

<p>Phone: +353 (0)61 703750</p> <p>Fax: +353 (0)61 366245</p> <p>AFS: EINNZPX</p> <p>Email: Aisops@airnav.ie</p> <p>URL: https://www.airnav.ie</p>	 <p>AIRNAV Ireland Aeronautical Information Service Ballycasey Cross Co Clare V14 C446 Ireland</p>	<p>AIRAC AIP AMDT 010/23</p> <p>Effective Date - 02 NOV 2023</p> <p>Publication Date – 21 SEP 2023</p>
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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 3.2	Aeronautical Charts: Revised EIDW Charts, Corrections to charts not contained in the AIP: Incorporation of PERM NOTAM listed below.
ENR 4.5	Aeronautical Ground Lights – Enroute: Updated Content.
ENR 5.1	Prohibited, Restricted and Danger Areas: EIP8 Coordinates updated.
ENR 5.4	Air Navigation Obstacles – Area 1 & Safety Significant Obstacles: Updated Content.
EIDW AD	AD 2.24 Charts Related to Aerodrome: Updated Charts.
EINN AD	EINN AD Updated sections: AD 2.10, AD 2.12, AD 2.13, AD 2.14, AD 2.20.
EIKN AD	EIKN AD Updated sections: AD 2.12, AD 2.20.
EISG AD	EISG AD Updated sections: AD 2.2, AD 2.4, AD 2.5, AD 2.6, AD 2.7, AD 2.8, AD 2.10, AD 2.12.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	02 NOV 2023/02 NOV 2023
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	02 NOV 2023/02 NOV 2023
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	02 NOV 2023/02 NOV 2023
GEN 3.2-1/GEN 3.2-10	GEN 3.2-1/GEN 3.2-10	02 NOV 2023/02 NOV 2023
ENR 4.5-1/ENR 4.5-2	ENR 4.5-1/ENR 4.5-2	02 NOV 2023/02 NOV 2023
ENR 5.1-1/ENR 5.1-4	ENR 5.1-1/ENR 5.1-4	02 NOV 2023/02 NOV 2023
ENR 5.4-1/ENR 5.4-2	ENR 5.4-1/ENR 5.4-2	02 NOV 2023/02 NOV 2023
EIDW AD 2.24-1/BLANK	EIDW AD 2.24-1/BLANK	02 NOV 2023/02 NOV 2023
EIDW AD 2.24-2/TEXT	EIDW AD 2.24-2/TEXT	02 NOV 2023/02 NOV 2023
EINN AD 2-1 / EINN AD 2-14	EINN AD 2-1 / EINN AD 2-14	02 NOV 2023/02 NOV 2023
EIKN AD 2-1 / EIKN AD 2-16	EIKN AD 2-1 / EIKN AD 2-14	02 NOV 2023/02 NOV 2023
EISG AD 2-1 / EISG AD 2-12	EISG AD 2-1 / EISG AD 2-12	02 NOV 2023/02 NOV 2023

New Supplements for this Amendment: **NR 018/23, NR 019/23.**

Supplements cancelled in this Amendment: **NR 017/23.**

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

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

PERM NOTAM* incorporated in this Amendment: **B1061/23, B1060/23, B1009/23, B1008/23, B1002/23, B1000/23, B0993/23, B0991/23, B0990/23, B0987/23, B0982/23, B0957/23, B0949/23, B0947/23, B0945/23, B0943/23, B0942/23, B0941/23, B0939/23, B0938/23, B0937/23, B0936/23, B0934/23, B0933/23, B0931/23, B0930/23.**

**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
019/2023	Checklist of Valid AIP Supplements	GEN	02-Nov-2023	-
018/2023	Kerry (EIKY) - Tower Cranes at MTU Kerry North Campus, Tralee, Co. Kerry	EIKY	02-Nov-2023	-
017/2023	Checklist of Valid AIP Supplements	GEN	05 Oct 2023	02-Nov-2023
016/2023	Dublin Airport (EIDW) Point Merge Fuelling STARs Withdrawal	EIDW	05 Oct 2023	-
015/2023	Checklist of Valid AIP Supplements	GEN	07 Sep 2023	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	-
012/2023	Checklist of Valid AIP Supplements	GEN	13-Jul-2023	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	-
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	-

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
019/2022	Dublin Airport (EIDW) North Runway Operations and associated Instrument Flight Procedures (IFP's)	EIDW	11-Aug-2022	-
018/2022	Dublin Airport (EIDW) New Runway 10L/28R Planned Operational Stages	EIDW	11-Aug-2022	-
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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	GEN 0	1.5-10	08 NOV 2018	2.1-2	24 FEB 2022
0.1-1	18 MAY 2023	1.5-11	08 NOV 2018	2.2-1	02 DEC 2021
0.1-2	18 MAY 2023	1.5-12	08 NOV 2018	2.2-2	02 DEC 2021
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0.4-4	02 NOV 2023 *	1.6-6	02 MAR 2017	2.2-10	02 DEC 2021
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0.6-2	19 MAY 2022	1.7-8	15 JUN 2023	2.4-2	07 SEP 2023
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0.6-4	19 MAY 2022	1.7-10	15 JUN 2023	2.5-2	08 OCT 2020
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3.4-6	18 MAY 2023	1.3-6	02 DEC 2021	1.10-14	18 MAY 2023
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3.5-9	08 OCT 2020	1.6-5	11 AUG 2022	1.13-1	22 APR 2021
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3.6-4	18 MAY 2023	1.7-4	28 JAN 2021	1.14-4	08 JUN 2006
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4.2-2	18 MAY 2023	1.8-5	06 OCT 2022	2.1-2	01 DEC 2022
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		1.10-5	18 MAY 2023	2.2-10	07 SEP 2023

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4.4-5	23 MAR 2023	5.5-7	19 MAY 2022	0.6-8	25 FEB 2021
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4.5-2	02 NOV 2023 *	5.5-12	19 MAY 2022	0.6-13	25 FEB 2021
	ENR 5	5.5-13	19 MAY 2022	0.6-14	25 FEB 2021
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5.1-4	02 NOV 2023 *	5.5-17	19 MAY 2022	1.1-3	25 FEB 2021
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5.2-4	18 MAY 2023	5.5-21	19 MAY 2022	1.3-1	28 JAN 2021
		5.5-22	19 MAY 2022		

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1.4-1	25 FEB 2021	2.24-17.1	11 OCT 2018	2-23	05 OCT 2023
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1.5-2	25 FEB 2021	2.24-18.2	11 OCT 2018	2-26	05 OCT 2023
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2-14	14 JUL 2022	2.24-26.1	11 OCT 2018	2-41	05 OCT 2023
2-15	14 JUL 2022	2.24-26.2	11 OCT 2018	2-42	05 OCT 2023
2-16	14 JUL 2022	2.24-27.1	08 SEP 2022	2-43	05 OCT 2023
2.24-1	08 NOV 2018	2.24-27.2	08 SEP 2022	2-44	05 OCT 2023
2.24-2	26 APR 2018	2.24-28	10 SEP 2020	2-45	05 OCT 2023
2.24-3	26 APR 2018	2.24-29.1	25 MAR 2021	2-46	05 OCT 2023
2.24-4	26 APR 2018	2.24-29.2	25 MAR 2021	2.24-1	02 NOV 2023 *
2.24-5	26 APR 2018	EIDW AD		2.24-2	02 NOV 2023 *
2.24-6.1	26 APR 2018	2-1	05 OCT 2023	2.24-2.2	02 NOV 2023 *
2.24-6.2	26 APR 2018	2-2	05 OCT 2023	2.24-3	08 OCT 2020
2.24-7.1	26 APR 2018	2-3	05 OCT 2023	2.24-4	11 AUG 2022
2.24-7.2	26 APR 2018	2-4	05 OCT 2023	2.24-5	08 OCT 2020
2.24-8.1	26 APR 2018	2-5	05 OCT 2023	2.24-6	08 OCT 2020
2.24-8.2	26 APR 2018	2-6	05 OCT 2023	2.24-7	11 AUG 2022
2.24-9.1	26 APR 2018	2-7	05 OCT 2023	2.24-8	11 AUG 2022
2.24-9.2	26 APR 2018	2-8	05 OCT 2023	2.24-9	25 FEB 2021
2.24-10.1	26 APR 2018	2-9	05 OCT 2023	2.24-10.1	05 NOV 2020
2.24-10.2	26 APR 2018	2-10	05 OCT 2023	2.24-10.2	05 NOV 2020
2.24-11.1	26 APR 2018	2-11	05 OCT 2023	2.24-10.3	05 NOV 2020
2.24-11.2	26 APR 2018	2-12	05 OCT 2023	2.24-11.1	08 SEP 2022
2.24-12.1	26 APR 2018	2-13	05 OCT 2023	2.24-11.2	08 SEP 2022
2.24-12.2	26 APR 2018	2-14	05 OCT 2023	2.24-11.3	08 SEP 2022
2.24-13.1	26 APR 2018	2-15	05 OCT 2023	2.24-12.1	06 OCT 2022
2.24-13-2	26 APR 2018	2-16	05 OCT 2023	2.24-12.2	06 OCT 2022
2.24-14.1	11 OCT 2018	2-17	05 OCT 2023	2.24-12.3	06 OCT 2022
2.24-14.2	11 OCT 2018	2-18	05 OCT 2023	2.24-13.1	20 APR 2023
2.24-15.1	26 APR 2018	2-19	05 OCT 2023	2.24-13.2	20 APR 2023
2.24-15.2	26 APR 2018	2-20	05 OCT 2023	2.24-13.3	20 APR 2023
2.24-16.1	26 APR 2018	2-21	05 OCT 2023	2.24-14.1	06 OCT 2022

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2.24-14.2	06 OCT 2022	2.24-29.3	01 DEC 2022	2.24-3	06 DEC 2018
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
2.24-15.3	20 APR 2023	2.24-32.1	01 DEC 2022	2.24-5.2	31 JAN 2019
2.24-16.1	11 AUG 2022	2.24-32.2	01 DEC 2022	2.24-6.1	31 JAN 2019
2.24-16.2	11 AUG 2022	2.24-32.3	01 DEC 2022	2.24-6.2	31 JAN 2019
2.24-17.1	16 JUN 2022	2.24-33.1	06 OCT 2022	2.24-7.1	31 JAN 2019
2.24-17.2	16 JUN 2022	2.24-33.2	06 OCT 2022	2.24-7.2	31 JAN 2019
2.24-17.3	16 JUN 2022	2.24-35.1	01 DEC 2022	2.24-8.1	06 DEC 2018
2.24-18.1	05 NOV 2020	2.24-35.2	01 DEC 2022	2.24-8.2	06 DEC 2018
2.24-18.2	05 NOV 2020	2.24-35.3	01 DEC 2022	2.24-10.1	06 DEC 2018
2.24-18.3	05 NOV 2020	2.24-36.1	06 OCT 2022	2.24-10.2	06 DEC 2018
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2.24-19.2	06 OCT 2022	2.24-37.1	08 OCT 2020	2.24-11.2	06 DEC 2018
2.24-19.3	06 OCT 2022	2.24-37.2	08 OCT 2020	2.24-13.1	06 DEC 2018
2.24-20.1	05 NOV 2020	2.24-38.1	17 JUN 2021	2.24-13.2	06 DEC 2018
2.24-20.2	05 NOV 2020	2.24-38.2	17 JUN 2021	2.24-14.1	06 DEC 2018
2.24-20.3	05 NOV 2020	2.24-39.1	08 OCT 2020	2.24-14.2	06 DEC 2018
2.24-21.1	06 OCT 2022	2.24-39.2	08 OCT 2020	2.24-15	10 SEP 2020
2.24-21.2	06 OCT 2022	2.24-40.1	08 OCT 2020	2.24-16.1	17 JUN 2021
2.24-21.3	06 OCT 2022	2.24-40.2	08 OCT 2020	2.24-16.2	17 JUN 2021
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2.24-22.3	06 OCT 2022	2.24-42.1	08 OCT 2020	2-2	24 FEB 2022
2.24-22.4	06 OCT 2022	2.24-42.2	08 OCT 2020	2-3	24 FEB 2022
2.24-22.5	06 OCT 2022	2.24-43.1	01 DEC 2022	2-4	24 FEB 2022
2.24-22.6	06 OCT 2022	2.24-43.2	01 DEC 2022	2-5	24 FEB 2022
2.24-23.1	06 OCT 2022	2.24-44	22 APR 2021	2-6	24 FEB 2022
2.24-23.2	06 OCT 2022	2.24-45.1	21 APR 2022	2-7	24 FEB 2022
2.24-23.3	06 OCT 2022	2.24-45.2	21 APR 2022	2-8	24 FEB 2022
2.24-23.5	06 OCT 2022		EINN AD	2-9	24 FEB 2022
2.24-23.6	06 OCT 2022	2-1	02 NOV 2023	2-10	24 FEB 2022
2.24-23.7	06 OCT 2022	2-2	02 NOV 2023	2-11	24 FEB 2022
2.24-24.1	08 OCT 2020	2-3	02 NOV 2023	2-12	24 FEB 2022
2.24-24.2	08 OCT 2020	2-4	02 NOV 2023	2-13	24 FEB 2022
2.24-24.3	08 OCT 2020	2-5	02 NOV 2023	2-14	24 FEB 2022
2.24-25.1	08 OCT 2020	2-6	02 NOV 2023	2-15	24 FEB 2022
2.24-25.2	08 OCT 2020	2-7	02 NOV 2023	2-16	24 FEB 2022
2.24-25.3	08 OCT 2020	2-8	02 NOV 2023	2.24-1	28 MAR 2019
2.24-26.1	11 AUG 2022	2-9	02 NOV 2023	2.24-2	28 JUN 2012
2.24-26.2	11 AUG 2022	2-10	02 NOV 2023	2.24-3	05 APR 2012
2.24-26.3	11 AUG 2022	2-11	02 NOV 2023	2.24-4	05 APR 2012
2.24-27.1	11 AUG 2022	2-12	02 NOV 2023	2.24-5	05 APR 2012
2.24-27.2	11 AUG 2022	2-13	02 NOV 2023	2.24-15	20 APR 2023
2.24-28.1	08 OCT 2020	2-14	02 NOV 2023		EIKN AD
2.24-28.2	08 OCT 2020	2.24-1	26 MAR 2020	2-1	02 NOV 2023
2.24-29.1	01 DEC 2022	2.24-2	25 APR 2019	2-2	02 NOV 2023
2.24-29.2	01 DEC 2022	2.24-2.2	25 APR 2019		

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2-10	09 SEP 2021			2-3	16 JUN 2022
2-11	09 SEP 2021		EIIM AD	2-4	16 JUN 2022
2-12	09 SEP 2021	2-1	19 MAY 2022	2-5	16 JUN 2022
2.24-1	07 JUN 2007	2-2	19 MAY 2022	2-6	16 JUN 2022
	EIAB AD	2-3	19 MAY 2022		
2-1	24 MAR 2022	2-4	19 MAY 2022		
2-2	24 MAR 2022	2-5	19 MAY 2022		
2-3	24 MAR 2022	2-6	19 MAY 2022		
2-4	24 MAR 2022		EIIR AD		
2-5	24 MAR 2022	2-1	19 MAY 2022		
2-6	24 MAR 2022	2-2	19 MAY 2022		
	EIBN AD	2-3	19 MAY 2022		
2-1	24 MAR 2022	2-4	19 MAY 2022		
2-2	24 MAR 2022	2-5	19 MAY 2022		
2-3	24 MAR 2022	2-6	19 MAY 2022		
2-4	24 MAR 2022		EIKK AD		
2-5	24 MAR 2022	2-1	16 JUN 2022		
2-6	24 MAR 2022	2-2	16 JUN 2022		
	EIBR AD	2-3	16 JUN 2022		
2-1	24 MAR 2022	2-4	16 JUN 2022		
2-2	24 MAR 2022	2-5	16 JUN 2022		
2-3	24 MAR 2022	2-6	16 JUN 2022		
2-4	24 MAR 2022		EIMH AD		
2-5	24 MAR 2022	2-1	24 MAR 2022		
2-6	24 MAR 2022	2-2	24 MAR 2022		
	EICA AD	2-3	24 MAR 2022		
2-1	21 APR 2022	2-4	24 MAR 2022		
2-2	21 APR 2022	2-5	24 MAR 2022		
2-3	21 APR 2022	2-6	24 MAR 2022		
2-4	21 APR 2022		EIMN AD		
2-5	21 APR 2022	2-1	19 MAY 2022		
2-6	21 APR 2022	2-2	19 MAY 2022		
	EICL AD	2-3	19 MAY 2022		
2-1	21 APR 2022	2-4	19 MAY 2022		
2-2	21 APR 2022	2-5	19 MAY 2022		
2-3	21 APR 2022	2-6	19 MAY 2022		
2-4	21 APR 2022		EINC AD		
2-5	21 APR 2022	2-1	16 JUN 2022		
2-6	21 APR 2022	2-2	16 JUN 2022		
	EICN AD	2-3	16 JUN 2022		
2-1	21 APR 2022	2-4	16 JUN 2022		
2-2	21 APR 2022	2-5	16 JUN 2022		
2-3	21 APR 2022	2-6	16 JUN 2022		
2-4	21 APR 2022		EIRT AD		
2-5	21 APR 2022	2-1	16 JUN 2022		
2-6	21 APR 2022	2-2	16 JUN 2022		

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GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

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

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

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

Charts based on ICAO documents: Annex 4, Doc 8697

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

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

2. MAINTENANCE OF CHARTS

2.0.1 2.1. Aeronautical Charts included in the AIP are kept up to date by amendments to the AIP. Significant amendments or revisions in aeronautical information may be promulgated by NOTAM or Aeronautical Information Circular, as appropriate.

2.0.2 2.2. Corrections to Aeronautical Charts are promulgated as hand amendments to the AIP and listed in Sections [GEN 0.5](#) and [GEN 3.2.8](#). Items of information found after publication to have been incorrect at the aeronautical information date are corrected immediately by NOTAM if they are of operational significance.

3. PURCHASE ARRANGEMENTS

3.0.1 VFR Chart Scale 1:500,000

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

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

Phone: + 353 1 802 5379

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

3.0.2 VFR Airspace Chart Scale 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical airspace chart Scale 1:500,000. This chart is for VFR navigation within the boundaries of the Shannon FIR.

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

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

3.0.3 VFR Chart Scale 1:250,000

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

information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland. It is available to order at a cost of €30.00 including VAT per chart from:

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

Phone: + 353 1 802 5379

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

All other aeronautical charts are available to download from:-

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

4. AERONAUTICAL CHART SERIES AVAILABLE

4.0.1 4.1 The following series of aeronautical charts are produced

Aeronautical Chart - ICAO 1:500,000
Aeronautical Chart 1:250,000
Instrument Approach Chart - ICAO *
Standard Departure Chart - Instrument (SID) - ICAO *
Standard Arrival Chart - Instrument (STAR) - ICAO *
Visual Approach Chart - ICAO*
Aerodrome Chart - ICAO *
Aircraft Parking/Docking Chart - ICAO *
Aerodrome Obstacle Chart - ICAO Type "A" (Operating Limitations) *
Aerodrome Obstacle Chart - ICAO Type "B"
Precision Approach Terrain Chart – ICAO
ATC Surveillance Minimum Altitude Chart *
(*Included in AIP Ireland)
URL: <http://www.iaa.ie>

4.0.2 4.2 General Description of Series of Charts

4.0.2.1 4.2.1 Aeronautical Chart - ICAO 1:500,000

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

4.0.2.2 4.2.2 Aeronautical Chart 1:250,000

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

4.0.2.3 4.2.3 Instrument Approach Chart – ICAO

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

4.0.2.4 4.2.4 Visual Approach Chart – ICAO

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

4.0.2.5 4.2.5 Aerodrome Chart – ICAO

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

4.0.2.6 4.2.6 Aerodrome Obstacle Chart - ICAO - TYPE "A" (Operating Limitations)

These charts are designed to provide the operator with the data necessary to enable compliance with the operating limitations as contained in ICAO Annex 6.

4.0.2.7 4.2.7 Aerodrome Obstacle Chart - ICAO - TYPE "B"

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

4.0.2.8 4.2.8 Precision Approach Terrain Chart – ICAO

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

4.0.2.9 4.2.9 ATC Surveillance Minimum Altitude Chart

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

5. LIST OF CHART SERIES

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aeronautical Chart ICAO 1:500,000	ANC/ 500	Edition 12	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/West 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/East 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/North 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/South 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Standard Departure Chart- Instrument (SID) ICAO 1:750,000	SID	EIDW AD 2.24-10.1	EIDW RNAV RWY 28L CAT A,B	05 NOV 2020
	SID	EIDW AD 2.24-11.1	EIDW RNAV RWY 28L CAT C, D	08 SEP 2022
	SID	EIDW AD 2.24-12.1	EIDW RNAV RWY 28R CAT A,B	06 OCT 2022
	SID	EIDW AD 2.24-13.1	EIDW RNAV RWY 28R CAT C,D	20 APR 2023
	SID	EIDW AD 2.24-14.1	EIDW RNAV RWY 10L CAT A,B	06 OCT 2022
	SID	EIDW AD 2.24-15.1	EIDW RNAV RWY 10L CAT C,D	20 APR 2023
	SID	EIDW AD 2.24-16.1	EIDW RNAV RWY 10R CAT A, B	11 AUG 2022
	SID	EIDW AD 2.24-17.1	EIDW RNAV RWY 10R CAT C, D	16 JUN 2022
	SID	EIDW AD 2.24-18.1	EIDW RNAV RWY 16 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-19.1	EIDW RNAV RWY 16 CAT C, D	06 OCT 2022
	SID	EIDW AD 2.24-20.1	EIDW RNAV RWY 34 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-21.1	EIDW RNAV RWY 34 CAT C, D	06 OCT 2022
	SID	EIKY AD 2.24-3	EIKY RWY 26 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-4	EIKY RWY 26 CAT C	25 MAR 2021
	SID	EIKY AD 2.24-5	EIKY RWY 08 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-6	EIKY RWY 08 CAT C	25 MAR 2021
	SID	EINN AD 2.24-5.1	EINN RNAV RWY 06	31 JAN 2019
SID	EINN AD 2.24-6.1	EINN RNAV RWY 24	31 JAN 2019	

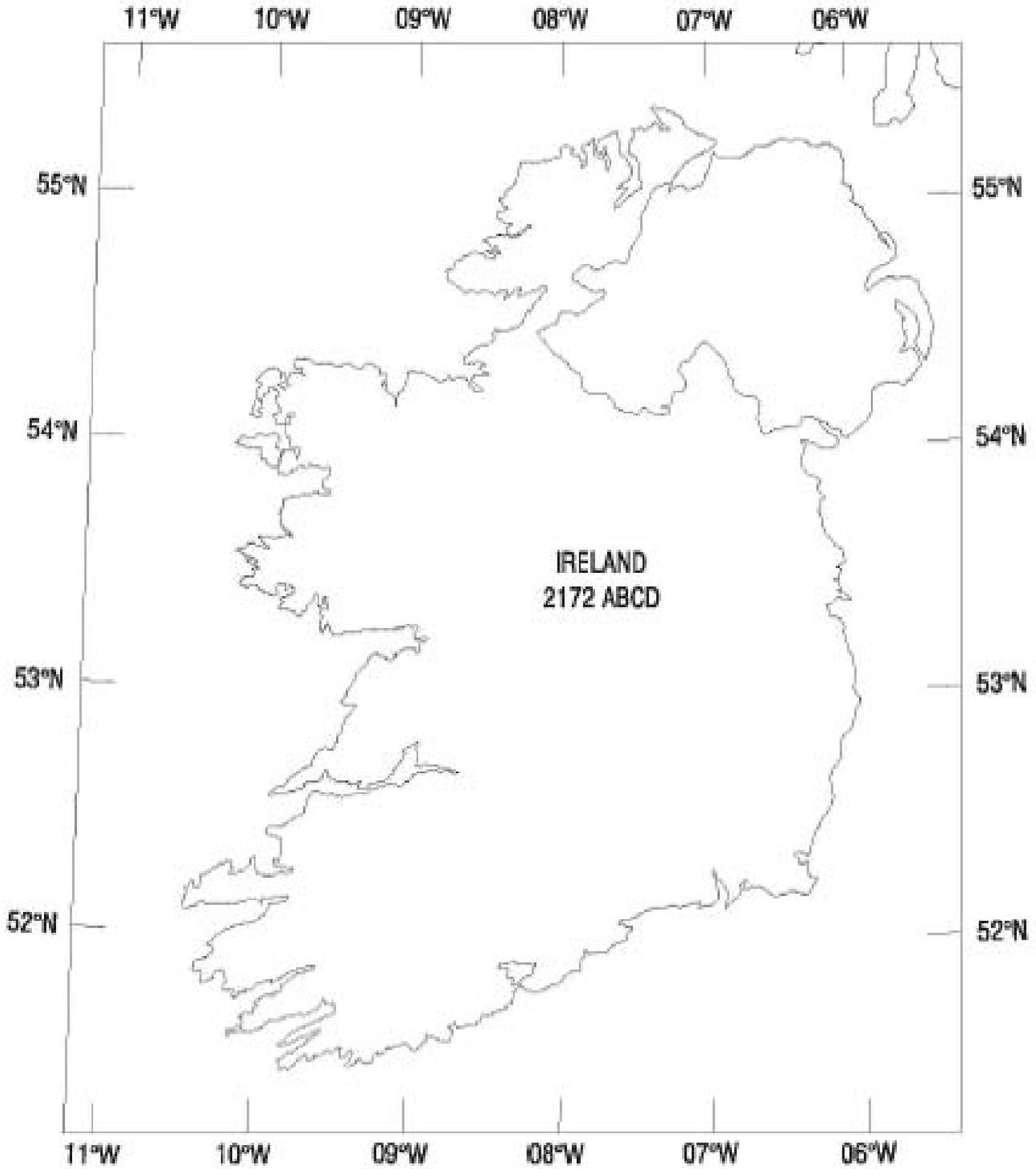
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D,	26 APR 2018
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY26	13 SEP 2018
	SID	EIKN AD 2.24-5	EIKN RNAV RWY08	13 SEP 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22.1	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	06 OCT 2022
	STAR	EIDW AD 2.24-22.4	EIDW RNAV RWY 28L/R (Without Lateral Holding/Point Merge)	06 OCT 2022
	STAR	EIDW AD 2.24-23.1	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	06 OCT 2022
	STAR	EIDW AD 2.24-23.5	EIDW RNAV RWY 10L/R (Without Lateral Holding/Point Merge)	06 OCT 2022
	STAR	EIDW AD 2.24-24.1	EIDW RNAV RWY 16	08 OCT 2020
	STAR	EIDW AD 2.24-25.1	EIDW RNAV RWY 34	08 OCT 2020
	STAR	EINN AD 2.24-7.1	EINN RNAV RWY 06	31 JAN 2019
	STAR	EINN AD 2.24-8.1	EINN RNAV RWY 24	06 DEC 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK RWY 25 CAT A, B	11 OCT 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY08	20 JUL 2017
Standard Arrival Chart-Instrument (STAR) ICAO 1:300,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY26	18 AUG 2016
Instrument Approach Chart ICAO 1: 500,000	IAC	EIDW AD 2.24-38	EIDW RNP RWY 16 CAT A, B, C, D	17 JUN 2021
	IAC	EIDW AD 2.24-39.1	EIDW ILS CAT I or LOC RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-40.1	EIDW VOR RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-41	EIDW RNP RWY 34	17 JUN 2021
	IAC	EIDW AD 2.24-42.1	EIDW VOR RWY 34	08 OCT 2020

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27.1	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8.1	EIKN RNP RWY26 CAT A, B, C, D	08 SEP 2022
	IAC	EIKN AD 2.24-14	EIKN RNP RWY08 CAT A, B, C, D	25 MAR 2021
	IAC	EIDW AD 2.24-35.1	EIDW RNP RWY 10R CAT A, B, C, D	01 DEC 2022
Instrument Approach Chart ICAO 1:350,000	IAC	EINN AD 2.24-10.1	EINN ILS OR LOC RWY 06 CAT A,B,C,D	06 DEC 2018
	IAC	EINN AD 2.24-11.1	EINN VOR RWY 26 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-13.1	EINN ILS CAT I & II or LOC RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-14.1	EINN VOR RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EIKY AD 2.24-8	EIKY ILS OR LOC RWY 26 ACFT CAT A, B, C	08 DEC 2016
	IAC	EIKY AD 2.24-9	EIKY NDB RWY 26 CAT A,B,C	08 DEC 2016
	IAC	EIKN AD 2.24-9	EIKN ILS A CAT I & CAT II or LOC RWY26	18 AUG 2016
	IAC	EIKN AD 2.24-11	EIKN VOR RWY26	18 AUG 2016
	IAC	EIKN AD 2.24-15	EIKN VOR RWY08	18 AUG 2016
	IAC	EIKN AD 2.24-16	EIKN NDB RWY08	18 AUG 2016
	IAC	EIKN AD 2.24-17	EIKN NDB RWY08	18 AUG 2016
	IAC	EICK AD 2.24-25.1	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27.1	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDW AD 2.24-26.1	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28.1	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29.1	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30.1	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-32.1	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33.1	EIDW ILS CAT I & II OR LOC RWY 10L CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-36.1	EIDW ILS CAT I & II or LOC RWY 10R CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-37.1	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-45	EIDW VOR T RWY 28L CAT A, B, C, D	21 APR 2022
	IAC	EISG AD 2.24-7.1	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8.1	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9.1	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10.1	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11.1	EISG RNP RWY 28 CAT A, B	22 APR 2021
IAC	EISG AD 2.24-12.1	EISG NDB RWY 28 CAT A, B	22 APR 2021	

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 330,000	IAC	EIDL AD 2.24-3	EIDL LOC RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-4	EIDL NDB RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-5	EIDL NDB RWY 03	05 APR 2012
	IAC	EIKN AD 2.24-10	EIKN ILS B CAT I & CAT II RWY26	28 APR 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY26	28 APR 2016
	IAC	EIKN AD 2.24-13	EIKN NDB RWY26	28 APR 2016
	IAC	EIWF AD 2.24-3	EIWF ILS CAT 1 OR LOC RWY 21 CAT A,B,C	20 JUL 2017
	IAC	EIWF AD 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A, B, C	08 DEC 2016
Instrument Approach Chart ICAO 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19.1	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-15	DONEGAL	20 APR 2023
	VAC	EIKN AD 2.24-19	IRELAND WEST/KNOCK	20 MAY 2021
	VAC	EIKY AD 2.24-13	KERRY	25 MAR 2021
	VAC	EINN AD 2.24-15	SHANNON	10 SEP 2020
	VAC	EISG AD 2.24-16	SLIGO	23 MAR 2023
	VAC	EIWF AD 2.24-7	WATERFORD	23 MAR 2023
Visual Approach Chart ICAO 1: 160,000	VAC	EIDW AD 2.24-44	DUBLIN	22 APR 2021
Aerodrome Chart ICAO 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020
Aerodrome Chart ICAO 1: 20,000	AD	EIKN AD 2.24-1	IRELAND WEST	20 MAY 2021
	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
Aerodrome Chart ICAO 1: 15,000	AD	EIDL AD 2.24-1	DONEGAL	28 MAR 2019
	AD	EIWF AD 2.24-1	WATERFORD	30 OCT 2003
	AD	EIWT AD 2.24-1	WESTON	07 JUN 2007
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aerodrome Chart ICAO As per Published Chart	AD	EIDW AD 2.24-1	DUBLIN	02 NOV 2023
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	18 AUG 2016
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	30 OCT 2003
Aerodrome Obstacle Chart ICAO – Type “B”	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-
	AOC	EIWF/Type B/Ver 1	EIWF	-
Precision Approach Terrain Chart Horizontal Scale 1:2,500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 16	26 APR 2018
	PATC	EIDW AD 2.24-6	EIDW RWY 28L	08 OCT 2020
	PATC	EIDW AD 2.24-7	EIDW RWY 28R	11 AUG 2022
	PATC	EIDW AD 2.24-8	EIDW RWY 10L	11 AUG 2022
	PATC	EIDW AD 2.24-9	EIDW RWY 10R	25 FEB 2021
	PATC	EIKN AD2.24-3	EIKN RWY 27	21 MAR 2002
	PATC	EINN AD 2.24-3	EINN RWY 24	06 DEC 2018
Aircraft Parking/Docking Chart – ICAO 1:5,000	APDC	EICK AD 2.24-2	CORK	26 APR 2018
	APDC	EINN AD 2.24-2	SHANNON	25 APR 2019
Aircraft Parking/Docking Chart – ICAO 1:6,000	APDC	EIDW AD 2.24-2	DUBLIN	02 NOV 2023
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43.1	DUBLIN	01 DEC 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:700,000		EINN AD 2.24-16	SHANNON	17 JUN 2021
ATC Surveillance Minimum Altitude Chart - ICAO 1:600,000		EICK AD 2.24-29.1	CORK	25 MAR 2021

6. INDEX TO WORLD AERONAUTICAL CHARTS – ICAO 1:500,000



7. TOPOGRAPHICAL CHARTSRefer to [GEN 3.2.3](#)**8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP**

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

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	541144.54N 0093502.24W	Mayo, Sheskin Wind Farm, Height: 578ft Elevation: 985ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	532528.00N 0075652.00W	NEW EIR24-Westmeath, Custume Barracks, Athlone, Height: SFC, Elevation: 2000ft, Radius: 2NM
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/North ICAO 1:250,000 Ed 9	545322.50N 0075131.18W	Donegal, Lenalea Wind Farm, Height: 438ft Elevation: 1398ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	525936.30N 0092221.70W	Clare, Doonagore, Doolin, Lighted Mast added, Height: 148ft Elevation: 680ft
Aeronautical Chart ICAO 1:500,000 Ed 12	543830.24N 0061738.70W	Belfast Aldergrove and Langford Lodge Airfield Information Text incorrect on the 1/500,000 series chart

ENR 4.5 AERONAUTICAL GROUND LIGHTS - ENROUTE

Aeronautical ground lights - Enroute are lights provided as an aid to navigation which is electronically available:

Version: ENR 4.5 AIRAC Amendment 010/23 Effective 02 NOV 2023

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

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ENR 5 NAVIGATION WARNINGS**ENR 5.1 PROHIBITED AREAS, RESTRICTED AREAS, AND DANGER AREAS****Prohibited Areas**

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

Restricted Areas

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

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EIR16 - Designated for charting reference as B. Area contained by 532339N 0064350W, 531437N 0063707W, 531041N 0064856W, - arc 15NM radius of 531811N 0062719W, - 532359N 0065024W, 532339N 0064350W.	FL240 / 1000ft AMSL	Active MON-FRI 0900-1730 UTC (Winter) MON-FRI 0800-1600 UTC (Summer) May be activated at short notice outside published hours. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from, and subject to compliance with any conditions and instructions issued by MIL ATS, Casement Aerodrome. Aircraft must be operational Mode C transponder equipped. Information on activity status AVBL from ATS Dublin, ATS Shannon and MIL ATS 122.000 MHz.
EIR16 - Designated for charting reference as C. Area contained by 532359N 0065024W, - arc 15NM radius of 531811N 0062719W, - 531041N 0064856W, 530815N 0065612W, - arc 20NM radius of 531811N 0062719W, - 532425N 0065912W, 532359N 0065024W.	FL240 / 1500ft AMSL	
EIR16 - Designated for charting reference as D. Area contained by 531439N 0062542W, 531021N 0063359W, 531437N 0063707W, 531439N 0062542W.	4500ft AMSL/ 1500ft AMSL	
EIR16 - Designated for charting reference as E. Area contained by 531437N 0063707W, 531021N 0063359W, 530607N 0064207W, - arc 15NM radius of 531811N 0062719W, - 531041N 0064856W, 531437N 0063707W.	FL240 / 2500ft AMSL	
EIR16 - Designated for charting reference as F. Area contained by 531041N 0064856W, - arc 15NM radius of 531811N 0062719W, - 530607N 0064207W, 530247N0064829W, - arc 20NM radius of 531811N 0062719W, - 530815N0065612W, 531041N 0064856W.	FL240 / 3500ft AMSL	
EIR16 - Designated for charting reference as G. Area contained by 530815N 0065612W, - arc 20NM radius of 531811N 0062719W, - 530247N 0064829W, 525609N 0070104W, - arc 30NM radius of 531811N 0062719W, -530324N 0071035W, 530815N 0065612W.	FL240 / 4500ft AMSL	
EIR16 - Designated for charting reference as H. Area contained by 532425N 0065912W, - arc 20NM radius of 531811N 0062719W, - 530815N 0065612W, 530324N 0071035W, - arc 30NM radius of 531811N 0062719W, - 532514N 0071559W, 532425N 0065912W.	FL240 / 2500ft AMSL	
EIR22 A circle radius 1NM centred on 542932.00N 0081440.00W	1000ft AMSL/SFC	
EIR23 A circle radius 1NM centred on 531800.00N 0062652.00W	2000ft AMSL/SFC	Active H24. Restricted for use by State aircraft. Penetration possible by civil aircraft provided prior permission obtained from Military ATS, Casement Aerodrome.

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

Danger Areas

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

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ENR 5.4 AIR NAVIGATION OBSTACLES - AREA 1

The list of Area 1 obstacles (whose height above the ground is 100m or higher, affecting air navigation) within the entire territory of EISN FIR is recorded in the ENR 5.4 Air navigation obstacles database, which is electronically available:

Version: ENR 5.4 AIRAC Amendment 010/23 Effective 02 NOV 2023

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

Note: A list of Safety Significant Obstacles is available on the following link

Version: Safety Significant Obstacles AIRAC Amendment 010/23 Effective 02 NOV 2023

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

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CHANGES: Text "LIGHT AIRCRAFT PARK B" removed from between TWY N1 and TWY 6. Stop Bar removed from disused track North of E2 Hold. Editorial.

AERODROME CHART - ICAO

53 25 17 N
006 16 12 W
ELEV 243 FT

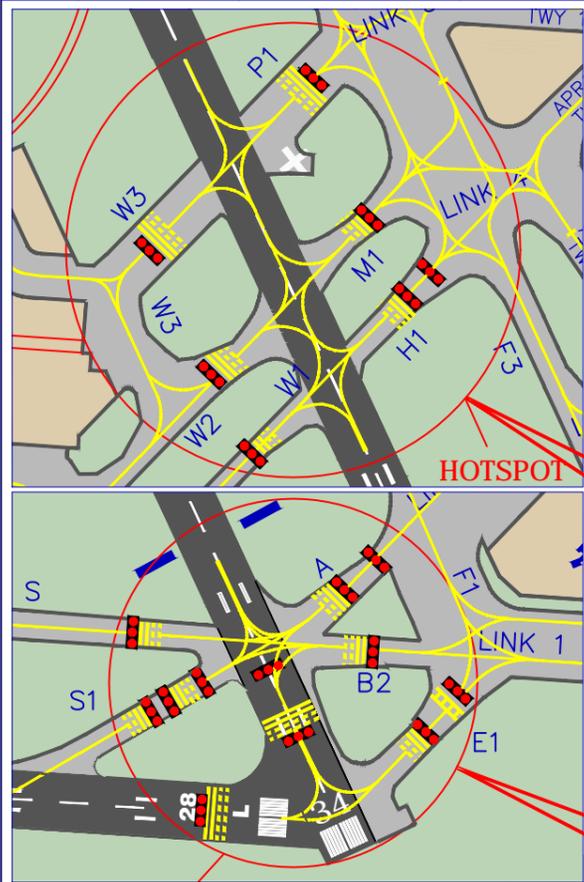
TWR 118.600MHz ATIS 124.530
GND 121.800MHz CLEARANCE DELIVERY 122.985
GND 125.885MHz

RWY	DIRECTION	THR		BEARING STRENGTH
10R	95°	53 25 20.75 N	006 17 24.27 W	PCN 92/R/B/W/T
28L	275°	53 25 12.94 N	006 15 02.08 W	
16	157°	53 26 13.16 N	006 15 43.12 W	
34	337°	53 25 11.66 N	006 14 58.54 W	PCN 84/R/B/W/T
10L	95°	53 26 13.79 N	006 16 50.22 W	
28R	275°	53 26 06.73 N	006 14 41.86 W	PCN 114/R/C/W/T

CONSULT NOTAM FOR LATEST INFORMATION DUBLIN AIRPORT/ IRELAND

LEGEND

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

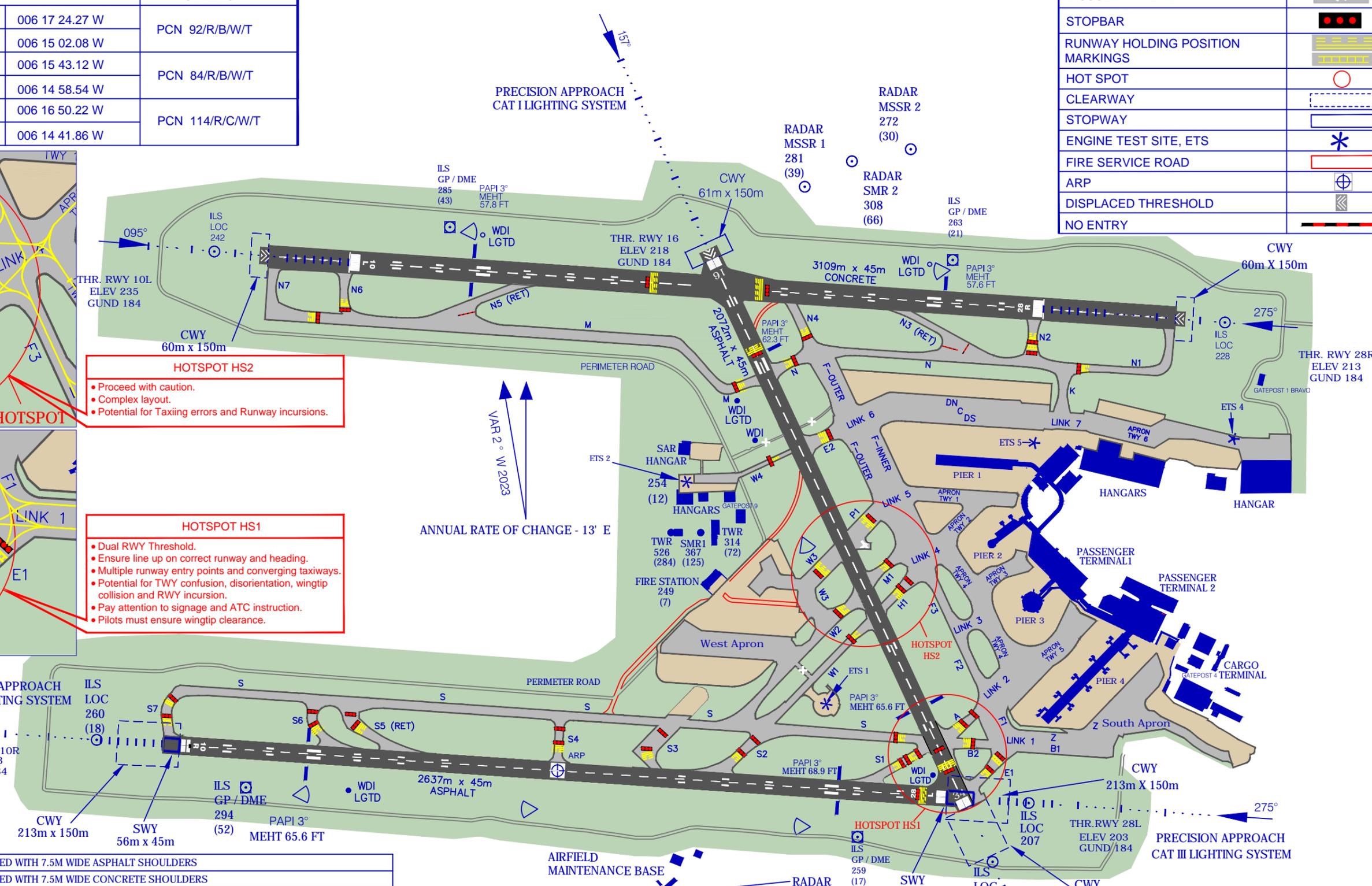


HOTSPOT HS2

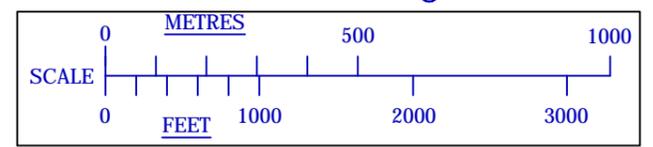
- Proceed with caution.
- Complex layout.
- Potential for Taxiing errors and Runway incursions.

HOTSPOT HS1

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



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



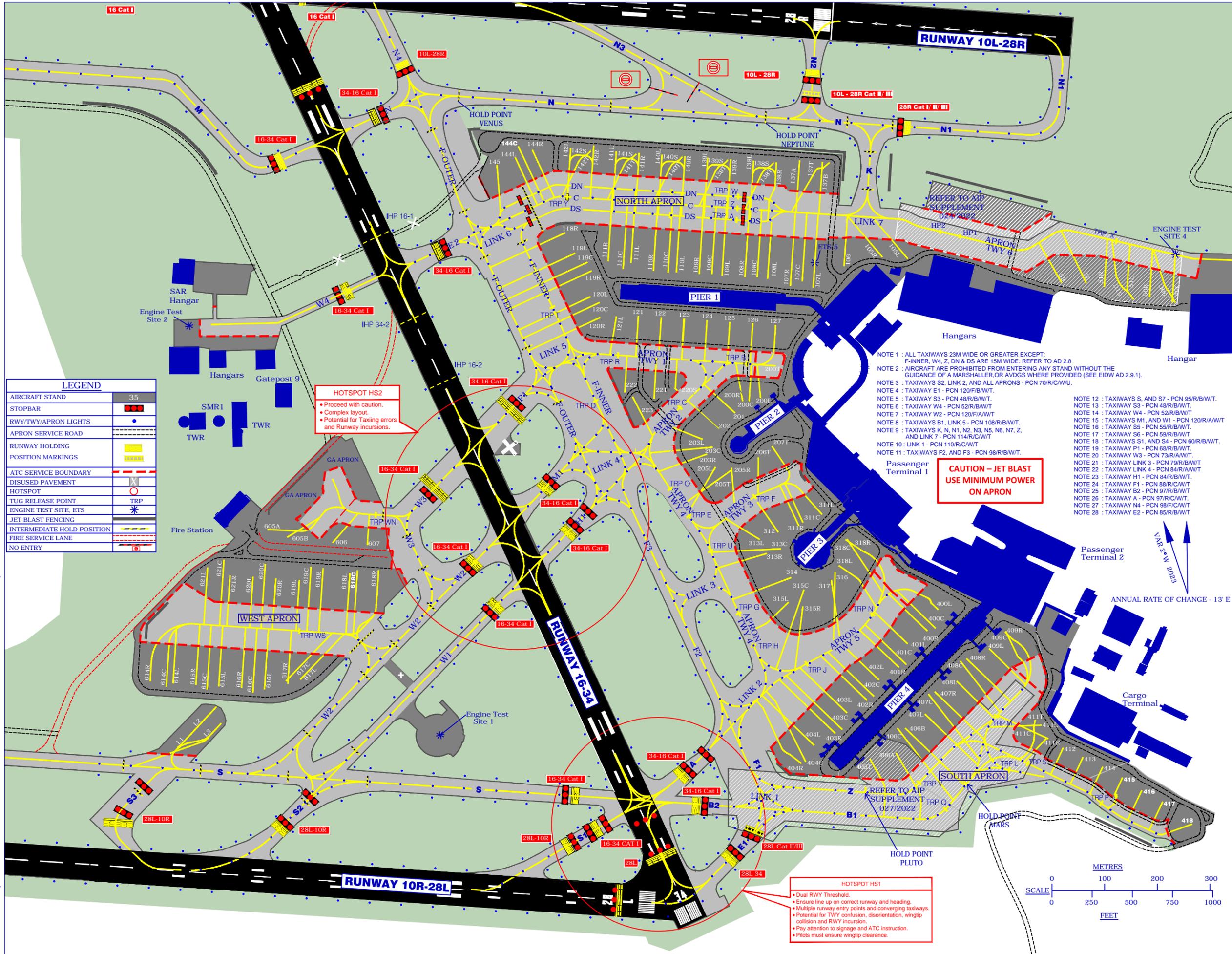
AIP IRELAND
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV.
220 FT

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

EIDW AD 2.24-2
DUBLIN AIRPORT/ IRELAND

CHANGES: Stands 400T, 410T, 133C, 132R and 130 Removed. Stand 131S renamed to 220S, new Stands 221, 222 and 223 on the Apron in between TWY 1 & TWY 2. New jet blast barrier and service road adjacent stands 222 and 223. TRP 1 and TRP 2 removed from the North Apron.



LEGEND

AIRCRAFT STAND	35
STOPBAR	☐☐☐
RWY/TWY/APRON LIGHTS	•
APRON SERVICE ROAD	—
RUNWAY HOLDING	—
POSITION MARKINGS	—
ATC SERVICE BOUNDARY	—
DISUSED PAVEMENT	—
HOTSPOT	○
TUG RELEASE POINT	TRP
ENGINE TEST SITE, ETS	*
JET BLAST FENCING	—
INTERMEDIATE HOLD POSITION	—
FIRE SERVICE LANE	—
NO ENTRY	⊘

HOTSPOT HS2

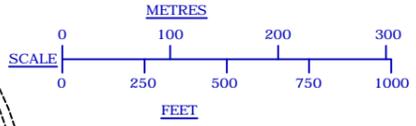
- Proceed with caution.
- Complex layout.
- Potential for Taxing errors and Runway incursions.

- NOTE 1 : ALL TAXIWAYS 23M WIDE OR GREATER EXCEPT: F-INNER, W4, Z, DN & DS ARE 15M WIDE. REFER TO AD 2.8
- NOTE 2 : AIRCRAFT ARE PROHIBITED FROM ENTERING ANY STAND WITHOUT THE GUIDANCE OF A MARSHALLER, OR AVDGs WHERE PROVIDED (SEE EIDW AD 2.9.1).
- NOTE 3 : TAXIWAYS S2, LINK 2, AND ALL APRONS - PCN 70R/C/W/U.
- NOTE 4 : TAXIWAY E1 - PCN 120F/B/W/T.
- NOTE 5 : TAXIWAY S3 - PCN 48R/B/W/T.
- NOTE 6 : TAXIWAY W4 - PCN 52R/B/W/T.
- NOTE 7 : TAXIWAY W2 - PCN 120F/A/W/T.
- NOTE 8 : TAXIWAYS B1, LINK 5 - PCN 108R/B/W/T.
- NOTE 9 : TAXIWAYS K, N, N1, N2, N3, N5, N6, N7, Z, AND LINK 7 - PCN 114R/C/W/T.
- NOTE 10 : LINK 1 - PCN 110R/C/W/T.
- NOTE 11 : TAXIWAYS F2, AND F3 - PCN 98R/B/W/T.
- NOTE 12 : TAXIWAYS S, AND S7 - PCN 95R/B/W/T.
- NOTE 13 : TAXIWAY S3 - PCN 48R/B/W/T.
- NOTE 14 : TAXIWAY W4 - PCN 52R/B/W/T.
- NOTE 15 : TAXIWAYS M1, AND W1 - PCN 120R/A/W/T.
- NOTE 16 : TAXIWAY S5 - PCN 55R/B/W/T.
- NOTE 17 : TAXIWAY S6 - PCN 59R/B/W/T.
- NOTE 18 : TAXIWAYS S1, AND S4 - PCN 60R/B/W/T.
- NOTE 19 : TAXIWAY P1 - PCN 68R/B/W/T.
- NOTE 20 : TAXIWAY W3 - PCN 73R/B/W/T.
- NOTE 21 : TAXIWAY LINK 3 - PCN 79R/B/W/T.
- NOTE 22 : TAXIWAY LINK 4 - PCN 84R/B/W/T.
- NOTE 23 : TAXIWAY H1 - PCN 84R/B/W/T.
- NOTE 24 : TAXIWAY F1 - PCN 88R/C/W/T.
- NOTE 25 : TAXIWAY B2 - PCN 97R/B/W/T.
- NOTE 26 : TAXIWAY A - PCN 97R/C/W/T.
- NOTE 27 : TAXIWAY N4 - PCN 98F/C/W/T.
- NOTE 28 : TAXIWAY E2 - PCN 85R/B/W/T.

CAUTION - JET BLAST
USE MINIMUM POWER
ON APRON

HOTSPOT HS1

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



INS CHECK POINTS

Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	Remarks	Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	Remarks
50L*	53 25 49.26 N	006 14 07.70 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 50C VACANT	222*	53 25 44.39 N	006 15 04.18 W	35.92m	39.48m		
50C*	53 25 49.21 N	006 14 07.66 W	47.57m	54.43m	TOW ON, PUSH OUT.	STANDS 50L, 50R VACANT	223*	53 25 43.74 N	006 15 03.18 W	35.80m	44.51m		
50R*	53 25 49.61 N	006 14 10.01 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 50C VACANT	311L*	53 25 36.52 N	006 14 44.26 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STANDS 311C VACANT.
51L*	53 25 49.96 N	006 14 12.32 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 51C VACANT	311C*	53 25 36.05 N	006 14 46.58 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STAND 311L, 311R VACANT.
51C*	53 25 49.45 N	006 14 11.98 W	65.00m	70.67m	TOW ON, PUSH OUT.	STANDS 51L, 51R VACANT	311R*	53 25 35.85 N	006 14 46.66 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STANDS 311C VACANT.
51R*	53 25 50.32 N	006 14 14.63 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 51C VACANT	312*	53 25 35.49 N	006 14 48.80 W	41.10m	47.40m	TAXI IN, PUSH OUT.	
52*	53 25 50.55 N	006 14 16.73 W	36.00m	44.51m	TAXI IN, PUSH OUT.		313L*	53 25 35.07 N	006 14 50.73 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STANDS 313C VACANT.
53*	53 25 50.61 N	006 14 19.30 W	36.00m	39.48m	TAXI IN, PUSH OUT.		313C*	53 25 34.46 N	006 14 48.44 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 313L, 313R VACANT.
105L*	53 25 52.26 N	006 14 35.12 W	27.05m	28.58m	TAXI IN, PUSH OUT.		313R*	53 25 34.20 N	006 14 50.02 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 313C VACANT.
105R*	53 25 52.41 N	006 14 37.72 W	27.05m	28.58m	TAXI IN, PUSH OUT.		314*	53 25 32.68 N	006 14 47.57 W	64.80m	66.90m	TAXI IN, PUSH OUT.	MAX WINGSPAN 47.60M WHEN STAND 315L OCCUPIED.
106*	53 25 51.98 N	006 14 41.31 W	36.00m	44.51m	TAXI IN, PUSH OUT.		315L*	53 25 31.18 N	006 14 47.91 W	35.80m	37.60m	TAXI IN, PUSH OUT.	STAND 315C VACANT. MAX SPAN 47.60M ON STAND 314.
107L*	53 25 50.70 N	006 14 44.54 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 107C VACANT.	315C*	53 25 31.92 N	006 14 46.29 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 315L, 315R VACANT.
107C*	53 25 51.07 N	006 14 45.66 W	65.00m	73.86m	TAXI IN, PUSH OUT.	STANDS 107L, 107R VACANT.	315R*	53 25 30.89 N	006 14 46.44 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 315C VACANT.
107R*	53 25 50.84 N	006 14 46.88 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 107C VACANT.	316*	53 25 32.96 N	006 14 43.04 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 317, 318L VACANT.
108L*	53 25 51.05 N	006 14 49.22 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT.	317*	53 25 32.47 N	006 14 43.44 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 316 VACANT.
108C*	53 25 51.15 N	006 14 50.30 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 108R, 108L VACANT.	318L*	53 25 33.35 N	006 14 42.63 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STANDS 316, 318C VACANT.
108R*	53 25 51.18 N	006 14 51.57 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT.	318C*	53 25 34.94 N	006 14 41.71 W	64.80m	66.90m	TAXI IN, PUSH OUT.	STANDS 318L, 318R VACANT. STAND 400T VACANT AT ENTRY/EXIT.
109L*	53 25 51.31 N	006 14 53.91 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT.	318R*	53 25 34.78 N	006 14 41.55 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 318C VACANT. STAND 400T VACANT AT ENTRY/EXIT.
109C*	53 25 51.41 N	006 14 54.96 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 109R, 109L VACANT.	400L*	53 25 30.50 N	006 14 32.56 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT.
109R*	53 25 51.44 N	006 14 56.25 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT.	400C*	53 25 29.36 N	006 14 32.88 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 400L, 400R VACANT. STAND 400T VACANT AT ENTRY/EXIT.
110L*	53 25 51.57 N	006 14 58.60 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT.	400R*	53 25 29.21 N	006 14 33.73 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT.
110C*	53 25 51.55 N	006 14 59.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 110R, 110L VACANT.	401L*	53 25 28.45 N	006 14 35.79 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 401C VACANT.
110R*	53 25 51.70 N	006 15 00.95 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT.	401C*	53 25 27.36 N	006 14 36.25 W	65.00m	63.80m	TAXI IN, PUSH OUT.	STANDS 401L, 401R VACANT.
111L*	53 25 52.22 N	006 15 03.23 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 111C VACANT.	401R*	53 25 27.23 N	006 14 37.08 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 401C VACANT.
111C*	53 25 51.86 N	006 15 04.06 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 111R, 111L VACANT.	402L*	53 25 26.50 N	006 14 39.18 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 402C VACANT.
111R*	53 25 52.36 N	006 15 05.58 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 111C VACANT.	402C*	53 25 25.39 N	006 14 39.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 402L, 402R VACANT.
113R*	53 25 50.38 N	006 15 06.18 W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 114C VACANT.	402R*	53 25 25.26 N	006 14 40.44 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 402C VACANT.
114L*	53 25 49.40 N	006 15 03.67 W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 114L VACANT.	403L*	53 25 24.57 N	006 14 42.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 403C VACANT.
114C*	53 25 49.28 N	006 15 05.13 W	64.80m	66.80m	TAXI IN, PUSH OUT.		403C*	53 25 23.42 N	006 14 42.91 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 403L, 403R VACANT.
118R*	53 25 54.15 N	006 15 09.91 W	36.00m	46.70m	TAXI IN, PUSH OUT.		403R*	53 25 23.28 N	006 14 43.79 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 403C VACANT.
119L*	53 25 52.89 N	006 15 08.94 W	36.00m	39.47m	TAXI IN, PUSH OUT.	STANDS 119C VACANT.	404L*	53 25 22.58 N	006 14 45.98 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT.
119C*	53 25 52.32 N	006 15 07.71 W	64.75m	59.00m	TAXI IN, PUSH OUT.	STANDS 119L, AND 119R VACANT.	404C*	53 25 21.38 N	006 14 46.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 404L, 404R VACANT.
119R*	53 25 51.78 N	006 15 07.32 W	36.00m	39.47m	TAXI IN, PUSH OUT.	STANDS 119C VACANT.	404R*	53 25 21.28 N	006 14 47.01 W	35.80m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT.
120C*	53 25 49.97 N	006 15 06.01 W	60.30m	59.00m	TAXI IN, PUSH OUT.	STANDS 120L, AND 120R VACANT.	405*	53 25 21.45 N	006 14 39.93 W	41.40m	47.40m	TAXI IN, PUSH OUT.	
120L*	53 25 50.19 N	006 15 07.51 W	27.05m	27.17m	TAXI IN, PUSH OUT.		406A*	53 25 21.76 N	006 14 37.24 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT.
120R*	53 25 48.91 N	006 15 06.53 W	27.05m	27.17m	TAXI IN, PUSH OUT.		406C*	53 25 23.12 N	006 14 36.82 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 406A, 406B VACANT.
121*	53 25 48.95 N	006 15 02.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.		406B*	53 25 23.28 N	006 14 36.22 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT.
121L*	53 25 48.94 N	006 15 04.87 W	36.00m	39.50m	TAXI IN, PUSH OUT.		407L*	53 25 23.91 N	006 14 33.83 W	34.10m	45.10m	TAXI IN, PUSH OUT.	STAND 407C VACANT.
122*	53 25 48.82 N	006 15 00.26 W	36.00m	45.10m	TAXI IN, PUSH OUT.		407C*	53 25 25.10 N	006 14 33.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 407L, 407R VACANT.
123*	53 25 48.69 N	006 14 57.92 W	36.00m	45.10m	TAXI IN, PUSH OUT.		407R*	53 25 25.27 N	006 14 32.77 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 407C VACANT.
124*	53 25 48.56 N	006 14 55.57 W	36.00m	45.10m	TAXI IN, PUSH OUT.		408L*	53 25 25.89 N	006 14 30.48 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 408C VACANT.
125*	53 25 48.43 N	006 14 53.23 W	36.00m	45.10m	TAXI IN, PUSH OUT.		408C*	53 25 27.08 N	006 14 30.11 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 408L, 408R VACANT.
126*	53 25 48.30 N	006 14 50.88 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 200T VACANT AT ENTRY/EXIT.	408R*	53 25 27.25 N	006 14 29.42 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 408C VACANT.
127*	53 25 48.17 N	006 14 48.54 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 200T VACANT AT ENTRY/EXIT.	409L*	53 25 27.83 N	006 14 27.06 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 410T VACANT AT ENTRY/EXIT.
							409C*	53 25 28.94 N	006 14 25.56 W	60.30m	68.30m	TAXI IN, PUSH OUT.	STANDS 409L, 409R, 410T VACANT. USE MIN POWER ONLY. TOW ON IF A/C STOPS DURING ENTRY.
							409R*	53 25 28.94 N	006 14 25.58 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 409C VACANT. STAND 410T VACANT AT ENTRY/EXIT.
137A*	53 25 57.93 N	006 14 45.70 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 137T VACANT.	411L*	53 25 23.26 N	006 14 22.23 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 411C, 411T VACANT.
137T*	53 25 57.86 N	006 14 42.98 W	64.00m	63.69m	TAXI IN, PUSH OUT.	STANDS 137A, 137B VACANT.	411C*	53 25 22.46 N	006 14 21.54 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 411L, 411R, 411T VACANT.
137B*	53 25 57.80 N	006 14 43.35 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 137T VACANT.	411R*	53 25 22.52 N	006 14 21.61 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STAND 411C, 411T VACANT.
138L*	53 25 58.28 N	006 14 50.39 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 138T, 138S VACANT.	411T*	53 25 23.59 N	006 14 22.84 W	60.30m	58.82m	TOW IN, PUSH OUT.	STANDS 411L, 411C, 411R VACANT.
138T*	53 25 58.10 N	006 14 48.35 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 138L, 138R, 138S VACANT.	412*	53 25 21.84 N	006 14 20.06 W	35.80m	37.60m	TAXI IN, PUSH OUT.	
138S*	53 25 57.22 N	006 14 50.55 W	30.40m	30.50m	TAXI IN, TAXI OUT.	STANDS 138L, 138R, 138T VACANT.	413*	53 25 21.23 N	006 14 18.04 W	35.80m	37.60m	TAXI IN, PUSH OUT.	
138R*	53 25 58.15 N	006 14 48.04 W	36.00m	48.90m	TAXI IN, PUSH OUT.	STANDS 138T, 138S VACANT.	414*	53 25 20.61 N	006 14 16.05 W	35.80m	37.60m	TAXI IN, PUSH OUT.	
139L*	53 25 58.53 N	006 14 55.08 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 139T, 139S VACANT.	415*	53 25 19.92 N	006 14 14.04 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
139T*	53 25 58.36 N	006 14 53.04 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 139L, 139R, 139S VACANT.	416*	53 25 19.10 N	006 14 12.10 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
139S*	53 25 57.48 N	006 14 55.24 W	30.40m	30.50m	TAXI IN, TAXI OUT.	STANDS 139L, 139R, 139T VACANT.	417*	53 25 18.38 N	006 14 09.98 W	36.00m	37.60m	TAXI IN, PUSH OUT.	
139R*	53 25 58.41 N	006 14 52.74 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 139T, 139S VACANT.	418*	53 25 16.96 N	006 14 07.02 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
140L*	53 25 58.80 N	006 14 59.77 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 140T, 140S VACANT.	605A*	53 25 36.57 N	006 15 41.07 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 605B VACANT AT ENTRY/EXIT.
140T*	53 25 58.62 N	006 14 57.71 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 140L, 140R, 140S VACANT.	605B*	53 25 35.65 N	006 15 37.86 W	36.00m	44.51m	TAXI IN, PUSH OUT.	

EINN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EINN –SHANNON/International

EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EINN AD 2.3 OPERATIONAL HOURS

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

EINN AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

EINN AD 2.5 PASSENGER FACILITIES

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

EINN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

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

EINN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
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					

EINN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EINN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

EINN AD 2.13 DECLARED DISTANCES

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

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

EINN AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EINN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EINN AD 2.16 HELICOPTER LANDING AREA

NIL

EINN AD 2.17 ATS AIRSPACE

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

EINN AD 2.18 ATS COMMUNICATIONS FACILITIES

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

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 4° W 2017	SHA	113.300 MHz	H24	524315.6N 0085306.8W	200ft		Designated Operational Coverage 300 NM/70,000ft 180° True BRG to 360° True BRG. Designated Operational Coverage 100 NM/50,000ft.
NDB	FOY	395 kHz	H24	523358.5N 0091143.5W			Designated Operational Coverage 50 NM
ILS LOC RWY 06 CAT 1 4° W 2017	ISE	109.5 MHz	H24	524245.3N 0085408.2W			Coverage restricted to 35° either side of course line. Signals received outside coverage sector, (including back beam radiation), should be ignored.
ILS GP RWY 06		332.6MHz	H24	524147.2N 0085623.1W			GP Angle 3° RDH 55ft Full scale fly down indication may not be maintained when above GP sector. Full scale fly up indication may not be maintained when left of LOC sector and below GP.
ILS DME RWY 06	ISE	CH32X (109.5 MHz)	H24	524147.2N 0085623.1W	100ft		DME Zero ranged to THR 06. DME zero range is displaced from DME antenna by 445M.
ILS LOC RWY 24 CAT II 4° W 2017	ISW	110.95MHz	H24	524129.4N 0085649.6W *			Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LOC coverage below 3000ft MSL AT 25 NM EINN *Data whose accuracy has not been quality assured.
ILS GP RWY 24		330.65MHz	H24	524232.1N 0085447.7W			GP Angle 3° RDH 59ft
LO RWY 24	OL	339 kHz	H24	524456.4N 0084926.0W			Designated Operational Coverage 15NM
OM RWY 24	2 Dashes per sec	75 MHz	H24	524455.5N 0084927.0W			
MM RWY 24	Dots and Dashes	75 MHz	H24	524254.8N 0085347.9W			
ILS DME RWY 24	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft		DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M.

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

EINN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions

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

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

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

2. Marshalling Services

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

Phone: +353 61 712 240

or

Phone: +353 61 712 241

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

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

EINN AD 2.21 NOISE ABATEMENT PROCEDURES

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

EINN AD 2.22 FLIGHT PROCEDURES

1. Holding areas
Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS –OPS ICAO Doc 8168, Volume II to facilitate navigation using VOR, NDB and DME navigation aids.

2. SID and STAR

- 2.1 RNAV Equipped Aircraft

SIDs and STARs for RWY24 and RWY06 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation.

The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.

Use of DME/DME may not be available below about 6000ft where terrain may obstruct line of sight with the DME infrastructure.

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

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

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

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

- 2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

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

General	Routeing to Holds	Initial Segment	Final Approach	REMARKS
Below FL100, Max IAS 250KT	At DERAG and ELPOM, Max IAS 220KT	Max IAS 210KT	Recommended IAS 160 KT from FAF to OM	<ol style="list-style-type: none"> 1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

5.2 Initial Approach Procedures.

5.2.1 With Radar Control

In order to expedite the flow of traffic, aircraft may be cleared on STAR, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.
Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold.

Actual descent clearance will be as directed by ATC.

5.2.2 Shannon (EINN) Arrivals - Caution - Shannon Approach Airspace is a Level Bust Hotspot Area. Ensure altimeter set to Hectopascals (HPA) when instructed by Shannon Approach.

5.2.2.1 Surveillance Minimum Altitude Chart (EINN AD 2.24-16.1)
ALTITUDE TEMPERATURE CORRECTION TO 0°C is taken into account in determining minimums. For temperatures below 0°C altitude correction will be managed by ATC.

5.2.3 Without Radar Control.

When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

5.2.4 Communications failure procedures for arriving aircraft.

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

Supplemented by the following:

Traffic cleared on STAR

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

Traffic Radar vectored to final approach

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

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

6. Departure Procedures

6.1 RWY's 06 and 24

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

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

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

6.2 Non-Standard Departure Instructions: Pilots who cannot comply with any of the standard instrument departure procedures must inform ATC in good time so that alternative clearances can be issued. A minimum climb gradient of 3.7 per cent applies to all alternate clearances.

6.3 Communications failure procedures for departing aircraft.

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

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

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

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

7. Low Visibility Procedures

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

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

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

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

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

7.5 TWY/Stop-bar/Centreline lighting/Lead on/Lead off will be in use. At **no time** shall an aircraft or vehicle cross an illuminated stop bar and any instruction to do so should be challenged. In exceptional circumstances when the stop bar cannot be extinguished the authorisation to cross the illuminated stop bar may be given by ATS. This shall always be challenged and confirmation received that this instruction is part of a contingency arrangement due to a failure of the stop bar. All aircraft and vehicles operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

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

7.7 Full details of Low Visibility Procedures are available on request from Aerodrome Administration

(see [EINN AD 2.3.1](#))

7.8 Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

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

EINN AD 2.23 ADDITIONAL INFORMATION

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

EINN AD 2.24 CHARTS RELATED TO AERODROME

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

EIKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIKN – IRELAND WEST

EIKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	535437.07034N 0084906.57109W Mid-point RWY 08/26
2	Direction and distance from (city)	3 NM SW of Charlestown
3	AD Elevation, Reference Temperature & Mean Low Temperature	665ft/18.3°C (Max Temp) 0.2°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	191ft
5	MAG VAR/Annual Change	3° W (2022)/ 11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Ireland West Airport Knock Connaught Airport, Development Co. Ltd, Charlestown Co. Mayo. Phone:+ 353 94 936 81 00 Email: operations@irelandwestairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	remarks	Nil

EIKN AD 2.3 OPERATIONAL HOURS

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

12	Remarks	<p>Please refer to current NOTAM for changes to AD Operator HR</p> <p>Customs and Immigration AVBL 24HR PN required to AD Operator</p> <p>ATS AVBL outside published HR, 24HR PN to AD Operator.</p> <p>PIB AVBL from AIS, Shannon. Refer to GEN 3.1.5</p> <p>PPR required in advance for all flights (24HR if possible)</p> <p>Contact AD Operator</p>
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EIKN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Contact Operations.
2	Fuel/oil types	JET A1, 100LL
3	Fuelling facilities/capacity	2 Trucks 20,000L, 1 truck 34,000L, 4 Storage Tanks at 50,000L. AVGAS 1 Truck 4,500L,
4	De-icing facilities	De-icing and Anti-icing available. Mobile Unit De-icing fluid 50/50 Hot and Anti-icing 100% cold.
5	Hangar space available for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	<p>Handling services AVBL - Contact</p> <p>Email: operations@irelandwestairport.com</p> <p>Phone:+ 353 94 936 81 00</p> <p>PPR required in advance for all flights (24HR if possible)</p> <p>Contact AD Operator</p>

EIKN AD 2.5 PASSENGER FACILITIES

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

EIKN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 7 for scheduled flights; Up to Category 9 AVBL 48 HR PN
2	Rescue equipment	Rescue and Emergency Equipment to meet Category 9 requirements
3	Capability for removal of disabled aircraft	<p>Airlines to make own arrangements through IATA pool or other. Assistance (unskilled) available through local contractors.</p> <p>Co-ordinator--John McCarthy (Head of Airport Operations and Commercial Services) Phone: 00353949368106</p> <p>No on-site lifting capability provided and all resources are external.</p>
4	Remarks	Nil

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

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

EIKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Surface: CONC with an ASPH SFC Strength: PCN 52/R/A/W/T			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN 52/F/A/W/T
		B	23 M	ASPH	PCN 52/F/A/W/T
3	Altimeter checkpoint location and elevation	APRON 660ft AMSL.			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Taxiway Strip Width (ALPHA and BRAVO) - 37m			

EIKN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EIKN AD 2.10 AERODROME OBSTACLES

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

EIKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EIKN 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
08	078.71°	2300X45	52/F/A/W/T ASPH	535430.76016N 0085000.13180W 535444.33N 0084804.80W 191ft	180.5M/592ft
26	258.74°	2300X45	52/F/A/W/T ASPH	535444.33012N 0084804.78141W 535429.79N 0085008.33W 191ft	203M/665ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A EIKN AD 2.24-2	Nil	146x150	2420x300	90 x 90	-	Nil	RWY Displaced Threshold 153M. GROOVED
	Nil	150x150	2420x300	90 x 90	-	YES	GROOVED

EIKN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	2390	2536	2390	2147	THR RWY 08 DISPLACED 153M
26	2420	2570	2420	2300	Nil

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

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

EIKN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EIKN AD 2.16 HELICOPTER LANDING AREA

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

3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Apron unmarked (exact area to be allocated by ATC and under the direction of marshal)

EIKN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Connaught Control Zone. Circle radius 10NM 535437.07034N 0084906.57109W (Connaught ARP).
2	Vertical limits	5000ft AMSL.
3	Airspace classification	C
4	ATS unit call sign Language(s)	Connaught Tower. English.
5	Transition altitude	5000ft
6	Hours of applicability	-
7	Remarks	Airspace Classification outside hours of operation of ATS is uncontrolled Class G.

EIKN AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Connaught Tower	130.700MHz	-	-	Refer to EIKN AD 2.3 AD Operator	Nil
GND	Connaught Ground	130.700MHz	-	-		Nil
		121.900MHz	-	-		AVBL as standby/reserve
ATIS	-	118.525MHz	-	-		Nil

EIKN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS/GNSS/SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 3° W (2022)	CON	117.4 MHz CH121X	H24	535428.9N 0084912.4W*	600ft		100/500, 300/700 (180° T-360° T) with purpose A,T,E *data accuracy has not been quality assured.
NDB	OK	398 kHz	H24	535526.2N 0084159.3W			Designated Operational Coverage 10

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmittin g antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	KNK	364 kHz	H24	535347.4N 0085613.2W			Designated Operational Coverage 20
LOC 26	ICK	110.7 MHz	H24	535428.5N 0085019.0W			Nil
GP 26		330.2 MHz	H24	535438.6N 0084823.9W			GP Angle 3° RDH 49ft. Some scalping at 8 DME
OM		75 MHz	H24	535526.3N 0084159.3W			Nil
MM		75 MHz	H24	535450.5N 0084706.4W			Nil
ILS DME	ICK	CH.44X	H24	535434.2N 0084901.5W	700ft		Nil

EIKN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions

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

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

2. Availability of Intersection Take-Off's

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

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

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

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

3. Runway Operations and Lighting Configurations

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

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

3.3 The start of the Runway pavement available for aircraft departing Runway 26 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end turning areas. These lights will be illuminated for aircraft taking off on Runway 26. These lights will not be illuminated following a landing on Runway 08 if an aircraft crosses the RED inset lights into the runway end turning area.

- 3.4 The start of the Runway pavement available for aircraft departing Runway 08 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end turning areas. These lights will be illuminated for aircraft taking off on Runway 08. These lights will not be illuminated following a landing on Runway 26 if an aircraft crosses the RED inset lights into the runway end turning area.
- 3.5 Aircraft landing on Runway 26 or Runway 08 may, after landing, taxi across the inset RED lights for the purposes of turning in the Runway End Turning Area.

EIKN AD 2.21 NOISE ABATEMENT PROCEDURES

Operations Unrestricted

EIKN AD 2.22 FLIGHT PROCEDURES

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

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

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

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

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

- 2.2. RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

- 2.3. Non RNAV Equipped aircraft

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

3. Visual Manoeuvring Approaches

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

4. Speed Control – General Provisions Speed Restrictions

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

5. Arrival Procedures

5.1. Clearance to enter the CTR

Shannon ATS will clear arriving traffic to descend to the lowest usable flight level within controlled airspace (FL080/ Shannon Transition Level if higher). Clearance to enter the CTR will be provided by ATC EIKN on 130.700MHz. Arriving aircraft to call no later than 25 DME CON from EIKN.

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

5.2. Initial Approach Procedures

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

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

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

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

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

5.2.3. Successive arriving IFR aircraft

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

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

-
6. Communications failure procedures for arriving aircraft.
- 6.1. Aircraft experiencing communications failure in the Connaught CTR shall set transponder code A7600 and comply with standard ICAO procedures. Supplemented by the following:
- 6.2. Traffic cleared on STAR
- Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude.
- If unable to comply with above, or uncertain of position, climb to 3000ft QNH, proceed in the most expeditious manner to the hold appropriate to the Runway in use and complete the Instrument Approach Procedure appropriate to the Runway in Use
7. Departure Procedures
- 7.1. All Aircraft must request start and taxi clearance from ATC on frequency 130.700Mhz (or 121.900Mhz if no response from 130.700Mhz).
- 7.2. Aircraft are not permitted to enter the runway even if the airport is closed unless previously arranged with ATC.
- 7.3. RWY's 08 and 26
- Aircraft capable of complying with Standard Instrument Departures will proceed in accordance with the SID. If an aircraft is unable to comply with Standard Instrument Departure the phraseology "Unable to comply with {departure} due {reasons}" Pilots who cannot comply with Standard Instrument Departures shall advise ATC in good time using the phraseology "Unable to comply with {departure} due {reasons}, so that alternative clearances can be issued.
- 7.4. Communications failure procedures for departing aircraft.
- Aircraft experiencing communications failure in Connaught CTR shall set transponder code A7600 and comply with the following procedures:
- RFL below FL080:
Departing traffic cleared by ATC to a level/altitude below the RFL, shall comply with Communication failure procedures as outlined in ICAO Annex 2.
- RFL FL080 or above:
Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan. Departing Traffic experiencing a communications failure above FL080 shall comply with communications failure procedures as outlined in ICAO Annex 2
8. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures
- Reduced Aerodrome Visibility Procedures and Low Visibility Procedures are approved for operations on Runway 26 and for Runway 08. Only R26 is available for CAT II approaches.
- 8.1. Reduced Aerodrome Visibility Procedures (RAVP)
- Reduced Aerodrome Visibility Procedures come into effect when
- A. The IRVR and/or Met Visibility falls below 1500m and/or
 - B. When the Duty Air Traffic Control Officer (DATCO) loses visual contact with any part of the manoeuvring area but LVP's are not in force and/or
 - C. When the conditions for Low Visibility Procedures (LVP) no longer exist but may become applicable in the short term.

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

8.2. Low Visibility Procedures

8.2.1. Low Visibility Procedures will be initiated if Met Visibility and/or any of the IRVR readings are at or less than 1000m and is forecast to deteriorate significantly and/or the cloud ceiling is 300ft or less (BKN, OVC).

8.2.2. Low Visibility Procedures shall be enforced when Met Visibility and / or any of the IRVR readings are at or less than 700m, and / or the cloud ceiling is at or less than 200ft (BKN, OVC).

8.2.3. Low Visibility Procedures will be terminated after all IRVR readings have been above 1000m and the cloud ceiling has been above 300 ft for at least 30 minutes and the forecast is for a continuing improvement. RAVPs will be take effect if visibility remains below 1500m (see section 1).

8.2.4. The Maximum allowable movement rate on the Manoeuvring area when LVPs are in force is 1 (aircraft or vehicle).

8.2.5. The holding points at TWY A and TWY B are Cat II holding positions.

8.2.6. Aircraft should advise when clear of the runway after landing and when airborne

8.2.7. Minimum spacing between aircraft on approach will be 20NM

8.2.8. Pilots will be informed by RTF when low visibility procedures have been enforced.

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 Runway 26. Operator's procedures should take account of this during CAT 11 approaches.

8.2.9. Full details of low visibility operations are available from airport administration on request.

9. Communication Failure

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

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

10. VFR communication failure for inbound aircraft

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

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

Communications failure in the Circuit:

If clearance to land has been received and acknowledged, or if cleared to follow identified No.1 traffic, follow the clearance. If no landing clearance has been received, proceed at an altitude of 1200 feet QNH to Kilkelly (Rwy 26 in use) or 1200 feet QNH to Charlestown (Rwy 08 in use) and hold. The choice of holding point will depend upon Runway in use and the point at which radio-communications failure occurs. The holding point chosen should ensure that the aircraft does not pass through the final approach or take-off path of the main runway in use i.e. the runway being used by large aircraft. On receipt of a steady green light signal from the Tower, or on observing the Aerodrome rotating beacon switched on, join the circuit in the manner detailed below and land on the lighted Runway. The

runway approach lights will indicate the landing direction.

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

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

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

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

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

VRP Tubbercurry Town 540314.14N 0084344.90W

VRP Ballymote Town 540522.03N 0083104.90W

VRP Ballyhaunis Town 534548.71N 0084554.93W

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

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

11. Unmanned Aircraft Systems (UAS)

11.1. (UAS) Geographical Zones.

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

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

EIKN AD 2.23 ADDITIONAL INFORMATION

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

Phone: + 353 94 936 81 00

Email: operations@irelandwestairport.com

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

and when completed should be returned to:

Fax: + 353 94 936 72 32

Email: operations@irelandwestairport.com

EIKN AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EIKN AD 2.24-1
Aerodrome Obstacle Chart RWY08/26 – ICAO TYPE A	EIKN AD 2.24-2
Precision Approach Terrain Chart RWY26– ICAO	EIKN AD 2.24-3
RNAV Standard Departure Chart Instrument (SID) RWY26 - ICAO	EIKN AD 2.24-4
RNAV Standard Departure Chart Instrument (SID) RWY08 - ICAO	EIKN AD 2.24-5
RNAV Standard Arrival Chart Instrument (STAR) RWY26 - ICAO	EIKN AD 2.24-6
RNAV Standard Arrival Chart Instrument (STAR) RWY08 - ICAO	EIKN AD 2.24-7
Instrument Approach Chart RNP RWY26 CAT A, B, C, D - ICAO	EIKN AD 2.24-8
Instrument Approach Chart ILS A CAT I & CAT II or LOC RWY26 – ICAO	EIKN AD 2.24-9
Instrument Approach Chart ILS B CAT I & CAT II RWY26 – ICAO	EIKN AD 2.24-10
Instrument Approach Chart VOR RWY26 – ICAO	EIKN AD 2.24-11
Instrument Approach Chart NDB RWY26 – ICAO	EIKN AD 2.24-12
Instrument Approach Chart NDB RWY26 – ICAO	EIKN AD 2.24-13
Instrument Approach Chart RNP RWY08 CAT A, B, C, D - ICAO	EIKN AD 2.24-14
Instrument Approach Chart VOR RWY08 – ICAO	EIKN AD 2.24-15
Instrument Approach Chart NDB RWY08 – ICAO	EIKN AD 2.24-16
Instrument Approach Chart NDB RWY08 – ICAO	EIKN AD 2.24-17
Visual Approach Chart – ICAO	EIKN AD 2.24-19

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: 0730-2100 UTC Summer: 0630-2000 UTC EXC JUN 01-AUG 31 JUN 01-AUG 31 0730-2100 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: 0730-2100 UTC Summer: 0630-2000 UTC EXC JUN 01-AUG 31 JUN 01-AUG 31 0730-2100 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>
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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.

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 mins.

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 LGT LEN (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>

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 Ballygilgan 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

Name	Page
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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