

IRELAND

AIP

**AERONAUTICAL INFORMATION SERVICES
IRISH AVIATION AUTHORITY
BALLYCASEY CROSS
SHANNON
CO. CLARE**

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**AIRAC
AMENDMENT
NR 006/17
22 JUN**

PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are

GEN 3.2 AERONAUTICAL CHARTS: Revised list of Aeronautical Charts, Incorporation of Perm NOTAM B1044/17

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES : New Ballooning Area added

EICK AD 2.18 COMMUNICATION FACILITIES: Incorporation of PERM NOTAM B0140/17

EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS: MAG VAR and CAT reference added to the ILS LLZ for each Runway

EIDW AD 2.19 RADIO NAVIGATION AND LANDING AIDS: MAG VAR and CAT reference added to the ILS LLZ for each Runway

EIDW AD 2.20 LOCAL TRAFFIC REGULATIONS: High Intensity Runway Operations (HIRO) New text added.

EIDW AD 2.21 NOISE ABATEMENT PROCEDURES: New Text added to Section 5

EIDW AD 2.24 EIDW AD 2.24-2: Revised Parking and Docking Chart

EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATE: MAG VAR Updated

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS: MAG VAR and CAT reference added to the ILS LLZ for each Runway

EIKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATE: MAG VAR Updated

EIKN AD 2.19 RADIO NAVIGATION AND LANDING AIDS: MAG VAR Updated for DVOR/DME

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	22 JUN 2017/22 JUN 2017
GEN 0.4-1/GEN 0.4-6	GEN 0.4-1/GEN 0.4-6	22 JUN 2017/22 JUN 2017
GEN 3.2-1/GEN 3.2-12	GEN3.2-1/GEN 3.2-12	22 JUN 2017/22 JUN 2017
ENR 5.5-1/ENR 5.5-12	ENR 5.5-1/ENR 5.5-12	22 JUN 2017/22 JUN 2017
EICK AD 2-1/EICK AD 2-14	EICK AD 2-1/EICK AD 2-14	22 JUN 2017/22 JUN 2017
EIDW AD 2-1/EIDW AD 2-34	EIDW AD 2-1/EIDW AD 2-34	22 JUN 2017/22 JUN 2017
EIDW AD 2.24-2/TEXT	EIDW AD 2.24-2/TEXT	22 JUN 2017/ 22 JUN 2017
EINN AD 2-1/EINN AD 2-16	EINN AD 2-1/EINN AD 2-14	22 JUN 2017/ 22 JUN 2017
EIKN AD 2-1/EIKN AD 2-14	EIKN AD 2-1/EIKN AD 2-14	22 JUN 2017/ 22 JUN 2017

New Supplements for this Amendment : NIL

Supplements cancelled in this Amendment : NIL

New AIC for this Amendment : 04/17, 05/17

AIC's cancelled in this Amendment : 02/17, 03/17

PERM NOTAM incorporated in this Amendment : B0140/17, B1044/17

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GEN 0.4 Check list of AIP Pages

New Pages

Page	Date		Page	Date	Page	Date
GEN 0			1.5 - 12	15 OCT 2015	2.2 - 8	27 APR 2017
0.1 - 1	30 APR 2015		1.5 -13	15 OCT 2015	2.2 - 9	27 APR 2017
0.1 - 2	30 APR 2015		1.5 - 14	15 OCT 2015	2.2 - 10	27 APR 2017
0.2 - 1	22 JUN 2017	*	1.6 - 1	02 MAR 2017	2.2 - 11	27 APR 2017
0.2 - 2	22 JUN 2017	*	1.6 - 2	02 MAR 2017	2.2 - 12	27 APR 2017
0.3 - 1	11 FEB 2010		1.6 - 3	02 MAR 2017	2.3 - 1	12 FEB 2009
0.3 - 2	11 FEB 2010		1.6 - 4	02 MAR 2017	2.3 - 2	12 FEB 2009
0.4 - 1	22 JUN 2017	*	1.6 - 5	02 MAR 2017	2.4 - 1	28 APR 2016
0.4 - 2	22 JUN 2017	*	1.6 - 6	02 MAR 2017	2.4 - 2	28 APR 2016
0.4 - 3	22 JUN 2017	*	1.7 - 1	02 FEB 2017	2.5 - 1	15 OCT 2015
0.4 - 4	22 JUN 2017	*	1.7 - 2	02 FEB 2017	2.5 - 2	15 OCT 2015
0.4 - 5	22 JUN 2017	*	1.7 - 3	02 FEB 2017	2.6 - 1	11 FEB 2010
0.4 - 6	22 JUN 2017	*	1.7 - 4	02 FEB 2017	2.6 - 2	11 FEB 2010
0.5 - 1	02 FEB 2017		1.7 - 5	02 FEB 2017	2.7 - 1	13 OCT 2016
0.5 - 2	02 FEB 2017		1.7 - 6	02 FEB 2017	2.7 - 2	13 OCT 2016
0.5 - 3	02 FEB 2017		1.7 - 7	02 FEB 2017	2.7 - 3	13 OCT 2016
0.5 - 4	02 FEB 2017		1.7 - 8	02 FEB 2017	2.7 - 4	13 OCT 2016
0.6 - 1	11 FEB 2010		1.7 - 9	02 FEB 2017	2.7 - 5	13 OCT 2016
0.6 - 2	11 FEB 2010		1.7 - 10	02 FEB 2017	2.7 - 6	13 OCT 2016
0.6 - 3	11 FEB 2010		1.7 - 11	02 FEB 2017	GEN 3	
0.6 - 4	11 FEB 2010		1.7 - 12	02 FEB 2017	3.1 - 1	28 APR 2016
GEN 1			1.7 - 13	02 FEB 2017	3.1 - 2	28 APR 2016
1.1 - 1	27 APR 2017		1.7 - 14	02 FEB 2017	3.1 - 3	28 APR 2016
1.1 - 2	27 APR 2017		1.7 - 15	02 FEB 2017	3.1 - 4	28 APR 2016
1.1 - 3	27 APR 2017		1.7 - 16	02 FEB 2017	3.2 - 1	22 JUN 2017 *
1.1 - 4	27 APR 2017		1.7 - 17	02 FEB 2017	3.2 - 2	22 JUN 2017 *
1.2 - 1	02 MAR 2017		1.7 - 18	02 FEB 2017	3.2 - 3	22 JUN 2017 *
1.2 - 2	02 MAR 2017		1.7 - 19	02 FEB 2017	3.2 - 4	22 JUN 2017 *
1.2 - 3	02 MAR 2017		1.7 - 20	02 FEB 2016	3.2 - 5	22 JUN 2017 *
1.2 - 4	02 MAR 2017		1.7 - 21	02 FEB 2017	3.2 - 6	22 JUN 2017 *
1.3 - 1	28 MAY 2015		1.7 - 22	02 FEB 2017	3.2 - 7	22 JUN 2017 *
1.3 - 2	28 MAY 2015		1.7 - 23	02 FEB 2017	3.2 - 8	22 JUN 2017 *
1.4 - 1	08 DEC 2016		1.7 - 24	02 FEB 2017	3.2 - 9	22 JUN 2017 *
1.4 - 2	08 DEC 2016		1.7 - 25	02 FEB 2017	3.2 - 10	22 JUN 2017 *
1.5 - 1	15 OCT 2015		1.7 - 26	02 FEB 2017	3.2 - 11	22 JUN 2017 *
1.5 - 2	15 OCT 2015		GEN 2		3.2 - 12	22 JUN 2017 *
1.5 - 3	15 OCT 2015		2.1 - 1	18 OCT 2012	3.3 - 1	15 OCT 2015
1.5 - 4	15 OCT 2015		2.1 - 2	18 OCT 2012	3.3 - 2	15 OCT 2015
1.5 - 5	15 OCT 2015		2.2 - 1	27 APR 2017	3.3 - 3	15 OCT 2015
1.5 - 6	15 OCT 2015		2.2 - 2	27 APR 2017	3.3 - 4	15 OCT 2015
1.5 - 7	15 OCT 2015		2.2 - 3	27 APR 2017	3.4 - 1	18 AUG 2016
1.5 - 8	15 OCT 2015		2.2 - 4	27 APR 2017	3.4 - 2	18 AUG 2016
1.5 - 9	15 OCT 2015		2.2 - 5	27 APR 2017	3.4 - 3	18 AUG 2016
1.5 - 10	15 OCT 2015		2.2 - 6	27 APR 2017	3.4 - 4	18 AUG 2016
1.5 - 11	15 OCT 2015		2.2 - 7	27 APR 2017	3.4 - 5	18 AUG 2016

Page	Date	Page	Date	Page	Date
3.4 - 6	18 AUG 2016	1.6 - 4	10 DEC 2015	1.14 - 6	08 JUN 2006
3.4 - 7	18 AUG 2016	1.6 - 5	10 DEC 2015		ENR 2
3.4 - 8	18 AUG 2016	1.6 - 6	10 DEC 2015	2.1 - 1	08 DEC 2016
3.5 - 1	10 NOV 2016	1.6 - 7	10 DEC 2015	2.1 - 2	08 DEC 2016
3.5 - 2	10 NOV 2016	1.6 - 8	10 DEC 2015	2.1 - 3	08 DEC 2016
3.5 - 3	10 NOV 2016	1.7 - 1	10 DEC 2015	2.1 - 4	08 DEC 2016
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3.5 - 5	10 NOV 2016	1.7 - 3	10 DEC 2015	2.1 - 6	08 DEC 2016
3.5 - 6	10 NOV 2016	1.7 - 4	10 DEC 2015	2.2 - 1	02 FEB 2017
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3.5 - 8	10 NOV 2016	1.8 - 2	22 OCT 2009	2.2 - 3	02 FEB 2017
3.5 - 9	10 NOV 2016	1.9 - 1	11 DEC 2014	2.2 - 4	02 FEB 2017
3.5 - 10	10 NOV 2016	1.9 - 2	11 DEC 2014	2.2 - 5	02 FEB 2017
3.5 - 11	10 NOV 2016	1.9 - 3	11 DEC 2014	2.2 - 6	02 FEB 2017
3.5 - 12	10 NOV 2016	1.9 - 4	11 DEC 2014	2.2 - 7	02 FEB 2017
3.6 - 1	07 FEB 2013	1.9 - 5	11 DEC 2014	2.2 - 8	02 FEB 2017
3.6 - 2	07 FEB 2013	1.9 - 6	11 DEC 2014		ENR 3
3.6 - 3	07 FEB 2013	1.10 - 1	13 OCT 2016	3.1 - 1	08 DEC 2016
3.6 - 4	07 FEB 2013	1.10 - 2	13 OCT 2016	3.1 - 2	08 DEC 2016
	GEN 4	1.10 - 3	13 OCT 2016	3.1 - 3	08 DEC 2016
4.1 - 1	23 SEP 2010	1.10 - 4	13 OCT 2016	3.1 - 4	08 DEC 2016
4.1 - 2	23 SEP 2010	1.10 - 5	13 OCT 2016	3.1 - 5	08 DEC 2016
4.2 - 1	26 AUG 2010	1.10 - 6	13 OCT 2016	3.1 - 6	08 DEC 2016
4.2 - 2	26 AUG 2010	1.10 - 7	13 OCT 2016	3.1 - 7	08 DEC 2016
	ENR 0	1.10 - 8	13 OCT 2016	3.1 - 8	08 DEC 2016
0.6 - 1	23 JUN 2016	1.10 - 9	13 OCT 2016	3.1 - 9	08 DEC 2016
0.6 - 2	23 JUN 2016	1.10 - 10	13 OCT 2016	3.1 - 10	08 DEC 2016
	ENR 1	1.10 - 11	13 OCT 2016	3.1 - 11	08 DEC 2016
1.1 - 1	30 APR 2015	1.10 - 12	13 OCT 2016	3.1 - 12	08 DEC 2016
1.1 - 2	30 APR 2015	1.10 - 13	13 OCT 2016	3.2 - 1	17 DEC 2009
1.2 - 1	08 JUN 2006	1.10 - 14	13 OCT 2016	3.2 - 2	17 DEC 2009
1.2 - 2	08 JUN 2006	1.10 - 15	13 OCT 2016	3.3 - 1	08 JUN 2006
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1.2 - 4	08 JUN 2006	1.10 - 17	13 OCT 2016	3.4 - 1	08 JUN 2006
1.3 - 1	08 JUN 2006	1.10 - 18	13 OCT 2016	3.4 - 2	08 JUN 2006
1.3 - 2	08 JUN 2006	1.11 - 1	13 OCT 2016	3.5 - 1	08 JUN 2006
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1.3 - 4	08 JUN 2006	1.12 - 1	08 JUN 2006	3.6 - 1	28 APR 2016
1.3 - 5	08 JUN 2006	1.12 - 2	08 JUN 2006	3.6 - 2	28 APR 2016
1.3 - 6	08 JUN 2006	1.12 - 3	08 JUN 2006		ENR 4
1.4 - 1	10 MAR 2011	1.12 - 4	08 JUN 2006	4.1 - 1	28 APR 2016
1.4 - 2	10 MAR 2011	1.13 - 1	08 JUN 2006	4.1 - 2	28 APR 2016
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1.6 - 2	10 DEC 2015	1.14 - 3	08 JUN 2006	4.3 - 2	28 SEP 2006
1.6 - 3	10 DEC 2015	1.14 - 4	08 JUN 2006	4.4 - 1	30 MAR 2017
		1.14 - 5	08 JUN 2006		

Page	Date		Page	Date		Page	Date	
4.4 - 2	30 MAR 2017		6 - 3	10 DEC 2015		2 - 1	22 JUN 2017	*
4.4 - 3	30 MAR 2017		6 - 4	10 DEC 2015		2 - 2	22 JUN 2017	*
4.4 - 4	30 MAR 2017			AD 0		2 - 3	22 JUN 2017	*
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4.5 - 1	25 SEP 2006		0.2 - 1	07 MAR 2013		2 - 6	22 JUN 2017	*
4.5 - 2	25 SEP 2006		0.2 - 2	07 MAR 2013		2 - 7	22 JUN 2017	*
	ENR 5		0.3 - 1	07 MAR 2013		2 - 8	22 JUN 2017	*
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5.1 - 4	10 DEC 2015		0.5 - 1	07 MAR 2013		2 - 12	22 JUN 2017	*
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5.3 - 2	17 SEP 2015		0.6 - 5	13 OCT 2016		2.24 - 4	08 JUN 2006	
5.4 - 1	28 APR 2016		0.6 - 6	13 OCT 2016		2.24 - 5	18 APR 2002	
5.4 - 2	28 APR 2016		0.6 - 7	13 OCT 2016		2.24 - 6	13 MAR 2008	
5.4 - 3	28 APR 2016		0.6 - 8	13 OCT 2016		2.24 - 7	13 MAR 2008	
5.4 - 4	28 APR 2016		0.6 - 9	13 OCT 2016		2.24 - 7A	13 MAR 2008	
5.4 - 5	28 APR 2016		0.6 - 10	13 OCT 2016		2.24 - 8	13 MAR 2008	
5.4 - 6	28 APR 2016		0.6 - 11	13 OCT 2016		2.24 - 8A	13 MAR 2008	
5.5 - 1	22 JUN 2017	*	0.6 - 12	13 OCT 2016		2.24 - 9	13 MAR 2008	
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5.5 - 3	22 JUN 2017	*	0.6 - 14	13 OCT 2016		2.24 - 10	13 MAR 2008	
5.5 - 4	22 JUN 2017	*	0.6 - 15	13 OCT 2016		2.24 - 10A	13 MAR 2008	
5.5 - 5	22 JUN 2017	*	0.6 - 16	13 OCT 2016		2.24 - 11	13 MAR 2008	
5.5 - 6	22 JUN 2017	*	0.6 - 17	13 OCT 2016		2.24 - 11A	13 MAR 2008	
5.5 - 7	22 JUN 2017	*	0.6 - 18	13 OCT 2016		2.24 - 12	13 MAR 2008	
5.5 - 8	22 JUN 2017	*		AD 1		2.24 - 12A	13 MAR 2008	
5.5 - 9	22 JUN 2017	*	1.1 - 1	30 APR 2015		2.24 - 13	13 MAR 2008	
5.5 - 10	22 JUN 2017	*	1.1 - 2	30 APR 2015		2.24 - 14	13 MAR 2008	
5.5 - 11	22 JUN 2017	*	1.1 - 3	30 APR 2015		2.24 - 15	13 MAR 2008	
5.5 - 12	22 JUN 2017	*	1.1 - 4	30 APR 2015		2.24 - 16	13 MAR 2008	
5.6 - 1	05 FEB 2015		1.2 - 1	14 JAN 2010		2.24 - 17	13 MAR 2008	
5.6 - 2	05 FEB 2015		1.2 - 2	14 JAN 2010		2.24 - 18	13 MAR 2008	
5.6 - 3	05 FEB 2015		1.3 - 1	13 OCT 2016		2.24 - 19	13 MAR 2008	
5.6 - 4	05 FEB 2015		1.3 - 2	13 OCT 2016			EIDW AD	
5.6 - 5	05 FEB 2015		1.3 - 3	13 OCT 2016		2 - 1	22 JUN 2017	*
5.6 - 6	05 FEB 2015		1.3 - 4	13 OCT 2016		2 - 2	22 JUN 2017	*
5.6 - 7	05 FEB 2015		1.4 - 1	13 OCT 2016		2 - 3	22 JUN 2017	*
5.6 - 8	05 FEB 2015		1.4 - 2	13 OCT 2016		2 - 4	22 JUN 2017	*
	ENR 6		1.5 - 1	13 OCT 2016		2 - 5	22 JUN 2017	*
6 - 1	15 OCT 2015		1.5 - 2	13 OCT 2016		2 - 6	22 JUN 2017	*
6 - 2	10 DEC 2015			EICK AD		2 - 7	22 JUN 2017	*
						2 - 8	22 JUN 2017	*

Page	Date		Page	Date		Page	Date	
2 - 9	22 JUN 2017	*	2.24 – 17.1	02 APR 2015		2 - 9	22 JUN 2017	*
2 - 10	22 JUN 2017	*	2.24 – 17.2	02 APR 2015		2 - 10	22 JUN 2017	*
2 - 11	22 JUN 2017	*	2.24 – 17.3	02 APR 2015		2 - 11	22 JUN 2017	*
2 - 12	22 JUN 2017	*	2.24 – 17.4	02 APR 2015		2 - 12	22 JUN 2017	*
2 - 13	22 JUN 2017	*	2.24 – 17.5	02 APR 2015		2 - 13	22 JUN 2017	*
2 - 14	22 JUN 2017	*	2.24 – 17.6	02 APR 2015		2 - 14	22 JUN 2017	*
2 - 15	22 JUN 2017	*	2.24 – 19.1	28 MAY 2015		2.24 - 1	26 MAY 2016	
2 - 16	22 JUN 2017	*	2.24 – 19.2	28 MAY 2015		2.24 - 2	17 OCT 2013	
2 - 17	22 JUN 2017	*	2.24 – 19.3	28 MAY 2015		2.24 - 4	22 MAR 2001	
2 - 18	22 JUN 2017	*	2.24 – 19.4	28 MAY 2015		2.24 - 5	18 JUN 19 98	
2 - 19	22 JUN 2017	*	2.24 – 19.5	23 JUL 2015		2.24 - 7A	03 JUN 2010	
2 - 20	22 JUN 2017	*	2.24 – 19.6	23 JUL 2015		2.24 - 7B	03 JUN 2010	
2 - 21	22 JUN 2017	*	2.24 – 19.7	23 JUL 2015		2.24 - 8A	03 JUN 2010	
2 - 22	22 JUN 2017	*	2.24 – 19.8	23 JUL 2015		2.24 - 8B	03 JUN 2010	
2 - 23	22 JUN 2017	*	2.24 – 20	13 DEC 20 12		2.24 - 9A	03 JUN 2010	
2 - 24	22 JUN 2017	*	2.24 – 20A	13 DEC 20 12		2.24 - 9B	03 JUN 2010	
2 - 25	22 JUN 2017	*	2.24 – 21	13 DEC 2012		2.24 - 10A	03 JUN 2010	
2 - 26	22 JUN 2017	*	2.24 – 21A	13 DEC 2012		2.24 - 10B	03 JUN 2010	
2 - 27	22 JUN 2017	*	2.24 – 22.1	25 MAY 2017		2.24 - 11	03 JUN 2010	
2 - 28	25 JUN 2017	*	2.24 – 22.2	25 MAY 2017		2.24 - 12	03 JUN 2010	
2 - 29	22 JUN 2017	*	2.24 – 23.1	25 MAY 2017		2.24 - 13	03 JUN 2010	
2 – 30	22 JUN 2017	*	2.24 – 23.2	25 MAY 2017		2.24 - 14	03 JUN 2010	
2 – 31	22 JUN 2017	*	2.24 – 24.1	25 MAY 2017		2.24 - 15	28 SEP 2006	
2 – 32	22 JUN 2017	*	2.24 – 24.2	25 MAY 2017		EIME AD		
2 – 33	22 JUN 2017	*	2.24 – 25.1	25 MAY 2017		2 – 1	28 APR 2016	
2 – 34	22 JUN 2017	*	2.24 – 25.2	25 MAY 2017		2 - 2	28 APR 2016	
2.24 - 1	25 MAY 2017		2.24 – 26.1	25 MAY 2017		2 - 3	28 APR 2016	
2.24 - 2	22 JUN 2017	*	2.24 – 26.2	25 MAY 2017		2 – 4	28 APR 2016	
2.24 - 3	10 NOV 2016		2.24 – 27.1	25 MAY 2017		2 - 5	28 APR 2016	
2.24 - 4	10 JUN 2004		2.24 – 27.2	25 MAY 2017		2 - 6	28 APR 2016	
2.24 - 6	10 NOV 2016		2.24 – 28	18 NOV 2010		2 – 7	28 APR 2016	
2.24 - 7	10 NOV 2016		2.24 – 29	13 DEC 2012		2 – 8	28 APR 2016	
2.24 - 9	13 DEC 2012		2.24 – 29A	13 DEC 2012		2 – 9	28 APR 2016	
2.24 – 09A	13 DEC 2012		2.24 – 30	13 DEC 2012		2 – 10	28 APR 2016	
2.24 -10	13 DEC 2012		2.24 – 30A	13 DEC 2012		2 – 11	28 APR 2016	
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	22 JUN 2017	*	2.24 –11	30 APR 2015	
2.24 – 13A	13 DEC 2012		2 - 2	22 JUN 2017	*	2.24 –15	30 APR 2015	
2.24 - 14	13 DEC 2012		2 - 3	22 JUN 2017	*	2.24 –16	30 APR 2015	
2.24 – 14A	13 DEC 2012		2 - 4	22 JUN 2017	*	2.24 –17	30 APR 2015	
2.24 – 15	13 DEC 2012		2 - 5	22 JUN 2017	*	2.24 – 20	30 APR 2015	
2.24 – 15A	13 DEC 2012		2 - 6	22 JUN 2017	*	2.24 – 21	30 APR 2015	
2.24 – 16	13 DEC 2012		2 - 7	22 JUN 2017	*	2..24 –22	10 DEC 2015	
2.24 – 16A	13 DEC 2012		2 - 8	22 JUN 2017	*	2.24 – 25	30 APR 2015	

Page	Date		Page	Date		Page	Date
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	28 MAY 2015		2.24 – 8.2	18 AUG 2016		2.24-8.2	08 DEC 2016
2 - 2	28 MAY 2015		2.24 – 9.1	18 AUG 2016		2.24-9.1	08 DEC 2016
2 - 3	28 MAY 2015		2.24 – 9.2	18 AUG 2016		2.24-9.2	08 DEC 2016
2 - 4	28 MAY 2015		2.24 – 10.1	28 APR 2016		2.24-10.1	08 DEC 2016
2 - 5	28 MAY 2015		2.24 – 10.2	28 APR 2016		2.24-10.2	08 DEC 2016
2 - 6	28 MAY 2015		2.24 – 11.1	18 AUG 2016		2.24-11	28 OCT 2004
2 - 7	28 MAY 2015		2.24 – 11.2	18 AUG 2016		2.24-11.1	18 AUG 2016
2 - 8	28 MAY 2015		2.24 – 12	14 FEB 2009		2.24-11.2	18 AUG 2016
2 - 9	28 MAY 2015		2.24 – 12.1	28 APR 2016		EISG AD	
2 - 10	28 MAY 2015		2.24 – 12.2	28 APR 2016		2 - 1	04 FEB 2016
2 - 11	28 MAY 2015		2.24 – 13.1	28 APR 2016		2 - 2	04 FEB 2016
2 - 12	28 MAY 2015		2.24 – 13.2	28 APR 2016		2 - 3	04 FEB 2016
2 - 13	28 MAY 2015		2.24 – 14.1	18 AUG 2016		2 - 4	04 FEB 2016
2 - 14	28 MAY 2015		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
EIKN AD			EIKY AD			2.24 - 2	20 MAR 2003
2 - 1	22 JUN 2017	*	2 – 1	13 OCT 2016		2.24 - 3	20 MAR 2003
2 - 2	22 JUN 2017	*	2 – 2	13 OCT 2016		2.24 - 4	20 MAR 2003
2 - 3	22 JUN 2017	*	2 – 3	13 OCT 2016		2.24 - 5	20 MAR 2003
2 - 4	22 JUN 2017	*	2 - 4	13 OCT 2016		2.24 - 6	20 MAR 2003
2 - 5	22 JUN 2017	*	2 - 5	13 OCT 2016		EIWF AD	
2 - 6	22 JUN 2017	*	2 - 6	13 OCT 2016		2 - 1	25 MAY 2017
2 - 7	22 JUN 2017	*	2 - 7	13 OCT 2016		2 - 2	25 MAY 2017
2 - 8	22 JUN 2017	*	2 - 8	13 OCT 2016		2 - 3	25 MAY 2017
2 - 9	22 JUN 2017	*	2 - 9	13 OCT 2016		2 - 4	25 MAY 2017
2 - 10	22 JUN 2017	*	2 - 10	13 OCT 2016		2 - 5	25 MAY 2017
2 – 11	22 JUN 2017	*	2 - 11	13 OCT 2016		2 - 6	25 MAY 2017
2 - 12	22 JUN 2017	*	2 - 12	13 OCT 2016		2 - 7	25 MAY 2017
2 - 13	22 JUN 2017	*	2 – 13	13 OCT 2016		2 - 8	25 MAY 2017
2 – 14	22 JUN 2017	*	2 - 14	13 OCT 2016		2 - 9	25 MAY 2017
2.24 - 1	18 AUG 2016		2.24 - 1	13 NOV 2014		2 - 10	25 MAY 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	25 MAY 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 – 5.2	28 APR 2016		2.24-5.1	25 MAY 2017		2.24- 6.1	08 DEC 2016
2.24 – 6.1	18 AUG 2016		2.24-5.2	25 MAY 2017		2.24-6.2	08 DEC 2016
2.24 – 6.2	18 AUG 2016		2.24–6.1	18 AUG 2016		2.24 - 7	30 OCT 2003
2.24 – 7.1	25 MAY 2017		2.24-6.2	18 AUG 2016		EIWT AD	
			2.24-7.1	25 MAY 2017			

Page	Date	Page	Date	Page	Date
2 - 1	27 APR 2017	2 - 5	05 FEB 2015		EIMH AD
2 - 2	27 APR 2017	2 - 6	05 FEB 2015	2 - 1	16 OCT 2014
2 - 3	27 APR 2017		EICA AD	2 - 2	16 OCT 2014
2 - 4	27 APR 2017	2 - 1	24 JUL 2014	2 - 3	16 OCT 2014
2 - 5	27 APR 2017	2 - 2	24 JUL 2014	2 - 4	16 OCT 2014
2 - 6	27 APR 2017	2 - 3	24 JUL 2014	2 - 5	16 OCT 2014
2 - 7	27 APR 2017	2 - 4	24 JUL 2014	2 - 6	16 OCT 2014
2 - 8	27 APR 2017	2 - 5	24 JUL 2014		EIMN AD
2 - 9	27 APR 2017	2 - 6	24 JUL 2014	2 - 1	16 OCT 2014
2 - 10	27 APR 2017		EICL AD	2 - 2	16 OCT 2014
2 - 11	27 APR 2017	2 - 1	24 JUL 2014	2 - 3	16 OCT 2014
2 - 12	27 APR 2017	2 - 2	24 JUL 2014	2 - 4	16 OCT 2014
2.24 - 1	07 JUN 2007	2 - 3	24 JUL 2014	2 - 5	16 OCT 2014
2.24.3 - 1	04 APR 2013	2 - 4	24 JUL 2014	2 - 6	16 OCT 2014
2.24.3 - 2	04 APR 2013	2 - 5	24 JUL 2014		EIMS AD
2.24.4 - 1	07 MAR 2013	2 - 6	24 JUL 2014	2 - 1	30 MAY 2013
2.24.4 - 2	07 MAR 2013		EICN AD	2 - 2	30 MAY 2013
2.24.5 - 1	04 APR 2013	2 - 1	05 FEB 2015	2 - 3	30 MAY 2013
2.24.5 - 2	04 APR 2013	2 - 2	05 FEB 2015	2 - 4	30 MAY 2013
	EIAB AD	2 - 3	05 FEB 2015		EINC AD
2 - 1	24 JUL 2014	2 - 4	05 FEB 2015	2 - 1	16 OCT 2014
2 - 2	24 JUL 2014	2 - 5	05 FEB 2015	2 - 2	16 OCT 2014
2 - 3	24 JUL 2014	2 - 6	05 FEB 2015	2 - 3	16 OCT 2014
2 - 4	24 JUL 2014		EIIM AD	2 - 4	16 OCT 2014
2 - 5	24 JUL 2014	2 - 1	16 OCT 2014	2 - 5	16 OCT 2014
2 - 6	24 JUL 20 14	2 - 2	16 OCT 2014	2 - 6	16 OCT 2014
	EIBN AD	2 - 3	16 OCT 2014		EIRT AD
2 - 1	05 FEB 2015	2 - 4	16 OCT 2014	2 - 1	16 OCT 2014
2 - 2	05 FEB 2015	2 - 5	16 OCT 2014	2 - 2	16 OCT 2014
2 - 3	05 FEB 2015	2 - 6	16 OCT 2014	2 - 3	16 OCT 2014
2 - 4	05 FEB 2015		EIIR AD	2 - 4	16 OCT 2014
2 - 5	05 FEB 2015	2 - 1	16 OCT 2014	2 - 5	16 OCT 2014
2 - 6	05 FEB 2015	2 - 2	16 OCT 2014	2 - 6	16 OCT 2014
	EIBR AD	2 - 3	16 OCT 2014		EITM AD
2 - 1	05 MAR 2015	2 - 4	16 OCT 2014	2 - 1	16 OCT 2014
2 - 2	05 MAR 2015	2 - 5	16 OCT 2014	2 - 2	16 OCT 2014
2 - 3	05 MAR 2015	2 - 6	16 OCT 2014	2 - 3	16 OCT 2014
2 - 4	05 MAR 2015		EIKK AD	2 - 4	16 OCT 2014
2 - 5	05 MAR 2015	2 - 1	25 JUN 2015	2 - 5	16 OCT 2014
2 - 6	05 MAR 2015	2 - 2	25 JUN 2015	2 - 6	16 OCT 2014
	EIBT AD	2 - 3	25 JUN 2015		
2 - 1	05 FEB 2015	2 - 4	25 JUN 2015		
2 - 2	05 FEB 2015	2 - 5	25 JUN 2015		
2 - 3	05 FEB 2015	2 - 6	25 JUN 2015		
2 - 4	05 FEB 2015				

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

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

Charts, with the exception of Aerodrome Obstacle Chart - ICAO Type B, Ireland Sheet 2172 ABCD, 1:500,000 and 1:250,000 are available from: -

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

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>

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)

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

This chart depicts the airspace organisation and aeronautical facilities within the Shannon FIR together with topographical information for the whole of Ireland. It is a basic aeronautical chart designed principally for visual air navigation within the confines of the Shannon FIR. Aeronautical information refers to the lower airspace only, and includes Aerodromes, Control Zones, Control Areas, location of radio navigation facilities, airspace restrictions, frequencies and identifications of radio navigation aids.

4.2.2 Aeronautical Chart 1:250,000

This chart depicts the airspace organisation and aeronautical facilities within the Shannon FIR together with topographical information for the whole of Ireland. It is a basic aeronautical chart designed principally for visual air navigation within the confines of the Shannon FIR. Aeronautical Information refers to the lower airspace only and includes Aerodromes, Control Zones, Control Areas, ATS Routes with reporting points location of radio navigation facilities, airspace restrictions, frequencies and identifications of radio navigation aids.

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

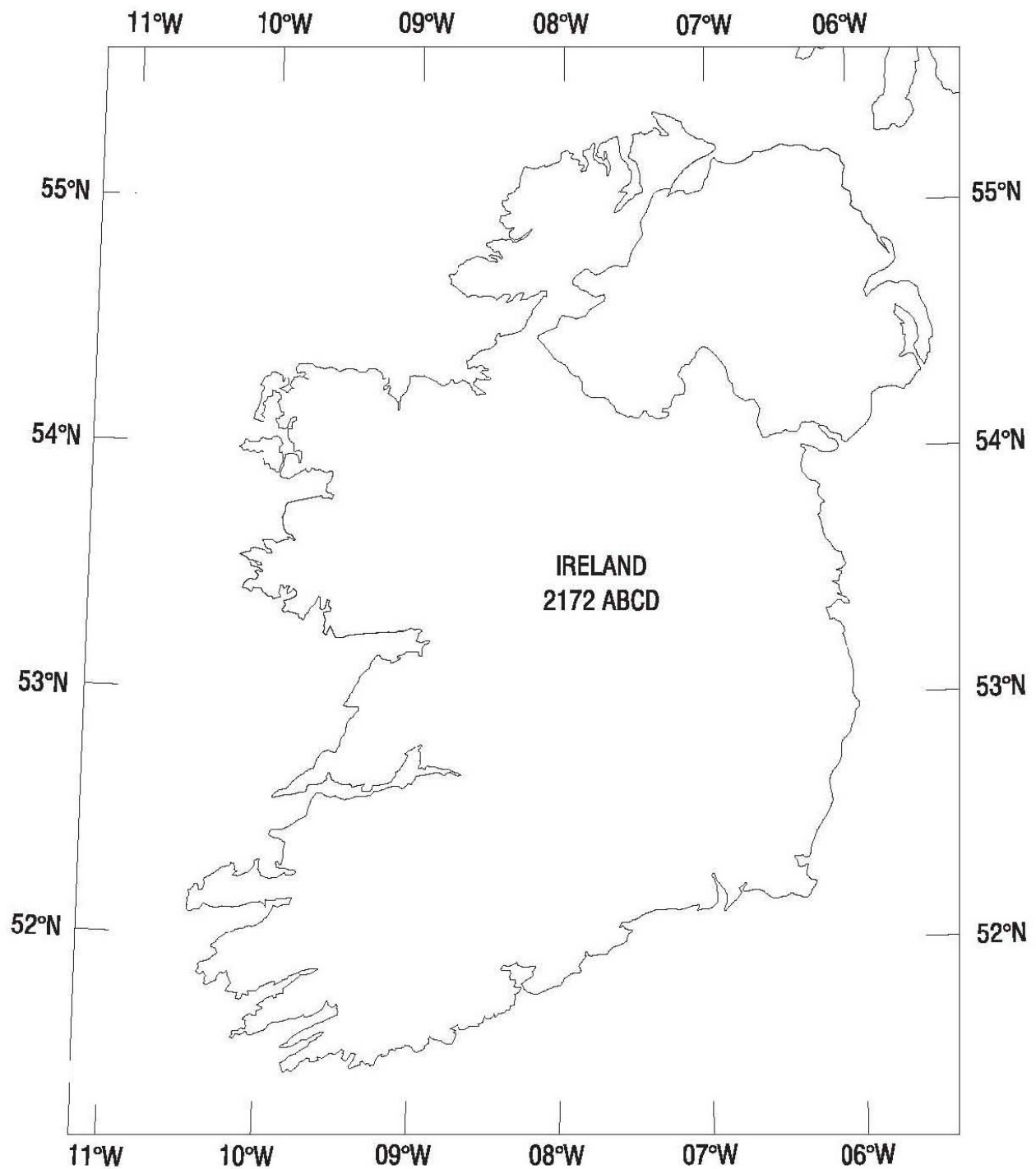
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aeronautical Chart ICAO 1:500,000	ANC/500		Ireland Sheet 2172 ABCD	31 MAY 2013
Aeronautical Chart/West 1:250,000	ANC/250		Ireland Sheet 2172 ABCD	31 MAY 2013
Aeronautical Chart/East 1:250,000	ANC/250		Ireland Sheet 2172 ABCD	31 MAY 2013
Aeronautical Chart/North 1:250,000	ANC/250		Ireland Sheet 2172 ABCD	31 MAY 2013
Aeronautical Chart/South 1:250,000	ANC/250		Ireland Sheet 2172 ABCD	31 MAY 2013
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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	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	25 MAY 2017
Standard Arrival Chart-Instrument (STAR) ICAO 1:300 000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY26	18 AUG 2016
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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	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
	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	25 MAY 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

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
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	-
	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	22 JUN 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

The 1:500,000 (Edition 06) chart is a single, double-sided folded map.

The 1:250,000 (Edition 03) chart comes in a pack comprising of two double-sided folded maps, in a plastic wallet; one for North and South Ireland, and one for East and West Ireland.

Both Charts are available from:

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

Phone: + 353 1 802 5379

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

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Chart	Location	Correction
Aeronautical Chart/ICAO 1:500,000	523940N 0063047W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	514949N 0082027W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	523843N 0080348W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	522638N 0091758W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	5159N 00832W	Range Elevation change from 1247 to 1338
Aeronautical Chart/ICAO 1:500,000	531804N 0085630W	Remove CRN NDB and Insert GATGO
Aeronautical Chart/ICAO 1:500,000	532801N 0070501W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	533734N 0073325W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	524025N 0063613W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	520844N 0072446W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	520118N 0085235W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	534251N 0080416W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	551531N 0070229W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	525925N 0070750W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	534605N 0064511W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	531308N 0071427W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	533734N 0073325W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	532801N 0070501W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	535121N 0064427W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	531815N 0091434W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	531700N 0070730W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	531542N 0065935W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	524705N 0074008W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	531624N 0071407W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	525639N 0074332W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	542035N 0080758W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	532159N 0065325W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	515210N 0091843W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	515344N 0092053W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	520439N 0074628W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	532144N 0071420W	Insert Mast Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	540501N 0065225W	Insert Mast Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	531542N 0065935W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	531700N 0070730W	Insert Mast Not Surveyed/Not lit symbol

Chart	Location	Correction
Aeronautical Chart/ICAO 1:500,000	540846N 0093205W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	534057N 0075631W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	531752N 0075857W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	531722N 0091218W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	531653N 0091657W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	534829N 0063239W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	522151N 0093213W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	522136N 0093225W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	521050N 0080457W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	535241N 0083519W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	543135N 0081106W	Wind Farm: Insert Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	544222N 0081620W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	524128N 0080501W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	541158N 0093505W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	550356N 0081324W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/ICAO 1:500,000	513731N 0092320W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	532144N 0071420W	Insert Mast Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	522005N 0092609W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/ICAO 1:500,000	514857N 0081850W	Insert Wind Turbine Not Surveyed/lit Symbol
Aeronautical Chart/ICAO 1:500,000	531801N 0085630W	Change Galway CTR Airspace Class C to Class G
Aeronautical Chart/ICAO 1:500,000	535437N 0084907W	Insert Shannon CTA (Connaught Southern Stub) Base 4500ft/FL075 Ref AIP ENR 2.1-4
Aeronautical Chart/ICAO 1:500,000	531801N 0085630W	Remove Point GATGO (Hand Amendment)
Aeronautical Chart/ICAO 1:500,000	531803.9N 0085630.3W	Remove CRN NDB
Aeronautical Chart/ICAO 1:500,000	531803.7N 0085631.9W	Remove CRN DME
Aeronautical Chart/ICAO 1:500,000	531757.7N 0085629.0W	Remove GWY DME
Aeronautical Chart/ICAO 1:500,000	Circle 10NM radius centre 531801N 0085630W.	Remove Shannon CTA (Galway)
Aeronautical Chart/ICAO 1:500,000	532749N 0082613W, 531808N 0082208W, 531521N 0084027W, arc 10NM radius centre 531801N 0085630W, 532501N 0084436W.	Remove Shannon CTA (Galway Eastern Stub)
Aeronautical Chart/ICAO 1:500,000	532039N 0091235W, arc 10NM radius centre 531801N 0085630W, 531059N 0090820W, 530805N 0092632W, 531743N 0093051W.	Remove Shannon CTA (Galway Western Stub)
Aeronautical Chart/North 1:250,000	542018N 0081704W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/North 1:250,000	551531N 0070229W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/North 1:250,000	542035N 0080758W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/North 1:250,000	540501N 0065225W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/North 1:250,000	540846N 0093205W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/North 1:250,000	543135N 0081106W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/North 1:250,000	544222N 0081620W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/North 1:250,000	550356N 0081324W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/South 1:250,000	523940N 0063047W	Insert Wind Turbines Not Surveyed/lit symbol

Chart	Location	Correction
Aeronautical Chart/South 1:250,000	521943N 0084203W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/South 1:250,000	514949N 0082027W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/South 1:250,000	523843N 0080348W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/South 1:250,000	522638N 0091758W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/South 1:250,000	520844N 0072446W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/South 1:250,000	520118N 0085235W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/South 1:250,000	515210N 0091843W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/South 1:250,000	515344N 0092053W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/South 1:250,000	520439N 0074628W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/South 1:250,000	522151N 0093213W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/South 1:250,000	522136N 0093225W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/South 1:250,000	521050N 0080457W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/South 1:250,000	524128N 0080501W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/South 1:250,000	522005N 0092609W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/South 1:250,000	513731N 0092320W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/South 1:250,000	514857N 0081850W	Insert Wind Turbine Not Surveyed/lit Symbol
Aeronautical Chart/East 1:250,000	523940N 0063047W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/East 1:250,000	532801N 0070501W	Insert Mast Not Surveyed/Not lit symbols
Aeronautical Chart/East 1:250,000	533734N 0073325W	Insert Mast Not Surveyed/Not lit symbols
Aeronautical Chart/East 1:250,000	524025N 0063613W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/East 1:250,000	520844N 0072446W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	534251N 0080416W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	525925N 0070750W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	534605N 0064511W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	531308N 0071427W	Insert Mast Not Surveyed/Not lit symbols
Aeronautical Chart/East 1:250,000	533734N 0073325W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	532801N 0070501W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	535121N 0064427W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	531700N 0070730W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	531542N 0065935W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	524705N 0074008W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/East 1:250,000	531624N 0071407W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/East 1:250,000	525639N 0074332W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/East 1:250,000	532159N 0065325W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	520439N 0074628W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	532144N 0071420W	Insert Mast Not Surveyed/lit symbol
Aeronautical Chart/East 1:250,000	531542N 0065935W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	531700N 0070730W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	534057N 0075631W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	531752N 0075857W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	534829N 0063239W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	524128N 0080501W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/East 1:250,000	532144N 0071420W	Insert Mast Not Surveyed/lit symbol
Aeronautical Chart/West 1:250,000	542018N 0081704W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/West 1:250,000	542018N 0081704W	Insert Wind Turbines Not Surveyed/lit symbol
Aeronautical Chart/West 1:250,000	531804N 0085630W	Remove CRN NDB and Insert GATGO

Chart	Location	Correction
Aeronautical Chart/West 1:250,000	534251N 0080416W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/West 1:250,000	533734N 0073325W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/West 1:250,000	531815N 0091434W	Insert Wind Farm Not Surveyed/ lit symbol
Aeronautical Chart/West 1:250,000	524705N 0074008W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/West 1:250,000	525639N 0074332W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/West 1:250,000	542035N 0080758W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/West 1:250,000	540846N 0093205W	Insert Wind Farm Not Surveyed/Not lit symbol
Aeronautical Chart/West 1:250,000	534057N 0075631W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/West 1:250,000	531752N 0075857W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/West 1:250,000	531722N 0091218W	Wind Farm: Insert Not Surveyed/lit symbol
Aeronautical Chart/West 1:250,000	531653N 0091657W	Wind Farm: Insert Not Surveyed/ lit symbol
Aeronautical Chart/West 1:250,000	535241N 0083519W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/West 1:250,000	543135N 0081106W	Insert Wind Farm Not Surveyed/lit symbol
Aeronautical Chart/West 1:250,000	524128N 0080501W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/West 1:250,000	541158N 0093505W	Insert Mast Not Surveyed/Not lit symbol
Aeronautical Chart/West 1:250,000	531801N 0085630W	Change Galway CTR Airspace Class C to Class G
Aeronautical Chart/West 1:250,000	535437N 0084907W	Insert Shannon CTA (Connaught Southern Stub) Base 4500ft/FL075 Ref AIP ENR 2.1-4
Aeronautical Chart/West 1:250,000	531801N 0085630W	Remove Point GATGO (Hand Amendment)
Aeronautical Chart/West 1:250,000	531803.9N 0085630.3W	Remove CRN NDB
Aeronautical Chart/West 1:250,000	531803.7N 0085631.9W	Remove CRN DME
Aeronautical Chart/West 1:250,000	531757.7N 0085629.0W	Remove GWY DME
Aeronautical Chart/West 1:250,000	Circle 10NM radius centre 531801N 0085630W.	Remove Shannon CTA (Galway)
Aeronautical Chart/West 1:250,000	532749N 0082613W, 531808N 0082208W, 531521N 0084027W, arc 10NM radius centre 531801N 0085630W, 532501N 0084436W.	Remove Shannon CTA (Galway Eastern Stub)
Aeronautical Chart/West 1:250,000	532039N 0091235W, arc 10NM radius centre 531801N 0085630W, 531059N 0090820W, 530805N 0092632W, 531743N 0093051W.	Remove Shannon CTA (Galway Western Stub)
Aeronautical Chart/ICAO 1:500,000	513000N011000W	MEA/MEF Value 0 ⁵ (500FT) Quadrant Amended to 1 ¹ (1100FT) with a radius of 30NM
Aeronautical Chart/South 1:250,000	513000N011000W	MEA/MEF Value 0 ⁵ (500FT) Quadrant Amended to 1 ¹ (1100FT) with a radius of 30NM

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES**1. FLIGHT OF MANNED FREE BALLOONS IN SHANNON FIR**

Navigation of manned free balloons in the Shannon FIR shall be subject to the following conditions:

- 1.1 Flights in controlled airspace require a specific written permission from the Authority and the balloon must be transponder equipped.
 Flights in uncontrolled airspace only require a flight plan to be filed and no transponder is required.
- 1.2 Flights shall be made only in accordance with the Visual Flight Rules and by day.
- 1.3 Flights shall not be made if the operating characteristics of the balloon and the actual and forecast wind indicate that there is any risk of entry into controlled airspace.
- 1.4 Flights shall be made only in accordance with the permission and any conditions attached thereto.
- 1.4.1 Permission should be sought, in writing from:
- Post: Flight Operations Department,
 The Irish Aviation Authority,
 The Times Building,
 11-12 D'Olier Street
 Dublin 2
 Ireland
- 1.4.2 For flights within the State, application for permission shall be made at least seven days before the intended flight.
- 1.4.3 For flights entering or leaving the State, application for permission shall be made at least fourteen days before the intended flight and shall be accompanied by a copy of a letter of authorization from the State of departure of the State of intended landing, as appropriate.
- 1.4.4 Applications for permission shall include the following information:
- Type of flight e.g. VFR (local or international)
 - Identification of balloon (registration mark)
 - Place of ascent (co-ordinates)
 - Date and intended time (UTC) of ascent
 - Type, diameter, shape and colour of balloon
 - Estimated elapsed time of flight
 - Altitude (maximum en route)
 - Rate of ascent (normal and maximum)
 - Estimated track (magnetic)
 - Place of intended landing
 - Type, make, effective range and available frequencies of radio air/ground communication equipment
 - Details of radio and other navigation equipment
 - Endurance (Hours)
 - Emergency and survival equipment
 - Name of pilot in command
 - Number of persons on board
 - Name, address and telephone number operator.
- 1.4.5 For flights leaving the State an ATC Flight Plan, repeating the information detailed in [ENR 1.4.4](#) shall be filed with the appropriate ATC unit at least 24HR before the estimated time of departure.
- 1.4.6 Permission for a series of flights may be given subject to arrangements acceptable to the Authority.
- 1.5 Notification to ATC
- 1.5.1 Intention to operate a flight, or a series of flights in the State within a single day, shall be notified by telephone to the appropriate ATC unit at least one hour before the intended time of departure.

1.5.2 In the case of flights leaving the State, the time of departure shall be notified to the appropriate ATC unit as soon as possible after take-off.

1.5.3 Completion of the flight or series of flights within a single day shall be notified to the appropriate ATC unit.

2. OPERATION OF TETHERED BALLOONS WITHIN THE SHANNON FIR

2.1 This section is applicable to any balloon that is tethered to the surface of the earth or an object thereon and that exceeds 6 feet in any linear dimension or a gas capacity of more than 115 cubic feet.

2.2 All applications to operate such balloons must be made to the Flight Operations Department of the Irish Aviation Authority on the appropriate application form. Forms can be obtained from

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

Phone: +353 1 603 1540

Fax: +353 1 677 4460

2.3 All completed application forms must be forwarded to the IAA not less than 14 days prior to the proposed operation.

3. FLIGHT OF UNMANNED FREE BALLOONS WITHIN THE SHANNON FIR

Flight of unmanned free balloons in the Shannon FIR shall be subject to the following conditions:

3.1 Unmanned free balloons exceeding two metres in any linear dimension at any stage of their flight shall not be flown within the Shannon FIR except with the prior permission of the appropriate authority.

3.2 Permission should be sought from the Flight Operations Department,

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

3.3 The foregoing conditions do not apply to unmanned balloons used by Meteorological Services for the purposes of upper air observations.

4. SMALL UNMANNED AIRCRAFT (DRONES) - INCLUDING MODEL RC AIRCRAFT

4.1 Small Unmanned Aircraft/Drone/RC Model information for recreational and aerial work is available from the following non-regulatory bodies:

Note: The Irish Aviation Authority is not responsible for the content of the website(s) listed below.

Model Aircraft Council of Ireland (MACI) <http://www.maci.ie>

Unmanned Aircraft Association of Ireland <http://www.uaai.ie>

4.2 The Irish Aviation Authority recommends Drone operators have public liability insurance to cover the operation of the intended flight activity.

4.3 Small Unmanned Aircraft/Drones shall not be operated higher than 50ft (15m) above ground level within Controlled Airspace without a Specific Operating Permission issued by the Authority or at MACI locations listed in [ENR 5.5.6.2 Model Aircraft Flying](#)

4.4 Small aircraft which weigh more than 25kg shall not be flown except with the permission of the IAA and in accordance with any conditions specified in relation to such permission.

4.5 Nothing shall be dropped from a Small Unmanned Aircraft/Drone, whether or not attached to a parachute, so as to endanger persons or property.

4.6 Applications for Specific Operating Permissions, Pilot Competency Certificates, Special Approvals and additional

compliance guidance information is available in the General Aviation Section at the Irish Aviation Authority website <http://www.iaa.ie>

Note: A Pilot Competency Certificate(s) is required to fly a Small Unmanned Aircraft/Drone as a component to a Specific Operating Permission

- 4.7 Small Unmanned Aircraft/Drones equal to or greater than 1kg are required to be registered with the Irish Aviation Authority Ref AN-U01.
Small Unmanned Aircraft/Drones less than 1kg maximum weight, constructed of wood, paper or frangible plastic and containing no substantial parts when operated below 15m above the ground or water and in a manner that does not create a hazard to persons, property or other aircraft are not subject to the Small unmanned Aircraft (Drones) & Rockets Order SI 563 of 2015, Aeronautical Notices & Directions unless specifically stated. ([ENR 5.5.4.8](#))
- 4.8 Small Unmanned Aircraft (Drones) & Rockets Order Statutory Instrument 563 of 2015 (*excerpt of legal text*):
1. Aircraft subject to this order shall be required to be registered in a manner established by the Authority.
 2. A person who has charge of the operation of a small unmanned aircraft shall not permit that aircraft to be operated:
 - a. so as to cause a hazard to another aircraft; or
 - b. in the vicinity of aircraft manoeuvring in an aerodrome traffic circuit;
 - c. in a negligent or reckless manner so as to endanger life or cause damage to the property of others.
 3. Small unmanned aircraft shall give way to manned aircraft.
 4. The Authority may define areas within Air Traffic Services airspace, where small Unmanned Aircraft/Drones activity may take place.
 5. A person who has charge of the operation of a small unmanned aircraft which has a mass of less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight shall not allow such an aircraft to be flown, unless otherwise permitted by the Authority and subject to such conditions as are required by such permission:
 - a. within a prohibited area, a restricted area, or controlled airspace;
 - b. in Air Traffic Services airspace, other than controlled airspace, within 5km of an aerodrome during periods of aircraft operations, unless the aerodrome operator has given permission;
 - c. at a distance of less than 30 metres from a person, vessel, vehicle or structure not under the direct control of the operator;
 - d. at a distance of less than 120 metres from an assembly of 12 or more persons not under the direct control of the operator;
 - e. beyond direct, unaided visual line of sight and not farther than 300 metres from the point of operation;
 - f. at a height of more than 120 metres above the ground or water;
 - g. permitting or attempting to permit, any article or animal, whether or not attached to a parachute to be released from the aircraft.
 6. A person who has charge of the operation of a small unmanned aircraft shall not permit such aircraft to be operated from any place unless the aircraft may take-off and land without undue hazard to persons or property and nothing in this order shall affect the rights and interests of the owner or occupier of that place.
 7. A person who has charge of the operation of a small unmanned aircraft, which has a mass of 4 kilograms or

more and less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, or as otherwise directed by the Authority, shall not allow such an aircraft to be flown unless that person has successfully undertaken a course of safety training accepted by the Authority.

8. A person who has charge of the operation of a small unmanned aircraft which has a mass of 25 kilograms, or more and less than 150 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, shall not allow such an aircraft to be flown without the permission of the Authority and subject to such conditions as are required by such permission.
9. Permissions issued in accordance with this order may take the form of Specific Operating Permission.

"End of Excerpt"

5. KITE FLYING WITHIN THE SHANNON FLIGHT INFORMATION REGION

5.1 Except with the permission of the appropriate, authority, and in accordance with any conditions subject to which that permission may be granted, a kite shall not be flown within the Shannon Flight Information Region:

1. within 5km of an aerodrome,
Or
2. Elsewhere within that Region at a height of more than 200ft above ground level.

5.2 Permission should be sought from:

Post: Flight Operations Department,
The Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street
Dublin 2
Ireland

6. ROUTINE LIGHT AVIATION SPORTING ACTIVITIES

6.1 Introduction

The purpose of this section is to bring to the attention of those airspace users, operating in uncontrolled airspace, information on light aviation sporting activities which take place on a routine basis within the Shannon FIR. Routine activities which have been notified to the Irish Aviation Authority will not be brought to the attention of airspace users by way of the flight information service (FIS) provided by ATS units, as details of any such activities are published in AIP Ireland. However, non-routine activities which are notified to ATS will be brought to the attention of those airspace users, who might be affected, by means of the FIS of the appropriate ATS unit. It should be borne in mind that various light aviation activities take place in the FIR which are not notified to ATS and in these cases, obviously, the FIS unit concerned will be unable to provide details of the activity.

6.2 Details of Routine Activity

The following light aviation sporting activities take place on a regular basis within the Shannon FIR at the indicated locations:

Ballooning

Ballooning takes place in uncontrolled airspace at the following locations:

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Barberstown Castle 531840N 063620W	MAX OPR ALT 1,500ft AMSL.		This Location is within the boundaries of military areas R15 and R16 and is subject to the relevant entry requirements for R15 & R16. Daily, during daylight hours Post: Barberstown Castle Straffan Co. Kildare
Blessington 531040N 063350W	NML OPR ALT 3,000ft AMSL		Daily, during daylight hours Post: Blessington Co. Wicklow
Boyle 535900N 081400W	NML OPR ALT 3,000ft AMSL		Daily, during daylight hours Post: Boyle Co. Roscommon
Camolin 523620N 062520W	NML OPR ALT 3,000ft AMSL		Daily, during daylight hours Post: Camolin Near Gorey Co. Wexford
Dunshaughlin 533032N 0063214W	MAX OPR ALT 1,300ft AMSL.		Daily during daylight hours. Licensed Radio Freq: 122.475MHz Post: 127 Maelduin Dunshaughlin Co. Meath
Kinnity 530545N 074315W	NML OPR ALT 3,000ft AMSL		Daily during daylight hours Post: Kinnity Near Birr Co. Offaly
Wells House 523125N 062115W	NML OPR ALT 3,000ft AMSL		Daily, during daylight hours Post: Wells House Kilnarnagh Near Blackwater Co. Wexford

Glider Flying

Glider flying takes place in uncontrolled airspace from the following locations. Occasional operation in controlled airspace will be subject to prior co-ordination with, and approval from, the appropriate ATS unit

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Castlemaine Harbour/Inch Strand 520815N 0095853W	SFC-2500ft		Operation in uncontrolled airspace. Occasionally, operation in controlled airspace in area bounded by straight lines joining the following coordinates: 521247N 0094722W, arc 10NM radius centre 521051N 0093126W, 520320N 0094206W, 520117N 0095149W, 521043N 0095707W Operation in controlled airspace subject to clearance from ATS Kerry
Clonmel Ridge Waterford 521953.151N 073632.654W			Summer: MAY- SEP Daily, during daylight hours. Ridge soaring in uncontrolled airspace. Information on activity at Kilkenny and Clonmel Ridge AVBL from Kilkenny AD
Fermoyle Strand 521448.829N 100601.225W			Occasionally, operation in controlled airspace up to 20,000ft AMSL subject to prior co-ordination with, and approval from Shannon ATS Post: Fermoyle Strand, Co Kerry
Gowran Grange 531034N 0063810W,	SFC - 4500ft		Winter: OCT-APR SAT-SUN & Public Holidays during daylight hours Summer: MAY-SEP Daily during daylight hours 1. Operation in uncontrolled airspace. 2. Occasionally, operation in controlled airspace up to 15,000ft AMSL in the Lee Wave Soaring area bounded by straight lines joining the following coordinates: 530948N 0062155W, 530255N 0062405W, 525755N 0063348W, 525849N 0064140W, 530750N 0063849W, 531102N 0063241W, 3. Operation in controlled airspace subject to clearance from ATS Dublin
Kilkenny 523903.200N 071746.000W			All year during daylight hours Operation in uncontrolled airspace within a radius of 15NM centred on Aerodrome.
Rossbeigh 520357.943N 095842.182W			Late SEP & early OCT Daily, during daylight hours. Operation in uncontrolled airspace within a radius of 15NM centred on site chosen on the day. Post: Rossbeigh Dingle Peninsula Co Kerry

Parachuting

Parachuting takes place at the following locations:

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Abbeyshrule an arc centred on 533529N 0073834W radius 3NM	OPR ALT 10,000ft AMSL	Phone: +353 44 9357424	Daily, during daylight hours 12NM WNW of Mullingar 3NM Radius Above FL075 is Shannon Controlled airspace. 1. ATC Shannon must be notified when parachuting is ACTIVE. 2. ATC Shannon will advise on any requirements. Post: Longford Aviation Ltd, Abbeyshrule, Co. Longford
Clonbullogue 531458.47N 070723.86W	OPR ALT 3,500ft AMSL		Daily, during daylight hours This location is within the boundary of Military Area EIR16 and is subject to the entry requirements of EIR16. For operation above 4,500ft AMSL, permission must be obtained from Air Traffic Control, Dublin Airport. Post: Clonbullogue, Nr. Edenderry Co. Offaly
Kilkenny 523903N 0071746W radius 2.5NM	OPR ALT 10,000ft AMSL		Daily during daylight hours. 2.5 NM radius of EIKK Aerodrome. Above 4,500ft AMSL is the MOA 3. Above FL075 is Shannon Controlled Airspace For operation above 4,500ft AMSL 1. Permission must be obtained from ATC Shannon 2. ATC Shannon must be notified when parachuting is Active. 3. ATC Shannon will advise on any Military activity and requirements. Post: Kilkenny Aerodrome Holdensrath Co.Kilkenny

Hang Gliding Sites

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
BRAY HEAD 5311N 0604W	1400ft AGL		½NM RADIUS Post: BRAY HEAD CO. WICKLOW
CLARAGH 5202N 0906W	3000ft AGL		1NM RADIUS Post: CLARAGH CO. CORK

All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.

Hang Gliding Sites

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
CROGHAN 5247N 0618W	3500ft AGL		20NM RADIUS Post: CROGHAN CO. WICKLOW
GORMANSTOWN 5338N 0613W	1000ft AGL		1NM RADIUS Site used for training purposes Post: GORMANSTOWN CO. MEATH
KILLINEY HILL 5316N 0606W	700ft AGL		½ NM RADIUS Restricted site. Use subject to prior co-ordination with ATC Dublin. Post: KILLINEY HILL CO. DUBLIN
LACKEN 5307N 0625W	2500ft AGL		1NM RADIUS Site used for training purposes Post: LACKEN CO. WICKLOW
MAULIN 5309N 0613W	2000ft AGL		1 NM RADIUS Post: MAULIN CO WICKLOW
MT LEINSTER 5237N 0647W	3500ft AGL		30NM RADIUS Most regularly used site. Popular for cross country flying and competition. Post: MT LEINSTER, CARLOW/WEXORD
MWEELIN 5153N 0916W	3500ft AGL		20NM RADIUS Post: MWEELIN CO. CORK
SUGAR LOAF 5309N 0609W	2000ft AGL		¼ NM RADIUS Site used for training purposes Post: SUGAR LOAF CO. WICKLOW
TROOPERSTOWN 5259N 0616W	1000ft AGL		¼ NM RADIUS Site used for training purposes Post: TROOPERSTOWN CO. WICKLOW
TRUSKMORE 5422N 0822W	3500ft AGL		20NM RADIUS Post: TRUSKMORE CO. SLIGO

All flights flown only during daylight hours under VFR. It is not possible to list all sites flown in Ireland as most hills have some hang gliding potential and are flown to a very limited extent by local fliers.

Model Aircraft Flying

The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.	Remarks
1	2	3	4
Athlone MFC, 532548N,0080500W	400 ft	Leo Lawless, Phone: 0872066438	Post: Barony, Castlesamson, Athlone
Balheary MFC, 533022N,0061407W	400 ft	Gerry O Reilly, Phone: 0872142288	Post: Roscall, Balheary, Co. Dublin
Bandon MFC, 514423N,0084139W	400 ft	Barry Leach, Phone: 0876436066	Post: Clashafree, Bandon, Co.Cork.
Carron Model Flying Club, 523000N,0081100W	400 ft	Gordon James, Phone: 0868269840	Post: Carron, Carron House, Co. Tipperary.
Cork Model Aero Club_1, 520054N,0081828W	400 ft	Eoin O Callaghan, Phone: 0876383909	Post: Castelyons, Midleton, Co.Cork.
Cork Model Aero Club_2, 514648N,0084312W	400 ft		Post: Little Silver House, Bandon, Co. Cork
Dollys Grove MFC, 532452W,0063409W	400 ft	Yvonne Gavin, Phone: 0876686035	Post: Dollys Grove, Co. Meath
Dublin Kestrel MFC, 531200N,0062500W	400 ft	John Long, Phone: 0876408048	Post: Ballyfolan, Brittas, Co. Wicklow
Fingal MFC_1, 533808N,0061413W	400 ft	Jim Fitzpatrick, Phone: 0862415943	Post: Gormanstown College, Co. Meath
Fingal MFC_2, 533450N,0061340W	400 ft		Post: Ringcommon Sports Centre, Balbriggan
Galway MFC, 532040N,0090055W	400 ft	Ron Owens, Phone: 0862247067	Post: Carowbrowne, Co. Galway
Irish Jet Modellers Flying Club_1, 531436N,0075344W	400 ft	Andreas Balsiger, Phone: 0868147891	Post: Ballyloughnan Farm, Belmont, Co.Offaly
Irish Jet Modellers Flying Club_2, 523823N,0061803W	400 ft	Harry Sydner, Phone: 0872570894	Post: Springmount, Gorey, Co. Wexford
Irish Jet Modellers Flying Club_3, 535352N,0090753W	400 ft	Padhraig Timothy, Phone: 0876732251	Post: Ballyvarry, Castlebar, Co.Mayo
Island Slope Rebels_1, 513714N,0083242W	400 ft	Ralph Mc Carthy, Phone: 0878322791	Post: Old Head of Kinsale, Co. Cork
Island Slope Rebels_2, 515324N,0091521W	400 ft		Post: Mwheelin, Cahernacha, Co. Cork
Island Slope Rebels_3, 525052N,0082329W	400 ft		Post: Tountina Mountain, Co. Tipperary
Island Slope Rebels_4, 531330N,0064759W	400 ft		Post: Killakee, West Slope, Glassamucky Mountain, Co.Dublin
Island Slope Rebels_5, 523818N,0064759W	400 ft		Post: Mount Leinster, Nine stones, Kilbrannish South, Co.Carlow
Island Slope Rebels_6, 523843N,0064623W	400 ft		Post: Mount Leinster, West Slope, Kilbrannish South, Co.Carlow
Laoise Model Aero Club, 530050N,0072225W	400 ft	Brian Foran, Phone: 0862578228	Post: Clondouglas, Portlaoise, Co.Laois.

Model Aircraft Flying

The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.		Remarks
1	2	3		4
Leinster MFC, 532123N,0062026W	400 ft	Brian Kelly, Phone: 016282880	Post:	Phoenix Park, Dublin 8
Letterkenny MFC_1, 544927N,0073746W	400 ft	Seamus O'Donnell, Phone: 0862444866	Post:	Carnone, Raphoe, Co. Donegal.
Letterkenny MFC_2, 545044N,0073931W	400 ft		Post:	Carrickgrac, Convoy, Co. Donegal
Letterkenny MFC_3, 544529N,0074740W	400 ft		Post:	Trusk Lough, Kinletter, Ballybofey
Longwood Aeromodellers, 532800N,0065600W	400 ft	Paddy Gavin, Phone: 018256481	Post:	Blackditch, Longwood, Co. Meath
Manorglen MFC, 542153N,0081613W	400 ft	John Hart, Phone: 0876844260	Post:	Glenade Lake, Co. Leitrim
MARS Club MFC, 514618N,0085749W	400 ft	Ernest Keefe, Phone: 0866050833	Post:	Castletown, Kinneigh, Enniskeane, Co. Cork.
Midland Model Flying Club_1, 531255N,0074239W	400 ft	Declan Henaghan, Phone: 0872625868	Post:	Boora Parklands, Kilcormac, Co. Offaly.
Midland Model Flying Club_2, 530415N,0075353W	400 ft		Post:	Birr Airfield, Birr, Co. Offaly.
Model County Aero Club, 523030N,0062930W	400 ft	Robert Regan, Phone: 0863879103	Post:	Coolarrow Lane, Enniscorthy, Wexford
Mullingar MFC_1, 533221N,0071959W	400 ft	Martin Mangan, Phone: 0872275364	Post:	Robinstown, Mullingar, Co. Westmeath
Mullingar MFC_2, 533742N,0070038W	400 ft	John Paul Smith, Phone: 0861742989	Post:	Addinstown, Delvin, Co. Westmeath
Newbridge and District MFC, 531034N,0065310W	400 ft	Eamonn Keenan, Phone: 045434694	Post:	Little Curragh, Newbridge, Co. Kildare
Oughterard MFC, 532641N,0092039W	400 ft	Stephen Murphy, Phone: 0878546879	Post:	Oughterard AFC, New Village, Oughterard
Rising Sun MFC, 514543N,0083439W	400 ft	Dave O'Flaherty, Phone: 0877714874	Post:	Horsehill, Dunderrow, Kinsale, Co. Cork
Roundwood Model Aero Club, 530440N,0061353W	400 ft	Tony Greene, Phone: 0860212549	Post:	Mullinnaveigue, Roundwood, Co. Wicklow.
Royal County Aeromodellers Club, 535750N,0070607W	400 ft	Bill Thompson, Phone: 0862622089	Post:	Ballyhealy, Delvin, Co. Meath
Shankill Radio Flying Club, 530826N,0060930W	400 ft	Cian O'Loanargain, Phone: 0868198826	Post:	Foxes Field, Lower Calary, Kilmacanogue
Shannon MFC, 524155N,0085117W	400 ft	Richard O'Neill, Phone: 0878849719	Post:	Inniscullen, Shannon, Co. Clare
Sligo MFC, 541012N,0083207W	400 ft	Jon Etherton, Phone: 0851228430	Post:	Annagh Beg, Collooney, Co. Sligo

Model Aircraft Flying

The Model Aeronautics Council of Ireland has notified the Irish Aviation Authority that Radio controlled model aircraft can be flown at the following locations

Designation and Lateral Limits	Vertical Limits	Operator User No.		Remarks
1	2	3		4
Three Counties MFC, 531100N,0063100W	400 ft	Tony Ryan, Phone: 0873463770	Post:	Moyley Hall, Red Lane, Blessington, Co. Wicklow.
Tipperary MFC, 523756N,0074140W	400 ft	Michael Blake, Phone: 0868435201	Post:	Derryhogan, Littleton, Thurles, Co. Tipperary
Vertigo MFC, 521300N,0072200W	400 ft	Michael Brophy, Phone: 051381741	Post:	Curraghtaggart, Portlaw, Co. Waterford
Waterford MFC, 521700N,0072900W	400 ft	Gerard O Donovan, Phone: 0872947561	Post:	Ross, Carrick on Suir, Co. Waterford
Wexford MFC_1, 521943N,0064045W	400 ft	Ian Finlayson, Phone: 0539131690	Post:	Cloonerane, Taghmon, Co. Wexford
Wexford MFC_2, 521446N,0061940W	400 ft		Post:	Lambstown, Rosslare, Co. Wexford

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EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICK – CORK/International

EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EICK AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24 In conjunction with AIS Shannon
5	ATS Reporting Office (ARO)	H24 In conjunction with AIS Shannon
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Airport closed on Christmas Day. Exact HR advised by NOTAM

EICK AD 2.4 HANDLING SERVICES AND FACILITIES

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

3	Fuelling facilities/capacity	Full facilities are available daily 0530-2200HR local time all year. Outside these HR varying surcharges may apply depending on the type of aircraft, quantity of fuel required, time that the refuelling facility is required and on whether prior notice is received from the operator during the above stated hours. Details are available from Aerodrome Administration.
4	De-icing facilities	Contact Aerodrome Administration
5	Hangar space available for visiting aircraft	Single hangar approx 1000 sq ft to accommodate up to Challenger 300 type aircraft (or approx 17 tonne) managed by Weston Aviation.
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Passenger Handling is AVBL from Aer Lingus, Swissport and Sky Handling. General Aviation handling is AVBL from Swissport Executive Aviation and Weston Aviation.

EICK AD 2.5 PASSENGER FACILITIES

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

EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EICK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	2 x Granular spreaders (500kg and 75kg) 2 x Pedestrian granular spreaders
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		2 x Sprayers (4000l and 600l) 1 x Grit/sand spreader (6 tonne) 2 x Snowblower 3 x Tractor 2 x Tipper Truck 2 x Truck, Snow plough, Sweeper units 2 x Tractor-mounted ploughs 2 x Tractor-mounted brushes 1 x Suction sweeper
2	Clearance priorities	Contact Aerodrome Administration
3	Remarks	Information on Snow Plan promulgated from November to April by AIP Supplement. See also the snow plan in section AD 1.2.2

EICK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Surface: CONC / Strength: PCN 50/R/B/W/U			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	27M	CONC/ASPH	PCN 63/R/B/W/T
		B	23M	CONC	PCN 50/R/B/W/U
		C	23M	CONC	PCN 50/R/B/W/U
		E	13M	ASPH	Light Aircraft MTOW 5,700kg
		F	10.5M	ASPH	PCN 12/F/B/W/U
3	ACL location and elevation	Location: Terminal Apron / Elevation: 490ft AMSL			
4	VOR checkpoint	Nil			
5	INS checkpoint	EICK AD 2.24-2			
6	Remarks	Nil			

EICK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections and at holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings.
2	RWY/TWY markings and LGT	RWY 17/35 Designation THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. RWY 07/25 Designation, THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. Taxiways Centreline - All taxiways Holding Point - TWY A, B, C, E, F
3	Stop bars	Controllable stop-bar on TWY A Fixed stop-bars on TWY B, C, and E and F. Runway guard lights on TWY A
4	Remarks	See also EICK AD 2.14 and 2.15 for lighting

EICK AD 2.10AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
07/APCH 25/TKOF	Nil		Mast 200.0M/656ft Nil	51 50 48.22N 008 27 46.23W	
17/APCH 35/TKOF	Tree 156.5M/513ft Nil	51 51 10.65N 008 30 00.27W	Elevated Ground 172.5M/566ft Nil	51 47 26.00N 008 27 32.71W	
			Building 199.5M/655ft Nil	51 49 30.41N 008 36 05.70W	
25/APCH 07/TKOF	Lamp Standard 161.5M/530ft Nil	51 50 54.48N 008 28 39.50W	Pole 190.5M/625ft Nil	51 49 24.28N 008 36 21.76W	
	Row of Trees 165.5M/543ft Nil	51 50 55.99N 008 28 26.46W	Mast 199.5M/655ft LGTD	51 50 55.02N 008 27 37.21W	
	Tree 171.5M/563ft Nil	51 50 53.44N 008 28 19.69W	Glide Path 17 161.5M/530ft LGTD	51 50 50.04N 008 29 47.93W	
	Row of Trees 170.5M/559ft Nil	51 50 58.51N 008 28 21.70W	Glide Path 35 156.0M/512ft LGTD	51 50 05.74N 008 29 21.33W	
	Building 165.5M/543ft Nil	51 50 57.73N 008 28 23.50W	Tower 178.5M/586ft LGTD	51 50 45.54N 008 29 22.45W	
	Lamp Standard 160.0M/525ft Nil	51 50 54.21N 008 28 34.93W			
	Row of Trees 179.0M/587ft Nil	51 51 02.64N 008 28 03.48W			
35/APCH 17/TKOF	Tree 148.5M/487ft Nil	51 49 50.24N 008 29 14.21W			
	Pole 144.5M/474ft Nil	51 49 50.53N 008 29 13.41W			

EICK AD 2.11METEOROLOGICAL INFORMATION PROVIDED

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

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

EICK AD 2.12RUNWAY PHYSICAL CHARACTERISTICS

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

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

EICK AD 2.13DECLARED DISTANCES

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

EICK AD 2.14APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	CAT II 804M LIH	Green LIH -	PAPI Both sides/3° MEHT 21M (365M)	914.5M 30.5M LIH	2133M 15M coded 0-1218.5M White, 1218.5M-1828M Red/ White 1828M-2133M Red	2133M 60M nom White (last 609.5M Yellow) LIH	Red LIH -	Nil	Turnaround blue omni-directional
35	SIAL 420M LIH	Green LIH -	PAPI Both sides/3° MEHT 19M (400M)	Nil	2133M 15M coded 0-1218.5M White, 1218.5M-1828M Red/ White, 1828M-2133M Red	2133M 60M nom White (last 609.5M Yellow) LIH	Red LIM -	Nil	Turnaround blue omni-directional
07	Nil	Green LIH -	PAPI Both sides/3° MEHT 13M (253M)	Nil	Nil	1310M 60M nom White (last 700M Yellow) LIH	Red LIM -	Nil	Nil

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

EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EICK AD 2.16 HELICOPTER LANDING AREA

Nil - Helicopter landing area on Apron

EICK AD 2.17 ATS AIRSPACE

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

EICK AD 2.18 COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
GND	Cork Ground	121.85 MHz	H24	Nil
TWR	Cork Tower	119.3 MHz 121.7 MHz	H24	Nil
APP	Cork Approach	119.9 MHz	H24	Nil
APP (RADAR)	Cork Radar	118.8 MHz	H24	Nil
ATIS	Cork Information	120.925 MHz	0600-2300	Nil

EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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

EICK AD 2.20LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions
 - The apron taxiway south of TWY C is only suitable for aircraft of wingspan less than 36M.
 - TWY E is only suitable for use during daylight hours and for aircraft of wingspan less than 24M and MTOW less than 5700kg.
 - TWY F is only suitable for aircraft of wingspan less than 24M.
 - 180° turns by wide-bodied aircraft on RWY 17/35 are permitted only at runway ends.
2. Taxiway A
Taxiway A slopes downwards from the apron to RWY 17/35 at a gradient of 2% (1 in 50).
3. Aircraft Training
Local General Aviation night training operations at aerodrome subject to prior permission from Aerodrome Administration.
4. Mandatory Ground Handling
All aircraft must avail of ground handling. All aircraft of less than 2 tonnes maximum certified AUW must avail of minimum handling, i.e. crew and passenger marshalling between departures/arrivals and the aircraft.

EICK AD 2.21NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport. The following procedures are provided to ensure that the necessary safety of flight operations is maintained while minimising exposure to noise on the ground.
2. CAT A, B Aircraft.
All CAT A, B aircraft departures from all runways must maintain straight ahead after take-off until passing 1000ft QNH before commencing turn. No take-off turn shall be commenced before the departure end of runway.
3. CAT C, D Aircraft.
CAT C, D aircraft departures must maintain straight ahead after take-off until passing 2500ft QNH before commencing turn.

Take-off climb should comply with the recommendations for Aeroplane Operating Procedures-Take-Off, Procedure NADP1 or NADP2 detailed in Part I, Section 7, Chapter 3 of Pans-Ops ICAO Doc 8168, Volume 1.

EICK AD 2.22FLIGHT PROCEDURES

1. General
 - 1.1 Holding Areas
Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS-OPS ICAO Doc 8168, Volume II for basic holding areas.
 - 1.2 SID and STAR
 - 1.2.1 RNAV Equipped Aircraft

SIDs and STARs for RWY17 and RWY35 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with Eurocontrol guidelines for the design of Terminal Procedures for Area Navigation.

The supporting navigation infrastructure is GNSS and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.

Use of DME/DME is acceptable at higher levels, where navigation accuracy of +/- 1NM can be maintained, however due to the lack of DME facilities DME/DME can not be relied upon to provide a navigation solution at lower levels. Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including:

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

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

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

1.2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

1.2.3 Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a departure clearance based on the omni directional procedures referenced in EICK AD 2.22 Section 7.

1.3 Visual manoeuvring (circling) approaches

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

2. Speed Control - General Provisions Speed Restrictions

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

3. Arrival Procedures

3.1 Clearance to enter the CTA and CTR

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

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

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

3.2 Initial Approach Procedures

- With Radar Control

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

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

Actual descent clearance will be as directed by ATC.

- Without Radar Control

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

- Communications failure procedures for arriving aircraft

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

Supplemented by the following:

- Traffic cleared on STAR

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

- Traffic Radar vectored to final approach

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

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

4. Departure Procedures

4.1 RWY 17 and 35

Aircraft capable of complying with Standard Instrument Departures will proceed in accordance with the SID.

If an aircraft is unable to comply with Standard Instrument Departure the phraseology "Unable to comply with {departure} due {reasons}"

Pilots who cannot comply with Standard Instrument Departures shall advise ATC in good time using the phraseology "Unable to comply with {departure} due {reasons}", so that alternative clearances can be issued.

4.2 RWY 17, 35, 07 and 25 - Omnidirectional departures

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

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

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

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

4.3 Communications failure procedures for departing aircraft

Departing aircraft experiencing communications failure shall set transponder code A7600 and comply with the following procedures:

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

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

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

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

5. Low Visibility Procedures

Low Visibility Procedures apply at Cork Airport when the cloud ceiling is below 200ft (60M) and either the IRVR is less than 550M or the meteorological visibility is less than 800M.

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

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

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

TWY stopbar/centreline lighting will be in use.

At no time shall an aircraft or vehicle cross an illuminated stop bar and any instruction to do so should be challenged. In Exceptional circumstances when the stop bar cannot be extinguished the authorisation to cross the illuminated stop bar may be given by ATS. This shall always be challenged and confirmation received that this instruction is part of a contingency arrangement due to a failure of the stop bar. All aircraft and vehicle operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

Pilots will be informed by RTF when Low Visibility Procedures are in operation.

Caution: Operational evaluation has indicated that the performance of automatic landing systems may be affected by the profile of the terrain under the approach to RWY 17. Operators' procedures should take account of this during CAT II approaches.

Aircraft operator requirements for CAT II operations at Cork may be obtained from Aerodrome Administration.

6. Holding Procedures

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

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

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

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

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

7. Omnidirectional Procedures

Aircraft Categories CAT A, B (Non Jet)

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

All Aircraft Categories

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

EICK AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information

EICK AD 2.24CHARTS RELATED TO AERODROME

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

EIDW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDW – DUBLIN/International

EIDW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	532517N 0061612W Midpoint RWY 10/28
2	Direction and distance from the CITY	10 KM (5.3 NM) N of Dublin
3	Elevation/Reference temperature	242 ft AMSL / 19.7°C (Max Temp) 0.1°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	184 ft
5	MAG VAR/Annual change	3° W (2017) / 11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: daa plc. Dublin Airport Co Dublin Phone: + 353 1 814 11 11 Fax: + 353 1 814 54 79, AVBL H24 Fax: + 353 1 814 10 34, AVBL 0900-1700 Local Time SITA: DUBYREI, Operations SITA: DUBRN7X, Airport Administration AFS: EIDWYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EIDW AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	Customs/Irish Immigration: H24 Department of Agriculture, Food and the Marine: H24 US Customs and Border Protection: By prior negotiation with Dublin US Embassy
3	Health and sanitation	H24
4	AIS Briefing Office	See Remarks
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	Airport closed on 25th December. Exact hours advised by NOTAM. PIB AVBL from AIS, Shannon see GEN 3.1.5

EIDW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Available from Aer Lingus, Swissport, Sky Handling.
2	Fuel/oil types	JET A1Fuel Oil Grades 100, 100W, 100U, 100E, 120, W80, E80. Turbo Oils 750, 390, 2380
3	Fuelling facilities/capacity	JET A1 H24 No limitations.
4	De-icing facilities	On request from Aer Lingus, Gate Aviation, Ryanair, Swissport.
5	Hangar space available for visiting aircraft	On request from Dublin Aerospace.
6	Repair facilities for visiting aircraft	Repair facilities from Dublin Aerospace.
7	Remarks	Passenger Handling: Available from Aer Lingus, Swissport, Sky Handling, Signature Flight Support (Corporate), Universal Aviation (Corporate). Catering: Available from Gate Gourmet and Alpha Catering General Aviation Handling: Signature Flight Support, Universal Aviation (Other ground handlers listed above on request) Fixed ground power: Stands 400-410 Aircraft Power Plant Test Runs: See EIDW AD 2.20

EIDW AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels At Airport and in Dublin area
2	Restaurants	See www.dublinairport.com
3	Transportation	Buses, taxis, car hire AVBL at Airport
4	Medical facilities	First aid treatment, Hospitals in Dublin, 8km
5	Bank and Post Office	Bank of Ireland, Dublin Airport No Post Office at Airport
6	Tourist Office	At Airport

7	Remarks	Short term Car Parking - 3700 spaces Long term Car Parking - 15500 spaces Executive lounges - See www.dublinairport.com
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EIDW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Required CAT 9 Available CAT 9
2	Rescue equipment	Emergency lighting and other equipment adequate to meet Category 9 requirements
3	Capability for removal of disabled aircraft	Coordinator Phone: +353 1 814 1027 Phone: +353 87 627 7849 Capability Up to Code C aircraft (nosewheel recovery up to Code E) Details available from Coordinator (Utilising equipment available at Dublin Airport)
4	Remarks	Communication with Rescue and Fire Fighting Service: Frequency 121.600 MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600 MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Dublin 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 121.600 MHz. Frequency 121.600 MHz is H24 and AVBL within 10 NM radius of Dublin Airport

EIDW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	Snow clearing and anti-icing equipment including: Sweeper-blowers Tractors equipped with ploughs or brushes Sprayers of de-icing fluid Snow blowers Ramp ploughs/brushes Motorised brushes
2	Clearance priorities	1. Duty runway and associated taxiways, aircraft stands, together with apron areas 2. Other areas
3	Remarks	Annual snow plan available from the Aerodrome Operator on request. See also AD 1.2.

EIDW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Surface: CONC Strength: PCN 70/R/C/W/U			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH

	A	23 M	ASPH	PCN 70/R/C/W/U
	B1	24 M	CONC	PCN 80/R/C/W/T
	B2	24 M	CONC	PCN 80/R/C/W/T
	B3	23 M	CONC	PCN 70/R/B/W/U
	B4	23 M	ASPH	PCN 70/R/B/W/U
	B5	23 M	ASPH	PCN 70/R/B/W/U
	B6	23 M	ASPH	PCN 70/R/B/W/U
	B7	23 M	CONC	PCN 70/R/B/W/U
	D3	23 M	ASPH	PCN 70/R/C/W/U
	E1	23 M	ASPH/CONC	PCN 80/F/C/W/T
	E2	23 M	CONC	PCN 70/R/B/W/U
	E3	23 M	CONC	PCN 70/R/C/W/U
	E4	23 M	ASPH	PCN 44/R/D/W/T
	E5	23 M	CONC	PCN 70/R/B/W/U
	E6	30 M	CONC	PCN 80/R/C/W/T
	E7	23 M	CONC	PCN 70/R/B/W/U
	F1	25 M	ASPH/CONC	PCN 80/R/C/W/T
	F2	23 M	CONC	PCN 80/R/C/W/T
	F3	23 M	CONC	PCN 80/R/C/W/T
	G	23 M	ASPH	PCN 70/R/C/W/U
	H1	23 M	ASPH	PCN 70/R/C/W/U
	H2	23 M	ASPH	PCN 70/R/C/W/U
	M1	25 M	ASPH/CONC	PCN 80/R/C/W/T
	M2	25 M	CONC	PCN 80/R/C/W/T
	P1	23 M	ASPH	PCN 44/R/D/W/T
	P2	23 M	ASPH	PCN 44/R/D/W/T
	R	15 M	ASPH	PCN 30/F/D/W/T
	Z	23 M	CONC	PCN 80/R/C/W/T
	LINK 1	33 M	CONC	PCN 80/R/C/W/T
	LINK 2	65 M	CONC	PCN 70/R/C/W/U
	LINK 3	42 M	CONC	PCN 80/R/C/W/T
	LINK 4	73 M	CONC	PCN 70/R/C/W/U
	LINK 5	23 M	CONC	PCN 80/R/C/W/T

		LINK 6	23 M	CONC	PCN 80/R/C/W/U
3	Altimeter checkpoint location and elevation	Location: South Apron / Elevation: 216 ft AMSL			
4	VOR checkpoint	Nil			
5	INS checkpoint	EIDW AD 2.24-2			
6	Remarks	Nil			

EIDW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections and at holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling at aircraft stands.
2	RWY/TWY markings and LGT	RWY 10/28 Designation, THR, TDZ, centreline, side stripe, aiming point. Rapid exit taxiway indicator markings for TWY E6 located on RWY 28. RWY 16/34 Designation, THR, TDZ, centreline, side stripe, aiming point. Taxiways Centreline, edge stripes except TWY R, holding positions, intersection markings except TWY E2
3	Stop bars	Switchable Stop bars at CAT II Hold on TWY B7, E1. Switchable Stop bars at CAT I Hold on TWY A, B2, B3, B7, D3, E1, E2, E3, E4, E5, E6, E7, G, H1, H2, M1, M2, P1, P2, R and RWY 34 Fixed Stop bars on TWY A, E2, E3, E4, E5, E6, E7, RWY 34, H1. Runway Guard lights on TWY A, B2, B3, B7, E1, E2, E3, E4, E5, E6, E7, H1, H2, P1, P2. Intermediate holding position lights on TWY H1, M1, M2, Link 1, Link 2, Link 3, Apron Taxiway 6
4	Remarks	See also EIDW AD 2.14 and 2.15 for lighting

EIDW 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	
10/APCH 28/TKOF	Localizer 28 79.5 M / 261 ft LGTD	532521.59N 0061739.60W	ESB Pylon 132.2 M / 434 ft Nil	532435.44N 0062032.45W	

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	
	TV Aerial 96.8 M / 318 ft Nil	532531.16N 0061820.91W	ESB Pylon 131.8 M / 433 ft Nil	532451.14N 0062101.37W	
	TV Aerial 105.0 M / 344 ft Nil	532515.01N 0061832.98W	ESB Pylon 127.2 M / 418 ft Nil	532424.91N 0062002.20W	
16/APCH 34/TKOF	Approach Light 71.5 M / 235 ft LGTD	532621.26N 0061549.01W	ESB Pylon 120.5 M / 396 ft Nil	532426.46N 0062021.07W	
	Approach Light 72.0 M / 237 ft LGTD	532622.47N 0061548.99W	ESB Pylon 119.6 M / 393 ft Nil	532419.76N 0061858.91W	
	Approach Light 72.0 M / 237 ft LGTD	532622.08N 0061550.49W	ESB Pylon 118.3 M / 389 ft Nil	532423.49N 0061944.31W	
	Approach Light 72.5 M / 238 ft LGTD	532623.14N 0061550.37W	ESB Pylon 120.5 M / 396 ft Nil	532422.17N 0061928.25W	
	Approach Light 73.0 M / 240 ft LGTD	532624.00N 0061551.00W	ESB Pylon 131.8 M / 433 ft Nil	532443.18N 0062041.84W	
	Approach Light 70.9 M / 233 ft Nil	532613.09N 0061552.93W	Mast on 3 Rock 590.7 M / 1938 ft LGTD	531440.15N 0061417.75W	
	Approach Light 72.0 M / 237 ft Nil	532613.15N 0061556.45W	Mast on Kippure 880.8 M / 2890 ft LGTD	531040.98N 0061953.71W	
	Tree 77.0 M / 253 ft Nil	532612.35N 0061602.74W	Mast on Knockbrack 224.1 M / 735 ft LGTD	533432.68N 0061543.45W	
28/APCH 10/TKOF	Nil		Atlantic 252 Mast 355.7 M / 1167 ft LGTD	532745.68N 0064039.11W	
34/APCH 16/TKOF	Mobile Obstacle 62.0 M / 204 ft Nil	532504.95N 0061458.51W	ESB Pylon 120.5 M / 396 ft Nil	532422.17N 0061928.25W	
	Localizer 16 63.3 M / 208 ft LGTD	532505.75N 0061454.26W	ESB Pylon 132.2 M / 434 ft Nil	532435.44N 0062032.45W	
	Approach Light 64.0 M / 210 ft Nil	532503.79N 0061452.85W	Mast 124.0 M / 407 ft Nil	532607.55N 0062340.13W	

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 65.3 M / 215 ft Nil	532503.82N 0061452.43W	Chimneys 211.5 M / 694 ft LGTD	532024.88N 0061123.83W	
	Tree 68.4 M / 225 ft Nil	532503.34N 0061450.21W	ESB Pylon 119.9 M / 394 ft Nil	532420.89N 0061912.69W	
	Tree 68.6 M / 225 ft Nil	532458.63N 0061452.01W	Glide Antenna 10 89.5 M / 294 ft LGTD	532515.50N 0061705.49W	
	Tree 68.8 M / 226 ft Nil	532456.57N 0061452.88W	Surface Radar 111.8 M / 367 ft Nil	532543.75N 0061548.24W	
			Glide Antenna 16 85.3 M / 280 ft LGTD	532602.68N 0061543.21W	
			Glide Antenna 28 78.9 M / 259 ft LGTD	532509.62N 0061518.42W	
			Chimney 113.5 M / 373 ft Nil	532350.68N 0061547.05W	
			D ME Antenna 72.9 M / 240 ft LGTD	532512.24N 0061613.89W	

EIDW AD 2.11METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Dublin Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MET Eireann Central Aviation Office, Shannon 24 HR 6 HR
4	Type of landing forecast Interval of issuance	METAR TREND 30 MIN
5	Briefing/consultation provided	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	Charts and tabular English

7	Charts and other information available for briefing or consultation	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels
8	Supplementary equipment available for providing information	Weather RADAR, satellite cloud picture receiver, IRVR RWYs 10 and 28 (touchdown, midpoint, stopend) IRVR RWY 16 (touchdown, midpoint) Satellite Display available.
9	ATS units provided with information	Dublin TWR
10	Additional information (limitation of service, etc.)	GEN 3.5.4.2 to request additional information.

EIDW 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
10	095.24°	2637 M x45 M	70/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 242ft
28	275.27°	2637 M x45 M	70/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 202ft
16	156.58°	2072 Mx61 M	75/R/D/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 217ft
34	336.59°	2072 Mx61 M	75/R/D/W/T ASPH -	532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft	THR 202ft

Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
Slope of 0.47% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	91 M x 45 M 56 M x 45 M	213 M x 150 M 213 M x 150 M	2904 M x 300 M 2904 M x 300 M		RWY 10/28, pavement surface is porous friction course asphalt. RWY 10/28 is provided with 7.5 M wide asphalt shoulders. RWY End Safety Areas 240M long x 150M wide provided at both end of Rwy Strip Periodic closure for maintenance - Approximately every eight weeks, RWY 10/28 will be closed for essential maintenance, including rubber removal, grass cutting, painting of day markings etc. The RWY will be closed for approximately four nights between 2230 HR and 0530 HR (local). These closures for maintenance will be promulgated by NOTAM.
Slope of 0.24% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-4	Nil Nil	183 M x 150 M 61 M x 150 M	2192 M x 300 M 2192 M x 300 M		RWY 16/34, pavement surface is grooved asphalt. RWY End Safety Areas provided as follows: RWY 16 THR (north end of RWY strip) 140M long x 150M wide: RWY 34 THR (south end of RWY strip) 138M long x 150M wide.

EIDW AD 2.13DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	2637 M	2850 M	2728 M	2637 M	
28	2637 M	2850 M	2693 M	2637 M	
16	2072 M	2255 M	2072 M	2072 M	
34	2072 M	2133 M	2072 M	2072 M	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA	TODA	ASDA	Remarks
10	E7	2156 M	2369 M	2247 M	see EIDW AD 2.20
10	E6	1953 M	2166 M	2044 M	
10	E5	1352 M	1565 M	1443 M	
28	E2	2415 M	2628 M	2471 M	
16	D3	2020 M	2203 M	2020 M	
16	G	1670 M	1853 M	1670 M	
34	A	1815 M	1876 M	1815 M	
34	B2	1815 M	1876 M	1815 M	
34	E2	1815 M	1876 M	1815 M	

EIDW 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
10	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/ 3° MEHT 20M (439M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	Nil
28	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 21M (374M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	RETILs (yellow) prior to exit to TWY E6
16	CAT I 910M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 19M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil
34	SALS 426M LIL	Green LIH RTILs FL White	PAPI Both sides/3° MEHT 20M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil

EIDW 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	Nil 2 Nr.
3	TWY edge and centre line lighting	<p>Edge; blue all TWY except E4, M1, M2, R.</p> <p>Edge, blue, RWY 16/34 from TWY A to THR 34 and TWY G to THR 16.</p> <p>Edge, blue, retroreflective markers TWY R .</p> <p>Centreline, green (green/yellow on exit TWYs) TWY B1, B2, B4, B5, B7, E1, E2, E6, F1, F2, F3, H1, H2, M1, M2, Link 2, Link 3 and Link 4.</p>

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	<p>Apron - Floodlights</p> <p>Apron edge - Blue, omni-directional</p> <p>Apron centreline lighting - Green bi-directional on all apron taxiways and taxilanes except Apron TWY 6.</p> <p>Obstacles: Fixed red.</p> <p>WDIs 4 Nr. (2 lighted). See Aerodrome Chart EIDW AD 2.24-1</p>

EIDW AD 2.16HELICOPTER LANDING AREA

Nil

EIDW AD 2.17ATS AIRSPACE

1	Designation and lateral limits	533445N 0055420W, arc 15NM radius centre 532621N 0061508W, 531152N 0062130W, 531439N 0062130W, 531437N 0063707W, 532202N 0064237W, 532127N 0063758W, arc 5NM radius centre 532110N 0062938W, 532403N 0063626W, 532347N 0063117W, arc 10NM radius centre 532621N 0061508W, 533445N 0062411W.
2	Vertical limits	5000 ft
3	Airspace classification	C
4	ATS unit call sign Language(s)	Dublin Tower - English
5	Transition altitude	5000 ft
6	Remarks	Nil

EIDW AD 2.18ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
GND	Dublin Ground	121.800 MHz	0600-2400 local time	Nil
		118.750 MHz	H24	BACKUP FREQUENCY
TWR	Dublin Tower	118.600 MHz	H24	Nil
APP	Dublin Approach	121.100 MHz	H24	Nil
		119.550 MHz		
		119.925 MHz		
		133.275 MHz		
ACC	Dublin Control	129.175 MHz	H24	Upper North
		124.650 MHz		Upper South
		132.575 MHz		Lower North
		126.250 MHz		Lower South
		135.650 MHz		
		120.750 MHz		
ATIS	Dublin Information	124.525 MHz	0515-2200 Local time	Nil

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
D-ATIS	Dublin Information		0515-2200 Local time	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.
Clearance Delivery Frequency	Dublin Delivery	121.875 MHz	0630-1800 local time	Aircraft Contact Minimum 15 Min before start-up
FIS	Dublin Flight Information Service	118.500 MHz	As promulgated on ATIS	As required

EIDW 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 3° W (2017)	DUB	114.9MHz CH 96X	H24	532957.8N 0061825.6W	200ft	100/500, 300/700 (180° T-360° T) with purpose A,T,E
DVOR/DME 3° W (2017)	DAP	111.20MHz CH 49X	H24	532525.0N 0061810.0W	300ft	Designated Operational Coverage 150NM
DVOR/DME 4° (2014)	BAL	115.8MHz	H24	531759.6N 0062652.0W	300ft	Designated Operational Coverage 60 NM Operating Authority Minister for Defence. Due to rising terrain to south of facility, signals may not be received at varying lower altitudes in sector 130° to 210° M at ranges greater than 15NM.
NDB	KLY	378kHz	H24	531610.4N 0060623.2W		Designated Operational Coverage 50NM ACFT may not obtain guidance beyond 45NM below 8,000ft, in the sector between bearings 180° and 270° Mag.
NDB	GMN	334kHz	H24	533853.2N 0061336.0W		Designated Operational Coverage 30NM Operating Authority Minister for Defence.
DME	GMN	76X 112.9MHz	H24	533848.5N 0061405.7W	100ft	Designated Operational Coverage 30NM. Operating Authority Minister for Defence.
ILS LLZ RWY 10 CAT IIIa 3° W (2017)	IDE	108.9MHz	H24	532511.8N 0061440.8W *		Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored * Data whose accuracy has not been quality assured
ILS GP RWY 10		329.3MHz	H24	532515.5N 0061705.5W		GP angle 3° RDH 54ft

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 10	IDE	CH 26X (108.9MHz)	H24	532515.5N 0061705.5W	290ft	DME zero range is indicated at THR RWY 10
LO RWY 10	OE	316kHz	H24	532548.6N 0062543.7W		
OM RWY 10	2 dashes per sec.	75MHz	H24	532547.8N 0062543.5W		
MM RWY 10	Dots and dashes	75MHz	H24	532523.6N 0061816.8W		
ILS LLZ RWY 28 CAT IIIa 3° W (2017)	IDW	111.35MHz	H24	532521.8N 0061743.7W *		Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored * Data whose accuracy has not been quality assured
ILS GP RWY 28		332.15MHz	H24	532509.6N 0061518.4W		GP angle 3° RDH 54ft
ILS DME RWY 28	IDW	CH 50Y (111.35MHz)	H24	532509.6N 0061518.4W	260ft	DME zero range is indicated at THR RWY 28
LO RWY 28	OP	397kHz	H24	532449.7N 0060818.1W		
OM RWY 28	2 dashes per sec	75MHz	H24	532450.5N 0060818.4W		
MM RWY 28	Dots and dashes	75MHz	H24	532510.0N 0061409.2W		
ILS LLZ RWY 16 CAT I 3° W (2017)	IAC	111.5MHz	H24	532505.7N 0061454.2W *		Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored. * Data whose accuracy has not been quality assured
ILS GP RWY 16		332.9MHz	H24	532602.7N 0061543.2W		GP angle 3°
ILS DME RWY 16	IAC	CH 52X	H24	532602.7N 0061543.2W	280ft	DME zero range is indicated at THR RWY 16.

EIDW AD 2.20LOCAL TRAFFIC REGULATIONS

1. Ground Movement

1.1 General

- i. Stop-bars are provided at all runway entry/exit points and are illuminated to protect active runways. When a runway is inactive the associated stop-bar is normally not illuminated. However, specific clearance from ATC must still be obtained before entering or crossing an inactive runway.
- ii. Pilots should use the minimum power necessary while taxiing. In apron areas, pilots should operate at the

minimum power commensurate with the intended manoeuvre, due to the effect of jet blast on personnel, equipment and buildings.

- iii. Flight crew are responsible for wing tip clearance and are reminded of the importance of maintaining a careful lookout at all times, regardless of location and visibility conditions.
- iv. ATC may require aircraft to manoeuvre in close proximity to other aircraft. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether an aircraft can be passed safely, the flight crew should stop, advise ATC, and request alternative instructions if available.
- v. In order to assist in the maintenance of safe separation of aircraft, when flight crew are instructed to stop at any runway-holding or intermediate holding position they should position the aircraft as close as possible to the relevant pavement marking while ensuring that the marking remains visible from the cockpit.

1.2 Turning

No turns should be made at taxiway/taxiway intersections where taxi centreline markings are not provided.

Particular attention is drawn to the following:

- No turns should be made by aircraft from TWY H2 to TWY B3 or vice versa
- No turns should be made by aircraft from TWY F1 to TWY B2 or vice versa
- No turns should be made by aircraft from TWY B2 to TWY E1 or vice versa
- No turns should be made by aircraft from TWY A to TWY F1 or vice versa
- No turns should be made by aircraft from TWY H2 to TWY M2 or vice versa at intersection with TWYs B3 and B4

1.3 Taxiing Restrictions

Location	Situation	Restriction
TWY A	Outbound aircraft holding on TWY A	Aircraft movement not permitted between TWY F1 and Link 2 / TWY F2 or vice versa
TWY B1	Aircraft with wingspan 36m or greater operating on TWY B1	Aircraft not permitted on TWY Z
TWY B2	Outbound aircraft (wingspan less than 36m) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1 / TWY B1 or vice versa
TWY B2	Outbound aircraft (wingspan 36m or greater) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1 / TWY B1 or vice versa and Aircraft are not permitted to taxi between TWY E1 and TWY B1 / TWY Z or vice versa
TWY B2	Inbound aircraft (wingspan less than 36m) holding on TWY B2	Movement between TWY A and RWY16-34 / TWY B3 / TWY E2 or vice versa restricted to aircraft with wingspan less than 36m
TWY B2	Inbound aircraft with wingspan 36m or greater holding on TWY B2	Aircraft movement not permitted between TWY A and RWY16-34 / TWY B3 / TWY E2 or vice versa
APRON TAXIWAY C	Aircraft operating on Apron Taxiway C	Aircraft not permitted on Apron Taxiway DN or Apron Taxiway DS
APRON TAXIWAY DN	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DN	Aircraft operating on Apron Taxiway DN	Aircraft not permitted on Apron Taxiway C
APRON TAXIWAY DS	All operations	Restricted to aircraft with wingspan less than 36m
APRON TAXIWAY DS	Aircraft operating on Apron Taxiway DS	Aircraft not permitted on Apron Taxiway C
TWY E1	Outbound aircraft (wingspan less than 36m) holding on TWY E1	Movement between TWY B1 and TWY B2 / TWY F1 or vice versa restricted to aircraft with wingspan less than 36m

Location	Situation	Restriction
TWY E1	Outbound aircraft (wingspan 36m or greater) holding on TWY E1	Aircraft movement not permitted between TWY B1 and TWY B2 / TWY F1 or vice versa
TWY E4	All operations	Restricted to daylight hours only and aircraft with wingspan 30m or less
TWY E5	All operations	Restricted to aircraft with wingspan less than 36m
TWY E6	Outbound aircraft (wingspan less than 36m) holding on TWY E6	Movement between TWY B6 and TWY B7 or vice versa restricted to aircraft with wingspan less than 36m
TWY E6	Outbound aircraft (wingspan 36m or greater) holding on TWY E6	Aircraft movement not permitted between TWY B6 and TWY B7 or vice versa
TWY E7	Outbound aircraft (wingspan less than 36m) holding on TWY E7	Movement between TWY B6 and TWY B7 or vice versa restricted to aircraft with wingspan less than 36m
TWY E7	Outbound aircraft (wingspan 36m or greater) holding on TWY E7	Aircraft movement not permitted between TWY B6 and TWY B7 or vice versa
TWY F1	Aircraft travelling towards LINK1 / TWY B1 / TWY E1 holding on TWY F1	Aircraft movement not permitted between TWY A and LINK 2 / TWY F2 or vice versa
TWY F1	Aircraft travelling towards LINK 2 / TWY F2 holding on TWY F1	Aircraft movement not permitted between TWYs B1 and B2 or vice versa or between TWY E1 and TWY B1 / TWY Z or vice versa
APRON TAXIWAY F-INNER	All operations	Restricted to aircraft with wingspan less than 36m
TWY G	All operations	Restricted to aircraft with wingspan less than 36m
TWY Z	All operations	Restricted to aircraft with wingspan less than 36m
TWY Z	Aircraft operating on TWY Z	TWY B1 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I Holding position for RWY 10-28	Outbound aircraft (wingspan less than 36m) holding on RWY 16-34 for entry to RWY 10-28	Movement through the intersection of RWY 34 and TWYs A, B2, B3, E2 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I Holding position for RWY 10-28	Outbound aircraft (wingspan 36m or greater) holding on RWY 16-34 for entry to RWY 10-28	Aircraft movement not permitted through the intersection of RWY 34 and TWYs A, B2, B3, E2

1.4 Apron Operations

The aircraft stand taxilane serving Stands 121-127, 129S, and 200L-203 (i.e. between Pier 1 and Pier 2) is restricted to aircraft with a maximum wingspan of 36m.

The aircraft stand taxilane serving Stands 412-414 is restricted to aircraft with a maximum wingspan of 36m.

1.5 Runway 16-34 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following adjoining taxiways: E1, B2, A, H1, M1, P1 or G. Aircraft vacating the runway and stopping in any of these taxiways are not clear of the runway.

Aircraft exiting the runway via TWY D3 must continue on to the section of taxiway parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

Wide-body aircraft on RWY16/34 must not exit at TWY G.

1.6 Runway 28 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: E4, E5, E6 and E7. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway.

Aircraft exiting onto TWY B7 must continue on to the section of taxiway parallel to the runway to clear the runway.

Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.7 Runway 10 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: E3, E4 and E5. ATC may instruct arrivals to stop on taxiways E1 or E2 on a tactical basis. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

2. Availability of Intersection Take-Off

Take-offs using less than the full length of the runway are available (except during Low Visibility Operations) from TWY/RWY intersections as listed in [EIDW AD 2.13](#)

The datum from which the reduced declared distances on RWY10/28 and RWY16 are measured is the downwind edge of the specific taxiway projected perpendicular to the runway centreline as per section III-3 of the European Air Navigation Plan

The datum from which the reduced declared distances on RWY34 are measured is the intersection of the extended downwind edge of Taxiway B3 with the runway edge projected perpendicular to the runway centreline.

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

Intersection take-offs 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-offs.

Approval for intersection take-offs is subject to the air traffic situation.

Intersection take-offs are not available during Low Visibility Operations.

3 High Intensity Runway Operations (HIRO)

High Intensity Runway Operations (HIRO) are valid from 0600 to 2400HR (local time) unless otherwise advised by ATC (e.g. via ATIS). The HIRO system optimises separation of aircraft on final approach in order to minimise runway occupancy time for both arriving and departing aircraft, thereby maximising runway utilisation and minimising "go-around".

3.1 Arrivals

Pilots are reminded that by leaving the runway at the fastest speed commensurate with safety and standard operating procedures, ATC will be able to guide aircraft on final approach using minimum radar separation or separation minimum according to wake vortex category. Extended runway occupancy may result in a "go-around".

In order to reduce runway occupancy times, pilots shall apply the following procedure:

Pilots should pre-plan their landing and roll out to target the appropriate exit taxiway, weather permitting, that provides for a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times

Pilots are to ensure runway fully vacated before stopping i.e. aircraft are not to stop on any runway exit awaiting instructions from ATC but should continue on to the next available taxiway (unless instructed to do so by ATC)

Tactical requests to extend the landing roll to reduce ground taxi/exit nearer to parking stands are not to be made to ATC

Aircraft unable to vacate the runway via the preferred taxiways should notify ATC when the aircraft is between 8 and 4 NM from touchdown, or at the earliest opportunity after which it has been determined that it is unable to comply.

The preferred exit taxiways for RWY10 and RWY28 are:

RWY	Aircraft Type	Preferred exit TWY	Distance from threshold to exit point (m)
10	Wingspan less than 36m and B757	TWY E3*	1690
	All other aircraft	TWY E2	2240
28	Wingspan less than 24m and all turboprops	TWY E5*	1240
	All other aircraft	RET E6	1597
* TWYs E3 and E5 are not available as runway exits during Low Visibility Operations			

Pilots may plan their arrival using the threshold-to-exit-point distances set out in the table above. The distances are measured from the landing threshold to the point of the intersection of the runway centreline and the extended exit taxiway centreline pavement marking.

If the pilot of a landing aircraft cannot contact ATC due to RTF congestion, the pilot should fully vacate the runway and taxi into the next available taxiway. The pilot should then hold position until contact with ATC can be established.

3.2 Departures

ATC will consider every ACFT at the runway holding point as able to commence line-up and take-off roll immediately after clearance is issued, unless otherwise instructed. Pilots not ready when reaching the holding point (no ACFT in front on the same taxiway) shall advise ATC on Tower frequency as early as possible before entering the RWY.

When cleared for take-off, ATC will expect and has planned on seeing movement within 10 seconds (of take-off clearance being issued). Wake vortex separation is applied by ATC in accordance with the published requirements. If more separation than the prescribed minima is requested, pilots shall notify ATC before entering the RWY.

Where possible, cockpit checks and cabin readiness should be completed before line-up and any checks needing completion on the runway should be kept to the minimum required. Pilots should not back-track when entering the runway unless specifically requested at the runway holding position.

Note: Pilots shall not cross the runway-holding position until the illuminated red stop bar has been extinguished. ATC do not issue conditional line-up clearances where stop bars are operational at line-up points.

3.3 Preferred Use of Intersection Take-Offs

Based on aircraft type and performance characteristics, ATC may issue instructions for aircraft to depart from runway intersections from which adequate take-off run is available. Intersection take-offs are subject at all times to pilots' discretion and aircraft operational requirements. Pilots unable to accept departure from an intersection point may request an alternate take-off position from ATC. Pilots requiring departure from the beginning of the runway should request it at the time of push-back/start-up, and such requests will be considered by ATC subject to delay.

The preferred use of intersection take-offs for RJ85 type and all turboprops is set out in the table below.

Aircraft Type	RWY	Preferred TWY Intersection
RJ85 type and all turboprops	10	TWY E7*
	28	TWY E2*
* Intersection take-offs are not available during Low Visibility Operations		

3.4 Additional information on runway usage is available [EIDW AD 2.21 NOISE ABATEMENT PROCEDURES](#) Section 5

4. Mandatory ground handling of aircraft at Dublin Airport
All aircraft must avail of ground handling. All aircraft of less than 2 tonnes maximum certified AUW must avail of minimum handling i.e. ramp transport to/from departures and the aircraft

5. Aircraft Engine Test Runs

ENGINE TEST SITE	NOTES
1	Available to all aircraft types, 0900-2000HR Local Time Available to aircraft up to Code C only, 0700-0900HR Local time.
4	Check starts and idle runs, 0500-2300HR Local Time. Post engine wash test runs, 0600-2100HR Local time

Caution: No lighting or acoustic/safety barriers available

Aircraft power-plant test runs at idle speed not exceeding five minutes duration are permitted on all stands.

Permission for all test runs must be obtained from the Aerodrome Operator.

6. Apron Parking and Marshalling of Aircraft

6.1 Aircraft are prohibited from entering any stand without the guidance of a marshaller, or the Advanced Visual Docking Guidance System (AVDGS) where provided.

6.2 In order to prevent dazzling the marshaller or the push-back crew, pilots are requested to switch off the aircraft landing lights when reaching or leaving the parking position and, when equipped with both a conventional red anti-collision light and a sequenced white strobe light system, to switch off the latter system as well.

7. Building Served Stands

Aircraft using building served stands are required to vacate stand immediately at scheduled departure time.

8. Rapid Exit Taxiway – E6

Taxiway E6 is the only Rapid Exit Taxiway (RET) at Dublin Airport and is designed for a maximum exit speed of 50 KT. However it is expected that aircraft using the RET will normally exit the runway at circa 35KT.

Rapid Exit Taxiway Indicator Lights (RETILs) are provided.

9. HOTSPOT- Aerodrome Facilities in vicinity of thresholds Runways 28 and 34

9.1 The following resume and associated diagram are provided for ease of familiarity with aerodrome facilities on this complex area of the aerodrome. The attention of all aircrews is drawn to the layout of taxiways, the location of holding positions, and the proximity of the thresholds of Runway 28 and Runway 34. Close attention must be paid to visual aids (markings, lighting, signage).

9.2 All taxiways are provided with location signs (yellow inscription on black background) and direction signs (black on yellow). Centreline markings and edge markings are also provided.

9.3 Mandatory signs, (white inscription on red background), are provided to identify locations which aircraft shall not pass unless authorised by ATC. These signs include runway designation signs, runway-holding position signs etc.

9.4 For normal visibility conditions, CAT I runway-holding positions are established on all taxiways which intersect with runways. The CAT I runway-holding position on Taxiway E1 is a combined position for Runway 10/28 and Runway 16/34. CAT I runway-holding positions are also established on Runway 16/34, for aircraft taxiing along Runway 16/34 towards Runway 10/28, and on Runway 10/28 for aircraft taxiing along Runway 10/28 towards Runway 16/34. These holding positions are denoted by:

- i. Yellow painted holding-position markings;
- ii. Red mandatory markings, Indicating the Designation of the runway ahead;
- iii. Red mandatory signs, including the inscription CAT I (where appropriate) and the designation of the runway ahead;
- iv. Red controllable stop bar lights (where shown on Aerodrome Chart);
- v. Yellow flashing runway guard lights (ICAO Configuration A);
- vi. Location sign indicating the taxiway designation in yellow on a black background;

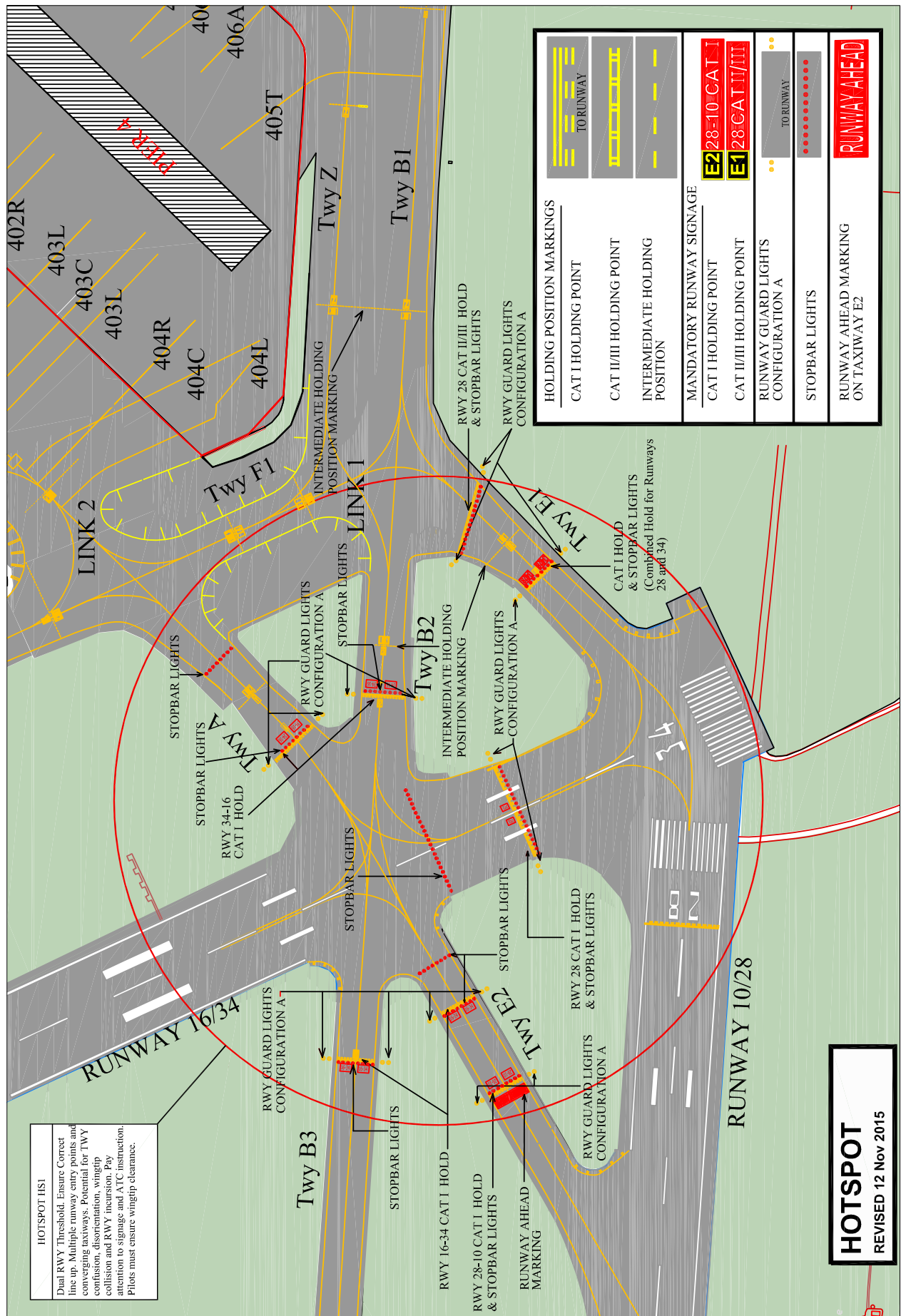
9.5 For low visibility conditions, a CAT II/III runway-holding position is established on Taxiway E1. This holding position is denoted by:

- i. Yellow painted markings;
- ii. Red mandatory signs with the inscription 28 CAT II/III;
- iii. Red controllable stopbar lights;
- iv. Yellow flashing runway guard lights (ICAO Configuration A);
- v. Location sign indicating E1 in yellow on a black background;

9.6 Runway-holding positions cannot be passed without permission from ATC.

9.7 Aircrews are advised that should they become unsure of their position while taxiing, they should contact ATC immediately and request assistance.

9.8 Due to the close proximity of the two runways, aircrews taking off from Runway 28 or Runway 34 are advised to ensure that they are lined up on the correct runway before commencing take-off run.



10 Stop bars

Pilots shall not cross illuminated stop bars. A pilot receiving instructions which imply that an illuminated stop bar should be crossed shall wait until the stop bar is extinguished. If the stop bar remains illuminated, the pilot shall request confirmation from ATC that the stop bar is to be crossed. Instructions to cross illuminated stop bars will only be given in exceptional circumstances.

In the event of failure of the stop bar control mechanism, only taxiways Echo 1 (Runways 28 and 34), Bravo 7 (Runway 10) and Delta 3 (Runway 16) shall be used as line-up points.

The following phraseology shall be used by ATC to instruct pilots or vehicle drivers to cross an illuminated stop bar:

ATC: "[Callsign] Due to a failure of the control system, the stop bar will remain illuminated. Taxi/proceed across the stop bar on taxiway Echo 1/Bravo 7/Delta 3 and line up RW 34,28,10,16"

Reply: "[Call-sign] Lining up Runway [10/28/34/16] crossing stop bar"

11 **Airport Collaborative Decision Making (A-CDM)**

11.1 **Flight Plan Validation**

Three hours prior to the Estimated Off-Block Time (EOBT) of a flight, checks will be performed to verify the consistency between the ATC Flight Plan, Airport Slot and Airport Flight Data.

If the Scheduled Off-Block Time (SOBT) deviates from the EOBT, the relevant contact person will be informed and advised to adjust the times accordingly. Aircraft Operator (AO) or their Handling Agent (HA) is responsible for timely update of aircraft registration in the A-CDM portal (AOS).

11.2 **Target Off-Block Time (TOBT)**

This is the time that an Aircraft Operator or their Handling Agent estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available, de-icing completed, and ready to start up/push back immediately upon reception of clearance from the Tower.

TOBT= Prediction of "Aircraft Ready"

11.3 **Automated TOBT**

90 minutes prior to the Estimated Off-Block Time (EOBT), the A-CDM portal (AOS) system will automatically generate a default Target Off-Block Time (TOBT).

11.4 **Person Responsible for TOBT**

The Aircraft Operator or their agent is responsible for entry, update and if necessary deletion of TOBT's. It is the responsibility of the AO/HA to communicate and ensure the pilot of a flight has the correct TOBT and Target Start Up Approval Time (TSAT) prior to calling for clearance. TSAT will also be included in DCL messages. If it becomes obvious that the TOBT cannot be respected, it shall be corrected or re-entered by the person responsible for the TOBT. Since the TOBT is used for various ground processes, it shall be updated by the person responsible for the TOBT when deviations of more than 5minutes occur.

For deviations of 15minutes or more from the EOBT, it will still be mandatory to send a delay message (DLA) to the Network Manager.

11.5 **TOBT Update/Deletion**

Until the TSAT has being issued (TOBT minus 40 minutes) the TOBT can be updated as often as desired. After the TSAT has been issued, the TOBT can be updated up to three times. If a fourth TOBT update is required the flights TSAT will be removed and the flight will get re-sequenced. It is important to recognise that once sequenced, changes to TOBT are likely to impact the aircraft's position in the Pre-Departure Sequence (PDS). TOBTs require updating if they differ by 5mins from the previous declared TOBT.

If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT shall be deleted. The TOBT shall be re-entered by the person responsible for the TOBT.

11.6 TOBT Reporting Routines

The TOBT is reported and or adjusted in one of the following ways:

- A-CDM Portal (AOS)
- AOS Mobile Application
- Internal system of the Airline/Handling Agent (via interface)
- By telephone via the Dublin Airport Control Centre (ACC)
- Phone + 353 (0) 1 814 4352

11.7 Target Start-up Approval Time (TSAT)

The TSAT is the target time for start-up approval according to the Dublin A-CDM Operational procedures, taking into account TOBT, Calculated Take Off Time (CTOT), and/or the traffic situation. The earliest time for the TSAT calculation (by the PDS) is 40 minutes prior to TOBT.

TOBT is the time at which an Aircraft Operator, or his duly accredited representative expect the flight will be ready to commence movement; whereas the TSAT is the time at which Ground will grant the start-up.

It is the responsibility of the AO/HA to communicate the most up to date TSAT to the pilot.

The "Pre-Departure Sequence" is a result of the calculated TSATs.

11.8 TSAT Reporting Routines

The TSAT is transmitted in one of the following ways, via:

- A-CDM Portal (AOS)
- AOS Mobile application
- Internal system of the airline/Handling agent (via interface)
- Datalink Clearance (DCL). If a TSAT changes post clearance, ATC will communicate the revised TSAT verbally to the pilot. A revised DCL message will not be issued, post ATC clearance.

11.9 Start-up and Push-back

The sequence of push and start is based on the TSAT sequence. The following rules apply:

- The Pilot shall report ready to push and start at TOBT (+/-) 5 minutes. (ATC clearance (including DCL) shall be requested any time prior to TOBT from delivery)
- The aircraft has to be ready for start-up at TOBT
- Ground will issue push and start clearance at TSAT (+/-) 5 minutes
- If pilots have received their clearance and called at TOBT and Ground has not called to give push and start clearance by TSAT + 5minutes, pilots are requested to call Ground requesting push and start clearance

In case of delays (>5 minutes) after ATC clearance has been received and/or a call ready at TOBT has been made, pilot shall inform clearance of the delay and a new TOBT must be sent by the AO/HA.

Datalink Clearances (DCL)

For datalink departure clearance (DCL), the published procedures and the time parameters published in the AIP will remain valid. The TSAT will also be transmitted in DCL messages.

11.10 **Changes within the Sequence**

After a TSAT has been calculated and published, it may be possible to swap the sequence ordering of two flights under very strict condition. Swapping of flights may be facilitated provided the flights are of similar type, same operator, similar location etc. Such changes shall be coordinated with the ATC Station Manager. Flights with a Calculated Take Off Time (CTOT) cannot be switched. It is not envisaged that swapping flight will be used on a regular basis.

11.11 **De-icing**

De-icing must be completed before an aircraft can report ready for push and start. De-icing times shall be taken into account, to calculate the TOBT.

11.12 **Coordination with the Network Manager (NMOC)**

A permanent and fully automatic data exchange with the Network Operations will be established. This data transfer will enable highly accurate early predictions of landing and departure times. Furthermore, this will allow for more accurate and efficient calculation of the CTOT (when applicable) due to the use of local target take-off times. The following messages are used:

- Flight Update Message (FUM)
- Early Departure Planning Information Message (E-DPI)
- Target Departure Planning Information Message (T-DPI)
- ATC Departure Planning Information Message (A-DPI)

The basic Network Operations procedures continue to apply. The Network operations will generally take those local Target Take -Off Times (TTOT) into consideration, when updating the flights' profiles in its system. In some cases Clearance Delivery position will offer to coordinate a new CTOT (if applicable) in agreement with the pilot.

11.13 **Remote Holding**

In the event of a contact stand not being available, Dublin Airport will request a remote hold stand position from ATC. The Pre-departure Sequencer (PDS) will recalculate the variable taxi time from this new remote hold location.

11.14 **Contact and Information**

For the TOBT dialogue and the TSAT submission, all Aircraft Operators/Handling Agents have to appoint a person responsible for TOBT and give the details to the airport company.

VFR flights are not part of the A-CDM process and therefore do not require TOBTs to be entered.

11.15 **Contact Persons**

Contact persons for the A-CDM procedure at Dublin Airport, are as follows:

Dublin Airport

Stand Allocation Unit

Phone: + 353 (0) 1 814 4352

Email: SAU@daa.ie

Irish Aviation Authority

ATC Duty Station Manager

Phone: + 353 (0) 1 8445962

Email: atcdub@iaa.ie

EIDW AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
2. Standard Instrument Departures
Strict compliance with SID is mandatory.
3. Other Instrument Departures
 - 3.1 Cat A, B Aircraft
 - 3.1.1 Cat A, B Aircraft (Non Jet)
After take-off, pilots should ensure that they are at a minimum altitude of 750QNH before initiating any turn.
 - 3.1.2 Cat A, B Aircraft (Jet)
Departures must track the runway extended centreline after take-off until passing 750QNH before commencing turn. No take-off turn shall be commenced before the departure end of the runway.
 - 3.2 Cat C, D Aircraft
 - 3.2.1 Departures from all runways except Runway 10, must track the runway extended centreline after take-off to 5NM before commencing turn, unless otherwise cleared by ATC above 3000ft.
 - 3.2.2 Departures from Runway 10 must track the runway extended centreline to 5NM before commencing turn to the north, or to 6NM before commencing turn to the south.
 - 3.2.3 Take-off climb shall comply with the procedure detailed below, which is based on noise abatement departure climb guidance contained in PANS OPS Doc 8168 Vol 1 - Appendix to Chapter 3 - NADP2.

Take-off to 1500ft	1500ft – 3000ft (Above Aerodrome Elevation)	At 3000ft (Above Aerodrome Elevation)
Take off power Take off flaps Climb at V2 + 10 to 20 KT (or as limited by body angle)	Reduce Power to not less than climb power/thrust. Accelerate smoothly to MAX 230KT with flap retraction on schedule	Transition smoothly to en-route climb speed. (MAX 250KT below FL100)

- 3.2.4 Cat C and D aircraft operating from Runway 28 directly to Weston or Baldonnell aerodromes are exempt from Sections 3.2.1, 3.2.2 and 3.2.3. These aircraft must not leave the environmental corridor below 1,500ft QNH.
4. Jet aircraft (Cat C/D) on visual approach to Runways 28, 10, 16 and 34 must join final approach no closer than 6NM from touchdown. Aircraft must follow a descent path which will not result in being at any time lower than the approach path which would otherwise be followed using the ILS glide-path.
5. Runway 10 or 28 is the required Runway between 0600 and 2300HR Local Time when the crosswind component is 20KT or less. Runway 28 will be the preferential Runway when the tailwind component is 10KT or less and braking action is assessed as good. Aircraft will be required to use these Runways except when operational reasons dictate otherwise

If the crosswind component on Runway 10 or Runway 28 is greater than 20KT Runway 16 or Runway 34 may become the active Runway. If the forecast crosswind component on Runway 10 or 28 is greater than 20KT Runway 16 or 34 may become the active Runway.

The use of Runway 16/34 will be kept to an absolute minimum subject to operational conditions.

6. Runways will be prioritised for noise abatement purposes between 2300 and 0600HR Local Time, subject to the same wind calculation method and values as used between 0600 and 2300HR Local time (see Section 5). When weather conditions and flight operations permit, runway usage will be prioritised as follows:

	Priority			
	1	2	3	4
Arrival	RWY 10	RWY 16	RWY 28	RWY 34
Departure	RWY 28	RWY 34	RWY 10	RWY 16

7. Reverse thrust should not be used during landing operations on any runway between 2300-0600HR Local Time, except where operational or safety reasons dictate otherwise.
8. Cat C and D aircraft using Runways 28, 16 and 34 shall operate within environmental corridors which are based on runway take-off flight path areas. The corridors have a width of 180 M at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800 M, and extending in length to 5 NM from the point of origin. The corridors extend vertically from surface to 3000 ft AMSL.

Cat C and D aircraft using Runway 10 shall operate within an environmental corridor which is based on the runway take-off flight path area. The corridor has a width of 180 M at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800 M, and extending in length from the point of origin to 5 NM for the northern boundary of the corridor and 6 NM for the southern boundary of the corridor. There is no upper vertical limit to this corridor

The corridors apply for departures from each runway and also for approaches to the reciprocal runway, except for circling approaches.

EIDW 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 for basic holding areas.

For RNAV procedures, holding basic areas are based on aircraft having RNAV holding system functionality.

2. SID and STAR

2.1 RNAV Equipped Aircraft

SIDs and STARs and initial segments of IAPs for RWY28, RWY10, RWY16 and RWY34 have been developed in accordance with ICAO Doc 8168 (PANS OPS).

The RNAV Specification is RNAV 1.

The supporting navigation infrastructure provided is DME/DME or GNSS.

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:

- RNAV 1 certificated aircraft;
- P-RNAV certificated aircraft, based on DME/DME or GNSS;
- B-RNAV certificated aircraft only above MSA;

RNAV SIDs climbing to MSA may be conducted using conventional navigation based on the conventional navaids serving the runway in use.

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 SIDs and STARs.

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

2.3 Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a clearance based on conventional navigation aids and/or vectoring.

2.4 Expected Approach Distance RWY 10 and RWY 28

The expected approach distance is given the ENR 7.1 for both runways. The Lateral Holding/Point Merge STAR procedures (Chart AD 2.24-17.1 and AD 2.24-19.1) must be available in the aircraft navigation database.

3. Speed Control

Speed Restrictions

General	STAR	Holds	Initial Approach Segment (BTN HLDG Fix and IF)	Intermedi ate Approach Segment (BTN IF and FAP)	Final Approach Segment	Remarks
Below FL100, Max IAS 250KT or less.	As specified waypoints.	As specified on chart	IAS 210KT	IAS 180KT	BTN FAP and 4NM from THR IAS 160KT	1. <i>ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.</i> 2. <i>If unable to comply with the above, advise ATC as soon as possible.</i>
					4NM to THR IAS as performance requires.	
<div>Warning</div> <div>Operators are advised of the probability of encountering a GPWS Terrain alert, for aircraft which are exceeding the standard speed restrictions, while at or below 5,000FT and which are in the vicinity of the hight terrain to the south of Dublin Airport.</div>						

4. Arrival Procedures

4.1 Clearance to enter the CTA and CTR

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

Arriving Aircraft 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).

4.2 Initial Approach Procedures

4.2.1 With radar control

In order to expedite the flow of traffic, aircraft may receive radar vectors on to final approach from the STAR.

For RWYs 16 & 34 pilots should plan their flight profile in such a manner as to be able to achieve 6000ft QNH at the appropriate hold.

For RWY 28 & 10 pilots should plan their flight profile on the sequencing leg to achieve level constraints.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

4.2.2 Without radar control

When arriving traffic cannot be sequenced by radar, aircraft will be cleared to join the Instrument Approach Procedure appropriate to the landing from the hold.

4.3 Communications failure procedures for arriving aircraft

4.3.1 RWY16 & 34

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

Supplemented by the following:

4.3.2 RWY 28 and 10

RWY 28

4.3.2.1 Aircraft prior to Sequence Leg Entry

- a. Squawk 7600.
- b. Proceed via the STAR to enter the appropriate Sequence Leg Entry Hold (i.e. KERAV or SORIN) at the last cleared Flight Level.
- c. Commence descent in the Hold to the Sequence Leg entry Flight Level (FL080 or FL070 as appropriate) specified on the chart at, or as close as possible to the expected approach time (EAT). If no EAT has been received and acknowledged descend at, or as close as possible to the estimated time of arrival resulting from the current flight plan.
- d. Proceed onto the appropriate Sequence Leg, complete the full STAR as filed or last cleared by Dublin ATC, to LAPMO. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28.

4.3.2.2 Aircraft on Sequence Leg

- a. Squawk 7600.
- b. Complete the full STAR to LAPMO.
- c. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28.

4.3.2.3 Aircraft turned off the Sequence Leg

- a. Squawk 7600
- b. Descend to 3000ft QNH
- c. In the most expeditious manner route to LAPMO to complete the instrument approach procedure for RWY28.

RWY 10

4.3.2.4 Aircraft prior to sequence Leg Hold (ADNAL or BABON as appropriate) Squawk 7600

1. Proceed via the STAR to enter the appropriate Sequence Leg Hold (ie ADNAL or BABON) at the last cleared Flight Level
2. Commence descent in the Hold to the Sequence Leg Fight
3. Level (FL080 or FL070 as appropriate) specified on the chart at, or as close as possible to the expected

approach time (EAT). If not EAT has been received and acknowledge descend at, or as close as possible to the estimated time of arrival resulting from the current flight plan.

4. Continue on the appropriate STAR Sequence Leg, complete the full STAR as filed or last cleared by Dublin ATC, to NEKIL or OSLEX as appropriate. After turning off the Sequence Leg descend to comply with the constraint altitude at NEKIL or OSLEX and complete the approach for landing on RWY10.

4.3.2.5 Aircraft on Sequence Leg.

- a. Squawk 7600
- b. Complete the full STAR and approach for RWY 10
- c. After turning off the Sequencing leg descend to comply with the constraint altitude at NEKIL or OSLEX and complete the approach on RWY 10.

4.3.2.6 Aircraft turned off the Sequence Leg

- a. Squawk 7600
- b. Descend to comply with the constraint altitude at NEKIL or OSLEX and complete the approach for landing on RWY 10.

4.3.3 Non RNAV capable cat C/D aircraft.

Non RNAV capable Cat C/D aircraft should route, in the most expeditious manner, to the appropriate hold for the runway in use and hold using best navigation means available. From the hold proceed to, and complete in the most expeditious manner, the IAP for the runway in use.

5. Departure Procedures

5.1 Departure Clearance Service using Datalink

5.1.1 Introduction

5.1.1.1 The DCL service uses the Aircraft Communications Addressing and Reporting System (ACARS). DCL messages are described in EUROCAE ED-85A Appendix A and ARINC 623-2.

5.1.1.2 DCL departure clearances are provided solely to those flights departing Dublin Airport.

5.1.1.3 Clearance Delivery Procedures via RT (voice) will be utilised in the event of datalink transaction failure.

5.1.1.4 Oceanic traffic can receive domestic clearances via ACARS.

5.1.2 Datalink procedure

5.1.2.1 The pilot will send a departure clearance request utilising the on-board datalink interface. Minimum 15 minutes before start-up. **Any slot times will be taken into account by the pilot in the request if appropriate.**

5.1.2.2 If the clearance is not received by the pilot within 3 minutes of the request the pilot will contact ATC through the normal RT communication channels and obtain a clearance on RT.

5.1.2.3 Where the pilot receives a Datalink reply and cannot accept the clearance he will contact ATC through the normal RT channels to obtain, an alternate clearance on RT.

5.1.2.4 If the pilot is satisfied with the Datalink clearance an acknowledgement message will be sent to the ground system.

5.1.2.4 If the pilot is satisfied with the Datalink clearance an acknowledgement message will be sent to the ground system.

5.1.2.4.1 If the ground system does not receive the acknowledgement message within 3 minutes after the clearance has been transmitted, or if an invalid message is received, ATC will contact the pilot through the normal VHF channels and issue the clearance via RT (voice).

5.1.2.5 All departure clearances issued through the normal VHF RT voice channels will cancel the DCL service.

5.2 RWY 28, 10, 16 and 34 - Standard Instrument Departures (SID)

Aircraft on IFR flights departing from RWY 28, 10, 16 and 34 will proceed in accordance with Standard Instrument Departures (SID) WHICH ALSO INCLUDE MANDATORY NOISE ABATEMENT ELEMENTS for jet aircraft. Category C and D departures shall remain on DUBLIN TOWER frequency until passing 2,000ft, then contact DUBLIN ACC Lower North/DUBLIN ACC Lower South as appropriate.

Where ICAO obstacle clearance criteria require minimum climb gradient greater than 3.3% the required values will be included in the SID.

As a cross check to confirm the correct SID has been selected in the FMS, for C,D & E aircraft pilots will be requested by CDS to confirm the first waypoint on the SID e.g. RWY 10 "DWE 51"

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

Note: CAT A, B aircraft may be assigned a SID appropriate to CAT C, D aircraft at the discretion of ATC.

BAe146, RJ100 and similar aircraft categorised generically as "whisper jets" may be assigned a CAT A/B SID.

Note: CAT E aircraft will be assigned a SID appropriate to CAT C, D aircraft at the discretion of ATC.

5.3 Communications failure procedures for departing aircraft

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

Supplemented by the following:

- i. For aircraft departing on a SID where no cruising level has been specified in the enroute clearance (and therefore no level specified in the Current Flight Plan) the climb, after the appropriate time interval, shall be to the level contained in the Filed Flight Plan.
- ii. Aircraft routeing on a ROTEV SID expecting transition to BOYNE
Aircraft routeing on a ROTEV SID experiencing communications failure, and expecting transition to BOYNE, should continue to ROTEV, then, in the most expeditious manner, route to BOYNE to join the Current Flight Plan route. Maintain the last assigned level for a period of three minutes, and then climb to the level specified in the Current Flight Plan.

6. Low Visibility Procedures

Low Visibility Procedures apply when the cloud ceiling is below 200 ft (60M) and/or the IRVR is less than 550M or the meteorological visibility is less than 800M.

When Low Visibility Procedures are in force the following standard taxi route system applies:

RUN WAY	ARRIVAL TAXI ROUTES	DEPARTURE TAXI ROUTES	APRON TAXI ROUTE
28	E6 or B7 to B4, H2, H1 to stand	E1	All except Y and Z
10	E2, B2, or E1 to stand	H1, H2, B4 to B7	All except Y and Z

Note: Code C aircraft shall not be instructed to push back onto Taxiway Fox Outer during Low Visibility Operations CAT II/III holding position on TWY E1 and CAT II/III holding position on TWY B7 will apply as appropriate.

TWY/stopbar/centreline lighting will be in use.

Pilots will be informed by ATIS broadcast or RTF when Low Visibility Procedures have been initiated.

Full details of low visibility operations are available on request from AD Administration (EIDW AD 2.2)

A maximum taxiing speed limit of 15KT applies to all aircraft during the periods when Low Visibility Procedures are in force.

7. Holding Procedures

A standard rate of descent of between 500 and 1,000 ft per min in holding patterns will be used unless otherwise instructed by ATC.

8. Operation of Mode S transponders on the Movement Area.

Mode S transponders shall be operated on the Movement Area in accordance with the following provisions:

8.1 Departing aircraft:

- i. Set aircraft identification and, when received, set assigned Mode A code.
- ii. Immediately prior to request for push back or taxi, or when advising Clearance Delivery that you are ready for push and start, whichever is earlier, select: "Automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "on" (e.g. ON or XPDR),
- iii. Only when approaching the holding position of the departure runway, select "TCAS" (e.g.: TA/RA).

8.2 Arriving aircraft:

- i. As soon as practicable after landing de-select "TCAS" (e.g.: deselect TA/RA),
- ii. Select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "on" (e.g. ON or XPDR),
- iii. Continue to squawk last assigned Mode A code until fully parked, When fully parked, select "standby" (e.g.: STBY).

9. VFR Procedures, Dublin CTR/CTA and environs

9.1 Flight Plan

Flight Plans are mandatory for flights within Dublin CTR/CTA. Flights planned to transit EIR23, EIR15, EIR16 should include this information in field 15 of the Flight Plan

Flights planning to enter or leave Dublin CTR should, when practicable, indicate in item 16 of the Flight Plan, an alternate aerodrome situated outside Dublin CTR.

Where the flight destination is not an aerodrome licensed for public use, the address of the place of intended landing together with the name and telephone number of the property owner should be indicated in field 18 of the Flight Plan.

9.2 Special VFR is available within Dublin CTR in accordance with the provisions of EU Reg. No 923/2012 - SERA.5010 Special VFR in control zones.

9.3 Flight Information Service is provided H24. When required and as promulgated by ATIS, a discrete frequency (118.500 MHz) is allocated to the provision of FIS for aircraft in class G airspace.

9.4 Landing Lights should be shown at all times during flight within Dublin CTR.

9.5 ATC Clearances for flights departing from within Dublin CTR.

Prior to departure

- i. From Dublin Airport by request for start up to Dublin Ground, 121.800 MHz.
- ii. Other than Dublin Airport
 - Request for start/lift to Dublin Tower, 118.600 MHz
 - If no RTF two-way communication can be established, contact Dublin ATC by telephone and request a time for take off / Lift off.

Take off / Lift without prior two-way communications with Dublin ATC either by RTF or by Telephone is not permitted.

10.6 **ATC Clearances for flights arriving to destinations within Dublin CTA/CTR**

Prior to penetration of Dublin CTA/CTR, by submitting a request at least 10 minutes before ETA at the airspace boundary to the relevant ATSU as follows:

- a. Dublin Tower, 118.600 MHz for entry to the Dublin CTR;

- b. Dublin ACC Lower North, 132.575 MHz for entry to the Dublin CTA, North Sector;
- c. Dublin ACC Lower South, 126.250 MHz for entry to the Dublin CTA, South Sector.

Note: Dublin ACC Lower North Sector is divided from Dublin South Sector by a boundary line extending along the extended centreline of RWY10/28

9.7 VFR Routes

9.7.1 **Flights departing/arriving at Dublin Airport are normally cleared as follows:**

- i. North arrivals/departures: via Skerries VFR Route
- ii. West arrivals/departures: via Skerries VFR Route or Dunshaughlin VFR Route
- iii. South arrivals: As instructed by Dublin Tower
- iv. South West arrivals
 - Fixed wing flights to enter the Dublin CTR at Dunboyne or Dunshaughlin
 - Helicopter flights to enter Dublin CTR at Redcow Roundabout or The Square, Tallaght
- v. South departures
 - As instructed by Dublin Tower,
or
 - Flights intending to transit EIR15 are cleared to either Palmerston Roundabout Hold or Marley Park Hold to await onwards clearance from Baldonnel Tower.

9.7.2 **Flights with departure/destination other than Dublin Airport are normally cleared as follows:**

- i. North arrivals/departures
 - As directed by Dublin ATC, or
 - Skerries VFR route.
- ii. West arrivals/departures
 - As instructed by Dublin ATC, or
 - Dunshaughlin VFR route
- iii. South west arrivals
 - As instructed by Dublin ATC, or
 - Helicopter VFR flights to enter Dublin CTR at Red Cow Roundabout or The Square, Tallaght. or
 - Fixed-wing VFR flights to enter the Control Zone at Dunboyne or Dunshaughlin.
- iv. South arrivals as instructed by Dublin ATC.
- v. South departures
 - As instructed by Dublin ATC, or
 - Flights intending to transit EIR15 route to either the Palmerston Roundabout Hold or the Marley Park Hold to await onwards clearance from Baldonnel Tower
- vi. Weston arrivals from the East
 - As instructed by Dublin ATC, or
 - Weston VFR Route

9.8 Visual Holding Patterns

Visual Holding Patterns for category A aircraft are established as follows:

9.8.1 Broad Meadow Bridge (532756N 0061125W)

Left-hand pattern, based on the M1 motorway bridge, which crosses the Broad Meadow estuary.

Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 190° M. Minimum holding altitude is 1000ft QNH.

The following criteria also apply:

On arriving overhead the Fix, left turn onto the outbound leg should be initiated before the southern shore of the Broad Meadow estuary.

Left turn onto the inbound leg to the Fix should be completed to the east of the N1 road.

The inbound leg to the fix should remain east of the N1 road at all times.

9.8.2 Finglas Church Spire (532317N 0061842W)

Left-hand pattern, based on the west Finglas Church spire. Outbound leg is 1 minute, flown at 90 KT IAS. Inbound track 010°M. Minimum holding altitude is 1700ft QNH.

The following criteria also apply:

On arriving overhead the Fix, the turn onto the outbound leg should be initiated before the M50 motorway remaining south of the motorway at all times.

The turn onto the inbound leg to the Fix should be completed to the west of the N2 road.

The inbound leg to the fix should remain west of the N2 road at all times.

9.8.3 Palmerston Roundabout (532125N 0062302W)

Left-hand pattern, based on the Palmerston roundabout, which intersects the M50 motorway and the N4 road. Outbound leg is 1 minute, flown at 90 KT IAS. Inbound track 281° M. Minimum holding altitude is 1700ft QNH.

9.8.4 Marley Park House (531636N 0061601W)

Right hand pattern, based on Marley Park House, a large manor house inside the grounds of Marley Public Park. Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 291° M. Minimum holding altitude is 1700ft QNH.

9.9 Circuit Operation,

Dublin Airport Circuit training is not permitted at Dublin Airport.

9.10 Radio Communications Failure Procedures – VFR Traffic

9.10.1 Departure Traffic

Proceed in accordance with the ATC clearance last received and acknowledged and land at the most suitable aerodrome located outside Dublin Control Zone. Report arrival to an appropriate ATC unit by the most expeditious means.

9.10.2 Arrival Traffic

If outside Dublin CTR, proceed to the alternate aerodrome outside Dublin CTR specified in the flight plan and report arrival to an appropriate ATC unit by the most expeditious means.

If within Dublin CTR, proceed in accordance with the last ATC clearance received and acknowledged and thereafter, as appropriate, to Broad Meadow Bridge holding pattern and hold at an altitude of 1000ft QNH or Finglas Church Spire holding pattern and hold at an altitude of 1700ft QNH.

The Holding pattern chosen, should ensure, that when en-route to join the Hold, the aircraft does not pass through the approach or take off path of the runway in use.

On receipt of a steady green light signal from the Control Tower, join the circuit in the manner detailed below and land on the lighted runway. The runway approach lights will indicate the landing direction

FROM BROAD MEADOW BRIDGE (HOLDING PATTERN)

RWY 10/16 Left Hand circuit.

RWY 28/34 Right Hand circuit.

FROM FINGLAS CHURCH SPIRE (HOLDING PATTERN)

RWY 28/34 Left Hand circuit

RWY 10/16 Right Hand Circuit

If **outside the control Zone**, proceed with the flight plan route, remaining clear of the Control Zone and comply with flight plan closure procedures, or

If **within the Control Zone**, EXIT, ensuring that the aircraft remains clear of Dublin Aerodrome and the approach and Take off path of the Runway in use.

EIDW AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

[Refer to ENR 1.6 2.7 Monitoring Codes](#)

EIDW AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart - ICAO	EIDW AD 2.24-1
Aircraft Parking/Docking Chart - ICAO	EIDW AD 2.24-2
Aerodrome Obstacle Chart RWY 10/28 - ICAO	EIDW AD 2.24-3
Aerodrome Obstacle Chart RWY 16/34 - ICAO	EIDW AD 2.24-4
Precision Approach Terrain Chart RWY 10 - ICAO	EIDW AD 2.24-6
Precision Approach Terrain Chart RWY 28 - ICAO	EIDW AD 2.24-7
Standard Departure Chart – Instrument RNAV RWY 28 CAT A, B - ICAO	EIDW AD 2.24-9
Standard Departure Chart – Instrument RNAV RWY 28 CAT C, D - ICAO	EIDW AD 2.24-10
Standard Departure Chart – Instrument RNAV RWY 10 CAT A, B - ICAO	EIDW AD 2.24-11
Standard Departure Chart – Instrument RNAV RWY 10 CAT C, D - ICAO	EIDW AD 2.24-12
Standard Departure Chart – Instrument RNAV RWY 16 CAT A, B - ICAO	EIDW AD 2.24-13
Standard Departure Chart – Instrument RNAV RWY 16 CAT C, D - ICAO	EIDW AD 2.24-14
Standard Departure Chart – Instrument RNAV RWY 34 CAT A, B - ICAO	EIDW AD 2.24-15
Standard Departure Chart – Instrument RNAV RWY 34 CAT C, D - ICAO	EIDW AD 2.24-16
Standard Arrival Chart - Instrument RNAV RWY 28 (With Lateral Holding/Point Merge) - ICAO	EIDW AD 2.24-17.1
Standard Arrival Chart - Instrument RNAV RWY 28 (Without Lateral Holding/Point Merge) - ICAO	EIDW AD 2.24-17.4
Standard Arrival Chart - Instrument RNAV RWY 10 (With Lateral Holding/Point Merge) - ICAO	EIDW AD 2.24-19.1
Standard Arrival Chart - Instrument RNAV RWY 10 - (Without Lateral Holding/Point Merge) - ICAO	EIDW AD 2.24-19.5
Standard Arrival Chart - Instrument RNAV RWY 16 - ICAO	EIDW AD 2.24-20
Standard Arrival Chart - Instrument Approach Chart RNP RNAV RWY 34 - ICAO	EIDW AD 2.24-21
Instrument Approach Chart RNP RWY 28 - ICAO	EIDW AD 2.24-22
Instrument Approach Chart - ILS CAT I & II or LOC RWY 28 - ICAO	EIDW AD 2.24-23
Instrument Approach Chart VOR RWY 28 - ICAO	EIDW AD 2.24-24
Instrument Approach Chart RNP RWY 10 - ICAO	EIDW AD 2.24-25
Instrument Approach Chart - ILS CAT I & II or LOC RWY 10 - ICAO	EIDW AD 2.24-26
Instrument Approach Chart VOR RWY 10 - ICAO	EIDW AD 2.24-27

Name	Page
Visual Approach Chart - ICAO	EIDW AD 2.24-28
Instrument Approach Chart ILS or LOC RWY 16 - ICAO	EIDW AD 2.24-29
Instrument Approach Chart VOR RWY 16 - ICAO	EIDW AD 2.24-30
Instrument Approach Chart RVNAV (GNSS) RWY 34 - ICAO	EIDW AD 2.24-32
Instrument Approach Chart VOR RWY 34 - ICAO	EIDW AD 2.24-33

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AIP IRELAND

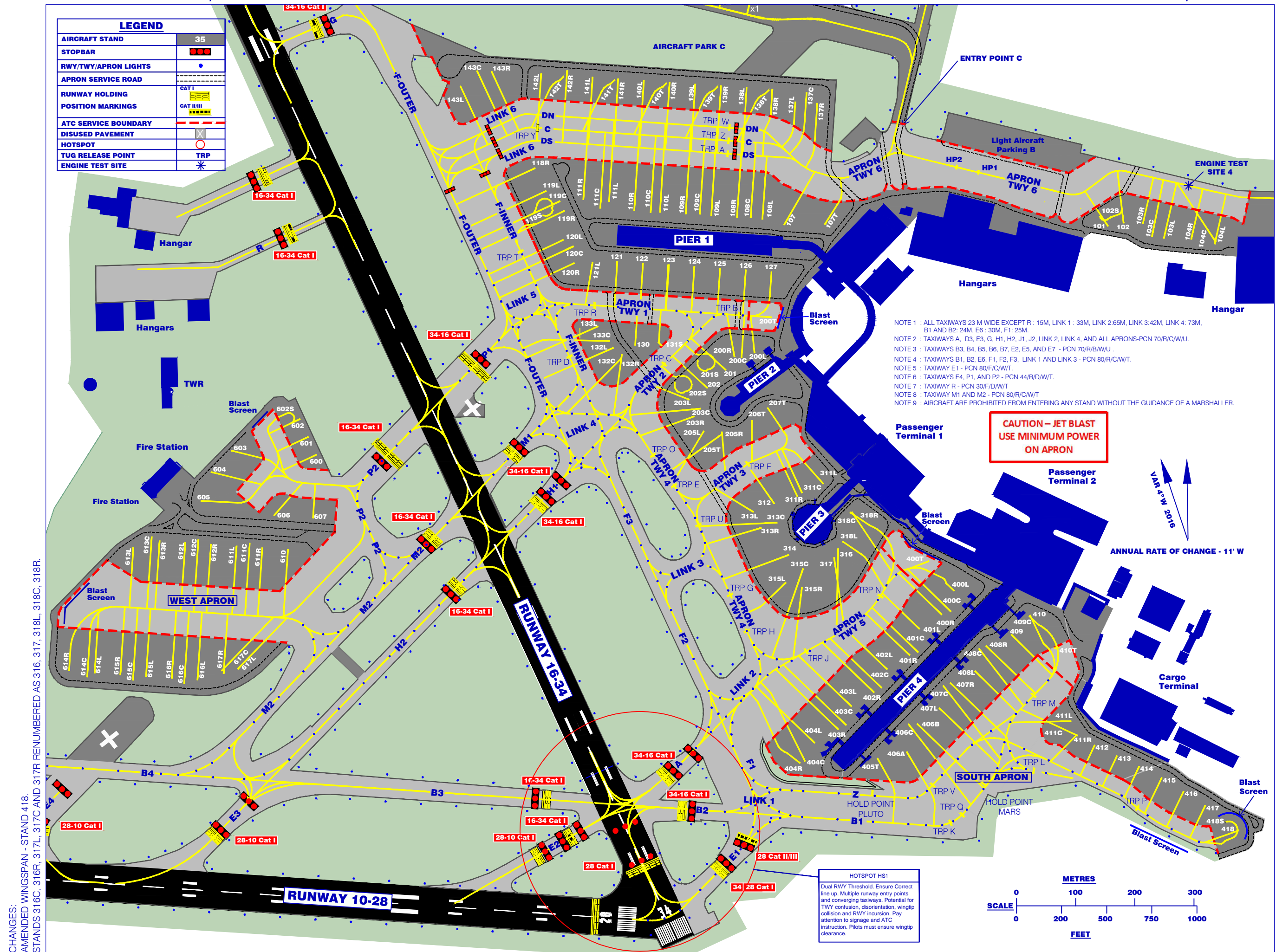
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV.
220 FT

TWR 118.600
GND 121.800
ATIS 124.525

EIDW AD 2.24-2

DUBLIN AIRPORT/ IRELAND



AERONAUTICAL INFORMATION 22 JUNE 2017

Dublin Airport - Stand Information for Parking/Docking Chart 22 June 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	318L	53 25 33.39 N	006 14 42.73 W	41.10m	47.40m	TAXI IN, PUSH OUT.	STANDS 316 AND 318C VACANT
102*	53 25 50.41 N	006 14 16.23 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STAND 101S 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
102S*	53 25 50.68 N	006 14 17.43 W	28.70m	30.30m	SELF MANOEUVRING.	STANDS 101 AND 102 VACANT	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
103R*	53 25 50.37 N	006 14 14.43 W	35.80m	44.51m	TOW-IN, PUSH OUT.	STAND 103C VACANT	400T*	53 25 31.79 N	006 14 36.49 W	34.20m	37.60m	PUSH IN, TOW OUT.	AIRCRAFT PARKED NOSE-OUT
103C*	53 25 49.59 N	006 14 13.65 W	60.30m	63.70m	TOW-IN, PUSH OUT.	STANDS 103L AND 103R VACANT	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
103L*	53 25 49.48 N	006 14 12.57 W	35.80m	44.51m	TOW-IN, PUSH OUT.	STAND 103C VACANT	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
104R*	53 25 49.38 N	006 14 10.07 W	35.80m	52.30m	TOW-IN, PUSH OUT.	STAND 104C VACANT	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
104C*	53 25 49.19 N	006 14 07.82 W	60.30m	63.70m	TOW-IN, PUSH OUT.	STANDS 104L AND 104R VACANT	401L*	53 25 28.45 N	006 14 35.79 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 401C VACANT
104L*	53 25 49.09 N	006 14 07.93 W	35.80m	52.30m	TOW-IN, PUSH OUT.	STAND 104C VACANT	401C*	53 25 27.36 N	006 14 36.24 W	65.00m	63.80m	TAXI IN, PUSH OUT.	STANDS 401L, 401R 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	401R*	53 25 27.23 N	006 14 37.08 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 401C VACANT
107*	53 25 50.73 N	006 14 47.25 W	60.30m	63.70m	TAXI IN, PUSH OUT.		402L*	53 25 26.50 N	006 14 39.17 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 402C VACANT
108L*	53 25 51.05 N	006 14 49.21 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT	402C*	53 25 25.39 N	006 14 39.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 402L, 402R VACANT
108C*	53 25 51.15 N	006 14 50.29 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 108R, 108L VACANT	402R*	53 25 25.26 N	006 14 40.43 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 402C VACANT
108R*	53 25 51.18 N	006 14 51.55 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 108C VACANT	403L*	53 25 24.57 N	006 14 42.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 403C VACANT
109L*	53 25 51.31 N	006 14 53.90 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT	403C*	53 25 23.42 N	006 14 42.91 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 403L, 403R VACANT
109C*	53 25 51.41 N	006 14 54.95 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 109R, 109L VACANT	403R*	53 25 23.28 N	006 14 43.78 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 403C VACANT
109R*	53 25 51.44 N	006 14 56.25 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 109C VACANT	404L*	53 25 22.58 N	006 14 45.98 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT
110L*	53 25 51.57 N	006 14 58.59 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT	404C*	53 25 21.38 N	006 14 46.55 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 404L, 404R VACANT
110C*	53 25 51.65 N	006 14 59.41 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 110R, 110L VACANT	404R*	53 25 21.28 N	006 14 47.01 W	35.60m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT
110R*	53 25 51.70 N	006 15 00.94 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 110C VACANT	405T*	53 25 21.45 N	006 14 39.93 W	41.40m	47.40m	TAXI IN, PUSH OUT.	
111L*	53 25 52.23 N	006 15 03.22 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 111C VACANT	406A*	53 25 21.76 N	006 14 37.23 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT
111C*	53 25 51.91 N	006 15 04.05 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 111R, 111L VACANT	406C*	53 25 23.12 N	006 14 36.81 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 406A, 406B VACANT
111R*	53 25 52.35 N	006 15 05.57 W	36.00m	47.00m	TAXI IN, PUSH OUT.	STAND 111C VACANT	406B*	53 25 23.29 N	006 14 36.23 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT
118R*	53 25 54.16 N	006 15 09.91 W	36.00m	46.70m	TAXI IN, PUSH OUT.		407L*	53 25 23.91 N	006 14 33.82 W	34.10m	45.10m	TAXI IN, PUSH OUT.	STAND 407C VACANT
119L*	53 25 52.89 N	006 15 08.94 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STANDS 119C AND 119S VACANT	407C*	53 25 25.10 N	006 14 33.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 407L, 407R 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	407R*	53 25 25.27 N	006 14 32.76 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 407C VACANT
119S*	53 25 51.93 N	006 15 08.44 W	30.40m	30.50m	SELF MANOEUVRING.	STANDS 119L, 119C AND 119R VACANT	408L*	53 25 25.89 N	006 14 30.47 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 408C 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	408C*	53 25 27.07 N	006 14 30.11 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 408L, 408R VACANT
120L*	53 25 50.20 N	006 15 07.50 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STAND 120C VACANT	408R*	53 25 27.25 N	006 14 29.41 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 408C 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	409*	53 25 27.82 N	006 14 27.06 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 409C VACANT. STAND 410T VACANT AT ENTRY/EXIT
120R*	53 25 48.91 N	006 15 06.53 W	36.00m	39.50m	TAXI IN, PUSH OUT.	STAND 120C VACANT	409C*	53 25 28.94 N	006 14 25.56 W	60.30m	68.30m	TAXI IN, PUSH OUT.	STANDS 409, 410, 410T VACANT. USE MIN POWER ONLY. TOW ON IF A/C STOPS DURING ENTRY.
121L*	53 25 48.94 N	006 15 04.86 W	36.00m	39.50m	TAXI IN, PUSH OUT.		410*	53 25 28.81 N	006 14 25.38 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 409C VACANT. STAND 410T VACANT AT ENTRY/EXIT
121*	53 25 48.95 N	006 15 02.60 W	36.00m	45.10m	TAXI IN, PUSH OUT.		410T*	53 25 27.26 N	006 14 23.28 W	34.20m	37.60m	TAXI IN, PUSH OUT.	STAND 409C VACANT.
122*	53 25 48.82 N	006 15 00.26 W	36.00m	45.10m	TAXI IN, PUSH OUT.		411L*	53 25 23.26 N	006 14 22.13 W	34.10m	44.51m	TAXI IN, PUSH OUT.	STAND 411C VACANT
123*	53 25 48.69 N	006 14 57.91 W	36.00m	45.10m	TAXI IN, PUSH OUT.		411C*	53 25 22.46 N	006 14 21.54 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 411L, 411R VACANT
124*	53 25 48.56 N	006 14 55.56 W	36.00m	45.10m	TAXI IN, PUSH OUT.		411R*	53 25 22.52 N	006 14 21.61 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STAND 411C VACANT
125*	53 25 48.43 N	006 14 53.22 W	36.00m	45.10m	TAXI IN, PUSH OUT.		412*	53 25 21.89 N	006 14 20.01 W	34.10m	37.60m	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	413*	53 25 21.28 N	006 14 18.00 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
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	414*	53 25 20.66 N	006 14 16.00 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
130*	53 25 44.38 N	006 15 01.15 W	35.80m	39.50m	TAXI IN, PUSH OUT.		415*	53 25 20.01 N	006 14 13.97 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
131S*	53 25 44.48 N	006 14 58.99 W	27.05m	27.20m	SELF MANOEUVRING.		416*	53 25 19.24 N	006 14 11.99 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
132R*	53 25 43.86 N	006 15 02.38 W	35.80m	44.51m	TAXI IN, PUSH OUT.	STAND 132C VACANT	417*	53 25 18.43 N	006 14 10.05 W	35.80m	37.60m	TAXI IN, PUSH OUT.	
132C*	53 25 43.62 N	006 15 02.49 W	47.60m	54.10m	TAXI IN, PUSH OUT.	STANDS 132L, 132R VACANT	418*	53 25 17.02 N	006 14 07.03 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 418S VACANT
132L*	53 25 44.13 N	006 15 03.56 W	35.80m	39.50m	TAXI IN, PUSH OUT.	STANDS 132C, 133C VACANT	418S*	53 25 17.49 N	006 14 08.26 W	27.05m	27.20m	SELF MANOEUVRING.	STAND 418 VACANT
133L*	53 25 45.42 N	006 15 04.49 W	35.80m	39.50m	TAXI IN, PUSH OUT.	STAND 133C VACANT	600*	53 25 38.73 N	006 15 30.82 W	28.65m	30.30m	TAXI IN, PUSH OUT.	
133C*	53 25 44.60 N	006 15 03.47 W	47.60m	48.50m	TAXI IN, PUSH OUT.	STANDS 132L, 133L VACANT	601*	53 25 39.72 N	006 15 31.53 W	28.65m	30.30m	TAXI IN, PUSH OUT.	
137L*	53 25 57.62 N	006 14 45.93 W	29.50m	44.10m	TAXI IN, PUSH OUT.	STAND 137C VACANT	602*	53 25 40.70 N	006 15 32.24 W	28.65m	30.30m	TAXI IN, PUSH OUT.	
137C*	53 25 57.98 N	006 14 44.91 W	65.00m	63.75m	TAXI IN, PUSH OUT.	STANDS 137L, 137R VACANT	602S*	53 25 40.39 N	006 15 33.41 W	16.00m	14.50m	SELF MANOEUVRING.	STAND 602 VACANT
137R*	53 25 57.51 N	006 14 43.93 W	29.50m	68.29m	TAXI IN, PUSH OUT.	STAND 137C VACANT	603*	53 25 39.07 N	006 15 37.94 W	35.80m	45.10m	TAXI IN, PUSH OUT.	
138L*	53 25 58.28 N	006 14 50.38 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 138T VACANT	604*	53 25 37.92 N	006 15 39.78 W	35.80m	45.10m	TAXI IN, PUSH OUT.	
138T*	53 25 58.10 N	006 14 48.33 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 138L, 138R VACANT	605*	53 25 36.41 N	006 15 40.70 W	35.80m	45.10m	TAXI IN, PUSH OUT.	
138R*	53 25 58.15 N	006 14 48.03 W	36.00m	48.90m	TAXI IN, PUSH OUT.	STAND 138T VACANT	606*	53 25 35.68 N	006 15 34.36 W	36.00m	39.50m	TAXI IN, PUSH OUT.	
139L*	53 25 58.54 N	006 14 55.07 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 139T VACANT	607*	53 25 35.52 N	006 15 31.00 W	34.10m	31.50m	TAXI IN, PUSH OUT.	
139T*	53 25 58.37 N	006 14 53.03 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 139L, 139R VACANT	610*	53 25 33.66 N	006 15 33.38 W	36.00m	50.00m	TAXI IN, PUSH OUT.	
139R*	53 25 58.41 N	006 14 52.73 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 139T VACANT	611R*	53 25 33.79 N	006 15 35.73 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 611C VACANT
140L*	53 25 58.80 N	006 14 59.76 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 140T VACANT	611C*	53 25 33.85 N	006 15 36.90 W	64.80m	75.40m	TAXI IN, PUSH OUT.	STANDS 611R, 611L VACANT
140T*	53 25 58.62 N	006 14 57.72 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 140L, 140R VACANT	611L*	53 25 33.92 N	006 15 38.07 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 611C VACANT
140R*	53 25 58.67 N	006 14 57.42 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 140T VACANT	612R*	53 25 34.05 N	006 15 40.42 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 612C VACANT
141L*	53 25 59.05 N	006 15 04.45 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 141T VACANT	612C*	53 25 34.11 N	006 15 41.59 W	64.80m	75.40m	TAXI IN, PUSH OUT.	STANDS 612R, 612L VACANT
141T*	53 25 58.88 N	006 15 02.41 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 141L, 141R VACANT	612L*	53 25 34.18 N	006 15 42.76 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 612C VACANT
141R*	53 25 58.92 N	006 15 02.11 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 141T VACANT	613R*	53 25 34.31 N	006 15 45.11 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 613C VACANT
142L*	53 25 59.31 N	006 15 09.15 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 142T VACANT	613C*	53 25 34.37 N	006 15 45.89 W	64.80m	75.40m	TAXI IN, PUSH OUT.	STANDS 613R, 613L VACANT
142T*	53 25 59.14 N	006 15 07.10 W	50.90m	54.10m	TAXI IN, PUSH OUT.	STANDS 142L, 142R VACANT	613L*	53 25 33.96 N	006 15 47.52 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 613C VACANT
142R*	53 25 59.18 N	006 15 06.80 W	36.00m	47.45m	TAXI IN, PUSH OUT.	STAND 142T VACANT	614R*	53 25 27.25 N	006 15 53.70 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 614C VACANT
143L*	53 25 58.74 N	006 15 16.58 W	4										

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	Communication with Rescue and Fire Fighting Service 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 EINN 2.14 and EINN 2.15 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	Associated MET Office	Shannon Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR respectively
4	Type of landing forecast Interval of issuance.	METAR, TREND. 30 Minutes.
5	Briefing/consultation provided	Internet-based self-briefing facility. Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	6-hourly Synoptic Chart; 6-hourly prognostic chart (surface); Prognostic chart of significant weather; Prognostic chart of wind/temperature at upper levels; Prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Weather surveillance radar IRVR RWY 06 and 24 – touchdown, midpoint, stop-end
9	ATS units provided with information	EISN FIX/ACC Shannon TWR
10	Additional information (limitation of service, etc.)	Refer to GEN 3.5.4.2 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	see EINN 2.20
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"> Circle, radius 1.5 NM 523958N 0084053W, SFC to 1000ft AMSL. Area within bearings from 045° True BRG clockwise to 180°True BRG from 523958N 0084053W to INT with boundary

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

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

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 (Racetack Decent on IAP)			REMARKS
	At or Below FL140	Above FL140	Below FL060	FL060-FL140	Above FL140	
DERAG			220KT	220KT		Rate 1 Turn
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 EIKN AD 2.11
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 GEN 3.1.5 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 GEN 3.5.9
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	Ceilorometer, 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 GEN 3.5

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 2.14 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 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 2.15 OTHER 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 EIKN AD 2.3 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 2.16 HELICOPTER 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 EIKN AD 2.3 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 +/-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

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

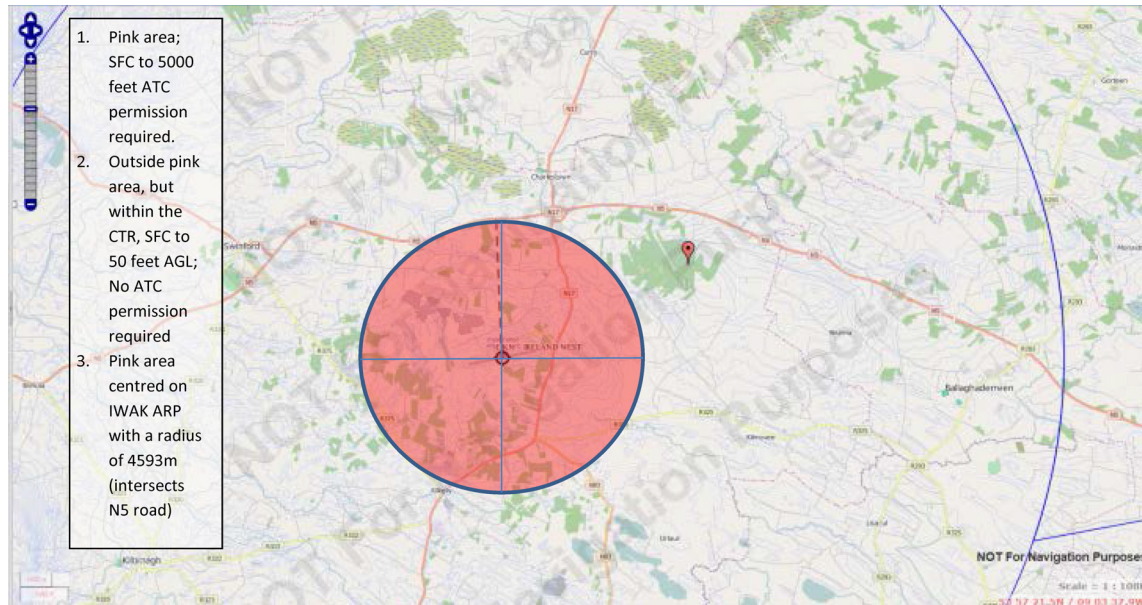
Radio communication failure missed approach for RWY08 and RWY26 are prescribed on the approach charts

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

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

and when completed should be returned to:

Fax: + 353 94 936 72 32

Email: 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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