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| <p>Phone: +353 (0)61 703750</p> <p>Fax: +353 (0)61 366245</p> <p>AFS: EINN ZPZX</p> <p>Email: aisops@airnav.ie</p> <p>URL: https://www.airnav.ie</p> |  <p>AIRNAV Ireland Aeronautical Information Service Ballycasey Cross Co Clare V14 C446 Ireland</p> | <p>AIRAC AIP AMDT 006/26</p> <p>Effective Date – 11 JUN 2026</p> <p>Publication Date – 30 APR 2026</p> |
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PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

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| 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: Removal of reference to EIWF Chart. |
| GEN 3.2 | Aeronautical Charts: Updated EIDW and EIKN Charts. Removal of 3 EIWF Charts – EIWF AD 2.24-5, EIWF AD 2.24-8 & EIWF AD 2.24-9. |
| EIDW AD | Updated Sections: AD 2.8, AD 2.9, AD 2.12, AD 2.15, AD 2.16, AD 2.20, AD 2.22 & AD 2.24. AD 2.24 Charts Related to an Aerodrome: Updated EIDW Charts - EIDW AD 2.24-1 & EIDW AD 2.24-2. |
| EINN AD | Updated Sections: AD 2.16 & AD 2.20. |
| EIKN AD | Implementation of new PCR values in EIKN AD 2.8, EIKN AD 2.12 & EIKN AD 2.24-1: Updated Sections: AD 2.4, AD 2.8, AD 2.9, AD 2.11, AD 2.12, AD 2.13, AD 2.14, AD 2.16, AD 2.17, AD 2.18, AD 2.20 & AD 2.24. AD 2.24 Charts Related to an Aerodrome: Updated EIKN charts - EIKN AD 2.24-1, EIKN AD 2.24-4, EIKN AD 2.24-5 & EIKN AD 2.24-10. Incorporation of PERM NOTAM B0624/26 and B0625/26. |
| EIWF AD | Updated Section: AD 2.24. AD 2.24 Charts Related to an Aerodrome: Removal of 3 EIWF Charts - EIWF AD 2.24-5, EIWF AD 2.24-8 & EIWF AD 2.24-9. Incorporation of PERM NOTAM B0291/26 and B0292/26. |

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New Supplements for this Amendment: **NR 012/26, NR 013/26, NR 014/26, NR 015/26, NR 016/26, NR 017/26**. Incorporation of **PERM NOTAM B1124/23 and B1138/15**.

Supplements Cancelled for this Amendment: **NR 011/26**.

New AIC for this Amendment: **NR 013/26, NR 014/26**.

AIC cancelled in this Amendment: **NR 009/26, NR 012/26**.

PERM NOTAM* incorporated in this Amendment: **B1138/15, B1124/23, B0291/26, B0292/26, B0624/26 & B0625/26**.

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

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GEN 0.3 Record of AIP Supplements

| NR/ Year | Subject | AIP Section(s) Affected | Period of Validity | Cancellation Record |
|--|--|-------------------------------|-----------------------|------------------------|
| 017/2026 | Checklist of Valid AIP Supplements | GEN | 11-Jun-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 | - |
| 011/2026 | Checklist of Valid AIP Supplements | GEN | 16-Apr-2026 | 11-Jun-2026 |
| 010/2026 | Ireland West (EIKN) ATIS | EIKN | 16-Apr-2026 | - |
| 009/2026 | Dublin Airport (EIDW) - Tower Crane operating in the Vicinity of the Airport | EIDW | 16-Apr-2026 | - |
| 008/2026 | Dublin Airport (EIDW) - Radio Navigation and Landing Aids | EIDW | 16-Apr-2026 | - |
| 007/2026 | Shannon Airport (EINN) - Radio Navigation and Landing Aids | EINN | 16-Apr-2026 | - |
| 006/2026 | Dublin Airport (EIDW) - Radio Navigation and Landing Aids | EIDW | 16-Apr-2026 | - |
| 005/2026 | SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic | EISN | 16-Apr-2026 | - |
| 003/2026 | Kerry (EIKY) NOTAM | EIKY | 19-Feb-2026 | - |
| 002/2026 | Dublin Airport (EIDW) - Mobile Cranes operating in the Vicinity of the Airport | EIDW | 19-Feb-2026 | - |
| 014/2025 | Cork Airport (EICK) - Halfway Roundabout VRP | EICK | 27-Nov-2025 | - |
| 009/2025 | Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4 | EIDW | 02-Oct-2025 | - |
| Note: Cancelled Supplements may be requested from aipinfo@airnav.ie | | | | |

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| 2.24-24.2 | 31 JAN 2019 | 2-38 | 11 JUN 2026 * | 2.24-21.3 | 06 OCT 2022 |
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| 2.24-26.2 | 11 OCT 2018 | 2-42 | 11 JUN 2026 * | 2.24-23.1 | 16 MAY 2024 |

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| 2-4 | 14 MAY 2026 | 2-6 | 14 MAY 2026 | | |
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| 2-6 | 14 MAY 2026 | | | | |
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| 2-4 | 14 MAY 2026 | | | | |
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| | EIKK AD | | | | |
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| 2-2 | 14 MAY 2026 | | | | |
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| 2-4 | 14 MAY 2026 | | | | |
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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

| AIP page(s) affected | Amendment text | | Introduced by AIP Amendment NR |
|-------------------------|---|--|-----------------------------------|
| | Change: | To: | |
| EIKY AD 2.24-9 | Fix co-ordinates KY012 and KY013 published incorrectly. | Should read: KY012/SDF 521237.7N 0092253.3W KY013/SDF 521159.3N 0092558.2W | AIRAC Amdt 006/23 |
| 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 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

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

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

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

Charts based on ICAO documents: Annex 4, Doc 8697

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

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

2. MAINTENANCE OF CHARTS

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

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

3. PURCHASE ARRANGEMENTS

3.1 VFR Chart Scale 1:500,000

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

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

Phone: + 353 1 802 5379

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

3.2 VFR Airspace Chart Scale 1:500,000

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

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

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

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

3.3 VFR Chart Scale 1:250,000

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

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

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

All other aeronautical charts are available to download from:-

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

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

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

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

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

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

4.2.2 Aeronautical Chart 1:250,000

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

4.2.3 Instrument Approach Chart – ICAO

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

4.2.4 Visual Approach Chart – ICAO

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

4.2.5 Aerodrome Chart – ICAO

These charts provide flight crew with detailed information on runways, taxiways, lighting and other aerodrome features to facilitate the surface movement of aircraft.

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

These charts are designed to provide the operator with the data necessary to enable compliance with the operating limitations

as contained in ICAO Annex 6.

4.2.7 Aerodrome Obstacle Chart - ICAO - TYPE "B"

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

4.2.8 Precision Approach Terrain Chart – ICAO

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

4.2.9 ATC Surveillance Minimum Altitude Chart

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

5. LIST OF CHART SERIES

| Title of series and Scale | Series | Chart Ref | Chart name and/or Number | Date |
|---|----------------|------------------|----------------------------|-------------|
| Aeronautical Chart ICAO 1:500,000 | ANC/500 | Edition 12 | Ireland Sheet 2172 ABCD | 24 FEB 2022 |
| Aeronautical Chart/West 1:250,000 | ANC/250 | Edition 09 | Ireland Sheet 2172 ABCD | 24 FEB 2022 |
| Aeronautical Chart/East 1:250,000 | ANC/250 | Edition 09 | Ireland Sheet 2172 ABCD | 24 FEB 2022 |
| Aeronautical Chart/North 1:250,000 | ANC/250 | Edition 09 | Ireland Sheet 2172 ABCD | 24 FEB 2022 |
| Aeronautical Chart/South 1:250,000 | ANC/250 | Edition 09 | Ireland Sheet 2172 ABCD | 24 FEB 2022 |
| Standard Departure Chart- Instrument (SID) ICAO 1:750,000 | SID | EIDW AD 2.24-10 | EIDW RNAV RWY 28L CAT A, B | 05 NOV 2020 |
| | SID | EIDW AD 2.24-11 | EIDW RNAV RWY 28L CAT C, D | 08 SEP 2022 |
| | SID | EIDW AD 2.24-12 | EIDW RNAV RWY 28R CAT A, B | 06 OCT 2022 |
| | SID | EIDW AD 2.24-13 | EIDW RNAV RWY 28R CAT C, D | 20 APR 2023 |
| | SID | EIDW AD 2.24-14 | EIDW RNAV RWY 10L CAT A, B | 06 OCT 2022 |
| | SID | EIDW AD 2.24-15 | EIDW RNAV RWY 10L CAT C, D | 20 APR 2023 |
| | SID | EIDW AD 2.24-16 | EIDW RNAV RWY 10R CAT A, B | 11 AUG 2022 |
| | SID | EIDW AD 2.24-17 | EIDW RNAV RWY 10R CAT C, D | 16 JUN 2022 |
| | SID | EIDW AD 2.24-18 | EIDW RNAV RWY 16 CAT A, B | 05 NOV 2020 |
| | SID | EIDW AD 2.24-19 | EIDW RNAV RWY 16 CAT C, D | 06 OCT 2022 |
| | SID | EIDW AD 2.24-20 | EIDW RNAV RWY 34 CAT A, B | 05 NOV 2020 |
| | SID | EIDW AD 2.24-21 | EIDW RNAV RWY 34 CAT C, D | 06 OCT 2022 |
| | SID | EIKY AD 2.24-3 | EIKY RWY 26 CAT A, B | 25 MAR 2021 |
| | SID | EIKY AD 2.24-4 | EIKY RWY 26 CAT C | 25 MAR 2021 |
| | SID | EIKY AD 2.24-5 | EIKY RWY 08 CAT A, B | 25 MAR 2021 |
| | SID | EIKY AD 2.24-6 | EIKY RWY 08 CAT C | 25 MAR 2021 |
| SID | EINN AD 2.24-5 | EINN RNAV RWY 06 | 31 JAN 2019 | |
| SID | EINN AD 2.24-6 | EINN RNAV RWY 24 | 31 JAN 2019 | |

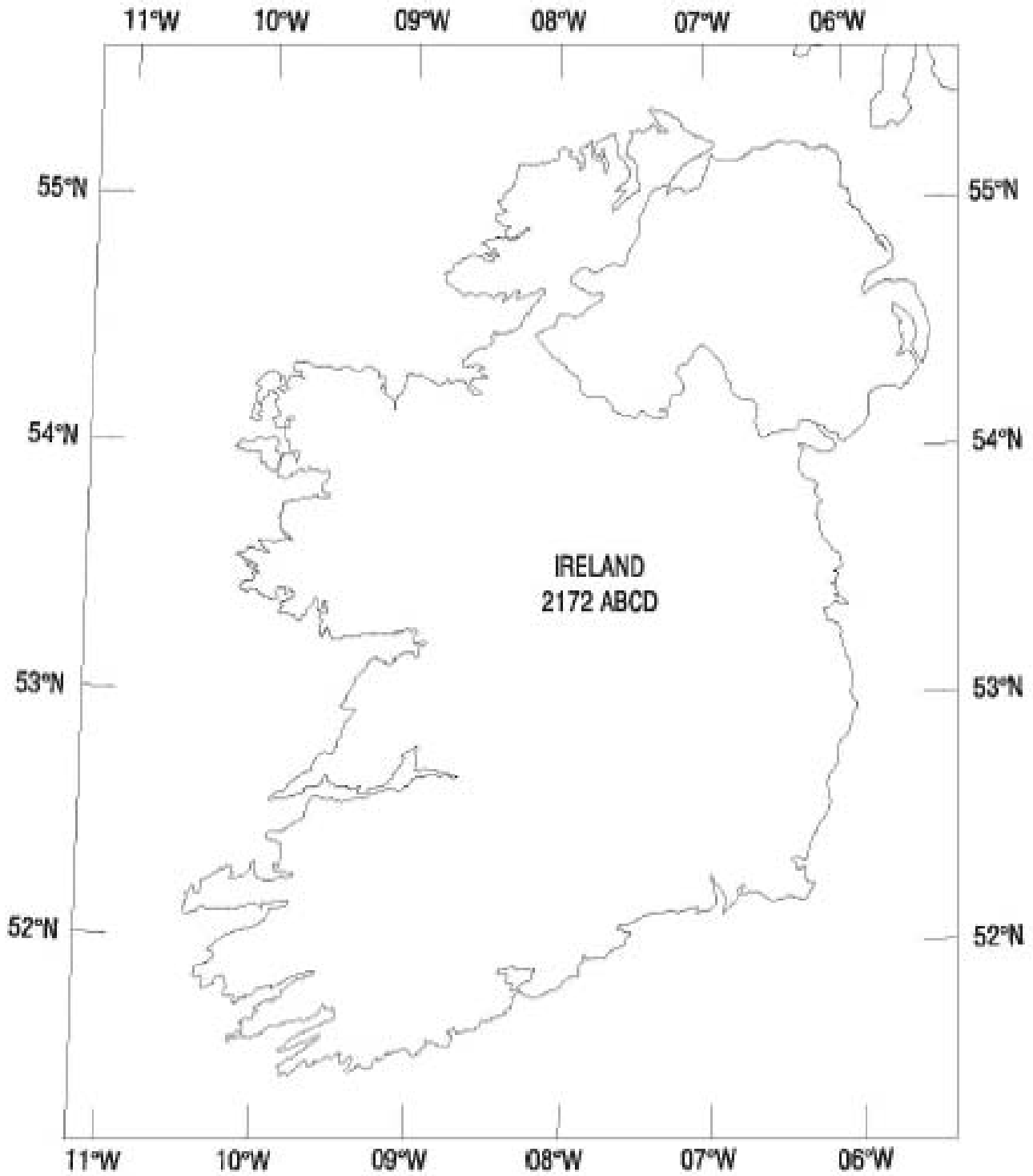
| Title of series and Scale | Series | Chart Ref | Chart name and/or Number | Date |
|--|--------|-----------------|--|-------------|
| Standard Departure Chart-Instrument (SID) ICAO 1:600,000 | SID | EICK AD 2.24-6 | EICK RNAV (GNSS) RWY 16 CAT A, B | 26 APR 2018 |
| | SID | EICK AD 2.24-7 | EICK RNAV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

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

| Title of series and Scale | Series | Chart Ref | Chart name and/or Number | Date |
|--|--------|-----------------|-----------------------------------|-------------|
| | IAC | EICK AD 2.24-19 | EICK ILS CAT I & II or LOC RWY 16 | 11 OCT 2018 |
| | IAC | EICK AD 2.24-20 | EICK VOR RWY 16 | 11 OCT 2018 |
| | IAC | EICK AD 2.24-21 | EICK RNP RWY 34 | 11 OCT 2018 |
| | IAC | EICK AD 2.24-22 | EICK ILS CAT I or LOC RWY 34 | 11 OCT 2018 |
| | IAC | EICK AD 2.24-23 | EICK VOR RWY 34 | 11 OCT 2018 |
| | IAC | EICK AD 2.24-24 | EICK RNP RWY 07 | 31 JAN 2019 |
| | IAC | EICK AD 2.24-26 | EICK RNP RWY 25 (LNAV Only) | 11 OCT 2018 |
| | IAC | EIDL AD 2.24-7 | EIDL RNP RWY 02 CAT A, B, C | 12 JUN 2025 |
| | IAC | EIDL AD 2.24-9 | EIDL RNP RWY 20 CAT A, B, C | 12 JUN 2025 |
| Instrument Approach Chart ICAO 1:250,000 | IAC | EIKY AD 2.24-7 | EIKY RNP RWY 26 CAT A, B, C | 25 MAR 2021 |
| | IAC | EIKY AD 2.24-10 | EIKY RNP RWY 08 CAT A, B, C | 20 MAY 2021 |
| | IAC | EIKY AD 2.24-11 | EIKY NDB RWY 08 CAT A, B, C | 26 MAY 2016 |
| | IAC | EIKN AD 2.24-12 | EIKN NDB RWY 26 CAT A, B | 19 FEB 2026 |
| | IAC | EIKN AD 2.24-14 | EIKN NDB RWY 08 CAT A, B | 19 FEB 2026 |
| | IAC | EIDL AD 2.24-8 | EIDL NDB RWY 02 CAT A, B, C | 12 JUN 2025 |
| | IAC | EIDL AD 2.24-10 | EIDL LOC RWY 20 CAT A, B, C | 12 JUN 2025 |
| | IAC | EIDL AD 2.24-11 | EIDL NDB RWY 20 CAT A, B, C | 12 JUN 2025 |
| Visual Approach Chart ICAO 1: 250,000 | VAC | EICK AD 2.24-28 | CORK | 10 SEP 2020 |
| | VAC | EIDL AD 2.24-12 | DONEGAL | 12 JUN 2025 |
| | VAC | EIKN AD 2.24-16 | IRELAND WEST/KNOCK | 19 FEB 2026 |
| | VAC | EIKY AD 2.24-13 | KERRY | 25 MAR 2021 |
| | VAC | EINN AD 2.24-15 | SHANNON | 10 SEP 2020 |
| | VAC | EISG AD 2.24-16 | SLIGO | 23 MAR 2023 |
| | VAC | EIWF AD 2.24-7 | WATERFORD | 23 MAR 2023 |
| Visual Approach Chart ICAO 1: 160,000 | VAC | EIDW AD 2.24-44 | DUBLIN | 22 APR 2021 |
| Aerodrome Chart ICAO 1: 25,000 | AD | EICK AD 2.24-1 | CORK | 08 NOV 2018 |
| | AD | EINN AD 2.24-1 | SHANNON | 26 MAR 2020 |
| Aerodrome Chart ICAO 1: 20,000 | AD | EIKY AD 2.24-1 | KERRY | 20 MAY 2021 |
| | AD | EISG AD 2.24-1 | SLIGO | 28 JAN 2021 |
| Aerodrome Chart ICAO As per Published Chart | AD | EIDL AD 2.24-1 | DONEGAL | 16 APR 2026 |
| | AD | EIDW AD 2.24-1 | DUBLIN | 11 JUN 2026 |
| | AD | EIKN AD 2.24-1 | IRELAND WEST | 11 JUN 2026 |
| | AD | EIWF AD 2.24-1 | WATERFORD | 27 NOV 2025 |
| | AD | EIWT AD 2.24-1 | WESTON | 19 FEB 2026 |

| Title of series and Scale | Series | Chart Ref | Chart name and/or Number | Date |
|--|----------------|--------------------|--------------------------|-------------|
| Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000 | AOC | EICK AD 2.24-3 | EICK RWY 07/25 | 26 APR 2018 |
| | AOC | EICK AD 2.24-4 | EICK RWY 16/34 | 26 APR 2018 |
| | AOC | EIDL AD 2.24-2 | EIDL RWY 03/21 | 28 JUN 2012 |
| | AOC | EIDW AD 2.24-3 | EIDW RWY 10R/28L | 08 OCT 2020 |
| | AOC | EIDW AD 2.24-4 | EIDW RWY 10L/28R | 11 AUG 2022 |
| | AOC | EIDW AD 2.24-5 | EIDW RWY 16/34 | 08 OCT 2020 |
| | AOC | EIKY AD 2.24-2 | EIKY RWY 08/26 | 09 APR 2009 |
| | AOC | EINN AD 2.24-4 | EINN RWY 06/24 | 28 SEP 2006 |
| | AOC | EISG AD 2.24-2 | EISG RWY 10/28 | 28 JAN 2021 |
| AOC | EIWF AD 2.24-2 | EIWF RWY 03/21 | 21 MAR 2024 | |
| Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 | AOC | EIWT AD 2.24-2 | EIWT RWY 07/25 | 19 FEB 2026 |
| | AOC | EIKN AD 2.24-2 | EIKN RWY 08/26 | 12 JUN 2025 |
| Aerodrome Obstacle Chart ICAO - Type “A” | AOC | EIDL AD 2.24-2 | EIDL RWY 02/20 | 16 APR 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 | - |
| | 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 | 11 JUN 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 CHARTSRefer to [GEN 3.2.3](#)**8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP**

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

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

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

| Chart | Location | Correction |
|--|---|--|
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9 | 1. 534710.4044N, 0090021.3882W Arc anticlockwise 10nm radius, 535437.0688N, 0084906.5676W 2. 534451.2079N, 0084535.8450W 3. 533957.9350N, 0084357.8431W 4. 533516.4586N, 0092017.5803W 5. 534422.0551N, 0092328.0239W 6. 534710.4044N, 0090021.3882W | EIKN SOUTHWESTERN STUB Ireland West New Airspace, Co Mayo |
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9 | 1. 534451.2079N, 0084535.8450W 2. Arc anticlockwise 10nm radius EIKN ARP 3. 535017.3006N, 0083353.2005W 4. 535256.0669N, 0081040.1236W 5. 534425.1855N, 0080756.4445W 6. 533957.9350N, 0084357.8431W 7. 534451.2079N, 0084535.8450W | EIKN SOUTHEASTERN STUB Ireland West New Airspace, Co Mayo |
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9 | 514441.33N, 0091956.06W | Co Cork, Maughanaclea Met Mast Height: 256ft Elevation: 808ft |
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9 | 524800.85N, 0083233.37W | Co Clare, Lackareagh Met Mast Height: 328ft Elevation: 1083ft |
| Aeronautical Chart ICAO1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9 | 531729.40N, 0090641.40W | Co Galway, Toin na Brocai Mast Height: 200ft Elevation: 330ft |
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9 | 523206.66N, 0093008.70W | Co Kerry, Ballylongford Windfarm Height: 410ft Elevation: 554ft |
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9 | 523658.38N, 0073059.70W | Co Tipperary, Farranrory Windfarm Height: 514ft Elevation: 1433ft |
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9 | 524603.05N, 0091952.80W | Co Clare, Cahermurphy Windfarm Height: 430ft Elevation: 991ft |
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart ICAO East 1:250,000 Ed 9 | 533741N, 0070040W | Westmeath, EISB, Snug Beag Airfield |

| Chart | Location | Correction |
|--|----------------------------|--|
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart ICAO West 1:250,000 Ed 9 | 540832.96N, 0093538.50W | Mayo, Shranakilly Met Mast decommissioning and removing. Height: 328ft Elevation: 653ft |
| Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart ICAO East 1:250,000 Ed 9 | 530940N, 0071650W | Laois, EIBF, Benfield Airfield |

EIDW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDW – DUBLIN/International

EIDW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EIDW AD 2.3 OPERATIONAL HOURS

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

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

EIDW AD 2.4 HANDLING SERVICES AND FACILITIES

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

EIDW AD 2.5 PASSENGER FACILITIES

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

EIDW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

| | | | | | |
|---|--|---|------------------|-----------|------------------|
| 1 | Apron designation, surface and strength | Surface: CONC Strength: PCR 700/R/C/W/U | | | |
| 2 | Taxiway designation, width, surface and strength | TAXIWAY | WIDTH | SURFACE | STRENGTH |
| | | A | 23 M | ASPH | PCR 970/R/C/W/U |
| | | B1 | 24M | CONC | PCR 1210/R/B/W/T |
| | | B2 | 24 M | CONC | PCR 970/R/B/W/T |
| | | C | 23 M | CONC | PCR 1080/R/C/W/T |
| | | DN | 15 M | CONC | PCR 1090/R/C/W/T |
| | | DS | 15 M | CONC | PCR 1150/R/C/W/T |
| | | E1 | 23 M | CONC/ASPH | PCR 1970/F/B/X/T |
| | | E2 | 32 M | CONC/ASPH | PCR 1010/R/B/W/T |
| | | F-Inner | 23 M | CONC | PCR 1220/R/C/W/T |
| | | F-Outer | 23 M | CONC | PCR 720/R/C/W/T |
| | | F1 | 25 M | CONC/ASPH | PCR 790/R/C/W/T |
| | | F2 | 23 M | CONC | PCR 770/R/B/W/T |
| | | F3 | 23 M | CONC | PCR 640/R/B/W/T |
| | | H1 | 23 M | CONC/ASPH | PCR 730/R/B/W/T |
| K | 23 M | CONC | PCR 1140/R/C/W/T | | |
| M | 23 M | CONC | PCR 1140/R/C/W/T | | |

| | | | | | |
|--|--|--------|------|-----------|------------------|
| | | M1 | 25 M | CONC/ASPH | PCR 570/R/A/W/T |
| | | N | 23 M | CONC | PCR 1140/R/C/W/T |
| | | N1 | 24 M | CONC | PCR 1140/R/C/W/T |
| | | N2 | 27 M | CONC | PCR 1140/R/C/W/T |
| | | N3 | 23 M | CONC | PCR 1140/R/C/W/T |
| | | N4 | 23 M | CONC/ASPH | PCR 980/F/B/W/T |
| | | N5 | 23 M | CONC | PCR 1140/R/C/W/T |
| | | N6 | 26 M | CONC | PCR 1140/R/C/W/T |
| | | N7 | 25 M | CONC | PCR 1140/R/C/W/T |
| | | P1 | 23 M | CONC/ASPH | PCR 940/R/B/W/T |
| | | S | 23 M | CONC/ASPH | PCR 870/R/B/W/T |
| | | S1 | 23 M | CONC | PCR 980/R/B/W/T |
| | | S2 | 23 M | ASPH | PCR 1240/R/C/W/T |
| | | S3 | 23 M | ASPH | PCR 700/R/B/W/T |
| | | S4 | 23 M | CONC | PCR 790/R/B/W/T |
| | | S5 | 30 M | CONC | PCR 1340/R/B/W/T |
| | | S6 | 23 M | CONC | PCR 1030/R/B/W/T |
| | | S7 | 23 M | ASPH | PCR 860/R/B/W/T |
| | | W1 | 25 M | ASPH | PCR 1030/R/A/W/T |
| | | W2 | 23 M | ASPH | PCR 800/R/A/W/T |
| | | W3 | 23 M | CONC | PCR 1040/R/B/W/T |
| | | W4 | 15 M | ASPH | PCR 600/R/B/W/T |
| | | Z | 23M | ASPH | PCR 1210/R/C/W/T |
| | | LINK 1 | 33 M | CONC | PCR 800/R/B/W/T |
| | | LINK 2 | 65 M | CONC/ASPH | PCR 1240/F/C/X/T |
| | | LINK 3 | 42 M | CONC | PCR 970/R/B/W/T |
| | | LINK 4 | 73 M | CONC | PCR 580/R/A/W/T |
| | | LINK 5 | 23 M | CONC/ASPH | PCR 1410/R/C/W/T |
| | | LINK 6 | 23 M | CONC | PCR 920/R/C/W/T |
| | | LINK 7 | 23 M | CONC | PCR 1040/R/C/W/T |
| | | AT 1 | 47 M | CONC | PCR 720/R/C/W/T |

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

EIDW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|--|
| 1 | <p>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</p> | <p>Taxiing guidance signs at all taxiway intersections and at runway holding positions. Mandatory instruction signs lighted</p> <p>Guidelines on aprons and taxiways.</p> <p>Taxiway information markings.</p> <p>All stands equipped with AVDGS except the following listed below: 102, 105L, 105R, 106, 107L, 107C, 107R, 131L, 131C, 131R, 131S, 132S, 132L, 132C, 132R, 133L, 133C, 133R, 133S, 134L, 134C, 134R, 134S, 135L, 135C, 135R, 135S, 136L, 136R, 136S, 137A, 137B, 137L, 137T, 138T - 142T, 138S - 143S, 145, 200T, 203L, 203C, 203R, 205L, 205T, 311L, 411C.</p> <p>Where AVDGS is available and operational, it is mandatory for it to be used. On stands where AVDGS is not available or not operational, Marshalls must be provided. No aircraft should enter a stand without guidance.</p> <p>If AVDGS is not operational on the stands listed below, the aircraft listed cannot taxi onto stand due to reduced clearances. Aircraft will be allocated an alternative stand or must shut down engines and be towed on to the aircraft stand.</p> <p>Stands: Stand 316 - All A/C types. Stand 409C - All A/C types.</p> |
| 2 | <p>RWY/TWY markings and LGT</p> | <p>RWY 10R/28L Designation, THR, TDZ, centreline, side stripe, aiming point.</p> <p>RWY 10L/28R Designation, THR, TDZ, centreline, side stripe, aiming point.</p> <p>RWY 16/34 Designation, THR, TDZ, centreline, side stripe, aiming point. For the purposes of Taxiing Intermediate holding positions.</p> <p>Taxiways Centreline, edge stripes, holding positions, intersection markings except TWY S1.</p> <p>Intermediate holding position lights on TWY B1, H1, M1, W2, Z, E2, Link 1, Link 2, Link 3, Apron Taxiway 6 and RWY 16/34 at 16-1 and 34-2, 16-2, K, N, M, F-Outer.</p> |
| 3 | <p>Stop bars and RWY guard lights</p> | <p>Stopbars are provided at all Runway holding positions for CAT I/II/III operations and are illuminated to protect active Runways. When a Runway is not active the associated stop bars are not illuminated, with the exception of the stop bars on TWY A and TWY B2.</p> <p>All Runway Guard Lights are in operation H24.</p> <p>No entry bars on TWY N3 and TWY N5.</p> |
| 4 | <p>Other RWY Protection measures</p> | <p>Nil</p> |

| | | |
|---|---------|---|
| 5 | Remarks | See also EIDW AD 2.14 and 2.15 for lighting |
|---|---------|---|

EIDW AD 2.10 AERODROME OBSTACLES

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

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

EIDW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EIDW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY (M) | Strength (PCR) and surface of RWY and SWY | THR coordinates RWY end coordinates THR Geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|----------|--------------------------|---|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10R | 095.24° | 2637 x 45 | 910/R/B/W/T ASPH ASPH | 532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft | THR 243ft |
| 28L | 275.27° | 2637 x 45 | 910/R/B/W/T ASPH ASPH | 532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft | THR 203ft |
| 10L | 095.25° | 3109 x 45 | 1140/R/C/W/T CONC | 532613.79N 0061650.22W 532605.39N 0061417.60W 184 ft | THR 235ft |
| 28R | 275.28° | 3109 x 45 | 1140/R/C/W/T CONC | 532606.73N 0061441.87W 532614.62N 0061705.32W 184 ft | THR 213ft |
| 16 | 156.59° | 2072 x 45 | 3020/F/B/W/T ASPH - | 532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft | THR 218ft |
| 34 | 336.60° | 2072 x 45 | 3020/F/B/W/T ASPH - | 532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft | THR 202ft |

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

EIDW AD 2.13 DECLARED DISTANCES

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

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

EIDW AD 2.14 APPROACH AND RUNWAY LIGHTING

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

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

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

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

EIDW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

| | | |
|---|--|--|
| 3 | TWY edge and centre line lighting | <p>Taxiway Green/Green Centreline Lighting provided for the following taxiways: B1, B2, E1, E2, H1, M1, P1, W1, W2, W3, N, N1, N2, N4, N6, N7, S, S1, S2, S7, Z.</p> <p>Taxiway Green/Yellow Centreline Lighting provided on all Runway Entry and Exit taxiways.</p> <p>Taxiway edge lights are installed at taxiway/taxiway intersections and along taxiway curves.</p> |
| 4 | Secondary power supply/switch-over time | Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). All Stop Bars for Runways 10R/28L and 10L/28R are UPS backed. |
| 5 | Remarks | <p>Apron - Floodlights</p> <p>Apron edge - Blue, omni-directional (mixture of LED & Halogen).</p> <p>Apron centreline lighting - Green bi-directional on all apron taxiways and taxilanes except West Apron (all LED).</p> <p>Obstacles: Fixed red (mixture of Neon & LED lights).</p> <p>WDIs 4-6 Nr. (2-4 lighted). See Aerodrome Chart EIDW AD 2.24-1</p> |

EIDW AD 2.16 HELICOPTER LANDING AREA

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

EIDW AD 2.17 ATS AIRSPACE

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

| | | |
|---|------------------------|---------|
| 5 | Transition altitude | 5000 ft |
| 6 | Hours of applicability | Nil |
| 7 | Remarks | Nil |

EIDW AD 2.18 ATS COMMUNICATIONS FACILITIES

| Service designation | Call sign | Channel(s) | SAT VOICE No | Logon Address | Hours of Operation | Remarks |
|------------------------------|-----------------------------------|-------------|--------------|---------------|------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Clearance Delivery Frequency | Dublin Delivery | 122.985 MHz | | | 0600-1800 local time | Aircraft Contact Minimum 15 Min before start-up. 8.33kHz Channel. |
| GND | Dublin Ground | 121.800 MHz | | | 0600-2400 local time | Non-8.33kHz equipped aircraft shall contact 121.8 MHz for ATC Clearance minimum 15 minutes prior to requested start up. |
| | | 125.885 MHz | | | | GND NTH. |
| | | 130.790 MHz | | | H24 | |
| TWR | Dublin Tower | 118.600 MHz | | | H24 | Primary TWR Frequency. Note: TWR STH when segregated runway mode in use (Monitor NOTAM for further information). |
| | | 124.680 MHz | | | H24 | TWR NTH. Note: TWR NTH when segregated runway mode in use (Monitor NOTAM for further information). |
| | | 128.800 MHz | | | H24 | Non 8.33kHz TWR NTH Frequency. |
| | | 119.805 MHz | | | H24 | Dublin Tower Backup Channel. When instructed by ATC. |
| APP | Dublin Approach | 121.100 MHz | | | H24 | |
| | | 119.555 MHz | | | 06:00 to 24:00L | |
| | | 133.280 MHz | | | 06:00 to 24:00L | |
| | | 119.930 MHz | | | H24 | Final Controller |
| ACC | Dublin Control | 129.180 MHz | | | All H24 | Upper North |
| | | 135.655 MHz | | | | Upper South |
| | | 132.580 MHz | | | | Lower North |
| | | 120.755 MHz | | | | Lower South |
| | | 124.650 MHz | | | H24 | Backup Frequency available Upper and Lower North and South. |
| | | 126.250 MHz | | | | |
| FIS | Dublin Flight Information Service | 118.500 MHz | | | As promulgated on ATIS | As required. |

| Service designation | Call sign | Channel(s) | SAT VOICE No | Logon Address | Hours of Operation | Remarks |
|---------------------|--------------------------------|-------------|--------------|---------------|----------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ATIS | Dublin Information Arrival | 124.530 MHz | | | 0515-2200 Local time | |
| | (Dublin Information Departure) | 129.640 MHz | | | 0515-2200 Local time | Not notified as yet operationally available (Monitor NOTAM for further information). |
| VOLMET | Dublin VOLMET | 127.005 MHz | | | H24 | |
| D-ATIS | Dublin Information | | | | 0515-2200 Local time | Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network. |

EIDW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

| Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP | Service Volume Radius from the GBAS Reference Point | Remarks |
|---|-------------------------|-----------------------|-----------------------|---|--|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NDB | GMN | 334kHz | H24 | 533853.2N 0061336.0W | | | Designated Operational Coverage 30NM Operating Authority Minister for Defence. |
| DME | GMN | 76X 112.9MHz | H24 | 533848.5N 0061405.7W | 100ft | | Designated Operational Coverage 30NM. Operating Authority Minister for Defence. |
| ILS LOC RWY 10R CAT III 1° W (2025) | IDE | 108.9MHz | H24 | 532511.8N 0061440.9W | | | Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored |
| ILS GP RWY 10R | | 329.3MHz | H24 | 532515.5N 0061705.5W | | | GP angle 3° RDH 54ft |
| ILS DME RWY 10R | IDE | CH 26X (108.9MHz) | H24 | 532515.5N 0061705.5W | 290ft | | DME zero range is indicated at THR RWY 10R |
| LO RWY 10R | OE | 316kHz | H24 | 532548.6N 0062543.7W | | | |
| OM RWY 10R | 2 dashes per sec. | 75MHz | H24 | 532547.8N 0062543.5W | | | |
| MM RWY 10R | Dots and dashes | 75MHz | H24 | 532523.6N 0061816.8W | | | |
| ILS LOC RWY 28L CAT III 1° W (2025) | IDW | 111.35MHz | H24 | 532521.8N 0061743.6W | | | Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored |
| ILS GP RWY 28L | | 332.15MHz | H24 | 532509.6N 0061518.4W | | | GP angle 3° RDH 54ft |
| ILS DME RWY 28L | IDW | CH 50Y (111.35MHz) | H24 | 532509.6N 0061518.4W | 260ft | | DME zero range is indicated at THR RWY 28L |
| LO RWY 28L | OP | 397kHz | H24 | 532449.7N 0060818.1W | | | |
| OM RWY 28L | 2 dashes per sec | 75MHz | H24 | 532450.5N 0060818.4W | | | |
| MM RWY 28L | Dots and dashes | 75MHz | H24 | 532510.0N 0061409.2W | | | |
| ILS LOC RWY 10L CAT III 1° W (2025) | INDL | 109.55MHz | H24 | 532604.5N 0061401.4W | | | Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored. |

| Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP | Service Volume Radius from the GBAS Reference Point | Remarks |
|---|------------------------|-------------------------|-----------------------|---|--|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ILS GP RWY 10L | | 332.45MHz | H24 | 532616.9N 0061630.2W | | | GP angle 3° RDH 51ft. |
| ILS DME RWY 10L | INDL | CH 32Y (109.55MHz) | H24 | 532616.9N 0061630.2W | 250ft | | DME zero range is indicated at THR RWY 10L |
| ILS LOC RWY 28R CAT III 1° W (2025) | INDR | 110.15MHz | H24 | 532615.5N 0061721.6W | | | Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored. |
| ILS GP RWY 28R | | 334.25MHz | H24 | 532611.9N 0061458.7W | | | GP angle 3° RDH 51ft. |
| ILS DME RWY 28R | INDR | CH 38Y (110.15MHz) | H24 | 532611.9N 0061458.7W | 230ft | | DME zero range is indicated at THR RWY 28R |
| ILS LOC RWY 16 CAT I 1° W (2025) | IAC | 111.5MHz | H24 | 532505.7N 0061454.3W | | | Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored. |
| ILS GP RWY 16 | | 332.9MHz | H24 | 532602.7N 0061543.2W | | | GP angle 3° |
| ILS DME RWY 16 | IAC | CH 52X | H24 | 532602.7N 0061543.2W | 280ft | | DME zero range is indicated at THR RWY 16. |
| SBAS (LPV, LNAV/VNAV, LNAV RWY28L) | GPS & EGNOS E28A | 1575.42 MHz CH 59277 | H24 | N/A | LTP/FTP Ellipsoid Height 117.1 M | N/A | Transmitting antennas are satellite based. |
| SBAS (LPV, LNAV/VNAV, LNAV RWY 10R) | GPS & EGNOS E10A | 1575.42 MHz CH 41225 | H24 | N/A | LTP/FTP Ellipsoid Height 130.3 M | N/A | Transmitting antennas are satellite based. |
| SBAS (LPV, LNAV/VNAV, LNAV RWY 28R) | GPS & EGNOS E28B | 1575.42 MHz CH 74379 | H24 | N/A | LTP/FTP Ellipsoid Height TBC | N/A | Transmitting antennas are satellite based. |
| SBAS (LPV, LNAV/VNAV, LNAV RWY 10L) | GPS & EGNOS E10B | 1575.42 MHz CH 52341 | H24 | N/A | LTP/FTP Ellipsoid Height TBC | N/A | Transmitting antennas are satellite based. |
| SBAS (LPV, LNAV/VNAV, LNAV RWY16) | GPS & EGNOS E16A | 1575.42 MHz CH 44282 | H24 | N/A | LTP/FTP Ellipsoid Height 122.6 M | N/A | Transmitting antennas are satellite based. |
| SBAS (LPV, LNAV/VNAV, LNAV RWY34) | GPS & EGNOS E34A | 1575.42 MHz CH 86156 | H24 | N/A | LTP/FTP Ellipsoid Height 117.9 M | N/A | Transmitting antennas are satellite based. |

EIDW AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground Movement

1.1 General

- i. Stop-bars are provided at all runway entry/exit points and are illuminated to protect active runways. When a runway is inactive the associated stop-bar is normally not illuminated. However, specific clearance from ATC must still be obtained before entering or crossing an inactive runway.
- ii. Pilots should use the minimum power necessary while taxiing. In apron areas, pilots should operate at the minimum power commensurate with the intended manoeuvre, due to the effect of jet blast on personnel, equipment and buildings.
- iii. Flight crew are responsible for wing tip clearance and are reminded of the importance of maintaining a careful lookout at all times, regardless of location and visibility conditions.
- iv. ATC may require aircraft to manoeuvre in close proximity to other aircraft. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether an aircraft can be passed safely, the flight crew should stop, advise ATC, and request alternative instructions if available.
- v. In order to assist in the safe separation of aircraft, when flight crew are instructed to stop at any runway-holding or intermediate holding position they should position the aircraft as close as possible to the relevant pavement marking while ensuring that the marking remains visible from the cockpit.

1.2 Turning

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

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

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

Particular attention is drawn to the following:

- No turns should be made by aircraft from TWY W1 to TWY S East of TWY W1 or vice versa.
- No turns should be made by aircraft from TWY F1 to TWY B2 or vice versa.
- No turns should be made by aircraft from TWY B2 to TWY E1 or vice versa.
- No turns should be made by aircraft from TWY A to TWY F1 or vice versa.
- No turns should be made by aircraft from TWY W1 to TWY W2 or vice versa at intersection with TWY S.
- No turns should be made by aircraft from TWY M to TWY N5.
- No turns should be made by aircraft from TWY N to TWY N3.
- No turns should be made by aircraft from TWY Z to TWY E1 and vice versa.
- No turns should be made by aircraft from TWY Z to TWY B1 and vice versa.

- No left turns should be made by aircraft from TWY E2 to TWY F-OUTER.
- No right turns should be made by aircraft from TWY F-OUTER north of Link 6 to TWY E2.

1.3 Taxiing Restrictions

| Location | Situation | Restriction |
|---|--|---|
| TWY A | Outbound aircraft holding on TWY A | Aircraft movement not permitted between TWY F1 and Link 2 / TWY F2 or vice versa |
| TWY B2 | Outbound aircraft (wingspan less than 36m) holding on TWY B2 | Aircraft movement between TWY F1 and TWY E1 / TWY B1 or vice versa restricted to aircraft with wingspan less than 36m. |
| TWY B2 | Outbound aircraft (wingspan 36m or greater) holding on TWY B2 | Aircraft movement not permitted behind between TWY E1 and TWY B1 or vice versa. Aircraft movement not permitted between TWY E1 and TWY F1 or vice versa. Aircraft movement not permitted between TWY F1 to TWY Z or vice versa. |
| TWY B2 | Inbound aircraft (wingspan less than 36m) holding on TWY B2 | Aircraft movement through the intersection of RWY 16/34 with TWY A, TWY S, TWY S1, and TWY B2 or vice versa restricted to aircraft with wingspan less than 36m. |
| TWY B2 | Inbound aircraft with wingspan 36m or greater holding on TWY B2 | Aircraft movement not permitted through the intersection of RWY 16/34 with TWY A, TWY S, TWY S1 and B2. |
| APRON TAXIWAY C | Aircraft operating on Apron Taxiway C | Aircraft not permitted on Apron Taxiway DN or Apron Taxiway DS |
| APRON TAXIWAY DN | All operations | Restricted to aircraft with wingspan less than 36m |
| APRON TAXIWAY DN | Aircraft operating on Apron Taxiway DN | Aircraft not permitted on Apron Taxiway C |
| APRON TAXIWAY DS | All operations | Restricted to aircraft with wingspan less than 36m |
| APRON TAXIWAY DS | Aircraft operating on Apron Taxiway DS | Aircraft not permitted on Apron Taxiway C |
| TWY E1 - Collocated CAT I/II/III Runway Holding Position | Outbound aircraft holding on TWY E1 at collocated CAT I/II/III Runway Holding position for RWY 10R - 28L | Aircraft movement not permitted between TWY B2 and TWY B1/TWY Z or vice versa Aircraft movement not permitted between TWY F1 and TWY B1 or vice versa |
| TWY E2 | Aircraft Holding on TWY E2 facing West | Aircraft movements not permitted behind on TWY F-OUTER |
| TWY E2 | Aircraft Holding on TWY E2 facing East | Aircraft movements not permitted behind RWY 16/34 |
| TWY F1 | Aircraft taxiing towards TWY B1 /TWY Z / TWY E1 holding on TWY F1 | Aircraft movement not permitted between TWY F2 and TWY Link 2 / TWY A or vice versa |
| TWY F1 | Aircraft taxiing towards TWY Link 2 /TWY F2 holding on TWY F1 | Aircraft movement not permitted between TWY B2 and TWY B1/TWY Z or vice versa |
| APRON TAXIWAY F- INNER | All operations | Restricted to aircraft with wingspan less than 36m |
| TWY K | All operations | Restricted to Code E aircraft (less than 65m wingspan) Note A340 operations are prohibited on TWY K |
| TWY K | All operations | Aircraft movement not permitted on to TWY N behind holding aircraft on N1 |
| TWY K | All operations | Aircraft movement not permitted on to TWY N if aircraft holding on N2 |
| TWY N | All operations | Aircraft movement not permitted to pass behind aircraft holding on TWY N awaiting intersection take-off on RWY 16 |

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

1.4 Apron Operations

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

Apron Taxiway 3, the aircraft stand taxilane serving Stands 205R-207T and 311L-313L, is restricted to aircraft with a maximum wingspan of 41.10m.

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

1.5 Use of Runways (General)

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

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

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

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

1.6 Runway 16-34 Operations

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

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

1.7 Runway 28L Operations

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

1.8 Runway 10R Operations

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

1.9 Runway 28R Operations

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

1.10 Runway 10L Operations

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

2. Availability of Intersection Take-Off

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

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

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

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

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

2.1 RWY10R/28L and RWY 16/34

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

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

2.2 RWY 10L/28R

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

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

3 High Intensity Runway Operations (HIRO)

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

3.1 Arrivals

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

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

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

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

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

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

The preferred exit taxiways for RWY10R and RWY28L are:

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

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

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

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

3.2 Departures

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

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

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

3.3 Preferred Use of Intersection Take-Offs

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

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

3.4 Additional information on runway usage is available [EIDW AD 2.21 NOISE ABATEMENT PROCEDURES](#) Section 5

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

5. Aircraft Engine Test Runs

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

| LOCATION | NOTES |
|--|--|
| ENGINE TEST SITE 1 (Adjacent to TWY W1) | Up to full power engine runs. Available for aircraft up to Code C plus Boeing 757 (max wingspan 42M). Operational hours 0730 - 2000HR Local Time Monday to Friday 0900 - 2000 HR Local Time Saturday, Sunday and Bank Holidays Lighting and movable jet blast fence available. Movable jet blast fence allows for engine runs to be carried out on the following heading range: 230° - 280°. Positioning outside the headings is not permitted for any aircraft type, other than ATR. |
| ENGINE TEST SITE 5 (Adjacent to Hangar 1) | Idle engine runs at Engine Test Site 5 are permitted for operators, running two engines, at idle, for maintenance and post engine wash runs. Permission required from the Resource Allocation Unit. <i>Caution: No acoustic/safety barriers available.</i> |
| Aircraft Stands | Aircraft engine test runs at idle speed on one engine, not exceeding five minutes duration are permitted on all stands, dual engine tests can be completed at idle speeds on stands 131R to 136L. Permission required from the Resource Allocation Unit. If greater than 5mins up to 30mins permission is required from the AOSO. Only one engine is permitted to be running at any stage during the engine run. <i>Caution: No acoustic/safety barriers available.</i> |
| Location to be agreed | For aircraft larger than code C/B757 contact Resource Allocation Unit for agreed location and available times. Code C aircraft: 0800 - 2000HR local Monday to Friday, 0900 - 2000HR, Saturday, Sunday and Bank Holidays. Code D aircraft: 0900 - 2000HR local, Monday to Sunday, but not outside daylight hours. <i>Caution: No lighting or acoustic/safety barriers available.</i> |

6. Apron Parking and Marshalling of Aircraft

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

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

7. Building Served Stands

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

8. Rapid Exit Taxiway – S5, N3, N5

Rapid Exit Taxiways (RETs) at Dublin Airport are designed for a maximum exit speed of 50 KT. However it is expected that aircraft using the RET will normally exit the runway at circa 35KT.

Rapid Exit Taxiway Indicator Lights (RETILs) are provided.

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

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

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

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

9.4 For normal visibility conditions, CAT I runway-holding positions are established on all taxiways which intersect with

runways. The CAT I runway-holding position on Taxiway E1 is a combined position for Runway 10R/28L and Runway 16/34. CAT I runway-holding positions are also established on Runway 16/34, for aircraft taxiing along Runway 16/34 towards Runway 10R/28L, and on Runway 10R/28L for aircraft taxiing along Runway 10R/28L towards Runway 16/34. These holding positions are denoted by:

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

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

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

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

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

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

10 Stop bars

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

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

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

The following phraseology shall be used by ATC to instruct pilots or vehicle drivers to cross an illuminated stop bar:
ATC: “[Callsign] Due to a failure of the control system, the stop bar will remain illuminated. Taxi/proceed across the stop bar on taxiway [designator] / runway [designator] Echo 1/Sierra 7/November 4 and line up RWY [designator] 34, 28L, 10R, 16, 10L, 28R”

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

S7 (Runway 10R), TWY N4 (Runway 16), TWYs N2 and N1 (Runway 28R) and TWYs N6 and N7 (Runway 10L) shall be used as line-up points.

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

11.1 **Flight Plan Validation**

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

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

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

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

TOBT= Prediction of "Aircraft Ready"

11.3 **Automated TOBT**

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

11.4 **Person Responsible for TOBT**

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

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

11.5 **TOBT Update/Deletion**

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

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

11.6 **TOBT Reporting Routines**

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

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

11.7 Target Start-up Approval Time (TSAT)

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

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

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

11.8 TSAT Reporting Routines

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

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

11.9 Start-up and Push-back

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

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

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

11.10 Datalink Clearances (DCL)

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

11.11 De-icing

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

11.12 Coordination with the Network Manager (NMOC)

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

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

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

11.13 Remote Holding

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

11.14 Helicopter Operations

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

11.15 Contact and Information

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

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

11.16 Contact Details

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

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

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

Dublin Airport

Resource Allocation Unit

Phone: + 353 (0) 1 944 5228

Email: POD@dublinairport.com

AIRNAV Ireland

ATC Duty Station Manager

Phone: + 353 (0) 1 8445962

Email: atcdub@airnav.ie

EIDW AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
2. Standard Instrument Departures
Strict compliance with SID is mandatory.
3. Other Instrument Departures
 - 3.1 Cat A, B Aircraft

-
- 3.1.1 Cat A, B Aircraft (Non Jet)
After take-off, pilots should ensure that they are at a minimum altitude of 750ft QNH before initiating any turn. No take-off turn shall be commenced before the departure end of the runway.
- 3.1.2 Cat A, B Aircraft (Jet)
Departures must track the runway extended centreline after take-off until passing 750QNH before commencing turn. No take-off turn shall be commenced before the departure end of the runway.
- 3.2 Cat C, D Aircraft
- 3.2.1 Departures from all runways except Runway 10R, must track the runway extended centreline after take-off until passing 750ft and then proceed in accordance with the relevant Instrument Flight Procedure published departure track and adhere to published altitude/level restrictions unless otherwise cleared by ATC.
- 3.2.2 Departures from Runway 10R must track the runway extended centreline to 5NM before commencing turn to the north, or to 6NM before commencing turn to the south.
- 3.2.3 Take-off climb shall comply with the procedure detailed below, which is based on noise abatement departure climb guidance contained in PANS OPS Doc 8168 Vol 1 - Appendix to Chapter 3 - NADP2.
- 3.2.4 Take-off thrust, speed $V^2 + 20$ to 40 km/h ($V^2 + 10$ to 20kt).
- 3.2.4.1 At 240m (800ft) and while maintaining a positive rate of climb, body angle is reduced and flaps/slats are retracted on schedule as the aircraft is accelerated towards V_{zf} .
- 3.2.4.2 Power/thrust is reduced during the flap/slat retraction sequence at a point that ensures satisfactory acceleration performance.
- 3.2.4.3 (3000ft) Transition smoothly to en-route climb speed.
- 3.2.4.4 Cat C and D aircraft operating from Runway 28L directly to Weston or Baldonnell aerodromes are exempt from Sections 3.2.1, 3.2.2 and 3.2.3. These aircraft must not leave the environmental corridor below 1,500ft QNH.
4. Jet aircraft (Cat C/D) on visual approach to all runways must join final approach no closer than 6NM from touchdown. Aircraft must follow a descent path which will not result in being at any time lower than the approach path which would otherwise be followed using the ILS glide-path.
5. Runway 10L/R or 28L/R are the required Runways between 0600 and 2300HR Local Time when the crosswind component is 20KT or less. Runway 28L/R will be the preferential Runways when the tailwind component is 10KT or less and braking action is assessed as good. Aircraft will be required to use these Runways except when operational reasons dictate otherwise.
If the crosswind component on Runway 10L/R or Runway 28L/R is greater than 20KT Runway 16 or Runway 34 may become the active Runway. If the forecast crosswind component on Runway 10L/R or 28L/R is greater than 20KT Runway 16 or 34 may become the active Runway.
The use of Runway 16/34 will be kept to an absolute minimum subject to operational conditions.
6. Runways will be prioritised for noise abatement purposes between 2300 and 0600HR Local Time, subject to the same wind calculation method and values as used between 0600 and 2300HR Local time (see Section 5).
7. Reverse thrust should not be used during landing operations on any runway between 2300-0600HR Local Time, except where operational or safety reasons dictate otherwise.
8. Cat C and D aircraft using Runways 28L, 28R, 10L, 16 and 34 shall operate within environmental corridors which are based on runway take-off flight path areas. The corridors have a width of 180 M at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800 M, and extending in length to 5 NM from the point of origin. The corridors extend vertically from surface to 3000 ft AMSL.
- Cat C and D aircraft using Runway 10R shall operate within an environmental corridor which is based on the runway take-off flight path area. The corridor has a width of 180 M at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800 M, and extending in length from the point of origin to 5 NM for the northern

boundary of the corridor and 6 NM for the southern boundary of the corridor. There is no upper vertical limit to this corridor

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

EIDW AD 2.22 FLIGHT PROCEDURES

1. Holding Areas

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

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

2. SID and STAR and IAP's

2.1 RNAV Equipped Aircraft

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

The RNAV Specification is RNAV 1.

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

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

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

2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

2.3 Non RNAV Equipped aircraft

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

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

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

3. Speed Control

Speed Restrictions

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

4. Recommended Flight Planning for Peak Arrival Periods

For further information refer to [ENR 1.10.7.1](#)

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

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

5.2 Initial Approach Procedures

5.2.1 With radar control

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

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

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

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

5.2.2 Without radar control

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

5.3 Communications failure procedures for arriving aircraft

5.3.1 RWY16 & 34

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

5.3.2 RWY 28L/R and 10L/R

RWY 28L/R

5.3.2.1 Aircraft prior to Sequence Leg Entry

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

5.3.2.2 Aircraft on Sequence Leg

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

5.3.2.3 Aircraft turned off the Sequence Leg

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

RWY 10L/R

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

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

5.3.2.5 Aircraft on Sequence Leg.

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

5.3.2.6 Aircraft turned off the Sequence Leg

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

5.3.3 Non RNAV capable Cat C/D aircraft.

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

6. Departure Procedures

6.1 Departure Clearance Service using Datalink (DCL)

6.1.1 Introduction

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

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

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

6.1.1.4 Oceanic traffic can receive domestic clearances via ACARS.

6.1.2 Datalink procedure

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

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

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

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

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

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

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

6.2.1 Standard Instrument Departures (SID)

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

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

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

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

6.2.2 OMNI Directional Departures

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

6.3 Communications failure procedures for departing aircraft

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

Supplemented by the following:

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

7. Low Visibility Procedures

7.1. Low Visibility Procedures

Low Visibility Procedures means procedures applied at an Aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs. Low Visibility take-off (LVTO) means a take-off with a runway visual range (RVR) lower than 550m.

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

Table 1: Single Runway Operations Runway 28L

| RUNWAY | TO/FROM | ARRIVAL TAXI ROUTE | DEPARTURE TAXI ROUTE | APRON TAXI ROUTES |
|--------|--|--------------------------------------|--|-------------------|
| 28L | South and Main Apron (South of Link 4) | S5 or S7 to S, W2, M1 | B1 to E1 or Link 2, F1 to E1 or Link 3, F2, F1 to E1 | All |
| 28L | Main Apron (Link 4 to Link 6) | S5 or S7 to S, W2, RWY34, N, F-Outer | F3, F2, F1 to E1 | All |
| 28L | North Apron | S5 or S7 to S, W2, RWY34, N, K | AT6, DN/DS/C, F-Outer/Inner, F3, F2, F1 to E1 | All |
| 28L | West Apron (Northern stands) | S5 or S7 to S, W2, W3 | W3, W2, M1, F3, F2, F1 to E1 | All |
| 28L | West Apron (Southern stands) | S5 or S7 to S, W2 | W2, M1, F3, F2, F1 to E1 | All |
| 28L | Main Apron If Holding for a stand | S5 or S7 to S, W1 | N/A | All |

Table 2: Single Runway Operations Runway 10R

| RUNWAY | TO/FROM | ARRIVAL TAXI ROUTE | DEPARTURE TAXI ROUTE | APRON TAXI ROUTES |
|--------|--|--|---|-------------------|
| 10R | South and Main Apron (South of Link 4) | E1, TWY B1/F1 or S2, W1, H1 | B1/Z, F1, F2, F3, M1, W2, S to S7 or Link 2, F2, F3, M1, W2, S to S7 or Link 3, F3, M1, W2, S to S7 | All |
| 10R | To South Apron if Holding for a stand | E1 or S2, W1, H1, F3, F2, F1, E1, B1 | N/A | All |
| 10R | Main Apron (Link 4 to Link 6) | E1, F1, F2, F3 or S2, W1, H1 | F-Outer/Inner, N, RWY16, W2, S to S7 | All |
| 10R | North Apron | E1, F1, F2, F3, F-Outer/Inner or S2, W1, H1, F-Outer/Inner | AT6 or DN/DS/C, K, N, RWY16, W2, S to S7 | All |
| 10R | West Apron (Northern stands) | E1, Link 4, M1, W2, W3 or S2, W1, H1, M1, W2, W3 | W3, W2, S to S7 | All |
| 10R | West Apron (Southern stands) | E1, Link 4, M1, W2 or S2, W1, H1, M1, W2 | W2, S to S7 | All |

Table 3: Single Runway Operations Runway 28R

| RUNWAY | TO/FROM | ARRIVAL TAXI ROUTE | DEPARTURE TAXI ROUTE | APRON TAXI ROUTES |
|--------|--|------------------------------|---|-------------------|
| 28R | South and Main Apron (South of Link 4) | N5 or N7 to M, RWY16-M1 | B1/Z, F1, F2, F3, F-Outer-N to N2 or Link 2, F2, F3, F-Outer-N to N2 or Link 3, F3, F-Outer-N to N2 | All |
| 28R | Main Apron (Link 4 to Link 6) | N5 or N7 to M, RWY16, M1 | F-Inner, F-Outer, N, N2 | All |
| 28R | North Apron | N5 or N7 to M, RWY16-M1 | AT6, DN/DS/C, F-Outer, N, N2 | All |
| 28R | West Apron (Northern stands) | N5 or N7 to M, RWY16, W2, W3 | W3, W2, M1, F-Outer, N, N2 | All |
| 28R | West Apron (Southern stands) | N5 or N7 to M, RWY16, W2 | W2, M1, F-Outer, N, N2 | All |

Table 4: Segregated Parallel Runway Operations Runway 28

| RUNWAY | TO/FROM | ARRIVAL TAXI ROUTE RWY 28L | DEPARTURE TAXI ROUTE RWY 28R | APRON TAXI ROUTES |
|--------|--|----------------------------|--|-------------------|
| 28 | South and Main Apron (South of Link 4) | S5 or S7 to S, W2, M1 | B1/Z, F1, F2, F3, H1, RWY34, N to N2 or Link 2, F2, F3, H1, RWY34, N to N2 or Link 3, F3, H1, RWY34, N to N2 | All |
| 28 | Main Apron (Link 4 to Link 6) | S5 or S7 to S, W2, M1 | F-Outer, N to N2 | All |
| 28 | North Apron | S5 or S7 to S, W2, M1 | AT6, DN/DS/C, F-Outer, N to N2 | All |
| 28 | West Apron (Northern stands) | S5 or S7 to S, W2, W3 | W3, W2, RWY34, N to N2 | All |
| 28 | West Apron (Southern stands) | S5 or S7 to S, W2 | W2, RWY34, N to N2 | All |
| 28 | Main Apron If Holding for a stand | S5 or S7 to S, W1 | N/A | All |

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

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

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

TWY/stopbar/centreline lighting will be in use.

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

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

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

7.2. Low Visibility Take Offs (LVTOs)

Low Visibility Take-off (LVTO) means a take-off with a runway visual range (RVR) lower than 550m.

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

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

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

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

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

8. Holding Procedures

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

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

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

- 9.1 Departing aircraft:
- i. Set aircraft identification and, when received, set assigned Mode A code.
 - ii. Immediately prior to request for push back or taxi, or when advising Clearance Delivery that you are ready for push and start, whichever is earlier, select: "Automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "on" (e.g. ON or XPDR),
 - iii. Only when approaching the holding position of the departure runway, select "TCAS" (e.g.: TA/RA).
- 9.2 Arriving aircraft:
- i. As soon as practicable after landing de-select "TCAS" (e.g.: deselect TA/RA),
 - ii. Select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "on" (e.g. ON or XPDR),
 - iii. Continue to squawk last assigned Mode A code until fully parked, When fully parked, select "standby" (e.g.: STBY).
10. VFR Procedures, Dublin CTR/CTA and environs
- 10.1 Flight Plan
- Flight Plans are mandatory for flights within Dublin CTR/CTA. Flights planned to transit EIR23, EIR15, EIR16 should include this information in field 15 of the Flight Plan
- Flights planning to enter or leave Dublin CTR should, when practicable, indicate in item 16 of the Flight Plan, an alternate aerodrome situated outside Dublin CTR.
- Where the flight destination is not an aerodrome licensed for public use, the address of the place of intended landing together with the name and telephone number of the property owner should be indicated in field 18 of the Flight Plan.
- 10.2 Special VFR is available within Dublin CTR in accordance with the provisions of EU Reg. No 923/2012 - SERA.5010 Special VFR in control zones.
- 10.3 Flight Information Service is provided H24. When required and as promulgated by ATIS, a discrete frequency (118.500 MHz) is allocated to the provision of FIS for aircraft in class G airspace.
- 10.3.1 Low Flying Aircraft Radio Communications
- When flying at low level, in or around mountainous terrain or in other regions with poor radio communication, radio transmissions to and from ground might not be possible due to obstacles affecting line of sight VHF radio communications.
- Aircraft at low level <1500ft (where the radio horizon is roughly 55 miles/90km) and below may have difficulties establishing and/or maintaining radio communication with Dublin FIS radios located at Dublin Airport in the area south of the Wicklow mountains or at the boundaries of the Dublin CTA due to radio horizon and radio line of sight due to terrain obstacles, coupled with the aircraft antennas fitted.
- Aircraft should consider problems with establishing and/or maintaining radio communication with Dublin FIS.
- 10.4 Landing Lights should be shown at all times during flight within Dublin CTR.
- 10.5 ATC Clearances for flights departing from within Dublin CTR.
- Prior to departure
- i. From Dublin Airport by request for start up to Dublin Ground, 122.985MHz or 121.800 MHz if non 8.33kHz equipped.
 - ii. Other than Dublin Airport
 - Contact Dublin ATC by telephone for prior approval
 - Request for start/lift to Dublin Tower from frequency issued in prior approval

- If no RTF two-way communication can be established, contact Dublin ATC by telephone and request a time for take off / Lift off.

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

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

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

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

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

10.7 VFR Routes

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

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

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

- i. North arrivals/departures
 - As directed by Dublin ATC, or
 - Skerries VFR route or Naul Town VRP.
- ii. West arrivals/departures
 - As instructed by Dublin ATC, or
 - Skerries VFR Route, Dunshaughlin VFR route or Naul Town VRP.
- iii. South west arrivals
 - As instructed by Dublin ATC, or
 - Helicopter VFR flights to enter Dublin CTR at Red Cow Roundabout or The Square, Tallaght. or
 - Fixed-wing VFR flights to enter the Control Zone at Dunshaughlin VRP, Naul Town VRP or Skerries VRP.

-
- iv. South arrivals as instructed by Dublin ATC.
 - v. South departures
 - As instructed by Dublin ATC, or
 - Flights intending to transit EIR15 route to either the Palmerston Roundabout Hold or the Marley Park Hold to await onwards clearance from Baldonnel Tower
 - vi. Weston arrivals from the East
 - As instructed by Dublin ATC, or
 - Weston VFR Route

10.8 Visual Holding Patterns

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

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

Left-hand pattern, based on the M1 motorway bridge, which crosses the Broad Meadow estuary.

Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 187° M. Minimum holding altitude is 1000ft QNH.

The following criteria also apply:

On arriving overhead the Fix, left turn onto the outbound leg should be initiated before the southern shore of the Broad Meadow estuary.

Left turn onto the inbound leg to the Fix should be completed to the east of the M1/N1 road.

The inbound leg to the fix should remain east of the M1/N1 road at all times.

Broad Meadow Bridge Holding Pattern is not available when Runway 10L is in use.

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

Left-hand pattern, based on the Palmerston roundabout, which intersects the M50 motorway and the M4/N4 road.

Outbound leg is 1 minute, flown at 90 KT IAS. Inbound track 277° M. Minimum holding altitude is 1700ft QNH.

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

Right hand pattern, based on Marley Park House, a large manor house inside the grounds of Marley Public Park.

Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 284° M. Minimum holding altitude is 1700ft QNH.

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

- VRP Ashbourne Town 533043.95N 0062354.93W
- VRP Baily Lighthouse 532141.65N 0060308.76W
- VRP Ballymun Centre 532339.93N 0061554.74W
- VRP Bray Head 531119.49N 0060503.83W
- VRP Cellbridge Town 532020.42N 0063222.16W
- VRP Donadea Wood 532021.28N 0064449.03W
- VRP Dunboyne Town 532517.22N 0062836.15W
- VRP Dunshaughlin Town 533051.04N 0063228.82W
- VRP Dunsoghly Castle 532537.48N 0061910.36W
- VRP Garristown Village 533400.27N 0062258.13W

- VRP Heuston Station 532046.18N 0061746.66W
- VRP Kilcock Town 532358.13N 0064005.43W
- VRP Killiney Hill 531555.09N 0060714.33W
- VRP Killeel Village 531410.34N 0063128.07W
- VRP Lambay Island 532929.64N 0060057.65W
- VRP Malahide Town 532704.80N 0060859.56W

10.9 Circuit Operation,

Dublin Airport Circuit training is not permitted at Dublin Airport.

10.10 Radio Communications Failure Procedures – VFR Traffic

10.10.1 Departure Traffic

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

10.10.2 Arrival Traffic

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

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

EIDW AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

Bird Hazard Information

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

[Refer to ENR 1.6 2.8 Monitoring Codes](#)

Code F

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

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

Helicopter Operations

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

Provision of information to the IATA Standard for AOS:

1. DAA requires that airlines and handling agents submit messages for inbound and outbound Dublin Flights, in the standard format described in the IATA Airport Handling Manual.
2. The address that all the SITA messages shall be sent to is DUBRN7X.
3. The following are the three principal message types to be submitted to daa:

- a. Load messages (AHM 583).
 - b. Statistical load summary (AHM 588).
 - c. Aircraft movement message (AHM 780).
4. Passenger Services Messages (PSMs) and Passenger Transfer Messages (PTMs) are also processed by the AOS. A standard format is required. Examples of the appropriate formats for these and other message types, including those related to passengers are available on the Dublin Airport Operations Library.

EIDW AD 2.24 CHARTS RELATED TO AN AERODROME

| Name | Page |
|--|-----------------|
| Aerodrome Chart - ICAO | EIDW AD 2.24-1 |
| Aircraft Parking/Docking Chart - ICAO | EIDW AD 2.24-2 |
| Aerodrome Obstacle Chart RWY 10R/28L - ICAO | EIDW AD 2.24-3 |
| Aerodrome Obstacle Chart RWY 10L/28R - ICAO | EIDW AD 2.24-4 |
| Aerodrome Obstacle Chart RWY 16/34 - ICAO | EIDW AD 2.24-5 |
| Precision Approach Terrain Chart RWY 28L - ICAO | EIDW AD 2.24-6 |
| Precision Approach Terrain Chart RWY 28R - ICAO | EIDW AD 2.24-7 |
| Precision Approach Terrain Chart RWY 10L - ICAO | EIDW AD 2.24-8 |
| Precision Approach Terrain Chart RWY 10R - ICAO | EIDW AD 2.24-9 |
| Standard Departure Chart – Instrument RNAV RWY 28L CAT A, B - ICAO | EIDW AD 2.24-10 |
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| Standard Departure Chart – Instrument RNAV RWY 28R CAT A, B - ICAO | EIDW AD 2.24-12 |
| Standard Departure Chart – Instrument RNAV RWY 28R CAT C, D - ICAO | EIDW AD 2.24-13 |
| Standard Departure Chart - Instrument RNAV RWY 10L CAT A,B - ICAO | EIDW AD 2.24-14 |
| Standard Departure Chart - Instrument RNAV RWY 10L CAT C,D - ICAO | EIDW AD 2.24-15 |
| Standard Departure Chart – Instrument RNAV RWY 10R CAT A, B - ICAO | EIDW AD 2.24-16 |
| Standard Departure Chart – Instrument RNAV RWY 10R CAT C, D - ICAO | EIDW AD 2.24-17 |
| Standard Departure Chart – Instrument RNAV RWY 16 CAT A, B - ICAO | EIDW AD 2.24-18 |
| Standard Departure Chart – Instrument RNAV RWY 16 CAT C, D - ICAO | EIDW AD 2.24-19 |
| Standard Departure Chart – Instrument RNAV RWY 34 CAT A, B - ICAO | EIDW AD 2.24-20 |
| Standard Departure Chart – Instrument RNAV RWY 34 CAT C, D - ICAO | EIDW AD 2.24-21 |
| Standard Arrival Chart - Instrument RNAV RWY 28L/R (With Lateral Holding/Point Merge) - ICAO | EIDW AD 2.24-22 |
| Standard Arrival Chart - Instrument RNAV RWY 10L/R (With Lateral Holding/Point Merge) - ICAO | EIDW AD 2.24-23 |
| Standard Arrival Chart - Instrument RNAV RWY 16 - ICAO | EIDW AD 2.24-24 |
| Standard Arrival Chart - Instrument RNAV RWY 34 - ICAO | EIDW AD 2.24-25 |
| Instrument Approach Chart RNP RWY 28L - ICAO | EIDW AD 2.24-26 |
| Instrument Approach Chart - ILS CAT I & II or LOC RWY 28L - ICAO | EIDW AD 2.24-27 |

| Name | Page |
|--|-----------------|
| Instrument Approach Chart VOR RWY 28L - ICAO | EIDW AD 2.24-28 |
| Instrument Approach Chart RNP RWY 28R CAT A,B,C,D - ICAO | EIDW AD 2.24-29 |
| Instrument Approach Chart ILS CAT I and II or LOC RWY 28R CAT A,B,C,D - ICAO | EIDW AD 2.24-30 |
| Instrument Approach Chart RNP RWY 10L - ICAO | EIDW AD 2.24-32 |
| Instrument Approach Chart - ILS CAT I & II or LOC RWY 10L - ICAO | EIDW AD 2.24-33 |
| Instrument Approach Chart RNP RWY 10R CAT A, B, C, D - ICAO | EIDW AD 2.24-35 |
| Instrument Approach Chart - ILS CAT I & II or LOC RWY 10R - ICAO | EIDW AD 2.24-36 |
| Instrument Approach Chart VOR RWY 10R - ICAO | EIDW AD 2.24-37 |
| Instrument Approach Chart RNP RWY 16 - ICAO | EIDW AD 2.24-38 |
| Instrument Approach Chart - ILS CAT I or LOC RWY 16 - ICAO | EIDW AD 2.24-39 |
| Instrument Approach Chart VOR RWY 16 - ICAO | EIDW AD 2.24-40 |
| Instrument Approach Chart RNP RWY 34 - ICAO | EIDW AD 2.24-41 |
| Instrument Approach Chart VOR RWY 34 - ICAO | EIDW AD 2.24-42 |
| ATC Surveillance Minimum Altitude Chart - ICAO | EIDW AD 2.24-43 |
| Visual Approach Chart - ICAO | EIDW AD 2.24-44 |
| Instrument Approach Chart - RNP T RWY 28L - ICAO | EIDW AD 2.24-46 |

EIDW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

AERODROME CHART - ICAO

53 25 17 N
006 16 12 W
ELEV 243 FT

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

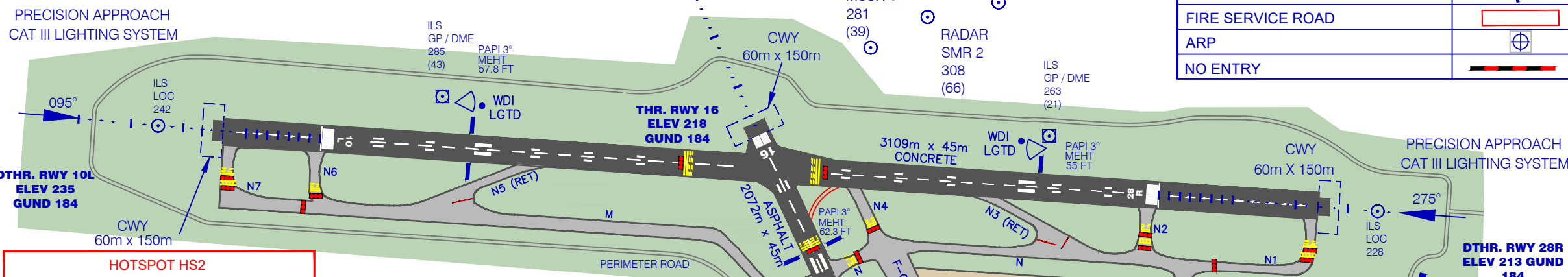
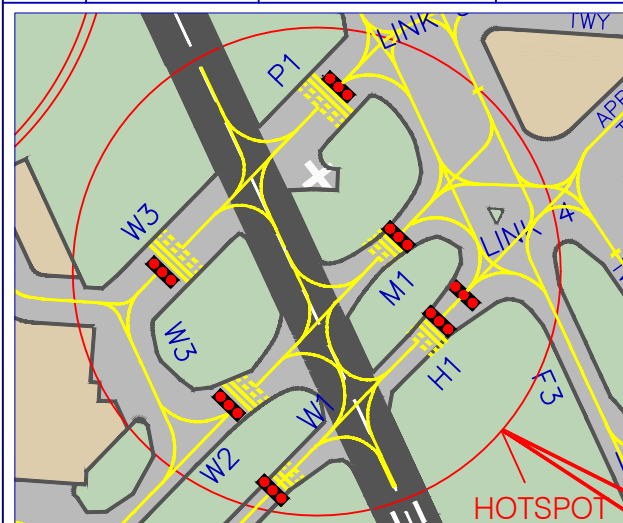
| RWY | DIRECTION | THR | | BEARING STRENGTH |
|-----|-----------|---------------|----------------|-----------------------|
| 10R | 95° | 53 25 20.75 N | 006 17 24.27 W | PCR 910/R/B/W/T ASPH |
| 28L | 275° | 53 25 12.94 N | 006 15 02.08 W | |
| 16 | 157° | 53 26 13.16 N | 006 15 43.12 W | PCR 3020/F/B/W/T ASPH |
| 34 | 337° | 53 25 11.66 N | 006 14 58.54 W | |
| 10L | 95° | 53 26 13.79 N | 006 16 50.22 W | PCR 1140/R/C/W/T CONC |
| 28R | 275° | 53 26 06.73 N | 006 14 41.87 W | |

CONSULT NOTAM FOR LATEST INFORMATION

DUBLIN AIRPORT/ IRELAND

LEGEND

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

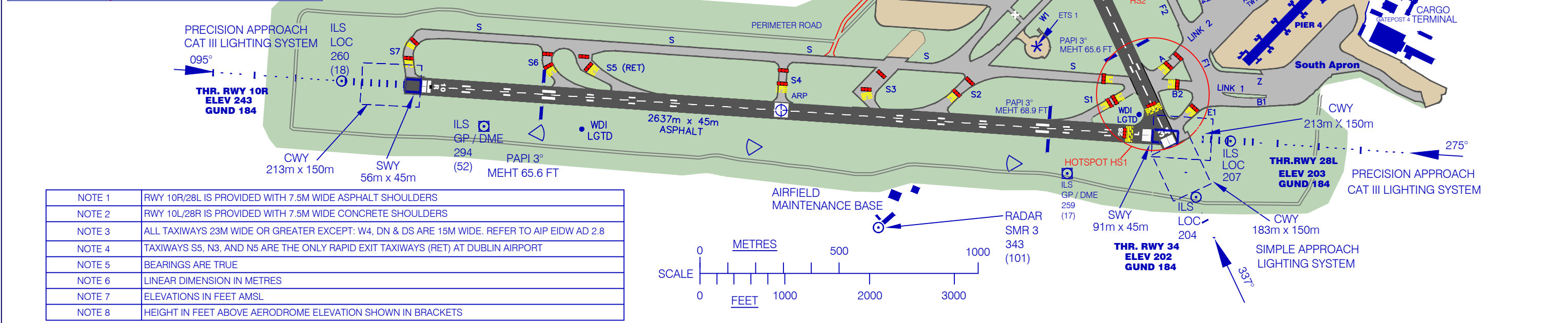
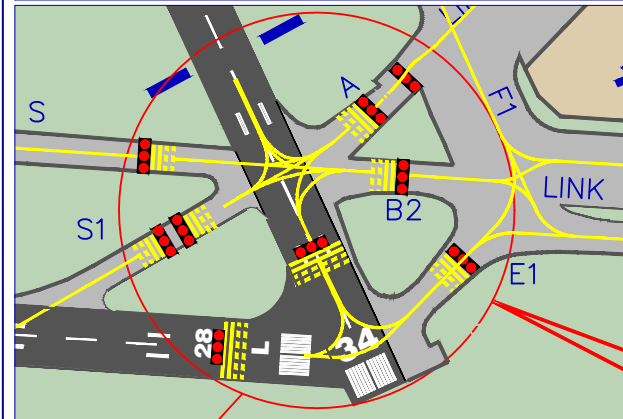


HOTSPOT HS2

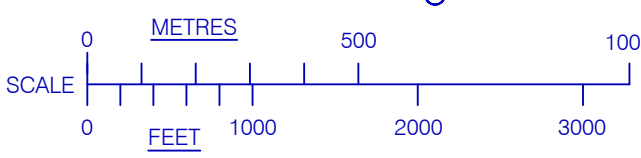
- Proceed with caution.
- Complex layout.
- Potential for Taxiing errors and Runway incursions.

HOTSPOT HS1

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



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



CHANGES: PCR update for RWY 16/34 and RWY 10R/28L, removal of TWY T and reintroduction of TWY Z, West Apron crossing road and stop bar removed from chart, addition of substation to the North Apron and Link 7 text to the chart. Island added on the Link 4. SLC Geomatic Solutions.

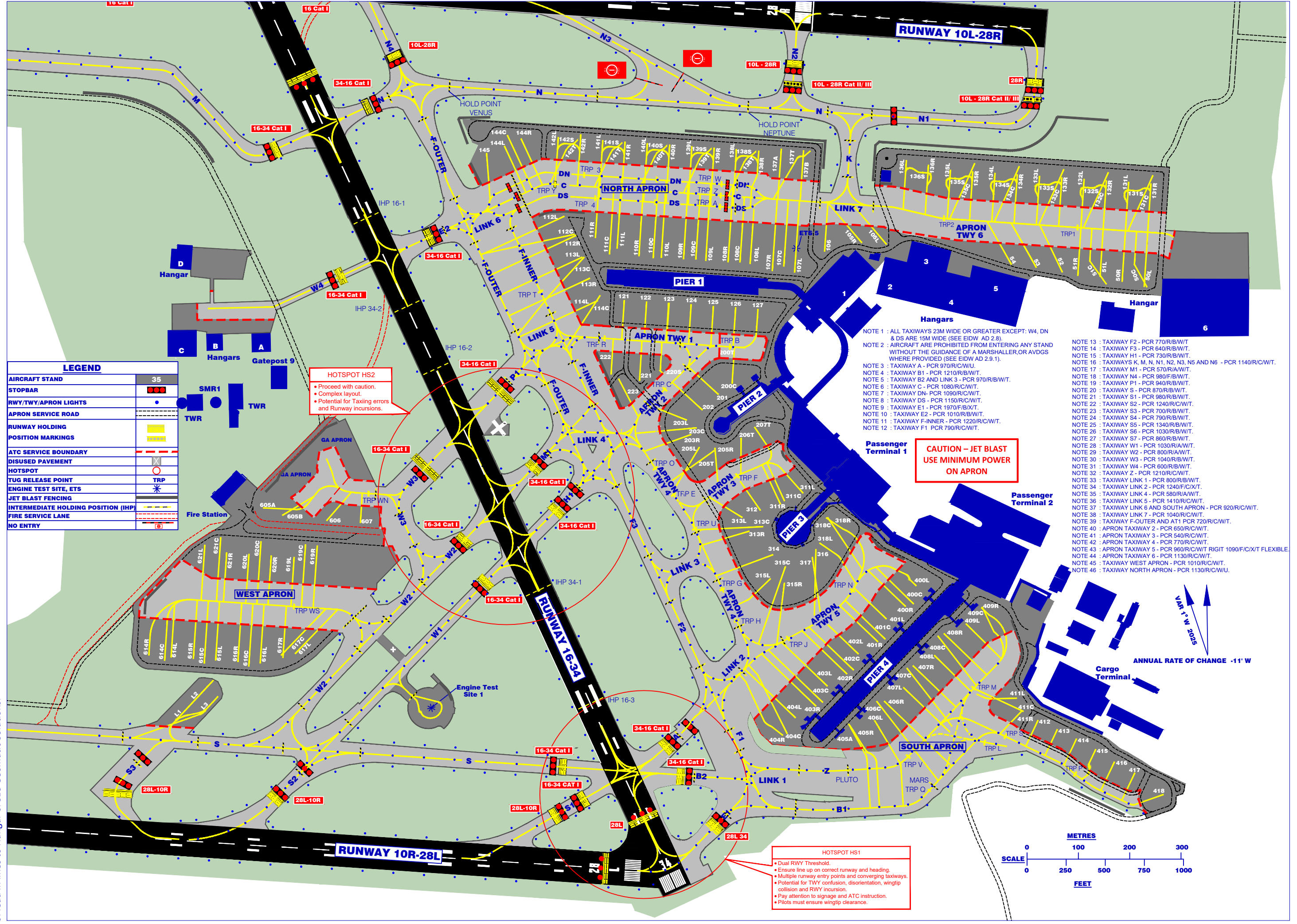
AIP IRELAND
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV.
 220 FT

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

EIDW AD 2.24-2
DUBLIN AIRPORT/ IRELAND

CHANGES: Removal of TWY T and reintroduction of TWY B1 and TWY Z; introduction of self-maneuvring stands 131S, 132S, 133S, 134S, 135S and 136S. Crossing point removed and ATC service boundary relocated to between stands 125-126. Coordinates updated for stands 200T, 615C, 619C, 616C, 619R, 620C and 621C. Removal of stands 618L, 618C and 618R. Removal of West Apron road crossing. Hangars on the West Apron labelled A-D, hangars on North Apron labelled 1-6. PCRs updated on TWYs B1, E2, F1, N4, S2, S3, Z, Link 7, AT6 and North Apron. Addition of CAT I/II/III co-located runway holding position at TWY E1. Removal of lead in lines to Hangar 6. SLC Geomatic Solutions.



- NOTE 1:** ALL TAXIWAYS 23M WIDE OR GREATER EXCEPT: W4, DN & DS ARE 15M WIDE (SEE EIDW AD 2.8).
- NOTE 2:** AIRCRAFT ARE PROHIBITED FROM ENTERING ANY STAND WITHOUT THE GUIDANCE OF A MARSHALLER OR AVDGS WHERE PROVIDED (SEE EIDW AD 2.9.F).
- NOTE 3:** TAXIWAY A - PCR 970/R/C/W/T.
- NOTE 4:** TAXIWAY B1 - PCR 1210/R/B/W/T.
- NOTE 5:** TAXIWAY B2 AND LINK 3 - PCR 970/R/B/W/T.
- NOTE 6:** TAXIWAY C - PCR 1080/R/C/W/T.
- NOTE 7:** TAXIWAY DN - PCR 1090/R/C/W/T.
- NOTE 8:** TAXIWAY DS - PCR 1150/R/C/W/T.
- NOTE 9:** TAXIWAY E1 - PCR 1970/F/B/X/T.
- NOTE 10:** TAXIWAY E2 - PCR 1010/R/B/W/T.
- NOTE 11:** TAXIWAY F-INNER - PCR 1220/R/C/W/T.
- NOTE 12:** TAXIWAY F1 - PCR 790/R/C/W/T.
- NOTE 13:** TAXIWAY F2 - PCR 770/R/B/W/T.
- NOTE 14:** TAXIWAY F3 - PCR 640/R/B/W/T.
- NOTE 15:** TAXIWAY H1 - PCR 730/R/B/W/T.
- NOTE 16:** TAXIWAYS K, M, N, N1, N2, N3, N5 AND N6 - PCR 1140/R/C/W/T.
- NOTE 17:** TAXIWAY M1 - PCR 570/R/A/W/T.
- NOTE 18:** TAXIWAY N4 - PCR 980/F/B/W/T.
- NOTE 19:** TAXIWAY P1 - PCR 940/R/B/W/T.
- NOTE 20:** TAXIWAY S - PCR 870/R/B/W/T.
- NOTE 21:** TAXIWAY S1 - PCR 980/R/B/W/T.
- NOTE 22:** TAXIWAY S2 - PCR 1240/R/C/W/T.
- NOTE 23:** TAXIWAY S3 - PCR 700/R/B/W/T.
- NOTE 24:** TAXIWAY S4 - PCR 790/R/B/W/T.
- NOTE 25:** TAXIWAY S5 - PCR 1340/R/B/W/T.
- NOTE 26:** TAXIWAY S6 - PCR 1030/R/B/W/T.
- NOTE 27:** TAXIWAY S7 - PCR 860/R/B/W/T.
- NOTE 28:** TAXIWAY W1 - PCR 1030/R/A/W/T.
- NOTE 29:** TAXIWAY W2 - PCR 800/R/A/W/T.
- NOTE 30:** TAXIWAY W3 - PCR 1040/R/B/W/T.
- NOTE 31:** TAXIWAY W4 - PCR 600/R/B/W/T.
- NOTE 32:** TAXIWAY Z - PCR 1210/R/C/W/T.
- NOTE 33:** TAXIWAY LINK 1 - PCR 800/R/B/W/T.
- NOTE 34:** TAXIWAY LINK 2 - PCR 1240/F/C/X/T.
- NOTE 35:** TAXIWAY LINK 4 - PCR 580/R/A/W/T.
- NOTE 36:** TAXIWAY LINK 5 - PCR 1410/R/C/W/T.
- NOTE 37:** TAXIWAY LINK 6 AND SOUTH APRON - PCR 920/R/C/W/T.
- NOTE 38:** TAXIWAY LINK 7 - PCR 1040/R/C/W/T.
- NOTE 39:** TAXIWAY F-OUTER AND AT1 PCR 720/R/C/W/T.
- NOTE 40:** APRON TAXIWAY 2 - PCR 650/R/C/W/T.
- NOTE 41:** APRON TAXIWAY 3 - PCR 540/R/C/W/T.
- NOTE 42:** APRON TAXIWAY 4 - PCR 770/R/C/W/T.
- NOTE 43:** APRON TAXIWAY 5 - PCR 960/R/C/W/T RIGIT 1090/F/C/X/T FLEXIBLE.
- NOTE 44:** APRON TAXIWAY 6 - PCR 1130/R/C/W/T.
- NOTE 45:** TAXIWAY WEST APRON - PCR 1010/R/C/W/T.
- NOTE 46:** TAXIWAY NORTH APRON - PCR 1130/R/C/W/T.

CAUTION - JET BLAST
 USE MINIMUM POWER
 ON APRON

- HOTSPOT HS1**
- Dual RWY Threshold.
 - Ensure line up on correct runway and heading.
 - Multiple runway entry points and converging taxiways.
 - Potential for TWY confusion, disorientation, wingtip collision and RWY incursion.
 - Pay attention to signage and ATC instruction.
 - Pilots must ensure wingtip clearance.

- HOTSPOT HS2**
- Proceed with caution.
 - Complex layout.
 - Potential for Taxing errors and Runway incursions.

LEGEND

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

INS CHECK POINTS

| Stand | Latitude | Longitude | Max Wingspan | Max Length | Conditions | Remarks | Stand | Latitude | Longitude | Max Wingspan | Max Length | Conditions | Remarks |
|-------|---------------|----------------|--------------|------------|--------------------|---|-------|---------------|----------------|--------------|------------|--------------------|---|
| 50L | 53 25 49.68 N | 006 14 07.63 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STAND 50C VACANT | 205L | 53 25 39.55 N | 006 14 55.09 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STANDS 205T VACANT. |
| 50C | 53 25 49.21 N | 006 14 07.66 W | 65.00m | 63.73m | TAXI IN, PUSH OUT. | STANDS 50L, 50R VACANT | 205R | 53 25 39.49 N | 006 14 53.41 W | 35.92m | 39.50m | TAXI IN, PUSH OUT. | STAND 205T VACANT. |
| 50R | 53 25 49.81 N | 006 14 09.98 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STAND 50C VACANT | 206T | 53 25 40.08 N | 006 14 50.63 W | 34.10m | 37.60m | TAXI IN, PUSH OUT. | |
| 51L | 53 25 49.94 N | 006 14 12.32 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STAND 51C VACANT | 207T | 53 25 40.75 N | 006 14 49.19 W | 35.92m | 44.51m | TAXI IN, PUSH OUT. | |
| 51C | 53 25 49.44 N | 006 14 11.98 W | 65.00m | 66.61m | TAXI IN, PUSH OUT. | STANDS 51L, 51R VACANT | 220S | 53 25 44.48 N | 006 14 59.00 W | 27.05m | 27.20m | SELF MANOEUVRING. | |
| 51R | 53 25 50.07 N | 006 14 14.67 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STAND 51C VACANT | 221 | 53 25 44.14 N | 006 15 01.17 W | 35.80m | 44.51m | TAXI IN, PUSH OUT. | |
| 52 | 53 25 50.29 N | 006 14 16.53 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | | 222 | 53 25 44.55 N | 006 15 04.01 W | 35.92m | 39.48m | TAXI IN, PUSH OUT. | |
| 53 | 53 25 50.61 N | 006 14 19.30 W | 36.00m | 37.57m | TAXI IN, PUSH OUT. | | 223 | 53 25 43.74 N | 006 15 03.19 W | 35.80m | 44.51m | TAXI IN, PUSH OUT. | |
| 54* | 53 25 50.91 N | 006 14 21.96 W | 27.10m | 27.20m | TAXI IN, PUSH OUT. | STAND VACANT TO ALLOW AIRCRAFT ENTRY/EXIT TO HANGAR | 311L | 53 25 36.52 N | 006 14 44.26 W | 34.10m | 37.60m | TAXI IN, PUSH OUT. | STANDS 311C VACANT. |
| 105L | 53 25 52.26 N | 006 14 35.12 W | 27.05m | 28.58m | TAXI IN, PUSH OUT. | | 311C | 53 25 36.05 N | 006 14 46.58 W | 41.10m | 47.40m | TAXI IN, PUSH OUT. | STAND 311L, 311R VACANT. |
| 105R | 53 25 52.41 N | 006 14 37.71 W | 27.05m | 28.58m | TAXI IN, PUSH OUT. | | 311R | 53 25 35.85 N | 006 14 46.66 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | STANDS 311C VACANT. |
| 106 | 53 25 51.98 N | 006 14 41.32 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | | 312 | 53 25 35.49 N | 006 14 48.80 W | 41.10m | 47.40m | TAXI IN, PUSH OUT. | |
| 107L | 53 25 50.70 N | 006 14 44.54 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STAND 107C VACANT. | 313L | 53 25 35.07 N | 006 14 50.73 W | 36.00m | 39.50m | TAXI IN, PUSH OUT. | STANDS 313C VACANT. |
| 107C | 53 25 51.10 N | 006 14 45.86 W | 65.00m | 73.86m | TAXI IN, PUSH OUT. | STANDS 107L, 107R VACANT. | 313C | 53 25 34.46 N | 006 14 48.44 W | 65.00m | 74.00m | TAXI IN, PUSH OUT. | STAND 313L, 313R VACANT. |
| 107R | 53 25 50.84 N | 006 14 46.88 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STAND 107C VACANT. | 313R | 53 25 34.20 N | 006 14 50.02 W | 35.80m | 44.51m | TAXI IN, PUSH OUT. | STANDS 313C VACANT. |
| 108L | 53 25 51.05 N | 006 14 49.22 W | 36.00m | 47.00m | TAXI IN, PUSH OUT. | STAND 108C VACANT. | 314 | 53 25 32.68 N | 006 14 47.57 W | 64.80m | 66.90m | TAXI IN, PUSH OUT. | MAX WINGSPAN 47.60M WHEN STAND 315L OCCUPIED. |
| 108C | 53 25 51.15 N | 006 14 50.30 W | 65.00m | 75.40m | TAXI IN, PUSH OUT. | STANDS 108R, 108L VACANT. | 315L | 53 25 31.17 N | 006 14 47.91 W | 35.80m | 37.60m | TAXI IN, PUSH OUT. | STAND 315C VACANT. MAX SPAN 47.60M ON STAND 314. |
| 108R | 53 25 51.18 N | 006 14 51.56 W | 36.00m | 47.00m | TAXI IN, PUSH OUT. | STAND 108C VACANT. | 315C | 53 25 31.92 N | 006 14 46.29 W | 65.00m | 74.00m | TAXI IN, PUSH OUT. | STAND 315L, 315R VACANT. |
| 109L | 53 25 51.31 N | 006 14 53.91 W | 36.00m | 47.00m | TAXI IN, PUSH OUT. | STAND 109C VACANT. | 315R | 53 25 30.89 N | 006 14 46.44 W | 35.80m | 44.51m | TAXI IN, PUSH OUT. | STANDS 315C VACANT. |
| 109C | 53 25 51.41 N | 006 14 54.96 W | 65.00m | 75.40m | TAXI IN, PUSH OUT. | STANDS 109R, 109L VACANT. | 316 | 53 25 32.96 N | 006 14 43.03 W | 65.00m | 74.00m | TAXI IN, PUSH OUT. | STAND 317, 318L VACANT. |
| 109R | 53 25 51.44 N | 006 14 56.26 W | 36.00m | 47.00m | TAXI IN, PUSH OUT. | STAND 109C VACANT. | 317 | 53 25 32.47 N | 006 14 43.44 W | 60.30m | 63.70m | TAXI IN, PUSH OUT. | STANDS 316 VACANT. |
| 110L | 53 25 51.57 N | 006 14 58.60 W | 36.00m | 47.00m | TAXI IN, PUSH OUT. | STAND 110C VACANT. | 318L | 53 25 33.35 N | 006 14 42.63 W | 41.10m | 47.40m | TAXI IN, PUSH OUT. | STANDS 316, 318C VACANT. |
| 110C | 53 25 51.55 N | 006 14 59.46 W | 65.00m | 75.40m | TAXI IN, PUSH OUT. | STANDS 110R, 110L VACANT. | 318C | 53 25 34.94 N | 006 14 41.71 W | 64.80m | 66.90m | TAXI IN, PUSH OUT. | STANDS 318L, 318R VACANT. STAND 400T VACANT AT ENTRY/EXIT. |
| 110R | 53 25 51.70 N | 006 15 00.95 W | 36.00m | 47.00m | TAXI IN, PUSH OUT. | STAND 110C VACANT. | 318R | 53 25 34.78 N | 006 14 41.55 W | 36.00m | 46.70m | TAXI IN, PUSH OUT. | STAND 318C VACANT. STAND 400T VACANT AT ENTRY/EXIT. |
| 111L | 53 25 52.22 N | 006 15 03.24 W | 36.00m | 47.00m | TAXI IN, PUSH OUT. | STAND 111C VACANT. | 400L | 53 25 30.50 N | 006 14 32.56 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT. |
| 111C | 53 25 51.86 N | 006 15 04.06 W | 65.00m | 75.40m | TAXI IN, PUSH OUT. | STANDS 111T, 111L VACANT. | 400C | 53 25 29.36 N | 006 14 32.88 W | 65.00m | 74.00m | TAXI IN, PUSH OUT. | STAND 400L, 400R VACANT. STAND 400T VACANT AT ENTRY/EXIT. |
| 111R | 53 25 53.21 N | 006 15 05.45 W | 36.00m | 39.48m | TAXI IN, PUSH OUT. | STAND 111C VACANT. | 400R | 53 25 29.21 N | 006 14 33.73 W | 36.00m | 46.70m | TAXI IN, PUSH OUT. | STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT. |
| 112L | 53 25 54.20 N | 006 15 09.17 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STAND 112C VACANT. | 401L | 53 25 28.45 N | 006 14 35.79 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | STAND 401C VACANT. |
| 112C | 53 25 53.11 N | 006 15 08.17 W | 60.30m | 58.82m | TOW IN, PUSH OUT | STANDS 112L AND 112R VACANT. | 401C | 53 25 27.36 N | 006 14 36.25 W | 65.00m | 63.80m | TAXI IN, PUSH OUT. | STANDS 401L, 401R VACANT. |
| 112R | 53 25 53.00 N | 006 15 07.88 W | 36.00m | 46.50m | TAXI IN, PUSH OUT. | STAND 112C VACANT. | 401R | 53 25 27.23 N | 006 14 37.08 W | 36.00m | 46.70m | TAXI IN, PUSH OUT. | STAND 401C VACANT. |
| 113L | 53 25 51.60 N | 006 15 07.37 W | 36.00m | 46.50m | TAXI IN, PUSH OUT. | STAND 113C VACANT. | 402L | 53 25 26.50 N | 006 14 39.18 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | STAND 402C VACANT. |
| 113C* | 53 25 51.71 N | 006 15 06.72 W | 64.80m | 66.80m | TAXI IN, PUSH OUT. | STANDS 113L AND 113R VACANT. | 402C | 53 25 25.39 N | 006 14 39.56 W | 65.00m | 74.00m | TAXI IN, PUSH OUT. | STANDS 402L, 402R VACANT. |
| 113R* | 53 25 50.38 N | 006 15 06.18 W | 36.00m | 46.50m | TAXI IN, PUSH OUT. | STAND 113C VACANT. | 402R | 53 25 25.26 N | 006 14 40.44 W | 36.00m | 46.70m | TAXI IN, PUSH OUT. | STAND 402C VACANT. |
| 114L* | 53 25 49.28 N | 006 15 05.13 W | 36.00m | 46.50m | TAXI IN, PUSH OUT. | STAND 114C VACANT. | 403L | 53 25 24.57 N | 006 14 42.61 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | STAND 403C VACANT. |
| 114C* | 53 25 48.96 N | 006 15 05.40 W | 64.80m | 66.80m | TAXI IN, PUSH OUT. | STAND 114L VACANT. | 403C | 53 25 23.41 N | 006 14 42.91 W | 65.00m | 74.00m | TAXI IN, PUSH OUT. | STANDS 403L, 403R VACANT. |
| 121 | 53 25 48.95 N | 006 15 02.61 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | | 403R | 53 25 23.27 N | 006 14 43.79 W | 36.00m | 46.70m | TAXI IN, PUSH OUT. | STAND 403C VACANT. |
| 122 | 53 25 48.82 N | 006 15 00.27 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | | 404L | 53 25 22.58 N | 006 14 45.99 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | STAND 404C VACANT. |
| 123 | 53 25 48.69 N | 006 14 57.92 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | | 404C | 53 25 21.38 N | 006 14 46.55 W | 65.00m | 74.00m | TAXI IN, PUSH OUT. | STANDS 404L, 404R VACANT. |
| 124 | 53 25 48.56 N | 006 14 55.57 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | | 404R | 53 25 21.28 N | 006 14 47.01 W | 35.80m | 45.10m | TAXI IN, PUSH OUT. | STAND 404C VACANT. |
| 125 | 53 25 48.43 N | 006 14 53.23 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | | 405A | 53 25 21.63 N | 006 14 39.76 W | 41.40m | 47.40m | TAXI IN, PUSH OUT. | STAND 405R VACANT. STAND 405A RESTRICTED TO B757-200W ONLY |
| 126 | 53 25 48.30 N | 006 14 50.88 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | STAND 200T VACANT AT ENTRY/EXIT. | 405R | 53 25 21.56 N | 006 14 39.64 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STAND 405A VACANT. |
| 127 | 53 25 48.17 N | 006 14 48.54 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | STAND 200T VACANT AT ENTRY/EXIT. | 406L | 53 25 21.82 N | 006 14 37.01 W | 41.40m | 47.40m | TAXI IN, PUSH OUT. | STAND 406C VACANT. |
| 131L | 53 25 55.32 N | 006 14 09.13 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STANDS 131C VACANT. | 406C | 53 25 23.12 N | 006 14 36.82 W | 65.00m | 75.40m | TAXI IN, PUSH OUT. | STANDS 406L, 406R VACANT. |
| 131C | 53 25 55.73 N | 006 14 06.82 W | 65.00m | 70.67m | TAXI IN, PUSH OUT. | STANDS 131L, 131R VACANT. | 406R | 53 25 23.28 N | 006 14 36.22 W | 41.40m | 47.40m | TAXI IN, PUSH OUT. | STAND 406C VACANT. |
| 131R | 53 25 55.19 N | 006 14 06.79 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STANDS 131C VACANT. | 407L | 53 25 23.91 N | 006 14 33.83 W | 34.10m | 45.10m | TAXI IN, PUSH OUT. | STAND 407C VACANT. |
| 131S* | 53 25 54.19 N | 006 14 09.30 W | 30.40m | 30.50m | SELF MANOEUVRING. | STANDS 131L, 131R & 131C VACANT | 407C | 53 25 25.10 N | 006 14 33.46 W | 65.00m | 75.40m | TAXI IN, PUSH OUT. | STANDS 407L, 407R VACANT. |
| 132L | 53 25 55.57 N | 006 14 13.83 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STANDS 132C VACANT. | 407R | 53 25 25.27 N | 006 14 32.76 W | 36.00m | 46.70m | TAXI IN, PUSH OUT. | STAND 407C VACANT. |
| 132C | 53 25 55.98 N | 006 14 11.41 W | 65.00m | 70.67m | TAXI IN, PUSH OUT. | STANDS 132L, 132R VACANT. | 408L | 53 25 25.89 N | 006 14 30.48 W | 36.00m | 45.10m | TAXI IN, PUSH OUT. | STAND 408C VACANT. |
| 132R | 53 25 55.45 N | 006 14 11.48 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STANDS 132C VACANT. | 408C | 53 25 27.07 N | 006 14 30.11 W | 65.00m | 75.40m | TAXI IN, PUSH OUT. | STANDS 408L, 408R VACANT. |
| 132S* | 53 25 54.44 N | 006 14 13.99 W | 30.40m | 30.50m | SELF MANOEUVRING. | STANDS 132L, 132R & 132C VACANT. | 408R | 53 25 27.25 N | 006 14 29.41 W | 36.00m | 46.70m | TAXI IN, PUSH OUT. | STAND 408C VACANT. |
| 133L | 53 25 55.83 N | 006 14 18.52 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STANDS 133C VACANT. | 409L | 53 25 27.83 N | 006 14 27.06 W | 36.00m | 46.70m | TAXI IN, PUSH OUT. | STAND 409C VACANT AT ENTRY/EXIT. |
| 133C | 53 25 56.24 N | 006 14 16.11 W | 65.00m | 70.67m | TAXI IN, PUSH OUT. | STANDS 133L, 133R VACANT. | 409C | 53 25 28.94 N | 006 14 25.56 W | 60.30m | 68.30m | TAXI IN, PUSH OUT. | STANDS 409L, 409R VACANT. USE MIN POWER ONLY. TOW ON IF A/C STOPS DURING ENTRY. |
| 133R | 53 25 55.71 N | 006 14 16.17 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STANDS 133C VACANT. | 409R | 53 25 28.81 N | 006 14 25.38 W | 36.00m | 46.70m | TAXI IN, PUSH OUT. | STAND 409C VACANT AT ENTRY/EXIT. |
| 133S* | 53 25 54.70 N | 006 14 18.69 W | 30.40m | 30.50m | SELF MANOEUVRING. | STANDS 133L, 133R & 133C VACANT. | 411L | 53 25 23.26 N | 006 14 22.24 W | 35.80m | 44.51m | TAXI IN, PUSH OUT. | STANDS 411C VACANT. |
| 134L | 53 25 56.09 N | 006 14 23.21 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STANDS 134C VACANT. | 411C | 53 25 22.46 N | 006 14 21.55 W | 60.30m | 63.70m | TAXI IN, PUSH OUT. | STANDS 411L, 411R VACANT. |
| 134C | 53 25 56.50 N | 006 14 20.80 W | 65.00m | 70.67m | TAXI IN, PUSH OUT. | STANDS 134L, 134R VACANT. | 411R | 53 25 22.52 N | 006 14 21.62 W | 34.10m | 37.60m | TAXI IN, PUSH OUT. | STAND 411C VACANT. |
| 134R | 53 25 55.96 N | 006 14 20.86 W | 36.00m | 44.51m | TAXI IN, PUSH OUT. | STANDS 134C VACANT. | 412 | 53 25 21.84 N | 006 14 20.06 W | 34.10m | 37.60m | TAXI IN, PUSH OUT. | |
| 134S* | 53 25 54.96 N | 006 14 23.38 W | 30.40m | 30.50m | SELF MANOEUVRING. | STANDS 134L, 134R & 134C VACANT. | 413 | 53 25 21.24 N | 006 14 18.04 W | 34.10m | 37.60m | TAXI IN, PUSH OUT. | |
| 135L | 53 25 | | | | | | | | | | | | |

EINN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EINN –SHANNON/International

EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EINN AD 2.3 OPERATIONAL HOURS

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

EINN AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

EINN AD 2.5 PASSENGER FACILITIES

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

EINN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

| | | | | | |
|----|--|--|---------------|----------------|---------------|
| 1 | Apron surface and strength | West Apron | Surface: | CONC | |
| | | | Strength: | PCN 75/R/C/W/U | |
| | | East Apron | Surface: | CONC | |
| | | | Strength: | PCN 60/R/C/W/U | |
| 2 | Taxiway width, surface and strength | East Parking Area | Surface: | CONC | |
| | | | Strength: | PCN 60/R/C/W/U | |
| | | Long Term Parking Area | Surface: | CONC | |
| | | | Strength: | PCN 60/R/C/W/U | |
| 3 | Altimeter checkpoint location and elevation | TAXIWAY | WIDTH | SURFACE | STRENGTH |
| | | A | 23 M | ASPH | PCN75/R/C/W/U |
| | | B | 23 M | CONC/ASPH | PCN75/R/C/W/T |
| | | C | 23 M | ASPH | PCN60/F/D/W/T |
| | | D1 | 23 M | ASPH | PCN75/R/C/W/U |
| | | D2 | 23 M | ASPH | PCN75/R/C/W/U |
| | | E3 | 23 M | CONC | PCN60/R/C/W/U |
| | | G | 23 M | CONC/ASPH | PCN55/R/C/W/T |
| | | H1 | 23 M | CONC | PCN17/R/D/W/U |
| H2 | 23 M | CONC | PCN17/R/D/W/U | | |
| 4 | VOR checkpoint | Location: Terminal Apron / Elevation: 9ft AMSL | | | |
| 5 | INS checkpoint | Nil | | | |
| 6 | Remarks | EINN AD 2.24-2 | | | |
| 7 | Remarks | Nil | | | |

EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

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

EINN AD 2.10 AERODROME OBSTACLES

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

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

EINN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EINN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

EINN AD 2.13 DECLARED DISTANCES

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

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

EINN AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EINN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EINN AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|------------|
| 1 | Coordinates TLOF or THR of FATO Geoid undulation | Nil Nil |
|---|---|------------|

| | | |
|---|---|--|
| 2 | TLOF and/or FATO elevation | 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 EINN AD 2.20 Section 3.5 |

EINN AD 2.17 ATS AIRSPACE

| | | |
|---|--------------------------------|---|
| 1 | Designation and lateral limits | Shannon Control Zone Circle, Radius 15NM 524207N 0085529W (Shannon ARP) (See Remarks) |
| 2 | Vertical limits | 5000ft AMSL |
| 3 | Airspace classification | C (See Remarks) |
| 4 | ATS unit call sign Language(s) | Shannon Tower English |
| 5 | Transition altitude | 5000ft |
| 6 | Remarks | The following airspace within the Shannon Control Zone is uncontrolled <ul style="list-style-type: none"> Circle, radius 1.5 NM 523958N 0084053W, SFC to 1000ft AMSL. Area within bearings from 045° True BRG clockwise to 180° True BRG from 523958N 0084053W to INT with boundary |

EINN AD 2.18 ATS COMMUNICATIONS FACILITIES

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

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP | Service Volume Radius from the GBAS Reference Point | Remarks |
|---|------------------------|-----------------------|-----------------------|---|---|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DVOR/DME 3° W 2023 | SHA | 113.300 MHz | H24 | 524315.6N 0085306.8W | 200ft | | Designated Operational Coverage 300 NM/70,000ft 180° True BRG to 360° True BRG. Designated Operational Coverage 100 NM/50,000ft. |
| NDB | FOY | 395 kHz | H24 | 523358.5N 0091143.5W | | | Designated Operational Coverage 50 NM |
| ILS LOC RWY 06 CAT 1 2° W 2025 | ISE | 109.5 MHz | H24 | 524245.3N 0085408.2W | | | Coverage restricted to 35° either side of course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. |
| ILS GP RWY 06 | | 332.6MHz | H24 | 524147.2N 0085623.1W | | | GP Angle 3° RDH 55ft Full scale fly down indication may not be maintained when above GP sector. Full scale fly up indication may not be maintained when left of LOC sector and below GP. |
| ILS DME RWY 06 | ISE | CH32X (109.5 MHz) | H24 | 524147.2N 0085623.1W | 100ft | | DME Zero ranged to THR 06. DME zero range is displaced from DME antenna by 445M. |
| ILS LOC RWY 24 CAT II 2° W 2025 | ISW | 110.95MHz | H24 | 524129.4N 0085649.4W | | | Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LOC coverage below 3000ft MSL AT 25 NM EINN |
| ILS GP RWY 24 | | 330.65MHz | H24 | 524232.1N 0085447.7W | | | GP Angle 3° RDH 59ft |
| LO RWY 24 | OL | 339 kHz | H24 | 524456.4N 0084926.0W | | | Designated Operational Coverage 15NM |
| OM RWY 24 | 2 Dashes per sec | 75 MHz | H24 | 524455.5N 0084927.0W | | | |
| MM RWY 24 | Dots and Dashes | 75 MHz | H24 | 524254.8N 0085347.9W | | | |
| ILS DME RWY 24 | ISW | CH46Y (110.95 MHz) | H24 | 524232.1N 0085447.7W | 100ft | | DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M. |

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

EINN AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

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

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

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

2. Marshalling Services

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

Phone:+ 353 61 712 240

or

Phone:+ 353 61 712 241

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

3. Availability of Intersection Take-Off's
- 3.1 Take-off's using less than the full length of the runway are available from TWY/RWY intersections as listed in [EINN AD 2.13 DECLARED DISTANCES](#)
The datum from which the reduced declared distances on Runway 06/24 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.
- 3.2 The take-off run available (TORA) is displayed on an illuminated sign adjacent to the taxiway.
- 3.3 Intersection take-off's are subject at all times to pilots' discretion and aircraft operational requirements. Pilots should advise as early as possible of their ability to accept intersection take-off's.
- 3.4 Approval for intersection take-off's is subject to the air traffic situation.
- 3.5 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.

EINN AD 2.21 NOISE ABATEMENT PROCEDURES

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

EINN AD 2.22 FLIGHT PROCEDURES

1. Holding areas
Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS –OPS ICAO Doc 8168, Volume II to facilitate navigation using VOR, NDB and DME navigation aids.
2. SID and STAR
- 2.1 RNAV Equipped Aircraft
SIDs and STARs for RWY24 and RWY06 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation.
The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.
Use of DME/DME may not be available below about 6000ft where terrain may obstruct line of sight with the DME infrastructure.
Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including
 - P-RNAV certificated aircraft;
 - B-RNAV certificated aircraft only above MSA;Climb to MSA on the initial segments of the RNAV SID may be conducted using conventional navigation.
If the RNAV equipment fails, or navigation accuracy of +1 NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.
- 2.2 RTF Phraseology
Phraseology used will be as provided in the European Regional Supplementary Procedures (ICAO Doc 7030) and outlined in EUROCONTROL Guidance material for RNAV SID and STAR.
Examples of phraseology for ATC are:
{CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}.
Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

- 3. Visual Manoeuvring Approaches
Visual manoeuvring (circling) approaches are permissible, on request, to all runways.
- 4. Speed Control – General Provisions
Speed Restrictions

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

- 5. Arrival Procedures
 - 5.1 Clearance to enter the CTA and CTR

Arriving Aircraft capable of flying STAR will normally be cleared on a STAR appropriate to the route by ATC. On occasions ATC may radar vector aircraft for arrival (Due traffic or technical reasons).
Standard Arrivals Routes used in the Shannon CTA are based on Holding Patterns at DERAG and ELPOM.
 - 5.2 Initial Approach Procedures.
 - 5.2.1 With Radar Control

In order to expedite the flow of traffic, aircraft may be cleared on STAR, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.
Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold.
Actual descent clearance will be as directed by ATC.
 - 5.2.2 Shannon (EINN) Arrivals - Caution - Shannon Approach Airspace is a Level Bust Hotspot Area. Ensure altimeter set to Hectopascals (HPA) when instructed by Shannon Approach.
 - 5.2.2.1 Surveillance Minimum Altitude Chart (EINN AD 2.24-16.1)
ALTITUDE TEMPERATURE CORRECTION TO 0°C is taken into account in determining minimums. For temperatures below 0°C altitude correction will be managed by ATC.
 - 5.2.3 Without Radar Control.

When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.
 - 5.2.4 Communications failure procedures for arriving aircraft.

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

Traffic cleared on STAR

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

Traffic Radar vectored to final approach

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

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

6. Departure Procedures

6.1 RWY's 06 and 24

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

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

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

6.2 OMNI-Directional Departures:

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

6.3 Communications failure procedures for departing aircraft.

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

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

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

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

7. Low Visibility Procedures

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

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

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

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

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

7.5 TWY/Stop-bar/Centreline lighting/Lead on/Lead off will be in use. At **no time** shall an aircraft or vehicle cross an illuminated stop bar and any instruction to do so should be challenged. In exceptional circumstances when the stop

bar cannot be extinguished the authorisation to cross the illuminated stop bar may be given by ATS. This shall always be challenged and confirmation received that this instruction is part of a contingency arrangement due to a failure of the stop bar. All aircraft and vehicles operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

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

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

7.8 Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

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

EINN AD 2.23 ADDITIONAL INFORMATION

Refer to [ENR 5.6](#) for bird hazard information.

EINN AD 2.24 CHARTS RELATED TO AN AERODROME

| Name | Page |
|---|-------------------|
| Aerodrome Chart – ICAO | EINN AD 2.24-1 |
| Aircraft Parking/Docking Chart – ICAO | EINN AD 2.24-2 |
| Precision Approach Terrain Chart RWY 24 – ICAO | EINN AD 2.24-3 |
| Aerodrome Obstacle Chart RWY 06/24 – ICAO TYPE A | EINN AD 2.24-4 |
| RNAV Standard Instrument Departure Chart RWY 06 – ICAO | EINN AD 2.24-5 |
| RNAV Standard Instrument Departure Chart RWY 24 – ICAO | EINN AD 2.24-6 |
| RNAV Standard Arrival Chart RWY 06 – ICAO | EINN AD 2.24-7 |
| RNAV Standard Arrival Chart RWY 24 – ICAO | EINN AD 2.24-8 |
| Instrument Approach Chart ILS or LOC RWY 06 – ICAO | EINN AD 2.24-10 |
| Instrument Approach Chart VOR RWY 06 – ICAO | EINN AD 2.24-11 |
| Instrument Approach Chart ILS CAT I & II or LOC 24 – ICAO | EINN AD 2.24-13 |
| Instrument Approach Chart VOR RWY 24 – ICAO | EINN AD 2.24-14 |
| Visual Approach Chart – ICAO | EINN AD 2.24-15 |
| ATC Surveillance Minimum Chart - ICAO | EINN AD 2.24-16.1 |

EINN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

EIKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIKN – IRELAND WEST

EIKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EIKN AD 2.3 OPERATIONAL HOURS

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

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

EIKN AD 2.4 HANDLING SERVICES AND FACILITIES

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

EIKN AD 2.5 PASSENGER FACILITIES

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

EIKN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

| | | |
|---|---------|-----|
| 4 | Remarks | Nil |
|---|---------|-----|

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

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

EIKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITIONS DATA

| | | | | | |
|---|--|---|-----------------------|---------|-----------------|
| 1 | Apron designation, surface and strength | ALPHA: | | | |
| | | Surface: | CONC with an ASPH SFC | | |
| | | Strength: | PCR 480 R/A/W/T | | |
| 2 | Taxiway designation, width, surface and strength | TAXIWAY | WIDTH | SURFACE | STRENGTH |
| | | A | 23 M | ASPH | PCR 470 F/A/W/T |
| | | B | 23 M | ASPH | PCR 470 F/A/W/T |
| 3 | Altimeter checkpoint location and elevation | APRON 660ft AMSL. | | | |
| 4 | VOR checkpoints | Nil | | | |
| 5 | INS checkpoints | Nil | | | |
| 6 | Remarks | Taxiway Strip Width (ALPHA and BRAVO) - 37m | | | |

EIKN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EIKN AD 2.10 AERODROME OBSTACLES

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

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

EIKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EIKN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY (m) | Strength (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 |
| 08 | 078.71° | 2511 x 45 | 470 F/A/W/T ASPH | 535430.76N 0085000.13W 535444.33N 0084804.80W 191ft | 180.5M/592ft |
| 26 | 258.74° | 2511 x 45 | 470 F/A/W/T ASPH | 535444.33N 0084804.78W 535429.79N 0085008.34W 191ft | 203M/665ft |

| Slope of RWY-SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RWY End Safety Area dimensions (M) | Location and description of Arresting System | OFZ | Remarks |
|--|--------------------------|--------------------------|----------------------------|---|---|-----|---|
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| Refer to Aerodrome Obstacle Chart Type A EIKN AD 2.24-2 | Nil | 146 x 150 | 2631 x 280 | 90 x 90 | Nil | Nil | RWY Displaced Threshold 243M. Pavement Surface Grooved |
| | Nil | 150 x 150 | 2631 x 280 | 90 x 90 | Nil | YES | RWY Displaced Threshold 121M. Pavement Surface Grooved |

EIKN AD 2.13 DECLARED DISTANCES

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

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

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

EIKN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EIKN AD 2.16 HELICOPTER LANDING AREA

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

| | | |
|---|---|---------------------------------------|
| 3 | TLOF and FATO area dimensions, surface, strength, marking | Nil |
| 4 | True BRG of FATO | Nil |
| 5 | Declared distance available | Nil |
| 6 | APP and FATO lighting | Nil |
| 7 | Remarks | See AD 2.20 Section 4 |

EIKN AD 2.17 ATS AIRSPACE

| | | |
|---|-----------------------------------|---|
| 1 | Designation and lateral limits | Connaught Control Zone. Circle radius 10NM 535437.4N 0084906.7W (Connaught ARP). |
| 2 | Vertical limits | 5000ft AMSL. |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign Language(s) | Connaught Tower. English. |
| 5 | Transition altitude | 5000ft |
| 6 | Hours of applicability | As per AD Operator. See EIKN AD 2.3 |
| 7 | Remarks | Airspace Classification outside hours of operation of ATS is uncontrolled Class G. |

EIKN AD 2.18 ATS COMMUNICATIONS FACILITIES

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

EIKN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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

EIKN AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

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

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

2. Availability of Intersection Take-Off's

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

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

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

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

3. Runway Operations and Lighting Configurations

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

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

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

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

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

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

4. Helicopter Operations

- 4.1 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.

EIKN AD 2.21 NOISE ABATEMENT PROCEDURES

Operations Unrestricted

EIKN AD 2.22 FLIGHT PROCEDURES

1. Holding areas Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS - OPS ICAO Doc 8168, Volume II to facilitate navigation using VOR, NDB and DME navigation aids.
2. SID and STAR
- 2.1. RNAV Equipped Aircraft SID and STAR for RWY26 and RWY08 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation. The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.

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

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

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

- 2.2. RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

2.3. Non RNAV Equipped aircraft

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

3. Visual Manoeuvring Approaches

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

4. Speed Control – General Provisions Speed Restrictions

| General | Initial Segment | Final Approach | Remarks |
|----------------------------|-----------------|---------------------------------------|---|
| Below FL100 Max IAS 250kts | Max IAS 210kts | Recommended IAS 160kts from FAF to OM | <ol style="list-style-type: none"> 1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible |

5. Arrival Procedures

5.1. Clearance to enter the CTR

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

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

5.2. Initial Approach Procedures

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

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

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

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

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

5.2.3. Successive arriving IFR aircraft

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

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

6. Communications failure procedures for arriving aircraft.

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

6.2. Traffic cleared on STAR

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

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

7. Departure Procedures

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

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

7.3. RWY's 08 and 26

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

7.4. Communications failure procedures for departing aircraft.

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

RFL below FL080:

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

RFL FL080 or above:

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

8. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures

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

8.1. Reduced Aerodrome Visibility Procedures (RAVP)

Reduced Aerodrome Visibility Procedures come into effect when

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

- B. When the Duty Air Traffic Control Officer (DATCO) loses visual contact with any part of the manoeuvring area but LVP's are not in force and/or
- C. When the conditions for Low Visibility Procedures (LVP) no longer exist but may become applicable in the short term.

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

8.2. Low Visibility Procedures

- 8.2.1. Low Visibility Procedures will be initiated if Met Visibility and/or any of the IRVR readings are at or less than 1000m and is forecast to deteriorate significantly and/or the cloud ceiling is 300ft or less (BKN, OVC).
- 8.2.2. Low Visibility Procedures shall be enforced when Met Visibility and / or any of the IRVR readings are at or less than 700m, and / or the cloud ceiling is at or less than 200ft (BKN, OVC).
- 8.2.3. Low Visibility Procedures will be terminated after all IRVR readings have been above 1000m and the cloud ceiling has been above 300 ft for at least 30 minutes and the forecast is for a continuing improvement. RAVPs will be take effect if visibility remains below 1500m (see section 1).
- 8.2.4. The Maximum allowable movement rate on the Manoeuvring area when LVPs are in force is 1 (aircraft or vehicle).
- 8.2.5. The runway holding positions at TWY A and TWY B are Cat II holding positions.
- 8.2.6. Aircraft should advise when clear of the runway after landing and when airborne
- 8.2.7. Minimum spacing between aircraft on approach will be 20NM
- 8.2.8. Pilots will be informed by RTF when low visibility procedures have been enforced.
- 8.2.9. Full details of low visibility operations are available from airport administration on request.

9. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

Radio communication failure missed approach for RWY08 and RWY26 are prescribed on the approach charts

10. VFR communication failure for inbound aircraft

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

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

Communications failure in the Circuit:

If clearance to land has been received and acknowledged, or if cleared to follow identified No.1 traffic, follow the clearance. If no landing clearance has been received, proceed at an altitude of 1200 feet QNH to Kilkelly (Rwy 26 in use) or 1200 feet QNH to Charlestown (Rwy 08 in use) and hold. The choice of holding point will depend upon Runway in use and the point at which radio-communications failure occurs. The holding point chosen should ensure

that the aircraft does not pass through the final approach or take-off path of the main runway in use i.e. the runway being used by large aircraft. On receipt of a steady green light signal from the Tower, or on observing the Aerodrome rotating beacon switched on, join the circuit in the manner detailed below and land on the lighted Runway. The runway approach lights will indicate the landing direction.

- i. From Kilkelly (holding pattern)
RWY 26 left hand pattern
- ii. From Charlestown (holding pattern)
RWY 08 left hand pattern

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

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

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

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

VRP Tubbercurry Town 540314.14N 0084344.90W

VRP Ballymote Town 540522.03N 0083104.90W

VRP Ballyhaunis Town 534548.71N 0084554.93W

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

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

11. Unmanned Aircraft Systems (UAS)

11.1. (UAS) Geographical Zones.

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

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

EIKN AD 2.23 ADDITIONAL INFORMATION

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

Phone: + 353 94 936 81 00

Phone: + 353 94 936 81 32

Email: operations@irelandwestairport.com

URL: <http://www.irelandwestairport.com>

and when completed should be returned to:

Fax: + 353 94 936 72 32

Email: operations@irelandwestairport.com

EIKN AD 2.24 CHARTS RELATED TO AN AERODROME

| Name | Page |
|---|-----------------|
| Aerodrome Chart – ICAO | EIKN AD 2.24-1 |
| Aerodrome Obstacle Chart RWY 08/26 – ICAO TYPE A | EIKN AD 2.24-2 |
| Precision Approach Terrain Chart RWY 26 – ICAO | EIKN AD 2.24-3 |
| RNAV Standard Departure Chart Instrument (SID) RWY 26 - ICAO | EIKN AD 2.24-4 |
| RNAV Standard Departure Chart Instrument (SID) RWY 08 - ICAO | EIKN AD 2.24-5 |
| RNAV Standard Arrival Chart Instrument (STAR) RWY 26 - ICAO | EIKN AD 2.24-6 |
| RNAV Standard Arrival Chart Instrument (STAR) RWY 08 - ICAO | EIKN AD 2.24-7 |
| Instrument Approach Chart RNP RWY 26 CAT A, B, C, D - ICAO | EIKN AD 2.24-8 |
| Instrument Approach Chart ILS Z CAT I & II or LOC RWY 26 – ICAO | EIKN AD 2.24-9 |
| Instrument Approach Chart ILS Y CAT I & II or LOC RWY 26 - ICAO | EIKN AD 2.24-10 |
| Instrument Approach Chart VOR RWY 26 – ICAO | EIKN AD 2.24-11 |
| Instrument Approach Chart NDB RWY 26 – ICAO | EIKN AD 2.24-12 |
| Instrument Approach Chart RNP RWY 08 CAT A, B, C, D – ICAO | EIKN AD 2.24-13 |
| Instrument Approach Chart NDB RWY 08 - ICAO | EIKN AD 2.24-14 |
| Instrument Approach Chart VOR RWY 08 - ICAO | EIKN AD 2.24-15 |
| Visual Approach Chart - ICAO | EIKN AD 2.24-16 |

EIKN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

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

AERODROME CHART - ICAO

AD ELEVATION 665FT ARP 53 54 37N 008 49 07W
CONSULT NOTAM FOR LATEST INFORMATION

IRELAND WEST AIRPORT IRELAND

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---------------------------|------------------|-----------|
| RWY/TWY/APRON | SURFACE | BEARING STRENGTH | WIDTH (M) |
| RWY 08/26 | Asphalt (Grooved) | PCR 470 F/A/W/T | 45 |
| TWY A | Asphalt | PCR 470 F/A/W/T | 23 |
| TWY B | Asphalt | PCR 470 F/A/W/T | 23 |
| APRON | Concrete with Asphalt SFC | PCR 480 R/A/W/T | |

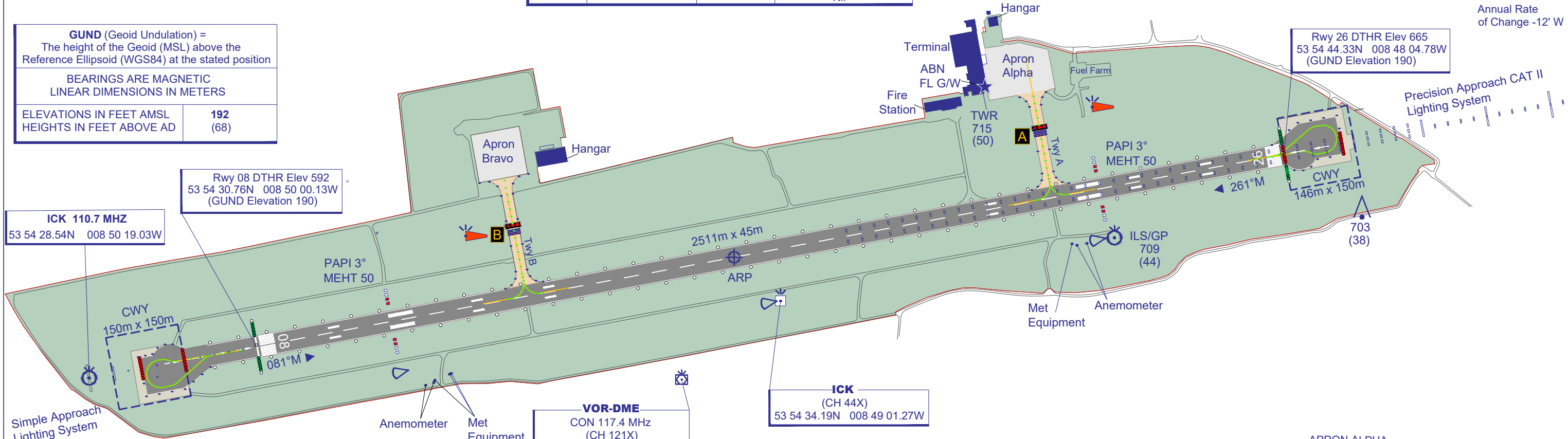
| ATS COMMUNICATION FACILITIES | | | |
|------------------------------|------------------|---------|-------------------------|
| SERVICE | CALL SIGN | CHANNEL | REMARKS |
| TWR | Connaught Tower | 130.705 | Nil |
| GND | Connaught Ground | 130.705 | Nil |
| | | 121.905 | AVBL as standby/reserve |
| ATIS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

GUND (Geoid Undulation) =
 The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position

BEARINGS ARE MAGNETIC
 LINEAR DIMENSIONS IN METERS

| | |
|--------------------------|-------------|
| ELEVATIONS IN FEET AMSL | 192 |
| HEIGHTS IN FEET ABOVE AD | (68) |

VAR 2°W - 2025
 N
 Annual Rate of Change -12' W



ICK 110.7 MHZ
 53 54 28.54N 008 50 19.03W

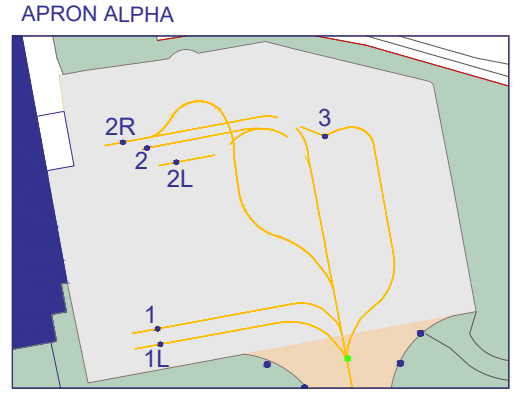
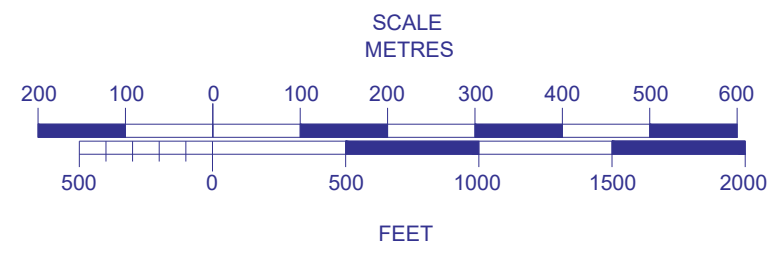
Rwy 08 DTHR Elev 592
 53 54 30.76N 008 50 00.13W
 (GUND Elevation 190)

Rwy 26 DTHR Elev 665
 53 54 44.33N 008 48 04.78W
 (GUND Elevation 190)

VOR-DME
 CON 117.4 MHz
 (CH 121X)
 53 54 28.89N 008 49 12.30W

ICK
 (CH 44X)
 53 54 34.19N 008 49 01.27W

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



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

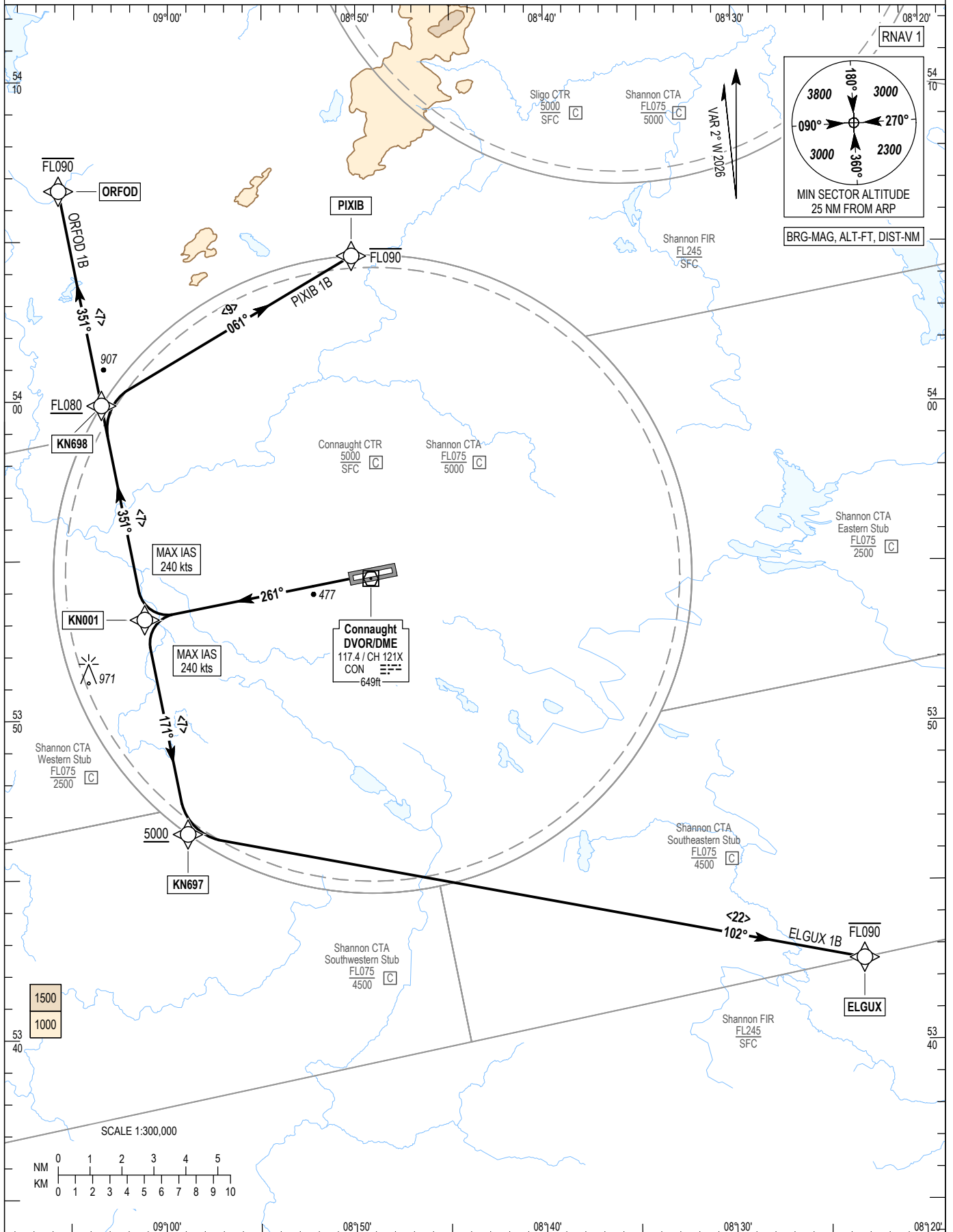
CHANGE: PCN values changed to PCR. SLC Geomatic Solutions.

RNAV - STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

| | |
|------|---------|
| ATIS | 118.530 |
| TWR | 130.705 |
| GND | 130.705 |
| | 121.905 |

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



CHANGE: Frequencies in NOTES 2.

NOTES:

1. Climb gradient 6.6% (400 ft/NM) (3.3% for obstacle clearance).
2. All aircraft must request start and taxi clearance from ATC on frequency 130.705 (or 121.905 if no response from 130.705).

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

ELGUX 1B SID RWY26

ELGU1B

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

ORFOD 1B SID RWY26

ORFO1B

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

PIXIB 1B SID RWY26

PIXI1B

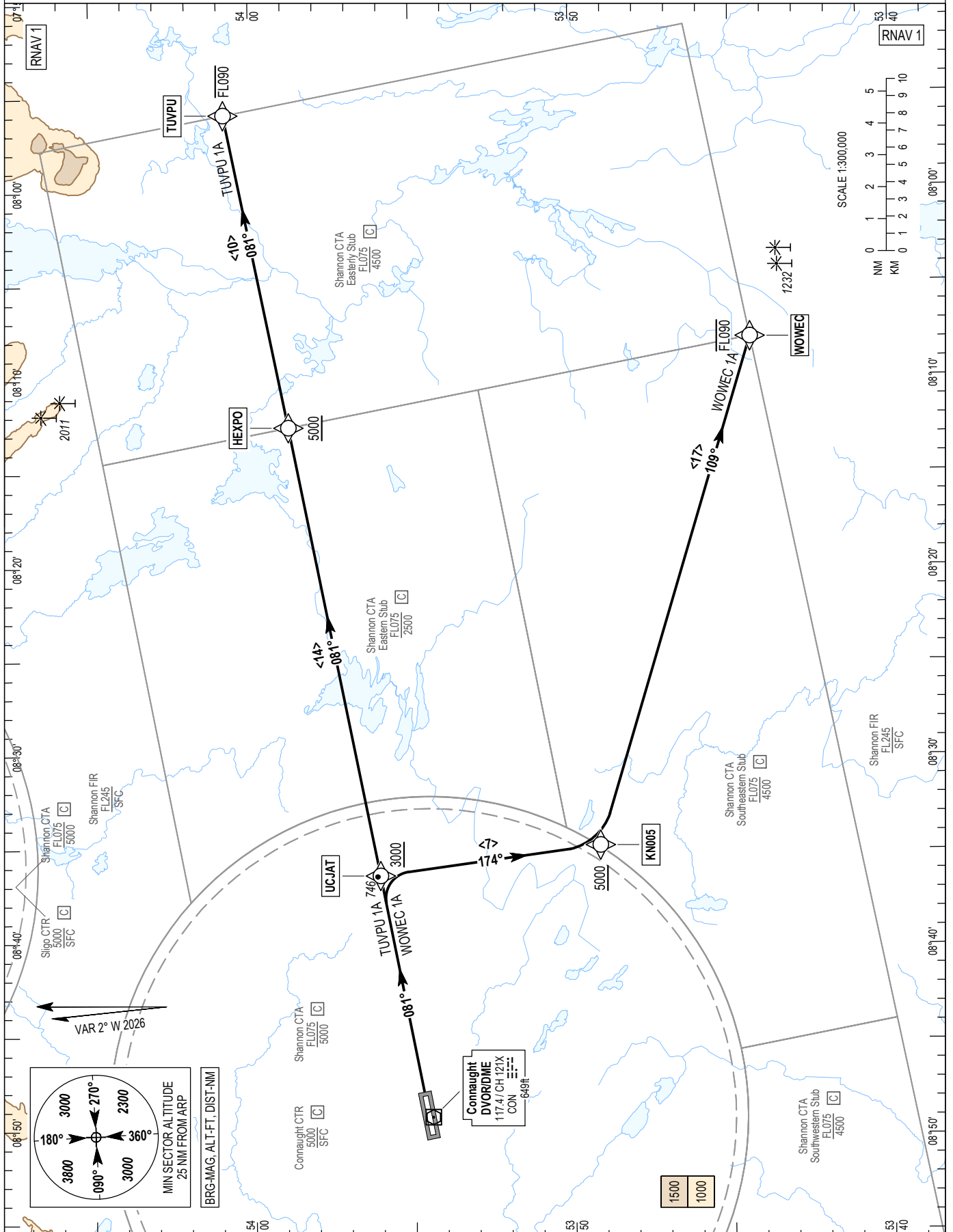
| Nav. Spec. | WPT Name | Latitude (N) / Longitude (W) | Path Term | Fly-By Fly-Over | True Track / Mag Track | Distance (NM) | Upper Limit / Lower Limit | Speed Limit (kts) | Remarks |
|------------|----------|------------------------------|-----------|-----------------|------------------------|---------------|---------------------------|-------------------|---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

RNAV - STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

| | |
|------|---------|
| ATIS | 118.530 |
| TWR | 130.705 |
| GND | 130.705 |
| | 121.905 |

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



CHANGE: Frequencies in NOTES 2.

NOTES:

1. Climb gradient 6.6% (400 ft/NM) (3.3% for obstacle clearance).
2. All aircraft must request start and taxi clearance from ATC on frequency 130.705 (or 121.905 if no response from 130.705).
3. Aircraft are not permitted to enter the runway even if the airport is closed unless previously arranged with ATC.
4. MAX IAS 250 kts below FL100.
5. Caution close-in obstacles (vegetation) exist either side of track.

TUVPU 1A SID RWY08

TUVP1A

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

WOWEC 1A SID RWY08

WOWE1A

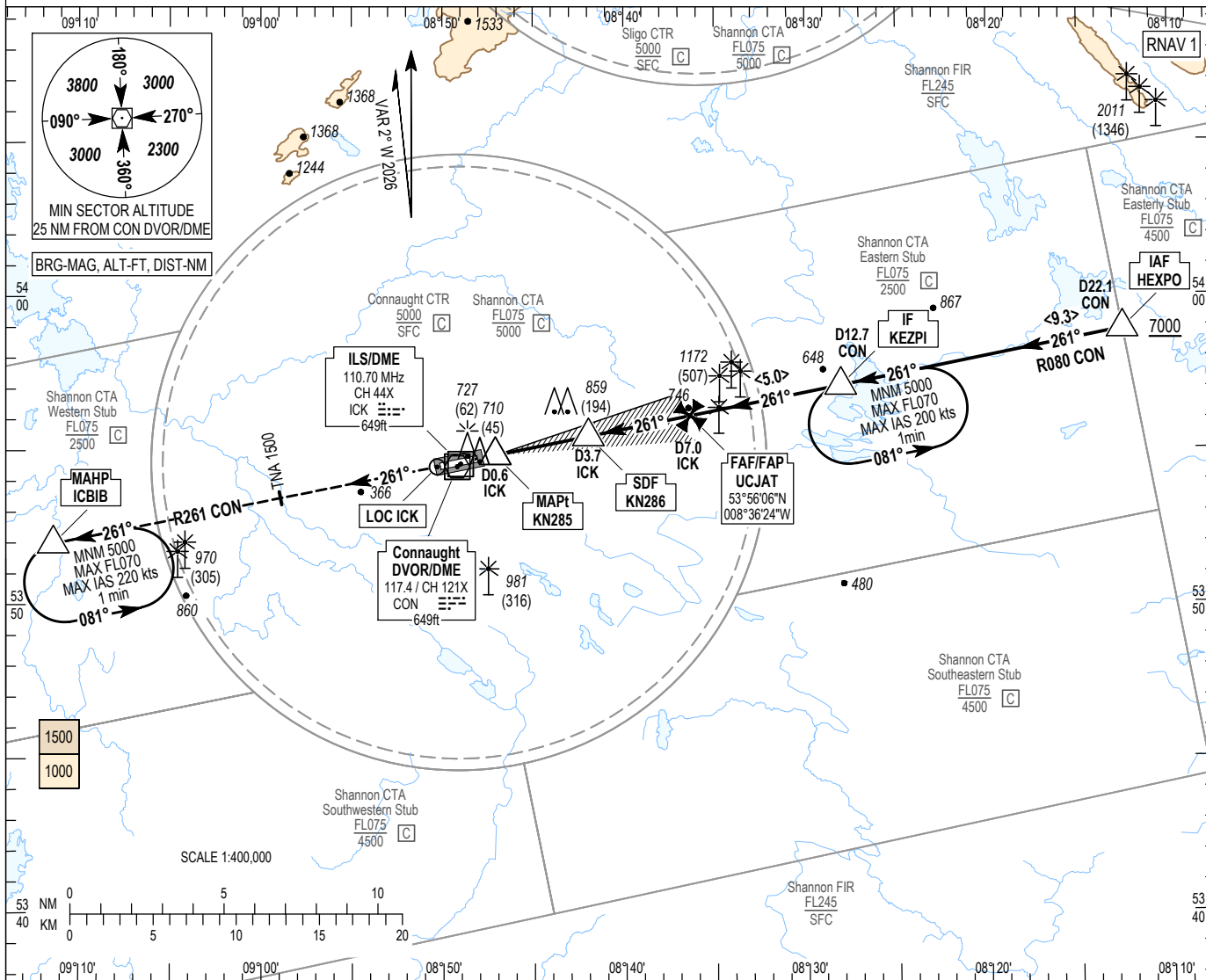
| Nav. Spec. | WPT Name | Latitude (N) / Longitude (W) | Path Term | Fly-By Fly-Over | True Track / Mag Track | Distance (NM) | Upper Limit / Lower Limit | Speed Limit (kts) | Remarks |
|------------|----------|------------------------------|-----------|-----------------|------------------------|---------------|---------------------------|-------------------|---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

INSTRUMENT APPROACH CHART- ICAO

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

| | |
|------|---------|
| ATIS | 118.530 |
| TWR | 130.705 |
| GND | 130.705 |
| | 121.905 |

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

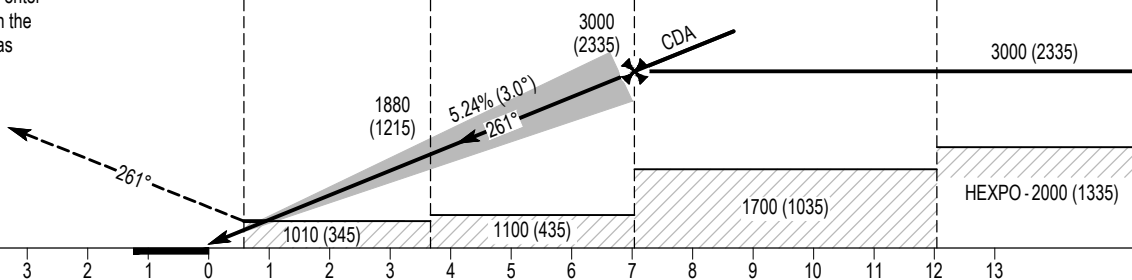


Climb straight ahead to 1500. Intercept radial R261 CON and continue climbing to ICBIB to enter the hold. Continue climbing in the hold to 5000 (MHA 5000) or as instructed by ATC.

| | | | | |
|-------------------------------|------------------------------|------------------------------|--------------------------|-----------------------------|
| LOC MAPt KN285 D0.6 ICK | LOC SDF KN286 D3.7 ICK | FAP/FAF UCJAT D7.0 ICK | IF KEZPI D12.7 CON | TRANSITION ALTITUDE 5000 |
|-------------------------------|------------------------------|------------------------------|--------------------------|-----------------------------|

RDH 49

ILS/DME READS ZERO AT THR RWY 26
 ELEV 665 ft (THR RWY 26)



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

NOTE:

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

| Recommended LOC only Profile on Final Approach | | | | | | | |
|--|------------|------------|-------------|-------------|-------------|-------------|-------------|
| DIST THR RWY 26 (NM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ALT / HT (ft) | 1030 (365) | 1350 (685) | 1670 (1005) | 1990 (1325) | 2310 (1645) | 2620 (1965) | 2940 (2275) |
| Ground Speed | | kts | | 80 | 100 | 110 | 120 |
| Descent rate gradient - 5.24% (3.0°) | | 318 ft/NM | | ft / min | 430 | 530 | 580 |
| | | | | 640 | 690 | | |

CHANGE: Missed approach Plan View text to read R261.

ILS Y RWY26 Approach

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

LOC Only Y RWY26 Approach

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

Hold Identification

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

EIWF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWF – WATERFORD

EIWF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP and its site | 521114N 0070513W Mid-point RWY 03/21 |
| 2 | Direction and distance from (city) | 4NM SE of Waterford |
| 3 | AD Elevation, Reference Temperature & Mean Low Temperature | 113ft /19.6°C (Max Temp) 1.5°C (MNM Temp) |
| 4 | Geoid undulation at AD ELEV PSN | 185ft |
| 5 | MAG VAR/Annual Change | 2° W (2024) /13' decreasing |
| 6 | AD Operator, address, telephone, telefax, email, AFS, Website | Post: Waterford Airport Killowen, Co. Waterford Phone:+ 353 51 84 66 00 Fax: + 353 51 87 17 01 [ATC] Fax: + 353 51 87 56 23 [Operations] Email: atc@waterfordairport.net Email: operations@waterfordairport.net AFS: EIWFZTZX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

EIWF AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|--|
| 1 | AD Operator | 01 JAN 2026-28 MAR 2026 0745-1300, 1345-1830, 1915-2045 29 MAR 2026-31 MAY 2026 0645-1200, 1245-1730,1815-1945 01 JUN 2026-31 AUG 2026 0745-1200, 1245-1730, 1815-2045 01 SEP 2026-24 OCT 2026 0645-1200, 1245-1730, 1815-1945 25 OCT 2026-31 DEC 2026 0745-1300, 1345-1830, 1915-2045 |
| 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) | As per AD Operator |
| 6 | MET Briefing Office | See Remarks |
| 7 | ATS | As per AD Operator |
| 8 | Fuelling | As per AD Operator |
| 9 | Handling | As per AD Operator |
| 10 | Security | As per AD Operator |
| 11 | De-icing | As per AD Operator |

| | | |
|----|----------------|---|
| 12 | Remarks | <p>AD Operator AVBL outside published HR, 24 HR PN to AD Operator</p> <p>ATS AVBL outside published HR, 24 HR PN to AD Operator</p> <p>PIB AVBL from AIS, Shannon see GEN 3.1.5</p> <p>MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4</p> <p>Airport PPR to non-based operators.</p> <p>Phone: Operations +353 51 84 66 00</p> <p>Email: operations@waterfordairport.net</p> |
|----|----------------|---|

EIWF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Contact airport operations |
| 2 | Fuel/oil types | JET A1; AVGAS |
| 3 | Fuelling facilities/capacity | 1 JET A1 Truck - Capacity 18,000L 1 AVGAS Mobile Unit 2,000L Storage capacity - Jet A1 100,000L Storage capacity - AVGAS 50,000L |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space available for visiting aircraft | Limited – Contact AD Operator |
| 6 | Repair facilities for visiting aircraft | Waterford Aircraft Maintenance Services Phone:+ 353 51 87 28 09 |
| 7 | Remarks | Handling services available, contact Waterford Operations. AVGAS available up to 30 mins before evening closing time or later by prior arrangement only. |

EIWF AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotel(s) at or in the vicinity of AD | Waterford |
| 2 | Restaurant(s) at or in the vicinity of AD | Nil. |
| 3 | Transportation possibilities | Taxis and Car Hire from the AD (Prior notice required). Train from Waterford. |
| 4 | Medical facilities | First Aid at AD. Hospitals in Waterford. |
| 5 | Bank and Post Office at or in the vicinity of AD | Waterford |
| 6 | Tourist Office | Waterford |
| 7 | Remarks | Nil |

EIWF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|--|--|
| 1 | AD category for fire fighting | CAT 2. Up to CAT 6 AVBL with 24 HR PN required to Operations |
| 2 | Rescue equipment | Rescue and Emergency equipment for up to CAT 6 |
| 3 | Capability for removal of disabled aircraft | Operators to make own arrangements through IATA pool or other organisations. Recovery assistance available through local contractors, up to 20,000kg Contact the Airport Co-ordinator: +353 (0)51 846600 |

| | | |
|---|---------|--|
| 4 | Remarks | Fire cover available during operating hours. 24 HR PN required to AD Duty Supervisor for services outside of operating hours. |
|---|---------|--|

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

| | | |
|---|---|---|
| 1 | Type(s) of clearing equipment | 1 runway snow plough 1 runway sweeper 1 snow blower 1 runway de icer |
| 2 | Clearance priorities | Search and Rescue apron area, RWY 03/21 and associated TWY's |
| 3 | Use of Material for movement area surface treatment | (KFOR) Potassium Formate Fluids as required |
| 4 | Specially prepared winter runways | Not applicable |
| 5 | Remarks | Global Reporting Format - ATS communications for Global Reporting Format for Runway surface conditions. Runway surface conditions not reported by ATIS. Flight crew will be provided with the latest Runway surface conditions from ATS on first contact. |

EIWF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

| | | | | | |
|---|---|---|-------|---------|----------------|
| 1 | Apron surface and strength | Surface: CONC / Strength: PCN 19/F/C/Y/T | | | |
| 2 | Taxiway width, surface and strength | TAXIWAY | WIDTH | SURFACE | STRENGTH |
| | | A | 15 M | ASPH | PCN 19/F/C/Y/T |
| | | B | 15 M | ASPH | PCN 19/F/C/Y/T |
| 3 | Altimeter checkpoint location and elevation | Location: Terminal Apron / Elevation: NIL | | | |
| 4 | VOR checkpoint | Nil | | | |
| 5 | INS checkpoint | Nil | | | |
| 6 | Remarks | TWY B restricted to Code A fixed wing and helicopter aircraft only. | | | |

EIWF 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 Signboards at intersection of TWY and RWY and at the Holding Point. |
| 2 | RWY/TWY markings and LGT | RWY Marked: Designator, THR, TDZ, C/L Lighted: RWY edge, RWY end, PAPI, Displaced Thresholds TWY Marked: Centreline, Holding position. Lighted: Edge. |
| 3 | Stop bars | Nil |
| 4 | Other RWY Protection measures | - |

| | | |
|---|---------|-----|
| 5 | Remarks | Nil |
|---|---------|-----|

EIWF AD 2.10 AERODROME OBSTACLES

| In Area 2 | | | | | |
|--|-----------|---------------|----------|--------------------------|---------|
| OBST ID/ Designation | OBST Type | OBST Position | ELEV/HGT | Markings/Type, Colour | Remarks |
| a | b | c | d | e | f |
| Aerodrome Obstacles Point of Contact: aipdata@waterfordairport.ie | | | | | |

| In Area 3 | | | | | |
|--|-----------|---------------|----------|--------------------------|---------|
| OBST ID/ Designation | OBST Type | OBST Position | ELEV/HGT | Markings/Type, Colour | Remarks |
| a | b | c | d | e | f |
| Aerodrome Obstacles Point of Contact: aipdata@waterfordairport.ie | | | | | |

EIWF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | Central Aviation Office, Shannon Airport see GEN 3.5.4 |
| 2 | Hours of service | Refer to EIWF AD 2.3 |
| 3 | Office responsible for TAF preparation Periods of validity Interval of issuance. | Met Eireann 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 | Hourly Synoptic Chart; 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 | Automated Weather Station at Waterford AD. EIWF METAR available on URL: http://www.waterfordairport.ie/weather Phone:+ 353 51 87 70 00 HR as per ATS. |
| 9 | ATS units provided with information | EIWF TWR |
| 10 | Additional information (limitation of service, etc.) | METAR available every 30 mins. GEN 3.5.4.2 for additional information |

EIWF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR coordinates RWY end coordinates THR Geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|----------|-----------------------------|---|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 021.01° | 1433 x 30 | PCN 30/F/C/Y/T ASPH | 521054.98N 0070524.89W 521135.57N 0070459.53W 185 ft | 26.5 M /87ft |
| 21 | 201.01° | 1433 x 30 | PCN 30/F/C/Y/T ASPH | 521131.24N 0070502.24W 521052.27N 0070526.59W 185 ft | 34.4 M /113ft |

| 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 Obstruction Chart Type A | Nil | Nil | 1553 x 150 | 240 X 90 | - | Nil | Grooved Surface |
| | Nil | Nil | 1553 x 150 | 240 X 90 | - | Yes | Grooved Surface |

EIWF AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|-------------------|-------------|-------------|-------------|------------|------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 1433 | 1433 | 1433 | 1343 | THR 03 DISPLACED 90 M |
| 21 | 1433 | 1433 | 1433 | 1290 | THR 21 DISPLACED 143 M |

EIWF AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | THR LGT colour WBAR | VASIS (MEHT) PAPI | TDZ Length | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing, colour, INTST | RWY End LGT colour WBAR | SWY LGT LEN (M) colour | Remarks |
|-------------------|--|---------------------------|---|---------------|--|--|----------------------------------|------------------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | SALS 420M, 1 crossbar at 300M | G | PAPI, Left Slope 3° MEHT 26.0 ft | Nil | Nil | White 60 M Amber 450 M from runway end | R | Nil | Nil |

| RWY Designator | APCH LGT type LEN INTST | THR LGT colour WBAR | VASIS (MEHT) PAPI | TDZ Length | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing, colour, INTST | RWY End LGT colour WBAR | SWY LGT LEN (M) colour | Remarks |
|----------------|----------------------------------|---------------------|---|------------|--|---|-------------------------|------------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 21 | CAT I 750 M 4 crossbars | G | PAPI, Left Slope 3.25° MEHT 26.0 ft | Nil | Nil | White 60 M Amber 450 M from runway end | R | Nil | PAPI RWY 21 not to be used for approach slope guidance until the aircraft is aligned with the runway, as normal obstacle clearance is not provided to the west of the runway extended centre-line. |

EIWF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | At Tower, FLG W/G, 30 per minute As per AD Operator EIWF AD 2.3 . |
| 2 | LDI location and LGT Anemometer location and LGT | WDI Near THR 21 lighted Near THR 21 lighted |
| 3 | TWY edge and centre line lighting | Blue TWY Edge Only |
| 4 | Secondary power supply/switch-over time | Secondary Power Supply to all Lighting at AD/Switch-over 12 seconds. |
| 5 | Remarks | Nil |

EIWF AD 2.16 HELICOPTER LANDING AREA

NIL

EIWF AD 2.17 ATS AIRSPACE

| | | |
|---|--------------------------------|--|
| 1 | Designation and lateral limits | Waterford Control Zone Circle radius 10NM 521114N 0070513W (Waterford 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) | Waterford Tower Waterford Information (during the hours of AFIS operation) English |
| 5 | Transition altitude | 5000 ft |
| 6 | Hours of applicability | - |

| | | |
|---|----------------|---|
| 7 | Remarks | <p>Outside the promulgated hours of operation of the Waterford Control Zone, the following airspace: Waterford Airport - Circle radius 10NM 521114N 0070513W centered on the Waterford Aerodrome Reference Point, surface to 5000 feet AMSL is classified as Class G airspace. During these periods, an Aerodrome Flight Information Service (AFIS) may be provided and IFR holding, approach and departure procedures for SAR Operations may take place at Waterford Airport. Outside the promulgated Aerodrome hours of operation of Waterford Airport, an AFIS may be provided at short notice, in support of helicopters on SAR/HEMS/Training missions based at Waterford Airport <i>NOTE: Instrument Procedures are only available when an Air Traffic Control Service is being provided, unless an operator is authorised by the Flight Operating Standards Department of the Irish Aviation Authority and Waterford Airport Management.</i> Pilots will be provided by Waterford AFIS, Callsign "Waterford INFORMATION", with an Aerodrome Flight Information and Alerting Service while operating in the local airspace. Pilots are responsible for their own separation while operating in Class G - Uncontrolled Airspace. The hours of operation of AFIS are promulgated by NOTAM. Times may vary to support helicopters on SAR/HEMS missions based at Waterford Airport. Airspace Status This airspace is designated as a Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ), during the hours when an Aerodrome Flight Information Service is provided Refer to EIWF AD.2.20.8</p> |
|---|----------------|---|

EIWF AD 2.18 ATS COMMUNICATIONS FACILITIES

| Service designation | Call sign | Channel | SAT VOICE No. | Logon Address | Hours of Operation | Remarks |
|---------------------|-----------------------|-------------|---------------|---------------|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | Waterford Tower | 129.850 MHz | - | - | Refer to EIWF AD 2.3 AD Operator | Nil |
| GND | Waterford Ground | 121.600 MHz | - | - | | As directed by ATC |
| AFIS | Waterford Information | 129.850 MHz | - | - | | When ATC not available. Check NOTAM and refer to ATIS. |
| ATIS | Waterford ATIS | 121.150 MHz | - | - | | Nil |

EIWF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination) | ID | Frequency Channel | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Service Volume Radius from the GBAS Reference Point | Remarks |
|---|-----|----------------------|-----------------------|---|--|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DME | IWD | 110.9 kHz CH 46X | H24 | 521119.6N 0070502.0W | 110 ft | | Designated Operational Coverage 25 DME reads Zero at RWY 21 THR. DME reads 0.3D at RWY 03 THR. Monitored only during hours as per ATS |
| NDB | WTD | 368.0 kHz | H24 | 521120.4N 0070500.0W | | | Designated Operational Coverage 25NM Monitored only during hours as per ATS |
| ILS LLZ RWY 21 | IWD | 110.9 MHz | H24 | 521039.1N 0070534.8W | | | Monitored only during hours as per ATS |
| ILS GP RWY 21 | IWD | 330.8 MHz | H24 | 521123.2N 0070514.1W | | | GP Angle 3.2° RDH 45 ft Full scale fly up indication may not be maintained when right of localizer sector and below glidepath. Glidepath flags may occur when right of centreline. |

EIWF AD 2.20 LOCAL AERODROME REGULATIONS

1. Landing, take off and manoeuvring on the aerodrome outside the published HR of operation of the aerodrome is not permitted unless such permission has been obtained in advance from aerodrome operations or is in the event of an emergency or a search and rescue (SAR) operation.
2. A booking system exists for instrument training, training periods may be booked by application to ATC

Phone: + 353-51-846600

Fax: + 353-51-871701

Email: atc@waterfordairport.net

The filing of a flight plan does not constitute a booking. Failure to make a booking may result in the aircraft being refused the use of the facilities.

Pilots are requested to advise aerodrome operations of booking cancellations.

3. A booking procedure for all circuit training flights may be introduced by ATS during busy periods.
4. Aircrew and personnel are required to wear high visibility clothing at all times when airside.
5. Individuals or operators intending to base aircraft at the aerodrome must seek the prior written approval of the Airport Manager.
6. Solo Student Pilots from non-Waterford based Flight Training Organisations (FTO) must contact ATS at +353 51 846613 prior to departing to Waterford for PPR and a briefing.
7. RWY 03/21, fixed wing aircraft are required to use the runway end turning areas for making 180 deg turns. Light

aircraft are exempt from this requirement.

8. Equipment Requirements

1. TMZ
All flights operating in the Waterford TMZ shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed by Waterford ATS that has been designated for the airspace as outlined above. Refer to [Item 5](#) hereunder.
2. RMZ
All flights operating in the Waterford RMZ shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by Waterford ATS. Refer to [Item 4](#) hereunder.
3. RMZ Entry
The requirements for entry into an RMZ are detailed in SERA.6005 (a) as follows:
Before entering a radio mandatory zone, an initial call containing:
 - a. the designation of the station being called;
 - b. callsign;
 - c. type of aircraft;
 - d. position;
 - e. level;
 - f. the intentions of the flight;
And;
 - g. Other information as prescribed by the competent authority shall be made by pilots on the appropriate communication channel. [Ref EIWF AD 2.18]

Once this information has been passed to and acknowledged by AFIS, a pilot may enter the RMZ. However, if a pilot is requested to 'stand by' before the required information is passed; they must remain outside of the RMZ. AFIS will resume communications with pilots as soon as possible after having instructed them to 'stand by'.

Whilst operating within an RMZ pilots are required to continuously monitor the published frequency. This is to raise situational awareness for all and offers a means of communication between pilot and AFIS if required.

Waterford AFIS may additionally instruct an aircraft with a functioning transponder to squawk an appropriate code.

4. Radio and/or Transponder Failure
 - 4.1 A VFR flight experiencing radio failure prior to entry into the RMZ is required to remain outside the RMZ and route to their alternate aerodrome. The pilot shall contact Waterford Air Traffic Services +353 51 846613 as soon as practicable on landing.
 - 4.2 A VFR flight experiencing radio failure whilst inside the RMZ is required to route to,
 - 4.2.1 If approaching from the East route via Baginbun Head not above 1,500 ft to the Belle Lake Hold and await light signals from Waterford AFIS,
 - 4.2.2 If approaching from the West, route via Bunmahon not above 1,500 ft to the Tramore Racecourse Hold and await light signals from Waterford AFIS.
 - 4.3 SAR aircraft on an IFR flight experiencing radio failure are required to follow Rule 31 Communications Failure, AIP Ireland ENR 1.3 INSTRUMENT FLIGHT RULES.
 - 4.4 An aircraft experiencing transponder failure shall advise Waterford AFIS as soon as practicable when aware of the failure. Prevailing traffic conditions may delay TMZ entry/departure.
 - 4.5 Aircraft experiencing both Radio and Transponder failure are required to follow Parts 4.1, 4.2, 4.3 as

appropriate to their flight rules.

5. Non-Radio Aircraft & Non-Transponder Aircraft
Pilots of aircraft which are neither non-transponder nor non-radio equipped must contact Waterford Air Traffic Services +353 51 846613 in order to seek agreement to operate within the TMZ.
Prevailing traffic conditions may preclude TMZ entry agreement to non-transponder aircraft (or an aircraft with a non-functioning transponder) to operate within the TMZ.
Ref:
SERA.6005 Requirements for communications and SSR transponder.
SERA.13001 Operation of a transponder.
SERA 13020 SSR transponder failure when the carriage of a transponder is mandatory

EIWF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EIWF 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 Waterford.

Shannon ATS will descend arriving traffic to the lowest usable flight level within controlled airspace (FL080 / Shannon Transition level if higher).

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

Descent into the FIR (Class G Uncontrolled airspace)

Caution: Descent below FL080 or Transition level if higher, before the lateral limits of the 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 127.500 MHz

2. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

3. Departure Procedures

AD not available for departures when official met visibility is below 550m, SAR aircraft exempt.

4. EIWF Instrument Approach Procedures

ILS CAT 1, LOC RWY 21 and NDB RWY 03 Instrument Approach only available when Air Traffic Control Zone is active unless the operator has prior approval from the Irish Aviation Authority and Waterford Airport Management.

EIWF AD 2.23 ADDITIONAL INFORMATION

Caution Wind Shear may be experienced under certain conditions on the approaches to RWY 21.

EIWF AD 2.24 CHARTS RELATED TO AN AERODROME

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

| Name | Page |
|---|----------------|
| Instrument Approach Chart ILS CAT I or LOC RWY 21 | EIWF AD 2.24-3 |
| Instrument Approach Chart NDB/DME RWY 03 – ICAO | EIWF AD 2-24-6 |
| Visual Approach Chart – ICAO | EIWF AD 2.24-7 |

EIWF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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