

EIWT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWT – WESTON

EIWT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	532108N 0062918W 501 M from THR 25
2	Direction and distance from the CITY	8 NM W of Dublin
3	Elevation/Reference temperature	155 ft /20.1°C (Max Temp) 0.1°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	184 ft
5	MAG VAR/Annual change	3° W (2017) 10' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	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: info@westonairport.com URL: http://www.westonairport.com
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	Nil

EIWT AD 2.3 OPERATIONAL HOURS

1	AD Administration	Summer: 0800-CET (Dublin) Winter: 0800-SS (Dublin)
2	Customs and immigration	24 HR PN required to AD ADMIN
3	Health and sanitation	As per AD ADMIN
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	As per AD ADMIN
6	MET Briefing Office	See Remarks
7	ATS	As per AD ADMIN
8	Fuelling	Summer: 0800-CET Winter: 0800-SS
9	Handling	Yes
10	Security	Yes
11	De-icing	Nil
12	Remarks	PIB AVBL from AIS, Shannon see GEN 3.1.5 . MET briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4 .

EIWT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Yes. Contact AD 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

		C3	30 M	Bitumen/Macadam	PCN 45/F/A/W/T
		C4	30 M	Bitumen/Macadam	PCN 45/F/A/W/T
		D	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		E	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		F	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		G	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		H	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		J	16 M	Bitumen/Macadam	PCN 45/F/A/W/T
		K	7 M	Bitumen/Macadam	PCN 45/F/A/W/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

EIWT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nil
2	RWY/TWY markings and LGT	RWY Marked: Designator, C/L, THR, Transverse Stripe and side stripe Lighted: Nil TWY Marked: RWY Holding Position, C/L Lighted: Nil
3	Stop bars	Nil
4	Remarks	Nil

EIWT AD 2.10 AERODROME 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	3
a	b	c	a	b	
25 / APCH 07 / TKOF	Mobile 48.0 M / 157 ft Nil	532117.00N 0062850.31W	Tree 66.0 M / 216 ft	532120.34N 0062853.07W	
			Lamp Post 53.4 M / 175 ft	532114.61N 0062850.14W	

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 Interval of issuance.	Weston TAF not AVBL. Dublin TAF AVBL see GEN 3.5
4	Type of landing forecast Interval of issuance.	Local Met Report 30 Minutes plus specials
5	Briefing/consultation provided	Personal
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	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.
8	Supplementary equipment available for providing information	Automatic Weather Station.
9	ATS units provided with information	EIWT TWR
10	Additional information (limitation of service, etc.)	Refer to GEN 3.5.4.2 to request additional information

EIWT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	063° 068°	924 M x 23 M	PCN45/F/A/W/T Bitumen/Macadam	532101.44N 0062940.07W 532114.99N 0062855.65W 184 ft	155 ft
25	243° 248°	924 M x 23 M	PCN 45/F/A/W/T Bitumen/Macadam	532114.99N 0062855.65W 532101.44N 0062940.07W 184 ft	152 ft

Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
Slope of 0.1% Refer to AD Obstacle Chart Type A. EIWT AD 2.24-2	Nil	Nil	1501 M x 80 M	Nil	Nil
	457 M x 23.5 M	457 M x 150 M	1501 M x 80 M	Nil	Nil

EIWT AD 2.13DECLARED DISTANCES

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

EIWT AD 2.14APPROACH 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
07	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
25	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWT AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EIWT AD 2.16HELICOPTER LANDING AREA

As per Chart EIWT AD 2.24-1

EIWT AD 2.17ATS 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

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
TWR	Weston Tower	122.400 MHz	As per AD ADMIN EIWT AD 2.3	Nil
GND	Weston Ground	119.425 MHz		
ATIS	Weston ATIS	118.875 MHz		

EIWT AD 2.19RADIO NAVIGATION AND LANDING AIDS

Type of aid (MAG VAR) Type of Supported OPS (Declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 3° W 2017	WST	114.7 MHz 94X	H24	532109.9N 0062938.1W	200 ft	Designated Operational Coverage 30 NM

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 Lexlip. 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 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:

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

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

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 1000ft QNH.
- Upon passing 650 ft QNH, turn RIGHT onto crosswind leg.
- Downwind to be flown to the North of Railway line at all times
- Turn right onto base leg before abeam the Technology Campus.
- Establish finals no lower than 650 ft. QNH

EIWT AD 2.23 ADDITIONAL INFORMATION

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

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

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

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

Fax: + 353 1 628 16 22

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

EIWT AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EIWT AD 2.24-1
Instrument Approach Chart VOR D – ICAO	EIWT AD 2.24.3-1
Instrument Approach Chart VOR B – ICAO	EIWT AD 2.24.4-1
Instrument Approach Chart VOR C – ICAO	EIWT AD 2.24.5-1

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