

Phone: +353 (0)61 703750 Fax: +353 (0)61 366245 AFS: EINN ZPZX Email: aisops@airnav.ie URL: https://www.airnav.ie	 AIRNAV Ireland Aeronautical Information Service Ballycasey Cross Co Clare V14 C446 Ireland	AIRAC AIP AMDT 009/25 Effective Date – 02 OCT 2025 Publication Date – 21 AUG 2025
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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.
GEN 0.4	Checklist of AIP Pages: Updated.
GEN 3.2	Aeronautical Charts: Updated EIDW AD 2.24-2 Chart.
EIDW Chart	Updated Chart: AD 2.24-2 Aircraft Parking/Docking Chart.
EINN AD	Updated Sections: AD 2.10 and AD 2.22. Insertion of new Section AD 2.25.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	02 OCT 2025/02 OCT 2025
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	02 OCT 2025/02 OCT 2025
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	02 OCT 2025/02 OCT 2025
GEN 3.2-1/GEN 3.2-12	GEN 3.2-1/GEN 3.2-12	02 OCT 2025/02 OCT 2025
EIDW AD 2.24-2	EIDW AD 2.24-2	02 OCT 2025/02 OCT 2025
EINN AD 2-1/EINN AD 2-14	EINN AD 2-1/EINN AD 2-14	02 OCT 2025/02 OCT 2025

New Supplements for this Amendment: **NR 009/25, NR 010/25, NR 011/25, NR 012/25.**

Supplements Cancelled for this Amendment: **NR 027/22, NR 012/24, NR 013/24, NR 014/24, NR 016/24, NR 008/25.**

New AIC for this Amendment: **NR 011/25, NR 012/25, NR 013/25.**

AIC cancelled in this Amendment: **NR 005/23, NR 001/25, NR 004/25, NR 010/25.**

PERM NOTAM* incorporated in this Amendment: **B1351/25.**

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

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AIRAC Amdt 009/25

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
012/2025	Checklist of Valid AIP Supplements (SUP)	GEN	02-Oct-2025	-
011/2025	Ireland West (EIKN) Apron Bravo	EIKN	02-Oct-2025	-
010/2025	Ireland West (EIKN) ATIS	EIKN	02-Oct-2025	-
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	-
008/2025	Checklist of Valid AIP Supplements (SUP)	GEN	04-Sep-2025	02-Oct-2025
007/2025	Shannon Airport (EINN) - Pavement Reconstruction Works on West, Central and East Apron Areas	EINN	04-Sep-2025	-
004/2025	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	20-Feb-2025	-
003/2025	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	20-Feb-2025	-
021/2024	Dublin Airport (EIDW) - Tower Cranes operating in the Vicinity of the Airport	EIDW	31-Oct-2024	-
020/2024	Dublin Airport (EIDW) - Tower Cranes erected adjacent to Terminal 2	EIDW	31-Oct-2024	-
018/2024	Dublin Airport (EIDW) - Installation of Visual Docking Guidance, Fixed Electrical Ground Power Services, Apron Pavement Rehabilitation and Changes to Aircraft Stands at Pier 1	EIDW	03-Oct-2024	-
016/2024	Kerry Airport (EIKY) Extension of Airport Terminal Building	EIKY	05-Sep-2024	02-Oct-2025
014/2024	Ireland West (EIKN) Apron Bravo	EIKN	11-Jul-2024	02-Oct-2025
013/2024	Ireland West (EIKN) - Runway Guard Lights Taxiway Bravo	EIKN	11-Jul-2024	02-Oct-2025
012/2024	Ireland West (EIKN) ATIS	EIKN	11-Jul-2024	02-Oct-2025
011/2024	Waterford Airport (EIWF) Runway 03 NDB Approach	EIWF	11-Jul-2024	-
010/2024	Waterford Airport (EIWF) Revised MSA's	EIWF	11-Jul-2024	-
018/2023	Kerry (EIKY) - Tower Cranes at MTU Kerry North Campus, Tralee, Co. Kerry	EIKY	02-Nov-2023	-
013/2023	Kerry (EIKY) NOTAM	EIKY	07-Sep-2023	-
027/2022	Dublin Airport (EIDW) South Apron Widening (SATW) Works - Phase 1 & 2 and Introduction of New Taxiway Tango (T)	EIDW	03-Nov-2022	02-Oct-2025
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@aimav.ie				

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GEN 0.4

Checklist of AIP Pages

New Pages *

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GEN 0		1.5-10	21 MAR 2024	GEN 2	
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0.1-2	18 MAY 2023	1.5-12	21 MAR 2024	2.1-2	15 MAY 2025
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0.2-2	02 OCT 2025 *	1.5-14	21 MAR 2024	2.2-2	02 DEC 2021
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0.5-2	12 JUN 2025	1.7-6	23 JAN 2025	2.2-14	02 DEC 2021
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0.6-2	19 MAY 2022	1.7-8	23 JAN 2025	2.3-2	12 FEB 2009
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3.4-7	21 MAR 2024		1.3-5	02 DEC 2021		1.10-11	12 JUN 2025
3.4-8	21 MAR 2024		1.3-6	02 DEC 2021		1.10-12	12 JUN 2025
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			1.9-7	28 NOV 2024	2.2-2	21 MAR 2024	

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3.3-3	07 SEP 2023	5.5-4	30 NOV 2023	0.6-4	25 FEB 2021
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3.3-5	07 SEP 2023	5.5-6	30 NOV 2023	0.6-6	25 FEB 2021
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2.24-2	26 APR 2018	2.24-28	10 SEP 2020	2.24-2.2	02 OCT 2025 *
2.24-3	26 APR 2018	2.24-29.1	25 MAR 2021	2.24-3	08 OCT 2020
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2.24-23.1	11 OCT 2018	2-35	04 SEP 2025	2.24-20.3	05 NOV 2020
2.24-23.2	11 OCT 2018	2-36	04 SEP 2025	2.24-21.1	06 OCT 2022

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2.24-21.2	06 OCT 2022	2.24-43.1	01 DEC 2022	2-2	12 JUN 2025
2.24-21.3	06 OCT 2022	2.24-43.2	01 DEC 2022	2-3	12 JUN 2025
2.24-22.1	16 MAY 2024	2.24-44	22 APR 2021	2-4	12 JUN 2025
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2.24-22.3	16 MAY 2024	2.24-46.2	15 MAY 2025	2-6	12 JUN 2025
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2.24-25.2	16 MAY 2024	2-7	02 OCT 2025	2.24-7.2	12 JUN 2025
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2.24-38.1	17 JUN 2021	2.24-13.2	06 DEC 2018	2-14	12 JUN 2025
2.24-38.2	17 JUN 2021	2.24-14.1	06 DEC 2018	2.24-1	12 JUN 2025
2.24-39.1	08 OCT 2020	2.24-14.2	06 DEC 2018	2.24-2	12 JUN 2025
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2.24-42.1	08 OCT 2020			2.24-6.1	18 AUG 2016
2.24-42.2	08 OCT 2020			2.24-6.2	18 AUG 2016

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2.24-7.1	20 JUL 2017	2.24-8.2	08 DEC 2016	2-10	20 FEB 2025
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2.24-4.2	25 MAR 2021	2-2	20 FEB 2025	2-3	24 MAR 2022
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2.24-6.2	25 MAR 2021	2-6	20 FEB 2025	EIBN AD	
2.24-7.1	25 MAR 2021	2-7	20 FEB 2025	2-1	24 MAR 2022
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2.24-7.3	25 MAR 2021	2-9	20 FEB 2025		
2.24-8.1	08 DEC 2016				

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2-4	24 MAR 2022				
2-5	24 MAR 2022	2-1	16 JUN 2022		
2-6	24 MAR 2022	2-2	16 JUN 2022		
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	EICN AD	2-3	16 JUN 2022		
2-1	22 FEB 2024	2-4	16 JUN 2022		
2-2	22 FEB 2024	2-5	16 JUN 2022		
2-3	22 FEB 2024	2-6	16 JUN 2022		
2-4	22 FEB 2024		EIRT AD		
2-5	22 FEB 2024	2-1	16 JUN 2022		
2-6	22 FEB 2024	2-2	16 JUN 2022		
	EIIM AD	2-3	16 JUN 2022		
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2-2	19 MAY 2022	2-5	16 JUN 2022		
2-3	19 MAY 2022	2-6	16 JUN 2022		
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2-5	19 MAY 2022				
2-6	19 MAY 2022				
	EIIR AD				
2-1	19 MAY 2022				
2-2	19 MAY 2022				
2-3	19 MAY 2022				
2-4	19 MAY 2022				
2-5	19 MAY 2022				
2-6	19 MAY 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

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

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

3. PURCHASE ARRANGEMENTS

3.1 VFR Chart Scale 1:500,000

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

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

Phone: + 353 1 802 5379

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

3.2 VFR Airspace Chart Scale 1:500,000

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

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

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

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

3.3 VFR Chart Scale 1:250,000

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

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

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

All other aeronautical charts are available to download from:-

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

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

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

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

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

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

4.2.2 Aeronautical Chart 1:250,000

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

4.2.3 Instrument Approach Chart – ICAO

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

4.2.4 Visual Approach Chart – ICAO

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

4.2.5 Aerodrome Chart – ICAO

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

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

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

as contained in ICAO Annex 6.

4.2.7 Aerodrome Obstacle Chart - ICAO - TYPE "B"

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

4.2.8 Precision Approach Terrain Chart – ICAO

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

4.2.9 ATC Surveillance Minimum Altitude Chart

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

5. LIST OF CHART SERIES

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

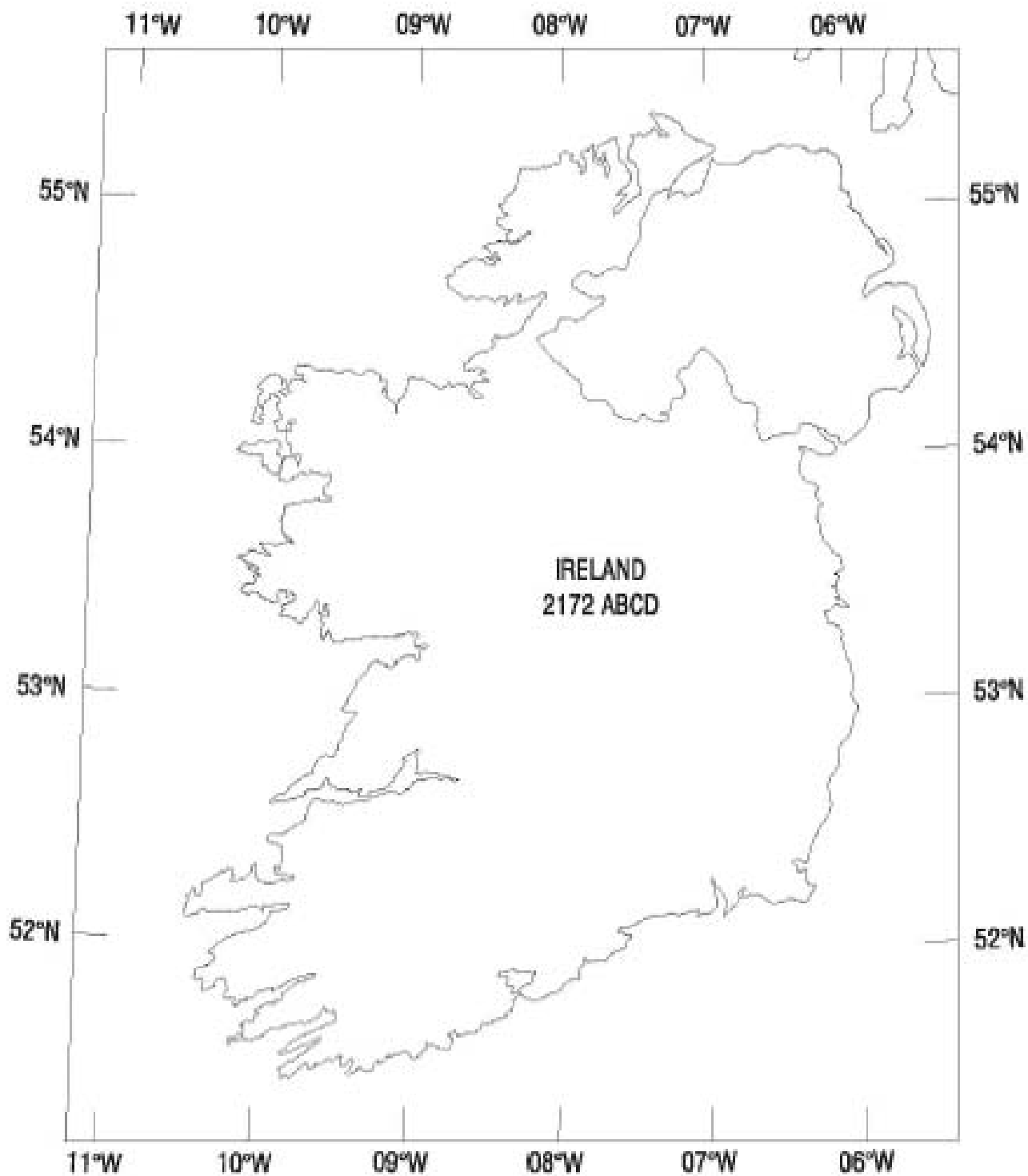
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D	26 APR 2018
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY 26	13 SEP 2018
	SID	EIKN AD 2.24-5	EIKN RNAV RWY 08	13 SEP 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-23	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-24	EIDW RNAV RWY 16	16 MAY 2024
	STAR	EIDW AD 2.24-25	EIDW RNAV RWY 34	16 MAY 2024
	STAR	EINN AD 2.24-7	EINN RNAV RWY 06	31 JAN 2019
	STAR	EINN AD 2.24-8	EINN RNAV RWY 24	06 DEC 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK RWY 25 CAT A, B	11 OCT 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY 08	20 JUL 2017
Standard Arrival Chart-Instrument (STAR) ICAO 1:300,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY 26	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	EIDW ILS CAT I or LOC RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-40	EIDW VOR RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-41	EIDW RNP RWY 34	17 JUN 2021
	IAC	EIDW AD 2.24-42	EIDW VOR RWY 34	08 OCT 2020
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8	EIKN RNP RWY 26 CAT A, B, C, D	08 SEP 2022

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	IAC	EIKN AD 2.24-14	EIKN RNP RWY 08 CAT A, B, C, D	25 MAR 2021
	IAC	EIDW AD 2.24-35	EIDW RNP RWY 10R CAT A, B, C, D	01 DEC 2022
Instrument Approach Chart ICAO 1:350,000	IAC	EINN AD 2.24-10	EINN ILS OR LOC RWY 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-11	EINN VOR RWY 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-13	EINN ILS CAT I & II or LOC RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-14	EINN VOR RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EIKY AD 2.24-8	EIKY ILS OR LOC RWY 26 ACFT CAT A, B, C	08 DEC 2016
	IAC	EIKY AD 2.24-9	EIKY NDB RWY 26 CAT A, B, C	08 DEC 2016
	IAC	EIKN AD 2.24-9	EIKN ILS A CAT I & CAT II or LOC RWY 26	18 AUG 2016
	IAC	EIKN AD 2.24-11	EIKN VOR RWY 26	18 AUG 2016
	IAC	EIKN AD 2.24-15	EIKN VOR RWY 08	18 AUG 2016
	IAC	EIKN AD 2.24-16	EIKN NDB RWY 08	18 AUG 2016
	IAC	EIKN AD 2.24-17	EIKN NDB RWY 08	18 AUG 2016
	IAC	EICK AD 2.24-25	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDW AD 2.24-26	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-32	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33	EIDW ILS CAT I & II OR LOC RWY 10L CAT A, B, C, D	11 JUL 2024
	IAC	EIDW AD 2.24-36	EIDW ILS CAT I & II or LOC RWY 10R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-37	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-46	EIDW RNP T RWY 28L	15 MAY 2025
	IAC	EISG AD 2.24-7	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11	EISG RNP RWY 28 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-12	EISG NDB RWY 28 CAT A, B	22 APR 2021
	IAC	EIWF AD 2.24-8	EIWF RNP RWY 02 CAT A, B, C	30 NOV 2023
	IAC	EIWF AD 2.24-9	EIWF RNP RWY 20 CAT A, B, C	30 NOV 2023
Instrument Approach Chart ICAO 1: 330,000	IAC	EIKN AD 2.24-10	EIKN ILS B CAT I & CAT II RWY 26	28 APR 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY 26	28 APR 2016
	IAC	EIKN AD 2.24-13	EIKN NDB RWY 26	28 APR 2016

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	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	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
	IAC	EIDL AD 2.24-7	EIDL RNP RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-9	EIDL RNP RWY 20 CAT A, B, C	12 JUN 2025
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
	IAC	EIDL AD 2.24-8	EIDL NDB RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	12 JUN 2025
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	12 JUN 2025
	VAC	EIKN AD 2.24-19	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	12 JUN 2025
	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
	AD	EIWF AD 2.24-1	WATERFORD	21 MAR 2024
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021
Aerodrome Chart ICAO As per Published Chart	AD	EIDL AD 2.24-1	DONEGAL	12 JUN 2025
	AD	EIDW AD 2.24-1	DUBLIN	17 APR 2025
	AD	EIWT AD 2.24-1	WESTON	03 OCT 2024

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	21 MAR 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000	AOC	EIWT AD 2.24-2	EIWT RWY 07/25	03 OCT 2024
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	12 JUN 2025
Aerodrome Obstacle Chart ICAO - Type “A”	AOC	EIDL AD 2.24-2	EIDL RWY 02/20	12 JUN 2025
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 OCT 2025
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43	DUBLIN	01 DEC 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:700,000		EINN AD 2.24-16	SHANNON	17 JUN 2021
ATC Surveillance Minimum Altitude Chart - ICAO 1:600,000		EICK AD 2.24-29	CORK	25 MAR 2021

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



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

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

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

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East & West ICAO 1:250,000 Ed 9	531046.08N 0075439.33W	Co Offaly, Derrinlough Wind Farm. Height: 607ft Elevation: 798ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	532419.10N 0071217.98W	Co Offaly, Yellow River Wind Farm. Height: 545ft Elevation: 827ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	531738.40N 0070024.48W	Co Offaly, Cushaling River Windfarm. Height: 614ft Elevation: 847ft

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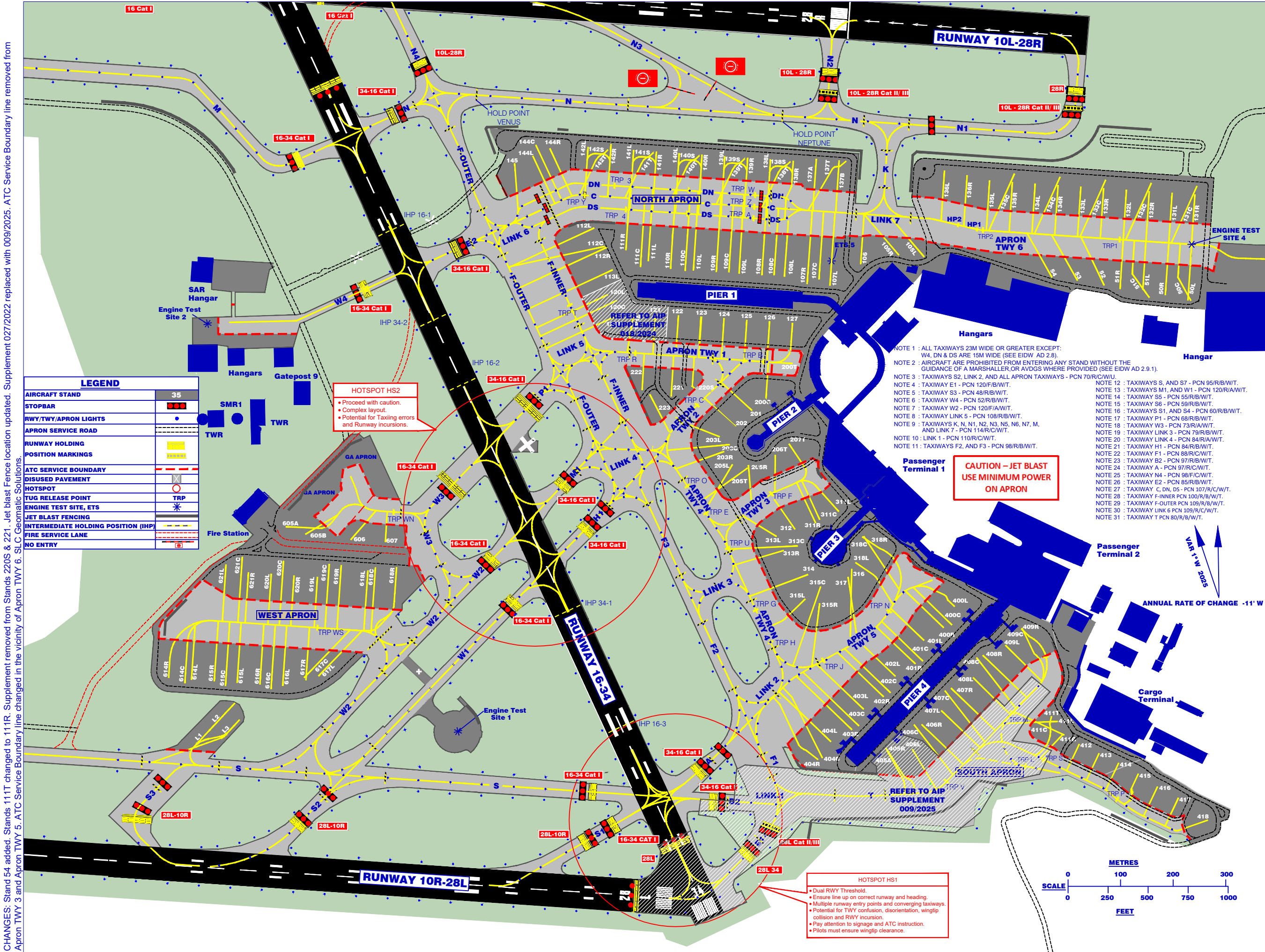
AIP IRELAND
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV.
220 FT

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

EIDW AD 2.24-2

DUBLIN AIRPORT/ IRELAND



CHANGES: Stand 54 added, Stand 111T changed to 111R, Supplement removed from Stand 220S & 221, Jet blast Fence location updated, Supplement 027/2022 replaced with 009/2025, ATC Service Boundary line removed from Apron TWY 3 and Apron TWY 5, ATC Service Boundary line changed in the vicinity of Apron TWY 6, SLC Geomatic Solutions.

INS CHECK POINTS

Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	Remarks	Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	Remarks
50L*	53 25 49.68 N	006 14 07.63 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 50C VACANT.	205R	53 25 39.50 N	006 14 53.41 W	35.92m	39.50m	TAXI IN, PUSH OUT.	STAND 205T VACANT.
50C*	53 25 49.21 N	006 14 07.66 W	65.00m	63.73m	TAXI IN, PUSH OUT.	STANDS 50L, 50R VACANT	206T	53 25 40.09 N	006 14 50.63 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
50R*	53 25 49.81 N	006 14 09.98 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 50C VACANT	207T	53 25 40.75 N	006 14 49.19 W	35.92m	44.51m	TAXI IN, PUSH OUT.	
51L*	53 25 49.94 N	006 14 12.32 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 51C VACANT	220S	53 25 44.48 N	006 14 59.00 W	27.05m	27.20m	SELF MANOEUVRING.	
51C*	53 25 49.45 N	006 14 11.98 W	65.00m	66.61m	TAXI IN, PUSH OUT.	STANDS 51L, 51R VACANT	221	53 25 44.34 N	006 15 01.16 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
51R*	53 25 50.07 N	006 14 14.67 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 51C VACANT	222	53 25 44.55 N	006 15 04.01 W	35.92m	39.48m	TAXI IN, PUSH OUT.	
52*	53 25 50.29 N	006 14 16.53 W	36.00m	44.51m	TAXI IN, PUSH OUT.		223	53 25 43.74 N	006 15 03.19 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
53*	53 25 50.61 N	006 14 19.30 W	36.00m	37.57m	TAXI IN, PUSH OUT.		311L	53 25 36.52 N	006 14 44.26 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STANDS 311C VACANT.
54*	53 25 50.91 N	006 14 21.96 W	27.10m	27.20m	TAXI IN, PUSH OUT.	STAND VACANT TO ALLOW AIRCRAFT ENTRY/EXIT TO HANGAR	311C	53 25 36.05 N	006 14 46.58 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STAND 311L, 311R VACANT.
105L	53 25 52.26 N	006 14 35.12 W	27.05m	28.58m	TAXI IN, PUSH OUT.		311R	53 25 35.85 N	006 14 46.66 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STANDS 311C VACANT.
105R	53 25 52.41 N	006 14 37.71 W	27.05m	28.58m	TAXI IN, PUSH OUT.		312	53 25 35.49 N	006 14 48.80 W	41.10m	47.40m	TAXI IN, PUSH OUT.	
106	53 25 51.98 N	006 14 41.31 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.
107L	53 25 50.70 N	006 14 44.54 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 107C VACANT.	313C	53 25 34.46 N	006 14 48.44 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 313L, 313R VACANT.
107C	53 25 51.07 N	006 14 45.66 W	65.00m	73.86m	TAXI IN, PUSH OUT.	STANDS 107L, 107R VACANT.	313R	53 25 34.20 N	006 14 50.02 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 313C VACANT.
107R	53 25 50.84 N	006 14 46.88 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 107C VACANT.	314	53 25 32.68 N	006 14 47.57 W	64.80m	66.90m	TAXI IN, PUSH OUT.	MAX WINGSPAN 47.60M WHEN STAND 315L OCCUPIED.
108L	53 25 51.05 N	006 14 49.22 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT.	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.
108C	53 25 51.15 N	006 14 50.30 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 108R, 108L VACANT.	315C	53 25 31.92 N	006 14 46.29 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 315L, 315R VACANT.
108R	53 25 51.18 N	006 14 51.57 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT.	315R	53 25 30.89 N	006 14 46.44 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 315C VACANT.
109L	53 25 51.31 N	006 14 53.91 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT.	316	53 25 32.96 N	006 14 43.04 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 317, 318L VACANT.
109C	53 25 51.41 N	006 14 54.96 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 109R, 109L VACANT.	317	53 25 32.47 N	006 14 43.44 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 316 VACANT.
109R	53 25 51.44 N	006 14 56.25 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT.	318L	53 25 33.35 N	006 14 42.63 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STANDS 316, 318C VACANT.
110L	53 25 51.57 N	006 14 58.60 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C 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.
110C	53 25 51.55 N	006 14 59.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 110R, 110L 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.
110R	53 25 51.70 N	006 15 00.95 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C 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.
111L	53 25 52.22 N	006 15 03.23 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 111C 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.
111C	53 25 51.86 N	006 15 04.06 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 111T, 111L 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.
111R*	53 25 53.21 N	006 15 05.44 W	36.00m	39.48m	TAXI IN, PUSH OUT.	STAND 111C VACANT.	401L	53 25 28.45 N	006 14 35.79 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 401C VACANT.
112L*	53 25 54.18 N	006 15 09.25 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 112C VACANT.	401C	53 25 27.36 N	006 14 36.25 W	65.00m	63.80m	TAXI IN, PUSH OUT.	STANDS 401L, 401R VACANT.
112C*	53 25 53.01 N	006 15 08.18 W	60.30m	58.82m	TOW IN, PUSH OUT	STANDS 112L AND 112R VACANT.	401R	53 25 27.23 N	006 14 37.08 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 401C VACANT.
112R*	53 25 53.00 N	006 15 07.88 W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 112C VACANT.	402L	53 25 26.50 N	006 14 39.18 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 402C VACANT.
113L*	53 25 51.60 N	006 15 07.37 W	36.00m	46.50m	TAXI IN, PUSH OUT.		402C	53 25 25.39 N	006 14 39.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 402L, 402R 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.	402R	53 25 25.26 N	006 14 40.44 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 402C VACANT.
120L*	53 25 50.19 N	006 15 07.51 W	36.00m	45.10m	TAXI IN, PUSH OUT.		403L	53 25 24.57 N	006 14 42.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 403C VACANT.
120R	53 25 48.91 N	006 15 06.53 W	36.00m	45.10m	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.
121	53 25 48.95 N	006 15 02.61 W	36.00m	45.10m	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.
121L	53 25 48.94 N	006 15 04.87 W	36.00m	39.50m	TAXI IN, PUSH OUT.		404L	53 25 22.58 N	006 14 45.98 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT.
122	53 25 48.82 N	006 15 00.26 W	36.00m	45.10m	TAXI IN, PUSH OUT.		404C	53 25 21.38 N	006 14 46.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 404L, 404R VACANT.
123	53 25 48.69 N	006 14 57.92 W	36.00m	45.10m	TAXI IN, PUSH OUT.		404R	53 25 21.28 N	006 14 47.01 W	35.80m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT.
124	53 25 48.56 N	006 14 55.57 W	36.00m	45.10m	TAXI IN, PUSH OUT.		405A	53 25 21.63 N	006 14 39.76 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 405R VACANT. STAND 405A RESTRICTED TO B757-200W ONLY
125	53 25 48.43 N	006 14 53.23 W	36.00m	45.10m	TAXI IN, PUSH OUT.		405R*	53 25 21.56 N	006 14 39.64 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 405A 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.	406L	53 25 21.82 N	006 14 37.01 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C 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.	406C	53 25 23.12 N	006 14 36.82 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 406L, 406R VACANT.
131L*	53 25 53.32 N	006 14 09.13 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 131C VACANT.	406R	53 25 23.28 N	006 14 36.22 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT.
131C*	53 25 53.73 N	006 14 06.83 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 131L, 131R VACANT.	407L	53 25 23.91 N	006 14 33.83 W	34.10m	45.10m	TAXI IN, PUSH OUT.	STAND 407C VACANT.
131R*	53 25 53.19 N	006 14 06.79 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 131C VACANT	407C	53 25 25.10 N	006 14 33.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 407L, 407R VACANT.
132L*	53 25 55.58 N	006 14 13.82W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 132C VACANT.	407R	53 25 25.27 N	006 14 32.77 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 407C VACANT.
132C*	53 25 55.98 N	006 14 11.41 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 132L, 132R VACANT.	408L	53 25 25.89 N	006 14 30.48 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 408C VACANT.
132R*	53 25 55.45 N	006 14 11.48 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 132C VACANT	408C	53 25 27.08 N	006 14 30.11 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 408L, 408R VACANT.
133L*	53 25 55.83 N	006 14 18.52 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 133C VACANT.	408R	53 25 27.25 N	006 14 29.42 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 408C VACANT.
133C*	53 25 56.24 N	006 14 16.11 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 133L, 133R VACANT.	409L	53 25 27.83 N	006 14 27.06 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 409C VACANT AT ENTRY/EXIT
133R*	53 25 55.71 N	006 14 16.17 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 133C VACANT	409C	53 25 28.94 N	006 14 25.56 W	60.30m	68.30m	TAXI IN, PUSH OUT.	STANDS 409L, 409R VACANT. USE MIN POWER ONLY. TOW ON IF A/C STOPS DURING ENTRY.
134L*	53 25 56.09 N	006 14 23.21 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 134C VACANT.	409R	53 25 28.94 N	006 14 25.58 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 409C VACANT AT ENTRY/EXIT.
134C*	53 25 56.50 N	006 14 20.80 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 134L, 134R VACANT.	411L	53 25 23.26 N	006 14 22.23 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 411C, 411T VACANT.
134R*	53 25 55.96 N	006 14 20.86 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 134C VACANT	411C	53 25 22.46 N	006 14 21.55 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 411L, 411R, 411T VACANT.
135L*	53 25 56.36 N	006 14 27.90 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 135C VACANT.	411R	53 25 22.52 N	006 14 21.61 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STAND 411C, 411T VACANT.
135C*	53 25 56.76 N	006 14 25.49 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 135L, 135R 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.
135R*	53 25 56.22 N	006 14 25.55 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 135C VACANT	412	53 25 21.84 N	006 14 20.06 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
136L*	53 25 57.03 N	006 14 32.52 W	36.00m	44.51m	TAXI IN, PUSH OUT.		413	53 25 21.23 N	006 14 18.04 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
136R*	53 25 56.71 N	006 14 30.21 W	36.00m	44.51m	TAXI IN, PUSH OUT.		414	53 25 20.61 N	006 14 16.05 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
137A	53 25 57.93 N	006 14 45.70 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 137T VACANT.	415	53 25 19.92 N	006 14 14.04 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
137T	53 25 57.86 N	006 14 42.98 W	64.00m	63.69m	TAXI IN, PUSH OUT.	STANDS 137A, 137B VACANT.	416	53 25 19.10 N	006 14 12.10 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
137B	53 25 57.80 N	006 14 43.35 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 137T VACANT.	417	53 25 18.38 N	006 14 09.98 W	36.00m	37.60m	TAXI IN, PUSH OUT.	
138L	53 25 58.28 N	006 14 50.39 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STANDS 138T, 138S VACANT.	418	53 25 16.96 N	006 14 07.02 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
138T	53 25 58.10 N	006 14 48.35 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 138L, 138R, 138S 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.
138S	53 25 57.22 N	006 14											

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	
		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	
2	Taxiway width, surface and strength	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
3	Altimeter checkpoint location and elevation	Location: Terminal Apron / Elevation: 9ft AMSL			
4	VOR checkpoint	Nil			
5	INS checkpoint	EINN AD 2.24-2			
6	Remarks	Nil			

EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

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

EINN AD 2.10 AERODROME OBSTACLES

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

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

EINN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Shannon Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR respectively
4	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 - 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 121.800 MHz			H24	Nil
APP	Shannon Approach	121.400 MHz 120.200 MHz			H24	Nil
APP (RADAR)	Shannon Approach RADAR	121.400 MHz			H24	Nil
ATIS	Shannon Information	130.955			H24	8.33 kHz Channel
D-ATIS	Shannon Information				H24	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 3° W 2023	SHA	113.300 MHz	H24	524315.6N 0085306.8W	200ft		Designated Operational Coverage 300 NM/70,000ft 180°True BRG to 360° True BRG. Designated Operational Coverage 100 NM/50,000ft.
NDB	FOY	395 kHz	H24	523358.5N 0091143.5W			Designated Operational Coverage 50 NM
ILS LOC RWY 06 CAT 1 3° W 2023	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 3° W 2023	ISW	110.95MHz	H24	524129.4N 0085649.4W			Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LOC coverage below 3000ft MSL AT 25 NM EINN
ILS GP RWY 24		330.65MHz	H24	524232.1N 0085447.7W			GP Angle 3° RDH 59ft
LO RWY 24	OL	339 kHz	H24	524456.4N 0084926.0W			Designated Operational Coverage 15NM
OM RWY 24	2 Dashes per sec	75 MHz	H24	524455.5N 0084927.0W			
MM RWY 24	Dots and Dashes	75 MHz	H24	524254.8N 0085347.9W			
ILS DME RWY 24	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft		DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M.

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

EINN AD 2.20 LOCAL 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	1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

Standard Arrivals Routes used in the Shannon CTA are based on Holding Patterns at DERAG and ELPOM.

5.2 Initial Approach Procedures.

5.2.1 With Radar Control

In order to expedite the flow of traffic, aircraft may be cleared on STAR, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.

Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold.

Actual descent clearance will be as directed by ATC.

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

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

5.2.3 Without Radar Control.
When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

5.2.4 Communications failure procedures for arriving aircraft.

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

Supplemented by the following:

Traffic cleared on STAR

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

Traffic Radar vectored to final approach

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

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

6. Departure Procedures

6.1 RWY's 06 and 24

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

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

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

6.2 OMNI-Directional Departures:

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

6.3 Communications failure procedures for departing aircraft.

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

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

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

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

7. Low Visibility Procedures

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

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

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

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

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

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

bar to be reconfirmed by ATS and read back before proceeding.

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

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

7.8 Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

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

EINN AD 2.23 ADDITIONAL INFORMATION

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

EINN AD 2.24 CHARTS RELATED TO AERODROME

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

EINN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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