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AIRAC AIP AMDT 002/26

Effective Date – 19 FEB 2026

Publication Date – 08 JAN 2026

PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

GEN 0.2	**Record of AIP Amendments:** Updated.
GEN 0.3	**Checklist of Valid AIP Supplements.** Updated.
GEN 0.4	**Checklist of AIP Pages:** Updated.
GEN 2.6	**Conversion Tables:** Updated.
GEN 3.2	**Aeronautical Charts:** Updated EIDW, EIKN & EIWT Charts, Corrections to charts not contained in the AIP updated. Incorporation of **PERM NOTAM B1963/25 & B1964/25.**
ENR 5.5	**Aerial Sporting and Recreational Activities:** Updated Coordinates for Knocknagantee, Co. Kerry, Hand Gliding and Para Gliding Site. Incorporation of **PERM NOTAM B1810/25.**
EICK AD	**Updated Sections:** AD 2.3, AD 2.6, AD 2.7, AD 2.8, AD 2.9, AD 2.11, AD 2.14, AD 2.17 and AD 2.24.
EIDW AD	**Implementation of new PCR values in EIDW AD 2.8, EIDW AD 2.12, EIDW AD 2.24-1 & EIDW AD 2.24-2: Updated Sections:** AD 2.8, AD 2.9, AD 2.11, AD 2.12, AD 2.14, AD 2.17 and AD 2.20. **AD 2.24 Charts Related to an Aerodrome:** Updated Charts.
EINN AD	**Updated Sections:** AD 2.11, AD 2.15, AD 2.20 and AD 2.24.
EIKN AD	**Updated Sections:** AD 2.11, AD 2.18, AD 2.20 and AD 2.22. **AD 2.24 Charts Related to an Aerodrome:** Updated Charts.
EIWT AD	**Updated Sections:** AD 2.2, AD 2.6, AD 2.8, AD 2.9, AD 2.11, AD 2.12, AD 2.14, AD 2.15, AD 2.16, AD 2.18, AD 2.19, AD 2.20, and AD 2.22. Insertion of new Section AD 2.25. **AD 2.24 Charts Related to an Aerodrome:** Updated Charts and Removal of 3 Charts. Incorporation of **PERM NOTAM B2156/25, B2157/25, B2158/25, B2159/25 & B2160/25.**
EIMH AD	**Updated Sections:** AD 2.2, AD 2.4, AD 2.5, AD 2.8, AD 2.9, AD 2.10, AD 2.11, AD 2.12, AD 2.13, AD 2.16, AD 2.18, AD 2.20, AD 2.21, AD 2.22 and AD 2.23. Insertion of new Section AD 2.25.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	19 FEB 2026/19 FEB 2026
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	19 FEB 2026/19 FEB 2026
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	19 FEB 2026/19 FEB 2026
GEN 2.6-1/GEN 2.6-2	GEN 2.6-1/GEN 2.6-2	19 FEB 2026/19 FEB 2026
GEN 3.2-1/GEN 3.2-14	GEN 3.2-1/GEN 3.2-14	19 FEB 2026/19 FEB 2026
ENR 5.5-1/ENR 5.5-24	ENR 5.5-1/ENR 5.5-24	19 FEB 2026/19 FEB 2026

EICK AD 2-1/EICK AD 2-16	EICK AD 2-1/EICK AD 2-16	19 FEB 2026/19 FEB 2026
EIDW AD 2-1/EIDW AD 2-42	EIDW AD 2-1/EIDW AD 2-42	19 FEB 2026/19 FEB 2026
EIDW AD 2.24-1	EIDW AD 2.24-1	19 FEB 2026/19 FEB 2026
EIDW AD 2.24-2	EIDW AD 2.24-2	19 FEB 2026/19 FEB 2026
EINN AD 2-1/EINN AD 2-14	EINN AD 2-1/EINN AD 2-14	19 FEB 2026/19 FEB 2026
EIKN AD 2-1/EIKN AD 2-14	EIKN AD 2-1/EIKN AD 2-14	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-1	EIKN AD 2.24-1	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-4	EIKN AD 2.24-4	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-5	EIKN AD 2.24-5	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-6	EIKN AD 2.24-6	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-7	EIKN AD 2.24-7	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-8	EIKN AD 2.24-8	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-9	EIKN AD 2.24-9	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-10	EIKN AD 2.24-10	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-11	EIKN AD 2.24-11	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-12	EIKN AD 2.24-12	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-13	EIKN AD 2.24-13	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-14	EIKN AD 2.24-14	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-15	EIKN AD 2.24-15	19 FEB 2026/19 FEB 2026
EIKN AD 2.24-16	EIKN AD 2.24-16	19 FEB 2026/19 FEB 2026
EIWT AD 2-1/EIWT AD 2-12	EIWT AD 2-1/EIWT AD 2-12	19 FEB 2026/19 FEB 2026
EIWT AD 2.24-1	EIWT AD 2.24-1	19 FEB 2026/19 FEB 2026
EIWT AD 2.24-2	EIWT AD 2.24-2	19 FEB 2026/19 FEB 2026
EIWT AD 2.24-3		19 FEB 2026/19 FEB 2026
EIWT AD 2.24-5		19 FEB 2026/19 FEB 2026
EIWT AD 2.24-7		19 FEB 2026/19 FEB 2026
EIMH AD 2-1/EIMH AD 2-6	EIMH AD 2-1/EIMH AD 2-6	19 FEB 2026/19 FEB 2026

New Supplements for this Amendment: **NR 002/26, NR 003/26, NR 004/26.**

Supplements Cancelled for this Amendment: **NR 001/26, NR 013/23.**

New AIC for this Amendment: **NR 002/26, NR 003/26, NR 004/26, NR 005/26.**

AIC cancelled in this Amendment: **NR 001/26.**

PERM NOTAM* incorporated in this Amendment: **B1810/25, B1963/25, B1964/25, B2156/25, B2157/25, B2158/25, B2159/25 & B2160/25.**

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

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Record of AIP Amendments

AIP AMENDMENT			
NR/Year	Publication date	Date Inserted	Inserted by

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

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
004/2026	Checklist of Valid AIP Supplements (SUP)	GEN	19-Feb-2026	-
003/2026	Kerry (EIKY) NOTAM	EIKY	19-Feb-2026	-
002/2026	Dublin Airport (EIDW) - Mobile Cranes operating in the Vicinity of the Airport	EIDW	19-Feb-2026	-
001/2026	Checklist of Valid AIP Supplements (SUP)	GEN	22-Jan-2026	19-Feb-2026
014/2025	Cork Airport (EICK) - Halfway Roundabout VRP	EICK	27-Nov-2025	-
013/2025	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	27-Nov-2025	-
011/2025	Ireland West (EIKN) Apron Bravo	EIKN	02-Oct-2025	-
010/2025	Ireland West (EIKN) ATIS	EIKN	02-Oct-2025	-
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	-
007/2025	Shannon Airport (EINN) - Pavement Reconstruction Works on West, Central and East Apron Areas	EINN	04-Sep-2025	-
003/2025	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	20-Feb-2025	-
021/2024	Dublin Airport (EIDW) - Tower Cranes operating in the Vicinity of the Airport	EIDW	31-Oct-2024	-
020/2024	Dublin Airport (EIDW) - Tower Cranes erected adjacent to Terminal 2	EIDW	31-Oct-2024	-
018/2024	Dublin Airport (EIDW) - Installation of Visual Docking Guidance, Fixed Electrical Ground Power Services, Apron Pavement Rehabilitation and Changes to Aircraft Stands at Pier 1	EIDW	03-Oct-2024	-
011/2024	Waterford Airport (EIWF) Runway 03 NDB Approach	EIWF	11-Jul-2024	-
010/2024	Waterford Airport (EIWF) Revised MSA's	EIWF	11-Jul-2024	-
013/2023	Kerry (EIKY) NOTAM	EIKY	07-Sep-2023	19-Feb-2026
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				

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GEN 0.4 Checklist of AIP Pages

New Pages *

Page	Date	
GEN 0		
0.1-1	18 MAY 2023	
0.1-2	18 MAY 2023	
0.2-1	19 FEB 2026	*
0.2-2	19 FEB 2026	*
0.3-1	19 FEB 2026	*
0.3-2	19 FEB 2026	*
0.4-1	19 FEB 2026	*
0.4-2	19 FEB 2026	*
0.4-3	19 FEB 2026	*
0.4-4	19 FEB 2026	*
0.4-5	19 FEB 2026	*
0.4-6	19 FEB 2026	*
0.4-7	19 FEB 2026	*
0.4-8	19 FEB 2026	*
0.5-1	30 OCT 2025	
0.5-2	30 OCT 2025	
0.6-1	19 MAY 2022	
0.6-2	19 MAY 2022	
0.6-3	19 MAY 2022	
0.6-4	19 MAY 2022	
GEN 1		
1.1-1	19 MAY 2022	
1.1-2	19 MAY 2022	
1.1-3	19 MAY 2022	
1.1-4	19 MAY 2022	
1.2-1	22 FEB 2024	
1.2-2	22 FEB 2024	
1.2-3	22 FEB 2024	
1.2-4	22 FEB 2024	
1.3-1	13 AUG 2020	
1.3-2	13 AUG 2020	
1.3-3	13 AUG 2020	
1.3-4	13 AUG 2020	
1.4-1	08 DEC 2016	
1.4-2	08 DEC 2016	
1.5-1	21 MAR 2024	
1.5-2	21 MAR 2024	
1.5-3	21 MAR 2024	
1.5-4	21 MAR 2024	
1.5-5	21 MAR 2024	
1.5-6	21 MAR 2024	
1.5-7	21 MAR 2024	
1.5-8	21 MAR 2024	
1.5-9	21 MAR 2024	
1.5-10	21 MAR 2024	
1.5-11	21 MAR 2024	
1.5-12	21 MAR 2024	
1.5-13	21 MAR 2024	
1.5-14	21 MAR 2024	
1.6-1	02 MAR 2017	
1.6-2	02 MAR 2017	
1.6-3	02 MAR 2017	
1.6-4	02 MAR 2017	
1.6-5	02 MAR 2017	
1.6-6	02 MAR 2017	
1.7-1	22 JAN 2026	
1.7-2	22 JAN 2026	
1.7-3	22 JAN 2026	
1.7-4	22 JAN 2026	
1.7-5	22 JAN 2026	
1.7-6	22 JAN 2026	
1.7-7	22 JAN 2026	
1.7-8	22 JAN 2026	
1.7-9	22 JAN 2026	
1.7-10	22 JAN 2026	
1.7-11	22 JAN 2026	
1.7-12	22 JAN 2026	
1.7-13	22 JAN 2026	
1.7-14	22 JAN 2026	
1.7-15	22 JAN 2026	
1.7-16	22 JAN 2026	
1.7-17	22 JAN 2026	
1.7-18	22 JAN 2026	
1.7-19	22 JAN 2026	
1.7–20	22 JAN 2026	
1.7–21	22 JAN 2026	
1.7–22	22 JAN 2026	
1.7–23	22 JAN 2026	
1.7–24	22 JAN 2026	
1.7–25	22 JAN 2026	
1.7–26	22 JAN 2026	
1.7–27	22 JAN 2026	
1.7–28	22 JAN 2026	
1.7–29	22 JAN 2026	
1.7–30	22 JAN 2026	
1.7–31	22 JAN 2026	
1.7–32	22 JAN 2026	
1.7–33	22 JAN 2026	
1.7–34	22 JAN 2026	
GEN 2		
2.1-1	15 MAY 2025	
2.1-2	15 MAY 2025	
2.2-1	02 DEC 2021	
2.2-2	02 DEC 2021	
2.2-3	02 DEC 2021	
2.2-4	02 DEC 2021	
2.2-5	02 DEC 2021	
2.2-6	02 DEC 2021	
2.2-7	02 DEC 2021	
2.2-8	02 DEC 2021	
2.2-9	02 DEC 2021	
2.2-10	02 DEC 2021	
2.2-11	02 DEC 2021	
2.2-12	02 DEC 2021	
2.2-13	02 DEC 2021	
2.2-14	02 DEC 2021	
2.3-1	27 NOV 2025	
2.3-2	27 NOV 2025	
2.4-1	22 JAN 2026	
2.4-2	22 JAN 2026	
2.5-1	12 JUN 2025	
2.5-2	12 JUN 2025	
2.6-1	19 FEB 2026	*
2.6-2	19 FEB 2026	*
2.7-1	13 OCT 2016	
2.7-2	13 OCT 2016	
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2.7-5	13 OCT 2016	
2.7-6	13 OCT 2016	
GEN 3		
3.1-1	15 MAY 2025	
3.1-2	15 MAY 2025	
3.1-3	15 MAY 2025	
3.1-4	15 MAY 2025	
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3.2-2	19 FEB 2026	*
3.2-3	19 FEB 2026	*
3.2-4	19 FEB 2026	*
3.2-5	19 FEB 2026	*
3.2-6	19 FEB 2026	*
3.2-7	19 FEB 2026	*
3.2-8	19 FEB 2026	*
3.2-9	19 FEB 2026	*

Page	Date	
3.2-10	19 FEB 2026	*
3.2-11	19 FEB 2026	*
3.2-12	19 FEB 2026	*
3.2-13	19 FEB 2026	*
3.2-14	19 FEB 2026	*
3.3-1	12 JUN 2025	
3.3-2	12 JUN 2025	
3.3-3	12 JUN 2025	
3.3-4	12 JUN 2025	
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3.4–2	21 MAR 2024	
3.4-3	21 MAR 2024	
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3.4-5	21 MAR 2024	
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3.4-7	21 MAR 2024	
3.4-8	21 MAR 2024	
3.5-1	08 OCT 2020	
3.5-2	08 OCT 2020	
3.5-3	08 OCT 2020	
3.5-4	08 OCT 2020	
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3.5-7	08 OCT 2020	
3.5-8	08 OCT 2020	
3.5-9	08 OCT 2020	
3.5-10	08 OCT 2020	
3.5-11	08 OCT 2020	
3.5-12	08 OCT 2020	
3.6-1	18 MAY 2023	
3.6-2	18 MAY 2023	
3.6-3	18 MAY 2023	
3.6-4	18 MAY 2023	
GEN 4		
4.1-1	27 FEB 2020	
4.1-2	27 FEB 2020	
4.2-1	18 MAY 2023	
4.2-2	18 MAY 2023	
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0.1-1	12 OCT 2017	
0.1-2	12 OCT 2017	
0.2-1	12 OCT 2017	
0.2–2	12 OCT 2017	
0.3-1	12 OCT 2017	
0.3-2	12 OCT 2017	
0.4-1	12 OCT 2017	
0.4-2	12 OCT 2017	
0.5–1	12 OCT 2017	
0.5–2	12 OCT 2017	
0.6–1	25 APR 2019	
0.6–2	25 APR 2019	
0.6-3	25 APR 2019	
0.6-4	25 APR 2019	
ENR 1		
1.1-1	18 MAY 2023	
1.1-2	18 MAY 2023	
1.2-1	27 JAN 2022	
1.2-2	27 JAN 2022	
1.3-1	02 DEC 2021	
1.3-2	02 DEC 2021	
1.3-3	02 DEC 2021	
1.3-4	02 DEC 2021	
1.3-5	02 DEC 2021	
1.3-6	02 DEC 2021	
1.3-7	02 DEC 2021	
1.3-8	02 DEC 2021	
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1.4-2	12 JUN 2025	
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1.5-2	22 JAN 2026	
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1.6-2	11 AUG 2022	
1.6-3	11 AUG 2022	
1.6-4	11 AUG 2022	
1.6-5	11 AUG 2022	
1.6-6	11 AUG 2022	
1.6-7	11 AUG 2022	
1.6-8	11 AUG 2022	
1.7-1	16 MAY 2024	
1.7-2	16 MAY 2024	
1.7-3	16 MAY 2024	
1.7-4	16 MAY 2024	
1.8-1	06 OCT 2022	
1.8-2	06 OCT 2022	
1.8-3	06 OCT 2022	
1.8-4	06 OCT 2022	
1.8-5	06 OCT 2022	
1.8-6	06 OCT 2022	
1.9-1	28 NOV 2024	
1.9-2	28 NOV 2024	
1.9-3	28 NOV 2024	
1.9-4	28 NOV 2024	
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1.9-10	28 NOV 2024	
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1.10-18	12 JUN 2025	
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1.12-3	08 JUN 2006	
1.12-4	08 JUN 2006	
1.13-1	22 APR 2021	
1.13-2	22 APR 2021	
1.13-3	22 APR 2021	
1.13-4	22 APR 2021	
1.14-1	08 JUN 2006	
1.14-2	08 JUN 2006	
1.14-3	08 JUN 2006	
1.14-4	08 JUN 2006	
1.14-5	08 JUN 2006	
1.14-6	08 JUN 2006	
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2.1-3	30 OCT 2025	
2.1-4	30 OCT 2025	
2.1-5	30 OCT 2025	
2.1-6	30 OCT 2025	
2.1-7	30 OCT 2025	
2.1-8	30 OCT 2025	

Page	Date
2.2-1	21 MAR 2024
2.2-2	21 MAR 2024
2.2-3	21 MAR 2024
2.2-4	21 MAR 2024
2.2-5	21 MAR 2024
2.2-6	21 MAR 2024
2.2-7	21 MAR 2024
2.2-8	21 MAR 2024
ENR 3	
3.1-1	20 JUN 2019
3.1-2	20 JUN 2019
3.2-1	17 DEC 2009
3.2-2	17 DEC 2009
3.3-1	07 SEP 2023
3.3-2	07 SEP 2023
3.3-3	07 SEP 2023
3.3-4	07 SEP 2023
3.3-5	07 SEP 2023
3.3-6	07 SEP 2023
3.3-7	07 SEP 2023
3.3-8	07 SEP 2023
3.3-9	07 SEP 2023
3.3-10	07 SEP 2023
3.4-1	08 JUN 2006
3.4-2	08 JUN 2006
3.5-1	26 MAR 2020
3.5-2	26 MAR 2020
3.6-1	28 APR 2016
3.6-2	28 APR 2016
ENR 4	
4.1-1	17 APR 2025
4.1-2	17 APR 2025
4.2-1	08 JUN 2006
4.2-2	08 JUN 2006
4.3-1	06 DEC 2018
4.3-2	06 DEC 2018
4.4-1	12 JUN 2025
4.4-2	12 JUN 2025
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4.4-4	12 JUN 2025
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4.4-6	12 JUN 2025
4.4-7	12 JUN 2025
4.4-8	12 JUN 2025
4.5-1	02 NOV 2023
4.5-2	02 NOV 2023
ENR 5	
5.1-1	02 NOV 2023
5.1-2	02 NOV 2023
5.1-3	02 NOV 2023
5.1-4	02 NOV 2023
5.2-1	18 MAY 2023
5.2-2	18 MAY 2023
5.2-3	18 MAY 2023
5.2-4	18 MAY 2023
5.3-1	23 JAN 2025
5.3-2	23 JAN 2025
5.4-1	30 OCT 2025
5.4-2	30 OCT 2025
5.5-1	19 FEB 2026 *
5.5-2	19 FEB 2026 *
5.5-3	19 FEB 2026 *
5.5-4	19 FEB 2026 *
5.5-5	19 FEB 2026 *
5.5-6	19 FEB 2026 *
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5.5-21	19 FEB 2026 *
5.5-22	19 FEB 2026 *
5.5-23	19 FEB 2026 *
5.5-24	19 FEB 2026 *
5.6-1	27 FEB 2020
5.6-2	27 FEB 2020
5.6-3	27 FEB 2020
5.6-4	27 FEB 2020
5.6-5	27 FEB 2020
5.6-6	27 FEB 2020
5.6-7	27 FEB 2020
5.6-8	27 FEB 2020
ENR 6	
6-1	23 MAR 2023
6-2	23 MAR 2023
6-3	23 MAR 2023
AD 0	
0.1-1	07 MAR 2013
0.1-2	07 MAR 2013
0.2-1	07 MAR 2013
0.2-2	07 MAR 2013
0.3-1	07 MAR 2013
0.3-2	07 MAR 2013
0.4-1	07 MAR 2013
0.4-2	07 MAR 2013
0.5-1	07 MAR 2013
0.5-2	07 MAR 2013
0.6-1	25 FEB 2021
0.6-2	25 FEB 2021
0.6-3	25 FEB 2021
0.6-4	25 FEB 2021
0.6-5	25 FEB 2021
0.6-6	25 FEB 2021
0.6-7	25 FEB 2021
0.6-8	25 FEB 2021
0.6-9	25 FEB 2021
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2-6	16 JUN 2022

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2-6	16 JUN 2022	

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GEN 2.6 CONVERSION TABLES

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 0.5400 NM		FT to M 1FT = 0.3048 M		M to FT 1M = 3.281 FT	
NM	**KM**	**KM**	**NM**	**Feet**	**Metres**	**Metres**	**Feet**
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1.1	2.04	1.1	.59	2	.610	2	6.562
1.2	2.22	1.2	.65	3	.914	3	9.842
1.3	2.41	1.3	.70	4	1.219	4	13.123
1.4	2.59	1.4	.76	5	1.524	5	16.404
1.5	2.78	1.5	.81	6	1.829	6	19.685
1.6	2.96	1.6	.86	7	2.134	7	22.966
1.7	3.15	1.7	.92	8	2.438	8	26.247
1.8	3.33	1.8	.97	9	2.743	9	29.528
1.9	3.52	1.9	1.03	10	3.048	10	32.809
2	3.70	2	1.08	20	6.096	20	65.617
2.1	3.89	2.1	1.13	30	9.144	30	98.426
2.2	4.07	2.2	1.19	40	12.192	40	131.234
2.3	4.26	2.3	1.24	50	15.240	50	164.043
2.4	4.44	2.4	1.30	60	18.290	60	196.852
2.5	4.63	2.5	1.35	70	21.340	70	229.660
3	5.56	3	1.62	80	24.380	80	262.469
4	7.41	4	2.16	90	27.430	90	295.278
5	9.26	5	2.70	100	30.480	100	328.087
6	11.11	6	3.24	200	60.960	200	656.1
7	12.96	7	3.78	300	91.440	300	984.3
8	14.82	8	4.32	400	121.920	400	1,312.3
9	16.67	9	4.86	500	152.400	500	1,640.4
10	18.52	10	5.40	1,000	304.8	1,000	3,280.9
15	27.78	15	8.10	2,000	609.4	2,000	6,561.7
20	37.04	20	10.80	3,000	914.4	3,000	9,842.6
25	46.30	25	13.50	4,000	1,219.2	4,000	13.123.5
30	55.56	30	16.20	5,000	1,524.0	5,000	16,404.3
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		50	27.00				
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		60	32.40				
		65	35.10				
		70	37.80				

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GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

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D02 T449
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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	EIDW RNAV RWY 28L CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-11	EIDW RNAV RWY 28L CAT C, D	08 SEP 2022
	SID	EIDW AD 2.24-12	EIDW RNAV RWY 28R CAT A, B	06 OCT 2022
	SID	EIDW AD 2.24-13	EIDW RNAV RWY 28R CAT C, D	20 APR 2023
	SID	EIDW AD 2.24-14	EIDW RNAV RWY 10L CAT A, B	06 OCT 2022
	SID	EIDW AD 2.24-15	EIDW RNAV RWY 10L CAT C, D	20 APR 2023
	SID	EIDW AD 2.24-16	EIDW RNAV RWY 10R CAT A, B	11 AUG 2022
	SID	EIDW AD 2.24-17	EIDW RNAV RWY 10R CAT C, D	16 JUN 2022
	SID	EIDW AD 2.24-18	EIDW RNAV RWY 16 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-19	EIDW RNAV RWY 16 CAT C, D	06 OCT 2022
	SID	EIDW AD 2.24-20	EIDW RNAV RWY 34 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-21	EIDW RNAV RWY 34 CAT C, D	06 OCT 2022
	SID	EIKY AD 2.24-3	EIKY RWY 26 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-4	EIKY RWY 26 CAT C	25 MAR 2021
	SID	EIKY AD 2.24-5	EIKY RWY 08 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-6	EIKY RWY 08 CAT C	25 MAR 2021
	SID	EINN AD 2.24-5	EINN RNAV RWY 06	31 JAN 2019
	SID	EINN AD 2.24-6	EINN RNAV RWY 24	31 JAN 2019

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D	26 APR 2018
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY 26 CAT A, B, C, D	19 FEB 2026
	SID	EIKN AD 2.24-5	EIKN RNAV RWY 08 CAT A, B, C, D	19 FEB 2026
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-23	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-24	EIDW RNAV RWY 16	16 MAY 2024
	STAR	EIDW AD 2.24-25	EIDW RNAV RWY 34	16 MAY 2024
	STAR	EINN AD 2.24-7	EINN RNAV RWY 06	31 JAN 2019
	STAR	EINN AD 2.24-8	EINN RNAV RWY 24	06 DEC 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK RWY 25 CAT A, B	11 OCT 2018
Standard Arrival Chart (STAR) ICAO 1:500,000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY 08 CAT A, B, C, D	19 FEB 2026
Standard Arrival Chart-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY 26 CAT A, B, C, D	19 FEB 2026
Instrument Approach Chart ICAO 1: 500,000	IAC	EIDW AD 2.24-38	EIDW RNP RWY 16 CAT A, B, C, D	17 JUN 2021
	IAC	EIDW AD 2.24-39	EIDW ILS CAT I or LOC RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-40	EIDW VOR RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-41	EIDW RNP RWY 34	17 JUN 2021
	IAC	EIDW AD 2.24-42	EIDW VOR RWY 34	08 OCT 2020
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022

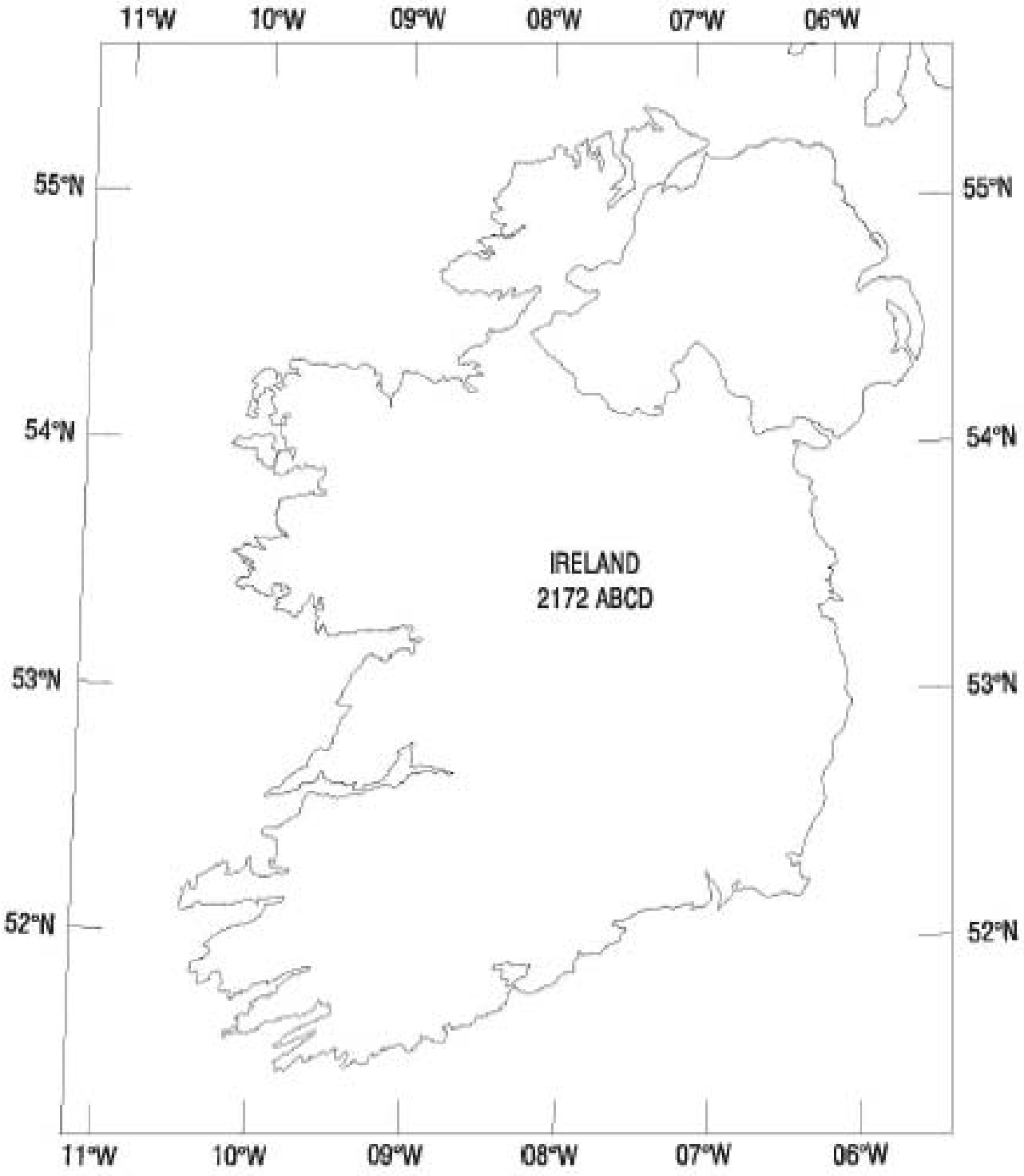
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8	EIKN RNP RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24-9	EIKN ILS Z CAT I & II OR LOC RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24-10	EIKN ILS Y CAT I & II OR LOC RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24-13	EIKN RNP RWY 08 CAT A, B, C, D	19 FEB 2026
	IAC	EIDW AD 2.24-35	EIDW RNP RWY 10R CAT A, B, C, D	01 DEC 2022
Instrument Approach Chart ICAO 1:350,000	IAC	EINN AD 2.24-10	EINN ILS OR LOC RWY 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-11	EINN VOR RWY 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-13	EINN ILS CAT I & II or LOC RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-14	EINN VOR RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EIKY AD 2.24-8	EIKY ILS OR LOC RWY 26 ACFT CAT A, B, C	08 DEC 2016
	IAC	EIKY AD 2.24-9	EIKY NDB RWY 26 CAT A, B, C	08 DEC 2016
	IAC	EIKN AD 2.24-11	EIKN VOR RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24.15	EIKN VOR RWY 08 CAT A, B, C, D	19 FEB 2026
	IAC	EICK AD 2.24-25	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDW AD 2.24-26	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-32	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33	EIDW ILS CAT I & II OR LOC RWY 10L CAT A, B, C, D	11 JUL 2024
	IAC	EIDW AD 2.24-36	EIDW ILS CAT I & II or LOC RWY 10R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-37	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-46	EIDW RNP T RWY 28L	15 MAY 2025
	IAC	EISG AD 2.24-7	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11	EISG RNP RWY 28 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-12	EISG NDB RWY 28 CAT A, B	22 APR 2021
	IAC	EIWF AD 2.24-8	EIWF RNP RWY 02 CAT A, B, C	30 NOV 2023
	IAC	EIWF AD 2.24-9	EIWF RNP RWY 20 CAT A, B, C	30 NOV 2023

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 330,000	IAC	EIWF AD 2.24-3	EIWF ILS CAT 1 OR LOC RWY 21 CAT A, B, C	20 JUL 2017
	IAC	EIWF AD 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A, B, C	08 DEC 2016
Instrument Approach Chart ICAO 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
	IAC	EIDL AD 2.24-7	EIDL RNP RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-9	EIDL RNP RWY 20 CAT A, B, C	12 JUN 2025
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY 26 CAT A, B	19 FEB 2026
	IAC	EIKN AD 2.24-14	EIKN NDB RWY 08 CAT A, B	19 FEB 2026
	IAC	EIDL AD 2.24-8	EIDL NDB RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	12 JUN 2025
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	12 JUN 2025
	VAC	EIKN AD 2.24-16	IRELAND WEST/KNOCK	19 FEB 2026
	VAC	EIKY AD 2.24-13	KERRY	25 MAR 2021
	VAC	EINN AD 2.24-15	SHANNON	10 SEP 2020
	VAC	EISG AD 2.24-16	SLIGO	23 MAR 2023
	VAC	EIWF AD 2.24-7	WATERFORD	23 MAR 2023
Visual Approach Chart ICAO 1: 160,000	VAC	EIDW AD 2.24-44	DUBLIN	22 APR 2021
Aerodrome Chart ICAO 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020
Aerodrome Chart ICAO 1: 20,000	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021
Aerodrome Chart ICAO As per Published Chart	AD	EIDL AD 2.24-1	DONEGAL	12 JUN 2025

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	AD	EIDW AD 2.24-1	DUBLIN	19 FEB 2026
	AD	EIKN AD 2.24-1	IRELAND WEST	19 FEB 2026
	AD	EIWF AD 2.24-1	WATERFORD	27 NOV 2025
	AD	EIWT AD 2.24-1	WESTON	19 FEB 2026
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	21 MAR 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000	AOC	EIWT AD 2.24-2	EIWT RWY 07/25	19 FEB 2026
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	12 JUN 2025
Aerodrome Obstacle Chart ICAO - Type “A”	AOC	EIDL AD 2.24-2	EIDL RWY 02/20	12 JUN 2025
Aerodrome Obstacle Chart ICAO – Type “B”	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-
	AOC	EIWF/Type B/Ver 1	EIWF	-
Precision Approach Terrain Chart Horizontal Scale 1:2,500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 16	26 APR 2018
	PATC	EIDW AD 2.24-6	EIDW RWY 28L	08 OCT 2020
	PATC	EIDW AD 2.24-7	EIDW RWY 28R	11 AUG 2022
	PATC	EIDW AD 2.24-8	EIDW RWY 10L	11 AUG 2022
	PATC	EIDW AD 2.24-9	EIDW RWY 10R	25 FEB 2021
	PATC	EIKN AD 2.24-3	EIKN RWY 26	30 OCT 2025
	PATC	EINN AD 2.24-3	EINN RWY 24	06 DEC 2018
Aircraft Parking/Docking Chart – ICAO 1:5,000	APDC	EICK AD 2.24-2	CORK	26 APR 2018
	APDC	EINN AD 2.24-2	SHANNON	25 APR 2019
Aircraft Parking/Docking Chart – ICAO As per Published Chart	APDC	EIDW AD 2.24-2	DUBLIN	19 FEB 2026

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43	DUBLIN	01 DEC 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:700,000		EINN AD 2.24-16	SHANNON	17 JUN 2021
ATC Surveillance Minimum Altitude Chart - ICAO 1:600,000		EICK AD 2.24-29	CORK	25 MAR 2021

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



7. TOPOGRAPHICAL CHARTS

Refer to GEN 3.2.3

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

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

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

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

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

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. FLIGHT OF MANNED FREE BALLOONS IN SHANNON FIR

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

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

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

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

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

1.4.1 Permission should be sought, in writing from:

Post: Flight Operations Department,
The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin 2
Ireland

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

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

1.4.4 Applications for permission shall include the following information:

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

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

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

1.5 Notification to ATC

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

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

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

2. OPERATION OF TETHERED BALLOONS WITHIN THE SHANNON FIR

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

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

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

Phone: +353 1 603 1540

Fax: +353 1 677 4460

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

3. FLIGHT OF UNMANNED FREE BALLOONS WITHIN THE SHANNON FIR

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

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

3.2 Permission should be sought from the Flight Operations Department,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. A person who has charge of the operation of a small unmanned aircraft shall not permit such aircraft to be

operated from any place unless the aircraft may take-off and land without undue hazard to persons or property and nothing in this order shall affect the rights and interests of the owner or occupier of that place.

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

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

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

"*End of Excerpt*"

5. KITE FLYING WITHIN THE SHANNON FLIGHT INFORMATION REGION

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

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

5.2 Permission should be sought from:

Post: Flight Operations Department,
The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin 2
Ireland

6. ROUTINE LIGHT AVIATION SPORTING ACTIVITIES

6.1 Introduction

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

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

6.2 Details of Routine Activity

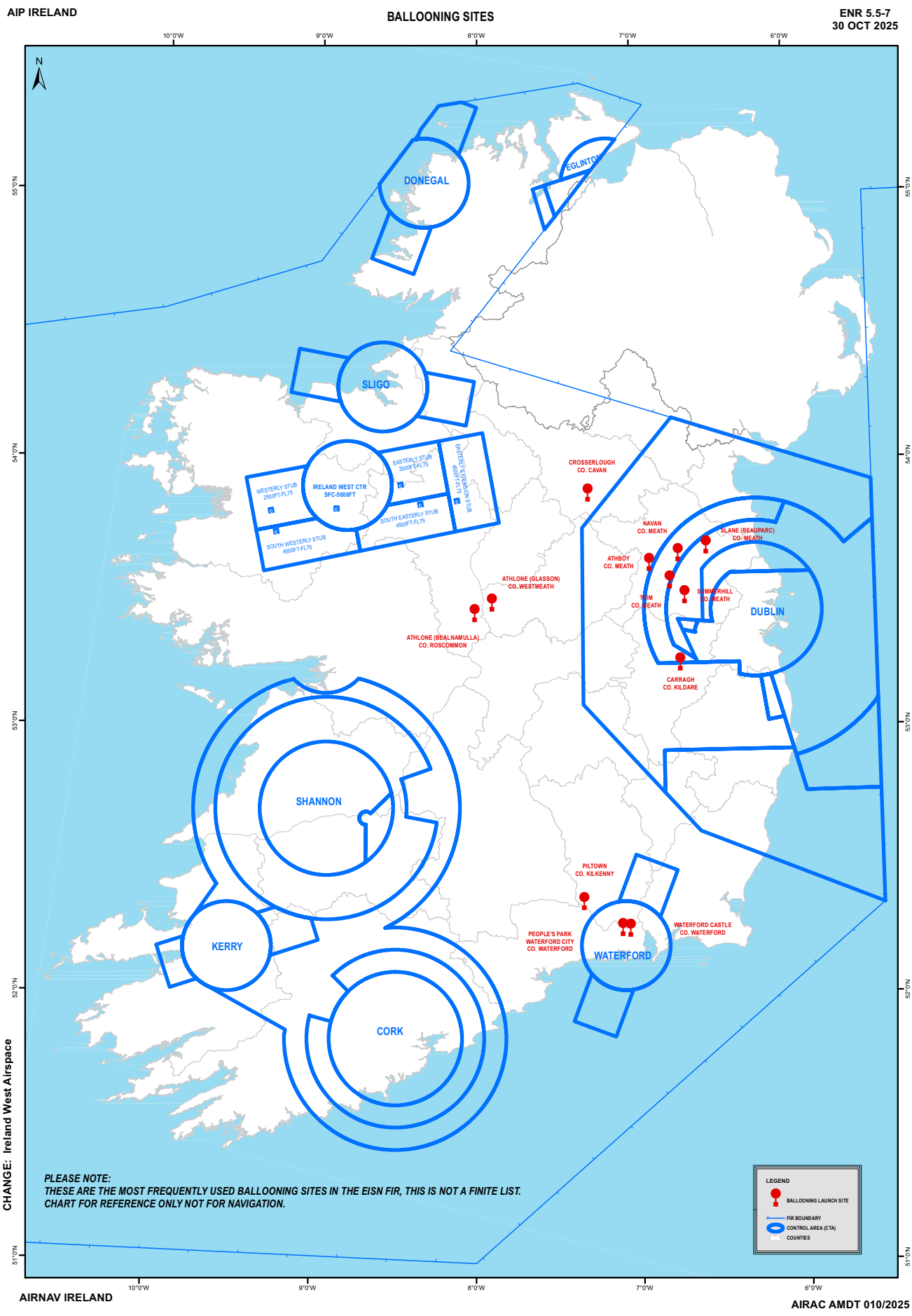
The following light aviation sporting activities take place on a regular basis within the Shannon FIR at the indicated locations:

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Athboy 533723N 0065446W	MAX OPR ALT 3,500ft AMSL.	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours. Licensed Radio Frequency: 122.475 MHz. County Meath
Athlone (Bealnamulla) 532604N 0080037W	MAX OPR ALT 7500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Roscommon
Athlone (Glasson) 532828N 0075410W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Westmeath
Carragh 531454N 0064336W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Kildare
Crosserlough 535306N 0071742W	MAX OPR ALT 7,500ft AMSL.	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475MHz County Cavan
Navan 533932N 0064350W	MAX OPR ALT 3,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Meath
Piltown 522123N 0072023W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Kilkenny
Slane (Beauparc) 534108N 0063310W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Meath
Summerhill 533004N 0064132W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Meath
Trim 533321N 0064708W	MAX OPR ALT 3,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Meath
Met Eireann, Valentia Observatory 515618N 0101424W	MAX OPR ALT AMSL TO UNL	URL: www.met.ie Email:	Launch hours are at 1200 and 0000 UTC daily, occasionally at other times between 0600-1800UTC. County Kerry
Waterford Castle 521512N 0070330W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Waterford

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Waterford City (People's Park) 521521N 0070617W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Waterford


AIP IRELAND
BALLOONING SITES
ENR 5.5-7
30 OCT 2025
10°0'W
9°0'W
8°0'W
7°0'W
6°0'W
N
55°0'N
54°0'N
53°0'N
52°0'N
51°0'N
DONEGAL
EGLINTON
SLIGO
WESTERLY STUB 2500FT-FL75
IRELAND WEST CTR SFC-5000FT
EASTERLY STUB 2500FT-FL75
EASTERLY EXTENSION STUB 4500FT-FL75
SOUTH WESTERLY STUB 4500FT-FL75
SOUTH EASTERLY STUB 4500FT-FL75
CROSSERLOUGH CO. CAVAN
NAVAN CO. MEATH
SLANE (BEAUPARC) CO. MEATH
ATHBOY CO. MEATH
TRIM CO. MEATH
SUMMERHILL CO. MEATH
ATHLONE (GLASSON) CO. WESTMEATH
ATHLONE (BEALNAMULLA) CO. ROSCOMMON
DUBLIN
CARRAGH CO. KILDARE
SHANNON
KERRY
CORK
PILTOWN CO. KILKENNY
PEOPLE'S PARK WATERFORD CITY CO. WATERFORD
WATERFORD CASTLE CO. WATERFORD
WATERFORD
CHANGE: Ireland West Airspace
PLEASE NOTE:
THESE ARE THE MOST FREQUENTLY USED BALLOONING SITES IN THE EISN FIR, THIS IS NOT A FINITE LIST.
CHART FOR REFERENCE ONLY NOT FOR NAVIGATION.
LEGEND
BALLOONING LAUNCH SITE
FIR BOUNDARY
CONTROL AREA (CTA)
COUNTIES
AIRNAV IRELAND
AIRAC AMDT 010/2025

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Inch Strand 520815N 0095853W Castlemaine Harbour	Class G airspace SFC - 2500ft AMSL	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Operation in uncontrolled airspace. Daily, during daylight hours. Contact on 130.400 MHz during operations. County Kerry. Occasionally, operation in controlled airspace in area bounded by straight lines joining the following coordinates: 521247N 0094722W, arc 10NM radius centre 521051N 0093126W, 520320N 0094206W, 520117N 0095149W, 521043N 0095707W. Operation in controlled airspace subject to clearance from ATS Kerry. Contact on 130.400 MHz during operations. County Kerry.
Clonmel Ridge 521953.151N 0073632.654W	Class G airspace	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Summer: May - September Daily, during daylight hours. Ridge soaring in uncontrolled airspace. Contact on 130.400 MHz during operations. County Waterford
Fermoyle Strand 521448.829N 0100601.225W	Class G airspace	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Operation in uncontrolled airspace. Daily, during daylight hours. Occasionally, operation in controlled airspace up to 20,000ft AMSL subject to prior co-ordination with, and approval from Shannon ATS. Contact on 130.400 MHz during operations. County Kerry

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Gowran Grange 531034N 0063810W, Lee Wave Soaring Area	SFC - 4500ft AMSL	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Winter: OCT-APR SAT-SUN & Public Holidays during daylight hours. Summer: MAY-SEP Daily during daylight hours. Contact on 130.400 MHz during operations. County Kildare. 1. Operation in uncontrolled airspace. 2. Occasionally, operation in controlled airspace up to 15,000ft AMSL in the Lee Wave Soaring area bounded by straight lines joining the following coordinates: 530948N 0062155W, 530255N 0062405W, 525755N 0063348W, 525849N 0064140W, 530750N 0063849W, 531102N 0063241W, 3. Operation in controlled airspace subject to prior coordination and approval from ATS Dublin. Contact on 130.400 MHz during operations County Wicklow

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Rossbeigh 520357.943N 0095842.182W	Class G airspace	URL: wwww.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Late SEP & early OCT Daily, during daylight hours. Operation in uncontrolled airspace within a radius of 15NM centred on the site chosen on the day. Contact on 130.400 MHz during operations. County Kerry

AIP IRELAND

GLIDING SITES

ENR 5.5-11
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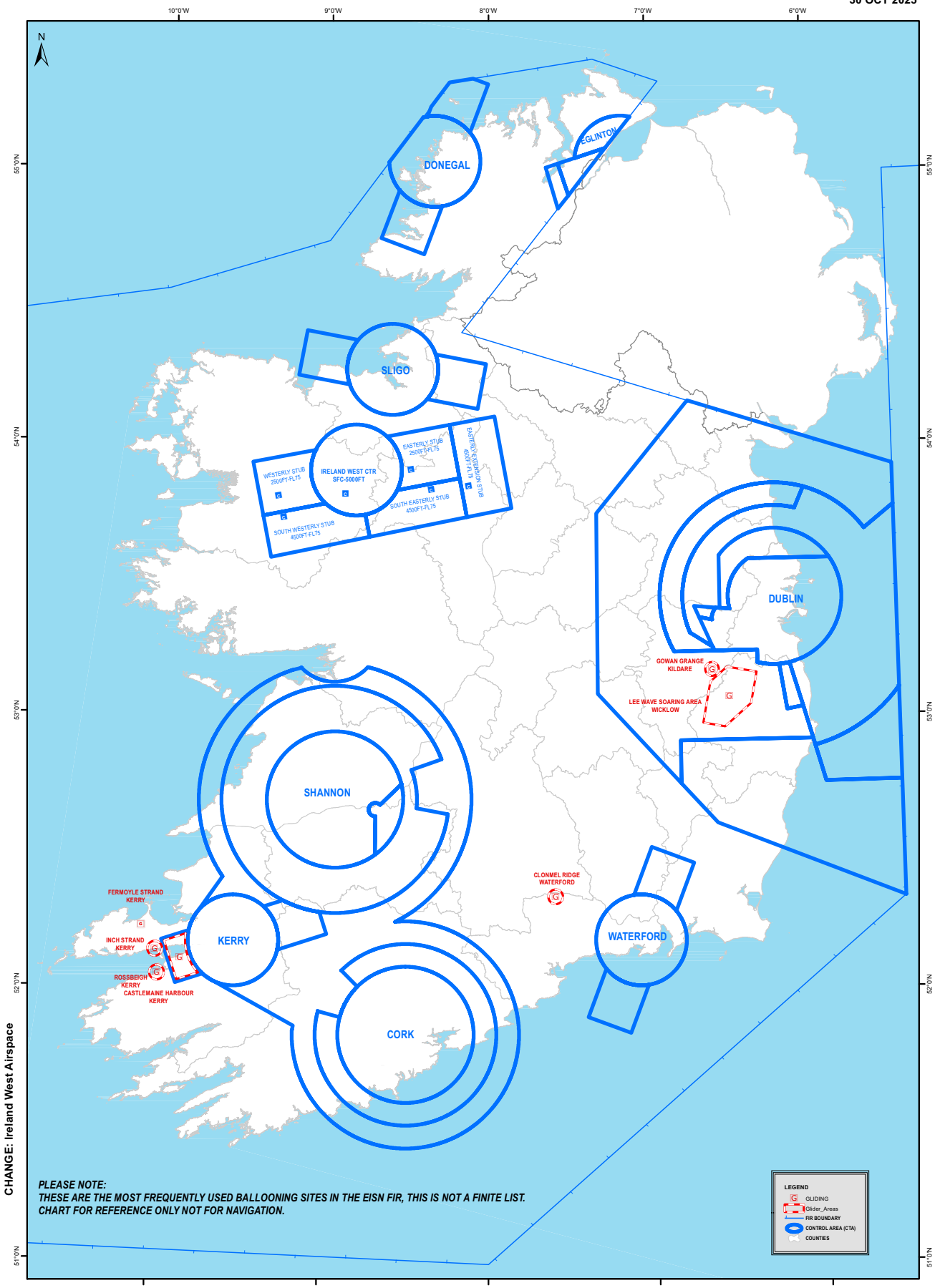


CHANGE: Ireland West Airspace

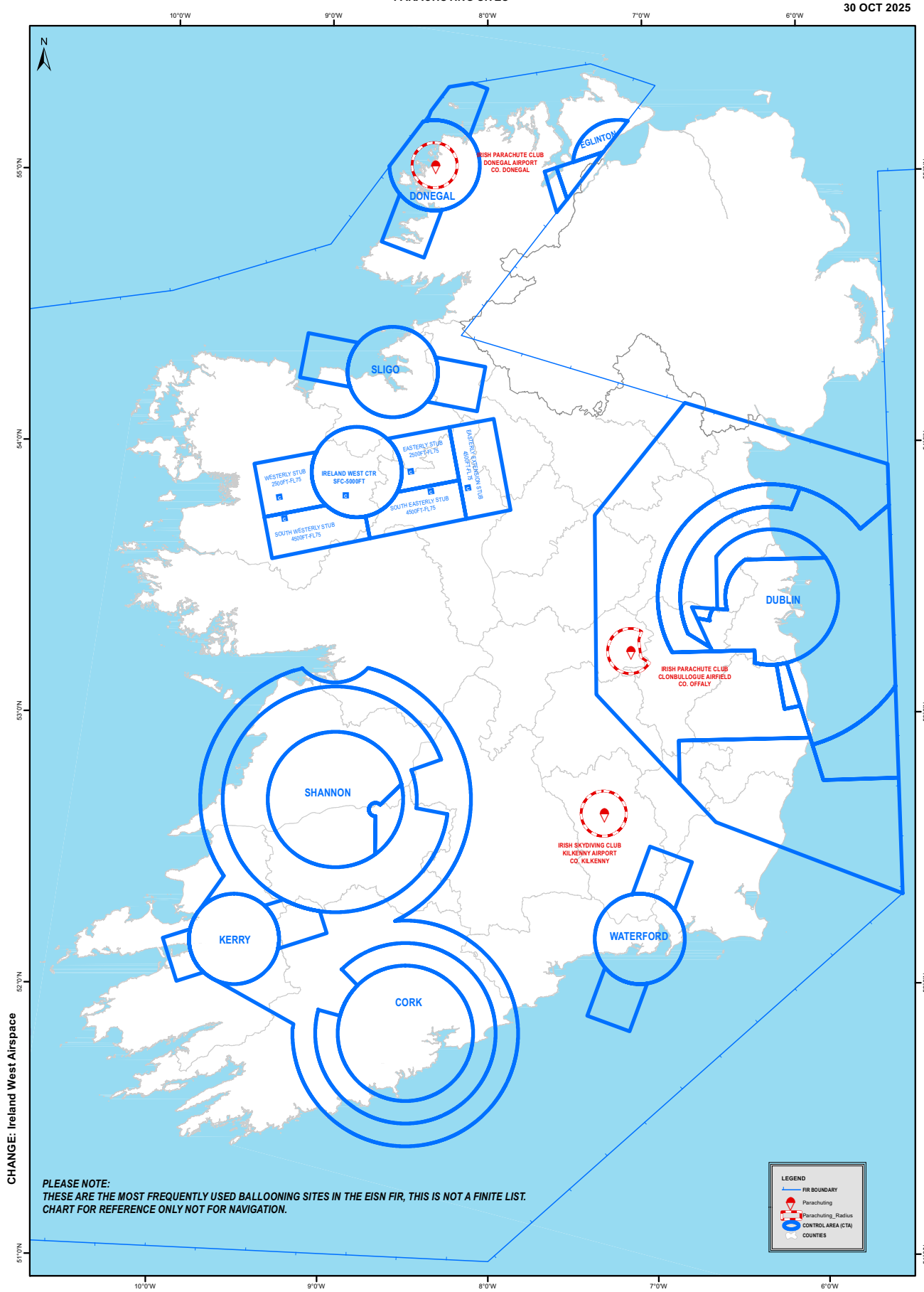
Parachuting
Parachuting takes place at the following locations:

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Clonbullogue (EICL) Airfield Parachuting Area of Operation 531914N 0070302W, 531723N 0070415W, 531333N 0070330W, 531219N 0070022W, arc radius 5nm centred on 531459N 0070724W.	SFC - 4500FT AMSL	Irish Parachute Club Ltd. Phone: 1850 260 600 Email: info@skydive.ie URL: www.skydive.ie	Daily, during daylight hours. This location is within the boundary of Military Restricted Area EIR16 and is subject to the entry requirements of EIR16. If EIR16 is active or becomes active aircraft shall not climb above 2500FT AMSL without establishing contact with Military ATC. For operation above 4500FT AMSL permission must be obtained from Air Traffic Control, Dublin Airport. Post: Clonbullogue Airfield, Edenderry, County Offaly.
Donegal (EIDL) Airport 5.0NM radius centred at: 550239N 0082028W	OPR ALT FL100	Irish Parachute Club Ltd. Phone: 1850 260 600 Email: info@skydive.ie URL: www.skydive.ie	Daily, during daylight hours. This location is within EIDL Controlled Airspace. Parachuting at EIDL Airport is held during the summer months only. Post: Donegal Airport, Carrickfinn, Kincasslagh, County Donegal.
Kilkenny (EIKK) Airport 2.5NM radius centred at: 523903N 0071746W	OPR ALT FL100	Irish Skydiving Club Ltd. Phone: + 353 83 3040024 URL: www.kilkennyairport.ie	Daily during daylight hours. 2.5NM radius of EIKK Aerodrome. Above 4,500ft AMSL is the Military Operating Area (MOA) 3. Above FL075 is Shannon Controlled Airspace. For operation above 4,500ft AMSL: 1. Permission must be obtained from ATC Shannon 2. ATC Shannon must be notified when parachuting is Active. 3. ATC Shannon will advise on any Military activity and requirements. Post: Kilkenny Aerodrome, Holdensrath, County Kilkenny.

AIP IRELAND

PARACHUTING SITES

ENR 5.5-13
30 OCT 2025



Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	**Vertical Limits**	**Operator User No.**	**Remarks**
1	**2**	**3**	**4**
Arra 5NM radius centred on 525046.3N 0082341.2W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Barnageeragh (Skerries) 1NM radius centred on 533540.4N 0060926.6W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Dublin
Ben Bulben 5NM radius centred on 542122.0N 0082719.7W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Sligo. Site located within EISG Controlled Airspace.
Blackstairs Mtns 5NM radius centred on 523323.6N 0064818.0W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Blackwater 5NM radius centred on 522548.7N 0061938.5W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Bray Head 1.8NM radius centred on 531057.0N 0060431.3W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Carrauntoohill 5NM radius centred on 515950.8N 0094438.6W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Claragh 1NM radius centred on 520258.1N 0090537.7W	3000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Clermont Cairne 5NM radius centred on 540442.4N 0061918.0W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Cnoc Mordain 5NM radius centred on 532233.2N 0094235.9W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Galway
Comeragh Mtns. 8.5NM radius centred on 521416.6N 0073326.4W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Waterford
Conor Pass 5NM radius centred on 521047.3N 0101131.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Croaghmoyle 5NM radius centred on 535534.5N 0092232.0W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo
Croagh Patrick 5NM radius centred on 534534.6N 0093935.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo
Croghan 5NM radius centred on 524745.5N 0061925.2W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Cuilcagh Mtns 5NM radius centred on 541201.7N 0074839.5W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cavan

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

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	**Vertical Limits**	**Operator User No.**	**Remarks**
1	**2**	**3**	**4**
Devils Bit 5NM radius centred on 524811.8N 0075720.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Dunaney 2NM radius centred on 535153.6N 0061532.9W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Galtee Mtns 5NM radius centred on 522200.3N 0081031.4W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Gormanston 1NM radius centred on 533834.9N 0061304.0W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Meath
Inchadoney 2NM radius centred on 513553.6N 0085131.9W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Keadeen Mtn 5NM radius centred on 525658.9N 0063449.8W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Keeper Hill 5NM radius centred on 524451.8N 0081548.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Killeshin 5NM radius centred on 524937.1N 0070012.5W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Laois
Killiney Head 1NM radius centred on 531602.6N 0060634.3W	750ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Dublin Use subject to prior co-ordination with Dublin ATC.
Knocknagantee 5NM radius centred on 515330.3N 0095608.5W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Knocknakilton 5NM radius centred on 521128.5N 0095938.9W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Lacken 2NM radius centred on 530813.4N 0062649.1W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow Site used for training purposes
Lough Bray 2NM radius centred on 531052.2N 0061747.1W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Maulin 2NM radius centred on 530920.9N 0061354.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Maumturk 5NM radius centred on 532855.9N 0093617.9W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Galway
Minaun (Achill) 5NM radius centred on 535722.1N 0100145.0W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo

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

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	**Vertical Limits**	**Operator User No.**	**Remarks**
1	**2**	**3**	**4**
Mount Leinster 5NM radius centred on 523746.1N 0064654.0W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Carlow Most regularly flown site in Ireland: Popular for cross country flying and competitions.
Mount Gabriel 5NM radius centred on 513324.7N 0093232.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Mulaghmesha (Bantry) 5NM radius centred on 514222.2N 0091904.2W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Mweelin 5NM radius centred on 515322.7N 0091652.6W	3500ft AGL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Old Head Kinsale 1NM radius centred on 513725.5N 0083245.7W	750ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Old Leighlin 5NM radius centred on 524315.2N 0070155.9W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Carlow
Rossbehy 5NM radius centred on 520310.8N 0095838.0W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Seefin 5NM radius centred on 520247.1N 0095459.7W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Silvermines Mtn 5NM radius centred on 524645.4N 0081609.7W	3000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Slieveboy 5NM radius centred on 523923.1N 0062920.4W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Slieve Anieron 5NM radius centred on 540535.1N 0075753.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Leitrim
Slieve Foye 5NM radius centred on 540238.1N 0061257.2W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Slievenaglough Mt 5NM radius centred on 540054.1N 0061559.1W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Sugar Loaf 2NM radius centred on 530912.4N 0060904.6W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
The Vee, Knockmealdown Mtns 5NM radius centred on 521441.1N 0075701.5W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Tievebaun 1NM radius centred on 542307.2N 0082043.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Leitrim

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

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	**Vertical Limits**	**Operator User No.**	**Remarks**
1	**2**	**3**	**4**
Tonelagee 3NM radius centred on 530305.4N 0062305.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Truskmore 5NM radius centred on 542222.8N 0082214.1W	3500ft AGL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Sligo
Wicklow Head 1NM radius centred on 525803.1N 0060004.6W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow

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

ENR 5.5-18
30 OCT 2025

HANG GLIDING & PARAGLIDING SITES

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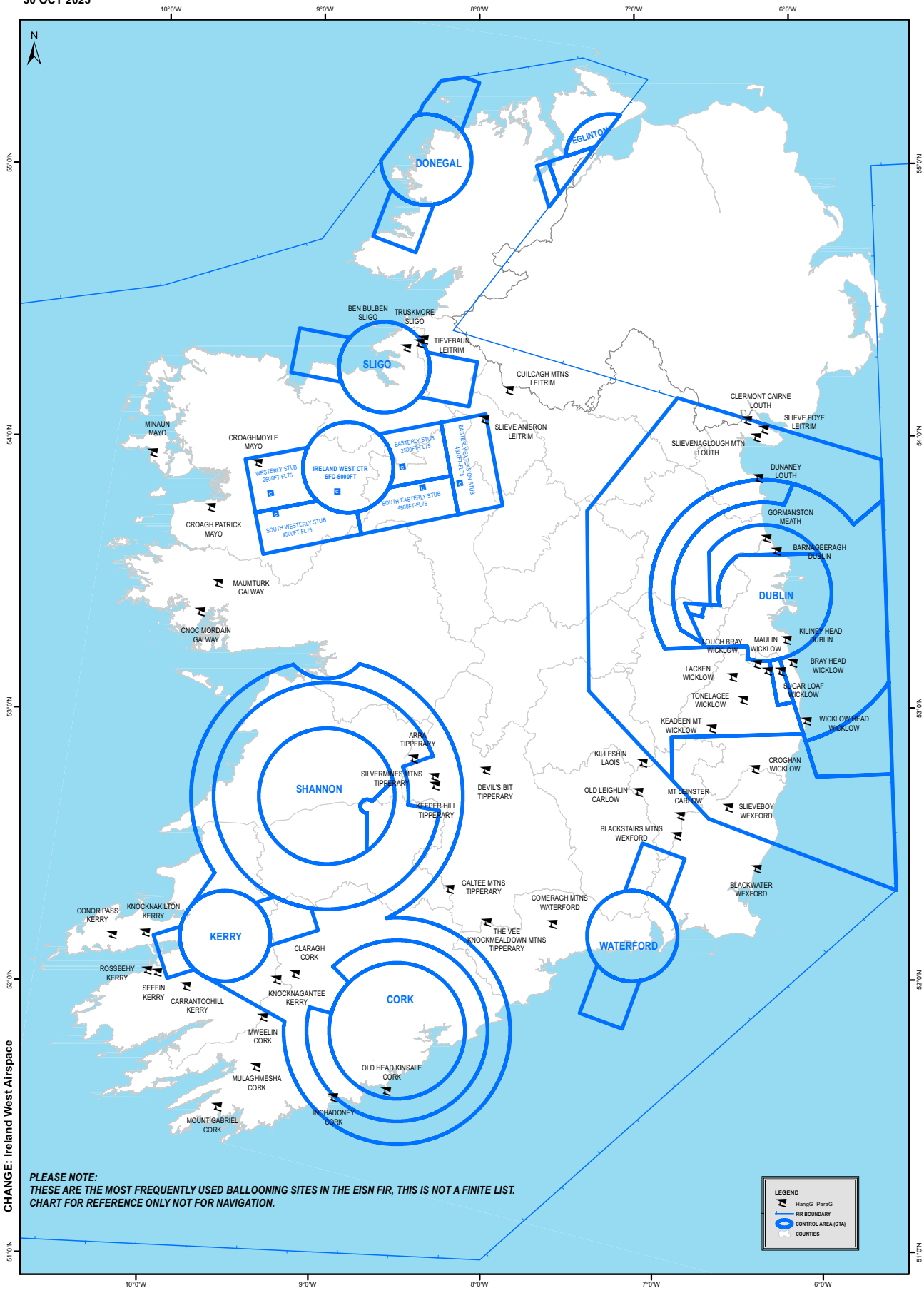


Model Aircraft Flying
The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Athlone MFC 1, 800m radius centred on: 532548N 0080500W	400ft AGL	Athlone Model Flying Club 1 URL: www.athlonemodelflyingclub.com	Post: Barony, Castlesamson, Athlone
Balheary MFC 1, 800m radius centred on: 533022N 0061407W	400ft AGL	Balheary Model Flying Club 1 URL: www.maci.ie	Post: Roscall, Balheary, Co. Dublin.
Bandon MFC 1, 800m radius centred on: 514423N,0084139W	400ft AGL	Bandon Model Flying Club 1 URL: www.facebook.com/ BandonModelFlyingClub	Post: Clashafree, Bandon, Co.Cork.
Boyneside MFC 1, 800m radius centred on: 535319N 0062430W	400ft AGL	Boyneside Model Flying Club 1 URL: www.maci.ie	Post: Adamstown, Dunleer, Co. Louth.
Boyneside MFC 2, 800m radius centred on: 535206N 0062128W	400ft AGL	Boyneside Model Flying Club 2 URL: www.maci.ie	Post: Bolies, Kilsaran, Co. Louth.
Carron Model Flying Club 1, 800m radius centred on: 523001N 0081128W	400ft AGL	Carron Model Flying Club 1 URL: Carron MFC Facebook	Post: Carron, Carron House, Co. Tipperary.
Cork Model Aero Club 1, 800m radius centred on: 520053N 0081027W	400ft AGL	Cork Model Aero Club 1 URL: www.corkmodelaeroclub.ie	Post: Castelyons, Midleton, Co. Cork.
Cork Model Aero Club 2, 800m radius centred on: 514648N 0084312W	400ft AGL	Cork Model Aero Club 2 URL: www.corkmodelaeroclub.ie	Post: Little Silver House, Bandon, Co. Cork.
Cork Model Aero Club 3, 300m radius centred on: 515826N 0082630W	400ft AGL	Cork Model Aero Club 3 URL: www.corkmodelaeroclub.ie	Post: Whites Cross, Co. Cork.
Dolly's Grove MFC 1, 800m radius centred on: 532521N 0063243W	400ft AGL	Dolly's Grove Model Flying Club 1 URL: www.maci.ie	Post: Staffordstown, Dunboyne, Co. Meath.
Dublin Kestrel MFC 1, 800m radius centred on: 531219N 0062529W	400ft AGL	Dublin Kestrel Model Flying Club 1 URL: www.dkmfc.net	Post: Ballyfolan, Brittas, Co. Wicklow.
Fingal MFC 1, 800m radius centred on: 533215N 0060503W	400ft AGL	Fingal Model Flying Club 1 URL: www.facebook.com/ FingalModelFlyingClub/	Post: Drumanagh, Loughshinny, Co. Dublin.
Fingal MFC 2, 500m radius centred on: 533450N 0061340W	400ft AGL	Fingal Model Flying Club 2 URL: www.facebook.com/ FingalModelFlyingClub/	Post: Ringcommon Sports Centre, Balbriggan, Co. Dublin.
Galway MFC 1, 800m radius centred on: 532040N 0090055W	400ft AGL	Galway Model Flying Club 1 URL: www.galwaymodelflying.org	Post: Carowbrowne, Co. Galway.
Irish Jet Modellers Flying Club 1, 800m radius centred on: 531436N 0075344W	400ft AGL	Irish Jet Modellers Flying Club 1 URL: www.jmaireland.com	Post: Ballyloughnan Farm, Belmont, Co. Offaly.

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Irish Jet Modellers Flying Club 2, 800m radius centred on: 523823N 0061803W	400ft AGL	Irish Jet Modellers Flying Club 2 URL: www.jmaireland.com	Post: Springmount, Gorey, Co. Wexford.
Irish Jet Modellers Flying Club 3, 800m radius centred on: 535352N 0090753W	400ft AGL	Irish Jet Modellers Flying Club 3 URL: www.jmaireland.com	Post: Ballyvarry, Castlebar, Co. Mayo.
Irish Jet Modellers Flying Club 4, 800m radius centred on: 531148N 0081937W	400ft AGL	Irish Jet Modellers Flying Club 4 URL: www.jmaireland.com	Post: Lurganmore, Loughrea, Co. Galway.
Irish Jet Modellers Flying Club 5, 800m radius centred on: 525047N 0092450W	400ft AGL	Irish Jet Modellers Flying Club 5 URL: www.jmaireland.com	Post: Sandhill Road, Spanish Point, Co. Clare.
Island Slope Rebels 1, 800m radius centred on: 513714N 0083242W	400ft AGL	Island Slope Rebels 1 URL: www.gliderireland.net	Post: Old Head of Kinsale, Co. Cork.
Island Slope Rebels 2, 800m radius centred on: 515324N 0091521W	400ft AGL	Island Slope Rebels 2 URL: www.gliderireland.net	Post: Mwheelin, Cahernacha, Co. Cork.
Island Slope Rebels 3, 800m radius centred on: 525052N 0082329W	400ft AGL	Island Slope Rebels 3 URL: www.gliderireland.net	Post: Tountina Mountain, Co. Tipperary.
Island Slope Rebels 4, 800m radius centred on: 531330N 0061906W	400ft AGL	Island Slope Rebels 4 URL: www.gliderireland.net	Post: Killakee, West Slope, Glassamucky Mountain, Co. Dublin.
Island Slope Rebels 5, 800m radius centred on: 523818N 0064759W	400ft AGL	Island Slope Rebels 5 URL: www.gliderireland.net	Post: Mount Leinster, Nine stones, Kilbrannish South, Co. Carlow.
Island Slope Rebels 6, 800m radius centred on: 523843N 0064623W	400ft AGL	Island Slope Rebels 6 URL: www.gliderireland.net	Post: Mount Leinster, West Slope, Kilbrannish South, Co. Carlow.
Laoise Model Aero Club 1, 800m radius centred on: 530050N 0072225W	400ft AGL	Laoise Model Aero Club 1 URL: www.airlaois.com	Post: Clondouglas, Portlaoise, Co. Laois.
Leinster MFC 1, 300m radius centred on: 532123N 0062026W	400ft AGL	Leinster Model Flying Club 1 URL: www.leinstermodelflyingclub.ie	Post: Phoenix Park, Dublin 8 Co. Dublin.
Longford Model Aero Club 1 800m radius centred on: 534150N 0075243W	400ft AGL	Longford Model Aero Club 1 URL: www.maci.ie	Post: Cloonmore, Killashee, Co. Longford.
Longwood Aeromodellers 1, 800m radius centred on: 532800N 0065600W	400ft AGL	Longwood Aeromodellers 1 URL: www.maci.ie	Post: Blackditch, Longwood, Co. Meath.

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Midland Model Flying Club 1, 800m radius centred on: 531255N 0074239W	400ft AGL	Midland Model Flying Club 1 URL: www.midlandmodelflyingclub.org	Post: Boora Parklands, Kilcormac, Co. Offaly.
Midland Model Flying Club 2, 800m radius centred on: 530415N 0075353W	400ft AGL	Midland Model Flying Club 2 URL: www.midlandmodelflyingclub.org	Post: Birr Airfield, Birr, Co. Offaly.
Model County Aero Club 1, 800m radius centred on: 523030N 0062930W	400ft AGL	Model County Aero Club 1 URL: www.maci.ie	Post: Coolrarrow Lane, Enniscorthy, Co. Wexford.
Mullingar MFC 1, 800m radius centred on: 533221N 0071959W	400ft AGL	Mullingar Model Flying Club 1, URL: www.maci.ie	Post: Robinstown, Mullingar, Co. Westmeath.
Mullingar MFC 2, 800m radius centred on: 533742N 0070038W	400ft AGL	Mullingar Model Flying Club 2 URL: www.maci.ie	Post: Addinstown, Delvin, Co. Westmeath.
Newbridge and District MFC 1, 500m radius centred on: 531034N 0065310W	400ft AGL	Newbridge and District Model Flying Club 1 URL: www.maci.ie	Post: Little Curragh, Newbridge, Co. Kildare.
Roundwood Model Aero Club 1, 800m radius centred on: 530440N 0061353W	400ft AGL	Roundwood Model Aero Club 1, URL: www.rwmac.ie	Post: Mullinnaveigue, Roundwood, Co. Wicklow.
Royal County Aeromodellers Club 1, 800m radius centred on: 533432N 0070339W	400ft AGL	Royal County Aeromodellers Club 1, URL: www.royalcountyflyers.com	Post: Ballyhealy, Delvin, Co. Westmeath.
Shankill Radio Flying Club 1, 800m radius centred on: 530826N 0060930W	400ft AGL	Shankill Radio Flying Club 1, URL: www.srfc.net	Post: Foxes Field, Lower Calary, Kilmacanogue, Co. Wicklow.
Shannon MFC 1, 300m radius centred on: 524155N 0085117W	200ft AGL	Shannon Model Flying Club 1, URL: Facebook SMFC	Post: Inniscullen, Shannon, Co. Clare.
Sligo MFC 1, 500m radius centred on: 541012N 0083207W	400ft AGL	Sligo Model Flying Club 1, URL: www.sligomfc.com	Post: Annagh Beg, Collooney, Co. Sligo.
Three Counties MFC 1, 800m radius centred on: 531100N 0063100W	400ft AGL	Three Counties Model Flying Club 1, URL: www.maci.ie	Post: Moyley Hall, Red Lane, Blessington, Co. Wicklow.
Tipperary MFC 1, 800m radius centred on: 523756N 0074140W	400ft AGL	Tipperary Model Flying Club 1, URL: Facebook Page Tipp MFC	Post: Derryhogan, Littleton, Thurles, Co.Tipperary.
Waterford MFC 1, 800m radius centred on: 521655N 0072913W	400ft AGL	Waterford Model Flying Club 1, URL: Facebook WMFC	Post: Ross, Carrick-on-Suir, Co. Waterford.

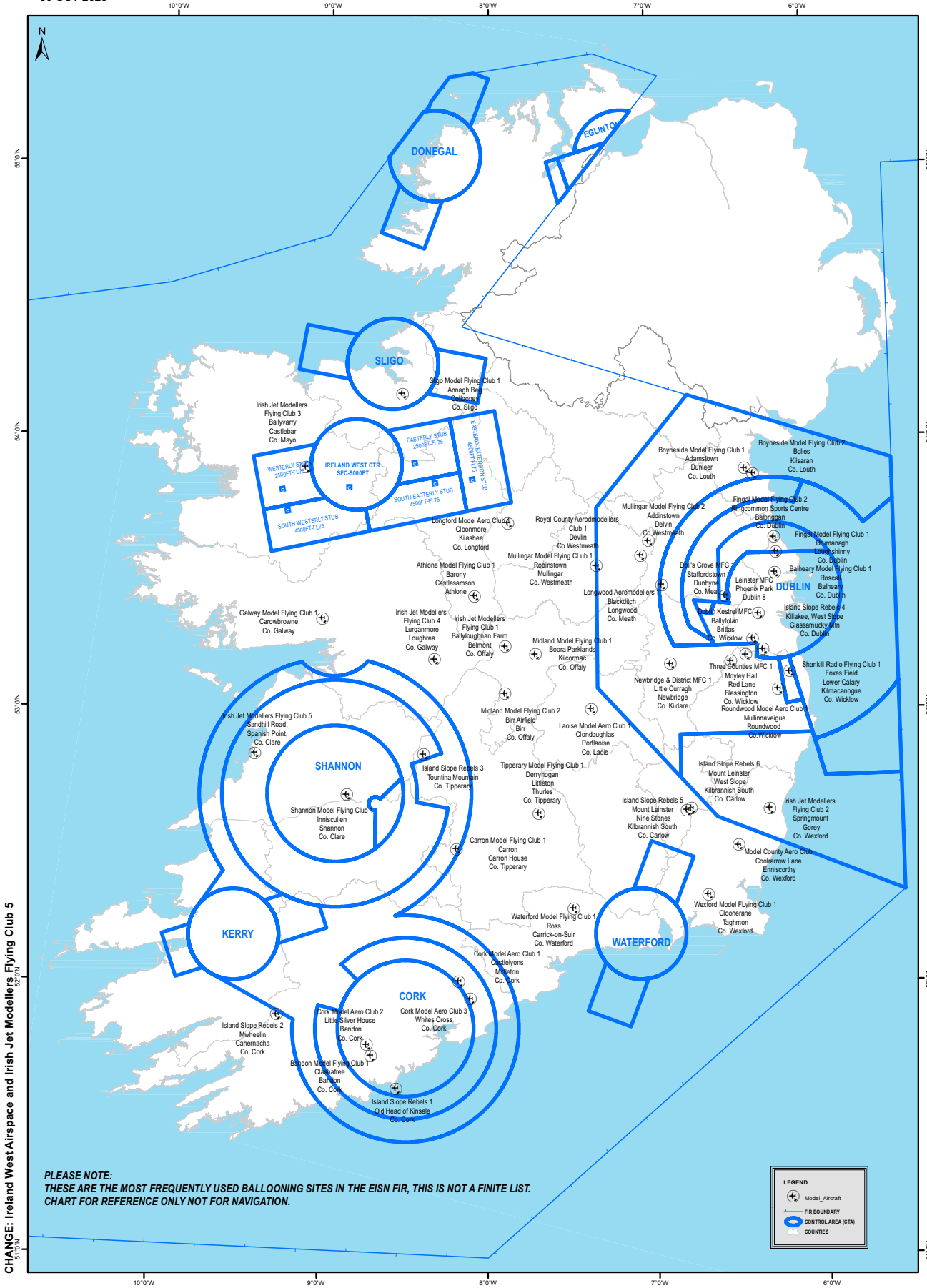
Model Aircraft Flying
The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Wexford MFC 1, 800m radius centred on: 521943N 0064045W	400ft AGL	Wexford Model Flying Club 1, URL: www.wexfordmodelflyingclub.com	Post: Cloonerane, Taghmon, Co. Wexford.

ENR 5.5-22
30 OCT 2025

MODE; AIRCRAFT SITES

AIP IRELAND



CHANGE: Ireland West Airspace and Irish Jet Modellers Flying Club 5

AIRNAV IRELAND

AIRAC AMDT 010/2025

7. AREAS OF OPERATION

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
ILAS Airfield A circle 1.5nm radius centred at 521754N 0064055W* Class G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: www.ilas.ie	123.750MHz County Wexford
Birr Airfield A circle, 1.5nm radius centred at 530415N 0075355W Class: G, MOA Airspace	Upper Limit: 1500FT AMSL Lower Limit: SFC		122.950MHz County Offaly Located within Military Operating Area.
Navan Airfield A circle, 1.5nm radius centred at 534145N 0063915W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: www.navanairfield.com	118.125MHz County Meath
Tibohine Airfield A circle, 1.5nm radius centred at 535301N 0082915W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: http://tibohine.weebly.com/	120.000MHz County Roscommon Located within EIKN CTA.
* Data whose accuracy has not been quality assured.			

EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICK – CORK/International

EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	515029N 0082928W Mid Point RWY 16/34
2	**Direction and distance from (city)**	6.5KM (3.5 NM) south of Cork city
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	502 ft AMSL/18.5°C (Max Temp) 1.6°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	187ft
5	**MAG VAR/Annual change**	3° W (2021)/11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: daa plc, Cork Airport, Co. Cork. T12 P5NF Phone:+ 353 21 431 31 31 URL: www.corkairport.com Email: cork.feedback@corkairport.com Telex: 75085 AFS: EICKYDYX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Forward all Commercial correspondence to the Director, Cork Airport.

EICK AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	H24
2	**Customs and immigration**	H24 PN required to AD Operator
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24 In conjunction with AIS Shannon
5	**ATS Reporting Office (ARO)**	H24 In conjunction with AIS Shannon
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24

12	**Remarks**	Airport closed on Christmas Day. Exact HR advised by NOTAM

EICK AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Facilities AVBL from Swissport and WFS
2	**Fuel/oil types**	Fuel: Jet A1, AVGAS 100LL / Oil Grades: W80, W100
3	**Fuelling facilities/capacity**	Full facilities are available daily 0530-2200HR local time all year. Outside these HR varying surcharges may apply depending on the type of aircraft, quantity of fuel required, time that the refuelling facility is required and on whether prior notice is received from the operator during the above stated hours. Details are available from Aerodrome Administration.
4	**De-icing facilities**	Contact Aerodrome Administration
5	**Hangar space available for visiting aircraft**	Single hangar approx 1000 sq ft to accommodate up to Challenger 300 type aircraft (or approx 17 tonne) managed by Weston Aviation.
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Passenger Handling is AVBL from Aer Lingus and Swissport. General Aviation handling is AVBL from Swissport Executive Aviation and Weston Aviation. Prior permission required (PPR) for landing is mandatory at Cork Airport. Filing of a flight plan does not constitute prior permission. All aircraft must have mandatory ground handling. Contact Details: Email: cork@westonaviation.com Email: ork.gh@swissport.com Refer to AD-2.20.4 (Mandatory Ground Handling)

EICK AD 2.5 PASSENGER FACILITIES

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

EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 7 CAT 9 AVBL with 48HR prior notice
2	**Rescue equipment**	Cutting equipment, Emergency Lighting and other equipment in compliance with Category 7 requirements
3	**Capability for removal of disabled aircraft**	Coordinators: Head of Airside Infrastructure Resident Engineer Phone: + 353 (0)21 4329 659/ + 353 (0)87 602 9011 Capability: Up to Code C aircraft (Utilising equipment available at Dublin Airport) - Details available from Coordinators.
4	**Remarks**	Communication with Rescue and Fire Fighting Service: Frequency 121.600MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Fire 1'. It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC have access to 121.600MHz. Frequency 121.600MHz is H24 and is AVBL within 8NM radius of Cork Airport.

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

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

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

1	**Apron designation, surface and strength**	Surface: CONC / Strength: PCN 50/R/B/W/U			
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	27M	CONC/ ASPH	PCN 63/R/B/ W/T
		B	23M	CONC	PCN 50/R/B/ W/U
		C	30M	CONC/ ASPH	PCN 50/R/B/ W/U
		E	13M	ASPH	Light Aircraft MTOW 5,700kg
		F	10.5M	ASPH	PCN 12/F/B/ W/U
3	**ACL location and elevation**	Location: Terminal Apron / Elevation: 490ft AMSL			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	EICK AD 2.24-2			
6	**Remarks**	Nil			

EICK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections and at holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling on aircraft stands.
2	**RWY/TWY markings and LGT**	RWY 16/34 Designation THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. RWY 07/25 Designation, THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. Taxiways Centreline - All taxiways Holding Point - TWY A, B, C, E, F
3	**Stop bars and RWY guard lights**	Controllable stop-bar on TWY A Fixed stop-bars on TWY B, C, and E and F. Runway guard lights on TWY A, B, C, E, F and on RWY16/34 and RWY 07/ 25 at RWY/RWY intersection.
4	**Other RWY Protection measures**	Nil
5	**Remarks**	See also EICK AD 2.14 and 2.15 for lighting

EICK AD 2.10 AERODROME OBSTACLES

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

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

EICK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

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

EICK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (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
16	159.87°	2133 x 45	55/F/B/W/T ASPH -	515100.97N 0082947.18W 514956.16N 0082908.84W 187ft	THR 477ft
34	339.88°	2133 x 45	55/F/B/W/T ASPH -	514956.16N 0082908.84W 515100.97N 0082947.18W 187ft	THR 461ft
07	062.61°	1310 x 45	55/R/C/W/U CONC/ASPH -	515029.78N 0082945.59W 515049.27N 0082844.84W 187ft	THR 471ft
25	242.62°	1310 x 45	55/R/C/W/U CONC/ASPH -	515049.27N 0082844.84W 515029.78N 0082945.59W 187ft	THR 502ft

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

EICK AD 2.13 DECLARED DISTANCES

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

EICK AD 2.14 APPROACH AND RUNWAY LIGHTING

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

NOTE - All runway lighting on Runway 16 - 34 with the exception of the approach lights to Runway 34 are LED.

EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN Flashing White/Green, 24 per Min.
2	**LDI location and LGT** **Anemometer location and LGT**	WDI's 2 Nr.(1 lighted) 1 Nr.
3	**TWY edge and centre line lighting**	Edge, blue, TWY A, B, C and on RWY 07/25 from TWY B to RWY 16/34 Edge retro-reflective markers blue TWY E and F Centreline TWY A and C
4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps
5	**Remarks**	Apron: Floodlights Apron edge: Blue, omni-directional Obstacles: Fixed red

EICK AD 2.16 HELICOPTER LANDING AREA

Nil - Helicopter landing area on Apron

EICK AD 2.17 ATS AIRSPACE

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

EICK AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT Voice No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
GND	Cork Ground	121.85 MHz			H24	Nil
TWR	Cork Tower	119.3 MHz			H24	Nil
		121.7 MHz				
APP	Cork Approach	119.9 MHz			H24	Nil
APP (RADAR)	Cork Radar	118.8 MHz			H24	Nil

Service designation	Call sign	Channel(s)	SAT Voice No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	Cork Information	120.925 MHz			0600-2300	Nil
D-ATIS	Cork Information				0600-2300	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network

EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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 DME RWY 34	ICN	CH28Y	H24	515005.74N 0082921.33W	470ft		The DME zero range is indicated at THR RWY 34
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 55007	H24	N/A	LTP/FTP Ellipsoid Height 202.9 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 44276	H24	N/A	LTP/FTP Ellipsoid Height 197.6 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY07)	GPS & EGNOS E07A	1575.42 MHz CH 76871	H24	N/A	LTP/FTP Ellipsoid Height 201.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LNAV RWY25)	GPS	1575.42 MHz	H24	N/A	LTP/FTP Ellipsoid Height N/A	N/A	Transmitting antennas are satellite based.

EICK AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

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

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

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

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

EICK AD 2.21 NOISE ABATEMENT PROCEDURES

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

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

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

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

EICK AD 2.22 FLIGHT PROCEDURES

1. General

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

1.2 SID and STAR

1.2.1 RNAV Equipped Aircraft

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

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

Use of DME/DME is acceptable at higher levels, where navigation accuracy of +/- 1NM can be maintained, however due to the lack of DME facilities DME/DME can not be relied upon to provide a navigation solution at lower levels.

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

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

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

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

1.2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

1.2.3 Non RNAV Equipped aircraft

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

1.3 Visual manoeuvring (circling) approaches

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

2. Speed Control - General Provisions
Speed Restrictions

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

3. Arrival Procedures

3.1 Clearance to enter the CTA and CTR

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

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

Arriving aircraft for RWY 07/25 will be vectored to join the approach.

3.2 Initial Approach Procedures

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

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

- Communications failure procedures for arriving aircraft
  Aircraft experiencing communications failure in the Shannon CTR/CTA shall set transponder code A7600 and comply with standard ICAO procedures.
  Supplemented by the following:

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

  - Traffic Radar vectored to final approach

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

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

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

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

4. Departure Procedures

4.1 RWY 16 AND 34

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

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

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

4.2 Communications failure procedures for departing aircraft

Departing aircraft experiencing communications failure shall set transponder code A7600 and comply with the following procedures:

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

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

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

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

5. Low Visibility Procedures

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

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

- Departing aircraft shall normally use TWY A.
- Arriving aircraft shall normally use TWY C.

5.3 Low Visibility Take-off (LVTO) Procedures

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

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

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

5.4 TWY Stopbar/Centreline Lighting

TWY stopbar/centreline lighting will be in use.

At no time shall an aircraft or vehicle cross an illuminated stop bar and any instruction to do so should be challenged. In Exceptional circumstances when the stop bar cannot be extinguished the authorisation to cross the illuminated stop bar may be given by ATS. This shall always be challenged and confirmation received that this instruction is part

of a contingency arrangement due to a failure of the stop bar. All aircraft and vehicle operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

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

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

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

6. Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

- Carrigaline Town Hold: 514858.94N 0082326.97W (WGS84). Left-hand pattern, based on Carrigaline Town. Outbound leg is 1 minute, flown at 120KT TAS, Inbound track 246°M. Minimum holding altitude is 1500ft QNH.
- Classis Lake Quarry Hold: 515256.46N 0083748.90W. Right-hand pattern, based on quarry lake near Oven village. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 163°M. Minimum holding altitude is 1500ft QNH.
- Dunkettle Roundabout Hold: 515414.76N 0082316.64W. Left-hand pattern, based on Dunkettle Roundabout. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 163°M Minimum holding altitude is 1500ft QNH.
- Halfway Roundabout Hold: 514806.24N 0083425.70W. Right-hand pattern, based on Halfway village. Outbound leg is 1 minute, flown at 120KT TAS, inbound track 066°M. Minimum holding altitude is 1500ft QNH.

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

EICK AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information

Runway 07/25

The runway strip width and obstacle limitation surfaces for Runway 07/25 are appropriate to a Code 3 Non-instrument runway.

ICAO Categories A, B aircraft can perform certain Type-A Approaches only, to runway 07/25-see EICK AD 2.24

A Type A Approach being that having a minimum descent height or decision height at or above 75M (250ft)

EICK AD 2.24 CHARTS RELATED TO AN AERODROME

EICK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

EIDW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDW – DUBLIN/International

EIDW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EIDW AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	H24
2	**Customs and immigration**	Customs/Irish Immigration: H24 Department of Agriculture, Food and the Marine: H24 US Customs and Border Protection: By prior negotiation with Dublin US Embassy, USCBP 0700 - 1700
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24

9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	Airport closed on 25th December. Exact hours advised by NOTAM. PIB AVBL from AIS, Shannon see GEN 3.1.5

EIDW AD 2.4 HANDLING SERVICES AND FACILITIES

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

EIDW AD 2.5 PASSENGER FACILITIES

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

EIDW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Required CAT 9 Available CAT 9
2	**Rescue equipment**	Emergency lighting and other equipment adequate to meet Category 9 requirements
3	**Capability for removal of disabled aircraft**	Aircraft Recovery Coordinator Airfield Delivery Manager Phone:+353 (0)87 203 5950 Capability Up to Code C aircraft (nosewheel recovery up to Code E) Details available from Coordinator (Utilising equipment available at Dublin Airport)
4	**Remarks**	**Communication with Rescue and Fire Fighting Service:** Frequency 121.600 MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600 MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Dublin Fire'. It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.600 MHz. Frequency 121.600 MHz is H24 and AVBL within 10 NM radius of Dublin Airport

EIDW AD 2.7 RUNWAY SURFACE CONDITION, ASSESSMENT AND REPORTING, AND SNOW PLAN

1	**Type(s) of clearing equipment**	Snow clearing and anti-icing equipment including: Sweeper-blowers Tractors equipped with ploughs or brushes Sprayers of de-icing fluid Snow blowers Ramp ploughs/brushes Motorised brushes
2	**Clearance priorities**	1. Duty runway(s) and associated taxiways, aircraft stands, together with apron areas. 2. Other areas.
3	**Use of material for movement area surface treatment**	De/anti-icing of aircraft movement areas carried out as required using potassium acetate fluids (KAC) and potassium formate (KFOR) See also AD 1.2
4	**Specially prepared winter runways**	Nil
5	**Remarks**	Annual snow plan available from the Aerodrome Operator on request. AD Operator H24, Airport closed on 25th December. Exact hours advised by NOTAM.

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

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

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

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

EIDW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

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

EIDW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Please contact AIP@dublinairport.com for queries/information related to EIDW Aerodrome Obstacles.					

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

EIDW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Dublin Airport
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	MET Eireann Central Aviation Office, Shannon 24 HR 6 HR
4	**Trend forecast** **Interval of issuance**	TREND 30 MIN
5	**Briefing/consultation provided**	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	Charts and tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels
8	**Supplementary equipment available for providing information**	Weather RADAR, satellite cloud picture receiver, IRVR RWYs 10R and 28L (touchdown, midpoint, stop-end) IRVR RWYs 10L and 28R (touchdown & midpoint) IRVR RWY 16 (touchdown, midpoint) Satellite Display available.
9	**ATS units provided with information**	Dublin TWR
10	**Additional information (limitation of service, etc.)**	GEN 3.5.4.2 to request additional information. METAR available every 30mins.

EIDW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10R	095.24°	2637 x 45	900/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 243ft
28L	275.27°	2637 x 45	900/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 203ft
10L	095.25°	3109 x 45	1140/R/C/W/T CONC	532613.79N 0061650.22W 532605.39N 0061417.60W 184 ft	THR 235ft
28R	275.28°	3109 x 45	1140/R/C/W/T CONC	532606.73N 0061441.87W 532614.62N 0061705.32W 184 ft	THR 213ft
16	156.59°	2072 x 45	3120/R/B/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 218ft
34	336.60°	2072 x 45	3120/R/B/W/T ASPH -	532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft	THR 202ft

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

EIDW AD 2.13 DECLARED DISTANCES

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

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

EIDW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/ 3° MEHT 20M (439M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	Nil

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

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
28L	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 21M (374M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	RETILs (yellow) Prior to exit to TWY S5
10L	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 17.6M (398M)	900M 30M LIH	3109M 15M coded 0-2220M White, 2220M-2820M Red/White, 2820M-3109M Red LIH	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N3
28R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Right side only 3° MEHT 16.8M (398M)	900M 30M LIH	3109M 15M coded 0-2205M White, 2205M-2805M Red/White, 2805M-3109M	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N5
16	CAT I 910M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 19M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil
34	SALS 426M LIL	Green LIH	PAPI Both sides/3° MEHT 20M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	For small aircraft (A & B) Runway 34 end lights may not be sighted until the last 400 metres.

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

EIDW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	Nil
2	**LDI location and LGT** **Anemometer location and LGT**	Nil 2 Nr.

3	**TWY edge and centre line lighting**	Taxiway Green/Green Centreline Lighting provided for the following taxiways: E1, E2, H1, M1, P1, W1, W2, W3, N, N1, N2, N4, N6, N7, S, S2, S7. Taxiway Green/Yellow Centreline Lighting provided on Runway exit taxiways E1, S1, S2, S5, S7, N1, N2, N3, N4, N5, N6, N7. Taxiway Green/Green Centreline Lighting provided on Runway exit taxiways H1, M1, P1, N, M, W1, W2, W3. Taxiway Green/Yellow Centreline Lighting provided on Runway entry taxiways N1, N7. Taxiway edge lights are installed at taxiway/taxiway intersections and along taxiway curves.
4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps.
5	**Remarks**	Apron - Floodlights Apron edge - Blue, omni-directional (mixture of LED & Halogen). Apron centreline lighting - Green bi-directional on all apron taxiways and taxilanes except Apron TWY 6 and West Apron (all LED). Obstacles: Fixed red (mixture of Neon & LED lights). WDIs 4-6 Nr. (2-4 lighted). See Aerodrome Chart EIDW AD 2.24-1

EIDW AD 2.16 HELICOPTER LANDING AREA

NIL

EIDW AD 2.17 ATS AIRSPACE

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

EIDW AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Clearance Delivery Frequency	Dublin Delivery	122.985 MHz			0600-1800 local time	Aircraft Contact Minimum 15 Min before start-up. 8.33kHz Channel.
GND	Dublin Ground	121.800 MHz			0600-2400 local time	Non-8.33kHz equipped aircraft shall contact 121.8 MHz for ATC Clearance minimum 15 minutes prior to requested start up.
		125.885 MHz				GND NTH.
		130.790 MHz			H24	
TWR	Dublin Tower	118.600 MHz			H24	Primary TWR Frequency. Note: TWR STH when segregated runway mode in use (Monitor NOTAM for further information).
		124.680 MHz			H24	TWR NTH. Note: TWR NTH when segregated runway mode in use (Monitor NOTAM for further information).
		128.800 MHz			H24	Non 8.33kHz TWR NTH Frequency.
		119.805 MHz			H24	Dublin Tower Backup Channel. When instructed by ATC.
APP	Dublin Approach	121.100 MHz			H24	
		119.555 MHz			06:00 to 24:00L	
		133.280 MHz			06:00 to 24:00L	
		119.930 MHz			H24	Final Controller
ACC	Dublin Control	129.180 MHz			All H24	Upper North
		135.655 MHz				Upper South
		132.580 MHz				Lower North
		120.755 MHz				Lower South
		124.650 MHz			H24	Backup Frequency available Upper and Lower North and South.
		126.250 MHz				
FIS	Dublin Flight Information Service	118.500 MHz			As promulgated on ATIS	As required.
ATIS	Dublin Information Arrival	124.530 MHz			0515-2200 Local time	
	(Dublin Information Departure)	129.640 MHz			0515-2200 Local time	Not notified as yet operationally available (Monitor NOTAM for further information).
VOLMET	Dublin VOLMET	127.005 MHz			H24	

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

EIDW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS LOC RWY 10R CAT III 2° W (2020)	IDE	108.9MHz	H24	532511.8N 0061440.9W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored
ILS GP RWY 10R		329.3MHz	H24	532515.5N 0061705.5W			GP angle 3° RDH 54ft
ILS DME RWY 10R	IDE	CH 26X (108.9MHz)	H24	532515.5N 0061705.5W	290ft		DME zero range is indicated at THR RWY 10R
LO RWY 10R	OE	316kHz	H24	532548.6N 0062543.7W			
OM RWY 10R	2 dashes per sec.	75MHz	H24	532547.8N 0062543.5W			
MM RWY 10R	Dots and dashes	75MHz	H24	532523.6N 0061816.8W			
ILS LOC RWY 28L CAT III 2° W (2020)	IDW	111.35MHz	H24	532521.8N 0061743.6W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored
ILS GP RWY 28L		332.15MHz	H24	532509.6N 0061518.4W			GP angle 3° RDH 54ft
ILS DME RWY 28L	IDW	CH 50Y (111.35MHz)	H24	532509.6N 0061518.4W	260ft		DME zero range is indicated at THR RWY 28L
LO RWY 28L	OP	397kHz	H24	532449.7N 0060818.1W			
OM RWY 28L	2 dashes per sec	75MHz	H24	532450.5N 0060818.4W			
MM RWY 28L	Dots and dashes	75MHz	H24	532510.0N 0061409.2W			
ILS LOC RWY 10L CAT III 2° W (2023)	INDL	109.55MHz	H24	532604.5N 0061401.4W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 10L		332.45MHz	H24	532616.9N 0061630.2W			GP angle 3° RDH 51ft.
ILS DME RWY 10L	INDL	CH 32Y (109.55MHz)	H24	532616.9N 0061630.2W	250ft		DME zero range is indicated at THR RWY 10L

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS LOC RWY 28R CAT III 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 0061454.3W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 16		332.9MHz	H24	532602.7N 0061543.2W			GP angle 3°
ILS DME RWY 16	IAC	CH 52X	H24	532602.7N 0061543.2W	280ft		DME zero range is indicated at THR RWY 16.
SBAS (LPV, LNAV/VNAV, LNAV RWY28L)	GPS & EGNOS E28A	1575.42 MHz CH 59277	H24	N/A	LTP/FTP Ellipsoid Height 117.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10R)	GPS & EGNOS E10A	1575.42 MHz CH 41225	H24	N/A	LTP/FTP Ellipsoid Height 130.3 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 28R)	GPS & EGNOS E28B	1575.42 MHz CH 74379	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10L)	GPS & EGNOS E10B	1575.42 MHz CH 52341	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 44282	H24	N/A	LTP/FTP Ellipsoid Height 122.6 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 86156	H24	N/A	LTP/FTP Ellipsoid Height 117.9 M	N/A	Transmitting antennas are satellite based.

EIDW AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground Movement

1.1 General

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

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

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

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

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

1.2 Turning

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

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

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

Particular attention is drawn to the following:

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

1.3 Taxiing Restrictions

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

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

1.4 Apron Operations

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

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

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

1.5 Use of Runways (General)

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

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

used for departing aircraft as determined by air traffic control,

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

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

1.6 Runway 16-34 Operations

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

1.7 Runway 28L Operations

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

1.8 Runway 10R Operations

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

1.9 Runway 28R Operations

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

1.10 Runway 10L Operations

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

2. Availability of Intersection Take-Off

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

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

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

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

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

2.1 RWY10R/28L and RWY 16/34

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

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

2.2 RWY 10L/28R

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

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

3 High Intensity Runway Operations (HIRO)

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

3.1 Arrivals

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

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

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

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

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

The preferred exit taxiways for RWY10R and RWY28L are:

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

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

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

3.2 Departures

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

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

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

3.3 Preferred Use of Intersection Take-Offs

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

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

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

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

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

5. Aircraft Engine Test Runs

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

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

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

6. Apron Parking and Marshalling of Aircraft

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10 Stop bars

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

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

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

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

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

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

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

11.1 **Flight Plan Validation**

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

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

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

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

11.3 **Automated TOBT**

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

11.4 **Person Responsible for TOBT**

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

11.5 **TOBT Update/Deletion**

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

11.6 **TOBT Reporting Routines**

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

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

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

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

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

11.8 **TSAT Reporting Routines**

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

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

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

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

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

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

11.10 **Datalink Clearances (DCL)**

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

11.11 **De-icing**

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

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

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

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

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

11.13 **Remote Holding**

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

11.14 **Contact and Information**

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

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

11.15 **Contact Details**

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

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

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

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

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

EIDW AD 2.21 NOISE ABATEMENT PROCEDURES

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

2. Standard Instrument Departures

Strict compliance with SID is mandatory.

3. Other Instrument Departures

3.1 Cat A, B Aircraft

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

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

3.2 Cat C, D Aircraft

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EIDW AD 2.22 FLIGHT PROCEDURES

1. Holding Areas

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

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

2. SID and STAR and IAP's

2.1 **RNAV Equipped Aircraft**

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

The RNAV Specification is RNAV 1.

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

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

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

2.2 **RTF Phraseology**

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

2.3 **Non RNAV Equipped aircraft**

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

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

3. Speed Control

Speed Restrictions

General	STAR	Holds	Initial Approach Segment (BTN HLDG Fix and IF)	Intermediate Approach Segment (BTN IF and FAP)	Final Approach Segment	Remarks
Below FL100, Max IAS 250KT or less.	As specified waypoints.	As specified on chart	IAS 210KT	IAS 180KT	BTN FAP and 4NM from THR IAS 160KT	1. *ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.* 2. *If unable to comply with the above, advise ATC as soon as possible.*
					4NM to THR IAS as performance requires.	
Warning Operators are advised of the probability of encountering a GPWS Terrain alert, for aircraft which are exceeding the standard speed restrictions, while at or below 5,000FT and which are in the vicinity of the hight terrain to the south of Dublin Airport.						

4. Recommended Flight Planning for Peak Arrival Periods

For further information refer to ENR 1.10.7.1

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

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

5.2 Initial Approach Procedures

5.2.1 With radar control

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

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

For RWY 28L/R & 10L/R pilots should plan their flight profile on the sequencing leg to achieve level constraints.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

5.2.2 Without radar control

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

5.3 Communications failure procedures for arriving aircraft

5.3.1 RWY16 & 34

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

5.3.2 RWY 28L/R and 10L/R

RWY 28L/R

5.3.2.1 Aircraft prior to Sequence Leg Entry

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

5.3.2.2 Aircraft on Sequence Leg

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

5.3.2.3 Aircraft turned off the Sequence Leg

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

RWY 10L/R

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

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

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

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

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

5.3.2.5 Aircraft on Sequence Leg.

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

5.3.2.6 Aircraft turned off the Sequence Leg

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

5.3.3 Non RNAV capable Cat C/D aircraft.

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

6. Departure Procedures

6.1 Departure Clearance Service using Datalink (DCL)

6.1.1 Introduction

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

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

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

6.1.1.4 Oceanic traffic can receive domestic clearances via ACARS.

6.1.2 Datalink procedure

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

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

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

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

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

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

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

6.2.1 Standard Instrument Departures (SID)

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

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

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

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

6.2.2 OMNI Directional Departures

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

6.3 Communications failure procedures for departing aircraft

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

Supplemented by the following:

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

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

7. Low Visibility Procedures

7.1. Low Visibility Procedures

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

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

Table 1: Single Runway Operations Runway 28L

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

Table 2: Single Runway Operations Runway 10R

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

Table 3: Single Runway Operations Runway 28R

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

Table 4: Segregated Parallel Runway Operations Runway 28

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

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

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

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

TWY/stopbar/centreline lighting will be in use.

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

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

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

7.2. Low Visibility Take Offs (LVTOs)

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

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

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

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

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

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

8. Holding Procedures

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

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

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

9.1 Departing aircraft:

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

9.2 Arriving aircraft:

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

10. VFR Procedures, Dublin CTR/CTA and environs

10.1 Flight Plan

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

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

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

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

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

10.3.1 Low Flying Aircraft Radio Communications

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

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

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

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

10.5 ATC Clearances for flights departing from within Dublin CTR.

Prior to departure

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

ii. Other than Dublin Airport

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

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

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

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

a. Dublin Tower:

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

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

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

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

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

10.7 VFR Routes

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

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

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

iii. South arrivals: As instructed by Dublin Tower

iv. South West arrivals

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

v. South departures

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

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

i. North arrivals/departures

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

ii. West arrivals/departures

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

iii. South west arrivals

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

iv. South arrivals as instructed by Dublin ATC.

v. South departures

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

vi. Weston arrivals from the East

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

10.8 Visual Holding Patterns

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

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

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

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

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

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

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

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

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

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

10.9 Circuit Operation,

Dublin Airport Circuit training is not permitted at Dublin Airport.

10.10 Radio Communications Failure Procedures – VFR Traffic

10.10.1 Departure Traffic

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

10.10.2 Arrival Traffic

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

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

EIDW AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

Bird Hazard Information

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

Refer to ENR 1.6 2.8 Monitoring Codes

Code F

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

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

Helicopter Operations

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

Provision of information to the IATA Standard for AOS:

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

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

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

   a. Load messages (AHM 583).

   b. Statistical load summary (AHM 588).

   c. Aircraft movement message (AHM 780).

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

EIDW AD 2.24 CHARTS RELATED TO AN AERODROME

EIDW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

AERODROME CHART - ICAO

53 25 17 N
006 16 12 W
ELEV 243 FT

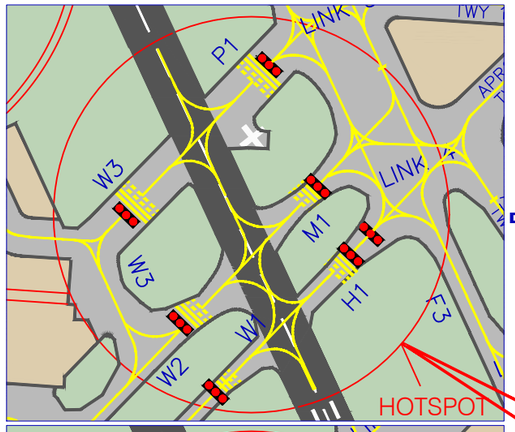
TWR 118.600MHz ATIS 124.530
GND 121.800MHz CLEARANCE DELIVERY 122.985
GND 125.885MHz

RWY	DIRECTION	THR		BEARING STRENGTH
10R	95°	53 25 20.75 N	006 17 24.27 W	PCR 900/R/B/W/T ASPH
28L	275°	53 25 12.94 N	006 15 02.08 W	
16	157°	53 26 13.16 N	006 15 43.12 W	PCR 3120/R/B/W/T ASPH
34	337°	53 25 11.66 N	006 14 58.54 W	
10L	95°	53 26 13.79 N	006 16 50.22 W	PCR 1140/R/C/W/T CONC
28R	275°	53 26 06.73 N	006 14 41.87 W	

CONSULT NOTAM FOR LATEST INFORMATION **DUBLIN AIRPORT/ IRELAND**

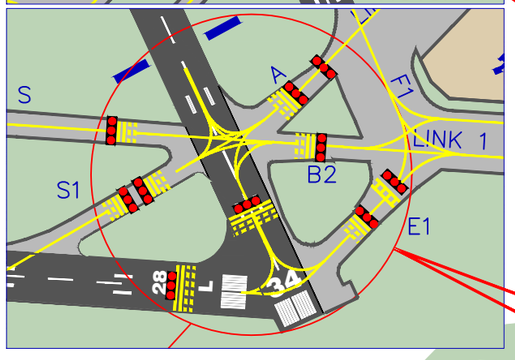
LEGEND

RVR	
DISUSED PAVEMENT	
STOPBAR	
RUNWAY HOLDING POSITION MARKINGS	
HOT SPOT	
CLEARWAY	
STOPWAY	
ENGINE TEST SITE, ETS	
FIRE SERVICE ROAD	
ARP	
NO ENTRY	



HOTSPOT HS2

- Proceed with caution.
- Complex layout.
- Potential for Taxiing errors and Runway incursions.



HOTSPOT HS1

- Dual RWY Threshold.
- Ensure line up on correct runway and heading.
- Multiple runway entry points and converging taxiways.
- Potential for TWY confusion, disorientation, wingtip collision and RWY incursion.
- Pay attention to signage and ATC instruction.
- Pilots must ensure wingtip clearance.

PRECISION APPROACH CAT I LIGHTING SYSTEM
157°
RADAR MSSR 1 281 (39)
RADAR MSSR 2 272 (30)
RADAR SMR 2 308 (66)
ILS GP / DME 263 (21)
CWY 60m x 150m
PRECISION APPROACH CAT III LIGHTING SYSTEM
ILS GP / DME 285 (43)
PAPI 3° MEHT 57.8 FT
ILS LOC 242
095°
WDI LGTD
THR. RWY 16 ELEV 218 GUND 184
3109m x 45m CONCRETE
PAPI 3° MEHT 55 FT
CWY 60m X 150m
275°
ILS LOC 228
DTHR. RWY 28R ELEV 213 GUND 184
DTHR. RWY 10L ELEV 235 GUND 184
CWY 60m x 150m
N7
N6
N5 (RET)
M
PERIMETER ROAD
2072m x 45m ASPHALT
PAPI 3° MEHT 62.3 FT
N4
N3 (RET)
N2
N1
F-OUTER
F-INNER
LINK 6
DN
DS
North Apron
ETS 5
APRON TWY 6
GATEPOST 1 BRAVO
HANGAR
254 (12)
HANGARS
GATEPOST 9
TWR 526 (284)
SMR1 367 (125)
TWR 314 (72)
FIRE STATION 249 (7)
PIER 1
PIER 2
PIER 3
PIER 4
HANGARS
HANGAR
PASSENGER TERMINAL1
PASSENGER TERMINAL 2
CARGO TERMINAL
GATEPOST 4
West Apron
South Apron
HOTSPOT HS2
ETS 1
PAPI 3° MEHT 65.6 FT
PAPI 3° MEHT 68.9 FT
VAR 1 ° W 2025
ANNUAL RATE OF CHANGE -11' W
PRECISION APPROACH CAT III LIGHTING SYSTEM
095°
ILS LOC 260 (18)
THR. RWY 10R ELEV 243 GUND 184
PERIMETER ROAD
S7
S6
S5 (RET)
S4
S3
S2
S1
ARP
2637m x 45m ASPHALT
ILS GP / DME 294 (52)
WDI LGTD
CWY 213m x 150m
SWY 56m x 45m
PAPI 3° MEHT 65.6 FT
HOTSPOT HS1
ILS GP / DME 259 (17)
SWY 91m x 45m
THR. RWY 34 ELEV 202 GUND 184
ILS LOC 204
CWY 183m x 150m
SIMPLE APPROACH LIGHTING SYSTEM
337°
CWY 213m X 150m
275°
ILS LOC 207
THR.RWY 28L ELEV 203 GUND 184
PRECISION APPROACH CAT III LIGHTING SYSTEM
AIRFIELD MAINTENANCE BASE
RADAR SMR 3 343 (101)
SCALE
METRES 0 500 1000
FEET 0 1000 2000 3000

NOTE 1	RWY 10R/28L IS PROVIDED WITH 7.5M WIDE ASPHALT SHOULDERS
NOTE 2	RWY 10L/28R IS PROVIDED WITH 7.5M WIDE CONCRETE SHOULDERS
NOTE 3	ALL TAXIWAYS 23M WIDE OR GREATER EXCEPT: W4, DN & DS ARE 15M WIDE. REFER TO AIP EIDW AD 2.8
NOTE 4	TAXIWAYS S5, N3, AND N5 ARE THE ONLY RAPID EXIT TAXIWAYS (RET) AT DUBLIN AIRPORT
NOTE 5	BEARINGS ARE TRUE
NOTE 6	LINEAR DIMENSION IN METRES
NOTE 7	ELEVATIONS IN FEET AMSL
NOTE 8	HEIGHT IN FEET ABOVE AERODROME ELEVATION SHOWN IN BRACKETS

CHANGES: Removal of SAR from hangar on the west apron, removal of engine test site 2. Runways PCN replaced by PCR. SLC Geomatic Solutions.

AIP IRELAND
AIRCRAFT PARKING / DOCKING CHART - ICAO

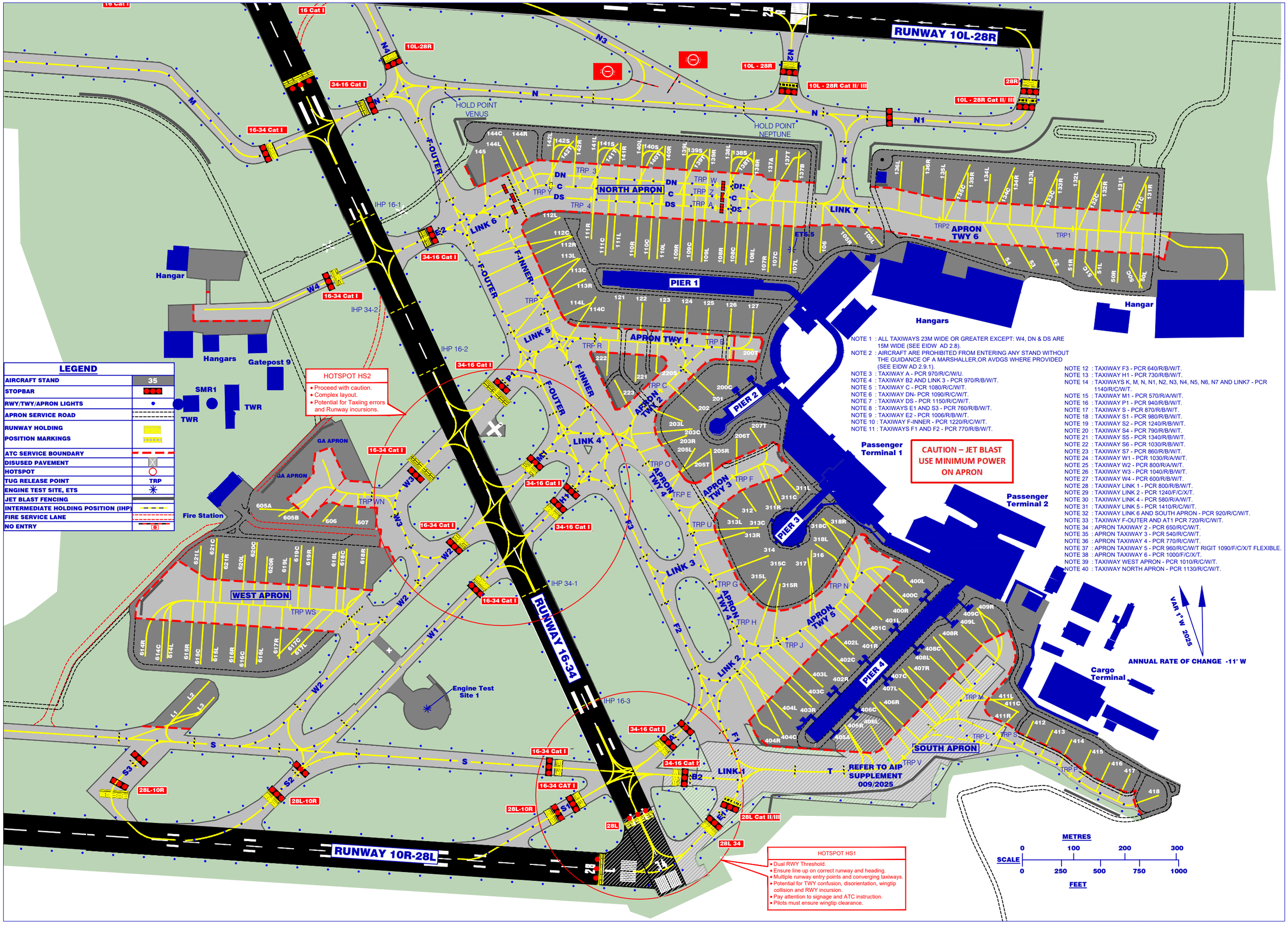
APRON ELEV.
220 FT

TWR 118.600MHz	ATIS	124.530	
GND 121.800MHz	CLEARANCE DELIVERY	122.985	
GND 125.885MHz			

EIDW AD 2.24-2

DUBLIN AIRPORT/ IRELAND

CHANGES: Removal of engine test site 2 & 4, removal of HP1 & HP2 on the north apron, addition of island at Link 4, removal of Jet Blast Fence at aircraft stand 144R, addition of fire lane at fire station, RWY28L signage moved slightly north to align with hold point and RWY16/34 signage moved north of TWY S1, removal of aircraft stand 411T, removal of hammerhead from aircraft stand 409R and lead in line from aircraft stand 400T(previous location), jet blast fence locations updated throughout chart, addition of substation abeam aircraft stands 113C, 113R, 114L & 114C on Pier 1 West, PCN in notes replaced by PCR. SLC Geomatic Solutions.



LEGEND

AIRCRAFT STAND	35
STOPBAR	
RWY/TWY/APRON LIGHTS	
APRON SERVICE ROAD	
RUNWAY HOLDING POSITION MARKINGS	
ATC SERVICE BOUNDARY	
DISUSED PAVEMENT	
HOTSPOT	
TUG RELEASE POINT	TRP
ENGINE TEST SITE, ETS	
JET BLAST FENCING	
INTERMEDIATE HOLDING POSITION (IHP)	
FIRE SERVICE LANE	
NO ENTRY	

NOTE 1 : ALL TAXIWAYS 23M WIDE OR GREATER EXCEPT: W4, DN & DS ARE 15M WIDE (SEE EIDW AD 2.8).
NOTE 2 : AIRCRAFT ARE PROHIBITED FROM ENTERING ANY STAND WITHOUT THE GUIDANCE OF A MARSHALLER,OR AVDGS WHERE PROVIDED (SEE EIDW AD 2.9.1).
NOTE 3 : TAXIWAY A - PCR 970/R/C/W/U.
NOTE 4 : TAXIWAY B2 AND LINK 3 - PCR 970/R/B/W/T.
NOTE 5 : TAXIWAY C - PCR 1080/R/C/W/T.
NOTE 6 : TAXIWAY DN- PCR 1090/R/C/W/T.
NOTE 7 : TAXIWAY DS - PCR 1150/R/C/W/T.
NOTE 8 : TAXIWAYS E1 AND S3 - PCR 760/R/B/W/T.
NOTE 9 : TAXIWAY E2 - PCR 1006/R/B/W/T.
NOTE 10 : TAXIWAY F-INNER - PCR 1220/R/C/W/T.
NOTE 11 : TAXIWAYS F1 AND F2 - PCR 770/R/B/W/T.
NOTE 12 : TAXIWAY F3 - PCR 640/R/B/W/T.
NOTE 13 : TAXIWAY H1 - PCR 730/R/B/W/T.
NOTE 14 : TAXIWAYS K, M, N, N1, N2, N3, N4, N5, N6, N7 AND LINK7 - PCR 1140/R/C/W/T.
NOTE 15 : TAXIWAY M1 - PCR 570/R/A/W/T.
NOTE 16 : TAXIWAY P1 - PCR 940/R/B/W/T.
NOTE 17 : TAXIWAY S - PCR 870/R/B/W/T.
NOTE 18 : TAXIWAY S1 - PCR 980/R/B/W/T.
NOTE 19 : TAXIWAY S2 - PCR 1240/R/B/W/T.
NOTE 20 : TAXIWAY S4 - PCR 790/R/B/W/T.
NOTE 21 : TAXIWAY S5 - PCR 1340/R/B/W/T.
NOTE 22 : TAXIWAY S6 - PCR 1030/R/B/W/T.
NOTE 23 : TAXIWAY S7 - PCR 860/R/B/W/T.
NOTE 24 : TAXIWAY W1 - PCR 1030/R/A/W/T.
NOTE 25 : TAXIWAY W2 - PCR 800/R/A/W/T.
NOTE 26 : TAXIWAY W3 - PCR 1040/R/B/W/T.
NOTE 27 : TAXIWAY W4 - PCR 600/R/B/W/T.
NOTE 28 : TAXIWAY LINK 1 - PCR 800/R/B/W/T.
NOTE 29 : TAXIWAY LINK 2 - PCR 1240/F/C/X/T.
NOTE 30 : TAXIWAY LINK 4 - PCR 580/R/A/W/T.
NOTE 31 : TAXIWAY LINK 5 - PCR 1410/R/C/W/T.
NOTE 32 : TAXIWAY LINK 6 AND SOUTH APRON - PCR 920/R/C/W/T.
NOTE 33 : TAXIWAY F-OUTER AND AT1 PCR 720/R/C/W/T.
NOTE 34 : APRON TAXIWAY 2 - PCR 650/R/C/W/T.
NOTE 35 : APRON TAXIWAY 3 - PCR 540/R/C/W/T.
NOTE 36 : APRON TAXIWAY 4 - PCR 770/R/C/W/T.
NOTE 37 : APRON TAXIWAY 5 - PCR 960/R/C/W/T RIGIT 1090/F/C/X/T FLEXIBLE.
NOTE 38 : APRON TAXIWAY 6 - PCR 1000/F/C/X/T.
NOTE 39 : TAXIWAY WEST APRON - PCR 1010/R/C/W/T.
NOTE 40 : TAXIWAY NORTH APRON - PCR 1130/R/C/W/T.

INS CHECK POINTS

Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	Remarks	Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	Remarks
50L*	53 25 49.68 N	006 14 07.63 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 50C VACANT	222	53 25 44.55 N	006 15 04.01 W	35.92m	39.48m	TAXI IN, PUSH OUT.	
50C*	53 25 49.21 N	006 14 07.66 W	65.00m	63.73m	TAXI IN, PUSH OUT.	STANDS 50L, 50R VACANT	223	53 25 43.74 N	006 15 03.19 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
50R*	53 25 49.81 N	006 14 09.98 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 50C VACANT	311L	53 25 36.52 N	006 14 44.26 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STANDS 311C VACANT.
51L*	53 25 49.94 N	006 14 12.32 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 51C VACANT	311C	53 25 36.05 N	006 14 46.58 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STAND 311L, 311R VACANT.
51C*	53 25 49.45 N	006 14 11.98 W	65.00m	66.61m	TAXI IN, PUSH OUT.	STANDS 51L, 51R VACANT	311R	53 25 35.85 N	006 14 46.66 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STANDS 311C VACANT.
51R*	53 25 50.07 N	006 14 14.67 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 51C VACANT	312	53 25 35.49 N	006 14 48.80 W	41.10m	47.40m	TAXI IN, PUSH OUT.	
52*	53 25 50.29 N	006 14 16.53 W	36.00m	44.51m	TAXI IN, PUSH OUT.		313L	53 25 35.07 N	006 14 50.73 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STANDS 313C VACANT.
53*	53 25 50.61 N	006 14 19.30 W	36.00m	37.57m	TAXI IN, PUSH OUT.		313C	53 25 34.46 N	006 14 48.44 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 313L, 313R VACANT.
54*	53 25 50.91 N	006 14 21.96 W	27.10m	27.20m	TAXI IN, PUSH OUT.	STAND VACANT TO ALLOW AIRCRAFT ENTRY/EXIT TO HANGAR	313R	53 25 34.20 N	006 14 50.02 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 313C VACANT.
105L	53 25 52.26 N	006 14 35.12 W	27.05m	28.58m	TAXI IN, PUSH OUT.		314	53 25 32.68 N	006 14 47.57 W	64.80m	66.90m	TAXI IN, PUSH OUT.	MAX WINGSPAN 47.60M WHEN STAND 315L OCCUPIED.
105R	53 25 52.41 N	006 14 37.71 W	27.05m	28.58m	TAXI IN, PUSH OUT.		315L	53 25 31.18 N	006 14 47.91 W	35.80m	37.60m	TAXI IN, PUSH OUT.	STAND 315C VACANT. MAX SPAN 47.60M ON STAND 314.
106	53 25 51.98 N	006 14 41.31 W	36.00m	44.51m	TAXI IN, PUSH OUT.		315C	53 25 31.92 N	006 14 46.29 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 315L, 315R VACANT.
107L	53 25 50.70 N	006 14 44.54 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 107C VACANT.	315R	53 25 30.89 N	006 14 46.44 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 315C VACANT.
107C	53 25 51.07 N	006 14 45.66 W	65.00m	73.86m	TAXI IN, PUSH OUT.	STANDS 107L, 107R VACANT.	316	53 25 32.96 N	006 14 43.04 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 317, 318L VACANT.
107R	53 25 50.84 N	006 14 46.88 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 107C VACANT.	317	53 25 32.47 N	006 14 43.44 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 316 VACANT.
108L	53 25 51.05 N	006 14 49.22 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT.	318L	53 25 33.35 N	006 14 42.63 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STANDS 316, 318C VACANT.
108C	53 25 51.15 N	006 14 50.30 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 108R, 108L VACANT.	318C	53 25 34.94 N	006 14 41.71 W	64.80m	66.90m	TAXI IN, PUSH OUT.	STANDS 318L, 318R VACANT. STAND 400T VACANT AT ENTRY/EXIT.
108R	53 25 51.18 N	006 14 51.57 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT.	318R	53 25 34.78 N	006 14 41.55 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 318C VACANT. STAND 400T VACANT AT ENTRY/EXIT.
109L	53 25 51.31 N	006 14 53.91 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT.	400L	53 25 30.50 N	006 14 32.56 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT.
109C	53 25 51.41 N	006 14 54.96 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 109R, 109L VACANT.	400C	53 25 29.36 N	006 14 32.88 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 400L, 400R VACANT. STAND 400T VACANT AT ENTRY/EXIT.
109R	53 25 51.44 N	006 14 56.25 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT.	400R	53 25 29.21 N	006 14 33.73 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT
110L	53 25 51.57 N	006 14 58.60 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT.	401L	53 25 28.45 N	006 14 35.79 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 401C VACANT.
110C	53 25 51.55 N	006 14 59.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 110R, 110L VACANT.	401C	53 25 27.36 N	006 14 36.25 W	65.00m	63.80m	TAXI IN, PUSH OUT.	STANDS 401L, 401R VACANT.
110R	53 25 51.70 N	006 15 00.95 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT.	401R	53 25 27.23 N	006 14 37.08 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 401C VACANT.
111L	53 25 52.22 N	006 15 03.23 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 111C VACANT.	402L	53 25 26.50 N	006 14 39.18 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 402C VACANT.
111C	53 25 51.86 N	006 15 04.06 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 111T, 111L VACANT.	402C	53 25 25.39 N	006 14 39.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 402L, 402R VACANT.
111R*	53 25 53.21 N	006 15 05.44 W	36.00m	39.48m	TAXI IN, PUSH OUT.	STAND 111C VACANT.	402R	53 25 25.26 N	006 14 40.44 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 402C VACANT.
112L*	53 25 54.18 N	006 15 09.25 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 112C VACANT.	403L	53 25 24.57 N	006 14 42.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 403C VACANT.
112C*	53 25 53.01 N	006 15 08.18 W	60.30m	58.82m	TOW IN, PUSH OUT	STANDS 112L AND 112R VACANT.	403C	53 25 23.42 N	006 14 42.91 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 403L, 403R VACANT.
112R*	53 25 53.00 N	006 15 07.88 W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 112C VACANT.	403R	53 25 23.28 N	006 14 43.79 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 403C VACANT.
113L*	53 25 51.60 N	006 15 07.37 W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 113C VACANT.	404L	53 25 22.58 N	006 14 45.98 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT.
113C*	53 25 51.71N	006 15 06.72W	64.80m	66.80m	TAXI IN, PUSH OUT.	STANDS 113L AND 113R VACANT.	404C	53 25 21.38 N	006 14 46.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 404L, 404R VACANT.
113R*	53 25 50.38N	006 15 06.18W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 113C VACANT.	404R	53 25 21.28 N	006 14 47.01 W	35.80m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT.
114L*	53 25 49.28N	006 15 05.13W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 114C VACANT.	405A	53 25 21.63 N	006 14 39.76 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 405R VACANT. STAND 405A RESTRICTED TO B757-200W ONLY
114C*	53 25 48.96N	006 15 05.40W	64.80m	66.80m	TAXI IN, PUSH OUT.	STAND 114L VACANT.	405R*	53 25 21.56 N	006 14 39.64 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 405A VACANT
121	53 25 48.95 N	006 15 02.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.		406L	53 25 21.82 N	006 14 37.01 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT.
122	53 25 48.82 N	006 15 00.26 W	36.00m	45.10m	TAXI IN, PUSH OUT.		406C	53 25 23.12 N	006 14 36.82 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 406L, 406R VACANT.
123	53 25 48.69 N	006 14 57.92 W	36.00m	45.10m	TAXI IN, PUSH OUT.		406R	53 25 23.28 N	006 14 36.22 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT.
124	53 25 48.56 N	006 14 55.57 W	36.00m	45.10m	TAXI IN, PUSH OUT.		407L	53 25 23.91 N	006 14 33.83 W	34.10m	45.10m	TAXI IN, PUSH OUT.	STAND 407C VACANT.
125	53 25 48.43 N	006 14 53.23 W	36.00m	45.10m	TAXI IN, PUSH OUT.		407C	53 25 25.10 N	006 14 33.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 407L, 407R VACANT.
126	53 25 48.30 N	006 14 50.88 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 200T VACANT AT ENTRY/EXIT.	407R	53 25 25.27 N	006 14 32.77 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 407C VACANT.
127*	53 25 48.17 N	006 14 48.54 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 200T VACANT AT ENTRY/EXIT.	408L	53 25 25.89 N	006 14 30.48 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 408C VACANT.
131L*	53 25 55.32 N	006 14 09.13 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 131C VACANT.	408C	53 25 27.08 N	006 14 30.11 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 408L, 408R VACANT.
131C*	53 25 55.73 N	006 14 06.83 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 131L, 131R VACANT.	408R	53 25 27.25 N	006 14 29.42 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 408C VACANT.
131R*	53 25 55.19 N	006 14 06.79 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 131C VACANT.	409L	53 25 27.83 N	006 14 27.06 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 409C VACANT AT ENTRY/EXIT
132L*	53 25 55.58 N	006 14 13.82W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 132C VACANT.	409C	53 25 28.94 N	006 14 25.56 W	60.30m	68.30m	TAXI IN, PUSH OUT.	STANDS 409L, 409R VACANT. USE MIN POWER ONLY. TOW ON IF A/C STOPS DURING ENTRY.
132C*	53 25 55.98 N	006 14 11.41 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 132L, 132R VACANT.	409R	53 25 28.94 N	006 14 25.58 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 409C VACANT AT ENTRY/EXIT.
132R*	53 25 55.45 N	006 14 11.48 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 132C VACANT.	411L	53 25 23.26 N	006 14 22.23 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 411C VACANT.
133L*	53 25 55.83 N	006 14 18.52 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 133C VACANT.	411C	53 25 22.46 N	006 14 21.55 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 411L, 411R VACANT.
133C*	53 25 56.24 N	006 14 16.11 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 133L, 133R VACANT.	411R	53 25 22.52 N	006 14 21.61 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STAND 411C VACANT.
133R*	53 25 55.71 N	006 14 16.17 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 133C VACANT.	412	53 25 21.84 N	006 14 20.06 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
134L*	53 25 56.09 N	006 14 23.21 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 134C VACANT.	413	53 25 21.23 N	006 14 18.04 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
134C*	53 25 56.50 N	006 14 20.80 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 134L, 134R VACANT.	414	53 25 20.61 N	006 14 16.05 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
134R*	53 25 55.96 N	006 14 20.86 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 134C VACANT.	415	53 25 19.92 N	006 14 14.04 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
135L*	53 25 56.36 N	006 14 27.90 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 135C VACANT.	416	53 25 19.10 N	006 14 12.10 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
135C*	53 25 56.76 N	006 14 25.49 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 135L, 135R VACANT.	417	53 25 18.38 N	006 14 09.98 W	36.00m	37.60m	TAXI IN, PUSH OUT.	
135R*	53 25 56.22 N	006 14 25.55 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 135C VACANT.	418	53 25 16.96 N	006 14 07.02 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
136L*	53 25 57.03 N	006 14 32.52 W	36.00m	44.51m	TAXI IN, PUSH OUT.		605A*	53 25 36.57 N	006 15 41.07 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 605B VACANT AT ENTRY/EXIT.
136R*	53 25 56.71 N	006 14 30.21 W	36.00m	44.51m	TAXI IN, PUSH OUT.		605B*	53 25 35.65 N	006 15 37.86 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
136L*	53 25 57.03 N	006 14 32.52 W	36.00m	44.51m	TAXI IN, PUSH OUT.		606	53 25 35.68 N	006 15 34.37 W	36.00m	39.50m	TAXI IN, PUSH OUT.	
137A	53 25 57.93 N	006 14 45.70 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 137T VACANT.	607	53 25 35.52 N	006 15 31.00 W	34.10m	31.50m	TAXI IN, PUSH OUT.	
137T	53 25 57.86 N	006 14 42.98 W	64.00m	63.69m	TAXI IN, PUSH OUT.	STANDS 137A, 137B VACANT.	614R	53 25 27.25 N	006 15 53.76 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 614C VACANT.
137B	53 25 57.80 N	006 14 43.35 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 137T VACANT.	614C*	53 25 27.17 N	006 15 52.01 W	63.50m	75.40m	TAXI IN, PUSH OUT.	STANDS 614R, 614L VACANT.
138L	53 25 58.28 N	006 14 50.39 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 138T, 138S VACANT.	614L*	53 25 27.12 N	006 15 51.41 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 614C VACANT.
138T	53 25 58.10 N	006 14 48.35 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 138L, 138R, 138S VACANT.	615R	53 25 26.99 N	006 15 49.06 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 615C VACANT.
138S	53 25 57.22 N	006 14 50.55 W	30.40m	30.50m	TAXI IN, TAXI OUT.	STANDS 138L, 138R, 138T VACANT.	615C*	53 25 26.94 N	006 15 47.83 W	63.50m	75.40m	TAXI IN, PUSH OUT.	STANDS 615R, 615L VACANT.
138R	53 25 58.15 N	006 14 48.04 W	36.00m	48.90m	TAXI IN, PUSH OUT.	STANDS 138T, 138S VACANT.	615L	53 25 26.87 N	006 15 46.72 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 615C VACANT.
139L	53 25 58.53 N	006 14 55.08 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 139T, 139S VACANT.	616R	53 25 26.74 N	006 15 44.37 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 616C VACANT.
139T	53 25 58.36 N	006 14 53.04 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 139L, 139R, 139S VACANT.	616C	53 25 26.71 N	006 15 43.19 W	63.50m	75.40m	TAXI IN, PUSH OUT.	STANDS 616R, 616L VACANT.
139S	53 25 57.48 N	006 14 55.24 W	30.40m	30.50m	TAXI IN, TAXI OUT.	STANDS 139L, 139R, 139T VACANT.	616L	53 25 26.61 N	006 15 42.03 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 616C VACANT.
139R	53 25 58.41 N	006 14 52.74 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 139T, 139S VACANT.	617R	53 25 26.75 N	006 15 39.64 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 617C VACANT.
140L	53 25 58.80 N	006 14 59.77 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 140T, 140S VACANT.	617C	53 25 27.12 N	006 15 39.79 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 617R, 617L VACANT.
140T	53 25 58.62 N	006 14 57.71 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 140L, 140R,140S VACANT.	617L	53 25 27.52 N	006 15 37.77 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 617C VACANT.
140S	53 25 57.73 N	006 14 59.93 W	30.40m	30.50m	TAXI IN, TAXI OUT.	STANDS 140L, 140R, 140T VACANT.	618R	53 25 33.40 N	006 15 30.06 W	41.10m	54.50m	TAXI IN, PUSH OUT.	STAND 618C VACANT.
140R	53 25 58.66 N	006 14 57.43 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 140T, 140S VACANT.	618C	53 25 33.42 N	006 15 32.23 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 618R, 618L VACANT.
141L	53 25 59.05 N	006 15 04.46 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 141T, 141S VACANT.	618L	53 25 33.16 N	006 15 33.03 W	52.00m	61.62m	TAXI IN, PUSH OUT.	STAND 618C VACANT.
141T	53 25 58.87 N	006 15 02.43 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 141L, 141R, 141S VACANT.	619R	53 25 33.61 N	006 15 35.75 W	36.00m	44.62m	TAXI IN, PUSH OUT.	STAND 619C VACANT.
141S	53 25 57.99 N	006 15 04.63 W	30.40m	30.50m	TAXI IN, TAXI OUT.	STANDS 141L, 141R, 141T VACANT.	619C	53 25 33.68 N	006 15 36.92 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 619R, 619L VACANT.
141R	53 25 58.92 N	006 15 02.12 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 141T, 141S VACANT.	619L	53 25 32.99 N	006 15 38.21 W	36.00m	44.62m	TAXI IN, PUSH OUT.	STAND 619C VACANT.
142L	53 25 59.31 N	006 15 09.15 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 142T, 142S VACANT.	620R	53 25 33.13 N	006 15 40.56 W	36.00m	44.62m	TAXI IN, PUSH OUT.	STAND 620C VACANT.
142T	53 25 59.11 N	006 15 07.11 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 142L, 142R VACANT.	620C	53 25 33.94 N	006 15 41.62 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 620R, 620L VACANT.
142S	53 25 58.25 N	006 15 09.31 W	30.40m	30.50m	TAXI IN, TAXI OUT.	STAND 142L, 142R, 142T VACANT.	620L	53 25 33.26 N	006 15 42.90 W	36.00m	44.62m	TAXI IN, PUSH OUT.	STAND 620C VACANT.
142R	53 25 59.18 N	006 15 06.81 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 142T, 142S VACANT.	621R	53 25 33.39 N	006 15 45.25 W	36.00m	44.62m	TAXI IN, PUSH OUT.	STAND 621C VACANT.
144L	53 25 58.66 N	006 15 14.83 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 144C VACANT.	621C	53 25 34.28 N	006 15 45.91 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 621R, 621L VACANT.
144C	53 25 59.57 N	006 15 14.48 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 144L, 144R VACANT.	621L	53 25 33.89 N	006 15 47.53 W	36.00m	44.62m	TAXI IN, PUSH OUT.	STAND 621C VACANT.
144R	53 25 59.22 N	006 15 12.59 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 144C VACANT.	L1*	53 25 23.75 N	006 15 50.01 W	34.10m	37.60m	TOW ON, TOW OFF	
145	53 25 58.18 N	006 15 16.73 W	41.10m	47.40m	TAXI IN, PUSH OUT.		L2*	53 25 24.85 N	006 15 48.20 W	34.10m	37.60m	TOW ON, TOW OFF	STANDS L1, L3 VACANT FOR TOW ON, TOW OFF.
200C	53 25 43.53 N	006 14 51.46 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STAND 200T VACANT AT ENTRY/EXIT.	L3*	53 25 23.79 N	006 15 47.81 W	34.10m	37.60m	TOW ON, TOW OFF	STAND L1 VACANT FOR TOW ON, TOW OFF.
200T*	53 25 45.68 N	006 14 48.66 W	36.00m	39.50m	TOW ON, PUSH OUT.								
201	53 25 42.86 N	006 14 52.94 W	36.00m	45.10m	TAXI IN, PUSH OUT.								
202	53 25 41.90 N	006 14 54.65 W	36.00m	45.10m	TAXI IN, PUSH OUT.								
203L	53 25 41.29 N	006 14 56.30 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 203C VACANT.							
203C	53 25 40.79 N	006 14 55.28 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 203L AND 203R VACANT.							
203R	53 25 40.39 N	006 14 55.87 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 203C VACANT.							
205T	53 25 39.30 N	006 14 53.55 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 205L AND 205R VACANT.							
205L	53 25 39.55 N	006 14 55.09 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 205T VACANT.							
205R	53 25 39.50 N	006 14 53.41 W	35.92m	39.50m	TAXI IN, PUSH OUT.	STAND 205T VACANT.							
206T	53 25 40.09 N	006 14 50.63 W	34.10m	37.60m	TAXI IN, PUSH OUT.								
207T	53 25 40.75 N	006 14 49.19 W	35.92m	44.51m	TAXI IN, PUSH OUT.								
220S	53 25 44.48 N	006 14 59.00 W	27.05m	27.20m	SELF MANOEUVRING.								
221	53 25 44.34 N	006 15 01.16 W	35.80m	44.51m	TAXI IN, PUSH OUT.								

NOTE 1: * DATA WHOSE ACCURACY HAS NOT BEEN QUALITY ASSURED.
NOTE 2: STANDS HP1 AND HP2 ARE USED FOR ENGINE START-UP/SHUT DOWN ONLY.
NOTE 3: RESPONSIBILITY FOR CONTROL OF SURFACE TRAFFIC ON THE:- APRON - RESTS WITH THE AIRPORT AUTHORITY. MANOEUVRING AREA - RESTS WITH THE AIR TRAFFIC SERVICES. THE SERVICE PROVIDED BY ATC ON THE APRON IS ON AN INFORMATION ONLY BASIS.
NOTE 4: THE COORDINATES PROVIDED REPRESENT THE FRONT NOSE-IN POINT OF THE STAND.
NOTE 5: AIRCRAFT ARE PROHIBITED FROM ENTERING ANY STAND WITHOUT THE GUIDANCE OF A MARSHALLER, OR THE ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (AVDGS) WHERE PROVIDED (SEE EIDW AD 2.9.1).
NOTE 6: REFER TO CURRENT AIP SUPPLEMENTS FOR DETAILS OF STANDS NOT SHOWN ON THIS CHART.
NOTE 7: SOME OF THE TAXI IN/PUSH OUT STANDS MAY BE USED BY BUSINESS/ GENERAL AVIATION AS SELF-MANOEUVRING, BASED ON LOCAL AGREEMENT AND PRIOR APPROVAL TO MITIGATE THE CAPACITY RESTRICTIONS.

EINN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EINN –SHANNON/International

EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	524207N 0085529W Mid Point RWY 06/24
2	**Direction and distance from (city)**	25KM (13.5NM) WNW of Limerick City
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	46ft AMSL/20.2°C (Max Temp) 0.7°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	189ft
5	**MAG VAR/Annual change**	04º W (2019)/11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Shannon Airport Authority Shannon Airport Co Clare Phone:+ 353 61 712 000 Fax: + 353 61 471 719 Telex: SAF EI72016 AFS: EINNYDYX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EINN AD 2.3 OPERATIONAL HOURS

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

EINN AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	AVBL from Swissport and Sky Handling Partners
2	**Fuel/oil types**	JET A1Fuel, Oil Grades: 80, 100, 120; Turbo Oils: 300, 390, 2380; Hydraulic Oils: 500B; Others PN
3	**Fuelling facilities/capacity**	PN required for operators not having standing arrangements
4	**De-icing facilities**	Contact Airport Operations

5	**Hangar space available for visiting aircraft**	Contact Airport Operations
6	**Repair facilities for visiting aircraft**	AVBL from Atlantic Aviation, LTSL, Signature, Aer Lingus, and Westair Aviation
7	**Remarks**	Nil

EINN AD 2.5 PASSENGER FACILITIES

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

EINN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 9 available Daily 0600-2200 UTC Category 7 available Daily 2200-0600 UTC Category 9 available by arrangement 12HR PN
2	**Rescue equipment**	Equipment to meet ICAO requirements.
3	**Capability for removal of disabled aircraft**	Up to Code C aircraft (Utilising equipment available externally). Contact the Co-ordinator Phone: + 353 61 712 497/+353 87 242 3371
4	**Remarks**	**Communication with Rescue and Fire Fighting Service** Frequency 121.600MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is "Shannon Fire". It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.600MHz. Frequency 121.600MHz is H24 and is AVBL within 8NM radius of Shannon Airport.

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

1	**Type(s) of clearing equipment**	Aerodrome is serviceable during all seasons, 2 De-icing Vehicles, 1 Sweeper
2	**Clearance priorities**	1. Duty Runway and associated taxiways, aircraft parking stands and apron areas. 2. Other Airside areas.
3	**Use of material for movement area surface treatment**	1. Urea 2. Potassium Acetate Fluids KAC

4	**Specially prepared winter runways**	Not applicable
5	**Remarks**	Annual snow plan available for SAA Operations Maintenance on request. Refer to Aerodrome Manual or contact Airport Operations: Phone:+ 353 61 712 497

EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections and at all holding points Mandatory signs lighted. *AGNIS at stands 30, 32, 34 and 37. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling at aircraft stands.
2	**RWY/TWY markings and LGT**	RWY 06/24 Designation THR, TDZ, centreline, edge, aiming point, Displaced Threshold RWY 24. TWY Centreline, Edge, Holding Positions, Intersection Markings APRON Stand lead-in lines and markings, Wing-tip clearance lines

3	**Stop bars**	Controllable stop-bar on TWY D2 Fixed stop-bars on TWY A, TWY B, TWY C, TWY G, disused RWY 13, disused RWY 09 Runway guard lights configuration A on TWY C and TWY D2 Intermediate holding position lights on TWY A Intermediate holding position lights on TWY D2
4	**Other RWY Protection measures**	-
5	**Remarks**	See also EINN 2.14 and EINN 2.15 for lighting

EINN AD 2.10 AERODROME OBSTACLES

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

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

EINN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Shannon Airport
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance.**	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR respectively
4	**Trend forecast** **Interval of issuance.**	TREND. 30 Minutes.
5	**Briefing/consultation provided**	Internet-based self-briefing facility. Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	Charts and Tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly Synoptic Chart; 6-hourly prognostic chart (surface); Prognostic chart of significant weather; Prognostic chart of wind/temperature at upper levels; Prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Weather surveillance radar IRVR RWY 06 and 24 – touchdown, midpoint, stop-end
9	**ATS units provided with information**	EISN FIX/ACC Shannon TWR
10	**Additional information (limitation of service, etc.)**	Refer to GEN 3.5.4.2 to request additional information. METAR available every 30 Minutes.

EINN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	052.22º	3199 x 45	82 R/C/X/T ASPH	524135.42N 0085636.67W 524238.80N 0085421.98W 189ft	THR 46ft
24	232.25º	3199 x 45	82 R/C/X/T ASPH	524236.03N 0085427.87W 524135.42N 0085636.67W 189ft	THR 15ft

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstruction Chart Type A	Nil	61 x 150	3321 x 300	240 x 150	-	Yes	Grooved ASPH on RWY 06/24. RWY 06/24 has 8m wide shoulders.
	Nil	61 x 150	3321 x 300	240 x 150	-	Yes	

EINN AD 2.13 DECLARED DISTANCES

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

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

EINN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	SALS 470M LIH	Green LIH -	PAPI Both sides/3º MEHT 20.6M (545M)	Nil	3200M 15M coded 02300M White, 2300-2900M Red/White, 2900-3200M Red LIH	3200M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Lighting as indicated in columns 2, 3, 4, 8 are Halogen. Lighting as indicated in columns 6, 7 are light emitting diode (LED).
24	CAT II 900M LIH	Displaced Green LIH Green LIH	PAPI Both sides/3º MEHT 22.6M (463M)	900M 30M LIH	3060M 15M coded 0-2160M White, 2160-2760M Red/White, 2760-3060M Red LIH	3060M 60M nom White (last 600M Yellow) RWY edge lights on APCH side of displaced THR 24 coded Red for 140M	Red LIH -	Nil	Lighting as indicated in columns 2, 3, 4, 8 are Halogen. Lighting as indicated in columns 6, 7 are light emitting diode (LED).

EINN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN on Tower Flashing White/Green, 24 flashes per Min
2	**LDI location and LGT** **Anemometer location and LGT**	Nil 2 Nr. Adjacent TWY C and south of TWR
3	**TWY edge and centre line lighting**	Edge blue all TWY's except TWY's C, G and H2 Edge blue retro-reflective markers TWY's C, G and H2 and blue lights at intersection with RWY 06/24 Coloured coded centreline lights on TWY's A, D1 and D2
4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures) Electric battery lamps
5	**Remarks**	Apron: Floodlighting Apron edge: Blue omni- directional, elevated and inset Obstacles: Fixed Red WDI's 5Nr, (1 lighted). See Aerodrome Chart EINN AD 2.24-1

EINN AD 2.16 HELICOPTER LANDING AREA

NIL

EINN AD 2.17 ATS AIRSPACE

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

EINN AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
GND	Shannon Ground	121.800 MHz			H24	Nil
TWR	Shannon Tower	118.700 MHz			H24	Nil
		121.800 MHz				
APP	Shannon Approach	121.400 MHz			H24	Nil
		120.200 MHz				
APP (RADAR)	Shannon Approach RADAR	121.400 MHz			H24	Nil
ATIS	Shannon Information	130.955			H24	8.33 kHz Channel
D-ATIS	Shannon Information				H24	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider’s network.

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 3º W 2023	SHA	113.300 MHz	H24	524315.6N 0085306.8W	200ft		Designated Operational Coverage 300 NM/70,000ft 180ºTrue BRG to 360º True BRG. Designated Operational Coverage 100 NM/50,000ft.
NDB	FOY	395 kHz	H24	523358.5N 0091143.5W			Designated Operational Coverage 50 NM
ILS LOC RWY 06 CAT 1 3º W 2023	ISE	109.5 MHz	H24	524245.3N 0085408.2W			Coverage restricted to 35º either side of course line. Signals received outside coverage sector, (including back beam radiation), should be ignored.
ILS GP RWY 06		332.6MHz	H24	524147.2N 0085623.1W			GP Angle 3º RDH 55ft Full scale fly down indication may not be maintained when above GP sector. Full scale fly up indication may not be maintained when left of LOC sector and below GP.
ILS DME RWY 06	ISE	CH32X (109.5 MHz)	H24	524147.2N 0085623.1W	100ft		DME Zero ranged to THR 06. DME zero range is displaced from DME antenna by 445M.
ILS LOC RWY 24 CAT II 3º W 2023	ISW	110.95MHz	H24	524129.4N 0085649.4W			Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LOC coverage below 3000ft MSL AT 25 NM EINN
ILS GP RWY 24		330.65MHz	H24	524232.1N 0085447.7W			GP Angle 3° RDH 59ft
LO RWY 24	OL	339 kHz	H24	524456.4N 0084926.0W			Designated Operational Coverage 15NM
OM RWY 24	2 Dashes per sec	75 MHz	H24	524455.5N 0084927.0W			
MM RWY 24	Dots and Dashes	75 MHz	H24	524254.8N 0085347.9W			
ILS DME RWY 24	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft		DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M.

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
SBAS (LPV, LNAV/VNAV, LNAV RWY 06)	GPS & EGNOS	1575.42 MHz CH 69761	H24	N/A	LTP/FTP Ellipsoid Height 72.2 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 24)	GPS & EGNOS	1575.42 MHz CH 89920	H24	N/A	LTP/FTP Ellipsoid Height 62.8 M	N/A	Transmitting antennas are satellite based.

EINN AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

Runway 06/24 180 Degree turns by Code C and D aircraft are permitted on condition that the aircraft is turned at a low constant speed (5 to 8 Kts) with minimal thrust to avoid the inboard main landing gear wheel becoming stationary (spot turns must be avoided).

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

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

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

Phone:+ 353 61 712 240

or

Phone:+ 353 61 712 241

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

3. Availability of Intersection Take-Off's

3.1 Take-off's using less than the full length of the runway are available from TWY/RWY intersections as listed in EINN AD 2.13 DECLARED DISTANCES
The datum from which the reduced declared distances on Runway 06/24 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

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

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

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

EINN AD 2.21 NOISE ABATEMENT PROCEDURES

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

EINN AD 2.22 FLIGHT PROCEDURES

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

2. SID and STAR

2.1 RNAV Equipped Aircraft

SIDs and STARs for RWY24 and RWY06 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation.

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

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

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

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

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

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

2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

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

4. Speed Control – General Provisions
Speed Restrictions

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

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

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

5.2 Initial Approach Procedures.

5.2.1 With Radar Control

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

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

Actual descent clearance will be as directed by ATC.

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

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

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

5.2.4 Communications failure procedures for arriving aircraft.

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

Supplemented by the following:

Traffic cleared on STAR

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

Traffic Radar vectored to final approach

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

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

6. Departure Procedures

6.1 RWY's 06 and 24

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

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

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

6.2 OMNI-Directional Departures:

Aircraft subject to an OMNI Directional Departures instruction from RWY 06 and RWY 24 climb straight ahead to 5000ft, then depart on track as cleared by ATC, maintain a minimum climb gradient of 6.6% for ATM (400ft/NM) (minimum 3.7% for obstacle clearance). CAUTION: Close-in obstacles (Terrain and Trees) exist.

6.3 Communications failure procedures for departing aircraft.

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

***RFL** below **FL**080: Departing traffic cleared by ATC to a level/altitude below the *RFL, shall comply with Communication failure procedures as outlined in ICAO Annex 2.

***RFL FL**080 or above: Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan.

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

7. Low Visibility Procedures

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

7.2 Only RWY 24 may be used for CAT II operations. The CAT II holding position on TWY D2 must be used.

7.3 When these procedures are in operation and RWY 24 is in use the following standard taxi route system applies:

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

7.4 During LVP Operations, LVTOs are permitted from Runway 24. It is at the discretion of the PIC to depart based on their airline operating procedures in LVP conditions. Take-offs are not available in IRVR conditions below 125M. All IRVR readings must show 125M or greater. ATC shall inform departing pilots if and when any IRVR value falls below 125M.

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

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

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

7.8 Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

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

EINN AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

EINN AD 2.24 CHARTS RELATED TO AN AERODROME

EINN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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EIKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIKN – IRELAND WEST

EIKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EIKN AD 2.3 OPERATIONAL HOURS

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

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

EIKN AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	Contact Operations.
2	**Fuel/oil types**	JET A1, 100LL
3	**Fuelling facilities/capacity**	1 Truck 20,000L, 1 Truck 27,000L, 1 Truck 29,000L, 4 Storage Tanks at 50,000L.
4	**De-icing facilities**	De-icing and Anti-icing available. Mobile Unit De-icing fluid 50/50 Hot and Anti-icing 100% cold.
5	**Hangar space available for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Handling services AVBL - Contact Email: operations@irelandwestairport.com Phone:+ 353 94 936 81 00 Phone:+ 353 94 936 81 32 PPR required in advance for all flights (24HR if possible) Contact AD Operator

EIKN AD 2.5 PASSENGER FACILITIES

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

EIKN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

4	**Remarks**	Nil

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

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

EIKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	**Apron surface and strength**	Surface: CONC with an ASPH SFC Strength: PCN 52/F/A/W/T			
2	**Taxiway width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN 52/F/A/W/T
		B	23 M	ASPH	PCN 52/F/A/W/T
3	**Altimeter checkpoint location and elevation**	APRON 660ft AMSL.			
4	**VOR checkpoint**	Nil			
5	**INS checkpoint**	Nil			
6	**Remarks**	Taxiway Strip Width (ALPHA and BRAVO) - 37m			

EIKN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EIKN AD 2.10 AERODROME OBSTACLES

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

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

EIKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EIKN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (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
08	078.71°	2511x45	52/F/A/W/T ASPH	535430.76N 0085000.13W 535444.33N 0084804.80W 191ft	180.5M/592ft
26	258.74°	2511x45	52/F/A/W/T ASPH	535444.33N 0084804.78W 535429.79N 0085008.34W 191ft	203M/665ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A EIKN AD 2.24-2	Nil	146x150	2631x280	90x90	-	Nil	RWY Displaced Threshold 243M. Pavement Surface Grooved
	Nil	150x150	2631x280	90x90	-	YES	RWY Displaced Threshold 121M. Pavement Surface Grooved

EIKN AD 2.13 DECLARED DISTANCES

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

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

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

EIKN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EIKN AD 2.16 HELICOPTER LANDING AREA

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

3	**TLOF and FATO area dimensions, surface, strength, marking**	Nil
4	**True BRG of FATO**	Nil
5	**Declared distance available**	Nil
6	**APP and FATO lighting**	Nil
7	**Remarks**	Stand to be allocated by ATC

EIKN AD 2.17 ATS AIRSPACE

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

EIKN AD 2.18 ATS COMMUNICATIONS FACILITIES

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

EIKN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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

EIKN AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

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

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

2. Availability of Intersection Take-Off's

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

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

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

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

3. Runway Operations and Lighting Configurations

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

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

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

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

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

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

EIKN AD 2.21 NOISE ABATEMENT PROCEDURES

Operations Unrestricted

EIKN AD 2.22 FLIGHT PROCEDURES

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

2. SID and STAR

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

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

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

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

2.2. RTF Phraseology

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

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

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

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

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

2.3. Non RNAV Equipped aircraft

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

3. Visual Manoeuvring Approaches

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

4. Speed Control – General Provisions Speed Restrictions

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

5. Arrival Procedures

5.1. Clearance to enter the CTR

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

Arriving Aircraft capable of flying STAR will normally be cleared on a STAR appropriate to the route by ATC.

5.2. Initial Approach Procedures

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

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

Where possible IFR traffic into EIKN should not request descent into the FIR as the Shannon CTA has been designed to facilitate continuous descent and climb operations in controlled airspace.

However in the event that descent is requested by IFR aircraft below FL080 before the lateral limits of the EIKN CTR or associated stubs, such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500MHz

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

5.2.3. Successive arriving IFR aircraft

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

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

6. Communications failure procedures for arriving aircraft.

6.1. Aircraft experiencing communications failure in the Connaught CTR shall set transponder code A7600 and comply with standard ICAO procedures. Supplemented by the following:

6.2. Traffic cleared on STAR

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

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

7. Departure Procedures

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

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

7.3. RWY's 08 and 26

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

7.4. Communications failure procedures for departing aircraft.

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

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

RFL FL080 or above:
Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan. Departing Traffic experiencing a communications failure above FL080 shall comply with communications failure procedures as outlined in ICAO Annex 2

8. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures

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

8.1. Reduced Aerodrome Visibility Procedures (RAVP)

Reduced Aerodrome Visibility Procedures come into effect when

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

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

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

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

8.2. Low Visibility Procedures

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

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

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

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

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

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

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

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

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

9. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.
Radio communication failure missed approach for RWY08 and RWY26 are prescribed on the approach charts

10. VFR communication failure for inbound aircraft

If an aircraft has received and acknowledged an ATC clearance to enter the Connaught Control Zone and subsequently experiences a radio-communications failure, the aircraft should proceed to the position specified in the clearance, e.g. from the South route via Ballyhaunis to the Kilkelly hold, or from the North route via Tobercurry to the Charlestown hold, and hold at an altitude of 1200 feet QNH at "Kilkelly" or 1200 feet QNH at “Charlestown”. Both holding patterns are left hand patterns. A careful look-out should be maintained for other traffic and on receipt of a steady green light signal from the Tower, or on observing the Aerodrome rotating beacon switched on, join the circuit for the runway in use and land on the lighted runway. The runway approach lights will indicate the landing direction.

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

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

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

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

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

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

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

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

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

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

11. Unmanned Aircraft Systems (UAS)

11.1. (UAS) Geographical Zones.

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

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

EIKN AD 2.23 ADDITIONAL INFORMATION

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

Phone:+ 353 94 936 81 00

Phone:+ 353 94 936 81 32

Email: operations@irelandwestairport.com

URL: http://www.irelandwestairport.com

and when completed should be returned to:

Fax: + 353 94 936 72 32

Email: operations@irelandwestairport.com

EIKN AD 2.24 CHARTS RELATED TO AN AERODROME

EIKN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

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

AERODROME CHART - ICAO

AD ELEVATION 665FT ARP 53 54 37N 008 49 07W

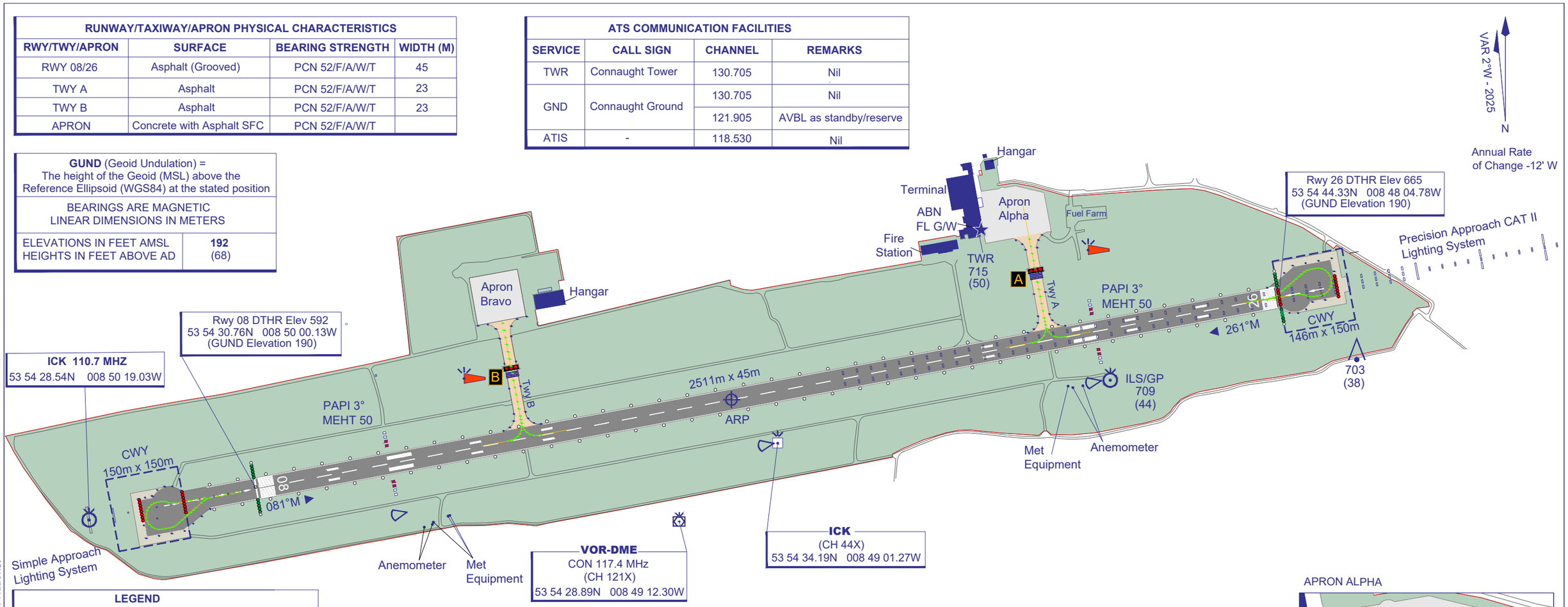
CONSULT NOTAM FOR LATEST INFORMATION

IRELAND WEST AIRPORT IRELAND

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY/TWY/APRON	**SURFACE**	**BEARING STRENGTH**	**WIDTH (M)**
RWY 08/26	Asphalt (Grooved)	PCN 52/F/A/W/T	45
TWY A	Asphalt	PCN 52/F/A/W/T	23
TWY B	Asphalt	PCN 52/F/A/W/T	23
APRON	Concrete with Asphalt SFC	PCN 52/F/A/W/T	

ATS COMMUNICATION FACILITIES			
SERVICE	**CALL SIGN**	**CHANNEL**	**REMARKS**
TWR	Connaught Tower	130.705	Nil
GND	Connaught Ground	130.705	Nil
		121.905	AVBL as standby/reserve
ATIS	-	118.530	Nil

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



LEGEND	
Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
DVOR Lit	
Distance Measuring Equipment (DME) Lit	
Runway Visual Range (RVR)	
ILS - Glide Path (GP), Localizer (LOC) Lit	
Runway Holding Position Pattern A	
Taxiway Location Designator	
Stopbar Lights	
RWY End Lights	
RWY THR Lights/ Wingbars	
RWY THR Identification Lights	
Precision Approach Path Indicator (PAPI)	
Aerodrome Obstacle	
Clearway (CWY)	

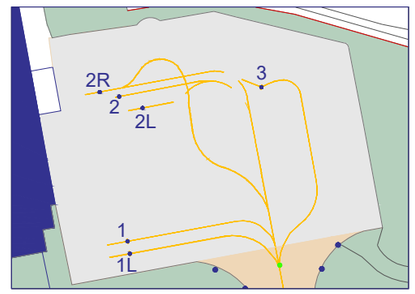
SCALE
METRES

200 100 0 100 200 300 400 500 600

500 0 500 1000 1500 2000

FEET

APRON ALPHA



STAND INFORMATION						
STAND	**LATITUDE**	**LONGITUDE**	**MAX WINGSPAN (M)**	**MAX LENGTH (M)**	**CONDITIONS**	**REMARKS**
1	53 54 48.31N	008 48 36.70W	36.00	44.50	Self Manoeuvring	Stand 1L and 2L vacant
1L	53 54 48.14N	008 48 36.64W	36.00	44.50	Self Manoeuvring	Stand 1 and 2L vacant
2	53 54 50.34N	008 48 36.94W	36.00	44.50	Self Manoeuvring	Stand 2L and 2R vacant, stand 3 or stand 1 and 1L vacant for entry and exit
2L	53 54 50.19N	008 48 36.38W	38.06	47.33	Self Manoeuvring	Stand 1,2 and 2R and 3 vacant
2R	53 54 50.41N	008 48 37.41W	47.57	54.94	Self Manoeuvring	Stand 1, 1L 2, 2L and 3 vacant
2R	53 54 50.41N	008 48 37.41W	36.00	44.50	Self Manoeuvring	Stand 2 and 2L vacant
3	53 54 50.50N	008 48 33.55W	36.00	44.50	Self Manoeuvring	Stand 2L vacant, stand 2 max size 34.5 x 44.5m (A321)

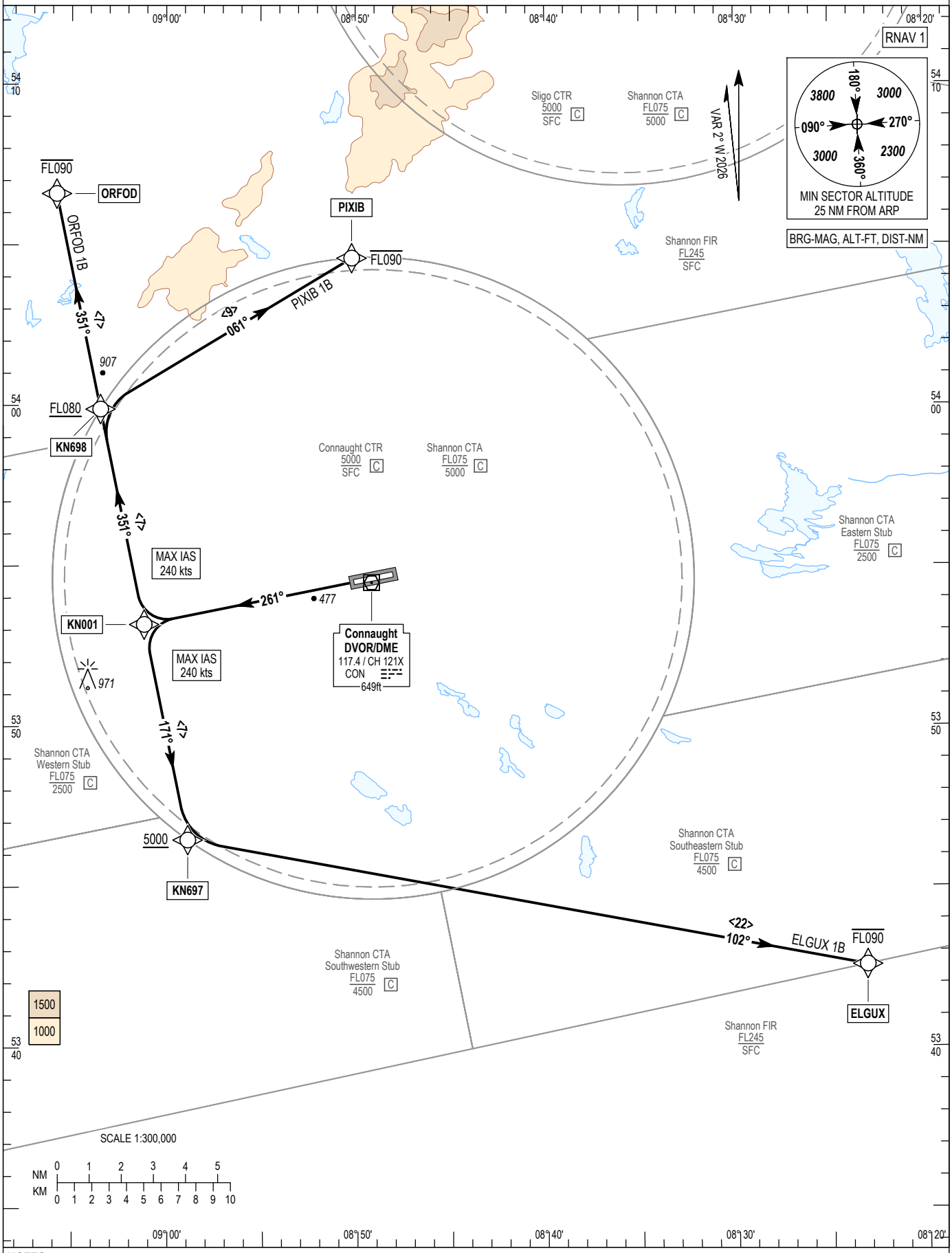
CHANGE: ATS Channel frequencies changed. SLC Geomatic Solutions.

RNAV - STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK
RWY 26
(ACFT CAT A, B, C, D)
ELGUX 1B, ORFOD 1B, PIXIB 1B



NOTES:

1. Climb gradient 6.6% (400 ft/NM) (3.3% for obstacle clearance).

2. All aircraft must request start and taxi clearance from ATC on frequency 130.70 Mhz (or 121.90 Mhz if no response from 130.70 Mhz).

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

CHANGE: MG VAR, Bearings, Frequencies.

ELGUX 1B SID RWY26
ELGU1B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KN001	535311.1 / 0090111.5	CF	Fly-By	258.7 / 261	-	-	240	262° CON / D7.2 CON
RNAV 1	KN697	534628.6 / 0085854.1	TF	Fly-By	168.6 / 171	6.9	- / +A5000	240	Turn L
RNAV 1	ELGUX	534233.4 / 0082312.5	TF	Fly-By	100.3 / 102	21.6	-FL090 / -	240	Turn L

ORFOD 1B SID RWY26
ORFO1B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KN001	535311.1 / 0090111.5	CF	Fly-By	258.7 / 261	-	-	240	262° CON / D7.2 CON
RNAV 1	KN698	535953.6 / 0090329.7	TF	Fly-By	348.6 / 351	6.9	- / +FL080	240	Turn R
RNAV 1	ORFOD	540636.0 / 0090548.6	TF	Fly-By	348.5 / 351	6.9	-FL090 / -	240	-

PIXIB 1B SID RWY26
PIXI1B

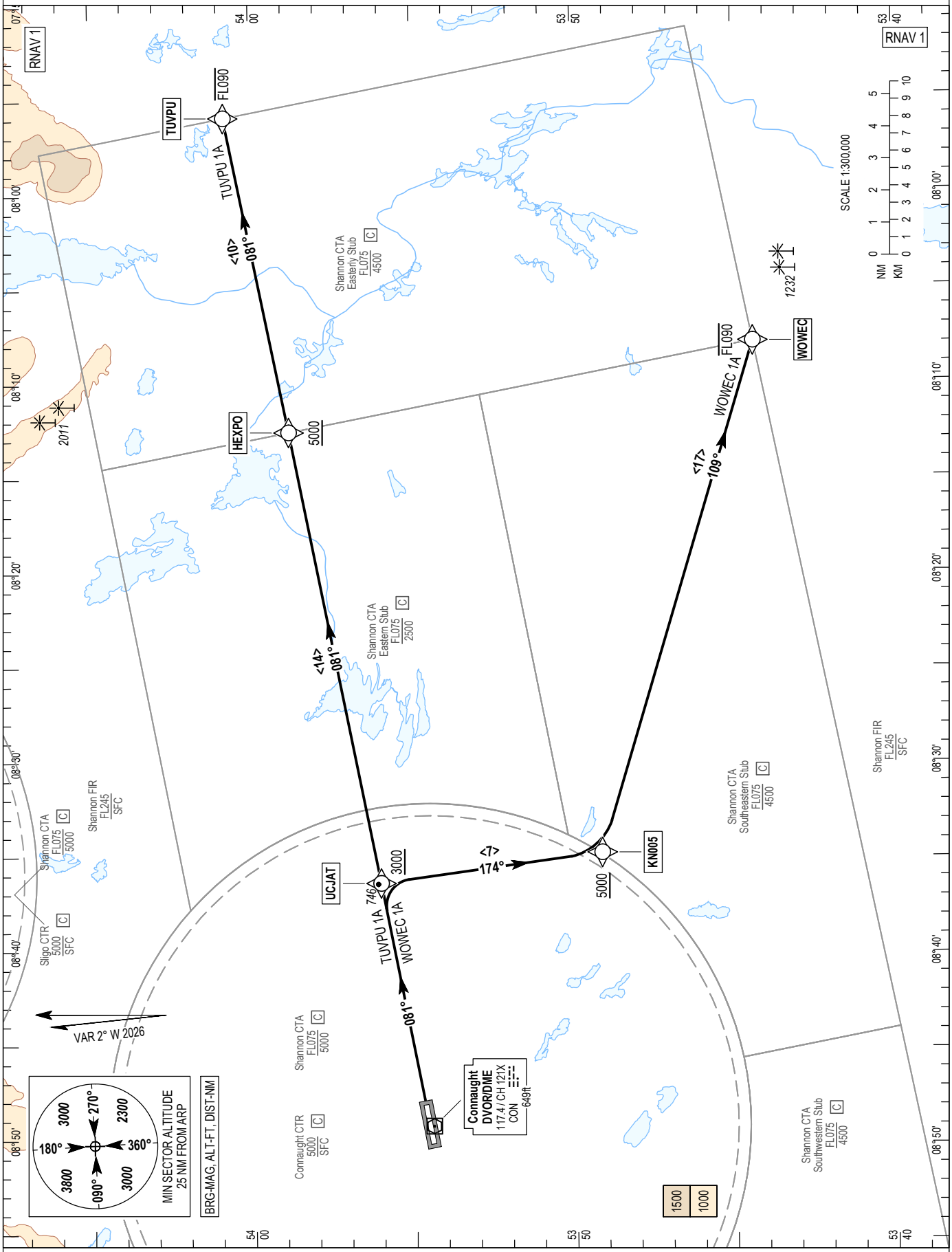
Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KN001	535311.1 / 0090111.5	CF	Fly-By	258.7 / 261	-	-	240	262° CON / D7.2 CON
RNAV 1	KN698	535953.6 / 0090329.7	TF	Fly-By	348.6 / 351	6.9	- / +FL080	240	Turn R
RNAV 1	PIXIB	540435.0 / 0085013.3	TF	Fly-By	058.9 / 061	9.1	-FL090 / -	240	Turn R

RNAV - STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK
RWY 08
(ACFT CAT A, B, C, D)
TUVPU 1A, WOWEC 1A



NOTES:

1. Climb gradient 6.6% (400 ft/NM) (3.3% for obstacle clearance).
2. All aircraft must request start and taxi clearance from ATC on frequency 130.70 Mhz (or 121.90 Mhz if no response from 130.70 Mhz).
3. Aircraft are not permitted to enter the runway even if the airport is closed unless previously arranged with ATC.
4. MAX IAS 250 kts below FL100.
5. Caution close-in obstacles (vegetation) exist either side of track.

CHANGE: MAG VAR, MSA, Frequencies.

TUVPU 1A SID RWY08
TUVP1A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	UCJAT	535606.4 / 0083623.8	CF	Fly-By	078.7 / 081	-	- / +A3000	-	080°CON / D7.7 CON
RNAV 1	HEXPO	535853.1 / 0081235.2	TF	Fly-By	078.6 / 081	14.3	- / +A5000	-	-
RNAV 1	TUVPU	540049.1 / 0075557.8	TF	Fly-By	078.7 / 081	10.0	-FL090 / -	-	-

WOWEC 1A SID RWY08
WOWE1A

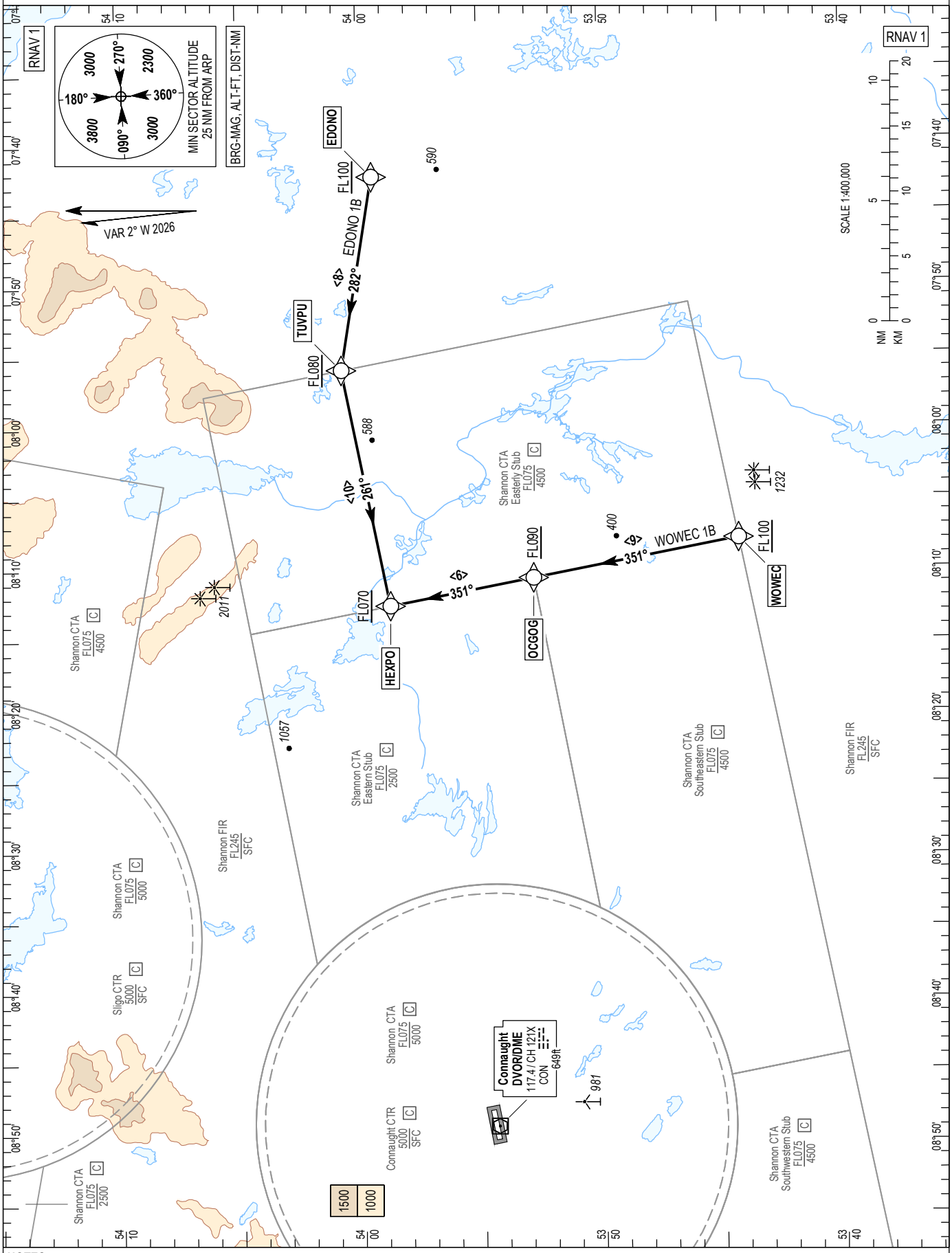
Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	UCJAT	535606.4 / 0083623.8	CF	Fly-By	078.7 / 081	-	- / +A3000	-	080° CON / D7.7 CON
RNAV 1	KN005	534913.1 / 0083448.0	TF	Fly-By	172.2 / 174	7.0	- / +A5000	-	Turn R
RNAV 1	WOWEC	534425.2 / 0080756.4	TF	Fly-By	106.6 / 109	16.6	-FL090 / -	-	Turn L

RNAV - STANDARD
ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK
RWY 26
(ACFT CAT A, B, C, D)
EDONO 1B, WOWEC 1B



NOTES:
1. Actual descent clearance will be as directed by ATC.
2. MAX IAS 250 kts below FL100.

CHANGE: MAG VAR, Bearings, Frequencies.

EDONO 1B STAR RWY26
EDON1B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	EDONO	535927.4 / 0074221.6	IF	-	-	-	- / +FL100	-	-
RNAV 1	TUVPU	540049.1 / 0075557.8	TF	Fly-By	279.7 / 282	8.1	- / +FL080	-	-
RNAV 1	HEXPO	535853.1 / 0081235.2	TF	Fly-By	258.9 / 261	10.0	- / +FL070	-	Turn L

WOWEC 1B STAR RWY26
WOWE1B

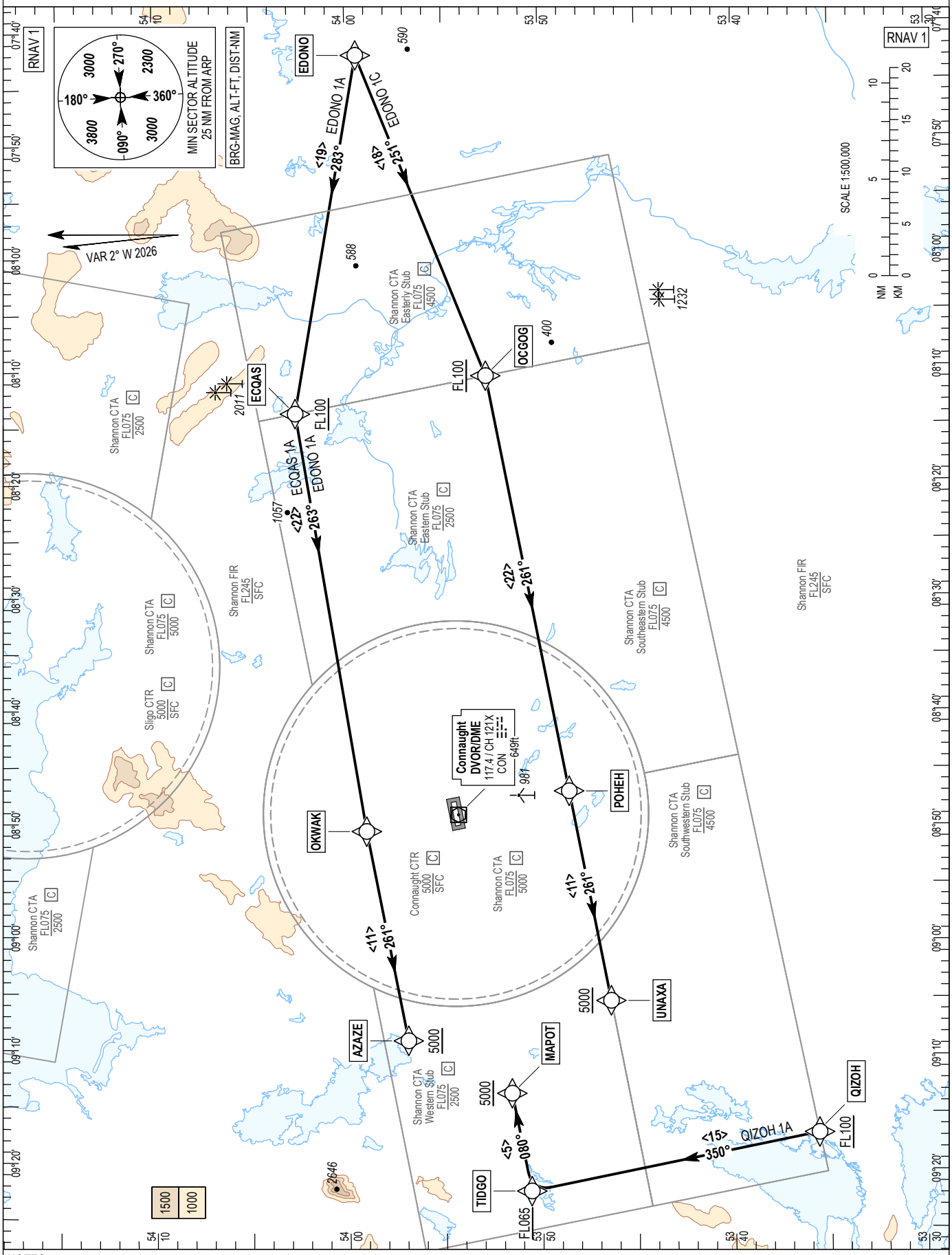
Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	WOWEC	534425.2 / 0080756.4	IF	-	-	-	- / +FL100	-	-
RNAV 1	OCGOG	535256.1 / 0081040.1	TF	Fly-By	349.3 / 351	8.7	- / +FL090	-	-
RNAV 1	HEXPO	535853.1 / 0081235.2	TF	Fly-By	349.2 / 351	6.1	- / +FL070	-	-

RNAV - STANDARD
ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK
RWY 08
(ACFT CAT A, B, C, D)
ECQAS 1A, EDONO 1A, EDONO 1C, QIZOH 1A



NOTES:
1. Actual descent clearance will be as directed by ATC.
2. MAX IAS 250 kts below FL100.

CHANGE: MAG VAR, Bearings, Frequencies.

ECQAS 1A STAR RWY08
ECQA1A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ECQAS	540249.5 / 0081351.7	IF	-	-	-	- / +FL100	-	-
RNAV 1	OKWAK	535914.4 / 0085039.7	TF	Fly-By	260.9 / 263	22.0	-	-	-
RNAV 1	AZAZE	535703.9 / 0090903.9	TF	Fly-By	258.8 / 261	11.1	- / +A5000	-	-

EDONO 1A STAR RWY08
EDON1A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	EDONO	535927.4 / 0074221.6	IF	-	-	-	-	-	-
RNAV 1	ECQAS	540249.5 / 0081351.7	TF	Fly-By	280.5 / 283	18.9	- / +FL100	-	-
RNAV 1	OKWAK	535914.4 / 0085039.7	TF	Fly-By	260.9 / 263	22.0	-	-	Turn L
RNAV 1	AZAZE	535703.9 / 0090903.9	TF	Fly-By	258.8 / 261	11.1	- / +A5000	-	-

EDONO 1C STAR RWY08
EDON1C

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	EDONO	535927.4 / 0074221.6	IF	-	-	-	-	-	-
RNAV 1	OCGOG	535256.1 / 0081040.1	TF	Fly-By	248.9 / 251	18.0	- / +FL100	-	-
RNAV 1	POHEH	534844.7 / 0084707.2	TF	Fly-By	259.2 / 261	22.0	-	-	Turn R
RNAV 1	UNAXA	534633.5 / 0090528.9	TF	Fly-By	258.8 / 261	11.1	- / +A5000	-	-

QIZOH 1A STAR RWY08
QIZO1A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	QIZOH	533543.4 / 0091653.2	IF	-	-	-	- / +FL100	-	-
RNAV 1	TIDGO	535038.0 / 0092213.0	TF	Fly-By	348.1 / 350	15.3	- / +FL065	-	-
RNAV 1	MAPOT	535141.1 / 0091338.9	TF	Fly-By	078.2 / 080	5.2	- / +A5000	-	Turn R

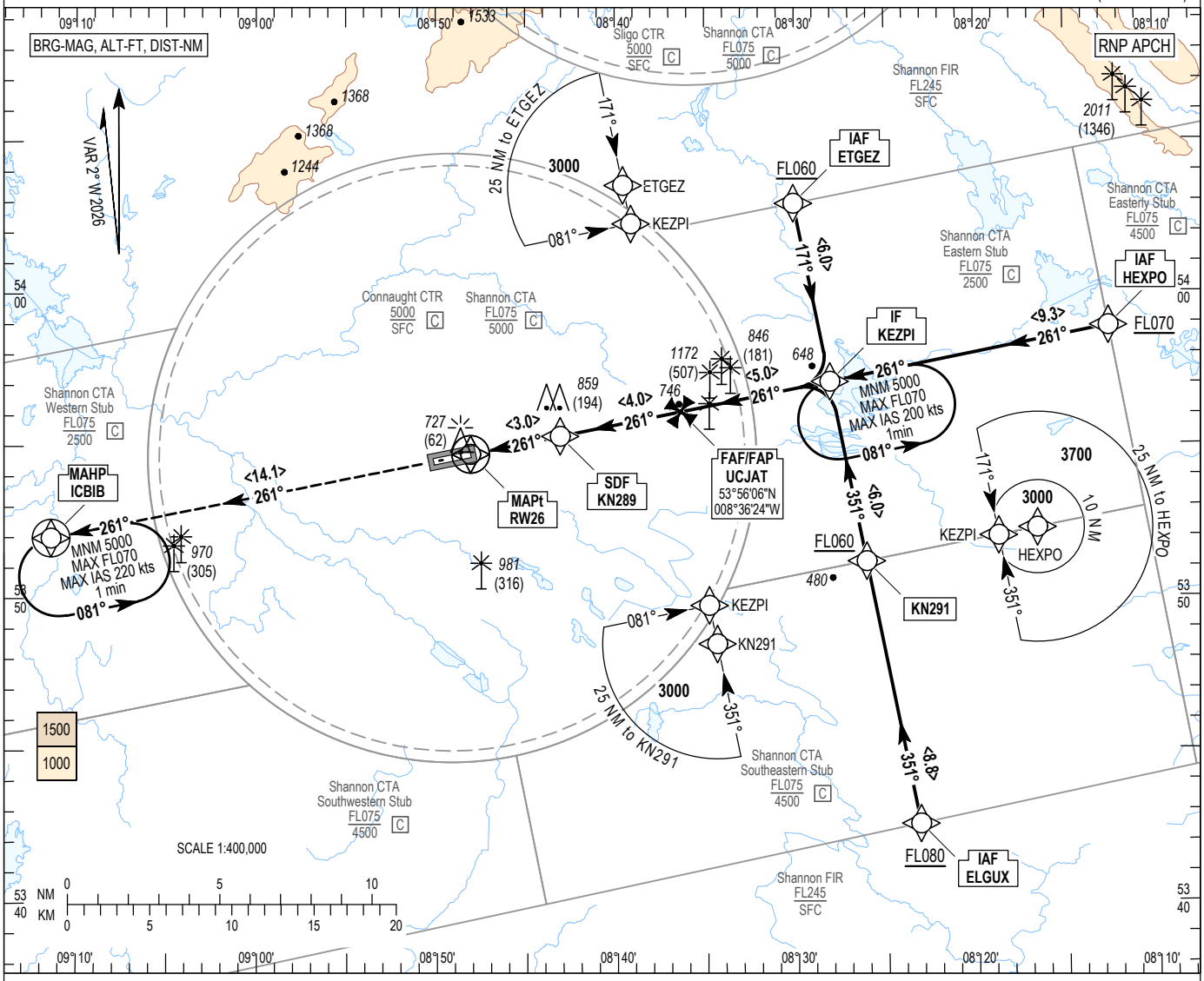
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 665 ft
HEIGHTS RELATED TO THR RWY 26 - ELEV 665 ft

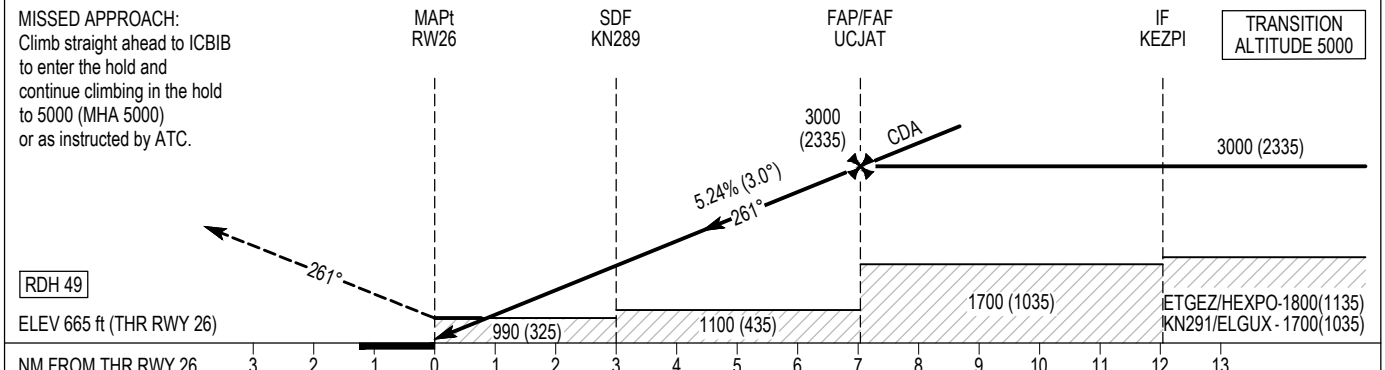
ATIS	118.530
TWR	130.705
GND	130.705
	121.905

SBAS CH 73326 E26A

IRELAND WEST / KNOCK
RNP RWY 26
(ACFT CAT A, B, C, D)
MNM TEMP -10°C (BARO VNAV)
MAX TEMP 40°C (BARO VNAV)



MISSED APPROACH:
Climb straight ahead to ICBIB to enter the hold and continue climbing in the hold to 5000 (MHA 5000) or as instructed by ATC.



OCA (H)	A	B	C	D
LNAV	990 (325)			
LNAV / VNAV	920 (255)			
LPV	865 (200)			
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)	1260 (595)	1380 (715)

NOTES:
1. For both holdings - direct entry only.
2. VSS penetrated to the left and right of the track.

Recommended LNAV Profile (3.0°) on Final Approach

DIST THR RWY 26 (NM)	1	2	3	4	5	6	7
ALT / HT (ft)	1030 (365)	1350 (685)	1670 (1005)	1990 (1325)	2310 (1645)	2620 (1965)	2940 (2275)

Ground Speed	kts	80	100	110	120	130
Descent rate gradient - 5.24% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

CHANGE: MAG VAR, Bearings, Frequencies.

RNP RWY26 Approach via ETGEZ

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	ETGEZ	540255.9 / 0083005.0	IF	-	-	-	- / +FL060	-	-	-
RNP APCH	KEZPI	535704.7 / 0082805.9	TF	Fly-By	168.7 / 171	6.0	-	-	-	-
RNP APCH	UCJAT	535606.4 / 0083623.8	TF	Fly-By	258.8 / 261	5.0	-	-	-	Turn R
RNP APCH	KN289	535519.4 / 0084306.2	TF	Fly-By	258.9 / 261	4.0	-	-	-	-
RNP APCH	RW26	535444.3 / 0084804.8	TF	Fly-Over	258.8 / 261	3.0	-	-	3.00 / 49	-
RNP APCH	ICBIB	535159.3 / 0091123.5	TF	Fly-Over	258.9 / 261	14.1	-	-	-	-
RNP APCH	ICBIB	535159.3 / 0091123.5	HM	-	258.9 / 261	-	-FL070 / +A5000	220	-	-

RNP RWY26 Approach via HEXPO

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	HEXPO	535853.1 / 0081235.2	IF	-	-	-	- / +FL070	-	-	-
RNP APCH	KEZPI	535704.7 / 0082805.9	TF	Fly-By	258.9 / 261	9.3	-	-	-	-
RNP APCH	UCJAT	535606.4 / 0083623.8	TF	Fly-By	258.8 / 261	5.0	-	-	-	-
RNP APCH	KN289	535519.4 / 0084306.2	TF	Fly-By	258.9 / 261	4.0	-	-	-	-
RNP APCH	RW26	535444.3 / 0084804.8	TF	Fly-Over	258.8 / 261	3.0	-	-	3.00 / 49	-
RNP APCH	ICBIB	535159.3 / 0091123.5	TF	Fly-Over	258.9 / 261	14.1	-	-	-	-
RNP APCH	ICBIB	535159.3 / 0091123.5	HM	-	258.9 / 261	-	-FL070 / +A5000	220	-	-

RNP RWY26 Approach via ELGUX

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	ELGUX	534233.4 / 0082312.5	IF	-	-	-	- / +FL080	-	-	-
RNP APCH	KN291	535111.0 / 0082606.6	TF	Fly-By	348.8 / 351	8.8	- / +FL060	-	-	-
RNP APCH	KEZPI	535704.7 / 0082805.9	TF	Fly-By	348.7 / 351	6.0	-	-	-	-
RNP APCH	UCJAT	535606.4 / 0083623.8	TF	Fly-By	258.8 / 261	5.0	-	-	-	Turn L
RNP APCH	KN289	535519.4 / 0084306.2	TF	Fly-By	258.9 / 261	4.0	-	-	-	-
RNP APCH	RW26	535444.3 / 0084804.8	TF	Fly-Over	258.8 / 261	3.0	-	-	3.00 / 49	-
RNP APCH	ICBIB	535159.3 / 0091123.5	TF	Fly-Over	258.9 / 261	14.1	-	-	-	-
RNP APCH	ICBIB	535159.3 / 0091123.5	HM	-	258.9 / 261	-	-FL070 / +A5000	220	-	-

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag. Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
KEZPI	535704.7 / 0082805.9	258.9	261	200	+A5000	-FL070	1	L
ICBIB	535159.3 / 0091123.5	258.9	261	220	+A5000	-FL070	1	L

SBAS FAS Data Block Coding Data
RNP RWY 26

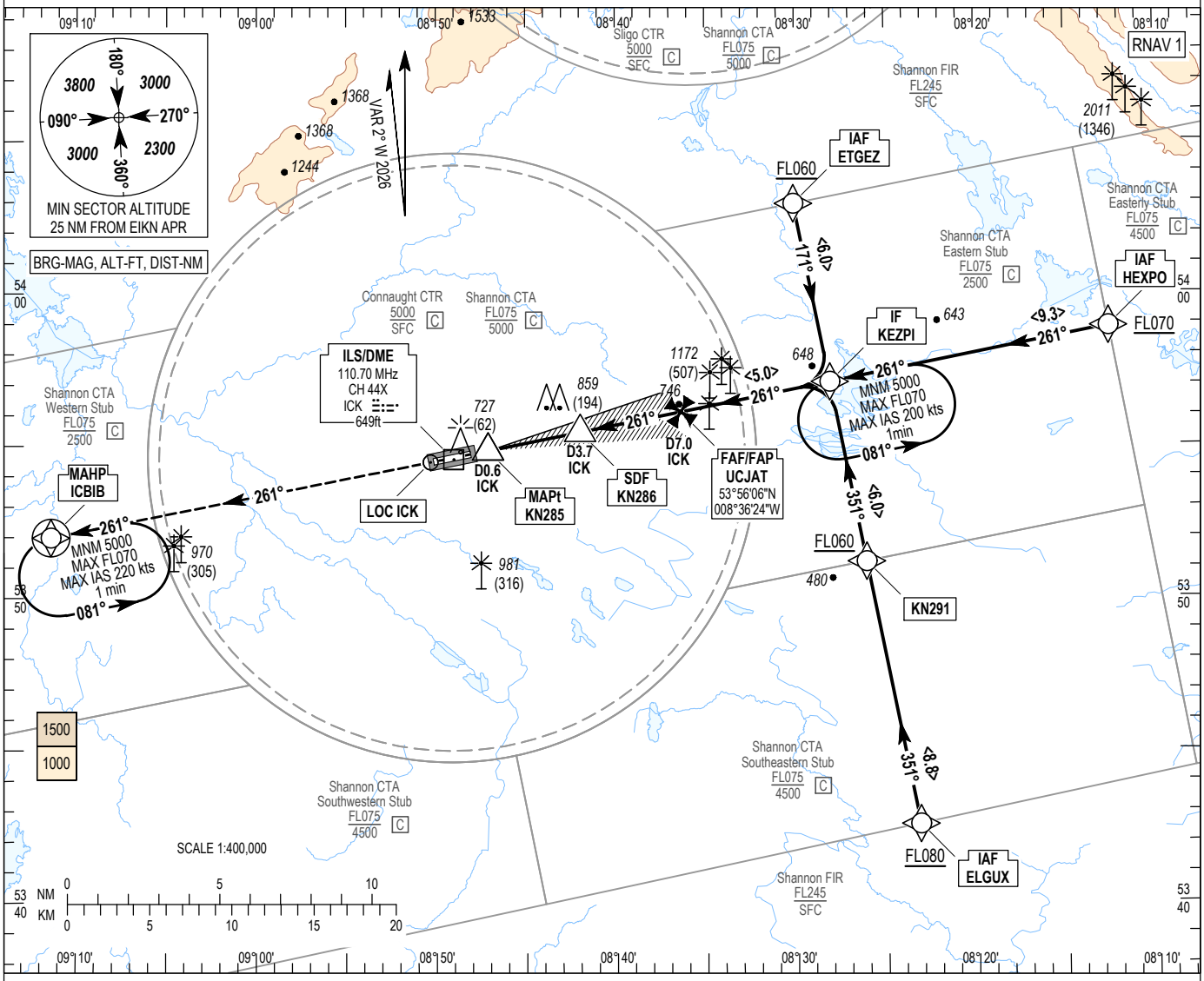
Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIKN
Runway	26
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP / FTP Latitude	535444.3305N
LTP / FTP Longitude	0084804.7810W
LTP / FTP Ellipsoidal Height	260.7 m
FPAP Latitude	535429.7930N
Delta FPAP Latitude	-14.5375 seconds
FPAP Longitude	0085008.3425W
Delta FPAP Longitude	-123.5615 seconds
Threshold Crossing Height	49
TCH Units Selector	0 (feet)
Glidepath Angle	3 °
Course Width	105 m
Length Offset	0 m
HAL	40 m
VAL	35 m
Output Data	
Data Block	10 0E 0B 09 05 1A 00 00 01 36 32 05 D5 FB 22 17 A6 0E 39 FC 2F 1E 6D 8E FF AD 3A FC EA 01 2C 01 64 00 C8 AF F7 46 60 66
Calculated CRC Value	F7466066
Required Additional Data	
ICAO Code	EI
LTP/FTP Orthometric Height	202.7 m
SBAS EGNOS Channel	73326

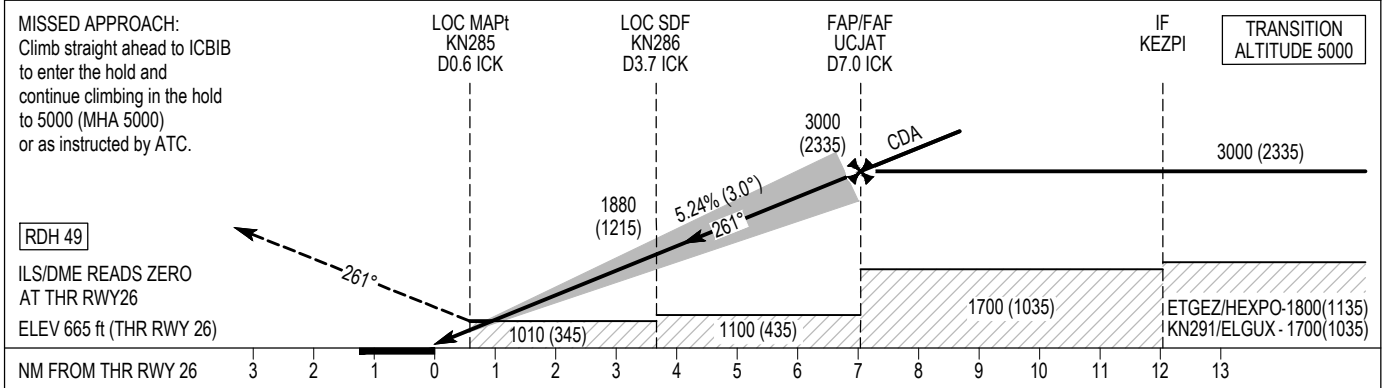
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 665 ft
HEIGHTS RELATED TO THR RWY 26 - ELEV 665 ft

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK
ILS Z CAT I & II or LOC RWY 26
(ACFT CAT A, B, C, D)





OCA (H)		A	B	C	D
Straight-in Approach	CAT I	821 (156)	831 (166)	842 (177)	854 (189)
	CAT II	735 (70)	748 (83)	760 (95)	780 (115)
	LOC only	1010 (345)			
Visual Manoeuvring (Heights AAL)		1060 (395)	1160 (495)	1260 (595)	1380 (715)

NOTE:
1. RNAV 1 required for initial approach and missed approach.
2. DME required.
3. Timing not authorized for determining the MAPt.
4. For both holdings - direct entry only.
6. VSS penetrated to the left and right of the track.

Recommended LOC only Profile on Final Approach							
DIST THR RWY 26 (NM)	1	2	3	4	5	6	7
ALT / HT (ft)	1030 (365)	1350 (685)	1670 (1005)	1990 (1325)	2310 (1645)	2620 (1965)	2940 (2275)

Ground Speed	kts	80	100	110	120	130
Descent rate gradient - 5.24% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

CHANGE: MAG VAR, KN291 not IAF, MSA, Frequencies.

ILS Z RWY26 INITIAL APP via ETGEZ

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ETGEZ	540255.9 / 0083005.0	IF	-	-	-	- / +FL060	-	-
RNAV 1	KEZPI	535704.7 / 0082805.9	TF	Fly-By	168.7 / 171	6.0	-	-	-

ILS Z RWY26 INITIAL APP via HEXPO

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	HEXPO	535853.1 / 0081235.2	IF	-	-	-	- / +FL070	-	-
RNAV 1	KEZPI	535704.7 / 0082805.9	TF	Fly-By	258.9 / 261	9.3	-	-	-

ILS Z RWY26 INITIAL APP via ELGUX

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ELGUX	534233.4 / 0082312.5	IF	-	-	-	- / +FL080	-	-
RNAV 1	KN291	535111.0 / 0082606.6	TF	Fly-By	348.8 / 351	- /	- / +FL060	-	-
RNAV 1	KEZPI	535704.7 / 0082805.9	TF	Fly-By	348.7 / 351	6.0	-	-	-

ILS Z RWY26 Approach

Descent Angle:	3.00°	
Fix	IF KEZPI (D12.0 ICK)	FAF UCJAT (D7.0 ICK)
Fix Coordinates	535704.7 N / 0082805.9 W	535606.4 N / 0083623.8 W
Fix Formation Bearing (°T)	078.63 ICK	078.68 ICK
Fix Formation Distances	12.03 ICK	7.04 ICK

LOC Only Z RWY26 Approach

Descent Angle:	3.00°		
Fix	IF KEZPI (D12.0 ICK)	FAF UCJAT (D7.0 ICK)	SDF KN286 (D3.7 ICK)	MAPt KN285 (D.06 ICK)
Fix Coordinates	535704.7 N / 0082805.9 W	535606.4 N / 0083623.8 W	535527.2 N / 0084159.6 W	535451.2 N / 0084706.6 W
Fix Formation Bearing (°T)	078.63 ICK	078.68 ICK	078.68 ICK	078.68 ICK
Fix Formation Distances	12.03 ICK	7.04 ICK	3.67 ICK	0.58 ICK

Missed Approach

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ICBIB	535159.3 / 0091123.5	CF	Fly-over	258.9 / 261	-	-	-	261° / D13.4 CON
RNAV 1	ICBIB	535159.3 / 0091123.5	HM	Fly-over	258.9 / 261	-	-FL070/+A5000	220	-

Hold Identification

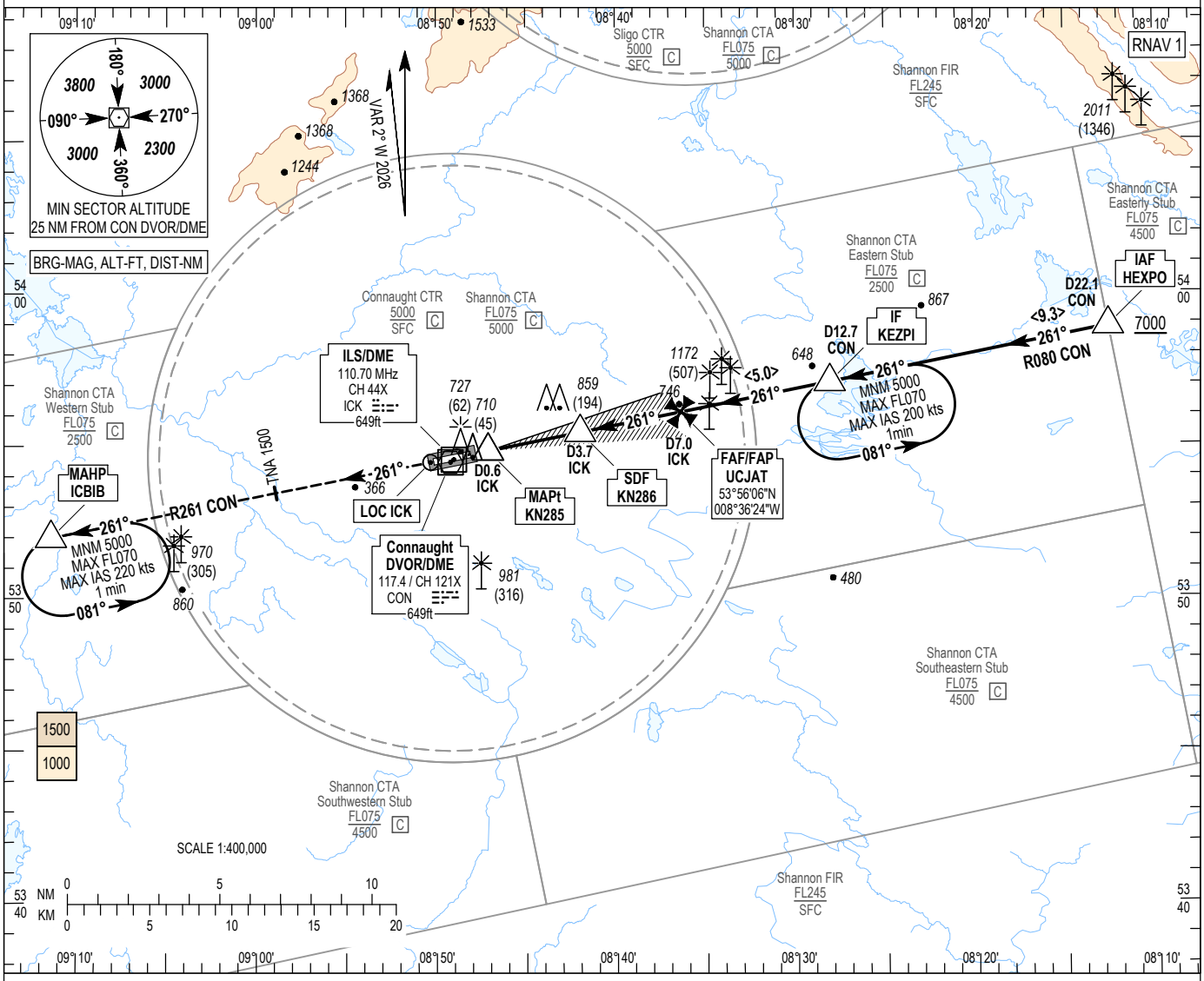
Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
KEZPI	535704.7 / 0082805.9	258.9	261	200	+A5000	-FL070	1	L
ICBIB	535159.3 / 0091123.5	258.9	261	220	+A5000	-FL070	1	L

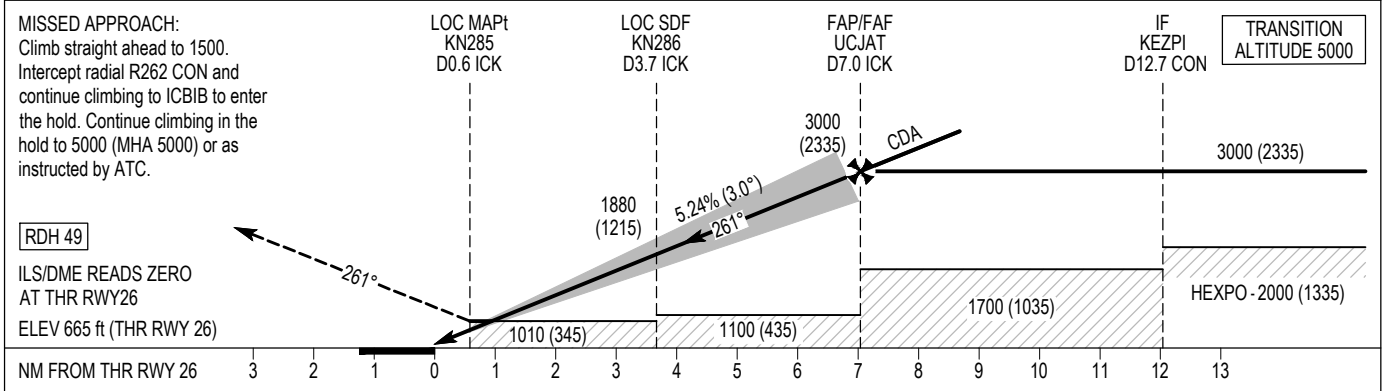
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 665 ft
HEIGHTS RELATED TO THR RWY 26 - ELEV 665 ft

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK
ILS Y CAT I & II or LOC RWY 26
(ACFT CAT A, B, C, D)





OCA (H)		A	B	C	D
Straight-in Approach	CAT I	821 (156)	831 (166)	842 (177)	854 (189)
	CAT II	735 (70)	748 (83)	760 (95)	780 (115)
	LOC only	1010 (345)			
Visual Manoeuvring (Heights AAL)		1060 (395)	1160 (495)	1260 (595)	1380 (715)

NOTE:
1. VOR/DME required.
2. Timing not authorized for determining the MAPt.
3. For both holdings - direct entry only.
4. VSS penetrated to the left and right of the track.
5. No Turns Before MAPt.

Recommended LOC only Profile on Final Approach							
DIST THR RWY 26 (NM)	1	2	3	4	5	6	7
ALT / HT (ft)	1030 (365)	1350 (685)	1670 (1005)	1990 (1325)	2310 (1645)	2620 (1965)	2940 (2275)

Ground Speed	kts	80	100	110	120	130
Descent rate gradient - 5.24% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

CHANGE: MAG VAR, Radial, Frequencies.

ILS Y RWY26 Approach

Descent Angle:	5.24% (3.00°)			
Fix	IAF HEXPO D22.1 CON	IF KEZPI D12.7 CON	FAF/FAP UCJAT D7.0 ICK	MAHP ICBIB D13.4 CON
Fix Coordinates	535853.1 N / 0081235.2 W	535704.7 N / 0082805.9 W	535606.4 N / 0083623.8 W	535159.3 N / 0091123.5 W
Fix Formation Bearing (°T)	078.23 CON	078.08 CON	078.68 ICK	259.38 CON
Fix Formation Distance	22.08 CON	12.75 CON	7.04 ICK	13.36 CON

LOC Only Y RWY26 Approach

Descent Angle:	5.24% (3.00°)					
Fix	IAF HEXPO D22.1 CON	IF KEZPI D12.7 CON	FAF UCJAT D7.0 ICK	SDF KN286 D3.7 ICK	MAPt KN285 D0.6 ICK	MAHP ICBIB D13.4 CON
Fix Coordinates	535853.1 N / 0081235.2 W	535704.7 N / 0082805.9 W	535606.4 N / 0083623.8 W	535527.2 N / 0084159.6 W	535451.2 N / 0084706.6 W	535159.3 N / 0091123.5 W
Fix Formation Bearing (°T)	078.23 CON	078.08 CON	078.68 ICK	078.68 ICK	078.68 ICK	259.38 CON
Fix Formation Distance	22.08 CON	12.75 CON	7.04 ICK	3.67 ICK	0.58 ICK	13.36 CON

Hold Identification

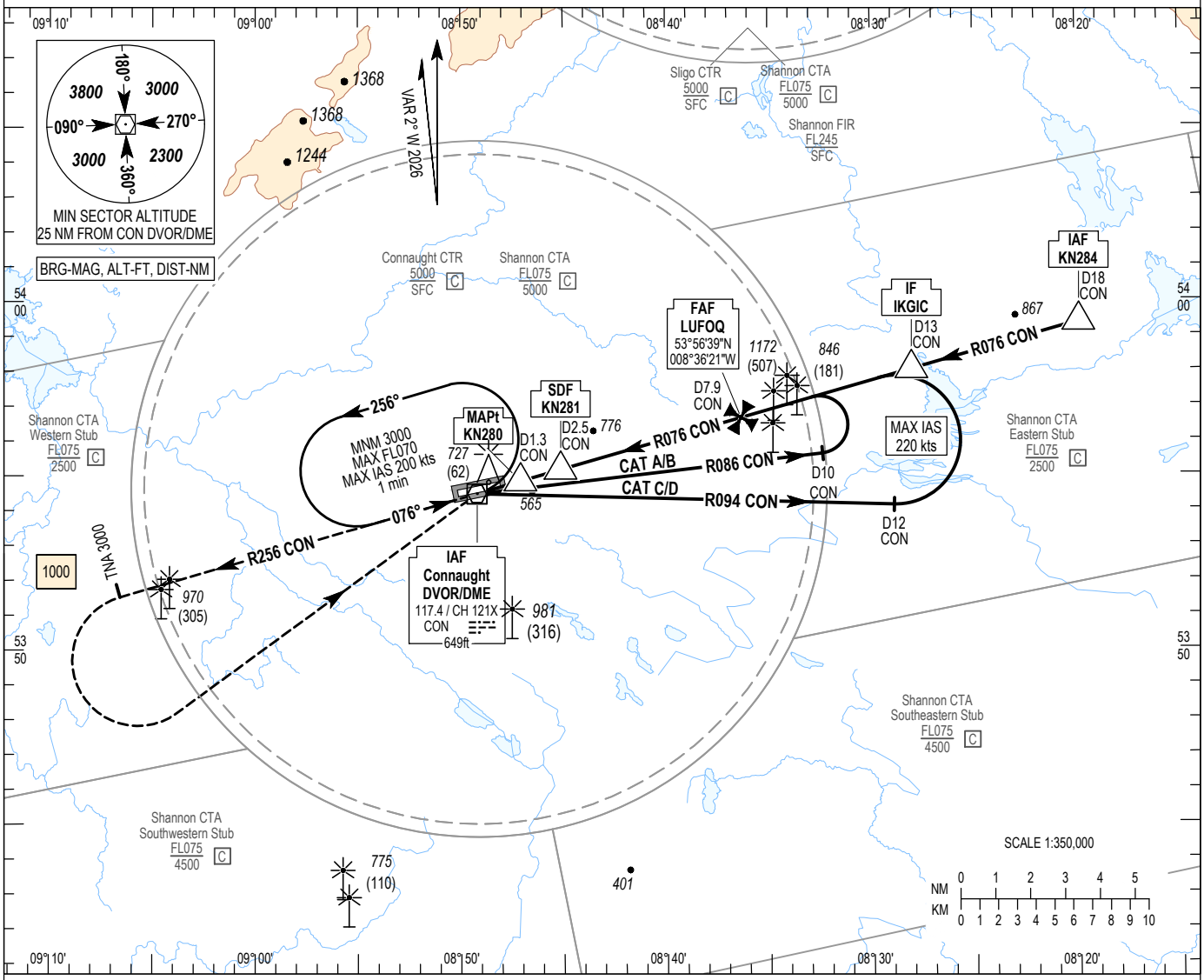
Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Outbound Time (min)**	**Direction of Turn**
KEZPI	535704.7 / 0082805.9	258.9	261	200	+A5000	-FL070	1	L
ICBIB	535159.3 / 0091123.5	258.9	261	220	+A5000	-FL070	1	L

INSTRUMENT APPROACH CHART- ICAO

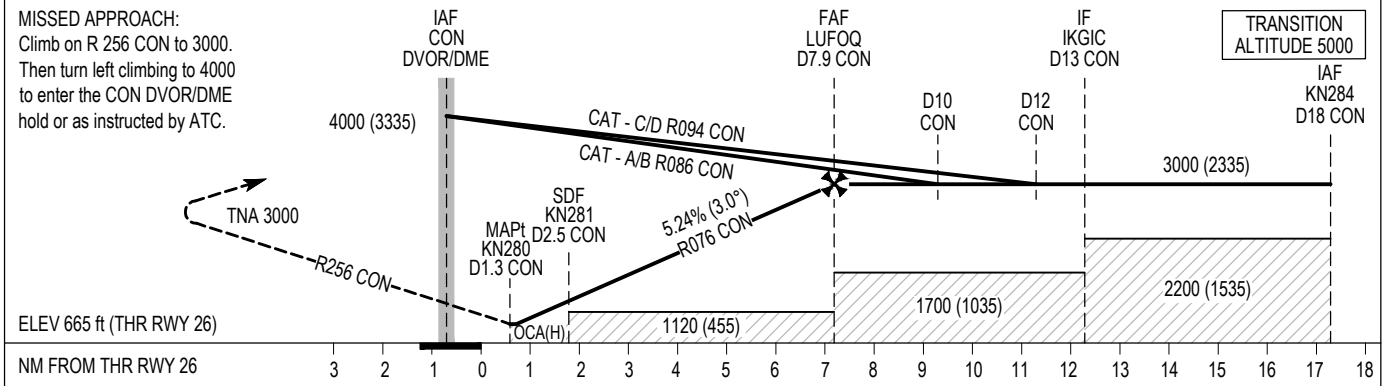
AERODROME ELEV 665 ft
HEIGHTS RELATED TO THR RWY 26 - ELEV 665 ft

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK
VOR RWY 26
(ACFT CAT A, B, C, D)



MISSED APPROACH:
Climb on R 256 CON to 3000.
Then turn left climbing to 4000 to enter the CON DVOR/DME hold or as instructed by ATC.



OCA (H)	A	B	C	D
Straight-in Approach	950 (285)			
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)	1260 (595)	1380 (715)

NOTE:
1. DME required.
2. Final Approach Track to CON VOR is North of RWY extended centreline.
3. VSS penetrated to the left and right of the track.
4. No turns before MAPt.

Recommended Profile on Final Approach (3.0°)						
DIST CON VOR/DME (NM)	2	3	4	5	6	7
ALT / HT (ft)	1120 (455)	1440 (775)	1760 (1095)	2080 (1415)	2400 (1735)	2720 (2055)

Ground Speed	kts	80	100	110	120	130
Descent rate gradient - 5.24% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

CHANGE: MAG VAR, Frequencies.

VOR RWY26 Approach

Descent Angle:	5.24% (3.00°)					
Fix	IAF KN284 D18 CON	IF IKGIC D13 CON	FAF LUFOQ D7.9 CON	SDF KN281 D2.5 CON	MAPt KN280 D1.3 CON	CON VOR/DME
Fix Coordinates	535922.5 N / 0081953.6 W	535801.7 N / 0082802.9 W	535638.6 N / 0083621.3 W	535510.1 N / 0084508.5 W	535450.3 N / 0084705.6 W	535428.9 N 0084912.3 W
Fix Formation Bearing (°T)	074.00 CON	074.00 CON	074.00 CON	074.00 CON	073.98 CON	-
Fix Formation Distance	18.00 CON	13.00 CON	7.90 CON	2.50 CON	1.30 CON	-

Hold Identification

Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Outbound Time (min)**	**Direction of Turn**
CON VOR/DME	535428.9 / 0084912.3	073.9	076	200	+A3000	-FL070	1	L

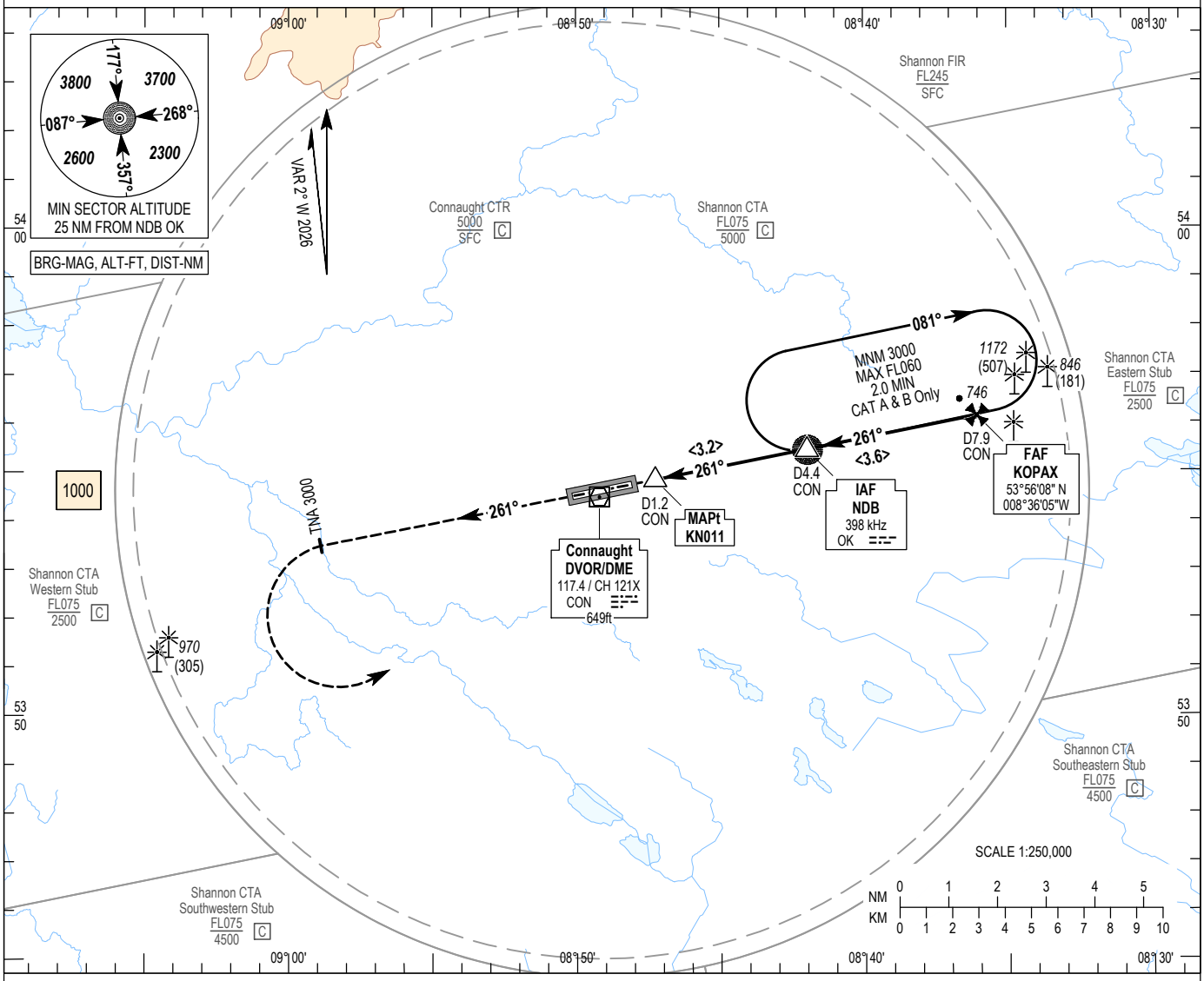
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 665 ft
HEIGHTS RELATED TO THR RWY 26 - ELEV 665 ft

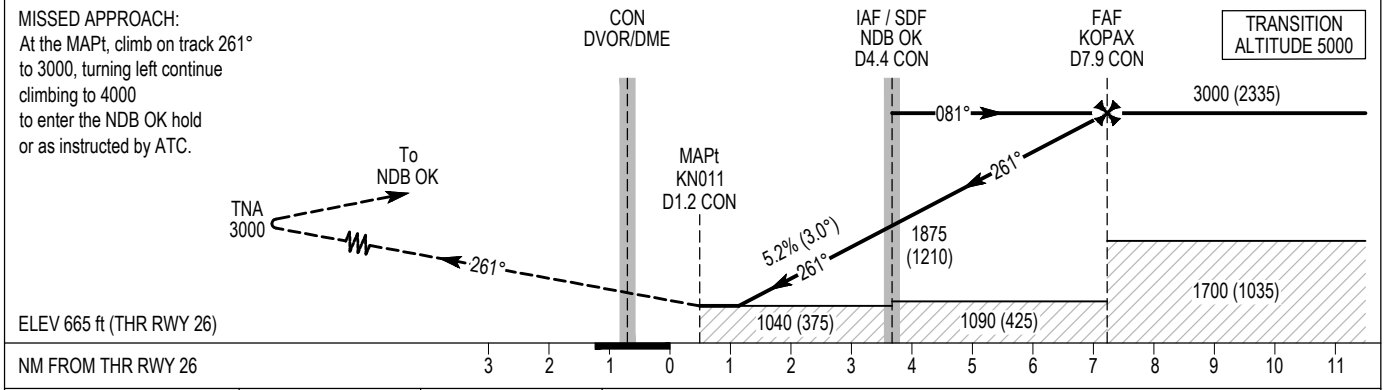
ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK NDB RWY 26

(ACFT CAT A, B)



MISSED APPROACH:
At the MAPt, climb on track 261° to 3000, turning left continue climbing to 4000 to enter the NDB OK hold or as instructed by ATC.



OCA (H)	A	B
Straight-in Approach	1040 (375)	
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)

NOTE:
1. DME required.
2. Arrive at or above MSA.
3. No turns before MAPt.

Recommended Profile on Final Approach (3.0°)

DIST DME CON (NM)	2	3	4	5	6	7
ALT / HT (ft)	1120 (455)	1440 (775)	1760 (1095)	2070 (1405)	2390 (1725)	2700 (2035)

Ground Speed	kts	80	100	110	120	130
Descent rate gradient - 5.2% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

CHANGE: MAG VAR, Bearings, Frequencies.

NDB RWY26 Approach

Descent Angle:	5.2%			
Fix	IAF NDB OK	FAF KOPAX	SDF (NDB OK) KN278	MAPt KN011
Fix Coordinates	535526.3 N 0084159.3W	535608.4 N 0083605.1 W	535526.3 N 0084159.3 W	535449.9 N 0084715.9 W
Fix Formation Bearing (°T)	-	078.57 OK	-	259.03 OK
Fix Formation Distances	-	D7.93 CON	-	D1.20 CON

Hold Identification

Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Outbound Time (min)**	**Direction of Turn**
NDB OK	535526.3 / 0084159.3	258.7	261	-	-FL060	+A3000	2	R

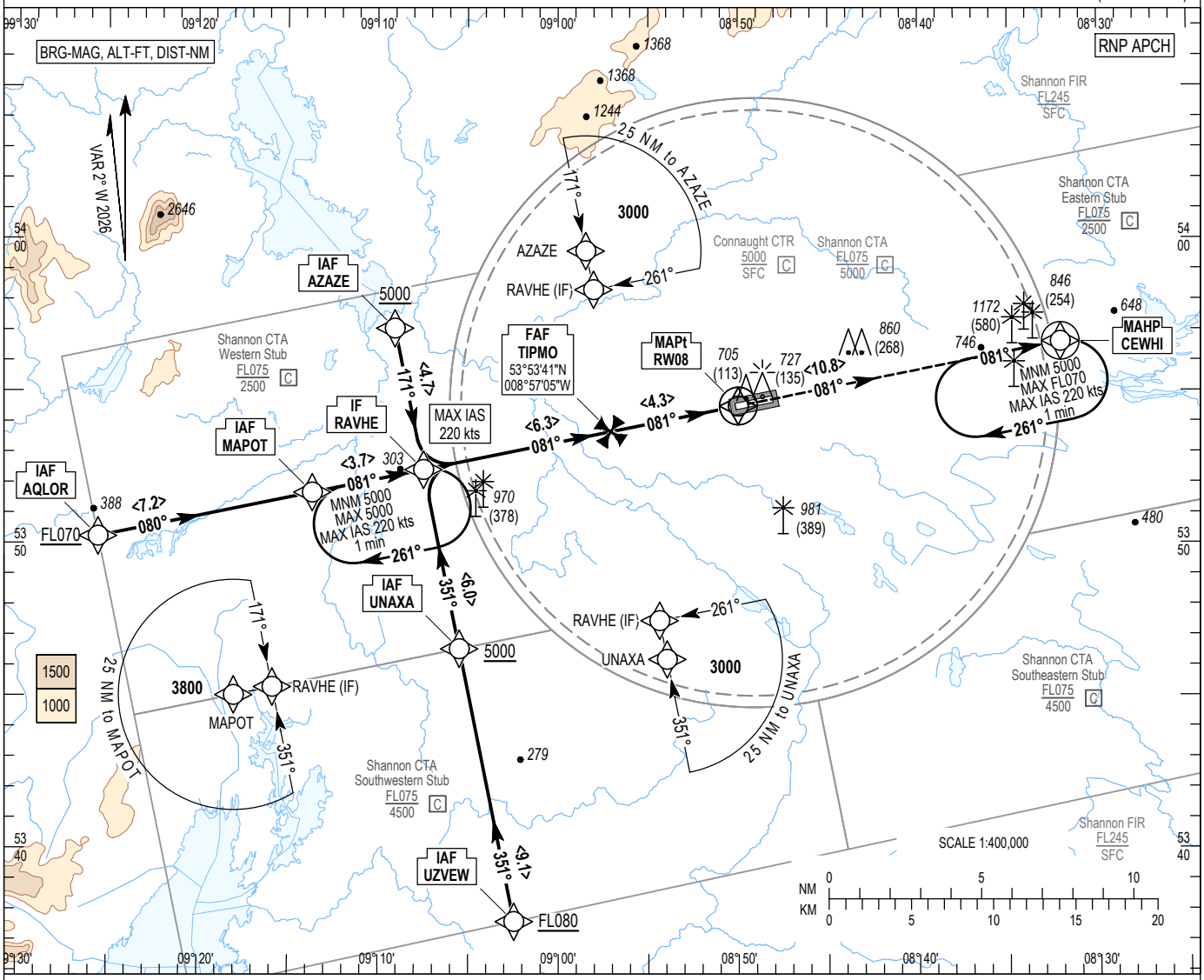
INSTRUMENT APPROACH CHART- ICAO

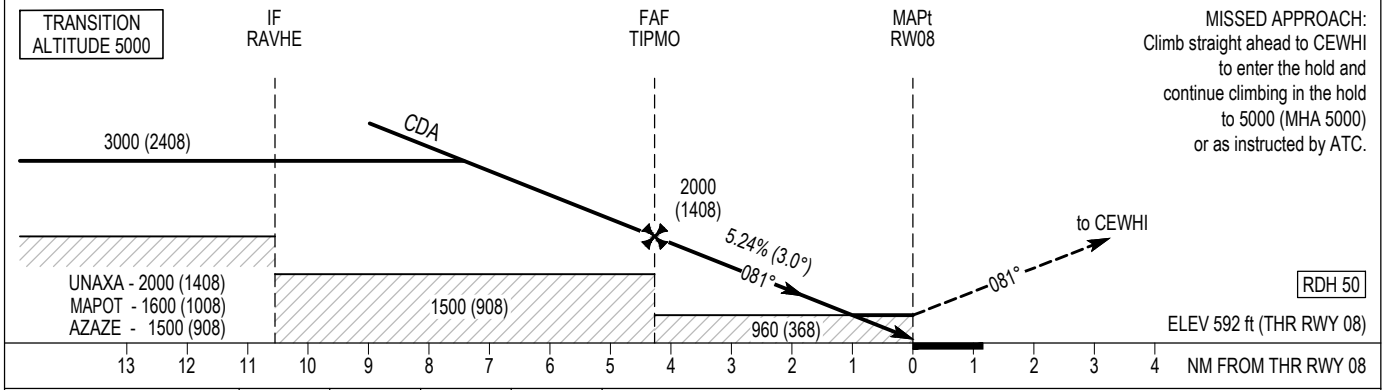
AERODROME ELEV 665 ft
HEIGHTS RELATED TO THR RWY 08 - ELEV 592 ft

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

SBAS CH 57182 E08A

IRELAND WEST / KNOCK
RNP RWY 08
(ACFT CAT A, B, C, D)
MNM TEMP -10°C (BARO VNAV)
MAX TEMP 40°C (BARO VNAV)





OCA (H)	A	B	C	D
LNAV	960 (368)			
LNAV / VNAV	850 (258)			870 (278)
LPV	792 (200)			
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)	1260 (595)	1380 (715)

NOTE:
1. For both holdings - direct entry only.

Recommended LNAV Profile (3.0°) on Final Approach					
DIST THR RWY 08 (NM)	7.4	4	3	2	1
ALT / HT (ft)	3000 (2408)	1920 (1328)	1600 (1008)	1280 (688)	960 (368)

Ground Speed	kts	80	100	110	120	130
Descent rate gradient - 5.24% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

CHANGE: MAG VAR, Frequencies.

RNP RWY08 Approach via UZVEW

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	UZVEW	533736.2 / 0090227.1	IF	-	-	-	- / +FL080	-	-	-
RNP APCH	UNAXA	534633.5 / 0090528.9	TF	Fly-By	348.7 / 351	9.1	- / +A5000	-	-	-
RNP APCH	RAVHE	535225.9 / 0090728.8	TF	Fly-By	348.6 / 351	6.0	-	-	-	-
RNP APCH	TIPMO	535340.5 / 0085704.8	TF	Fly-By	078.5 / 081	6.3	-	-	-	Turn R
RNP APCH	RW08	535430.8 / 0085000.1	TF	Fly-Over	078.6 / 081	4.3	-	-	3.00 / 50	-
RNP APCH	CEWHI	535637.1 / 0083205.1	TF	Fly-Over	078.6 / 081	10.8	-	-	-	-
RNP APCH	CEWHI	535637.1 / 0083205.1	HM		078.6 / 081	-	-FL070 / +A5000	220	-	-

RNP RWY08 Approach via AQLOR

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	AQLOR	535014.0 / 0092531.6	IF	-	-	-	- / +FL070	-	-	-
RNP APCH	MAPOT	535141.1 / 0091338.9	TF	Fly-By	078.2 / 080	7.2	-	-	-	-
RNP APCH	RAVHE	535225.9 / 0090728.8	TF	Fly-By	078.4 / 081	3.7	-	-	-	-
RNP APCH	TIPMO	535340.5 / 0085704.8	TF	Fly-By	078.5 / 081	6.3	-	-	-	-
RNP APCH	RW08	535430.8 / 0085000.1	TF	Fly-Over	078.6 / 081	4.3	-	-	3.00 / 50	-
RNP APCH	CEWHI	535637.1 / 0083205.1	TF	Fly-Over	078.6 / 081	10.8	-	-	-	-
RNP APCH	CEWHI	535637.1 / 0083205.1	HM	-	078.6 / 081	-	-FL070 / +A5000	220	-	-

RNP RWY08 Approach via AZAZE

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	AZAZE	535703.9 / 0090903.9	IF	-	-	-	- / +A5000	220	-	-
RNP APCH	RAVHE	535225.9 / 0090728.8	TF	Fly-By	168.6 / 171	4.7	-	220	-	-
RNP APCH	TIPMO	535340.5 / 0085704.8	TF	Fly-By	078.5 / 081	6.3	-	-	-	Turn L
RNP APCH	RW08	535430.8 / 0085000.1	TF	Fly-Over	078.6 / 081	4.3	-	-	3.00 / 50	-
RNP APCH	CEWHI	535637.1 / 0083205.1	TF	Fly-Over	078.6 / 081	10.8	-	-	-	-
RNP APCH	CEWHI	535637.1 / 0083205.1	HM	-	078.6 / 081	-	-FL070 / +A5000	220	-	-

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag. Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
RAVHE	535225.9 / 0090728.8	078.4	081	220	A5000	A5000	1	R
CEWHI	535637.1 / 0083205.1	078.6	081	220	+A5000	-FL070	1	R

SBAS FAS Data Block Coding Data
RNP RWY 08

Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIKN
Runway	08
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E08A
LTP / FTP Latitude	535430.7605N
LTP / FTP Longitude	0085000.1320W
LTP / FTP Ellipsoidal Height	238.3 m
FPAP Latitude	535444.3305N
Delta FPAP Latitude	13.5700 seconds
FPAP Longitude	0084804.7810W
Delta FPAP Longitude	115.3510 seconds
Threshold Crossing Height	50
TCH Units Selector	0 (feet)
Glidepath Angle	3 °
Course Width	105 m
Length Offset	0 m
HAL	40 m
VAL	35 m
Output Data	
Data Block	10 0E 0B 09 05 08 00 00 01 38 30 05 D1 91 22 17 78 89 35 FC 4F 1D 04 6A 00 2E 85 03 F4 01 2C 01 64 00 C8 AF 3B 45 EE 9E
Calculated CRC Value	3B45EE9E
Required Additional Data	
ICAO Code	EI
LTP/FTP Orthometric Height	180.4 m
SBAS EGNOS Channel	57182

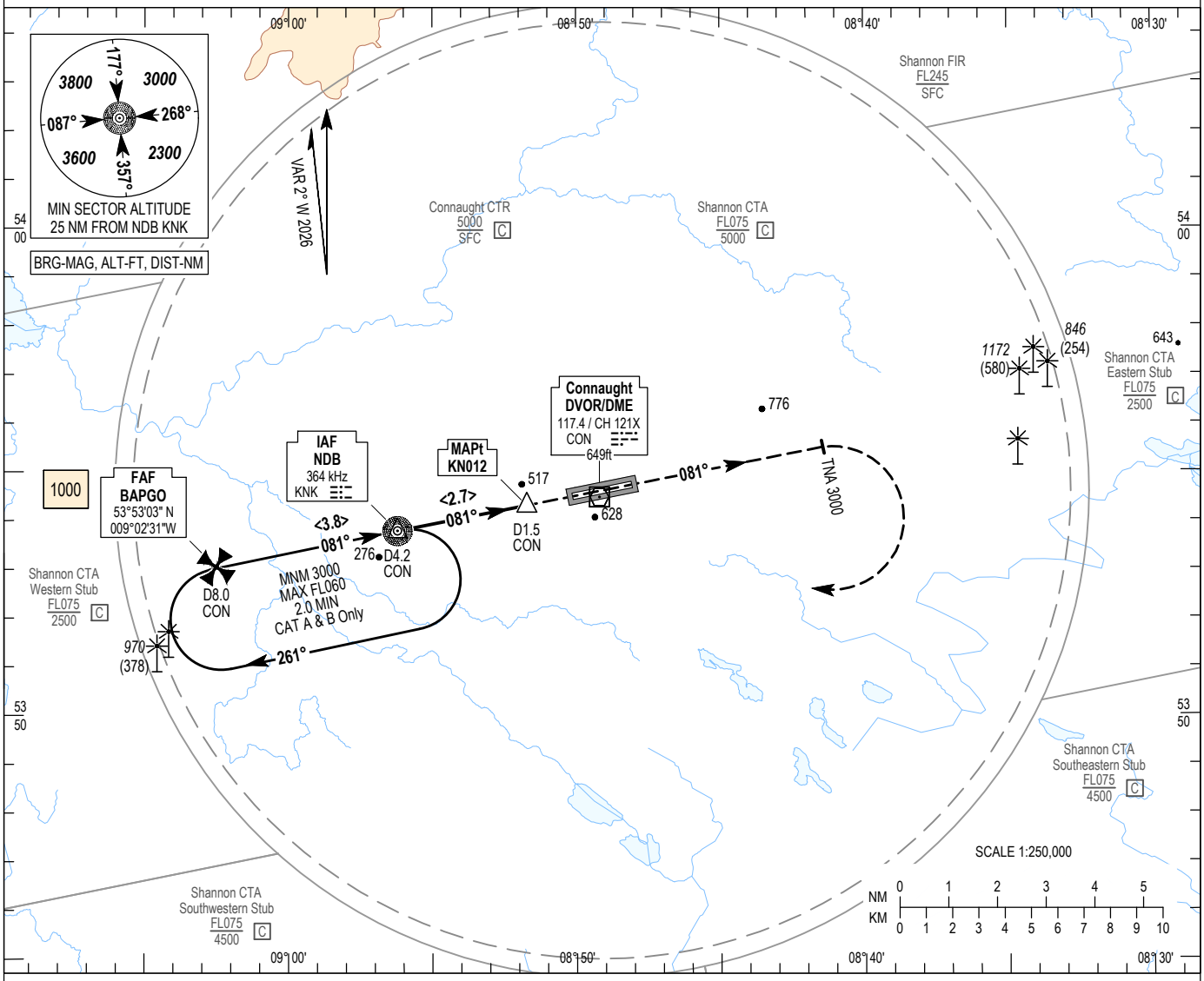
INSTRUMENT APPROACH CHART- ICAO

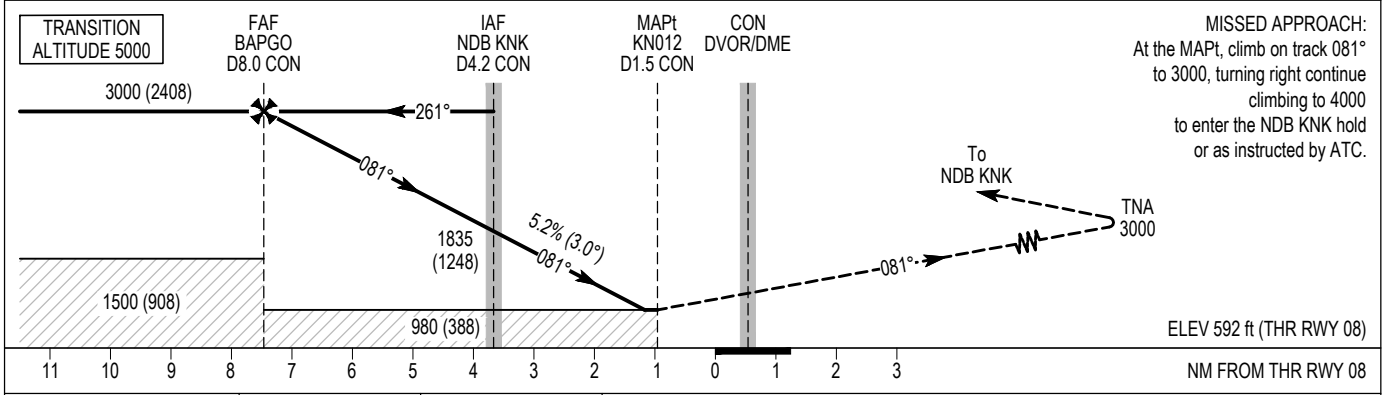
AERODROME ELEV 665 ft
HEIGHTS RELATED TO THR RWY 08 - ELEV 592 ft

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK NDB RWY 08

(ACFT CAT A, B)





MISSED APPROACH:
At the MAPt, climb on track 081° to 3000, turning right continue climbing to 4000 to enter the NDB KNK hold or as instructed by ATC.

OCA (H)	A	B
Straight-in Approach	980 (388)	
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)

NOTE:
1. DME required.
2. Arrive at or above MSA.
3. No turns before MAPt.

Recommended Profile on Final Approach (3.0°)

DIST DME CON (NM)	7	6	5	4	3	2
ALT / HT (ft)	2730 (2138)	2410 (1818)	2090 (1498)	1770 (1178)	1450 (858)	1130 (538)

Ground Speed	kts	80	100	110	120	130
Descent rate gradient - 5.2% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

CHANGE: MAG VAR, Frequencies.

NDB RWY08 Approach

Descent Angle:	5.2%		
Fix	IAF NDB KNK	FAF BAPGO	MAPt KN012
Fix Coordinates	535347.4 N 0085613.2 W	535303.1 N 0090231.0 W	535418.8 N 0085143.7 W
Fix Formation Bearing (°T)	-	258.82 KNK	078.82 KNK
Fix Formation Distances	-	D8.00 CON	D1.50 CON

Hold Identification

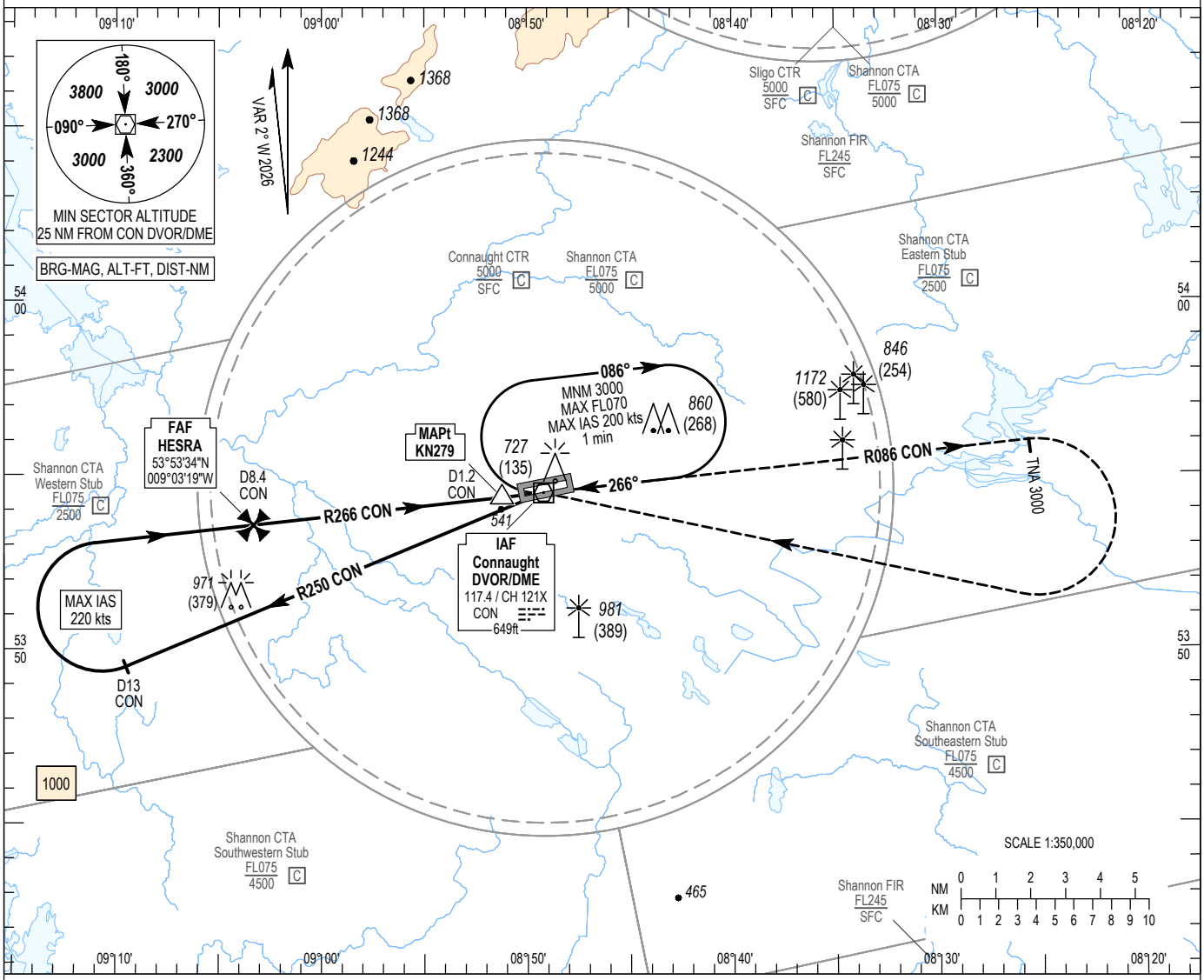
Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Outbound Time (min)**	**Direction of Turn**
NDB KNK	535347.4 / 0085613.2	078.7	081	-	+A3000	-FL060	2	R

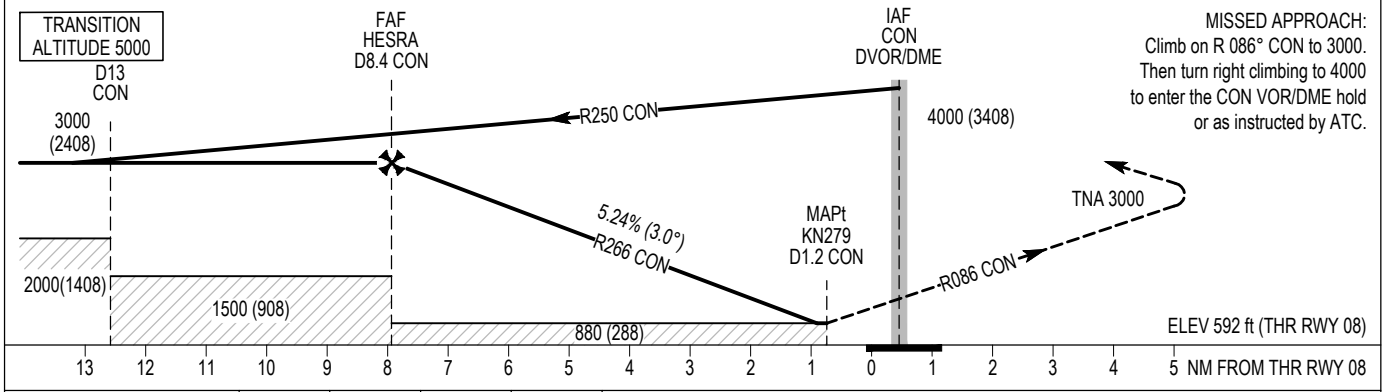
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 665 ft
HEIGHTS RELATED TO THR RWY 08 - ELEV 592 ft

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

IRELAND WEST / KNOCK VOR RWY 08
(ACFT CAT A, B, C, D)





MISSED APPROACH:
Climb on R 086° CON to 3000.
Then turn right climbing to 4000
to enter the CON VOR/DME hold
or as instructed by ATC.

OCA (H)	A	B	C	D
Straight-in Approach	880 (288)			
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)	1260 (595)	1380 (715)

NOTE:
1. DME required.
2. Final approach track to CON DVOR is North of RWY extended centreline.
3. No turns before MAPt.

Recommended Profile on Final Approach (3.0°)							
DIST CON DVOR (NM)	8	7	6	5	4	3	2
ALT / HT (ft)	3040 (2448)	2720 (2128)	2400 (1808)	2080 (1488)	1760 (1168)	1450 (858)	1130 (538)

Ground Speed	kts	80	100	110	120	130
Descent rate gradient - 5.24% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

CHANGE: MAG VAR, Frequencies.

VOR RWY08 Approach

Descent Angle:	5.24% (3.00°)			
Fix	IAF CON VOR/DME	FAF HESRA D8.4 CON	MAPt KN279 D1.2 CON	CON VOR/DME
Fix Coordinates	535428.9 N 0084912.3 W	535333.5 N 0090318.6 W	535421.1 N 0085113.4 W	535428.9 N 0084912.3 W
Fix Formation Bearing (°T)	-	263.77 CON	263.77 CON	-
Fix Formation Distances	-	8.39 CON	1.20 CON	-

Holding Identification

Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Outbound Time (min)**	**Direction of Turn**
CON VOR/DME	535428.9 / 0084912.3	263.86	266	200	+A3000	-FL070	1	R

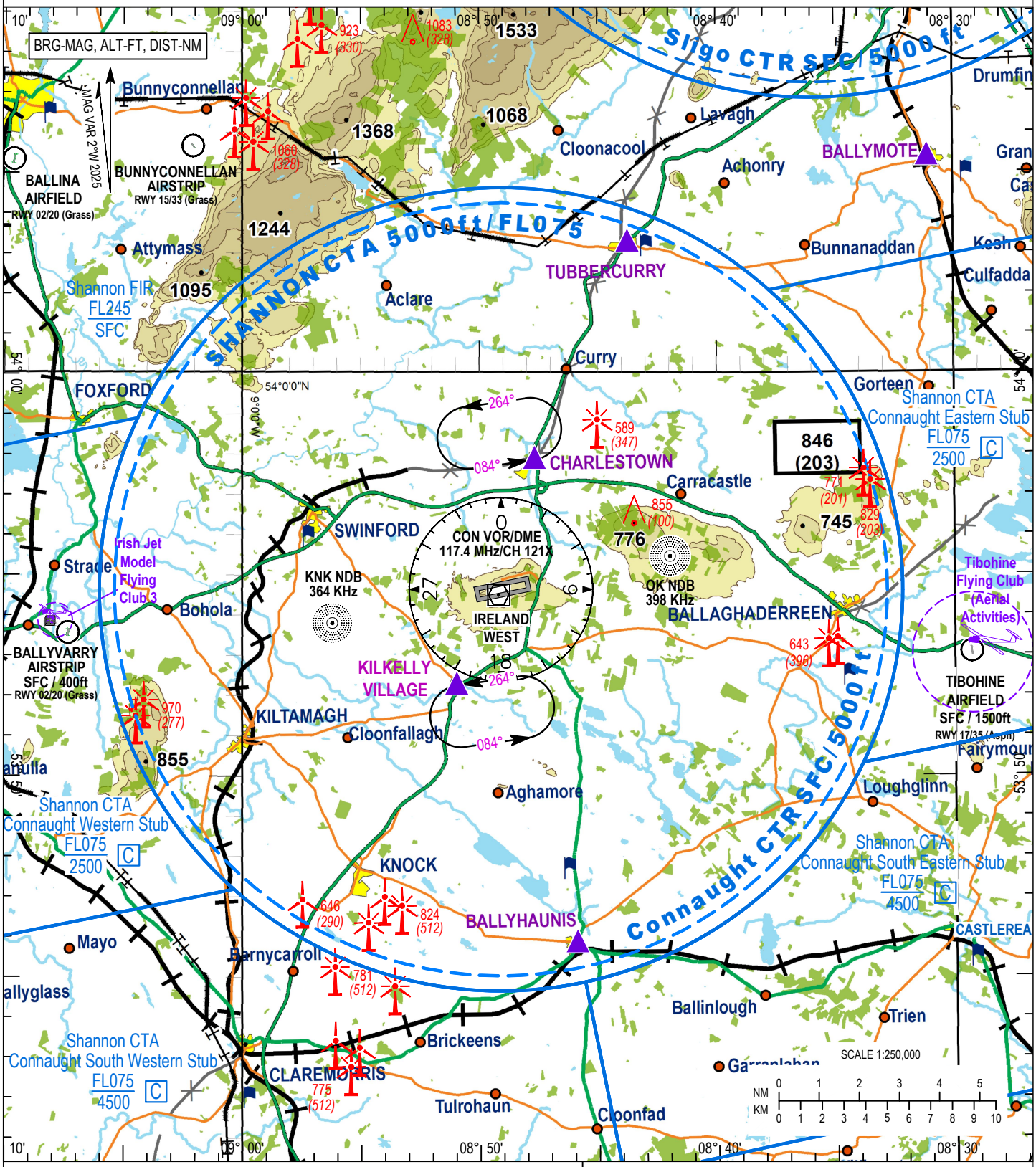
VISUAL APPROACH CHART - ICAO

AERODROME ELEV. 665 ft (HEIGHTS AGL ft.)

ATIS	118.530
TWR	130.705
GND	130.705
	121.905

CONSULT NOTAM FOR LATEST INFORMATION

IRELAND WEST / KNOCK RWY 08/26



NOTES:

1. Visual Approach Information:
   RWY 08 - PAPI 3°, MEHT 50 ft
   RWY 26 - PAPI 3°, MEHT 50 ft
2. In the event of a radio failure:
   - Aircraft from the North route via Tubbercurry not above 2000ft to the Charlestown Hold
   - Aircraft from South route via Ballyhaunis not above 2000ft to the Kilkelly Hold
   - To receive landing instructions from the Control Tower using the ALDIS lamp.

CAUTION:

1. Area near TIBOHINE airfield consists of various aerial activities including helicopters, microlight flying, skydiving, and light aircraft.

LEGEND

- VRP Reporting Points
- VFR Holding Locations
- Wind Turbine
- Obstacles
- Aerial Activities
- Model Aircraft

CHANGE: MAG VAR, Bearings, Frequencies.

EIWT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWT – WESTON

EIWT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	532108N 0062918W Midpoint RWY 07/25
2	**Direction and distance from (city)**	8 NM W of Dublin
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	156 ft /22.3°C (Max Temp) 1.3°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	185 ft
5	**MAG VAR/Annual change**	1° W (2026) 11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Weston Aviation Academy Ltd, Weston Airport, Lucan, Co. Dublin. W23XHF8 Ireland. Phone: Weston ADMIN Office + 353 1 621 73 00 AFS: EIWTZTZX Email: info@westonairport.com URL: http://www.westonairport.com
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EIWT AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check.
2	**Customs and immigration**	24 HR PN required to AD Operator
3	**Health and sanitation**	As per AD Operator
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	20 minutes prior to AD Opening
6	**MET Briefing Office**	See Remarks
7	**ATS**	20 minutes prior to AD Opening
8	**Fuelling**	As per AD hours
9	**Handling**	Yes

10	**Security**	Yes
11	**De-icing**	Nil
12	**Remarks**	PIB AVBL from AIS, Shannon see GEN 3.1.5. MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4.

EIWT AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Yes. Contact AD Operator EIWT AD 2.2
2	**Fuel/oil types**	Jet A1; Avgas 100LL
3	**Fuelling facilities/capacity**	1 Jet A1 Truck – 9000L; 1 Jet A1 Storage Tank - 150,000L; 1 Avgas Truck – 9,000L; 2 Avgas Storage Tanks - 50,000L
4	**De-icing facilities**	Nil
5	**Hangar space available for visiting aircraft**	Yes. Contact AD Operator EIWT AD 2.2
6	**Repair facilities for visiting aircraft**	Yes. Contact AD Operator EIWT AD 2.2
7	**Remarks**	Handling services AVBL within AD *ADMIN Hours of service by arrangement with the AD

EIWT AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Local Bookings Available visit the following link for details URL: http://www.westonairport.com
2	**Restaurant(s) at or in the vicinity of AD**	AVBL at AD and locally
3	**Transportation possibilities**	Taxis and Chauffeur services from the AD by phone/fax/email request.
4	**Medical facilities**	First Aid at AD. Hospital within 7 miles.
5	**Bank and Post Office at or in the vicinity of AD**	AVBL in Lucan, Celbridge & Leixlip.
6	**Tourist Office**	AVBL in Lucan and Dublin
7	**Remarks**	Business and Corporate Pilot Lounges available

EIWT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 3, CAT 4 AVBL (24HR PPR) H2 available out of operational hours with PN to AD Operator
2	**Rescue equipment**	Appropriate to CAT 4 2 - 6x6 Cobra with support equipment
3	**Capability for removal of disabled aircraft**	Capability for CAT 2 ACFT
4	**Remarks**	Nil

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

1	**Type(s) of clearing equipment**	Tractor driven plough
2	**Clearance priorities**	RWY 07/25, Taxiways and Apron
3	**Use of material for movement area surface treatment**	Not Applicable
4	**Specially prepared winter runways**	Not Applicable
5	**Remarks**	EIWT - RFFS are responsible for the assessment and reporting of Runway Surface Conditions. Following assessment the information is passed to ATS who are responsible for the dissemination of the relevant information to AIS (via SNOWTAM) and Operators as appropriate.

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

1	**Apron designation, surface and strength**	Surface: Bitumen/Macadam / Strength: PCN 45/F/A/W/T			
2	**Taxiway designation, width, surface and strength**	TWY	WIDTH	SURFACE	STRENGTH
		A	16 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		B	16 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		C1	30 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		C2	30 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		C3	30 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		C4	30 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		D	30 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		E	16 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		F	16 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		G	16 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		H	16 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		J	16 M	Bitumen/ Macadam	PCN 45/F/A/W/T
		K	7 M	Bitumen/ Macadam	PCN 45/F/A/W/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EIWT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Nil (Parking positions by ATC)
2	**RWY/TWY markings and LGT**	RWY Marked: Designator, C/L, THR, Tranverse Stripe and side stripe Lighted: Nil TWY Marked: RWY Holding Position, C/L Lighted: Edge on A and C2
3	**Stop bars and RWY guard lights**	Nil
4	**Other RWY Protection measures**	Signage on taxiways (detailed runway entry signs)
5	**Remarks**	Nil

EIWT AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
https://www.westonairport.ie/airport-technical-information					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
https://www.westonairport.ie/airport-technical-information					

EIWT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Central Aviation Office, Shannon Airport see GEN 3.5.4.
2	**Hours of service** **MET Office outside hours**	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance.**	Weston TAF not AVBL. Dublin TAF AVBL see GEN 3.5
4	**Trend forecast** **Interval of issuance.**	Nil
5	**Briefing/consultation provided**	Personal
6	**Flight documentation** **Language(s) used**	Charts and Tabular English

7	**Charts and other information available for briefing or consultation**	From Central Aviation Office, Shannon Airport. 6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Automatic Weather Station.
9	**ATS units provided with information**	EIWT TWR
10	**Additional information (limitation of service, etc.)**	Refer to GEN 3.5.4.2 to request additional information

EIWT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	063° 065°	924 x 23	PCN45/F/A/W/T Bitumen/Macadam	532101.48N 0062940.17W 532115.03N 0062855.66W 185 ft	155 ft
25	243° 245°	924 x 23	PCN 45/F/A/W/T Bitumen/Macadam	532115.03N 0062855.66W 532101.48N 0062940.17W 185 ft	152 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart - Type A(AD 2.24-2)	Nil	Nil	1501 x 80	Nil	Nil	Nil	Nil
	457 x 23	457 x 150	1501 x 80	Nil	Nil	Nil	Nil

EIWT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	924	924	924	924	Nil
25	924	1381	1381	924	Nil

EIWT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
25	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	Nil
2	**LDI location and LGT** **Anemometer location and LGT**	Nil Anemometer adjacent and 50m West of TWY A
3	**TWY edge and centre line lighting**	Blue Elevated TWY Edge Only on A and C2
4	**Secondary power supply/switch-over time**	Nil
5	**Remarks**	Windsock - NW THR 25, S of THR 07

EIWT AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO** **Geoid undulation**	532112.39N 0062916.36W 56.3M/184.6FT
2	**TLOF and/or FATO elevation M/FT**	47.19M/154.82FT
3	**TLOF and FATO area dimensions, surface, strength, marking**	27.5M x 27.5M, Asphalt, PCN 45, White H
4	**True BRG of FATO**	Nil
5	**Declared distance available**	TODAH = 27.5M, RTODAH - 27.5M, LDAH = 27.5M
6	**APP and FATO lighting**	24 x inset omnidirectional lights showing green
7	**Remarks**	FATO/TLOF restricted to Irish Coast Guard SAR operators and other State rotary wing aircraft only.

EIWT AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Weston Area of Responsibility. 532403N 0063626W, 532324N 0062406W, arc 4.0NM radius centre 532110N 0062938W, 532006N 0062312W, 532034N 0063056W, 532127N 0063758W, arc 5.0NM radius centre 532110N 0062938W.
2	**Vertical limits**	2000 ft
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	Weston Tower English.

5	**Transition altitude**	5000 ft
6	**Hours of Applicability**	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check
7	**Remarks**	Nil

EIWT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
TWR	Weston Tower	122.400 MHz	Nil	Nil	As per AD Operator EIWT AD 2.3	Nil
GND	Weston Ground	119.425 MHz	Nil	Nil		
ATIS	Weston Information	118.875 MHz	Nil	Nil		

EIWT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid(MAG VAR) Type of Supported OPS (Declination)	ID	Frequency	Hour of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting Antenna	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWT AD 2.20 LOCAL AERODROME REGULATIONS

Landing, take-off, manoeuvring on the Aerodrome outside published opening hours (see EIWT AD 2.3) is not permitted unless such permission has been obtained in advance or in the event of an emergency.

EIWT AD 2.21 NOISE ABATEMENT PROCEDURES

Local restrictions are also available on Weston Airport website:

URL: http://www.westonairport.com

EIWT AD 2.22 FLIGHT PROCEDURES

1. **Arrival Procedures**

1.1 **Weston VFR Route from the West**

1.1.1 Standard VFR Arrival Procedures for fixed wing are:

Runway 25/07 Route North of Maynooth towards Leixlip. Maintain 1500 ft. QNH. By the Industrial Complex turn right towards the airfield and enter the AOR. Report overhead the airfield at 1500 ft. QNH. Join the circuit in use but remaining at 1500 ft. QNH until position in the circuit has been established. Then descend to 1000 ft. QNH.

1.1.2 Standard VFR Arrival Procedures for Helicopters are:

Runway 25/07 Route north of Maynooth towards Leixlip. Maintain 1000ft QNH. By the Industrial Complex turn right towards the airfield and position for downwind for the runway in use or as directed by ATC.

Note:

i. *Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.*

ii. *Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.*

1.1.3 **Weston VFR Route from the East**

VFR arrivals from the East will be facilitated by Dublin ATC. VFR arrivals from the East can expect to be routed through the Dublin CTR along the track of the river Liffey to join Weston from the Palmerstown Roundabout VRP. Aircraft will be handed over to Weston ATC no later than the boundary of the Weston AOR. Aircraft will route from Palmerstown Roundabout to the Runway in use, as directed by Weston ATC.

Aircraft arriving from the East must at all times exercise due caution with regard to the following:

a. Pilots must maintain awareness of the proximity of Restricted Areas EIR15 and EIR23 south of the VFR route:

b. ATS will be provided by Dublin ATC and transfer of communications to Weston ATC will be at the discretion of Dublin ATC:

c. Routing crosses EIP11 vertical limits GND to 1000ft AMSL and in close proximity to EIP18 vertical limits surface to 550ft AMSL, pilots must exercise caution accordingly.

1.1.4 Special VFR is available within Weston AOR in accordance with SERA.5010 and the provisions of S.I. No. 266 of 2019.

2. **Departure Procedures**

2.1 Standard Departure Routes for fixed wing and helicopters are:

2.1.1 **Visual Departure Route to West**

- Runway 25:
  Climb straight ahead to 650 ft. QNH. Turn right no later than reaching end of reservoir to follow M4 motorway climbing to 1000 ft. QNH and exit controlled airspace. Remain South of Maynooth.

- Runway 07:
  Climb straight ahead to 650ft. QNH and join the Weston circuit climbing to 1000ft. QNH downwind. At the end of the downwind leg turn right no later than reaching end of reservoir to follow the M4 motorway. Remain South of Maynooth.

Note:

i. *Departing traffic wishing to penetrate the R15, R16, or the Dublin CTA/CTR should follow the Standard Departure Route to Maynooth, and establish RTF by Maynooth for appropriate clearance.*

ii. *Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.*

iii. *Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.*

3. **Rules and Procedures for Navigation within the Weston Area of Responsibility**

3.1 Rules and procedures for navigation within the Weston Area of Responsibility of the Dublin CTR are available from the manager, Weston aerodrome and compliance with these is mandatory. Some of the principal Rules and Procedures are as follows:

- A flight plan is mandatory;

- A mode C transponder is mandatory;
- A maximum of three aircraft only may operate in the visual training circuit simultaneously;
- Adhere to the circuit in use as specified by ATS;
- Adhere to the circuit procedures as provided at 2 below;

4. **Circuit Procedures**

4.1 Caution: A left circuit off RWY 25 or right circuit off RWY 07 may result in an inadvertent penetration of EIR15. By arrangement between Weston and the Military these circuits will only be available for use when clearance from the Military ATS, Casement Aerodrome has been obtained by Weston ATS; this is subject to military activity. When permission is granted by the Military ATS for use of the above RWY25/07 circuits it is based on the premise that aircraft will remain North of the railway line at all times. At all other times at Weston, circuits to RWY 25 shall be right-hand and circuits to RWY 07 shall be left-hand.

4.2 All altitudes are based on QNH.

4.3 When RWY 25 left circuit is in use the standard circuit will be:

Runway 25 – Left Circuit

- After take-off climb straight ahead to 650ft QNH, no later than the end of the reservoir begin a gentle RIGHT turn climbing to 1000 ft QNH.
- On reaching 1000 ft QNH turn LEFT onto the crosswind leg, and continue the turn onto the downwind leg making sure you are north of the railway line at all times.
- Turn left onto base leg when abeam the SPA Hotel remaining clear of Lucan village.
- Establish finals no lower than 650 ft. QNH.

4.4 When RWY 25 right circuit is in use the standard circuit will be:

Runway 25 – Right Circuit

- After take-off climb straight ahead to 650ft QNH, no later than the end of the reservoir begin a gentle RIGHT turn climbing to 1000 ft QNH.
- On reaching 1000 ft QNH turn right onto the downwind leg.
- Downwind to be flown South of Leixlip at 1000 ft. QNH
- Turn right onto base leg when abeam the SPA Hotel.
- Establish finals no lower than 650 ft. QNH

4.5 When RWY 07 left circuit is in use the standard circuit will be:

Runway 07 – Left Circuit

- After take-off and established in a positive climb, upon passing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000 ft QNH.
- On reaching 1000 ft QNH, turn left onto downwind (Do not overfly Leixlip town)
- Downwind to be flown South of Leixlip at 1000 ft. QNH
- Turn left onto base leg before reaching end of reservoir avoiding over-flight of the Technology Campus.
- Establish finals no lower than 650 ft. QNH.

4.6 When RWY 07 right circuit is in use the standard circuit will be:

Runway 07 – Right Circuit

- After take-off and established in a positive climb, upon crossing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000ft QNH.
- Upon passing 650 ft QNH, turn RIGHT onto crosswind leg.
- Downwind to be flown to the North of Railway line at all times
- Turn right onto base leg before abeam the Technology Campus.
- Establish finals no lower than 650 ft. QNH

EIWT AD 2.23 ADDITIONAL INFORMATION

Weston is a busy VFR airfield located 8 NM from Dublin airport and 3 NM from Casement Military Airport. There have been instances of inadvertent penetration of controlled and restricted airspace by aircraft operating to/from Weston.

An aircraft which is unsure of position when flying in proximity to Weston should take action to avoid inadvertent penetration of controlled and restricted airspace. If during a flight, a pilot becomes aware that an aircraft has inadvertently penetrated controlled or restricted airspace, then Dublin ATC or Baldonnel ATC, as appropriate, must be contacted, without delay, and provided with relevant information.

Every operator of aircraft using Weston aerodrome must ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable to areas surrounding the airport.

Prior permission for use of Weston must be obtained. Filing of a flight plan does not constitute prior permission. A Booking-in Form or Booking-out Form, as appropriate, is mandatory for use of Weston. These are available from the Weston Operations Office

URL: http://www.westonairport.ie

EIWT AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIWT AD 2.24-1
Aerodrome Obstacle Chart RWY 07/25 - ICAO TYPE A	EIWT AD 2.24-2

EIWT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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AERODROME CHART - ICAO

AD ELEVATION 156FT ARP 53 21 08N 006 29 18W

CONSULT NOTAM FOR LATEST INFORMATION

WESTON AIRPORT IRELAND

CHANGE: Twy C2 and Twy A edge lights added. New wind direction indicator and FATO. Editorial. SLC Geomatic Solutions.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY/TWY/APRON	**SURFACE**	**BEARING STRENGTH**	**WIDTH (M)**
RWY 07/25	Bitumen/Macadam (Grooved)	PCN 45/F/A/W/T	23
TAXIWAY A, B, E, F, G, H, J	Bitumen/Macadam	PCN 45/F/A/W/T	16
TAXIWAY D, C1, C2, C3, C4	Bitumen/Macadam	PCN 45/F/A/W/T	30
TAXIWAY K	Bitumen/Macadam	PCN 45/F/A/W/T	7
APRON	Bitumen/Macadam	PCN 45/F/A/W/T	-

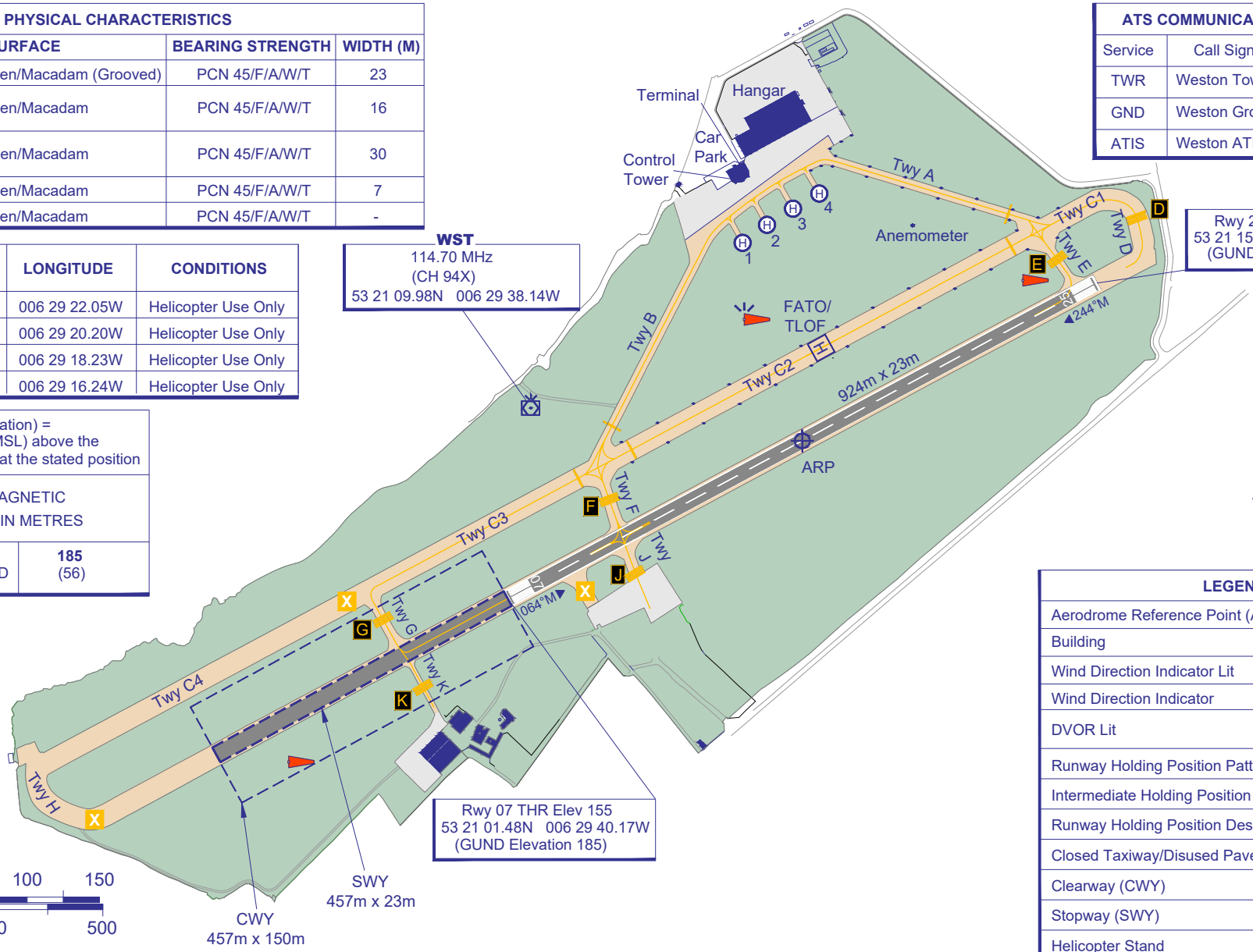
HELICOPTER STAND	LATITUDE	LONGITUDE	CONDITIONS
1	53 21 17.17N	006 29 22.05W	Helicopter Use Only
2	53 21 17.95N	006 29 20.20W	Helicopter Use Only
3	53 21 18.65N	006 29 18.23W	Helicopter Use Only
4	53 21 19.30N	006 29 16.24W	Helicopter Use Only

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

BEARINGS ARE MAGNETIC
LINEAR DIMENSIONS IN METRES

ELEVATIONS IN FEET AMSL	**185**
HEIGHTS IN FEET ABOVE AD	(56)

ATS COMMUNICATION FACILITIES		
Service	Call Sign	Channel
TWR	Weston Tower	122.400MHz
GND	Weston Ground	119.425MHz
ATIS	Weston ATIS	118.875MHz



LEGEND	
Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
Wind Direction Indicator	
DVOR Lit	
Runway Holding Position Pattern A	
Intermediate Holding Position (IHP)	
Runway Holding Position Designator	F
Closed Taxiway/Disused Pavement	X
Clearway (CWY)	
Stopway (SWY)	
Helicopter Stand	H

DIMENSIONS AND ELEVATIONS IN METRES

AERODROME OBSTACLE CHART - ICAO

TYPE A - OPERATING LIMITATIONS

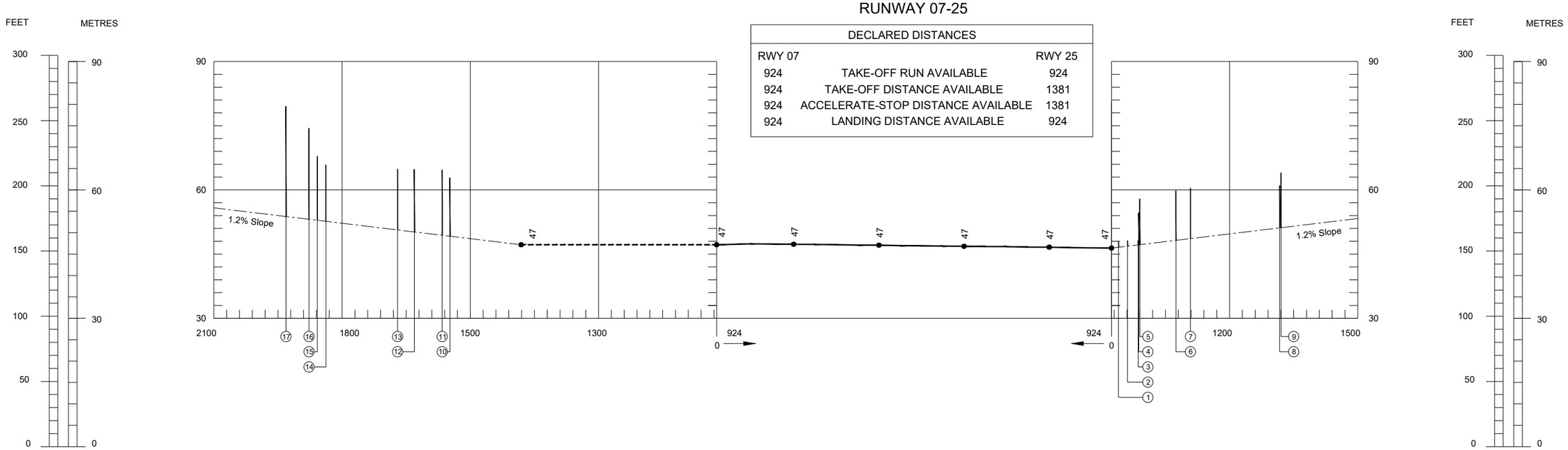
WESTON AIRPORT / IRELAND
RUNWAY 07-25

CONSULT NOTAM FOR LATEST INFORMATION

MAGNETIC VARIATION 1° W, 2026
ANNUAL CHANGE -11' W

RUNWAY 07-25

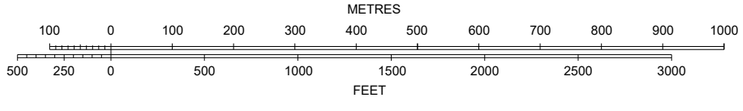
DECLARED DISTANCES		
RWY 07		RWY 25
924	TAKE-OFF RUN AVAILABLE	924
924	TAKE-OFF DISTANCE AVAILABLE	1381
924	ACCELERATE-STOP DISTANCE AVAILABLE	1381
924	LANDING DISTANCE AVAILABLE	924



Obstacle Number	Survey Number	Description	Latitude	Longitude	Height AMSL m
10	1236	TREE	532049.6079N	0063007.9162W	62.77
11	1238	TREE	532049.9924N	0063009.3482W	64.62
12	1248	TREE	532051.2508N	0063014.3620W	64.77
13	1256	TREE	532051.7698N	0063017.1847W	64.83
14	0133	TREE	532049.3168N	0063025.2693W	65.81
15	0134	TREE	532046.5135N	0063024.0981W	67.84
16	1247	TREE	532045.9708N	0063024.8248W	74.39
17	0136	TREE	532045.3024N	0063027.5226W	79.51

Obstacle Number	Survey Number	Description	Latitude	Longitude	Height AMSL m
1	0102	SIGNBOARD	532117.6189N	0062856.8604W	47.88
2	0109	SIGNBOARD	532117.9258N	0062855.8405W	48.09
3	1325	TERRAIN	532114.1928N	0062851.1563W	48.09
4	1023	STREETLIGHT	532113.3651N	0062850.3713W	54.63
5	0090	TREE	532113.1796N	0062850.0593W	57.88
6	1090	TREE	532114.1297N	0062845.7404W	59.84
7	1016	TREE	532120.9985N	0062849.5284W	60.41
8	1073	TREE	532118.3241N	0062834.5897W	61.00
9	1076	TREE	532117.3394N	0062833.5531W	63.95

HORIZONTAL SCALE 1:10,000



Datum - Mean Sea Level, Malin Head

LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	⑤	
HEIGHT AMSL	25	
TREE / BUSH	*	
POLE, AERIAL, TOWER, ETC	⦿	
TERRAIN	▲	

Amendment		
No	Date	Entered by

ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

Change: New Chart. SLC Geomatic Solutions.

Note: The following sections in this chapter are intentionally left blank: AD 2.7, AD 2.14, AD 2.15, AD 2.17, AD 2.19, AD 2.24, AD 2.25.

EIMH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIMH - ATHBOY

EIMH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	53 38 15N 006 52 50W Midpoint RWY 10R/28L (Paved)
2	**Direction and distance from (city)**	2 NM NE of Athboy
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	269 ft/20.1°C (Max Temp) -0.6°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	186 ft
5	**MAG VAR/Annual Change**	2° W (2025) 11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Mr. Bernard Cullen Ballyboy House Athboy Co. Meath Phone:+353 46 9430185 Phone:+353 87 2563070 Email: athboyaviation@gmail.com URL: http://www.athboyairfield.com
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EIMH AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	VFR Hours of Operation
2	**Customs and immigration**	HX PPR
3	**Health and sanitation**	Nil
4	**AIS Briefing Office**	See remarks
5	**ATS Reporting Office (ARO)**	Nil
6	**MET Briefing Office**	See remarks
7	**ATS**	Nil
8	**Fuelling**	VFR Hours of Operation
9	**Handling**	Nil
10	**Security**	VFR Hours of Operation
11	**De-icing**	Nil

12	**Remarks**	PPR - Contact AD ADMIN. PIB AVBL from AIS, Shannon, See Section GEN 3.1.5, Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EIMH AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Nil
2	**Fuel/oil types**	JET A1, Avgas 100LL, Mogas available locally (2km)
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Contact AD ADMIN
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

EIMH AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	AVBL Locally
2	**Restaurant(s) at or in the vicinity of AD**	AVBL Locally
3	**Transportation possibilities**	AVBL Locally
4	**Medical facilities**	AVBL Locally
5	**Bank and Post Office at or in the vicinity of AD**	AVBL Locally
6	**Tourist Office**	AVBL Locally
7	**Remarks**	Nil

EIMH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 1
2	**Rescue equipment**	Appropriate to CAT 1
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

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

NIL

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

1	**Apron designation, surface and strength**	Concrete and Grass
2	**Taxiway designation, width, surface and strength**	Taxiway A: 7.5m Surface: Bituminous
3	**Altimeter checkpoint location and elevation**	Nil

4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

EIMH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at intersections and at runway holding position.
2	**RWY/TWY markings and LGT**	RWY 10R/28L (Paved): Runway centreline, threshold and designator markings. Yellow lead on/off markings for taxiway A. RWY 10L/28R (unpaved): White edge markers (cones). Taxiway marking aids: Taxiway A has yellow centreline marking and Runway Holding Position marking.
3	**Stopbars and RWY guard lights**	Nil
4	**Other RWY Protection measures**	Nil
5	**Remarks**	Nil

EIMH AD 2.10 AERODROME OBSTACLES

In Area 2					
Obst ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Please contact aerodrome operator for details of obstacles.					

In Area 3					
Obst ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Please contact aerodrome operator for details of obstacles.					

EIMH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	See Section GEN 3.5 for Information
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Nil
4	**Trend forecast** **Interval of issuance**	Nil

5	**Briefing/consultation provided**	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation Language(s) used**	English
7	**Charts and other information available for briefing or consultation**	Nil
8	**Supplementary equipment available for providing information**	Nil
9	**ATS units provided with information**	Nil
10	**Additional information (limitation of service, etc.)**	Nil

EIMH 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	Nil	600 x 12	Bituminous	533817.18N 0065305.75W 533813.23N 0065233.94W 186ft	281ft
28L	Nil	600 x 12	Bituminous	533813.23N 0065233.94W 533817.18N 0065305.75W 186ft	256ft
10L	Nil	540 x 18	Grass	Nil	Nil
28R	Nil	540 x 18	Grass	Nil	Nil

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	**8**	**9**	**10**	**11**	**12**	**13**	**14**
Nil	Nil	Nil	660 x 60	30 long x 24 wide	Nil	Nil	Nil
Nil	Nil	Nil	660 x 60	30 long x 24 wide	Nil	Nil	Nil
Nil	Nil	Nil	600 x 60	30 long x 36 wide	Nil	Nil	Nil
Nil	Nil	Nil	600 x 60	30 long x 36 wide	Nil	Nil	Nil

EIMH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10R	600	600	600	600	Runway paved. (Bituminous)
28L	600	600	600	600	Runway paved. (Bituminous)
10L	540	540	540	540	Runway unpaved. (Grass)
28R	540	540	540	540	Runway unpaved. (Grass)

EIMH AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EIMH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EIMH AD 2.16 HELICOPTER LANDING AREA

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

EIMH AD 2.17 ATS AIRSPACE

NIL

EIMH AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Information	Athboy	118.550 MHz	Nil	Nil	VFR Hours of Operation	Nil

EIMH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EIMH AD 2.20 LOCAL AERODROME REGULATIONS

a. Please see the Pilot Notes at www.athboyairfield.com for details
b. Runways 10R/28L (Paved) and 10L/28R (Unpaved) are operated as a single runway strip. No simultaneous operations are permitted.
c. All rotary-wing aircraft will be treated as fixed wing operations and should land and take off on a runway.

EIMH AD 2.21 NOISE ABATEMENT PROCEDURES

a. The aerodrome aims to minimise the impact of aviation activities on neighbouring properties. Pilots should avoid overflying houses in the vicinity of the aerodrome and also the Hill of Ward 1.2km south of the airfield. Please see the Pilot Notes at www.athboyairfield.com for details.
b. Rotary-wing aircraft must conform to normal fixed-wing joining, departure and arrival procedures.

EIMH AD 2.22 FLIGHT PROCEDURES

Please see the Pilot Notes at www.athboyairfield.com for details.

EIMH AD 2.23 ADDITIONAL INFORMATION

The aerodrome is strictly Prior Permission Required (PPR) for local briefing purposes. Filing of a Flight Plan does not constitute PPR.

All pilots should familiarise themselves with the Pilot Notes at www.athboyairfield.com prior to departure.

EIMH AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EIMH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION