

EIWT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWT – WESTON

EIWT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EIWT AD 2.3 OPERATIONAL HOURS

1	AD Operator	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check.
2	Customs and immigration	24 HR PN required to AD Operator
3	Health and sanitation	As per AD Operator
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	20 minutes prior to AD Opening
6	MET Briefing Office	See Remarks
7	ATS	20 minutes prior to AD Opening
8	Fuelling	As per AD hours
9	Handling	Yes

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

EIWT AD 2.4 HANDLING SERVICES AND FACILITIES

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

EIWT AD 2.5 PASSENGER FACILITIES

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

EIWT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

1	Type(s) of clearing equipment	Tractor driven plough
2	Clearance priorities	RWY 07/25, Taxiways and Apron
3	Use of material for movement area surface treatment	Not Applicable
4	Specially prepared winter runways	Not Applicable
5	Remarks	EIWT - RFFS are responsible for the assessment and reporting of Runway Surface Conditions. Following assessment the information is passed to ATS who are responsible for the dissemination of the relevant information to AIS (via SNOWTAM) and Operators as appropriate.

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

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

EIWT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nil (Parking positions by ATC)
2	RWY/TWY markings and LGT	RWY Marked: Designator, C/L, THR, Transverse Stripe and side stripe Lighted: Nil TWY Marked: RWY Holding Position, C/L Lighted: Edge on A and C2
3	Stop bars and RWY guard lights	Nil
4	Other RWY Protection measures	Signage on taxiways (detailed runway entry signs)
5	Remarks	Nil

EIWT AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
https://www.westonairport.ie/airport-technical-information					

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

EIWT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Central Aviation Office, Shannon Airport see GEN 3.5.4 .
2	Hours of service MET Office outside hours	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Weston TAF not AVBL. Dublin TAF AVBL see GEN 3.5
4	Trend forecast Interval of issuance.	Nil
5	Briefing/consultation provided	Personal
6	Flight documentation Language(s) used	Charts and Tabular English

7	Charts and other information available for briefing or consultation	From Central Aviation Office, Shannon Airport. 6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Automatic Weather Station.
9	ATS units provided with information	EIWT TWR
10	Additional information (limitation of service, etc.)	Refer to GEN 3.5.4.2 to request additional information

EIWT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	063° 065°	924 x 23	PCN45/F/A/W/T Bitumen/Macadam	532101.48N 0062940.17W 532115.03N 0062855.66W 185 ft	155 ft
25	243° 245°	924 x 23	PCN 45/F/A/W/T Bitumen/Macadam	532115.03N 0062855.66W 532101.48N 0062940.17W 185 ft	152 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart - Type A(AD 2.24-2)	Nil	Nil	1501 x 80	Nil	Nil	Nil	Nil
	457 x 23	457 x 150	1501 x 80	Nil	Nil	Nil	Nil

EIWT AD 2.13 DECLARED DISTANCES

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

EIWT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
25	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EIWT AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	532112.39N 0062916.36W 56.3M/184.6FT
2	TLOF and/or FATO elevation M/FT	47.19M/154.82FT
3	TLOF and FATO area dimensions, surface, strength, marking	27.5M x 27.5M, Asphalt, PCN 45, White H
4	True BRG of FATO	Nil
5	Declared distance available	TODAH = 27.5M, RTODAH - 27.5M, LDAH = 27.5M
6	APP and FATO lighting	24 x inset omnidirectional lights showing green
7	Remarks	FATO/TLOF restricted to Irish Coast Guard SAR operators and other State rotary wing aircraft only.

EIWT AD 2.17 ATS AIRSPACE

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

5	Transition altitude	5000 ft
6	Hours of Applicability	Winter 0830-1700 UTC Summer 0700-1900 UTC Variations promulgated by NOTAM, please check
7	Remarks	Nil

EIWT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Weston Tower	122.400 MHz	Nil	Nil	As per AD Operator EIWT AD 2.3	Nil
GND	Weston Ground	119.425 MHz	Nil	Nil		
ATIS	Weston Information	118.875 MHz	Nil	Nil		

EIWT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

EIWT AD 2.20 LOCAL AERODROME REGULATIONS

Landing, take-off, manoeuvring on the Aerodrome outside published opening hours (see [EIWT AD 2.3](#)) is not permitted unless such permission has been obtained in advance or in the event of an emergency.

EIWT AD 2.21 NOISE ABATEMENT PROCEDURES

Local restrictions are also available on Weston Airport website:

URL: <http://www.westonairport.com>

EIWT AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

1.1 Weston VFR Route from the West

1.1.1 Standard VFR Arrival Procedures for fixed wing are:

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

1.1.2 Standard VFR Arrival Procedures for Helicopters are:

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

Note:

- i. *Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.*
- ii. *Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.*

1.1.3 **Weston VFR Route from the East**

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

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

- a. Pilots must maintain awareness of the proximity of Restricted Areas EIR15 and EIR23 south of the VFR route:
 - b. ATS will be provided by Dublin ATC and transfer of communications to Weston ATC will be at the discretion of Dublin ATC:
 - c. Routing crosses EIP11 vertical limits GND to 1000ft AMSL and in close proximity to EIP18 vertical limits surface to 550ft AMSL, pilots must exercise caution accordingly.
- 1.1.4 Special VFR is available within Weston AOR in accordance with SERA.5010 and the provisions of S.I. No. 266 of 2019.

2. **Departure Procedures**

2.1 Standard Departure Routes for fixed wing and helicopters are:

2.1.1 **Visual Departure Route to West**

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

Note:

- i. *Departing traffic wishing to penetrate the R15, R16, or the Dublin CTA/CTR should follow the Standard Departure Route to Maynooth, and establish RTF by Maynooth for appropriate clearance.*
- ii. *Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.*
- iii. *Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.*

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

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

- A flight plan is mandatory;

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

4. **Circuit Procedures**

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

4.2 All altitudes are based on QNH.

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

Runway 25 – Left Circuit

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

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

Runway 25 – Right Circuit

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

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

Runway 07 – Left Circuit

- After take-off and established in a positive climb, upon passing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000 ft QNH.
- On reaching 1000 ft QNH, turn left onto downwind (Do not overfly Leixlip town)
- Downwind to be flown South of Leixlip at 1000 ft. QNH
- Turn left onto base leg before reaching end of reservoir avoiding over-flight of the Technology Campus.
- Establish finals no lower than 650 ft. QNH.

4.6 When RWY 07 right circuit is in use the standard circuit will be:

Runway 07 – Right Circuit

- After take-off and established in a positive climb, upon crossing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000ft QNH.
- Upon passing 650 ft QNH, turn RIGHT onto crosswind leg.
- Downwind to be flown to the North of Railway line at all times
- Turn right onto base leg before abeam the Technology Campus.
- Establish finals no lower than 650 ft. QNH

EIWT AD 2.23 ADDITIONAL INFORMATION

Weston is a busy VFR airfield located 8 NM from Dublin airport and 3 NM from Casement Military Airport. There have been instances of inadvertent penetration of controlled and restricted airspace by aircraft operating to/from Weston.

An aircraft which is unsure of position when flying in proximity to Weston should take action to avoid inadvertent penetration of controlled and restricted airspace. If during a flight, a pilot becomes aware that an aircraft has inadvertently penetrated controlled or restricted airspace, then Dublin ATC or Baldonnell ATC, as appropriate, must be contacted, without delay, and provided with relevant information.

Every operator of aircraft using Weston aerodrome must ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable to areas surrounding the airport.

Prior permission for use of Weston must be obtained. Filing of a flight plan does not constitute prior permission. A Booking-in Form or Booking-out Form, as appropriate, is mandatory for use of Weston. These are available from the Weston Operations Office

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

EIWT AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIWT AD 2.24-1
Aerodrome Obstacle Chart RWY 07/25 - ICAO TYPE A	EIWT AD 2.24-2

EIWT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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