

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	2° W (2024) 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)	IFR/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)
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 LOCATION DATA

1	Apron surface and strength	Surface: Bitumen/Macadam / Strength: PCN 45/F/A/W/T			
2	Taxiway 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	16 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 checkpoint	Nil			
5	INS checkpoint	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, Transverse Stripe and side stripe Lighted: Nil TWY Marked: RWY Holding Position, C/L Lighted: Nil
3	Stop bars	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	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	Type of landing 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)	-	-	1501 x 80	-	-	-	-
	457 x 23	457 x 150	1501 x 80	-	-	-	-

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 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	Nil
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

As per Chart EIWT AD 2.24-1

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	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Weston Tower	122.400 MHz	-	-	As per AD Operator EIWT AD 2.3	Nil
GND	Weston Ground	119.425 MHz	-	-		
ATIS	Weston Information	118.875 MHz	-	-		

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
DVOR/DME 2°W 2024	WST	114.7MHz 94X	H24	532110.0N 0062938.1W	200ft	Designated Operational Coverage 30NM. DME Power Density below -89dBw/m° between R308 to R312 at 15nm, 5000'.

EIWT AD 2.20 LOCAL TRAFFIC REGULATIONS

Landing, take-off, manoeuvring on the Aerodrome outside published opening hours (see [EIDW 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 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.

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 right turn for landing north area when Runway 25 active or position for left turn for landing north area when Runway 07 active. Runway 25/07 will be available for landings on request.

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.*

Weston VFR Route from the East

Dublin Visual Approach Chart (EIDW AD 2.24-44) shows a Weston VFR Route along a DVOR/DME visual track to Weston Airport from the East. This track follows the inbound course of the Radial 098 to Weston DVOR/DME ('WST' 114.7 CH94X). Aircraft utilising this track must at all times exercise due caution with regard to the following:

- a. The routing along the inbound course is strictly VFR and Visual Flight Rules apply at all times;
- b. Pilots must maintain awareness of the proximity of Restricted Areas EIR15 and EIR23 south of the VFR route;
- c. ATS will be provided by Dublin ATC and transfer of communications to Weston ATC will be at the discretion of Dublin ATC;
- d. Routing crosses EIP11 vertical limits GND to 1000ft AMSL and in close proximity to EIP18 vertical limits surface to 550 ft AMSL, pilots must exercise caution accordingly.

Special VFR is available within Weston AOR in accordance with SERA.5010 and the provisions of S.I. No. 266 of 2019.

1.2 IFR Arrival Procedures (Dublin CTA requires RNAV1 standard for IFR Operations)

Non-RNAV aircraft must request DATCC to radar vector to the start point of the approach.

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

1.2.1 Entry Points

As all EIWT procedures operate within the EIDW (Dublin) CTA/CTR, consult EIDW charts in planning all arrivals and departures at EIWT. Unless preflight co-ordination has been affected, entry to controlled airspace shall be made at an approved entry point. The procedures described below are designed to integrate IFR arrivals to, or departures from Weston into the Dublin CTA air traffic management strategy.

1.2.2 Clearance to enter the Dublin CTA and CTR

To enter the EIDW (Dublin) CTA/CTR, consult EIDW charts. Arriving IFR traffic for EIWT may be cleared to a RNAV hold from which there is no Weston Instrument Approach Procedure (IAP). In this instance aircraft will be radar vectored to intercept the appropriate IAP for EIWT.

1.2.3 Initial Approach Procedures:

- With Radar Control:

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

- Without Radar Control:

When arriving traffic cannot be sequenced by radar, aircraft will be cleared to join the appropriate IAF for EIWT from the associated hold. This procedure is not available to non-RNAV equipped aircraft.

1.2.4 Communications Failure procedures for arriving aircraft to EIWT:

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

- Traffic radar vectored on the arrival route:

Aircraft being radar vectored on the arrival route should proceed in the most expeditious manner and complete the IAP appropriate to EIWT and land at EIWT.

- Traffic radar vectored to final approach:

Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the IAP appropriate to EIWT and land at EIWT.

If unable to comply with the above, carry out the appropriate missed approach procedure for the EIWT IAP in use. Upon completion, aircraft should follow the stated IAP to EIDW in accordance with the relevant EIDW IAP chart.

1.2.5 Procedures for missed approach from EIWT IAP in the event of radio failure:

All aircraft (including non-RNAV aircraft) should execute the missed approach procedure in accordance with the relevant EIWT IAP chart. Upon completion, aircraft should follow the stated IAP to EIDW in accordance with the relevant EIDW IAP chart.

2. Departure Procedures

2.1 SIDs (Standard Instrument Departures)

RNAV Equipped Aircraft

SID for RWY07 has 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 where navigation accuracy of +/- 1NM can be maintained. Operators which have obtained operational and airworthiness approval from their Competent Authority may operate the RNAV SID procedures in accordance with the conditions of approval. If the RNAV equipment fails, or navigation accuracy of +/-1 NM cannot be maintained, inform ATC as soon as possible.

2.2 RWY07- PESIT 1A SID07 is only available when Dublin Airport (EIDW) is using Runway 10 L/R.

If the aircraft cannot comply with the SID, then Weston ATS shall inform the Dublin Traffic Manager as to the nature of the restriction the departure is operating under. The Dublin Traffic Manager will take this restriction into consideration when issuing the new departure clearance.

2.3 Standard Departure Routes for fixed wing and helicopters are:

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:

- 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.*
- 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.*
- Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.*

3. Rules and Procedures for Navigation within the Weston Area of Responsibility

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.
- Avoid any helicopter activity in the HELI Training area beside the VOR, on your right.
- 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.
- Avoid any helicopter activity in the HELI Training area beside the VOR, on your right.
- 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 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
RNAV Standard Departure Chart - Instrument (SID) RWY 07 - ICAO	EIWT AD 2.24-3
Instrument Approach Chart VOR B RWY 07/25 - ICAO	EIWT AD 2.24-5
Instrument Approach Chart VOR D RWY 07/25 - ICAO	EIWT AD 2.24-7