

Phone: +353 (0)61 703750 Fax: +353 (0)61 366245 AFS: EINNZPZX Email: Aisops@airnav.ie URL: https://www.airnav.ie	 AIRNAV Ireland Aeronautical Information Service Ballycasey Cross Co Clare V14 C446 Ireland	AIRAC AIP AMDT 001/24 Effective Date - 22 FEB 2024 Publication Date – 11 JAN 2024
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PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

- GEN 0.2** Record of AIP Amendments: Updated.
- GEN 0.3** Record of AIP Supplements: Updated Text.
- GEN 0.4** Checklist of Pages: Updated.
- GEN 1.2** Entry, Transit and Departure of Aircraft: Section 5.3 updated.
- EISG AD** Updated information section: AD 2.3.
- EIWF AD** Updated information sections: AD 2.3, and AD 2.12.
- EICN AD** Updated information sections: AD 2.2, and AD 2.3.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	22 FEB 2024/22 FEB 2024
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	22 FEB 2024/22 FEB 2024
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	22 FEB 2024/22 FEB 2024
GEN 1.2-1/GEN 1.2-4	GEN 1.2-1/GEN 1.2-4	22 FEB 2024/22 FEB 2024
EISG AD 2-1 / EISG AD 2-12	EISG AD 2-1 / EISG AD 2-12	22 FEB 2024/22 FEB 2024
EIWF AD 2-1 / EIWF AD 2-12	EIWF AD 2-1 / EIWF AD 2-12	22 FEB 2024/22 FEB 2024
EICN AD 2-1 / EICN AD 2-6	EICN AD 2-1 / EICN AD 2-6	22 FEB 2024/22 FEB 2024

New Supplements for this Amendment: **NR 001/24, NR 002/24.**

Supplements cancelled in this Amendment: **NR 020/23.**

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

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

PERM NOTAM* incorporated in this Amendment: **NIL.**

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**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
002/2024	Checklist of Valid AIP Supplements	GEN	22-Feb-2024	-
001/2024	Weston Airport (EIWT) Aeronautical Ground Lighting Installation	EIWT	22-Feb-2024	-
020/2023	Checklist of Valid AIP Supplements	GEN	30-Nov-2023	22-Feb-2024
019/2023	Checklist of Valid AIP Supplements	GEN	02-Nov-2023	30-Nov-2023
018/2023	Kerry (EIKY) - Tower Cranes at MTU Kerry North Campus, Tralee, Co. Kerry	EIKY	02-Nov-2023	-
016/2023	Dublin Airport (EIDW) Point Merge Fuelling STARs Withdrawal	EIDW	05-Oct-2023	-
014/2023	Shannon Enroute - Special Procedures within the Shannon FIR/UIR/SOTA/NOTA for North Atlantic Traffic	EISN	07-Sep-2023	-
013/2023	Kerry (EIKY) NOTAM	EIKY	07-Sep-2023	-
011/2023	Shannon Airport (EINN) Taxiway A - Pavement Rehabilitation Works	EINN	13-Jul-2023	-
009/2023	Dublin Airport (EIDW) Apron and Drainage Channel Refurbishment	EIDW	20-Apr-2023	-
007/2023	Dublin Airport (EIDW) Construction of Critical Taxiway North Phase 1	EIDW	23-Mar-2023	-
006/2023	Dublin, Co Dublin - Crane Activity	EIDW	23-Mar-2023	-
004/2023	Dublin Airport (EIDW) - Reconfiguration Works of Taxiways F-INNER, C, DN & DS	EIDW	23-Feb-2023	-
003/2023	Dublin Airport (EIDW) Installation of Aircraft Docking Guidance and Aircraft Fixed Electrical Ground Power - Phase 1, Including Reconfiguration of Aircraft Parking Stands Located West of Pier 1	EIDW	23-Feb-2023	-
001/2023	Dublin Airport (EIDW) Construction of Critical Taxiway North Phase 1, Operation of Reconfigured Twy F-Outer and Reintroduction of Twy F-Inner	EIDW	26-Jan-2023	-
031/2022	Cork Airport (EICK) - Runway Pavement Repairs	EICK	01-Dec-2022	-
030/2022	Met Eireann Meteorological - Radiosonde Helium Filled Balloon	EISN	01-Dec-2022	-
028/2022	Construction of Mobile Crane Ardderroo Wind Farm Turbines Co Galway	GEN	03-Nov-2022	-
027/2022	Dublin Airport (EIDW) South Apron Widening (SATW) Works - Phase 1 & 2 and Introduction of New Taxiway Tango (T)	EIDW	03-Nov-2022	-
026/2022	Ireland West (EIKN) Runway Guard Lights Taxiway Bravo	EIKN	03-Nov-2022	-
024/2022	Dublin Airport (EIDW) Construction of Apron 5H(12 New Parking Stands)	EIDW	08-Sep-2022	-
023/2022	Waterford Airport (EIWF) RWY 03 NDB Approach	EIWF	08-Sep-2022	-

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
021/2022	Dublin Airport (EIDW) Runway 16/34 LVP Taxiing Lighting Installation Works - Phase 2	EIDW	11-Aug-2022	-
020/2022	Dublin Airport (EIDW) New Runway 10L/28R AIP Ireland Updates	EIDW	11-Aug-2022	30-Nov-2023
019/2022	Dublin Airport (EIDW) North Runway Operations and associated Instrument Flight Procedures (IFP's)	EIDW	11-Aug-2022	30-Nov-2023
018/2022	Dublin Airport (EIDW) New Runway 10L/28R Planned Operational Stages	EIDW	11-Aug-2022	30-Nov-2023
016/2022	Dublin Airport (EIDW) Refurbishment of Airfield Perimeter Road South of Rwy 10R_28L Phase 1 and Phase 2	EIDW	14-Jul-2022	-
012/2022	Ireland West (EIKN) Apron Bravo	EIKN	21-Apr-2022	-
007/2022	Waterford Airport (EIWF) Revised Minimum Safe Altitudes	EIWF	24-Mar-2022	-
003/2022	Ireland West (EIKN) ATIS	EIKN	27-Jan-2022	-
001/2022	Dublin Airport (EIDW) Construction of Temporary Taxiway F-Inner to Twy's C, DN and DS	EIDW	27-Jan-2022	-
009/2021	Dublin Airport (EIDW) Rwy 16/34 LVP Taxiing Lighting Installation Works - Phase 1	EIDW	15-Jul-2021	-
022/2019	SHANNON AIRPORT (EINN) Radio Navigation and Landing Aids	EINN	10-Oct-2019	-
020/2019	DUBLIN AIRPORT (EIDW) Radio Navigation and Landing Aids	EIDW	10-Oct-2019	-
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

GEN 0.4 Check list of AIP Pages

New Pages *

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0.1-1	18 MAY 2023	1.5-11	08 NOV 2018	2.2-1	02 DEC 2021
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0.4-1	22 FEB 2024 *	1.6-3	02 MAR 2017	2.2-7	02 DEC 2021
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0.4-3	22 FEB 2024 *	1.6-5	02 MAR 2017	2.2-9	02 DEC 2021
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2-15	14 JUL 2022	2.24-26.2	11 OCT 2018	2-42	05 OCT 2023
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2.24-13.3	20 APR 2023	2.24-29.1	01 DEC 2022	2.24-2	25 APR 2019
2.24-14.1	06 OCT 2022	2.24-29.2	01 DEC 2022	2.24-2.2	25 APR 2019
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2.24-15.1	20 APR 2023	2.24-30.1	06 OCT 2022	2.24-4	22 MAR 2001
2.24-15.2	20 APR 2023	2.24-30.2	06 OCT 2022	2.24-5.1	31 JAN 2019
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2.24-28.1	08 OCT 2020	2-14	02 NOV 2023	2-2	02 NOV 2023
2.24-28.2	08 OCT 2020	2.24-1	26 MAR 2020		

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2-3	02 NOV 2023	2-4	08 SEP 2022	2-12	22 FEB 2024 *
2-4	02 NOV 2023	2-5	08 SEP 2022	2.24-1	28 JAN 2021
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2.24-16.1	18 AUG 2016	2-3	22 FEB 2024 *	2.24-9.1	30 NOV 2023
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2-2	08 SEP 2022	2-10	22 FEB 2024 *	2-5	09 SEP 2021
2-3	08 SEP 2022	2-11	22 FEB 2024 *		

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2-6	09 SEP 2021	2-5	22 FEB 2024 *	2-1	16 JUN 2022
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2-3	22 FEB 2024 *		EIRT AD		
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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. GENERAL

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

Phone: +353 1 604 1549

Phone: +353 1 604 1048

Enquiries by post should be addressed to;

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

Email: civilair@dtas.ie

URL: <http://www.dttas.gov.ie>

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

1.1. Documentary Requirements for all Aircraft at International Aerodromes

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

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

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

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

2. FLIGHT AUTHORISATIONS

1. Under Irish law, the following types of air services are authorised subject to the Minister for Transport, Tourism and Sport being satisfied that the operator is competent as respects experience, financial resources, equipment, organisation, staffing, maintenance, and operating procedures, to secure the safe operating of the aircraft used in the operating of the service Article 4(2) of S.I. 326 of 1993. Documentation may be requested from operators for these flights where necessary; and it may be necessary to issue an authorisation -
 - i. air services consisting of non-stop flights over the territory of Ireland by aircraft of a Contracting State to the Convention on International Civil Aviation done at Chicago on the 7th day of December, 1944, in transit and not engaged on an international scheduled service, and landings for non-traffic purposes by such aircraft at aerodromes in Ireland;
 - ii. air services consisting of non-stop flights over the territory of Ireland by aircraft of a Contracting State to the International Air Services Transit Agreement done at Chicago on the 7th day of December, 1944, engaged on an international scheduled service, and landings for non-traffic purposes by such aircraft at aerodromes in Ireland;
 - iii. air services consisting of flights to which the Multilateral Agreement on Commercial Rights of Non-scheduled Air Services in Europe, done at Paris on the 13th day of April, 1956, applies;

- iv. air services operated by an undertaking in accordance with the provisions of Council Regulation (EEC) No. 2408/92 of 23 July 1992;
 - v. air services operated by an undertaking designated and agreed upon under the provisions of any bilateral agreement made between Ireland and any other State and subject to the provisions of these agreements;
 - vi. air services operated to, from or over the territory of Ireland in pursuance of an authorisation to proceed issued by the organisation (or the commission or agency comprised therein) established by the International Convention relating to Cooperation for the Safety of Air Navigation, signed at Brussels on the 13th day of December, 1960;
 - vii. air services operated for humanitarian or emergency purposes;
 - viii. air services operated for any purpose other than trade or business (including the trade or business of the person operating the service),
and
 - ix. air services consisting of non-scheduled flights to, from or within the territory of Ireland by aircraft not exceeding 13,620kg maximum authorised weight and not operated for the carriage of passengers, cargo or mail for reward.
2. Any flights which do not fall into one of the categories outlined in [GEN 1.2.2.1](#), above, must receive the specific permission of Civilair Ireland. Application for permission should be made by email to
Email: civilair@dtas.ie
Applications should be submitted two working days prior to the date of the flight.

3. INSURANCE REQUIREMENTS GENERAL

1. Civilair Ireland wishes to advise all air carriers and aircraft operators, whether operating from an EU country or not, who intend to operate within, in to, or out of Ireland, or through Irish airspace, that they must comply with the terms of Regulation (EC) No 785/2004 of the European Parliament and of the Council of 21st April 2004 on insurance requirements for air carriers and aircraft operators, in so far as that Regulation applies to them, and Council Regulation (EEC) No 2407/92 of 23rd July 1992 in so far as it applies to insurance requirements for mail.
2. Carriers or aircraft operators to whom Regulations 785/2004 or 1008/2008 if appropriate applies, must provide verifiable evidence of compliance with the Regulation, should such evidence be requested by the Irish authorities. Should any air carrier or operator be unable to produce such evidence, if appropriate, then Civilair will not be in a position to grant authorisation, should an authorisation be required.

4. THIRD COUNTRY OPERATORS (TCO) ENTRY REQUIREMENTS

1. Third Country Operators (TCO) engaging in Scheduled or Non Scheduled Commercial Air Transport Operations:
Third Country Operators (TCO) engaging in Scheduled or Non Scheduled Commercial Air Transport operations into, within or out of a Territory subject to the provisions of the Treaty of the European Union, must hold a safety authorisation issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) 452/2014. This includes Operators which are wet leased-in by or code-sharing with, an EU Operator when commercial flights to any Territory subject to the provisions of the Treaty of the European Union are performed. A TCO Authorisation is not required for operators only overflying the above mentioned EU Territories without a planned landing. Applications for a TCO Authorisation, including all the necessary documentation, should be submitted to the agency at least 30 days before the intended starting date of operation. Member states continue to be responsible for issuing operating permits. The Safety Authorisation issued by EASA is one prerequisite in the process of obtaining an operating permit, or equivalent document, from the respective EU member state under existing Air Service Agreements between EU member states and third countries.
2. Third Country Operators (TCO) engaging in Non Scheduled Flights and one off Notifications:
A Third Country Operator may perform Air Ambulance Flights or a Non Scheduled flight or a Series of Non Scheduled flight or a series of non Scheduled flights to overcome an unforeseen, immediate and urgent operational need without first obtaining an authorisation, provided that the operator:
 - 2.1 Notifies EASA in a form and manner established by EASA Prior to the intended date of the first flight.

- 2.2 Is not being subject to an operating ban pursuant to regulation (EC) NO 2111/2005 and
- 2.3 Submits to EASA an Application for TCO Authorisation within 10 working days after the date of Notification.

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

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

for more information please visit the EASA Website

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

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

5.1 General

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

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

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

5.2 Air Operations in the Shannon FIR/UIR

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

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

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

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

Please note the following general points for all flights:

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

5.3 Air Traffic Control Centre(s) contact details

Table 1: ATC centre contact details

Shannon ACC	Email: stationmanagerssnn@airnav.ie	+ 353 (0) 61 366148
Dublin ACC	Email: stationmanagersdub@airnav.ie	+ 353 (0) 1 8067334 + 353 (0) 1 8445962
Cork & Shannon Towers	Email: CorkShannonManagers@airnav.ie	+ 353 (0) 21 4316389
Shannon ACC	Email: Nil	+ 353 (0) 61 471868
Irish Air Corps	Email: Airspaceandobstacles@defenceforces.ie	+ 353 (0) 14037681
Donegal	Email: atc@donegalairport.ie	+ 353 (0) 74 9548284
Sligo	Email: atc@sligoairport.com	+353 (0) 71 9168461
Ireland West	Email: michaelconnolly@irelandwestairport.com	+353 (0) 86 8194490 +353 (0) 94 9367055
Kerry	Email: ATS@kerryairport.ie	+353 (0) 66 9764794
Waterford	Email: surveyflights@waterfordairport.net	+353 (0) 51 846613

Note: The following sections in this chapter are intentionally left blank: AD-2.21.

EISG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EISG – SLIGO

EISG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	541648.77N 0083557.15W Mid-point RWY 10/28
2	Direction and distance from (city)	5NM W of Sligo
3	AD Elevation, Reference Temperature & Mean Low Temperature	15 ft (July)20°C (Max Temp) 1.5°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	190ft
5	MAG VAR/Annual change	3° (2021) / 11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Sligo Northwest Airport Co. Plc, Sligo Airport, Strandhill, Co. Sligo Phone:+ 353 71 916 82 80 Phone:+ 353 71 916 83 18 Fax: + 353 71 916 86 47 AFS: EISGZTZX Email: atc@sligoairport.com Email: handling@sligoairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EISG AD 2.3 OPERATIONAL HOURS

1	AD Operator	Winter: 0730-1230, 1300-1800, 1830-2100 UTC Summer: 0630-1130, 1200-1700, 1730-2000 UTC EXC JUN 01-AUG 31 JUN 01-AUG 31 0730-1230, 1300-1800, 1830-2100 UTC Variations promulgated by NOTAM. Check NOTAM
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 ATS
6	MET Briefing Office	See Remarks
7	ATS	Winter: 0730-1230, 1300-1800, 1830-2100 UTC Summer: 0630-1130, 1200-1700, 1730-2000 UTC EXC JUN 01-AUG 31 JUN 01-AUG 31 0730-1230, 1300-1800, 1830-2100 UTC Variations promulgated by NOTAM. Check NOTAM
8	Fuelling	As per AD Operator

9	Handling	As per AD Operator
10	Security	As per AD Operator
11	De-icing	Not Available
12	Remarks	<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>AD and ATS AVBL outside published HR, 24HR PN to AD Operator.</p> <p>Airport Closed Christmas Day</p>

EISG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Contact AD Operator Email: handling@sligoairport.com
2	Fuel/oil types	JET A1, AVGAS 100LL, Oil – W100
3	Fuelling facilities/capacity	JET A1 - 1 truck 9000L, storage tank 27000L AVGAS 100LL, storage tank 13000L OIL W100 - 25 X 1L in stock
4	De-icing facilities	Not Available
5	Hangar space available for visiting aircraft	Limited. 24 HR PN required to AD Operator Email: handling@sligoairport.com
6	Repair facilities for visiting aircraft	Claddagh Aircraft Maintenance, Hangar 3. +353 (0)71 912 8040
7	Remarks	Handling services AVBL within AD operational Hours of service by arrangement with the AD Email: handling@sligoairport.com

EISG AD 2.5 PASSENGER FACILITIES

1	Hotels	Post: Sligo Park Hotel, Sligo Phone:+ 353 71 916 02 91
2	Restaurants	Airport Cafe with Tea/Coffee/Sandwiches & Snacks - Self Service. 0900-1600 - 7 Days
3	Transportation	Buses, Taxis and Car Hire from the AD Train from Sligo
4	Medical facilities	First Aid at AD, Hospitals in Sligo, AED in Terminal
5	Bank and Post Office	Banks and General Post Office in Sligo Town
6	Tourist Office	Post: Tourist Office, Temple Street, Sligo Phone:+ 353 71 916 03 36
7	Remarks	Nil

EISG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 2 During Operational Hours
2	Rescue equipment	1 x Scania Viper
3	Capability for removal of disabled aircraft	No on-site lifting capability. All resources external. Contact Noel Jennings, Airport Manager - +353 (0)87 772 7006

4	Remarks	CAT 2 Fire cover available during operating hours. 24 HR PN required to AD Operator for aircraft requiring a higher RFFS category and for operations outside of operating hours.
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EISG AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	1 Snow Plough, 1 Sand Spreader
2	Clearance priorities	1. TWY to SAR Hangar and adjacent Apron 2. RWY 10/28 and associated TWY to Apron.
3	Use of material for movement area surface treatment	UREA
4	Specially prepared winter runway	Not applicable
5	Remarks	EISG 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.

EISG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Surface: ASPH Strength: PCN 23/F/C/Y/T			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	13M	ASPH	PCN 19/F/C/Y/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

EISG 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. Guide Lines at Apron.
2	RWY/TWY markings and LGT	RWY: Marked: Designator, THR, Centreline. LGTD: THR,End, Edge TWY: Marked: Centreline, Holding position. LGTD: Edge
3	Stop bars	Nil
4	Other RWY Protection measures	-
5	Remarks	RWY threshold lighting arranged as two groups of inset lights with 15 meter gap in centre of THR light groups to facilitate passage of aircraft to turnaround areas beyond each threshold.

EISG AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

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

EISG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Central Aviation Office, Shannon Airport see GEN 3.5.4 .
2	Hours of service	H24
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	6-Hourly Synoptic Chart; 6-Hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Automatic Weather Station Phone: + 353 71 916 87 12
9	ATS units provided with information	EISG TWR
10	Additional information (limitation of service, etc.)	Refer to GEN 3.5.4.2 to request additional information. METAR available every 30 minutes.

EISG 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
10	100.8353°	1072 x 30	23/F/B/Y/T ASPH	541651.9037N 0083626.5056W 541645.2773N 0083524.4891W	3M/11ft

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
28	280.8353°	1072 x 30	23/F/B/Y/T ASPH	541645.6698N 0083528.1869W 541652.2601N 0083629.8150W	3.5M/12ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A	Nil	90 x 150	1192 x 140	30 x 60	-	Nil	Nil
	Nil	90 x 150	1192 x 140	30 x 60	-	Nil	

EISG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	1072	1162	1072	1072	Nil
28	1072	1162	1072	1072	Nil

EISG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGTLEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	Nil	Green Inset Lights	PAPI, Slope 3° MEHT 15.6 ft	Nil	Nil	White 60M, except near thresholds RWY 10 first edge lights at 41M, and Yellow RWY 10 334M from end.	Red Inset Lights	Nil	Two RTILS located each side THR Flashing every 1.2 seconds omnidirectional. Prior to take-off and after landing, aircraft may taxi beyond the RWY thresholds for the purpose of turning around within TWY areas. Blue TWY edge lights provided beyond RWY thresholds for aircraft turning area.
28	300m Sequential Lead-in Omnidirectional Strobes.	Green Inset Lights	PAPI, Slope 3° MEHT 14.2ft	Nil	Nil	White 60M, except near thresholds RWY 28 first edge lights at 34M, and Yellow RWY 28 341M from end.	Red Inset Lights	Nil	Two RTILS located each side THR Flashing every 1.2 seconds omnidirectional. Prior to take-off and after landing, aircraft may taxi beyond the RWY thresholds for the purpose of turning around within TWY areas. Blue TWY edge lights provided beyond RWY thresholds for aircraft turning area.

EISG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At Tower, FLG G/W, 24 per/min. As per ATS
2	LDI location and LGT Anemometer location and LGT	WDI West of Control Tower lighted.
3	TWY edge and centre line lighting	Blue Elevated TWY Edge Only
4	Secondary power supply/switch-over time	Supply to all Lighting at AD/Less than 7 seconds.
5	Remarks	Nil

EISG 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 Aerodrome Chart EISG AD 2.24-1 for position of Helicopter landing area

EISG AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Sligo Control Zone. Circle radius 10NM 541649N 0083557W (Sligo ARP)
2	Vertical limits	5000ft AMSL
3	Airspace classification	C G (outside hours of operation of ATC)
4	ATS unit call sign Language(s)	Sligo Tower Sligo Information (during the hours of AFIS operation) English
5	Transition altitude	5000ft

6	Remarks	<p>Outside the promulgated hours of operation of the Sligo Control Zone, the following airspace: Sligo Airport - Circle radius 10NM 541649N 0083557W centered on the Sligo Aerodrome Reference Point, surface to 5000 feet AMSL is classified as Class G airspace.</p> <p>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 Sligo Airport. Outside the promulgated Aerodrome hours of operation of Sligo Airport, an AFIS may be provided at short notice, in support of helicopters on SAR/HEMS/Training missions based at Sligo 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 Sligo Airport Management.</i> Pilots will be provided by Sligo AFIS, Callsign "Sligo 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 Sligo Airport.</p> <p>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 EISG AD 2.20.1</p>
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EISG 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	Sligo Tower	122.100 MHz	-	-	As per ATS EISG AD 2.3	Nil
GND	Sligo Ground	122.100 MHz	-	-	As per ATS EISG AD 2.3	Nil
AFIS	Sligo Information	122.100 MHz	-	-	As per ATS EISG AD 2.3	Only when ATC not available

EISG 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	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	SLG	384 kHz	H24	541643.4N 0083600.3W			DOC 20 Monitored only during HR as per ATS
DME	SLG	CH 27X 109.0 MHz	H24	541645.8N 0083600.4W	30ft		DOC 20 Monitored only during HR as per ATS "Possible DME unlocks in Area 040°-050°, 140°-170°, 230°-250° due terrain"

EISG AD 2.20 LOCAL TRAFFIC REGULATIONS**1. EQUIPMENT REQUIREMENTS**

1. TMZ

All flights operating in the Sligo 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 Sligo ATS that has been designated for the airspace as outlined above. See Non-Radio Aircraft & Non-Transponder Aircraft Section 4.

2. RMZ

All flights operating in the Sligo 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 Sligo ATS. See Non-Radio Aircraft & Non-Transponder Aircraft Section 4.

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 EISG AD 2.19]

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.

Sligo 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 Sligo Air Traffic Services +353 71 9168461 as soon as practicable on landing.

4.2. A VFR flight experiencing radio failure whilst inside the RMZ is required to route to,

1. If approaching from the North, route to the Drumcliff Church Hold at or below 1500ft and await light signals from Sligo AFIS.
2. If approaching from the South, route to the Beltra Hold at or below 1500ft and await light signals from Sligo 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 Sligo 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 Sligo Air Traffic Services +353 71 9168461 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.

6. RWY threshold lighting arranged as two groups of inset lights with 15 meter gap in centre of THR light groups to facilitate passage of aircraft to turnaround areas beyond each threshold.

EISG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EISG AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

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). EISG ATC will provide the transition altitude and QNH. All aircraft below the transition altitude should use the QNH provided.

A lower level/altitude within controlled airspace may be coordinated with Sligo ATC. Clearance to enter the CTR will be provided by ATC EISG on 122.100MHz. Arriving aircraft too call no later than 25DME SLG from EISG.

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 127.500MHz

Arrival routes may be varied at the discretion of ATC. Arrival Routes are based on the holding pattern established at SLG.

EISG ATC will issue expected approach times as appropriate for use in the event of a communication failure.

2. Holding Procedures

Holding Areas as depicted on Instrument Approach Charts.

3. Communication Failure

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

4. Visual Approach Chart (VAC)

Chart EISG AD 2.24-16 (VAC) provides data for VFR pilots.

Visual Reporting Point (VRP) Holds:

- Drumcliff Church Hold: 541934.42N 0082935.38W
- Beltra Village Hold: 541313.86N 0083722.36W

Visual Reporting Points (VRP):

- VRP Drumcliff Church: 541934.42N 0082935.38W
- VRP Beltra Village: 541313.86N 0083722.36W
- VRP Ballymote Town: 540522.03N 0083104.90W
- VRP Riverstown Village: 540747.94N 0082345.49N
- VRP Grange Village: 542332.78N 0083133.86N
- VRP Tubbercurry Town: 540314.14N 0084344.90W

EISG AD 2.23 ADDITIONAL INFORMATION

Caution Low Level Turbulence in winds from 150° to 230°.

Prior permission for use of Sligo Airport is required. Filing of a flight plan does not constitute prior permission.
Contact ATC for PPR on Phone: + 353 71 916 84 61.

Aerodrome habitat work takes place on the grass areas periodically through out the year. Pilots are warned of the presence of sea birds in the approach area to Runway 28 (take-of area for Runway 10). There is a constant bird hazard on the tidal mud flats adjacent to the aerodrome, which can increase at short notice as concentrations of migratory birds move through the area.

During the winter months OCT-MAR, large flocks of Barnacle Geese may be encountered North of Sligo Airport in the vicinity of Ballyygilgan Nature Reserve (Lissadell), 542048N 0083293W, Ballyconnell/Raghly, 542149N 0083986W and Inishmurry Island. Pilots are advised to exercise caution and avoid unnecessary overflight both day and night.

EISG AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EISG AD 2.24-1
Aerodrome Obstacle Chart RWY 10/28– ICAO TYPE A	EISG AD 2.24-2
Instrument Approach Chart RNP Y RWY 10 - CAT A, B ICAO	EISG AD 2.24-7
Instrument Approach Chart RNP Z RWY 10 - CAT A, B ICAO	EISG AD 2.24-8
Instrument Approach Chart NDB Y RWY 10 - CAT A, B ICAO	EISG AD 2.24-9
Instrument Approach Chart NDB Z RWY 10 - CAT A, B ICAO	EISG AD 2.24-10
Instrument Approach Chart RNP RWY 28 - CAT A, B ICAO	EISG AD 2.24-11
Instrument Approach Chart NDB RWY 28 - CAT A, B ICAO	EISG AD 2.24-12
Visual Approach Chart – ICAO	EISG AD 2.24-16

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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	119 ft /19.6°C (Max Temp) 1.5°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	184 ft
5	MAG VAR/Annual Change	3° W (2017) / 11' 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 2024-30 MAR 2024 0745-1300, 1345-1830, 1915-2045 31 MAR 2024-31 MAY 2024 0645-1200, 1245-1730, 1815-1945 01 JUN 2024-31 AUG 2024 0745-1200, 1245-1730, 1815-2045 01 SEP 2024-26 OCT 2024 0645-1200, 1245-1730, 1815-1945 27 OCT 2024-31 DEC 2024 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>
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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	2 JET A1 Trucks - 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	Shamrock Aviation 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.
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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
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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
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

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

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 184 ft	26 M /86 ft
21	201.01°	1433 x30	PCN 30/F/C/Y/T ASPH	521131.24N 0070502.24W 521052.27N 0070526.59W 184 ft	34.4 M /113 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome 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>
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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 TRAFFIC REGULATIONS

- 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.
- 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.

- A booking procedure for all circuit training flights may be introduced by ATS during busy periods.
- Aircrew and personnel are required to wear high visibility clothing at all times when airside.
- Individuals or operators intending to base aircraft at the aerodrome must seek the prior written approval of the Airport Manager.
- 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.
- 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 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 21 – ICAO	EIWF AD 2-24-5
Instrument Approach Chart NDB/DME RWY 03 – ICAO	EIWF AD 2-24-6
Visual Approach Chart – ICAO	EIWF AD 2.24-7
Instrument Approach Chart RNP RWY 02 - ICAO	EIWF AD 2.24-8
Instrument Approach Chart RNP RWY 20 - ICAO	EIWF AD 2.24-9

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EICN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICN - COONAGH

EICN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	523959N 0084055W Mid-point RWY 10/28
2	Direction and distance from (city)	2NM W of Limerick
3	AD Elevation, Reference Temperature & Mean Low Temperature	6ft / 19.9°C (Max Temp) -0.5°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	189ft
5	MAG VAR/Annual Change	5°W (2014)/11'
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Limerick Flying Club (Coonagh) Ltd. Coonagh Airfield, Coonagh, Limerick City Phone:+353 87 202 6868 (Chief Flying Instructor). Phone:+353 61 326600 URL: http://www.limerickflyingclub.com
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

EICN AD 2.3 OPERATIONAL HOURS

1	AD Operator	HX PPR
2	Customs and immigration	48HR PN (Outwards Only)
3	Health and sanitation	Nil
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	See Remarks
6	MET Briefing Office	See Remarks
7	ATS	Nil
8	Fuelling	Nil
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	PIB AVBL from AIS, Shannon, See Section GEN 3.1.5 , ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5 Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EICN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	FUEL: MOGAS
3	Fuelling facilities/capacity	-
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

EICN AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of AD	Coonagh
2	Restaurant(s) at or in the vicinity of AD	Coonagh
3	Transportation possibilities	AVBL Locally
4	Medical facilities	Limerick
5	Bank and Post Office at or in the vicinity of AD	Limerick
6	Tourist Office	Limerick
7	Remarks	Nil

EICN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 1
2	Rescue equipment	Appropriate to CAT 1
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

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

NIL

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

1	Apron surface and strength	Surface: ASPHALT Strength: -			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH (M)	SURFACE	STRENGTH
		A	5	Bituminous	-
		B	5	Bituminous	-
3	Altimeter checkpoint location and elevation	Location: Nil Elevation: Nil			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

EICN 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 at aircraft stands	Nil
2	RWY and TWY markings and LGT	RWY 10/28 Threshold, Designator, Centreline
3	Stop bars and RWY Guard Lights	Nil
4	Other RWY Protection measures	-
5	Remarks	Nil

EICN AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
a	b	c	a	b	
10 TKOF 28 APCH	Tree 9.56m/32ft Nil	523959.91N 0084108.51W	Building 9.96m/33ft Nil	524001.14N 0084110.57W	
	Building 9.93m/33ft Nil	523959.42N 0084111.86W	Building 8.09m/27ft Nil	524000.10N 0084109.62W	
	Tree 12.16m/40ft Nil	523959.02N 0084112.36W	Pole 9.96m/33ft Nil	524000.43N 0084107.93W	
	Moving Obstacle 5.29m/18ft Nil	523958.90N 0084109.01W	Building 7.76m/26ft Nil	523957.96N 0084106.61W	
	Building 10.18m/34ft Nil	523957.90N 0084109.39W	Pole 10.45m/35ft Nil	523957.92N 0084107.36W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
a	b	c	a	b	
	Tree 14.73m/49ft Nil	523958.09N 0084110.55W	Tree 17.06m/56ft Nil	523957.70N 0084106.17W	
28 TKOF 10 APCH	Tree 3.95m/13ft Nil	523959.30N 0084040.31W	Building 8.72m/29ft Nil	523957.20N 0084108.48W	
			Equipment 3.41m/12ft Nil	523958.00N 0084104.34W	
			Hanger 6.57m/22ft Nil	523957.29N 0084104.56W	
			Chimney Stack 75.96m/250ft	523833.30N 0084124.45W	
			Building 7.30m/24ft Nil	523958.18N 0084105.94W	

EICN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	See Section GEN 3.5 for Information
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Nil
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	Charts and tabular English
7	Charts and other information available for briefing or consultation	See Section GEN 3.5 for Information
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Nil

EICN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY	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
10	Nil	416 M X 9 M	Bituminous	523959.04N 0084105.65W 523959.85N 0084043.53W 189ft	Nil
28	Nil	416 M X 9 M	Bituminous	523959.85N 0084043.53 W 523959.04 N 0084105.65 W 189ft	Nil

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Nil	Nil	Nil	Nil	-	-	Nil	Nil
Nil	Nil	Nil	Nil	-	-	Nil	Nil

EICN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	416 M	416 M	416 M	416 M	Nil
28	416 M	416 M	416 M	416 M	Nil

EICN AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EICN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EICN AD 2.16 HELICOPTER LANDING AREA

NIL

EICN AD 2.17 ATS AIRSPACE

NIL

EICN AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Information	Coonagh Radio	129.900MHz	-	-	HX	Nil

EICN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EICN AD 2.20 LOCAL TRAFFIC REGULATIONS

Circuits to the South.

EICN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EICN AD 2.22 FLIGHT PROCEDURES

NIL

EICN AD 2.23 ADDITIONAL INFORMATION

1. Only experienced, fully licensed pilots with recent currency in light aircraft short field techniques will be granted permission to use the airfield.
2. Prior to use pilots intending to use Coonagh aerodrome should seek a local briefing from a flying club instructor through
URL: <http://www.limerickflyingclub.com>
3. Movement of aircraft confined to runway and taxiway.
4. Caution: Narrow runway width may give the illusion of longer runway length and the runway may appear further away than it really is. Due to narrow runway, pilots should exercise caution in actual or forecast crosswind conditions.
5. Obstacles penetrating the 28/10 approaches and the transitional surfaces for RWY 10/28 including a mobile object on the road.
6. All circuits should be flown to the south of the Shannon River at 800Ft avoiding built up areas. Pilots are reminded of the proximity of the P9 and the Shannon Control Zone.
7. Local quarry blasting activity takes place every Thursday at 1500 Local time in the vicinity of Coonagh Airfield by Irish Cement.
Irish Cement request that pilots do not overfly the quarry/cement factory from 1350 to 1410 (summertime) and 1450 to 1510 (Wintertime)

EICN AD 2.24 CHARTS RELATED TO AN AERODROME

NIL