

EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICK – CORK/International

EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EICK AD 2.3 OPERATIONAL HOURS

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

12	Remarks	Airport closed on Christmas Day. Exact HR advised by NOTAM
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EICK AD 2.4 HANDLING SERVICES AND FACILITIES

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

EICK AD 2.5 PASSENGER FACILITIES

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

EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 CAT 9 AVBL with 48HR prior notice
2	Rescue equipment	Hydraulic cutting equipment, Emergency Lighting and other equipment in compliance with Category 7 requirements
3	Capability for removal of disabled aircraft	Coordinators: Head of Airside Infrastructure Resident Engineer Phone: + 353 (0)21 4329 659/ + 353 (0)87 602 9011 Capability: Up to Code C aircraft (Utilising equipment available at Dublin Airport) - Details available from Coordinators.
4	Remarks	Communication with Rescue and Fire Fighting Service: Frequency 121.600MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Fire 1'. It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.600MHz. Frequency 121.600MHz is H24 and is AVBL within 8NM radius of Cork Airport.

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

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

EICK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

EICK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EICK AD 2.10 AERODROME OBSTACLES

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

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

EICK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

10	Additional information (limitation of service, etc.)	Additional information on request from Post: Central Aviation Office, Shannon Phone:+ 353 61 712 950 Fax: + 353 61 712 962 Email: avops@met.ie AIC Telephone access for OPMET data Phone:1570 202 122 Telephone access for Forecaster briefing Phone:1570 234 234 Telephone access for Weather dial Fax Phone:1570 131 838 Premium Rate Calls METAR - Interval of issuance 30mins.
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EICK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	159.87°	2133 x 45	55/F/B/W/T ASPH -	515100.97N 0082947.18W 514956.16N 0082908.84W 187ft	THR 477ft
34	339.88°	2133 x 45	55/F/B/W/T ASPH -	514956.16N 0082908.84W 515100.97N 0082947.18W 187ft	THR 461ft
07	062.61°	1310 x 45	55/R/C/W/U CONC/ASPH -	515029.78N 0082945.59W 515049.27N 0082844.84W 187ft	THR 471ft
25	242.62°	1310 x 45	55/R/C/W/U CONC/ASPH -	515049.27N 0082844.84W 515029.78N 0082945.59W 187ft	THR 502ft

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

EICK AD 2.13 DECLARED DISTANCES

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

EICK AD 2.14 APPROACH AND RUNWAY LIGHTING

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

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

EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EICK AD 2.16 HELICOPTER LANDING AREA

Nil - Helicopter landing area on Apron

EICK AD 2.17 ATS AIRSPACE

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

EICK AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT Voice No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
GND	Cork Ground	121.85 MHz			H24	Nil
TWR	Cork Tower	119.3 MHz 121.7 MHz			H24	Nil
APP	Cork Approach	119.9 MHz			H24	Nil
APP (RADAR)	Cork Radar	118.8 MHz			H24	Nil
ATIS	Cork Information	120.925 MHz			0600-2300	Nil

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

EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

Type of aid, MAG VAR, Type of supported OP (for VOR/ ILS/MLS/ GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS DME RWY 34	ICN	CH28Y	H24	515005.74N 0082921.33W	470ft		The DME zero range is indicated at THR RWY 34
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 55007	H24	N/A	LTP/FTP Ellipsoid Height 202.9 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 44276	H24	N/A	LTP/FTP Ellipsoid Height 197.6 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY07)	GPS & EGNOS E07A	1575.42 MHz CH 76871	H24	N/A	LTP/FTP Ellipsoid Height 201.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LNAV RWY25)	GPS	1575.42 MHz	H24	N/A	LTP/FTP Ellipsoid Height N/A	N/A	Transmitting antennas are satellite based.

EICK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions

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

2. Taxiway A

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

3. Aircraft Training

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

4. Mandatory Ground Handling

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

EICK AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport. The following procedures are provided to ensure that the necessary safety of flight operations is maintained while minimising exposure to noise on the ground.
2. CAT A, B Aircraft.
All CAT A, B aircraft departures from all runways must maintain straight ahead after take-off until passing 1000ft QNH before commencing turn. No take-off turn shall be commenced before the departure end of runway.
3. CAT C, D Aircraft.
CAT C, D aircraft departures must maintain straight ahead after take-off until passing 2500ft QNH before commencing turn.

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

EICK AD 2.22 FLIGHT PROCEDURES

1. General
 - 1.1 Holding Areas
Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS-OPS ICAO Doc 8168, Volume II for basic holding areas.
 - 1.2 SID and STAR
 - 1.2.1 RNAV Equipped Aircraft

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

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

Use of DME/DME is acceptable at higher levels, where navigation accuracy of +/- 1NM can be maintained, however due to the lack of DME facilities DME/DME can not be relied upon to provide a navigation solution at lower levels. Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including:

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

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

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

- 1.2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

1.2.3 Non RNAV Equipped aircraft

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

1.3 Visual manoeuvring (circling) approaches

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

2. Speed Control - General Provisions
Speed Restrictions

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

3. Arrival Procedures

3.1 Clearance to enter the CTA and CTR

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

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

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

3.2 Initial Approach Procedures

- With Radar Control
In order to expedite the flow of traffic, aircraft may be cleared on STARs, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.
Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold
Actual descent clearance will be as directed by ATC.
- Without Radar Control
When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.
- Communications failure procedures for arriving aircraft
Aircraft experiencing communications failure in the Shannon CTR/CTA shall set transponder code A7600 and comply with standard ICAO procedures.
Supplemented by the following:
 - Traffic cleared on STAR
Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude. On reaching the appropriate hold fix, descend to 3000ft and complete the instrument approach procedure appropriate to the Runway in use.
 - Traffic Radar vectored to final approach
 1. *Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the Instrument Approach procedure appropriate to the Runway in use.*

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

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

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

4. Departure Procedures

4.1 RWY 16 AND 34

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

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

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

4.2 Communications failure procedures for departing aircraft

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

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

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

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

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

5. Low Visibility Procedures

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

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

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

5.3 Low Visibility Take-off (LVTO) Procedures

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

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

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

5.4 TWY Stopbar/Centreline Lighting

TWY stopbar/centreline lighting will be in use.

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

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

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

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

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

6. Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

EICK AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information

Runway 07/25

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

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

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

EICK AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart - ICAO	EICK AD 2.24-1
Aircraft Parking/Docking Chart - ICAO	EICK AD 2.24-2
Aerodrome Obstacle Chart RWY 07/25 – ICAO TYPE A	EICK AD 2.24-3
Aerodrome Obstacle Chart RWY 16/34 – ICAO TYPE A	EICK AD 2.24-4
Precision Approach Terrain Chart RWY 16 - ICAO	EICK AD 2.24-5
RNAV (GNSS) Standard Departure Chart RWY16 Cat A,B - ICAO	EICK AD 2.24-6
RNAV (GNSS) Standard Departure Chart RWY16 Cat C,D - ICAO	EICK AD 2.24-7
RNAV (GNSS) Standard Departure Chart RWY34 Cat A,B - ICAO	EICK AD 2.24-8
RNAV (GNSS) Standard Departure Chart RWY34 Cat C,D - ICAO	EICK AD 2.24-9

Name	Page
RNAV (GNSS) Standard Departure Chart RWY07 Cat A,B - ICAO	EICK AD 2.24-10
RNAV (GNSS) Standard Departure Chart RWY07 Cat C,D - ICAO	EICK AD 2.24-11
RNAV (GNSS) Standard Departure Chart RWY25 Cat A,B - ICAO	EICK AD 2.24-12
RNAV (GNSS) Standard Departure Chart RWY25 Cat C,D - ICAO	EICK AD 2.24-13
RNAV (GNSS) Standard Arrival Chart RWY16 - ICAO	EICK AD 2.24-14
RNAV (GNSS) Standard Arrival Chart RWY34 - ICAO	EICK AD 2.24-15
RNAV (GNSS) Standard Arrival Chart RWY07 Cat A,B - ICAO	EICK AD 2.24-16
RNAV (GNSS) Standard Arrival Chart RWY25 Cat A,B - ICAO	EICK AD 2.24-17
Instrument Approach Chart RNP RWY16 - ICAO	EICK AD 2.24-18
Instrument Approach Chart ILS Cat I & II or LOC RWY16 - ICAO	EICK AD 2.24-19
Instrument Approach Chart VOR RWY16 - ICAO	EICK AD 2.24-20
Instrument Approach Chart RNP RWY34 - ICAO	EICK AD 2.24-21
Instrument Approach Chart ILS CAT I or LOC RWY34 - ICAO	EICK AD 2.24-22
Instrument Approach Chart VOR RWY 34 - ICAO	EICK AD 2.24-23
Instrument Approach Chart RNP RWY07 - ICAO	EICK AD 2.24-24
Instrument Approach Chart VOR RWY 07 - ICAO	EICK AD 2.24-25
Instrument Approach Chart RNP RWY25 (LNAV Only) - ICAO	EICK AD 2.24-26
Instrument Approach Chart VOR RWY 25 - ICAO	EICK AD 2.24-27
Visual Approach Chart – ICAO	EICK AD 2.24-28
ATC Surveillance Minimum Altitude Chart - ICAO	EICK AD 2.24-29

EICK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION