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 006/25

Effective Date – 12 JUN 2025

Publication Date – 01 MAY 2025

PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

GEN 0.2 **Record of AIP Amendments:** Updated.

GEN 0.4 **Checklist of AIP Pages:** Updated.

GEN 0.5 **List of Hand Amendments to the AIP:** Insertion of amendment to ENR 6.2 and ENR 6.3 Charts.

GEN 2.5 **List of Radio Navigation Aids:** RWY designator for Donegal LLZ updated.

GEN 3.2 **Aeronautical Charts:** New and updated EIDL charts, removal of charts. Updated EIKN charts.

GEN 3.3 **Air Traffic Services:** Removal of Donegal TWR Fax Number.

ENR 1.4 **ATS Airspace Classification and Description:** Updated.

ENR 1.10 **Flight Planning:** Update to Section 6.3.1, inclusion of Waypoint WETFI.

ENR 4.4 **Name Code Designators:** Insertion of Point WETFI and Updated Text.

EIDW AD **Updated Sections:** AD 2.19.

EINN AD **Updated Sections:** AD 2.19.

EIDL AD **Updated Sections due RWY Designator change:** AD 2.2, AD 2.3, AD 2.4, AD 2.5, AD 2.7, AD 2.10, AD 2.12, AD 2.13, AD 2.14, AD 2.15, AD 2.17, AD 2.18, AD 2.19, AD 2.20, AD 2.22, AD 2.23. Insertion of new section AD 2.25.
AD 2.24 Charts Related to Aerodrome: New and Updated Charts. Removal of charts.

EIKN AD **Updated Sections:** AD 2.2, AD 2.4, AD 2.5, AD 2.9, AD 2.10, AD 2.12, AD 2.13, AD 2.14, AD 2.15, AD 2.16, AD 2.19, AD 2.20, AD 2.22, AD 2.23. Insertion of new section AD 2.25.
AD 2.24 Charts Related to Aerodrome: Updated Charts.
Incorporation of PERM NOTAM B0702/25

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	12 JUN 2025/12 JUN 2025
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	12 JUN 2025/12 JUN 2025
GEN 0.5-1/GEN 0.5-2	GEN 0.5-1/GEN 0.5-2	12 JUN 2025/12 JUN 2025
GEN 2.5-1/GEN 2.5-2	GEN 2.5-1/GEN 2.5-2	12 JUN 2025/12 JUN 2025
GEN 3.2-1/GEN 3.2-12	GEN 3.2-1/GEN 3.2-12	12 JUN 2025/12 JUN 2025
GEN 3.3-1/GEN 3.3-4	GEN 3.3-1/GEN 3.3-4	12 JUN 2025/12 JUN 2025
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EIDL AD 2.24-1	EIDL AD 2.24-1	12 JUN 2025/12 JUN 2025
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	EIDL AD 2.24-8	12 JUN 2025/12 JUN 2025
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EIKN AD 2-1/EIKN AD 2-14	EIKN AD 2-1/EIKN AD 2-14	12 JUN 2025/12 JUN 2025
EIKN AD 2.24-1	EIKN AD 2.24-1	12 JUN 2025/12 JUN 2025
EIKN AD 2.24-2	EIKN AD 2.24-2	12 JUN 2025/12 JUN 2025

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

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

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

AIC cancelled in this Amendment**: NIL**

PERM NOTAM* incorporated in this Amendment: **B0702/25.**

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

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Record of AIP Amendments

AIP AMENDMENT			
NR/Year	Publication date	Date Inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
001/25	12-DEC-2024	23-JAN-2025	
002/25	09-JAN-2025	20-FEB-2025	
003/25	06-FEB-2025	20-MAR-2025	
004/25	06-MAR-2025	17-APR-2025	
005/25	03-APR-2025	15-MAY-2025	
006/25	01-MAY-2025	12-JUN-2025	

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GEN 0.4 Checklist of AIP Pages

New Pages *

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0.2-2	12 JUN 2025	*
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EIDW AD

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2.24-8	11 AUG 2022	
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2.24-20.1	05 NOV 2020	
2.24-20.2	05 NOV 2020	

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2.24-16.2	17 JUN 2021	

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2-4	16 JUN 2022
2-5	16 JUN 2022
2-6	16 JUN 2022

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Page	Date	Page	Date	Page	Date

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	Amendment text		Introduced by AIP Amendment NR
	Change:	To:	
EIWF AD 2.24-4	Shannon CTA FL245/FL200 A FL200/FL075 C	Shannon CTA FL245/FL075 C	AIRAC Amdt 29
EIKN AD 2.24-8.1	RNP RWY 26 Chart published with a TEMP box in the plan view	Remove the TEMP box	AIRAC Amdt 003/21
EIKN AD 2.24-8.2	Chart coding tables published with an incorrect Final Approach bearing as Magnetic track 263°	Should read Magnetic track 264°	AIRAC Amdt 003/21
EIKN AD 2.24-8.2	Hold coding table for LESRO published with an incorrect inbound Magnetic track 263°	Should read Magnetic track 264°	AIRAC Amdt 003/21
EIKN AD 2.24-14.1	RNP RWY 08 Chart published with a TEMP box in the plan view	Remove the TEMP box	AIRAC Amdt 003/21
EIKN AD 2.24-8.2	RNP RWY 26 Chart Coding tables published with incorrect magnetic track segments	MALAX-PERIL Should read 174° NEKAD-PERIL Should read 354°	AIRAC Amdt 007/21
EIKY AD 2.24-9	Fix co-ordinates KY012 and KY013 published incorrectly.	Should read: KY012/SDF 521237.7N 0092253.3W KY013/SDF 521159.3N 0092558.2W	AIRAC Amdt 006/23
ENR 6.2	Addition of waypoint WETFI	WETFI 534947N 0053000W FRA(I): ABV FL245	AIRAC Amdt 006/25
	Remove waypoint PHILI	PHILI removed	
ENR 6.3	Addition of waypoint WETFI	WETFI 534947N 0053000W FRA(I): ABV FL245	AIRAC Amdt 006/25
	Remove waypoint PHILI	PHILI removed	

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Encode			
ID	Station name	Facility	Purpose
BAL	BALDONNEL	DVOR/DME	A E
CFN	DONEGAL	NDB	A E
CML	CLONMEL	NDB	E
CON	CONNAUGHT	DVOR/DME	A E
CRK	CORK	DVOR/DME	A E
DAP	COLLINSTOWN	DVOR/DME	A E
DUB	DUBLIN	DVOR/DME	A E
FOY	FOYNES	NDB	A
GMN	GORMANSTON	NDB	A E
GMN	GORMANSTON	DME	A E
GTG	GLENTEIGE	DME	E
IAC	DUBLIN	ILS 16	A
IB	BALDONNEL	ILS 10	A
ICK	CONNAUGHT	ILS 26	A
ICN	CORK	ILS 34	A
ICS	CORK	ILS 16	A
IDE	DUBLIN	ILS 10R	A
IDW	DUBLIN	ILS 28L	A
IFN	DONEGAL	LLZ 20	A
IKR	KERRY	ILS 26	A
ISE	SHANNON	ILS 06	A
ISW	SHANNON	ILS 24	A
IWD	WATERFORD	ILS 21	A
KER	KERRY	NDB	A E
KLY	KILLINEY	NDB	A E
KNK	CONNAUGHT	NDB	A
MCM	MOHERCROM	DME	E
OE	DUBLIN	LO 10R	A
OK	CONNAUGHT	NDB/LO 26	A
OL	SHANNON	LO 24	A
OP	DUBLIN	LO 28L	A
SHA	SHANNON	DVOR/DME	A E
SLG	SLIGO	NDB/DME	A
WST	WESTON	DVOR/DME	A
WTD	WATERFORD	NDB	A E
WTP	WOLFTRAP	DME	E

Decode			
Station name	Facility	ID	Purpose
BALDONNEL	DVOR/DME	BAL	A E
BALDONNEL	ILS 10	IB	A
CLONMEL	NDB	CML	E
CONNAUGHT	DVOR/DME	CON	A E
CONNAUGHT	ILS 26	ICK	A
CONNAUGHT	NDB	KNK	A
CONNAUGHT	NDB/LO 26	OK	A
CORK	DVOR/DME	CRK	A E
CORK	ILS 34	ICN	A
CORK	ILS 16	ICS	A
DONEGAL	NDB	CFN	A E
DONEGAL	LLZ 20	IFN	A
COLLINSTOWN	DVOR/DME	DAP	A E
DUBLIN	DVOR/DME	DUB	A E
DUBLIN	ILS 16	IAC	A
DUBLIN	ILS 10R	IDE	A
DUBLIN	ILS 28L	IDW	A
DUBLIN	LO 10R	OE	A
DUBLIN	LO 28L	OP	A
FOYNES	NDB	FOY	A
GLENTEIGE	DME	GTG	E
GORMANSTON	NDB	GMN	A E
GORMANSTON	DME	GMN	A E
KERRY	ILS 26	IKR	A
KERRY	NDB	KER	A E
KILLINEY	NDB	KLY	A E
MOHERCROM	DME	MCM	E
SHANNON	ILS 06	ISE	A
SHANNON	ILS 24	ISW	A
SHANNON	LO 24	OL	A
SHANNON	DVOR/DME	SHA	A E
SLIGO	NDB/DME	SLG	A
WATERFORD	ILS 21	IWD	A
WATERFORD	NDB	WTD	A E
WESTON	DVOR/DME	WST	A
WOLFTRAP	DME	WTP	E

Note: Station Declination can be found at the following https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data

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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
Topographical information is reproduced under licence by permission of Ordnance Survey Ireland.
Charting service is available during Office hours 0930-1730 Local Time.

2. MAINTENANCE OF CHARTS

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

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

3. PURCHASE ARRANGEMENTS

3.1 VFR Chart Scale 1:500,000

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

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

Phone: + 353 1 802 5379

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

3.2 VFR Airspace Chart Scale 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical airspace chart Scale 1:500,000.
This chart is for VFR navigation within the boundaries of the Shannon FIR.
It is available free to download from the IAA Web Site,

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

3.3 VFR Chart Scale 1:250,000

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

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

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

Phone: + 353 1 802 5379

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

All other aeronautical charts are available to download from:-
URL: http://www.iaa.ie/commercial-aviation/airspace/aeronautical-charts

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

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

(*included in AIP Ireland)

URL: http://www.iaa.ie

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

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

4.2.2 Aeronautical Chart 1:250,000

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

4.2.3 Instrument Approach Chart – ICAO

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

4.2.4 Visual Approach Chart – ICAO

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

4.2.5 Aerodrome Chart – ICAO

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

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

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

as contained in ICAO Annex 6.

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

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

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

5. LIST OF CHART SERIES

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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D	26 APR 2018
Standard Departure Chart - Instrument (SID) - ICAO 1:500,000	SID	EIWT AD 2.24-3	EIWT RWY 07 CAT A, B	03 OCT 2024
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY 26	13 SEP 2018
	SID	EIKN AD 2.24-5	EIKN RNAV RWY 08	13 SEP 2018
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-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY 08	20 JUL 2017
Standard Arrival Chart-Instrument (STAR) ICAO 1:300,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY 26	18 AUG 2016
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

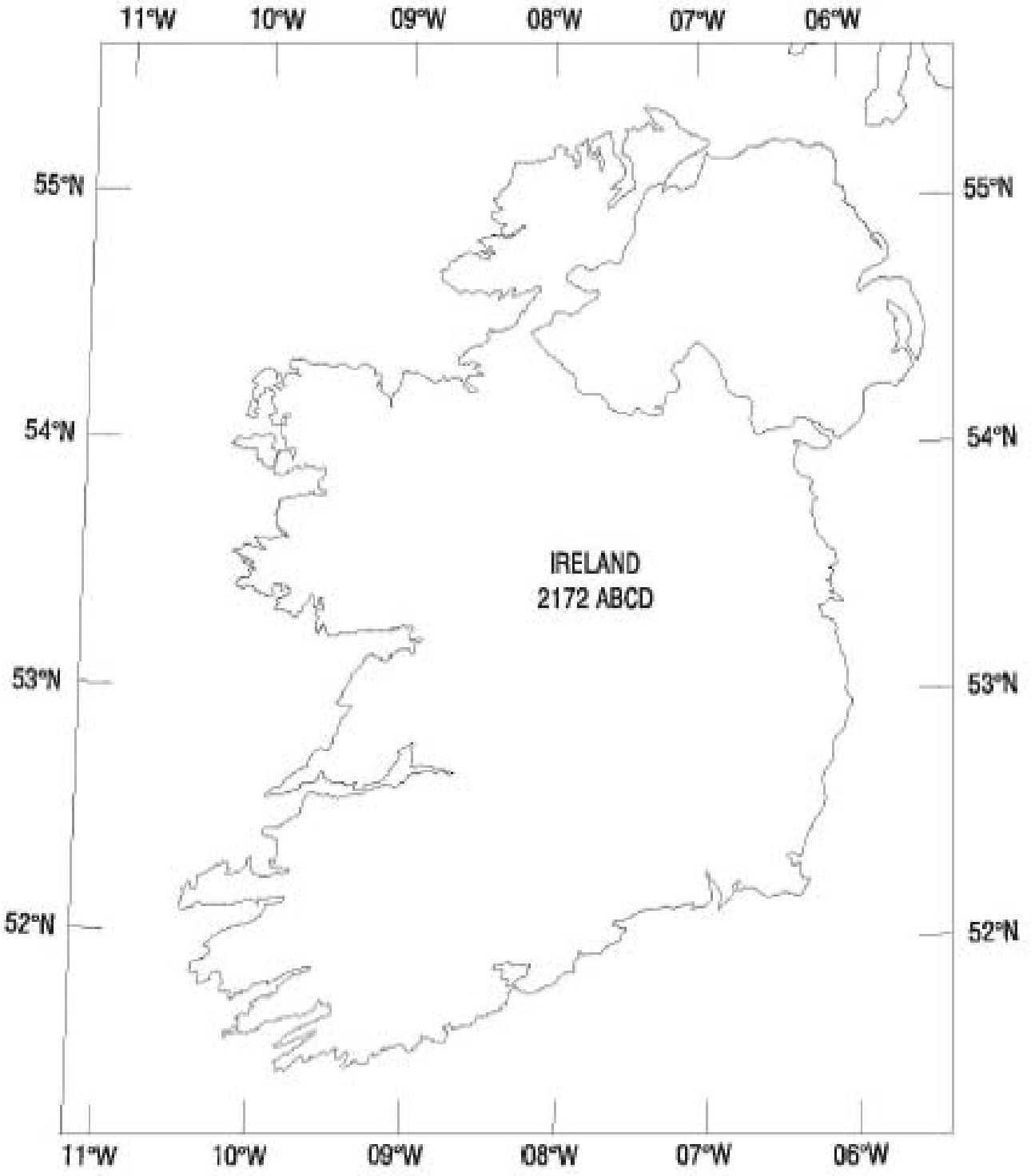
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8	EIKN RNP RWY 26 CAT A, B, C, D	08 SEP 2022
	IAC	EIKN AD 2.24-14	EIKN RNP RWY 08 CAT A, B, C, D	25 MAR 2021
	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 2.24-9	EIKN ILS A CAT I & CAT II or LOC RWY 26	18 AUG 2016
	IAC	EIKN AD 2.24-11	EIKN VOR RWY 26	18 AUG 2016
	IAC	EIKN AD 2.24-15	EIKN VOR RWY 08	18 AUG 2016
	IAC	EIKN AD 2.24-16	EIKN NDB RWY 08	18 AUG 2016
	IAC	EIKN AD 2.24-17	EIKN NDB RWY 08	18 AUG 2016
	IAC	EICK AD 2.24-25	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDW AD 2.24-26	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-32	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33	EIDW ILS CAT I & II OR LOC RWY 10L CAT A, B, C, D	11 JUL 2024
	IAC	EIDW AD 2.24-36	EIDW ILS CAT I & II or LOC RWY 10R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-37	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-46	EIDW RNP T RWY 28L	15 MAY 2025
	IAC	EISG AD 2.24-7	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11	EISG RNP RWY 28 CAT A, B	22 APR 2021

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	IAC	EISG AD 2.24-12	EISG NDB RWY 28 CAT A, B	22 APR 2021
	IAC	EIWF AD 2.24-8	EIWF RNP RWY 02 CAT A, B, C	30 NOV 2023
	IAC	EIWF AD 2.24-9	EIWF RNP RWY 20 CAT A, B, C	30 NOV 2023
	IAC	EIWT AD 2.24-5	EIWT VOR B RWY 07/25 CAT A, B	03 OCT 2024
	IAC	EIWT AD 2.24-7	EIWT VOR D RWY 07/25 CAT A, B	13 JUN 2024
Instrument Approach Chart ICAO 1: 330,000	IAC	EIKN AD 2.24-10	EIKN ILS B CAT I & CAT II RWY 26	28 APR 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY 26	28 APR 2016
	IAC	EIKN AD 2.24-13	EIKN NDB RWY 26	28 APR 2016
	IAC	EIWF AD 2.24-3	EIWF ILS CAT 1 OR LOC RWY 21 CAT A, B, C	20 JUL 2017
	IAC	EIWF AD 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A, B, C	08 DEC 2016
Instrument Approach Chart ICAO 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
	IAC	EIDL AD 2.24-7	EIDL RNP RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-9	EIDL RNP RWY 20 CAT A, B, C	12 JUN 2025
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
	IAC	EIDL AD 2.24-8	EIDL NDB RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	12 JUN 2025
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	12 JUN 2025
	VAC	EIKN AD 2.24-19	IRELAND WEST/KNOCK	20 MAY 2021
	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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aerodrome Chart ICAO 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020
Aerodrome Chart ICAO 1: 20,000	AD	EIKN AD 2.24-1	IRELAND WEST	12 JUN 2025
	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
	AD	EIWF AD 2.24-1	WATERFORD	21 MAR 2024
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021
Aerodrome Chart ICAO As per Published Chart	AD	EIDL AD 2.24-1	DONEGAL	12 JUN 2025
	AD	EIDW AD 2.24-1	DUBLIN	17 APR 2025
	AD	EIWT AD 2.24-1	WESTON	03 OCT 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	21 MAR 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000	AOC	EIWT AD 2.24-2	EIWT RWY 07/25	03 OCT 2024
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	12 JUN 2025
Aerodrome Obstacle Chart ICAO - Type “A”	AOC	EIDL AD 2.24-2	EIDL RWY 02/20	12 JUN 2025
Aerodrome Obstacle Chart ICAO – Type “B”	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-
	AOC	EIWF/Type B/Ver 1	EIWF	-
Precision Approach Terrain Chart Horizontal Scale 1:2,500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 16	26 APR 2018
	PATC	EIDW AD 2.24-6	EIDW RWY 28L	08 OCT 2020
	PATC	EIDW AD 2.24-7	EIDW RWY 28R	11 AUG 2022
	PATC	EIDW AD 2.24-8	EIDW RWY 10L	11 AUG 2022
	PATC	EIDW AD 2.24-9	EIDW RWY 10R	25 FEB 2021
	PATC	EIKN AD2.24-3	EIKN RWY 27	21 MAR 2002

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	PATC	EINN AD 2.24-3	EINN RWY 24	06 DEC 2018
Aircraft Parking/Docking Chart – ICAO 1:5,000	APDC	EICK AD 2.24-2	CORK	26 APR 2018
	APDC	EINN AD 2.24-2	SHANNON	25 APR 2019
Aircraft Parking/Docking Chart – ICAO 1:6,000	APDC	EIDW AD 2.24-2	DUBLIN	15 MAY 2025
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

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

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

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East & West ICAO 1:250,000 Ed 9	531046.08N 0075439.33W	Co Offaly, Derrinlough Wind Farm. Height: 607ft Elevation: 798ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	532419.10N 0071217.98W	Co Offaly, Yellow River Wind Farm. Height: 545ft Elevation: 827ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	531738.40N 0070024.48W	Co Offaly, Cushaling River Windfarm. Height: 614ft Elevation: 847ft

GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE AUTHORITY

1.1. Air Traffic Services to General Air Traffic (GAT) are provided by AirNav Ireland. The Air Traffic Services are administered by the:

Post: Air Traffic Services
AirNav Ireland
The Times Building
11-12 D'Olier Street
Dublin 2
Ireland

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

1.2. The services are provided in accordance with the provisions contained in the following ICAO documents:

- Annex 2 — Rules of the Air
- Annex 11 — Air Traffic Services
- Doc 4444 — Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM)
- Doc 8168 — Procedures for Air Navigation Services — Aircraft Operations (PANS—OPS)
- Doc 7030 — Regional Supplementary Procedures

Differences to these provisions are detailed in GEN 1.7

1.3 Military Air Traffic Services are provided by the Irish Air Corps. The Air Traffic Services are administered by the:

Post: Chief Air Traffic Services Officer
Irish Air Corps HQ
Casement Aerodrome
Baldonnel
Dublin 22

Phone: +353 (0) 1 4592493

Fax: +353 (0) 1 4592672

These services are provided in accordance with regulations established by Director of military Aviation (GOC Air Corps)

2. AREA OF RESPONSIBILITY

2.1. The Shannon Flight Information Region (FIR) and the Shannon Upper Flight Information Region (UIR), with the exception of local control at Military and some Regional Aerodromes and

2.2. The Shannon Oceanic Transition Area (*SOTA), by delegation of control by the UK and French Authorities.

2.3. Airspace Contiguous with *SOTA

2.3.1. 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: 4935.00N00800.00W

2.3.2. 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.

2.4. The North Oceanic Transition Area (*NOTA), by delegation of control by the UK Authorities.

3. TYPES OF SERVICES

3.1. Air Traffic Services, as defined in ICAO publications, consist of:

- Air Traffic Control Service
- Flight Information Service
- Alerting Service

3.2. Air Traffic Services, as appropriate, are provided by the following Air Traffic Control Centres:
Shannon ACC - for Shannon FIR/UIR, CTA/UTA, *SOTA and *NOTA.
Dublin ACC - for Dublin CTA

3.3. AirNav Ireland provides Air Traffic Control Services in Control Zones established at the following aerodromes:

Cork, Dublin, Shannon.

The Irish Aviation Authority has arranged that, Air Traffic Control Services will be provided by the licensee of the relevant aerodrome in Control Zones established at the following aerodromes:
Donegal, Ireland West, Kerry, Sligo, Waterford, Weston.

Air Traffic Control, Flight Information and Alerting Services in Control Zones are provided by either Aerodrome or Approach Control.

3.4. Prohibited, Restricted, Danger Areas and Military Operating Areas

These areas are established within the Shannon FIR/UIR. Details are contained in ENR 5.

4. CO-ORDINATION BETWEEN THE OPERATOR AND ATS

Co-ordination between the operator and air traffic services is affected in accordance with 2.16 of Annex 11 and of the PANS-ATM (Doc 4444-ATM/501).

The pilot is responsible for corrections for pressure, temperature and, where appropriate, wind and terrain effects, except when under radar vectoring. In that case, the radar controller issues clearances such that the prescribed obstacle clearance will exist at all times, taking the cold temperature correction into account.

5. MINIMUM IFR ALTITUDES

Minimum En-route IFR Altitudes on ATS routes are determined so as to ensure:

- Vertical Clearance from Obstacles.
- Acceptable navigational signal coverage.

A minimum of 1,000ft vertical clearance above the highest obstacle within 5NM of route centreline is provided for.

Acceptable navigational facility signal strength and usability is provided for in accordance with ICAO Annex 10 and ICAO Manual on Testing of Radio Navigation Aids – DOC. 8071.

6. ATS UNIT ADDRESS LIST

ATS UNIT	ADDRESS	TEL	FAX	Email Address	AFS Address	Website Address
1	2	3	4	5	6	7
Baldonnel TWR	505 SQN, Casement Aerodrome, Baldonnel,	+353 (0)1 459 2493	+353 (0)1 4592672		EIMEZTZX	
Cork TWR	AirNav Ireland, Cork Airport, Co. Cork.	+353 (0)21 431 6389	+353 (0)21 431 5419		EICKZTZX	
Donegal TWR	Donegal Airport, Carrickfin, Co. Donegal.	+353 (0)74 954 8604 +353 (0)74 954 8232		atc@donegalairport.ie	EIDLZTZX	www.donegalairport.ie
Dublin ACC/TWR	AirNav Ireland, Huntstown Cloghran, Co. Dublin.	+353 (0)1 7732501	+353 (0)1 844 4624		EIDWZQZX	
Ireland West TWR	Connaught Airport, Charlestown, Co Mayo.	+353 (0)94 936 7222	+353 (0)94 936 7232		EIKNZTZX	
Kerry TWR	Kerry Airport, Farranfore, Co. Kerry.	+353 (0)66 976 4644	+353 (0)66 976 4134	atc@kerryairport.ie	EIKYZTZX	http://www.kerryairport.ie
Shannon ACC/TWR	AirNav Ireland, Shannon ATC Centre, Ballycasey Cross, Shannon.	+353 (0)61 770 700	+353 (0)61 366 036		EISNZQZX	
Sligo TWR	Sligo Airport, Strandhill, Co. Sligo.	+353 (0)71 916 8461 +353 (0)71 912 8001 +353 (0)71 916 8280	+353 (0)71 916 8647		EISGZTZX	
Waterford TWR	Waterford Airport, Co. Waterford.	+353 (0)51 846 613	+353 (0)51 871 701	atc@waterfordairport.net	EIWFZTZX	
Weston TWR	Weston Aviation Academy Ltd, Lucan, Co. Dublin.	+353 (0)1 621 7300	+353 (0)1 612 7334	info@westonairport.com	EIWTZTZX	

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ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1. ATS AIRSPACE CLASSIFICATION

Class	Type of Flight	Separation Provided	Service Provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to ATC Clearance
1	2	3	4	5	6	7	8
A	IFR only	All Aircraft	Air traffic control service	Not applicable	N/A	Continuous two-way	Yes
C	IFR	All Aircraft	Air traffic control service	Not applicable	N/A	Continuous two-way	Yes
	VFR	VFR from IFR Special VFR from Special VFR	(1)Air traffic control service for separation from IFR; (2)Air traffic control service, VFR/ VFR Traffic information (and traffic avoidance advice on request)	At and above FL100: 8km flight visibility, 1500m horizontal and 1000ft vertical from cloud. Below FL100: 5km flight visibility, 1500m horizontal and 1000ft vertical from cloud.	250kts IAS below 3050m (10,000ft) AMSL	Continuous two-way	Yes

Class	Type of Flight	Separation Provided	Service Provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to ATC Clearance
1	2	3	4	5	6	7	8
G	IFR	Nil	Flight Information service if requested	Not applicable	250 kts IAS below 3050m (10,000ft) AMSL	Continuous two-way[1] (for exception see footnote [1] below)	No
	VFR	Nil	Flight Information service if requested	At and above FL100: 8km flight visibility, 1500m horizontal and 1000ft vertical from cloud. Below 3050m (10,000ft) AMSL and above 900m (3000ft) AMSL, or above 300m (1000ft) above terrain, whichever is the higher. Flight visibility of 5km and 1500m horizontally 300m (1000ft) vertically distance from cloud OR At and below 900m (3000ft) AMSL, or 300m (1000ft) above terrain whichever is the higher: flight visibility of 5km (3km for flight at IAS 140kts or less) and Clear of cloud and with the surface in sight. Helicopters may be flown below 300m (1000ft) above terrain in flight visibility not less than 1000m if manoeuvred at a speed which would give the pilot in command adequate opportunity to observe other traffic or obstacles in good time to avoid collision.	250kts IAS below 3050m (10,000ft) AMSL	No[1] (for exception see footnote [1] below)	No

1. Radio Mandatory Zones (RMZ) - Pilots shall maintain a continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in RMZ.

2. ATS AIRSPACE DESCRIPTION

a. Class A. IFR flights only are permitted;.All flights are provided with air traffic control service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.

b. Class C. IFR and VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advise on request. Continuous air-ground voice communications are required for all flights. For VFR flights a speed limitation of 250kts indicated airspeed (IAS) applies below 3050m (10,000ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

c. Class G. IFR and VFR flights are permitted and receive flight information if requested. All IFR flights shall be capable of establishing air-ground voice communications. A speed of 250kts IAS applies to all flights below

3050m (10,000ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required.

d. The designation of the airspace classification shall be appropriate to the needs of the Member States, except that all airspace above FL195 shall be classified as Class C airspace.

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ENR 1.10 FLIGHT PLANNING

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

- 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

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 IDENTIFCATION (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:

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

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 70ºN and 70ºS 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 180º 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/N0305Fl80
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 navaids;
HAZMAT	for a flight carrying hazardous material;
HEAD	a flight with Head of State status;
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

RNAV SPECIFICATIONS	
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 alphanumerical 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 and ENR 6-4

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

Table 1:

Name-code Designator	Route
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, 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
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)
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

Table 7:

Aerodromes	SID	STAR
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:

a. Arriving aircraft will normally be cleared to INRAD for the appropriate approach.
b. The designated hold for runway 26 is at ROTSO.
c. Departures to the Southwest or southeast should file on a CRK3A or CRK3B SID,
d. Departures to the Northwest or northeast should file on a SHA3A or SHA3B SID.
e. Where the reciprocal runway (08) is in use arriving traffic will be routed to the *“KER”* for approach to runway 08,
f. The designated hold for runway 08 is at KER.
g. Where 08 is active ATC will clear departing aircraft on the associated SID, CRK3C,CRK3D, SHA3C, SHA3D.
h. 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.

7.5 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 INVOLVING 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT

IFR Flight Plans for flights planned to operate in SHANNON FIR, UIR, SOTA, and NOTA, should in respect of items 10 and 18 of the ICAO flight plan form, be completed as follows;
Whenever an aircraft is equipped with 8.33KHz channel spacing radio equipment, the letter Y shall be inserted in Item 10 (Equipment), of the filed flight plan;

If Item 10 (Equipment) of the submitted IFR flight plan contains Y, then that flight is considered to be 8.33 Channel compliant and the flight plan is automatically processed by the IFPS;

With the exception of STATE aircraft; if Item 10 (Equipment) of the submitted IFR flight plan does not contain Y, then the flight plan is **NOT** processed by the IFPS.

For non 8.33 equipped, but UHF equipped State aircraft planning to fly in 8.33KHz airspace where UHF coverage is provided, the letters U and Z shall be inserted in item 10a and “COM/EXM833” shall be inserted in Item 18 of the flight plan. State aircraft operating below F195 (non UHF and non 8.33) are exempted. The letters Y and U shall not be inserted in item 10 equipment, STS/STATE shall be inserted in item 18 of the filed flight plan.

The ACK message for exempted STATE aircraft flights shall contain the following comment: ”THIS FLIGHT MAY REQUIRE SPECIAL HANDLING BY ATC DUE TO 8.33KHz CARRIAGE REQUIREMENT”;

Medical flight specifically declared by the medical authorities and aircraft engaged in search and rescue missions, are automatically exempted from the 8.33KHz mandatory carriage requirements (i.e no error is raised if item 10a does not contain Y and item 18 contains STS/SAR or STS/HOSP);

Additional information on how non 8.33 equipped STATE aircraft flights are processed by the IFPS is published in section 38 of the IFPS USERS Manual https://www.eurocontrol.int/publications/ifps-users-manual

8.33KHz Change of Status: Where the status of the 8.33KHz radio capability changes prior to departure, they shall be notified to the IFPS by means of a modification message (CHG) or by cancelling the existing flight plan and filing a new flight plan.

VFR flights planned to operate in SHANNON FIR, SOTA and NOTA, below FL195 should, in respect of Field 10 of the ICAO flight plan form, be completed as follows:

Whenever an aircraft is equipped with 8.33KHz channel spacing radio equipment, the letter Y shall be inserted in Item 10 (Equipment), of the filed flight plan: and

Requirements for VFR flights related to VHF 8.33KHz channel spacing radio equipage are described in GEN 1.5

ENR 4.4 NAME CODE DESIGNATORS

Name-code designator	Coordinates	ATS route or other route	Remarks
ABAGU	523012N 0073848W		FRA (I).
ADARA	513000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
ADBUS	542500N 0123000W		High Level Holding Point. FRA (I).
ADMUP	524800N 0061400W		EID5 Avoidance Point. FRA (I).
AGINI	530920N 0083446W		FRA (I).
AGORI	570000N 0130000W		Oceanic Entry & Exit Point. FRA (EX).
AKIGO	535030N 0075605W		
AMDEP	513400N 0111300W		EID14 Avoidance Point. FRA (I).
AMLAD	561552N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255 FRA (EX): BLW FL255 Scottish FIR.
APSOV	554923N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255 FRA (EX): BLW FL255 Scottish FIR.
ARKIL	503928N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (I).
ASKUP	535333N 0060632W	P600	EID1 Avoidance Point. FRA (I).
ATSUR	500000N 0140000W		Oceanic Landfall Point. FRA (I).
BAGSO	534048N 0053000W	M145	The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (E).
BAKUR	521430N 0054049W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
BAMLI	540829N 0063904W		FRA (EX).
BANBA	515710N 0061421W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
BEDRA	490000N 0150000W		Oceanic Entry & Exit Point FRA (EX).
BEGID	563000N 0140000W		Oceanic Landfall Point. FRA (I).
BEPAN	523136N 0061549W	P620	FRA (I).
BEXET	540000N 0140000W		Oceanic Landfall Point. FRA (I).
BIBLA	510809N 0085436W		EID13 Avoidance Point. FRA (I).
BILTO	563000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).

Name-code designator	Coordinates	ATS route or other route	Remarks
BIMGO	493000N 0140000W		Oceanic Landfall Point. FRA (I).
BOFUM	533214N 0053000W	Q37	The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (X).
BOYNE	534602N 0053000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (EX).
BUNED	523722N 0063748W	N34	FRA (I). FRA (A).
BUNON	522230N 0093237W		FRA (I).
DEGOS	541121N 0065423W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E): FL75 - FL255. FRA (I): ABV FL255. FRA (A): EGAA, EGAC. FRA (D): EGAA, EGAC, EGEC. Scottish FIR.
DEVOL	535325N 0102603W		FRA (I).
DEXEN	531649N 0053000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA(E) & FRA (X).
DIGAN	525613N 0081151W	M145	FRA (I).
DIMUS	521423N 0061505W		FRA (I).
DINIM	510000N 0150000W		Oceanic Entry & Exit Point. FRA (E). FRA (X).
DIRUM	530010N 0063940W	Q36	FRA (I).
DOGAL	540000N 0150000W		Oceanic Entry & Exit Point. FRA (E). FRA (X).
DOLIP	520000N 0120000W		FRA (I).
ELBOB	544358N 0074438W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E). FRA (AD). See UK AIP for (AD) conditions.
ELSOX	510000N 0140000W		Oceanic Landfall Point FRA (I).
ELTIG	514513N 0075006W		FRA (I).
EMPER	490000N 0090000W		Oceanic Landfall Point. FRA (I).
ENDEQ	532644N 0053000W	Q36	The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (X).
ENJEX	520321.0613N 0060227.7789W		The UK is an additional coordinating state and should be consulted for conditions on the use of this FRA (I).
ENOKU	530604N 0073939W	M145	FRA (I).
ENULA	535821N 0081552W		FRA (I).
EPUNA	503000N 0140000W		Oceanic Landfall Point. FRA (I).
ERABI	530054N 0093403W		FRA (I).

Name-code designator	Coordinates	ATS route or other route	Remarks
ERNAN	541644N 0072334W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E): FL75 - FL255. FRA (I): ABV FL255. Scottish FIR.
ERTER	513343N 0080337W		FRA (I).
ETARI	553000N 0150000W		Oceanic Entry & Exit Point. FRA (E). FRA (X).
EVBAK	490000N 0100000W		Oceanic Landfall Point. FRA (I).
EVRIN	514656N 0063348W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
GAPLI	500000N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
GELPO	483839N 0093009W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E).
GERVO	530529N 0063024W	Q36	
GILAN	551348N 0070300W		FRA (E). FRA (X).
GIMRO	533910N 0054455W		EID1 Avoidance Point. FRA (I).
GIPER	510000N 0120000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
GISTI	530000N 0140000W		Oceanic Landfall Point. FRA (I).
GOMUP	570000N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E). FRA (X).
GOTEM	514926N 0074912W		FRA (I).
GUNSO	490310N 0114606W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Landfall Point. FRA (I).
GURGA	530655N 0065000W		EID5 Avoidance Point. FRA (I).
IBATU	540512N 0080051W		
IBROD	563000N 0100000W		FRA (I): ABV FL255 FRA (EX): BLW FL255. FRA (A/D): EGPU. Scottish FIR.
INKUR	533551N 0072329W	L975	FRA (I).
INRAD	521529N 0090901W		FRA (I).
JABEX	490000N 0093009W		Oceanic Landfall Point. FRA (I).
KESIX	565700N 0140000W		Oceanic Landfall Point. FRA (I).

Name-code designator	Coordinates	ATS route or other route	Remarks
KOGAD	493000N 0150000W		Oceanic Entry & Exit Point. FRA (E). FRA (X).
KOKIB	543000N 0140000W		Oceanic Landfall Point. FRA (I).
KOMAG	514335N 0083655W		EID13 Avoidance Point. FRA (I).
KOMER	525058N 0065000W		EID5 Avoidance Point. FRA (I).
KORAK	532342N 0074735W	L975	FRA (I).
KUDAG	540018N 0075915W		
KUGUR	553000N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): BLW FL255. Scottish FIR.
KURUM	521343N 0083953W		FRA (I).
LAPMO	532411N 0055644W		EID1 Avoidance Point. FRA (I).
LASNO	483554N 0090000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Entry & Exit Point. FRA (E). FRA (X).
LEDGO	511424N 0073405W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
LEKVA	513000N 0140000W		Oceanic Landfall Point. FRA (I).
LESLU	510000N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
LIFFY	532848N 0053000W	L975	The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (X).
LILNO	513533N 0091312W		EID13 Avoidance Point. FRA (I).
LIMRI	520000N 0150000W		Oceanic Entry & Exit Point FRA (EX).
LINRA	513447N 0100156W		EID14 Avoidance Point. FRA (I).
LIPGO	530350N 0053000W	L18	The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (EX):
LODLA	515610N 0103141W		EID14 Avoidance Point. FRA (I).
LONDU	525500N 0123000W		High Level Holding Point. FRA (I).
LULOX	502200N 0080000W		FRA (I).
LUNIG	522350N 0081634W		FRA (I).
LUPOR	523232N 0094207W		FRA (I).

Name-code designator	Coordinates	ATS route or other route	Remarks
LUSAT	531000N 0061400W		EID5 Avoidance Point. FRA (I).
LUTOV	551422N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): BLW FL255. FRA (A/D): EGAE. Scottish FIR.
MALOT	530000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
MAPAG	510000N 0083000W		FRA (I).
MIMKU	560000N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): BLW FL255. Scottish FIR.
MOGLO	553000N 0140000W		Oceanic Landfall Point. FRA (I).
MOLAK	543549N 0093023W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): FL75 - FL245. Scottish FIR.
MOMIN	530648N 0092334W		FRA (I).
MOPAT	512955N 0070538W		FRA (I).
MOPOM	534052N 0091848W		
MORAG	524510N 0053000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
NASBA	490000N 0130000W		Oceanic Landfall Point. FRA (I).
NAVEM	535532N 0092356W		
NEBIN	533000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
NERTU	490000N 0140000W		Oceanic Landfall Point. FRA (I).
NETKI	550000N 0140000W		Oceanic Landfall Point. FRA (I).
NEVRI	540406N 0061611W	N34	FRA (I).
NEXAT	515620N 0063432W		FRA (I).
NIBOG	550000N 0100000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL255. FRA (EX): BLW FL255. Scottish FIR.
NIMAT	535754N 0054432W	P620	FRA (I): ABV FL255.
NIPIT	542709N 0082410W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (E): FL75 - FL255. FRA (I): ABV FL255.

Name-code designator	Coordinates	ATS route or other route	Remarks
NIRIF	521755.8655N 0053404.3283W		FRA (EX): BLW FL245
NORLA	513709N 0065211W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I)
ODANU	495500N 0123000W		High Level Holding Point. FRA (I).
OLAPO	534649N 0071741W	L149	FRA (I).
OLGON	533000N 0140000W		Oceanic Landfall Point. FRA (I).
OLONO	524323N 0064644W		FRA (I).
OMOKO	485020N 0120000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Entry & Exit Point. FRA (EX).
ORTOM	511615N 0081758W		EID13 Avoidance Point. FRA (I).
OSBOX	564823N 0124806W		Oceanic Landfall Point. FRA (I).
OSGAR	530258N 0071613W	Q37	FRA (I).
PELIG	531159N 0072000W	M145	FRA (D) EIDW FRA (I).
PESIT	522357N 0054524W	L149	FRA (E).
PEVAN	554700N 0112000W		Full details of EGD701 (D701) are contained in the UK AIP and in conjunction with UK NOTAM should be consulted for activation times. EGD701 Avoidance Point. FRA (I).
PIGET	555000N 0123000W		High Level Holding Point. FRA (I).
PIKIL	560000N 0150000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Entry & Exit Point. FRA (EX).
RATKA	493000N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (EX): BLW FL245. FRA (I): ABV FL245.
RESNO	550000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
REVNU	542800N 0100700W		FRA (I).
RIKUL	530328N 0082045W	L975	FRA (I).
RILED	523000N 0140000W		Oceanic Landfall Point. FRA (I).
RINUS	533839N 0073944W		FRA (I).
RODEL	503000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
ROTEV	540144N 0060358W	P600	FRA (I): ABV FL255. FRA (A): EGEC. Scottish FIR.

Name-code designator	Coordinates	ATS route or other route	Remarks
RUKOH	521242.8325N 0054417.5538W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
RUXIN	561655N 0120000W		Full details of EGD701 (D701) are contained in the UK AIP and in conjunction with UK NOTAM should be consulted for activation times. EGD701 Avoidance Point. FRA (I).
SAMON	511921N 0072504W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (EX).
SLANY	520931N 0055032W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I).
SOMAX	500000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
SOVED	560000N 0140000W		Oceanic Landfall Point. FRA (I).
SOVIX	512539N 0083346W		FRA (I).
SUNOT	570000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
SUROX	535948N 0065936W	L18	FRA (I).
SUTEX	524928N 0065549W	Q36	FRA (I).
SUVAN	512500N 0123000W		High Level Holding Point. FRA (I).
TADEX	545124N 0081401W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point.
TAKAS	490000N 0080000W		France and UK are additional coordinating states and should be consulted for conditions on the use of this point. FRA (EX): BLW FL245. FRA (I): ABV FL245.
TAMEL	484343N 0102950W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. Oceanic Entry & Exit Point. FRA (EX).
TIDGO	535038N 0092213W		
TIPUR	523521N 0080731W		FRA (I).
TISMO	520805N 0080047W	Q36	FRA (I).
TOBOR	523000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
TOMTO	525225N 0080905W	Q37	FRA (I).
TORLU	525916N 0073459W	Q37	FRA (I).
TUGSI	540000N 0071100W		FRA (I).
TULTA	483437N 0080000W		France and UK are additional coordinating states and should be consulted for conditions on the use of this point. FRA (EX).
TURLU	500435N 0080000W		The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (EX).

Name-code designator	Coordinates	ATS route or other route	Remarks
TUVEN	510000N 0081500W		FRA (I).
ULTAG	534201N 0064417W		FRA (I).
UNBEG	524818N 0094348W		FRA (I).
UNLID	511233N 0104329W		EID14 Avoidance Point. FRA (I).
VAPAL	515243N 0074918W		FRA (I).
VATRY	523316N 0053000W	M17	The UK is an additional coordinating state and should be consulted for conditions on the use of this point. FRA (I): ABV FL245.
VENER	543000N 0150000W		Oceanic Entry & Exit Point. FRA (EX).
WETFI	534947N 0053000W		FRA (I):ABV FL245.
XETBO	520000N 0140000W		Oceanic Landfall Point. FRA (I).

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 6312669 Email: sdm-a@daa.ie
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EIDW AD 2.3 OPERATIONAL HOURS

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

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

EIDW AD 2.4 HANDLING SERVICES AND FACILITIES

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

EIDW AD 2.5 PASSENGER FACILITIES

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

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

EIDW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

EIDW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

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

		AT 2	47 M	CONC	PCN 70/R/C/W/U
		AT 3	61 M	CONC	PCN 70/R/C/W/U
		AT 4	59 M	CONC	PCN 70/R/C/W/U
		AT 5	81 M	CONC/ASPH	PCN 70/R/C/W/U
		AT 6	58 M	CONC	PCN 70/R/C/W/U
		West Apron	86 M	CONC	PCN 70/R/C/W/U
		North Apron	48 M	CONC	PCN 70/R/C/W/U
		South Apron	30 M	CONC	PCN 70/R/C/W/U
3	**Altimeter checkpoint location and elevation**	Location: South Apron / Elevation: 201ft AMSL			
4	**VOR checkpoint**	Nil			
5	**INS checkpoint**	EIDW AD 2.24-2			
6	**Remarks**	Nil			

EIDW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections and at holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. AVDGS is installed on majority of stands. Where AVDGS is available and operational, it is mandatory for it to be used. On stands where AVDGS is not available or not operational Marshallers must be provided. No aircraft should enter a stand without guidance. If AVDGS is not operational on the stands listed below, the aircraft listed cannot taxi onto stand due to reduced clearances. Aircraft will be allocated an alternative stand or must shut down engines and tow on. Stands: Stand 316 - All A/C types. Stand 409C - All A/C types.
2	**RWY/TWY markings and LGT**	RWY 10R/28L Designation, THR, TDZ, centreline, side stripe, aiming point. RWY 10L/28R Designation, THR, TDZ, centreline, side stripe, aiming point. RWY 16/34 Designation, THR, TDZ, centreline, side stripe, aiming point. For the purposes of Taxiing Intermediate holding positions. Taxiways Centreline, edge stripes, holding positions, intersection markings except TWY S1. Intermediate holding position lights on TWY H1, M1, W2, E2 Link 1, Link 2, Link 3, Apron Taxiway 6 and RWY 16/34 at 16-1 and 34-2, 16-2, K, N, M, F-Outer.

3	**Stop bars**	Switchable Stop bars at CAT II/III Runway Holding Position on TWY E1, S7, N2. Switchable Stop Bars at CAT I Runway Holding Position for Runway 10R/28L on TWY E1, RWY 34, TWY S1, TWY S2, TWY S3, TWY S4, TWY S5, TWY S6, TWY S7 & Maintenance Base. Switchable Stop bars at CAT I Runway Holding Position for Runway 16/34 on TWY E1, E2,TWY B2, TWY A, TWY H1, TWY M1, TWY P1, TWY N, TWY N4 (on RWY 28R), TWY M, TWY W4, TWY W3, TWY W2, TWY W1, TWY S1, RWY 10R & Fire Station Road to RWY16. Switchable Stop bars at CAT I Runway Holding Position for Runway 10L/28R on TWY N2. Switchable Stop bars at co-located CAT I/II/III Runway Holding Position for Runway 10L/28R on TWY N1, TWY N6 & TWY N7. Fixed Stop bars for CAT I conditions to Runway 16/34 is RWY 10L. Fixed Stop bars for CAT II/III conditions for Runway 10R/28L on RWY 34 (CAT III), RWY 34 (CAT I), TWY S1, TWY S2, TWY S3, TWY S4, TWY S5, TWY S6, Maintenance Base, TWY B2, TWY A & H1. Fixed Stop bars for CAT II/III conditions for Runway 10L/28R on TWY N3, TWY N4, RWY 16, TWY N5. No Entry bars for Runway 10L/28R on TWY N3, TWY N4, RWY 16 & TWY N5. Runway Guard Lights on Runway 10R/28L on TWY E1 CAT I, TWY E1 CAT III, RWY 34, TWY S1, TWY S2, TWY S3, TWY S4, TWY S5, TWY S6, TWY S7 CAT I, TWY S7 CAT III & Maintenance Base. Runway Guard Lights for Runway 16/34 on TWY E1, TWY B2, TWY A, TWY H1, TWY M1, TWY P1, TWY N, TWY M, TWY W4, TWY W3, TWY W2, TWY W1, TWY S, TWY S1, RWY 10R & Fire Station Road to RWY 16. Runway Guard Lights for 10L/28R on TWY N1, TWY N2 CAT I, TWY N2 CAT III, TWY N3, TWY N4, RWY 16, TWY N6, TWY N7.
4	**Remarks**	See also EIDW AD 2.14 and 2.15 for lighting

EIDW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

EIDW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EIDW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10R	095.24°	2637 x 45	92/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 243ft
28L	275.27°	2637 x 45	92/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 203ft
10L	095.25°	3109 x 45	114/R/C/W/T CONC	532613.79N 0061650.22W 532605.39N 0061417.60W 184 ft	THR 235ft
28R	275.28°	3109 x 45	114/R/C/W/T CONC	532606.73N 0061441.87W 532614.62N 0061705.32W 183 ft	THR 213ft
16	156.59°	2072 x 45	84/R/B/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 218ft
34	336.60°	2072 x 45	84/R/B/W/T ASPH -	532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft	THR 202ft

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

EIDW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10R	2637	2850	2728	2637	
28L	2637	2850	2693	2637	
10L	3109	3169	3109	2829	THR RWY 10L Displaced 280M
28R	3109	3169	3109	2659	THR RWY 28R Displaced 450M
16	2072*	2255	2072	2072	*Departures from RWY 16 are only available from intersection take off Twys N4 and N.
34	2072	2133	2072	2072	

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

EIDW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/ 3° MEHT 20M (439M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	Nil
Note: All runway lighting with the exception of the PAPI's on Runway 10R/28L are LED.									

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

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

EIDW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

3	**TWY edge and centre line lighting**	Edge; blue all TWY and intersections except M1, S3, W2, W4. Edge, blue, RWY 16/34 from TWY A to THR 34 and TWY N to THR 16. Edge, blue, retroreflective markers TWY W4. Centreline, green(green/yellow on exit TWYs) TWY B2, E1, E2, F1, F2, F3, F-inner, F-outer, H1, M1, S, S1, S2, S5, S7, T, W1, W2 Link 2, Link 3, Link 4, K, N, N1, N2, N3, N4, N5, N6, N7, M. Note: All Taxiway Centreline lights are LED, all Stopbars are LED with the exception of S1 CAT III stopbar. Taxiway edge lights are a mixture of LED (circa 90%) and Halogen.
4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps.
5	**Remarks**	Apron - Floodlights Apron edge - Blue, omni-directional (mixture of LED & Halogen). Apron centreline lighting - Green bi-directional on all apron taxiways and taxilanes except Apron TWY 6 and West Apron (all LED). Obstacles: Fixed red (mixture of Neon & LED lights). WDIs 4-6 Nr. (2-4 lighted). See Aerodrome Chart EIDW AD 2.24-1

EIDW AD 2.16 HELICOPTER LANDING AREA

NIL

EIDW AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	533445N 0055420W, arc 15NM radius centre 532621N 0061508W, 531152N 0062130W, 531439N 0062130W, 531437N 0063707W, 532202N 0064237W, 532127N 0063758W, arc 5NM radius centre 532110N 0062938W, 532403N 0063626W, 532347N 0063117W, arc 10NM radius centre 532621N 0061508W, 533445N 0062411W.
2	**Vertical limits**	5000 ft
3	**Airspace classification**	C
4	**ATS unit call sign Language(s)**	Dublin Tower - English
5	**Transition altitude**	5000 ft
6	**Hours of applicability**	-
7	**Remarks**	Nil

EIDW AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Clearance Delivery Frequency	Dublin Delivery	122.985 MHz			0600-1800 local time	Aircraft Contact Minimum 15 Min before start-up. 8.33kHz Channel.
GND	Dublin Ground	121.800 MHz			0600-2400 local time	Non-8.33kHz equipped aircraft shall contact 121.8 MHz for ATC Clearance minimum 15 minutes prior to requested start up.
		125.885 MHz				GND NTH.
		130.790 MHz			H24	
TWR	Dublin Tower	118.600 MHz			H24	Primary TWR Frequency. Note: TWR STH when segregated runway mode in use (Monitor NOTAM for further information).
		124.680 MHz			H24	TWR NTH. Note: TWR NTH when segregated runway mode in use (Monitor NOTAM for further information).
		128.800 MHz			H24	Non 8.33kHz TWR NTH Frequency.
		119.805 MHz			H24	Dublin Tower Backup Channel. When instructed by ATC.
APP	Dublin Approach	121.100 MHz			H24	
		119.555 MHz			06:00 to 24:00L	
		133.280 MHz			06:00 to 24:00L	
		119.930 MHz			H24	Final Controller
ACC	Dublin Control	129.180 MHz			All H24	Upper North
		135.655 MHz				Upper South
		132.580 MHz				Lower North
		120.755 MHz				Lower South
		124.650 MHz			H24	Backup Frequency available Upper and Lower North and South.
		126.250 MHz				
FIS	Dublin Flight Information Service	118.500 MHz			As promulgated on ATIS	As required.
ATIS	Dublin Information Arrival	124.530 MHz			0515-2200 Local time	
	(Dublin Information Departure)	129.640 MHz			0515-2200 Local time	Not notified as yet operationally available (Monitor NOTAM for further information).
VOLMET	Dublin VOLMET	127.005 MHz			H24	

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
D-ATIS	Dublin Information				0515-2200 Local time	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

EIDW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 2° W (2021)	DUB	114.9MHz CH 96X	H24	532957.8N 0061825.6W	200ft		100/500, 300/700 (180° T-360° T) with purpose A,T,E
DVOR/DME 2° W (2021)	DAP	111.20MHz CH 49X	H24	532525.0N 0061810.0W	300ft		Designated Operational Coverage 150NM
DVOR/DME 2° W (2020)	BAL	115.8MHz CH105X	H24	531759.6N 0062652.0W	300ft		Designated Operational Coverage 60 NM Operating Authority Minister for Defence. BAL DVOR unusable in sector R150 to R170 below 5500 ft AMSL outside 20 NM due to terrain. Due to rising terrain to the south of facility, aircrew may observe BAL DME unlocks in sectors R150 to R175 and R195 to R205 below 4500 ft AMSL outside 20 NM.
NDB	KLY	378kHz	H24	531610.4N 0060623.2W			Designated Operational Coverage 50NM ACFT may not obtain guidance beyond 45NM below 8,000ft, in the sector between bearings 180° T and 270° T.
NDB	GMN	334kHz	H24	533853.2N 0061336.0W			Designated Operational Coverage 30NM Operating Authority Minister for Defence.
DME	GMN	76X 112.9MHz	H24	533848.5N 0061405.7W	100ft		Designated Operational Coverage 30NM. Operating Authority Minister for Defence.

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS LOC RWY 10R CAT III 2° W (2020)	IDE	108.9MHz	H24	532511.8N 0061440.9W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored
ILS GP RWY 10R		329.3MHz	H24	532515.5N 0061705.5W			GP angle 3° RDH 54ft
ILS DME RWY 10R	IDE	CH 26X (108.9MHz)	H24	532515.5N 0061705.5W	290ft		DME zero range is indicated at THR RWY 10R
LO RWY 10R	OE	316kHz	H24	532548.6N 0062543.7W			
OM RWY 10R	2 dashes per sec.	75MHz	H24	532547.8N 0062543.5W			
MM RWY 10R	Dots and dashes	75MHz	H24	532523.6N 0061816.8W			
ILS LOC RWY 28L CAT III 2° W (2020)	IDW	111.35MHz	H24	532521.8N 0061743.6W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored
ILS GP RWY 28L		332.15MHz	H24	532509.6N 0061518.4W			GP angle 3° RDH 54ft
ILS DME RWY 28L	IDW	CH 50Y (111.35MHz)	H24	532509.6N 0061518.4W	260ft		DME zero range is indicated at THR RWY 28L
LO RWY 28L	OP	397kHz	H24	532449.7N 0060818.1W			
OM RWY 28L	2 dashes per sec	75MHz	H24	532450.5N 0060818.4W			
MM RWY 28L	Dots and dashes	75MHz	H24	532510.0N 0061409.2W			
ILS LOC RWY 10L CAT III 2° W (2023)	INDL	109.55MHz	H24	532604.5N 0061401.4W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 10L		332.45MHz	H24	532616.9N 0061630.2W			GP angle 3° RDH 51ft.
ILS DME RWY 10L	INDL	CH 32Y (109.55MHz)	H24	532616.9N 0061630.2W	250ft		DME zero range is indicated at THR RWY 10L

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS LOC RWY 28R CAT III 2° W (2022)	INDR	110.15MHz	H24	532615.5N 0061721.6W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 28R		334.25MHz	H24	532611.9N 0061458.7W			GP angle 3° RDH 51ft.
ILS DME RWY 28R	INDR	CH 38Y (110.15MHz)	H24	532611.9N 0061458.7W	230ft		DME zero range is indicated at THR RWY 28R
ILS LOC RWY 16 CAT I 2° W (2020)	IAC	111.5MHz	H24	532505.7N 0061454.3W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 16		332.9MHz	H24	532602.7N 0061543.2W			GP angle 3°
ILS DME RWY 16	IAC	CH 52X	H24	532602.7N 0061543.2W	280ft		DME zero range is indicated at THR RWY 16.
SBAS (LPV, LNAV/VNAV, LNAV RWY28L)	GPS & EGNOS E28A	1575.42 MHz CH 59277	H24	N/A	LTP/FTP Ellipsoid Height 117.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10R)	GPS & EGNOS E10A	1575.42 MHz CH 41225	H24	N/A	LTP/FTP Ellipsoid Height 130.3 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 28R)	GPS & EGNOS E28B	1575.42 MHz CH 74379	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10L)	GPS & EGNOS E10B	1575.42 MHz CH 52341	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 44282	H24	N/A	LTP/FTP Ellipsoid Height 122.6 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 86156	H24	N/A	LTP/FTP Ellipsoid Height 117.9 M	N/A	Transmitting antennas are satellite based.

EIDW AD 2.20 LOCAL TRAFFIC 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 at taxiway/taxiway intersections where taxi centreline markings are not provided.
Particular attention is drawn to the following:

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

1.3 Taxiing Restrictions

Location	Situation	Restriction
TWY A	Outbound aircraft holding on TWY A	Aircraft movement not permitted between TWY F1 and Link 2 / TWY F2 or vice versa
TWY B2	Outbound aircraft (wingspan less than 36m) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1/TWY T or vice versa
TWY B2	Outbound aircraft (wingspan 36m or greater) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1/TWY T or vice versa and Aircraft are not permitted to taxi between TWY E1 and TWY T or vice versa
TWY B2	Inbound aircraft (wingspan less than 36m) holding on TWY B2	Movement between TWY A and RWY16-34 / TWY S / TWY S1 or vice versa restricted to aircraft with wingspan less than 36m
TWY B2	Inbound aircraft with wingspan 36m or greater holding on TWY B2	Aircraft movement not permitted between TWY A and RWY16-34 / TWY S / TWY S1 or vice versa
APRON TAXIWAY C	Aircraft operating on Apron Taxiway C	Aircraft not permitted on Apron Taxiway DN or Apron Taxiway DS
APRON TAXIWAY DN	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DN	Aircraft operating on Apron Taxiway DN	Aircraft not permitted on Apron Taxiway C
APRON TAXIWAY DS	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DS	Aircraft operating on Apron Taxiway DS	Aircraft not permitted on Apron Taxiway C
TWY E1 - CAT I RWY Holding Position	Outbound aircraft holding on CAT I Hold on TWY E1	Aircraft movement not permitted between TWY B2 and TWY T or vice versa
TWY E1 - CAT II/III RWY Holding Position	Outbound aircraft holding on CAT II/III, Hold on TWY E1	Aircraft movement not permitted between TWY T and TWY B2/TWY F1 or vice versa. TWY B2 is inbound only
TWY F1	Aircraft taxiing towards TWY T/ TWY E1 holding on TWY F1	Aircraft movement not permitted between TWY A and LINK 2 / TWY F2 or vice versa
TWY F1	Aircraft taxiing towards LINK 2 / TWY F2 holding on TWY F1	Aircraft movement not permitted between TWYs T and B2 or vice versa or between TWY E1 and TWY T or vice versa
APRON TAXIWAY F-INNER	All operations	Restricted to aircraft with wingspan less than 36m
TWY K	All operations	Restricted to Code E aircraft (less than 65m wingspan) Note A340 operations are prohibited on TWY K
TWY K	All operations	Aircraft movement not permitted on to TWY N behind holding aircraft on N1
TWY K	All operations	Aircraft movement not permitted on to TWY N if aircraft holding on N2
TWY N	All operations	Aircraft movement not permitted to pass behind aircraft holding on TWY N awaiting intersection take-off on RWY 16
TWY N	All operations	Aircraft movement not permitted to pass behind aircraft holding on TWY N1 onto TWY K
TWY N1	All operations	Aircraft movement not permitted on to TWY N2 behind holding outbound aircraft
TWY N1	All operations	Aircraft movement not permitted on to TWY N behind holding aircraft on TWY K
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

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

1.4 Apron Operation

Apron Taxiway1 and Apron Taxiway 2, serving stands 121L-127, 200C-203L, 200T, 220S, 221, 222, 223 are restricted to aircraft with a max wingspan of 36m.

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

The aircraft stand taxilane serving Stands 412-418 is restricted to aircraft with a maximum wingspan of 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
* 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 ACFT at the runway holding point 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 ACFT 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 2 (Forecourt Cityjet Hangar)	Check starts, idle engine runs, running one engine at idle, for maintenance and post engine wash run are permissible. Ground engine runs WILL NOT exceed thirty minutes in duration and not above idle power. If a new engine is to be run for the first time, the Airside Operations and Safety Officers (AOSO) must be informed of this fact at the time of the request.
ENGINE TEST SITE 3	Withdrawn from service.

LOCATION	NOTES
ENGINE TEST SITE 4 (Apron Taxiway 6)	Available for all aircraft. Check starts, idle engine runs, running two engines at idle, for maintenance and post engine wash run are permissible. *Caution: No lighting or acoustic/safety barriers available.*
ENGINE TEST SITE 5 (Adjacent to Hangar 1)	Idle engine runs at Engine Test Site 5 are permitted for operators, running two engines, at idle, for maintenance and post engine wash runs. Permission required from the Resource Allocation Unit. *Caution: No acoustic/safety barriers available.*
Aircraft Stands	Aircraft engine test runs at idle speed not exceeding five minutes duration are permitted on all stands. Permission required from the Resource Allocation Unit. If greater then than 5mins up to 30mins permission is required from the AOSO. Only one engine is permitted to be running at any stage during the engine run. *Caution: No acoustic/safety barriers available.*
Location to be agreed	For aircraft larger than code C/B757 contact Resource Allocation Unit for agreed location and available times. Code C aircraft: 0800 - 2000HR local Monday to Friday, 0900 - 2000HR, Saturday, Sunday and Bank Holidays. Code D aircraft: 0900 - 2000HR local, Monday to Sunday, but not outside daylight hours. *Caution: No lighting or acoustic/safety barriers available.*

6. Apron Parking and Marshalling of Aircraft

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

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

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

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

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

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

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

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

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 (ICAO 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 Taxiway E1. This holding position is denoted by:

i. Yellow painted markings;
ii. Red mandatory signs with the inscription 28L CAT II/III;
iii. Red controllable stopbar lights;
iv. Yellow flashing runway guard lights (ICAO Configuration A);
v. Location sign indicating E1 in 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”

Reply:“[Call-sign] Lining up Runway [10R/28L/34/16 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) and TWY N4 (Runway 16) shall be used as line-up points.

11 **Airport Collaborative Decision Making (A-CDM)**

11.1 **Flight Plan Validation**

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

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

11.2 **Target Off-Block Time (TOBT)**

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

11.3 **Automated TOBT**

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

11.4 **Person Responsible for TOBT**

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

11.5 **TOBT Update/Deletion**

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

11.6 **TOBT Reporting Routines**

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

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

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

The TSAT is the target time for start-up approval according to the Dublin A-CDM Operational procedures, taking into account TOBT, Calculated Take Off Time (CTOT), and/or the traffic situation. The earliest time for the TSAT calculation (by the PDS) is 40 minutes prior to TOBT.
TOBT is the time at which an Aircraft Operator, or his duly accredited representative expect the flight will be ready to commence movement; whereas the TSAT is the time at which Ground will grant the start-up.

It is the responsibility of the AO/HA to communicate the most up to date TSAT to the pilot, prior to doors closing. The “Pre-Departure Sequence” is a result of the calculated TSATs.

11.8 **TSAT Reporting Routines**

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

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

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

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

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

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

11.10 **Datalink Clearances (DCL)**

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

11.11 **De-icing**

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

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

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

- Flight Update Message (FUM)
- Early Departure Planning Information Message (E-DPI)
- Target Departure Planning Information Message (T-DPI)
- ATC Departure Planning Information Message (A-DPI)

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

11.13 **Remote Holding**

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

11.14 **Contact and Information**

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

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

11.15 **Contact Details**

For additional information and support documents on Dublin A-CDM, see link:

https://www.dublinairport.com/regulation-and-planning/regulatory/airport-cdm

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

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

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

EIDW AD 2.21 NOISE ABATEMENT PROCEDURES

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

2. Standard Instrument Departures

Strict compliance with SID is mandatory.

3. Other Instrument Departures

3.1 Cat A, B Aircraft

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

3.1.2 Cat A, B Aircraft (Jet)
Departures must track the runway extended centreline after take-off until passing 750QNH before commencing turn. No take-off turn shall be commenced before the departure end of the runway.

3.2 Cat C, D Aircraft

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EIDW AD 2.22 FLIGHT PROCEDURES

1. Holding Areas

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

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

2. SID and STAR and IAP's

2.1 **RNAV Equipped Aircraft**

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

The RNAV Specification is RNAV 1.

The supporting navigation infrastructure provided is DME/DME or GNSS.

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

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

2.2 **RTF Phraseology**

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

2.3 **Non RNAV Equipped aircraft**

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

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

3. Speed Control

Speed Restrictions

General	STAR	Holds	Initial Approach Segment (BTN HLDG Fix and IF)	Intermediate Approach Segment (BTN IF and FAP)	Final Approach Segment	Remarks
Below FL100, Max IAS 250KT or less.	As specified waypoints.	As specified on chart	IAS 210KT	IAS 180KT	BTN FAP and 4NM from THR IAS 160KT	1. *ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.* 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 Communications failure procedures for arriving aircraft

5.3.1 RWY16 & 34

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

5.3.2 RWY 28L/R and 10L/R

RWY 28L/R

5.3.2.1 Aircraft prior to Sequence Leg Entry

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

5.3.2.2 Aircraft on Sequence Leg

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

5.3.2.3 Aircraft turned off the Sequence Leg

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

RWY 10L/R

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

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

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

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

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

5.3.2.5 Aircraft on Sequence Leg.

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

5.3.2.6 Aircraft turned off the Sequence Leg

a. Squawk 7600
b. Descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach for landing on RWY 10L/R, depending on the runway in use.

5.3.3 Non RNAV capable Cat C/D aircraft.

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

6. Departure Procedures

6.1 Departure Clearance Service using Datalink (DCL)

6.1.1 Introduction

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

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

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

6.1.1.4 Oceanic traffic can receive domestic clearances via ACARS.

6.1.2 Datalink procedure

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

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

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

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

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

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

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

6.2.1 Standard Instrument Departures (SID)

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

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

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

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

6.2.2 OMNI Directional Departures

Aircraft subject to an OMNI Directional Departures instruction from RWY 28L, 28R, 10L, 10R, 16 and 34 climb straight ahead to 3000ft, and then depart on track as cleared by ATC, maintain a minimum climb gradient of 6.6% for ATM (400ft/NM) (4% for obstacle clearance). Remain on DUBLIN TOWER frequency until passing 2,000ft, then contact DUBLIN ACC lower North/DUBLIN ACC Lower South as appropriate.
CAUTION: Close-in-obstacles (Mast, Poles, Fence, Trees, Equipment) exist.

6.3 Communications failure procedures for departing aircraft

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

Supplemented by the following:

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

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

7. Low Visibility Procedures

7.1. Low Visibility Procedures

Low Visibility Procedures means procedures applied at an Aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs. Low Visibility take-off (LVTO) means a take-off with a runway visual range (RVR) lower than 400m but not less than 75m.

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

Table 1: Single Runway Operations Runway 28L

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

Table 2: Single Runway Operations Runway 10R

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
10R	South and Main Apron (South of Link 4)	E1,T/F1 or S2, W1, H1	T, F1, F2, F3, M1, W2, S to S7 or Link 2, F2, F3, M1, W2, S to S7 or Link 3, F3, M1, W2, S to S7	All
10R	To South Apron if Holding for a stand	S1, B2	N/A	T
10R	Main Apron (Link 4 to Link 6)	E1, F1, F2, F3 or S2, W1, H1	F-Outer/Inner, N, RWY16, W2, S to S7	All
10R	North Apron	E1, F1, F2, F3, F-Outer/Inner or S2, W1, H1, F-Outer/Inner	AT6 or DN/DS/C, K, N, RWY16, W2, S to S7	All
10R	West Apron (Northern stands)	E1, Link 4, M1, W2, W3 or S2, W1, H1, M1, W2, W3	W3, W2, S to S7	All
10R	West Apron (Southern stands)	E1, Link 4, M1, W2 or S2, W1, H1, M1, W2	W2, S to S7	All

Table 3: Single Runway Operations Runway 28R

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

Table 4: Segregated Parallel Runway Operations Runway 28

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

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

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

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

TWY/stopbar/centreline lighting will be in use.

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

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

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

7.2. Low Visibility Take Offs (LVTOs)

Low Visibility Take-off (LVTO) means a take-off with a runway visual range (RVR) lower than 400m but not less than 75m

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

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

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

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

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

8. Holding Procedures

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

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

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

9.1 Departing aircraft:

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

9.2 Arriving aircraft:

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

10. VFR Procedures, Dublin CTR/CTA and environs

10.1 Flight Plan

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

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

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

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

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

10.3.1 Low Flying Aircraft Radio Communications

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

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

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

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

10.5 ATC Clearances for flights departing from within Dublin CTR.

Prior to departure

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

ii. Other than Dublin Airport

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

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

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

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

a. Dublin Tower:

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

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

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

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

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

10.7 VFR Routes

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

i. North arrivals/departures: via Skerries VFR Route or Naul Town VRP

ii. West arrivals/departures: via Skerries VFR Route, Dunshaughlin VFR Route or Naul Town VRP

iii. South arrivals: As instructed by Dublin Tower

iv. South West arrivals

- Fixed wing flights to enter the Dublin CTR at The Square, Tallaght, Dunshaughlin VRP, Naul Town VRP or Skerries VRP
- Helicopter flights to enter Dublin CTR at Redcow Roundabout or The Square, Tallaght

v. South departures

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

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

i. North arrivals/departures

- As directed by Dublin ATC, or
- Skerries VFR route or Naul Town VRP.

ii. West arrivals/departures

- As instructed by Dublin ATC, or
- Skerries VFR Route, Dunshaughlin VFR route or Naul Town VRP.

iii. South west arrivals

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

iv. South arrivals as instructed by Dublin ATC.

v. South departures

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

vi. Weston arrivals from the East

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

10.8 Visual Holding Patterns

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

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

Left-hand pattern, based on the M1 motorway bridge, which crosses the Broad Meadow estuary.
Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 187° M. Minimum holding altitude is 1000ft QNH.
The following criteria also apply:
On arriving overhead the Fix, left turn onto the outbound leg should be initiated before the southern shore of the Broad Meadow estuary.
Left turn onto the inbound leg to the Fix should be completed to the east of the M1/N1 road.
The inbound leg to the fix should remain east of the M1/N1 road at all times.
Broad Meadow Bridge Holding Pattern is not available when Runway 10L is in use.

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

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

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

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

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

- VRP Ashbourne Town533043.95N 0062354.93W
- VRP Baily Lighthouse532141.65N 0060308.76W
- VRP Ballymun Centre 532339.93N 0061554.74W
- VRP Bray Head531119.49N 0060503.83W
- VRP Cellbridge Town532020.42N 0063222.16W
- VRP Donadea Wood532021.28N 0064449.03W

- VRP Dunboyne Town532517.22N 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 Town532704.80N 0060859.56W

10.9 Circuit Operation,

Dublin Airport Circuit training is not permitted at Dublin Airport.

10.10 Radio Communications Failure Procedures – VFR Traffic

10.10.1 Departure Traffic

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

10.10.2 Arrival Traffic

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

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

EIDW AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

Bird Hazard Information

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

Refer to ENR 1.6 2.8 Monitoring Codes

Code F

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

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

Helicopter Operations

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

Provision of information to the IATA Standard for AOS:

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

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

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

   a. Load messages (AHM 583).

   b. Statistical load summary (AHM 588).

   c. Aircraft movement message (AHM 780).

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

EIDW AD 2.24 CHARTS RELATED TO AERODROME

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EINN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EINN –SHANNON/International

EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EINN AD 2.3 OPERATIONAL HOURS

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

EINN AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

EINN AD 2.5 PASSENGER FACILITIES

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

EINN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections and at all holding points Mandatory signs lighted. *AGNIS at stands 30, 32, 34 and 37. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling at aircraft stands.
2	**RWY/TWY markings and LGT**	RWY 06/24 Designation THR, TDZ, centreline, edge, aiming point, Displaced Threshold RWY 24. TWY Centreline, Edge, Holding Positions, Intersection Markings APRON Stand lead-in lines and markings, Wing-tip clearance lines

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

EINN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

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	**Type of landing forecast** **Interval of issuance.**	METAR, 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.

EINN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

EINN AD 2.13 DECLARED DISTANCES

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

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

EINN AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EINN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EINN AD 2.16 HELICOPTER LANDING AREA

NIL

EINN AD 2.17 ATS AIRSPACE

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

EINN AD 2.18 ATS COMMUNICATIONS FACILITIES

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

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 3º W 2023	SHA	113.300 MHz	H24	524315.6N 0085306.8W	200ft		Designated Operational Coverage 300 NM/70,000ft 180ºTrue BRG to 360º True BRG. Designated Operational Coverage 100 NM/50,000ft.
NDB	FOY	395 kHz	H24	523358.5N 0091143.5W			Designated Operational Coverage 50 NM
ILS LOC RWY 06 CAT 1 3º W 2023	ISE	109.5 MHz	H24	524245.3N 0085408.2W			Coverage restricted to 35º either side of course line. Signals received outside coverage sector, (including back beam radiation), should be ignored.
ILS GP RWY 06		332.6MHz	H24	524147.2N 0085623.1W			GP Angle 3º RDH 55ft Full scale fly down indication may not be maintained when above GP sector. Full scale fly up indication may not be maintained when left of LOC sector and below GP.
ILS DME RWY 06	ISE	CH32X (109.5 MHz)	H24	524147.2N 0085623.1W	100ft		DME Zero ranged to THR 06. DME zero range is displaced from DME antenna by 445M.
ILS LOC RWY 24 CAT II 3º W 2023	ISW	110.95MHz	H24	524129.4N 0085649.4W			Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LOC coverage below 3000ft MSL AT 25 NM EINN .
ILS GP RWY 24		330.65MHz	H24	524232.1N 0085447.7W			GP Angle 3° RDH 59ft
LO RWY 24	OL	339 kHz	H24	524456.4N 0084926.0W			Designated Operational Coverage 15NM
OM RWY 24	2 Dashes per sec	75 MHz	H24	524455.5N 0084927.0W			
MM RWY 24	Dots and Dashes	75 MHz	H24	524254.8N 0085347.9W			
ILS DME RWY 24	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft		DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M.

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

EINN AD 2.20 LOCAL TRAFFIC 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 EINN AD 2.13 DECLARED DISTANCES
The datum from which the reduced declared distances on Runway 06/24 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

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

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

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

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 Non-Standard Departure Instructions: Pilots who cannot comply with any of the standard instrument departure procedures must inform ATC in good time so that alternative clearances can be issued. A minimum climb gradient of 3.7 per cent applies to all alternate clearances.

6.3 Communications failure procedures for departing aircraft.

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

***RFL** below **FL**080: Departing traffic cleared by ATC to a level/altitude below the *RFL, shall comply with Communication failure procedures as outlined in ICAO Annex 2.

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

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

7. Low Visibility Procedures

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

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

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

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

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

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

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

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

7.8 Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

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

EINN AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

EINN AD 2.24 CHARTS RELATED TO AERODROME

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EIDL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDL – DONEGAL

EIDL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	550239N 0082028W Mid-point RWY 02/20
2	**Direction and distance from (city)**	2NM SW of Bunbeg
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	30ft/19.1°C (Max Temp) 2.2°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	189ft
5	**MAG VAR/Annual change**	2° W (2025)/-11'W
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Donegal Airport Co, Carrickfinn, Kincasslagh, Co. Donegal. F94 X2RH Phone:+353 74 954 82 84 Email: info@donegalairport.ie Email: atc@donegalairport.ie URL: www.donegalairport.ie AFS: EIDLZTZX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EIDL AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	Winter: MON - SAT 0740-1030, 1100-1500, 1530-1700, 1800-2010 SUN 0940-1130, 1200-1430, 1500-1700, 1800-2010 Summer: MON - FRI 0640-0930, 1000-1400, 1430-1600, 1700-1910 SAT 0640-0800, 0830-1200, 1230-1600, 1700-1910 SUN 0840-1030, 1100-1330, 1400-1600, 1700-1910 Variations promulgated by NOTAM.
2	**Customs and immigration**	CUSTOMS: 24HR PN required to AD Operator for non-EU flights (including countries outside the fiscal area of the EU), 12HR PN required to AD Operator for countries within the EU. IMMIGRATION: 24HR PN required to AD Operator.
3	**Health and sanitation**	As ATS
4	**AIS Briefing Office**	See Remarks

5	**ATS Reporting Office (ARO)**	As ATS
6	**MET Briefing Office**	See Remarks
7	**ATS**	Winter: MON - SAT 0740-1030, 1100-1500, 1530-1700, 1800-2010 SUN 0940-1130, 1200-1430, 1500-1700, 1800-2010 Summer: MON - FRI 0640-0930, 1000-1400, 1430-1600, 1700-1910 SAT 0640-0800, 0830-1200, 1230-1600, 1700-1910 SUN 0840-1030, 1100-1330, 1400-1600, 1700-1910 Variations promulgated by NOTAM.
8	**Fuelling**	As ATS
9	**Handling**	As ATS
10	**Security**	H24
11	**De-icing**	OCT-APR On request
12	**Remarks**	AVBL outside published HR, 24HR PN to AD Operator PIB AVBL from AIS, Shannon see GEN 3.1.5 MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4 PPR required in advance for all flights, contact AD Operator

EIDL AD 2.4 HANDLING SERVICES AND FACILITIES

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

EIDL AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Available within 2 miles. B+B Near AD
2	**Restaurant(s) at or in the vicinity of AD**	At AD and in local towns.
3	**Transportation possibilities**	Taxis and Car Hire from the AD
4	**Medical facilities**	First Aid at AD. Medical Centres 10 km. Hospital 60km.
5	**Bank and Post Office at or in the vicinity of AD**	Bank available in Dungloe & Falcarragh. Post Office in Annagry and ATM facilities at AD.

6	**Tourist Office**	Tourist Information available at AD.
7	**Remarks**	Nil

EIDL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

1	**Apron surface and strength**	Surface: Bitumen/Macadam Strength: PCN 30/F/B/X/T			
2	**Taxiway width, surface and strength**	**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
		A	25M	Bitumen/ Macadam	PCN 23/F/B/X/T
		B	12M	CONC	Not Specified
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoint**	Nil			
5	**INS checkpoint**	Nil			
6	**Remarks**	Nil			

EIDL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing Guidance System Signboards at intersection of TWY and RWY and at the Holding Position. Guide Lines at Apron
2	**RWY/TWY markings and LGT**	RWY: Marked: Designator, THR, Centreline, RWY End Turnaround Areas Guidance, Aiming Point. Lighted: THR, End, Edge TWY: Marked: Centreline, Holding position. Lighted: Edge
3	**Stop bars**	Nil
4	**Other RWY Protection measures**	-
5	**Remarks**	Nil

EIDL AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	f
Contact atc@donegalairport.ie for more information					

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

EIDL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Central Aviation Office, Shannon Airport see GEN 3.5.4
2	**Hours of service**	Refer to EIDL AD 2.3
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Met Eireann Central Aviation Office, Shannon. 9HR. 0500, 0800, 1100, 1400, 1700.
4	**Trend forecast** **Interval of issuance**	Nil.
5	**Briefing/consultation provided**	Personal.
6	**Flight documentation** **Language(s) used**	Charts and Tabular English

7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Automatic Weather Station.
9	**ATS units provided with information**	EIDL TWR
10	**Additional information (limitation of service, etc.)**	Automatic Weather Station Phone:+353 74 9548921 METAR - Interval of issuance 30mins. Refer to GEN 3.5.4.2 to request additional information.

EIDL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (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
02	020.39°	1495 x 30	21/F/B/X/T ASPHALT -	550222.72N 0082038.20W 550257.85N 0082015.45W 189ft	2.8M/9.1ft
20	200.40°	1495 x 30	21/F/B/X/T ASPHALT -	550257.85N 0082015.46W 550221.37N 0082039.07W 189ft	9.3M/30.4ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A EIDL AD 2.24-2	Nil	279 x 150	1562 x 150	120 x 60	-	Nil	RWY 02 THR Displaced 209M RWY surface grooved
	Nil	74 x 150	1562 x 150	120 x 60	-	Nil	RWY 20 THR Displaced 129M RWY surface grooved

EIDL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	1314	1593	1314	1159	THR 02 Displaced 209M
20	1332	1406	1332	1203	THR 20 Displaced 129M
Note: Start of take-off run available for RWY 02 commences at 155M before displaced threshold RWY 02.					

EIDL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	LIH 420M, 1 crossbar at 300M.	DTHR. LIH Elev. Green WBAR	PAPI, left Slope 3.3° MEHT 43ft	Nil	Nil	Elevated LIH directional, 1500M, 60M, White.	End LIH Inset RED END (Turning Area Elevated RED)	Nil	Nil
20	LIH 455M, 1 crossbar at 345M.	DTHR. LIH Elev. Green WBAR	PAPI, left Slope 3.3° MEHT 43ft	Nil	Nil	Elevated LIH directional, 1500M, 60M, White,	End LIH Inset RED (Turning Area) Elevated RED	Nil	Nil
Note: All runway lighting are LED.									

EIDL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EIDL AD 2.16 HELICOPTER LANDING AREA

NIL

EIDL AD 2.17 ATS AIRSPACE

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

EIDL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Donegal Tower	129.800MHz	-	-	As for ATS EIDL AD 2.3	Nil
GND	Donegal Ground	129.800MHz	-	-	As for ATS EIDL AD 2.3	Nil
AFIS	Donegal Information	129.800MHz	-	-	As for ATS EIDL AD 2.3	During the hours of AFIS operation. Check NOTAM .
ATIS	Donegal ATIS	129.925 MHz	-	-	As for ATS EIDL AD 2.3	Nil

EIDL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	CFN	361kHz	H24	550238.4N 0082021.2W			Designated Operational Coverage 25 NM

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DME	IFN	110.3 MHz (CH 40x)	H24	550238.2N 0082022.2W	32ft		Designated Operational Coverage 20 NM DME reads Zero at DTHR 02/20. DME IFN 110.3 MHZ CH 40X. Due high ground, may not be received vicinity QDR 100 NDB CFN 361KHZ outside 16NM below 4500ft AMSL.
LOC 20	IFN	110.3 MHz	H24	550215.9N 0082042.6W			Coverage +/- 10º at 18nm, Restriction: +/- 35º at 10nm

EIDL AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Landing, take-off, manoeuvring on the Aerodrome outside published opening hours is illegal unless such permission has been obtained in advance or in the event of an emergency.

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

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

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

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

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

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

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

EIDL AD 2.21 NOISE ABATEMENT PROCEDURES

Operation is unrestricted

EIDL AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

Clearance to enter the CTR

Shannon ATS will clear arriving traffic to descend to the lowest useable flight level within controlled airspace (FL080/ Shannon Transition level if higher). EIDL ATC will provide the transition altitude and QNH. All aircraft below the transition altitude should use the QNH provided.

A lower level/altitude within controlled airspace may be coordinated with Donegal ATC. Clearance to enter the CTR will be provided by ATC EIDL on 129.800MHz. Arriving aircraft to call no later than 25 DME IFN from EIDL.

Descent into the FIR (Class G Uncontrolled airspace)

Caution: Descent below FL080 or Transition level if higher, before the lateral limits of the Control Zone or associated stubs as outlined in ENR 2.1 will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500MHz

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

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

2. Communication Failure

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

3. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures

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

3.1 Reduced Aerodrome Visibility Procedures (RAVP)

Reduced Aerodrome Visibility Procedures come into effect when:

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

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

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

EIDL AD 2.23 ADDITIONAL INFORMATION

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

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

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

Caution wind shear and turbulence may be experienced on APP to RWY 20 in winds in the range of 260° - 310°.

EIDL AD 2.24 CHARTS RELATED TO AN AERODROME

EIDL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

AERODROME CHART - ICAO

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

CONSULT NOTAM FOR LATEST INFORMATION

DONEGAL AIRPORT IRELAND

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY/TWY/APRON	SURFACE	BEARING STRENGTH	WIDTH
RWY 02/20	Asphalt (Grooved)	PCN 21/F/B/X/T	30m
TAXIWAY A	Asphalt	PCN 23/F/B/X/T	25m
TAXIWAY B	Concrete	-	12m
NORTH APRON	Bitumen/ Macadam	PCN 30/F/B/X/T	-
SOUTH APRON	Concrete	-	-

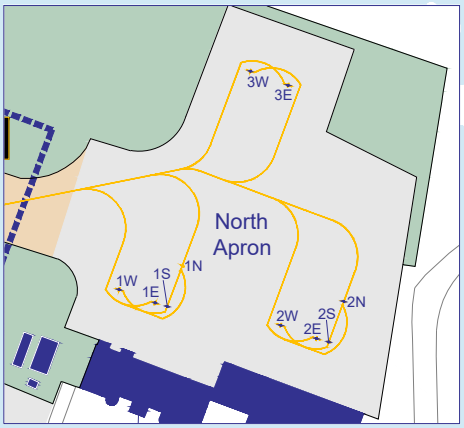
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position

BEARINGS ARE MAGNETIC

LINEAR DIMENSIONS IN METRES

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

APRON ELEVATION 10FT



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

* DATA WHOSE ACCURACY HAS NOT BEEN QUALITY ASSURED

Scale
Metres
50 25 0 50 100 150
125 0 250 500
Feet

Simple Approach Lighting System

CWY 275m x 150m

Rwy 20 DTHR Elev 30
55 02 57.85N 008 20 15.46W
GUND189

VAR 2°W - 2025
N
Annual Rate of Change -11' W

Sand Dunes

20
203°

PAPI 3.3°
MEHT 43ft

Braade Strand

1495m x 30m

ARP

71
(41)
32
(2)

Anemometer

CFN
361 kHz
55 02 38.37N 008 20 21.19W

IFN
110.3 MHz
(CH 40X)
55 02 38.23N 008 20 22.23W

PAPI 3.3°
MEHT 43ft

Rwy 02 DTHR Elev 9
55 02 22.72N 008 20 38.20W
GUND 189

02
023°

CWY 74m x 150m

A
Twy A
North Apron

B
Twy B
South Apron

TWR
53
(23)
60
(30)

Hangar

Aerodrome Beacon FL W/G

Fire Station

18
(-12)

IFN 110.3 MHZ
55 02 15.87N 008 20 42.63W

Simple Approach Lighting System

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

ATS COMMUNICATION FACILITIES			
Service	Call Sign	Channel	Remarks
TWR	Donegal Tower	129.800 MHz	Nil
GND	Donegal Ground	129.800 MHz	Nil
ATIS	Donegal ATIS	129.925 MHz	

CHANGE: New Chart. SLC Geomatic Solutions.

DIMENSIONS AND ALTITUDES IN METRES

AERODROME OBSTACLE CHART - ICAO

TYPE A - OPERATING LIMITATIONS

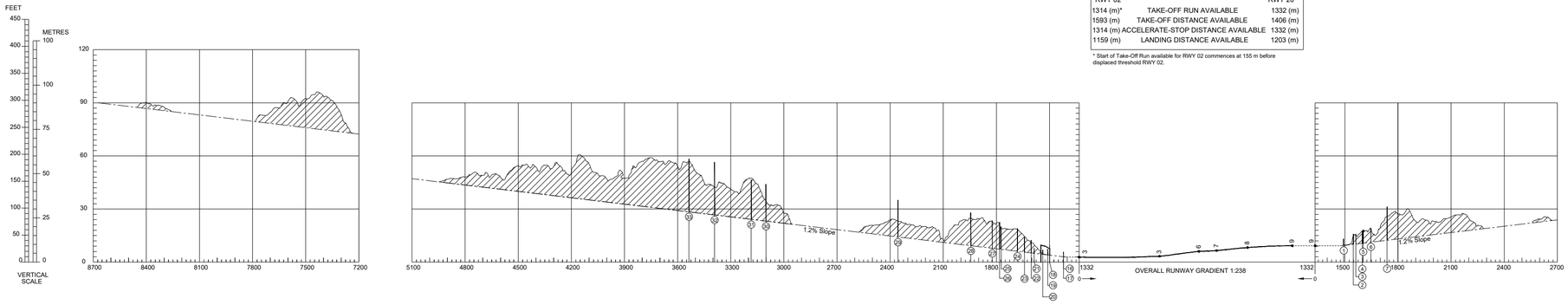
DONEGAL AIRPORT / IRELAND

MAGNETIC VARIATION 2°W JAN 2025
ANNUAL CHANGE -11' W

RUNWAY 02-20

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

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



Obstacle Number	Survey Number	Description	Latitude	Longitude	Height m
1	1246	APPROACH_LIGHT	550308.6362N	0082009.7362W	13.05
2	1243	APPROACH_LIGHT	550308.1864N	0082008.1801W	15.80
2b	1244	APPROACH_LIGHT	550308.1606N	0082008.0350W	15.83
2c	1240	APPROACH_LIGHT	550308.2969N	0082008.6841W	15.86
2d	1241	APPROACH_LIGHT	550308.2524N	0082008.4570W	15.88
3	1263	TERRAIN	550308.9052N	0082009.3334W	15.91
4	1266	TERRAIN	550309.5048N	0082006.2538W	17.64
5	1234	APPROACH_LIGHT	550309.9692N	0082007.6034W	18.30
6	1264	TERRAIN	550311.4182N	0082007.3219W	19.27
7	1281	BUILDING	550312.8322N	0081958.1577W	29.25
7a	1279	BUILDING_CHIMNEY	550312.8781N	0081958.9085W	31.14
7b	OS_246	BUILDING	550312.9779N	0081958.5141W	31.25
8	1442	UTILITY_POLE	550744.6815N	0081627.5344W	123.87
9	1465	TREE	550746.0362N	0081631.6313W	125.08
10	1464	TREE	550746.2067N	0081629.6384W	128.63
11	1445	UTILITY_POLE	550744.3714N	0081617.2031W	128.78
12	1439	UTILITY_POLE	550749.7850N	0081637.8083W	131.57
13	1440	UTILITY_POLE	550749.5358N	0081633.5386W	133.29
14	1481	BUILDING_CHIMNEY	550748.4142N	0081627.8071W	135.08
15	1441	UTILITY_POLE	550749.2830N	0081629.5741W	136.79

Obstacle Number	Survey Number	Description	Latitude	Longitude	Height m
16	1601	SIGN	550218.4900N	0082039.7822W	3.47
17	1040	BUILDING	550217.6487N	0082035.9846W	5.73
18	1584	MOBILE_OBSTACLE	550215.2585N	0082037.5424W	7.53
18a	1585	MOBILE_OBSTACLE	550215.3335N	0082038.1899W	7.49
18b	1586	MOBILE_OBSTACLE	550215.4115N	0082038.8503W	7.52
18c	1587	MOBILE_OBSTACLE	550215.5199N	0082039.5801W	7.43
18d	1588	MOBILE_OBSTACLE	550215.3435N	0082039.7137W	7.62
18e	1589	MOBILE_OBSTACLE	550215.3602N	0082040.5751W	7.69
18f	1597	MOBILE_OBSTACLE	550216.7178N	0082047.5484W	8.81
18g	1590	MOBILE_OBSTACLE	550215.4294N	0082041.7602W	7.87
18h	1591	MOBILE_OBSTACLE	550215.5242N	0082042.9278W	8.00
18i	1592	MOBILE_OBSTACLE	550215.5660N	0082044.0063W	8.41
18j	1596	MOBILE_OBSTACLE	550216.3303N	0082047.8177W	9.19
18k	1593	MOBILE_OBSTACLE	550215.6346N	0082045.1896W	8.76
18l	1594	MOBILE_OBSTACLE	550215.7138N	0082046.3714W	8.85
18m	1595	MOBILE_OBSTACLE	550215.9151N	0082047.3902W	9.49
19	1549	FENCE	550216.9860N	0082047.3108W	5.87
19a	1548	FENCE	550216.6328N	0082047.5402W	6.33
19b	1547	FENCE	550216.2652N	0082047.7832W	6.79
19c	1546	FENCE	550215.8996N	0082048.0204W	7.25
20	1532	BUILDING	550216.0688N	0082047.4646W	6.82
21	1002	APPROACH_LIGHT	550213.4862N	0082043.2704W	7.86
22	1078	BUILDING	550211.9956N	0082038.9869W	10.52
22a	1077	BUILDING	550211.5852N	0082038.7626W	12.29
22b	1080	BUILDING	550211.2236N	0082039.7391W	12.34
23	1094	TERRAIN	550213.0827N	0082050.2619W	14.17
24	1085	TERRAIN	550209.3947N	0082039.4450W	19.00
25	1090	BUSH	550208.4871N	0082049.9626W	20.06
26	1086	TERRAIN	550206.4908N	0082042.0239W	22.53
27	1088	TERRAIN	550205.9868N	0082046.3660W	23.37
28	1182	TREE	550201.1106N	0082043.1414W	27.90
29	1352	TREE	550148.1093N	0082045.9421W	35.01
30	1361	TREE	550125.6900N	0082104.1753W	43.98
31	1346	UTILITY_POLE	550126.9812N	0082123.7781W	46.55
32	1367	TREE	550116.1512N	0082106.4331W	56.27
32a	1181	TREE	550116.0976N	0082106.5371W	55.69
32b	1368	TREE	550113.9659N	0082106.6655W	56.44
33	1177	TREE	550112.7683N	0082113.9401W	58.32

LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	6	6
HEIGHT AMSL	25	
TREE / BUSH		
POLE, AERIAL, TOWER, ETC		
TERRAIN		
BUILDING		
FENCE		
MOBILE OBSTACLE		
TERRAIN PENETRATING		

ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

Aerodrome information current JULY 2023

Based on survey dated JULY 2023

CHANGE: New Chart.

INSTRUMENT APPROACH CHART- ICAO

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

ATIS	129.925
AFIS	129.800
TWR	129.800
GND	129.800

SBAS CH 41202 E02A

DONEGAL / DONEGAL RNP RWY 02

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

RNP APCH

BRG-MAG, ALT-FT, DIST-NM

VAR 2° W 2025

SCOTTISH FIR / SHANNON FIR

Shannon CTA FL075 5000 C
Donegal CTR 5000 SFC C
Shannon FIR FL245 SFC
Shannon CTA FL075 2500 C

TP DL105
MAPt RW02
SDF DL099
FAF TAFOG 54°56'24"N 008°24'30"W
IF OXHEN
IAF DL103
IAF DL102
IAF DL101
OXHEN (IF)
DL103
DL102
DL101

25 NM to DL103
25 NM to DL102
25 NM to DL101

3000
3700
3600

MNM 3000 1 MIN

SCALE 1:300,000

NM 0 1 2 3 4 5
KM 0 1 2 3 4 5 6 7 8 9 10

TRANSITION ALTITUDE 5000

IF OXHEN | FAF TAFOG | SDF DL099 | MAPt RW02 | TP DL105

3000 (2991)
2300 (2291)
5.8% (3.3°)
023°
2000 (1991) from DL101
1600 (1591) from DL102
1600 (1591) from DL103
1400 (1391)
600 (591)
480

RDH 43
ELEV 9 ft (THR RWY 02)

13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3
NM FROM THR RWY 02

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

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

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

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

Recommended LNAV Profile (3.3°) on Final Approach

DIST THR RWY 02 (NM)	6	5	4	3	2
ALT / HT (ft)	2150 (2141)	1800 (1791)	1450 (1441)	1100 (1091)	750 (741)

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

CHANGE: New chart format, Profile changed, THR & AD elevation, RDH, OCA (LNAV, LNAV/VNAV, LPV, Visual), Recommended Profile, MOCA (H), SDF & MAPt new names, MAX TEMP, Hold text, MAG VAR, Notes, Frequency box, Verso page.

RNP RWY 02 via DL101

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

RNP RWY 02 via DL102

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

RNP RWY 02 via DL103

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track (°)	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	DL103	545327.0 / 0083538.1	IF	Fly-By	-	-	- / +A3000	-	-	-
RNP APCH	OXHEN	545142.9 / 0082731.1	IF	Fly-By	110.3 / 113	5.0	-	-	-	Turn L
RNP APCH	TAFOG	545623.6 / 0082430.2	TF	Fly-By	020.4 / 023	5.0	-	-	-	-
RNP APCH	DL099	550052.8 / 0082136.4	TF	Fly-By	020.4 / 023	4.8	-	-	-	-
RNP APCH	RW02	550222.7 / 0082038.2	TF	Fly-Over	020.4 / 023	1.6	-	-	3.3 / 43	-
RNP APCH	DL105	550415.1 / 0081925.6	CF	Fly-Over	020.4 / 023	-	-	-	-	021° CFN / D1.4 IFN
RNP APCH	OXHEN	545142.9 / 0082731.1	DF	Fly-By	-	-	- / +A3000	-	-	Turn L

Hold Identification

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

SBAS FAS Data Block Coding Data
Donegal RNP RWY 02

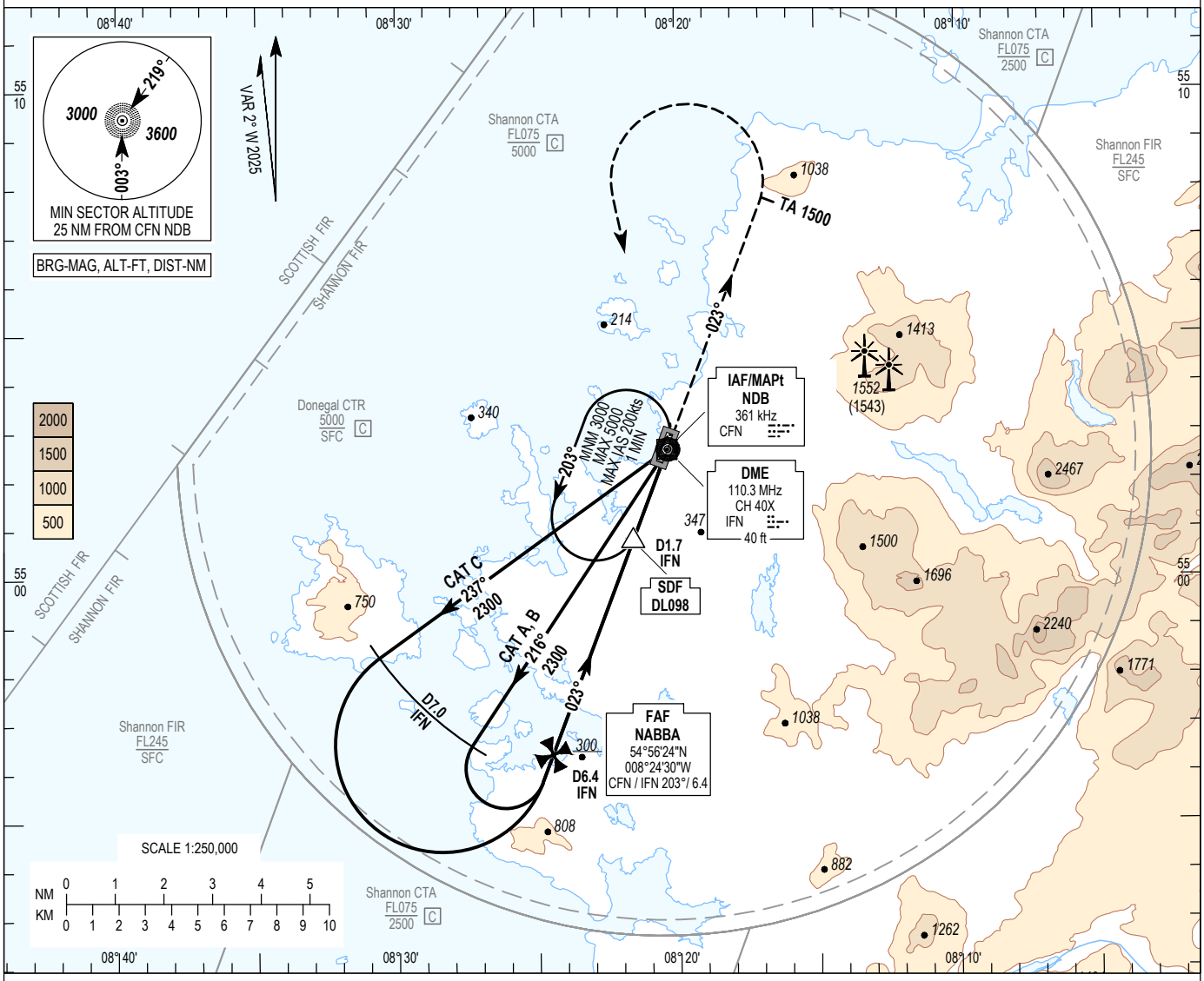
Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIDL
Runway	02
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E02A
LTP / FTP Latitude	550222.7200N
LTP / FTP Longitude	0082038.1960W
LTP / FTP Ellipsoidal Height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

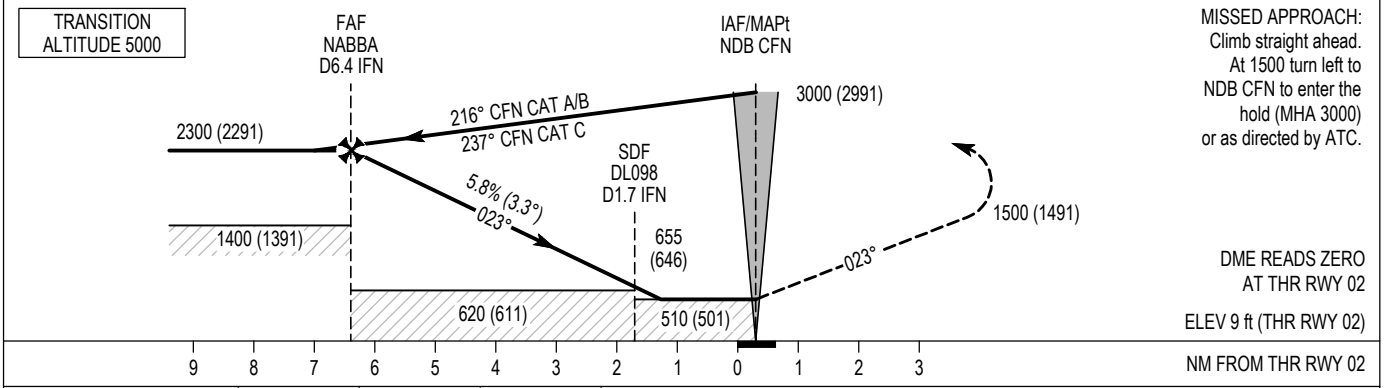
INSTRUMENT APPROACH CHART- ICAO

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

ATIS	129.925
AFIS	129.800
TWR	129.800
GND	129.800

DONEGAL / DONEGAL
NDB RWY 02
(ACFT CAT A, B, C)





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

DME READS ZERO AT THR RWY 02

ELEV 9 ft (THR RWY 02)

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

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

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

Recommended Profile on Final Approach

DIST THR RWY 02 (NM)	2	3	4	5	6
ALT / HT (ft)	765 (756)	1115 (1106)	1470 (1461)	1820 (1811)	2175 (2166)

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

CHANGE: New chart format, Procedure & Profile changed, RWY designation, THR elevation, OCA (H), MOCA, Fixes named, Bearings, Notes, MSA, MAG VAR, Frequency box, Chart number, Verso page.

NDB Approach – RWY 02

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

Hold Identification

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

INSTRUMENT APPROACH CHART- ICAO

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

ATIS	129.925
AFIS	129.800
TWR	129.800
GND	129.800

SBAS CH 57174 E20A

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

RNP APCH

BRG-MAG, ALT-FT, DIST-NM

VAR 2° W 2025

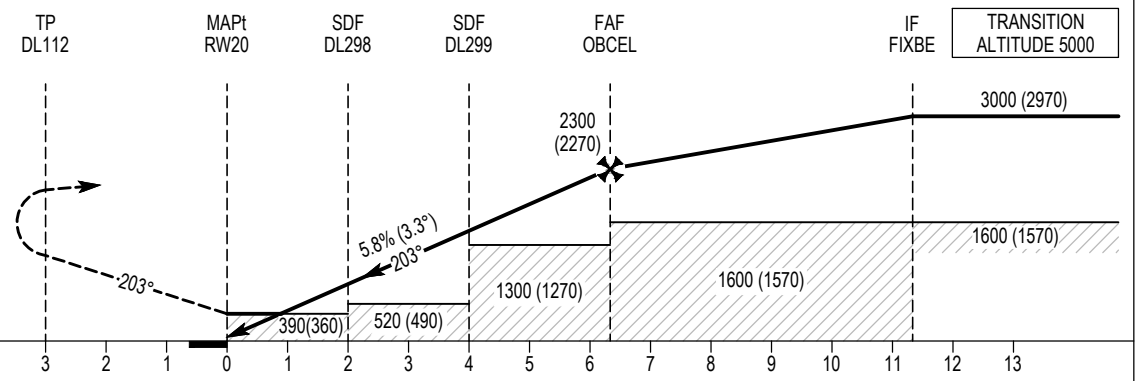
IAF DL107
IAF DL106
IF FIXBE
IAF DL108
FAF OBCEL
55°08'53" N
008°16'25"W
SDF DL299
SDF DL298
MAPt RW20
TP DL112

25 NM to DL107
25 NM to DL106
25 NM to DL108

SCOTTISH FIR
SHANNON FIR
Shannon CTA FL075 2500 C
Shannon CTA FL075 5000 C
Donegal CTR 5000 SFC C
Shannon FIR FL245 SFC

SCALE 1:300,000

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



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

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

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

Recommended LNAV Profile (3.3°) on Final Approach

DIST THR RWY 20 (NM)	1	2	3	4	5	6
ALT / HT (ft)	420 (390)	770 (740)	1120 (1090)	1470 (1440)	1820 (1790)	2180 (2150)

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

CHANGE: New chart format, Profile changed, THR & AD elevation, OCA (H), MOCA, RDH, SDF & MAPt new names, MAX TEMP, Hold Text, MAG VAR, Frequency box, Verso page.

RNP RWY 20 via DL106

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

RNP RWY 20 via DL107

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

RNP RWY 20 via DL108

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

Hold Identification

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

SBAS FAS Data Block Coding Data
Donegal RNP RWY 20

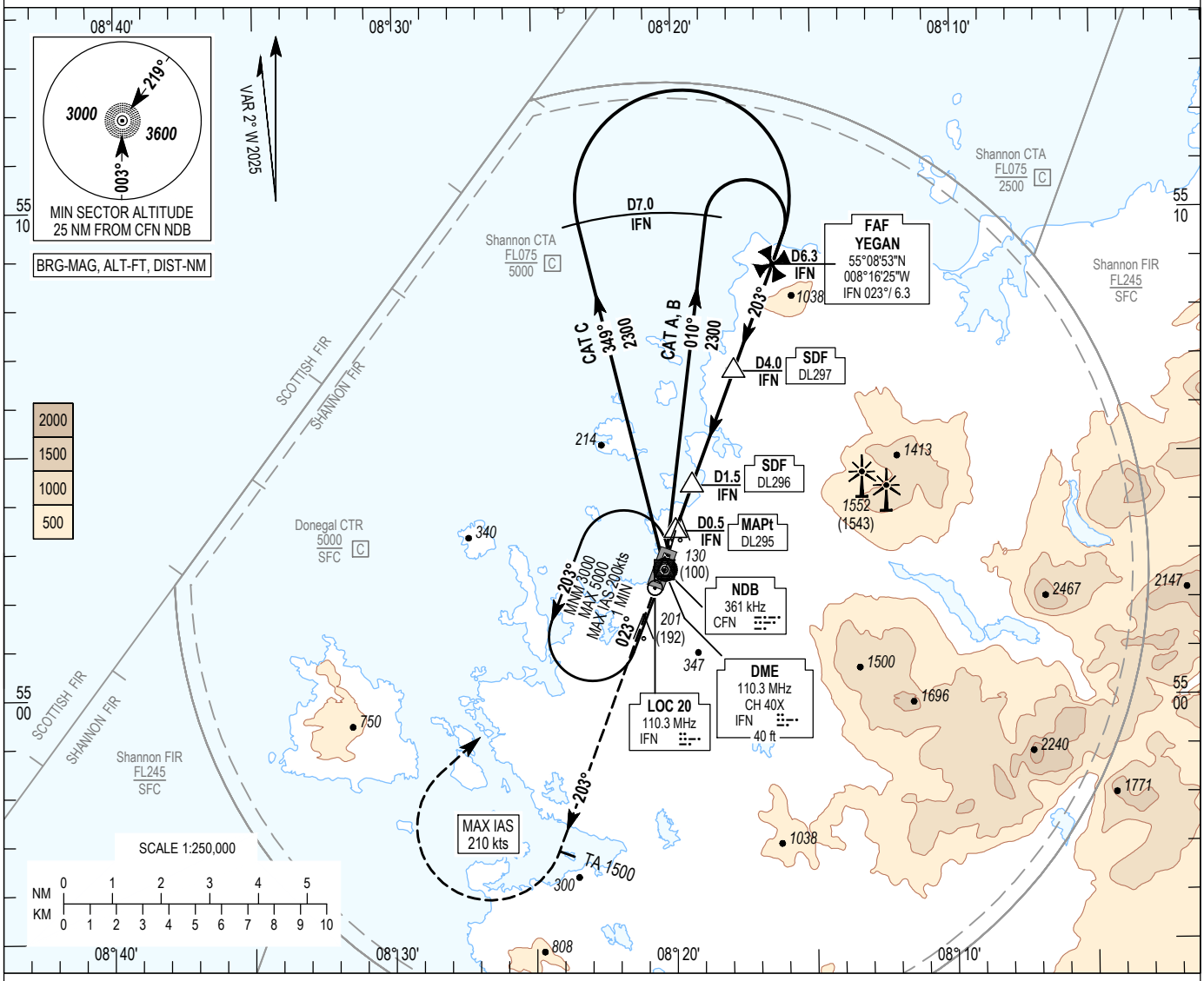
Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIDL
Runway	20
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E20A
LTP / FTP Latitude	550257.8455N
LTP / FTP Longitude	0082015.4550W
LTP / FTP Ellipsoidal Height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

INSTRUMENT APPROACH CHART- ICAO

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

ATIS	129.925
AFIS	129.800
TWR	129.800
GND	129.800

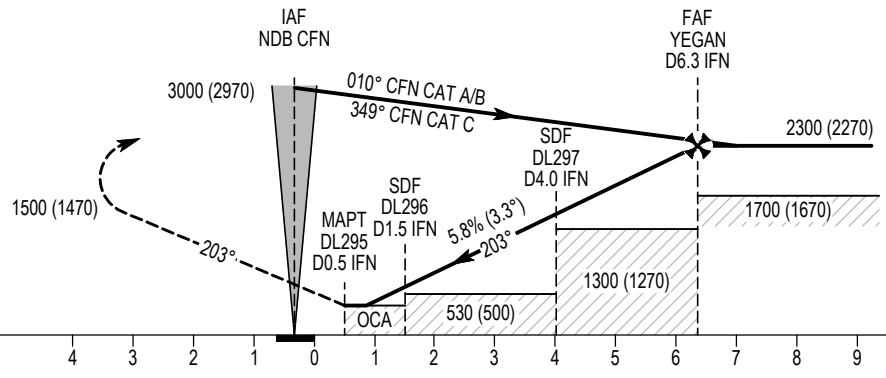
DONEGAL / DONEGAL
LOC RWY 20
(ACFT CAT A, B, C)



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

DME READS ZERO AT THR RWY 20

ELEV 30 ft (THR RWY 20)



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

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

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

Recommended Profile on Final Approach

DIST THR RWY 20 (NM)	1	2	3	4	5	6
ALT / HT (ft)	430 (400)	780 (750)	1130 (1100)	1480 (1450)	1830 (1800)	2180 (2150)

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

CHANGE: New chart format, Procedure & Profile changed, RWY designation, OCA (H), MOCA, Fixes named, Bearings, Notes, MSA, MAG VAR, Frequency box, Chart number, Verso page.

LOC Approach – RWY 20

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

Hold Identification

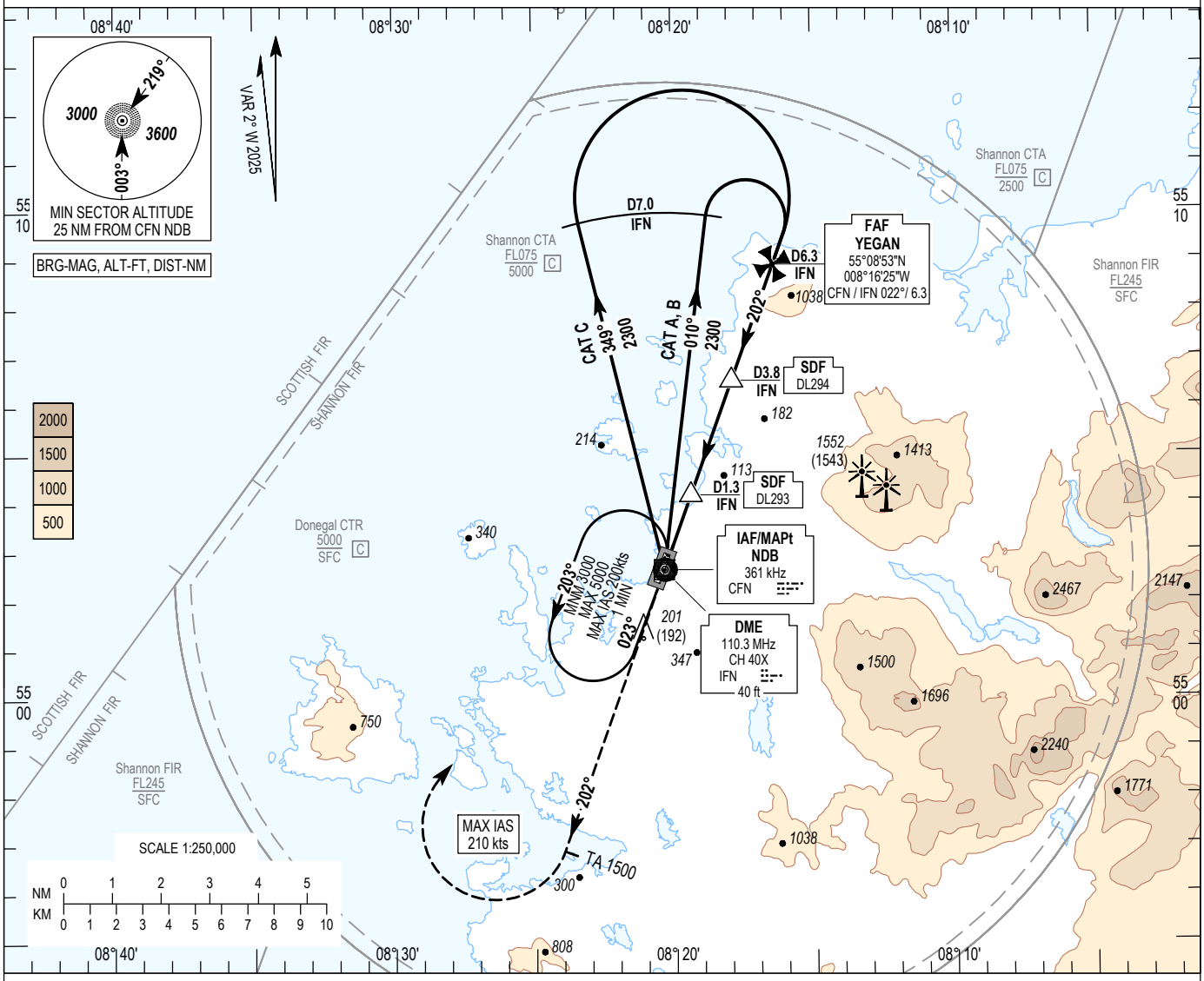
Holding Fix	**Latitude / Longitude**	**Inbound True Track (degrees)**	**Inbound Magnetic Track (degrees)**	**Maximum Indicated Airspeed (kts)**	**Minimum Holding Altitude/ Level (FL/ft)**	**Maximum Holding Altitude/ Level (FL/ft)**	**Outbound Time (min)**	**Direction of Turn**
CFN NDB	550238.4N / 0082021.2W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

INSTRUMENT APPROACH CHART- ICAO

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

ATIS	129.925
AFIS	129.800
TWR	129.800
GND	129.800

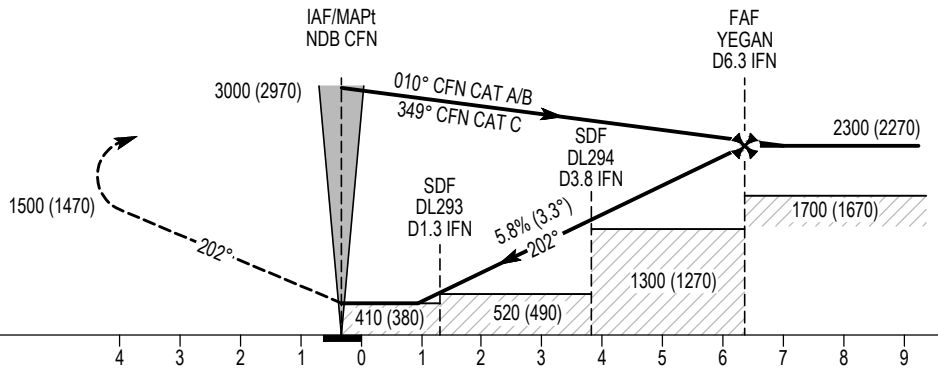
DONEGAL / DONEGAL
NDB RWY 20
(ACFT CAT A, B, C)



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

DME READS ZERO AT THR RWY 20

ELEV 30 ft (THR RWY 20)



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

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

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

Recommended Profile on Final Approach

DIST THR RWY 20 (NM)	1	2	3	4	5	6
ALT / HT (ft)	430 (400)	785 (755)	1135 (1105)	1490 (1460)	1840 (1810)	2195 (2165)

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

CHANGE: New chart format, Procedure & Profile changed, RWY designation, OCA (H), MOCA, Fixes named, Bearings, Notes, MSA, MAG VAR, Frequency box, Chart number, Verso page.

NDB Approach – RWY 20

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

Hold Identification

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

VISUAL APPROACH CHART - ICAO

AERODROME ELEV. 30 ft (HEIGHTS AGL ft.)

FIS	127.500
ATIS	129.925
GND	129.800
TWR	129.800
EMERG.	121.500

FIS - OUTSIDE AD HOURS
CONSULT NOTAM FOR LATEST INFORMATION

DONEGAL / DONEGAL
RWY 02/20

NOTES:

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

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

CAUTION:

1. Turbulence and/or windshear may be experienced on APP to RWY20 with winds in the range of 260° to 310° (clockwise) with wind speeds >15 kts.
2. Turbulence and/or windshear may be experienced in the lee of Mt. Errigal.

LEGEND

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

CHANGE: MAG VAR, Bearings, New Legend created, Parachuting Area, DARWOS HEAD, Obstacles, Wind Turbines, & Lighthouses added, New background, Caution & PAPI info moved to NOTE area, PAPI 3.3°, MEHT 43 ft, ARP ELEV., Bearing, Altitude, & Distance abreviated, FIS in frequency box, Chart Number.

EIKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIKN – IRELAND WEST

EIKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	535437N 0084907W Mid-point RWY 08/26
2	**Direction and distance from (city)**	3 NM SW of Charlestown
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	665ft/18.3°C (Max Temp) 0.2°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	191ft
5	**MAG VAR/Annual Change**	2º W (2025) 12' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Ireland West Airport Knock Connaught Airport, Development Co. Ltd, Charlestown Co. Mayo. Phone:+ 353 94 936 81 00 Phone:+ 353 94 936 81 32 Email: operations@irelandwestairport.com
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**remarks**	Nil

EIKN AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	MON - SUN 0800-1600 UTC Please refer to Current NOTAM for up to date Opening Hours
2	**Customs and immigration**	CUSTOMS: 24HR PN required to AD Operator for non EU Flights (Including countries outside the fiscal area of the EU) 12HR PN required to AD Operator for countries within the EU IMMIGRATION: As per AD Operator.
3	**Health and sanitation**	As per AD Operator.
4	**AIS Briefing Office**	See Remarks.
5	**ATS Reporting Office (ARO)**	As per AD Operator.
6	**MET Briefing Office**	Refer to EIKN AD 2.11
7	**ATS**	As per AD Operator.
8	**Fuelling**	As per AD Operator.
9	**Handling**	As per AD Operator.
10	**Security**	H24
11	**De-icing**	As per AD Operator.

12	**Remarks**	Please refer to current NOTAM for changes to AD Operator HR Customs and Immigration AVBL 24HR PN required to AD Operator ATS AVBL outside published HR, 24HR PN to AD Operator. PIB AVBL from AIS, Shannon. Refer to GEN 3.1.5 PPR required in advance for all flights (24HR if possible) Contact AD Operator

EIKN AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	Contact Operations.
2	**Fuel/oil types**	JET A1, 100LL
3	**Fuelling facilities/capacity**	1 Truck 20,000L, 1 Truck 27,000L, 1 Truck 29,000L, 4 Storage Tanks at 50,000L.
4	**De-icing facilities**	De-icing and Anti-icing available. Mobile Unit De-icing fluid 50/50 Hot and Anti-icing 100% cold.
5	**Hangar space available for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Handling services AVBL - Contact Email: operations@irelandwestairport.com Phone:+ 353 94 936 81 00 Phone:+ 353 94 936 81 32 PPR required in advance for all flights (24HR if possible) Contact AD Operator

EIKN AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Charlestown (3 miles), Kiltimagh (8 miles), Knock (12 miles), Claremorris (20 miles)
2	**Restaurant(s) at or in the vicinity of AD**	At AD and in local towns
3	**Transportation possibilities**	Buses, Taxis and Car Hire from the AD.
4	**Medical facilities**	RFFS Trained emergency first responders, First Aid at airport. Hospitals-Castlebar, Galway
5	**Bank and Post Office at or in the vicinity of AD**	ATM
6	**Tourist Office**	Self service facility AVBL
7	**Remarks**	Total number of car park spaces including car hire 1,500.

EIKN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 7 for scheduled flights; Up to Category 9 AVBL 48 HR PN
2	**Rescue equipment**	Rescue and Emergency Equipment to meet Category 9 requirements
3	**Capability for removal of disabled aircraft**	Airlines to make own arrangements through IATA pool or other. Assistance (unskilled) available through local contractors. Co-ordinator--John McCarthy (Head of Airport Operations and Commercial Services) Phone: 00353 86 8367806 No on-site lifting capability provided and all resources are external.

4	**Remarks**	Nil

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

1	**Type(s) of clearing equipment**	3 runway snow ploughs, 2 runway sweepers, 2 Snowblowers, 1 Runway de-icer;
2	**Clearance priorities**	RWY 08/26 TWY A and Apron A, then TWY B and Apron B.
3	**Use of material for movement area surface treatment**	KAC, for potassium acetate fluids
4	**Specially prepared winter runways**	Not applicable
5	**Remarks**	IWA 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.

EIKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	**Apron surface and strength**	Surface: CONC with an ASPH SFC Strength: PCN 52/F/A/W/T			
2	**Taxiway width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN 52/F/A/W/T
		B	23 M	ASPH	PCN 52/F/A/W/T
3	**Altimeter checkpoint location and elevation**	APRON 660ft AMSL.			
4	**VOR checkpoint**	Nil			
5	**INS checkpoint**	Nil			
6	**Remarks**	Taxiway Strip Width (ALPHA and BRAVO) - 37m			

EIKN 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 sign-age lighted at intersection of TWY and RWY at the Holding Point.
2	**RWY/TWY markings and LGT**	RWY: Marked: Designator, THR, TDZ, C/L, Edge Lighted: RWY Edge, RWY C/L, RWY end, PAPI, TDZ 26 only TWY: Marked: Centreline, Edge, Holding position. Lighted: Centreline, Edge Taxiway identifier signs located East and West of TWY A and East and West of TWY B on North side of RWY - Lighted
3	**Stop bars and RWY Guard Lights**	Switch-able stop bars at TWY A and B Runway Holding Positions. Runway guard lights at TWY A & B
4	**Other RWY Protection measures**	-
5	**Remarks**	Nil

EIKN 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 michaelconnolly@irelandwestairport.com for information					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Marking/Type, Colour**	**Remarks**
a	**b**	**c**	d	**e**	**f**
Contact michaelconnolly@irelandwestairport.com for information					

EIKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Ireland West Airport Knock
2	**Hours of service**	Available as required pending minimum 2 hour advance notice
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR
4	**Type of landing forecast** **Interval of issuance**	METAR, TREND FORECAST 30 Minutes during airport opening hours.
5	**Briefing/consultation provided**	Internet based self-briefing. Personal briefing AVBL by telephone from Met Eireann Central Aviation Office, Shannon. Refer to GEN 3.5.9
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**	Ceilometer, Anemometer, Automatic Weather Station, IRVR
9	**ATS units provided with information**	EIKN TWR
10	**Additional information (limitation of service, etc.)**	Additional information from Central Aviation Office, Shannon refer GEN 3.5

EIKN 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
08	078.71°	2511x45	52/F/A/W/T ASPH	535430.76N 0085000.13W 535444.33N 0084804.80W 191ft	180.5M/592ft
26	258.74°	2511x45	52/F/A/W/T ASPH	535444.33N 0084804.78W 535429.79N 0085008.34W 191ft	203M/665ft

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 EIKN AD 2.24-2	Nil	146x150	2631x280	90x90	-	Nil	RWY Displaced Threshold 243M. Pavement Surface Grooved
	Nil	150x150	2631x280	90x90	-	YES	RWY Displaced Threshold 121M. Pavement Surface Grooved

EIKN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	2390	2536	2390	2147	THR RWY 08 DISPLACED 243M
26	2420	2570	2420	2300	THR RWY 26 DISPLACED 121M

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	Remarks
08	B	1596	1742	1596	
26	A	1826	1976	1826	

EIKN 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
08	LIH 354M, 1 crossbar	Disp. THR. LIH Elev. Green Wing Bars & RTILS white	PAPI, Slope 3º MEHT 50.0ft	Nil	2141M 14.8M spacing Coded 0-1258 white 1258 –1865 red/white 1865-2141 red LIH	2150M 59M White, last 600M amber, LIH	End LIH inset Red	Nil	Lighting as indicated in columns 2,3,6,7,8 are light emitting diode (LED)
26	Cat II LIH 583.5M, 4 crossbars, 12 strobe lights (LIH flashing white). Strobes AVBL on request in Cat II Ops.	THR. LIH inset Green + elevated green wing bars & RTILS white	PAPI, Slope 3º MEHT 50.0ft both sides	884M, 29.5, LIH	2300M 14.8M spacing Coded 0-1406 white 1406–2013 red/ white 2013-2300 red LIH	2300M 59M White, last 600M amber, LIH	End LIH inset Red	Nil	Lighting as indicated in columns 2,3,6,7,8 are light emitting diode (LED)

EIKN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	At Tower, FLG G/W. 12 RPM-24 Flashes/Min, Refer to EIKN AD 2.3 AD Operator.
2	**LDI location and LGT** **Anemometer location and LGT**	WDI North Abeam PAPI 26 and west Abeam holding point TWY B lighted. Anemometer R26 south abeam TWY A Anemometer R08 south side abeam R08 PAPIs
3	**TWY edge and centre line lighting**	TWY Edge Blue Elevated. spacing 46m LIM. Centreline green entry and green/amber exit, spacing 15m. Both TWY A and B.
4	**Secondary power supply/switch-over time**	Secondary Power Supply to all Lighting at AD By mains electricity with 1 second switch over for Cat II operations. For general operations mains act as primary source with UPS and generators act as secondary with switch over of 12/15 seconds
5	**Remarks**	Red Obstacle lights Apron Floodlighting

EIKN 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**	Stand to be allocated by ATC

EIKN AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Connaught Control Zone. Circle radius 10NM 535437.07034N 0084906.57109W (Connaught ARP).
2	**Vertical limits**	5000ft AMSL.
3	**Airspace classification**	C
4	**ATS unit call sign Language(s)**	Connaught Tower. English.
5	**Transition altitude**	5000ft
6	**Hours of applicability**	-
7	**Remarks**	Airspace Classification outside hours of operation of ATS is uncontrolled Class G.

EIKN AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Connaught Tower	130.700MHz	-	-	Refer to EIKN AD 2.3 AD Operator	Nil
GND	Connaught Ground	130.700MHz	-	-		Nil
		121.900MHz	-	-		AVBL as standby/reserve
ATIS	-	118.525MHz	-	-		Nil

EIKN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 3° W (2024)	CON	117.4 MHz CH121X	H24	535428.9N 0084912.4W	649ft		100/500, 300/700 (180° T-360° T)
NDB	OK	398 kHz	H24	535526.3N 0084159.3W			Designated Operational Coverage 10
NDB	KNK	364 kHz	H24	535347.4N 0085613.2W			Designated Operational Coverage 20

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
LOC 26 3º W (2024)	ICK	110.7 MHz	H24	535428.5N 0085019.0W			Nil
GP 26		330.2 MHz	H24	535438.7N 0084823.8W	650ft		GP Angle 3º RDH 49ft.
OM		75 MHz	H24	535526.3N 0084159.3W			Nil
MM		75 MHz	H24	535450.5N 0084706.4W			Nil
ILS DME	ICK	CH.44X	H24	535434.2N 0084901.4W	653ft		Nil

EIKN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions

180 degree turns for Medium or Heavy category aircraft on RWY 08/26 only permitted at runway turn pads unless otherwise instructed by ATC.

Aircraft using the turn pads should follow the marked guidance lines and use the minimum speed necessary to complete the turning manoeuvre.

2. Availability of Intersection Take-Off's

2.1 Take off's using less than the full length of the runway are available from TWY/RWY intersections outlined in EIKN AD 2.13 DECLARED DISTANCES. The datum from which the reduced declared distances on RWY 08/26 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

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

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

2.4 Approval for intersection take-off is subject to air traffic situation.

3. Runway Operations and Lighting Configurations

3.1 The end of the TORA and LDA for Runway 26 is marked by a row of inset RED lights. These lights will be illuminated for aircraft landing or taking off on Runway 26.

3.2 The end of the TORA and LDA for Runway 08 is marked by a row of inset RED lights. These lights will be illuminated for aircraft landing or taking off on Runway 08.

3.3 The start of the Runway pavement available for aircraft departing Runway 26 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end turning areas. These lights will be illuminated for aircraft taking off on Runway 26. These lights will be illuminated following a landing on Runway 08 when the aircraft is on its landing roll once ATC extinguish the set of RED inset lights marking the LDA for Runway 08.

3.4 The start of the Runway pavement available for aircraft departing Runway 08 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end

turning areas. These lights will be illuminated for aircraft taking off on Runway 08. These lights will be illuminated following a landing on Runway 26 when the aircraft is on its landing roll once ATC extinguish the set of RED inset lights marking the LDA for Runway 26.

3.5 Following an aircraft landing on Runway 26 or Runway 08 the inset RED lights will be extinguished by ATC and the elevated RED runway end lights will be illuminated for the purpose of turning in the Runway turn pad.

EIKN AD 2.21 NOISE ABATEMENT PROCEDURES

Operations Unrestricted

EIKN 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 SID and STAR for RWY26 and RWY08 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.

SID and STAR for RWY08 and RWY26 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 cannot 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 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.

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

2.3. Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a departure clearance based on existing procedures and as per LOA with Shannon ATS

3. Visual Manoeuvring Approaches

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

4. Speed Control – General Provisions Speed Restrictions

General	Initial Segment	Final Approach	Remarks
Below FL100 Max IAS 250kts	Max IAS 210kts	Recommended IAS 160kts 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 CTR

Shannon ATS will clear arriving traffic to descend to the lowest usable flight level within controlled airspace (FL080/ Shannon Transition Level if higher). Clearance to enter the CTR will be provided by ATC EIKN on 130.700MHz. Arriving aircraft to call no later than 25 DME CON from EIKN.

Arriving Aircraft capable of flying STAR will normally be cleared on a STAR appropriate to the route by ATC.

5.2. Initial Approach Procedures

5.2.1. Aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

5.2.2. Descent into the FIR (Class G Uncontrolled airspace)

Where possible IFR traffic into EIKN should not request descent into the FIR as the Shannon CTA has been designed to facilitate continuous descent and climb operations in controlled airspace.

However in the event that descent is requested by IFR aircraft below FL080 before the lateral limits of the EIKN CTR or associated stubs, 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 127.500MHz

- Arrival routes may be varied at the discretion of ATC
- Arrival Routes are based on holding patterns for the runway in use as outlined on the appropriate chart.
- ATC EIKN will issue expected approach times as appropriate and aircraft will arrange flight in such a manner as to ensure prompt departure from the holding pattern when number one.
- Aircraft will arrange flight in the holding pattern so as to be ready to leave the appropriate hold inbound to the fix and to vacate holding altitude at the last acknowledged expected approach time.

5.2.3. Successive arriving IFR aircraft

A minimum of 10NM spacing is required for successive landing IFR aircraft to facilitate the No.1 landing aircraft to vacate via taxiway A onto the apron. This may be increased or reduced at the discretion of the duty controller at EIKN.

Aircraft after landing on Runway 26 may be required to roll to the runway turn pad before commencing backtrack and to vacate onto Taxiway A. Where temperatures are above 25°C aircraft will not be permitted to carry out 180 degree turns on the runway and will have to roll to the runway turn pad before commencing their turn and backtrack.

6. Communications failure procedures for arriving aircraft.

6.1. Aircraft experiencing communications failure in the Connaught CTR shall set transponder code A7600 and comply with standard ICAO procedures. Supplemented by the following:

6.2. 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.

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

7. Departure Procedures

7.1. All Aircraft must request start and taxi clearance from ATC on frequency 130.700Mhz (or 121.900Mhz if no response from 130.700Mhz).

7.2. Aircraft are not permitted to enter the runway even if the airport is closed unless previously arranged with ATC.

7.3. RWY's 08 and 26

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.

7.4. Communications failure procedures for departing aircraft.

Aircraft experiencing communications failure in Connaught 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

8. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures

Reduced Aerodrome Visibility Procedures and Low Visibility Procedures are approved for operations on Runway 26 and for Runway 08. Only R26 is available for CAT II approaches.

8.1. Reduced Aerodrome Visibility Procedures (RAVP)

Reduced Aerodrome Visibility Procedures come into effect when

A. The IRVR and/or Met Visibility falls below 1500m and/or

B. When the Duty Air Traffic Control Officer (DATCO) loses visual contact with any part of the manoeuvring area but LVP's are not in force and/or

C. When the conditions for Low Visibility Procedures (LVP) no longer exist but may become applicable in the short term.

The Maximum allowable movement rate on the manoeuvring area when RAVPs are in force is 3 (2 aircraft and 1 vehicle or 2 vehicles and 1 aircraft) Minimum spacing between aircraft on approach when RAVPs are in force will be 20nm

8.2. Low Visibility Procedures

8.2.1. Low Visibility Procedures will be initiated if Met Visibility and/or any of the IRVR readings are at or less than 1000m and is forecast to deteriorate significantly and/or the cloud ceiling is 300ft or less (BKN, OVC).

8.2.2. Low Visibility Procedures shall be enforced when Met Visibility and / or any of the IRVR readings are at or less than 700m, and / or the cloud ceiling is at or less than 200ft (BKN, OVC).

8.2.3. Low Visibility Procedures will be terminated after all IRVR readings have been above 1000m and the cloud ceiling has been above 300 ft for at least 30 minutes and the forecast is for a continuing improvement. RAVPs will be take effect if visibility remains below 1500m (see section 1).

8.2.4. The Maximum allowable movement rate on the Manoeuvring area when LVPs are in force is 1 (aircraft or vehicle).

8.2.5. The runway holding positions at TWY A and TWY B are Cat II holding positions.

8.2.6. Aircraft should advise when clear of the runway after landing and when airborne

8.2.7. Minimum spacing between aircraft on approach will be 20NM

8.2.8. Pilots will be informed by RTF when low visibility procedures have been enforced.

8.2.9. Full details of low visibility operations are available from airport administration on request.

9. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.
Radio communication failure missed approach for RWY08 and RWY26 are prescribed on the approach charts

10. VFR communication failure for inbound aircraft

If an aircraft has received and acknowledged an ATC clearance to enter the Connaught Control Zone and subsequently experiences a radio-communications failure, the aircraft should proceed to the position specified in the clearance, e.g. from the South route via Ballyhaunis to the Kilkelly hold, or from the North route via Tobercurry to the Charlestown hold, and hold at an altitude of 1200 feet QNH at "Kilkelly" or 1200 feet QNH at “Charlestown”. Both holding patterns are left hand patterns. A careful look-out should be maintained for other traffic and on receipt of a steady green light signal from the Tower, or on observing the Aerodrome rotating beacon switched on, join the circuit for the runway in use and land on the lighted runway. The runway approach lights will indicate the landing direction.

Note: All flights planning to enter or leave the Connaught Control zone are required to file a flight plan.

Communications failure in the Circuit:
If clearance to land has been received and acknowledged, or if cleared to follow identified No.1 traffic, follow the clearance. If no landing clearance has been received, proceed at an altitude of 1200 feet QNH to Kilkelly (Rwy 26 in use) or 1200 feet QNH to Charlestown (Rwy 08 in use) and hold. The choice of holding point will depend upon Runway in use and the point at which radio-communications failure occurs. The holding point chosen should ensure that the aircraft does not pass through the final approach or take-off path of the main runway in use i.e. the runway being used by large aircraft. On receipt of a steady green light signal from the Tower, or on observing the Aerodrome rotating beacon switched on, join the circuit in the manner detailed below and land on the lighted Runway. The runway approach lights will indicate the landing direction.

i. From Kilkelly (holding pattern)
RWY 26 left hand pattern

ii. From Charlestown (holding pattern)
RWY 08 left hand pattern

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

CharlestownTown Hold (535750.48N 0084741.08W):Left-hand pattern, based on Charlestown Town cross roads. Outbound Leg is 1 minute, flown at 120KT TAS. Inbound track 085º M. Minimum holding altitude is 1200ft QNH.

Kilkelly Village Hold (535213.88N 0085058.93W):Left-hand pattern, based on Kilkelly Village cross roads. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 265º M. Minimum holding altitude is 1200ft QNH.

Other Visual Reporting Points (VRPs) (WGS-84)
VRP Tubbercurry Town 540314.14N 0084344.90W
VRP Ballymote Town 540522.03N 0083104.90W
VRP Ballyhaunis Town 534548.71N 0084554.93W

After landing, clearance to taxi will be given by means of light signals from the tower.

Pilots are reminded that only a portion of their RTF equipment maybe faulty; if the aircraft receiver is functioning, the pilot should listen out for instructions from ATC on normal VHF communications channels. In any event, pilots should "Transmit Blind" and inform ATC of their intentions. If equipped with a functioning transponder, it should be set in Mode A code 7600.

11. Unmanned Aircraft Systems (UAS)

11.1. (UAS) Geographical Zones.

Geographical zones are portions of airspace where Unmanned Aircraft Systems (UAS) operations are facilitated, restricted or prohibited.

See IAIP section ENR 5.3 for details on Unmanned Aircraft Systems (UAS) within the Connaught Zone and surrounding areas.

EIKN AD 2.23 ADDITIONAL INFORMATION

Prior Permission Required for use of Ireland West Airport Knock must be obtained. Filing of a flight plan "does not" constitute prior permission. A Booking-In form or Booking-Out form as appropriate, is mandatory for use of the aerodrome. These are available from the Operations Office by:

Phone:+ 353 94 936 81 00

Phone:+ 353 94 936 81 32

Email: operations@irelandwestairport.com

URL: http://www.irelandwestairport.com

and when completed should be returned to:

Fax: + 353 94 936 72 32

Email: operations@irelandwestairport.com

EIKN AD 2.24 CHARTS RELATED TO AERODROME

EIKN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Procedure	Procedure minima affected
RNP RWY 26	VSS Obstacles have a height less than 15m above the threshold.
ILS and LOC RWY 26	VSS Obstacles have a height less than 15m above the threshold.
VOR RWY 26	VSS Obstacles have a height less than 15m above the threshold.
NDB DME RWY 26	VSS Obstacles have a height less than 15m above the threshold.
RNP RWY 08	VSS Obstacles have a height less than 15m above the threshold.
VOR RWY 08	Not Applicable
NDB DME RWY 08	VSS Obstacles have a height less than 15m above the threshold.

AERODROME CHART - ICAO

AD ELEVATION 665FT ARP 53 54 37N 008 49 07W

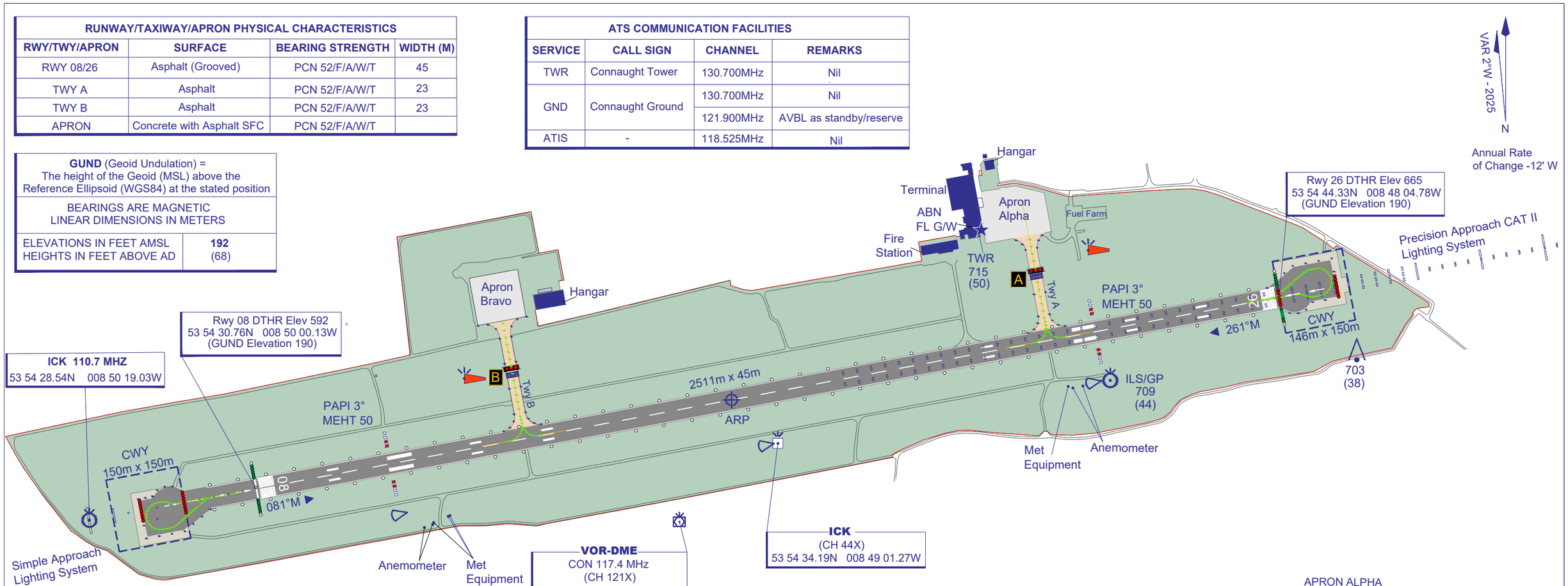
CONSULT NOTAM FOR LATEST INFORMATION

IRELAND WEST AIRPORT IRELAND

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY/TWY/APRON	**SURFACE**	**BEARING STRENGTH**	**WIDTH (M)**
RWY 08/26	Asphalt (Grooved)	PCN 52/F/A/W/T	45
TWY A	Asphalt	PCN 52/F/A/W/T	23
TWY B	Asphalt	PCN 52/F/A/W/T	23
APRON	Concrete with Asphalt SFC	PCN 52/F/A/W/T	

ATS COMMUNICATION FACILITIES			
SERVICE	**CALL SIGN**	**CHANNEL**	**REMARKS**
TWR	Connaught Tower	130.700MHz	Nil
GND	Connaught Ground	130.700MHz	Nil
		121.900MHz	AVBL as standby/reserve
ATIS	-	118.525MHz	Nil

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



LEGEND	
Aerodrome Reference Point (ARP)	
Building	
Wind Direction Indicator Lit	
DVOR Lit	
Distance Measuring Equipment (DME) Lit	
Runway Visual Range (RVR)	
ILS - Glide Path (GP), Localizer (LOC) Lit	
Runway Holding Position Pattern A	
Taxiway Location Designator	
Stopbar Lights	
RWY End Lights	
RWY THR Lights/ Wingbars	
RWY THR Identification Lights	
Precision Approach Path Indicator (PAPI)	
Aerodrome Obstacle	
Clearway (CWY)	

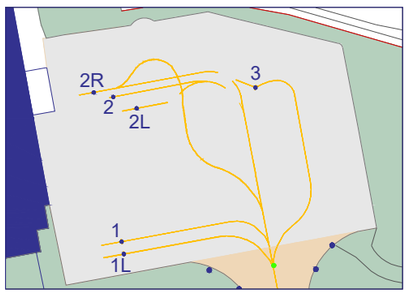
SCALE
METRES

200 100 0 100 200 300 400 500 600

500 0 500 1000 1500 2000

FEET

APRON ALPHA



STAND INFORMATION						
STAND	**LATITUDE**	**LONGITUDE**	**MAX WINGSPAN (M)**	**MAX LENGTH (M)**	**CONDITIONS**	**REMARKS**
1	53 54 48.31N	008 48 36.70W	36.00	44.50	Self Manoeuvring	Stand 1L and 2L vacant
1L	53 54 48.14N	008 48 36.64W	36.00	44.50	Self Manoeuvring	Stand 1 and 2L vacant
2	53 54 50.34N	008 48 36.94W	36.00	44.50	Self Manoeuvring	Stand 2L and 2R vacant, stand 3 or stand 1 and 1L vacant for entry and exit
2L	53 54 50.19N	008 48 36.38W	38.06	47.33	Self Manoeuvring	Stand 1,2 and 2R and 3 vacant
2R	53 54 50.41N	008 48 37.41W	47.57	54.94	Self Manoeuvring	Stand 1, 1L 2, 2L and 3 vacant
2R	53 54 50.41N	008 48 37.41W	36.00	44.50	Self Manoeuvring	Stand 2 and 2L vacant
3	53 54 50.50N	008 48 33.55W	36.00	44.50	Self Manoeuvring	Stand 2L vacant, stand 2 max size 34.5 x 44.5m (A321)

CHANGE: New Chart. SLC Geomatic Solutions.

DIMENSIONS AND ALTITUDES IN METRES

AERODROME OBSTACLE CHART - ICAO

TYPE A - OPERATING LIMITATIONS

CONSULT NOTAM FOR LATEST INFORMATION

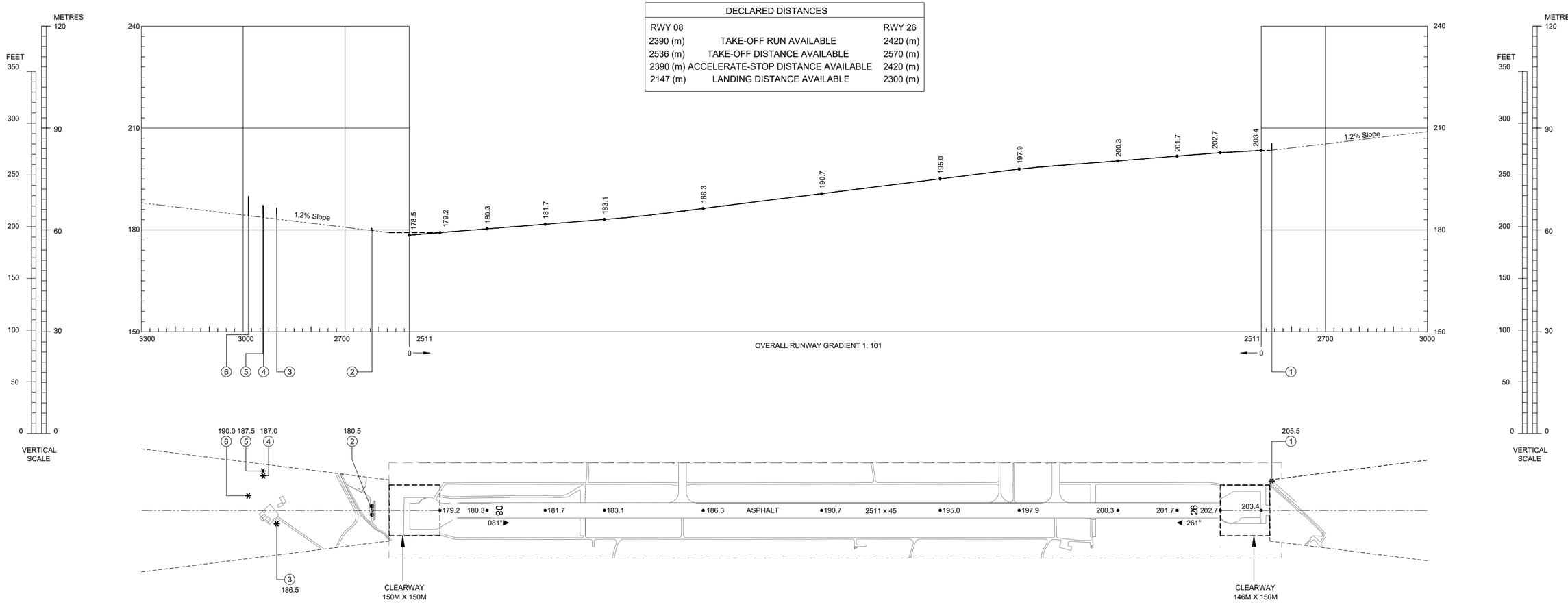
IRELAND WEST AIRPORT
IRELAND

RUNWAY 08 - 26

MAGNETIC VARIATION 2° West, 2025
ANNUAL CHANGE -12' West/Year

RUNWAY 08 - 26

DECLARED DISTANCES		
RWY 08		RWY 26
2390 (m)	TAKE-OFF RUN AVAILABLE	2420 (m)
2536 (m)	TAKE-OFF DISTANCE AVAILABLE	2570 (m)
2390 (m)	ACCELERATE-STOP DISTANCE AVAILABLE	2420 (m)
2147 (m)	LANDING DISTANCE AVAILABLE	2300 (m)



HORIZONTAL SCALE 1:10,000

METRES
100 0 100 200 300 400 500 600 700 800 900 1000

FEET
500 250 0 500 1000 1500 2000 2500 3000

Obstacle Number	Survey Number	Description	Latitude	Longitude	Height m
1	2226	TREE	535448.0186N	0084757.5445W	205.54
2	2012	LLZ	535428.5364N	0085019.0319W	180.45
3	2160	TREE	535425.4990N	0085033.7524W	186.53
4	2148	TREE	535429.7370N	0085037.3891W	187.17
5	2147	TREE	535430.1734N	0085037.6149W	187.26
6	2152	TREE	535427.5863N	0085039.1528W	189.90

LEGEND	PLAN	PROFILE
IDENTIFICATION NUMBER	(5)	
HEIGHT AMSL	25	(6)
TREE / BUSH	*	
ILS LOCALIZER		

Amendment		
No	Date	Entered by

ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

Aerodrome information current NOVEMBER 2024

Based on survey dated NOVEMBER 2024

Change. New Chart. SLC Geomatic Solutions.