

# IRELAND

**AIP**

**AERONAUTICAL INFORMATION SERVICES  
IRISH AVIATION AUTHORITY  
BALLYCASEY CROSS  
SHANNON  
CO. CLARE  
Tel +353 61 703750 - Fax +353 61 366245**

**AIRAC  
AMENDMENT  
NR 009/17  
12 OCT**

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## PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are

GEN 0.3	Record of AIP Supplements: Revised Section
GEN 3.2	Aeronautical Charts: Updated EIDW APDC Incorporation of Perm NOTAM B0478/17 corrections to charts not contained in the AIP
ENR 0.1	New Section - Part 2 – En Route (ENR)
ENR 0.2	New Section - Record of AIP Amendments
ENR 0.3	New Section - Record of AIP Supplements
ENR 0.4	New Section - Checklist of AIP Pages
ENR 0.5	New Section - List of Hand Amendments to the AIP
ENR 1.10	Requirement for the Submission of a flight Plan: Updated Text
ENR 1.11	Addressing of FPL messages: EIDWZQZX added to VFR Flight Plan addressing for EIWF and EIKK
ENR 3.1	ATS Routes – Revised section including removal and update of ATS Route structure and new layout
ENR 4.4	Name Code Designators: Revised section, removal of some ATS Route or Other Routes
EIDW AD	AD 2.24: Updated Parking and Docking Chart EIDW AD 2.24-2
EINN AD	AD 2.22 Flight Procedures: Revised Text
EIKN AD	AD 2.22 Flight Procedures: Revised Text
EIKY AD	AD 2.22 Flight Procedures: Revised Text
EIWF AD	AD 2.22 Flight Procedures: Revised Text

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	12 OCT 2017/12 OCT 2017
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	12 OCT 2017/12 OCT 2017
GEN 0.4-1/GEN 0.4-6	GEN 0.4-1/GEN 0.4-6	12 OCT 2017/12 OCT 2017
GEN 3.2-1/GEN 3.2-10	GEN 3.2-1/GEN 3.2-10	12 OCT 2017/12 OCT 2017
ENR 0.1-1/ENR 0.1-2	ENR 0.1-1/ENR 0.1-2	12 OCT 2017/12 OCT 2017
ENR 0.2-1/ENR 0.2-2	ENR 0.2-1/ENR 0.2-2	12 OCT 2017/12 OCT 2017
ENR 0.3-1/ENR 0.3-2	ENR 0.3-1/ENR 0.3-2	12 OCT 2017/12 OCT 2017
ENR 0.4-1/ENR 0.4-2	ENR 0.4-1/ENR 0.4-2	12 OCT 2017/12 OCT 2017
ENR 0.5-1/ENR 0.5-2	ENR 0.5-1/ENR 0.5-2	12 OCT 2017/12 OCT 2017
ENR 1.10.1/ENR 1.10-18	ENR 1.10.1/ENR 1.10-18	12 OCT 2017/12 OCT 2017

ENR 1.11-1/ENR 1.11-2	ENR 1.11-1/ENR 1.11-2	12 OCT 2017/12 OCT 2017
ENR 3.1-1/ENR 3.1-12	ENR 3.1-1/ENR 3.1-8	12 OCT 2017/12 OCT 2017
ENR 4.4-1/ENR 4.4-6	ENR 4.4-1/ENR 4.4-6	12 OCT 2017/12 OCT 2017
EIDW AD 2.24-2/TEXT	EIDW AD 2.24-2/TEXT	12 OCT 2017/12 OCT 2017
EINN AD 2-1/ EINN AD 2-14	EINN AD 2-1/ EINN AD 2-14	12 OCT 2017/12 OCT 2017
EIKN AD 2-1/EIKN AD 2-14	EIKN AD 2-1/EIKN AD 2-14	12 OCT 2017/12 OCT 2017
EIKY AD 2-1/EIKY AD2-14	EIKY AD 2-1/EIKY AD2-14	12 OCT 2017/12 OCT 2017
EIWF AD 2-1/EIWF AD 2-10	EIWF AD 2-1/EIWF AD 2-10	12 OCT 2017/12 OCT 2017

New Supplements for this Amendment : Nr 12/17,13/17

Supplements cancelled in this Amendment : Nr 11/17,

New AIC for this Amendment : Nr 10/17

AIC's cancelled in this Amendment : Nr 07/16, 09/17

PERM NOTAM incorporated in this Amendment : **B0478/17**

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**GEN 0.3 RECORD OF AIP SUPPLEMENTS**

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
13/2017	Checklist of Valid AIP Supplements	GEN	12-OCT-2017	
12/2017	Dublin Airport (EIDW) Apron Reconstruction 2017-8	EIDW AD	12-OCT-2017	
11/2017	Checklist of Valid AIP Supplements	GEN	14-SEP-2017	12-OCT-2017
10/2017	Dublin Airport (EIDW) Runway 10/28 Upgrade - Phase 1	EIDW AD	14-SEP-2017	-
09/2017	Checklist of Valid AIP Supplements	GEN	25-MAY-2017	14-SEP-2017
08/2017	EIKN - Radio Navigation and Landing Aids	EIKN AD	25-MAY-2017	-
07/2017	Checklist of Valid AIP Supplements	GEN	27-APR-2017	25-MAY-2017
06/2017	Kerry Airport (EIKY) Construction Work to Terminal frontage adjoining Main Parking stands	EIKY AD	27-APR-2017	-
05/2017	Construction of Hangar, Construction of Aircraft Parking Fillets and Taxiline Markings	EIKY AD	27-APR-2017	-
04/2017	Checklist of Valid AIP Supplements	GEN	02-MAR-2017	27-APR-2017
03/2017	Shannon Airport (EINN) Runway 06/24 Rehabilitation	EINN AD	02-MAR-2017	-
02/2017	Checklist of Valid AIP Supplements	GEN	02-FEB-2017	02-MAR-2017
01/2017	Dublin Airport (EIDW) Alterations to Apron Taxiways, South Apron	EIDW AD	02-FEB-2017	25-MAY-2017
17/2016	Cork Airport (EICK) Runway Pavement Repairs	EICK AD	10-NOV-2016	-
16/2016	Cork Airport (EICK) Fireground Access Roadway	EICK AD	10-NOV-2016	-
14/2016	Dublin Airport (EIDW) Construction of Engine Test Site	EIDW AD	13-OCT-2016	-
13/2016	Dublin Airport (EIDW) Runway 10/28 Upgrade-Phase 1	EIDW AD	13-OCT-2016	14-SEP-2017
12/2016	Dublin Airport (EIDW) Apron Rehabilitation Project 2016	EIDW AD	13-OCT-2016	-
01/2016	Dublin Airport (EIDW) Construction of Fuel Pipeline	EIDW AD	03-MAR-2016	-
20/2015	Cork Airport (EICK) Airfield Roadway	EICK AD	15-OCT-2015	-
01/2015	EINN-Radio Navigation and Landing Aids	EINN AD	05-FEB-2015	-

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**GEN 0.4 Check list of AIP Pages****New Pages**

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2.24 -10A	13 DEC 2012		2.24 – 32.1	28 MAY 2015		2 – 12	28 APR 2016	
2.24 – 11.1	02 APR 2015		2.24 – 32.2	28 MAY 2015		2.24 - 1	30 APR 2015	
2.24 – 11.2	02 APR 2015		2.24 – 33.1	28 MAY 2015		2.24 – 8	30 APR 2015	
2.24 – 12.1	02 APR 2015		2.24 – 33.2	28 MAY 2015		2.24 – 9	30 APR 2015	
2.24 – 12.2	02 APR 2015		EINN AD			2.24 –10	30 APR 2015	
2.24 - 13	13 DEC 2012		2 - 1	12 OCT 2017	*	2.24 –11	30 APR 2015	
2.24 – 13A	13 DEC 2012		2 - 2	12 OCT 2017	*	2.24 –15	30 APR 2015	
2.24 - 14	13 DEC 2012		2 - 3	12 OCT 2017	*	2.24 –16	30 APR 2015	
2.24 – 14A	13 DEC 2012		2 - 4	12 OCT 2017	*	2.24 –17	30 APR 2015	

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2.24 – 20	30 APR 2015		2.24 – 5.2	28 APR 2016		2.24-5.2	25 MAY 2017	
2.24 – 21	30 APR 2015		2.24 – 6.1	18 AUG 2016		2.24–6.1	18 AUG 2016	
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2.24 – 25	30 APR 2015		2.24 – 7.1	25 MAY 2017		2.24-7.1	25 MAY 2017	
2.24 – 29	30 APR 2015		2.24 – 7.2	25 MAY 2017		2.24-7.2	25 MAY 2017	
EIDL AD			2.24 – 8.1	18 AUG 2016		2.24-8.1	08 DEC 2016	
2 - 1	20 JUL 2017		2.24 – 8.2	18 AUG 2016		2.24-8.2	08 DEC 2016	
2 - 2	20 JUL 2017		2.24 – 9.1	18 AUG 2016		2.24-9.1	08 DEC 2016	
2 - 3	20 JUL 2017		2.24 – 9.2	18 AUG 2016		2.24-9.2	08 DEC 2016	
2 - 4	20 JUL 2017		2.24 – 10.1	28 APR 2016		2.24-10.1	08 DEC 2016	
2 - 5	20 JUL 2017		2.24 – 10.2	28 APR 2016		2.24-10.2	08 DEC 2016	
2 - 6	20 JUL 2017		2.24 – 11.1	18 AUG 2016		2.24-11	28 OCT 2004	
2 - 7	20 JUL 2017		2.24 – 11.2	18 AUG 2016		2.24-11.1	18 AUG 2016	
2 - 8	20 JUL 2017		2.24 – 12	14 FEB 2009		2.24-11.2	18 AUG 2016	
2 - 9	20 JUL 2017		2.24 – 12.1	28 APR 2016		EISG AD		
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2 - 11	20 JUL 2017		2.24 – 13.1	28 APR 2016		2 - 2	04 FEB 2016	
2 - 12	20 JUL 2017		2.24 – 13.2	28 APR 2016		2 - 3	04 FEB 2016	
2 - 13	20 JUL 2017		2.24 – 14.1	18 AUG 2016		2 - 4	04 FEB 2016	
2 - 14	20 JUL 2017		2.24 – 14.2	18 AUG 2016		2 - 5	04 FEB 2016	
2.24 - 1	28 JUN 2012		2.24 – 15.1	18 AUG 2016		2 - 6	04 FEB 2016	
2.24 - 2	28 JUN 2012		2.24 – 15.2	18 AUG 2016		2 - 7	04 FEB 2016	
2.24 - 3	05 APR 2012		2.24 – 16.1	18 AUG 2016		2 - 8	04 FEB 2016	
2.24 - 4	05 APR 2012		2.24 – 16.2	18 AUG 2016		2 - 9	04 FEB 2016	
2.24 - 5	05 APR 2012		2.24 – 17.1	18 AUG 2016		2 - 10	04 FEB 2016	
2.24 - 6	23 JAN 2003		2.24 – 17.2	18 AUG 2016		2.24 - 1	16 FEB 2006	
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2 - 1	12 OCT 2017	*	2 – 1	12 OCT 2017	*	2.24 - 3	20 MAR 2003	
2 - 2	12 OCT 2017	*	2 – 2	12 OCT 2017	*	2.24 - 4	20 MAR 2003	
2 - 3	12 OCT 2017	*	2 – 3	12 OCT 2017	*	2.24 - 5	20 MAR 2003	
2 - 4	12 OCT 2017	*	2 - 4	12 OCT 2017	*	2.24 - 6	20 MAR 2003	
2 - 5	12 OCT 2017	*	2 - 5	12 OCT 2017	*	EIWF AD		
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2 - 7	12 OCT 2017	*	2 - 7	12 OCT 2017	*	2 - 2	12 OCT 2017	*
2 - 8	12 OCT 2017	*	2 - 8	12 OCT 2017	*	2 - 3	12 OCT 2017	*
2 - 9	12 OCT 2017	*	2 - 9	12 OCT 2017	*	2 - 4	12 OCT 2017	*
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2 – 11	12 OCT 2017	*	2 - 11	12 OCT 2017	*	2 - 6	12 OCT 2017	*
2 - 12	12 OCT 2017	*	2 - 12	12 OCT 2017	*	2 - 7	12 OCT 2017	*
2 - 13	12 OCT 2017	*	2 – 13	12 OCT 2017	*	2 - 8	12 OCT 2017	*
2 – 14	12 OCT 2017	*	2 - 14	12 OCT 2017	*	2 - 9	12 OCT 2017	*
2.24 - 1	18 AUG 2016		2.24 - 1	13 NOV 2014		2 - 10	12 OCT 2017	*
2.24 - 2	18 AUG 2016		2.24 - 2	28 OCT 2014		2.24 - 1	30 OCT 2003	
2.24 - 3	28 APR 2016		2.24- 3.1	25 MAY 2017		2.24 - 2	30 OCT 2003	
2.24 4.1	28 APR 2016		2.24-3.2	25 MAY 2017		2.24-3.1	20 JUL 2017	
2.24 – 4.2	28 APR 2016		2.24 -4.1	25 MAY 2017		2.24-3.2	25 MAY 2017	
2.24 – 5.1	28 APR 2016		2.24 -4.2	25 MAY 2017		2.24 - 5	30 OCT 2003	
			2.24-5.1	25 MAY 2017				

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2.24- 6.1	08 DEC 2016	2 - 2	05 FEB 2015	2 - 6	25 JUN 2015
2.24-6.2	08 DEC 2016	2 - 3	05 FEB 2015		EIMH AD
2.24 - 7	30 OCT 2003	2 - 4	05 FEB 2015	2 - 1	16 OCT 2014
	EIWT AD	2 - 5	05 FEB 2015	2 - 2	16 OCT 2014
2 - 1	27 APR 2017	2 - 6	05 FEB 2015	2 - 3	16 OCT 2014
2 - 2	27 APR 2017		EICA AD	2 - 4	16 OCT 2014
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2 - 5	27 APR 2017	2 - 3	24 JUL 2014		EIMN AD
2 - 6	27 APR 2017	2 - 4	24 JUL 2014	2 - 1	16 OCT 2014
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2 - 9	27 APR 2017		EICL AD	2 - 4	16 OCT 2014
2 - 10	27 APR 2017	2 - 1	24 JUL 2014	2 - 5	16 OCT 2014
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2 - 12	27 APR 2017	2 - 3	24 JUL 2014		EIMS AD
2.24 - 1	07 JUN 2007	2 - 4	24 JUL 2014	2 - 1	30 MAY 2013
2.24.3 - 1	04 APR 2013	2 - 5	24 JUL 2014	2 - 2	30 MAY 2013
2.24.3 - 2	04 APR 2013	2 - 6	24 JUL 2014	2 - 3	30 MAY 2013
2.24.4 - 1	07 MAR 2013		EICN AD	2 - 4	30 MAY 2013
2.24.4 - 2	07 MAR 2013	2 - 1	05 FEB 2015		EINC AD
2.24.5 - 1	04 APR 2013	2 - 2	05 FEB 2015	2 - 1	16 OCT 2014
2.24.5 - 2	04 APR 2013	2 - 3	05 FEB 2015	2 - 2	16 OCT 2014
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2 - 3	24 JUL 2014		EIIM AD	2 - 6	16 OCT 2014
2 - 4	24 JUL 2014	2 - 1	14 SEP 2017		EIRT AD
2 - 5	24 JUL 2014	2 - 2	14 SEP 2017	2 - 1	16 OCT 2014
2 - 6	24 JUL 20 14	2 - 3	14 SEP 2017	2 - 2	16 OCT 2014
	EIBN AD	2 - 4	14 SEP 2017	2 - 3	16 OCT 2014
2 - 1	05 FEB 2015	2 - 5	14 SEP 2017	2 - 4	16 OCT 2014
2 - 2	05 FEB 2015	2 - 6	14 SEP 2017	2 - 5	16 OCT 2014
2 - 3	05 FEB 2015		EIIR AD	2 - 6	16 OCT 2014
2 - 4	05 FEB 2015	2 - 1	16 OCT 2014		EITM AD
2 - 5	05 FEB 2015	2 - 2	16 OCT 2014	2-1	16 OCT 2014
2 - 6	05 FEB 2015	2 - 3	16 OCT 2014	2-2	16 OCT 2014
	EIBR AD	2 - 4	16 OCT 2014	2-3	16 OCT 2014
2 - 1	05 MAR 2015	2 - 5	16 OCT 2014	2-4	16 OCT 2014
2 - 2	05 MAR 2015	2 - 6	16 OCT 2014	2-5	16 OCT 2014
2 - 3	05 MAR 2015		EIKK AD	2-6	16 OCT 2014
2 - 4	05 MAR 2015	2 - 1	25 JUN 2015		
2 - 5	05 MAR 2015	2 - 2	25 JUN 2015		
2 - 6	05 MAR 2015	2 - 3	25 JUN 2015		
	EIBT AD	2 - 4	25 JUN 2015		
2 - 1	05 FEB 2015	2 - 5	25 JUN 2015		

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## GEN 3.2 AERONAUTICAL CHARTS

### 1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

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

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: [info@iaa.ie](mailto:info@iaa.ie)

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

Charts based on ICAO documents: Annex 4, Doc 8697

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

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

### 2. MAINTENANCE OF CHARTS

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

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

### 3. PURCHASE ARRANGEMENTS

VFR Chart Scale 1:500,000

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

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

Phone: + 353 1 802 5379

URL: [http://shop.osi.ie/Shop/Products/StockedItemsWH03/Special+Interest\(StockedItems\)/Default.aspx](http://shop.osi.ie/Shop/Products/StockedItemsWH03/Special+Interest(StockedItems)/Default.aspx)

VFR Airspace Chart Scale 1:500,000

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

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

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

URL: <https://www.iaa.ie/commercial-aviation/airspace-1/aeronautical-charts>

VFR Chart Scale 1:250,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:250,000. It comprises two charts - front and back (East & West, North & South), covering the Shannon FIR. The charts are for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland. It is available to order at a cost of €30.00 including VAT per chart from:

Post: OSI,  
Map Sales Shop,  
Phoenix Park,  
Dublin 8,  
Phone: + 353 1 802 5379  
URL: [http://shop.osi.ie/Shop/Products/StockedItemsWH03/Special+Interest\(StockedItems\)/Default.aspx](http://shop.osi.ie/Shop/Products/StockedItemsWH03/Special+Interest(StockedItems)/Default.aspx)

#### Digital Formats

For details on VFR charts in digital formats, please email;

Email: <mailto:vfrcharts@iaa.ie>

Aerodrome Obstacle Chart - ICAO Type B, where available can be obtained from individual aerodrome authorities. Ireland Sheet 2172 ABCD, 1:500,000 and 1:250,000 are available from:-

Post: OSI,  
Map Sales Shop,  
Phoenix Park,  
Dublin 8,  
Phone: + 353 1 802 5379  
URL: <http://www.irishmaps.ie>

All other aeronautical charts are available to download from:-

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

## 4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

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

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

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:500,000. This chart is for VFR navigation within the boundaries of the Shannon FIR. In addition to

aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland.

#### 4.2.2 Aeronautical Chart 1:250,000

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

#### 4.2.3 Instrument Approach Chart – ICAO

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

#### 4.2.4 Visual Approach Chart – ICAO

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

#### 4.2.5 Aerodrome Chart – ICAO

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

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

These charts are designed to provide the operator with the data necessary to enable compliance with the operating limitations as contained in ICAO Annex 6.

#### 4.2.7 Aerodrome Obstacle Chart - ICAO - TYPE "B"

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

#### 4.2.8 Precision Approach Terrain Chart – ICAO

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

#### 4.2.9 ATC Surveillance Minimum Altitude Chart

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

### 5. LIST OF CHART SERIES

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aeronautical Chart ICAO 1:500,000	ANC/500		Ireland Sheet 2172 ABCD	01 JUN 2017
Aeronautical Chart/West 1:250,000	ANC/250		Ireland Sheet 2172 ABCD	01 JUN 2017
Aeronautical Chart/East 1:250,000	ANC/250		Ireland Sheet 2172 ABCD	01 JUN 2017
Aeronautical Chart/North 1:250,000	ANC/250		Ireland Sheet 2172 ABCD	01 JUN 2017
Aeronautical Chart/South 1:250,000	ANC/250		Ireland Sheet 2172 ABCD	01 JUN 2017

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:750 000	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 17 CAT A, B	13 MAR 2008
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 17	13 MAR 2008
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 35 CAT A, B	13 MAR 2008
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 35	13 MAR 2008
	SID	EIDW AD 2.24-9	EIDW RNAV RWY 28 CAT A, B	13 DEC 2012
	SID	EIDW AD 2.24-10	EIDW RNAV RWY 28 CAT C,D	13 DEC 2012
	SID	EIDW AD 2.24-11	EIDW RNAV RWY 10 CAT A, B	02 APR 2015
	SID	EIDW AD 2.24-12	EIDW RNAV RWY 10 CAT C, D	02 APR 2015
	SID	EIDW AD 2.24-13	EIDW RNAV RWY 16 CAT A, B	13 DEC 2012
	SID	EIDW AD 2.24-14	EIDW RNAV RWY 16 CAT C, D	13 DEC 2012
	SID	EIDW AD 2.24-15	EIDW RNAV RWY 34 CAT A, B	13 DEC 2012
	SID	EIDW AD 2.24-16	EIDW RNAV RWY 34 CAT C, D	13 DEC 2012
	SID	EIKY AD 2.24-3	EIKY RWY 26 Cat A, B	25 MAY 2017
	SID	EIKY AD 2.24-4	EIKY RWY 26 Cat C	25 MAY 2017
	SID	EIKY AD 2.24-5	EIKY RWY 08 Cat A, B	25 MAY 2017
	SID	EIKY AD 2.24-6	EIKY RWY 08 Cat C	18 AUG 2016
	SID	EINN AD 2.24-7A	EINN RNAV RWY 24 Cat A, B, C, D	03 JUN 2010
	SID	EINN AD 2.24-8A	EINN RNAV RWY 06 Cat A, B, C, D	03 JUN 2010
Standard Departure Chart-Instrument (SID) ICAO 1:300 000	SID	EIKN AD 2.24-4	EIKN RNAV RWY26	28 APR 2016
	SID	EIKN AD 2.24-5	EIKN RNAV RWY08	28 APR 2016
Standard Departure Chart-Instrument (SID) ICAO 1:300 000	SID	EIME AD 2.24-8	EIME RWY 11,29,05,23 CAT A,B	30 APR 2015
	SID	EIME AD 2.24-9	EIME RWY 11,29,05,23 CAT C,D	30 APR 2015
Standard Arrival Chart-Instrument (STAR) ICAO 1:750 000	STAR	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 17	13 MAR 2008
	STAR	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 35	13 MAR 2008
	STAR	EIDW AD 2.24-17.1	EIDW RNAV RWY 28 (With Lateral Holding/Point Merge)	02 APR 2015
	STAR	EIDW AD 2.24-17.4	EIDW RNAV RWY 28 (without Lateral Holding/Point Merge)	02 APR 2015
	STAR	EIDW AD 2.24-19.1	EIDW RNAV RWY 10 (with Lateral Holding/Point Merge)	28 MAY 2015
	STAR	EIDW AD 2.24-19.5	EIDW RNAV RWY 10 (Without Lateral Holding/Point Merge)	23 JUL 2015
	STAR	EIDW AD 2.24-20	EIDW RNAV RWY 16	13 DEC 2012
	STAR	EIDW AD 2.24-21	EIDW RNAV RWY 34	13 DEC 2012
	STAR	EIME AD 2.24-29	EIME RWY 23/29	30 APR 2015
	STAR	EINN AD 2.24-9A	EINN RNAV RWY 24	03 JUN 2010
	STAR	EINN AD 2.24-10A	EINN RNAV RWY 06	03 JUN 2010
Standard Arrival Chart-Instrument (STAR) ICAO 1:400 000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY08	20 JUL 2017
Standard Arrival Chart-Instrument (STAR) ICAO 1:300 000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY26	18 AUG 2016

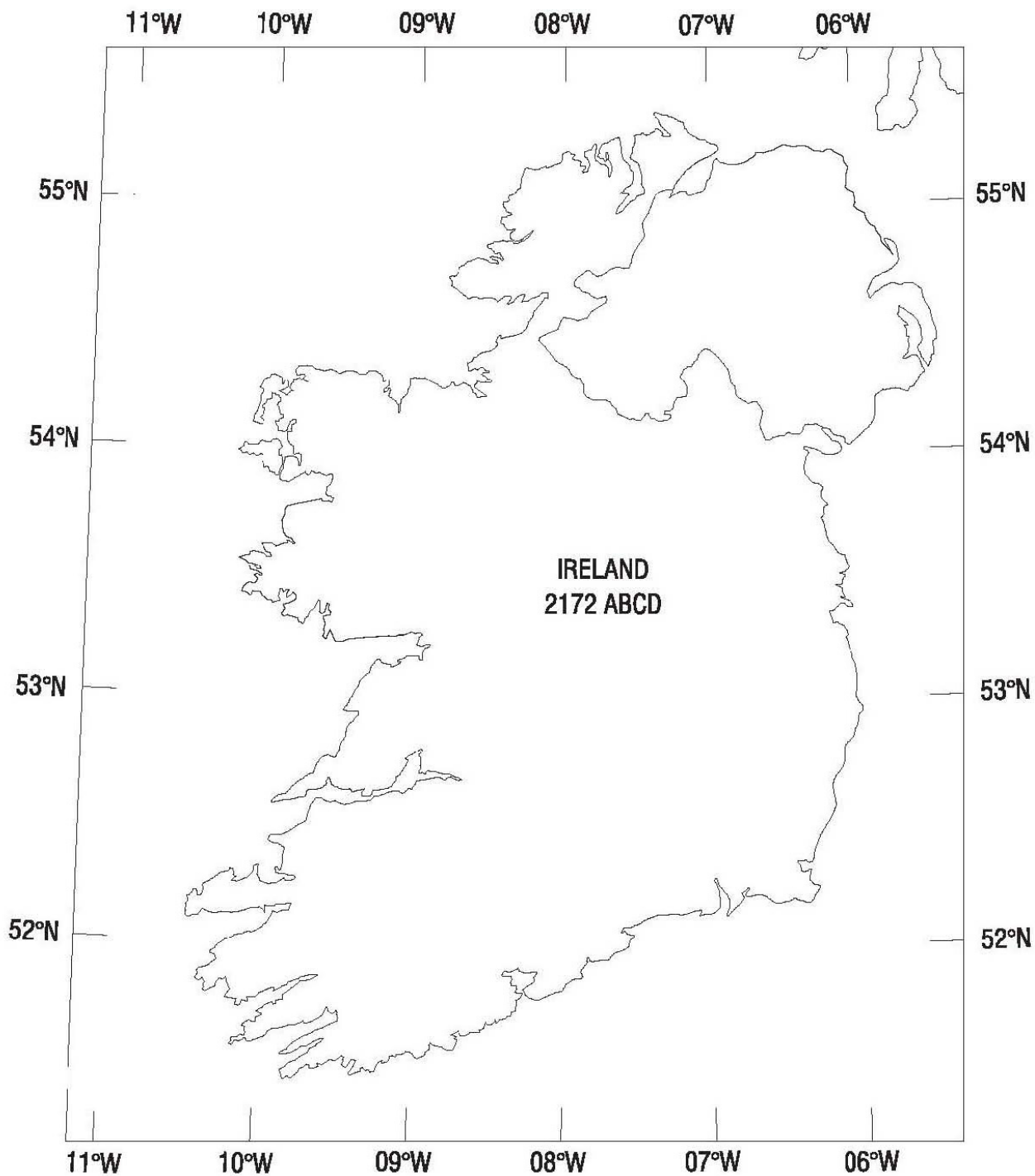


Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 500 000	IAC	EIDW AD 2.24-22	EIDW RNP RWY 28	25 MAY 2017
	IAC	EIDW AD 2.24-23	EIDW ILS Cat I & II or LOC RWY 28	25 MAY 2017
	IAC	EIDW AD 2.24-24	EIDW VOR RWY 28	25 MAY 2017
	IAC	EIDW AD 2.24-25	EIDW RNP RWY 10	25 MAY 2017
	IAC	EIDW AD 2.24-26	EIDW ILS Cat I & II or LOC RWY 10	25 MAY 2017
	IAC	EIDW AD 2.24-27	EIDW VOR RWY 10	25 MAY 2017
	IAC	EIDW AD 2.24-29	EIDW ILS CAT I or LOC RWY 16	13 DEC 2012
	IAC	EIDW AD 2.24-30	EIDW VOR RWY 16	13 DEC 2012
	IAC	EIDW AD 2.24-32	EIDW RNAV (GNSS) RWY 34	28 MAY 2015
	IAC	EIDW AD 2.24-33	EIDW VOR RWY 34	28 MAY 2015
Instrument Approach Chart ICAO 1: 400 000	IAC	EIME AD 2.24-16	VOR/DME RWY 29 CAT A,B,C,D	30 APR 2015
	IAC	EIME AD 2.24-17	VOR DME RWY 23 CAT A,B,C,D	30 APR 2015
	IAC	EIWT AD 2.24.3	EIWT VOR - D	04 APR 2013
	IAC	EIWT AD 2.24.4	EIWT VOR - B	07 MAR 2013
	IAC	EIWT AD 2.24.5	EIWT VOR - C	04 APR 2013
	IAC	EIKN AD 2.24-14	EIKN RNAV (GNSS) Chart RWY08	18 AUG 2016
Instrument Approach Chart ICAO 1:350 000	IAC	EIKY AD 2.24-8	EIKY ILS OR LOC RWY 26 ACFT CAT A,B,C	08 DEC 2016
	IAC	EIKY AD 2.24-9	EIKY NDB RWY 26 CAT A,B,C	08 DEC 2016
	IAC	EIKN AD 2.24-8	EIKN RNAV (GNSS) Chart RWY26	18 AUG 2016
	IAC	EIKN AD 2.24-9	EIKN ILS A CAT I & CAT II or LOC RWY26	18 AUG 2016
	IAC	EIKN AD 2.24-11	EIKN VOR RWY26	18 AUG 2016
	IAC	EIKN AD 2.24-15	EIKN VOR RWY08	18 AUG 2016
	IAC	EIKN AD 2.24-16	EIKN NDB RWY08	18 AUG 2016
	IAC	EIKN AD 2.24-17	EIKN NDB RWY08	18 AUG 2016
Instrument Approach Chart ICAO 1: 330 000	IAC	EICK AD 2.24-13	EICK ILS/DME Cat I & II RWY 17	13 MAR 2008
	IAC	EICK AD 2.24-14	EICK ILS/DME RWY 35	13 MAR 2008
	IAC	EICK AD 2.24-15	EICK VOR/DME RWY 17	13 MAR 2008
	IAC	EICK AD 2.24-16	EICK VOR/DME RWY 35	13 MAR 2008
	IAC	EICK AD 2.24-17	EICK VOR/DME RWY 07	13 MAR 2008
	IAC	EICK AD 2.24-18	EICK VOR/DME RWY 25	13 MAR 2008
	IAC	EIDL AD 2.24-3	EIDL LOC RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-4	EIDL NDB RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-5	EIDL NDB RWY 03	05 APR 2012
	IAC	EIKN AD 2.24-10	EIKN ILS B CAT I & CAT II RWY26	28 APR 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY26	28 APR 2016
	IAC	EIKN AD 2.24-13	EIKN NDB RWY26	28 APR 2016
	IAC	EIME AD 2.24-10	ILS RWY 11 CAT A,B	30 APR 2015
	IAC	EIME AD 2.24-11	ILS RWY 11 CAT C,D	30 APR 2015
	IAC	EIME AD 2.24-22	RADAR VECTORING CAT A,B,C,D	30 APR 2015
	IAC	EINN AD 2.24-11	EINN ILS Cat I & II R Or LLZ RWY 24	03 JUN 2010
	IAC	EINN AD 2.24-12	EINN ILS/DME RWY 06	03 JUN 2010
	IAC	EINN AD 2.24-13	EINN VOR RWY 24	03 JUN 2010
	IAC	EINN AD 2.24-14	EINN VOR/DME RWY 06	03 JUN 2010

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	IAC	EISG AD 2.24-3	EISG NDB/DME RWY 29	20 MAR 2003
	IAC	EISG AD 2.24-4	EISG NDB/DME RWY 11	20 MAR 2003
	IAC	EISG AD 2.24-5	EISG NDB RWY 11	20 MAR 2003
	IAC	EIWF AD 2.24-3	EIWF ILS CAT 1 OR LOC RWY 21 CAT A,B,C	20 JUL 2017
	IAC	EIWF AD 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A,B,C	08 DEC 2016
Instrument Approach Chart ICAO 1:250 000	IAC	EIKY AD 2.24-7	EIKY RNAV (GNSS) RWY 26 CAT A,B,C	25 MAY 2017
	IAC	EIKY AD 2.24-10	EIKY RNAV (GNSS) RWY 08 CAT A,B,C	08 DEC 2016
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A,B,C	26 MAY 2016
Instrument Approach Chart ICAO 1: 200 000	IAC	EIME AD 2.24-15	VOR/DME RWY 11 CAT A,B,C,D	30 APR 2015
	IAC	EIME AD 2.24-20	SRA RWY 11 CAT A,B,C,	30 APR 2015
	IAC	EIME AD 2.24-21	SRA RWY 23 CAT A,B,C	30 APR 2015
Visual Approach Chart ICAO 1: 250 000	VAC	EICK AD 2.24-19	CORK	13 MAR 2008
	VAC	EIDL AD 2.24-6	DONEGAL	23 JAN 2003
	VAC	EIDW AD 2.24-28	DUBLIN	18 NOV 2010
	VAC	EIKN AD 2.24-12	CONNAUGHT	14 FEB 2009
	VAC	EIKY AD 2.24-11	KERRY	28 OCT 2004
	VAC	EINN AD 2.24-15	SHANNON	28 SEP 2006
	VAC	EISG AD 2.24-6	SLIGO	20 MAR 2003
	VAC	EIWF AD 2.24-7	WATERFORD	30 OCT 2003
Aerodrome Chart ICAO 1: 25 000	AD	EICK AD 2.24-1	CORK	02 FEB 2017
	AD	EINN AD 2.24-1	SHANNON	26 MAY 2016
Aerodrome Chart ICAO 1: 20 000	AD	EIKN AD 2.24-1	IRELAND WEST	18 AUG 2016
	AD	EIKY AD 2.24-1	KERRY	13 NOV 2014
Aerodrome Chart ICAO 1: 15 000	AD	EIDL AD 2.24-1	DONEGAL	28 JUN 2012
	AD	EISG AD 2.24-1	SLIGO	16 FEB 2006
	AD	EIWF AD 2.24-1	WATERFORD	30 OCT 2003
	AD	EIWT AD 2.24-1	WESTON	07 JUN 2007
Aerodrome Chart ICAO As per Published Chart	AD	EIDW AD 2.24-1	DUBLIN	25 MAY 2017
	AD	EIME AD 2.24-1	BALDONNEL	30 APR 2015
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10 000 Vertical Scale 1:1000	AOC	EICK AD 2.24-3	EICK RWY 07/25	05 OCT 2000
	AOC	EICK AD 2.24-4	EICK RWY 17/35	08 JUN 2006
	AOC	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	AOC	EIDW AD 2.24-3	EIDW RWY 10/28	10 NOV 2016
	AOC	EIDW AD 2.24-4	EIDW RWY 16/34	10 JUN 2004
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	18 AUG 2016
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 11/29	20 MAR 2003
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	30 OCT 2003
Aerodrome Obstacle Chart ICAO – Type “B”	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-
	AOC	EIWF/Type B/Ver 1	EIWF	-
<i>“Aerodrome Obstacle Chart-ICAO Type B, where available can be obtained from individual Aerodrome Authorities”</i>				
Precision Approach Terrain Chart Horizontal Scale 1:2500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 17	18 APR 2002
	PATC	EIDW AD 2.24-6	EIDW RWY 10	10 NOV 2016
	PATC	EIDW AD 2.24-7	EIDW RWY 28	10 NOV 2016
	PATC	EIKN AD2.24-3	EIKN RWY 27	21 MAR 2002
	PATC	EINN AD 2.24-5	EINN RWY 24	18 JUN 1998
Aircraft Parking/Docking Chart – ICAO 1:5000	APDC	EICK AD 2.24-2	CORK	27 AUG 2009
	APDC	EINN AD 2.24-2	SHANNON	17 OCT 2013
Aircraft Parking/Docking Chart – ICAO 1:6000	APDC	EIDW AD 2.24-2	DUBLIN	12 OCT 2017
Other Charts		EICK 2.24-6	EICK (Missed Approach Radio Failure)	13 MAR 2008

6. INDEX TO WORLD AERONAUTICAL CHARTS – ICAO 1:500,000



**7. TOPOGRAPHICAL CHARTS**Refer to [GEN 3.2.3.](#)**8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP**

Chart	Location	Correction
Aeronautical Chart/ICAO1:500.000	Belfast TMA	Belfast TMA Airspace should read Class D Ref AIP Gen 3.2.8

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## **PART 2 - EN-ROUTE (ENR)**

### **ENR 0**

#### **ENR 0.1    PREFACE**

Nil

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**ENR 0.2      RECORD OF AIP AMENDMENTS**

Nil

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**ENR 0.3      RECORD OF AIP SUPPLEMENTS**

Nil

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**ENR 0.4 CHECKLIST OF AIP PAGES**

Nil

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**ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP**

Nil

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## ENR 1.10 FLIGHT PLANNING

The following documentation should be referred to prior to filing a flight plan

- EU Reg. No 923/2012 - Section 4 Flight plans SERA.4001 Submission of a flight plan.
- ICAO DOC 4444 ATM/501 Air Traffic Management.
- ICAO DOC 7030 Regional Supplementary Procedures (Part: EUR).
- Integrated Initial Flight Plan Processing System (IFPS) Manual (section of CFMU Handbook).
- Repetitive Flight Plan (RPL) User Guide (PRFPL)

### 1. REQUIREMENT FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 A flight plan shall be submitted in accordance with the above prior to operating,

- a. Any flight or portion thereof to be provided with air traffic control service;
- b. any IFR flight within advisory airspace;
- c. any flight within or into designated areas, joining designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services;
- d. any flight within or into designated areas, or joining designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with appropriate military units or with air traffic services units or with air traffic services units in adjacent states in order to avoid the possible need for interception for the purpose of identification;
- e. any flight across international borders;
- f. within the State, for any flight of which at least a total of 30 nautical miles is over water.

*VFR flight plan for alerting service only*

An alerting service is, in principle, provided to flights for which a flight plan has been submitted

1.2 Adherence to Airspace Utilization Rules and Availability

No Flight plans shall be filed via the airspace of EISN FIR/UIR or ACC/UAC or CTA/UTA deviating from the state restrictions defined within the route availability document (RAD). This common European Reference Document contains all airspace utilization rules and availability for EISN FIR/UIR or ACC/UAC or CTA/UTA and any reference to them shall be made via

URL: <https://www.nm.eurocontrol.int/RAD/index.html>

### 2. CONTENTS AND FORM SUBMISSION OF A FLIGHT PLAN

ICAO flight plan forms are available at ARO's.

The instructions for completing these forms shall be followed.

- A flight plan may be submitted by Telefax on condition that the flight plan is forwarded on an ICAO form.
- A flight plan may be submitted by Email on condition that the flight plan is forwarded on an ICAO form, or that the message complies with AFTN format.
- When filing a flight plan by telephone the sequence of items in the flight plan form shall be strictly followed

### 3. TIME OF SUBMISSION

Except in the case of repetitive flight plans, flight plans relating to flights which may be subject to ATFM regulation or which intend to operate in the North Atlantic area (NAT) shall be submitted at least 3 hours before EOBT and may be submitted up to 120 hours before EOBT provided the Date of Flight is included in item 18 of the ICAO flight plan form.

Flight plans for flights other than those described above should be submitted at least 30 MIN before EOBT.

### 4. PLACE OF SUBMISSION

#### 4.1 IFR or IFR/VFR Flight Plans

Responsibility for the reception, checking, initial processing and distribution of flight plan data relating to IFR GAT flights originating within the SHANNON FIR or overflying the SHANNON FIR, UIR or SOTA/NOTA has been delegated to the IFPS.

IFPS is the sole source for the distribution of IFR GAT flight plan information to ATS units within the IFPS Zone. IFPS also provides the flight plan data necessary for the operation of the Air Traffic Flow Management (ATFM) elements of the CFMU.

Flight plans can be submitted at the Air Traffic Service Reporting Office (ARO) at the departure aerodrome.

Aircraft Operators who have appropriate facilities for communications with IFPS may submit flight plans and associated messages, for flights departing from aerodromes within the SHANNON FIR, or over flying the SHANNON FIR, UIR, SOTA or NOTA directly to the IFPS. This "Direct Filing" is the preferred procedure.

#### Air Filed Flight Plans (AFIL)

ATS Unit will accept flight plans from aircraft in the air. This procedure (AFIL) should only be used when no other means of submission is practicable.

Flights requesting AFIL may be required to remain clear of controlled airspace until such time as the concerned ATS Unit has sufficient time to accept and process the message.

Rejection of such a flight plan by IFPS may result in subsequent and significant delay to the concerned flight.

#### Responsibility for Flight Plan Submission (IFR or IFR/VFR flights)

Aircraft Operators (AO) are responsible for all matters associated with the submission of IFR flight plans and associated messages (including correct compilation and submission in addition to reception of IFPS Operational Reply Messages.

#### IFPS OPERATIONAL REPLY MESSAGES (ORM)

- AO who use the direct filing procedure receive ORM directly from IFPS.
- AO who file through an ARO may – if the AO AFTN/SITA address is known to IFPS – receive ORM directly from IFPS. The ORM will also be sent systematically by IFPS to the ARO Office, which originally transmitted the message to IFPS.

It is the sole responsibility of the AO to make suitable arrangements to determine the contents of ORM and to respond to them accordingly. This responsibility applies regardless of the method used to submit the flight plan.

## 4.2 VFR Flight Plans

In the case of flights involving a mix of VFR and IFR rules, the procedures relating to flight plan submission for IFR flights must be followed. The addresses of ATS Units affected by VFR portions of the flight must be included in addition to the two IFPS addresses. The re-addressing function may be used to satisfy this requirement.

It is essential that the point on the route where the change of rules is intended to take place is identified correctly in the route field of the flight plan.

Flight plans can be submitted at the Air Traffic Service Reporting Office (ARO) at the departure aerodrome.

#### Air Filed Flight Plans (AFIL)

ATS Unit will accept flight plans from aircraft in the air, however this procedure (AFIL) should only be used when no other means of submission is practicable.

Flights requesting AFIL may be required to remain clear of controlled airspace until such time as the concerned ATS Unit has sufficient time to accept and process the message.

Note: IFPS does not handle flight plans relating to flights conducted totally in accordance with VFR flight rules, therefore the addresses of the two IFPS units should not be entered on such flight plans.

In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by AFS, Email, Telefax, or in extreme circumstances by telephone to the ARO listed below

#### National Air Traffic Services Reporting Office (ARO)

Post: Aeronautical Information Service  
Irish Aviation Authority  
Ballycasey Cross  
SHANNON  
Co. Clare  
Ireland

Phone: + 353 61 703 750

Fax: + 353 61 366 245

Email: [aisops@iaa.ie](mailto:aisops@iaa.ie)

AFS: EINNZPZX

**5. COMPLETION OF AN ICAO FLIGHT PLAN AND RELATED MESSAGES****5.1 ICAO Flight Plan****1. General**

Adhere closely to the prescribed formats and manner of specifying data.

Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank.

Insert all clock times in 4 figures UTC.

Insert all estimated elapsed times in 4 figures (hours and minutes).

Shaded area preceding Item 3 — to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

*Note.— The term “aerodrome” where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.*

**2. Instructions for insertion of ATS data**

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

*Note 1.—* Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

*Note 2.—* Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

**3. Filed by**

INSERT the name of the unit, agency or person filing the flight plan.

**4. Acceptance of the flight plan**

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

**5. Instructions for insertion of COM data Items to be completed**

COMPLETE the top two shaded lines of the form, and COMPLETE the third shaded line only when necessary, in accordance with the provisions in PANS-ATM, Chapter 11, 11.2.1.2, unless ATS prescribes otherwise.

**Item 7 AIRCRAFT IDENTIFICATION  
(MAXIMUM 7 CHARACTERS)**

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

- a. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA 213, JESTER 25); Or
- b. the nationality or common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
  1. in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS);
  2. the aircraft is not equipped with radio

*Note 1. — Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.*

*Note 2. — Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.*

**Item 8 FLIGHT RULES AND TYPE OF FLIGHT  
(ONE OR TWO CHARACTERS)**

### Flight rules

**INSERT** one of the following letters to denote the category of flight rules with which the pilot intends to comply:

<b>I</b>	if it is intended that the entire flight will be operated under the IFR
<b>V</b>	if it is intended that the entire flight will be operated under the VFR
<b>Y</b>	if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules*
<b>Z</b>	if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules*
* Specify in Item 15 the point or points at which a change of flight rules is planned.	

### Type of flight

**INSERT** one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

<b>S</b>	if scheduled air service
<b>N</b>	if non-scheduled air transport operation
<b>G</b>	if general aviation
<b>M</b>	if military
<b>X</b>	if other than any of the defined categories above.

*Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.*

## Item 9 NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

Number of aircraft

(1 or 2 characters)

**INSERT** the number of aircraft, if more than one

Type of aircraft

(2 to 4 characters)

**INSERT** the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators, OR, if no such designator has been assigned, or in case of formation flights comprising more than one type, **INSERT** ZZZZ, and SPECIFY in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

Wake turbulence category

(1 character)

**INSERT** an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

<b>H</b>	HEAVY to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;
<b>M</b>	MEDIUM to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg;
<b>L</b>	LIGHT to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

## Item 10 EQUIPMENT AND CAPABILITIES

Capabilities comprise the following elements:

- presence of relevant serviceable equipment on board the aircraft;
- equipment and capabilities commensurate with flight crew qualifications; and
- where applicable, authorization from the appropriate authority.

**Radio communication, navigation and approach aid equipment and capabilities**

**INSERT** one letter as follows:

<b>N</b>	if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable, Or
<b>S</b>	if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1), And/Or

**INSERT** one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available:

A	GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	MLS
C	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1 - P9	Reserved for RCP
G	GNSS (See Note 2)	R	PBN approved (See Note 4)
H	HF RTF	T	TACAN
I	Inertial Navigation	U	UHF RTF
J1	CPDLC ATN VDL Mode 2 (See Note 3)	V	VHF RTF
J2	CPDLC FANS 1/A HFDL	W	RVSM approved
J3	CPDLC FANS 1/A VDL Mode 4	X	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	Y	VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Z	Other equipment carried or other capabilities (See Note 5)
J6	CPDLC FANS 1/A SATCOM (MTSAT)		
Any alphanumeric characters not indicated above are reserved			

Note 1.— If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note 3.— See RTCA/EUROCAE Inter-operability Requirements Standard for ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note 4.— If the letter R is used, the performance-based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific route segment, route or area is contained in the Performance-based Navigation (PBN) Manual (Doc 9613).

Note 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate.

Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

#### **Surveillance equipment and capabilities**

**INSERT N**

if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,  
OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C	
<b>A</b>	Transponder Mode A (4 digits — 4 096 codes)
<b>C</b>	Transponder Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S	
<b>E</b>	Transponder Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
<b>H</b>	Transponder Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
<b>I</b>	Transponder Mode S, including aircraft identification, but no pressure-altitude capability
<b>L</b>	Transponder Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
<b>P</b>	Transponder Mode S, including pressure-altitude, but no aircraft identification capability
<b>S</b>	Transponder Mode S, including both pressure altitude and aircraft identification capability
<b>X</b>	Transponder Mode S with neither aircraft identification nor pressure-altitude capability

Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B	
<b>B1</b>	ADS-B with dedicated 1 090 MHz ADS-B “out” capability
<b>B2</b>	ADS-B with dedicated 1 090 MHz ADS-B “out” and “in” capability
<b>U1</b>	ADS-B “out” capability using UAT
<b>U2</b>	ADS-B “out” and “in” capability using UAT
<b>V1</b>	ADS-B “out” capability using VDL Mode 4
<b>V2</b>	ADS-B “out” and “in” capability using VDL Mode 4

ADS-C	
<b>D1</b>	ADS-C with FANS 1/A capabilities
<b>G1</b>	ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/.

Item 13 DEPARTURE AERODROME AND TIME  
(8 CHARACTERS)

**INSERT** the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, Location Indicators,

OR, if no location indicator has been assigned,

**INSERT** ZZZZ and SPECIFY, in Item 18, the name and location of the aerodrome preceded by DEP/,

OR, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,

OR, if the flight plan is received from an aircraft in flight,

**INSERT** AFIL, and SPECIFY, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

THEN, WITHOUT A SPACE,

**INSERT** for a flight plan submitted before departure, the estimated off-block time (EOBT),

OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

Item 15 **ROUTE**

INSERT the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.  
THEN, following the arrow,  
INSERT the route description as in (c).

a. **Cruising speed**

(maximum 5 characters)

**INSERT** the True airspeed for the first or the whole cruising portion of the flight, in terms of:

- Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or
- Knots, expressed as N followed by 4 figures (e.g. N0485), or
- True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

b. **Cruising level**

(maximum 5 characters)

**INSERT** the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

- Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or
- \*Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or
- \* When so prescribed by the appropriate ATS authorities.
- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or
- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or
- for uncontrolled VFR flights, the letters VFR.

c. **Route**

(including changes of speed, level and/or flight rules)

**Flights along designated ATS routes**

**INSERT**, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN **INSERT** each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

Note. When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

**Flights outside designated ATS routes**

**INSERT** points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR, when required by appropriate ATS authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hours flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

**INSERT** DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a space.

**ATS route** (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).

Note. Provisions for the application of route designators are contained in Annex 11, Appendix 1.

**Significant point** (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),  
or, if no coded designator has been assigned, one of the following ways:

**Degrees only** (7 characters):

2 figures describing latitude in degrees, followed by N (North) or S (South), followed by 3 figures describing longitude in degrees, followed by E (East) or W (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W

**Degrees and minutes** (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by N (North) or S (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by E (East) or W (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

**Bearing and distance** from a reference point:

The identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros. e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR DUB should be expressed as DUB180040.

**Change of speed or level** (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.

Examples: LN/N0284A045

MAY/N0305F180

HADDY/N0420F330

4602N07805W/N0500F350

46N078W/M082F330

DUB180040/N0350M0840

**Change of flight rules** (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:

- VFR if from IFR to VFR
- IFR if from VFR to IFR

Examples: LN VFR

LN/N0284A050 IFR

**Cruise climb** (maximum 28 characters)

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620.

Item 16 DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

**Destination aerodrome and total estimated elapsed time**

(8 characters)

**INSERT** the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, Location Indicators,

OR, if no location indicator has been assigned,



**INSERT** ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/.

THEN WITHOUT A SPACE

**INSERT** the total estimated elapsed time.

Note. — For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

**Destination alternate aerodrome(s)**

**INSERT** the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, Location Indicators, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

**INSERT** ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

Item 18 **OTHER INFORMATION**

Note. — Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

**INSERT** 0 (zero) if no other information,

OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/	Reason for special handling by ATS, e.g. a search and rescue mission, as follows
ALTRV	for a flight operated in accordance with an altitude reservation;
ATFMX	for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR	fire-fighting;
FLTCK	flight check for calibration of nav aids;
HAZMAT	for a flight carrying hazardous material;
HEAD	a flight with Head of State status;
HOSP	for a medical flight declared by medical authorities;
HUM	for a flight operating on a humanitarian mission;
MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC	for a life critical medical emergency evacuation;
NONRVSM	for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR	for a flight engaged in a search and rescue mission;
STATE	for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

**PBN/ Indication of RNAV and/or RNP capabilities.**

Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS	
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors

RNAV SPECIFICATIONS	
<b>C2</b>	RNAV 2 GNSS
<b>C3</b>	RNAV 2 DME/DME
<b>C4</b>	RNAV 2 DME/DME/IRU
<b>D1</b>	RNAV 1 all permitted sensors
<b>D2</b>	RNAV 1 GNSS
<b>D3</b>	RNAV 1 DME/DME
<b>D4</b>	RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS	
<b>L1</b>	RNP 4
<b>O1</b>	Basic RNP 1 all permitted sensors
<b>O2</b>	Basic RNP 1 GNSS
<b>O3</b>	Basic RNP 1 DME/DME
<b>O4</b>	Basic RNP 1 DME/DME/IRU
<b>S1</b>	RNP APCH
<b>S2</b>	RNP APCH with BARO-VNAV
<b>T1</b>	RNP AR APCH with RF (special authorization required)
<b>T2</b>	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

**NAV/** Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

**COM/** Indicate communications applications or capabilities not specified in Item 10 a).

**DAT/** Indicate data applications or capabilities not specified in 10 a).

**SUR/** Include surveillance applications or capabilities not specified in Item 10 b).

**DEP/** Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040. OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

**DEST/** Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

**DOF/** The date of flight departure in a six-figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

**REG/** The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

**EET/** Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830

EET/EINN0204

**SEL/** SELCAL Code, for aircraft so equipped.

**TYP/** Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

**CODE/** Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

**DLE/** Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

**OPR/** ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

**ORGN/** The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

**PER/** Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures, if so prescribed by the appropriate ATS authority.

**ALTN/** Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

**RALT/** ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

**TALT/** ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

**RIF/** The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to re-clearance in flight. Examples:

RIF/DTA HEC KLAX

RIF/ESP G94 CLA YPPH

**RMK/** Any other plain-language remarks when required by the appropriate ATS authority or deemed necessary.

#### Item 19 SUPPLEMENTARY INFORMATION

Endurance After **E/**

INSERT a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board After **P/**

**INSERT** the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority.

**INSERT** TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

(RADIO) **R/**

- CROSS OUT U if UHF on frequency 243.0 MHz is not available.
- CROSS OUT V if VHF on frequency 121.5 MHz is not available.
- CROSS OUT E if emergency locator transmitter (ELT) is not available.

(SURVIVAL EQUIPMENT) **S/**

- CROSS OUT all indicators if survival equipment is not carried.
- CROSS OUT P if polar survival equipment is not carried.
- CROSS OUT D if desert survival equipment is not carried.
- CROSS OUT M if maritime survival equipment is not carried.
- CROSS OUT J if jungle survival equipment is not carried.

(JACKETS) **J/** • CROSS OUT all indicators if life jackets are not carried.

- CROSS OUT L if life jackets are not equipped with lights.
- CROSS OUT F if life jackets are not equipped with fluorescein.
- CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.

(DINGHIES) **D/** (NUMBER)

CROSS OUT indicators D and C if no dinghies are carried, or INSERT number of dinghies carried; and

(CAPACITY) INSERT total capacity, in persons, of all dinghies carried; and

(COVER) CROSS OUT indicator C if dinghies are not covered; and

(COLOUR) INSERT colour of dinghies if carried.

(AIRCRAFT COLOUR AND MARKINGS) **A/**

INSERT colour of aircraft and significant markings.

(REMARKS) **N/**

CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried and any other remarks regarding survival equipment.

(PILOT) **C/**

INSERT name of pilot-in-command.

## 5.2 Submission of repetitive flight plan (RPL) data

Responsibility

The Eurocontrol Central Flow Management Unit (CFMU) IN Brussels is responsible for the reception, processing and distribution of RPL data within the IFPS Zone.

The RPL Team handles all matters relating to RPL data.

Submission Procedures

RPL data files should be sent by any of the following means of communication:

Post: Eurocontrol CFMU  
FDO/PRL Team  
Rue de la Fusee, 96  
B-1130 Brussels  
Belgium

Phone: 00 32 (0)2 729 9847

Fax: 00 32 (0)2 729 9042

SITA: BRUER7X

Email: rpl@eurocontrol.int

Submission of RPL data via electronic media is preferred.

## 5.3 Flight Plan Associated Messages

### 5.3.1 Modification Message (CHG)

All significant changes to flight plans submitted for both IFR and VFR flights shall be notified to ATS as follows:-

- before Departure;  
utilizing, where possible the same procedures used to submit the original flight plan.
- after departure;  
through the responsible ATS unit.

Items in the flight plan that cannot be modified by a CHG message.

- Aircraft Identification.
- Departure Aerodrome.
- Destination Aerodrome.

- Estimated Off-Block Date.
- Estimated Off-Block Time.

#### 5.3.2 Cancellation Message (CNL)

Flight plan originators shall ensure that flight plans which are no longer required or which relate to flights for which a new flight plan has or will be submitted, are cancelled at the earliest opportunity by means of a cancellation message (CNL) addressed to all addressees on the original flight plan.

Failure to cancel redundant flight plans may result in unnecessary delay to air traffic since such flight plans will be dealt with by the ATFM service as though the flights are actually taking place.

#### 5.3.3 Delay Message (DLA)

In the event of a delay in excess of fifteen (15) minutes in the estimated off-block time, for an IFR flight (except if the IFR flight has a SLOT allocated) or in excess of thirty (30) minutes for a VFR controlled flight, a DLA message must be sent.

#### 5.3.4 Departure Message (DEP)

Departures messages are sent for IFR/VFR flights when requested.

#### 5.3.5 Arrival Message (ARR)

Arrival messages are sent for IFR/VFR flights when requested.

### 6. FLIGHT PLANNING IN SHANNON UTA, NOTA AND SOTA

6.1 No upper ATS routes exist in the SHANNON UTA, NOTA or SOTA except areas where the provision of ATM is delegated to another ANSP.

#### 6.2 General Procedures

The following condition apply

- Airspace users are permitted to flight plan direct routeing "DCT" between any of the published 5 letters waypoints or radio navigation aids within the SHANNON UTA, NOTA or SOTA.
- Routeing between these points should be indicated by means of the "DCT" instruction subject to a max distance limit of 600 nautical miles.
- Cross UIR boundary DCT is not permitted. Airspace users may connect to the lower ATS network by flight planning "DCT" to any significant point on the lower ATS network.
- Airspace may connect from the lower ATS route by flight planning "DCT" from any significant point on that network to any of the exit points in the SHANNON UTA, SOTA and NOTA.
- Airspace users should flight plan clear of Danger Areas which are notified active. Waypoints are established which allow flight plan routes to remain clear of active Danger Areas and may be used for flight planning purposes. For EID1 ULTAG, ASKUP, LAPMO, and GIMRO. For EID13 BIBLA, ORTOM, LILNO and KOMAG. For EID14 LODLA, AMDEP, UNLID and LINRA

These points are depicted on Charts ENR 6-2, ENR 6-3 and ENR 6-4

Radar monitoring is provided to ensure separation from Danger areas when active.

- Flights not subject to Oceanic Clearance which Flight Plan to route through SHANNON Oceanic Transition Area are not subject to MNPS approval. ICAO State Letter PFA/SUP/NAT/2009/S09-05-09-0336.SLG refers.

#### 6.3 Overflights

Over flight traffic should plan directly from entry point to exit point, except as required to remain clear of Active Danger areas. The following conditions do however apply:

- Airspace Users entering the SHANNON UTA on an oceanic clearance should plan direct from the last point (Landfall) on their Oceanic Clearance to exit point of the UTA.
- Airspace users intending to enter the Shanwick Oceanic Area should plan direct routes from entry points of the SHANNON UTA to entry points on the Oceanic boundary

6.3.1 Waypoints for overflight flight planning of UTA, NOTA and SOTA (See [Table 1:](#) below)

**Table 1:**

Name-code Designator	Route
LIFFY, NEVRI, NORLA, ROTEV	Eastbound only
BAGSO, MOPAT, NIMAT, VATRY	Westbound only
ARKIL, BOYNE, MORAG, SAMON, TURLU, KUGUR	Night Route only
ASKUP, GIMRO, LAPMO, ULTAG	EID1 avoidance
ADMUP, GURGA, KOMER, LUSAT	EID5 avoidance
BIBLA, KOMAG, LILNO, ORTOM	EID13 avoidance
AMDEP, LINRA, LODLA, UNLID	EID14 avoidance
ADARA, AGORI, ATSUR, BAKUR, BAMLI,	
BANBA, BEDRA, BEGID, BEXET, BILTO, BIMGO	
DEGOS, DINIM, DOGAL, ELSOX, EMPER, EPUNA	
ERNAN, ETARI, EVBAK, EVRIN, GAPLI, GISTI	
GOMUP, GUNSO, IBROD, KESIX, KOGAD, KOKIB	
LASNO, LEDGO, LEKVA, LESLU, LIMRI	
LIPGO, LULOX, MALOT, MAPAG, MIMKU, MOGLO	
MOLAK, NEBIN, NERTU, NETKI,	
NIBOG, NIPIT, OLGON, OMOKO, OSBOX	
PIKIL, RATKA, RESNO, REVNU, RILED, RODEL	
SLANY, SOMAX, SOVED, SUNOT, TAKAS, TAMEL,	
TOBOR, TULTA, VENER, XETBO	

6.4 Traffic landing at aerodromes within the SHANNON FIR

Traffic landing at aerodromes within the SHANNON FIR should plan from the SHANNON UTA entry point or from the last point (Landfall) on their Oceanic Clearance (if entering from the SHANWICK Oceanic Area) as follows;

6.4.1 If the destination aerodrome has published STAR then flight plan to the initial way-point on the most appropriate STAR.

6.4.2 If the destination aerodrome does not have published STAR then flight plan to the radio navigational aid or significant point associated with the destination aerodrome.(See [Table 2:](#) below)

**Table 2:**

Aerodrome	ICAO Code	Radio Navigational Aid	Significant point
Donegal	EIDL	CFN	
Sligo	EISG	SLG	
Ireland West	EIKN	CON	ENULA
SHANNON	EINN	SHA	
Kerry	EIKY	KER	INRAD

Table 2:

Aerodrome	ICAO Code	Radio Navigational Aid	Significant point
Cork	EICK	CRK	
Waterford	EIWF	WTD	

•Note; Aircraft not equipped to fly a STAR shall flight plan as per [6.4.2](#) and expect Radar vectoring.

6.5 Traffic departing aerodromes within the SHANNON FIR

Traffic departing aerodromes within the SHANNON FIR and flight planning FL250 and above should

6.5.1 If the departing aerodrome has published SID then flight plan from last point on the SID procedure to the exit point of the UTA

6.5.2 If the departing aerodrome has not published SID then flight plan from the radio navigational aid serving the departure aerodrome to the exit point of the UTA. (See [Table 3](#):below)

Table 3:

Aerodrome	ICAO Code	Radio Navigational Aid
Donegal	EIDL	CFN
Sligo	EISG	SLG
Ireland West	EIKN	CON
SHANNON	EINN	SHA
Kerry	EIKY	KER
Cork	EICK	CRK
Waterford	EIWF	WTD

•Note; Aircraft not equipped to fly a SID shall flight plan as per [6.5.2](#) and expect Radar vectoring.

## 7. FLIGHT PLANNING FOR DEPARTING/ARRIVING TRAFFIC WITHIN THE SHANNON FIR

### 7.1 Dublin

Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) routes are published for Dublin (EIDW). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

#### Flight Planning and Fuel Management - Expected Approach Distance

For arrivals to RWYs 10 and 28 at Dublin, operators may **flight plan** the appropriate STAR from AIP Ireland Chart EIDW RNAV RWY 10(without Lateral Holding) AD 2.24-19.5 or EIDW RNAV RWY28(without lateral Holding) AD2.24-17.4. These charts are based on Expected Approach distances at Dublin.

#### Recommended Flight Planning for Peak Arrival Periods

During the following peak arrival periods, operators, subject to applicable regulations and airline policies are recommended to flight plan the appropriate STAR from AIP Ireland Chart EIDW RNAV RWY 10 (with lateral Holding/Point Merge) AD2.24-19.1 or EIDW RNAV28(with lateral holding/Point Merge) AD2.24-17.1

Table 4:

ETA EIDW 1100-1230z (Winter Time)	ETA EIDW 2130-2300 (Winter Time)
ETA EIDW 1000-1130Z (Summer Time)	ETA EIDW 2030-2200 (SUMMER TIME)

#### Expected Approach Distance RWY 10

Each STAR length from CTA boundary to the Merge Points (NEKIL or OSLEX, as appropriate) is provided in the

table below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to either NEKIL (from the northern sequencing leg) or OSLEX (from the southern sequencing leg).

The Expected Approach Distance is specifically included for flight planning purposes (suffix Z).

The full Lateral Holding Point Merge/STAR (suffix R) must be available in the aircraft navigation database.

**Table 5:**

FULL STAR (with lateral holding)(EIDW AD 2.24-19.1)	FULL STAR Length including Sequencing Leg (NM) (CTA BDR - NEKIL OR OSLEX)	FLIGHT PLANNING STAR (AD 2.24-19.5)	EXPECTED APPROACH DISTANCE (NM)
LIPGO1R	72	LIPGO1Z	53
BAGSO1R	73	BAGSO1Z	49
BAMLI1R	56	BAMLI1Z	44
BOYNE1R	75	BOYNE1Z	51
BUNED1R	69	BUNED1Z	57
NIMAT1R	82	NIMAT1Z	58
OLAPO1R	61	OLAPO1Z	49
OSGAR1R	68	OSGAR1Z	56
SUTEX1R	61	SUTEX1Z	49
VATRY1R	96	VATRY1Z	78

**Expected Approach Distance RWY 28**

Each STAR length from CTA boundary to the Merge Point LAPMO is provided in the table below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to the Merge Point LAPMO.

The Expected Approach Distance is specifically included for flight planning purposes (suffix X)

The full Lateral Holding/Point Merge STAR (suffix L) must be available in the aircraft navigation database.

**Table 6:**

FULL STAR (with LATERAL holding (AD2.24-17-1)	FULL STAR LENGTH including Sequencing leg (NM) (CTA BDRY-LAPMO)	FLIGHT PLANNING STAR (AD 2.24-17.4)	EXPECTED APPROACH DISTANCE (NM)
ABLIN1L	85	ABLIN1X	52
BAGSO1L	59	BAGSO1X	32
BAMLI1L	104	BAMLI1X	77
BOYNE1L	61	BOYNE1X	34
BUNED1L	115	BUNED1X	82
NIMAT1L	68	NIMAT1X	41
OLAPO1L	103	OLAPO1X	76
OSGAR1L	114	OSGAR1X	81
SUTEX1L	107	SUTEX1X	74
VATRY1L	94	VATRY1X	61



Dublin Oceanic arrivals and departures flight plans shall use the SID and STAR in accordance with [Table 7:](#)

**Table 7:**

Route/Entry/Exit point	SID	STAR
NEBIN and North of NEBIN	SUROX5E	via OLAPO
MALOT and TOBOR	INKUR5E	via OLAPO or OSGAR as appropriate
LIMRI and South of LIMRI	INKUR5E or OLONO1E as appropriate	via OSGAR or SUTEX as appropriate

Dublin SID and STAR for the following aerodromes are specified in [Table 8:](#)

**Table 8:**

Aerodromes	SID	STAR
EICK	OLONO1E	via SUTEX
EIDL, EGAE	BAMLI5F	via BAMLI
EIKN, EISG	SUROX5F	via OLAPO
EIKY	OLONO1F	via SUTEX/OSGAR
EINN	INKUR5E	via OSGAR or OLAPO
EIWF	OLONO1F	via SUTEX
EIWT	N/A	N/A

Operators should note that the listed SID and STAR are for flight planning purposes only. The SID or STAR contained in ATC clearances may differ depending on Runway in use and/or Hold in use.

## 7.2 SHANNON

Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR) routes are published for SHANNON (EINN). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight plans for flights *NOT capable* of flying SHANNON SID or STAR or where SID or STAR do not exist should contain "SHA" in item 15 of the ICAO flight plan form as a start point for departures and an end point for arrivals.

## 7.3 Cork

Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR) routes are published for Cork (EICK). Departing/Arriving flights should file the SID/STAR appropriate to their planned route.

Flight plans for flights *NOT capable* of flying Cork SID or STAR or where SID or STAR do not exist should contain "CRK" in item 15 of the ICAO flight plan form as a start point for departures and an end point for arrivals.

## 7.4 Kerry

Runway For Filing,

Runway 26 is the designated runway for filing both arrivals and departures.

Instruction for IFR traffic:

- Arriving aircraft will normally be cleared to INRAD for the appropriate approach.
- The designated hold for runway 26 is at ROTSO.
- Departures to the Southwest or southeast should file on a CRK3A or CRK3B SID,
- Departures to the Northwest or northeast should file on a SHA3A or SHA3B SID.
- Where the reciprocal runway (08) is in use arriving traffic will be routed to the "KER" for approach to runway 08,
- The designated hold for runway 08 is at KER.
- Where 08 is active ATC will clear departing aircraft on the associated SID, CRK3C, CRK3D, SHA3C, SHA3D.
- Kerry ATC shall utilise the KER SID for contingency procedures.

**7.5 Weston**

Standard Instrument Arrivals (STAR) routes are published for the Dublin CTA. For Flight Planning for Weston flights should file the Dublin (EIDW) RWY34 STAR to SORIN or KERAV as appropriate.

Flight plans for flights not capable of flying Dublin (EIDW) RWY34 STAR should contain "WST" in item 15 of the ICAO flight plan form as an end point for arrivals.

7.5 Waypoints on the FIR boundary available for flight planning direct routes from EIDL and EISG (See [Table 9:](#) below)

**Table 9:**

Name-code Designator	Route
BALNA	SLG (NDB) to BEL (DVOR)
GILAN	CFN (NDB) to MAC (DVOR)

**8. FLIGHT PLANNING INVOLVING 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT**

Flight Plans for flights planned to operate in SHANNON FIR, UIR, SOTA and NOTA at FL195 and above should, in respect of Fields 10 and 18 of the ICAO flight plan form, be completed as follows;

- The letter "Y" should be inserted in Field 10 of the flight plan form for aircraft equipped with 8.33KHz channel spacing radio equipment, or
- The indicator "RMK/EXM833" should be inserted in Field 18 of the flight plan form for aircraft which are not equipped with 8.33KHz channel spacing radio equipment but which are planned to operate in accordance with published exemption from the mandatory carriage requirement.

In the event of change to 8.33KHz capability status of a flight planned to operate in the SHANNON UIR above FL195 a modification message, with appropriate indicator inserted should be completed.

In the event of change to the 8.33KHz capability status of a flight subject to Repetitive Flight Plan (RPL), a modification message, with the appropriate indicator inserted, should be completed not earlier than 20 hours before the Estimated Off Blocks Time (EOBT) of the flight concerned.

The Irish Aviation Authority has, by direction, made the above procedure mandatory within the sovereign airspace of Ireland.

**Flight Plan Processing**

Aircraft not equipped with 8.33KHz channel spacing radio equipment and not exempted, should not be planned to operate above FL195 in the ICAO EUR Region.

Operators submitting flight plans for aircraft normally capable of operating above FL195 but flight planned to remain below this level should, nevertheless insert the appropriate indicator in Fields 10 or 18 of the ICAO flight plan form.

Non 8.33KHz equipped flights which are planned to enter any FIR/UIR below FL195 in the EUR Region where no exemption has been published should flight plan to operate below FL195 throughout the entire EUR Region

Flight plans for aircraft not equipped with 8.33KHz channel spacing operating above FL195 in the ICAO EUR Region will, unless an exemption has been granted, processed as follows,

- If the point of departure is within the IFPS zone, the flight plan will be rejected and will need to be re filed in accordance with published exemptions.
- If the point of departure is outside the IFPS zone, the flight plan will be processed but marked by an appropriate text which can be processed by Local Air Traffic Control systems and which indicates the need for special handling. The acknowledgement (ACK) message sent by the IFPS to the Flight Plan originator and/or aircraft operator will also contain such a warning.
- The aircraft may subsequently be instructed to descend below FL245 for a considerable portion of the flight.

**ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES**

Flight movement messages relating to traffic into or via the Shannon FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages.

Category of flight (IFR, VFR or both)	Route (into or via FIR and/or TMA)	Message address
1	2	3
IFR Flights	Arrivals & transit traffic, – Shannon FIR	EUCHZMFP EUCBZMFP
	Arrivals & transit traffic – Shannon UIR	EUCHZMFP EUCBZMFP
	Transit traffic – SOTA	EUCHZMFP EUCBZMFP
	Transit traffic – NOTA	EUCHZMFP EUCBZMFP
	Departures from all aerodromes within Shannon FIR	EUCHZMFP EUCBZMFP EINNZPZX
VFR Flights	Destined for or routeing through Shannon FIR	EISNZQZX* EINNZPZX
	Destined for or routeing through Dublin CTA/CTR	EIDWZQZX* EIMEZTZX EIWTZTZX EINNZPZX
	Destined for or routeing through Shannon CTA/CTR	EISNZQZX* EINNZPZX
	Destined for or routeing through Cork CTR	EICKZTZX* EISNZQZX* EINNZPZX
	Destined for or routeing through Connaught CTR	EIKNZTZX* EISNZQZX* EINNZPZX
	Destined for or routeing through Donegal CTR	EIDLZTZX* EISNZQZX* EINNZPZX
	Destined for or routeing through Kerry CTR	EIKYZTZX* EISNZQZX* EINNZPZX
	Destined for or routeing through Sligo CTR	EISGZTZX* EISNZQZX* EINNZPZX
	Destined for or routeing through Waterford CTR	EIWFZTZX* EISNZQZX* EINNZPZX EIDWZQZX

\* In addition to any other relevant address listed on this page.

Category of flight	Aerodrome/Heliport (DEP/DEST)	Message address				
1	2	3				
*VFR Flights	EICK Cork International	EINNZPZX	EISNZQZX	EICKZTZX		
	EIDW DUBLIN International	EINNZPZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EINN SHANNON International	EINNZPZX	EISNZQZX			
	EIME CASEMENT	EINNZPZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIDL DONEGAL	EINNZPZX	EISNZQZX	EIDLZTZX		
	EIKN IRELAND WEST	EINNZPZX	EISNZQZX	EIKNZTZX		
	EIKY KERRY	EINNZPZX	EISNZQZX	EIKYZTZX		
	EISG SLIGO	EINNZPZX	EISNZQZX	EISGZTZX		
	EIWF WATERFORD	EINNZPZX	EISNZQZX	EIWFZTZX	EIDWZQZX	
	EIWT WESTON	EINNZPZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIAB ABBEYSHRULE	EINNZPZX	EISNZQZX	EIDWZQZX		
	EIMH ATHBOY	EINNZPZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EIBT BELMULLET	EINNZPZX	EISNZQZX			
	EIBR BIRR	EINNZPZX	EISNZQZX			
	EIBN BANTRY	EINNZPZX	EISNZQZX			
	EICL CLONBULLOGUE	EINNZPZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX
	EICA CONNEMARA	EINNZPZX	EISNZQZX			

Category of flight	Aerodrome/Heliport (DEP/DEST)	Message address					
1	2	3					
	EICN COONAGH	EINN郑ZX	EISNZQZX				
	EIIR INISHEER	EINN郑ZX	EISNZQZX				
	EIMN INISHMAAN	EINN郑ZX	EISNZQZX				
	EIIM INISHMORE	EINN郑ZX	EISNZQZX				
	EIKK KILKENNY	EINN郑ZX	EISNZQZX	EIDWZQZX			
	EIMS MOUNTSHANNON	EINN郑ZX	EISNZQZX				
	EINC NEWCASTLE	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	
	EIRT RATHCOOLE	EINN郑ZX	EISNZQZX				
	EITM TRIM	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	
	EIRE ABBEYFEALE	EINN郑ZX	EISNZQZX				
	EIAH ANDONA	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	
	EIBB BALLYBOUGHAL	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	
	EIDG DOLLYS GROVE	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	
	EIFR FINNER	EINN郑ZX	EISNZQZX	EIMEZTZX			
	EICM GALWAY	EINN郑ZX	EISNZQZX				
	EIGM GORMANSTON	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	
	EIIF ILAS FIELD	EINN郑ZX	EISNZQZX				
	EIKI KILENAULE	EINN郑ZX	EISNZQZX				
	EIKH KILRUSH	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	
	EILT LETTERKENNY	EINN郑ZX	EISNZQZX				
	EIMP MULLINGAR	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	
	EIHH NAVAN	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	
	EITB TIBOHINE	EINN郑ZX	EISNZQZX				
	EITT TREVET	EINN郑ZX	EISNZQZX	EIDWZQZX	EIMEZTZX	EIWTZTZX	

\* In addition to any other relevant address listed on this page.

**ENR 3 ATS ROUTES****ENR 3.1 Lower ATS Routes**

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
L18 (RNAV 5)  Δ SUROX 535948N 0065936W  ▲ DUBLIN VOR/DME (DUB) 532958N 0061826W  Δ LIPGO (FIR BDRY) 530350N 0053000W						(1) (2) (3) (4)     (1) (2) (3) (4) (5)
	<u>146°</u> 326° 38.6NM	<u>FL245</u> <u>FL075</u> Class C 5000FT				
	<u>136°</u> 316° 39.1NM				↑	
	Route Segment Remarks					
(1) DUBLIN Control 129.175MHz						
(2) DUBLIN Control 126.250MHz						
(3) Highest usable level: FL240						
(4) Westbound ONLY						
(5) For CDR conditions for that portion of the L18 contained within the LONDON FIR Please see UK AIP for information ENR 3.1						

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
L149 (RNAV 5)  Δ OLAPO 534649N 0071741W  ▲ DUBLIN VOR/DME (DUB) 532958N 0061826W  Δ PESIT 522357N 0054524W						(1) (2) (3) (4)        (1) (2) (3) (4)
	121° 301° 39.1NM	FL245 FL075 Class C 5000FT		↓		
	168° 348° 69.1NM					
Route Segment Remarks (1) Highest usable level: FL240 (2) DUBLIN Control 129.175MHz (3) DUBLIN Control 126.250MHz (4) Eastbound Only						

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
L975 (RNAV 5)  ▲ DUBLIN VOR/DME (DUB) 532958N 0061826W  Δ LIFFY (FIR BDRY)** 532848N 0053000W						(1) (2) (3) (4) (5)
	097° 277° 28.9NM	5000FT		↓	↑	
	Route Segment Remarks (1) Highest usable level: FL240 (2) DUBLIN Control 129.175MHz (3) DUBLIN Control 126.250MHz (4) **IAR L975 and W10 (5) For Continuation see United Kingdom AIP					

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
<b>M17</b> <b>(RNAV 5)</b> <b>▲ DUBLIN VOR/DME (DUB)</b> 532958N 0061826W <b>Δ KILLINEY NDB (KLY)</b> 531610N 0060623W <b>Δ VATRY (FIR BDRY)</b> 523316N 0053000W						(1) (2) (3) (4)  (1) (2) (3) (4) (5)
	158°	FL245 FL075 Class C 5000FT				
	338°					
	15.6NM					
	158°					
	338°				↑	
	48.3NM					
Route Segment Remarks (1) Highest usable level: FL240 (2) DUBLIN Control 129.175MHz (3) DUBLIN Control 126.250MHz (4) Northbound ONLY (5) For Continuation see United Kingdom AIP						

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
N34 (RNAV 5)  Δ BUNED* 523722N 0063748W  ▲ DUBLIN VOR/DME (DUB) 532958N 0061826W  Δ NEVRI (FIR BDRY) 540406N 0061611W						(1) (2) (3) (4) (5)   

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
P600 (RNAV 5)  ▲ DUBLIN VOR/DME (DUB) 532958N 0061826W  Δ ROTEV 540144N 0060358W						(1) (2) (3) (4) (5)
	020° 200° 33.0NM	FL245 FL075 Class C 5000FT		↓		
Route Segment Remarks (1) Highest usable level: FL240 (2) DUBLIN Control 129.175MHz (3) DUBLIN Control 126.250MHz (4) Northbound ONLY (5) For Continuation see United Kingdom AIP						

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
<b>P620 (RNAV 5)</b> Δ NIMAT (FIR BDRY) 535754N 0054432W ▲ DUBLIN VOR/DME (DUB) 532958N 0061826W Δ BEPAN* 523136N 0061549W						(1) (2) (3) (4)   (1) (2) (3) (4) (5)
	220°	FL245 FL075 Class C 6000FT				
	040°					
	34.5NM					
	183°					
	003°					
	58.5NM				↑	
Route Segment Remarks (1) Highest usable level: FL240 (2) DUBLIN Control 129.175MHz (3) DUBLIN Control 126.250MHz (4) Southbound Only (5) * CTA BDRY						



Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
V14 (RNAV 5)  ▲ SHANNON VOR/DME (SHA) 524316N 0085307W  Δ DIGAN 525613N 0081151W  Δ ENOKU 530604N 0073939W  Δ PELIG* 531159N 0072000W  ▲ DUBLIN VOR/DME (DUB) 532958N 0061826W  ▲ BAGSO (FIR BDRY) 534048N 0053000W						(1) (2) (7)  <

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
W10 (RNAV 5)  ▲ CORK VOR/DME (CRK) 515026N 0082939W  Δ TISMO 520805N 0080047W  Δ CLONMEL NDB (CML) 522714N 0072848W  Δ SUTEX* 524928N 0065549W  Δ DIRUM 530010N 0063940W  Δ GERVO 530529N 0063024W  ▲ KILLINEY NDB (KLY) 531610N 0060623W  ▲ LIFFY (FIR BDRY)** 532848N 0053000W						(1) (2)   <

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
<b>W12</b> <b>(RNAV 5)</b>  ▲ SHANNON VOR/DME (SHA) 524316N 0085307W  Δ TOMTO 525225N 0080905W  Δ TORLU 525916N 0073459W  Δ OSGAR* 530258N 0071613W  Δ KILLINEY NDB (KLY) 531610N 0060623W						(1) (2) (7)  <

Route Designator Navigation Specification Name of Significant Point Coordinates	Track MAG (GEO) VOR RDL Distance	UPPER Limits LOWER Limits Minimum Altitude Airspace Classification	Width	Direction of Cruising Levels		Remarks
				ODD	EVEN	
1	2	3	4	5		6
<b>W13</b> <b>(RNAV 5)</b>  ▲ SHANNON VOR/DME (SHA) 524316N 0085307W  Δ RIKUL* 530328N 0082045W  Δ KORAK 532342N 0074735W  Δ INKUR 533551N 0072329W  Δ DUBLIN VOR/DME (DUB) 532958N 0061826W						(1) (2) (3) (7)   <

**ENR 4.4 NAME CODE DESIGNATORS**

Name-code designator	Coordinates	ATS route or other route	Remarks
ABAGU	523012N 0073848W		
ABIDO	522844N 0054744W		
ADARA	513000N 0150000W		
ADMUP	524800N 0061400W		
AGINI	530920N 0083446W		
AGORI	570000N 0130000W		
AKIGO	535030N 0075605W		
AMDEP	513400N 0111300W		
AMLAD	561552N 0100000W		This point is also published in the UK AIP and should be consulted for conditions on the use of this point.
APRUT	534149N 0064535W		
APSOV	554923N 0100000W		This point is also published in the UK AIP and should be consulted for conditions on the use of this point.
ARKIL	503928N 0080000W		
ASKUP	535333N 0060632W		
ATSUR	500000N 0140000W		
BAGSO	534048N 0053000W	V14	
BAKUR	521430N 0054049W		
BALNA	542302N 0075844W		
BAMLI	540828N 0063904W		
BANBA	515710N 0061421W		
BEDRA	490000N 0150000W		
BEGID	563000N 0140000W		
BEPAN	523136N 0061549W	P620	
BEXET	540000N 0140000W		
BIBLA	510809N 0085436W		
BILTO	563000N 0150000W		
BIMGO	493000N 0140000W		
BOYNE	534602N 0053000W		

Name-code designator	Coordinates	ATS route or other route	Remarks
BUNED	523722N 0063748W	N34	
BUNON	522230N 0093237W		
DEGOS	541121N 0065423W		
DEVOL	535325N 0102603W		
DEXEN	531649N 0053000W		
DIGAN	525613N 0081151W	V14	
DIMUS	521423N 0061505W		
DINIM	510000N 0150000W		
DIRUM	530010N 0063940W	W10	
DOGAL	540000N 0150000W		
DOLIP	520000N 0120000W		
DONEB	531914N 0064324W		
EKREN	533843N 0054553W		
ELSOX	510000N 0140000W		
ELTIG	514513N 0075006W		
EMPER	490000N 0090000W		
ENOKU	530604N 0073939W	V14	
ENULA	535821N 0081552W		
EPUNA	503000N 0140000W		
ERABI	530054N 0093403W		
ERNAN	541644N 0072334W		
ERTER	513343N 0080337W		
ETARI	553000N 0150000W		
EVBAB	490000N 0100000W		
EVRIN	514656N 0063348W		
GAPLI	500000N 0080000W		
GERVO	530529N 0063024W	W10	
GILAN	551414N 0070304W		

Name-code designator	Coordinates	ATS route or other route	Remarks
GIMRO	533910N 0054455W		
GIPER	510000N 0120000W		
GISTI	530000N 0140000W		
GOMUP	570000N 0100000W		
GOTEM	514926N 0074912W		
GUNSO	490310N 0114606W		
GURGA	530655N 0065000W		
IBATU	540512N 0080051W		
IBROD	563000N 0100000W		
INKUR	533551N 0072329W	W13	
KESIX	565700N 0140000W		
KISHA	532902N 0053822W		
KOGAD	493000N 0150000W		
KOKIB	543000N 0140000W		
KOMAG	514335N 0083655W		
KOMER	525058N 0065000W		
KORAK	532342N 0074735W	W13	
KUDAG	540018N 0075915W		
KUGUR	553000N 0100000W		
KURUM	521343N 0083953W		
LAPMO	532411N 0055644W		
LASNO	483554N 0090000W		
LEDGO	511424N 0073405W		
LEKVA	513000N 0140000W		
LESLU	510000N 0080000W		
LIFFY	532848N 0053000W	L975, W10	
LILNO	513533N 0091312W		
LIMRI	520000N 0150000W		

Name-code designator	Coordinates	ATS route or other route	Remarks
LINRA	513447N 0100156W		
LIPGO	530350N 0053000W	L18	
LODLA	515610N 0103141W		
LULOX	502200N 0080000W		
LUTOV	551422N 0100000W		This point is also published in the UK AIP and should be consulted for conditions on the use of this point.
LUNIG	522350N 0081633W		
LUPOR	523232N 0094207W		
LUSAT	531000N 0061400W		
MALOT	530000N 0150000W		
MAPAG	510000N 0083000W		
MIMKU	560000N 0100000W		
MOGLO	553000N 0140000W		
MOLAK	543649N 0093023W		
MOMIN	530648N 0092334W		
MOPAT	512955N 0070538W		
MOPOM	534052N 0091848W		
MORAG	524510N 0053000W		
NASBA	490000N 0130000W		
NAVEM	535532N 0092356W		
NEBIN	533000N 0150000W		
NERTU	490000N 0140000W		
NESON	541346N 0070724W		
NETKI	550000N 0140000W		
NEVRI	540406N 0061611W	N34	
NEXAT	515620N 0063432W		
NIBOG	550000N 0100000W		
NIMAT	535754N 0054432W	P620	
NIPIT	542709N 0082410W		



Name-code designator	Coordinates	ATS route or other route	Remarks
NORLA	513709N 0065211W		
OLAPO	534649N 0071741W	L149	
OLGON	533000N 0140000W		
OLONO	524323N 0064644W		
OMOKO	485020N 0120000W		
ORTOM	511615N 0081758W		
OSBOX	564823N 0124806W		
OSGAR	530258N 0071613W	W12	
OSLEX	532156N 0064145W		
PELIG	531159N 0072000W	V14	
PESIT	522357N 0054524W	L149	
PEVAN	554700N 0112000W		Full details of EGD701 (D701) are contained in the UK AIP and in conjunction with UK NOTAM should be consulted for activation times.
PIKIL	560000N 0150000W		
RATKA	493000N 0080000W		
RESNO	550000N 0150000W		
REVNU	542800N 0100700W		
RIKUL	530328N 0082045W	W13	
RILED	523000N 0140000W		
RINUS	533839N 0073944W		
RODEL	503000N 0150000W		
ROTEV	540144N 0060358W	P600	
RUXIN	561655N 0120000W		Full details of EGD701 (D701) are contained in the UK AIP and in conjunction with UK NOTAM should be consulted for activation times.
SAMON	511921N 0072504W		
SLANY	520931N 0055032W		
SOMAX	500000N 0150000W		
SOVED	560000N 0140000W		
SOVIX	512539N 0083346W		

Name-code designator	Coordinates	ATS route or other route	Remarks
SUNOT	570000N 0150000W		
SUROX	535948N 0065936W	L18	
SUTEX	524928N 0065549W	W10	
TAKAS	490000N 0080000W		
TAMEL	484343N 0102950W		
TEDVO	531919N 0060326W		
TIDGO	535038N 0092213W		
TIPUR	523521N 0080731W		
TISMO	520805N 0080047W	W10	
TOBOR	523000N 0150000W		
TOMTO	525225N 0080905W	W12	
TORLU	525916N 0073459W	W12	
TUGSI	540000N 0071100W		
TULTA	483437N 0080000W		
TURLU	500435N 0080000W		
TUVEN	510000N 0081500W		
ULTAG	534201N 0064417W		
UNBEG	524818N 0094348W		
UNLID	511233N 0104329W		
VAPAL	515243N 0074918W		
VATRY	523316N 0053000W	M17	
VENER	543000N 0150000W		
XETBO	520000N 0140000W		

# AIP IRELAND

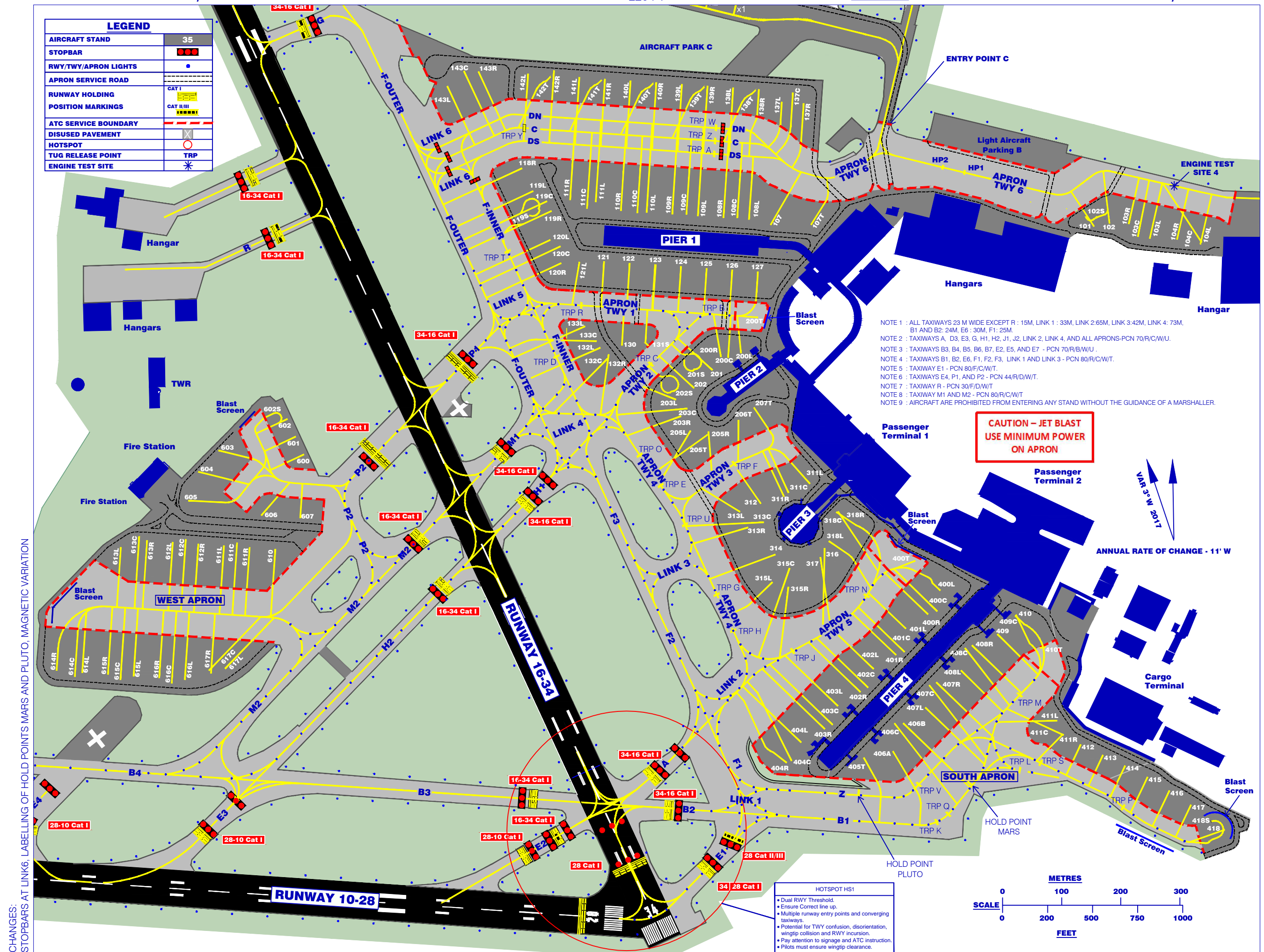
## AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV.  
220 FT

TWR 118.600
GND 121.800
ATIS 124.525

EIDW AD 2.24-2

## DUBLIN AIRPORT/ IRELAND



AERONAUTICAL INFORMATION 12 OCT 2017

Dublin Airport - Stand Information for Parking/Docking Chart 12 October 2017

INS CHECK POINTS

Stand	Latitude	Longitude	Max Wingspan	Max Length	Conditions	
101*	53 25 50.28 N	006 14 17.72 W	28.65m	30.30m	TAXI IN, PUSH OUT.	STAND 101S VACANT
102*	53 25 50.41 N	006 14 16.23 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STAND 101S VACANT
102S*	53 25 50.68 N	006 14 17.43 W	28.70m	30.30m	SELF MANOEUVRING.	STANDS 101 AND 102 VACANT
103R*	53 25 50.37 N	006 14 14.43 W	35.80m	44.51m	TOW-IN, PUSH OUT.	STAND 103C VACANT
103C*	53 25 49.59 N	006 14 13.65 W	60.30m	63.70m	TOW-IN, PUSH OUT.	STANDS 103L AND 103R VACANT
103L*	53 25 49.48 N	006 14 12.57 W	35.80m	44.51m	TOW-IN, PUSH OUT.	STAND 103C VACANT
104R*	53 25 49.38 N	006 14 10.07 W	35.80m	52.30m	TOW-IN, PUSH OUT.	STAND 104C VACANT
104C*	53 25 49.19 N	006 14 07.82 W	60.30m	63.70m	TOW-IN, PUSH OUT.	STANDS 104L AND 104R VACANT
104L*	53 25 49.09 N	006 14 07.93 W	35.80m	52.30m	TOW-IN, PUSH OUT.	STAND 104C VACANT
107T*	53 25 50.69 N	006 14 43.56 W	36.00m	39.50m	TAXI IN, PUSH OUT.	NO AIRCRAFT ACCESS TO ADJACENT HANGAR WHEN STAND OCCUPIED
107*	53 25 50.73 N	006 14 47.25 W	60.30m	63.70m	TAXI IN, PUSH OUT.	
108L*	53 25 51.05 N	006 14 49.21 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT
108C*	53 25 51.15 N	006 14 50.29 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 108R, 108L VACANT
108R*	53 25 51.18 N	006 14 51.55 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT
109L*	53 25 51.31 N	006 14 53.90 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT
109C*	53 25 51.41 N	006 14 54.95 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 109R, 109L VACANT
109R*	53 25 51.44 N	006 14 56.25 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT
110L*	53 25 51.57 N	006 14 58.59 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT
110C*	53 25 51.65 N	006 14 59.41 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 110R, 110L VACANT
110R*	53 25 51.70 N	006 15 00.94 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT
111L*	53 25 52.23 N	006 15 03.22 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 111C VACANT
111C*	53 25 51.91 N	006 15 04.05 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 111R, 111L VACANT
111R*	53 25 52.35 N	006 15 05.57 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 111C VACANT
118R*	53 25 54.16 N	006 15 09.91 W	36.00m	46.70m	TAXI IN, PUSH OUT.	
119L*	53 25 52.89 N	006 15 08.94 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STANDS 119C AND 119S VACANT
119C	53 25 52.32 N	006 15 07.71 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 119L, 119S AND 119R VACANT
119S*	53 25 51.93 N	006 15 08.44 W	30.40m	30.50m	SELF MANOEUVRING.	STANDS 119L, 119C AND 119R VACANT
119R*	53 25 51.78 N	006 15 07.31 W	36.00m	52.30m	TAXI IN, PUSH OUT.	STANDS 119C AND 119S VACANT
120L*	53 25 50.20 N	006 15 07.50 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STAND 120C VACANT
120C*	53 25 49.99 N	006 15 06.01 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 120L AND 120R VACANT
120R*	53 25 48.91 N	006 15 06.53 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STAND 120C VACANT
121L*	53 25 48.94 N	006 15 04.86 W	36.00m	39.50m	TAXI IN, PUSH OUT.	
121*	53 25 48.95 N	006 15 02.60 W	36.00m	45.10m	TAXI IN, PUSH OUT.	
122*	53 25 48.82 N	006 15 00.26 W	36.00m	45.10m	TAXI IN, PUSH OUT.	
123*	53 25 48.69 N	006 14 57.91 W	36.00m	45.10m	TAXI IN, PUSH OUT.	
124*	53 25 48.56 N	006 14 55.56 W	36.00m	45.10m	TAXI IN, PUSH OUT.	
125*	53 25 48.43 N	006 14 53.22 W	36.00m	45.10m	TAXI IN, PUSH OUT.	
126*	53 25 48.30 N	006 14 50.87 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 200T VACANT AT ENTRY/EXIT
127*	53 25 48.17 N	006 14 48.53 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 200T VACANT AT ENTRY/EXIT
130*	53 25 44.38 N	006 15 01.15 W	35.80m	39.50m	TAXI IN, PUSH OUT.	
131S*	53 25 44.48 N	006 14 58.99 W	27.05m	27.20m	SELF MANOEUVRING.	
132R*	53 25 43.86 N	006 15 02.38 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STAND 132C VACANT
132C*	53 25 43.62 N	006 15 02.49 W	47.60m	54.10m	TAXI IN, PUSH OUT.	STANDS 132L, 132R VACANT
132L*	53 25 44.13 N	006 15 03.56 W	35.80m	39.50m	TAXI IN, PUSH OUT.	STANDS 132C, 133C VACANT
133L*	53 25 45.42 N	006 15 04.49 W	35.80m	39.50m	TAXI IN, PUSH OUT.	STAND 133C VACANT
133C*	53 25 44.60 N	006 15 03.47 W	47.60m	48.50m	TAXI IN, PUSH OUT.	STANDS 132L, 133L VACANT
137L*	53 25 57.62 N	006 14 45.93 W	29.50m	44.10m	TAXI IN, PUSH OUT.	STAND 137C VACANT
137C*	53 25 57.98 N	006 14 44.91 W	65.00m	63.75m	TAXI IN, PUSH OUT.	STANDS 137L, 137R VACANT
137R*	53 25 57.51 N	006 14 43.93 W	29.50m	68.29m	TAXI IN, PUSH OUT.	STAND 137C VACANT
138L*	53 25 58.28 N	006 14 50.38 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 138T VACANT
138T*	53 25 58.10 N	006 14 48.33 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 138L, 138R VACANT
138R*	53 25 58.15 N	006 14 48.03 W	36.00m	48.90m	TAXI IN, PUSH OUT.	STAND 138T VACANT
139L*	53 25 58.54 N	006 14 55.07 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 139T VACANT
139T*	53 25 58.37 N	006 14 53.03 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 139L, 139R VACANT
139R*	53 25 58.41 N	006 14 52.73 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 139T VACANT
140L*	53 25 58.80 N	006 14 59.76 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 140T VACANT
140T*	53 25 58.62 N	006 14 57.72 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 140L, 140R VACANT
140R*	53 25 58.67 N	006 14 57.42 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 140T VACANT
141L*	53 25 59.05 N	006 15 04.45 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 141T VACANT
141T*	53 25 58.88 N	006 15 02.41 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 141L, 141R VACANT
141R*	53 25 58.92 N	006 15 02.11 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 141T VACANT
142L*	53 25 59.31 N	006 15 09.15 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 142T VACANT
142T*	53 25 59.14 N	006 15 07.10 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 142L, 142R VACANT
142R*	53 25 59.18 N	006 15 06.80 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 142T VACANT
143L*	53 25 58.74 N	006 15 16.58 W	49.50m	67.50m	TAXI IN, PUSH OUT.	STAND 143C VACANT
143C*	53 25 59.62 N	006 15 15.07 W	65.00m	77.30m	TAXI IN, PUSH OUT.	STANDS 143L, 143R VACANT
143R*	53 25 59.45 N	006 15 14.95 W	52.00m	65.30m	TAXI IN, PUSH OUT.	STAND 143C VACANT
200L*	53 25 43.76 N	006 14 50.26 W	27.80m	29.95m	TAXI IN, PUSH OUT.	STAND 200C VACANT. STAND 200T VACANT AT ENTRY/EXIT
200C*	53 25 43.53 N	006 14 51.45 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STANDS 200L, 200R VACANT. STAND 200T VACANT AT ENTRY/EXIT
200R*	53 25 43.86 N	006 14 52.15 W	27.80m	29.95m	TAXI IN, PUSH OUT.	STAND 200C VACANT
200T*	53 25 45.68 N	006 14 48.65 W	35.80m	39.50m	TAXI IN, PUSH OUT.	
201*	53 25 42.85 N	006 14 52.92 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 201S VACANT
201S*	53 25 42.90 N	006 14 54.65 W	27.40m	27.17m	SELF MANOEUVRING.	STANDS 201 AND 202 VACANT
202*	53 25 41.90 N	006 14 54.64 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STANDS 201S AND 202S VACANT
202S*	53 25 41.70 N	006 14 56.80 W	27.40m	27.17m	SELF MANOEUVRING.	STANDS 202, 203L AND 203C VACANT
203L*	53 25 41.29 N	006 14 56.33 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 202S AND 203C VACANT
203C*	53 25 40.79 N	006 14 55.28 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 202S, 203L AND 203R VACANT
203R*	53 25 40.38 N	006 14 55.92 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STANDS 203C VACANT
205T*	53 25 39.30 N	006 14 53.55 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 205L AND 205R VACANT
205L*	53 25 39.55 N	006 14 55.08 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 205T VACANT
205R*	53 25 39.49 N	006 14 53.40 W	35.80m	39.50m	TAXI IN, PUSH OUT.	STAND 205T VACANT
206T*	53 25 40.08 N	006 14 50.64 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
207T*	53 25 40.75 N	006 14 49.19 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
311L*	53 25 36.51 N	006 14 44.26 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STAND 311C VACANT
311C*	53 25 36.03 N	006 14 46.56 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STANDS 311L, 311R VACANT
311R*	53 25 35.83 N	006 14 46.64 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 311C VACANT
312*	53 25 35.49 N	006 14 48.80 W	41.10m	47.40m	TAXI IN, PUSH OUT.	
313L*	53 25 35.07 N	006 14 50.73 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STAND 313C VACANT
313C*	53 25 34.46 N	006 14 48.57 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 313L, 313R VACANT
313R*	53 25 34.20 N	006 14 50.02 W	34.10m	44.51m	TAXI IN, PUSH OUT.	STAND 313C VACANT
314*	53 25 32.68 N	006 14 47.57 W	64.80m	66.90m	TAXI IN, PUSH OUT.	MAX WINGSPAN 47.60M WHEN STAND 315L OCCUPIED
315L*	53 25 31.18 N	006 14 47.91 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
315C*	53 25 32.01 N	006 14 46.24 W	65.00m	74.00m	TAXI IN, PUSH OUT.	
315R*	53 25 30.89 N	006 14 46.44 W	34.10m	44.51m	TAXI IN, PUSH OUT.	STAND 315C VACANT
316*	53 25 32.96 N	006 14 43.04 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 317 AND 318L VACANT
317*	53 25 32.47 N	006 14 43.44 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STAND 316 VACANT
318L	53 25 33.39 N	006 14 42.73 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STANDS 316 AND 318C VACANT
318C*	53 25 34.94 N	006 14 41.71 W	64.80m	66.90m	TAXI IN, PUSH OUT.	STANDS 318L, 318R VACANT. STAND 400T VACANT AT ENTRY/EXIT
318R	53 25 34.78 N	006 14 41.55 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 318C VACANT. STAND 400T VACANT AT ENTRY/EXIT
400T*	53 25 31.79 N	006 14 36.49 W	34.20m	37.60m	PUSH IN, TOW OUT.	AIRCRAFT PARKED NOSE-OUT
400L*	53 25 30.50 N	006 14 32.55 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT
400C*	53 25 29.36 N	006 14 32.87 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 400L, 400R VACANT. STAND 400T VACANT AT ENTRY/EXIT
400R*	53 25 29.21 N	006 14 33.73 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT
401L*	53 25 28.45 N	006 14 35.79 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 401C VACANT
401C*	53 25 27.36 N	006 14 36.24 W	65.00m	63.80m	TAXI IN, PUSH OUT.	STANDS 401L, 401R VACANT
401R*	53 25 27.23 N	006 14 37.08 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 401C VACANT
402L*	53 25 26.50 N	006 14 39.17 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 402C VACANT
402C*	53 25 25.39 N	006 14 39.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 402L, 402R VACANT
402R*	53 25 25.26 N	006 14 40.43 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 402C VACANT
403L*	53 25 24.57 N	006 14 42.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 403C VACANT
403C*	53 25 23.42 N	006 14 42.91 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 403L, 403R VACANT
403R*	53 25 23.28 N	006 14 43.78 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 403C VACANT
404L*	53 25 22.58 N	006 14 45.98 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT
404C*	53 25 21.38 N	006 14 46.55 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 404L, 404R VACANT
404R*	53 25 21.28 N	006 14 47.01 W	35.60m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT
405T*	53 25 21.45 N	006 14 39.93 W	41.40m	47.40m	TAXI IN, PUSH OUT.	
406A*	53 25 21.76 N	006 14 37.23 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT
406C*	53 25 23.12 N	006 14 36.81 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 406A, 406B VACANT
406B*	53 25 23.29 N	006 14 36.23 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT
407L*	53 25 23.91 N	006 14 33.82 W	34.10m	45.10m	TAXI IN, PUSH OUT.	STAND 407C VACANT
407C*	53 25 25.10 N	006 14 33.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 407L, 407R VACANT
407R*	53 25 25.27 N	006 14 32.76 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 407C VACANT
408L*	53 25 25.89 N	006 14 30.47 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 408C VACANT
408C*	53 25 27.07 N	006 14 30.11 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 408L, 408R VACANT
408R*	53 25 27.25 N	006 14 29.41 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 408C VACANT

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

EINN –SHANNON/International

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

1	ARP coordinates and site at Aerodrome	524207N 0085529W Mid Point RWY 06/24
2	Direction and distance from the CITY	25KM (13.5NM) WNW of Limerick City
3	Elevation/Reference temperature	46ft AMSL/20.2°C (Max Temp) 0.7°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	189ft
5	MAG VAR/Annual change	04° W (2017)/11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Shannon Airport Authority Shannon Airport Co Clare  Phone: + 353 61 712 000 Fax: + 353 61 471 719 Telex: SAF EI72016 AFS: EINNYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

**EINN AD 2.3 OPERATIONAL HOURS**

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Nil

**EINN AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities:	AVBL from Servisair (IRL) Ltd and Sky Handling Partners
2	Fuel/oil types	JET A1Fuel, Oil Grades: 80, 100, 120; Turbo Oils: 300, 390, 2380; Hydraulic Oils: 500B; Others PN
3	Fuelling facilities/capacity	1HR PN required for operators not having standing arrangements
4	De-icing facilities	Contact Airport Operations

5	Hangar space available for visiting aircraft	Contact Airport Operations
6	Repair facilities for visiting aircraft	AVBL from Transaero Engineering Ireland, Shannon Aerospace, Eirtech, Signature, Aer Lingus, and Westair Aviation
7	Remarks	Nil

## EINN AD 2.5 PASSENGER FACILITIES

1	Hotels	At Airport
2	Restaurants	300 seats
3	Transportation	Buses, Taxis, Car Hire
4	Medical facilities	RFFS trained Cardiac and Emergency first responders, First Aid at Airport Hospitals – Limerick, Ennis Doctor on request, call out charge Cardiac ambulance available on request
5	Bank and Post Office	ATM's and Bureau de Change at Airport Post Office, Shannon Town Centre – 2M
6	Tourist Office	At Airport
7	Remarks	Short term Car Parking - 310 spaces Long term Car Parking - 4900 spaces

## EINN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Required CAT9 Available CAT9
2	Rescue equipment	Equipment to meet ICAO requirements.
3	Capability for removal of disabled aircraft	70,000kg capability on site. Additional equipment available from Dublin Airport. Contact the Coordinator Phone:+ 353 61 712 497
4	Remarks	<b>Communication with Rescue and Fire Fighting Service</b> Frequency 121.600MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is "Shannon Fire". It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.600MHz. Frequency 121.600MHz is H24 and is AVBL within 8NM radius of Shannon Airport.

## EINN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	2 De-icing Vehicles, 1 Sweeper
2	Clearance priorities	Contact Airport Operations
3	Remarks	Refer to Aerodrome Manual/Airport Operations Phone:+ 353 61 712 497

**EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA**

1	Apron surface and strength	West Apron	Surface: Strength:	CONC PCN 75/R/C/W/U	
		East Apron	Surface: Strength:	CONC PCN 60/R/C/W/U	
		East Parking Area	Surface: Strength:	CONC PCN 60/R/C/W/U	
		Long Term Parking Area	Surface: Strength:	CONC PCN 60/R/C/W/U	
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN75/R/C/W/U
		C	23 M	ASPH	PCN60/F/D/W/T
		D1	23 M	ASPH	PCN75/R/C/W/U
		D2	23 M	ASPH	PCN75/R/C/W/U
		E3	23 M	CONC	PCN60/R/C/W/U
		G	23 M	CONC/ASPH	PCN55/R/C/W/T
		H1	23 M	CONC	PCN17/R/D/W/U
		H2	23 M	CONC	PCN17/R/D/W/U
3	Altimeter checkpoint location and elevation	Location: Terminal Apron / Elevation: 9ft AMSL			
4	VOR checkpoint	Nil			
5	INS checkpoint	EINN AD 2.24-2			
6	Remarks	Nil			

**EINN 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	<p>Taxiing guidance signs at all intersections and at all holding points</p> <p>Mandatory signs lighted.</p> <p>AGNIS at stands 30, 32, 34 and 37.</p> <p>Guidelines on aprons and taxiways.</p> <p>Taxiway information markings.</p> <p>Marshalling at aircraft stands.</p>
2	RWY/TWY markings and LGT	<p>RWY 06/24</p> <p>Designation THR, TDZ, centreline, edge, aiming point, Displaced Threshold RWY 24.</p> <p>TWY</p> <p>Centreline, Edge, Holding Positions, Intersection Markings</p> <p>APRON</p> <p>Stand lead-in lines and markings, Wing-tip clearance lines</p>
3	Stop bars	<p>Controllable stop-bar on TWY D2</p> <p>Fixed stop-bars on TWY A, TWY C, TWY G, disused RWY 13, disused RWY 09</p> <p>Runway guard lights configuration A on TWY C and TWY D2</p> <p>Intermediate holding position lights on TWY A</p> <p>Intermediate holding position lights on TWY D2</p>
4	Remarks	See also <a href="#">EINN 2.14</a> and <a href="#">EINN 2.15</a> for lighting



## EINN AD 2.10AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
06/APCH 24/TKOF	Tree 28.5M/94ft Nil	524121.8N 0085720.24W	Tree 53.5M/176ft Nil	524346.99N 0085438.93W	
			Mast 71.5M/235ft LGTD	524436.86N 0085538.80W	
			Pole 75.5M/248ft Nil	524219.36N 0084906.26W	
			Tree 103.0M/338ft Nil	524202.81N 0090457.85W	
			Tree 68.0M/223ft Nil	524443.36N 0085338.48W	
			Tree 69.0M/227ft Nil	524430.78N 0085259.60W	
			Mast 72.0M/236ft LGTD	524434.86N 0085538.80W	
			Glide Path 24 21.5M/71ft Nil	524232.13N 0085447.67W	
			Glide Path 06 31.5M/103ft Nil	524147.22N 0085623.10W	
			Mast 331.0M/1086ft LGTD	524339.24N 0084222.21W	
			Mast 329.0M/1078ft LGTD	524327.74N 0084236.49W	
			Camera Mast 27.0M/89ft LGTD	524150.44N 0085545.50W	
24/APCH 06/TKOF	DVOR/DME 39.5M/130ft LGTD	524315.64N 0085306.77W	Mast 307.0M/1006ft LGTD	524326.12N 0084308.63W	
			Mast 311.5M/1021ft Nil	523747.54N 0082721.29W	



**EINN AD 2.11METEOROLOGICAL INFORMATION PROVIDED**

1	<b>Associated MET Office</b>	Shannon Airport
2	<b>Hours of service</b>	H24
3	<b>Office responsible for TAF preparation</b> <b>Periods of validity</b> <b>Interval of issuance.</b>	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR respectively
4	<b>Type of landing forecast</b> <b>Interval of issuance.</b>	METAR, TREND. 30 Minutes.
5	<b>Briefing/consultation provided</b>	Internet-based self-briefing facility. Personal briefing by telephone from Central Aviation Office, Shannon
6	<b>Flight documentation</b> <b>Language(s) used</b>	Charts and Tabular English
7	<b>Charts and other information available for briefing or consultation</b>	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	<b>Supplementary equipment available for providing information</b>	Weather surveillance radar IRVR RWY 06 and 24 – touchdown, midpoint, stop-end
9	<b>ATS units provided with information</b>	EISN FIX/ACC Shannon TWR
10	<b>Additional information (limitation of service, etc.)</b>	Refer to <a href="#">GEN 3.5.4.2</a> to request additional information.

**EINN AD 2.12RUNWAY PHYSICAL CHARACTERISTICS**

DesignationsR WYNR	TRUE 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
06	052.22°	3199M x 45M	75 R/C/W/U ASPH	524135.42N 0085636.67W  524238.80N 0085421.98W  189ft	THR 46ft
24	232.25°	3199M x 45M	75 R/C/W/U ASPH	524236.03N 0085427.87W  524135.42N 0085636.67W  189ft	THR 15ft

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	61M x 150M	3321M x 300M		ASPH overlay on RWY 06/24 commences 20m from THR RWY 06 and extends for full length of runway. RWY 06/24 has 8m wide shoulders.
	Nil	61M x 150M	3321M x 300M		

## EINN AD 2.13DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	3199 M	3260 M	3199 M	3199 M	Nil
24	3199 M	3260 M	3199 M	3059 M	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA	TODA	ASDA	Remarks
06	A	2067 M	2128 M	2067 M	<a href="#">see EINN 2.20</a>
24	C	2703 M	2764 M	2703 M	
24	D2	3046 M	3107 M	3046 M	

## EINN 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
06	SALS 470M LIH	Green LIH -	PAPI Both sides/3° MEHT 20.6M (545M)	Nil	3200M 15M coded 02300M White, 2300-2900M Red/White, 2900-3200M Red LIH	3200M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil
24	CAT II 900M LIH	Displaced Green LIH Green LIH	PAPI Both sides/3° MEHT 22.6M (463M)	900M 30M LIH	3060M 15M coded 0-2160M White, 2160-2760M Red/White, 2760-3060M Red LIH	3060M 60M nom White (last 600M Yellow) RWY edge lights on APCH side of displaced THR 24 coded Red for 140M	Red LIH -	Nil	Nil

## EINN AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN on Tower Flashing White/Green, 24 flashes per Min
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2	LDI location and LGT Anemometer location and LGT	Nil 2 Nr. Adjacent TWY C and south of TWR
3	TWY edge and centre line lighting	Edge blue all TWY's except TWY's C, G and H2 Edge blue retro-reflective markers TWY's C, G and H2 and blue lights at intersection with RWY 06/24 Coloured coded centreline lights on TWY's A, D1 and D2
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: Floodlighting Apron edge: Blue omni- directional, elevated and inset Obstacles: Fixed Red WDI's 4Nr, (1 lighted). See Aerodrome Chart EINN AD 2.24-1

**EINN AD 2.16HELICOPTER LANDING AREA**

Nil

**EINN AD 2.17ATS AIRSPACE**

1	Designation and lateral limits	Shannon Control Zone Circle, Radius 15NM 524207N 0085529W (Shannon ARP) (See Remarks)
2	Vertical limits	5000ft AMSL
3	Airspace classification	C (See Remarks)
4	ATS unit call sign Language(s)	Shannon Tower English
5	Transition altitude	5000ft
6	Remarks	The following airspace within the Shannon Control Zone is uncontrolled <ul style="list-style-type: none"> <li>Circle, radius 1.5 NM 523958N 0084053W, SFC to 1000ft AMSL.</li> <li>Area within bearings from 045° True BRG clockwise to 180°True BRG from 523958N 0084053W to INT with boundary</li> </ul>

**EINN AD 2.18ATS COMMUNICATIONS FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
GND	Shannon Ground	121.800 MHz	1000-1600 Local Time	Nil
TWR	Shannon Tower	118.700 MHz 121.800 MHz	H24	Nil
APP	Shannon Approach	121.400 MHz 120.200 MHz	H24	Nil
APP (RADAR)	Shannon Approach RADAR	121.400 MHz	H24	Nil
ATIS	Shannon Information	130.950 MHz	H24	Nil

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
D-ATIS	Shannon Information		H24	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

## EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give 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 4° W 2017	SHA	113.300 MHz	H24	524315.6N 0085306.8W	200ft	Designated Operational Coverage 300 NM/70,000ft 180° True BRG to 360° True BRG. Designated Operational Coverage 100 NM/50,000ft.
NDB	ENS	352 kHz	H24	525418.6N 0085540.0W		Designated Operational Coverage 40 NM
NDB	FOY	395 kHz	H24	523358.5N 0091143.5W		Designated Operational Coverage 50 NM
ILS LLZ RWY 06 CAT 1 4° W 2017	ISE	109.5 MHz	H24	524245.3N 0085408.2W		Coverage restricted to 35° either side of course line. Signals received outside coverage sector, (including back beam radiation), should be ignored.
ILS GP RWY 06		332.6MHz	H24	524147.2N 0085623.1W		GP Angle 3° RDH 55ft Full scale fly down indication may not be maintained when above GP sector. Full scale fly up indication may not be maintained when left of LLZ sector and below GP.
ILS DME RWY 06	ISE	CH32X (109.5 MHz)	H24	524147.2N 0085623.1W	100ft	DME Zero ranged to THR 06. DME zero range is displaced from DME antenna by 445M.
ILS LLZ RWY 24 CAT II 4° W 2017	ISW	110.95MHz	H24	524129.4N 0085649.6W*		Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LLZ coverage below 3000ft MSL AT 25 NM EINN *Data whose accuracy has not been quality assured.
ILS GP RWY 24		330.65MHz	H24	524232.1N 0085447.7W		GP Angle 3° RDH 59ft
LO RWY 24	OL	339 kHz	H24	524456.4N 0084926.0W		Designated Operational Coverage 15NM
OM RWY 24	2 Dashes per sec	75 MHz	H24	524455.5N 0084927.0W		
MM RWY 24	Dots and Dashes	75 MHz	H24	524254.8N 0085347.9W		

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS DME RWY 24	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft	DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M.

## EINN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions  
180° turns executed by wide-bodied aircraft on RWY 06/24 are permitted only at runway ends.  
  
Aircraft using the turn pads should follow the marked taxiing guidance lines and use the minimum speed necessary to complete the turning manoeuvre.
2. Marshalling Services  
Marshalling Service is mandatory for all arriving aircraft intending to park on either the West, Central or East Aprons. Marshalling Service is otherwise available on request from the Airport Operations Office

Phone: +353 61 712 240

or

Phone: +353 61 712 241

Use of the Marshalling Service does not imply the necessity to avail of full handling services.

3. Availability of Intersection Take-Off's
- 3.1 Take-off's using less than the full length of the runway are available from TWY/RWY intersections as listed in [EINN AD 2.13 DECLARED DISTANCES](#)  
The datum from which the reduced declared distances on Runway 06/24 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.
- 3.2 The take-off run available (TORA) is displayed on an illuminated sign adjacent to the taxiway.
- 3.3 Intersection take-off's are subject at all times to pilots' discretion and aircraft operational requirements. Pilots should advise as early as possible of their ability to accept intersection take-off's.
- 3.4 Approval for intersection take-off's is subject to the air traffic situation.

## EINN AD 2.21 NOISE ABATEMENT PROCEDURES

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.

## EINN AD 2.22 FLIGHT PROCEDURES

1. Holding areas  
Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS –OPS ICAO Doc 8168, Volume II to facilitate navigation using VOR, NDB and DME navigation aids.
2. SID and STAR
- 2.1 RNAV Equipped Aircraft

SIDs and STARs for RWY24 and RWY06 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation.

The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.

Use of DME/DME may not be available below about 6000ft where terrain may obstruct line of sight with the DME infrastructure.

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 certificated aircraft;
- B-RNAV certificated aircraft only above MSA;

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

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

## 2.2 RTF Phraseology

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

*Examples of phraseology for ATC are:*

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

## 2.3 Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a departure clearance based on the omni directional procedures referenced in [EINN AD 2.22.6](#).

## 3. Visual Manoeuvring Approaches

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

## 4. Speed Control – General Provisions

Speed Restrictions

General	Routeing to Holds	Initial Segment	Final Approach	REMARKS
Below FL100, Max IAS 250KT	At DERAG and ELPOM, Max IAS 220KT	Max IAS 210KT	Recommended IAS 160 KT from FAF to OM	1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible

## 5. Arrival Procedures

### 5.1 Clearance to enter the CTA and CTR

Arriving Aircraft capable of flying STAR 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).

Standard Arrivals Routes used in the Shannon CTA are based on Holding Patterns at [DERAG](#) and [ELPOM](#).

5.2 Initial Approach Procedures.

5.2.1 With Radar Control

In order to expedite the flow of traffic, aircraft may be cleared on STAR, 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.**

5.2.2 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.

5.2.3 Communications failure procedures for arriving aircraft.

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

Supplemented by the following:

**Traffic cleared on STAR**

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

**Traffic Radar vectored to final approach**

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

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

6. Departure Procedures

6.1 RWY's 06 and 24

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.

6.2 RWY's 06 and 24 -Omnidirectional departures

Pilots who cannot comply with any of the 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*

6.3 Communications failure procedures for departing aircraft.

Aircraft experiencing communications failure in Shannon CTA/CTR shall set transponder code A7600 and comply with the following procedures:

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

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

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

7. Low Visibility Procedures

7.1 Low Visibility Procedures apply when the cloud ceiling is below 200ft (60M) and/or the IRVR is less than 550M.

7.2 Only RWY 24 may be used for CAT II operations. The CAT II holding position on TWY D2 must be used.

7.3 When these procedures are in operation and RWY 24 is in use the following standard taxi route system applies:

- Departing aircraft shall normally use TWY's D1 and D2.
- Arriving aircraft shall normally use TWY A.

7.4 TWY/Stop-bar/Centreline lighting/lead on/lead off will be in use.

7.5 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 vehicles operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

7.6 Pilots will be informed by ATIS broadcast or RTF when Low Visibility Procedures are in operation

7.7 Full details of Low Visibility Procedures are available on request from Aerodrome Administration (see [EINN AD 2.3.1](#))

8. Holding Procedures

A standard rate of descent of 1000ft per min in holding patterns will be used unless otherwise instructed by ATC. Pilots must advise ATC if unable to comply with the standard rate of descent.

All turns are to be made at a bank angle of 25° 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 Direction	Holding Level	
						MNM	MAX
DERAG		See STAR Chart RWY 24	238°	Right Hand	19D SHA	3000	FL140
ELPOM		See STAR Chart RWY 06	058°	Left Hand	20D SHA	3000	FL140
FOYNES (FOY) (Contingency)		See STAR Chart RWY 24	050°	Left Hand		3000	FL140
ENNIS (ENS) (Contingency)		SEE EINN AD 2-19	076°	Left Hand		3500	

Holding Point	Outbound Time		Max IAS (Racetrack Decent on IAP)			REMARKS
	At or Below FL140	Above FL140	Below FL060	FL060-FL140	Above FL140	
DERAG			220KT	220KT		Rate 1 Turn



Holding Point	Outbound Time		Max IAS (Racetrack Decent on IAP)			REMARKS
	At or Below FL140	Above FL140	Below FL060	FL060-FL140	Above FL140	
ELPOM	ELPOM	ELPOM	220KT	220KT	220KT	Rate 1 Turn
FOYNES (FOY) (Contingency)		1 Min	220KT	220KT		Rate 1 Turn FOY Hold is an alternative Hold for use at the discretion of ATC.
ENNIS (ENS) (Contingency)		1 Min (after below 14,000ft)	220KT	220KT		Rate 1 Turn ENS Hold is an alternative hold for use at the discretion of ATC

## 9. SHANNON OMNIDIRECTIONAL DEPARTURES

## 9.1 Aircraft Categories CAT A, B (Non Jet)

RWY	TRACK	Aircraft Category	Minimum Climb Gradient	Routing
24	238°	A,B	Climb Gradient of 4.5% for airspace (275ft/NM) Climb Gradient of 3.3% for Obstacle Clearance	Climb straight ahead until passing 500ft QNH and then as directed by ATC.
06	058°	A,B		

GND Speed KT	120	140	160
275ft/NM	550	640	730

## 9.2 Aircraft Categories CAT C,D (Jet)

RWY	TRACK	Aircraft Category	Minimum Climb Gradient	Routing
24	238°	C,D	Climb Gradient of 9.1% for airspace (550ft/NM) Climb Gradient of 3.3% for Obstacle Clearance	Climb straight ahead until passing 1800ft QNH and then as directed by ATC.
06	058°			Climb straight ahead until passing 2000ft QNH and then as directed by ATC.

GND Speed KT	150	200	250
275ft/NM	1375	1835	2290

## EINN AD 2.23 ADDITIONAL INFORMATION

Refer to [ENR 5.6](#) for bird hazard information.

## EINN AD 2.24CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EINN AD 2.24-1
Aircraft Parking/Docking Chart – ICAO	EINN AD 2.24-2
Aerodrome Obstacle Chart RWY 06/24 – ICAO TYPE A	EINN AD 2.24-4
Precision Approach Terrain Chart RWY 24 – ICAO	EINN AD 2.24-5
RNAV Standard Departure Chart RWY 24 – ICAO	EINN AD 2.24-7A
RNAV Standard Departure Chart RWY 06 – ICAO	EINN AD 2.24-8A
RNAV Standard Terminal Arrival Chart RWY 24 – ICAO	EINN AD 2.24-9A
RNAV Standard Terminal Arrival Chart RWY 06 – ICAO	EINN AD 2.24-10A
Instrument Approach Chart ILS CAT I & II or LLZ RWY 24	EINN AD 2.24-11
Instrument Approach Chart ILS or LLZ RWY 06 – ICAO	EINN AD 2.24-12
Instrument Approach Chart VOR RWY 24 – ICAO	EINN AD 2.24-13
Instrument Approach Chart VOR RWY 06 – ICAO	EINN AD 2.24-14
Visual Approach Chart – ICAO	EINN AD 2.24-15

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

EIKN – IRELAND WEST

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

1	ARP coordinates and site at Aerodrome	535437N 0084907W Mid-point RWY 08/26
2	Direction and distance from the CITY	3 NM SW of Charlestown
3	Elevation/Reference temperature	665ft/18.3°C (Max Temp) 0.2°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	191ft
5	MAG VAR/Annual change	4° W (2017)/ 11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Ireland West Airport Knock Connaught Airport, Development Co. Ltd, Charlestown Co. Mayo.  Phone: +353 94 936 81 00 Email: operations@irelandwestairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

**EIKN AD 2.3 OPERATIONAL HOURS**

1	AD Administration	MON - SUN 0800-1600 UTC Please refer to Current NOTAM for up to date Opening Hours
2	Customs and immigration	CUSTOMS: 24HR PN required to AD ADMIN for non EU Flights (Including countries outside the fiscal area of the EU) 12HR PN required to AD ADMIN for countries within the EU IMMIGRATION: As per 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	Refer to <a href="#">EIKN AD 2.11</a>
7	ATS	As per AD ADMIN.
8	Fuelling	As per AD ADMIN.
9	Handling	As per AD ADMIN.
10	Security	H24.
11	De-icing	As per ADMIN.
12	Remarks	Please refer to current NOTAM for changes to AD ADMIN HR Customs and Immigration AVBL 24HR PN required to AD ADMIN  ATS AVBL outside published HR, 24HR PN to AD ADMIN. PIB AVBL from AIS, Shannon. Refer to <a href="#">GEN 3.1.5</a> PPR required in advance for all flights (24HR if possible) Contact AD ADMIN

## EIKN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Contact Operations.
2	Fuel/oil types	JET A1, 100LL
3	Fuelling facilities/capacity	2 Trucks 20,000L, 1 truck 34,000L, 4 Storage Tanks at 50,000L. AVGAS 1 Truck 5,000L, 1 Storage Tank 20,000L
4	De-icing facilities	De-icing and Anti-icing available. Mobile Unit De-icing fluid 50/50 Hot and Anti-icing 100% cold.
5	Hangar space available for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Handling services AVBL - Contact Email: operations@irelandwestairport.com Phone:+ 353 94 936 81 00 PPR required in advance for all flights (24HR if possible) Contact AD ADMIN

## EIKN AD 2.5 PASSENGER FACILITIES

1	Hotels	Charlestown (4 miles) & Knock (12 Miles); B+B Near AD
2	Restaurants	At AD and in local towns
3	Transportation	Taxis and Car Hire from the AD.
4	Medical facilities	Hospital in Castlebar (30 Miles)
5	Bank and Post Office	Charlestown. (4 miles)
6	Tourist Office	Self service facility AVBL
7	Remarks	Total number of car park spaces including car hire 1,500.

## EIKN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 7 for scheduled flights; Up to Category 9 AVBL 48 HR PN
2	Rescue equipment	Rescue and Emergency Equipment to meet Category 9 requirements
3	Capability for removal of disabled aircraft	Airlines to make own arrangements through IATA pool or other. Assistance (unskilled) available through local contractors. Contact the co-ordinator as per AD ADMIN Phone:+353 94 936 81 07
4	Remarks	Nil

## EIKN AD 2.7 SEASONAL AVAILABILITY – CLEARING

1	Type(s) of clearing equipment	3 runway snow ploughs, 2 runway sweepers, 2 Snowblowers, 1 Runway de-icer;
2	Clearance priorities	RWY 08/26 TWY A and Apron A, then TWY B and Apron B.
3	Remarks	Nil

**EIKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA**

1	Apron surface and strength	Surface: CONC with an ASPH SFC Strength: PCN 57/R/A/W/T			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN 52/F/A/W/T
		B	23 M	ASPH	PCN 52/F/A/W/T
3	Altimeter checkpoint location and elevation	APRON 660ft AMSL.			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

**EIKN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing sign-age lighted at intersection of TWY and RWY at the Holding Point.
2	RWY/TWY markings and LGT	RWY: Marked: Designator, THR, TDZ, C/L, Edge Lighted: RWY Edge, RWY c/I, RWY end, PAPI, TDZ 26 only TWY: Marked: Centreline, Edge, Holding position. Lighted: Centreline, Edge Taxiway identifier signs located East and West of TWY A and East and West of TWY B on North side of RWY - Lighted
3	Stop bars	Switch-able stop bars at TWY A and B Holding Points. Runway guard lights at TWY A & B
4	Remarks	Nil

**EIKN AD 2.10AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
08/APCH 26/TKOF	Nil		Mast 225.0M/ 739ft LGTD	53 54 52.49N 008 4820.53W	
26/APCH 08/TKOF	Wire Fence 207.0M/ 680ft Nil	53 54 49.14N 008 48 00.41W	Tree 200.0M/ 657ft Nil	53 56 06.81N 008 44 09.12W	
	Perimeter Fence 209.0M/ 686ft Nil	53 54 51.22N 008 48 12.36W	Mast 247.0M/ 811ft LGTD	53 56 15.45N 008 4329.73W	
			Bush 197.0M/ 647ft Nil	53 55 47.23N 008 39 37.70W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Aerial on Tower 221.5M/ 727ft Nil	53 54 48.45N 008 48 38.76W	
			Glide Path Antenna 208.5M/ 684ft LGTD	53 54 38.49N 008 4823.69W	
			CON DVOR/ DME 198.1M/ 650ft LGTD	53 54 28.89N 008 4912.37W	
			Building 208.5M/ 684ft Nil	53 54 47.58N 008 4841.53W	
			Elevated Ground 200.5M/ 658ft Nil	53 54 43.45N 008 4857.06W	
			Wind Sock 189.0M/ 620ft Nil	53 54 38.31N 008 4936.92W	
			Wind Sock 211.0M/ 693ft Nil	53 54 47.25N 008 4826.15W	
			Mast 213.5M/ 701ft Nil	53 54 47.16N 008 4827.74W	

## EIKN AD 2.11METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Ireland West Airport Knock
2	Hours of service	Available as required pending minimum 2 hour advance notice
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR
4	Type of landing forecast Interval of issuance	METAR, TREND 30 Minutes during airport opening hours.
5	Briefing/consultation provided	Internet based self-briefing. Personal briefing AVBL by telephone from Met Eireann Central Aviation Office, Shannon. Refer to <a href="#">GEN 3.5.9</a>
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	Ceilmeter, Anemometer, Automatic Weather Station, IRVR
9	ATS units provided with information	EIKN TWR
10	Additional information (limitation of service, etc.)	Additional information from Central Aviation Office, Shannon refer <a href="#">GEN 3.5</a>

**EIKN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	078.71°	2300X45	52/F/A/W/T ASPH	535430.72N 0085000.46W 535444.33N 0084804.80W 191ft	180.5M/592ft
26	258.74°	2300X45	52/F/A/W/T ASPH	535444.33N 0084804.78W 535429.79N 0085008.33W 191ft	202.5m/665ft

Slope of RWY- SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
Refer to Aerodrome Obstacle Chart Type A EIKN AD 2.24-2	Nil	146x150	2420x300	Nil	RWY Displaced Threshold 153m.
	Nil	150x150	2420x300	Nil	Nil

**EIKN AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	2390	2536	2390	2147	THR RWY 08 DISPLACED 153M
26	2420	2570	2420	2300	Nil

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA	TODA	ASDA	Remarks
08	B	1596	1742	1596	
26	A	1826	1976	1826	

## EIKN 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
08	LIH 354M, 1 crossbar	Disp. THR. LIH Elev. Green Wing Bars	PAPI, Slope 3° MEHT 50.0ft	Nil	2141m 14.8m spacing Coded 0-1258 white 1258 –1865 red/white 1865-2141 red LIH	2150m 59m White, last 600m amber, LIH	End LIH inset Red	Nil	Nil
26	Cat II LIH 583.5M, 4 crossbars, 12 strobe lights (LIH flashing white). Strobes AVBL on request in Cat II Ops.	THR. LIH inset Green + elevated green wing bars & RTILS white	PAPI, Slope 3° MEHT 50.0ft both sides	884m, 29.5, LIH	2300m 14.8m spacing Coded 0-1406 white 1406–2013 red/white 2013-2300 red LIH	2300m 59m White, last 600m amber, LIH	End LIH inset Red	Nil	Nil

## EIKN AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At Tower, FLG G/W. 12 RPM-24 Flashes/Min, Refer to <a href="#">EIKN AD 2.3</a> AD ADMIN.
2	LDI location and LGT Anemometer location and LGT	WDI North Abeam PAPI 26 and west Abeam holding point TWY B lighted.  Anemometer south Abeam TWY A and lighted.
3	TWY edge and centre line lighting	TWY Edge Blue Elevated. spacing 46m LIM.  Centreline green entry and green/amber exit, spacing 15m. Both TWY A and B.
4	Secondary power supply/switch-over time	Secondary Power Supply to all Lighting at AD By mains electricity with 1 second switch over for Cat II operations.  For general operations mains act as primary source and generators act as secondary with switch over of 12/15 seconds
5	Remarks	Red Obstacle lights  Apron Floodlighting

## EIKN AD 2.16HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil



5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Apron unmarked (exact area to be allocated by ATC and under the direction of marshal)

**EIKN AD 2.17ATS AIRSPACE**

1	Designation and lateral limits	Connaught Control Zone. Circle radius 10NM 535437N 0084907W (Connaught ARP).
2	Vertical limits	5000ft AMSL.
3	Airspace classification	C
4	ATS unit call sign Language(s)	Connaught Tower. English.
5	Transition altitude	5000ft
6	Remarks	Airspace Classification outside hours of operation of ATS is uncontrolled Class G.

**EIKN AD 2.18ATS COMMUNICATIONS FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
TWR	Connaught Tower	130.700MHz	Refer to <a href="#">EIKN AD 2.3</a> AD ADMIN	Nil
GND	Connaught Ground	130.700MHz,		Nil
		121.900MHz		AVBL as standby/ reserve

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

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give 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 4° W (2017)	CON	117.4 MHz CH121X	H24	535428.9N 0084912.4W*	700ft	100/500, 300/700 (180° T-360° T) with purpose A,T,E *data accuracy has not been quality assured.
NDB	OK	398 kHz	H24	535526.2N 0084159.3W		Designated Operational Coverage 10
NDB	KNK	364 kHz	H24	535347.4N 0085613.2W		Designated Operational Coverage 20
LOC 26	ICK	110.7 MHz	H24	535428.5N 0085019.0W		Nil
GP 26		330.2 MHz	H24	535438.9N 0084820.0W		GP Angle 3° RDH 49ft. Some scalping at 8 DME
OM		75 MHz	H24	535526.3N 0084159.3W		Nil
MM		75 MHz	H24	535450.5N 0084706.4W		Nil

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS DME	ICK	CH.44X	H24	535434.2N 0084901.5W	700ft	Nil

## EIKN AD 2.20LOCAL TRAFFIC REGULATIONS

### 1. Taxiing Restrictions

180 degree turns by wide bodied aircraft on RWY 08/26 only permitted at runway ends.

Aircraft using the turn-pads should follow the marked guidance lines and use the minimum speed necessary to complete the turning manoeuvre.

### 2. Availability of Intersection Take-Off's

2.1 Take off's using less than the full length of the runway are available from TWY/RWY intersections outlined in [EIKN AD 2.13 DECLARED DISTANCES](#). The datum from which the reduced declared distances on RWY 08/26 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

2.2 The take-off run available (TORA) is displayed on an illuminated sign adjacent to the taxiway (left side).

2.3 Intersection take-off's are subject at all times to pilots discretion and aircraft operational requirements. Pilots should advise as early as possible of their ability to accept intersection take-off's.

2.4 Approval for intersection take-off is subject to air traffic situation.

## EIKN AD 2.21NOISE ABATEMENT PROCEDURES

Operations Unrestricted

## EIKN AD 2.22FLIGHT PROCEDURES

1. Holding areas Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS - OPS ICAO Doc 8168, Volume II to facilitate navigation using VOR, NDB and DME navigation aids.

### 2. SID and STAR

1. RNAV Equipped Aircraft SID and STAR for RWY26 and RWY08 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation. The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.

SID and STAR for RWY08 and RWY26 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation. The supporting navigation infrastructure is GNSS and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/ or approved by the appropriate regulatory authority. Use of DME/DME is acceptable at higher levels, where navigation accuracy of +/- 1NM can be maintained, however due to the lack of DME facilities DME/DME cannot be relied upon to provide a navigation solution at lower levels. Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including:

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

Climb to MSA on the initial segments of the RNAV SID may be conducted using conventional navigation. If the RNAV equipment fails, or navigation accuracy of  $\pm 1$  NM can not be maintained, inform ATC as soon as possible.

## 2. RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

## 3. Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a departure clearance based on existing procedures and as per LOA with Shannon ATS

## 3. Visual Manoeuvring Approaches

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

## 4. Speed Control – General Provisions Speed Restrictions

General	Initial Segment	Final Approach	Remarks
Below FL100 Max IAS 250kts	Max IAS 210kts	Recommended IAS 160kts from FAF to OM	1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible

## 5. Arrival Procedures

### 1. Clearance to enter the CTR

Shannon ATS will clear arriving traffic to descend to the lowest useable flight level within controlled airspace (FL080/ Shannon Transition Level if higher). Clearance to enter the CTR will be provided by ATC EIKN on 130.700MHz. Arriving aircraft to call no later than 25 DME CON from EIKN.

Arriving Aircraft capable of flying STAR will normally be cleared on a STAR appropriate to the route by ATC.

### 2. Initial Approach Procedures

#### 2.1 Aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

#### 2.2 Descent into the FIR (Class G Uncontrolled airspace)

Where possible IFR traffic into EIKN should not request descent into the FIR as the Shannon CTA has been designed to facilitate continuous descent and climb operations in controlled airspace.

However in the event that descent is requested by IFR aircraft below FL080 before the lateral limits of the EIKN CTR or associated stubs, such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500MHz

- Arrival routes may be varied at the discretion of ATC
- Arrival Routes are based on holding patterns for the runway in use as outlined on the

appropriate chart.

- ATC EIKN will issue expected approach times as appropriate and aircraft will arrange flight in such a manner as to ensure prompt departure from the holding pattern when number one.
- Aircraft will arrange flight in the holding pattern so as to be ready to leave the appropriate hold inbound to the fix and to vacate holding altitude at the last acknowledged expected approach time.

### 2.3 Successive arriving IFR aircraft

A minimum of 10NM spacing is required for successive landing IFR aircraft to facilitate the No.1 landing aircraft to vacate via taxiway alpha onto the apron. This may be increased or reduced at the discretion of the duty controller at EIKN.

## 6. Communications failure procedures for arriving aircraft.

1. Aircraft experiencing communications failure in the Connaught CTR shall set transponder code A7600 and comply with standard ICAO procedures. Supplemented by the following:
2. Traffic cleared on STAR  
Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude.  
If unable to comply with above, or uncertain of position, climb to 3000ft QNH, proceed in the most expeditious manner to the hold appropriate to the Runway in use and complete the Instrument Approach Procedure appropriate to the Runway in Use

## 7 Departure Procedures

1. RWY's 08 and 26  
Aircraft capable of complying with Standard Instrument Departures will proceed in accordance with the SID. If an aircraft is unable to comply with Standard Instrument Departure the phraseology "Unable to comply with {departure} due {reasons}" Pilots who cannot comply with Standard Instrument Departures shall advise ATC in good time using the phraseology "Unable to comply with {departure} due {reasons}", so that alternative clearances can be issued.
2. Communications failure procedures for departing aircraft.  
Aircraft experiencing communications failure in Connaught CTR shall set transponder code A7600 and comply with the following procedures:  
RFL below FL080:  
Departing traffic cleared by ATC to a level/altitude below the RFL, shall comply with Communication failure procedures as outlined in ICAO Annex 2.  
RFL FL080 or above:  
Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan. Departing Traffic experiencing a communications failure above FL080 shall comply with communications failure procedures as outlined in ICAO Annex 2

## 8. Low Visibility Operations

Low visibility operations are approved for arrivals and departures on Runway 26 and for departures only for Runway 08.

Only R26 is available for CAT II approaches.

Low visibility procedures apply when the cloud ceiling is at or below 200ft (60m) and the IRVR or the meteorological visibility is at or less than 700m

When low visibility procedures are in place only one aircraft/vehicle will be given approval to operate on the manoeuvring area at any one time.

Cat II holding positions on TWY A and TWY B will apply as appropriate.

TWY/Stopbar/centreline lighting will be in use.

Pilots will be informed by RTF when low visibility procedures have been enforced.

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 Runway 26. Operator's procedures should take account of this during CAT 11 approaches.

Full details of low visibility operations are available from airport administration on request.

9. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

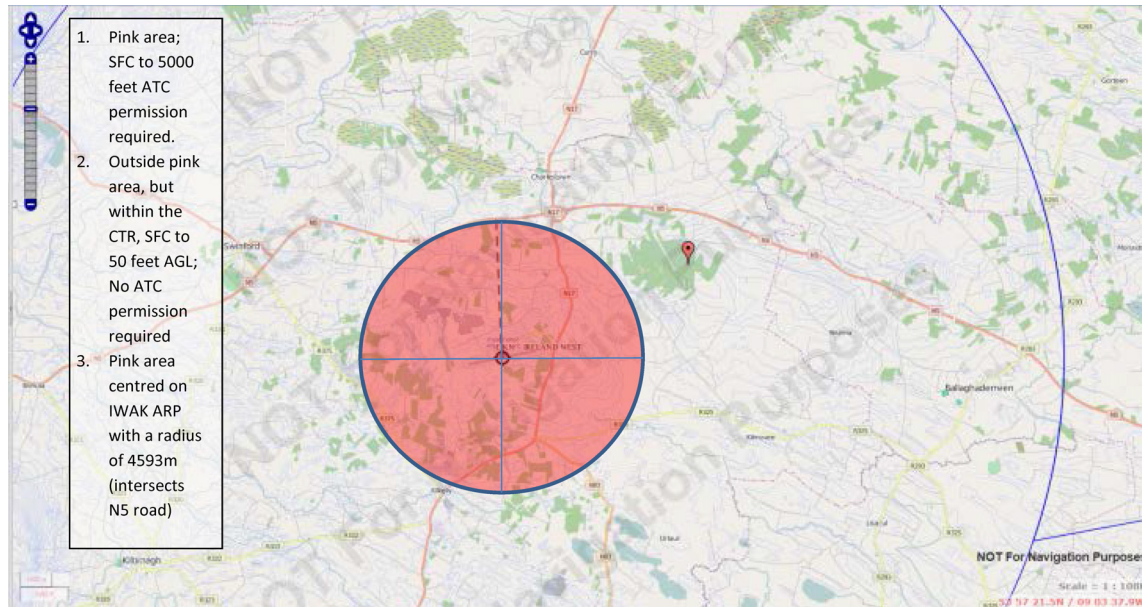
Radio communication failure missed approach for RWY08 and RWY26 are prescribed on the approach charts

10. VFR communication failure for inbound aircraft

1. If an aircraft has received and acknowledged an ATC clearance to enter the Connaught Control Zone and subsequently experiences a radio failure shall proceed to the position specified in the clearance e.g Kilkelly (holding pattern) or Charlestown (holding pattern) and hold at an altitude of 1200ft and maintain VFR. A careful look out should be maintained for other traffic and on receipt of a steady green light signal from the tower or on observing the aerodrome rotating beacon switched on, join the circuit for the runway in use and land on the lighted runway. The runway approach lights will indicate the landing direction.
2. For aircraft experiencing communication failure in the circuit, if no landing clearance has been received, proceed at an altitude of 1200ft QNH to Kilkelly (R26 in use) or 1200ft to Charlestown (RWY08 in use) and hold. The choice of holding point will depend upon runway in use and the point at which radio communication failure occurs. The holding point chosen should ensure that the aircraft does not pass through the final approach or take-off path of the main runway in use. On receipt of a steady green light from the tower or on observing the aerodrome rotating beacons switched on, join the circuit in the manner detailed below and land on the lighted runway. The runway approach lights will indicate the landing direction.
3. From Kilkelly holding pattern  
RWY 26 left hand circuit  
RWY 08 right hand circuit
4. From Charlestown holding pattern  
RWY 08 left hand circuit  
R26 right hand circuit.

11. Remotely Piloted Aircraft Systems (SUA) Procedures.

1. As outlined in the Small Unmanned Aircraft and Rockets order S.I. 563/2015 small unmanned aircraft may be operated within the Connaught CTR without the permission of ATC EIKN provided the Small Unmanned Aircraft
  - i. Is of less than 1kg maximum mass less fuel and constructed of wood, paper or frangible plastic and containing no substantial parts
  - ii. Operated below 50ft above ground or water
  - iii. In a manner that does not create a hazard to persons, property or other aircraft
  - iv. Does not penetrate any of the aeronautical surfaces associated with the controlled aerodrome within the CTR.
  - v. Operated outside the Red Zone as indicated on the chart below  
(more detail available from ATC EIKN).



2. For all other SUA operations the following procedure shall apply;
  - 2.1 Action prior to operation of SUA by the Operator:
    - The operator must apply and receive a permit from the regulatory authority to operate the SUA.
    - EIKN form QR ATM 046 must be completed in full by the operator and presented to the SATCO, ATC EIKN a minimum of 7 days prior to the intended operation of the SUA along with the approval letter from the regulatory authority.
    - Provide a clear map (with airspace and aeronautical lines) with the maximum radius of the area marked clearly within which the SUA will be operating.
    - Provide the latitude/longitude of the proposed location of flight and the name of a local prominent geographical feature or town.
    - Provide the maximum elevation (above sea level).
    - Provide the start time and finish time of the operation.
    - Provide a name and mobile phone contact detail that will be manned for the duration of the SUA operation.
    - The operator must be familiar with the opening hours of the Connaught CTR (Published by NOTAM).
    - The operator agrees to operate as per AN 0.63 and under any restriction placed on them by ATC EIKN.
  - 2.2 Action by the operator of a SUA immediately prior to and during operation.
    - Make direct contact with ATC EIKN on 0949367055 (ATC) or 0949368100, extn 112, for approval to launch (approval may not be given or may be delayed on the day in question depending on the nature of Scheduled and General Aviation operations inside the EIKN CTR).
    - *Note: No launch can take place without the express approval of ATC EIKN.* The Operator shall record the time approval was given and the name of the person who gave the approval.
    - The operator shall Advise EIKN ATC of the maximum elevation (above sea level) of the SUA.
    - Request information from ATC EIKN of the local traffic situation during the period of operation and any restriction on the operation.
    - Ensure the name and mobile phone contact detail given in the EIKN form (QR ATM 046) is correct and will be manned for the duration of the operation.
    - Following an instruction from ATC EIKN be willing and capable of landing the SUA within 3 minutes notice to facilitate flight operations inside the Connaught CTR (ATC EIKN may direct the cessation of the SUA activity depending on the local traffic situation at the time).

- Advise ATC EIKN when the operation of the SUA has completed.
- If no contact with ATC EIKN then contact ATC SHANNON (061770700) to advise that operations are completed.

## EIKN AD 2.23 ADDITIONAL INFORMATION

Prior Permission Required for use of Ireland West Airport Knock must be obtained. Filing of a flight plan “does not” constitute prior permission. A Booking-In form or Booking-Out form as appropriate, is mandatory for use of the aerodrome. These are available from the Operations Office by:

Phone: + 353 94 936 81 00

Email: [operations@irelandwestairport.com](mailto:operations@irelandwestairport.com)

URL: <http://www.irelandwestairport.com>

and when completed should be returned to:

Fax: + 353 94 936 72 32

Email: [operations@irelandwestairport.com](mailto:operations@irelandwestairport.com)

## EIKN AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EIKN AD 2.24-1
Aerodrome Obstacle Chart RWY08/26 – ICAO TYPE A	EIKN AD 2.24-2
Precision Approach Terrain Chart RWY26 – ICAO	EIKN AD 2.24-3
RNAV Standard Departure Chart Instrument (SID) RWY26 - ICAO	EIKN AD 2.24-4
RNAV Standard Departure Chart Instrument (SID) RWY08 - ICAO	EIKN AD 2.24-5
RNAV Standard Arrival Chart Instrument (STAR) RWY26 - ICAO	EIKN AD 2.24-6
RNAV Standard Arrival Chart Instrument (STAR) RWY08 - ICAO	EIKN AD 2.24-7
Instrument Approach Chart RNAV (GNSS) Chart RWY26 - ICAO	EIKN AD 2.24-8
Instrument Approach Chart ILS A CAT I & CAT II or LOC RWY26 – ICAO	EIKN AD 2.24-9
Instrument Approach Chart ILS B CAT I & CAT II RWY26 – ICAO	EIKN AD 2.24-10
Instrument Approach Chart VOR RWY26 – ICAO	EIKN AD 2.24-11
Instrument Approach Chart NDB RWY26 – ICAO	EIKN AD 2.24-12
Instrument Approach Chart NDB RWY26 – ICAO	EIKN AD 2.24-13
Instrument Approach Chart RNAV (GNSS) Chart RWY08 - ICAO	EIKN AD 2.24-14
Instrument Approach Chart VOR RWY08 – ICAO	EIKN AD 2.24-15
Instrument Approach Chart NDB RWY08 – ICAO	EIKN AD 2.24-16
Instrument Approach Chart NDB RWY08 – ICAO	EIKN AD 2.24-17
Visual Approach Chart – ICAO	EIKN AD 2.24-12

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

EIKY – KERRY

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

1	ARP coordinates and site at Aerodrome	521051N 0093126W Mid-point RWY 08/26
2	Direction and distance from the CITY	8NM SE of Tralee / 7NM N of Killarney
3	Elevation/Reference temperature	112 ft/20.7°C (Max Temp) 0.9°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	191ft
5	MAG VAR/Annual change	4° (2016) / 11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Kerry Airport Plc, FarranFore, Co. Kerry.  Phone:+ 353 66 976 46 44 Phone:+ 353 66 976 43 50 Fax: + 353 66 976 41 34 Fax: + 353 66 976 49 88
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

**EIKY AD 2.3 OPERATIONAL HOURS**

1	AD Administration	0900-1900 UTC
2	Customs and immigration	24HR PN required to AD Admin.
3	Health and sanitation	As per ATS
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	As per ATS
6	MET Briefing Office	See Remarks
7	ATS	0900-1900 UTC
8	Fuelling	As per ATS
9	Handling	As per ATS
10	Security	H24
11	De-icing	As per ATS
12	Remarks	ATS AVBL outside published HR, 24 HR PN to AD Admin. Fuelling - Last fuelling as ATS HR - 30MIN PIB AVBL from AIS, Shannon see <a href="#">GEN 3.1.5</a> MET briefing AVBL from Central Aviation Office, Shannon Airport see <a href="#">GEN 3.5.4</a> Airport closed on Christmas Day. Exact hours advised by NOTAM.

**EIKY AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities:	Contact AD Admin
2	Fuel/oil types	JET A1, AVGAS 100LL

3	Fuelling facilities/capacity	1 truck 10,000L; 1 truck 4,600L; Avgas from kerb side pump.
4	De-icing facilities	AVBL Mobile Unit
5	Hangar space available for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Handling services AVBL within AD HR by arrangement with the AD

## EIKY AD 2.5 PASSENGER FACILITIES

1	Hotels	In Tralee or Killarney B+B Near AD
2	Restaurants	At AD and in local towns
3	Transportation	Taxis and Car Hire from the AD
4	Medical facilities	First Aid at AD. Hospitals in Tralee & Killarney
5	Bank and Post Office	Foreign Exchange and ATM at AD. Tralee & Killarney
6	Tourist Office	At AD
7	Remarks	Nil

## EIKY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6
2	Rescue equipment	Hydraulic cutting equipment. Emergency lighting and other equipment in compliance with Category 7 requirements.
3	Capability for removal of disabled aircraft	Capability 10,000kg (using outside Contractor equipment) Co-ordinator Phone:+353 66 979 3014 Phone:+353 86 604 4127
4	Remarks	Category 7 fire fighting AVBL with 24HR Notification to AD ADMIN. During periods of reduced activity available fire fighting level may be reduced. AVBL protection shall be no less than that needed for the highest category aircraft (to MAX CAT 7) planned to use the aerodrome during that time subject 24HR Notification to the AD ADMIN

## EIKY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	1 snow blade AVBL as required.
2	Clearance priorities	RWY 08/26 and associated TWY to Apron
3	Remarks	Nil

## EIKY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	East Apron Surface CONC/ASPH Strength PCN 44/F/C/W/T West Apron Surface CONC/ASPH Strength PCN 44/F/C/WU			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23M	CONC/ASPH	PCN 44/F/C/W/T
3	Altimeter checkpoint location and elevation	Location: Terminal Apron / Elevation:78ft AMSL			

4	VOR checkpoint	Nil
5	INS checkpoint	Nil
6	Remarks	Nil

## EIKY 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 System Sign boards at intersection of TWY and RWY and at the Holding Point. Guide Lines at Apron
2	RWY/TWY markings and LGT	<p>RWY: Marked: Designator, THR, TDZ, C/L, Edge. Lighted: Runway, Edge, Stop Bars.</p> <p>TWY: Marked: Centre line, Edge, Holding position. Lighted: Edge</p>
3	Stop bars	Yes
4	Remarks	Nil

## EIKY AD 2.10AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
26/APCH 08/TKOF	Currow Church 55.5M/ 182ft Nil	52 11 07.61N 009 29 43.66W	ESB Pole 124.0M/407ft Nil	52 10 24.45N 009 29 32.67W	
	ESB Pylon 197.0M/ 646ft Nil	52 12 11.54N 009 23 17.03W	ESB Pole 133.5M/438ft Nil	52 10 18.25N 009 29 33.94W	
	ESB Pylon 231.0M/ 758ft Nil	52 12 04.54N 009 23 04.23W	ESB Pole 102.5M/337ft Nil	52 10 31.09N 009 30 15.47W	
	ESB Pylon 269.0M/ 883ft Nil	52 11 54.83N 009 22 46.91W	ESB Pole 91.5M/301ft Nil	52 10 33.55N 009 30 15.37W	
	ESB Pylon 277.5M/ 910ft Nil	52 11 46.81N 009 22 31.23W	ESB Pylon 228.0M/748ft Nil	52 16 41.36N 009 22 46.00W	
08/APCH 26/TKOF	Mill 52.5M/ 172ft Nil	52 10 21.40N 009 33 10.29W	ESB Pole 79.0M/259ft Nil	52 11 38.31N 009 29 14.84W	
	Mill 55.0M/ 180ft Nil	52 10 20.29N 009 33 09.99W	Pole 226.0M/741ft Nil	52 09 41.92N 009 29 40.95W	
	Tree 44.5M/146ft Nil	52 05 48.38N 009 24 18.65W	Trig Point 88.0M/289ft Nil	52 13 00.29N 009 34 42.66W	
			Pole 253.5M/832ft Nil	52 08 38.37N 009 25 40.90W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			ESB Pole 228.0M/748ft Nil	52 11 10.42N 009 23 44.89W	
			ESB Pole 232.0M/761ft Nil	52 11 11.94N 009 23 41.60W	
			ESB Pole 237.0M/778ft Nil	52 11 13.94N 009 23 37.23W	
			ESB Pole 245.5M/805ft Nil	52 11 15.79N 009 23 33.24W	
			ESB Pole 246.0M/807ft Nil	52 11 17.54N 009 23 31.39W	
			Pole 106.0M/348ft Nil	52 09 55.74N 009 34 03.68W	
			Pole 104.0M/342ft Nil	52 09 55.02N 009 34 08.24W	
			Pole 103.0M/338ft Nil	52 09 55.88N 009 34 09.33W	
			Pole 103.5M/340ft Nil	52 09 54.33N 009 34 11.95W	
			Pole 87.0M/285ft Nil	52 10 00.55N 009 34 10.42W	
			Pole 97.0M/319ft Nil	52 09 58.38N 009 34 10.59W	
			Tree 107.0M/351ft Nil	52 09 53.79N 009 34 13.41W	
			Pole 145.5M/477ft Nil	52 10 07.82N 009 29 35.89W	
			Pole 152.5M/500ft Nil	52 10 04.78N 009 29 36.46W	
			Pole 165.5M/543ft Nil	52 10 01.18N 009 29 37.15W	
			Pole 184.5M/605ft Nil	52 09 55.41N 009 29 38.29N	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Pole 209.5M/687ft Nil	52 09 49.61N 009 29 39.51W	
			Pole 224.0M/735ft Nil	52 09 46.35N 009 29 40.14W	
			ESB Pole 206.0M/676ft Nil	52 08 25.25N 009 30 21.81W	
			ESB Pole 202.5M/665ft Nil	52 08 33.10N 009 30 21.26W	
			ESB Pole 208.5M/684ft Nil	52 08 39.51N 009 30 20.87W	
			ESB Pole 218.0M/716ft Nil	52 08 44.63N 009 30 20.56W	
			ESB Pole 217.0M/712ft Nil	52 09 00.26N 009 30 20.08W	
			ESB Pole 174.0M/571ft Nil	52 09 04.85N 009 30 19.87W	
			ESB Pole 166.5M/547ft Nil	52 09 12.03N 009 30 19.51W	
			ESB Pole 162.5M/534ft Nil	52 09 19.23N 009 30 19.14W	
			ESB Pole 158.0M/519ft Nil	52 09 24.80N 009 30 18.86W	
			ESB Pole 161.0M/529ft Nil	52 09 47.69N 009 30 17.36W	
			ESB Pole 141.0M/463ft Nil	52 09 58.84N 009 30 17.13W	
			ESB Pole 140.5M/461ft Nil	52 10 05.80N 009 30 16.59W	
			ESB Pole 151.5M/497ft Nil	52 10 14.82N 009 30 16.11W	
			ESB Pole 154.0M/506ft Nil	52 10 22.82N 009 30 15.71W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			ESB Pole 154.0M/506ft Nil	52 10 26.45N 009 30 15.64W	
			ESB Pole 74.0M/243ft Nil	52 10 39.19N 009 29 31.47W	
			ESB Pole 95.0M/312ft Nil	52 10 35.08N 009 29 31.25W	
			ESB Pole 102.5M/337ft Nil	52 10 32.93N 009 29 31.13W	
			ESB Pole 116.0M/381ft Nil	52 10 29.36N 009 29 31.71W	
			ESB Pole 208.5M/684ft Nil	52 08 20.76N 009 29 56.40W	
			ESB Pole 215.5M/707ft Nil	52 08 16.22N 009 29 57.25W	
			ESB Pole 228.5M/750ft Nil	52 08 10.44N 009 29 58.36W	
			ESB Pole 239.0M/785ft Nil	52 08 06.71N 009 29 59.09W	
			ESB Pole 242.5M/796ft Nil	52 08 03.92N 009 29 59.63W	
			ESB Pole 227.0M/745ft Nil	52 08 02.96N 009 30 23.15W	
			ESB Pole 222.5M/730ft Nil	52 08 08.63N 009 30 22.84W	
			ESB Pole 213.5M/701ft Nil	52 08 17.02N 009 30 22.35W	
			Spot Height 154.0M/506ft Nil	52 13 18.38N 009 37 25.84W	
			Mast 333.5M/1094ft LGTD	52 08 11.44N 009 27 53.16W	
			Mast 292.5M/960ft Nil	52 16 07.11N 009 24 39.20W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Mast 353.5M/1160ft Nil	52 15 52.48N 009 23 00.49W	
			Mast 342.5M/1124ft LGTD	52 15 55.65N 009 22 59.21W	
			ESB Pylon 238.0M/781ft Nil	52 16 30.10N 009 22 56.93W	
			ESB Pylon 272.0M/892ft Nil	52 16 20 75N 009 23 06.19W	
			ESB Pylon 300.0M/984ft Nil	52 16 09.29N 009 23 16.95W	
			ESB Pylon 321.0M/1053ft Nil	52 15 58.92N 009 23 26.70W	
			ESB Pylon 313.5M/1039ft Nil	52 15 51.24N 009 23 34.57W	
			ESB Pylon 245.0M/804ft Nil	52 15 37.67N 009 23 48.54W	
			ESB Pylon 223.0M/731ft Nil	52 15 29.11N 009 23 56.90W	
			ESB Pylon 223.5M/733ft Nil	52 15 20.97N 009 24 04.53W	
			ESB Pylon 239.0M/784ft Nil	52 15 13.50N 009 24 11.04W	
			ESB Pylon 222.0M/728ft Nil	52 15 05.63N 009 24 19.45W	
			ESB Pylon 282.5M/927ft Nil	52 11 40.70N 009 22 19.49W	
			ESB Pylon 258.0M/846ft Nil	52 11 31.15N 009 22 02.53W	
			ESB Pylon 226.5M/743ft Nil	52 11 25.16N 009 21 51.22W	
			ESB Pylon 248.5M/816ft Nil	52 11 01.63N 009 20 27.70W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			ESB Pylon 257.5M/845ft Nil	52 10 58.38N 009 20 07.14W	
			ESB Pole 164.0M/538ft Nil	52 09 50.22N 009 30 07.84W	
			ESB Pole 177.5M/582ft Nil	52 09 48.26N 009 30 05.19W	
			Tree 114.5M/376ft Nil	52 10 02.64N 009 33 33.61W	
			Pole 104.5M/343ft Nil	52 09 59.08N 009 33 42.48W	
			Pole 106.0M/348ft Nil	52 09 58.58N 009 33 45.64W	
			Pole 108.0M/354ft Nil	52 09 57.82N 009 33 56.46W	
			Pole 109.0M/358ft Nil	52 09 56.90N 009 33 56.25W	
			Pole 108.0M/354ft Nil	52 09 59.89N 009 33 51.26W	
			Tree 132.0M/433ft Nil	52 09 14.66N 009 33 42.10W	
			ESB Pole 78.0M/256ft Nil	52 11 43.37N 009 29 10.65W	
			ESB Pole 132.0M/433ft Nil	52 10 44.83N 009 36 52.64W	
			ESB Pole 134.0M/440ft Nil	52 10 44.12N 009 26 55.80W	
			ESB Pole 133.0M/437ft Nil	52 10 42.98N 009 26 59.86W	
			ESB Pole 132.0M/433ft Nil	52 10 41.85N 009 27 03.85W	
			Tree 138.5M/455ft Nil	52 10 45.11N 009 26 51.57W	



In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Pole 226.0M/741ft Nil	52 09 41.92N 009 29 40.95W	
			Mast 428.0M/1404ft Nil	52 12 43.99N 009 42 41.65W	
			ESB Pole 174.5M/573ft Nil	52 09 35.21N 009 29 42.16W	
			ESB Pole 165.0M/542ft Nil	52 09 30.77N 009 29 43.05W	
			ESB Pole 149.5M/491ft Nil	52 09 25.80N 009 29 43.80W	
			ESB Pole 145.5M/477ft Nil	52 09 19.71N 009 29 45.08W	
			ESB Pole 193.0M/634ft Nil	52 08 45.10N 009 29 51.74W	
			ESB Pole 194.5M/639ft Nil	52 08 41.54N 009 29 52.41W	
			ESB Pole 191.5M/629ft Nil	52 08 36.94N 009 29 53.28W	
			ESB Pole 192.0M/630ft Nil	52 08 31.11N 009 29 54.39W	
			ESB Pole 198.5M/652ft Nil	52 08 26.02N 009 29 55.39W	

**EIKY AD 2.11METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	Central Aviation Office, Shannon Airport see <a href="#">GEN 3.5.4</a>
2	Hours of service	Forecasts valid from 05:00-24:00
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Éireann Central Aviation Office, Shannon. 9 HR 3 HR
4	Type of landing forecast Interval of issuance	METAR 30MIN During published HR of operation
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	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	Weather surveillance RADAR; Ceilometer; Automatic Weather Station; Receiver for satellite cloud pictures.
9	ATS units provided with information	EIKY TWR
10	Additional information (limitation of service, etc.)	Refer to <a href="#">GEN 3.5.4.2</a> for additional information

## EIKY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE 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
08	071.23°	2000x45	44/F/C/W/T ASPH	521040.75N 0093215.46W 521101.56N 0093035.78W 191ft	25m/82ft
26	251.25°	2000x45	44/F/C/W/T ASPH	521101.56N 0093035.78W 521040.75N 0093215.46W 192ft	34m/112ft

Slope of RWY- SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
Slope of 0.4% Refer to Aerodrome Obstacle Chart Type A EIKY AD 2.24-2	Nil	60x150	2120x300	Nil	Nil
	Nil	60x150	2120x300	Nil	

## EIKY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	2000	2060	2000	2000	Nil
26	2000	2060	2000	2000	

**EIKY AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	LIH, one crossbar	Green	PAPI, Slope 3.26° MEHT 55.12ft	Nil	Nil	White 40-50M	Red	Nil	Nil
26	LIH 900M, 5 crossbars	Green	PAPI, Slope 3.5° MEHT 51.5 ft	Nil	Nil	White 40-50M	Red	Nil	Nil

**EIKY 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	WDI Near THR 26 and THR 08 lighted Near THR 26 lighted
3	TWY edge and centre line lighting	TWY Edge Only
4	Secondary power supply/switch-over time	Secondary Power Supply to all equipment at AD/10 seconds.
5	Remarks	Nil

**EIKY AD 2.16 HELICOPTER LANDING AREA**

Nil

**EIKY AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	Kerry Control Zone Circle radius 10NM 521051N 0093126W (Kerry ARP)
2	Vertical limits	5000 ft AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Kerry Tower English
5	Transition altitude	5000 ft
6	Remarks	Airspace Classification outside hours of operation of ATS is uncontrolled Class G

**EIKY AD 2.18 ATS COMMUNICATIONS FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
TWR	Kerry Tower	123.325 MHz	As per ATS <a href="#">EIKY AD 2.3</a>	Nil

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
GND	Kerry Ground	121.600 MHz	As per ATS <a href="#">EIKY AD 2.3</a>	Nil
ATIS	Kerry Information	118.025 MHz	As per ATS <a href="#">EIKY AD 2.3</a>	Nil

## EIKY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP(for VOR/ ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KER	334 kHz	H24	521055.8N 0093128.2W		Designated Operational Coverage 25
DME	IKR	CH 24X	H24	521055.6N 0093128.1W	110ft	DME zero ranged at THR 26/08
LLZ 26	IKR	108.7 MHz	H24	521037.7N 0093230.1W		Designated Operational Coverage 18
GP 26	IKR	330.5 MHz	H24	521102.2N 0093052.8W		GP Angle 3.5° RDH 56ft GP flags on and to the right of centreline as well as beyond 9nm may be experienced.

## EIKY AD 2.20 LOCAL TRAFFIC REGULATIONS

Nil

## EIKY AD 2.21 NOISE ABATEMENT PROCEDURES

Turbojet aircraft may operate only between the hours of 0730 and 2300 (UTC) during the period 1st October to 31st May. Operation is unrestricted during the period 1st June to 30th September.

## EIKY AD 2.22 FLIGHT PROCEDURES

### 1. Arrival Procedures

Clearance to enter the CTR

Arrival routes may be varied at the discretion of ATC.

Arrival Routes are based on holding patterns established at KER NDB and ROTSO.

Shannon ATS will descend arriving traffic to the lowest usable flight level within controlled airspace (FL 080 / Shannon Transition level if higher).

A lower level/altitude within controlled airspace may be coordinated with Kerry ATC.

Descent into the FIR (Class G Uncontrolled airspace)

**Caution:** Descent below FL080 or Transition level if higher, before the lateral limits of the Shannon CTA, Kerry

Control Zone or associated stubs as outlined in [ENR 2.1](#) will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500MHz

## 2. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2 supplemented by the following:

Traffic departing on Kerry SID SHA3A, SHA3B, SHA3C, SHA3D, CRK3A, CRK3B, CRK3C, CRK3D, KER3A, KER3B, KER3C & KER3D, experiencing radio communication failure in the Kerry CTR/Shannon CTA shall maintain the maximum altitude specified in the SID for a period of three minutes following the time the altitude is reached and thereafter adjust level and speed in accordance with filed flight plan

## 1. OMNI-DIRECTIONAL DEPARTURE PROCEDURE FOR RUNWAYS 08/26

RWY	TRACK	A/C Category	Minimum Climb Gradient	Routing
26	256	A,B,C	Minimum Climb Gradient of 6%	Climb straight ahead until 4500ft and then as directed by ATC
08	076	A,B,C	Minimum Climb Gradient of 5.0%	Climb straight ahead until 4500ft and then as directed by ATC

Pilots who cannot comply with any of the SID's or Omnidirectional departure procedures must inform ATC in good time so alternative clearances can be issued.

### Terrain

- Departing aircraft requiring a deviation from their clearance, published SID or Omnidirectional departure, should exercise caution due to high ground.
- Deviation from the published procedures required by departing aircraft will, on request, be approved by ATC "At pilot's Discretion". Warning of high ground.

## EIKY AD 2.23 ADDITIONAL INFORMATION

Nil

## EIKY AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EIKY AD 2.24-1
Aerodrome Obstacle Chart RWY 08/26– ICAO TYPE A	EIKY AD 2.24-2
Standard Departure Chart –Instrument RWY 26 CAT A,B - ICAO	EIKY AD 2.24-3
Standard Departure Chart –Instrument RWY 26 CAT C - ICAO	EIKY AD 2.24-4
Standard Departure Chart –Instrument RWY 08 CAT A,B- ICAO	EIKY AD 2.24-5
Standard Departure Chart –Instrument RWY 08 CAT C - ICAO	EIKY AD 2.24-6
Instrument Approach Chart RNAV (GNSS) RWY 26 CAT A,B,C – ICAO	EIKY AD 2.24-7
Instrument Approach Chart ILS B OR LOC RWY 26 CAT A,B,C – ICAO	EIKY AD 2.24-8
Instrument Approach Chart NDB RWY 26 – ICAO	EIKY AD 2.24-9
Instrument Approach Chart RNAV(GNSS) RWY 08 CAT A,B,C – ICAO	EIKY AD 2.24-10

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<b>Name</b>	<b>Page</b>
Visual Approach Chart – ICAO	EIKY AD 2.24-11
Instrument Approach Chart NDB RWY 08 CAT A,B,C- ICAO	EIKY AD 2.24-11

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

EIWF – WATERFORD

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

1	ARP coordinates and site at Aerodrome	521114N 0070513W Mid-point RWY 03/21
2	Direction and distance from the CITY	4NM SE of Waterford
3	Elevation/Reference temperature	119 ft /19.6°C (Max Temp) 1.5°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	184 ft
5	MAG VAR/Annual change	4° W (2014) / 11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Waterford Airport Killowen, Co. Waterford  Phone:+ 353 51 84 66 00 Fax: + 353 51 87 78 09 [ADMIN] Fax: + 353 51 87 17 01 [ATC] Fax: + 353 51 87 56 23 [Operations] Email: atc@waterfordairport.net Email: operations@waterfordairport.net SITA: WATOPXH AFS: EIWFZTZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

**EIWF AD 2.3OPERATIONAL HOURS**

1	AD Administration	Summer: MON-FRI 0615-2000 SAT-SUN 0630-2000 Winter: MON-FRI 0715-2100 SAT-SUN 0730-2100
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	As per AD ADMIN
9	Handling	As per AD ADMIN
10	Security	As per AD ADMIN
11	De-icing	As per AD ADMIN

12	Remarks	AD ADMIN AVBL outside published HR, 24 HR PN to AD ADMIN ATS AVBL outside published HR, 24 HR PN to AD ADMIN PIB AVBL from AIS, Shannon see <a href="#">GEN 3.1.5</a> MET briefing AVBL from Central Aviation Office, Shannon Airport see <a href="#">GEN 3.5.4</a>
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## EIWF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Contact airport operations
2	Fuel/oil types	JET A1; AVGAS
3	Fuelling facilities/capacity	2 JET A1 Trucks - Capacity 18,000L 1 AVGAS Mobile Unit 2,000L Storage capacity - Jet A1 100,000L Storage capacity - AVGAS 50,000L
4	De-icing facilities	Mobile unit available (Type II 75/25 Hot)
5	Hangar space available for visiting aircraft	Limited – Contact AD ADMIN
6	Repair facilities for visiting aircraft	Shamrock Aviation Phone: +353 51 87 28 09
7	Remarks	Handling services available, contact Waterford Operations

## EIWF AD 2.5 PASSENGER FACILITIES

1	Hotels	Waterford
2	Restaurants	Bar with Tea/Coffee/Sandwiches & Snacks.
3	Transportation	Taxis and Car Hire from the AD (Prior notice required). Train from Waterford.
4	Medical facilities	First Aid at AD. Hospitals in Waterford.
5	Bank and Post Office	Waterford
6	Tourist Office	Waterford
7	Remarks	Nil

## EIWF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 2. Up to CAT 7 AVBL with 24 HR PN required to Operations
2	Rescue equipment	Operators to make own arrangements through IATA pool or other. Assistance (unskilled) available through local contractors. Contact the Co-ordinator as per AD ADMIN (Phone +35351846600)
3	Capability for removal of disabled aircraft	Contact Airport Authority
4	Remarks	Fire cover available during operating hours. 24 HR PN required to AD Duty Supervisor for services outside of operating hours.



**EIWF AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	1 runway snow plough 1 runway sweeper 1 snow blower 1 runway de icer
2	Clearance priorities	Search and rescue apron and taxiway, then runway, then taxiway A and apron, then taxiway B
3	Remarks	Nil

**EIWF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA**

1	Apron surface and strength	Surface: CONC / Strength: PCN 19/F/C/Y/T			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	15 M	ASPH	PCN 19/F/C/Y/T
		B	15 M	ASPH	PCN 19/F/C/Y/T
3	Altimeter checkpoint location and elevation	Location: Terminal Apron / Elevation: NIL			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

**EIWF 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 System Signboards at intersection of TWY and RWY and at the Holding Point.
2	RWY/TWY markings and LGT	RWY Marked: Designator, THR, TDZ, C/L Lighted: RWY edge, RWY end, PAPI, Displaced Thresholds TWY Marked: Centreline, Holding position. Lighted: Edge.
3	Stop bars	Nil
4	Remarks	Nil

**EIWF AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
03/APCH 21/TKOF	Tree 29.0 M / 96 ft Nil	521052.49N 0070531.80W	Reservoir Wall 85.0 M / 279 ft Nil	521242.73N 0070401.67W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
	Tree 29.0 M / 96 ft Nil	521049.52N 0070531.99W	Spot Height 119.0 M / 391T Nil	521110.23N 0070110.11W	
	Tree 36.0 M / 119 ft Nil	521040.46N 0070541.59W	Mast 144.5 M / 474 ft Nil	521109.61N 0070039.42W	
	Tree 35.0 M / 115 ft Nil	521041.79N 0070545.13W	Mast 149.0 M / 489 ft Nil	521108.45N 0070041.88W	
21/APCH 03/TKOF	Approach Light 38.0 M / 125 ft LGTD	521136.40N 0070459.00W	Aerial 149.5 M / 491 ft Nil	521108.01N 0070042.78W	
	Approach Light 39.5 M / 130 ft LGTD	521138.07N 0070457.96W	Mast 115.5 M / 379 ft Nil	521130.90N 0070809.21W	
	Approach Light 40.5 M / 133 ft LGTD	521141.05N 0070457.37W	Tree 82.0 M / 269 ft Nil	521211.85N 0070617.53W	
	Approach Light 40.5 M / 133 ft LGTD	521139.96N 0070457.61W	Tree 79.0 M / 260 ft Nil	521211.86N 0070616.22W	
	Bush on Fence 41.0 M / 135 ft Nil	521140.23N 0070456.84W	Tree 79.5 M / 261 ft Nil	521227.96N 0070610.42W	
	Bush on Fence 43.0 M / 141 ft Nil	521141.21N 0070459.37W	Spire at Tramore 114.0 M / 374 ft Nil	52094769N 0070922.03W	
	Approach Light 41.5 M / 137 ft LGTD	521141.61N 0070455.73W			
	Approach Light 43.0 M / 141 ft LGTD	521143.40N 0070454.59W			
	Bush on Fence 45.0 M / 148 ft Nil	521145.68N 0070456.41W			
	Bush on Fence 46.0 M / 151 ft Nil	521147.21N 0070455.54W			
	Bush on Fence 48.0 M / 157 ft Nil	521149.63N 0070454.99W			
	Pole 53.0 M / 174 ft Nil	521156.53N 0070449.61W			
	Building 52.5 M / 173 ft Nil	521157.51N 0070449.69W			

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
	Tree 71.5 M / 235 ft Nil	521227.26N 0070442.70W			
	Tree 74.5 M / 245 ft Nil	521229.53N 0070442.87W			
21/APCH 03/TKOF	Forest 58.5 M / 192 ft Nil	521146.90N 0070501.76W			
	Tree 36.5 M / 120 ft Nil	521135.09N 0070450.52W			
	Tree 43.0 M / 141 ft Nil	521139.02N 0070448.90W			
	Tree 43.0 M / 141 ft Nil	521139.74N 0070447.94W			
	Tree 41.0 M / 135 ft Nil	521140.05N 0070449.75W			
	Building 51.0 M / 168 ft Nil	521156.01N 0070448.07W			
	Pole 52.0 M / 171 ft Nil	521157.11N 0070446.75W			
	Pole 53.0 M / 174 ft Nil	521159.44N 0070448.87W			
	Tree 61.0 M / 200 ft Nil	521204.96N 0070452.97W			
	Pole 53.0 M / 174 ft Nil	521157.92N 0070450.71W			
	Pole 53.0 M / 174 ft Nil	521200.47N 0070452.84W			
	Building 52.0 M / 171 ft Nil	521201.01N 0070452.29W			
	Pole 54.0 M / 178 ft Nil	521201.34N 0070450.29W			
	Pole 52.5 M / 173 ft Nil	521202.88N 0070445.96W			

## EIWF AD 2.11METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Central Aviation Office, Shannon Airport see <a href="#">GEN 3.5.4</a>
2	Hours of service	Refer to EIWF AD 2.3
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Eireann Central Aviation Office, Shannon. 9 HR 3 HR
4	Type of landing forecast Interval of issuance	METAR. 30 Minutes.
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	Automated Weather Station at Waterford AD. EIWF Metar available on URL: <a href="http://www.waterfordairport.ie/weather">http://www.waterfordairport.ie/weather</a> Phone:+ 353 51 87 70 00 HR as per ATS.
9	ATS units provided with information	EIWF TWR
10	Additional information (limitation of service, etc.)	<a href="#">GEN 3.5.4.2</a>

## EIWF AD 2.12RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE 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
03	021.01°	1433 M x 30 M	PCN 30/F/C/Y/T ASPH	521054.98N 0070524.89W 521135.57N 0070459.53W 184 ft	26 M /86 ft
21	201.01°	1433 M x 30 M	PCN 30/F/C/Y/T ASPH	521131.24N 0070502.24W 521052.27N 0070526.59W 184 ft	34.4 M /113 ft

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	Nil	1553 M x 150 M	Nil	Grooved Surface
	Nil	Nil	1553 M x 150 M	Nil	Grooved Surface

**EIWF AD 2.13DECLARED DISTANCES**

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1433 M	1433 M	1433 M	1343 M	THR 03 DISPLACED 90 M
21	1433 M	1433 M	1433 M	1290 M	THR 21 DISPLACED 143 M

**EIWF 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
03	SALS 360M, 1 crossbar at 300M	G	PAPI, Left Slope 3° MEHT 26.0 ft	Nil	Nil	White 60 M Amber 450 M from runway end	R	Nil	Nil
21	CAT I 750 M 4 crossbars	G	PAPI, Left Slope 3.25° MEHT 26.0 ft	Nil	Nil	White 60 M Amber 450 M from runway end	R	Nil	Nil

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

1	ABN/IBN location, characteristics and hours of operation	At Tower, FLG W/G, 12 per minute As per AD ADMIN <a href="#">EIWF AD 2.3</a> .
2	LDI location and LGT Anemometer location and LGT	WDI Near THR 21 lighted Near THR 21 lighted
3	TWY edge and centre line lighting	Blue TWY Edge Only
4	Secondary power supply/switch-over time	Secondary Power Supply to all Lighting at AD/Switch-over 12 seconds.
5	Remarks	Nil

**EIWF AD 2.16HELICOPTER LANDING AREA**

Nil

**EIWF AD 2.17ATS AIRSPACE**

1	Designation and lateral limits	Waterford Control Zone Circle radius 10NM 521114N 0070513W (Waterford ARP)
2	Vertical limits	5000 ft AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Waterford Tower English

5	Transition altitude	5000 ft
6	Remarks	Airspace Classification outside hours of operation of ATC is uncontrolled Class G.

## EIWF AD 2.18ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
TWR	Waterford Tower	129.850 MHz	Refer to <a href="#">EIWF AD 2.3</a> AD ADMIN	Nil
GND	Waterford Ground	121.600 MHz		As directed by ATC
AFIS	Waterford AFIS	129.850 MHz		When ATC not available. Check NOTAM and refer to ATIS.
ATIS	Waterford ATIS	121.150 MHz		Nil

## EIWF AD 2.19RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IWD	110.9 kHz CH 46X	H24	521119.6N 0070502.0 W	110 ft	Designated Operational Coverage 25 DME reads Zero at RWY 21 THR. DME reads 0.3D at RWY 03 THR. Monitored only during hours as per ATS
NDB	WTD	368.0 kHz	H24	521120.4N 0070500.0 W		Designated Operational Coverage 25 Monitored only during hours as per ATS
ILS LLZ RWY 21	IWD	110.9 MHz	H24	521039.1N 0070534.8W		Monitored only during hours as per ATS
ILS GP RWY 21	IWD	330.8 MHz	H24	521123.2N 0070514.1 W		GP Angle 3.2° RDH 45 ft Full scale fly up indication may not be maintained when right of localizer sector and below glidepath. Glidepath flags may occur when right of centreline.

## EIWF AD 2.20LOCAL TRAFFIC REGULATIONS

- Landing, take off and manoeuvring on the aerodrome outside the published HR of operation of the aerodrome is not permitted unless such permission has been obtained in advance from aerodrome operations or is in the event of an emergency or a search and rescue (SAR) operation.
- A booking system exists for instrument training, training periods may be booked by application to ATC  
 Phone: + 353-51-846600  
 Fax: + 353-51-871701  
 Email: [atc@waterfordairport.net](mailto:atc@waterfordairport.net)  
 The filing of a flight plan does not constitute a booking. Failure to make a booking may result in the aircraft being refused the use of the facilities.  
 Pilots are requested to advise aerodrome operations of booking cancellations.

3. A booking procedure for all circuit training flights may be introduced by ATS during busy periods.
4. Aircrew and personnel are required to wear high visibility clothing at all times when airside.
5. Individuals or operators intending to base aircraft at the aerodrome must seek the prior written approval of the Airport Manager.

## EIWF AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

## EIWF AD 2.22 FLIGHT PROCEDURES

### 1. Arrival Procedures

Clearance to enter the CTR

Arrival routes may be varied at the discretion of ATC.

Arrival Routes are based on holding patterns established at Waterford.

Shannon ATS will descend arriving traffic to the lowest usable flight level within controlled airspace (FL080 / Shannon Transition level if higher).

A lower level/altitude within controlled airspace may be coordinated with Waterford ATC.

Descent into the FIR (Class G Uncontrolled airspace)

**Caution:** Descent below FL080 or Transition level if higher, before the lateral limits of the Control Zone or associated stubs as outlined in [ENR 2.1](#) will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500 MHz

### 2. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

## EIWF AD 2.23 ADDITIONAL INFORMATION

Caution Wind Shear may be experienced under certain conditions on the approaches to RWY 21.

## EIWF AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EIWF AD 2.24-1
Aerodrome Obstacle Chart RWY 03/21 – ICAO TYPE A	EIWF AD 2.24-2
Instrument Approach Chart ILS CAT I or LOC RWY 21	EIWF AD 2.24-3
Instrument Approach Chart NDB/DME RWY 21 – ICAO	EIWF AD 2.24-5
Instrument Approach Chart NDB/DME RWY 03 – ICAO	EIWF AD 2.24-6
Visual Approach Chart – ICAO	EIWF AD 2.24-7

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