

—IRELAND—



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AIRAC AIP AMDT 003/23
Effective Date: 23 MAR 2023
Publication Date: 09 FEB 2023

PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

- GEN 0.2** Record of AIP Amendments: Updated Text.
GEN 0.3 Record of AIP Supplements: Updated Text.
GEN 0.4 Checklist of Pages: Updated.
GEN 3.2 Aeronautical Charts: Updated VAC Chart for EISG, EIWF
ENR 1.10 Flight Planning: Section 6.3.1 and 7.1 Updated Text.
ENR 3.3 Area Navigation Routes: Updated Information.
ENR 4.4 Name Code Designators: Insertion of Points ENJEX, NIRIF and RUKOH and Updated Text.
ENR 6-1 Enroute Chart – Lower ATS Routes: Updated Chart.
ENR 6-2 Enroute Chart – Upper Airspace: Updated Chart.
ENR 6-3 Enroute Connectivity & H24 Frequencies Chart: Updated Chart.
EISG AD Updated information sections: AD 2.11, and AD 2.17
AD 2.24-16 Visual Approach Chart updated
EIWF AD Updated information sections: AD 2.3, AD 2.4, AD 2.7, AD 2.10, AD 2.11, AD 2.17 and AD 2.18. **Incorporation of PERM NOTAM B0127/23**
AD 2.24 – 7 Visual Approach Chart updated

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	23 MAR 2023/23 MAR 2023
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	23 MAR 2023/23 MAR 2023
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	23 MAR 2023/23 MAR 2023
GEN 3.2-1/GEN 3.2-10	GEN 3.2-1/GEN 3.2-10	23 MAR 2023/23 MAR 2023
ENR 1.10-1/ENR 1.10-18	ENR 1.10-1/ENR 1.10-18	23 MAR 2023/23 MAR 2023
ENR 3.3-1/ENR 3.3-10	ENR 3.3-1/ENR 3.3-10	23 MAR 2023/23 MAR 2023
ENR 4.4-1/ENR 4.4-8	ENR 4.4-1/ENR 4.4-8	23 MAR 2023/23 MAR 2023
ENR 6-1/BLANK	ENR 6-1/BLANK	23 MAR 2023/23 MAR 2023
ENR 6-2/BLANK	ENR 6-2/BLANK	23 MAR 2023/23 MAR 2023
ENR 6-3/BLANK	ENR 6-3/BLANK	23 MAR 2023/23 MAR 2023
EISG AD 2-1 / EISG AD 2-12	EISG AD 2-1 / EISG AD 2-12	23 MAR 2023/23 MAR 2023
EISG AD 2.24 -16/BLANK	EISG AD 2.24-16/BLANK	23 MAR 2023/23 MAR 2023

EIWF AD 2-1 / EIWF AD 2-12	EIWF AD 2-1 / EIWF AD 2-12	23 MAR 2023/23 MAR 2023
EIWF AD 2.24-7/BLANK	EIWF AD 2.24 – 7/BLANK	23 MAR 2023/23 MAR 2023

New Supplements for this Amendment: **NR 006/23, 007/23, 008/23**

Supplements cancelled in this Amendment: **NR 005/23, 011/21**

New AIC for this Amendment: **NR 002/23, 003/23, 004/23**

AIC cancelled in this Amendment: **NR 001/23, 010/22**

PERM NOTAM* incorporated in this Amendment: **B0127/23**

**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
008/2023	Checklist of Valid AIP Supplements	GEN	23-Mar-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	-
005/2023	Checklist of Valid AIP Supplements	GEN	23-Feb-2023	23-Mar-2023
004/2023	Dublin Airport (EIDW) - Reconfiguration Works of Taxiways F-INN, 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	-
002/2023	Checklist of Valid AIP Supplements	GEN	26-Jan-2023	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	-
032/2022	Checklist of Valid AIP Supplements	GEN	01-Dec-2022	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	-
029/2022	Checklist of Valid AIP Supplements	GEN	03-Nov-2022	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	-
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 10_28L Phase 1 and Phase 2	EIDW	14-Jul-2022	-
014/2022	Shannon Enroute - Special Procedures within the Shannon FIR/UIR/SOTA/NOTA for North Atlantic Traffic	EISN	19-May-2022	-
012/2022	Ireland West (EIKN) Apron Bravo	EIKN	21-Apr-2022	-

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
011/2022	Dublin Airport (EIDW) Implementation of Runway 16/34 LVP Taxiing Lighting - Phase 1	EIDW	21-Apr-2022	01-Dec-2022
010/2022	Dublin Airport (EIDW) Construction of critical Taxiway North - Phase 1	EIDW	21-Apr-2022	23-Feb-2023
007/2022	Waterford Airport (EIWF) Revised Minimum Safe Altitudes	EIWF	24-Mar-2022	-
006/2022	Dublin Airport (EIDW) Construction and Final Commissioning of the New North Runway	EIDW	24-Mar-2022	01-Dec-2022
005/2022	Dublin Airport (EIDW) Introduction into Service of New Taxiways N and K	EIDW	24-Mar-2022	01-Dec-2022
003/2022	Ireland West (EIKN) ATIS	EIKN	27-Jan-2022	-
002/2022	Dublin Airport (EIDW) Pier 1 West Stands and Stands Between Apron Twys 1 and 2 Realignment Works	EIDW	27-Jan-2022	23-Feb-2023
001/2022	Dublin Airport (EIDW) Construction of Temporary Taxiway F- Inner to Twy's C, DN and DS	EIDW	27-Jan-2022	-
011/2021	Dublin Co. Dublin - Crane Activity	EIDW	12-Aug-2021	23-Mar-2023
009/2021	Dublin Airport (EIDW) Rwy 16/34 LVP Taxiing Lighting Installation Works - Phase 1	EIDW	15-Jul-2021	-
017/2020	Dublin Airport (EIDW) North - South Sewer	EIDW	08-Oct-2020	01-Dec-2022
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@iaa.ie				

GEN 0.4 Check list of AIP Pages

New Pages *

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	GEN 0	1.5-10	08 NOV 2018		GEN 2
0.1-1	25 FEB 2021	1.5-11	08 NOV 2018	2.1-1	24 FEB 2022
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0.2-1	23 MAR 2023 *	1.5-13	08 NOV 2018	2.2-1	02 DEC 2021
0.2-2	23 MAR 2023 *	1.5-14	08 NOV 2018	2.2-2	02 DEC 2021
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0.4-2	23 MAR 2023 *	1.6-4	02 MAR 2017	2.2-6	02 DEC 2021
0.4-3	23 MAR 2023 *	1.6-5	02 MAR 2017	2.2-7	02 DEC 2021
0.4-4	23 MAR 2023 *	1.6-6	02 MAR 2017	2.2-8	02 DEC 2021
0.4-5	23 MAR 2023 *	1.7-1	23 FEB 2023	2.2-9	02 DEC 2021
0.4-6	23 MAR 2023 *	1.7-2	23 FEB 2023	2.2-10	02 DEC 2021
0.4-7	23 MAR 2023 *	1.7-3	23 FEB 2023	2.2-11	02 DEC 2021
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0.5-2	15 JUL 2021	1.7-6	23 FEB 2023	2.2-14	02 DEC 2021
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0.6-2	19 MAY 2022	1.7-8	23 FEB 2023	2.3-2	12 FEB 2009
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1.1-3	19 MAY 2022	1.7-14	23 FEB 2023	2.6-2	11 FEB 2010
1.1-4	19 MAY 2022	1.7-15	23 FEB 2023	2.7-1	13 OCT 2016
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1.2-2	02 DEC 2021	1.7-17	23 FEB 2023	2.7-3	13 OCT 2016
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3.4-7	23 FEB 2023		1.3-6	02 DEC 2021		1.10-15	23 MAR 2023
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3.5-12	08 OCT 2020		1.6-7	11 AUG 2022		1.13-4	22 APR 2021
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	ENR 3	5.3-1	17 SEP 2015	0.4-1	07 MAR 2013
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5.2-1	25 FEB 2021	0.2-1	07 MAR 2013	2-12	14 JUL 2022
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2.24-10.2	26 APR 2018	2-9	06 OCT 2022	2.24-10.2	05 NOV 2020
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2-2	24 MAR 2022	2-5	16 JUN 2022		
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2-5	19 MAY 2022				
2-6	19 MAY 2022				
	EIKK AD				
2-1	16 JUN 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	23 FEB 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	23 FEB 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	

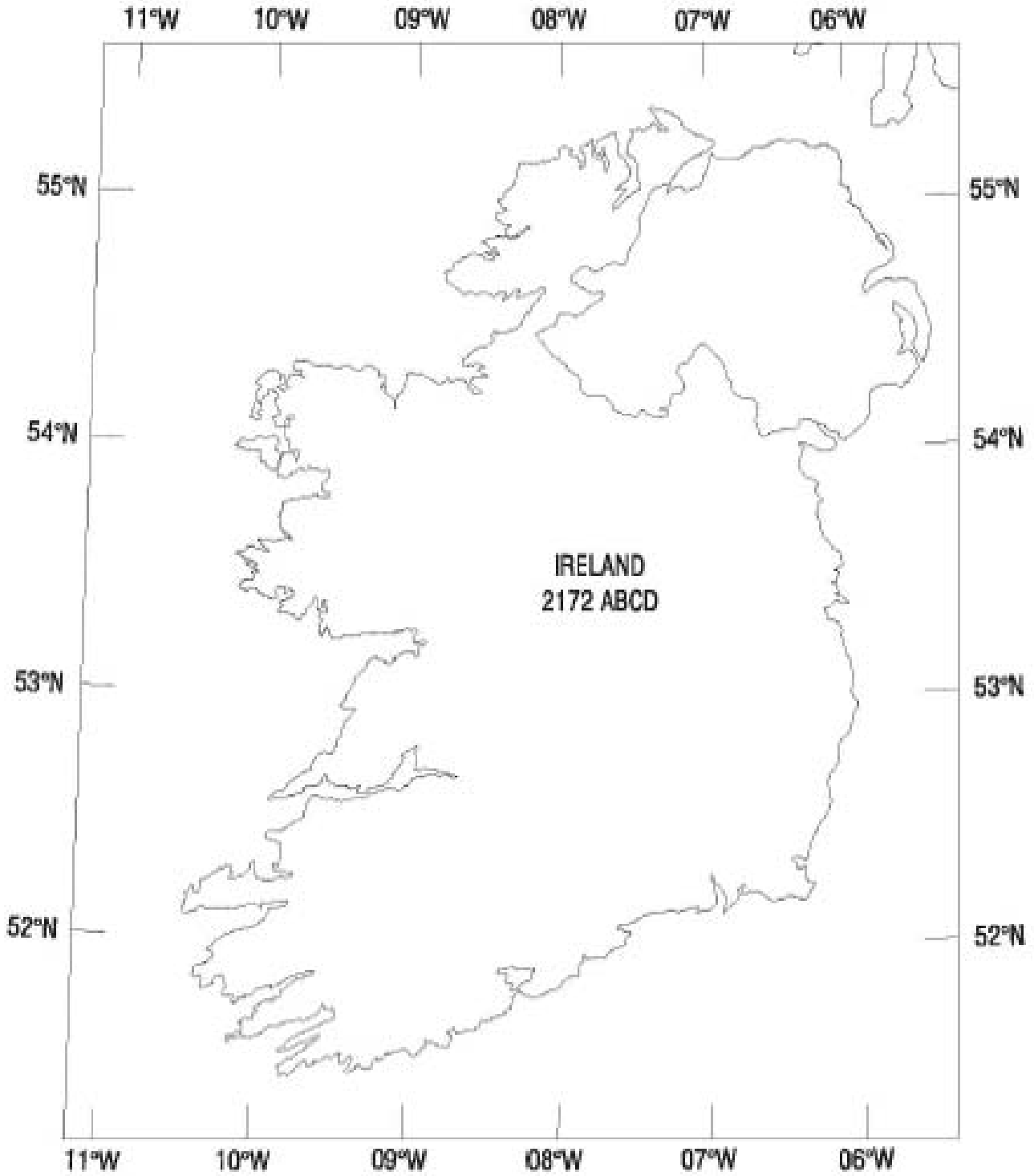
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 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	23 MAY 2019
	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	11 AUG 2022
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	03 NOV 2022
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
NIL	NIL	NIL

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ENR 1.10 FLIGHT PLANNING

The following documentation should be referred to prior to filing a flight plan

- EU Reg. No 923/2012 - Section 4 Flight plans SERA.4001 Submission of a flight plan.
- ICAO DOC 4444 ATM/501 Air Traffic Management.
- ICAO DOC 7030 Regional Supplementary Procedures (Part: EUR).
- Network Operations HANDBOOK and Integrated Initial Flight Plan Processing System (IFPS) Users Manual

1. REQUIREMENT FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 A flight plan shall be submitted in accordance with the above prior to operating,

- a. Any flight or portion thereof to be provided with air traffic control service;
- b. any IFR flight within advisory airspace;
- c. any flight within or into designated areas, joining designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services;
- d. any flight within or into designated areas, or joining designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with appropriate military units or with air traffic services units or with air traffic services units in adjacent states in order to avoid the possible need for interception for the purpose of identification;
- e. any flight across international borders;
- f. within the State, for any flight of which at least a total of 30 nautical miles is over water.

1.2 *VFR flight plan for alerting service only*

An alerting service is, in principle, provided to flights for which a flight plan has been submitted

1.3 Adherence to Airspace Utilization Rules and Availability

No Flight plans shall be filed via the airspace of EISN FIR/UIR or ACC/UAC or CTA/UTA deviating from the state restrictions defined within the route availability document (RAD). This common European Reference Document contains all airspace utilization rules and availability for EISN FIR/UIR or ACC/UAC or CTA/UTA and any reference to them shall be made via

URL: <https://www.nm.eurocontrol.int/RAD/index.html>

2. CONTENTS AND FORM SUBMISSION OF A FLIGHT PLAN

ICAO flight plan forms are available at ARO's.

The instructions for completing these forms shall be followed.

- A flight plan may be submitted by Telefax on condition that the flight plan is forwarded on an ICAO form.
- A flight plan may be submitted by Email on condition that the flight plan is forwarded on an ICAO form, or that the message complies with AFTN format.
- When filing a flight plan by telephone the sequence of items in the flight plan form shall be strictly followed

3. TIME OF SUBMISSION

Flight plans relating to flights which may be subject to ATFM regulation or which intend to operate in the North Atlantic area (NAT) shall be submitted at least 3 hours before EOBT and may be submitted up to 120 hours before EOBT provided the Date of Flight is included in item 18 of the ICAO flight plan form.

Flight plans for flights other than those described above should be submitted at least 30 MIN before EOBT.

4. PLACE OF SUBMISSION

4.1 IFR or IFR/VFR Flight Plans

Responsibility for the reception, checking, initial processing and distribution of flight plan data relating to IFR GAT flights originating within the SHANNON FIR or overflying the SHANNON FIR, UIR or SOTA/NOTA has been delegated to the IFPS.

IFPS is the sole source for the distribution of IFR GAT flight plan information to ATS units within the IFPS Zone. The Network Manager Flight Planning area provides a flight plan validation service as well as a flight plan management and route finding service for secure access users.

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

<https://contentzone.eurocontrol.int/FPL/default.aspx>

IFPS also provides the flight plan data necessary for the operation of the Air Traffic Flow Management (ATFM) elements of the CFMU.

Flight plans can be submitted at the Air Traffic Service Reporting Office (ARO) at the departure aerodrome.

Aircraft Operators who have appropriate facilities for communications with IFPS may submit flight plans and associated messages, for flights departing from aerodromes within the SHANNON FIR, or over flying the SHANNON FIR, UIR, SOTA or NOTA directly to the IFPS. This "Direct Filing" is the preferred procedure.

Air Filed Flight Plans (AFIL)

ATS Unit will accept flight plans from aircraft in the air. This procedure (AFIL) should only be used when no other means of submission is practicable.

Flights requesting AFIL may be required to remain clear of controlled airspace until such time as the concerned ATS Unit has sufficient time to accept and process the message.

Rejection of such a flight plan by IFPS may result in subsequent and significant delay to the concerned flight.

Responsibility for Flight Plan Submission (IFR or IFR/VFR flights)

Aircraft Operators (AO) are responsible for all matters associated with the submission of IFR flight plans and associated messages (including correct compilation and submission in addition to reception of IFPS Operational Reply Messages.

IFPS OPERATIONAL REPLY MESSAGES (ORM)

- AO who use the direct filing procedure receive ORM directly from IFPS.
- AO who file through an ARO may – if the AO AFTN/SITA address is known to IFPS – receive ORM directly from IFPS. The ORM will also be sent systematically by IFPS to the ARO Office, which originally transmitted the message to IFPS.

It is the sole responsibility of the AO to make suitable arrangements to determine the contents of ORM and to respond to them accordingly. This responsibility applies regardless of the method used to submit the flight plan.

4.2 VFR Flight Plans

In the case of flights involving a mix of VFR and IFR rules, the procedures relating to flight plan submission for IFR flights must be followed. The addresses of ATS Units affected by VFR portions of the flight must be included in addition to the two IFPS addresses. The re-addressing function may be used to satisfy this requirement.

It is essential that the point on the route where the change of rules is intended to take place is identified correctly in the route field of the flight plan.

Flight plans can be submitted at the Air Traffic Service Reporting Office (ARO) at the departure aerodrome.

Air Filed Flight Plans (AFIL)

ATS Unit will accept flight plans from aircraft in the air, however this procedure (AFIL) should only be used when no other means of submission is practicable.

Flights requesting AFIL may be required to remain clear of controlled airspace until such time as the concerned ATS Unit has sufficient time to accept and process the message.

Note: IFPS does not handle flight plans relating to flights conducted totally in accordance with VFR flight rules, therefore the addresses of the two IFPS units should not be entered on such flight plans.

In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by AFS, Email, Telefax, or in extreme circumstances by telephone to the ARO listed below

National Air Traffic Services Reporting Office (ARO)

Post: Aeronautical Information Service
Irish Aviation Authority
Ballycasey Cross
SHANNON
Co. Clare
V14 C446
Ireland

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@iaa.ie

AFS: EINNZPZX

5. COMPLETION OF AN ICAO FLIGHT PLAN AND RELATED MESSAGES**5.1 ICAO Flight Plan****1. General**

Adhere closely to the prescribed formats and manner of specifying data.

Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank.

Insert all clock times in 4 figures UTC.

Insert all estimated elapsed times in 4 figures (hours and minutes).

Shaded area preceding Item 3 — to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

Note.— The term “aerodrome” where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.

2. Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

Note 2.— Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

3. Filed by

INSERT the name of the unit, agency or person filing the flight plan.

4. Acceptance of the flight plan

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

5. Instructions for insertion of COM data Items to be completed

COMPLETE the top two shaded lines of the form, and COMPLETE the third shaded line only when necessary, in accordance with the provisions in PANS-ATM, Chapter 11, 11.2.1.2, unless ATS prescribes otherwise.

**Item 7 AIRCRAFT IDENTIFICATION
(MAXIMUM 7 CHARACTERS)**

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

- a. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA 213, JESTER 25); Or
- b. the nationality or common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
 1. in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS);
 2. the aircraft is not equipped with radio

Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2.— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

**Item 8 FLIGHT RULES AND TYPE OF FLIGHT
(ONE OR TWO CHARACTERS)**

Flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I	if it is intended that the entire flight will be operated under the IFR
V	if it is intended that the entire flight will be operated under the VFR
Y	if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules*
Z	if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules*
* Specify in Item 15 the point or points at which a change of flight rules is planned.	

Type of flight

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

S	if scheduled air service
N	if non-scheduled air transport operation
G	if general aviation
M	if military
X	if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

Item 9 **NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY**

Number of aircraft

(1 or 2 characters)

INSERT the number of aircraft, if more than one

Type of aircraft

(2 to 4 characters)

INSERT the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators, OR, if no such designator has been assigned, or in case of formation flights comprising more than one type,

INSERT ZZZZ, and SPECIFY in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

Wake turbulence category

(1 character)

INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

H	HEAVY to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;
M	MEDIUM to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg;
L	LIGHT to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

Item 10 **EQUIPMENT AND CAPABILITIES**

Capabilities comprise the following elements:

- a. presence of relevant serviceable equipment on board the aircraft;
- b. equipment and capabilities commensurate with flight crew qualifications; and
- c. where applicable, authorization from the appropriate authority.

Radio communication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

N	if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable, Or
S	if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1), And/Or

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available:

A	GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	MLS
C	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1 - P9	Reserved for RCP
G	GNSS (See Note 2)	R	PBN approved (See Note 4)
H	HF RTF	T	TACAN
I	Inertial Navigation	U	UHF RTF
J1	CPDLC ATN VDL Mode 2 (See Note 3)	V	VHF RTF
J2	CPDLC FANS 1/A HF DL	W	RVSM approved
J3	CPDLC FANS 1/A VDL Mode 4	X	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	Y	VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Z	Other equipment carried or other capabilities (See Note 5)
J6	CPDLC FANS 1/A SATCOM (MTSAT)		

Any alphanumeric characters not indicated above are reserved

Note 1.— If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note 3.— See RTCA/EUROCAE Inter-operability Requirements Standard for ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note 4.— If the letter R is used, the performance-based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific route segment, route or area is contained in the Performance-based Navigation (PBN) Manual (Doc 9613).

Note 5.— If the letter Z is used, the other equipment carried or other capabilities shall be specified in item 18 preceded by "COM/", "NAV/", and/or "DAT/", as appropriate. Exemptions for CPDLC and 8.33KHZ are to be indicated by inserting the letter Z in item 10a and then inserting the appropriate descriptors in the following indicators in item 18 ("DAT/CPDLCX or "COM/EXM833")

Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Surveillance equipment and capabilities

INSERT N

if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,

OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C	
A	Transponder Mode A (4 digits — 4 096 codes)
C	Transponder Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S	
E	Transponder Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H	Transponder Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I	Transponder Mode S, including aircraft identification, but no pressure-altitude capability
L	Transponder Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P	Transponder Mode S, including pressure-altitude, but no aircraft identification capability
S	Transponder Mode S, including both pressure altitude and aircraft identification capability
X	Transponder Mode S with neither aircraft identification nor pressure-altitude capability

Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B	
B1	ADS-B with dedicated 1 090 MHz ADS-B “out” capability
B2	ADS-B with dedicated 1 090 MHz ADS-B “out” and “in” capability
U1	ADS-B “out” capability using UAT
U2	ADS-B “out” and “in” capability using UAT
V1	ADS-B “out” capability using VDL Mode 4
V2	ADS-B “out” and “in” capability using VDL Mode 4

ADS-C	
D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/.

Item 13 DEPARTURE AERODROME AND TIME
(8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, Location Indicators,

OR, if no location indicator has been assigned,

INSERT ZZZZ and **SPECIFY**, in Item 18, the name and location of the aerodrome preceded by DEP/,

OR, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,

OR, if the flight plan is received from an aircraft in flight,

INSERT AFIL, and **SPECIFY**, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT),

OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

Item 15 **ROUTE**

INSERT the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.
THEN, following the arrow,
INSERT the route description as in (c).

a. **Cruising speed**

(maximum 5 characters)

INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:

- Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or
- Knots, expressed as N followed by 4 figures (e.g. N0485), or
- True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

b. **Cruising level**

(maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

- Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or
- *Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or
- * When so prescribed by the appropriate ATS authorities.
- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or
- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or
- for uncontrolled VFR flights, the letters VFR.

c. **Route**

(including changes of speed, level and/or flight rules)

Flights along designated ATS routes

INSERT, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN **INSERT** each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

Note. When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR, when required by appropriate ATS authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hours flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

INSERT DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a space.

ATS route (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).

Note. Provisions for the application of route designators are contained in Annex 11, Appendix 1.

Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY), or, if no coded designator has been assigned, one of the following ways:

Degrees only (7 characters):

2 figures describing latitude in degrees, followed by N (North) or S (South), followed by 3 figures describing longitude in degrees, followed by E (East) or W (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W

Degrees and minutes (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by N (North) or S (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by E (East) or W (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

Bearing and distance from a reference point:

The identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros. e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR DUB should be expressed as DUB180040.

Change of speed or level (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.

Examples: LN/N0284A045

MAY/N0305F180

HADDY/N0420F330

4602N07805W/N0500F350

46N078W/M082F330

DUB180040/N0350M0840

Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:

- VFR if from IFR to VFR
- IFR if from VFR to IFR

Examples: LN VFR

LN/N0284A050 IFR

Cruise climb (maximum 28 characters)

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620.

Item 16 DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time

(8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, Location Indicators,

OR, if no location indicator has been assigned,

INSERT ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/
THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Note. — For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

Destination alternate aerodrome(s)

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, Location Indicators, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

Item 18 **OTHER INFORMATION**

Note. — Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/	Reason for special handling by ATS, e.g. a search and rescue mission, as follows
ALTRV	for a flight operated in accordance with an altitude reservation;
ATFMX	for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR	fire-fighting;
FLTCK	flight check for calibration of nav aids;
HAZMAT	for a flight carrying hazardous material;
HEAD	a flight with Head of State status;
HOSP	for a medical flight declared by medical authorities;
HUM	for a flight operating on a humanitarian mission;
MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC	for a life critical medical emergency evacuation;
NONRVSM	for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR	for a flight engaged in a search and rescue mission;
STATE	for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ Indication of RNAV and/or RNP capabilities.

Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS	
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors

RNAV SPECIFICATIONS	
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS	
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10 a).

DAT/ Indicate data applications or capabilities not specified in 10 a).

SUR/ Include surveillance applications or capabilities not specified in Item 10 b).

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six-figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830

EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

CODE/ Aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to re-clearance in flight. Examples:

RIF/DTA HEC KLAX

RIF/ESP G94 CLA YPPH

RMK/ Any other plain-language remarks when required by the appropriate ATS authority or deemed necessary.

Item 19 SUPPLEMENTARY INFORMATION

Endurance After **E/**

INSERT a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board After **P/**

INSERT the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority.

INSERT TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

(RADIO) **R/**

- CROSS OUT U if UHF on frequency 243.0 MHz is not available.
- CROSS OUT V if VHF on frequency 121.5 MHz is not available.
- CROSS OUT E if emergency locator transmitter (ELT) is not available.

(SURVIVAL EQUIPMENT) **S/**

- CROSS OUT all indicators if survival equipment is not carried.
- CROSS OUT P if polar survival equipment is not carried.
- CROSS OUT D if desert survival equipment is not carried.
- CROSS OUT M if maritime survival equipment is not carried.
- CROSS OUT J if jungle survival equipment is not carried.

(JACKETS) **J/** • CROSS OUT all indicators if life jackets are not carried.

- CROSS OUT L if life jackets are not equipped with lights.
- CROSS OUT F if life jackets are not equipped with fluorescein.
- CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.

(DINGHIES) **D/** (NUMBER)

CROSS OUT indicators D and C if no dinghies are carried, or INSERT number of dinghies carried; and
(CAPACITY) INSERT total capacity, in persons, of all dinghies carried; and
(COVER) CROSS OUT indicator C if dinghies are not covered; and
(COLOUR) INSERT colour of dinghies if carried.

(AIRCRAFT COLOUR AND MARKINGS) **A/**

INSERT colour of aircraft and significant markings.

(REMARKS) **N/**

CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried and any other remarks regarding survival equipment.

(PILOT) **C/**

INSERT name of pilot-in-command.

5.2 Flight Plan Associated Messages

5.2.1 Modification Message (CHG)

All significant changes to flight plans submitted for both IFR and VFR flights shall be notified to ATS as follows:-

- before Departure;
utilizing, where possible the same procedures used to submit the original flight plan.
- after departure;
through the responsible ATS unit.

Items in the flight plan that cannot be modified by a CHG message.

- Aircraft Identification.
- Departure Aerodrome.
- Destination Aerodrome.
- Estimated Off-Block Date.
- Estimated Off-Block Time.

5.2.2 Cancellation Message (CNL)

Flight plan originators shall ensure that flight plans which are no longer required or which relate to flights for which a new flight plan has or will be submitted, are cancelled at the earliest opportunity by means of a cancellation message (CNL) addressed to all addressees on the original flight plan.

Failure to cancel redundant flight plans may result in unnecessary delay to air traffic since such flight plans will be dealt with by the ATFM service as though the flights are taking place.

A replacement flight plan (RFP) in the form of an FPL with identical call sign shall be transmitted with a delay not less than 5 minutes.

The RFP shall contain, as the first element of Item 18, the indication RFP/Qn, where RFP signifies "Replacement Flight Plan" and "n" is "1" for the first replacement, "2" for the second replacement.

The last RFP shall be filed at least 30 minutes before EOBT.

5.2.3 Delay Message (DLA)

In the event of a delay in excess of fifteen (15) minutes in the estimated off-block time, for an IFR flight (except if the IFR flight has a SLOT allocated) or in excess of thirty (30) minutes for a VFR controlled flight, a DLA message must be sent.

5.2.4 Departure Message (DEP)
Departures messages are sent for IFR/VFR flights when requested.

5.2.5 Arrival Message (ARR)
Arrival messages are sent for IFR/VFR flights when requested.

6. FLIGHT PLANNING IN SHANNON UTA, NOTA AND SOTA

6.1 No upper ATS routes exist in the SHANNON UTA, NOTA or SOTA except areas where the provision of ATM is delegated to another ANSP.

6.2 General Procedures

The following condition apply

- Airspace users are permitted to flight plan direct routing "DCT" between any of the published 5 letters waypoints or radio navigation aids within the SHANNON UTA, NOTA or SOTA.
- Routing between these points should be indicated by means of the "DCT" instruction subject to a max distance limit of 600 nautical miles.
- Cross UIR boundary DCT is not permitted. Airspace users may connect to the lower ATS network by flight planning "DCT" to any significant point on the lower ATS network.
- Airspace may connect from the lower ATS route by flight planning "DCT" from any significant point on that network to any of the exit points in the SHANNON UTA, SOTA and NOTA.
- Airspace users should flight plan clear of Danger Areas which are notified active. Waypoints are established which allow flight plan routes to remain clear of active Danger Areas and may be used for flight planning purposes. For EID1 ULTAG, ASKUP, LAPMO, and GIMRO. For EID13 BIBLA, ORTOM, LILNO and KOMAG. For EID14 LODLA, AMDEP, UNLID and LINRA

These points are depicted on Charts ENR 6-2, ENR 6-3 and ENR 6-4

Radar monitoring is provided to ensure separation from Danger areas when active.

- Flights not subject to Oceanic Clearance which Flight Plan to route through SHANNON Oceanic Transition Area are not subject to MNPS approval. ICAO State Letter PFA/SUP/NAT/2009/S09-05-09-0336.SLG refers.

6.3 Overflights

Over flight traffic should plan directly from entry point to exit point, except as required to remain clear of Active Danger areas. The following conditions do however apply:

- i. Airspace Users entering the SHANNON UTA on an oceanic clearance should plan direct from the last point (Landfall) on their Oceanic Clearance to exit point of the UTA or delegated airspace.
- ii. Airspace users intending to enter the Shanwick Oceanic Area should plan direct routes from entry points of the SHANNON UTA to entry points on the Oceanic boundary

6.3.1 Waypoints for overflight flight planning of UTA, NOTA and SOTA (See [Table 1](#): below)

Table 1:

Name-code Designator	Route
BOFUM, ENDEQ, LIFFY, NORLA, ROTEV	Eastbound only
BAGSO, MOPAT, NIMAT, VATRY	Westbound only
ARKIL, BOYNE, MORAG, SAMON, TURLU, KUGUR	Night Route only
ASKUP, GIMRO, LAPMO, ULTAG	EID1 avoidance
ADMUP, GURGA, KOMER, LUSAT	EID5 avoidance
BIBLA, KOMAG, LILNO, ORTOM	EID13 avoidance
AMDEP, LINRA, LODLA, UNLID	EID14 avoidance

Table 1:

Name-code Designator	Route
ADARA, AGORI, ALUTA, ATSUR, BAKUR, BAMLI,	
BANBA, BEDRA, BEGID, BEXET, BILTO, BIMGO	
DEGOS, DINIM, DOGAL, ELSOX, EMPER, ENJEX, EPUNA	
ERNAN, ETARI, EVBAK, EVRIN, GAPLI, GELPO, GISTI	
GOMUP, GUNSO, IBROD, JABEX, KESIX, KOGAD, KOKIB	
LARLA, LASNO, LEDGO, LEKVA, LESLU, LIMRI	
LIPGO, LULOX, MALOT, MAPAG, MIMKU, MOGLO	
MOLAK, NASBA, NEBIN, NERTU, NETKI, NEVRI	
NIBOG, NIPIT, OLGON, OMOKO, OSBOX	
PIKIL, RATKA, RESNO, REVNU, RILED, RODEL	
SLANY, SOMAX, SOVED, SUNOT, TAKAS, TAMEL,	
TOBOR, TUGSI, TULTA, VENER, XETBO	

6.4 Traffic landing at aerodromes within the SHANNON FIR

Traffic landing at aerodromes within the SHANNON FIR should plan from the SHANNON UTA entry point or from the last point (Landfall) on their Oceanic Clearance (if entering from the SHANWICK Oceanic Area) as follows;

6.4.1 If the destination aerodrome has published STAR then flight plan to the initial way-point on the most appropriate STAR.

6.4.2 If the destination aerodrome does not have published STAR then flight plan to the radio navigational aid or significant point associated with the destination aerodrome.(See [Table 2:](#) below)

Table 2:

Aerodrome	ICAO Code	Radio Navigational Aid	Significant point
Donegal	EIDL	CFN	
Sligo	EISG	SLG	
Ireland West	EIKN	CON	ENULA
SHANNON	EINN	SHA	
Kerry	EIKY	KER	INRAD
Cork	EICK	CRK	
Waterford	EIWF	WTD	

•Note; Aircraft not equipped to fly a STAR shall flight plan as per [6.4.2](#) and expect Radar vectoring.

6.5 Traffic departing aerodromes within the SHANNON FIR

Traffic departing aerodromes within the SHANNON FIR and flight planning FL250 and above should

6.5.1 If the departing aerodrome has published SID then flight plan from last point on the SID procedure to the exit point of the UTA

6.5.2 If the departing aerodrome has not published SID then flight plan from the radio navigational aid serving the

departure aerodrome to the exit point of the UTA. (See [Table 3](#):below)

Table 3:

Aerodrome	ICAO Code	Radio Navigational Aid
Donegal	EIDL	CFN
Sligo	EISG	SLG
Ireland West	EIKN	CON
SHANNON	EINN	SHA
Kerry	EIKY	KER
Cork	EICK	CRK
Waterford	EIWF	WTD

•Note; Aircraft not equipped to fly a SID shall flight plan as per [6.5.2](#) and expect Radar vectoring.

7. FLIGHT PLANNING FOR DEPARTING/ARRIVING TRAFFIC WITHIN THE SHANNON FIR

7.1 Dublin

Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) routes are published for Dublin (EIDW). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight Planning and Fuel Management - Expected Approach Distance

For arrivals to RWYs 10L/R and 28L/R at Dublin, operators may **flight plan** the appropriate STAR from AIP Ireland Chart EIDW STAR RWY 10L/R (without Lateral Holding) AD 2.24-23.5 or EIDW STAR RWY 28L/R (without lateral Holding) AD 2.24-22.4. These charts are based on Expected Approach distances at Dublin.

Expected Approach Distance RWY 10L/R

Each STAR length from CTA boundary to the STAR Termination waypoint (IFBAP or OSLEX, as appropriate) is provided in the table below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to either IFBAP (from the northern sequencing leg) or OSLEX (from the southern sequencing leg).

The Expected Approach Distance is specifically included for flight planning purposes (suffix Z).

The full Lateral Holding Point Merge/STAR (suffix R) must be available in the aircraft navigation database.

Table 4:

STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) AD2.24-23.1	STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - IFBAP OR OSLEX)	STAR EIDW RNAV 10L/R (without lateral Holding/Point Merge) AD2.24-23.5	STAR EIDW RNAV 10L/R (without lateral Holding/Point Merge) length NM
LIPGO2R	71 (to OSLEX)	LIPGO2Z	53 (to OSLEX)
BAGSO2R	73 (to IFBAP)	BAGSO2Z	48 (to IFBAP)
BAMLI2R	56 (to IFBAP)	BAMLI2Z	43 (to IFBAP)
BOYNE2R	75 (to IFBAP)	BOYNE2Z	50 (to IFBAP)
BUNED2R	69 (to OSLEX)	BUNED2Z	57 (to OSLEX)
NIMAT2R	82 (to IFBAP)	NIMAT2Z	57 (to IFBAP)
OLAPO2R	61 (to IFBAP)	OLAPO2Z	48 (to IFBAP)
OSGAR2R	68 (to OSLEX)	OSGAR2Z	56 (to OSLEX)
SUTEX2R	61 (to OSLEX)	SUTEX2Z	49 (to OSLEX)

Table 4:

STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) AD2.24-23.1	STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - IFBAP OR OSLEX)	STAR EIDW RNAV 10L/R (without lateral Holding/Point Merge) AD2.24-23.5	STAR EIDW RNAV 10L/R (without lateral Holding/Point Merge) length NM
NIRIF1R	111 (to OSLEX)	NIRIF1Z	93 (to OSLEX)
VATRY2R	96 (to OSLEX)	VATRY2Z	78 (to OSLEX)

Expected Approach Distance RWY 28L/R

Each STAR length from CTA boundary to the STAR Termination waypoint (PIZSA or OBINU as appropriate) is provided in the table below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to the relevant IF for the runway in use: ABIVU or LAPMO.

The Expected Approach Distance is specifically included for flight planning purposes (suffix X)

The full Lateral Holding/Point Merge STAR (suffix L) must be available in the aircraft navigation database.

Table 5:

STAR EIDW RNAV 28L/R (with lateral Holding/Point Merge) AD2.24-22.1	STAR EIDW RNAV 28L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - PIZSA or OBINU)	STAR EIDW RNAV 28L/R (without lateral Holding/Point Merge) AD2.24-22.4	STAR EIDW RNAV 28L/R (without lateral Holding/Point Merge) length NM
ABLIN3L	73 (to PIZSA)	ABLIN3X	46 (to OBINU)
BAGSO3L	49 (to OBINU)	BAGSO3X	25 (to PIZSA)
BAMLI3L	94 (to OBINU)	BAMLI3X	70 (to PIZSA)
BOYNE3L	51 (to OBINU)	BOYNE3X	27 (to PIZSA)
BUNED3L	103 (to PIZSA)	BUNED3X	76 (to OBINU)
NIMAT3L	58 (to OBINU)	NIMAT3X	34 (to PIZSA)
OLAPO3L	93 (to OBINU)	OLAPO3X	69 (to PIZSA)
OSGAR3L	102 (to PIZSA)	OSGAR3X	75 (to OBINU)
SUTEX3L	95 (to PIZSA)	SUTEX3X	68 (to OBINU)
VATRY3L	82 (to PIZSA)	VATRY3X	55 (to OBINU)
NIRIF1L	97 (to PIZSA)	NIRIF1X	70 (to OBINU)

Dublin Oceanic arrivals and departures flight plans shall use the SID and STAR in accordance with [Table 6](#):

Transatlantic Dublin Arrivals

In order to enable Aircraft Operators to manage their descent profiles as efficiently as possible, between the hours of 0600Z-0800Z (Winter) & 0500Z-0700Z (Summer) EIDW transatlantic arrivals shall plan their flight to be at 250kts indicated airspeed and FL170 prior to the commencement of the Dublin STAR.

Pilots should request descent in accordance with this procedure however actual descent and speed control shall be as directed by ATC.

Table 6:

Route/Entry/Exit point	SID	STAR
NEBIN and North of NEBIN	via SUROX	via OLAPO
MALOT and TOBOR	via INKUR	via OLAPO or OSGAR as appropriate

Table 6:

Route/Entry/Exit point	SID	STAR
LIMRI and South of LIMRI	via INKUR or OLONO as appropriate	via OSGAR or SUTEX as appropriate

Dublin SID and STAR for the following aerodromes are specified in [Table 7:](#)

Table 7:

Aerodromes	SID	STAR
EICK	via OLONO	via SUTEX
EIDL, EGAE	via BAMLI	via BAMLI
EIKN, EISG	via SUROX	via OLAPO
EIKY	via OLONO	via SUTEX/OSGAR
EINN	via INKUR	via OSGAR or OLAPO
EIWF	via OLONO	via SUTEX
EIWT	N/A	N/A

Operators should note that the listed SID and STAR are for flight planning purposes only. The SID or STAR contained in ATC clearances may differ depending on Runway in use and/or Hold in use.

7.2 SHANNON

Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR) routes are published for SHANNON (EINN). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight plans for flights *NOT capable* of flying SHANNON SID or STAR or where SID or STAR do not exist should contain "SHA" in item 15 of the ICAO flight plan form as a start point for departures and an end point for arrivals.

7.3 Cork

Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR) routes are published for Cork (EICK). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight plans for flights *NOT capable* of flying Cork SID or STAR or where SID or STAR do not exist should contain "CRK" in item 15 of the ICAO flight plan form as a start point for departures and an end point for arrivals.

7.4 Kerry

Runway For Filing,

Runway 26 is the designated runway for filing both arrivals and departures.

Instruction for IFR traffic:

- Arriving aircraft will normally be cleared to INRAD for the appropriate approach.
- The designated hold for runway 26 is at ROTSO.
- Departures to the Southwest or southeast should file on a CRK3A or CRK3B SID,
- Departures to the Northwest or northeast should file on a SHA3A or SHA3B SID.
- Where the reciprocal runway (08) is in use arriving traffic will be routed to the "KER" for approach to runway 08,
- The designated hold for runway 08 is at KER.
- Where 08 is active ATC will clear departing aircraft on the associated SID, CRK3C, CRK3D, SHA3C, SHA3D.
- Kerry ATC shall utilise the KER SID for contingency procedures.

7.5 Weston

Standard Instrument Arrivals (STAR) routes are published for the Dublin CTA. For Flight Planning for Weston flights should file the Dublin (EIDW) RWY34 STAR to SORIN or KERAV as appropriate.

Flight plans for flights not capable of flying Dublin (EIDW) RWY34 STAR should contain "WST" in item 15 of the ICAO flight plan form as an end point for arrivals.

7.5 Waypoints on the FIR boundary available for flight planning direct routes from EIDL and EISG (See [Table 8](#): below)

Table 8:

Name-code Designator	Route
GILAN	CFN (NDB) to MAC (DVOR)

8. FLIGHT PLANNING INVOLVING 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT

IFR Flight Plans for flights planned to operate in SHANNON FIR, UIR, SOTA, and NOTA, should in respect of items 10 and 18 of the ICAO flight plan form, be completed as follows;

Whenever an aircraft is equipped with 8.33KHz channel spacing radio equipment, the letter Y shall be inserted in Item 10 (Equipment), of the filed flight plan;

If Item 10 (Equipment) of the submitted IFR flight plan contains Y, then that flight is considered to be 8.33 Channel compliant and the flight plan is automatically processed by the IFPS;

With the exception of STATE aircraft; if Item 10 (Equipment) of the submitted IFR flight plan does not contain Y, then the flight plan is **NOT** processed by the IFPS.

For non 8.33 equipped, but UHF equipped State aircraft planning to fly in 8.33KHz airspace where UHF coverage is provided, the letters U and Z shall be inserted in item 10a and "COM/EXM833" shall be inserted in Item 18 of the flight plan. State aircraft operating below F195 (non UHF and non 8.33) are exempted. The letters Y and U shall not be inserted in item 10 equipment, STS/STATE shall be inserted in item 18 of the filed flight plan.

The ACK message for exempted STATE aircraft flights shall contain the following comment: "THIS FLIGHT MAY REQUIRE SPECIAL HANDLING BY ATC DUE TO 8.33KHz CARRIAGE REQUIREMENT";

Medical flight specifically declared by the medical authorities and aircraft engaged in search and rescue missions, are automatically exempted from the 8.33KHz mandatory carriage requirements (i.e no error is raised if item 10a does not contain Y and item 18 contains STS/SAR or STS/HOSP);

Additional information on how non 8.33 equipped STATE aircraft flights are processed by the IFPS is published in section 38 of the IFPS USERS Manual <https://www.eurocontrol.int/publications/ifps-users-manual>

8.33KHz Change of Status: Where the status of the 8.33KHz radio capability changes prior to departure, they shall be notified to the IFPS by means of a modification message (CHG) or by cancelling the existing flight plan and filing a new flight plan.

VFR flights planned to operate in SHANNON FIR, SOTA and NOTA, below FL195 should, in respect of Field 10 of the ICAO flight plan form, be completed as follows:

Whenever an aircraft is equipped with 8.33KHz channel spacing radio equipment, the letter Y shall be inserted in Item 10 (Equipment), of the filed flight plan: and

Requirements for VFR flights related to VHF 8.33KHz channel spacing radio equipage are described in GEN 1.5

ENR 3.3 AREA NAVIGATION ROUTES

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
L18 (RNAV 5)						
Δ SUROX 535948N 0065936W	NIL	324° 38.6NM	FL245 FL075 Class C		↑	(1) (2) (3) (4)
▲ DUBLIN VOR/DME 532958N 0061826W	DUB					(1) (2) (3) (4) (5)
Δ LIPGO (FIR BDRY) 530350N 0053000W	NIL	314° 39.1NM				
Route Segment Remarks						
(1) Highest usable level: FL240						
(2) DUBLIN Control 132.580						
(3) DUBLIN Control 120.755						
(4) Westbound Only						
(5) For CDR conditions for that portion of the L18 contained within the LONDON FIR Please see UK AIP for information ENR 3.3						

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
L149 (RNAV 5) Δ OLAPO 534649N 0071741W ▲ DUBLIN VOR/DME 532958N 0061826W Δ PESIT 522357N 0054524W	NIL	119° 39.1NM	FL245 FL075 Class C	↓		(1) (2) (3) (4)
	DUB					
	NIL	166° 69.1NM				(1) (2) (3) (4)
Route Segment Remarks (1) Highest usable level: FL240 (2) DUBLIN Control 132.580 (3) DUBLIN Control 120.755 (4) Eastbound Only						

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks	
				ODD	EVEN		
1	2	3	4	5		6	
L975 (RNAV 5) ▲ SHANNON VOR/DME 524316N 0085307W Δ RIKUL 530328N 0082045W Δ KORAK 532342N 0074735W Δ INKUR* 533551N 0072329W ▲ DUBLIN VOR/DME 532958N 0061826W Δ LIFFY (FIR BDRY) 532848N 0053000W	SHA	228° 28.2NM	FL095 FL075 Class C	↑		(1) (3) (7)	
	NIL						(1) (3) (6) (7)
	NIL	228° 28.4NM					(1)(3)(6)(7)
	NIL		233° 18.9NM				(1)(3)(6)(7)
	DUB		282° 39.2NM	FL245 FL075 Class C	↓		(2) (4) (5) (7)
	NIL	095° 275° 28.9NM					(2) (4) (5)(8)(9)

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
Route Segment Remarks						
(1) Highest usable level: FL090						
(2) Highest usable level: FL240						
(3) SHANNON Control 124.700 MHz						
(4) DUBLIN Control 132.580						
(5) DUBLIN Control 120.755						
(6) *CTA BDRY						
(7) Westbound Only						
(8) For Continuation see United Kingdom AIP ENR 3.3						
(9) DUBLIN to LIFFY Eastbound						

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
M17 (RNAV 5) ▲ DUBLIN VOR/DME 532958N 0061826W Δ KILLINEY NDB 531610N 0060623W Δ VATRY (FIR BDRY) 523316N 0053000W	DUB	336° 15.6NM	FL245 FL075 Class C		↑	(1) (2) (3) (4)
	KLY					
		336° 48.3NM				(1) (2) (3) (4) (5)
	NIL					
Route Segment Remarks (1) Highest usable level: FL240 (2) DUBLIN Control 132.580 (3) DUBLIN Control 120.755 (4) Northbound Only (5) For Continuation see United Kingdom AIP ENR 3.3						

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
M145 (RNAV 5)						
▲ SHANNON VOR/DME 524316N 0085307W	SHA	067° 250° 28.2NM	FL095 FL075 Class C	↓	↑	(1) (3) (7)
Δ DIGAN 525613N 0081151W	NIL	067° 250° 21.8NM				(1) (3) (7)
Δ ENOKU 530604N 0073939W	NIL	067° 250° 13.2NM				(1) (3) (7)
Δ PELIG* 531159N 0072000W	NIL	067° 248° 41.1NM				(2) (4) (5) (6) (7)
▲ DUBLIN VOR/DME 532958N 0061826W	DUB	252° 30.8NM	FL245 FL075 Class C		↑	(2) (4) (5) (6) (7) (8)
▲ BAGSO (FIR BDRY) 534048N 0053000W	NIL					
Route Segment Remarks						
(1) Highest usable level: FL095						
(2) Highest usable level: FL240						
(3) SHANNON Control 124.700 MHz						
(4) DUBLIN Control 132.580						
(5) DUBLIN Control 120.755						
(6) *CTA BDRY						
(7) Route Available Subject to MILITARY ACTIVITY						
(8) Segment DUBLIN/BAGSO available for Westbound traffic Only						

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
N34 (RNAV 5) Δ BUNED* 523722N 0063748W	NIL	015° 54.0NM	FL245 FL075 Class C	↓		(1) (2) (3) (4) (5)
▲ DUBLIN VOR/DME 532958N 0061826W	DUB	005°				
Δ NEVRI (FIR BDRY) 540406N 0061611W	NIL	34.2NM				(1) (2) (3) (4)
Route Segment Remarks						
(1) Highest usable level: FL240						
(2) DUBLIN Control 132.580						
(3) DUBLIN Control 120.755						
(4) Northbound Only						
(5) For Continuation see United Kingdom AIP ENR 3.3						

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
P600 (RNAV 5) ▲ DUBLIN VOR/DME 532958N 0061826W	DUB	018° 33.0NM	FL245 FL075 Class C	↓		(1) (2) (3) (4) (5)
Δ ROTEV 540144N 0060358W	NIL					
Route Segment Remarks						
(1) Highest usable level: FL240						
(2) DUBLIN Control 132.580						
(3) DUBLIN Control 120.755						
(4) Northbound Only						
(5) For Continuation see United Kingdom AIP ENR 3.3						

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
P620 (RNAV 5)						
Δ NIMAT (FIR BDRY) 535754N 0054432W	NIL	218° 34.5NM	FL245 FL075 Class C	↓	↓	(1) (2) (3) (4)
▲ DUBLIN VOR/DME 532958N 0061826W	DUB					
Δ BEPAN * 523136N 0061549W	NIL	181° 58.5NM	FL245 FL075 Class C			(1) (2) (3) (4) (5)
Route Segment Remarks						
(1) Highest usable level: FL240						
(2) DUBLIN Control 132.580						
(3) DUBLIN Control 120.755						
(4) Southbound Only						
(5) *CTA BDRY						

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
Q36 (RNAV 5)						
▲ CORK VOR/DME 515026N 0082939W	CRK	048° 230° 25.1NM	FL095 FL075 Class C	↓	↑	(1) (3)
Δ TISMO 520805N 0080047W	NIL	048° 228° 27.4NM				(1) (3)
Δ CLONMEL NDB 522714N 0072848W	CML	045° 225° 30.0NM				(1) (6)
Δ SUTEX* 524928N 0065549W	NIL	045° 225° 14.5NM	(2) (4) (5) (6)			
Δ DIRUM 530010N 0063940W	NIL	049° 229° 7.7NM	FL245 FL075 Class C			(2) (4) (5)
Δ GERVO 530529N 0063024W	NIL	056° 236° 18.0NM		(2) (4) (5)		
▲ KILLINEY NDB 531610N 0060623W	KLY	066° 246° 24.2NM		↓		(2) (4) (5) (7) (8)
Δ ENDEQ (FIR BDRY) 532644N 0053000W	NIL					
Route Segment Remarks						
(1) Highest usable level: FL095						
(2) Highest usable level: FL240						
(3) SHANNON Control 124.700 MHz						
(4) DUBLIN Control 132.580						
(5) DUBLIN Control 120.755						
(6) *CTA BDRY						
(7) For Continuation see United Kingdom AIP ENR 3.3						
(8) Eastbound Only						

Route Designator Navigation Specification Name of Significant Point Coordinates	Waypoint Ident	MAG Bearing Distance	UPPER Limits LOWER Limits Airspace Classification	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
Q37 (RNAV 5)						
▲ SHANNON VOR/DME 524316N 0085307W	SHA	075° 255° 28.3NM	FL095 FL075 Class C	↓	↑	(1) (3) (6)
Δ TOMTO 525225N 0080905W	NIL	075° 255° 21.7NM				(1) (3) (6)
Δ TORLU 525916N 0073459W	NIL	075° 255° 11.9NM				(1) (3) (6) (7)
Δ OSGAR* 530258N 0071613W	NIL	075° 255° 44.1NM				(2) (4) (5) (6) (7)
▲ KILLINEY NDB 531610N 0060623W	KLY	056° 236° 27.1NM	FL245 FL075 Class C	↓		(2) (4) (5) (8) (9)
Δ BOFUM (FIR BDRY) 533214N 0053000W	NIL		FL245 FL075 Class C 5000FT			
Route Segment Remarks						
(1) Highest usable level: FL095						
(2) Highest usable level: FL240						
(3) SHANNON Control 124.700 MHz						
(4) DUBLIN Control 132.580						
(5) DUBLIN Control 120.755						
(6) *CTA BDRY						
(7) Route Available Subject to MILITARY ACTIVITY						
(8) For Continuation see United Kingdom AIP ENR 3.3						
(9) Eastbound Only						

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ENR 4.4 NAME CODE DESIGNATORS

Name-code designator	Coordinates	ATS route or other route	Remarks
ABAGU	523012N 0073848W		FRA (I).
ADARA	513000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
ADBUS	542500N 0123000W		High Level Holding Point. FRA (I).
ADMUP	524800N 0061400W		EID5 Avoidance Point. FRA (I).
AGINI	530920N 0083446W		FRA (I).
AGORI	570000N 0130000W		Oceanic Entry & Exit Point. FRA (EX).
AKIGO	535030N 0075605W		
AMDEP	513400N 0111300W		EID14 Avoidance Point. FRA (I).
AMLAD	561552N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255 FRA (EX): BLW FL255 Scottish FIR.
APSOV	554923N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255 FRA (EX): BLW FL255 Scottish FIR.
ARKIL	503928N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (I).
ASKUP	535333N 0060632W	P600	EID1 Avoidance Point. FRA (I).
ATSUR	500000N 0140000W		Oceanic Landfall Point. FRA (I).
BAGSO	534048N 0053000W	M145	The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (E).
BAKUR	521430N 0054049W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
BAMLI	540829N 0063904W		FRA (EX).
BANBA	515710N 0061421W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
BEDRA	490000N 0150000W		Oceanic Entry & Exit Point FRA (EX).
BEGID	563000N 0140000W		Oceanic Landfall Point. FRA (I).
BEPAN	523136N 0061549W	P620	FRA (I).
BEXET	540000N 0140000W		Oceanic Landfall Point. FRA (I).
BIBLA	510809N 0085436W		EID13 Avoidance Point. FRA (I).
BILTO	563000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).

Name-code designator	Coordinates	ATS route or other route	Remarks
BIMGO	493000N 0140000W		Oceanic Landfall Point. FRA (I).
BOFUM	533214N 0053000W	Q37	The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (X).
BOYNE	534602N 0053000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (EX).
BUNED	523722N 0063748W	N34	FRA (I). FRA (A).
BUNON	522230N 0093237W		FRA (I).
DEGOS	541121N 0065423W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E): FL75 - FL255. FRA (I): ABV FL255. FRA (A): EGAA, EGAC. FRA (D): EGAA, EGAC, EGEC. Scottish FIR.
DEVOL	535325N 0102603W		FRA (I).
DEXEN	531649N 0053000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA(E) & FRA (X).
DIGAN	525613N 0081151W	M145	FRA (I).
DIMUS	521423N 0061505W		FRA (I).
DINIM	510000N 0150000W		Oceanic Entry & Exit Point. FRA (E). FRA (X).
DIRUM	530010N 0063940W	Q36	FRA (I).
DOGAL	540000N 0150000W		Oceanic Entry & Exit Point. FRA (E). FRA (X).
DOLIP	520000N 0120000W		FRA (I).
ELBOB	544358N 0074438W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E). FRA (AD). See UK AIP for (AD) conditions.
ELSOX	510000N 0140000W		Oceanic Landfall Point FRA (I).
ELTIG	514513N 0075006W		FRA (I).
EMPER	490000N 0090000W		Oceanic Landfall Point. FRA (I).
ENDEQ	532644N 0053000W	Q36	The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (X).
ENJEX	520321.0613N 0060227.7789W		The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (I).
ENOKU	530604N 0073939W	M145	FRA (I).
ENULA	535821N 0081552W		FRA (I).
EPUNA	503000N 0140000W		Oceanic Landfall Point. FRA (I).
ERABI	530054N 0093403W		FRA (I).

Name-code designator	Coordinates	ATS route or other route	Remarks
ERNAN	541644N 0072334W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E): FL75 - FL255. FRA (I): ABV FL255. Scottish FIR.
ERTER	513343N 0080337W		FRA (I).
ETARI	553000N 0150000W		Oceanic Entry & Exit Point. FRA (E). FRA (X).
EVBAK	490000N 0100000W		Oceanic Landfall Point. FRA (I).
EVRIN	514656N 0063348W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
GAPLI	500000N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
GELPO	483839N 0093009W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E).
GERVO	530529N 0063024W	Q36	
GILAN	551348N 0070300W		FRA (E). FRA (X).
GIMRO	533910N 0054455W		EID1 Avoidance Point. FRA (I).
GIPER	510000N 0120000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
GISTI	530000N 0140000W		Oceanic Landfall Point. FRA (I).
GOMUP	570000N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E). FRA (X).
GOTEM	514926N 0074912W		FRA (I).
GUNSO	490310N 0114606W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Landfall Point. FRA (I).
GURGA	530655N 0065000W		EID5 Avoidance Point. FRA (I).
IBATU	540512N 0080051W		
IBROD	563000N 0100000W		FRA (I): ABV FL255 FRA (EX): BLW FL255. FRA (A/D): EGPU. Scottish FIR.
INKUR	533551N 0072329W	L975	FRA (I).
INRAD	521529N 0090901W		FRA (I).
JABEX	490000N 0093009W		Oceanic Landfall Point. FRA (I).
KESIX	565700N 0140000W		Oceanic Landfall Point. FRA (I).

Name-code designator	Coordinates	ATS route or other route	Remarks
KOGAD	493000N 015000W		Oceanic Entry & Exit Point. FRA (E). FRA (X).
KOKIB	543000N 014000W		Oceanic Landfall Point. FRA (I).
KOMAG	514335N 0083655W		EID13 Avoidance Point. FRA (I).
KOMER	525058N 0065000W		EID5 Avoidance Point. FRA (I).
KORAK	532342N 0074735W	L975	FRA (I).
KUDAG	540018N 0075915W		
KUGUR	553000N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): BLW FL255. Scottish FIR.
KURUM	521343N 0083953W		FRA (I).
LAPMO	532411N 0055644W		EID1 Avoidance Point. FRA (I).
LASNO	483554N 0090000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Entry & Exit Point. FRA (E). FRA (X).
LEDGO	511424N 0073405W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
LEKVA	513000N 0140000W		Oceanic Landfall Point. FRA (I).
LESLU	510000N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
LIFFY	532848N 0053000W	L975	The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (X).
LILNO	513533N 0091312W		EID13 Avoidance Point. FRA (I).
LIMRI	520000N 0150000W		Oceanic Entry & Exit Point FRA (EX).
LINRA	513447N 0100156W		EID14 Avoidance Point. FRA (I).
LIPGO	530350N 0053000W	L18	The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL245. FRA (EX): BLW FL245.
LODLA	515610N 0103141W		EID14 Avoidance Point. FRA (I).
LONDU	525500N 0123000W		High Level Holding Point. FRA (I).
LULOX	502200N 0080000W		FRA (I).
LUNIG	522350N 0081634W		FRA (I).
LUPOR	523232N 0094207W		FRA (I).

Name-code designator	Coordinates	ATS route or other route	Remarks
LUSAT	531000N 0061400W		EID5 Avoidance Point. FRA (I).
LUTOV	551422N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): BLW FL255. FRA (A/D): EGAE. Scottish FIR.
MALOT	530000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
MAPAG	510000N 0083000W		FRA (I).
MIMKU	560000N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): BLW FL255. Scottish FIR.
MOGLO	553000N 0140000W		Oceanic Landfall Point. FRA (I).
MOLAK	543549N 0093023W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): FL75 - FL245. Scottish FIR.
MOMIN	530648N 0092334W		FRA (I).
MOPAT	512955N 0070538W		FRA (I).
MOPOM	534052N 0091848W		
MORAG	524510N 0053000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
NASBA	490000N 0130000W		Oceanic Landfall Point. FRA (I).
NAVEM	535532N 0092356W		
NEBIN	533000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
NERTU	490000N 0140000W		Oceanic Landfall Point. FRA (I).
NETKI	550000N 0140000W		Oceanic Landfall Point. FRA (I).
NEVRI	540406N 0061611W	N34	FRA (I).
NEXAT	515620N 0063432W		FRA (I).
NIBOG	550000N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): BLW FL255. Scottish FIR.
NIMAT	535754N 0054432W	P620	FRA (I): ABV FL255.
NIPIT	542709N 0082410W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E): FL75 - FL255. FRA (I): ABV FL255.

Name-code designator	Coordinates	ATS route or other route	Remarks
NIRIF	521755.8655N 0053404.3283W		FRA (EX): BLW FL245
NORLA	513709N 0065211W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I)
ODANU	495500N 0123000W		High Level Holding Point. FRA (I).
OLAPO	534649N 0071741W	L149	FRA (I).
OLGON	533000N 0140000W		Oceanic Landfall Point. FRA (I).
OLONO	524323N 0064644W		FRA (I).
OMOKO	485020N 0120000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Entry & Exit Point. FRA (EX).
ORTOM	511615N 0081758W		EID13 Avoidance Point. FRA (I).
OSBOX	564823N 0124806W		Oceanic Landfall Point. FRA (I).
OSGAR	530258N 0071613W	Q37	FRA (I).
PELIG	531159N 0072000W	M145	FRA (D) EIDW FRA (I).
PESIT	522357N 0054524W	L149	FRA (E).
PEVAN	554700N 0112000W		Full details of EGD701 (D701) are contained in the UK AIP and in conjunction with UK NOTAM should be consulted for activation times. EGD701 Avoidance Point. FRA (I).
PIGET	555000N 0123000W		High Level Holding Point. FRA (I).
PIKIL	560000N 0150000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Entry & Exit Point. FRA (EX).
RATKA	493000N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (EX): BLW FL245. FRA (I): ABV FL245.
RESNO	550000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
REVNU	542800N 0100700W		FRA (I).
RIKUL	530328N 0082045W	L975	FRA (I).
RILED	523000N 0140000W		Oceanic Landfall Point. FRA (I).
RINUS	533839N 0073944W		FRA (I).
RODEL	503000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
ROTEV	540144N 0060358W	P600	FRA (I): ABV FL255. FRA (A): EGEC. Scottish FIR.

Name-code designator	Coordinates	ATS route or other route	Remarks
RUKOH	521242.8325N 0054417.5538W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
RUXIN	561655N 0120000W		Full details of EGD701 (D701) are contained in the UK AIP and in conjunction with UK NOTAM should be consulted for activation times. EGD701 Avoidance Point. FRA (I).
SAMON	511921N 0072504W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (EX).
SLANY	520931N 0055032W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
SOMAX	500000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
SOVED	560000N 0140000W		Oceanic Landfall Point. FRA (I).
SOVIX	512539N 0083346W		FRA (I).
SUNOT	570000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
SUROX	535948N 0065936W	L18	FRA (I).
SUTEX	524928N 0065549W	Q36	FRA (I).
SUVAN	512500N 0123000W		High Level Holding Point. FRA (I).
TADEX	545124N 0081401W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point.
TAKAS	490000N 0080000W		France and UK are additional coordinating states and should be consulted for conditions on the use of this point. FRA (EX): BLW FL245. FRA (I): ABV FL245.
TAMEL	484343N 0102950W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Entry & Exit Point. FRA (EX).
TIDGO	535038N 0092213W		
TIPUR	523521N 0080731W		FRA (I).
TISMO	520805N 0080047W	Q36	FRA (I).
TOBOR	523000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
TOMTO	525225N 0080905W	Q37	FRA (I).
TORLU	525916N 0073459W	Q37	FRA (I).
TUGSI	540000N 0071100W		FRA (I).
TULTA	483437N 0080000W		France and UK are additional coordinating states and should be consulted for conditions on the use of this point. FRA (EX).
TURLU	500435N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (EX).

Name-code designator	Coordinates	ATS route or other route	Remarks
TUVEN	510000N 0081500W		FRA (I).
ULTAG	534201N 0064417W		FRA (I).
UNBEG	524818N 0094348W		FRA (I).
UNLID	511233N 0104329W		EID14 Avoidance Point. FRA (I).
VAPAL	515243N 0074918W		FRA (I).
VATRY	523316N 0053000W	M17	The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL245.
VENER	543000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
XETBO	520000N 0140000W		Oceanic Landfall Point. FRA (I).

ENROUTE CHART - LOWER ATS ROUTES

CPDLC EISN

CPDLC EISN

CPDLC EISN

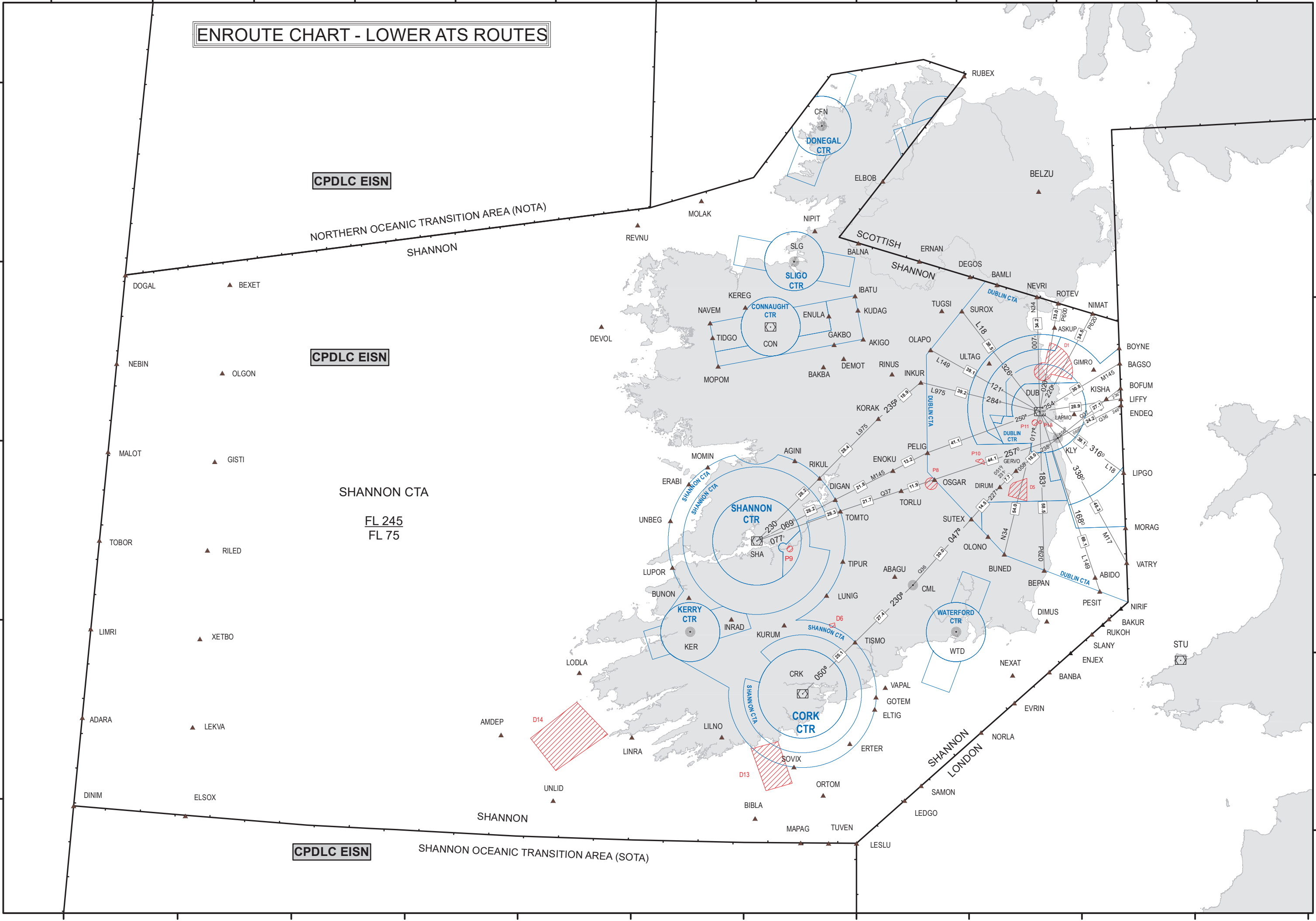
NORTHERN OCEANIC TRANSITION AREA (NOTA)

SHANNON CTA

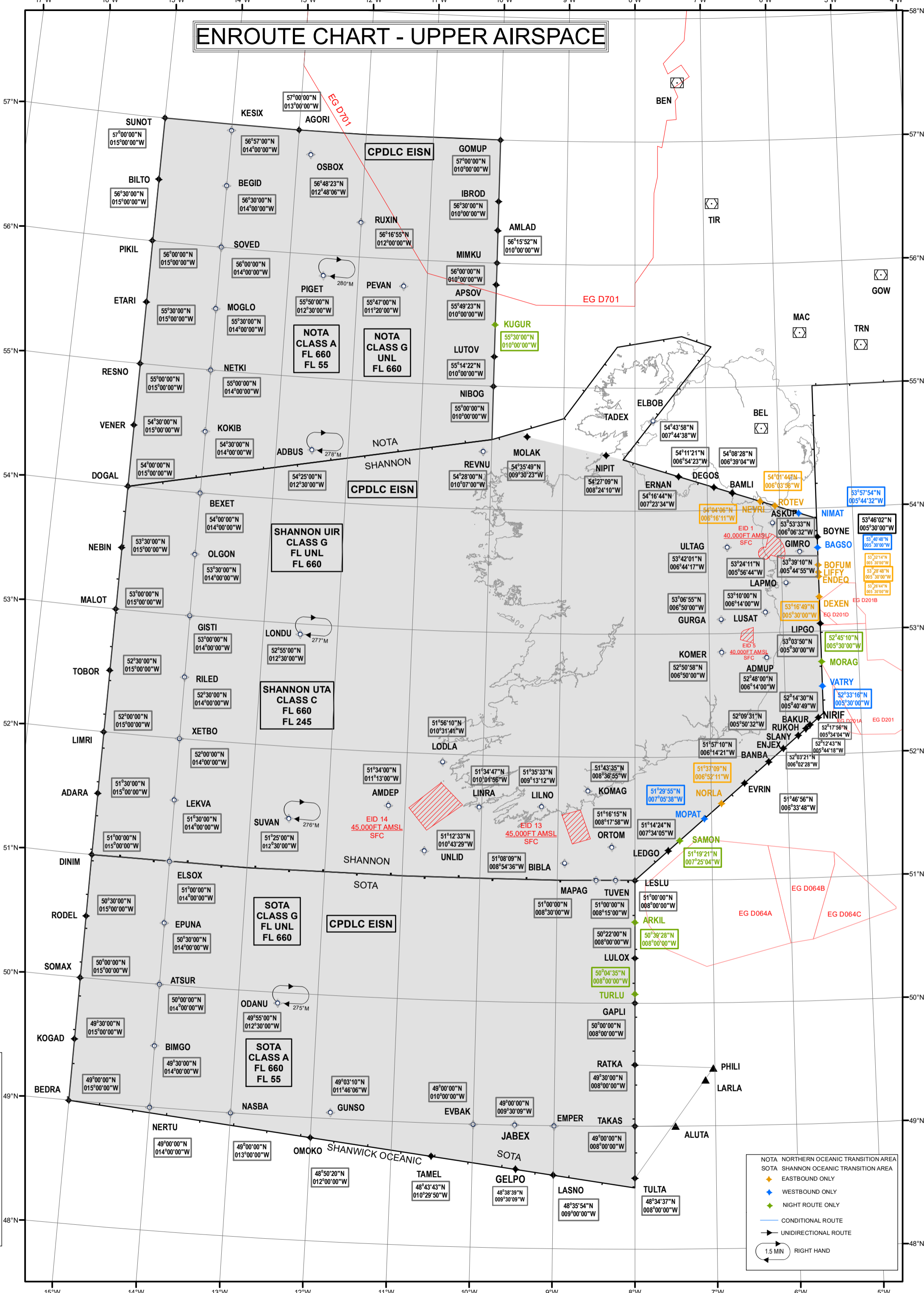
FL 245
FL 75

SHANNON OCEANIC TRANSITION AREA (SOTA)

CHANGE: ADD RUKOH, NIRIF, ENJEX



ENROUTE CHART - UPPER AIRSPACE

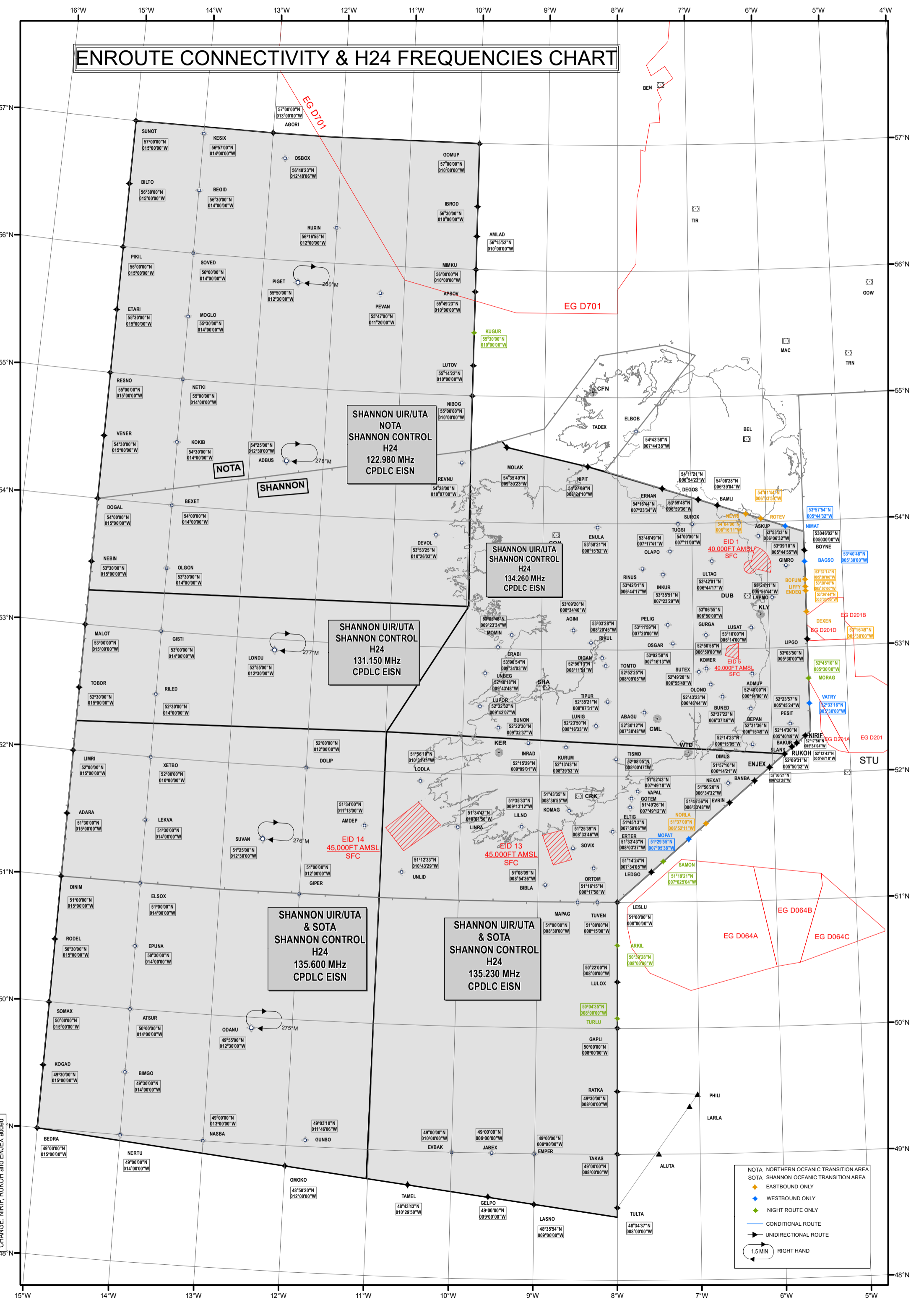


CHANGE: NIRIF, RUKOH and ENJEX added

NOTA NORTHERN OCEANIC TRANSITION AREA
 SOTA SHANNON OCEANIC TRANSITION AREA

- ◆ EASTBOUND ONLY
- ◆ WESTBOUND ONLY
- ◆ NIGHT ROUTE ONLY
- CONDITIONAL ROUTE
- UNIDIRECTIONAL ROUTE
- 1.5 MIN RIGHT HAND

ENROUTE CONNECTIVITY & H24 FREQUENCIES CHART



CHANGE: NIRIF, RUKOH and ENJEX added

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	541649N 0083557W 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	1 truck 4,500L - 200L/MNM
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 bar with Tea/Coffee/Sandwiches & Snacks - Self Service
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 Joe Corcoran, Airport Manager - +353 (0)87 260 4494
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, 1 De-icing Fluid Sprayer
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	16M	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 approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
10/APCH 28/TKOF	Nil		Knocknarea Spot HGT 327.0M/1073ft Nil	541531.12N 0083425.98W	
28/APCH 10/TKOF	Tree 21.5M/71ft Nil	541635.66N 0083446.98W	Group of Trees 23.0M/76ft Nil	541650.09N 0083536.03W	
			SLG DME 10.0M/33ft LGTD	541645.39N 0083558.03W	
			Wind Sock 10.0M/33ft LGTD	541645.43N 0083601.30W	
			Aerial on Terminal 16.0M/53ft Nil	541643.59N 0083553.94W	
			ESB Pole 13.0M/43ft Nil	541640.74N 0083521.72W	
			ESB Pole 13.0M/43ft Nil	541640.75N 0083521.26W	
			Tree 47.5M/156ft Nil	541624.99N 0083357.28W	
			Building 54.0M/178ft Nil	541623.99N 0083402.50W	
			Building 49.5M/163ft Nil	541620.85N 0083344.57W	
			Building 51.5M/169ft Nil	541623.03N 0083355.07W	
			Tree 52.0M/171ft Nil	541619.46N 0083330.76W	
			Tree 56.5M/186ft Nil	541624.65N 0083401.03W	
			Elevated Ground 64.0M/210ft Nil	541643.34N 0083229.51W	
			Benbulbin Trig Pt 526.0M/1726ft Nil	542152.95N 0082824.32W	
			Kings Mt Spot HGT 462.0M/1516ft Nil	542043.16N 0082722.35W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Spot Height 566.0M/1857ft Nil	542136.89N 0082545.19W	
			Spot Height 331.0M/1086ft Nil	541900.93N 0082514.80W	
			Spot Height 452.0M/1483ft Nil	541915.49N 0082337.56W	
			Knockalongy Trig Pt 544.0M/1785ft Nil	541137.96N 0084535.43W	
			Mast on Coolaney 304.0M/998ft LGTD	541112.80N 0083823.46W	
			Slieve Deane Spot HGT 275.0M/903ft Nil	541302.00N 0082630.63W	
			Killerey Mt Spot HGT 293.0M/962ft Nil	541400.59N 0082254.26W	
			Group of Trees 15.0M/50ft Nil	541641.83N 0083533.54W	
			Bush 65.5M/215ft Nil	541640.32N 0083223.98W	
			Bush 67.5M/222ft Nil	541633.78N 0083208.05W	
			Bush 67.5M/222ft Nil	541633.34N 0083156.98W	

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	Nil	Nil
28	280.8353°	1072 x 30	23/F/B/Y/T ASPH	Nil	Nil

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 Ballyygilgan Nature Reserve (Lissadell), 542048N 0083293W, Ballyconnell/Raghly, 542149N 0083986W and Inishmurry Island. Pilots are advised to exercise caution and avoid unnecessary overflight both day and night.

EISG AD 2.24 CHARTS RELATED TO AERODROME

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

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

VISUAL APPROACH CHART - ICAO

AERODROME ELEV. 15 FT

TWR 122.100 AFIS 122.100 (Check NOTAM's for hours of operation) EMERGENCY 121.500

CONSULT NOTAM FOR LATEST INFORMATION

SLIGO / SLIGO

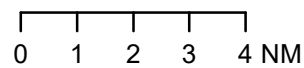


MNM ALT 1500 FT 1 MIN Visual Holding Pattern (Based on TAS 120 kts)

Drumcliff Church 54°19' 41.79"N 008°30' 43.78"W
 Beltra 54°13' 14.07"N 008°37' 22.39"W

Note 1: In the event of a radio failure:
 - Aircraft from the North route via Grange not above 1500 FT to the Drumcliff Hold
 - Aircraft from the South route via Ballymote not above 1500 FT to the Beltra Hold to receive landing instructions from the Control Tower using the ALDIS lamp.

SCALE 1:250,000 Datum: Malin Head



Based on Ordnance Survey Ireland by permission of the Government Permit 7109

CHANGE: GENERAL REVISION AND FREQUENCIES

EIWF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWF – WATERFORD

EIWF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	521114N 0070513W Mid-point RWY 03/21
2	Direction and distance from (city)	4NM SE of Waterford
3	AD Elevation, Reference Temperature & Mean Low Temperature	119 ft /19.6°C (Max Temp) 1.5°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	184 ft
5	MAG VAR/Annual Change	3° W (2017) / 11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Waterford Airport Killowen, Co. Waterford Phone:+ 353 51 84 66 00 Fax: + 353 51 87 17 01 [ATC] Fax: + 353 51 87 56 23 [Operations] Email: atc@waterfordairport.net Email: operations@waterfordairport.net AFS: EIWFZTZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EIWF AD 2.3 OPERATIONAL HOURS

1	AD Operator	01 JAN 2023-25 MAR 2023 0745-1300, 1345-1830, 1915-2045 26 MAR 2023-31 MAY 2023 0645-1200, 1245-1730,1815-1945 01 JUN 2023-31 AUG 2023 0745-1200, 1245-1730, 1815-2045 01 SEP 2023-28 OCT 2023 0645-1200, 1245-1730, 1815-1945 29 OCT 2023-31 DEC 2023 0745-1300, 1345-1830, 1915-2045
2	Customs and immigration	24 HR PN required to AD Operator.
3	Health and sanitation	As per AD Operator
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	As per AD Operator
6	MET Briefing Office	See Remarks
7	ATS	As per AD Operator
8	Fuelling	As per AD Operator
9	Handling	As per AD Operator
10	Security	As per AD Operator
11	De-icing	As per AD Operator

12	Remarks	<p>AD Operator AVBL outside published HR, 24 HR PN to AD Operator</p> <p>ATS AVBL outside published HR, 24 HR PN to AD Operator</p> <p>PIB AVBL from AIS, Shannon see GEN 3.1.5</p> <p>MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4</p> <p>Airport PPR to non-based operators.</p> <p>Phone: Operations +353 51 84 66 00</p> <p>Email: operations@waterfordairport.net</p>
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EIWF AD 2.4 HANDLING SERVICES AND FACILITIES

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

EIWF AD 2.5 PASSENGER FACILITIES

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

EIWF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

4	Remarks	Fire cover available during operating hours. 24 HR PN required to AD Duty Supervisor for services outside of operating hours.
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EIWF AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

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

EIWF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

EIWF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing Guidance System Signboards at intersection of TWY and RWY and at the Holding Point.
2	RWY/TWY markings and LGT	RWY Marked: Designator, THR, TDZ, C/L Lighted: RWY edge, RWY end, PAPI, Displaced Thresholds TWY Marked: Centreline, Holding position. Lighted: Edge.
3	Stop bars	Nil
4	Other RWY Protection measures	-

5	Remarks	Nil
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EIWF AD 2.10 AERODROME OBSTACLES

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

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

EIWF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Central Aviation Office, Shannon Airport see GEN 3.5.4
2	Hours of service	Refer to EIWF AD 2.3
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Eireann Central Aviation Office, Shannon. 9 HR 3 HR
4	Trend forecast Interval of issuance	Nil
5	Briefing/consultation provided	Personal
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	Hourly Synoptic Chart; 6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Automated Weather Station at Waterford AD. EIWF METAR available on URL: http://www.waterfordairport.ie/weather Phone:+ 353 51 87 70 00 HR as per ATS.
9	ATS units provided with information	EIWF TWR
10	Additional information (limitation of service, etc.)	METAR available every 30 mins. GEN 3.5.4.2 for additional information

EIAF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	021.01°	1433 x 30	PCN 30/F/C/Y/T ASPH	521054.98N 0070524.89W 521135.57N 0070459.53W 184 ft	26 M /86 ft
21	201.01°	1433 x 30	PCN 30/F/C/Y/T ASPH	521131.24N 0070502.24W 521052.27N 0070526.59W 184 ft	34.4 M /113 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstruction Chart Type A	Nil	Nil	1553 x 150	-	-	Nil	Grooved Surface
	Nil	Nil	1553 x 150	-	-	Nil	Grooved Surface

EIAF AD 2.13 DECLARED DISTANCES

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

EIAF AD 2.14 APPROACH AND RUNWAY LIGHTING

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

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

EIWF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EIWF AD 2.16 HELICOPTER LANDING AREA

NIL

EIWF AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Waterford Control Zone Circle radius 10NM 521114N 0070513W (Waterford ARP)
2	Vertical limits	5000 ft AMSL
3	Airspace classification	C G (outside hours of operation of ATC)
4	ATS unit call sign Language(s)	Waterford Tower Waterford Information (during the hours of AFIS operation) English
5	Transition altitude	5000 ft
6	Hours of applicability	-

7	Remarks	<p>Outside the promulgated hours of operation of the Waterford Control Zone, the following airspace: Waterford Airport - Circle radius 10NM 521114N 0070513W centered on the Waterford Aerodrome Reference Point, surface to 5000 feet AMSL is classified as Class G airspace. During these periods, an Aerodrome Flight Information Service (AFIS) may be provided and IFR holding, approach and departure procedures for SAR Operations may take place at Waterford Airport. Outside the promulgated Aerodrome hours of operation of Waterford Airport, an AFIS may be provided at short notice, in support of helicopters on SAR/HEMS/Training missions based at Waterford Airport <i>NOTE: Instrument Procedures are only available when an Air Traffic Control Service is being provided, unless an operator is authorised by the Flight Operating Standards Department of the Irish Aviation Authority and Waterford Airport Management.</i> Pilots will be provided by Waterford AFIS, Callsign "Waterford INFORMATION", with an Aerodrome Flight Information and Alerting Service while operating in the local airspace. Pilots are responsible for their own separation while operating in Class G - Uncontrolled Airspace. The hours of operation of AFIS are promulgated by NOTAM. Times may vary to support helicopters on SAR/HEMS missions based at Waterford Airport. Airspace Status This airspace is designated as a Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ), during the hours when an Aerodrome Flight Information Service is provided Refer to EIWF AD.2.20.8</p>
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EIWF AD 2.18 ATS COMMUNICATIONS FACILITIES

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

EIWF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

EIWF AD 2.20 LOCAL TRAFFIC REGULATIONS

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

Phone: + 353-51-846600

Fax: + 353-51-871701

Email: atc@waterfordairport.net

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

Pilots are requested to advise aerodrome operations of booking cancellations.

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

aircraft are exempt from this requirement.

8. Equipment Requirements

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

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

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

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

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

appropriate to their flight rules.

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

EIWF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EIWF AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

Clearance to enter the CTR. Arrival routes may be varied at the discretion of ATC.

Arrival Routes are based on holding patterns established at Waterford.

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

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

Descent into the FIR (Class G Uncontrolled airspace)

Caution: Descent below FL080 or Transition level if higher, before the lateral limits of the Control Zone or associated stubs as outlined in [ENR 2.1](#) will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500 MHz

2. Communication Failure

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

3. Departure Procedures

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

4. EIWF Instrument Approach Procedures

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

EIWF AD 2.23 ADDITIONAL INFORMATION

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

EIWF AD 2.24 CHARTS RELATED TO AERODROME

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

Name	Page
Instrument Approach Chart ILS CAT I or LOC RWY 21	EIWF AD 2.24-3
Instrument Approach Chart NDB/DME RWY 21 – ICAO	EIWF AD 2-24-5
Instrument Approach Chart NDB/DME RWY 03 – ICAO	EIWF AD 2-24-6
Visual Approach Chart – ICAO	EIWF AD 2.24-7

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VISUAL APPROACH CHART - ICAO

AERODROME ELEV. 119 FT

TWR 129.850
AFIS 129.850 (Check NOTAM's for hours of operation)
ATIS 121.150
EMERGENCY 121.500

CONSULT NOTAM FOR LATEST INFORMATION WATERFORD / WATERFORD



Belle Lake 52°11' 35.56"N 007°01' 42.64"W
 Tramore 52°10' 21.65"N 007°08' 55.62"W

Note 1: In the event of a radio failure:
 - Aircraft from the East route via Baginbun Head not above 1500 FT to the Belle Lake Hold
 - Aircraft from the West route via Bunmahon not above 1500 FT to the Tramore Racecourse Hold
 to receive landing instructions from the Control Tower using the ALDIS lamp.

SCALE 1:250,000
Datum: Malin Head

1490 Highest obstacle offchart encompassing the CTR

S Sensitive Areas

0 1 2 3 4 NM

Based on Ordnance Survey Ireland by permission of the Government Permit 7109

CHANGES: GENERAL REVISION AND FREQUENCIES