



Phone: +353 (0)61 703750

Fax: +353 (0)61 366245

AFS: EINN郑ZX

Email: aisops@airnav.ie

URL: <https://www.airnav.ie>

AIRNAV IRELAND
Aeronautical Information Service
Ballycasey Cross
Co. Clare
V14 C446
IRELAND

**AIRAC AIP AMDT: AIRAC Amdt
009/26**

Effective Date: 03 Sep 2026

Publication Date: 23 Jul 2026

1. AIRAC Changes incorporated in this Amendment are:

GEN

GEN 0.2

Record of AIP Amendments - Updated.

GEN 0.3

Checklist of Valid AIP Supplements - Updated.

GEN 0.4

Checklist of AIP Pages - Updated.

GEN 0.6

Table of Contents to Part 1 - Updated.

GEN 2.2

Abbreviations used in AIS Publications - Insertion of new abbreviations.

ENR

ENR 0.6

Table of Contents to Part 2 - Updated.

ENR 1.9

Air Traffic Flow Management - Updates to Section 2.9, and Section 3.5.

ENR 1.10

Flight Planning - Email address update and Updates to Section 6.2 and insertion of Section 9.

ENR 1.11

Addressing of Flight Plan Messages - Insertion of Sections 1 and 2 and insertion of VFR Aerodromes/Heliports and Message addresses to the table in Section 2.

AD

AD 0.6

Table of Contents to Part 3 - Updated to include the removal of EIKK AD from AIP Ireland.

AD 1.3

Index to Aerodromes and Heliports - Updated to include the removal of Kilkenny Aerodrome - EIKK AD 2 from AIP Ireland.

AD 1.4

Grouping of Aerodromes - Updated to include the removal of Kilkenny (EIKK) from Section d.

AD 1.5

Status of Certification of Aerodromes - Updated to include the removal of Kilkenny Aerodrome (EIKK) from the list of Licensed Aerodromes.

EIDW

Updated Section AD 2.22

EIKK**Kilkenny Aerodrome removed from Part 3 Aerodromes
AD 2 in AIP Ireland.****New Supplements for this Amendment:****NR 023/26, NR 024/26, NR 025/26****Supplements Cancelled for this Amendment:****NR 022/26****New AIC for this Amendment:****NR 017/26, NR 018/26****AIC cancelled in this Amendment:****NR 011/26, NR 016/26****PERM NOTAM* incorporated in this Amendment:****NIL.**

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

2. Hand corrections to the following pages:**Nil****3. Record entry of amendment in GEN 0.2.****4. This AIP amendment incorporates information contained in the following publications:****NOTAM: Nil****SUP: Nil****AIC: Nil****5. Insert / remove the pages as shown in list on the next page:**

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Insert the following pages

Remove the following pages

GEN 0.2 Record of Amendments

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

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

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

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

AIRAC AIP AMENDMENTS			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
006/2023	04-May-2023	15-Jun-2023	
007/2023	01-Jun-2023	13-Jul-2023	
008/2023	27-Jul-2023	07-Sep-2023	
009/2023	24-Aug-2023	05-Oct-2023	
010/2023	21-Sep-2023	02-Nov-2023	
011/2023	19-Oct-2023	30-Nov-2023	
001/2024	11 JAN 2024	22 FEB 2024	
002/2024	08 FEB 2024	21 MAR 2024	
003/2024	07 MAR 2024	18 APR 2024	
004/2024	04 APR 2024	16 MAY 2024	
005/2024	02 MAY 2024	13 JUN 2024	
006/2024	30 MAY 2024	11 JUL 2024	
007/2024	27 JUN 2024	08 AUG 2024	
008/2024	25 JUL 2024	05 SEP 2024	
009/2024	22 AUG 2024	03 OCT 2024	
010/2024	19 SEP 2024	31 OCT 2024	
011/2024	17 OCT 2024	28 NOV 2024	
001/2025	12 DEC 2024	23 JAN 2025	
002/2025	09 JAN 2025	20 FEB 2025	
003/2025	06 FEB 2025	20 MAR 2025	
004/2025	06 MAR 2025	17 APR 2025	
005/2025	03 APR 2025	15 MAY 2025	
006/2025	01 MAY 2025	12 JUN 2025	
007/2025	26 JUN 2025	07 AUG 2025	
008/2025	24 JUL 2025	04 SEP 2025	
009/2025	21 AUG 2025	02 OCT 2025	
010/2025	18 SEP 2025	30 OCT 2025	
011/2025	16 OCT 2025	27 NOV 2025	
001/2026	11 DEC 2025	22 JAN 2026	
002/2026	08 JAN 2026	19 FEB 2026	
003/2026	05 FEB 2026	19 MAR 2026	
004/2026	05 MAR 2026	16 APR 2026	
005/2026	02 APR 2026	14 MAY 2026	
006/2026	30 APR 2026	11 JUN 2026	
007/2026	28 MAY 2026	09 JUL 2026	
008/2026	25 JUN 2026	06 AUG 2026	
009/2026	23 JUL 2026	03 SEP 2026	

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
025/2026	Checklist of Valid AIP Supplements	GEN	03-Sep-2026	-
024/2026	Kerry Airport (EIKY) - Aircraft Stands	EIKY	03-Sep-2026	-
023/2026	Dublin Airport (EIDW) - Construction works in the Vicinity of the west Apron	EIDW	03-Sep-2026	-
022/2026	Checklist of Valid AIP Supplements	GEN	06-Aug-2026	03-Sep-2026
020/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul 2026	-
019/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul-2026	-
018/2026	Shannon Enroute (EISN) - VOR/DME BAL Out of Service	EISN	09-Jul-2026	-
016/2026	Shannon Airport (EINN) Extension to Apron adjacent to Aircraft Stands 21 and 22	EINN	11 Jun-2026	-
015/2026	Shannon Airport (EINN) Pavement Reconstruction Works on Taxiway H1 and H2	EINN	11-Jun-2026	-
014/2026	Shannon Enroute - Shannon FIR/UIR/SOTA/NOTA	GEN	11-Jun-2026	-
013/2026	Dublin Airport (EIDW) - Holding Procedure Changed	EIDW	11-Jun-2026	-
012/2026	Dublin Airport (EIDW) NOTAM	EIDW	11-Jun-2026	-
010/2026	Ireland West (EIKN) ATIS	EIKN	16-Apr-2026	-
009/2026	Dublin Airport (EIDW) - Tower Crane operating in the Vicinity of the Airport	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	-
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	-
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	-
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

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Page	Date	Page	Date	Page	Date
GEN 0.4		CHECKLIST OF			
		AIP PAGES			
PART 1 - GENERAL (GEN)					
GEN 0.1 - 1	14 MAY 2026	GEN 1.7 - 11	06 AUG 2026	GEN 3.4 - 2	09 JUL 2026
GEN 0.1 - 2	14 MAY 2026	GEN 1.7 - 12	06 AUG 2026	GEN 3.4 - 3	09 JUL 2026
GEN 0.2 - 1	03 SEP 2026	GEN 1.7 - 13	06 AUG 2026	GEN 3.4 - 4	09 JUL 2026
GEN 0.2 - 2	03 SEP 2026	GEN 1.7 - 14	06 AUG 2026	GEN 3.4 - 5	09 JUL 2026
GEN 0.2 - 3	03 SEP 2026	GEN 1.7 - 15	06 AUG 2026	GEN 3.4 - 6	09 JUL 2026
GEN 0.2 - 4	03 SEP 2026	GEN 1.7 - 16	06 AUG 2026	GEN 3.4 - 7	09 JUL 2026
GEN 0.2 - 5	03 SEP 2026	GEN 1.7 - 17	06 AUG 2026	GEN 3.4 - 8	09 JUL 2026
GEN 0.2 - 6	03 SEP 2026	GEN 1.7 - 18	06 AUG 2026	GEN 3.4 - 9	09 JUL 2026
GEN 0.3 - 1	03 SEP-2026	GEN 1.7 - 19	06 AUG 2026	GEN 3.4 - 10	09 JUL 2026
GEN 0.3 - 2	03 SEP 2026	GEN 1.7 - 20	06 AUG 2026	GEN 3.5 - 1	14 MAY 2026
GEN 0.4 - 1	03 SEP 2026	GEN 1.7 - 21	06 AUG 2026	GEN 3.5 - 2	14 MAY 2026
GEN 0.4 - 2	03 SEP 2026	GEN 1.7 - 22	06 AUG 2026	GEN 3.5 - 3	14 MAY 2026
GEN 0.4 - 3	03 SEP 2026	GEN 1.7 - 23	06 AUG 2026	GEN 3.5 - 4	14 MAY 2026
GEN 0.4 - 4	03 SEP 2026	GEN 1.7 - 24	06 AUG 2026	GEN 3.5 - 5	14 MAY 2026
GEN 0.4 - 5	03 SEP 2026	GEN 1.7 - 25	06 AUG 2026	GEN 3.5 - 6	14 MAY 2026
GEN 0.4 - 6	03 SEP 2026	GEN 1.7 - 26	06 AUG 2026	GEN 3.5 - 7	14 MAY 2026
GEN 0.5 - 1	11 JUN 2026	GEN 1.7 - 27	06 AUG 2026	GEN 3.5 - 8	14 MAY 2026
GEN 0.5 - 2	11 JUN 2026	GEN 1.7 - 28	06 AUG 2026	GEN 3.5 - 9	14 MAY 2026
GEN 0.6 - 1	03 SEP 2026	GEN 1.7 - 29	06 AUG 2026	GEN 3.5 - 10	14 MAY 2026
GEN 0.6 - 2	03 SEP 2026	GEN 1.7 - 30	06 AUG 2026	GEN 3.5 - 11	14 MAY 2026
GEN 0.6 - 3	03 SEP 2026	GEN 1.7 - 31	06 AUG 2026	GEN 3.5 - 12	14 MAY 2026
GEN 0.6 - 4	03 SEP 2026	GEN 1.7 - 32	06 AUG 2026	GEN 3.5 - 13	14 MAY 2026
GEN 1.1 - 1	06 AUG 2026	GEN 1.7 - 33	06 AUG 2026	GEN 3.5 - 14	14 MAY 2026
GEN 1.1 - 2	06 AUG 2026	GEN 1.7 - 34	06 AUG 2026	GEN 3.6 - 1	14 MAY 2026
GEN 1.1 - 3	06 AUG 2026	GEN 2.1 - 1	14 MAY 2026	GEN 3.6 - 2	14 MAY 2026
GEN 1.1 - 4	06 AUG 2026	GEN 2.1 - 2	14 MAY 2026	GEN 3.6 - 3	14 MAY 2026
GEN 1.2 - 1	14 MAY 2026	GEN 2.2 - 1	03 SEP 2026	GEN 3.6 - 4	14 MAY 2026
GEN 1.2 - 2	14 MAY 2026	GEN 2.2 - 2	03 SEP 2026	GEN 4.1 - 1	14 MAY 2026
GEN 1.2 - 3	14 MAY 2026	GEN 2.2 - 3	03 SEP 2026	GEN 4.1 - 2	14 MAY 2026
GEN 1.2 - 4	14 MAY 2026	GEN 2.2 - 4	03 SEP 2026	GEN 4.2 - 1	14 MAY 2026
GEN 1.3 - 1	14 MAY 2026	GEN 2.2 - 5	03 SEP 2026	GEN 4.2 - 2	14 MAY 2026
GEN 1.3 - 2	14 MAY 2026	GEN 2.2 - 6	03 SEP 2026	PART 2 - EN-ROUTE (ENR)	
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GEN 1.6 - 2	14 MAY 2026	GEN 2.7 - 6	14 MAY 2026	ENR 1.3 - 2	14 MAY 2026
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ENR 1.8 - 1	14 MAY 2026	ENR 2.2 - 8	14 MAY 2026	ENR 6-1 - 1	23 MAR 2023
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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	AFT	After...
*A	Approach (Used to specify the purpose of a Radio Navigation Aid)	AFTN	Aeronautical Fixed Telecommunication Network
*A	FRA Arrival Connecting Point	A/G	Air-to ground
AAA	Amended meteorological message	AGA	Aerodromes, air routes and ground aids
A/A	Air-to-air	AGL	Above ground level
AAD	Assigned altitude deviation	AGN	Again
AAIM	Aircraft autonomous integrity monitoring	*AGNIS	Azimuth Guidance for Nose-In Stand
AAL	Above aerodrome level	AIC	Aeronautical Information Circular
AAR	Air to air refuelling	AIDC	Air traffic services inter-facility data communication
ABI	Advance boundary information	AIM	Aeronautical information management
ABM	Abeam	AIP	Aeronautical Information Publication
ABN	Aerodrome beacon	AIRAC	Aeronautical Information Regulation and Control
ABT	About	AIREP	Air-report
ABV	Above	AIRMET	Information concerning en-route weather phenomena which may effect the safety of low-level aircraft operations
AC	Altostratus		
ACARS	Aircraft communication addressing and reporting system	AIS	Aeronautical Information Services
ACAS	Airborne collision avoidance system	ALA	Lighting area
ACC	Area control centre or area control	ALERFA	Alert phase
ACCID	Notification of an aircraft accident	ALR	Alerting
*A-CDM	Airport Collaborative Decision Making	ALRS	Alerting service
ACFT	Aircraft	ALS	Approach lighting system
ACK	Acknowledge	ALT	Altitude
ACL	Altimeter check location	ALTN	Alternate or alternating
ACN	Aircraft Classification Number	ALTN	Alternate
ACP	Acceptance	AMA	Area minimum altitude
ACPT	Accept or accepted	AMD	Amend or amended
ACT	Active or activated or activity	AMDT	Amendment
AD	Aerodrome	AMS	Aeronautical mobile service
ADA	Advisory area	AMSL	Above mean sea level
ADC	Aerodrome chart	AMSS	Aeronautical mobile satellite service
ADDN	Addition or additional	ANC	Aeronautical Chart 1:500 000
ADF	Automatic Direction Finding	ANCS	Aeronautical Navigation Chart Small Scale
ADIZ	Air defence identification zone	ANS	Answer
ADJ	Adjacent	*ANSP	Aeronautical Navigation Service Provider
*ADMIN	Administration	AO	Oceanic control area
ADO	Aerodrome office	AO	Aircraft Operator
ADR	Advisory route	AOC	Aerodrome obstacle chart
ADS	Automatic dependent surveillance	*AOC	Air Operator Certificate
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)	*AOS	A-CDM portal
ADS-B	Automatic dependant surveillance - broadcast	AP	Airport
ADS-C	Automatic dependant surveillance - contract	APAPI	Abbreviated precision approach path indicator
ADSU	Automatic dependent surveillance unit	APCH	Approach
ADVS	Advisory service	APDC	Aircraft parking/docking chart
ADZ	Advise	APN	Apron
AES	Aircraft earth station	APP	Approach control office or approach control or approach control service
AFIL	Flight plan filed in the air	APR	April
AFIS	Aerodrome Flight Information Service	APRX	Approximate or approximately
AFM	Yes or affirm or affirmative or that is correct	APSG	After passing...
AFS	Aeronautical fixed service	APU	Auxiliary power unit
		APV	Approach Procedures with Vertical guidance
		ARC	Area chart

ARNG	Arrange	ATM	Air traffic management
ARO	Air traffic services reporting office	*ATM	Automated Teller Machine or Automatic Teller Machine
ARP	Aerodrome reference point		Aeronautical telecommunication network
ARP	Air-report	ATN	At...
ARQ	Automatic error correction	ATP	Air traffic services
ARR	Arrive	ATS	Air traffic service unit
ARR	Arrival	*ATSU	Attention
ARS	Special air-report	ATTN	Abbreviated T visual approach slope indicator system
ARST	Arresting	AT-VASIS	Aerodrome traffic zone
AS	Altrostratus		August
*AS	Aerodrome Surface	ATZ	Authorized or authorization
ASAP	As soon as possible	AUG	Automatic
ASC	Ascent to or ascending to	AUTH	All up weight
ASDA	Accelerate stop distance available	AUTO	Auxiliary
ASE	Altimetry system error	AUW	Available or availability
ASPEEDG	Airspeed gain	AUX	Average
ASPEEDL	Airspeed loss	AVBL	Advanced Visual Docking Guidance System
ASPH	Asphalt	AVG	Aviation gasoline
AT...	At (followed by time at which weather change is forecast to occur)	*AVDGS	Automated Weather Observation System
ATA	Actual time of arrival	AVGAS	Advise at what time able
ATC	Air Traffic Control	AWOS	Airway
ATD	Actual time of departure	AWTA	Azimuth
ATFM	Air traffic flow management	AWY	
ATIS	Automatic terminal information service	AZM	

B

B	Blue	BLO	Below clouds
BA	Braking action	BLW	Below...
BASE	Cloud base	BOMB	Bombing
BCFG	Fog patches	BR	Mist
BCN	Beacon	BRF	Short
BCST	Broadcast	BRG	Bearing
BDRY	Boundary	BRKG	Braking
BECMG	Becoming	BS	Commercial broadcasting station
BFR	Before	BTL	Between layers
BKN	Broken	BTN	Between
BL	Blowing	*B2B	Business to Business
BLDG	Building		

C

C	Centre	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
C	Degrees Celsius		
CAA	Civil Aviation Authority or Civil Aviation Administration	CHG	Modification message
CAT	Category	CI	Cirrus
CAT	Clear air turbulence	CIDIN	Common ICAO data interchange network
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions	CIV	Civil
CB	Cumulonimbus	CK	Check
CC	Cirrocumulus	CL	Centre line
CCA	Corrected meteorological message	CLA	Clear type of ice formation
CCO	Continuous climb operation	CLBR	Calibration
CD	Candela	CLD	Cloud
CDN	Co-ordination message	CLG	Calling
CDO	Continuous descent operation	CLIMB-OUT	Climb-out area
CDR	Conditional route	CLR	Clear or cleared to... or clearance
*CET	Civil Evening Twilight	CLRD	Runway(s) cleared
CF	Change frequency to...	CLSD	Close or closed or closing
CFM	Confirm or I confirm	cm	Centimetre
CGL	Circling guidance light(s)	CMB	Climb to or climbing to
CH	Channel	CMPL	Completion or completed or complete

*CMT	Civil Morning Twilight	CRC	Cyclic redundancy check
CNL	Cancel or cancelled	CRM	Collision risk model
CNL	Flight plan cancellation	CRP	Compulsory reporting point
CNS	Communications, navigation and surveillance	CRZ	Cruise
COM	Communications	CS	Cirrostratus
CONC	Concrete	CS	Call sign
COND	Condition	CTA	Control area
CONS	Continuous	CTA	Common Travel Area
CONST	Construction or constructed	CTAM	Climb to and maintain
CONT	Continue(s) or continued	CTC	Contact
COOR	Coordinate, or co-ordination	CTL	Control
COORD	Coordinates	CTN	Caution
COP	Change-over point	*CTOT	Calculated take off time
COR	Correct or corrected or correction	CTR	Control zone
COT	At the coast	CU	Cumulus
COV	Cover or covered or covering	CUF	Cumuliform
CPDLC	Controller – pilot data link communications	CUST	Customs
CPL	Current flight plan message	CVR	Cockpit voice recorder
		CW	Continuous wave
		CWY	Clearway

D

D	Downward	DLA	Delay
D	Danger area	DLIC	Data link initiation capability
*D	FRA Departure Connecting Point	DLY	Daily
DA	Decision altitude	DME	Distance measuring equipment
D - ATIS	Data link automatic terminal information service	DNG	Danger or dangerous
DCD	Double channel duplex	DOF	Date of flight
DCKG	Docking	*DOC	ICAO Document
*DCL	Digital Clearance	*DOC	Designated Operational Coverage
DCP	Datum crossing point	DOM	Domestic
DCPC	Direct controller-pilot communications	DP	Dew point temperature
DCS	Double channel simplex	DPT	Depth
DCT	Direct	DR	Dead reckoning
DE	From	DR	Low drifting
DEC	December	DRG	During
DEG	Degrees	DS	Dust storm
DEP	Depart or departure or departure message	DSB	Double sideband
DES	Descend to or descending to	DTAM	Descend to and maintain
DEST	Destination	DTG	Date-time group
DETRESFA	Distress phase	DTHR	Displaced runway threshold
DEV	Deviation or deviating	DTRT	Deteriorate or deteriorating
DFDR	Digital flight data recorder	DTW	Dual tandem wheels
DFTI	Distance from touch down indicator	DU	Dust
DH	Decision height	DUC	Dense upper cloud
DIF	Diffuse	DUPE	This is a duplicate message
DIST	Distance	DUR	Duration
DIV	Divert or diverting	D-VOLMET	Data link VOLMET
DLA	Delay or delayed	DVOR	Doppler VOR
		DW	Dual wheels
		DZ	Drizzle

E

E	East or Eastern longitude	EDA	Elevation differential area
*E	Enroute (Used to specify the purpose of a Radio Navigation Aid)	EDTO	Extended diversion time operations
*E	FRA Horizontal Entry Point	*EEA	European Economic Area
*e.g.	Eempli Gratia	*EEC	European Economic Community
*EAD	European AIS Database	EEE	Error
*EASA	European Aviation Safety Agency	EET	Estimated elapsed time
EAT	Expected approach time	EFC	Expect further clearance
EB	Eastbound	EGNOS	European geostationary navigation overlay service
*EC	European Community	EHF	Extremely high frequency

ELBA	Emergency location beacon-aircraft	EST	Estimate or estimated or estimate
ELEV	Elevation	ETA	Estimated time of arrival or estimating arrival
ELR	Extra long range		et cetera
ELT	Emergency locator transmitter	*etc.	
EM	Emission	ETD	Estimated time of departure or estimating departure
*Email	Electronic Mail		
EMBD	Embedded in a layer	ETO	Estimated time over significant point
EMERG	Emergency	*EU	European Union
*En	English Language	*EUR	Europe
END	Stop-end	EV	Every
ENE	East-north-east	EXC	Except
ENG	Engine	EXER	Exercise or exercising or to exercise
ENR	En route	EXP	Expected or expending
ENRC	Enroute chart	EXTD	Extend or extending or
EOBT	Estimated off-block time		Extended
EQPT	Equipment	*eFPL	Extended Flight Plan
ESE	East-south-east		

F

F	Fixed	FLW	Follow(s) or following
*FAA	Federal Aviation Administration	FLY	Fly or flying
FAC	Facilities	FM	From
FAF	Final approach fix	FM....	From (<i>followed by time weather change is forecast to begin</i>)
FAL	Facilitation of international air transport		
FAP	Final approach point	FMS	Flight management system
FATO	Final approach and take-off area	FMU	Flow management unit
FAX	Facsimile transmission	FNA	Final approach
FBL	Light	FPAP	Flight pass alignment point
*FBZ	Flight Plan Buffer Zone	FPL	Flight plan
FC	Funnel cloud	FPM	Feet per minute
FCST	Forecast	FPR	Flight plan route
FCT	Friction coefficient	FR	Fuel remaining
FDPS	Flight data processing system	*FRA	Free Route Airspace
*FDR	Flight Data Recorder	FREQ	Frequency
FEB	February	FRI	Friday
FEW	Few	FRNG	Firing
FG	Fog	FRONT	Front
FIC	Flight information centre	FRQ	Frequent
FIR	Flight information region	FSL	Full stop landing
FIS	Flight information service	*FSR	Fuel Saving Route
FISA	Automated flight information service	FSS	Flight service station
*FIXM	Flight Information Exchange Model	FST	First
FL	Flight level	ft	Feet
FLD	Field	FTP	Fictitious threshold point
FLG	Flashing	FU	Smoke
FLR	Flares	FZ	Freezing
FLT	Flight	FZDZ	Freezing drizzle
FLTCK	Flight check	FZFG	Freezing fog
FLUC	Fluctuating or fluctuation or fluctuated	FZRA	Freezing rain

G

G	Green	GCA	Ground control approach system or ground control approach
G	Variations from the mean wind speed		
GA	Go ahead, resume sending	GEN	General
GA	General Aviation	GEO	Geographic or true
*GAT	General Air Traffic	GES	Ground earth station
G/A	Ground to air	GLD	Glider
G/A/G	Ground to air and air to ground	GLONASS	Global orbiting navigation satellite system
GAGAN	GPS and geostationary earth orbit augmented navigation	GLS	GBAS landing system
		GMC	Ground movement chart (followed by name/title)
GARP	GBAS azimuth referencia point		
GAMET	Area forecast for low-level flights	GND	Ground
GBAS	Ground-based augmentation system	GNDCK	Ground check

GNSS	Global navigation satellite system	GRAS	Ground-based regional augmentation system
GOV	Government		
GOC	General Officer Commanding	GRASS	Grass landing area
GP	Glide path	GRIB	Processed meteorological data in the form of grid point values
*GP	General Purpose		
GPS	Global positioning system	GRVL	Gravel
GPU	Ground power unit	GS	Ground speed
*GPWS	Ground Proximity Warning System	GS	Small hail and/or snow pellets
GR	Hail	*GUFI	Global Unique Flight Identifier
		GUND	Geoid undulation

H

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

I

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

J

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

K

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

L

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

M

M	Mach number	MEDEVAC	Medical evacuation flight
M	Metres	MEHT	Minimum eye-height over threshold
M	Minimum values of runway visual range	MET	Meteorological or meteorology
MAA	Maximum authorized altitude	METAR	Aviation routine weather report
MAG	Magnetic	METREPORT	Local routine meteorological report
MAINT	Maintenance	MF	Medium frequency
MAP	Aeronautical maps and charts	MHA	Minimum holding altitude
MAPT	Missed approach point	MHDF	Medium and high frequency direction-finding stations
MAR	March		
MAR	At sea	MHVDF	Medium, high and very high frequency direction-finding stations
*MASPS	Minimum Aviation System Performance Standards	MHz	Megahertz
MATF	Missed approach turning fix	MID	Mid-point
MATZ	Military aerodrome traffic zone	MIFG	Shallow fog
MAX	Maximum	MIL	Military
MAY	May	MIN	Minutes
MBST	Microburst	MIS	Missing ...
MCA	Minimum crossing altitude	MKR	Marker radio beacon
MCTR	Military control zone	MLS	Microwave landing system
*MCH	Minimum crossing height	MM	Middle marker
MCW	Modulated continuous wave	MNM	Minimum
MDA	Minimum descent altitude	MNPS	Minimum navigation performance specifications
MDF	Medium frequency direction-finding station	MNT	Monitor or monitoring or monitored
MDH	Minimum descent height	MNTN	Maintain
MEA	Minimum en-route altitude	MOA	Military operating area

MOC	Minimum obstacle clearance	MSAS	Multi-functional transport satellite (MTSAT) satellite-based augmentation system
MOD	Moderate		
MON	Above mountains		
MON	Monday	MSAW	Minimum safe altitude warning
MOPS	Minimum operational performance standards	MSG	Message
		MSL	Mean sea level
MOTNE	Meteorological Operational Telecommunications Network Europe	MSR	Message ...
		MSSR	Monopulse secondary surveillance radar
MOV	Move or moving or movement	MT	Mountain
MPS	Metres per second	MTOM	Maximum take-off mass
MRA	Minimum reception altitude	MTU	Metric units
MRG	Medium range	MTW	Mountain waves
MRP	ATS per MET reporting point	MVDF	Medium and very high frequency direction-finding stations (at the same position)
MS	Minus		
MSA	Minimum sector altitude	MWO	Meteorological watch office
		MX	Mixed type of ice formation

N

N	North or Northern latitude	*Nom	Nominal
N	No distinct tendency	NOSIG	No significant change
NASC	National AIS system centre	*NOTA	Northern Oceanic Transition Area
NAT	North Atlantic	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.
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	NOTAMC	Cancelling NOTAM
NE	North-east	NOTAMN	New NOTAM
NEB	North-eastbound	NOTAMR	Replacing NOTAM
NEG	No or negative or permission not granted or that is not correct	NOV	November
		NOZ	Normal operating zone
NGT	Night	*NPZ	No planning zone
NIL	None or I have nothing to send to you	NR	Number
NM	Nautical miles	NRH	No reply heard
*NM	Eurocontrol Network Manager	NS	Nimbostratus
NML	Normal	NSC	Nil significant cloud
*NMOC	Coordination with the network manager	NSW	Nil significant weather
NNE	North - north-east	NTL	National
NNW	North - north-west	NTZ	No transgression zone
NO	No	NW	North-west
NOF	International NOTAM office	NWB	North-westbound
NONSTD	Non-standard	NXT	Next

O

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

*OSI	Ordnance Survey Ireland	OTS	Organized track system
OSV	Ocean station vessel	OUBD	Outbound
OTLK	Outlook	OVC	Overcast
OTP	On top		

P

P	Maximum values of runway visual range	PLVL	Present level
P	Prohibited area	PN	Prior notice required
PA	Precision approach	PNR	Point of no return
PALS	Precision approach lighting system	PO	Dust/sand whirls (dust devils)
PANS	Procedures for air navigation services	POB	Persons on board
PAPI	Precision approach path indicator	POSS	Possible
PAR	Precision approach radar	PPI	Plan position indicator
PARL	Parallel	PPR	Prior permission required
PATC	Precision approach terrain chart	PPSN	Present position
PAX	Passenger(s)	PRFG	Aerodrome partially covered by fog
PBC	Performance-based communications	PRI	Primary
PBN	Performance-based navigation	PRKG	Parking
PBS	Performance-based surveillance	PROB	Probability
PCD	Proceed or proceeding	PROC	Procedure
PCL	Pilot controlled lighting	PROP	Propeller
PCN	Pavement classification number	PROV	Provisional
PCT	Per cent	PS	Plus
PDC	Predeparture clearance	PSG	Passing
PDG	Procedure design gradient	PSN	Position
*PDS	Pre-departure sequencer	PSP	Pierced steel plank
PER	Performance	PSR	Primary surveillance radar
PERM	Permanent	PSYS	Pressure system(s)
PIB	Preflight information bulletin	PTN	Procedure turn
PJE	Parachute jumping exercise	PTS	Polar track structure
PL	Ice pellets	PWR	Power
PLA	Practice low approach		

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)	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 ...
QDM	Magnetic heading (zero wind)	QTE	True bearing
QDR	Magnetic 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
QFE	Atmospheric pressure at aerodrome elevation		Quadrant
QFU	Magnetic orientation of runway	QUAD	
QGE	What is my distance to your station or Your distance to my station is	QUJ	Will you indicate the TRUE track to reach you or The TRUE track to reach me is ... degrees at ... hours
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		

R

R	Right	RAI	Runway alignment indicator
R	Red	RAIM	Receiver autonomous integrity monitoring
R	Runway (followed by figures in METAR/ SPECI)	RASC	Regional AIS system centre
R	Received	RASS	Remote altimeter setting source
R	Restricted area	RB	Rescue boat
R	Radial from VOR (followed by three figures)	RCA	Reach cruising altitude
RA	Rain	RCC	Rescue co-ordination centre
RAC	Rules of the air and air traffic services	RCF	Radio communication failure message
RAG	Ragged	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	ROBEX	Regional OPMET bulletin exchange
RCLL	Runway centre line light(s)	ROC	Rate of climb
RCLR	Re cleared	ROD	Rate of descent
RCP	Required Communication Performance	ROFOR	Route forecast
RDOACT	Radioactive	RON	Receiving only
*RDARA	Regional and Domestic Air Route Area	*RPAS	Remotely Piloted Aircraft Systems
RDH	Reference datum height	RPI	Radar position indicator
RDL	Radial	RPL	Repetitive flight plan
RDO	Radio	RPLC	Replace or replaced
RE	Recent	RPS	Radar position symbol
REC	Receive or receiver	RPT	Repeat or I repeat
REDL	Runway edge light(s)	RQ	Request
REF	Reference to... or refer to...	RQMNTS	Requirements
REG	Registration	RQP	Request flight plan
RENL	Runway end light(s)	RQS	Request supplementary flight plan
REP	Report or reporting or reporting point	RR	Report reaching
REQ	Request or requested	RRA	Delayed meteorological message
RERTE	Reroute	RSC	Rescue sub-centre
RESA	RWY end safety area	RSCD	Runway surface condition
*RET	Rapid Exit Taxiway	RSP	Required surveillance performance
RF	Constant radius arc to fix	RSP	Responder beacon
RFFS	Rescue and Fire Fighting Services	RSR	En-route surveillance radar
*RFL	Requested Flight Level	RTD	Delayed
RG	Range	RTE	Route
RHC	Right-hand circuit	RTF	Radio telephone
RIF	Re clearance on flight	RTG	Radio telegraph
RIME	Rime (used in aerodrome warnings)	RTHL	Runway threshold light(s)
RL	Report leaving	*RTILS	Runway Threshold Identification Light system
RLA	Relay to	RTN	Return or returned or returning
RLCE	Request level change enroute	RTODAH	Rejected take-off distance available helicopter
RLLS	Runway lead-in lighting system	RTS	Return to service
RLNA	Request level not available	RTT	Radio teletypewriter
*RMA	Regional Monitoring Agency	RTZL	Runway touchdown zone light(s)
RMAC	Radar minimum altitude chart	RUT	Standard regional route transmitting frequencies
RMK	Remark	RV	Rescue vessel
*RMZ	Radio Mandatory Zone	RVA	Radar vectoring area
RNAV	Area navigation	RVR	Runway visual range
RNG	Radio range	RVSM	Reduced Vertical Separation Minima
RNP	Required navigation performance	RWY	Runway

S

S	State of the sea	SDBY	Stand by
S	South or Southern latitude	SE	South-east
*S.I.	Statutory Instrument	SEA	Sea
SA	Sand	SEB	South-eastbound
SAD	Single Administrative Document	SEC	Seconds
SALS	Simple approach lighting system	SECN	Section
SAN	Sanitary	SECT	Sector
SAR	Search and rescue	SELCAL	Selective calling system
SARPS	Standards and recommended practices	SEP	September
SAT	Saturday	SER	Service or servicing or served
SATCOM	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)	SEV	Severe
SATVOICE	Satellite voice communication	SFC	Surface
SB	Southbound	SG	Snow grains
SBAS	Satellite-based augmentation system	SGL	Signal
SC	Stratocumulus	SH	Showers
SCT	Scattered	SHF	Super high frequency
		*SIB	Safety Information Bulletin
		SID	Standard instrument departure
		SIF	Selective identification feature

SIG	Significant	SRE	Surveillance radar element of precision approach radar system
SIGMET	Information concerning en-route weather and other phenomena in the atmosphere that may effect the safety of aircraft operations	SRG	Short range
		*SRH	Surveillance Radar
SIMUL	Simultaneous or simultaneously	SRR	Search and rescue region
SIWL	Single isolated wheel load	SRY	Secondary
SKC	Sky clear	SS	Sandstorm
SKED	Schedule or scheduled	SS	Sunset
*SLOP	Strategic Lateral Offset Procedure	SSB	Single sideband
SLP	Speed limiting point	SSE	South-south-east
SLW	Slow	SSR	Secondary surveillance radar
SMC	Surface movement control	SST	Supersonic transport
SMR	Surface movement radar	SSW	South-south-west
*SMS	Safety Management System	ST	Stratus
SN	Snow	STA	Straight in approach
SNOCLO	Aerodrome closed due to snow	STAR	Standard (instrument) arrival
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.	STD	Standard
		STF	Stratiform
		STN	Station
		STNR	Stationary
		STOL	Short take-off and landing
		STS	Status
		STWL	Stopway light(s)
*SOBT	Scheduled off block time	*SUA	Small unmanned aircraft
*SOTA	Shannon Oceanic Transition Area	*SUA	Special Use Airspace
SPECI	Aviation selected special weather report	SUBJ	Subject to
SPECIAL	Special meteorological report	SUN	Sunday
SPL	Supplementary flight plan message	SUP	Supplement
SPOC	SAR point of contact	SUPPS	Regional supplementary procedures
SPOT	Spot wind	SVC	Service (message type only)
SQ	Squall	SVCBL	Serviceable
SQL	Squall line	SW	South-west
SR	Sunrise	SWB	South-westbound
SRA	Surveillance radar approach	SWY	Stopway
*SRA	State Regulatory Authority		

T

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

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

U

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

V

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

W

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

WNW	West-north-west	WSW	West-south-west
WO	Without	WT	Weight
WPT	Way-point	WTSPT	Waterspout
WRNG	Warning	WWW	World wide web
WS	Wind shear	WX	Weather
WSPD	Wind speed	WXR	Weather radar

X

*X	FRA Horizontal Exit Point	XNG	Crossing
X	Cross	XS	Atmospherics
XBAR	Crossbar		

Y

Y	Yellow	YES	Yes
YCZ	Yellow caution zone	YR	Your

Z

Z	Co-ordinated Universal Time
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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT

1. GENERAL

A Centralised Air Traffic Flow Management (ATFM) service is established within the ICAO (EUR) Region to optimise the use of air traffic system capacity. The EUROCONTROL Network Manager Directorate (NMD) in Brussels provides this service in conjunction with Flow Management Positions (FMPs) established at each ACC.

2. AIR TRAFFIC FLOW MANAGEMENT (ATFM) DOCUMENTATION

2.1 ICAO European Region ATFM Procedures

The general ATFM procedure which apply throughout the ICAO European Region are published in the ICAO Doc 7030, Regional Supplementary Procedure (Europe)

2.2 Network Manager Technical Procedures and Information

Specific Network Operations Technical procedures and information can be found in the Network Operations Handbook published by the NMD and available from

Post: EUROCONTROL Library,
Rue de la Fusée, 96,
B-1130 Brussels,
Belgium

Phone: + 32 2 729 36 39/3023

Fax: + 32 2 729 9109

URL: <http://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

2.3 Basic Network Operations Handbook Sections include

- a. General description and Network Operations Systems; this contains details of the NMD organisation, area of responsibility and a description of Network Operations Systems
- b. The ATFCM Users Manual: this is a self-contained users manual for aircraft operators and ATC units describing Network Operations systems; procedures in the context of the NMD TACTICAL (TACT) and Computer Allocated Slot Allocation (CASA)
- c. IFPS Users Manual; this is a self-contained users manual describing operating procedures for flight plan filing in the IFPS area.

Only limited selection of Network Operations Technical Procedures are contained in the Irish AIP. Reference should be made to the Network Operations Handbook for comprehensive information and procedures.

Further information can be found on the Network Manager Website <https://www.eurocontrol.int/network-manager> and Network Manager Flight Planning Zone: <https://www.youtube.com/channel/UCSBhxXXAITbhov9QyuEwH6A>

2.4 RESPONSIBILITIES OF AIRCRAFT OPERATORS

2.4.1 Aircraft Operators shall adhere to:

- a. General ATFM procedures including flight plan filing and message exchange requirements.
- b. Strategic ATFM measures (including Route Availability Document (RAD)).
- c. Current ATFM measures (including specific measures applicable on the day of operation, as promulgated by ATFCM Notification Message (ANM) or Flight Suspension (FLS) messages).
- d. Departure slots (CTOTs) issued by the Network Manager and procedures related to changes to CTOTs.
- e. The Network Manager requirement for the modification or delay of EOBT. This is particularly important with the implementation of Network Manager Flight Activation Monitoring (FAM) whereby flights not notified as being airborne within 15 minutes of the notified ETOT or CTOT will receive a flight suspension message.
- f. The correct procedure to be followed to obtain approval for the use of STS/ATFMX. See [ENR 1.9.3.0](#)

2.4.2 Calculated Take-Off Time Compliance, in order to comply with a CTOT, aircraft operators need to plan the departure of a flight so that the aircraft will be ready for start up in sufficient time to comply with a CTOT taking into account the taxi time shown in the Slot Allocation Message (SAM).

2.4.3 Modification of Estimated OFF Block Time (EOBT), it is a requirement for both ATC and ATFM that the EOBT is accurate. This applies to all flights, whether subject to ATFM or not. Any change to the EOBT of more than 15

minutes (+ or -) for any IFR flight within the Network Manager Initial Flight Planning Zone (IFPZ) (see the ATFCM user manual for details) shall be communicated to IFPS.

2.4.3.1 An Aircraft Operator (AO) should not modify the EOBT to a later time simply as a result of an ATFM delay. When an AO submits an amendment message (e.g DLA or CHG) to IFPS, they must always give as an EOBT the earliest EOBT they may comply with. This time is not directly related to the CTOT provided in the Slot Allocation Message (SAM) or Slot Revision Message (SRM). The EOBT should always reflect the time the aircraft operator wants to be off-blocks. The EOBT should always be changed if the original EOBT established by the aircraft operator cannot be met for reasons other than ATFM delay.

2.4.3.2 There are two categories of controlled flights covered by this procedure. Those that have an ATFM Calculated Take-Off Time (CTOT), issued by the Network Manager, and those that do not. Aircraft Operators should not modify the EOBT simply as a result of an ATFM delay.

2.4.3.3 Modifying EOBT that has not received an ATFM CTOT procedure is as follows:

- a. To amend the EOBT to a later time, a DLA or CHG message shall be sent to IFPS.
- b. To amend the EOBT to an earlier time, a CNL message must be sent to IFPS followed five minutes later by a new flight plan with new EOBT indicated.

Note: The replacement flight plan procedure shall not be used.

2.4.3.4 Modifying EOBT that has received an ATFM CTOT procedure is as follows:

- a. To amend the EOBT, a DLA message shall be sent to IFPS with the new EOBT, this may trigger a revised CTOT.
- b. If the original EOBT cannot be met but the existing CTOT is acceptable, then a message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT, the following formula must be used: Take the current CTOT minus the taxi-time, minus 10 minutes. The new EOBT must not be after this time.
Example: Original EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxi-time is e.g. 15 minutes. 1100 minus 15, minus 10 = 1035. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT.
- c. However, as Network Operations systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxi-time.

2.4.3.5 If a flight has had a CTOT and now receives a Slot Cancellation Message (SLC), but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA message. ATC/ATFM will now have the 'true' EOBT of the flight

2.5 READY TO DEPART

2.5.1 Ready to Depart earlier than current EOBT; there are two options available

2.5.2 The REA message relates to the regulated flights only. If it is sent for a non-regulated flight an error message will be generated by the ETFMS with the COMMENT "MESSAGE RECEIVED BUT NO SLOT HAS BEEN ISSUED".

2.5.3 For regulated flights being in a situation to depart before their CTOT / EOBT (doors closed and ready to depart), the AO may ask local ATC to send a Ready (REA) message or, in a CDM aerodrome, the TWR may send a TTOT (T-DPI-s) before the CTOT tolerance window (-5, +10). These actions will trigger the REA status for the concerned flight.

2.5.4 A Ready (REA) message may be sent between EOBT minus 15 minutes, and no later than the CTOT – TAXITIME / MINLINEUP – SRM minimum improvement time (5 minutes) of the flight which may result in a flight being offered earlier CTOT or even take off time before its original EOBT.

2.5.5 The Aircraft Operator may contact the Central Flow Help Desk who can input an earlier EOBT into the TACT system (Max 30 Minutes) if a CTOT improvement is available, the Network Manager will send a Slot Revision Message (SRM).

2.6 FLIGHT ACTIVATION MONITORING

The objective of Flight Activation Monitoring is to further improve network predictability and reinforce the compliance of flights with route and airspace availability through the IFPS.

2.6.1 There are two-time parameters related to FAM that trigger suspension

- a. The flight is not reported as airborne after 15 minutes after the expected take-off time. It is applicable to all flights, whether regulated or not, departing from, landing at or crossing areas where the Network Manager receives Correlated Position Reports (CPRs) and FAM is activated. A not reported airborne flight departing from, landing in or crossing a CPR/FAM enabled area with less than 3 hour flying time to the FAM enabled area will be shifted 3 times by 5-minute steps. If not reported as airborne, the flight will be suspended by a Flight Suspension Message (FLS) after another 2 minutes, i.e. after 17 minutes in total;
- b. The flight is not reported as airborne after 120 minutes after the expected take-off time. It is applicable to flights departing from non-FAM-enabled areas and estimated elapsed time (EET) of more than 3 hours with a destination in FAM-enabled areas.

2.6.2 Flight Suspension are avoided by aircraft operators continuously monitoring and updating their flight plans with accurate EOBTs and adhere to their EOBTs and CTOTs.

2.6.3 Where a flight is suspended and the flight will operate and a new EOBT is not yet known, no action is required until the new off-block time is available.

2.6.4 If the flight will operate and a new off-block time is known, the aircraft operator must send a 'delay (DLA) or change (CHG)' message with an updated EOBT;

2.6.5 If the flight will not operate, the aircraft operator must send a cancel (CNL) message.

2.7 GHOST' AND DUPLICATE FLIGHT PLANS

2.7.1 'Ghost' is the term used to refer to the flight plans of flights which do not take place, i.e. the flight plans that were not cancelled by the originators. Only one Flight Plan shall exist at any given time for the same flight., it is essential that flight plan originators:

- a. Cancel a flight plan as soon as it is known that the flight is not going to take place.
- b. Cancel an existing flight plan before filing a replacement flight plan for the same flight. (Note the replacement flight plan should be sent no sooner than 5 minutes to IFPs).

2.8 NETWORK MANAGER OPERATIONAL CONTACTS

The responsibility for processing invalid flight plan messages in IFPS is shared between two IFPS Units. Each invalid message is manually edited at one of the IFPS Units on a first come, first served basis (with exceptions for messages with special status which are given a priority in the invalid queue).

Note All messages sent to the IFPS for processing shall be sent to both units.

When telephone contact regarding flight data is necessary, the user should contact one of the IFPS units (IFPU).

The contact details below provide the AFTN and the Société Internationale de Télécommunications Aéronautiques (SITA) addresses to which messages should be submitted to the relevant units and sections, plus the contact telephone numbers to call in the event of specific on-line problems.

IFPS	FP1-Brussels (Haren)	FP2-Paris (Brétigny)
AFTN	EUCHZMFP	EUCBZMFP
SITA	BRUEP7X	PAREP7X
OPS Telephone	+32 (0) 2 745 1950	
OPS Fax	+32 (0) 2 729 9041	
IFPUV		
AFTN	EUCHZMFV	
SITA	BRUEY7X	

Note: The IFPS Unit for Validation (IFPUV) is a fully automated system and shall normally be used by external message originators independently.

2.9 NETWORK MANAGER OPERATIONAL PROBLEM REPORTING

Operational problem reporting is covered in detail in the 'NM Operational Problem Reporting', which is a part of the Network Operations Handbook, including links to and copies of the relevant reporting forms.

Levels of Contact	Operational (H24)	
Situation	Network Manager Section	Contact Details
Flight Planning Ops Real time query or problem on message sent to IFPS operations (within EOBT -20Hrs)	IFPS Operations Telephone	Phone: Belgium +32 (0) 2 745 1950
Flow Management Ops: Real- time flow management operational problem or query	Flow Management Operations	e-Helpdesk, or if not able, telephone URL: https://www.public.cfm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html Phone: +32 (0) 2 745 1901
Technical problems (use of tokens, transmission, terminals) which require immediate corrective action	Technical HELPDESK (NM CSO)	Email, or if not able, telephone Email: nm.cso.help-desk@eurocontrol.int
RESPONSE TIMELINE	URGENT OPERATIONAL OR TECHNICAL PROBLEMS WHICH REQUIRE IMMEDIATE CORRECTIVE ACTION	

Levels of Contact	Operational (H16)	
Situation	Network Manager Section	Contact Details
Airspace Data Ops: (Centralised Airspace Data Function) Problems specific to airspace data not affecting current operational FPL/ FLOW systems	Airspace Data Operations	Email or Telephone Email: NM.AD.SPVR@eurocontrol.int Phone: +32 (0) 2 745 1904 (0700-2200CET) Or +32 (0) 2 729 9848 (0700-2200CET)
Flight Planning/IFPUV problems (unexpected behaviour or inadequacy in NM procedures or system behaviour)	IFPUV Support	Email or Telephone IFPS Operations Email: nm.ifps.spvr@eurocontrol.int Phone: +32 (0) 2 745 1950 (FP1-Brussels)
Questions or problems related directly to the RAD documentation.	RAD Documentation	Email RAD Team Email: nm.rad@eurocontrol.int
PRIORITY	IMPORTANT FUTURE	
RESPONSE TIMELINE	IMPORTANT ISSUES FOR FUTURE OPERATIONS WHICH REQUIRE PRIORITY ACTION	

Levels of Contact	Operational Support (Office Hours)	
Situation	Network Manager Section	Contact Details
Flow Management or Flight Planning problems reported after the event/ post-flight incidents (unexpected behaviour or inadequacy in NM procedures or systems)	Post-Operational incident reporting on Flight Planning or Flow Management	URL: https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html or if not available Email Email: nm.incident@eurocontrol.int

Levels of Contact	Operational Support (Office Hours)	
Airspace Data Post Event Problem Reporting (CACD + CADF)	Post-Operational Incident reporting on Airspace Data	Email or Telephone Email: nm.ad.spvr@eurocontrol.int Phone: +32 (0) 2 745 1904 (CACD) Fax: +32 (0) 2 745 4795 Phone: +32 (0) 2 745 1939 (CADF)
CHMI Support: Functional questions on the use of CHMI	Network Operations Training Team	CHMI Questions/Training Email Email: nm.chmi.questions@eurocontrol.int
PRIORITY	INVESTIGATE AFTER	
RESPONSE TIMELINE	POST OPERATIONS, TRAINING OR SUPPORT ISSUES WHICH DO NOT REQUIRE IMMEDIATE CORRECTIVE ACTION	

Levels of Contact	Non-Operational Support (Office Hours)	
Situation	Network Manager Section	Contact Details
Requests for access to services (usernames and passwords)	Step-by-step guide for accessing NM's operational services	URL: https://www.eurocontrol.int/network-operations-information-service-request-form
Non operational requests for information on Network Management Services	Online Request for information form	URL: https://www.eurocontrol.int/network-operations-information-service-request-form
PRIORITY	REQUEST FUTURE	
RESPONSE TIMELINE	REQUESTS UNDERGO A VALIDATION PROCESS WHICH ENTAILS A VARIABLE DELAY IN RESPONSE	
Network Manager business-to-business web services	The NM B2B Services is an interface provided by EUROCONTROL Network Manager (NM) for system-to-system access to its services and data, allowing users to retrieve and use the information in their own systems. https://www.eurocontrol.int/service/network-manager-business-business-b2b-web-services	

2.10 IRISH FMP CONTACT DETAILS

2.10.1 FMP Shannon Managers Position

Post: AIR TRAFFIC SERVICES,
AirNav Ireland,
Ballycasey Cross,
Shannon,
Co. Clare,
V14 C446,
Ireland.

Phone: + 353 (0)61 770 700

Phone: + 353 (0)61 366 148

Fax: + 353 (0)61 366 036

AFS: EISNZQZX

2.10.2 FMP Dublin Managers Position

Post: AIR TRAFFIC SERVICES,
AirNav Ireland,
Huntstown,
Co. Dublin,
K67 FD45,
Ireland.

Phone: + 353 (0)1 77 32 501

Phone: + 353 (0)1 84 45 962
Fax: + 353 (0)1 84 44 624
AFS: EIDWZQZX

2.10.3 ARO Ireland

Post: ARO Ireland,
AirNav Ireland,
Ballycasey Cross,
Shannon,
Co. Clare,
V14 C446,
Ireland.

Phone: + 353 (0)61 703 750
Fax: + 353 (0)61 366 245
Email: aisops@airnav.ie
AFS: EINNZIPZX

3. EXEMPTIONS FROM AIR TRAFFIC FLOW MANAGEMENT RESTRICTIONS

3.1 Introduction

- 3.1.1 It is possible for Flight Plan (FPL) originators to obtain exemptions from Air Traffic Flow Management (ATFM) restrictions for certain categories of flight through the use of STS/ indicators in Item 18 of the FPL.
- 3.1.2 Inappropriate use of the STS/ indicators can result in unwarranted penalties, both financial and in terms of time delay, on other airspace users. The objective of this document is to re-emphasise the procedures for using STS/ indicators in Ireland
- 3.1.3 The following principles apply
- 3.1.3.1 The insertion of a STS/ indicator in Item 18 of the FPL indicates a flight may require special handling
- 3.1.3.2 The current list of STS/ indicators recognised for ATFM purposes comprises STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR, STS/STATE, STS/HUM, STS/HOSP;
- 3.1.3.3 Additionally, STS/ATFMX may be used if that particular flight has received specific approval from the office established by the National Supervisory Authority (NSA) for processing such requests.
- 3.1.4 It should be noted that
- 3.1.4.1 Only STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR, AND STS/ATFMX qualify for automatic exemption from ATFM measures;
- 3.1.4.2 The indicator STS/ATFMX is only used for ATFM purposes and is additional to any other special handling notification that may be required to be shown for ATS purposes at STS/.... in Item 18 of the FPL
- 3.1.5 Further information on the use of STS/ indicators for ATFM purposes can be found in the ATFM Users Manual published by the Network Manager (NM), accessible via the EUROCONTROL website

3.2 Rules of Application for the use of STS/ATFMX

- 3.2.1 The following Rules of Application shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the NM. They are intended to ensure that flights, which by the nature of their mission cannot under any circumstances be delayed as a result of ATFM, are exempt from such measures as far as is practicable. They are based on ICAO guidelines and existing material in the ATFCM manual.
- 3.2.2 It should be noted by all users that any flight that is granted an exemption, and which may otherwise have been delayed, may have that delay passed on to other flights. It is essential, therefore, that the use of the exemption facility shall be properly controlled and monitored so that genuine flight priorities can continue to operate without

ATFM delay

3.3 Rules of Application

- 3.3.1 The rules of Application are implemented and apply to all flights operating within the notified NM area of responsibility that require exemption from ATFM measures
- 3.3.2 Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval process has been followed and the flight duly authorised by the Office established by the NSA for processing such requests, use STS/ATFMX for that flight only. Operators are to ensure that requests for exemption are only submitted for flights that satisfy the criteria detailed below.
- 3.3.3 Each segment of a flight shall require a specific approval, from the relevant authority, to use STS/ATFMX

3.4 Criteria to be Satisfied when Applying for the use of STS/ATFMX

3.4.1 STS/HOSP or STS/HUM

- 3.4.1.1 The NM criteria allow ATFM exemption for flights where the safety of human life is involved, i.e. if the flight does not operate without delay a human life or lives may be lost. Such flights require specific medical/UNCHR authorisation to support the request.
- 3.4.1.2 The term safety of human life is not always easy to define and there are other urgent medical flights that may also require operating without delay. Such flights include the carriage of patients with the threat of loss of limbs, transfer of human organs and the transportation of medical teams
- 3.4.1.3 Ultimately it is the responsibility of the medical teams treating the patient to determine the severity of the condition as accurately as possible so that only bona_fide applications for the use of STS/ATFMS are submitted and the requisite medical evidence will be expected to accompany the application.
- 3.4.1.4 Positioning Flights - The following criteria apply to positioning flights
- 3.4.1.4.1 A flight positioning to an aerodrome to collect a patient and doing an immediate turnaround with the patient on board to return, qualifies for approval for the use of STS/ATFMX. The same applies to time critical transits for the collection of organs for transfer
- 3.4.1.4.2 A flight conducting a long positioning sector or sectors that might involve a re-fuelling stop and where any significant delay could have implications for crew flight time limitations (FTL), will be considered for approval to use STS/ATFMX;
- 3.4.1.4.3 Routine positioning flights, e.g a flight to an airport to collect a patient, and departing some time after arrival, do not qualify for the use of STS/ATFMX. In particular flights positioning back to their home base to return to being on call do not qualify for approval and requests must not be submitted for such flights. However, if proof of a subsequent time critical task can be produced the use of STS/ATFMX may be considered
- 3.4.1.4.5 If the flight fulfils the requirements, as stated above, an application may be made for approval to use STS/ATFMX in accordance with the procedures specified in paragraph 3.5.

3.4.2 STS/STATE

- 3.4.2.1 The NM guidelines recommended that ATFM exemption may only be approved for flights if the person or persons on board a flight on State business are of such importance that the flight cannot accept any delay. Additionally, approval may be given if the mission of the flight is being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission,
- 3.4.2.2 If the flight fulfils the requirements, as stated above, an application may be made for approval to use STS/ATFMX in accordance with the procedures specified in paragraph 4 of the document.

3.4.3 Flight Priority

- 3.4.3.1 It should be noted that the use of STS/ATFMX does not in itself afford the flight any additional flight priority status for special handling by ATS. It is the other STS/ indicators that indicate the need for special handling by ATS
- 3.4.3.2 A STS/STATE flight may be afforded appropriate ATS handling priority because of the importance of the mission, or the person(s) on board.
- 3.4.3.3 The combined use of STS/HOSP and STS/ATFMX will indicate to ATS that the flight is required to operate without delay and so justify exemption from ATFM measures. Such flights may be afforded additional priority by ATS that the traffic situation allows
- 3.4.3.4 Non-Urgent flights will continue to use STS/HOSP, indicating that special handling is required. Additional information may be included in Item 18 of the FPL using RMK/ or the pilot may advise ATS exactly what special handling is required
- 3.4.3.5 If any STS/HOSP flight experiences a medical emergency in flight the appropriate radio-telephony message(s) should be used to communicate the urgency of the situation to ATS.

3.5 Irish Procedure for Requesting Authorisation for the use of STS/ATFMX

3.5.1 Introduction

- 3.5.1.1 Ireland has established a process for the approval of certain qualifying flights to use STS/ATFMX. This process applies only to flights departing from Irish aerodromes. Flights operating into Ireland and wishing to use STS/ATFMX must obtain approval from the relevant national authority of the point of departure. A separate approval must be obtained for any subsequent departure from Ireland. The Irish authorities cannot grant authorisation for any portion of a flight inbound to Ireland and wishing to be exempt from ATFM measures
- 3.5.1.2 A Manual Approval process applies to Aircraft Operators seeking to use STS/ATFMX in their flight plan

3.5.2 Manual Approval Process

- 3.5.2.1 The operator of a flight seeking an individual approval to insert the indicator STS/ATFMX in Item 18 of a FPL for a departure from an aerodrome within Ireland shall obtain prior permission from the relevant authority. The application should be submitted at least 24hrs but not more than 48hrs in advance of the flight
- 3.5.2.2 Applications are to be made on the pro-forma at Appendix A to this document and must be forwarded with appropriate supporting documentation
- 3.5.2.3 Applications for approval for the use of STS/ATFMX, for STATE, HOSP and HUM flights, should normally be made to AirNav Ireland, Station Manager Dublin Airport

Phone: +353 1 77 32 501

Fax: +353 1 84 44 624

Email: atcdub@airnav.ie

3.5.3 Manual Approval Process

- 3.5.3.1 The NSA may grant an Irish based Air Ambulance Operator an Approval to apply STS/ATFMX to specific flights meeting the conditions of the Approval
- 3.5.3.2 Aircraft Operators wishing to apply for NSA Approval for Self-Regulation should contact:

Post: Safety and Regulatory Division
Irish Aviation Authority
The Times Building
11 -12 D'Olier Street
D02 T449

Fax: +353 (0)1 677484

Email: exempted.flights@iaa.ie

3.5.4 Compliance Monitoring

- 3.5.4.1 With regard to those Aircraft Operators that have been granted an Approval for Self-Regulation, the NSA will, conduct an audit of randomly selected flights and will require proof that the flights meet the requirements of the NM and the conditions of the NSA Approval
- 3.5.4.2 With regard to those Aircraft Operators that have been granted an Approval for Self-Regulation, the NSA will, conduct an audit of randomly selected flights and will require proof that the flights meet the requirements of the NM and the conditions of the NSA Approval
- 3.5.4.3 Additionally, the Aircraft Operator will be required to retain, and supply on demand, all appropriate documentation to support the use of STS/ATFMX.

3.5.5 Actions by ATS Providers

- 3.5.5.1 It should be noted that the procedures detailed in this document are for ATC Flow Management purposes
- 3.5.5.2 ATS providers should ensure that FPL Reception Officers and ATC Units are aware of the procedures contained in the document.

ANNEX A

Application for Approval of STS/ATFMX

This form only applies to flight that intend to use the STS/ indicator STS/HOSP, STS/HUM or STS/STATE

Applications for ATFM exemption must be transmitted to the approval authority, when practicable, not less than 24hrs before the date of flight. Supporting documentation must accompany the application or be made available on request.

Flight Date		Aircraft Type	
R/T Call sign		Aircraft Registration	
Departure Aerodrome		ETD (UTC)	
Destination Aerodrome		ETA (UTC)	
STS indicator to be used (*delete as appropriate) HOSP*HUM*STATE*			

Application for STS/ATFMX:

Reasons:
Supporting Documentation provided: (provide brief details and attach copy (ies) as appropriate)

I hereby acknowledge and confirm that this application for exemption from ATFM measures conforms to the requirements for the NM procedure STS/ATFMX, as detailed in the Network Operations Handbook

Signed:	Name:
Aircraft Operator:	Date:
Fax No:	Telephone No:

Response from Approving Authority:

The application **meets the requirements for exemption from ATFM measures and approval is given for the use of STS/ATFMX in Item 18 of the ICAO Flight Plan form***

The application **does not meet** the requirements for granting STS/ATFMX/* (delete as appropriate)

Reason for refusal:	
Signed:	Name:
Dublin Station Manager:	Date:

ENR 1.10 FLIGHT PLANNING

The following documentation should be referred to prior to filing a flight plan

- EU Reg. No 923/2012 - Section 4 Flight plans SERA.4001 Submission of a flight plan.
- ICAO DOC 4444 ATM/501 Air Traffic Management.
- ICAO DOC 7030 Regional Supplementary Procedures (Part: EUR).
- Network Operations HANDBOOK and Integrated Initial Flight Plan Processing System (IFPS) Users Manual
- EUROCONTROL Network Manager FF-ICE webpage <https://eurocontrol.int/ffice>

1. REQUIREMENT FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 A flight plan shall be submitted in accordance with the above prior to operating,

- a. Any flight or portion thereof to be provided with air traffic control service;
- b. any IFR flight within advisory airspace;
- c. any flight within or into designated areas, joining designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services;
- d. any flight within or into designated areas, or joining designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with appropriate military units or with air traffic services units or with air traffic services units in adjacent states in order to avoid the possible need for interception for the purpose of identification;
- e. any flight across international borders;
- f. within the State, for any flight of which at least a total of 30 nautical miles is over water.

1.2 *VFR flight plan for alerting service only*

An alerting service is, in principle, provided to flights for which a flight plan has been submitted

1.3 Adherence to Airspace Utilization Rules and Availability

No Flight plans shall be filed via the airspace of EISN FIR/UIR or ACC/UAC or CTA/UTA deviating from the state restrictions defined within the route availability document (RAD). This common European Reference Document contains all airspace utilization rules and availability for EISN FIR/UIR or ACC/UAC or CTA/UTA and any reference to them shall be made via

URL: <https://www.nm.eurocontrol.int/RAD/index.html>

2. CONTENTS AND FORM SUBMISSION OF A FLIGHT PLAN

ICAO flight plan forms are available at ARO's.

The instructions for completing these forms shall be followed.

- A flight plan may be submitted by Telefax on condition that the flight plan is forwarded on an ICAO form.
- A flight plan may be submitted by Email on condition that the flight plan is forwarded on an ICAO form, or that the message complies with AFTN format.
- When filing a flight plan by telephone the sequence of items in the flight plan form shall be strictly followed

3. TIME OF SUBMISSION

Flight plans relating to flights which may be subject to ATFM regulation or which intend to operate in the North Atlantic area (NAT) shall be submitted at least 3 hours before EOBT and may be submitted up to 120 hours before EOBT provided the Date of Flight is included in item 18 of the ICAO flight plan form.

Flight plans for flights other than those described above should be submitted at least 30 MIN before EOBT.

4. PLACE OF SUBMISSION

4.1 IFR or IFR/VFR Flight Plans

Responsibility for the reception, checking, initial processing and distribution of flight plan data relating to IFR GAT flights originating within the SHANNON FIR or overflying the SHANNON FIR, UIR or SOTA/NOTA has been delegated to the IFPS.

IFPS is the sole source for the distribution of IFR GAT flight plan information to ATS units within the IFPS Zone. The Network Manager Flight Planning area provides a flight plan validation service as well as a flight plan management and route finding service for secure access users.

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

<https://contentzone.eurocontrol.int/FPL/default.aspx>

IFPS also provides the flight plan data necessary for the operation of the Air Traffic Flow Management (ATFM) elements of the CFMU.

Flight plans can be submitted at the Air Traffic Service Reporting Office (ARO) at the departure aerodrome.

Aircraft Operators who have appropriate facilities for communications with IFPS may submit flight plans and associated messages, for flights departing from aerodromes within the SHANNON FIR, or over flying the SHANNON FIR, UIR, SOTA or NOTA directly to the IFPS. This "Direct Filing" is the preferred procedure.

Air Filed Flight Plans (AFIL)

ATS Unit will accept flight plans from aircraft in the air. This procedure (AFIL) should only be used when no other means of submission is practicable.

Flights requesting AFIL may be required to remain clear of controlled airspace until such time as the concerned ATS Unit has sufficient time to accept and process the message.

Rejection of such a flight plan by IFPS may result in subsequent and significant delay to the concerned flight.

Responsibility for Flight Plan Submission (IFR or IFR/VFR flights)

Aircraft Operators (AO) are responsible for all matters associated with the submission of IFR flight plans and associated messages (including correct compilation and submission in addition to reception of IFPS Operational Reply Messages).

IFPS OPERATIONAL REPLY MESSAGES (ORM)

- AO who use the direct filing procedure receive ORM directly from IFPS.
- AO who file through an ARO may – if the AO AFTN/SITA address is known to IFPS – receive ORM directly from IFPS. The ORM will also be sent systematically by IFPS to the ARO Office, which originally transmitted the message to IFPS.

It is the sole responsibility of the AO to make suitable arrangements to determine the contents of ORM and to respond to them accordingly. This responsibility applies regardless of the method used to submit the flight plan.

4.2 VFR Flight Plans

In the case of flights involving a mix of VFR and IFR rules, the procedures relating to flight plan submission for IFR flights must be followed. The addresses of ATS Units affected by VFR portions of the flight must be included in addition to the two IFPS addresses. The re-addressing function may be used to satisfy this requirement.

It is essential that the point on the route where the change of rules is intended to take place is identified correctly in the route field of the flight plan.

Flight plans can be submitted at the Air Traffic Service Reporting Office (ARO) at the departure aerodrome.

Air Filed Flight Plans (AFIL)

ATS Unit will accept flight plans from aircraft in the air, however this procedure (AFIL) should only be used when no other means of submission is practicable.

Flights requesting AFIL may be required to remain clear of controlled airspace until such time as the concerned ATS Unit has sufficient time to accept and process the message.

Note: IFPS does not handle flight plans relating to flights conducted totally in accordance with VFR flight rules, therefore the addresses of the two IFPS units should not be entered on such flight plans.

In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by AFS, Email, Telefax, or in extreme circumstances by telephone to the ARO listed below:

National Air Traffic Services Reporting Office (ARO)

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

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@airnav.ie

AFS: EINNZPZX

5. COMPLETION OF AN ICAO FLIGHT PLAN AND RELATED MESSAGES

5.1 ICAO Flight Plan

1. General

Adhere closely to the prescribed formats and manner of specifying data.

Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank.

Insert all clock times in 4 figures UTC.

Insert all estimated elapsed times in 4 figures (hours and minutes).

Shaded area preceding Item 3 — to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

Note.— The term “aerodrome” where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.

2. Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

Note 2.— Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

3. Filed by

INSERT the name of the unit, agency or person filing the flight plan.

4. Acceptance of the flight plan

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

5. Instructions for insertion of COM data Items to be completed

COMPLETE the top two shaded lines of the form, and COMPLETE the third shaded line only when necessary, in accordance with the provisions in PANS-ATM, Chapter 11, 11.2.1.2, unless ATS prescribes otherwise.

Item 7

AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

- a. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA 213, JESTER 25); Or
- b. the nationality or common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
 1. in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS);
 2. the aircraft is not equipped with radio

Note 1. — Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2. — Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

Item 8 **FLIGHT RULES AND TYPE OF FLIGHT
(ONE OR TWO CHARACTERS)**

Flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I	if it is intended that the entire flight will be operated under the IFR
V	if it is intended that the entire flight will be operated under the VFR
Y	if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules*
Z	if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules*

*** Specify in Item 15 the point or points at which a change of flight rules is planned.**

Type of flight

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

S	if scheduled air service
N	if non-scheduled air transport operation
G	if general aviation
M	if military
X	if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

Item 9 **NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY**

Number of aircraft

(1 or 2 characters)

INSERT the number of aircraft, if more than one

Type of aircraft

(2 to 4 characters)

INSERT the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators, OR, if no such designator has been assigned, or in case of formation flights comprising more than one type, **INSERT** ZZZZ, and **SPECIFY** in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

Wake turbulence category

(1 character)

INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

H	HEAVY to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;
M	MEDIUM to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg;
L	LIGHT to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

Item 10 **EQUIPMENT AND CAPABILITIES**

Capabilities comprise the following elements:

- presence of relevant serviceable equipment on board the aircraft;
- equipment and capabilities commensurate with flight crew qualifications; and
- where applicable, authorization from the appropriate authority.

Radio communication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

N	if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable, Or
S	if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1), And/Or

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available:

A	GBAS landing system
B	LPV (APV with SBAS)
C	LORAN C
D	DME
E1	FMC WPR ACARS
E2	D-FIS ACARS
E3	PDC ACARS
F	ADF
G	GNSS (See Note 2)
H	HF RTF
I	Inertial Navigation
J1	CPDLC ATN VDL Mode 2 (See Note 3)
J2	CPDLC FANS 1/A HFDL
J3	CPDLC FANS 1/A VDL Mode 4
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	CPDLC FANS 1/A SATCOM (MTSAT)
J7	CPDLC FANS 1/A SATCOM (Iridium)
K	MLS
L	ILS
M1	ATC RTF SATCOM (INMARSAT)
M2	ATC RTF (MTSAT)
M3	ATC RTF (Iridium)
O	VOR
P1 - P9	Reserved for RCP
R	PBN approved (See Note 4)
T	TACAN
U	UHF RTF
V	VHF RTF
W	RVSM approved
X	MNPS approved
Y	VHF with 8.33 kHz channel spacing capability
Z	Other equipment carried or other capabilities (See Note 5)
Any alphanumeric characters not indicated above are reserved	

Note 1.— If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note 3.— See RTCA/EUROCAE Inter-operability Requirements Standard for ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note 4.— If the letter R is used, the performance-based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific route segment, route or area is contained in the Performance-based Navigation (PBN) Manual (Doc 9613).

Note 5.— If the letter Z is used, the other equipment carried or other capabilities shall be specified in item 18, preceded by “COM/”, “NAV/”, and/or “DAT/”, as appropriate. Exemptions for CPDLC and 8.33KHZ are to be indicated by inserting the letter Z in item 10a and then inserting the appropriate descriptors in the following indicators in item 18 (“DAT/CPDLCX or “COM/EXM833”)

Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Surveillance equipment and capabilities

INSERT N

if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,
OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C	
A	Transponder Mode A (4 digits — 4 096 codes)
C	Transponder Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S	
E	Transponder Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H	Transponder Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I	Transponder Mode S, including aircraft identification, but no pressure-altitude capability
L	Transponder Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P	Transponder Mode S, including pressure-altitude, but no aircraft identification capability
S	Transponder Mode S, including both pressure altitude and aircraft identification capability
X	Transponder Mode S with neither aircraft identification nor pressure-altitude capability

Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B	
B1	ADS-B with dedicated 1 090 MHz ADS-B “out” capability
B2	ADS-B with dedicated 1 090 MHz ADS-B “out” and “in” capability
U1	ADS-B “out” capability using UAT
U2	ADS-B “out” and “in” capability using UAT
V1	ADS-B “out” capability using VDL Mode 4
V2	ADS-B “out” and “in” capability using VDL Mode 4

ADS-C	
D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/.

Item 13 DEPARTURE AERODROME AND TIME
(8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, Location Indicators,

OR, if no location indicator has been assigned,

INSERT ZZZZ and SPECIFY, in Item 18, the name and location of the aerodrome preceded by DEP/,

OR, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,

OR, if the flight plan is received from an aircraft in flight,

INSERT AFIL, and SPECIFY, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT),

OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

Item 15 **ROUTE**

INSERT the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.

THEN, following the arrow,

INSERT the route description as in (c).

a. **Cruising speed**

(maximum 5 characters)

INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:

- Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or

- Knots, expressed as N followed by 4 figures (e.g. N0485), or

- True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

b. **Cruising level**

(maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

- Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or

- *Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or

- * When so prescribed by the appropriate ATS authorities.

- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or

- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or

- for uncontrolled VFR flights, the letters VFR.

c. **Route**

(including changes of speed, level and/or flight rules)

Flights along designated ATS routes

INSERT, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN **INSERT** each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

Note. When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR, when required by appropriate ATS authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hours flight time.

Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

INSERT DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a space.

ATS route (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).

Note. Provisions for the application of route designators are contained in Annex 11, Appendix 1.

Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),
or, if no coded designator has been assigned, one of the following ways:

Degrees only (7 characters):

2 figures describing latitude in degrees, followed by N (North) or S (South), followed by 3 figures describing longitude in degrees, followed by E (East) or W (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W

Degrees and minutes (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by N (North) or S (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by E (East) or W (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

Bearing and distance from a reference point:

The identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros. e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR DUB should be expressed as DUB180040.

Change of speed or level (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.

Examples: LN/N0284A045

MAY/N0305F180

HADDY/N0420F330

4602N07805W/N0500F350

46N078W/M082F330

DUB180040/N0350M0840

Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:

- VFR if from IFR to VFR
- IFR if from VFR to IFR

Examples: LN VFR

LN/N0284A050 IFR

Cruise climb (maximum 28 characters)

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620.

Item 16 DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time

(8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, Location Indicators,

OR, if no location indicator has been assigned,

INSERT ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/.

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Note. — For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

Destination alternate aerodrome(s)

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, Location Indicators, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

Item 18 **OTHER INFORMATION**

Note. — Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/	Reason for special handling by ATS, e.g. a search and rescue mission, as follows
ALTRV	for a flight operated in accordance with an altitude reservation;
ATFMX	for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR	fire-fighting;
FLTCK	flight check for calibration of navaids;
HAZMAT	for a flight carrying hazardous material;
HEAD	a flight with Head of State status;
HOSP	for a medical flight declared by medical authorities;
HUM	for a flight operating on a humanitarian mission;
MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC	for a life critical medical emergency evacuation;
NONRVSM	for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR	for a flight engaged in a search and rescue mission;
STATE	for a flight engaged in military, customs or police services.
Other reasons for special handling by ATS shall be denoted under the designator RMK/.	

PBN/ Indication of RNAV and/or RNP capabilities.

Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS	
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS	
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10 a).

DAT/ Indicate data applications or capabilities not specified in 10 a).

SUR/ Include surveillance applications or capabilities not specified in Item 10 b).

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical,

degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040. OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six-figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830

EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

CODE/ Aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to re-clearance in flight. Examples:

RIF/DTA HEC KLAX

RIF/ESP G94 CLA YPPH

RMK/ Any other plain-language remarks when required by the appropriate ATS authority or deemed necessary.

Endurance After **E/**

INSERT a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board After **P/**

INSERT the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority.

INSERT TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

(RADIO) **R/**

- CROSS OUT U if UHF on frequency 243.0 MHz is not available.
- CROSS OUT V if VHF on frequency 121.5 MHz is not available.
- CROSS OUT E if emergency locator transmitter (ELT) is not available.

(SURVIVAL EQUIPMENT) **S/**

- CROSS OUT all indicators if survival equipment is not carried.
- CROSS OUT P if polar survival equipment is not carried.
- CROSS OUT D if desert survival equipment is not carried.
- CROSS OUT M if maritime survival equipment is not carried.
- CROSS OUT J if jungle survival equipment is not carried.

(JACKETS) **J/** • CROSS OUT all indicators if life jackets are not carried.

- CROSS OUT L if life jackets are not equipped with lights.
- CROSS OUT F if life jackets are not equipped with fluorescein.
- CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.

(DINGHIES) **D/** (NUMBER)

CROSS OUT indicators D and C if no dinghies are carried, or INSERT number of dinghies carried; and

(CAPACITY) INSERT total capacity, in persons, of all dinghies carried; and

(COVER) CROSS OUT indicator C if dinghies are not covered; and

(COLOUR) INSERT colour of dinghies if carried.

(AIRCRAFT COLOUR AND MARKINGS) **A/**

INSERT colour of aircraft and significant markings.

(REMARKS) **N/**

CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried and any other remarks regarding survival equipment.

(PILOT) **C/**

INSERT name of pilot-in-command.

5.2 Flight Plan Associated Messages

5.2.1 Modification Message (CHG)

All significant changes to flight plans submitted for both IFR and VFR flights shall be notified to ATS as follows:-

- before Departure;
utilizing, where possible the same procedures used to submit the original flight plan.
- after departure;
through the responsible ATS unit.

Items in the flight plan that cannot be modified by a CHG message.

- Aircraft Identification.
- Departure Aerodrome.
- Destination Aerodrome.
- Estimated Off-Block Date.
- Estimated Off-Block Time.

5.2.2 Cancellation Message (CNL)

Flight plan originators shall ensure that flight plans which are no longer required or which relate to flights for which a new flight plan has or will be submitted, are cancelled at the earliest opportunity by means of a cancellation message (CNL) addressed to all addressees on the original flight plan.

Failure to cancel redundant flight plans may result in unnecessary delay to air traffic since such flight plans will be dealt with by the ATFM service as though the flights are taking place.

A replacement flight plan (RFP) in the form of an FPL with identical call sign shall be transmitted with a delay not less than 5 minutes.

The RFP shall contain, as the first element of Item 18, the indication RFP/Qn, where RFP signifies "Replacement Flight Plan" and "n" is "1" for the first replacement, "2" for the second replacement.

The last RFP shall be filed at least 30 minutes before EOBT.

5.2.3 Delay Message (DLA)

In the event of a delay in excess of fifteen (15) minutes in the estimated off-block time, for an IFR flight (except if the IFR flight has a SLOT allocated) or in excess of thirty (30) minutes for a VFR controlled flight, a DLA message must be sent.

5.2.4 Departure Message (DEP)

Departures messages are sent for IFR/VFR flights when requested.

5.2.5 Arrival Message (ARR)

Arrival messages are sent for IFR/VFR flights when requested.

6. FLIGHT PLANNING IN SHANNON UTA, NOTA AND SOTA

6.1 No upper ATS routes exist in the SHANNON UTA, *NOTA or *SOTA except areas where the provision of ATM is delegated to another ANSP.

6.2 General Procedures

The following condition apply

- Airspace users are permitted to flight plan direct routeing "DCT" between any of the published 5 letters waypoints or radio navigation aids within the SHANNON UTA, *NOTA or *SOTA.
- Routeing between these points should be indicated by means of the "DCT" instruction subject to a max distance limit of 600 nautical miles.
- Cross UIR boundary DCT is not permitted. Airspace users may connect to the lower ATS network by flight planning "DCT" to any significant point on the lower ATS network.
- Airspace may connect from the lower ATS route by flight planning "DCT" from any significant point on that network to any of the exit points in the SHANNON UTA, *SOTA and *NOTA.
- Airspace users should flight plan clear of Danger Areas which are notified active. Waypoints are established which allow flight plan routes to remain clear of active Danger Areas and may be used for flight planning purposes. For EID1 ULTAG, ASKUP, LAPMO, and GIMRO. For EID13 BIBLA, ORTOM, LILNO and KOMAG. For EID14 LODLA, AMDEP, UNLID and LINRA

These points are depicted on Charts ENR 6-2, ENR 6-3

Radar monitoring is provided to ensure separation from Danger areas when active.

- Flights not entering Shanwick OCA which Flight Plan to route through SHANNON Oceanic Transition Area are not subject to MNPS approval. ICAO State Letter PFA/SUP/NAT/2009/S09-05-09-0336.SLG refers.

6.3 Overflights

Over flight traffic should plan directly from entry point to exit point, except as required to remain clear of Active Danger areas. The following conditions do however apply:

- i. Airspace Users entering the SHANNON UTA from the Shanwick OCA should plan direct from the last point (Landfall) on their Oceanic Route to exit point of the UTA or delegated airspace.
- ii. Airspace users intending to enter the Shanwick Oceanic Area should plan direct routes from entry points of the SHANNON UTA to entry points on the Oceanic boundary

6.3.1 Waypoints for overflight flight planning of UTA, *NOTA and *SOTA (See: [Table 1:](#) below)

Table 1:

Name-code Designator	Route
BOFUM, ENDEQ, LIFFY, NORLA, ROTEV	Eastbound only
BAGSO, MOPAT, NIMAT, VATRY, WETFI	Westbound only
ARKIL, BOYNE, MORAG, SAMON, TURLU, KUGUR	Night Route only
ASKUP, GIMRO, LAPMO, ULTAG	EID1 avoidance
ADMUP, GURGA, KOMER, LUSAT	EID5 avoidance
BIBLA, KOMAG, LILNO, ORTOM	EID13 avoidance
AMDEP, LINRA, LODLA, UNLID	EID14 avoidance
ADARA, AGORI, ALUTA, ATSUR, BAKUR, BAMLI,	
BANBA, BEDRA, BEGID, BEXET, BILTO, BIMGO	
DEGOS, DINIM, DOGAL, ELSOX, EMPER, ENJEX, EPUNA	
ERNAN, ETARI, EVBAK, EVRIN, GAPLI, GELPO, GISTI	
GOMUP, GUNSO, IBROD, JABEX, KESIX, KOGAD, KOKIB	
LARLA, LASNO, LEDGO, LEKVA, LESLU, LIMRI	
LIPGO, LULOX, MALOT, MAPAG, MIMKU, MOGLO	
MOLAK, NASBA, NEBIN, NERTU, NETKI, NEVRI	
NIBOG, NIPIT, OLGON, OMOKO, OSBOX	
PIKIL, RATKA, RESNO, REVNU, RILED, RODEL	
SLANY, SOMAX, SOVED, SUNOT, TAKAS, TAMEL,	
TOBOR, TUGSI, TULTA, VENER, XETBO	

6.4 Traffic landing at aerodromes within the SHANNON FIR

Traffic landing at aerodromes within the SHANNON FIR should plan from the SHANNON UTA entry point or from the last point (Landfall) on their flight plan (if entering from the SHANWICK Oceanic Area) as follows;

6.4.1 If the destination aerodrome has published STAR then flight plan to the initial way-point on the most appropriate STAR.

6.4.2 If the destination aerodrome does not have published STAR then flight plan to the radio navigational aid or significant point associated with the destination aerodrome.(See: [Table 2:](#) below)

Table 2:

Aerodrome	ICAO Code	Radio Navigational Aid	Significant point
Donegal	EIDL	CFN	
Sligo	EISG	SLG	
Ireland West	EIKN	CON	ENULA
SHANNON	EINN	SHA	
Kerry	EIKY	KER	INRAD
Cork	EICK	CRK	
Waterford	EIWF	WTD	

•Note; Aircraft not equipped to fly a STAR shall flight plan as per [6.4.2](#) and expect Radar vectoring.

6.5 Traffic departing aerodromes within the SHANNON FIR

Traffic departing aerodromes within the SHANNON FIR and flight planning FL250 and above should

- 6.5.1 If the departing aerodrome has published SID then flight plan from last point on the SID procedure to the exit point of the UTA
- 6.5.2 If the departing aerodrome has not published SID then flight plan from the radio navigational aid serving the departure aerodrome to the exit point of the UTA. (See: [Table 3](#) below)

Table 3:

Aerodrome	ICAO Code	Radio Navigational Aid
Donegal	EIDL	CFN
Sligo	EISG	SLG
Ireland West	EIKN	CON
SHANNON	EINN	SHA
Kerry	EIKY	KER
Cork	EICK	CRK
Waterford	EIWF	WTD

•Note; Aircraft not equipped to fly a SID shall flight plan as per [6.5.2](#) and expect Radar vectoring.

7. FLIGHT PLANNING FOR DEPARTING/ARRIVING TRAFFIC WITHIN THE SHANNON FIR

7.1 Dublin

Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) routes are published for Dublin (EIDW). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

RWY 10L/R STARS

Each STAR length from CTA boundary to the STAR Termination waypoint (IFBAP or OSLEX, as appropriate) is provided in Table 4 below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to either IFBAP (from the northern sequencing leg) or OSLEX (from the southern sequencing leg).

Table 4:

STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) AD2.24-23	STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - IFBAP OR OSLEX)
LIPGO3R	71 (to OSLEX)
BAGSO3R	73 (to IFBAP)
BAMLI3R	56 (to IFBAP)
BOYNE3R	75 (to IFBAP)
BUNED3R	69 (to OSLEX)
NIMAT3R	82 (to IFBAP)
OLAPO3R	61 (to IFBAP)
OSGAR3R	68 (to OSLEX)
SUTEX3R	61 (to OSLEX)
NIRIF1R	111 (to OSLEX)
VATRY3R	96 (to OSLEX)

RWY 28L/R STARS

Each STAR length from CTA boundary to the STAR Termination waypoint (PIZSA or OBINU as appropriate) is provided in Table 5 below. These include the full sequencing leg length for each STAR. Normally only a section of

the sequencing leg will be flown before the aircraft is cleared to the relevant IF for the runway in use: ABIVU or LAPMO.

Table 5:

STAR EIDW RNAV 28L/R (with lateral Holding/Point Merge) AD2.24-22	STAR EIDW RNAV 28L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - PIZSA or OBINU)
ABLIN4L	73 (to PIZSA)
BAGSO4L	49 (to OBINU)
BAMLI4L	94 (to OBINU)
BOYNE4L	51 (to OBINU)
BUNED4L	103 (to PIZSA)
NIMAT4L	58 (to OBINU)
OLAPO4L	93 (to OBINU)
OSGAR4L	102 (to PIZSA)
SUTEX4L	95 (to PIZSA)
VATRY4L	82 (to PIZSA)
NIRIF1L	97 (to PIZSA)

Dublin Oceanic arrivals and departures flight plans shall use the SID and STAR in accordance with [Table 6](#):

Transatlantic Dublin Arrivals

In order to enable Aircraft Operators to manage their descent profiles as efficiently as possible, between the hours of 0600Z-0800Z (Winter) & 0500Z-0700Z (Summer) EIDW transatlantic arrivals shall plan their flight to be at 250kts indicated airspeed and FL170 prior to the commencement of the Dublin STAR.

Pilots should request descent in accordance with this procedure however actual descent and speed control shall be as directed by ATC.

Table 6:

Route/Entry/Exit point	SID	STAR
NEBIN and North of NEBIN	via SUROX	via OLAPO
MALOT and TOBOR	via INKUR	via OLAPO or OSGAR as appropriate
LIMRI and South of LIMRI	via INKUR or OLONO as appropriate	via OSGAR or SUTEX as appropriate

Dublin SID and STAR for the following aerodromes are specified in [Table 7](#):

Table 7:

Aerodromes	SID	STAR
EICK	via OLONO	via SUTEX
EIDL, EGAE	via BAMLI	via BAMLI
EIKN, EISG	via SUROX	via OLAPO
EIKY	via OLONO	via SUTEX/OSGAR
EINN	via INKUR	via OSGAR or OLAPO
EIWF	via OLONO	via SUTEX
EIWT	N/A	N/A

Operators should note that the listed SID and STAR are for flight planning purposes only. The SID or STAR contained in ATC clearances may differ depending on Runway in use and/or Hold in use.

7.2 SHANNON

Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR) routes are published for SHANNON (EINN). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight plans for flights *NOT capable* of flying SHANNON SID or STAR or where SID or STAR do not exist should contain "SHA" in item 15 of the ICAO flight plan form as a start point for departures and an end point for arrivals.

7.3 Cork

Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR) routes are published for Cork (EICK). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight plans for flights *NOT capable* of flying Cork SID or STAR or where SID or STAR do not exist should contain "CRK" in item 15 of the ICAO flight plan form as a start point for departures and an end point for arrivals.

7.4 Kerry

Runway For Filing,

Runway 26 is the designated runway for filing both arrivals and departures.

Instruction for IFR traffic:

- a. Arriving aircraft will normally be cleared to INRAD for the appropriate approach.
- b. The designated hold for runway 26 is at ROTSO.
- c. Departures to the Southwest or southeast should file on a CRK3A or CRK3B SID,
- d. Departures to the Northwest or northeast should file on a SHA3A or SHA3B SID.
- e. Where the reciprocal runway (08) is in use arriving traffic will be routed to the "KER" for approach to runway 08,
- f. The designated hold for runway 08 is at KER.
- g. Where 08 is active ATC will clear departing aircraft on the associated SID, CRK3C, CRK3D, SHA3C, SHA3D.
- h. Kerry ATC shall utilise the KER SID for contingency procedures.

7.5 Weston

Standard Instrument Arrivals (STAR) routes are published for the Dublin CTA. For Flight Planning for Weston flights should file the Dublin (EIDW) RWY34 STAR to SORIN or KERA V as appropriate.

Flight plans for flights not capable of flying Dublin (EIDW) RWY34 STAR should contain "WST" in item 15 of the ICAO flight plan form as an end point for arrivals.

7.5 Waypoints on the FIR boundary available for flight planning direct routes from EIDL and EISG (See [Table 8:](#) below)

Table 8:

Name-code Designator	Route
GILAN	CFN (NDB) to MAC (DVOR)

8. FLIGHT PLANNING INVOLVING 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT

IFR Flight Plans for flights planned to operate in SHANNON FIR, UIR, SOTA, and NOTA, should in respect of items 10 and 18 of the ICAO flight plan form, be completed as follows;

Whenever an aircraft is equipped with 8.33KHz channel spacing radio equipment, the letter Y shall be inserted in Item 10 (Equipment), of the filed flight plan;

If Item 10 (Equipment) of the submitted IFR flight plan contains Y, then that flight is considered to be 8.33 Channel compliant and the flight plan is automatically processed by the IFPS;

With the exception of STATE aircraft; if Item 10 (Equipment) of the submitted IFR flight plan does not contain Y, then the flight plan is **NOT** processed by the IFPS.

For non 8.33 equipped, but UHF equipped State aircraft planning to fly in 8.33KHz airspace where UHF coverage is provided, the letters U and Z shall be inserted in item 10a and "COM/EXM833" shall be inserted in Item 18 of the flight plan. State aircraft operating below F195 (non UHF and non 8.33) are exempted. The letters Y and U shall not be inserted in item 10 equipment, STS/STATE shall be inserted in item 18 of the filed flight plan.

The ACK message for exempted STATE aircraft flights shall contain the following comment: "THIS FLIGHT MAY REQUIRE SPECIAL HANDLING BY ATC DUE TO 8.33KHz CARRIAGE REQUIREMENT";

Medical flight specifically declared by the medical authorities and aircraft engaged in search and rescue missions, are automatically exempted from the 8.33KHz mandatory carriage requirements (i.e no error is raised if item 10a does not contain Y and item 18 contains STS/SAR or STS/HOSP);

Additional information on how non 8.33 equipped STATE aircraft flights are processed by the IFPS is published in section 38 of the IFPS USERS Manual <https://www.eurocontrol.int/publications/ifps-users-manual>

8.33KHz Change of Status: Where the status of the 8.33KHz radio capability changes prior to departure, they shall be notified to the IFPS by means of a modification message (CHG) or by cancelling the existing flight plan and filing a new flight plan.

VFR flights planned to operate in SHANNON FIR, SOTA and NOTA, below FL195 should, in respect of Field 10 of the ICAO flight plan form, be completed as follows:

Whenever an aircraft is equipped with 8.33KHz channel spacing radio equipment, the letter Y shall be inserted in Item 10 (Equipment), of the filed flight plan: and

Requirements for VFR flights related to VHF 8.33KHz channel spacing radio equipage are described in GEN 1.5.

9. FLIGHT AND FLOW INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF-ICE) DEPLOYMENT

9.1 Introduction & Background

FF-ICE (Flight & Flow Information for a Collaborative Environment) is an ICAO concept that defines information requirements for flight plan, flow management and trajectory management. It will replace the current ICAO 2012 Flight Plan and will provide a globally standardised, information rich environment that will enable ATM service providers to meet the operational requirements of airspace users.

It is expected that FF-ICE will be available in EISN FIR/UIR in 2029, the Eurocontrol Network Manager will provide a flight plan (FPL2012) translation service until full implementation by the States concerned.

9.2 Definitions (PANS ATM CHAPTER 1) (Abbreviations are described in GEN 2.2)

1. Flight and flow - information for a collaborative environment (FF-ICE): Information necessary for planning, coordination, and notification of flights, exchanged in a standardised format between members of the ATM community, including those involved in flight operations and aerodrome operations.
2. Flight and flow - information for collaborative environment (FF-ICE) services. A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.
3. Flight and flow - information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.
4. Filed flight plan (FPL or eFPL). The latest flight plan submitted by the pilot, an operator or a designated representative for use by ATS units.
Note: - The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.
5. Globally unique flight identifier (GUFI). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.
FF-ICE Services (PANS ATM Chapter 17)

FF-ICE Services (PANS ATM Chapter 17)

1. FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services.
2. EUROCONTROL Network Manager (NM) is the designated FF-ICE services unit for the IFPS Zone and provides the following FF-ICE services:
 - filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability.
 - trial service: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight.
Note: - The trial service offers an opportunity for an operator or designated representative to submit

“what if” scenarios and to receive feedback from an FF-ICE services unit, prior to submitting an eFPL or flight plan update.

- flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient.
 - notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients; and
 - publication service: the publication of FF-ICE data for access by authorised subscribers.
3. Detailed descriptions of the NM FF-ICE services are available in the European SWIM registry.
 4. A Network Manager (NM) B2B certificate is required to make use of the FF-ICE services provided by NM via their B2B (Business to Business) Services.
 5. The Network Manager (NM) provides a translation service whereby all eFPL messages are translated to the FPL message format. Operators may make use of the FF-ICE translation and delivery service provided by NM to address translated FPL messages to ATS units outside of the IFPS Zone.

FF-ICE Messages (ICAO DOC 4444 Chapter 17)

1. FF-ICE messages are used to exchange FF-ICE information and are described in the following table:

Message	Description
Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates the reason.
Trial Request	A query to evaluate a flight plan under consideration for an intended flight.
Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.
Filed Flight Plan (eFPL)	A flight Plan (to be) submitted as a request for air traffic services.
Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.
Flight Plan Update	An update to the information contained in a previously submitted flight plan.
Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan.
Flight Data Request	A query for flight plan or search and rescue information for a particular flight.
Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.
Flight Departure	A notification that a flight has departed.
Flight Arrival	A notification that a flight has landed.

2. The Flight Information Exchange Model (FIXM) provides individual exchange schema for each of the FF-ICE messages.
3. Further details on the format, fields and content are provided in the Network Manager (NM) B2B Reference Manual and the FIXM User Manual.

FF-ICE Requirements

1. General air traffic, operating under IFR must submit eFPLs using the FF-ICE services provided by NM, instead of FPL messages.
2. For all operators an eFPL message shall include, as a minimum (civil aircraft operating as general air traffic fully under IFR have additional requirements):
 - a. the GUF1
 - b. the operator flight plan version
 - c. the flight data items required for FPLs as prescribed by the provisions in ICAO Annex 2 Section 3.3.2, ICAO Doc 4444 PANS-ATM Appendix 2 and this AIP section ENR 1.10.
3. Civil aircraft operating as general air traffic fully under IFR are additionally required to include the following in their eFPL:
 - a. Expanded route and 4D trajectory
 - b. Flight specific performance data consisting of performance climb and descent profiles and climb and descent speed schedules.
 - c. Estimated aircraft take-off mass

4. For state aircraft operating as general air traffic fully under IFR and general air traffic operating under mixed IFR and VFR, the inclusion of items 3)a., b., and c. in eFPLs is optional.
5. Details on the expression of route/trajectory information in an FF-ICE flight plan are provided in the EUROCONTROL Network Manager IFPS Users Manual. When providing a trajectory in an FF-ICE flight plan, the full trajectory from aerodrome of departure to aerodrome of destination must be provided.
6. The operator, or its designated representative, is required to generate and allocate a GUFI to its FF-ICE flight plan. The provision of the GUFI is mandatory when using the filing service and the notification service.
7. The operator flight plan version number is a mandatory element when submitting eFPLs and any subsequent updates. The version number shall be incremented by the operator or their designated representative with every update to the flight plan.

FF-ICE Flight Planning Procedures

1. Submission, update and cancellation of FF-ICE Flight Plans:
 - a. FF-ICE flight plans are submitted, updated and cancelled using the FF-ICE filing service.
 - b. Upon processing of an FF-ICE flight plan submission or update, NM provides feedback via a submission response and filing status. In the case of an FF-ICE flight plan cancellation, NM provides feedback via a submission response only.
2. **Use of the FF-ICE Trial Service:**
 - a. The trial service is initiated through the submission of a trial request.
 - b. Upon processing of an FF-ICE trial request, NM provides feedback via a submission response and a trial response.
3. Use of the FF-ICE Flight Data Request Service:
 - a. The use of the FF-ICE flight data request service enables users to request:
 - i. A copy of accepted eFPLs
 - ii. A copy of supplementary flight plan data
 - iii. A copy of the latest filing status for the flight
 - iv. The submission response status
4. The notification service is used to enable users to transmit departure and arrival notification information to NM.
5. The data publication service is used to enable subscribers to obtain information about flights relevant to their operations.
6. FF-ICE flight plan re-evaluation:
 - a. The Network Manager (NM) performs re-evaluation of FF-ICE flights to determine whether flight plans remain in compliance with published restrictions or ATM measures that may have been applied or modified since the flight plan was last evaluated.
 - b. The IFPS performs re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs, with all valid flight plans subjected to the same process, same criteria and same possible outcome.
 - c. The re-evaluation process applies to all processed eFPLs that received an ACK submission status and ACCEPTALBE filing status.
 - d. Operators should make use of the Network Manager (NM) B2B Publish/Subscribe services that will provide updates to the eFPLs filing status, to maintain awareness of the re-evaluation results.
7. Further details on the Network Manager (NM) implementation and provision of FF-ICE services and related procedures are provided in the Network Manager (NM) IFPS Users Manual.

Reference Documentation

1. ICAO Doc 4444 PANS-ATM
2. ICAO Doc 10066 PANS-AIM
3. Further information on FF-ICE, the Network Manager implementation and associated procedures can be found in the following:
 - a. EUROCONTROL FF-ICE webpage <https://eurocontrol.int/ffice>.
 - b. EUROCONTROL Network Manager IFPS User's Manual <https://www.eurocontrol.int/publication/ifps-users-manual>
 - c. EUROCONTROL NM B2B Reference Manual <https://www.eurocontrol.int/service/network-manager-business-business-b2b-web-services>

- d. European SWIM Registry <https://eur-registry.swim.aero/home>
- e. FIXM User Manual <https://docs.fixm.aero/#/>
- f. The Irish Aviation authority, Air Navigation Services Division
Email: ansdinfo@iaa.ie

The EUROCONTROL Network Manager will provide a flight plan translation service for the FIRs/UIRs in the IFPS Zone where FF-ICE/R1 is not mandated and as transition arrangements until full implementation by the states concerned. It is expected FF-ICE will be available in the Shannon FIR/UIR in 2029.

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ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the Shannon FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages.

Category of flight (IFR, VFR or both)	Route (into or via FIR and/or TMA)	Message address		
1	2	3		
IFR Flights	Arrivals & transit traffic, – Shannon FIR	EUCHZMFP	EUCBZMFP	
	Arrivals & transit traffic – Shannon UIR	EUCHZMFP	EUCBZMFP	
	Transit traffic – *SOTA	EUCHZMFP	EUCBZMFP	
	Transit traffic – *NOTA	EUCHZMFP	EUCBZMFP	
	Departures from all aerodromes within Shannon FIR	EUCHZMFP	EUCBZMFP	EINN郑ZX
VFR Flights	Destined for or routeing through Shannon FIR	EISNZQZX*	EINN郑ZX	
	Destined for or routeing through Dublin CTA/CTR	EIDWZQZX*	EIMEZTZX	EIWTZTZX
		EINN郑ZX		
	Destined for or routeing through Shannon CTA/CTR	EISNZQZX*	EINN郑ZX	
	Destined for or routeing through Cork CTR	EICKZTZX*	EISNZQZX*	EINN郑ZX
	Destined for or routeing through Connaught CTR	EIKNZTZX*	EISNZQZX*	EINN郑ZX
	Destined for or routeing through Donegal CTR	EIDLZTZX*	EISNZQZX*	EINN郑ZX
	Destined for or routeing through Kerry CTR	EIKYZTZX*	EISNZQZX*	EINN郑ZX
	Destined for or routeing through Sligo CTR	EISGZTZX*	EISNZQZX*	EINN郑ZX
	Destined for or routeing through Waterford CTR	EIWFZTZX*	EISNZQZX*	EINN郑ZX
		EIDWZQZX		

* In addition to any other relevant address listed on this page.

1. ADDRESSING OF FF-ICE FLIGHT PLAN MESSAGES

- Operators or their designated representative, using the FF-ICE services provided by the Eurocontrol Network Manager (NM), shall submit FF-ICE flight plan messages to the Network manager using the Eurocontrol Network Manager (NM) B2B FF-ICE services. (See also ENR 1.10)

2. ADDRESSING OF VFR FLIGHT PLAN MESSAGES FOR IRISH DESTINATIONS

Category of flight	Aerodrome/Heliport (DEP/DEST)		Message address				
1	2		3				
*VFR Flights	EICK	Cork International	EINN郑ZX	EISNZQZX	EICKZTZX		
	EIDW	DUBLIN International	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EINN	SHANNON International	EINN郑ZX	EISNZQZX			
	EIME	CASEMENT	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIDL	DONEGAL	EINN郑ZX	EISNZQZX	EIDLZTZX		
	EIKN	IRELAND WEST	EINN郑ZX	EISNZQZX	EIKNZTZX		
	EIKY	KERRY	EINN郑ZX	EISNZQZX	EIKYZTZX		
	EISG	SLIGO	EINN郑ZX	EISNZQZX	EISGZTZX		
	EIWF	WATERFORD	EINN郑ZX	EISNZQZX	EIWFZTZX	EIDWZQZX	
	EIWT	WESTON	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIAB	ABBEYSHRULE	EINN郑ZX	EISNZQZX	EIDWZQZX		

* In addition to any other relevant address listed on this page.

Category of flight	Aerodrome/Heliport (DEP/DEST)		Message address				
1	2		3				
	EIAC	CUSTUME	EINN郑ZX	EISNZQZX	EIMEZTZX		
	EIAH	ANDONA	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIAL	ABBEYLEIX HOUSE	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIBB	BALLYBOUGHAL	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIBF	BENFIELD	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	
	EIBG	BALLINAROOGA	EINN郑ZX	EIDWZQZX	EIMEZTZX		
	EIBN	BANTRY	EINN郑ZX	EISNZQZX			
	EIBR	BIRR	EINN郑ZX	EISNZQZX			
	EIBT	BELMULLET	EINN郑ZX	EISNZQZX			
	EICA	CONNEMARA	EINN郑ZX	EISNZQZX			
	EICD	CRADDENSTOWN	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	
	EICF	CLONKEIFFY	EINN郑ZX	EISNZQZX	EIDWZQZX		
	EICL	CLONBULLOGUE	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EICM	GALWAY	EINN郑ZX	EISNZQZX			
	EICN	COONAGH	EINN郑ZX	EISNZQZX			
	EICW	CRAUGHWELL AIRFIELD	EINN郑ZX	EISNZQZX			
	EIDG	DOLLYS GROVE	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIFR	FINNER	EINN郑ZX	EISNZQZX	EIMEZTZX		
	EIFN	FRIARSTOWN	EINN郑ZX	EISNZQZX			
	EIGM	GORMANSTON	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIHH	NAVAN	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIHN	HACKETSTOWN	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	
	EIIF	ILAS FIELD	EINN郑ZX	EISNZQZX			
	EIIM	INISHMORE	EINN郑ZX	EISNZQZX			
	EIIR	INISHEER	EINN郑ZX	EISNZQZX			
	EIKB	KYLEBRACK	EINN郑ZX	EISNZQZX			
	EIKD	TAGGARTS AIRSTRIP	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	
	EIKG	KINSALE GAS FIELD	EINN郑ZX	EISNZQZX	EICKZTZX		
	EIKH	KILRUSH	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIKI	KILENAULE	EINN郑ZX	EISNZQZX			
	EIKK	KILKENNY	EINN郑ZX	EISNZQZX	EIDWZQZX		
	EILT	LETTERKENNY	EINN郑ZX	EISNZQZX			
	EILV	LAKEVIEW	EINN郑ZX	EISNZQZX	EIDWZQZX	EIWFZQZX	
	EIMH	ATHBOY	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIMN	INISHMAAN	EINN郑ZX	EISNZQZX			
	EIMP	MULLINGAR	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIMS	MOUNTSHANNON	EINN郑ZX	EISNZQZX			
	EIMY	MOYGLARE AIRFIELD	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EINC	NEWCASTLE	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIRE	ABBEYFEALE	EINN郑ZX	EISNZQZX			
	EIRT	RATHCOOLE	EINN郑ZX	EISNZQZX			
	EISB	SNUG BEAG	EINN郑ZX	EISNZQZX			
	EISS	BALLYHAVIL FARM	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
* In addition to any other relevant address listed on this page.							

Category of flight	Aerodrome/Heliport (DEP/DEST)		Message address				
1	2		3				
	EITB	TIBOHINE	EINN郑ZX	EISNZQZX			
	EITM	TRIM	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EITT	TREVET	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EITU	SOLLENS AIRFIELD	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
* In addition to any other relevant address listed on this page.							

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RNAV (GNSS) Standard Departure Chart RWY07 Cat A,B - ICAO EICK AD 2.24-10 - 1	
RNAV (GNSS) Standard Departure Chart RWY07 Cat C,D - ICAO EICK AD 2.24-11 - 1	
RNAV (GNSS) Standard Departure Chart RWY25 Cat A,B - ICAO EICK AD 2.24-12 - 1	
RNAV (GNSS) Standard Departure Chart RWY25 Cat C,D - ICAO EICK AD 2.24-13 - 1	
RNAV (GNSS) Standard Arrival Chart RWY16 - ICAO EICK AD 2.24-14 - 1	
RNAV (GNSS) Standard Arrival Chart RWY34 - ICAO EICK AD 2.24-15 - 1	
RNAV (GNSS) Standard Arrival Chart RWY07 Cat A,B - ICAO EICK AD 2.24-16 - 1	
RNAV (GNSS) Standard Arrival Chart RWY25 Cat A,B - ICAO EICK AD 2.24-17 - 1	
Instrument Approach Chart RNP RWY16 - ICAO EICK AD 2.24-18 - 1	
Instrument Approach Chart ILS Cat I + II or LOC RWY16 - ICAO EICK AD 2.24-19.1 - 1	
Instrument Approach Chart VOR RWY16 - ICAO EICK AD 2.24-20 - 1	
Instrument Approach Chart RNP RWY34 - ICAO EICK AD 2.24-21 - 1	
Instrument Approach Chart ILS CAT I or LOC RWY34 - ICAO EICK AD 2.24-22 - 1	
Instrument Approach Chart VOR RWY 34 - ICAO EICK AD 2.24-23 - 1	
Instrument Approach Chart RNP RWY07 - ICAO EICK AD 2.24-24 - 1	
Instrument Approach Chart VOR RWY 07 - ICAO EICK AD 2.24-25.1 - 1	
Instrument Approach Chart RNP RWY25 (LNAV Only) - ICAO EICK AD 2.24-26 - 1	
Instrument Approach Chart VOR RWY 25 - ICAO EICK AD 2.24-27.1 - 1	
Visual Approach Chart – ICAO EICK AD 2.24-28 - 1	
ATC Surveillance Minimum Altitude Chart - ICAO EICK AD 2.24-29 - 1	
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EIDW AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIDW AD 2 - 1
EIDW AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIDW AD 2 - 1
EIDW AD 2.3OPERATIONAL HOURS	EIDW AD 2 - 1
EIDW AD 2.4HANDLING SERVICES AND FACILITIES	EIDW AD 2 - 2
EIDW AD 2.5PASSENGER FACILITIES	EIDW AD 2 - 2
EIDW AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIDW AD 2 - 3
EIDW AD 2.7Runway surface condition, assessment and reporting, and snow plan	EIDW AD 2 - 3
EIDW AD 2.8APRONS, TAXIWAYS AND CHECK Locations/positions DATA	EIDW AD 2 - 4
EIDW AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EIDW AD 2 - 7
EIDW AD 2.10AERODROME OBSTACLES	EIDW AD 2 - 8
EIDW AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EIDW AD 2 - 8
EIDW AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EIDW AD 2 - 9
EIDW AD 2.13DECLARED DISTANCES	EIDW AD 2 - 10
EIDW AD 2.14APPROACH AND RUNWAY LIGHTING	EIDW AD 2 - 11
EIDW AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EIDW AD 2 - 12

EIDW AD 2.16HELICOPTER LANDING AREA	EIDW AD 2 - 13
EIDW AD 2.17ATS AIRSPACE	EIDW AD 2 - 13
EIDW AD 2.18ATS COMMUNICATIONS FACILITIES	EIDW AD 2 - 14
EIDW AD 2.19RADIO NAVIGATION AND LANDING AIDS	EIDW AD 2 - 15
EIDW AD 2.20LOCAL Aerodrome REGULATIONS	EIDW AD 2 - 17
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Aerodrome Chart - ICAO EIDW AD 2.24-2 - 1	
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Aerodrome Obstacle Chart RWY 10L/28R - ICAO EIDW AD 2.24-4 - 1	
Aerodrome Obstacle Chart RWY 16/34 - ICAO EIDW AD 2.24-5 - 1	
Precision Approach Terrain Chart RWY 28L - ICAO EIDW AD 2.24-6 - 1	
Precision Approach Terrain Chart RWY 28R - ICAO EIDW AD 2.24-7 - 1	
Precision Approach Terrain Chart RWY 10L - ICAO EIDW AD 2.24-8 - 1	
Precision Approach Terrain Chart RWY 10R - ICAO EIDW AD 2.24-9 - 1	
Standard Departure Chart – Instrument RNAV RWY 28L CAT A, B - ICAO EIDW AD 2.24-10.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 28L CAT C, D - ICAO EIDW AD 2.24-11.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 28R CAT A, B - ICAO EIDW AD 2.24-12 - 1	
Standard Departure Chart – Instrument RNAV RWY 28R CAT C, D - ICAO EIDW AD 2.24-13.1 - 1	
Standard Departure Chart - Instrument RNAV RWY 10L CAT A,B - ICAO EIDW AD 2.24-14.1 - 1	
Standard Departure Chart - Instrument RNAV RWY 10L CAT C,D - ICAO EIDW AD 2.24-15 - 1	
Standard Departure Chart – Instrument RNAV RWY 10R CAT A, B - ICAO EIDW AD 2.24-16.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 10R CAT C, D - ICAO EIDW AD 2.24-17.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 16 CAT A, B - ICAO EIDW AD 2.24-18.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 16 CAT C, D - ICAO EIDW AD 2.24-19.1 - 1	
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Standard Departure Chart – Instrument RNAV RWY 34 CAT C, D - ICAO EIDW AD 2.24-21.1 - 1	
Standard Arrival Chart - Instrument RNAV RWY 28L/R (With Lateral Holding/Point Merge) - ICAO EIDW AD 2.24-22.1 - 1	
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Standard Arrival Chart - Instrument RNAV RWY 34 - ICAO EIDW AD 2.24-25.1 - 1	
Instrument Approach Chart RNP RWY 28L - ICAO EIDW AD 2.24-26.1 - 1	
Instrument Approach Chart - ILS CAT I + II or LOC RWY 28L - ICAO EIDW AD 2.24-27.1 - 1	
Instrument Approach Chart VOR RWY 28L - ICAO EIDW AD 2.24-28.1 - 1	
Instrument Approach Chart RNP RWY 28R CAT A,B,C,D - ICAO EIDW AD 2.24-29.1 - 1	
Instrument Approach Chart ILS CAT I and II or LOC RWY 28R CAT A,B,C,D - ICAO EIDW AD 2.24-30.1 - 1	
Instrument Approach Chart RNP RWY 10L - ICAO EIDW AD 2.24-32.1 - 1	
Instrument Approach Chart - ILS CAT I + II or LOC RWY 10L - ICAO EIDW AD 2.24-33.1 - 1	
Instrument Approach Chart RNP RWY 10R - ICAO EIDW AD 2.24-35.1 - 1	
Instrument Approach Chart - ILS CAT I + II or LOC RWY 10R - ICAO EIDW AD 2.24-36.1 - 1	
Instrument Approach Chart VOR RWY 10R - ICAO EIDW AD 2.24-37.1 - 1	

Instrument Approach Chart RNP RWY 16 - ICAO EIDW AD 2.24-38 - 1
Instrument Approach Chart - ILS CAT I or LOC RWY 16 - ICAO EIDW AD 2.24-39.1 - 1
Instrument Approach Chart VOR RWY 16 - ICAO EIDW AD 2.24-40.1 - 1
Instrument Approach Chart RNP RWY 34 - ICAO EIDW AD 2.24-41 - 1
Instrument Approach Chart VOR RWY 34 - ICAO EIDW AD 2.24-42.1 - 1
ATC Surveillance Minimum Altitude Chart - ICAO EIDW AD 2.24-43.1 - 1
Visual Approach Chart - ICAO EIDW AD 2.24-44 - 1
Instrument Approach Chart RNP T RWY 28L - ICAO EIDW AD 2.24-46 - 1
EINN AD 2 - 1

EINN AD 2.1AERODROME LOCATION INDICATOR AND NAME	EINN AD 2 - 1
EINN AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EINN AD 2 - 1
EINN AD 2.3OPERATIONAL HOURS	EINN AD 2 - 1
EINN AD 2.4HANDLING SERVICES AND FACILITIES	EINN AD 2 - 1
EINN AD 2.5PASSENGER FACILITIES	EINN AD 2 - 2
EINN AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EINN AD 2 - 2
EINN AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EINN AD 2 - 2
EINN AD 2.8APRONS, TAXIWAYS AND CHECK LOCATION DATA	EINN AD 2 - 3
EINN AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EINN AD 2 - 3
EINN AD 2.10AERODROME OBSTACLES	EINN AD 2 - 4
EINN AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EINN AD 2 - 4
EINN AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EINN AD 2 - 5
EINN AD 2.13DECLARED DISTANCES	EINN AD 2 - 5
EINN AD 2.14APPROACH AND RUNWAY LIGHTING	EINN AD 2 - 6
EINN AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EINN AD 2 - 6
EINN AD 2.16HELICOPTER LANDING AREA	EINN AD 2 - 6
EINN AD 2.17ATS AIRSPACE	EINN AD 2 - 7
EINN AD 2.18ATS COMMUNICATIONS FACILITIES	EINN AD 2 - 7
EINN AD 2.19RADIO NAVIGATION AND LANDING AIDS	EINN AD 2 - 8
EINN AD 2.20 LOCAL Aerodrome REGULATIONS	EINN AD 2 - 9
EINN AD 2.21NOISE ABATEMENT PROCEDURES	EINN AD 2 - 10
EINN AD 2.22FLIGHT PROCEDURES	EINN AD 2 - 10
EINN AD 2.23ADDITIONAL INFORMATION	EINN AD 2 - 13
EINN AD 2.24CHARTS RELATED TO an AERODROME	EINN AD 2 - 13
EINN AD 2.25visual segment surface (vss) penetration	EINN AD 2 - 13

Aerodrome Chart – ICAO EINN AD 2.24_1 - 1
Aircraft Parking/Docking Chart – ICAO EINN AD 2.24-2 - 1
Precision Approach Terrain Chart RWY 24 – ICAO EINN AD 2.24-3 - 1
Aerodrome Obstacle Chart RWY 06/24 – ICAO TYPE A EINN AD 2.24-4 - 1
RNAV Standard Instrument Departure Chart RWY 06 – ICAO EINN AD 2.24-5 - 1
RNAV Standard Instrument Departure Chart RWY 24 – ICAO EINN AD 2.24-6 - 1
RNAV Standard Arrival Chart RWY 06 – ICAO EINN AD 2.24-7 - 1
RNAV Standard Arrival Chart RWY 24 – ICAO EINN AD 2.24-8 - 1
Instrument Approach Chart ILS or LOC RWY 06 – ICAO EINN AD 2.24-10 - 1
Instrument Approach Chart VOR RWY 06 – ICAO EINN AD 2.24-11 - 1
Instrument Approach Chart ILS CAT I + II or LOC 24 – ICAO EINN AD 2.24-13 - 1
Instrument Approach Chart VOR RWY 24 – ICAO EINN AD 2.24-14 - 1
Visual Approach Chart – ICAO EINN AD 2.24-15 - 1

ATC Surveillance Minimum Chart - ICAO EINN AD 2.24-16 - 1**EIDL AD 2 - 1**

EIDL AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIDL AD 2 - 1
EIDL AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIDL AD 2 - 1
EIDL AD 2.3OPERATIONAL HOURS	EIDL AD 2 - 1
EIDL AD 2.4HANDLING SERVICES AND FACILITIES	EIDL AD 2 - 2
EIDL AD 2.5PASSENGER FACILITIES	EIDL AD 2 - 2
EIDL AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIDL AD 2 - 3
EIDL AD 2.7Runway Surface Condition Assessment and Reporting and Snow Plan	EIDL AD 2 - 3
EIDL AD 2.8APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	EIDL AD 2 - 3
EIDL AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EIDL AD 2 - 3
EIDL AD 2.10AERODROME OBSTACLES	EIDL AD 2 - 4
EIDL AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EIDL AD 2 - 4
EIDL AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EIDL AD 2 - 5
EIDL AD 2.13DECLARED DISTANCES	EIDL AD 2 - 5
EIDL AD 2.14APPROACH AND RUNWAY LIGHTING	EIDL AD 2 - 6
EIDL AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EIDL AD 2 - 6
EIDL AD 2.16HELICOPTER LANDING AREA	EIDL AD 2 - 6
EIDL AD 2.17ATS AIRSPACE	EIDL AD 2 - 7
EIDL AD 2.18ATS COMMUNICATION FACILITIES	EIDL AD 2 - 7
EIDL AD 2.19RADIO NAVIGATION AND LANDING AIDS	EIDL AD 2 - 7
EIDL AD 2.20LOCAL aerodrome REGULATIONS	EIDL AD 2 - 8
EIDL AD 2.21NOISE ABATEMENT PROCEDURES	EIDL AD 2 - 8
EIDL AD 2.22FLIGHT PROCEDURES	EIDL AD 2 - 9
EIDL AD 2.23ADDITIONAL INFORMATION	EIDL AD 2 - 9
EIDL AD 2.24CHARTS RELATED TO AN AERODROME	EIDL AD 2 - 10
EIDL AD 2.25Visual segment surface (vss) penetration.	EIDL AD 2 - 10

Aerodrome Chart – ICAO EIDL AD 2.24-1 - 1**Aerodrome Obstacle Chart RWY 02/20 – ICAO TYPE A EIDL AD 2.24-2 - 1****Instrument Approach Chart RNP RWY 02 CAT A, B, C - ICAO EIDL AD 2.24-7 - 1****Instrument Approach Chart NDB RWY 02 CAT A, B, C – ICAO EIDL AD 2.24-8 - 1****Instrument Approach Chart RNP RWY 20 CAT A, B, C - ICAO EIDL AD 2.24-9 - 1****Instrument Approach Chart LOC RWY 20 CAT A, B, C - ICAO EIDL AD 2.24-10 - 1****Instrument Approach Chart NDB RWY 20 CAT A, B, C, - ICAO EIDL AD 2.24-11 - 1****Visual Approach Chart RWY 02/20 - ICAO EIDL AD 2.24-12 - 1****EIKN AD 2 - 1**

EIKN AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIKN AD 2 - 1
EIKN AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIKN AD 2 - 1
EIKN AD 2.3OPERATIONAL HOURS	EIKN AD 2 - 1
EIKN AD 2.4 HANDLING SERVICES AND FACILITIES	EIKN AD 2 - 2
EIKN AD 2.5PASSENGER FACILITIES	EIKN AD 2 - 2
EIKN AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIKN AD 2 - 2
EIKN AD 2.7Runway Surface Condition Assessment and Reporting and Snow Plan	EIKN AD 2 - 3
EIKN AD 2.8APRONS, TAXIWAYS AND CHECK LOCATION/POSITIONS DATA	EIKN AD 2 - 3
EIKN AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EIKN AD 2 - 3
EIKN AD 2.10AERODROME OBSTACLES	EIKN AD 2 - 4
EIKN AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EIKN AD 2 - 4

EIKN AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	EIKN AD 2 - 5
EIKN AD 2.13	DECLARED DISTANCES	EIKN AD 2 - 5
EIKN AD 2.14	APPROACH AND RUNWAY LIGHTING	EIKN AD 2 - 6
EIKN AD 2.15	OTHER LIGHTING, SECONDARY POWER SUPPLY	EIKN AD 2 - 6
EIKN AD 2.16	HELICOPTER LANDING AREA	EIKN AD 2 - 6
EIKN AD 2.17	ATS AIRSPACE	EIKN AD 2 - 7
EIKN AD 2.18	ATS COMMUNICATIONS FACILITIES	EIKN AD 2 - 7
EIKN AD 2.19	RADIO NAVIGATION AND LANDING AIDS	EIKN AD 2 - 7
EIKN AD 2.20	LOCAL aerodrome REGULATIONS	EIKN AD 2 - 8
EIKN AD 2.21	NOISE ABATEMENT PROCEDURES	EIKN AD 2 - 9
EIKN AD 2.22	FLIGHT PROCEDURES	EIKN AD 2 - 9
EIKN AD 2.23	ADDITIONAL INFORMATION	EIKN AD 2 - 13
EIKN AD 2.24	CHARTS RELATED TO an AERODROME	EIKN AD 2 - 14
EIKN AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION.	EIKN AD 2 - 14
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Aerodrome Obstacle Chart RWY08/26 – ICAO TYPE A EIKN AD 2.24-2 - 1		
RNAV Standard Departure Chart Instrument (SID) RWY26 - ICAO EIKN AD 2.24-4.1 - 1		
RNAV Standard Departure Chart Instrument (SID) RWY08 - ICAO EIKN AD 2.24-5.1 - 1		
RNAV Standard Arrival Chart Instrument (STAR) RWY26 - ICAO EIKN AD 2.24-6.1 - 1		
RNAV Standard Arrival Chart Instrument (STAR) RWY 08 - ICAO EIKN AD 2.24-7.1 - 1		
Instrument Approach Chart RNP RWY 26 CAT A, B, C, D - ICAO EIKN AD 2.24-8.1 - 1		
Instrument Approach Chart ILS Z CAT I & II or LOC RWY 26 – ICAO EIKN AD 2.24-9.1 - 1		
Instrument Approach Chart ILS Y CAT I & II or LOC RWY 26 – ICAO EIKN AD 2.24-10.1 - 1		
Instrument Approach Chart VOR RWY 26 - ICAO EIKN AD 2.24-11.1 - 1		
Instrument Approach Chart NDB RWY 26 – ICAO EIKN AD 2.24-12.1 - 1		
Instrument Approach Chart RNP RWY 08 - ICAO EIKN AD 2.24-13.1 - 1		
Instrument Approach Chart NDB RWY 08 - ICAO EIKN AD 2.24-14 - 1		
Instrument Approach Chart VOR RWY08 – ICAO EIKN AD 2.24-15.1 - 1		
Visual Approach Chart - ICAO EIKN AD 2.24-16.1 - 1		
EIKY AD 2 - 1		
EIKY AD 2.1	AERODROME LOCATION INDICATOR AND NAME	EIKY AD 2 - 1
EIKY AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIKY AD 2 - 1
EIKY AD 2.3	OPERATIONAL HOURS	EIKY AD 2 - 1
EIKY AD 2.4	HANDLING SERVICES AND FACILITIES	EIKY AD 2 - 2
EIKY AD 2.5	PASSENGER FACILITIES	EIKY AD 2 - 2
EIKY AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	EIKY AD 2 - 2
EIKY AD 2.7	Runway Surface Condition Assessment and Reporting, and Snow Plan	EIKY AD 2 - 3
EIKY AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATION DATA	EIKY AD 2 - 3
EIKY AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EIKY AD 2 - 3
EIKY AD 2.10	AERODROME OBSTACLES	EIKY AD 2 - 4
EIKY AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	EIKY AD 2 - 4
EIKY AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	EIKY AD 2 - 5
EIKY AD 2.13	DECLARED DISTANCES	EIKY AD 2 - 5
EIKY AD 2.14	APPROACH AND RUNWAY LIGHTING	EIKY AD 2 - 6
EIKY AD 2.15	OTHER LIGHTING, SECONDARY POWER SUPPLY	EIKY AD 2 - 6
EIKY AD 2.16	HELICOPTER LANDING AREA	EIKY AD 2 - 6
EIKY AD 2.17	ATS AIRSPACE	EIKY AD 2 - 6

EIKY AD 2.18ATS COMMUNICATIONS FACILITIES	EIKY AD 2 - 7
EIKY AD 2.19RADIO NAVIGATION AND LANDING AIDS	EIKY AD 2 - 7
EIKY AD 2.20LOCAL TRAFFIC REGULATIONS	EIKY AD 2 - 7
EIKY AD 2.21NOISE ABATEMENT PROCEDURES	EIKY AD 2 - 8
EIKY AD 2.22FLIGHT PROCEDURES	EIKY AD 2 - 8
EIKY AD 2.23ADDITIONAL INFORMATION	EIKY AD 2 - 9
EIKY AD 2.24CHARTS RELATED TO AERODROME	EIKY AD 2 - 9
Aerodrome Chart – ICAO EIKY AD 2.24-1 - 1	
Aerodrome Obstacle Chart RWY 08/26 – ICAO TYPE A EIKY AD 2.24-2 - 1	
Standard Departure Chart – Instrument RWY 26 CAT A, B - ICAO EIKY AD 2.24-3 - 1	
Standard Departure Chart – Instrument RWY 26 CAT C - ICAO EIKY AD 2.24-4 - 1	
Standard Departure Chart – Instrument RWY 08 CAT A, B - ICAO EIKY AD 2.24-5 - 1	
Standard Departure Chart – Instrument RWY 08 CAT C - ICAO EIKY AD 2.24-6 - 1	
Instrument Approach Chart RNP RWY 26 CAT A, B, C – ICAO EIKY AD 2.24-7 - 1	
Instrument Approach Chart ILS B OR LOC RWY 26 CAT A, B, C – ICAO EIKY AD 2.24-8.1 - 1	
Instrument Approach Chart NDB RWY 26 – ICAO EIKY AD 2.24-9.1 - 1	
Instrument Approach Chart RNP RWY 08 CAT A, B, C – ICAO EIKY AD 2.24-10 - 1	
Instrument Approach Chart NDB RWY 08 CAT A, B, C - ICAO EIKY AD 2.24-11.1 - 1	
Visual Approach Chart – ICAO EIKY AD 2.24-13 - 1	
EISG AD 2 - 1	
EISG AD 2.1 AERODROME LOCATION INDICATOR AND NAME	EISG AD 2 - 1
EISG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EISG AD 2 - 1
EISG AD 2.3 OPERATIONAL HOURS	EISG AD 2 - 1
EISG AD 2.4 HANDLING SERVICES AND FACILITIES	EISG AD 2 - 2
EISG AD 2.5 PASSENGER FACILITIES	EISG AD 2 - 2
EISG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	EISG AD 2 - 2
EISG AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EISG AD 2 - 3
EISG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA	EISG AD 2 - 3
EISG AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EISG AD 2 - 3
EISG AD 2.10 AERODROME OBSTACLES	EISG AD 2 - 4
EISG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	EISG AD 2 - 4
EISG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	EISG AD 2 - 4
EISG AD 2.13 DECLARED DISTANCES	EISG AD 2 - 5
EISG AD 2.14 APPROACH AND RUNWAY LIGHTING	EISG AD 2 - 6
EISG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	EISG AD 2 - 6
EISG AD 2.16 HELICOPTER LANDING AREA	EISG AD 2 - 7
EISG AD 2.17 ATS AIRSPACE	EISG AD 2 - 7
EISG AD 2.18 ATS COMMUNICATIONS FACILITIES	EISG AD 2 - 8
EISG AD 2.19 RADIO NAVIGATION AND LANDING AIDS	EISG AD 2 - 8
EISG AD 2.20 LOCAL TRAFFIC REGULATIONS	EISG AD 2 - 8
1. Equipment Requirements	EISG AD 2 - 8
EISG AD 2.21 NOISE ABATEMENT PROCEDURES	EISG AD 2 - 9
EISG AD 2.22 FLIGHT PROCEDURES	EISG AD 2 - 9
EISG AD 2.23 ADDITIONAL INFORMATION	EISG AD 2 - 10
EISG AD 2.24 CHARTS RELATED TO AERODROME	EISG AD 2 - 11
Aerodrome Chart – ICAO EISG AD 2.24-1 - 1	
Aerodrome Obstacle Chart RWY 10/28– ICAO TYPE A EISG AD 2.24-2 - 1	

Instrument Approach Chart RNP Y RWY 10 - CAT A, B ICAO EISG AD 2.24-7 - 1
Instrument Approach Chart RNP Z RWY 10 - CAT A, B ICAO EISG AD 2.24-8 - 1
Instrument Approach Chart NDB Y RWY 10 - CAT A, B ICAO EISG AD 2.24-9 - 1
Instrument Approach Chart NDB Z RWY 10 - CAT A, B ICAO EISG AD 2.24-10 - 1
Instrument Approach Chart RNP RWY 28 - CAT A, B ICAO EISG AD 2.24-11 - 1
Instrument Approach Chart NDB RWY 28 - CAT A, B ICAO EISG AD 2.24-12 - 1
Visual Approach Chart – ICAO EISG AD 2.24-16 - 1
EIWF AD 2 - 1

EIWF AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIWF AD 2 - 1
EIWF AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIWF AD 2 - 1
EIWF AD 2.3OPERATIONAL HOURS	EIWF AD 2 - 1
EIWF AD 2.4HANDLING SERVICES AND FACILITIES	EIWF AD 2 - 2
EIWF AD 2.5PASSENGER FACILITIES	EIWF AD 2 - 2
EIWF AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIWF AD 2 - 2
EIWF AD 2.7Runway Surface Condition Assessment and Reporting, and Snow Plan	EIWF AD 2 - 3
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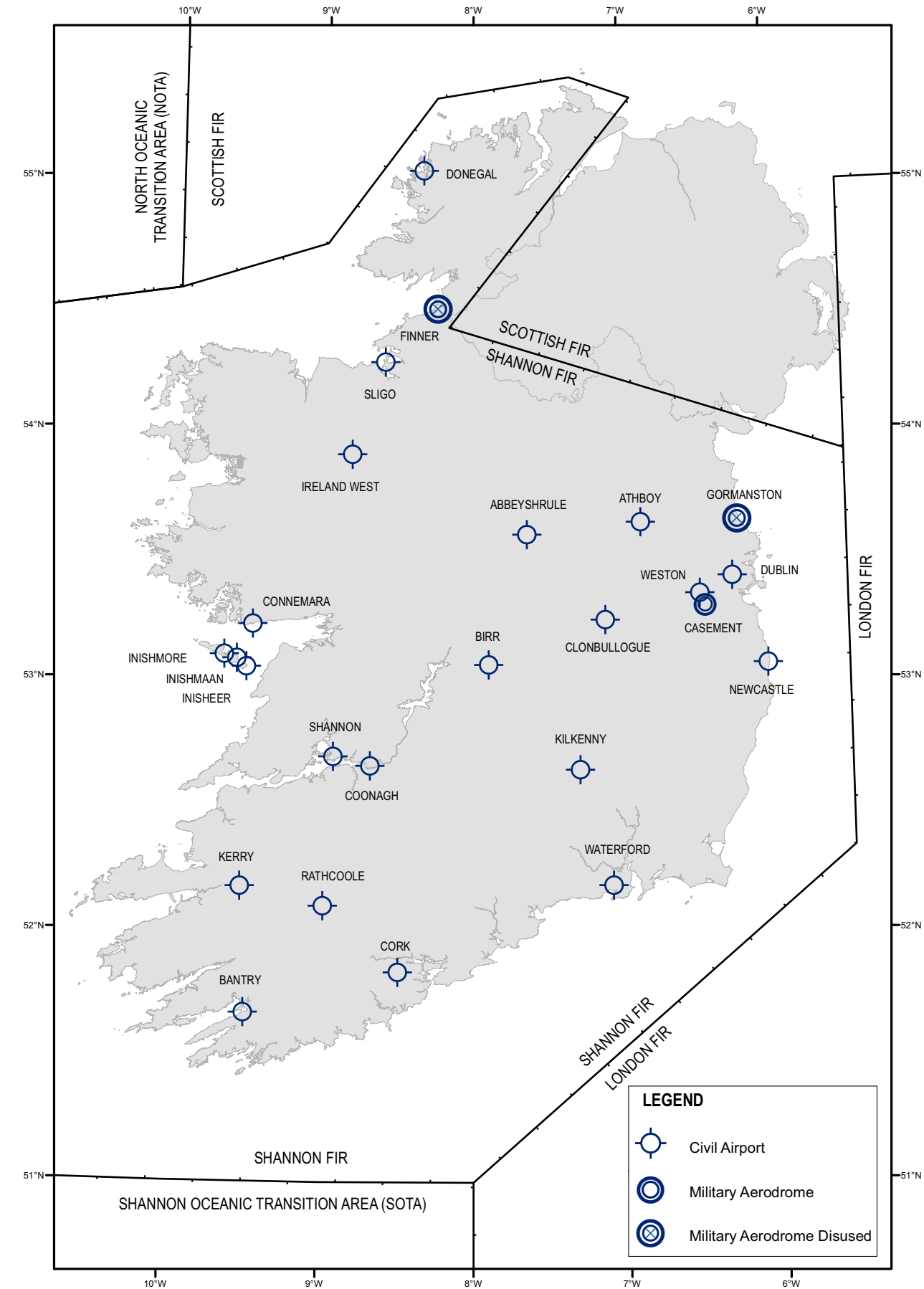
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EIRT AD 2.24 Charts Related To An Aerodrome	EIRT AD 2 - 5
EIRT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EIRT AD 2 - 5

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AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome/Heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and Remarks
	International- National (INTL - NTL)	IFR-VFR	S = Scheduled NS = Non-scheduled P = Private MIL = Military	
1	2	3	4	5
CORK International EICK	INTL - NTL	IFR - VFR	S - NS - P	EICK AD 2
DUBLIN International EIDW	INTL - NTL	IFR - VFR	S - NS - P	EIDW AD 2
SHANNON International EINN	INTL - NTL	IFR - VFR	S - NS - P	EINN AD 2
DONEGAL EIDL	INTL - NTL	IFR - VFR	S - NS - P	EIDL AD 2
IRELAND WEST EIKN	INTL - NTL	IFR - VFR	S - NS - P	EIKN AD 2
KERRY EIKY	INTL - NTL	IFR - VFR	S - NS - P	EIKY AD 2
SLIGO EISG	INTL - NTL	IFR - VFR	S - NS - P	EISG AD 2
WATERFORD EIWF	INTL - NTL	IFR - VFR	S - NS - P	EIWF AD 2
WESTON EIWT	INTL - NTL	IFR - VFR	P	EIWT AD 2
ABBEYSHRULE EIAB	NTL	VFR	P	EIAB AD 2
ATHBOY EIMH	NTL	VFR	P	EIMH AD 2
BIRR EIBR	NTL	VFR	P	EIBR AD 2
BANTRY EIBN	NTL	VFR	P	EIBN AD 2
CLONBULLOGUE EICL	NTL	VFR	P	EICL AD 2
CONNEMARA EICA	NTL	VFR	P	EICA AD 2
COONAGH EICN	NTL	VFR	P	EICN AD 2
INISHEER EIIR	NTL	VFR	P	EIIR AD 2
INISHMAAN EIMN	NTL	VFR	P	EIMN AD 2
INISHMORE EIIM	NTL	VFR	P	EIIM AD 2
NEWCASTLE EINC	NTL	VFR	P	EINC AD 2
RATHCOOL EIRT	NTL	VFR	P	EIRT AD 2

Figure 1. AERODROMES AND HELIPORTS - INDEX CHART



Change: Revised Chart

AD 1.4 GROUPING OF AERODROMES

Information in accordance with ICAO Annex 15 is published in AIP Ireland concerning the following aerodromes

- a. State Aerodromes
Aerodromes provided with ATS during published hours of operation Cork (EICK), Dublin (EIDW), and Shannon (EINN).
- b. Non State Aerodromes
Aerodromes provided with ATS/AFIS during published hours of opening Donegal (EIDL), Ireland West (EIKN), Kerry (EIKY), Sligo (EISG), Waterford (EIWF), Weston (EIWT).
- c. Military Aerodromes
Aerodromes provided with ATS during published hours of operation Casement (EIME). Contact Casement (EIME) for hours of operation.

NOTAM information concerning the above aerodromes is published in the A series.

- d. Other Aerodromes
Aerodromes other than those listed above ABBEYSHRULE (EIAB), ATHBOY (EIMH), BIRR (EIBR), BANTRY (EIBN), CLONBULLOGUE (EICL), CONNEMARA (EICA), COONAGH (EICN), INISHEER (EIIR), INISHMAAN (EIMN), INISHMORE (EIIM), NEWCASTLE (EINC), and RATHCOOL (EIRT).
These aerodromes are not provided with ATS/AFIS and require permission from the aerodrome operator prior to use

NOTAM information concerning the aerodromes listed in Item d. are published in the C series.

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome Name Location Indicator	Date of Initial Issue of Certificate or License	Validity of Certificate or License	Remarks
1	2	3	4
ABBEYSHRULE *EIAB	15/07/2009	Annual	Licensed
ATHBOY *EIMH	07/03/2009	Annual	Licensed
BANTRY *EIBN	20/01/2010	Annual	Licensed
BIRR *EIBR	30/09/2009	Annual	Licensed
CLONBULLOGUE *EICL	30/05/2009	Annual	Licensed
CONNEMARA *EICA	18/07/2009	Annual	Licensed
COONAGH *EICN	03/07/2009	Annual	Licensed
CORK International EICK	06/12/2017	—	Certified
DONEGAL EIDL	19/12/2017	—	Certified
DUBLIN International EIDW	06/12/2017	—	Certified
INISHEER *EIIR	01/08/2009	Annual	Licensed
INISHMAAN *EIMN	15/11/2009	Annual	Licensed
INISHMORE *EIIM	11/08/2009	Annual	Licensed
IRELAND WEST EIKN	18/12/2017	—	Certified
KERRY EIKY	22/12/2017	—	Certified
NEWCASTLE *EINC	31/07/2009	Annual	Licensed
RATHCOOL *EIRT	01/08/2009	Annual	Licensed
SHANNON International EINN	20/12/2017	—	Certified
SLIGO EISG	29/12/2017	—	Certified
WATERFORD EIWF	22/12/2017	—	Certified
WESTON EIWT	22/10/2009	Annual	Licensed

1. In column 3, the dash (-) indicates that the certificate does not have an end of validity, the certificate is unlimited.

2. The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

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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
		B1	24M	CONC	PCR 1210/R/B/W/T
		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 1970/F/B/X/T
		E2	32 M	CONC/ASPH	PCR 1010/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 790/R/C/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 980/F/B/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/C/W/ T
S3	23 M	ASPH	PCR 700/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
Z	23M	ASPH	PCR 1210/R/C/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 1040/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 1130/R/C/W/ T
		West Apron	86 M	CONC	PCR 1010 /R/C/W/ T
		North Apron	48 M	CONC	PCR 1130/R/C/W/ U
		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: 50L, 50C, 50R, 51L, 51C, 51R, 52, 53, 54, 105L, 105R, 106, 107L, 107C, 107R, 131L, 131C, 131R, 132L, 132C, 132R, 133L, 133C, 133R, 134L, 134C, 134R, 135L, 135C, 135R, 136L, 136R, 137A, 137B, 137T, 138T - 142T, 138S - 143S, 200T, 203L, 203C, 203R, 205L, 205T, 311L, 411C. 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 and aircraft shall not enter a stand without guidance. Aircraft stand 316 Note: For all aircraft types, if AVDGS is not operational on aircraft stand 316, aircraft cannot taxi onto aircraft stand due to reduced clearances.
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 B1, H1, M1, W2, Z, 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	910/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 243ft
28L	275.27°	2637 x 45	910/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	3020/F/B/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 218ft
34	336.60°	2072 x 45	3020/F/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	

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
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	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: B1, B2, E1, E2, H1, M1, P1, W1, W2, W3, N, N1, N2, N4, N6, N7, S, S1, S2, S7, Z. Taxiway Green/Yellow Centreline Lighting provided on all Runway Entry and Exit taxiways. 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). All Stop Bars for Runways 10R/28L and 10L/28R are UPS backed.
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 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

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and/or FATO area dimensions, surface, strength, marking	Nil
4	TRUE BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	See AD 2.20, Section 11.14 Helicopter Operations

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.

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
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	
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 1° W (2026)	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 1°W (2026)	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.

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
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.
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			
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			
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 Z to TWY E1 and vice versa.
- No turns should be made by aircraft from TWY Z to TWY B1 and vice versa.
- 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 between TWY F1 and TWY E1/TWY B1 or vice versa restricted to aircraft with wingspan less than 36m.
TWY B2	Outbound aircraft (wingspan 36m or greater) holding on TWY B2	Aircraft movement not permitted behind between TWY E1 and TWY B1 or vice versa. Aircraft movement not permitted between TWY E1 and TWY F1 or vice versa. Aircraft movement not permitted between TWY F1 to TWY Z or vice versa.
TWY B2	Inbound aircraft (wingspan less than 36m) holding on TWY B2	Aircraft movement through the intersection of RWY 16/34 with TWY A, TWY S, TWY S1 and TWY B2 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 through the intersection of RWY 16/34 with TWY A, TWY S, TWY S1 and TWY B2.
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 - Collocated CAT I/II/III Runway Holding Position	Outbound aircraft holding on TWY E1 at collocated CAT I/II/III Runway holding position for RWY 10R-28L	Aircraft movement not permitted TWY B2 and TWY B1/ TWY Z or vice versa. Aircraft movement not permitted between TWY F1 and TWY B1 or vice versa
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 B1/TWY Z/TWY E1 holding on TWY F1	Aircraft movement not permitted between TWY F2 and TWY Link 2/TWY A or vice versa
TWY F1	Aircraft taxiing toward TWY Link 2/TWY F2 holding on TWY F1	Aircraft movement not permitted between TWY B2 and TWY B1/TWY Z 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

Location	Situation	Restriction
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
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 Collocated CATI/II/III Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan less than 36m) holding on RWY 16-34 for entry to RWY 10R-28L	Aircraft movement through the intersection of RWY 16-34 with TWY A, TWY S, TWY S1 and TWY B2 or vice versa restricted to aircraft with wingspan less than 36m
RWY 16-34 Collocated CAT I/II/II 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 16/34 with TWY A, TWY S, TWY S1 and TWY B2

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 maximum wingspan of 41.10m.

The aircraft stand taxiway 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

RWY	Aircraft Type	Preferred exit TWY	Distance from threshold to exit point (m)
* 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 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. <i>Caution: No acoustic/safety barriers available.</i>
Aircraft Stands	Aircraft engine test runs at idle speed on one engine, not exceeding five minutes duration are permitted on all stands, Dual engine tests can be completed at idle speeds on stand 131R to 136L. Permission required from the Resource Allocation Unit. If greater 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. <i>Caution: No acoustic/safety barriers available.</i>
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. <i>Caution: No lighting or acoustic/safety barriers available.</i>

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 Helicopter Operations

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

11.15 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.

11.16 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 V_{Zf} .
 - 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 Baldonnell 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. <i>ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.</i> 2. <i>If unable to comply with the above, advise ATC as soon as possible.</i>
					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 high 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 or ABIVU as appropriate. After turning off the Sequence Leg, descend to comply with the constraint altitude at LAPMO or ABIVU and complete the approach for landing on RWY 28L/R, depending on runway in use.
- 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)

- a. Squawk 7600.
- b. Proceed via the STAR to enter the appropriate Sequence Leg Hold (ie. ADNAL or BABON) 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 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 RWY 10L/R, depending on 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 routing on a ROTEV SID expecting transition to BOYNE
Aircraft routing 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.

There is no approved CAT III approach for RWY 10L.

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 or S5 or S7 to S, W2, RWY 16, B2, B1/Z	B1 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, 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, B1/F1 or S2, W1, H1 or RWY 34, H1	B1/Z, 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	E1 or S2, W1, H1, F3, F2, F1, S1, B2	N/A	All
10R	Main Apron (Link 4 to Link 6)	E1, F1, F2, F3 or S2, W1, H1 or RWY 34, H1	F-Outer M1, W2, S to S7	All
10R	North Apron	E1, F1, F2, F3, F-Outer or S2, W1, RWY34, N, K	AT6 or DN/DS/C, F-Outer, M1, W2, S to S7	All
10R	West Apron (Northern stands)	S2, W1, RWY34, W2, W3 or RWY34, W2, W3	W3, W2, S to S7	All
10R	West Apron (Southern stands)	S2, W1, RWY34, W2 or RWY 34, W2, W3	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/H1 or B2 to B1/Z	B1/Z, 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, F-Outer	AT6, DN/DS/C, F-Outer, N, N2	All
28R	West Apron (Northern stands)	N5 or N7 to M, RWY16, 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 or S5 or S7 to S, W2, RWY 16, B2, Z/B1	B1/Z, F1, F2, F3, H1/M1, RWY34, N to N2 or Link 2, F2, F3, H1/M1, RWY34, N to N2 or Link 3, F3, H1/M1, 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

Table 5: Single Runway Operations Runway 10L

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
10L	South and Main Apron (South of Link 4)	N3 or N1 to N, F-Outer, F3, F2, F1, B1 or Z	B1/Z, F1, F2, F3, M1, RWY34, M, N6 or B1 or Z, B2, RWY34, M, N6 or Link 2, F2, F3, M1, RWY34, M, N6 or Link 3, F3, M1, RWY 34, M, N6	All
10L	Main Apron (Link 4 to Link 6)	N3 or N1 to N, F-Outer	F-Outer, M1, RWY 34, M, N6	All
10L	North Apron	N3, N, F-Outer or N3 or N1, N, K, C, AT6	AT6, DN/DS/C, F-Outer, M1, RWY 34, M, N6	All
10L	West Apron (Northern stands)	N3 or N1 to N, F-Outer, M1, W2, W3	W3, W2, RWY34, M, N6	All
10L	West Apron (Southern stands)	N3 or N1 to N, F-Outer, M1, W2	W2, RWY34, M, N6	All

Table 6: Segregated Parallel Runway Operations Runway 10

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE RWY 10L	DEPARTURE TAXI ROUTE RWY 10R	APRON TAXI ROUTES
10	South and Main Apron (South of Link 4)	N3 or N1 to N, RWY 16, TWY M1 or B2, B1/Z	B1/Z, F1, F2, F3, H1, W1, S to S7 or Link 2, F2, F3, H1, W1, S to S7 or Link 3, F3, H1, W1, S to S7	All
10	Main Apron (Link 4 to Link 6)	N3 or N1, N, RWY 16, M1	H1, W1, S to S7	All
10	North Apron	N3, N, RWY 16, M1, F-Outer, DS/DN/C or N3 or N1, N, K, C, AT6	AT6 or DN/DS/C F-Outer, H1, W1, S to S7	All
10	West Apron (Northern stands)	N3 or N1 to N, RWY 16, W2, W3	W3, W2, S to S7	All
10	West Apron (Southern stands)	N3 or N1 to N, RWY 16, W2	W2, S to S7	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
RWY 10L	TWY N6

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 550m.

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

It is 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 at 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 Baldonnell 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)

Location	Coordinates
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

Location	Coordinates
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 Killeel 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 maintains the right to refuse based on aircraft stand availability.

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

Name	Page
Aerodrome Chart - ICAO	EIDW AD 2.24-1
Aircraft Parking/Docking Chart - ICAO	EIDW AD 2.24-2
Aerodrome Obstacle Chart RWY 10R/28L - ICAO	EIDW AD 2.24-3
Aerodrome Obstacle Chart RWY 10L/28R - ICAO	EIDW AD 2.24-4
Aerodrome Obstacle Chart RWY 16/34 - ICAO	EIDW AD 2.24-5
Precision Approach Terrain Chart RWY 28L - ICAO	EIDW AD 2.24-6
Precision Approach Terrain Chart RWY 28R - ICAO	EIDW AD 2.24-7
Precision Approach Terrain Chart RWY 10L - ICAO	EIDW AD 2.24-8
Precision Approach Terrain Chart RWY 10R - ICAO	EIDW AD 2.24-9
Standard Departure Chart – Instrument RNAV RWY 28L CAT A, B - ICAO	EIDW AD 2.24-10
Standard Departure Chart – Instrument RNAV RWY 28L CAT C, D - ICAO	EIDW AD 2.24-11
Standard Departure Chart – Instrument RNAV RWY 28R CAT A, B - ICAO	EIDW AD 2.24-12
Standard Departure Chart – Instrument RNAV RWY 28R CAT C, D - ICAO	EIDW AD 2.24-13
Standard Departure Chart - Instrument RNAV RWY 10L CAT A,B - ICAO	EIDW AD 2.24-14
Standard Departure Chart - Instrument RNAV RWY 10L CAT C,D - ICAO	EIDW AD 2.24-15
Standard Departure Chart – Instrument RNAV RWY 10R CAT A, B - ICAO	EIDW AD 2.24-16
Standard Departure Chart – Instrument RNAV RWY 10R CAT C, D - ICAO	EIDW AD 2.24-17
Standard Departure Chart – Instrument RNAV RWY 16 CAT A, B - ICAO	EIDW AD 2.24-18
Standard Departure Chart – Instrument RNAV RWY 16 CAT C, D - ICAO	EIDW AD 2.24-19
Standard Departure Chart – Instrument RNAV RWY 34 CAT A, B - ICAO	EIDW AD 2.24-20
Standard Departure Chart – Instrument RNAV RWY 34 CAT C, D - ICAO	EIDW AD 2.24-21

Name	Page
Standard Arrival Chart - Instrument RNAV RWY 28L/R (With Lateral Holding/Point Merge) - ICAO	EIDW AD 2.24-22
Standard Arrival Chart - Instrument RNAV RWY 10L/R (With Lateral Holding/Point Merge) - ICAO	EIDW AD 2.24-23
Standard Arrival Chart - Instrument RNAV RWY 16 - ICAO	EIDW AD 2.24-24
Standard Arrival Chart - Instrument RNAV RWY 34 - ICAO	EIDW AD 2.24-25
Instrument Approach Chart RNP RWY 28L - ICAO	EIDW AD 2.24-26
Instrument Approach Chart - ILS CAT I & II or LOC RWY 28L - ICAO	EIDW AD 2.24-27
Instrument Approach Chart VOR RWY 28L - ICAO	EIDW AD 2.24-28
Instrument Approach Chart RNP RWY 28R CAT A,B,C,D - ICAO	EIDW AD 2.24-29
Instrument Approach Chart ILS CAT I and II or LOC RWY 28R CAT A,B,C,D - ICAO	EIDW AD 2.24-30
Instrument Approach Chart RNP RWY 10L - ICAO	EIDW AD 2.24-32
Instrument Approach Chart - ILS CAT I & II or LOC RWY 10L - ICAO	EIDW AD 2.24-33
Instrument Approach Chart RNP RWY 10R CAT A, B, C, D - ICAO	EIDW AD 2.24-35
Instrument Approach Chart - ILS CAT I & II or LOC RWY 10R - ICAO	EIDW AD 2.24-36
Instrument Approach Chart VOR RWY 10R - ICAO	EIDW AD 2.24-37
Instrument Approach Chart RNP RWY 16 - ICAO	EIDW AD 2.24-38
Instrument Approach Chart - ILS CAT I or LOC RWY 16 - ICAO	EIDW AD 2.24-39
Instrument Approach Chart VOR RWY 16 - ICAO	EIDW AD 2.24-40
Instrument Approach Chart RNP RWY 34 - ICAO	EIDW AD 2.24-41
Instrument Approach Chart VOR RWY 34 - ICAO	EIDW AD 2.24-42
ATC Surveillance Minimum Altitude Chart - ICAO	EIDW AD 2.24-43
Visual Approach Chart - ICAO	EIDW AD 2.24-44
Instrument Approach Chart - RNP T RWY 28L - ICAO	EIDW AD 2.24-46

EIDW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

