

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 010/26 Effective Date – 01 OCT 2026 Publication Date – 20 AUG 2026
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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 0.6	Table of Contents to Part 1: Updated.
GEN 1.2	Entry, Transit and Departure of Aircraft: Updates to Section 5.3.
GEN 1.5	Aircraft Instruments, Equipment and Flight Documents: Updates to Section 1.4, Section 2 and Section 3.7.
GEN 3.2	Aeronautical Charts: Updated EIDW and EISG charts.
GEN 3.5	Meteorological Services: Updates to Section 1, Section 3, Section 4, Section 8, Section 9 and Section 10.
ENR 0.6	Table of Contents to Part 2: Updated.
ENR 1.1	General Rules: Updates to Section 3.
ENR 1.2	Visual Flight Rules: Update to Section 1 and Removal of Section 2.
ENR 1.8	Regional Supplementary Procedures: Updates to Section 1 and Section 2, Removal of Section 3, Section 4, Section 5, Section 6, Section 7 and Section 8.
ENR 1.10	Flight Planning: Updates to Section 6 and Section 8.
ENR 2.1	FIR, UIR, TMA and CTA: Updates to Header 4 in the Table. Updates to numerous Channels due to the implementation of 8.33 kHz Channel Spacing.
ENR 2.2	Other Regulated Airspace: Updates to Header 4 in Table 2, 3, 4 and 5. Updates to Section 9, Section 10, Section 11 and Section 12.
ENR 5.5	Aerial Sporting and Recreational Activities: Updates to Section 1, Section 2, Section 3, Section 5. Updates to numerous Channels in Section 6.2 and Section 7 due to the implementation of 8.33 kHz Channel Spacing. Incorporation of PERM NOTAM B1822/26 .
AD 0.6	Table of Contents to Part 3: Updated.
EICK AD	Updated Section: AD 2.2, AD 2.6 & AD 2.18. Incorporation of PERM NOTAM B1823/26 .
EIDW AD	Updated Section: AD 2.6, AD 2.18, AD 2.22 & AD 2.24. Incorporation of PERM NOTAM B1818/26 . AD 2.24 Charts Related to an Aerodrome: Updated EIDW Charts - EIDW AD 2.24-1 & EIDW AD 2.24-2.
EINN AD	Updated Section: AD 2.2, AD 2.6, AD 2.17 & AD 2.18. Incorporation of PERM NOTAM B1817/26 .

- EISG AD** **Updated Section:** AD 2.2, AD 2.3, AD 2.4, AD 2.5, AD 2.6, AD 2.8, AD 2.9, AD 2.10, AD 2.11, AD 2.12, AD 2.16, AD 2.17, AD 2.18, AD 2.19, AD 2.20, AD 2.22, and AD 2.24. Insertion of new Section AD 2.25. Incorporation of **PERM NOTAM B1821/26**.
AD 2.24 Charts Related to an Aerodrome: Updated EISG Chart - EISG AD 2.24-1.
- EIBR AD** **Updated Section:** AD 2.18. Incorporation of **PERM NOTAM B1819/26**.
- EINC AD** **Updated Section:** AD 2.2, AD 2.8, AD 2.9, AD 2.11, AD 2.12, AD 2.13, AD 2.16, AD 2.17, AD 2.18, AD 2.20 and AD 2.22. Insertion of new Section AD 2.25. Incorporation of **PERM NOTAM B1820/26**.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-6	GEN 0.2-1/GEN 0.2-6	01 OCT 2026/01 OCT 2026
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	01 OCT 2026/01 OCT 2026
GEN 0.4-1/GEN 0.4-6	GEN 0.4-1/GEN 0.4-6	01 OCT 2026/01 OCT 2026
GEN 0.6-1/GEN 0.6-4	GEN 0.6-1/GEN 0.6-4	01 OCT 2026/01 OCT 2026
GEN 1.2-1/GEN 1.2-4	GEN 1.2-1/GEN 1.2-4	01 OCT 2026/01 OCT 2026
GEN 1.5-1/GEN 1.5-14	GEN 1.5-1/GEN 1.5-14	01 OCT 2026/01 OCT 2026
GEN 3.2-1/GEN 3.2-10	GEN 3.2-1/GEN 3.2-10	01 OCT 2026/01 OCT 2026
GEN 3.5-1/GEN 3.5-14	GEN 3.5-1/GEN 3.5-14	01 OCT 2026/01 OCT 2026
ENR 0.6-1/ENR 0.6-4	ENR 0.6-1/ENR 0.6-4	01 OCT 2026/01 OCT 2026
ENR 1.1-1/ENR 1.1-2	ENR 1.1-1/ENR 1.1-2	01 OCT 2026/01 OCT 2026
ENR 1.2-1/ENR 1.2-2	ENR 1.2-1/ENR 1.2-2	01 OCT 2026/01 OCT 2026
ENR 1.8-1/ENR 1.8-6	ENR 1.8-1/ENR 1.8-2	01 OCT 2026/01 OCT 2026
ENR 1.10-1/ENR 1.10-22	ENR 1.10-1/ENR 1.10-22	01 OCT 2026/01 OCT 2026
ENR 2.1-1/ENR 2.1-8	ENR 2.1-1/ENR 2.1-8	01 OCT 2026/01 OCT 2026
ENR 2.2-1/ENR 2.2-8	ENR 2.2-1/ENR 2.2-8	01 OCT 2026/01 OCT 2026
ENR 5.5-1/ENR 5.5-16	ENR 5.5-1/ENR 5.5-16	01 OCT 2026/01 OCT 2026
AD 0.6-1/AD 0.6-16	AD 0.6-1/AD 0.6-16	01 OCT 2026/01 OCT 2026
EICK AD 2-1/EICK AD 2- 16	EICK AD 2-1/EICK AD 2- 16	01 OCT 2026/01 OCT 2026
EIDW AD 2-1/EIDW AD 2- 44	EIDW AD 2-1/EIDW AD 2- 44	01 OCT 2026/01 OCT 2026
EIDW AD 2.24-1	EIDW AD 2.24-1	01 OCT 2026/01 OCT 2026
EIDW AD 2.24-2	EIDW AD 2.24-2	01 OCT 2026/01 OCT 2026
EINN AD 2-1/EINN AD 2- 14	EINN AD 2-1/EINN AD 2- 14	01 OCT 2026/01 OCT 2026
EISG AD 2-1/EISG AD 2- 12	EISG AD 2-1/EISG AD 2- 12	01 OCT 2026/01 OCT 2026
EISG AD 2.24-1	EISG AD 2.24-1	01 OCT 2026/01 OCT 2026
EIBR AD 2-1/EIBR AD 2-6	EIBR AD 2-1/EIBR AD 2-6	01 OCT 2026/01 OCT 2026
EINC AD 2-1/EINC AD 2-6	EINC AD 2-1/EINC AD 2-6	01 OCT 2026/01 OCT 2026

New Supplements for this Amendment: **NR 026/26, NR 027/26**.

Supplements Cancelled for this Amendment: **NR 009/26, NR 025/26**.

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

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

PERM NOTAM* incorporated in this Amendment: **B1817/26, B1818/26, B1819/26, B1820/26, B1821/26, B1822/26 & B1823/26.**

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

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GEN 0.2 Record of Amendments

AIRAC AIP AMENDMENTS			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
001/2010	03-Dec-2009	14-Jan-2010	
002/2010	31-Dec-2009	11-Feb-2010	
003/2010	28-Jan-2010	11-Mar-2010	
004/2010	25-Feb-2010	08-Apr-2010	
005/2010	25-Mar-2010	06-May-2010	
006/2010	22-Apr-2010	03-Jun-2010	
007/2010	20-May-2010	01-Jul-2010	
008/2010	17-Jun-2010	29-Jul-2010	
009/2010	15-Jul-2010	26-Aug-2010	
010/2010	12-Aug-2010	23-Sep-2010	
011/2010	09-Sep-2010	21-Oct-2010	
012/2010	07-Oct-2010	18-Nov-2010	
013/2010	04-Nov-2010	16-Dec-2010	
001/2011	02-Dec-2010	13-Jan-2011	
002/2011	30-Dec-2010	10-Feb-2011	
003/2011	27-Jan-2011	10-Mar-2011	
004/2011	24-Feb-2011	07-Apr-2011	
005/2011	24-Mar-2011	05-May-2011	
006/2011	21-Apr-2011	02-Jun-2011	
007/2011	19-May-2011	30-Jun-2011	
008/2011	16-Jun-2011	28-Jul-2011	
009/2011	14-Jul-2011	25-Aug-2011	
011/2011	08-Sep-2011	20-Oct-2011	
012/2011	06-Oct-2011	17-Nov-2011	
013/2011	03-Nov-2011	15-Dec-2011	
001/2012	29-Dec-2011	09-Feb-2012	
002/2012	26-Jan-2012	08-Mar-2012	
003/2012	23-Feb-2012	05-Apr-2012	
004/2012	22-Mar-2012	03-May-2012	
005/2012	19-Apr-2012	31-May-2012	
006/2012	17-May-2012	28-Jun-2012	
007/2012	14-Jun-2012	26-Jul-2012	
008/2012	12-Jul-2012	23-Aug-2012	
009/2012	09-Aug-2012	20-Sep-2012	
010/2012	06-Sep-2012	18-Oct-2012	
011/2012	04-Oct-2012	15-Nov-2012	
012/2012	04-Oct-2012	13-Dec-2012	
001/2013	27-Dec-2013	07-Feb-2013	

AIRAC AIP AMENDMENTS			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
002/2013	24-Jan-2013	07-Mar-2013	
003/2013	21-Feb-2013	04-Apr-2013	
004/2013	21-Mar-2013	02-May-2013	
005/2013	18-Apr-2013	30-May-2013	
006/2013	16-May-2013	27-Jun-2013	
007/2013	13-Jun-2013	25-Jul-2013	
008/2013	11-Jul-2013	22-Aug-2013	
009/2013	08-Aug-2013	19-Sep-2013	
010/2013	05-Sep-2013	17-Oct-2013	
011/2013	31-Oct-2013	12-Dec-2013	
002/2014	26-Dec-2013	06-Feb-2014	
003/2014	23-Jan-2014	06-Mar-2014	
004/2014	20-Feb-2014	03-Apr-2014	
005/2014	20-Mar-2014	01-May-2014	
006/2014	17-Apr-2014	29-May-2014	
008/2014	12-Jun-2014	24-Jul-2014	
009/2014	10-Jul-2014	21-Aug-2014	
010/2014	07-Aug-2014	18-Sep-2014	
011/2014	07-Aug-2014	16-Oct-2014	
012/2014	02-Oct-2014	13-Nov-2014	
013/2014	30-Oct-2014	11-Dec-2014	
001/2015	25-Dec-2015	05-Feb-2015	
002/2015	22-Jan-2015	05-Mar-2015	
003/2015	05-Feb-2015	02-Apr-2015	
004/2015	19-Mar-2015	30-Apr-2015	
005/2015	16-Apr-2015	28-May-2015	
006/2015	14-May-2015	25-Jun-2015	
007/2015	11-Jun-2015	23-Jul-2015	
008/2015	09-Jul-2015	20-Aug-2015	
009/2015	06-Aug-2015	17-Sep-2015	
010/2015	03-Sep-2015	15-Oct-2015	
011/2015	01-Oct-2015	12-Nov-2015	
012/2015	29-Oct-2015	10-Dec-2015	
001/2016	24-Dec-2015	04-Feb-2016	
002/2016	21-Jan-2016	03-Mar-2016	
003/2016	18-Feb-2016	31-Mar-2016	
004/2016	17-Mar-2016	28-Apr-2016	
005/2016	14-Apr-2016	26-May-2016	
007/2016	09-Jun-2016	21-Jul-2016	

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

AIRAC AIP AMENDMENTS			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
012/2019	24-Oct-2019	05-Dec-2019	
001/2020	19-Dec-2019	30-Jan-2020	
002/2020	16-Jan-2020	27-Feb-2020	
003/2020	13-Feb-2020	26-Mar-2020	
004/2020	12-Mar-2020	23-Apr-2020	
005/2020	04-Jun-2020	13-Aug-2020	
006/2020	30-Jul-2020	10-Sep-2020	
007/2020	27-Aug-2020	08-Oct-2020	
008/2020	24-Sep-2020	05-Nov-2020	
009/2020	22-Oct-2020	03-Dec-2020	
001/2021	17-Dec-2020	28-Jan-2021	
002/2021	14-Jan-2021	25-Feb-2021	
003/2021	11-Feb-2021	25-Mar-2021	
004/2021	11-Mar-2021	22-Apr-2021	
005/2021	08-Apr-2021	20-May-2021	
006/2021	06-May-2021	17-Jun-2021	
007/2021	03-Jun-2021	15-Jul-2021	
008/2021	01-Jul-2021	12-Aug-2021	
009/2021	29-Jul-2021	09-Sep-2021	
010/2021	26-Aug-2021	07-Oct-2021	
011/2021	23-Sep-2021	04-Nov-2021	
012/2021	21-Oct-2021	02-Dec-2021	
001/2022	16-Dec-2021	27-Jan-2022	
002/2022	13-Jan-2022	24-Feb-2022	
003/2022	10-Feb-2022	24-Mar-2022	
004/2022	10-Mar-2022	21-Apr-2022	
005/2022	07-Apr-2022	19-May-2022	
006/2022	05-May-2022	16-Jun-2022	
007/2022	02-Jun-2022	14-Jul-2022	
008/2022	30-Jun-2022	11-Aug-2022	
009/2022	28-Jul-2022	08-Sep-2022	
010/2022	25-Aug-2022	06-Oct-2022	
011/2022	22-Sep-2022	03-Nov-2022	
012/2022	20-Oct-2022	01-Dec-2022	
001/2023	15-Dec-2022	26-Jan-2023	
002/2023	12-Jan-2023	23-Feb-2023	
003/2023	12-Jan-2023	23-Mar-2023	
004/2023	09-Mar-2023	20-Apr-2023	
005/2023	06-Apr-2023	18-May-2023	

AIRAC AIP AMENDMENTS			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
006/2023	04-May-2023	15-Jun-2023	
007/2023	01-Jun-2023	13-Jul-2023	
008/2023	27-Jul-2023	07-Sep-2023	
009/2023	24-Aug-2023	05-Oct-2023	
010/2023	21-Sep-2023	02-Nov-2023	
011/2023	19-Oct-2023	30-Nov-2023	
001/2024	11 JAN 2024	22 FEB 2024	
002/2024	08 FEB 2024	21 MAR 2024	
003/2024	07 MAR 2024	18 APR 2024	
004/2024	04 APR 2024	16 MAY 2024	
005/2024	02 MAY 2024	13 JUN 2024	
006/2024	30 MAY 2024	11 JUL 2024	
007/2024	27 JUN 2024	08 AUG 2024	
008/2024	25 JUL 2024	05 SEP 2024	
009/2024	22 AUG 2024	03 OCT 2024	
010/2024	19 SEP 2024	31 OCT 2024	
011/2024	17 OCT 2024	28 NOV 2024	
001/2025	12 DEC 2024	23 JAN 2025	
002/2025	09 JAN 2025	20 FEB 2025	
003/2025	06 FEB 2025	20 MAR 2025	
004/2025	06 MAR 2025	17 APR 2025	
005/2025	03 APR 2025	15 MAY 2025	
006/2025	01 MAY 2025	12 JUN 2025	
007/2025	26 JUN 2025	07 AUG 2025	
008/2025	24 JUL 2025	04 SEP 2025	
009/2025	21 AUG 2025	02 OCT 2025	
010/2025	18 SEP 2025	30 OCT 2025	
011/2025	16 OCT 2025	27 NOV 2025	
001/2026	11 DEC 2025	22 JAN 2026	
002/2026	08 JAN 2026	19 FEB 2026	
003/2026	05 FEB 2026	19 MAR 2026	
004/2026	05 MAR 2026	16 APR 2026	
005/2026	02 APR 2026	14 MAY 2026	
006/2026	30 APR 2026	11 JUN 2026	
007/2026	28 MAY 2026	09 JUL 2026	
008/2026	25 JUN 2026	06 AUG 2026	
009/2026	23 JUL 2026	03 SEP 2026	
010/2026	20 AUG 2026	01 OCT 2026	

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
027/2026	Checklist of Valid AIP Supplements	GEN	01-Oct-2026	-
026/2026	Cork Airport (EICK)	EICK	01-Oct-2026	-
025/2026	Checklist of Valid AIP Supplements	GEN	03-Sep-2026	01-Oct-2026
024/2026	Kerry Airport (EIKY) - Aircraft Stands	EIKY	03-Sep-2026	-
023/2026	Dublin Airport (EIDW) - Construction works in the Vicinity of the west Apron	EIDW	03-Sep-2026	-
020/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul 2026	-
019/2026	Shannon Enroute (EISN) - Crane NOTAM	EISN	09-Jul-2026	-
018/2026	Shannon Enroute (EISN) - VOR/DME BAL Out of Service	EISN	09-Jul-2026	-
016/2026	Shannon Airport (EINN) Extension to Apron adjacent to Aircraft Stands 21 and 22	EINN	11 Jun-2026	-
015/2026	Shannon Airport (EINN) Pavement Reconstruction Works on Taxiway H1 and H2	EINN	11-Jun-2026	-
014/2026	Shannon Enroute - Shannon FIR/UIR/SOTA/NOTA	GEN	11-Jun-2026	-
013/2026	Dublin Airport (EIDW) - Holding Procedure Changed	EIDW	11-Jun-2026	-
012/2026	Dublin Airport (EIDW) NOTAM	EIDW	11-Jun-2026	-
010/2026	Ireland West (EIKN) ATIS	EIKN	16-Apr-2026	-
009/2026	Dublin Airport (EIDW) - Tower Crane operating in the Vicinity of the Airport	EIDW	16-Apr-2026	01-Oct-2026
007/2026	Shannon Airport (EINN) - Radio Navigation and Landing Aids	EINN	16-Apr-2026	-
006/2026	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	16-Apr-2026	-
005/2026	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	16-Apr-2026	-
003/2026	Kerry (EIKY) NOTAM	EIKY	19-Feb-2026	-
002/2026	Dublin Airport (EIDW) - Mobile Cranes operating in the Vicinity of the Airport	EIDW	19-Feb-2026	-
014/2025	Cork Airport (EICK) - Halfway Roundabout VRP	EICK	27-Nov-2025	-
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	-
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

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Page	Date	Page	Date	Page	Date
GEN 0.4 CHECKLIST OF AIP PAGES		GEN 1.7 - 11	06 AUG 2026	GEN 3.4 - 2	09 JUL 2026
		GEN 1.7 - 12	06 AUG 2026	GEN 3.4 - 3	09 JUL 2026
		GEN 1.7 - 13	06 AUG 2026	GEN 3.4 - 4	09 JUL 2026
		GEN 1.7 - 14	06 AUG 2026	GEN 3.4 - 5	09 JUL 2026
		GEN 1.7 - 15	06 AUG 2026	GEN 3.4 - 6	09 JUL 2026
		GEN 1.7 - 16	06 AUG 2026	GEN 3.4 - 7	09 JUL 2026
		GEN 1.7 - 17	06 AUG 2026	GEN 3.4 - 8	09 JUL 2026
		GEN 1.7 - 18	06 AUG 2026	GEN 3.4 - 9	09 JUL 2026
		GEN 1.7 - 19	06 AUG 2026	GEN 3.4 - 10	09 JUL 2026
		GEN 1.7 - 20	06 AUG 2026	GEN 3.5 - 1	01 OCT 2026
		GEN 1.7 - 21	06 AUG 2026	GEN 3.5 - 2	01 OCT 2026
		GEN 1.7 - 22	06 AUG 2026	GEN 3.5 - 3	01 OCT 2026
		GEN 1.7 - 23	06 AUG 2026	GEN 3.5 - 4	01 OCT 2026
		GEN 1.7 - 24	06 AUG 2026	GEN 3.5 - 5	01 OCT 2026
		GEN 1.7 - 25	06 AUG 2026	GEN 3.5 - 6	01 OCT 2026
		GEN 1.7 - 26	06 AUG 2026	GEN 3.5 - 7	01 OCT 2026
		GEN 1.7 - 27	06 AUG 2026	GEN 3.5 - 8	01 OCT 2026
		GEN 1.7 - 28	06 AUG 2026	GEN 3.5 - 9	01 OCT 2026
		GEN 1.7 - 29	06 AUG 2026	GEN 3.5 - 10	01 OCT 2026
		GEN 1.7 - 30	06 AUG 2026	GEN 3.5 - 11	01 OCT 2026
		GEN 1.7 - 31	06 AUG 2026	GEN 3.5 - 12	01 OCT 2026
		GEN 1.7 - 32	06 AUG 2026	GEN 3.5 - 13	01 OCT 2026
		GEN 1.7 - 33	06 AUG 2026	GEN 3.5 - 14	01 OCT 2026
		GEN 1.7 - 34	06 AUG 2026	GEN 3.6 - 1	14 MAY 2026
		GEN 2.1 - 1	14 MAY 2026	GEN 3.6 - 2	14 MAY 2026
		GEN 2.1 - 2	14 MAY 2026	GEN 3.6 - 3	14 MAY 2026
		GEN 2.2 - 1	03 SEP 2026	GEN 3.6 - 4	14 MAY 2026
		GEN 2.2 - 2	03 SEP 2026	GEN 4.1 - 1	14 MAY 2026
		GEN 2.2 - 3	03 SEP 2026	GEN 4.1 - 2	14 MAY 2026
		GEN 2.2 - 4	03 SEP 2026	GEN 4.2 - 1	14 MAY 2026
		GEN 2.2 - 5	03 SEP 2026	GEN 4.2 - 2	14 MAY 2026
		GEN 2.2 - 6	03 SEP 2026	PART 2 - EN-ROUTE (ENR)	
		GEN 2.2 - 7	03 SEP 2026		
		GEN 2.2 - 8	03 SEP 2026	ENR 0.1 - 1	14 MAY 2026
		GEN 2.2 - 9	03 SEP 2026	ENR 0.1 - 2	14 MAY 2026
		GEN 2.2 - 10	03 SEP 2026	ENR 0.2 - 1	14 MAY 2026
		GEN 2.2 - 11	03 SEP 2026	ENR 0.2 - 2	14 MAY 2026
		GEN 2.2 - 12	03 SEP 2026	ENR 0.3 - 1	14 MAY 2026
		GEN 2.3 - 1	14 MAY 2026	ENR 0.3 - 2	14 MAY 2026
		GEN 2.3 - 2	14 MAY 2026	ENR 0.4 - 1	14 MAY 2026
		GEN 2.4 - 1	14 MAY 2026	ENR 0.4 - 2	14 MAY 2026
		GEN 2.4 - 2	14 MAY 2026	ENR 0.5 - 1	14 MAY 2026
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		GEN 3.2 - 4	01 OCT 2026	ENR 1.4 - 1	14 MAY 2026
		GEN 3.2 - 5	01 OCT 2026	ENR 1.4 - 2	14 MAY 2026
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		GEN 3.3 - 2	14 MAY 2026	ENR 1.6 - 3	14 MAY 2026
		GEN 3.3 - 3	14 MAY 2026	ENR 1.6 - 4	14 MAY 2026
		GEN 3.3 - 4	14 MAY 2026		
		GEN 3.4 - 1	09 JUL 2026		

Page	Date	Page	Date	Page	Date
ENR 1.6 - 5	14 MAY 2026	ENR 2.2 - 4	01 OCT 2026	ENR 5.6 - 7	14 MAY 2026
ENR 1.6 - 6	14 MAY 2026	ENR 2.2 - 5	01 OCT 2026	ENR 5.6 - 8	14 MAY 2026
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ENR 1.7 - 2	14 MAY 2026	ENR 3.1 - 1	14 MAY 2026	ENR 6-1 - 2	23 MAR 2023
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ENR 1.7 - 4	14 MAY 2026	ENR 3.2 - 1	14 MAY 2026	ENR 6-2 - 2	23 MAR 2023
ENR 1.8 - 1	01 OCT 2026	ENR 3.2 - 2	14 MAY 2026	ENR 6-3 - 1	23 MAR 2023
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ENR 1.9 - 1	03 SEP 2026	ENR 3.3 - 2	14 MAY 2026	PART 3 - AERODROMES (AD)	
ENR 1.9 - 2	03 SEP 2026	ENR 3.3 - 3	14 MAY 2026		
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ENR 1.9 - 7	03 SEP 2026	ENR 3.3 - 8	14 MAY 2026	AD 0.3 - 1	14 MAY 2026
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ENR 1.14 - 6	14 MAY 2026	ENR 5.5 - 11	01 OCT 2026	EICK AD 2 - 10	01 OCT 2026
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ENR 2.1 - 7	01 OCT 2026	ENR 5.6 - 2	14 MAY 2026	EICK AD 2.24-1 - 1	08 NOV 2018
ENR 2.1 - 8	01 OCT 2026	ENR 5.6 - 3	14 MAY 2026	EICK AD 2.24-1 - 2	08 NOV 2018
ENR 2.2 - 1	01 OCT 2026	ENR 5.6 - 4	14 MAY 2026	EICK AD 2.24-2 - 1	26 APR 2018
ENR 2.2 - 2	01 OCT 2026	ENR 5.6 - 5	14 MAY 2026		
ENR 2.2 - 3	01 OCT 2026	ENR 5.6 - 6	14 MAY 2026		

Page	Date	Page	Date	Page	Date
EICK AD 2.24-2 - 2	26 APR 2018	EIDW AD 2 - 17	01 OCT 2026	EIDW AD 2.24-17.1 - 2	16 JUN 2022
EICK AD 2.24-3 - 1	26 APR 2018	EIDW AD 2 - 18	01 OCT 2026	EIDW AD 2.24-17.1 - 3	16 JUN 2022
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EICK AD 2.24-21 - 2	11 OCT 2018	EIDW AD 2.24-6 - 1	08 OCT 2020	EIDW AD 2.24-26.1 - 4	11 AUG 2022
EICK AD 2.24-22 - 1	11 OCT 2018	EIDW AD 2.24-6 - 2	08 OCT 2020	EIDW AD 2.24-27.1 - 1	11 AUG 2022
EICK AD 2.24-22 - 2	11 OCT 2018	EIDW AD 2.24-7 - 1	11 AUG 2022	EIDW AD 2.24-27.1 - 2	11 AUG 2022
EICK AD 2.24-23 - 1	11 OCT 2018	EIDW AD 2.24-7 - 2	11 AUG 2022	EIDW AD 2.24-28.1 - 1	08 OCT 2020
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EIDW AD 2 - 16	01 OCT 2026	EIDW AD 2.24-17.1 - 1	16 JUN 2022	EIDW AD 2.24-41 - 2	17 JUN 2021

Page	Date	Page	Date	Page	Date
EIDW AD 2.24-42.1 - 1	08 OCT 2020	EIDL AD 2.24-9 - 2	06 AUG 2026	EIKY AD 2.24-2 - 1	28 OCT 2004
EIDW AD 2.24-42.1 - 2	08 OCT 2020	EIDL AD 2.24-9 - 3	06 AUG 2026	EIKY AD 2.24-2 - 2	28 OCT 2004
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EINN AD 2 - 6	01 OCT 2026	EIKN AD 2 - 5	11 JUN 2026	EIKY AD 2.24-7 - 4	25 MAR 2021
EINN AD 2 - 7	01 OCT 2026	EIKN AD 2 - 6	11 JUN 2026	EIKY AD 2.24-8.1 - 1	08 DEC 2016
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EINN AD 2 - 9	01 OCT 2026	EIKN AD 2 - 8	11 JUN 2026	EIKY AD 2.24-9.1 - 1	08 DEC 2016
EINN AD 2 - 10	01 OCT 2026	EIKN AD 2 - 9	11 JUN 2026	EIKY AD 2.24-9.1 - 2	08 DEC 2016
EINN AD 2 - 11	01 OCT 2026	EIKN AD 2 - 10	11 JUN 2026	EIKY AD 2.24-10 - 1	20 MAY 2021
EINN AD 2 - 12	01 OCT 2026	EIKN AD 2 - 11	11 JUN 2026	EIKY AD 2.24-10 - 2	20 MAY 2021
EINN AD 2 - 13	01 OCT 2026	EIKN AD 2 - 12	11 JUN 2026	EIKY AD 2.24-10 - 3	20 MAY 2021
EINN AD 2 - 14	01 OCT 2026	EIKN AD 2 - 13	11 JUN 2026	EIKY AD 2.24-10 - 4	20 MAY 2021
EINN AD 2.24_1 - 1	26 MAR 2020	EIKN AD 2 - 14	11 JUN 2026	EIKY AD 2.24-11.1 - 1	18 AUG 2016
EINN AD 2.24_1 - 2	26 MAR 2020	EIKN AD 2.24-1 - 1	11 JUN 2026	EIKY AD 2.24-11.1 - 2	18 AUG 2016
EINN AD 2.24-2 - 1	25 APR 2019	EIKN AD 2.24-1 - 2	11 JUN 2026	EIKY AD 2.24-13 - 1	25 MAR 2021
EINN AD 2.24-2 - 2	25 APR 2019	EIKN AD 2.24-2 - 1	12 JUN 2025	EIKY AD 2.24-13 - 2	25 MAR 2021
EINN AD 2.24-3 - 1	06 DEC 2018	EIKN AD 2.24-2 - 2	12 JUN 2025	EISG AD 2 - 1	01 OCT 2026
EINN AD 2.24-3 - 2	06 DEC 2018	EIKN AD 2.24-3 - 1	30 OCT 2025	EISG AD 2 - 2	01 OCT 2026
EINN AD 2.24-4 - 1	22-MAR-2001	EIKN AD 2.24-3 - 2	30 OCT 2025	EISG AD 2 - 3	01 OCT 2026
EINN AD 2.24-4 - 2	22-MAR-2001	EIKN AD 2.24-4.1 - 1	11 JUN 2026	EISG AD 2 - 4	01 OCT 2026
EINN AD 2.24-5 - 1	31 JAN 2019	EIKN AD 2.24-4.1 - 2	11 JUN 2026	EISG AD 2 - 5	01 OCT 2026
EINN AD 2.24-5 - 2	31 JAN 2019	EIKN AD 2.24-5.1 - 1	11 JUN 2026	EISG AD 2 - 6	01 OCT 2026
EINN AD 2.24-6 - 1	31 JAN 2019	EIKN AD 2.24-5.1 - 2	11 JUN 2026	EISG AD 2 - 7	01 OCT 2026
EINN AD 2.24-6 - 2	31 JAN 2019	EIKN AD 2.24-6.1 - 1	19 FEB 2026	EISG AD 2 - 8	01 OCT 2026
EINN AD 2.24-7 - 1	31 JAN 2019	EIKN AD 2.24-6.1 - 2	19 FEB 2026	EISG AD 2 - 9	01 OCT 2026
EINN AD 2.24-7 - 2	31 JAN 2019	EIKN AD 2.24-7.1 - 1	19 FEB 2026	EISG AD 2 - 10	01 OCT 2026
EINN AD 2.24-8 - 1	06 DEC 2018	EIKN AD 2.24-7.1 - 2	19 FEB 2026	EISG AD 2 - 11	01 OCT 2026
EINN AD 2.24-8 - 2	06 DEC 2018	EIKN AD 2.24-8.1 - 1	19 FEB 2026	EISG AD 2 - 12	01 OCT 2026
EINN AD 2.24-10 - 1	06 DEC 2018	EIKN AD 2.24-8.1 - 2	19 FEB 2026	EISG AD 2.24-1 - 1	01 OCT 2026
EINN AD 2.24-10 - 2	06 DEC 2018	EIKN AD 2.24-8.1 - 3	19 FEB 2026	EISG AD 2.24-1 - 2	01 OCT 2026
EINN AD 2.24-11 - 1	06 DEC 2018	EIKN AD 2.24-8.1 - 4	19 FEB 2026	EISG AD 2.24-2 - 1	28 JAN 2021
EINN AD 2.24-11 - 2	06 DEC 2018	EIKN AD 2.24-9.1 - 1	19 FEB 2026	EISG AD 2.24-2 - 2	28 JAN 2021
EINN AD 2.24-13 - 1	06 DEC 2018	EIKN AD 2.24-9.1 - 2	19 FEB 2026	EISG AD 2.24-7 - 1	22 APR 2021
EINN AD 2.24-13 - 2	06 DEC 2018	EIKN AD 2.24-10.1 - 1	11 JUN 2026	EISG AD 2.24-7 - 2	22 APR 2021
EINN AD 2.24-14 - 1	06 DEC 2018	EIKN AD 2.24-10.1 - 2	11 JUN 2026	EISG AD 2.24-8 - 1	22 APR 2021
EINN AD 2.24-14 - 2	06 DEC 2018	EIKN AD 2.24-11.1 - 1	19 FEB 2026	EISG AD 2.24-8 - 2	22 APR 2021
EINN AD 2.24-15 - 1	10 SEP 2020	EIKN AD 2.24-11.1 - 2	19 FEB 2026	EISG AD 2.24-9 - 1	22 APR 2021
EINN AD 2.24-15 - 2	10 SEP 2020	EIKN AD 2.24-12.1 - 1	19 FEB 2026	EISG AD 2.24-9 - 2	22 APR 2021
EINN AD 2.24-16 - 1	17 JUN 2021	EIKN AD 2.24-12.1 - 2	19 FEB 2026	EISG AD 2.24-10 - 1	22 APR 2021
EINN AD 2.24-16 - 2	17 JUN 2021	EIKN AD 2.24-13.1 - 1	19 FEB 2026	EISG AD 2.24-10 - 2	22 APR 2021
EIDL AD 2 - 1	06 AUG 2026	EIKN AD 2.24-13.1 - 2	19 FEB 2026	EISG AD 2.24-11 - 1	22 APR 2021
EIDL AD 2 - 2	06 AUG 2026	EIKN AD 2.24-13.1 - 3	19 FEB 2026	EISG AD 2.24-11 - 2	22 APR 2021
EIDL AD 2 - 3	06 AUG 2026	EIKN AD 2.24-13.1 - 4	19 FEB 2026	EISG AD 2.24-12 - 1	22 APR 2021
EIDL AD 2 - 4	06 AUG 2026	EIKN AD 2.24-14 - 1	19 FEB 2026	EISG AD 2.24-12 - 2	22 APR 2021
EIDL AD 2 - 5	06 AUG 2026	EIKN AD 2.24-14 - 2	19 FEB 2026	EISG AD 2.24-16 - 1	23 MAR 2023
EIDL AD 2 - 6	06 AUG 2026	EIKN AD 2.24-15.1 - 1	19 FEB 2026	EISG AD 2.24-16 - 2	23 MAR 2023
EIDL AD 2 - 7	06 AUG 2026	EIKN AD 2.24-15.1 - 2	19 FEB 2026	EIWF AD 2 - 1	06 AUG 2026
EIDL AD 2 - 8	06 AUG 2026	EIKN AD 2.24-16.1 - 1	19 FEB 2026	EIWF AD 2 - 2	06 AUG 2026
EIDL AD 2 - 9	06 AUG 2026	EIKN AD 2.24-16.1 - 2	19 FEB 2026	EIWF AD 2 - 3	06 AUG 2026
EIDL AD 2 - 10	06 AUG 2026	EIKY AD 2 - 1	14 MAY 2026	EIWF AD 2 - 4	06 AUG 2026
EIDL AD 2.24-1 - 1	06 AUG 2026	EIKY AD 2 - 2	14 MAY 2026	EIWF AD 2 - 5	06 AUG 2026
EIDL AD 2.24-1 - 2	06 AUG 2026	EIKY AD 2 - 3	14 MAY 2026	EIWF AD 2 - 6	06 AUG 2026
EIDL AD 2.24-2 - 1	06 AUG 2026	EIKY AD 2 - 4	14 MAY 2026	EIWF AD 2 - 7	06 AUG 2026
EIDL AD 2.24-2 - 2	06 AUG 2026	EIKY AD 2 - 5	14 MAY 2026	EIWF AD 2 - 8	06 AUG 2026
EIDL AD 2.24-7 - 1	06 AUG 2026	EIKY AD 2 - 6	14 MAY 2026	EIWF AD 2 - 9	06 AUG 2026
EIDL AD 2.24-7 - 2	06 AUG 2026	EIKY AD 2 - 7	14 MAY 2026	EIWF AD 2 - 10	06 AUG 2026
EIDL AD 2.24-7 - 3	06 AUG 2026	EIKY AD 2 - 8	14 MAY 2026	EIWF AD 2 - 11	06 AUG 2026
EIDL AD 2.24-7 - 4	06 AUG 2026	EIKY AD 2 - 9	14 MAY 2026	EIWF AD 2 - 12	06 AUG 2026
EIDL AD 2.24-8 - 1	06 AUG 2026	EIKY AD 2 - 10	14 MAY 2026	EIWF AD 2.24-1 - 1	27 NOV 2025
EIDL AD 2.24-8 - 2	06 AUG 2026	EIKY AD 2.24-1 - 1	20 MAY 2021	EIWF AD 2.24-1 - 2	27 NOV 2025
EIDL AD 2.24-9 - 1	06 AUG 2026	EIKY AD 2.24-1 - 2	20 MAY 2021	EIWF AD 2.24-2 - 1	21 MAR 2024

Page	Date	Page	Date	Page	Date
EIWF AD 2.24-2 - 2	21 MAR 2024	EIMH AD 2 - 3	09 JUL 2026		
EIWF AD 2.24-3.1 - 1	20 JUL 2017	EIMH AD 2 - 4	09 JUL 2026		
EIWF AD 2.24-3.1 - 2	20 JUL 2017	EIMH AD 2 - 5	09 JUL 2026		
EIWF AD 2.24-6.1 - 1	08 DEC 2016	EIMH AD 2 - 6	09 JUL 2026		
EIWF AD 2.24-6.1 - 2	08 DEC 2016	EIMN AD 2 - 1	14 MAY 2026		
EIWF AD 2.24-7 - 1	23 MAR 2023	EIMN AD 2 - 2	14 MAY 2026		
EIWF AD 2.24-7 - 2	23 MAR 2023	EIMN AD 2 - 3	14 MAY 2026		
EIWT AD 2 - 1	06 AUG 2026	EIMN AD 2 - 4	14 MAY 2026		
EIWT AD 2 - 2	06 AUG 2026	EIMN AD 2 - 5	14 MAY 2026		
EIWT AD 2 - 3	06 AUG 2026	EIMN AD 2 - 6	14 MAY 2026		
EIWT AD 2 - 4	06 AUG 2026	EINC AD 2 - 1	01 OCT 2026		
EIWT AD 2 - 5	06 AUG 2026	EINC AD 2 - 2	01 OCT 2026		
EIWT AD 2 - 6	06 AUG 2026	EINC AD 2 - 3	01 OCT 2026		
EIWT AD 2 - 7	06 AUG 2026	EINC AD 2 - 4	01 OCT 2026		
EIWT AD 2 - 8	06 AUG 2026	EINC AD 2 - 5	01 OCT 2026		
EIWT AD 2 - 9	06 AUG 2026	EINC AD 2 - 6	01 OCT 2026		
EIWT AD 2 - 10	06 AUG 2026	EIRT AD 2 - 1	06 AUG 2026		
EIWT AD 2.24-1 - 1	06 AUG 2026	EIRT AD 2 - 2	06 AUG 2026		
EIWT AD 2.24-1 - 2	06 AUG 2026	EIRT AD 2 - 3	06 AUG 2026		
EIWT AD 2.24-2 - 1	19 FEB 2026	EIRT AD 2 - 4	06 AUG 2026		
EIWT AD 2.24-2 - 2	19 FEB 2026	EIRT AD 2 - 5	06 AUG 2026		
EIAB AD 2 - 1	14 MAY 2026	EIRT AD 2 - 6	06 AUG 2026		
EIAB AD 2 - 2	14 MAY 2026				
EIAB AD 2 - 3	14 MAY 2026				
EIAB AD 2 - 4	14 MAY 2026				
EIAB AD 2 - 5	14 MAY 2026				
EIAB AD 2 - 6	14 MAY 2026				
EIBN AD 2 - 1	06 AUG 2026				
EIBN AD 2 - 2	06 AUG 2026				
EIBN AD 2 - 3	06 AUG 2026				
EIBN AD 2 - 4	06 AUG 2026				
EIBN AD 2 - 5	06 AUG 2026				
EIBN AD 2 - 6	06 AUG 2026				
EIBR AD 2 - 1	01 OCT 2026				
EIBR AD 2 - 2	01 OCT 2026				
EIBR AD 2 - 3	01 OCT 2026				
EIBR AD 2 - 4	01 OCT 2026				
EIBR AD 2 - 5	01 OCT 2026				
EIBR AD 2 - 6	01 OCT 2026				
EICA AD 2 - 1	14 MAY 2026				
EICA AD 2 - 2	14 MAY 2026				
EICA AD 2 - 3	14 MAY 2026				
EICA AD 2 - 4	14 MAY 2026				
EICA AD 2 - 5	14 MAY 2026				
EICA AD 2 - 6	14 MAY 2026				
EICL AD 2 - 1	06 AUG 2026				
EICL AD 2 - 2	06 AUG 2026				
EICL AD 2 - 3	06 AUG 2026				
EICL AD 2 - 4	06 AUG 2026				
EICL AD 2 - 5	06 AUG 2026				
EICL AD 2 - 6	06 AUG 2026				
EICN AD 2 - 1	06 AUG 2026				
EICN AD 2 - 2	06 AUG 2026				
EICN AD 2 - 3	06 AUG 2026				
EICN AD 2 - 4	06 AUG 2026				
EICN AD 2 - 5	06 AUG 2026				
EICN AD 2 - 6	06 AUG 2026				
EIIM AD 2 - 1	14 MAY 2026				
EIIM AD 2 - 2	14 MAY 2026				
EIIM AD 2 - 3	14 MAY 2026				
EIIM AD 2 - 4	14 MAY 2026				
EIIM AD 2 - 5	14 MAY 2026				
EIIM AD 2 - 6	14 MAY 2026				
EIIR AD 2 - 1	14 MAY 2026				
EIIR AD 2 - 2	14 MAY 2026				
EIIR AD 2 - 3	14 MAY 2026				
EIIR AD 2 - 4	14 MAY 2026				
EIIR AD 2 - 5	14 MAY 2026				
EIIR AD 2 - 6	14 MAY 2026				
EIMH AD 2 - 1	09 JUL 2026				
EIMH AD 2 - 2	09 JUL 2026				

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GEN 0.6 Table of contents to part 1

GEN 0.1	PREFACE	GEN 0.1-1
	1. Name of the Publishing Authority.....	GEN 0.1-1
	2. Applicable ICAO Documents	GEN 0.1-1
	3. The AIP Structure and Established Regular Amendment Interval	GEN 0.1-1
	4. Service to contact in case of detected AIP errors or omissions.....	GEN 0.1-2
GEN 0.2	RECORD OF AMENDMENTS	GEN 0.2-1
GEN 0.3	RECORD OF AIP SUPPLEMENTS	GEN 0.3-1
GEN 0.4	CHECKLIST OF AIP PAGES	GEN 0.4-1
GEN 0.5	LIST OF HAND AMENDMENTS TO THE AIP	GEN 0.5-1
GEN 0.6	TABLE OF CONTENTS TO PART 1	GEN 0.6-1
GEN 1.1	DESIGNATED AUTHORITIES	GEN 1.1-1
	1. Civil Aviation	GEN 1.1-1
	2. Meteorology	GEN 1.1-1
	3. Customs	GEN 1.1-1
	4. Immigration	GEN 1.1-2
	5. Health.....	GEN 1.1-2
	6. Airport Charges.....	GEN 1.1-2
	7. Agricultural Quarantine	GEN 1.1-2
	8. Aircraft Accident Investigation Unit	GEN 1.1-2
	9. Military Aviation.....	GEN 1.1-3
GEN 1.2	ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT	GEN 1.2-1
	1. General	GEN 1.2-1
	2. Flight Authorisations	GEN 1.2-1
	3. Insurance Requirements General.....	GEN 1.2-2
	4. THIRD COUNTRY OPERATORS (TCO) ENTRY REQUIREMENTS	GEN 1.2-2
	5. Specialised Operations (Aerial Work) Flights in the Shannon FIR/UIR	GEN 1.2-3
GEN 1.3	ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW	GEN 1.3-1
	1. Customs Requirements	GEN 1.3-1
	2. Immigration Requirements.....	GEN 1.3-1
	3. PUBLIC HEALTH.....	GEN 1.3-2
GEN 1.4	ENTRY, TRANSIT AND DEPARTURE OF CARGO	GEN 1.4-1
	1. Customs requirements concerning cargo and other articles.....	GEN 1.4-1
	2. Agricultural Quarantine Requirements.....	GEN 1.4-2
GEN 1.5	AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS	GEN 1.5-1
	1. General	GEN 1.5-1
	2. Reduced vertical separation minimum (RVSM).....	GEN 1.5-1
	3. Performance Based Navigation (PBN)	GEN 1.5-6
	4. RNAV (GNSS) Instrument Approach Procedures.....	GEN 1.5-10
	5. MNPS.....	GEN 1.5-10
	6. Use of Instrument Landing System (ILS) facilities in Ireland	GEN 1.5-12
GEN 1.6	SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS	GEN 1.6-1
	1. ireland	GEN 1.6-1
	2. EUROPEAN.....	GEN 1.6-2
	3. INTERNATIONAL	GEN 1.6-2
	4. Miscellaneous	GEN 1.6-3
GEN 1.7	DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES	GEN 1.7-1
GEN 2.1	MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS	GEN 2.1-1

	1. Units of Measurement	GEN 2.1-1
	2. Temporal reference system	GEN 2.1-1
	3. Horizontal reference system	GEN 2.1-1
	4. Vertical Reference System	GEN 2.1-1
	5. Aircraft Nationality and Registration Marks	GEN 2.1-1
	6. Public Holidays	GEN 2.1-2
GEN 2.2	ABBREVIATIONS USED IN AIS PUBLICATIONS	GEN 2.2-1
GEN 2.3	CHART SYMBOLS	GEN 2.3-1
GEN 2.4	LOCATION INDICATORS	GEN 2.4-1
GEN 2.5	LIST OF RADIO NAVIGATION AIDS	GEN 2.5-1
GEN 2.6	CONVERSION OF UNITS OF MEASUREMENT	GEN 2.6-1
GEN 2.7	SUNRISE/SUNSET TABLES	GEN 2.7-1
	1. General	GEN 2.7-1
	2. Alphabetical Index	GEN 2.7-1
	3. Sunrise – Sunset Tables	GEN 2.7-1
GEN 3.1	AERONAUTICAL INFORMATION SERVICES	GEN 3.1-1
	1. Responsible Service	GEN 3.1-1
	2. Area of responsibility	GEN 3.1-1
	3. Aeronautical publications	GEN 3.1-1
	4. AIRAC system	GEN 3.1-3
	5. Pre-flight information service at aerodromes/heliports	GEN 3.1-3
	6. DIGITAL DATA SETS	GEN 3.1-3
GEN 3.2	AERONAUTICAL CHARTS	GEN 3.2-1
	1. RESPONSIBLE SERVICE	GEN 3.2-1
	2. MAINTENANCE OF CHARTS	GEN 3.2-1
	3. PURCHASE ARRANGEMENTS	GEN 3.2-1
	4. AERONAUTICAL CHART SERIES AVAILABLE	GEN 3.2-1
	5. LIST OF CHART SERIES	GEN 3.2-2
	6. INDEX TO WORLD AERONAUTICAL CHARTS – ICAO 1:500,000	GEN 3.2-8
	7. TOPOGRAPHICAL CHARTS	GEN 3.2-9
	8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP	GEN 3.2-9
GEN 3.3	AIR TRAFFIC SERVICES	GEN 3.3-1
	1. Responsible Authority	GEN 3.3-1
	2. Area of Responsibility	GEN 3.3-1
	3. Types of Services	GEN 3.3-2
	4. Co-ordination between the Operator and ATS	GEN 3.3-2
	5. Minimum IFR Altitudes	GEN 3.3-2
	6. ATS unit address list	GEN 3.3-3
GEN 3.4	COMMUNICATION AND NAVIGATION SERVICES	GEN 3.4-1
	1. Responsible Service	GEN 3.4-1
	2. Area of Responsibility	GEN 3.4-1
	3. Types of Service	GEN 3.4-2
	4. REQUIREMENTS AND CONDITIONS	GEN 3.4-8
	5. MISCELLANEOUS	GEN 3.4-8
GEN 3.5	METEOROLOGICAL SERVICES	GEN 3.5-1
	1. RESPONSIBLE SERVICE	GEN 3.5-1
	2. AREA OF RESPONSIBILITY	GEN 3.5-1
	3. METEOROLOGICAL OBSERVATIONS AND REPORTS	GEN 3.5-2
	4. TYPES OF SERVICE	GEN 3.5-4
	5. NOTIFICATION REQUIRED FROM OPERATORS	GEN 3.5-6
	6. AIRCRAFT REPORTS	GEN 3.5-7
	7. VOLMET SERVICE	GEN 3.5-8
	8. SIGMET SERVICE	GEN 3.5-10

-
9. OTHER METEOROLOGICAL SERVICES PROVIDED GEN 3.5-12
10. GUIDANCE ON AIRCRAFT OPERATIONS WHERE VOLCANIC ASH CONTAMINATION MAY BE A HAZARD FOR
FLIGHT OPERATIONS GEN 3.5-13

GEN 3.6 SEARCH AND RESCUE GEN 3.6-1

1. Responsible Service GEN 3.6-1
2. Area of Responsibility GEN 3.6-1
3. Types of Service GEN 3.6-1
4. SAR Agreements GEN 3.6-2
5. Conditions of Availability GEN 3.6-2
6. Procedures and Signals Used GEN 3.6-2

GEN 4.1 AERODROME CHARGES GEN 4.1-1

GEN 4.2 AIR NAVIGATION SERVICES CHARGES GEN 4.2-1

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT**1. GENERAL**

Civilair Ireland is available to answer any queries in connection with the above by telephone during office hours 9.15 am -5pm Monday to Friday.

Phone: +353 1 604 1549

Phone: +353 1 604 1048

Enquiries by post should be addressed to;

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

Email: civilair@dtas.ie

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

Aircraft landing in the territory of Ireland must first land at an International aerodrome or at a licensed aerodrome where customs and immigration facilities are available. Aircraft departing must finally depart from an International Aerodrome or from an aerodrome where customs and immigration facilities are available.

1.1. Documentary Requirements for all Aircraft at International Aerodromes

Airline operators must submit the under mentioned aircraft documents for clearance of their aircraft on entry to and departure from Ireland. Documents must follow the ICAO standard format as set out in relevant appendices to Annex 9 and are acceptable when furnished in Irish, English, French, Russian, Arabic or Spanish. If the language used is not Irish or English, a translation must be supplied.

- Aircraft from the *EU - If carrying cargo which originated outside the *EU or is not in free circulation (T1 Status) must report to Customs and present two copies of this manifest.
- All aircraft from outside the *EU must report to Customs and if carrying cargo present two copies of the manifest.

1.2. Documentary Requirements for clearance of aircraft at airports/ aerodromes other than International Airports

The position regarding airports/ aerodromes other than International Customs Airports should be checked with local Customs Offices.

2. FLIGHT AUTHORISATIONS

1. Under Irish law, the following types of air services are authorised subject to the Minister for Transport, Tourism and Sport being satisfied that the operator is competent as respects experience, financial resources, equipment, organisation, staffing, maintenance, and operating procedures, to secure the safe operating of the aircraft used in the operating of the service Article 4(2) of S.I. 326 of 1993. Documentation may be requested from operators for these flights where necessary; and it may be necessary to issue an authorisation -
 - i. air services consisting of non-stop flights over the territory of Ireland by aircraft of a Contracting State to the Convention on International Civil Aviation done at Chicago on the 7th day of December, 1944, in transit and not engaged on an international scheduled service, and landings for non-traffic purposes by such aircraft at aerodromes in Ireland;
 - ii. air services consisting of non-stop flights over the territory of Ireland by aircraft of a Contracting State to the International Air Services Transit Agreement done at Chicago on the 7th day of December, 1944, engaged on an international scheduled service, and landings for non-traffic purposes by such aircraft at aerodromes in Ireland;
 - iii. air services consisting of flights to which the Multilateral Agreement on Commercial Rights of Non-scheduled Air Services in Europe, done at Paris on the 13th day of April, 1956, applies;

- iv. air services operated by an undertaking in accordance with the provisions of Council Regulation (*EEC) No. 2408/92 of 23 July 1992;
 - v. air services operated by an undertaking designated and agreed upon under the provisions of any bilateral agreement made between Ireland and any other State and subject to the provisions of these agreements;
 - vi. air services operated to, from or over the territory of Ireland in pursuance of an authorisation to proceed issued by the organisation (or the commission or agency comprised therein) established by the International Convention relating to Cooperation for the Safety of Air Navigation, signed at Brussels on the 13th day of December, 1960;
 - vii. air services operated for humanitarian or emergency purposes;
 - viii. air services operated for any purpose other than trade or business (including the trade or business of the person operating the service),
and
 - ix. air services consisting of non-scheduled flights to, from or within the territory of Ireland by aircraft not exceeding 13,620kg maximum authorised weight and not operated for the carriage of passengers, cargo or mail for reward.
2. Any flights which do not fall into one of the categories outlined in [GEN 1.2.2.1](#), above, must receive the specific permission of Civilair Ireland. Application for permission should be made by email to
- Email: civilair@dtas.ie
- Applications should be submitted two working days prior to the date of the flight.

3. INSURANCE REQUIREMENTS GENERAL

1. Civilair Ireland wishes to advise all air carriers and aircraft operators, whether operating from an *EU country or not, who intend to operate within, in to, or out of Ireland, or through Irish airspace, that they must comply with the terms of Regulation (*EC) No 785/2004 of the European Parliament and of the Council of 21st April 2004 on insurance requirements for air carriers and aircraft operators, in so far as that Regulation applies to them, and Council Regulation (*EEC) No 2407/92 of 23rd July 1992 in so far as it applies to insurance requirements for mail.
2. Carriers or aircraft operators to whom Regulations 785/2004 or 1008/2008 if appropriate applies, must provide verifiable evidence of compliance with the Regulation, should such evidence be requested by the Irish authorities. Should any air carrier or operator be unable to produce such evidence, if appropriate, then Civilair will not be in a position to grant authorisation, should an authorisation be required.

4. THIRD COUNTRY OPERATORS (TCO) ENTRY REQUIREMENTS

1. Third Country Operators (TCO) engaging in Scheduled or Non Scheduled Commercial Air Transport Operations:
Third Country Operators (TCO) engaging in Scheduled or Non Scheduled Commercial Air Transport operations into, within or out of a Territory subject to the provisions of the Treaty of the European Union, must hold a safety authorisation issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) 452/2014. This includes Operators which are wet leased-in by or code-sharing with, an EU Operator when commercial flights to any Territory subject to the provisions of the Treaty of the European Union are performed. A TCO Authorisation is not required for operators only overflying the above mentioned EU Territories without a planned landing. Applications for a TCO Authorisation, including all the necessary documentation, should be submitted to the agency at least 30 days before the intended starting date of operation. Member states continue to be responsible for issuing operating permits. The Safety Authorisation issued by EASA is one prerequisite in the process of obtaining an operating permit, or equivalent document, from the respective EU member state under existing Air Service Agreements between EU member states and third countries.
2. Third Country Operators (TCO) engaging in Non Scheduled Flights and one off Notifications:
A Third Country Operator may perform Air Ambulance Flights or a Non Scheduled flight or a Series of Non Scheduled flight or a series of non Scheduled flights to overcome an unforeseen, immediate and urgent operational need without first obtaining an authorisation, provided that the operator:
 - 2.1 Notifies EASA in a form and manner established by EASA Prior to the intended date of the first flight.

- 2.2 Is not being subject to an operating ban pursuant to regulation (EC) NO 2111/2005 and
- 2.3 Submits to EASA an Application for TCO Authorisation within 10 working days after the date of Notification.

The Flights specified in the Notification may be performed for a maximum period of six consecutive weeks after the date of Notification or until EASA has communicated the formal decision on the application for a TCO authorisation, whichever occurs first.

One off Notifications may be filed only once every 24 months by an operator.

for more information please visit the EASA Website

<http://EASA.EUROPA.EU/TCO>

5. SPECIALISED OPERATIONS (AERIAL WORK) FLIGHTS IN THE SHANNON FIR/UIR

5.1 General

Aerial Work flights in the European Union are known as Specialised Operations and include flights for the purpose of activities such as agriculture, construction, photography, surveying, observation and patrol, aerial advertisements and maintenance check flights. In general, these flights are governed by SUBPART-SPO of European Union (EU) Commission Regulation No 965/2012 (as amended) on air operations and are commonly referred to as PART-SPO Flights.

These (EU) regulations require that SPO operators make a “(PART-SPO) **Declaration**” in the (EU) Member State where the operation has its principal place of business. A valid copy of this declaration must be carried on board the aircraft and declared operations may be conducted in other (EU) Member States without further formality.

It should be noted that these harmonised (EU) rules do not apply to Aerial Work operators based outside the European Union or so called “third country operators”. A third country operator will generally require a prior permission from the aviation authority of a European State before commencing aerial work operations in that State. In Ireland, third country operators should contact the Flight Operations Department of the Irish Aviation Authority (IAA) at fod@iaa.ie to enquire about the requirements for a national aerial work permission.

5.2 Air Operations in the Shannon FIR/UIR

The purpose of this section is to explain the airspace notification procedures to which ALL operators shall adhere prior to commencing any type of Specialised or Aerial Work operations in the Shannon FIR/UIR. These procedures are irrespective of where an SPO Declaration is made in the (EU) or the type of Aerial Work Permission issued by the IAA.

Prior to planned operations, an email should be sent to the appropriate ATC unit(s) at least 24 hours before the intended departure time of the Specialised Operations or Aerial Work flight. The email should contain the following:

1. A copy of the operator's (EU) PART-SPO Declaration or National Aerial Work Permission, and the High-Risk Authorisation (HRA) or Minimum Heights permission (if either are applicable).
2. The description of the specialised operation flight, detailing:
 - a. ADEP & ADES (if applicable);
 - b. Proposed date and times of flights;
 - c. Aircraft type and registration;
 - d. Number of persons on board; and,
 - e. A description of the route and the purpose of the operation.
3. A H24 contact phone number at which the aircraft operator can be contacted.
4. Unless otherwise agreed with the ANSP, chart(s) of the planned operational route(s). Each chart should bear a serial number or appropriate reference number.

5. A description of what (if any) standard flight patterns are to be used, specifying the flight rules & altitudes/ flight levels at which the aircraft will be flown for each type of application.
6. Any supplementary information if relevant, such as:
 - a. Any flight near to obstructions or in hilly terrain;
 - b. Any flight operating close to or underneath cables or wind turbines;
 - c. Flights in the vicinity of motorways and main roads (flight profiles should be designed to minimise the risk of distracting drivers);
 - d. Any limitations on the performance profile or operational restrictions which may apply to the flight during the specialised operation flight; and
 - e. Any specialised operation flight operating in the vicinity of an airport.

Please note the following general points for all flights:

- The responsibility to file an appropriate flight plan in the normal manner still lies with the aircraft operator. The inclusion of the flight plan information in the email does not constitute the filing of a flight plan.
- ATC approval may be subject to conditions/delay depending on the air traffic situation.
- The aircraft operator and pilot in command is responsible for complying with the applicable (EU) Standardised Rules of the Air (SERA).
- Failure to adhere to the requirements above may lead to a delay in ATC approval to carry out the Specialised Operation or Aerial Work Flight.
- AIP Ireland contains information on airspace and Air Traffic Control Units. It is the responsibility of the aircraft operator to contact all ATC agencies that may be impacted by the operation.
- Photography flights operating in or in the vicinity of designated military areas as outlined in AIP Ireland section ENR 5-1 and ENR 5-2 are subject to approval by the Irish Air Corps.
- Any approvals issued by the Irish Air Corps only refer to the operation of the flight with respect to airspace designated for use by the Defence Forces and does not constitute a permission for photography or survey of military installations or any activity which is prohibited or for which specific approval is required.

5.3 Air Traffic Control Centre(s) contact details

Table 1: ATC CENTRE CONTACT DETAILS

Shannon ACC	Email: stationmanagerssnn@airnav.ie	+353 (0) 61 366148
Dublin ACC	Email: stationmanagersdub@airnav.ie	+353 (0) 1 8067334 +353 (0) 1 8445962
Cork Tower	Email: ctbumanagers@airnav.ie	+353 (0) 21 4316389
Shannon Tower	Email: stbumanagers@airnav.ie	+353 (0) 61 471868
Irish Air Corps	Email: Airspaceandobstacles@defenceforces.ie	+353 (0) 1 4037681
Donegal	Email: atc@donegalairport.ie	+353 (0) 74 9548284
Sligo	Email: atc@sligoairport.com	+353 (0) 71 9168461
Ireland West	Email: atc@irelandwestairport.com	+353 (0) 86 8194490 +353 (0) 94 9367055
Kerry	Email: ats@kerryairport.ie	+353 (0) 66 9764794
Waterford	Email: surveyflights@waterfordairport.net Email: atc@waterfordairport.net Email: atc@waterfordairport.ie	+353 (0) 51 846613 +353 (0) 51 846600

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS**1. GENERAL**

- 1.1. Flight under IFR in Shannon FIR/UIR [Class A](#), [Class C](#) and [Class G](#) airspace must as a minimum be equipped with and use the following radio navigation equipment
- VHF RTF with Appropriate Frequencies available
 - VOR receiver
 - DME
 - ILS
- 1.2. No general exemption from these requirements will be granted, but relaxation of the requirement to have an ILS may be granted by the appropriate ATC unit for a single flight.
- 1.3. Non ACAS equipped aircraft must be equipped with an SSR transponder Modes A and C for flight in controlled airspace Class A and Class C. Aircraft with transponder temporarily U/S may be admitted to airspace Class C only, at discretion of ATS Unit responsible for ATS provision in that airspace, provided the aircraft concerned immediately vacates such airspace when so instructed.
- 1.4 8.33 kHz Radio Equipment.
- 1.4.1 8.33 kHz Radio Equipment in the Shannon FIR/UIR.
- With the exception of State aircraft, there are no exemptions to the requirements for the carriage and operation of 8.33 kHz spacing radio equipment in the Shannon FIR/UIR.
- See [ENR 1.8](#)
- 1.4.2 State Aircraft planning to transit the Shannon FIR/UIR shall consider the 8.33kHz carriage requirements of neighbouring States.

2. REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

- 2.1. This entry for Reduced Vertical Separation Minimum (RVSM) is published in accordance with European RVSM (*EUR RVSM) implementation
- 2.2. Introduction
- 2.2.1. RVSM is the generic term for a reduction in vertical separation from 2000 ft to 1000 ft that can be applied to approved operators of approved aircraft operating between FL290 and FL410 inclusive. RVSM operations are mandated in the upper airspace of the Shannon FIR/UIR, *NOTA and *SOTA. RVSM airspace in the adjacent North Atlantic (NAT) region covers the same flight levels as in the *EUR RVSM area. With the exception of State aircraft, non-RVSM Approved aircraft are not permitted to operate within the *EUR RVSM airspace which includes the Shannon FIR/UIR, *NOTA and *SOTA,
- 2.2.2. The requirements for RVSM are published in the ICAO Regional Supplementary Procedures (Doc 7030 -*EUR), Doc 9574 — Manual on Implementation of a 300 M (1 000 ft) Vertical Separation Minimum Between FL 290 and FL410 Inclusive. and Procedures for Air Navigation Services Air traffic Management (PANS ATM Doc 4444) plus JAA Temporary Guidance Leaflet No. 6 Revision 1 (TGL 6). Detailed information on RVSM NAT/*EUR ENTRY/EXIT points are published in ENR 4.4
- 2.3. Means of Compliance
- 2.3.1. Except for State aircraft, operators intending to conduct flights within the *EUR RVSM airspace require a RVSM approval from the State in which the operator is based or from the State in which the aircraft is registered. To obtain such an RVSM approval operators shall satisfy the said State that:

- a. aircraft for which an approval is sought have the vertical navigation performance capability required for RVSM operations through compliance with the criteria of the RVSM minimum aviation system performance standards (MASPS);
 - b. they have instituted procedures in respect of continued airworthiness (maintenance and repair) practices and programmes; and
 - c. they have instituted operational procedures and a programme of flight crew training so that they have an in depth knowledge of the criteria for operating in RVSM airspace and this should include both initial and recurrent training
- 2.3.2. Once obtained the RVSM approval is not restricted to a specific region. Instead it is valid globally, where RVSM procedures are applied, on the understanding that any operating procedures specific to a given region should be stated in the operations manual or appropriate crew guidance.
- 2.3.3. Aircraft that have received State approval for RVSM operations will be referred to as 'RVSM approved aircraft' while those aircraft that have not received such approval will be referred to as 'non-RVSM approved aircraft'. State aircraft that have not been granted RVSM approval should be granted access to RVSM airspace and ATC will apply a 2000 ft separation from other traffic.
- 2.4. Flight Crew Operating Practices and Procedures
- 2.4.1. All RVSM airspace is defined by ICAO as 'special qualification airspace'. Accordingly it is important that all operators provide their flight crews with a resume of any special procedures or phraseology applicable to a given RVSM operation. Holders of AOCs are required to have an 'operations manual' in which all pertinent details and procedures are specified. Non-AOC holders are required to submit to the IAA for approval RVSM operations instructions/ procedures for use by flight crews.
- 2.4.2. Operations manuals should include sections on:
- a. Equipment Requirements and Minima;
 - b. Flight Planning;
 - c. Pre-Flight, In-Flight and Post-Flight Procedures;
 - d. Contingencies;
 - e. TCAS/ACAS Alerts;
 - f. R/T Phraseology;
 - g. Height Monitoring Requirements;
- 2.5. Contingencies - Applicable to all RVSM Airspace
- 2.5.1. General
- 2.5.1.1. Flight crews are to report to ATC as soon as practicable any event that may affect their ability to comply with the ATC clearance, examples being: severe turbulence, loss of thrust, loss of pressurisation, need to divert, uncertainty of present position, etc. If, at any time, it is not possible to notify ATC immediately that a problem has occurred and obtain a new clearance before departing from the old, comply as accurately as possible with any procedures that may be specified for the airspace, e.g. IAA contingency Procedures. In all cases a good lookout should be maintained and if the aeroplane is equipped with TCAS/ACAS the visual display should be used to assist in the sighting of proximate traffic.
- 2.5.1.2. The following equipment failures must be reported to ATC:
- a. Loss of thrust on one or more engines necessitating descent;
 - b. Loss of one or more altimetry systems;
 - c. Failure of all automatic altitude control systems;
 - d. Failure of any other equipment that could affect the ability of the aeroplane to maintain flight as cleared.
- 2.5.1.3. In RVSM airspace it is expected that all aeroplanes will be in continuous radio contact with ATC either on the

assigned frequency or on the distress and emergency frequency (121.500 MHz). They will therefore be able to advise ATC of any abnormal circumstances where RVSM performance requirements cannot be met, including encounters with turbulence greater than 'moderate'. ATC will then respond and issue an appropriate revised clearance before the pilot initiates a deviation from the original clearance. It is recognised, however, that there may be some circumstances (such as emergency descent following the loss of cabin pressurisation) where deviations may have to occur with little or no prior notice to ATC. In such cases the pilot will need to obtain a revised clearance as soon as possible after the deviation.

2.5.1.4. North Atlantic and other Oceanic or Remote RVSM Airspace (if applicable)

For oceanic and remote area RVSM application, where continuous direct controller-pilot communication may not always be possible, a range of contingencies have been considered which allow independent action by flight crews. In general they permit crews, in exceptional circumstances, to deviate from assigned clearances by selecting flight levels and/or tracks where other aeroplanes are least likely to be encountered. During such deviations crews are required to make maximum use of aeroplane lighting and to transmit relevant information on all appropriate frequencies, including the distress and emergency frequency. Once contact with ATC has been re-established, the crew will be assisted and issued with new clearances as required. Offset track procedures may be permitted if an encounter with turbulence is considered to be due to wake vortex in accordance with PANS ATM (Section 15.2.4).

2.6. TCAS/ACAS Alerts and Warnings

Procedures for dealing with TCAS/ACAS Alerts and Warnings are contained in Procedures for Air Navigation Services Aircraft Operations (PANS OPS, ICAO Doc 8168), Part 3, Section 3, Chapter 3. Where fitted, TCAS should be operated in the TA/RA mode during all operations. Any TA/RA should be treated as genuine. Flight crews should respond and report them as specified in their Operations Manual.

2.7. RT Phraseology

Phraseology associated with RVSM operations has been developed for European wide use. All flights must use this phraseology whilst operating, or intending to operate, between FL290 and FL410 inclusive in the Shannon FIR/UIR, *NOTA and *SOTA. Aircraft operators are reminded that, within Irish airspace, when responding to ATC the pilot is to append the call sign at the end of the message and not at the beginning. ATC are to use the controller-controller RVSM phraseology for co-ordination between Air Traffic Service Units (ATSUs). In the event of ATC being advised by the pilot that the aircraft is no longer capable of RVSM operations, it is particularly important that the first ATSU that is made aware of the failure generates the appropriate co-ordination, e.g. the pilot calls for start-up and declares 'unable RVSM due equipment' and the airport ATSU then passes this message on to the first Air Traffic Control Centre involved with the flight.

2.8. Irish Specific RVSM Exemptions

2.9. Completion of Flight Plans - Additional Flight Planning Requirements (see ICAO Doc 7030 - *EUR Regional Supplementary Procedures)

2.9.1. For all Flights, in Item 15 file a maximum level of FL 280 to the point where the flight wishes to enter RVSM airspace (otherwise if GAT the FPL will be rejected by CFMU). Do not enter RFL details at FL290 or above anywhere in item 15. A verbal request to ATC for flight above FL280 will ensure the FPL is not rejected by CFMU.

2.9.2. For all flights, in Item 18 include the RVSM Status and Exemption Serial No. in the Remarks, i.e.: **'STS/NONRVSM' 'RMK/(STATE) RVSM EXEMPT... Serial No.'**

Note 1: Operators of Non-RVSM Approved aircraft are not to enter 'W' in item 10 even with this specific exemption.

Note 2: Having an RVSM Exemption does not confer any right to enter RVSM airspace as GAT unless specifically agreed by the appropriate ATC agency on the day. Any such penetration of RVSM airspace must be subject to the prevailing traffic conditions and controller workload.

2.9.3. Flight Testing or IAA Airworthiness Test Flights by Non-RVSM Approved Aircraft - In Item 15, enter route details within the area in which the flight intends to operate, then the return joining point for the ATS route structure to destination at a level not above FL280. If aerodrome of departure is outside the ATS route structure insert the

appropriate routing; if the final intention is to re-join the ATS route structure, file to re-join at the appropriate point not above FL280. In Item 18, insert RVSM Status and Exemption Serial No. (if applicable) and 'RMK/Flight Testing' or 'RMK/IAA Airworthiness Flight Test' as appropriate with requested flight level in RVSM airspace.

2.10. Air Traffic Control (ATC) Procedures for all Flights

When Non-RVSM aircraft are ready to enter RVSM airspace, the appropriate clearance is to be obtained from ATC. Note that, due to the need to provide 2000 ft separation, controllers need to co-ordinate the flight with other RVSM approved aircraft. These flights therefore create extra workload and a slight delay in receiving such clearances should be anticipated. It would therefore be helpful if pilots can provide as much notice as possible prior to requesting flight levels above FL280. Pilots must comply with any requirements stated in the RVSM Exemption unless otherwise instructed by ATC. Pilots are also reminded to include their Non-RVSM status (call sign: NEGATIVE RVSM) in the initial call on any frequency within RVSM airspace and subsequent frequency changes, when requesting level changes pertaining to flight levels in RVSM airspace and in all read backs to flight level clearances pertaining to flight levels in RVSM airspace.

2.11. Height Monitoring Requirements

2.11.1. There is an on-going requirement for height monitoring within the *EUR RVSM airspace in order to monitor safety levels of RVSM operations. Aircraft operators are therefore required to continue participating in on-going monitoring activities and this may involve the re-monitoring of aircraft that have previously gone through the process. Non-participation can result in the withdrawal of RVSM approval. This monitoring requirement is, in its current form, applicable for *EUR RVSM operations specifically to fulfil the requirements for on-going *EUR RVSM Safety Assessments. However, activities are under way to harmonise the detailed monitoring requirements globally. The IAA is obliged, by ICAO, to keep a database of all Irish registered RVSM approved aircraft. Therefore, operators are to inform the IAA (RVSM Approvals) both when they add aircraft to their fleet and of any aircraft they intend to remove from their fleet of RVSM approved aircraft. The IAA will pass this information to the appropriate Regional Monitoring Agency (RMA). For *EUR RVSM, EUROCONTROL will act as the RMA. This is in addition to any requirements to comply with any EUROCONTROL notification procedures.

2.11.2. In order to have sufficient confidence in safety assessment results sufficient monitoring data is required. Due to the potential changes to altimetry performance over time, there is a limitation on the age of data that can be used for the assessments. Therefore there is a need to obtain new data and this may result in the re-monitoring of certain aircraft types and airframes. Data will be obtained through monitoring by the existing ground based Height Monitoring Units (HMUs) near STRUMBLE (United Kingdom) and GANDER (Canada). Since much of the data is obtained automatically, no specific action is required from operators unless they are approached by the RMA. Where such an approach is made, the operator is required to cooperate by arranging a special flight to over-fly an HMU. Lack of co-operation by an operator would be reported to the state issuing the approval and could result in the withdrawal of RVSM approval for the aircraft and/or operator in question. For aircraft operator specific information, such as how many of his/her aircraft of a particular type need to be monitored and within what time frame, the operator may contact the RMA direct.

2.12. Organisation of Monitoring Activities

On behalf of ICAO the EUROCONTROL Agency acts as the RMA. The information which will be obtained through the monitoring programme on aircraft compliance status and measured height keeping performance will be combined with the information available from monitoring agencies in other regions. The RMA will support operators and approval authorities on any issue related to RVSM approval and monitoring. The RMA will require information on the aircraft which are intended to operate in *EUR RVSM airspace, and which will, therefore, need to be monitored on a periodic basis as part of the continuing safety assessment. To this end the RMA will also be in contact with State approval authorities. The RMA is based at the EUROCONTROL headquarters in Brussels, Belgium. The RMA will ensure the continuous operation of the monitoring systems and will manage the measured height keeping performance data. The RMA will identify any height deviations that are outside the specifications of the ICAO RVSM performance requirements, and will follow-up as required.

2.13. Wake Vortex Issues

2.13.1. The purpose of this section is to present information in respect of wake vortex and to notify pilots and controllers of the relevant procedures in the event of a wake vortex encounter with specific regard to *EUR RVSM operations. The EUROCONTROL scheme is recording those encounters that take place in RVSM airspace and does not in any way replace the Irish reporting scheme which records all wake vortex encounters in Irish airspace (including those at RVSM levels).

2.13.2. Wake Vortices in *EUR RVSM Airspace

Prior to the implementation of RVSM in the *EUR region an independent study concluded that the 'probability of hazardous encounters with wake vortices are not expected to increase but that nuisance encounters would increase'. Since August 2000 EUROCONTROL has been collating wake vortex encounters in the European airspace at FL 245 and above. These encounters have been subject to further independent analysis which has confirmed the findings of the above mentioned study. It is vital, however, that pilots continue to provide reports of wake vortex encounters in RVSM airspace. Any pilot who encounters a wake turbulence incident when flying in *EUR RVSM airspace or within an adjacent RVSM transition area should ensure that a detailed report is provided to EUROCONTROL and State Regulation Authorities.

2.13.3. Wake Vortices Encounters

ICAO Document 7030 'Regional Supplementary Procedures' recognises wake turbulence as a factor in European and North Atlantic RVSM operations. In the North Atlantic, due to the special nature of the airspace and frequent poor communications, procedures have been developed which allow action by flight crews independent of ATC involvement. These procedures are not applicable to *EUR RVSM airspace, where direct pilot/controller communication exists together with sufficient radar coverage to enable ATC to manage required flight deviations. In addition the vertical separation between aircraft can be increased tactically should this be necessary.

2.13.4. Pilot Actions:

2.13.4.1. When an aircraft is operating in the *EUR RVSM airspace and encounters severe turbulence due to weather or wake vortex, and the Pilot-in-Command believes the vertical navigation performance requirements for *EUR RVSM airspace cannot be maintained, the pilot shall:

- a. inform ATC as soon as possible ('UNABLE RVSM DUE TURBULENCE');
- b. obtain a revised ATC clearance prior to initiating any deviation from cleared route or flight level;
- c. where such revised ATC clearance could not be obtained prior to such a deviation, obtain a revised clearance as soon as possible thereafter.

2.13.4.2. These procedures should not be interpreted in any way that prejudices the final authority and responsibility of the Pilot-in-Command for the safe operation of the aircraft.

2.13.5. Controller Actions:

The ATC controller:

- a. shall establish either an appropriate horizontal separation or an increased vertical separation of 600 M (2000ft);
- b. shall, to the extent possible, accommodate the pilot's request for flight level and/or route changes and pass traffic information as required;
- c. confirm that the pilot is ready to resume RVSM operations ('REPORT READY TO RESUME RVSM').

3. PERFORMANCE BASED NAVIGATION (PBN)

3.1. Introduction

3.1.1. Performance-Based Navigation (ICAO Doc 9613) specifies that aircraft RNAV and RNP system performance requirements be defined in terms of the accuracy, integrity, continuity and functionality, which are needed for the proposed operations in the context of a particular airspace concept. The PBN concept represents a shift from sensor based to performance-based navigation. Performance requirements are identified in navigation specifications,

which also identify the choice of navigation sensors and equipment that may be used to meet the performance requirements.

3.1.2. Whilst the ICAO PBN Manual was published in 2008, the navigation specifications contained within the manual have captured a number of existing navigation applications e.g., ECAC Basic RNAV (en-route) and Precision RNAV (terminal airspace), RNP 4 (oceanic) and RNP Approach (final approach).

3.1.3. At the 37th General Assembly held in 2010, Resolution A37-114 required States to implement navigation applications in accordance with the Assembly Resolution, which requires that States complete a PBN implementation plan (<http://www.iaa.ie>) as a matter of urgency to achieve:

1. Implementation of RNAV and RNP operations (where required) for en-route and terminal areas and;
2. Implementation of Approach Procedures with Vertical guidance (APV), either Barometric Vertical Navigation (Baro-VNAV) and/or augmented GNSS, including Lateral Navigation (LNAV) only minima for all instrument runway ends, either as the primary approach or as a back-up for precision approaches by 2016;
3. Implementation of straight-in LNAV only procedures (as an exception to 2. above) where the fleet is not APV capable.

3.2. Flight planning of RNAV and RNP designations

Manual or automated notification of an aircraft's qualification to operate along an ATS route, on a procedure or in airspace is provided to ATC via the Flight Plan. Flight Plan procedures are addressed in Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM) (Doc 4444).

3.3. Navaid infrastructure

The NAVAID Infrastructure refers to ground- or space-based NAVAIDs. Ground-based NAVAIDs include DME and VOR. Space-based NAVAIDs include GNSS elements as defined in Annex 10 — Aeronautical Telecommunications

3.4. Airworthiness

The airworthiness element consists of ensuring that the aircraft meets the aircraft eligibility requirements for the functions and performance requirements defined in the navigation specifications (or other referenced certification standards) as well as the installation meeting the relevant airworthiness standards. The airworthiness element may also include applicable non-navigation equipment required to conduct the operation such as communications and surveillance equipment (US 14 CFR / EASA CS Part 25).

3.5. Continued Airworthiness

For the continued airworthiness operational approval, the operator is expected to be able to demonstrate that the navigation system will be maintained compliant with the type design. For navigation system installations there are few specific continued airworthiness requirements other than database and configuration management, systems modifications and software revisions but the element is included here for completeness and consistency with other CNS / ATM operational approvals e.g. RVSM. The continued airworthiness element of the operational approval is not directly addressed in the PBN Manual since it is inherent in the aircraft airworthiness approval through the airworthiness requirements (US 14 CFR / EASA CS Part 25).

3.6. Operational Approval

The operational approval assessment takes account of the following:

- a. Aircraft eligibility and airworthiness compliance;
- b. Operating procedures for the navigation systems used;
- c. Control of operating procedures (documented in the operations manual);
- d. Flight crew initial training and competency requirements and continuing competency requirements.
- e. Dispatch training requirements;

- f. Control of navigation database procedures. Commercial operators need to have documented procedures for the management of navigation databases. These procedures will define the data validation procedures for navigation databases and the installation of new databases into aircraft so that they remain current with the AIRAC cycle; and
 - g. Continued Airworthiness. Operators should have procedures for assessing and incorporating instructions for continued airworthiness and maintenance or inspection information concerning system modifications, software revisions, etc.
- 3.7. Minimum navigation performance specifications (MNPS)
- 3.7.1 Pre-PBN navigation Specifications
- 3.7.1.1 Area of applicability
- 3.7.1.1.1 The MNPS shall be applicable in that volume of airspace between FL285 and FL420 within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic and New York Oceanic, excluding the area west of 60deg. W and South of 38deg 30'N.
Note: - This volume of airspace is referred to as the 'MNPS airspace'
- 3.7.1.1.2 Except for those flights specified in [3.7.1.1.8](#), aircraft operating within the volumes of airspace specified in [3.7.1.1.1](#) shall have lateral navigation performance capability such that:
- a. The standard deviation of lateral track errors shall be less than 11.7Km (6.3NM);
 - b. The proportion of the total flight time spent by aircraft 56Km (30NM) or more off the cleared track shall be less than 5.3×10^{-4} ; and
 - c. The proportion of the total flight time spent by aircraft between 93 and 130Km (50 and 70 NM) off the cleared track shall be less than 1.3×10^{-4}
- 3.7.1.1.3 The State of Registry or the State of the Operator, as appropriate, should verify that the lateral navigation capability of approved aircraft meets the requirements specified in [3.7.1.1.2](#).
Note.-Guidance material of use to those involved in the initial achievement and continued maintenance of the navigation capability set forth in [3.7.1.1.2](#) has been issued by ICAO under the title North Atlantic Operations Manual (NAT Doc 007) and will be supplemented and updated as required and as new material becomes available
- 3.7.1.1.4 Aircraft that have been approved by the State of Registry or the State of the Operator, as appropriate, for RNP 10 (PBN application of RNAV10) or RNP4 are considered to meet the requirements specified in [3.7.1.1.2.a\)](#)
Note.- The performance -based Navigation (PBN) Manual (Doc 9613) provides guidance on aircraft approval, operations and maintenance programmes for initial achievement and continued compliance with RNAV 10 (Designated and Authorised as RNP) 10 and RNP 4
- 3.7.1.1.5 From 1 January 2015 the means of compliance for demonstrating performance to [3.7.1.1.2.a](#) above shall be in accordance with the RNAV 10 or RNP 4 navigation specifications as detailed in the *Performance Based Navigation Manual* (Doc 9613). Aircraft that have been MNPS approved by the State of Registry or the State of the Operator based on standard deviation of lateral track error of 11.7Km (6.3NM) before 1 January 2015 shall be permitted to operate in NAT MNPS airspace until 1 January 2020.
- 3.7.1.1.6 When granting approval for operations in MNPS airspace, States should take account of the RNP 10 time limits for aircraft equipped with dual INS or inertial reference unit (IRU) systems.
Note. - RNP 10 time limits are discussed in (DOC 9613) Part B, Volume II Chapter 1.
- 3.7.1.1.7 When granting approval for operations in MNPS airspace, State of Registry shall ensure that in-flight operations drills include mandatory navigation cross-checking procedures which will identify navigation errors in sufficient time to prevent the aircraft inadvertently deviating from the ATC-cleared route. Guidance on procedures are detailed in NAT Doc 007.
- 3.7.1.1.8 Flights not subject to the submission of an RCL, which flight plan to route through Brest Oceanic Transition Area

(BOTA) and/or Shannon Oceanic Transition Area (SOTA), are not subject to MNPS approval.

Note 1. - SOTA is defined as that airspace from DINIM (510000N 0150000W) - LESLU (510000N 0080000W) - 483000N 0080000W - BEDRA (490000N 0150000W) to DINIM (510000N 0150000W)

Note 2. - BOTA is defined as that airspace from 483400N 0084500W - 483000N - 0080000W - 450000N 0080000W - 450000N 0084500W to 483400N 0084500W.

The requirements for MNPS are set out in the Guidance concerning Air Navigation in and above the North Atlantic MNPS Airspace (NAT Doc 007) (available at <http://www.paris.icao.int>)

3.8. Area Navigation (RNAV)

Background

3.8.1. RNAV is defined as “a method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced NAVAIDs or within the limits of the capability of self-contained aids, or a combination of these.” This removes the restriction imposed on conventional routes and procedures where the aircraft must overfly referenced NAVAIDs, thereby permitting operational flexibility and efficiency. RNAV is the less capable of the two families of PBN navigation specifications. RNAV is suited to current and legacy aircraft operations however as a stand-alone specification it is insufficient to support many of the new Air Traffic Management (ATM) applications envisaged in strategic plans (e.g. 3D, 4D ATM concepts). RNAV specifications do not require on board navigation performance monitoring and alerting. RNAV tracks (e.g.: RNAV 5, RNAV 2, RNAV 1) will normally require monitoring by ATC surveillance systems to achieve desired performance and separation safety standards. This requirement implies near universal surveillance coverage for RNAV specifications. A network of radar systems (PSR & MSSR) is employed to facilitate ATS provision in airspace designated to Irish ANSPs (PSRs providing primary coverage for the Dublin, Shannon and Cork terminal areas supported by longer range Mode S capable SSRs covering en-route airspace). In addition, an ASMGCS is deployed at Dublin airport.

3.8.2. Accommodation of non RNAV Approved Aircraft in the Terminal Airspace

Attention is drawn to the fact that aircraft which are not RNAV approved, may be subject to less optimal routings, track mileage, fuel burn, and increased delays.

3.9. Required Navigation Performance (RNP)

Basic Functions

3.9.1. An RNP system is an RNAV system whose functionality supports on-board performance monitoring and alerting. Current specific requirements include:

- a. Capability to follow a desired ground track with reliability, repeatability and predictability, (including optional curved path); and
- b. Where vertical profiles are included for vertical guidance, use of vertical angles or specified altitude constraints to define a desired vertical path.

3.9.2. On-board performance monitoring and alerting capabilities may be provided in different forms depending on the system installation, architecture and configurations, including:

- a. Display and indication of both the required and the estimated navigation system performance;
- b. Monitoring of the system performance and alerting the crew when RNP requirements are not met; and
- c. Cross track deviation displays scaled to RNP, in conjunction with separate monitoring and alerting for navigation integrity.

3.9.3. An RNP system utilizes its navigation sensors, system architecture and modes of operation to satisfy the RNP navigation specification requirements. It must perform the integrity and reasonableness checks of the sensors and data, and may provide a means to deselect specific types of NAVAIDs to prevent reversion to an inadequate sensor.

RNP requirements may limit the modes of operation of the aircraft, e.g. for low RNP, where flight technical error is a significant factor, manual flight by the crew may not be allowed. Dual system/sensor installations may also be required depending on the intended operation or need

3.10. Required Navigation Performance Authorisation required (RNP AR)

Background

RNP AR APCH is a “high-end” instrument approach navigation specification. RNP AR provides an added level of assurance over standard operations and as the designation indicates, a special authorisation is required. ICAO has identified specific instrument approach design criteria in the RNP AR Manual (Doc 9905) and whilst criteria in this and the PBN Manual cater today for approach operations, work is underway to update both to address Departures. The advanced features of RNP AR include operations with navigation accuracy less than 0.3 NM, use of Radius to Fix (RF) Path Terminator in all flight segments and reduced obstacle assessment criteria reflecting the assurance accounted for in a Flight Operations Safety Assessment (FOSA).

3.11. Current Airspace Application / Navigation Specification and Applicable Regulatory Guidance

Airspace Application	Navigation Specification	Applicable Regulatory Guidance
Oceanic & Remote	RNAV 10	FAA order 8400.12A / EASA AMC 20- 12
	RNP 4	FAA order 8400.33 / EASA Rule making Task No. MDM.062 (JAA CNS/ATM SG pp045)
	RNP 2	To Be Developed
	Advanced RNP	
Continental En-route	RNAV 5	FAA AC 20-138B, AC 90-96A / EASA AMC 20-4
	RNAV 2	FAA AC 90-100A
	RNAV 1 / P-RNAV	FAA AC 90-100A / JAA TGL 10 Rev 1
	RNP 2	To Be Developed
	Advanced RNP	To Be Developed
	RNP 0.3	To Be Developed
Terminal Airspace	RNAV 5	FAA AC 20-138B, AC 90-96A / EASA AMC 20-4
	RNAV 2	FAA AC 90-100A
	RNAV 1 / P-RNAV	FAA AC 90-100A / JAA TGL 10 Rev 1
	RNP 1	FAA AC 20-138B, AC 90-105
	Advanced RNP	To Be Developed
	RNP 0.3	To Be Developed
Approach Operations	RNAV 1 / P-RNAV	FAA AC 90-100A / JAA TGL 10 Rev 1
	RNP 1	FAA AC 20-138B, AC 90-105
	Advanced RNP	To Be Developed
	RNP APCH (Initial, Intermediate and Missed Approach Segments, with or without RF legs)	FAA AC 20-138B, AC 90-105 / EASA AMC 20-27
	RNP APCH (Final Approach Segment of instrument approach procedure, designed to LNAV and/or LNAV/VNAV minima)	FAA AC 20-138B, AC 90-105 / EASA AMC 20-27
	RNP APCH (Final Approach Segment of instrument approach procedure, designed to LP or LPV minima)	FAA AC 20-138B, AC 90-107 / EASA NPA 2009-04 (AMC 20-28)
	RNP AR Operations	FAA AC 90-101A / EASA AMC 20-26
	RNP 0.3	To Be Developed

3.12. Contingency Procedures

ICAO Doc 7030 Regional Supplementary Procedures detail the contingency procedures.

4. RNAV (GNSS) INSTRUMENT APPROACH PROCEDURES

To be developed

5. MNPS

5.1. Application of Minimum Navigation Performance Specification (MNPS)

5.1.1. MNPS applies in that part of the Shanwick Oceanic Control Area from FL285 to FL420 inclusive. Aircraft using the MNPS Airspace are required to have a navigation performance capability such that:

- a. The standard deviation of lateral track errors shall be less than 6.3 NM;
- b. The proportion of the total flight time spent by aircraft 30 NM or more off the cleared track shall be less than 5.3×10^{-4} ;
- c. The proportion of the total flight time spent by aircraft between 50 NM and 70 NM off the cleared track shall be less than 13×10^{-5} .

5.1.2. These mathematical standards can be approximated operationally as follows:

- a. Aircraft must be operated so that lateral deviations from track remain less than 12.6 NM for at least 95 per cent of the time the system is required for navigation;
- b. The navigation system must demonstrate a continuing capability to keep lateral deviations from cleared track in excess of 30 NM to less than 53 per 100 000 flight hours in the system; and
- c. Keep lateral deviations between 50nm and 70 NM from cleared track, to less than 13 per 100 000 flight hours in the system.

5.1.3. In order to ensure that the required navigation standards are being observed within the MNPS airspace, a continuous monitoring of the navigation accuracy of aircraft in this airspace takes place using land based radars in Canada, Ireland, France, Iceland and the UK. Where large navigation errors are observed the pilot of the aircraft concerned will be notified by the ATC Unit observing the error. The subsequent investigation to determine the cause of the error will involve the ATC Unit, the operator, and the State of Registry. On the basis of such monitoring it has been agreed that the lateral separation minimum for aircraft operating in the MNPSA shall be 60 NM. It is implicit in the concept of MNPS and essential to the application of this quoted lateral separation minimum, that all operations in the MNPSA - be they Public Transport or General Aviation - achieve the highest standards of navigation performance accuracy. Thus all flights within the Irish MNPSA must have the specific approval of either the State of Registry of the aircraft, or the State of Registry of the Operator, for such operations. Irish Registered aircraft are approved by the IAA. Such approvals will encompass all aspects of the expected navigation performance accuracy of the aircraft; navigation equipment carried; installation and maintenance procedures and crew navigation procedures and training. The inherent obligations placed upon crews and operators of Irish registered aircraft by the Irish MNPSA requirements can be summarized as follows:

- a. The flight **MUST** have prior approval for operations in Irish MNPSA;
- b. The approved aircraft minimum navigation installation **MUST** be serviceable and **MUST** have been checked for accuracy prior to entry into MNPSA;
- c. Whilst in MNPSA the approved operating procedures **MUST** be adhered to. Except in emergency, diversions from the ATC cleared track **MUST NOT** be made without prior approval of the controlling ATC Unit;
- d. If subsequent un-serviceability reduces the navigational capability below the required minimum for MNPS operations after entry into MNPS Airspace then the controlling ATC Unit **MUST** be advised so as to allow for any adjustments of separation from adjacent aircraft;
- e. There **MUST** be a high standard of supervision, monitoring and cross checking of data inserted into automatic navigation system to prevent large errors arising from erroneous waypoint entries;
- f. There **MUST** be a high standard of co-ordination with ATC Units to ensure that misunderstandings over the route to be flown do not occur.

5.1.4. Westbound flights flight planning to enter Shanwick Oceanic Airspace to enter North Atlantic (NAT) Minimum Navigation Performance Specification Airspace (MNPSA) may be invited to confirm that they have been approved for operating within MNPSA by their State of Registry or their State of Operator. The submission of a Flight Plan alone does NOT constitute NAT MNPS operating approval. Pilots/Operators unable to provide such confirmation will be cleared to operate outside MNPSA (below FL 285 or above FL 420). Details of the flight will be passed to the relevant State Aviation Authority for follow-up action.

5.2. Navigation Equipment for Unrestricted MNPS Operations

5.2.1. In order to justify consideration for State approval for future unrestricted operation in the MNPSA an aircraft will be required to be equipped as follows:

- a. Two fully serviceable Long Range Navigation Systems (LRNS). A LRNS may be one of the following:
 - i. One Inertial Navigation System (INS);
 - ii. One Global Navigation Satellite System (GNSS); or
 - iii. One navigation system using the inputs from one or more Inertial Reference System (IRS) or any other sensor system complying with the MNPS requirement.
- b. Each LRNS must be capable of providing to the flight crew with a continuous indication of the aircraft position relative to desired track.
- c. It is highly desirable that the navigation system employed for the provision of steering guidance is capable of being coupled to the auto-pilot.

Note 1: Only two GNSSs currently exist: the Global Positioning System (GPS) and the Global Orbiting Navigation Satellite System (GLONASS).

Note 2: A GPS installation must be approved as follows:

If the two required LRNSs are both GPS, they must be approved in accordance with FAA Notice 8110.60 or equivalent JAA or national documentation and their operation approved in accordance with FAA HBAT 95-09 or equivalent national or JAA documentation. If GPS serves as only one of the two required LRNSs, then it must be approved in accordance with FAA TSO-C129 as Class A1, A2, B1, B2, C1 or C2, or with equivalent national or JAA documentation.

Note 3: Equivalent approved material for GLONASS is under development and must be available prior to approval of any GLONASS equipped aircraft for MNPS operations.

5.3. Application of Reduced Vertical Separation Minima (RVSM) in Shanwick OCA

RVSM applies in the MNPS Area of the Shanwick Oceanic Control Area from FL290 to FL410 inclusive. Aircraft using this Area are required to have a height keeping performance capability as defined in the appropriate ICAO Documents/JAA Temporary Guidance Leaflet. In order to ensure that the overall standard of required height keeping is being achieved within RVSM airspace a technical height keeping monitoring program has been established in accordance with ICAO guidance. In order to ensure that the required altimetry standards are being observed within RVSM airspace, a technical height keeping monitoring programme has been initiated. For the task of monitoring technical height keeping accuracy, a hybrid system comprising of a Height Monitoring Unit (HMU) and GPS Monitoring Systems (GMS) is employed.

5.4. Flight plan

If the flight is certified as being in compliance with Minimum Navigation Performance Specification (MNPS) and intends to operate in MNPS airspace, for any portion of the flight, the letter 'X' shall be inserted after the letter 'S' in Item 10 of the flight plan to indicate that the flight has been approved for operations within the Minimum Navigation Performance Specification Airspace (MNPSA). It is the Captain's responsibility to ensure that specific approval has been given for such operations by the State of Registry of either the aircraft or of the operator.

6. USE OF INSTRUMENT LANDING SYSTEM (ILS) FACILITIES IN IRELAND

6.1 Introduction

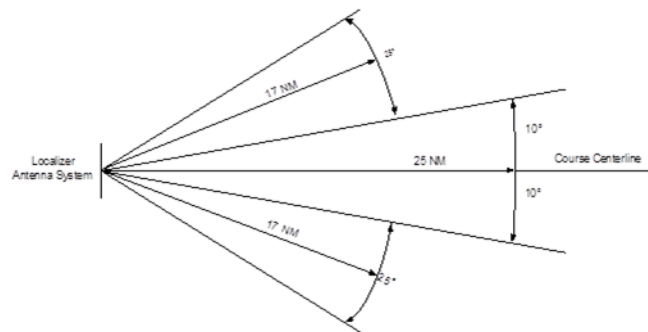
The purpose of this section is to provide guidance on the limitations of ILS and to advise pilots of precautions to be taken during operational use.

6.2 General

- 6.2.1 Instrument Landing System (ILS) facilities in Ireland conform to ICAO Annex 10 Standards appropriate to the promulgated facility performance category unless otherwise indicated by NOTAM or contained in AIP Ireland. They can therefore be relied upon to provide navigational information to the required accuracy providing:
- they are only used inside specific coverage sectors;
 - the signal-in-space is being adequately protected;
 - due account is taken of any warnings or differences promulgated by NOTAM or contained in AIP Ireland.
- 6.2.2 An aerodrome's ILS facility should only be used when an Air Traffic Control Service is available for the airport. No attempt should be made to use the ILS outside the aerodrome's promulgated hours of operation, unless specific arrangements have been made with the aerodrome operating authority for this purpose which includes the provision of an Air Traffic Control Service.

6.3 Localizer

- 6.3.1 ICAO Annex 10 tolerances for ILS localizers provide for coverage from the centre of the antenna array;
- out to 25 NM within $\pm 10^\circ$ of the front course centreline;
 - out to 17 NM within $\pm 35^\circ$ of the front course centreline;



- 6.3.2 The use of a localizer outside these areas can lead to false course and reverse sense indications being received and such use should not be attempted.
- 6.3.3 There is no provision for the use of localizer "back beam" in Ireland and any such indication should be ignored.
- 6.3.4 Certain combinations of localizer beam characteristics and modern receiver/autopilot combinations can cause premature localizer capture; flight crews should be alert to this possibility. Flight deck procedures should be designed to reduce the risk of premature capture by not allowing Flight Director/Autopilot capture modes to be armed too early. Flight crews are advised to confirm the validity of ILS capture by cross-checking with other sources of navigational information where available.

6.4 Glidepath

- 6.4.1 The standard ILS Glide Path DOC provides coverage in the following areas:
- Coverage sectors of 8° in azimuth each side of the Localiser centre-line to a distance of at least 10 nm from threshold;
 - Vertical Coverage is provided from $0.45\emptyset$ up to $1.75\emptyset$ above the horizontal where $\emptyset$ is the promulgated Glide Path angle.
- This equates to coverage from 1.35° to 5.25° above the horizontal for a 3° Glide Path.
- 6.4.2 Flight crews are warned that use of the Glide Path outside the coverage areas can lead to intermittent and incorrect indications being received.
- 6.4.3 Certain Glide Paths may not exhibit correct deflection sensitivity to one side of the Localiser course line. This effect

is caused by terrain or other problems and can lead to inadequate Fly Up' indications being received. When this situation exists a warning will be notified in Irish AIP Part III – Aerodromes (AD), 2.19 RADIO NAVIGATION AND LANDING AIDS, specific to that facility or by NOTAM.

6.5 Protection of ILS guidance signals

- 6.5.1 The use of an ILS in its promulgated Category is subject to the signal in space being adequately protected from interference. Moving objects, particularly large ones like aircraft manoeuvring in close proximity to the runway, may disturb the ILS guidance signals. ATC will apply increased separation and such other methods considered necessary to prevent interference during Low Visibility Procedures (LVP).
- 6.5.2 Flight crews should be aware of the ILS interference effects that can occur while conducting auto-lands when LVP are not in force. The protection of ILS sensitive areas from intrusion by aircraft and vehicles is included within LVP.
- 6.5.3 In Category I conditions or better, LVP will not come into force unless specifically requested. Intrusion into the ILS critical and sensitive areas by taxiing aircraft, ground vehicles or overflight of the ILS localizer may cause interference to the ILS signal. This interference may result in deviations from the desired approach path and may be accompanied by a "LOC" warning flag appearing briefly.
- 6.5.4 When making auto-lands in conditions not necessitating the introduction of LVP, flight crews should closely monitor the flight path of their aircraft and be prepared to disconnect the autopilot immediately if excessive disturbances occur near to the ground.

6.6 ILS/DME

Distance Measuring Equipment (DME) is frequency paired with ILS channels to supplement or replace range information provided by ILS marker beacons. All range information from ILS/DME is zero referenced to the runway threshold but the use of such an ILS-paired DME outside of a promulgated procedure may result in erroneous distance information and/or corrupt or erroneous identification coding.

6.7 Maintenance

- 6.7.1 When an ILS is undergoing maintenance, or is radiating for test purposes only, the IDENTIFICATION coding will be removed completely or replaced with a continuous tone.
- 6.7.2 Under these conditions NO ATTEMPT should be made to use the ILS as erroneous indications may be received.

6.8 Further Information

Enquiries regarding the use of Instrument Landing Systems in Ireland should be addressed to:

Post: Aeronautical Services Department
Safety Regulation Division
Irish Aviation Authority
The Times Building
11-12 D'Olier St
Dublin 2
D02 T449

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GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

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

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

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

Charts based on ICAO documents: Annex 4, Doc 8697

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

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2. MAINTENANCE OF CHARTS

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

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

3. PURCHASE ARRANGEMENTS

3.1 VFR Chart Scale 1:500,000

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

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

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

9. Aerodrome Obstacle Chart - ICAO Type "B"
10. Precision Approach Terrain Chart - ICAO*
11. ATC Surveillance Minimum Altitude Chart* (*included in AIP Ireland)

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

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

4.2.2 Instrument Approach Chart – ICAO

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

4.2.3 Visual Approach Chart – ICAO

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

4.2.4 Aerodrome Chart – ICAO

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

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

These charts are designed to provide the operator with the data necessary to enable compliance with the operating limitations as contained in ICAO Annex 6.

4.2.6 Aerodrome Obstacle Chart - ICAO - TYPE "B"

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

4.2.7 Precision Approach Terrain Chart – ICAO

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

4.2.8 ATC Surveillance Minimum Altitude Chart

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

5. LIST OF CHART SERIES

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aeronautical Chart ICAO 1:500,000	ANC/500	Edition 13	Ireland Sheet 2172 ABCD	06 AUG 2026

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

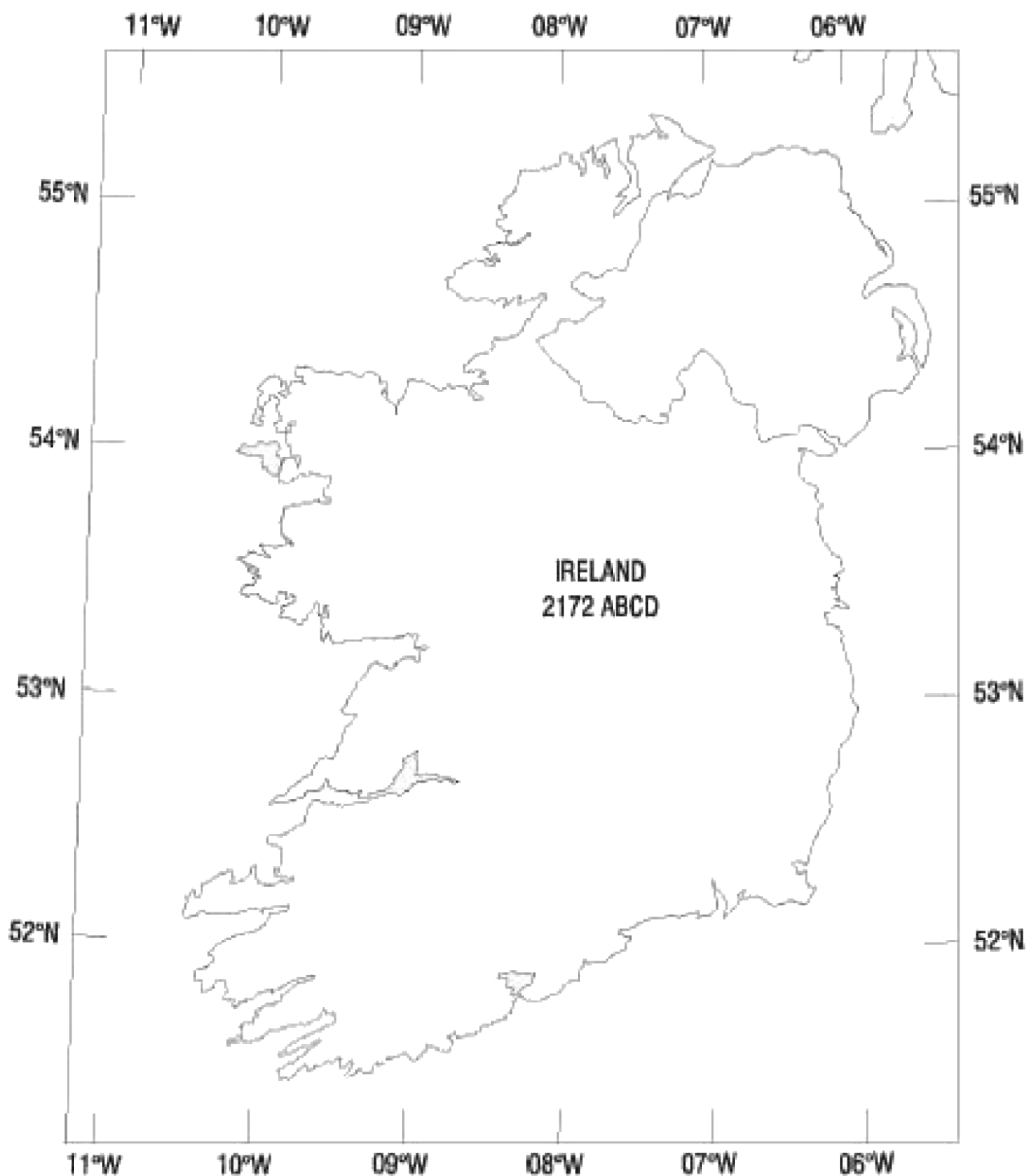
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-23	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	16 MAY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

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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY 26 CAT A, B	19 FEB 2026
	IAC	EIKN AD 2.24-14	EIKN NDB RWY 08 CAT A, B	19 FEB 2026
	IAC	EIDL AD 2.24-8	EIDL NDB RWY 02 CAT A, B, C	06 AUG 2026
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	06 AUG 2026
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	06 AUG 2026
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	06 AUG 2026
	VAC	EIKN AD 2.24-16	IRELAND WEST/KNOCK	19 FEB 2026
	VAC	EIKY AD 2.24-13	KERRY	25 MAR 2021
	VAC	EINN AD 2.24-15	SHANNON	10 SEP 2020
	VAC	EISG AD 2.24-16	SLIGO	23 MAR 2023
	VAC	EIWF AD 2.24-7	WATERFORD	23 MAR 2023
Visual Approach Chart ICAO 1: 160,000	VAC	EIDW AD 2.24-44	DUBLIN	22 APR 2021
Aerodrome Chart ICAO 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020
Aerodrome Chart ICAO 1: 20,000	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
Aerodrome Chart ICAO As per Published Chart	AD	EIDL AD 2.24-1	DONEGAL	06 AUG 2026
	AD	EIDW AD 2.24-1	DUBLIN	01 OCT 2026
	AD	EIKN AD 2.24-1	IRELAND WEST	11 JUN 2026
	AD	EISG AD 2.24-1	SLIGO	01 OCT 2026
	AD	EIWF AD 2.24-1	WATERFORD	27 NOV 2025
	AD	EIWT AD 2.24-1	WESTON	06 AUG 2026
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	21 MAR 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000	AOC	EIWT AD 2.24-2	EIWT RWY 07/25	19 FEB 2026
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	12 JUN 2025

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aerodrome Obstacle Chart ICAO - Type "A"	AOC	EIDL AD 2.24-2	EIDL RWY 02/20	06 AUG 2026
Aerodrome Obstacle Chart ICAO – Type "B"	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-
	AOC	EIWF/Type B/Ver 1	EIWF	-
Precision Approach Terrain Chart Horizontal Scale 1:2,500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 16	26 APR 2018
	PATC	EIDW AD 2.24-6	EIDW RWY 28L	08 OCT 2020
	PATC	EIDW AD 2.24-7	EIDW RWY 28R	11 AUG 2022
	PATC	EIDW AD 2.24-8	EIDW RWY 10L	11 AUG 2022
	PATC	EIDW AD 2.24-9	EIDW RWY 10R	25 FEB 2021
	PATC	EIKN AD 2.24-3	EIKN RWY 26	30 OCT 2025
	PATC	EINN AD 2.24-3	EINN RWY 24	06 DEC 2018
Aircraft Parking/Docking Chart – ICAO 1:5,000	APDC	EICK AD 2.24-2	CORK	26 APR 2018
	APDC	EINN AD 2.24-2	SHANNON	25 APR 2019
Aircraft Parking/Docking Chart – ICAO As per Published Chart	APDC	EIDW AD 2.24-2	DUBLIN	01 OCT 2026
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43	DUBLIN	01 DEC 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:700,000		EINN AD 2.24-16	SHANNON	17 JUN 2021
ATC Surveillance Minimum Altitude Chart - ICAO 1:600,000		EICK AD 2.24-29	CORK	25 MAR 2021

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



7. TOPOGRAPHICAL CHARTS

Refer to [GEN 3.2.3.](#)

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

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GEN 3.5 METEOROLOGICAL SERVICES**1. RESPONSIBLE SERVICE**

- 1.1. Met Eireann Aviation Services Division (of the Department of Housing, Planning and Local Government) is the meteorological Authority for Ireland.

Met Eireann Aviation Services Division is the designated meteorological services provider to air navigation in Ireland under the EU Services Provision Regulation.

Post: Met Eireann,
Meteorological Service,
Met Eireann Headquarters,
Glasnevin Hill,
Dublin 9.

Phone: +353 (0)1 806 4200

Fax: +353 (0)1 806 4247

AFS: EIDBYBYX

Email: met.eireann@met.ie

URL: http://www.met.ie

- 1.2. Applicable ICAO Documents
ICAO Standards, Recommended Practices and Procedures contained in the following documents are applied:

- Annex 3 - Meteorological Service for International Air Navigation.
- DOC 10157 - Procedures for Air Navigation Services - Meteorology.
- DOC 7030 - Regional Supplementary Procedures.
- DOC 7754 EUR Regional Air Navigation Plan.
- DOC 8400 - ICAO Abbreviations and Code.
- DOC 9974 - Flight Safety and Volcanic Ash.
- ICAO Crisis Management Framework Document (EUR Doc 031).
- ICAO EUR/NAT Volcanic Ash Contingency Plan (VACP) (ICAO EUR Doc 019/NAT Doc 006 Part II)

URL: <https://www.icao.int/sites/default/files/EURNAT/Documents/EUR%20and%20Nat%20Docs/NAT%20Documents/NAT%20Documents/NAT%20Doc%20006%20-%20NAT%20Contingency%20plan/NAT-Doc-006-Part-II-Ed-2.2.0.pdf>

- EASA Safety Information Bulletin (SIB) 2023-13

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

2. AREA OF RESPONSIBILITY

The meteorological office at Shannon Airport is the meteorological watch office (MWO) designated to maintain the meteorological watch in the flight information region for Shannon FIR/UIR

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

Station and Location Indicator	Type and Frequency of Observation	Types of Report	Details of Observation System and Site		Hours of Operation	Climatological Information
1	2	3	4		5	6
Cork EICK	½ hourly special	Plain language METAR TREND RVR Wind shear	Wind	Cup anemometer with digital readout. Anemometer positioned 10M AGL and located to give readings representative of conditions at airfield	H24	Aeronautical Climatological summary available
			Temp	Distant reading thermometer.		
			RVR	IRVR RWY16/34 - Touchdown, midpoint and stop-end		
			Cloud Height	Ceilometer.		
			Visibility	Visibility reported is minimum visibility.		
			Wind shear	Not measured instrumentally		
Dublin EIDW	½ hourly special	Plain language METAR TREND RVR Wind-shear	Wind	Cup anemometer with digital readout. Anemometer positioned 10M AGL and located to give readings representative of conditions at airfield and at all operational runway touchdown zones.	H24	Aeronautical Climatological summary available
			Temp	Distant reading thermometer.		
			RVR	IRVR RWY 16 – Touchdown and midpoint. RWY 10R/28L – Touchdown, midpoint and stop-end. RWY 10L/28R - Touchdown, midpoint and stop-end.		
			Cloud Height	Ceilometer.		
			Visibility	Visibility reported is prevailing visibility and minimum visibility with direction.		
			Wind shear	Not measured instrumentally		
Shannon EINN	½ hourly special	Plain language METAR TREND RVR Wind shear	Wind	Cup anemometer with digital readout. Anemometer positioned 10M AGL and located to give readings representative of conditions at airfield.	H24	Aeronautical Climatological summary available
			Temp	Distant reading thermometer.		
			RVR	IRVR RWY 06/24 - Touchdown, midpoint and stop-end.		
			Cloud Height	Ceilometer.		
			Visibility	Visibility reported is minimum visibility		
			Wind shear	Not measured instrumentally		

Station and Location Indicator	Type and Frequency of Observation	Types of Report	Details of Observation System and Site		Hours of Operation	Climatological Information
1	2	3	4		5	6
Ireland West EIKN	½ hourly Special	Plain language METAR TREND Wind shear	Wind	Cup anemometer with digital readout. Anemometer positioned 10M AGL and located to give readings representative of conditions at airfield and at all operational runway touchdown zones.	0545-AD CLSD (Local Time)	Aeronautical Climatological summary available
			Temp	Distant reading thermometer.		
			Cloud Height	Ceilometer.		
			Visibility	Visibility reported is prevailing visibility and minimum visibility with direction.		
			Wind shear	Not measured instrumentally		
Kerry EIKY	Half Hour Special	METAR Plain Language	Wind	Anemometer positioned 10 meters AGL and located to give readings representative of conditions at airfield	AD Opening Hours	Aeronautical Climatological summary available
			Temp	Distant reading thermometer		
			Cloud Height	Ceilometer		
			Visibility	Visibility reported is minimum visibility		
Sligo EISG	Half Hour Special	METAR Plain Language	Wind	Anemometer positioned 10 meters AGL and located to give readings representative of conditions at airfield	AD Opening Hours	Aeronautical Climatological summary available
			Temp	Distance reading thermometer.		
			Cloud Height	Ceilometer		
			Visibility	Visibility reported is minimum visibility		
Donegal EIDL	Half Hour Special	METAR Plain Language	Wind	Anemometer positioned 10 meters AGL and located to give readings representative of conditions at airfield	AD Opening Hours	Aeronautical Climatological summary available
			Temp	Distant reading thermometer		
			Cloud Height	Ceilometer		
			Visibility	Visibility reported is minimum visibility		
Waterford EIWF	Half Hour Special	METAR Plain Language	Wind	Anemometer positioned 10 meters AGL and located to give readings representative of conditions at airfield	AD Opening Hours	Aeronautical Climatological summary available
			Temp	Distant reading thermometer		
			Cloud Height	Ceilometer		
			Visibility	Visibility reported is minimum visibility		

3.1 Surface Weather Reports

Reports of surface weather observations for the aerodromes at Cork, Dublin, Shannon and Ireland West consist of:

- **Routine:** half-hourly reports in METAR form are disseminated on AFTN and are issued, in plain language, to ATS. They are also included in VOLMET broadcasts.
- **Special:** reports are made whenever a significant deterioration or improvement of weather is observed between the routine observations. They are issued, in plain language, to ATS but are not disseminated beyond the aerodrome. Special reports may also be made on a specific occasion on request by ATS and/

or operator.

3.2 Visibility

Prevailing visibility and minimum with direction are reported in all observations at Dublin and Ireland West airports.

Minimum visibility is reported in all observations at Cork and Shannon airports.

When there are important directional variations in visibility, other values, including in all cases the maximum, will be given in reports for take off and landing, by the addition of "REMARKS" to the reported minimum visibility in plain language messages.

3.3 Runway Visual Range (RVR)

At Cork, Dublin and Shannon Airports Instrumented Runway Visual Range Systems (IRVR) are installed. RVR values are reported when either the horizontal visibility or the runway visual range is observed to be less than 2000M.

The system at Cork, Dublin and Shannon has a lower limit of 50M, dependent on the ambient conditions.

At Cork, Dublin and Shannon, RVR is reported in increments of 25M up to 400M, 50M between 400M and 800M, and 100M between 800M and 2000M, subject to the limiting values.

3.4 Cloud Height

Cloud height is measured by Ceilometer at Dublin, Cork, Shannon, Ireland West Airport, Kerry, Sligo, Donegal and Waterford. The Ceilometer readings are representative of cloud conditions over the landing area.

3.5 Surface Wind

Wind Speed and direction are measured at Cork, Dublin, Shannon, Ireland West, Kerry, Sligo, Donegal and Waterford Airports by cup anemometer with digital read-out. At all aerodromes the anemometers are installed 10M AGL. At each aerodrome the anemometer is located so as to give readings representative of conditions on the airfield. Indicators are located in the Meteorological Office and appropriate Air Traffic Service Units. Wind speeds are reported in knots. Wind values are provided in accordance with Annex 3

3.6 Temperature

Distant reading thermometers are installed at Dublin, Cork, Shannon, Ireland West, Kerry, Sligo, Donegal and Waterford Airports in locations, which give readings representative of free-air temperature over the landing area.

3.7 Wind Shear

Low level wind shear is not measured instrumentally at Irish Airports. Reports of wind shear from aircraft about to land or take-off, and/or evidence of its existence as deduced from other available information are, when of a non-transitory nature, included in METAR, and are, in all circumstances included in plain language reports disseminated locally.

4. TYPES OF SERVICE

4.1. All Met Eireann aeronautical meteorological forecast services are provided by the Central Aviation Office (CAO) based at Shannon Airport.

4.1.1. Aerodrome Minimum/Maximum Temperature

The temperatures are calculated for each of the past 5 years, for each location, the month with the lowest mean Max and Min was obtained. For locations with climate stations (Dublin, Shannon, Cork, Ireland West and Casement) the actual measurements were used, for other locations the temperatures were interpolated from 1km Max/Min temperature grids derived using all available observations for each month. Max and Min temperature refer to the 0900 to 0900 period and are available at <https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data>.

4.1.2. Aerodrome Magnetic Variation

Magnetic variation - is the angle on the horizontal plane between magnetic north (the direction the north end of a compass needle points, corresponding to the direction of the Earth's magnetic field lines) and true north (the direction along a meridian towards the geographic North Pole). It's used to convert between true and magnetic headings. Aeronautical charts usually show the magnetic variation.

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

4.1.3. The Objective of Met Eireann, as Met Service provider to the aviation sector in Ireland, is to contribute to the safety, regularity and efficiency of aviation in Ireland and its FIR/UIR. Owing to the variability of meteorological elements in space and time, to limitations of forecasting techniques and to limitations caused by the definitions of some of the elements, the specific value of any of the elements given in a forecast shall be understood by the recipient to be the most probable value which the element is likely to assume during the period of the forecast. Similarly, when the time of occurrence or change of an element is given in a forecast, this time shall be understood to be the most probable time.

4.1.4. Forecast Services provided, Met Eireann issues, as routine:

- Terminal Aerodrome Forecasts (TAF),
- low level significant weather charts,
- search and rescue forecast,
- live En-route briefing line service,
- bespoke forecast products,
- local warnings for Aerodromes and
- SIGMET services for Ireland's FIR/UIR.

TAF issued by Airport		
Airport	9 hour TAF	24 hour TAF
Dublin		•
Shannon		•
Cork		•
Ireland West		•
Kerry	•	
Sligo	•	
Donegal	•	
Waterford	•	
Casement	•	

4.1.5. Not more than one TAF shall be valid for an aerodrome at any given time.

4.1.6. The issue of a new aerodrome forecast, such as a TAF, shall be understood to cancel automatically any forecast of the same type previously issued for the same place and for the same period of validity or part thereof.

4.2. The CAO may be contacted as follows:

Post: Central Aviation Office,
Met Eireann,
Wing 5,
Shannon Airport,
Co. Clare.
V14 KC92.

Phone: + 353 (0)61 712 950

Fax: + 353 (0)61 712 960

Email: avops@met.ie

- 4.3. Meteorological self briefing
Meteorological self briefing for operators and flight crew members is available via an internet based Meteorological Self Briefing (MSB) system. This system is available at <https://briefing.met.ie/>

To obtain registration on the system, users are required to provide the following data via email to

Email: briefing@met.ie

- contact details;
- area of activity (e.g. private pilot, airline etc)
- username (user defined)

The following up to date information is provided on the MSB:

- SIGWX charts
- Upper Wind and Temperature charts
- METAR (including TREND as issued) for the aerodromes of departure and intended landing, and for en-route and destination alternate aerodromes.
- TAF or Amended TAF for the aerodromes of departure and intended landing, and for en-route and destination alternate aerodromes.
- SIGMET information
- Aerodrome warnings for the local aerodrome

Personal briefing on en-route weather conditions is available from the duty aviation forecaster. This briefing service is provided via premium rate telephone service (see [GEN 3.5.9](#) for telephone number).

- 4.4. Meteorological services, including briefing consultation and documentation, is provided in accordance with arrangements made between the operator and the relevant meteorological office at Cork, Dublin, Shannon and Ireland West airports.
- 4.5. Warnings, in accordance with local arrangements for the protection of parked aircraft and aerodrome facilities and services, are issued by the Central Aviation Office. These warnings relate to strong winds, occurrence of snow and ground temperature below 00 degrees Celsius.

5. NOTIFICATION REQUIRED FROM OPERATORS

- 5.1. Flights Originating at Shannon, Cork and Dublin Airports:

If meteorological documentation and/or briefing are required for a flight to a destination not well serviced by the online MET Self Briefing, then notification should be furnished to the aerodrome meteorological office, by the operator, as soon as possible and not less than three hours before ETD of the flight.

Flights originating at Ireland West Airport:

Notification should be furnished to the aerodrome meteorological office by the operator as soon as possible and not less than three hours before ETD of the flight. This notification applies equally to scheduled and non-scheduled flights.

- 5.2. If the operator has not a representative at the aerodrome concerned, messages from the operator's representative at another aerodrome or from the aircraft commander in flight containing the required information will be accepted as notification (provided they are received at the times indicated in paragraph [GEN 3.5.5.1](#) above). Communications should be specifically addressed to the meteorological office at Cork, Dublin, Shannon or Ireland West as appropriate.

- 5.3. When notification as specified above is not given to the aerodrome meteorological office, every endeavour will be made to provide the best service possible in the time available, but in such circumstances no guarantee can be given that the services will include more than a briefing without documentation.

6. AIRCRAFT REPORTS

Reports are required to be issued by aircraft whenever the following conditions are encountered during the climb-out, en-route or approach phases of the flight:

- Severe icing
- Moderate and severe turbulence
- Thunderstorms with or without hail (that are obscured, embedded, widespread or in squall lines)
- Volcanic ash cloud observed/encountered
- Wind shear
- Other meteorological conditions which in the opinion of the pilot-in-command may affect the safety or markedly affect the efficiency of other aircraft operations

7. VOLMET SERVICE

Name of Station	CALLSIGN/ IDENT/ abbreviation (EM)	Frequency	Broadcast Period	Hours of Service	Aerodromes / Heliports included	REP, SIGMET INFO FCST & Remarks
1	2	3	4	5	6	7
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	00-05	H24		SIGMETS
					Bruxelles National, Amsterdam Schipol,	TAFS
					Bruxelles National, Amsterdam Schipol, Frankfurt, Hamburg, Munchen,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	05 - 10	H24	London Heathrow, London Gatwick, Stansted,	TAFS
					London Heathrow, London Gatwick, Stansted, Prestwick, Glasgow,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	10 - 15	H24		SIGMETS
					Dublin, Shannon,	TAFS
					Dublin, Shannon, Manchester, Keflavik,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	15 - 20	H24	Santa Maria, Lisboa, Madrid,	TAFS
					Santa Maria, Lisboa, Madrid, Lajes,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	20 - 25	H24		SIGMETS
					Paris Charles De Gaulle, Paris Orly,	TAFS
					Paris Charles De Gaulle, Paris Orly, Zurich, Geneve, Milano Malpensa,	METARS

Name of Station	CALLSIGN/ IDENT/ abbreviation (EM)	Frequency	Broadcast Period	Hours of Service	Aerodromes / Heliports included	REP, SIGMET INFO FCST & Remarks
1	2	3	4	5	6	7
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	25-30	H24	Stockholm Arlanada, Manchester, Shannon, Kobenhavn Kastrup, Bergen, Dublin, Helsinki Vantaa,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	30 -35	H24		SIGMETS
					Frankfurt, Koln Bonn,	TAFS
					Frankfurt, Koln Bonn, Dusseldorf, Munchen, Luxembourg,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	35 - 40	H24	Keflavik, Glasgow, Manchester,	TAFS
					London Heathrow, London Gatwick, Keflavik, Glasgow, Manchester,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	40 - 45	H24		SIGMETS
					Oslo Gardemoen, Cobenhagen Kastrup,	TAFS
					Oslo Gardemoen, Cobenhagen Kastrup, Goteborg Landvetter, Stockholm Arlanda, Bergen, Helsinki Vantaa,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	45 - 50	H24	Zurich, Geneve,	TAFS
					Zurich, Geneve, Paris Charles de Gaulle, Paris Orly,	METARS

Name of Station	CALLSIGN/ IDENT/ abbreviation (EM)	Frequency	Broadcast Period	Hours of Service	Aerodromes / Heliports included	REP, SIGMET INFO FCST & Remarks
1	2	3	4	5	6	7
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	50 - 55	H24		SIGMETS
					Hamburg,	TAFS
					Bruxelles National, Amsterdam Schipol, Frankfurt, Koln Bonn, Hamburg,	METARS
SHANNON	SHANNON VOLMET	3413 kHz HN (during night propagation conditions) 5505 kHz H24 8957 kHz H24 13264 kHz HJ (during day propagation conditions)	55-00	H24	Roma Fiumicino, Milano Malpensa,	TAFS
					Roma Fiumicino, Milano Malpensa, Torino, Lisboa, Lajes, Santa Maria,	METARS
DUBLIN	Dublin VOLMET	127.005 (8.33 kHz Channel)	Continuous	H24	Reports for: Dublin, Shannon, Cork, Belfast, Glasgow, Preswick, Manchester, London/ Heathrow, London/Gatwick,	Plain Language (En) Broadcast continuous through the 24 hours. Reports, plus landing forecasts in the TREND form are broadcast in the sequence listed. The reports broadcast are the latest available. If a new report is not available the earlier one will be reported for one hour only, together with time of observation.

The above table indicates the current VOLMET Broadcast content and sequence.

SIGMET denotes the time-blocks during which SIGMET'S are broadcast.

8. SIGMET SERVICE

8.1 General

Post: Central Aviation Office,
Met Eireann,
Wing 5,
Shannon Airport,
Co. Clare,

Phone: + 353 (0)61 712 950

Fax: + 353 (0)61 712 962

Email: avops@met.ie

8.2 Meteorological Watch

The meteorological watch for the Shannon FIR/UIR is performed by the Meteorological Office based at Shannon Airport (EINN).

The MWO issues SIGMET information to ATS units within the Shannon FIR and agreed adjacent FIRs.

A meteorological warning (SIGMET) will be issued by the meteorological watch office when the following weather phenomena are occurring or expected to occur in the flight information region EISN FIR/UIR:

8.2.1 At subsonic levels

1. Obscured or embedded thunderstorms (with or without heavy hail)
2. Frequent thunderstorms (with or without heavy hail)
3. Thunderstorms in squall line (with or without heavy hail)
4. Severe turbulence
5. Severe icing
6. Freezing rain.
7. Tropical cyclones with 10 minute mean surface wind speed of 63km/HR (34kts) or more.
8. Severe turbulence
9. Severe icing
10. Heavy dust storm
11. Heavy sand storm
12. Volcanic ash
13. Radioactive Cloud

8.2.2 At transonic and supersonic

1. Moderate turbulence
2. Severe turbulence
3. Isolated cumulonimbus
4. Occasional cumulonimbus
5. Frequent cumulonimbus
6. Hail
7. Volcanic ash

SIGMET for supersonic and transonic levels (SIGMET SST) are issued by London for the Shannon *FIR/UIR*..

ATS Units provided with SIGMET information includes ATS units within the Shannon FIR and agreed adjacent FIR's.

8.3 Local Warnings for Aerodromes

Met Eireann Central Aviation Office issues warnings for aerodromes for the following phenomena:

1. Frost Warning:

Issued when the ground and/or air temperature are expected to fall below zero degrees Celsius at the following airports - EINN, EIDW, EICK, EIKN, EIME.

2. Gale and Squall warning:
Issued whenever the mean speed of the surface wind is expected to exceed 34kts or when gusts in excess of 39kts are expected at the following airports- EINN, EIDW, EICK, EIKN, EIME.
3. Snow Warning:
Issued whenever snow is likely to occur at the following airports- EINN, EIDW, EICK, EIKN, EIME.
4. Wind Shear:
Issued for the following airports - EINN, EICK, EIDW, EIKN.
5. Turbulence Warning:
Issued for EINN only.
6. Low-Level inversion warnings:
Issued for the following airports - EINN, EIDW, EICK, EIKN.

8.4 Aircraft Meteorological Observations and Reports

8.4.1 Routine Aircraft Observations

Routine Aircraft Observations are not required in the Shannon FIR/UIR.

8.4.2 Special Aircraft Observations

Special Aircraft Observation are required in the Shannon FIR/UIR whenever:

- i. Severe turbulence or severe icing is encountered;
or
- ii. Moderate turbulence, hail or cumulonimbus clouds are encountered during transonic or supersonic flight;
or
- iii. other meteorological conditions are encountered which, in the opinion of the pilot in command, might affect the safety or markedly affect efficiency of other aircraft operations, for example, other en-route weather phenomena specified for SIGMET messages, or adverse conditions during the climb –out or approach not previously forecast or reported to the pilot in command. Observations are required if volcanic ash cloud is observed or encountered, or if pre-eruption volcanic activity or a volcanic eruption is observed;
or
- iv. Exceptionally, they are requested by the meteorological office providing meteorological service for the flight: in which event the observation should be specifically addressed to that meteorological office.

9. OTHER METEOROLOGICAL SERVICES PROVIDED

Service Name	Information Available	Area, route and aerodrome coverage	Telephone, telex and Telefax numbers and remarks
1	2	3	4
En-route briefing	Personal briefing by duty forecaster detailing expected en-route weather conditions.		Phone: 1570 476 400

10. GUIDANCE ON AIRCRAFT OPERATIONS WHERE VOLCANIC ASH CONTAMINATION MAY BE A HAZARD FOR FLIGHT OPERATIONS

10.1 Key Principles

- Airline operators are responsible for the safety of their operations under the oversight of their respective State regulatory authority. The guiding principle for such operations is the use of a safety risk management approach, as described in ICAO Doc 9974 and EASA Safety Information Bulletin (SIB) 2023-13.
- In order to make decisions whether or not to operate in airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, the operator should have an identifiable safety risk assessment (SRA) developed within its Safety Management System (SMS).
- In order to decide whether or not to operate in airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, the operator's SRA must be accepted by its State regulatory authority.
- The safety control measures set out in ICAO Doc 9974 and EASA Safety Information Bulletin (SIB) 2023-13 are intended to be sufficiently robust that they facilitate acceptance, without further investigation, by a State whose airspace is forecast to be affected by volcanic ash. The State can - based on the implementation of internationally accepted Safety Management principles - be confident in the ability of operators from other States to undertake operations safely in its airspace.

10.2 Terminology

The following definitions of contamination are applicable in Ireland regarding operations of aircraft in airspace contaminated with volcanic ash.

- Area of Low Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than $0.2 \times 10^{-3} \text{ g/m}^3$, but less than or equal to $2 \times 10^{-3} \text{ g/m}^3$. (Cyan)
- Area of Medium Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than $2 \times 10^{-3} \text{ g/m}^3$, but less than $4 \times 10^{-3} \text{ g/m}^3$. (Grey)
- Area of High Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or greater than $4 \times 10^{-3} \text{ g/m}^3$, or areas of contaminated airspace where no ash concentration guidance is available. (Red)
These definitions are aligned with the ICAO EUR/NAT Volcanic Ash Contingency Plan (VACP) (ICAO EUR Doc 019/NAT Doc 006 Part II) and EASA Safety Information Bulletin (SIB) 2023-13.

10.3 SRA application in Ireland

10.3.1 Areas of ash contamination In Ireland Aircraft Operators will be allowed to make decisions based on their SRA in the forecast areas of low, medium and high ash contamination. Therefore, Ireland will allow operators to make decisions based on their SRA, as accepted by their respective State regulatory authority, in forecast areas of low, medium and high ash contamination.

10.3.2 Common SRA recognition

As part of its overall decision making process regarding the operation of aircraft in airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, Ireland will allow aircraft operators registered in other States to base their decisions on their SRA, as accepted by their State regulatory authority, in accordance with the above mentioned approach ([Ref. GEN 3.5.10.3.1](#)) to decision making in Ireland

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ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0.1	PREFACE	ENR 0.1-1
ENR 0.2	RECORD OF AIP AMENDMENTS	ENR 0.2-1
ENR 0.3	RECORD OF AIP SUPPLEMENTS	ENR 0.3-1
ENR 0.4	CHECKLIST OF AIP PAGES	ENR 0.4-1
ENR 0.5	LIST OF HAND AMENDMENTS TO THE AIP	ENR 0.5-1
ENR 0.6	TABLE OF CONTENTS TO PART 2	ENR 0.6-1
ENR 1.1	GENERAL RULES	ENR 1.1-1
ENR 1.2	VISUAL FLIGHT RULES	ENR 1.2-1
	1. General	ENR 1.2-1
ENR 1.3	INSTRUMENT FLIGHT RULES	ENR 1.3-1
	1. General	ENR 1.3-1
	2. Rule 27. Air Traffic Control Clearance	ENR 1.3-1
	3. Rule 28 Adherence to and Changes to Flight Plan	ENR 1.3-1
	4. Rule 29 Arrival and Departure of Aircraft	ENR 1.3-3
	5. Rule 30. Communications	ENR 1.3-3
	6. Rule 31. Communications Failure	ENR 1.3-3
	7. Rule 32. Instrument Approach Procedure	ENR 1.3-4
	8. Rule 36. Aircraft equipment	ENR 1.3-4
	9. Rule 37. Minimum Levels	ENR 1.3-4
	10. Rule 38. Change from IFR flight to VFR flight	ENR 1.3-4
	11. Rule 39. Rules applicable to IFR flights within controlled airspace	ENR 1.3-4
	12. Rule 40. Rules applicable to IFR flights outside controlled airspace	ENR 1.3-5
	13. Rule 41. Communications	ENR 1.3-5
	14. IFR flights related to VHF 8.33 kHz channel spacing radio	ENR 1.3-5
	15. Free Route Airspace - General Procedures	ENR 1.3-5
ENR 1.4	ATS AIRSPACE CLASSIFICATION AND DESCRIPTION	ENR 1.4-1
	1. ATS AIRSPACE CLASSIFICATION	ENR 1.4-1
	2. ATS Airspace Description	ENR 1.4-2
ENR 1.5	HOLDING APPROACH AND DEPARTURE PROCEDURES	ENR 1.5-1
	1. General	ENR 1.5-1
	2. Arriving Flights	ENR 1.5-1
	3. Departing Flights	ENR 1.5-1
	4. POLICY ON NAMING OF SIGNIFICANT POINTS	ENR 1.5-1
	5. CONTINUOUS CLIMB AND CONTINUOUS DESCENT OPERATIONS	ENR 1.5-2
ENR 1.6	RADAR SERVICES AND PROCEDURES	ENR 1.6-1
	1. Primary Radar	ENR 1.6-1
	2. Secondary Surveillance Radar	ENR 1.6-4
ENR 1.7	ALTIMETER SETTING PROCEDURES	ENR 1.7-1
	1. INTRODUCTION	ENR 1.7-1
	2. Basic altimeter setting procedures	ENR 1.7-1
	3. Procedures outside Controlled Airspace	ENR 1.7-3
	4. FRA Cruising Levels	ENR 1.7-4
ENR 1.8	REGIONAL SUPPLEMENTARY PROCEDURES	ENR 1.8-1
	1. 8.33 kHz - State aircraft exemptions	ENR 1.8-1
	2. frequency assignments to be retained on 25khz spacing	ENR 1.8-2

ENR 1.9	AIR TRAFFIC FLOW MANAGEMENT	ENR 1.9-1
	1. General.....	ENR 1.9-1
	2. air traffic flow management (atfm) documentation.....	ENR 1.9-1
	3. EXEMPTIONS FROM AIR TRAFFIC FLOW MANAGEMENT RESTRICTIONS	ENR 1.9-6
ENR 1.10	FLIGHT PLANNING	ENR 1.10-1
	1. REQUIREMENT for the submission of a flight plan.....	ENR 1.10-1
	2. Contents and form submission of a flight plan.....	ENR 1.10-1
	3. Time of submission.....	ENR 1.10-1
	4. Place of submission.....	ENR 1.10-1
	5. Completion of an ICAO Flight Plan and related messages	ENR 1.10-3
	6. Flight Planning in SHANNON UTA, NOTA and SOTA	ENR 1.10-13
	7. Flight Planning for Departing/Arriving Traffic within the SHANNON FIR.....	ENR 1.10-15
	8. FLIGHT PLANNING REQUIREMENTS INVOLVING 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT ENR 1.10-18	
	9. FLIGHT AND FLOW INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF-ICE) DEPLOYMENTENR 1.10-19	
ENR 1.11	ADDRESSING OF FLIGHT PLAN MESSAGES	ENR 1.11-1
	1. ADDRESSING OF FF-ICE FLIGHT PLAN MESSAGES	ENR 1.11-1
	2. ADDRESSING OF VFR FLIGHT PLAN MESSAGES FOR IRISH DESTINATIONS.....	ENR 1.11-1
ENR 1.12	INTERCEPTION OF CIVIL AIRCRAFT	ENR 1.12-1
	1. Interception of Civil Aircraft.....	ENR 1.12-1
	2. Signals for use in the event of interception.....	ENR 1.12-2
ENR 1.13	UNLAWFUL INTERFERENCE	ENR 1.13-1
	1. General.....	ENR 1.13-1
	2. Procedures	ENR 1.13-1
	3. Section 11 Interference, Emergency Contingencies And Interception	ENR 1.13-1
	4. GM1 SERA.11001 General	ENR 1.13-1
	5. SERA.11005 Unlawful interference	ENR 1.13-2
	6. Notify:	ENR 1.13-2
	7. GM1 to AMC1 SERA.11005(a)(1) Unlawful interference.....	ENR 1.13-3
	8. GM1 SERA.11005 Unlawful interference	ENR 1.13-3
ENR 1.14	AIR TRAFFIC INCIDENTS	ENR 1.14-1
	1. The Air Traffic Incident	ENR 1.14-1
	2. Use of the "Air Traffic Incident Report form"	ENR 1.14-1
	3. Reporting of Air Traffic Incidents by Pilots.....	ENR 1.14-1
	4. Handling of Air Traffic Incident Report Form	ENR 1.14-2
ENR 2.1	FIR, UIR, TMA AND CTA	ENR 2.1-1
ENR 2.2	OTHER REGULATED AIRSPACE	ENR 2.2-1
	1. Introduction	ENR 2.2-1
	2. ATS Routeing Procedures for Westbound NAT Traffic	ENR 2.2-1
	3. ATS Routeing Procedures for Eastbound NAT Traffic	ENR 2.2-1
	4. Identification of NAT Track Messages & Oceanic RCL submission Procedures.....	ENR 2.2-1
	5. Oceanic Flight Plans.....	ENR 2.2-1
	6. Radio Communications Failure Procedures for Oceanic Aircraft Intending To Enter or Exit NAT Airspace via SHANNON FIR/UIR/*SOTA/*NOTA	ENR 2.2-2
	7. Request for amendment to rcl for aircraft transiting the SHANNON FIR/UIR/*NOTA and *SOTA.	ENR 2.2-3
	8. Strategic Lateral Offset Procedure	ENR 2.2-3
	9. SHANNON Oceanic Transition Area (*SOTA).....	ENR 2.2-3
	10. Northern Oceanic Transition Area (*NOTA)	ENR 2.2-5
	11. Free Route Airspace.....	ENR 2.2-6
	12. Aerodrome traffic zones (atz)	ENR 2.2-8
	13. Radio Mandatory Zone (RMZ) / Transponder Mandatory Zone (TMZ).....	ENR 2.2-8
ENR 3.1	LOWER ATS ROUTES	ENR 3.1-1
ENR 3.2	UPPER ATS ROUTES	ENR 3.2-1
ENR 3.3	AREA NAVIGATION ROUTES	ENR 3.3-1

ENR 3.4	HELICOPTER ROUTES	ENR 3.4-1
ENR 3.5	OTHER ROUTES	ENR 3.5-1
ENR 3.6	AIRNAV IRELANDEN-ROUTE HOLDING	ENR 3.6-1
ENR 4.1	RADIO NAVIGATION AIDS – EN-ROUTE	ENR 4.1-1
ENR 4.2	SPECIAL NAVIGATION SYSTEM	ENR 4.2-1
ENR 4.3	GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)	ENR 4.3-1
ENR 4.4	NAME CODE DESIGNATORS	ENR 4.4-1
ENR 4.5	AERONAUTICAL GROUND LIGHTS - ENROUTE	ENR 4.5-1
ENR 5.1	PROHIBITED AREAS, RESTRICTED AREAS, AND DANGER AREAS	ENR 5.1-1
ENR 5.2	MILITARY EXERCISE AND TRAINING AREAS	ENR 5.2-1
ENR 5.3	OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS	ENR 5.3-1
ENR 5.4	AIR NAVIGATION OBSTACLES - AREA 1	ENR 5.4-1
ENR 5.5	AERIAL SPORTING AND RECREATIONAL ACTIVITIES	ENR 5.5-1
	1. Flight of Manned Free Balloons in Shannon FIR.....	ENR 5.5-1
	2. Operation of Tethered Balloons within the Shannon FIR.....	ENR 5.5-2
	3. Flight of Unmanned Free Balloons within the Shannon FIR.....	ENR 5.5-2
	4. Small Unmanned Aircraft (Drones) - Including Model Rc Aircraft.....	ENR 5.5-2
	5. Kite Flying Within the Shannon Flight Information Region.....	ENR 5.5-4
	6. Routine Light Aviation Sporting Activities	ENR 5.5-4
	7. Areas of operation.....	ENR 5.5-15
ENR 5.6	BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA	ENR 5.6-1
	1. Bird Concentrations and Movements in Ireland	ENR 5.6-1
	2. Wexford Wildfowl Wintering Grounds	ENR 5.6-1
	3. Avoidance Of Overflight Of Areas Of Sensitivity.....	ENR 5.6-4
	4. Display of Aircraft Landing Lights	ENR 5.6-5
ENR 6	ENROUTE CHARTS	ENR 6-1
	ENROUTE CHART - LOWER ATS ROUTES	ENR 6-1-1
	ENROUTE CHART - UPPER AIRSPACE	ENR 6-2-1
	ENROUTE CONNECTIVITY + H24 FREQUENCIES CHART	ENR 6-3-1

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ENR 1 General Rules And Procedures

ENR 1.1 GENERAL RULES

The air traffic rules and procedures to *GAT in the Shannon FIR/UIR/*SOTA/*NOTA conform to Annex 2 and Annex 11 to the Convention on International Civil Aviation and the procedures for Air Navigation Services – Air Traffic Management, DOC 4444-ATM/501 and the Regional Supplementary Procedures applicable to the EUR Region (DOC 7030), except in cases listed in [GEN 1.7](#)

There are no exceptions to the application of ICAO Annex 2 Rules Of The Air in the high seas airspace of the Shannon FIR.

OPERATIONAL AIR TRAFFIC (OAT)

OAT refers to military traffic which, may not operate in accordance with rules laid down for civil aircraft. OAT may include military aircraft traffic, independent of type or nationality.

1. Co-ordination of Civil and Military Aircraft
 - 1.1. AirNav Ireland radars cover all Upper Airspace within the Shannon FIR/UIR/SOTA/NOTA. Within this cover, procedures exist for the co-ordination of civil and known military aircraft and they receive a radar control Service.
 - 1.2. Military aircraft in Class A or Class C airspace are under civil control from Air Traffic Control Centres at Shannon or Dublin. Military flights will be treated as GAT unless ATC have been advised otherwise.
 - 1.3. Free Route Airspace
 - 1.3.1. Free Route Airspace (FRA) is a volume of airspace in which the ATS route structure has been removed allowing operators to flight plan any DCT route option of their choosing between specific FRA entry/exit/arrival/departure and published intermediate waypoints.
2. Eastbound and Westbound Flights
 - 2.1. Traffic transiting the Shannon UIR, SOTA or NOTA within defined FRA airspace should Flight Plan in accordance with the FRA principles detailed in [ENR 1.3](#) and [ENR 1.10](#). When operating outside FRA airspace operators should utilise the lower ATS Route network.
3. Fuel Saving Routes

Fuel Saving Routes (FSR) within the Shannon UIR upper airspace are routes that formalise the practice of giving direct routings (DCT) to GAT at set times overnight. FSRs enable the proportion of flights flying direct to increase during their hours of operation and will thereby produce a reduction in CO2 emissions. Details of the routes will be included in Network Manager RAD.

 - 3.1. Please refer to the Eurocontrol website for full details www.eurocontrol.int

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ENR 1.2 VISUAL FLIGHT RULES

1. GENERAL

Visual Flight Rules are prescribed in the EU REG 923/2012.

URL: <https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-standardised-european-rules-air> (SERA)

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ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

In Ireland the European Regional Supplementary Procedures are applied in accordance with ICAO SUPPS Doc 7030/5-EUR.

1. 8.33 KHZ - STATE AIRCRAFT

Non-8.33kHz State aircraft can be accommodated when transiting NOTA and SOTA (also see ENR 2.1, ENR 2.2, GEN 1.2 and GEN 1.5).

Irish Airports are not equipped with 25 kHz Frequencies.

2. FREQUENCY ASSIGNMENTS TO BE RETAINED ON 25KHZ SPACING

Facility		Frequencies	Remarks
Shannon ACC (EISN)	ACC	127.500 MHz	See ENR 2.1
	ACC	124.700 MHz	Low Level Below FL245
	ACC	119.075 MHz	See ENR 2.1
	ACC	131.150 MHz	See ENR 2.1
	ACC	132.150 MHz	See ENR 2.1
	ACC	135.600 MHz	See ENR 2.2
Dublin ACC (EIDW)	FIS	118.500 MHz	
Casement (EIME)	APP	122.000 MHz	
	TWR	123.500 MHz	
	MAR/PATROL	125.025 MHz	

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ENR 1.10 FLIGHT PLANNING

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

- ICAO Annex 2, Chapter 3.3
- EU Reg. No 923/2012 - Section 4 Flight plans SERA.4001 Submission of a flight plan.
- ICAO DOC 4444 ATM/501 Air Traffic Management.
- ICAO DOC 7030 Regional Supplementary Procedures (Part: EUR).
- Network Operations HANDBOOK and Integrated Initial Flight Plan Processing System (IFPS) Users Manual
- Network Manager Flight Planning Requirements - Guidelines <https://www.eurocontrol.int/publications/nm-flight-planning-requirements-guidelines>
- ICAO North Atlantic Operations and Airspace Manual NAT DOC 007
- Standardised European Rules of the Air (SERA)

1. REQUIREMENT FOR THE SUBMISSION OF A FLIGHT PLAN

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

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

1.2 *VFR flight plan for alerting service only*

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

1.3 Adherence to Airspace Utilization Rules and Availability

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

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

2. CONTENTS AND FORM SUBMISSION OF A FLIGHT PLAN

ICAO flight plan forms are available at ARO's.

The instructions for completing these forms shall be followed.

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

3. TIME OF SUBMISSION

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

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

4. PLACE OF SUBMISSION

4.1 IFR or IFR/VFR Flight Plans

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

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

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

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

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

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

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

Air Filed Flight Plans (AFIL)

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

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

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

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

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

IFPS OPERATIONAL REPLY MESSAGES (ORM)

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

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

4.2 VFR Flight Plans

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

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

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

Air Filed Flight Plans (AFIL)

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

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

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

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

National Air Traffic Services Reporting Office (ARO)

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

V14 C446,
Ireland.

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@airnav.ie

AFS: EINNZPZX

5. COMPLETION OF AN ICAO FLIGHT PLAN AND RELATED MESSAGES

5.1 ICAO Flight Plan

1. General

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

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

Insert all clock times in 4 figures UTC.

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

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

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

2. Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

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

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

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

3. Filed by

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

4. Acceptance of the flight plan

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

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

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

Item 7

AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

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

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

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

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

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

Flight rules

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

I	if it is intended that the entire flight will be operated under the IFR
V	if it is intended that the entire flight will be operated under the VFR
Y	if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules*
Z	if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules*

*** Specify in Item 15 the point or points at which a change of flight rules is planned.**

Type of flight

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

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

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

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

Number of aircraft

(1 or 2 characters)

INSERT the number of aircraft, if more than one

Type of aircraft

(2 to 4 characters)

INSERT the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators, OR, if no such designator has been assigned, or in case of formation flights comprising more than one type, **INSERT** ZZZZ, and SPECIFY in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

Wake turbulence category

(1 character)

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

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

Item 10 **EQUIPMENT AND CAPABILITIES**

Capabilities comprise the following elements:

- presence of relevant serviceable equipment on board the aircraft;

- b. equipment and capabilities commensurate with flight crew qualifications; and
- c. where applicable, authorization from the appropriate authority.

Radio communication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

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

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

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

Any alphanumeric characters not indicated above are reserved

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

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

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

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

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

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

Note 7.— Inclusion of the “W” RVSM indicator is mandatory for RVSM operations; absence of this indicator will result in rejection of the flight plan by IFPS, unless RVSM exempt (See [GEN 1.5.2](#))

Surveillance equipment and capabilities

INSERT N

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

OR

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

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

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

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

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

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

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

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

Item 13 DEPARTURE AERODROME AND TIME
(8 CHARACTERS)

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

OR, if no location indicator has been assigned,

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

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

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

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

THEN, WITHOUT A SPACE,

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

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

Item 15 **ROUTE**

INSERT the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.

THEN, following the arrow,

INSERT the route description as in (c).

a. **Cruising speed**

(maximum 5 characters)

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

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

b. **Cruising level**

(maximum 5 characters)

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

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

c. **Route**

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

Flights along designated ATS routes

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

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

Note. When a transition is planned between a lower and upper ATS route and the routes are oriented in the same

direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

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

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

Flights outside designated ATS routes

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

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

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

Additional significant points shall be established as deemed necessary.

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

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

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

ATS route (2 to 7 characters)

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

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

Significant point (2 to 11 characters)

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

Degrees only (7 characters):

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

Degrees and minutes (11 characters):

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

Bearing and distance from a reference point:

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

Change of speed or level (maximum 21 characters)

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

Examples: LN/N0284A045

MAY/N0305F180

HADDY/N0420F330

4602N07805W/N0500F350

46N078W/M082F330

DUB180040/N0350M0840

Change of flight rules (maximum 3 characters)

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

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

Examples: LN VFR

LN/N0284A050 IFR

Cruise climb (maximum 28 characters)

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

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620.

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

Destination aerodrome and total estimated elapsed time

(8 characters)

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

OR, if no location indicator has been assigned,

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

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

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

Destination alternate aerodrome(s)

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

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

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

Item 18 **OTHER INFORMATION**

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

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

INSERT 0 (zero) if no other information,

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

STS/	Reason for special handling by ATS, e.g. a search and rescue mission, as follows
ALTRV	for a flight operated in accordance with an altitude reservation;
ATFMX	for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR	fire-fighting;
FLTCK	flight check for calibration of nav aids;
HAZMAT	for a flight carrying hazardous material;
HEAD	a flight with Head of State status;
Other reasons for special handling by ATS shall be denoted under the designator RMK/.	

HOSP	for a medical flight declared by medical authorities;
HUM	for a flight operating on a humanitarian mission;
MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC	for a life critical medical emergency evacuation;
NONRVSM	for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR	for a flight engaged in a search and rescue mission;
STATE	for a flight engaged in military, customs or police services.
Other reasons for special handling by ATS shall be denoted under the designator RMK/.	

PBN/ Indication of RNAV and/or RNP capabilities.

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

RNAV SPECIFICATIONS	
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU

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

Combinations of alphanumeric characters not indicated above are reserved.

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

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

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

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

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

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

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

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

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

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

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

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

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

Examples: EET/CAP0745 XYZ0830

EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

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

Example: TYP/2F15 5F5 3B2

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

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

Example: DLE/MDG0030

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

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

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

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

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

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

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

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

RIF/DTA HEC KLAX

RIF/ESP G94 CLA YPPH

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

Item 19 SUPPLEMENTARY INFORMATION

Endurance After **E/**

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

Persons on board After **P/**

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

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

Emergency and survival equipment

(RADIO) **R/**

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

(SURVIVAL EQUIPMENT) **S/**

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

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

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

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

CROSS OUT indicators D and C if no dinghies are carried, or INSERT number of dinghies carried; and

(CAPACITY) INSERT total capacity, in persons, of all dinghies carried; and

(COVER) CROSS OUT indicator C if dinghies are not covered; and

(COLOUR) INSERT colour of dinghies if carried.

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

INSERT colour of aircraft and significant markings.

(REMARKS) **N/**

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

(PILOT) **C/**

INSERT name of pilot-in-command.

5.2 Flight Plan Associated Messages

5.2.1 Modification Message (CHG)

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

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

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

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

5.2.2 Cancellation Message (CNL)

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

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

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

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

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

5.2.3 Delay Message (DLA)

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

5.2.4 Departure Message (DEP)

Departures messages are sent for IFR/VFR flights when requested.

5.2.5 Arrival Message (ARR)

Arrival messages are sent for IFR/VFR flights when requested.

6. FLIGHT PLANNING IN SHANNON UTA, NOTA AND SOTA

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

6.2 General Procedures

The following condition apply

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

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

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

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

6.3 Overflights

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

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

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

Table 1:

Name-code Designator	Route
BOFUM, ENDEQ, LIFFY, NORLA, ROTEV	Eastbound only
BAGSO, MOPAT, NIMAT, VATRY, WETFI	Westbound only
ARKIL, BOYNE, MORAG, SAMON, TURLU, KUGUR	Night Route only
ASKUP, GIMRO, LAPMO, ULTAG	EID1 avoidance
ADMUP, GURGA, KOMER, LUSAT	EID5 avoidance
BIBLA, KOMAG, LILNO, ORTOM	EID13 avoidance
AMDEP, LINRA, LODLA, UNLID	EID14 avoidance
ADARA, AGORI, ALUTA, ATSUR, BAKUR, BAMLI,	
BANBA, BEDRA, BEGID, BEXET, BILTO, BIMGO	
DEGOS, DINIM, DOGAL, ELSOX, EMPER, ENJEX, EPUNA	
ERNAN, ETARI, EVBAK, EVRIN, GAPLI, GELPO, GISTI	
GOMUP, GUNSO, IBROD, JABEX, KESIX, KOGAD, KOKIB	
LARLA, LASNO, LEDGO, LEKVA, LESLU, LIMRI	
LIPGO, LULOX, MALOT, MAPAG, MIMKU, MOGLO	
MOLAK, NASBA, NEBIN, NERTU, NETKI, NEVRI	
NIBOG, NIPIT, OLGON, OMOKO, OSBOX	
PIKIL, RATKA, RESNO, REVNU, RILED, RODEL	
SLANY, SOMAX, SOVED, SUNOT, TAKAS, TAMEL,	
TOBOR, TUGSI, TULTA, VENER, WETFI, XETBO	

6.4 Traffic landing at aerodromes within the SHANNON FIR

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

- 6.4.1 If the destination aerodrome has published STAR then flight plan to the initial way-point on the most appropriate STAR.
- 6.4.2 If the destination aerodrome does not have published STAR then flight plan to the radio navigational aid or significant point associated with the destination aerodrome. (See Table 2: below)

Table 2:

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

Table 2:

Aerodrome	ICAO Code	Radio Navigational Aid	Significant point
Cork	EICK	CRK	
Waterford	EIWF	WTD	

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

6.5 Traffic departing aerodromes within the SHANNON FIR

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

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

6.5.2 If the departing aerodrome has not published SID then flight plan from the radio navigational aid serving the departure aerodrome to the exit point of the UTA. (See Table 3: below)

Table 3:

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

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

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

7.1 Dublin

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

RWY 10L/R STARS

Each STAR length from CTA boundary to the STAR Termination waypoint (IFBAP or OSLEX, as appropriate) is provided in Table 4 below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to either IFBAP (from the northern sequencing leg) or OSLEX (from the southern sequencing leg).

Table 4:

STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) AD2.24-23	STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - IFBAP OR OSLEX)
LIPGO3R	71 (to OSLEX)
BAGSO3R	73 (to IFBAP)
BAMLI3R	56 (to IFBAP)
BOYNE3R	75 (to IFBAP)
BUNED3R	69 (to OSLEX)
NIMAT3R	82 (to IFBAP)

Table 4:

STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) AD2.24-23	STAR EIDW RNAV 10L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - IFBAP OR OSLEX)
OLAPO3R	61 (to IFBAP)
OSGAR3R	68 (to OSLEX)
SUTEX3R	61 (to OSLEX)
NIRIF1R	111 (to OSLEX)
VATRY3R	96 (to OSLEX)

RWY 28L/R STARS

Each STAR length from CTA boundary to the STAR Termination waypoint (PIZSA or OBINU as appropriate) is provided in Table 5 below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to the relevant IF for the runway in use: ABIVU or LAPMO.

Table 5:

STAR EIDW RNAV 28L/R (with lateral Holding/Point Merge) AD2.24-22	STAR EIDW RNAV 28L/R (with lateral Holding/Point Merge) length NM including Sequencing Leg (CTA BDR - PIZSA or OBINU)
ABLIN4L	73 (to PIZSA)
BAGSO4L	49 (to OBINU)
BAMLI4L	94 (to OBINU)
BOYNE4L	51 (to OBINU)
BUNED4L	103 (to PIZSA)
NIMAT4L	58 (to OBINU)
OLAPO4L	93 (to OBINU)
OSGAR4L	102 (to PIZSA)
SUTEX4L	95 (to PIZSA)
VATRY4L	82 (to PIZSA)
NIRIF1L	97 (to PIZSA)

Dublin Oceanic arrivals and departures flight plans shall use the SID and STAR in accordance with Table 6:

Transatlantic Dublin Arrivals

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

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

Table 6:

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

Dublin SID and STAR for the following aerodromes are specified in Table 7:

Table 7:

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

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

7.2 SHANNON

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

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

7.3 Cork

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

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

7.4 Kerry

Runway For Filing,

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

Instruction for IFR traffic:

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

7.5 Weston

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

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

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

Table 8:

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

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

IFR flight plans for flights operating within the Shannon FIR, Shannon UIR, SOTA and NOTA shall be completed in accordance with the following requirements regarding Items 10 and 18 of the ICAO Flight Plan form:

8.1 Aircraft Equipped with 8.33 kHz Radio Equipment

Aircraft equipped with 8.33 kHz channel spacing capable radio equipment shall indicate **Y** in **Item 10a (Equipment and Capabilities)** of the flight plan.

Where **Y** is included in Item 10a, the flight is considered compliant with 8.33 kHz channel spacing requirements and the flight plan will be processed automatically by Eurocontrol Integrated Initial Flight Plan Processing System (IFPS).

8.2 Aircraft Not Equipped with 8.33 kHz Radio Equipment

Except for State aircraft, flight plans that do not include the letter **Y** in Item 10a will not be accepted for automatic processing by IFPS.

8.3 State (Including Medical & SAR) non 8.33 kHz Equipped

State aircraft not equipped with 8.33 kHz radio equipment, but equipped with UHF communications and intending to operate in airspace where UHF coverage is available, shall:

- Insert the letters U and Z in Item 10a:
- Insert COM/EXM833 in Item 18 (Other Information): and
- Insert e.g STS/STATE, STS/HOSP or STS/SAR in Item 18 as appropriate.

Such aircraft shall not indicate 8.33 kHz capability by inserting the letter **Y** in Item 10a.

8.4 ATC Notification

For State aircraft flights, the IFPS acknowledgement (ACK) message will contain the following advisory text:

‘THIS FLIGHT MAY REQUIRE SPECIAL HANDLING BY ATC DUE TO 8.33 kHz CARRIAGE REQUIREMENT’

Further information is available in ENR 1.8, ENR 2.1, ENR 2.2, GEN 1.2 and GEN 1.5.

Additional information on how non 8.33 equipped STATE aircraft flights are processed by the IFPS is published in section 40 of the IFPS USERS Manual:

URL: <https://www.eurocontrol.int/publications/ifps-users-manual>

9. FLIGHT AND FLOW INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF-ICE) DEPLOYMENT

9.1 Introduction & Background

FF-ICE (Flight & Flow Information for a Collaborative Environment) is an ICAO concept that defines information requirements for flight plan, flow management and trajectory management. It will replace the current ICAO 2012 Flight Plan and will provide a globally standardised, information rich environment that will enable ATM service providers to meet the operational requirements of airspace users.

It is expected that FF-ICE will be available in EISN FIR/UIR in 2029, the Eurocontrol Network Manager will provide a flight plan (FPL2012) translation service until full implementation by the States concerned.

9.2 Definitions (PANS ATM CHAPTER 1) (Abbreviations are described in GEN 2.2)

1. Flight and flow - information for a collaborative environment (FF-ICE): Information necessary for planning, coordination, and notification of flights, exchanged in a standardised format between members of the ATM community, including those involved in flight operations and aerodrome operations.
2. Flight and flow - information for collaborative environment (FF-ICE) services. A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.
3. Flight and flow - information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.

4. Filed flight plan (FPL or eFPL). The latest flight plan submitted by the pilot, an operator or a designated representative for use by ATS units.
Note: - The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.
5. Globally unique flight identifier (GUFID). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.
FF-ICE Services (PANS ATM Chapter 17)

FF-ICE Services (PANS ATM Chapter 17)

1. FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services.
2. EUROCONTROL Network Manager (NM) is the designated FF-ICE services unit for the IFPS Zone and provides the following FF-ICE services:
 - filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability.
 - trial service: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight.
Note: - The trial service offers an opportunity for an operator or designated representative to submit "what if" scenarios and to receive feedback from an FF-ICE services unit, prior to submitting an eFPL or flight plan update.
 - flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient.
 - notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients; and
 - publication service: the publication of FF-ICE data for access by authorised subscribers.
3. Detailed descriptions of the NM FF-ICE services are available in the European SWIM registry.
4. A Network Manager (NM) B2B certificate is required to make use of the FF-ICE services provided by NM via their B2B (Business to Business) Services.
5. The Network Manager (NM) provides a translation service whereby all eFPL messages are translated to the FPL message format. Operators may make use of the FF-ICE translation and delivery service provided by NM to address translated FPL messages to ATS units outside of the IFPS Zone.

FF-ICE Messages (ICAO DOC 4444 Chapter 17)

1. FF-ICE messages are used to exchange FF-ICE information and are described in the following table:

Message	Description
Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates the reason.
Trial Request	A query to evaluate a flight plan under consideration for an intended flight.
Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.
Filed Flight Plan (eFPL)	A flight Plan (to be) submitted as a request for air traffic services.
Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.
Flight Plan Update	An update to the information contained in a previously submitted flight plan.
Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan.
Flight Data Request	A query for flight plan or search and rescue information for a particular flight.
Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.
Flight Departure	A notification that a flight has departed.
Flight Arrival	A notification that a flight has landed.

2. The Flight Information Exchange Model (FIXM) provides individual exchange schema for each of the FF-ICE messages.

3. Further details on the format, fields and content are provided in the Network Manager (NM) B2B Reference Manual and the FIXM User Manual.

FF-ICE Requirements

1. General air traffic, operating under IFR must submit eFPLs using the FF-ICE services provided by NM, instead of FPL messages.
2. For all operators an eFPL message shall include, as a minimum (civil aircraft operating as general air traffic fully under IFR have additional requirements):
 - a. the GUF
 - b. the operator flight plan version
 - c. the flight data items required for FPLs as prescribed by the provisions in ICAO Annex 2 Section 3.3.2, ICAO Doc 4444 PANS-ATM Appendix 2 and this AIP section ENR 1.10.
3. Civil aircraft operating as general air traffic fully under IFR are additionally required to include the following in their eFPL:
 - a. Expanded route and 4D trajectory
 - b. Flight specific performance data consisting of performance climb and descent profiles and climb and descent speed schedules.
 - c. Estimated aircraft take-off mass
4. For state aircraft operating as general air traffic fully under IFR and general air traffic operating under mixed IFR and VFR, the inclusion of items 3)a., b., and c. in eFPLs is optional.
5. Details on the expression of route/trajectory information in an FF-ICE flight plan are provided in the EUROCONTROL Network Manager IFPS Users Manual. When providing a trajectory in an FF-ICE flight plan, the full trajectory from aerodrome of departure to aerodrome of destination must be provided.
6. The operator, or its designated representative, is required to generate and allocate a GUF to its FF-ICE flight plan. The provision of the GUF is mandatory when using the filing service and the notification service.
7. The operator flight plan version number is a mandatory element when submitting eFPLs and any subsequent updates. The version number shall be incremented by the operator or their designated representative with every update to the flight plan.

FF-ICE Flight Planning Procedures

1. Submission, update and cancellation of FF-ICE Flight Plans:
 - a. FF-ICE flight plans are submitted, updated and cancelled using the FF-ICE filing service.
 - b. Upon processing of an FF-ICE flight plan submission or update, NM provides feedback via a submission response and filing status. In the case of an FF-ICE flight plan cancellation, NM provides feedback via a submission response only.
2. **Use of the FF-ICE Trial Service:**
 - a. The trial service is initiated through the submission of a trial request.
 - b. Upon processing of an FF-ICE trial request, NM provides feedback via a submission response and a trial response.
3. Use of the FF-ICE Flight Data Request Service:
 - a. The use of the FF-ICE flight data request service enables users to request:
 - i. A copy of accepted eFPLs
 - ii. A copy of supplementary flight plan data
 - iii. A copy of the latest filing status for the flight
 - iv. The submission response status
4. The notification service is used to enable users to transmit departure and arrival notification information to NM.
5. The data publication service is used to enable subscribers to obtain information about flights relevant to their operations.
6. FF-ICE flight plan re-evaluation:
 - a. The Network Manager (NM) performs re-evaluation of FF-ICE flights to determine whether flight plans remain in compliance with published restrictions or ATM measures that may have been applied or modified since the flight plan was last evaluated.
 - b. The IFPS performs re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs, with all valid

flight plans subjected to the same process, same criteria and same possible outcome.

c. The re-evaluation process applies to all processed eFPLs that received an ACK submission status and ACCEPTALBE filing status.

d. Operators should make use of the Network Manager (NM) B2B Publish/Subscribe services that will provide updates to the eFPLs filing status, to maintain awareness of the re-evaluation results.

7. Further details on the Network Manager (NM) implementation and provision of FF-ICE services and related procedures are provided in the Network Manager (NM) IFPS Users Manual.

Reference Documentation

1. ICAO Doc 4444 PANS-ATM
2. ICAO Doc 10066 PANS-AIM
3. Further information on FF-ICE, the Network Manager implementation and associated procedures can be found in the following:
 - a. EUROCONTROL FF-ICE webpage <https://eurocontrol.int/ffice>.
 - b. EUROCONTROL Network Manager IFPS User's Manual <https://www.eurocontrol.int/publication/ifps-users-manual>
 - c. EUROCONTROL NM B2B Reference Manual <https://www.eurocontrol.int/service/network-manager-business-business-b2b-web-services>
 - d. European SWIM Registry <https://eur-registry.swim.aero/home>
 - e. FIXM User Manual <https://docs.fixm.aero/#/>
 - f. The Irish Aviation authority, Air Navigation Services Division

Email: ansdinfo@iaa.ie

The EUROCONTROL Network Manager will provide a flight plan translation service for the FIRs/UIRs in the IFPS Zone where FF-ICE/R1 is not mandated and as transition arrangements until full implementation by the states concerned. It is expected FF-ICE will be available in the Shannon FIR/UIR in 2029.

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ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
Shannon FIR 5520N 00655W, 5425N 00810W, 5355N 00530W, 5220N 00530W, 5100N 00800W, 5100N 01500W, 5400N 01500W, 5434N 01000W, 5445N 00900W, 5520N 00815W, 5525N 00720W, 5520N 00655W, SFC/FL245 - Class C/G/A	ATS Shannon	Shannon Control English H24	127.500MHz 124.700MHz 119.075MHz	Frequency 127.500MHz is to be used for the provision of FIS below FL075 in Class G airspace. FRA FL075/FL245 (Class C/A, <i>Excluding Dublin CTA</i>)
Shannon UIR/UTA 5520N 00655W, 5425N 00810W, 5355N 00530W, 5220N 00530W, 5100N 00800W, 5100N 01500W, 5400N 01500W, 5434N 01000W, 5445N 00900W, 5520N 00815W, 5525N 00720W, 5520N 00655W, FL245/ FL 660 - Class C FL660/ UNL - Class G	ATS Shannon	Shannon Control English H24	131.150MHz 132.150MHz	131.150MHz at or North of the line joining TOBOR and SLANY. 132.150MHz South of the line joining TOBOR and SLANY. See Chart ENR 6-3 Scottish ATS provides ATS within following area 5520N 00655W, 5425N 00810W, 5438N 00940W, 5445N 00900W, 5520N 00815W, 5525N 00720W, 5520N 00655W, FRA FL245/UNL (Class C/G)
Dublin CTA 533445N 0055420W, 533445N 0062411W, arc 10NM radius centre 532621N 0061508W 532347N 0063117W, 532359N 0063500W, 533531N 0063500W, arc 15NM radius centre 532621N 0061508W, 533445N 0055420W. 1500FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North Dublin ACC Upper South
Dublin CTA Stub 532403N 0063626W, arc anti-clockwise 5NM radius centre 532110N 0062938W, 532127N 0063758W, 532202N 0064237W, 532428N 0064426W, 532403N 0063626W. 1500FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North Dublin ACC Upper South

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
Dublin CTA 534602N 0053000W, 530551N 0053000W, arc 34NM radius centre 532621N 0061508W, 525328N 0060108W, 531144N 0060943W, arc 15NM radius centre 532621N 0061508W, 533531N 0063500W, 532359N 0063500W, 532428N 0064426W, 531529N 0063746W, 531838N 0064556W, arc 20NM radius centre 532621N 0061508W, 534540N 0060637W, 535016N 0060308W, arc 25NM radius centre 532621N 0061508W, 534053N 0054104W, 534602N 0053000W. 2500FT/FL245 – Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North Dublin ACC Upper South
Dublin CTA 531144N 0060943W, 530207N 0060511W, arc 25NM radius centre 532621N 0061508W, 530131N 0061057W, 531124N 0061332W, arc 15NM radius centre 532621N 0061508W, 531144N 0060943W. 3000FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North Dublin ACC Upper South
Dublin CTA 535016N 0060308W, 534540N 0060637W, arc 20NM radius centre 532621N 0061508W, 531838N 0064556W, 531529N 0063746W, 531437N 0063707W, 531432N 0065153W, arc 25NM radius centre 532621N 0061508W, 535016N 0060308W. 3500FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North Dublin ACC Upper South
Dublin CTA 535500N 0053000W, 534602N 0053000W, 534053N 0054104W, arc 25NM radius centre 532621N 0061508W, 531432N 0065153W, 531439N 0062130W, 531152N 0062130W ARC ANTI-CLOCKWISE 15NM RADIUS CENTRE 532621N 0061508W 531124N 0061332W, 530131N 0061057W, arc 25NM radius centre 532621N 0061508W 530207N 0060511W, 525500N 0060151W, 525500N 0065000W, 524534N 0065000W, 530527N 0072000W, 534508N 0072000W, 540943N 0064538W, 535500N 0053000W. 4500FT/FL245 – Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North Dublin ACC Upper South
Dublin CTA (East) 530551N 0053000W, 524534N 0053000W, 524534N 0055727W, 525328N 0060108W, arc 34NM radius centre 532621N 0061508W, 530551N 0053000W. 4500FT/FL245 – Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North Dublin ACC Upper South

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
Dublin CTA 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, 533445N 0055420W. 5000FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North Dublin ACC Upper South
Dublin CTA 524534N 0053000W, 522000N 0053000W, 523650N 0063701W, 524534N 0065000W, 525500N 0065000W, 525500N 0060151W, 524534N 0055727W, 524534N 0053000W. FL075/FL245 – Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North Dublin ACC Upper South
Shannon CTA (Shannon) 524539N 0083131W, circle 15NM radius centre 524207N 0085529W, 524539N 0083131W, 524846N 0082758W, arc 18NM radius centre 524207N 0085529W, 524019N 0082604W, 523902N 0081444W, arc 25NM radius centre 524207N 0085529W, 525106N 0081705W, 524846N 0082758W, 524539N 0083131W. 2500ft/FL245 - Class C	ATS Shannon	Shannon Control English H24	124.700MHz	
Shannon CTA (Shannon) 525106N 0081705W, 524846N 0082758W, arc 18NM radius centre 524207N 0085529W, 524019N 0082604W, arc 25NM radius centre 524207N 0085529W, 523902N 0081444W, 525106N 0081705W, 531117N 0084412W, arc 30NM radius centre 524207N 0085529W, 521519N 0083335W, arc 25NM radius centre 515029N 0082928W, 515216N 0090931W, 520202N 0093903W, arc 10NM radius centre 521051N 0093126W, 521630N 0094449W, 522447N 0093534W, arc 30NM radius centre 524207N 0085529W, 531102N 0090824W, arc 10NM radius centre 531801N 0085630W, 531117N 0084412W, 525106N 0081705W. 3500ft/FL245 - Class C	ATS Shannon	Shannon Control English H24	124.700MHz	
Shannon CTA (Shannon) Circle 15NM radius centre 524207N 0085529W. 5000ft/FL245 - Class C	ATS Shannon	Shannon Control English H24	124.700MHz	

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
Shannon CTA (Shannon, Coonagh Stub) 524539N 0083131W, arc 15NM radius centre 524207N 0085529W, 523004N 0084053W, 523828N 0084053W, arc 1.5NM radius centre 523958N 0084053W, 524102N 0083908W, 524539N 0083131W. 1000ft/5000ft - Class C	ATS Shannon	Shannon Approach English H24	121.405	
Shannon CTA (Connaught) Circle 10NM radius centre 535437N 0084907W. 5000ft/FL075 - Class C	ATS Shannon / ATS Connaught	Shannon Control / Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Connaught, Eastern Stub) 540442N 0081428W, 535256N 0081040W, 535017N 0083353W, Arc anti clockwise 10NM radius centre, 535437N 0084907W, 540203N 0083748W, 540442N 0081428W. 2500ft/FL075 - Class C	ATS Shannon / ATS Connaught	Shannon Control / Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Connaught, Western Stub) 535854N 0090424W, Arc anti clockwise 10NM radius centre 535437N 0084907W, 534710N 0090021W, 534422N 0092328W, 535606N 0092736W, 535854N 0090424W. 2500ft/FL075 - Class C	ATS Shannon / ATS Connaught	Shannon Control / Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Connaught, Southwestern Stub) 534710N 0090021W, arc anti clockwise 10NM radius centre 535437N 0084907W, 534451N 0084536W, 533958N 0084358W, 533516N 0092018W, 534422N 0092328W, 534710N 0090021W. 4500ft/FL075 - Class C	ATS Shannon	Shannon Control/ Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Connaught, Southeastern Stub) 534451N 0084536W, arc anti clockwise 10NM radius centre 535437N 0084907W, 535017N 0083353W, 535256N 0081040W, 534425N 0080756W, 533958N 0084358W, 534451N 0084536W. 4500ft/FL075 - Class C	ATS Shannon	Shannon Control/ Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Connaught, Easterly Stub) 534425N 0080756W, 540442N 0081428W, 540633N 0075747W, 534624N 0075126W, 534425N 0080756W. 4500ft/FL075 - Class C	ATS Shannon	Shannon Control/ Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
Shannon CTA (Cork) 520429N 0085231W, arc 20NM radius centre 515029N 0082928W, 515531N 0090042W, 515415N 0085253W, arc 15NM radius centre 515029N 0082928W, 520058N 0084646W, 520429N 0085231W. 2500ft/FL245 - Class C	ATS Shannon / ATS Cork	Shannon Control / Cork Approach English H24	119.905	
Shannon CTA (Cork) Circle 15NM radius centre 515029N 0082928W. 5000ft/FL245 - Class C	ATS Shannon / ATS Cork	Shannon Control / Cork Approach English H24	119.905	
Shannon CTA (Donegal) 551217N 0082504W, arc 10NM radius centre 550239N 0082028W, 550224N 0083750W, 551217N 0082504W. 5000ft/FL075 - Class C	ATS Shannon / ATS Donegal	Shannon Control/ Donegal Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Donegal AD
Shannon CTA (Donegal, Northern Stub) 551936N 0080004W, 550900N 0080702W, arc 10NM radius centre 550239N 0082028W, 551230N 0082323W, 551440N 0082158W, 552000N 0081500W, 552051N 0080555W, 551936N 0080004W. 2500ft/FL075 - Class C	ATS Shannon / ATS Donegal	Shannon Control/ Donegal Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Donegal AD
Shannon CTA (Donegal, Southern Stub) 545249N 0081734W, 544212N 0082423W, 544539N 0084035W, 545616N 0083349W, arc 10NM radius centre 550239N 0082028W, 545249N 0081734W. 2500ft/FL075 - Class C	ATS Shannon / ATS Donegal	Shannon Control/ Donegal Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Donegal AD
Shannon CTA (Eglinton 1500 Stub) 545506N 0072926W, 550205N 0073332W, 550527N 0071520W, 545506N 0072926W. 1500ft/FL075 - Class C	ATS Shannon / ATS Eglinton	Shannon Control/ Eglinton Approach English H24	119.075MHz/ 123.630	Airspace classification changes to Class G when ATC service is not provided by Eglinton AD Consult UK AIP and NOTAM for hours of ATC Service at Eglinton Airport.
Shannon CTA (Eglinton 2000 Stub) 545506N 0072926W, 545212N 0073329W, 550114N 0073807W, 550205N 0073332W, 545506N 0072926W. 2000ft/FL075 - Class C	ATS Shannon / ATS Eglinton	Shannon Control/ Eglinton Approach English H24	119.075MHz/ 123.630	Airspace classification changes to Class G when ATC service is not provided by Eglinton AD Consult UK AIP and NOTAM for hours of ATC Service at Eglinton Airport.
Shannon CTA (Eglinton 3000 Stub) 550527N 0071520W, 550317N 0072703W, Arc 10nm radius centered on 550234N 0070943W, 551217N 0070547W, 550527N 0071520W. 3000ft/FL075 - Class C	ATS Shannon / ATS Eglinton	Shannon Control/ Eglinton Approach English H24	119.075MHz/ 123.630	Airspace classification changes to Class G when ATC service is not provided by Eglinton AD Consult UK AIP and NOTAM for hours of ATC Service at Eglinton Airport.

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
Shannon CTA (Kerry) Circle 10NM radius centre 521051N 0093126W. 5000ft/FL075 - Class C	ATS Shannon / ATS Kerry	Shannon Control / Kerry Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Kerry AD.
Shannon CTA (Kerry Eastern Stub) 521721N 0090040W, 521228N 0085802W, 520853N 0091530W, arc 10NM radius centre 521051N 0093126W, 521821N 0092041W, 521947N 0091346W, arc 25NM radius centre 524207N 0085529W, 521721N 0090040W. 2500ft/3500ft Class C	ATS Shannon / ATS Kerry	Shannon Control / Kerry Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Kerry AD.
Shannon CTA (Kerry Western Stub) 521247N 0094722W, arc 10NM radius centre 521051N 0093126W, 520320N 0094206W, 520117N 0095149W, 521043N 0095707W, 521247N 0094722W. 2500ft/FL075 - Class C	ATS Shannon / ATS Kerry	Shannon Control / Kerry Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Kerry AD.
Shannon CTA (Sligo) Circle 10NM radius centre 541649N 0083557W. 5000ft/FL075 - Class C	ATS Shannon / ATS Sligo	Shannon Control / Sligo Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Sligo AD.
Shannon CTA (Sligo Eastern Stub) 541803N 0080050W, 540815N 0080402W, 541020N 0082259W, arc 10NM radius centre 541649N 0083557W, 542009N 0081952W, 541803N 0080050W. 2500ft/FL075 - Class C	ATS Shannon / ATS Sligo	Shannon Control / Sligo Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Sligo AD.
Shannon CTA (Sligo Western Stub) 542316N 0084859W, arc 10NM radius centre 541649N 0083557W, 541326N 0085160W, 541524N 0091102W, 542514N 0090806W, 542316N 0084859W. 2500ft/FL075 - Class C	ATS Shannon / ATS Sligo	Shannon Control / Sligo Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Sligo AD.
Shannon CTA (Waterford) Circle 10NM radius centre 521114N 0070513W. 5000ft/FL075 - Class C	ATS Shannon / ATS Waterford	Shannon Control / Waterford Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Waterford AD.
Shannon CTA (Waterford Northern Stub) 523140N 0070107W, 522804N 0064552W, 521730N 0065234W, arc 10NM radius centre 521114N 0070513W, 522106N 0070746W, 523140N 0070107W. 2500ft/FL075 - Class C	ATS Shannon / ATS Waterford	Shannon Control / Waterford Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Waterford AD.

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
Shannon CTA (Waterford Southern Stub) 520456N 0071749W, arc 10NM radius centre 521114N 0070513W, 520122N 0070241W, 515048N 0070915W, 515421N 0072420W, 520456N 0071749W. 2500ft/FL075 - Class C	ATS Shannon / ATS Waterford	Shannon Control / Waterford Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Waterford AD.

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ENR 2.2 OTHER REGULATED AIRSPACE

SPECIAL PROCEDURES WITHIN THE SHANNON UTA/*SOTA/*NOTA FOR NORTH ATLANTIC TRAFFIC

1. INTRODUCTION

A significant proportion of NAT traffic transits the SHANNON UTA/*SOTA/*NOTA to and from major European destination areas. The following paragraphs describe the procedures for NAT traffic transiting this Airspace.

2. ATS ROUTEING PROCEDURES FOR WESTBOUND NAT TRAFFIC

In the Westbound NAT OTS signal SHANWICK OAC promulgates the track structure(s) applicable together with such other information as may be considered useful for operators to identify the route to be flown.

3. ATS ROUTEING PROCEDURES FOR EASTBOUND NAT TRAFFIC

3.1 The domestic Landfall points KESIX, OSBOX, BEGID, SOVED, MOGLO, NETKI, KOKIB, BEXET, OLGON, GISTI, RILED, XETBO, LEKVA, ELBOX, EPUNA, ATSUR, BIMGO, NASBA, GUNSO and EMPER, which are associated with the Oceanic Exit points, are promulgated in the eastbound OTS message. Use of these points may vary from day to day depending on the published OTS.

3.1.1 If an Eastbound NAT Flight operating to a specified destination is rerouted via an oceanic Landfall different to that filed in the flight plan, the flight may route DCT from the new Landfall to the original filed exit point from Irish Airspace. In the event of an alternative route being issued by IFPS SHANNON ATC will advise the flight on first contact.

3.1.2 Due to a number of flights deviating from clearances prior to exiting SHANWICK Oceanic Controlled Airspace, Flight crew are reminded of the following, Eastbound route clearances issued by SHANNON Control for Aircraft exiting Oceanic Airspace apply from AGORI, SUNOT, BILTO, PIKIL, ETARI, RESNO, VENER, DOGAL, NEBIN, MALOT, TOBOR, LIMRI, ADARA, DINIM, RODEL, SOMAX, KOGAD, BEDRA, OMOKO, TAMEL, GELPO and LASNO. Flights shall not turn before these points.

4. IDENTIFICATION OF NAT TRACK MESSAGES & OCEANIC RCL SUBMISSION PROCEDURES

4.1 **RCL** - A voice or datalink message via ACARS, used to provide ETA at Oceanic entry point (OEP), requested flight level and Mach.

4.2 Track Message Identification (TMI)

See UK AIP

4.3 Oceanic RCL Procedures for Transit Westbound Aircraft

See UK AIP

4.3.1 Aircraft in communication with Shanwick Oceanic on VHF or HF in relation to Oceanic entry conditions are to maintain communication with SHANNON Control on the appropriate frequency.

4.4 Aircraft sending an RCL Request from Irish Aerodromes before departure.

See UK AIP

NOTE: EICK departures via LASNO must be in receipt of oceanic clearance prior to departure.

5. OCEANIC FLIGHT PLANS

5.1 Flight plans in respect of Oceanic flights which are planned to enter SHANNON FIR/UIR/*SOTA/*NOTA must be submitted to IFPS.

5.2 Jet aircraft intending to operate in the SHANWICK OCA must indicate the MACH number planned to be used for any portion of the flight within the area in Item 15 of the ICAO flight plan.

Jet aircraft should indicate their proposed speeds in the following sequence:

- a. Cruising speed (TAS) in knots;
- b. Oceanic Entry point and cruising MACH number;
- c. Landfall Fix and cruising speed (TAS) in knots.

5.3 All other aircraft: speed in terms of TAS in knots.

6. RADIO COMMUNICATIONS FAILURE PROCEDURES FOR OCEANIC AIRCRAFT INTENDING TO ENTER OR EXIT NAT AIRSPACE VIA SHANNON FIR/UIR/*SOTA/*NOTA

6.1 The following procedures apply to oceanic aircraft intending to enter or exit NAT airspace via the SHANNON FIR/UIR/*SOTA/*NOTA. These procedures are intended to complement and not supersede State procedures/regulations. It is not possible to provide guidance for all situations associated with a communications failure.

6.2 General

6.2.1 The pilot of an aircraft experiencing a two-way radio communications failure shall operate the secondary radar transponder on identity Mode A Code 7600 and Mode C.

6.2.2 The pilot shall also attempt to contact any ATC facility (on VHF or HF) or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

6.3 Communications Failure Prior To Entering NAT Oceanic Airspace

Due to the potential length of time in oceanic airspace, it is strongly recommended that a pilot experiencing communications failure whilst still in SHANNON FIR/UIR/*SOTA/*NOTA does not enter SHANWICK Oceanic Control Area but adopts the procedure specified at Procedure A below. However, if the pilot elects to continue then to facilitate the provision of adequate separation, adopt Procedure B or below.

NOTE: A controlled IFR flight being vectored by radar away from the route specified in its current flight plan and experiencing two-way radio communication failure should proceed in the most direct manner to the route specified in the current flight plan.

Procedure A

For this procedure the pilot is deemed to have selected SHANNON as the aerodrome of intended landing. Proceed, maintaining the last assigned and acknowledged flight level, to the appropriate hold specified for SHANNON and hold for a period of not less than five minutes. Then commence descent and complete a normal instrument approach. For the procedure as outlined in this paragraph and in order to avoid ambiguity SHANNON is the only Irish aerodrome which may be used.

Procedure B

If the pilot elects to continue the flight, continue at the last assigned and acknowledged flight level to the oceanic entry point in their current flight plan, then, follow the procedure as detailed in UK AIP "Communications failure after entry to NAT oceanic airspace".

6.4 Communications Failure Prior To Exiting NAT Oceanic Airspace

6.4.1 Cleared on Flight Plan Route

The pilot shall maintain the currently cleared route, flight level and speed until reaching the Oceanic landfall Point. Unless the pilot elects to adopt the procedure outlined at [ENR 2.2 6.4.2](#) below, after landfall proceed in accordance with the filed flight plan (Level/speed/route).

6.4.2 Diversion to SHANNON

In the event of the pilot electing to divert to SHANNON, after landfall proceed direct to the appropriate hold specified for SHANNON in Table 1: here under, maintaining the last assigned oceanic level and hold for a period of not less than five minutes. Then commence descent and complete a normal instrument approach. For the procedure as

outlined in this paragraph and in order to avoid ambiguity SHANNON is the only Irish aerodrome which may be used.

Table 1: Appropriate Holds specified for SHANNON

HOLD	RWY
DERAG for ILS approach	24
ELPOM for ILS approach	06

**7. REQUEST FOR AMENDMENT TO RCL FOR AIRCRAFT TRANSITING THE SHANNON FIR/UIR/
*NOTA AND *SOTA.**

Flights requesting a change to their Ocean clearance must,

- a. If East of 10W make their request to SHANWICK on VHF/HF or CPDLC otherwise
- b. If West of 10W make their request to SHANNON ACC on VHF

8. STRATEGIC LATERAL OFFSET PROCEDURE

See UK AIP

9. SHANNON OCEANIC TRANSITION AREA (*SOTA)

9.1 The SHANNON Oceanic Transition Area (*SOTA)

consists of that portion of the SHANWICK Flight Information Region/Oceanic Control Area with lateral and vertical limits specified at Table 2:

Table 2: SHANNON Oceanic Transition Area

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
SHANNON Oceanic Transition Area (*SOTA)	ATS SHANNON	SHANNON Control English H24	135.230 135.600MHz	FRA FL055 to UNL (Class G/A)
5100N 01500W, 5100N 00800W, 4830N 00800W, 4900N 01500W, 5100N 01500W FL055/FL660 - Class A FL660/UNL - Class G				

9.2 Addressing of Flight Plan Messages

Flight plans required for the *SOTA should be addressed to the IFPS addresses EUCHZMFP and EUCBZMFP.

9.3 Delegation of Control within Airspace Contiguous with *SOTA

9.3.1 Control of *GAT above FL245 within the airspace bounded by lines joining the coordinates listed below is delegated by the UK authorities to SHANNON UAC.

4935.00N 00800.00W: 4933.38N 00656.04W: 4855.70N 00734.46W: 4850.00N 00800.00W: 4935.00N 00800.00W

9.3.2 Control of *GAT above FL245 within the airspace bounded by lines joining the coordinates listed below is delegated by the French authorities to SHANNON UAC.

4850.00N 00800.00W: 4855.70N 00734.46W: 4830.00N 00800.00W: 4850.00N 00800.00W.

9.3.3 Procedures applicable within the airspace described at [ENR 2.2.9.3.1](#) and [ENR 2.2.9.3.2](#) above are those procedures applicable within *SOTA. The following applies:

- Controlling Authority - SHANNON UAC
- Call sign - SHANNON Control
- Frequency - As allocated by ATS

- 9.3.4 Due to the risk of two aircraft using the same squawk leading to a mis-ident, Northbound traffic entering the SHANNON Oceanic Transition Area (SOTA) via T9, LASNO, T290 GELPO, or T213, TAMEL are instructed to set Transponder code A2000 at least 10 minutes before the above points.

9.4 Position Reports

All designated points on the *SOTA boundary are compulsory position reporting points, unless otherwise advised by SHANNON ACC.

9.5 Oceanic RCL Procedures

Requirements regarding submission of RCL detailed above, [ENR 2.2.4.2](#) and or [ENR2.2.7](#) should be complied with.

9.6 Met Reporting Procedures in *SOTA

- 9.6.1 Pilots of aircraft in the *SOTA are required to comply with the MET reporting procedures in ICAO DOC 8896 Chapter 7 "Aircraft Observations and Reports".

- 9.6.2 If the aircraft is designated to report meteorological information, the pilot will be advised by the inclusion of the phrase "SEND MET REPORTS" in the message.

- 9.6.3 Westbound North Atlantic (NAT) Random flights and NAT Oceanic Track System (OTS) flights, designated as MET reporting flights, are to treat W008 as a mid-point and W015 as a designated Reporting point. Pilots are to transmit their W015 and W008 MET reports with their W015 position Report to SHANWICK on HF

- 9.6.4 Eastbound flights are not required to make routine MET reports when flying in the *SOTA.

Note: The UK Met Office provides meteorological watch and issues relevant SIGMET in the SOTA.

Special aircraft reports relating to meteorological conditions in SOTA received by Shannon ACC are forwarded to the UK Met Office and to SHANWICK.

9.7 Secondary Surveillance Radar

Aircraft intending to fly in the *SOTA must be equipped with an SSR transponder capable of responding to Mode A interrogations with 4096 codes and Mode C interrogations with Automatic Pressure Altitude Reporting.

9.8 Communications

Communications between aircraft in the *SOTA and SHANNON ACC are via VHF. The appropriate frequencies are listed in [ENR 2.1](#) unless otherwise advised by SHANWICK, Scottish or SHANNON ACC. Flights unable to contact SHANNON ACC on VHF should use the appropriate HF facility, addressing their message to SHANNON ACC.

9.9 Communications Failure

Flights experiencing radio communications failure should proceed according to the procedures in [ENR 1.1](#) General Rules, where appropriate, by procedures described in [ENR2.2.6](#)

9.10 High Level Airspace (HLA)

HLA shall be applicable in that volume of airspace between FL285 and FL420 within the Oceanic Control Areas of Santa Maria, SHANWICK, Reykjavik, Gander Oceanic and New York Oceanic. SOTA airspace is not included in NAT HLA. Details of HLA are contained in North Atlantic Operations and Airspace Manual (ICAO DOC 007) and Regional Supplementary Procedures.

SOTA has the same vertical extent as the SHANWICK OCA, and is bounded by lines joining successively the following points: N5100 W01500 – N5100 W00800 – N4830 W00800 – N4900 W01500 – N5100 W01500

10. NORTHERN OCEANIC TRANSITION AREA (*NOTA)**10.1 The Northern Oceanic Transition Area (*NOTA)**

consists of that portion of the SHANWICK Flight Information Region/Oceanic Control Area with lateral and vertical limits specified at Table 3:

Table 3: Northern Oceanic Transition Area

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
Northern Oceanic Transition Area (*NOTA) 5700N 01500W, 5700N 01000W, 5434N 01000W, 5400N 01500W, 5700N 01500W FL055/FL660 - Class A FL660/UNL - Class G	ATS SHANNON	SHANNON Control English H24	122.980 131.150	FRA FL055 to UNL (Class G/A)

10.2 Addressing of Flight Plan Messages

Flight plans required for the *NOTA should be addressed to the IFPS addresses EUCHZMFP and EUCBZMFP.

10.3 Position Reports

All designated points on the *NOTA boundary are compulsory position reporting points, unless otherwise advised by SHANNON ACC.

10.4 Oceanic RCL Procedures

Requirements regarding submissions of RCL detailed above, [ENR 2.2.4.2](#) and or [ENR 2.2.7](#) should be complied with.

10.5 Met Reporting Procedures in *NOTA

10.5.1 Pilots of aircraft in the *NOTA are required to comply with the MET reporting procedures in ICAO DOC 8896 Chapter 7 "Aircraft Observations and Reports".

10.5.2 If the aircraft is designated to report meteorological information, the pilot will be advised by the inclusion of the phrase "SEND MET REPORTS" in the message.

10.5.3 Westbound North Atlantic (NAT) Random flights and NAT Oceanic Track System (OTS) flights, designated as MET reporting flights, are to treat W010 as a mid-point and W015 as a designated Reporting point. Pilots are to transmit their W015 and W010 MET reports with their W015 position Report to SHANWICK on HF

10.5.4 Eastbound flights are not required to make routine MET reports when flying in the *NOTA.

Note: The UK Met office provides meteorological watch and issues relevant SIGMET in the *NOTA. Special aircraft reports relating to meteorological conditions in *NOTA received by SHANNON ACC are forwarded to the UK Met Office and to SHANWICK.

10.6 Secondary Surveillance Radar

Aircraft intending to fly in the *NOTA must be equipped with an SSR transponder capable of responding to Mode A interrogations with 4096 codes and Mode C interrogations with Automatic Pressure Altitude Reporting.

10.7 Communications

Communications between aircraft in the *NOTA and SHANNON ACC are via VHF. The appropriate frequencies are listed in [ENR 2.1](#) unless otherwise advised by SHANWICK, Scottish or SHANNON ACC. Flights unable to contact SHANNON ACC on VHF should use the appropriate HF facility, addressing their message to SHANNON ACC.

10.8 Communications Failure

Flights experiencing radio communications failure should proceed according to the procedures in [ENR 1.1](#) General Rules, where appropriate, by procedures described in [ENR2.2.6](#)

10.9 High Level Airspace (HLA)

The HLA shall be applicable in that volume of airspace between FL 285 and FL420 within the Oceanic Control Areas of Santa Maria, SHANWICK, Reykjavik Oceanic and New York Oceanic.

Parts of the SHANWICK OCA are designated as the Shannon Oceanic Transition Area (SOTA) and the Northern Oceanic Transition Area (NOTA). NOTA airspace is included in the NAT HLA and hence NAT HLA airspace requirements are still applicable from FL285 to FL420 in NOTA. However, SOTA is not included in the NAT HLA. Therefore flights within SOTA routing such that they are entering SHANWICK OCA and are subject to an RCL submission are required to be NAT HLA MNPS Approved.

NOTA has the same vertical extent as the SHANWICK OCA and is bounded by the lines joining successively the following points. N5400 W01500 - N5700 W01500 - N5700 W01000W - N5434 W01000 - N5400 W01500

NOTA airspace is included in MNPS Airspace. Details of HLA MNPS Operations and Procedures are contained in North Atlantic Operations and Airspace Manual (ICAO DOC 007) and Regional Supplementary Procedures (DOC 7030) available on Paris ICAO Regional Office Website,

URL: <https://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx>

11. FREE ROUTE AIRSPACE

11.1 The Ireland Free Route Airspace

consists of those of the Shannon FIR, Shannon FIR (Excluding Dublin CTA)/UIR/UTA, SHANNON Oceanic Transition Area (SOTA), The Northern Oceanic Transition Area (NOTA) and the LARLA triangle/TAKAS box with lateral and vertical limits specified at Table 4:

Table 4: Ireland Free Route Airspace

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Channel / Frequency / Purpose / SATVOICE number	Remarks
1	2	3	4	5
Shannon FIR/UIR/UTA 5520N 00655W, 5425N 00810W, 5355N 00530W, 5220N 00530W, 5100N 00800W, 5100N 01500W, 5400N 01500W, 5434N 01000W, 5445N 00900W, 5520N 00815W, 5525N 00720W, 5520N 00655W, FRA FL075 to UNL (Class G/C/A)	ATS SHANNON	SHANNON Control English H24	134.260 122.980 131.150MHz	See ENR 2.1 Shannon FIR & Shannon UIR/UTA NOTE: Excludes Dublin CTA see ENR 2.1
NOTA 5700N 01500W, 5700N 01000W, 5434N 01000W, 5400N 01500W, 5700N 01500W FL055/FL660 - Class A FL660/UNL - Class G	ATS SHANNON	SHANNON Control English H24	122.980 131.150MHz	See ENR 2.2.10.1 The Northern Oceanic Transition Area (NOTA)
SOTA 5100N 01500W, 5100N 00800W, 4830N 00800W, 4900N 01500W, 5100N 01500W FL055/FL660 - Class A FL660/UNL - Class G	ATS SHANNON	SHANNON Control English H24	135.600MHz 135.230	See ENR 2.2.9.1 The SHANNON Oceanic Transition Area (SOTA)
LARLA triangle/TAKAS box 493500N 0080000W, 493323N 0065617W, 492241N 0070715W, 490019N 0072953W, 485542N 0073430W, 483000N 0080000W, 483437N 0080000W, 485000N 0080000W, 490000N 0080000W, 493000N 0080000W, FL245/FL660 Class C	ATS SHANNON	SHANNON Control English H24	135.230	

11.2 Addressing of Flight Plan Messages

Flight plans required for the Ireland FRA should be addressed to the IFPS addresses EUCHZMFP and EUCBZMFP.

11.3 Position Reports

Oceanic Entry/Exit Points on the Ireland FRA Boundary are compulsory position reporting points, unless otherwise advised by Shannon ACC.

11.4 Oceanic RCL Procedures

Requirements regarding submission of RCL, detailed above, [ENR 2.2.4.2](#) and or [ENR 2.2.7](#) should be complied with.

11.5 Met Reporting Procedures in NOTA

11.5.1 Pilots of aircraft in the Ireland FRA are required to comply with the MET reporting procedures in ICAO DOC 8896 Chapter 7 "Aircraft Observations and Reports".

11.5.2 If the aircraft is designated to report meteorological information, the pilot will be advised by the inclusion of the phrase "SEND MET REPORTS" in the message.

11.5.3 Westbound North Atlantic (NAT) Random flights and NAT Oceanic Track System (OTS) flights, designated as MET reporting flights, are to treat W010 as a mid-point and W015 as a designated Reporting point. Pilots are to transmit their W015 and W010 MET reports with their W015 position Report to SHANWICK on HF

11.5.4 Eastbound flights are not required to make routine MET reports when flying in the Ireland FRA.

11.6 Secondary Surveillance Radar

Aircraft intending to fly in the Ireland FRA must be equipped with an SSR transponder capable of responding to Mode A interrogations with 4096 codes and Mode C interrogations with Automatic Pressure Altitude Reporting.

11.7 Communications

Communications between aircraft in the Ireland FRA and SHANNON ACC are via VHF. The appropriate frequencies are listed in [ENR 2.1](#) unless otherwise advised by SHANNON ACC.

11.8 Communications Failure

Flights experiencing radio communications failure should proceed according to the procedures in General Rules, where appropriate, by procedures described in [ENR 2.2.6](#)

12. AERODROME TRAFFIC ZONES (ATZ)

Aerodrome Traffic Zone: An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

Table 5: Aerodrome Traffic Zone

Name Lateral Limits Vertical Limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel / Frequency / Purpose / SATVOICE number	Remarks
EINC Newcastle ATZ A circle, 1.5nm radius, Centred at 530422N,0060211W Upper limit: 1500FT AMSL Lower Limit: SFC Class: G	Newcastle	Newcastle Zone English Summer 08.00 - CET Winter 0800 - SS Prior Permission Required (PPR)	122.555	Elev.: 1FT Runway Length: 690m Licensed Aerodrome

13. RADIO MANDATORY ZONE (RMZ) / TRANSPONDER MANDATORY ZONE (TMZ)

Table 6: Radio/Transponder Mandatory Zones

Name	Geographical Coordinates	Lateral Limits	Vertical Limits	Remarks
Sligo RMZ/TMZ	541649N 0083557W	Circle with radius of 10NM	SFC to 5000ft	See Sligo AD Sections EISG AD 2.17 and EISG AD 2.20.1
Waterford RMZ/TMZ	521114N 0070513W	Circle with radius of 10NM	SFC to 5000ft	See Waterford AD Sections EIWF AD.2.17 and EIWF AD.2.20.8

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES**1. FLIGHT OF MANNED FREE BALLOONS IN SHANNON FIR**

Navigation of manned free balloons in the Shannon FIR shall be subject to the following conditions:

- 1.1 Flights in controlled airspace require a specific written permission from the Authority and the balloon must be transponder equipped.
Flights in uncontrolled airspace only require a flight plan to be filed and no transponder is required.
- 1.2 Flights shall be made only in accordance with the Visual Flight Rules and by day.
- 1.3 Flights shall not be made if the operating characteristics of the balloon and the actual and forecast wind indicate that there is any risk of entry into controlled airspace.
- 1.4 Flights shall be made only in accordance with the permission and any conditions attached thereto.
- 1.4.1 Permission should be sought, in writing from:
- Post: Flight Operations Department,
 The Irish Aviation Authority,
 The Times Building,
 11-12 D'Olier Street
 Dublin D02T449
 Ireland
- 1.4.2 For flights within the State, application for permission shall be made at least seven days before the intended flight.
- 1.4.3 For flights entering or leaving the State, application for permission shall be made at least fourteen days before the intended flight and shall be accompanied by a copy of a letter of authorization from the State of departure of the State of intended landing, as appropriate.
- 1.4.4 Applications for permission shall include the following information:
- Type of flight e.g. VFR (local or international)
 - Identification of balloon (registration mark)
 - Place of ascent (co-ordinates)
 - Date and intended time (UTC) of ascent
 - Type, diameter, shape and colour of balloon
 - Estimated elapsed time of flight
 - Altitude (maximum en route)
 - Rate of ascent (normal and maximum)
 - Estimated track (magnetic)
 - Place of intended landing
 - Type, make, effective range and available frequencies of radio air/ground communication equipment
 - Details of radio and other navigation equipment
 - Endurance (Hours)
 - Emergency and survival equipment
 - Name of pilot in command
 - Number of persons on board
 - Name, address and telephone number operator.
- 1.4.5 For flights leaving the State an ATC Flight Plan, repeating the information detailed in [ENR 1.4.4](#) shall be filed with the appropriate ATC unit at least 24HR before the estimated time of departure.
- 1.4.6 Permission for a series of flights may be given subject to arrangements acceptable to the Authority.

- 1.5 Notification to ATC
- 1.5.1 Intention to operate a flight, or a series of flights in the State within a single day, shall be notified by telephone to the appropriate ATC unit at least one hour before the intended time of departure.
- 1.5.2 In the case of flights leaving the State, the time of departure shall be notified to the appropriate ATC unit as soon as possible after take-off.
- 1.5.3 Completion of the flight or series of flights within a single day shall be notified to the appropriate ATC unit.

2. OPERATION OF TETHERED BALLOONS WITHIN THE SHANNON FIR

- 2.1 This section is applicable to any balloon that is tethered to the surface of the earth or an object thereon and that exceeds 6 feet in any linear dimension or a gas capacity of more than 115 cubic feet.
- 2.2 All applications to operate such balloons must be made to the Flight Operations Department of the Irish Aviation Authority on the appropriate application form. Forms can be obtained from

Post: The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin
D02T449
Ireland

Phone: +353 1 603 1540

Fax: +353 1 677 4460

- 2.3 All completed application forms must be forwarded to the *IAA not less than 14 days prior to the proposed operation.

3. FLIGHT OF UNMANNED FREE BALLOONS WITHIN THE SHANNON FIR

Flight of unmanned free balloons in the Shannon FIR shall be subject to the following conditions:

- 3.1 Unmanned free balloons exceeding two metres in any linear dimension at any stage of their flight shall not be flown within the Shannon FIR except with the prior permission of the appropriate authority.
- 3.2 Permission should be sought from the Flight Operations Department,

Post: The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin
D02T449
Ireland

- 3.3 The foregoing conditions do not apply to unmanned balloons used by Meteorological Services for the purposes of upper air observations.

4. SMALL UNMANNED AIRCRAFT (DRONES) - INCLUDING MODEL RC AIRCRAFT

- 4.1 Small Unmanned Aircraft/Drone/RC Model information for recreational and aerial work is available from the following non-regulatory bodies:

Note: The Irish Aviation Authority is not responsible for the content of the website(s) listed below.

Model Aircraft council of Ireland (MACI) <http://www.maci.ie>

Unmanned Aircraft Association of Ireland <http://www.uaai.ie>

- 4.2 The Irish Aviation Authority recommends Drone operators have public liability insurance to cover the operation of the intended flight activity.
- 4.3 Small Unmanned Aircraft/Drones shall not be operated higher than 50ft (15m) above ground level within Controlled Airspace without a Specific Operating Permission issued by the Authority or at MACI locations listed in [ENR 5.5.6.2 Model Aircraft Flying](#)

- 4.4 Small aircraft which weigh more than 25kg shall not be flown except with the permission of the IAA and in accordance with any conditions specified in relation to such permission.
- 4.5 Nothing shall be dropped from a Small Unmanned Aircraft/Drone, whether or not attached to a parachute, so as to endanger persons or property.
- 4.6 Applications for Specific Operating Permissions, Pilot Competency Certificates, Special Approvals and additional compliance guidance information is available in the General Aviation Section at the Irish Aviation Authority website <http://www.iaa.ie>

Note: A Pilot Competency Certificate(s) is required to fly a Small Unmanned Aircraft/Drone as a component to a Specific Operating Permission

- 4.7 Small Unmanned Aircraft/Drones equal to or greater than 1kg are required to be registered with the Irish Aviation Authority Ref AN-U01.
Small Unmanned Aircraft/Drones less than 1kg maximum weight, constructed of wood, paper or frangible plastic and containing no substantial parts when operated below 15m above the ground or water and in a manner that does not create a hazard to persons, property or other aircraft are not subject to the Small unmanned Aircraft (Drones) & Rockets Order SI 563 of 2015, Aeronautical Notices & Directions unless specifically stated. ([ENR 5.5.4.8](#))
- 4.8 Small Unmanned Aircraft (Drones) & Rockets Order Statutory Instrument 563 of 2015 (*excerpt of legal text*):
1. Aircraft subject to this order shall be required to be registered in a manner established by the Authority.
 2. A person who has charge of the operation of a small unmanned aircraft shall not permit that aircraft to be operated:
 - a. so as to cause a hazard to another aircraft; or
 - b. in the vicinity of aircraft manoeuvring in an aerodrome traffic circuit;
 - c. in a negligent or reckless manner so as to endanger life or cause damage to the property of others.
 3. Small unmanned aircraft shall give way to manned aircraft.
 4. The Authority may define areas within Air Traffic Services airspace, where small Unmanned Aircraft/Drones activity may take place.
 5. A person who has charge of the operation of a small unmanned aircraft which has a mass of less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight shall not allow such an aircraft to be flown, unless otherwise permitted by the Authority and subject to such conditions as are required by such permission:
 - a. within a prohibited area, a restricted area, or controlled airspace;
 - b. in Air Traffic Services airspace, other than controlled airspace, within 5km of an aerodrome during periods of aircraft operations, unless the aerodrome operator has given permission;
 - c. at a distance of less than 30 metres from a person, vessel, vehicle or structure not under the direct control of the operator;
 - d. at a distance of less than 120 metres from an assembly of 12 or more persons not under the direct control of the operator;
 - e. beyond direct, unaided visual line of sight and not farther than 300 metres from the point of operation;
 - f. at a height of more than 120 metres above the ground or water;
 - g. permitting or attempting to permit, any article or animal, whether or not attached to a parachute to be

released from the aircraft.

6. A person who has charge of the operation of a small unmanned aircraft shall not permit such aircraft to be operated from any place unless the aircraft may take-off and land without undue hazard to persons or property and nothing in this order shall affect the rights and interests of the owner or occupier of that place.
7. A person who has charge of the operation of a small unmanned aircraft, which has a mass of 4 kilograms or more and less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, or as otherwise directed by the Authority, shall not allow such an aircraft to be flown unless that person has successfully undertaken a course of safety training accepted by the Authority.
8. A person who has charge of the operation of a small unmanned aircraft which has a mass of 25 kilograms, or more and less than 150 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, shall not allow such an aircraft to be flown without the permission of the Authority and subject to such conditions as are required by such permission.
9. Permissions issued in accordance with this order may take the form of Specific Operating Permission.

"End of Excerpt"

5. KITE FLYING WITHIN THE SHANNON FLIGHT INFORMATION REGION

5.1 Except with the permission of the appropriate authority, and in accordance with any conditions subject to which that permission may be granted, a kite shall not be flown within the Shannon Flight Information Region:

1. within 5km of an aerodrome,
Or
2. Elsewhere within that Region at a height of more than 200ft above ground level.

5.2 Permission should be sought from:

Post: Flight Operations Department,
The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin
D02T449
Ireland

6. ROUTINE LIGHT AVIATION SPORTING ACTIVITIES

6.1 Introduction

Aerial Sporting and Recreational Activity areas, as described in the following sections, are not designated airspaces but show the delineation of airspace established to identify areas within which frequent aviation activities are conducted.

The purpose of this section is to bring to the attention of those airspace users, operating in uncontrolled airspace, information on light aviation sporting activities which take place on a routine basis within the Shannon FIR. Routine activities which have been notified to the Irish Aviation Authority will not be brought to the attention of airspace users by way of the flight information service (FIS) provided by ATS units, as details of any such activities are published in AIP Ireland. However, non-routine activities which are notified to ATS will be brought to the attention of those airspace users, who might be affected, by means of the FIS of the appropriate ATS unit. It should be borne in mind that various light aviation activities take place in the FIR which are not notified to ATS and in these cases, obviously, the FIS unit concerned will be unable to provide details of the activity.

6.2 Details of Routine Activity

The following light aviation sporting activities take place on a regular basis within the Shannon FIR at the indicated locations:

Ballooning Ballooning takes place in uncontrolled airspace at the following locations:			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Athboy 533723N 0065446W	MAX OPR ALT 3,500ft AMSL.	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours. Licensed Radio Frequency: 122.480. County Meath
Athlone (Bealnamulla) 532604N 0080037W	MAX OPR ALT 7500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Roscommon
Athlone (Glasson) 532828N 0075410W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Westmeath
Carragh 531454N 0064336W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Kildare
Crosserlough 535306N 0071742W	MAX OPR ALT 7,500ft AMSL.	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Cavan
Navan 533932N 0064350W	MAX OPR ALT 3,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Meath
Piltown 522123N 0072023W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Kilkenny
Slane (Beauparc) 534108N 0063310W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Meath
Summerhill 533004N 0064132W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Meath
Trim 533321N 0064708W	MAX OPR ALT 3,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Meath
Met Eireann, Valentia Observatory 515618N 0101424W	MAX OPR ALT AMSL TO UNL	URL: www.met.ie	Launch hours are at 1200 and 0000 UTC daily, occasionally at other times between 0600-1800UTC. County Kerry

Ballooning Ballooning takes place in uncontrolled airspace at the following locations:			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Waterford Castle 521512N 0070330W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Waterford
Waterford City (People's Park) 521521N 0070617W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.480 County Waterford

Glider Flying Glider flying takes place in uncontrolled airspace from the following locations. Occasional operation in controlled airspace will be subject to prior co-ordination with, and approval from, the appropriate ATS unit			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Inch Strand 520815N 0095853W	Class G airspace	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Operation in uncontrolled airspace. Daily, during daylight hours. Contact on 130.405 during operations.
Castlemaine Harbour	SFC - 2500ft AMSL		County Kerry. Occasionally, operation in controlled airspace in area bounded by straight lines joining the following coordinates: 521247N 0094722W, arc 10NM radius centre 521051N 0093126W, 520320N 0094206W, 520117N 0095149W, 521043N 0095707W. Operation in controlled airspace subject to clearance from ATS Kerry. Contact on 130.405 during operations.
Clonmel Ridge 521953.151N 0073632.654W	Class G airspace	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Summer: May - September Daily, during daylight hours. Ridge soaring in uncontrolled airspace. Contact on 130.405 during operations.
			County Waterford

AIRAC Amdt 010/26

Glider Flying

Glider flying takes place in uncontrolled airspace from the following locations. Occasional operation in controlled airspace will be subject to prior co-ordination with, and approval from, the appropriate ATS unit

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Rossbeigh 520357.943N 0095842.182W	Class G airspace	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Late SEP & early OCT Daily, during daylight hours. Operation in uncontrolled airspace within a radius of 15NM centred on the site chosen on the day. Contact on 130.405 during operations. County Kerry

Parachuting

Parachuting takes place at the following locations:

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Clonbullogue (EICL) Airfield Parachuting Area of Operation 531914N 0070302W, 531723N 0070415W, 531333N 0070330W, 531219N 0070022W, arc radius 5nm centred on 531459N 0070724W.	SFC - 4500FT AMSL	Irish Parachute Club Ltd. Phone: 1850 260 600 Email: info@skydive.ie URL: www.skydive.ie	Daily, during daylight hours. This location is within the boundary of Military Restricted Area EIR16 and is subject to the entry requirements of EIR16. If EIR16 is active or becomes active aircraft shall not climb above 2500FT AMSL without establishing contact with Military ATC. For operation above 4500FT AMSL permission must be obtained from Air Traffic Control, Dublin Airport. Post: Clonbullogue Airfield, Edenderry, County Offaly.
Donegal (EIDL) Airport 5.0NM radius centred at: 550239N 0082028W	OPR ALT FL100	Irish Parachute Club Ltd. Phone: 1850 260 600 Email: info@skydive.ie URL: www.skydive.ie	Daily, during daylight hours. This location is within EIDL Controlled Airspace. Parachuting at EIDL Airport is held during the summer months only. Post: Donegal Airport, Carrickfinn, Kincasslagh, County Donegal.

Parachuting Parachuting takes place at the following locations:			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Kilkenny (EIKK) Airport 2.5NM radius centred at: 523903N 0071746W	OPR ALT FL100	Irish Skydiving Club Ltd. Phone: + 353 83 3040024 URL: www.kilkennyairport.ie	Daily during daylight hours. 2.5NM radius of EIKK Aerodrome. Above 4,500ft AMSL is the Military Operating Area (MOA) 3. Above FL075 is Shannon Controlled Airspace. For operation above 4,500ft AMSL: 1. Permission must be obtained from ATC Shannon 2. ATC Shannon must be notified when parachuting is Active. 3. ATC Shannon will advise on any Military activity and requirements. Post: Kilkenny Aerodrome, Holdensrath, County Kilkenny.

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Arra 5NM radius centred on 525046.3N 0082341.2W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Barnageeragh (Skerries) 1NM radius centred on 533540.4N 0060926.6W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Dublin
Ben Bulbin 5NM radius centred on 542122.0N 0082719.7W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Sligo. Site located within EISG Controlled Airspace.
Blackstairs Mtns 5NM radius centred on 523323.6N 0064818.0W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Blackwater 5NM radius centred on 522548.7N 0061938.5W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Bray Head 1.8NM radius centred on 531057.0N 0060431.3W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Carrauntoohill 5NM radius centred on 515950.8N 0094438.6W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Claragh 1NM radius centred on 520258.1N 0090537.7W	3000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Clermont Cairne 5NM radius centred on 540442.4N 0061918.0W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.			

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Cnoc Mordain 5NM radius centred on 532233.2N 0094235.9W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Galway
Comeragh Mtns. 8.5NM radius centred on 521416.6N 0073326.4W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Waterford
Conor Pass 5NM radius centred on 521047.3N 0101131.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Croaghmoyle 5NM radius centred on 535534.5N 0092232.0W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo
Croagh Patrick 5NM radius centred on 534534.6N 0093935.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo
Croghan 5NM radius centred on 524745.5N 0061925.2W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Cuircagh Mtns 5NM radius centred on 541201.7N 0074839.5W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cavan
Devils Bit 5NM radius centred on 524811.8N 0075720.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Dunaney 2NM radius centred on 535153.6N 0061532.9W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Galtee Mtns 5NM radius centred on 522200.3N 0081031.4W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Gormanston 1NM radius centred on 533834.9N 0061304.0W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Meath
Inchadoney 2NM radius centred on 513553.6N 0085131.9W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Keadeen Mtn 5NM radius centred on 525658.9N 0063449.8W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Keeper Hill 5NM radius centred on 524451.8N 0081548.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Killeshin 5NM radius centred on 524937.1N 0070012.5W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Laois
Killiney Head 1NM radius centred on 531602.6N 0060634.3W	750ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Dublin Use subject to prior co-ordination with Dublin ATC.
All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.			

Hang Gliding Sites & Para Gliding				
Designation and Lateral Limits	Vertical Limits	Operator User No.		Remarks
1	2	3		4
Knocknagantee 5NM radius centred on 515330.3N 0095608.5W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Kerry
Knocknakilton 5NM radius centred on 521128.5N 0095938.9W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Kerry
Lacken 2NM radius centred on 530813.4N 0062649.1W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Wicklow Site used for training purposes
Lough Bray 2NM radius centred on 531052.2N 0061747.1W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Wicklow
Maulin 2NM radius centred on 530920.9N 0061354.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Wicklow
Maumturk 5NM radius centred on 532855.9N 0093617.9W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Galway
Minaun (Achill) 5NM radius centred on 535722.1N 0100145.0W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Mayo
Mount Leinster 5NM radius centred on 523746.1N 0064654.0W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Carlow Most regularly flown site in Ireland: Popular for cross country flying and competitions.
Mount Gabriel 5NM radius centred on 513324.7N 0093232.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Cork
Mulaghmesha (Bantry) 5NM radius centred on 514222.2N 0091904.2W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Cork
Mweelin 5NM radius centred on 515322.7N 0091652.6W	3500ft AGL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Cork
Old Head Kinsale 1NM radius centred on 513725.5N 0083245.7W	750ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Cork
Old Leighlin 5NM radius centred on 524315.2N 0070155.9W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Carlow
Rossbehy 5NM radius centred on 520310.8N 0095838.0W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Kerry
Seefin 5NM radius centred on 520247.1N 0095459.7W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Kerry
Silvermines Mtn 5NM radius centred on 524645.4N 0081609.7W	3000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie		County Tipperary
All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.				

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Slieveboy 5NM radius centred on 523923.1N 0062920.4W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Slieve Anieron 5NM radius centred on 540535.1N 0075753.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Leitrim
Slieve Foye 5NM radius centred on 540238.1N 0061257.2W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Slievenaghlough Mt 5NM radius centred on 540054.1N 0061559.1W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Sugar Loaf 2NM radius centred on 530912.4N 0060904.6W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
The Vee, Knockmealdown Mtns 5NM radius centred on 521441.1N 0075701.5W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Tievebaun 1NM radius centred on 542307.2N 0082043.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Leitrim
Tonelagee 3NM radius centred on 530305.4N 0062305.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Truskmore 5NM radius centred on 542222.8N 0082214.1W	3500ft AGL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Sligo
Wicklow Head 1NM radius centred on 525803.1N 0060004.6W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.			

Model Aircraft Flying			
The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Athlone MFC 1, 800m radius centred on: 532548N 0080500W	400ft AGL	Athlone Model Flying Club 1 URL: www.athlonemodelflyingclub.com	Post: Barony, Castlesamson, Athlone
Balheary MFC 1, 800m radius centred on: 533022N 0061407W	400ft AGL	Balheary Model Flying Club 1 URL: www.maci.ie	Post: Roscall, Balheary, Co. Dublin.
Bandon MFC 1, 800m radius centred on: 514423N,0084139W	400ft AGL	Bandon Model Flying Club 1 URL: www.facebook.com/BandonModelFlyingClub	Post: Clashafree, Bandon, Co.Cork.

Model Aircraft Flying

The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Boyneside MFC 1, 800m radius centred on: 535319N 0062430W	400ft AGL	Boyneside Model Flying Club 1 URL: www.maci.ie	Post: Adamstown, Dunleer, Co. Louth.
Boyneside MFC 2, 800m radius centred on: 535206N 0062128W	400ft AGL	Boyneside Model Flying Club 2 URL: www.maci.ie	Post: Bolies, Kilsaran, Co. Louth.
Carron Model Flying Club 1, 800m radius centred on: 523001N 0081128W	400ft AGL	Carron Model Flying Club 1 URL: Carron MFC Facebook	Post: Carron, Carron House, Co. Tipperary.
Cork Model Aero Club 1, 800m radius centred on: 520053N 0081027W	400ft AGL	Cork Model Aero Club 1 URL: www.corkmodelaeroclub.ie	Post: Castelyons, Midleton, Co. Cork.
Cork Model Aero Club 2, 800m radius centred on: 514648N 0084312W	400ft AGL	Cork Model Aero Club 2 URL: www.corkmodelaeroclub.ie	Post: Little Silver House, Bandon, Co. Cork.
Cork Model Aero Club 3, 300m radius centred on: 515826N 0082630W	400ft AGL	Cork Model Aero Club 3 URL: www.corkmodelaeroclub.ie	Post: Whites Cross, Co. Cork.
Dolly's Grove MFC 1, 800m radius centred on: 532521N 0063243W	400ft AGL	Dolly's Grove Model Flying Club 1 URL: www.maci.ie	Post: Staffordstown, Dunboyne, Co. Meath.
Dublin Kestrel MFC 1, 800m radius centred on: 531219N 0062529W	400ft AGL	Dublin Kestrel Model Flying Club 1 URL: www.dkmfc.net	Post: Ballyfolan, Brittas, Co. Wicklow.
Fingal MFC 1, 800m radius centred on: 533215N 0060503W	400ft AGL	Fingal Model Flying Club 1 URL: www.facebook.com/ FingalModelFlyingClub/	Post: Drumanagh, Loughshinny, Co. Dublin.
Fingal MFC 2, 500m radius centred on: 533450N 0061340W	400ft AGL	Fingal Model Flying Club 2 URL: www.facebook.com/ FingalModelFlyingClub/	Post: Ringcommon Sports Centre, Balbriggan, Co. Dublin.
Galway MFC 1, 800m radius centred on: 532040N 0090055W	400ft AGL	Galway Model Flying Club 1 URL: www.galwaymodelflying.org	Post: Carowbrowne, Co. Galway.
Irish Jet Modellers Flying Club 1, 800m radius centred on: 531436N 0075344W	400ft AGL	Irish Jet Modellers Flying Club 1 URL: www.jmaireland.com	Post: Ballyloughnan Farm, Belmont, Co. Offaly.
Irish Jet Modellers Flying Club 2, 800m radius centred on: 523823N 0061803W	400ft AGL	Irish Jet Modellers Flying Club 2 URL: www.jmaireland.com	Post: Springmount, Gorey, Co. Wexford.
Irish Jet Modellers Flying Club 3, 800m radius centred on: 535352N 0090753W	400ft AGL	Irish Jet Modellers Flying Club 3 URL: www.jmaireland.com	Post: Ballyvarry, Castlebar, Co. Mayo.
Irish Jet Modellers Flying Club 4, 800m radius centred on: 531148N 0081937W	400ft AGL	Irish Jet Modellers Flying Club 4 URL: www.jmaireland.com	Post: Lurganmore, Loughrea, Co. Galway.

Model Aircraft Flying

The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Irish Jet Modellers Flying Club 5, 800m radius centred on: 525047N 0092450W	400ft AGL	Irish Jet Modellers Flying Club 5 URL: www.jmaireland.com	Post: Sandhill Road, Spanish Point, Co. Clare.
Island Slope Rebels 1, 800m radius centred on: 513714N 0083242W	400ft AGL	Island Slope Rebels 1 URL: www.gliderireland.net	Post: Old Head of Kinsale, Co. Cork.
Island Slope Rebels 2, 800m radius centred on: 515324N 0091521W	400ft AGL	Island Slope Rebels 2 URL: www.gliderireland.net	Post: Mwheelin, Cahernacha, Co. Cork.
Island Slope Rebels 3, 800m radius centred on: 525052N 0082329W	400ft AGL	Island Slope Rebels 3 URL: www.gliderireland.net	Post: Tountina Mountain, Co. Tipperary.
Island Slope Rebels 4, 800m radius centred on: 531330N 0061906W	400ft AGL	Island Slope Rebels 4 URL: www.gliderireland.net	Post: Killakee, West Slope, Glassamucky Mountain, Co. Dublin.
Island Slope Rebels 5, 800m radius centred on: 523818N 0064759W	400ft AGL	Island Slope Rebels 5 URL: www.gliderireland.net	Post: Mount Leinster, Nine stones, Kilbrannish South, Co. Carlow.
Island Slope Rebels 6, 800m radius centred on: 523843N 0064623W	400ft AGL	Island Slope Rebels 6 URL: www.gliderireland.net	Post: Mount Leinster, West Slope, Kilbrannish South, Co. Carlow.
Laoise Model Aero Club 1, 800m radius centred on: 530050N 0072225W	400ft AGL	Laoise Model Aero Club 1 URL: www.airlaois.com	Post: Clondouglas, Portlaoise, Co. Laois.
Leinster MFC 1, 300m radius centred on: 532123N 0062026W	400ft AGL	Leinster Model Flying Club 1 URL: www.leinstermodelflyingclub.ie	Post: Phoenix Park, Dublin 8 Co. Dublin.
Longford Model Aero Club 1 800m radius centred on: 534150N 0075243W	400ft AGL	Longford Model Aero Club 1 URL: www.maci.ie	Post: Cloonmore, Killashee, Co. Longford.
Longwood Aeromodellers 1, 800m radius centred on: 532800N 0065600W	400ft AGL	Longwood Aeromodellers 1 URL: www.maci.ie	Post: Blackditch, Longwood, Co. Meath.
Midland Model Flying Club 1, 800m radius centred on: 531255N 0074239W	400ft AGL	Midland Model Flying Club 1 URL: www.midlandmodelflyingclub.org	Post: Boora Parklands, Kilcormac, Co. Offaly.
Midland Model Flying Club 2, 800m radius centred on: 530415N 0075353W	400ft AGL	Midland Model Flying Club 2 URL: www.midlandmodelflyingclub.org	Post: Birr Airfield, Birr, Co. Offaly.
Model County Aero Club 1, 800m radius centred on: 523030N 0062930W	400ft AGL	Model County Aero Club 1 URL: www.maci.ie	Post: Coolrarrow Lane, Enniscorthy, Co. Wexford.

Model Aircraft Flying			
The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Mullingar MFC 1, 800m radius centred on: 533221N 0071959W	400ft AGL	Mullingar Model Flying Club 1, URL: www.maci.ie	Post: Robinstown, Mullingar, Co. Westmeath.
Mullingar MFC 2, 800m radius centred on: 533742N 0070038W	400ft AGL	Mullingar Model Flying Club 2 URL: www.maci.ie	Post: Addinstown, Delvin, Co. Westmeath.
Newbridge and District MFC 1, 500m radius centred on: 531034N 0065310W	400ft AGL	Newbridge and District Model Flying Club 1 URL: www.maci.ie	Post: Little Curragh, Newbridge, Co. Kildare.
Roundwood Model Aero Club 1, 800m radius centred on: 530440N 0061353W	400ft AGL	Roundwood Model Aero Club 1, URL: www.rwmac.ie	Post: Mullinnaveigue, Roundwood, Co. Wicklow.
Royal County Aeromodellers Club 1, 800m radius centred on: 533432N 0070339W	400ft AGL	Royal County Aeromodellers Club 1, URL: www.royalcountyflyers.com	Post: Ballyhealy, Delvin, Co. Westmeath.
Shankill Radio Flying Club 1, 800m radius centred on: 530826N 0060930W	400ft AGL	Shankill Radio Flying Club 1, URL: www.srfc.net	Post: Foxes Field, Lower Calary, Kilmacanogue, Co. Wicklow.
Shannon MFC 1, 300m radius centred on: 524155N 0085117W	200ft AGL	Shannon Model Flying Club 1, URL: https://www.facebook.com/ShannonModelFlyingClub/	Post: Inniscullen, Shannon, Co. Clare.
Sligo MFC 1, 500m radius centred on: 541012N 0083207W	400ft AGL	Sligo Model Flying Club 1, URL: www.sligomfc.com	Post: Annagh Beg, Collooney, Co. Sligo.
Three Counties MFC 1, 800m radius centred on: 531100N 0063100W	400ft AGL	Three Counties Model Flying Club 1, URL: www.maci.ie	Post: Moyley Hall, Red Lane, Blessington, Co. Wicklow.
Tipperary MFC 1, 800m radius centred on: 523756N 0074140W	400ft AGL	Tipperary Model Flying Club 1, URL: https://www.facebook.com/Tipperary-Model-Flying-Club-153445841464433/	Post: Derryhogan, Littleton, Thurles, Co. Tipperary.
Waterford MFC 1, 800m radius centred on: 521655N 0072913W	400ft AGL	Waterford Model Flying Club 1, URL: https://www.facebook.com/waterfordmodelflyingclub/	Post: Ross, Carrick-on-Suir, Co. Waterford.
Wexford MFC 1, 800m radius centred on: 521943N 0064045W	400ft AGL	Wexford Model Flying Club 1, URL: wexfordmodelflyingclub.com	Post: Cloonerane, Taghmon, Co. Wexford.

7. AREAS OF OPERATION

Areas of Operation are not designated airspaces but show the delineation of airspace established to identify areas within which frequent aviation activities are conducted. The table below displays airfields around which an area of operation is established within the Shannon FIR.

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
ILAS Airfield A circle 1.5nm radius centred at 521754N 0064055W* Class G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: www.ilas.ie	123.755 County Wexford
Birr Airfield A circle, 1.5nm radius centred at 530415N 0075355W Class: G, MOA Airspace	Upper Limit: 1500FT AMSL Lower Limit: SFC		122.955 County Offaly Located within Military Operating Area.
Navan Airfield A circle, 1.5nm radius centred at 534145N 0063915W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: www.navanairfield.com	118.130 County Meath
Tibohine Airfield A circle, 1.5nm radius centred at 535301N 0082915W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: http://tibohine.weebly.com/	120.005 County Roscommon Located within EIKN CTA.
Carnmore 531801N 0085630W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: https:// www.galwayflyingclub.org Email: cfi@galwayflyingclub.org	122.505 County Galway
* Data whose accuracy has not been quality assured.			

AD 0.6 TABLE OF CONTENT TO PART 3

AD 0.1	Preface	AD 0.1 - 1
AD 0.2	Record of AIP Amendments	AD 0.2 - 1
AD 0.3	Record of AIP Supplement	AD 0.3 - 1
AD 0.4	Checklist of AIP Pages	AD 0.4 - 1
AD 0.5	List of hand Amendments to the AIP	AD 0.5 - 1
AD 0.6	Table of Content to Part 3	AD 0.6 - 1

AD 1 AERODROMES/HELIPORTS - INTRODUCTION AD 1.1 - 1

AD 1.1	Aerodrome/Heliport availability and conditions of use	AD 1.1 - 1
	1. Responsible Authority	AD 1.1 - 1
	2. General Conditions of Availability	AD 1.1 - 1
	3. Applicable ICAO Documents and Differences	AD 1.1 - 3
	4. Civil use of military air bases	AD 1.1 - 3
	5. Low Visibility Procedures - General Conditions	AD 1.1 - 3
	6. Friction Measurement	AD 1.1 - 4
	7. Other Information	AD 1.1 - 4

AD 1.2 Rescue And Fire Fighting Services, Runway Surface Condition Assessment And Reporting And Snow Plan AD 1.2 - 1

	1. Rescue And Fire Fighting Services	AD 1.2 - 1
	2. Runway Surface Condition Assessment And Reporting And Snow Plan	AD 1.2 - 1
AD 1.3	Index to Aerodromes and Heliports	AD 1.3 - 1
AD 1.4	Grouping of Aerodromes	AD 1.4 - 1
AD 1.5	Status of certification of aerodromes	AD 1.5 - 1

EICK AD 2 - 1

EICK AD 2.1	AERODROME LOCATION INDICATOR AND NAME	EICK AD 2 - 1
EICK AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EICK AD 2 - 1
EICK AD 2.3	OPERATIONAL HOURS	EICK AD 2 - 1
EICK AD 2.4	HANDLING SERVICES AND FACILITIES	EICK AD 2 - 2
EICK AD 2.5	PASSENGER FACILITIES	EICK AD 2 - 2
EICK AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	EICK AD 2 - 2
EICK AD 2.7	Runway Surface Condition Assessment and Reporting and Snow Plan	EICK AD 2 - 3
EICK AD 2.8	APRONS, TAXIWAYS AND CHECK Locations/positions DATA	EICK AD 2 - 4
EICK AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EICK AD 2 - 4
EICK AD 2.10	AERODROME OBSTACLES	EICK AD 2 - 4
EICK AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	EICK AD 2 - 5
EICK AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	EICK AD 2 - 6
EICK AD 2.13	DECLARED DISTANCES	EICK AD 2 - 6
EICK AD 2.14	APPROACH AND RUNWAY LIGHTING	EICK AD 2 - 7
EICK AD 2.15	OTHER LIGHTING, SECONDARY POWER SUPPLY	EICK AD 2 - 7
EICK AD 2.16	HELICOPTER LANDING AREA	EICK AD 2 - 8
EICK AD 2.17	ATS AIRSPACE	EICK AD 2 - 8
EICK AD 2.18	ATS COMMUNICATIONS FACILITIES	EICK AD 2 - 8
EICK AD 2.19	RADIO NAVIGATION AND LANDING AIDS	EICK AD 2 - 9
EICK AD 2.20	LOCAL Aerodrome regulations	EICK AD 2 - 10
EICK AD 2.21	NOISE ABATEMENT PROCEDURES	EICK AD 2 - 11
EICK AD 2.22	FLIGHT PROCEDURES	EICK AD 2 - 11
EICK AD 2.23	ADDITIONAL INFORMATION	EICK AD 2 - 15

EICK AD 2.24CHARTS RELATED TO AN AERODROME	EICK AD 2 - 15
EICK AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION	EICK AD 2 - 15
Aerodrome Chart - ICAO EICK AD 2.24-1 - 1	
Aircraft Parking/Docking Chart - ICAO EICK AD 2.24-2 - 1	
Aerodrome Obstacle Chart RWY 07/25 – ICAO TYPE A EICK AD 2.24-3 - 1	
Aerodrome Obstacle Chart RWY 16/34 – ICAO TYPE A EICK AD 2.24-4 - 1	
Precision Approach Terrain Chart RWY 16 - ICAO EICK AD 2.24-5 - 1	
RNAV (GNSS) Standard Departure Chart RWY16 Cat A,B - ICAO EICK AD 2.24-6 - 1	
RNAV (GNSS) Standard Departure Chart RWY16 Cat C,D - ICAO EICK AD 2.24-7 - 1	
RNAV (GNSS) Standard Departure Chart RWY34 Cat A,B - ICAO EICK AD 2.24-8 - 1	
RNAV (GNSS) Standard Departure Chart RWY34 Cat C,D - ICAO EICK AD 2.24-9 - 1	
RNAV (GNSS) Standard Departure Chart RWY07 Cat A,B - ICAO EICK AD 2.24-10 - 1	
RNAV (GNSS) Standard Departure Chart RWY07 Cat C,D - ICAO EICK AD 2.24-11 - 1	
RNAV (GNSS) Standard Departure Chart RWY25 Cat A,B - ICAO EICK AD 2.24-12 - 1	
RNAV (GNSS) Standard Departure Chart RWY25 Cat C,D - ICAO EICK AD 2.24-13 - 1	
RNAV (GNSS) Standard Arrival Chart RWY16 - ICAO EICK AD 2.24-14 - 1	
RNAV (GNSS) Standard Arrival Chart RWY34 - ICAO EICK AD 2.24-15 - 1	
RNAV (GNSS) Standard Arrival Chart RWY07 Cat A,B - ICAO EICK AD 2.24-16 - 1	
RNAV (GNSS) Standard Arrival Chart RWY25 Cat A,B - ICAO EICK AD 2.24-17 - 1	
Instrument Approach Chart RNP RWY16 - ICAO EICK AD 2.24-18 - 1	
Instrument Approach Chart ILS Cat I + II or LOC RWY16 - ICAO EICK AD 2.24-19.1 - 1	
Instrument Approach Chart VOR RWY16 - ICAO EICK AD 2.24-20 - 1	
Instrument Approach Chart RNP RWY34 - ICAO EICK AD 2.24-21 - 1	
Instrument Approach Chart ILS CAT I or LOC RWY34 - ICAO EICK AD 2.24-22 - 1	
Instrument Approach Chart VOR RWY 34 - ICAO EICK AD 2.24-23 - 1	
Instrument Approach Chart RNP RWY07 - ICAO EICK AD 2.24-24 - 1	
Instrument Approach Chart VOR RWY 07 - ICAO EICK AD 2.24-25.1 - 1	
Instrument Approach Chart RNP RWY25 (LNAV Only) - ICAO EICK AD 2.24-26 - 1	
Instrument Approach Chart VOR RWY 25 - ICAO EICK AD 2.24-27.1 - 1	
Visual Approach Chart – ICAO EICK AD 2.24-28 - 1	
ATC Surveillance Minimum Altitude Chart - ICAO EICK AD 2.24-29 - 1	
EIDW AD 2 - 1	
EIDW AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIDW AD 2 - 1
EIDW AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIDW AD 2 - 1
EIDW AD 2.3OPERATIONAL HOURS	EIDW AD 2 - 1
EIDW AD 2.4HANDLING SERVICES AND FACILITIES	EIDW AD 2 - 2
EIDW AD 2.5PASSENGER FACILITIES	EIDW AD 2 - 2
EIDW AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIDW AD 2 - 3
EIDW AD 2.7Runway surface condition, assessment and reporting, and snow plan	EIDW AD 2 - 3
EIDW AD 2.8APRONS, TAXIWAYS AND CHECK Locations/positions DATA	EIDW AD 2 - 4
EIDW AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EIDW AD 2 - 7
EIDW AD 2.10AERODROME OBSTACLES	EIDW AD 2 - 8
EIDW AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EIDW AD 2 - 8
EIDW AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EIDW AD 2 - 9
EIDW AD 2.13DECLARED DISTANCES	EIDW AD 2 - 10
EIDW AD 2.14APPROACH AND RUNWAY LIGHTING	EIDW AD 2 - 11
EIDW AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EIDW AD 2 - 12

EIDW AD 2.16HELICOPTER LANDING AREA	EIDW AD 2 - 13
EIDW AD 2.17ATS AIRSPACE	EIDW AD 2 - 13
EIDW AD 2.18ATS COMMUNICATIONS FACILITIES	EIDW AD 2 - 14
EIDW AD 2.19RADIO NAVIGATION AND LANDING AIDS	EIDW AD 2 - 15
EIDW AD 2.20LOCAL Aerodrome REGULATIONS	EIDW AD 2 - 18
EIDW AD 2.21NOISE ABATEMENT PROCEDURES	EIDW AD 2 - 29
EIDW AD 2.22FLIGHT PROCEDURES	EIDW AD 2 - 30
EIDW AD 2.23ADDITIONAL INFORMATION	EIDW AD 2 - 42
EIDW AD 2.24CHARTS RELATED TO AN AERODROME	EIDW AD 2 - 42
EIDW AD 2.25visual segment surface (vss) penetration	EIDW AD 2 - 44
Aerodrome Chart - ICAO EIDW AD 2.24-1 - 1	
Aerodrome Chart - ICAO EIDW AD 2.24-2 - 1	
Aerodrome Obstacle Chart RWY 10R/28L - ICAO EIDW AD 2.24-3 - 1	
Aerodrome Obstacle Chart RWY 10L/28R - ICAO EIDW AD 2.24-4 - 1	
Aerodrome Obstacle Chart RWY 16/34 - ICAO EIDW AD 2.24-5 - 1	
Precision Approach Terrain Chart RWY 28L - ICAO EIDW AD 2.24-6 - 1	
Precision Approach Terrain Chart RWY 28R - ICAO EIDW AD 2.24-7 - 1	
Precision Approach Terrain Chart RWY 10L - ICAO EIDW AD 2.24-8 - 1	
Precision Approach Terrain Chart RWY 10R - ICAO EIDW AD 2.24-9 - 1	
Standard Departure Chart – Instrument RNAV RWY 28L CAT A, B - ICAO EIDW AD 2.24-10.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 28L CAT C, D - ICAO EIDW AD 2.24-11.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 28R CAT A, B - ICAO EIDW AD 2.24-12 - 1	
Standard Departure Chart – Instrument RNAV RWY 28R CAT C, D - ICAO EIDW AD 2.24-13.1 - 1	
Standard Departure Chart - Instrument RNAV RWY 10L CAT A,B - ICAO EIDW AD 2.24-14.1 - 1	
Standard Departure Chart - Instrument RNAV RWY 10L CAT C,D - ICAO EIDW AD 2.24-15 - 1	
Standard Departure Chart – Instrument RNAV RWY 10R CAT A, B - ICAO EIDW AD 2.24-16.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 10R CAT C, D - ICAO EIDW AD 2.24-17.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 16 CAT A, B - ICAO EIDW AD 2.24-18.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 16 CAT C, D - ICAO EIDW AD 2.24-19.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 34 CAT A, B - ICAO EIDW AD 2.24-20.1 - 1	
Standard Departure Chart – Instrument RNAV RWY 34 CAT C, D - ICAO EIDW AD 2.24-21.1 - 1	
Standard Arrival Chart - Instrument RNAV RWY 28L/R (With Lateral Holding/Point Merge) - ICAO EIDW AD 2.24-22.1 - 1	
Standard Arrival Chart - Instrument RNAV RWY 10L/R (With Lateral Holding/Point Merge) - ICAO EIDW AD 2.24-23.1 - 1	
Standard Arrival Chart - Instrument RNAV RWY 16 - ICAO EIDW AD 2.24-24.1 - 1	
Standard Arrival Chart - Instrument RNAV RWY 34 - ICAO EIDW AD 2.24-25.1 - 1	
Instrument Approach Chart RNP RWY 28L - ICAO EIDW AD 2.24-26.1 - 1	
Instrument Approach Chart - ILS CAT I + II or LOC RWY 28L - ICAO EIDW AD 2.24-27.1 - 1	
Instrument Approach Chart VOR RWY 28L - ICAO EIDW AD 2.24-28.1 - 1	
Instrument Approach Chart RNP RWY 28R CAT A,B,C,D - ICAO EIDW AD 2.24-29.1 - 1	
Instrument Approach Chart ILS CAT I and II or LOC RWY 28R CAT A,B,C,D - ICAO EIDW AD 2.24-30.1 - 1	
Instrument Approach Chart RNP RWY 10L - ICAO EIDW AD 2.24-32.1 - 1	
Instrument Approach Chart - ILS CAT I + II or LOC RWY 10L - ICAO EIDW AD 2.24-33.1 - 1	
Instrument Approach Chart RNP RWY 10R - ICAO EIDW AD 2.24-35.1 - 1	
Instrument Approach Chart - ILS CAT I + II or LOC RWY 10R - ICAO EIDW AD 2.24-36.1 - 1	
Instrument Approach Chart VOR RWY 10R - ICAO EIDW AD 2.24-37.1 - 1	

Instrument Approach Chart RNP RWY 16 - ICAO EIDW AD 2.24-38 - 1
Instrument Approach Chart - ILS CAT I or LOC RWY 16 - ICAO EIDW AD 2.24-39.1 - 1
Instrument Approach Chart VOR RWY 16 - ICAO EIDW AD 2.24-40.1 - 1
Instrument Approach Chart RNP RWY 34 - ICAO EIDW AD 2.24-41 - 1
Instrument Approach Chart VOR RWY 34 - ICAO EIDW AD 2.24-42.1 - 1
ATC Surveillance Minimum Altitude Chart - ICAO EIDW AD 2.24-43.1 - 1
Visual Approach Chart - ICAO EIDW AD 2.24-44 - 1
Instrument Approach Chart RNP T RWY 28L - ICAO EIDW AD 2.24-46 - 1

EINN AD 2 - 1

EINN AD 2.1AERODROME LOCATION INDICATOR AND NAME	EINN AD 2 - 1
EINN AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EINN AD 2 - 1
EINN AD 2.3OPERATIONAL HOURS	EINN AD 2 - 1
EINN AD 2.4HANDLING SERVICES AND FACILITIES	EINN AD 2 - 1
EINN AD 2.5PASSENGER FACILITIES	EINN AD 2 - 2
EINN AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EINN AD 2 - 2
EINN AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EINN AD 2 - 2
EINN AD 2.8APRONS, TAXIWAYS AND CHECK LOCATION DATA	EINN AD 2 - 3
EINN AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EINN AD 2 - 3
EINN AD 2.10AERODROME OBSTACLES	EINN AD 2 - 4
EINN AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EINN AD 2 - 4
EINN AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EINN AD 2 - 5
EINN AD 2.13DECLARED DISTANCES	EINN AD 2 - 5
EINN AD 2.14APPROACH AND RUNWAY LIGHTING	EINN AD 2 - 6
EINN AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EINN AD 2 - 6
EINN AD 2.16HELICOPTER LANDING AREA	EINN AD 2 - 7
EINN AD 2.17ATS AIRSPACE	EINN AD 2 - 7
EINN AD 2.18ATS COMMUNICATIONS FACILITIES	EINN AD 2 - 7
EINN AD 2.19RADIO NAVIGATION AND LANDING AIDS	EINN AD 2 - 8
EINN AD 2.20 LOCAL Aerodrome REGULATIONS	EINN AD 2 - 9
EINN AD 2.21NOISE ABATEMENT PROCEDURES	EINN AD 2 - 10
EINN AD 2.22FLIGHT PROCEDURES	EINN AD 2 - 10
EINN AD 2.23ADDITIONAL INFORMATION	EINN AD 2 - 13
EINN AD 2.24CHARTS RELATED TO an AERODROME	EINN AD 2 - 13
EINN AD 2.25visual segment surface (vss) penetration	EINN AD 2 - 14

Aerodrome Chart – ICAO EINN AD 2.24_1 - 1

Aircraft Parking/Docking Chart – ICAO EINN AD 2.24-2 - 1

Precision Approach Terrain Chart RWY 24 – ICAO EINN AD 2.24-3 - 1

Aerodrome Obstacle Chart RWY 06/24 – ICAO TYPE A EINN AD 2.24-4 - 1

RNAV Standard Instrument Departure Chart RWY 06 – ICAO EINN AD 2.24-5 - 1

RNAV Standard Instrument Departure Chart RWY 24 – ICAO EINN AD 2.24-6 - 1

RNAV Standard Arrival Chart RWY 06 – ICAO EINN AD 2.24-7 - 1

RNAV Standard Arrival Chart RWY 24 – ICAO EINN AD 2.24-8 - 1

Instrument Approach Chart ILS or LOC RWY 06 – ICAO EINN AD 2.24-10 - 1

Instrument Approach Chart VOR RWY 06 – ICAO EINN AD 2.24-11 - 1

Instrument Approach Chart ILS CAT I + II or LOC 24 – ICAO EINN AD 2.24-13 - 1

Instrument Approach Chart VOR RWY 24 – ICAO EINN AD 2.24-14 - 1

Visual Approach Chart – ICAO EINN AD 2.24-15 - 1

ATC Surveillance Minimum Chart - ICAO EINN AD 2.24-16 - 1**EIDL AD 2 - 1**

EIDL AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIDL AD 2 - 1
EIDL AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIDL AD 2 - 1
EIDL AD 2.3OPERATIONAL HOURS	EIDL AD 2 - 1
EIDL AD 2.4HANDLING SERVICES AND FACILITIES	EIDL AD 2 - 2
EIDL AD 2.5PASSENGER FACILITIES	EIDL AD 2 - 2
EIDL AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIDL AD 2 - 3
EIDL AD 2.7Runway Surface Condition Assessment and Reporting and Snow Plan	EIDL AD 2 - 3
EIDL AD 2.8APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	EIDL AD 2 - 3
EIDL AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EIDL AD 2 - 3
EIDL AD 2.10AERODROME OBSTACLES	EIDL AD 2 - 4
EIDL AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EIDL AD 2 - 4
EIDL AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EIDL AD 2 - 5
EIDL AD 2.13DECLARED DISTANCES	EIDL AD 2 - 5
EIDL AD 2.14APPROACH AND RUNWAY LIGHTING	EIDL AD 2 - 6
EIDL AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EIDL AD 2 - 6
EIDL AD 2.16HELICOPTER LANDING AREA	EIDL AD 2 - 6
EIDL AD 2.17ATS AIRSPACE	EIDL AD 2 - 7
EIDL AD 2.18ATS COMMUNICATION FACILITIES	EIDL AD 2 - 7
EIDL AD 2.19RADIO NAVIGATION AND LANDING AIDS	EIDL AD 2 - 7
EIDL AD 2.20LOCAL aerodrome REGULATIONS	EIDL AD 2 - 8
EIDL AD 2.21NOISE ABATEMENT PROCEDURES	EIDL AD 2 - 8
EIDL AD 2.22FLIGHT PROCEDURES	EIDL AD 2 - 9
EIDL AD 2.23ADDITIONAL INFORMATION	EIDL AD 2 - 9
EIDL AD 2.24CHARTS RELATED TO AN AERODROME	EIDL AD 2 - 10
EIDL AD 2.25Visual segment surface (vss) penetration.	EIDL AD 2 - 10

Aerodrome Chart – ICAO EIDL AD 2.24-1 - 1**Aerodrome Obstacle Chart RWY 02/20 – ICAO TYPE A EIDL AD 2.24-2 - 1****Instrument Approach Chart RNP RWY 02 CAT A, B, C - ICAO EIDL AD 2.24-7 - 1****Instrument Approach Chart NDB RWY 02 CAT A, B, C – ICAO EIDL AD 2.24-8 - 1****Instrument Approach Chart RNP RWY 20 CAT A, B, C - ICAO EIDL AD 2.24-9 - 1****Instrument Approach Chart LOC RWY 20 CAT A, B, C - ICAO EIDL AD 2.24-10 - 1****Instrument Approach Chart NDB RWY 20 CAT A, B, C, - ICAO EIDL AD 2.24-11 - 1****Visual Approach Chart RWY 02/20 - ICAO EIDL AD 2.24-12 - 1****EIKN AD 2 - 1**

EIKN AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIKN AD 2 - 1
EIKN AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIKN AD 2 - 1
EIKN AD 2.3OPERATIONAL HOURS	EIKN AD 2 - 1
EIKN AD 2.4 HANDLING SERVICES AND FACILITIES	EIKN AD 2 - 2
EIKN AD 2.5PASSENGER FACILITIES	EIKN AD 2 - 2
EIKN AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIKN AD 2 - 2
EIKN AD 2.7Runway Surface Condition Assessment and Reporting and Snow Plan	EIKN AD 2 - 3
EIKN AD 2.8APRONS, TAXIWAYS AND CHECK LOCATION/POSITIONS DATA	EIKN AD 2 - 3
EIKN AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EIKN AD 2 - 3
EIKN AD 2.10AERODROME OBSTACLES	EIKN AD 2 - 4
EIKN AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EIKN AD 2 - 4

EIKN AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EIKN AD 2 - 5
EIKN AD 2.13DECLARED DISTANCES	EIKN AD 2 - 5
EIKN AD 2.14APPROACH AND RUNWAY LIGHTING	EIKN AD 2 - 6
EIKN AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EIKN AD 2 - 6
EIKN AD 2.16HELICOPTER LANDING AREA	EIKN AD 2 - 6
EIKN AD 2.17ATS AIRSPACE	EIKN AD 2 - 7
EIKN AD 2.18ATS COMMUNICATIONS FACILITIES	EIKN AD 2 - 7
EIKN AD 2.19RADIO NAVIGATION AND LANDING AIDS	EIKN AD 2 - 7
EIKN AD 2.20LOCAL aerodrome REGULATIONS	EIKN AD 2 - 8
EIKN AD 2.21NOISE ABATEMENT PROCEDURES	EIKN AD 2 - 9
EIKN AD 2.22FLIGHT PROCEDURES	EIKN AD 2 - 9
EIKN AD 2.23ADDITIONAL INFORMATION	EIKN AD 2 - 13
EIKN AD 2.24CHARTS RELATED TO an AERODROME	EIKN AD 2 - 14
EIKN AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.	EIKN AD 2 - 14
Aerodrome Chart - ICAO EIKN AD 2.24-1 - 1	
Aerodrome Obstacle Chart RWY08/26 – ICAO TYPE A EIKN AD 2.24-2 - 1	
RNAV Standard Departure Chart Instrument (SID) RWY26 - ICAO EIKN AD 2.24-4.1 - 1	
RNAV Standard Departure Chart Instrument (SID) RWY08 - ICAO EIKN AD 2.24-5.1 - 1	
RNAV Standard Arrival Chart Instrument (STAR) RWY26 - ICAO EIKN AD 2.24-6.1 - 1	
RNAV Standard Arrival Chart Instrument (STAR) RWY 08 - ICAO EIKN AD 2.24-7.1 - 1	
Instrument Approach Chart RNP RWY 26 CAT A, B, C, D - ICAO EIKN AD 2.24-8.1 - 1	
Instrument Approach Chart ILS Z CAT I & II or LOC RWY 26 – ICAO EIKN AD 2.24-9.1 - 1	
Instrument Approach Chart ILS Y CAT I & II or LOC RWY 26 – ICAO EIKN AD 2.24-10.1 - 1	
Instrument Approach Chart VOR RWY 26 - ICAO EIKN AD 2.24-11.1 - 1	
Instrument Approach Chart NDB RWY 26 – ICAO EIKN AD 2.24-12.1 - 1	
Instrument Approach Chart RNP RWY 08 - ICAO EIKN AD 2.24-13.1 - 1	
Instrument Approach Chart NDB RWY 08 - ICAO EIKN AD 2.24-14 - 1	
Instrument Approach Chart VOR RWY08 – ICAO EIKN AD 2.24-15.1 - 1	
Visual Approach Chart - ICAO EIKN AD 2.24-16.1 - 1	
EIKY AD 2 - 1	
EIKY AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIKY AD 2 - 1
EIKY AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIKY AD 2 - 1
EIKY AD 2.3OPERATIONAL HOURS	EIKY AD 2 - 1
EIKY AD 2.4HANDLING SERVICES AND FACILITIES	EIKY AD 2 - 2
EIKY AD 2.5PASSENGER FACILITIES	EIKY AD 2 - 2
EIKY AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIKY AD 2 - 2
EIKY AD 2.7Runway Surface Condition Assessment and Reporting, and Snow Plan	EIKY AD 2 - 3
EIKY AD 2.8APRONS, TAXIWAYS AND CHECK LOCATION DATA	EIKY AD 2 - 3
EIKY AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EIKY AD 2 - 3
EIKY AD 2.10AERODROME OBSTACLES	EIKY AD 2 - 4
EIKY AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EIKY AD 2 - 4
EIKY AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EIKY AD 2 - 5
EIKY AD 2.13DECLARED DISTANCES	EIKY AD 2 - 5
EIKY AD 2.14APPROACH AND RUNWAY LIGHTING	EIKY AD 2 - 6
EIKY AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EIKY AD 2 - 6
EIKY AD 2.16HELICOPTER LANDING AREA	EIKY AD 2 - 6
EIKY AD 2.17ATS AIRSPACE	EIKY AD 2 - 6

EIKY AD 2.18ATS COMMUNICATIONS FACILITIES	EIKY AD 2 - 7
EIKY AD 2.19RADIO NAVIGATION AND LANDING AIDS	EIKY AD 2 - 7
EIKY AD 2.20LOCAL TRAFFIC REGULATIONS	EIKY AD 2 - 7
EIKY AD 2.21NOISE ABATEMENT PROCEDURES	EIKY AD 2 - 8
EIKY AD 2.22FLIGHT PROCEDURES	EIKY AD 2 - 8
EIKY AD 2.23ADDITIONAL INFORMATION	EIKY AD 2 - 9
EIKY AD 2.24CHARTS RELATED TO AERODROME	EIKY AD 2 - 9
Aerodrome Chart – ICAO EIKY AD 2.24-1 - 1	
Aerodrome Obstacle Chart RWY 08/26 – ICAO TYPE A EIKY AD 2.24-2 - 1	
Standard Departure Chart – Instrument RWY 26 CAT A, B - ICAO EIKY AD 2.24-3 - 1	
Standard Departure Chart – Instrument RWY 26 CAT C - ICAO EIKY AD 2.24-4 - 1	
Standard Departure Chart – Instrument RWY 08 CAT A, B - ICAO EIKY AD 2.24-5 - 1	
Standard Departure Chart – Instrument RWY 08 CAT C - ICAO EIKY AD 2.24-6 - 1	
Instrument Approach Chart RNP RWY 26 CAT A, B, C – ICAO EIKY AD 2.24-7 - 1	
Instrument Approach Chart ILS B OR LOC RWY 26 CAT A, B, C – ICAO EIKY AD 2.24-8.1 - 1	
Instrument Approach Chart NDB RWY 26 – ICAO EIKY AD 2.24-9.1 - 1	
Instrument Approach Chart RNP RWY 08 CAT A, B, C – ICAO EIKY AD 2.24-10 - 1	
Instrument Approach Chart NDB RWY 08 CAT A, B, C - ICAO EIKY AD 2.24-11.1 - 1	
Visual Approach Chart – ICAO EIKY AD 2.24-13 - 1	
EISG AD 2 - 1	
EISG AD 2.1 AERODROME LOCATION INDICATOR AND NAME	EISG AD 2 - 1
EISG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EISG AD 2 - 1
EISG AD 2.3 OPERATIONAL HOURS	EISG AD 2 - 1
EISG AD 2.4 HANDLING SERVICES AND FACILITIES	EISG AD 2 - 2
EISG AD 2.5 PASSENGER FACILITIES	EISG AD 2 - 2
EISG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	EISG AD 2 - 2
EISG AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EISG AD 2 - 3
EISG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	EISG AD 2 - 3
EISG AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EISG AD 2 - 3
EISG AD 2.10 AERODROME OBSTACLES	EISG AD 2 - 4
EISG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	EISG AD 2 - 4
EISG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	EISG AD 2 - 4
EISG AD 2.13 DECLARED DISTANCES	EISG AD 2 - 5
EISG AD 2.14 APPROACH AND RUNWAY LIGHTING	EISG AD 2 - 6
EISG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	EISG AD 2 - 6
EISG AD 2.16 HELICOPTER LANDING AREA	EISG AD 2 - 7
EISG AD 2.17 ATS AIRSPACE	EISG AD 2 - 7
EISG AD 2.18 ATS COMMUNICATIONS FACILITIES	EISG AD 2 - 8
EISG AD 2.19 RADIO NAVIGATION AND LANDING AIDS	EISG AD 2 - 8
EISG AD 2.20 LOCAL AERODROME TRAFFIC REGULATIONS	EISG AD 2 - 9
1. Equipment Requirements	EISG AD 2 - 9
EISG AD 2.21 NOISE ABATEMENT PROCEDURES	EISG AD 2 - 10
EISG AD 2.22 FLIGHT PROCEDURES	EISG AD 2 - 10
EISG AD 2.23 ADDITIONAL INFORMATION	EISG AD 2 - 11
EISG AD 2.24 CHARTS RELATED TO AN AERODROME	EISG AD 2 - 11
EISG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EISG AD 2 - 11
Aerodrome Chart - ICAO EISG AD 2.24-1 - 1	

Aerodrome Obstacle Chart RWY 10/28– ICAO TYPE A EISG AD 2.24-2 - 1
Instrument Approach Chart RNP Y RWY 10 - CAT A, B ICAO EISG AD 2.24-7 - 1
Instrument Approach Chart RNP Z RWY 10 - CAT A, B ICAO EISG AD 2.24-8 - 1
Instrument Approach Chart NDB Y RWY 10 - CAT A, B ICAO EISG AD 2.24-9 - 1
Instrument Approach Chart NDB Z RWY 10 - CAT A, B ICAO EISG AD 2.24-10 - 1
Instrument Approach Chart RNP RWY 28 - CAT A, B ICAO EISG AD 2.24-11 - 1
Instrument Approach Chart NDB RWY 28 - CAT A, B ICAO EISG AD 2.24-12 - 1
Visual Approach Chart – ICAO EISG AD 2.24-16 - 1

EIWF AD 2 - 1

EIWF AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIWF AD 2 - 1
EIWF AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIWF AD 2 - 1
EIWF AD 2.3OPERATIONAL HOURS	EIWF AD 2 - 1
EIWF AD 2.4HANDLING SERVICES AND FACILITIES	EIWF AD 2 - 2
EIWF AD 2.5PASSENGER FACILITIES	EIWF AD 2 - 2
EIWF AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIWF AD 2 - 2
EIWF AD 2.7Runway Surface Condition Assessment and Reporting, and Snow Plan	EIWF AD 2 - 3
EIWF AD 2.8APRONS, TAXIWAYS AND CHECK LOCATION DATA	EIWF AD 2 - 3
EIWF AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EIWF AD 2 - 3
EIWF AD 2.10AERODROME OBSTACLES	EIWF AD 2 - 4
EIWF AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EIWF AD 2 - 4
EIWF AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EIWF AD 2 - 5
EIWF AD 2.13DECLARED DISTANCES	EIWF AD 2 - 5
EIWF AD 2.14APPROACH AND RUNWAY LIGHTING	EIWF AD 2 - 5
EIWF AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EIWF AD 2 - 6
EIWF AD 2.16HELICOPTER LANDING AREA	EIWF AD 2 - 6
EIWF AD 2.17ATS AIRSPACE	EIWF AD 2 - 6
EIWF AD 2.18ATS COMMUNICATIONS FACILITIES	EIWF AD 2 - 7
EIWF AD 2.19RADIO NAVIGATION AND LANDING AIDS	EIWF AD 2 - 8
EIWF AD 2.20LOCAL aerodrome REGULATIONS	EIWF AD 2 - 8
EIWF AD 2.21NOISE ABATEMENT PROCEDURES	EIWF AD 2 - 10
EIWF AD 2.22FLIGHT PROCEDURES	EIWF AD 2 - 10
EIWF AD 2.23ADDITIONAL INFORMATION	EIWF AD 2 - 10
EIWF AD 2.24CHARTS RELATED TO an AERODROME	EIWF AD 2 - 11
EIWF AD 2.25visual segment surface (vss) penetration	EIWF AD 2 - 11

Aerodrome Chart – ICAO EIWF AD 2.24-1 - 1

Aerodrome Obstacle Chart RWY 03/21– ICAO TYPE A EIWF AD 2.24-2 - 1
Instrument Approach Chart ILS CAT I or LOC RWY 21 EIWF AD 2.24-3.1 - 1
Instrument Approach Chart NDB/DME RWY 03 – ICAO EIWF AD 2.24-6.1 - 1
Visual Approach Chart – ICAO EIWF AD 2.24-7 - 1

EIWT AD 2 - 1

EIWT AD 2.1AERODROME LOCATION INDICATOR AND NAME	EIWT AD 2 - 1
EIWT AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	EIWT AD 2 - 1
EIWT AD 2.3OPERATIONAL HOURS	EIWT AD 2 - 1
EIWT AD 2.4HANDLING SERVICES AND FACILITIES	EIWT AD 2 - 2
EIWT AD 2.5PASSENGER FACILITIES	EIWT AD 2 - 2
EIWT AD 2.6RESCUE AND FIRE FIGHTING SERVICES	EIWT AD 2 - 2
EIWT AD 2.7Runway Surface Condition Assessment and Reporting and Snow Plan	EIWT AD 2 - 3

EWIWT AD 2.8APRONS, TAXIWAYS AND CHECK LOCATIONS/positions DATA	EWIWT AD 2 - 3
EWIWT AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	EWIWT AD 2 - 4
EWIWT AD 2.10AERODROME OBSTACLES	EWIWT AD 2 - 4
EWIWT AD 2.11METEOROLOGICAL INFORMATION PROVIDED	EWIWT AD 2 - 4
EWIWT AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	EWIWT AD 2 - 5
EWIWT AD 2.13DECLARED DISTANCES	EWIWT AD 2 - 5
EWIWT AD 2.14APPROACH AND RUNWAY LIGHTING	EWIWT AD 2 - 6
EWIWT AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	EWIWT AD 2 - 6
EWIWT AD 2.16HELICOPTER LANDING AREA	EWIWT AD 2 - 6
EWIWT AD 2.17ATS AIRSPACE	EWIWT AD 2 - 6
EWIWT AD 2.18ATS COMMUNICATION FACILITIES	EWIWT AD 2 - 7
EWIWT AD 2.19RADIO NAVIGATION AND LANDING AIDS	EWIWT AD 2 - 7
EWIWT AD 2.20LOCAL aerodrome REGULATIONS	EWIWT AD 2 - 7
EWIWT AD 2.21NOISE ABATEMENT PROCEDURES	EWIWT AD 2 - 7
EWIWT AD 2.22FLIGHT PROCEDURES	EWIWT AD 2 - 7
EWIWT AD 2.23ADDITIONAL INFORMATION	EWIWT AD 2 - 10
EWIWT AD 2.24CHARTS RELATED TO an AERODROME	EWIWT AD 2 - 10
EWIWT AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.	EWIWT AD 2 - 10
Aerodrome Chart – ICAO EIWWT AD 2.24-1 - 1	
AERODROME OBSTACLE CHART - ICAO EIWWT AD 2.24-2 - 1	
EIAB AD 2 - 1	
EIAB AD 2.1 Aerodrome Location Indicator And Name	EIAB AD 2 - 1
EIAB AD 2.2 Aerodrome Geographical And Administrative Data	EIAB AD 2 - 1
EIAB AD 2.3 Operational Hours	EIAB AD 2 - 1
EIAB AD 2.4 Handling Services And Facilities	EIAB AD 2 - 2
EIAB AD 2.5 Passenger Facilities	EIAB AD 2 - 2
EIAB AD 2.6 Rescue And Fire Fighting Services	EIAB AD 2 - 2
EIAB AD 2.7Runway Surface Condition Assessment and Reporting and Snow Plan	EIAB AD 2 - 2
EIAB AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIAB AD 2 - 2
EIAB AD 2.9 Surface Movement Guidance And Control System And Markings	EIAB AD 2 - 3
EIAB AD 2.10 Aerodrome Obstacles	EIAB AD 2 - 3
EIAB AD 2.11 Meteorological Information Provided	EIAB AD 2 - 3
EIAB AD 2.12 Runway Physical Characteristics	EIAB AD 2 - 3
EIAB AD 2.13 Declared Distances	EIAB AD 2 - 4
EIAB AD 2.14 Approach And Runway Lighting	EIAB AD 2 - 4
EIAB AD 2.15 Other Lighting, Secondary Power Supply	EIAB AD 2 - 4
EIAB AD 2.16 Helicopter Landing Area	EIAB AD 2 - 4
EIAB AD 2.17 ATS Airspace	EIAB AD 2 - 4
EIAB AD 2.18 ATS Communication Facilities	EIAB AD 2 - 4
EIAB AD 2.19 Radio Navigation And Landing Aids	EIAB AD 2 - 4
EIAB AD 2.20 Local Traffic Regulations	EIAB AD 2 - 4
EIAB AD 2.21 Noise Abatement Procedures	EIAB AD 2 - 5
EIAB AD 2.22 Flight Procedures	EIAB AD 2 - 5
EIAB AD 2.23 Additional Information	EIAB AD 2 - 5
EIAB AD 2.24 Charts Related To An Aerodrome	EIAB AD 2 - 5
EIBN AD 2 - 1	
EIBN AD 2.1 Aerodrome Location Indicator And Name	EIBN AD 2 - 1

EIBN AD 2.2 Aerodrome Geographical And Administrative Data	EIBN AD 2 - 1
EIBN AD 2.3 Operational Hours	EIBN AD 2 - 1
EIBN AD 2.4 Handling Services And Facilities	EIBN AD 2 - 2
EIBN AD 2.5 Passenger Facilities	EIBN AD 2 - 2
EIBN AD 2.6 Rescue And Fire Fighting Services	EIBN AD 2 - 2
EIBN AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIBN AD 2 - 2
EIBN AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIBN AD 2 - 2
EIBN AD 2.9 Surface Movement Guidance And Control System And Markings	EIBN AD 2 - 2
EIBN AD 2.10 Aerodrome Obstacles	EIBN AD 2 - 3
EIBN AD 2.11 Meteorological Information Provided	EIBN AD 2 - 3
EIBN AD 2.12 Runway Physical Characteristics	EIBN AD 2 - 3
EIBN AD 2.13 Declared Distances	EIBN AD 2 - 4
EIBN AD 2.14 Approach And Runway Lighting	EIBN AD 2 - 4
EIBN AD 2.15 Other Lighting, Secondary Power Supply	EIBN AD 2 - 4
EIBN AD 2.16 Helicopter Landing Area	EIBN AD 2 - 4
EIBN AD 2.17 ATS Airspace	EIBN AD 2 - 4
EIBN AD 2.18 ATS Communication Facilities	EIBN AD 2 - 4
EIBN AD 2.19 Radio Navigation And Landing Aids	EIBN AD 2 - 4
EIBN AD 2.20 LOCAL AERODROME REGULATIONS	EIBN AD 2 - 4
EIBN AD 2.21 Noise Abatement Procedures	EIBN AD 2 - 5
EIBN AD 2.22 Flight Procedures	EIBN AD 2 - 5
EIBN AD 2.23 Additional Information	EIBN AD 2 - 5
EIBN AD 2.24 Charts Related To An Aerodrome	EIBN AD 2 - 5
EIBN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EIBN AD 2 - 5
EIBR AD 2 - 1	
EIBR AD 2.1 Aerodrome Location Indicator And Name	EIBR AD 2 - 1
EIBR AD 2.2 Aerodrome Geographical And Administrative Data	EIBR AD 2 - 1
EIBR AD 2.3 Operational Hours	EIBR AD 2 - 1
EIBR AD 2.4 Handling Services And Facilities	EIBR AD 2 - 2
EIBR AD 2.5 Passenger Facilities	EIBR AD 2 - 2
EIBR AD 2.6 Rescue And Fire Fighting Services	EIBR AD 2 - 2
EIBR AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIBR AD 2 - 2
EIBR AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIBR AD 2 - 3
EIBR AD 2.9 Surface Movement Guidance And Control System And Markings	EIBR AD 2 - 3
EIBR AD 2.10 Aerodrome Obstacles	EIBR AD 2 - 3
EIBR AD 2.11 Meteorological Information Provided	EIBR AD 2 - 3
EIBR AD 2.12 Runway Physical Characteristics	EIBR AD 2 - 4
EIBR AD 2.13 Declared Distances	EIBR AD 2 - 4
EIBR AD 2.14 Approach And Runway Lighting	EIBR AD 2 - 4
EIBR AD 2.15 Other Lighting, Secondary Power Supply	EIBR AD 2 - 4
EIBR AD 2.16 Helicopter Landing Area	EIBR AD 2 - 5
EIBR AD 2.17 ATS Airspace	EIBR AD 2 - 5
EIBR AD 2.18 ATS Communication Facilities	EIBR AD 2 - 5
EIBR AD 2.19 Radio Navigation And Landing Aids	EIBR AD 2 - 5
EIBR AD 2.20 Local AERODROME Regulations	EIBR AD 2 - 5
EIBR AD 2.21 Noise Abatement Procedures	EIBR AD 2 - 5
EIBR AD 2.22 Flight Procedures	EIBR AD 2 - 5

EIBR AD 2.23 Additional Information	EIBR AD 2 - 5
EIBR AD 2.24 Charts Related To An Aerodrome	EIBR AD 2 - 6
EIBR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EIBR AD 2 - 6
EICA AD 2 - 1	
EICA AD 2.1 Aerodrome Location Indicator And Name	EICA AD 2 - 1
EICA AD 2.2 Aerodrome Geographical And Administrative Data	EICA AD 2 - 1
EICA AD 2.3 Operational Hours	EICA AD 2 - 1
EICA AD 2.4 Handling Services And Facilities	EICA AD 2 - 2
EICA AD 2.5 Passenger Facilities	EICA AD 2 - 2
EICA AD 2.6 Rescue And Fire Fighting Services	EICA AD 2 - 2
EICA AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EICA AD 2 - 2
EICA AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EICA AD 2 - 3
EICA AD 2.9 Surface Movement Guidance And Control System And Markings	EICA AD 2 - 3
EICA AD 2.10 Aerodrome Obstacles	EICA AD 2 - 3
EICA AD 2.11 Meteorological Information Provided	EICA AD 2 - 4
EICA AD 2.12 Runway Physical Characteristics	EICA AD 2 - 4
EICA AD 2.13 Declared Distances	EICA AD 2 - 5
EICA AD 2.14 Approach And Runway Lighting	EICA AD 2 - 5
EICA AD 2.15 Other Lighting, Secondary Power Supply	EICA AD 2 - 5
EICA AD 2.16 Helicopter Landing Area	EICA AD 2 - 5
EICA AD 2.17 ATS Airspace	EICA AD 2 - 5
EICA AD 2.18 ATS Communication Facilities	EICA AD 2 - 5
EICA AD 2.19 Radio Navigation And Landing Aids	EICA AD 2 - 5
EICA AD 2.20 Local Traffic Regulations	EICA AD 2 - 5
EICA AD 2.21 Noise Abatement Procedures	EICA AD 2 - 5
EICA AD 2.22 Flight Procedures	EICA AD 2 - 6
EICA AD 2.23 Additional Information	EICA AD 2 - 6
EICA AD 2.24 Charts Related To An Aerodrome	EICA AD 2 - 6
EICL AD 2 - 1	
EICL AD 2.1 Aerodrome Location Indicator And Name	EICL AD 2 - 1
EICL AD 2.2 Aerodrome Geographical And Administrative Data	EICL AD 2 - 1
EICL AD 2.3 Operational Hours	EICL AD 2 - 1
EICL AD 2.4 Handling Services And Facilities	EICL AD 2 - 2
EICL AD 2.5 Passenger Facilities	EICL AD 2 - 2
EICL AD 2.6 Rescue And Fire Fighting Services	EICL AD 2 - 2
EICL AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EICL AD 2 - 2
EICL AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EICL AD 2 - 2
EICL AD 2.9 Surface Movement Guidance And Control System And Markings	EICL AD 2 - 2
EICL AD 2.10 Aerodrome Obstacles	
EICL AD 2 - 3	
EICL AD 2.11 Meteorological Information Provided	EICL AD 2 - 3
EICL AD 2.12 Runway Physical Characteristics	EICL AD 2 - 4
EICL AD 2.13 Declared Distances	EICL AD 2 - 4
EICL AD 2.14 Approach And Runway Lighting	EICL AD 2 - 4
EICL AD 2.15 Other Lighting, Secondary Power Supply	EICL AD 2 - 4
EICL AD 2.16 Helicopter Landing Area	EICL AD 2 - 4
EICL AD 2.17 ATS Airspace	EICL AD 2 - 4

EICL AD 2.18 ATS Communication Facilities	EICL AD 2 - 5
EICL AD 2.19 Radio Navigation And Landing Aids	EICL AD 2 - 5
EICL AD 2.20 Local AERODROME REGULATIONS	EICL AD 2 - 5
EICL AD 2.21 Noise Abatement Procedures	EICL AD 2 - 5
EICL AD 2.22 Flight Procedures	EICL AD 2 - 5
EICL AD 2.23 Additional Information	EICL AD 2 - 5
EICL AD 2.24 Charts Related To An Aerodrome	EICL AD 2 - 5
EICL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EICL AD 2 - 5
EICN AD 2 - 1	
EICN AD 2.1 Aerodrome Location Indicator And Name	EICN AD 2 - 1
EICN AD 2.2 Aerodrome Geographical And Administrative Data	EICN AD 2 - 1
EICN AD 2.3 Operational Hours	EICN AD 2 - 1
EICN AD 2.4 Handling Services And Facilities	EICN AD 2 - 2
EICN AD 2.5 Passenger Facilities	EICN AD 2 - 2
EICN AD 2.6 Rescue And Fire Fighting Services	EICN AD 2 - 2
EICN AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EICN AD 2 - 2
EICN AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EICN AD 2 - 3
EICN AD 2.9 Surface Movement Guidance And Control System And Markings	EICN AD 2 - 3
EICN AD 2.10 Aerodrome Obstacles	EICN AD 2 - 3
EICN AD 2.11 Meteorological Information Provided	EICN AD 2 - 4
EICN AD 2.12 Runway Physical Characteristics	EICN AD 2 - 4
EICN AD 2.13 Declared Distances	EICN AD 2 - 5
EICN AD 2.14 Approach And Runway Lighting	EICN AD 2 - 5
EICN AD 2.15 Other Lighting, Secondary Power Supply	EICN AD 2 - 5
EICN AD 2.16 Helicopter Landing Area	EICN AD 2 - 5
EICN AD 2.17 ATS Airspace	EICN AD 2 - 5
EICN AD 2.18 ATS Communication Facilities	EICN AD 2 - 5
EICN AD 2.19 Radio Navigation And Landing Aids	EICN AD 2 - 5
EICN AD 2.20 Local Aerodrome Regulations	EICN AD 2 - 5
EICN AD 2.21 Noise Abatement Procedures	EICN AD 2 - 6
EICN AD 2.22 Flight Procedures	EICN AD 2 - 6
EICN AD 2.23 Additional Information	
EIIM AD 2 - 6	
EICN AD 2.24 Charts Related To An Aerodrome	EICN AD 2 - 6
EICN AD 2.25 visual segment surface (vss) penetration	EICN AD 2 - 6
EIIM AD 2 - 1	
EIIM AD 2.1Aerodrome Location Indicator And Name	EIIM AD 2 - 1
EIIM AD 2.2Aerodrome Geographical And Administrative Data	EIIM AD 2 - 1
EIIM AD 2.3Operational Hours	EIIM AD 2 - 1
EIIM AD 2.4Handling Services And Facilities	EIIM AD 2 - 2
EIIM AD 2.5Passenger Facilities	EIIM AD 2 - 2
EIIM AD 2.6Rescue And Fire Fighting Services	EIIM AD 2 - 2
EIIM AD 2.7Runway Surface Condition Assessment and Reporting and Snow Plan	EIIM AD 2 - 2
EIIM AD 2.8Aprons, Taxiways And Check Locations/Positions Data	EIIM AD 2 - 2
EIIM AD 2.9Surface Movement Guidance And Control System And Markings	EIIM AD 2 - 3
EIIM AD 2.10 Aerodrome Obstacles	EIIM AD 2 - 3
EIIM AD 2.11 Meteorological Information Provided	EIIM AD 2 - 3

EIIM AD 2.12 Runway Physical Characteristics	EIIM AD 2 - 4
EIIM AD 2.13 Declared Distances	EIIM AD 2 - 4
EIIM AD 2.14 Approach And Runway Lighting	EIIM AD 2 - 5
EIIM AD 2.15 Other Lighting, Secondary Power Supply	EIIM AD 2 - 5
EIIM AD 2.16 Helicopter Landing Area	EIIM AD 2 - 5
EIIM AD 2.17 ATS Airspace	EIIM AD 2 - 5
EIIM AD 2.18 ATS Communication Facilities	EIIM AD 2 - 5
EIIM AD 2.19 Radio Navigation And Landing Aids	EIIM AD 2 - 5
EIIM AD 2.20 Local Traffic Regulations	EIIM AD 2 - 6
EIIM AD 2.21 Noise Abatement Procedures	EIIM AD 2 - 6
EIIM AD 2.22 Flight Procedures	EIIM AD 2 - 6
EIIM AD 2.23 Additional Information	EIIM AD 2 - 6
EIIM AD 2.24 Charts Related To An Aerodrome	EIIM AD 2 - 6
EIIR AD 2 - 1	
EIIR AD 2.1 Aerodrome Location Indicator And Name	EIIR AD 2 - 1
EIIR AD 2.2 Aerodrome Geographical And Administrative Data	EIIR AD 2 - 1
EIIR AD 2.3 Operational Hours	EIIR AD 2 - 1
EIIR AD 2.4 Handling Services And Facilities	EIIR AD 2 - 2
EIIR AD 2.5 Passenger Facilities	EIIR AD 2 - 2
EIIR AD 2.6 Rescue And Fire Fighting Services	EIIR AD 2 - 2
EIIR AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIIR AD 2 - 2
EIIR AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIIR AD 2 - 2
EIIR AD 2.9 Surface Movement Guidance And Control System And Markings	EIIR AD 2 - 3
EIIR AD 2.10 Aerodrome Obstacles	EIIR AD 2 - 3
EIIR AD 2.11 Meteorological Information Provided	EIIR AD 2 - 3
EIIR AD 2.12 Runway Physical Characteristics	EIIR AD 2 - 4
EIIR AD 2.13 Declared Distances	EIIR AD 2 - 4
EIIR AD 2.14 Approach And Runway Lighting	EIIR AD 2 - 5
EIIR AD 2.15 Other Lighting, Secondary Power Supply	EIIR AD 2 - 5
EIIR AD 2.16 Helicopter Landing Area	EIIR AD 2 - 5
EIIR AD 2.17 ATS Airspace	EIIR AD 2 - 5
EIIR AD 2.18 ATS Communication Facilities	EIIR AD 2 - 5
EIIR AD 2.19 Radio Navigation And Landing Aids	EIIR AD 2 - 5
EIIR AD 2.20 Local Traffic Regulations	EIIR AD 2 - 5
EIIR AD 2.21 Noise Abatement Procedures	EIIR AD 2 - 6
EIIR AD 2.22 Flight Procedures	EIIR AD 2 - 6
EIIR AD 2.23 Additional Information	EIIR AD 2 - 6
EIIR AD 2.24 Charts Related To An Aerodrome	EIIR AD 2 - 6
EIMH AD 2 - 1	
EIMH AD 2.1 Aerodrome Location Indicator And Name	EIMH AD 2 - 1
EIMH AD 2.2 Aerodrome Geographical And Administrative Data	EIMH AD 2 - 1
EIMH AD 2.3 Operational Hours	EIMH AD 2 - 1
EIMH AD 2.4 Handling Services And Facilities	EIMH AD 2 - 2
EIMH AD 2.5 Passenger Facilities	EIMH AD 2 - 2
EIMH AD 2.6 Rescue And Fire Fighting Services	EIMH AD 2 - 2
EIMH AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIMH AD 2 - 2
EIMH AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIMH AD 2 - 2

EIMH AD 2.9 Surface Movement Guidance And Control System And Markings	EIMH AD 2 - 3
EIMH AD 2.10 Aerodrome Obstacles	EIMH AD 2 - 3
EIMH AD 2.11 Meteorological Information Provided	EIMH AD 2 - 3
EIMH AD 2.12 Runway Physical Characteristics	EIMH AD 2 - 4
EIMH AD 2.13 Declared Distances	EIMH AD 2 - 5
EIMH AD 2.14 Approach And Runway Lighting	EIMH AD 2 - 5
EIMH AD 2.15 Other Lighting, Secondary Power Supply	EIMH AD 2 - 5
EIMH AD 2.16 Helicopter Landing Area	EIMH AD 2 - 5
EIMH AD 2.17 ATS Airspace	EIMH AD 2 - 5
EIMH AD 2.18 ATS Communication Facilities	EIMH AD 2 - 5
EIMH AD 2.19 Radio Navigation And Landing Aids	EIMH AD 2 - 6
EIMH AD 2.20 Local aerodrome Regulations	EIMH AD 2 - 6
EIMH AD 2.21 Noise Abatement Procedures	EIMH AD 2 - 6
EIMH AD 2.22 Flight Procedures	EIMH AD 2 - 6
EIMH AD 2.23 Additional Information	EIMH AD 2 - 6
EIMH AD 2.24 Charts Related To An Aerodrome	EIMH AD 2 - 6
EIMH AD 2.25 visual segment surface (vss) penetration	EIMH AD 2 - 6
EIMN AD 2 - 1	
EIMN AD 2.1 Aerodrome Location Indicator And Name	EIMN AD 2 - 1
EIMN AD 2.2 Aerodrome Geographical And Administrative Data	EIMN AD 2 - 1
EIMN AD 2.3 Operational Hours	EIMN AD 2 - 1
EIMN AD 2.4 Handling Services And Facilities	EIMN AD 2 - 2
EIMN AD 2.5 Passenger Facilities	EIMN AD 2 - 2
EIMN AD 2.6 Rescue And Fire Fighting Services	EIMN AD 2 - 2
EIMN AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIMN AD 2 - 2
EIMN AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIMN AD 2 - 2
EIMN AD 2.9 Surface Movement Guidance And Control System And Markings	EIMN AD 2 - 3
EIMN AD 2.10 Aerodrome Obstacles	EIMN AD 2 - 3
EIMN AD 2.11 Meteorological Information Provided	EIMN AD 2 - 3
EIMN AD 2.12 Runway Physical Characteristics	EIMN AD 2 - 4
EIMN AD 2.13 Declared Distances	EIMN AD 2 - 4
EIMN AD 2.14 Approach And Runway Lighting	EIMN AD 2 - 5
EIMN AD 2.15 Other Lighting, Secondary Power Supply	EIMN AD 2 - 5
EIMN AD 2.16 Helicopter Landing Area	EIMN AD 2 - 5
EIMN AD 2.17 ATS Airspace	EIMN AD 2 - 5
EIMN AD 2.18 ATS Communication Facilities	EIMN AD 2 - 5
EIMN AD 2.19 Radio Navigation And Landing Aids	EIMN AD 2 - 5
EIMN AD 2.20 Local Traffic Regulations	EIMN AD 2 - 6
EIMN AD 2.21 Noise Abatement Procedures	EIMN AD 2 - 6
EIMN AD 2.22 Flight Procedures	EIMN AD 2 - 6
EIMN AD 2.23 Additional Information	EIMN AD 2 - 6
EIMN AD 2.24 Charts Related To An Aerodrome	EIMN AD 2 - 6
EINC AD 2 - 1	
EINC AD 2.1Aerodrome Location Indicator And Name	EINC AD 2 - 1
EINC AD 2.2Aerodrome Geographical And Administrative Data	EINC AD 2 - 1
EINC AD 2.3Operational Hours	EINC AD 2 - 1
EINC AD 2.4Handling Services And Facilities	EINC AD 2 - 2

EINC AD 2.5 Passenger Facilities	EINC AD 2 - 2
EINC AD 2.6 Rescue And Fire Fighting Services	EINC AD 2 - 2
EINC AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EINC AD 2 - 2
EINC AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EINC AD 2 - 2
EINC AD 2.9 Surface Movement Guidance And Control System And Markings	EINC AD 2 - 3
EINC AD 2.10 Aerodrome Obstacles	EINC AD 2 - 3
EINC AD 2.11 Meteorological Information Provided	EINC AD 2 - 3
EINC AD 2.12 Runway Physical Characteristics	EINC AD 2 - 3
EINC AD 2.13 Declared Distances	EINC AD 2 - 4
EINC AD 2.14 Approach And Runway Lighting	EINC AD 2 - 4
EINC AD 2.15 Other Lighting, Secondary Power Supply	EINC AD 2 - 4
EINC AD 2.16 Helicopter Landing Area	EINC AD 2 - 4
EINC AD 2.17 ATS Airspace	EINC AD 2 - 4
EINC AD 2.18 ATS Communication Facilities	EINC AD 2 - 5
EINC AD 2.19 Radio Navigation And Landing Aids	EINC AD 2 - 5
EINC AD 2.20 Local Traffic Regulations	EINC AD 2 - 5
EINC AD 2.21 Noise Abatement Procedures	EINC AD 2 - 5
EINC AD 2.22 Flight Procedures	EINC AD 2 - 5
EINC AD 2.23 Additional Information	EINC AD 2 - 5
EINC AD 2.24 Charts Related To An Aerodrome	EINC AD 2 - 5
EINC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EINC AD 2 - 5
EIRT AD 2 - 1	
EIRT AD 2.1 Aerodrome Location Indicator And Name	EIRT AD 2 - 1
EIRT AD 2.2 Aerodrome Geographical And Administrative Data	EIRT AD 2 - 1
EIRT AD 2.3 Operational Hours	EIRT AD 2 - 1
EIRT AD 2.4 Handling Services And Facilities	EIRT AD 2 - 2
EIRT AD 2.5 Passenger Facilities	EIRT AD 2 - 2
EIRT AD 2.6 Rescue And Fire Fighting Services	EIRT AD 2 - 2
EIRT AD 2.7 Runway Surface Condition Assessment and Reporting and Snow Plan	EIRT AD 2 - 2
EIRT AD 2.8 Aprons, Taxiways And Check Locations/Positions Data	EIRT AD 2 - 2
EIRT AD 2.9 Surface Movement Guidance And Control System And Markings	EIRT AD 2 - 2
EIRT AD 2.10 Aerodrome Obstacles	EIRT AD 2 - 3
EIRT AD 2.11 Meteorological Information Provided	EIRT AD 2 - 3
EIRT AD 2.12 Runway Physical Characteristics	EIRT AD 2 - 3
EIRT AD 2.13 Declared Distances	EIRT AD 2 - 4
EIRT AD 2.14 Approach And Runway Lighting	EIRT AD 2 - 4
EIRT AD 2.15 Other Lighting, Secondary Power Supply	EIRT AD 2 - 4
EIRT AD 2.16 Helicopter Landing Area	EIRT AD 2 - 4
EIRT AD 2.17 ATS Airspace	EIRT AD 2 - 4
EIRT AD 2.18 ATS Communication Facilities	EIRT AD 2 - 4
EIRT AD 2.19 Radio Navigation And Landing Aids	EIRT AD 2 - 5
EIRT AD 2.20 Local AERODROME Regulations	EIRT AD 2 - 5
EIRT AD 2.21 Noise Abatement Procedures	EIRT AD 2 - 5
EIRT AD 2.22 Flight Procedures	EIRT AD 2 - 5
EIRT AD 2.23 Additional Information	EIRT AD 2 - 5
EIRT AD 2.24 Charts Related To An Aerodrome	EIRT AD 2 - 5
EIRT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	EIRT AD 2 - 5

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EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICK – CORK/International

EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EICK AD 2.3 OPERATIONAL HOURS

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

EICK AD 2.4 HANDLING SERVICES AND FACILITIES

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

EICK AD 2.5 PASSENGER FACILITIES

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

EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 CAT 9 AVBL with 48HR prior notice
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2	Rescue equipment	Cutting equipment, Emergency Lighting and other equipment in compliance with Category 7 requirements
3	Capability for removal of disabled aircraft	Coordinators: Head of Airside Infrastructure Resident Engineer Phone: + 353 (0)21 4329 659/ + 353 (0)87 602 9011 Capability: Up to Code C aircraft (Utilising equipment available at Dublin Airport) - Details available from Coordinators.
4	Remarks	Communication with Rescue and Fire Fighting Service: Frequency 121.605 AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.605 should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Fire 1'. It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC have access to 121.605. Frequency 121.605 is H24 and is AVBL within 8NM radius of Cork Airport.

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

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

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

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

EICK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EICK AD 2.10 AERODROME OBSTACLES

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

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

EICK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EICK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

EICK AD 2.13 DECLARED DISTANCES

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

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

EICK AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

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

EICK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	See AD 2.20.5

EICK AD 2.17 ATS AIRSPACE

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

EICK AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SATVoice No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
GND	Cork Ground	121.855			H24	Nil
TWR	Cork Tower	119.305 121.705			H24	Nil
APP	Cork Approach	119.905			H24	Nil
APP (RADAR)	Cork Radar	118.805			H24	Nil
ATIS	Cork Information	120.930			0500-2300 (0400-2200)	Nil

Service designation	Call sign	Channel(s)	SATVoice No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
D-ATIS	Cork Information				0500-2300 (0400-2200)	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network

EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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

EICK AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

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

2. Taxiway A

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

3. Aircraft Training

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

4. Mandatory Ground Handling

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

5. Helicopter Landing Area

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

EICK AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport. The following procedures are provided to ensure that the necessary safety of flight operations is maintained while minimising exposure to noise on the ground.
2. CAT A, B Aircraft.
All CAT A, B aircraft departures from all runways must maintain straight ahead after take-off until passing 1000ft QNH before commencing turn. No take-off turn shall be commenced before the departure end of runway.
3. CAT C, D Aircraft.
CAT C, D aircraft departures must maintain straight ahead after take-off until passing 2500ft QNH before commencing turn.

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

EICK AD 2.22 FLIGHT PROCEDURES

1. General

1.1 Holding Areas

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

1.2 SID and STAR

1.2.1 RNAV Equipped Aircraft

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

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

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

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

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

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

1.2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

1.2.3 Non RNAV Equipped aircraft

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

1.3 Visual manoeuvring (circling) approaches

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

2. Speed Control - General Provisions

Speed Restrictions

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

3. Arrival Procedures

3.1 Clearance to enter the CTA and CTR

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

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

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

3.2 Initial Approach Procedures

- **With Radar Control**
In order to expedite the flow of traffic, aircraft may be cleared on STARs, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.
Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold
Actual descent clearance will be as directed by ATC.
- **Without Radar Control**
When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.
- **Communications failure procedures for arriving aircraft**
Aircraft experiencing communications failure in the Shannon CTR/CTA shall set transponder code A7600 and comply with standard ICAO procedures.
Supplemented by the following:

- Traffic cleared on STAR
Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude. On reaching the appropriate hold fix, descend to 3000ft and complete the instrument approach procedure appropriate to the Runway in use.
- Traffic Radar vectored to final approach
 1. *Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the Instrument Approach procedure appropriate to the Runway in use.*
 2. *If unable to comply with the above, or uncertain of position, climb to 3000ft QNH, proceed in the most expeditious manner to the hold appropriate to the Runway in use and complete the Instrument Approach Procedure appropriate to the Runway in Use.*

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

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

4. Departure Procedures

4.1 RWY 16 AND 34

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

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

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

4.2 Communications failure procedures for departing aircraft

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

RFL below FL080:

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

RFL FL080 or above:

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

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

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

5. Low Visibility Procedures

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

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

- Departing aircraft shall normally use TWY A.
- Arriving aircraft shall normally use TWY C.

5.3 Low Visibility Take-off (LVTO) Procedures

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

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

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

5.4 TWY Stopbar/Centreline Lighting

TWY stopbar/centreline lighting will be in use.

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

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

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

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

6. Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

- Carrigaline Town Hold:
514858.94N 0082326.97W (WGS84).
Left-hand pattern, based on Carrigaline Town.
Outbound leg is 1 minute, flown at 120KT TAS,
Inbound track 246°M.
Minimum holding altitude is 1500ft QNH.
- Classis Lake Quarry Hold:
515256.46N 0083748.90W.
Right-hand pattern, based on quarry lake near Oven village.
Outbound leg is 1 minute, flown at 120KT TAS.
Inbound track 163°M.
Minimum holding altitude is 1500ft QNH.
- Dunkettle Roundabout Hold:
515414.76N 0082316.64W.
Left-hand pattern, based on Dunkettle Roundabout.
Outbound leg is 1 minute, flown at 120KT TAS.
Inbound track 163°M
Minimum holding altitude is 1500ft QNH.
- Halfway Roundabout Hold:
514806.24N 0083425.70W.
Right-hand pattern, based on Halfway village.
Outbound leg is 1 minute, flown at 120KT TAS,
Inbound track 066°M.
Minimum holding altitude is 1500ft QNH.

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

EICK AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information

Runway 07/25

The runway strip width and obstacle limitation surfaces for Runway 07/25 are appropriate to a Code 3 Non-instrument runway.

ICAO Categories A, B aircraft can perform certain Type-A Approaches only, to runway 07/25-see EICK AD 2.24

A Type A Approach being that having a minimum descent height or decision height at or above 75M (250ft)

EICK AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart - ICAO	EICK AD 2.24-1
Aircraft Parking/Docking Chart - ICAO	EICK AD 2.24-2
Aerodrome Obstacle Chart RWY 07/25 – ICAO TYPE A	EICK AD 2.24-3
Aerodrome Obstacle Chart RWY 16/34 – ICAO TYPE A	EICK AD 2.24-4
Precision Approach Terrain Chart RWY 16 - ICAO	EICK AD 2.24-5
RNAV (GNSS) Standard Departure Chart RWY16 Cat A,B - ICAO	EICK AD 2.24-6
RNAV (GNSS) Standard Departure Chart RWY16 Cat C,D - ICAO	EICK AD 2.24-7
RNAV (GNSS) Standard Departure Chart RWY34 Cat A,B - ICAO	EICK AD 2.24-8
RNAV (GNSS) Standard Departure Chart RWY34 Cat C,D - ICAO	EICK AD 2.24-9
RNAV (GNSS) Standard Departure Chart RWY07 Cat A,B - ICAO	EICK AD 2.24-10
RNAV (GNSS) Standard Departure Chart RWY07 Cat C,D - ICAO	EICK AD 2.24-11
RNAV (GNSS) Standard Departure Chart RWY25 Cat A,B - ICAO	EICK AD 2.24-12
RNAV (GNSS) Standard Departure Chart RWY25 Cat C,D - ICAO	EICK AD 2.24-13
RNAV (GNSS) Standard Arrival Chart RWY16 - ICAO	EICK AD 2.24-14
RNAV (GNSS) Standard Arrival Chart RWY34 - ICAO	EICK AD 2.24-15
RNAV (GNSS) Standard Arrival Chart RWY07 Cat A,B - ICAO	EICK AD 2.24-16
RNAV (GNSS) Standard Arrival Chart RWY25 Cat A,B - ICAO	EICK AD 2.24-17
Instrument Approach Chart RNP RWY16 - ICAO	EICK AD 2.24-18
Instrument Approach Chart ILS Cat I & II or LOC RWY16 - ICAO	EICK AD 2.24-19
Instrument Approach Chart VOR RWY16 - ICAO	EICK AD 2.24-20
Instrument Approach Chart RNP RWY34 - ICAO	EICK AD 2.24-21
Instrument Approach Chart ILS CAT I or LOC RWY34 - ICAO	EICK AD 2.24-22
Instrument Approach Chart VOR RWY 34 - ICAO	EICK AD 2.24-23
Instrument Approach Chart RNP RWY07 - ICAO	EICK AD 2.24-24
Instrument Approach Chart VOR RWY 07 - ICAO	EICK AD 2.24-25
Instrument Approach Chart RNP RWY25 (LNAV Only) - ICAO	EICK AD 2.24-26
Instrument Approach Chart VOR RWY 25 - ICAO	EICK AD 2.24-27
Visual Approach Chart – ICAO	EICK AD 2.24-28
ATC Surveillance Minimum Altitude Chart - ICAO	EICK AD 2.24-29

EICK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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EIDW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDW – DUBLIN/International

EIDW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EIDW AD 2.3 OPERATIONAL HOURS

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

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

EIDW AD 2.4 HANDLING SERVICES AND FACILITIES

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

EIDW AD 2.5 PASSENGER FACILITIES

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

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

EIDW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Required CAT 9 Available CAT 9
2	Rescue equipment	Emergency lighting and other equipment adequate to meet Category 9 requirements
3	Capability for removal of disabled aircraft	Aircraft Recovery Coordinator Airfield Delivery Manager Phone:+353 (0)87 203 5950 Capability Up to Code C aircraft (nosewheel recovery up to Code E) Details available from Coordinator (Utilising equipment available at Dublin Airport)
4	Remarks	Communication with Rescue and Fire Fighting Service: Frequency 121.605 AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.605 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 121.605. Frequency 121.605 is H24 and AVBL within 10 NM radius of Dublin Airport

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

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

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

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

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

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

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

EIDW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EIDW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
Please contact AIP@dublinairport.com for queries/information related to EIDW Aerodrome Obstacles.					

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

EIDW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EIDW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10R	095.24°	2637 x 45	910/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 243ft
28L	275.27°	2637 x 45	910/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 203ft
10L	095.25°	3109 x 45	1140/R/C/W/T CONC	532613.79N 0061650.22W 532605.39N 0061417.60W 184 ft	THR 235ft
28R	275.28°	3109 x 45	1140/R/C/W/T CONC	532606.73N 0061441.87W 532614.62N 0061705.32W 184 ft	THR 213ft
16	156.59°	2072 x 45	3020/F/B/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 218ft
34	336.60°	2072 x 45	3020/F/B/W/T ASPH -	532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft	THR 202ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Slope of 0.47% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	91 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	RWY 10R/28L, pavement surface is grooved asphalt. RWY 10R/28L is provided with 7.5 M wide asphalt shoulders. Periodic closure for maintenance - Approximately every eight weeks, RWY 10R/28L will be closed for essential maintenance, including rubber removal, grass cutting, painting of day markings etc. The RWY will be closed for approximately four nights between 2230 HR and 0530 HR (local). These closures for maintenance will be promulgated by NOTAM.
	56 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	
Slope of 0.18% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	RWY 10L/28R pavement surface is grooved. RWY 10L/28R is provided with 7.5M wide concrete shoulders. CWY starts at end of RWY surface.
	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	
Slope of 0.24% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-5	Nil	183 x 150	2192 x 280	RWY16 THR (north end of RWY strip) 140 x 150. RWY16 END (south end of RWY strip) 138 x 150.	Nil	Yes	RWY 16/34, pavement surface is grooved asphalt. RWY 16/34 is provided with 8M wide asphalt shoulders. Runway Slope - Sharp slope change approximately 100m south of RWY 16 THR/ RWY 34 END, and runway slope of up to 1.1%.
	Nil	61 x 150	2192 x 280	RWY34 THR (south end of RWY strip) 138 x 150. RWY34 END (north end of RWY strip) 140 x 150.	Nil	Nil	

EIDW AD 2.13 DECLARED DISTANCES

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

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

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

EIDW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/ 3° MEHT 20M (439M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	Nil

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

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
28L	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 21M (374M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	RETILs (yellow) Prior to exit to TWY S5
10L	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 17.6M (398M)	900M 30M LIH	3109M 15M coded 0-2220M White, 2220M-2820M Red/White, 2820M-3109M Red LIH	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N3
28R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Right side only 3° MEHT 16.8M (398M)	900M 30M LIH	3109M 15M coded 0-2205M White, 2205M-2805M Red/White, 2805M-3109M	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N5
16	CAT I 910M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 19M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil
34	SALS 426M LIL	Green LIH	PAPI Both sides/3° MEHT 20M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	For small aircraft (A & B) Runway 34 end lights may not be sighted until the last 400 metres.

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

EIDW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

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

EIDW AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and/or FATO area dimensions, surface, strength, marking	Nil
4	TRUE BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	See AD 2.20, Section 11.14 Helicopter Operations

EIDW AD 2.17 ATS AIRSPACE

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

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

EIDW AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Clearance Delivery Frequency	Dublin Delivery	122.985			0600-1800 (0500-1700)	Aircraft Contact Minimum 15 Min before start-up.
GND	Dublin Ground	121.805			H24	Ground South.
		119.015			H24	Ground South Back-up Channel as directed by ATC.
		125.885			H24	Ground North.
		130.790			H24	Ground North Back-up Channel As directed by ATC.
TWR	Dublin Tower	118.605			H24	Tower South
		119.805			H24	Tower South Back-up Channel As directed by ATC.
		124.680			H24	TWR North.
		128.805			H24	TWR North Back-up Channel. As directed by ATC.
APP	Dublin Approach	121.105			H24	Approach.
		119.555			H24	Approach Back-up Channel. As directed by ATC.
		119.930			H24	Finals.
		133.280			H24	Finals Back-up Channel. As directed by ATC.
ACC	Dublin Control	129.180			All H24	Upper North
		135.655				Upper South
		132.580				Lower North
		120.755				Lower South
		126.255			H24	Dublin Control Back-up. Channel. As directed by ATC.
		124.655				
FIS	Dublin Flight Information Service	118.500 MHz			As promulgated on ATIS	As required. 25MHz Frequency.

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	Dublin Information Arrival	124.530			H24	
	(Dublin Information Departure)	129.640			H24	
VOLMET	Dublin VOLMET	127.005			H24	
D-ATIS	Dublin Information				H24	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

EIDW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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

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

EIDW AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground Movement

1.1 General

- i. Stop-bars are provided at all runway entry/exit points and are illuminated to protect active runways. When a runway is inactive the associated stop-bar is normally not illuminated. However, specific clearance from ATC must still be obtained before entering or crossing an inactive runway.
- ii. Pilots should use the minimum power necessary while taxiing. In apron areas, pilots should operate at the minimum power commensurate with the intended manoeuvre, due to the effect of jet blast on personnel, equipment and buildings.
- iii. Flight crew are responsible for wing tip clearance and are reminded of the importance of maintaining a careful lookout at all times, regardless of location and visibility conditions.
- iv. ATC may require aircraft to manoeuvre in close proximity to other aircraft. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether an aircraft can be passed safely, the flight crew should stop, advise ATC, and request alternative instructions if available.
- v. In order to assist in the safe separation of aircraft, when flight crew are instructed to stop at any runway-holding or intermediate holding position they should position the aircraft as close as possible to the relevant pavement marking while ensuring that the marking remains visible from the cockpit.

1.2 Turning

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

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

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

Particular attention is drawn to the following:

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

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

1.3 Taxiing Restrictions

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

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

1.4 Apron Operations

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

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

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

1.5 Use of Runways (General)

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

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

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

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

1.6 Runway 16-34 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following adjoining taxiways: E1, E2, B2, A, H1, M1, P1 or N. Aircraft vacating the runway and stopping in any of these taxiways are not clear of the runway.

Aircraft exiting the runway via TWY N4 must continue on to the section of taxiway parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.7 Runway 28L Operations

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

1.8 Runway 10R Operations

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

1.9 Runway 28R Operations

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

1.10 Runway 10L Operations

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

2. Availability of Intersection Take-Off

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

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

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

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

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

2.1 RWY10R/28L and RWY 16/34

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

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

2.2 RWY 10L/28R

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

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

3 High Intensity Runway Operations (HIRO)

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

3.1 Arrivals

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

In order to reduce runway occupancy times, pilots shall apply the following procedure:

Pilots should pre-plan their landing and roll out to target the appropriate exit taxiway, weather permitting, that provides for a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times

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

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

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

The preferred exit taxiways for RWY10R and RWY28L are:

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

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

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

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

3.2 Departures

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

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

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

3.3 Preferred Use of Intersection Take-Offs

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

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

Aircraft Type	RWY	Preferred TWY Intersection
All aircraft	10L	TWY N6
	28R	TWY N2
RJ85 type and all turboprops	10R	TWY S6*
	28L	TWY S1*

* Intersection take-offs RWY 10R/28L are not available during Low Visibility Operations

3.4 Additional information on runway usage is available [EIDW AD 2.21 NOISE ABATEMENT PROCEDURES](#) Section 5

4. Mandatory ground handling of aircraft at Dublin Airport

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

5. Aircraft Engine Test Runs

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

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

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

11.15 Contact and Information

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

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

11.16 Contact Details

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

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

Dublin Airport

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

AIRNAV Ireland

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

EIDW AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
2. Standard Instrument Departures
Strict compliance with SID is mandatory.
3. Other Instrument Departures
 - 3.1 Cat A, B Aircraft
 - 3.1.1 Cat A, B Aircraft (Non Jet)
After take-off, pilots should ensure that they are at a minimum altitude of 750ft QNH before initiating any turn. No take-off turn shall be commenced before the departure end of the runway.
 - 3.1.2 Cat A, B Aircraft (Jet)
Departures must track the runway extended centreline after take-off until passing 750QNH before commencing turn. No take-off turn shall be commenced before the departure end of the runway.
 - 3.2 Cat C, D Aircraft
 - 3.2.1 Departures from all runways except Runway 10R, must track the runway extended centreline after take-off until passing 750ft and then proceed in accordance with the relevant Instrument Flight Procedure published departure track and adhere to published altitude/level restrictions unless otherwise cleared by ATC.
 - 3.2.2 Departures from Runway 10R must track the runway extended centreline to 5NM before commencing turn to the north, or to 6NM before commencing turn to the south.
 - 3.2.3 Take-off climb shall comply with the procedure detailed below, which is based on noise abatement departure climb guidance contained in PANS OPS Doc 8168 Vol 1 - Appendix to Chapter 3 - NADP2.
 - 3.2.4 Take-off thrust, speed $V^2 + 20$ to 40 km/h ($V^2 + 10$ to 20kt).
 - 3.2.4.1 At 240m (800ft) and while maintaining a positive rate of climb, body angle is reduced and flaps/slats are retracted on schedule as the aircraft is accelerated towards V_{zf} .
 - 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 associated with RNAV SIDs and STARs shall be in accordance with Regulation (EU) No 923/2012 (SERA), SERA.14001 General and Appendix 1 to AMC1 SERA.14001 General, which contain the applicable radiotelephony procedures and phraseologies for ATS communications.

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. 2. If unable to comply with the above, advise ATC as soon as possible.
					4NM to THR IAS as performance requires.	
Warning Operators are advised of the probability of encountering a GPWS Terrain alert, for aircraft which are exceeding the standard speed restrictions, while at or below 5,000FT and which are in the vicinity of the hight terrain to the south of Dublin Airport.						

4. Recommended Flight Planning for Peak Arrival Periods

For further information refer to [ENR 1.10.7.1](#)

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

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

5.2 Initial Approach Procedures

5.2.1 With radar control

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

For RWYs 16 & 34 pilots should plan their flight profile in such a manner as to be able to achieve 6000ft QNH at the appropriate hold.

For RWY 28L/R & 10L/R pilots should plan their flight profile on the sequencing leg to achieve level constraints. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

5.2.2 Without radar control

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

5.3 Radio Communication Failure Procedures

In accordance with SERA.14083 Radio communication failure procedures and AMC1 SERA.14083(d), aircraft experiencing total radio communication failure shall select SSR Code A7600 and comply with the applicable radio communication failure procedures. Aircraft capable of receiving ATS communications but unable to transmit shall

select SSR Code A7601 and continue in accordance with the applicable radio communication failure procedures and any ATS instructions received.

5.4 Communication failure procedures for arriving aircraft

5.4.1 RWY 16 & 34

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

5.4.2 RWY 28L/R and 10L/R

RWY 28L/R

5.4.2.1 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 or ABIVU as appropriate. After turning off the Sequence Leg, descend to comply with the constraint altitude at LAPMO or ABIVU and complete the approach for landing on RWY 28L/R, depending on runway in use.
- 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.**

5.4.2.2 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.

5.4.2.3 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

5.4.2.4 Aircraft prior to sequence Leg Hold (ADNAL or BABON as appropriate)

- a. Squawk 7600.
- b. Proceed via the STAR to enter the appropriate Sequence Leg Hold (ie. ADNAL or BABON) 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 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 RWY 10L/R, depending on runway in use.

5.4.2.5 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.

5.4.2.6 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.

5.4.3 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 radio communication failure shall comply with the procedures published in Section 5.3 Radio Communication Failure Procedures, supplemented by the following local procedures:

Supplemented by the following:

- i. For aircraft departing on a SID where no cruising level has been specified in the enroute clearance (and therefore no level specified in the Current Flight Plan) the climb, after the appropriate time interval, shall be to the level contained in the Filed Flight Plan.
- ii. Aircraft routeing on a ROTEV SID expecting transition to BOYNE
Aircraft routeing on a ROTEV SID experiencing communications failure, and expecting transition to BOYNE, should continue to ROTEV, then, in the most expeditious manner, route to BOYNE to join the Current Flight Plan route. Maintain the last assigned level for a period of three minutes, and then climb to the level specified in the Current Flight Plan.

7. Low Visibility Procedures

7.1. Low Visibility Procedures

Low Visibility Procedures means procedures applied at an Aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs.

There is no approved CAT III approach for RWY 10L.

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

Table 1: Single Runway Operations Runway 28L

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

Table 2: Single Runway Operations Runway 10R

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

Table 3: Single Runway Operations Runway 28R

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

Table 4: Segregated Parallel Runway Operations Runway 28

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

Table 5: Single Runway Operations Runway 10L

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

Table 6: Segregated Parallel Runway Operations Runway 10

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

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

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

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

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

TWY/stopbar/centreline lighting will be in use.

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

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

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

7.2. Low Visibility Take Offs (LVTOs)

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

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

It is 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:

- Set aircraft identification and, when received, set assigned Mode A code.
- 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),
- Only when approaching the holding position of the departure runway, select "TCAS" (e.g.: TA/RA).

9.2 Arriving aircraft:

- As soon as practicable after landing de-select "TCAS" (e.g.: deselect TA/RA),
- Select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "on" (e.g. ON or XPDR),
- 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 available.

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, 122.985 .
- 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:
 - 118.605 for entry to the Dublin CTR South of Dublin Airport
 - 124.680 for entry to the Dublin CTR North of Dublin Airport.
- b. Dublin ACC Lower North, 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.

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 Baldonnell 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)

Location	Coordinates
VRP Ashbourne Town	533043.95N 0062354.93W
VRP Baily Lighthouse	532141.65N 0060308.76W
VRP Ballymun Centre	532339.93N 0061554.74W
VRP Bray Head	531119.49N 0060503.83W
VRP Cellbridge Town	532020.42N 0063222.16W
VRP Donadea Wood	532021.28N 0064449.03W
VRP Dunboyne Town	532517.22N 0062836.15W
VRP Dunshaughlin Town	533051.04N 0063228.82W
VRP Dunsoghly Castle	532537.48N 0061910.36W
VRP Garristown Village	533400.27N 0062258.13W
VRP Heuston Station	532046.18N 0061746.66W
VRP Kilcock Town	532358.13N 0064005.43W
VRP Killiney Hill	531555.09N 0060714.33W
VRP Kilteel Village	531410.34N 0063128.07W
VRP Lambay Island	532929.64N 0060057.65W
VRP Malahide Town	532704.80N 0060859.56W

10.9 Circuit Operation,

Dublin Airport Circuit training is not permitted at Dublin Airport.

10.10 Radio Communications Failure Procedures – VFR Traffic

10.10.1 Departure Traffic

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

10.10.2 Arrival Traffic

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

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

EIDW AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

Bird Hazard Information

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

[Refer to ENR 1.6 2.8 Monitoring Codes](#)

Code F

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

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

Helicopter Operations

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

Provision of information to the IATA Standard for AOS:

1. DAA requires that airlines and handling agents submit messages for inbound and outbound Dublin Flights, in the standard format described in the IATA Airport Handling Manual.
2. The address that all the SITA messages shall be sent to is DUBRN7X.
3. The following are the three principal message types to be submitted to daa:
 - a. Load messages (AHM 583).
 - b. Statistical load summary (AHM 588).
 - c. Aircraft movement message (AHM 780).
4. Passenger Services Messages (PSMs) and Passenger Transfer Messages (PTMs) are also processed by the AOS. A standard format is required. Examples of the appropriate formats for these and other message types, including those related to passengers are available on the Dublin Airport Operations Library.

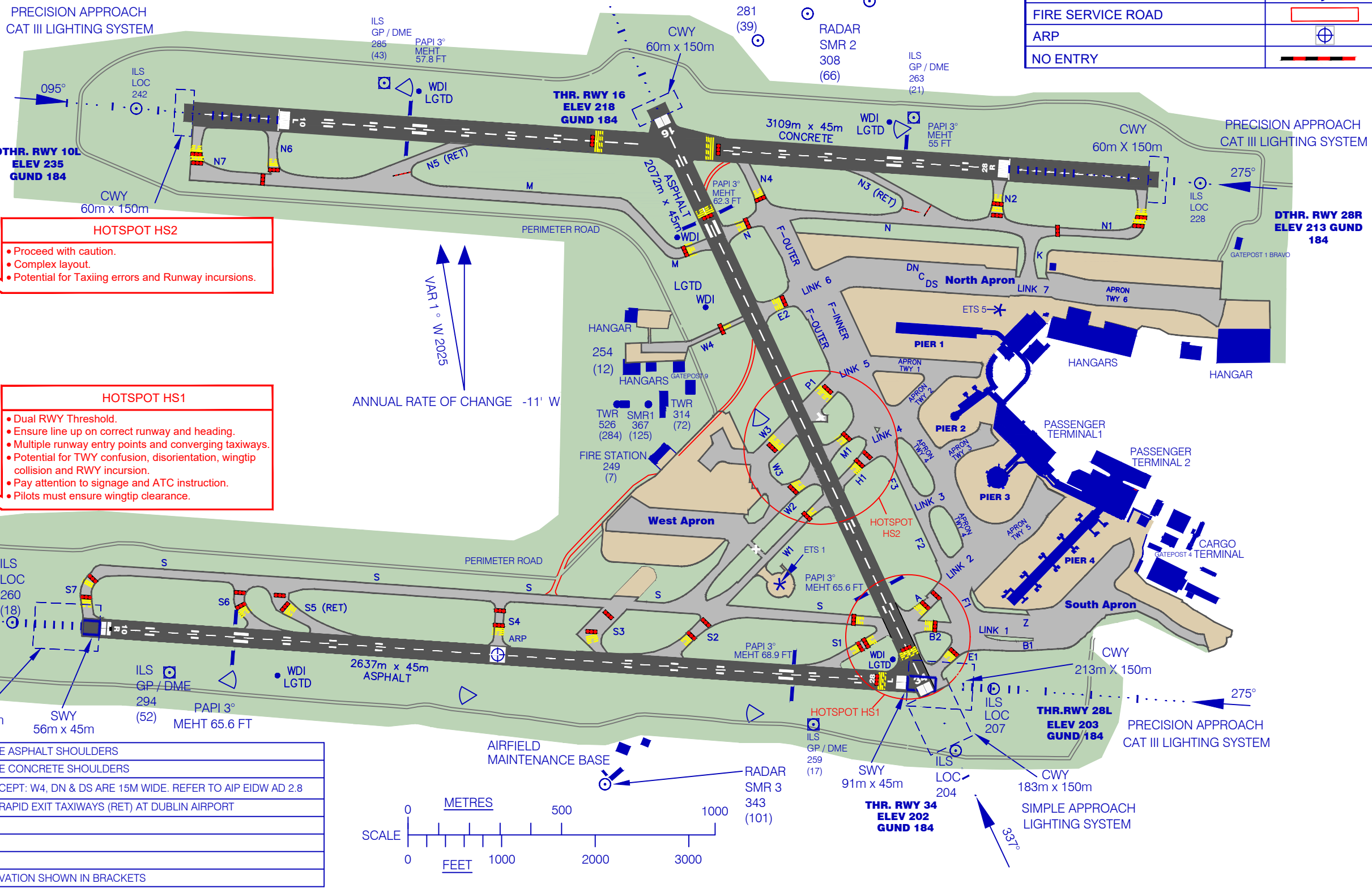
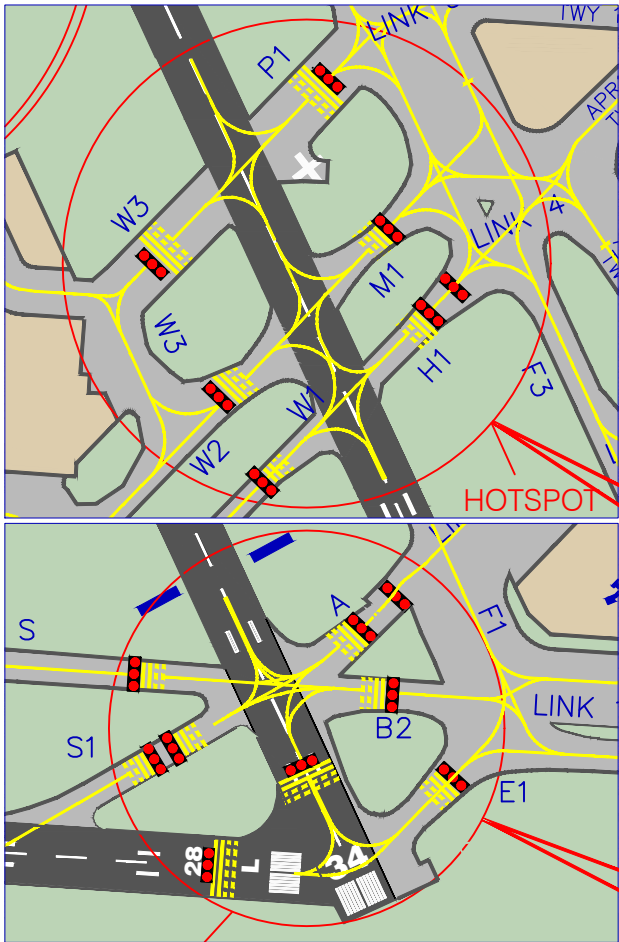
EIDW AD 2.24 CHARTS RELATED TO AN AERODROME

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

Name	Page
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
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

AERODROME CHART - ICAO		53 25 17 N	TWR (N) 124.680	GND (N) 125.885
		006 16 12 W	TWR (S) 118.605	GND (S) 121.805
		ELEV 243 FT	ATIS 124.530	CLEARANCE DELIVERY 122.985
RWY	DIRECTION	THR		BEARING STRENGTH
10R	95°	53 25 20.75 N	006 17 24.27 W	PCR 910/R/B/W/T ASPH
28L	275°	53 25 12.94 N	006 15 02.08 W	
16	157°	53 26 13.16 N	006 15 43.12 W	PCR 3020/F/B/W/T ASPH
34	337°	53 25 11.66 N	006 14 58.54 W	
10L	95°	53 26 13.79 N	006 16 50.22 W	PCR 1140/R/C/W/T CONC
28R	275°	53 26 06.73 N	006 14 41.87 W	



CONSULT NOTAM FOR LATEST INFORMATION		DUBLIN AIRPORT/ IRELAND
LEGEND		
RVR		
DISUSED PAVEMENT		
STOPBAR		
RUNWAY HOLDING POSITION MARKINGS		
HOT SPOT		
CLEARWAY		
STOPWAY		
ENGINE TEST SITE, ETS		
FIRE SERVICE ROAD		
ARP		
NO ENTRY		

NOTE 1	RWY 10R/28L IS PROVIDED WITH 7.5M WIDE ASPHALT SHOULDERS
NOTE 2	RWY 10L/28R IS PROVIDED WITH 7.5M WIDE CONCRETE SHOULDERS
NOTE 3	ALL TAXIWAYS 23M WIDE OR GREATER EXCEPT: W4, DN & DS ARE 15M WIDE. REFER TO AIP EIDW AD 2.8
NOTE 4	TAXIWAYS S5, N3, AND N5 ARE THE ONLY RAPID EXIT TAXIWAYS (RET) AT DUBLIN AIRPORT
NOTE 5	BEARINGS ARE TRUE
NOTE 6	LINEAR DIMENSION IN METRES
NOTE 7	ELEVATIONS IN FEET AMSL
NOTE 8	HEIGHT IN FEET ABOVE AERODROME ELEVATION SHOWN IN BRACKETS

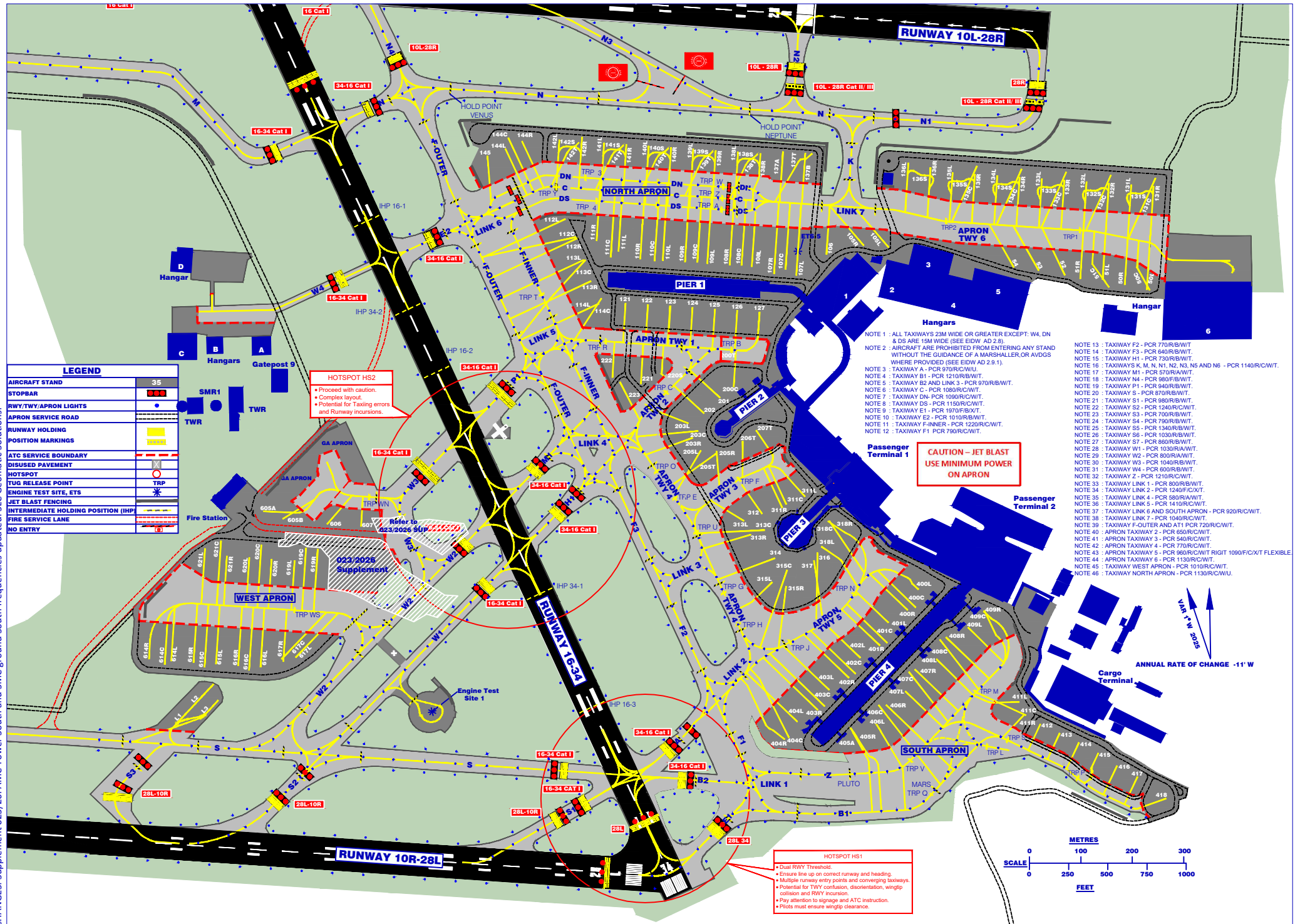
CHANGES: AMC Tower South and SMC ground South frequencies updated. SLC Geomatic Solutions.

AIP IRELAND
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV.
220 FT

TWR (N) 124.680 GND (N) 125.885
TWR (S) 118.605 GND (S) 121.805
ATIS 124.530 CLEARANCE DELIVERY 122.985

EIDW AD 2.24-2
DUBLIN AIRPORT/ IRELAND



CHANGES: Supplement 023/26. AMC Tower South and SMC ground South frequencies updated. SLC Geomatic Solutions.

INS CHECK POINTS

Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	Remarks	Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	Remarks
50L	53 25 49.68 N	006 14 07.63 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 50C VACANT.	205L	53 25 39.55 N	006 14 55.09 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 205T VACANT.
50C	53 25 49.21 N	006 14 07.66 W	65.00m	63.73m	TAXI IN, PUSH OUT.	STANDS 50L, 50R VACANT	205R	53 25 39.49 N	006 14 53.41 W	35.92m	39.50m	TAXI IN, PUSH OUT.	STAND 205T VACANT.
50R	53 25 49.81 N	006 14 09.98 W	27.05m	27.17m	TAXI IN, PUSH OUT.	STAND 50C VACANT	206T	53 25 40.08 N	006 14 50.63 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
51L	53 25 49.94 N	006 14 12.32 W	27.05m	27.17m	TAXI IN, PUSH OUT.	STAND 51C VACANT.	207T	53 25 40.75 N	006 14 49.19 W	35.92m	44.51m	TAXI IN, PUSH OUT.	
51C	53 25 49.44 N	006 14 11.98 W	65.00m	66.61m	TAXI IN, PUSH OUT.	STANDS 51L, 51R VACANT	220S	53 25 44.48 N	006 14 59.00 W	27.05m	27.20m	SELF MANOEUVRING.	
51R	53 25 50.07 N	006 14 14.67 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 51C VACANT	221	53 25 44.14 N	006 15 01.17 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
52	53 25 50.29 N	006 14 16.53 W	36.00m	44.51m	TAXI IN, PUSH OUT.		222	53 25 44.55 N	006 15 04.01 W	35.92m	39.48m	TAXI IN, PUSH OUT.	
53	53 25 50.61 N	006 14 19.30 W	36.00m	37.57m	TAXI IN, PUSH OUT.		223	53 25 43.74 N	006 15 03.19 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
54*	53 25 50.91 N	006 14 21.96 W	27.10m	27.20m	TAXI IN, PUSH OUT.	STAND VACANT TO ALLOW AIRCRAFT ENTRY/EXIT TO HANGAR	311L	53 25 36.52 N	006 14 44.26 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STANDS 311C VACANT.
105L	53 25 52.26 N	006 14 35.12 W	27.05m	28.58m	TAXI IN, PUSH OUT.		311C	53 25 36.05 N	006 14 46.58 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STAND 311L, 311R VACANT.
105R	53 25 52.41 N	006 14 37.71 W	27.05m	28.58m	TAXI IN, PUSH OUT.		311R	53 25 35.85 N	006 14 46.66 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STANDS 311C VACANT.
106	53 25 51.98 N	006 14 41.32 W	36.00m	44.51m	TAXI IN, PUSH OUT.		312	53 25 35.49 N	006 14 48.80 W	41.10m	47.40m	TAXI IN, PUSH OUT.	
107L	53 25 50.70 N	006 14 44.54 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 107C VACANT.	313L	53 25 35.07 N	006 14 50.73 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STANDS 313C VACANT.
107C	53 25 51.10 N	006 14 45.86 W	65.00m	73.86m	TAXI IN, PUSH OUT.	STANDS 107L, 107R VACANT.	313C	53 25 34.46 N	006 14 48.44 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 313L, 313R VACANT.
107R	53 25 50.84 N	006 14 46.88 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 107C VACANT.	313R	53 25 34.20 N	006 14 50.02 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 313C VACANT.
108L	53 25 51.05 N	006 14 49.22 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT.	314	53 25 32.68 N	006 14 47.57 W	64.80m	66.90m	TAXI IN, PUSH OUT.	MAX WINGSPAN 47.60M WHEN STAND 315L OCCUPIED.
108C	53 25 51.15 N	006 14 50.30 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 108R, 108L VACANT.	315L	53 25 31.17 N	006 14 47.91 W	35.80m	37.60m	TAXI IN, PUSH OUT.	STAND 315C VACANT. MAX SPAN 47.60M ON STAND 314.
108R	53 25 51.18 N	006 14 51.56 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT.	315C	53 25 31.92 N	006 14 46.29 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 315L, 315R VACANT.
109L	53 25 51.31 N	006 14 53.91 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT.	315R	53 25 30.89 N	006 14 46.44 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 315C VACANT.
109C	53 25 51.41 N	006 14 54.96 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 109R, 109L VACANT.	316	53 25 32.96 N	006 14 53.03 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 317, 318L VACANT.
109R	53 25 51.44 N	006 14 56.26 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT.	317	53 25 32.47 N	006 14 43.44 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 316 VACANT.
110L	53 25 51.57 N	006 14 58.60 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT.	318L	53 25 33.35 N	006 14 42.63 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STANDS 316, 318C VACANT.
110C	53 25 51.55 N	006 14 59.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 110R, 110L VACANT.	318C	53 25 34.94 N	006 14 41.71 W	64.80m	66.90m	TAXI IN, PUSH OUT.	STANDS 318L, 318R VACANT. STAND 400T VACANT AT ENTRY/EXIT.
110R	53 25 51.70 N	006 15 00.95 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT.	318R	53 25 34.78 N	006 14 41.55 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 318C VACANT. STAND 400T VACANT AT ENTRY/EXIT.
111L	53 25 52.22 N	006 15 03.24 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 111C VACANT.	400L	53 25 30.50 N	006 14 32.56 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT.
111C	53 25 51.86 N	006 15 04.06 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 111T, 111L VACANT.	400C	53 25 29.36 N	006 14 32.88 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STAND 400L, 400R VACANT. STAND 400T VACANT AT ENTRY/EXIT.
111R	53 25 53.21 N	006 15 05.45 W	36.00m	39.48m	TAXI IN, PUSH OUT.	STAND 111C VACANT.	400R	53 25 29.21 N	006 14 33.73 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT.
112L	53 25 54.20 N	006 15 09.17 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 112C VACANT.	401L	53 25 28.45 N	006 14 35.79 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 401C VACANT.
112C*	53 25 53.12 N	006 15 08.14 W	60.30m	58.82m	TOW IN, PUSH OUT	STANDS 112L AND 112R VACANT.	401C	53 25 27.36 N	006 14 36.25 W	65.00m	63.80m	TAXI IN, PUSH OUT.	STANDS 401L, 401R VACANT.
112R*	53 25 52.97 N	006 15 08.03 W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 112C VACANT.	401R	53 25 27.23 N	006 14 37.08 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 401C VACANT.
113L*	53 25 51.56 N	006 15 07.52 W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 113C VACANT.	402L	53 25 26.50 N	006 14 39.18 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 402C VACANT.
113C*	53 25 51.73N	006 15 06.70W	64.80m	66.80m	TAXI IN, PUSH OUT.	STANDS 113L AND 113R VACANT.	402C	53 25 25.39 N	006 14 39.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 402L, 402R VACANT.
113R*	53 25 50.34N	006 15 06.32W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 113C VACANT.	402R	53 25 25.26 N	006 14 40.44 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 402C VACANT.
114L*	53 25 48.92N	006 15 05.54W	36.00m	46.50m	TAXI IN, PUSH OUT.	STAND 114C VACANT.	403L	53 25 24.57 N	006 14 42.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 403C VACANT.
114C*	53 25 49.22N	006 15 05.21W	64.80m	66.80m	TAXI IN, PUSH OUT.	STAND 114L VACANT.	403C	53 25 23.41 N	006 14 42.91 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 403L, 403R VACANT.
121	53 25 48.95 N	006 15 02.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.		403R	53 25 23.27 N	006 14 43.79 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 403C VACANT.
122	53 25 48.82 N	006 15 00.27 W	36.00m	45.10m	TAXI IN, PUSH OUT.		404L	53 25 22.58 N	006 14 45.99 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT.
123	53 25 48.69 N	006 14 57.92 W	36.00m	45.10m	TAXI IN, PUSH OUT.		404C	53 25 21.38 N	006 14 46.55 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 404L, 404R VACANT.
124	53 25 48.56 N	006 14 55.57 W	36.00m	45.10m	TAXI IN, PUSH OUT.		404R	53 25 21.28 N	006 14 47.01 W	35.80m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT.
125	53 25 48.43 N	006 14 53.23 W	36.00m	45.10m	TAXI IN, PUSH OUT.		405A	53 25 21.63 N	006 14 39.76 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 405R VACANT. STAND 405A RESTRICTED TO B757-200W ONLY
126	53 25 48.30 N	006 14 50.88 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 200T VACANT AT ENTRY/EXIT.	405R	53 25 21.56 N	006 14 39.64 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 405A VACANT
127	53 25 48.17 N	006 14 48.54 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 200T VACANT AT ENTRY/EXIT.	406L	53 25 21.82 N	006 14 37.01 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT.
131L	53 25 55.32 N	006 14 09.13 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 131C VACANT.	406C	53 25 23.12 N	006 14 36.82 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 406L, 406R VACANT.
131C	53 25 55.73 N	006 14 06.82 W	50.90m	55.00m	TAXI IN, PUSH OUT.	STANDS 131L, 131R VACANT.	406R	53 25 23.28 N	006 14 36.22 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT.
131R	53 25 55.19 N	006 14 06.79 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 131C VACANT.	407L	53 25 23.91 N	006 14 33.83 W	34.10m	45.10m	TAXI IN, PUSH OUT.	STAND 407C VACANT.
131S*	53 25 54.19 N	006 14 09.30W	30.40m	30.50m	SELF MANOEUVRING.	STANDS 131L, 131R & 131C VACANT	407C	53 25 25.10 N	006 14 33.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 407L, 407R VACANT.
132L	53 25 55.57 N	006 14 13.83W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 132C VACANT.	407R	53 25 25.27 N	006 14 32.76 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 407C VACANT.
132C	53 25 55.98 N	006 14 11.41 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 132L, 132R VACANT.	408L	53 25 25.89 N	006 14 30.48 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 408C VACANT.
132R	53 25 55.45 N	006 14 11.48 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 132C VACANT.	408C	53 25 27.07 N	006 14 30.11 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 408L, 408R VACANT.
132S*	53 25 54.44 N	006 14 13.99 W	30.40m	30.50m	SELF MANOEUVRING.	STANDS 132L, 132R & 132C VACANT.	408R	53 25 27.25 N	006 14 29.41 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 408C VACANT.
133L	53 25 55.83 N	006 14 18.52 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 133C VACANT.	409L	53 25 27.83 N	006 14 27.06 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 409C VACANT AT ENTRY/EXIT
133C	53 25 56.24 N	006 14 16.11 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 133L, 133R VACANT.	409C	53 25 28.94 N	006 14 25.56 W	60.30m	68.30m	TAXI IN, PUSH OUT.	STANDS 409L, 409R VACANT. USE MIN POWER ONLY. TOW ON IF A/C STOPS DURING ENTRY.
133R	53 25 55.71 N	006 14 16.17 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 133C VACANT.	409R	53 25 28.81 N	006 14 25.38 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 409C VACANT AT ENTRY/EXIT.
133S*	53 25 54.70 N	006 14 18.69 W	30.40m	30.50m	SELF MANOEUVRING.	STANDS 133L, 133R & 133C VACANT.	411L	53 25 23.26 N	006 14 22.24 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STANDS 411C VACANT.
134L	53 25 56.09 N	006 14 23.21 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 134C VACANT.	411C	53 25 22.46 N	006 14 21.55 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 411L, 411R VACANT.
134C	53 25 56.50 N	006 14 20.80 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 134L, 134R VACANT.	411R	53 25 22.52 N	006 14 21.62 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STAND 411C VACANT.
134R	53 25 55.96 N	006 14 20.86 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 134C VACANT.	412	53 25 21.84 N	006 14 20.06 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
134S*	53 25 54.96 N	006 14 23.38 W	30.40m	30.50m	SELF MANOEUVRING.	STANDS 134L, 134R & 134C VACANT.	413	53 25 21.24 N	006 14 18.04 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
135L	53 25 56.36 N	006 14 27.90 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 135C VACANT.	414	53 25 20.61 N	006 14 16.05 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
135C	53 25 56.76 N	006 14 25.49 W	65.00m	70.67m	TAXI IN, PUSH OUT.	STANDS 135L, 135R VACANT.	415	53 25 19.92 N	006 14 14.04 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
135R	53 25 56.22 N	006 14 25.56 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 135C VACANT.	416	53 25 19.10 N	006 14 12.10 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
135S*	53 25 55.22 N	006 14 28.07 W	30.40m	30.50m	SELF MANOEUVRING.	STANDS 135L, 135R & 135C VACANT.	417	53 25 18.38 N	006 14 09.98 W	36.00m	37.60m	TAXI IN, PUSH OUT.	
136L	53 25 57.03 N	006 14 32.53 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 136S VACANT	418	53 25 16.96 N	006 14 07.02 W	36.00m	44.51m	TAXI IN, PUSH OUT.	
136R	53 25 56.71 N	006 14 30.21 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 136S VACANT	605A	53 25 36.44 N	006 15 41.45 W	36.00m			

EINN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EINN –SHANNON/International

EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EINN AD 2.3 OPERATIONAL HOURS

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

EINN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	AVBL from Swissport and Sky Handling Partners
2	Fuel/oil types	JET A1Fuel, Oil Grades: 80, 100, 120; Turbo Oils: 300, 390, 2380; Hydraulic Oils: 500B; Others PN
3	Fuelling facilities/capacity	PN required for operators not having standing arrangements
4	De-icing facilities	Contact Airport Operations
5	Hangar space available for visiting aircraft	Contact Airport Operations
6	Repair facilities for visiting aircraft	AVBL from Atlantic Aviation, LTSL, Signature, Aer Lingus, and Westair Aviation
7	Remarks	Nil

EINN AD 2.5 PASSENGER FACILITIES

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

EINN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9 available Daily 0600-2200 UTC Category 7 available Daily 2200-0600 UTC Category 9 available by arrangement 12HR PN
2	Rescue equipment	Equipment to meet ICAO requirements.
3	Capability for removal of disabled aircraft	Up to Code C aircraft (Utilising equipment available externally). Contact the Co-ordinator Phone: + 353 61 712 497/+353 87 242 3371
4	Remarks	Communication with Rescue and Fire Fighting Service Frequency 121.605 AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.605 should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is "Shannon Fire". It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.605. Frequency 121.605 is H24 and is AVBL within 8NM radius of Shannon Airport.

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

1	Type(s) of clearing equipment	Aerodrome is serviceable during all seasons, 2 De-icing Vehicles, 1 Sweeper
2	Clearance priorities	1. Duty Runway and associated taxiways, aircraft parking stands and apron areas. 2. Other Airside areas.
3	Use of material for movement area surface treatment	1. Urea 2. Potassium Acetate Fluids KAC
4	Specially prepared winter runways	Not applicable
5	Remarks	Annual snow plan available for SAA Operations Maintenance on request. Refer to Aerodrome Manual or contact Airport Operations: Phone: + 353 61 712 497

EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections and at all holding points Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling at aircraft stands.
2	RWY/TWY markings and LGT	RWY 06/24 Designation THR, TDZ, centreline, edge, aiming point, Displaced Threshold RWY 24. TWY Centreline, Edge, Holding Positions, Intersection Markings APRON Stand lead-in lines, Wing-tip clearance lines
3	Stop bars	Controllable stop-bar on TWY D2 Fixed stop-bars on TWY A, TWY B, TWY C, TWY G, disused RWY 13, disused RWY 09 Runway guard lights configuration A on TWY C and TWY D2 Intermediate holding position lights on TWY A Intermediate holding position lights on TWY D2
4	Other RWY Protection measures	-
5	Remarks	See also EINN 2.14 and EINN 2.15 for lighting

EINN AD 2.10 AERODROME OBSTACLES

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

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

EINN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Shannon Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR respectively
4	Trend forecast Interval of issuance.	TREND. 30 Minutes.

5	Briefing/consultation provided	Internet-based self-briefing facility. Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	6-hourly Synoptic Chart; 6-hourly prognostic chart (surface); Prognostic chart of significant weather; Prognostic chart of wind/temperature at upper levels; Prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Weather surveillance radar IRVR RWY 06 and 24 – touchdown, midpoint, stop-end
9	ATS units provided with information	EISN FIX/ACC Shannon TWR
10	Additional information (limitation of service, etc.)	Refer to GEN 3.5.4.2 to request additional information. METAR available every 30 Minutes.

EINN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

EINN AD 2.13 DECLARED DISTANCES

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

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

EINN AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EINN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN on Tower Flashing White/Green, 24 flashes per Min
2	LDI location and LGT Anemometer location and LGT	Nil 2 Nr. Adjacent TWY C and south of TWR

3	TWY edge and centre line lighting	Edge blue all TWY's except TWY's C, G and H2 Edge blue retro-reflective markers TWY's C, G and H2 and blue lights at intersection with RWY 06/24 Coloured coded centreline lights on TWY's A, D1 and D2
4	Secondary power supply/switch-over time	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures) Electric battery lamps
5	Remarks	Apron: Floodlighting Apron edge: Blue omni- directional, elevated and inset Obstacles: Fixed Red WDI's 5Nr, (2 lighted). See Aerodrome Chart EINN AD 2.24-1

EINN AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR or FATO Geoid undulation	Nil Nil
2	TLOF and/or FATO elevation	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	See EINN 2.20, Section 3.5

EINN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Shannon Control Zone Circle, Radius 15NM 524207N 0085529W (Shannon ARP) (See Remarks)
2	Vertical limits	5000ft AMSL
3	Airspace classification	C (See Remarks)
4	ATS unit call sign Language(s)	Shannon Tower English
5	Transition altitude	5000ft
6	Hours of applicability	H24
7	Remarks	The following airspace within the Shannon Control Zone is uncontrolled - Circle, radius 1.5 NM 523958N 0084053W, SFC to 1000ft AMSL. - Area within bearings from 045° True BRG clockwise to 180° True BRG from 523958N 0084053W to INT with boundary

EINN AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
GND	Shannon Ground	121.805			H24	Nil

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Shannon Tower	118.705			H24	Nil
		125.380				
APP	Shannon Approach	121.405			H24	Nil
		120.205				
APP (RADAR)	Shannon Approach RADAR	121.405			H24	Nil
ATIS	Shannon Information	130.955			H24	Nil
D-ATIS	Shannon Information				H24	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS/GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 2° W 2026	SHA	113.300 MHz	H24	524315.6N 0085306.8W	200ft		Designated Operational Coverage 300 NM/70,000ft 180°True BRG to 360° True BRG. Designated Operational Coverage 100 NM/50,000ft.
NDB	FOY	395 kHz	H24	523358.5N 0091143.5W			Designated Operational Coverage 50 NM
ILS LOC RWY 06 CAT 1 2° W 2025	ISE	109.5 MHz	H24	524245.3N 0085408.2W			Coverage restricted to 35° either side of course line. Signals received outside coverage sector, (including back beam radiation), should be ignored.
ILS GP RWY 06		332.6MHz	H24	524147.2N 0085623.1W			GP Angle 3° RDH 55ft Full scale fly down indication may not be maintained when above GP sector. Full scale fly up indication may not be maintained when left of LOC sector and below GP.
ILS DME RWY 06	ISE	CH32X (109.5 MHz)	H24	524147.2N 0085623.1W	100ft		DME Zero ranged to THR 06. DME zero range is displaced from DME antenna by 445M.

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 24 CAT II 2° W 2025	ISW	110.95MHz	H24	524129.4N 0085649.4W			Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LOC coverage below 3000ft MSL AT 25 NM EINN
ILS GP RWY 24		330.65MHz	H24	524232.1N 0085447.7W			GP Angle 3° RDH 59ft
LO RWY 24	OL	339 kHz	H24	524456.4N 0084926.0W			Designated Operational Coverage 15NM
OM RWY 24	2 Dashes per sec	75 MHz	H24	524455.5N 0084927.0W			
MM RWY 24	Dots and Dashes	75 MHz	H24	524254.8N 0085347.9W			
ILS DME RWY 24	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft		DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M.
SBAS (LPV, LNAV/VNAV, LNAV RWY 06)	GPS & EGNOS	1575.42 MHz CH 69761	H24	N/A	LTP/FTP Ellipsoid Height 72.2 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 24)	GPS & EGNOS	1575.42 MHz CH 89920	H24	N/A	LTP/FTP Ellipsoid Height 62.8 M	N/A	Transmitting antennas are satellite based.

EINN AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

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

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

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

2. Marshalling Services

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

Phone:+ 353 61 712 240

or

Phone:+ 353 61 712 241

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

3. Availability of Intersection Take-Off's

3.1 Take-off's using less than the full length of the runway are available from TWY/RWY intersections as listed in [section 3.5](#)

The datum from which the reduced declared distances on Runway 06/24 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

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

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

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

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

EINN AD 2.21 NOISE ABATEMENT PROCEDURES

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

EINN AD 2.22 FLIGHT PROCEDURES

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

 SIDs and STARs for RWY24 and RWY06 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation.
 The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.
 Use of DME/DME may not be available below about 6000ft where terrain may obstruct line of sight with the DME infrastructure.
 Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including
 - P-RNAV certificated aircraft;
 - B-RNAV certificated aircraft only above MSA;
 Climb to MSA on the initial segments of the RNAV SID may be conducted using conventional navigation.
 If the RNAV equipment fails, or navigation accuracy of +1 NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.
 - 2.2 RTF Phraseology

 Phraseology used will be as provided in the European Regional Supplementary Procedures (ICAO Doc 7030) and outlined in EUROCONTROL Guidance material for RNAV SID and STAR.
Examples of phraseology for ATC are:
 {CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}.
Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.
 {CALLSIGN} ADVISE IF ABLE {designator} DEPARTURE [or ARRIVAL].
 If ATC are unable to issue a requested SID or STAR:
 {CALLSIGN} UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE [Reason]
Examples of pilot phraseology in the event of being unable to accept SID or STAR
 UNABLE (designator) DEPARTURE [or ARRIVAL] DUE TO RNAV TYPE.
 UNABLE RNAV DUE EQUIPMENT
3. Visual Manoeuvring Approaches
Visual manoeuvring (circling) approaches are permissible, on request, to all runways.
4. Speed Control – General Provisions
Speed Restrictions

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

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

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

5.2 Initial Approach Procedures.

5.2.1 With Radar Control

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

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

Actual descent clearance will be as directed by ATC.

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

5.2.2.1 Surveillance Minimum Altitude Chart (EINN AD 2.24-16.1)

ALTITUDE TEMPERATURE CORRECTION TO 0°C is taken into account in determining minimums. For temperatures below 0°C altitude correction will be managed by ATC.

5.2.3 Without Radar Control.

When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

5.2.4 Communications failure procedures for arriving aircraft.

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

Supplemented by the following:

Traffic cleared on STAR

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

Traffic Radar vectored to final approach

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

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

6. Departure Procedures

6.1 RWY's 06 and 24

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

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

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

6.2 OMNI-Directional Departures:

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

6.3 Communications failure procedures for departing aircraft.

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

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

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

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

7. Low Visibility Procedures

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

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

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

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

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

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

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

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

7.8 Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

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

- VRP Dromoland Castle 524704.32N 0085407.07W

EINN AD 2.23 ADDITIONAL INFORMATION

Refer to [ENR 5.6](#) for bird hazard information.

EINN AD 2.24 CHARTS RELATED TO AN AERODROME

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

EINN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

EISG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EISG – SLIGO

EISG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	541649N 0083557W Mid-point RWY 10/28
2	Direction and distance from (city)	5NM W of Sligo
3	AD Elevation, Reference Temperature & Mean Low Temperature	15 ft (July)20°C (Max Temp) 1.5°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	192ft
5	MAG VAR/Annual change	2° (2026) / 12' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Sligo Northwest Airport Co. Plc, Sligo Airport, Strandhill, Co. Sligo Phone:+ 353 71 916 82 80 Phone: ATC + 353 71 916 8461 Fax: + 353 71 916 86 47 AFS: EISGZTZX Email: atc@sligoairport.com Email: handling@sligoairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EISG AD 2.3 OPERATIONAL HOURS

1	AD Operator	Winter: 0800-1230, 1315-1815, 1900-2130 UTC Summer: 0700-1130, 1215-1715,1800-2030 UTC Variations promulgated by NOTAM. Check NOTAM
2	Customs and immigration	24 HR PN required to AD Operator.
3	Health and sanitation	As per AD Operator
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	As per ATS
6	MET Briefing Office	See Remarks
7	ATS	Winter: 0800-1230,1315-1815, 1900-2130 UTC Summer: 0700-1130, 1215-1715, 1800-2030 UTC Variations promulgated by NOTAM. Check NOTAM
8	Fuelling	As per AD Operator
9	Handling	As per AD Operator

10	Security	As per AD Operator
11	De-icing	Not Available
12	Remarks	PIB AVBL from AIS, Shannon see GEN 3.1.5 Met briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4 AD and ATS AVBL outside published HR, 24HR PN to AD Operator. Airport Closed Christmas Day

EISG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Contact AD Operator Email: handling@sligoairport.com
2	Fuel/oil types	JET A1, AVGAS 100LL, Oil – W100
3	Fuelling facilities/capacity	JET A1 - 1 truck 9000L, storage tank 30,000L, AVGAS 100LL- 1 truck 4,500L, storage tank 15000L, OIL W100 - 25 X 1L in stock
4	De-icing facilities	Not Available
5	Hangar space available for visiting aircraft	Limited. 24 HR PN required to AD Operator Email: handling@sligoairport.com
6	Repair facilities for visiting aircraft	Claddagh Aircraft Maintenance, Hangar 3. +353 (0)71 912 8040
7	Remarks	Handling services AVBL within AD operational Hours of service by arrangement with the AD Email: handling@sligoairport.com

EISG AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of AD	Strandhill Lodge & Suites Phone: +353 71 912 21 22
2	Restaurant(s) at or in the vicinity of AD	Blackbird Coffee, Sligo Airport - Full menu 0700-1600 - 7 Days www.blackbirdcoffee.ie
3	Transportation possibilities	Buses, Taxis and Car Hire from the AD Train from Sligo
4	Medical facilities	First Aid at AD, Hospitals in Sligo, AED in Terminal
5	Bank and Post Office at or in the vicinity of AD	Banks and General Post Office in Sligo Town
6	Tourist Office	Post: Tourist Office, Temple Street, Sligo Phone: +353 71 914 2821
7	Remarks	Nil

EISG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 2 During Operational Hours
2	Rescue equipment	1 x Scania Viper Rescue 1- Angloco Highlander Protector
3	Capability for removal of disabled aircraft	No on-site lifting capability. All resources are external. Contact Noel Jennings, Airport Manager - +353 (0)87 772 7006

4	Remarks	CAT 2 Fire cover available during operating hours. 24 HR PN required to AD Operator for aircraft requiring a higher RFFS category and for operations outside of operating hours.
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EISG AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	1 Snow Plough, 1 Sand Spreader
2	Clearance priorities	1. TWY to SAR Hangar and adjacent Apron 2. RWY 10/28 and associated TWY to Apron.
3	Use of material for movement area surface treatment	UREA
4	Specially prepared winter runway	Not applicable
5	Remarks	EISG RFFS are responsible for the assessment and reporting of Runway Surface Condition. Following assessment the information is passed to ATS who are responsible for the dissemination of the relevant information to AIS (via SNOWTAM) and Operators as appropriate.

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

1	Apron designation, surface and strength	Surface: ASPH Strength: PCN 23/F/B/Y/T			
2	Taxiway designation, width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	14M	ASPH	PCN 19/F/C/Y/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

EISG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing Guidance System, Signboards at intersection of TWY and RWY and at the Holding Point. Guide Lines at Apron.
2	RWY/TWY markings and LGT	RWY: Marked: Designator, THR, Centreline. LGTD: THR, End, Edge
		TWY: Marked: Centreline, Holding position. LGTD: Edge
3	Stop bars and runway guard lights	Nil
4	Other RWY Protection measures	-
5	Remarks	RWY threshold lighting arranged as two groups of inset lights with 15 meter gap in centre of THR light groups to facilitate passage of aircraft to turnaround areas beyond each threshold.

EISG AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
Contact anssafetymanager@sligoairport.com for information					

In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
Contact anssafetymanager@sligoairport.com for information					

EISG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Central Aviation Office, Shannon Airport see GEN 3.5.4.
2	Hours of service MET office outside hours	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Eireann Central Aviation Office, Shannon 9 HR 3 HR
4	Trend forecast Interval of Issuance	Nil.
5	Briefing/consultation provided	Personal
6	Flight documentation Language(s) used	Charts and Tabular., English
7	Charts and other information available for briefing or consultation	6-Hourly Synoptic Chart; 6-Hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Automatic Weather Station Phone: + 353 71 916 87 12
9	ATS units provided with information	EISG TWR
10	Additional information (limitation of service, etc.)	Refer to GEN 3.5.4.2 to request additional information. METAR available every 30 minutes.

EISG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	103°M	1072 x 30	23/F/C/Y/T ASPH	541651.90N 0083626.51W 541645.67N 0083528.19W	3M/11ft

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
28	283°M	1072 x 30	23/F/C/Y/T ASPH	541645.67N 0083528.19W 541651.90N 0083626.51W	3.5M/12ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A	Nil	90 x 150	1192 x 140	30 x 60	Nil	Nil	Nil
	Nil	90 x 150	1192 x 140	30 x 60	Nil	Nil	

EISG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	1072	1162	1072	1072	Nil
28	1072	1162	1072	1072	Nil

EISG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	Nil	Green Inset Lights	PAPI, Slope 3° MEHT 15.6 ft	Nil	Nil	White 60M, except near thresholds RWY 10 first edge lights at 41M, and Yellow RWY 10 334M from end.	Red Inset Lights	Nil	Two RTILS located each side THR Flashing every 1.2 seconds omnidirectional. Prior to take-off and after landing, aircraft may taxi beyond the RWY thresholds for the purpose of turning around within TWY areas. Blue TWY edge lights provided beyond RWY thresholds for aircraft turning area.
28	300m Sequential Lead-in Omnidirectional Strobes.	Green Inset Lights	PAPI, Slope 3° MEHT 14.2ft	Nil	Nil	White 60M, except near thresholds RWY 28 first edge lights at 34M, and Yellow RWY 28 341M from end.	Red Inset Lights	Nil	Two RTILS located each side THR Flashing every 1.2 seconds omnidirectional. Prior to take-off and after landing, aircraft may taxi beyond the RWY thresholds for the purpose of turning around within TWY areas. Blue TWY edge lights provided beyond RWY thresholds for aircraft turning area.

EISG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At Tower, FLG G/W, 24 per/min. As per ATS
2	LDI location and LGT Anemometer location and LGT	WDI West of Control Tower lighted.
3	TWY edge and centre line lighting	Blue Elevated TWY Edge Only

4	Secondary power supply/switch-over time	Supply to all Lighting at AD/Less than 7 seconds.
5	Remarks	Nil

EISG AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	See EISG AD 2.20 section 7.

EISG AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Sligo Control Zone. Circle radius 10NM 541649N 0083557W (Sligo ARP)
2	Vertical limits	5000ft AMSL
3	Airspace classification	C G (outside hours of operation of ATC)
4	ATS unit call sign. Language(s)	Sligo Tower Sligo Information (during the hours of AFIS operation) English
5	Transition altitude	5000ft
6	Hours of applicability	Winter: 0800-1230, 1315-1815, 1900-2130 UTC Summer: 0700-1130, 1215-1715, 1800-2030 UTC

7	Remarks	Outside the promulgated hours of operation of the Sligo Control Zone, the following airspace: Sligo Airport - Circle radius 10NM 541649N 0083557W centered on the Sligo Aerodrome Reference Point, surface to 5000 feet AMSL is classified as Class G airspace. During these periods, an Aerodrome Flight Information Service (AFIS) may be provided and IFR holding, approach and departure procedures for SAR Operations may take place at Sligo Airport. Outside the promulgated Aerodrome hours of operation of Sligo Airport, an AFIS may be provided at short notice, in support of helicopters on SAR/HEMS/Training missions based at Sligo Airport <i>NOTE: Instrument Procedures are only available when an Air Traffic Control Service is being provided, unless an operator is authorised by the Flight Operating Standards Department of the Irish Aviation Authority and Sligo Airport Management.</i> Pilots will be provided by Sligo AFIS, Callsign "Sligo INFORMATION", with an Aerodrome Flight Information and Alerting Service while operating in the local airspace. Pilots are responsible for their own separation while operating in Class G - Uncontrolled Airspace. The hours of operation of AFIS are promulgated by NOTAM. Times may vary to support helicopters on SAR/HEMS missions based at Sligo Airport. Airspace Status This airspace is designated as a Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ), during the hours when an Aerodrome Flight Information Service is provided Refer to EISG AD 2.20.1
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EISG AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Sligo Tower	122.105	Nil	Nil	As per ATS EISG AD 2.3	Nil
GND	Sligo Ground	122.105	Nil	Nil	As per ATS EISG AD 2.3	Nil
AFIS	Sligo Information	122.105	Nil	Nil	As per ATS EISG AD 2.3	Only when ATC not available

EISG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS/GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	SLG	384 kHz	H24	541643.10N 0083600.26W			DOC 20 Monitored only during HR as per ATS
DME	SLG	CH 27X 109.0 MHz	H24	541645.84N 0083600.64W	30ft		DOC 20 Monitored only during HR as per ATS "Possible DME unlocks in Area 040°-050°, 140°-170°, 230°-250° due terrain"

EISG AD 2.20 LOCAL AERODROME REGULATIONS

1. EQUIPMENT REQUIREMENTS**1. TMZ**

All flights operating in the Sligo TMZ shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed by Sligo ATS that has been designated for the airspace as outlined above. See Non-Radio Aircraft & Non-Transponder Aircraft Section 4.

2. RMZ

All flights operating in the Sligo RMZ shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by Sligo ATS. See Non-Radio Aircraft & Non-Transponder Aircraft Section 4.

3. RMZ Entry

The requirements for entry into an RMZ are detailed in SERA.6005 (a) as follows:

Before entering a radio mandatory zone, an initial call containing:

- a. the designation of the station being called;
- b. callsign;
- c. type of aircraft;
- d. position;
- e. level;
- f. the intentions of the flight; And;
- g. Other information as prescribed by the competent authority shall be made by pilots on the appropriate communication channel. [Ref EISG AD 2.19]

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

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

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

4. Radio and/or Transponder Failure

- 4.1. A VFR flight experiencing radio failure prior to entry into the RMZ is required to remain outside the RMZ and route to their alternate aerodrome. The pilot shall contact Sligo Air Traffic Services +353 71 9168461 as soon as practicable on landing.

- 4.2. A VFR flight experiencing radio failure whilst inside the RMZ is required to route to,

1. If approaching from the North, route to the Drumcliff Church Hold at or below 1500ft and await light signals from Sligo AFIS.
2. If approaching from the South, route to the Beltra Hold at or below 1500ft and await light signals from Sligo AFIS.

- 4.3. SAR aircraft on an IFR flight experiencing radio failure are required to follow Rule 31 Communications Failure, AIP Ireland ENR 1.3 INSTRUMENT FLIGHT RULES

- 4.4. An aircraft experiencing transponder failure shall advise Sligo AFIS as soon as practicable when aware of the failure. Prevailing traffic conditions may delay TMZ entry/departure.

- 4.5. Aircraft experiencing both Radio and Transponder failure are required to follow Parts 4.1, 4.2, 4.3 as appropriate to their flight rules.

5. Non-Radio Aircraft & Non-Transponder Aircraft

Pilots of aircraft which are neither non-transponder nor non-radio equipped must contact Sligo Air Traffic Services +353 71 9168461 in order to seek agreement to operate within the TMZ.

Prevailing traffic conditions may preclude TMZ entry agreement to non-transponder aircraft (or an aircraft with a non-functioning transponder) to operate within the TMZ.

Ref: SERA.6005 Requirements for communications and SSR transponder.

SERA.13001 Operation of a transponder.

SERA 13020 SSR transponder failure when the carriage of a transponder is mandatory.

6. RWY threshold lighting arranged as two groups of inset lights with 15 meter gap in centre of THR light groups to facilitate passage of aircraft to turnaround areas beyond each threshold.
7. All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash/outwash effect while helicopters are operating on the movement area.

EISG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EISG AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

Clearance to enter the CTR

Shannon ATS will clear arriving traffic to descend to the lowest usable flight level within controlled airspace (FL080/ Shannon Transition level if higher). EISG ATC will provide the transition altitude and QNH. All aircraft below the transition altitude should use the QNH provided.

A lower level/altitude within controlled airspace may be coordinated with Sligo ATC. Clearance to enter the CTR will be provided by ATC EISG on 122.105. Arriving aircraft too call no later than 25DME SLG from EISG.

Descent into the FIR (Class G Uncontrolled airspace)

Caution: Descent below FL080 or Transition level if higher, before the lateral limits of the Control Zone or associated stubs as outlined in [ENR 2.1](#) will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.505.

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

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

2. Holding Procedures

Holding Areas as depicted on Instrument Approach Charts.

3. Communication Failure

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

4. Visual Approach Chart (VAC)

Chart EISG AD 2.24-16 (VAC) provides data for VFR pilots.

Visual Reporting Point (VRP) Holds:

Location	Coordinates
Drumcliff Church Hold:	541934.42N 0082935.38W
Beltra Village Hold:	541313.86N 0083722.36W

Visual Reporting Points (VRP):

Location	Coordinates
VRP Drumcliff Church:	541934.42N 0082935.38W
VRP Beltra Village:	541313.86N 0083722.36W
VRP Ballymote Town:	540522.03N 0083104.90W
VRP Riverstown Village:	540747.94N 0082345.49W
VRP Grange Village:	542332.78N 0083133.86W
VRP Tubbercurry Town:	540314.14N 0084344.90W

EISG AD 2.23 ADDITIONAL INFORMATION

Caution Low Level Turbulence in winds from 150° to 230°.

Prior permission for use of Sligo Airport is required. Filing of a flight plan does not constitute prior permission.
Contact ATC for PPR on Phone: + 353 71 916 84 61.

Aerodrome habitat work takes place on the grass areas periodically through out the year. Pilots are warned of the presence of sea birds in the approach area to Runway 28 (take-of area for Runway 10). There is a constant bird hazard on the tidal mud flats adjacent to the aerodrome, which can increase at short notice as concentrations of migratory birds move through the area.

During the winter months OCT-MAR, large flocks of Barnacle Geese may be encountered North of Sligo Airport in the vicinity of Ballygilgan Nature Reserve (Lissadell), 542048N 0083293W, Ballyconnell/Raghly, 542149N 0083986W and Inishmurry Island. Pilots are advised to exercise caution and avoid unnecessary overflight both day and night.

EISG AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart - ICAO	EISG AD 2.24-1
Aerodrome Obstacle Chart RWY 10/28 - ICAO TYPE A	EISG AD 2.24-2
Instrument Approach Chart RNP Y RWY 10 - CAT A, B - ICAO	EISG AD 2.24-7
Instrument Approach Chart RNP Z RWY 10 - CAT A, B - ICAO	EISG AD 2.24-8
Instrument Approach Chart NDB Y RWY 10 - CAT A, B - ICAO	EISG AD 2.24-9
Instrument Approach Chart NDB Z RWY 10 - CAT A, B - ICAO	EISG AD 2.24-10
Instrument Approach Chart RNP RWY 28 - CAT A, B - ICAO	EISG AD 2.24-11
Instrument Approach Chart NDB RWY 28 - CAT A, B - ICAO	EISG AD 2.24-12
Visual Approach Chart - ICAO	EISG AD 2.24-16

EISG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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**SLIGO AIRPORT
IRELAND**



Note: The following sections in this chapter are intentionally left blank: AD-2.7, AD-2.9, AD-2.10, AD-2.14, AD-2.15, AD-2.17, AD-2.19, AD-2.21, AD-2.22, AD-2.23, AD-2.24, AD-2.25

EIBR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIBR - BIRR

EIBR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	530415N 0075355W Mid point RWY 18/36
2	Direction and distance from (city)	1 NM S of BIRR
3	AD Elevation, Reference Temperature & Mean Low Temperature	250 ft/20.3°C (Max Temp) -0.3°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	186 ft
5	MAG VAR/Annual Change	4° (2014) / 11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: ORMAND Flying Club Ltd. Streamstown Roscrea Co. Tipperary Phone:+353 57 912 1300 Phone:+353 87 0664545 Fax: +353 57 912 1300 Email: info@ormandflyingclub.ie URL: http://www.ormandflyingclub.ie
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

EIBR AD 2.3 OPERATIONAL HOURS

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

12	Remarks	For HR of operation contact AD ADMIN, PIB AVBL from AIS, Shannon, See Section GEN 3.1.5 , ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5 , Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4 ,
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EIBR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	FUEL: AVGAS 100LL, MOGAS
3	Fuelling facilities/capacity	AVGAS 7,000 L MOGAS 1,000 L
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Contact AD ADMIN
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

EIBR AD 2.5 PASSENGER FACILITIES

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

EIBR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 1
2	Rescue equipment	Appropriate to CAT 1
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

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

NIL

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

1	Apron designation, surface and strength	Surface: Nil Strength:			
2	Taxiway designation, width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	9 M	Grass	-
		B	9 M	Grass	-
		C	9 M	Grass	-
		D	9 M	Grass	-
3	Altimeter checkpoint location and elevation	Location: Nil Elevation: Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

EIBR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

NIL

EIBR AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Marking/Type Colour	Remarks
a	b	c	d	e	f
Contact Aerodrome Operator for details of obstacles					

In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Marking/Type Colour	Remarks
a	b	c	d	e	f
Contact Aerodrome Operator for details of obstacles					

EIBR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	See Section GEN 3.5 for Information
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Nil
4	Trend forecast Interval of issuance	Nil
5	Briefing/consultation provided	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon

6	Flight documentation Language(s) used	Nil
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Nil

EIBR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	Nil	570 X 18	Grass	Nil	Nil
36	Nil	570 X 18	Grass	Nil	Nil

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Nil	Nil	Nil	630 X 60	Nil	Nil	Nil	Nil
Nil	Nil	Nil	630 X 60	Nil	Nil	Nil	Nil

EIBR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	570	570	570	570	Nil
36	570	570	570	570	Nil

EIBR AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EIBR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EIBR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO Lighting	Nil
7	Remarks	See AD-2.20

EIBR AD 2.17 ATS AIRSPACE

NIL

EIBR AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Information Only	BIRR Ground	122.955	Nil	Nil	Nil	PPR

EIBR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EIBR AD 2.20 LOCAL AERODROME REGULATIONS

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

EIBR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EIBR AD 2.22 FLIGHT PROCEDURES

NIL

EIBR AD 2.23 ADDITIONAL INFORMATION

NIL

EIBR AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EIBR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

EINC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EINC - NEWCASTLE

EINC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	530422N0060211W -
2	Direction and distance from (city)	1 NM E Newcastle
3	AD Elevation, Reference Temperature & Mean Low Temperature	1 ft/19.8°C (Max Temp) 1.7°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	183 ft
5	MAG VAR/Annual Change	1° W (2026) / 11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Mr. John Nugent Newcastle Aerodrome Sea Road Newcastle Co. Wicklow Phone:+ 353 87 175 6182 (Airport Operations) Phone:+353 86 239 4417 Email: info@einc.ie URL: http://www.einc.ie
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

EINC AD 2.3 OPERATIONAL HOURS

1	AD Operator	HX
2	Customs and immigration	Nil
3	Health and sanitation	Nil
4	AIS Briefing Office	See remarks
5	ATS Reporting Office (ARO)	See remarks
6	MET Briefing Office	See remarks
7	ATS	Nil
8	Fuelling	Nil
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	PIB AVBL from AIS, Shannon, See Section GEN 3.1.5 , ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5 Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EINC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
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2	Fuel/oil types	Nil
3	Fuelling facilities/capacity	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Contact AD ADMIN
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

EINC AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of AD	Newtownmountkennedy
2	Restaurant(s) at or in the vicinity of AD	Newtownmountkennedy
3	Transportation possibilities	Newcastle
4	Medical facilities	Newtownmountkennedy
5	Bank and Post Office at or in the vicinity of AD	Kilcoole
6	Tourist Office	Wicklow Town
7	Remarks	Nil

EINC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 1
2	Rescue equipment	Appropriate to CAT 1
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

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

NIL

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

1	Apron designation, surface and strength	Surface: ASPH Strength:-			
2	Taxiway designation, width, surface and strength	TAXIWAY	WIDTH (M)	SURFACE	STRENGTH
		A	18	Grass	-
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

EINC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Nil
2	RWY and TWY markings and LGT	RWY Edge markers on RWY 18/36
3	Stop bars and RWY Guard Lights	Nil
4	Other RWY Protection measures	Nil
5	Remarks	Nil

EINC AD 2.10 AERODROME OBSTACLES

NIL

EINC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	See Section GEN 3.5 for Information
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Nil
4	Trend Forecast Interval of issuance	Nil
5	Briefing/consultation provided	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Nil

EINC 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
36	-	690 X 18	Grass	-	-
18	-	690 X 18	Grass	-	-

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Nil	Nil	Nil	750 X 60	Nil	Nil	Nil	Nil
Nil	Nil	Nil	750 X 60	Nil	Nil	Nil	Nil

EINC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
36	690	690	690	690	Nil
18	690	690	690	690	Nil

EINC AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EINC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EINC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	See AD-2.20 Section 2

EINC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Newcastle ATZ A circle, radius of 1.5NM centred on 530422N 0060211W (Newcastle ARP)
2	Vertical limits	SFC to 1500FT AMSL
3	Airspace classification	Class G
4	ATS unit call sign Language(s)	Newcastle Zone English
5	Transition altitude	5000FT
6	Hours of applicability	

7	Remarks	Elevation 1FT, Runway Length 690M, Licensed Aerodrome
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EINC AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
A/G	Newcastle	122.555	Nil	Nil	HX	Nil

EINC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EINC AD 2.20 LOCAL TRAFFIC REGULATIONS

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

EINC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EINC AD 2.22 FLIGHT PROCEDURES

All circuits should be flown to the East of the strip over the sea.

EINC AD 2.23 ADDITIONAL INFORMATION

Prior Permission Required.

Transitional Surface Obstacles: Windsock located in the runway strip.

Note rail line also to the East of the airfield represents a potential mobile obstacle.

EINC AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EINC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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