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AIRAC AIP AMDT: AIRAC Amdt 008/26

Effective Date: 06 Aug 2026

Publication Date: 25 Jun 2026

1. AIRAC Changes incorporated in this Amendment are:

GEN	
GEN 0.2 Record of AIP Amendments	Updated.
GEN 0.3 Checklist of Valid AIP Supplements	Updated.
GEN 0.4 Checklist of AIP Pages	Updated.
GEN 0.6 Table of Contents to Part 1	Updated
GEN 1.1 National Regulations and Requirements	Section 6 Airport Charges - Updated.
GEN 1.7 Differences from ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES	Section ANNEX 14 heading update, New content added to ANNEX 14
GEN 3.1 Aeronautical Information Services	Section 4 Table 2, 2025 removed 2029 added, Section 6 Heading updated and New text added.
GEN 3.2 Aeronautical Charts	Updated EIDL Charts, updated EIWT chart, Removal of table from section 8 Corrections to Charts not contained in the AIP
ENR 3.6 En-Route Holding	New table inserted removal of column 8 remarks
ENR 4.1 Radio Navigation Aids - En_Route	Mag Var updated for Dublin and DAP DVOR
ENR 5.2 Military Exercise and Training Areas	Removal of Chart ENR 5.2-2
ENR 5.4 Air Navigation Obstacles - Area 1	Updated
AD	
EICK AD	Updated Sections: AD 2.16, AD 2.20,
EIDW AD	Updated Sections: AD 2.9, AD 2.19, AD 2.22, AD 2.23
EINN AD	Updated Sections: AD 2.9, AD 2.12, AD 2.15, AD 2.20, AD 2.22
EIDL AD	Updated Sections: AD 2.3, AD 2.5, AD 2.16, AD 2.19, AD 2.20, AD 2.24, Updated EIDL Charts
EIWF AD	Updated Sections: AD 2.18, AD 20.6

EIWT AD	Updated Sections: AD 2.16, AD 2.18, AD 2.20, AD 2.23, AD 2.24, EIWT Chart - AD 2.24-1
EIBN AD	Updated Sections: AD 2.2, AD 2.8, AD 2.9, AD 2.11, AD 2.12, AD 2.13, AD 2.18, AD 2.20, AD 2.25
EIBR AD	Updated Sections: AD 2.8, AD 2.10, AD 2.11, AD 2.12, AD 2.16, AD 2.18, AD 2.20, AD 2.23, AD 2.25
EICN AD	Updated Sections: AD 2.8, AD 2.16, AD 2.18, AD 2.20
EICL AD	Updated Sections: AD 2.4, AD 2.8, AD 2.10, AD 2.11, AD 2.12, AD 2.16, AD 2.18, AD 2.20, AD 2.23, AD 2.25
EIRT AD	Updated sections: AD 2.8 AD 2.11, AD 2.12, AD 2.16, AD 2.18, AD 2.20, AD 2.22, AD 2.25

New Supplements for this Amendment:	NR 022/26
Supplements Cancelled for this Amendment:	NR 008/26, NR 021/26
New AIC for this Amendment:	NR 015/26, NR 016/26
AIC cancelled in this Amendment:	NR 007/23
PERM NOTAM* incorporated in this Amendment:	

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

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:

NOTAM:	Nil
SUP:	Nil
AIC:	Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	06 AUG 2026 / 06 AUG 2026	GEN 0.2 - 1/2	09 JUL 2026 / 09 JUL 2026
GEN 0.2 - 3/4	06 AUG 2026 / 06 AUG 2026	GEN 0.2 - 3/4	09 JUL 2026 / 09 JUL 2026
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GEN 0.3 - 1/2	06 AUG 2026 / 06 AUG 2026	GEN 0.3 - 1/2	09 JUL 2026 / 09 JUL 2026
GEN 0.4 - 1/2	06 AUG 2026 / 06 AUG 2026	GEN 0.4 - 1/2	09 JUL 2026 / 09 JUL 2026
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GEN 0.2 Record of Amendments

AIRAC AIP AMENDMENTS			
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001/2010	03-Dec-2009	14-Jan-2010	
002/2010	31-Dec-2009	11-Feb-2010	
003/2010	28-Jan-2010	11-Mar-2010	
004/2010	25-Feb-2010	08-Apr-2010	
005/2010	25-Mar-2010	06-May-2010	
006/2010	22-Apr-2010	03-Jun-2010	
007/2010	20-May-2010	01-Jul-2010	
008/2010	17-Jun-2010	29-Jul-2010	
009/2010	15-Jul-2010	26-Aug-2010	
010/2010	12-Aug-2010	23-Sep-2010	
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012/2010	07-Oct-2010	18-Nov-2010	
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001/2011	02-Dec-2010	13-Jan-2011	
002/2011	30-Dec-2010	10-Feb-2011	
003/2011	27-Jan-2011	10-Mar-2011	
004/2011	24-Feb-2011	07-Apr-2011	
005/2011	24-Mar-2011	05-May-2011	
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010/2012	06-Sep-2012	18-Oct-2012	
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002/2013	24-Jan-2013	07-Mar-2013	
003/2013	21-Feb-2013	04-Apr-2013	
004/2013	21-Mar-2013	02-May-2013	
005/2013	18-Apr-2013	30-May-2013	
006/2013	16-May-2013	27-Jun-2013	
007/2013	13-Jun-2013	25-Jul-2013	
008/2013	11-Jul-2013	22-Aug-2013	
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010/2015	03-Sep-2015	15-Oct-2015	
011/2015	01-Oct-2015	12-Nov-2015	
012/2015	29-Oct-2015	10-Dec-2015	
001/2016	24-Dec-2015	04-Feb-2016	
002/2016	21-Jan-2016	03-Mar-2016	
003/2016	18-Feb-2016	31-Mar-2016	
004/2016	17-Mar-2016	28-Apr-2016	
005/2016	14-Apr-2016	26-May-2016	
007/2016	09-Jun-2016	21-Jul-2016	

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008/2016	07-Jul-2016	18-Aug-2016	
009/2016	04-Aug-2016	15-Sep-2016	
010/2016	01-Sep-2016	13-Oct-2016	
011/2016	29-Sep-2016	10-Nov-2016	
012/2016	27-Oct-2016	08-Dec-2016	
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002/2017	19-Jan-2017	02-Mar-2017	
003/2017	16-Feb-2017	30-Mar-2017	
004/2017	16-Mar-2017	27-Apr-2017	
005/2017	13-Apr-2017	25-May-2017	
006/2017	11-May-2017	22-Jun-2017	
007/2017	08-Jun-2017	20-Jul-2017	
008/2017	03-Aug-2017	14-Sep-2017	
009/2017	31-Aug-2017	12-Oct-2017	
010/2017	28-Sep-2017	09-Nov-2017	
011/2017	26-Oct-2017	07-Dec-2017	
001/2018	21-Dec-2017	01-Feb-2018	
002/2018	18-Jan-2018	01-Mar-2018	
003/2018	15-Feb-2018	29-Mar-2018	
004/2018	15-Mar-2018	26-Apr-2018	
005/2018	12-Apr-2018	24-May-2018	
006/2018	10-May-2018	21-Jun-2018	
007/2018	07-Jun-2018	19-Jul-2018	
008/2018	05-Jul-2018	16-Aug-2018	
009/2018	02-Aug-2018	13-Sep-2018	
010/2018	30-Aug-2018	11-Oct-2018	
011/2018	27-Sep-2018	08-Nov-2018	
012/2018	25-Oct-2018	06-Dec-2018	
001/2019	20-Dec-2018	31-Jan-2019	
002/2019	17-Jan-2019	28-Feb-2019	
003/2019	14-Feb-2019	28-Mar-2019	
004/2019	14-Mar-2019	25-Apr-2019	
005/2019	14-Mar-2019	23-May-2019	
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007/2019	06-Jun-2019	18-Jul-2019	
008/2019	04-Jul-2019	15-Aug-2019	
009/2019	01-Aug-2019	12-Sep-2019	
010/2019	29-Aug-2019	10-Oct-2019	
011/2019	26-Sep-2019	07-Nov-2019	

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012/2019	24-Oct-2019	05-Dec-2019	
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004/2020	12-Mar-2020	23-Apr-2020	
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009/2020	22-Oct-2020	03-Dec-2020	
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003/2021	11-Feb-2021	25-Mar-2021	
004/2021	11-Mar-2021	22-Apr-2021	
005/2021	08-Apr-2021	20-May-2021	
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009/2021	29-Jul-2021	09-Sep-2021	
010/2021	26-Aug-2021	07-Oct-2021	
011/2021	23-Sep-2021	04-Nov-2021	
012/2021	21-Oct-2021	02-Dec-2021	
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003/2023	12-Jan-2023	23-Mar-2023	
004/2023	09-Mar-2023	20-Apr-2023	
005/2023	06-Apr-2023	18-May-2023	

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NR/Year	*Publication date*	*Date inserted*	*Inserted by*
006/2023	04-May-2023	15-Jun-2023	
007/2023	01-Jun-2023	13-Jul-2023	
008/2023	27-Jul-2023	07-Sep-2023	
009/2023	24-Aug-2023	05-Oct-2023	
010/2023	21-Sep-2023	02-Nov-2023	
011/2023	19-Oct-2023	30-Nov-2023	
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002/2024	08 FEB 2024	21 MAR 2024	
003/2024	07 MAR 2024	18 APR 2024	
004/2024	04 APR 2024	16 MAY 2024	
005/2024	02 MAY 2024	13 JUN 2024	
006/2024	30 MAY 2024	11 JUL 2024	
007/2024	27 JUN 2024	08 AUG 2024	
008/2024	25 JUL 2024	05 SEP 2024	
009/2024	22 AUG 2024	03 OCT 2024	
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011/2024	17 OCT 2024	28 NOV 2024	
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004/2025	06 MAR 2025	17 APR 2025	
005/2025	03 APR 2025	15 MAY 2025	
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007/2025	26 JUN 2025	07 AUG 2025	
008/2025	24 JUL 2025	04 SEP 2025	
009/2025	21 AUG 2025	02 OCT 2025	
010/2025	18 SEP 2025	30 OCT 2025	
011/2025	16 OCT 2025	27 NOV 2025	
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002/2026	08 JAN 2026	19 FEB 2026	
003/2026	05 FEB 2026	19 MAR 2026	
004/2026	05 MAR 2026	16 APR 2026	
005/2026	02 APR 2026	14 MAY 2026	
006/2026	30 APR 2026	11 JUN 2026	
007/2026	28 MAY 2026	09 JUL 2026	
008/2026	25 JUN 2026	06 AUG 2026	

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
022/2026	Checklist of Valid AIP Supplements	GEN	06-Aug-2026	-
021/2026	Checklist of Valid AIP Supplements	GEN	09-Jul-2026	06-Aug-2026
020/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul 2026	-
019/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul-2026	-
018/2026	Shannon Enroute (EISN) - VOR/DME BAL Out of Service	EISN	09-Jul-2026	-
016/2026	Shannon Airport (EINN) Extension to Apron adjacent to Aircraft Stands 21 and 22	EINN	11 Jun-2026	-
015/2026	Shannon Airport (EINN) Pavement Reconstruction Works on Taxiway H1 and H2	EINN	11-Jun-2026	-
014/2026	Shannon Enroute - Shannon FIR/UIR/SOTA/NOTA	GEN	11-Jun-2026	-
013/2026	Dublin Airport (EIDW) - Holding Procedure Changed	EIDW	11-Jun-2026	-
012/2026	Dublin Airport (EIDW) NOTAM	EIDW	11-Jun-2026	-
010/2026	Ireland West (EIKN) ATIS	EIKN	16-Apr-2026	-
009/2026	Dublin Airport (EIDW) - Tower Crane operating in the Vicinity of the Airport	EIDW	16-Apr-2026	-
008/2026	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	16-Apr-2026	06-Aug-2026
007/2026	Shannon Airport (EINN) - Radio Navigation and Landing Aids	EINN	16-Apr-2026	-
006/2026	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	16-Apr-2026	-
005/2026	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	16-Apr-2026	-
003/2026	Kerry (EIKY) NOTAM	EIKY	19-Feb-2026	-
002/2026	Dublin Airport (EIDW) - Mobile Cranes operating in the Vicinity of the Airport	EIDW	19-Feb-2026	-
014/2025	Cork Airport (EICK) - Halfway Roundabout VRP	EICK	27-Nov-2025	-
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	-
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.6 Table of contents to part 1

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

The addresses and contact details of the designated authorities concerned with the facilitation of international air navigation are as follows:

1. Civil Aviation

Post: Department of Transport, Tourism and Sport
Aviation Services Division,
Leeson Lane,
Dublin 2
D02TR60
Ireland

Phone: + 353 1 604 1549

Phone: + 353 1 604 1048

Email: civilair@dttas.ie

URL: http://www.dttas.gov.ie

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

Phone: +353 1 671 8655

Fax: +353 1 679 2934

AFS: EIDWYAYX

Email: info@iaa.ie

URL: http://www.iaa.ie

2. Meteorology

Post: The Irish Meteorological Service
Met Éireann Headquarters
Glasnevin Hill
Dublin 9

Phone: +353 1 806 4200

Fax: +353 1 806 4247

Email: met.eireann@met.ie

URL: http://www.customer.liason@met.ie

3. Customs

Post: Office of the Revenue Commissioner
Economic Procedures, Authorisations and Reliefs
St. Conlons Road
Nenagh
Co. Tipperary
Ireland

Phone: +353 676 3229

Email: customsreliefs@revenue.ie

URL: http://www.revenue.ie

4. Immigration

Post: Irish Naturalisation & Immigration Service
13/14 Burgh Quay
Dublin 2

Phone: 1890 551 500 (LoCall)

Phone: +353 1 616 7700

Fax: +353 1 661 5461

Email: info@justice.ie

URL: http://www.inis.gov.ie

5. Health

Post: Department of Health & Children
Hawkins House
Hawkins Street
Dublin 2

Phone: +353 1 635 4000

Fax: +353 1 635 4001

Email: info@health.gov.ie

URL: health.gov.ie

6. Airport Charges

Post: Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street,
Dublin 2
DO2T449

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

URL: http://www.iaa.ie

7. Agricultural Quarantine

Post: Department of Agriculture, Food and the Marine
Agriculture House
Kildare Street
Dublin 2

Phone: +353 1 607 2000

Fax: +353 1 706 2843

Email: info@agriculture.gov.ie

URL: http://www.agriculture.gov.ie

8. Aircraft Accident Investigation Unit

Post: Air Accident Investigation Unit
Department of Transport,
2nd Floor, Leeson Lane,
Dublin 2,
D02TR60, Ireland.

Phone: + 353 1 804 1538 (24x7)

Fax: +353 1 604 1514

Email: info@aaiu.ie

URL: http://www.aaiu.ie

Twitter: @AAIU_Ireland

9. Military Aviation

Post: Department of Defence
Station Road,
New bridge,
Co Kildare
Ireland

Phone: +353 45 49 2000

Email: info@defence.ie

Post: Irish Air Corps HQ
Casement Aerodrome,
Baldonnel,
Dublin 22
Ireland

Phone: +353 1 459 2493

Fax: +353 1 403 7850

Email: aircorps@defenceforces.ie

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 - Personnel Licensing - Eleventh Edition		
Reference	**Difference**	**Remarks**
Chapter 1 1.2.5.1.1	The SMS and SSP related provisions will be fully implemented at the European level when relevant Implementing Rules (IRs) deriving from the EC Regulation 216/2008 come into effect. This will most probably be after the applicability date of this ICAO standard but not later than 08 April 2012.	In accordance with Article 70 of the EC Regulation 216/2008, relevant IRs shall apply not later than 08 April 2012.
Chapter 1 1.2.5.2.6	Ireland does not defer medical examinations	Ireland applies the requirements of PART-MED (Medical) which does not permit the deferral of a medical examination
Chapter 2 2.1.3.1.1	Class ratings for helicopters are not established.	Ireland applies the requirements of PART-FCL (Helicopter) which requires the issue of a type rating for each type of helicopter.
Chapter 2 2.1.9.2	The holder of a pilot licence, when acting as Co-pilot, is entitled to be credited with all of the Co-pilot time towards the total flight time required for a higher grade of pilot licence.	Ireland applies the requirements of PART-FCL (Aeroplane) & PART-FCL (Helicopter)
Chapter 2 2.3.3.1.1	The applicant shall have completed not less than 45 hours of flight time as a pilot of aeroplanes	Ireland applies the requirements of PART-FCL (Aeroplane)
Chapter 2 2.3.4.1.1	The applicant shall have completed not less than 45 hours of flight time as a pilot of helicopters.	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.4.4.1.1.1(a)	The applicant shall have completed at least 50 hours as pilot-in-command	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.3.1.1.1	In addition, the applicant shall have at least 500 hours in multi-pilot operations on aeroplanes type certificated in accordance with the JAR/EASA-CS/ FAR–25 Transport category or the JAR/EASA-CS/ FAR–23 Commuter category, or BCAR or AIR 2051	Ireland applies the requirements of PART-FCL (Aeroplane)
Chapter 2 2.6.3.2	In addition, the applicant shall have received instruction in multi-crew co-operation	Ireland applies the requirements of PART-FCL (Aeroplane)
Chapter 2 2.6.4.1.1.1	In addition, the applicant shall have at least 350 hours in multi-pilot helicopters	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.4.1.1.1(a)	The applicant shall have completed at least 250 hours, either as pilot-in-command, or at least 100 hours as pilot-in-command and 150 hours as pilot-in-command under supervision; OR 250 hours as pilot-in-command under supervision on multi-pilot helicopters, and the ATPL privileges shall be limited to multi-pilot operations only;	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.4.1.1.1(d)	The applicant shall have completed at least 100 hours of night flight as pilot-in-command or as co-pilot	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.4.2	In addition, the applicant shall have received instruction in multi-crew co-operation	Ireland applies the requirements of PART-FCL
Chapter 2 2.7.1.3.2	A PPL applicant for an Instrument rating is not required to comply with the physical, mental & visual requirements for the issue of a Class 1 Medical Assessment.	Ireland applies the requirements of PART-FCL
Chapter 2 2.7.3.2 (b)	A maximum of 35 hours of instrument ground time is permitted for a Single-engine IR (Aeroplane or Helicopter), and a maximum of 40 hours instrument ground time is permitted for a multi-engine IR (Aeroplane or Helicopter).	Ireland applies the requirements of PART-FCL

ANNEX 1 - Personnel Licensing - Eleventh Edition		
Reference	**Difference**	**Remarks**
Chapter 2 2.9	Provision of a Glider Pilot licence which is compliant with Annex 1.	Ireland applies the requirements of PART-FCL for the provision of a "Sailplane" Licence
Chapter 2 2.10	Ireland issues Private pilot and Commercial Pilot licences for free balloons	Ireland applies the requirements of PART-FCL
Chapter 3 3.2	Ireland does not issue Flight Navigator licences	
Chapter 3 3.3.1.2	The applicant for a Flight Engineer Licence shall demonstrate a level of knowledge appropriate to an ATPL (Aeroplane)	Ireland applies the requirements of JAR-FCL 4 (Flight Engineer)
Chapter 3 3.3.1.5	The applicant shall hold a valid Class 1 medical certificate.	Ireland applies the requirements of JAR-FCL 4 (Flight Engineer)
Chapter 4 4.2.1.4	Ireland does not require the completion of a course of training for certain aircraft types	Ireland applies the requirements of EC Regulation 1321/2014, Annex III (Part 66). Executive Decision 2008/003/R allows for the granting of type ratings based on type examination for certain non large, non-complex aircraft types. In respect of aircraft excluded by EC Regulation 216/2008, Irish National regulations (S.I. 333 of 2000) do not require an applicant with previous experience on type to complete a course of training
Chapter 4 4.5.3.4	Unit Training Plans ensure the continued competency of a controller to exercise his/her privileges. These plans normally relate to a 12 month period. Regulation (EC) No 1108/2009 amending Regulation (EC) 216/2008 in the field of aerodromes, air traffic management and air navigation services gives EASA competence for rule making in the area of ATC licensing.	
Chapter 4 4.6	Ireland does not issue Flight Operations Officer / Flight Dispatcher licences	The activity is controlled as part of the approval of an Air Operator’s Certificate
Chapter 4 4.7	The licence is issued as a Radio Officer Licence	
Chapter 5 5.1.1.2	The Date of Birth appears under Section XIV on all flight crew & ATC licences	In respect of flight crew licences, Ireland applies the licence format requirements of JAR-FCL. In respect of ATC licences, Ireland applies the licence format requirements of EU Regulation 805/ 2011.
Chapter 5 5.1.1.2	All required details are entered on Aircraft maintenance Licences issued in accordance with EC Regulation 1321/2014, Annex III (Part 66), however, the order in which they are entered is not in accordance with Annex 1.	In respect of EASA Aircraft Maintenance Licences, Ireland applies the licence format (EASA Form 26) requirements of EC Regulation 1321/2014, Annex III (Part 66).
Chapter 5 5.1.4	Item headings on EASA Aircraft Maintenance Licences are uniformly numbered in Arabic numerals	In respect of EASA Aircraft Maintenance Licences, Ireland applies the licence format (EASA Form 26) requirements of EC Regulation 1321/2014, Annex III (Part 66).
Chapter 6 6.2.5.5	Applicants are tested by pure-tone audiometry only if an Instrument rating is to be added to the applicable licence, in which case, a hearing test with pure tone audiometry is required at the first examination for the rating and shall be repeated every five years up to the 40th birthday and every two years thereafter.	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.3.1.2.1	No examinations are allowed to be omitted	Ireland applies the requirements of PART-MED (Medical)

ANNEX 1 - Personnel Licensing - Eleventh Edition		
Reference	**Difference**	**Remarks**
Chapter 6 6.3.2.2.1	Use of Anti-depressants	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.3.2.9.1	Posterior/anterior chest radiography may be required when indicated on clinical or epidemiological grounds	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.4.2.2.1	Use of Anti-depressants	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.4.2.6.1	Electrocardiography shall be included in every re-examination of applicants after the age of 40	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.5.1.2	Holders of air traffic controller licences shall have their Class 3 Medical Assessments renewed at intervals not exceeding 24 months	Ireland applies the requirements of Article 16 of EU Regulation 805/2011

ANNEX 2- Rules Of The Air - Tenth Edition		
Reference	**Difference**	**Remarks**
Chapter 3 3.2.2	'(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.'	New provision. Implementing Regulation (EU) No 923/2012, SERA.3210(b)
Chapter 3 3.2.2.4	'(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.'	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.3210 (c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4
Chapter 3 3.2.2.7.3	'(2) At a controlled aerodrome an aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless an explicit clearance to enter or cross the runway has been issued by the aerodrome control tower. (3) An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further in accordance with (2) when the lights are switched off.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.3210 (d)(2)(3) differs from ICAO Standard in Annex 2, 3.2.2.7.3 in that SERA refers to the previous point, so it requires explicit clearance from the control tower in addition.
Chapter 3 3.2.3.2 (b)	'(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.'	Implementing regulation (EU) No 923/2012, paragraph SERA.3215 (b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2 (b) of the underlined text)
Chapter 3 3.2.5 (c) and (d)	'(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC (d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons.

ANNEX 2- Rules Of The Air - Tenth Edition		
Reference	**Difference**	**Remarks**
Chapter 3 3.3.1.2	• With regards to VFR flights planned to operate across international borders, the Union regulation (point SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, as follows: 'any flight across international borders, unless otherwise prescribed by the States concerned.' • With regard to VFR and IFR flights planned to operate at night, the following requirement is added to point SERA.4001(b)(6) of that Union regulation: '(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome'	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b).
Chapter 3 3.3.2	'(10) destination aerodrome or operating site and total estimated elapsed time;' '(14) emergency and survival equipment, including ballistic parachute recovery system:'	Implementing Regulation (EU) No 923/2012, paragraph SERA.4005 (a)(10)(14) differs from ICAO Standard in Annex 2, 3.3.2 in that SERA refers in point (10) to operating site and in point 14 includes ballistic parachute recovery system.
Chapter 3 3.3.5.3	'(c) When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.'	Implementing Regulation (EU) 923/2012, paragraph SERA.4020 (c) differs from ICAO Standard in Annex 2, 3.3.5.3 in that SERA also considers operating sites and not just aerodromes.
Chapter 3 3.3.5.4	'(d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.4020 (d) differs from ICAO Standard in Annex 2, 3.3.5.4 in that SERA also considers operating sites and not just aerodromes.
Chapter 3 3.3.5.5	'(e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification; (2) departure aerodrome or operating site; (3) destination aerodrome or operating site (only in the case of a diversionary landing); (4) arrival aerodrome or operating site; (5) time of arrival.'	Implementing Regulation (EU) No 923/2012, paragraph SERS.4020 (e) differs from ICAO Standard in Annex 2, 3.3.5.5 in that SERA also considers operating sites and not just aerodromes.
Chapter 3 3.6.5.2.1	'(6) If an IFR flight encounters visual meteorological conditions and the pilot-in-command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome, and report arrival by the most expeditious means to the appropriate air traffic services unit.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.14083 (c)(6) differs from ICAO Standard in Annex 2, 3.6.5.2.1 in that SERA also requires IFR flights to set Mode A Code 7601 in order to inform the ATS unit about their intention to continue to fly in VMC and land at the nearest suitable aerodrome. Point b) is not implemented.

ANNEX 2- Rules Of The Air - Tenth Edition		
Reference	**Difference**	**Remarks**
Chapter 3 3.6.5.2.2	'(4) Except as provided for in point (5), an IFR flight shall: (i) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following: (A) the aircraft's failure to make a required report; or (B) the time the transponder is set to 7600 and/or the appropriate ADS-B emergency and/or urgency mode is transmitted if surveillance service is provided, and thereafter adjust level and speed in accordance with the filed flight plan as amended by delay and modification messages to the filed flight plan;'	Implementing Regulation (EU) No 923/2012, paragraph SERA.14083 (c)(4) differs from ICAO Standard in Annex 2, 3.6.5.2.2 in that SERA requires a common time parameter of 20 minutes to be observed for both procedural and surveillance environment before adapting the speed and vertical profile in accordance with the filed flight plan, as amended by the modification and delay messages.
Chapter 3 3.8 and Appendix 2		The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.
Chapter 4 4.6	'(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR light shall not be flown: 1. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; 2. elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.'	ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as outlined.
Chapter 5 5.3.3	'(c) Position reports An IFR flight operating outside controlled airspace and required by the competent authority to maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position, as specified in SERA. 8025 for controlled flights.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.5025(c) differs from ICAO Standard in Annex 2, 5.3.3 in that SERA identifies that position reports are required by IFR flights in uncontrolled airspace even without having submitted a flight plan, when required to maintain air-ground communication.

ANNEX 3 - Meteorological Service For International Air Navigation - Twentieth Edition		
Reference	**Difference**	**Remarks**
PART I Chapter 4 4.1.5	Ireland does not use automated equipment to measure visibility or integrated systems for real-time display of meteorological parameters	
PART 1 Chapter 4 4.2.4.4	Prevailing visibility not implemented in Ireland. Minimum visibility reported in METAR.	Inability of some operational systems to process prevailing visibility. Implementation planned in November 2018.
PART I Chapter 4 4.6.5.1	Reporting of clouds is not limited to those of operational significance	

ANNEX 3 - Meteorological Service For International Air Navigation - Twentieth Edition		
Reference	**Difference**	**Remarks**
Chapter 5	(b) competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed	New Provision. Implementing Regulation (EU) No 923/2012, paragraph SERA. 12005.

ANNEX 4 - Aeronautical Charts - Tenth Edition		
Reference	**Difference**	**Remarks**
Chapter 1 1.1 Air Defence Identification Zone (ADIZ)	DEFINITIONS, APPLICABILITY AND AVAILABILITY ADIZ does not exist in Ireland	
Chapter 1 1.2.2.1	We do not produce several charts in Ireland. For those charts and where we have published a difference, we do not conform to the recommended practices.	
Chapter 2 2.1.8	GENERAL SPECIFICATIONS Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297mm x 210mm for inclusion in the integrated Irish AIP document.
Chapter 7 7.7	ENROUTE CHART – ICAO Isogonals are not shown.	There is no operational or industry requirements for this information on this chart.
Chapter 7 7.9.3.1.1	1) Frequencies and coordinates are not shown. 2) Elevation of DME is not shown. 4) The RNP value is not shown. 5) Coordinates are not shown. 6) Frequency is not shown. 8) The distance is given to a tenth of a nautical mile. 10) Minimum En-route altitude is not shown. 11) Communication facilities are not shown. 12) Air defence identification zones do not exist in Ireland.	Due to the complexity of the chart this information would cause too much clutter and should be read in conjunction with the AIP pages ENR 3.1, ENR 3.2 and ENR 4.1
Chapter 8 8.1	Area Chart-ICAO The Area Chart-ICAO is not produced in Ireland.	Requirements are fulfilled by other means-SID, STAR, Approach, and En-Route charts.
Chapter 11 11.4	INSTRUMENT APPROACHCHART - ICAO Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297 mm x 210 mm for inclusion in the integrated Irish AIP document.
Chapter 11 11.10.7	Ireland only publishes OCA/H minimums. We do not publish visibility, MDA, DH, DA, MDA/H or DA/H for instrument approaches at aerodromes.	
Chapter 12 12.4	VISUAL APPROACH CHART - ICAO Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297mm x 210mm for inclusion in the integrated Irish AIP document
Chapter 13 13.6.1.i)	Geographical coordinates are not published for taxiway centre lines.	
Chapter 13 13.6.1.j)	Standard routes are not established.	
Chapter 14 14.1	Aerodrome Ground Movement Chart-ICAO The Aerodrome Ground Movement Chart-ICAO is not produced in Ireland.	Requirements are fulfilled by other means-Aerodrome and Aircraft Parking/Docking Charts
Chapter 15 15.6.f)	Geographical coordinates are not published for taxiway centre lines.	
Chapter 16 16.1	World Aeronautical Chart-ICAO 1:1,000,000 The World Aeronautical Chart-ICAO 1:1,000,000 is not produced in Ireland.	Requirements are fulfilled by other means-1:500,000, and En-Route charts

ANNEX 4 - Aeronautical Charts - Tenth Edition		
Reference	**Difference**	**Remarks**
Chapter 17 17.9.2.2	AERONAUTICAL CHART - ICAO 1:500 000 Not all this information is displayed on the chart due to clutter.	
Chapter 17 17.9.5.2	ADIZ does not exist in Ireland	
Chapter 18 18.1	Aeronautical Navigation Chart-ICAO Small Scale The Aeronautical Navigation Chart-ICAP Small Scale is not produced in Ireland.	There is no operational or industry requirements for this chart.
Chapter 19 19.1	Plotting Chart –ICAO The Plotting Chart –ICAO is not produced in Ireland.	There is no operational or industry requirements for this chart.
Chapter 20 20.1	Electronic Aeronautical Chart Display-ICAO The Electronic Aeronautical Chart Display-ICAO is currently not produced in Ireland.	

ANNEX 5 - Units Of Measurement To Be Used In Air And Ground Operations - Fourth Edition Nil		
Reference	**Difference**	**Remarks**

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition		
Reference	**Difference**	**Remarks**
Chapter 3 3.3.4	Annex IV Reg (EU) 965/2012 CAT GEN MPA 195 refers only to FDR, CVR and data link recordings. ICAO Standard specifically lists CVR, CARS, Class A AIR and Class A AIRS.	Different in Character
Chapter 3 3.3.5	Annex IV Reg. (EU) 965/2012 CAT. GEN. MPA. 195 refers to CVR and FDR. ICAO Standard specifically lists FDR, ADRS, Class B and Class C AIR and AIRS.	Different in Character
Chapter 3 3.5.1	Annex IV Reg. (EU) 965/2012 CAT.GEN.MPA.205 requires ATS involvement where ATS coverage is provided. ICAO Standards specifies operator only. Regulatory requirement by 16 DEC 2018	Different in Character
Chapter 3 3.5.3	Annex IV Reg. (EU) 965/2012 CAT.GEN.MPA.205 does not specify 15min requirement. EASA will make automated reporting at least every 15 minutes a requirement by 16 Dec 2018.	Partially Implemented
Chapter 3 3.5.4	Annex IV Reg. (EU) 965/2012 CAT.GEN.MPA.205 is different in its wording. EASA Regulatory requirement by 16th Dec 2018.	Different in Character
Chapter 4 4.2.8.1.1	Annex IV Reg. (EU) 965/2012 Automatic Landing systems, HUD, SVS and CVS not addressed. Will be transposed with RMT.0379	Pending EU Implementing Rules.

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition		
Reference	**Difference**	**Remarks**
Chapter 4 4.2.8.3	Annex IV Reg. (EU) 965/2012 SPA.LVO.110 and SPA.LVO.110(a) The European Regulation does not yet classify approach operations by Type A and B. RMT0379 (AWO) is envisaged to update the approach classification. Annex IV Reg. (EU) 965/2015 as amended makes no changes to the regulation so the difference will stand. The European Regulation does not yet classify approach operations by Type A and B. RMT 0379 (AWO) is envisaged to update the approach classification. Annex IV Reg. (EU) 965/ 2012 Annex I Definitions CAT IIIA: DH lower than 100ft and RVR not less than 200m. CAT IIIB: DH lower than 100ft or no DH and RVR lower than 200m but not less than 75m.	More Exacting
	Annex IV Reg. (EU) 965/2012 Annex I Definitions CAT IIIA: DH lower than 100ft and RVR not less than 200m. CAT IIIB: DH lower than 100ft or no DH and RVR lower than 200m but not less than 75m. CAT IIIA and CAT IIIB type approaches are not listed in ICAO Definitions.	Different in Character
Chapter 4 4.3.4.1.3	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.185(a) and CAT.OP.MPA.107 require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome. ICAO Standard 4.3.4.1.3 specifies ‘at the estimated time of use’. ICAO Standard 4.3.4.1.2 does break down time requirements.	More Exacting
Chapter 4 4.3.4.3.1	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.180(b) AMC1 CAT.OP.MPA150(b), Point (d) CAT.OP.MPA.246(b) Reg. (EC) 216/2008 Annex IV 2.a.7 European rules require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.	More Exacting
Chapter 4 4.3.6.2	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.150(b) Part-CAT does not require the effect of deferred maintenance items.	Different in Character
Chapter 4 4.3.6.7	Annex IV Reg. (EU) 965/2012 The use of contingency fuel needs clarification. In-flight fuel management needs further amendment. Will be transposed with RMT.0573	Pending EU Implementing Rules.
Chapter 4 4.3.7.2.2	Annex IV Reg. (EU)965/2012 CAT.OP.MPA.280 The phraseology is addressed in a SIB. The SARPS will be transposed through RMT.0573. European rules require to declare PAN, PAN, PAN.	Pending EU Implementing Rules
Chapter 4 4.4.2.1	Annex IV Reg. (EU) 965/2012 This requirement not specified	Not Implemented

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition		
Reference	**Difference**	**Remarks**
Chapter 4 4.4.11	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.300 EASA regulation does not specify a height for this requirement.	Different in Character
Chapter 4 4.6.1	Annex IV Reg. (EU) 965/2012 ORO.GEN.110(c) GM1 ORO.GEN.110(c) The European rules do not require a flight operations officer. ORO.GEN.110(c) does not imply a requirement for licensed flight dispatchers or a full flight watch system. If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3, This training should be described in the operations manual.	Partially Implemented
Chapter 5 5.2.10	Annex IV Reg.(EU) 965/2012 CAT.POL.A.220 Provides stricter and more detailed requirements	More Exacting
Chapter 5 5.4.1	Annex IV Reg. (EU) 965/2012 CAT.POL.A.300 SE IMC/night currently not allowed in Part-CAT To be implemented with RMT.0232/233	Pending EU Implementing Rules
Chapter 5 5.4.2	Annex IV Reg. (EU) 965/2012 CAT.POL.A.300 “An operator shall not operate a single-engine aeroplane at: night; or in instrument meteorological conditions except under special visual flight rules.”	SE IMC/night currently not allowed in Part-CAT
Chapter 6 6.1.1	Annex IV Reg. (EU) 965/2012 CAT.IDE.A.100(a) Different in character or other means of compliance	Part-CAT refers to Reg (EU) 748/2012 for approval of equipment and its installation
Chapter 6 6.2.2 a) Recommendation 2	The use of a Universal Precaution Kit is not covered in Reg (EU) 965/2012	Universal Precaution kit will be dealt with in the RMT.0383
Chapter 6 6.2.2 a) Recommendation 3	CAT.IDE.A.225 requires the emergency medical kit for aeroplanes with a maximum approved passenger seating configuration of more than 30 seats if any point on the planned route is more than 60 minutes flying time (at normal cruising speed) from an aerodrome at which qualified medical assistance could be expected.	More exacting requirement
Chapter 6 6.3	AMC1 CAT.IDE.A.190 for 6.3.1.1: CAT.IDE.A.190(b)(3) &(b)(5), Reg (EU) 965/2012 There is no definition for crash-protected flight recorder or lightweight flight recorder Airborne image recorders and lightweight flight recorder are not required. For installation requirement, refer to applicable certification specifications (CS 25.1457 for CVR and CS25.1459 for FDR) For equipment design requirements, refer to applicable ETSOs (C123 for CVR, C124 for FDR, C176 for AIR, C177 for DLR, 2C197 for ADRS and CARS) Will be transposed with RMT.0400/0401 (by ED Decision) and RMT.0271)	Pending EU Implementing Rules

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition		
Reference	**Difference**	**Remarks**
Chapter 6 6.3.1.2.1	CAT.IDE.A.190(a) (3) & (b)(5) Reg. (EU)965/2012 CAT.IDE.A.190 (a) (3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700kg or less, ICAO requires for all turbine-engine. CAT.IDE.A.190 (b)(5) is applicable to aeroplanes delivered an individual CofA on or after 1 January 2016. There is no alternative offered to the FDR in CAT.IDE.A.190. However, it is in the scope of RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.1.2.2	CAT.IDE.A.190(a) (3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700kg or less, with an MOPSC of more than 9 and first issued with a CofA on or after 1 April 1998. Will be addressed by RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.1.2.3	CAT.IDE.A.190(a)(1), (a)(2) and (b)(3) of Reg (EU)965/2012 CAT.IDE.A.190(a)(1) and (a)(2) applies to aeroplanes with an individual CofA issued on or after 1 June 1990. CAT.IDE.A.190 (b)(3) identifies the FDR Type 1 requirement for aeroplanes referred to in CAT.IDE.A.190(a)(1) and (a)(2) with an MCTOM of over 27000kg and first issued with an individual CofA before 1 Jan 2016.	EU Reg CAT.IDE.A.190 is more specific with respect to applicability
Chapter 6 6.3.1.2.4	CAT.IDE.A.190(a)(1) and (b)(2) Reg (EU)965/2012 CAT.IDE.A.190(a)(1) applies to aeroplanes with a MCTOM of more than 5700kg with an individual CofA on or after 1 June 1990. CAT.IDE.A.190 (b)(2) applies to aeroplanes referred to in (a)(1) with an MCTOM of less than 27000kg and first issued with an individual CofA before 1 Jan 2016.	EU Reg CAT.IDE.A.190 is more specific, however difference in earlier qualification date.
Chapter 6 6.3.1.2.5	CAT.IDE.A.190(a)(3) and (b)(4) Reg (EU)965/2012 CAT.IDE.A.190 (a)(3) applies to aeroplanes with an individual CofA after 1 April 1998. Will be addressed by RMT.0338.	Pending EU Implementing Rules
Chapter 6 6.3.1.2.6	CAT.IDE.A.190(a)(2) &(b)(1) Reg EU 965/2012. CAT.IDE.A.190(a)(2) applies to aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.7	AMC6 CAT.IDE.A.190(a)(1) & (a)(2)&(a)(3) applies to aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.8	CAT.IDE.A.190(a)(2) & (b)(3) Reg (EU) 965/2012 CAT.IDE.A.190(a)(2) applies to turbine-engined aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.9	CAT.IDE.A.190(a)(2) and (b)(1) Reg (EU) 965/ 2012 CAT.IDE.A.190(a)(2) applies to turbine-engined aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.11	CAT.IDE.A.190(a)(1) and (b)(5) Reg (EU) 965/ 2012. AMC1 CAT.IDE.A.190(b) The flight parameters of Type IA should be recorded only for aeroplanes first issued with an individual CofA on or after 1January 2016	Type IA differ from type I by the list of parameters to record. The list of parameters are given in the AMC to CAT.IDE.A.190

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Reference	**Difference**	**Remarks**
Chapter 6 6.3.1.2.12	CAT.IDE.A.190 Reg (EU) 965/2012. AMC 1 CAT.IDE.A.190(c) AMC 1 CAT.IDE.A.190(c) states that 'The parameters to be recorded should meet the performance specifications (range, sampling intervals, accuracy limits and resolution in read-out) as defined in the relevant tables of EUROCAE Document ED-112, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.' and the table of flight parameter performance in ED-112 is only specifying a maximum recording interval of 0.125 seconds for acceleration parameters.	Difference in FDR recording interval parameters
Chapter 6 6.3.1.2.13	CAT.IDE.A.190 Reg (EU) 965/2012 AMC 1 CAT.IDE.A.190(c) states that 'The parameters to be recorded should meet the performance specifications (range, sampling intervals, accuracy limits and resolution in read-out) as defined in the relevant tables of EUROCAE Document ED-112, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.' and the table of flight parameter performance in ED-112 is only specifying a maximum recording interval of 0.125 seconds for acceleration parameters	Difference in FDR recording interval parameters
Chapter 6 6.3.1.2.13	CAT.IDE.A.190(a)(3) and (b) Reg (EU)965/2012 The minimum recording duration for the FDR is 25 hours or 10 hours	Exceeds ICAO Standards
Chapter 6 6.3.2	AMC1 CAT.IDE.A.185. For 6.3.2.1: CAT.IDE.A.185 (a) Reg. (EU)965/2012 CVR for light aircraft not implemented. To be developed under RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.2.1.2	CVR for light aircraft not implemented. To be developed under RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.2.1.3	AT.IDE.A.185 (a) (1) and (b) (1) Reg (EU) 965/ 2012. Minimum CVR duration is 2 hours when the individual CofA was first issued on or after 01 April 1998	Exceeds ICAO Standard
Chapter 6 6.3.2.1.4	CAT.IDE.A.185 (a) (1) Reg (EU) 965/2012 CAT.IDE.A.185(a)(1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg whatever the date of delivery of the individual CofA	Exceeds ICAO Standard
Chapter 6 6.3.2.1.5	CAT.IDE.A.185 (a) (1) Reg (EU) 965/2012 CAT.IDE.A.185(a) (1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg whatever the date of delivery of the individual CofA	Exceeds ICAO Standard
Chapter 6 6.3.2.1.6	CAT.IDE.A.185 (a) (1) Reg (EU) 965/2012 CAT.IDE.A.185 (a) (1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not.	Exceeds ICAO Standard
Chapter 6 6.3.2.2.1	CAT.IDE.A.185 (d) Reg (EU) 965/2012 By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.	Later Implementation date

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Reference	**Difference**	**Remarks**
Chapter 6 6.3.2.2.2	CAT.IDE.A.185 Reg (EU) 965/2012 By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.	Later Implementation date
Chapter 6 6.3.2.3.1	CAT.IDE.A.185 (b) Reg (EU) 965/2012 For aeroplanes with an MCTOM of over 5 700 kg and first issued with an individual CofA on or after 01April 1998, the minimum recording duration of the CVR is 2 hours	Exceeds ICAO Standard
Chapter 6 6.3.2.3.2	CAT.IDE.A.185 (b) & (c) Reg (EU) 965/2012 EU Regulation is more specific in terms of applicability dates until 1 January 2019. By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2021; or (2) the preceding 2 hours in all other cases.	Difference in applicability dates until 1 January 2019.
Chapter 6 6.3.2.3.3	CAT.IDE.A.185(b) Reg (EU) 965/2012 For aeroplanes with an MCTOM of over 5 700 kg and first issued with an individual CofA on or after 01 April 1998, the minimum recording duration of the CVR is 2 hours.	Difference in applicability date
Chapter 6 6.3.2.3.4	CAT.IDE.A.185 (c) By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2021; or (2) the preceding 2 hours in all other cases.	Exceeds ICAO Standard
Chapter 6 6.3.2.4.1	CAT.IDE.A.185 Not implemented. To be developed under RMT.0249	Pending EU Implementing Rules
Chapter 6 6.3.2.4.2	CAT.IDE.A.185 Not implemented. To be developed under RMT.0249	Pending EU Implementing Rules
Chapter 6 6.3.2.4.3	CAT.IDE.A.185 Not implemented. To be developed under RMT.0249	Pending EU Implementing Rules
Chapter 6 6.3.3.1.1	CAT.IDE.A.195 (a) requires recording data link communications for aeroplanes issued with an individual CofA on or after 08 April 2014.	Difference in applicability date
Chapter 6 6.3.3.1.2	CAT.IDE.A.195 Reg (EU) 965/2012 EU Regulation applicability date is for Aeroplanes first issued with an individual CofA on or after 8 April 2014. The EU Regulation does not reference modifications.	Different in character and compliance.
Chapter 6 6.3.4.4	CAT.GEN.MPA.195(d) Reg (EU) 965/2012 CAT.IDE.A.190 Reg (EU) 965/2012 It is inferred that the FDR documentation is in electronic format	Different in character
Chapter 6 6.3.4.5.1	CAT.IDE.A.200 Reg (EU) 965/2012 The carriage of two combination recorders is an alternative to carrying single-function flight recorder	Different in character

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Reference	**Difference**	**Remarks**
Chapter 6 6.3.4.5.2	CAT.IDE.A.200 Reg (EU) 965/2012 Compliance with CVR and FDR requirements may be achieved by two flight data and cockpit voice combination recorders in the case of aeroplanes with an MCTOM of more than 5 700 kg and required to be equipped with a CVR and an FDR. AMC1 states When two flight data and cockpit voice combination recorders are installed, one should be located near the flight crew compartment, in order to minimise the risk of data loss due to a failure of the wiring that gathers data to the recorder. The other should be located at the rear section of the aeroplane, in order to minimise the risk of data loss due to recorder damage in the case of a crash.	Different in applicability weight.
Chapter 6 6.4.1	CAT.IDE.A.125 Reg (EU) 965/2012 Part-CAT requires additional instruments	Exceeds ICAO Standard
Chapter 6 6.5.3.1	CAT.IDE.A.285 (f) Reg (EU) 965/2012 EU Regulation requires Underwater Locating Beacon (ULB) or Device (ULD) mandatory by 1 January 2019	Difference in Implementation Date
Chapter 6 6.10	CAT.IDE.A.130 CAT.IDE.A.115 Reg (EU) 965/ 2012 CAT.IDE.A.115 requires portable lights also during daylight flights which exceeds ICAO SARPS which requires it only for night flights.	Exceeds ICAO Standard
Chapter 6 6.12	Council directive 96/29 EURATOM Art 42 Protection to air crew. The Basic Regulation only addresses the mitigation of safety risks and does not provide the legal basis for transposing this standard to avoid overlaps with other Community Legislation, (Council Directive 96/ 29/Euratom of 13 May 1996).	Dealt under EU Council Directive
Chapter 6 6.18.2	CAT.GEN.MPA.210 Transmission of information from which a position can be determined is not specified as 'once every minute' when in distress.	Different in character or other means of compliance.
Chapter 6 6.20.2	CAT.IDE.A.350 Reg (EU) 965/2012 Resolution of 7.62 m for the pressure altitude reporting transponder not specified.	Different in character or other means of compliance.
Chapter 6 6.20.3	CAT.IDE.A.350 Reg (EU) 965/2012 Resolution of 7.62 m for the pressure altitude reporting transponder not specified.	Different in character or other means of compliance.
Chapter 6 6.20.4	CAT.IDE.A.350 Reg (EU) 965/2012 Resolution of 7.62 m for the pressure altitude reporting transponder not specified.	Different in character or other means of compliance.
Chapter 6 6.22.1	Not implemented. Work in progress with RMT.0369/370	Pending EU Implementing Rules
Chapter 6 6.22.2	Not implemented. Work in progress with RMT.0369/370	Pending EU Implementing Rules
Chapter 6 6.24.2	(EU) 965/2012 Provisions as regards criteria for the approval of operational credits for automatic landing systems, HUD, SVS and CVS are not available. Will be transposed with RMT.0379	Pending EU Implementing Rules

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Reference	**Difference**	**Remarks**
Chapter 6 6.24.2	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.1	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.2.1	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.2.2	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.3	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 7 7.1.4	Certification Specifications - ACNS issue 17 Dec 2013 EU Implementing Rules currently do not address this area in the context of flight crews	Pending EU Implementing Rules
Chapter 7 7.1.5	EU Implementing Rules currently do not address this area in the same context	Pending EU Implementing Rules
Chapter 7 7.3.2	Annex I to ED Decision 2013/031/R, Certification Specifications - Airborne Communications, Navigation and Surveillance, 17 Dec 2013 EU Rules do not currently address.	Pending EU Implementing Rules.
Chapter 7 7.3.3	Annex I to ED Decision 2013/031/R, Certification Specifications - Airborne Communications, Navigation and Surveillance, 17 Dec 2013 EU Implementing Rules do not currently address.	Pending EU Implementing Rules.
Chapter 7 7.3.4	Annex I to ED Decision 2013/031/R, Certification Specifications - Airborne Communications, Navigation and Surveillance, 17 Dec 2013 EU Implementing Rules do not currently address.	Pending EU Implementing Rules.
Chapter 8 8.3.2	Regulation (EC) 2042/2003, Part M does not require that copies of all amendments to the maintenance programme be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	Not regulated but done in practice and put in the contract between AOC Holders and maintenance organisations
Chapter 8 8.4.2	EC 2042/2003 Annex I Part M, Subpart C M.A.305(h)(1-6) require certain records are kept for up to 24 months	More exacting requirement
Chapter 8 8.7.2.1	Regulation (EC) 2042/2003, Part 145, 145A.70, AMC provides for additional information that must be listed in the maintenance organisation exposition	More exacting requirement

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Reference	**Difference**	**Remarks**
Chapter 8 8.7.2.3	Regulation (EC) 2042/2003, Part 145 does not explicitly require that copies of all amendments to the procedures manual be furnished promptly to all organizations or persons to whom the manual has been issued. This issue is dealt with under the Part 145 Quality System requirements.	Not regulated but common practice due to the requirement for a quality system
Chapter 8 8.7.3.2	Regulation (EC) Part 145, 145A.65 requires a safety policy to be established for maintenance organisations. The State Safety Programme is currently being implemented in Ireland and will establish acceptable levels of safety for maintenance by 2012.	Less Restrictive
Chapter 8 8.7.3.3	ORO.GEN.200 of Reg (EU) 965/2012 Existing Irish regulation mandates SMS, however, EU regulation is pending that will update the requirements established by the IAA in the Aeronautical Notices.	Pending further EU Implementation rules
Chapter 8 8.7.7.2	EASA requires records to be retained for two years.	More exacting requirement
Chapter 9 9.1.2	FCL.055 of EU Reg 1178/2011 Licencing Requirement for English Language Proficiency for radio telephony in all phases of flight. Specific Radio Operators licences requirements were deleted in SI 333/2000.	Different in character.
Chapter 9 9.1.3	ORO.FC.110 Reg (EU) 965/2012 and Article 7 of EU Reg 1178/2011 Flight Engineer Licences are administered under National Rules SI 333/2000	Different in character.
Chapter 9 9.1.4	Requirement deleted in SI 333/2000 Flight Navigator Licensing requirement repealed in SI 333/2000.	Not Applicable.
Chapter 9 9.2	Reg (EC) 216/2008 1.(b) & (c) ORO.FC.130(a),(b) ORO.FC.230(d) AMC1.ORO.FC.230(a)&(b) ORO.GEN.110(e),(f),(h) Reg (EU) 965/2012 AMC1.ORO.FC.220(b)&(d) ICAO Annex 6, chapter 9.2 establishes provisions for each type of aeroplane. ORO.FC.130(a) for each type and variant. ORO.GEN.110(h) requires also the use of a checklist. ICAO Annex 6 9.2 does not require it.	More exacting requirement
Chapter 9 9.4.3.3	Reg (EU) 216/2008(2) ORO.FC.105(b.2)&(c) Reg (EU) 965/2012 AMC1 ORO.FC.105(b)(2);(c) [(a),(b)&(c)] AMC2.ORO.FC.105(c) [(a)&(b)] European rules have implemented a categorisation of aerodromes (A, B, C and/or demanding/not demanding). Rules achieve same safety level even though the classification is slightly different.	Different in character.
Chapter 9 9.4.4.1	AMC1.ORO.FC.240 [(a)] AMC1.ORO.FC.230 [(a)&(b)] ORO.FC.230(b) ORO.FC.145(a)&(c) Reg (EU) 965/2012 The rule allows ATQP as an alternative to the prescriptive training requirements. Even though checking intervals can be extended, the same or even higher level needs to be achieved. For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than 8 consecutive months one OPC is sufficient.	Different in character.

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Reference	**Difference**	**Remarks**
Chapter 10 10.1	ORO.GEN.110 Reg. (EU) 965/2012 No requirement for flight operations officer/flight dispatchers to be licensed.	Not Applicable.
Chapter 10 10.2	ORO.GEN.110 Reg (EU) 965/2012 Guidance Material for the above Reg states that; If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual.	Different in character.
Chapter 10 10.3	ORO.GEN.110 Reg (EU) 965/2012 Guidance Material for the above Reg states that; If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual.	Different in character.
Chapter 10 10.4	ORO.GEN.110 Reg (EU) 965/2012 ORO.AOC.135 Reg (EU) 965/2012 Guidance Material for the above Reg states that; If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual.	Different in character.
Chapter 10 10.5	ORO.GEN.110 Reg (EU) 965/2012 The ICAO recommendation is not transposed in the above EU Reg.	Not Implemented.
Chapter 11 11.4.3	ORO.MLR.115 Reg (EU) 965/2012 months storage period required under Reg. 965/ 2012	Different in means of compliance.
Chapter 12 12.4	CC.TRA.220 CC.TRA.225 Appendix I to Part-CC ORO.CC.110 ORO.CC.115 For HF/CRM: AMC1 ORO.CC.115(e) GM1 ORO.CC.115(e) ORO.CC.120 ORO.CC.125 AMC1 ORO.CC.125(c) AMC1 ORO.CC.125(d) ORO.CC.130 ORO.CC.135 AMC1 ORO.CC.135 ORO.CC.140 AMC1 ORO.CC.140 ORO.CC.145 AMC1 ORO.CC.145 GM1 ORO.CC.145 For DG: ORO.GEN.110(j) CAT.GEN.MPA.200 Reg (EU) 965/2012 In addition to the completion of initial training required by the Air Ops Regulation Reg. (EU) 965/ 2012, the Aircrew Reg. (EU) 1178/2011 also requires the issuing of a cabin crew attestation to each cabin crew member who will be operating in CAT operations. This attestation shall be issued in accordance with the mandatory EASA Form 142 (Appendix II to Part-ARA). This attestation is considered valid as long as the holder acts as cabin crew and completes the other training required by the Air Ops Regulation. If a holder stops operating during more than 5 years, his/her attestation becomes invalid and initial training has to be completed again.	More exacting requirement

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Reference	**Difference**	**Remarks**
Chapter 13 13.4.1	Essential requirements 8d, Reg (EU) 216/2008. Point 10 of Annex 1 Reg (EC) 300/2008 AMC1 ORO.FC.220 AMC1 ORO.FC.230 AMC1 ORO.CC.125(c) & ORO.CC.140 & ORO.CC.124, Reg (EU) 965/2012 for flight crew compartment security training. BR 216/2008 & Reg. 965/2012 only mention generic security training required, but not as detailed as in ICAO.	Different in Character
Chapter 13 13.4.2	AMC1 ORO.FC.220 AMC1 ORO.FC.230 AMC1 ORO.CC.125(c) Regulation (EU) 965/2012 only requires training on flight crew compartment procedures.	Different in Character
Chapter 13 13.5	Essential requirements 8d (v), Reg (EU) 216/2008. AMC3 ORO.MLR.100(a) Part A Chapter 11(e) Art. 4 Reg (EU) 376/2014 Reporting to local authority is not specified. Occurrence Reporting Regulation (EU) 376/2014 foresees reporting on security by pilot within 72hrs to the operator and by operator within 72 hours to the competent authority.	Different in Character

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Reference	**Difference**	**Remarks**
Chapter 2.1.4	Specific approvals are issued by the Competent Authority of the operator, not necessarily the State of Registry.	
Chapter 2.2.4.9.1	EASA states (a) The PIC shall use the departure and approach procedures established by the State of the aerodrome.	
Chapter 2.4.6.2	EASA requires this safeguard for all aeroplanes operating at these altitudes.	
Chapter 2.4.6.3 Recommendation	EASA requires this safeguard for all aeroplanes operating at these altitudes.	
Chapter 2.4.8	EASA does not require the fitment of an outside temperature gauge.	
Chapter 2.4.11.2 Recommendation	EASA has not implemented this recommendation.	
Chapter2.4.16.1.1.1 Recommendation	This recommendation is not addressed by EASA.	
Chapter 2.4.16.1.2	Not implemented into EU rules.	
Chapter 2.4.16.2.1 Recommendation	EASA stipulates above2,250kgs.	
Chapter 2.4.16.2.3.2	The EU has not yet implemented this rule.	
Chapter 2.4.18.4 Recommendation	May not use layout of Appendix 2.5, paragraph 2.	
Chapter 2.5.1.7	EASA uses the State of the operator.	
Chapter 2.5.1.8	EASA uses the State of the operator.	
Chapter 2.5.1.9	EASA uses the State of the operator.	
Chapter 2.5.2.3	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	

ANNEX 6 Part II - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Chapter 2.5.2.4	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Chapter 2.5.2.5	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Chapter 2.5.3.3	For aeroplanes registered in the EU, for the non-commercial operator, it is the authority of the State in which the operator has its principal place of business, is established or is residing.	
Chapter 2.6.2.2	(EU) 1321/2014 specifies 12 months for all 6 items (EC) 2042/2003 specifies 12 months for all 6 items.	
Chapter 2.8.1	EASA requires that flight manual updates are approved by EASA	
Chapter 3.1.2 Recommendation	EASA states more than 19 passenger seats.	
Chapter 3.4.3.5.4 Recommendation	EASA has not implemented this Recommendation.	
Chapter 3.6.2.1	EASA makes no mention of paragraph d.	
Chapter 3.6.3.1.1.1	EASA states first issued with a C of A after 1 January 2016.	
Chapter 3.6.3.1.1.2	EASA states first issued with a C of A after 1 January 2016 and stipulates over 5,700kgs.	
Chapter 3.6.3.1.1.3 Recommendation	EASA states first issued with a C of A after 1 January 2016 and no upper weight limit.	
Chapter 3.6.3.2.1.1	EASA states above 2,250 kg.	
Chapter 3.6.3.2.1.2	EASA states a C of A issued on or after 1st January 2016.	
Chapter 3.6.3.2.1.3 Recommendation	EASA states a C of A issued on or after 1st January 2016 and above 2,250kgs with no upper limit.	
Chapter 3.6.5.2.1	EASA stipulates this requirement for all aeroplanes when operating IFR.	
Chapter 3.6.8.2.1 Recommendation	EASA only stipulates this requirement for an individual C of A first issued after 31 Dec 1980.	
Chapter 3.6.9.1 Recommendation	EASA stipulates all turbine powered aeroplanes in excess of 5,700kgs and in excess of 19 passenger seats.	
Chapter 3.6.9.2	EASA stipulates all turbine powered aeroplanes in excess of 5,700kgs and in excess of 19 passenger seats.	
Chapter 3.8.5.2	Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licenced i.a.w. Annex 1.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 2 2.2.8.1.1	Automatic landing systems includes EVS and HUD but SVS and CVS are not addressed	

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Reference	**Difference**	**Remarks**
Section II Chapter 2 2.2.8.3	EASA: a. does not refer to a visibility for CAT I only an RVR of 500m; b. states a minimum RVR for CAT IIIA of 200m; c. states an RVR for CAT IIIB of between 200m and 75m; d. does not define CAT IIIC	RMT.0379 (AWO) is envisaged to update the approach classification.
Section II Chapter 2 2.3.3.1	EASA does not require the operational flight plan to be lodged with the appropriate Authority but expects the operator to retain a copy on the ground.	
Section II Chapter 2 2.3.4.2.3 Recommendation	(EU) 965/2012 AMC1 CAT.OP.MPA.192 requires RVR/VIS + 400 m Ceiling at or above (M)DH + 200 ft for both alternates.	
Section II Chapter 2 2.3.4.3.10 Recommendation	This recommendation is not addressed by EASA.	
Section II Chapter 2 2.3.4.3.15 Recommendation	This recommendation is not addressed by EASA.	
Section II Chapter 2 2.3.6.3.3	EASA states:" additional fuel to fly for 2 hours at holding speed including final reserve fuel; and extra fuel if there are anticipated delays or specific operational constraints"	
Section II Chapter 2 2.3.7.1	(a).is permitted provided operator has procedures in place in accordance with AMC4, AMC5 & AMC6 to CAT.OP.MPA.200. (b). (EU) 965/2012 does not consider this requirement.	
Section II Chapter 2 2.3.7.2	Requirements a) and c) are not addressed.	
Section II Chapter 2 2.3.7.4 Recommendation	f) EASA expects the operator's risk assessment to determine whether seat belts should be fastened or unfastened. g) EASA expects the operator's risk assessment to determine when passengers should disembark/embark.	
Section II Chapter 2 2.3.7.6	a) and b) are permitted, but not for avgas or wide-cut fuel or a mixture of these types of fuel, provided 'For all other types of fuel, the necessary precautions should be taken, and the aircraft should be properly manned by qualified personnel that should be ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available.' c) EASA does not consider this requirement.	
Section II Chapter 2 2.4.4.4	EASA makes no mention of "all other flight crew members shall keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened"	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 2 2.5.5	EASA uses the term “signature of person in charge” instead of “pilot-in-command”	
Section II Chapter 2 2.6.1	EASA does not mandate the use of Flight Operations Officers / Flight Dispatchers	EASA states a. ORO.GEN110(c) does not imply a requirement for licensed flight dispatchers or a full flight watch system. b. if the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual
Section II Chapter 2 2.8.1	EASA has not implemented FRMS for helicopters	
Section II Chapter 2 2.8.2	EASA has not implemented FRMS for helicopters	
Section II Chapter 2 2.8.5	EASA has not implemented FRMS for helicopters	
Section II Chapter 4 4.1.5.4 Recommendation	May not use layout of Appendix 7 paragraph 2	
Section II Chapter 4 4.3.1.1.2	EASA specifies more than 9 passengers.	
Section II Chapter 4 4.3.1.1.3 Recommendation	EASA specifies an applicability date of 1 August 1999	
Section II Chapter 4 4.3.1.1.5 Recommendation	Flight data recording equipment is only required for commercial air transport helicopters first issued with an individual C of A after 5 September 2022 with a MCTOM exceeding 2250 kg.	
Section II Chapter 4 4.3.1.3	1st issue of C of A post 1 January 2016 10 hours retention; 1 August 1999 to 1 January 2016 8 hours retention; 1 January 1989 to 1 August 1999 5 hours retention.	
Section II Chapter 4 4.3.2.1.1	EASA makes no mention of “For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.”	
Section II Chapter 4 4.3.2.1.2 Recommendation	EASA makes no mention of “For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.”	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 4 4.3.2.3	EASA stipulates helicopters first issued with an individual C of A prior to 1st January 2016 of 7,000 kg or less shall retain the recorded information for at least 30 minutes. EASA stipulates helicopters first issued with an individual C of A prior between 1st August 1999 and 1st January 2016 of greater than 7,000 kg shall retain the recorded information for at least 1 hour. EASA stipulates helicopters first issued with an individual C of A prior to 1st August 1999 of greater than 7,000 kg shall retain the recorded information for at least 30 minutes.	
Section II Chapter 4 4.3.3.1.3 Recommendation	EASA stipulates helicopters first issued with an individual C of A on or after 8th April 2014	
Section II Chapter 4 4.4.4 Recommendation	EASA only requires this forward-looking terrain avoidance function for helicopters involved SPA.HOFO operations.	
Section II Chapter 4 4.5.2.6 Recommendation	The AMC is applicable to all helicopters regardless of the date of issuance of the C of A.	
Section II Chapter 4 4.5.2.7 Recommendation	EASA only allows raft below 40 kg.	
Section II Chapter 4 4.5.3.2 Recommendation	Consideration on sun not included.	
Section II Chapter 4 4.10.1 Recommendation	Helicopters with an MOPSC of more than 9 shall be equipped with airborne weather detecting equipment.	
Section II Chapter 4 4.15.1 Recommendation	(EU) 2016/1199 SPA.HOFO.155(a) stipulates: The following helicopters conducting CAT offshore operations in a hostile environment shall be fitted with a VHM system capable of monitoring the status of critical rotor and rotor drive systems by 1 January 2019: (1) complex motor-powered helicopters first issued with an individual Certificate of Airworthiness (C of A) after 31 December 2016; (2) all helicopters with a maximum operational passenger seating configuration (MOPSC) of more than 9 and first issued with an individual C of A before 1 January 2017; (3) all helicopters first issued with an individual C of A after 31 December 2018.	
Section II Chapter 4 4.17.2.1	This regulation only applies to Type B EFBs	
Section II Chapter 4 4.17.2.2	This regulation only applies to Type B EFBs	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 5 5.1.3	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 5 5.1.4	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 5 5.1.5	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 6 6.2.1	EASA requirements do not address the human factors principles.	1. M.A.704 (a) requires to provide the CAME although it is not specified to whom. The AMC requires the personnel to be familiar with the relevant parts of the manual. The manual is approved by the State of Operator, due to mutual recognition is valid for the State of Registry within EASA MS. 2. Non-compliance is only identified in relation to the HF Requirement.
Section II Chapter 6 6.2.4	Non-compliance relates to the requirement to provide the manual to the State of Registry if different for the State of operator. It is currently required to be approved by the State of operator.	Within the EU Member States this requirement is compensated by the mutual recognition.
Section II Chapter 6 6.3.2	(EU) 1321/2014, Part M does not require that copies of all amendments to the maintenance programme be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	Not regulated but done in practice and put in the contract between AOC Holders and maintenance organisations
Section II Chapter 6 6.4.2	(EU) 1321/2014 Part M specifies more exacting requirements for al 6 items	
Section II Chapter 6 6.4.4	M.A.305(h) requires An owner or operator shall ensure that a system has been established to keep the following records for the periods specified: In AMC M.A.305(h) the details in 8.4.4Same applies to maintenance organisations in 145.A.55(c)	
Section II Chapter 6 6.5.1	EASA does not stipulate a minimum take-off mass.	
Section II Chapter 6 6.5.2	(EU) 1321/2014 Part M does not specify a minimum mass for this requirement.	
Section II Chapter 6 6.7.1	Part-M.A.612 has not specified the details in referenced Chapter. No difference for Part-145. Part-M.A.612 is Less protective or partially implemented or not implemented	
Section II Chapter 6 6.8.2	For a),b(1) it is required to be kept for 12 months after aircraft is permanently withdrawn from service. However for b)(2)(3) and c) Part-M doesn't specify in corresponding provisions how long records should be kept after the aircraft has been withdrawn from service. Nevertheless those records are still required to be kept under the provisions of M.A.305(h)(1) at least 36 months after release to service.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 7 7.2	ICAO Annex 6 SARPS 7.2 established provisions for each type of helicopter, ORO.FC.130 (a) Required for each type and variant.	
Section II Chapter 9 9.1	EASA requires that flight manuals shall be updated by implementing changes made mandatory by EASA.	
Section II Chapter 9 9.4.3 Recommendation	EASA only requires journey logs to be retained for 3 months.	
Section II Chapter 12 12.4.2	EASA does not specifically address this requirement but refers to 'the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.'	
Section II Chapter 12 12.4.3.2	EASA does not specifically address this requirement but states 'The transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its attachments, supplements and any other addenda or corrigenda.'	
Section II Chapter 12 12.4.3.3	Not implemented by EASA.	
Section III Chapter 1 1.4	Specific approvals are issued by the Competent Authority, of the operator, not necessarily the State of Registry.	
Section III Chapter 2 2.6.1	EASA gives no alleviation for purely local visual flights.	
Section III Chapter 2 2.8.4	d) is not considered	
Section III Chapter 2 2.17.1	EASA states (a) the PIC shall use the departure and approach procedures established by the State of the aerodrome.	
Section III Chapter 4 4.3.2.5 Recommendation	EASA considers lift rafts not deployable by remote control should have a maximum mass of 40 kg.	
Section III Chapter 4 4.3.2.6 Recommendation	EASA considers lift rafts not deployable by remote control should have a maximum mass of 40 kg.	
Section III Chapter 4 4.7.2.1.1	EASA requires a CVR to be fitted to helicopters over 7000 kg with an individual C of A issued on or after 1 January 2016.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section III Chapter 4 4.7.2.1.2 Recommendation	EASA has no requirement for the carriage of a CVR for a helicopter of less than 7000 kg.	
Section III Chapter 4 4.7.2.2	Discontinuation of magnetic tape CVR not implemented, however Opinion 01/2014 proposes discontinuation by 01 January 2019.	
Section III Chapter 4 4.13.4 Recommendation	May not use layout of Appendix 7 paragraph 2	
Section III Chapter 5 5.1.6	EASA does not yet specify requirements for PBC	Pending EU implementing rules.
Section III Chapter 5 5.1.7	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.1.8	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.1.9	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.2.1	EASA does not state the distance between landmarks for international general aviation flights.	
Section III Chapter 5 5.2.3	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	SPA.GEN.100 states: (a) The competent authority for issuing a specific approval shall be: (1) for the commercial operator the authority of the Member State in which the operator has its principal place of business; (2) for the non-commercial operator the authority of the State in which the operator is established or residing.
Section III Chapter 5 5.2.4	The Competent Authority of the operator not necessarily the State of Registry, establishes these requirements are met.	
Section III Chapter 5 5.2.5	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Section III Chapter 5 5.3.3	For aircraft registered in the EU, for the non-commercial operator, it is the authority of the State in which the operator has its principal place of business, is established or is residing	
Section III Chapter 6 6.2.2	(EU) 1321/2014 Part M specifies in excess of the specified requirements.	

ANNEX 7 - Aircraft Nationality And Registration Marks - Fifth Edition		
Reference	**Difference**	**Remarks**
Chapter 3 3.2	Captive balloons, kites, unmanned free balloons without payload and gliders with a maximum structural mass of 80kg or less, are exempt 'Nationality and Registration Marks' requirements.	Consequently all provisions of Annex 7 which refer to the affixing and location of registration marks and identification plate cannot be applied. No centralised register of unmanned free balloons is kept in Ireland.
Chapter 3 3.3		
Chapter 4 4.1.2		
Chapter 6		
Chapter 8		

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition		
Reference	**Difference**	**Remarks**
PART II Chapter 3 3.6.1	Assessment also allowed by EASA approved DOA under procedure agreed with Agency	Assessment also allowed by EASA approved DOA under procedure agreed with Agency
PART IIIA. Chapter 2 2.2.3	In the airworthiness codes, scheduling of landing distance with runway slope is not mandated, but factors on landing distance are applied by operational rules, where appropriate. In the airworthiness codes, performance scheduling for variations in water surface conditions, density of water and strength of current is not mandated, but factors on landing distance are applied by operational rules, where appropriate.	CS-23 complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS 23.237 requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.
PART IIIA. Chapter 2 2.3.4.1	In the airworthiness codes, stall testing with one power unit inoperative is not mandated, but issues with stall warning with one engine inoperative are considered in individual certification activities.	Any issues with stall warning with one engine inoperative would be apparent from the evaluation of the design and during OEI flight testing, especially during evaluation of the manoeuvring margin at V2. This latter test is carried out by EASA with asymmetric power. It is noted that the equivalent requirement has been by Amendment 100 in Part 3B
PART IIIA. Chapter 4 4.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	NPA 15/2004 relative to Flight Crew Error/Flight Crew Performance Considerations in the Flight Deck Certification Process has been published and CS-25 has been updated in 2007. EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008 There is also a JAA interim policy (INT/ POL/25/14) for large aeroplanes that has also been used by EASA.
PART IIIA. Chapter 4 4.1.6	At this time, the airworthiness codes do not specifically require protection against explosive and incendiary devices.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIA. Chapter 9 9.2.4	The airworthiness codes do not specifically address the issue of limitations on equipment and systems but in practice the Standard is complied with.	Paragraph XI524 was deleted from JAR-25 and is not in CS-25. The deletion was done to harmonise with FAR-25 and the rationale was that the paragraph did not added further requirements compared to FAA practice.
PART IIIA. Chapter 9 9.3.5	At this time, the airworthiness codes do not specifically require the identification of the least-risk bomb location.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA by first quarter of 2009 and a modification to CS-25 by end 2009
PART IIIA. Chapter 11	At this time, the airworthiness codes do not specifically address this security Standard except for pilot compartment doors.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA by first quarter of 2009 and a modification to CS-25 by end 2009
PART IIIB. SUB-PART B Chapter B.2.7	In the airworthiness codes, scheduling of landing distance with runway slope is not mandated, but factors on landing distance are applied by operational rules, where appropriate. In the airworthiness codes, performance scheduling for variations in water surface conditions, density of water and strength of current is not mandated, but factors on landing distance are applied by operational rules, where appropriate	CS-23 complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS 23.237 requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition		
Reference	**Difference**	**Remarks**
PART IIIB. SUB-PART B Chapter B.2.7 b).	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.
PART IIIB. SUB-PART B Chapter B.2.7 e).	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.	
PART IIIB. SUB-PART C Chapter C.7 a).	In general the consideration of likely impact with birds is not mandated in the airworthiness codes for small aeroplanes and commuter category aeroplanes except for bird impact on windshield for Commuter category. Consideration of the probable behaviour of the aeroplane in ditching is only required for type certification where ditching certification is required by operating rules.	CS-23 Jet requirements are under development by EASA that may remove both the bird impact and ditching difference for applicable CS-23 Jet types. Note that the current CS 25.807(e) requires provision of ditching emergency exits for passengers whether or not certification with ditching provisions is requested.
PART IIIB. SUB-PART C Chapter C.7 c).	In general the consideration of likely impact with birds is not mandated in the airworthiness codes for small aeroplanes and commuter category aeroplanes except for bird impact on windshield for Commuter category. Consideration of the probable behaviour of the aeroplane in ditching is only required for type certification where ditching certification is required by operating rules.	
PART IIIB. SUB-PART D Chapter D.1.3	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH
PART IIIB. SUB-PART D Chapter D.2 a).	The airworthiness codes ensure compliance with sub-paragraph a) except for prevention of misassemble.	Work to address Protection against explosive and incendiary devices, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIB. SUB-PART D Chapter D.2 b).	At this time the airworthiness codes do not mandate protection against explosive and incendiary devices.Anx	
PART IIIB. SUB-PART D Chapter D.2 g) 1-3.		
PART IIIB. SUB-PART D Chapter D.2 h).		
PART IIIB. SUB-PART D Chapter D.2 i).		

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition		
Reference	**Difference**	**Remarks**
PART IIIB. SUB-PART F Chapter F.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	NPA 15/2004 relative to Flight Crew Error/Flight Crew Performance Considerations in the Flight Deck Certification Process has been published and has been incorporated into CS-25 amendment 3 EASA has included in the 2008 advance rule making planning a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second of 2008. There is also a JAA interim policy (INT/POL/25/14) for large aeroplanes that has also been used by EASA
PART IIIB. SUB-PART F Chapter F.5	Protection against electromagnetic interference is not specifically required by CS-23 and CS-25	Work to address this, based on the output of the Harmonization WG is in the inventory Interim Policies developed by JAA for small and large aeroplanes are also notified by EASA as special conditions Action: EASA Target Completion Date: Task MDM.024 2010
PART IIIB. SUB-PART G Chapter G.2.5	The airworthiness codes do not specifically address the issue of limitations on equipment and systems but in practice the standard is complied with.	Paragraph X1524 was deleted from the JAR-25 and is not in CS-25. The deletion was done to harmonise with FAR-25 and the rationale was that the paragraph did not add further requirements compared to FAA practice.
PART IIIB SUB-PART G Chapter G.3.5	Not covered by CS-25	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009and a modification to CS-25 by end 2009
PART IIIB SUB-PART I Chapter I.1	This provision is not included in the airworthiness codes, but in the case of new design special conditions can be used during certification to address cases where the related airworthiness code does not contain adequate or appropriate safety standards.	The statement looks like a principle for rule making. A comparable principle, not only limited to Crash worthiness may be found in Article 5.5 and article 14 of the EASA Basic Regulation.
PART IIIB SUB-PART I Chapter I.6	The airworthiness codes do not address this standard except for the installation requirement, The rest is covered by the operating rules.	JAR-OPS contains the equipage requirements
PART IIIB SUB-PART K	At this time, the airworthiness codes do not specifically address these security standards except for pilot compartment doors.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IV Chapter 2 2.2.2.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition		
Reference	**Difference**	**Remarks**
PART IV Chapter 2 2.2.2.2	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 2 2.2.3.1	For category B helicopters the airworthiness code only requires take-off distance to be included in the performance data.	For Category B helicopters, only take-off distance is required to be included in the performance data while take-off distance, path and rejected take-off distance information is required for Category A helicopters. Class 1, 2 and 3 are addressed by JAR-OPS-3. Amendment 100 introduces Category A and B 2.2.31 has been the subject of a complete revision for Part IVB (Amendment 100) such that take-off distance (all engines) for all helicopters is required as per the operating rules, with additional take-off and rejected take-off distances required for Category A helicopters.
PART IV Chapter 2 2.2.3.1.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 2 2.2.3.1.2		
PART IV Chapter 2 2.2.3.1.3		
PART IV Chapter 2 2.2.3.2	The concept of two power units inoperative is not included in the airworthiness codes, but In the case of new design special conditions can be used during certification to address cases where the related airworthiness code does not contain adequate or appropriate safety standards.	En-route performance is based on climb performance both for all engines operating and one engine inoperative situations. The case of the two critical power units inoperative for helicopters having three or more engines is not addressed. Concerns only helicopters with 3 or more engines. This standard has been reviewed and found to offer no safety benefit. It has therefore been removed from Part IVB (Amendment 100) and hence the identified difference will also be removed for helicopter certificated after December 2007
PART IV Chapter 2 2.2.3.3.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 4 4.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition		
Reference	**Difference**	**Remarks**
PART IV Chapter 4 4.1.6	The airworthiness codes ensure compliance with this standard except for the consideration of depressurization, but this issue may be addressed during certification if appropriate using the Special Condition procedure.	The airworthiness codes ensure compliance with this standard except for the consideration of depressurization, but this issue may be addressed during certification if appropriate using the Special Condition procedure.
PART IV Chapter 4 4.1.8	The airworthiness codes do not specifically address the risk that ground handling operations may cause damage.	The airworthiness codes do not specifically address the risk that ground handling operations may cause damage.
PART IV Chapter 7 7.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008
PART IVB. SUB-PART E Chapter E.2.7	PART IVB. SUB-PART E Chapter E.2.7	This is a case where a difference exists because CS 27 is more exacting or exceeds Part IVB which only requires restart capability for helicopters greater than 3175kg or which are certificated to CAT. A.
PART IVB. SUB-PART F Chapter F.5 Part VB F.5	This issue is not covered by the present CS-27, CS 29 and CS 23	However this issue is addressed by generic special conditions ensuring an equivalent level of safety to ICAO Annex 8 by other means. The Agency has included in its inventory a rule making task to address the issue (Task MDM.024)
PART V. SUB-PART F Chapter F.5		

ANNEX 9 - Facilitation - Ninth Edition Nil		
Reference	**Difference**	**Remarks**

ANNEX 10 - Aeronautical Telecommunications - Volume I - Eight Edition

Reference	Difference	Remarks
Amendment 94 to Annex 10 Volume 1	Point CNS.TR.100(a) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume I in its 6th edition of July 2006, including all amendments up to and including No 89. In particular, Galileo services shall not be considered as operational as long as they have not been declared as such to ICAO.	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume 1 up to and including Amendment 94 are planned under rulemaking task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules)

ANNEX 10 - Aeronautical Telecommunications - Volume II - Seventh Edition

Reference	Difference	Remarks
Amendment 94 to Annex 10 Volume II	Point CNS.TR.100(b) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume II in its 6th edition of October 2001, including all amendments up to and including No 89.	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume II up to and including Amendment 94 are planned under rule making task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules).
Chapter 1 Definitions	The amendment of the definitions, introduced in Amendment 93, will not be implemented at the applicability date.	To be implemented under Subtask 6 of RMT.0476
Chapter 3 3.9	This new section, introduced in Amendment 93, will not be implemented at the applicability date.	To be implemented under Subtask 6 of RMT.0476

ANNEX 10 - Aeronautical Telecommunications - Volume II - Seventh Edition

Reference	Difference	Remarks
Chapter 4 4.4.1.1.3	The update to this section, introduced in Amendment 94, will not be implemented at the applicability date.	
Chapter 4 4.7	The update to this section, introduced in Amendment 94, will not be implemented at the applicability date.	
Chapter 5 5.2.1.7.3.2.3	SERA. 14055(b)(2) of Regulation (EU) 923/2012, contains an additional sentence on the possibility of omitting the call sign of the ATS unit for transfers of communications within one ATS unit, when authorised by the competent authority.	

ANNEX 10 - Aeronautical Telecommunications - Volume III - Second Edition

Reference	Difference	Remarks
Amendment 93 to Annex 10 Volume III	Point CNS.TR.100(c) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume III in its 2nd edition of July 2007, including all amendments up to and including No.89.	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume III up to and including Amendment 93 are planned under rule making task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules).

ANNEX 10 - Aeronautical Telecommunications - Volume V - Third Edition

Reference	Difference	Remarks
Amendment 91 to Annex 10 Volume V	Point CNS.TR.100(e) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume V in its 3rd edition of July 2013, including all amendments up to and including No.89.	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume V up to and including Amendment 91 are planned under rule making task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules).

ANNEX 11 - Air Traffic Services - Sixteenth Edition

Reference	Difference	Remarks
Chapter 2 2.13.1	Within the Shannon UIR / FIR, VOR change over points have not been established	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume I up to and including Amendment 94 are planned under rule making task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules).
Chapter 2 2.21.2	The term ‘SIGMET message’ is not changed to ‘SIGMET information’.	Rulemaking task (RMT) 0719 ‘Regular update of air traffic management/air navigation services rules’, subtask 6.
Chapter 2 2.25.5	‘Time checks shall be given at least to the nearest minute’	Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.25.5
Chapter 2 Paragraph 2.6.1		Exemption possibility. Implementing Regulation (EU) No 923/2012 SERA.6001 allows aircraft to exceed the 250kts speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

ANNEX 11 - Air Traffic Services - Sixteenth Edition		
Reference	**Difference**	**Remarks**
Chapter 3	(b) Clearances issued by air traffic control units shall provide separation: 1. between all flights in airspace Classes A and B 2. between IFR flights in airspace Classes C, D and E; 3. between IFR flights and VFR flights in airspace Class C; 4. between IFR flights and special VFR flights; 5. between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3050m (10,000ft) during climb or decent, during day in visual meteorological conditions.	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005 (b)
Chapter 3	(e) Read-back of clearances and safety-related information (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: (i) ATC route clearances; (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text)
Chapter 3	(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text)

ANNEX 11 - Air Traffic Services - Sixteenth Edition		
Reference	**Difference**	**Remarks**
Chapter 3	Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied: (a) such special VFR flights may be conducted during day only, unless otherwise permitted by the competent authority; (b) by the pilot: (1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1500m or, for helicopters, not less than 800m; (3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and (c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: (1) the ground visibility is not less than 1500m or, for helicopters, not less than 800m; (2) the ceiling is not less than 180m (600 ft).	New provision. Implementing Regulation (EU) No 923/2012 point SERA.5010 Special VFR in control zones

ANNEX 12 - Search And Rescue - Eighth Edition Nil		
Reference	**Difference**	**Remarks**

ANNEX 13 - Aircraft Accident And Incident Investigation - Ninth Edition Nil		
Reference	**Difference**	**Remarks**

ANNEX 14 - Aerodromes Volume I - Ninth Edition		
Reference	**Difference**	**Remarks**
Chapter 1	Regulation (EU) 139/2014 includes an additional definition for runway surface condition ‘specially prepared winter runway’.	
Chapter 2 2.9.5	Regulation (EU) 139/2014 provides for two additional terms used for the description of runway surface condition, namely ‘SPECIALLY PREPARED WINTER RUNWAY’ and SLIPPERY WET’.	
Chapter 2 2.12	Regulation (EU) 139/2014 only partially transposes this specification in the Guidance Material: GM1 ADR.OPS.A.005 visual approach indicator systems.	This is subject to review by EASA’s Rulemaking Task 0722: Provision of aeronautical data by the aerodrome operator.
Chapter 3 3.3.1	Regulation (EU) 139/2014 states that the provision of the runway turn pad is conditional due to the inclusion of the words “if required” in the CS.	This is subject to review by EASA’s Rulemaking Task 0591: Regular update of aerodrome rules.
Chapter 5 5.2.1.3	Regulation (EU) 139/2014 provides that the runway side stripe markings may also continue across the intersection.	

ANNEX 14 - Aerodromes Volume I - Ninth Edition		
Reference	**Difference**	**Remarks**
Chapter 5 5.3.5.44	Regulation (EU) 139/2014 foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface.	This is subject to review by EASA's Rulemaking Task 0591: Regular update of aerodrome rules.
Chapter 5 5.3.5.45	Regulation (EU) 139/2014 does not foresee the removal of existing objects as prescribed in the specification.	This is subject to review by EASA's Rulemaking Task 0591: Regular update of aerodrome rules.
Chapter 9 9.2.2	Regulation (EU) 139/2014 does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk	This is subject to review by EASA's Rulemaking Task 0591: Regular update of aerodrome rules.
Chapter 9 9.10.4	In addition to the cases foreseen in the relevant specification, Regulation (EU)139/2014 also allows for the presence of equipment/installations also after a safety assessment regarding safety and regularity.	This is subject to review by EASA's Rulemaking Task 0591: Regular update of aerodrome rules.

ANNEX 14 - Aerodromes Volume II - Fifth Edition Nil		
Reference	**Difference**	**Remarks**

ANNEX 15 - Aeronautical Information Service - Twelfth Edition		
Reference	**Difference**	**Remarks**
Chapter 4 4.1.3 (Standard)	Area Chart ICAO The Area Chart ICAO is not produced in Ireland	Requirements are fulfilled by other means SID, STAR, Approach 1:500,000 and EN Route charts

ANNEX 16 - Environmental Protection - Fifth Edition Nil		
Reference	**Difference**	**Remarks**

ANNEX 17 - Security - Eighth Edition Nil		
Reference	**Difference**	**Remarks**

ANNEX 18 - The Safe Transport Of Dangerous Goods By Air - Third Edition Nil		
Reference	**Difference**	**Remarks**

ANNEX 19 - Safety Management- First Edition		
Reference	**Difference**	**Remarks**
Chapter 3 3.1.3	SMS not yet addressed in the EASA regulations on design, production and maintenance organisations.	
Chapter 3 3.1.4	Not yet applicable.	
Chapter 4 4.1.1	SMS is not yet addressed in Reg. (EU) 1321/2014 and Reg (EC) 748/2012.	
Chapter 4 4.1.5	SMS is not yet addressed in Commission Regulation (EC) 748/2012.	
Chapter 4 4.1.6	SMS is not yet addressed in Commission Regulation (EC) 748/2012.	

ANNEX 19 - Safety Management- First Edition		
Reference	**Difference**	**Remarks**
Chapter 4 4.2.1	Not yet applicable.	
Chapter 4 4.2.2	Not yet applicable.	

DOC 8168 - Procedure for Air Navigation Services - Aircraft Operations Vol 11 (Construction of visual and instrument Flight Procedures) (4th Edition including AMDT) - Nil		
Reference	**Difference**	**Remarks**

DOC 4444 - Procedures for Air Navigation Services - Air Traffic Management - Sixteenth Edition		
Reference	**Difference**	**Remarks**
Chapter 12 12.3.1.2 (z) to (kk)	Revised SID/STAR phraseology not yet implemented	Work is under way to effect implementation of the PANS-ATM Amendment 7-A phraseology (date to be confirmed but not before Q4 2018)
Chapter 12 12.3.3.1 (g) to (h)	Revised departure instructions phraseology not yet implemented	Work is under way to effect implementation of the PANS-ATM Amendment 7-A phraseology (date to be confirmed but not before Q4 2018)
Chapter 12 12.3.3.2 (d) to (f)	Revised approach instructions phraseology not yet implemented	Work is under way to effect implementation of the PANS-ATM Amendment 7-A phraseology (date to be confirmed but not before Q4 2018)

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

Provision of Aeronautical Information Services has been delegated by the State to AirNav Ireland.
Aeronautical Information Services, including production of the Integrated Aeronautical Information Package (AIP), National Air Traffic Services Reporting Office (ARO) and International NOTAM Office (NOF) are centrally located at the following address…

Post: Aeronautical Information Service
AirNav Ireland
Ballycasey Cross
Shannon
Co. Clare
Ireland

Phone: + 353 61 703 750

Fax: + 353 61 366 245

Email: aisops@airnav.ie

URL: http://www.airnav.ie

AFS: EINNZPZX

Ireland has migrated to the European AIS Database (*EAD) for International NOTAM Operations.

The service is provided in accordance with the provisions contained in Annex 15 - Aeronautical Information Service

2. AREA OF RESPONSIBILITY

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of the State and for airspace of the adjacent international waters under the jurisdiction of the State for Air Traffic Control purposes.

3. AERONAUTICAL PUBLICATIONS

3.1 INTEGRATED AERONAUTICAL INFORMATION PACKAGE

The Integrated Aeronautical Information Package consists of:-

- Aeronautical Information Publication (AIP);
- Amendment Service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC)
- Checklist and lists of Valid NOTAM.

NOTAM and the related monthly checklist are issued via AFS, while PIB are made available from AIS Shannon.

3.2 Aeronautical Information Publication (AIP)

AIP Ireland, published in one volume, is the basic aeronautical information document published for Ireland and contains information of a lasting character which is essential to air navigation within the Shannon FIR/UIR, *SOTA and *NOTA. It is available in English only.

3.3 AIRAC AIP AMENDMENT

Changes of a lasting character, which are operationally significant, are published in accordance with the AIRAC Cycle as AIRAC AIP Amendments to AIP Ireland. Use of the AIRAC Cycle ensures that subscribers receive important information in advance of the effective date of that information. An AIRAC AIP Amendment should be inserted in the AIP on the effective date shown. In all other respects, AIRAC AIP Amendments correspond to ordinary AIP Amendments when published.

3.4 AIP SUPPLEMENT

Temporary changes, lasting 3 months or longer, and operational changes containing extensive text are published as AIP Supplements. These should be placed at the front of the AIP manual. Details of the validity of each AIP

Supplement are given in the Supplement itself, however implementation or completion dates may be promulgated by NOTAM. The information in a valid AIP Supplement overrules the information previously published in the AIP. Supplements are printed on coloured paper and are numbered sequentially on a calendar year basis. In certain instances, AIP Supplements may be published according to AIRAC procedures as AIRAC AIP Supplements.

3.5 NOTAM and Pre-Flight Information Bulletins

NOTAM are published by the International NOTAM Office. Three NOTAM types are issued and are identified as follows:

- NOTAM N - New information/proposals;
- NOTAM R - Replaces a previous current NOTAM;
- NOTAM C - Cancels a previous NOTAM

NOTAM are issued in a number of different series (see Table 1 for details of the subject matter of each individual NOTAM series) by means of the Aeronautical Fixed Telecommunication Network (AFTN). In order to facilitate the automatic data processing of the NOTAM and the production of Route Bulletins, a qualifier line (identified as line Q) is added by the International NOTAM Office as the second line of the NOTAM.

NOTAM contain information that:

- is of immediate short term significance, or
- applies long-:term, but as it is of immediate significance, requires distribution in advance of an AIP Amendment, or as a *"Trigger"* NOTAM draws attention to AIRAC AIP Amendments or AIRAC AIP Supplements in Pre Flight Information Bulletins.
    - Each NOTAM deals with one subject and one condition concerning that subject;
    - NOTAM text is both precise and concise, using plain language and commonly used ICAO abbreviations;
    - All temporary NOTAM must have an expiry date/time;
    - If information is permanent then the abbreviation **PERM** will appear in the NOTAM.

Pre-flight Information Bulletins (PIB) which contain a recapitulation of current NOTAM and other information of urgent character for operators/flight crews are available from AIS Shannon.

The extent of information contained in the PIB is indicated in subsection 5 hereunder.

Table 1: Table of NOTAM Series for NOF Ireland

Series	Content
A	Aerodromes: Cork, Donegal, Dublin, Ireland West, Kerry, Shannon, Sligo, Waterford and Weston.
B	En-route Airspace Shannon (EISN) FIR/UIR/SOTA/NOTA: Regulations and Procedures, Enroute Navigation Aids described in ENR 4.1(Including facilities used as Approach Aids), ATS and Air/Ground Communications.
C	Aerodromes: Refer to AD 1.4.D for a list of Aerodromes
D	Notified Danger Areas in ENR 5.1
H	Navigational Warnings
J	Danger Areas (Temporary), Restricted Area (Temporary) and Restricted Areas, Prohibited Areas and Military Operating Areas
N	En-route and Aerodrome Obstacles and Obstacle Lighting
V	Volcanic Ash related information

3.6 Aeronautical Information Circulars

Aeronautical Information Circulars (AIC) contain information of general technical interest and information concerning administrative matters which would be inappropriate to AIP Amendment or AIP Supplement. AICs are issued as necessary and numbered sequentially on a calendar year basis.

3.7 Checklist and list of Valid NOTAM

A checklist of valid NOTAM is issued monthly via the AFS. A summary of NOTAM is available on request to

Email: aisops@airnav.ie

3.8 Sale of Publications

All publications of the Aeronautical Information Service are available from AIS. AIS operate the principle of International Free Exchange of aeronautical information on a *"one for one"* basis.

The Irish Integrated Aeronautical Information Package is available on the AirNav Ireland website at http://www.airnav.ie

4. AIRAC SYSTEM

The AIRAC system is utilised to ensure that aeronautical data reaches chart producers and database suppliers at least 28 days in advance of the planned effective date. Aeronautical data suppliers should observe strict adherence to the system of AIRAC publication and effective dates and should allow AIS adequate time for preparation and distribution of data. Data suppliers are invited to consult with AIS regarding promulgation schedules and AIRAC effective dates.

If no information was submitted for publication at the AIRAC date, a Nil notification will be issued by NOTAM not later than one AIRAC cycle from the effective date concerned.

Table 2: Schedule of AIRAC effective dates

2026	2027	2028	2029
22 JAN	21 JAN	20 JAN	18 JAN
19 FEB	18 FEB	17 FEB	15 FEB
19 MAR	18 MAR	16 MAR	15 MAR
16 APR	15 APR	13 APR	12 APR
14 MAY	13 MAY	11 MAY	10 MAY
11 JUN	10 JUN	08 JUN	07 JUN
09 JUL	08 JUL	06 JUL	05 JUL
06 AUG	05 AUG	03 AUG	02 AUG
03 SEP	02 SEP	31 AUG	30 AUG
01 OCT	30 SEP	28 SEP	27 SEP
29 OCT	28 OCT	26 OCT	25 OCT
26 NOV	25 NOV	23 NOV	22 NOV
24 DEC	23 DEC	21 DEC	20 DEC
	-	-	-

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES/HELIPORTS

Pre-Flight Information Service is provided by AIS unit (ARO) from its centrally located office. All media requests can be distributed by AFS, Email or Telefax.

Information pertaining to AIP, SUP, AIC, Charts and NOTAM that is available through the European AIS Database may be requested.

Please note it is advisable to allow 3HR notification on all information requests.

Additionally a Pre-Flight information Bulletin that takes the form of a plain language summary of selected NOTAM data is promulgated at 06:00, 12:00 and 18:00HR UTC. The information is available at the following address

URL: https://www.airnav.ie

Unscheduled updates may occur when NOTAM of important operational value will be issued with immediate effect (effective within a 24 HR period) and uploaded to the internet.

6. DIGITAL DATA SETS

Dataset Title: eTOD Area 1 Obstacle Data

Short Description: Obstacles with a height of 100m (328ft) or more above ground level located within the Territory of Ireland.

Data Subject: Obstacle Attributes as per ICAO Doc 9881

Geographical Scope: The Territory of Ireland (including territorial land and territorial waters out to 12nm) within the confines of the Shannon FIR.
Limitations to its use: Refer to ICAO Doc 9881
Contact Details: URL: https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles

Dataset title: Safety Significant Obstacles (SSOs)
Short Description: Other obstacles as assessed as being hazardous to air navigation with a height less then 100m (328ft) above ground level located within the Territory of Ireland.
Data Subject: Obstacle attributes as per ICAO Doc 9881
Geographical Scope: The Territory of Ireland (including territorial land and territorial waters out to 12nm) within the confines of the Shannon FIR
Limitations to use: Obstacles with a height less than 100m (328ft) above ground level located within the Territory of Ireland that stand outside those defined surfaces and that have been safety risk assessed as being a hazard to air navigation.
Contact Details: URL: https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles

Datasets title:eTOD Area 1 Terrain Data
Short Description: A Digital Terrain Model (DTM) or Digital Elevation Model (DEM) is a digital discrete representation of the continuous surface of the ground based on a large number of surveyed points.
Data Subject: Terrain Attributes as per ICAO Doc 9881.
Geographical Scope: The Territory of Ireland (including territorial land and territorial waters out to 12nm) within the confines of the Shannon FIR
Limitations to its use: Refer to ICAO Doc 9881
Contact Details: ausd@iaa.ie

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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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2. MAINTENANCE OF CHARTS

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

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

3. PURCHASE ARRANGEMENTS

3.1 VFR Chart Scale 1:500,000

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

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

1. Aeronautical Chart - ICAO 1:500,000
2. Instrument Approach Chart - ICAO *
3. Standard Departure Chart - Instrument (SID) - ICAO *
4. Standard Arrival Chart - Instrument (STAR) - ICAO *
5. Visual Approach Chart - ICAO*
6. Aerodrome Chart - ICAO *
7. Aircraft Parking/Docking Chart - ICAO *
8. Aerodrome Obstacle Chart - ICAO Type "A" (Operating Limitations) *

9. Aerodrome Obstacle Chart - ICAO Type “B”

10. Precision Approach Terrain Chart - ICAO*

11. ATC Surveillance Minimum Altitude Chart* (*included in AIP Ireland)

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:500,000. This chart is for VFR navigation within the boundaries of the Shannon FIR. This aeronautical chart is intended to aid general air traffic in the conduct of air navigation in visual meteorological conditions. It provides information to satisfy the requirements of air navigation for low speed, short or medium-range operations, at low and intermediate altitudes and is specifically designed for flights operating in compliance with the Standardised European Rules of the Air (SERA).

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

4.2.3 Visual Approach Chart – ICAO
These charts are designed to assist pilots making a visual approach and to provide pilots with designated holding patterns maintained by visual reference to the ground.

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

4.2.5 Aerodrome Obstacle Chart - ICAO - TYPE “A” (Operating Limitations)
These charts are designed to provide the operator with the data necessary to enable compliance with the operating limitations as contained in ICAO Annex 6.

4.2.6 Aerodrome Obstacle Chart - ICAO - TYPE *“B”*
These charts are designed to provide the data necessary or determination of minimum safe altitudes/heights and procedures for use in the event of an emergency during take-off or landing.

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

4.2.8 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 13	Ireland Sheet 2172 ABCD	06 AUG 2026

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:750,000	SID	EIDW AD 2.24-10	EIDW RNAV RWY 28L CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-11	EIDW RNAV RWY 28L CAT C, D	08 SEP 2022
	SID	EIDW AD 2.24-12	EIDW RNAV RWY 28R CAT A, B	06 OCT 2022
	SID	EIDW AD 2.24-13	EIDW RNAV RWY 28R CAT C, D	20 APR 2023
	SID	EIDW AD 2.24-14	EIDW RNAV RWY 10L CAT A, B	06 OCT 2022
	SID	EIDW AD 2.24-15	EIDW RNAV RWY 10L CAT C, D	20 APR 2023
	SID	EIDW AD 2.24-16	EIDW RNAV RWY 10R CAT A, B	11 AUG 2022
	SID	EIDW AD 2.24-17	EIDW RNAV RWY 10R CAT C, D	16 JUN 2022
	SID	EIDW AD 2.24-18	EIDW RNAV RWY 16 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-19	EIDW RNAV RWY 16 CAT C, D	06 OCT 2022
	SID	EIDW AD 2.24-20	EIDW RNAV RWY 34 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-21	EIDW RNAV RWY 34 CAT C, D	06 OCT 2022
	SID	EIKY AD 2.24-3	EIKY RWY 26 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-4	EIKY RWY 26 CAT C	25 MAR 2021
	SID	EIKY AD 2.24-5	EIKY RWY 08 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-6	EIKY RWY 08 CAT C	25 MAR 2021
	SID	EINN AD 2.24-5	EINN RNAV RWY 06	31 JAN 2019
	SID	EINN AD 2.24-6	EINN RNAV RWY 24	31 JAN 2019
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D	26 APR 2018
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY 26 CAT A, B, C, D	11 JUN 2026
	SID	EIKN AD 2.24-5	EIKN RNAV RWY 08 CAT A, B, C, D	11 JUN 2026

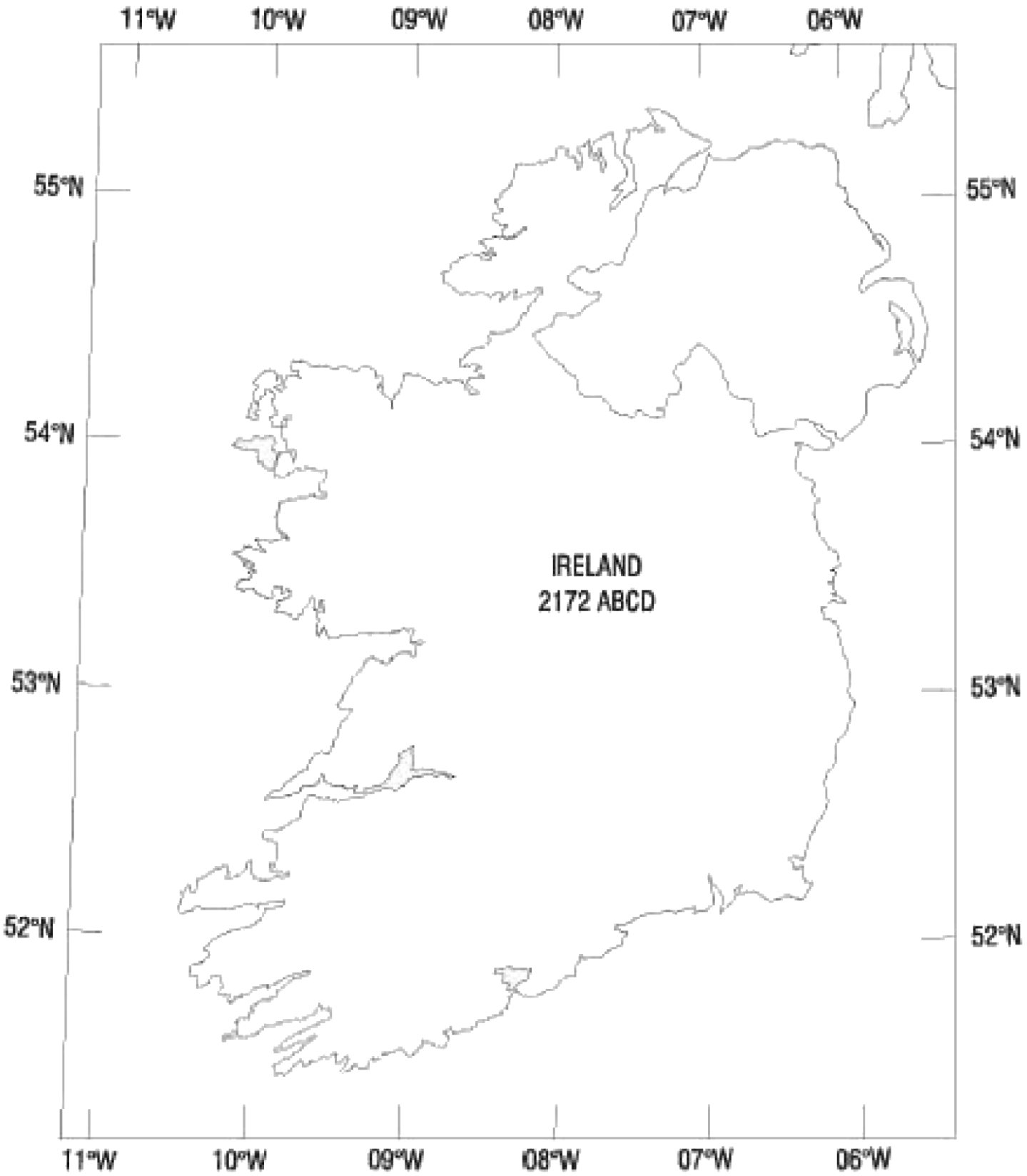
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-23	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-24	EIDW RNAV RWY 16	16 MAY 2024
	STAR	EIDW AD 2.24-25	EIDW RNAV RWY 34	16 MAY 2024
	STAR	EINN AD 2.24-7	EINN RNAV RWY 06	31 JAN 2019
	STAR	EINN AD 2.24-8	EINN RNAV RWY 24	06 DEC 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK RWY 25 CAT A, B	11 OCT 2018
Standard Arrival Chart (STAR) ICAO 1:500,000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY 08 CAT A, B, C, D	19 FEB 2026
Standard Arrival Chart-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY 26 CAT A, B, C, D	19 FEB 2026
Instrument Approach Chart ICAO 1: 500,000	IAC	EIDW AD 2.24-38	EIDW RNP RWY 16 CAT A, B, C, D	17 JUN 2021
	IAC	EIDW AD 2.24-39	EIDW ILS CAT I or LOC RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-40	EIDW VOR RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-41	EIDW RNP RWY 34	17 JUN 2021
	IAC	EIDW AD 2.24-42	EIDW VOR RWY 34	08 OCT 2020
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8	EIKN RNP RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24-9	EIKN ILS Z CAT I & II OR LOC RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24-10	EIKN ILS Y CAT I & II OR LOC RWY 26 CAT A, B, C, D	11 JUN 2026
	IAC	EIKN AD 2.24-13	EIKN RNP RWY 08 CAT A, B, C, D	19 FEB 2026
	IAC	EIDW AD 2.24-35	EIDW RNP RWY 10R CAT A, B, C, D	01 DEC 2022
Instrument Approach Chart ICAO 1:350,000	IAC	EINN AD 2.24-10	EINN ILS OR LOC RWY 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-11	EINN VOR RWY 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-13	EINN ILS CAT I & II or LOC RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-14	EINN VOR RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EIKY AD 2.24-8	EIKY ILS OR LOC RWY 26 ACFT CAT A, B, C	08 DEC 2016
	IAC	EIKY AD 2.24-9	EIKY NDB RWY 26 CAT A, B, C	08 DEC 2016
	IAC	EIKN AD 2.24-11	EIKN VOR RWY 26 CAT A, B, C, D	19 FEB 2026
	IAC	EIKN AD 2.24.15	EIKN VOR RWY 08 CAT A, B, C, D	19 FEB 2026
	IAC	EICK AD 2.24-25	EICK VOR RWY 07	08 SEP 2022

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	IAC	EICK AD 2.24-27	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDW AD 2.24-26	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-32	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33	EIDW ILS CAT I & II OR LOC RWY 10L CAT A, B, C, D	11 JUL 2024
	IAC	EIDW AD 2.24-36	EIDW ILS CAT I & II or LOC RWY 10R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-37	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-46	EIDW RNP T RWY 28L	15 MAY 2025
	IAC	EISG AD 2.24-7	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11	EISG RNP RWY 28 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-12	EISG NDB RWY 28 CAT A, B	22 APR 2021
Instrument Approach Chart ICAO 1: 330,000	IAC	EIWF AD 2.24-3	EIWF ILS CAT 1 OR LOC RWY 21 CAT A, B, C	20 JUL 2017
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A, B, C	08 DEC 2016
Instrument Approach Chart ICAO 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
	IAC	EIDL AD 2.24-7	EIDL RNP RWY 02 CAT A, B, C	06 AUG 2026
	IAC	EIDL AD 2.24-9	EIDL RNP RWY 20 CAT A, B, C	06 AUG 2026

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY 26 CAT A, B	19 FEB 2026
	IAC	EIKN AD 2.24-14	EIKN NDB RWY 08 CAT A, B	19 FEB 2026
	IAC	EIDL AD 2.24-8	EIDL NDB RWY 02 CAT A, B, C	06 AUG 2026
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	06 AUG 2026
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	06 AUG 2026
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	06 AUG 2026
	VAC	EIKN AD 2.24-16	IRELAND WEST/KNOCK	19 FEB 2026
	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	EIKY AD 2.24-1	KERRY	20 MAY 2021
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021
Aerodrome Chart ICAO As per Published Chart	AD	EIDL AD 2.24-1	DONEGAL	06 AUG 2026
	AD	EIDW AD 2.24-1	DUBLIN	11 JUN 2026
	AD	EIKN AD 2.24-1	IRELAND WEST	11 JUN 2026
	AD	EIWF AD 2.24-1	WATERFORD	27 NOV 2025
	AD	EIWT AD 2.24-1	WESTON	06 AUG 2026
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	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	21 MAR 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000	AOC	EIWT AD 2.24-2	EIWT RWY 07/25	19 FEB 2026
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	12 JUN 2025

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aerodrome Obstacle Chart ICAO - Type “A”	AOC	EIDL AD 2.24-2	EIDL RWY 02/20	06 AUG 2026
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 AD 2.24-3	EIKN RWY 26	30 OCT 2025
	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 As per Published Chart	APDC	EIDW AD 2.24-2	DUBLIN	11 JUN 2026
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43	DUBLIN	01 DEC 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:700,000		EINN AD 2.24-16	SHANNON	17 JUN 2021
ATC Surveillance Minimum Altitude Chart - ICAO 1:600,000		EICK AD 2.24-29	CORK	25 MAR 2021

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



7. TOPOGRAPHICAL CHARTS

Refer to GEN 3.2.3.

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

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ENR 0.6 TABLE OF CONTENTS TO PART 2

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ENR 3.6 AIRNAV IRELANDEN-ROUTE HOLDING

3.6.1 En-route holding procedures are established for contingency purposes, at the positions indicated in the adjoining table.

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG	Direction of PTN	MAX IAS (KT	MNM/MAX HLDG LVL	TIME or DIST OUBD	Controlling Unit and Frequency
1	2	3	4	5	6	7
PIGET 555000N 0123000W	280°	Right		FL250/FL390	1.5min	ACC Shannon
ADBUS 542500N 0123000W	278°	Right		FL250/FL390	1.5min	ACC Shannon
LONDU 525500N 0123000W	277°	Right		FL250/FL390	1.5min	ACC Shannon
SUVAN 512500N 0123000W	276°	Right		FL250/FL390	1.5min	ACC Shannon
ODANU 495500N 0123000W	275°	Right		FL250/FL390	1.5min	ACC Shannon

3.6.2 En-route aircraft may be required to hold else where for traffic purposes. Traffic required to hold at other positions will be passed holding instructions by ATC.

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ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

NOTE: All Radio Nav aids contained within the FRA area (See ENR-2.2) can be used for flight planning purposes

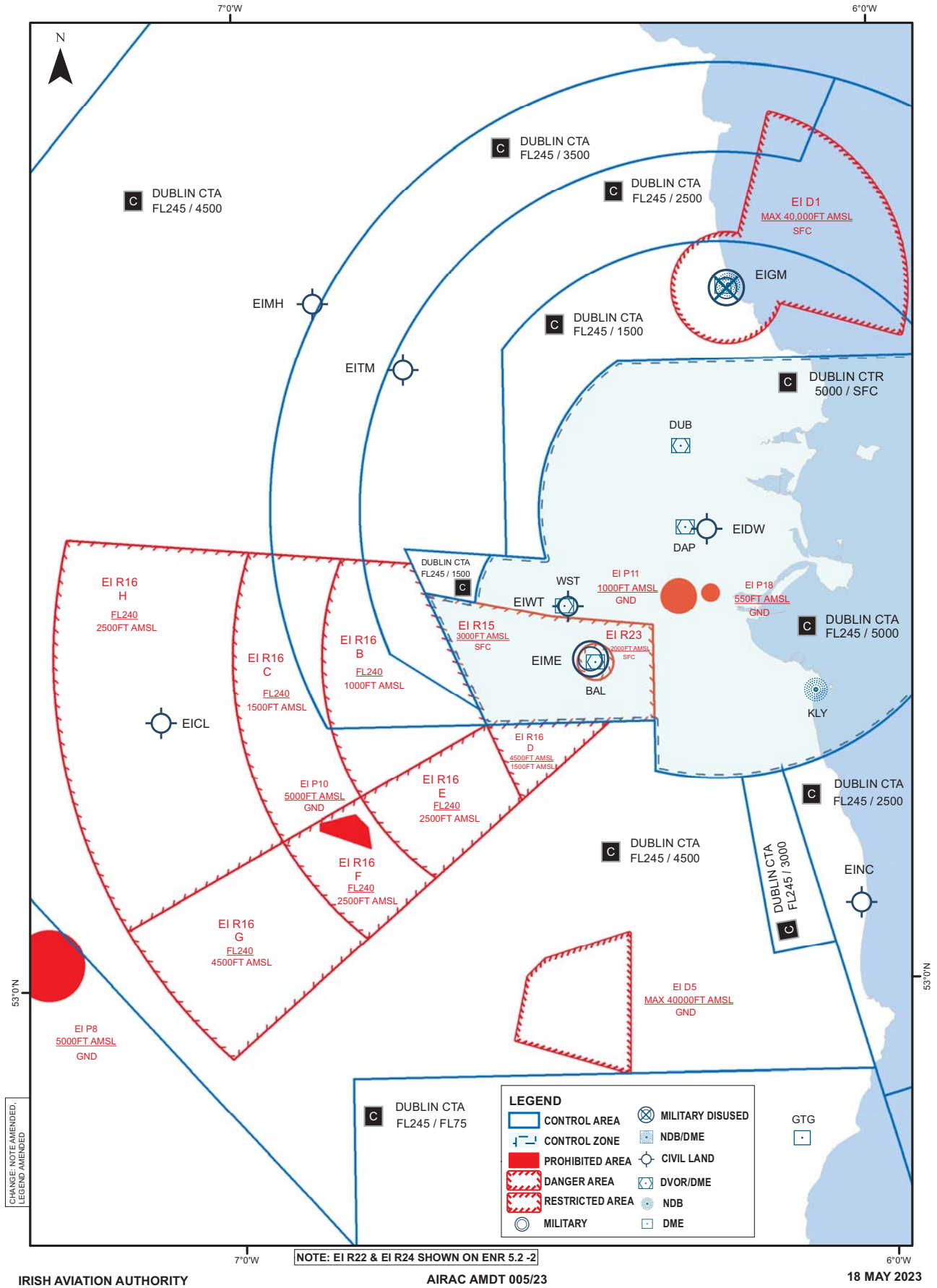
Name of Station (VAR) (VOR: Declination)	ID	FREQ (CH)	Hours of operation	Co-ordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
BALDONNEL DVOR/DME (3°W 2019) (decl.: 3°W)	BAL	115.8MHz CH 105X	H24	531759.6N 0062652.0W	300ft	BAL DVOR unusable in sector R150 to R170 below 5500ft AMSL outside 20NM due to terrain. Aircrew may observe BAL DME unlocks in sectors R150 to R175 and R195 to R205 below 4,500ft and outside 20NM due to terrain.
CLONMEL NDB	CML	387kHz	H24	522713.5N 0072848.2W		Range 50NM
CONNAUGHT DVOR/DME (3°W 2022) (decl.: 3°W)	CON	117.4MHz CH 121X	H24	535428.9N 0084912.4W	600ft	100/500, 300/700 (180° T-360° T) with purpose A,T,E
CORK DVOR/DME (2°W 2023) (decl.: 2°W)	CRK	114.6MHz CH 93X	H24	515026.2N 0082939.4W	500ft	100/500, 300/700 (180° T-360° T) with purpose A,T,E
DONEGAL NDB	CFN	361kHzkHz	H24	550238.4N 0082021.4W		DOC 25NM
COLLINSTOWN DVOR/DME (1°W 2026) (decl.: 1°W)	DAP	111.20MHz CH 49X	H24	532525.2N 0061810.3W	300ft	DOC 150
DUBLIN DVOR/DME (1°W 2026) (decl.: 1°W)	DUB	114.9MHz CH 96X	H24	532957.8N 0061825.6W	200ft	100/500, 300/700 (180° T-360° T) with purpose A,T,E
GLENTEIGE DME	GTG	114.15MHz CH 88Y	H24	525111.1N 0060843.9W	1000ft	E,T DOC 100NM except in Southwest sector max usable range at FLFL075 and below is 63NM
GORMANSTON NDB	GMN	334kHz	H24	533853.2N 0061336.0W		DOC 30NM. Operating Authority Minister for Defence
GORMANSTON DME	GMN	112.9MHz CH 76X	H24	533848.5N 0061405.7W	100ft	DOC 30NM. Operating Authority Minister for Defence
KERRY NDB	KER	334kHz	H24	521055.8N 0093128.2W		DOC 25NM
KILLINEY NDB	KLY	378kHz	H24	531610.4N 0060623.2W		DOC 50NM Aircraft may not obtain guidance beyond 45NM below 8000ft, in the sector between bearings 180° and 270° M.
MOHERCROM DME	MCM	114.4MHz CH 91X	H24	535437.2N 0065404.6W	1100ft	E,T DOC 100NM

Name of Station (VAR) (VOR: Declination)	ID	FREQ (CH)	Hours of operation	Co-ordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
SHANNON DVOR/DME (2°W (2026) (decl.: 2°W)	SHA	113.3MHz CH 80X	H24	524315.6N 0085306.8W	200ft	100/500, 300/700 (180° T-360° T) with purpose A,T,E
WATERFORD NDB	WTD	368kHz	H24	521120.4N 0070500.0W		DOC 25NM
WOLFTRAP DME	WTP	116.3MHz CH 110X	H24	530545.2N 0073528.6W	1700ft	E,T DOC 100NM

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

Name Lateral limits	Upper/lower limits and system/ means of activation announcement INFO for CIV FLT	Remarks Time of ACT Risk of Interception (ADIZ)
1	2	3
MILITARY OPERATING AREA 3 530754N 0063211W, 530358N 0062918W, 523041N 0063503W, 524007N 0071957W, 530754N 0063211W **MILITARY OPERATING AREA 4** 532339N 0064350W, 530754N 0063211W, 524652N 0070828W clockwise arc radius 40NM centred on 531811N 0062719W, 532521N 0073300W, 533152N 0072204W, 532425N 0065902W, 532339N 0064350W **MILITARY OPERATING AREA 5** 532521N 0073300W counter-clockwise arc radius 40NM centred on 531811N 0062719W, 524652N 0070828W, 524007N 0071957W, 524631N 0075126W clockwise arc radius 60NM centred on 531811N 0062719W, 530611N 0080441W, 532521N 0073300W	FL450/SFC. Penetration at own discretion possible by VFR and uncontrolled IFR flights up to 4500ft AMSL. Prior permission required for VFR and uncontrolled IFR penetration above 4500ft AMSL and subject to compliance with any conditions and instructions issued by Military ATS, Casement Aerodrome. ACFT must be operational Mode C transponder equipped. PPR from MIL ATS Casement, 122.000MHz. Controlled IFR flight penetration is coordinated by civil ATS. Information on activity status AVBL from ATS Dublin, ATS Shannon and MIL ATS 122.000MHz.	Use for military flying training, aerobatics, air combat manoeuvres. Active MON-FRI 0900-1730 UTC (Winter) MON-FRI 0800-1630 UTC (Summer) May be activated at short notice outside published hours. Restricted for use by State aircraft.

RESTRICTED AREAS EI R15, EI R16 & EI R23 - SHANNON FIR



IRISH AVIATION AUTHORITY

AIRAC AMDT 005/23

18 MAY 2023

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ENR 5.4 AIR NAVIGATION OBSTACLES - AREA 1

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

Version: ENR 5.4 AIRAC Amendment 008/2026 Effective 06 AUG 2026

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

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

Version: Safety Significant Obstacles AIRAC Amendment 008/2026 Effective 06 AUG 2026

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

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AD 0.6 TABLE OF CONTENT TO PART 3

EINN AD 2 - 1

EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICK – CORK/International

EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EICK AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	H24
2	**Customs and immigration**	H24 PN required to AD Operator
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24 In conjunction with AIS Shannon
5	**ATS Reporting Office (ARO)**	H24 In conjunction with AIS Shannon
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	Airport closed on Christmas Day. Exact HR advised by NOTAM

EICK AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Facilities AVBL from Swissport and WFS
2	**Fuel/oil types**	Fuel: Jet A1, AVGAS 100LL / Oil Grades: W80, W100
3	**Fuelling facilities/capacity**	Full facilities are available daily 0530-2200HR local time all year. Outside these HR varying surcharges may apply depending on the type of aircraft, quantity of fuel required, time that the refuelling facility is required and on whether prior notice is received from the operator during the above stated hours. Details are available from Aerodrome Administration.
4	**De-icing facilities**	Contact Aerodrome Administration
5	**Hangar space available for visiting aircraft**	Single hangar approx 1000 sq ft to accommodate up to Challenger 300 type aircraft (or approx 17 tonne) managed by Weston Aviation.
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Passenger Handling is AVBL from Aer Lingus and Swissport. General Aviation handling is AVBL from Swissport Executive Aviation and Weston Aviation. Prior permission required (PPR) for landing is mandatory at Cork Airport. Filing of a flight plan does not constitute prior permission. All aircraft must have mandatory ground handling. Contact Details: Email: cork@westonaviation.com Email: ork.gh@swissport.com Refer to AD-2.20 (Mandatory Ground Handling)

EICK AD 2.5 PASSENGER FACILITIES

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

EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 7 CAT 9 AVBL with 48HR prior notice

2	**Rescue equipment**	Cutting equipment, Emergency Lighting and other equipment in compliance with Category 7 requirements
3	**Capability for removal of disabled aircraft**	Coordinators: Head of Airside Infrastructure Resident Engineer Phone: + 353 (0)21 4329 659/ + 353 (0)87 602 9011 Capability: Up to Code C aircraft (Utilising equipment available at Dublin Airport) - Details available from Coordinators.
4	**Remarks**	Communication with Rescue and Fire Fighting Service: Frequency 121.600MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600MHz should be requested initially via ATC.
		Call sign for the Rescue and Fire Fighting Service is 'Fire 1'.
		It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC have access to 121.600MHz.
		Frequency 121.600MHz is H24 and is AVBL within 8NM radius of Cork Airport.

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

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

EICK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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

EICK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections and at holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling on aircraft stands.
2	**RWY/TWY markings and LGT**	RWY 16/34 Designation THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. RWY 07/25 Designation, THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. Taxiways Centreline - All taxiways Holding Point - TWY A, B, C, E, F
3	**Stop bars and RWY guard lights**	Controllable stop-bar on TWY A Fixed stop-bars on TWY B, C, and E and F. Runway guard lights on TWY A, B, C, E, F and on RWY16/34 and RWY 07/ 25 at RWY/RWY intersection.
4	**Other RWY Protection measures**	Nil
5	**Remarks**	See also EICK AD 2.14 and 2.15 for lighting

EICK AD 2.10 AERODROME OBSTACLES

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

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

EICK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Cork Airport
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	MET Eireann Central Aviation Office, Shannon 24 HR 6 HR
4	**Trend forecast** **Interval of issuance**	TREND 30 Minutes
5	**Briefing/consultation provided**	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	Charts and tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Remote displays AVBL from Shannon and Dublin weather RADAR. IRVR RWY 16 and 34 (touchdown, midpoint, stop-end) Satellite Display available.
9	**ATS units provided with information**	Cork TWR
10	**Additional information (limitation of service, etc.)**	Additional information on request from Post: Central Aviation Office, Shannon Phone:+ 353 61 712 950 Fax: + 353 61 712 962 Email: avops@met.ie AIC Telephone access for OPMET data Phone:1570 202 122 Telephone access for Forecaster briefing Phone:1570 234 234 Telephone access for Weather dial Fax Phone:1570 131 838 **Premium Rate Calls** METAR - Interval of issuance 30mins.

EICK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

EICK AD 2.13 DECLARED DISTANCES

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

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

EICK AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN Flashing White/Green, 24 per Min.
2	**LDI location and LGT** **Anemometer location and LGT**	WDI's 2 Nr.(1 lighted) 1 Nr.
3	**TWY edge and centre line lighting**	Edge, blue, TWY A, B, C and on RWY 07/25 from TWY B to RWY 16/34 Edge retro-reflective markers blue TWY E and F Centreline TWY A and C

4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps
5	**Remarks**	Apron: Floodlights Apron edge: Blue, omni-directional Obstacles: Fixed red

EICK AD 2.16 HELICOPTER LANDING AREA

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 AD 2.20.5

EICK AD 2.17 ATS AIRSPACE

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

EICK AD 2.18 ATS COMMUNICATIONS FACILITIES

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

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

EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ ILS/MLS/ GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 2°W (2023)	CRK	114.6MHz	H24	515026.19N 0082939.37W	500ft		Designated Operational Coverage 80 NM
ILS LOC RWY 16 CAT II 2°W (2023)	ICS	109.9 MHz	H24	514950.08N 0082905.25W			Coverage is restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored. Use at 3000 feet AMSL restricted to 18NM, due low signal coverage. LLZ Flags may be observed below 3000ft AMSL outside 10NM range from threshold.
ILS GP RWY 16		333.8 MHz	H24	515050.02N 0082948.20W			GP Angle 3.0° RDH 57ft Perturbations might be observed between 3NM and touchdown. Flight calibration reported perturbations to be well within tolerances.
ILS DME RWY 16	ICS	CH36X	H24	515050.02N 0082948.20W	510ft		The DME Zero range is indicated at THR RWY 16
ILS LOC RWY 34 CAT I 2°W (2023)	ICN	109.15 MHz	H24	515104.83N 0082949.45W			Coverage is restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 34		331.25 MHz	H24	515005.74N 0082921.33W			GP Angle 3.0° RDH 54ft
ILS DME RWY 34	ICN	CH28Y	H24	515005.74N 0082921.33W	470ft		The DME zero range is indicated at THR RWY 34

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

EICK AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

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

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

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

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

5. Helicopter Landing Area
All inbound and outbound helicopters must use the active runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the active runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EICK AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport. The following procedures are provided to ensure that the necessary safety of flight operations is maintained while minimising exposure to noise on the ground.

2. CAT A, B Aircraft.
All CAT A, B aircraft departures from all runways must maintain straight ahead after take-off until passing 1000ft QNH before commencing turn. No take-off turn shall be commenced before the departure end of runway.

3. CAT C, D Aircraft.
CAT C, D aircraft departures must maintain straight ahead after take-off until passing 2500ft QNH before commencing turn.

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

EICK AD 2.22 FLIGHT PROCEDURES

1. General

1.1 Holding Areas

Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS-OPS ICAO Doc 8168, Volume II for basic holding areas.

1.2 SID and STAR

1.2.1 RNAV Equipped Aircraft

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

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

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

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

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

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

1.2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

1.2.3 Non RNAV Equipped aircraft

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

1.3 Visual manoeuvring (circling) approaches

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

2. Speed Control - General Provisions

Speed Restrictions

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

3. Arrival Procedures

3.1 Clearance to enter the CTA and CTR

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

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

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

3.2 Initial Approach Procedures

- With Radar Control
  In order to expedite the flow of traffic, aircraft may be cleared on STARs, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.
  Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold
  Actual descent clearance will be as directed by ATC.

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

- Communications failure procedures for arriving aircraft
  Aircraft experiencing communications failure in the Shannon CTR/CTA shall set transponder code A7600 and comply with standard ICAO procedures.
  Supplemented by the following:

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

- Traffic Radar vectored to final approach

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

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

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

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

4. Departure Procedures

4.1 RWY 16 AND 34

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

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

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

4.2 Communications failure procedures for departing aircraft

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

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

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

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

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

5. Low Visibility Procedures

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

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

- Departing aircraft shall normally use TWY A.

- Arriving aircraft shall normally use TWY C.

5.3 Low Visibility Take-off (LVTO) Procedures

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

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

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

5.4 TWY Stopbar/Centreline Lighting

TWY stopbar/centreline lighting will be in use.

At no time shall an aircraft or vehicle cross an illuminated stop bar and any instruction to do so should be challenged. In Exceptional circumstances when the stop bar cannot be extinguished the authorisation to cross the illuminated stop bar may be given by ATS. This shall always be challenged and confirmation received that this instruction is part of a contingency arrangement due to a failure of the stop bar. All aircraft and vehicle operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

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

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

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

6. Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

- Carrigaline Town Hold:
  514858.94N 0082326.97W (WGS84).
  Left-hand pattern, based on Carrigaline Town.
  Outbound leg is 1 minute, flown at 120KT TAS,
  Inbound track 246°M.
  Minimum holding altitude is 1500ft QNH.

- Classis Lake Quarry Hold:
  515256.46N 0083748.90W.
  Right-hand pattern, based on quarry lake near Oven village.
  Outbound leg is 1 minute, flown at 120KT TAS.
  Inbound track 163°M.
  Minimum holding altitude is 1500ft QNH.

- Dunkettle Roundabout Hold:
  515414.76N 0082316.64W.
  Left-hand pattern, based on Dunkettle Roundabout.
  Outbound leg is 1 minute, flown at 120KT TAS.
  Inbound track 163°M
  Minimum holding altitude is 1500ft QNH.

- Halfway Roundabout Hold:
  514806.24N 0083425.70W.
  Right-hand pattern, based on Halfway village.
  Outbound leg is 1 minute, flown at 120KT TAS,
  Inbound track 066°M.
  Minimum holding altitude is 1500ft QNH.

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

EICK AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information

Runway 07/25
The runway strip width and obstacle limitation surfaces for Runway 07/25 are appropriate to a Code 3 Non-instrument runway.
ICAO Categories A, B aircraft can perform certain Type-A Approaches only, to runway 07/25-see EICK AD 2.24
A Type A Approach being that having a minimum descent height or decision height at or above 75M (250ft)

EICK AD 2.24 CHARTS RELATED TO AN AERODROME

EICK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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EIDW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDW – DUBLIN/International

EIDW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	532517N 0061612W Midpoint RWY 10R/28L
2	**Direction and distance from (city)**	10 KM (5.4 NM) N of Dublin
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	243 ft AMSL / 19.7°C (Max Temp) 0.1°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	184 ft
5	**MAG VAR/Annual change**	1° W (2025) /11' decreasing
6	**Contact Details**	Post: Resource Allocation Unit (for stand allocation) Phone: +353 1 944 5228 Email: POD@dublinairport.com Post: Airport Duty Manager Phone: +353 87 2892222 Email: airportdm@daa.ie Post: Service Delivery Manager Airside Phone: + 353 87 6312669 Email: sdm-a@daa.ie
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EIDW AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	H24
2	**Customs and immigration**	Customs/Irish Immigration: H24 Department of Agriculture, Food and the Marine: H24 US Customs and Border Protection: By prior negotiation with Dublin US Embassy, USCBP 0700 - 1700
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24

7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	Airport closed on 25th December. Exact hours advised by NOTAM. PIB AVBL from AIS, Shannon see GEN 3.1.5

EIDW AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Available from IAG Cargo, Swissport Cargo and WFS
2	**Fuel/oil types**	JET A1Fuel Oil Grades 100, 100W, 100U, 100E, 120, W80, E80. Turbo Oils 750, 390, 2380
3	**Fuelling facilities/capacity**	JET A1 H24 No limitations. Hydrant fuelling available on Pier 1 and Pier 4 stands. Fuelling by bowser available on all other stands.
4	**De-icing facilities**	On request from Swissport and Aer Lingus
5	**Hangar space available for visiting aircraft**	On request from Dublin Aerospace and Aer Lingus.
6	**Repair facilities for visiting aircraft**	Repair facilities from Dublin Aerospace.
7	**Remarks**	Passenger Handling: Available from Swissport, Sky Handling, Signature Flight Support (Corporate), Universal Aviation (Corporate), Aer Lingus and Fenix Logistics. Catering: Available from Gate Gourmet and Dnata Catering. General Aviation Handling: Signature Flight Support, Universal Aviation, (Other ground handlers listed above on request). Fixed ground power: Pier 1: Stands 121 to 127 inclusive, Stands 108L to 111R inclusive Pier 3: Stands 311C/311R, 312, 313C, 314, 315C, 316, 317, 318L, 318C and 318R Pier 4: Stands 400L to 409R inclusive Aircraft Power Plant Test Runs: See EIDW AD 2.20

EIDW AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Hotels At Airport and in Dublin area. See www.booking.com Link in doc
2	**Restaurant(s) at or in the vicinity of AD**	See www.dublinairport.com
3	**Transportation possibilities**	Buses, taxis, car hire AVBL at Airport

4	**Medical facilities**	First aid treatment, All Airport Police are trained Emergency first Responders (ERFs), Rescue and Fire Fighting Services Personnel (RFFS) Paramedics with 1 domestic ambulance. Hospitals in Dublin, 8km.
5	**Bank and Post Office at or in the vicinity of AD**	ATM and Bureau De Change available at Airport No Post Office at Airport
6	**Tourist Office**	At Airport
7	**Remarks**	Short term Car Parking - 3750 spaces Long term Car Parking - 18600 spaces Executive lounges - See www.dublinairport.com

EIDW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Required CAT 9 Available CAT 9
2	**Rescue equipment**	Emergency lighting and other equipment adequate to meet Category 9 requirements
3	**Capability for removal of disabled aircraft**	Aircraft Recovery Coordinator Airfield Delivery Manager Phone:+353 (0)87 203 5950 Capability Up to Code C aircraft (nosewheel recovery up to Code E) Details available from Coordinator (Utilising equipment available at Dublin Airport)
4	**Remarks**	**Communication with Rescue and Fire Fighting Service:** Frequency 121.600 MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600 MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Dublin Fire'. It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.600 MHz. Frequency 121.600 MHz is H24 and AVBL within 10 NM radius of Dublin Airport

EIDW AD 2.7 RUNWAY SURFACE CONDITION, ASSESSMENT AND REPORTING, AND SNOW PLAN

1	**Type(s) of clearing equipment**	Snow clearing and anti-icing equipment including: Sweeper-blowers Tractors equipped with ploughs or brushes Sprayers of de-icing fluid Snow blowers Ramp ploughs/brushes Motorised brushes
2	**Clearance priorities**	1. Duty runway(s) and associated taxiways, aircraft stands, together with apron areas. 2. Other areas.

3	**Use of material for movement area surface treatment**	De/anti-icing of aircraft movement areas carried out as required using potassium acetate fluids (KAC) and potassium formate (KFOR) See also AD 1.2
4	**Specially prepared winter runways**	Nil
5	**Remarks**	Annual snow plan available from the Aerodrome Operator on request. AD Operator H24, Airport closed on 25th December. Exact hours advised by NOTAM.

EIDW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: CONC Strength: PCR 700/R/C/W/U			
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCR 970/R/C/W/U
		B1	24M	CONC	PCR 1210/R/B/W/T
		B2	24 M	CONC	PCR 970/R/B/W/T
		C	23 M	CONC	PCR 1080/R/C/W/T
		DN	15 M	CONC	PCR 1090/R/C/W/T
		DS	15 M	CONC	PCR 1150/R/C/W/T
		E1	23 M	CONC/ASPH	PCR 1970/F/B/X/T
		E2	32 M	CONC/ASPH	PCR 1010/R/B/W/T
		F-Inner	23 M	CONC	PCR 1220/R/C/W/T
		F-Outer	23 M	CONC	PCR 720/R/C/W/T
		F1	25 M	CONC/ASPH	PCR 790/R/C/W/T
		F2	23 M	CONC	PCR 770/R/B/W/T
		F3	23 M	CONC	PCR 640/R/B/W/T
		H1	23 M	CONC/ASPH	PCR 730/R/B/W/T
		K	23 M	CONC	PCR 1140/R/C/W/T
		M	23 M	CONC	PCR 1140/R/C/W/T
		M1	25 M	CONC/ASPH	PCR 570/R/A/W/T

N	23 M	CONC	PCR 1140/R/C/W/T
N1	24 M	CONC	PCR 1140/R/C/W/T
N2	27 M	CONC	PCR 1140/R/C/W/T
N3	23 M	CONC	PCR 1140/R/C/W/T
N4	23 M	CONC/ASPH	PCR 980/F/B/W/T
N5	23 M	CONC	PCR 1140/R/C/W/T
N6	26 M	CONC	PCR 1140/R/C/W/T
N7	25 M	CONC	PCR 1140/R/C/W/T
P1	23 M	CONC/ASPH	PCR 940/R/B/W/T
S	23 M	CONC/ASPH	PCR 870/R/B/W/T
S1	23 M	CONC	PCR 980/R/B/W/T
S2	23 M	ASPH	PCR 1240/R/C/W/T
S3	23 M	ASPH	PCR 700/R/B/W/T
S4	23 M	CONC	PCR 790/R/B/W/T
S5	30 M	CONC	PCR 1340/R/B/W/T
S6	23 M	CONC	PCR 1030/R/B/W/T
S7	23 M	ASPH	PCR 860/R/B/W/T
W1	25 M	ASPH	PCR 1030/R/A/W/T
W2	23 M	ASPH	PCR 800/R/A/W/T
W3	23 M	CONC	PCR 1040/R/B/W/T
W4	15 M	ASPH	PCR 600/R/B/W/T
Z	23M	ASPH	PCR 1210/R/C/W/T
LINK 1	33 M	CONC	PCR 800/R/B/W/T
LINK 2	65 M	CONC/ASPH	PCR 1240/F/C/X/T
LINK 3	42 M	CONC	PCR 970/R/B/W/T
LINK 4	73 M	CONC	PCR 580/R/A/W/T

		LINK 5	23 M	CONC/ASPH	PCR 1410/R/C/W/T
		LINK 6	23 M	CONC	PCR 920/R/C/W/T
		LINK 7	23 M	CONC	PCR 1040/R/C/W/T
		AT 1	47 M	CONC	PCR 720/R/C/W/T
		AT 2	47 M	CONC	PCR 650/R/C/W/T
		AT 3	61 M	CONC	PCR 540/R/C/W/T
		AT 4	59 M	CONC	PCR 770/R/C/W/T
		AT 5	81 M	CONC/ASPH	PCR 960/R/C/W/T RIGID PCR 1090 F/C/X/T FLEXIBLE
		AT 6	58 M	CONC	PCR 1130/R/C/W/T
		West Apron	86 M	CONC	PCR 1010 /R/C/W/T
		North Apron	48 M	CONC	PCR 1130/R/C/W/U
		South Apron	30 M	CONC	PCR 920/R/C/W/T
3	**Altimeter checkpoint location and elevation**	Location: South Apron / Elevation: 201ft AMSL			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	EIDW AD 2.24-2			
6	**Remarks**	Nil			

EIDW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all taxiway intersections and at runway holding positions. Mandatory instruction signs lighted Guidelines on aprons and taxiways. Taxiway information markings. All stands equipped with AVDGS except the following listed below: 50L, 50C, 50R, 51L, 51C, 51R, 52, 53, 54, 105L, 105R, 106, 107L, 107C, 107R, 131L, 131C, 131R, 132L, 132C, 132R, 133L,133C, 133R, 134L, 134C, 134R, 135L, 135C, 135R, 136L, 136R, 137A, 137B, 137T, 138T - 142T, 138S - 143S, 200T, 203L, 203C, 203R, 205L, 205T, 311L, 411C. Where AVDGS is available and operational, it is mandatory for it to be used. On stands where AVDGS is not available or not operational, marshallers must be provided and aircraft shall not enter a stand without guidance. Aircraft stand 316 Note: For all aircraft types, if AVDGS is not operational on aircraft stand 316, aircraft cannot taxi onto aircraft stand due to reduced clearances.
2	**RWY/TWY markings and LGT**	RWY 10R/28L Designation, THR, TDZ, centreline, side stripe, aiming point. RWY 10L/28R Designation, THR, TDZ, centreline, side stripe, aiming point. RWY 16/34 Designation, THR, TDZ, centreline, side stripe, aiming point. For the purposes of Taxiing Intermediate holding positions. Taxiways Centreline, edge stripes, holding positions, intersection markings except TWY S1. Intermediate holding position lights on TWY B1, H1, M1, W2, Z, E2, Link 1, Link 2, Link 3, Apron Taxiway 6 and RWY 16/34 at 16-1 and 34-2, 16-2, K, N, M, F-Outer.
3	**Stop bars and RWY guard lights**	Stopbars are provided at all Runway holding positions for CAT I/II/III operations and are illuminated to protect active Runways. When a Runway is not active the associated stop bars are not illuminated, with the exception of the stop bars on TWY A and TWY B2. All Runway Guard Lights are in operation H24. No entry bars on TWY N3 and TWY N5.
4	**Other RWY Protection measures**	Nil
5	**Remarks**	See also EIDW AD 2.14 and 2.15 for lighting

EIDW 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**
Please contact AIP@dublinairport.com for queries/information related to EIDW Aerodrome Obstacles.					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Please contact AIP@dublinairport.com for queries/information related to EIDW Aerodrome Obstacles.					

EIDW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Dublin Airport
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	MET Eireann Central Aviation Office, Shannon 24 HR 6 HR
4	**Trend forecast** **Interval of issuance**	TREND 30 MIN
5	**Briefing/consultation provided**	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	Charts and tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels
8	**Supplementary equipment available for providing information**	Weather RADAR, satellite cloud picture receiver, IRVR RWYs 10R and 28L (touchdown, midpoint, stop-end) IRVR RWYs 10L and 28R (touchdown & midpoint) IRVR RWY 16 (touchdown, midpoint) Satellite Display available.
9	**ATS units provided with information**	Dublin TWR
10	**Additional information (limitation of service, etc.)**	GEN 3.5.4.2 to request additional information. METAR available every 30mins.

EIDW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) 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
10R	095.24°	2637 x 45	910/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 243ft
28L	275.27°	2637 x 45	910/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 203ft
10L	095.25°	3109 x 45	1140/R/C/W/T CONC	532613.79N 0061650.22W 532605.39N 0061417.60W 184 ft	THR 235ft
28R	275.28°	3109 x 45	1140/R/C/W/T CONC	532606.73N 0061441.87W 532614.62N 0061705.32W 184 ft	THR 213ft
16	156.59°	2072 x 45	3020/F/B/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 218ft
34	336.60°	2072 x 45	3020/F/B/W/T ASPH -	532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft	THR 202ft

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
Slope of 0.47% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	91 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	RWY 10R/28L, pavement surface is grooved asphalt. RWY 10R/28L is provided with 7.5 M wide asphalt shoulders. Periodic closure for maintenance - Approximately every eight weeks, RWY 10R/28L will be closed for essential maintenance, including rubber removal, grass cutting, painting of day markings etc. The RWY will be closed for approximately four nights between 2230 HR and 0530 HR (local). These closures for maintenance will be promulgated by NOTAM.
	56 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	
Slope of 0.18% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	RWY 10L/28R pavement surface is grooved. RWY 10L/28R is provided with 7.5M wide concrete shoulders. CWY starts at end of RWY surface.
	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	
Slope of 0.24% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-5	Nil	183 x 150	2192 x 280	RWY16 THR (north end of RWY strip) 140 x 150. RWY16 END (south end of RWY strip) 138 x 150.	Nil	Yes	RWY 16/34, pavement surface is grooved asphalt. RWY 16/34 is provided with 8M wide asphalt shoulders. Runway Slope - Sharp slope change approximately 100m south of RWY 16 THR/ RWY 34 END, and runway slope of up to 1.1%.
	Nil	61 x 150	2192 x 280	RWY34 THR (south end of RWY strip) 138 x 150. RWY34 END (north end of RWY strip) 140 x 150.	Nil	Nil	

EIDW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10R	2637	2850	2728	2637	

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
28L	2637	2850	2693	2637	
10L	3109	3169	3109	2829	THR RWY 10L Displaced 280M
28R	3109	3169	3109	2659	THR RWY 28R Displaced 450M
16	2072*	2255	2072	2072	*Departures from RWY 16 are only available from intersection take off Twys N4 and N.
34	2072	2133	2072	2072	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	Remarks
10R	S6	2156	2369	2247	EIDW AD 2.20
10R	S4	1352	1565	1443	
28L	S1	2415	2628	2471	
10L	N6	2860	2920	2860	
28R	N2	2641	2701	2641	
16	N4	2026	2209	2026	
16	N	1653	1836	1653	
34	A	1815	1876	1815	
34	B2	1815	1876	1815	
34	S1	1815	1876	1815	

EIDW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT 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
10R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/ 3° MEHT 20M (439M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	Nil
Note: All runway lighting with the exception of the PAPI's on Runway 10R/28L are LED.									

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT 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
28L	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 21M (374M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	RETILs (yellow) Prior to exit to TWY S5
10L	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 17.6M (398M)	900M 30M LIH	3109M 15M coded 0-2220M White, 2220M-2820M Red/White, 2820M-3109M Red LIH	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N3
28R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Right side only 3° MEHT 16.8M (398M)	900M 30M LIH	3109M 15M coded 0-2205M White, 2205M-2805M Red/White, 2805M-3109M	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N5
16	CAT I 910M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 19M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil
34	SALS 426M LIL	Green LIH	PAPI Both sides/3° MEHT 20M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	For small aircraft (A & B) Runway 34 end lights may not be sighted until the last 400 metres.

Note: All runway lighting with the exception of the PAPI's on Runway 10R/28L are LED.

EIDW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	Nil
2	**LDI location and LGT** **Anemometer location and LGT**	Nil 2 Nr.

3	**TWY edge and centre line lighting**	Taxiway Green/Green Centreline Lighting provided for the following taxiways: B1, B2, E1, E2, H1, M1, P1, W1, W2, W3, N, N1, N2, N4, N6, N7, S, S1, S2, S7, Z. Taxiway Green/Yellow Centreline Lighting provided on all Runway Entry and Exit taxiways. Taxiway edge lights are installed at taxiway/taxiway intersections and along taxiway curves.
4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). All Stop Bars for Runways 10R/28L and 10L/28R are UPS backed.
5	**Remarks**	Apron - Floodlights Apron edge - Blue, omni-directional (mixture of LED & Halogen). Apron centreline lighting - Green bi-directional on all apron taxiways and taxilanes except West Apron (all LED). Obstacles: Fixed red (mixture of Neon & LED lights). WDIs 4-6 Nr. (2-4 lighted). See Aerodrome Chart EIDW AD 2.24-1

EIDW 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/or 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 AD 2.20, Section 11.14 Helicopter Operations

EIDW AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	533445N 0055420W, arc 15NM radius centre 532621N 0061508W, 531152N 0062130W, 531439N 0062130W, 531437N 0063707W, 532202N 0064237W, 532127N 0063758W, arc 5NM radius centre 532110N 0062938W, 532403N 0063626W, 532347N 0063117W, arc 10NM radius centre 532621N 0061508W, 533445N 0062411W.
2	**Vertical limits**	5000 ft
3	**Airspace classification**	C

4	**ATS unit call sign** **Language(s)**	Dublin Tower English
5	**Transition altitude**	5000 ft
6	**Hours of applicability**	Nil
7	**Remarks**	Nil

EIDW AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Clearance Delivery Frequency	Dublin Delivery	122.985 MHz			0600-1800 local time	Aircraft Contact Minimum 15 Min before start-up. 8.33kHz Channel.
GND	Dublin Ground	121.800 MHz			0600-2400 local time	Non-8.33kHz equipped aircraft shall contact 121.8 MHz for ATC Clearance minimum 15 minutes prior to requested start up.
		125.885 MHz				GND NTH.
		130.790 MHz			H24	
TWR	Dublin Tower	118.600 MHz			H24	Primary TWR Frequency. Note: TWR STH when segregated runway mode in use (Monitor NOTAM for further information).
		124.680 MHz			H24	TWR NTH. Note: TWR NTH when segregated runway mode in use (Monitor NOTAM for further information).
		128.800 MHz			H24	Non 8.33kHz TWR NTH Frequency.
		119.805 MHz			H24	Dublin Tower Backup Channel. When instructed by ATC.
APP	Dublin Approach	121.100 MHz			H24	
		119.555 MHz			06:00 to 24:00L	
		133.280 MHz			06:00 to 24:00L	
		119.930 MHz			H24	Final Controller
ACC	Dublin Control	129.180 MHz			All H24	Upper North
		135.655 MHz				Upper South
		132.580 MHz				Lower North
		120.755 MHz				Lower South
		124.650 MHz			H24	Backup Frequency available Upper and Lower North and South.
		126.250 MHz				
FIS	Dublin Flight Information Service	118.500 MHz			As promulgated on ATIS	As required.

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	Dublin Information Arrival	124.530 MHz			0515-2200 Local time	
	(Dublin Information Departure)	129.640 MHz			0515-2200 Local time	Not notified as yet operationally available (Monitor NOTAM for further information).
VOLMET	Dublin VOLMET	127.005 MHz			H24	
D-ATIS	Dublin Information				0515-2200 Local time	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

EIDW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 1° W (2026)	DUB	114.9MHz CH 96X	H24	532957.8N 0061825.6W	200ft		100/500, 300/700 (180° T-360° T) with purpose A,T,E
DVOR/DME 1°W (2026)	DAP	111.20MHz CH 49X	H24	532525.0N 0061810.0W	300ft		Designated Operational Coverage 150NM
DVOR/DME 2° W (2020)	BAL	115.8MHz CH105X	H24	531759.6N 0062652.0W	300ft		Designated Operational Coverage 60 NM Operating Authority Minister for Defence. BAL DVOR unusable in sector R150 to R170 below 5500 ft AMSL outside 20 NM due to terrain. Due to rising terrain to the south of facility, aircrew may observe BAL DME unlocks in sectors R150 to R175 and R195 to R205 below 4500 ft AMSL outside 20 NM.
NDB	KLY	378kHz	H24	531610.4N 0060623.2W			Designated Operational Coverage 50NM ACFT may not obtain guidance beyond 45NM below 8,000ft, in the sector between bearings 180° T and 270° T.

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	GMN	334kHz	H24	533853.2N 0061336.0W			Designated Operational Coverage 30NM Operating Authority Minister for Defence.
DME	GMN	76X 112.9MHz	H24	533848.5N 0061405.7W	100ft		Designated Operational Coverage 30NM. Operating Authority Minister for Defence.
ILS LOC RWY 10R CAT III 1° W (2025)	IDE	108.9MHz	H24	532511.8N 0061440.9W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored
ILS GP RWY 10R		329.3MHz	H24	532515.5N 0061705.5W			GP angle 3° RDH 54ft
ILS DME RWY 10R	IDE	CH 26X (108.9MHz)	H24	532515.5N 0061705.5W	290ft		DME zero range is indicated at THR RWY 10R
LO RWY 10R	OE	316kHz	H24	532548.6N 0062543.7W			
ILS LOC RWY 28L CAT III 1° W (2025)	IDW	111.35MHz	H24	532521.8N 0061743.6W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored
ILS GP RWY 28L		332.15MHz	H24	532509.6N 0061518.4W			GP angle 3° RDH 54ft
ILS DME RWY 28L	IDW	CH 50Y (111.35MHz)	H24	532509.6N 0061518.4W	260ft		DME zero range is indicated at THR RWY 28L
LO RWY 28L	OP	397kHz	H24	532449.7N 0060818.1W			
ILS LOC RWY 10L CAT III 1° W (2025)	INDL	109.55MHz	H24	532604.5N 0061401.4W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 10L		332.45MHz	H24	532616.9N 0061630.2W			GP angle 3° RDH 51ft.
ILS DME RWY 10L	INDL	CH 32Y (109.55MHz)	H24	532616.9N 0061630.2W	250ft		DME zero range is indicated at THR RWY 10L

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS LOC RWY 28R CAT III 1° W (2025)	INDR	110.15MHz	H24	532615.5N 0061721.6W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 28R		334.25MHz	H24	532611.9N 0061458.7W			GP angle 3° RDH 51ft.
ILS DME RWY 28R	INDR	CH 38Y (110.15MHz)	H24	532611.9N 0061458.7W	230ft		DME zero range is indicated at THR RWY 28R
ILS LOC RWY 16 CAT I 1° W (2025)	IAC	111.5MHz	H24	532505.7N 0061454.3W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 16		332.9MHz	H24	532602.7N 0061543.2W			GP angle 3°
ILS DME RWY 16	IAC	CH 52X	H24	532602.7N 0061543.2W	280ft		DME zero range is indicated at THR RWY 16.
SBAS (LPV, LNAV/VNAV, LNAV RWY28L)	GPS & EGNOS E28A	1575.42 MHz CH 59277	H24	N/A	LTP/FTP Ellipsoid Height 117.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10R)	GPS & EGNOS E10A	1575.42 MHz CH 41225	H24	N/A	LTP/FTP Ellipsoid Height 130.3 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 28R)	GPS & EGNOS E28B	1575.42 MHz CH 74379	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10L)	GPS & EGNOS E10B	1575.42 MHz CH 52341	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 44282	H24	N/A	LTP/FTP Ellipsoid Height 122.6 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 86156	H24	N/A	LTP/FTP Ellipsoid Height 117.9 M	N/A	Transmitting antennas are satellite based.

EIDW AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground Movement

1.1 General

i. Stop-bars are provided at all runway entry/exit points and are illuminated to protect active runways. When a runway is inactive the associated stop-bar is normally not illuminated. However, specific clearance from ATC must still be obtained before entering or crossing an inactive runway.

ii. Pilots should use the minimum power necessary while taxiing. In apron areas, pilots should operate at the minimum power commensurate with the intended manoeuvre, due to the effect of jet blast on personnel, equipment and buildings.

iii. Flight crew are responsible for wing tip clearance and are reminded of the importance of maintaining a careful lookout at all times, regardless of location and visibility conditions.

iv. ATC may require aircraft to manoeuvre in close proximity to other aircraft. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether an aircraft can be passed safely, the flight crew should stop, advise ATC, and request alternative instructions if available.

v. In order to assist in the safe separation of aircraft, when flight crew are instructed to stop at any runway-holding or intermediate holding position they should position the aircraft as close as possible to the relevant pavement marking while ensuring that the marking remains visible from the cockpit.

1.2 Turning

No turns should be made at the following Runway/Taxiway intersections:

- No turns should be made by aircraft from RWY 28R to TWY N3 or vice versa.
- No turns should be made by aircraft from RWY 28R to TWY N4 or vice versa.
- No turns should be made by aircraft from RWY 28R to RWY 16 or vice versa.
- No turns should be made by aircraft from RWY 10L to TWY N5 or vice versa.
- No turns should be made by aircraft from RWY 10L to RWY 16 or vice versa.
- No left turns should be made by aircraft from TWY M to RWY 34 or vice versa.

No turns should be made by aircraft at taxiway/taxiway intersections where taxi centreline markings are not provided.

Particular attention is drawn to the following:

- No turns should be made by aircraft from TWY W1 to TWY S East of TWY W1 or vice versa.
- No turns should be made by aircraft from TWY F1 to TWY B2 or vice versa.
- No turns should be made by aircraft from TWY B2 to TWY E1 or vice versa.
- No turns should be made by aircraft from TWY A to TWY F1 or vice versa.
- No turns should be made by aircraft from TWY W1 to TWY W2 or vice versa at intersection with TWY S.
- No turns should be made by aircraft from TWY M to TWY N5.
- No turns should be made by aircraft from TWY Z to TWY E1 and vice versa.
- No turns should be made by aircraft from TWY Z to TWY B1 and vice versa.
- No turns should be made by aircraft from TWY N to TWY N3.

- No left turns should be made by aircraft from TWY E2 to TWY F-OUTER.
- No right turns should be made by aircraft from TWY F-OUTER north of Link 6 to TWY E2.

1.3 Taxiing Restrictions

Location	Situation	Restriction
TWY A	Outbound aircraft holding on TWY A	Aircraft movement not permitted between TWY F1 and Link 2 / TWY F2 or vice versa
TWY B2	Outbound aircraft (wingspan less than 36m) holding on TWY B2	Aircraft movement between TWY F1 and TWY E1/TWY B1 or vice versa restricted to aircraft with wingspan less than 36m.
TWY B2	Outbound aircraft (wingspan 36m or greater) holding on TWY B2	Aircraft movement not permitted behind between TWY E1 and TWY B1 or vice versa. Aircraft movement not permitted between TWY E1 and TWY F1 or vice versa. Aircraft movement not permitted between TWY F1 to TWY Z or vice versa.
TWY B2	Inbound aircraft (wingspan less than 36m) holding on TWY B2	Aircraft movement through the intersection of RWY 16/34 with TWY A, TWY S, TWY S1 and TWY B2 or vice versa restricted to aircraft with wingspan less than 36m.
TWY B2	Inbound aircraft with wingspan 36m or greater holding on TWY B2	Aircraft movement not permitted through the intersection of RWY 16/34 with TWY A, TWY S, TWY S1 and TWY B2.
APRON TAXIWAY C	Aircraft operating on Apron Taxiway C	Aircraft not permitted on Apron Taxiway DN or Apron Taxiway DS
APRON TAXIWAY DN	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DN	Aircraft operating on Apron Taxiway DN	Aircraft not permitted on Apron Taxiway C
APRON TAXIWAY DS	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DS	Aircraft operating on Apron Taxiway DS	Aircraft not permitted on Apron Taxiway C
TWY E1 - Collocated CAT I/II/III Runway Holding Position	Outbound aircraft holding on TWY E1 at collocated CAT I/II/III Runway holding position for RWY 10R-28L	Aircraft movement not permitted TWY B2 and TWY B1/ TWY Z or vice versa. Aircraft movement not permitted between TWY F1 and TWY B1 or vice versa
TWY E2	Aircraft Holding on TWY E2 facing West	Aircraft movements not permitted behind on TWY F-OUTER
TWY E2	Aircraft Holding on TWY E2 facing East	Aircraft movements not permitted behind RWY 16/34
TWY F1	Aircraft taxiing towards TWY B1/TWY Z/TWY E1 holding on TWY F1	Aircraft movement not permitted between TWY F2 and TWY Link 2/TWY A or vice versa
TWY F1	Aircraft taxiing toward TWY Link 2/TWY F2 holding on TWY F1	Aircraft movement not permitted between TWY B2 and TWY B1/TWY Z or vice versa
APRON TAXIWAY F-INNER	All operations	Restricted to aircraft with wingspan less than 36m
TWY K	All operations	Restricted to Code E aircraft (less than 65m wingspan) Note A340 operations are prohibited on TWY K
TWY K	All operations	Aircraft movement not permitted on to TWY N behind holding aircraft on N1
TWY K	All operations	Aircraft movement not permitted on to TWY N if aircraft holding on N2
TWY N	All operations	Aircraft movement not permitted to pass behind aircraft holding on TWY N awaiting intersection take-off on RWY 16

Location	Situation	Restriction
TWY N	All operations	Aircraft movement not permitted to pass behind aircraft holding on TWY N1 onto TWY K
TWY N1	All operations	Aircraft movement not permitted on to TWY N2 behind holding outbound aircraft
TWY N1	All operations	Aircraft movement not permitted on to TWY N behind holding aircraft on TWY K
TWY N2	All operations	Aircraft movement not permitted on to TWY N1 behind holding aircraft
TWY N2	All operations	Aircraft movement not permitted on to TWY N2 if aircraft holding on TWY N1
TWY N3	All operations	No Entry allowed for aircraft from TWY N
TWY N3	All operations	No Entry allowed for aircraft towing or taxiing on R28R from a westerly direction
TWY N4	All operations	Restricted to code E aircraft (less than 65m wingspan)
TWY N4	All operations	No Entry allowed for aircraft on to TWY N4 when 28R is the active runway
TWY N4	All operations	No Entry allowed for aircraft towing or taxiing on RWY 28R in a westerly direction from
TWY N5	All operations	No Entry allowed for aircraft from TWY M
TWY N5	All operations	No Entry allowed for aircraft towing or taxiing on RWY10L in an easterly direction
TWY N6	All operations	Aircraft movement not permitted from TWY M on to TWY N7 behind holding aircraft
TWY N7	All operations	Aircraft movement not permitted from TWY M on to TWY N6 behind holding aircraft
TWY S3	All operations	Restricted to daylight hours only and aircraft with wingspan 30m or less
TWY S4	All Operations	Restricted to aircraft with wingspan less than 36m
TWY S5	Outbound aircraft (wingspan less than 36m) holding on TWY S5	Movement on TWY S behind holding aircraft restricted to aircraft with wingspan less than 36m
TWY S5	Outbound aircraft (wingspan 36m or greater) holding on TWY S5	Aircraft movement not permitted on TWY S behind holding aircraft
TWY S6	Outbound aircraft (wingspan less than 36m) holding on TWY S6	Movement on TWY S behind holding aircraft restricted to aircraft with wingspan less than 36m
TWY S6	Outbound aircraft (wingspan 36m or greater) holding on TWY S6	Aircraft movement not permitted on TWY S behind holding aircraft
RWY 16-34 Collocated CATI/II/III Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan less than 36m) holding on RWY 16-34 for entry to RWY 10R-28L	Aircraft movement through the intersection of RWY 16-34 with TWY A, TWY S, TWY S1 and TWY B2 or vice versa restricted to aircraft with wingspan less than 36m
RWY 16-34 Collocated CAT I/II/II Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan 36m or greater) holding on RWY 16-34 for entry to RWY 10R-28L	Aircraft movement not permitted through the intersection of RWY 16/34 with TWY A, TWY S, TWY S1 and TWY B2

1.4 Apron Operations

Apron Taxiway 1 and Apron Taxiway 2, serving stands 121L-127, 200C-203L, 200T, 220S, 221, 222, 223 are restricted to aircraft with a wingspan less than 36m.

Apron Taxiway 3, the aircraft stand taxilane serving Stands 205R-207T and 311L-313L, is restricted to aircraft with a maximum wingspan of 41.10m.

The aircraft stand taxilane serving Stands 412-418 is restricted to aircraft with a wingspan less than 36m.

1.5 Use of Runways (General)

1.5.1 The parallel runways (10R-28L and 10L-28R) shall be used in preference to the crosswind runway, 16-34,

1.5.2 When winds are westerly, Runway 28L shall be preferred for arriving aircraft. Either Runway 28L or 28R shall be used for departing aircraft as determined by air traffic control,

1.5.3 When winds are easterly, either Runway 10L or 10R as determined by air traffic control shall be preferred for arriving aircraft. Runway 10R shall be preferred for departing aircraft, and

1.5.4 Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours, except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.

1.6 Runway 16-34 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following adjoining taxiways: E1, E2, B2, A, H1, M1, P1 or N. Aircraft vacating the runway and stopping in any of these taxiways are not clear of the runway.
Aircraft exiting the runway via TWY N4 must continue on to the section of taxiway parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.7 Runway 28L Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: S3, S4, S5, S6. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft exiting onto TWY S7 must continue on to the section of TWY S parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.8 Runway 10R Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: S2, S3 and S4. ATC may instruct arrivals to stop on taxiways E1 or S1 on a tactical basis. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.9 Runway 28R Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: N5, N6 and N7. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft exiting these taxiways must continue on to the section of TWY M parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.10 Runway 10L Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: N4, N3, N2 and N1. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft exiting these taxiways must continue on to the section of TWY N parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

2. Availability of Intersection Take-Off

Take-offs using less than the full length of the runway are available (except during Low Visibility Operations) from TWY/RWY intersections as listed in EIDW AD 2.13

During Low Visibility Operations, intersection take-offs using less than the full length are NOT permitted from RWY10R/28L.

The datum from which the reduced declared distances on RWY10R/28L, RWY 10L/28R and RWY16 are measured is the downwind edge of the specific taxiway projected perpendicular to the runway centreline as per section III-3 of the European Air Navigation Plan

The datum from which the reduced declared distances on RWY34 are measured is the intersection of the extended downwind edge of Taxiway S with the runway edge projected perpendicular to the runway centreline.

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

2.1 RWY10R/28L and RWY 16/34

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

Approval for intersection take-offs is subject to the air traffic situation.

2.2 RWY 10L/28R

Intersection take-offs from N2 and N6 are considered the primary line up points for RWY28R and RWY10L respectively in normal operations and also in Low Visibility Operations. Taxiways N1 and N7 are NOT available for departure in LVOs. Pilots should advise as early as possible if unable to accept departure from these points. Further information refer to 3.3 HIRO Departures.

Intersection take-offs are not available during Low Visibility Operations.

3 High Intensity Runway Operations (HIRO)

High Intensity Runway Operations (HIRO) are valid from 0600 to 2400HR (local time) unless otherwise advised by ATC (e.g. via ATIS). The HIRO system optimises separation of aircraft on final approach in order to minimise runway occupancy time for both arriving and departing aircraft, thereby maximising runway utilisation and minimising “go-around”.

3.1 Arrivals

Pilots are reminded that by leaving the runway at the fastest speed commensurate with safety and standard operating procedures, ATC will be able to guide aircraft on final approach using minimum radar separation or separation minimum according to wake vortex category. Extended runway occupancy may result in a missed approach.

In order to reduce runway occupancy times, pilots shall apply the following procedure:
Pilots should pre-plan their landing and roll out to target the appropriate exit taxiway, weather permitting, that provides for a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times

Pilots are to ensure runway fully vacated before stopping i.e. aircraft are not to stop on any runway exit awaiting instructions from ATC but should continue on to the next available taxiway (unless instructed to do so by ATC)

Tactical requests to extend the landing roll to reduce ground taxi/exit nearer to parking stands are not to be made to ATC

Aircraft unable to vacate the runway via the preferred taxiways should notify ATC when the aircraft is between 8 and 4 NM from touchdown, or at the earliest opportunity after which it has been determined that it is unable to comply.

The preferred exit taxiways for RWY10R and RWY28L are:

RWY	Aircraft Type	Preferred exit TWY	Distance from threshold to exit point (m)
10R	Wingspan less than 36m and B757	TWY S2	1690
	All other aircraft	TWY S1	2240
28L	Wingspan less than 24m and all turboprops	TWY S4*	1240
	All other aircraft	RET S5	1597
10L	Up to Code E aircraft type	TWY N4	1469
	All other aircraft	RET N3	1700
28R	All aircraft	RET N5	1600

RWY	Aircraft Type	Preferred exit TWY	Distance from threshold to exit point (m)
* TWY S4 and N4 are not available as a runway exit during Low Visibility Operations			

Pilots may plan their arrival using the threshold-to-exit-point distances set out in the table above. The distances are measured from the landing threshold to the point of the intersection of the runway centreline and the extended exit taxiway centreline pavement marking.

If the pilot of a landing aircraft cannot contact ATC due to RTF congestion, the pilot should fully vacate the runway and taxi into the next available taxiway. The pilot should then hold position until contact with ATC can be established.

3.2 Departures

ATC will consider every aircraft at the runway holding position as able to commence line-up and take-off roll immediately after clearance is issued, unless otherwise instructed. Pilots not ready when reaching the holding point (no aircraft in front on the same taxiway) shall advise ATC on Tower frequency as early as possible before entering the RWY. When cleared for take-off, ATC will expect and has planned on seeing movement within 10 seconds (of take-off clearance being issued). Wake vortex separation is applied by ATC in accordance with the published requirements. If more separation than the prescribed minima is requested, pilots shall notify ATC before entering the RWY.

Where possible, cockpit checks and cabin readiness should be completed before line-up and any checks needing completion on the runway should be kept to the minimum required. Pilots should not back-track when entering the runway unless specifically requested at the runway holding position.

Note: Pilots shall not cross the runway-holding position until the illuminated red stop bar has been extinguished. ATC do not issue conditional line-up clearances where stop bars are operational at line-up points.

3.3 Preferred Use of Intersection Take-Offs

Based on aircraft type and performance characteristics, ATC may issue instructions for aircraft to depart from runway intersections from which adequate take-off run is available. Intersection take-offs are subject at all times to pilots' discretion and aircraft operational requirements. Pilots unable to accept departure from an intersection point may request an alternate take-off position from ATC. Pilots requiring departure from the beginning of the runway should request it at the time of push-back/start-up, and such requests will be considered by ATC subject to delay.

The preferred use of intersection take-offs are set out in the table below.

Aircraft Type	RWY	Preferred TWY Intersection
All aircraft	10L	TWY N6
	28R	TWY N2
RJ85 type and all turboprops	10R	TWY S6*
	28L	TWY S1*
* Intersection take-offs RWY 10R/28L are not available during Low Visibility Operations		

3.4 Additional information on runway usage is available EIDW AD 2.21 NOISE ABATEMENT PROCEDURES Section 5

4. Mandatory ground handling of aircraft at Dublin Airport

All aircraft must avail of ground handling. All aircraft of less than 2 tonnes maximum certified AUW must avail of minimum handling i.e. ramp transport to/from departures and the aircraft

5. Aircraft Engine Test Runs

Permission for all test runs must be obtained from the Aerodrome Operator.

LOCATION	NOTES
ENGINE TEST SITE 1 (Adjacent to TWY W1)	Up to full power engine runs. Available for aircraft up to Code C plus Boeing 757 (max wingspan 42M). Operational hours 0730 - 2000HR Local Time Monday to Friday 0900 - 2000 HR Local Time Saturday, Sunday and Bank Holidays Lighting and movable jet blast fence available. Movable jet blast fence allows for engine runs to be carried out on the following heading range: 230° - 280°. Positioning outside the headings is not permitted for any aircraft type, other than ATR.
ENGINE TEST SITE 5 (Adjacent to Hangar 1)	Idle engine runs at Engine Test Site 5 are permitted for operators, running two engines, at idle, for maintenance and post engine wash runs. Permission required from the Resource Allocation Unit. *Caution: No acoustic/safety barriers available.*
Aircraft Stands	Aircraft engine test runs at idle speed on one engine, not exceeding five minutes duration are permitted on all stands, Dual engine tests can be completed at idle speeds on stand 131R to 136L.Permission required from the Resource Allocation Unit. If greater then than 5mins up to 30mins permission is required from the AOSO. Only one engine is permitted to be running at any stage during the engine run. *Caution: No acoustic/safety barriers available.*
Location to be agreed	For aircraft larger than code C/B757 contact Resource Allocation Unit for agreed location and available times. Code C aircraft: 0800 - 2000HR local Monday to Friday, 0900 - 2000HR, Saturday, Sunday and Bank Holidays. Code D aircraft: 0900 - 2000HR local, Monday to Sunday, but not outside daylight hours. *Caution: No lighting or acoustic/safety barriers available.*

6. Apron Parking and Marshalling of Aircraft

6.1 Aircraft are prohibited from entering any stand without the guidance of a marshaller, or the Advanced Visual Docking Guidance System (AVDGS) where provided. For availability of AVDGS, see EIDW AD 2.9.1

6.2 In order to prevent dazzling the marshaller or the push-back crew, pilots are requested to switch off the aircraft landing lights when reaching or leaving the parking position and, when equipped with both a conventional red anti-collision light and a sequenced white strobe light system, to switch off the latter system as well.

7. Building Served Stands
Aircraft using building served stands are required to vacate stand immediately at scheduled departure time.

8. Rapid Exit Taxiway – S5, N3, N5
Rapid Exit Taxiways (RETs) at Dublin Airport are designed for a maximum exit speed of 50 KT. However it is expected that aircraft using the RET will normally exit the runway at circa 35KT.
Rapid Exit Taxiway Indicator Lights (RETILs) are provided.

9. Aerodrome Hotspot in the vicinity of Runways 28L and 34 thresholds.

9.1 The following details and associated diagram are provided for ease of familiarity with the aerodrome hotspot on this complex area of the aerodrome. The attention of all aircrews is drawn to the layout of taxiways, the location of holding positions, and the proximity of the thresholds of Runway 28L and Runway 34. Close attention must be paid to visual aids (markings, lighting, signage).

9.2 All taxiways are provided with location signs (yellow inscription on black background) and direction signs (black on yellow). Centreline markings and edge markings are also provided.

9.3 Mandatory signs, (white inscription on red background), are provided to identify locations which aircraft shall not pass unless authorised by ATC. These signs include runway designation signs, runway-holding position signs.

9.4 For normal visibility conditions, CAT I runway-holding positions are established on all taxiways which intersect with

runways. The CAT I runway-holding position on Taxiway E1 is a combined position for Runway 10R/28L and Runway 16/34. CAT I runway-holding positions are also established on Runway 16/34, for aircraft taxiing along Runway 16/34 towards Runway 10R/28L, and on Runway 10R/28L for aircraft taxiing along Runway 10R/28L towards Runway 16/34. These holding positions are denoted by:

i. Yellow painted holding-position markings;

ii. Red mandatory markings, Indicating the Designation of the runway ahead;

iii. Red mandatory signs, including the designation of the runway ahead;

iv. Red controllable stop bar lights (where shown on Aerodrome Chart);

v. Yellow flashing runway guard lights (Configuration A);

vi. Location sign indicating the taxiway designation in yellow on a black background;

For low visibility conditions, a CAT II/III runway-holding position is established on Taxiways E1, S7, N2. These holding positions are denoted by:

i. Yellow painted markings;

ii. Red mandatory signs;

iii. Red controllable stopbar lights;

iv. Yellow flashing runway guard lights (Configuration A);

v. Location signs - yellow on a black background;

9.5 Runway-holding positions cannot be passed without permission from ATC.

9.6 Aircrews are advised that should they become unsure of their position while taxiing, they should contact ATC immediately and request assistance.

9.7 Due to the close proximity of the two runways Runway 28L and Runway 34, aircrews taking off from Runway 28L or Runway 34 are advised to ensure that they are lined up on the correct runway before commencing take-off run.

10 Stop bars

Pilots shall not cross illuminated stop bars. A pilot receiving instructions which imply that an illuminated stop bar should be crossed shall wait until the stop bar is extinguished. If the stop bar remains illuminated, the pilot shall request confirmation from ATC that the stop bar is to be crossed. Instructions to cross illuminated stop bars will only be given in exceptional circumstances.

In the event of failure of the stop bar control mechanism, the following line up points shall be used:

Runway	Line up Points
28L	E1 and RWY 16
10R	S7
16	N4
34	E1
28R	N2 and N1
10L	N6 and N7

The following phraseology shall be used by ATC to instruct pilots or vehicle drivers to cross an illuminated stop bar:

ATC: “[Callsign] Due to a failure of the control system, the stop bar will remain illuminated. Taxi/proceed across the stop bar on taxiway [designator] / runway [designator] Echo 1/Sierra 7/November 4 and line up RWY [designator] 34, 28L, 10R, 16, 10L, 28R”

Reply:"[Call-sign] Lining up Runway [10R/28L/34/16/10L/28R Designator] crossing stop bar" shall not cross illuminated stop bars. A pilot receiving instructions which imply that an illuminated stop bar should be crossed shall wait until the stop bar is extinguished. If the stop bar remains illuminated, the pilot shall request confirmation from ATC that the stop bar is to be crossed. Instructions to cross illuminated stop bars will only be given in exceptional circumstances. In the event of failure of the stop bar control mechanism, only TWY E1 (Runways 28L and 34), TWY S7 (Runway 10R), TWY N4 (Runway 16), TWYs N2 and N1 (Runway 28R) and TWYs N6 and N7 (Runway 10L) shall be used as line-up points.

11 Airport Collaborative Decision Making (A-CDM)

11.1 Flight Plan Validation

Three hours prior to the Estimated Off-Block Time (EOBT) of a flight, checks will be performed to verify the consistency between the ATC Flight Plan, Airport Slot and Airport Flight Data.

If the Scheduled Off-Block Time (SOBT) deviates from the EOBT, the relevant contact person will be informed and advised to adjust the times accordingly. Aircraft Operator (AO) or their Handling Agent (HA) is responsible for timely update of aircraft registration in the A-CDM portal (AOS).

11.2 Target Off-Block Time (TOBT)

This is the time that an Aircraft Operator or their Handling Agent estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available, de-icing completed, and ready to start up/push back immediately upon reception of clearance from the Tower.
TOBT= Prediction of "Aircraft Ready"

11.3 Automated TOBT

120 minutes prior to the Estimated Off-Block Time (EOBT), the A-CDM portal (AOS) system will automatically generate a default Target Off-Block Time (TOBT).

11.4 Person Responsible for TOBT

The Aircraft Operator or their agent is responsible for entry, update and if necessary deletion of TOBT's. It is the responsibility of the AO/HA to communicate and ensure the pilot of a flight has the correct TOBT prior to calling for clearance. TSAT will also be included in DCL messages. If it becomes obvious that the TOBT cannot be respected, it shall be corrected or re-entered by the person responsible for the TOBT. Since the TOBT is used for various ground processes, it shall be updated by the person responsible for the TOBT when deviations of more than 5minutes occur.
For deviations of 15minutes or more from the EOBT, it will still be mandatory to send a delay message (DLA) to the Network Manager.

11.5 TOBT Update/Deletion

Until the TSAT has been issued (TOBT minus 40 minutes) the TOBT can be updated as often as desired. After the TSAT has been issued, the TOBT can be updated up to three times. If a sixth TOBT update is required the flights TSAT will be removed and the flight will get re-sequenced. It is important to recognise that once sequenced, changes to TOBT are likely to impact the aircraft's position in the Pre-Departure Sequence (PDS). TOBTs require updating if they differ by 5mins from the previous declared TOBT.
If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT shall be deleted. The TOBT shall be re-entered by the person responsible for the TOBT.

11.6 TOBT Reporting Routines

The TOBT is viewed and or adjusted in one of the following ways:

- A-CDM Portal (AOS)
- AOS Mobile Application
- Internal system of the Airline/Handling Agent (via interface)
- By telephone via the Dublin Airport Control Centre (ACC), Phone + 353 (0) 1 814 4352

- Advanced Visual Docking Guidance System (A-VDGS) (specific stands)

11.7 **Target Start-up Approval Time (TSAT)**

The TSAT is the target time for start-up approval according to the Dublin A-CDM Operational procedures, taking into account TOBT, Calculated Take Off Time (CTOT), and/or the traffic situation. The earliest time for the TSAT calculation (by the PDS) is 40 minutes prior to TOBT.
TOBT is the time at which an Aircraft Operator, or his duly accredited representative expect the flight will be ready to commence movement; whereas the TSAT is the time at which Ground will grant the start-up.
It is the responsibility of the AO/HA to communicate the most up to date TSAT to the pilot, prior to doors closing.
The “Pre-Departure Sequence” is a result of the calculated TSATs.

11.8 **TSAT Reporting Routines**

The TSAT is transmitted in one of the following ways, via:

- A-CDM Portal (AOS)
- AOS Mobile application
- Internal system of the airline/Handling agent (via interface)
- Datalink Clearance (DCL). If a TSAT changes post clearance, ATC will communicate the revised TSAT verbally to the pilot. A revised DCL message will not be issued, post ATC clearance.
- Advanced Visual Docking Guidance System (A-VDGS) (specific stands)

11.9 **Start-up and Push-back**

The sequence of push and start is based on the TSAT sequence. The following rules apply:

- The Pilot shall report ready to push and start at TOBT (+/-) 5 minutes. (ATC clearance (including DCL) shall be requested any time prior to TOBT from delivery)
- The aircraft has to be ready for start-up at TOBT
- Ground will issue push and start approval at TSAT (+/-) 5 minutes
- If pilots have received their ATC clearance and called at TOBT and Ground has not called to give push and start approval by TSAT + 5minutes, pilots are requested to call Ground requesting push and start approval.

In case of delays (>5 minutes) after ATC clearance has been received and/or a call ready at TOBT has been made, pilot shall inform clearance of the delay and a new TOBT must be sent by the AO/HA.

11.10 **Datalink Clearances (DCL)**

For datalink departure clearance (DCL), the published procedures and the time parameters published in the AIP will remain valid. The TSAT will also be transmitted in DCL messages.

11.11 **De-icing**

De-icing must be completed before an aircraft can report ready for push and start. De-icing times shall be taken into account, to calculate the TOBT.

11.12 **Coordination with the Network Manager (NMOC)**

A permanent and fully automatic data exchange with the Network Operations will be established. This data transfer will enable highly accurate early predictions of landing and departure times. Furthermore, this will allow for more accurate and efficient calculation of the CTOT (when applicable) due to the use of local target take-off times. The following messages are used:

- Flight Update Message (FUM)
- Early Departure Planning Information Message (E-DPI)

- Target Departure Planning Information Message (T-DPI)
- ATC Departure Planning Information Message (A-DPI)

The basic Network Operations procedures continue to apply. The Network operations will generally take those local Target Take -Off Times (TTOT) into consideration, when updating the flights' profiles in its system. In some cases Clearance Delivery position will offer to coordinate a new CTOT (if applicable) in agreement with the pilot.

11.13 **Remote Holding**

In the event of a contact stand not being available, Dublin Airport will request a remote hold stand position from ATC. The Pre-departure Sequencer (PDS) will recalculate the variable taxi time from this new remote hold location.

11.14 **Helicopter Operations**

All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off, from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking are. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

11.15 **Contact and Information**

For the TOBT dialogue and the TSAT submission, all Aircraft Operators/Handling Agents have to appoint a person responsible for TOBT and give the details to the airport company.

VFR flights are not part of the A-CDM process and therefore do not require TOBTs to be entered.

11.16 **Contact Details**

For additional information and support documents on Dublin A-CDM, see link:
https://www.dublinairport.com/regulation-and-planning/regulatory/airport-cdm

Contact persons for the A-CDM procedure at Dublin Airport, are as follows:

Dublin Airport
Resource Allocation Unit
Phone: + 353 (0) 1 944 5228
Email: POD@dublinairport.com

AIRNAV Ireland
ATC Duty Station Manager
Phone: + 353 (0) 1 8445962
Email: atcdub@airnav.ie

EIDW AD 2.21 NOISE ABATEMENT PROCEDURES

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

2. Standard Instrument Departures

Strict compliance with SID is mandatory.

3. Other Instrument Departures

3.1 Cat A, B Aircraft

3.1.1 Cat A, B Aircraft (Non Jet)
After take-off, pilots should ensure that they are at a minimum altitude of 750ft QNH before initiating any turn. No take-off turn shall be commenced before the departure end of the runway.

3.1.2 Cat A, B Aircraft (Jet)
Departures must track the runway extended centreline after take-off until passing 750QNH before commencing turn.

No take-off turn shall be commenced before the departure end of the runway.

3.2 Cat C, D Aircraft

3.2.1 Departures from all runways except Runway 10R, must track the runway extended centreline after take-off until passing 750ft and then proceed in accordance with the relevant Instrument Flight Procedure published departure track and adhere to published altitude/level restrictions unless otherwise cleared by ATC.

3.2.2 Departures from Runway 10R must track the runway extended centreline to 5NM before commencing turn to the north, or to 6NM before commencing turn to the south.

3.2.3 Take-off climb shall comply with the procedure detailed below, which is based on noise abatement departure climb guidance contained in PANS OPS Doc 8168 Vol 1 - Appendix to Chapter 3 - NADP2.

3.2.4 Take-off thrust, speed V^2 + 20 to 40 km/h (V^2 + 10 to 20kt).

3.2.4.1 At 240m (800ft) and while maintaining a positive rate of climb, body angle is reduced and flaps/slats are retracted on schedule as the aircraft is accelerated towards Vzf.

3.2.4.2 Power/thrust is reduced during the flap/slat retraction sequence at a point that ensures satisfactory acceleration performance.

3.2.4.3 (3000ft) Transition smoothly to en-route climb speed.

3.2.4.4 Cat C and D aircraft operating from Runway 28L directly to Weston or Baldonnel aerodromes are exempt from Sections 3.2.1, 3.2.2 and 3.2.3. These aircraft must not leave the environmental corridor below 1,500ft QNH.

4. Jet aircraft (Cat C/D) on visual approach to all runways must join final approach no closer than 6NM from touchdown. Aircraft must follow a descent path which will not result in being at any time lower than the approach path which would otherwise be followed using the ILS glide-path.

5. Runway 10L/R or 28L/R are the required Runways between 0600 and 2300HR Local Time when the crosswind component is 20KT or less. Runway 28L/R will be the preferential Runways when the tailwind component is 10KT or less and braking action is assessed as good. Aircraft will be required to use these Runways except when operational reasons dictate otherwise.
If the crosswind component on Runway 10L/R or Runway 28L/R is greater than 20KT Runway 16 or Runway 34 may become the active Runway. If the forecast crosswind component on Runway 10L/R or 28L/R is greater than 20KT Runway 16 or 34 may become the active Runway.
The use of Runway 16/34 will be kept to an absolute minimum subject to operational conditions.

6. Runways will be prioritised for noise abatement purposes between 2300 and 0600HR Local Time, subject to the same wind calculation method and values as used between 0600 and 2300HR Local time (see Section 5).

7. Reverse thrust should not be used during landing operations on any runway between 2300-0600HR Local Time, except where operational or safety reasons dictate otherwise.

8. Cat C and D aircraft using Runways 28L, 28R, 10L,16 and 34 shall operate within environmental corridors which are based on runway take-off flight path areas. The corridors have a width of 180 M at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800 M, and extending in length to 5 NM from the point of origin. The corridors extend vertically from surface to 3000 ft AMSL.

Cat C and D aircraft using Runway 10R shall operate within an environmental corridor which is based on the runway take-off flight path area. The corridor has a width of 180 M at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800 M, and extending in length from the point of origin to 5 NM for the northern boundary of the corridor and 6 NM for the southern boundary of the corridor. There is no upper vertical limit to this corridor

The corridors apply for departures from each runway and also for approaches to the reciprocal runway, except for circling approaches.

EIDW AD 2.22 FLIGHT PROCEDURES

1. Holding Areas

Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS-OPS ICAO Doc 8168, Volume II for basic holding areas.

For RNAV procedures, holding basic areas are based on aircraft having RNAV holding system functionality.

2. SID and STAR and IAP's

2.1 **RNAV Equipped Aircraft**

SIDs and STARs and initial and Missed Approach segments of IAPs for all runways have been developed in accordance with ICAO Doc 8168 (PANS OPS).

The RNAV Specification is RNAV 1.
The supporting navigation infrastructure provided is DME/DME or GNSS.
Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval.

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

2.2 **RTF Phraseology**

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

Examples of phraseology for ATC are:

- {CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}
  Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.
- {CALLSIGN} ADVISE IF ABLE {designator} DEPARTURE [or ARRIVAL].
  If ATC are unable to issue a requested SID or STAR:
- {CALLSIGN} UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE [Reason]
  Examples of pilot phraseology in the event of being unable to accept SID or STAR:
- UNABLE (designator) DEPARTURE [or ARRIVAL] DUE TO RNAV TYPE
- UNABLE RNAV DUE EQUIPMENT

2.3 **Non RNAV Equipped aircraft**

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

2.4 Expected Approach Distance RWY 10L/R and RWY 28L/R
The expected approach distances are listed for all runways in ENR 1.10. The Lateral Holding/Point Merge STAR procedures (Chart AD 2.24-23 and AD 2.24-22) must be available in the aircraft navigation database.

3. Speed Control

Speed Restrictions

General	STAR	Holds	Initial Approach Segment (BTN HLDG Fix and IF)	Intermediate Approach Segment (BTN IF and FAP)	Final Approach Segment	Remarks
Below FL100, Max IAS 250KT or less.	As specified waypoints.	As specified on chart	IAS 210KT	IAS 180KT	BTN FAP and 4NM from THR IAS 160KT	1. *ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.*
					4NM to THR IAS as performance requires.	2. *If unable to comply with the above, advise ATC as soon as possible.*
Warning Operators are advised of the probability of encountering a GPWS Terrain alert, for aircraft which are exceeding the standard speed restrictions, while at or below 5,000FT and which are in the vicinity of the hight terrain to the south of Dublin Airport.						

4. Recommended Flight Planning for Peak Arrival Periods

For further information refer to ENR 1.10.7.1

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

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

5.2 Initial Approach Procedures

5.2.1 With radar control

In order to expedite the flow of traffic, aircraft may receive radar vectors on to final approach from the STAR.

For RWYs 16 & 34 pilots should plan their flight profile in such a manner as to be able to achieve 6000ft QNH at the appropriate hold.
For RWY 28L/R & 10L/R pilots should plan their flight profile on the sequencing leg to achieve level constraints.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

5.2.2 Without radar control

When arriving traffic cannot be sequenced by radar, aircraft will be cleared to join the Instrument Approach Procedure appropriate to the landing from the hold.

5.3 Communications failure procedures for arriving aircraft

5.3.1 RWY16 & 34

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

5.3.2 RWY 28L/R and 10L/R

RWY 28L/R

5.3.2.1 Aircraft prior to Sequence Leg Entry

a. Squawk 7600.
b. Proceed via the STAR to enter the appropriate Sequence Leg Entry Hold (i.e. KERAV or SORIN) at the last cleared Flight Level.
c. Commence descent in the Hold to the Sequence Leg entry Flight Level (FL080 or FL070 as appropriate) specified on the chart at, or as close as possible to the expected approach time (EAT). If no EAT has been received and acknowledged descend at, or as close as possible to the estimated time of arrival resulting from the current flight plan.
d. Proceed onto the appropriate Sequence Leg, complete the full STAR as filed or last cleared by Dublin ATC, to LAPMO. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28L.
e. **Aircraft flying the ABLIN(L) STAR losing R/T contact should squawk A7600 and should continue to fly the STAR (including the sequence leg from SIVNA onwards) and complete the approach.**

5.3.2.2 Aircraft on Sequence Leg

a. Squawk 7600.
b. Complete the full STAR to LAPMO or ABIVU, depending on the runway in use.
c. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28L/R, depending on the runway in use.

5.3.2.3 Aircraft turned off the Sequence Leg

a. Squawk 7600
b. Descend to 3000ft QNH
c. In the most expeditious manner route to LAPMO/ABIVU to complete the instrument approach procedure for RWY28L/R, depending on the runway in use.

RWY 10L/R

5.3.2.4 Aircraft prior to sequence Leg Hold (ADNAL or BABON as appropriate) Squawk 7600

1. Proceed via the STAR to enter the appropriate Sequence Leg Hold (ie ADNAL or BABON) at the last cleared Flight Level

2. Commence descent in the Hold to the Sequence Leg Fight

3. Level (FL080 or FL070 as appropriate) specified on the chart at, or as close as possible to the expected approach time (EAT). If not EAT has been received and acknowledge descend at, or as close as possible to the estimated time of arrival resulting from the current flight plan.

4. Continue on the appropriate STAR Sequence Leg, complete the full STAR as filed or last cleared by Dublin ATC, to IFBAP or OSLEX as appropriate. After turning off the Sequence Leg descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach for landing on RWY10L/R, depending on the runway in use.

5.3.2.5 Aircraft on Sequence Leg.

a. Squawk 7600
b. Complete the full STAR and approach for RWY 10L/R, depending on the runway in use.
c. After turning off the Sequencing leg descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach on RWY 10L/R, depending on the runway in use.

5.3.2.6 Aircraft turned off the Sequence Leg

a. Squawk 7600

b. Descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach for landing on RWY 10L/R, depending on the runway in use.

5.3.3 Non RNAV capable Cat C/D aircraft.

Non RNAV capable Cat C/D aircraft should route, in the most expeditious manner, to the appropriate hold for the runway in use and hold using best navigation means available. From the hold proceed to, and complete in the most expeditious manner, the IAP for the runway in use.

6. Departure Procedures

6.1 Departure Clearance Service using Datalink (DCL)

6.1.1 Introduction

6.1.1.1 The DCL service uses the Aircraft Communications Addressing and Reporting System (ACARS). DCL messages are described in EUROCAE ED-85A Appendix A and ARINC 623-2.

6.1.1.2 DCL departure clearances are provided solely to those flights departing Dublin Airport.

6.1.1.3 Clearance Delivery Procedures via RT (voice) will be utilised in the event of datalink transaction failure.

6.1.1.4 Oceanic traffic can receive domestic clearances via ACARS.

6.1.2 Datalink procedure

6.1.2.1 The pilot will send a departure clearance request utilising the on-board datalink interface. Minimum 15 minutes before start-up. **Any slot times will be taken into account by the pilot in the request if appropriate**.

6.1.2.2 If the clearance is not received by the pilot within 3 minutes of the request the pilot will contact ATC through the normal RT communication channels and obtain a clearance on RT.

6.1.2.3 Where the pilot receives a Datalink reply and cannot accept the clearance he will contact ATC through the normal RT channels to obtain, an alternate clearance on RT.

6.1.2.4 If the pilot is satisfied with the Datalink clearance an acknowledgement message will be sent to the ground system.

6.1.2.4.1 If the ground system does not receive the acknowledgement message within 3 minutes after the clearance has been transmitted, or if an invalid message is received, ATC will contact the pilot through the normal VHF channels and issue the clearance via RT (voice).

6.1.2.5 All departure clearances issued through the normal VHF RT voice channels will cancel the DCL service.

6.2 RWY 28L, 28R, 10L, 10R, 16 and 34 Departures

6.2.1 Standard Instrument Departures (SID)

Aircraft on IFR flights departing from RWY 28L, 28R, 10L, 10R, 16 and 34 will proceed in accordance with Standard Instrument Departures (SID) WHICH ALSO INCLUDE MANDATORY NOISE ABATEMENT ELEMENTS for jet aircraft.

Category C and D departures shall remain on DUBLIN TOWER frequency until passing 2,000ft, then contact DUBLIN ACC Lower North/DUBLIN ACC Lower South as appropriate.

Where ICAO obstacle clearance criteria require minimum climb gradient greater than 3.3% the required values will be included in the SID.

As a cross check to confirm the correct SID has been selected in the FMS, Category C and D departures will be requested by CDS to confirm the first waypoint on the SID e.g. RWY 10R “DW553”.

6.2.2 OMNI Directional Departures

Aircraft subject to an OMNI Directional Departures instruction from RWY 28L, 28R, 10L, 10R, 16 and 34 climb

straight ahead to 3000ft, and then depart on track as cleared by ATC, maintain a minimum climb gradient of 6.6% for ATM (400ft/NM) (4% for obstacle clearance). Remain on DUBLIN TOWER frequency until passing 2,000ft, then contact DUBLIN ACC lower North/DUBLIN ACC Lower South as appropriate.
CAUTION: Close-in-obstacles (Mast, Poles, Fence, Trees, Equipment) exist.

6.3 Communications failure procedures for departing aircraft

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

Supplemented by the following:

i. For aircraft departing on a SID where no cruising level has been specified in the enroute clearance (and therefore no level specified in the Current Flight Plan) the climb, after the appropriate time interval, shall be to the level contained in the Filed Flight Plan.

ii. Aircraft routeing on a ROTEV SID expecting transition to BOYNE
Aircraft routeing on a ROTEV SID experiencing communications failure, and expecting transition to BOYNE, should continue to ROTEV, then, in the most expeditious manner, route to BOYNE to join the Current Flight Plan route. Maintain the last assigned level for a period of three minutes, and then climb to the level specified in the Current Flight Plan.

7. Low Visibility Procedures

7.1. Low Visibility Procedures

Low Visibility Procedures means procedures applied at an Aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs.
There is no approved CAT III approach for RWY 10L.

When Low Visibility Procedures are in force the following standard taxi route system applies:

Table 1: Single Runway Operations Runway 28L

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
28L	South and Main Apron (South of Link 4)	S5 or S7 to S, W2, M1 or S5 or S7 to S, W2, RWY 16, B2, B1/Z	B1 to E1 or Link 2, F1 to E1 or Link 3, F2, F1 to E1	All
28L	Main Apron (Link 4 to Link 6)	S5 or S7 to S, W2, RWY34, N, F-Outer	F3, F2, F1 to E1	All
28L	North Apron	S5 or S7 to S, W2, RWY34, N, K	AT6, DN/DS/C, F-Outer, F3, F2, F1 to E1	All
28L	West Apron (Northern stands)	S5 or S7 to S, W2, W3	W3, W2, M1, F3, F2, F1 to E1	All
28L	West Apron (Southern stands)	S5 or S7 to S, W2	W2, M1, F3, F2, F1 to E1	All
28L	Main Apron If Holding for a stand	S5 or S7 to S, W1	N/A	All

Table 2: Single Runway Operations Runway 10R

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
10R	South and Main Apron (South of Link 4)	E1,B1/F1 or S2, W1, H1 or RWY 34, H1	B1/Z, F1, F2, F3, M1, W2, S to S7 or Link 2, F2, F3, M1, W2, S to S7 or Link 3, F3, M1, W2, S to S7	All
10R	To South Apron if Holding for a stand	E1 or S2, W1, H1, F3, F2, F1, ,S1, B2	N/A	All
10R	Main Apron (Link 4 to Link 6)	E1, F1, F2, F3 or S2, W1, H1 or RWY 34, H1	F-Outer M1, W2, S to S7	All
10R	North Apron	E1, F1, F2, F3, F-Outer or S2, W1, RWY34, N, K	AT6 or DN/DS/C, F-Outer, M1, W2, S to S7	All
10R	West Apron (Northern stands)	S2, W1, RWY34, W2, W3 or RWY34, W2, W3	W3, W2, S to S7	All
10R	West Apron (Southern stands)	S2, W1, RWY34, W2 or RWY 34, W2, W3	W2, S to S7	All

Table 3: Single Runway Operations Runway 28R

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
28R	South and Main Apron (South of Link 4)	N5 or N7 to M, RWY16,M1/H1 or B2 to B1/Z	B1/Z, F1, F2, F3, F-Outer-N to N2 or Link 2, F2, F3, F-Outer-N to N2 or Link 3, F3, F-Outer-N to N2	All
28R	Main Apron (Link 4 to Link 6)	N5 or N7 to M, RWY16, M1	F-Inner, F-Outer, N, N2	All
28R	North Apron	N5 or N7 to M, RWY16-M1, F-Outer	AT6, DN/DS/C, F-Outer, N, N2	All
28R	West Apron (Northern stands)	N5 or N7 to M, RWY16, W3	W3, W2, M1, F-Outer, N, N2	All
28R	West Apron (Southern stands)	N5 or N7 to M, RWY16, W2	W2, M1, F-Outer, N, N2	All

Table 4: Segregated Parallel Runway Operations Runway 28

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE RWY 28L	DEPARTURE TAXI ROUTE RWY 28R	APRON TAXI ROUTES
28	South and Main Apron (South of Link 4)	S5 or S7 to S, W2, M1 or S5 or S7 to S, W2, RWY 16, B2, Z/B1	B1/Z, F1, F2, F3, H1/M1, RWY34, N to N2 or Link 2, F2, F3, H1/M1, RWY34, N to N2 or Link 3, F3, H1/M1, RWY34, N to N2	All
28	Main Apron (Link 4 to Link 6)	S5 or S7 to S, W2, M1	F-Outer, N to N2	All
28	North Apron	S5 or S7 to S, W2, M1	AT6, DN/DS/C, F-Outer, N to N2	All
28	West Apron (Northern stands)	S5 or S7 to S, W2, W3	W3, W2, RWY34, N to N2	All
28	West Apron (Southern stands)	S5 or S7 to S, W2	W2, RWY34, N to N2	All
28	Main Apron If Holding for a stand	S5 or S7 to S, W1	N/A	All

Table 5: Single Runway Operations Runway 10L

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
10L	South and Main Apron (South of Link 4)	N3 or N1 to N, F-Outer, F3, F2, F1, B1 or Z	B1/Z, F1, F2, F3, M1, RWY34, M, N6 or B1 or Z, B2, RWY34, M, N6 or Link 2, F2, F3, M1, RWY34, M, N6 or Link 3, F3, M1, RWY 34, M, N6	All
10L	Main Apron (Link 4 to Link 6)	N3 or N1 to N, F-Outer	F-Outer, M1, RWY 34, M, N6	All
10L	North Apron	N3, N, F-Outer or N3 or N1, N, K, C, AT6	AT6, DN/DS/C, F-Outer, M1, RWY 34, M, N6	All
10L	West Apron (Northern stands)	N3 or N1 to N, F-Outer, M1, W2, W3	W3, W2, RWY34, M, N6	All
10L	West Apron (Southern stands)	N3 or N1 to N, F-Outer, M1, W2	W2, RWY34, M, N6	All

Table 6: Segregated Parallel Runway Operations Runway 10

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE RWY 10L	DEPARTURE TAXI ROUTE RWY 10R	APRON TAXI ROUTES
10	South and Main Apron (South of Link 4)	N3 or N1 to N, RWY 16, TWY M1 or B2, B1/Z	B1/Z, F1, F2, F3, H1, W1, S to S7 or Link 2, F2, F3, H1,W1,S to S7 or Link 3, F3, H1, W1, S to S7	All
10	Main Apron (Link 4 to Link 6)	N3 or N1, N, RWY 16, M1	H1, W1, S to S7	All
10	North Apron	N3, N, RWY 16, M1, F-Outer, DS/DN/C or N3 or N1, N, K, C, AT6	AT6 or DN/DS/C F-Outer, H1, W1, S to S7	All
10	West Apron (Northern stands)	N3 or N1 to N, RWY 16, W2, W3	W3, W2, S to S7	All
10	West Apron (Southern stands)	N3 or N1 to N, RWY 16, W2	W2, S to S7	All

Note: Code C aircraft shall not be instructed to push back onto Taxiway Foxtrot Outer during Low Visibility Operations.

CAT II/III RWY holding positions will apply as follows:

Departure Runway	CAT II/III Holding Position
RWY 28L	TWY E1
RWY 10R	TWY S7
RWY 28R	TWY N2
RWY 10L	TWY N6

TWY/stopbar/centreline lighting will be in use.

Pilots will be informed by ATIS broadcast or RTF when Low Visibility Procedures have been initiated.

Full details of low visibility operations are available on request from AD Administration (EIDW AD 2.2)

A maximum taxiing speed limit of 15KT applies to all aircraft during the periods when Low Visibility Procedures are in force.

7.2. Low Visibility Take Offs (LVTOs)

Low Visibility Take-off (LVTO) means a take-off with a runway visual range (RVR) lower than 550m.

During LVP Operations, LVTOs are permitted from Runway 10R/28L and Runway 10L/28R.

It is the at the discretion of the PIC to depart based on their airline operating procedures in LVP conditions.

Take-offs are not available when IRVR values fall below 125m for the runway in use.

All IRVR readings for the departure runway in use must show 125m or greater.

ATC shall inform departing pilots when any IRVR values for the departure runway falls below 125m.

8. Holding Procedures

A standard rate of descent of between 500ft and 1000ft per min in holding patterns will be used unless otherwise instructed by ATC.

9. Operation of Mode S transponders on the Movement Area.

Mode S transponders shall be operated on the Movement Area in accordance with the following provisions:

9.1 Departing aircraft:

i. Set aircraft identification and, when received, set assigned Mode A code.
ii. Immediately prior to request for push back or taxi, or when advising Clearance Delivery that you are ready for push and start, whichever is earlier, select: “Automatic mode” (e.g.: AUTO) or, if automatic mode is not available, select “on” (e.g. ON or XPDR),
iii. Only when approaching the holding position of the departure runway, select “TCAS” (e.g.: TA/RA).

9.2 Arriving aircraft:

i. As soon as practicable after landing de-select “TCAS” (e.g.: deselect TA/RA),
ii. Select “automatic mode” (e.g.: AUTO) or, if automatic mode is not available, select “on” (e.g. ON or XPDR),
iii. Continue to squawk last assigned Mode A code until fully parked, When fully parked, select “standby” (e.g.: STBY).

10. VFR Procedures, Dublin CTR/CTA and environs

10.1 Flight Plan

Flight Plans are mandatory for flights within Dublin CTR/CTA. Flights planned to transit EIR23, EIR15, EIR16 should include this information in field 15 of the Flight Plan

Flights planning to enter or leave Dublin CTR should, when practicable, indicate in item 16 of the Flight Plan, an alternate aerodrome situated outside Dublin CTR.

Where the flight destination is not an aerodrome licensed for public use, the address of the place of intended landing together with the name and telephone number of the property owner should be indicated in field 18 of the Flight Plan.

10.2 Special VFR is available within Dublin CTR in accordance with the provisions of EU Reg. No 923/2012 - SERA.5010 Special VFR in control zones.

10.3 Flight Information Service is provided H24. When required and as promulgated by ATIS, a discrete frequency (118.500 MHz) is allocated to the provision of FIS for aircraft in class G airspace.

10.3.1 Low Flying Aircraft Radio Communications

When flying at low level, in or around mountainous terrain or in other regions with poor radio communication, radio transmissions to and from ground might not be possible due to obstacles affecting line of sight VHF radio communications.

Aircraft at low level <1500ft (where the radio horizon is roughly 55 miles/90km) and below may have difficulties establishing and/or maintaining radio communication with Dublin FIS radios located at Dublin Airport in the area south of the Wicklow mountains or at the boundaries of the Dublin CTA due to radio horizon and radio line of sight due to terrain obstacles, coupled with the aircraft antennas fitted.

Aircraft should consider problems with establishing and/or maintaining radio communication with Dublin FIS.

10.4 Landing Lights should be shown at all times during flight within Dublin CTR.

10.5 ATC Clearances for flights departing from within Dublin CTR.

Prior to departure

i. From Dublin Airport by request for start up to Dublin Ground, 122.985MHz or 121.800 MHz if non 8.33kHz equipped.

ii. Other than Dublin Airport

- Contact Dublin ATC by telephone for prior approval
- Request for start/lift to Dublin Tower from frequency issued in prior approval
- If no RTF two-way communication can be established, contact Dublin ATC by telephone and request a time for take off / Lift off.

Take off / Lift without prior two-way communications with Dublin ATC is not permitted.

10.6 **ATC Clearances for flights arriving to destinations within Dublin CTA/CTR**

Prior to penetration of Dublin CTA/CTR, by submitting a request at least 10 minutes before ETA at the airspace boundary to the relevant ATSU as follows:

a. Dublin Tower:

- 118.600 MHz for entry to the Dublin CTR South of Dublin Airport
- 124.680 MHz for entry to the Dublin CTR North of Dublin Airport (non 8.33kHz equipped aircraft contact 128.800);

b. Dublin ACC Lower North, Channel 132.580 for entry to the Dublin CTA, North Sector;

c. Dublin ACC Lower South, 120.755 for entry to the Dublin CTA, South Sector.

d. Dublin ACC, for entry to the Dublin CTA, non 8.33 kHz equipped, 124.650 MHz or 126.250 MHz

Note: Dublin ACC Lower North Sector is divided from Dublin South Sector by a boundary line extending along the extended centreline of RWY 10R/28L.

10.7 VFR Routes

10.7.1 **Flights departing/arriving at Dublin Airport are normally cleared as follows:**

i. North arrivals/departures: via Skerries VFR Route or Naul Town VRP
ii. West arrivals/departures: via Skerries VFR Route, Dunshaughlin VFR Route or Naul Town VRP
iii. South arrivals: As instructed by Dublin Tower
iv. South West arrivals
- Fixed wing flights to enter the Dublin CTR at The Square, Tallaght, Dunshaughlin VRP, Naul Town VRP or Skerries VRP
- Helicopter flights to enter Dublin CTR at Redcow Roundabout or The Square, Tallaght

v. South departures
- As instructed by Dublin Tower,
  or
- Flights intending to transit EIR15 are cleared to either Palmerston Roundabout Hold or Marley Park Hold to await onwards clearance from Baldonnel Tower.

10.7.2 **Flights with departure/destination other than Dublin Airport are normally cleared as follows:**

i. North arrivals/departures
- As directed by Dublin ATC, or
- Skerries VFR route or Naul Town VRP.

ii. West arrivals/departures
- As instructed by Dublin ATC, or
- Skerries VFR Route, Dunshaughlin VFR route or Naul Town VRP.

iii. South west arrivals
- As instructed by Dublin ATC, or

- Helicopter VFR flights to enter Dublin CTR at Red Cow Roundabout or The Square, Tallaght. or
- Fixed-wing VFR flights to enter the Control Zone at Dunshaughlin VRP, Naul Town VRP or Skerries VRP.

iv. South arrivals as instructed by Dublin ATC.

v. South departures

- As instructed by Dublin ATC, or
- Flights intending to transit EIR15 route to either the Palmerston Roundabout Hold or the Marley Park Hold to await onwards clearance from Baldonnel Tower

vi. Weston arrivals from the East

- As instructed by Dublin ATC, or
- Weston VFR Route

10.8 Visual Holding Patterns

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

10.8.1 Broad Meadow Bridge (532756.45N 0061125.11W (WGS-84)

Left-hand pattern, based on the M1 motorway bridge, which crosses the Broad Meadow estuary.

Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 187° M. Minimum holding altitude is 1000ft QNH.

The following criteria also apply:

On arriving overhead the Fix, left turn onto the outbound leg should be initiated before the southern shore of the Broad Meadow estuary.

Left turn onto the inbound leg to the Fix should be completed to the east of the M1/N1 road.
The inbound leg to the fix should remain east of the M1/N1 road at all times.

Broad Meadow Bridge Holding Pattern is not available when Runway 10L is in use.

10.8.2 Palmerston Roundabout (532124.26N 0062303.57W (WGS-84)

Left-hand pattern, based on the Palmerston roundabout, which intersects the M50 motorway and the M4/N4 road. Outbound leg is 1 minute, flown at 90 KT IAS. Inbound track 277° M. Minimum holding altitude is 1700ft QNH.

10.8.3 Marley Park House (531636.19N 0061601.09W (WGS-84)

Right hand pattern, based on Marley Park House, a large manor house inside the grounds of Marley Public Park. Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 284° M. Minimum holding altitude is 1700ft QNH.

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

Location	Coordinates
VRP Ashbourne Town	533043.95N 0062354.93W
VRP Baily Lighthouse	532141.65N 0060308.76W
VRP Ballymun Centre	532339.93N 0061554.74W
VRP Bray Head	531119.49N 0060503.83W
VRP Cellbridge Town	532020.42N 0063222.16W
VRP Donadea Wood	532021.28N 0064449.03W
VRP Dunboyne Town	532517.22N 0062836.15W

Location	Coordinates
VRP Dunshaughlin Town	533051.04N 0063228.82W
VRP Dunsoghly Castle	532537.48N 0061910.36W
VRP Garristown Village	533400.27N 0062258.13W
VRP Heuston Station	532046.18N 0061746.66W
VRP Kilcock Town	532358.13N 0064005.43W
VRP Killiney Hill	531555.09N 0060714.33W
VRP Kilteel Village	531410.34N 0063128.07W
VRP Lambay Island	532929.64N 0060057.65W
VRP Malahide Town	532704.80N 0060859.56W

10.9 Circuit Operation,

Dublin Airport Circuit training is not permitted at Dublin Airport.

10.10 Radio Communications Failure Procedures – VFR Traffic

10.10.1 Departure Traffic

Proceed in accordance with the ATC clearance last received and acknowledged and land at the most suitable aerodrome located outside Dublin Control Zone. Report arrival to an appropriate ATC unit by the most expeditious means.

10.10.2 Arrival Traffic

If outside the control Zone, proceed with the flight plan route, remaining clear of the Control Zone and comply with flight plan closure procedures, or

If within the Control Zone, EXIT, ensuring that the aircraft remains clear of Dublin Aerodrome and the approach and Take off path of the Runway(s) in use.

EIDW AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

Bird Hazard Information

Migrating birds over flying airfield between 1000ft to 10000ft. Possible strikes for both arriving and departing aircraft. Also possible increase in bird strikes from seagulls on days of low pressure due to gulls coming inland.

Refer to ENR 1.6 2.8 Monitoring Codes

Code F

Dublin Airport has a minimal capacity to handle Code F aircraft for diversions, exceptional and planned movements. Operators should give as much advance notice as possible to ensure sufficient resources are in place. Dublin Airport maintains the right to refuse based on aircraft stand availability.

Dublin Airport is available for B777-800 and B777-900 aircraft operation. If the wing tips fail to fold after the landing at Dublin Airport, pilot is required to inform ATC and request a follow-me service to stand. Pilots must proceed with caution and follow all the instructions from the follow-me provider.

Helicopter Operations

Helicopter operations are not permitted at Dublin Airport, unless, prior approval has been granted and the Helicopter has originated from an Aerodrome with a CPSRA. Only Search and Rescue Helicopters are exempt from this requirement.

Provision of information to the IATA Standard for AOS:

1. DAA requires that airlines and handling agents submit messages for inbound and outbound Dublin Flights, in the standard format described in the IATA Airport Handling Manual.

2. The address that all the SITA messages shall be sent to is DUBRN7X.

3. The following are the three principal message types to be submitted to daa:

   a. Load messages (AHM 583).

   b. Statistical load summary (AHM 588).

   c. Aircraft movement message (AHM 780).

4. Passenger Services Messages (PSMs) and Passenger Transfer Messages (PTMs) are also processed by the AOS. A standard format is required. Examples of the appropriate formats for these and other message types, including those related to passengers are available on the Dublin Airport Operations Library.

EIDW AD 2.24 CHARTS RELATED TO AN AERODROME

EIDW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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EINN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EINN –SHANNON/International

EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EINN AD 2.3 OPERATIONAL HOURS

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

EINN AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

EINN AD 2.5 PASSENGER FACILITIES

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

EINN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

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

EINN AD 2.10 AERODROME OBSTACLES

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

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

EINN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EINN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

EINN AD 2.13 DECLARED DISTANCES

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

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

EINN AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EINN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EINN AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR or FATO** **Geoid undulation**	Nil Nil

2	**TLOF and/or FATO elevation**	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 EINN 2.20, Section 3.5

EINN AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Shannon Control Zone Circle, Radius 15NM 524207N 0085529W (Shannon ARP) (See Remarks)
2	**Vertical limits**	5000ft AMSL
3	**Airspace classification**	C (See Remarks)
4	**ATS unit call sign Language(s)**	Shannon Tower English
5	**Transition altitude**	5000ft
6	**Remarks**	The following airspace within the Shannon Control Zone is uncontrolled • Circle, radius 1.5 NM 523958N 0084053W, SFC to 1000ft AMSL. • Area within bearings from 045º True BRG clockwise to 180ºTrue BRG from 523958N 0084053W to INT with boundary

EINN AD 2.18 ATS COMMUNICATIONS FACILITIES

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

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 2º W 2026	SHA	113.300 MHz	H24	524315.6N 0085306.8W	200ft		Designated Operational Coverage 300 NM/70,000ft 180ºTrue BRG to 360º True BRG. Designated Operational Coverage 100 NM/50,000ft.
NDB	FOY	395 kHz	H24	523358.5N 0091143.5W			Designated Operational Coverage 50 NM
ILS LOC RWY 06 CAT 1 2º W 2025	ISE	109.5 MHz	H24	524245.3N 0085408.2W			Coverage restricted to 35º either side of course line. Signals received outside coverage sector, (including back beam radiation), should be ignored.
ILS GP RWY 06		332.6MHz	H24	524147.2N 0085623.1W			GP Angle 3º RDH 55ft Full scale fly down indication may not be maintained when above GP sector. Full scale fly up indication may not be maintained when left of LOC sector and below GP.
ILS DME RWY 06	ISE	CH32X (109.5 MHz)	H24	524147.2N 0085623.1W	100ft		DME Zero ranged to THR 06. DME zero range is displaced from DME antenna by 445M.
ILS LOC RWY 24 CAT II 2º W 2025	ISW	110.95MHz	H24	524129.4N 0085649.4W			Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LOC coverage below 3000ft MSL AT 25 NM EINN
ILS GP RWY 24		330.65MHz	H24	524232.1N 0085447.7W			GP Angle 3° RDH 59ft
LO RWY 24	OL	339 kHz	H24	524456.4N 0084926.0W			Designated Operational Coverage 15NM
OM RWY 24	2 Dashes per sec	75 MHz	H24	524455.5N 0084927.0W			
MM RWY 24	Dots and Dashes	75 MHz	H24	524254.8N 0085347.9W			
ILS DME RWY 24	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft		DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M.

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

EINN AD 2.20 LOCAL AERODROME REGULATIONS

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

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

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

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

Phone:+ 353 61 712 240

or

Phone:+ 353 61 712 241

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

3. Availability of Intersection Take-Off's

3.1 Take-off's using less than the full length of the runway are available from TWY/RWY intersections as listed in section 3.5
The datum from which the reduced declared distances on Runway 06/24 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

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

3.3 Intersection take-off are subject at all times to pilots discretion and aircraft operational requirements. Pilots should advise as early as possible of their abililty to accept or request intersection take-off.

3.4 Approval for intersection take-off's is subject to the air traffic situation.

3.5 All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EINN AD 2.21 NOISE ABATEMENT PROCEDURES

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

EINN AD 2.22 FLIGHT PROCEDURES

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

2. SID and STAR

2.1 RNAV Equipped Aircraft

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

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

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

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

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

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

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

2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

3. Visual Manoeuvring Approaches

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

4. Speed Control – General Provisions
Speed Restrictions

General	Routeing to Holds	Initial Segment	Final Approach	REMARKS
Below FL100, Max IAS 250KT	At DERAG and ELPOM, Max IAS 220KT	Max IAS 210KT	Recommended IAS 160 KT from FAF to OM	1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

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

5.2 Initial Approach Procedures.

5.2.1 With Radar Control

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

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

Actual descent clearance will be as directed by ATC.

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

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

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

5.2.4 Communications failure procedures for arriving aircraft.

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

Supplemented by the following:

Traffic cleared on STAR

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

Traffic Radar vectored to final approach

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

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

6. Departure Procedures

6.1 RWY's 06 and 24

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

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

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

6.2 OMNI-Directional Departures:

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

6.3 Communications failure procedures for departing aircraft.

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

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

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

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

7. Low Visibility Procedures

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

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

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

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

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

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

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

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

7.8 Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

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

EINN AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

EINN AD 2.24 CHARTS RELATED TO AN AERODROME

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

EINN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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EIDL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDL – DONEGAL

EIDL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	550239N 0082028W Mid-point RWY 02/20
2	**Direction and distance from (city)**	2NM SW of Bunbeg
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	30ft/19.1°C (Max Temp) 2.2°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	189ft
5	**MAG VAR/Annual change**	2° W (2026)/-11'W
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Donegal Airport Co, Carrickfinn, Kincasslagh, Co. Donegal. F94 X2RH Phone:+353 74 954 82 84 Email: info@donegalairport.ie Email: atc@donegalairport.ie URL: www.donegalairport.ie AFS: EIDLZTZX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EIDL AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	Winter: MON-SUN 0740-0830, 0900-1300, 1330-1700, 1800-2010 Summer: MON-SUN 0640-0730, 0800-1200, 1230-1600, 1700-1910 Variations promulgated by NOTAM.
2	**Customs and immigration**	CUSTOMS: 24HR PN required to AD Operator for non-EU flights (including countries outside the fiscal area of the EU), 12HR PN required to AD Operator for countries within the EU. IMMIGRATION: 24HR PN required to AD Operator.
3	**Health and sanitation**	As ATS
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	As ATS
6	**MET Briefing Office**	See Remarks

7	**ATS**	**Winter**: MON-SUN 0740-0830, 0900-1300, 1330-1700, 1800-2010 **Summer**:MON - SUN 0640-0730, 0800-1200, 1230-1600, 1700-1910 Variations promulgated by NOTAM.
8	**Fuelling**	As ATS
9	**Handling**	As ATS
10	**Security**	H24
11	**De-icing**	OCT-APR On request
12	**Remarks**	AVBL outside published HR, 24HR PN to AD Operator PIB AVBL from AIS, Shannon see GEN 3.1.5 MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4 PPR required in advance for all flights, contact AD Operator

EIDL AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Contact Aerodrome Operator
2	**Fuel/oil types**	JET A1,
3	**Fuelling facilities/capacity**	1 Truck 10,000L JET A1
4	**De-icing facilities**	AVBL Mobile Unit
5	**Hangar space available for visiting aircraft**	40Mx30M
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Handling services AVBL within AD HR by arrangement with the AD. Out of hours available upon request.

EIDL AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Available within 2 miles. B+B Near AD
2	**Restaurant(s) at or in the vicinity of AD**	At AD and in local towns.
3	**Transportation possibilities**	Taxis and Car Hire from the AD LocalLink - https://www.transportforireland.ie/tfi-local-link/
4	**Medical facilities**	First Aid at AD. Medical Centres 10 km. Hospital 60km.
5	**Bank and Post Office at or in the vicinity of AD**	Bank available in Dungloe & Falcarragh. Post Office in Annagry and ATM facilities at AD.
6	**Tourist Office**	Tourist Information available at AD.
7	**Remarks**	Nil

EIDL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT5 Scheduled Flights.
2	**Rescue equipment**	2 x Panther with support equipment.
3	**Capability for removal of disabled aircraft**	No lifting capability on site, outside contractor resources can be arranged for aircraft up to 25 tonne, please contact the Disabled Aircraft Coordinator – Airport Duty Manager email: Email: info@donegalaiport.ie Phone:+ 353 7495 48284
4	**Remarks**	Fire Cover available during Operating HR

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

1	**Type(s) of clearing equipment**	2 Ploughs, 1 Brush & 2 RWY De-icer Sprayers
2	**Clearance priorities**	RWY 02/20 and associated TWY to Apron
3	**Use of material for movement area surface treatment**	KAC as required
4	**Specially prepared winter runways**	Nil
5	**Remarks**	Nil

EIDL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	North Apron	Surface: Strength:	Bitumen/Macadam PCR 134/F/C/X/T	
		South Apron	Surface: Strength:	CONC MTOW - 5,700kg	
2	**Taxiway designation, width, surface and strength**	**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
		A	25M	Bitumen/ Macadam	PCR 134/F/C/X/T
		B	12M	CONC	MTOW 5,700kg
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EIDL 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 Position. Guide Lines at Apron
2	**RWY/TWY markings and LGT**	RWY: Marked: Designator, THR, Centreline, RWY End Turnaround Areas Guidance, Aiming Point. Lighted: THR, End, Edge TWY: Marked: Centreline, Holding position. Lighted: Edge
3	**Stop bars and RWY guard lights**	Nil
4	**Other RWY Protection measures**	Nil
5	**Remarks**	Nil

EIDL 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**
Contact atc@donegalairport.ie for more information					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact atc@donegalairport.ie for more information					

EIDL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Central Aviation Office, Shannon Airport see GEN 3.5.4
2	**Hours of service** **MET Office outside hours**	Refer to EIDL AD 2.3
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Met Eireann Central Aviation Office, Shannon. 9HR. 0500, 0800, 1100, 1400, 1700.
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.
9	**ATS units provided with information**	EIDL TWR
10	**Additional information (limitation of service, etc.)**	Automatic Weather Station Phone:+353 74 9548921 METAR - Interval of issuance 30mins. Refer to GEN 3.5.4.2 to request additional information.

EIDL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) 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
02	020.39°	1495 x 30	134/F/C/X/T ASPHALT -	550222.72N 0082038.20W 550257.85N 0082015.45W 189ft	2.8M/9.1ft
20	200.40°	1495 x 30	134/F/C/X/T ASPHALT -	550257.85N 0082015.46W 550221.37N 0082039.07W 189ft	9.3M/30.4ft

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 EIDL AD 2.24-2	Nil	279 x 150	1562 x 150	120 x 60	Nil	Nil	RWY 02 THR Displaced 209M RWY surface grooved
	Nil	74 x 150	1562 x 150	120 x 60	Nil	Nil	RWY 20 THR Displaced 129M RWY surface grooved

EIDL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	1314	1593	1314	1159	THR 02 Displaced 209M

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
20	1332	1406	1332	1203	THR 20 Displaced 129M
Note: Start of take-off run available for RWY 02 commences at 155M before displaced threshold RWY 02.					

EIDL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT 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
02	LIH 420M, 1 crossbar at 300M.	DTHR. LIH Elev. Green WBAR	PAPI, left Slope 3.3° MEHT43ft	Nil	Nil	Elevated LIH directional, 1500M, 60M, White.	End LIH Inset RED END (Turning Area Elevated RED)	Nil	Nil
20	LIH 455M, 1 crossbar at 345M.	DTHR. LIH Elev. Green WBAR	PAPI, left Slope 3.3° MEHT 43ft	Nil	Nil	Elevated LIH directional, 1500M, 60M, White,	End LIH Inset RED (Turning Area) Elevated RED	Nil	Nil
Note: All runway lighting are LED.									

EIDL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	At Hangar 550217N 0082030W, FLG White/Green, 24 per min. As per ATC.
2	**LDI location and LGT** **Anemometer location and LGT**	WDI (South) 150M from DTHR 02 Lighted WDI (North) 150M from DTHR 20 Lighted Anemometer east abeam mid-point and lighted.
3	**TWY edge and centre line lighting**	Elevated Blue Omni-directional TWY Edge Elevated Blue Omni-directional TWY Edge for Runway End Turning Areas
4	**Secondary power supply/switch-over time**	Secondary Power Supply to all Lighting at AD. Switch-over time: 12 to 15 SEC.
5	**Remarks**	Nil

EIDL 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 AD-2.20

EIDL AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Donegal Control Zone. Circle radius 10NM 550239N 0082028W (Donegal ARP) within Shannon FIR.
2	**Vertical limits**	5000ft AMSL
3	**Airspace classification**	C G (outside hours of operation of ATC)
4	**ATS Unit call sign Language(s)**	Donegal Tower. Donegal Information (during the hours of AFIS operation) English.
5	**Transition altitude**	5000ft
6	**Hours of applicability**	Nil
7	**Remarks**	Flight plans mandatory during ATS hours of operation. The hours of CTR and operation of AFIS are promulgated by NOTAM.

EIDL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Donegal Tower	129.805	Nil	Nil	As for ATS EIDL AD 2.3	Nil
GND	Donegal Ground	129.805	Nil	Nil	As for ATS EIDL AD 2.3	Nil
AFIS	Donegal Information	129.805	Nil	Nil	As for ATS EIDL AD 2.3	During the hours of AFIS operation. Check NOTAM.
ATIS	Donegal ATIS	129.930	Nil	Nil	As for ATS EIDL AD 2.3	Nil

EIDL 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
NDB	CFN	361kHz	H24	550238.4N 0082021.2W			Designated Operational Coverage 25 NM

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	IFN	110.3 MHz (CH 40x)	H24	550238.2N 0082022.2W	32ft		Designated Operational Coverage 20 NM DME reads Zero at DTHR 02/20. DME IFN 110.3 MHZ CH 40X. Due high ground, may not be received vicinity QDR 063-074 and 105-125 NDB CFN 361KHZ outside 20NM below 4500ft AMSL.
LOC 20	IFN	110.3 MHz	H24	550215.9N 0082042.6W			Coverage +/- 10º at 18nm, Restriction: +/- 35º at 10nm

EIDL AD 2.20 LOCAL AERODROME REGULATIONS

1. Aircraft landing, take-off and manoeuvring on taxiways and apron areas outside published opening hours is illegal unless such permission has been obtained in advance or in the event of an emergency.

2. Runway Operations and RED Runway Operational and Runway End Lights

   The end of the TORA and LDA for Runway 02 is marked by a row of inset RED Runway Operational lights across the northern part of the runway, 129M from the north end of the runway pavement.

   The end of the TORA and LDA for Runway 20 is marked by a row of inset RED Runway Operational lights across the southern part of the runway, 163M from the south end of the runway pavement.

   The inset RED lights marking the end of the above declared operational distances are normally energised ON, and showing a red colour, when the runway is active at such times when the runway lighting is required.

   In addition to these lights, a row of elevated RED Runway END Lights is installed at the extreme ends of the runway pavement to mark the physical end of the runway pavement and the limits of the Runway End Turning Areas. These Runway END Lights will normally be OFF during take-off and landing operations on the runway, and only illuminated by ATC following a landing, or prior to an aircraft commencing its take-off run, in order to mark the end of the pavement so that aircraft may safely execute a 180° turn on the pavement in the Runway End Turning Areas.

   Aircraft landing on Runway 02 or Runway 20 may, after landing, taxi across the inset RED lights for the purposes of turning in the Runway End Turning Areas once ATC has switched ON the red Runway End Lights. Similarly, for aircraft taxiing on the runway to take off from Runway 20, these may taxi across the RED Operational Lights once ATC has switched ON the Runway END lights so that a turn may be made in the Runway End Turning Area.

3. The take-off run available (TORA) RWY 02 is displayed on illuminated signs adjacent to the runway.

4. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EIDL AD 2.21 NOISE ABATEMENT PROCEDURES

Operation is unrestricted

EIDL AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

Clearance to enter the CTR

Shannon ATS will clear arriving traffic to descend to the lowest useable flight level within controlled airspace (FL080/ Shannon Transition level if higher). EIDL 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 Donegal ATC. Clearance to enter the CTR will be provided by ATC EIDL on 129.805. Arriving aircraft to call no later than 25 DME IFN from EIDL.

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.

Arrival routes may be varied at the discretion of ATC. Arrival Routes are based on the holding pattern established at CFN.

EIDL ATC will issue expected approach times as appropriate for use in the event of a communication failure.

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. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures

Reduced Aerodrome Visibility Procedures are approved for operations on Runway 02 and for Runway 20

3.1 Reduced Aerodrome Visibility Procedures (RAVP)

Reduced Aerodrome Visibility Procedures come into effect when:

A. The visibility on any part of the aerodrome is insufficient for ATC to exercise control over all traffic on the basis of visual surveillance; or

B. The visibility on any part of the aerodrome is less than 1400M.

The Maximum allowable movement rate on the manoeuvring area when RAVPs are in force is 3 (2 aircraft and 1 vehicle or 2 vehicles and 1 aircraft).

EIDL AD 2.23 ADDITIONAL INFORMATION

Strip dimensions and obstacle limitation surfaces are appropriate to a Code Number 2 Non-Precision Approach Runway. Aircraft operators are to be aware that the full provision of runway strip, i.e. 1562m by 140m is not available in the North Eastern portion of the airfield for RWY 20 take-off operations. The full Runway End Safety Area (RESA) dimensions, as promulgated are available i.e. 120m x 60m at all times.

Full distance for RWY strip width is maintained in the RWY 02 direction to 33.5m beyond the end of the runway pavement. The fenceline then curves inwards and reduces the strip width to a distance of 36m at the narrowest point.

Wind shear and turbulence may be experienced in the lee of Mt. Errigal.

Caution wind shear and turbulence may be experienced on APP to RWY 20 in winds in the range of 250° - 300°.

EIDL AD 2.24 CHARTS RELATED TO AN AERODROME

EIDL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

Procedure	Procedure minima affected
RNP RWY 02	The OCS is not penetrated
NDB/DME RWY 02	The OCS is not penetrated
RNP RWY 20	The OCS is not penetrated
LOC RWY 20	Not Applicable
NDB/DME RWY 20	The OCS is not penetrated

AERODROME CHART - ICAO

ARP 55 02 39N 008 20 28W AD ELEVATION 30FT

CONSULT NOTAM FOR LATEST INFORMATION

DONEGAL AIRPORT IRELAND

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY/TWY/APRON	SURFACE	BEARING STRENGTH	WIDTH
RWY 02/20	Asphalt (Grooved)	PCR 134/F/C/X/T	30m
TAXIWAY A	Asphalt	PCR 134/F/C/X/T	25m
TAXIWAY B	Concrete	MTOW - 5,700kg	12m
NORTH APRON	Bitumen/ Macadam	PCR 134/F/C/X/T	-
SOUTH APRON	Concrete	MTOW - 5,700kg	-

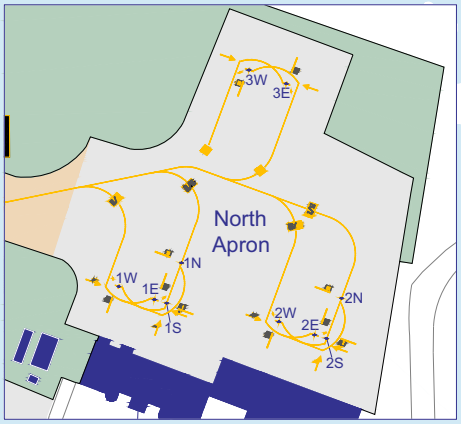
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position

BEARINGS ARE MAGNETIC

LINEAR DIMENSIONS IN METRES

ELEVATIONS IN FEET AMSL	192
HEIGHTS IN FEET ABOVE AD	(68)

APRON ELEVATION 10FT



Stand	Latitude	Longitude	Conditions	Max Wingspan	Max Length
1E	550218.39N	0082032.88W	Self Manoeuvring	29.6m	27.1m
1N	550218.85N	0082032.29W	Self Manoeuvring	29.6m	27.1m
1S	550218.35N	0082032.61W	Self Manoeuvring	29.6m	27.1m
1W	550218.55N	0082033.65W	Self Manoeuvring	29.6m	27.1m
2E	550217.96N	0082029.40W	Self Manoeuvring	29.6m	27.1m
2N	550218.42N	0082028.82W	Self Manoeuvring	29.6m	27.1m
2S	550217.92N	0082029.14W	Self Manoeuvring	29.6m	27.1m
2W	550218.12N	0082030.17W	Self Manoeuvring	29.6m	27.1m
3E	550221.09N	0082030.04W	Self Manoeuvring	29.6m	27.1m
3W	550221.26N	0082030.85W	Self Manoeuvring	29.6m	27.1m

LEGEND	
RVR	
Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
Non-Directional Radio Beacon (NDB) Lit	
Distance Measuring Equipment (DME) Lit	
LOC Lit	
Runway Holding Position Pattern A	
Runway Holding Position Designator	A
RWY End Lights	
RWY THR Identification Lights	
Precision Approach Path Indicator (PAPI)	

ATS COMMUNICATION FACILITIES			
Service	Call Sign	Channel	Remarks
TWR	Donegal Tower	129.805	Nil
GND	Donegal Ground	129.805	Nil
ATIS	Donegal ATIS	129.930	
AFIS	Donegal AFIS	129.805	

CHANGE: North Apron stands surveyed. SLC Geomatic Solutions.

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DIMENSIONS AND ALTITUDES IN METRES

AERODROME OBSTACLE CHART - ICAO

TYPE A - OPERATING LIMITATIONS

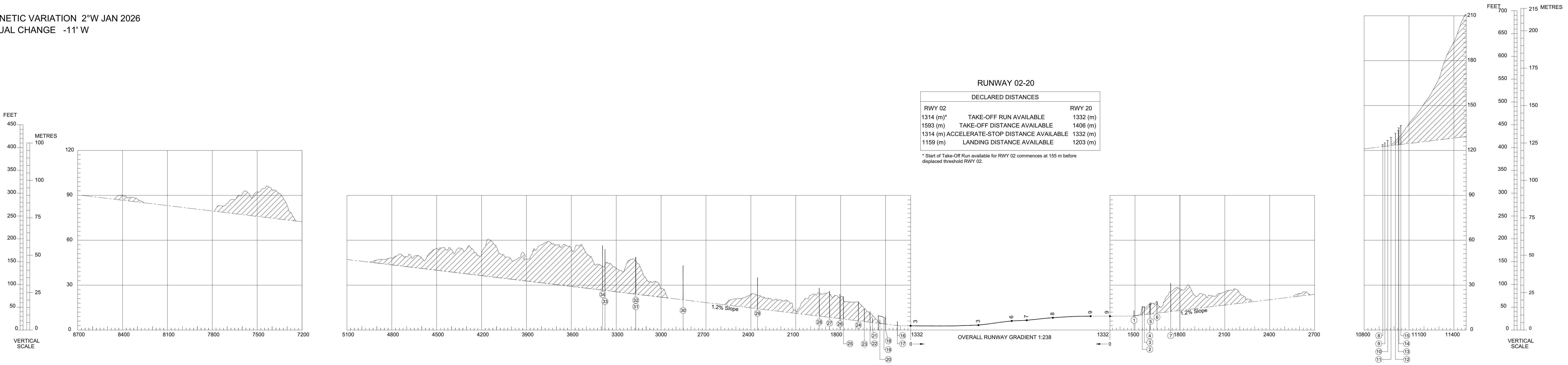
DONEGAL AIRPORT / IRELAND

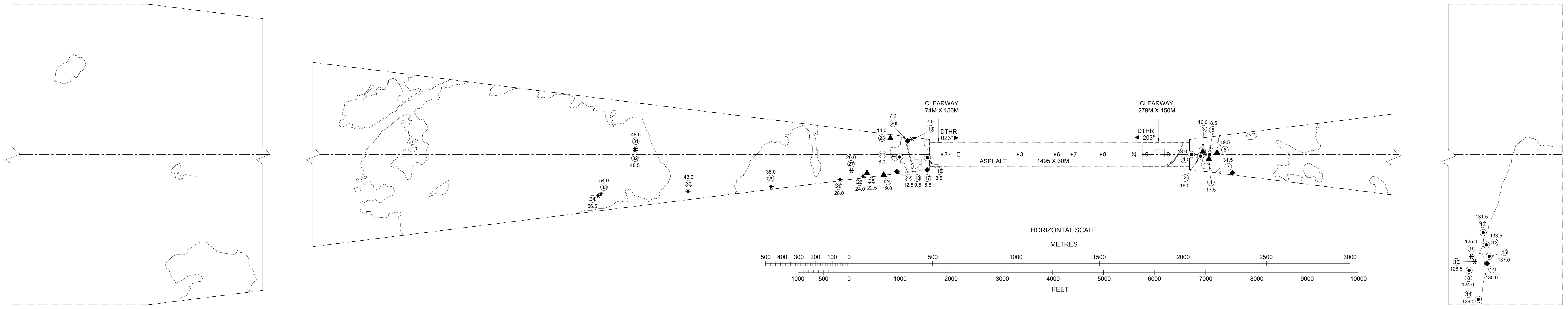
MAGNETIC VARIATION 2°W JAN 2026
ANNUAL CHANGE -11' W

RUNWAY 02-20

DECLARED DISTANCES		
RWY 02		RWY 20
1314 (m)*	TAKE-OFF RUN AVAILABLE	1332 (m)
1593 (m)	TAKE-OFF DISTANCE AVAILABLE	1406 (m)
1314 (m)	ACCELERATE-STOP DISTANCE AVAILABLE	1332 (m)
1159 (m)	LANDING DISTANCE AVAILABLE	1203 (m)

* Start of Take-Off Run available for RWY 02 commences at 155 m before displaced threshold RWY 02.





Obstacle Number	Survey Number	Description	Latitude	Longitude	Height m
1	1246	APPROACH_LIGHT	550306.6362N	0082009.7562W	13.05
2	1243	APPROACH_LIGHT	550308.1864N	0082008.1801W	15.80
2b	1244	APPROACH_LIGHT	550308.1606N	0082008.0350W	15.83
2c	1240	APPROACH_LIGHT	550308.2999N	0082008.6841W	15.86
2d	1241	APPROACH_LIGHT	550308.2524N	0082008.4570W	15.88
3	1263	TERRAIN	550308.9252N	0082009.3334W	15.91
4	1266	TERRAIN	550309.5048N	0082006.2538W	17.64
5	1234	APPROACH_LIGHT	550309.9692N	0082007.6034W	18.30
6	1264	TERRAIN	550311.4182N	0082007.3219W	19.27
7	1281	BUILDING	550312.8322N	0081959.1577W	29.25
7a	1279	BUILDING_CHIMNEY	550312.8781N	0081958.9085W	31.14
7b	OSi_246	BUILDING	550312.9779N	0081958.5141W	31.25
8	1442	UTILITY_POLE	550744.6815N	0081627.5344W	123.87
9	1465	TREE	550746.0362N	0081631.6313W	125.08
10	1464	TREE	550746.2667N	0081629.6384W	126.63
11	1445	UTILITY_POLE	550744.3714N	0081617.2031W	128.78
12	1439	UTILITY_POLE	550749.7806N	0081637.8083W	131.57
13	1440	UTILITY_POLE	550749.5358N	0081633.5336W	133.29
14	1461	BUILDING_CHIMNEY	550748.4142N	0081627.6071W	135.08
15	1441	UTILITY_POLE	550749.2830N	0081629.5741W	136.79

Obstacle Number	Survey Number	Description	Latitude	Longitude	Height m
16	1601	SIGN	550218.4900N	0082039.7822W	3.47
17	1040	BUILDING	550217.6487N	0082035.9846W	5.73
18	1584	MOBILE_OBSTACLE	550215.2585N	0082037.5424W	7.53
18a	1585	MOBILE_OBSTACLE	550215.3335N	0082038.1899W	7.49
18b	1586	MOBILE_OBSTACLE	550215.4115N	0082038.8505W	7.52
18c	1587	MOBILE_OBSTACLE	550215.5199N	0082039.5801W	7.43
18d	1588	MOBILE_OBSTACLE	550215.3435N	0082039.7137W	7.62
18e	1589	MOBILE_OBSTACLE	550215.3602N	0082040.5751W	7.69
18f	1597	MOBILE_OBSTACLE	550216.7178N	0082047.5484W	8.81
18g	1590	MOBILE_OBSTACLE	550215.4294N	0082041.7603W	7.87
18h	1591	MOBILE_OBSTACLE	550215.5042N	0082042.9278W	8.00
18i	1592	MOBILE_OBSTACLE	550215.5660N	0082044.0363W	8.41
18j	1596	MOBILE_OBSTACLE	550216.3303N	0082047.8177W	9.19
18k	1593	MOBILE_OBSTACLE	550215.6346N	0082045.1894W	8.76
18l	1594	MOBILE_OBSTACLE	550215.7138N	0082046.3714W	8.85
18m	1595	MOBILE_OBSTACLE	550215.8151N	0082047.9920W	9.49
19	1549	FENCE	550216.9860N	0082047.3108W	5.87
19a	1548	FENCE	550216.6326N	0082047.5452W	6.33
19b	1547	FENCE	550216.2652N	0082047.7832W	6.79
19c	1546	FENCE	550215.8996N	0082048.0204W	7.25
20	1532	BUILDING	550216.0688N	0082047.4646W	6.82
21	1002	APPROACH_LIGHT	550213.4862N	0082043.2704W	7.86
22	1078	BUILDING	550211.9966N	0082038.9868W	10.52
22a	1077	BUILDING	550211.5852N	0082038.7625W	12.29
22b	1080	BUILDING	550211.2236N	0082039.7291W	12.34
23	1094	TERRAIN	550213.0827N	0082050.2619W	14.17
24	1085	TERRAIN	550209.3947N	0082039.4450W	19.00
25	1086	TERRAIN	550206.4908N	0082042.0228W	22.53
26	1695	BUSH	550205.5677N	0082041.4907W	23.94
27	1691	BUSH	550203.8373N	0082044.5892W	26.00
28	1698	TREE	550201.1493N	0082043.0874W	28.01
29	1352	TREE	550148.1593N	0082048.9421W	35.01
30	1696	BUSH	550132.7743N	0082057.3005W	43.06
31	1687	TREE	550126.0630N	0082116.9362W	48.57
32	1688	TREE	550125.9421N	0082116.4331W	48.73
33	1700	TREE	550116.7743N	0082106.7226W	53.96
34	1367	TREE	550116.1512N	0082106.4331W	55.27
34a	1368	TREE	550115.9659N	0082106.6655W	56.44

LEGEND	PLAN	PROFILE
IDENTIFICATION NUMBER	(5)	(6)
HEIGHT AMSL	25	
TREE / BUSH	*	
POLE, AERIAL, TOWER, ETC	◉	
TERRAIN	▲	
BUILDING	◆	
FENCE	×–×	
MOBILE OBSTACLE		
TERRAIN PENETRATING		

ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

Aerodrome information current MARCH 2026

Based on survey dated MARCH 2026

CHANGE: Obstacles updated following survey March 2026. SLC Geomatic Solutions.

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INSTRUMENT APPROACH CHART- ICAO

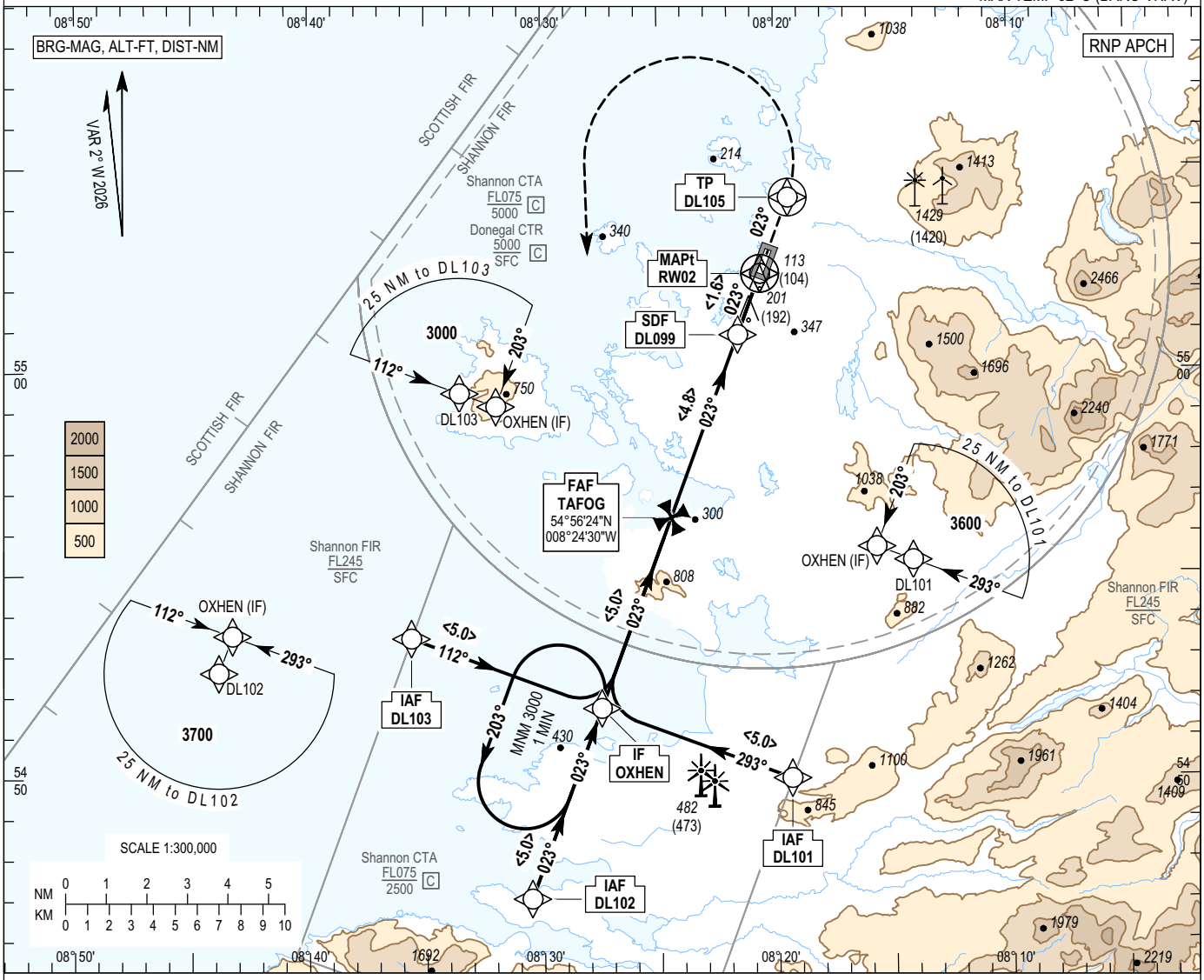
AERODROME ELEV 30 ft
HEIGHTS RELATED TO THR RWY 02 - ELEV 9 ft

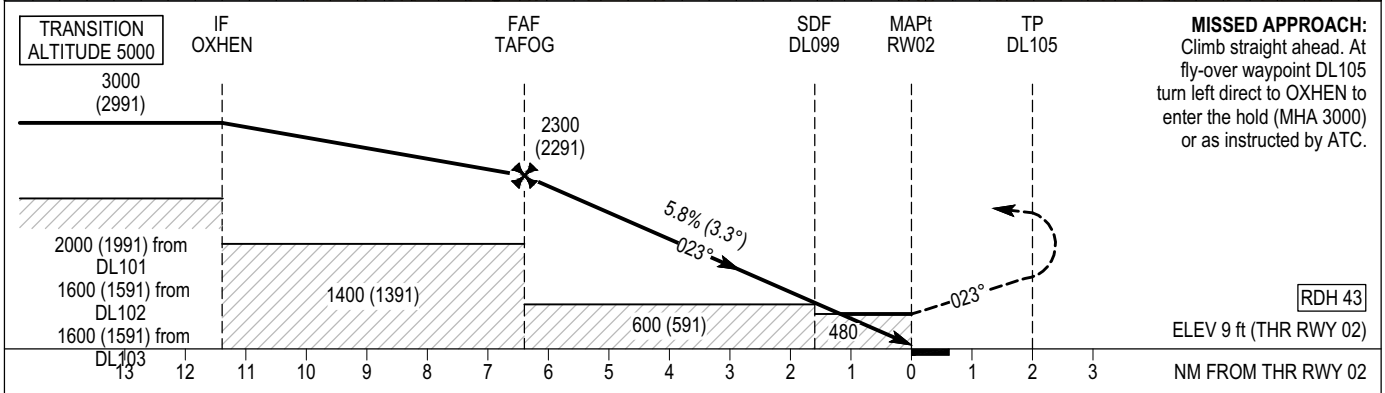
ATIS	129.930
AFIS	129.805
TWR	129.805
GND	129.805

SBAS CH 41202 E02A

DONEGAL / DONEGAL RNP RWY 02

(ACFT CAT A, B, C)
MNM TEMP -10°C (BARO VNAV)
MAX TEMP 32°C (BARO VNAV)





MISSED APPROACH: Climb straight ahead. At fly-over waypoint DL105 turn left direct to OXHEN to enter the hold (MHA 3000) or as instructed by ATC.

OCA (H)		A	B	C
LNAV		480 (471)		
LNAV / VNAV		360 (351)	370 (361)	380 (371)
LPV		220 (211)	229 (220)	238 (229)
Visual Manoeuvring (Heights AAL)	Total Area	700 (670)		2000 (1970)
	West of RWY	600 (570)	700 (670)	900 (870)

NOTE:
1. Instrument approaches only available when ATC zone is active.
2. Visual segment penetrated to the left and right of track.

CAUTION:
1. This procedure lies over high ground. Do not descend below minimum procedural level.
2. Turbulence may be experienced due to terrain.

Recommended LNAV Profile (3.3°) on Final Approach

DIST THR RWY02 (NM)	6	5	4	3	2
ALT / HT (ft)	2150 (2141)	1800 (1791)	1450 (1441)	1100 (1091)	750 (741)

Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.8% (3.3°) 350 ft/NM	ft / min	470	580	640	700	820	930

CHANGE: MAG VAR, Frequencies.

RNP RWY02 via DL101

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	DL101	544958.3 / 0081924.9	IF	Fly-By	-	-	- / +A3600	-	-	-
RNP APCH	OXHEN	545142.9 / 0082731.1	IF	Fly-By	290.5 / 293	5.0	-	-	-	Turn R
RNP APCH	TAFOG	545623.6 / 0082430.2	TF	Fly-By	020.4 / 023	5.0	-	-	-	-
RNP APCH	DL099	550052.8 / 0082136.4	TF	Fly-By	020.4 / 023	4.8	-	-	-	-
RNP APCH	RW02	550222.7 / 0082038.2	TF	Fly-Over	020.4 / 023	1.6	-	-	3.3 / 43	-
RNP APCH	DL105	550415.1 / 0081925.6	CF	Fly-Over	020.4 / 023	-	-	-	-	021° CFN / D1.4 IFN
RNP APCH	OXHEN	545142.9 / 0082731.1	DF	Fly-By	-	-	- / +A3000	-	-	Turn L

RNP RWY02 via DL102

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	DL102	544702.2 / 0083031.7	IF	Fly-By	-	-	- / +A3700	-	-	-
RNP APCH	OXHEN	545142.9 / 0082731.1	IF	Fly-By	020.4 / 023	5.0	-	-	-	-
RNP APCH	TAFOG	545623.6 / 0082430.2	TF	Fly-By	020.4 / 023	5.0	-	-	-	-
RNP APCH	DL099	550052.8 / 0082136.4	TF	Fly-By	020.4 / 023	4.8	-	-	-	-
RNP APCH	RW02	550222.7 / 0082038.2	TF	Fly-Over	020.4 / 023	1.6	-	-	3.3 / 43	-
RNP APCH	DL105	550415.1 / 0081925.6	CF	Fly-Over	020.4 / 023	-	-	-	-	021° CFN / D1.4 IFN
RNP APCH	OXHEN	545142.9 / 0082731.1	DF	Fly-By	-	-	- / +A3000	-	-	Turn L

RNP RWY02 via DL103

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	DL103	545327.0 / 0083538.1	IF	Fly-By	-	-	- / +A3000	-	-	-
RNP APCH	OXHEN	545142.9 / 0082731.1	IF	Fly-By	110.3 / 112	5.0	-	-	-	Turn L
RNP APCH	TAFOG	545623.6 / 0082430.2	TF	Fly-By	020.4 / 023	5.0	-	-	-	-
RNP APCH	DL099	550052.8 / 0082136.4	TF	Fly-By	020.4 / 023	4.8	-	-	-	-
RNP APCH	RW02	550222.7 / 0082038.2	TF	Fly-Over	020.4 / 023	1.6	-	-	3.3 / 43	-
RNP APCH	DL105	550415.1 / 0081925.6	CF	Fly-Over	020.4 / 023	-	-	-	-	021° CFN / D1.4 IFN
RNP APCH	OXHEN	545142.9 / 0082731.1	DF	Fly-By	-	-	- / +A3000	-	-	Turn L

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
OXHEN	545142.9 / 0082731.1	020.4	023	-	+A3000	-FL075	1	L

SBAS FAS Data Block Coding Data
RNP RWY02

Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIDL
Runway	02
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E02A
LTP / FTP Latitude	550222.7200N
LTP / FTP Longitude	0082038.1960W
LTP / FTP Ellipsoidal Height	60.3 m
FPAP Latitude	550314.0970N
Delta FPAP Latitude	51.3770 seconds
FPAP Longitude	0082004.9290W
Delta FPAP Longitude	33.2670 seconds
Threshold Crossing Height	43
TCH Units Selector	0
Glidepath Angle	3.3 °
Course Width	105 m
Length Offset	408 m
HAL	40 m
VAL	35 m
Output Data	
Data Block	10 0C 04 09 05 02 00 00 01 32 30 05 00 D6 9E 17 98 4E 6B FC 5B 16 62 91 01 E6 03 01 AE 01 4A 01 64 33 C8 AF 89 19 F6 AC
Calculated CRC Value	8919F6AC
Required Additional Data	
ICAO Code	EI
LTP/FTP Orthometric Height	2.8 m
SBAS EGNOS Channel	41202

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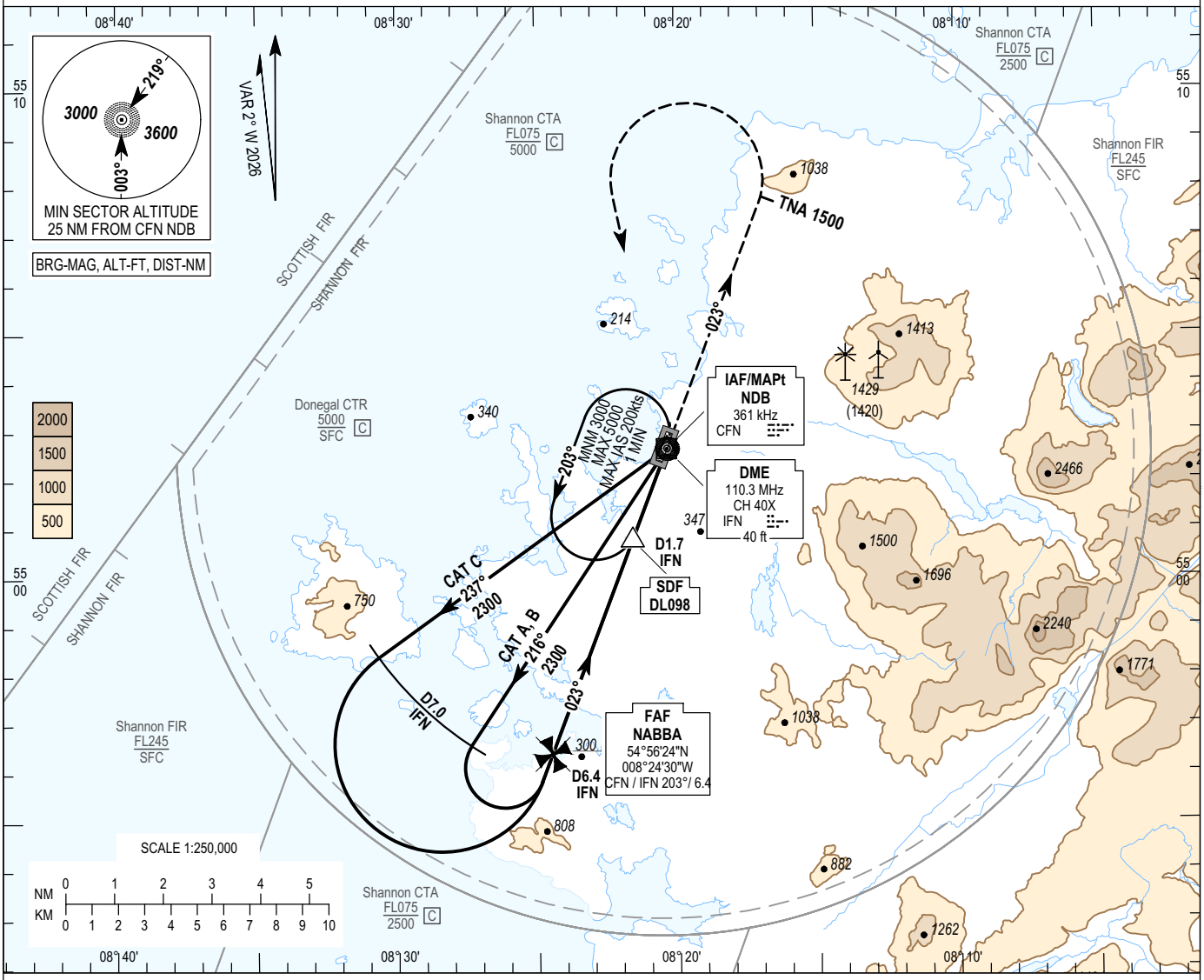
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 30 ft
HEIGHTS RELATED TO THR RWY 02 - ELEV 9 ft

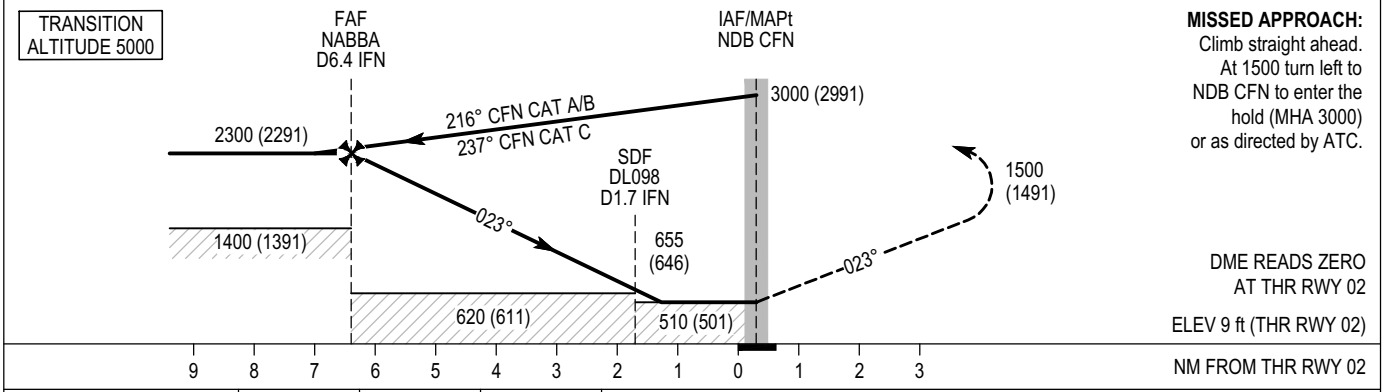
ATIS	129.930
AFIS	129.805
TWR	129.805
GND	129.805

DONEGAL / DONEGAL NDB RWY 02

(ACFT CAT A, B, C)



TRANSITION ALTITUDE 5000



MISSED APPROACH:
Climb straight ahead. At 1500 turn left to NDB CFN to enter the hold (MHA 3000) or as directed by ATC.

DME READS ZERO AT THR RWY 02

ELEV 9 ft (THR RWY 02)

OCA (H)		A	B	C
Straight-in Approach		510 (501)		
Visual Manoeuvring (Heights AAL)	Total Area	700 (670)		2000 (1970)
	West of RWY	600 (570)	700 (670)	900 (870)

NOTE:
1. Instrument approaches only available when ATC Zone is active.
2. DME required.
3. VSS penetrated.
4. No turns before MAPt.

CAUTION:
1. This procedure lies over high ground. Do not descent below procedural level.
2. Turbulence may be experienced due to terrain.

Recommended Profile on Final Approach (3.3°)

DIST THR RWY02 (NM)	2	3	4	5	6
ALT / HT (ft)	760 (751)	1120 (1111)	1470 (1461)	1820 (1811)	2170 (2161)

Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.8% (3.3°) 350 ft/NM	ft / min	470	580	640	700	820	930

CHANGE: MAG VAR, Recommended Profile, Frequencies.

NDB RWY02 Approach

Recommended:	5.80 % (3.30°)		
Fix	FAF NABBA (D6.4 IFN)	SDF DL098 (D1.7 IFN)	MAPt CFN NDB
Fix Coordinates	545623.6N 0082430.2W	550046.0N 0082136.0W	550238.4N 0082021.2W
Fix Formation Bearing (°T)	200.94 CFN	200.94 CFN	-
Fix Formation Distances	6.39 IFN	1.70 IFN	-

Hold Identification

Holding Fix	Latitude / Longitude	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
CFN NDB	550238.4N / 0082021.2W	020.9	023	200	+A3000	-A5000	1	L

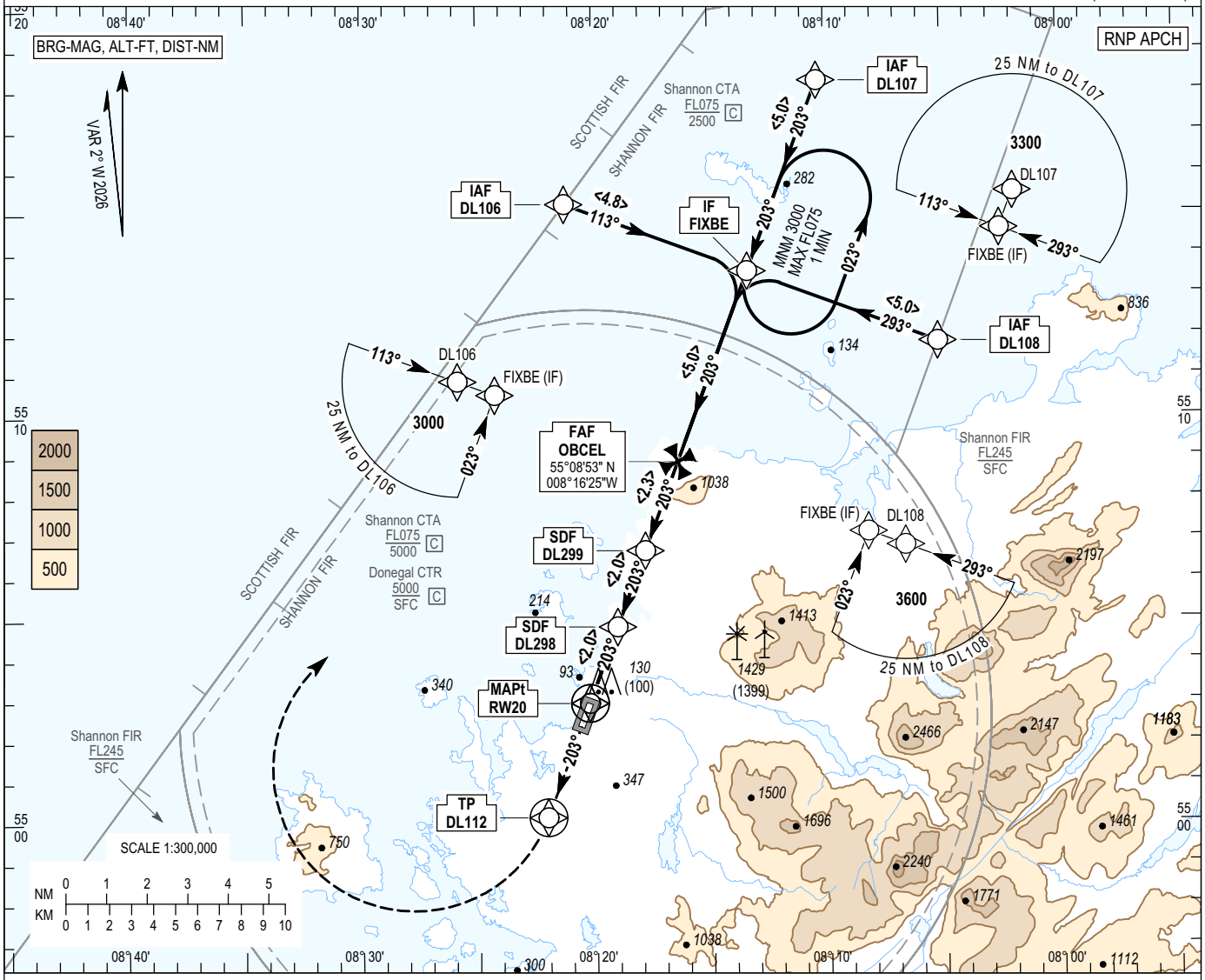
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 30 ft
HEIGHTS RELATED TO THR RWY 20 - ELEV 30 ft

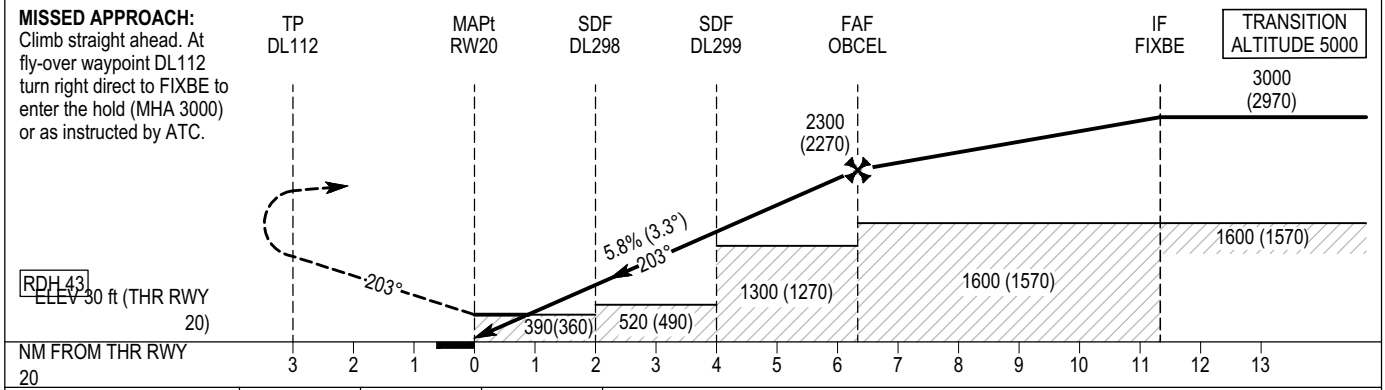
ATIS	129.930
AFIS	129.805
TWR	129.805
GND	129.805

SBAS CH 57174 E20A

DONEGAL / DONEGAL
RNP RWY 20
(ACFT CAT A, B, C)
MNM TEMP -10°C (BARO VNAV)
MAX TEMP 32°C (BARO VNAV)



MISSED APPROACH:
Climb straight ahead. At fly-over waypoint DL112 turn right direct to FIXBE to enter the hold (MHA 3000) or as instructed by ATC.



OCA (H)		A	B	C
LNAV		390 (360)		
LNAV / VNAV		280 (250)	290 (260)	300 (270)
LPV		230 (200)		240 (210)
Visual Manoeuvring (Heights AAL)	Total Area	700 (670)		2000 (1970)
	West of RWY	600 (570)	700 (670)	900 (870)

NOTE:
1. Instrument approaches only available when ATC zone is active.
2. Visual segment penetrated to the left of track.

CAUTION:
1. This procedure lies over high ground. Do not descend below minimum procedural level.
2. Turbulence may be experienced due to terrain.

Recommended LNAV Profile (3.3°) on Final Approach

DIST THR RWY20 (NM)	1	2	3	4	5	6
ALT / HT (ft)	420 (390)	770 (740)	1120 (1090)	1470 (1440)	1820 (1790)	2180 (2150)

Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.8% (3.3°) 350 ft/NM	ft / min	470	580	640	700	820	930

CHANGE: MAG VAR, Frequencies.

RNP RWY20 via DL106

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	DL106	551513.9 / 0082113.8	IF	-	-	-	- / +A3000	-	-	-
RNP APCH	FIXBE	551334.0 / 0081322.0	TF	Fly-By	110.3 / 113	4.8	-	-	-	-
RNP APCH	OBCEL	550853.4 / 0081624.6	TF	Fly-By	200.4 / 203	5.0	-	-	-	Turn R
RNP APCH	DL299	550642.4 / 0081749.8	TF	Fly-By	200.4 / 203	2.3	-	-	-	-
RNP APCH	DL298	550450.1 / 0081902.7	TF	Fly-By	200.4 / 203	2.0	-	-	-	-
RNP APCH	RW20	550257.8 / 0082015.5	TF	Fly-Over	200.4 / 203	2.0	-	-	3.3 / 43	-
RNP APCH	DL112	550009.5 / 0082204.6	CF	Fly-Over	200.4 / 203	-	-	-	-	204° CFN / D2.4 IFN
RNP APCH	FIXBE	551334.0 / 0081322.0	DF	Fly-By	-	-	- / +A3000	-	-	Turn R

RNP RWY20 via DL107

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	DL107	551814.6 / 0081019.1	IF	-	-	-	- / +A3300	-	-	-
RNP APCH	FIXBE	551334.0 / 0081322.0	TF	Fly-By	200.4 / 203	5.0	-	-	-	-
RNP APCH	OBCEL	550853.4 / 0081624.6	TF	Fly-By	200.4 / 203	5.0	-	-	-	-
RNP APCH	DL299	550642.4 / 0081749.8	TF	Fly-By	200.4 / 203	2.3	-	-	-	-
RNP APCH	DL298	550450.1 / 0081902.7	TF	Fly-By	200.4 / 203	2.0	-	-	-	-
RNP APCH	RW20	550257.8 / 0082015.5	TF	Fly-Over	200.4 / 203	2.0	-	-	3.3 / 43	-
RNP APCH	DL112	550009.5 / 0082204.6	CF	Fly-Over	200.4 / 203	-	-	-	-	204° CFN / D2.4 IFN
RNP APCH	FIXBE	551334.0 / 0081322.0	DF	Fly-By	-	-	- / +A3000	-	-	Turn R

RNP RWY20 via DL108

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	DL108	551149.3 / 0080511.4	IF	-	-	-	- / +A3600	-	-	-
RNP APCH	FIXBE	551334.0 / 0081322.0	TF	Fly-By	290.5 / 293	5.0	-	-	-	-
RNP APCH	OBCEL	550853.4 / 0081624.6	TF	Fly-By	200.4 / 203	5.0	-	-	-	Turn L
RNP APCH	DL299	550642.4 / 0081749.8	TF	Fly-By	200.4 / 203	2.3	-	-	-	-
RNP APCH	DL298	550450.1 / 0081902.7	TF	Fly-By	200.4 / 203	2.0	-	-	-	-
RNP APCH	RW20	550257.8 / 0082015.5	TF	Fly-Over	200.4 / 203	2.0	-	-	3.3 / 43	-
RNP APCH	DL112	550009.5 / 0082204.6	CF	Fly-Over	200.4 / 203	-	-	-	-	204° CFN / D2.4 IFN
RNP APCH	FIXBE	551334.0 / 0081322.0	DF	Fly-By	-	-	- / +A3000	-	-	Turn R

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
FIXBE	551334.0 / 0081322.0	200.4	203	-	+A3000	-FL075	1	L

SBAS FAS Data Block Coding Data
RNP RWY20

Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIDL
Runway	20
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E20A
LTP / FTP Latitude	550257.8455N
LTP / FTP Longitude	0082015.4550W
LTP / FTP Ellipsoidal Height *	66.8 m
FPAP Latitude	550206.4675N
Delta FPAP Latitude	-51.3780 seconds
FPAP Longitude	0082048.7140W
Delta FPAP Longitude	-33.2590 seconds
Threshold Crossing Height	43
TCH Units Selector	0
Glidepath Angle	3.3 °
Course Width	105 m
Length Offset	328 m
HAL	40 m
VAL	35 m
Output Data	
Data Block	10 0C 04 09 05 14 00 00 01 30 32 05 6B E8 9F 17 42 00 6C FC 9C 16 9C 6E FE 2A FC FE AE 01 4A 01 64 29 C8 AF ED 8A 77 C5
Calculated CRC Value	ED8A77C5
Required Additional Data	
ICAO Code	EI
LTP/FTP Orthometric Height	9.3 m
SBAS EGNOS Channel	57174

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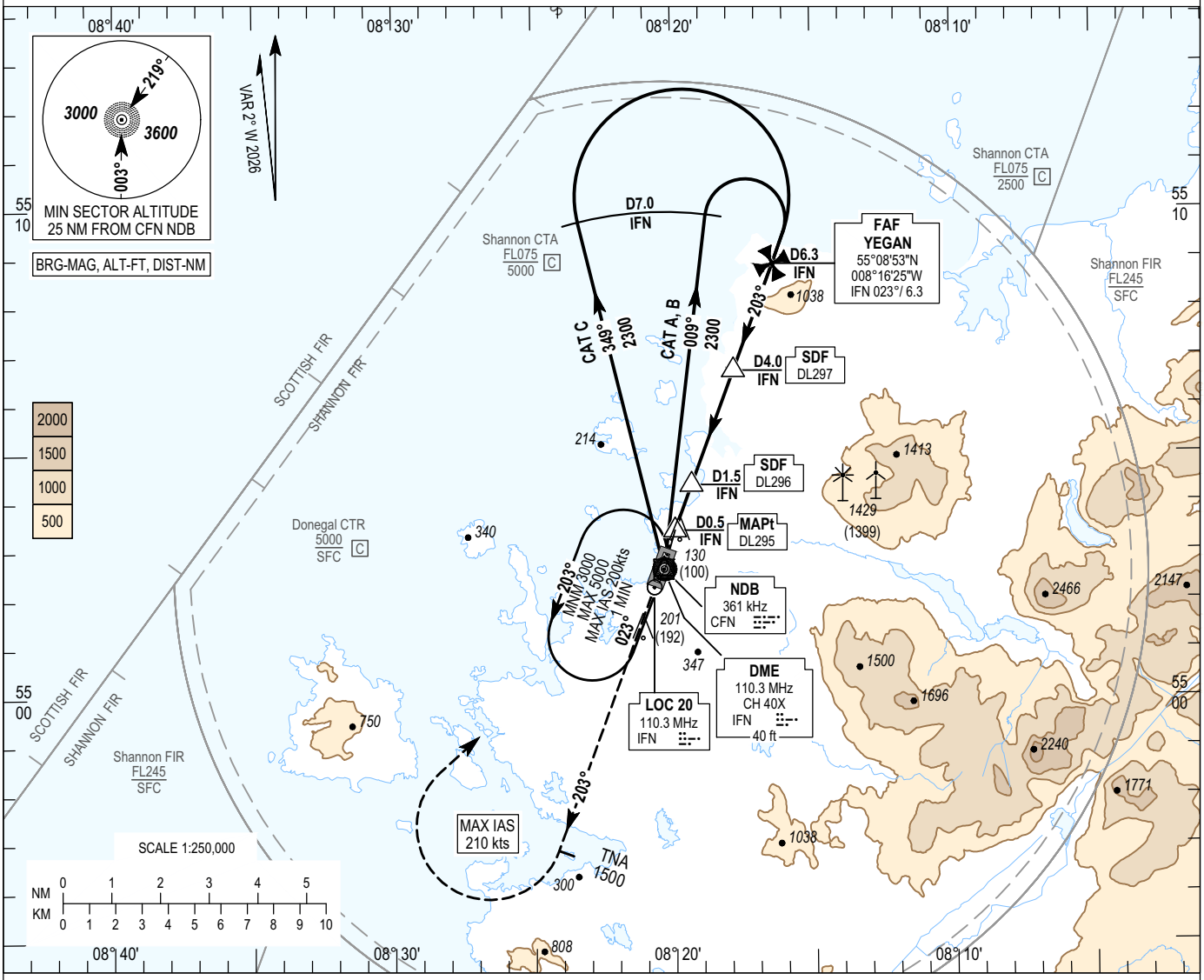
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 30 ft
HEIGHTS RELATED TO THR RWY 20 - ELEV 30 ft

ATIS	129.930
AFIS	129.805
TWR	129.805
GND	129.805

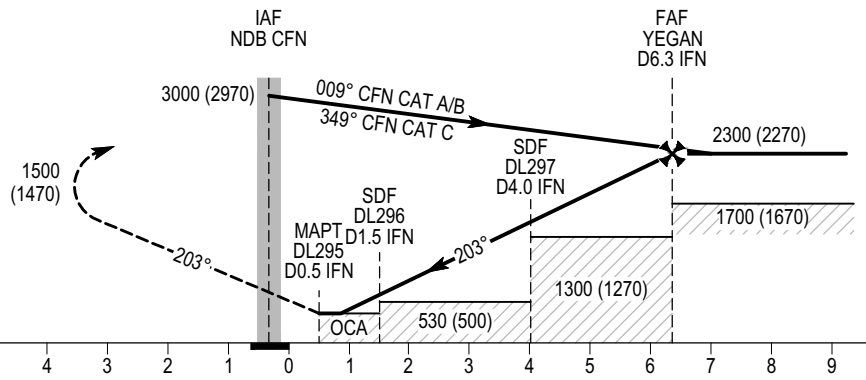
DONEGAL / DONEGAL
LOC RWY 20
(ACFT CAT A, B, C)



MISSED APPROACH:
Climb straight ahead.
At 1500 turn right
(MAX IAS 210 kts)
to NDB CFN to enter
the hold (MHA 3000)
or as directed by ATC.

DME READS ZERO
AT THR RWY 20

ELEV 30 ft (THR RWY 20)



TRANSITION ALTITUDE 5000

OCA (H)		A	B	C
Straight-in Approach		380 (350)		
Visual Manoeuvring (Heights AAL)	Total Area	700 (670)		2000 (1970)
	West of RWY	600 (570)	700 (670)	900 (870)

NOTE:
1. Instrument Approaches only available when ATC Zone is active.
2. NDB and DME required.
3. No turns before MAPt.

CAUTION:
1. This procedure lies over high ground. Do not descent below procedural level.
2. Turbulence may be expected due to terrain.

Recommended Profile on Final Approach (3.3°)

DIST THR RWY20 (NM)	1	2	3	4	5	6
ALT / HT (ft)	430 (400)	780 (750)	1130 (1100)	1480 (1450)	1830 (1800)	2180 (2150)

Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.8% (3.3°) 350 ft/NM	ft / min	470	580	640	700	820	930

CHANGE: MAG VAR, Recommended Profile, Frequencies.

LOC RWY20 Approach

Recommended:	5.80% (3.30)			
Fix	FAF YEGAN (D6.3 IFN)	SDF DL297 (D4.0 IFN)	SDF DL296 (D1.5 IFN)	MAPt DL295 (D0.5 IFN)
Fix Coordinates	550853.4N 0081624.6W	550642.4N 0081749.9W	550422.1N 0081920.9W	550326.1N 0081957.1W
Fix Formation Bearing (°T)	020.39 IFN	020.37 IFN	020.38 IFN	020.40 IFN
Fix Formation Distances	6.33 IFN	4.00 IFN	1.50 IFN	0.50 IFN

Hold Identification

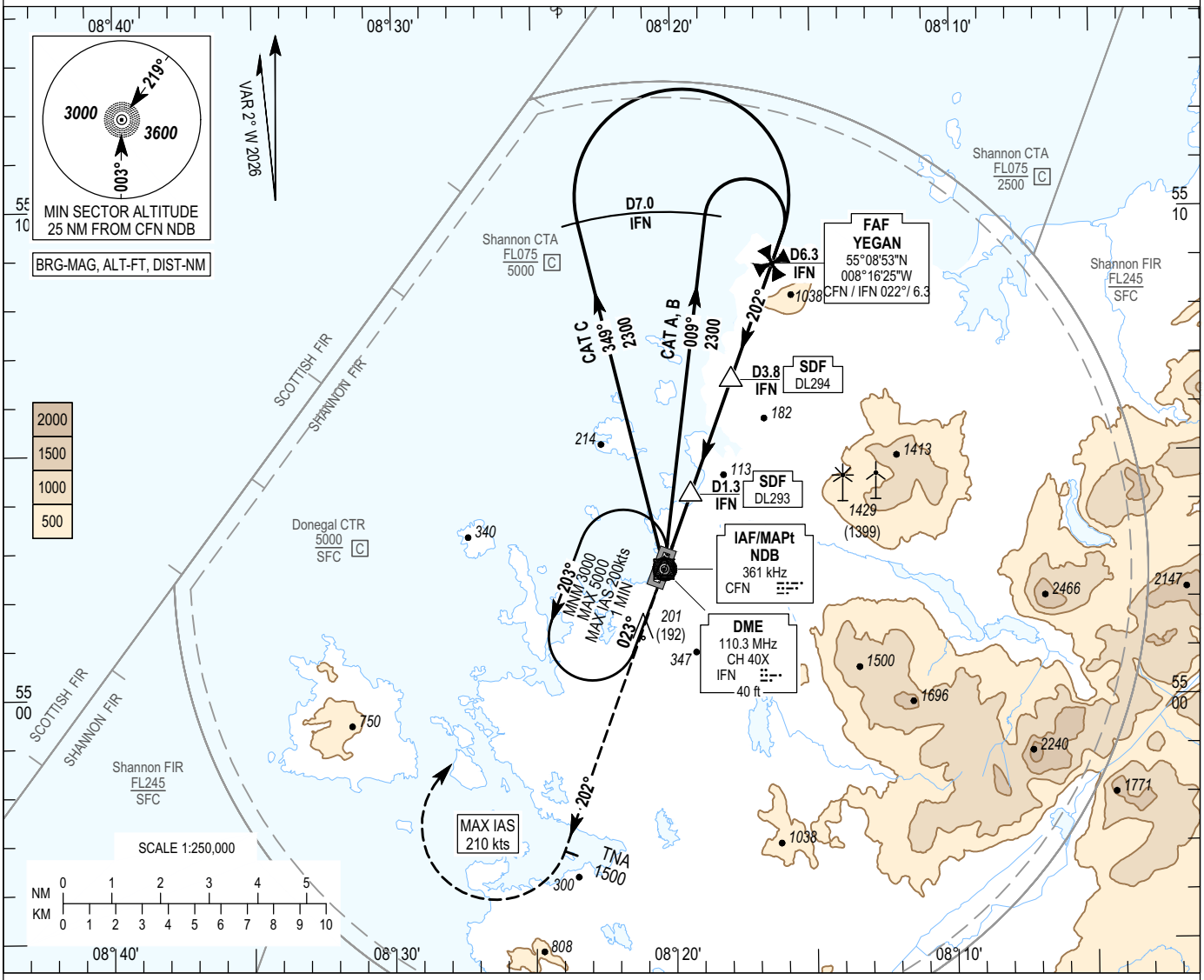
Holding Fix	**Latitude (N) / Longitude (W)**	**Inbound True Track (degrees)**	**Inbound Mag Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Level / Altitude (FL/ft)**	**Maximum Holding Level / Altitude (FL/ft)**	**Outbound Time (min)**	**Direction of Turn**
CFN NDB	550238.4N / 0082021.2W	020.9	023	200	+A3000	-A5000	1	L

INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 30 ft
HEIGHTS RELATED TO THR RWY 20 - ELEV 30 ft

ATIS	129.930
AFIS	129.805
TWR	129.805
GND	129.805

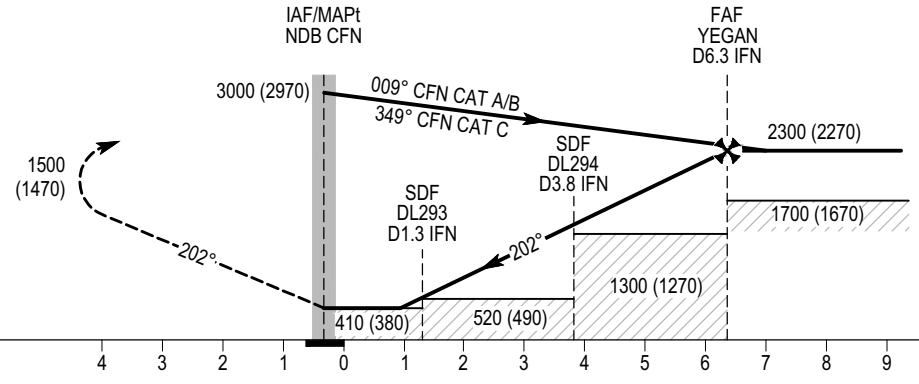
DONEGAL / DONEGAL NDB RWY 20
(ACFT CAT A, B, C)



MISSED APPROACH:
Climb straight ahead.
At 1500 turn right
(MAX IAS 210 kts)
to NDB CFN to enter
the hold (MHA 3000)
or as directed by ATC.

DME READS ZERO
AT THR RWY 20

ELEV 30 ft (THR RWY 20)



TRANSITION ALTITUDE 5000

OCA (H)		A	B	C
Straight-in Approach		410 (380)		
Visual Manoeuvring (Heights AAL)	Total Area	700 (670)		2000 (1970)
	West of RWY	600 (570)	700 (670)	900 (870)

NOTE:
1. Instrument approaches only available when ATC Zone is active.
2. DME required.
3. No turns before MAPt.
4. VSS penetrated to the left of track.

CAUTION:
1. This procedure lies over high ground. Do not descent below procedural level.
2. Turbulence may be experienced due to terrain.

Recommended Profile on Final Approach (3.3°)

DIST THR RWY20 (NM)	1	2	3	4	5	6
ALT / HT (ft)	430 (400)	780 (750)	1140 (1110)	1490 (1460)	1840 (1810)	2190 (2160)

Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.8% (3.3°) 350 ft/NM	ft / min	470	580	640	700	820	930

CHANGE: MAG VAR, Recommended Profile, Frequencies.

NDB RWY20 Approach

Recommended:	5.80 % (3.30°)			
Fix	FAF YEGAN (D6.3 IFN)	SDF DL294 (D3.8 IFN)	SDF DL293 (D1.3 IFN)	MAPt CFN NDB
Fix Coordinates	550853.4N 0081624.6W	550630.7N 0081754.8W	550410.2N 0081923.4W	550238.4N 0082021.2W
Fix Formation Bearing (°T)	019.86 CFN	019.86 CFN	019.86 CFN	-
Fix Formation Distances	6.33 IFN	3.80 IFN	1.30 IFN	-

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Magnetic Track	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
CFN NDB	550238.4N / 0082021.2W	020.9	023	200	+A3000	-A5000	1	L

VISUAL APPROACH CHART - ICAO

AERODROME ELEV. 30 ft (HEIGHTS AGL ft.)

ATIS	129.930
GND	129.805
TWR	129.805
EMERG.	121.500

FIS - OUTSIDE AD HOURS

CONSULT NOTAM FOR LATEST INFORMATION

DONEGAL / DONEGAL RWY 02/20

NOTES:

1. Visual Approach Information:
   RWY 02 - PAPI 3.3°, MEHT 43 ft (left)
   RWY 20 - PAPI 3.3°, MEHT 43 ft (left).
2. In the event of a radio failure:
   - Aircraft from the North and East route via Falcarragh to the Annagry Hold
   - Aircraft from the South route via Dawros Head towards Aran Island to Owey Hold
   - To receive landing instructions from the Control Tower using the ALDIS lamp.

Visual Holding: 1min, MNM ALT 1500ft QNH, TAS 120kts.

CAUTION:

1. Turbulence and/or windshear may be experienced on APP to RWY20 with winds in the range of 250° to 300° (clockwise) with wind speeds >15 kts.
2. Turbulence and/or windshear may be experienced in the lee of Mt. Errigal.

LEGEND

- VRP Reporting Points
- VFR Holding Locations
- Wind Turbine
- Obstacles
- Parachuting
- Lighthouse

CHANGE: MAG VAR, Frequencies, CAUTION: Note 1 Bearing Range

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Note: The following sections in this chapter are intentionally left blank: AD-2.16, AD-2.21, AD-2.25

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**	113ft /19.6°C (Max Temp) 1.5°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	185ft
5	**MAG VAR/Annual Change**	2° W (2024) /13' 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 2026-28 MAR 2026 0745-1300, 1345-1830, 1915-2045 29 MAR 2026-31 MAY 2026 0645-1200, 1245-1730,1815-1945 01 JUN 2026-31 AUG 2026 0745-1200, 1245-1730, 1815-2045 01 SEP 2026-24 OCT 2026 0645-1200, 1245-1730, 1815-1945 25 OCT 2026-31 DEC 2026 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**	AD Operator AVBL outside published HR, 24 HR PN to AD Operator ATS AVBL outside published HR, 24 HR PN to AD Operator PIB AVBL from AIS, Shannon see GEN 3.1.5 MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4 Airport PPR to non-based operators. Phone: Operations +353 51 84 66 00 Email: operations@waterfordairport.net

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**	1 JET A1 Truck - 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**	Waterford Aircraft Maintenance Services 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.

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

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
Aerodrome Obstacles Point of Contact: aipdata@waterfordairport.ie					

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

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

EIWF 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 185 ft	26.5M /87ft
21	201.01°	1433 x 30	PCN 30/F/C/Y/T ASPH	521131.24N 0070502.24W 521052.27N 0070526.59W 185 ft	34.4M /113ft

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	240 X 90	-	Nil	Grooved Surface
	Nil	Nil	1553 x 150	240 X 90	-	Yes	Grooved Surface

EIWF 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

EIWF 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**	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 *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.* 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

EIWF AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Waterford Tower	129.855	Nil	Nil	Refer to EIWF AD 2.3 AD Operator	Nil
GND	Waterford Ground	121.605	Nil	Nil		As directed by ATC
AFIS	Waterford Information	129.855	Nil	Nil		When ATC not available. Check NOTAM and refer to ATIS.
ATIS	Waterford ATIS	121.155	Nil	Nil		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 0070502.0 W	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 0070500.0 W			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 3.2º 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 AERODROME REGULATIONS

1. 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.

2. 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.

3. A booking procedure for all circuit training flights may be introduced by ATS during busy periods.

4. Aircrew and personnel are required to wear high visibility clothing at all times when airside.

5. Individuals or operators intending to base aircraft at the aerodrome must seek the prior written approval of the Airport Manager.

6. 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.

7. 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

6. Aircraft that are VHF radio communications equipped but cannot communicate with Waterford ATS on 8.33KHz channelised frequencies will not be accepted in the Waterford CTR or TMZ/RMZ.

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 AN AERODROME

EIWF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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EIWT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWT – WESTON

EIWT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	532108N 0062918W Midpoint RWY 07/25
2	**Direction and distance from (city)**	8 NM W of Dublin
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	156 ft /22.3°C (Max Temp) 1.3°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	185 ft
5	**MAG VAR/Annual change**	1° W (2026) 11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Weston Aviation Academy Ltd, Weston Airport, Lucan, Co. Dublin. W23XHF8 Ireland. Phone: Weston ADMIN Office + 353 1 621 73 00 AFS: EIWTZTZX Email: info@westonairport.com URL: http://www.westonairport.com
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EIWT AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check.
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)**	20 minutes prior to AD Opening
6	**MET Briefing Office**	See Remarks
7	**ATS**	20 minutes prior to AD Opening
8	**Fuelling**	As per AD hours
9	**Handling**	Yes

10	**Security**	Yes
11	**De-icing**	Nil
12	**Remarks**	PIB AVBL from AIS, Shannon see GEN 3.1.5. MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4.

EIWT AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Yes. Contact AD Operator EIWT AD 2.2
2	**Fuel/oil types**	Jet A1; Avgas 100LL
3	**Fuelling facilities/capacity**	1 Jet A1 Truck – 9000L; 1 Jet A1 Storage Tank - 150,000L; 1 Avgas Truck – 9,000L; 2 Avgas Storage Tanks - 50,000L
4	**De-icing facilities**	Nil
5	**Hangar space available for visiting aircraft**	Yes. Contact AD Operator EIWT AD 2.2
6	**Repair facilities for visiting aircraft**	Yes. Contact AD Operator EIWT AD 2.2
7	**Remarks**	Handling services AVBL within AD *ADMIN Hours of service by arrangement with the AD

EIWT AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Local Bookings Available visit the following link for details URL: http://www.westonairport.com
2	**Restaurant(s) at or in the vicinity of AD**	AVBL at AD and locally
3	**Transportation possibilities**	Taxis and Chauffeur services from the AD by phone/fax/email request.
4	**Medical facilities**	First Aid at AD. Hospital within 7 miles.
5	**Bank and Post Office at or in the vicinity of AD**	AVBL in Lucan, Celbridge & Leixlip.
6	**Tourist Office**	AVBL in Lucan and Dublin
7	**Remarks**	Business and Corporate Pilot Lounges available

EIWT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 3, CAT 4 AVBL (24HR PPR) H2 available out of operational hours with PN to AD Operator
2	**Rescue equipment**	Appropriate to CAT 4 2 - 6x6 Cobra with support equipment
3	**Capability for removal of disabled aircraft**	Capability for CAT 2 ACFT

4	**Remarks**	Nil

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

1	**Type(s) of clearing equipment**	Tractor driven plough
2	**Clearance priorities**	RWY 07/25, Taxiways and Apron
3	**Use of material for movement area surface treatment**	Not Applicable
4	**Specially prepared winter runways**	Not Applicable
5	**Remarks**	EIWT- RFFS are responsible for the assessment and reporting of Runway Surface Conditions. 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.

EIWT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: Bitumen/Macadam / Strength: PCN 45/F/A/W/T			
2	**Taxiway designation, width, surface and strength**	TWY	WIDTH	SURFACE	STRENGTH
		A	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		B	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C1	30 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C2	30 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C3	30 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C4	30 M	Bitumen/Macadam	PCN 45/F/A/W/T
		D	30 M	Bitumen/Macadam	PCN 45/F/A/W/T
		E	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		F	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		G	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		H	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		J	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		K	7 M	Bitumen/Macadam	PCN 45/F/A/W/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EIWT 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**	Nil (Parking positions by ATC)
2	**RWY/TWY markings and LGT**	RWY Marked: Designator, C/L, THR, Tranverse Stripe and side stripe Lighted: Nil
		TWY Marked: RWY Holding Position, C/L Lighted: Edge on A and C2
3	**Stop bars and RWY guard lights**	Nil
4	**Other RWY Protection measures**	Signage on taxiways (detailed runway entry signs)
5	**Remarks**	Nil

EIWT 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**
https://www.westonairport.ie/airport-technical-information					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
https://www.westonairport.ie/airport-technical-information					

EIWT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Central Aviation Office, Shannon Airport see GEN 3.5.4.
2	**Hours of service** **MET Office outside hours**	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance.**	Weston TAF not AVBL. Dublin TAF AVBL see GEN 3.5
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**	From Central Aviation Office, Shannon Airport. 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.
9	**ATS units provided with information**	EIWT TWR
10	**Additional information (limitation of service, etc.)**	Refer to GEN 3.5.4.2 to request additional information

EIWT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG 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
07	063° 065°	924 x 23	PCN45/F/A/W/T Bitumen/Macadam	532101.48N 0062940.17W 532115.03N 0062855.66W 185 ft	155 ft
25	243° 245°	924 x 23	PCN 45/F/A/W/T Bitumen/Macadam	532115.03N 0062855.66W 532101.48N 0062940.17W 185 ft	152 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 Obstacle Chart - Type A(AD 2.24-2)	Nil	Nil	1501 x 80	Nil	Nil	Nil	Nil
	457 x 23	457 x 150	1501 x 80	Nil	Nil	Nil	Nil

EIWT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	924	924	924	924	Nil
25	924	1381	1381	924	Nil

EIWT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT 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
07	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
25	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	Nil
2	**LDI location and LGT** **Anemometer location and LGT**	Nil Anemometer adjacent and 50m West of TWY A
3	**TWY edge and centre line lighting**	Blue Elevated TWY Edge Only on A and C2
4	**Secondary power supply/switch-over time**	Nil
5	**Remarks**	Windsock - NW THR 25, S of THR 07

EIWT AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO** **Geoid undulation**	532112.39N 0062916.36W 56.3M/184.6FT
2	**TLOF and/or FATO elevation M/FT**	47.19M/154.82FT
3	**TLOF and FATO area dimensions, surface, strength, marking**	27.5M x 27.5M, Asphalt, PCN 45, White H
4	**True BRG of FATO**	Nil
5	**Declared distance available**	TODAH = 27.5M, RTODAH - 27.5M, LDAH = 27.5M
6	**APP and FATO lighting**	24 x inset omnidirectional lights showing green
7	**Remarks**	FATO/TLOF on Twy C2 is restricted to Irish Coast Guard SAR operator. Additional remarks See AD-2.20

EIWT AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Weston Area of Responsibility. 532403N 0063626W, 532324N 0062406W, arc 4.0NM radius centre 532110N 0062938W, 532006N 0062312W, 532034N 0063056W, 532127N 0063758W, arc 5.0NM radius centre 532110N 0062938W.
2	**Vertical limits**	2000 ft
3	**Airspace classification**	C
4	**ATS unit call sign Language(s)**	Weston Tower English.
5	**Transition altitude**	5000 ft

6	**Hours of Applicability**	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check
7	**Remarks**	Nil

EIWT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Weston Tower	122.405	Nil	Nil	As per AD Operator EIWT AD 2.3	Nil
GND	Weston Ground	119.430	Nil	Nil		
ATIS	Weston Information	118.880	Nil	Nil		

EIWT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid(MAG VAR) Type of Supported OPS (Declination)	ID	Frequency	Hour of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting Antenna	Remarks
1	2	3	4	5	6	7
Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWT AD 2.20 LOCAL AERODROME REGULATIONS

1. Aircraft landing, take-off and manoeuvring on taxiways and apron areas outside published hours (See EIWT AD 2.3) is not permitted unless such permission has been obtained in advance or in the event of an emergency.

2. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. Only Irish Coast Guard SAR helicopters are permitted to use the designated FATO/TLOF on Twy C2.

After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EIWT AD 2.21 NOISE ABATEMENT PROCEDURES

Local restrictions are also available on Weston Airport website:

URL: http://www.westonairport.com

EIWT AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

1.1 Weston VFR Route from the West

1.1.1 Standard VFR Arrival Procedures for fixed wing are:

Runway 25/07 Route North of Maynooth towards Leixlip. Maintain 1500 ft. QNH. By the Industrial Complex turn right towards the airfield and enter the AOR. Report overhead the airfield at 1500 ft. QNH. Join the circuit in use but remaining at 1500 ft. QNH until position in the circuit has been established. Then descend to 1000 ft. QNH.

1.1.2 Standard VFR Arrival Procedures for Helicopters are:

Runway 25/07 Route north of Maynooth towards Leixlip. Maintain 1000ft QNH. By the Industrial Complex turn right towards the airfield and position for downwind for the runway in use or as directed by ATC.

Note:

i. *Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.*

ii. *Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.*

1.1.3 **Weston VFR Route from the East**

VFR arrivals from the East will be facilitated by Dublin ATC. VFR arrivals from the East can expect to be routed through the Dublin CTR along the track of the river Liffey to join Weston from the Palmerstown Roundabout VRP. Aircraft will be handed over to Weston ATC no later than the boundary of the Weston AOR. Aircraft will route from Palmerstown Roundabout to the Runway in use, as directed by Weston ATC.

Aircraft arriving from the East must at all times exercise due caution with regard to the following:

a. Pilots must maintain awareness of the proximity of Restricted Areas EIR15 and EIR23 south of the VFR route:

b. ATS will be provided by Dublin ATC and transfer of communications to Weston ATC will be at the discretion of Dublin ATC:

c. Routing crosses EIP11 vertical limits GND to 1000ft AMSL and in close proximity to EIP18 vertical limits surface to 550ft AMSL, pilots must exercise caution accordingly.

1.1.4 Special VFR is available within Weston AOR in accordance with SERA.5010 and the provisions of S.I. No. 266 of 2019.

2. **Departure Procedures**

2.1 Standard Departure Routes for fixed wing and helicopters are:

2.1.1 **Visual Departure Route to West**

- Runway 25:
  Climb straight ahead to 650 ft. QNH. Turn right no later than reaching end of reservoir to follow M4 motorway climbing to 1000 ft. QNH and exit controlled airspace. Remain South of Maynooth.
- Runway 07:
  Climb straight ahead to 650ft. QNH and join the Weston circuit climbing to 1000ft. QNH downwind. At the end of the downwind leg turn right no later than reaching end of reservoir to follow the M4 motorway. Remain South of Maynooth.

Note:

i. Departing traffic wishing to penetrate the R15, R16, or the Dublin CTA/CTR should follow the Standard Departure Route to Maynooth, and establish RTF by Maynooth for appropriate clearance.

ii. Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.

iii. Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.

3. **Rules and Procedures for Navigation within the Weston Area of Responsibility**

3.1 Rules and procedures for navigation within the Weston Area of Responsibility of the Dublin CTR are available from the manager, Weston aerodrome and compliance with these is mandatory. Some of the principal Rules and Procedures are as follows:

- A flight plan is mandatory;
- A mode C transponder is mandatory;
- A maximum of three aircraft only may operate in the visual training circuit simultaneously;
- Adhere to the circuit in use as specified by ATS;
- Adhere to the circuit procedures as provided at 2 below;

4. **Circuit Procedures**

4.1 Caution: A left circuit off RWY 25 or right circuit off RWY 07 may result in an inadvertent penetration of EIR15. By arrangement between Weston and the Military these circuits will only be available for use when clearance from the Military ATS, Casement Aerodrome has been obtained by Weston ATS; this is subject to military activity. When permission is granted by the Military ATS for use of the above RWY25/07 circuits it is based on the premise that aircraft will remain North of the railway line at all times. At all other times at Weston, circuits to RWY 25 shall be right-hand and circuits to RWY 07 shall be left-hand.

4.2 All altitudes are based on QNH.

4.3 When RWY 25 left circuit is in use the standard circuit will be:

Runway 25 – Left Circuit

- After take-off climb straight ahead to 650ft QNH, no later than the end of the reservoir begin a gentle RIGHT turn climbing to 1000 ft QNH.
- On reaching 1000 ft QNH turn LEFT onto the crosswind leg, and continue the turn onto the downwind leg making sure you are north of the railway line at all times.
- Turn left onto base leg when abeam the SPA Hotel remaining clear of Lucan village.
- Establish finals no lower than 650 ft. QNH.

4.4 When RWY 25 right circuit is in use the standard circuit will be:

Runway 25 – Right Circuit

- After take-off climb straight ahead to 650ft QNH, no later than the end of the reservoir begin a gentle RIGHT turn climbing to 1000 ft QNH.
- On reaching 1000 ft QNH turn right onto the downwind leg.
- Downwind to be flown South of Leixlip at 1000 ft. QNH
- Turn right onto base leg when abeam the SPA Hotel.
- Establish finals no lower than 650 ft. QNH

4.5 When RWY 07 left circuit is in use the standard circuit will be:

Runway 07 – Left Circuit

- After take-off and established in a positive climb, upon passing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000 ft QNH.
- On reaching 1000 ft QNH, turn left onto downwind (Do not overfly Leixlip town)

- Downwind to be flown South of Leixlip at 1000 ft. QNH
- Turn left onto base leg before reaching end of reservoir avoiding over-flight of the Technology Campus.
- Establish finals no lower than 650 ft. QNH.

4.6 When RWY 07 right circuit is in use the standard circuit will be:

Runway 07 – Right Circuit

- After take-off and established in a positive climb, upon crossing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000ft QNH.
- Upon passing 650 ft QNH, turn RIGHT onto crosswind leg.
- Downwind to be flown to the North of Railway line at all times
- Turn right onto base leg before abeam the Technology Campus.
- Establish finals no lower than 650 ft. QNH

EIWT AD 2.23 ADDITIONAL INFORMATION

1. Weston is a busy VFR airfield located 8 NM from Dublin airport and 3 NM from Casement (Baldonnel) Military Airport. There have been instances of inadvertent penetration of controlled and restricted airspace by aircraft operating to/from Weston.

An aircraft which is unsure of position when flying in proximity to Weston should take action to avoid inadvertent penetration of controlled and restricted airspace. If during a flight, a pilot becomes aware that an aircraft has inadvertently penetrated controlled or restricted airspace, then Dublin ATC or Baldonnel ATC, as appropriate, must be contacted, without delay, and provided with relevant information.

2. Every operator of aircraft using Weston aerodrome must ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable to areas surrounding the airport.

3. Prior permission for use of Weston must be obtained. Filing of a flight plan does not constitute prior permission. A Booking-in Form or Booking-out Form, as appropriate, is mandatory for use of Weston. These are available from the Weston Operations Office:

URL: http://www.westonairport.ie

EIWT AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIWT AD 2.24-1
Aerodrome Obstacle Chart RWY 07/25 - ICAO TYPE A	EIWT AD 2.24-2

EIWT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

AERODROME CHART - ICAO

AD ELEVATION 156FT ARP 53 21 08N 006 29 18W

CONSULT NOTAM FOR LATEST INFORMATION

WESTON AIRPORT IRELAND

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY/TWY/APRON	**SURFACE**	**BEARING STRENGTH**	**WIDTH (M)**
RWY 07/25	Bitumen/Macadam (Grooved)	PCN 45/F/A/W/T	23
TAXIWAY A, B, E, F, G, H, J	Bitumen/Macadam	PCN 45/F/A/W/T	16
TAXIWAY D, C1, C2, C3, C4	Bitumen/Macadam	PCN 45/F/A/W/T	30
TAXIWAY K	Bitumen/Macadam	PCN 45/F/A/W/T	7
APRON	Bitumen/Macadam	PCN 45/F/A/W/T	-

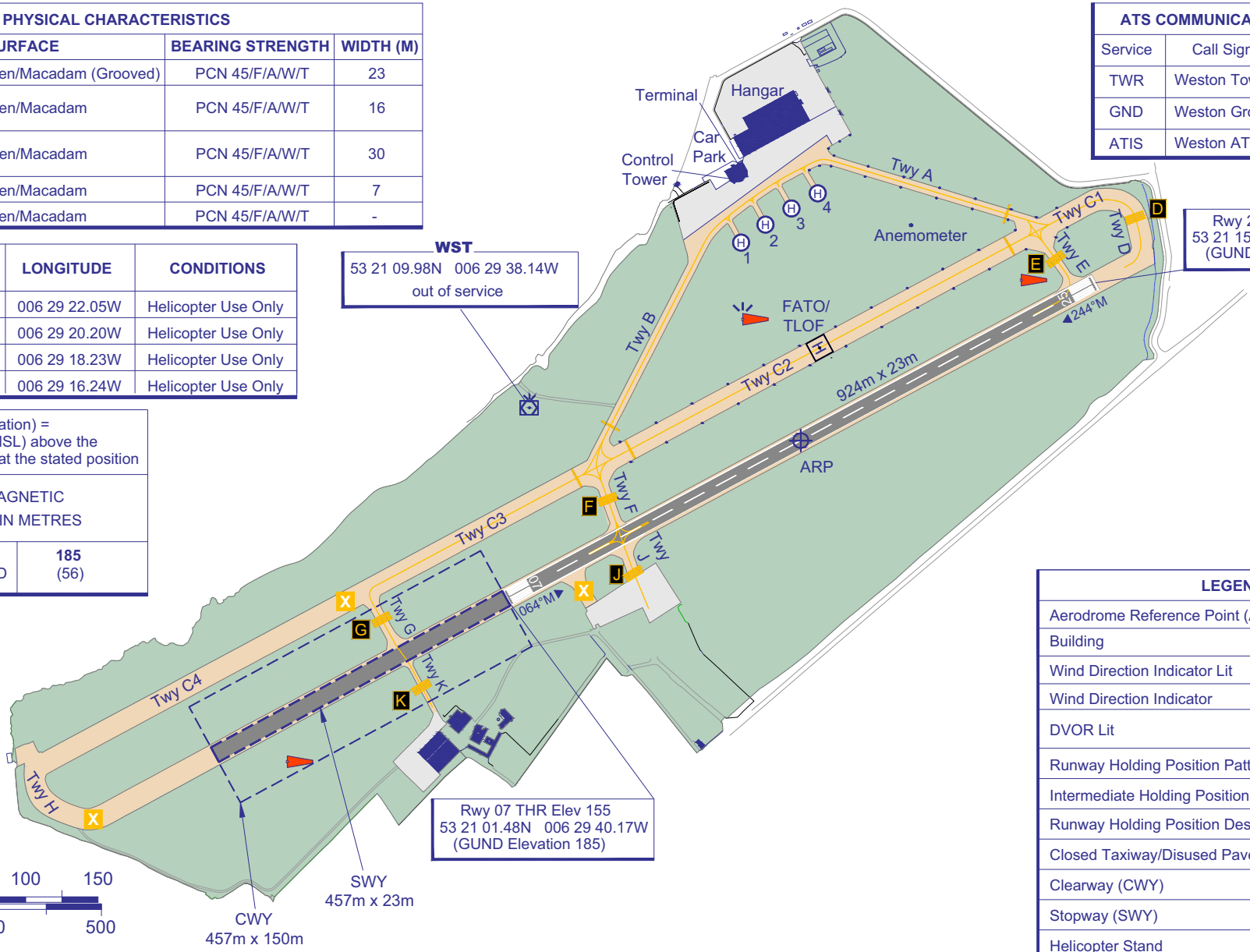
ATS COMMUNICATION FACILITIES		
Service	Call Sign	Channel
TWR	Weston Tower	122.405
GND	Weston Ground	119.430
ATIS	Weston ATIS	118.880

HELICOPTER STAND	LATITUDE	LONGITUDE	CONDITIONS
1	53 21 17.17N	006 29 22.05W	Helicopter Use Only
2	53 21 17.95N	006 29 20.20W	Helicopter Use Only
3	53 21 18.65N	006 29 18.23W	Helicopter Use Only
4	53 21 19.30N	006 29 16.24W	Helicopter Use Only

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position

BEARINGS ARE MAGNETIC
LINEAR DIMENSIONS IN METRES

ELEVATIONS IN FEET AMSL	**185**
HEIGHTS IN FEET ABOVE AD	(56)



LEGEND	
Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
Wind Direction Indicator	
DVOR Lit	
Runway Holding Position Pattern A	
Intermediate Holding Position (IHP)	
Runway Holding Position Designator	F
Closed Taxiway/Disused Pavement	X
Clearway (CWY)	
Stopway (SWY)	
Helicopter Stand	H

CHANGE: DVOR changed to non operational. ATS frequencies changed. SLC Geomatic Solutions.

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Note: The following sections in this chapter are intentionally left blank: AD-2.4, AD-2.5, AD-2.7, AD-2.10, AD-2.14, AD-2.15, AD-2.17, AD-2.19, AD-2.21, AD-2.22, AD-2.24, AD 2.25

EIBN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIBN - BANTRY

EIBN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	514038N 0092913W Mid Point RWY 07/25
2	**Direction and distance from (city)**	1.5NM WSW OF BANTRY
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	7ft / 19.9°C (Max Temp) 2.0°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	191ft
5	**MAG VAR/Annual Change**	2° (2026)/11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: ROWA Pharmaceuticals Ltd, Newtown, Bantry, Co. Cork Phone:+353 27 50077 Phone:+353 86 8546966 Fax: +353 27 50417
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EIBN AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	HX PPR
2	**Customs and immigration**	HX PPR
3	**Health and sanitation**	Nil
4	**AIS Briefing Office**	See remarks
5	**ATS Reporting Office (ARO)**	See remarks
6	**MET Briefing Office**	See remarks
7	**ATS**	Nil
8	**Fuelling**	Nil
9	**Handling**	Nil
10	**Security**	Nil
11	**De-icing**	Nil

12	**Remarks**	For HR of operation contact AD ADMIN, PIB AVBL from AIS, Shannon, See Section GEN 3.1.5, ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5 Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EIBN AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

EIBN AD 2.5 PASSENGER FACILITIES

NIL

EIBN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Cat Special
2	**Rescue equipment**	Cat Special
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

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

NIL

EIBN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: Nil Strength:			
2	**Taxiway designation, width, surface and strength**	**TAXIWAY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	15	Bitumen	-
3	**Altimeter checkpoint location and elevation**	Location: Nil Elevation: Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EIBN 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 at aircraft stands**	Taxiway Guidelines
2	**RWY and TWY markings and LGT**	RWY 07/25
3	**Stop bars and RWY Guard Lights**	Nil

4	**Other RWY Protection measures**	Nil
5	**Remarks**	Nil

EIBN AD 2.10 AERODROME OBSTACLES

NIL

EIBN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	See Section GEN 3.5 for Information
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Nil
4	**Trend forecast** **Interval of issuance**	Nil
5	**Briefing/consultation provided**	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	English
7	**Charts and other information available for briefing or consultation**	Nil
8	**Supplementary equipment available for providing information**	Nil
9	**ATS units provided with information**	Nil
10	**Additional information (limitation of service, etc.)**	Nil

EIBN 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**
25	Nil	390X 15	Tarmac	Nil	Nil
07	Nil	390X 15	Tarmac	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**
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIBN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
25	390	390	390	390	Nil
07	390	390	390	390	Nil

EIBN AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EIBN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EIBN 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 AD-2.20

EIBN AD 2.17 ATS AIRSPACE

NIL

EIBN AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Aerodrome Information	Bantry	122.405	Nil	Nil	HX	Nil

EIBN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EIBN AD 2.20 LOCAL AERODROME REGULATIONS

All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiway. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EIBN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EIBN AD 2.22 FLIGHT PROCEDURES

NIL

EIBN AD 2.23 ADDITIONAL INFORMATION

Prior Permission Required.

All circuits must be conducted to NW of the Strip.

Caution: Possible low level turbulence with SE Wind.

Caution: Check on radio for additional information relating to the wind on approach to RWY 07.

Caution: Approaches are over the sea and terminate on stoney beaches adjacent to the strip.

EIBN AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EIBN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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Note: The following sections in this chapter are intentionally left blank: AD-2.7, AD-2.9, AD-2.14, AD-2.15, AD-2.17, AD-2.19, AD-2.21, AD-2.22, AD-2.23, AD-2.24, AD-2.25

EIBR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIBR - BIRR

EIBR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	530415N 0075355W Mid point RWY 18/36
2	**Direction and distance from (city)**	1 NM S of BIRR
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	250 ft/20.3°C (Max Temp) -0.3°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	186 ft
5	**MAG VAR/Annual Change**	4° (2014) / 11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: ORMAND Flying Club Ltd. Streamstown Roscrea Co. Tipperary Phone:+353 57 912 1300 Phone:+353 87 0664545 Fax: +353 57 912 1300 Email: info@ormandflyingclub.ie URL: http://www.ormandflyingclub.ie
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EIBR AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	HX PPR
2	**Customs and immigration**	Nil
3	**Health and sanitation**	Nil
4	**AIS Briefing Office**	See remarks
5	**ATS Reporting Office (ARO)**	See remarks
6	**MET Briefing Office**	See remarks
7	**ATS**	Nil
8	**Fuelling**	HX PPR
9	**Handling**	Nil
10	**Security**	Nil
11	**De-icing**	Nil

12	**Remarks**	For HR of operation contact AD ADMIN, PIB AVBL from AIS, Shannon, See Section GEN 3.1.5, ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5, Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4,

EIBR AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Nil
2	**Fuel/oil types**	FUEL: AVGAS 100LL, MOGAS
3	**Fuelling facilities/capacity**	AVGAS 7,000 L MOGAS 1,000 L
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Contact AD ADMIN
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

EIBR AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Birr
2	**Restaurant(s) at or in the vicinity of AD**	Birr
3	**Transportation possibilities**	Nil
4	**Medical facilities**	Birr
5	**Bank and Post Office at or in the vicinity of AD**	Birr
6	**Tourist Office**	Birr
7	**Remarks**	Nil

EIBR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 1
2	**Rescue equipment**	Appropriate to CAT 1
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

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

NIL

EIBR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: Nil Strength:			
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	9 M	Grass	-
		B	9 M	Grass	-
		C	9 M	Grass	-
		D	9 M	Grass	-
3	**Altimeter checkpoint location and elevation**	Location: Nil Elevation: Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EIBR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

NIL

EIBR AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Marking/Type Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact Aerodrome Operator for details of obstacles					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Marking/Type Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact Aerodrome Operator for details of obstacles					

EIBR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	See Section GEN 3.5 for Information
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Nil
4	**Trend forecast** **Interval of issuance**	Nil
5	**Briefing/consultation provided**	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon

6	**Flight documentation Language(s) used**	Nil
7	**Charts and other information available for briefing or consultation**	Nil
8	**Supplementary equipment available for providing information**	Nil
9	**ATS units provided with information**	Nil
10	**Additional information (limitation of service, etc.)**	Nil

EIBR 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
18	Nil	570 X 18	Grass	Nil	Nil
36	Nil	570 X 18	Grass	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
Nil	Nil	Nil	630 X 60	Nil	Nil	Nil	Nil
Nil	Nil	Nil	630 X 60	Nil	Nil	Nil	Nil

EIBR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	570	570	570	570	Nil
36	570	570	570	570	Nil

EIBR AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EIBR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EIBR 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 AD-2.20

EIBR AD 2.17 ATS AIRSPACE

NIL

EIBR AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
Information Only	BIRR Ground	122.950 MHz	Nil	Nil	Nil	PPR

EIBR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EIBR AD 2.20 LOCAL AERODROME REGULATIONS

All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.

EIBR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EIBR AD 2.22 FLIGHT PROCEDURES

NIL

EIBR AD 2.23 ADDITIONAL INFORMATION

NIL

EIBR AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EIBR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Note: The following sections in this chapter are intentionally left blank: AD-2.5, AD-2.7, AD2-9, AD-2.14, AD-2.15, AD-2.17, AD-2.19, AD-2.21, AD- 2.22, AD-2.23, AD-2.24,& AD-2.25

EICL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICL - CLONBULLOGUE

EICL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	531459N 0070724W -
2	**Direction and distance from (city)**	6NM S of Edenderry
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	240 ft / 20.3°C (Max Temp) -0.6°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	184 ft
5	**MAG VAR/Annual Change**	4°W (2014)/11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Irish Parachute Club Ltd The Airfield Clonbullogue Edenderry Co. Offaly Phone:1850 260 600 Fax: +353 46 9730204 Email: info@skydive.ie
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EICL AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	HX PPR
2	**Customs and immigration**	HX On request
3	**Health and sanitation**	Nil
4	**AIS Briefing Office**	See remarks
5	**ATS Reporting Office (ARO)**	See remarks
6	**MET Briefing Office**	See remarks
7	**ATS**	Nil
8	**Fuelling**	Nil
9	**Handling**	Nil
10	**Security**	Nil
11	**De-icing**	Nil

12	**Remarks**	PIB AVBL from AIS, Shannon, See Section GEN 3.1.5, ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5, Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EICL AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Nil
2	**Fuel/oil types**	FUEL: NIL OIL: Nil
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

EICL AD 2.5 PASSENGER FACILITIES

EICL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Cat 2
2	**Rescue equipment**	Appropriate to Cat 2
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

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

NIL

EICL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: - Strength: -			
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH (M)	SURFACE	STRENGTH
		A	18	Bituminous	-
3	**Altimeter checkpoint location and elevation**	Location: Nil Elevation: Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EICL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

NIL

EICL AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST/ID Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Marking/Type Colour**	**Remark**
a	**b**	**c**	**d**	**e**	**f**
Contact Aerodrome Operator for details of obstacles					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Marking/Type Colour**	**Remark**
a	**b**	**c**	**d**	**e**	**f**
Contact Aerodrome Operator for details of obstacles					

EICL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	See Section GEN 3.5 for Information
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Nil
4	**Trend forecast** **Interval of issuance**	Nil
5	**Briefing/consultation provided**	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	English
7	**Charts and other information available for briefing or consultation**	Nil
8	**Supplementary equipment available for providing information**	Nil
9	**ATS units provided with information**	Nil
10	**Additional information (limitation of service, etc.)**	Nil

EICL 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
27	Nil	770 X 18	Grass	Nil	Nil
09	Nil	770 X 18	Grass	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
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EICL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
27	770	770	770	770	Nil
09	770	770	770	770	Nil

EICL AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EICL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EICL 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 AD-2.20

EICL AD 2.17 ATS AIRSPACE

NIL

EICL AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
A/G	Clonbullogue Radio	128.55	Nil	Nil	HX	Nil

EICL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EICL AD 2.20 LOCAL AERODROME REGULATIONS

1. Prior Permission Required (PPR) due to intense Parachuting Operations.
2. Intense Parachuting activity mostly at weekends and Public Holidays.
3. Significant numbers of trees penetrate the RWY 09 Approach and Transitional surfaces.
4. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash /outwash effect while helicopters are operating on the movement area.

EICL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EICL AD 2.22 FLIGHT PROCEDURES

NIL

EICL AD 2.23 ADDITIONAL INFORMATION

NIL

EICL AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EICL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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Note: The following sections in this chapter are intentionally left blank: AD-2.7, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.19, AD-2.21, AD-2.22, AD-2.23, AD-2.24

EICN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICN - COONAGH

EICN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	523959N 0084055W Mid-point RWY 09/27
2	**Direction and distance from (city)**	2NM W of Limerick
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	6ft / 19.9°C (Max Temp) -0.5°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	189ft
5	**MAG VAR/Annual Change**	2°W (2025)/11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Limerick Flying Club (Coonagh) Ltd. Coonagh Airfield, Coonagh, Limerick City Phone:+353 87 202 6868 (Chief Flying Instructor). Phone:+353 61 326600 URL: http://www.limerickflyingclub.com
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EICN AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	HX PPR
2	**Customs and immigration**	48HR PN (Outwards Only)
3	**Health and sanitation**	Nil
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	See Remarks
6	**MET Briefing Office**	See Remarks
7	**ATS**	Nil
8	**Fuelling**	Nil
9	**Handling**	Nil
10	**Security**	Nil
11	**De-icing**	Nil

12	**Remarks**	PIB AVBL from AIS, Shannon, See Section GEN 3.1.5, ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5 Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EICN AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Nil
2	**Fuel/oil types**	FUEL: MOGAS
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

EICN AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Coonagh
2	**Restaurant(s) at or in the vicinity of AD**	Coonagh
3	**Transportation possibilities**	AVBL Locally
4	**Medical facilities**	Limerick
5	**Bank and Post Office at or in the vicinity of AD**	Limerick
6	**Tourist Office**	Limerick
7	**Remarks**	Nil

EICN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 1
2	**Rescue equipment**	Appropriate to CAT 1
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

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

NIL

EICN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: ASPHALT Strength: -			
2	**Taxiway designation, width, surface and strength**	**TAXIWAY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	5	Bituminous	-
		B	5	Bituminous	-
3	**Altimeter checkpoint location and elevation**	Location: Nil Elevation: Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EICN 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 at aircraft stands**	Nil
2	**RWY and TWY markings and LGT**	RWY 09/27 Threshold, Designator, Centreline
3	**Stop bars and RWY Guard Lights**	Nil
4	**Other RWY Protection measures**	Nil
5	**Remarks**	Nil

EICN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ DESIGNATION	**OBST TYPE**	**OBST POSITION**	**ELEV/HGT**	**Marking/Type Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact: Info@LimerickFlyingClub.com					

In Area 3					
OBST ID/ DESIGNATION	**OBST TYPE**	**OBST POSITION**	**ELEV/HGT**	**Marking/Type Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact: Info@LimerickFlyingClub.com					

EICN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	See Section GEN 3.5 for Information
2	**Hours of service** **MET office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Nil
4	**Trend forecast** **Interval of issuance**	Nil
5	**Briefing/consultation provided**	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	Charts and tabular English
7	**Charts and other information available for briefing or consultation**	See Section GEN 3.5 for Information
8	**Supplementary equipment available for providing information**	Nil
9	**ATS units provided with information**	Nil
10	**Additional information (limitation of service, etc.)**	Nil

EICN 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
09	Nil	416 X 9	Bituminous	523959.04N 0084105.65W 523959.85N 0084043.53W 189ft	Nil
27	Nil	416 X 9	Bituminous	523959.85N 0084043.53 W 523959.04 N 0084105.65 W 189ft	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
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EICN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	416	416	416	416	Nil
27	416	416	416	416	Nil

EICN AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EICN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EICN 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 AD-2.20

EICN AD 2.17 ATS AIRSPACE

NIL

EICN AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Information	Coonagh Radio	129.905	Nil	Nil	HX	Nil

EICN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EICN AD 2.20 LOCAL AERODROME REGULATIONS

1. Circuits to the South.

2. Only experienced licensed pilots with recent short field techniques will be granted permission to use the aerodrome.
3. Prior to use, pilots intending to use the aerodrome should seek a local briefing from a flying club instructor through https://www.limerickflyingclub.com
4. Aircraft must enter and vacate the runway via a paved taxiway.
5. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.
   Helicopters are to integrate with fixed-wing traffic and standard runway sequencing at all times.
6. CATUION: Narrow RWY may cause visual illusion (RWY appears longer/farther). Use caution in actual/ forecast crosswind. Pilots shall apply appropriate crosswind take-off / landing techniques in accordance with the AFM / POM and maintain directional control.
7. Obstacles penetrating the RWY 09/27 approaches and the transitional surface for RWY 09/27 including a mobile object on the public road.
8. All circuits should be flown to the south of the Shannon River at 800ft avoiding built up areas. Pilots are reminded of the proximity of the P9 and the Shannon Control Zone.
9. Local quarry blasting activity by Irish Cement takes place every Thursday at 1500 (Local time) in the vicinity of the aerodrome.
   Irish Cement request that pilots do not overfly the quarry/cement factory from 1350 to 1410 (summertime) and 1450 to 1510 (wintertime).
2.

EICN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EICN AD 2.22 FLIGHT PROCEDURES

NIL

EICN AD 2.23 ADDITIONAL INFORMATION

NIL

EICN AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EICN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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EIRT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIRT - RATHCOOL

EIRT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	520620N 0085900W -
2	**Direction and distance from (city)**	13NM W of Mallow
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	281ft / 20.5°C (Max Temp) 0.4°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	190ft
5	**MAG VAR/Annual Change**	2° (2026)/11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Mr. Dennis Crowley Rathcool Flying Club Rathcool Mallow Co. Cork Phone:+353 83 829 9938 Email: dcrowley045@gmail.com
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EIRT AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	HX PPR
2	**Customs and immigration**	Nil
3	**Health and sanitation**	Nil
4	**AIS Briefing Office**	See remarks
5	**ATS Reporting Office (ARO)**	See remarks
6	**MET Briefing Office**	See remarks
7	**ATS**	Nil
8	**Fuelling**	Nil
9	**Handling**	Nil
10	**Security**	Nil
11	**De-icing**	Nil
12	**Remarks**	For HR of operation contact AD ADMIN PIB AVBL from AIS, Shannon, See Section GEN 3.1.5, ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5 Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EIRT AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Nil
2	**Fuel/oil types**	Nil
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	PPR
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

EIRT AD 2.5 PASSENGER FACILITIES

NIL

EIRT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Helicopter H2
2	**Rescue equipment**	Appropriate to Cat Special
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

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

NIL

EIRT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron designation, surface and strength**	Surface: Nil Strength:			
2	**Taxiway designation, width, surface and strength**	**TAXIWAY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	7.5	Grass	-
3	**Altimeter checkpoint location and elevation**	Location: Nil Elevation: Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EIRT 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 at aircraft stands**	Nil
2	**RWY and TWY markings and LGT**	RWY 09/27

3	**Stop bars and RWY Guard Lights**	Nil
4	**Other RWY Protection measures**	-
5	**Remarks**	Nil

EIRT AD 2.10 AERODROME OBSTACLES

NIL

EIRT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	See Section GEN 3.5 for Information
2	**Hours of service** **MET Office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Nil
4	**Trend forecast** **Interval of issuance**	Nil
5	**Briefing/consultation provided**	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	English
7	**Charts and other information available for briefing or consultation**	Nil
8	**Supplementary equipment available for providing information**	Nil
9	**ATS units provided with information**	Nil
10	**Additional information (limitation of service, etc.)**	Nil

EIRT 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
27	-	450 X 18	Grass	-	-
09	-	450 X 18	Grass	-	-

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
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIRT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
27	450	450	450	450	Nil
09	450	450	450	450	Nil

EIRT AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EIRT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EIRT 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 AD-2.20

EIRT AD 2.17 ATS AIRSPACE

NIL

EIRT AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	Heli Med Ground	132.505 A/G Channel	Nil	Nil	HX - Non Specific	Expect increased short notice helicopter activity due to Air Ambulance Operations

EIRT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EIRT AD 2.20 LOCAL AERODROME REGULATIONS

1. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash / outwash effect while helicopters are operating on the movement area.
2. Due to very low level of utilisation and no aerodrome radio service, pilots should conduct a standard overhead join and use left-hand circuits unless operational conditions require otherwise.

EIRT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EIRT AD 2.22 FLIGHT PROCEDURES

NIL

EIRT AD 2.23 ADDITIONAL INFORMATION

Expect intense Air Ambulance activity at EIRT.

EIRT AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EIRT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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