

**EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EICK – CORK/International

**EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at Aerodrome                      | 515029N 0082928W<br>Mid Point RWY 17/35  |
| 2 | Direction and distance from the CITY                       | 6.5KM (3.5 NM) south of Cork city  |
| 3 | Elevation/Reference temperature                            | 502 ft AMSL/18.5°C (Max Temp) 1.6°C (MNM Temp)   |
| 4 | Geoid undulation at AD ELEV PSN                            | -  |
| 5 | MAG VAR/Annual change                                      | 4° W (2017)/11' decreasing   |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Post: Dublin Airport Authority plc<br>Cork Airport<br>Co. Cork<br><br>Phone:+ 353 21 431 31 31<br>Fax: + 353 21 431 34 42<br>Telex: 75085<br>AFS: EICKYDYX |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR/VFR  |
| 8 | Remarks  | Forward all Commercial correspondence to the Chief Executive, Cork Airport   |

**EICK AD 2.3 OPERATIONAL HOURS**

|    |                            |  |
|----|----------------------------|--|
| 1  | AD Administration          | 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 |

**EICK AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |                            |   |
|---|----------------------------|---|
| 1 | Cargo handling facilities: | Facilities AVBL from Sky Handling and Swissport   |
| 2 | Fuel/oil types             | Fuel: Jet A1, AVGAS 100LL / Oil Grades: W80, W100 |

|   |   |  |
|---|---|--|
| 3 | <b>Fuelling facilities/capacity</b>                 | 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 | <b>De-icing facilities</b>                          | Contact Aerodrome Administration   |
| 5 | <b>Hangar space available for visiting aircraft</b> | Single hangar approx 1000 sq ft to accommodate up to Challenger 300 type aircraft (or approx 17 tonne) managed by Weston Aviation.   |
| 6 | <b>Repair facilities for visiting aircraft</b>      | Nil  |
| 7 | <b>Remarks</b>                                      | Passenger Handling is AVBL from Aer Lingus, Swissport and Sky Handling.<br><br>General Aviation handling is AVBL from Swissport Executive Aviation and Weston Aviation.  |

### EICK AD 2.5 PASSENGER FACILITIES

|   |                             |   |
|---|-----------------------------|---|
| 1 | <b>Hotels</b>               | At airport (81 beds) and in Cork city   |
| 2 | <b>Restaurants</b>          | At airport, 575 persons   |
| 3 | <b>Transportation</b>       | Buses, Taxis, self-drive cars   |
| 4 | <b>Medical facilities</b>   | First Aid treatment. Hospitals in Cork 6.5KM  |
| 5 | <b>Bank and Post Office</b> | Bank of Ireland, Cork Airport   |
| 6 | <b>Tourist Office</b>       | Cork city   |
| 7 | <b>Remarks</b>              | Short term surface car park - 632 spaces<br>Long term surface car park - 3,900 spaces |

### EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |  |   |
|---|--|---|
| 1 | <b>AD category for fire fighting</b>               | CAT 7   |
| 2 | <b>Rescue equipment</b>                            | Hydraulic cutting equipment, Emergency Lighting and other equipment in compliance with Category 7 requirements  |
| 3 | <b>Capability for removal of disabled aircraft</b> | 39,000kg (Utilising equipment available at Dublin Airport)<br>Contact the Coordinator<br><br>Phone:+ 353 21 4329 659<br>Phone:+ 353 21 4313 131   |
| 4 | <b>Remarks</b>                                     | CAT 9 AVBL 48HR PN<br><br>Frequency 121.6 MHz AVBL for direct communication between ACFT and fire and rescue service. Service should be requested initially via ATC.<br><br>Call sign for the fire station is 'Cork Fire'.<br><br>It is mandatory for both ACFT and fire station to maintain contact with ATC at all times. ATC do not have access to 121.6 MHz.<br><br>Service is H24 and is AVBL within 8NM radius of Cork Airport. |

### EICK AD 2.7 SEASONAL AVAILABILITY - CLEARING

|   |                                      |  |
|---|--------------------------------------|--|
| 1 | <b>Type(s) of clearing equipment</b> | 2 x Granular spreaders (500kg and 75kg)<br><br>2 x Pedestrian granular spreaders |
|---|--------------------------------------|--|

|   |                      |  |
|---|----------------------|--|
|   |                      | 2 x Sprayers (4000l and 600l)<br>1 x Grit/sand spreader (6 tonne)<br>2 x Snowblower<br>3 x Tractor<br>2 x Tipper Truck<br>2 x Truck, Snow plough, Sweeper units<br>2 x Tractor-mounted ploughs<br>2 x Tractor-mounted brushes<br>1 x Suction sweeper |
| 2 | Clearance priorities | Contact Aerodrome Administration   |
| 3 | Remarks              | Information on Snow Plan promulgated from November to April by AIP Supplement. See also the snow plan in section AD 1.2.2  |

### 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  | 23M   | CONC      | PCN 50/R/B/W/U                 |
|   |                                     | E  | 13M   | ASPH      | Light Aircraft<br>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.  |
| 2 | RWY/TWY markings and LGT  | RWY 17/35<br>Designation THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection.<br><br>RWY 07/25<br>Designation, THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection.<br><br>Taxiways<br>Centreline - All taxiways<br>Holding Point - TWY A, B, C, E, F |
| 3 | Stop bars   | Controllable stop-bar on TWY A<br>Fixed stop-bars on TWY B, C, and E and F. Runway guard lights on TWY A  |
| 4 | Remarks   | See also EICK AD 2.14 and 2.15 for lighting   |

**EICK AD 2.10AERODROME OBSTACLES**

| In approach/TKOF areas |  |                               | In circling area and at AD                 |                               | Remarks |
|------------------------|--|-------------------------------|--|-------------------------------|---------|
| 1                      |  |                               | 2  |                               |         |
| RWY/Area affected      | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates                   | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates                   |         |
| a                      | b  | c                             | a  | b                             |         |
| 07/APCH<br>25/TKOF     | Nil  |                               | Mast<br>200.0M/656ft<br>Nil                | 51 50 48.22N<br>008 27 46.23W |         |
| 17/APCH<br>35/TKOF     | Tree<br>156.5M/513ft<br>Nil                | 51 51 10.65N<br>008 30 00.27W | Elevated Ground<br>172.5M/566ft<br>Nil     | 51 47 26.00N<br>008 27 32.71W |         |
|                        |  |                               | Building<br>199.5M/655ft<br>Nil            | 51 49 30.41N<br>008 36 05.70W |         |
| 25/APCH<br>07/TKOF     | Lamp Standard<br>161.5M/530ft<br>Nil       | 51 50 54.48N<br>008 28 39.50W | Pole<br>190.5M/625ft<br>Nil                | 51 49 24.28N<br>008 36 21.76W |         |
|                        | Row of Trees<br>165.5M/543ft<br>Nil        | 51 50 55.99N<br>008 28 26.46W | Mast<br>199.5M/655ft<br>LGTD               | 51 50 55.02N<br>008 27 37.21W |         |
|                        | Tree<br>171.5M/563ft<br>Nil                | 51 50 53.44N<br>008 28 19.69W | Glide Path 17<br>161.5M/530ft<br>LGTD      | 51 50 50.04N<br>008 29 47.93W |         |
|                        | Row of Trees<br>170.5M/559ft<br>Nil        | 51 50 58.51N<br>008 28 21.70W | Glide Path 35<br>156.0M/512ft<br>LGTD      | 51 50 05.74N<br>008 29 21.33W |         |
|                        | Building<br>165.5M/543ft<br>Nil            | 51 50 57.73N<br>008 28 23.50W | Tower<br>178.5M/586ft<br>LGTD              | 51 50 45.54N<br>008 29 22.45W |         |
|                        | Lamp Standard<br>160.0M/525ft<br>Nil       | 51 50 54.21N<br>008 28 34.93W |  |                               |         |
|                        | Row of Trees<br>179.0M/587ft<br>Nil        | 51 51 02.64N<br>008 28 03.48W |  |                               |         |
| 35/APCH<br>17/TKOF     | Tree<br>148.5M/487ft<br>Nil                | 51 49 50.24N<br>008 29 14.21W |  |                               |         |
|                        | Pole<br>144.5M/474ft<br>Nil                | 51 49 50.53N<br>008 29 13.41W |  |                               |         |

**EICK AD 2.11METEOROLOGICAL INFORMATION PROVIDED**

|   |   |   |
|---|---|---|
| 1 | Associated MET Office   | Cork Airport  |
| 2 | Hours of service  | H24   |
| 3 | Office responsible for TAF preparation<br>Periods of validity<br>Interval of issuance | MET Eireann Central Aviation Office, Shannon<br>24 HR<br>6 HR |
| 4 | Type of landing forecast<br>Interval of issuance                                      | METAR TREND<br>30 MIN   |

|    |  |  |
|----|--|--|
| 5  | <b>Briefing/consultation provided</b>                                      | Computer-based self-briefing facility<br>Personal briefing by telephone from Central Aviation Office, Shannon  |
| 6  | <b>Flight documentation<br/>Language(s) used</b>                           | Charts and tabular<br>English  |
| 7  | <b>Charts and other information available for briefing or consultation</b> | 6-hourly synoptic chart,<br>6-hourly prognostic chart (surface),<br>prognostic chart of significant weather,<br>prognostic chart of wind/temperature at upper levels,<br>prognostic chart of tropopause levels   |
| 8  | <b>Supplementary equipment available for providing information</b>         | Remote displays AVBL from Shannon and Dublin weather RADAR.<br>IRVR RWY 17 and 35 (touchdown, midpoint, stop-end) Satellite Display available.   |
| 9  | <b>ATS units provided with information</b>                                 | Cork TWR   |
| 10 | <b>Additional information (limitation of service, etc.)</b>                | Additional information on request from<br>Post: Central Aviation Office, Shannon<br>Phone:+ 353 61 712 950<br>Fax: + 353 61 712 962<br>Email: avops@met.ie<br>AICTelephone access for OPMET data<br>Phone:1570 202 122<br>Telephone access for Forecaster briefing<br>Phone:1570 234 234<br>Telephone access for Weather dial Fax<br>Phone:1570 131 838<br><b>Premium Rate Calls</b> |

**EICK AD 2.12RUNWAY PHYSICAL CHARACTERISTICS**

| Designations<br>RWY NR | TRUE &<br>MAG BRG | Dimensions of<br>RWY | Strength (PCN)<br>and surface of<br>RWY and SWY | THR coordinates<br>RWY end<br>coordinates<br>THR Geoid<br>undulation | THR elevation<br>and highest<br>elevation of TDZ<br>of precision APP<br>RWY |
|------------------------|-------------------|----------------------|---|--|---|
| 1                      | 2                 | 3                    | 4   | 5  | 6   |
| 17                     | 160° GEO          | 2133Mx45M            | 63/R/C/W/T<br>ASPH<br>-                         | 515100.97N<br>0082947.18W  | THR 477ft   |
| 35                     | 340° GEO          | 2133Mx45M            | 63/R/C/W/T<br>ASPH<br>-                         | 514956.16N<br>0082908.84W  | THR 461ft   |
| 07                     | 063° GEO          | 1310Mx45M            | 55/R/C/W/U<br>CONC/ASPH<br>-                    | 515029.78N<br>0082945.59W  | THR 471ft   |
| 25                     | 243° GEO          | 1310Mx45M            | 55/R/C/W/U<br>CONC/ASPH<br>-                    | 515049.27N<br>0082844.84W  | THR 502ft   |

| Slope of RWY-SWY                            | SWY dimensions | CWY dimensions | Strip dimensions | OFZ | Remarks   |
|---|----------------|----------------|------------------|-----|---|
| 7   | 8              | 9              | 10               | 11  | 12  |
| Refer to Aerodrome Obstruction Chart Type A | NIL            | 61Mx150M       | 2255Mx300M       |     | RWY 17/35 is provided with 7.5M wide asphalt shoulders. Runway surface grooved. |
|   | NIL            | 61Mx150M       | 2255Mx300M       |     |   |
|   | NIL            | 61Mx150M       | 1432Mx150M       |     |   |
|   | NIL            | 61Mx150M       | 1432Mx150M       |     |   |

### EICK AD 2.13DECLARED DISTANCES

| RWY Designator | TORA  | TODA  | ASDA  | LDA   | Remarks |
|----------------|-------|-------|-------|-------|---------|
| 1              | 2     | 3     | 4     | 5     | 6       |
| 17             | 2133M | 2194M | 2133M | 2133M | NIL     |
| 35             | 2133M | 2194M | 2133M | 2133M |         |
| 07             | 1310M | 1371M | 1310M | 1310M | NIL     |
| 25             | 1310M | 1371M | 1310M | 1310M |         |

### EICK AD 2.14APPROACH 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                               |
| 17             | CAT II<br>804M<br>LIH   | Green<br>LIH<br>-   | PAPI Both<br>sides/3°<br>MEHT<br>21M<br>(365M) | 914.5M<br>30.5M<br>LIH | 2133M<br>15M<br>coded 0-<br>1218.5M<br>White,<br>1218.5M-<br>1828M Red/<br>White 1828M-<br>2133M Red    | 2133M<br>60M<br>nom<br>White<br>(last 609.5M<br>Yellow)<br>LIH | Red<br>LIH<br>-         | Nil                    | Turnaround blue omni-directional |
| 35             | SIAL<br>420M<br>LIH     | Green<br>LIH<br>-   | PAPI Both<br>sides/3°<br>MEHT<br>19M<br>(400M) | Nil                    | 2133M<br>15M<br>coded 0-<br>1218.5M<br>White,<br>1218.5M-<br>1828M Red/<br>White,<br>1828M-2133M<br>Red | 2133M<br>60M<br>nom<br>White<br>(last 609.5M<br>Yellow)<br>LIH | Red<br>LIM<br>-         | Nil                    | Turnaround blue omni-directional |
| 07             | Nil                     | Green<br>LIH<br>-   | PAPI Both<br>sides/3°<br>MEHT<br>13M<br>(253M) | Nil                    | Nil   | 1310M<br>60M<br>nom<br>White (last<br>700M<br>Yellow)<br>LIH   | Red<br>LIM<br>-         | Nil                    | Nil                              |

| RWY Designator | APCH LGT type<br>LEN INTST | THR LGT colour<br>WBAR | VASIS (MEHT)<br>PAPI                          | TDZ Length | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing, colour, INTST                     | RWY End LGT colour<br>WBAR | SWY LGT LEN (M) colour | Remarks |
|----------------|----------------------------|------------------------|---|------------|--|--|----------------------------|------------------------|---------|
| 1              | 2                          | 3                      | 4   | 5          | 6  | 7  | 8                          | 9                      | 10      |
| 25             | SIAL<br>450M<br>LIH        | Green<br>LIH<br>-      | PAPI Both sides/3.7°<br>MEHT<br>17M<br>(270M) | Nil        | Nil  | 1310M<br>60M<br>nom<br>White (last<br>700M<br>Yellow)<br>LIH | Red<br>LIM<br>-            | Nil                    | Nil     |

**EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |   |  |
|---|---|--|
| 1 | <b>ABN/IBN location, characteristics and hours of operation</b> | ABN Flashing White/Green, 16 per Min.  |
| 2 | <b>LDI location and LGT<br/>Anemometer location and LGT</b>     | WDI's 2 Nr.(1 lighted)<br>1 Nr.  |
| 3 | <b>TWY edge and centre line lighting</b>                        | Edge, blue, TWY A, B, C and on RWY 07/25 from TWY B to RWY 17/35<br>Edge retro-reflective markers blue TWY E and F<br>Centreline TWY A and C |
| 4 | <b>Secondary power supply/switch-over time</b>                  | Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps                        |
| 5 | <b>Remarks</b>  | Apron: Floodlights<br>Apron edge: Blue, omni-directional<br>Obstacles: Fixed red   |

**EICK AD 2.16 HELICOPTER LANDING AREA**

Nil - Helicopter landing area on Apron

**EICK AD 2.17 ATS AIRSPACE**

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

**EICK AD 2.18 COMMUNICATIONS FACILITIES**

| Service designation | Call sign        | Frequency              | Hours of Operation | Remarks |
|---------------------|------------------|------------------------|--------------------|---------|
| 1                   | 2                | 3                      | 4                  | 4       |
| GND                 | Cork Ground      | 121.85 MHz             | H24                | Nil     |
| TWR                 | Cork Tower       | 119.3 MHz<br>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     |

**EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

| Type Category (Variation)                  | ID                  | Frequency  | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks  |
|--|---------------------|------------|--------------------|--|---------------------------------------|--|
| 1  | 2                   | 3          | 4                  | 5  | 6                                     | 7  |
| DVOR/DME<br>4° W (2017)                    | CRK                 | 114.6MHz   | H24                | 515026.19N<br>0082939.37W                | 500ft                                 | Designated Operational Coverage<br>80 NM   |
| ILS LLZ RWY<br>17<br>CAT II<br>4° W (2017) | ICS                 | 109.9 MHz  | H24                | 514950.47N<br>0082905.47W                |                                       | Coverage is restricted to 35°<br>either side of course line. Signals<br>received outside the coverage<br>sector including back beam<br>radiation should be ignored.<br>Use at 3000 feet AMSL restricted<br>to 18NM, due low signal coverage.<br>LLZ Flags may be observed below<br>3000ft AMSL outside 10NM range<br>from threshold. |
| ILS GP RWY 17                              |                     | 333.8 MHz  | H24                | 515050.04N<br>0082947.93W                |                                       | GP Angle 3.0°<br>RDH 57ft<br>Perturbations might be observed<br>between 3NM and touchdown.<br>Flight calibration reported<br>perturbations to be well within<br>tolerances.  |
| ILS DME RWY<br>17                          | ICS                 | CH36X      | H24                | 515050.04N<br>0082947.93W                | 530ft *                               | The DME Zero range is indicated<br>at THR RWY 17<br>* Data whose quality is not<br>assured   |
| ILS LLZ RWY<br>35<br>CAT I<br>4° W (2017)  | ICN                 | 109.15 MHz | H24                | 515104.83N<br>0082949.45W                |                                       | Coverage is restricted to 35°<br>either side of course line. Signals<br>received outside the coverage<br>sector including back beam<br>radiation should be ignored.  |
| ILS GP RWY 35                              |                     | 331.25 MHz | H24                | 515005.74N<br>0082921.33W                |                                       | GP Angle 3.0°<br>RDH 54ft  |
| ILS DME RWY<br>35                          | ICN                 | CH28Y      | H24                | 515005.74N<br>0082921.33W                | 512ft *                               | The DME zero range is indicated<br>at THR RWY 35<br>* Data whose quality is not<br>assured   |
| LO RWY 35                                  | OB                  | 362 kHz    | H24                | 514518.44N<br>0082626.16W                |                                       | Designated Operational Coverage<br>20 NM   |
| OM RWY 35                                  | 2 dashes per<br>sec | 75 MHz     | H24                | 514519.20N<br>0082625.39W                |                                       |  |



| Type Category (Variation) | ID              | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---------------------------|-----------------|-----------|--------------------|--|---------------------------------------|---------|
| 1                         | 2               | 3         | 4                  | 5  | 6                                     | 7       |
| MM RWY 35                 | Dots and dashes | 75 MHz    | H24                | 514920.37N<br>0082847.69W                |                                       |         |

## EICK AD 2.20 LOCAL TRAFFIC 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 17/35 are permitted only at runway ends.
2. Taxiway A  
Taxiway A slopes downwards from the apron to RWY 17/35 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 RWY17 and RWY35 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 departure clearance based on the omni directional procedures referenced in EICK AD 2.22 Section 7.

### 1.3 Visual manoeuvring (circling) approaches

Visual manoeuvring (circling) approaches are permissible, on request, to all runways. Missed approach for aircraft conducting visual manoeuvring (circling) approaches shall be as shown on chart EICK AD 2.24-6 (Procedures for missed approach in the event of radio failure)

## 2. Speed Control - General Provisions Speed Restrictions

| General                        | Routeing to Holds                 | Intermediate Approach Segment (BTN IF and FAP) | Final Approach                         | Remarks  |
|--------------------------------|-----------------------------------|--|--|--|
| Below FL 100,<br>Max IAS 250KT | At ATLAM and BARNU, Max IAS 220KT | Max IAS 210KT                                  | Recommended IAS 160KT from FAF to 4 NM | 1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>2. If unable to comply with the above, advise ATC as soon as possible. |

### 3. Arrival Procedures

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### 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 17/35 capable of flying STARs will normally be cleared on a STAR appropriate to the route by ATC. On occasions ATC may radar vector aircraft for arrival (Due traffic or technical reasons).

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

### 3.2 Initial Approach Procedures

- With Radar Control

In order to expedite the flow of traffic, aircraft may be cleared on STARs, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.

Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold

**Actual descent clearance will be as directed by ATC.**

- Without Radar Control

When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

- Communications failure procedures for arriving aircraft

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

Supplemented by the following:

- Traffic cleared on STAR

*Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude. On reaching the appropriate hold fix, descend to 3000ft and complete the instrument approach procedure appropriate to the Runway in use.*

- Traffic Radar vectored to final approach

1. *Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the Instrument Approach procedure appropriate to the Runway in use.*

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

### 4. Departure Procedures

#### 4.1 RWY 17 and 35

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 RWY 17, 35, 07 and 25 - Omnidirectional departures

Aircraft on IFR flights departing from Runway 07 or 25 will proceed in accordance with omni-directional departures referenced in EICK AD 2.22 Section 7.

Aircraft on IFR flights departing from Runway 17 or 35, who are unable depart on RNAV may use the omni-directional departures referenced in EICK AD 2.22 Section 7 as appropriate.

Pilots who cannot comply with any of the RNAV or Omnidirectional Departure procedures must inform ATC in good time so that alternative clearances can be issued.

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

4.3 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

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.

Only RWY 17 may be used for CAT II operations. The CAT II holding position on TWY A must be used.

When these Procedures are in operation and RWY 17 is in use the following standard taxi route system applies:

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

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 17. 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. Holding Procedures

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

All turns are to be made at a bank angle of 25 degrees or a rate of 3° per second, whichever requires the lesser bank

| Holding Point      | LOC           | Co-ordinates             | MAG Track Inbound | Dir of Turn | Limiting Outbound Distance |
|--------------------|---------------|--------------------------|-------------------|-------------|----------------------------|
| ROVAL              | ICS 165/D7.9  | 51 58 25.4N 008 34 11.0W | 165°              | Right Hand  | ICS 12DME                  |
| ROVAL              | CRK R346/D8.5 | 51 58 25.4N 008 34 11.0W | 166°              | Right Hand  | CRK 13DME                  |
| FAF 17 CRK VOR/DME | CRK R350/D8.5 | 51 58 36.7N 008 33 21.4W | 170°              | Right Hand  | CRK 13DME                  |
| UPL0M              | CRK R251/D8   | 51 47 08.4N 008 41 23.9W | 071°              | Right Hand  | CRK 11DME                  |
| GINGI              | CRK R065/D7   | 51 53 56.9N 008 19 53.5W | 245°              | Left Hand   | CRK 10DME                  |

| Holding Point      | LOC           | Co-ordinates                | MAG Track Inbound | Dir of Turn | Limiting Outbound Distance |
|--------------------|---------------|-----------------------------|-------------------|-------------|----------------------------|
| GOSDA              | ICN 345/D8    | 51 42 28.0N 008<br>24 44.6W | 345°              | Left Hand   | ICN 12DME                  |
| GOSDA              | CRK 164/D8.5  | 51 42 28.0N 008<br>24 44.6W | 344°              | Left Hand   | CRK 13DME                  |
| FAF 35 CRK VOR/DME | CRK R161/D8.6 | 51 42 39.7N 008<br>23 55.4W | 341°              | Left Hand   | CRK 13DME                  |

| Holding Point      | Holding Level |       | Outbound Time | Max IAS (Race track Decent on IAP) | Remarks |
|--------------------|---------------|-------|---------------|------------------------------------|---------|
|                    | MNM           | Max   |               |                                    |         |
| ROVAL              | 3000          | FL080 | -             | 220KT                              | Nil     |
| ROVAL              | 3000          | FL080 | -             | 220KT                              | Nil     |
| FAF 17 CRK VOR/DME | 3000          | FL080 | -             | 220KT                              | Nil     |
| UPLDM              | 3000          | FL080 | -             | Nil                                | Nil     |
| GINGI              | 3000          | FL080 | -             | Nil                                | Nil     |
| GOSDA              | 3000          | FL080 | -             | 220KT                              | Nil     |
| GOSDA              | 3000          | FL080 | -             | 220KT                              | Nil     |
| FAF 35 CRK VOR/DME | 3000          | FL080 | -             | 220KT                              | Nil     |

## 7. Omnidirectional Procedures

Aircraft Categories CAT A, B (Non Jet)

| RWY | TRACK | Aircraft Category | Minimum Climb Gradient            | Routing  |
|-----|-------|-------------------|-----------------------------------|--|
| 35  | 345°  | A,B               | Climb gradient of 6.6% (400ft/NM) | Climb straight ahead until passing 1000ft QNH and then as directed by ATC. |
| 17  | 165°  | A, B              | Climb gradient of 6.6% (400ft/NM) | Climb straight ahead until passing 1000ft QNH and then as directed by ATC. |
| 25  | 248°  | A, B              | Climb gradient of 6.6% (400ft/NM) | Climb straight ahead until passing 1000ft QNH and then as directed by ATC. |
| 07  | 068°  | A, B              | Climb gradient of 6.6% (400ft/NM) | Climb straight ahead until passing 1000ft QNH and then as directed by ATC. |

All Aircraft Categories

| RWY | TRACK | Aircraft Category | Minimum Climb Gradient            | Routing  |
|-----|-------|-------------------|-----------------------------------|--|
| 35  | 345°  | C, D              | Climb gradient of 9.1% (550ft/NM) | Climb straight ahead until passing 2500ft QNH and then as directed by ATC. |
| 17  | 165°  | C, D              | Climb gradient of 9.1% (550ft/NM) | Climb straight ahead until passing 2500ft QNH and then as directed by ATC. |

**EICK AD 2.23 ADDITIONAL INFORMATION**

Refer to ENR 5.6 for bird hazard information

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## EICK AD 2.24CHARTS RELATED TO AERODROME

| Name   | Page            |
|--|-----------------|
| Aerodrome Chart - ICAO                                       | EICK AD 2.24-1  |
| Aerodrome Parking/Docking Chart - ICAO                       | EICK AD 2.24-2  |
| Obstacle Chart RWY 07/25 – ICAO TYPE A                       | EICK AD 2.24-3  |
| Aerodrome Obstacle Chart RWY 17/35 – ICAO TYPE A             | EICK AD 2.24-4  |
| Precision Approach Terrain Chart RWY 17 - ICAO               | EICK AD 2.24-5  |
| Procedures for Missed Approach in the event of Radio Failure | EICK AD 2.24-6  |
| RNAV (GNSS) Standard Departure Chart RWY17 Cat A,B - ICAO    | EICK AD 2.24-7  |
| RNAV (GNSS) Standard Departure Chart RWY17 - ICAO            | EICK AD 2.24-8  |
| RNAV (GNSS) Standard Departure Chart RWY35 Cat A,B - ICAO    | EICK AD 2.24-9  |
| RNAV (GNSS) Standard Departure Chart RWY35 - ICAO            | EICK AD 2.24-10 |
| RNAV (GNSS) Standard Arrival Chart RWY17 - ICAO              | EICK AD 2.24-11 |
| RNAV (GNSS) Standard Arrival Chart RWY35 - ICAO              | EICK AD 2.24-12 |
| Instrument Approach Chart ILS CAT I & II RWY 17 - ICAO       | EICK AD 2.24-13 |
| Instrument Approach Chart ILS RWY 35 - ICAO                  | EICK AD 2.24-14 |
| Instrument Approach Chart VOR RWY 17 - ICAO                  | EICK AD 2.24-15 |
| Instrument Approach Chart VOR RWY 35 - ICAO                  | EICK AD 2.24-16 |
| Instrument Approach Chart VOR RWY 07 - ICAO                  | EICK AD 2.24-17 |
| Instrument Approach Chart VOR RWY 25 - ICAO                  | EICK AD 2.24-18 |
| Visual Approach Chart – ICAO                                 | EICK AD 2.24-19 |