


Phone: +353 (0)61 703750 Fax: +353 (0)61 366245 AFS: EINNZPZX Email: Aisops@airnav.ie URL: https://www.airnav.ie	 AIRNAV Ireland Aeronautical Information Service Ballycasey Cross Co Clare V14 C446 Ireland	AIRAC AIP AMDT 004/24 Effective Date – 16 MAY 2024 Publication Date – 04 APR 2024
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PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

GEN 0.2	Record of AIP Amendments: Updated.
GEN 0.3	Record of AIP Supplements: Updated Text.
GEN 0.4	Checklist of Pages: Updated.
GEN 3.2	Aeronautical Charts: Updated EIDW Charts.
ENR 1.7	Altimeter Setting Procedures: Updated Content.
ENR 1.10	Flight Planning: Updated Content.
ENR 5.3	Other Activities of a Dangerous Nature: Updated Content.
EIDW AD	Updated Sections: AD 2.22 and AD 2.24.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	16 MAY 2024/16 MAY 2024
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	16 MAY 2024/16 MAY 2024
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	16 MAY 2024/16 MAY 2024
GEN 3.2-1/GEN 3.2-10	GEN 3.2-1/GEN 3.2-10	16 MAY 2024/16 MAY 2024
ENR 1.7-1/ENR 1.7-4	ENR 1.7-1/ENR 1.7-4	16 MAY 2024/16 MAY 2024
ENR 1.10-1/ENR 1.10-18	ENR 1.10-1/ENR 1.10-18	16 MAY 2024/16 MAY 2024
ENR 5.3-1/ENR 5.3-24	ENR 5.3-1/ENR 5.3-28	16 MAY 2024/16 MAY 2024
EIDW AD 2-1/EIDW AD 2-46	EIDW AD 2-1/EIDW AD 2-46	16 MAY 2024/16 MAY 2024
EIDW AD 2.24-22	EIDW AD 2.24-22	16 MAY 2024/16 MAY 2024
EIDW AD 2.24-23	EIDW AD 2.24-23	16 MAY 2024/16 MAY 2024
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EIDW AD 2.24-25	EIDW AD 2.24-25	16 MAY 2024/16 MAY 2024

New Supplements for this Amendment: **NR 007/24.**

Supplements cancelled in this Amendment: **NR 006/23, NR 006/24.**

New AIC for this Amendment: **NIL.**

AIC cancelled in this Amendment: **NIL.**

PERM NOTAM* incorporated in this Amendment: **B0182/24**

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

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
007/2024	Checklist of Valid AIP Supplements	GEN	16-May-2024	-
006/2024	Checklist of Valid AIP Supplements	GEN	18-Apr-2024	16-May-2024
005/2024	Cork Airport (EICK) - Installation of Additional Wind Direction Indicator	EICK	18-Apr-2024	-
004/2024	Checklist of Valid AIP Supplements	GEN	21-Mar-2024	18-Apr-2024
003/2024	Shannon Enroute - Special Procedures within the Shannon FIR/UIR/SOTA/NOTA for North Atlantic Traffic	EISN	21-Mar-2024	-
002/2024	Checklist of Valid AIP Supplements	EISN	22-Feb-2024	21-Mar-2024
001/2024	Weston Airport (EIWT) Aeronautical Ground Lighting Installation	EIWT	22-Feb-2024	-
018/2023	Kerry (EIKY) - Tower Cranes at MTU Kerry North Campus, Tralee, Co. Kerry	EIKY	02-Nov-2023	-
016/2023	Dublin Airport (EIDW) Point Merge Fuelling STARs Withdrawal	EIDW	05-Oct-2023	21-Mar-2024
014/2023	Shannon Enroute - Special Procedures within the Shannon FIR/UIR/SOTA/NOTA for North Atlantic Traffic	EISN	07-Sep-2023	21-Mar-2024
013/2023	Kerry (EIKY) NOTAM	EIKY	07-Sep-2023	-
011/2023	Shannon Airport (EINN) Taxiway A - Pavement Rehabilitation Works	EINN	13-Jul-2023	-
009/2023	Dublin Airport (EIDW) Apron and Drainage Channel Refurbishment	EIDW	20-Apr-2023	-
007/2023	Dublin Airport (EIDW) Construction of Critical Taxiway North Phase 1	EIDW	23-Mar-2023	-
006/2023	Dublin, Co Dublin - Crane Activity	EIDW	23-Mar-2023	16-May-2024
004/2023	Dublin Airport (EIDW) - Reconfiguration Works of Taxiways F-INNER, C, DN & DS	EIDW	23-Feb-2023	-
003/2023	Dublin Airport (EIDW) Installation of Aircraft Docking Guidance and Aircraft Fixed Electrical Ground Power - Phase 1, Including Reconfiguration of Aircraft Parking Stands Located West of Pier 1	EIDW	23-Feb-2023	-
001/2023	Dublin Airport (EIDW) Construction of Critical Taxiway North Phase 1, Operation of Reconfigured Twy F-Outer and Reintroduction of Twy F-Inner	EIDW	26-Jan-2023	-
031/2022	Cork Airport (EICK) - Runway Pavement Repairs	EICK	01-Dec-2022	-
030/2022	Met Eireann Meteorological - Radiosonde Helium Filled Balloon	EISN	01-Dec-2022	-
028/2022	Construction of Mobile Crane Ardderroo Wind Farm Turbines Co Galway	GEN	03-Nov-2022	-
027/2022	Dublin Airport (EIDW) South Apron Widening (SATW) Works - Phase 1 & 2 and Introduction of New Taxiway Tango (T)	EIDW	03-Nov-2022	-

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
026/2022	Ireland West (EIKN) Runway Guard Lights Taxiway Bravo	EIKN	03-Nov-2022	-
024/2022	Dublin Airport (EIDW) Construction of Apron 5H(12 New Parking Stands)	EIDW	08-Sep-2022	-
023/2022	Waterford Airport (EIWF) RWY 03 NDB Approach	EIWF	08-Sep-2022	-
021/2022	Dublin Airport (EIDW) Runway 16/34 LVP Taxiing Lighting Installation Works - Phase 2	EIDW	11-Aug-2022	-
016/2022	Dublin Airport (EIDW) Refurbishment of Airfield Perimeter Road South of Rwy 10R_28L Phase 1 and Phase 2	EIDW	14-Jul-2022	-
012/2022	Ireland West (EIKN) Apron Bravo	EIKN	21-Apr-2022	-
007/2022	Waterford Airport (EIWF) Revised Minimum Safe Altitudes	EIWF	24-Mar-2022	-
003/2022	Ireland West (EIKN) ATIS	EIKN	27-Jan-2022	-
001/2022	Dublin Airport (EIDW) Construction of Temporary Taxiway F-Inner to Twy's C, DN and DS	EIDW	27-Jan-2022	-
009/2021	Dublin Airport (EIDW) Rwy 16/34 LVP Taxiing Lighting Installation Works - Phase 1	EIDW	15-Jul-2021	-
022/2019	SHANNON AIRPORT (EINN) Radio Navigation and Landing Aids	EINN	10-Oct-2019	-
020/2019	DUBLIN AIRPORT (EIDW) Radio Navigation and Landing Aids	EIDW	10-Oct-2019	-
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

GEN 0.4 Check list of AIP Pages

New Pages *

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0.6-2	19 MAY 2022	1.7-8	15 JUN 2023	2.4-2	07 SEP 2023
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3.4-7	21 MAR 2024	1.3-4	02 DEC 2021	1.10-13	16 MAY 2024 *
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2-4	19 MAY 2022	2-6	16 JUN 2022		
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GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

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

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

URL: <http://www.iaa.ie>

Charts based on ICAO documents: Annex 4, Doc 8697

Differences to these provisions are detailed in [GEN 1.7](#)

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Charting service is available during Office hours 0930-1730 Local Time.

2. MAINTENANCE OF CHARTS

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

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

3. PURCHASE ARRANGEMENTS

3.1 VFR Chart Scale 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:500,000. This chart is for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland. It is available to order at a cost of €30.00 including VAT from:

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

Phone: + 353 1 802 5379

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

3.2 VFR Airspace Chart Scale 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical airspace chart Scale 1:500,000.

This chart is for VFR navigation within the boundaries of the Shannon FIR.

It is available free to download from the IAA Web Site,

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

3.3 VFR Chart Scale 1:250,000

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

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

Post: OSI,
Map Sales Shop,
Phoenix Park,
Dublin 8,
Phone: + 353 1 802 5379
URL: <https://store.osi.ie/index.php/paper-products/aeronautical-charts.html>

All other aeronautical charts are available to download from:-

URL: <http://www.iaa.ie/commercial-aviation/airspace/aeronautical-charts>

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

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

URL: <http://www.iaa.ie>

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:500,000. This chart is for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland.

4.2.2 Aeronautical Chart 1:250,000

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

4.2.3 Instrument Approach Chart – ICAO

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

4.2.4 Visual Approach Chart – ICAO

These charts are designed to assist pilots making a visual approach and to provide pilots with designated holding patterns maintained by visual reference to the ground.

4.2.5 Aerodrome Chart – ICAO

These charts provide flight crew with detailed information on runways, taxiways, lighting and other aerodrome features to

facilitate the surface movement of aircraft.

4.2.6 Aerodrome Obstacle Chart - ICAO - TYPE "A" (Operating Limitations)

These charts are designed to provide the operator with the data necessary to enable compliance with the operating limitations as contained in ICAO Annex 6.

4.2.7 Aerodrome Obstacle Chart - ICAO - TYPE "B"

These charts are designed to provide the data necessary or determination of minimum safe altitudes/heights and procedures for use in the event of an emergency during take-off or landing.

4.2.8 Precision Approach Terrain Chart – ICAO

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

4.2.9 ATC Surveillance Minimum Altitude Chart

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

5. LIST OF CHART SERIES

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aeronautical Chart ICAO 1:500,000	ANC/ 500	Edition 12	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/West 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/East 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/North 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/South 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Standard Departure Chart- Instrument (SID) ICAO 1:750,000	SID	EIDW AD 2.24-10.1	EIDW RNAV RWY 28L CAT A,B	05 NOV 2020
	SID	EIDW AD 2.24-11.1	EIDW RNAV RWY 28L CAT C, D	08 SEP 2022
	SID	EIDW AD 2.24-12.1	EIDW RNAV RWY 28R CAT A,B	06 OCT 2022
	SID	EIDW AD 2.24-13.1	EIDW RNAV RWY 28R CAT C,D	20 APR 2023
	SID	EIDW AD 2.24-14.1	EIDW RNAV RWY 10L CAT A,B	06 OCT 2022
	SID	EIDW AD 2.24-15.1	EIDW RNAV RWY 10L CAT C,D	20 APR 2023
	SID	EIDW AD 2.24-16.1	EIDW RNAV RWY 10R CAT A, B	11 AUG 2022
	SID	EIDW AD 2.24-17.1	EIDW RNAV RWY 10R CAT C, D	16 JUN 2022
	SID	EIDW AD 2.24-18.1	EIDW RNAV RWY 16 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-19.1	EIDW RNAV RWY 16 CAT C, D	06 OCT 2022
	SID	EIDW AD 2.24-20.1	EIDW RNAV RWY 34 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-21.1	EIDW RNAV RWY 34 CAT C, D	06 OCT 2022
	SID	EIKY AD 2.24-3	EIKY RWY 26 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-4	EIKY RWY 26 CAT C	25 MAR 2021
	SID	EIKY AD 2.24-5	EIKY RWY 08 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-6	EIKY RWY 08 CAT C	25 MAR 2021
SID	EINN AD 2.24-5.1	EINN RNAV RWY 06	31 JAN 2019	
SID	EINN AD 2.24-6.1	EINN RNAV RWY 24	31 JAN 2019	

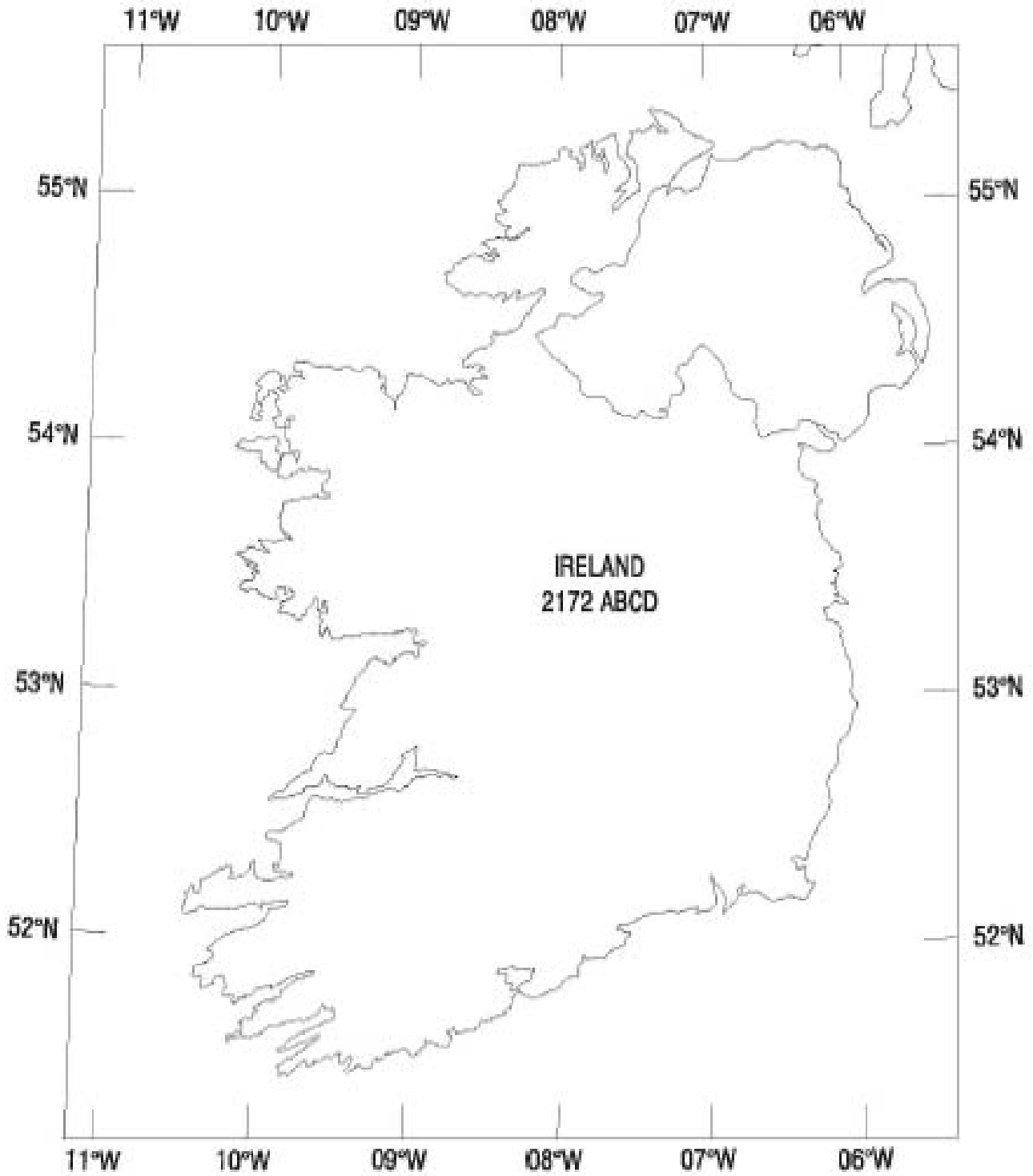
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D,	26 APR 2018
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY26	13 SEP 2018
	SID	EIKN AD 2.24-5	EIKN RNAV RWY08	13 SEP 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-23	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-24	EIDW RNAV RWY 16	16 MAY 2024
	STAR	EIDW AD 2.24-25	EIDW RNAV RWY 34	16 MAY 2024
	STAR	EINN AD 2.24-7.1	EINN RNAV RWY 06	31 JAN 2019
	STAR	EINN AD 2.24-8.1	EINN RNAV RWY 24	06 DEC 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK RWY 25 CAT A, B	11 OCT 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY08	20 JUL 2017
Standard Arrival Chart-Instrument (STAR) ICAO 1:300,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY26	18 AUG 2016
Instrument Approach Chart ICAO 1: 500,000	IAC	EIDW AD 2.24-38	EIDW RNP RWY 16 CAT A, B, C, D	17 JUN 2021
	IAC	EIDW AD 2.24-39.1	EIDW ILS CAT I or LOC RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-40.1	EIDW VOR RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-41	EIDW RNP RWY 34	17 JUN 2021
	IAC	EIDW AD 2.24-42.1	EIDW VOR RWY 34	08 OCT 2020
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27.1	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8.1	EIKN RNP RWY26 CAT A, B, C, D	08 SEP 2022

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	IAC	EIKN AD 2.24-14	EIKN RNP RWY08 CAT A, B, C, D	25 MAR 2021
	IAC	EIDW AD 2.24-35.1	EIDW RNP RWY 10R CAT A, B, C, D	01 DEC 2022
Instrument Approach Chart ICAO 1:350,000	IAC	EINN AD 2.24-10.1	EINN ILS OR LOC RWY 06 CAT A,B,C,D	06 DEC 2018
	IAC	EINN AD 2.24-11.1	EINN VOR RWY 26 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-13.1	EINN ILS CAT I & II or LOC RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-14.1	EINN VOR RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EIKY AD 2.24-8	EIKY ILS OR LOC RWY 26 ACFT CAT A, B, C	08 DEC 2016
	IAC	EIKY AD 2.24-9	EIKY NDB RWY 26 CAT A,B,C	08 DEC 2016
	IAC	EIKN AD 2.24-9	EIKN ILS A CAT I & CAT II or LOC RWY26	18 AUG 2016
	IAC	EIKN AD 2.24-11	EIKN VOR RWY26	18 AUG 2016
	IAC	EIKN AD 2.24-15	EIKN VOR RWY08	18 AUG 2016
	IAC	EIKN AD 2.24-16	EIKN NDB RWY08	18 AUG 2016
	IAC	EIKN AD 2.24-17	EIKN NDB RWY08	18 AUG 2016
	IAC	EICK AD 2.24-25.1	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27.1	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDL AD 2.24-7.1	EIDL RNP RWY 02 CAT A,B,C	30 NOV 2023
	IAC	EIDL AD 2.24-9.1	EIDL RNP RWY 20 CAT A,B,C	30 NOV 2023
	IAC	EIDW AD 2.24-26.1	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28.1	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29.1	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30.1	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-32.1	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33.1	EIDW ILS CAT I & II OR LOC RWY 10L CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-36.1	EIDW ILS CAT I & II or LOC RWY 10R CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-37.1	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-45	EIDW VOR T RWY 28L CAT A, B, C, D	21 APR 2022
	IAC	EISG AD 2.24-7.1	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8.1	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9.1	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10.1	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11.1	EISG RNP RWY 28 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-12.1	EISG NDB RWY 28 CAT A, B	22 APR 2021
	IAC	EIWF AD 2.24-8.1	EIWF RNP RWY 02 CAT A,B,C	30 NOV 2023
	IAC	EIWF AD 2.24-9.1	EIWF RNP RWY 20 CAT A,B,C	30 NOV 2023

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 330,000	IAC	EIDL AD 2.24-3	EIDL LOC RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-4	EIDL NDB RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-5	EIDL NDB RWY 03	05 APR 2012
	IAC	EIKN AD 2.24-10	EIKN ILS B CAT I & CAT II RWY26	28 APR 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY26	28 APR 2016
	IAC	EIKN AD 2.24-13	EIKN NDB RWY26	28 APR 2016
	IAC	EIWF AD 2.24-3	EIWF ILS CAT 1 OR LOC RWY 21 CAT A,B,C	20 JUL 2017
	IAC	EIWF AD 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A, B, C	08 DEC 2016
Instrument Approach Chart ICAO 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19.1	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-15	DONEGAL	20 APR 2023
	VAC	EIKN AD 2.24-19	IRELAND WEST/KNOCK	20 MAY 2021
	VAC	EIKY AD 2.24-13	KERRY	25 MAR 2021
	VAC	EINN AD 2.24-15	SHANNON	10 SEP 2020
	VAC	EISG AD 2.24-16	SLIGO	23 MAR 2023
	VAC	EIWF AD 2.24-7	WATERFORD	23 MAR 2023
Visual Approach Chart ICAO 1: 160,000	VAC	EIDW AD 2.24-44	DUBLIN	22 APR 2021
Aerodrome Chart ICAO 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020
Aerodrome Chart ICAO 1: 20,000	AD	EIKN AD 2.24-1	IRELAND WEST	20 MAY 2021
	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
Aerodrome Chart ICAO 1: 15,000	AD	EIDL AD 2.24-1	DONEGAL	28 MAR 2019
	AD	EIWF AD 2.24-1	WATERFORD	21 MAR 2024
	AD	EIWT AD 2.24-1	WESTON	07 JUN 2007
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aerodrome Chart ICAO As per Published Chart	AD	EIDW AD 2.24-1	DUBLIN	02 NOV 2023
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	18 AUG 2016
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	21 MAR 2024
Aerodrome Obstacle Chart ICAO – Type “B”	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-
	AOC	EIWF/Type B/Ver 1	EIWF	-
Precision Approach Terrain Chart Horizontal Scale 1:2,500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 16	26 APR 2018
	PATC	EIDW AD 2.24-6	EIDW RWY 28L	08 OCT 2020
	PATC	EIDW AD 2.24-7	EIDW RWY 28R	11 AUG 2022
	PATC	EIDW AD 2.24-8	EIDW RWY 10L	11 AUG 2022
	PATC	EIDW AD 2.24-9	EIDW RWY 10R	25 FEB 2021
	PATC	EIKN AD2.24-3	EIKN RWY 27	21 MAR 2002
	PATC	EINN AD 2.24-3	EINN RWY 24	06 DEC 2018
Aircraft Parking/Docking Chart – ICAO 1:5,000	APDC	EICK AD 2.24-2	CORK	26 APR 2018
	APDC	EINN AD 2.24-2	SHANNON	25 APR 2019
Aircraft Parking/Docking Chart – ICAO 1:6,000	APDC	EIDW AD 2.24-2	DUBLIN	02 NOV 2023
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43.1	DUBLIN	01 DEC 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:700,000		EINN AD 2.24-16	SHANNON	17 JUN 2021
ATC Surveillance Minimum Altitude Chart - ICAO 1:600,000		EICK AD 2.24-29.1	CORK	25 MAR 2021

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



7. TOPOGRAPHICAL CHARTSRefer to [GEN 3.2.3](#)**8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP**

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

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	541144.54N 0093502.24W	Mayo, Sheskin Wind Farm, Height: 578ft Elevation: 985ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	532528.00N 0075652.00W	NEW EIR24-Westmeath, Custume Barracks, Athlone, Height: SFC, Elevation: 2000ft, Radius: 2NM
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/North ICAO 1:250,000 Ed 9	545322.50N 0075131.18W	Donegal, Lenalea Wind Farm, Height: 438ft Elevation: 1398ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	525936.30N 0092221.70W	Clare, Doonagore, Doolin, Lighted Mast added, Height: 148ft Elevation: 680ft
Aeronautical Chart ICAO 1:500,000 Ed 12	543830.24N 0061738.70W	Belfast Aldergrove and Langford Lodge Airfield Information Text incorrect on the 1/500,000 series chart
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531913.9315N 0070302.3814W, 531723N 0070415W, 531333N 0070330W, 531219.2491N 0070021.6357W, Arc centre/EICL 531459N 0070724W, Radius of 5 nm	Clonbullogue (EICL) Parachute Area Revised Height: SFC Elevation: 4500ft

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. INTRODUCTION

The Altimeter Setting Procedures in use conform to those contained in ICAO DOC 8168-OPS/611 and are given in full below. TRANSITION ALTITUDES for all aerodromes at which Air Traffic Control Service is provided are detailed in Paragraph 3. In addition Transition Altitudes are given on Instrument Approach Charts.

Differences

DOC 8168 OPS/611 VOL 1 PART VI 2.5.4

2. BASIC ALTIMETER SETTING PROCEDURES

2.1 General

The pressure type altimeter, calibrated in accordance with the Standard Atmosphere.

- a. when set to a QNH altimeter setting will indicate ALTITUDE;
- b. when set to a QFE altimeter setting will indicate HEIGHT above QFE reference datum;
- c. when set to a PRESSURE of 1013.2 hPA may be used to indicate FLIGHT LEVELS.

Altimeter settings provided to aircraft for approach, landing and take-off i.e. QNH, Aerodrome QFE and Runway Threshold QFE will be rounded down to the nearest whole hectopascal.

The reference datum for QFE is the aerodrome elevation except in the case specified here under.

The QFE supplied to aircraft for approach, landing and take-off in respect of instrument Runways (including Precision Approach Runways), where the landing threshold is seven feet or more below the aerodrome elevation, shall be the "RUNWAY THRESHOLD QFE". The reference datum in this case will be the threshold elevation of the particular Runway.

2.1.1 Regional QNH

QNH Area 1

This area is the area south of a line 5339N01100W 5339N00720W excluding Dublin CTA and regional Airports within the area. The QNH to be used in this area will be the Shannon aerodrome QNH

This will be transmitted as the Southern QNH H24

NOTE: This is also the QNH that will be issued for operations over sea areas

QNH area 2

This area is land areas north of 5339N01100W 5339N0720W excluding Dublin CTA and Regional Airports within this area. The QNH to be used in this area is the Sligo Airport QNH. This will be transmitted as the Northern QNH H24.

2.1.2 Dublin CTA QNH

This area is the area contained within the Dublin CTA. The QNH to be used in this area will be the Dublin Aerodrome QNH. This will be transmitted as the Dublin QNH H24.

NOTE: This is also the QNH that will be issued for operations over sea areas.

2.1.3 TRANSITION ALTITUDE

A transition altitude is specified for each aerodrome at which Air Traffic Control Service is provided.

Transition Altitudes at Aerodromes within the Shannon Flight Information Region are as follows: -

CONNAUGHT Airport	5000ft	KERRY Airport	5000ft
CORK Airport	5000ft	SHANNON Airport	5000ft
DONEGAL Airport	5000ft	SLIGO Airport	5000ft
DUBLIN Airport	5000ft	WATERFORD Airport	5000ft
GALWAY Airport	5000ft		

2.1.4 Vertical displacement of aircraft when AT or BELOW the Transition Altitude is expressed in terms of ALTITUDE whereas such displacement AT or ABOVE the Transition Level is expressed in terms of FLIGHT LEVELS. While passing through the Transition Layer, vertical displacement is expressed in terms of ALTITUDE (QNH) when DESCENDING and in terms of FLIGHT LEVELS (1013.2 HPA) when ASCENDING.

2.1.5 Flight level zero is located at the atmospheric pressure level of 1013.2 HPA Consecutive flight levels are separated

by a pressure interval corresponding to at least 500 feet in the Standard Atmosphere.

Examples of the relationship between flight levels and altimeter indications are given in the following table:

FLIGHT LEVEL		ALTIMETER INDICATION
Number	Description on RTF	Feet
0	ZERO	0
5	ZERO FIFE	500
10	WUN ZERO	1,000
15	WUN FIFE	1,500
20	TOO ZERO	2,000
50	FIFE ZERO	5,000
100	WUN ZERO ZERO	10,000
150	WUN FIFE ZERO	15,000
200	TOO ZERO ZERO	20,000

2.2 Take-off and Climb

- 2.2.1 A QNH altimeter setting is made available to aircraft in the routine Take-Off and Departure instructions.
- 2.2.2 A QFE altimeter setting, based on the relevant datum, is available on request (see Para 2.1)
- 2.2.3 Prior to take-off one altimeter should be set to the latest QNH altimeter setting for the aerodrome.
- 2.2.4 The vertical position of the aircraft during climb is expressed in terms of Altitudes (QNH) until reaching the Transition Altitude.
- 2.2.5 On climbing through the Transition Altitude the reference for the vertical position of the aircraft should be changed from Altitude (QNH) to flight Levels (1013.2hPA) and there after vertical position should be expressed in terms of Flight Levels.
- 2.2.6 Cruising Levels
IFR flights operated in controlled airspace must be flown at flight levels in accordance with the IFR section of the table of cruising levels detailed on Table TRACK (MAGNETIC) here below.

2.3 Vertical Separation – En Route

- 2.3.1 Vertical separation for en route IFR flights, at or above Transition levels, is expressed in terms of Flight Levels. Vertical Separation Minima are
- 2.3.2 Between aircraft flying subsonic –
 - i. FL290 to FL410-1000ft for RVSM approved aircraft.
 - ii. Above FL450 2000ft
- 2.3.3 Between aircraft flying supersonic and aircraft flying subsonic–
 - i. Up to FL450 – 2000ft
 - ii. Above FL450 – 4000ft

2.4 Approach and Landing

- 2.4.1 A QNH altimeter setting and the Transition level are made available in the routine approach and landing instructions. Aircraft using the QNH altimeter setting will on request be provided with the appropriate Runway Threshold elevation.
- 2.4.2 A QFE altimeter setting, based on the relevant datum is available on request (See Para 2.1)
- 2.4.3 Vertical displacement of aircraft during approach is controlled by reference to Flight Levels (1013.2 HPA) until reaching the Transition Level below which vertical displacement is controlled by reference to Altitudes (QNH).
This does not preclude a pilot using a QFE setting for terrain clearance purposes during the final approach to the runway but references to the vertical position of the aircraft in messages to or from the ground will be expressed in altitudes.

2.5 Missed Approach

The Altimeter settings used while completing a Missed Approach Procedure will be dependent upon whether or not the procedure can be carried out below the Transition Altitude. In any event the Altimeter settings used should be consistent with the relevant portions of Para 2 and 3.

3. PROCEDURES OUTSIDE CONTROLLED AIRSPACE

3.1 Cruising Levels

IFR flights operated OUTSIDE Controlled Airspace should be flown at Flight Levels in accordance with the IFR section of the Table of Cruising Levels.

3.2 Terrain Clearance

It is the responsibility of the pilot to ensure that the Flight Level or Flight Levels selected provide adequate terrain clearance at all points along the routes to be flown. The latest and most appropriate QNH altimeter setting report should be used for assessing terrain clearance.

3.3 Procedures for VFR flights

3.3.1 VFR flights operated in Controlled Airspace should be flown at Flight Levels in accordance with the VFR section of the Table of Cruising levels, unless otherwise required by the appropriate air traffic control unit.

3.3.2 VFR Flights operated OUTSIDE Controlled Airspace in level cruising flight ABOVE 3,000feet from ground or water should be flown at Flight Levels in accordance with the VFR Section of the Table of Cruising Levels.

Compliance with the procedures in Para’s 3.3.1 and 3.3.2 must not be interpreted as allowing any deviation from the Visual Flight Rules.

3.4 Flight Planning

3.4.1 The levels at which a flight is conducted are to be specified in the flight plan;

- a. in terms of Flight Level in the flight is to be conducted at or above the Transition Level, and
- b. in terms of altitude if the flight is to be conducted at or below the transition altitude.

3.4.2 The flight level or levels selected for a flight:-

- a. should ensure adequate terrain clearance at all points along the route to be flown
- b. should satisfy air traffic control requirements, and
- c. should be compatible with the table of Cruising levels.

The information required to determine the lowest flight level which will ensure adequate terrain clearance may be obtained from the appropriate services unit (e.g. Aeronautical Information, Air Traffic or Meteorological).

TRACK (MAGNETIC)											
From 000 to 179						From 180 to 359					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
-90			----	----	----	0			----	----	----
10	300	1000	----	----	----	20	600	2000	----	----	----
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3900	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	205	6250	20500
210	6400	21000	215	6550	21500	220	6700	22000	225	6850	22500
230	7000	23000	235	7150	23500	240	7300	24000	245	7450	24500
250	7600	25000	255	7750	25500	260	7900	26000	265	8100	26500
270	8250	27000	275	8400	27500	280	8550	28000	285	8700	28500
290	8850	29000	300	9150	30000	310	9450	31000	320	9750	32000
330	10050	33000	340	10350	34000	350	10650	35000	360	10950	36000
370	11300	37000	380	11600	38000	390	11900	39000	400	12200	40000

TRACK (MAGNETIC)											
From 000 to 179						From 180 to 359					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
410	12500	41000	420	12800	42000	430	13100	43000	440	13400	44000
450	13700	45000	460	14000	46000	470	14350	47000	480	14650	48000
490	14950	49000	500	15250	50000	510	15550	51000	520	15850	52000
Etc.	Etc.	Etc.	Etc.	Etc.	Etc.	Etc.	Etc.	Etc.	Etc.	Etc.	Etc.

4. FRA CRUISING LEVELS

FRA flights operated within Ireland FRA should be flown at Flight Levels in accordance with the IFR section of the Table of Cruising Levels (see [3.4.2 table](#))

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

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:

- a. presence of relevant serviceable equipment on board the aircraft;
- b. equipment and capabilities commensurate with flight crew qualifications; and
- c. 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	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	MLS
C	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1 - P9	Reserved for RCP
G	GNSS (See Note 2)	R	PBN approved (See Note 4)
H	HF RTF	T	TACAN
I	Inertial Navigation	U	UHF RTF
J1	CPDLC ATN VDL Mode 2 (See Note 3)	V	VHF RTF
J2	CPDLC FANS 1/A HFDL	W	RVSM approved
J3	CPDLC FANS 1/A VDL Mode 4	X	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	Y	VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Z	Other equipment carried or other capabilities (See Note 5)
J6	CPDLC FANS 1/A SATCOM (MTSAT)		
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 nav aids;
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

RNAV SPECIFICATIONS	
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.

Item 19 SUPPLEMENTARY INFORMATION

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 and ENR 6-4

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	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

Table 1:

Name-code Designator	Route
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

Table 7:

Aerodromes	SID	STAR
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 KERAV 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

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE

1. Guidance on aircraft operations where Volcanic Ash Contamination may be a hazard for Flight Operations [GEN 3.5.10](#)

2. Temporary occurrence of activity of a dangerous nature may be notified by NOTAM.

3. UNMANNED AIRCRAFT SYSTEM (UAS) GEOGRAPHICAL ZONES:

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

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Currency Centre, Sandyford Road, Balally, Dublin. EI U2 A circle radius 500M centred on: 531624.8000N 0061354.4000W	Surface to 5000FT AMSL		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.
Royal Hospital Kilmainham, Military Road, Dublin 8. EI U3 A circle radius 800M centred on: 532034.8000N 0061807.8000W	Surface to 5000FT AMSL		Irish Museum of Modern Art Email:David.duff@imma.ie Email:Seamus.magee@imma.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Casement Aerodrome, Baldonnell, Dublin 22. EI U7 A circle radius 5000M centred on: 531810.7710N 0062719.4621W	Surface to 5000FT AMSL		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Newcastle Aerodrome, Aerodrome Traffic Zone (ATZ), Newcastle, County Wicklow. EI U12 A circle radius 2778M centred on: 530422.0000N 0060211.0000W	Surface to 1500FT AMSL		Newcastle Aerodrome Email: info@einc.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Custume Barracks, Athlone, County Westmeath. EI U17 A circle radius 3704M centred on: 532528.0000N 0075652.0000W	Surface to 2000FT AMSL		Department of Defence Email:heliops@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Cathal Brugha Barracks, Rathmines, Dublin 6. EI U19 A circle radius 371M centred on: 531940.5800N 0061613.6900W	Surface to 550FT AMSL		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.
Weston Airport, Leixlip, County Kildare. EI U21 A circle radius 3000M centred on: 532108.0000N 0062918.0000W	Surface to 5000FT AMSL		Weston ATC Email:ops@westonairport.com	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Dublin Control Zone (CTR), Terrain 1, Ward Upper Dublin. EI U24 A circle radius 650M centred on: 532622.1213N 0062032.3017W	Surface to 5000FT AMSL		Dublin ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Dublin Control Zone (CTR), Terrain 2, Cloghran, Dublin. EI U25 A circle radius 1500M centred on: 532446.2276N 0062011.3403W	Surface to 5000FT AMSL		Dublin ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Dublin Control Zone (CTR), Terrain 3, Dunsink, Dublin. EI U26 A circle radius 400M centred on: 532325.9663N 0062016.2456W	Surface to 5000FT AMSL		Dublin ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Dublin Control Zone (CTR), Red Zone, County Dublin. EI U27 A circle radius 5000M centred on: 532544.1249N 0061556.7619W	Surface to 5000FT AMSL		Dublin ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Dublin Control Zone (CTR), Amber Zone, County Dublin. EI U28 A circle radius 12100M centred on: 532544.1249N 0061556.7619W	Surface to 5000FT AMSL		Dublin ATC Email:suaairspace@airnav.ie	UAS Height Constraint. Max height of UAS 98FT AGL. The greater of 30M AGL or the height of the tallest obstacle within 50M. The maximum height may be increased up to 15M above the height of the obstacle at the request of the entity responsible for the obstacle. Excluding EI U3, EI U11, EI U18, EI U19, EI U24, EI U25, EI U26, EI U27, EI U42, EI U 44, EI U48, EI U76, EI U97 Access above the height restrictions may be requested through the zone authority for Specific Category operations.
Shannon Control Zone, (CTR), Red Zone, County Clare. EI U31 A circle radius 5000M centred on: 524207.1151N 0085529.3364W	Surface to 5000FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
<p>Shannon Control Zone, (CTR), Amber Zone, County Clare. EI U64 A circle radius 12000M centred on: 524207.1151N 0085529.3364W</p>	<p>Surface to 5000FT AMSL</p>		<p>Shannon ATC Email:suaairspace@airnav.ie</p>	<p>UAS Height Constraint. Max height of UAS 98FT AGL. The greater of 30M AGL or the height of the tallest obstacle within 50M. The maximum height may be increased up to 15M above the height of the obstacle at the request of the entity responsible for the obstacle. Excluding EI U31, EI U78, EI U79, EI U80, EI U81, EI U82, EI U83, EI U84, EI U85. Access above the height restrictions may be requested through the zone authority for Specific Category operations.</p>
<p>Connaught Control Zone, (CTR), Red Zone, County Mayo. EI U32 A circle radius 5000M centred on: 535437.0688N 0084906.5676W</p>	<p>Surface to 5000FT AMSL</p>		<p>Ireland West ATC Email: michaelconnolly@irelandwestairport.com</p>	<p>UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.</p>

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
<p>Connaught Control Zone, (CTR), Amber Zone, County Mayo. EI U63 A circle radius 12000M centred on: 535437.0688N 0084906.5676W</p>	Surface to 5000FT AMSL		<p>Ireland West ATC Email: michaelconnolly@irelandwestairport.com</p>	<p>UAS Height Constraint. Max height of UAS 98FT AGL. The greater of 30M AGL or the height of the tallest obstacle within 50M. The maximum height may be increased up to 15M above the height of the obstacle at the request of the entity responsible for the obstacle. Excluding EI U32. Access above the height restrictions may be requested through the zone authority for Specific Category operations.</p>
<p>Cork Control Zone (CTR), Red Zone, County Cork. EI U33 A circle radius 5000M centred on: 515028.5672N 0082928.0049W</p>	Surface to 5000FT AMSL		<p>Cork ATC Email:suaairspace@airnav.ie</p>	<p>UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.</p>
<p>Cork Control Zone (CTR), Amber Zone, County Cork. EI U61 A circle radius 12000M centred on: 515028.5672N 0082928.0049W</p>	Surface to 5000FT AMSL		<p>Cork ATC Email:suaairspace@airnav.ie</p>	<p>UAS Height Constraint. Max height of UAS 98FT AGL. The greater of 30M AGL or the height of the tallest obstacle within 50M. The maximum height may be increased up to 15M above the height of the obstacle at the request of the entity responsible for the obstacle. Excluding EI U33, EI U45, EI U67, EI U68. Access above the height restrictions may be requested through the zone authority for Specific Category operations.</p>

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Cork Control Zone (CTR) Terrain 1 Curra Road County Cork EI U67 A circle radius 625M centred on: 514931.38N 0083544.88W	Surface to 5000FT AMSL		Cork ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Cork Control Zone (CTR), Terrain 2, The Cottages, County Cork. EI U68 A circle radius 700M centred on: 514722.94N 0082724.37W	Surface to 5000FT AMSL		Cork ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Kerry Control Zone (CTR), Red Zone, County Kerry. EI U34 520605.6000N 0094542.3000W 520556.7000N 0094445.1000W, 520606.4000N 0094331.0000W, 520602.9000N 0094243.0000W 520430.3000N 0093847.4000W 520403.7000N 0093122.4000W 520411.9000N 0093037.0000W 520406.8000N 0093001.0000W 520347.3000N 0092911.9000W 520302.6000N 0092552.8000W 520335.9000N 0092017.2000W Arc 10NM from EIKY ARP 521051.1608N 0093125.6247W 521957.2000N 0093804.4000W 521435.8000N 0093837.8000W 521439.6000N 0094628.1000W Arc 10NM from EIKY ARP 521051.1608N 0093125.6247W 520605.6000N 0094542.3000W	Surface to 5000FT AMSL		Kerry ATC Email:atc@kerryairport.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Kerry Control Zone (CTR), Amber Zone, North County Kerry. EI U62N 520605.6448N 0094542.2712W 520556.7060N 0094445.0600W 520606.3864N 0094330.9972W 520602.8908N 0094242.9876W 520430.3024N 0093847.4000W 520403.6948N 0093122.3896W 520411.8884N 0093036.9900W 520406.8232N 0093000.9252W 520347.2824N 0092911.8896W 520302.5812N 0092552.8132W 520335.9208N 0092017.1924W 520252.3752N 0092137.6452W 520200.1824N 0092350.8164W 520138.5176N 0092510.2396W 520113.8936N 0092702.7936W 520059.4720N 0092916.1052W 520052.2720N 0093101.3080W 520055.2960N 0093305.1912W 520112.9612N 0093548.6528W 520143.1400N 0093805.3376W 520226.7324N 0094013.4112W 520320.9988N 0094211.0268W 520400.8508N 0094315.7116W 520511.5080N 0094450.4492W 520605.6448N 0094542.2712W	Surface to 5000FT AMSL		Kerry ATC Email:atc@kerryairport.ie	UAS Height Constraint. Max height of UAS 50FT AGL. The greater of 15M AGL or the height of the tallest obstacle within 50M. The maximum height may be increased up to 15M above the height of the obstacle at the request of the entity responsible for the obstacle. Access above the height restrictions may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Kerry Control Zone (CTR), Amber Zone, South County Kerry. EI U62S 521957.9396N 0093804.8084W 521435.8224N 0093837.7736W 521439.6852N 0094627.9588W 521504.4028N 0094610.0200W 521545.0036N 0094534.7796W 521623.2392N 0094456.1660W 521654.4224N 0094422.4448W 521727.1824N 0094336.9012W 521814.3748N 0094223.0688W 521852.9092N 0094059.4156W 521923.8620N 0093947.2644W 521943.1940N 0093856.4684W 521957.9396N 0093804.8084W	Surface to 5000ft AMSL		Kerry ATC Email:atc@kerryairport.ie	UAS Height Constraint. Max height of UAS 50FT AGL. The greater of 15M AGL or the height of the tallest obstacle within 50M. The maximum height may be increased up to 15M above the height of the obstacle at the request of the entity responsible for the obstacle. Access above the height restrictions may be requested through the zone authority for Specific Category operations.
Newcastle Aerodrome, Radio Mandatory Zone, County Wicklow. EI U41 A circle radius 2778M centred on: 530422.0000N 0060211.0000W	Surface to 1500FT AMSL		Newcastle Aerodrome Email:info@einc.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Arbour Hill Prison, Arbour Hill, Dublin 7. EI U42 A circle radius 800M centred on: 532100.5700N 0061717.1700W	Surface to 550FT AMSL		Irish Prison Service Email:PVMannerin@irishprisons.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.
Castlerea Prison, Harristown Castlerea, County Roscommon. EI U43 A circle radius 800M centred on: 534514.7900N 0082913.7470W	Surface to 550FT AMSL		Irish Prison Service Email:PVMannerin@irishprisons.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
<p>Clloverhill & Wheatfield Prison, Clloverhill Road, Clondalkin, Dublin 22. EI U44 A circle radius 800M centred on: 532027.9300N 0062258.9200W</p>	Surface to 550FT AMSL		<p>Irish Prison Service Email:PVMannerin@irishprisons.ie</p>	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.
<p>Cork Prison, Rathmore Road, Cork City. EI U45 A circle radius 800M centred on: 515433.4000N 0082735.9700W</p>	Surface to 550FT AMSL		<p>Irish Prison Service Email:PVMannerin@irishprisons.ie</p>	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.
<p>Loughan House, Blacklion, County Cavan. EI U46 A circle radius 800M centred on: 541719.3400N 0075456.3400W</p>	Surface to 550FT AMSL		<p>Irish Prison Service Email:PVMannerin@irishprisons.ie</p>	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.
<p>Shelton Abbey, Arklow, County Wicklow. EI U47 A circle radius 800M centred on: 524856.6100N 0061125.5100W</p>	Surface to 550FT AMSL		<p>Irish Prison Service Email:PVMannerin@irishprisons.ie</p>	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.
<p>IPS BSD, Santry, Dublin 17. EI U48 A circle radius 500M centred on: 532424.8400N 0061412.5500W</p>	Surface to 550FT AMSL		<p>Irish Prison Service Email:PVMannerin@irishprisons.ie</p>	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.
<p>IPS Headquarters, County Longford. EI U49 A circle radius 500M centred on: 534359.8300N 0074629.9200W</p>	Surface to 550FT AMSL		<p>Irish Prison Service Email:PVMannerin@irishprisons.ie</p>	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Leinster Model Flying Club 1, Phoenix Park, Dublin 8. EI U50 A circle radius 300M centred on: 532123.0000N 0062026.0000W	Surface to 400FT AMSL		Model Aeronautics Council of Ireland Email:iaaliaison@maci.ie	Exemption Zone. Max height of UAS 400ft AGL. Model Aircraft operated by MACI members are exempt from the restrictions of the UAS Geographical Zone within which the exemption zone resides.
Balheary Model Flying Club 1, Roscall, Balheary, County Dublin. EI U51 A circle radius 800M centred on: 533022.0000N 0061407.0000W	Surface to 400FT AMSL		Model Aeronautics Council of Ireland Email:iaaliaison@maci.ie	Exemption Zone. Max height of UAS 400ft AGL. Model Aircraft operated by MACI members are exempt from the restrictions of the UAS Geographical Zone within which the exemption zone resides.
Fingal Model Flying Club 1, Drumanagh, Loughshinny, County Dublin. EI U52 A circle radius 800M centred on: 533215.0000N 0060503.0000W	Surface to 400FT AMSL		Model Aeronautics Council of Ireland Email:iaaliaison@maci.ie	Exemption Zone. Max height of UAS 400ft AGL. Model Aircraft operated by MACI members are exempt from the restrictions of the UAS Geographical Zone within which the exemption zone resides.
Island Slope Rebels Club 4, Killakee, Glassamucky Mountain, Dublin. EI U53 A circle radius 800M centred on: 531330.0000N 0061906.0000W	Surface to 400FT AMSL		Model Aeronautics Council of Ireland Email:iaaliaison@maci.ie	Exemption Zone. Max height of UAS 400ft AGL. Model Aircraft operated by MACI members are exempt from the restrictions of the UAS Geographical Zone within which the exemption zone resides.
Donegal Control Zone, (CTR) Red Zone, County Donegal. EI U69 A circle radius 5000M centred on: 550239.0891N 0082027.5960W	Surface to 5000FT AMSL		Donegal ATC Email:sua@donegalairport.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Donegal Control Zone, (CTR) Amber Zone, County Donegal. EI U70 A circle radius 12000M centred on: 550239.0891N 0082027.5960W	Surface to 5000FT AMSL		Donegal ATC Email:sua@donegalairport.ie	UAS Height Constraint. Max height of UAS 50FT AGL. The greater of 15M AGL or the height of the tallest obstacle within 50M. The maximum height may be increased up to 15M above the height of the obstacle at the request of the entity responsible for the obstacle. Excluding EI U69. Access above the height restrictions may be requested through the zone authority for Specific Category operations.
Bandon Model Flying Club 1, Clashfree, Bandon, County Cork. EI U73 A circle radius 800M centred on: 514423.0000N 0084139.0000W	Surface to 400FT AMSL		Cork ATC Email:suaairspace@airnav.ie	Exemption Zone. Max height of UAS 400ft AGL. Model Aircraft operated by MACI members are exempt from the restrictions of the UAS Geographical Zone within which the exemption zone resides.
Cork Model Aero Club 2, Little Silver House, Bandon, County Cork. EI U74 A circle radius 800M centred on: 514648.0000N 0084312.0000W	Surface to 400FT AMSL		Cork ATC Email:suaairspace@airnav.ie	Exemption Zone. Max height of UAS 400ft AGL. Model Aircraft operated by MACI members are exempt from the restrictions of the UAS Geographical Zone within which the exemption zone resides.
Island Slope Rebels Club 1, Old Head of Kinsale, County Cork. EI U75 A circle radius 800M centred on: 513714.0000N 0083242.0000W	Surface to 400FT AMSL		Cork ATC Email:suaairspace@airnav.ie	Exemption Zone. Max height of UAS 400ft AGL. Model Aircraft operated by MACI members are exempt from the restrictions of the UAS Geographical Zone within which the exemption zone resides.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Ballyboughal Airfield, Fingal, County Dublin. EI U76 A circle radius 1000M centred on: 533017.7000N 0061404.8000W	Surface to 600FT AMSL		Michael Bergin Email:michaelbergin@live.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Shannon Model Flying Club Inniscullen, Shannon, County Clare. EI U77 A circle radius 300M centred on: 524155.0000N 0085117.0000W	Surface to 200FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	Exemption Zone. Max height of UAS 200ft AGL. Model Aircraft operated by MACI members are exempt from the restrictions of the UAS Geographical Zone within which the exemption zone resides.
Shannon Control Zone CTR Terrain 1 Ballintlea Lough, County Clare. EI U78 A circle radius 1200M centred on: 524243.4200N 0084451.9700W	Surface to 5000FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Shannon Control Zone CTR Terrain 2 Ballymartin, County Limerick. EI U79 A circle radius 200M centred on: 523927.0200N 0085327.0800W	Surface to 5000FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Shannon Control Zone CTR Terrain 3 Ballynagard, County Clare. EI U80 A circle radius 1600M centred on: 524210.8400N 0090440.3900W	Surface to 5000FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Shannon Control Zone CTR Terrain 4 Clonmoney North, County Clare. EI U81 A circle radius 1200M centred on: 524234.9000N 0084946.1000W	Surface to 5000FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Shannon Control Zone CTR Terrain 5 Coney Island, County Clare. EI U82 A circle radius 800M centred on: 524241.0800N 0090000.4100W	Surface to 5000FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Shannon Control Zone CTR Terrain 6 Drumline, County Clare. EI U83 A circle radius 300M centred on: 524340.1400N 0085123.0300W	Surface to 5000FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Shannon Control Zone CTR Terrain 7 Killulla, County Clare. EI U84 A circle radius 2400M centred on: 524443.6400N 0085259.3200W	Surface to 5000FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Shannon Control Zone CTR Terrain 8 Lisheen, County Clare. EI U85 A circle radius 600M centred on: 524543.5900N 0090254.6400W	Surface to 5000FT AMSL		Shannon ATC Email:suaairspace@airnav.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Sligo Control Zone (CTR), Red Zone, County Sligo. EI U87 A circle radius 5000M centred on: 541648.7683N 0083557.1479W	Surface to 5000FT AMSL		Sligo ATC Email:Safetymanager@sligoairport.com	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Sligo Control Zone (CTR), Amber Zone, County Sligo. EI U88 A circle radius 12000M centred on: 541648.7683N 0083557.1479W	Surface to 5000FT AMSL		Sligo ATC Email:Safetymanager@sligoairport.com	UAS Height Constraint. Max height of UAS 50FT AGL. The greater of 15M AGL or the height of the tallest obstacle within 50M. The maximum height may be increased up to 15M above the height of the obstacle at the request of the entity responsible for the obstacle. Excluding EI U87. Access above the height restrictions may be requested through the zone authority for Specific Category operations.
Waterford Control Zone, (CTR) Red Zone, County Waterford. EI U89 A circle radius 5000M centred on: 521113.9199N 0070513.0659W	Surface to 5000FT AMSL		Waterford ATC Email:Sua@waterfordairport.net	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Waterford Control Zone, (CTR) Amber Zone, County Waterford. EI U90 A circle radius 12000M centred on: 521113.9199N 0070513.0659W	Surface to 5000FT AMSL		Waterford ATC Email:Sua@waterfordairport.net	UAS height constraint. Max height of UAS 98FT AGL. The greater of 30M AGL or the height of the tallest obstacle within 50M. The maximum height may be increased up to 15M above the height of the obstacle at the request of the entity responsible for the obstacle. Excluding EI U89, EI U91, EI U92, EI U93, EI U94, EI U95. Access above the height restrictions may be requested through the zone authority for Specific Category operations.
Waterford Control Zone, CTR Terrain 1, Ballinacloy, County Waterford. EI U91 A circle radius 3800M centred on: 521104.2500N 0071045.7600W	Surface to 5000FT AMSL		Waterford ATC Email:Sua@waterfordairport.net	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Waterford Control Zone, CTR Terrain 2, Ballycashin, County Waterford. EI U92 A circle radius 600M centred on: 521353.0500N 0070931.7200W	Surface to 5000FT AMSL		Waterford ATC Email:Sua@waterfordairport.net	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Waterford Control Zone, CTR Terrain 3, Faithlegg, County Waterford. EI U93 A circle radius 600M centred on: 521556.5700N 0070024.8800W	Surface to 5000FT AMSL		Waterford ATC Email:Sua@waterfordairport.net	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Waterford Control Zone, CTR Terrain 4, Kilcop Upper, County Waterford. EI U94 A circle radius 1700M centred on: 521258.9000N 0070059.5200W	Surface to 5000FT AMSL		Waterford ATC Email:Sua@waterfordairport.net	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Waterford Control Zone, CTR Terrain 5, Leperstown, County Waterford. EI U95 A circle radius 3500M centred on: 521004.2500N 0070130.3700W	Surface to 5000FT AMSL		Waterford ATC Email:Sua@waterfordairport.net	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations.
Roundwood Model Flying Club 1, Roundwood, County Wicklow. EI U96 A circle radius 800M centred on: 530440N 0061353W	Surface to 400FT AMSL.		Model Aeronautics Council of Ireland Email:iaaliaison@maci.ie	Exemption Zone. Max height of UAS 400FT AGL. Within this zone, MACI members are exempt from the 'open' category requirement that unmanned aircraft do not drop any material, Reg (EU) 2019/947 Article 4, subject to the following limitations: 1. The maximum weight of any single item shall not exceed 100g. 2. The dropzone shall be secured from any uninvolved persons. 3. An observer shall monitor the dropzone.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
EI D1 Danger Area 1 Gormanston, Meath. EI U1 534137N 0061229W then a counter-clockwise arc radius centred on 533843N 0061348W 533754N 0060857W 533557N 0055740W then a counterclockwise arc radius centred on 533843N 0061348W 534822N 0060926W 534137N 0061229W	Surface to 40000FT AMSL		Defence Forces Ireland Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations. Allow at least three working days.
EI D5 Danger Area 5 Glen of Imaal, Wicklow. EI U5 530248N 0062419W 525508N 0062436W 525701N 0063454W 530027N 0063340W 530124N 0063203W 530248N 0062419W	GND to 40000FT AMSL		Defence Forces Ireland Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations. Allow at least three working days.
EI D6 Danger Area 6 Kilworth, Cork. EI U6 521400N 0081505W 521430N 0081200W 521305N 0081140W 521255N 0081420W 521400N 0081505W	GND to 8000FT AMSL		Defence Forces Ireland Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations. Allow at least three working days.
EI D13 Sea/Coastal Area SSW of Cork EI U13 513412N 0084236W 512012N 0083436W 511736N 0084848W 513142N 0085706W 513412N 0084236W	Surface to 45000FT AMSL		Defence Forces Ireland Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations. Allow at least three working days. Excludes High Seas (Waters greater than 12nm from coastline).

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
EI D14 Sea Area SW of Kerry EI U14 514605N 0103227W 513530N 0101801W 512238N 0104243W 513317N 0105700W 514605N 0103227W	Surface to 45000 FT AMSL		Defence Forces Ireland Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations. Allow at least three working days. Excludes High Seas (Waters greater than 12nm from coastline).
EI P8 Prohibited Area 8 Portlaoise, County Laois. EI U8 A circle radius 2NM centred on 530130.00N 0071800.00W	GND to 5000FT AMSL		Irish Prison Service Email:PVMannerin@irishprisons.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations. Allow at least three working days.
EI P9 Prohibited Area 9 Limerick Prison. EI U9 A circle radius 1NM centred on 523930.00N 0083659.00W	GND to 2000FT AMSL		Irish Prison Service Email:PVMannerin@irishprisons.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.
EI P10 Prohibited Area 10 Curragh Military Camp, Kildare. EI U10 530916N 0065247W 530943N 0064927W 530900N 0064816W 530749N 0064759W 530851N 0065245W 530916N 0065247W	GND to 5000FT AMSL		Defence Forces Ireland Email:Dftc.ops@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations. Allow at least three working days.
EI P11 Prohibited Area 11 Phoenix Park, Dublin. EI U11 A circle radius 1NM centred on 532134.00N 0061859.00W	GND to 1000FT AMSL		Department of Justice Email:info@justice.ie	UAS Prohibited. Request access through the zone authority.
EI P18 Prohibited Area 18 Mountjoy Prison, Dublin. EI U18 A circle radius 0.5NM centred on 532144.00N 0061601.00W	GND to 550FT AMSL		Irish Prison Service Email:PVMannerin@irishprisons.ie	UAS Prohibited. Access may be requested through the zone authority for Open & Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
EI R15 Restricted Area 15 Casement Area EI U15 532000N 0062130W 531439N 0062130W 531437N 0063707W 532202N 0064237W 532034N 0063056W 532000N 0062130W	Surface to 3000FT AMSL		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Height Constraint. Max height of UAS 25FT AGL. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days. UAS which has a mass of less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, may be operated at a height above the surface of not more than 8 metres (25 ft) excluding EI U23, EI U7, EI U21.
EI R16B Restricted Area 16B Casement Area EI U16 532339N 0064350W 531437N 0063707W 531041N 0064856W arc 15NM radius of 531811N 0062719W 532359N 0065024W 532339N 0064350W.	EI R16B 1000FT AMSL to FL240		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days.
EI R16C Restricted Area 16C Casement Area EI U16 532359N 0065024W arc 15NM radius of 531811N 0062719W 531041N 0064856W 530815N 0065612W arc 20NM radius of 531811N 0062719W 532425N 0065912W 532359N 0065024W.	EI R16C 1500FT AMSL to FL240		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
EI R16D Restricted Area 16D Casement Area EI U16 531439N 0062542W 531021N 0063359W 531437N 0063707W 531439N 0062542W	EI R16D 1500FT AMSL to 4500FT AMSL		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days
EI R16E Restricted Area 16E Casement Area EI U16 531437N 0063707W 531021N 0063359W 530607N 0064207W arc 15NM radius of 531811N 0062719W 531041N 0064856W 531437N 0063707W.	EI R16E 2500FT AMSL to FL240		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days
EI R16F Restricted Area 16F Casement Area EI U16 531041N 0064856W arc 15NM radius of 531811N 0062719W 530607N 0064207W 530247N0064829W arc 20NM radius of 531811N 0062719W 530815N 0065612W 531041N 0064856W.	EI R16F 3500FT AMSL to FL240		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days
EI R16G Restricted Area 16G Casement Area EI U16 530815N 0065612W arc 20NM radius of 531811N 0062719W 530247N 0064829W 525609N 0070104W arc 30NM radius of 531811N 0062719W 530 324N 0071035W 530815N 0065612W.	EI R16G 4500FT AMSL to FL240		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
EI R16H Restricted Area 16H Casement Area EI U16 532425N 0065912W arc 20NM radius of 531811N 0062719W 530815N 0065612W 530324N 0071035W arc 30NM radius of 531811N 0062719W 532514N 0071559W 532425N 0065912W.	EI R16H 2500FT AMSL to FL240		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days
EI R22 Restricted Area 22 Finner Area EI U22 A circle radius 1NM centred on 542932N 0081440W	Surface to 1000FT AMSL		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days
EI R23 Restricted Area 23 Casement Area EI U23 A circle radius 1NM centred on 531800N 0062652W	Surface to 2000FT AMSL		Department of Defence Email: Airspaceandobstacles@defenceforces.ie	UAS Prohibited. Access may be requested through the zone authority for Specific Category operations. Allow at least three working days
Dublin Airport Green Zone County Dublin. EI U29 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	Surface to 5000FT AMSL		Dublin ATC Email: suaairspace@airnav.ie	UAS Height Constraint. Max height of UAS 300FT AGL. 90m Excluding EI U2, EI U3, EI U7, EI U11, EI U15, EI U18, EI U19, EI U21, EI U24, EI U25, EI U26, EI U27, EI U28, EI U42, EI U44, EI U48, EI U76, EI U97 Access above the height restriction may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Donegal Control Zone (CTR) Green Zone County Donegal. EI U35 551216.5763N 0082504.4941W Arc radius 10nm centre 550239.0891N 0082027.5960W 550224.0175N 0083750.2043W	Surface to 5000FT AMSL		Donegal ATC Email:sua@donegalairport.ie	UAS Height Constraint. Max height of UAS 295FT AGL. 90m Excluding EI U69 & EI U70. Access above the height restrictions may be requested through the zone authority for Specific Category operations.
Sligo Control Zone (CTR) Green Zone County Sligo. EI U36 A circle radius 10nm centred on 541648.7683N 0083557.1479W	Surface to 5000FT AMSL		Sligo ATC Email:safetymanager@sligoairport.com	UAS Height Constraint. Max height of UAS 295FT AGL. 90m excluding EI U87 & EI U88. Access above the height restrictions may be requested through the zone authority for Specific Category operations.
Waterford Control Zone (CTR) Green Zone County Waterford. EI U65 A circle radius 10nm centred on 521113.9199N 0070513.0659W	Surface to 5000FT AMSL		Waterford ATC Email:sua@waterfordairport.net	UAS Height Constraint. Max height of UAS 295FT AGL. 90m excluding EI U89, EI U90, EI U91, EI U92, EI U93, EI U94, EI U95. Access above the height restrictions may be requested through the zone authority for Specific Category operations.
Cork Control Zone (CTR) Green Zone County Cork. EI U66 A circle radius 15nm centred on 515028.5672N 0082928.0049W	Surface to 5000FT AMSL		Cork ATC Email:suaairspace@airnav.ie	UAS Height Constraint. Max height of UAS 295FT AGL. 90m excluding EI U33, EI U45, EI U61, EI U67, EI U68. Access above the height restrictions may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Connaught Control Zone (CTR) Green Zone County Mayo. EI U71 A circle radius 10nm centred on 535437.0688N 0084906.5676W	Surface to 5000FT AMSL		Ireland West ATC Email: michaelconnolly@irelandwestairport.com	UAS Height Constraint. Max height of UAS 295FT AGL. 90m Excluding EI U32 & EI U63. Access above the height restrictions may be requested through the zone authority for Specific Category operations.
Shannon Control Zone (CTR) Green Zone County Clare. EI U86 523003.9308N 0084053.0000W Arc radius 15nm centred on 524207.1151N 0085529.3364W 524538.8265N 0083130.5656W 524101.5352N 0083908.4314W Arc radius 1.5nm centre 523958.0000N 0084053.0000W 523828.1292N 0084053.0000 W	Surface to 5000FT AMSL		Shannon ATC Email: suaairspace@airnav.ie	UAS Height Constraint. Max height of UAS 295FT AGL. 90m excluding EI U31, EI U64, EI U78, EI U79, EI U80, EI U81, EI U82, EI U83, EI U84, EI U85. Access above the height restrictions may be requested through the zone authority for Specific Category operations.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
Blanchardstown, County Dublin, EI U97 532444.3800N 0062548.1721W 532444.8211N 0062550.8692W 532444.9194N 0062553.6611W 532444.6704N 0062556.4266W 532444.0851N 0062559.0453W 532443.1889N 0062601.4035W 532442.0207N 0062603.3987W 532440.6314N 0062604.9443W 532415.6124N 0062626.8494W 532414.2292N 0062627.7962W 532356.0124N 0062637.0431W 532354.4746N 0062637.5542W 532335.5322N 0062640.6613W 532333.9646N 0062640.6595W 532315.0248N 0062637.5097W 532312.7990N 0062636.5857W 532256.0365N 0062625.1463W 532254.5016N 0062623.7544W 532253.1834N 0062621.8375W 532252.1446N 0062619.4869W 532251.4346N 0062616.8144W 532235.4417N 0062453.0758W 532228.4331N 0062457.1513W 532226.7934N 0062457.7904W 532225.1102N 0062457.8399W 532223.4582N 0062457.2977W 532221.9104N 0062456.1878W	Surface to 500ft AMSL		Dublin ATC Email:suaairspace@airnav.ie	Access may be requested through the zone authority.

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
532210.2932N 0062445.3042W 532208.9422N 0062443.7110W 532207.8153N 0062441.6865W 532151.3257N 0062405.1313W 532150.4422N 0062402.6595W 532149.8944N 0062359.9284W 532149.7076N 0062357.0642W 532149.6987N 0062344.5183W 532149.7372N 0062343.1886W 532151.6015N 0062311.4468W 532151.9071N 0062308.8701W 532157.4283N 0062238.3457W 532158.0279N 0062235.9182W 532206.9945N 0062207.7822W 532207.5704N 0062206.2376W 532226.5165N 0062122.3536W 532227.4145N 0062120.6105W 532228.4773N 0062119.1509W 532229.6734N 0062118.0177W 532230.9676N 0062117.2445W 532257.7374N 0062105.4780W 532259.3661N 0062105.0563W 532301.0117N 0062105.2033W 532302.6044N 0062105.9127W 532304.0765N 0062107.1544W 532305.3656N 0062108.8757W 532306.4168N 0062111.0034W 532316.3611N 0062135.9858W 532317.0533N 0062138.1221W	Surface to 500ft AMSL		Dublin ATC Email:suaairspace@airnav.ie	Access may be requested through the zone authority

GEOGRAPHICAL COORDINATES, CENTRE OF AREA & RANGE OF INFLUENCE	VERTICAL LIMITS	ADVISORY MEASURES	AUTHORITY RESPONSIBLE	REMARKS
1	2	3	4	5
532317.5041N 0062140.4328W 532317.6986N 0062142.8421W 532318.2900N 0062205.5268W 532335.4092N 0062239.0340W 532346.2398N 0062256.2435W 532358.1271N 0062314.8710W 532409.9659N 0062327.9415W 532411.3864N 0062329.9418W 532412.4939N 0062332.4373W 532423.7394N 0062405.1075W 532424.5505N 0062408.4203W 532426.0315N 0062417.9212W 532432.9476N 0062431.2279W 532433.4394N 0062431.3961W 532435.0163N 0062432.2278W 532436.4576N 0062433.5857W 532437.7016N 0062435.4118W 532438.6952N 0062437.6279W 532439.3961N 0062440.1394W 532440.4106N 0062445.0401W 532440.7591N 0062447.3892W 532440.8502N 0062449.8051W 532440.6812N 0062452.2090W 532440.2573N 0062454.5231W 532439.5924N 0062456.6716W 532435.7026N 0062506.8700W 532435.0789N 0062508.2169W 532444.3800N 0062548.1721W	Surface to 500ft AMSL		Dublin ATC Email:suaairspace@airnav.ie	Access may be requested through the zone authority

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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	2° W (2023) /13' 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 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 Signature and Swissport.
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). 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 LOCATION DATA

1	Apron surface and strength	Surface: CONC Strength: PCN 70/R/C/W/U			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN 97/R/C/W/T
		B1	24 M	CONC	PCN 108/R/B/W/T
		B2	24 M	CONC	PCN 97/R/B/W/T
		C	23 M	CONC	PCN 107/R/C/W/T
		DN	15 M	CONC	PCN 107/R/C/W/T
		DS	15 M	CONC	PCN 107/R/C/W/T
		E1	23 M	CONC/ASPH	PCN 120/F/B/W/T
		E2	32 M	CONC/ASPH	PCN 85/R/B/W/T
		F-Inner	23 M	CONC	PCN 100/R/B/W/T
		F-Outer	23 M	CONC	PCN 109/R/B/W/T
		F1	25 M	CONC/ASPH	PCN 88/R/C/W/T
		F2	23 M	CONC	PCN 98/R/B/W/T
		F3	23 M	CONC	PCN 98/R/B/W/T
		H1	23 M	CONC/ASPH	PCN 84/R/B/W/T
		K	23 M	CONC	PCN 114/R/C/W/T
M	23 M	CONC	PCN 114/R/C/W/T		
M1	25 M	CONC/ASPH	PCN 120/R/A/W/T		

	N	23 M	CONC	PCN 114/R/C/W/T
	N1	24 M	CONC	PCN 114/R/C/W/T
	N2	27 M	CONC	PCN 114/R/C/W/T
	N3	23 M	CONC	PCN 114/R/C/W/T
	N4	23 M	CONC/ASPH	PCN 98/F/C/W/T
	N5	23 M	CONC	PCN 114/R/C/W/T
	N6	26 M	CONC	PCN 114/R/C/W/T
	N7	25 M	CONC	PCN 114/R/C/W/T
	P1	23 M	CONC/ASPH	PCN 68/R/B/W/T
	S	23 M	CONC/ASPH	PCN 95/R/B/W/T
	S1	23 M	CONC	PCN 60/R/B/W/T
	S2	23 M	ASPH	PCN 70/R/C/W/U
	S3	23 M	ASPH	PCN 48/R/B/W/T
	S4	23 M	CONC	PCN 60/R/B/W/T
	S5	30 M	CONC	PCN 55/R/B/W/T
	S6	23 M	CONC	PCN 59/R/B/W/T
	S7	23 M	ASPH	PCN 95/R/B/W/T
	W1	25 M	ASPH	PCN 120/R/A/W/T
	W2	23 M	ASPH	PCN 120/F/A/W/T
	W3	23 M	CONC	PCN 73/R/A/W/T
	W4	15 M	ASPH	PCN 52/R/B/W/T
	Z	23 M	ASPH	PCN 114/R/C/W/T
	LINK 1	33 M	CONC	PCN 110/R/C/W/T
	LINK 2	65 M	CONC/ASPH	PCN 70/R/C/W/U
	LINK 3	42 M	CONC	PCN 79/R/B/W/T
	LINK 4	73 M	CONC	PCN 84/R/A/W/T
	LINK 5	23 M	CONC/ASPH	PCN 108/R/B/W/T
	LINK 6	23 M	CONC	PCN 109/R/C/W/T
	LINK 7	23 M	CONC	PCN 114/R/C/W/T
	AT 1	47 M	CONC	PCN 70/R/C/W/U

		AT 2	47 M	CONC	PCN 70/R/C/W/U
		AT 3	61 M	CONC	PCN 70/R/C/W/U
		AT 4	59 M	CONC	PCN 70/R/C/W/U
		AT 5	81 M	CONC/ASPH	PCN 70/R/C/W/U
		AT 6	58 M	CONC	PCN 70/R/C/W/U
		West Apron	86 M	CONC	PCN 70/R/C/W/U
		North Apron	48 M	CONC	PCN 70/R/C/W/U
		South Apron	30 M	CONC	PCN 70/R/C/W/U
3	Altimeter checkpoint location and elevation	Location: South Apron / Elevation: 201ft AMSL			
4	VOR checkpoint	Nil			
5	INS checkpoint	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	<p>Taxiing guidance signs at all intersections and at holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. AVDGS is installed on majority of stands. Where AVDGS is available and operational, it is mandatory for it to be used. On stands where AVDGS is not available or not operational Marshalls must be provided. No aircraft should enter a stand without guidance.</p> <p>If AVDGS is not operational on the stands listed below, the aircraft listed cannot taxi onto stand due to reduced clearances. Aircraft will be allocated an alternative stand or must shut down engines and tow on.</p> <p>Stand Restrictions: Stand 313C - B777-300. Stand 314 - B787-900, A330-200 and A330-300. Stand 316 - All A/C types. Stand 409C - All A/C types.</p>
2	RWY/TWY markings and LGT	<p>RWY 10R/28L Designation, THR, TDZ, centreline, side stripe, aiming point.</p> <p>RWY 10L/28R Designation, THR, TDZ, centreline, side stripe, aiming point.</p> <p>RWY 16/34 Designation, THR, TDZ, centreline, side stripe, aiming point. For the purposes of Taxiing Intermediate holding positions.</p> <p>Taxiways Centreline, edge stripes, holding positions, intersection markings except TWY S1.</p> <p>Intermediate holding position lights on TWY H1, M1, W2, E2 Link 1, Link 2, Link 3, Apron Taxiway 6 and RWY 16/34 at 16-1 and 34-2, 16-2, K, N, M, F-Outer.</p>

<p>3</p>	<p>Stop bars</p>	<p>Switchable Stop bars at CAT II/III Runway Holding Position on TWY E1, S7, N2.</p> <p>Switchable Stop Bars at CAT I Runway Holding Position for Runway 10R/28L on TWY E1, RWY 34, TWY S1, TWY S2, TWY S3, TWY S4, TWY S5, TWY S6, TWY S7 & Maintenance Base.</p> <p>Switchable Stop bars at CAT I Runway Holding Position for Runway 16/34 on TWY E1, E2, TWY B2, TWY A, TWY H1, TWY M1, TWY P1, TWY N, TWY N4 (on RWY 28R), TWY M, TWY W4, TWY W3, TWY W2, TWY W1, TWY S1, RWY 10R & Fire Station Road to RWY 16.</p> <p>Switchable Stop bars at CAT I Runway Holding Position for Runway 10L/28R on TWY N2.</p> <p>Switchable Stop bars at co-located CAT I/II/III Runway Holding Position for Runway 10L/28R on TWY N1, TWY N6 & TWY N7.</p> <p>Fixed Stop bars for CAT I conditions to Runway 16/34 is RWY 10L.</p> <p>Fixed Stop bars for CAT II/III conditions for Runway 10R/28L on RWY 34 (CAT III), RWY 34 (CAT I), TWY S1, TWY S2, TWY S3, TWY S4, TWY S5, TWY S6, Maintenance Base, TWY B2, TWY A & H1.</p> <p>Fixed Stop bars for CAT II/III conditions for Runway 10L/28R on TWY N3, TWY N4, RWY 16, TWY N5.</p> <p>No Entry bars for Runway 10L/28R on TWY N3, TWY N4, RWY 16 & TWY N5.</p> <p>Runway Guard Lights on Runway 10R/28L on TWY E1 CAT I, TWY E1 CAT III, RWY 34, TWY S1, TWY S2, TWY S3, TWY S4, TWY S5, TWY S6, TWY S7 CAT I, TWY S7 CAT III & Maintenance Base.</p> <p>Runway Guard Lights for Runway 16/34 on TWY E1, TWY B2, TWY A, TWY H1, TWY M1, TWY P1, TWY N, TWY M, TWY W4, TWY W3, TWY W2, TWY W1, TWY S, TWY S1, RWY 10R & Fire Station Road to RWY 16.</p> <p>Runway Guard Lights for 10L/28R on TWY N1, TWY N2 CAT I, TWY N2 CAT III, TWY N3, TWY N4, RWY 16, TWY N6, TWY N7.</p>
<p>4</p>	<p>Remarks</p>	<p>See also EIDW AD 2.14 and 2.15 for lighting</p>

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
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

EIDW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Dublin Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	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 (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10R	095.24°	2637 x 45	92/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 243ft
28L	275.27°	2637 x 45	92/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 203ft
10L	095.25°	3109 x 45	114/R/C/W/T CONC	532613.79N 0061650.22W 532605.39N 0061417.60W 184 ft	THR 235ft
28R	275.28°	3109 x 45	114/R/C/W/T CONC	532606.73N 0061441.87W 532614.62N 0061705.32W 183 ft	THR 213ft
16	156.59°	2072 x 45	84/R/B/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 218ft
34	336.60°	2072 x 45	84/R/B/W/T ASPH -	532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft	THR 202ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Slope of 0.47% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	91 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	RWY 10R/28L, pavement surface is grooved asphalt. RWY 10R/28L is provided with 7.5 M wide asphalt shoulders. Periodic closure for maintenance - Approximately every eight weeks, RWY 10R/28L will be closed for essential maintenance, including rubber removal, grass cutting, painting of day markings etc. The RWY will be closed for approximately four nights between 2230 HR and 0530 HR (local). These closures for maintenance will be promulgated by NOTAM.
	56 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	
Slope of 0.18% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	RWY 10L/28R pavement surface is grooved. RWY 10L/28R is provided with 7.5M wide concrete shoulders. CWY starts at end of RWY surface.
	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	
Slope of 0.24% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-5	Nil	183 x 150	2192 x 280	RWY16 THR (north end of RWY strip) 140 x 150. RWY16 END (south end of RWY strip) 138 x 150.	Nil	Yes	RWY 16/34, pavement surface is grooved asphalt. RWY 16/34 is provided with 8M wide asphalt shoulders. Runway Slope - Sharp slope change approximately 100m south of RWY 16 THR/ RWY 34 END, and runway slope of up to 1.1%.
	Nil	61 x 150	2192 x 280	RWY34 THR (south end of RWY strip) 138 x 150. RWY34 END (north end of RWY strip) 140 x 150.	Nil	Nil	

EIDW AD 2.13 DECLARED DISTANCES

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

INTERSECTION TAKE-OFF

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

EIDW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ 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 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	<p>Edge; blue all TWY and intersections except M1, S3, W2, W4.</p> <p>Edge, blue, RWY 16/34 from TWY A to THR 34 and TWY N to THR 16.</p> <p>Edge, blue, retroreflective markers TWY W4.</p> <p>Centreline, green(green/yellow on exit TWYs) TWY B1, B2, E1, E2, F1, F2, F3, F-inner, F-outer, H1, M1, S, S1, S2, S5, S7, W1, W2 Link 2, Link 3, Link 4, K, N, N1, N2, N3, N4, N5, N6, N7, M.</p> <p>Note: All Taxiway Centreline lights are LED, all Stopbars are LED with the exception of S1 CAT III stopbar. Taxiway edge lights are a mixture of LED (circa 90%) and Halogen.</p>
4	Secondary power supply/switch-over time	<p>Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps.</p>
5	Remarks	<p>Apron - Floodlights</p> <p>Apron edge - Blue, omni-directional (mixture of LED & Halogen).</p> <p>Apron centreline lighting - Green bi-directional on all apron taxiways and taxilanes except Apron TWY 6 and West Apron (all LED).</p> <p>Obstacles: Fixed red (mixture of Neon & LED lights).</p> <p>WDIs 4-6 Nr. (2-4 lighted). See Aerodrome Chart EIDW AD 2.24-1</p>

EIDW AD 2.16 HELICOPTER LANDING AREA

NIL

EIDW AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	<p>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.</p>
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	-
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				
		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	
ACC	Dublin Control	129.180 MHz			All H24	Upper North
		135.655 MHz				Upper South
		132.580 MHz				Lower North
		120.755 MHz				Lower South
		124.650 MHz			H24	Backup Frequency available Upper and Lower North and South.
		126.250 MHz				
FIS	Dublin Flight Information Service	118.500 MHz			As promulgated on ATIS	As required.
ATIS	Dublin Information Arrival	124.530 MHz			0515-2200 Local time	
	(Dublin Information Departure)	129.640 MHz			0515-2200 Local time	Not notified as yet operationally available (Monitor NOTAM for further information).
VOLMET	Dublin VOLMET	127.005 MHz			H24	

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

EIDW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS/GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 2° W (2021)	DUB	114.9MHz CH 96X	H24	532957.8N 0061825.6W	200ft		100/500, 300/700 (180° T-360° T) with purpose A,T,E
DVOR/DME 2° W (2021)	DAP	111.20MHz CH 49X	H24	532525.0N 0061810.0W	300ft		Designated Operational Coverage 150NM
DVOR/DME 2° W (2020)	BAL	115.8MHz CH105X	H24	531759.6N 0062652.0W	300ft		Designated Operational Coverage 60 NM Operating Authority Minister for Defence. BAL DVOR unusable in sector R150 to R170 below 5500 ft AMSL outside 20 NM due to terrain. Due to rising terrain to the south of facility, aircrew may observe BAL DME unlocks in sectors R150 to R175 and R195 to R205 below 4500 ft AMSL outside 20 NM.
NDB	KLY	378kHz	H24	531610.4N 0060623.2W			Designated Operational Coverage 50NM ACFT may not obtain guidance beyond 45NM below 8,000ft, in the sector between bearings 180° T and 270° T.
NDB	GMN	334kHz	H24	533853.2N 0061336.0W			Designated Operational Coverage 30NM Operating Authority Minister for Defence.
DME	GMN	76X 112.9MHz	H24	533848.5N 0061405.7W	100ft		Designated Operational Coverage 30NM. Operating Authority Minister for Defence.

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS LOC RWY 10R CAT IIIa 2° W (2020)	IDE	108.9MHz	H24	532511.8N 0061440.8W *			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored * Data whose accuracy has not been quality assured
ILS GP RWY 10R		329.3MHz	H24	532515.5N 0061705.5W			GP angle 3° RDH 54ft
ILS DME RWY 10R	IDE	CH 26X (108.9MHz)	H24	532515.5N 0061705.5W	290ft		DME zero range is indicated at THR RWY 10R
LO RWY 10R	OE	316kHz	H24	532548.6N 0062543.7W			
OM RWY 10R	2 dashes per sec.	75MHz	H24	532547.8N 0062543.5W			
MM RWY 10R	Dots and dashes	75MHz	H24	532523.6N 0061816.8W			
ILS LOC RWY 28L CAT IIIa 2° W (2020)	IDW	111.35MHz	H24	532521.8N 0061743.7W *			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored * Data whose accuracy has not been quality assured
ILS GP RWY 28L		332.15MHz	H24	532509.6N 0061518.4W			GP angle 3° RDH 54ft
ILS DME RWY 28L	IDW	CH 50Y (111.35MHz)	H24	532509.6N 0061518.4W	260ft		DME zero range is indicated at THR RWY 28L
LO RWY 28L	OP	397kHz	H24	532449.7N 0060818.1W			
OM RWY 28L	2 dashes per sec	75MHz	H24	532450.5N 0060818.4W			
MM RWY 28L	Dots and dashes	75MHz	H24	532510.0N 0061409.2W			
ILS LOC RWY 10L CAT IIIb 2° W (2022)	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 IIIb 2° W (2022)	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 2° W (2020)	IAC	111.5MHz	H24	532505.7N 0061454.2W *			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored. * Data whose accuracy has not been quality assured
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 TRAFFIC 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 maintenance of 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 at taxiway/taxiway intersections where taxi centreline markings are not provided.

Particular attention is drawn to the following:

- No turns should be made by aircraft from TWY W1 to TWY S East of TWY W1 or vice versa.
- No turns should be made by aircraft from TWY F1 to TWY B2 or vice versa.
- No turns should be made by aircraft from TWY B2 to TWY E1 or vice versa.
- No turns should be made by aircraft from TWY A to TWY F1 or vice versa.
- No turns should be made by aircraft from TWY W1 to TWY W2 or vice versa at intersection with TWY S.
- No turns should be made by aircraft from TWY M to TWY N5.
- No turns should be made by aircraft from TWY N to TWY N3.

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 B1	Aircraft with wingspan 36m or greater operating on TWY B1	Aircraft not permitted on TWY Z
TWY B2	Outbound aircraft (wingspan less than 36m) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1 / TWY B1 or vice versa
TWY B2	Outbound aircraft (wingspan 36m or greater) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1 / TWY B1 or vice versa and Aircraft are not permitted to taxi between TWY E1 and TWY B1 / TWY Z or vice versa
TWY B2	Inbound aircraft (wingspan less than 36m) holding on TWY B2	Movement between TWY A and RWY16-34 / TWY S / TWY S1 or vice versa restricted to aircraft with wingspan less than 36m
TWY B2	Inbound aircraft with wingspan 36m or greater holding on TWY B2	Aircraft movement not permitted between TWY A and RWY16-34 / TWY S / TWY S1 or vice versa
APRON TAXIWAY C	Aircraft operating on Apron Taxiway C	Aircraft not permitted on Apron Taxiway DN or Apron Taxiway DS
APRON TAXIWAY DN	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DN	Aircraft operating on Apron Taxiway DN	Aircraft not permitted on Apron Taxiway C
APRON TAXIWAY DS	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DS	Aircraft operating on Apron Taxiway DS	Aircraft not permitted on Apron Taxiway C
TWY E1	Outbound aircraft (wingspan less than 36m) holding on TWY E1	Movement between TWY B1 and TWY B2 / TWY F1 or vice versa restricted to aircraft with wingspan less than 36m
TWY E1	Outbound aircraft (wingspan 36m or greater) holding on TWY E1	Aircraft movement not permitted between TWY B1 and TWY B2 / TWY F1 or vice versa
TWY F1	Aircraft travelling towards LINK1 / TWY B1 / TWY E1 holding on TWY F1	Aircraft movement not permitted between TWY A and LINK 2 / TWY F2 or vice versa
TWY F1	Aircraft travelling towards LINK 2 / TWY F2 holding on TWY F1	Aircraft movement not permitted between TWYs B1 and B2 or vice versa or between TWY E1 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
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

Location	Situation	Restriction
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 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
TWY Z	Aircraft operating on TWY Z	TWY B1 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan less than 36m) holding on RWY 16-34 for entry to RWY 10R-28L	Movement through the intersection of RWY 34 and TWYs A, B2, S, S1 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan 36m or greater) holding on RWY 16-34 for entry to RWY 10R-28L	Aircraft movement not permitted through the intersection of RWY 34 and TWYs A, B2, S, S1.

1.4 Apron Operations

Apron Taxiway1 and Apron Taxiway 2, the aircraft stand taxilanes serving Stands 121L-127, 130-131S, and 200L-203L are restricted to aircraft with a maximum wingspan of 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 taxilane serving Stands 412-418 is restricted to aircraft with a maximum wingspan of 36m.

1.5 Use of Runways (General)

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

1.5.2 When winds are westerly, Runway 28L shall be preferred for arriving aircraft. Either Runway 28L or 28R shall be used for departing aircraft as determined by air traffic control,

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

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

1.6 Runway 16-34 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following adjoining taxiways: E1, E2, B2, A, H1, M1, P1 or N. Aircraft vacating the runway and stopping in any of these taxiways are not clear of the runway.

Aircraft exiting the runway via TWY N4 must continue on to the section of taxiway parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.7 Runway 28L Operations

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

1.8 Runway 10R Operations

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

1.9 Runway 28R Operations

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

1.10 Runway 10L Operations

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

2. Availability of Intersection Take-Off

Take-offs using less than the full length of the runway are available (except during Low Visibility Operations) from TWY/RWY intersections as listed in [EIDW AD 2.13](#)

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

The datum from which the reduced declared distances on RWY10R/28L, RWY 10L/28R and RWY16 are measured is the downwind edge of the specific taxiway projected perpendicular to the runway centreline as per section III-3 of the European Air Navigation Plan

The datum from which the reduced declared distances on RWY34 are measured is the intersection of the extended downwind edge of Taxiway S with the runway edge projected perpendicular to the runway centreline.

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

2.1 RWY10R/28L and RWY 16/34

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

Approval for intersection take-offs is subject to the air traffic situation.

2.2 RWY 10L/28R

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

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

3 High Intensity Runway Operations (HIRO)

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

3.1 Arrivals

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

In order to reduce runway occupancy times, pilots shall apply the following procedure:

Pilots should pre-plan their landing and roll out to target the appropriate exit taxiway, weather permitting, that provides for a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times

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

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

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

The preferred exit taxiways for RWY10R and RWY28L are:

RWY	Aircraft Type	Preferred exit TWY	Distance from threshold to exit point (m)
10R	Wingspan less than 36m and B757	TWY S2	1690
	All other aircraft	TWY S1	2240
28L	Wingspan less than 24m and all turboprops	TWY S4*	1240
	All other aircraft	RET S5	1597
10L	Up to Code E aircraft type	TWY N4	1469
	All other aircraft	RET N3	1700
28R	All aircraft	RET N5	1600

* TWY S4 and N4 are not available as a runway exit during Low Visibility Operations

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

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

3.2 Departures

ATC will consider every ACFT at the runway holding point 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 ACFT 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 2 (Forecourt Cityjet Hangar)	Check starts, idle engine runs, running one engine at idle, for maintenance and post engine wash run are permissible. Ground engine runs WILL NOT exceed thirty minutes in duration and not above idle power. If a new engine is to be run for the first time, the Airside Operations and Safety Officers (AOSO) must be informed of this fact at the time of the request.

LOCATION	NOTES
ENGINE TEST SITE 3	Withdrawn from service.
ENGINE TEST SITE 4 (Apron Taxiway 6)	Available for all aircraft. Check starts, idle engine runs, running two engines at idle, for maintenance and post engine wash run are permissible. <i>Caution: No lighting or acoustic/safety barriers available.</i>
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 not exceeding five minutes duration are permitted on all stands. 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 Facilities in the vicinity of thresholds Runways 28L and 34
 - 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 etc.
 - 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 (ICAO Configuration A);
- vi. Location sign indicating the taxiway designation in yellow on a black background;

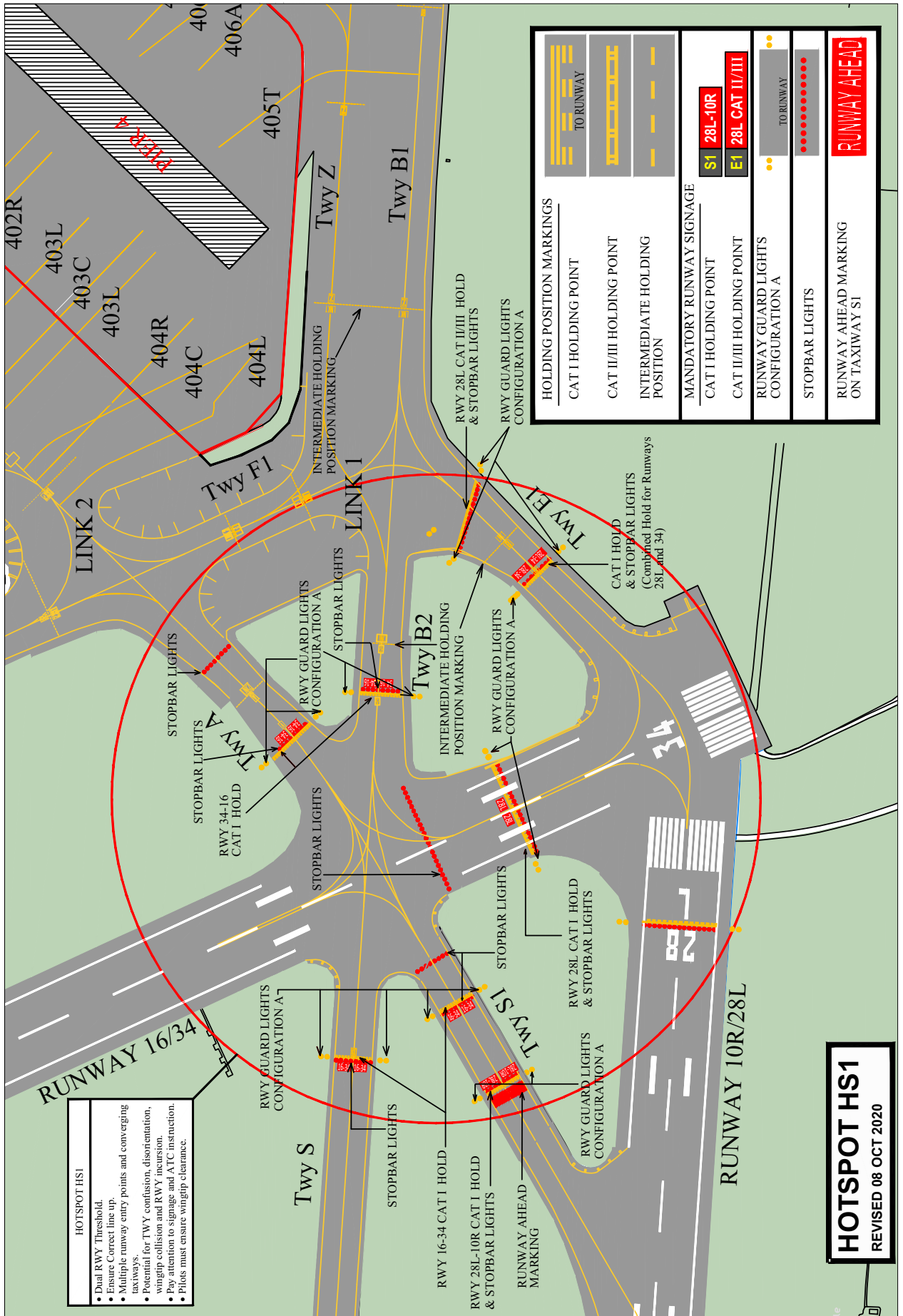
For low visibility conditions, a CAT II/III runway-holding position is established on Taxiway E1. This holding position is denoted by:

- i. Yellow painted markings;
- ii. Red mandatory signs with the inscription 28L CAT II/III;
- iii. Red controllable stopbar lights;
- iv. Yellow flashing runway guard lights (ICAO Configuration A);
- v. Location sign indicating E1 in 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, only TWY E1 (Runways 28L and 34), TWY S7 (Runway 10R) and TWY N4 (Runway 16) shall be used as line-up points.

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”

Reply: “[Call-sign] Lining up Runway [10R/28L/34/16 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) and TWY N4 (Runway 16) shall be used as line-up points.

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

11.1 **Flight Plan Validation**

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

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

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

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

TOBT= Prediction of “Aircraft Ready”

11.3 **Automated TOBT**

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

11.4 **Person Responsible for TOBT**

The Aircraft Operator or their agent is responsible for entry, update and if necessary deletion of TOBT's. It is the responsibility of the AO/HA to communicate and ensure the pilot of a flight has the correct TOBT prior to calling for

clearance. TSAT will also be included in DCL messages. If it becomes obvious that the TOBT cannot be respected, it shall be corrected or re-entered by the person responsible for the TOBT. Since the TOBT is used for various ground processes, it shall be updated by the person responsible for the TOBT when deviations of more than 5minutes occur.

For deviations of 15minutes or more from the EOBT, it will still be mandatory to send a delay message (DLA) to the Network Manager.

11.5 TOBT Update/Deletion

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

If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT shall be deleted. The TOBT shall be re-entered by the person responsible for the TOBT.

11.6 TOBT Reporting Routines

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

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

11.7 Target Start-up Approval Time (TSAT)

The TSAT is the target time for start-up approval according to the Dublin A-CDM Operational procedures, taking into account TOBT, Calculated Take Off Time (CTOT), and/or the traffic situation. The earliest time for the TSAT calculation (by the PDS) is 40 minutes prior to TOBT.

TOBT is the time at which an Aircraft Operator, or his duly accredited representative expect the flight will be ready to commence movement; whereas the TSAT is the time at which Ground will grant the start-up.

It is the responsibility of the AO/HA to communicate the most up to date TSAT to the pilot, prior to doors closing.

The "Pre-Departure Sequence" is a result of the calculated TSATs.

11.8 TSAT Reporting Routines

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

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

11.9 Start-up and Push-back

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

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

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

11.10 Datalink Clearances (DCL)

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

11.11 De-icing

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

11.12 Coordination with the Network Manager (NMOC)

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

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

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

11.13 Remote Holding

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

11.14 Contact and Information

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

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

11.15 Contact Details

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

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

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

Dublin Airport

Resource Allocation Unit

Phone: + 353 (0) 1 944 5228

Email: POD@dublinairport.com

AIRNAV Ireland

ATC Duty Station Manager

Phone: + 353 (0) 1 8445962

Email: atcdub@airnav.ie

EIDW AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
2. Standard Instrument Departures
Strict compliance with SID is mandatory.
3. Other Instrument Departures
 - 3.1 Cat A, B Aircraft
 - 3.1.1 Cat A, B Aircraft (Non Jet)
After take-off, pilots should ensure that they are at a minimum altitude of 750ft QNH before initiating any turn. No take-off turn shall be commenced before the departure end of the runway.
 - 3.1.2 Cat A, B Aircraft (Jet)
Departures must track the runway extended centreline after take-off until passing 750QNH before commencing turn. No take-off turn shall be commenced before the departure end of the runway.
 - 3.2 Cat C, D Aircraft
 - 3.2.1 Departures from all runways except Runway 10R, must track the runway extended centreline after take-off until passing 750ft and then proceed in accordance with the relevant Instrument Flight Procedure published departure track and adhere to published altitude/level restrictions unless otherwise cleared by ATC.
 - 3.2.2 Departures from Runway 10R must track the runway extended centreline to 5NM before commencing turn to the north, or to 6NM before commencing turn to the south.
 - 3.2.3 Take-off climb shall comply with the procedure detailed below, which is based on noise abatement departure climb guidance contained in PANS OPS Doc 8168 Vol 1 - Appendix to Chapter 3 - NADP2.
 - 3.2.4 Take-off thrust, speed $V^2 + 20$ to 40 km/h ($V^2 + 10$ to 20kt).
 - 3.2.4.1 At 240m (800ft) and while maintaining a positive rate of climb, body angle is reduced and flaps/slats are retracted on schedule as the aircraft is accelerated towards 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 Baldonnel aerodromes are exempt from Sections 3.2.1, 3.2.2 and 3.2.3. These aircraft must not leave the environmental corridor below 1,500ft QNH.
4. Jet aircraft (Cat C/D) on visual approach to all runways must join final approach no closer than 6NM from touchdown. Aircraft must follow a descent path which will not result in being at any time lower than the approach path which would otherwise be followed using the ILS glide-path.
5. Runway 10L/R or 28L/R are the required Runways between 0600 and 2300HR Local Time when the crosswind component is 20KT or less. Runway 28L/R will be the preferential Runways when the tailwind component is 10KT or less and braking action is assessed as good. Aircraft will be required to use these Runways except when operational reasons dictate otherwise.
If the crosswind component on Runway 10L/R or Runway 28L/R is greater than 20KT Runway 16 or Runway 34 may become the active Runway. If the forecast crosswind component on Runway 10L/R or 28L/R is greater than 20KT Runway 16 or 34 may become the active Runway.
The use of Runway 16/34 will be kept to an absolute minimum subject to operational conditions.
6. Runways will be prioritised for noise abatement purposes between 2300 and 0600HR Local Time, subject to the same wind calculation method and values as used between 0600 and 2300HR Local time (see Section 5).
7. Reverse thrust should not be used during landing operations on any runway between 2300-0600HR Local Time, except where operational or safety reasons dictate otherwise.
8. Cat C and D aircraft using Runways 28L, 28R, 10L, 16 and 34 shall operate within environmental corridors which are based on runway take-off flight path areas. The corridors have a width of 180 M at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800 M, and extending in length to 5 NM from the point of origin. The corridors extend vertically from surface to 3000 ft AMSL.

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

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

EIDW AD 2.22 FLIGHT PROCEDURES

1. Holding Areas

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

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

2. SID and STAR and IAP's

2.1 RNAV Equipped Aircraft

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

The RNAV Specification is RNAV 1.

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

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

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

2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

2.3 Non RNAV Equipped aircraft

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

2.4 Expected Approach Distance RWY 10L/R and RWY 28L/R

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

3. Speed Control

Speed Restrictions

General	STAR	Holds	Initial Approach Segment (BTN HLDG Fix and IF)	Intermediate Approach Segment (BTN IF and FAP)	Final Approach Segment	Remarks
Below FL100, Max IAS 250KT or less.	As specified waypoints.	As specified on chart	IAS 210KT	IAS 180KT	BTN FAP and 4NM from THR IAS 160KT	1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible.
					4NM to THR IAS as performance requires.	
Warning Operators are advised of the probability of encountering a GPWS Terrain alert, for aircraft which are exceeding the standard speed restrictions, while at or below 5,000FT and which are in the vicinity of the 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. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28L.
- e. **Aircraft flying the ABLIN(L) STAR losing R/T contact should squawk A7600 and should continue to fly the STAR (including the sequence leg from SIVNA onwards) and complete the approach.**

5.3.2.2 Aircraft on Sequence Leg

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

5.3.2.3 Aircraft turned off the Sequence Leg

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

RWY 10L/R

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

1. Proceed via the STAR to enter the appropriate Sequence Leg Hold (ie ADNAL or BABON) at the last cleared Flight Level
2. Commence descent in the Hold to the Sequence Leg Flight
3. Level (FL080 or FL070 as appropriate) specified on the chart at, or as close as possible to the expected approach time (EAT). If not EAT has been received and acknowledge descend at, or as close as possible to the estimated time of arrival resulting from the current flight plan.
4. Continue on the appropriate STAR Sequence Leg, complete the full STAR as filed or last cleared by Dublin ATC, to IFBAP or OSLEX as appropriate. After turning off the Sequence Leg descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach for landing on RWY10L/R, depending on the runway in use.

5.3.2.5 Aircraft on Sequence Leg.

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

5.3.2.6 Aircraft turned off the Sequence Leg

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

5.3.3 Non RNAV capable Cat C/D aircraft.

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

6. Departure Procedures

6.1 Departure Clearance Service using Datalink (DCL)

6.1.1 Introduction

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

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

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

6.1.1.4 Oceanic traffic can receive domestic clearances via ACARS.

6.1.2 Datalink procedure

- 6.1.2.1 The pilot will send a departure clearance request utilising the on-board datalink interface. Minimum 15 minutes before start-up. **Any slot times will be taken into account by the pilot in the request if appropriate.**
- 6.1.2.2 If the clearance is not received by the pilot within 3 minutes of the request the pilot will contact ATC through the normal RT communication channels and obtain a clearance on RT.
- 6.1.2.3 Where the pilot receives a Datalink reply and cannot accept the clearance he will contact ATC through the normal RT channels to obtain, an alternate clearance on RT.
- 6.1.2.4 If the pilot is satisfied with the Datalink clearance an acknowledgement message will be sent to the ground system.
- 6.1.2.4.1 If the ground system does not receive the acknowledgement message within 3 minutes after the clearance has been transmitted, or if an invalid message is received, ATC will contact the pilot through the normal VHF channels and issue the clearance via RT (voice).
- 6.1.2.5 All departure clearances issued through the normal VHF RT voice channels will cancel the DCL service.

6.2 RWY 28L, 28R, 10L, 10R, 16 and 34 - 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".

Non-Standard Departure Instructions - Pilots who cannot comply with any of the Standard Instrument Departure procedures must inform ATC in good time so that alternative clearances can be issued. A minimum climb gradient of 4.1 per cent applies to all alternate clearances.

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

Note: CAT E aircraft will be assigned a SID appropriate to CAT C, D aircraft at the discretion of ATC

6.3 Communications failure procedures for departing aircraft

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

Supplemented by the following:

- i. For aircraft departing on a SID where no cruising level has been specified in the enroute clearance (and therefore no level specified in the Current Flight Plan) the climb, after the appropriate time interval, shall be to the level contained in the Filed Flight Plan.
- ii. Aircraft routeing on a ROTEV SID expecting transition to BOYNE
Aircraft routeing on a ROTEV SID experiencing communications failure, and expecting transition to BOYNE, should continue to ROTEV, then, in the most expeditious manner, route to BOYNE to join the Current Flight Plan route. Maintain the last assigned level for a period of three minutes, and then climb to the level specified in the Current Flight Plan.

7. Low Visibility Procedures

7.1. Low Visibility Procedures

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

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	B1 to E1 or Link 2, F1 to E1 or Link 3, F2, F1 to E1	All except Z
28L	Main Apron (Link 4 to Link 6)	S5 or S7 to S, W2, RWY34, N, F-Outer	F3, F2, F1 to E1	All except Z
28L	North Apron	S5 or S7 to S, W2, RWY34, N, K	AT6, DN/DS/C, F-Outer/Inner, F3, F2, F1 to E1	All except Z
28L	West Apron (Northern stands)	S5 or S7 to S, W2, W3	W3, W2, M1, F3, F2, F1 to E1	All except Z
28L	West Apron (Southern stands)	S5 or S7 to S, W2	W2, M1, F3, F2, F1 to E1	All except Z
28L	Main Apron If Holding for a stand	S5 or S7 to S, W1	N/A	All except Z

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	B1, 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 except Z
10R	To South Apron if Holding for a stand	S1, B2	N/A	B1
10R	Main Apron (Link 4 to Link 6)	E1, F1, F2, F3 or S2, W1, H1	F-Outer/Inner, N, RWY16, W2, S to S7	All except Z
10R	North Apron	E1, F1, F2, F3, F-Outer/Inner or S2, W1, H1, F-Outer/Inner	AT6 or DN/DS/C, K, N, RWY16, W2, S to S7	All except Z
10R	West Apron (Northern stands)	E1, Link 4, M1, W2, W3 or S2, W1, H1, M1, W2, W3	W3, W2, S to S7	All except Z
10R	West Apron (Southern stands)	E1, Link 4, M1, W2 or S2, W1, H1, M1, W2	W2, S to S7	All except Z

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	B1, 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 except Z
28R	Main Apron (Link 4 to Link 6)	N5 or N7 to M, RWY16, M1	F-Inner, F-Outer, N, N2	All except Z
28R	North Apron	N5 or N7 to M, RWY16-M1	AT6, DN/DS/C, F-Outer, N, N2	All except Z
28R	West Apron (Northern stands)	N5 or N7 to M, RWY16, W2, W3	W3, W2, M1, F-Outer, N, N2	All except Z
28R	West Apron (Southern stands)	N5 or N7 to M, RWY16, W2	W2, M1, F-Outer, N, N2	All except Z

Table 4: 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	B1, F1, F2, F3, M1, RWY34, M, N6 or Link 2, F2, F3, M1, RWY34, M, N6 or Link 3, F3, M1, RWY34, M, N6	All except Z
10L	Main Apron (Link 4 to Link 6)	N3 or N1 to N, F-Outer	F-Outer/Inner, M1, RWY34, M, N6	All except Z
10L	North Apron	N3, N, F-Outer or N1, K	AT6, DN/DS/C, F-Outer/Inner, M1, RWY34, M, N6	All except Z
10L	West Apron (Northern stands)	N3 or N1 to N, F-Outer M1, W2, W3	W3, W2, RWY34, M, N6	All except Z
10L	West Apron (Southern stands)	N3 or N1 to N, F-Outer M1, W2	W2, RWY34, M, N6	All except Z

Table 5: 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	B1, F1, F2, F3, H1, RWY34, N to N2 or Link 2, F2, F3, H1, RWY34, N to N2 or Link 3, F3, H1, RWY34, N to N2	All except Z
28	Main Apron (Link 4 to Link 6)	S5 or S7 to S, W2, M1	F-Outer, N to N2	All except Z
28	North Apron	S5 or S7 to S, W2, M1	AT6, DN/DS/C, F-Outer, N to N2	All except Z

Table 5: Segregated Parallel Runway Operations Runway 28

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE RWY 28L	DEPARTURE TAXI ROUTE RWY 28R	APRON TAXI ROUTES
28	West Apron (Northern stands)	S5 or S7 to S, W2, W3	W3, W2, RWY34, N to N2	All except Z
28	West Apron (Southern stands)	S5 or S7 to S, W2	W2, RWY34, N to N2	All except Z
28	Main Apron If Holding for a stand	S5 or S7 to S, W1	N/A	All except Z

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, RWY16, M1	B1, 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 except Z
10	Main Apron (Link 4 to Link 6)	N3 or N1, F-Outer	H1, W1, S to S7	All except Z
10	North Apron	N3, N, F-Outer or N1, K, ATC or AT6	AT6 or DN/DS/C, F-Outer, H1, W1, S to S7	All except Z
10	West Apron (Northern stands)	N3 or N1 to N, RWY16, W2, W3	W3, W2, S to S7	All except Z
10	West Apron (Southern stands)	N3 or N1 to N, RWY16, W2	W2, S to S7	All except Z

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

CAT II/III 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)

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.

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

10.5 ATC Clearances for flights departing from within Dublin CTR.

Prior to departure

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

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

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

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

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

- a. Dublin Tower:
 - 118.600 MHz for entry to the Dublin CTR **South** of Dublin Airport
 - 124.680 MHz for entry to the Dublin CTR **North** of Dublin Airport (non 8.33kHz equipped aircraft contact 128.800);
- b. Dublin ACC Lower North, Channel 132.580 for entry to the Dublin CTA, North Sector;
- c. Dublin ACC Lower South, 120.755 for entry to the Dublin CTA, South Sector.
- d. Dublin ACC, for entry to the Dublin CTA, non 8.33 kHz equipped, 124.650 MHz or 126.250 MHz

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

10.7 VFR Routes

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

- i. North arrivals/departures: via Skerries VFR Route or Naul Town VRP
- ii. West arrivals/departures: via Skerries VFR Route, Dunshaughlin VFR Route or Naul Town VRP
- iii. South arrivals: As instructed by Dublin Tower
- iv. South West arrivals
 - Fixed wing flights to enter the Dublin CTR at The Square, Tallaght, Dunshaughlin VRP, Naul Town VRP or Skerries VRP
 - Helicopter flights to enter Dublin CTR at Redcow Roundabout or The Square, Tallaght
- v. South departures
 - As instructed by Dublin Tower,
or
 - Flights intending to transit EIR15 are cleared to either Palmerston Roundabout Hold or Marley Park Hold to await onwards clearance from 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)

- VRP Ashbourne Town 533043.95N 0062354.93W
- VRP Baily Lighthouse 532141.65N 0060308.76W
- VRP Ballymun Centre 532339.93N 0061554.74W
- VRP Bray Head 531119.49N 0060503.83W
- VRP Cellbridge Town 532020.42N 0063222.16W
- VRP Donadea Wood 532021.28N 0064449.03W
- VRP Dunboyne Town 532517.22N 0062836.15W
- VRP Dunshaughlin Town 533051.04N 0063228.82W
- VRP Dunsoghly Castle 532537.48N 0061910.36W

- VRP Garristown Village 533400.27N 0062258.13W
- VRP Heuston Station 532046.18N 0061746.66W
- VRP Kilcock Town 532358.13N 0064005.43W
- VRP Killiney Hill 531555.09N 0060714.33W
- VRP 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 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 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
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

Name	Page
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 VOR T RWY 28L - ICAO	EIDW AD 2.24-45

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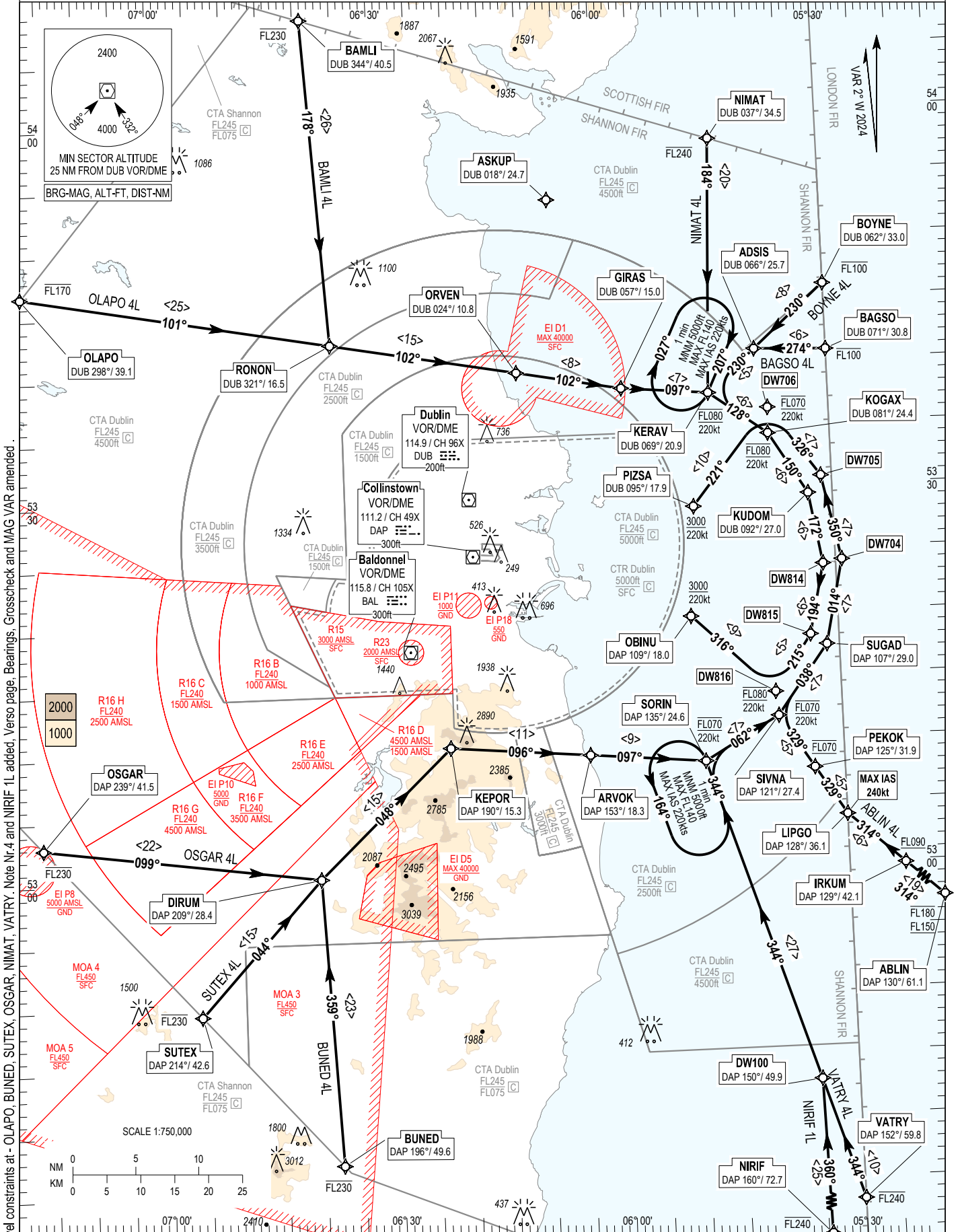
RNAV STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANS ALT 5000ft TRANS LEVEL by ATC

ATIS APP	124.530	ACC Upper North	129.180
	121.100	ACC Upper South	135.655
		ACC Lower North	132.580
		ACC Lower South	120.755

DUBLIN RWY 28 L/R

NIMAT 4L, BOYNE 4L, BAGSO 4L, ABLIN 4L, VATRY 4L, BUNED 4L, SUTEX 4L, OSGAR 4L, OLAPO 4L, BAMLI 4L, NIRIF 1L



CHANGE: Level constraints at - OLAPO, BUNED, SUTEX, OSGAR, NIMAT, VATRY, Note Nr.4 and NIRIF 1L added, Verso page, Bearings, Crosscheck and MAG VAR amended.

NOTES: 1. ASKUP may be used tactically by ATC to ensure aircraft routings are clear of EI D1. 2. DME/DME or GNSS navigation required. 3. Aircraft routing via ASKUP that experience radio communication failure should follow the appropriate procedure for the arrival runway remaining clear of EI D1. 4. 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.

VERTICAL PLANNING INFORMATION: 1. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. **CAUTION:** 1. Pilots must inform ATC if unable to comply with any level or speed constraint.

16 MAY 2024

NIRIF 1L STAR RWY 28L/R

NIRIIL

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	NIRIF	521755.9 / 0053404.3	IF	-	-	-	-FL240 / -	-	-
RNAV 1	DW100	524253.8 / 0053456.8	TF	Fly-By	358.8 / 000	25.0	-	-	-
RNAV 1	SORIN	530829.3 / 0054822.5	TF	Fly-By	342.5 / 344	26.9	FL070 / FL070	220	Turn L
RNAV 1	SIVNA	531152.3 / 0053827.7	TF	Fly-By	060.3 / 062	6.9	FL070 / FL070	220	Turn R
RNAV 1	SUGAD	531722.5 / 0053139.8	TF	Fly-By	036.5 / 038	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW704	532403.7 / 0052910.1	TF	Fly-By	012.6 / 014	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW705	533046.6 / 0053126.4	TF	Fly-By	348.6 / 350	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW706	533621.3 / 0053806.9	TF	Fly-By	324.6 / 326	6.9	FL070 / FL070	220	Turn L
RNAV 1	PIZSA	532844.3 / 0054833.6	TF	Fly-By	219.3 / 221	9.9	- / +A3000	220	Turn L

OLAPO 4L STAR RWY 28L/R

OLAP4L

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	OLAPO	534649.0 / 0071741.0	IF	-	-	-	-FL170 / -	-	-
RNAV 1	RONON	534233.9 / 0063940.0	TF	Fly-By	099.6 / 101	24.9	-	-	-
RNAV 1	ORVEN	533953.6 / 0061129.8	TF	Fly-By	100.1 / 102	15.0	-	-	-
RNAV 1	GIRAS	533821.0 / 0055733.2	TF	Fly-By	100.4 / 102	8.4	-	-	-
RNAV 1	KERAV	533742.7 / 0054557.3	TF	Fly-By	095.2 / 097	6.9	FL080 / FL080	220	Turn L
RNAV 1	KOGAX	533418.6 / 0053814.1	TF	Fly-By	126.5 / 128	5.7	FL080 / FL080	220	Turn R
RNAV 1	KUDOM	532925.8 / 0053314.3	TF	Fly-By	148.6 / 150	5.7	FL080 / FL080	220	Turn R
RNAV 1	DW814	532347.5 / 0053141.1	TF	Fly-By	170.6 / 172	5.7	FL080 / FL080	220	Turn R
RNAV 1	DW815	531812.9 / 0053346.6	TF	Fly-By	192.7 / 194	5.7	FL080 / FL080	220	Turn R
RNAV 1	DW816	531346.9 / 0053844.4	TF	Fly-By	213.9 / 215	5.3	FL080 / FL080	220	Turn R
RNAV 1	OBINU	532001.7 / 0054931.2	TF	Fly-By	314.1 / 316	9.0	- / +A3000	220	Turn R

OSGAR 4L STAR RWY 28L/R

OSGA4L

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	OSGAR	530257.9 / 0071612.8	IF	-	-	-	-FL230 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	097.0 / 099	22.2	-	-	-
RNAV 1	KEPOR	531016.5 / 0062200.7	TF	Fly-By	046.3 / 048	14.7	-	-	Turn L
RNAV 1	ARVOK	530919.0 / 0060335.1	TF	Fly-By	094.8 / 096	11.1	-	-	Turn R
RNAV 1	SORIN	530829.3 / 0054822.5	TF	Fly-By	095.1 / 097	9.2	FL070 / FL070	220	-
RNAV 1	SIVNA	531152.3 / 0053827.7	TF	Fly-By	060.3 / 062	6.9	FL070 / FL070	220	Turn L
RNAV 1	SUGAD	531722.5 / 0053139.8	TF	Fly-By	036.5 / 038	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW704	532403.7 / 0052910.1	TF	Fly-By	012.6 / 014	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW705	533046.6 / 0053126.4	TF	Fly-By	348.6 / 350	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW706	533621.3 / 0053806.9	TF	Fly-By	324.6 / 326	6.9	FL070 / FL070	220	Turn L
RNAV 1	PIZSA	532844.3 / 0054833.6	TF	Fly-By	219.3 / 221	9.9	- / +A3000	220	Turn L

SUTEX 4L STAR RWY 28L/R

SUTE4L

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	SUTEX	524927.7 / 0065549.3	IF	-	-	-	-FL230 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	042.3 / 044	14.5	-	-	-
RNAV 1	KEPOR	531016.5 / 0062200.7	TF	Fly-By	046.3 / 048	14.7	-	-	Turn R
RNAV 1	ARVOK	530919.0 / 0060335.1	TF	Fly-By	094.8 / 096	11.1	-	-	Turn R
RNAV 1	SORIN	530829.3 / 0054822.5	TF	Fly-By	095.1 / 097	9.2	FL070 / FL070	220	-
RNAV 1	SIVNA	531152.3 / 0053827.7	TF	Fly-By	060.3 / 062	6.9	FL070 / FL070	220	Turn L
RNAV 1	SUGAD	531722.5 / 0053139.8	TF	Fly-By	036.5 / 038	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW704	532403.7 / 0052910.1	TF	Fly-By	012.6 / 014	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW705	533046.6 / 0053126.4	TF	Fly-By	348.6 / 350	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW706	533621.3 / 0053806.9	TF	Fly-By	324.6 / 326	6.9	FL070 / FL070	220	Turn L
RNAV 1	PIZSA	532844.3 / 0054833.6	TF	Fly-By	219.3 / 221	9.9	- / +A3000	220	Turn L

VATRY 4L STAR RWY 28L/R

VATR4L

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	VATRY	523316.0 / 0053000.0	IF	-	-	-	-FL240 / -	-	-
RNAV 1	DW100	524253.8 / 0053456.8	TF	Fly-By	342.7 / 344	10.1	-	-	-
RNAV 1	SORIN	530829.3 / 0054822.5	TF	Fly-By	342.5 / 344	26.9	FL070 / FL070	220	Turn R
RNAV 1	SIVNA	531152.3 / 0053827.7	TF	Fly-By	060.3 / 062	6.9	FL070 / FL070	220	Turn L
RNAV 1	SUGAD	531722.5 / 0053139.8	TF	Fly-By	036.5 / 038	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW704	532403.7 / 0052910.1	TF	Fly-By	012.6 / 014	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW705	533046.6 / 0053126.4	TF	Fly-By	348.6 / 350	6.9	FL070 / FL070	220	Turn L
RNAV 1	DW706	533621.3 / 0053806.9	TF	Fly-By	324.6 / 326	6.9	FL070 / FL070	220	Turn L
RNAV 1	PIZSA	532844.3 / 0054833.6	TF	Fly-By	219.3 / 221	9.9	- / +A3000	220	Turn L

Hold Identification – EIDW AD 2.24-22.1

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (°)	Inbound Mag Track (°)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude (ft)	Maximum Holding Level (FL)	Outbound time (min)	Direction of Turn
KERAV	533742.7 / 0054557.3	205.5	207	220	+A5000	-FL140	1	R
SORIN	530829.3 / 0054822.5	342.4	344	220	+A5000	-FL140	1	L

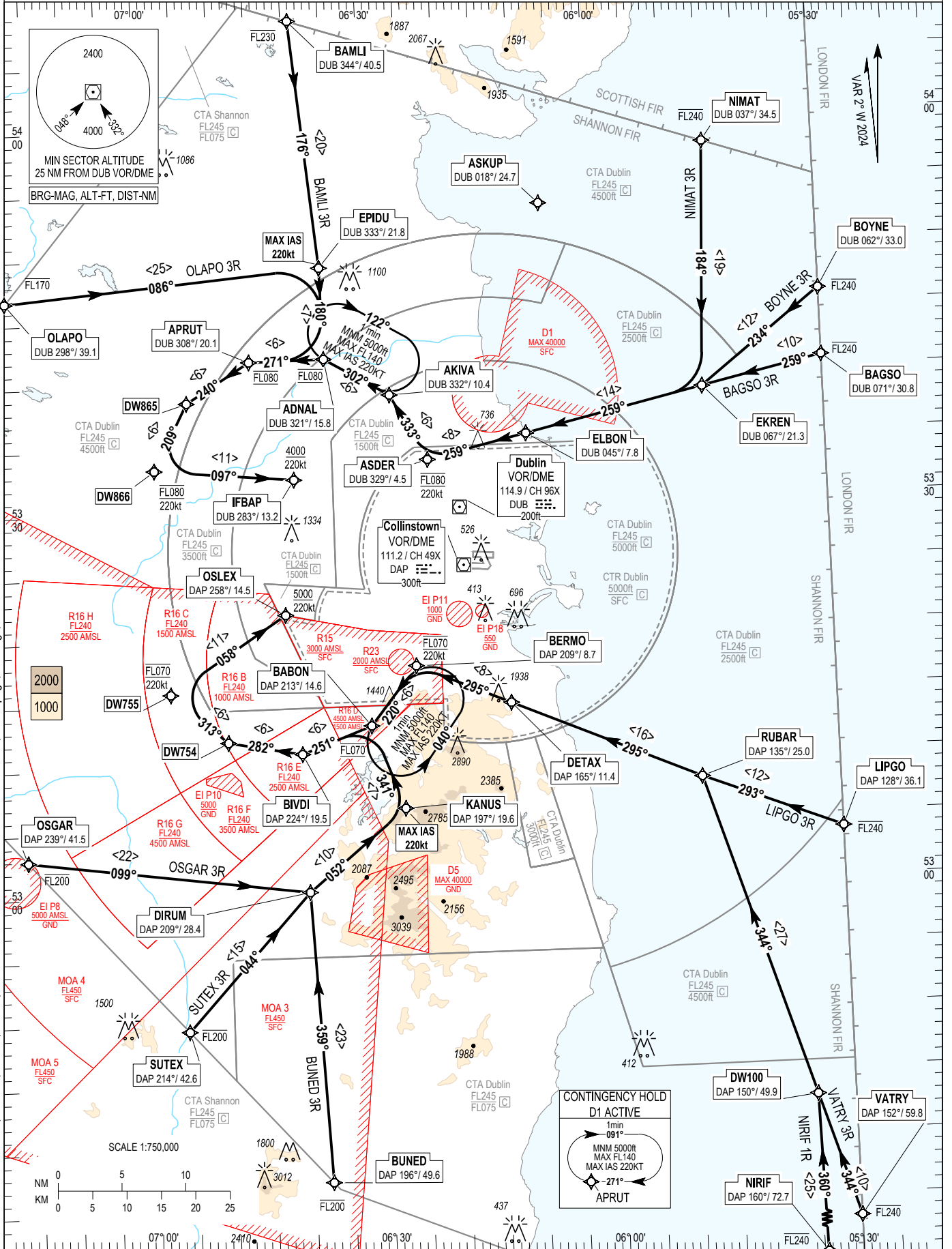
RNAV STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS APP	124.530	ACC Upper North	129.180
	121.100	ACC Upper South	135.655
		ACC Lower North	132.580
		ACC Lower South	120.755

DUBLIN RWY 10 L/R

NIMAT 3R, BOYNE 3R, BAGSO 3R, LIPGO 3R, VATRY 3R,
BUNED 3R, SUTEX 3R, OSGAR 3R, OLAP0 3R, BAMLI 3R,
NIRIF 1R.



CHANGE: Level constraints at - BAGSO, BOYNE, NIMAT, LIPGO, VATRY. Notes Nr. 3 and Nr.4 and NIRIF 1R added. Verso page, Bearings, Grosscheck and MAG VAR amended.

NOTES: 1. ASKUP may be used tactically by ATC to ensure aircraft routings are clear of EI D1. 2. DME/DME or GNSS navigation required. 3. Aircraft routing via ASKUP that experience radio communication failure should follow the appropriate procedure for the arrival runway remaining clear of EI D1. 4. For Comms Failure Procedures see AIP EIDW AD 2.22 paragraph 5.3.2

VERTICAL PLANNING INFORMATION: 1. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CAUTION: 1. Pilots must inform ATC if unable to comply with any level or speed constraint.

16 MAY 2024

BAGSO 3R STAR RWY 10L/R

BAGS3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BAGSO	534048.0 / 0053000.0	IF	-	-	-	-FL240 / -	-	-
RNAV 1	EKREN	533843.0 / 0054553.1	TF	Fly-By	257.7 / 259	9.7	-	-	-
RNAV 1	ELBON	533534.1 / 0060921.6	TF	Fly-By	257.4 / 259	14.3	-	-	-
RNAV 1	ASDER	533346.7 / 0062226.4	TF	Fly-By	257.1 / 259	8.0	FL080 / FL080	220	-
RNAV 1	AKIVA	533856.0 / 0062709.6	TF	Fly-By	331.5 / 333	5.9	FL080 / FL080	220	Turn R
RNAV 1	ADNAL	534153.9 / 0063541.5	TF	Fly-By	300.4 / 302	5.9	FL080 / FL080	220	Turn L
RNAV 1	APRUT	534149.0 / 0064534.9	TF	Fly-By	269.3 / 271	5.9	FL080 / FL080	220	Turn L
RNAV 1	DW865	533842.8 / 0065358.4	TF	Fly-By	238.1 / 240	5.9	FL080 / FL080	220	Turn L
RNAV 1	DW866	533329.1 / 0065827.2	TF	Fly-By	207.0 / 209	5.9	FL080 / FL080	220	Turn L
RNAV 1	IFBAP	533230.8 / 0064006.2	TF	Fly-By	095.0 / 097	11.0	- / +A4000	220	Turn L

BAMLI 3R STAR RWY 10L/R

BAML3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BAMLI	540828.5 / 0063904.0	IF	-	-	-	-FL230 / -	-	-
RNAV 1	EPIDU	534903.5 / 0063554.8	TF	Fly-By	174.5 / 176	19.5	-	220	-
RNAV 1	ADNAL	534153.9 / 0063541.5	TF	Fly-By	178.9 / 180	7.2	-	220	-
RNAV 1	APRUT	534149.0 / 0064534.9	TF	Fly-By	269.3 / 271	5.9	FL080 / FL080	220	Turn R
RNAV 1	DW865	533842.8 / 0065358.4	TF	Fly-By	238.1 / 240	5.9	FL080 / FL080	220	Turn L
RNAV 1	DW866	533329.1 / 0065827.2	TF	Fly-By	207.0 / 209	5.9	FL080 / FL080	220	Turn L
RNAV 1	IFBAP	533230.8 / 0064006.2	TF	Fly-By	095.0 / 097	11.0	- / +A4000	220	Turn L

BOYNE 3R STAR RWY 10L/R

BOYN3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BOYNE	534601.6 / 0053000.0	IF	-	-	-	-FL240 / -	-	-
RNAV 1	EKREN	533843.0 / 0054553.1	TF	Fly-By	232.3 / 234	11.9	-	-	-
RNAV 1	ELBON	533534.1 / 0060921.6	TF	Fly-By	257.4 / 259	14.3	-	-	Turn R
RNAV 1	ASDER	533346.7 / 0062226.4	TF	Fly-By	257.1 / 259	8.0	-	-	-
RNAV 1	AKIVA	533856.0 / 0062709.6	TF	Fly-By	331.5 / 333	5.9	FL080 / FL080	220	Turn R
RNAV 1	ADNAL	534153.9 / 0063541.5	TF	Fly-By	300.4 / 302	5.9	FL080 / FL080	220	Turn L
RNAV 1	APRUT	534149.0 / 0064534.9	TF	Fly-By	269.3 / 271	5.9	FL080 / FL080	220	Turn L
RNAV 1	DW865	533842.8 / 0065358.4	TF	Fly-By	238.1 / 240	5.9	FL080 / FL080	220	Turn L
RNAV 1	DW866	533329.1 / 0065827.2	TF	Fly-By	207.0 / 209	5.9	FL080 / FL080	220	Turn L
RNAV 1	IFBAP	533230.8 / 0064006.2	TF	Fly-By	095.0 / 097	11.0	- / +A4000	220	Turn L

BUNED 3R STAR RWY 10L/R

BUNE3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BUNED	523721.9 / 0063748.2	IF	-	-	-	FL200 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	357.2 / 359	22.9	-	-	-
RNAV 1	KANUS	530630.5 / 0062652.1	TF	Fly-By	050.5 / 052	10.0	-	220	Turn R
RNAV 1	BABON	531303.3 / 0063056.5	TF	Fly-By	339.5 / 341	7.0	FL070 / FL070	220	Turn L
RNAV 1	BIVDI	531059.5 / 0064005.6	TF	Fly-By	249.5 / 251	5.9	FL070 / FL070	220	Turn L
RNAV 1	DW754	531202.3 / 0064942.6	TF	Fly-By	280.3 / 282	5.9	FL070 / FL070	220	Turn R
RNAV 1	DW755	531554.2 / 0065704.5	TF	Fly-By	311.2 / 313	5.9	FL070 / FL070	220	Turn R
RNAV 1	OSLEX	532155.8 / 0064144.5	TF	Fly-By	056.6 / 058	11.0	- / +A5000	220	Turn R

LIPGO 3R STAR RWY 10L/R

LIPG3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	LIPGO	530350.1 / 0053000.0	IF	-	-	-	-FL240 / -	-	-
RNAV 1	RUBAR	530808.9 / 0054805.4	TF	Fly-By	291.7 / 293	11.7	-	-	-
RNAV 1	DETAX	531430.7 / 0061235.6	TF	Fly-By	293.5 / 295	16.1	-	-	-
RNAV 1	BERMO	531738.9 / 0062450.8	TF	Fly-By	293.2 / 295	8.0	FL070 / FL070	220	-
RNAV 1	BABON	531303.3 / 0063056.5	TF	Fly-By	218.6 / 220	5.9	FL070 / FL070	220	Turn L
RNAV 1	BIVDI	531059.5 / 0064005.6	TF	Fly-By	249.5 / 251	5.9	FL070 / FL070	220	Turn R
RNAV 1	DW754	531202.3 / 0064942.6	TF	Fly-By	280.3 / 282	5.9	FL070 / FL070	220	Turn R
RNAV 1	DW755	531554.2 / 0065704.5	TF	Fly-By	311.2 / 313	5.9	FL070 / FL070	220	Turn R
RNAV 1	OSLEX	532155.8 / 0064144.5	TF	Fly-By	056.6 / 058	11.0	- / +A5000	220	Turn R

NIMAT 3R STAR RWY 10L/R

NIMA3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	NIMAT	535754.1 / 0054431.7	IF	-	-	-	-FL240 / -	-	-
RNAV 1	EKREN	533843.0 / 0054553.1	TF	Fly-By	182.4 / 184	19.2	-	-	-
RNAV 1	ELBON	533534.1 / 0060921.6	TF	Fly-By	257.4 / 259	14.3	-	-	Turn R
RNAV 1	ASDER	533346.7 / 0062226.4	TF	Fly-By	257.1 / 259	8.0	FL080 / FL080	220	-
RNAV 1	AKIVA	533856.0 / 0062709.6	TF	Fly-By	331.5 / 333	5.9	FL080 / FL080	220	Turn R
RNAV 1	ADNAL	534153.9 / 0063541.5	TF	Fly-By	300.4 / 302	5.9	FL080 / FL080	220	Turn L
RNAV 1	APRUT	534149.0 / 0064534.9	TF	Fly-By	269.3 / 271	5.9	FL080 / FL080	220	Turn L
RNAV 1	DW865	533842.8 / 0065358.4	TF	Fly-By	238.1 / 240	5.9	FL080 / FL080	220	Turn L
RNAV 1	DW866	533329.1 / 0065827.2	TF	Fly-By	207.0 / 209	5.9	FL080 / FL080	220	Turn L
RNAV 1	IFBAP	533230.8 / 0064006.2	TF	Fly-By	095.0 / 097	11.0	- / +A4000	220	Turn L

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NIRIF 1R STAR RWY 10L/R

NIRIIR

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	NIRIF	521755.9 / 0053404.3	IF	-	-	-	-FL240 / -	-	-
RNAV 1	DW100	524253.8 / 0053456.8	TF	Fly-By	358.8 / 000	25.0	-	-	-
RNAV 1	RUBAR	530808.9 / 0054805.4	TF	Fly-By	342.6 / 344	26.5	-	-	Turn L
RNAV 1	DETAX	531430.7 / 0061235.6	TF	Fly-By	293.5 / 295	16.1	-	-	Turn L
RNAV 1	BERMO	531738.9 / 0062450.8	TF	Fly-By	293.2 / 295	8.0	FL070 / FL070	220	-
RNAV 1	BABON	531303.3 / 0063056.5	TF	Fly-By	218.6 / 220	5.9	FL070 / FL070	220	Turn L
RNAV 1	BIVDI	531059.5 / 0064005.6	TF	Fly-By	249.5 / 251	5.9	FL070 / FL070	220	Turn R
RNAV 1	DW754	531202.3 / 0064942.6	TF	Fly-By	280.3 / 282	5.9	FL070 / FL070	220	Turn R
RNAV 1	DW755	531554.2 / 0065704.5	TF	Fly-By	311.2 / 313	5.9	FL070 / FL070	220	Turn R
RNAV 1	OSLEX	532155.8 / 0064144.5	TF	-	056.6 / 058	11.0	- / +A5000	220	Turn R

OLAPO 3R STAR RWY 10L/R

OLAP3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	OLAPO	534649.0 / 0071741.0	IF	-	-	-	FL170 / -	-	-
RNAV 1	EPIDU	534903.5 / 0063554.8	TF	Fly-By	084.5 / 086	24.9	-	220	-
RNAV 1	ADNAL	534153.9 / 0063541.5	TF	Fly-By	178.9 / 180	7.2	FL080 / FL080	220	Turn R
RNAV 1	APRUT	534149.0 / 0064534.9	TF	Fly-By	269.3 / 271	5.9	FL080 / FL080	220	Turn R
RNAV 1	DW865	533842.8 / 0065358.4	TF	Fly-By	238.1 / 240	5.9	FL080 / FL080	220	Turn L
RNAV 1	DW866	533329.1 / 0065827.2	TF	Fly-By	207.0 / 209	5.9	FL080 / FL080	220	Turn L
RNAV 1	IFBAP	533230.8 / 0064006.2	TF	Fly-By	095.0 / 097	11.0	- / +A4000	220	Turn L

OSGAR 3R STAR RWY 10L/R

OSGA3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	OSGAR	530257.9 / 0071612.8	IF	-	-	-	FL200 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	097.0 / 099	22.2	-	-	-
RNAV 1	KANUS	530630.5 / 0062652.1	TF	Fly-By	050.5 / 052	10.0	-	220	Turn L
RNAV 1	BABON	531303.3 / 0063056.5	TF	Fly-By	339.5 / 341	7.0	FL070 / FL070	220	Turn L
RNAV 1	BIVDI	531059.5 / 0064005.6	TF	Fly-By	249.5 / 251	5.9	FL070 / FL070	220	Turn L
RNAV 1	DW754	531202.3 / 0064942.6	TF	Fly-By	280.3 / 282	5.9	FL070 / FL070	220	Turn R
RNAV 1	DW755	531554.2 / 0065704.5	TF	Fly-By	311.2 / 313	5.9	FL070 / FL070	220	Turn R
RNAV 1	OSLEX	532155.8 / 0064144.5	TF	Fly-By	056.6 / 058	11.0	- / +A5000	220	Turn R

SUTEX 3R STAR RWY 10L/R

SUTE3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	SUTEX	524927.7 / 0065549.3	IF	-	-	-	FL200 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	042.3 / 044	14.5	-	-	-
RNAV 1	KANUS	530630.5 / 0062652.1	TF	Fly-By	050.5 / 052	10.0	-	220	Turn R
RNAV 1	BABON	531303.3 / 0063056.5	TF	Fly-By	339.5 / 341	7.0	FL070 / FL070	220	Turn L
RNAV 1	BIVDI	531059.5 / 0064005.6	TF	Fly-By	249.5 / 251	5.9	FL070 / FL070	220	Turn L
RNAV 1	DW754	531202.3 / 0064942.6	TF	Fly-By	280.3 / 282	5.9	FL070 / FL070	220	Turn R
RNAV 1	DW755	531554.2 / 0065704.5	TF	Fly-By	311.2 / 313	5.9	FL070 / FL070	220	Turn R
RNAV 1	OSLEX	532155.8 / 0064144.5	TF	Fly-By	056.6 / 058	11.0	- / +A5000	220	Turn R

VATRY 3R STAR RWY 10L/R

VATR3R

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	VATRY	523316.0 / 0053000.0	IF	-	-	-	-FL240 / -	-	-
RNAV 1	DW100	524253.8 / 0053456.8	TF	Fly-By	342.7 / 344	10.1	-	-	-
RNAV 1	RUBAR	530808.9 / 0054805.4	TF	Fly-By	342.6 / 344	26.5	-	-	-
RNAV 1	DETAX	531430.7 / 0061235.6	TF	Fly-By	293.5 / 295	16.1	-	-	Turn L
RNAV 1	BERMO	531738.9 / 0062450.8	TF	Fly-By	293.2 / 295	8.0	FL070 / FL070	220	-
RNAV 1	BABON	531303.3 / 0063056.5	TF	Fly-By	218.6 / 220	5.9	FL070 / FL070	220	Turn L
RNAV 1	BIVDI	531059.5 / 0064005.6	TF	Fly-By	249.5 / 251	5.9	FL070 / FL070	220	Turn R
RNAV 1	DW754	531202.3 / 0064942.6	TF	Fly-By	280.3 / 282	5.9	FL070 / FL070	220	Turn R
RNAV 1	DW755	531554.2 / 0065704.5	TF	Fly-By	311.2 / 313	5.9	FL070 / FL070	220	Turn R
RNAV 1	OSLEX	532155.8 / 0064144.5	TF	Fly-By	056.6 / 058	11.0	- / +A5000	220	Turn R

Hold Identification – EIDW AD 2.24-23.1

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (°)	Inbound Mag Track (°)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude (ft)	Maximum Holding Level (FL)	Outbound time (min)	Direction of Turn
ADNAL	534153.9 / 0063541.5	300.5	302	220	+A5000	-FL140	1	R
BABON	531303.3 / 0063056.5	218.7	220	220	+A5000	-FL140	1	L
APRUT	534149.0 / 0064534.9	269.3	271	220	+A5000	-FL140	1	R

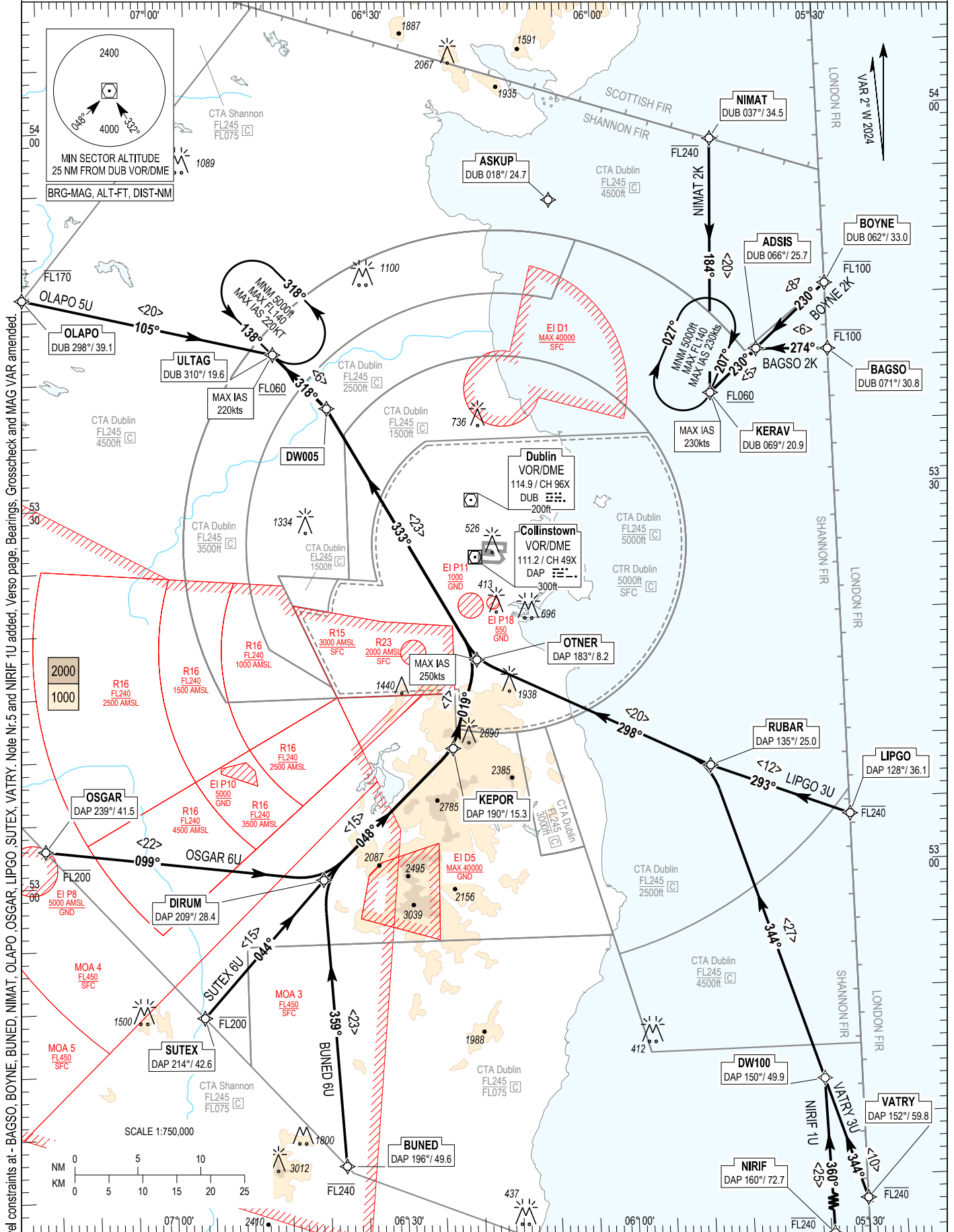
RNAV STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	124.530	ACC Upper North	129.180
APP	121.100	ACC Upper South	135.655
		ACC Lower North	132.580
		ACC Lower South	120.755

DUBLIN RWY 16

NIMAT 2K, BOYNE 2K, BAGSO 2K, LIPGO 6U, VATRY 3U,
BUNED 6U, SUTEX 6U, OSGAR 6U, OLAPO 5U, NIRIF 1U.



CHANGE: Level constraints at - BAGSO, BOYNE, BUNED, NIMAT, OLAPO, OSGAR, LIPGO, SUTEX, VATRY. Note Nr.5 and NIRIF 1U added. Verso page, Bearings, Grosscheck and MAG VAR amended.

NOTES: 1. ASKUP may be used tactically by ATC to ensure aircraft routings are clear of EI D1. 2. MAX IAS 250kts below FL100. 3. DME/DME or GNSS navigation required. 4. Aircraft routing via ASKUP that experience radio communication failure should follow the appropriate procedure for the runway 16 remaining clear of EI D1. 5. For Comms Failure Procedures see AIP EIDW AD 2.22 paragraph 5.3.1

VERTICAL PLANNING INFORMATION: 1. Pilots should plan for descent fro RWY 16; BAGSO at FL100 and KERAV at 6000ft; ULTAG at 6000ft; ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. **WARNING:** 2. Do not proceed beyond KERAV/ULTAG without ATC clearance, enter hold.

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BAGSO 2K STAR RWY 16

BAGS2K

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BAGSO	534048.0 / 0053000.0	IF	-	-	-	-FL100 / -	-	-
RNAV 1	ADSI5	534103.1 / 0053934.0	TF	Fly-By	272.6 / 274	5.7	-	-	-
RNAV 1	KERAV	533742.7 / 0054557.3	TF	Fly-By	228.7 / 230	5.1	- / +FL060	230	Turn L

BOYNE 2K STAR RWY 16

BOYN2K

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BOYNE	534601.6 / 0053000.0	IF	-	-	-	-FL100 / -	-	-
RNAV 1	ADSI5	534103.1 / 0053934.0	TF	Fly-By	228.8 / 230	7.6	-	-	-
RNAV 1	KERAV	533742.7 / 0054557.3	TF	Fly-By	228.7 / 230	5.1	- / +FL060	230	-

BUNED 6U STAR RWY 16

BUNE6U

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BUNED	523721.9 / 0063748.2	IF	-	-	-	-FL240 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	357.2 / 359	22.9	-	-	-
RNAV 1	KEPOR	531016.5 / 0062200.7	TF	Fly-By	046.3 / 048	14.7	-	-	Turn R
RNAV 1	OTNER	531715.0 / 0061827.0	TF	Fly-By	017.0 / 019	7.3	-	250	Turn L
RNAV 1	DW005	533736.3 / 0063717.1	TF	Fly-By	331.2 / 333	23.3	-	250	Turn L
RNAV 1	ULTAG	534201.0 / 0064417.2	TF	-	316.7 / 318	6.1	- / +FL060	220	Turn L

LIPGO 3U STAR RWY 16

LIPG3U

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	LIPGO	530350.1 / 0053000.0	IF	-	-	-	-FL240 / -	-	-
RNAV 1	RUBAR	530808.9 / 0054805.4	TF	Fly-By	291.7 / 293	11.7	-	-	-
RNAV 1	OTNER	531715.0 / 0061827.0	TF	-	296.7 / 298	20.4	-	250	Turn R
RNAV 1	DW005	533736.3 / 0063717.1	TF	Fly-By	331.2 / 333	23.3	-	250	Turn R
RNAV 1	ULTAG	534201.0 / 0064417.2	TF	Fly-By	316.7 / 318	6.1	- / +FL060	220	Turn L

NIMAT 2K STAR RWY 16

NIMA2K

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	NIMAT	535754.1 / 0054431.7	IF	-	-	-	-FL240 / -	-	-
RNAV 1	KERAV	533742.7 / 0054557.3	TF	Fly-By	182.4 / 184	20.2	- / +FL060	220	-

NIRIF 1U STAR RWY 16

NIRIU

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	NIRIF	521755.9 / 0053404.3	IF	-	-	-	-FL240 / -	-	-
RNAV 1	DW100	524253.8 / 0053456.8	TF	Fly-By	358.8 / 000	25.0	-	-	-
RNAV 1	RUBAR	530808.9 / 0054805.4	TF	Fly-By	342.6 / 344	26.5	-	-	Turn L
RNAV 1	OTNER	531715.0 / 0061827.0	TF	Fly-By	296.7 / 298	20.4	-	250	Turn L
RNAV 1	DW005	533736.3 / 0063717.1	TF	Fly-By	331.2 / 333	23.3	-	250	Turn R
RNAV 1	ULTAG	534201.0 / 0064417.2	TF	Fly-By	316.7 / 318	6.1	- / +FL060	220	Turn L

OLAPO 5U STAR RWY 16

OLAPSU

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	OLAPO	534649.0 / 0071740.6	IF	-	-	-	-FL170 / -	-	-
RNAV 1	ULTAG	534201.0 / 0064417.2	TF	Fly-By	103.4 / 105	20.4	- / +FL060	220	-

OSGAR 6U STAR RWY 16

OSGA6U

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	OSGAR	530257.9 / 0071612.8	IF	-	-	-	-FL200 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	097.0 / 099	22.2	-	-	-
RNAV 1	KEPOR	531016.5 / 0062200.7	TF	Fly-By	046.3 / 048	14.7	-	-	Turn L
RNAV 1	OTNER	531715.0 / 0061827.0	TF	Fly-By	017.0 / 019	7.3	-	250	Turn L
RNAV 1	DW005	533736.3 / 0063717.1	TF	Fly-By	331.2 / 333	23.3	-	250	Turn L
RNAV 1	ULTAG	534201.0 / 0064417.2	TF	Fly-By	316.7 / 318	6.1	- / +FL060	220	Turn L

SUTEX 6U STAR RWY 16

SUTE6U

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	SUTEX	524927.7 / 0065549.3	IF	-	-	-	-FL200 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	042.3 / 044	14.5	-	-	-
RNAV 1	KEPOR	531016.5 / 0062200.7	TF	Fly-By	046.3 / 048	14.7	-	-	Turn R
RNAV 1	OTNER	531715.0 / 0061827.0	TF	Fly-By	017.0 / 019	7.3	-	250	Turn L
RNAV 1	DW005	533736.3 / 0063717.1	TF	Fly-By	331.2 / 333	23.3	-	250	Turn L
RNAV 1	ULTAG	534201.0 / 0064417.2	TF	Fly-By	316.7 / 318	6.1	- / +FL060	220	Turn L

16 MAY 2024

VATRY 3U STAR RWY 16

VATR3U

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	VATRY	523316.0 / 0053000.0	IF	-	-	-	-FL240 / -	-	-
RNAV 1	DW100	524253.8 / 0053456.8	TF	Fly-By	342.7 / 344	10.1	-	-	-
RNAV 1	RUBAR	530808.9 / 0054805.4	TF	Fly-By	342.6 / 344	26.5	-	-	-
RNAV 1	OTNER	531715.0 / 0061827.0	TF	Fly-By	296.7 / 298	20.4	-	250	Turn L
RNAV 1	DW005	533736.3 / 0063717.1	TF	Fly-By	331.2 / 333	23.3	-	250	Turn R
RNAV 1	ULTAG	534201.0 / 0064417.2	TF	Fly-By	316.7 / 318	6.1	- / +FL060	220	Turn L

Hold Identification – EIDW AD 2.24-24.1

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (°)	Inbound Mag Track (°)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude (ft)	Maximum Holding Level (FL)	Outbound time (min)	Direction of Turn
KERAV	533742.7 / 0054557.3	205.6	207	230	+A5000	-FL140	1	R
ULTAG	534201.0 / 0064417.2	136.6	138	220	+A5000	-FL140	1	L

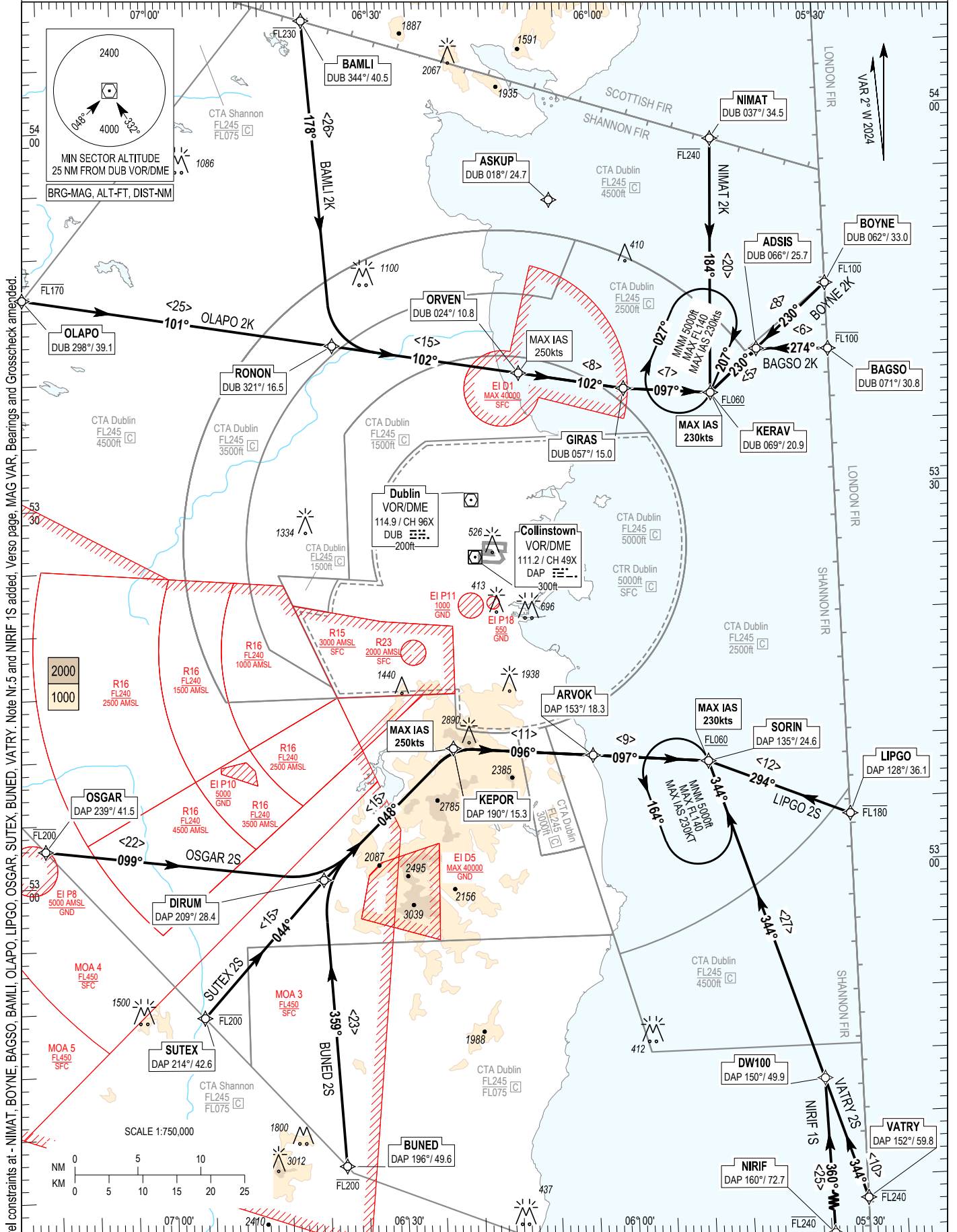
RNAV STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS APP	124.530	ACC Upper North	129.180
	121.100	ACC Upper South	135.655
		ACC Lower North	132.580
		ACC Lower South	120.755

DUBLIN RWY 34

NIMAT 2K, BOYNE 2K, BAGSO 2K, LIPGO 2S, VATRY 2S,
BUNED 2S, SUTEX 2S, OSGAR 2S, OLAPO 2K, BAMLI 2K,
NIRIF 1S.



CHANGE: Level constraints at - NIMAT, BOYNE, BAGSO, BAMLI, OLAPO, LIPGO, OSGAR, SUTEX, BUNED, VATRY. Note Nr.5 and NIRIF 1S added. Verso page, MAG VAR, Bearings and Crosscheck amended.

NOTES: 1. ASKUP may be used tactically by ATC to ensure aircraft routings are clear of EI D1. 2. MAX IAS 250kts below FL100. 3. DME/DME or GNSS navigation required.
 4. Aircraft routing via ASKUP that experience radio communication failure should follow the appropriate procedure for the runway 34 remaining clear of EI D1. 5. For Comms Failure Procedures see AIP EIDW AD 2.22 paragraph 5.3.1 **VERTICAL PLANNING INFORMATION:** 1. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
CAUTION: 2. Pilots must inform ATC if unable to comply with any level or speed constraint. **WARNING:** 1. Do not proceed beyond KERAV/SORIN without ATC clearance, enter hold.

16 MAY 2024

BAGSO 2K STAR RWY 34

BAGS2K

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BAGSO	534048.0 / 0053000.0	IF	-	-	-	-FL100 / -	-	-
RNAV 1	ADSI	534103.1 / 0053934.0	TF	Fly-By	272.6 / 274	5.7	-	-	-
RNAV 1	KERAV	533742.7 / 0054557.3	TF	Fly-By	228.7 / 230	5.1	- / +FL060	230	Turn L

BAMLI 2K STAR RWY 34

BAML2K

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BAMLI	540828.5 / 0063904.0	IF	-	-	-	-FL230 / -	-	-
RNAV 1	RONON	534233.9 / 0063619.2	TF	Fly-By	176.4 / 178	26.0	-	-	-
RNAV 1	ORVEN	533953.5 / 0061129.8	TF	Fly-By	100.1 / 102	15.0	-	250	Turn L
RNAV 1	GIRAS	533821.0 / 0055733.2	TF	Fly-By	100.4 / 102	8.4	-	250	-
RNAV 1	KERAV	533742.7 / 0054557.3	TF	-	095.2 / 097	6.9	- / +FL060	230	Turn L

BOYNE 2K STAR RWY 34

BOYN2K

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BOYNE	534601.6 / 0053000.0	IF	-	-	-	-FL100 / -	-	-
RNAV 1	ADSI	534103.1 / 0053934.0	TF	Fly-By	228.8 / 230	7.6	-	-	-
RNAV 1	KERAV	533742.7 / 0054557.3	TF	Fly-By	228.7 / 230	5.1	- / +FL060	230	-

BUNED 2S STAR RWY 34

BUNE2S

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	BUNED	523721.9 / 0063748.2	IF	-	-	-	-FL200 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	357.2 / 359	22.9	-	-	-
RNAV 1	KEPOR	531016.5 / 0062200.7	TF	Fly-By	046.3 / 048	14.7	-	250	Turn R
RNAV 1	ARVOK	530919.0 / 0060335.1	TF	Fly-By	094.8 / 096	11.1	-	250	Turn R
RNAV 1	SORIN	530829.3 / 0054822.5	TF	Fly-By	095.1 / 097	9.2	- / +FL060	230	-

LIPGO 2S STAR RWY 34

LIPG2S

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	LIPGO	530350.1 / 0053000.0	IF	-	-	-	-FL180 / -	-	-
RNAV 1	SORIN	530829.3 / 0054822.5	TF	-	292.9 / 294	12.0	- / +FL060	230	-

NIMAT 2K STAR RWY 34

NIMA2K

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	NIMAT	535754.1 / 0054431.7	IF	-	-	-	-FL240 / -	-	-
RNAV 1	KERAV	533742.7 / 0054557.3	TF	Fly-By	182.4 / 184	20.2	- / +FL060	230	-

NIRIF 1S STAR RWY 34

NIRI1S

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	NIRIF	521755.9 / 0053404.3	IF	-	-	-	-FL240 / -	-	-
RNAV 1	DW100	524253.8 / 0053456.8	TF	-	358.8 / 000	25.0	-	-	-
RNAV 1	SORIN	530829.3 / 0054822.5	TF	Fly-By	342.5 / 344	26.9	- / +FL060	230	Turn L

OLAPO 2K STAR RWY 34

OLAP2K

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	OLAPO	534649.0 / 0071740.6	IF	-	-	-	-FL170 / -	-	-
RNAV 1	RONON	534233.9 / 0063619.2	TF	Fly-By	099.6 / 101	24.9	-	-	-
RNAV 1	ORVEN	533953.5 / 0061129.8	TF	Fly-By	100.1 / 102	15.0	-	250	-
RNAV 1	GIRAS	533821.0 / 0055733.2	TF	Fly-By	100.4 / 102	8.4	-	250	-
RNAV 1	KERAV	533742.7 / 0054557.3	TF	Fly-By	095.2 / 097	6.9	- / +FL060	230	Turn L

OSGAR 2S STAR RWY 34

OSGA2S

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	OSGAR	530257.9 / 0071612.8	IF	-	-	-	-FL200 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	097.0 / 099	22.2	-	-	-
RNAV 1	KEPOR	531016.5 / 0062200.7	TF	Fly-By	046.3 / 048	14.7	-	250	Turn L
RNAV 1	ARVOK	530919.0 / 0060335.1	TF	Fly-By	094.8 / 096	11.1	-	250	Turn R
RNAV 1	SORIN	530829.3 / 0054822.5	TF	Fly-By	095.1 / 097	9.2	- / +FL060	230	-

SUTEX 2S STAR RWY 34

SUTE2S

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	SUTEX	524927.7 / 0065549.3	IF	-	-	-	-FL200 / -	-	-
RNAV 1	DIRUM	530009.7 / 0063940.0	TF	Fly-By	042.3 / 044	14.5	-	-	-
RNAV 1	KEPOR	531016.5 / 0062200.7	TF	Fly-By	046.3 / 048	14.7	-	250	-
RNAV 1	ARVOK	530919.0 / 0060335.1	TF	Fly-By	094.8 / 096	11.1	-	250	Turn R
RNAV 1	SORIN	530829.3 / 0054822.5	TF	Fly-By	095.1 / 097	9.2	- / +FL060	230	-

VATRY 2S STAR RWY 34
VATR2S

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV 1	VATRY	523316.0 / 0053000.0	IF	-	-	-	-FL240 / -	-	-
RNAV 1	DW100	524253.8 / 0053456.8	TF	Fly-By	342.7 / 344	10.1	-	-	-
RNAV 1	SORIN	530829.3 / 0054822.5	TF	Fly-By	342.5 / 344	26.9	- / +FL060	230	-

Hold Identification – EIDW AD 2.24-25.1

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (°)	Inbound Mag Track (°)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude (ft)	Maximum Holding Level (FL)	Outbound time (min)	Direction of Turn
KERAV	533742.7 / 0054557.3	205.6	207	230	+A5000	-FL140	1	R
SORIN	530829.3 / 0054822.5	342.4	344	230	+A5000	-FL140	1	L