY M on to TWY N7 behind holding aircraft
TWY N7	All operations	Aircraft movement not permitted from TWY M on to TWY N6 behind holding aircraft
TWY S3	All operations	Restricted to daylight hours only and aircraft with wingspan 30m or less
TWY S4	All Operations	Restricted to aircraft with wingspan less than 36m
TWY S5	Outbound aircraft (wingspan less than 36m) holding on TWY S5	Movement on TWY S behind holding aircraft restricted to aircraft with wingspan less than 36m
TWY S5	Outbound aircraft (wingspan 36m or greater) holding on TWY S5	Aircraft movement not permitted on TWY S behind holding aircraft
TWY S6	Outbound aircraft (wingspan less than 36m) holding on TWY S6	Movement on TWY S behind holding aircraft restricted to aircraft with wingspan less than 36m
TWY S6	Outbound aircraft (wingspan 36m or greater) holding on TWY S6	Aircraft movement not permitted on TWY S behind holding aircraft
RWY 16-34 CAT I Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan less than 36m) holding on RWY 16-34 for entry to RWY 10R-28L	Movement through the intersection of RWY 34 and TWYs A, B2, S, S1 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan 36m or greater) holding on RWY 16-34 for entry to RWY 10R-28L	Aircraft movement not permitted through the intersection of RWY 34 and TWYs A, B2, S, S1.

1.4 Apron Operations

Apron Taxiway 1 and Apron Taxiway 2, serving stands 121L-127, 200C-203L, 200T, 220S, 221, 222, 223 are restricted to aircraft with a wingspan less than 36m.

Apron Taxiway 3, the aircraft stand taxilane serving Stands 205R-207T and 311L-313L, is restricted to aircraft with a wingspan less than 36m.

The aircraft stand taxilane serving Stands 412-418 is restricted to aircraft with a wingspan less than 36m.

1.5 Use of Runways (General)

1.5.1 The parallel runways (10R-28L and 10L-28R) shall be used in preference to the crosswind runway, 16-34,

1.5.2 When winds are westerly, Runway 28L shall be preferred for arriving aircraft. Either Runway 28L or 28R shall be

used for departing aircraft as determined by air traffic control,

1.5.3 When winds are easterly, either Runway 10L or 10R as determined by air traffic control shall be preferred for arriving aircraft. Runway 10R shall be preferred for departing aircraft, and

1.5.4 Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours, except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.

1.6 Runway 16-34 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following adjoining taxiways: E1, E2, B2, A, H1, M1, P1 or N. Aircraft vacating the runway and stopping in any of these taxiways are not clear of the runway.
Aircraft exiting the runway via TWY N4 must continue on to the section of taxiway parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.7 Runway 28L Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: S3, S4, S5, S6. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft exiting onto TWY S7 must continue on to the section of TWY S parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.8 Runway 10R Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: S2, S3 and S4. ATC may instruct arrivals to stop on taxiways E1 or S1 on a tactical basis. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.9 Runway 28R Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: N5, N6 and N7. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft exiting these taxiways must continue on to the section of TWY M parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.10 Runway 10L Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: N4, N3, N2 and N1. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft exiting these taxiways must continue on to the section of TWY N parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

2. 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 EIDW AD 2.13

During Low Visibility Operations, intersection take-offs using less than the full length are NOT permitted from RWY10R/28L.

The datum from which the reduced declared distances on RWY10R/28L, RWY 10L/28R and RWY16 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 datum from which the reduced declared distances on RWY34 are measured is the intersection of the extended downwind edge of Taxiway S with the runway edge projected perpendicular to the runway centreline.

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

2.1 RWY10R/28L and RWY 16/34

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.

2.2 RWY 10L/28R

Intersection take-offs from N2 and N6 are considered the primary line up points for RWY28R and RWY10L respectively in normal operations and also in Low Visibility Operations. Taxiways N1 and N7 are NOT available for departure in LVOs. Pilots should advise as early as possible if unable to accept departure from these points. Further information refer to 3.3 HIRO Departures.

Intersection take-offs are not available during Low Visibility Operations.

3 High Intensity Runway Operations (HIRO)

High Intensity Runway Operations (HIRO) are valid from 0600 to 2400HR (local time) unless otherwise advised by ATC (e.g. via ATIS). The HIRO system optimises separation of aircraft on final approach in order to minimise runway occupancy time for both arriving and departing aircraft, thereby maximising runway utilisation and minimising “go-around”.

3.1 Arrivals

Pilots are reminded that by leaving the runway at the fastest speed commensurate with safety and standard operating procedures, ATC will be able to guide aircraft on final approach using minimum radar separation or separation minimum according to wake vortex category. Extended runway occupancy may result in a missed approach.

In order to reduce runway occupancy times, pilots shall apply the following procedure:
Pilots should pre-plan their landing and roll out to target the appropriate exit taxiway, weather permitting, that provides for a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times

Pilots are to ensure runway fully vacated before stopping i.e. aircraft are not to stop on any runway exit awaiting instructions from ATC but should continue on to the next available taxiway (unless instructed to do so by ATC)

Tactical requests to extend the landing roll to reduce ground taxi/exit nearer to parking stands are not to be made to ATC

Aircraft unable to vacate the runway via the preferred taxiways should notify ATC when the aircraft is between 8 and 4 NM from touchdown, or at the earliest opportunity after which it has been determined that it is unable to comply.

The preferred exit taxiways for RWY10R and RWY28L are:

RWY	Aircraft Type	Preferred exit TWY	Distance from threshold to exit point (m)
10R	Wingspan less than 36m and B757	TWY S2	1690
	All other aircraft	TWY S1	2240
28L	Wingspan less than 24m and all turboprops	TWY S4*	1240
	All other aircraft	RET S5	1597
10L	Up to Code E aircraft type	TWY N4	1469
	All other aircraft	RET N3	1700
28R	All aircraft	RET N5	1600
* TWY S4 and N4 are not available as a runway exit during Low Visibility Operations			

Pilots may plan their arrival using the threshold-to-exit-point distances set out in the table above. The distances are measured from the landing threshold to the point of the intersection of the runway centreline and the extended exit taxiway centreline pavement marking.

If the pilot of a landing aircraft cannot contact ATC due to RTF congestion, the pilot should fully vacate the runway and taxi into the next available taxiway. The pilot should then hold position until contact with ATC can be established.

3.2 Departures

ATC will consider every aircraft at the runway holding position as able to commence line-up and take-off roll immediately after clearance is issued, unless otherwise instructed. Pilots not ready when reaching the holding point (no aircraft in front on the same taxiway) shall advise ATC on Tower frequency as early as possible before entering the RWY. When cleared for take-off, ATC will expect and has planned on seeing movement within 10 seconds (of take-off clearance being issued). Wake vortex separation is applied by ATC in accordance with the published requirements. If more separation than the prescribed minima is requested, pilots shall notify ATC before entering the RWY.

Where possible, cockpit checks and cabin readiness should be completed before line-up and any checks needing completion on the runway should be kept to the minimum required. Pilots should not back-track when entering the runway unless specifically requested at the runway holding position.

Note: Pilots shall not cross the runway-holding position until the illuminated red stop bar has been extinguished. ATC do not issue conditional line-up clearances where stop bars are operational at line-up points.

3.3 Preferred Use of Intersection Take-Offs

Based on aircraft type and performance characteristics, ATC may issue instructions for aircraft to depart from runway intersections from which adequate take-off run is available. Intersection take-offs are subject at all times to pilots' discretion and aircraft operational requirements. Pilots unable to accept departure from an intersection point may request an alternate take-off position from ATC. Pilots requiring departure from the beginning of the runway should request it at the time of push-back/start-up, and such requests will be considered by ATC subject to delay.

The preferred use of intersection take-offs are set out in the table below.

Aircraft Type	RWY	Preferred TWY Intersection
All aircraft	10L	TWY N6
	28R	TWY N2
RJ85 type and all turboprops	10R	TWY S6*
	28L	TWY S1*
* Intersection take-offs RWY 10R/28L are not available during Low Visibility Operations		

3.4 Additional information on runway usage is available EIDW AD 2.21 NOISE ABATEMENT PROCEDURES Section 5

4. Mandatory ground handling of aircraft at Dublin Airport
All aircraft must avail of ground handling. All aircraft of less than 2 tonnes maximum certified AUW must avail of minimum handling i.e. ramp transport to/from departures and the aircraft

5. Aircraft Engine Test Runs

Permission for all test runs must be obtained from the Aerodrome Operator.

LOCATION	NOTES
ENGINE TEST SITE 1 (Adjacent to TWY W1)	Up to full power engine runs. Available for aircraft up to Code C plus Boeing 757 (max wingspan 42M). Operational hours 0730 - 2000HR Local Time Monday to Friday 0900 - 2000 HR Local Time Saturday, Sunday and Bank Holidays Lighting and movable jet blast fence available. Movable jet blast fence allows for engine runs to be carried out on the following heading range: 230° - 280°. Positioning outside the headings is not permitted for any aircraft type, other than ATR.
ENGINE TEST SITE 3	Withdrawn from service.

LOCATION	NOTES
ENGINE TEST SITE 5 (Adjacent to Hangar 1)	Idle engine runs at Engine Test Site 5 are permitted for operators, running two engines, at idle, for maintenance and post engine wash runs. Permission required from the Resource Allocation Unit. *Caution: No acoustic/safety barriers available.*
Aircraft Stands	Aircraft engine test runs at idle speed not exceeding five minutes duration are permitted on all stands. Permission required from the Resource Allocation Unit. If greater then than 5mins up to 30mins permission is required from the AOSO. Only one engine is permitted to be running at any stage during the engine run. *Caution: No acoustic/safety barriers available.*
Location to be agreed	For aircraft larger than code C/B757 contact Resource Allocation Unit for agreed location and available times. Code C aircraft: 0800 - 2000HR local Monday to Friday, 0900 - 2000HR, Saturday, Sunday and Bank Holidays. Code D aircraft: 0900 - 2000HR local, Monday to Sunday, but not outside daylight hours. *Caution: No lighting or acoustic/safety barriers available.*

6. Apron Parking and Marshalling of Aircraft

6.1 Aircraft are prohibited from entering any stand without the guidance of a marshaller, or the Advanced Visual Docking Guidance System (AVDGS) where provided. For availability of AVDGS, see EIDW AD 2.9.1

6.2 In order to prevent dazzling the marshaller or the push-back crew, pilots are requested to switch off the aircraft landing lights when reaching or leaving the parking position and, when equipped with both a conventional red anti-collision light and a sequenced white strobe light system, to switch off the latter system as well.

7. Building Served Stands
Aircraft using building served stands are required to vacate stand immediately at scheduled departure time.

8. Rapid Exit Taxiway – S5, N3, N5
Rapid Exit Taxiways (RETs) at Dublin Airport are designed for a maximum exit speed of 50 KT. However it is expected that aircraft using the RET will normally exit the runway at circa 35KT.
Rapid Exit Taxiway Indicator Lights (RETILs) are provided.

9. Aerodrome Hotspot in the vicinity of Runways 28L and 34 thresholds.

9.1 The following details and associated diagram are provided for ease of familiarity with the aerodrome hotspot on this complex area of the aerodrome. The attention of all aircrews is drawn to the layout of taxiways, the location of holding positions, and the proximity of the thresholds of Runway 28L and Runway 34. Close attention must be paid to visual aids (markings, lighting, signage).

9.2 All taxiways are provided with location signs (yellow inscription on black background) and direction signs (black on yellow). Centreline markings and edge markings are also provided.

9.3 Mandatory signs, (white inscription on red background), are provided to identify locations which aircraft shall not pass unless authorised by ATC. These signs include runway designation signs, runway-holding position signs.

9.4 For normal visibility conditions, CAT I runway-holding positions are established on all taxiways which intersect with runways. The CAT I runway-holding position on Taxiway E1 is a combined position for Runway 10R/28L and Runway 16/34. CAT I runway-holding positions are also established on Runway 16/34, for aircraft taxiing along Runway 16/34 towards Runway 10R/28L, and on Runway 10R/28L for aircraft taxiing along Runway 10R/28L towards Runway 16/34. These holding positions are denoted by:

i. Yellow painted holding-position markings;
ii. Red mandatory markings, Indicating the Designation of the runway ahead;
iii. Red mandatory signs, including the designation of the runway ahead;
iv. Red controllable stop bar lights (where shown on Aerodrome Chart);
v. Yellow flashing runway guard lights (Configuration A);

vi. Location sign indicating the taxiway designation in yellow on a black background;

For low visibility conditions, a CAT II/III runway-holding position is established on Taxiways E1, S7, N2. These holding positions are denoted by:

i. Yellow painted markings;
ii. Red mandatory signs;
iii. Red controllable stopbar lights;
iv. Yellow flashing runway guard lights (Configuration A);
v. Location signs - yellow on a black background;

9.5 Runway-holding positions cannot be passed without permission from ATC.

9.6 Aircrews are advised that should they become unsure of their position while taxiing, they should contact ATC immediately and request assistance.

9.7 Due to the close proximity of the two runways Runway 28L and Runway 34, aircrews taking off from Runway 28L or Runway 34 are advised to ensure that they are lined up on the correct runway before commencing take-off run.

10 Stop bars

Pilots shall not cross illuminated stop bars. A pilot receiving instructions which imply that an illuminated stop bar should be crossed shall wait until the stop bar is extinguished. If the stop bar remains illuminated, the pilot shall request confirmation from ATC that the stop bar is to be crossed. Instructions to cross illuminated stop bars will only be given in exceptional circumstances.

In the event of failure of the stop bar control mechanism, the following line up points shall be used:

Runway	Line up Points
28L	E1 and RWY 16
10R	S7
16	N4
34	E1
28R	N2 and N1
10L	N6 and N7

The following phraseology shall be used by ATC to instruct pilots or vehicle drivers to cross an illuminated stop bar:

ATC: “[Callsign] Due to a failure of the control system, the stop bar will remain illuminated. Taxi/proceed across the stop bar on taxiway [designator] / runway [designator] Echo 1/Sierra 7/November 4 and line up RWY [designator] 34, 28L, 10R, 16, 10L, 28R”

Reply:“[Call-sign] Lining up Runway [10R/28L/34/16/10L/28R Designator] crossing stop bar” shall not cross illuminated stop bars. A pilot receiving instructions which imply that an illuminated stop bar should be crossed shall wait until the stop bar is extinguished. If the stop bar remains illuminated, the pilot shall request confirmation from ATC that the stop bar is to be crossed. Instructions to cross illuminated stop bars will only be given in exceptional circumstances. In the event of failure of the stop bar control mechanism, only TWY E1 (Runways 28L and 34), TWY S7 (Runway 10R), TWY N4 (Runway 16), TWYs N2 and N1 (Runway 28R) and TWYs N6 and N7 (Runway 10L) shall be used as line-up points.

11 **Airport Collaborative Decision Making (A-CDM)**

11.1 **Flight Plan Validation**

Three hours prior to the Estimated Off-Block Time (EOBT) of a flight, checks will be performed to verify the consistency between the ATC Flight Plan, Airport Slot and Airport Flight Data.

If the Scheduled Off-Block Time (SOBT) deviates from the EOBT, the relevant contact person will be informed and advised to adjust the times accordingly. Aircraft Operator (AO) or their Handling Agent (HA) is responsible for timely update of aircraft registration in the A-CDM portal (AOS).

11.2 **Target Off-Block Time (TOBT)**

This is the time that an Aircraft Operator or their Handling Agent estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available, de-icing completed, and ready to start up/push back immediately upon reception of clearance from the Tower.
TOBT= Prediction of “Aircraft Ready”

11.3 **Automated TOBT**

120 minutes prior to the Estimated Off-Block Time (EOBT), the A-CDM portal (AOS) system will automatically generate a default Target Off-Block Time (TOBT).

11.4 **Person Responsible for TOBT**

The Aircraft Operator or their agent is responsible for entry, update and if necessary deletion of TOBT’s. It is the responsibility of the AO/HA to communicate and ensure the pilot of a flight has the correct TOBT prior to calling for clearance. TSAT will also be included in DCL messages. If it becomes obvious that the TOBT cannot be respected, it shall be corrected or re-entered by the person responsible for the TOBT. Since the TOBT is used for various ground processes, it shall be updated by the person responsible for the TOBT when deviations of more than 5minutes occur.
For deviations of 15minutes or more from the EOBT, it will still be mandatory to send a delay message (DLA) to the Network Manager.

11.5 **TOBT Update/Deletion**

Until the TSAT has been issued (TOBT minus 40 minutes) the TOBT can be updated as often as desired. After the TSAT has been issued, the TOBT can be updated up to three times. If a sixth TOBT update is required the flights TSAT will be removed and the flight will get re-sequenced. It is important to recognise that once sequenced, changes to TOBT are likely to impact the aircraft’s position in the Pre-Departure Sequence (PDS). TOBTs require updating if they differ by 5mins from the previous declared TOBT.
If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT shall be deleted. The TOBT shall be re-entered by the person responsible for the TOBT.

11.6 **TOBT Reporting Routines**

The TOBT is viewed and or adjusted in one of the following ways:

- A-CDM Portal (AOS)
- AOS Mobile Application
- Internal system of the Airline/Handling Agent (via interface)
- By telephone via the Dublin Airport Control Centre (ACC), Phone + 353 (0) 1 814 4352
- Advanced Visual Docking Guidance System (A-VDGS) (specific stands)

11.7 **Target Start-up Approval Time (TSAT)**

The TSAT is the target time for start-up approval according to the Dublin A-CDM Operational procedures, taking into account TOBT, Calculated Take Off Time (CTOT), and/or the traffic situation. The earliest time for the TSAT calculation (by the PDS) is 40 minutes prior to TOBT.
TOBT is the time at which an Aircraft Operator, or his duly accredited representative expect the flight will be ready to commence movement; whereas the TSAT is the time at which Ground will grant the start-up.

It is the responsibility of the AO/HA to communicate the most up to date TSAT to the pilot, prior to doors closing. The “Pre-Departure Sequence” is a result of the calculated TSATs.

11.8 **TSAT Reporting Routines**

The TSAT is transmitted in one of the following ways, via:

- A-CDM Portal (AOS)
- AOS Mobile application
- Internal system of the airline/Handling agent (via interface)
- Datalink Clearance (DCL). If a TSAT changes post clearance, ATC will communicate the revised TSAT verbally to the pilot. A revised DCL message will not be issued, post ATC clearance.
- Advanced Visual Docking Guidance System (A-VDGS) (specific stands)

11.9 **Start-up and Push-back**

The sequence of push and start is based on the TSAT sequence. The following rules apply:

- The Pilot shall report ready to push and start at TOBT (+/-) 5 minutes. (ATC clearance (including DCL) shall be requested any time prior to TOBT from delivery)
- The aircraft has to be ready for start-up at TOBT
- Ground will issue push and start approval at TSAT (+/-) 5 minutes
- If pilots have received their ATC clearance and called at TOBT and Ground has not called to give push and start approval by TSAT + 5minutes, pilots are requested to call Ground requesting push and start approval.

In case of delays (>5 minutes) after ATC clearance has been received and/or a call ready at TOBT has been made, pilot shall inform clearance of the delay and a new TOBT must be sent by the AO/HA.

11.10 **Datalink Clearances (DCL)**

For datalink departure clearance (DCL), the published procedures and the time parameters published in the AIP will remain valid. The TSAT will also be transmitted in DCL messages.

11.11 **De-icing**

De-icing must be completed before an aircraft can report ready for push and start. De-icing times shall be taken into account, to calculate the TOBT.

11.12 **Coordination with the Network Manager (NMOC)**

A permanent and fully automatic data exchange with the Network Operations will be established. This data transfer will enable highly accurate early predictions of landing and departure times. Furthermore, this will allow for more accurate and efficient calculation of the CTOT (when applicable) due to the use of local target take-off times. The following messages are used:

- Flight Update Message (FUM)
- Early Departure Planning Information Message (E-DPI)
- Target Departure Planning Information Message (T-DPI)
- ATC Departure Planning Information Message (A-DPI)

The basic Network Operations procedures continue to apply. The Network operations will generally take those local Target Take -Off Times (TTOT) into consideration, when updating the flights' profiles in its system. In some cases Clearance Delivery position will offer to coordinate a new CTOT (if applicable) in agreement with the pilot.

11.13 **Remote Holding**

In the event of a contact stand not being available, Dublin Airport will request a remote hold stand position from ATC. The Pre-departure Sequencer (PDS) will recalculate the variable taxi time from this new remote hold location.

11.14 **Contact and Information**

For the TOBT dialogue and the TSAT submission, all Aircraft Operators/Handling Agents have to appoint a person responsible for TOBT and give the details to the airport company.

VFR flights are not part of the A-CDM process and therefore do not require TOBTs to be entered.

11.15 **Contact Details**

For additional information and support documents on Dublin A-CDM, see link:

https://www.dublinairport.com/regulation-and-planning/regulatory/airport-cdm

Contact persons for the A-CDM procedure at Dublin Airport, are as follows:

Dublin Airport
Resource Allocation Unit
Phone: + 353 (0) 1 944 5228
Email: POD@dublinairport.com

AIRNAV Ireland
ATC Duty Station Manager
Phone: + 353 (0) 1 8445962
Email: atcdub@airnav.ie

EIDW 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.

2. Standard Instrument Departures

Strict compliance with SID is mandatory.

3. Other Instrument Departures

3.1 Cat A, B Aircraft

3.1.1 Cat A, B Aircraft (Non Jet)
After take-off, pilots should ensure that they are at a minimum altitude of 750ft QNH before initiating any turn. No take-off turn shall be commenced before the departure end of the runway.

3.1.2 Cat A, B Aircraft (Jet)
Departures must track the runway extended centreline after take-off until passing 750QNH before commencing turn. No take-off turn shall be commenced before the departure end of the runway.

3.2 Cat C, D Aircraft

3.2.1 Departures from all runways except Runway 10R, must track the runway extended centreline after take-off until passing 750ft and then proceed in accordance with the relevant Instrument Flight Procedure published departure track and adhere to published altitude/level restrictions unless otherwise cleared by ATC.

3.2.2 Departures from Runway 10R must track the runway extended centreline to 5NM before commencing turn to the north, or to 6NM before commencing turn to the south.

3.2.3 Take-off climb shall comply with the procedure detailed below, which is based on noise abatement departure climb guidance contained in PANS OPS Doc 8168 Vol 1 - Appendix to Chapter 3 - NADP2.

3.2.4 Take-off thrust, speed V^2 + 20 to 40 km/h (V^2 + 10 to 20kt).

3.2.4.1 At 240m (800ft) and while maintaining a positive rate of climb, body angle is reduced and flaps/slats are retracted on schedule as the aircraft is accelerated towards Vzf.

3.2.4.2 Power/thrust is reduced during the flap/slat retraction sequence at a point that ensures satisfactory acceleration performance.

3.2.4.3 (3000ft) Transition smoothly to en-route climb speed.

3.2.4.4 Cat C and D aircraft operating from Runway 28L directly to Weston or Baldonnel aerodromes are exempt from Sections 3.2.1, 3.2.2 and 3.2.3. These aircraft must not leave the environmental corridor below 1,500ft QNH.

4. Jet aircraft (Cat C/D) on visual approach to all runways must join final approach no closer than 6NM from touchdown. Aircraft must follow a descent path which will not result in being at any time lower than the approach path which would otherwise be followed using the ILS glide-path.

5. Runway 10L/R or 28L/R are the required Runways between 0600 and 2300HR Local Time when the crosswind component is 20KT or less. Runway 28L/R will be the preferential Runways when the tailwind component is 10KT or less and braking action is assessed as good. Aircraft will be required to use these Runways except when operational reasons dictate otherwise.
If the crosswind component on Runway 10L/R or Runway 28L/R is greater than 20KT Runway 16 or Runway 34 may become the active Runway. If the forecast crosswind component on Runway 10L/R or 28L/R is greater than 20KT Runway 16 or 34 may become the active Runway.
The use of Runway 16/34 will be kept to an absolute minimum subject to operational conditions.

6. Runways will be prioritised for noise abatement purposes between 2300 and 0600HR Local Time, subject to the same wind calculation method and values as used between 0600 and 2300HR Local time (see Section 5).

7. Reverse thrust should not be used during landing operations on any runway between 2300-0600HR Local Time, except where operational or safety reasons dictate otherwise.

8. Cat C and D aircraft using Runways 28L, 28R, 10L,16 and 34 shall operate within environmental corridors which are based on runway take-off flight path areas. The corridors have a width of 180 M at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800 M, and extending in length to 5 NM from the point of origin. The corridors extend vertically from surface to 3000 ft AMSL.

Cat C and D aircraft using Runway 10R shall operate within an environmental corridor which is based on the runway take-off flight path area. The corridor has a width of 180 M at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800 M, and extending in length from the point of origin to 5 NM for the northern boundary of the corridor and 6 NM for the southern boundary of the corridor. There is no upper vertical limit to this corridor

The corridors apply for departures from each runway and also for approaches to the reciprocal runway, except for circling approaches.

EIDW 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 for basic holding areas.

For RNAV procedures, holding basic areas are based on aircraft having RNAV holding system functionality.

2. SID and STAR and IAP's

2.1 **RNAV Equipped Aircraft**

SIDs and STARs and initial and Missed Approach segments of IAPs for all runways have been developed in accordance with ICAO Doc 8168 (PANS OPS).

The RNAV Specification is RNAV 1.

The supporting navigation infrastructure provided is DME/DME or GNSS.

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.

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 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

2.3 **Non RNAV Equipped aircraft**

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

2.4 Expected Approach Distance RWY 10L/R and RWY 28L/R
The expected approach distances are listed for all runways in ENR 1.10. The Lateral Holding/Point Merge STAR procedures (Chart AD 2.24-23 and AD 2.24-22) must be available in the aircraft navigation database.

3. Speed Control

Speed Restrictions

General	STAR	Holds	Initial Approach Segment (BTN HLDG Fix and IF)	Intermediate Approach Segment (BTN IF and FAP)	Final Approach Segment	Remarks
Below FL100, Max IAS 250KT or less.	As specified waypoints.	As specified on chart	IAS 210KT	IAS 180KT	BTN FAP and 4NM from THR IAS 160KT	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.*
					4NM to THR IAS as performance requires.	
Warning Operators are advised of the probability of encountering a GPWS Terrain alert, for aircraft which are exceeding the standard speed restrictions, while at or below 5,000FT and which are in the vicinity of the hight terrain to the south of Dublin Airport.						

4. Recommended Flight Planning for Peak Arrival Periods

For further information refer to ENR 1.10.7.1

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

Aircraft flying the ATS Route system will be cleared into the CTA/CTR without having to request a specific entry clearance.

Arriving Aircraft 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).

5.2 Initial Approach Procedures

5.2.1 With radar control

In order to expedite the flow of traffic, aircraft may receive radar vectors on to final approach from the STAR.

For RWYs 16 & 34 pilots should plan their flight profile in such a manner as to be able to achieve 6000ft QNH at the appropriate hold.

For RWY 28L/R & 10L/R pilots should plan their flight profile on the sequencing leg to achieve level constraints. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

5.2.2 Without radar control

When arriving traffic cannot be sequenced by radar, aircraft will be cleared to join the Instrument Approach Procedure appropriate to the landing from the hold.

5.3 Communications failure procedures for arriving aircraft

5.3.1 RWY16 & 34

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

5.3.2 RWY 28L/R and 10L/R

RWY 28L/R

5.3.2.1 Aircraft prior to Sequence Leg Entry

a. Squawk 7600.
b. Proceed via the STAR to enter the appropriate Sequence Leg Entry Hold (i.e. KERAV or SORIN) at the last cleared Flight Level.
c. Commence descent in the Hold to the Sequence Leg entry Flight Level (FL080 or FL070 as appropriate) specified on the chart at, or as close as possible to the expected approach time (EAT). If no EAT has been received and acknowledged descend at, or as close as possible to the estimated time of arrival resulting from the current flight plan.
d. Proceed onto the appropriate Sequence Leg, complete the full STAR as filed or last cleared by Dublin ATC, to LAPMO. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28L.
e. **Aircraft flying the ABLIN(L) STAR losing R/T contact should squawk A7600 and should continue to fly the STAR (including the sequence leg from SIVNA onwards) and complete the approach.**

5.3.2.2 Aircraft on Sequence Leg

a. Squawk 7600.
b. Complete the full STAR to LAPMO or ABIVU, depending on the runway in use.
c. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28L/R, depending on the runway in use.

5.3.2.3 Aircraft turned off the Sequence Leg

a. Squawk 7600
b. Descend to 3000ft QNH
c. In the most expeditious manner route to LAPMO/ABIVU to complete the instrument approach procedure for RWY28L/R, depending on the runway in use.

RWY 10L/R

5.3.2.4 Aircraft prior to sequence Leg Hold (ADNAL or BABON as appropriate) Squawk 7600

1. Proceed via the STAR to enter the appropriate Sequence Leg Hold (ie ADNAL or BABON) at the last cleared Flight Level

2. Commence descent in the Hold to the Sequence Leg Fight

3. Level (FL080 or FL070 as appropriate) specified on the chart at, or as close as possible to the expected approach time (EAT). If not EAT has been received and acknowledge descend at, or as close as possible to the estimated time of arrival resulting from the current flight plan.

4. Continue on the appropriate STAR Sequence Leg, complete the full STAR as filed or last cleared by Dublin ATC, to IFBAP or OSLEX as appropriate. After turning off the Sequence Leg descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach for landing on RWY10L/R, depending on the runway in use.

5.3.2.5 Aircraft on Sequence Leg.

a. Squawk 7600
b. Complete the full STAR and approach for RWY 10L/R, depending on the runway in use.
c. After turning off the Sequencing leg descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach on RWY 10L/R, depending on the runway in use.

5.3.2.6 Aircraft turned off the Sequence Leg

a. Squawk 7600
b. Descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach for landing on RWY 10L/R, depending on the runway in use.

5.3.3 Non RNAV capable Cat C/D aircraft.

Non RNAV capable Cat C/D aircraft should route, in the most expeditious manner, to the appropriate hold for the runway in use and hold using best navigation means available. From the hold proceed to, and complete in the most expeditious manner, the IAP for the runway in use.

6. Departure Procedures

6.1 Departure Clearance Service using Datalink (DCL)

6.1.1 Introduction

6.1.1.1 The DCL service uses the Aircraft Communications Addressing and Reporting System (ACARS). DCL messages are described in EUROCAE ED-85A Appendix A and ARINC 623-2.

6.1.1.2 DCL departure clearances are provided solely to those flights departing Dublin Airport.

6.1.1.3 Clearance Delivery Procedures via RT (voice) will be utilised in the event of datalink transaction failure.

6.1.1.4 Oceanic traffic can receive domestic clearances via ACARS.

6.1.2 Datalink procedure

6.1.2.1 The pilot will send a departure clearance request utilising the on-board datalink interface. Minimum 15 minutes before start-up. **Any slot times will be taken into account by the pilot in the request if appropriate**.

6.1.2.2 If the clearance is not received by the pilot within 3 minutes of the request the pilot will contact ATC through the normal RT communication channels and obtain a clearance on RT.

6.1.2.3 Where the pilot receives a Datalink reply and cannot accept the clearance he will contact ATC through the normal RT channels to obtain, an alternate clearance on RT.

6.1.2.4 If the pilot is satisfied with the Datalink clearance an acknowledgement message will be sent to the ground system.

6.1.2.4.1 If the ground system does not receive the acknowledgement message within 3 minutes after the clearance has been transmitted, or if an invalid message is received, ATC will contact the pilot through the normal VHF channels and issue the clearance via RT (voice).

6.1.2.5 All departure clearances issued through the normal VHF RT voice channels will cancel the DCL service.

6.2 RWY 28L, 28R, 10L, 10R, 16 and 34 Departures

6.2.1 Standard Instrument Departures (SID)

Aircraft on IFR flights departing from RWY 28L, 28R, 10L, 10R, 16 and 34 will proceed in accordance with Standard Instrument Departures (SID) WHICH ALSO INCLUDE MANDATORY NOISE ABATEMENT ELEMENTS for jet aircraft.

Category C and D departures shall remain on DUBLIN TOWER frequency until passing 2,000ft, then contact DUBLIN ACC Lower North/DUBLIN ACC Lower South as appropriate.

Where ICAO obstacle clearance criteria require minimum climb gradient greater than 3.3% the required values will be included in the SID.

As a cross check to confirm the correct SID has been selected in the FMS, Category C and D departures will be requested by CDS to confirm the first waypoint on the SID e.g. RWY 10R “DW553”.

6.2.2 OMNI Directional Departures

Aircraft subject to an OMNI Directional Departures instruction from RWY 28L, 28R, 10L, 10R, 16 and 34 climb straight ahead to 3000ft, and then depart on track as cleared by ATC, maintain a minimum climb gradient of 6.6% for ATM (400ft/NM) (4% for obstacle clearance). Remain on DUBLIN TOWER frequency until passing 2,000ft, then contact DUBLIN ACC lower North/DUBLIN ACC Lower South as appropriate.
CAUTION: Close-in-obstacles (Mast, Poles, Fence, Trees, Equipment) exist.

6.3 Communications failure procedures for departing aircraft

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

Supplemented by the following:

i. For aircraft departing on a SID where no cruising level has been specified in the enroute clearance (and therefore no level specified in the Current Flight Plan) the climb, after the appropriate time interval, shall be to the level contained in the Filed Flight Plan.

ii. Aircraft routeing on a ROTEV SID expecting transition to BOYNE
Aircraft routeing on a ROTEV SID experiencing communications failure, and expecting transition to BOYNE, should continue to ROTEV, then, in the most expeditious manner, route to BOYNE to join the Current Flight Plan route. Maintain the last assigned level for a period of three minutes, and then climb to the level specified in the Current Flight Plan.

7. Low Visibility Procedures

7.1. Low Visibility Procedures

Low Visibility Procedures means procedures applied at an Aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs. Low Visibility take-off (LVTO) means a take-off with a runway visual range (RVR) lower than 400m but not less than 75m.

When Low Visibility Procedures are in force the following standard taxi route system applies:

Table 1: Single Runway Operations Runway 28L

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
28L	South and Main Apron (South of Link 4)	S5 or S7 to S, W2, M1	T to E1 or Link 2, F1 to E1 or Link 3, F2, F1 to E1	All
28L	Main Apron (Link 4 to Link 6)	S5 or S7 to S, W2, RWY34, N, F-Outer	F3, F2, F1 to E1	All
28L	North Apron	S5 or S7 to S, W2, RWY34, N, K	AT6, DN/DS/C, F-Outer/Inner, F3, F2, F1 to E1	All
28L	West Apron (Northern stands)	S5 or S7 to S, W2, W3	W3, W2, M1, F3, F2, F1 to E1	All
28L	West Apron (Southern stands)	S5 or S7 to S, W2	W2, M1, F3, F2, F1 to E1	All
28L	Main Apron If Holding for a stand	S5 or S7 to S, W1	N/A	All

Table 2: Single Runway Operations Runway 10R

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
10R	South and Main Apron (South of Link 4)	E1,T/F1 or S2, W1, H1	T, F1, F2, F3, M1, W2, S to S7 or Link 2, F2, F3, M1, W2, S to S7 or Link 3, F3, M1, W2, S to S7	All
10R	To South Apron if Holding for a stand	S1, B2	N/A	T
10R	Main Apron (Link 4 to Link 6)	E1, F1, F2, F3 or S2, W1, H1	F-Outer/Inner, N, RWY16, W2, S to S7	All
10R	North Apron	E1, F1, F2, F3, F-Outer/Inner or S2, W1, H1, F-Outer/Inner	AT6 or DN/DS/C, K, N, RWY16, W2, S to S7	All
10R	West Apron (Northern stands)	E1, Link 4, M1, W2, W3 or S2, W1, H1, M1, W2, W3	W3, W2, S to S7	All
10R	West Apron (Southern stands)	E1, Link 4, M1, W2 or S2, W1, H1, M1, W2	W2, S to S7	All

Table 3: Single Runway Operations Runway 28R

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
28R	South and Main Apron (South of Link 4)	N5 or N7 to M, RWY16-M1	T, F1, F2, F3, F-Outer-N to N2 or Link 2, F2, F3, F-Outer-N to N2 or Link 3, F3, F-Outer-N to N2	All
28R	Main Apron (Link 4 to Link 6)	N5 or N7 to M, RWY16, M1	F-Inner, F-Outer, N, N2	All
28R	North Apron	N5 or N7 to M, RWY16-M1	AT6, DN/DS/C, F-Outer, N, N2	All
28R	West Apron (Northern stands)	N5 or N7 to M, RWY16, W2, W3	W3, W2, M1, F-Outer, N, N2	All
28R	West Apron (Southern stands)	N5 or N7 to M, RWY16, W2	W2, M1, F-Outer, N, N2	All

Table 4: Segregated Parallel Runway Operations Runway 28

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE RWY 28L	DEPARTURE TAXI ROUTE RWY 28R	APRON TAXI ROUTES
28	South and Main Apron (South of Link 4)	S5 or S7 to S, W2, M1	T, F1, F2, F3, H1, RWY34, N to N2 or Link 2, F2, F3, H1, RWY34, N to N2 or Link 3, F3, H1, RWY34, N to N2	All
28	Main Apron (Link 4 to Link 6)	S5 or S7 to S, W2, M1	F-Outer, N to N2	All
28	North Apron	S5 or S7 to S, W2, M1	AT6, DN/DS/C, F-Outer, N to N2	All
28	West Apron (Northern stands)	S5 or S7 to S, W2, W3	W3, W2, RWY34, N to N2	All
28	West Apron (Southern stands)	S5 or S7 to S, W2	W2, RWY34, N to N2	All
28	Main Apron If Holding for a stand	S5 or S7 to S, W1	N/A	All

Note: Code C aircraft shall not be instructed to push back onto Taxiway Foxtrot Outer during Low Visibility Operations.

CAT II/III RWY holding positions will apply as follows:

Departure Runway	CAT II/III Holding Position
RWY 28L	TWY E1
RWY 10R	TWY S7
RWY 28R	TWY N2

TWY/stopbar/centreline lighting will be in use.

Pilots will be informed by ATIS broadcast or RTF when Low Visibility Procedures have been initiated.

Full details of low visibility operations are available on request from AD Administration (EIDW AD 2.2)

A maximum taxiing speed limit of 15KT applies to all aircraft during the periods when Low Visibility Procedures are in force.

7.2. Low Visibility Take Offs (LVTOs)

Low Visibility Take-off (LVTO) means a take-off with a runway visual range (RVR) lower than 400m but not less than 75m

During LVP Operations, LVTOs are permitted from Runway 10R/28L and Runway 28R.

It is the at the discretion of the PIC to depart based on their airline operating procedures in LVP conditions.

Take-offs are not available when IRVR values fall below 125m for the runway in use.

All IRVR readings for the departure runway in use must show 125m or greater.

ATC shall inform departing pilots when any IRVR values for the departure runway falls below 125m.

8. Holding Procedures

A standard rate of descent of between 500ft and 1000ft per min in holding patterns will be used unless otherwise instructed by ATC.

9. Operation of Mode S transponders on the Movement Area.

Mode S transponders shall be operated on the Movement Area in accordance with the following provisions:

9.1 Departing aircraft:

i. Set aircraft identification and, when received, set assigned Mode A code.
ii. Immediately prior to request for push back or taxi, or when advising Clearance Delivery that you are ready for push and start, whichever is earlier, select: “Automatic mode” (e.g.: AUTO) or, if automatic mode is not available, select “on” (e.g. ON or XPDR),
iii. Only when approaching the holding position of the departure runway, select “TCAS” (e.g.: TA/RA).

9.2 Arriving aircraft:

i. As soon as practicable after landing de-select “TCAS” (e.g.: deselect TA/RA),
ii. Select “automatic mode” (e.g.: AUTO) or, if automatic mode is not available, select “on” (e.g. ON or XPDR),
iii. Continue to squawk last assigned Mode A code until fully parked, When fully parked, select “standby” (e.g.: STBY).

10. VFR Procedures, Dublin CTR/CTA and environs

10.1 Flight Plan

Flight Plans are mandatory for flights within Dublin CTR/CTA. Flights planned to transit EIR23, EIR15, EIR16 should include this information in field 15 of the Flight Plan

Flights planning to enter or leave Dublin CTR should, when practicable, indicate in item 16 of the Flight Plan, an alternate aerodrome situated outside Dublin CTR.

Where the flight destination is not an aerodrome licensed for public use, the address of the place of intended landing together with the name and telephone number of the property owner should be indicated in field 18 of the Flight Plan.

10.2 Special VFR is available within Dublin CTR in accordance with the provisions of EU Reg. No 923/2012 - SERA.5010 Special VFR in control zones.

10.3 Flight Information Service is provided H24. When required and as promulgated by ATIS, a discrete frequency (118.500 MHz) is allocated to the provision of FIS for aircraft in class G airspace.

10.3.1 Low Flying Aircraft Radio Communications

When flying at low level, in or around mountainous terrain or in other regions with poor radio communication, radio transmissions to and from ground might not be possible due to obstacles affecting line of sight VHF radio communications.

Aircraft at low level <1500ft (where the radio horizon is roughly 55 miles/90km) and below may have difficulties establishing and/or maintaining radio communication with Dublin FIS radios located at Dublin Airport in the area south of the Wicklow mountains or at the boundaries of the Dublin CTA due to radio horizon and radio line of sight due to terrain obstacles, coupled with the aircraft antennas fitted.

Aircraft should consider problems with establishing and/or maintaining radio communication with Dublin FIS.

10.4 Landing Lights should be shown at all times during flight within Dublin CTR.

10.5 ATC Clearances for flights departing from within Dublin CTR.

Prior to departure

i. From Dublin Airport by request for start up to Dublin Ground, 122.985MHz or 121.800 MHz if non 8.33kHz equipped.

ii. Other than Dublin Airport

- Contact Dublin ATC by telephone for prior approval
- Request for start/lift to Dublin Tower from frequency issued in prior approval
- If no RTF two-way communication can be established, contact Dublin ATC by telephone and request a time for take off / Lift off.

Take off / Lift without prior two-way communications with Dublin ATC is not permitted.

10.6 **ATC Clearances for flights arriving to destinations within Dublin CTA/CTR**

Prior to penetration of Dublin CTA/CTR, by submitting a request at least 10 minutes before ETA at the airspace boundary to the relevant ATSU as follows:

a. Dublin Tower:

- 118.600 MHz for entry to the Dublin CTR South of Dublin Airport
- 124.680 MHz for entry to the Dublin CTR North of Dublin Airport (non 8.33kHz equipped aircraft contact 128.800);

b. Dublin ACC Lower North, Channel 132.580 for entry to the Dublin CTA, North Sector;

c. Dublin ACC Lower South, 120.755 for entry to the Dublin CTA, South Sector.

d. Dublin ACC, for entry to the Dublin CTA, non 8.33 kHz equipped, 124.650 MHz or 126.250 MHz

Note: Dublin ACC Lower North Sector is divided from Dublin South Sector by a boundary line extending along the extended centreline of RWY 10R/28L.

10.7 VFR Routes

10.7.1 **Flights departing/arriving at Dublin Airport are normally cleared as follows:**

i. North arrivals/departures: via Skerries VFR Route or Naul Town VRP

ii. West arrivals/departures: via Skerries VFR Route, Dunshaughlin VFR Route or Naul Town VRP

iii. South arrivals: As instructed by Dublin Tower

iv. South West arrivals

- Fixed wing flights to enter the Dublin CTR at The Square, Tallaght, Dunshaughlin VRP, Naul Town VRP or Skerries VRP
- Helicopter flights to enter Dublin CTR at Redcow Roundabout or The Square, Tallaght

v. South departures

- As instructed by Dublin Tower,
  or
- Flights intending to transit EIR15 are cleared to either Palmerston Roundabout Hold or Marley Park Hold to await onwards clearance from Baldonnel Tower.

10.7.2 **Flights with departure/destination other than Dublin Airport are normally cleared as follows:**

i. North arrivals/departures

- As directed by Dublin ATC, or
- Skerries VFR route or Naul Town VRP.

ii. West arrivals/departures

- As instructed by Dublin ATC, or
- Skerries VFR Route, Dunshaughlin VFR route or Naul Town VRP.

iii. South west arrivals

- As instructed by Dublin ATC, or
- Helicopter VFR flights to enter Dublin CTR at Red Cow Roundabout or The Square, Tallaght. or
- Fixed-wing VFR flights to enter the Control Zone at Dunshaughlin VRP, Naul Town VRP or Skerries VRP.

iv. South arrivals as instructed by Dublin ATC.

v. South departures

- As instructed by Dublin ATC, or
- Flights intending to transit EIR15 route to either the Palmerston Roundabout Hold or the Marley Park Hold to await onwards clearance from Baldonnel Tower

vi. Weston arrivals from the East

- As instructed by Dublin ATC, or
- Weston VFR Route

10.8 Visual Holding Patterns

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

10.8.1 Broad Meadow Bridge (532756.45N 0061125.11W (WGS-84)

Left-hand pattern, based on the M1 motorway bridge, which crosses the Broad Meadow estuary.
Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 187° M. Minimum holding altitude is 1000ft QNH.
The following criteria also apply:
On arriving overhead the Fix, left turn onto the outbound leg should be initiated before the southern shore of the Broad Meadow estuary.
Left turn onto the inbound leg to the Fix should be completed to the east of the M1/N1 road.
The inbound leg to the fix should remain east of the M1/N1 road at all times.
Broad Meadow Bridge Holding Pattern is not available when Runway 10L is in use.

10.8.2 Palmerston Roundabout (532124.26N 0062303.57W (WGS-84)

Left-hand pattern, based on the Palmerston roundabout, which intersects the M50 motorway and the M4/N4 road.
Outbound leg is 1 minute, flown at 90 KT IAS. Inbound track 277° M. Minimum holding altitude is 1700ft QNH.

10.8.3 Marley Park House (531636.19N 0061601.09W (WGS-84)

Right hand pattern, based on Marley Park House, a large manor house inside the grounds of Marley Public Park.
Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 284° M. Minimum holding altitude is 1700ft QNH.

10.8.4 Other Visual Reporting Points (VRPs) (WGS-84)

- VRP Ashbourne Town 533043.95N 0062354.93W
- VRP Baily Lighthouse 532141.65N 0060308.76W
- VRP Ballymun Centre 532339.93N 0061554.74W
- VRP Bray Head 531119.49N 0060503.83W
- VRP Cellbridge Town 532020.42N 0063222.16W
- VRP Donadea Wood 532021.28N 0064449.03W

- VRP Dunboyne Town 532517.22N 0062836.15W
- VRP Dunshaughlin Town 533051.04N 0063228.82W
- VRP Dunsoghly Castle 532537.48N 0061910.36W
- VRP Garristown Village 533400.27N 0062258.13W
- VRP Heuston Station 532046.18N 0061746.66W
- VRP Kilcock Town 532358.13N 0064005.43W
- VRP Killiney Hill 531555.09N 0060714.33W
- VRP Kilteel Village 531410.34N 0063128.07W
- VRP Lambay Island 532929.64N 0060057.65W
- VRP Malahide Town 532704.80N 0060859.56W

10.9 Circuit Operation,

Dublin Airport Circuit training is not permitted at Dublin Airport.

10.10 Radio Communications Failure Procedures – VFR Traffic

10.10.1 Departure Traffic

Proceed in accordance with the ATC clearance last received and acknowledged and land at the most suitable aerodrome located outside Dublin Control Zone. Report arrival to an appropriate ATC unit by the most expeditious means.

10.10.2 Arrival Traffic

If outside the control Zone, proceed with the flight plan route, remaining clear of the Control Zone and comply with flight plan closure procedures, or

If within the Control Zone, EXIT, ensuring that the aircraft remains clear of Dublin Aerodrome and the approach and Take off path of the Runway(s) in use.

EIDW AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

Bird Hazard Information

Migrating birds over flying airfield between 1000ft to 10000ft. Possible strikes for both arriving and departing aircraft. Also possible increase in bird strikes from seagulls on days of low pressure due to gulls coming inland.

Refer to ENR 1.6 2.8 Monitoring Codes

Code F

Dublin Airport has a minimal capacity to handle Code F aircraft for diversions, exceptional and planned movements. Operators should give as much advance notice as possible to ensure sufficient resources are in place.

Dublin Airport is available for B777-800 and B777-900 aircraft operation. If the wing tips fail to fold after the landing at Dublin Airport, pilot is required to inform ATC and request a follow-me service to stand. Pilots must proceed with caution and follow all the instructions from the follow-me provider.

Helicopter Operations

Helicopter operations are not permitted at Dublin Airport, unless, prior approval has been granted and the Helicopter has originated from an Aerodrome with a CPSRA. Only Search and Rescue Helicopters are exempt from this requirement.

Provision of information to the IATA Standard for AOS:

1. DAA requires that airlines and handling agents submit messages for inbound and outbound Dublin Flights, in the standard format described in the IATA Airport Handling Manual.

2. The address that all the SITA messages shall be sent to is DUBRN7X.

3. The following are the three principal message types to be submitted to daa:

   a. Load messages (AHM 583).

   b. Statistical load summary (AHM 588).

   c. Aircraft movement message (AHM 780).

4. Passenger Services Messages (PSMs) and Passenger Transfer Messages (PTMs) are also processed by the AOS. A standard format is required. Examples of the appropriate formats for these and other message types, including those related to passengers are available on the Dublin Airport Operations Library.

EIDW AD 2.24 CHARTS RELATED TO AN AERODROME

EIDW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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 06/24
2	**Direction and distance from (city)**	25KM (13.5NM) WNW of Limerick City
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	46ft AMSL/20.2°C (Max Temp) 0.7°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	189ft
5	**MAG VAR/Annual change**	04º W (2019)/11' 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 Telex: SAF EI72016 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 121.600MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600MHz 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 121.600MHz. Frequency 121.600MHz 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 LOCATION DATA

1	**Apron 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 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 checkpoint**	Nil			
5	**INS checkpoint**	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. *AGNIS at stands 30, 32, 34 and 37. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling at aircraft stands.
2	**RWY/TWY markings and LGT**	RWY 06/24 Designation THR, TDZ, centreline, edge, aiming point, Displaced Threshold RWY 24. TWY Centreline, Edge, Holding Positions, Intersection Markings APRON Stand lead-in lines and markings, Wing-tip clearance lines

3	**Stop bars**	Controllable stop-bar on TWY D2 Fixed stop-bars on TWY A, TWY B, TWY C, TWY G, disused RWY 13, disused RWY 09 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**	-
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**	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 06 and 24 – 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. METAR available every 30 Minutes.

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
06	052.22º	3199 x 45	82 R/C/X/T ASPH	524135.42N 0085636.67W 524238.80N 0085421.98W 189ft	THR 46ft
24	232.25º	3199 x 45	82 R/C/X/T ASPH	524236.03N 0085427.87W 524135.42N 0085636.67W 189ft	THR 15ft

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	61 x 150	3321 x 300	240 x 150	-	Yes	Grooved ASPH on RWY 06/24. RWY 06/24 has 8m wide shoulders.
	Nil	61 x 150	3321 x 300	240 x 150	-	Yes	

EINN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	3199	3260	3199	3199	Nil
24	3199	3260	3199	3059	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	Remarks
06	A	2067	2128	2067	see EINN 2.20
24	C	2703	2764	2703	
24	D2	3046	3107	3046	

EINN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ 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	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).
24	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 24 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 06/24 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 5Nr, (1 lighted). See Aerodrome Chart EINN AD 2.24-1

EINN AD 2.16 HELICOPTER LANDING AREA

NIL

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	**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	121.800 MHz			H24	Nil
TWR	Shannon Tower	118.700 MHz			H24	Nil
		121.800 MHz				
APP	Shannon Approach	121.400 MHz			H24	Nil
		120.200 MHz				
APP (RADAR)	Shannon Approach RADAR	121.400 MHz			H24	Nil
ATIS	Shannon Information	130.955			H24	8.33 kHz Channel
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 3º W 2023	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 06 CAT 1 2º W 2025	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 06		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 06	ISE	CH32X (109.5 MHz)	H24	524147.2N 0085623.1W	100ft		DME Zero ranged to THR 06. DME zero range is displaced from DME antenna by 445M.
ILS LOC RWY 24 CAT II 2º W 2025	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 24		330.65MHz	H24	524232.1N 0085447.7W			GP Angle 3° RDH 59ft
LO RWY 24	OL	339 kHz	H24	524456.4N 0084926.0W			Designated Operational Coverage 15NM
OM RWY 24	2 Dashes per sec	75 MHz	H24	524455.5N 0084927.0W			
MM RWY 24	Dots and Dashes	75 MHz	H24	524254.8N 0085347.9W			
ILS DME RWY 24	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft		DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M.

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 RWY 06)	GPS & EGNOS	1575.42 MHz CH 69761	H24	N/A	LTP/FTP Ellipsoid Height 72.2 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 24)	GPS & EGNOS	1575.42 MHz CH 89920	H24	N/A	LTP/FTP Ellipsoid Height 62.8 M	N/A	Transmitting antennas are satellite based.

EINN AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

Runway 06/24 180 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 06/24 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-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.

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

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 for RWY24 and RWY06 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.

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 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

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.

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 06 and 24

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 06 and RWY 24 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 **FL**080: 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 FL**080 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 24 may be used for CAT II operations. The CAT II holding position on TWY D2 must be used.

7.3 When these procedures are in operation and RWY 24 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 24. 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 TWY/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 vehicles operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

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

EINN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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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 - SAT 0740-1200, 1230-1700, 1800-2010 SUN 0940-1130, 1200-1630,1730-2010 Summer: MON - SAT 0640-1100, 1130-1600, 1700-1910 SUN 0840-1030, 1100-1530, 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 - SAT 0740-1200, 1230-1700, 1800-2010 SUN 0940-1130, 1200-1630, 1730-2010 Summer: MON - SAT 0640-1100, 1130-1600, 1700-1910 SUN 0840-1030, 1100-1530, 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
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: info@donegalairport.ie, Tel: +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
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° MEHT 43ft	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

NIL

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. The hours of CTR and 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 100 NDB CFN 361KHZ outside 16NM 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. Landing, take-off, manoeuvring on the Aerodrome 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.

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

AERODROME CHART - ICAO

ARP 55 02 39N 008 20 28W **AD ELEVATION 30FT**

CONSULT NOTAM FOR LATEST INFORMATION

DONEGAL AIRPORT IRELAND

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY/TWY/APRON	**SURFACE**	**BEARING STRENGTH**	**WIDTH**
RWY 02/20	Asphalt (Grooved)	PCR 134/F/C/X/T	30m
TAXIWAY A	Asphalt	PCR 134/F/C/X/T	25m
TAXIWAY B	Concrete	MTOW - 5,700kg	12m
NORTH APRON	Bitumen/ Macadam	PCR 134/F/C/X/T	-
SOUTH APRON	Concrete	MTOW - 5,700kg	-

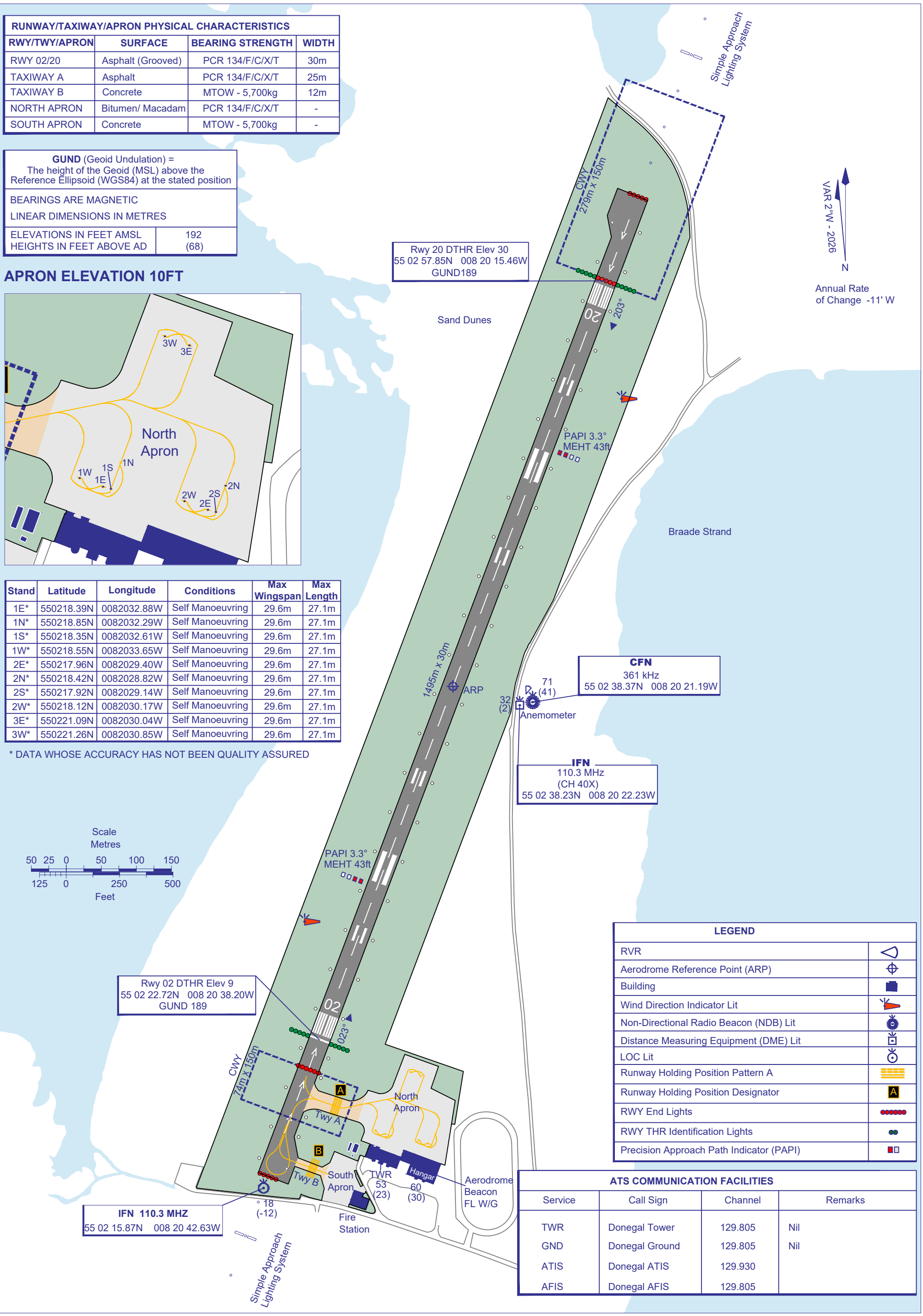
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC LINEAR DIMENSIONS IN METRES	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	192 (68)

APRON ELEVATION 10FT

Stand	Latitude	Longitude	Conditions	Max Wingspan	Max Length
1E*	550218.39N	0082032.88W	Self Manoeuvring	29.6m	27.1m
1N*	550218.85N	0082032.29W	Self Manoeuvring	29.6m	27.1m
1S*	550218.35N	0082032.61W	Self Manoeuvring	29.6m	27.1m
1W*	550218.55N	0082033.65W	Self Manoeuvring	29.6m	27.1m
2E*	550217.96N	0082029.40W	Self Manoeuvring	29.6m	27.1m
2N*	550218.42N	0082028.82W	Self Manoeuvring	29.6m	27.1m
2S*	550217.92N	0082029.14W	Self Manoeuvring	29.6m	27.1m
2W*	550218.12N	0082030.17W	Self Manoeuvring	29.6m	27.1m
3E*	550221.09N	0082030.04W	Self Manoeuvring	29.6m	27.1m
3W*	550221.26N	0082030.85W	Self Manoeuvring	29.6m	27.1m

* DATA WHOSE ACCURACY HAS NOT BEEN QUALITY ASSURED

Scale
Metres
50 25 0 50 100 150
125 0 250 500
Feet



LEGEND	
RVR	
Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
Non-Directional Radio Beacon (NDB) Lit	
Distance Measuring Equipment (DME) Lit	
LOC Lit	
Runway Holding Position Pattern A	
Runway Holding Position Designator	A
RWY End Lights	
RWY THR Identification Lights	
Precision Approach Path Indicator (PAPI)	

ATS COMMUNICATION FACILITIES			
Service	Call Sign	Channel	Remarks
TWR	Donegal Tower	129.805	Nil
GND	Donegal Ground	129.805	Nil
ATIS	Donegal ATIS	129.930	
AFIS	Donegal AFIS	129.805	

CHANGE: Updated magnetic variation year,channel frequencies and bearing strength for TWY B and South Apron . SLC Geomatic Solutions.

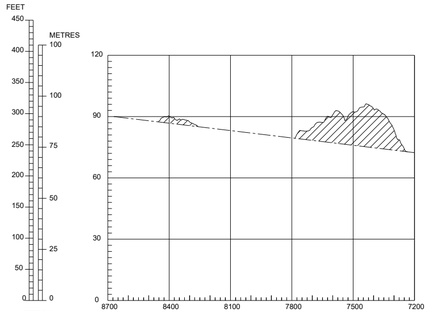
DIMENSIONS AND ALTITUDES IN METRES

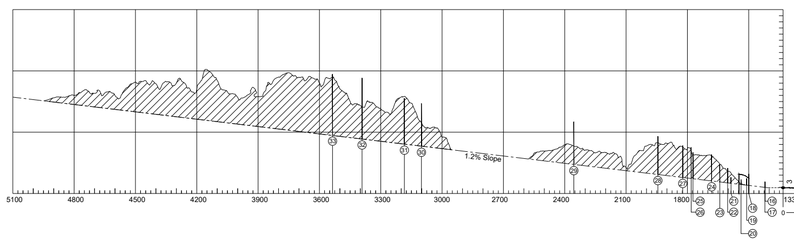
AERODROME OBSTACLE CHART - ICAO

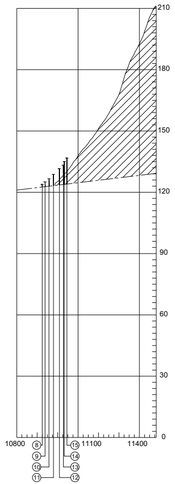
TYPE A - OPERATING LIMITATIONS

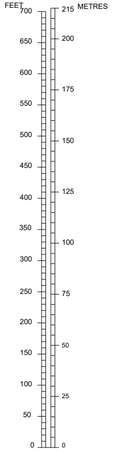
DONEGAL AIRPORT / IRELAND

MAGNETIC VARIATION 2°W JAN 2026
ANNUAL CHANGE -11' W









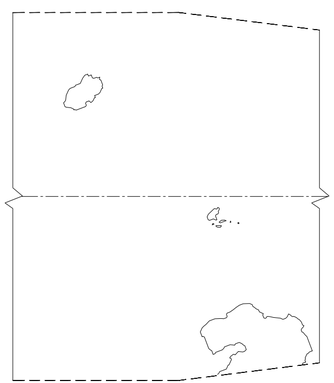
RUNWAY 02-20

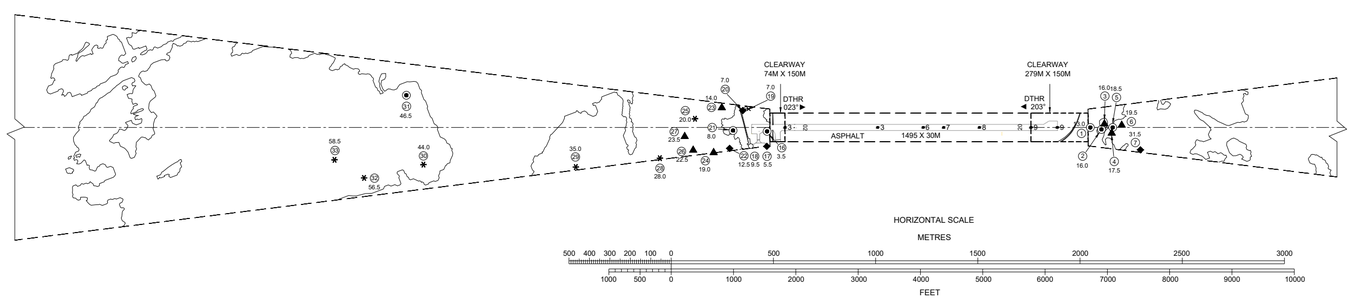
DECLARED DISTANCES		
RWY 02		RWY 20
1314 (m)*	TAKE-OFF RUN AVAILABLE	1332 (m)
1593 (m)	TAKE-OFF DISTANCE AVAILABLE	1406 (m)
1314 (m)	ACCELERATE-STOP DISTANCE AVAILABLE	1332 (m)
1159 (m)	LANDING DISTANCE AVAILABLE	1203 (m)

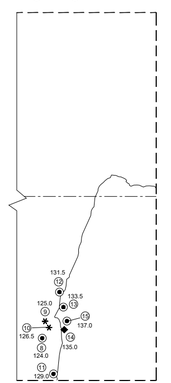
* Start of Take-Off Run available for RWY 02 commences at 155 m before displaced threshold RWY 02.

Obstacle Number	Survey Number	Description	Latitude	Longitude	Height m
1	1246	APPROACH_LIGHT	550308.4362N	0082009.7563W	13.05
2	1243	APPROACH_LIGHT	550308.1864N	0082008.1801W	15.80
2b	1244	APPROACH_LIGHT	550308.1606N	0082008.0260W	15.83
2c	1240	APPROACH_LIGHT	550308.2069N	0082008.6941W	15.86
2d	1241	APPROACH_LIGHT	550308.2524N	0082008.4570W	15.88
3	1263	TERRAIN	550308.9252N	0082009.3334W	15.91
4	1266	TERRAIN	550309.5048N	0082006.2538W	17.64
5	1234	APPROACH_LIGHT	550309.9652N	0082007.6034W	18.30
6	1264	TERRAIN	550311.4182N	0082007.3219W	19.27
7	1281	BUILDING	550312.8332N	0081959.1577W	29.25
7a	1279	BUILDING_CHIMNEY	550312.8781N	0081958.9080W	31.14
7b	OBI_246	BUILDING	550312.9719N	0081958.5141W	31.25
8	1442	UTILITY_POLE	550744.6815N	0081627.5344W	123.87
9	1465	TREE	550746.0362N	0081631.6313W	125.08
10	1464	TREE	550746.2657N	0081629.6384W	128.63
11	1445	UTILITY_POLE	550744.3714N	0081617.2031W	128.78
12	1439	UTILITY_POLE	550749.7836N	0081637.8083W	131.57
13	1440	UTILITY_POLE	550749.5308N	0081633.5398W	133.29
14	1461	BUILDING_CHIMNEY	550748.4142N	0081627.607W	130.08
15	1441	UTILITY_POLE	550749.2830N	0081629.5741W	136.79

Obstacle Number	Survey Number	Description	Latitude	Longitude	Height m
16	1601	SIGN	550218.4900N	0082039.7922W	3.47
17	1040	BUILDING	550217.6487N	0082035.9846W	5.73
18	1584	MOBILE_OBSTACLE	550215.2585N	0082037.5424W	7.53
18a	1585	MOBILE_OBSTACLE	550215.3335N	0082038.1899W	7.49
18b	1586	MOBILE_OBSTACLE	550215.4115N	0082038.8503W	7.52
18c	1587	MOBILE_OBSTACLE	550215.5199N	0082039.5801W	7.43
18d	1588	MOBILE_OBSTACLE	550215.3435N	0082039.7137W	7.62
18e	1589	MOBILE_OBSTACLE	550215.3602N	0082040.5751W	7.69
18f	1597	MOBILE_OBSTACLE	550216.7178N	0082047.5484W	8.81
18g	1590	MOBILE_OBSTACLE	550215.4294N	0082041.7602W	7.87
18h	1591	MOBILE_OBSTACLE	550215.5042N	0082042.9278W	8.00
18i	1592	MOBILE_OBSTACLE	550215.5660N	0082044.0063W	8.41
18j	1596	MOBILE_OBSTACLE	550216.3303N	0082047.8177W	9.19
18k	1593	MOBILE_OBSTACLE	550215.6346N	0082043.1884W	8.76
18l	1594	MOBILE_OBSTACLE	550215.7138N	0082046.3714W	8.85
18m	1595	MOBILE_OBSTACLE	550215.9151N	0082046.3602W	9.49
19	1549	FENCE	550216.9860N	0082047.3108W	5.87
19a	1548	FENCE	550216.6329N	0082047.5402W	6.33
19b	1547	FENCE	550216.2652N	0082047.7632W	6.79
19c	1546	FENCE	550215.8996N	0082048.0204W	7.25
20	1532	BUILDING	550215.0658N	0082047.4646W	5.82
21	1002	APPROACH_LIGHT	550213.4862N	0082043.2704W	7.86
22	1078	BUILDING	550211.9966N	0082038.9868W	10.52
22a	1077	BUILDING	550211.5852N	0082038.7635W	12.29
22b	1080	BUILDING	550211.2236N	0082039.7291W	12.34
23	1094	TERRAIN	550213.0827N	0082050.2619W	14.17
24	1085	TERRAIN	550209.3947N	0082039.4450W	19.00
25	1090	BUSH	550208.4871N	0082049.9626W	20.06
26	1086	TERRAIN	550206.4908N	0082042.0228W	22.53
27	1088	TERRAIN	550205.9869N	0082046.3666W	23.37
28	1182	TREE	550201.1106N	0082043.1414W	27.90
29	1352	TREE	550148.1953N	0082045.9421W	35.01
30	1361	TREE	550125.6900N	0082104.1753W	43.98
31	1348	UTILITY_POLE	550126.9812N	0082123.7781W	46.55
32	1367	TREE	550116.1512N	0082106.4331W	56.27
32a	1181	TREE	550116.0979N	0082106.5371W	56.69
32b	1368	TREE	550115.9659N	0082106.6655W	56.44
33	1177	TREE	550112.7883N	0082113.9401W	58.32







LEGEND	PLAN	PROFILE
IDENTIFICATION NUMBER	(5)	
HEIGHT AMSL	25	
TREE / BUSH	✱	
POLE, AERIAL, TOWER, ETC	⦿	
TERRAIN	▲	
BUILDING	◆	
FENCE	✕✕	
MOBILE OBSTACLE	▭	
TERRAIN PENETRATING		

ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

Aerodrome information current JULY 2023

Based on survey dated JULY 2023

CHANGE: New Chart.