

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 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 (2014)/11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Dublin Airport Authority plc Cork Airport Co. Cork Phone:+ 353 21 431 31 31 Fax: + 353 21 431 34 42 Telex: 75085 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	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, Swissport and Sky Handling. General Aviation handling is AVBL from Swissport Executive Aviation and Weston Aviation.

EICK AD 2.5 PASSENGER FACILITIES

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

EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	Hydraulic cutting equipment, Emergency Lighting and other equipment in compliance with Category 7 requirements
3	Capability for removal of disabled aircraft	39,000kg (Utilising equipment available at Dublin Airport) Contact the Coordinator Phone:+ 353 21 4329 659 Phone:+ 353 21 4313 131
4	Remarks	CAT 9 AVBL 48HR PN Frequency 121.6 MHz AVBL for direct communication between ACFT and fire and rescue service. Service should be requested initially via ATC. Call sign for the fire station is 'Cork Fire'. 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. Service is H24 and is AVBL within 8NM radius of Cork Airport.

EICK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	2 x Granular spreaders (500kg and 75kg) 2 x Pedestrian granular spreaders
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		2 x Sprayers (4000l and 600l) 1 x Grit/sand spreader (6 tonne) 2 x Snowblower 3 x Tractor 2 x Tipper Truck 2 x Truck, Snow plough, Sweeper units 2 x Tractor-mounted ploughs 2 x Tractor-mounted brushes 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 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 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
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 Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
07/APCH 25/TKOF	Nil		Mast 200.0M/656ft Nil	51 50 48.22N 008 27 46.23W	
17/APCH 35/TKOF	Tree 156.5M/513ft Nil	51 51 10.65N 008 30 00.27W	Elevated Ground 172.5M/566ft Nil	51 47 26.00N 008 27 32.71W	
			Building 199.5M/655ft Nil	51 49 30.41N 008 36 05.70W	
25/APCH 07/TKOF	Lamp Standard 161.5M/530ft Nil	51 50 54.48N 008 28 39.50W	Pole 190.5M/625ft Nil	51 49 24.28N 008 36 21.76W	
	Row of Trees 165.5M/543ft Nil	51 50 55.99N 008 28 26.46W	Mast 199.5M/655ft LGTD	51 50 55.02N 008 27 37.21W	
	Tree 171.5M/563ft Nil	51 50 53.44N 008 28 19.69W	Glide Path 17 161.5M/530ft LGTD	51 50 50.04N 008 29 47.93W	
	Row of Trees 170.5M/559ft Nil	51 50 58.51N 008 28 21.70W	Glide Path 35 156.0M/512ft LGTD	51 50 05.74N 008 29 21.33W	
	Building 165.5M/543ft Nil	51 50 57.73N 008 28 23.50W	Tower 178.5M/586ft LGTD	51 50 45.54N 008 29 22.45W	
	Lamp Standard 160.0M/525ft Nil	51 50 54.21N 008 28 34.93W			
	Row of Trees 179.0M/587ft Nil	51 51 02.64N 008 28 03.48W			
35/APCH 17/TKOF	Tree 148.5M/487ft Nil	51 49 50.24N 008 29 14.21W			
	Pole 144.5M/474ft Nil	51 49 50.53N 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 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 30 MIN

5	Briefing/consultation provided	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	Charts and tabular English
7	Charts and other information available for briefing or consultation	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels
8	Supplementary equipment available for providing information	Remote displays AVBL from Shannon and Dublin weather RADAR. IRVR RWY 17 and 35 (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 AICTelephone 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

EICK AD 2.12RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY	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
17	160° GEO	2133Mx45M	63/R/C/W/T ASPH -	515100.97N 0082947.18W	THR 477ft
35	340° GEO	2133Mx45M	63/R/C/W/T ASPH -	514956.16N 0082908.84W	THR 461ft
07	063° GEO	1310Mx45M	55/R/C/W/U CONC/ASPH -	515029.78N 0082945.59W	THR 471ft
25	243° GEO	1310Mx45M	55/R/C/W/U CONC/ASPH -	515049.27N 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 804M LIH	Green LIH -	PAPI Both sides/3° MEHT 21M (365M)	914.5M 30.5M LIH	2133M 15M coded 0- 1218.5M White, 1218.5M- 1828M Red/ White 1828M- 2133M Red	2133M 60M nom White (last 609.5M Yellow) LIH	Red LIH -	Nil	Turnaround blue omni-directional
35	SIAL 420M LIH	Green LIH -	PAPI Both sides/3° MEHT 19M (400M)	Nil	2133M 15M coded 0- 1218.5M White, 1218.5M- 1828M Red/ White, 1828M-2133M Red	2133M 60M nom White (last 609.5M 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

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
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	Nil

EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN Flashing White/Green, 16 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 17/35 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 COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
GND	Cork Ground	121.85 MHz	0830-1930	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

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 4° 2013	CRK	114.6MHz	H24	515026.19N 0082939.37W	500ft	Designated Operational Coverage 80 NM
ILS LLZ RWY 17	ICS	109.9 MHz	H24	514950.47N 0082905.47W		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 17		333.8 MHz	H24	515050.04N 0082947.93W		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 17	ICS	CH36X	H24	515050.04N 0082947.93W	530ft *	The DME Zero range is indicated at THR RWY 17 * Data whose quality is not assured
ILS LLZ RWY 35	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 35		331.25 MHz	H24	515005.74N 0082921.33W		GP Angle 3.0° RDH 54ft
ILS DME RWY 35	ICN	CH28Y	H24	515005.74N 0082921.33W	512ft *	The DME zero range is indicated at THR RWY 35 * Data whose quality is not assured
LO RWY 35	OB	362 kHz	H24	514518.44N 0082626.16W		Designated Operational Coverage 20 NM
OM RWY 35	2 dashes per sec	75 MHz	H24	514519.20N 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 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, Max IAS 250KT	At ATLAM and BARNU, Max IAS 220KT	Max IAS 210KT	Recommended IAS 160KT from FAF to 4 NM	<ol style="list-style-type: none"> 1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible.

3. Arrival Procedures

3.1 Clearance to enter the CTA and CTR

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

Arriving Aircraft for RWY 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

Holding Point	LOC	Co-ordinates	MAG Track Inbound	Dir of Turn	Limiting Outbound Distance
GINGI	CRK R065/D7	51 53 56.9N 008 19 53.5W	245°	Left Hand	CRK 10DME
GOSDA	ICN 345/D8	51 42 28.0N 008 24 44.6W	345°	Left Hand	ICN 12DME
GOSDA	CRK 164/D8.5	51 42 28.0N 008 24 44.6W	344°	Left Hand	CRK 13DME
FAF 35 CRK VOR/DME	CRK R161/D8.6	51 42 39.7N 008 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

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