

Phone: +353 (0)61 703750 Fax: +353 (0)61 366245 AFS: EINNZPZX Email: aisops@airnav.ie URL: https://www.airnav.ie	 AIRNAV Ireland Aeronautical Information Service Ballycasey Cross Co Clare V14 C446 Ireland	AIRAC AIP AMDT 011/25 Effective Date – 27 NOV 2025 Publication Date – 16 OCT 2025
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PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

GEN 0.2	Record of AIP Amendments: Updated.
GEN 0.3	Checklist of Valid AIP Supplements. Updated.
GEN 0.4	Checklist of AIP Pages: Updated.
GEN 2.3	Chart Symbols: Headers and Footers updated.
GEN 3.2	Aeronautical Charts: Updated EIWF Aerodrome Chart.
AD 1.1	Aerodrome/Heliports Availability and Conditions of Use: Sections 1 to 5 updated.
EIDW AD	Updated Sections: AD 2.20, AD 2.24. Insertion of new Section AD 2.25.
EIWF AD	Updated Sections: AD 2.2, AD 2.4, AD 2.10, AD 2.12, AD 2.20, AD 2.24 Charts Related to an Aerodrome: Updated Aerodrome Chart. Incorporation of PERM NOTAM B0262/24, B1232/24, B1667/25, B1668/25, B1670/25, B1690/25, B1703/25. Insertion of new Section AD 2.25.
EIWF Chart	Updated Chart: AD 2.24-1 Aerodrome Chart.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	27 NOV 2025/27 NOV 2025
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	27 NOV 2025/27 NOV 2025
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	27 NOV 2025/27 NOV 2025
GEN 2.3-1/GEN 2.3-2	GEN 2.3-1/GEN 2.3-2	27 NOV 2025/27 NOV 2025
GEN 3.2-1/GEN 3.2-14	GEN 3.2-1/GEN 3.2-14	27 NOV 2025/27 NOV 2025
AD 1.1-1/AD 1.1-4	AD 1.1-1/AD 1.1-4	27 NOV 2025/27 NOV 2025
EIDW AD 2-1/EIDW AD 2-42	EIDW AD 2-1/EIDW AD 2-42	27 NOV 2025/27 NOV 2025
EIWF AD 2-1/EIWF AD 2-12	EIWF AD 2-1/EIWF AD 2-12	27 NOV 2025/27 NOV 2025
EIWF AD 2.24-1	EIWF AD 2.24-1	27 NOV 2025/27 NOV 2025

New Supplements for this Amendment: **NR 013/25, NR 014/25, NR 015/25**

Supplements Cancelled for this Amendment: **NR 004/25, NR 012/25**

New AIC for this Amendment: **NR 016/25.**

AIC cancelled in this Amendment: **NR 018/15, NR 015/25**

PERM NOTAM* incorporated in this Amendment: **B0262/24, B1232/24, B1667/25, B1668/25, B1670/25, B1690/25, B1703/25.**

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

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
015/2025	Checklist of Valid AIP Supplements (SUP)	GEN	27-Nov-2025	-
014/2025	Cork Airport (EICK) - Halfway Roundabout VRP	EICK	27-Nov-2025	-
013/2025	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	27-Nov-2025	-
012/2025	Checklist of Valid AIP Supplements (SUP)	GEN	02-Oct-2025	27-Nov-2025
011/2025	Ireland West (EIKN) Apron Bravo	EIKN	02-Oct-2025	-
010/2025	Ireland West (EIKN) ATIS	EIKN	02-Oct-2025	-
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	-
007/2025	Shannon Airport (EINN) - Pavement Reconstruction Works on West, Central and East Apron Areas	EINN	04-Sep-2025	-
004/2025	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	20-Feb-2025	27-Nov-2025
003/2025	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	20-Feb-2025	-
021/2024	Dublin Airport (EIDW) - Tower Cranes operating in the Vicinity of the Airport	EIDW	31-Oct-2024	-
020/2024	Dublin Airport (EIDW) - Tower Cranes erected adjacent to Terminal 2	EIDW	31-Oct-2024	-
018/2024	Dublin Airport (EIDW) - Installation of Visual Docking Guidance, Fixed Electrical Ground Power Services, Apron Pavement Rehabilitation and Changes to Aircraft Stands at Pier 1	EIDW	03-Oct-2024	-
011/2024	Waterford Airport (EIWF) Runway 03 NDB Approach	EIWF	11-Jul-2024	-
010/2024	Waterford Airport (EIWF) Revised MSA's	EIWF	11-Jul-2024	-
018/2023	Kerry (EIKY) - Tower Cranes at MTU Kerry North Campus, Tralee, Co. Kerry	EIKY	02-Nov-2023	-
013/2023	Kerry (EIKY) NOTAM	EIKY	07-Sep-2023	-
022/2019	Shannon Airport (EINN) Radio Navigation and Landing Aids	EINN	10-Oct-2019	-
020/2019	Dublin Airport (EIDW) Radio Navigation and Landing Aids	EIDW	10-Oct-2019	-
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

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GEN 0.4

Checklist of AIP Pages

New Pages *

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0.6-2	19 MAY 2022	1.7-8	23 JAN 2025	2.3-2	27 NOV 2025 *
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0.6-4	19 MAY 2022	1.7-10	23 JAN 2025	2.4-2	23 JAN 2025
GEN 1		1.7-11	23 JAN 2025	2.5-1	12 JUN 2025
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1.2-4	22 FEB 2024	1.7-19	23 JAN 2025	2.7-5	13 OCT 2016
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3.2-13	27 NOV 2025	*	0.6-2	25 APR 2019	1.9-9	28 NOV 2024
3.2-14	27 NOV 2025	*	0.6-3	25 APR 2019	1.9-10	28 NOV 2024
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3.3-4	12 JUN 2025		1.1-2	18 MAY 2023	1.10-4	12 JUN 2025
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3.4-5	21 MAR 2024		1.3-3	02 DEC 2021	1.10-9	12 JUN 2025
3.4-6	21 MAR 2024		1.3-4	02 DEC 2021	1.10-10	12 JUN 2025
3.4-7	21 MAR 2024		1.3-5	02 DEC 2021	1.10-11	12 JUN 2025
3.4-8	21 MAR 2024		1.3-6	02 DEC 2021	1.10-12	12 JUN 2025
3.5-1	08 OCT 2020		1.3-7	02 DEC 2021	1.10-13	12 JUN 2025
3.5-2	08 OCT 2020		1.3-8	02 DEC 2021	1.10-14	12 JUN 2025
3.5-3	08 OCT 2020		1.4-1	12 JUN 2025	1.10-15	12 JUN 2025
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	ENR 0		1.8-2	06 OCT 2022	1.14-6	08 JUN 2006
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			1.9-5	28 NOV 2024	2.1-8	30 OCT 2025

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3.3-6	07 SEP 2023	5.5-7	30 OCT 2025	0.6-8	25 FEB 2021
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3.4-2	08 JUN 2006	5.5-13	30 OCT 2025	0.6-14	25 FEB 2021
3.5-1	26 MAR 2020	5.5-14	30 OCT 2025		AD 1
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2.24-19.2	11 OCT 2018	2-28	27 NOV 2025	2.24-18.2	05 NOV 2020	
2.24-20.1	11 OCT 2018	2-29	27 NOV 2025	2.24-18.3	05 NOV 2020	
2.24-20.2	11 OCT 2018	2-30	27 NOV 2025	2.24-19.1	06 OCT 2022	
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2.24-21.2	11 OCT 2018	2-32	27 NOV 2025	2.24-19.3	06 OCT 2022	
2.24-22.1	11 OCT 2018	2-33	27 NOV 2025	2.24-20.1	05 NOV 2020	
2.24-22.2	11 OCT 2018	2-34	27 NOV 2025	2.24-20.2	05 NOV 2020	
2.24-23.1	11 OCT 2018	2-35	27 NOV 2025	2.24-20.3	05 NOV 2020	

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2.24-21.1	06 OCT 2022	2.24-42.2	08 OCT 2020	2-1	12 JUN 2025
2.24-21.2	06 OCT 2022	2.24-43.1	01 DEC 2022	2-2	12 JUN 2025
2.24-21.3	06 OCT 2022	2.24-43.2	01 DEC 2022	2-3	12 JUN 2025
2.24-22.1	16 MAY 2024	2.24-44	22 APR 2021	2-4	12 JUN 2025
2.24-22.2	16 MAY 2024	2.24-46.1	15 MAY 2025	2-5	12 JUN 2025
2.24-22.3	16 MAY 2024	2.24-46.2	15 MAY 2025	2-6	12 JUN 2025
2.24-23.1	16 MAY 2024	EINN AD		2-7	12 JUN 2025
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2.24-23.3	16 MAY 2024	2-2	02 OCT 2025	2-9	12 JUN 2025
2.24-24.1	16 MAY 2024	2-3	02 OCT 2025	2-10	12 JUN 2025
2.24-24.2	16 MAY 2024	2-4	02 OCT 2025	2.24-1	12 JUN 2025
2.24-24.3	16 MAY 2024	2-5	02 OCT 2025	2.24-2	12 JUN 2025
2.24-25.1	16 MAY 2024	2-6	02 OCT 2025	2.24-7.1	12 JUN 2025
2.24-25.2	16 MAY 2024	2-7	02 OCT 2025	2.24-7.2	12 JUN 2025
2.24-25.3	16 MAY 2024	2-8	02 OCT 2025	2.24-7.3	12 JUN 2025
2.24-26.1	11 AUG 2022	2-9	02 OCT 2025	2.24-8.1	12 JUN 2025
2.24-26.2	11 AUG 2022	2-10	02 OCT 2025	2.24-8.2	12 JUN 2025
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2.24-30.1	06 OCT 2022	2.24-4	22 MAR 2001	EIKN AD	
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2.24-32.2	01 DEC 2022	2.24-6.1	31 JAN 2019	2-3	30 OCT 2025
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2.24-33.1	11 JUL 2024	2.24-7.1	31 JAN 2019	2-5	30 OCT 2025
2.24-33.2	11 JUL 2024	2.24-7.2	31 JAN 2019	2-6	30 OCT 2025
2.24-35.1	01 DEC 2022	2.24-8.1	06 DEC 2018	2-7	30 OCT 2025
2.24-35.2	01 DEC 2022	2.24-8.2	06 DEC 2018	2-8	30 OCT 2025
2.24-35.3	01 DEC 2022	2.24-10.1	06 DEC 2018	2-9	30 OCT 2025
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2.24-36.2	06 OCT 2022	2.24-11.1	06 DEC 2018	2-11	30 OCT 2025
2.24-37.1	08 OCT 2020	2.24-11.2	06 DEC 2018	2-12	30 OCT 2025
2.24-37.2	08 OCT 2020	2.24-13.1	06 DEC 2018	2-13	30 OCT 2025
2.24-38.1	17 JUN 2021	2.24-13.2	06 DEC 2018	2-14	30 OCT 2025
2.24-38.2	17 JUN 2021	2.24-14.1	06 DEC 2018	2.24-1	12 JUN 2025
2.24-39.1	08 OCT 2020	2.24-14.2	06 DEC 2018	2.24-2	12 JUN 2025
2.24-39.2	08 OCT 2020	2.24-15	10 SEP 2020	2.24-3	30 OCT 2025
2.24-40.1	08 OCT 2020	2.24-16.1	17 JUN 2021	2.24-4.1	30 OCT 2025
2.24-40.2	08 OCT 2020	2.24-16.2	17 JUN 2021	2.24-4.2	30 OCT 2025
2.24-41.1	17 JUN 2021	EIDL AD		2.24-5.1	30 OCT 2025
2.24-41.2	17 JUN 2021			2.24-5.2	30 OCT 2025
2.24-42.1	08 OCT 2020			2.24-6.1	30 OCT 2025

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2.24-6.2	30 OCT 2025	2.24-9.1	08 DEC 2016	2-11	27 NOV 2025	*
2.24-7.1	30 OCT 2025	2.24-9.2	08 DEC 2016	2-12	27 NOV 2025	*
2.24-7.2	30 OCT 2025	2.24-10.1	20 MAY 2021	2.24-1	27 NOV 2025	*
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2.24-10.2	30 OCT 2025	2-1	11 JUL 2024	2.24-7	23 MAR 2023	
2.24-11.1	30 OCT 2025	2-2	11 JUL 2024	2.24-8.1	30 NOV 2023	
2.24-11.2	30 OCT 2025	2-3	11 JUL 2024	2.24-8.2	30 NOV 2023	
2.24-12.1	30 OCT 2025	2-4	11 JUL 2024	2.24-9.1	30 NOV 2023	
2.24-12.2	30 OCT 2025	2-5	11 JUL 2024	2.24-9.2	30 NOV 2023	
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2.24-13.3	30 OCT 2025	2-8	11 JUL 2024	2-2	03 OCT 2024	
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2.24-14.2	30 OCT 2025	2-10	11 JUL 2024	2-4	03 OCT 2024	
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2.24-16	30 OCT 2025	2.24-1	28 JAN 2021	2-7	03 OCT 2024	
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2-1	17 APR 2025	2.24-7.1	22 APR 2021	2-9	03 OCT 2024	
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2-3	17 APR 2025	2.24-8.1	22 APR 2021	2-11	03 OCT 2024	
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2-5	17 APR 2025	2.24-9.1	22 APR 2021	2.24-1	03 OCT 2024	
2-6	17 APR 2025	2.24-9.2	22 APR 2021	2.24-2	03 OCT 2024	
2-7	17 APR 2025	2.24-10.1	22 APR 2021	2.24-3.1	03 OCT 2024	
2-8	17 APR 2025	2.24-10.2	22 APR 2021	2.24-3.2	03 OCT 2024	
2-9	17 APR 2025	2.24-11.1	22 APR 2021	2.24-5.1	03 OCT 2024	
2-10	17 APR 2025	2.24-11.2	22 APR 2021	2.24-5.2	03 OCT 2024	
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2.24-3.1	25 MAR 2021	2.24-16	23 MAR 2023	EIAB AD		
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2.24-4.1	25 MAR 2021	2-1	27 NOV 2025	2-2	24 MAR 2022	
2.24-4.2	25 MAR 2021	2-2	27 NOV 2025	2-3	24 MAR 2022	
2.24-5.1	25 MAR 2021	2-3	27 NOV 2025	2-4	24 MAR 2022	
2.24-5.2	25 MAR 2021	2-4	27 NOV 2025	2-5	24 MAR 2022	
2.24-6.1	25 MAR 2021	2-5	27 NOV 2025	2-6	24 MAR 2022	
2.24-6.2	25 MAR 2021	2-6	27 NOV 2025	EIBN AD		
2.24-7.1	25 MAR 2021	2-7	27 NOV 2025	2-1	24 MAR 2022	
2.24-7.2	25 MAR 2021	2-8	27 NOV 2025	2-2	24 MAR 2022	
2.24-7.3	25 MAR 2021	2-9	27 NOV 2025	2-3	24 MAR 2022	
2.24-8.1	08 DEC 2016	2-10	27 NOV 2025			
2.24-8.2	08 DEC 2016					

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2-4	24 MAR 2022		EIKK AD		
2-5	24 MAR 2022				
2-6	24 MAR 2022	2-1	16 JUN 2022		
	EIBR AD	2-2	16 JUN 2022		
2-1	24 MAR 2022	2-3	16 JUN 2022		
2-2	24 MAR 2022	2-4	16 JUN 2022		
2-3	24 MAR 2022	2-5	16 JUN 2022		
2-4	24 MAR 2022	2-6	16 JUN 2022		
2-5	24 MAR 2022		EIMH AD		
2-6	24 MAR 2022	2-1	24 MAR 2022		
	EICA AD	2-2	24 MAR 2022		
2-1	21 APR 2022	2-3	24 MAR 2022		
2-2	21 APR 2022	2-4	24 MAR 2022		
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2-4	21 APR 2022	2-6	24 MAR 2022		
2-5	21 APR 2022		EIMN AD		
2-6	21 APR 2022	2-1	19 MAY 2022		
	EICL AD	2-2	19 MAY 2022		
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2-2	21 APR 2022	2-4	19 MAY 2022		
2-3	21 APR 2022	2-5	19 MAY 2022		
2-4	21 APR 2022	2-6	19 MAY 2022		
2-5	21 APR 2022		EINC AD		
2-6	21 APR 2022	2-1	16 JUN 2022		
	EICN AD	2-2	16 JUN 2022		
2-1	30 OCT 2025	2-3	16 JUN 2022		
2-2	30 OCT 2025	2-4	16 JUN 2022		
2-3	30 OCT 2025	2-5	16 JUN 2022		
2-4	30 OCT 2025	2-6	16 JUN 2022		
2-5	30 OCT 2025		EIRT AD		
2-6	30 OCT 2025	2-1	16 JUN 2022		
	EIIM AD	2-2	16 JUN 2022		
2-1	19 MAY 2022	2-3	16 JUN 2022		
2-2	19 MAY 2022	2-4	16 JUN 2022		
2-3	19 MAY 2022	2-5	16 JUN 2022		
2-4	19 MAY 2022	2-6	16 JUN 2022		
2-5	19 MAY 2022				
2-6	19 MAY 2022				
	EIIR AD				
2-1	19 MAY 2022				
2-2	19 MAY 2022				
2-3	19 MAY 2022				
2-4	19 MAY 2022				
2-5	19 MAY 2022				
2-6	19 MAY 2022				

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GEN 2.3 CHART SYMBOLS

Chart symbols conform to the specifications of ICAO Annex 4 and Doc 8697.

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GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

Post: The Irish Aviation Authority,
The Times Building
11-12 D'Olier Street
Dublin 2
D02 T449
Ireland

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

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

Charts based on ICAO documents: Annex 4, Doc 8697

Differences to these provisions are detailed in [GEN 1.7](#)

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Charting service is available during Office hours 0930-1730 Local Time.

2. MAINTENANCE OF CHARTS

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

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

3. PURCHASE ARRANGEMENTS

3.1 VFR Chart Scale 1:500,000

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

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

Phone: + 353 1 802 5379

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

3.2 VFR Airspace Chart Scale 1:500,000

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

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

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

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

3.3 VFR Chart Scale 1:250,000

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

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

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

All other aeronautical charts are available to download from:-

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

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

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

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

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

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

4.2.2 Aeronautical Chart 1:250,000

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

4.2.3 Instrument Approach Chart – ICAO

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

4.2.4 Visual Approach Chart – ICAO

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

4.2.5 Aerodrome Chart – ICAO

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

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

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

as contained in ICAO Annex 6.

4.2.7 Aerodrome Obstacle Chart - ICAO - TYPE "B"

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

4.2.8 Precision Approach Terrain Chart – ICAO

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

4.2.9 ATC Surveillance Minimum Altitude Chart

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

5. LIST OF CHART SERIES

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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D	26 APR 2018
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY 26 CAT A, B, C, D	30 OCT 2025
	SID	EIKN AD 2.24-5	EIKN RNAV RWY 08 CAT A, B, C, D	30 OCT 2025
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	30 OCT 2025
Standard Arrival Chart-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY 26 CAT A, B, C, D	30 OCT 2025
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

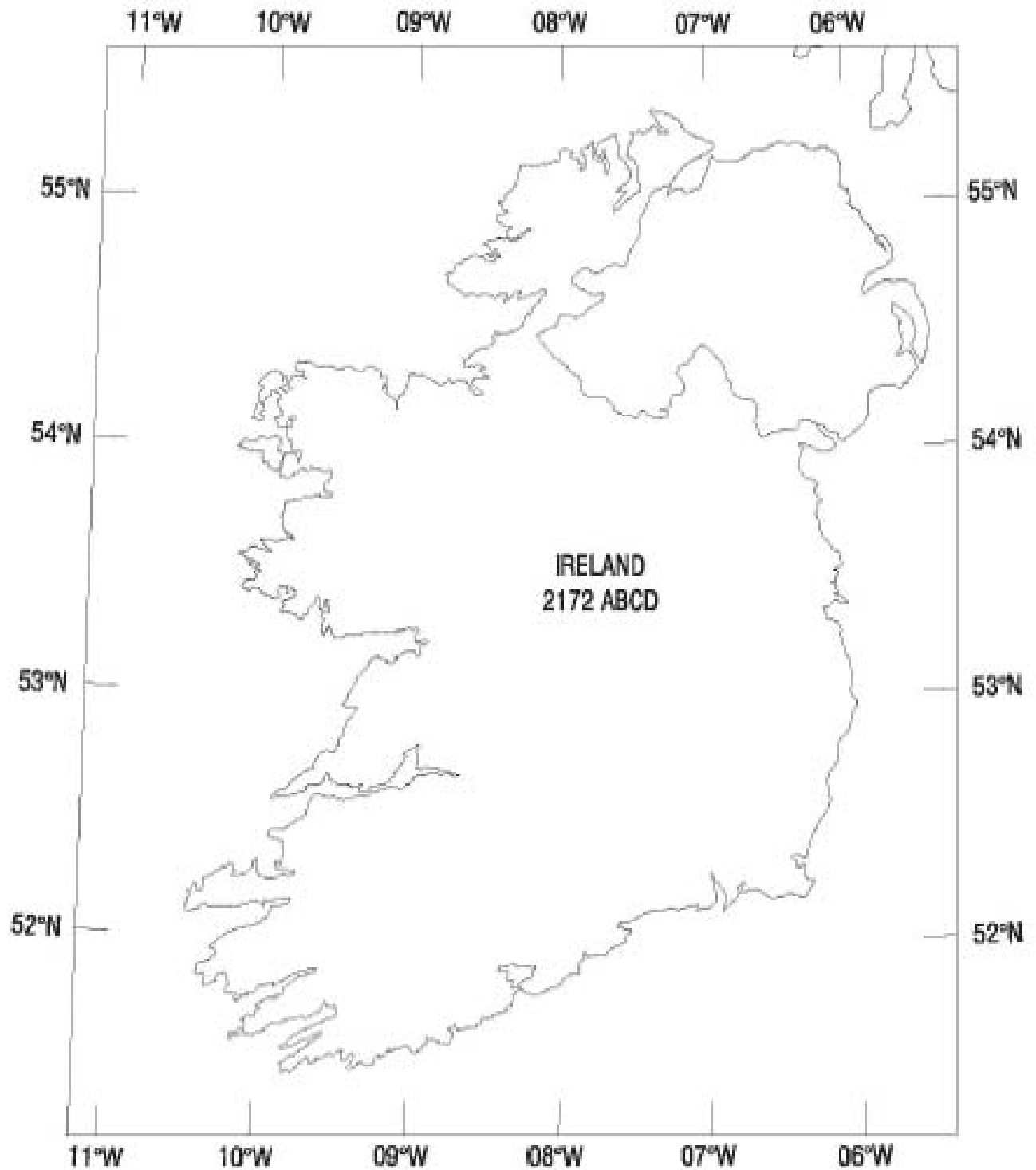
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8	EIKN RNP RWY 26 CAT A, B, C, D	30 OCT 2025
	IAC	EIKN AD 2.24-9	EIKN ILS Z CAT I & II OR LOC RWY 26 CAT A, B, C, D	30 OCT 2025
	IAC	EIKN AD 2.24-10	EIKN ILS Y CAT I & II OR LOC RWY 26 CAT A, B, C, D	30 OCT 2025
	IAC	EIKN AD 2.24-13	EIKN RNP RWY 08 CAT A, B, C, D	30 OCT 2025
	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	30 OCT 2025
	IAC	EIKN AD 2.24.15	EIKN VOR RWY 08 CAT A, B, C, D	30 OCT 2025
	IAC	EICK AD 2.24-25	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDW AD 2.24-26	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-32	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33	EIDW ILS CAT I & II OR LOC RWY 10L CAT A, B, C, D	11 JUL 2024
	IAC	EIDW AD 2.24-36	EIDW ILS CAT I & II or LOC RWY 10R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-37	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-46	EIDW RNP T RWY 28L	15 MAY 2025
	IAC	EISG AD 2.24-7	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11	EISG RNP RWY 28 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-12	EISG NDB RWY 28 CAT A, B	22 APR 2021
	IAC	EIWF AD 2.24-8	EIWF RNP RWY 02 CAT A, B, C	30 NOV 2023
	IAC	EIWF AD 2.24-9	EIWF RNP RWY 20 CAT A, B, C	30 NOV 2023

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
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 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A, B, C	08 DEC 2016
Instrument Approach Chart ICAO 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
	IAC	EIDL AD 2.24-7	EIDL RNP RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-9	EIDL RNP RWY 20 CAT A, B, C	12 JUN 2025
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY 26 CAT A, B	30 OCT 2025
	IAC	EIKN AD 2.24-14	EIKN NDB RWY 08 CAT A, B	30 OCT 2025
	IAC	EIDL AD 2.24-8	EIDL NDB RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	12 JUN 2025
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	12 JUN 2025
	VAC	EIKN AD 2.24-16	IRELAND WEST/KNOCK	30 OCT 2025
	VAC	EIKY AD 2.24-13	KERRY	25 MAR 2021
	VAC	EINN AD 2.24-15	SHANNON	10 SEP 2020
	VAC	EISG AD 2.24-16	SLIGO	23 MAR 2023
	VAC	EIWF AD 2.24-7	WATERFORD	23 MAR 2023
Visual Approach Chart ICAO 1: 160,000	VAC	EIDW AD 2.24-44	DUBLIN	22 APR 2021
Aerodrome Chart ICAO 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020
Aerodrome Chart ICAO 1: 20,000	AD	EIKN AD 2.24-1	IRELAND WEST	12 JUN 2025
	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021
Aerodrome Chart ICAO As per Published Chart	AD	EIDL AD 2.24-1	DONEGAL	12 JUN 2025

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	AD	EIDW AD 2.24-1	DUBLIN	17 APR 2025
	AD	EIWF AD 2.24-1	WATERFORD	27 NOV 2025
	AD	EIWT AD 2.24-1	WESTON	03 OCT 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	21 MAR 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000	AOC	EIWT AD 2.24-2	EIWT RWY 07/25	03 OCT 2024
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	12 JUN 2025
Aerodrome Obstacle Chart ICAO - Type “A”	AOC	EIDL AD 2.24-2	EIDL RWY 02/20	12 JUN 2025
Aerodrome Obstacle Chart ICAO – Type “B”	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-
	AOC	EIWF/Type B/Ver 1	EIWF	-
Precision Approach Terrain Chart Horizontal Scale 1:2,500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 16	26 APR 2018
	PATC	EIDW AD 2.24-6	EIDW RWY 28L	08 OCT 2020
	PATC	EIDW AD 2.24-7	EIDW RWY 28R	11 AUG 2022
	PATC	EIDW AD 2.24-8	EIDW RWY 10L	11 AUG 2022
	PATC	EIDW AD 2.24-9	EIDW RWY 10R	25 FEB 2021
	PATC	EIKN 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 1:6,000	APDC	EIDW AD 2.24-2	DUBLIN	02 OCT 2025
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43	DUBLIN	01 DEC 2022

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
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

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

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

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East & West ICAO 1:250,000 Ed 9	531046.08N 0075439.33W	Co Offaly, Derrinlough Wind Farm. Height: 607ft Elevation: 798ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	532419.10N 0071217.98W	Co Offaly, Yellow River Wind Farm. Height: 545ft Elevation: 827ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	531738.40N 0070024.48W	Co Offaly, Cushaling River Windfarm. Height: 614ft Elevation: 847ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 540442.1752N, 0081428.2311W 2. 535256.0669N, 0081040.1236W 3. 535017.3006N, 0083353.2005W Arc anticlockwise 10nm radius. 535437.0688N, 0084906.5676W 4. 540202.6807N, 0083747.6014W 5. 540442.1752N, 0081428.2311W	EIKN EASTERN STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 540442.1752N, 0081428.2311W 2. 540633.3186N, 0075746.9542W 3. 534623.7805N, 0075125.5526W 4. 534425.1855N, 0080756.4446W 5. 540442.1752N, 0081428.2311W	EIKN EASTERN EXTENSION STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 535853.7332N, 0090423.8977W Arc anticlockwise 10nm radius, 535437.0688N, 0084906.5676W 2. 534710.4044N, 0090021.3882W 3. 534422.0551N, 0092328.0239W 4. 535605.9312N, 0092735.8549W 5. 535853.7332N, 0090423.8977W	EIKN WESTERN STUB Ireland West New Airspace, Co Mayo

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 534710.4044N, 0090021.3882W Arc anticlockwise 10nm radius, 535437.0688N, 0084906.5676W 2. 534451.2079N, 0084535.8450W 3. 533957.9350N, 0084357.8431W 4. 533516.4586N, 0092017.5803W 5. 534422.0551N, 0092328.0239W 6. 534710.4044N, 0090021.3882W	EIKN SOUTHWESTERN STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 535256.0669N, 0081040.1236W 2. 534425.1855N, 0080756.4445W 3. 533957.9350N, 0084357.8431W 4. 534451.2079N, 0084535.8450W Arc anticlockwise 10nm radius. 535437.0688N, 0084906.5676W 5. 535017.3006N, 0083353.2005W 6. 535256.0669N, 0081040.1236W	EIKN SOUTHEASTERN STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9	514441.33N, 0091956.06W	Co Cork, Maughanaclea Met Mast Height: 256ft Elevation: 808ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9	524800.58N, 0083233.37W	Co Clare, Lackareagh Met Mast Height: 328ft Elevation: 1083ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	531730.00N, 0090642.00W	Co Galway, Toin na Brocai Mast Height: 200ft Elevation: 330ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9	523206.66N, 0093008.70W	Co Kerry, Ballylongford Windfarm Height: 410ft Elevation: 554ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South 1:250,000 Ed 9	523658.38N, 0073059.70W	Co Tipperary, Farranrory Windfarm Height: 514ft Elevation: 1433ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	524603.05N, 0091952.80W	Co Clare, Cahermurphy Windfarm Height: 430ft Elevation: 991ft

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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

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

1. RESPONSIBLE AUTHORITY

The designated authority responsible for Aerodromes and Heliports is –

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

Email: aerodromes@iaa.ie

The designated authority responsible for Military Aerodromes and Heliports is –

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

Phone: + 353 45 492 000

Email: info@defence.ie

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

2. GENERAL CONDITIONS OF AVAILABILITY

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

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

2.1 Dublin Aerodrome (EIDW)

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

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

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

Phone: +44 (0)208 564 0612

Fax: +44 (0)208 564 0691

SITA: LONACXH

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

Post: Resource Allocation Unit,
Dublin Airport.

Phone: +353 1 944 5228

Email: POD@dublinairport.com

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

Post: Resource Allocation Unit,
Dublin Airport

Phone: +353 1 944 5228

Email: POD@dublinairport.com

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

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

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

Post: Airside Product Manager,
Dublin Airport.

Phone: +353 87 613 8133

Email: dave.allen@dublinairport.com

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

2.2 Cork (EICK) and Shannon (EINN) Airports

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

2.2.2 Prior permission is also required

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

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

- Cork Airport

Post: Duty Airport Manager,
Cork Airport

Phone: + 353 21 432 96 59

Fax: + 353 21 431 34 42

- Shannon Airport

Post: Duty Airport Manager,
Shannon Airport

Phone: + 353 61 71 22 40

Fax: + 353 61 47 42 40

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

2.3 PPR/Coordinated Timing Applications

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

2.3.2 PPR and coordinated timing applications must include the following information

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

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

2.4 Emergency Operations

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

3. **APPLICABLE ICAO DOCUMENTS AND DIFFERENCES**

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

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

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

Civil use of military air bases is not normally allowed

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

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

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

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

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

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

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

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

6. FRICTION MEASUREMENT

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

7. OTHER INFORMATION

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

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 LOCATION DATA

1	Apron surface and strength	Surface: CONC Strength: PCN 70/R/C/W/U			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN 97/R/C/W/T
		B2	24 M	CONC	PCN 97/R/B/W/T
		C	23 M	CONC	PCN 107/R/C/W/T
		DN	15 M	CONC	PCN 107/R/C/W/T
		DS	15 M	CONC	PCN 107/R/C/W/T
		E1	23 M	CONC/ASPH	PCN 120/F/B/W/T
		E2	32 M	CONC/ASPH	PCN 85/R/B/W/T
		F-Inner	23 M	CONC	PCN 100/R/B/W/T
		F-Outer	23 M	CONC	PCN 109/R/B/W/T
		F1	25 M	CONC/ASPH	PCN 88/R/C/W/T
		F2	23 M	CONC	PCN 98/R/B/W/T
		F3	23 M	CONC	PCN 98/R/B/W/T
		H1	23 M	CONC/ASPH	PCN 84/R/B/W/T
		K	23 M	CONC	PCN 114/R/C/W/T
		M	23 M	CONC	PCN 114/R/C/W/T
		M1	25 M	CONC/ASPH	PCN 120/R/A/W/T

	N	23 M	CONC	PCN 114/R/C/W/T
	N1	24 M	CONC	PCN 114/R/C/W/T
	N2	27 M	CONC	PCN 114/R/C/W/T
	N3	23 M	CONC	PCN 114/R/C/W/T
	N4	23 M	CONC/ASPH	PCN 98/F/C/W/T
	N5	23 M	CONC	PCN 114/R/C/W/T
	N6	26 M	CONC	PCN 114/R/C/W/T
	N7	25 M	CONC	PCN 114/R/C/W/T
	P1	23 M	CONC/ASPH	PCN 68/R/B/W/T
	S	23 M	CONC/ASPH	PCN 95/R/B/W/T
	S1	23 M	CONC	PCN 60/R/B/W/T
	S2	23 M	ASPH	PCN 70/R/C/W/U
	S3	23 M	ASPH	PCN 48/R/B/W/T
	S4	23 M	CONC	PCN 60/R/B/W/T
	S5	30 M	CONC	PCN 55/R/B/W/T
	S6	23 M	CONC	PCN 59/R/B/W/T
	S7	23 M	ASPH	PCN 95/R/B/W/T
	T	23 M	CONC/ASPH	PCN 80/R/B/W/T
	W1	25 M	ASPH	PCN 120/R/A/W/T
	W2	23 M	ASPH	PCN 120/F/A/W/T
	W3	23 M	CONC	PCN 73/R/A/W/T
	W4	15 M	ASPH	PCN 52/R/B/W/T
	LINK 1	33 M	CONC	PCN 110/R/C/W/T
	LINK 2	65 M	CONC/ASPH	PCN 70/R/C/W/U
	LINK 3	42 M	CONC	PCN 79/R/B/W/T
	LINK 4	73 M	CONC	PCN 84/R/A/W/T
	LINK 5	23 M	CONC/ASPH	PCN 108/R/B/W/T
	LINK 6	23 M	CONC	PCN 109/R/C/W/T
	LINK 7	23 M	CONC	PCN 114/R/C/W/T
	AT 1	47 M	CONC	PCN 70/R/C/W/U

		AT 2	47 M	CONC	PCN 70/R/C/W/U
		AT 3	61 M	CONC	PCN 70/R/C/W/U
		AT 4	59 M	CONC	PCN 70/R/C/W/U
		AT 5	81 M	CONC/ASPH	PCN 70/R/C/W/U
		AT 6	58 M	CONC	PCN 70/R/C/W/U
		West Apron	86 M	CONC	PCN 70/R/C/W/U
		North Apron	48 M	CONC	PCN 70/R/C/W/U
		South Apron	30 M	CONC	PCN 70/R/C/W/U
3	Altimeter checkpoint location and elevation	Location: South Apron / Elevation: 201ft AMSL			
4	VOR checkpoint	Nil			
5	INS checkpoint	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: 102, 105L, 105R, 106, 107L, 107C, 120C, 120L, 121L, 137A, 137B, 137L, 138T - 142T, 138S - 143S, 200T, 203L, 203C, 203R, 205L, 205T, 311L, 411C, 411T. 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. No aircraft should enter a stand without guidance. If AVDGS is not operational on the stands listed below, the aircraft listed cannot taxi onto stand due to reduced clearances. Aircraft will be allocated an alternative stand or must shut down engines and be towed on to the aircraft stand. Stands: Stand 316 - All A/C types. Stand 409C - All A/C types.
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 H1, M1, W2, 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	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	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	H24
3	Office responsible for TAF preparation Periods of validity	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 (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	095.24°	2637 x 45	92/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 243ft
28L	275.27°	2637 x 45	92/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 203ft
10L	095.25°	3109 x 45	114/R/C/W/T CONC	532613.79N 0061650.22W 532605.39N 0061417.60W 184 ft	THR 235ft
28R	275.28°	3109 x 45	114/R/C/W/T CONC	532606.73N 0061441.87W 532614.62N 0061705.32W 184 ft	THR 213ft
16	156.59°	2072 x 45	84/R/B/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 218ft
34	336.60°	2072 x 45	84/R/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	
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	see 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 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 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: E1, E2, H1, M1, P1, W1, W2, W3, N, N1, N2, N4, N6, N7, S, S2, S7. Taxiway Green/Yellow Centreline Lighting provided on Runway exit taxiways E1, S1, S2, S5, S7, N1, N2, N3, N4, N5, N6, N7. Taxiway Green/Green Centreline Lighting provided on Runway exit taxiways H1, M1, P1, N, M, W1, W2, W3. Taxiway Green/Yellow Centreline Lighting provided on Runway entry taxiways N1, N7. 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). Electric battery lamps.
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 Apron TWY 6 and 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

NIL

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	-
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.
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	

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
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 2° W (2021)	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 2° W (2021)	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.
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.

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 10R CAT III 2° W (2020)	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			
OM RWY 10R	2 dashes per sec.	75MHz	H24	532547.8N 0062543.5W			
MM RWY 10R	Dots and dashes	75MHz	H24	532523.6N 0061816.8W			
ILS LOC RWY 28L CAT III 2° W (2020)	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			
OM RWY 28L	2 dashes per sec	75MHz	H24	532450.5N 0060818.4W			
MM RWY 28L	Dots and dashes	75MHz	H24	532510.0N 0061409.2W			
ILS LOC RWY 10L CAT III 2° W (2023)	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 2° W (2022)	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 2° W (2020)	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 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 not permitted between TWY F1 and TWY E1/TWY T or vice versa
TWY B2	Outbound aircraft (wingspan 36m or greater) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1/TWY T or vice versa and Aircraft are not permitted to taxi between TWY E1 and TWY T or vice versa
TWY B2	Inbound aircraft (wingspan less than 36m) holding on TWY B2	Movement between TWY A and RWY16-34 / TWY S / TWY S1 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 between TWY A and RWY16-34 / TWY S / TWY S1 or vice versa
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 - CAT I RWY Holding Position	Outbound aircraft holding on CAT I Hold on TWY E1	Aircraft movement not permitted between TWY B2 and TWY T or vice versa
TWY E1 - CAT II/III RWY Holding Position	Outbound aircraft holding on CAT II/III, Hold on TWY E1	Aircraft movement not permitted between TWY T and TWY B2/TWY F1 or vice versa. TWY B2 is inbound only
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 T/ TWY E1 holding on TWY F1	Aircraft movement not permitted between TWY A and LINK 2 / TWY F2 or vice versa
TWY F1	Aircraft taxiing towards LINK 2 / TWY F2 holding on TWY F1	Aircraft movement not permitted between TWYs T and B2 or vice versa or between TWY E1 and TWY T 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
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

Location	Situation	Restriction
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 CAT I Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan less than 36m) holding on RWY 16-34 for entry to RWY 10R-28L	Movement through the intersection of RWY 34 and TWYs A, B2, S, S1 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I 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 34 and TWYs A, B2, S, S1.

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 wingspan less than 36m.

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

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- 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

* 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.

LOCATION	NOTES
ENGINE TEST SITE 2 (Forecourt Cityjet Hangar)	Check starts, idle engine runs, running one engine at idle, for maintenance and post engine wash run are permissible. Ground engine runs WILL NOT exceed thirty minutes in duration and not above idle power. If a new engine is to be run for the first time, the Airside Operations and Safety Officers (AOSO) must be informed of this fact at the time of the request.
ENGINE TEST SITE 3	Withdrawn from service.
ENGINE TEST SITE 4 (Apron Taxiway 6)	Available for all aircraft. Check starts, idle engine runs, running two engines at idle, for maintenance and post engine wash run are permissible. <i>Caution: No lighting or acoustic/safety barriers available.</i>
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. <i>Caution: No acoustic/safety barriers available.</i>
Aircraft Stands	Aircraft engine test runs at idle speed not exceeding five minutes duration are permitted on all stands. Permission required from the Resource Allocation Unit. If greater 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. <i>Caution: No acoustic/safety barriers available.</i>
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. <i>Caution: No lighting or acoustic/safety barriers available.</i>

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 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.

11.15 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 Vz.
- 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 Baldonnell 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 high 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. Low Visibility take-off (LVTO) means a take-off with a runway visual range (RVR) lower than 400m but not less than 75m.

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	T 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/Inner, 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, T/F1 or S2, W1, H1	T, 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	S1, B2	N/A	T
10R	Main Apron (Link 4 to Link 6)	E1, F1, F2, F3 or S2, W1, H1	F-Outer/Inner, N, RWY16, W2, S to S7	All
10R	North Apron	E1, F1, F2, F3, F-Outer/Inner or S2, W1, H1, F-Outer/Inner	AT6 or DN/DS/C, K, N, RWY16, W2, S to S7	All
10R	West Apron (Northern stands)	E1, Link 4, M1, W2, W3 or S2, W1, H1, M1, W2, W3	W3, W2, S to S7	All
10R	West Apron (Southern stands)	E1, Link 4, M1, W2 or S2, W1, H1, M1, W2	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	T, 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	AT6, DN/DS/C, F-Outer, N, N2	All
28R	West Apron (Northern stands)	N5 or N7 to M, RWY16, W2, 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	T, F1, F2, F3, H1, RWY34, N to N2 or Link 2, F2, F3, H1, RWY34, N to N2 or Link 3, F3, H1, 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

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

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 400m but not less than 75m

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

It is 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 Baldonnell 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)
- 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
- 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 Killeel 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 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

Name	Page
Aerodrome Chart - ICAO	EIDW AD 2.24-1
Aircraft Parking/Docking Chart - ICAO	EIDW AD 2.24-2
Aerodrome Obstacle Chart RWY 10R/28L - ICAO	EIDW AD 2.24-3
Aerodrome Obstacle Chart RWY 10L/28R - ICAO	EIDW AD 2.24-4
Aerodrome Obstacle Chart RWY 16/34 - ICAO	EIDW AD 2.24-5
Precision Approach Terrain Chart RWY 28L - ICAO	EIDW AD 2.24-6
Precision Approach Terrain Chart RWY 28R - ICAO	EIDW AD 2.24-7
Precision Approach Terrain Chart RWY 10L - ICAO	EIDW AD 2.24-8
Precision Approach Terrain Chart RWY 10R - ICAO	EIDW AD 2.24-9
Standard Departure Chart – Instrument RNAV RWY 28L CAT A, B - ICAO	EIDW AD 2.24-10
Standard Departure Chart – Instrument RNAV RWY 28L CAT C, D - ICAO	EIDW AD 2.24-11
Standard Departure Chart – Instrument RNAV RWY 28R CAT A, B - ICAO	EIDW AD 2.24-12
Standard Departure Chart – Instrument RNAV RWY 28R CAT C, D - ICAO	EIDW AD 2.24-13
Standard Departure Chart - Instrument RNAV RWY 10L CAT A,B - ICAO	EIDW AD 2.24-14
Standard Departure Chart - Instrument RNAV RWY 10L CAT C,D - ICAO	EIDW AD 2.24-15
Standard Departure Chart – Instrument RNAV RWY 10R CAT A, B - ICAO	EIDW AD 2.24-16
Standard Departure Chart – Instrument RNAV RWY 10R CAT C, D - ICAO	EIDW AD 2.24-17
Standard Departure Chart – Instrument RNAV RWY 16 CAT A, B - ICAO	EIDW AD 2.24-18
Standard Departure Chart – Instrument RNAV RWY 16 CAT C, D - ICAO	EIDW AD 2.24-19
Standard Departure Chart – Instrument RNAV RWY 34 CAT A, B - ICAO	EIDW AD 2.24-20
Standard Departure Chart – Instrument RNAV RWY 34 CAT C, D - ICAO	EIDW AD 2.24-21
Standard Arrival Chart - Instrument RNAV RWY 28L/R (With Lateral Holding/Point Merge) - ICAO	EIDW AD 2.24-22

Name	Page
Standard Arrival Chart - Instrument RNAV RWY 10L/R (With Lateral Holding/Point Merge) - ICAO	EIDW AD 2.24-23
Standard Arrival Chart - Instrument RNAV RWY 16 - ICAO	EIDW AD 2.24-24
Standard Arrival Chart - Instrument RNAV RWY 34 - ICAO	EIDW AD 2.24-25
Instrument Approach Chart RNP RWY 28L - ICAO	EIDW AD 2.24-26
Instrument Approach Chart - ILS CAT I & II or LOC RWY 28L - ICAO	EIDW AD 2.24-27
Instrument Approach Chart VOR RWY 28L - ICAO	EIDW AD 2.24-28
Instrument Approach Chart RNP RWY 28R CAT A,B,C,D - ICAO	EIDW AD 2.24-29
Instrument Approach Chart ILS CAT I and II or LOC RWY 28R CAT A,B,C,D - ICAO	EIDW AD 2.24-30
Instrument Approach Chart RNP RWY 10L - ICAO	EIDW AD 2.24-32
Instrument Approach Chart - ILS CAT I & II or LOC RWY 10L - ICAO	EIDW AD 2.24-33
Instrument Approach Chart RNP RWY 10R CAT A, B, C, D - ICAO	EIDW AD 2.24-35
Instrument Approach Chart - ILS CAT I & II or LOC RWY 10R - ICAO	EIDW AD 2.24-36
Instrument Approach Chart VOR RWY 10R - ICAO	EIDW AD 2.24-37
Instrument Approach Chart RNP RWY 16 - ICAO	EIDW AD 2.24-38
Instrument Approach Chart - ILS CAT I or LOC RWY 16 - ICAO	EIDW AD 2.24-39
Instrument Approach Chart VOR RWY 16 - ICAO	EIDW AD 2.24-40
Instrument Approach Chart RNP RWY 34 - ICAO	EIDW AD 2.24-41
Instrument Approach Chart VOR RWY 34 - ICAO	EIDW AD 2.24-42
ATC Surveillance Minimum Altitude Chart - ICAO	EIDW AD 2.24-43
Visual Approach Chart - ICAO	EIDW AD 2.24-44
Instrument Approach Chart - RNP T RWY 28L - ICAO	EIDW AD 2.24-46

EIDW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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: EIWFZTX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EIWF AD 2.3 OPERATIONAL HOURS

1	AD Operator	01 JAN 2025-29 MAR 2025 0745-1300, 1345-1830, 1915-2045 30 MAR 2025-31 MAY 2025 0645-1200, 1245-1730, 1815-1945 01 JUN 2025-31 AUG 2025 0745-1200, 1245-1730, 1815-2045 01 SEP 2025-25 OCT 2025 0645-1200, 1245-1730, 1815-1945 26 OCT 2025-31 DEC 2025 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
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EIWF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Contact airport operations
2	Fuel/oil types	JET A1; AVGAS
3	Fuelling facilities/capacity	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.
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EIWF AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

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

EIWF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

EIWF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

5	Remarks	Nil
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EIWF AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
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 184 ft	26.5 M /87ft
21	201.01°	1433 x 30	PCN 30/F/C/Y/T ASPH	521131.24N 0070502.24W 521052.27N 0070526.59W 184 ft	34.4 M /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 <i>NOTE: Instrument Procedures are only available when an Air Traffic Control Service is being provided, unless an operator is authorised by the Flight Operating Standards Department of the Irish Aviation Authority and Waterford Airport Management.</i> Pilots will be provided by Waterford AFIS, Callsign "Waterford INFORMATION", with an Aerodrome Flight Information and Alerting Service while operating in the local airspace. Pilots are responsible for their own separation while operating in Class G - Uncontrolled Airspace. The hours of operation of AFIS are promulgated by NOTAM. Times may vary to support helicopters on SAR/HEMS missions based at Waterford Airport. Airspace Status This airspace is designated as a Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ), during the hours when an Aerodrome Flight Information Service is provided Refer to EIWF AD.2.20.8
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EIWF AD 2.18 ATS COMMUNICATIONS FACILITIES

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

EIWF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

EIWF AD 2.20 LOCAL 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

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

NIL

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

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

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

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.

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

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

Name	Page
Instrument Approach Chart ILS CAT I or LOC RWY 21	EIWF AD 2.24-3
Instrument Approach Chart NDB/DME RWY 21 – ICAO	EIWF AD 2-24-5
Instrument Approach Chart NDB/DME RWY 03 – ICAO	EIWF AD 2-24-6
Visual Approach Chart – ICAO	EIWF AD 2.24-7
Instrument Approach Chart RNP RWY 02 - ICAO	EIWF AD 2.24-8
Instrument Approach Chart RNP RWY 20 - ICAO	EIWF AD 2.24-9

EIWF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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AERODROME
CHART - ICAO

AD ELEVATION 113FT ARP 52 11 14N 007 05 13W

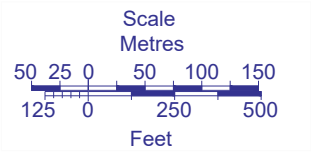
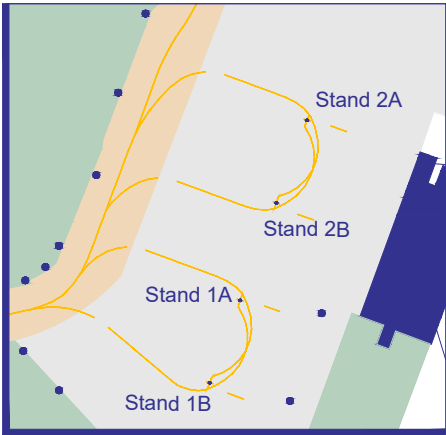
WATERFORD AIRPORT
IRELAND

CONSULT NOTAM FOR LATEST INFORMATION

RUNWAY/ TAXIWAY/ APRON PHYSICAL CHARACTERISTICS			
RWY/ TWY/ APRON	SURFACE	BEARING STRENGTH	WIDTH (M)
RWY 03/21	Asphalt	PCN 30/F/C/Y/T	30
TAXIWAY A, B	Asphalt	PCN 19/F/C/Y/T	15
APRON	Concrete	PCN 19/F/C/Y/T	-

LIGHTING	
APCH 03	SALS 420M, 1 crossbar at 300M
APCH 21	CAT I 750M, 4 crossbars
THR 03/21	WBAR Green
RWY 03/21	LGT LEN White Edge, Amber 450M from runway end End Lights Red
TWY	Blue TWY Edge Only

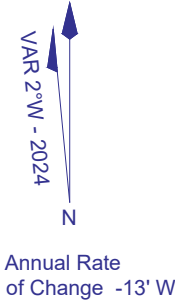
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC LINEAR DIMENSIONS IN METRES	
ELEVATIONS IN FEET AMSL	192
HEIGHTS IN FEET ABOVE AD	(68)



Rwy 21 DTHR Elev 113 52 11 31.24N 007 05 02.24W GUND 185

IWD 110.9 kHz (CH 46X) 52 11 19.56N 007 05 01.97W
--

WTD 368.0 kHz 52 11 20.39N 007 05 00.03W
--



ILS GP
Anemometer

PAPI 3.25°
MEHT 26
VDF

SAR Hangar
Fire Station
Hangar
Aerodrome Beacon
FL W/G
TWR
Terminal

STAND INFORMATION					
Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions
1A	52 11 18.58N	007 04 54.29W	37m	34m	Self Manoeuvring
1B	52 11 17.81N	007 04 54.78W	37m	34m	Self Manoeuvring
2A	52 11 20.27N	007 04 53.23W	37m	34m	Self Manoeuvring
2B	52 11 19.50N	007 04 53.72W	37m	34m	Self Manoeuvring

Rwy 03 DTHR Elev 87 521054.98N 0070524.90W GUND 185
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ATS COMMUNICATION FACILITIES		
Service	Call Sign	Channel
TWR	Waterford Tower	129.850MHz
GND	Waterford Ground	121.600MHz
AFIS	Waterford Information	129.850MHz
ATIS	Waterford ATIS	121.150MHz

IWD LOC 110.9 kHz 521039.12N 0070534.80W
--

LEGEND	
Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
Non-Directional Radio Beacon (NDB)	
Distance Measuring Equipment (DME) Lit	
ILS - Glide Path (GP) Lit	
Localiser (LOC), VDF	
Runway Holding Position Pattern A	
Intermediate Holding Position (IHP)	
Runway Holding Position Designator	
RWY End Lights	
RWY THR Lights /Wingbars	
Precision Approach Path Indicator (PAPI)	

CHANGE: Magnetic Variation updated to 2°W 2024, Annual Rate of Change -13' W. AD ELEV updated to 113ft.