

Phone: +353 (0)61 703750 Fax: +353 (0)61 366245 AFS: EINNZPZX Email: aisops@airnav.ie URL: https://www.airnav.ie	 AIRNAV Ireland Aeronautical Information Service Ballycasey Cross Co Clare V14 C446 Ireland	AIRAC AIP AMDT 011/26 Effective Date – 29 OCT 2026 Publication Date – 17 SEP 2026
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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 0.5	List of Hand Amendments to the AIP: Updated
GEN 0.6	Table of Contents to Part 1: Updated.
GEN 1.1	National Regulations and Requirements: Revised Contact details for Designated Authorities.
GEN 1.2	Entry, Transit and Departure of Aircraft: Updates to Section 1, Section 2 & Section 3.
GEN 1.3	Entry, Transit and Departure of Passengers and Crew: Updates to Section 2.1.3 and Section 2.1.4.
GEN 2.5	List of Radio Navigation Aids: Updated to Encode and Decode to Kerry IKR ILS 25 due Runway Designation Change.
GEN 3.1	Aeronautical Information Services: Update to Section 6 Digital Data Sets.
GEN 3.2	Aeronautical Charts: Update to Section 1, Section 3 and Updated EIKY and EIWT charts.
ENR 0.6	Table of Contents to Part 2: Updated.
ENR 1.10	Flight Planning: Update to Section 7.4 EIKY.
ENR 5.1	Prohibited Areas, Restricted Areas, and Danger Areas: Update to Danger Area EID1 GORMANSTON.
AD 0.6	Table of Contents to Part 3: Updated.
AD 1.3	Index to Aerodromes and Heliports: IFR removed from EIWT and Updated Aerodromes and Heliports Index Chart.
AD 1.5	Status of Certification of Aerodromes: Updated EISG to Licensed, date of initial issue of license and validity of license.
EIKY AD	Updated Sections due RWY Designator change & Implementation of new PCR values: AD 2.2, AD 2.4, AD 2.5, AD 2.6, AD 2.7, AD 2.8, AD 2.9, AD 2.10, AD 2.11, AD 2.12, AD 2.13, AD 2.14, AD 2.15, AD 2.16, AD 2.17, AD 2.18, AD 2.19, AD 2.20, AD 2.21, AD 2.22, AD 2.23 & AD 2.24. Insertion of new Section AD 2.25. AD 2.24 Charts Related to an Aerodrome: New and Updated Charts. Removal of Charts. Incorporation of PERM NOTAM B1981/26 and B1982/26.
EIWT AD	Updated Sections due RWY Designator change: AD 2.2, AD 2.6, AD 2.7, AD 2.8, AD 2.12, AD 2.13, AD 2.14, AD 2.15, AD 2.22 & AD 2.24. AD 2.24 Charts Related to an Aerodrome. Updated Charts

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-6	GEN 0.2-1/GEN 0.2-6	29 OCT 2026/29 OCT 2026
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	29 OCT 2026/29 OCT 2026
GEN 0.4-1/GEN 0.4-6	GEN 0.4-1/GEN 0.4-6	29 OCT 2026/29 OCT 2026
GEN 0.5-1/GEN 0.5-2	GEN 0.5-1/GEN 0.5-2	29 OCT 2026/29 OCT 2026
GEN 0.6-1/GEN 0.6-4	GEN 0.6-1/GEN 0.6-4	29 OCT 2026/29 OCT 2026
GEN 1.1-1/GEN 1.1-4	GEN 1.1-1/GEN 1.1-4	29 OCT 2026/29 OCT 2026
GEN 1.2-1/GEN 1.2-4	GEN 1.2-1/GEN 1.2-4	29 OCT 2026/29 OCT 2026
GEN 1.3-1/GEN 1.3-2	GEN 1.3-1/GEN 1.3-2	29 OCT 2026/29 OCT 2026
GEN 2.5-1/GEN 2.5-2	GEN 2.5-1/GEN 2.5-2	29 OCT 2026/29 OCT 2026
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EIKY AD 2-1/EIKY AD 2-10	EIKY AD 2-1/EIKY AD 2-12	29 OCT 2026/29 OCT 2026
EIKY AD 2.24-1	EIKY AD 2.24-1	29 OCT 2026/29 OCT 2026
EIKY AD 2.24-2	EIKY AD 2.24-2	29 OCT 2026/29 OCT 2026
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EIKY AD 2.24-4	EIKY AD 2.24-4	29 OCT 2026/29 OCT 2026
EIKY AD 2.24-5	EIKY AD 2.24-5	29 OCT 2026/29 OCT 2026
EIKY AD 2.24-6	EIKY AD 2.24-6	29 OCT 2026/29 OCT 2026
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EIKY AD 2-24-9	EIKY AD 2-24-9	29 OCT 2026/29 OCT 2026
EIKY AD 2-24-10	EIKY AD 2-24-10	29 OCT 2026/29 OCT 2026
EIKY AD 2-24-11	EIKY AD 2-24-11	29 OCT 2026/29 OCT 2026
	EIKY AD 2-24-12	29 OCT 2026/29 OCT 2026
EIKY AD 2-24-13	EIKY AD 2-24-13	29 OCT 2026/29 OCT 2026
	EIKY AD 2-24-14	29 OCT 2026/29 OCT 2026
EIWT AD 2-1/EIWT AD 2-10	EIWT AD 2-1/EIWT AD 2-10	29 OCT 2026/29 OCT 2026
EIWT AD 2-24-1	EIWT AD 2-24-1	29 OCT 2026/29 OCT 2026
EIWT AD 2-24-2	EIWT AD 2-24-2	29 OCT 2026/29 OCT 2026

New Supplements for this Amendment: **NR 028/26, NR 029/26, NR 030/26**

Supplements Cancelled for this Amendment: **NR 003/26, NR 024/26, NR 027/26.**

New AIC for this Amendment: **NR 019/26**.

AIC cancelled in this Amendment: **NR 017/26, NR 018/26**.

PERM NOTAM* incorporated in this Amendment: **B1981/26 & B1982/26**.

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

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GEN 0.2 Record of Amendments

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

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

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

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

AIRAC AIP AMENDMENTS			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
006/2023	04-May-2023	15-Jun-2023	
007/2023	01-Jun-2023	13-Jul-2023	
008/2023	27-Jul-2023	07-Sep-2023	
009/2023	24-Aug-2023	05-Oct-2023	
010/2023	21-Sep-2023	02-Nov-2023	
011/2023	19-Oct-2023	30-Nov-2023	
001/2024	11 JAN 2024	22 FEB 2024	
002/2024	08 FEB 2024	21 MAR 2024	
003/2024	07 MAR 2024	18 APR 2024	
004/2024	04 APR 2024	16 MAY 2024	
005/2024	02 MAY 2024	13 JUN 2024	
006/2024	30 MAY 2024	11 JUL 2024	
007/2024	27 JUN 2024	08 AUG 2024	
008/2024	25 JUL 2024	05 SEP 2024	
009/2024	22 AUG 2024	03 OCT 2024	
010/2024	19 SEP 2024	31 OCT 2024	
011/2024	17 OCT 2024	28 NOV 2024	
001/2025	12 DEC 2024	23 JAN 2025	
002/2025	09 JAN 2025	20 FEB 2025	
003/2025	06 FEB 2025	20 MAR 2025	
004/2025	06 MAR 2025	17 APR 2025	
005/2025	03 APR 2025	15 MAY 2025	
006/2025	01 MAY 2025	12 JUN 2025	
007/2025	26 JUN 2025	07 AUG 2025	
008/2025	24 JUL 2025	04 SEP 2025	
009/2025	21 AUG 2025	02 OCT 2025	
010/2025	18 SEP 2025	30 OCT 2025	
011/2025	16 OCT 2025	27 NOV 2025	
001/2026	11 DEC 2025	22 JAN 2026	
002/2026	08 JAN 2026	19 FEB 2026	
003/2026	05 FEB 2026	19 MAR 2026	
004/2026	05 MAR 2026	16 APR 2026	
005/2026	02 APR 2026	14 MAY 2026	
006/2026	30 APR 2026	11 JUN 2026	
007/2026	28 MAY 2026	09 JUL 2026	
008/2026	25 JUN 2026	06 AUG 2026	
009/2026	23 JUL 2026	03 SEP 2026	
010/2026	20 AUG 2026	01 OCT 2026	
011/2026	17 SEP 2026	29 OCT 2026	

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
030/2026	Checklist of Valid AIP Supplements	GEN	29-Oct-2026	-
029/2026	Inisheer Airport (EIIR) - Obstacle Erected	EIIR	29-Oct-2026	-
028/2026	Dublin Airport (EIDW) - Instrument Approach Procedures	EIDW	29-Oct-2026	-
027/2026	Checklist of Valid AIP Supplements	GEN	01-Oct-2026	29-OCT-2026
026/2026	Cork Airport (EICK)	EICK	01-Oct-2026	-
024/2026	Kerry Airport (EIKY) - Aircraft Stands	EIKY	03-Sep-2026	29-OCT-2026
023/2026	Dublin Airport (EIDW) - Construction works in the Vicinity of the west Apron	EIDW	03-Sep-2026	-
020/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul 2026	-
019/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul-2026	-
018/2026	Shannon Enroute (EISN) - VOR/DME BAL Out of Service	EISN	09-Jul-2026	-
016/2026	Shannon Airport (EINN) Extension to Apron adjacent to Aircraft Stands 21 and 22	EINN	11 Jun-2026	-
015/2026	Shannon Airport (EINN) Pavement Reconstruction Works on Taxiway H1 and H2	EINN	11-Jun-2026	-
014/2026	Shannon Enroute - Shannon FIR/UIR/SOTA/NOTA	GEN	11-Jun-2026	-
013/2026	Dublin Airport (EIDW) - Holding Procedure Changed	EIDW	11-Jun-2026	-
012/2026	Dublin Airport (EIDW) NOTAM	EIDW	11-Jun-2026	-
010/2026	Ireland West (EIKN) ATIS	EIKN	16-Apr-2026	-
007/2026	Shannon Airport (EINN) - Radio Navigation and Landing Aids	EINN	16-Apr-2026	-
006/2026	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	16-Apr-2026	-
005/2026	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	16-Apr-2026	-
003/2026	Kerry (EIKY) NOTAM	EIKY	19-Feb-2026	29-OCT-2026
002/2026	Dublin Airport (EIDW) - Mobile Cranes operating in the Vicinity of the Airport	EIDW	19-Feb-2026	-
014/2025	Cork Airport (EICK) - Halfway Roundabout VRP	EICK	27-Nov-2025	-
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	-
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

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Page	Date	Page	Date	Page	Date
GEN 0.4		CHECKLIST OF AIP PAGES			
		GEN 1.7 - 13	06 AUG 2026	GEN 3.4 - 4	09 JUL 2026
		GEN 1.7 - 14	06 AUG 2026	GEN 3.4 - 5	09 JUL 2026
		GEN 1.7 - 15	06 AUG 2026	GEN 3.4 - 6	09 JUL 2026
		GEN 1.7 - 16	06 AUG 2026	GEN 3.4 - 7	09 JUL 2026
		GEN 1.7 - 17	06 AUG 2026	GEN 3.4 - 8	09 JUL 2026
		GEN 1.7 - 18	06 AUG 2026	GEN 3.4 - 9	09 JUL 2026
		GEN 1.7 - 19	06 AUG 2026	GEN 3.4 - 10	09 JUL 2026
		GEN 1.7 - 20	06 AUG 2026	GEN 3.5 - 1	01 OCT 2026
		GEN 1.7 - 21	06 AUG 2026	GEN 3.5 - 2	01 OCT 2026
		GEN 1.7 - 22	06 AUG 2026	GEN 3.5 - 3	01 OCT 2026
		GEN 1.7 - 23	06 AUG 2026	GEN 3.5 - 4	01 OCT 2026
		GEN 1.7 - 24	06 AUG 2026	GEN 3.5 - 5	01 OCT 2026
		GEN 1.7 - 25	06 AUG 2026	GEN 3.5 - 6	01 OCT 2026
		GEN 1.7 - 26	06 AUG 2026	GEN 3.5 - 7	01 OCT 2026
		GEN 1.7 - 27	06 AUG 2026	GEN 3.5 - 8	01 OCT 2026
		GEN 1.7 - 28	06 AUG 2026	GEN 3.5 - 9	01 OCT 2026
		GEN 1.7 - 29	06 AUG 2026	GEN 3.5 - 10	01 OCT 2026
		GEN 1.7 - 30	06 AUG 2026	GEN 3.5 - 11	01 OCT 2026
		GEN 1.7 - 31	06 AUG 2026	GEN 3.5 - 12	01 OCT 2026
		GEN 1.7 - 32	06 AUG 2026	GEN 3.5 - 13	01 OCT 2026
		GEN 1.7 - 33	06 AUG 2026	GEN 3.5 - 14	01 OCT 2026
		GEN 1.7 - 34	06 AUG 2026	GEN 3.6 - 1	14 MAY 2026
		GEN 2.1 - 1	14 MAY 2026	GEN 3.6 - 2	14 MAY 2026
		GEN 2.1 - 2	14 MAY 2026	GEN 3.6 - 3	14 MAY 2026
		GEN 2.2 - 1	03 SEP 2026	GEN 3.6 - 4	14 MAY 2026
		GEN 2.2 - 2	03 SEP 2026	GEN 4.1 - 1	14 MAY 2026
		GEN 2.2 - 3	03 SEP 2026	GEN 4.1 - 2	14 MAY 2026
		GEN 2.2 - 4	03 SEP 2026	GEN 4.2 - 1	14 MAY 2026
		GEN 2.2 - 5	03 SEP 2026	GEN 4.2 - 2	14 MAY 2026
		GEN 2.2 - 6	03 SEP 2026	PART 2 - EN-ROUTE (ENR)	
		GEN 2.2 - 7	03 SEP 2026		
		GEN 2.2 - 8	03 SEP 2026	ENR 0.1 - 1	14 MAY 2026
		GEN 2.2 - 9	03 SEP 2026	ENR 0.1 - 2	14 MAY 2026
		GEN 2.2 - 10	03 SEP 2026	ENR 0.2 - 1	14 MAY 2026
		GEN 2.2 - 11	03 SEP 2026	ENR 0.2 - 2	14 MAY 2026
		GEN 2.2 - 12	03 SEP 2026	ENR 0.3 - 1	14 MAY 2026
		GEN 2.3 - 1	14 MAY 2026	ENR 0.3 - 2	14 MAY 2026
		GEN 2.3 - 2	14 MAY 2026	ENR 0.4 - 1	14 MAY 2026
		GEN 2.4 - 1	14 MAY 2026	ENR 0.4 - 2	14 MAY 2026
		GEN 2.4 - 2	14 MAY 2026	ENR 0.5 - 1	14 MAY 2026
		GEN 2.5 - 1	29 OCT 2026	ENR 0.5 - 2	14 MAY 2026
		GEN 2.5 - 2	29 OCT 2026	ENR 0.6 - 1	29 OCT 2026
		GEN 2.6 - 1	14 MAY 2026	ENR 0.6 - 2	29 OCT 2026
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	Change:	To:	
ENR 6.2	Addition of waypoint WETFI	WETFI 534947N 0053000W FRA(I): ABV FL245	AIRAC Amdt 006/25
	Remove waypoint PHILI	PHILI removed	
ENR 6.3	Addition of waypoint WETFI	WETFI 534947N 0053000W FRA(I): ABV FL245	AIRAC Amdt 006/25
	Remove waypoint PHILI	PHILI removed	

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

The addresses and contact details of the designated authorities concerned with the facilitation of international air navigation are as follows:

1. Civil Aviation

Post: Department of Transport
Aviation Services Division,
Leeson Lane,
Dublin 2
D02TR60
Ireland

Phone: + 353 1 604 1549

Phone: + 353 1 604 1048

Email: civilair@transport.gov.ie

URL: www.gov.ie/en/department-of-transport/organisation-information/aviation-services-division/

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

Phone: +353 1 671 8655

Fax: +353 1 679 2934

AFS: EIDWYAYX

Email: info@iaa.ie

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

2. Meteorology

Post: The Irish Meteorological Service
Met Éireann Headquarters
Glasnevin Hill
Dublin 9

Phone: +353 1 806 4200

Fax: +353 1 806 4247

Email: avops@met.ie

URL: <http://www.customer.liason@met.ie>

3. Customs

Post: Office of the Revenue Commissioner
Authorisations and Reliefs
St. Conlons Road
Nenagh
Co. Tipperary
Ireland

Phone: +353 676 3229

Email: customsreliefs@revenue.ie

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

4. Immigration

Post: Immigration Service Delivery
13/14 Burgh Quay
Dublin 2

Phone: 1890 551 500 (LoCall)

Phone: +353 1 616 7700

Fax: +353 1 661 5461

URL: www.immigration.ie

URL: Customer Portal @ www.irishimmigration.ie/

5. Health

Post: Department of Health
Block 1, Miesian Plaza,
50-58 Lower Baggot Street,
Dublin 2,
D02 XW14

Phone: +353 1 635 4000

Fax: +353 1 635 4001

Email: customerservices@health.gov.ie

URL: health.gov.ie

6. Airport Charges

Post: Irish Aviation Authority (IAA),
Economic Regulation Division,
The Times Building,
11-12 D'Olier Street
Dublin 2
Ireland

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

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

7. Agricultural Quarantine

Post: Department of Agriculture, Food and the Marine
Agriculture House
Kildare Street
Dublin 2

Phone: +353 1 607 2000

Fax: +353 1 706 2843

Email: info@agriculture.gov.ie

URL: <https://www.gov.ie/en/department-of-agriculture-food-and-the-marine/>

8. Aircraft Accident Investigation Unit

Post: Air Accident Investigation Unit
Department of Transport,
2nd Floor, Leeson Lane,
Dublin 2,
D02TR60, Ireland.

Phone: + 353 1 804 1538 (24x7)

Fax: +353 1 604 1514

Email: info@aaiu.ie

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

Twitter: [@AAIU_Ireland](https://twitter.com/AAIU_Ireland)

9. Military Aviation

Post: Department of Defence
Station Road,
New bridge,
Co Kildare
Ireland

Phone: +353 45 49 2000

Email: info@defence.ie

Post: Irish Air Corps HQ
Casement Aerodrome,
Baldonnell,
Dublin 22
Ireland

Phone: +353 1 459 2493

Fax: +353 1 403 7850

Email: aircorps@defenceforces.ie

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT**1. GENERAL**

Civilair Ireland is available to answer any queries in connection with the above by telephone during office hours 9.15 am -5pm Monday to Friday.

Phone: +353 1 604 1549

Phone: +353 1 604 1048

Enquiries by post should be addressed to;

Post: Department of Transport
Aviation Services Division,
Leeson Lane,
Dublin D02TR60
Ireland

Email: civilair@transport.gov.ie

URL: <http://www.gov.ie/en/department-of-transport/organisation-information/aviation-services-division/>

Aircraft landing in the territory of Ireland must first land at an International aerodrome or at a licensed aerodrome where customs and immigration facilities are available. Aircraft departing must finally depart from an International Aerodrome or from an aerodrome where customs and immigration facilities are available.

1.1. Documentary Requirements for all Aircraft at International Aerodromes

Airline operators must submit the under mentioned aircraft documents for clearance of their aircraft on entry to and departure from Ireland. Documents must follow the ICAO standard format as set out in relevant appendices to Annex 9 and are acceptable when furnished in Irish, English, French, Russian, Arabic or Spanish. If the language used is not Irish or English, a translation must be supplied.

- Aircraft from the *EU - If carrying cargo which originated outside the *EU or is not in free circulation (T1 Status) must report to Customs and present two copies of this manifest.
- All aircraft from outside the *EU must report to Customs and if carrying cargo present two copies of the manifest.

1.2. Documentary Requirements for clearance of aircraft at airports/ aerodromes other than International Airports

The position regarding airports/ aerodromes other than International Customs Airports should be checked with local Customs Offices.

2. FLIGHT AUTHORISATIONS

1. Under Irish law, the following types of air services are authorised subject to the Minister for Transport being satisfied that the operator is competent as respects experience, financial resources, equipment, organisation, staffing, maintenance, and operating procedures, to secure the safe operating of the aircraft used in the operating of the service Article 4(2) of S.I. 326 of 1993. Documentation may be requested from operators for these flights where necessary; and it may be necessary to issue an authorisation -
 - i. air services consisting of non-stop flights over the territory of Ireland by aircraft of a Contracting State to the Convention on International Civil Aviation done at Chicago on the 7th day of December, 1944, in transit and not engaged on an international scheduled service, and landings for non-traffic purposes by such aircraft at aerodromes in Ireland;
 - ii. air services consisting of non-stop flights over the territory of Ireland by aircraft of a Contracting State to the International Air Services Transit Agreement done at Chicago on the 7th day of December, 1944, engaged on an international scheduled service, and landings for non-traffic purposes by such aircraft at aerodromes in Ireland;
 - iii. air services consisting of flights to which the Multilateral Agreement on Commercial Rights of Non-scheduled Air Services in Europe, done at Paris on the 13th day of April, 1956, applies;
 - iv. air services operated by an undertaking in accordance with the provisions of Council Regulation (*EEC) No.1008/2008 of 24 September 2008;

- v. air services operated by an undertaking designated and agreed upon under the provisions of any bilateral agreement made between Ireland and any other State and subject to the provisions of these agreements;
 - vi. air services operated to, from or over the territory of Ireland in pursuance of an authorisation to proceed issued by the organisation (or the commission or agency comprised therein) established by the International Convention relating to Cooperation for the Safety of Air Navigation, signed at Brussels on the 13th day of December, 1960;
 - vii. air services operated for humanitarian or emergency purposes;
 - viii. air services operated for any purpose other than trade or business (including the trade or business of the person operating the service),
and
 - ix. air services consisting of non-scheduled flights to, from or within the territory of Ireland by aircraft not exceeding 13,620kg maximum authorised weight and not operated for the carriage of passengers, cargo or mail for reward.
2. Any flights which do not fall into one of the categories outlined in [GEN 1.2.2.1](#), above, must receive the specific permission of Civilair Ireland. Application for permission should be made by email to

Email: civilair@transport.gov.ie

Applications should be submitted two working days prior to the date of the flight.

3. INSURANCE REQUIREMENTS GENERAL

1. Civilair Ireland wishes to advise all air carriers and aircraft operators, whether operating from an *EU country or not, who intend to operate within, in to, or out of Ireland, or through Irish airspace, that they must comply with the terms of Regulation (*EC) No 785/2004 of the European Parliament and of the Council of 21st April 2004 on insurance requirements for air carriers and aircraft operators, in so far as that Regulation applies to them, and Council Regulation (*EEC) No 1008/2008 of 24 September 2008 in so far as it applies to insurance requirements for mail.
2. Carriers or aircraft operators to whom Regulations 785/2004 or 1008/2008 if appropriate applies, must provide verifiable evidence of compliance with the Regulation, should such evidence be requested by the Irish authorities. Should any air carrier or operator be unable to produce such evidence, if appropriate, then Civilair will not be in a position to grant authorisation, should an authorisation be required.

4. THIRD COUNTRY OPERATORS (TCO) ENTRY REQUIREMENTS

1. Third Country Operators (TCO) engaging in Scheduled or Non Scheduled Commercial Air Transport Operations:
Third Country Operators (TCO) engaging in Scheduled or Non Scheduled Commercial Air Transport operations into, within or out of a Territory subject to the provisions of the Treaty of the European Union, must hold a safety authorisation issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) 452/2014. This includes Operators which are wet leased-in by or code-sharing with, an EU Operator when commercial flights to any Territory subject to the provisions of the Treaty of the European Union are performed. A TCO Authorisation is not required for operators only overflying the above mentioned EU Territories without a planned landing. Applications for a TCO Authorisation, including all the necessary documentation, should be submitted to the agency at least 30 days before the intended starting date of operation. Member states continue to be responsible for issuing operating permits. The Safety Authorisation issued by EASA is one prerequisite in the process of obtaining an operating permit, or equivalent document, from the respective EU member state under existing Air Service Agreements between EU member states and third countries.
2. Third Country Operators (TCO) engaging in Non Scheduled Flights and one off Notifications:
A Third Country Operator may perform Air Ambulance Flights or a Non Scheduled flight or a Series of Non Scheduled flight or a series of non Scheduled flights to overcome an unforeseen, immediate and urgent operational need without first obtaining an authorisation, provided that the operator:
 - 2.1 Notifies EASA in a form and manner established by EASA Prior to the intended date of the first flight.
 - 2.2 Is not being subject to an operating ban pursuant to regulation (EC) NO 2111/2005 and

- 2.3 Submits to EASA an Application for TCO Authorisation within 10 working days after the date of Notification.

The Flights specified in the Notification may be performed for a maximum period of six consecutive weeks after the date of Notification or until EASA has communicated the formal decision on the application for a TCO authorisation, whichever occurs first.

One off Notifications may be filed only once every 24 months by an operator.

for more information please visit the EASA Website

<http://EASA.EUROPA.EU/TCO>

5. SPECIALISED OPERATIONS (AERIAL WORK) FLIGHTS IN THE SHANNON FIR/UIR

5.1 General

Aerial Work flights in the European Union are known as Specialised Operations and include flights for the purpose of activities such as agriculture, construction, photography, surveying, observation and patrol, aerial advertisements and maintenance check flights. In general, these flights are governed by SUBPART-SPO of European Union (EU) Commission Regulation No 965/2012 (as amended) on air operations and are commonly referred to as PART-SPO Flights.

These (EU) regulations require that SPO operators make a "(PART-SPO) **Declaration**" in the (EU) Member State where the operation has its principal place of business. A valid copy of this declaration must be carried on board the aircraft and declared operations may be conducted in other (EU) Member States without further formality.

It should be noted that these harmonised (EU) rules do not apply to Aerial Work operators based outside the European Union or so called "third country operators". A third country operator will generally require a prior permission from the aviation authority of a European State before commencing aerial work operations in that State. In Ireland, third country operators should contact the Flight Operations Department of the Irish Aviation Authority (IAA) at fod@iaa.ie to enquire about the requirements for a national aerial work permission.

5.2 Air Operations in the Shannon FIR/UIR

The purpose of this section is to explain the airspace notification procedures to which ALL operators shall adhere prior to commencing any type of Specialised or Aerial Work operations in the Shannon FIR/UIR. These procedures are irrespective of where an SPO Declaration is made in the (EU) or the type of Aerial Work Permission issued by the IAA.

Prior to planned operations, an email should be sent to the appropriate ATC unit(s) at least 24 hours before the intended departure time of the Specialised Operations or Aerial Work flight. The email should contain the following:

1. A copy of the operator's (EU) PART-SPO Declaration or National Aerial Work Permission, and the High-Risk Authorisation (HRA) or Minimum Heights permission (if either are applicable).
2. The description of the specialised operation flight, detailing:
 - a. ADEP & ADES (if applicable);
 - b. Proposed date and times of flights;
 - c. Aircraft type and registration;
 - d. Number of persons on board; and,
 - e. A description of the route and the purpose of the operation.
3. A H24 contact phone number at which the aircraft operator can be contacted.
4. Unless otherwise agreed with the ANSP, chart(s) of the planned operational route(s). Each chart should bear a serial number or appropriate reference number.

5. A description of what (if any) standard flight patterns are to be used, specifying the flight rules & altitudes/ flight levels at which the aircraft will be flown for each type of application.
6. Any supplementary information if relevant, such as:
 - a. Any flight near to obstructions or in hilly terrain;
 - b. Any flight operating close to or underneath cables or wind turbines;
 - c. Flights in the vicinity of motorways and main roads (flight profiles should be designed to minimise the risk of distracting drivers);
 - d. Any limitations on the performance profile or operational restrictions which may apply to the flight during the specialised operation flight; and
 - e. Any specialised operation flight operating in the vicinity of an airport.

Please note the following general points for all flights:

- The responsibility to file an appropriate flight plan in the normal manner still lies with the aircraft operator. The inclusion of the flight plan information in the email does not constitute the filing of a flight plan.
- ATC approval may be subject to conditions/delay depending on the air traffic situation.
- The aircraft operator and pilot in command is responsible for complying with the applicable (EU) Standardised Rules of the Air (SERA).
- Failure to adhere to the requirements above may lead to a delay in ATC approval to carry out the Specialised Operation or Aerial Work Flight.
- AIP Ireland contains information on airspace and Air Traffic Control Units. It is the responsibility of the aircraft operator to contact all ATC agencies that may be impacted by the operation.
- Photography flights operating in or in the vicinity of designated military areas as outlined in AIP Ireland section ENR 5-1 and ENR 5-2 are subject to approval by the Irish Air Corps.
- Any approvals issued by the Irish Air Corps only refer to the operation of the flight with respect to airspace designated for use by the Defence Forces and does not constitute a permission for photography or survey of military installations or any activity which is prohibited or for which specific approval is required.

5.3 Air Traffic Control Centre(s) contact details

Table 1: ATC CENTRE CONTACT DETAILS

Shannon ACC	Email: stationmanagerssnn@airnav.ie	+353 (0) 61 366148
Dublin ACC	Email: stationmanagersdub@airnav.ie	+353 (0) 1 8067334 +353 (0) 1 8445962
Cork Tower	Email: ctbumanagers@airnav.ie	+353 (0) 21 4316389
Shannon Tower	Email: stbumanagers@airnav.ie	+353 (0) 61 471868
Irish Air Corps	Email: Airspaceandobstacles@defenceforces.ie	+353 (0) 1 4037681
Donegal	Email: atc@donegalairport.ie	+353 (0) 74 9548284
Sligo	Email: atc@sligoairport.com	+353 (0) 71 9168461
Ireland West	Email: atc@irelandwestairport.com	+353 (0) 86 8194490 +353 (0) 94 9367055
Kerry	Email: ats@kerryairport.ie	+353 (0) 66 9764794
Waterford	Email: surveyflights@waterfordairport.net Email: atc@waterfordairport.net Email: atc@waterfordairport.ie	+353 (0) 51 846613 +353 (0) 51 846600

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW**1. CUSTOMS REQUIREMENTS**

- 1.1. No declaration is generally required in respect of any baggage of passengers whose journey and flight originated in the *EU. However goods that are liable to prohibitions or restriction, and excisable products imported for commercial purposes, must be declared to customs on arrival from other *EU Member States.
- 1.2. Regarding accompanied baggage:
Other than that provided for at [GEN 1.3 1.1](#) above, no written declaration is required. Articles belonging to disembarking passengers are immediately released after clearance by Customs authorities.
- Regarding mishandled baggage, where a passenger arrives on a flight from a third country without his/her baggage due to it having been mishandled or misdirected, he/she must complete a Declaration for Mishandled or Delayed Baggage (available from Customs at the airport of arrival or at www.revenue.ie) and present it to the airline company. This form will be presented to Revenue by the airline upon locating the missing baggage and this acts as the declaration.
- 1.2.1. No customs formalities are normally required on departure, with the exception of goods that are liable to prohibitions or restriction which must be declared.

2. IMMIGRATION REQUIREMENTS

- 2.1. Passengers Arriving
- 2.1.1. Every Person landing in Ireland with the exception laid out in [GEN 1.3 2.1.2](#) must produce to an Immigration Officer at the aerodrome of arrival a valid passport or other recognised travel document. In the case of *EU/*EEA citizens, a national identity document will be accepted in lieu of a travel document.
- 2.1.2. A citizen from Ireland or the UK travelling within the Common Travel Area (CTA) is not required to produce a travel document to Immigration. Please note a person born in the UK or Ireland may not hold UK or Irish citizenship.
- 2.1.3. Details of persons who require an Irish visa, and those who qualify for visa exemptions, are set out in the Immigration Act 2004 (Visas) Order 2014 (S.I. No 473 of 2014), as amended. As visa requirements may change from time to time, operators and passengers should consult the current Immigration Service Delivery (ISD) nationality list available at <https://www.irishimmigration.ie> before travel.
- 2.1.4. Transit Visas:

Details of nationalities requiring an Irish transit visa are published by Immigration Service Delivery (ISD) and may be amended from time to time. Operators should consult the current guidance available at www.irishimmigration.ie before travel.
- 2.1.5. Landing Card:

Landing cards are not required for citizens of the *EU/European Economic Area (*EEA). Persons of other nationalities may be asked to complete a Landing Card.
- 2.1.6. Registration:

All non-*EU/*EEA citizens who intend to stay longer than 3 months are required to register with the Garda Síochána (Police) in the area in which they reside.
- 2.2. Passengers Departing

There are no systematic exit controls on persons leaving Ireland.
- 2.3. Entry, Transit and Departure of Crew

A member of the crew of an aircraft is required to be in possession of either a passport, crew licence or crew member certificate. The same visa regulations apply to crew members (See Travel Information Manual).

3. PUBLIC HEALTH

3.1 STATUTORY INSTRUMENTS

S.I. No 411 of 2009, INFECTIOUS DISEASES (AIRCRAFT) REGULATIONS which conform to the standards set down by the International Health Regulations as adopted by the World Health Assembly on 23 May 2005. These Regulations authorise measure to be taken with a view to the prevention of danger to public health in relation to incoming or outgoing aircraft, its passengers; and or crew; and or conditions on board; they lay down the form of Declaration of Health to be completed by the Commander of an aircraft in certain circumstances; they impose restrictions on boarding or leaving an aircraft in certain circumstances.

Provision is made for the detention and inspection of an infected or suspected aircraft; the placing under surveillance of a person(s) from an affected area; the removal of an infected person (s) from an aircraft; and the application of such additional measures applicable to infectious diseases that are of public health concern subject to the International Health Regulations.

Provision is made also for changes for certain services and for expenses of the Health Services Executive enforcing the Regulations.

3.2 Responsibilities of Crew and Commander

- a. A crew member of an aircraft, who becomes aware of a person on board the aircraft who is suffering from an infectious disease or who has symptoms which may indicate the presence of an infectious disease, to include Cholera, Pneumonic Plague, Yellow Fever, Viral haemorrhagic fevers, West Nile fever, Smallpox, Polio myelitis due to wild type poliovirus, human influenza caused by a new sub-type. Severe acute respiratory syndrome (SARS) Dengue fever, Rift Valley fever and meningococcal disease and any other infectious disease in respect of a person on board an aircraft originating in, coming from, or having passed through an area where any of those infectious diseases are of special national or regional concern and any other infectious disease which is of public health concern and of international importance shall report the details to the commander.
- b. On receipt of a report under the paragraph (a) the commander shall report the details promptly by radio via Air Traffic Control who in turn shall report immediately to the designated airport officer.
- c. Once the details have been reported to the designated airport officer, no person shall be allowed to disembark or board the aircraft unless cleared to do so by the medical officer of health.
- d. Where appropriate, the medical officer of health may give such clearance verbally.

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Encode				Decode			
ID	Station name	Facility	Purpose	Station name	Facility	ID	Purpose
BAL	BALDONNEL	DVOR/DME	A E	BALDONNEL	DVOR/DME	BAL	A E
CFN	DONEGAL	NDB	A E	BALDONNEL	ILS 10	IB	A
CML	CLONMEL	NDB	E	CLONMEL	NDB	CML	E
CON	CONNAUGHT	DVOR/DME	A E	CONNAUGHT	DVOR/DME	CON	A E
CRK	CORK	DVOR/DME	A E	CONNAUGHT	ILS 26	ICK	A
DAP	COLLINSTOWN	DVOR/DME	A E	CONNAUGHT	NDB	KNK	A
DUB	DUBLIN	DVOR/DME	A E	CONNAUGHT	NDB/LO 26	OK	A
FOY	FOYNES	NDB	A	CORK	DVOR/DME	CRK	A E
GMN	GORMANSTON	NDB	A E	CORK	ILS 34	ICN	A
GMN	GORMANSTON	DME	A E	CORK	ILS 16	ICS	A
GTG	GLENTEIGE	DME	E	DONEGAL	NDB	CFN	A E
IAC	DUBLIN	ILS 16	A	DONEGAL	LLZ 20	IFN	A
IB	BALDONNEL	ILS 10	A	COLLINSTOWN	DVOR/DME	DAP	A E
ICK	CONNAUGHT	ILS 26	A	DUBLIN	DVOR/DME	DUB	A E
ICN	CORK	ILS 34	A	DUBLIN	ILS 16	IAC	A
ICS	CORK	ILS 16	A	DUBLIN	ILS 10R	IDE	A
IDE	DUBLIN	ILS 10R	A	DUBLIN	ILS 28L	IDW	A
IDW	DUBLIN	ILS 28L	A	DUBLIN	LO 10R	OE	A
IFN	DONEGAL	LLZ 20	A	DUBLIN	LO 28L	OP	A
IKR	KERRY	ILS 25	A	FOYNES	NDB	FOY	A
ISE	SHANNON	ILS 06	A	GLENTEIGE	DME	GTG	E
ISW	SHANNON	ILS 24	A	GORMANSTON	NDB	GMN	A E
IWD	WATERFORD	ILS 21	A	GORMANSTON	DME	GMN	A E
KER	KERRY	NDB	A E	KERRY	ILS 25	IKR	A
KLY	KILLINEY	NDB	A E	KERRY	NDB	KER	A E
KNK	CONNAUGHT	NDB	A	KILLINEY	NDB	KLY	A E
MCM	MOHERCROM	DME	E	MOHERCROM	DME	MCM	E
OE	DUBLIN	LO 10R	A	SHANNON	ILS 06	ISE	A
OK	CONNAUGHT	NDB/LO 26	A	SHANNON	ILS 24	ISW	A
OL	SHANNON	LO 24	A	SHANNON	LO 24	OL	A
OP	DUBLIN	LO 28L	A	SHANNON	DVOR/DME	SHA	A E
SHA	SHANNON	DVOR/DME	A E	SLIGO	NDB/DME	SLG	A
SLG	SLIGO	NDB/DME	A	WATERFORD	ILS 21	IWD	A
WST	WESTON	DVOR/DME	A	WATERFORD	NDB	WTD	A E
WTD	WATERFORD	NDB	A E	WESTON	DVOR/DME	WST	A
WTP	WOLFTRAP	DME	E	WOLFTRAP	DME	WTP	E

Note: Station Declination can be found at the following <https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data>

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GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

Provision of Aeronautical Information Services has been delegated by the State to AirNav Ireland.

Aeronautical Information Services, including production of the Integrated Aeronautical Information Package (AIP), National Air Traffic Services Reporting Office (ARO) and International NOTAM Office (NOF) are centrally located at the following address...

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

Phone: + 353 61 703 750

Fax: + 353 61 366 245

Email: aisops@airnav.ie

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

AFS: EINN郑ZX

Ireland has migrated to the European AIS Database (*EAD) for International NOTAM Operations.

The service is provided in accordance with the provisions contained in Annex 15 - Aeronautical Information Service

2. AREA OF RESPONSIBILITY

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of the State and for airspace of the adjacent international waters under the jurisdiction of the State for Air Traffic Control purposes.

3. AERONAUTICAL PUBLICATIONS

3.1 INTEGRATED AERONAUTICAL INFORMATION PACKAGE

The Integrated Aeronautical Information Package consists of:-

- Aeronautical Information Publication (AIP);
- Amendment Service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC)
- Checklist and lists of Valid NOTAM.

NOTAM and the related monthly checklist are issued via AFS, while PIB are made available from AIS Shannon.

3.2 Aeronautical Information Publication (AIP)

AIP Ireland, published in one volume, is the basic aeronautical information document published for Ireland and contains information of a lasting character which is essential to air navigation within the Shannon FIR/UIR, *SOTA and *NOTA. It is available in English only.

3.3 AIRAC AIP AMENDMENT

Changes of a lasting character, which are operationally significant, are published in accordance with the AIRAC Cycle as AIRAC AIP Amendments to AIP Ireland. Use of the AIRAC Cycle ensures that subscribers receive important information in advance of the effective date of that information. An AIRAC AIP Amendment should be inserted in the AIP on the effective date shown. In all other respects, AIRAC AIP Amendments correspond to ordinary AIP Amendments when published.

3.4 AIP SUPPLEMENT

Temporary changes, lasting 3 months or longer, and operational changes containing extensive text are published as AIP Supplements. These should be placed at the front of the AIP manual. Details of the validity of each AIP

Supplements are given in the Supplement itself, however implementation or completion dates may be promulgated by NOTAM. The information in a valid AIP Supplement overrules the information previously published in the AIP. Supplements are printed on coloured paper and are numbered sequentially on a calendar year basis. In certain instances, AIP Supplements may be published according to AIRAC procedures as AIRAC AIP Supplements.

3.5 NOTAM and Pre-Flight Information Bulletins

NOTAM are published by the International NOTAM Office. Three NOTAM types are issued and are identified as follows:

- NOTAM N - New information/proposals;
- NOTAM R - Replaces a previous current NOTAM;
- NOTAM C - Cancels a previous NOTAM

NOTAM are issued in a number of different series (see [Table 1](#) for details of the subject matter of each individual NOTAM series) by means of the Aeronautical Fixed Telecommunication Network (AFTN). In order to facilitate the automatic data processing of the NOTAM and the production of Route Bulletins, a qualifier line (identified as line Q) is added by the International NOTAM Office as the second line of the NOTAM.

NOTAM contain information that:

- is of immediate short term significance, or
- applies long-term, but as it is of immediate significance, requires distribution in advance of an AIP Amendment, or as a “Trigger” NOTAM draws attention to AIRAC AIP Amendments or AIRAC AIP Supplements in Pre Flight Information Bulletins.
 - Each NOTAM deals with one subject and one condition concerning that subject;
 - NOTAM text is both precise and concise, using plain language and commonly used ICAO abbreviations;
 - All temporary NOTAM must have an expiry date/time;
 - If information is permanent then the abbreviation **PERM** will appear in the NOTAM.

Pre-flight Information Bulletins (PIB) which contain a recapitulation of current NOTAM and other information of urgent character for operators/flight crews are available from AIS Shannon.

The extent of information contained in the PIB is indicated in subsection 5 hereunder.

Table 1: Table of NOTAM Series for NOF Ireland

Series	Content
A	Aerodromes: Cork, Donegal, Dublin, Ireland West, Kerry, Shannon, Sligo, Waterford and Weston.
B	En-route Airspace Shannon (EISN) FIR/UIR/SOTA/NOTA: Regulations and Procedures, Enroute Navigation Aids described in ENR 4.1(Including facilities used as Approach Aids), ATS and Air/Ground Communications.
C	Aerodromes: Refer to AD 1.4.D for a list of Aerodromes
D	Notified Danger Areas in ENR 5.1
H	Navigational Warnings
J	Danger Areas (Temporary), Restricted Area (Temporary) and Restricted Areas, Prohibited Areas and Military Operating Areas
N	En-route and Aerodrome Obstacles and Obstacle Lighting
V	Volcanic Ash related information

3.6 Aeronautical Information Circulars

Aeronautical Information Circulars (AIC) contain information of general technical interest and information concerning administrative matters which would be inappropriate to AIP Amendment or AIP Supplement. AICs are issued as necessary and numbered sequentially on a calendar year basis.

3.7 Checklist and list of Valid NOTAM

A checklist of valid NOTAM is issued monthly via the AFS. A summary of NOTAM is available on request to

Email: aisops@airnav.ie

3.8 Sale of Publications

All publications of the Aeronautical Information Service are available from AIS. AIS operate the principle of International Free Exchange of aeronautical information on a "one for one" basis.

The Irish Integrated Aeronautical Information Package is available on the AirNav Ireland website at <http://www.airnav.ie>

4. AIRAC SYSTEM

The AIRAC system is utilised to ensure that aeronautical data reaches chart producers and database suppliers at least 28 days in advance of the planned effective date. Aeronautical data suppliers should observe strict adherence to the system of AIRAC publication and effective dates and should allow AIS adequate time for preparation and distribution of data. Data suppliers are invited to consult with AIS regarding promulgation schedules and AIRAC effective dates.

If no information was submitted for publication at the AIRAC date, a Nil notification will be issued by NOTAM not later than one AIRAC cycle from the effective date concerned.

Table 2: Schedule of AIRAC effective dates

2026	2027	2028	2029
22 JAN	21 JAN	20 JAN	18 JAN
19 FEB	18 FEB	17 FEB	15 FEB
19 MAR	18 MAR	16 MAR	15 MAR
16 APR	15 APR	13 APR	12 APR
14 MAY	13 MAY	11 MAY	10 MAY
11 JUN	10 JUN	08 JUN	07 JUN
09 JUL	08 JUL	06 JUL	05 JUL
06 AUG	05 AUG	03 AUG	02 AUG
03 SEP	02 SEP	31 AUG	30 AUG
01 OCT	30 SEP	28 SEP	27 SEP
29 OCT	28 OCT	26 OCT	25 OCT
26 NOV	25 NOV	23 NOV	22 NOV
24 DEC	23 DEC	21 DEC	20 DEC
	-	-	-

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES/HELIPORTS

Pre-Flight Information Service is provided by AIS unit (ARO) from its centrally located office. All media requests can be distributed by AFS, Email or Telefax.

Information pertaining to AIP, SUP, AIC, Charts and NOTAM that is available through the European AIS Database may be requested.

Please note it is advisable to allow 3HR notification on all information requests.

Additionally a Pre-Flight information Bulletin that takes the form of a plain language summary of selected NOTAM data is promulgated at 06:00, 12:00 and 18:00HR UTC. The information is available at the following address

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

Unscheduled updates may occur when NOTAM of important operational value will be issued with immediate effect (effective within a 24 HR period) and uploaded to the internet.

6. DIGITAL DATA SETS

Dataset Title: eTOD Area 1 Obstacle Data

Short Description: Obstacles with a height of 100m (328ft) or more above ground level located within the Territory of Ireland.

Data Subject: Obstacle Attributes as per ICAO Doc 9881 and ICAO DOC 100/66, Eurocontrol Terrain and Obstacle

(TOD) Manual.

Geographical Scope: The Territory of Ireland (including territorial land and territorial waters out to 12nm) within the confines of the Shannon FIR.

Limitations to its use: Refer to ICAO Doc 9881 and ICAO DOC 100/66, Eurocontrol Terrain and Obstacle (TOD) Manual.

Contact Details: URL: <https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles>

Dataset title: Safety Significant Obstacles (SSOs)

Short Description: Other obstacles as assessed as being hazardous to air navigation with a height less than 100m (328ft) above ground level located within the Territory of Ireland.

Data Subject: Obstacle attributes as per ICAO Doc 9881 and ICAO DOC 100/66, Eurocontrol Terrain and Obstacle (TOD) Manual.

Geographical Scope: The Territory of Ireland (including territorial land and territorial waters out to 12nm) within the confines of the Shannon FIR

Limitations to use: Obstacles with a height less than 100m (328ft) above ground level located within the Territory of Ireland that stand outside those defined surfaces and that have been safety risk assessed as being a hazard to air navigation.

Contact Details: URL: <https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles>

Datasets title: eTOD Area 1 Terrain Data

Short Description: A Digital Terrain Model (DTM) or Digital Elevation Model (DEM) is a digital discrete representation of the continuous surface of the ground based on a large number of surveyed points.

Data Subject: Terrain Attributes as per ICAO Doc 9881 and ICAO DOC 100/66, Eurocontrol Terrain and Obstacle (TOD) Manual.

Geographical Scope: The Territory of Ireland (including territorial land and territorial waters out to 12nm) within the confines of the Shannon FIR

Limitations to its use: Refer to ICAO Doc 9881 and ICAO DOC 100/66, Eurocontrol Terrain and Obstacle (TOD) Manual.

Contact Details: ausd@iaa.ie

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published* by

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

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@airnav.ie

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

* AirNav Ireland are not responsible for the production of Aeronautical charts.

Charts based on ICAO documents: Annex 4, Doc 8697

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

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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. It is available to order by contacting: VFRchart@iaa.ie

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

1. Aeronautical Chart - ICAO 1:500,000
2. Instrument Approach Chart - ICAO *
3. Standard Departure Chart - Instrument (SID) - ICAO *
4. Standard Arrival Chart - Instrument (STAR) - ICAO *
5. Visual Approach Chart - ICAO*
6. Aerodrome Chart - ICAO *
7. Aircraft Parking/Docking Chart - ICAO *
8. Aerodrome Obstacle Chart - ICAO Type "A" (Operating Limitations) *

9. Aerodrome Obstacle Chart - ICAO Type "B"
10. Precision Approach Terrain Chart - ICAO*
11. ATC Surveillance Minimum Altitude Chart* (*included in AIP Ireland)

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. This aeronautical chart is intended to aid general air traffic in the conduct of air navigation in visual meteorological conditions. It provides information to satisfy the requirements of air navigation for low speed, short or medium-range operations, at low and intermediate altitudes and is specifically designed for flights operating in compliance with the Standardised European Rules of the Air (SERA).

4.2.2 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.

4.2.3 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.

4.2.4 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.

4.2.5 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.

4.2.6 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.

4.2.7 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.

4.2.8 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 13	Ireland Sheet 2172 ABCD	06 AUG 2026
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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	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	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
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 1:350,000	SID	EIKY AD 2.24-3	EIKY RWY 25 CAT A, B	29 OCT 2026
	SID	EIKY AD 2.24-4	EIKY RWY 25 CAT C	29 OCT 2026
	SID	EIKY AD 2.24-5	EIKY RWY 07 CAT A, B	29 OCT 2026
	SID	EIKY AD 2.24-6	EIKY RWY 07 CAT C	29 OCT 2026
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY 26 CAT A, B, C, D	11 JUN 2026
	SID	EIKN AD 2.24-5	EIKN RNAV RWY 08 CAT A, B, C, D	11 JUN 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

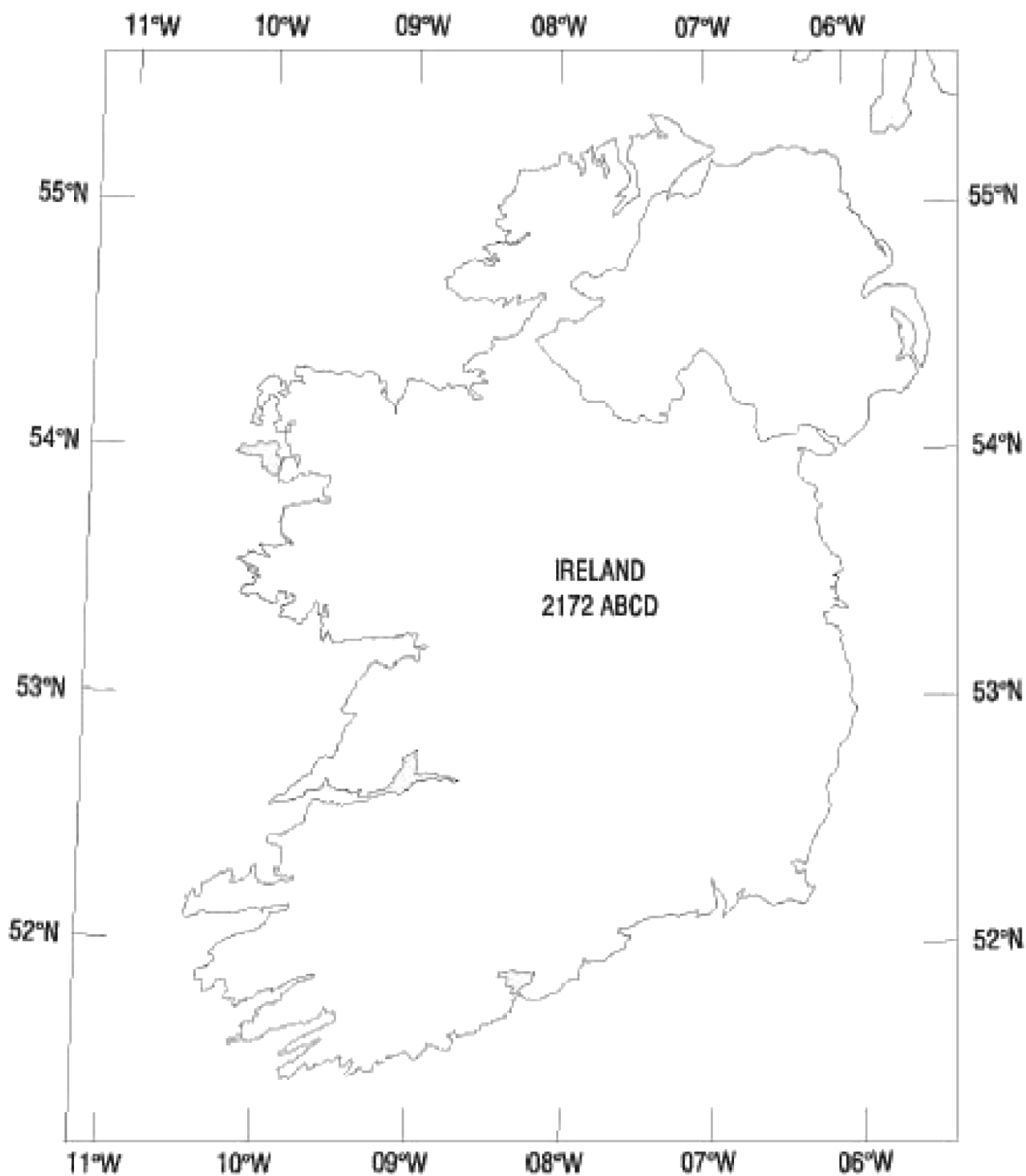
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK 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
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	11 JUN 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 2.24-9	EIKY RNP RWY 25 CAT A, B, C	29 OCT 2026
	IAC	EIKY AD 2.24-12	EIKY RNP RWY 07 CAT A, B, C	29 OCT 2026
	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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	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
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 2.24-6	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	06 AUG 2026
	IAC	EIDL AD 2.24-9	EIDL RNP RWY 20 CAT A, B, C	06 AUG 2026
	IAC	EIKY AD 2.24-10	EIKY ILS or LOC RWY 25 CAT A, B, C	29 OCT 2026
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 25 CAT A, B, C	29 OCT 2026
	IAC	EIKY AD 2.24-13	EIKY NDB RWY 07 CAT A, B, C	29 OCT 2026
Instrument Approach Chart ICAO 1:250,000	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	06 AUG 2026
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	06 AUG 2026
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	06 AUG 2026

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	06 AUG 2026
	VAC	EIKN AD 2.24-16	IRELAND WEST/KNOCK	19 FEB 2026
	VAC	EIKY AD 2.24-14	KERRY	29 OCT 2026
	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 As per Published Chart	AD	EIDL AD 2.24-1	DONEGAL	06 AUG 2026
	AD	EIDW AD 2.24-1	DUBLIN	01 OCT 2026
	AD	EIKN AD 2.24-1	IRELAND WEST	11 JUN 2026
	AD	EIKY AD 2.24-1	KERRY	29 OCT 2026
	AD	EISG AD 2.24-1	SLIGO	01 OCT 2026
	AD	EIWF AD 2.24-1	WATERFORD	27 NOV 2025
	AD	EIWT AD 2.24-1	WESTON	29 OCT 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	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	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 06/24	29 OCT 2026
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	12 JUN 2025
	AOC	EIKY AD 2.24-2	EIKY RWY 07/25	29 OCT 2026
Aerodrome Obstacle Chart ICAO - Type “A”	AOC	EIDL AD 2.24-2	EIDL RWY 02/20	06 AUG 2026
Aerodrome Obstacle Chart ICAO – Type “B”	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	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	01 OCT 2026
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

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ENR 1.10 FLIGHT PLANNING

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

- ICAO Annex 2, Chapter 3.3
- EU Reg. No 923/2012 - Section 4 Flight plans SERA.4001 Submission of a flight plan.
- ICAO DOC 4444 ATM/501 Air Traffic Management.
- ICAO DOC 7030 Regional Supplementary Procedures (Part: EUR).
- Network Operations HANDBOOK and Integrated Initial Flight Plan Processing System (IFPS) Users Manual
- Network Manager Flight Planning Requirements - Guidelines <https://www.eurocontrol.int/publications/nm-flight-planning-requirements-guidelines>
- ICAO North Atlantic Operations and Airspace Manual NAT DOC 007
- Standardised European Rules of the Air (SERA)

1. REQUIREMENT FOR THE SUBMISSION OF A FLIGHT PLAN

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

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

1.2 *VFR flight plan for alerting service only*

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

1.3 Adherence to Airspace Utilization Rules and Availability

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

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

2. CONTENTS AND FORM SUBMISSION OF A FLIGHT PLAN

ICAO flight plan forms are available at ARO's.

The instructions for completing these forms shall be followed.

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

3. TIME OF SUBMISSION

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

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

4. PLACE OF SUBMISSION

4.1 IFR or IFR/VFR Flight Plans

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

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

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

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

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

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

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

Air Filed Flight Plans (AFIL)

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

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

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

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

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

IFPS OPERATIONAL REPLY MESSAGES (ORM)

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

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

4.2 VFR Flight Plans

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

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

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

Air Filed Flight Plans (AFIL)

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

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

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

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

National Air Traffic Services Reporting Office (ARO)

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

V14 C446,
Ireland.

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@airnav.ie

AFS: EINNZPZX

5. COMPLETION OF AN ICAO FLIGHT PLAN AND RELATED MESSAGES

5.1 ICAO Flight Plan

1. General

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

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

Insert all clock times in 4 figures UTC.

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

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

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

2. Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

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

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

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

3. Filed by

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

4. Acceptance of the flight plan

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

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

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

Item 7

AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

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

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

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

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

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

Flight rules

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

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

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

Type of flight

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

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

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

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

Number of aircraft

(1 or 2 characters)

INSERT the number of aircraft, if more than one

Type of aircraft

(2 to 4 characters)

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

Wake turbulence category

(1 character)

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

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

Item 10 **EQUIPMENT AND CAPABILITIES**

Capabilities comprise the following elements:

- presence of relevant serviceable equipment on board the aircraft;

- b. equipment and capabilities commensurate with flight crew qualifications; and
- c. where applicable, authorization from the appropriate authority.

Radio communication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

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

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

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

Any alphanumeric characters not indicated above are reserved

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

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

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

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

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

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

Note 7.— Inclusion of the “W” RVSM indicator is mandatory for RVSM operations; absence of this indicator will result in rejection of the flight plan by IFPS, unless RVSM exempt (See [GEN 1.5.2](#))

Surveillance equipment and capabilities

INSERT N

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

OR

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

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

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

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

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

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

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

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

Item 13 DEPARTURE AERODROME AND TIME
(8 CHARACTERS)

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

OR, if no location indicator has been assigned,

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

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

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

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

THEN, WITHOUT A SPACE,

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

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

Item 15 **ROUTE**

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

THEN, following the arrow,

INSERT the route description as in (c).

a. **Cruising speed**

(maximum 5 characters)

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

- Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or
- Knots, expressed as N followed by 4 figures (e.g. N0485), or
- True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

b. **Cruising level**

(maximum 5 characters)

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

- Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or
- *Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or
- * When so prescribed by the appropriate ATS authorities.
- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or
- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or
- for uncontrolled VFR flights, the letters VFR.

c. **Route**

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

Flights along designated ATS routes

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

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

Note. When a transition is planned between a lower and upper ATS route and the routes are oriented in the same

direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

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

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

Flights outside designated ATS routes

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

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

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

Additional significant points shall be established as deemed necessary.

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

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

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

ATS route (2 to 7 characters)

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

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

Significant point (2 to 11 characters)

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

Degrees only (7 characters):

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

Degrees and minutes (11 characters):

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

Bearing and distance from a reference point:

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

Change of speed or level (maximum 21 characters)

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

Examples: LN/N0284A045

MAY/N0305F180

HADDY/N0420F330

4602N07805W/N0500F350

46N078W/M082F330

DUB180040/N0350M0840

Change of flight rules (maximum 3 characters)

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

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

Examples: LN VFR

LN/N0284A050 IFR

Cruise climb (maximum 28 characters)

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

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620.

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

Destination aerodrome and total estimated elapsed time

(8 characters)

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

OR, if no location indicator has been assigned,

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

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

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

Destination alternate aerodrome(s)

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

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

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

Item 18 **OTHER INFORMATION**

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

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

INSERT 0 (zero) if no other information,

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

STS/	Reason for special handling by ATS, e.g. a search and rescue mission, as follows
ALTRV	for a flight operated in accordance with an altitude reservation;
ATFMX	for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR	fire-fighting;
FLTCK	flight check for calibration of nav aids;
HAZMAT	for a flight carrying hazardous material;
HEAD	a flight with Head of State status;
Other reasons for special handling by ATS shall be denoted under the designator RMK/.	

HOSP	for a medical flight declared by medical authorities;
HUM	for a flight operating on a humanitarian mission;
MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC	for a life critical medical emergency evacuation;
NONRVSM	for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR	for a flight engaged in a search and rescue mission;
STATE	for a flight engaged in military, customs or police services.
Other reasons for special handling by ATS shall be denoted under the designator RMK/.	

PBN/ Indication of RNAV and/or RNP capabilities.

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

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

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

Combinations of alphanumeric characters not indicated above are reserved.

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

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

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

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

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

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

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

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

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

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

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

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

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

Examples: EET/CAP0745 XYZ0830

EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

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

Example: TYP/2F15 5F5 3B2

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

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

Example: DLE/MDG0030

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

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

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

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

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

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

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

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

RIF/DTA HEC KLAX

RIF/ESP G94 CLA YPPH

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

Item 19 SUPPLEMENTARY INFORMATION

Endurance After **E/**

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

Persons on board After **P/**

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

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

Emergency and survival equipment

(RADIO) **R/**

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

(SURVIVAL EQUIPMENT) **S/**

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

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

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

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

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

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

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

(COLOUR) INSERT colour of dinghies if carried.

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

INSERT colour of aircraft and significant markings.

(REMARKS) **N/**

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

(PILOT) **C/**

INSERT name of pilot-in-command.

5.2 Flight Plan Associated Messages

5.2.1 Modification Message (CHG)

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

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

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

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

5.2.2 Cancellation Message (CNL)

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

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

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

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

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

5.2.3 Delay Message (DLA)

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

5.2.4 Departure Message (DEP)

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

5.2.5 Arrival Message (ARR)

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

6. FLIGHT PLANNING IN SHANNON UTA, NOTA AND SOTA

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

6.2 General Procedures

The following condition apply

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

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

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

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

6.3 Overflights

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

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

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

Table 1:

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

6.4 Traffic landing at aerodromes within the SHANNON FIR

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

- 6.4.1 If the destination aerodrome has published STAR then flight plan to the initial way-point on the most appropriate STAR.
- 6.4.2 If the destination aerodrome does not have published STAR then flight plan to the radio navigational aid or significant point associated with the destination aerodrome. (See Table 2: below)

Table 2:

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

Table 2:

Aerodrome	ICAO Code	Radio Navigational Aid	Significant point
Cork	EICK	CRK	
Waterford	EIWF	WTD	

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

6.5 Traffic departing aerodromes within the SHANNON FIR

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

6.5.1 If the departing aerodrome has published SID then flight plan from last point on the SID procedure to the exit point of the UTA

6.5.2 If the departing aerodrome has not published SID then flight plan from the radio navigational aid serving the departure aerodrome to the exit point of the UTA. (See Table 3: below)

Table 3:

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

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

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

7.1 Dublin

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

RWY 10L/R STARS

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

Table 4:

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

Table 4:

STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) AD2.24-23	STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - IFBAP OR OSLEX)
OLAPO3R	61 (to IFBAP)
OSGAR3R	68 (to OSLEX)
SUTEX3R	61 (to OSLEX)
NIRIF1R	111 (to OSLEX)
VATRY3R	96 (to OSLEX)

RWY 28L/R STARS

Each STAR length from CTA boundary to the STAR Termination waypoint (PIZSA or OBINU as appropriate) is provided in Table 5 below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to the relevant IF for the runway in use: ABIVU or LAPMO.

Table 5:

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

Dublin Oceanic arrivals and departures flight plans shall use the SID and STAR in accordance with Table 6:

Transatlantic Dublin Arrivals

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

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

Table 6:

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

Dublin SID and STAR for the following aerodromes are specified in Table 7:

Table 7:

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

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

7.2 SHANNON

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

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

7.3 Cork

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

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

7.4 Kerry

Runway For Filing,

Runway 25 is the designated runway for filing both arrivals and departures.

Instruction for IFR traffic:

- Arriving aircraft will normally be cleared to INRAD for the appropriate approach.
- The designated hold for runway 25 is at ROTSO.
- Departures to the Southwest or Southeast should file on a CRK4A or CRK4B SID,
- Departures to the Northwest or Northeast should file on a SHA4A or SHA4B SID.
- Where the reciprocal runway (07) is in use arriving traffic will be routed to the "KER" for approach to runway 07,
- The designated hold for runway 07 is at KER.
- Where 07 is active ATC will clear departing aircraft on the associated SID, CRK3C, CRK3D, SHA3C, SHA3D.
- Kerry ATC shall utilise the KER SID for contingency procedures.

7.5 Weston

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

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

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

Table 8:

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

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

IFR flight plans for flights operating within the Shannon FIR, Shannon UIR, SOTA and NOTA shall be completed in accordance with the following requirements regarding Items 10 and 18 of the ICAO Flight Plan form:

8.1 Aircraft Equipped with 8.33 kHz Radio Equipment

Aircraft equipped with 8.33 kHz channel spacing capable radio equipment shall indicate **Y** in **Item 10a (Equipment and Capabilities)** of the flight plan.

Where **Y** is included in Item 10a, the flight is considered compliant with 8.33 kHz channel spacing requirements and the flight plan will be processed automatically by Eurocontrol Integrated Initial Flight Plan Processing System (IFPS).

8.2 Aircraft Not Equipped with 8.33 kHz Radio Equipment

Except for State aircraft, flight plans that do not include the letter **Y** in Item 10a will not be accepted for automatic processing by IFPS.

8.3 State (Including Medical & SAR) non 8.33 kHz Equipped

State aircraft not equipped with 8.33 kHz radio equipment, but equipped with UHF communications and intending to operate in airspace where UHF coverage is available, shall:

- Insert the letters U and Z in Item 10a:
- Insert COM/EXM833 in Item 18 (Other Information): and
- Insert e.g STS/STATE, STS/HOSP or STS/SAR in Item 18 as appropriate.

Such aircraft shall not indicate 8.33 kHz capability by inserting the letter **Y** in Item 10a.

8.4 ATC Notification

For State aircraft flights, the IFPS acknowledgement (ACK) message will contain the following advisory text:

‘THIS FLIGHT MAY REQUIRE SPECIAL HANDLING BY ATC DUE TO 8.33 kHz CARRIAGE REQUIREMENT’

Further information is available in ENR 1.8, ENR 2.1, ENR 2.2, GEN 1.2 and GEN 1.5.

Additional information on how non 8.33 equipped STATE aircraft flights are processed by the IFPS is published in section 40 of the IFPS USERS Manual:

URL: <https://www.eurocontrol.int/publications/ifps-users-manual>

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

9.1 Introduction & Background

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

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

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

1. Flight and flow - information for a collaborative environment (FF-ICE): Information necessary for planning, coordination, and notification of flights, exchanged in a standardised format between members of the ATM community, including those involved in flight operations and aerodrome operations.
2. Flight and flow - information for collaborative environment (FF-ICE) services. A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.
3. Flight and flow - information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.

4. Filed flight plan (FPL or eFPL). The latest flight plan submitted by the pilot, an operator or a designated representative for use by ATS units.
Note: - The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.
5. Globally unique flight identifier (GUFID). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.
FF-ICE Services (PANS ATM Chapter 17)

FF-ICE Services (PANS ATM Chapter 17)

1. FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services.
2. EUROCONTROL Network Manager (NM) is the designated FF-ICE services unit for the IFPS Zone and provides the following FF-ICE services:
 - filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability.
 - trial service: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight.
Note: - The trial service offers an opportunity for an operator or designated representative to submit "what if" scenarios and to receive feedback from an FF-ICE services unit, prior to submitting an eFPL or flight plan update.
 - flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient.
 - notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients; and
 - publication service: the publication of FF-ICE data for access by authorised subscribers.
3. Detailed descriptions of the NM FF-ICE services are available in the European SWIM registry.
4. A Network Manager (NM) B2B certificate is required to make use of the FF-ICE services provided by NM via their B2B (Business to Business) Services.
5. The Network Manager (NM) provides a translation service whereby all eFPL messages are translated to the FPL message format. Operators may make use of the FF-ICE translation and delivery service provided by NM to address translated FPL messages to ATS units outside of the IFPS Zone.

FF-ICE Messages (ICAO DOC 4444 Chapter 17)

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

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

2. The Flight Information Exchange Model (FIXM) provides individual exchange schema for each of the FF-ICE messages.

3. Further details on the format, fields and content are provided in the Network Manager (NM) B2B Reference Manual and the FIXM User Manual.

FF-ICE Requirements

1. General air traffic, operating under IFR must submit eFPLs using the FF-ICE services provided by NM, instead of FPL messages.
2. For all operators an eFPL message shall include, as a minimum (civil aircraft operating as general air traffic fully under IFR have additional requirements):
 - a. the GUF
 - b. the operator flight plan version
 - c. the flight data items required for FPLs as prescribed by the provisions in ICAO Annex 2 Section 3.3.2, ICAO Doc 4444 PANS-ATM Appendix 2 and this AIP section ENR 1.10.
3. Civil aircraft operating as general air traffic fully under IFR are additionally required to include the following in their eFPL:
 - a. Expanded route and 4D trajectory
 - b. Flight specific performance data consisting of performance climb and descent profiles and climb and descent speed schedules.
 - c. Estimated aircraft take-off mass
4. For state aircraft operating as general air traffic fully under IFR and general air traffic operating under mixed IFR and VFR, the inclusion of items 3)a., b., and c. in eFPLs is optional.
5. Details on the expression of route/trajectory information in an FF-ICE flight plan are provided in the EUROCONTROL Network Manager IFPS Users Manual. When providing a trajectory in an FF-ICE flight plan, the full trajectory from aerodrome of departure to aerodrome of destination must be provided.
6. The operator, or its designated representative, is required to generate and allocate a GUF to its FF-ICE flight plan. The provision of the GUF is mandatory when using the filing service and the notification service.
7. The operator flight plan version number is a mandatory element when submitting eFPLs and any subsequent updates. The version number shall be incremented by the operator or their designated representative with every update to the flight plan.

FF-ICE Flight Planning Procedures

1. Submission, update and cancellation of FF-ICE Flight Plans:
 - a. FF-ICE flight plans are submitted, updated and cancelled using the FF-ICE filing service.
 - b. Upon processing of an FF-ICE flight plan submission or update, NM provides feedback via a submission response and filing status. In the case of an FF-ICE flight plan cancellation, NM provides feedback via a submission response only.
2. **Use of the FF-ICE Trial Service:**
 - a. The trial service is initiated through the submission of a trial request.
 - b. Upon processing of an FF-ICE trial request, NM provides feedback via a submission response and a trial response.
3. Use of the FF-ICE Flight Data Request Service:
 - a. The use of the FF-ICE flight data request service enables users to request:
 - i. A copy of accepted eFPLs
 - ii. A copy of supplementary flight plan data
 - iii. A copy of the latest filing status for the flight
 - iv. The submission response status
4. The notification service is used to enable users to transmit departure and arrival notification information to NM.
5. The data publication service is used to enable subscribers to obtain information about flights relevant to their operations.
6. FF-ICE flight plan re-evaluation:
 - a. The Network Manager (NM) performs re-evaluation of FF-ICE flights to determine whether flight plans remain in compliance with published restrictions or ATM measures that may have been applied or modified since the flight plan was last evaluated.
 - b. The IFPS performs re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs, with all valid

flight plans subjected to the same process, same criteria and same possible outcome.

c. The re-evaluation process applies to all processed eFPLs that received an ACK submission status and ACCEPTALBE filing status.

d. Operators should make use of the Network Manager (NM) B2B Publish/Subscribe services that will provide updates to the eFPLs filing status, to maintain awareness of the re-evaluation results.

7. Further details on the Network Manager (NM) implementation and provision of FF-ICE services and related procedures are provided in the Network Manager (NM) IFPS Users Manual.

Reference Documentation

1. ICAO Doc 4444 PANS-ATM
2. ICAO Doc 10066 PANS-AIM
3. Further information on FF-ICE, the Network Manager implementation and associated procedures can be found in the following:
 - a. EUROCONTROL FF-ICE webpage <https://eurocontrol.int/ffice>.
 - b. EUROCONTROL Network Manager IFPS User's Manual <https://www.eurocontrol.int/publication/ifps-users-manual>
 - c. EUROCONTROL NM B2B Reference Manual <https://www.eurocontrol.int/service/network-manager-business-business-b2b-web-services>
 - d. European SWIM Registry <https://eur-registry.swim.aero/home>
 - e. FIXM User Manual <https://docs.fixm.aero/#/>
 - f. The Irish Aviation authority, Air Navigation Services Division

Email: ansdinfo@iaa.ie

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

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED AREAS, RESTRICTED AREAS, AND DANGER AREAS

Prohibited Areas

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EIP8 PORTLAOISE, CO. LAOISE A circle radius 2NM centred on 530218.47N 0071707.51W	5000ft AMSL/GND	H24
EIP9 LIMERICK CITY PRISON A circle radius 1NM centred on 523930.00N 0083659.00W	2000ft AMSL/GND	H24
EIP10 CURRAGH MILITARY CAMP, CO. KILDARE 530916N 0065247W - 530943N 0064927W - 530900N 0064816W - 530749N 0064759W - 530851N 0065245W - 530916N 0065247W	5000ft AMSL/GND	H24
EIP11 PHOENIX PARK, DUBLIN A circle radius 1NM centred on 532134.00N 0061859.00W	1000ft AMSL/GND	H24
EIP18 MOUNTJOY PRISON, DUBLIN A circle radius 0.5NM centred on 532144.00N 0061601.00W	550ft AMSL/GND	H24

Restricted Areas

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EIR15 532000N 0062130W - 531439N 0062130W - 531437N 0063707W - 532202N 0064237W - 532034N 0063056W - 532000N 0062130W	3000ft AMSL/SFC	Active MON-FRI 0900-1730 UTC (Winter) MON-FRI 0800-1630 UTC (Summer) May be activated at short notice outside published hours. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from, and subject to compliance with any conditions and instructions issued by MIL ATS, Casement Aerodrome. Aircraft must be operational Mode C transponder equipped. Information on activity status AVBL from ATS Dublin, ATS Shannon and MIL ATS 122.000MHz.

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EIR16 - Designated for charting reference as B. Area contained by 532339N 0064350W, 531437N 0063707W, 531041N 0064856W, - arc 15NM radius of 531811N 0062719W, - 532359N 0065024W, 532339N 0064350W.	FL240 / 1000ft AMSL	Active MON-FRI 0900-1730 UTC (Winter) MON-FRI 0800-1600 UTC (Summer) May be activated at short notice outside published hours. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from, and subject to compliance with any conditions and instructions issued by MIL ATS, Casement Aerodrome. Aircraft must be operational Mode C transponder equipped. Information on activity status AVBL from ATS Dublin, ATS Shannon and MIL ATS 122.000 MHz.
EIR16 - Designated for charting reference as C. Area contained by 532359N 0065024W, - arc 15NM radius of 531811N 0062719W, - 531041N 0064856W, 530815N 0065612W, - arc 20NM radius of 531811N 0062719W, - 532425N 0065912W, 532359N 0065024W.	FL240 / 1500ft AMSL	
EIR16 - Designated for charting reference as D. Area contained by 531439N 0062542W, 531021N 0063359W, 531437N 0063707W, 531439N 0062542W.	4500ft AMSL/ 1500ft AMSL	
EIR16 - Designated for charting reference as E. Area contained by 531437N 0063707W, 531021N 0063359W, 530607N 0064207W, - arc 15NM radius of 531811N 0062719W, - 531041N 0064856W, 531437N 0063707W.	FL240 / 2500ft AMSL	
EIR16 - Designated for charting reference as F. Area contained by 531041N 0064856W, - arc 15NM radius of 531811N 0062719W, - 530607N 0064207W, 530247N 0064829W, - arc 20NM radius of 531811N 0062719W, - 530815N 0065612W, 531041N 0064856W.	FL240 / 3500ft AMSL	
EIR16 - Designated for charting reference as G. Area contained by 530815N 0065612W, - arc 20NM radius of 531811N 0062719W, - 530247N 0064829W, 525609N 0070104W, - arc 30NM radius of 531811N 0062719W, -530324N 0071035W, 530815N 0065612W.	FL240 / 4500ft AMSL	
EIR16 - Designated for charting reference as H. Area contained by 532425N 0065912W, - arc 20NM radius of 531811N 0062719W, - 530815N 0065612W, 530324N 0071035W, - arc 30NM radius of 531811N 0062719W, - 532514N 0071559W, 532425N 0065912W.	FL240 / 2500ft AMSL	
EIR22 A circle radius 1NM centred on 542932.00N 0081440.00W	1000ft AMSL/SFC	Active H24. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from Military ATS, Casement Aerodrome.
EIR23 A circle radius 1NM centred on 531800.00N 0062652.00W	2000ft AMSL/SFC	Active H24. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from Military ATS, Casement Aerodrome.

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EIR24 Custume Barracks, Athlone, County Westmeath. A circle radius 2NM Centred on 532528N 0075652W.	2000ft AMSL/SFC	Active H24. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from Military ATS, Casement Aerodrome. No Flight Information Service available.

Danger Areas

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EID1 GORMANSTON 534137N 0061229W then a counter-clockwise arc 003NM radius centred on 533843N 0061348W - 533754N 0060857W - 533557N 0055740W then a counter-clockwise arc 010NM radius centred on 533843N 0061348W - 534822N 0060926W - 534137N 0061229W	40000ft AMSL/SFC	NOTAM Military Firing Range Activity by NOTAM FRA Intermediate Point: ASKUP, GIMRO, ULTAG
EID5 GLEN OF IMAAL, CO. WICKLOW 530248N 0062419W - 525508N 0062436W - 525701N 0063454W - 530027N 0063340W - 530124N 0063203W - 530248N 0062419W	40000ft AMSL/GND	NOTAM Military Firing Range and UAV Flying Activity by NOTAM FRA Intermediate Point: GURGA, LUSAT, ADMUP, KOMER
EID6 KILWORTH, CO. CORK 521400N 0081505W - 521430N 0081200W - 521305N 0081140W - 521255N 0081420W - 521400N 0081505W	8000ft AMSL/GND	NOTAM Military Firing Range Activity by NOTAM
EID13 SEA/COASTAL AREA SSW OF CORK 513412N 0084236W - 512012N 0083436W - 511736N 0084848W - 513142N 0085706W - 513412N 0084236W	45000ft AMSL/SFC	H24 Military Firing Range Activity by NOTAM FRA Intermediate Point: KOMAG, ORTOM, BIBLA, LILNO
EID14 SEA AREA SW OF KERRY 514605N 0103227W - 513530N 0101801W - 512238N 0104243W - 513317N 0105700W - 514605N 0103227W	45000ft AMSL/SFC	H24 Military Firing Range Activity by NOTAM FRA Intermediate Point: LODLA, LINRA, UNLID, AMDEP
Note: Information for operators to navigate around notified active danger areas within FRA is contained in ENR 1.10		

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EINN AD 2.1AERODROME LOCATION INDICATOR AND NAME	EINN AD 2 - 1
EINN AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EINN AD 2 - 1
EINN AD 2.3OPERATIONAL HOURS	EINN AD 2 - 1
EINN AD 2.4HANDLING SERVICES AND FACILITIES	EINN AD 2 - 2
EINN AD 2.5PASSENGER FACILITIES	EINN AD 2 - 2
EINN AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EINN AD 2 - 2
EINN AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EINN AD 2 - 2
EINN AD 2.8APRONS, TAXIWAYS AND CHECK LOCATION DATA	EINN AD 2 - 3
EINN AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EINN AD 2 - 4
EINN AD 2.10AERODROME OBSTACLES	EINN AD 2 - 4
EINN AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EINN AD 2 - 4
EINN AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EINN AD 2 - 5
EINN AD 2.13DECLARED DISTANCES	EINN AD 2 - 6
EINN AD 2.14APPROACH AND RUNWAY LIGHTING	EINN AD 2 - 6
EINN AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EINN AD 2 - 6
EINN AD 2.16HELICOPTER LANDING AREA	EINN AD 2 - 7
EINN AD 2.17ATS AIRSPACE	EINN AD 2 - 7
EINN AD 2.18ATS COMMUNICATIONS FACILITIES	EINN AD 2 - 7
EINN AD 2.19RADIO NAVIGATION AND LANDING AIDS	EINN AD 2 - 8
EINN AD 2.20 LOCAL Aerodrome REGULATIONS	EINN AD 2 - 10
EINN AD 2.21NOISE ABATEMENT PROCEDURES	EINN AD 2 - 10
EINN AD 2.22FLIGHT PROCEDURES	EINN AD 2 - 11
EINN AD 2.23ADDITIONAL INFORMATION	EINN AD 2 - 14
EINN AD 2.24CHARTS RELATED TO an AERODROME	EINN AD 2 - 14
EINN AD 2.25visual segment surface (vss) penetration	EINN AD 2 - 14

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

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

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

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

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

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

EIKY AD 2.18ATS COMMUNICATIONS FACILITIES	EIKY AD 2 - 7
EIKY AD 2.19RADIO NAVIGATION AND LANDING AIDS	EIKY AD 2 - 7
EIKY AD 2.20LOCAL TRAFFICAERODROME REGULATIONS	EIKY AD 2 - 7
EIKY AD 2.21NOISE ABATEMENT PROCEDURES	EIKY AD 2 - 9
EIKY AD 2.22FLIGHT PROCEDURES	EIKY AD 2 - 9
EIKY AD 2.23ADDITIONAL INFORMATION	EIKY AD 2 - 10
EIKY AD 2.24CHARTS RELATED TO AN AERODROME	EIKY AD 2 - 10
EIKY AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION	EIKY AD 2 - 11
Aerodrome Chart – ICAO EIKY AD 2.24-1 - 1	
Aerodrome Obstacle Chart RWY 08/26 – ICAO TYPE A EIKY AD 2.24-2 - 1	
RNAV Standard Departure Chart – Instrument RWY 25 CAT A, B - ICAO EIKY AD 2.24-3 - 1	
RNAV Standard Departure Chart – Instrument RWY 25 CAT C - ICAO EIKY AD 2.24-4 - 1	
RNAV Standard Departure Chart – Instrument RWY 07 CAT A, B - ICAO EIKY AD 2.24-5 - 1	
RNAV Standard Departure Chart – Instrument RWY 07 CAT C - ICAO EIKY AD 2.24-6 - 1	
Instrument Approach Chart RNP RWY 25 CAT A, B, C – ICAO EIKY AD 2.24-9.1 - 1	
Instrument Approach Chart ILS or LOC RWY 25 CAT A, B, C – ICAO EIKY AD 2.24-10 - 1	
Instrument Approach Chart NDB RWY 25 CAT A, B, C - ICAO EIKY AD 2.24-11.1 - 1	
Instrument Approach Chart RNP RWY 07 CAT A, B, C - ICAO EIKY AD 2.24-12.1 - 1	
Instrument Approach Chart – NDB RWY 07 CAT A, B, C - ICAO EIKY AD 2.24-13 - 1	
Visual Approach Chart – ICAO EIKY AD 2.24-14 - 1	
EISG AD 2 - 1	
EISG AD 2.1 AERODROME LOCATION INDICATOR AND NAME	EISG AD 2 - 1
EISG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EISG AD 2 - 1
EISG AD 2.3 OPERATIONAL HOURS	EISG AD 2 - 1
EISG AD 2.4 HANDLING SERVICES AND FACILITIES	EISG AD 2 - 2
EISG AD 2.5 PASSENGER FACILITIES	EISG AD 2 - 2
EISG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	EISG AD 2 - 2
EISG AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EISG AD 2 - 3
EISG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	EISG AD 2 - 3
EISG AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EISG AD 2 - 3
EISG AD 2.10 AERODROME OBSTACLES	EISG AD 2 - 4
EISG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	EISG AD 2 - 4
EISG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	EISG AD 2 - 4
EISG AD 2.13 DECLARED DISTANCES	EISG AD 2 - 5
EISG AD 2.14 APPROACH AND RUNWAY LIGHTING	EISG AD 2 - 6
EISG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	EISG AD 2 - 6
EISG AD 2.16 HELICOPTER LANDING AREA	EISG AD 2 - 7
EISG AD 2.17 ATS AIRSPACE	EISG AD 2 - 7
EISG AD 2.18 ATS COMMUNICATIONS FACILITIES	EISG AD 2 - 8
EISG AD 2.19 RADIO NAVIGATION AND LANDING AIDS	EISG AD 2 - 8
EISG AD 2.20 LOCAL AERODROME REGULATIONS	EISG AD 2 - 8
1. Equipment Requirements	EISG AD 2 - 9
EISG AD 2.21 NOISE ABATEMENT PROCEDURES	EISG AD 2 - 10
EISG AD 2.22 FLIGHT PROCEDURES	EISG AD 2 - 10
EISG AD 2.23 ADDITIONAL INFORMATION	EISG AD 2 - 11
EISG AD 2.24 CHARTS RELATED TO AN AERODROME	EISG AD 2 - 11
EISG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EISG AD 2 - 11

Aerodrome Chart - ICAO EISG AD 2.24-1 - 1

Aerodrome Obstacle Chart RWY 10/28– ICAO TYPE A EISG AD 2.24-2 - 1

Instrument Approach Chart RNP Y RWY 10 - CAT A, B ICAO EISG AD 2.24-7 - 1

Instrument Approach Chart RNP Z RWY 10 - CAT A, B ICAO EISG AD 2.24-8 - 1

Instrument Approach Chart NDB Y RWY 10 - CAT A, B ICAO EISG AD 2.24-9 - 1

Instrument Approach Chart NDB Z RWY 10 - CAT A, B ICAO EISG AD 2.24-10 - 1

Instrument Approach Chart RNP RWY 28 - CAT A, B ICAO EISG AD 2.24-11 - 1

Instrument Approach Chart NDB RWY 28 - CAT A, B ICAO EISG AD 2.24-12 - 1

Visual Approach Chart – ICAO EISG AD 2.24-16 - 1

EIWF AD 2 - 1

EIWF AD 2.1AERODROME LOCATION INDICATOR AND NAME **EIWF AD 2 - 1**

EIWF AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA **EIWF AD 2 - 1**

EIWF AD 2.3OPERATIONAL HOURS **EIWF AD 2 - 1**

EIWF AD 2.4HANDLING SERVICES AND FACILITIES **EIWF AD 2 - 2**

EIWF AD 2.5PASSENGER FACILITIES **EIWF AD 2 - 2**

EIWF AD 2.6RESCUE AND FIRE FIGHTING SERVICES **EIWF AD 2 - 2**

EIWF AD 2.7Runway Surface Condition Assessment and Reporting, and Snow Plan **EIWF AD 2 - 3**

EIWF AD 2.8APRONS, TAXIWAYS AND CHECK LOCATION DATA **EIWF AD 2 - 3**

EIWF AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS **EIWF AD 2 - 3**

EIWF AD 2.10AERODROME OBSTACLES **EIWF AD 2 - 4**

EIWF AD 2.11METEOROLOGICAL INFORMATION PROVIDED **EIWF AD 2 - 4**

EIWF AD 2.12RUNWAY PHYSICAL CHARACTERISTICS **EIWF AD 2 - 5**

EIWF AD 2.13DECLARED DISTANCES **EIWF AD 2 - 5**

EIWF AD 2.14APPROACH AND RUNWAY LIGHTING **EIWF AD 2 - 5**

EIWF AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY **EIWF AD 2 - 6**

EIWF AD 2.16HELICOPTER LANDING AREA **EIWF AD 2 - 6**

EIWF AD 2.17ATS AIRSPACE **EIWF AD 2 - 6**

EIWF AD 2.18ATS COMMUNICATIONS FACILITIES **EIWF AD 2 - 7**

EIWF AD 2.19RADIO NAVIGATION AND LANDING AIDS **EIWF AD 2 - 8**

EIWF AD 2.20LOCAL aerodrome REGULATIONS **EIWF AD 2 - 8**

EIWF AD 2.21NOISE ABATEMENT PROCEDURES **EIWF AD 2 - 10**

EIWF AD 2.22FLIGHT PROCEDURES **EIWF AD 2 - 10**

EIWF AD 2.23ADDITIONAL INFORMATION **EIWF AD 2 - 10**

EIWF AD 2.24CHARTS RELATED TO an AERODROME **EIWF AD 2 - 11**

EIWF AD 2.25visual segment surface (vss) penetration **EIWF AD 2 - 11**

Aerodrome Chart – ICAO EIWF AD 2.24-1 - 1

Aerodrome Obstacle Chart RWY 03/21– ICAO TYPE A EIWF AD 2.24-2 - 1

Instrument Approach Chart ILS CAT I or LOC RWY 21 EIWF AD 2.24-3.1 - 1

Instrument Approach Chart NDB/DME RWY 03 – ICAO EIWF AD 2.24-6.1 - 1

Visual Approach Chart – ICAO EIWF AD 2.24-7 - 1

EIWT AD 2 - 1

EIWT AD 2.1AERODROME LOCATION INDICATOR AND NAME **EIWT AD 2 - 1**

EIWT AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA **EIWT AD 2 - 1**

EIWT AD 2.3OPERATIONAL HOURS **EIWT AD 2 - 1**

EIWT AD 2.4HANDLING SERVICES AND FACILITIES **EIWT AD 2 - 2**

EIWT AD 2.5PASSENGER FACILITIES **EIWT AD 2 - 2**

EIWT AD 2.6RESCUE AND FIRE FIGHTING SERVICES **EIWT AD 2 - 2**

EWIWT AD 2.7Runway Surface Condition Assessment and Reporting and Snow Plan	EWIWT AD 2 - 3
EWIWT AD 2.8APRONS, TAXIWAYS AND CHECK LOCATIONS/positions DATA	EWIWT AD 2 - 3
EWIWT AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EWIWT AD 2 - 4
EWIWT AD 2.10AERODROME OBSTACLES	EWIWT AD 2 - 4
EWIWT AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EWIWT AD 2 - 4
EWIWT AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EWIWT AD 2 - 5
EWIWT AD 2.13DECLARED DISTANCES	EWIWT AD 2 - 6
EWIWT AD 2.14APPROACH AND RUNWAY LIGHTING	EWIWT AD 2 - 6
EWIWT AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EWIWT AD 2 - 6
EWIWT AD 2.16HELICOPTER LANDING AREA	EWIWT AD 2 - 6
EWIWT AD 2.17ATS AIRSPACE	EWIWT AD 2 - 6
EWIWT AD 2.18ATS COMMUNICATION FACILITIES	EWIWT AD 2 - 7
EWIWT AD 2.19RADIO NAVIGATION AND LANDING AIDS	EWIWT AD 2 - 7
EWIWT AD 2.20LOCAL aerodrome REGULATIONS	EWIWT AD 2 - 7
EWIWT AD 2.21NOISE ABATEMENT PROCEDURES	EWIWT AD 2 - 7
EWIWT AD 2.22FLIGHT PROCEDURES	EWIWT AD 2 - 7
EWIWT AD 2.23ADDITIONAL INFORMATION	EWIWT AD 2 - 10
EWIWT AD 2.24CHARTS RELATED TO an AERODROME	EWIWT AD 2 - 10
EWIWT AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.	EWIWT AD 2 - 10
Aerodrome Chart – ICAO EIWWT AD 2.24-1 - 1	
AERODROME OBSTACLE CHART - ICAO EIWWT AD 2.24-2 - 1	
EIAB AD 2 - 1	
EIAB AD 2.1 Aerodrome Location Indicator And Name	EIAB AD 2 - 1
EIAB AD 2.2 Aerodrome Geographical And Administrative Data	EIAB AD 2 - 1
EIAB AD 2.3 Operational Hours	EIAB AD 2 - 1
EIAB AD 2.4 Handling Services And Facilities	EIAB AD 2 - 2
EIAB AD 2.5 Passenger Facilities	EIAB AD 2 - 2
EIAB AD 2.6 Rescue And Fire Fighting Services	EIAB AD 2 - 2
EIAB AD 2.7Runway Surface Condition Assessment and Reporting and Snow Plan	EIAB AD 2 - 2
EIAB AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIAB AD 2 - 2
EIAB AD 2.9 Surface Movement Guidance And Control System And Markings	EIAB AD 2 - 3
EIAB AD 2.10 Aerodrome Obstacles	EIAB AD 2 - 3
EIAB AD 2.11 Meteorological Information Provided	EIAB AD 2 - 3
EIAB AD 2.12 Runway Physical Characteristics	EIAB AD 2 - 3
EIAB AD 2.13 Declared Distances	EIAB AD 2 - 4
EIAB AD 2.14 Approach And Runway Lighting	EIAB AD 2 - 4
EIAB AD 2.15 Other Lighting, Secondary Power Supply	EIAB AD 2 - 4
EIAB AD 2.16 Helicopter Landing Area	EIAB AD 2 - 4
EIAB AD 2.17 ATS Airspace	EIAB AD 2 - 4
EIAB AD 2.18 ATS Communication Facilities	EIAB AD 2 - 4
EIAB AD 2.19 Radio Navigation And Landing Aids	EIAB AD 2 - 4
EIAB AD 2.20 Local Traffic Regulations	EIAB AD 2 - 4
EIAB AD 2.21 Noise Abatement Procedures	EIAB AD 2 - 5
EIAB AD 2.22 Flight Procedures	EIAB AD 2 - 5
EIAB AD 2.23 Additional Information	EIAB AD 2 - 5
EIAB AD 2.24 Charts Related To An Aerodrome	EIAB AD 2 - 5
EIBN AD 2 - 1	

EIBN AD 2.1 Aerodrome Location Indicator And Name	EIBN AD 2 - 1
EIBN AD 2.2 Aerodrome Geographical And Administrative Data	EIBN AD 2 - 1
EIBN AD 2.3 Operational Hours	EIBN AD 2 - 1
EIBN AD 2.4 Handling Services And Facilities	EIBN AD 2 - 2
EIBN AD 2.5 Passenger Facilities	EIBN AD 2 - 2
EIBN AD 2.6 Rescue And Fire Fighting Services	EIBN AD 2 - 2
EIBN AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIBN AD 2 - 2
EIBN AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIBN AD 2 - 2
EIBN AD 2.9 Surface Movement Guidance And Control System And Markings	EIBN AD 2 - 2
EIBN AD 2.10 Aerodrome Obstacles	EIBN AD 2 - 3
EIBN AD 2.11 Meteorological Information Provided	EIBN AD 2 - 3
EIBN AD 2.12 Runway Physical Characteristics	EIBN AD 2 - 3
EIBN AD 2.13 Declared Distances	EIBN AD 2 - 4
EIBN AD 2.14 Approach And Runway Lighting	EIBN AD 2 - 4
EIBN AD 2.15 Other Lighting, Secondary Power Supply	EIBN AD 2 - 4
EIBN AD 2.16 Helicopter Landing Area	EIBN AD 2 - 4
EIBN AD 2.17 ATS Airspace	EIBN AD 2 - 4
EIBN AD 2.18 ATS Communication Facilities	EIBN AD 2 - 4
EIBN AD 2.19 Radio Navigation And Landing Aids	EIBN AD 2 - 4
EIBN AD 2.20 LOCAL AERODROME REGULATIONS	EIBN AD 2 - 4
EIBN AD 2.21 Noise Abatement Procedures	EIBN AD 2 - 5
EIBN AD 2.22 Flight Procedures	EIBN AD 2 - 5
EIBN AD 2.23 Additional Information	EIBN AD 2 - 5
EIBN AD 2.24 Charts Related To An Aerodrome	EIBN AD 2 - 5
EIBN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EIBN AD 2 - 5
EIBR AD 2 - 1	
EIBR AD 2.1 Aerodrome Location Indicator And Name	EIBR AD 2 - 1
EIBR AD 2.2 Aerodrome Geographical And Administrative Data	EIBR AD 2 - 1
EIBR AD 2.3 Operational Hours	EIBR AD 2 - 1
EIBR AD 2.4 Handling Services And Facilities	EIBR AD 2 - 2
EIBR AD 2.5 Passenger Facilities	EIBR AD 2 - 2
EIBR AD 2.6 Rescue And Fire Fighting Services	EIBR AD 2 - 2
EIBR AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIBR AD 2 - 2
EIBR AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIBR AD 2 - 3
EIBR AD 2.9 Surface Movement Guidance And Control System And Markings	EIBR AD 2 - 3
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EIBR AD 2.15 Other Lighting, Secondary Power Supply	EIBR AD 2 - 4
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EICL AD 2.19 Radio Navigation And Landing Aids	EICL AD 2 - 5
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EICL AD 2.23 Additional Information	EICL AD 2 - 5
EICL AD 2.24 Charts Related To An Aerodrome	EICL AD 2 - 5
EICL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EICL AD 2 - 5
EICN AD 2 - 1	
EICN AD 2.1 Aerodrome Location Indicator And Name	EICN AD 2 - 1
EICN AD 2.2 Aerodrome Geographical And Administrative Data	EICN AD 2 - 1
EICN AD 2.3 Operational Hours	EICN AD 2 - 1
EICN AD 2.4 Handling Services And Facilities	EICN AD 2 - 2
EICN AD 2.5 Passenger Facilities	EICN AD 2 - 2
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EIIM AD 2.4Handling Services And Facilities	EIIM AD 2 - 2
EIIM AD 2.5Passenger Facilities	EIIM AD 2 - 2
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EIIR AD 2.2 Aerodrome Geographical And Administrative Data	EIIR AD 2 - 1
EIIR AD 2.3 Operational Hours	EIIR AD 2 - 1
EIIR AD 2.4 Handling Services And Facilities	EIIR AD 2 - 2
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EIIR AD 2.19 Radio Navigation And Landing Aids	EIIR AD 2 - 5
EIIR AD 2.20 Local Traffic Regulations	EIIR AD 2 - 5
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EIMH AD 2.1 Aerodrome Location Indicator And Name	EIMH AD 2 - 1
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EIMH AD 2.3 Operational Hours	EIMH AD 2 - 1
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EIMH AD 2.6 Rescue And Fire Fighting Services	EIMH AD 2 - 2
EIMH AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIMH AD 2 - 2

EIMH AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIMH AD 2 - 2
EIMH AD 2.9 Surface Movement Guidance And Control System And Markings	EIMH AD 2 - 3
EIMH AD 2.10 Aerodrome Obstacles	EIMH AD 2 - 3
EIMH AD 2.11 Meteorological Information Provided	EIMH AD 2 - 3
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EIMH AD 2.21 Noise Abatement Procedures	EIMH AD 2 - 6
EIMH AD 2.22 Flight Procedures	EIMH AD 2 - 6
EIMH AD 2.23 Additional Information	EIMH AD 2 - 6
EIMH AD 2.24 Charts Related To An Aerodrome	EIMH AD 2 - 6
EIMH AD 2.25 visual segment surface (vss) penetration	EIMH AD 2 - 6
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EIMN AD 2.1 Aerodrome Location Indicator And Name	EIMN AD 2 - 1
EIMN AD 2.2 Aerodrome Geographical And Administrative Data	EIMN AD 2 - 1
EIMN AD 2.3 Operational Hours	EIMN AD 2 - 1
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EIMN AD 2.6 Rescue And Fire Fighting Services	EIMN AD 2 - 2
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EIMN AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIMN AD 2 - 2
EIMN AD 2.9 Surface Movement Guidance And Control System And Markings	EIMN AD 2 - 3
EIMN AD 2.10 Aerodrome Obstacles	EIMN AD 2 - 3
EIMN AD 2.11 Meteorological Information Provided	EIMN AD 2 - 3
EIMN AD 2.12 Runway Physical Characteristics	EIMN AD 2 - 4
EIMN AD 2.13 Declared Distances	EIMN AD 2 - 4
EIMN AD 2.14 Approach And Runway Lighting	EIMN AD 2 - 5
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EIMN AD 2.16 Helicopter Landing Area	EIMN AD 2 - 5
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EIMN AD 2.18 ATS Communication Facilities	EIMN AD 2 - 5
EIMN AD 2.19 Radio Navigation And Landing Aids	EIMN AD 2 - 5
EIMN AD 2.20 Local Traffic Regulations	EIMN AD 2 - 6
EIMN AD 2.21 Noise Abatement Procedures	EIMN AD 2 - 6
EIMN AD 2.22 Flight Procedures	EIMN AD 2 - 6
EIMN AD 2.23 Additional Information	EIMN AD 2 - 6
EIMN AD 2.24 Charts Related To An Aerodrome	EIMN AD 2 - 6
EINC AD 2 - 1	
EINC AD 2.1Aerodrome Location Indicator And Name	EINC AD 2 - 1
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EINC AD 2.3Operational Hours	EINC AD 2 - 1

EINC AD 2.4 Handling Services And Facilities	EINC AD 2 - 1
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EINC AD 2.10 Aerodrome Obstacles	EINC AD 2 - 3
EINC AD 2.11 Meteorological Information Provided	EINC AD 2 - 3
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EINC AD 2.24 Charts Related To An Aerodrome	EINC AD 2 - 5
EINC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EINC AD 2 - 5
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EIRT AD 2.2 Aerodrome Geographical And Administrative Data	EIRT AD 2 - 1
EIRT AD 2.3 Operational Hours	EIRT AD 2 - 1
EIRT AD 2.4 Handling Services And Facilities	EIRT AD 2 - 2
EIRT AD 2.5 Passenger Facilities	EIRT AD 2 - 2
EIRT AD 2.6 Rescue And Fire Fighting Services	EIRT AD 2 - 2
EIRT AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIRT AD 2 - 2
EIRT AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIRT AD 2 - 2
EIRT AD 2.9 Surface Movement Guidance And Control System And Markings	EIRT AD 2 - 2
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EIRT AD 2.21 Noise Abatement Procedures	EIRT AD 2 - 5
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EIRT AD 2.24 Charts Related To An Aerodrome	EIRT AD 2 - 5

EIRT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

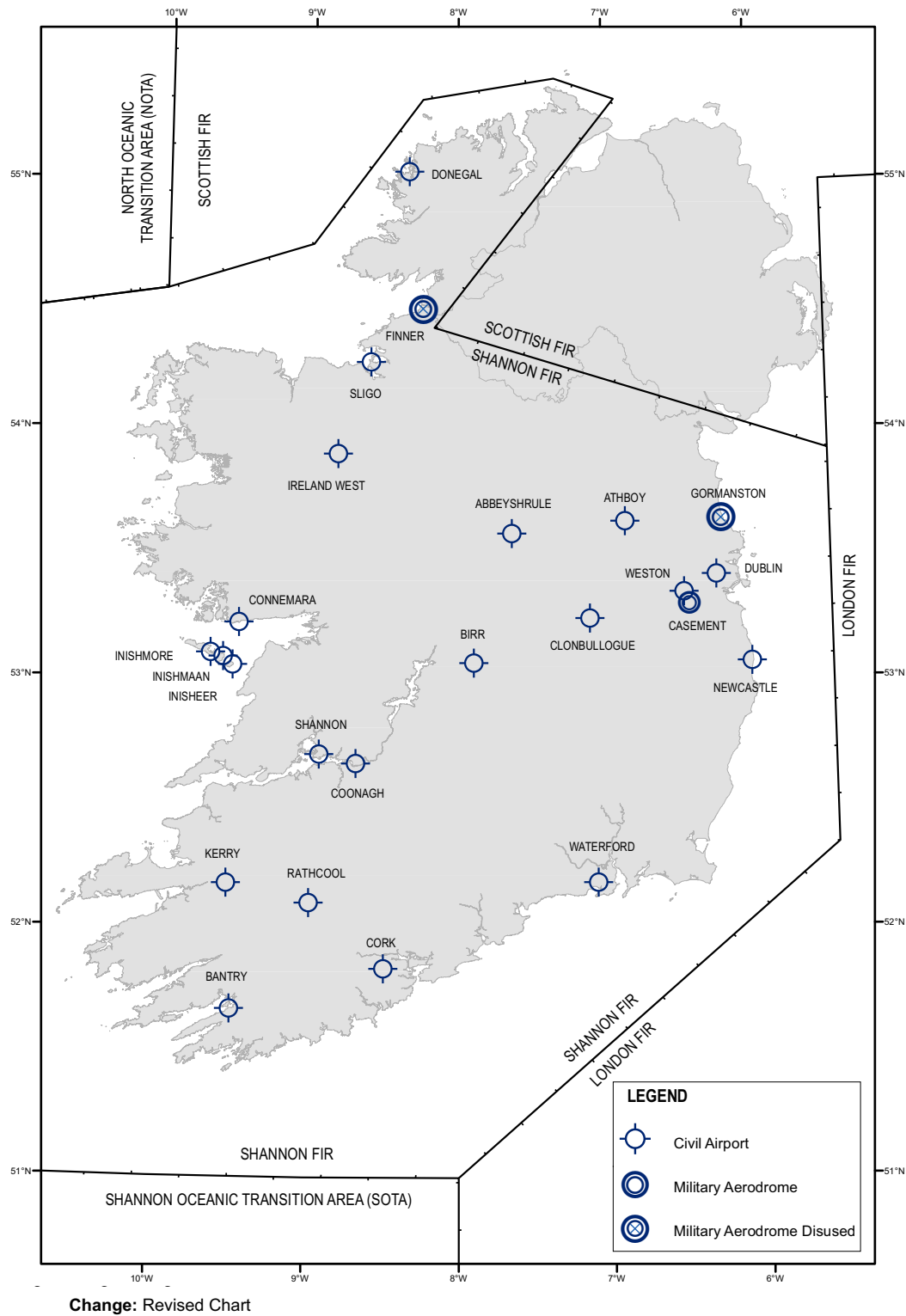
EIRT AD 2 - 5

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

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

Figure 1. AERODROMES AND HELIPORTS - INDEX CHART

Figure 1. AERODROMES AND HELIPORTS - INDEX CHART



Change: Revised Chart

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome Name Location Indicator	Date of Initial Issue of Certificate or License	Validity of Certificate or License	Remarks
1	2	3	4
ABBEYSHRULE *EIAB	15/07/2009	Annual	Licensed
ATHBOY *EIMH	07/03/2009	Annual	Licensed
BANTRY *EIBN	20/01/2010	Annual	Licensed
BIRR *EIBR	30/09/2009	Annual	Licensed
CLONBULLOGUE *EICL	30/05/2009	Annual	Licensed
CONNEMARA *EICA	18/07/2009	Annual	Licensed
COONAGH *EICN	03/07/2009	Annual	Licensed
CORK International EICK	06/12/2017	—	Certified
DONEGAL EIDL	19/12/2017	—	Certified
DUBLIN International EIDW	06/12/2017	—	Certified
INISHEER *EIIR	01/08/2009	Annual	Licensed
INISHMAAN *EIMN	15/11/2009	Annual	Licensed
INISHMORE *EIIM	11/08/2009	Annual	Licensed
IRELAND WEST EIKN	18/12/2017	—	Certified
KERRY EIKY	22/12/2017	—	Certified
NEWCASTLE *EINC	31/07/2009	Annual	Licensed
RATHCOOL *EIRT	01/08/2009	Annual	Licensed
SHANNON International EINN	20/12/2017	—	Certified
SLIGO EISG	02/06/2023	Annual	Licensed
WATERFORD EIWF	22/12/2017	—	Certified
WESTON EIWT	22/10/2009	Annual	Licensed

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

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

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EIKY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIKY – KERRY

EIKY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	521051N 0093126W Mid-point RWY 07/25
2	Direction and distance from (city)	8NM SE of Tralee / 7NM N of Killarney
3	AD Elevation, Reference Temperature & Mean Low Temperature	112 ft/20.7°C (Max Temp) 0.9°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	191ft
5	MAG VAR/Annual change	2°W (2026) / 12' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Kerry Airport Plc, FarranFore, Co. Kerry. Email: info@kerryairport.ie Phone:+ 353 66 976 46 44 Phone:+ 353 66 976 43 50 Fax: + 353 66 976 41 34 Fax: + 353 66 976 49 88
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EIKY AD 2.3 OPERATIONAL HOURS

1	AD Operator	Winter 0900-1800 UTC Summer 0800-1700 UTC Variations promulgated by NOTAM. Check NOTAM
2	Customs and immigration	24HR PN required to AD Operator.
3	Health and sanitation	As per ATS
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	As per ATS
6	MET Briefing Office	See Remarks
7	ATS	Winter 0900-1800 UTC Summer 0800-1700 UTC Variations promulgated by NOTAM. Check NOTAM.
8	Fuelling	As per ATS
9	Handling	As per ATS
10	Security	H24
11	De-icing	As per ATS

12	Remarks	ATS AVBL outside published HR, 24 HR PN to AD Operator. Fuelling - Last fuelling as ATS HR - 30MIN. PIB AVBL from AIS, Shannon see GEN 3.1.5 MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4 Airport closed on Christmas Day. Exact hours advised by NOTAM. PPR required in advance for all flights, contact AD operator. Surcharges apply for operations outside Winter 0900-1800 UTC and Summer 0800-1700 UTC, contact AD operator.
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EIKY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Contact AD Operator
2	Fuel/oil types	JET A1
3	Fuelling facilities/capacity	1 truck 20,000L; 1 truck 18,000L.
4	De-icing facilities	AVBL on request; Mobile Unit
5	Hangar space available for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Handling services AVBL within AD HR by arrangement with the AD

EIKY AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of AD	In Tralee or Killarney B+B Near AD
2	Restaurant(s) at or in the vicinity of AD	At AD and in local towns
3	Transportation possibilities	Taxis and Car Hire from the AD
4	Medical facilities	First Aid at AD. Hospitals in Tralee & Killarney
5	Bank and Post Office at or in the vicinity of AD	ATM at AD. Tralee & Killarney
6	Tourist Office	Self-service facility AVBL
7	Remarks	Nil

EIKY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Up to CAT 7 for scheduled flights. RFFS provision in accordance with largest aircraft operating at all other times. 24 hour PPR required. Notification to the AD ADMIN.
2	Rescue equipment	Hydraulic cutting equipment. Emergency lighting and other equipment in compliance with Category 7 requirements.

3	Capability for removal of disabled aircraft	The airport manager is the co-ordinator and can be contacted on the following numbers; Phone: Co-ordinator Direct 087 6267729 Phone: Main Switch + 353 66 976 4644 For information on the removal of aircraft. Phone: Fire Station coordination +353 66 979 3014 Fax: + 353 66 976 4134 Fax: + 353 66 976 4988 Email: info@kerryairport.ie Airlines to make their own arrangements through IATA pool or other. Assistance (unskilled) available through local contractors. No on-site lifting capability provided and all resources are external. Capability 10,000kg (using outside contractor) Phone: +353 66 979 3014 Phone: +353 86 604 4127
4	Remarks	Nil

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

1	Type(s) of clearing equipment	2 snow blade, 2 Runway sweepers AVBL as required.
2	Clearance priorities	RWY 07/25 and associated TWY to Apron
3	Use of material for movement area surface treatment	KAC, NAFO as required
4	Specially prepared winter runways	Not applicable
5	Remarks	Nil

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

1	Apron designation, surface and strength	East Apron Surface CONC/ASPH Strength PCR 640/F/B/X/T West Apron Surface CONC/ASPH Strength PCR 980/F/B/X/T			
2	Taxiway designation, width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23M	CONC/ASPH	PCR 980/F/B/X/T
3	Altimeter checkpoint location and elevation	Location: Terminal Apron / Elevation: 78ft AMSL			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Taxilane Bravo Surface ASPH Strength PCR 640/F/B/X/T Taxilane B Width 15M Maximum wingspan 36M			

EIKY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing Guidance System Sign boards at intersection of TWY and RWY and at the Holding Point. Guide Lines at Apron
2	RWY/TWY markings and LGT	RWY: Marked: Designator, THR, TDZ, C/L, Edge. Lighted: Runway, Edge. TWY: Marked: Centre line, Edge, Holding position. Lighted: Edge
3	Stop bars and RWY Guard Lights	Stop bars Nil Runway Guard Lights at TWY A
4	Other RWY Protection measures	Nil
5	Remarks	Nil

EIKY AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type Colour	Remarks
a	b	c	d	e	f
Contact ats@kerryairport.ie for information					

In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type Colour	Remarks
a	b	c	d	e	f
Contact ats@kerryairport.ie for information					

EIKY 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	Forecasts valid from 05:00-24:00 Nil
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Éireann Central Aviation Office, Shannon. 9 HR 3 HR
4	Trend Forecast Interval of issuance	Nil
5	Briefing/consultation provided	Personal
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Weather surveillance RADAR; Ceilometer; Automatic Weather Station; Receiver for satellite cloud pictures.
9	ATS units provided with information	EIKY TWR

10	Additional information (limitation of service, etc.)	METAR and MET Report issued every 30 minutes during published HR of operation. Refer to GEN 3.5.4.2 for additional information
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EIKY 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
07	071.23°	2000 x 45	980/F/B/X/T ASPH	521040.75N 0093215.46W 521101.56N 0093035.78W 191ft	25M/82ft
25	251.25°	2000 x 45	980/F/B/X/T ASPH	521101.56N 0093035.78W 521040.75N 0093215.46W 192ft	34M/112ft

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 0.4% Refer to Aerodrome Obstacle Chart Type A EIKY AD 2.24- 2	Nil	60 x 150	2120 x 300	150 x 90	Nil	Nil	RWY Surface Grooved
	Nil	60 x 150	2120 x 300	240 x 90	Nil	Yes	

EIKY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	2000	2060	2000	2000	Nil
25	2000	2060	2000	2000	

EIKY 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	LIH, one crossbar	Green	PAPI, Slope 3.26° MEHT 55.12ft	Nil	Nil	White 40-50M	Red	Nil	Lighting as indicated in columns 2,3,7,8 are light emitting diode (LED)
25	LIH 900M, 5 crossbars	Green	PAPI, Slope 3.5° MEHT 51.5 ft	Nil	Nil	White 40-50M	Red	Nil	Lighting as indicated in columns 2,3,7,8 are light emitting diode (LED)

EIKY 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	WDI Near THR 25 and THR 07 lighted Near THR 25 lighted
3	TWY edge and centre line lighting	TWY Edge Only
4	Secondary power supply/switch-over time	Secondary Power Supply to all equipment at AD/10 seconds.
5	Remarks	TWY Edge, Apron Edge, and Apron mast lighting all Light Emitting Diode (LED)

EIKY 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 Section 3

EIKY AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Kerry Control Zone Circle radius 10NM 521051N 0093126W (Kerry ARP)
2	Vertical limits	5000 ft AMSL
3	Airspace classification	C G (outside hours of operation of ATC)
4	ATS unit call sign Language(s)	Kerry Tower English
5	Transition altitude	5000 ft
6	Hours of applicability	As per ATS. See EIKY AD 2.3
7	Remarks	Flight plans mandatory during ATS hours of operation. Airspace Classification outside hours of operation of ATS is uncontrolled Class G.

EIKY 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
TWR	Kerry Tower	123.330	Nil	Nil	As per ATS EIKY AD 2.3	Nil
GND	Kerry Ground	121.605	Nil	Nil	As per ATS EIKY AD 2.3	Nil
ATIS	Kerry Information	118.030	Nil	Nil	As per ATS EIKY AD 2.3	Nil

EIKY 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
NDB	KER	334 kHz	H24	521055.8N 0093128.2W			Designated Operational Coverage 25
DME	IKR	CH 24X	H24	521055.6N 0093128.1W	110ft		DME zero ranged at THR 25/07
LLZ 25	IKR	108.7 MHz	H24	521037.7N 0093230.1W			Designated Operational Coverage 18
GP 25	IKR	330.5 MHz	H24	521102.2N 0093052.8W			GP Angle 3.5° RDH 56ft GP flags on and to the right of centreline as well as beyond 9nm may be experienced.

EIKY AD 2.20 LOCAL AERODROME REGULATIONS

1. Aircraft Taxiing

Pilots should use the minimum power necessary while taxiing. On west apron stands 1 to 5, pilots should operate at the minimum power commensurate with the intended manoeuvre, due to the effect of jet blast on personnel, equipment and buildings.

2. Aircraft Engine Test Runs

Permission for all test runs must be obtained from the ATC

Aircraft engine test runs at idle speed not exceeding five minutes duration are permitted on the west apron stand 1 and stand 2, and on the east apron stand E2 and stand E3 locations as indicated on Kerry aerodrome chart EIKY AD 2.24-1.

Engine test runs up to full power shall take place in the isolated area parking (IAP) location as indicated on Kerry aerodrome chart EIKY AD 2.24-1.

3. Helicopter Landing Area

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

EIKY AD 2.21 NOISE ABATEMENT PROCEDURES

Turbojet aircraft may operate only between the hours of 0730 and 2300 (UTC) during the period 1st October to 31st May. Operation is unrestricted during the period 1st June to 30th September.

Aircraft parking on East Apron - maximum period for engine run or APU operations pre departure or post arrival 15 minutes.

EIKY AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

Clearance to enter the CTR

Arrival routes may be varied at the discretion of ATC.

Arrival Routes are based on holding patterns established at KER NDB and ROTSO.

Shannon ATS will descend arriving traffic to the lowest usable flight level within controlled airspace (FL 080 / Shannon Transition level if higher).

A lower level/altitude within controlled airspace may be coordinated with Kerry ATC.

Descent into the FIR (Class G Uncontrolled airspace)

Caution: Descent below FL080 or Transition level if higher, before the lateral limits of the Shannon CTA, Kerry Control Zone or associated stubs as outlined in [ENR 2.1](#) will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500MHz

2. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2 supplemented by the following:

Traffic departing on Kerry SID SHA4A, SHA4B, SHA3C, SHA3D, CRK4A, CRK4B, CRK3C, CRK3D, KER4A, KER4B, KER3C & KER3D, experiencing radio communication failure in the Kerry CTR/Shannon CTA shall maintain the maximum altitude specified in the SID for a period of three minutes following the time the altitude is reached and thereafter adjust level and speed in accordance with filed flight plan

3. OMNI-DIRECTIONAL DEPARTURE PROCEDURE FOR RUNWAYS 07/25

RWY	TRACK	A/C Category	Minimum Climb Gradient	Routing
25	253	A,B,C	Minimum Climb Gradient of 6%	Climb straight ahead until 4500ft and then as directed by ATC
07	073	A,B,C	Minimum Climb Gradient of 5.0%	Climb straight ahead until 4500ft and then as directed by ATC

Pilots who cannot comply with any of the SID's or Omnidirectional departure procedures must inform ATC in good time so alternative clearances can be issued.

Terrain

- Departing aircraft requiring a deviation from there clearance, published SID or Omnidirectional departure, should exercise caution due high ground.
- Deviation from the published procedures required by departing aircraft will, on request, be approved by ATC "At pilots Discretion". Warning of high ground.

4. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures

Reduced Aerodrome Visibility Procedures are approved for operations on Runway 25 and for Runway 07.

4.1 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 all or part of the Manoeuvring area is not visible to the Duty Air Traffic Control Officer (DATCO) from the control tower.

4.2 Low visibility procedures (LVP)

Kerry airport are not approved for low visibility procedures and therefore do not operate in low visibility conditions (LVC);

Where the reported conditions are below the operational minima of RVR ≤550M or height of cloud ≤200ft, Aircraft arrival and departure operations shall be suspended.

5. VFR Reporting points and Visual holding patterns.

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

- John Cronin Roundabout Hold (521520.95N 0093746.51W)
1 minute right hand pattern, based on John Cronin Roundabout
Flown at 120kts TAS, Inbound track 258°,
Minimum holding altitude is 1500ft QNH.
- Currow Hill Hold (520944.37N 0092935.36W)
1 minute Left hand pattern, based on Currow Hill.
Flown at 120kts TAS, inbound track 258°,
Minimum holding altitude is 1500ft QNH.
- Other Visual Reporting Points (VRPs) (WGS-84)
VRP Killarney Town 520335.64N 0093104.48W

EIKY AD 2.23 ADDITIONAL INFORMATION

Prior Permission Required for use of Kerry Airport must be obtained. Filing of a flight plan “does not” constitute prior permission.

EIKY AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIKY AD 2.24-1
Aerodrome Obstacle Chart RWY 07/25 – ICAO TYPE A	EIKY AD 2.24-2
Standard Departure Chart – Instrument RWY 25 CAT A, B - ICAO	EIKY AD 2.24-3
Standard Departure Chart – Instrument RWY 25 CAT C - ICAO	EIKY AD 2.24-4
Standard Departure Chart – Instrument RWY 07 CAT A, B - ICAO	EIKY AD 2.24-5
Standard Departure Chart – Instrument RWY 07 CAT C - ICAO	EIKY AD 2.24-6
Instrument Approach Chart RNP RWY 25 CAT A, B, C – ICAO	EIKY AD 2.24-9
Instrument Approach Chart ILS OR LOC RWY 25 CAT A, B, C – ICAO	EIKY AD 2.24-10
Instrument Approach Chart NDB RWY 25 CAT A, B, C – ICAO	EIKY AD 2.24-11
Instrument Approach Chart RNP RWY 07 CAT A, B, C – ICAO	EIKY AD 2.24-12
Instrument Approach Chart NDB RWY 07 CAT A, B, C - ICAO	EIKY AD 2.24-13

Name	Page
Visual Approach Chart – ICAO	EIKY AD 2.24-14

EIKY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

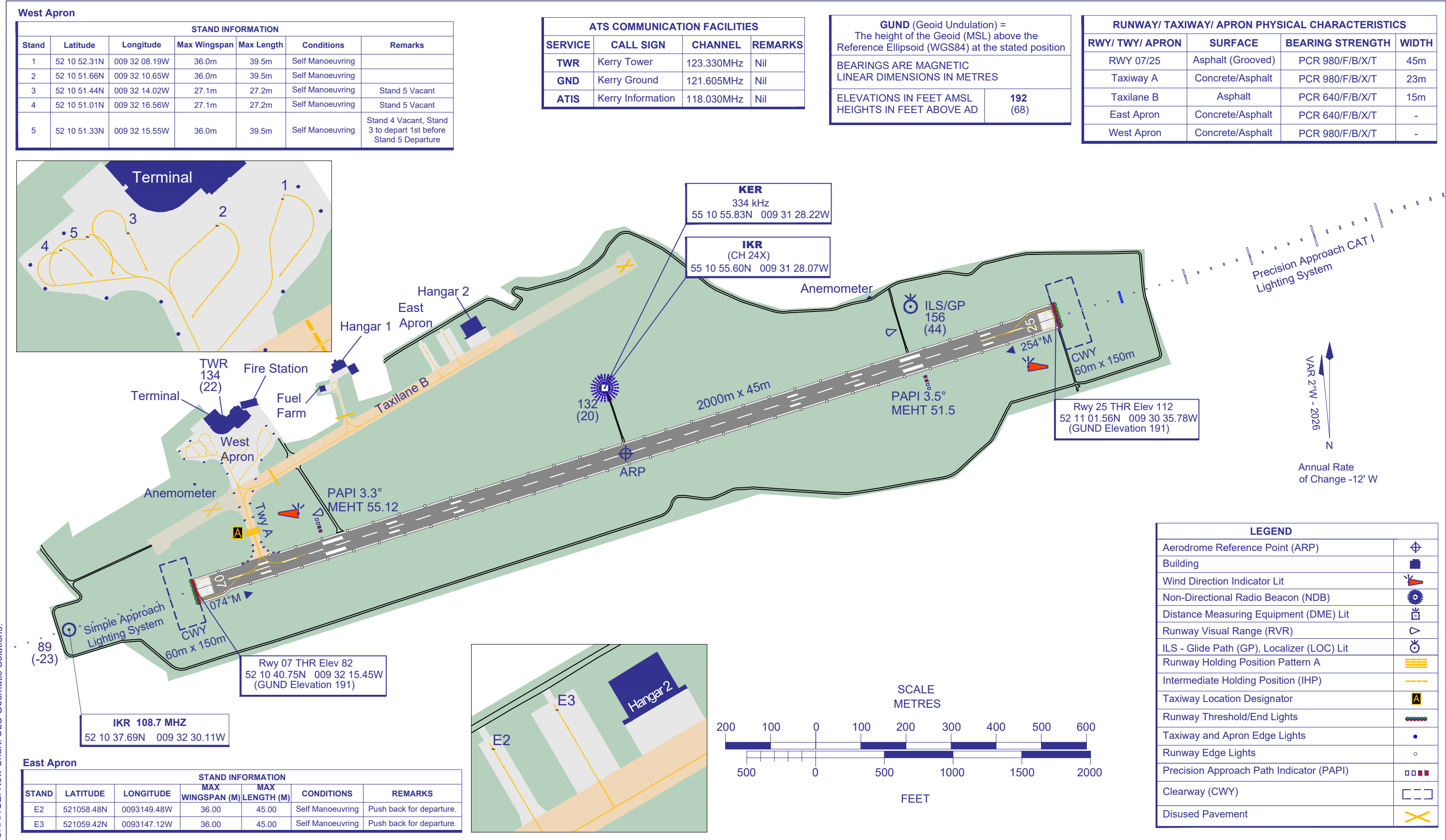
RNP RWY 25	Visual segment penetrated by vegetation to the left of the track.
ILS OR LOC RWY 25	VSS Obstacles have a height less than 15m above the threshold.
NDB RWY 25	Visual segment penetrated by vegetation left and right of the track.
RNP RWY 07	Visual segment penetrated by vegetation to the right of the track.
NDB RWY 07	Visual segment penetrated by vegetation to the right of the track.

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AERODROME
CHART - ICAO

AD ELEVATION 112FT ARP 52 10 51N 009 31 26W
CONSULT NOTAM FOR LATEST INFORMATION

KERRY AIRPORT
IRELAND



CHANGE: New Chart. SLC Geomatic Solutions.

DIMENSIONS AND ALTITUDES IN METRES

MAGNETIC VARIATION 2° West, 2026
ANNUAL CHANGE -12" West/Year

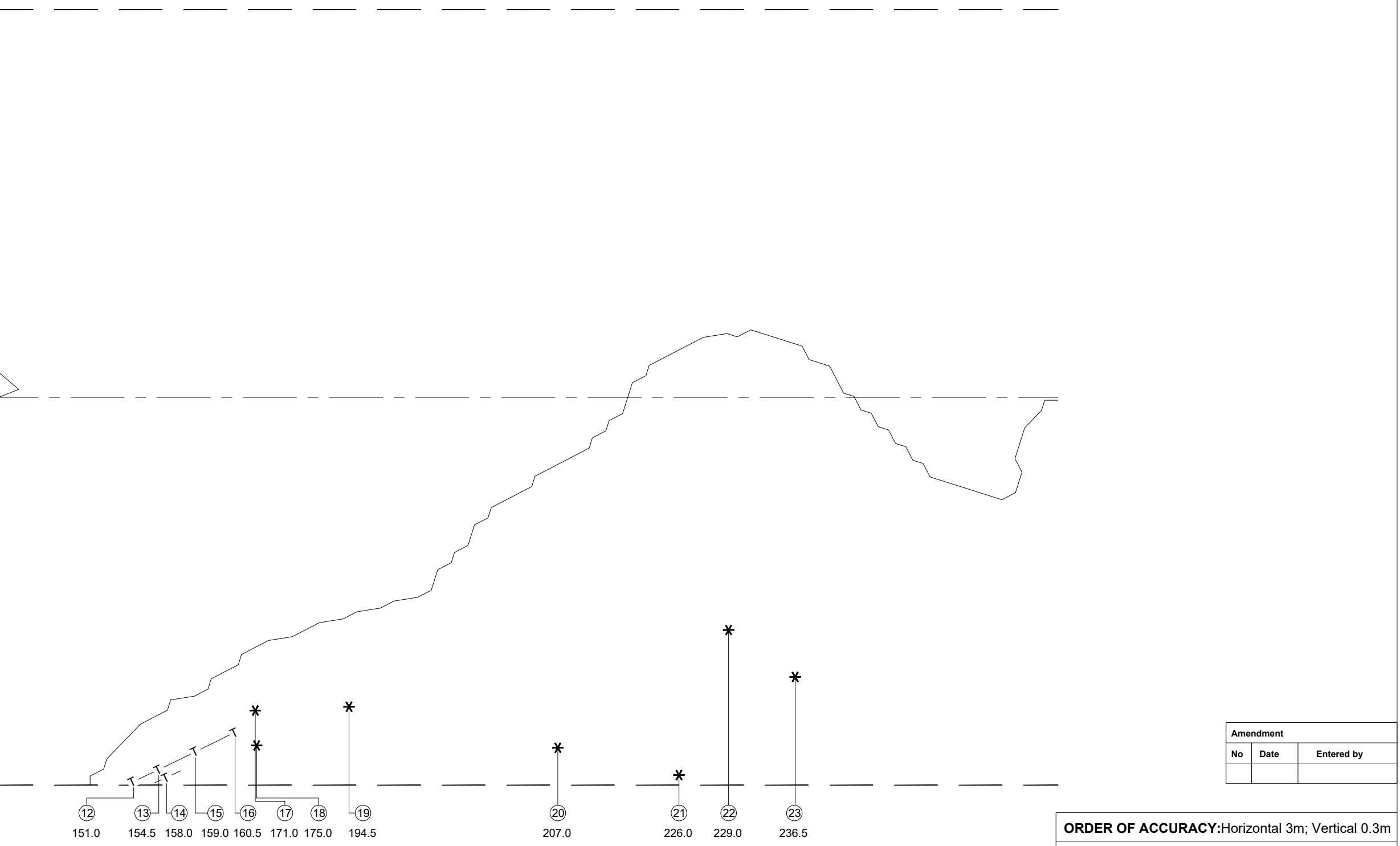
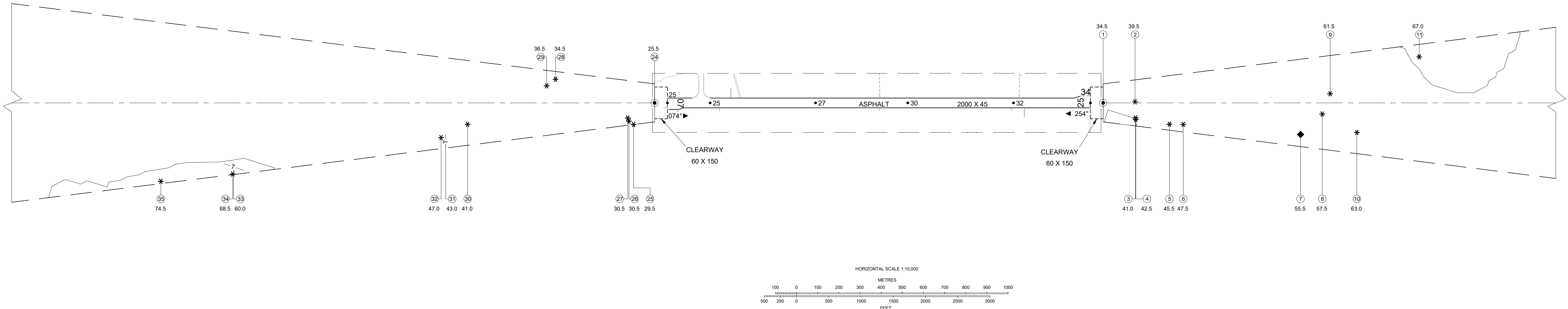
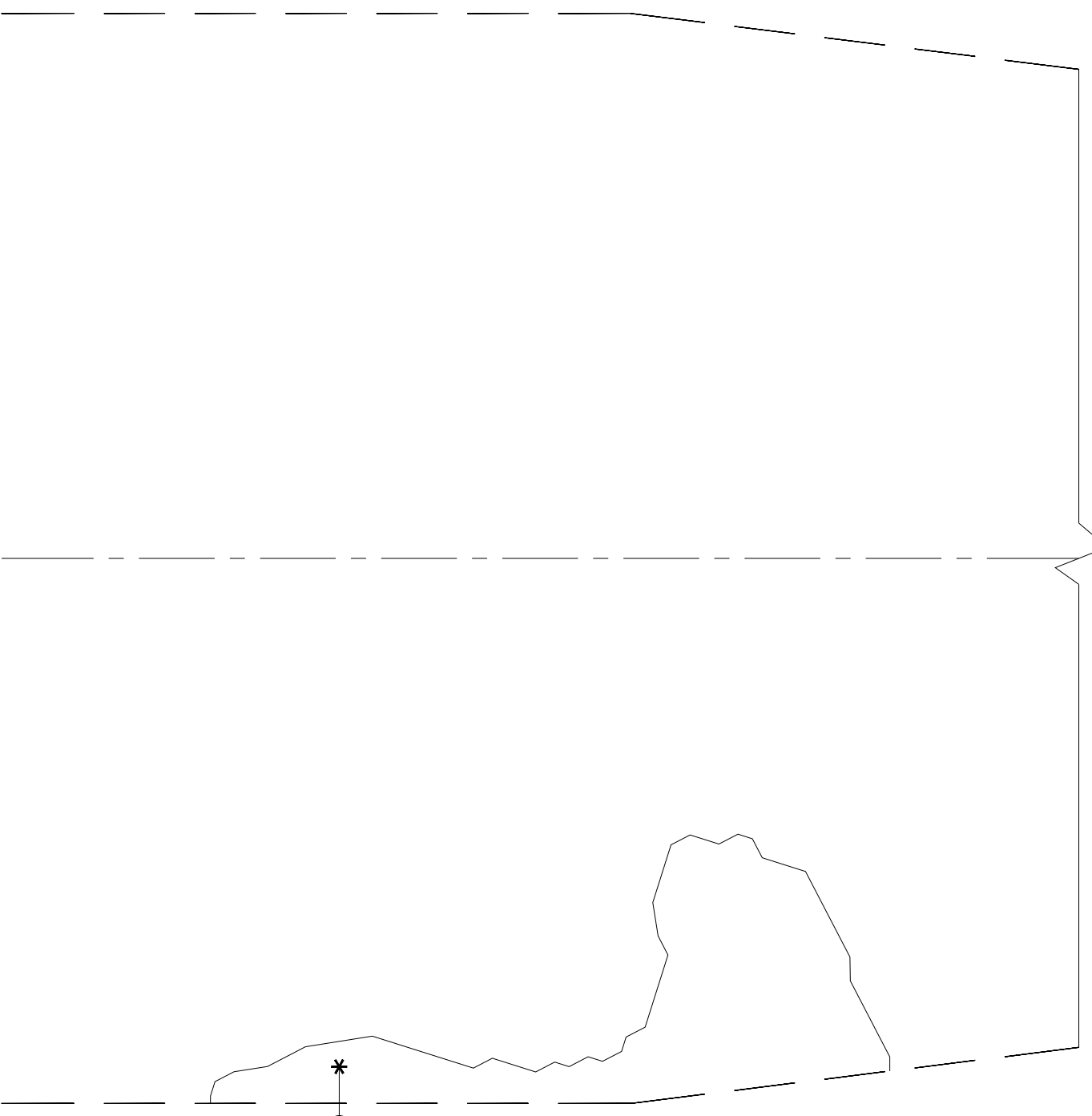
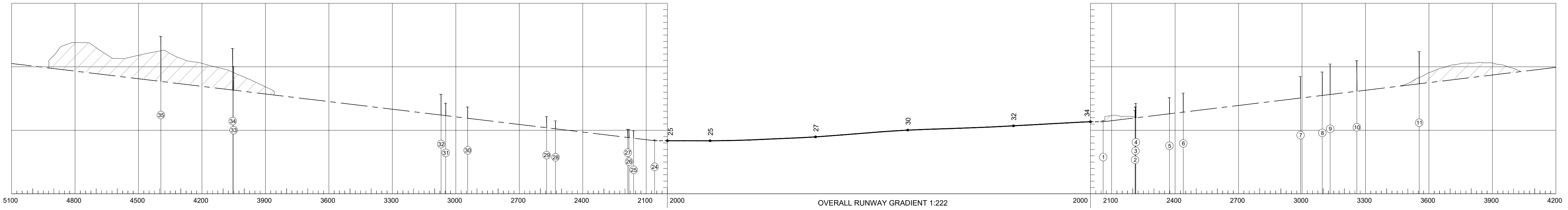
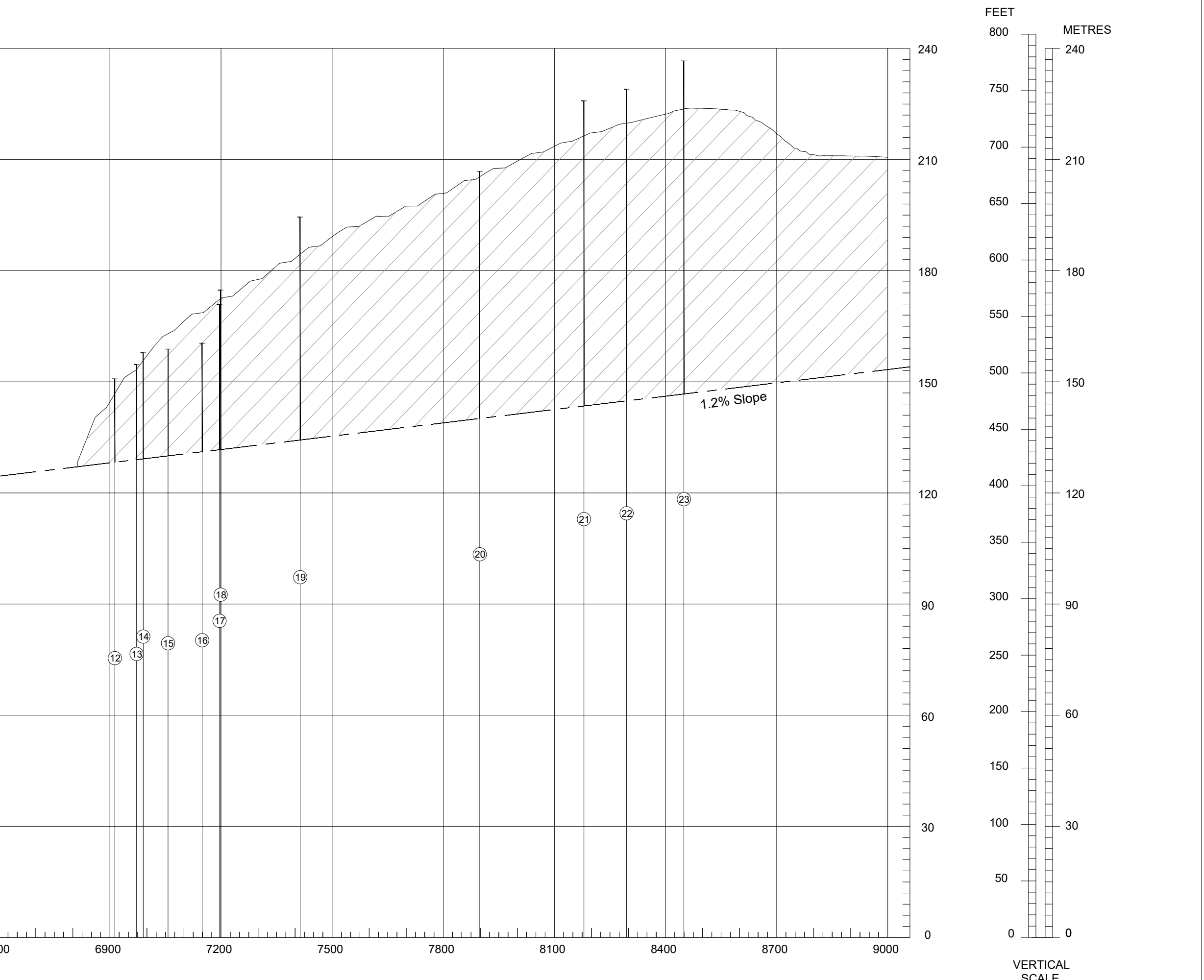
AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS
CONSULT NOTAM FOR LATEST INFORMATION

KERRY AIRPORT / IRELAND
RUNWAY 07-25

Obstacle Number	Survey Number	Description	Latitude	Longitude	Elevation m	Elevation ft
24	1888	APPROACH LIGHT	52°10'41.1200N	00°02'12.4810W	25.47	83.56
25	239	Tree	52°10'56.9649N	00°02'21.6142W	29.70	97.44
26	1180	TREE	52°10'56.3218N	00°02'23.0377W	30.36	99.60
27	1181	TREE	52°10'56.6137N	00°02'23.0722W	30.47	99.95
28	1206	TREE	52°10'56.6710N	00°02'24.9072W	34.47	112.86
29	1233	TREE	52°10'57.2819N	00°02'45.2547W	36.49	119.70
30	1216	TREE	52°10'57.6249N	00°02'30.7877W	41.00	134.51
31	176	Transmission_Line	52°10'54.2817N	00°02'04.5694W	42.77	140.31
32	1217	TREE	52°10'54.9383N	00°02'05.9142W	60.86	199.76
33	285	Transmission_Line	52°10'53.1147N	00°02'32.4802W	60.06	197.06
34	1213	TREE	52°10'59.0930N	00°02'32.1337W	68.85	225.82
35	281	Tree	52°10'58.4468N	00°02'48.4668W	74.40	244.06
36	285	Tree	52°00'51.8161N	00°02'30.9066W	136.21	446.88

RUNWAY 07-25		
DECLARED DISTANCES		
RWY 07		RWY 25
2000 m	TAKE-OFF RUN AVAILABLE	2000 m
2060 m	TAKE-OFF DISTANCE AVAILABLE	2060 m
2000 m	ACCELERATE STOP DISTANCE AVAILABLE	2000 m
2000 m	LANDING DISTANCE AVAILABLE	2000 m

Obstacle Number	Survey Number	Description	Latitude	Longitude	Elevation m	Elevation ft
1	1989	APPROACH LIGHT	52°11'02.1977N	00°00'52.7999W	34.84	113.94
2	1454	TREE	52°11'03.3864N	00°00'53.3039W	39.33	129.03
3	1384	TREE	52°11'01.6527N	00°00'53.8759W	41.64	136.63
4	1385	TREE	52°11'01.3899N	00°00'53.7679W	42.71	140.11
5	1382	TREE	52°11'02.3847N	00°00'54.4671W	42.96	140.96
6	1379	TREE	52°11'03.0667N	00°00'53.1909W	47.87	156.96
7	1505	CHURCH	52°11'07.2033N	00°00'43.7579W	55.35	181.60
8	433	Tree	52°11'11.3410N	00°00'40.2759W	57.83	189.73
9	1437	TREE	52°11'14.6889N	00°00'40.3204W	61.33	201.26
10	1387	TREE	52°11'03.3738N	00°00'50.6479W	62.87	206.26
11	1352	TREE	52°11'24.3820N	00°00'21.9879W	67.18	220.40
12	206	Transmission_Line	52°11'56.3438N	00°02'44.1205W	159.79	524.72
13	233	Transmission_Line	52°11'57.7328N	00°02'44.0505W	154.46	506.81
14	334	Transmission_Line	52°11'57.4899N	00°02'42.4728W	157.84	517.86
15	532	Transmission_Line	52°11'59.8414N	00°02'40.1159W	158.84	521.13
16	531	Transmission_Line	52°12'02.2644N	00°02'30.2669W	162.44	532.76
17	366	Tree	52°12'04.3158N	00°02'34.7909W	170.92	560.76
18	403	Tree	52°12'01.8641N	00°02'33.2743W	174.78	573.43
19	397	Tree	52°12'05.6377N	00°02'34.0819W	184.55	605.11
20	381	Tree	52°12'08.9339N	00°02'28.3005W	198.65	650.84
21	385	Tree	52°12'09.9038N	00°02'43.1909W	235.65	774.85
22	384	Tree	52°12'21.4189N	00°02'43.1112W	239.51	785.35
23	383	Tree	52°12'18.6799N	00°02'23.3639W	238.64	782.38



LEGEND

IDENTIFICATION NUMBER

HEIGHT AMSL

TREE / BUSH

POLE, AERIAL, TOWER, ETC

BUILDING

TRANSMISSION LINE

TERRAIN PENETRATING

PLAN

PROFILE

25

*

●

—T—T

Change: New Chart, E.C. Central, Solution

Air Nav Ireland

Amendment

No

Date

Entered by

ORDER OF ACCURACY:Horizontal 3m; Vertical 0.3m

Aerodrome information current SEPTEMBER 2025

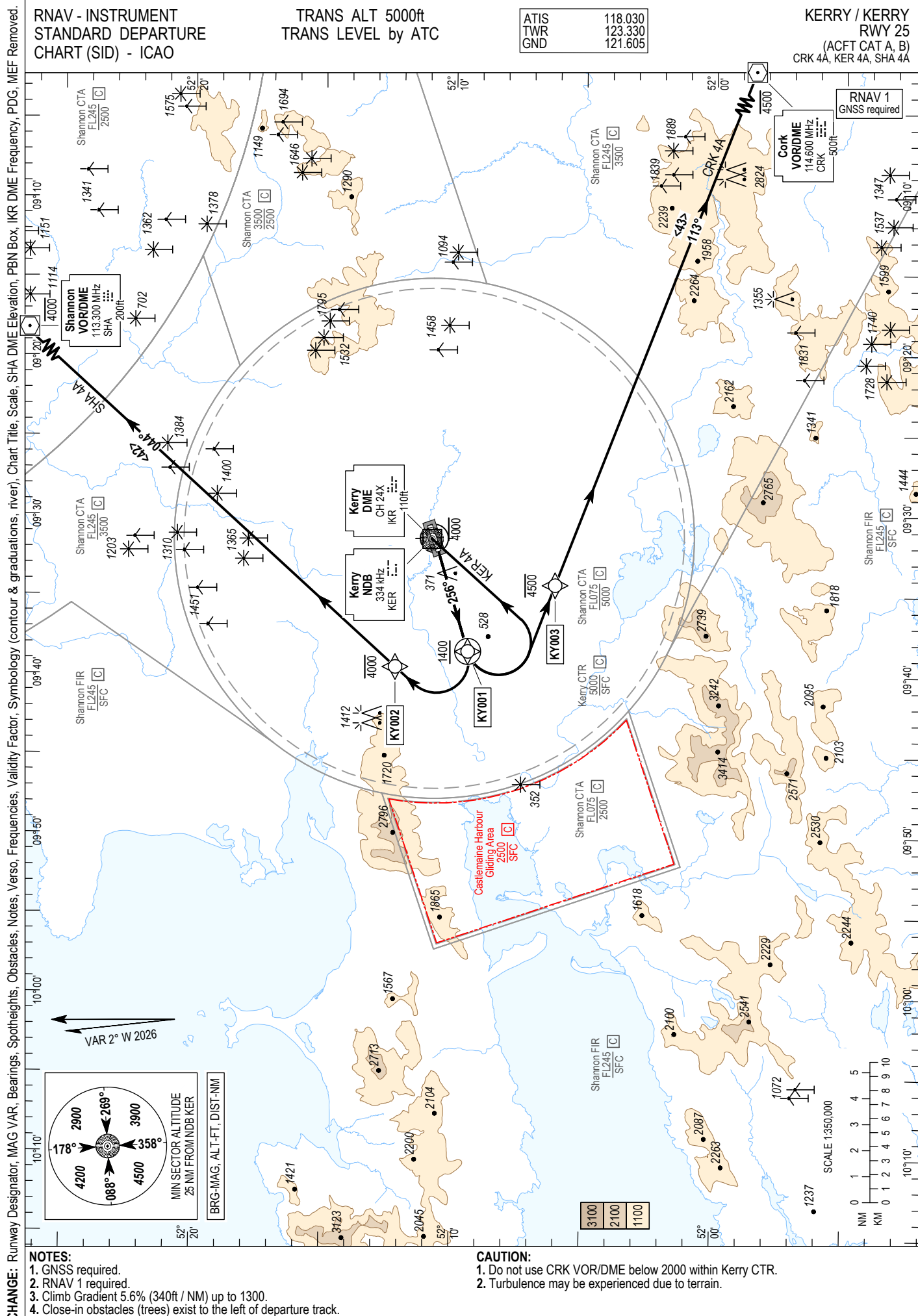
Based on survey dated SEPTEMBER 2025

AERO INFO DATE 29 OCT 26

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.030
TWR	123.330
GND	121.605

KERRY / KERRY
RWY 25
(ACFT CAT A, B)
CRK 4A, KER 4A, SHA 4A



CRK 4A CAT A/B SID RWY25

CRK4A

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	KY001	520932.2 / 0093829.8	CF	Fly-Over	253.5 / 256	-	-A4500 / +A1400	-	254° KER / D4 IKR
RNAV 1	KY003	520611.5 / 0093420.3	DF	Fly-By	-	-	-A4500 / -	-	Turn L
RNAV 1	CRK	515026.2 / 0082939.4	TF	Fly-By	111.1 / 113	43.0	-A4500 / -	-	-

KER 4A CAT A/B SID RWY25

KER4A

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	KY001	520932.2 / 0093829.8	CF	Fly-Over	253.5 / 256	-	-A4000 / +A1400	-	254° KER / D4 IKR
RNAV 1	KER	521055.8 / 0093128.2	DF	Fly-By	-	-	-A4000 / -	-	Turn L

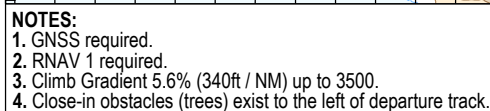
SHA 4A CAT A/B SID RWY25

SHA4A

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	KY001	520932.2 / 0093829.8	CF	Fly-Over	253.5 / 256	-	-A4000 / +A1400	-	254° KER / D4 IKR
RNAV 1	KY002	521219.1 / 0093928.2	DF	Fly-By	-	-	-A4000 / -	-	Turn R
RNAV 1	SHA	524315.3 / 0085306.5	TF	Fly-By	042.2 / 044	42.0	-A4000 / -	-	-

ATIS	118.030
TWR	123.330
GND	121.605

KERRY / KERRY
RWY 25
(ACFT CAT C)
CRK 4B, KER 4B, SHA 4B



CAUTION:

1. Do not use CRK VOR/DME below 2000 within Kerry CTR.
2. Turbulence may be experienced due to terrain.

CRK 4B CAT C SID RWY25
CRK4B

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	KY004	520913.8 / 0094002.5	CF	Fly-Over	253.2 / 255	-	-A4500 / +A1800	-	254° KER / D5 IKR
RNAV 1	KY005	520354.9 / 0093720.8	DF	Fly-By	-	-	A4500 / A4500	-	Turn L
RNAV 1	CRK	515026.2 / 0082939.4	TF	Fly-By	107.4 / 110	44.0	A4500 / A4500	-	-

KER 4B CAT C SID RWY25
KER4B

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	KY004	520913.8 / 0094002.5	CF	Fly-Over	253.2 / 255	-	-A4000 / +A1800	-	254° KER / D5 IKR
RNAV 1	KER	521055.8 / 0093128.2	DF	Fly-By	-	-	-A4000 / -	-	Turn L

SHA 4B CAT C SID RWY25
SHA4B

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	KY004	520913.8 / 0094002.5	CF	Fly-Over	253.2 / 255	-	-A4000 / +A1800	-	254° KER / D5 IKR
RNAV 1	KY699	521445.7 / 0093901.0	DF	Fly-By	-	-	A4000 / A4000	-	Turn R
RNAV 1	SHA	524315.3 / 0085306.5	TF	Fly-By	044.2 / 046	40.0	A4000 / A4000	-	-

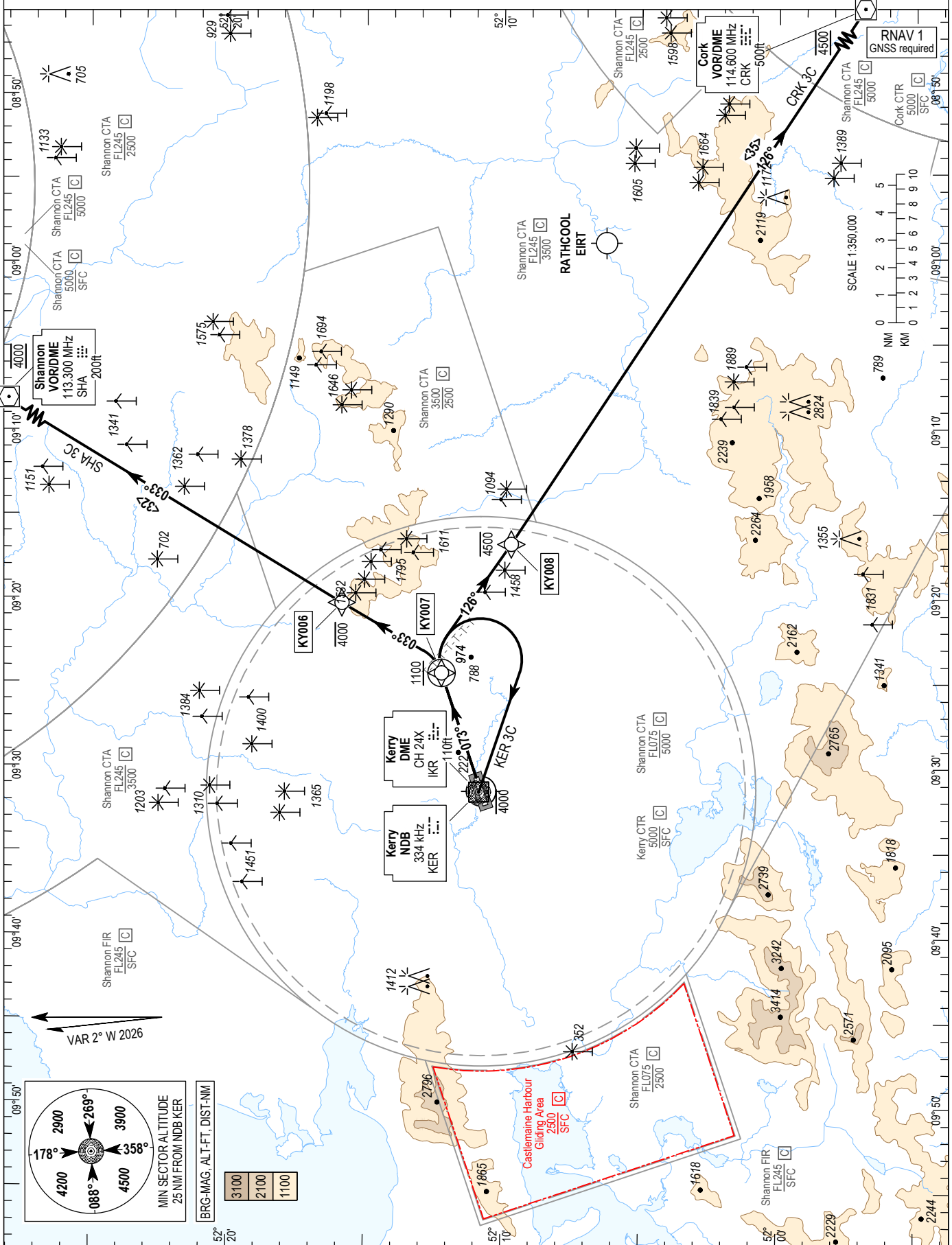
RNAV - INSTRUMENT
STANDARD DEPARTURE
CHART (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.030
TWR	123.330
GND	121.605

KERRY / KERRY
RWY 07
(ACFT CAT A, B)
CRK 3C, KER 3C, SHA 3C

CHANGE: Runway Designator, MAG VAR, Bearings, Spotheights, Obstacles, Notes, Verso, Frequencies, Symbology (contour & graduations, river), Chart Title, Scale, SHA DME Elevation, EIRT, PBN Box, ICR DME Frequency, MEF Removed.



NOTES:

1. GNSS required.
2. RNAV 1 required.
3. Climb Gradient 4.1% (249ft / NM) up to 2000.
4. Close-in obstacles (trees, pole) exist.

CAUTION:

1. Do not use CRK VOR/DME below 2000 within Kerry CTR.
2. Turbulence may be experienced due to terrain.

CRK 3C CAT A/B SID RWY07
CRK3C

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	KY007	521218.9 / 0092426.1	CF	Fly-Over	071.2 / 073	-	-A4500 / +A1100	-	074° KER / D4 IKR
RNAV 1	KY008	520947.4 / 0091648.9	CF	Fly-By	123.3 / 126	-	-A4500 / -	-	099° KER / D8.5 IKR, Turn R
RNAV 1	CRK	515026.2 / 0082939.4	TF	Fly-By	123.3 / 126	35.0	A4500 / A4500	-	-

KER 3C CAT A/B SID RWY07
KER3C

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	KY007	521218.9 / 0092426.1	CF	Fly-Over	071.2 / 073	-	-A4000 / +A1100	-	074° KER / D4 IKR
RNAV 1	KER	521055.8 / 0093128.2	DF	Fly-By	-	-	-A4000 / -	-	Turn R

SHA 3C CAT A/B SID RWY07
SHA3C

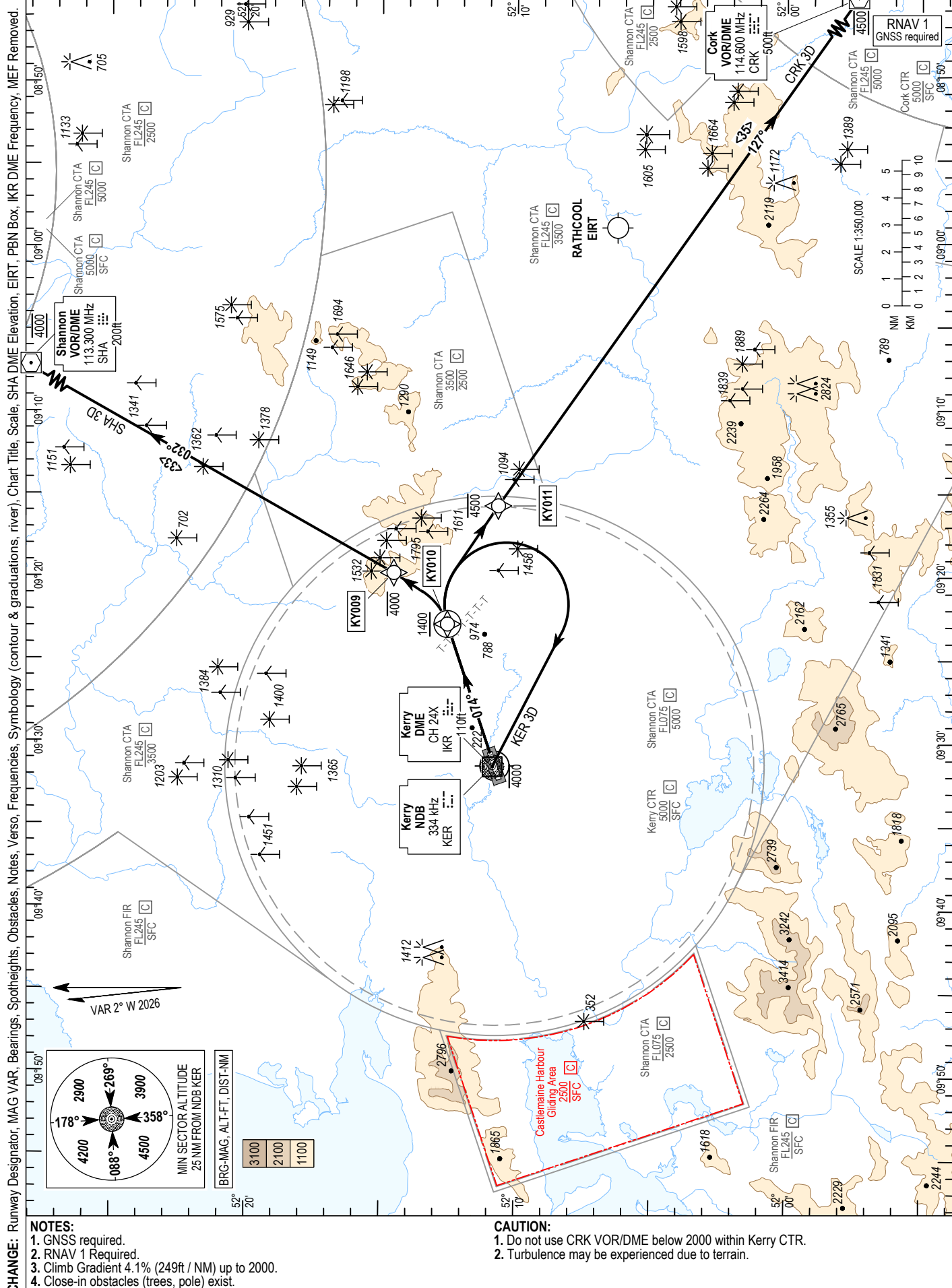
Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KY007	521218.9 / 0092426.1	CF	Fly-Over	071.2 / 073	-	-A4000 / +A1100	-	074° KER / D4 IKR
RNAV 1	KY006	521556.8 / 0092017.3	CF	Fly-By	031.1 / 033	-	-A4000 / -	-	056° KER / D8 IKR, Turn L
RNAV 1	SHA	524315.3 / 0085306.5	TF	Fly-By	031.1 / 033	32.0	A4000 / A4000	-	-

RNAV - INSTRUMENT
STANDARD DEPARTURE
CHART (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.030
TWR	123.330
GND	121.605

KERRY / KERRY
RWY 07
(ACFT CAT C)
CRK 3D, KER 3D, SHA 3D



CRK 3D CAT C SID RWY07
CRK3D

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	KY010	521237.1 / 0092253.2	CF	Fly-Over	071.4 / 074	-	-A4500 / +A1400	-	074° KER / D5 IKR
RNAV 1	KY011	521045.0 / 0091545.1	DF	Fly-By	-	-	-A4500 / -	-	Turn R
RNAV 1	CRK	515026.2 / 0082939.4	TF	Fly-By	125.2 / 127	35.0	A4500 / A4500	-	-

KER 3D CAT C SID RWY07
KER3D

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	KY010	521237.1 / 0092253.2	CF	Fly-Over	071.4 / 074	-	-A4000 / +A1400	-	074° KER / D5 IKR
RNAV 1	KER	521055.8 / 0093128.2	DF	Fly-By	-	-	-A4000 / -	-	Turn R

SHA 3D CAT C SID RWY07
SHA3D

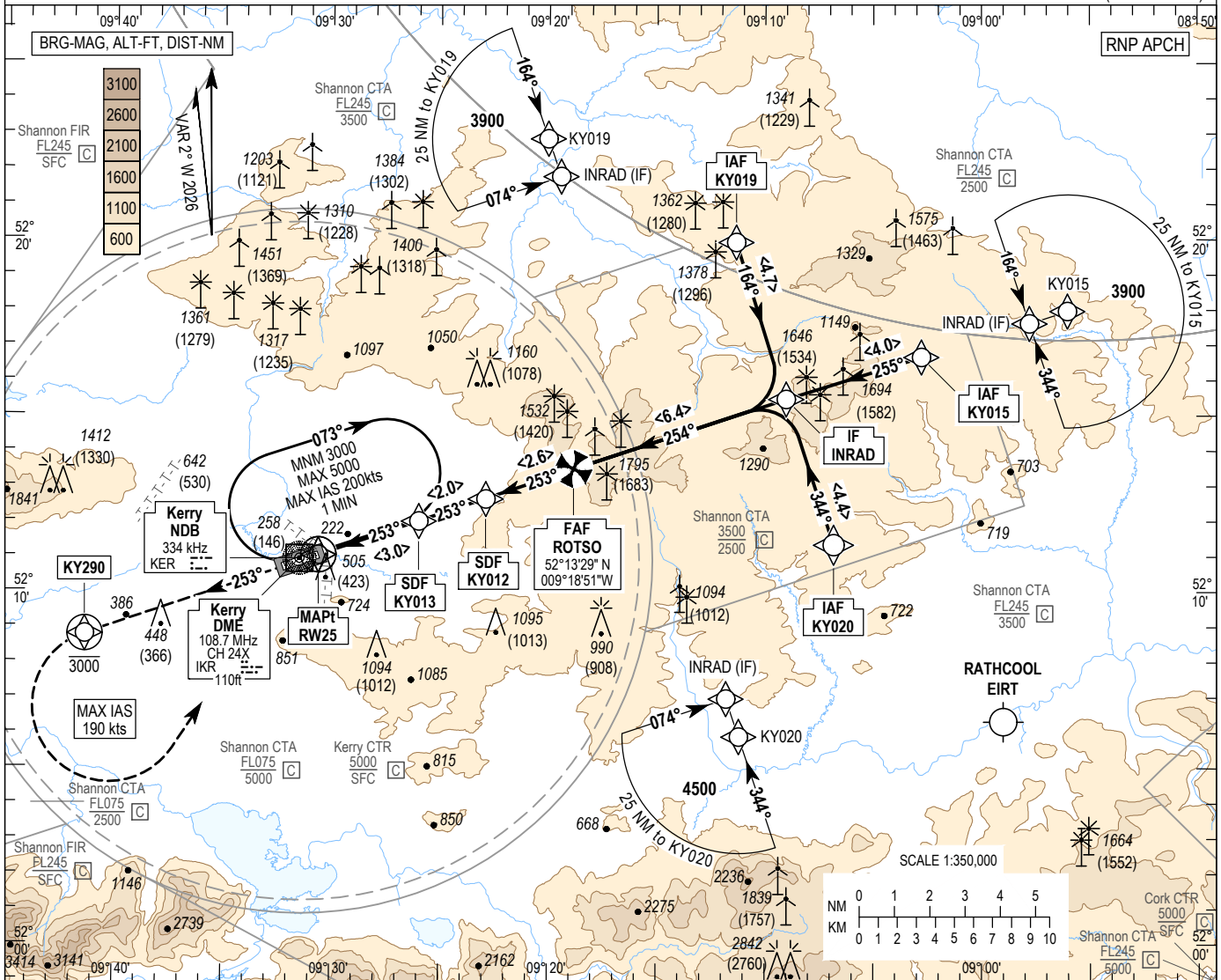
Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KY010	521237.1 / 0092253.2	CF	Fly-Over	071.4 / 074	-	-A4000 / +A1400	-	074° KER / D5 IKR
RNAV 1	KY009	521436.9 / 0091947.8	DF	Fly-By	-	-	-A4000 / -	-	Turn L
RNAV 1	SHA	524315.3 / 0085306.5	TF	Fly-By	029.5 / 032	33.0	A4000 / A4000	-	-

INSTRUMENT
APPROACH
CHART- ICAOAERODROME ELEV 112 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV 112 ft

ATIS	118.030
TWR	123.330
GND	121.605

SBAS	CH 69804
E25A	

KERRY / KERRY
RNP RWY 25
(ACFT CAT A, B, C)
MNM TEMP -10°C (BARO VNAV)
MAX TEMP 14°C (BARO VNAV)

**MISSED APPROACH:**

KY290
Climb straight ahead
to KY290.
Turn left
(MAX IAS 190 kts)
direct to KER NDB
to enter the hold
(MHA 3000) or as
instructed by ATC.

RDH 56

ELEV 112ft (THR RWY 25)

NM FROM THR RWY 25							
OCA (H)	A	B	C				
LNAV	700 (588)						
LNAV / VNAV	570 (458)	590 (478)	610 (498)				
LPV	312 (200)	321 (209)	332 (220)				
Visual Manoeuvring (Heights AAL)	Total Area	1070 (958)	1200 (1088)	1490 (1378)			
	North of RWY	700 (588)		1040 (928)			

NOTE:

- Instrument approaches only available when air traffic control zone is active unless authorized by the operating standards department of the IAA.
- Visual segment penetrated by vegetation to the left of the track.

CAUTION:

- This procedure lies over high ground. Do not descend below minimum procedural level.
- Turbulence may be experienced due terrain.

Recommended LNAV Profile (3.5°) on Final Approach

DIST THR RWY25 (NM)	2	3	4	5	6	7
ALT / HT (ft)	910 (798)	1280 (1168)	1650 (1538)	2030 (1918)	2400 (2288)	2770 (2658)
Ground Speed		kts		80	100	110
Descent rate gradient - 6.1% (3.5°)		372 ft/NM		ft / min	500	620
					680	740
					870	990

RNP RWY25 via KY019

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	KY019	521955.6 / 0091120.4	IF	-	-	-	- / +A3900	-		-
RNP APCH	INRAD	521528.8 / 0090901.3	TF	Fly-By	162.3 / 164	4.7	- / +A3000	-		-
RNP APCH	ROTSO	521329.3 / 0091850.6	TF	Fly-By	251.8 / 254	6.4	A3000 / A3000	-		Turn R
RNP APCH	KY012	521237.7 / 0092253.3	TF	Fly-By	251.3 / 253	2.6	-	-		-
RNP APCH	KY013	521159.3 / 0092558.2	TF	Fly-By	251.2 / 253	2.0	-	-		-
RNP APCH	RW25	521101.6 / 0093035.8	TF	Fly-Over	251.2 / 253	3.0	-	-	3.50 / 56	-
RNP APCH	KY290	520846.3 / 0094121.4	CF	Fly-Over	251.2 / 253	-	- A3000 / -	190		253° KER / D5.9 IKR
RNP APCH	KER	521055.8 / 0093128.2	DF	Fly-By	-	-	-	190		Turn L

RNP RWY25 via KY015

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	KY015	521640.6 / 0090247.1	IF	-	-	-	- / +A3900	-		-
RNP APCH	INRAD	521528.8 / 0090901.3	TF	Fly-By	252.7 / 255	4.0	- / +A3000	-		-
RNP APCH	ROTSO	521329.3 / 0091850.6	TF	Fly-By	251.8 / 254	6.4	A3000 / A3000	-		-
RNP APCH	KY012	521237.7 / 0092253.3	TF	Fly-By	251.3 / 253	2.6	-	-		-
RNP APCH	KY013	521159.3 / 0092558.2	TF	Fly-By	251.2 / 253	2.0	-	-		-
RNP APCH	RW25	521101.6 / 0093035.8	TF	Fly-Over	251.2 / 253	3.0	-	-	3.50 / 56	-
RNP APCH	KY290	520846.3 / 0094121.4	CF	Fly-Over	251.2 / 253	-	- A3000 / -	190		253° KER / D5.9 IKR
RNP APCH	KER	521055.8 / 0093128.2	DF	Fly-By	-	-	-	190		Turn L

RNP RWY25 via KY020

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	KY020	521120.9 / 0090649.9	IF	-	-	-	- / +A4500	-		-
RNP APCH	INRAD	521528.8 / 0090901.3	TF	Fly-By	342.0 / 344	4.4	- / +A3000	-		-
RNP APCH	ROTSO	521329.3 / 0091850.6	TF	Fly-By	251.8 / 254	6.4	A3000 / A3000	-		Turn L
RNP APCH	KY012	521237.7 / 0092253.3	TF	Fly-By	251.3 / 253	2.6	-	-		-
RNP APCH	KY013	521159.3 / 0092558.2	TF	Fly-By	251.2 / 253	2.0	-	-		-
RNP APCH	RW25	521101.6 / 0093035.8	TF	Fly-Over	251.2 / 253	3.0	-	-	3.50 / 56	-
RNP APCH	KY290	520846.3 / 0094121.4	CF	Fly-Over	251.2 / 253	-	- A3000 / -	190		253° KER / D5.9 IKR
RNP APCH	KER	521055.8 / 0093128.2	DF	Fly-By	-	-	-	190		Turn L

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
KER NDB	521055.8 / 0093128.2	250.5	253	200	+A3000	-A5000	1	R

SBAS FAS Data Block Coding Data
RNP RWY25

Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIKY
Runway	25
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E25A
LTP / FTP Latitude	521101.5620N
LTP / FTP Longitude	0093035.7830W
LTP / FTP Ellipsoidal Height	92.2 m
FPAP Latitude	521040.7540N
Delta FPAP Latitude	-20.8080 seconds
FPAP Longitude	0093215.4530W
Delta FPAP Longitude	-99.6700 seconds
Threshold Crossing Height	56
TCH Units Selector	0 (feet)
Glidepath Angle	3.5 °
Course Width	105 m
Length Offset	0 m
HAL	40 m
VAL	35 m
Output Data	
Data Block	10 19 0B 09 05 19 00 00 01 35 32 05 74 14 65 16 F2 34 EB FB 9A 17 70 5D FF 54 F5 FC 30 02 5E 01 64 00 C8 AF 5A 51 A8 11
Calculated CRC Value	5A51A811
Required Additional Data (not CRC wrapped)	
ICAO Code	EI
LTP/FTP Orthometric Height	34.0 m
SBAS EGNOS Channel	69804

CHANGE: Runway Designer, OCAs, MOCAs, Visual Manoeuvring, Base Turns, Missed Approach, Obstacles, MSA, MAG VAR, Bearings, Holds, Frequencies, Notes, Chart Number, Contour Legend, Base Turns, Turn Speeds, Symbolology (contour & graduations, electricity, pylons, river, turbine), Scale bar, EIRT, RDH, Recommended LOC Profile.

AIP IRELAND

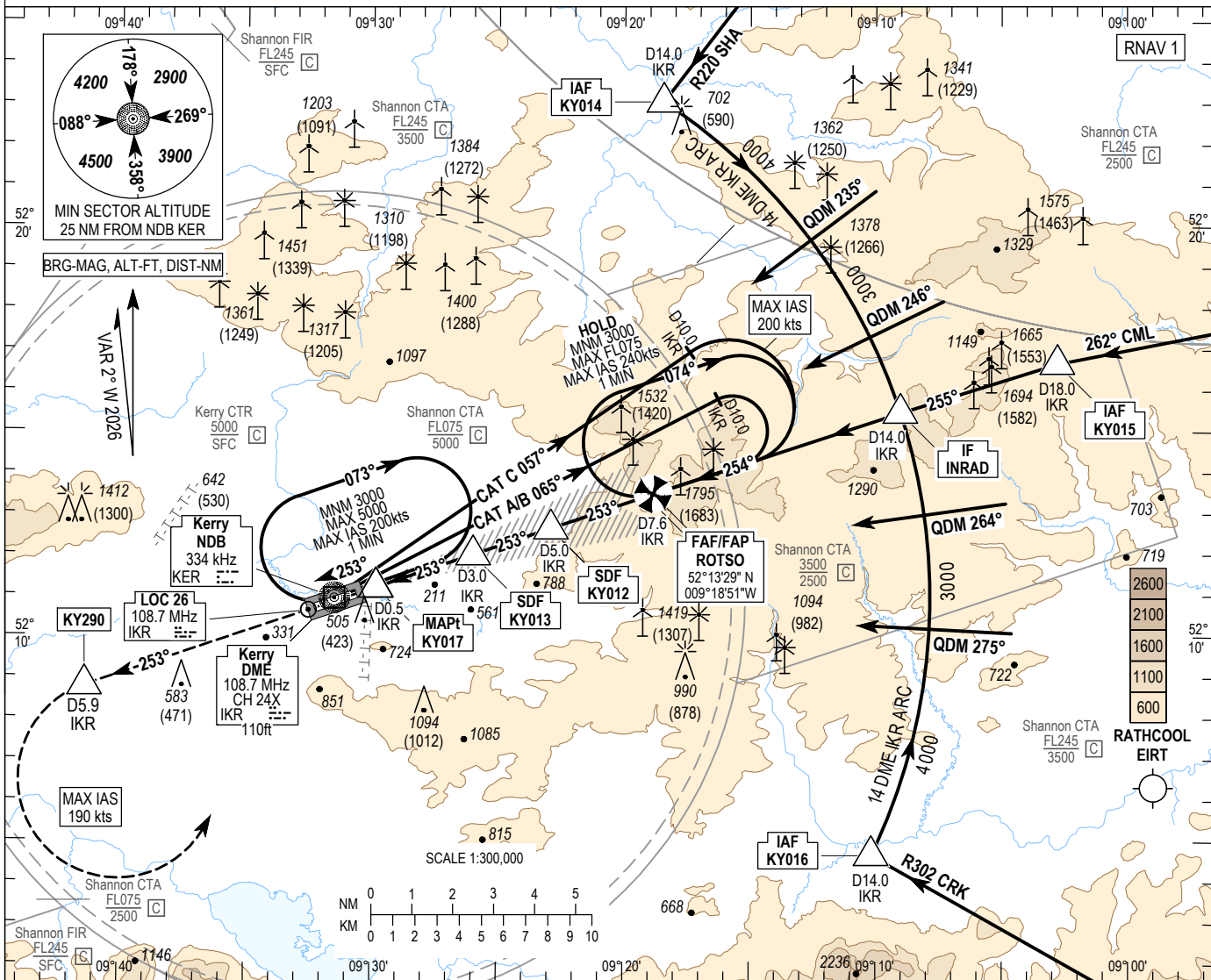
EIKY AD 2.24-10.1

INSTRUMENT
APPROACH
CHART- ICAO

AERODROME ELEV 112 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV 112 ft

ATIS 118.030
TWR 123.330
GND 121.605

KERRY / KERRY
ILS or LOC RWY 25
(ACFT CAT A, B, C)



MISSED APPROACH:
Climb straight ahead
to D5.9 IKR (KY290).
Turn left (MAX IAS 190kts)
direct to KER NDB to enter
the hold (MHA 3000)
or as instructed by ATC.

RDH 56

DME reads ZERO at
RWY 25 THR
ELEV 112 ft (THR RWY 25)

NM FROM THR RWY 25				7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
OCA (H)				A		B		C		NOTE: 1. DME and NDB required. 2. Instrument approaches only available when air traffic control zone is active unless authorized by the operating standards department of the IAA.										CAUTION: 1. This procedure lies over high ground. Do not descent below minimum procedural level. 2. Turbulence may be experienced due terrain.									
Straight - in approach	CAT I	294 (182)	302 (190)	312 (200)																									
	LOC	560 (448)																											
Visual Manoeuvring (Heights AAL)	Total Area	1070 (958)	1200 (1088)	1490 (1378)	Recommended LOC Profile on Final Approach (3.5°)																								
					DIST THR RWY26 (NM)		2		3		4		5		6		7												
	ALT / HT (ft)		910 (798)		1280 (1168)		1650 (1538)		2030 (1918)		2400 (2288)		2770 (2658)																
	North of RWY	640 (528)			1040 (928)		Ground Speed						kts		80	100	110	120	140	160									
Descent rate gradient - 6.1%(3.5°) 372 ft/NM							ft / min		500	620	680	740	870	990															

ILS RWY25 Approach

Descent angle	3.5° (6.1%)						
Fix	IAF KER NDB	IAF KY014 (D14.0 IKR)	IAF KY015 (D18.0 IKR)	IAF KY016 (D14.0 IKR)	IF INRAD (D14.0 IKR)	FAP ROTSO (D7.6 IKR)	TP KY290 (D5.9 IKR)
Fix Coordinates	521055.8N 0093128.2W	522303.3N 0091827.5W	521640.6N 0090247.1W	520441.4N 0091009.9W	521528.8N 0090901.3W	521329.3N 0091850.6W	520846.3N 0094121.4W
Fix Formation Bearing (°T)	-	213.44 KER	071.47 IKR	295.59 KER	071.26 IKR	071.10 IKR	250.81 KER
Fix Formation Distance	-	14.00 IKR	18.00 IKR	14.00 IKR	14.00 IKR	7.63 IKR	5.91 IKR

LOC Only RWY25 Approach

Recommended Descent Angle:	3.5° (6.1%)				
Fix	IAF KER NDB	IAF KY014 (D14.0 IKR)	IAF KY015 (D18.0 IKR)	IAF KY016 (D14.0 IKR)	IF INRAD (D14.0 IKR)
Fix Coordinates	521055.8N 0093128.2W	522303.3N 0091827.5W	521640.6N 0090247.1W	520441.4N 0091009.9W	521528.8N 0090901.3W
Fix Formation Bearing (°T)	-	213.44 KER	071.47 IKR	295.59 KER	071.26 IKR
Fix Formation Distance	-	14.00 IKR	18.00 IKR	14.00 IKR	14.00 IKR

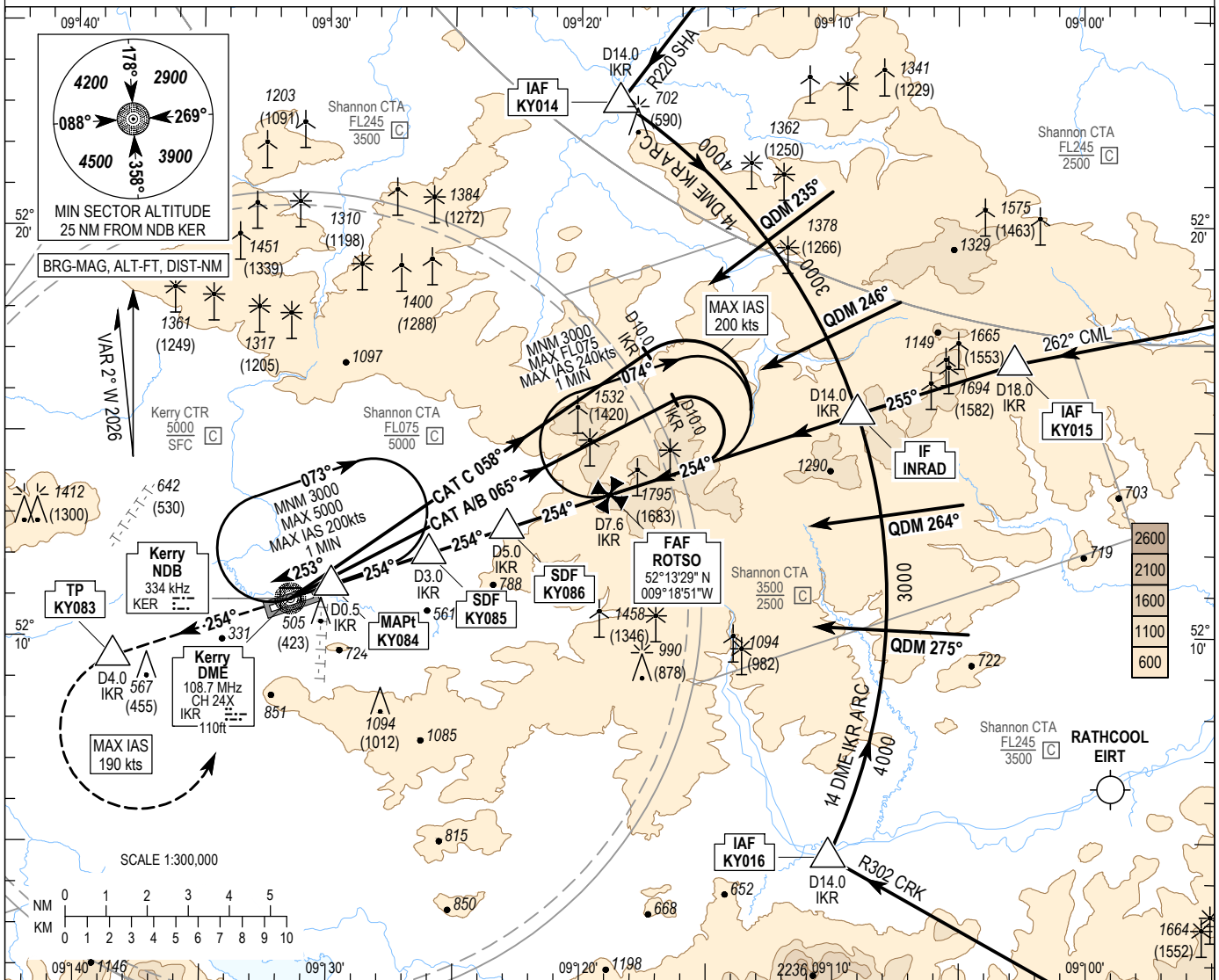
Recommended Descent Angle:	3.5° (6.1%)				
Fix	FAF ROTSO (D7.6 IKR)	SDF KY012 (D5.0 IKR)	SDF KY013 (D3.0 IKR)	MAPt KY017 (D0.5 IKR)	TP KY290 (D5.9 IKR)
Fix Coordinates	521329.3N 0091850.6W	521237.7N 0092253.3W	521159.3N 0092558.2W	521111.3N 0092949.3W	520846.3N 0094121.4W
Fix Formation Bearing (°T)	071.10 IKR	071.24 IKR	071.24 IKR	071.21 IKR	250.81 KER
Fix Formation Distance	7.63 IKR	5.00 IKR	3.00 IKR	0.50 IKR	5.91 IKR

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
KER NDB	521055.8 / 0093128.2	250.5	253	200	+A3000	-A5000	1	R
ROTSO	521329.3 / 0091850.6	252.1	254	240	+A3000	-FL075	1	R

**INSTRUMENT
APPROACH
CHART- ICAO**
AERODROME ELEV 112 ft
 HEIGHTS RELATED TO
 THR RWY 25 - ELEV 112 ft

ATIS	118.030
TWR	123.330
GND	121.605

**KERRY / KERRY
NDB RWY 25**
 (ACFT CAT A, B, C)

MISSED APPROACH:

Climb straight ahead.
 At D4.0 IKR (KY083),
 turn left (MAX IAS 190 kts)
 to KER NDB to join the hold
 (MHA 3000) and continue
 climbing in the hold to 3000
 or as instructed by ATC.

DME READS
 ZERO AT RWY
 THR 25
 ELEV 112 ft (THR RWY 25)

NM FROM THR RWY 25		5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
OCA (H)		A	B	C	NOTE: 1. DME Required. 2. Instrument approaches only available when air traffic control zone is active unless authorized by the operating standards department of the IAA. 3. Visual segment penetrated by vegetation left and right of track. CAUTION: 1. This procedure lies over high ground. Do not descent below minimum procedural level. 2. Turbulence may be experienced due terrain.																		
Straight - in approach		750 (638)																					
		Recommended Profile on Final Approach (3.5°)																					
Visual Manoeuvring (Heights AAL)	Total Area	1070 (958)	1200 (1088)	1490 (1378)	DIST THR RWY 25 (NM)		2	3	4	5	6	7											
					ALT / HT (ft)		910 (798)	1280 (1168)	1650 (1538)	2030 (1918)	2400 (2288)	2770 (2658)											
	North of RWY	750 (638)			1040 (928)			Ground Speed			kts	80	100	110	120	140	160						
								Descent rate gradient - 6.1%(3.5°) 372 ft/NM			ft / min	500	620	680	740	870	990						

NDB RWY25 Approach

Fix	IAF KER NDB	IAF KY014 (D14.0 IKR)	IAF KY015 (D18.0 IKR)	IAF KY016 (D14.0 IKR)	IF INRAD (D14.0 IKR)
Fix Coordinates	521055.8N 0093128.2W	522303.3N 0091827.5W	521640.6N 0090247.1W	520441.4N 0091009.9W	521528.8N 0090901.3W
Fix Formation Bearing (°T)	-	213.44 KER	252.12 KER	295.59 KER	251.89 KER
Fix Formation Distances	-	14.00 IKR	18.00 IKR	14.00 IKR	14.00 IKR

Fix	FAF ROTSO (D7.6 IKR)	SDF KY086 (D5.0 IKR)	SDF KY085 (D3.0 IKR)	MAPt KY084 (D0.5 IKR)	TP KY083 (D4.0 IKR)
Fix Coordinates	521329.3N 0091850.6W	521240.0N 0092254.5W	521202.5N 0092559.9W	521115.6N 0092951.4W	520930.7N 0093829.1W
Fix Formation Bearing (°T)	251.84 KER	251.79 KER	251.75 KER	251.70 KER	251.83 KER
Fix Formation Distances	7.63 IKR	5.00 IKR	3.00 IKR	0.50 IKR	4.00 IKR

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
KER NDB	521055.8 / 0093128.2	250.5	253	200	+A3000	-A5000	1	R
ROTSO	521329.3 / 0091850.6	252.1	254	240	+A3000	-FL075	1	R

CHANGE: Runway Designer, MAG VAR, Bearings, Visual Manoeuvring, OCA (H), Holding, Notes, Obstacles, RNP APCH box, Max Temp (BARO VNAV), Scale bar, Recommended Profile.

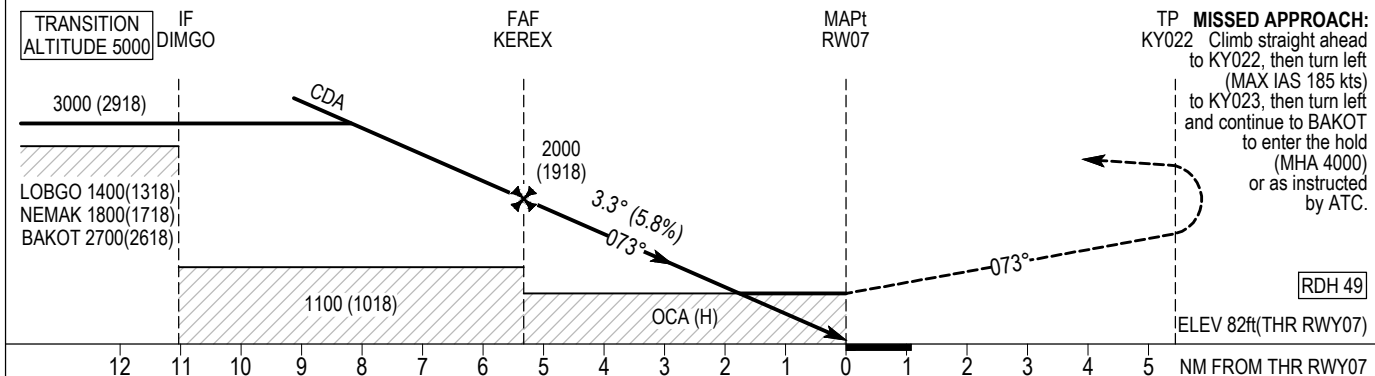
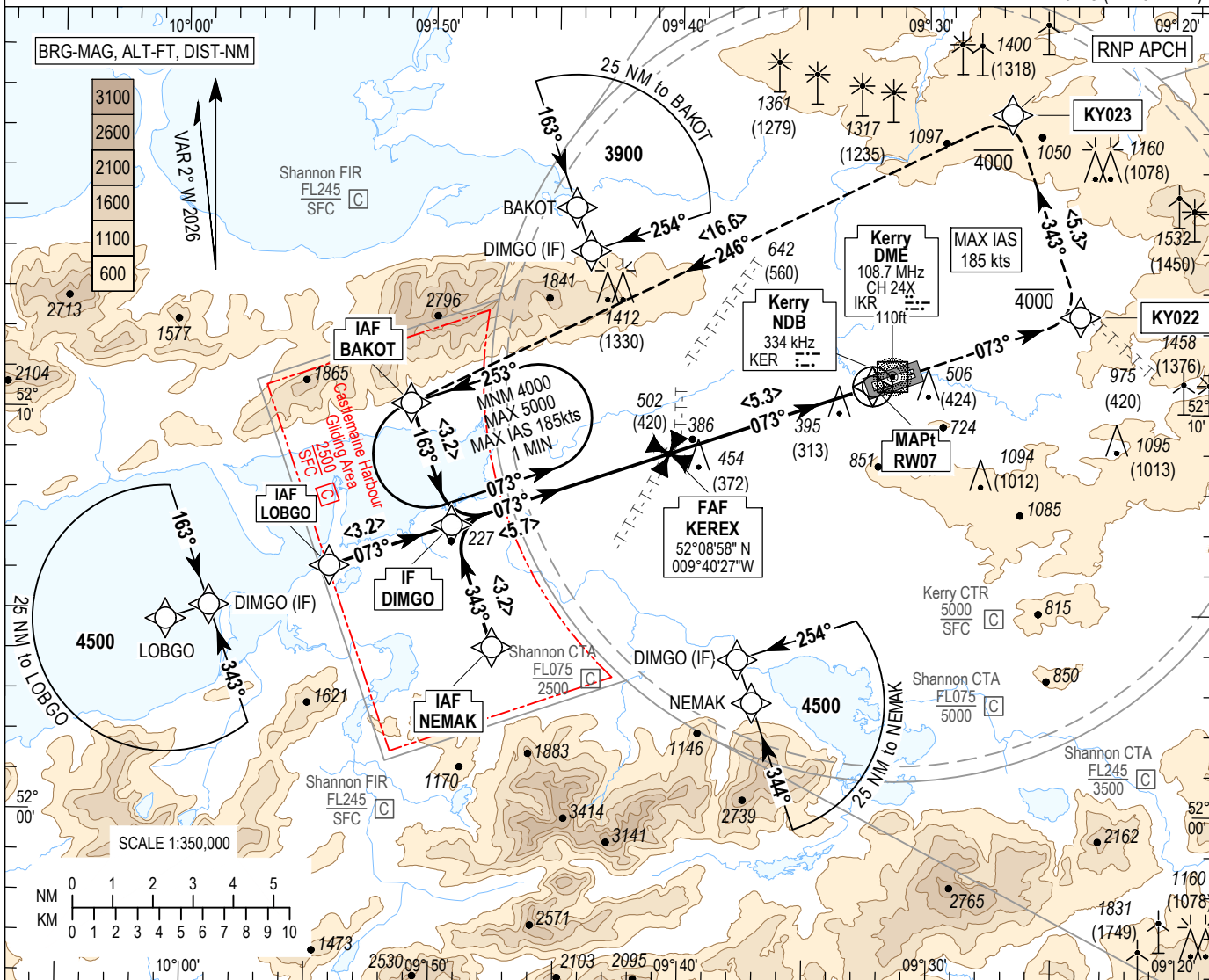
INSTRUMENT
APPROACH
CHART- ICAO

AERODROME ELEV 112 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV 82 ft

ATIS 118.030
TWR 123.330
GND 121.605

SBAS
CH 94403
E07A

KERRY / KERRY
RNP RWY 07
(ACFT CAT A, B, C)
MNM TEMP -10°C (BARO VNAV)
MAX TEMP 31°C (BARO VNAV)



OCA (H)		A	B	C	NOTE: 1. Instrument approaches only available when air traffic control zone is active unless authorized by the operating standards department of the IAA. 2. Visual segment penetrated by vegetation to the right of the track.	CAUTION: 1. This procedure lies over high ground. Do not descent below minimum procedural level. 2. Turbulence may be experienced due terrain.								
LNAV (MACG 2.5%)		750 (668)				LNAV Recommended Profile (3.3°) on Final Approach								
LNAV (MACG 3%)		710 (628)												
LNAV / VNAV (MACG 2.5%)		530 (448)	650 (568)			DIST THR RWY07 (NM)								
LNAV / VNAV (MACG 3%)		530 (448)	540 (458)	560 (478)		ALT / HT (ft)								
LPV (MACG 2.5%)		363 (281)	439 (357)	531 (449)	1880 (1798)		1530 (1448)		1180 (1098)		830 (748)			
LPV (MACG 3%)		282 (200)	317 (235)	418 (336)	Ground Speed		kts		80	100	110	120	140	160
Visual Manoeuvring (Heights AAL)		1070 (958)	1200 (1088)	1490 (1378)			Descent rate gradient - 5.8% (3.3°) 350 ft/NM		ft / min	470	580	640	700	820
Total Area		750 (638)			1040 (928)									
North of RWY														

RNP RWY07 Approach via NEMAK

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	NEMAK	520407.1 / 0094733.0	IF	-	-	-	- / +A4500	-	-	-
RNP APCH	DIMGO	520708.7 / 0094913.2	TF	Fly-By	341.2 / 343	3.2	- / +A3000	-	-	-
RNP APCH	KEREX	520858.3 / 0094027.3	TF	Fly-By	071.2 / 073	5.7	A2000 / A2000	-	-	Turn R
RNP APCH	RW07	521040.8 / 0093215.5	TF	Fly-Over	071.2 / 073	5.3	-	-	3.30 / 49	-
RNP APCH	KY022	521225.4 / 0092352.9	CF	Fly-By	071.2 / 073	-	-A4000 / -	185	-	074° KER / D4.4 IKR
RNP APCH	KY023	521727.0 / 0092640.2	TF	Fly-By	341.2 / 343	5.3	-A4000 / -	185	-	Turn L
RNP APCH	BAKOT	521010.3 / 0095053.7	TF	Fly-By	244.1 / 246	16.6	- / +A4000	185	-	Turn L

RNP RWY07 Approach via LOBGO

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	LOBGO	520607.2 / 0095408.3	IF	-	-	-	- / +A4500	-	-	-
RNP APCH	DIMGO	520708.7 / 0094913.2	TF	Fly-By	071.2 / 073	3.2	- / +A3000	-	-	-
RNP APCH	KEREX	520858.3 / 0094027.3	TF	Fly-By	071.2 / 073	5.7	A2000 / A2000	-	-	-
RNP APCH	RW07	521040.8 / 0093215.5	TF	Fly-Over	071.2 / 073	5.3	-	-	3.30 / 49	-
RNP APCH	KY022	521225.4 / 0092352.9	CF	Fly-By	071.2 / 073	-	-A4000 / -	185	-	074° KER / D4.4 IKR
RNP APCH	KY023	521727.0 / 0092640.2	TF	Fly-By	341.2 / 343	5.3	-A4000 / -	185	-	Turn L
RNP APCH	BAKOT	521010.3 / 0095053.7	TF	Fly-By	244.1 / 246	16.6	- / +A4000	185	-	Turn L

RNP RWY07 Approach via BAKOT

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	BAKOT	521010.3 / 0095053.7	IF	-	-	-	- / +A3900	-	-	-
RNP APCH	DIMGO	520708.7 / 0094913.2	TF	Fly-By	161.2 / 163	3.2	- / +A3000	-	-	-
RNP APCH	KEREX	520858.3 / 0094027.3	TF	Fly-By	071.2 / 073	5.7	A2000 / A2000	-	-	Turn L
RNP APCH	RW07	521040.8 / 0093215.5	TF	Fly-Over	071.2 / 073	5.3	-	-	3.30 / 49	-
RNP APCH	KY022	521225.4 / 0092352.9	CF	Fly-By	071.2 / 073	-	-A4000 / -	185	-	074° KER / D4.4 IKR
RNP APCH	KY023	521727.0 / 0092640.2	TF	Fly-By	341.2 / 343	5.3	-A4000 / -	185	-	Turn L
RNP APCH	BAKOT	521010.3 / 0095053.7	TF	Fly-By	244.1 / 246	16.6	- / +A4000	185	-	Turn L

Hold Identification

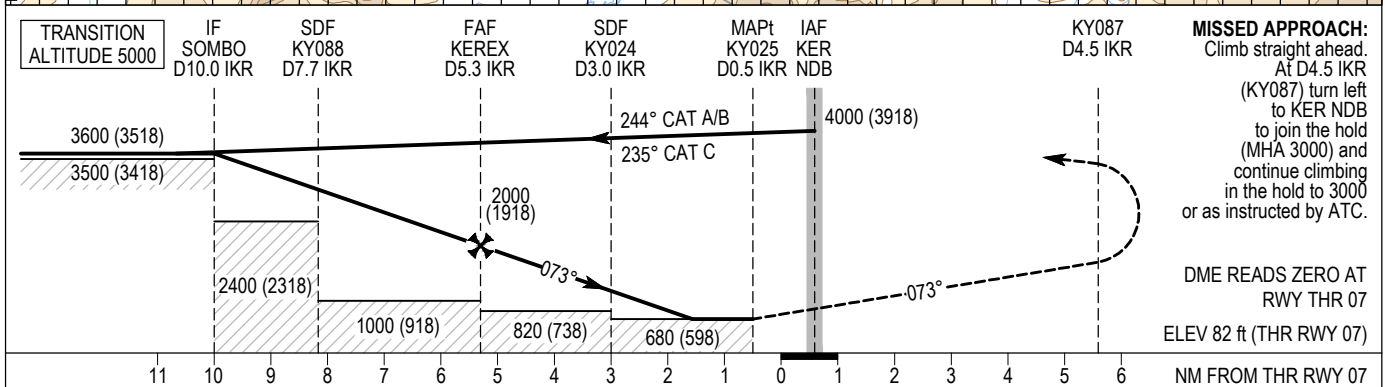
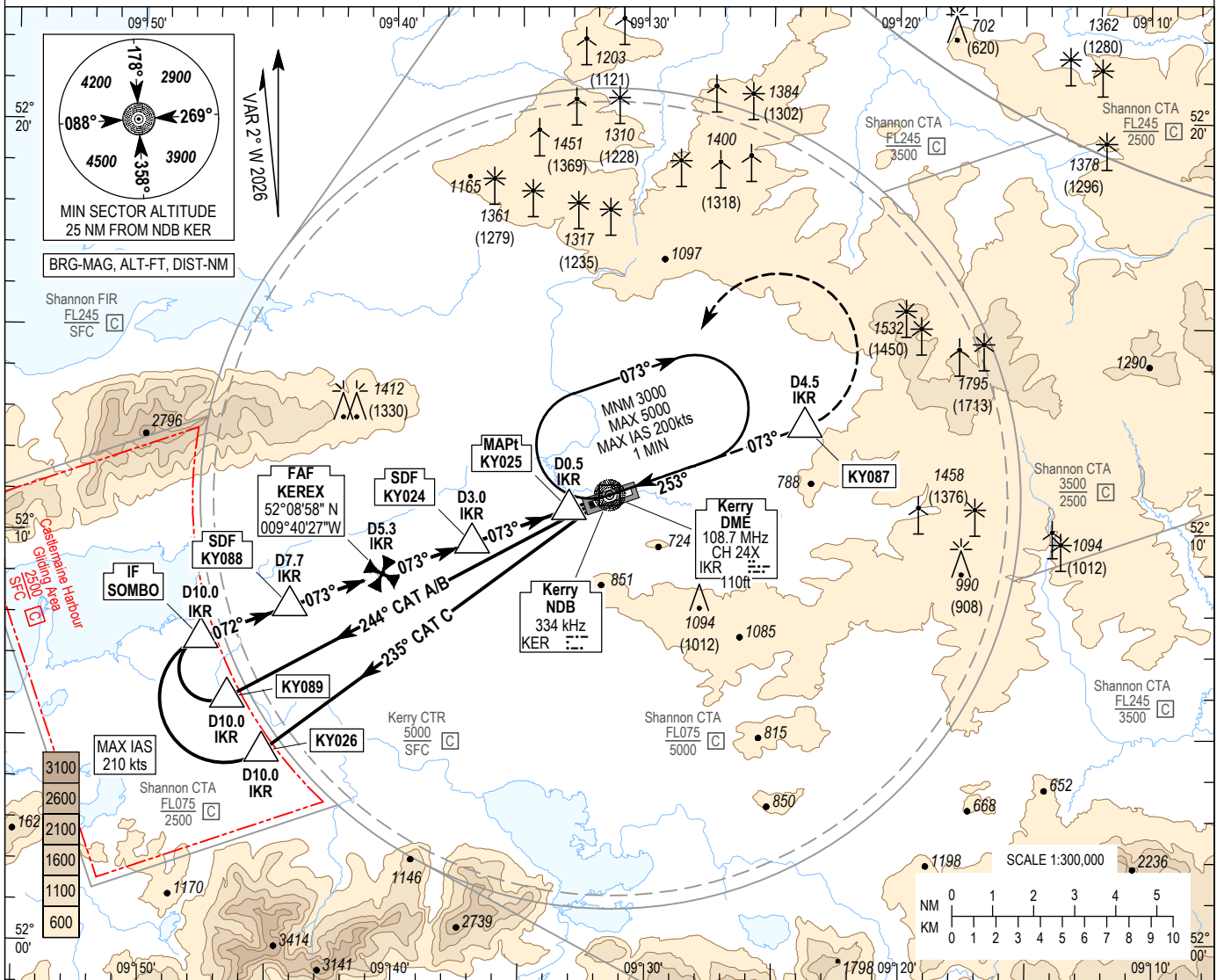
Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
BAKOT	521010.3 / 0095053.7	251.3	253	185	+A4000	-A5000	1	L

SBAS FAS Data Block Coding Data
RNP RWY07

Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIKY
Runway	07
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E07A
LTP / FTP Latitude	521040.7540N
LTP / FTP Longitude	0093215.4530W
LTP / FTP Ellipsoidal Height	83.2 m
FPAP Latitude	521101.5620N
Delta FPAP Latitude	20.8080 seconds
FPAP Longitude	0093035.7830W
Delta FPAP Longitude	99.6700 seconds
Threshold Crossing Height	49
TCH Units Selector	0 (feet)
Glidepath Angle	3.3 °
Course Width	105 m
Length Offset	0 m
HAL	40 m
VAL	35 m
Output Data	
Data Block	10 19 0B 09 05 07 00 00 01 37 30 05 E4 71 64 16 46 2A E8 FB 40 17 90 A2 00 AC 0A 03 EA 01 4A 01 64 00 C8 AF 2E 2C 96 0C
Calculated CRC Value	2E2C960C
Required Additional Data (not CRC wrapped)	
ICAO Code	EI
LTP/FTP Orthometric Height	25.1 m
SBAS EGNOS Channel	94403

INSTRUMENT
APPROACH
CHART- ICAOAERODROME ELEV 112 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV 82 ft

ATIS	118.030
TWR	123.330
GND	121.605

KERRY / KERRY
NDB RWY 07
(ACFT CAT A, B, C)

OCA (H)		A	B	C
Straight - in approach		680 (598)		
Visual Manoeuvring (Heights AAL)	Total Area	1070 (958)	1200 (1088)	1490 (1378)
	North of RWY	680 (568)		1040 (928)

NOTE: 1. DME Required

2. Instrument approaches only available when air traffic control zone is active unless authorized by the operating standards department of the IAA.

3. Visual segment penetrated by vegetation to the right of the track.

CAUTION:

1. This procedure lies over high ground. Do not descent below minimum procedural level.

2. Turbulence may be experienced due terrain.

Recommended Profile on Final Approach (3.3°)

DIST THR RWY 07 (NM)	5	4	3	2
ALT / HT (ft)	1880 (1798)	1530 (1448)	1180 (1098)	830 (748)
Ground Speed	kts	80	100	110
Descent rate gradient - 5.8% (3.3°)	372 ft/NM	ft / min	460	580
		630	690	810
		920		

MISSED APPROACH:

Climb straight ahead.
At D4.5 IKR (KY087) turn left to KER NDB to join the hold (MHA 3000) and continue climbing in the hold to 3000 or as instructed by ATC.

DME READS ZERO AT
RWY THR 07
ELEV 82 ft (THR RWY 07)

CHANGE: Runway Designer, MAG VAR, Bearings, Fixes, MOCA, OCA (H), Missed Approach, Recommended Profile, Visual Manoeuvring, Hold, Frequencies, Obstacles, Contour Legend, Notes, Chart Number, Descent Rate Gradient, Symbology (contour & graduations, electricity pylons, river, turbine), Scale bar, Procedural turns.

NDB RWY07 Approach

Fix	IAF KER NDB	TP (A/B) KY089 (D10.0 IKR)	TP (C) KY026 (D10.0 IKR)
Fix Coordinates	521055.8 N 0093128.2 W	520555.8 N 0094632.5 W	520437.5 N 009510.0 W
Fix Formation Bearing (°T)	-	241.76 KER	233.29 KER
Fix Formation Distances	-	10.00 IKR	10.00 IKR

Recommended Descent Angle:	(3.3°)					
Fix	IF SOMBO (D10.0 IKR)	SDF KY088 (D7.7 IKR)	FAF KEREX (D5.3 IKR)	SDF KY024 (D3.0 IKR)	MAPt KY025 (D0.5 IKR)	TP KY087 (D4.5 IKR)
Fix Coordinates	520722.8 N 0094735.7 W	520810.5 N 0094405.2 W	520858.3 N 0094027.3 W	520944.4 N 0093653.8 W	521034.8 N 0093304.2 W	521237.0 N 0092344.6 W
Fix Formation Bearing (°T)	070.20 KER	070.37 KER	070.42 KER	070.32 KER	070.36 KER	070.41 KER
Fix Formation Distances	10.00 IKR	7.70 IKR	5.32 IKR	3.00 IKR	0.50 IKR	4.50 IKR

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
KER NDB	521055.8 / 0093128.2	250.5	253	200	+A3000	-A5000	1	R

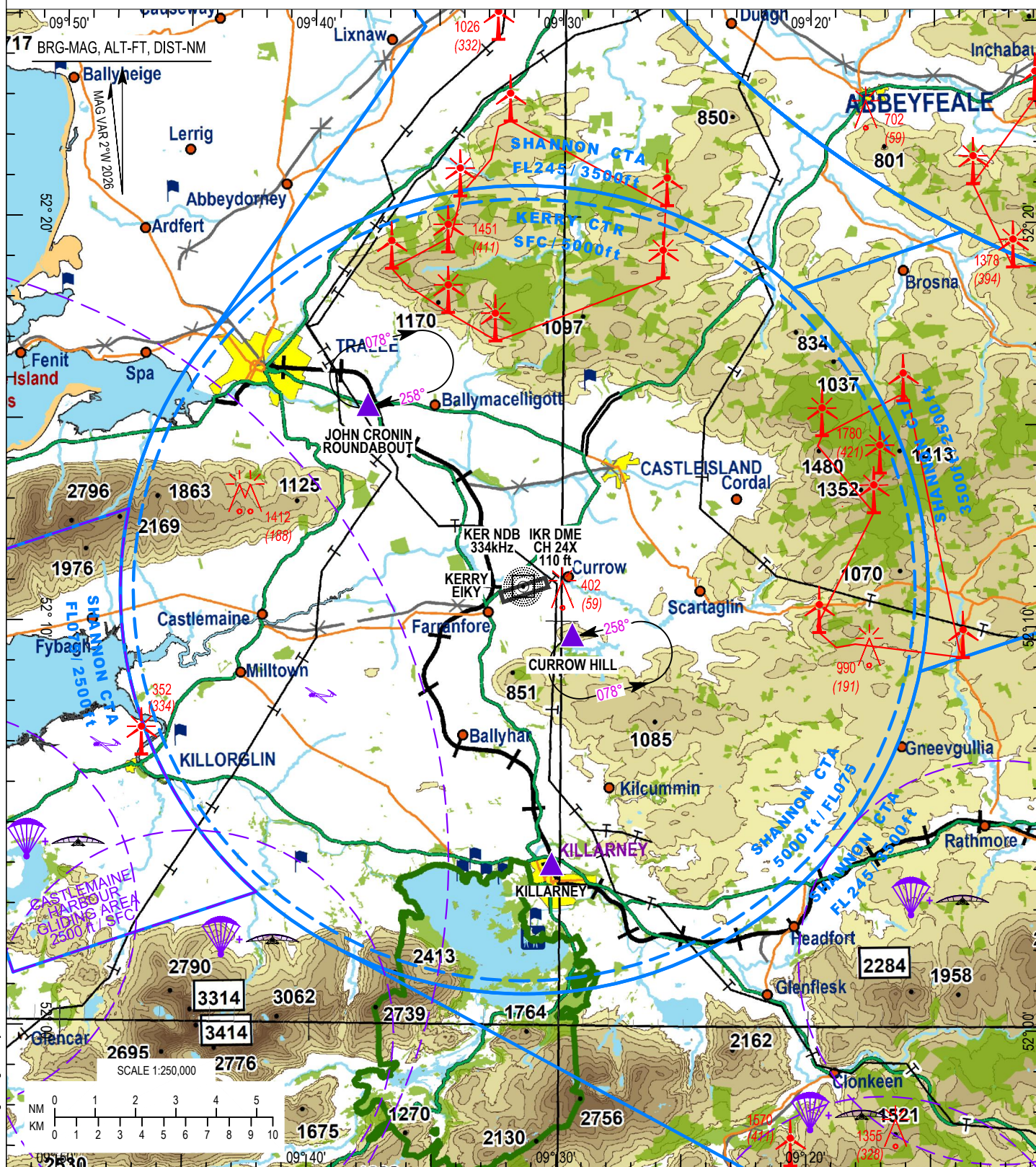
VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV.
112 ft
(HEIGHTS AGL ft.)

ATIS	118.030
TWR	123.330
GND	121.605

CONSULT NOTAM FOR
LATEST INFORMATION

KERRY / KERRY
RWY 07/25



NOTES:

- Visual Approach Information:
RWY 07 - PAPI 3.26°, MEHT 55.12 ft
RWY 25 - PAPI 3.50°, MEHT 51.5 ft.

2. In the event of a radio failure:

- Aircraft from the West route via Tralee to the John Cronin Roundabout Hold
- Aircraft from East route via Killarney to the Currow Hill Hold
- To receive landing instructions from the Control Tower using the ALDIS lamp.

Visual Holding: 1min,
MNM ALT 1500ft QNH,
TAS 120kts.

CAUTION:
NIL

LEGEND

- | | | | |
|--|-----------------------|--|--------------|
| | VRP Reporting Points | | Glider Area |
| | VFR Holding Locations | | Parachuting |
| | Wind Turbine | | Hang Gliding |
| | Lit Wind Turbine | | Golf Course |
| | Obstacles | | Village |

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 06/24
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 .

EWIT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Yes. Contact AD Operator EWIT 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 EWIT AD 2.2
6	Repair facilities for visiting aircraft	Yes. Contact AD Operator EWIT AD 2.2
7	Remarks	Handling services AVBL within AD *ADMIN Hours of service by arrangement with the AD

EWIT 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

EWIT 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, 1 - 6x6 Cobra +1 - Volvo FL250 Class B with support equipment
3	Capability for removal of disabled aircraft	Capability for CAT 2 ACFT

4	Remarks	Nil
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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 06/24, 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	14 M	Bitumen/Macadam	PCN 45/F/A/W/T
		B	14 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C1	29 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C2	29 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C3	29 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C4	29 M	Bitumen/Macadam	PCN 45/F/A/W/T
		D	30 M	Bitumen/Macadam	PCN 45/F/A/W/T
		E	13 M	Bitumen/Macadam	PCN 45/F/A/W/T
		F	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		G	15 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, Transverse 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
06	063° 064°	924 x 23	PCN45/F/A/W/T Bitumen/Macadam	532101.48N 0062940.17W 532115.03N 0062855.66W 185 ft	155 ft
24	243° 244°	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	22 x 46	Nil	Nil	Nil
	457 x 23	457 x 150	1501 x 80	30 x 46	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
06	924	924	924	924	Nil
24	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
06	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
24	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 24, S of THR 06

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 on Twy C2 is restricted to Irish Coast Guard SAR operator. Additional remarks See AD-2.20

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	122.405	Nil	Nil	As per AD Operator EIWT AD 2.3	Nil
GND	Weston Ground	119.430	Nil	Nil		
ATIS	Weston Information	118.880	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

1. Aircraft landing, take-off and manoeuvring on taxiways and apron areas outside published hours (See [EIWT AD 2.3](#)) is not permitted unless such permission has been obtained in advance or in the event of an emergency.

2. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. Only Irish Coast Guard SAR helicopters are permitted to use the designated FATO/TLOF on Twy C2.

After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

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 24/06 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 24/06 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 24:
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 06:
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 24 or right circuit off RWY 06 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 RWY 24/06 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 24 shall be right-hand and circuits to RWY 06 shall be left-hand.

4.2 All altitudes are based on QNH.

4.3 When RWY 24 left circuit is in use the standard circuit will be:

Runway 24 – 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 24 right circuit is in use the standard circuit will be:

Runway 24 – 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 06 left circuit is in use the standard circuit will be:

Runway 06 – 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 06 right circuit is in use the standard circuit will be:

Runway 06 – 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

1. Weston is a busy VFR airfield located 8 NM from Dublin airport and 3 NM from Casement (Baldonnel) 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.

2. 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.

3. 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

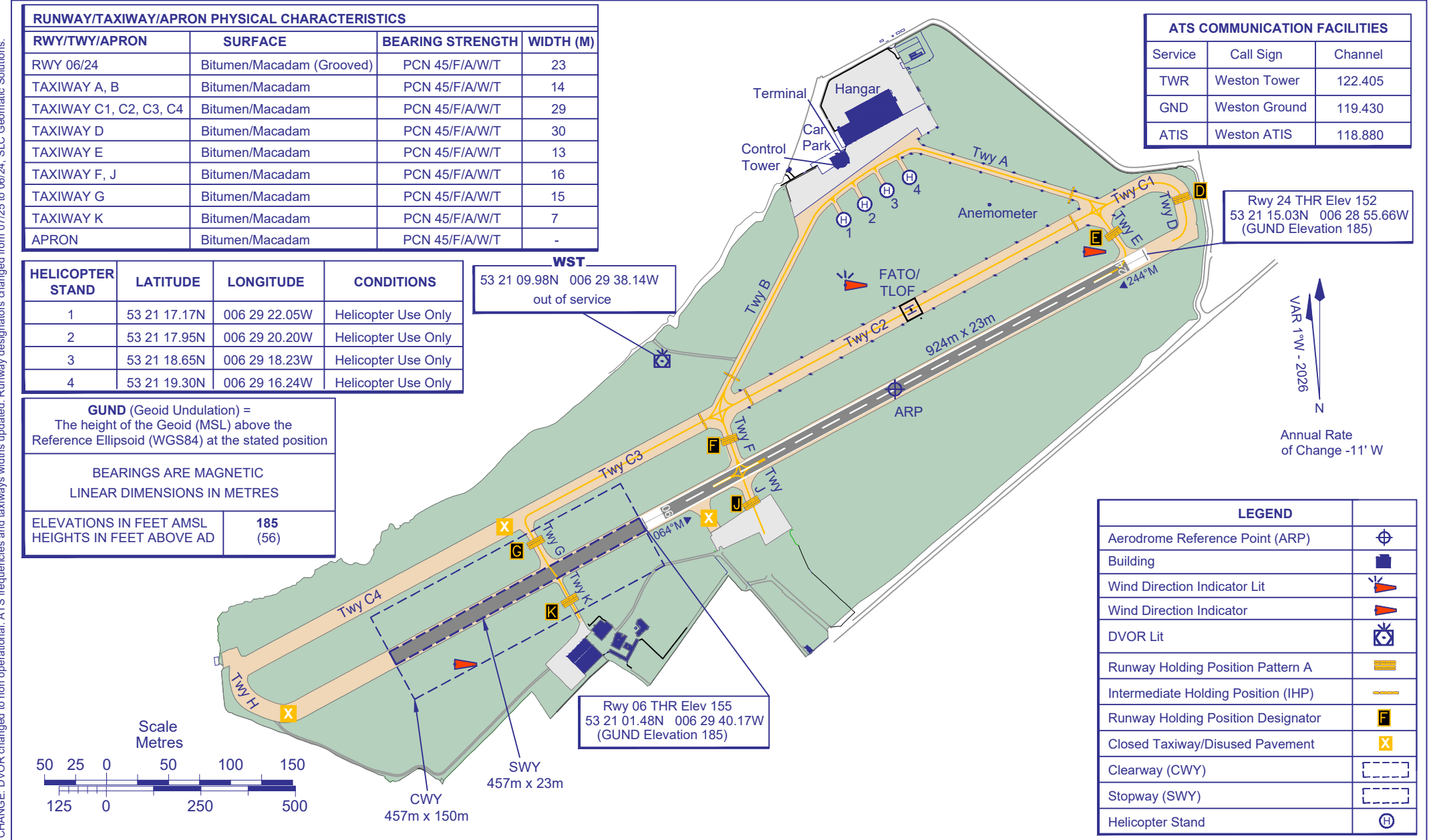
Name	Page
Aerodrome Chart – ICAO	EIWT AD 2.24-1
Aerodrome Obstacle Chart RWY 06/24 - ICAO TYPE A	EIWT AD 2.24-2

EIWT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

AERODROME
CHART - ICAO

AD ELEVATION 156FT ARP 53 21 08N 006 29 18W
CONSULT NOTAM FOR LATEST INFORMATION

WESTON AIRPORT
IRELAND



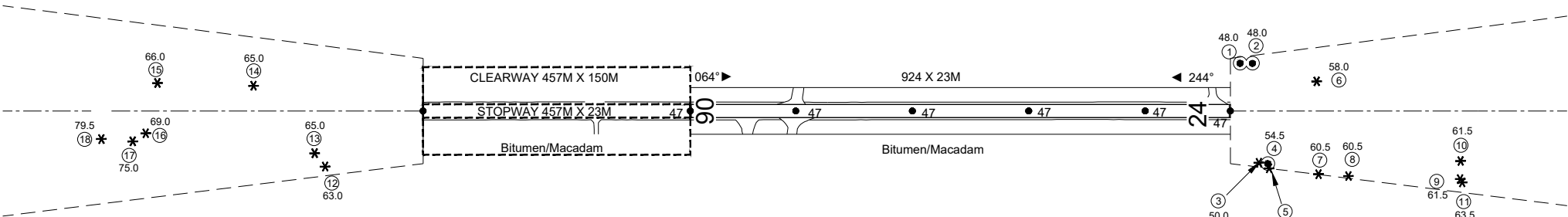
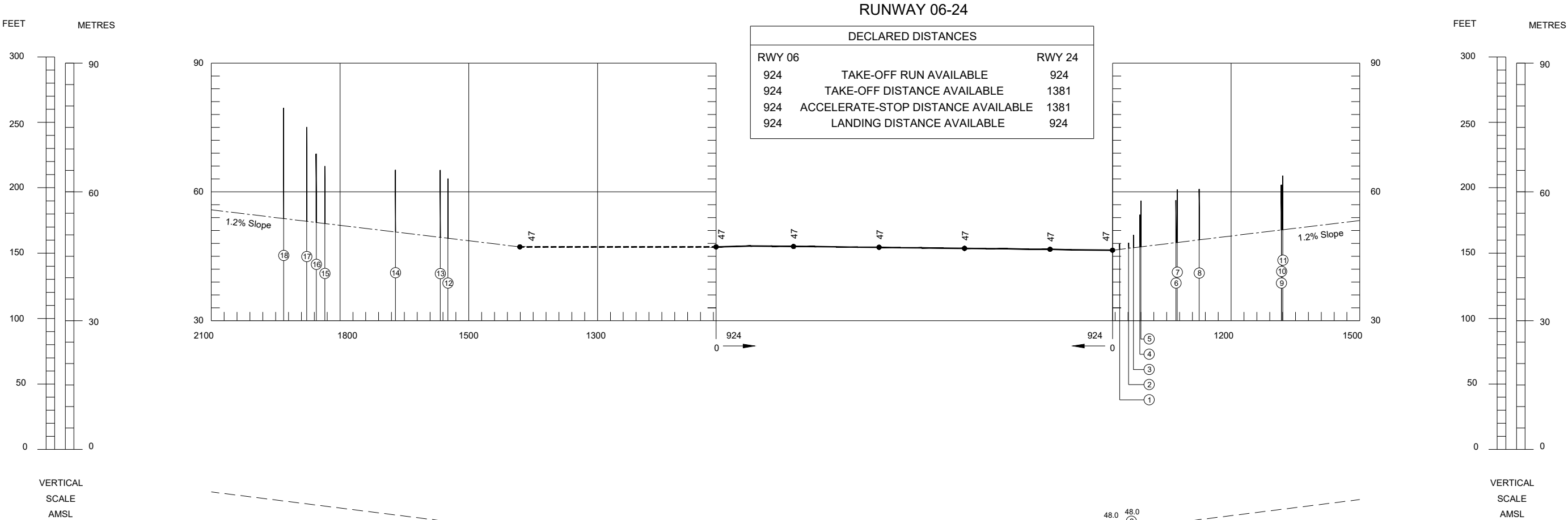
DIMENSIONS AND ELEVATIONS IN METRES

AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS

WESTON AIRPORT / IRELAND
RUNWAY 06-24

CONSULT NOTAM FOR LATEST INFORMATION

MAGNETIC VARIATION 1° W, 2026
ANNUAL CHANGE -11' W

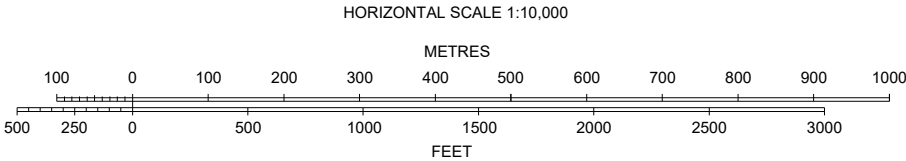


Obstacle Number	Survey Number	Description	Latitude	Longitude	Height AMSL m
12	1830	TREE	532049.5670N	0063007.9331W	63.05
13	1834	TREE	532049.9620N	0063009.3607W	65.02
14	1858	TREE	532051.7542N	0063017.2245W	65.08
15	1859	TREE	532049.4765N	0063025.2580W	65.96
16	1846	TREE	532046.7013N	0063024.1123W	68.82
17	1844	TREE	532045.9784N	0063024.8478W	75.07
18	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	1764	HEDGE	532113.1976N	0062851.1280W	49.91
4	1023	STREETLIGHT	532113.3651N	0062850.3713W	54.63
5	0090	TREE	532113.1796N	0062850.0593W	57.88
6	1675	TREE	532118.6603N	0062849.7862W	58.03
7	1731	TREE	532114.1416N	0062845.7498W	60.52
8	1721	TREE	532114.7863N	0062843.1922W	60.58
9	1711	TREE	532117.4427N	0062833.8532W	61.56
10	1705	TREE	532118.3475N	0062834.5810W	61.61
11	1712	TREE	532117.3260N	0062833.5498W	63.73

Datum - Mean Sea Level, Malin Head

LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	⑤	↑
HEIGHT AMSL	25	6
TREE / BUSH	*	⑥
POLE, AERIAL, TOWER, ETC	●	—



Amendment		
No	Date	Entered by

ORDER OF ACCURACY:Horizontal 3m; Vertical 0.3m