

Phone: +353 (0)61 703750 Fax: +353 (0)61 366245 AFS: EINNZPZX Email: aisops@airnav.ie URL: https://www.airnav.ie	 AIRNAV Ireland Aeronautical Information Service Ballycasey Cross Co Clare V14 C446 Ireland	AIRAC AIP AMDT 010/25 Effective Date – 30 OCT 2025 Publication Date – 18 SEP 2025
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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: Removal of reference to EIKN Charts.
GEN 3.2	Aeronautical Charts: Updated EIKN Charts, Corrections to charts not contained in the AIP: Incorporation of PERM NOTAM B1352/25, B1353/25, B1354/25, B1355/25, B1492/25, B1495/25, B1535/25 .
ENR 2.1	FIR, UIR, TMA AND CTA: Update/Introduction of new Shannon CTA Connaught Stubs and existing Stubs.
ENR 5.4	Air Navigation Obstacles – Area 1: Updated.
ENR 5.5	Aerial Sporting and Recreational Activities: Updated Charts and insertion of new Model Aircraft Flying Club.
EICK AD	Updated Sections: AD 2.4 and AD 2.20.
EIKN AD	AD 2.24 Charts Related to Aerodrome: Updated Charts.
EICN AD	Updated Sections: AD 2.2, AD 2.4, AD 2.9, AD 2.10, AD 2.12, AD 2.13, AD 2.18, AD 2.20, AD 2.23. Incorporation of PERM NOTAM B1411/25 . Insertion of new Section AD 2.25.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	30 OCT 2025/30 OCT 2025
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	30 OCT 2025/30 OCT 2025
GEN 0.5-1/GEN 0.5-2	GEN 0.5-1/GEN 0.5-2	30 OCT 2025/30 OCT 2025
GEN 3.2-1/GEN 3.2-12	GEN 3.2-1/GEN 3.2-14	30 OCT 2025/30 OCT 2025
ENR 2.1-1/ENR 2.1-8	ENR 2.1-1/ENR 2.1-8	30 OCT 2025/30 OCT 2025
ENR 5.4-1/ENR 5.4-2	ENR 5.4-1/ENR 5.4-2	30 OCT 2025/30 OCT 2025
ENR 5.5-1/ENR 5.5-24	ENR 5.5-1/ENR 5.5-24	30 OCT 2025/30 OCT 2025
EICK AD 2-1/EICK AD 2-16	EICK AD 2-1/EICK AD 2-16	30 OCT 2025/30 OCT 2025
EIKN AD 2-1/EIKN AD 2-14	EIKN AD 2-1/EIKN AD 2-14	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-3	EIKN AD 2.24-3	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-4	EIKN AD 2.24-4	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-5	EIKN AD 2.24-5	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-6	EIKN AD 2.24-6	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-7	EIKN AD 2.24-7	30 OCT 2025/30 OCT 2025

EIKN AD 2.24-8	EIKN AD 2.24-8	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-9	EIKN AD 2.24-9	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-10	EIKN AD 2.24-10	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-11	EIKN AD 2.24-11	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-12	EIKN AD 2.24-12	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-13	EIKN AD 2.24-13	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-14	EIKN AD 2.24-14	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-15	EIKN AD 2.24-15	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-16	EIKN AD 2.24-16	30 OCT 2025/30 OCT 2025
EIKN AD 2.24-17		30 OCT 2025/30 OCT 2025
EIKN AD 2.24-19		30 OCT 2025/30 OCT 2025
EICN AD 2-1/EICN AD 2-6	EICN AD 2-1/EICN AD 2-6	30 OCT 2025/30 OCT 2025

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

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

New AIC for this Amendment: **NR 014/25, NR 015/25**.

AIC cancelled in this Amendment: **NR 003/25, NR 013/25**.

PERM NOTAM* incorporated in this Amendment: **B1352/25, B1353/25, B1354/25, B1355/25, B1411/25, B1492/25, B1495/25, B1535/25**.

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

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GEN 0.4

Checklist of AIP Pages

New Pages *

Page	Date	Page	Date	Page	Date
GEN 0		1.5-10	21 MAR 2024	GEN 2	
0.1-1	18 MAY 2023	1.5-11	21 MAR 2024	2.1-1	15 MAY 2025
0.1-2	18 MAY 2023	1.5-12	21 MAR 2024	2.1-2	15 MAY 2025
0.2-1	30 OCT 2025 *	1.5-13	21 MAR 2024	2.2-1	02 DEC 2021
0.2-2	30 OCT 2025 *	1.5-14	21 MAR 2024	2.2-2	02 DEC 2021
0.3-1	02 OCT 2025	1.6-1	02 MAR 2017	2.2-3	02 DEC 2021
0.3-2	02 OCT 2025	1.6-2	02 MAR 2017	2.2-4	02 DEC 2021
0.4-1	30 OCT 2025 *	1.6-3	02 MAR 2017	2.2-5	02 DEC 2021
0.4-2	30 OCT 2025 *	1.6-4	02 MAR 2017	2.2-6	02 DEC 2021
0.4-3	30 OCT 2025 *	1.6-5	02 MAR 2017	2.2-7	02 DEC 2021
0.4-4	30 OCT 2025 *	1.6-6	02 MAR 2017	2.2-8	02 DEC 2021
0.4-5	30 OCT 2025 *	1.7-1	23 JAN 2025	2.2-9	02 DEC 2021
0.4-6	30 OCT 2025 *	1.7-2	23 JAN 2025	2.2-10	02 DEC 2021
0.4-7	30 OCT 2025 *	1.7-3	23 JAN 2025	2.2-11	02 DEC 2021
0.4-8	30 OCT 2025 *	1.7-4	23 JAN 2025	2.2-12	02 DEC 2021
0.5-1	30 OCT 2025 *	1.7-5	23 JAN 2025	2.2-13	02 DEC 2021
0.5-2	30 OCT 2025 *	1.7-6	23 JAN 2025	2.2-14	02 DEC 2021
0.6-1	19 MAY 2022	1.7-7	23 JAN 2025	2.3-1	12 FEB 2009
0.6-2	19 MAY 2022	1.7-8	23 JAN 2025	2.3-2	12 FEB 2009
0.6-3	19 MAY 2022	1.7-9	23 JAN 2025	2.4-1	23 JAN 2025
0.6-4	19 MAY 2022	1.7-10	23 JAN 2025	2.4-2	23 JAN 2025
GEN 1		1.7-11	23 JAN 2025	2.5-1	12 JUN 2025
1.1-1	19 MAY 2022	1.7-12	23 JAN 2025	2.5-2	12 JUN 2025
1.1-2	19 MAY 2022	1.7-13	23 JAN 2025	2.6-1	11 FEB 2010
1.1-3	19 MAY 2022	1.7-14	23 JAN 2025	2.6-2	11 FEB 2010
1.1-4	19 MAY 2022	1.7-15	23 JAN 2025	2.7-1	13 OCT 2016
1.2-1	22 FEB 2024	1.7-16	23 JAN 2025	2.7-2	13 OCT 2016
1.2-2	22 FEB 2024	1.7-17	23 JAN 2025	2.7-3	13 OCT 2016
1.2-3	22 FEB 2024	1.7-18	23 JAN 2025	2.7-4	13 OCT 2016
1.2-4	22 FEB 2024	1.7-19	23 JAN 2025	2.7-5	13 OCT 2016
1.3-1	13 AUG 2020	1.7-20	23 JAN 2025	2.7-6	13 OCT 2016
1.3-2	13 AUG 2020	1.7-21	23 JAN 2025	GEN 3	
1.3-3	13 AUG 2020	1.7-22	23 JAN 2025	3.1-1	15 MAY 2025
1.3-4	13 AUG 2020	1.7-23	23 JAN 2025	3.1-2	15 MAY 2025
1.4-1	08 DEC 2016	1.7-24	23 JAN 2025	3.1-3	15 MAY 2025
1.4-2	08 DEC 2016	1.7-25	23 JAN 2025	3.1-4	15 MAY 2025
1.5-1	21 MAR 2024	1.7-26	23 JAN 2025	3.2-1	30 OCT 2025 *
1.5-2	21 MAR 2024	1.7-27	23 JAN 2025	3.2-2	30 OCT 2025 *
1.5-3	21 MAR 2024	1.7-28	23 JAN 2025	3.2-3	30 OCT 2025 *
1.5-4	21 MAR 2024	1.7-29	23 JAN 2025	3.2-4	30 OCT 2025 *
1.5-5	21 MAR 2024	1.7-30	23 JAN 2025	3.2-5	30 OCT 2025 *
1.5-6	21 MAR 2024	1.7-31	23 JAN 2025	3.2-6	30 OCT 2025 *
1.5-7	21 MAR 2024	1.7-32	23 JAN 2025	3.2-7	30 OCT 2025 *
1.5-8	21 MAR 2024	1.7-33	23 JAN 2025	3.2-8	30 OCT 2025 *
1.5-9	21 MAR 2024	1.7-34	23 JAN 2025	3.2-9	30 OCT 2025 *

Page	Date		Page	Date	Page	Date
3.2-10	30 OCT 2025	*	0.5-1	12 OCT 2017	1.9-6	28 NOV 2024
3.2-11	30 OCT 2025	*	0.5-2	12 OCT 2017	1.9-7	28 NOV 2024
3.2-12	30 OCT 2025	*	0.6-1	25 APR 2019	1.9-8	28 NOV 2024
3.2-13	30 OCT 2025	*	0.6-2	25 APR 2019	1.9-9	28 NOV 2024
3.2-14	30 OCT 2025	*	0.6-3	25 APR 2019	1.9-10	28 NOV 2024
3.3-1	12 JUN 2025		0.6-4	25 APR 2019	1.10-1	12 JUN 2025
3.3-2	12 JUN 2025			ENR 1	1.10-2	12 JUN 2025
3.3-3	12 JUN 2025		1.1-1	18 MAY 2023	1.10-3	12 JUN 2025
3.3-4	12 JUN 2025		1.1-2	18 MAY 2023	1.10-4	12 JUN 2025
3.4-1	21 MAR 2024		1.2-1	27 JAN 2022	1.10-5	12 JUN 2025
3.4-2	21 MAR 2024		1.2-2	27 JAN 2022	1.10-6	12 JUN 2025
3.4-3	21 MAR 2024		1.3-1	02 DEC 2021	1.10-7	12 JUN 2025
3.4-4	21 MAR 2024		1.3-2	02 DEC 2021	1.10-8	12 JUN 2025
3.4-5	21 MAR 2024		1.3-3	02 DEC 2021	1.10-9	12 JUN 2025
3.4-6	21 MAR 2024		1.3-4	02 DEC 2021	1.10-10	12 JUN 2025
3.4-7	21 MAR 2024		1.3-5	02 DEC 2021	1.10-11	12 JUN 2025
3.4-8	21 MAR 2024		1.3-6	02 DEC 2021	1.10-12	12 JUN 2025
3.5-1	08 OCT 2020		1.3-7	02 DEC 2021	1.10-13	12 JUN 2025
3.5-2	08 OCT 2020		1.3-8	02 DEC 2021	1.10-14	12 JUN 2025
3.5-3	08 OCT 2020		1.4-1	12 JUN 2025	1.10-15	12 JUN 2025
3.5-4	08 OCT 2020		1.4-2	12 JUN 2025	1.10-16	12 JUN 2025
3.5-5	08 OCT 2020		1.4-3	12 JUN 2025	1.10-17	12 JUN 2025
3.5-6	08 OCT 2020		1.4-4	12 JUN 2025	1.10-18	12 JUN 2025
3.5-7	08 OCT 2020		1.5-1	19 MAY 2022	1.11-1	20 JUN 2019
3.5-8	08 OCT 2020		1.5-2	19 MAY 2022	1.11-2	20 JUN 2019
3.5-9	08 OCT 2020		1.6-1	11 AUG 2022	1.12-1	08 JUN 2006
3.5-10	08 OCT 2020		1.6-2	11 AUG 2022	1.12-2	08 JUN 2006
3.5-11	08 OCT 2020		1.6-3	11 AUG 2022	1.12-3	08 JUN 2006
3.5-12	08 OCT 2020		1.6-4	11 AUG 2022	1.12-4	08 JUN 2006
3.6-1	18 MAY 2023		1.6-5	11 AUG 2022	1.13-1	22 APR 2021
3.6-2	18 MAY 2023		1.6-6	11 AUG 2022	1.13-2	22 APR 2021
3.6-3	18 MAY 2023		1.6-7	11 AUG 2022	1.13-3	22 APR 2021
3.6-4	18 MAY 2023		1.6-8	11 AUG 2022	1.13-4	22 APR 2021
	GEN 4		1.7-1	16 MAY 2024	1.14-1	08 JUN 2006
4.1-1	27 FEB 2020		1.7-2	16 MAY 2024	1.14-2	08 JUN 2006
4.1-2	27 FEB 2020		1.7-3	16 MAY 2024	1.14-3	08 JUN 2006
4.2-1	18 MAY 2023		1.7-4	16 MAY 2024	1.14-4	08 JUN 2006
4.2-2	18 MAY 2023		1.8-1	06 OCT 2022	1.14-5	08 JUN 2006
	ENR 0		1.8-2	06 OCT 2022	1.14-6	08 JUN 2006
0.1-1	12 OCT 2017		1.8-3	06 OCT 2022		ENR 2
0.1-2	12 OCT 2017		1.8-4	06 OCT 2022	2.1-1	30 OCT 2025 *
0.2-1	12 OCT 2017		1.8-5	06 OCT 2022	2.1-2	30 OCT 2025 *
0.2-2	12 OCT 2017		1.8-6	06 OCT 2022	2.1-3	30 OCT 2025 *
0.3-1	12 OCT 2017		1.9-1	28 NOV 2024	2.1-4	30 OCT 2025 *
0.3-2	12 OCT 2017		1.9-2	28 NOV 2024	2.1-5	30 OCT 2025 *
0.4-1	12 OCT 2017		1.9-3	28 NOV 2024	2.1-6	30 OCT 2025 *
0.4-2	12 OCT 2017		1.9-4	28 NOV 2024	2.1-7	30 OCT 2025 *
			1.9-5	28 NOV 2024	2.1-8	30 OCT 2025 *

Page	Date	Page	Date	Page	Date
2.2-1	21 MAR 2024	5.1-1	02 NOV 2023	AD 0	
2.2-2	21 MAR 2024	5.1-2	02 NOV 2023	0.1-1	07 MAR 2013
2.2-3	21 MAR 2024	5.1-3	02 NOV 2023	0.1-2	07 MAR 2013
2.2-4	21 MAR 2024	5.1-4	02 NOV 2023	0.2-1	07 MAR 2013
2.2-5	21 MAR 2024	5.2-1	18 MAY 2023	0.2-2	07 MAR 2013
2.2-6	21 MAR 2024	5.2-2	18 MAY 2023	0.3-1	07 MAR 2013
2.2-7	21 MAR 2024	5.2-3	18 MAY 2023	0.3-2	07 MAR 2013
2.2-8	21 MAR 2024	5.2-4	18 MAY 2023	0.4-1	07 MAR 2013
ENR 3		5.3-1	23 JAN 2025	0.4-2	07 MAR 2013
3.1-1	20 JUN 2019	5.3-2	23 JAN 2025	0.5-1	07 MAR 2013
3.1-2	20 JUN 2019	5.4-1	30 OCT 2025 *	0.5-2	07 MAR 2013
3.2-1	17 DEC 2009	5.4-2	30 OCT 2025 *	0.6-1	25 FEB 2021
3.2-2	17 DEC 2009	5.5-1	30 OCT 2025 *	0.6-2	25 FEB 2021
3.3-1	07 SEP 2023	5.5-2	30 OCT 2025 *	0.6-3	25 FEB 2021
3.3-2	07 SEP 2023	5.5-3	30 OCT 2025 *	0.6-4	25 FEB 2021
3.3-3	07 SEP 2023	5.5-4	30 OCT 2025 *	0.6-5	25 FEB 2021
3.3-4	07 SEP 2023	5.5-5	30 OCT 2025 *	0.6-6	25 FEB 2021
3.3-5	07 SEP 2023	5.5-6	30 OCT 2025 *	0.6-7	25 FEB 2021
3.3-6	07 SEP 2023	5.5-7	30 OCT 2025 *	0.6-8	25 FEB 2021
3.3-7	07 SEP 2023	5.5-8	30 OCT 2025 *	0.6-9	25 FEB 2021
3.3-8	07 SEP 2023	5.5-9	30 OCT 2025 *	0.6-10	25 FEB 2021
3.3-9	07 SEP 2023	5.5-10	30 OCT 2025 *	0.6-11	25 FEB 2021
3.3-10	07 SEP 2023	5.5-11	30 OCT 2025 *	0.6-12	25 FEB 2021
3.4-1	08 JUN 2006	5.5-12	30 OCT 2025 *	0.6-13	25 FEB 2021
3.4-2	08 JUN 2006	5.5-13	30 OCT 2025 *	0.6-14	25 FEB 2021
3.5-1	26 MAR 2020	5.5-14	30 OCT 2025 *	AD 1	
3.5-2	26 MAR 2020	5.5-15	30 OCT 2025 *	1.1-1	25 FEB 2021
3.6-1	28 APR 2016	5.5-16	30 OCT 2025 *	1.1-2	25 FEB 2021
3.6-2	28 APR 2016	5.5-17	30 OCT 2025 *	1.1-3	25 FEB 2021
ENR 4		5.5-18	30 OCT 2025 *	1.1-4	25 FEB 2021
4.1-1	17 APR 2025	5.5-19	30 OCT 2025 *	1.2-1	04 NOV 2021
4.1-2	17 APR 2025	5.5-20	30 OCT 2025 *	1.2-2	04 NOV 2021
4.2-1	08 JUN 2006	5.5-21	30 OCT 2025 *	1.3-1	28 JAN 2021
4.2-2	08 JUN 2006	5.5-22	30 OCT 2025 *	1.3-2	28 JAN 2021
4.3-1	06 DEC 2018	5.5-23	30 OCT 2025 *	1.4-1	25 FEB 2021
4.3-2	06 DEC 2018	5.5-24	30 OCT 2025 *	1.4-2	25 FEB 2021
4.4-1	12 JUN 2025	5.6-1	27 FEB 2020	1.5-1	25 FEB 2021
4.4-2	12 JUN 2025	5.6-2	27 FEB 2020	1.5-2	25 FEB 2021
4.4-3	12 JUN 2025	5.6-3	27 FEB 2020	EICK AD	
4.4-4	12 JUN 2025	5.6-4	27 FEB 2020	2-1	30 OCT 2025 *
4.4-5	12 JUN 2025	5.6-5	27 FEB 2020	2-2	30 OCT 2025 *
4.4-6	12 JUN 2025	5.6-6	27 FEB 2020	2-3	30 OCT 2025 *
4.4-7	12 JUN 2025	5.6-7	27 FEB 2020	2-4	30 OCT 2025 *
4.4-8	12 JUN 2025	5.6-8	27 FEB 2020	2-5	30 OCT 2025 *
4.5-1	02 NOV 2023	ENR 6		2-6	30 OCT 2025 *
4.5-2	02 NOV 2023	6-1	23 MAR 2023	2-7	30 OCT 2025 *
ENR 5		6-2	23 MAR 2023	2-8	30 OCT 2025 *
		6-3	23 MAR 2023		

Page	Date		Page	Date	Page	Date
2-9	30 OCT 2025	*	2.24-23.2	11 OCT 2018	2-36	04 SEP 2025
2-10	30 OCT 2025	*	2.24-24.1	31 JAN 2019	2-37	04 SEP 2025
2-11	30 OCT 2025	*	2.24-24.2	31 JAN 2019	2-38	04 SEP 2025
2-12	30 OCT 2025	*	2.24-25.1	08 SEP 2022	2-39	04 SEP 2025
2-13	30 OCT 2025	*	2.24-25.2	08 SEP 2022	2-40	04 SEP 2025
2-14	30 OCT 2025	*	2.24-26.1	11 OCT 2018	2-41	04 SEP 2025
2-15	30 OCT 2025	*	2.24-26.2	11 OCT 2018	2-42	04 SEP 2025
2-16	30 OCT 2025	*	2.24-27.1	08 SEP 2022	2.24-1	17 APR 2025
2.24-1	08 NOV 2018		2.24-27.2	08 SEP 2022	2.24-2	02 OCT 2025
2.24-2	26 APR 2018		2.24-28	10 SEP 2020	2.24-2.2	02 OCT 2025
2.24-3	26 APR 2018		2.24-29.1	25 MAR 2021	2.24-3	08 OCT 2020
2.24-4	26 APR 2018		2.24-29.2	25 MAR 2021	2.24-4	11 AUG 2022
2.24-5	26 APR 2018		EIDW AD		2.24-5	08 OCT 2020
2.24-6.1	26 APR 2018		2-1	04 SEP 2025	2.24-6	08 OCT 2020
2.24-6.2	26 APR 2018		2-2	04 SEP 2025	2.24-7	11 AUG 2022
2.24-7.1	26 APR 2018		2-3	04 SEP 2025	2.24-8	11 AUG 2022
2.24-7.2	26 APR 2018		2-4	04 SEP 2025	2.24-9	25 FEB 2021
2.24-8.1	26 APR 2018		2-5	04 SEP 2025	2.24-10.1	05 NOV 2020
2.24-8.2	26 APR 2018		2-6	04 SEP 2025	2.24-10.2	05 NOV 2020
2.24-9.1	26 APR 2018		2-7	04 SEP 2025	2.24-10.3	05 NOV 2020
2.24-9.2	26 APR 2018		2-8	04 SEP 2025	2.24-11.1	08 SEP 2022
2.24-10.1	26 APR 2018		2-9	04 SEP 2025	2.24-11.2	08 SEP 2022
2.24-10.2	26 APR 2018		2-10	04 SEP 2025	2.24-11.3	08 SEP 2022
2.24-11.1	26 APR 2018		2-11	04 SEP 2025	2.24-12.1	06 OCT 2022
2.24-11.2	26 APR 2018		2-12	04 SEP 2025	2.24-12.2	06 OCT 2022
2.24-12.1	26 APR 2018		2-13	04 SEP 2025	2.24-12.3	06 OCT 2022
2.24-12.2	26 APR 2018		2-14	04 SEP 2025	2.24-13.1	20 APR 2023
2.24-13.1	26 APR 2018		2-15	04 SEP 2025	2.24-13.2	20 APR 2023
2.24-13-2	26 APR 2018		2-16	04 SEP 2025	2.24-13.3	20 APR 2023
2.24-14.1	11 OCT 2018		2-17	04 SEP 2025	2.24-14.1	06 OCT 2022
2.24-14.2	11 OCT 2018		2-18	04 SEP 2025	2.24-14.2	06 OCT 2022
2.24-15.1	26 APR 2018		2-19	04 SEP 2025	2.24-15.1	20 APR 2023
2.24-15.2	26 APR 2018		2-20	04 SEP 2025	2.24-15.2	20 APR 2023
2.24-16.1	26 APR 2018		2-21	04 SEP 2025	2.24-15.3	20 APR 2023
2.24-16.2	26 APR 2018		2-22	04 SEP 2025	2.24-16.1	11 AUG 2022
2.24-17.1	11 OCT 2018		2-23	04 SEP 2025	2.24-16.2	11 AUG 2022
2.24-17.2	11 OCT 2018		2-24	04 SEP 2025	2.24-17.1	16 JUN 2022
2.24-18.1	11 OCT 2018		2-25	04 SEP 2025	2.24-17.2	16 JUN 2022
2.24-18.2	11 OCT 2018		2-26	04 SEP 2025	2.24-17.3	16 JUN 2022
2.24-19.1	11 OCT 2018		2-27	04 SEP 2025	2.24-18.1	05 NOV 2020
2.24-19.2	11 OCT 2018		2-28	04 SEP 2025	2.24-18.2	05 NOV 2020
2.24-20.1	11 OCT 2018		2-29	04 SEP 2025	2.24-18.3	05 NOV 2020
2.24-20.2	11 OCT 2018		2-30	04 SEP 2025	2.24-19.1	06 OCT 2022
2.24-21.1	11 OCT 2018		2-31	04 SEP 2025	2.24-19.2	06 OCT 2022
2.24-21.2	11 OCT 2018		2-32	04 SEP 2025	2.24-19.3	06 OCT 2022
2.24-22.1	11 OCT 2018		2-33	04 SEP 2025	2.24-20.1	05 NOV 2020
2.24-22.2	11 OCT 2018		2-34	04 SEP 2025	2.24-20.2	05 NOV 2020
2.24-23.1	11 OCT 2018		2-35	04 SEP 2025	2.24-20.3	05 NOV 2020

Page	Date	Page	Date	Page	Date
2.24-21.1	06 OCT 2022	2.24-42.2	08 OCT 2020	2-1	12 JUN 2025
2.24-21.2	06 OCT 2022	2.24-43.1	01 DEC 2022	2-2	12 JUN 2025
2.24-21.3	06 OCT 2022	2.24-43.2	01 DEC 2022	2-3	12 JUN 2025
2.24-22.1	16 MAY 2024	2.24-44	22 APR 2021	2-4	12 JUN 2025
2.24-22.2	16 MAY 2024	2.24-46.1	15 MAY 2025	2-5	12 JUN 2025
2.24-22.3	16 MAY 2024	2.24-46.2	15 MAY 2025	2-6	12 JUN 2025
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2.24-23.3	16 MAY 2024	2-2	02 OCT 2025	2-9	12 JUN 2025
2.24-24.1	16 MAY 2024	2-3	02 OCT 2025	2-10	12 JUN 2025
2.24-24.2	16 MAY 2024	2-4	02 OCT 2025	2.24-1	12 JUN 2025
2.24-24.3	16 MAY 2024	2-5	02 OCT 2025	2.24-2	12 JUN 2025
2.24-25.1	16 MAY 2024	2-6	02 OCT 2025	2.24-7.1	12 JUN 2025
2.24-25.2	16 MAY 2024	2-7	02 OCT 2025	2.24-7.2	12 JUN 2025
2.24-25.3	16 MAY 2024	2-8	02 OCT 2025	2.24-7.3	12 JUN 2025
2.24-26.1	11 AUG 2022	2-9	02 OCT 2025	2.24-8.1	12 JUN 2025
2.24-26.2	11 AUG 2022	2-10	02 OCT 2025	2.24-8.2	12 JUN 2025
2.24-26.3	11 AUG 2022	2-11	02 OCT 2025	2.24-9.1	12 JUN 2025
2.24-27.1	11 AUG 2022	2-12	02 OCT 2025	2.24-9.2	12 JUN 2025
2.24-27.2	11 AUG 2022	2-13	02 OCT 2025	2.24-9.3	12 JUN 2025
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2.24-33.2	11 JUL 2024	2.24-7.2	31 JAN 2019	2-6	30 OCT 2025 *
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2.24-37.2	08 OCT 2020	2.24-13.1	06 DEC 2018	2-13	30 OCT 2025 *
2.24-38.1	17 JUN 2021	2.24-13.2	06 DEC 2018	2-14	30 OCT 2025 *
2.24-38.2	17 JUN 2021	2.24-14.1	06 DEC 2018	2.24-1	12 JUN 2025
2.24-39.1	08 OCT 2020	2.24-14.2	06 DEC 2018	2.24-2	12 JUN 2025
2.24-39.2	08 OCT 2020	2.24-15	10 SEP 2020	2.24-3	30 OCT 2025 *
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2.24-41.1	17 JUN 2021	EIDL AD		2.24-5.1	30 OCT 2025 *
2.24-41.2	17 JUN 2021			2.24-5.2	30 OCT 2025 *
2.24-42.1	08 OCT 2020			2.24-6.1	30 OCT 2025 *

Page	Date		Page	Date		Page	Date
2.24-6.2	30 OCT 2025	*	2.24-9.1	08 DEC 2016		2-11	20 FEB 2025
2.24-7.1	30 OCT 2025	*	2.24-9.2	08 DEC 2016		2-12	20 FEB 2025
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2.24-8.1	30 OCT 2025	*	2.24-10.2	20 MAY 2021		2.24-2	21 MAR 2024
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2.24-8.3	30 OCT 2025	*	2.24-11.1	18 AUG 2016		2.24-3.2	20 JUL 2017
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2.24-13.1	30 OCT 2025	*	2-6	11 JUL 2024		EIWT AD	
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2-8	17 APR 2025		2.24-10.2	22 APR 2021		2.24-3.2	03 OCT 2024
2-9	17 APR 2025		2.24-11.1	22 APR 2021		2.24-5.1	03 OCT 2024
2-10	17 APR 2025		2.24-11.2	22 APR 2021		2.24-5.2	03 OCT 2024
2.24-1	20 MAY 2021		2.24-12.1	22 APR 2021		2.24-7.1	13 JUN 2024
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2.24-3.2	25 MAR 2021		EIWF AD			2-1	24 MAR 2022
2.24-4.1	25 MAR 2021		2-1	20 FEB 2025		2-2	24 MAR 2022
2.24-4.2	25 MAR 2021		2-2	20 FEB 2025		2-3	24 MAR 2022
2.24-5.1	25 MAR 2021		2-3	20 FEB 2025		2-4	24 MAR 2022
2.24-5.2	25 MAR 2021		2-4	20 FEB 2025		2-5	24 MAR 2022
2.24-6.1	25 MAR 2021		2-5	20 FEB 2025		2-6	24 MAR 2022
2.24-6.2	25 MAR 2021		2-6	20 FEB 2025		EIBN AD	
2.24-7.1	25 MAR 2021		2-7	20 FEB 2025		2-1	24 MAR 2022
2.24-7.2	25 MAR 2021		2-8	20 FEB 2025		2-2	24 MAR 2022
2.24-7.3	25 MAR 2021		2-9	20 FEB 2025		2-3	24 MAR 2022
2.24-8.1	08 DEC 2016		2-10	20 FEB 2025			
2.24-8.2	08 DEC 2016						

Page	Date	Page	Date	Page	Date
2-4	24 MAR 2022		EIKK AD		
2-5	24 MAR 2022				
2-6	24 MAR 2022	2-1	16 JUN 2022		
	EIBR AD	2-2	16 JUN 2022		
2-1	24 MAR 2022	2-3	16 JUN 2022		
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2-4	24 MAR 2022	2-6	16 JUN 2022		
2-5	24 MAR 2022		EIMH AD		
2-6	24 MAR 2022	2-1	24 MAR 2022		
	EICA AD	2-2	24 MAR 2022		
2-1	21 APR 2022	2-3	24 MAR 2022		
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2-6	21 APR 2022	2-1	16 JUN 2022		
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2-2	30 OCT 2025 *	2-4	16 JUN 2022		
2-3	30 OCT 2025 *	2-5	16 JUN 2022		
2-4	30 OCT 2025 *	2-6	16 JUN 2022		
2-5	30 OCT 2025 *		EIRT AD		
2-6	30 OCT 2025 *	2-1	16 JUN 2022		
	EIIM AD	2-2	16 JUN 2022		
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2-2	19 MAY 2022	2-4	16 JUN 2022		
2-3	19 MAY 2022	2-5	16 JUN 2022		
2-4	19 MAY 2022	2-6	16 JUN 2022		
2-5	19 MAY 2022				
2-6	19 MAY 2022				
	EIIR AD				
2-1	19 MAY 2022				
2-2	19 MAY 2022				
2-3	19 MAY 2022				
2-4	19 MAY 2022				
2-5	19 MAY 2022				
2-6	19 MAY 2022				

Page	Date	Page	Date	Page	Date
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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
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 3.2 AERONAUTICAL CHARTS**1. RESPONSIBLE SERVICE**

Aeronautical Charts for the territory of Ireland are published by

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

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

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

Charts based on ICAO documents: Annex 4, Doc 8697

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

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

2. MAINTENANCE OF CHARTS

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

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

3. PURCHASE ARRANGEMENTS**3.1 VFR Chart Scale 1:500,000**

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

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

Phone: + 353 1 802 5379

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

3.2 VFR Airspace Chart Scale 1:500,000

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

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

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

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

3.3 VFR Chart Scale 1:250,000

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

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

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

All other aeronautical charts are available to download from:-

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

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

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

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

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

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

4.2.2 Aeronautical Chart 1:250,000

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

4.2.3 Instrument Approach Chart – ICAO

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

4.2.4 Visual Approach Chart – ICAO

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

4.2.5 Aerodrome Chart – ICAO

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

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

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

as contained in ICAO Annex 6.

4.2.7 Aerodrome Obstacle Chart - ICAO - TYPE "B"

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

4.2.8 Precision Approach Terrain Chart – ICAO

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

4.2.9 ATC Surveillance Minimum Altitude Chart

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

5. LIST OF CHART SERIES

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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D	26 APR 2018
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY 26 CAT A, B, C, D	30 OCT 2025
	SID	EIKN AD 2.24-5	EIKN RNAV RWY 08 CAT A, B, C, D	30 OCT 2025
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-23	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-24	EIDW RNAV RWY 16	16 MAY 2024
	STAR	EIDW AD 2.24-25	EIDW RNAV RWY 34	16 MAY 2024
	STAR	EINN AD 2.24-7	EINN RNAV RWY 06	31 JAN 2019
	STAR	EINN AD 2.24-8	EINN RNAV RWY 24	06 DEC 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK RWY 25 CAT A, B	11 OCT 2018
Standard Arrival Chart (STAR) ICAO 1:500,000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY 08 CAT A, B, C, D	30 OCT 2025
Standard Arrival Chart-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY 26 CAT A, B, C, D	30 OCT 2025
Instrument Approach Chart ICAO 1: 500,000	IAC	EIDW AD 2.24-38	EIDW RNP RWY 16 CAT A, B, C, D	17 JUN 2021
	IAC	EIDW AD 2.24-39	EIDW ILS CAT I or LOC RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-40	EIDW VOR RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-41	EIDW RNP RWY 34	17 JUN 2021
	IAC	EIDW AD 2.24-42	EIDW VOR RWY 34	08 OCT 2020
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022

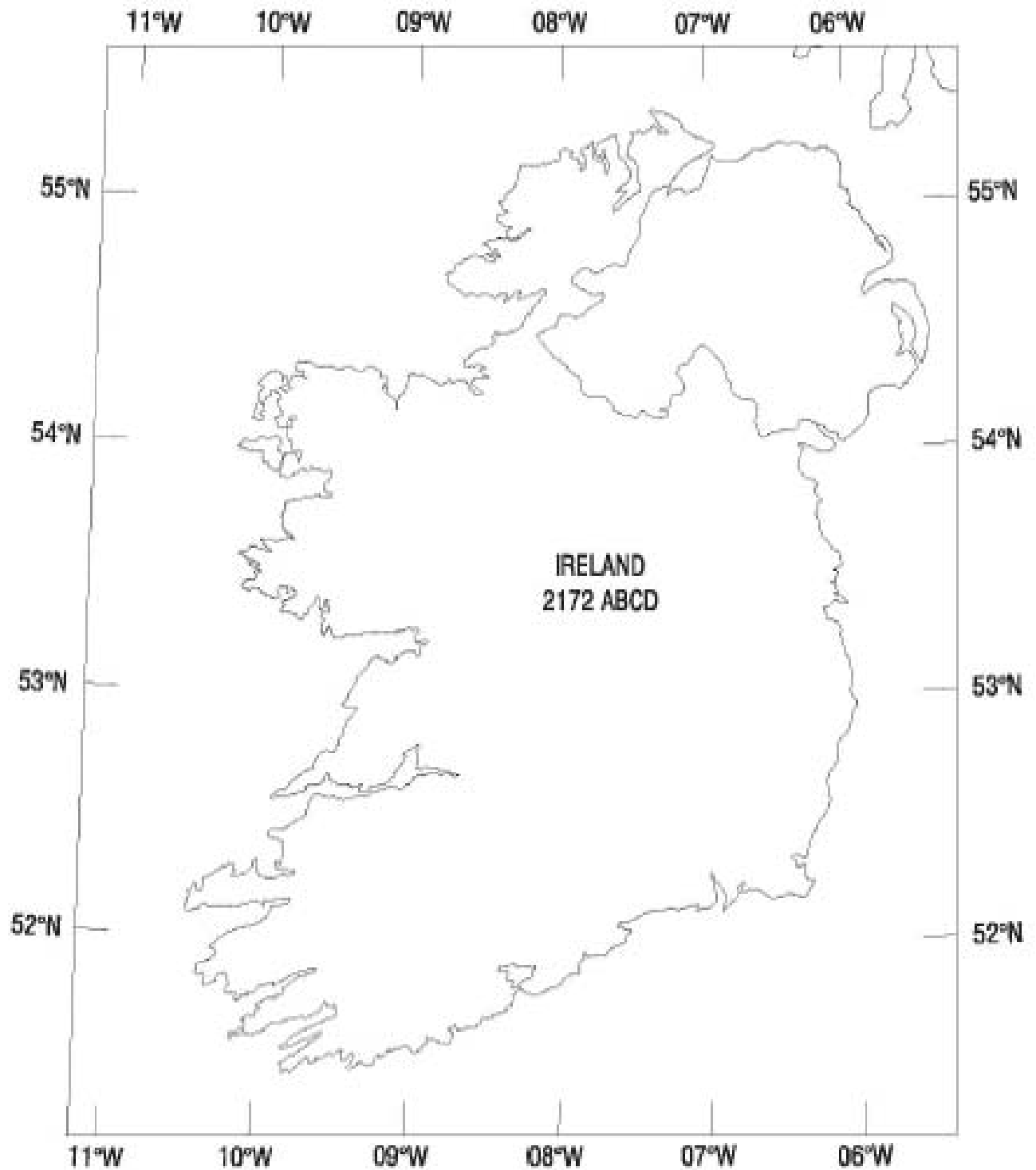
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8	EIKN RNP RWY 26 CAT A, B, C, D	30 OCT 2025
	IAC	EIKN AD 2.24-9	EIKN ILS Z CAT I & II OR LOC RWY 26 CAT A, B, C, D	30 OCT 2025
	IAC	EIKN AD 2.24-10	EIKN ILS Y CAT I & II OR LOC RWY 26 CAT A, B, C, D	30 OCT 2025
	IAC	EIKN AD 2.24-13	EIKN RNP RWY 08 CAT A, B, C, D	30 OCT 2025
	IAC	EIDW AD 2.24-35	EIDW RNP RWY 10R CAT A, B, C, D	01 DEC 2022
Instrument Approach Chart ICAO 1:350,000	IAC	EINN AD 2.24-10	EINN ILS OR LOC RWY 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-11	EINN VOR RWY 06 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-13	EINN ILS CAT I & II or LOC RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-14	EINN VOR RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EIKY AD 2.24-8	EIKY ILS OR LOC RWY 26 ACFT CAT A, B, C	08 DEC 2016
	IAC	EIKY AD 2.24-9	EIKY NDB RWY 26 CAT A, B, C	08 DEC 2016
	IAC	EIKN AD 2.24-11	EIKN VOR RWY 26 CAT A, B, C, D	30 OCT 2025
	IAC	EIKN AD 2.24.15	EIKN VOR RWY 08 CAT A, B, C, D	30 OCT 2025
	IAC	EICK AD 2.24-25	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDW AD 2.24-26	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-32	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33	EIDW ILS CAT I & II OR LOC RWY 10L CAT A, B, C, D	11 JUL 2024
	IAC	EIDW AD 2.24-36	EIDW ILS CAT I & II or LOC RWY 10R CAT A, B, C, D	06 OCT 2022
	IAC	EIDW AD 2.24-37	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-46	EIDW RNP T RWY 28L	15 MAY 2025
	IAC	EISG AD 2.24-7	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11	EISG RNP RWY 28 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-12	EISG NDB RWY 28 CAT A, B	22 APR 2021
	IAC	EIWF AD 2.24-8	EIWF RNP RWY 02 CAT A, B, C	30 NOV 2023
	IAC	EIWF AD 2.24-9	EIWF RNP RWY 20 CAT A, B, C	30 NOV 2023

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 330,000	IAC	EIWF AD 2.24-3	EIWF ILS CAT 1 OR LOC RWY 21 CAT A, B, C	20 JUL 2017
	IAC	EIWF AD 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A, B, C	08 DEC 2016
Instrument Approach Chart ICAO 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
	IAC	EIDL AD 2.24-7	EIDL RNP RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-9	EIDL RNP RWY 20 CAT A, B, C	12 JUN 2025
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY 26 CAT A, B	30 OCT 2025
	IAC	EIKN AD 2.24-14	EIKN NDB RWY 08 CAT A, B	30 OCT 2025
	IAC	EIDL AD 2.24-8	EIDL NDB RWY 02 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-10	EIDL LOC RWY 20 CAT A, B, C	12 JUN 2025
	IAC	EIDL AD 2.24-11	EIDL NDB RWY 20 CAT A, B, C	12 JUN 2025
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-12	DONEGAL	12 JUN 2025
	VAC	EIKN AD 2.24-16	IRELAND WEST/KNOCK	30 OCT 2025
	VAC	EIKY AD 2.24-13	KERRY	25 MAR 2021
	VAC	EINN AD 2.24-15	SHANNON	10 SEP 2020
	VAC	EISG AD 2.24-16	SLIGO	23 MAR 2023
	VAC	EIWF AD 2.24-7	WATERFORD	23 MAR 2023
Visual Approach Chart ICAO 1: 160,000	VAC	EIDW AD 2.24-44	DUBLIN	22 APR 2021
Aerodrome Chart ICAO 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020
Aerodrome Chart ICAO 1: 20,000	AD	EIKN AD 2.24-1	IRELAND WEST	12 JUN 2025
	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
	AD	EIWF AD 2.24-1	WATERFORD	21 MAR 2024
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
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 AD 2.24-3	EIKN RWY 26	30 OCT 2025
	PATC	EINN AD 2.24-3	EINN RWY 24	06 DEC 2018
Aircraft Parking/Docking Chart – ICAO 1:5,000	APDC	EICK AD 2.24-2	CORK	26 APR 2018
	APDC	EINN AD 2.24-2	SHANNON	25 APR 2019
Aircraft Parking/Docking Chart – ICAO 1:6,000	APDC	EIDW AD 2.24-2	DUBLIN	02 OCT 2025

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
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
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 540442.1752N, 0081428.2311W 2. 535256.0669N, 0081040.1236W 3. 535017.3006N, 0083353.2005W Arc anticlockwise 10nm radius. 535437.0688N, 0084906.5676W 4. 540202.6807N, 0083747.6014W 5. 540442.1752N, 0081428.2311W	EIKN EASTERN STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 540442.1752N, 0081428.2311W 2. 540633.3186N, 0075746.9542W 3. 534623.7805N, 0075125.5526W 4. 534425.1855N, 0080756.4446W 5. 540442.1752N, 0081428.2311W	EIKN EASTERN EXTENSION STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 535853.7332N, 0090423.8977W Arc anticlockwise 10nm radius, 535437.0688N, 0084906.5676W 2. 534710.4044N, 0090021.3882W 3. 534422.0551N, 0092328.0239W 4. 535605.9312N, 0092735.8549W 5. 535853.7332N, 0090423.8977W	EIKN WESTERN STUB Ireland West New Airspace, Co Mayo
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West 1:250,000 Ed 9	1. 534710.4044N, 0090021.3882W Arc anticlockwise 10nm radius, 535437.0688N, 0084906.5676W 2. 534451.2079N, 0084535.8450W 3. 533957.9350N, 0084357.8431W 4. 533516.4586N, 0092017.5803W 5. 534422.0551N, 0092328.0239W 6. 534710.4044N, 0090021.3882W	EIKN SOUTHWESTERN STUB Ireland West New Airspace, Co Mayo

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

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ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Frequency / Purpose	Remarks
1	2	3	4	5
Shannon FIR 5520N 00655W, 5425N 00810W, 5355N 00530W, 5220N 00530W, 5100N 00800W, 5100N 01500W, 5400N 01500W, 5434N 01000W, 5445N 00900W, 5520N 00815W, 5525N 00720W, 5520N 00655W, SFC/FL245 - Class C/G/A	ATS Shannon	Shannon Control English H24	127.500MHz 124.700MHz 119.075MHz	Frequency 127.500MHz is to be used for the provision of FIS below FL075 in Class G airspace. FRA FL075/FL245 (Class C/A, <i>Excluding Dublin CTA</i>)
Shannon UIR/UTA 5520N 00655W, 5425N 00810W, 5355N 00530W, 5220N 00530W, 5100N 00800W, 5100N 01500W, 5400N 01500W, 5434N 01000W, 5445N 00900W, 5520N 00815W, 5525N 00720W, 5520N 00655W, FL245/ FL 660 - Class C FL660/ UNL - Class G	ATS Shannon	Shannon Control English H24	131.150MHz 132.150MHz	131.150MHz at or North of the line joining TOBOR and SLANY. 132.150MHz South of the line joining TOBOR and SLANY. See Chart ENR 6-3 Scottish ATS provides ATS within following area 5520N 00655W, 5425N 00810W, 5438N 00940W, 5445N 00900W, 5520N 00815W, 5525N 00720W, 5520N 00655W, FRA FL245/UNL (Class C/G)
Dublin CTA 533445N 0055420W, 533445N 0062411W, arc 10NM radius centre 532621N 0061508W 532347N 0063117W, 532359N 0063500W, 533531N 0063500W, arc 15NM radius centre 532621N 0061508W, 533445N 0055420W. 1500FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North 8.33 kHz Channel Dublin ACC Upper South 8.33 kHz Channel
Dublin CTA Stub 532403N 0063626W, arc anti-clockwise 5NM radius centre 532110N 0062938W, 532127N 0063758W, 532202N 0064237W, 532428N 0064426W, 532403N 0063626W. 1500FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North 8.33 kHz Channel Dublin ACC Upper South 8.33 kHz Channel

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Frequency / Purpose	Remarks
1	2	3	4	5
Dublin CTA 534602N 0053000W, 530551N 0053000W, arc 34NM radius centre 532621N 0061508W, 525328N 0060108W, 531144N 0060943W, arc 15NM radius centre 532621N 0061508W, 533531N 0063500W, 532359N 0063500W, 532428N 0064426W, 531529N 0063746W, 531838N 0064556W, arc 20NM radius centre 532621N 0061508W, 534540N 0060637W, 535016N 0060308W, arc 25NM radius centre 532621N 0061508W, 534053N 0054104W, 534602N 0053000W. 2500FT/FL245 – Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North 8.33 kHz Channel Dublin ACC Upper South 8.33 kHz Channel
Dublin CTA 531144N 0060943W, 530207N 0060511W, arc 25NM radius centre 532621N 0061508W, 530131N 0061057W, 531124N 0061332W, arc 15NM radius centre 532621N 0061508W, 531144N 0060943W. 3000FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North 8.33 kHz Channel Dublin ACC Upper South 8.33 kHz Channel
Dublin CTA 535016N 0060308W, 534540N 0060637W, arc 20NM radius centre 532621N 0061508W, 531838N 0064556W, 531529N 0063746W, 531437N 0063707W, 531432N 0065153W, arc 25NM radius centre 532621N 0061508W, 535016N 0060308W. 3500FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North 8.33 kHz Channel Dublin ACC Upper South 8.33 kHz Channel
Dublin CTA 535500N 0053000W, 534602N 0053000W, 534053N 0054104W, arc 25NM radius centre 532621N 0061508W, 531432N 0065153W, 531439N 0062130W, 531152N 0062130W ARC ANTI-CLOCKWISE 15NM RADIUS CENTRE 532621N 0061508W 531124N 0061332W, 530131N 0061057W, arc 25NM radius centre 532621N 0061508W 530207N 0060511W, 525500N 0060151W, 525500N 0065000W, 524534N 0065000W, 530527N 0072000W, 534508N 0072000W, 540943N 0064538W, 535500N 0053000W. 4500FT/FL245 – Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North 8.33 kHz Channel Dublin ACC Upper South 8.33 kHz Channel

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Frequency / Purpose	Remarks
1	2	3	4	5
Dublin CTA (East) 530551N 0053000W, 524534N 0053000W, 524534N 0055727W, 525328N 0060108W, arc 34NM radius centre 532621N 0061508W, 530551N 0053000W. 4500FT/FL245 – Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North 8.33 kHz Channel Dublin ACC Upper South 8.33 kHz Channel
Dublin CTA 533445N 0055420W, arc 15NM radius centre 532621N 0061508W, 531152N 0062130W, 531439N 0062130W, 531437N 0063707W, 532202N 0064237W, 532127N 0063758W, arc 5NM radius centre 532110N 0062938W, 532403N 0063626W, 532347N 0063117W, arc 10NM radius centre 532621N 0061508W, 533445N 0062411W, 533445N 0055420W. 5000FT/FL245 - Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North 8.33 kHz Channel Dublin ACC Upper South 8.33 kHz Channel
Dublin CTA 524534N 0053000W, 522000N 0053000W, 523650N 0063701W, 524534N 0065000W, 525500N 0065000W, 525500N 0060151W, 524534N 0055727W, 524534N 0053000W. FL075/FL245 – Class C	ATS Dublin	Dublin Control English H24	129.180 135.655	Dublin ACC Upper North 8.33 kHz Channel Dublin ACC Upper South 8.33 kHz Channel
Shannon CTA (Shannon) 524539N 0083131W, circle 15NM radius centre 524207N 0085529W, 524539N 0083131W, 524846N 0082758W, arc 18NM radius centre 524207N 0085529W, 524019N 0082604W, 523902N 0081444W, arc 25NM radius centre 524207N 0085529W, 525106N 0081705W, 524846N 0082758W, 524539N 0083131W. 2500ft/FL245 - Class C	ATS Shannon	Shannon Control English H24	124.700MHz	

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Frequency / Purpose	Remarks
1	2	3	4	5
Shannon CTA (Shannon) 525106N 0081705W, 524846N 0082758W, arc 18NM radius centre 524207N 0085529W, 524019N 0082604W, arc 25NM radius centre 524207N 0085529W, 523902N 0081444W, 525106N 0081705W, 531117N 0084412W, arc 30NM radius centre 524207N 0085529W, 521519N 0083335W, arc 25NM radius centre 515029N 0082928W, 515216N 0090931W, 520202N 0093903W, arc 10NM radius centre 521051N 0093126W, 521630N 0094449W, 522447N 0093534W, arc 30NM radius centre 524207N 0085529W, 531102N 0090824W, arc 10NM radius centre 531801N 0085630W, 531117N 0084412W, 525106N 0081705W. 3500ft/FL245 - Class C	ATS Shannon	Shannon Control English H24	124.700MHz	
Shannon CTA (Shannon) Circle 15NM radius centre 524207N 0085529W. 5000ft/FL245 - Class C	ATS Shannon	Shannon Control English H24	124.700MHz	
Shannon CTA (Shannon, Coonagh Stub) 524539N 0083131W, arc 15NM radius centre 524207N 0085529W, 523004N 0084053W, 523828N 0084053W, arc 1.5NM radius centre 523958N 0084053W, 524102N 0083908W, 524539N 0083131W. 1000ft/5000ft - Class C	ATS Shannon	Shannon Approach English H24	121.400MHz	
Shannon CTA (Connaught) Circle 10NM radius centre 535437N 0084907W. 5000ft/FL075 - Class C	ATS Shannon / ATS Connaught	Shannon Control / Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Connaught, Eastern Stub) 540442N 0081428W, 535256N 0081040W, 535017N 0083353W, Arc anti clockwise 10NM radius centre 535437N 0084907W, 540203N 0083748W, 540442N 0081428W. 2500ft/FL075 - Class C	ATS Shannon / ATS Connaught	Shannon Control / Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Connaught, Western Stub) 535854N 0090424W, Arc anti clockwise 10NM radius centre 535437N 0084907W, 534710N 0090021W, 534422N 0092328W, 535606N 0092736W, 535854N 0090424W. 2500ft/FL075 - Class C	ATS Shannon / ATS Connaught	Shannon Control / Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Frequency / Purpose	Remarks
1	2	3	4	5
Shannon CTA (Connaught, Southwestern Stub) 534710N 0090021W, arc anti clockwise 10NM radius centre 535437N 0084907W, 534451N 0084536W, 533958N 0084358W, 533516N 0092018W, 534422N 0092328W, 534710N 0090021W. 4500ft/FL075 - Class C	ATS Shannon	Shannon Control/ Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Connaught, Southeastern Stub) 534451N 0084536W, arc anti clockwise 10NM radius centre 535437N 0084907W, 535017N 0083353W, 535256N 0081040W, 534425N 0080756W, 533958N 0084358W, 534451N 0084536W. 4500ft/FL075 - Class C	ATS Shannon	Shannon Control/ Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Connaught, Easterly Stub) 534425N 0080756W, 540442N 0081428W, 540633N 0075747W, 534624N 0075126W, 534425N 0080756W. 4500ft/FL075 - Class C	ATS Shannon	Shannon Control/ Connaught Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Connaught AD.
Shannon CTA (Cork) 520429N 0085231W, arc 20NM radius centre 515029N 0082928W, 515531N 0090042W, 515415N 0085253W, arc 15NM radius centre 515029N 0082928W, 520058N 0084646W, 520429N 0085231W. 2500ft/FL245 - Class C	ATS Shannon / ATS Cork	Shannon Control / Cork Approach English H24	119.900MHz	
Shannon CTA (Cork) Circle 15NM radius centre 515029N 0082928W. 5000ft/FL245 - Class C	ATS Shannon / ATS Cork	Shannon Control / Cork Approach English H24	119.900MHz	
Shannon CTA (Donegal) 551217N 0082504W, arc 10NM radius centre 550239N 0082028W, 550224N 0083750W, 551217N 0082504W. 5000ft/FL075 - Class C	ATS Shannon / ATS Donegal	Shannon Control/ Donegal Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Donegal AD
Shannon CTA (Donegal, Northern Stub) 551936N 0080004W, 550900N 0080702W, arc 10NM radius centre 550239N 0082028W, 551230N 0082323W, 551440N 0082158W, 552000N 0081500W, 552051N 0080555W, 551936N 0080004W. 2500ft/FL075 - Class C	ATS Shannon / ATS Donegal	Shannon Control/ Donegal Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Donegal AD

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Frequency / Purpose	Remarks
1	2	3	4	5
Shannon CTA (Donegal, Southern Stub) 545249N 0081734W, 544212N 0082423W, 544539N 0084035W, 545616N 0083349W, arc 10NM radius centre 550239N 0082028W, 545249N 0081734W. 2500ft/FL075 - Class C	ATS Shannon / ATS Donegal	Shannon Control/ Donegal Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Donegal AD
Shannon CTA (Eglinton 1500 Stub) 545506N 0072926W, 550205N 0073332W, 550527N 0071520W, 545506N 0072926W. 1500ft/FL075 - Class C	ATS Shannon / ATS Eglinton	Shannon Control/ Eglinton Approach English H24	119.075MHz/ 123.625MHz	Airspace classification changes to Class G when ATC service is not provided by Eglinton AD Consult UK AIP and NOTAM for hours of ATC Service at Eglinton Airport.
Shannon CTA (Eglinton 2000 Stub) 545506N 0072926W, 545212N 0073329W, 550114N 0073807W, 550205N 0073332W, 545506N 0072926W. 2000ft/FL075 - Class C	ATS Shannon / ATS Eglinton	Shannon Control/ Eglinton Approach English H24	119.075MHz/ 123.625MHz	Airspace classification changes to Class G when ATC service is not provided by Eglinton AD Consult UK AIP and NOTAM for hours of ATC Service at Eglinton Airport.
Shannon CTA (Eglinton 3000 Stub) 550527N 0071520W, 550317N 0072703W, Arc 10nm radius centered on 550234N 0070943W, 551217N 0070547W, 550527N 0071520W. 3000ft/FL075 - Class C	ATS Shannon / ATS Eglinton	Shannon Control/ Eglinton Approach English H24	119.075MHz/ 123.625MHz	Airspace classification changes to Class G when ATC service is not provided by Eglinton AD Consult UK AIP and NOTAM for hours of ATC Service at Eglinton Airport.
Shannon CTA (Kerry) Circle 10NM radius centre 521051N 0093126W. 5000ft/FL075 - Class C	ATS Shannon / ATS Kerry	Shannon Control / Kerry Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Kerry AD.
Shannon CTA (Kerry Eastern Stub) 521721N 0090040W, 521228N 0085802W, 520853N 0091530W, arc 10NM radius centre 521051N 0093126W, 521821N 0092041W, 521947N 0091346W, arc 25NM radius centre 524207N 0085529W, 521721N 0090040W. 2500ft/3500ft Class C	ATS Shannon / ATS Kerry	Shannon Control / Kerry Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Kerry AD.
Shannon CTA (Kerry Western Stub) 521247N 0094722W, arc 10NM radius centre 521051N 0093126W, 520320N 0094206W, 520117N 0095149W, 521043N 0095707W, 521247N 0094722W. 2500ft/FL075 - Class C	ATS Shannon / ATS Kerry	Shannon Control / Kerry Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Kerry AD.
Shannon CTA (Sligo) Circle 10NM radius centre 541649N 0083557W. 5000ft/FL075 - Class C	ATS Shannon / ATS Sligo	Shannon Control / Sligo Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Sligo AD.

Name, Lateral limits, Vertical limits, Class of Airspace	Unit providing service	Call Sign. Languages. Area and conditions of use. Hours of Service	Frequency / Purpose	Remarks
1	2	3	4	5
Shannon CTA (Sligo Eastern Stub) 541803N 0080050W, 540815N 0080402W, 541020N 0082259W, arc 10NM radius centre 541649N 0083557W, 542009N 0081952W, 541803N 0080050W. 2500ft/FL075 - Class C	ATS Shannon / ATS Sligo	Shannon Control / Sligo Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Sligo AD.
Shannon CTA (Sligo Western Stub) 542316N 0084859W, arc 10NM radius centre 541649N 0083557W, 541326N 0085160W, 541524N 0091102W, 542514N 0090806W, 542316N 0084859W. 2500ft/FL075 - Class C	ATS Shannon / ATS Sligo	Shannon Control / Sligo Tower English H24	119.075MHz	Airspace classification changes to Class G when ATC service is not provided by Sligo AD.
Shannon CTA (Waterford) Circle 10NM radius centre 521114N 0070513W. 5000ft/FL075 - Class C	ATS Shannon / ATS Waterford	Shannon Control / Waterford Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Waterford AD.
Shannon CTA (Waterford Northern Stub) 523140N 0070107W, 522804N 0064552W, 521730N 0065234W, arc 10NM radius centre 521114N 0070513W, 522106N 0070746W, 523140N 0070107W. 2500ft/FL075 - Class C	ATS Shannon / ATS Waterford	Shannon Control / Waterford Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Waterford AD.
Shannon CTA (Waterford Southern Stub) 520456N 0071749W, arc 10NM radius centre 521114N 0070513W, 520122N 0070241W, 515048N 0070915W, 515421N 0072420W, 520456N 0071749W. 2500ft/FL075 - Class C	ATS Shannon / ATS Waterford	Shannon Control / Waterford Tower English H24	124.700MHz	Airspace classification changes to Class G when ATC service is not provided by Waterford AD.

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ENR 5.4 AIR NAVIGATION OBSTACLES - AREA 1

The list of Area 1 obstacles (whose height above the ground is 100m or higher, affecting air navigation) within the entire territory of EISN FIR is recorded in the ENR 5.4 Air navigation obstacles database, which is electronically available:

Version: ENR 5.4 AIRAC Amendment 010/2025 Effective 30 OCT 2025

URL: <https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles>

Note: A list of Safety Significant Obstacles is available on the following link

Version: Safety Significant Obstacles AIRAC Amendment 010/2025 Effective 30 OCT 2025

URL: <https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles>

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

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

- 1.1 Flights in controlled airspace require a specific written permission from the Authority and the balloon must be transponder equipped.
Flights in uncontrolled airspace only require a flight plan to be filed and no transponder is required.
- 1.2 Flights shall be made only in accordance with the Visual Flight Rules and by day.
- 1.3 Flights shall not be made if the operating characteristics of the balloon and the actual and forecast wind indicate that there is any risk of entry into controlled airspace.
- 1.4 Flights shall be made only in accordance with the permission and any conditions attached thereto.
- 1.4.1 Permission should be sought, in writing from:
- Post: Flight Operations Department,
 The Irish Aviation Authority,
 The Times Building,
 11-12 D'Olier Street
 Dublin 2
 Ireland
- 1.4.2 For flights within the State, application for permission shall be made at least seven days before the intended flight.
- 1.4.3 For flights entering or leaving the State, application for permission shall be made at least fourteen days before the intended flight and shall be accompanied by a copy of a letter of authorization from the State of departure of the State of intended landing, as appropriate.
- 1.4.4 Applications for permission shall include the following information:
- Type of flight e.g. VFR (local or international)
 - Identification of balloon (registration mark)
 - Place of ascent (co-ordinates)
 - Date and intended time (UTC) of ascent
 - Type, diameter, shape and colour of balloon
 - Estimated elapsed time of flight
 - Altitude (maximum en route)
 - Rate of ascent (normal and maximum)
 - Estimated track (magnetic)
 - Place of intended landing
 - Type, make, effective range and available frequencies of radio air/ground communication equipment
 - Details of radio and other navigation equipment
 - Endurance (Hours)
 - Emergency and survival equipment
 - Name of pilot in command
 - Number of persons on board
 - Name, address and telephone number operator.
- 1.4.5 For flights leaving the State an ATC Flight Plan, repeating the information detailed in [ENR 1.4.4](#) shall be filed with the appropriate ATC unit at least 24HR before the estimated time of departure.
- 1.4.6 Permission for a series of flights may be given subject to arrangements acceptable to the Authority.

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

2. OPERATION OF TETHERED BALLOONS WITHIN THE SHANNON FIR

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

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

Phone: +353 1 603 1540

Fax: +353 1 677 4460

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

3. FLIGHT OF UNMANNED FREE BALLOONS WITHIN THE SHANNON FIR

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

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

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

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

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

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

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

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

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

- 4.2 The Irish Aviation Authority recommends Drone operators have public liability insurance to cover the operation of the intended flight activity.
- 4.3 Small Unmanned Aircraft/Drones shall not be operated higher than 50ft (15m) above ground level within Controlled Airspace without a Specific Operating Permission issued by the Authority or at MACI locations listed in [ENR 5.5.6.2 Model Aircraft Flying](#)
- 4.4 Small aircraft which weigh more than 25kg shall not be flown except with the permission of the IAA and in accordance with any conditions specified in relation to such permission.

4.5 Nothing shall be dropped from a Small Unmanned Aircraft/Drone, whether or not attached to a parachute, so as to endanger persons or property.

4.6 Applications for Specific Operating Permissions, Pilot Competency Certificates, Special Approvals and additional compliance guidance information is available in the General Aviation Section at the Irish Aviation Authority website <http://www.iaa.ie>

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

4.7 Small Unmanned Aircraft/Drones equal to or greater than 1kg are required to be registered with the Irish Aviation Authority Ref AN-U01.

Small Unmanned Aircraft/Drones less than 1kg maximum weight, constructed of wood, paper or frangible plastic and containing no substantial parts when operated below 15m above the ground or water and in a manner that does not create a hazard to persons, property or other aircraft are not subject to the Small unmanned Aircraft (Drones) & Rockets Order SI 563 of 2015, Aeronautical Notices & Directions unless specifically stated. ([ENR 5.5.4.8](#))

4.8 Small Unmanned Aircraft (Drones) & Rockets Order Statutory Instrument 563 of 2015 (*excerpt of legal text*):

1. Aircraft subject to this order shall be required to be registered in a manner established by the Authority.
2. A person who has charge of the operation of a small unmanned aircraft shall not permit that aircraft to be operated:
 - a. so as to cause a hazard to another aircraft; or
 - b. in the vicinity of aircraft manoeuvring in an aerodrome traffic circuit;
 - c. in a negligent or reckless manner so as to endanger life or cause damage to the property of others.
3. Small unmanned aircraft shall give way to manned aircraft.
4. The Authority may define areas within Air Traffic Services airspace, where small Unmanned Aircraft/Drones activity may take place.
5. A person who has charge of the operation of a small unmanned aircraft which has a mass of less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight shall not allow such an aircraft to be flown, unless otherwise permitted by the Authority and subject to such conditions as are required by such permission:
 - a. within a prohibited area, a restricted area, or controlled airspace;
 - b. in Air Traffic Services airspace, other than controlled airspace, within 5km of an aerodrome during periods of aircraft operations, unless the aerodrome operator has given permission;
 - c. at a distance of less than 30 metres from a person, vessel, vehicle or structure not under the direct control of the operator;
 - d. at a distance of less than 120 metres from an assembly of 12 or more persons not under the direct control of the operator;
 - e. beyond direct, unaided visual line of sight and not farther than 300 metres from the point of operation;
 - f. at a height of more than 120 metres above the ground or water;
 - g. permitting or attempting to permit, any article or animal, whether or not attached to a parachute to be released from the aircraft.
6. A person who has charge of the operation of a small unmanned aircraft shall not permit such aircraft to be

operated from any place unless the aircraft may take-off and land without undue hazard to persons or property and nothing in this order shall affect the rights and interests of the owner or occupier of that place.

7. A person who has charge of the operation of a small unmanned aircraft, which has a mass of 4 kilograms or more and less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, or as otherwise directed by the Authority, shall not allow such an aircraft to be flown unless that person has successfully undertaken a course of safety training accepted by the Authority.
8. A person who has charge of the operation of a small unmanned aircraft which has a mass of 25 kilograms, or more and less than 150 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, shall not allow such an aircraft to be flown without the permission of the Authority and subject to such conditions as are required by such permission.
9. Permissions issued in accordance with this order may take the form of Specific Operating Permission.

"End of Excerpt"

5. KITE FLYING WITHIN THE SHANNON FLIGHT INFORMATION REGION

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

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

5.2 Permission should be sought from:

Post: Flight Operations Department,
The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin 2
Ireland

6. ROUTINE LIGHT AVIATION SPORTING ACTIVITIES

6.1 Introduction

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

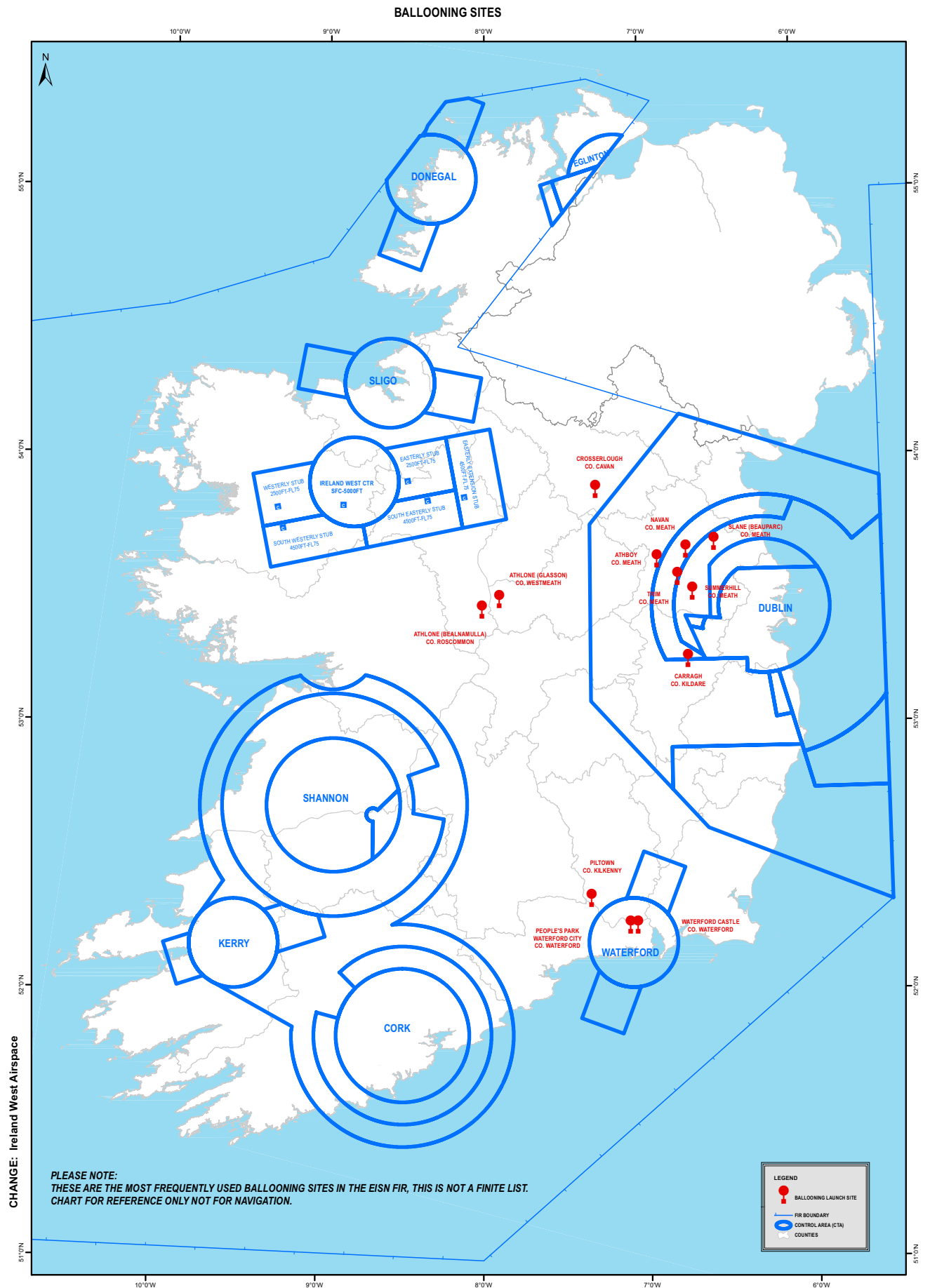
The purpose of this section is to bring to the attention of those airspace users, operating in uncontrolled airspace, information on light aviation sporting activities which take place on a routine basis within the Shannon FIR. Routine activities which have been notified to the Irish Aviation Authority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

6.2 Details of Routine Activity

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

Ballooning Ballooning takes place in uncontrolled airspace at the following locations:			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Athboy 533723N 0065446W	MAX OPR ALT 3,500ft AMSL.	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours. Licensed Radio Frequency: 122.475 MHz. County Meath
Athlone (Bealnamulla) 532604N 0080037W	MAX OPR ALT 7500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Roscommon
Athlone (Glasson) 532828N 0075410W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Westmeath
Carragh 531454N 0064336W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Kildare
Crosserlough 535306N 0071742W	MAX OPR ALT 7,500ft AMSL.	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475MHz County Cavan
Navan 533932N 0064350W	MAX OPR ALT 3,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Meath
Piltown 522123N 0072023W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Kilkenny
Slane (Beauparc) 534108N 0063310W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Meath
Summerhill 533004N 0064132W	MAX OPR ALT 2,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Meath
Trim 533321N 0064708W	MAX OPR ALT 3,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Meath
Met Eireann, Valentia Observatory 515618N 0101424W	MAX OPR ALT AMSL TO UNL	URL: www.met.ie Email:	Launch hours are at 1200 and 0000 UTC daily, occasionally at other times between 0600-1800UTC. County Kerry
Waterford Castle 521512N 0070330W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Waterford

Ballooning Ballooning takes place in uncontrolled airspace at the following locations:			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Waterford City (People's Park) 521521N 0070617W	MAX OPR ALT 7,500ft AMSL	URL: www.irishballooningassociation.com Email: irishballooningassociation@gmail.com	Daily, during daylight hours, Licensed Radio Frequency: 122.475 MHz County Waterford



Glider Flying

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

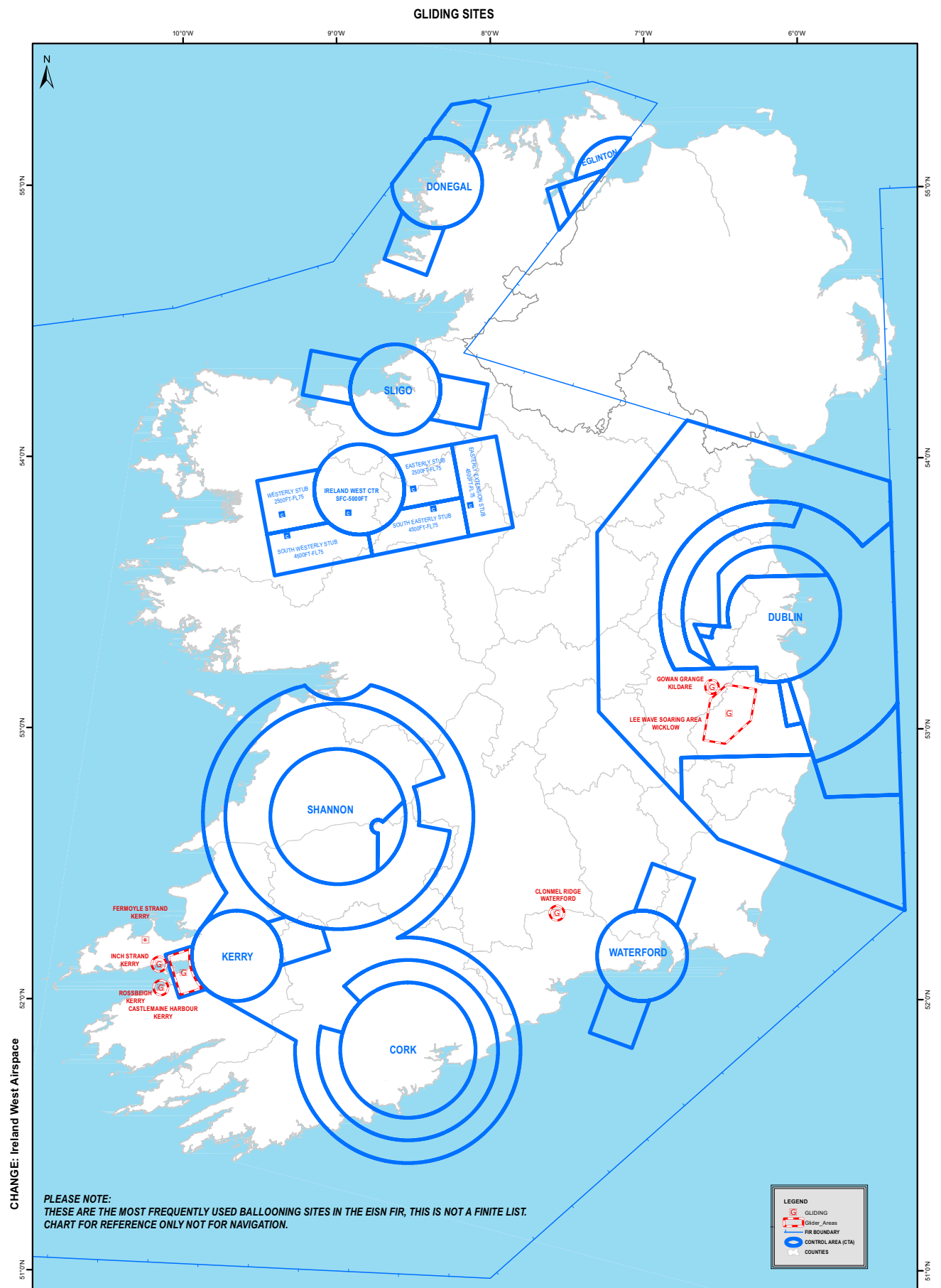
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Inch Strand 520815N 0095853W	Class G airspace	URL: www.dublinglidingclub.ie	Operation in uncontrolled airspace. Daily, during daylight hours. Contact on 130.400 MHz during operations.
Castlemaine Harbour	SFC - 2500ft AMSL	Email: dgcinfo@dublinglidingclub.ie	County Kerry. Occasionally, operation in controlled airspace in area bounded by straight lines joining the following coordinates: 521247N 0094722W, arc 10NM radius centre 521051N 0093126W, 520320N 0094206W, 520117N 0095149W, 521043N 0095707W. Operation in controlled airspace subject to clearance from ATS Kerry. Contact on 130.400 MHz during operations.
Clonmel Ridge 521953.151N 0073632.654W	Class G airspace	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	County Kerry. Summer: May - September Daily, during daylight hours. Ridge soaring in uncontrolled airspace. Contact on 130.400 MHz during operations.
Fermoyle Strand 521448.829N 0100601.225W	Class G airspace	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	County Waterford Operation in uncontrolled airspace. Daily, during daylight hours. Occasionally, operation in controlled airspace up to 20,000ft AMSL subject to prior co-ordination with, and approval from Shannon ATS. Contact on 130.400 MHz during operations.
			County Kerry

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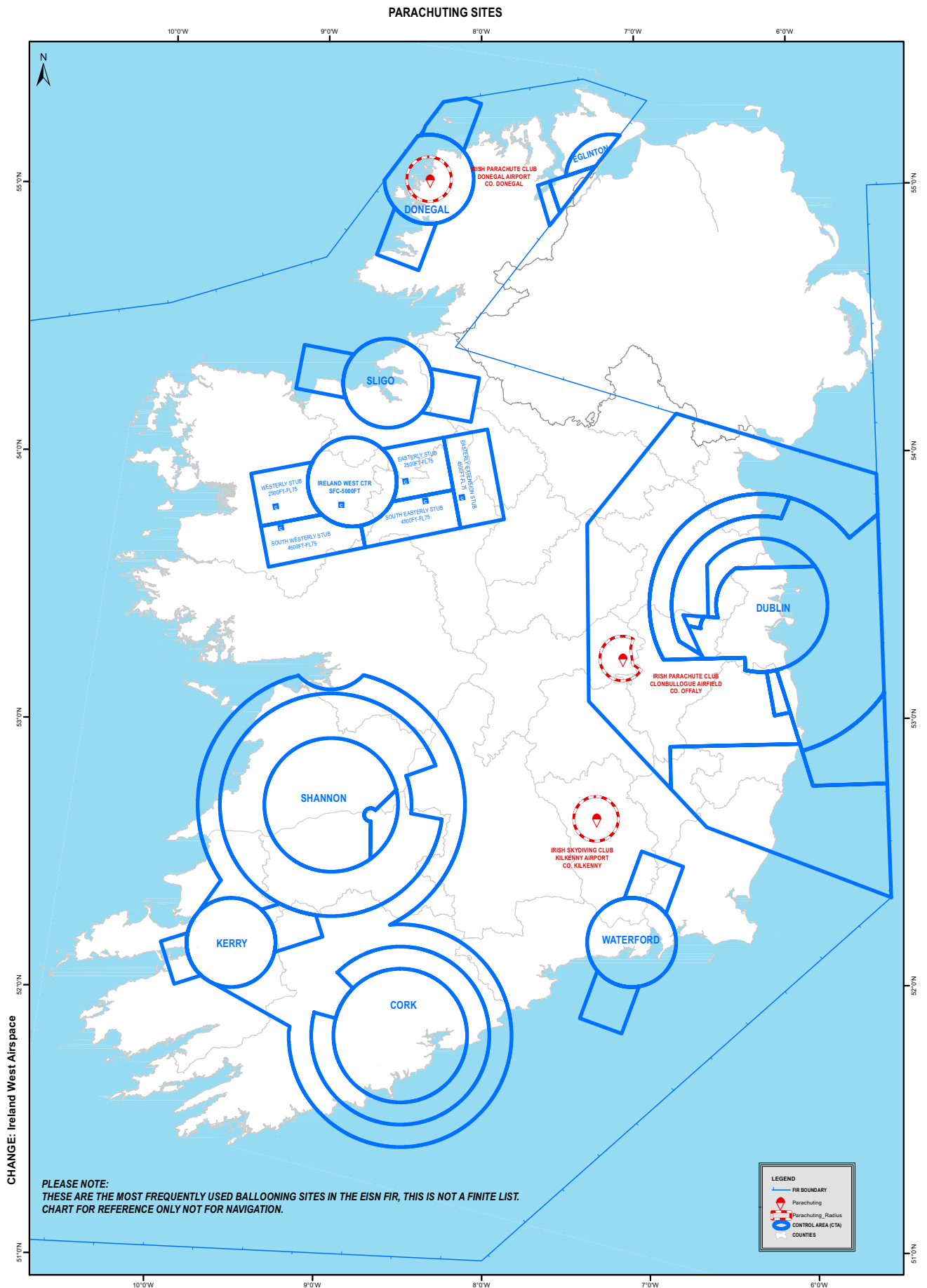
Glider Flying

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Rossbeigh 520357.943N 0095842.182W	Class G airspace	URL: www.dublinglidingclub.ie Email: dgcinfo@dublinglidingclub.ie	Late SEP & early OCT Daily, during daylight hours. Operation in uncontrolled airspace within a radius of 15NM centred on the site chosen on the day. Contact on 130.400 MHz during operations. County Kerry



Parachuting Parachuting takes place at the following locations:			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Clonbullogue (EICL) Airfield Parachuting Area of Operation 531914N 0070302W, 531723N 0070415W, 531333N 0070330W, 531219N 0070022W, arc radius 5nm centred on 531459N 0070724W.	SFC - 4500FT AMSL	Irish Parachute Club Ltd. Phone: 1850 260 600 Email: info@skydive.ie URL: www.skydive.ie	Daily, during daylight hours. This location is within the boundary of Military Restricted Area EIR16 and is subject to the entry requirements of EIR16. If EIR16 is active or becomes active aircraft shall not climb above 2500FT AMSL without establishing contact with Military ATC. For operation above 4500FT AMSL permission must be obtained from Air Traffic Control, Dublin Airport. Post: Clonbullogue Airfield, Edenderry, County Offaly.
Donegal (EIDL) Airport 5.0NM radius centred at: 550239N 0082028W	OPR ALT FL100	Irish Parachute Club Ltd. Phone: 1850 260 600 Email: info@skydive.ie URL: www.skydive.ie	Daily, during daylight hours. This location is within EIDL Controlled Airspace. Parachuting at EIDL Airport is held during the summer months only. Post: Donegal Airport, Carrickfinn, Kincasslagh, County Donegal.
Kilkenny (EIKK) Airport 2.5NM radius centred at: 523903N 0071746W	OPR ALT FL100	Irish Skydiving Club Ltd. Phone: + 353 83 3040024 URL: www.kilkennyairport.ie	Daily during daylight hours. 2.5NM radius of EIKK Aerodrome. Above 4,500ft AMSL is the Military Operating Area (MOA) 3. Above FL075 is Shannon Controlled Airspace. For operation above 4,500ft AMSL: 1. Permission must be obtained from ATC Shannon 2. ATC Shannon must be notified when parachuting is Active. 3. ATC Shannon will advise on any Military activity and requirements. Post: Kilkenny Aerodrome, Holdensrath, County Kilkenny.



Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Arra 5NM radius centred on 525046.3N 0082341.2W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Barnageeragh (Skerries) 1NM radius centred on 533540.4N 0060926.6W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Dublin
Ben Bulbin 5NM radius centred on 542122.0N 0082719.7W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Sligo. Site located within EISG Controlled Airspace.
Blackstairs Mtns 5NM radius centred on 523323.6N 0064818.0W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Blackwater 5NM radius centred on 522548.7N 0061938.5W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Bray Head 1.8NM radius centred on 531057.0N 0060431.3W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Carrauntoohill 5NM radius centred on 515950.8N 0094438.6W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Claragh 1NM radius centred on 520258.1N 0090537.7W	3000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Clermont Cairne 5NM radius centred on 540442.4N 0061918.0W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Cnoc Mordain 5NM radius centred on 532233.2N 0094235.9W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Galway
Comeragh Mtns. 8.5NM radius centred on 521416.6N 0073326.4W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Waterford
Conor Pass 5NM radius centred on 521047.3N 0101131.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Croaghmoyle 5NM radius centred on 535534.5N 0092232.0W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo
Croagh Patrick 5NM radius centred on 534534.6N 0093935.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo
Croghan 5NM radius centred on 524745.5N 0061925.2W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Cuilcagh Mtns 5NM radius centred on 541201.7N 0074839.5W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cavan

All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Devils Bit 5NM radius centred on 524811.8N 0075720.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Dunaney 2NM radius centred on 535153.6N 0061532.9W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Galtee Mtns 5NM radius centred on 522200.3N 0081031.4W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Gormanston 1NM radius centred on 533834.9N 0061304.0W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Meath
Inchadoney 2NM radius centred on 513553.6N 0085131.9W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Keadeen Mtn 5NM radius centred on 525658.9N 0063449.8W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Keeper Hill 5NM radius centred on 524451.8N 0081548.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Killeslin 5NM radius centred on 524937.1N 0070012.5W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Laois
Killiney Head 1NM radius centred on 531602.6N 0060634.3W	750ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Dublin Use subject to prior co-ordination with Dublin ATC.
Knocknagantee 5NM radius centred on 520141.5N 0091213.4W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Knocknakilton 5NM radius centred on 521128.5N 0095938.9W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Lacken 2NM radius centred on 530813.4N 0062649.1W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow Site used for training purposes
Lough Bray 2NM radius centred on 531052.2N 0061747.1W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Maulin 2NM radius centred on 530920.9N 0061354.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Maumturk 5NM radius centred on 532855.9N 0093617.9W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Galway
Minaun (Achill) 5NM radius centred on 535722.1N 0100145.0W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Mayo

All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.

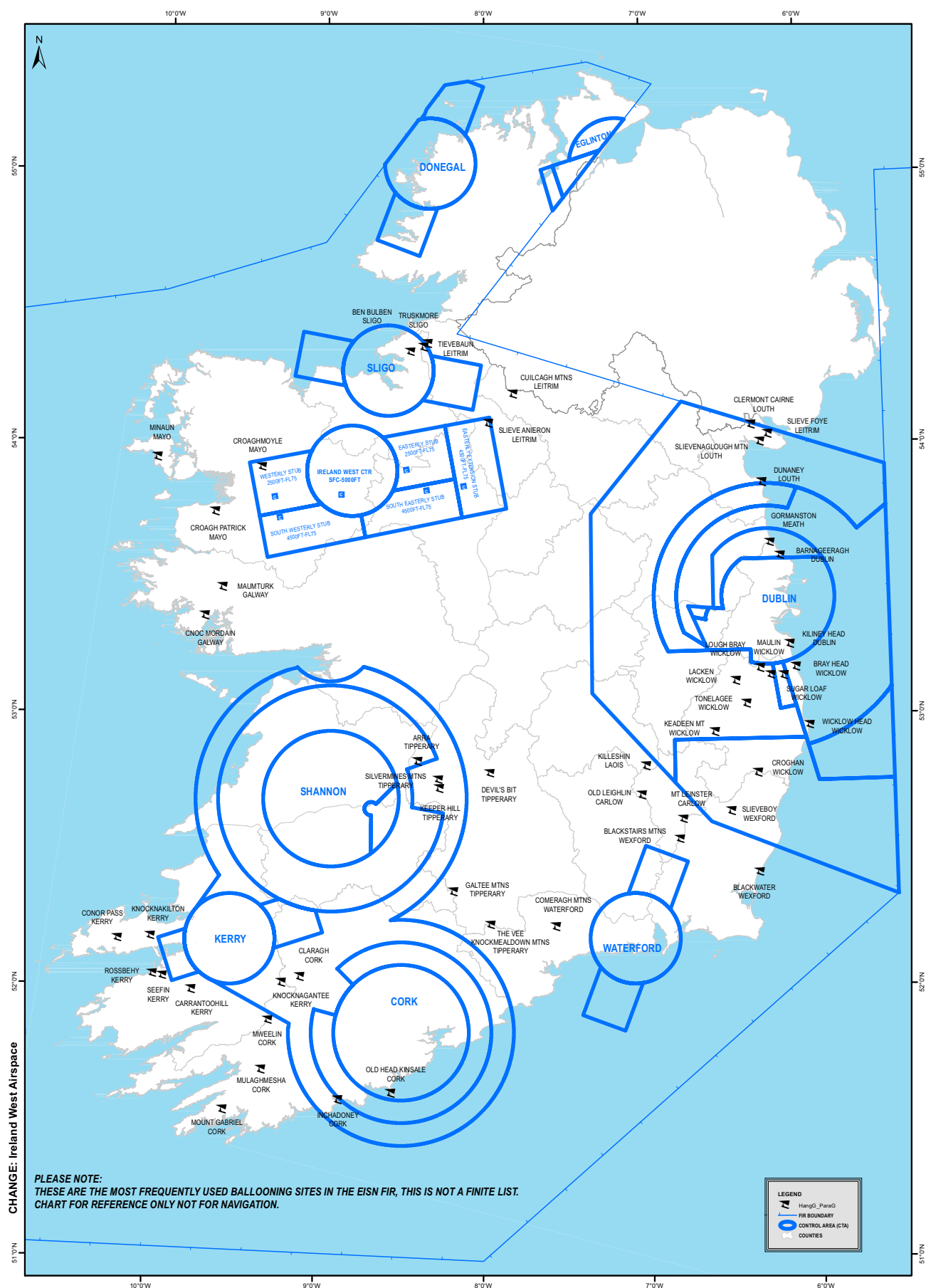
Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Mount Leinster 5NM radius centred on 523746.1N 0064654.0W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Carlow Most regularly flown site in Ireland: Popular for cross country flying and competitions.
Mount Gabriel 5NM radius centred on 513324.7N 0093232.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Mulaghmesha (Bantry) 5NM radius centred on 514222.2N 0091904.2W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Mweelin 5NM radius centred on 515322.7N 0091652.6W	3500ft AGL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Old Head Kinsale 1NM radius centred on 513725.5N 0083245.7W	750ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Cork
Old Leighlin 5NM radius centred on 524315.2N 0070155.9W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Carlow
Rossbehy 5NM radius centred on 520310.8N 0095838.0W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Seefin 5NM radius centred on 520247.1N 0095459.7W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Kerry
Silvermines Mtn 5NM radius centred on 524645.4N 0081609.7W	3000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Slieveboy 5NM radius centred on 523923.1N 0062920.4W	5000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wexford
Slieve Anieron 5NM radius centred on 540535.1N 0075753.8W	7000ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Leitrim
Slieve Foye 5NM radius centred on 540238.1N 0061257.2W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Slievenaglough Mt 5NM radius centred on 540054.1N 0061559.1W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Louth
Sugar Loaf 2NM radius centred on 530912.4N 0060904.6W	2500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
The Vee, Knockmealdown Mtns 5NM radius centred on 521441.1N 0075701.5W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Tipperary
Tievebaun 1NM radius centred on 542307.2N 0082043.3W	4500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Leitrim

All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.

Hang Gliding Sites & Para Gliding			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Tonelagee 3NM radius centred on 530305.4N 0062305.1W	3500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow
Truskmore 5NM radius centred on 542222.8N 0082214.1W	3500ft AGL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Sligo
Wicklow Head 1NM radius centred on 525803.1N 0060004.6W	1500ft AMSL	URL: www.ihpa.ie Email: committee@ihpa.ie	County Wicklow

All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.

HANG GLIDING & PARAGLIDING SITES



Model Aircraft Flying

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Athlone MFC 1, 800m radius centred on: 532548N 0080500W	400ft AGL	Athlone Model Flying Club 1 URL: www.athlonemodelflyingclub.com	Post: Barony, Castlesamson, Athlone
Balheary MFC 1, 800m radius centred on: 533022N 0061407W	400ft AGL	Balheary Model Flying Club 1 URL: www.maci.ie	Post: Roscall, Balheary, Co. Dublin.
Bandon MFC 1, 800m radius centred on: 514423N,0084139W	400ft AGL	Bandon Model Flying Club 1 URL: www.facebook.com/ BandonModelFlyingClub	Post: Clashafree, Bandon, Co.Cork.
Boyneside MFC 1, 800m radius centred on: 535319N 0062430W	400ft AGL	Boyneside Model Flying Club 1 URL: www.maci.ie	Post: Adamstown, Dunleer, Co. Louth.
Boyneside MFC 2, 800m radius centred on: 535206N 0062128W	400ft AGL	Boyneside Model Flying Club 2 URL: www.maci.ie	Post: Bolies, Kilsaran, Co. Louth.
Carron Model Flying Club 1, 800m radius centred on: 523001N 0081128W	400ft AGL	Carron Model Flying Club 1 URL: Carron MFC Facebook	Post: Carron, Carron House, Co. Tipperary.
Cork Model Aero Club 1, 800m radius centred on: 520053N 0081027W	400ft AGL	Cork Model Aero Club 1 URL: www.corkmodelaeroclub.ie	Post: Castelyons, Midleton, Co. Cork.
Cork Model Aero Club 2, 800m radius centred on: 514648N 0084312W	400ft AGL	Cork Model Aero Club 2 URL: www.corkmodelaeroclub.ie	Post: Little Silver House, Bandon, Co. Cork.
Cork Model Aero Club 3, 300m radius centred on: 515826N 0082630W	400ft AGL	Cork Model Aero Club 3 URL: www.corkmodelaeroclub.ie	Post: Whites Cross, Co. Cork.
Dolly's Grove MFC 1, 800m radius centred on: 532521N 0063243W	400ft AGL	Dolly's Grove Model Flying Club 1 URL: www.maci.ie	Post: Staffordstown, Dunboyne, Co. Meath.
Dublin Kestrel MFC 1, 800m radius centred on: 531219N 0062529W	400ft AGL	Dublin Kestrel Model Flying Club 1 URL: www.dkmfc.net	Post: Ballyfolan, Brittas, Co. Wicklow.
Fingal MFC 1, 800m radius centred on: 533215N 0060503W	400ft AGL	Fingal Model Flying Club 1 URL: www.facebook.com/ FingalModelFlyingClub/	Post: Drumanagh, Loughshinny, Co. Dublin.
Fingal MFC 2, 500m radius centred on: 533450N 0061340W	400ft AGL	Fingal Model Flying Club 2 URL: www.facebook.com/ FingalModelFlyingClub/	Post: Ringcommon Sports Centre, Balbriggan, Co. Dublin.
Galway MFC 1, 800m radius centred on: 532040N 0090055W	400ft AGL	Galway Model Flying Club 1 URL: www.galwaymodelflying.org	Post: Carowbrowne, Co. Galway.
Irish Jet Modellers Flying Club 1, 800m radius centred on: 531436N 0075344W	400ft AGL	Irish Jet Modellers Flying Club 1 URL: www.jmaireland.com	Post: Ballyloughnan Farm, Belmont, Co. Offaly.

Model Aircraft Flying

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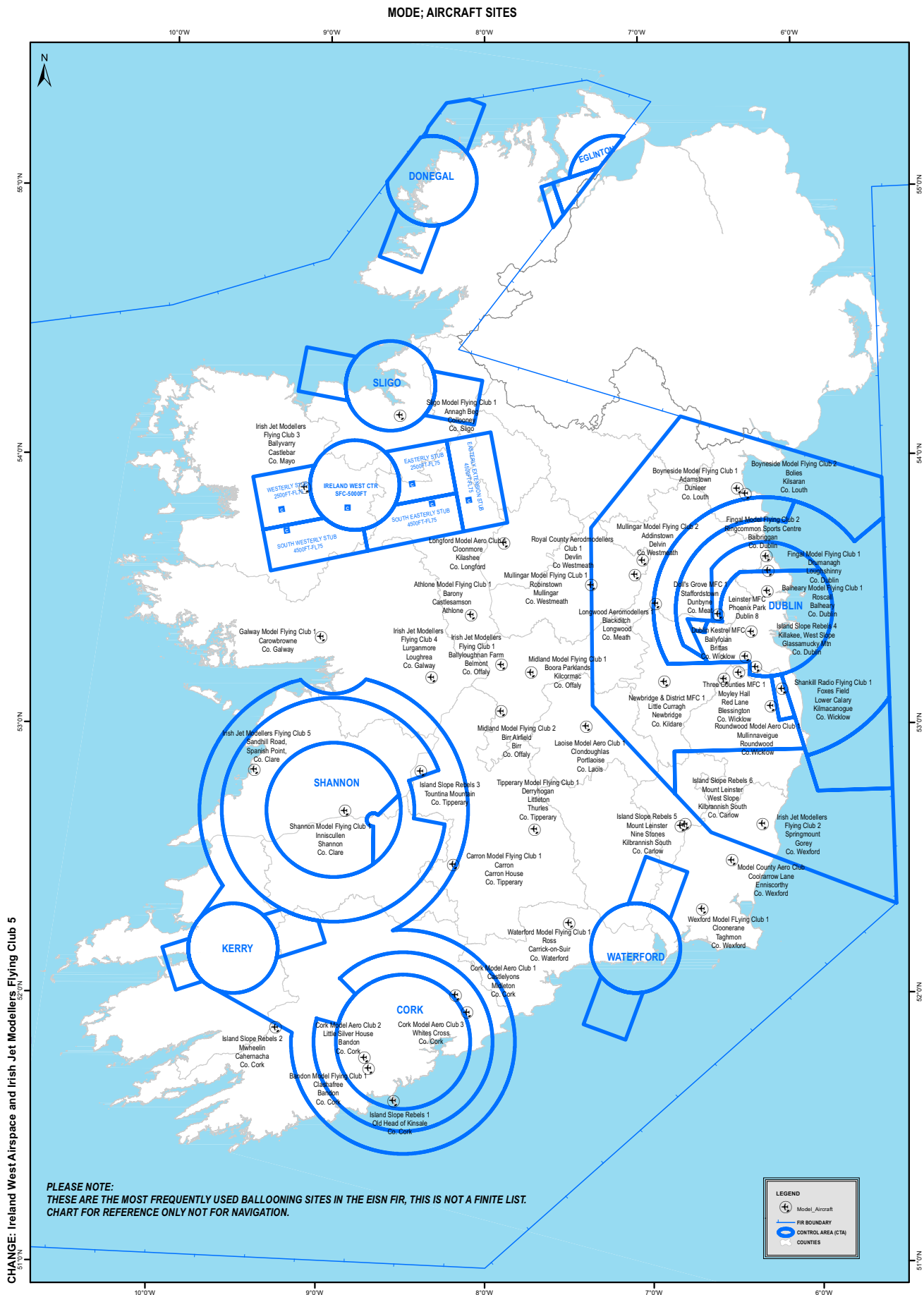
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Irish Jet Modellers Flying Club 2, 800m radius centred on: 523823N 0061803W	400ft AGL	Irish Jet Modellers Flying Club 2 URL: www.jmaireland.com	Post: Springmount, Gorey, Co. Wexford.
Irish Jet Modellers Flying Club 3, 800m radius centred on: 535352N 0090753W	400ft AGL	Irish Jet Modellers Flying Club 3 URL: www.jmaireland.com	Post: Ballyvarry, Castlebar, Co. Mayo.
Irish Jet Modellers Flying Club 4, 800m radius centred on: 531148N 0081937W	400ft AGL	Irish Jet Modellers Flying Club 4 URL: www.jmaireland.com	Post: Lurganmore, Loughrea, Co. Galway.
Irish Jet Modellers Flying Club 5, 800m radius centred on: 525047N 0092450W	400ft AGL	Irish Jet Modellers Flying Club 5 URL: www.jmaireland.com	Post: Sandhill Road, Spanish Point, Co. Clare.
Island Slope Rebels 1, 800m radius centred on: 513714N 0083242W	400ft AGL	Island Slope Rebels 1 URL: www.gliderireland.net	Post: Old Head of Kinsale, Co. Cork.
Island Slope Rebels 2, 800m radius centred on: 515324N 0091521W	400ft AGL	Island Slope Rebels 2 URL: www.gliderireland.net	Post: Mwheelin, Cahernacha, Co. Cork.
Island Slope Rebels 3, 800m radius centred on: 525052N 0082329W	400ft AGL	Island Slope Rebels 3 URL: www.gliderireland.net	Post: Tountina Mountain, Co. Tipperary.
Island Slope Rebels 4, 800m radius centred on: 531330N 0061906W	400ft AGL	Island Slope Rebels 4 URL: www.gliderireland.net	Post: Killakee, West Slope, Glassamucky Mountain, Co. Dublin.
Island Slope Rebels 5, 800m radius centred on: 523818N 0064759W	400ft AGL	Island Slope Rebels 5 URL: www.gliderireland.net	Post: Mount Leinster, Nine stones, Kilbrannish South, Co. Carlow.
Island Slope Rebels 6, 800m radius centred on: 523843N 0064623W	400ft AGL	Island Slope Rebels 6 URL: www.gliderireland.net	Post: Mount Leinster, West Slope, Kilbrannish South, Co. Carlow.
Laoise Model Aero Club 1, 800m radius centred on: 530050N 0072225W	400ft AGL	Laoise Model Aero Club 1 URL: www.airlaois.com	Post: Clondouglas, Portlaoise, Co. Laois.
Leinster MFC 1, 300m radius centred on: 532123N 0062026W	400ft AGL	Leinster Model Flying Club 1 URL: www.leinstermodelflyingclub.ie	Post: Phoenix Park, Dublin 8 Co. Dublin.
Longford Model Aero Club 1 800m radius centred on: 534150N 0075243W	400ft AGL	Longford Model Aero Club 1 URL: www.maci.ie	Post: Cloonmore, Killashee, Co. Longford.
Longwood Aeromodellers 1, 800m radius centred on: 532800N 0065600W	400ft AGL	Longwood Aeromodellers 1 URL: www.maci.ie	Post: Blackditch, Longwood, Co. Meath.

Model Aircraft Flying

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Midland Model Flying Club 1, 800m radius centred on: 531255N 0074239W	400ft AGL	Midland Model Flying Club 1 URL: www.midlandmodelflyingclub.org	Post: Boora Parklands, Kilcormac, Co. Offaly.
Midland Model Flying Club 2, 800m radius centred on: 530415N 0075353W	400ft AGL	Midland Model Flying Club 2 URL: www.midlandmodelflyingclub.org	Post: Birr Airfield, Birr, Co. Offaly.
Model County Aero Club 1, 800m radius centred on: 523030N 0062930W	400ft AGL	Model County Aero Club 1 URL: www.maci.ie	Post: Coolarrow Lane, Enniscorthy, Co. Wexford.
Mullingar MFC 1, 800m radius centred on: 533221N 0071959W	400ft AGL	Mullingar Model Flying Club 1, URL: www.maci.ie	Post: Robinstown, Mullingar, Co. Westmeath.
Mullingar MFC 2, 800m radius centred on: 533742N 0070038W	400ft AGL	Mullingar Model Flying Club 2 URL: www.maci.ie	Post: Addinstown, Delvin, Co. Westmeath.
Newbridge and District MFC 1, 500m radius centred on: 531034N 0065310W	400ft AGL	Newbridge and District Model Flying Club 1 URL: www.maci.ie	Post: Little Curragh, Newbridge, Co. Kildare.
Roundwood Model Aero Club 1, 800m radius centred on: 530440N 0061353W	400ft AGL	Roundwood Model Aero Club 1, URL: www.rwmac.ie	Post: Mullinnaveigue, Roundwood, Co. Wicklow.
Royal County Aeromodellers Club 1, 800m radius centred on: 533432N 0070339W	400ft AGL	Royal County Aeromodellers Club 1, URL: www.royalcountyflyers.com	Post: Ballyhealy, Delvin, Co. Westmeath.
Shankill Radio Flying Club 1, 800m radius centred on: 530826N 0060930W	400ft AGL	Shankill Radio Flying Club 1, URL: www.srfc.net	Post: Foxes Field, Lower Calary, Kilmacanogue, Co. Wicklow.
Shannon MFC 1, 300m radius centred on: 524155N 0085117W	200ft AGL	Shannon Model Flying Club 1, URL: Facebook SMFC	Post: Inniscullen, Shannon, Co. Clare.
Sligo MFC 1, 500m radius centred on: 541012N 0083207W	400ft AGL	Sligo Model Flying Club 1, URL: www.sligomfc.com	Post: Annagh Beg, Colloneey, Co. Sligo.
Three Counties MFC 1, 800m radius centred on: 531100N 0063100W	400ft AGL	Three Counties Model Flying Club 1, URL: www.maci.ie	Post: Moyley Hall, Red Lane, Blessington, Co. Wicklow.
Tipperary MFC 1, 800m radius centred on: 523756N 0074140W	400ft AGL	Tipperary Model Flying Club 1, URL: Facebook Page Tipp MFC	Post: Derryhogan, Littleton, Thurles, Co. Tipperary.
Waterford MFC 1, 800m radius centred on: 521655N 0072913W	400ft AGL	Waterford Model Flying Club 1, URL: Facebook WMFC	Post: Ross, Carrick-on-Suir, Co. Waterford.

Model Aircraft Flying The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations			
Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Wexford MFC 1, 800m radius centred on: 521943N 0064045W	400ft AGL	Wexford Model Flying Club 1, URL: www.wexfordmodelflyingclub.com	Post: Cloonerane, Taghmon, Co. Wexford.



7. AREAS OF OPERATION

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

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
ILAS Airfield A circle 1.5nm radius centred at 521754N 0064055W* Class G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: www.ilas.ie	123.750MHz County Wexford
Birr Airfield A circle, 1.5nm radius centred at 530415N 0075355W Class: G, MOA Airspace	Upper Limit: 1500FT AMSL Lower Limit: SFC		122.950MHz County Offaly Located within Military Operating Area.
Navan Airfield A circle, 1.5nm radius centred at 534145N 0063915W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: www.navanairfield.com	118.125MHz County Meath
Tibohine Airfield A circle, 1.5nm radius centred at 535301N 0082915W* Class: G	Upper Limit: 1500FT AMSL Lower Limit: SFC	URL: http://tibohine.weebly.com/	120.000MHz County Roscommon Located within EIKN CTA.

* Data whose accuracy has not been quality assured.

EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICK – CORK/International

EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	515029N 0082928W Mid Point RWY 16/34
2	Direction and distance from (city)	6.5KM (3.5 NM) south of Cork city
3	AD Elevation, Reference Temperature & Mean Low Temperature	502 ft AMSL/18.5°C (Max Temp) 1.6°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	187ft
5	MAG VAR/Annual change	3° W (2021)/11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: daa plc, Cork Airport, Co. Cork. T12 P5NF Phone:+ 353 21 431 31 31 URL: www.corkairport.com Email: cork.feedback@corkairport.com Telex: 75085 AFS: EICKYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Forward all Commercial correspondence to the Director, Cork Airport.

EICK AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24 In conjunction with AIS Shannon
5	ATS Reporting Office (ARO)	H24 In conjunction with AIS Shannon
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24

12	Remarks	Airport closed on Christmas Day. Exact HR advised by NOTAM
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EICK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Facilities AVBL from Swissport and WFS
2	Fuel/oil types	Fuel: Jet A1, AVGAS 100LL / Oil Grades: W80, W100
3	Fuelling facilities/capacity	Full facilities are available daily 0530-2200HR local time all year. Outside these HR varying surcharges may apply depending on the type of aircraft, quantity of fuel required, time that the refuelling facility is required and on whether prior notice is received from the operator during the above stated hours. Details are available from Aerodrome Administration.
4	De-icing facilities	Contact Aerodrome Administration
5	Hangar space available for visiting aircraft	Single hangar approx 1000 sq ft to accommodate up to Challenger 300 type aircraft (or approx 17 tonne) managed by Weston Aviation.
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Passenger Handling is AVBL from Aer Lingus and Swissport. General Aviation handling is AVBL from Swissport Executive Aviation and Weston Aviation. Prior permission required (PPR) for landing is mandatory at Cork Airport. Filing of a flight plan does not constitute prior permission. All aircraft must have mandatory ground handling. Contact Details: Email: cork@westonaviation.com Email: ork.gh@swissport.com Refer to AD-2.20.4 (Mandatory Ground Handling)

EICK AD 2.5 PASSENGER FACILITIES

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

EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 CAT 9 AVBL with 48HR prior notice
2	Rescue equipment	Hydraulic cutting equipment, Emergency Lighting and other equipment in compliance with Category 7 requirements
3	Capability for removal of disabled aircraft	Coordinators: Head of Airside Infrastructure Resident Engineer Phone: + 353 (0)21 4329 659/ + 353 (0)87 602 9011 Capability: Up to Code C aircraft (Utilising equipment available at Dublin Airport) - Details available from Coordinators.
4	Remarks	Communication with Rescue and Fire Fighting Service: Frequency 121.600MHz 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 'Fire 1'. 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 Cork Airport.

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

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

EICK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

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

EICK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EICK AD 2.10 AERODROME OBSTACLES

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

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

EICK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Cork Airport
2	Hours of service	H24
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	TREND
5	Briefing/consultation provided	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	Charts and tabular English
7	Charts and other information available for briefing or consultation	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Remote displays AVBL from Shannon and Dublin weather RADAR. IRVR RWY 16 and 34 (touchdown, midpoint, stop-end) Satellite Display available.
9	ATS units provided with information	Cork TWR

10	Additional information (limitation of service, etc.)	Additional information on request from Post: Central Aviation Office, Shannon Phone:+ 353 61 712 950 Fax: + 353 61 712 962 Email: avops@met.ie AIC Telephone access for OPMET data Phone:1570 202 122 Telephone access for Forecaster briefing Phone:1570 234 234 Telephone access for Weather dial Fax Phone:1570 131 838 Premium Rate Calls METAR - Interval of issuance 30mins.
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EICK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

EICK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2133	2194	2133	2133	NIL
34	2133	2194	2133	2133	
07	1310	1371	1310	1310	NIL
25	1310	1371	1310	1310	

EICK AD 2.14 APPROACH AND RUNWAY LIGHTING

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

NOTE - All runway lighting on Runway 16 - 34 with the exception of the approach lights to Runway 34 are LED.

EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN Flashing White/Green, 24 per Min.
2	LDI location and LGT Anemometer location and LGT	WDI's 2 Nr.(1 lighted) 1 Nr.
3	TWY edge and centre line lighting	Edge, blue, TWY A, B, C and on RWY 07/25 from TWY B to RWY 16/34 Edge retro-reflective markers blue TWY E and F Centreline TWY A and C
4	Secondary power supply/switch-over time	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps
5	Remarks	Apron: Floodlights Apron edge: Blue, omni-directional Obstacles: Fixed red

EICK AD 2.16 HELICOPTER LANDING AREA

Nil - Helicopter landing area on Apron

EICK AD 2.17 ATS AIRSPACE

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

EICK 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	Cork Ground	121.85 MHz			H24	Nil
TWR	Cork Tower	119.3 MHz 121.7 MHz			H24	Nil
APP	Cork Approach	119.9 MHz			H24	Nil
APP (RADAR)	Cork Radar	118.8 MHz			H24	Nil
ATIS	Cork Information	120.925 MHz			0600-2300	Nil

Service designation	Call sign	Channel(s)	SAT Voice No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
D-ATIS	Cork Information				0600-2300	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network

EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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 DME RWY 34	ICN	CH28Y	H24	515005.74N 0082921.33W	470ft		The DME zero range is indicated at THR RWY 34
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 55007	H24	N/A	LTP/FTP Ellipsoid Height 202.9 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 44276	H24	N/A	LTP/FTP Ellipsoid Height 197.6 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY07)	GPS & EGNOS E07A	1575.42 MHz CH 76871	H24	N/A	LTP/FTP Ellipsoid Height 201.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LNAV RWY25)	GPS	1575.42 MHz	H24	N/A	LTP/FTP Ellipsoid Height N/A	N/A	Transmitting antennas are satellite based.

EICK AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing Restrictions

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

2. Taxiway A

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

3. Aircraft Training

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

4. Mandatory Ground Handling

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

EICK AD 2.21 NOISE ABATEMENT PROCEDURES

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

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

EICK AD 2.22 FLIGHT PROCEDURES

1. General
 - 1.1 Holding Areas
Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS-OPS ICAO Doc 8168, Volume II for basic holding areas.
 - 1.2 SID and STAR
 - 1.2.1 RNAV Equipped Aircraft

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

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

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

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

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

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

- 1.2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

1.2.3 Non RNAV Equipped aircraft

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

1.3 Visual manoeuvring (circling) approaches

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

2. Speed Control - General Provisions
Speed Restrictions

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

3. Arrival Procedures

3.1 Clearance to enter the CTA and CTR

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

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

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

3.2 Initial Approach Procedures

- With Radar Control
In order to expedite the flow of traffic, aircraft may be cleared on STARs, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.
Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold
Actual descent clearance will be as directed by ATC.
- Without Radar Control
When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.
- Communications failure procedures for arriving aircraft
Aircraft experiencing communications failure in the Shannon CTR/CTA shall set transponder code A7600 and comply with standard ICAO procedures.
Supplemented by the following:
 - Traffic cleared on STAR
Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude. On reaching the appropriate hold fix, descend to 3000ft and complete the instrument approach procedure appropriate to the Runway in use.
 - Traffic Radar vectored to final approach
 - Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the Instrument Approach procedure appropriate to the Runway in use.*

2. *If unable to comply with the above, or uncertain of position, climb to 3000ft QNH, proceed in the most expeditious manner to the hold appropriate to the Runway in use and complete the Instrument Approach Procedure appropriate to the Runway in Use.*

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

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

4. Departure Procedures

4.1 RWY 16 AND 34

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

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

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

4.2 Communications failure procedures for departing aircraft

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

RFL below FL080: Departing traffic cleared by ATC to a level/altitude below the RFL, shall comply with Communication failure procedures as outlined in ICAO Annex 2.

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

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

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

5. Low Visibility Procedures

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

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

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

5.3 Low Visibility Take-off (LVTO) Procedures

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

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

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

5.4 TWY Stopbar/Centreline Lighting

TWY stopbar/centreline lighting will be in use.

At no time shall an aircraft or vehicle cross an illuminated stop bar and any instruction to do so should be challenged. In Exceptional circumstances when the stop bar cannot be extinguished the authorisation to cross the illuminated stop bar may be given by ATS. This shall always be challenged and confirmation received that this instruction is part

of a contingency arrangement due to a failure of the stop bar. All aircraft and vehicle operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

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

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

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

6. Visual Approach Chart (VAC)

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

Visual Reporting Point (VRP) Holds:

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

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

EICK AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information

Runway 07/25

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

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

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

EICK AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart - ICAO	EICK AD 2.24-1
Aircraft Parking/Docking Chart - ICAO	EICK AD 2.24-2
Aerodrome Obstacle Chart RWY 07/25 – ICAO TYPE A	EICK AD 2.24-3
Aerodrome Obstacle Chart RWY 16/34 – ICAO TYPE A	EICK AD 2.24-4
Precision Approach Terrain Chart RWY 16 - ICAO	EICK AD 2.24-5
RNAV (GNSS) Standard Departure Chart RWY16 Cat A,B - ICAO	EICK AD 2.24-6
RNAV (GNSS) Standard Departure Chart RWY16 Cat C,D - ICAO	EICK AD 2.24-7
RNAV (GNSS) Standard Departure Chart RWY34 Cat A,B - ICAO	EICK AD 2.24-8
RNAV (GNSS) Standard Departure Chart RWY34 Cat C,D - ICAO	EICK AD 2.24-9

Name	Page
RNAV (GNSS) Standard Departure Chart RWY07 Cat A,B - ICAO	EICK AD 2.24-10
RNAV (GNSS) Standard Departure Chart RWY07 Cat C,D - ICAO	EICK AD 2.24-11
RNAV (GNSS) Standard Departure Chart RWY25 Cat A,B - ICAO	EICK AD 2.24-12
RNAV (GNSS) Standard Departure Chart RWY25 Cat C,D - ICAO	EICK AD 2.24-13
RNAV (GNSS) Standard Arrival Chart RWY16 - ICAO	EICK AD 2.24-14
RNAV (GNSS) Standard Arrival Chart RWY34 - ICAO	EICK AD 2.24-15
RNAV (GNSS) Standard Arrival Chart RWY07 Cat A,B - ICAO	EICK AD 2.24-16
RNAV (GNSS) Standard Arrival Chart RWY25 Cat A,B - ICAO	EICK AD 2.24-17
Instrument Approach Chart RNP RWY16 - ICAO	EICK AD 2.24-18
Instrument Approach Chart ILS Cat I & II or LOC RWY16 - ICAO	EICK AD 2.24-19
Instrument Approach Chart VOR RWY16 - ICAO	EICK AD 2.24-20
Instrument Approach Chart RNP RWY34 - ICAO	EICK AD 2.24-21
Instrument Approach Chart ILS CAT I or LOC RWY34 - ICAO	EICK AD 2.24-22
Instrument Approach Chart VOR RWY 34 - ICAO	EICK AD 2.24-23
Instrument Approach Chart RNP RWY07 - ICAO	EICK AD 2.24-24
Instrument Approach Chart VOR RWY 07 - ICAO	EICK AD 2.24-25
Instrument Approach Chart RNP RWY25 (LNAV Only) - ICAO	EICK AD 2.24-26
Instrument Approach Chart VOR RWY 25 - ICAO	EICK AD 2.24-27
Visual Approach Chart – ICAO	EICK AD 2.24-28
ATC Surveillance Minimum Altitude Chart - ICAO	EICK AD 2.24-29

EICK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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	2° 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
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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
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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 3° 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 3° 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 transmittin g antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
LOC 26 3° 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 3° 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:

Charlestown Town 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 085° 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 265° 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

Name	Page
Aerodrome Chart – ICAO	EIKN AD 2.24-1
Aerodrome Obstacle Chart RWY 08/26 – ICAO TYPE A	EIKN AD 2.24-2
Precision Approach Terrain Chart RWY 26 – ICAO	EIKN AD 2.24-3
RNAV Standard Departure Chart Instrument (SID) RWY 26 - ICAO	EIKN AD 2.24-4
RNAV Standard Departure Chart Instrument (SID) RWY 08 - ICAO	EIKN AD 2.24-5
RNAV Standard Arrival Chart Instrument (STAR) RWY 26 - ICAO	EIKN AD 2.24-6
RNAV Standard Arrival Chart Instrument (STAR) RWY 08 - ICAO	EIKN AD 2.24-7
Instrument Approach Chart RNP RWY 26 CAT A, B, C, D - ICAO	EIKN AD 2.24-8
Instrument Approach Chart ILS Z CAT I & II or LOC RWY 26 – ICAO	EIKN AD 2.24-9
Instrument Approach Chart ILS Y CAT I & II or LOC RWY 26 - ICAO	EIKN AD 2.24-10
Instrument Approach Chart VOR RWY 26 – ICAO	EIKN AD 2.24-11
Instrument Approach Chart NDB RWY 26 – ICAO	EIKN AD 2.24-12
Instrument Approach Chart RNP RWY 08 CAT A, B, C, D – ICAO	EIKN AD 2.24-13
Instrument Approach Chart NDB RWY 08 - ICAO	EIKN AD 2.24-14
Instrument Approach Chart VOR RWY 08 - ICAO	EIKN AD 2.24-15
Visual Approach Chart - ICAO	EIKN AD 2.24-16

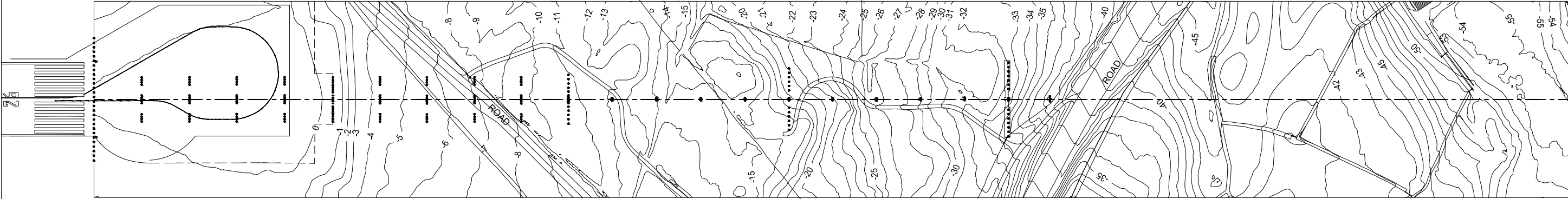
EIKN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.

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.

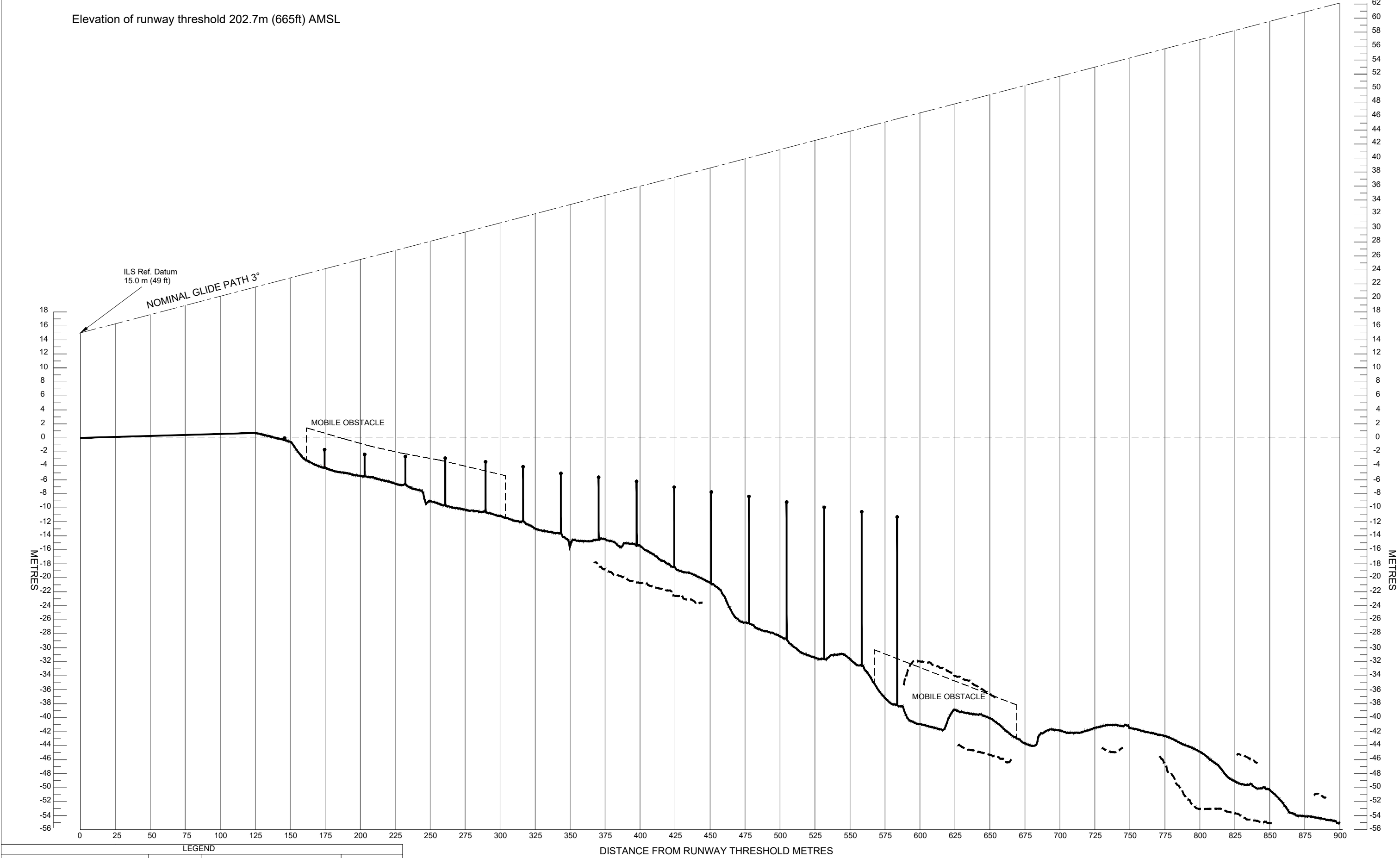
CONTOURS, DISTANCES AND HEIGHTS IN METRES UNLESS STATES OTHERWISE

PRECISION APPROACH TERRAIN CHART - ICAO

IRELAND WEST AIRPORT / IRELAND
RWY 26



Elevation of runway threshold 202.7m (665ft) AMSL



LEGEND			
CENTRELINE PROFILE		MOBILE OBSTACLE	
APPROACH LIGHT PROFILE		ROAD	
APPROACH LIGHT PLAN		DEVIATION AT LEAST ±10FT (3M) FROM CENTRELINE PROFILE	
CONTOUR			

HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500

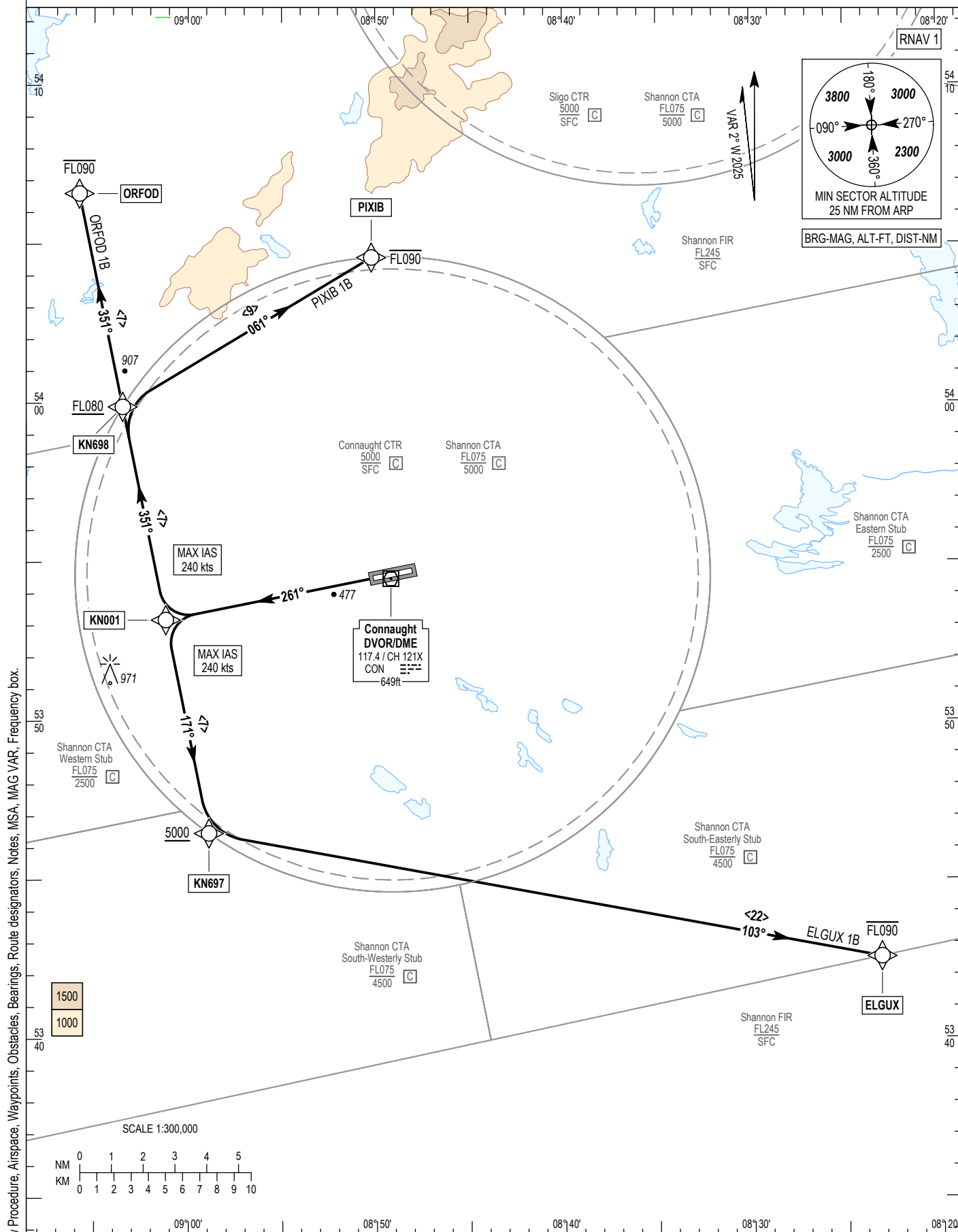
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RUNWAY THRESHOLD

RNAV - STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.525
Shannon ACC	119.075
TWR	130.700
GND	121.900/130.700

IRELAND WEST / KNOCK
RWY 26
(ACFT CAT A, B, C, D)
ELGUX 1B, ORFOD 1B, PIXIB 1B



NOTES:

1. Climb gradient 6.6% (400 ft/NM) (3.3% for obstacle clearance).
2. All aircraft must request start and taxi clearance from ATC on frequency 130.70 Mhz (or 121.90 Mhz if no response from 130.70 Mhz).

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

ELGUX 1B SID RWY26

ELGU1B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KN001	535311.1 / 0090111.5	CF	Fly-By	258.7 / 261	-	-	240	262° CON / D7.2 CON
RNAV 1	KN697	534628.6 / 0085854.1	TF	Fly-By	168.6 / 171	6.9	- / +A5000	240	Turn L
RNAV 1	ELGUX	534233.4 / 0082312.5	TF	Fly-By	100.3 / 103	21.6	-FL090 / -	240	Turn L

ORFOD 1B SID RWY26

ORFO1B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KN001	535311.1 / 0090111.5	CF	Fly-By	258.7 / 261	-	-	240	262° CON / D7.2 CON
RNAV 1	KN698	535953.6 / 0090329.7	TF	Fly-By	348.6 / 351	6.9	- / +FL080	240	Turn R
RNAV 1	ORFOD	540636.0 / 0090548.6	TF	Fly-By	348.5 / 351	6.9	-FL090 / -	240	-

PIXIB 1B SID RWY26

PIXI1B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	KN001	535311.1 / 0090111.5	CF	Fly-By	258.7 / 261	-	-	240	262° CON / D7.2 CON
RNAV 1	KN698	535953.6 / 0090329.7	TF	Fly-By	348.6 / 351	6.9	- / +FL080	240	Turn R
RNAV 1	PIXIB	540435.0 / 0085013.3	TF	Fly-By	058.9 / 061	9.1	-FL090 / -	240	Turn R

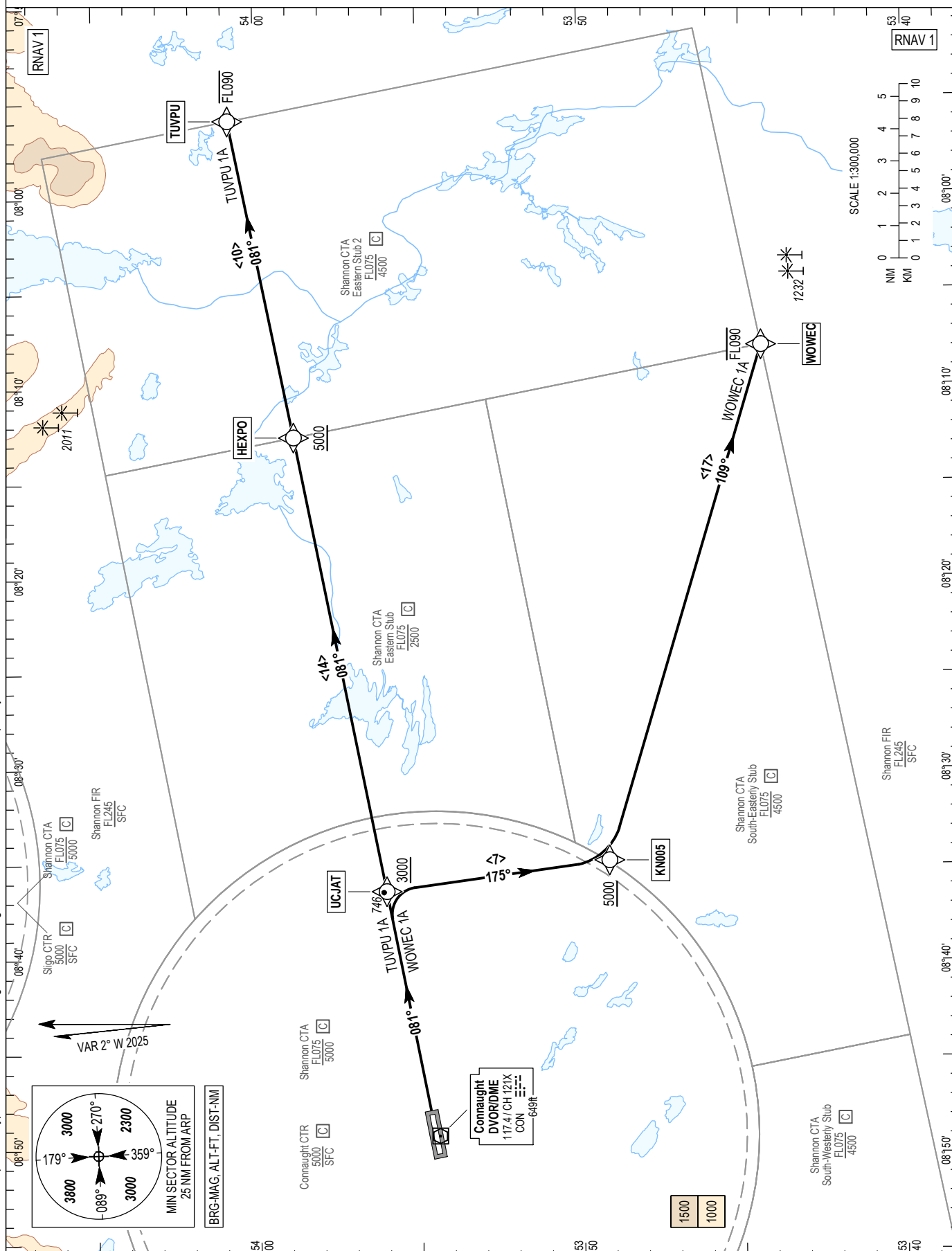
RNAV - STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.525
Shannon ACC	119.075
TWR	130.700
GND	121.900/130.700

IRELAND WEST / KNOCK
RWY 08
(ACFT CAT A, B, C, D)
TUVPU 1A, WOWEC 1A

CHANGE: New Procedure, Airspace, Waypoints, Bearings, Obstacles, Notes, MSA, MAG VAR, Frequency box.



NOTES:

1. Climb gradient 6.6% (400 ft/NM) (3.3% for obstacle clearance).
2. All aircraft must request start and taxi clearance from ATC on frequency 130.70 Mhz (or 121.90 Mhz if no response from 130.70 Mhz).
3. Aircraft are not permitted to enter the runway even if the airport is closed unless previously arranged with ATC.
4. MAX IAS 250 kts below FL100.
5. Caution close-in obstacles (vegetation) exist either side of track.

TUVPU 1A SID RWY08

TUVP1A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	UCJAT	535606.4 / 0083623.8	CF	Fly-By	078.7 / 081	-	- / +A3000	-	080°CON / D7.7 CON
RNAV 1	HEXPO	535853.1 / 0081235.2	TF	Fly-By	078.6 / 081	14.3	- / +A5000	-	-
RNAV 1	TUVPU	540049.1 / 0075557.8	TF	Fly-By	078.7 / 081	10.0	-FL090 / -	-	-

WOWEC 1A SID RWY08

WOWE1A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	UCJAT	535606.4 / 0083623.8	CF	Fly-By	078.7 / 081	-	- / +A3000	-	080° CON / D7.7 CON
RNAV 1	KN005	534913.1 / 0083448.0	TF	Fly-By	172.2 / 175	7.0	- / +A5000	-	Turn R
RNAV 1	WOWEC	534425.2 / 0080756.4	TF	Fly-By	106.6 / 109	16.6	-FL090 / -	-	Turn L

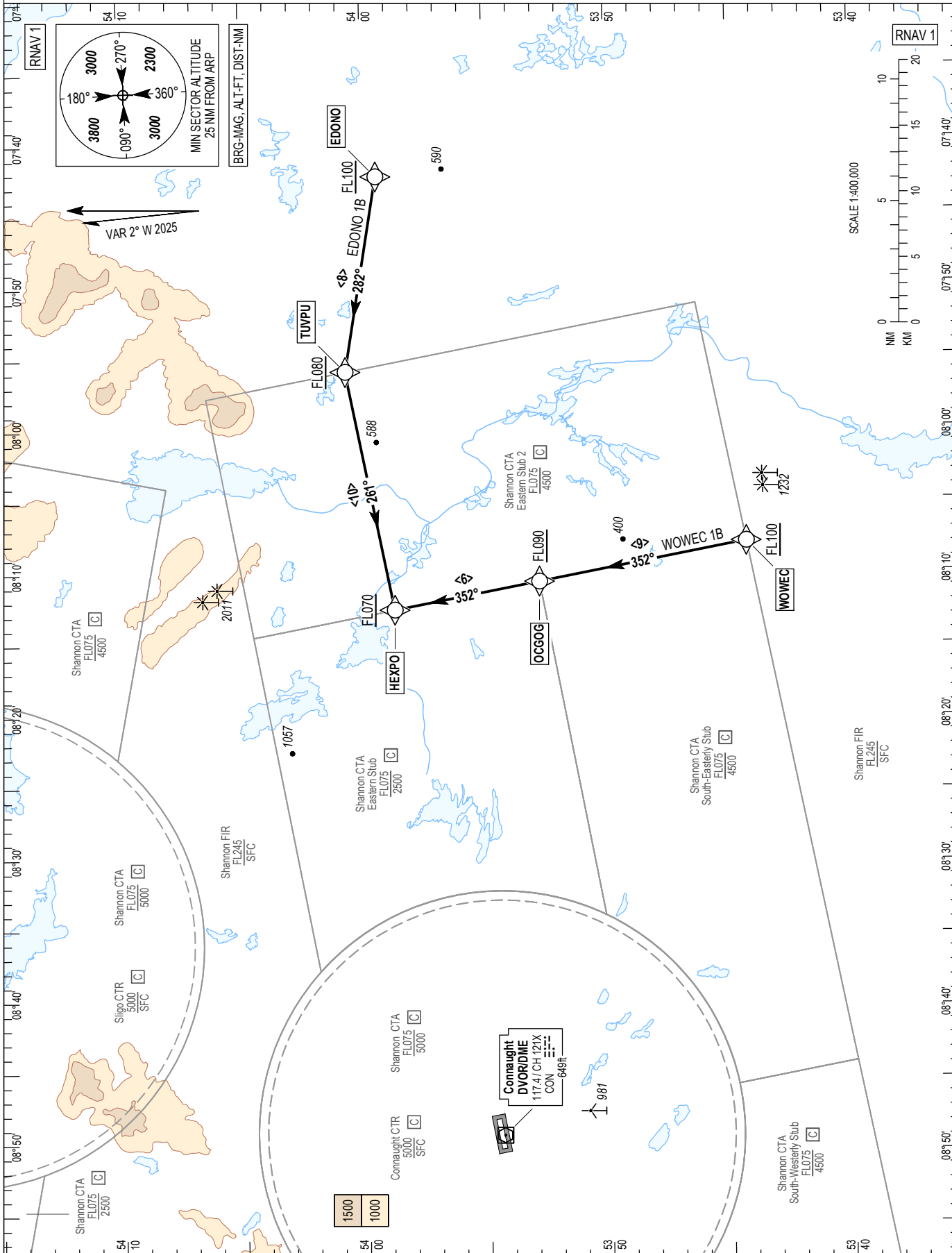
RNAV - STANDARD
ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.525
Shannon ACC	119.075
TWR	130.700
GND	121.900/130.700

IRELAND WEST / KNOCK
RWY 26
(ACFT CAT A, B, C, D)
EDONO 1B, WOWEC 1B

CHANGE: New Procedure, Airspace, Waypoints, Obstacles, Bearings, Routes designators, Lower Limits added, Notes, MSA, MAG VAR, Frequency box.



- NOTES:**
1. Actual descent clearance will be as directed by ATC.
 2. MAX IAS 250 kts below FL100.

EDONO 1B STAR RWY26

EDON1B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	EDONO	535927.4 / 0074221.6	IF	-	-	-	- / +FL100	-	-
RNAV 1	TUVPU	540049.1 / 0075557.8	TF	Fly-By	279.7 / 282	8.1	- / +FL080	-	-
RNAV 1	HEXPO	535853.1 / 0081235.2	TF	Fly-By	258.9 / 261	10.0	- / +FL070	-	Turn L

WOWEC 1B STAR RWY26

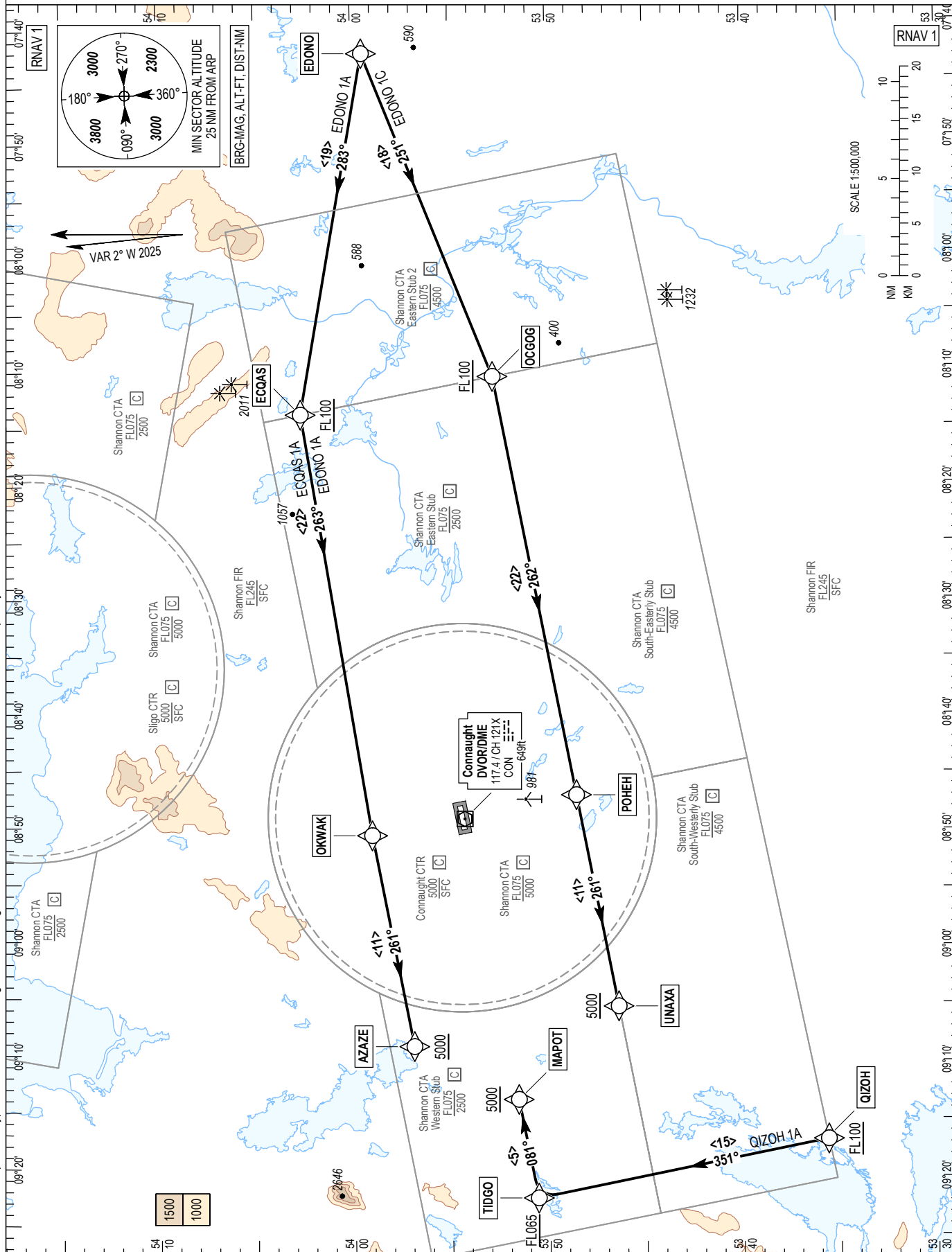
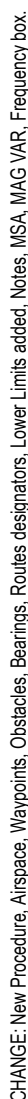
WOWE1B

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	WOWEC	534425.2 / 0080756.4	IF	-	-	-	- / +FL100	-	-
RNAV 1	OCGOG	535256.1 / 0081040.1	TF	Fly-By	349.3 / 352	8.7	- / +FL090	-	-
RNAV 1	HEXPO	535853.1 / 0081235.2	TF	Fly-By	349.2 / 352	6.1	- / +FL070	-	-

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS	118.525
Shannon ACC	119.075
TWR	130.700
GND	121.900/130.700

IRELAND WEST / KNOCK
RWY 08
(ACFT CAT A, B, C, D)
ECQAS 1A, EDONO 1A, EDONO 1C, QIZOH 1A



NOTES:

- NOTES:**
1. Actual descent clearance will be as directed by ATC.
 2. MAX IAS 250 kts below FL100.

ECQAS 1A STAR RWY08

ECQA1A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ECQAS	540249.5 / 0081351.7	IF	-	-	-	- / +FL100	-	-
RNAV 1	OKWAK	535914.4 / 0085039.7	TF	Fly-By	260.9 / 263	22.0	-	-	-
RNAV 1	AZAZE	535703.9 / 0090903.9	TF	Fly-By	258.8 / 261	11.1	- / +A5000	-	-

EDONO 1A STAR RWY08

EDON1A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	EDONO	535927.4 / 0074221.6	IF	-	-	-	-	-	-
RNAV 1	ECQAS	540249.5 / 0081351.7	TF	Fly-By	280.5 / 283	18.9	- / +FL100	-	-
RNAV 1	OKWAK	535914.4 / 0085039.7	TF	Fly-By	260.9 / 263	22.0	-	-	Turn L
RNAV 1	AZAZE	535703.9 / 0090903.9	TF	Fly-By	258.8 / 261	11.1	- / +A5000	-	-

EDONO 1C STAR RWY08

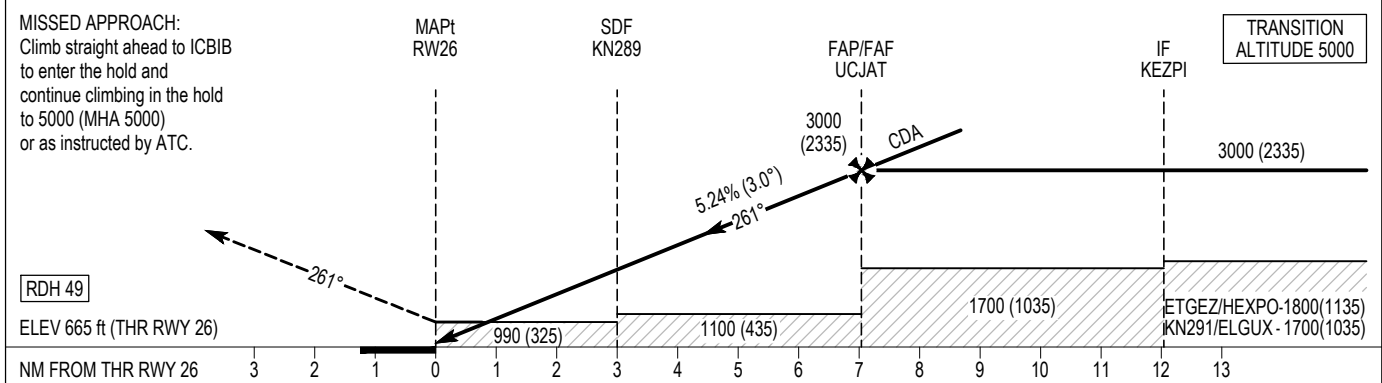
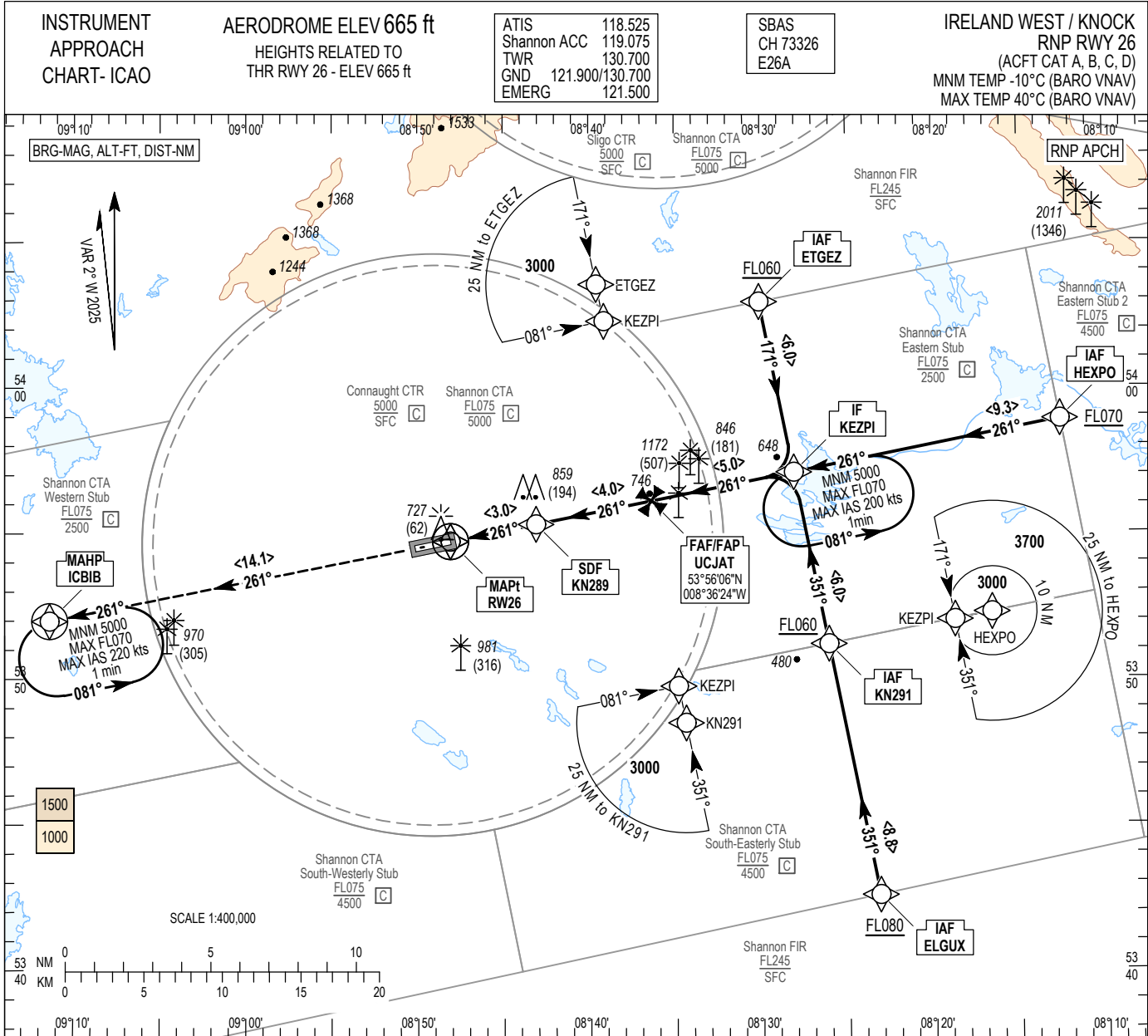
EDON1C

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	EDONO	535927.4 / 0074221.6	IF	-	-	-	-	-	-
RNAV 1	OCGOG	535256.1 / 0081040.1	TF	Fly-By	248.9 / 251	18.0	- / +FL100	-	-
RNAV 1	POHEH	534844.7 / 0084707.2	TF	Fly-By	259.2 / 262	22.0	-	-	Turn R
RNAV 1	UNAXA	534633.5 / 0090528.9	TF	Fly-By	258.8 / 261	11.1	- / +A5000	-	-

QIZOH 1A STAR RWY08

QIZO1A

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	QIZOH	533543.4 / 0091653.2	IF	-	-	-	- / +FL100	-	-
RNAV 1	TIDGO	535038.0 / 0092213.0	TF	Fly-By	348.1 / 351	15.3	- / +FL065	-	-
RNAV 1	MAPOT	535141.1 / 0091338.9	TF	Fly-By	078.2 / 081	5.2	- / +A5000	-	Turn R



OCA (H)	A	B	C	D	NOTES:							
LNAV	990 (325)				1. For both holdings - direct entry only. 2. VSS penetrated to the left and right of the track.							
LNAV / VNAV	920 (255)				Recommended LNAV Profile (3.0°) on Final Approach							
LPV	865 (200)				DIST THR RWY 26 (NM)							
					ALT / HT (ft)							
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)	1260 (595)	1380 (715)	Ground Speed							
					Descent rate gradient - 5.24% (3.0°) 318 ft/NM							

RNP RWY26 Approach via ETGEZ

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	ETGEZ	540255.9 / 0083005.0	IF	-	-	-	- / +FL060	-	-	-
RNP APCH	KEZPI	535704.7 / 0082805.9	TF	Fly-By	168.7 / 171	6.0	-	-	-	-
RNP APCH	UCJAT	535606.4 / 0083623.8	TF	Fly-By	258.8 / 261	5.0	-	-	-	Turn R
RNP APCH	KN289	535519.4 / 0084306.2	TF	Fly-By	258.9 / 261	4.0	-	-	-	-
RNP APCH	RW26	535444.3 / 0084804.8	TF	Fly-Over	258.8 / 261	3.0	-	-	3.00 / 49	-
RNP APCH	ICBIB	535159.3 / 0091123.5	TF	Fly-Over	258.9 / 261	14.1	-	-	-	-
RNP APCH	ICBIB	535159.3 / 0091123.5	HM	-	258.9 / 261	-	-FL070 / +A5000	220	-	-

RNP RWY26 Approach via HEXPO

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	HEXPO	535853.1 / 0081235.2	IF	-	-	-	- / +FL070	-	-	-
RNP APCH	KEZPI	535704.7 / 0082805.9	TF	Fly-By	258.9 / 261	9.3	-	-	-	-
RNP APCH	UCJAT	535606.4 / 0083623.8	TF	Fly-By	258.8 / 261	5.0	-	-	-	-
RNP APCH	KN289	535519.4 / 0084306.2	TF	Fly-By	258.9 / 261	4.0	-	-	-	-
RNP APCH	RW26	535444.3 / 0084804.8	TF	Fly-Over	258.8 / 261	3.0	-	-	3.00 / 49	-
RNP APCH	ICBIB	535159.3 / 0091123.5	TF	Fly-Over	258.9 / 261	14.1	-	-	-	-
RNP APCH	ICBIB	535159.3 / 0091123.5	HM	-	258.9 / 261	-	-FL070 / +A5000	220	-	-

RNP RWY26 Approach via ELGUX

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	ELGUX	534233.4 / 0082312.5	IF	-	-	-	- / +FL080	-	-	-
RNP APCH	KN291	535111.0 / 0082606.6	TF	Fly-By	348.8 / 351	8.8	- / +FL060	-	-	-
RNP APCH	KEZPI	535704.7 / 0082805.9	TF	Fly-By	348.7 / 351	6.0	-	-	-	-
RNP APCH	UCJAT	535606.4 / 0083623.8	TF	Fly-By	258.8 / 261	5.0	-	-	-	Turn L
RNP APCH	KN289	535519.4 / 0084306.2	TF	Fly-By	258.9 / 261	4.0	-	-	-	-
RNP APCH	RW26	535444.3 / 0084804.8	TF	Fly-Over	258.8 / 261	3.0	-	-	3.00 / 49	-
RNP APCH	ICBIB	535159.3 / 0091123.5	TF	Fly-Over	258.9 / 261	14.1	-	-	-	-
RNP APCH	ICBIB	535159.3 / 0091123.5	HM	-	258.9 / 261	-	-FL070 / +A5000	220	-	-

Hold Identification

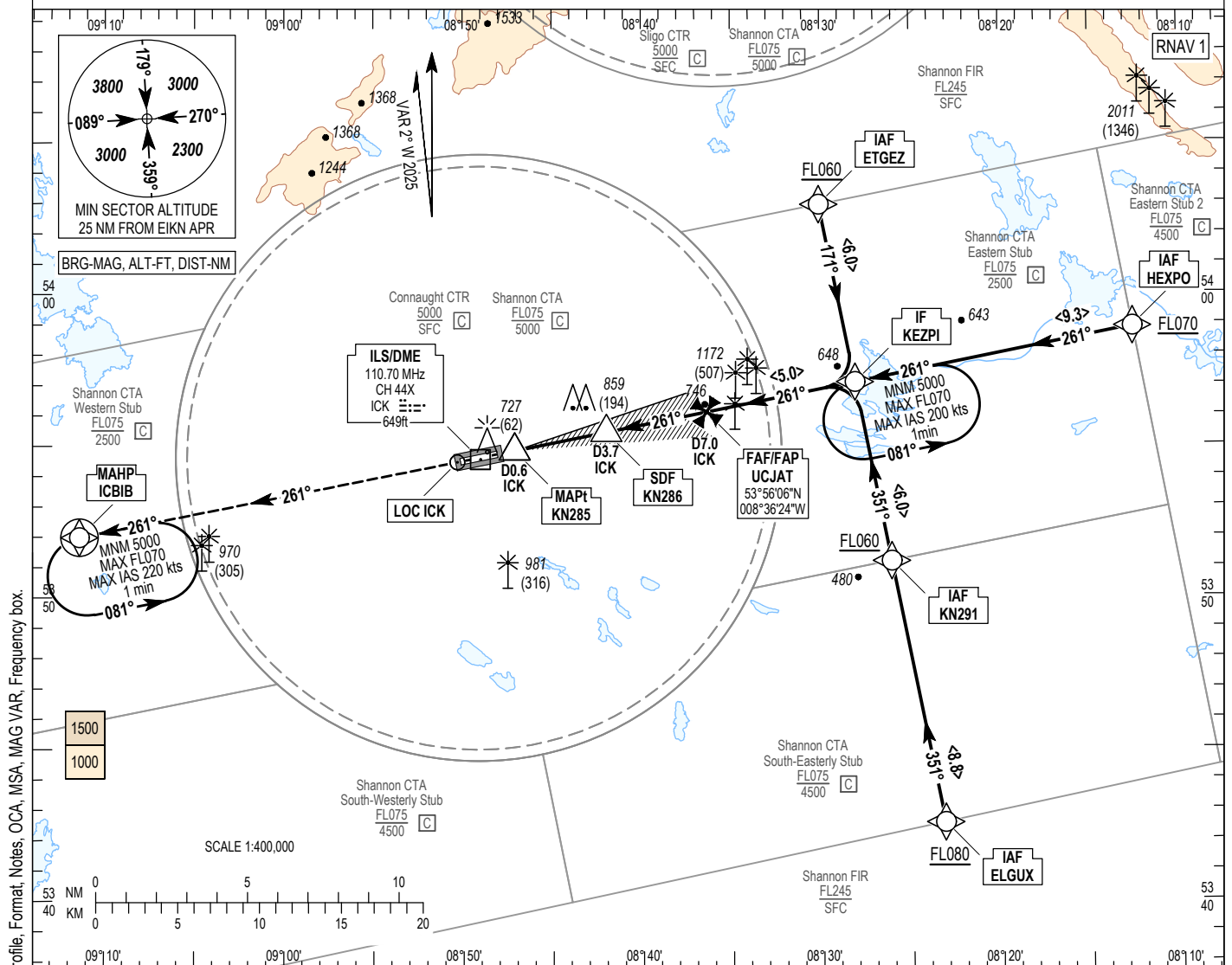
Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag. Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
KEZPI	535704.7 / 0082805.9	258.9	261	200	+A5000	-FL070	1	L
ICBIB	535159.3 / 0091123.5	258.9	261	220	+A5000	-FL070	1	L

SBAS FAS Data Block Coding Data
RNP RWY 26

Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIKN
Runway	26
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP / FTP Latitude	535444.3305N
LTP / FTP Longitude	0084804.7810W
LTP / FTP Ellipsoidal Height	260.7 m
FPAP Latitude	535429.7930N
Delta FPAP Latitude	-14.5375 seconds
FPAP Longitude	0085008.3425W
Delta FPAP Longitude	-123.5615 seconds
Threshold Crossing Height	49
TCH Units Selector	0 (feet)
Glidepath Angle	3 °
Course Width	105 m
Length Offset	0 m
HAL	40 m
VAL	35 m
Output Data	
Data Block	10 0E 0B 09 05 1A 00 00 01 36 32 05 D5 FB 22 17 A6 0E 39 FC 2F 1E 6D 8E FF AD 3A FC EA 01 2C 01 64 00 C8 AF F7 46 60 66
Calculated CRC Value	F7466066
Required Additional Data	
ICAO Code	EI
LTP/FTP Orthometric Height	202.7 m
SBAS EGNOS Channel	73326

**INSTRUMENT
APPROACH
CHART- ICAO**
AERODROME ELEV 665 ft
 HEIGHTS RELATED TO
 THR RWY 26 - ELEV 665 ft

 ATIS 118.525
 Shannon ACC 119.075
 TWR 130.700
 GND 121.900/130.700
 EMERG 121.500

IRELAND WEST / KNOCK
 ILS Z CAT I & II or LOC RWY 26
 (ACFT CAT A, B, C, D)

MISSED APPROACH:
 Climb straight ahead to ICBIB
 to enter the hold and
 continue climbing in the hold
 to 5000 (MHA 5000)
 or as instructed by ATC.

 LOC MAPt
 KN285
 D0.6 ICK

 LOC SDF
 KN286
 D3.7 ICK

 FAF/FAF
 UCJAT
 D7.0 ICK

 IF
 KEZPI

 TRANSITION
 ALTITUDE 5000

RDH 49

 ILS/DME READS ZERO
 AT THR RWY26
 ELEV 665 ft (THR RWY 26)

NM FROM THR RWY 26

OCA (H)		A	B	C	D	Recommended LOC only Profile on Final Approach						
Straight-in Approach	CAT I	821 (156)	831 (166)	842 (177)	854 (189)	DIST THR RWY 26 (NM)						
	CAT II	735 (70)	748 (83)	760 (95)	780 (115)	ALT / HT (ft)						
	LOC only	1010 (345)				1030 (365)	1350 (685)	1670 (1005)	1990 (1325)	2310 (1645)	2620 (1965)	2940 (2275)
Visual Manoeuvring (Heights AAL)		1060 (395)	1160 (495)	1260 (595)	1380 (715)	Ground Speed		kts	80	100	110	120
						Descent rate gradient - 5.24% (3.0°) 318 ft/NM		ft / min	430	530	580	640

NOTE:
 1. RNAV 1 required for initial approach and missed approach.
 2. DME required.
 3. Timing not authorized for determining the MAPt.
 4. For both holdings - direct entry only.

6. VSS penetrated to the left and right of the track.

CHANGE: New Procedure, Airspace, Waypoints, Obstacles, Bearings, Hold Speeds and Altitudes, Profile, Format, Notes, OCA, MSA, MAG VAR, Frequency box.

ILS Z RWY26 INITIAL APP via ETGEZ

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ETGEZ	540255.9 / 0083005.0	IF	-	-	-	- / +FL060	-	-
RNAV 1	KEZPI	535704.7 / 0082805.9	TF	Fly-By	168.7 / 171	6.0	-	-	-

ILS Z RWY26 INITIAL APP via HEXPO

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	HEXPO	535853.1 / 0081235.2	IF	-	-	-	- / +FL070	-	-
RNAV 1	KEZPI	535704.7 / 0082805.9	TF	Fly-By	258.9 / 261	9.3	-	-	-

ILS Z RWY26 INITIAL APP via ELGUX

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ELGUX	534233.4 / 0082312.5	IF	-	-	-	- / +FL080	-	-
RNAV 1	KN291	535111.0 / 0082606.6	TF	Fly-By	348.8 / 351	- /	- / +FL060	-	-
RNAV 1	KEZPI	535704.7 / 0082805.9	TF	Fly-By	348.7 / 351	6.0	-	-	-

ILS Z RWY26 Approach

Descent Angle:	3.00°	
Fix	IF KEZPI (D12.0 ICK)	FAF UCJAT (D7.0 ICK)
Fix Coordinates	535704.7 N / 0082805.9 W	535606.4 N / 0083623.8 W
Fix Formation Bearing (°T)	078.63 ICK	078.68 ICK
Fix Formation Distances	12.03 ICK	7.04 ICK

LOC Only Z RWY26 Approach

Descent Angle:	3.00°			
Fix	IF KEZPI (D12.0 ICK)	FAF UCJAT (D7.0 ICK)	SDF KN286 (D3.7 ICK)	MAPt KN285 (D.06 ICK)
Fix Coordinates	535704.7 N / 0082805.9 W	535606.4 N / 0083623.8 W	535527.2 N / 0084159.6 W	535451.2 N / 0084706.6 W
Fix Formation Bearing (°T)	078.63 ICK	078.68 ICK	078.68 ICK	078.68 ICK
Fix Formation Distances	12.03 ICK	7.04 ICK	3.67 ICK	0.58 ICK

Missed Approach

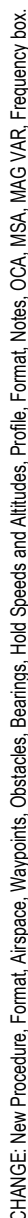
Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	Remarks
RNAV 1	ICBIB	535159.3 / 0091123.5	CF	Y	258.9 / 261	-	-	-	262° CON / D13.4
RNAV 1	ICBIB	535159.3 / 0091123.5	HM	-	258.9 / 261	-	-FL070/+A5000	220	-

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
KEZPI	535704.7 / 0082805.9	258.9	261	200	+A5000	-FL070	1	L
ICBIB	535159.3 / 0091123.5	258.9	261	220	+A5000	-FL070	1	L

ATIS	118.525
Shannon ACC	119.075
TWR	130.700
GND	121.900/130.700
EMERG	121.500

IRELAND WEST / KNOCK
ILS Y CAT I & II or LOC RWY 26
(ACFT CAT A, B, C, D)



OCA (H)		A	B	C	D	NOTE: 1. VOR/DME required. 2. Timing not authorized for determining the MAPt. 3. For both holdings - direct entry only. 4. VSS penetrated to the left and right of the track. 5. No Turns Before MAPt.								
Straight-in Approach	CAT I	821 (156)	831 (166)	842 (177)	854 (189)	Recommended LOC only Profile on Final Approach								
	CAT II	735 (70)	748 (83)	760 (95)	780 (115)									
	LOC only	1010 (345)				DIST THR RWY 26 (NM)		1	2	3	4	5	6	7
		ALT / HT (ft)		1030 (365)	1350 (685)	1670 (1005)	1990 (1325)	2310 (1645)	2620 (1965)	2940 (2275)				
Visual Manoeuvring (Heights AAL)		1060 (395)	1160 (495)	1260 (595)	1380 (715)	Ground Speed		kts	80	100	110	120	130	
						Descent rate gradient - 5.24% (3.0°) 318 ft/NM		ft / min	430	530	580	640	690	

ILS Y RWY26 Approach

Descent Angle:	5.24% (3.00°)			
Fix	IAF HEXPO D22.1 CON	IF KEZPI D12.7 CON	FAF/FAP UCJAT D7.0 ICK	MAHP ICBIB D13.4 CON
Fix Coordinates	535853.1 N / 0081235.2 W	535704.7 N / 0082805.9 W	535606.4 N / 0083623.8 W	535159.3 N / 0091123.5 W
Fix Formation Bearing (°T)	078.23 CON	078.08 CON	078.68 ICK	259.38 CON
Fix Formation Distance	22.08 CON	12.75 CON	7.04 ICK	13.36 CON

LOC Only Y RWY26 Approach

Descent Angle:	5.24% (3.00°)					
Fix	IAF HEXPO D22.1 CON	IF KEZPI D12.7 CON	FAF UCJAT D7.0 ICK	SDF KN286 D3.7 ICK	MAPt KN285 D0.6 ICK	MAHP ICBIB D13.4 CON
Fix Coordinates	535853.1 N / 0081235.2 W	535704.7 N / 0082805.9 W	535606.4 N / 0083623.8 W	535527.2 N / 0084159.6 W	535451.2 N / 0084706.6 W	535159.3 N / 0091123.5 W
Fix Formation Bearing (°T)	078.23 CON	078.08 CON	078.68 ICK	078.68 ICK	078.68 ICK	259.38 CON
Fix Formation Distance	22.08 CON	12.75 CON	7.04 ICK	3.67 ICK	0.58 ICK	13.36 CON

Hold Identification

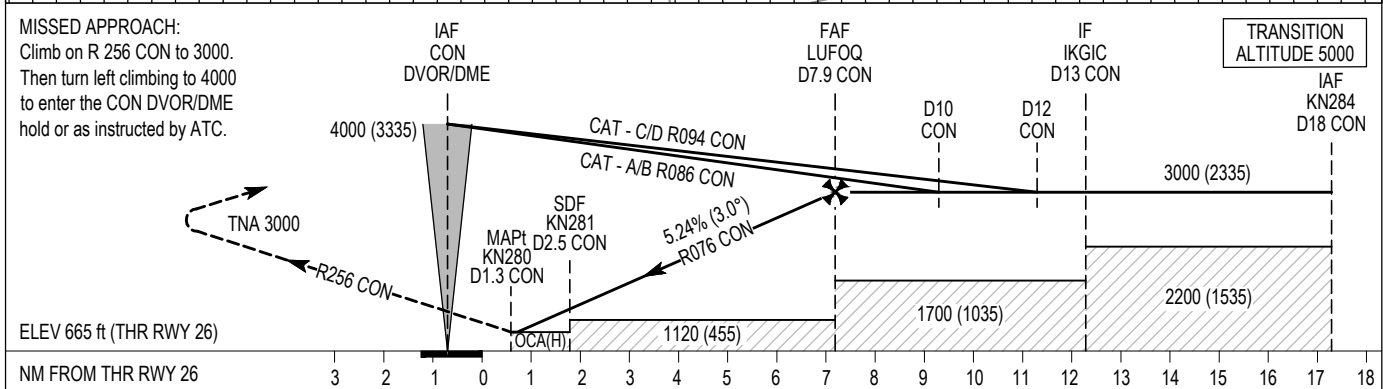
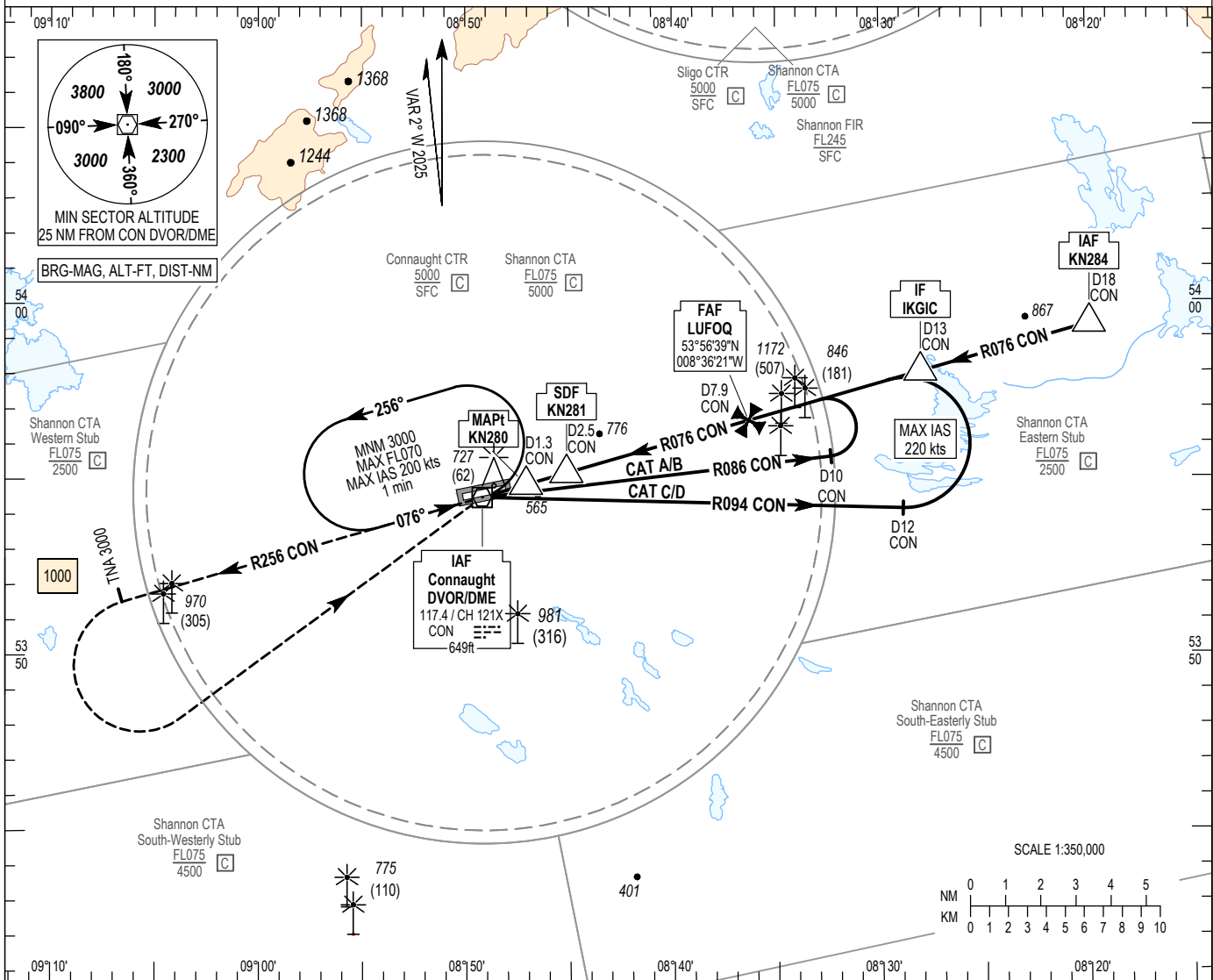
Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
KEZPI	535704.7 / 0082805.9	258.9	261	200	+A5000	-FL070	1	L
ICBIB	535159.3 / 0091123.5	258.9	261	220	+A5000	-FL070	1	L

**INSTRUMENT
APPROACH
CHART- ICAO**

AERODROME ELEV 665 ft
HEIGHTS RELATED TO
THR RWY 26 - ELEV 665 ft

ATIS 118.525
Shannon ACC 119.075
TWR 130.700
GND 121.900/130.700
EMERG 121.500

**IRELAND WEST / KNOCK
VOR RWY 26**
(ACFT CAT A, B, C, D)



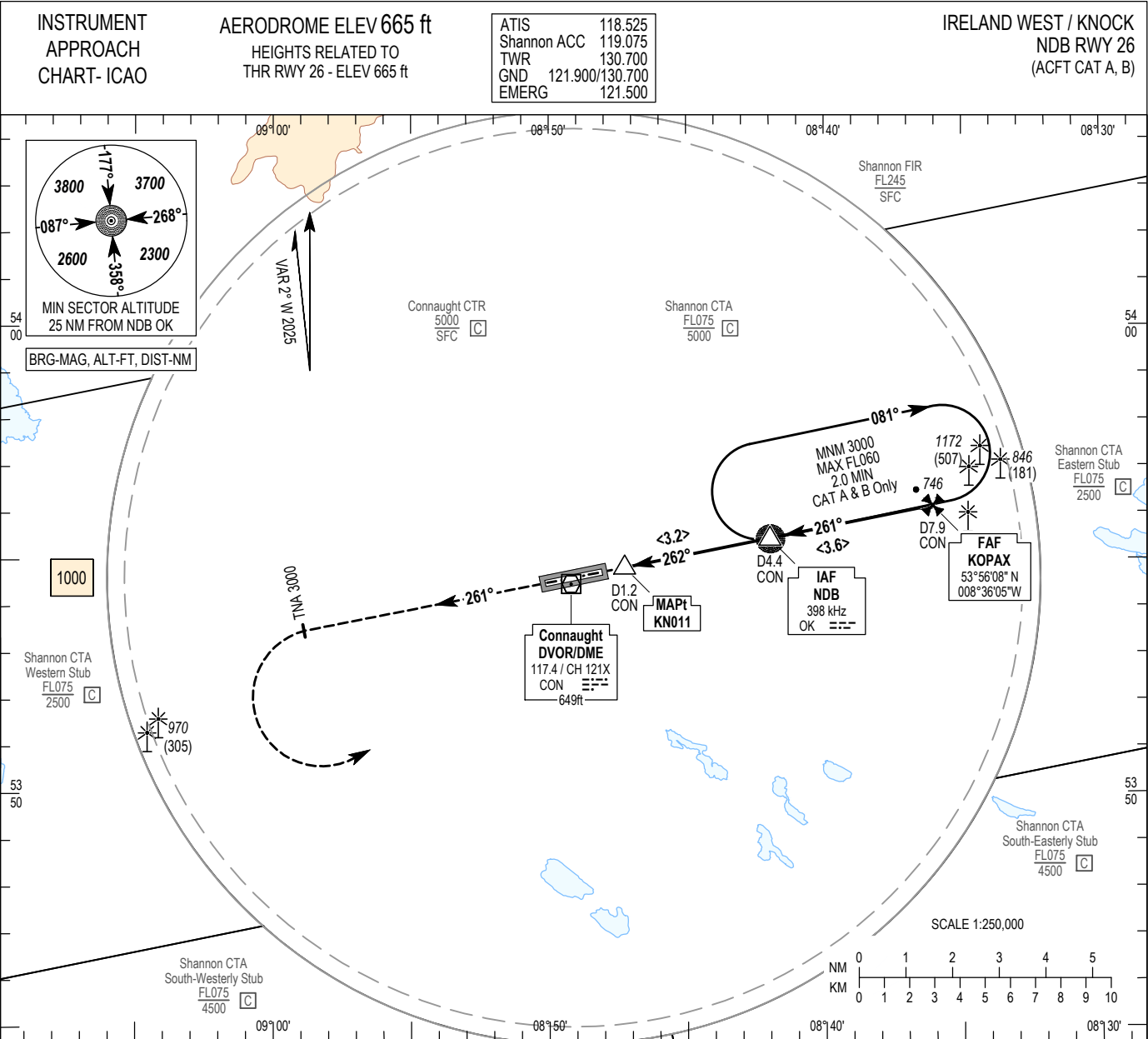
OCA (H)	A	B	C	D	NOTE:						
Straight-in Approach	950 (285)				1. DME required. 2. Final Approach Track to CON VOR is North of RWY extended centreline. 3. VSS penetrated to the left and right of the track. 4. No turns before MAPt.						
					Recommended Profile on Final Approach (3.0°)						
					DIST CON VOR/DME (NM)						
Visual Manoeuvring (Heights AAL)	1060 (395) 1160 (495) 1260 (595) 1380 (715)				ALT / HT (ft)						
					Ground Speed						
					Descent rate gradient - 5.24% (3.0°) 318 ft/NM						

VOR RWY26 Approach

Descent Angle:	5.24% (3.00°)					
Fix	IAF KN284 D18 CON	IF IKGIC D13 CON	FAF LUFOQ D7.9 CON	SDF KN281 D2.5 CON	MAPt KN280 D1.3 CON	CON VOR/DME
Fix Coordinates	535922.5 N / 0081953.6 W	535801.7 N / 0082802.9 W	535638.6 N / 0083621.3 W	535510.1 N / 0084508.5 W	535450.3 N / 0084705.6 W	535428.9 N 0084912.3 W
Fix Formation Bearing (°T)	074.00 CON	074.00 CON	074.00 CON	074.00 CON	073.98 CON	-
Fix Formation Distance	18.00 CON	13.00 CON	7.90 CON	2.50 CON	1.30 CON	-

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
CON VOR/DME	535428.9 / 0084912.3	073.9	076	200	+A3000	-FL070	1	L



MISSED APPROACH:
At the MAPt, climb on track 261°
to 3000, turning left continue
climbing to 4000
to enter the NDB OK hold
or as instructed by ATC.

CON
DVOR/DME

IAF / SDF
NDB OK
D4.4 CON

FAF KOPAX
D7.9 CON

TRANSITION
ALTITUDE 5000

To NDB OK

TNA 3000

261°

ELEV 665 ft (THR RWY 26)

NM FROM THR RWY 26

3 2 1 0 1 2 3 4 5 6 7 8 9 10 11

1040 (375)

1090 (425)

1875 (1210)

1700 (1035)

3000 (2335)

5.2% (3.0°)

262°

081°

MAPt KN011
D1.2 CON

OCA (H)	A	B
Straight-in Approach	1040 (375)	
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)

NOTE:

1. DME required.

2. Arrive at or above MSA.

3. No turns before MAPt.

Recommended Profile on Final Approach (3.0°)						
DIST DME CON (NM)	2	3	4	5	6	7
ALT / HT (ft)	1120 (455)	1440 (775)	1760 (1095)	2070 (1405)	2390 (1725)	2700 (2035)
Ground Speed	kts	80	100	110	120	130
Descent rate gradient - 5.2% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

CHANGE: CAT C/D Removed, MAG VAR, Bearings, MSA, Obstacles, Airspace, Profile, Visual Manoeuvring, Recommended Final Approach, Notes, Chart Number, Scale, Frequency Box

NDB RWY26 Approach

Descent Angle:	5.2%			
Fix	IAF NDB OK	FAF KOPAX	SDF (NDB OK) KN278	MAPt KN011
Fix Coordinates	535526.3 N 0084159.3W	535608.4 N 0083605.1 W	535526.3 N 0084159.3 W	535449.9 N 0084715.9 W
Fix Formation Bearing (°T)	-	078.57 OK	-	259.03 OK
Fix Formation Distances	-	D7.93 CON	-	D1.20 CON

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
NDB OK	535526.3 / 0084159.3	258.7	261	-	-FL060	+A3000	2	R

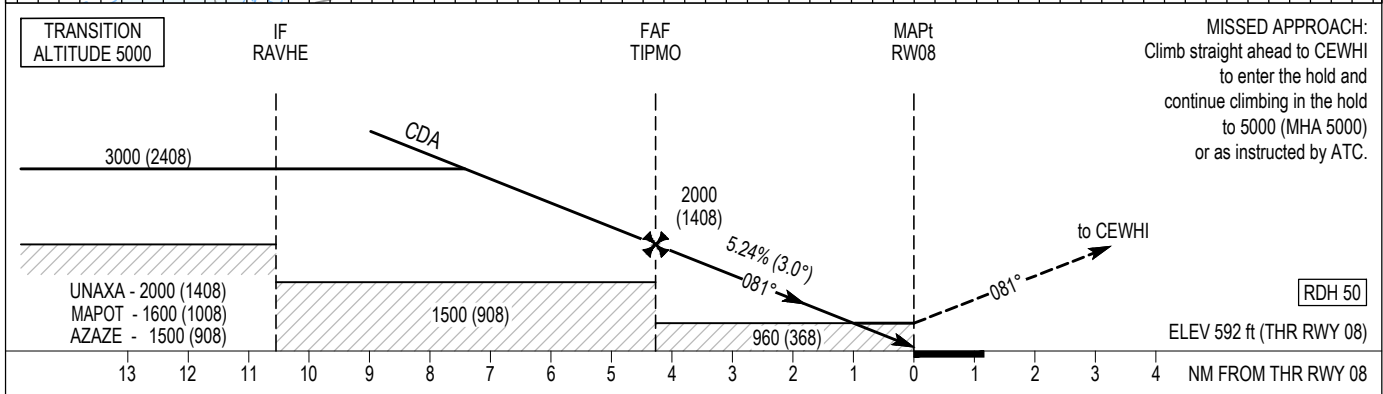
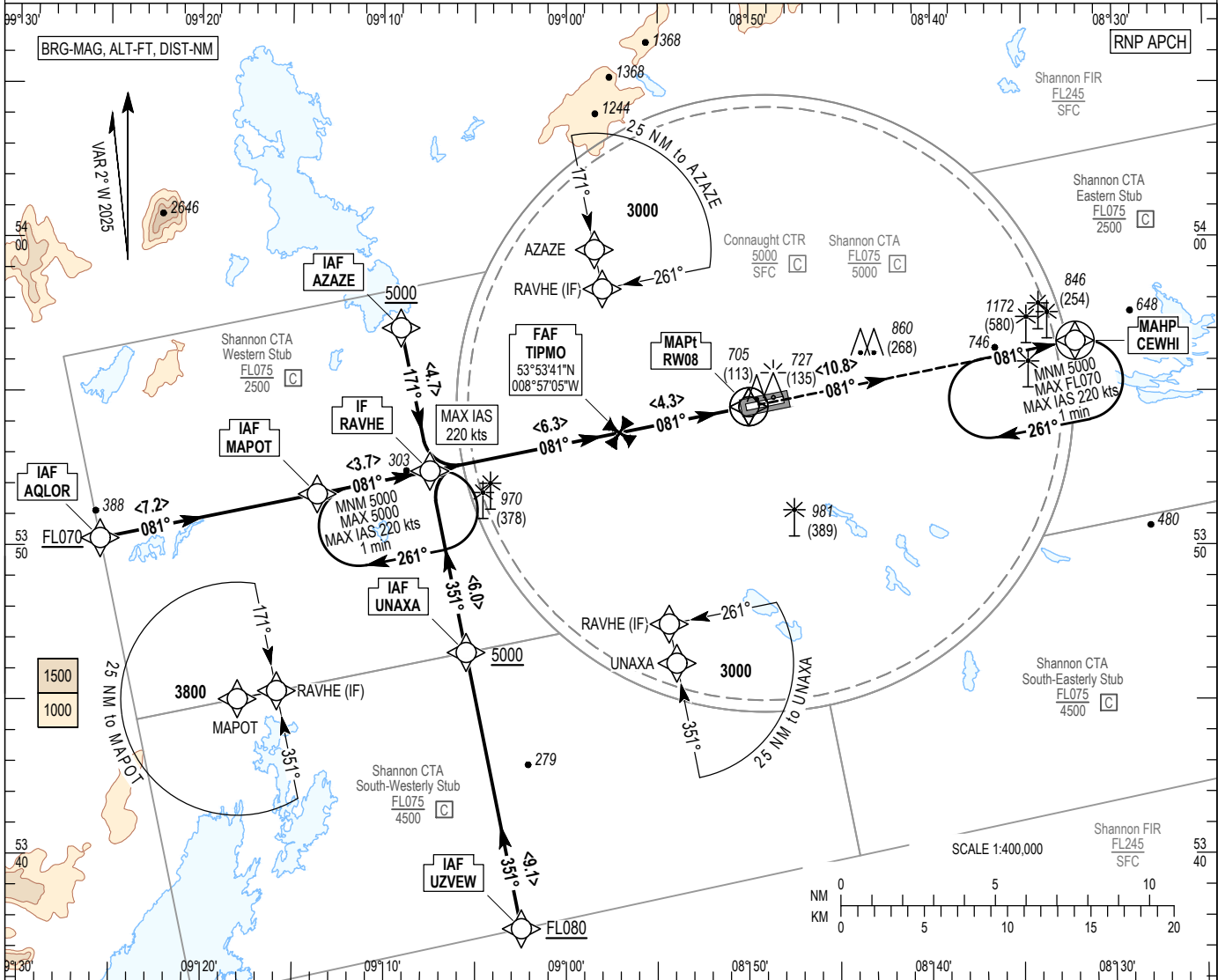
INSTRUMENT
APPROACH
CHART- ICAO

AERODROME ELEV 665 ft
HEIGHTS RELATED TO
THR RWY 08 - ELEV 592 ft

ATIS 118.525
Shannon ACC 119.075
TWR 130.700
GND 121.900/130.700
EMERG 121.500

SBAS
CH 57182
E08A

IRELAND WEST / KNOCK
RNP RWY 08
(ACFT CAT A, B, C, D)
MNM TEMP -10°C (BARO VNAV)
MAX TEMP 40°C (BARO VNAV)



OCA (H)	A	B	C	D	NOTE: 1. For both holdings - direct entry only.					
LNAV	960 (368)				Recommended LNAV Profile (3.0°) on Final Approach					
LNAV / VNAV	850 (258)			870 (278)	DIST THR RWY 08 (NM)	7.4	4	3	2	1
LPV	792 (200)				ALT / HT (ft)	3000 (2408)	1920 (1328)	1600 (1008)	1280 (688)	960 (368)
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)	1260 (595)	1380 (715)	Ground Speed	kts	80	100	110	120
					Descent rate gradient - 5.24% (3.0°) 318 ft/NM	ft / min	430	530	580	640

RNP RWY08 Approach via UZVEW

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	UZVEW	533736.2 / 0090227.1	IF	-	-	-	- / +FL080	-	-	-
RNP APCH	UNAXA	534633.5 / 0090528.9	TF	Fly-By	348.7 / 351	9.1	- / +A5000	-	-	-
RNP APCH	RAVHE	535225.9 / 0090728.8	TF	Fly-By	348.6 / 351	6.0	-	-	-	-
RNP APCH	TIPMO	535340.5 / 0085704.8	TF	Fly-By	078.5 / 081	6.3	-	-	-	Turn R
RNP APCH	RW08	535430.8 / 0085000.1	TF	Fly-Over	078.6 / 081	4.3	-	-	3.00 / 50	-
RNP APCH	CEWHI	535637.1 / 0083205.1	TF	Fly-Over	078.6 / 081	10.8	-	-	-	-
RNP APCH	CEWHI	535637.1 / 0083205.1	HM	-	078.6 / 081	-	-FL070 / +A5000	220	-	-

RNP RWY08 Approach via AQLOR

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	AQLOR	535014.0 / 0092531.6	IF	-	-	-	- / +FL070	-	-	-
RNP APCH	MAPOT	535141.1 / 0091338.9	TF	Fly-By	078.2 / 081	7.2	-	-	-	-
RNP APCH	RAVHE	535225.9 / 0090728.8	TF	Fly-By	078.4 / 081	3.7	-	-	-	-
RNP APCH	TIPMO	535340.5 / 0085704.8	TF	Fly-By	078.5 / 081	6.3	-	-	-	-
RNP APCH	RW08	535430.8 / 0085000.1	TF	Fly-By	078.6 / 081	4.3	-	-	3.00 / 50	-
RNP APCH	CEWHI	535637.1 / 0083205.1	TF	Fly-Over	078.6 / 081	10.8	-	-	-	-
RNP APCH	CEWHI	535637.1 / 0083205.1	HM	-	078.6 / 081	-	-FL070 / +A5000	220	-	-

RNP RWY08 Approach via AZAZE

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term.	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit	Speed Limit (kts)	VPA (°) / TCH (ft)	Remarks
RNP APCH	AZAZE	535703.9 / 0090903.9	IF	-	-	-	- / +A5000	220	-	-
RNP APCH	RAVHE	535225.9 / 0090728.8	TF	Fly-By	168.6 / 171	4.7	-	220	-	-
RNP APCH	TIPMO	535340.5 / 0085704.8	TF	Fly-By	078.5 / 081	6.3	-	-	-	Turn L
RNP APCH	RW08	535430.8 / 0085000.1	TF	Fly-By	078.6 / 081	4.3	-	-	3.00 / 50	-
RNP APCH	CEWHI	535637.1 / 0083205.1	TF	Fly-By	078.6 / 081	10.8	-	-	-	-
RNP APCH	CEWHI	535637.1 / 0083205.1	HM	-	078.6 / 081	-	-FL070 / +A5000	220	-	-

Hold Identification

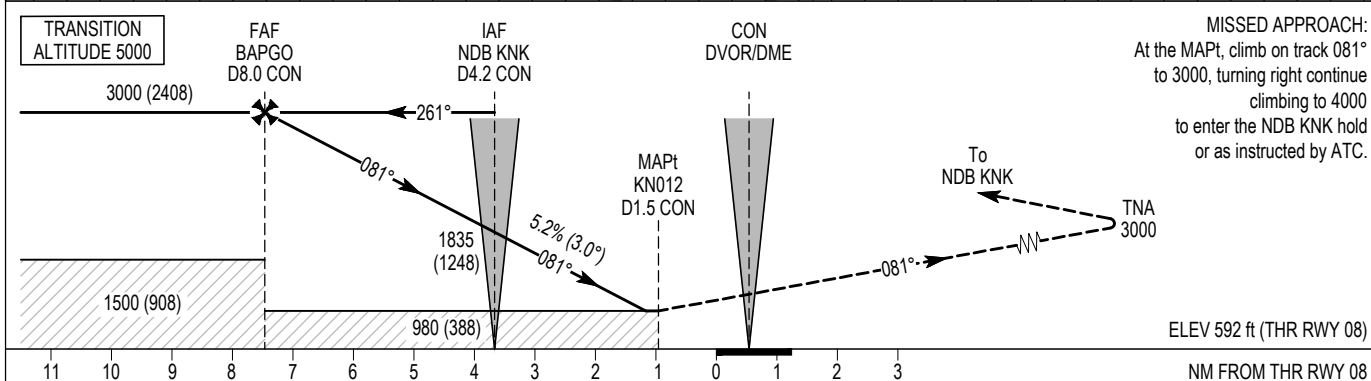
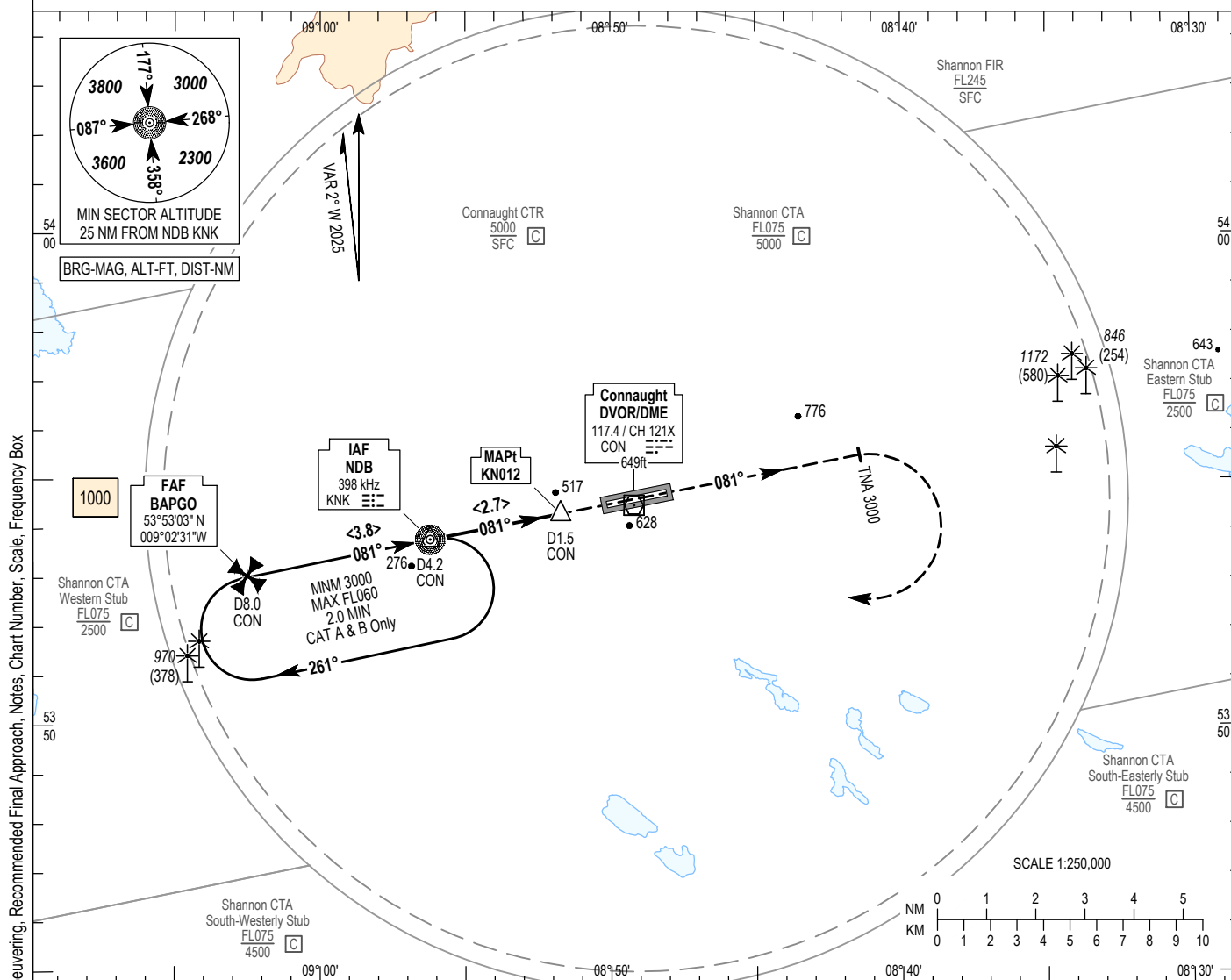
Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag. Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
RAVHE	535225.9 / 0090728.8	078.4	081	220	A5000	A5000	1	R
CEWHI	535637.1 / 0083205.1	078.6	081	220	+A5000	-FL070	1	R

SBAS FAS Data Block Coding Data
RNP RWY 08

Input Data	
Operation Type	0
Service Provider	1
Airport Identifier	EIKN
Runway	08
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E08A
LTP / FTP Latitude	535430.7605N
LTP / FTP Longitude	0085000.1320W
LTP / FTP Ellipsoidal Height	238.3 m
FPAP Latitude	535444.3305N
Delta FPAP Latitude	13.5700 seconds
FPAP Longitude	0084804.7810W
Delta FPAP Longitude	115.3510 seconds
Threshold Crossing Height	50
TCH Units Selector	0 (feet)
Glidepath Angle	3 °
Course Width	105 m
Length Offset	0 m
HAL	40 m
VAL	35 m
Output Data	
Data Block	10 0E 0B 09 05 08 00 00 01 38 30 05 D1 91 22 17 78 89 35 FC 4F 1D 04 6A 00 2E 85 03 F4 01 2C 01 64 00 C8 AF 3B 45 EE 9E
Calculated CRC Value	3B45EE9E
Required Additional Data	
ICAO Code	EI
LTP/FTP Orthometric Height	180.4 m
SBAS EGNOS Channel	57182

ATIS	118.525
Shannon ACC	119.075
TWR	130.700
GND	121.900/130.700
EMERG	121.500

IRELAND WEST / KNOCK
NDB RWY 08
(ACFT CAT A, B)



OCA (H)	A	B	NOTE: 1. DME required. 2. Arrive at or above MSA. 3. No turns before MAPt.						
Straight-in Approach	980 (388)		Recommended Profile on Final Approach (3.0°)						
			DIST DME CON (NM)	7	6	5	4	3	2
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)	ALT / HT (ft)	2730 (2138)	2410 (1818)	2090 (1498)	1770 (1178)	1450 (858)	1130 (538)
			Ground Speed	kts	80	100	110	120	130
			Descent rate gradient - 5.2% (3.0°) 318 ft/NM	ft / min	430	530	580	640	690

NDB RWY08 Approach

Descent Angle:	5.2%		
Fix	IAF NDB KNK	FAF BAPGO	MAPt KN012
Fix Coordinates	535347.4 N 0085613.2 W	535303.1 N 0090231.0 W	535418.8 N 0085143.7 W
Fix Formation Bearing (°T)	-	258.82 KNK	078.82 KNK
Fix Formation Distances	-	D8.00 CON	D1.50 CON

Hold Identification

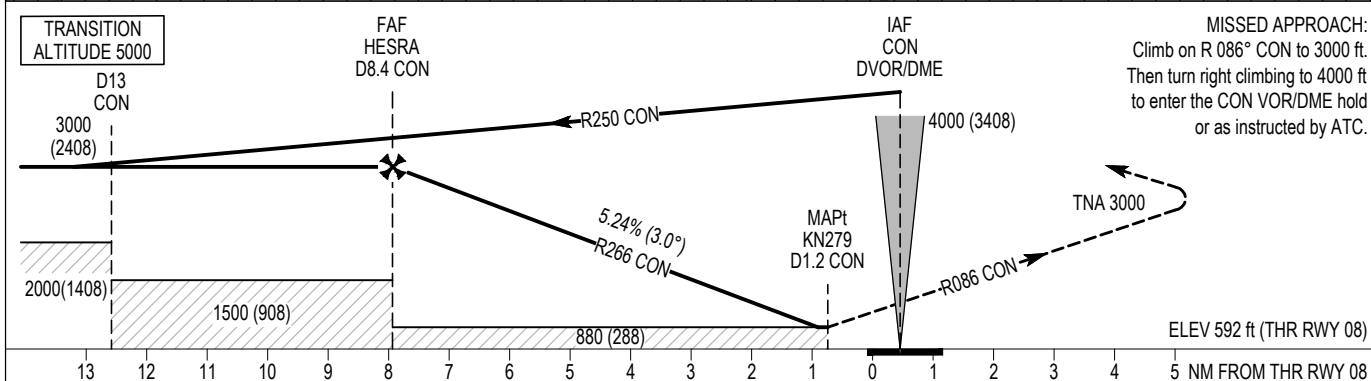
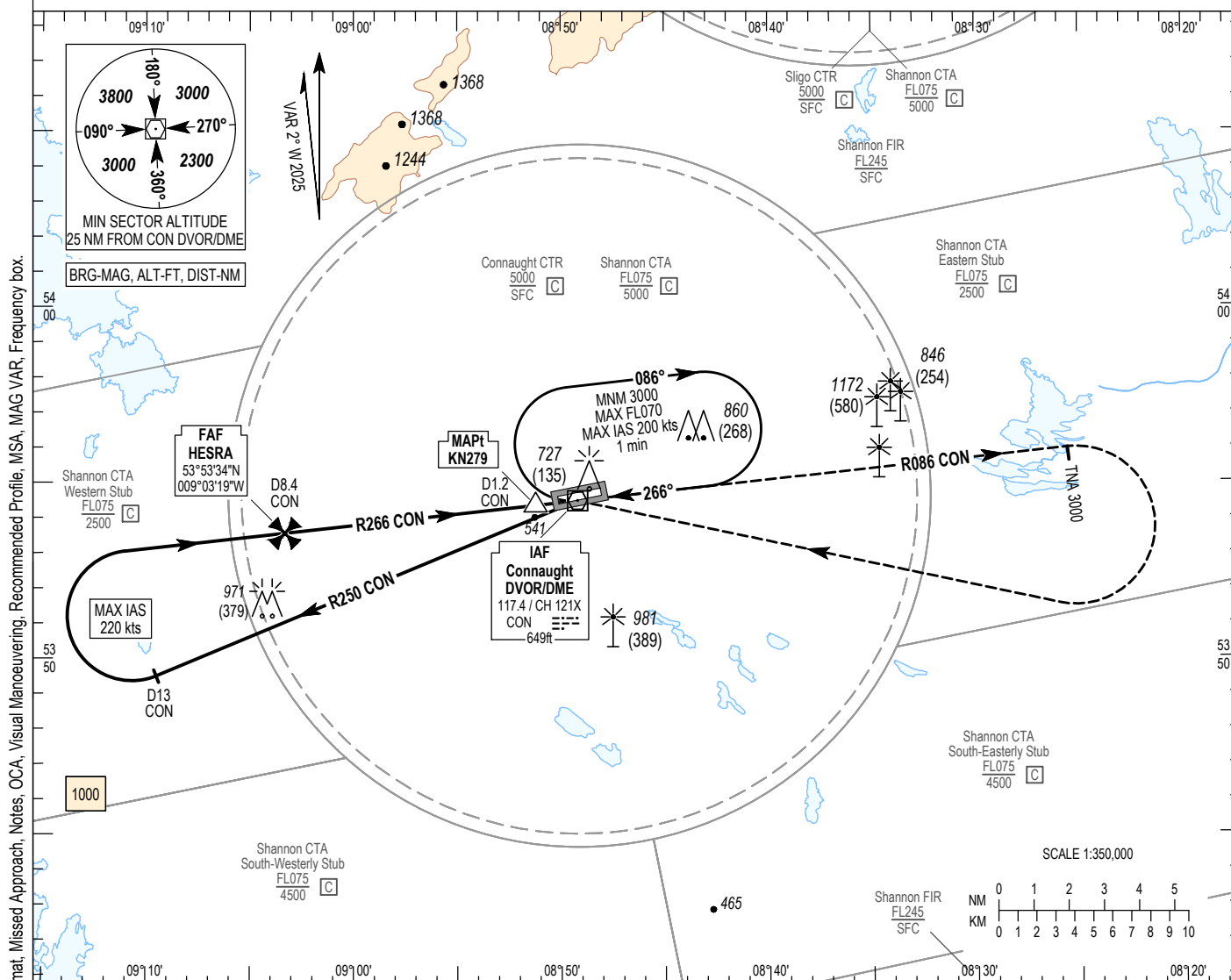
Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
NDB KNK	535347.4 / 0085613.2	078.7	081	-	+A3000	-FL060	2	R

INSTRUMENT
APPROACH
CHART- ICAO

AERODROME ELEV 665 ft
HEIGHTS RELATED TO
THR RWY 08 - ELEV 592 ft

ATIS	118.525
Shannon ACC	119.075
TWR	130.700
GND	121.900/130.700
EMERG	121.500

IRELAND WEST / KNOCK
VOR RWY 08
(ACFT CAT A, B, C, D)



OCA (H)	A	B	C	D	NOTE: 1. DME required. 2. Final approach track to CON DVOR is North of RWY extended centreline. 3. No turns before MAPt.								
Straight-in Approach	880 (288)				Recommended Profile on Final Approach (3.0°)								
					DIST CON DVOR/DME (NM)		8	7	6	5	4	3	2
					ALT / HT (ft)		3040 (2448)	2720 (2128)	2400 (1808)	2080 (1488)	1760 (1168)	1450 (858)	1130 (538)
					Ground Speed		kts		80	100	110	120	130
Visual Manoeuvring (Heights AAL)	1060 (395)	1160 (495)	1260 (595)	1380 (715)	Descent rate gradient - 5.24% (3.0°) 318 ft/NM		ft / min	430	530	580	640	690	

VOR RWY08 Approach

Descent Angle:	5.24% (3.00°)			
Fix	IAF CON VOR/DME	FAF HESRA D8.4 CON	MAPt KN279 D1.2 CON	CON VOR/DME
Fix Coordinates	535428.9 N 0084912.3 W	535333.5 N 0090318.6 W	535421.1 N 0085113.4 W	535428.9 N 0084912.3 W
Fix Formation Bearing (°T)	-	263.77 CON	263.77 CON	-
Fix Formation Distances	-	8.39 CON	1.20 CON	-

Holding Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
CON VOR/DME	535428.9 / 0084912.3	263.86	266	200	+A3000	-FL070	1	R

CHANGE: MAG VAR, Bearings, New Legend created, Tibohine & MFC Areas added, Obstacles, Wind Turbines, Additional Airstrips with info added, New background, Caution & PAPI info moved to NOTE area, FIS in frequency box, Chart Number.

AIP IRELAND

EIKN AD 2.24-16

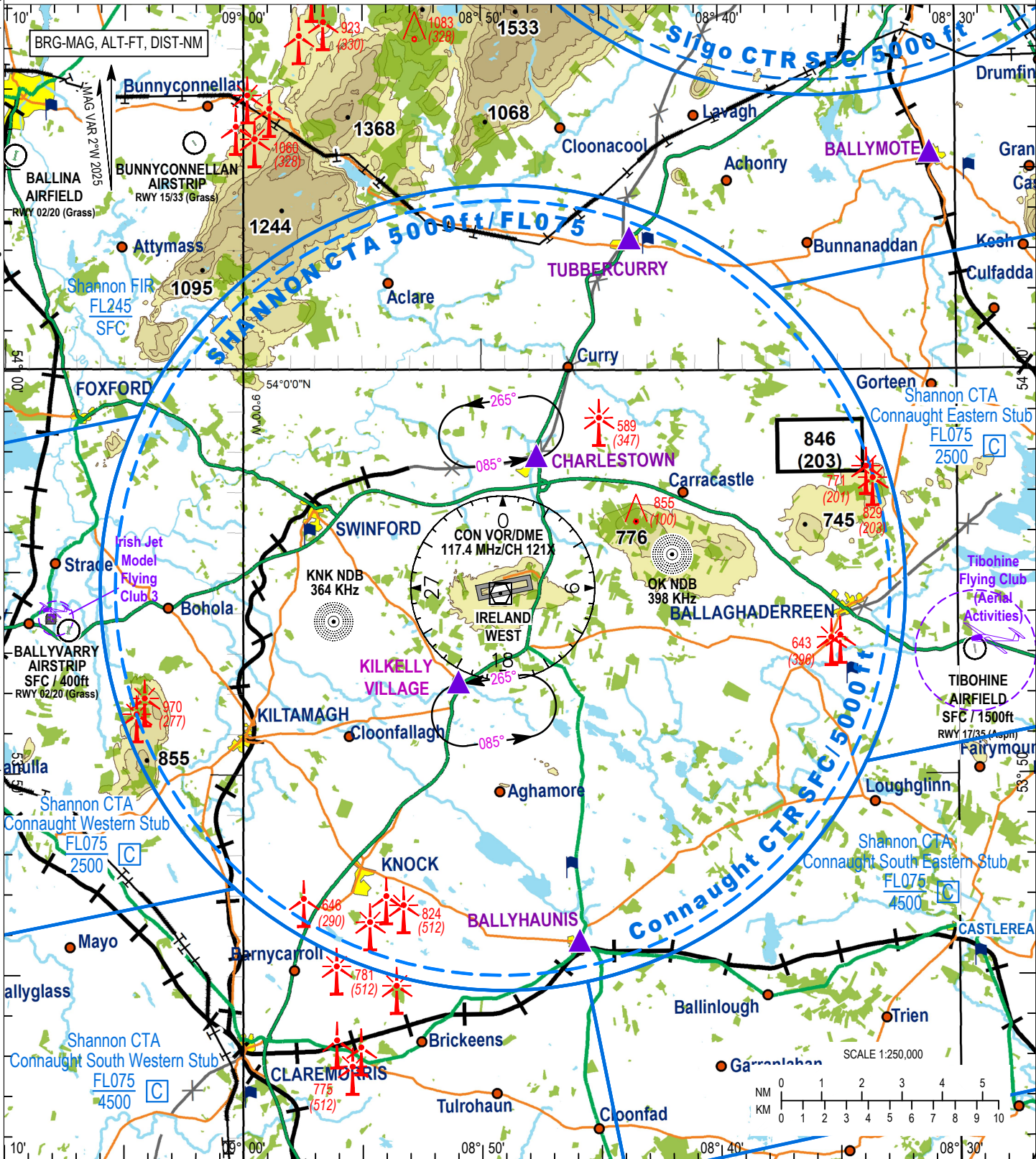
VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV.
665 ft
(HEIGHTS AGL ft.)

FIS	127.500
ATIS	118.525
GND	130.700/121.900
TWR	130.700
EMERG.	121.500

CONSULT NOTAM FOR
LATEST INFORMATION

IRELAND WEST / KNOCK
RWY 08/26



NOTES:

- Visual Approach Information:
RWY 08 - PAPI 3°, MEHT 50 ft
RWY 26 - PAPI 3°, MEHT 50 ft
- In the event of a radio failure:
 - Aircraft from the North route via Tubbercurry not above 2000ft to the Charlestown Hold
 - Aircraft from South route via Ballyhaunis not above 2000ft to the Kilkelly Hold
 - To receive landing instructions from the Control Tower using the ALDIS lamp.

Visual Holding: 1min,
MNM ALT 1200ft QNH,
TAS 120kts.

CAUTION:

- Area near TIBOHINE airfield consists of various aerial activities including helicopters, microlight flying, skydiving, and light aircraft.

LEGEND

- | | |
|-------------------------|---------------------|
| ▲ VRP Reporting Points | ✱ Obstacles |
| ○ VFR Holding Locations | ✈ Aerial Activities |
| ✱ Wind Turbine | ✈ Model Aircraft |

EICN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICN - COONAGH

EICN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	523959N 0084055W Mid-point RWY 09/27
2	Direction and distance from (city)	2NM W of Limerick
3	AD Elevation, Reference Temperature & Mean Low Temperature	6ft / 19.9°C (Max Temp) -0.5°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	189ft
5	MAG VAR/Annual Change	2°W (2025)/11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Limerick Flying Club (Coonagh) Ltd. Coonagh Airfield, Coonagh, Limerick City Phone:+353 87 202 6868 (Chief Flying Instructor). Phone:+353 61 326600 URL: http://www.limerickflyingclub.com
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

EICN AD 2.3 OPERATIONAL HOURS

1	AD Operator	HX PPR
2	Customs and immigration	48HR PN (Outwards Only)
3	Health and sanitation	Nil
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	See Remarks
6	MET Briefing Office	See Remarks
7	ATS	Nil
8	Fuelling	Nil
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	PIB AVBL from AIS, Shannon, See Section GEN 3.1.5 , ARO service is AVBL H24 from AIS Shannon See Section GEN 3.1.5 Met briefing AVBL from Central Aviation Office, Shannon Airport, See Section GEN 3.5.4

EICN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	FUEL: MOGAS
3	Fuelling facilities/capacity	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

EICN AD 2.5 PASSENGER FACILITIES

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

EICN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 1
2	Rescue equipment	Appropriate to CAT 1
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

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

NIL

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

1	Apron surface and strength	Surface: ASPHALT Strength: -			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH (M)	SURFACE	STRENGTH
		A	5	Bituminous	-
		B	5	Bituminous	-
3	Altimeter checkpoint location and elevation	Location: Nil Elevation: Nil			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

EICN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Nil
2	RWY and TWY markings and LGT	RWY 09/27 Threshold, Designator, Centreline
3	Stop bars and RWY Guard Lights	Nil
4	Other RWY Protection measures	Nil
5	Remarks	Nil

EICN 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 Info@LimerickFlyingClub.com					

In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Marking/Type Colour	Remarks
a	b	c	d	e	f
Contact Info@LimerickFlyingClub.com					

EICN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	See Section GEN 3.5 for Information
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Nil

4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Computer-based self-briefing facility URL: https://briefing.met.ie/ Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	Charts and tabular English
7	Charts and other information available for briefing or consultation	See Section GEN 3.5 for Information
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Nil

EICN 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
09	Nil	416 X 9	Bituminous	523959.04N 0084105.65W 523959.85N 0084043.53W 189ft	Nil
27	Nil	416 X 9	Bituminous	523959.85N 0084043.53 W 523959.04 N 0084105.65 W 189ft	Nil

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EICN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	416	416	416	416	Nil

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
27	416	416	416	416	Nil

EICN AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

EICN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

EICN AD 2.16 HELICOPTER LANDING AREA

NIL

EICN AD 2.17 ATS AIRSPACE

NIL

EICN AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel	SATVOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Information	Coonagh Radio	129.900MHz	Nil	Nil	HX	Nil

EICN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

EICN AD 2.20 LOCAL AERODROME REGULATIONS

Circuits to the South.

EICN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EICN AD 2.22 FLIGHT PROCEDURES

NIL

EICN AD 2.23 ADDITIONAL INFORMATION

1. Only experienced licensed pilots with recent short field techniques will be granted permission to use the airfield.

2. Prior to use pilots intending to use Coonagh aerodrome should seek a local briefing from a flying club instructor through
URL: <http://www.limerickflyingclub.com>
3. Aircraft must enter and vacate the runway via a paved taxiway.
4. Caution: Narrow runway width may give the illusion of longer runway length and the runway may appear further away than it really is. Due to narrow runway, pilots should exercise caution in actual or forecast crosswind conditions.
5. Obstacles penetrating the 09/27 approaches and the transitional surface for RWY 09/27 including a mobile object on the public road.
6. All circuits should be flown to the south of the Shannon River at 800Ft avoiding built up areas. Pilots are reminded of the proximity of the P9 and the Shannon Control Zone.
7. Local quarry blasting activity takes place every Thursday at 1500 Local time in the vicinity of Coonagh Airfield by Irish Cement.
Irish Cement request that pilots do not overfly the quarry/cement factory from 1350 to 1410 (summertime) and 1450 to 1510 (Wintertime)

EICN AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

EICN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL