

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

The Competent Authority responsible for aerodromes and heliports in Ireland is the Irish Aviation Authority (IAA).

1. RESPONSIBLE AUTHORITY

The designated authority responsible for Aerodromes and Heliports is –

Post: Aerodromes Division,
Aviation Infrastructure Department,
Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street,
Dublin.
D02 T449
Ireland

Email: aerodromes@iaa.ie

The designated authority responsible for Military Aerodromes and Heliports is –

Post: Department of Defence
Station Road
Newbridge
Co. Kildare
W12 AD93
Ireland

Phone: + 353 45 492 000

Email: info@defence.ie

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

2. GENERAL CONDITIONS OF AVAILABILITY

Civil aircraft may only land at an aerodrome subject to the terms of the current Irish Aviation Authority Aerodromes and Visual Ground Aids Order, and subject to any directions issued there under except in cases of emergency.

Use of aerodromes is by prior permission of the Aerodrome Operator.

2.1 Dublin Aerodrome (EIDW)

2.1.1 Prior Permission is Required (PPR) for all flights using Dublin Aerodrome.

For commercial Air Transport Movements, application for permission for approved times to operate at Dublin Airport should be made at least 24HR in advance to:

- During Office Hours (0900-1700 UTC Winter / 0800-1600 UTC Summer)
Airport Coordination Limited

Phone: +44 (0)208 564 0612

Fax: +44 (0)208 564 0691

SITA: LONACXH

- Outside Office Hours (1700-0900 UTC Winter / 1600-0800-UTC Summer)

Post: Resource Allocation Unit,
Dublin Airport.

Phone: +353 1 944 5228

Email: POD@dublinairport.com

For all General Aviation type movements, application for permission for approved times to operate at Dublin Airport should be made at least 24HR and not more than two weeks in advance of the flight to:

Post: Resource Allocation Unit,
Dublin Airport

Phone: +353 1 944 5228

Email: POD@dublinairport.com

2.1.2 In addition to the provisions at [AD 1.1AD 2.1.1](#) above, prior permission is also required for:

- a. for use of long-term aircraft parking facilities (i.e. parking in excess of 24HR)
- b. prior to basing aircraft at the aerodrome.
- c. prior to filing a flight plan utilising Dublin (EIDW) as alternate aerodrome

Applications for permission relative to [a.](#), [b.](#) or [c.](#) above should be made to:

Post: Airside Product Manager,
Dublin Airport.

Phone: +353 87 613 8133

Email: dave.allen@dublinairport.com

2.1.3 Ground handling must be arranged prior to any application for PPR/coordinated timing.

2.2 Cork (EICK) and Shannon (EINN) Airports

2.2.1 Prior Permission Required (PPR) for flights other than flights using Cork (EICK) or Shannon (EINN) as alternate airport.

2.2.2 Prior permission is also required

- a. for use of long term aircraft parking facilities (i.e. parking in excess of 24HR)
- b. Prior to basing aircraft at the aerodrome.

2.2.3 PPR applications should be made through a handling agent or directly to the relevant airport operator as follows:

- Cork Airport

Post: Duty Airport Manager,
Cork Airport

Phone: + 353 21 432 96 59

Fax: + 353 21 431 34 42

- Shannon Airport

Post: Duty Airport Manager,
Shannon Airport

Phone: + 353 61 71 22 40

Fax: + 353 61 47 42 40

2.2.4 Ground handling must be arranged prior to any application for PPR.

2.3 PPR/Coordinated Timing Applications

2.3.1 The filing of an ATC Flight Plan and/or receipt of an ATC clearance does not of itself constitute Prior Permission or Coordinated Timing.

2.3.2 PPR and coordinated timing applications must include the following information

1. Aircraft owner/operator
2. Aircraft type and registration
3. Flight number (if applicable)
4. Origin and/or destination
5. Requested date and time of arrival and departure
6. Number of passengers
7. Nominated handling agent

2.3.3 At least 24HR prior notice is required for all PPR and coordinated timing requests made in accordance with [AD 1.1](#), [AD-2.1](#) and [AD 1.1](#), [AD 2.2](#) above.

2.4 Emergency Operations

Nothing in the procedures described at [AD 1.1](#), [AD-2.1](#), [AD 1.1](#), [AD 2.2](#), and [AD 1.1](#), [AD 2.3](#) above shall prevent an aircraft which has declared an aircraft or medical emergency from utilising Cork, Dublin or Shannon airports.

3. **APPLICABLE ICAO DOCUMENTS AND DIFFERENCES**

ICAO Standards and Recommended Practices are applied as contained in Annex 14, Volume I - Aerodromes and Volume II - Heliports.

Significant differences from ICAO SARPs are listed in [GEN 1.7](#)

4. **CIVIL USE OF MILITARY AIR BASES**

Civil use of military air bases is not normally allowed

Military air bases are regulated in accordance with regulations established by the Director of Military Aviation (GOC Air Corps) and may not comply with EU Regulations and ICAO SARPS. Information relating to those aerodromes is available from the aerodrome administration.

5. **LOW VISIBILITY PROCEDURES - GENERAL CONDITIONS**

Low Visibility Procedures and Safeguards are designed to provide protection for aircraft during low visibilities and to avoid disturbance to the ILS signals. Aircraft must strictly obey Category II/III holding instructions when on the manoeuvring area. In actual Category II/III weather conditions, ATC will advise of any unserviceable facilities promulgated. Requests for practice Category II/III approaches should be made to ATC on initial contact. For practice approaches there is no guarantee that the full low visibility procedures and special safeguards will be totally in force during the practice approach. Pilots therefore are reminded of the possibility of resultant ILS signal disturbance.

The following runways are suitable for Category II/III operations by Operators in possession of a declaration of competency issued by their national administrations.

- Cork Airport RWY 16 is suitable for Category II operations.
- Dublin Airport RWY 10R is suitable for Category II and III operations.
- Dublin Airport RWY 28L is suitable for Category II and III operations.
- Dublin Airport RWY 10L is suitable for Category II and III operations.
- Dublin Airport RWY 28R is suitable for Category II and III operations.

- Ireland West Airport RWY 26 is suitable for Category II operations.
- Shannon Airport RWY 24 is suitable for CAT II operations.

Details of operator requirements for Category II/III operations may be obtained from –

Post: Flight Operations Department,
Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street,
Dublin.
D02 T449
Ireland
Email: fod@iaa.ie

6. FRICTION MEASUREMENT

At Dublin Airport the braking action on runways is normally measured by means of a Skidometer (SKD) and at Shannon Airport the surface friction is normally measured by a Grip tester (GT). At Dublin Airport when the Skidometer is out of service, braking action is measured by means of a Grip tester or a Tapley meter. At Shannon Airport when the Grip tester is out of service, the braking action will be measured by a Tapley meter. The braking action at Cork Airport is normally measured by means of a Tapley meter. Where the Tapley meter is used, braking action will be measured at intervals of 300M, at approximately 3M or that distance from the centre-line of the runway at which most operations take place. The friction coefficient will be calculated as an average value for each station. The friction of the runway surface is calibrated periodically by the use of a Surface Friction Tester (SFT) using self-wetting features on a clean surface. Whenever the coefficient of friction of the runway surface is below the minimum level specified by the Irish Aviation Authority in the Aerodrome Licensing Manual, ALM 002, the runway will be declared as slippery when wet.

7. OTHER INFORMATION

If a runway is affected by standing water not associated with snow, slush or ice at any time during the approach of an aircraft for landing, the depth and location of such standing water will be notified by the aerodrome authority direct to ATS for transmission to the aircraft. If the duration of the phenomenon is likely to persist, and the information requires a wider distribution, a SNOWTAM will be issued.