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AIRAC AIP AMDT 007/26

Effective Date – 09 JUL 2026

Publication Date – 28 MAY 2026

PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

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 3.4 **Communication and Navigation Services:** Insertion of 2 new Sections, Section 4 and Section 5.

ENR 4.1 **Radio Navigation Aids/Systems:** Mag Var updated for Shannon DVOR/DME.

EINN AD **Updated Section:** AD 2.19.

EIMH AD **Updated Sections:** AD 2.18 & AD 2.20.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	09 JUL 2026/09 JUL 2026
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	09 JUL 2026/09 JUL 2026
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	09 JUL 2026/09 JUL 2026
GEN 3.4-1/GEN 3.4-8	GEN 3.4-1/GEN 3.4-8	09 JUL 2026/09 JUL 2026
ENR 4.1-1/ENR 4.1-2	ENR 4.1-1/ENR 4.1-2	09 JUL 2026/09 JUL 2026
EINN AD 2-1/EINN AD 2-14	EINN AD 2-1/EINN AD 2-14	09 JUL 2026/09 JUL 2026
EIMH AD 2-1/EIMH AD 2-6	EIMH AD 2-1/EIMH AD 2-6	09 JUL 2026/09 JUL 2026

New Supplements for this Amendment: **NR 018/26, NR 019/26, NR 020/26, NR 021/26.**

Supplements Cancelled for this Amendment: **NR 017/26.**

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

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

PERM NOTAM* incorporated in this Amendment: **NIL.**

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

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Record of AIP Amendments

AIP AMENDMENT			
NR/Year	Publication date	Date Inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
001/26	11-DEC-2025	22-JAN-2026	
002/26	08-JAN-2026	19-FEB-2026	
003/26	05-FEB-2026	19-MAR-2026	
004/26	05-MAR-2026	16-APR-2026	
005/26	02-APR-2026	14-MAY-2026	
006/26	30-APR-2026	11-JUN-2026	
007/26	28-MAY-2026	09-JUL-2026	

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
021/2026	Checklist of Valid AIP Supplements	GEN	09-Jul-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	-
017/2026	Checklist of Valid AIP Supplements	GEN	11-Jun-2026	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	-
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

New Pages *

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EIDW AD

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2.24-1	11 JUN 2026
2.24-2	11 JUN 2026
2.24-2.2	11 JUN 2026
2.24-3	08 OCT 2020
2.24-4	11 AUG 2022
2.24-5	08 OCT 2020
2.24-6	08 OCT 2020
2.24-7	11 AUG 2022
2.24-8	11 AUG 2022
2.24-9	25 FEB 2021
2.24-10.1	05 NOV 2020
2.24-10.2	05 NOV 2020
2.24-10.3	05 NOV 2020
2.24-11.1	08 SEP 2022
2.24-11.2	08 SEP 2022
2.24-11.3	08 SEP 2022
2.24-12.1	06 OCT 2022
2.24-12.2	06 OCT 2022
2.24-12.3	06 OCT 2022
2.24-13.1	20 APR 2023
2.24-13.2	20 APR 2023
2.24-13.3	20 APR 2023
2.24-14.1	06 OCT 2022
2.24-14.2	06 OCT 2022
2.24-15.1	20 APR 2023
2.24-15.2	20 APR 2023
2.24-15.3	20 APR 2023
2.24-16.1	11 AUG 2022
2.24-16.2	11 AUG 2022
2.24-17.1	16 JUN 2022
2.24-17.2	16 JUN 2022
2.24-17.3	16 JUN 2022
2.24-18.1	05 NOV 2020
2.24-18.2	05 NOV 2020
2.24-18.3	05 NOV 2020
2.24-19.1	06 OCT 2022
2.24-19.2	06 OCT 2022
2.24-19.3	06 OCT 2022
2.24-20.1	05 NOV 2020
2.24-20.2	05 NOV 2020
2.24-20.3	05 NOV 2020
2.24-21.1	06 OCT 2022
2.24-21.2	06 OCT 2022
2.24-21.3	06 OCT 2022
2.24-22.1	16 MAY 2024
2.24-22.2	16 MAY 2024
2.24-22.3	16 MAY 2024
2.24-23.1	16 MAY 2024

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2.24-23.2	16 MAY 2024
2.24-23.3	16 MAY 2024
2.24-24.1	16 MAY 2024
2.24-24.2	16 MAY 2024
2.24-24.3	16 MAY 2024
2.24-25.1	16 MAY 2024
2.24-25.2	16 MAY 2024
2.24-25.3	16 MAY 2024
2.24-26.1	11 AUG 2022
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2.24-26.3	11 AUG 2022
2.24-27.1	11 AUG 2022
2.24-27.2	11 AUG 2022
2.24-28.1	08 OCT 2020
2.24-28.2	08 OCT 2020
2.24-29.1	01 DEC 2022
2.24-29.2	01 DEC 2022
2.24-29.3	01 DEC 2022
2.24-30.1	06 OCT 2022
2.24-30.2	06 OCT 2022
2.24-32.1	01 DEC 2022
2.24-32.2	01 DEC 2022
2.24-32.3	01 DEC 2022
2.24-33.1	11 JUL 2024
2.24-33.2	11 JUL 2024
2.24-35.1	01 DEC 2022
2.24-35.2	01 DEC 2022
2.24-35.3	01 DEC 2022
2.24-36.1	06 OCT 2022
2.24-36.2	06 OCT 2022
2.24-37.1	08 OCT 2020
2.24-37.2	08 OCT 2020
2.24-38.1	17 JUN 2021
2.24-38.2	17 JUN 2021
2.24-39.1	08 OCT 2020
2.24-39.2	08 OCT 2020
2.24-40.1	08 OCT 2020
2.24-40.2	08 OCT 2020
2.24-41.1	17 JUN 2021
2.24-41.2	17 JUN 2021
2.24-42.1	08 OCT 2020
2.24-42.2	08 OCT 2020
2.24-43.1	01 DEC 2022
2.24-43.2	01 DEC 2022
2.24-44	22 APR 2021
2.24-46.1	15 MAY 2025
2.24-46.2	15 MAY 2025

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2.24-8.2	06 DEC 2018	
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2-7	14 MAY 2026	

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2-8	14 MAY 2026
2-9	14 MAY 2026
2-10	14 MAY 2026
2.24-1	16 APR 2026
2.24-2	16 APR 2026
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2.24-8.1	12 JUN 2025
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2.24-11.1	12 JUN 2025
2.24-11.2	12 JUN 2025
2.24-12	12 JUN 2025
EIKN AD	
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2-4	11 JUN 2026
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2-9	11 JUN 2026
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2-12	11 JUN 2026
2-13	11 JUN 2026
2-14	11 JUN 2026
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2.24-2	12 JUN 2025
2.24-3	30 OCT 2025
2.24-4.1	11 JUN 2026
2.24-4.2	11 JUN 2026
2.24-5.1	11 JUN 2026
2.24-5.2	11 JUN 2026
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2.24-6.2	19 FEB 2026
2.24-7.1	19 FEB 2026
2.24-7.2	19 FEB 2026
2.24-8.1	19 FEB 2026
2.24-8.2	19 FEB 2026
2.24-8.3	19 FEB 2026
2.24-9.1	19 FEB 2026

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2.24-9.2	19 FEB 2026
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2.24-11.2	19 FEB 2026
2.24-12.1	19 FEB 2026
2.24-12.2	19 FEB 2026
2.24-13.1	19 FEB 2026
2.24-13.2	19 FEB 2026
2.24-13.3	19 FEB 2026
2.24-14.1	19 FEB 2026
2.24-14.2	19 FEB 2026
2.24-15.1	19 FEB 2026
2.24-15.2	19 FEB 2026
2.24-16	19 FEB 2026
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2.24-3.1	25 MAR 2021
2.24-3.2	25 MAR 2021
2.24-4.1	25 MAR 2021
2.24-4.2	25 MAR 2021
2.24-5.1	25 MAR 2021
2.24-5.2	25 MAR 2021
2.24-6.1	25 MAR 2021
2.24-6.2	25 MAR 2021
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2.24-7.2	25 MAR 2021
2.24-7.3	25 MAR 2021
2.24-8.1	08 DEC 2016
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2.24-9.2	08 DEC 2016
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2.24-7.2	22 APR 2021
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2.24-8.2	22 APR 2021
2.24-9.1	22 APR 2021
2.24-9.2	22 APR 2021
2.24-10.1	22 APR 2021
2.24-10.2	22 APR 2021
2.24-11.1	22 APR 2021
2.24-11.2	22 APR 2021
2.24-12.1	22 APR 2021
2.24-12.2	22 APR 2021
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EIWF AD	
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2-8	11 JUN 2026
2-9	11 JUN 2026
2-10	11 JUN 2026
2-11	11 JUN 2026
2-12	11 JUN 2026
2.24-1	27 NOV 2025
2.24-2	21 MAR 2024
2.24-3.1	20 JUL 2017
2.24-3.2	20 JUL 2017
2.24-6.1	08 DEC 2016
2.24-6.2	08 DEC 2016
2.24-7	23 MAR 2023
EIWT AD	
2-1	14 MAY 2026
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2-9	14 MAY 2026
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2-11	14 MAY 2026
2-12	14 MAY 2026
2.24-1	19 FEB 2026
2.24-2	19 FEB 2026
EIAB AD	
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EICL AD	

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EICN AD		
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EIIM AD		
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2-6	14 MAY 2026	
EIIR AD		
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2-4	09 JUL 2026	*
2-5	09 JUL 2026	*
2-6	09 JUL 2026	*
EIMN AD		
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Page	Date
2-3	14 MAY 2026
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EINC AD	
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EIRT AD	
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GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES

1. RESPONSIBLE SERVICE

The Aeronautical Communications Services in Ireland are administered by:

Post: AirNav Ireland,
The Times Building,
11-12 D'Olier Street,
Dublin 2.
D02 T449
Ireland

Phone: + 353 (0)1 671 8655

Fax: + 353 (0)1 679 2934

1.1 Applicable ICAO Documents

ICAO standards, Recommended Practices and Procedures contained in the following documents are applied (subject to any differences recorded in the Supplement there to).

- Annex 2 - Rules of the Air
- Annex 10 - Aeronautical Telecommunications
- Annex 11 - Air Traffic Services
- Annex 15 - Aeronautical Information Services
- DOC 4444 - Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)
- DOC 7030 - Regional Supplementary Procedures
- DOC 7910 - Location Indicators
- DOC 8400 - Abbreviations and Codes
- DOC 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
- Doc 9694 - Manual of Air Traffic Services (ATS) Data Link Applications. Global Air Navigation Plan for CNS/ ATM Systems (Doc 9750-AN/963,).
- Global Operational Data Link Document (GOLD)(DOC 10037)
- Satellite Voice Operations Manual (SVOM) (DOC 10038)

2. AREA OF RESPONSIBILITY

Aviation Communication, Navigation and Surveillance Services are provided for

2.1. The SHANNON Flight Information Region (FIR) and the SHANNON Upper Flight Information Region (UIR).

2.2. The SHANNON Oceanic Transition Area (*SOTA), is an area of UK controlled airspace, where ATS is delegated through international agreement to the nominated ATS provider. The Irish Air Navigation Service who trade as AirNav Ireland.

2.3. The Northern Oceanic Transition Area (*NOTA) is an area of UK controlled airspace, where ATS is delegated through international agreement to the nominated ATS provider. The Irish Air Navigation Service who trade as AirNav Ireland.

2.4. Aeronautical Communication Services in the SHANWICK Oceanic Control Area of the ICAO North Atlantic region are provided, through international agreement, by SHANWICK Aeradio, an aeronautical communications facility operated by AirNav Ireland.

The Aeronautical communications Facility is located at:

Post: SHANWICK Aeradio,
AirNav Ireland,
Ballygireen,
Newmarket-on-Fergus,
Co. Clare.
V95 E061
Ireland

Phone: + 353 61 471 199

Fax: + 353 61 472 528

3. TYPES OF SERVICE

3.1 Radio Navigation Services

- MF non-directional Beacon - (NDB)
- Fan-Marker - (MKR)
- Surveillance Radar - (SRH)
- Terminal Area Radar - (TAR)
- Instrument Landing System - (ILS)
- VHF Omnidirectional Radio Range - (VOR)
- Distance Measuring Equipment - (DME)
- Locator - (L)

3.2 Fixed Services

Messages to be transmitted over the Aeronautical Fixed Service are accepted only if they satisfy the relevant requirement of ICAO Annex 10.

Aircraft Operating Agencies having direct connection to the Irish AFTN are required, in accordance with the provisions of Annex 10, to retain copies of all messages transmitted by them for a period of thirty days.

The regulations governing the acceptance and handling of communications on the AFTN are contained in Annex 10 Vol. II Chapters 3 and 4.

3.3 SHANWICK Radio Aeronautical Mobile Radio telephony Operations in the North Atlantic Area (NAT)

- HF Aeromobile operations in the NAT are available for use in groups known as “families” and will be assigned as appropriate on first contact.
- As a general guide, the following frequency allocation principles are used;

Table 1:

NAT Frequency Allocation Principles	
Frequency Family	**Usage**
NAT A	Assigned to aircraft flying routes with reporting coordinates between 43N and 47N
NAT B & C	Assigned to aircraft flying routes with reporting coordinates between 47N and 64N. Primary assignment for aircraft flying central routes
NAT D	Assigned to aircraft flying routes with reporting coordinates north of 62N
NAT F	Assigned to aircraft flying routes entirely within the Gander and SHANWICK Areas. Assigned on a tactical basis and coordinated between SHANWICK Radio and Gander Radio
NAT H, I & J	Regional Domestic Air Route Area: Assigned on a tactical basis

- HF Families are designated as follows

Table 2:

SHANWICK Radio Frequencies And Hours Of Operation		
	Frequency	**Normal Hours of Operation***
NAT Family A	3016 kHz	0100-0900, 1800-2200
	5598 kHz	H24
	8906 kHz	0900-2100
	13306 kHz	As Required
NAT Family B	2899 kHz	0000-0900, 1800-2400
	5616 kHz	H24
	8864 kHz	0900-2100 Daily
	13291 kHz	As Required
NAT Family C	2872 kHz	0000-0900, 1800-2400
	5649 kHz	H24
	8879 kHz	0900-2100
	11336 kHz	As Required
	13306 kHz	As Required
NAT Family D	2971 kHz	0100-0800
	4675 kHz	0100-0800, 1100-1800
	8891 kHz	As Required
	11279 kHz	As Required
NAT Family F	3476 kHz	0100-0800 Daily
	6622 kHz	1000-1800 Daily
	8831 kHz	1000-1800 Daily
	13291 kHz	As Required
	17946 kHz	As Required
VHF GP Frequency	127.900 MHz	H24
	124.175 MHz	H24
	128.360**	H24

*This information is provided for guidance only. Hours of service of individual frequencies, or groups of frequencies, may vary as HF propagation conditions or operational requirements demand.

**Channel 128.360 is reserved for intervention or emergency purposes only for T9 and T290.
See UK AIP ENR 2.2.

- Additionally on a tactical basis, SHANWICK Radio operates Regional and Domestic Air Route Area (RDARA) frequencies. These frequencies are used individually or by common network agreement between the NAT Aeronautical Stations.

Table 3:

Regional Domestic Air Route Area (RDARA) Frequencies						
Family	**Frequencies**					
Family H	2965 kHz	3491 kHz	5583 kHz	6556 kHz	6667 kHz	10021 kHz
	10036 kHz	11363 kHz				
Family I	2860 kHz	2881 kHz	2890 kHz	3458 kHz	3473 kHz	3488 kHz
	5484 kHz	5568 kHz	6550 kHz	6595 kHz	10066 kHz	
Family J	2869 kHz	2944 kHz	2992 kHz	3446 kHz	3473 kHz	4651 kHz
	4666 kHz	4684 kHz	5460 kHz	5481 kHz	5559 kHz	5577 kHz
	6547 kHz	8954 kHz	11276 kHz			

3.4 SELCAL Operation in the NAT Region

During the time that they depended on HF communications, pilots should maintain a listening watch on the assigned frequency. This will not be necessary, however, if SECAL is fitted and used correct
Correct SELCAL use includes:

i. The provision of the SELCAL code in the flight plan:

ii. The issue of a correction to the SELCAL code if subsequently altered due to change of aircraft or equipment and

iii. A check on the operation of the SELCAL equipment at or prior to initial entry into oceanic airspace with the appropriate radio station. This SELCAL check must be completed prior to commencing SELCAL watch.

3.5 Use of VHF Channel 128.360

i. 128.360 is reserved for intervention or emergency purposes only on airways T9 and T290, and is to be continuously monitored to facilitate direct controller pilot communications by Shanwick OAC using the Shanwick Control Callsign.

ii. Prior to entering T9/T290 crews will be requested to monitor Channel 128.360 and shall continuously monitor the frequency while in the Shanwick OCA - there is no requirement to check in on frequency. In the event that Shanwick Radio need to contact an aircraft on this frequency they will use the Shanwick Radio Callsign.

iii. Routine communications, position reports, RCL or flight profile change requests are to be made directly to Shanwick Radio via assigned frequencies on HF

iv. For full conditions of use refer to UK AIP ENR 2.2

3.6 Broadcasting Service

Meteorological Broadcasts designed primarily for aircraft in flight are provided on HF and VHF.
Full details are given in GEN 3.5

3.7 Satellite Voice Services

Pilots of suitably equipped aircraft on North Atlantic (NAT) routes may contact SHANWICK Radio via satellite telephone (SATVOICE). Access Code is 425002.

3.8

SHANWICK Radio also have the HF SAR frequencies 2182 kHz, 3023 kHz and 5680 kHz for co-ordination purposes with SAR/Coastguard aircraft as Scene of Search frequencies.

3.9 Controller Pilot Data Link Communication Services (CPDLC)

Limited Controller Pilot Data Link Communication Services (CPDLC) for suitably equipped aircraft will be available for use in areas of the SHANNON Upper Airspace (SHANNON UIR), *NOTA & *SOTA under the responsibility of SHANNON ACC.

3.9.1 COMMUNICATION INFRASTRUCTURE

The introduction and Implementation of CPDLC Data Link Service in areas of the SHANNON UIR, *NOTA & *SOTA, will provide a limited CPDLC message set for FANS 1/A and ATN equipped aircraft.

The initial SHANNON UAC ground communications will be provided by ARINC Communication Service Provider.

SITA airline customers can avail of the SHANNON ACC CPDLC service via the SITA-ARINC ground-ground communications gateway. The address for SHANNON Control CPDLC is EISN

3.9.2 MESSAGES

The following uplink/downlink messages are accommodated by SHANNON.

Message	Description	FANS	ATN
UM0	UNABLE	Yes	Yes
UM1	STANDBY	Yes	Yes
UM3	ROGER	Yes	Yes
UM237	REQUEST AGAIN WITH NEXT ATC UNIT	N/A – Accommodated as UM169	Yes
UM19	MAINTAIN [level]	No	Yes
UM20	CLIMB TO [level]	Yes	Yes
UM23	DESCEND TO [level]	Yes	Yes
UM74	PROCEED DIRECT TO [position]	Yes	Yes
UM79	PROCEED TO [position] VIA [position]	Yes	Yes
UM117	CONTACT [unitname frequency]	Yes	Yes
UM123	SQUAWK [code]	Yes	Yes
UM157	CHECK STUCK MICROPHONE [frequency]	Yes	Yes
UM159	ERROR [errorinformation]	Yes	Yes
UM160	NEXT DATA AUTHORITY	Yes	Yes
UM161	END SERVICE	Yes	N/A
UM162	SERVICE UNAVAILABLE	N/A accommodated using UM159 ERROR+ UM169 freetext MESSAGE NOT SUPPORTED BY THIS ATC UNIT	Yes
UM163	[icaofacilitydesignation]	Yes	N/A
UM169	[freetext]	Yes	Yes
UM179	SQUAWK IDENT	Yes	Yes
UM183	[freetext]	N/A – accommodated as UM169	Yes
UM227	LOGICAL ACKNOWLEDGEMENT	N/A	Yes

Message	Description	FANS	ATN
DM0	WILCO	Yes	Yes
DM1	UNABLE	Yes	Yes
DM2	STANDBY	Yes	Yes
DM3	ROGER	Yes	Yes
DM6	REQUEST [level]	Yes	Yes
DM9	REQUEST CLIMB TO [level]	Yes	Yes
DM10	REQUEST DESCENT TO [level]	Yes	Yes
DM22	REQUEST DIRECT TO [position]	Yes	Yes

Message	Description	FANS	ATN
DM48	POSITION REPORT [positionreport]	Yes	Yes
DM55	PAN PAN PAN	Yes	Yes
DM56	MAYDAY MAYDAY MAYDAY	Yes	Yes
DM62	ERROR [errorinformation]	Yes	Yes
DM63	NOT CURRENT DATA AUTHORITY	Yes	Yes
DM64	[icaofacilitydesignation]	Yes	N/A
DM65	DUE TO WEATHER	Yes	Yes
DM66	DUE TO AIRCRAFT PERFORMANCE	Yes	Yes
DM73	[versionnumber]	Yes	N/A
DM89	MONITORING [unitname][frequency]	Yes	Yes
DM98	[freetext]	N/A	Yes
DM99	CURRENT DATA AUTHORITY	N/A	Yes
DM100	LOGICAL ACKNOWLDEDGEMENT	N/A	Yes
DM107	NOT AUTHORISED NEXT DATA AUTHORITY	N/A	Yes
DM112	SQUAWKING 7500	N/A	Yes

3.9.3 CPDLC SERVICES

ATS Data Link CPDLC will be implemented by SHANNON in the airspace above FL285 in the SHANNON UIR, SOTA and NOTA but may be available in certain sectors from FL160 and above.

In this airspace voice communications and voice instructions shall have precedence over data link communications at all times.

NOTE: With the exception of the requirements outlined in the section **"Aircraft entering from the SHANWICK Area"** No voice read-backs are required for CPDLC messages.

Aircraft departing EI airports

Aircraft departing from Irish airports and planning to enter the SHANNON UIR, SOTA and NOTA above FL285 are requested to only LOG ON climbing through FL160.

Aircraft entering from the SHANWICK area

SHANWICK system shall automatically send the NDA (Next Data Authority) message, followed by the contact advisory (FN-CAD) message to the flight 18 minutes prior to the transfer of control point. This instructs the avionics to logon to SHANNON making SHANNON the Next Data Authority (NDA.). Aircraft will receive the CPDLC connection request (corresponds to IMI CR1 "Connect Request" including the UM163 [icaofacilitydesignation] prior to the SHANNON Boundary. Flights entering SHANNON airspace from Oceanic Airspace will receive a UM123 (Squawk Code) message before the oceanic boundary. The up linked code shall be regarded as valid.
Aircraft shall then try to establish voice communications with SHANNON on the assigned SHANNON Frequency in order to make the required position report. Flights shall include their current Flight Level and uplinked ASSR also for verification by SHANNON Control on first contact on the assigned frequency.

Westbound aircraft entering SHANNON **UIR**/***SOTA** and ***NOTA**

Westbound aircraft entering SHANNON UIR, SOTA and NOTA, which are not logged onto another ANSP may log on 5 minutes before the SHANNON boundary. Logged on Aircraft will automatically be offered a CPDLC connection (ATN: the CPDLC connection request corresponds to CPDLC_Start_Request) (FANS: the CPDLC connection request corresponds to IMI CR1 "Connect Request" including the UM163 [icaofacilitydesignation]) prior to the SHANNON boundary. Except for exceptional circumstances, SHANNON shall not uplink messages until aircraft are under the control of SHANNON Control.

Aircraft connected to EISN, routing into Oceanic airspace

For flights connected to SHANNON (EISN) with SHANWICK (EGGX) as next ATC unit a message (UM160)shall be sent by SHANNON to the flight advising of the NDA (next data authority) 18 minutes prior to the boundary. At 17 minutes prior to the boundary a FN_CAD (FN Contact Advisory) will be sent to FANS connected flights specifying the next ATC unit with which the aircraft has to initiate data link logon.

Aircraft connected to EISN and contacting SHANWICK Radio.

SHANNON will transfer suitably equipped aircraft to SHANWICK Radio, via message (UM117) CONTACT [unitname frequency]. SHANWICK Radio will assign an appropriate secondary frequency on first contact.
In the event that crews do not establish contact on the assigned primary frequency attempt to contact on a published frequency as per
GEN 3.4 Table 2 or using the table below.

Frequency	Opening Hours
2872KHZ	0000-0800,1900-2400
5649KHZ	H24
8879KHZ	0800-1200
124.175MHZ	H24

Emergency Messages

The use of CPDLC to indicate emergency situations shall only be used if other methods are not possible/available.

Transition from ATN to FANS for Westbound Oceanic traffic

Westbound Oceanic Aircraft that are connected to SHANNON CPDLC on FANS will receive both an NDA and a contact advisory message (FN-CAD) for SHANWICK Oceanic control.
Westbound Oceanic aircraft that are connected to the ATN network will not be nominated to SHANWICK by SHANNON. Flight crew will be required to Disconnect from SHANNON and log onto SHANWICK manually.

"Important Notes"

IF A FLIGHT CREW HAS ANY DOUBT REGARDING THE CONTENT, VALIDITY OR EXECUTION OF A CPDLC MESSGE THEY MUST REVERT TO VOICE IMMEDIATELY TO CLARIFY THE SITUATION.

Flight crews must ensure that upon receiving an uplink message, the CPDLC address corresponds to the unit name to which the flight is in voice communications.
If a CPDLC instruction is superseded by a voice instruction, in order to avoid a time-out the flight crew are requested to respond 'UNABLE' to close the original CPDLC dialogue and follow the voice instruction.
Controllers may be required to respond to a downlink request with 'UNABLE' to close dialogue.
Due to the potential for FANS message duplication flight crew are requested to report any suspected instances of duplicated CPDLC messages to ATC on the assigned frequency.

3.9.4 DATA LINK EXEMPTIONS AND FLIGHT PLANS

Aircraft which are not required to be CPDLC equipped (Commission Regulation (EC) No. 29/2009, is not applicable in accordance with Article 3(3), or aircraft types/models are exempted by Commission Implementing Decision 2019/2012) shall include the letter "Z" in item 10 and the indicator "DAT/CPDLCX" in item 18 of each flight plan.

4. REQUIREMENTS AND CONDITIONS

NIL

5. MISCELLANEOUS

5.1 Low Flying Aircraft

5.1.1 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.

5.1.2 Shannon CTA

Shannon FIS radios are located at the following AirNav Ireland sites - Woodcock Hill near Shannon Airport, Dooncarton in the North-West of Mayo, and Rosslare in Wexford.

Aircraft at low level <2500ft (where the radio horizon is roughly 115km) and below may have difficulties establishing and/or maintaining radio communication with Shannon FIS in the following areas - South-West Kerry, West of Cork, North-East of Donegal, Cavan, Monaghan and Central Westmeath or at the boundaries of the Shannon 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 Shannon FIS.

5.1.3 **Dublin CTA**

Aircraft at low level <1500ft and below may have difficulties establishing and/or maintaining radio communication with Dublin 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.
Aircraft should consider problems with establishing and/or maintaining radio communication with Dublin Control.

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

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	361kHz	H24	550238.4N 0082021.4W		DOC 25NM
COLLINSTOWN DVOR/DME (2°W (2021) (decl.: 2°W)	DAP	111.20MHz CH 49X	H24	532525.2N 0061810.3W	300ft	DOC 150
DUBLIN DVOR/DME (2°W (2021) (decl.: 2°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 FL075 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
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

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
WOLFTRAP DME	WTP	116.3MHz CH 110X	H24	530545.2N 0073528.6W	1700ft	E,T DOC 100NM
Note: All Radio Nav aids contained within the FRA area (See ENR 2.2) can be used for flight planning purposes						

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. *AGNIS at stands 30, 32, 34 and 37. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling at aircraft stands.
2	**RWY/TWY markings and LGT**	RWY 06/24 Designation THR, TDZ, centreline, edge, aiming point, Displaced Threshold RWY 24. TWY Centreline, Edge, Holding Positions, Intersection Markings APRON Stand lead-in lines and markings, Wing-tip clearance lines

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

EINN AD 2.10 AERODROME OBSTACLES

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

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

EINN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Shannon Airport
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance.**	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR respectively
4	**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	-	Yes	Grooved ASPH on RWY 06/24. RWY 06/24 has 8m wide shoulders.
	Nil	61 x 150	3321 x 300	240 x 150	-	Yes	

EINN AD 2.13 DECLARED DISTANCES

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

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

EINN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	SALS 470M LIH	Green LIH -	PAPI Both sides/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, (1 lighted). See Aerodrome Chart EINN AD 2.24-1

EINN AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of 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 AD 2.20 Section 3.5

NIL

EINN AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Shannon Control Zone Circle, Radius 15NM 524207N 0085529W (Shannon ARP) (See Remarks)
2	**Vertical limits**	5000ft AMSL
3	**Airspace classification**	C (See Remarks)
4	**ATS unit call sign Language(s)**	Shannon Tower English
5	**Transition altitude**	5000ft
6	**Remarks**	The following airspace within the Shannon Control Zone is uncontrolled • Circle, radius 1.5 NM 523958N 0084053W, SFC to 1000ft AMSL. • Area within bearings from 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			H24	Nil
		121.800 MHz				
APP	Shannon Approach	121.400 MHz			H24	Nil
		120.200 MHz				
APP (RADAR)	Shannon Approach RADAR	121.400 MHz			H24	Nil

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
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

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 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.
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.

Location	Situation	Restriction
Twy C	All Operations	Restricted to daylight hours only and aircraft with wingspan less than 36m. No left turn permitted from TWY C onto TWY D2. No right turn permitted from TWY D2 (southbound) onto TWY C

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

Phone:+ 353 61 712 240

or

Phone:+ 353 61 712 241

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

3. Availability of Intersection Take-Off's

3.1 Take-off's using less than the full length of the runway are available from TWY/RWY intersections as listed in EINN AD 2.13 DECLARED DISTANCES
The datum from which the reduced declared distances on Runway 06/24 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

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

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

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

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 **FL**080: 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 FL**080 or above: Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan.

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

7. Low Visibility Procedures

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

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

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

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

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

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

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

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

7.8 Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

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

EINN AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

EINN AD 2.24 CHARTS RELATED TO AN AERODROME

EINN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Note: The following sections in this chapter are intentionally left blank: AD-2.7, AD-2.14, AD-2.15, AD-2.17, AD-2.19, AD-2.24, AD 2.25.

EIMH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIMH - ATHBOY

EIMH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	53 38 15N 006 52 50W Midpoint RWY 10R/28L (Paved)
2	**Direction and distance from (city)**	2 NM NE of Athboy
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	269 ft/20.1°C (Max Temp) -0.6°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	186 ft
5	**MAG VAR/Annual Change**	2° W (2025) 11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Mr. Bernard Cullen Ballyboy House Athboy Co. Meath Phone:+353 46 9430185 Phone:+353 87 2563070 Email: athboyaviation@gmail.com URL: http://www.athboyairfield.com
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	Nil

EIMH AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	VFR Hours of Operation
2	**Customs and immigration**	HX PPR
3	**Health and sanitation**	Nil
4	**AIS Briefing Office**	See remarks
5	**ATS Reporting Office (ARO)**	Nil
6	**MET Briefing Office**	See remarks
7	**ATS**	Nil
8	**Fuelling**	VFR Hours of Operation
9	**Handling**	Nil
10	**Security**	VFR Hours of Operation
11	**De-icing**	Nil

12	**Remarks**	PPR - Contact AD ADMIN. PIB AVBL from AIS, Shannon, See Section GEN 3.1.5, Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EIMH AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Nil
2	**Fuel/oil types**	JET A1, Avgas 100LL, Mogas available locally (2km)
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Contact AD ADMIN
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

EIMH AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	AVBL Locally
2	**Restaurant(s) at or in the vicinity of AD**	AVBL Locally
3	**Transportation possibilities**	AVBL Locally
4	**Medical facilities**	AVBL Locally
5	**Bank and Post Office at or in the vicinity of AD**	AVBL Locally
6	**Tourist Office**	AVBL Locally
7	**Remarks**	Nil

EIMH 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

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

NIL

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

1	**Apron designation, surface and strength**	Concrete and Grass
2	**Taxiway designation, width, surface and strength**	Taxiway A: 7.5m Surface: Bituminous
3	**Altimeter checkpoint location and elevation**	Nil

4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

EIMH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at intersections and at runway holding position.
2	**RWY/TWY markings and LGT**	RWY 10R/28L (Paved): Runway centreline, threshold and designator markings. Yellow lead on/off markings for taxiway A. RWY 10L/28R (unpaved): White edge markers (cones). Taxiway marking aids: Taxiway A has yellow centreline marking and Runway Holding Position marking.
3	**Stopbars and RWY guard lights**	Nil
4	**Other RWY Protection measures**	Nil
5	**Remarks**	Nil

EIMH 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 aerodrome operator for details of 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 aerodrome operator for details of obstacles.					

EIMH 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

EIMH 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**
10R	Nil	600 x 12	Bituminous	533817.18N 0065305.75W 533813.23N 0065233.94W 186ft	281ft
28L	Nil	600 x 12	Bituminous	533813.23N 0065233.94W 533817.18N 0065305.75W 186ft	256ft
10L	Nil	540 x 18	Grass	Nil	Nil
28R	Nil	540 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	660 x 60	30 long x 24 wide	Nil	Nil	Nil
Nil	Nil	Nil	660 x 60	30 long x 24 wide	Nil	Nil	Nil
Nil	Nil	Nil	600 x 60	30 long x 36 wide	Nil	Nil	Nil
Nil	Nil	Nil	600 x 60	30 long x 36 wide	Nil	Nil	Nil

EIMH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10R	600	600	600	600	Runway paved. (Bituminous)
28L	600	600	600	600	Runway paved. (Bituminous)
10L	540	540	540	540	Runway unpaved. (Grass)
28R	540	540	540	540	Runway unpaved. (Grass)

EIMH AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EIMH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EIMH 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, Part c)

EIMH AD 2.17 ATS AIRSPACE

NIL

EIMH 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	Athboy	118.555	Nil	Nil	VFR Hours of Operation	Nil

EIMH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EIMH AD 2.20 LOCAL AERODROME REGULATIONS

a. Please see the Pilot Notes at www.athboyairfield.com for details

b. Runways 10R/28L (Paved) and 10L/28R (Unpaved) are operated as a single runway strip. No simultaneous operations are permitted.

c. 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.

EIMH AD 2.21 NOISE ABATEMENT PROCEDURES

a. The aerodrome aims to minimise the impact of aviation activities on neighbouring properties. Pilots should avoid overflying houses in the vicinity of the aerodrome and also the Hill of Ward 1.2km south of the airfield. Please see the Pilot Notes at www.athboyairfield.com for details.

b. Rotary-wing aircraft must conform to normal fixed-wing joining, departure and arrival procedures.

EIMH AD 2.22 FLIGHT PROCEDURES

Please see the Pilot Notes at www.athboyairfield.com for details.

EIMH AD 2.23 ADDITIONAL INFORMATION

The aerodrome is strictly Prior Permission Required (PPR) for local briefing purposes. Filing of a Flight Plan does not constitute PPR.

All pilots should familiarise themselves with the Pilot Notes at www.athboyairfield.com prior to departure.

EIMH AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EIMH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION