EIWT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWT – WESTON

EIWT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ARP coordinates and site at Aerodrome</td>
<td>532108N 0062918W 501 M from THR 25</td>
</tr>
<tr>
<td>2</td>
<td>Direction and distance from the CITY</td>
<td>8 NM W of Dublin</td>
</tr>
<tr>
<td>3</td>
<td>Elevation/Reference temperature</td>
<td>155 ft /20.1°C (Max Temp) 0.1°C (MNM Temp)</td>
</tr>
<tr>
<td>4</td>
<td>Geoid undulation at AD ELEV PSN</td>
<td>184 ft</td>
</tr>
<tr>
<td>5</td>
<td>MAG VAR/Annual change</td>
<td>3° W (2017) 10’ decreasing</td>
</tr>
<tr>
<td>6</td>
<td>AD Administration, address, telephone, telefax, telex, AFS</td>
<td>Post: Weston Aviation Academy Ltd Weston Airport Lucan Co. Dublin Ireland Phone: + 353 1 621 73 00 Fax: + 353 1 621 73 34 AFS: EIWTZTZX Email: <a href="mailto:info@westonairport.com">info@westonairport.com</a> URL: <a href="http://www.westonairport.com">http://www.westonairport.com</a></td>
</tr>
<tr>
<td>7</td>
<td>Types of traffic permitted (IFR/VFR)</td>
<td>IFR / VFR</td>
</tr>
<tr>
<td>8</td>
<td>Remarks</td>
<td>Nil</td>
</tr>
</tbody>
</table>

EIWT AD 2.3 OPERATIONAL HOURS

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AD Administration</td>
<td>Summer: 0800-CET (Dublin) Winter: 0800-SS (Dublin)</td>
</tr>
<tr>
<td>2</td>
<td>Customs and immigration</td>
<td>24 HR PN required to AD ADMIN</td>
</tr>
<tr>
<td>3</td>
<td>Health and sanitation</td>
<td>As per AD ADMIN</td>
</tr>
<tr>
<td>4</td>
<td>AIS Briefing Office</td>
<td>See Remarks</td>
</tr>
<tr>
<td>5</td>
<td>ATS Reporting Office (ARO)</td>
<td>As per AD ADMIN</td>
</tr>
<tr>
<td>6</td>
<td>MET Briefing Office</td>
<td>See Remarks</td>
</tr>
<tr>
<td>7</td>
<td>ATS</td>
<td>As per AD ADMIN</td>
</tr>
<tr>
<td>8</td>
<td>Fuelling</td>
<td>Summer: 0800-CET Winter: 0800-SS</td>
</tr>
<tr>
<td>9</td>
<td>Handling</td>
<td>Yes</td>
</tr>
<tr>
<td>10</td>
<td>Security</td>
<td>Yes</td>
</tr>
<tr>
<td>11</td>
<td>De-icing</td>
<td>Nil</td>
</tr>
<tr>
<td>12</td>
<td>Remarks</td>
<td>PIB AVBL from AIS, Shannon see GEN 3.1.5. MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4.</td>
</tr>
</tbody>
</table>
EIWT AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo handling facilities: Yes. Contact AD ADMIN [EIWT AD 2.2]

2. Fuel/oil types
   - Jet A1; Avgas 100LL

3. Fuelling facilities/capacity
   - 1 Jet A1 Truck – 9000L;
   - 1 Jet A1 Storage Tank - 29500L;
   - 1 Avgas Truck – 5000L;
   - 2 Avgas Storage Tanks - 36000L

4. De-icing facilities
   - Nil

5. Hangar space available for visiting aircraft
   - Yes. Contact AD ADMIN [EIWT AD 2.2]

6. Repair facilities for visiting aircraft
   - Yes. Contact AD ADMIN [EIWT AD 2.2]

7. Remarks
   - Handling services AVBL within AD ADMIN Hours of service by arrangement with the AD

EIWT AD 2.5 PASSENGER FACILITIES

1. Hotels
   - Local Bookings Available visit the following link for details
   - URL: http://www.westonairport.com

2. Restaurants
   - AVBL at AD

3. Transportation
   - Taxis from the AD by phone/fax/email request.

4. Medical facilities
   - First Aid at AD. Hospital within 7 miles.

5. Bank and Post Office
   - AVBL in Lucan.

6. Tourist Office
   - AVBL in Lucan and Dublin

7. Remarks
   - Nil

EIWT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting
   - CAT 2, CAT 4 AVBL (24HR PPR)

2. Rescue equipment
   - Appropriate to CAT 2

3. Capability for removal of disabled aircraft
   - Capability for CAT 2 ACFT

4. Remarks
   - Nil

EIWT AD 2.7 SEASONAL AVAILABILITY - CLEARING

1. Type(s) of clearing equipment
   - Tractor driven plough

2. Clearance priorities
   - RWY 07/25, Taxiways and Apron

3. Remarks
   - Nil

EIWT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1. Apron surface and strength
   - Surface: Bitumen/Macadam / Strength: PCN 45/F/A/W/T

2. Taxiway width, surface and strength
   - TWY   WIDTH   SURFACE   STRENGTH
     A     16 M   Bitumen/Macadam   PCN 45/F/A/W/T
     B     16 M   Bitumen/Macadam   PCN 45/F/A/W/T
     C1    30 M   Bitumen/Macadam   PCN 45/F/A/W/T
     C2    30 M   Bitumen/Macadam   PCN 45/F/A/W/T
### EIWT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</td>
<td>Nil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>RWY/TWY markings and LGT</td>
<td></td>
<td>RWY Marked: Designator, C/L, THR, Tranverse Stripe and side stripe Lighted: Nil</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>TWY Marked: RWY Holding Position, C/L Lighted: Nil</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Stop bars</td>
<td>Nil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Remarks</td>
<td>Nil</td>
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<td></td>
</tr>
</tbody>
</table>

---

### EIWT AD 2.10 AERODROME OBSTACLES

<table>
<thead>
<tr>
<th>In approach/TKOF areas</th>
<th>In circling area and at AD</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY/Area affected</td>
<td>Obstacle type Elevation Markings/LGT</td>
<td>Coordinates</td>
</tr>
<tr>
<td>a</td>
<td>b</td>
<td>c</td>
</tr>
<tr>
<td>25 / APCH 07 / TKOF</td>
<td>Mobile 48.0 M / 157 ft Nil</td>
<td>532117.00N 0062850.31W</td>
</tr>
<tr>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

---

Irish Aviation Authority

AIRAC Amdt 011/17
EIWT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office: Central Aviation Office, Shannon Airport see GEN 3.5.4.
2. Hours of service: H24
3. Office responsible for TAF preparation:
   Periods of validity: Weston TAF not AVBL. Dublin TAF AVBL see GEN 3.5.
4. Type of landing forecast:
   Interval of issuance: Local Met Report
   Hours of service: H24
5. Briefing/consultation provided: Personal
6. Flight documentation:
   Language(s) used: Charts and Tabular
   Charts and other information available for briefing or consultation:
   Hourly Synoptic Chart;
   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.
7. Supplementary equipment available for providing information: Automatic Weather Station.
8. ATS units provided with information: EIWT TWR
9. Additional information (limitation of service, etc.):
   Refer to GEN 3.5.4.2 to request additional information.

EIWT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<table>
<thead>
<tr>
<th>Designations</th>
<th>TRUE &amp; MAG BRG</th>
<th>Dimensions of RWY (m)</th>
<th>Strength (PCN) and surface of RWY and SWY</th>
<th>THR coordinates RWW end coordinates THR Geoid undulation</th>
<th>THR elevation and highest elevation of TDZ of precision APP RWW</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>063°/068°</td>
<td>924 M x 23 M</td>
<td>PCN45/F/A/W/T Bitumen/Macadam</td>
<td>532101.44N 0062940.07W 0062855.65W 184 ft</td>
<td>155 ft</td>
</tr>
<tr>
<td>25</td>
<td>243°/248°</td>
<td>924 M x 23 M</td>
<td>PCN 45/F/A/W/T Bitumen/Macadam</td>
<td>532114.99N 0062855.65W 0062940.07W 184 ft</td>
<td>152 ft</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Slope of RWY-SWY</th>
<th>SWY dimensions</th>
<th>CWY dimensions</th>
<th>Strip dimensions</th>
<th>OFZ</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Nil</td>
<td>Nil</td>
<td>1501 M x 80 M</td>
<td>Nil</td>
<td>Nil</td>
</tr>
<tr>
<td>8</td>
<td>457 M x 23.5 M</td>
<td>457 M x 150 M</td>
<td>1501 M x 80 M</td>
<td>Nil</td>
<td>Nil</td>
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</table>

Slope of 0.1% Refer to AD Obstacle Chart Type A. EIWT AD 2.24-2
EIWT AD 2.13 DECLARED DISTANCES

<table>
<thead>
<tr>
<th>RWY Designator</th>
<th>TORA (M)</th>
<th>TODA (M)</th>
<th>ASDA (M)</th>
<th>LDA (M)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>924</td>
<td>924</td>
<td>924</td>
<td>924</td>
<td>Nil</td>
</tr>
<tr>
<td>25</td>
<td>924</td>
<td>1381</td>
<td>1381</td>
<td>924</td>
<td>Nil</td>
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EIWT AD 2.14 APPROACH AND RUNWAY LIGHTING

<table>
<thead>
<tr>
<th>RWY Designator</th>
<th>APCH LGT type</th>
<th>THR LGT colour</th>
<th>VASIS (MEHT) PAPI</th>
<th>TDZ Length</th>
<th>RWY Centre Line LGT Length, spacing, colour, INTST</th>
<th>RWY edge LGT LEN, spacing, colour, INTST</th>
<th>RWY End LGT WBAR</th>
<th>SWY LGT LEN (M) colour</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
</tr>
<tr>
<td>25</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
</tr>
</tbody>
</table>

EIWT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation
   Nil

2. LDI location and LGT
   Anemometer location and LGT
   Anemometer adjacent and 50m West of TWY A

3. TWY edge and centre line lighting
   Nil

4. Secondary power supply/switch-over time
   Nil

5. Remarks
   Windsock - NW THR 25, S of THR 07

EIWT AD 2.16 HELICOPTER LANDING AREA

As per Chart EIWT AD 2.24-1

EIWT AD 2.17 ATS AIRSPACE

1. Designation and lateral limits
   Weston Area of Responsibility.
   532403N 0063626W, 532324N 0062406W, arc 4.0NM radius centre 532110N 0062938W, 532006N 0062312W, 532034N 0063056W, 532127N 0063758W, arc 5.0NM radius centre 532110N 0062938W.

2. Vertical limits
   2000 ft

3. Airspace classification
   C

4. ATS unit call sign Language(s)
   Weston Tower
   English.

5. Transition altitude
   5000 ft

6. Remarks
   Nil
EIWT AD 2.18ATS COMMUNICATION FACILITIES

<table>
<thead>
<tr>
<th>Service designation</th>
<th>Call sign</th>
<th>Frequency</th>
<th>Hours of Operation</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>TWR</td>
<td>Weston Tower</td>
<td>122.400 MHz</td>
<td>As per AD ADMIN</td>
<td></td>
</tr>
<tr>
<td>GND</td>
<td>Weston Ground</td>
<td>119.425 MHz</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ATIS</td>
<td>Weston ATIS</td>
<td>118.875 MHz</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

EIWT AD 2.19RADIO NAVIGATION AND LANDING AIDS

<table>
<thead>
<tr>
<th>Type of aid (MAG VAR)</th>
<th>ID</th>
<th>Frequency</th>
<th>Hours of operation</th>
<th>Position of transmitting antenna coordinates</th>
<th>Elevation of DME transmitting antenna</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>DVOR/DME 3° W 2017</td>
<td>WST</td>
<td>114.7 MHz</td>
<td>H24</td>
<td>532109.9N 0062938.1W</td>
<td>200 ft</td>
<td>Designated Operational Coverage 30 NM</td>
</tr>
</tbody>
</table>

EIWT AD 2.20LOCAL TRAFFIC REGULATIONS

Landing, take-off, manoeuvring on the Aerodrome outside published opening hours is not permitted unless such permission has been obtained in advance or in the event of an emergency.

EIWT AD 2.21NOISE ABATEMENT PROCEDURES

Local restrictions apply, contact Airport Authority for details.
Local restrictions are also available on Weston Airport website
URL: http://www.westonairport.com

EIWT AD 2.22FLIGHT PROCEDURES

1. Arrival Procedures

1.1 Standard VFR Arrival Procedures for fixed wing are:

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

Standard VFR Arrival Procedures for Helicopters are:

Runway 25/07 Route north of Maynooth towards Lexilip. Maintain 1000ft QNH. By the Industrial Complex turn right towards the airfield and position for right turn for landing north area when Runway 25 active or position for left turn for landing north area when Runway 07 active. Runway 25/07 will be available for landings on request.

Note:

i. Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.

ii. Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.

Weston VFR Route from the East
Dublin Visual Approach Chart (EIDW AD 2.24-28) shows a Weston VFR Route along a DVOR/DME visual track to Weston Airport from the East. This track follows the inbound course of the Radial 098 to Weston DVOR/DME ('WST' 114.7 CH94X). Aircraft utilising this track must at all times exercise due caution with regard to the following:

a. The routing along the inbound course is strictly VFR and Visual Flight Rules apply at all times;

b. Pilots must maintain awareness of the proximity of Restricted Areas EIR15 and EIR23 south of the VFR route;

c. ATS will be provided by Dublin ATC and transfer of communications to Weston ATC will be at the discretion of Dublin ATC;

d. Routing crosses EIP11 vertical limits surface to 1000ft AMSL and in close proximity to EIP18 vertical limits surface to 550 ft AMSL, pilots must exercise caution accordingly.

Special VFR is available within Weston AOR in accordance with the provisions of S.I. No. 72 of 2004.

1.2 IFR Arrival Procedures

1.2.1 Entry Points

Entry points to controlled airspace and Standard Arrival Routes (STAR) are described in EIDW AD 2.24-17.1,17.4,18.1,19.1,19.5,20.21 and 22.1. Unless preflight co-ordination has been effected, entry to controlled airspace shall be made at an approved entry point. The procedures described below are designed to integrate IFR arrivals to Weston into the Dublin CTA air traffic management strategy.

1.2.2 Clearance to enter the Dublin CTA and CTR

Speed control applies as detailed in EIDW AD 2.22.4

Standard Arrival Routes (STARs) are based on holding patterns established at KERAV, LAPMO, NASRI, SORIN and ULTAG.

Arriving IFR traffic for EIWT will, in general, be cleared for a Standard Arrival Route (STAR) based on the runway in use at EIDW. Traffic being routed to supplementary holds may receive a STAR not appropriate to the runway in use at EIDW.

Arriving IFR traffic for EIWT may be cleared to a hold from which there is no Weston Instrument Approach Procedure (IAP). In this instance aircraft will be radar vectored to intercept the appropriate IAP for EIWT.

1.2.3 Supplementary Holds

Supplementary holds operate within the Dublin CTA when:

a. Military activity precludes use of the main holding fix,
   Or,

b. Unusual circumstances or other operational reasons pertain, e.g. weather conditions, obstacles on the manoeuvring area, etc., and may result in a requirement to use additional or alternative holds.

When the supplementary holds are being utilised, aircraft will either:

a. Be instructed to fly the appropriate transition from the supplementary hold to the main hold for radar sequencing thereafter to the appropriate IAP for EIWT.
   Or,

b. Be instructed to fly the IAP for EIWT from the supplementary hold if applicable.
   Or,

c. Be sequenced by radar direct from the supplementary hold to intercept the appropriate IAP for EIWT.
1.2.4 Initial Approach Procedures

- **With radar control**
  In order to expedite the flow of traffic, aircraft may receive radar vectors on to final approach from the hold or earlier on the STAR.
  Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold.

- **Without radar control**
  When arriving traffic cannot be sequenced by radar, aircraft will be cleared to join the appropriate IAP for Weston from the associated hold.

1.2.5 Communications failure procedures for arriving aircraft to EIWT

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

- **Traffic radar vectored on the arrival route**
  Aircraft being radar vectored on the arrival route should proceed in the most expeditious manner to the appropriate hold for the runway in use at EIDW and thereafter complete the IAP appropriate to the runway in use at EIDW and land at EIDW.

- **Traffic radar vectored to final approach**
  Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the IAP appropriate to EIWT.

If unable to comply with the above, or, uncertain of position, climb immediately to 5000ft QNH, proceed in the most expeditious manner to the hold appropriate to the runway in use at EIDW, and complete the IAP appropriate to the runway in use at EIDW and land at EIDW.

**Arrivals - EI D1 active**
See EIDW AD 2.22

1.2.6 Procedures for missed approach from EIWT IAP in the event of radio failure

Procedures for missed approach in the event of radio failure are detailed on charts EIWT AD 2.24.3-1, 2.24.4-1 and 2.24.5.1

1.2.7 Procedures for missed approach from EIDW IAP in the event of radio failure

Procedures for missed approach in the event of radio failure are detailed on relevant IAP Chart.

2. Departure Procedures

Standard Departure Routes for fixed wing and helicopters are:

**Visual Departure Route to West**

- Runway 25:
  Climb straight ahead to 650 ft. QNH. Turn right no later than reaching end of reservoir to follow M4 motorway climbing to 1000 ft. QNH and exit controlled airspace. Remain South of Maynooth.

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

*Note:*
Departing traffic wishing to penetrate the R15, R16, or the Dublin CTA/CTR should follow the Standard
Departure Route to Maynooth, and establish RTF by Maynooth for appropriate clearance.

Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnel
should not be attempted while on the ground at Weston.

Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.

### 3. Holding Procedures

### Holding Fix

<table>
<thead>
<tr>
<th>HOLDING FIX</th>
<th>LATITUDE LONGITUDE</th>
<th>INBOUND TRUE TRACK (degrees)</th>
<th>INBOUND MAGNETIC TRACK (degrees)</th>
<th>MAXIMUM INDICATED AIRSPEED (kts)</th>
<th>MAXIMUM / MINIMUM HOLDING ALTITUDE / LEVEL (FL/ft)</th>
<th>TIME / DISTANCE OUTBOUND</th>
<th>DIRECTION OF TURN</th>
</tr>
</thead>
<tbody>
<tr>
<td>KERAV</td>
<td>533742.7N 0054557.3W</td>
<td>205.5</td>
<td>210</td>
<td>230</td>
<td>F140/A5000</td>
<td>5.4 NM</td>
<td>R</td>
</tr>
<tr>
<td>SORIN</td>
<td>530829.3N 0054822.5W</td>
<td>342.4</td>
<td>346</td>
<td>230</td>
<td>F140/A5000</td>
<td>5.4 NM</td>
<td>L</td>
</tr>
<tr>
<td>ULTAG</td>
<td>534201.0N 0064417.2W</td>
<td>136.7</td>
<td>141</td>
<td>170</td>
<td>F060/A5000</td>
<td>DAP DME D26</td>
<td>L</td>
</tr>
<tr>
<td>DONEB</td>
<td>531914.0N 0064324.0W</td>
<td>096.9</td>
<td>101</td>
<td>140</td>
<td>A4000</td>
<td>BAL DME D14</td>
<td>R</td>
</tr>
</tbody>
</table>

See [EIDW AD 2.22.8](#) for Dublin Holding procedures.
See [EIDW AD 2.22.9](#) for Navigation aid/hold to be used for RWY in use in EIDW

### 4. Rules and Procedures for Navigation within the Weston Area of Responsibility

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

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

### 5. Circuit Procedures

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

5.2 All altitudes are based on QNH.

5.3 When RWY 25 left circuit is in use the standard circuit will be:
Runway 25 – Left Circuit

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

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

Runway 25 – Right Circuit

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

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

Runway 07 – Left Circuit

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

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

Runway 07 – Right Circuit

- After take-off and established in a positive climb, upon crossing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000 ft QNH.
- Upon passing 650 ft QNH, turn RIGHT onto crosswind leg.
- Downwind to be flown to the North of Railway line at all times
- Turn right onto base leg before abeam the Technology Campus.
- Establish finals no lower than 650 ft. QNH
EIWT AD 2.23 ADDITIONAL INFORMATION

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

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

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

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

Fax: + 353 1 628 16 22
URL: http://www.westonairport.ie

EIWT AD 2.24 CHARTS RELATED TO AERODROME

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