

# IRELAND

**AIP**

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

**Tel +353 61 703750 - Fax +353 61 366245**

**AIRAC  
AMENDMENT  
NR 007/17  
20 JUL**

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## PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are

GEN 0.3	RECORD OF AIP SUPPLEMENTS: New Section
GEN 3.2	AERONAUTICAL CHARTS: Revised list of Aeronautical Charts, Incorporation of Perm NOTAM B0169/17
EIDW AD 2.15	OTHER LIGHTING, SECONDARY POWER SUPPLY: Revised information
EIDW AD 2.22	FLIGHT PROCEDURES: Revised Table on page 28
EIDW AD 2.24	EIDW AD 2.24-2: Revised Aircraft Parking and Docking Chart
EIDL AD 2.4	HANDLING SERVICES AND FACILITIES: Revised information
EIDL AD 2.7	SEASONAL AVAILABILITY – CLEARING: Revised information
EIDL AD 2.11	METEOROLOGICAL INFORMATION PROVIDED: Revised information
EIDL AD 2.18	ATS COMMUNICATION FACILITIES: Incorporation of Perm NOTAM B0333/17
EIKN AD 2.24	EIKN AD 2.24-7: Revised Chart
EIWF AD 2.24	EIWF AD 2.24-3.1: Revised Chart

Remove Pages	Insert Pages	
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GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	20 JUL 2017/20 JUL 2017
GEN 0.4-1/GEN 0.4-6	GEN 0.4-1/GEN 0.4-6	20 JUL 2017/20 JUL 2017
GEN 3.2-1/GEN 3.2-12	GEN 3.2-1/GEN 3.2-12	20 JUL 2017/20 JUL 2017
EIDW AD 2-1/EIDW AD 2-34	EIDW AD 2-1/EIDW AD 2-34	20 JUL 2017/20 JUL 2017
EIDW AD 2.24-2/TEXT	EIDW AD 2.24-2/TEXT	20 JUL 2017/20 JUL 2017
EIDL AD 2-1/EIDL AD 2-14	EIDL AD 2-1/EIDL AD 2-14	20 JUL 2017/20 JUL 2017
EIKN AD 2.24-7.1/ EIKN AD 2.24-7.1	EIKN AD 2.24-7.1/ EIKN AD 2.24-7.1	20 JUL 2017/20 JUL 2017
EIWF AD 2.24-3.1/ EIWF AD 2.24-3.1	EIWF AD 2.24-3.1/ EIWF AD 2.24-3.1	20 JUL 2017/20 JUL 2017

New Supplements for this Amendment :	NIL
Supplements cancelled in this Amendment :	NIL
New AIC for this Amendment :	06/17, 07/17
AIC's cancelled in this Amendment :	05/17

PERM NOTAM incorporated in this Amendment : B0169/17; B0333/17

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**GEN 0.3 RECORD OF AIP SUPPLEMENTS**

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

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

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2 - 11	20 JUL 2017	*	2.24 – 13.1	28 APR 2016		2 - 2	04 FEB 2016	
2 - 12	20 JUL 2017	*	2.24 – 13.2	28 APR 2016		2 - 3	04 FEB 2016	
2 - 13	20 JUL 2017	*	2.24 – 14.1	18 AUG 2016		2 - 4	04 FEB 2016	
2 - 14	20 JUL 2017	*	2.24 – 14.2	18 AUG 2016		2 - 5	04 FEB 2016	
2.24 - 1	28 JUN 2012		2.24 – 15.1	18 AUG 2016		2 - 6	04 FEB 2016	
2.24 - 2	28 JUN 2012		2.24 – 15.2	18 AUG 2016		2 - 7	04 FEB 2016	
2.24 - 3	05 APR 2012		2.24 – 16.1	18 AUG 2016		2 - 8	04 FEB 2016	
2.24 - 4	05 APR 2012		2.24 – 16.2	18 AUG 2016		2 - 9	04 FEB 2016	
2.24 - 5	05 APR 2012		2.24 – 17.1	18 AUG 2016		2 - 10	04 FEB 2016	
2.24 - 6	23 JAN 2003		2.24 – 17.2	18 AUG 2016		2.24 - 1	16 FEB 2006	
	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	20 JUL 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	20 JUL 2017	*
2.24 – 4.2	28 APR 2016		2.24 -4.1	25 MAY 2017		2.24-3.2	25 MAY 2017	
2.24 – 5.1	28 APR 2016		2.24 -4.2	25 MAY 2017		2.24 - 5	30 OCT 2003	
2.24 – 5.2	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 - 3	16 OCT 2014
2 - 12	27 APR 2017	2 - 1	24 JUL 2014	2 - 4	16 OCT 2014
2.24 - 1	07 JUN 2007	2 - 2	24 JUL 2014	2 - 5	16 OCT 2014
2.24.3 - 1	04 APR 2013	2 - 3	24 JUL 2014	2 - 6	16 OCT 2014
2.24.3 - 2	04 APR 2013	2 - 4	24 JUL 2014		EIMS AD
2.24.4 - 1	07 MAR 2013	2 - 5	24 JUL 2014	2 - 1	30 MAY 2013
2.24.4 - 2	07 MAR 2013	2 - 6	24 JUL 2014	2 - 2	30 MAY 2013
2.24.5 - 1	04 APR 2013		EICN AD	2 - 3	30 MAY 2013
2.24.5 - 2	04 APR 2013	2 - 1	05 FEB 2015	2 - 4	30 MAY 2013
	EIAB AD	2 - 2	05 FEB 2015		EINC AD
2 - 1	24 JUL 2014	2 - 3	05 FEB 2015	2 - 1	16 OCT 2014
2 - 2	24 JUL 2014	2 - 4	05 FEB 2015	2 - 2	16 OCT 2014
2 - 3	24 JUL 2014	2 - 5	05 FEB 2015	2 - 3	16 OCT 2014
2 - 4	24 JUL 2014	2 - 6	05 FEB 2015	2 - 4	16 OCT 2014
2 - 5	24 JUL 2014		EIIM AD	2 - 5	16 OCT 2014
2 - 6	24 JUL 20 14	2 - 1	16 OCT 2014	2 - 6	16 OCT 2014
	EIBN AD	2 - 2	16 OCT 2014		EIRT AD
2 - 1	05 FEB 2015	2 - 3	16 OCT 2014	2 - 1	16 OCT 2014
2 - 2	05 FEB 2015	2 - 4	16 OCT 2014	2 - 2	16 OCT 2014
2 - 3	05 FEB 2015	2 - 5	16 OCT 2014	2 - 3	16 OCT 2014
2 - 4	05 FEB 2015	2 - 6	16 OCT 2014	2 - 4	16 OCT 2014
2 - 5	05 FEB 2015		EIIR AD	2 - 5	16 OCT 2014
2 - 6	05 FEB 2015	2 - 1	16 OCT 2014	2 - 6	16 OCT 2014
	EIBR AD	2 - 2	16 OCT 2014		EITM AD
2 - 1	05 MAR 2015	2 - 3	16 OCT 2014	2 - 1	16 OCT 2014
2 - 2	05 MAR 2015	2 - 4	16 OCT 2014	2 - 2	16 OCT 2014
2 - 3	05 MAR 2015	2 - 5	16 OCT 2014	2 - 3	16 OCT 2014
2 - 4	05 MAR 2015	2 - 6	16 OCT 2014	2 - 4	16 OCT 2014
2 - 5	05 MAR 2015		EIKK AD	2 - 5	16 OCT 2014
2 - 6	05 MAR 2015	2 - 1	25 JUN 2015	2 - 6	16 OCT 2014
	EIBT AD	2 - 2	25 JUN 2015		
2 - 1	05 FEB 2015	2 - 3	25 JUN 2015		
2 - 2	05 FEB 2015	2 - 4	25 JUN 2015		
2 - 3	05 FEB 2015	2 - 5	25 JUN 2015		
2 - 4	05 FEB 2015	2 - 6	25 JUN 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](mailto:info@iaa.ie)

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

Charts based on ICAO documents: Annex 4, Doc 8697

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

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

### 2. MAINTENANCE OF CHARTS

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

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

### 3. PURCHASE ARRANGEMENTS

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](mailto: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

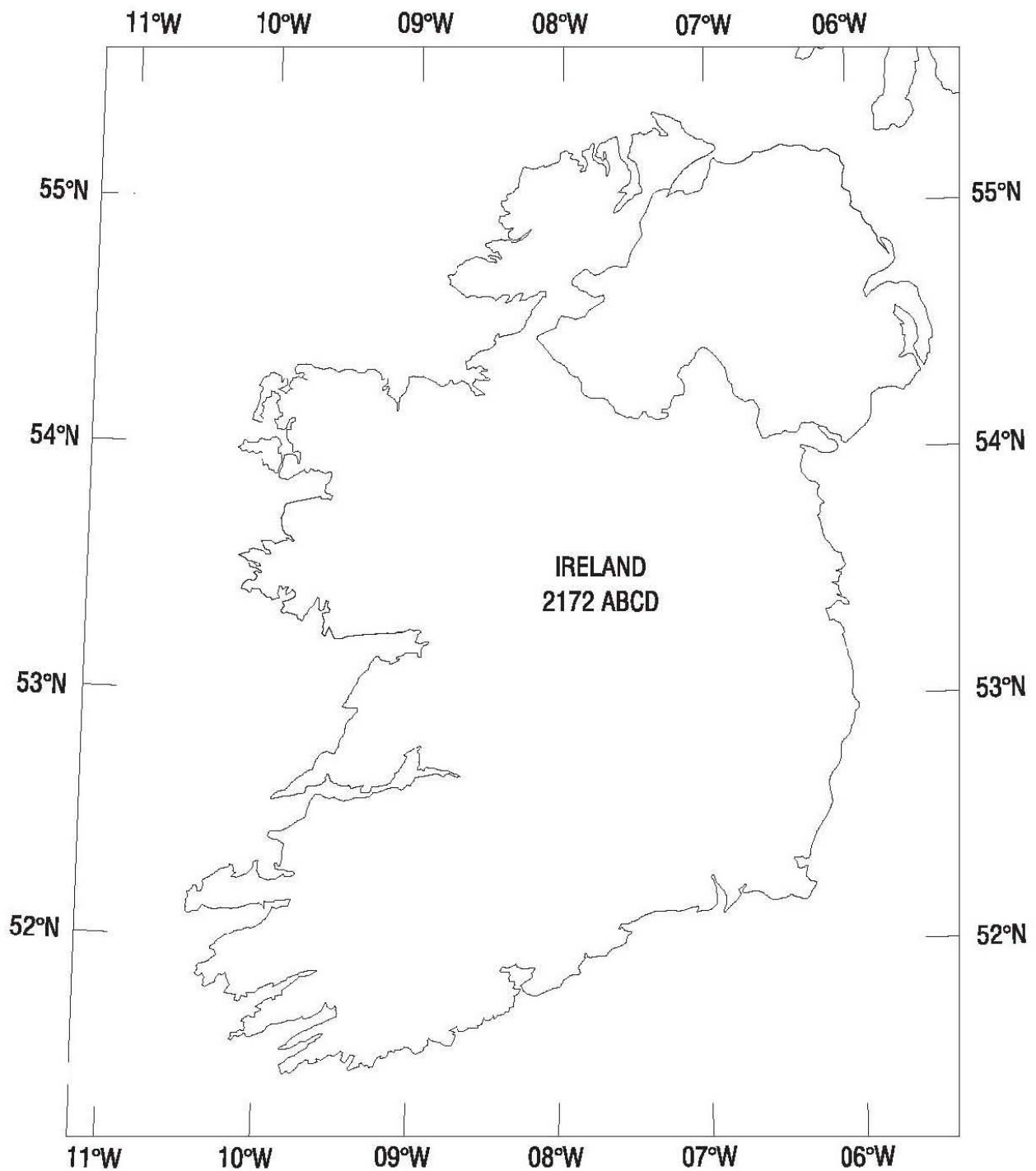
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	STAR	EIDW AD 2.24-19.5	EIDW RNAV RWY 10 (Without Lateral Holding/Point Merge)	23 JUL 2015
	STAR	EIDW AD 2.24-20	EIDW RNAV RWY 16	13 DEC 2012
	STAR	EIDW AD 2.24-21	EIDW RNAV RWY 34	13 DEC 2012
	STAR	EIME AD 2.24-29	EIME RWY 23/29	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	20 JUL 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	20 JUL 2017
	IAC	EIWF AD 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A,B,C	08 DEC 2016
Instrument Approach Chart ICAO 1:250 000	IAC	EIKY AD 2.24-7	EIKY RNAV (GNSS) RWY 26 CAT A,B,C	25 MAY 2017
	IAC	EIKY AD 2.24-10	EIKY RNAV (GNSS) RWY 08 CAT A,B,C	08 DEC 2016
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A,B,C	26 MAY 2016
Instrument Approach Chart ICAO 1: 200 000	IAC	EIME AD 2.24-15	VOR/DME RWY 11 CAT A,B,C,D	30 APR 2015
	IAC	EIME AD 2.24-20	SRA RWY 11 CAT A,B,C,	30 APR 2015
	IAC	EIME AD 2.24-21	SRA RWY 23 CAT A,B,C	30 APR 2015
Visual Approach Chart ICAO 1: 250 000	VAC	EICK AD 2.24-19	CORK	13 MAR 2008
	VAC	EIDL AD 2.24-6	DONEGAL	23 JAN 2003
	VAC	EIDW AD 2.24-28	DUBLIN	18 NOV 2010
	VAC	EIKN AD 2.24-12	CONNAUGHT	14 FEB 2009
	VAC	EIKY AD 2.24-11	KERRY	28 OCT 2004
	VAC	EINN AD 2.24-15	SHANNON	28 SEP 2006
	VAC	EISG AD 2.24-6	SLIGO	20 MAR 2003
	VAC	EIWF AD 2.24-7	WATERFORD	30 OCT 2003
Aerodrome Chart ICAO 1: 25 000	AD	EICK AD 2.24-1	CORK	02 FEB 2017
	AD	EINN AD 2.24-1	SHANNON	26 MAY 2016
Aerodrome Chart ICAO 1: 20 000	AD	EIKN AD 2.24-1	IRELAND WEST	18 AUG 2016
	AD	EIKY AD 2.24-1	KERRY	13 NOV 2014
Aerodrome Chart ICAO 1: 15 000	AD	EIDL AD 2.24-1	DONEGAL	28 JUN 2012
	AD	EISG AD 2.24-1	SLIGO	16 FEB 2006
	AD	EIWF AD 2.24-1	WATERFORD	30 OCT 2003
	AD	EIWT AD 2.24-1	WESTON	07 JUN 2007
Aerodrome Chart ICAO As per Published Chart	AD	EIDW AD 2.24-1	DUBLIN	25 MAY 2017
	AD	EIME AD 2.24-1	BALDONNEL	30 APR 2015

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	20 JUL 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 <sup>5</sup> (500FT) Quadrant Amended to 1 <sup>1</sup> (1100FT) with a radius of 30NM
Aeronautical Chart/South 1:250,000	513000N011000W	MEA/MEF Value 0 <sup>5</sup> (500FT) Quadrant Amended to 1 <sup>1</sup> (1100FT) with a radius of 30NM
Aeronautical Chart/ICAO 1:500,000	540000N0083000W	MEA/MEF Value 2 <sup>8</sup> (2800FT) Quadrant Amended to 3 <sup>0</sup> (3000FT) with a radius of 30NM
Aeronautical Chart/South 1:250,000	540000N0083000W	MEA/MEF Value 2 <sup>8</sup> (2800FT) Quadrant Amended to 3 <sup>0</sup> (3000FT) with a radius of 30NM

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**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 <a href="#">GEN 3.1.5</a>

## 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 <a href="#">EIDW AD 2.20</a>

## EIDW AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels At Airport and in Dublin area
2	Restaurants	See <a href="http://www.dublinairport.com">www.dublinairport.com</a>
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 <a href="http://www.dublinairport.com">www.dublinairport.com</a>
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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	<b>Communication with Rescue and Fire Fighting Service:</b> 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	<b>Charts and other information available for briefing or consultation</b>	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels
8	<b>Supplementary equipment available for providing information</b>	Weather RADAR, satellite cloud picture receiver, IRVR RWYs 10 and 28 (touchdown, midpoint, stopend) IRVR RWY 16 (touchdown, midpoint) Satellite Display available.
9	<b>ATS units provided with information</b>	Dublin TWR
10	<b>Additional information (limitation of service, etc.)</b>	<a href="#">GEN 3.5.4.2</a> 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	<a href="#">see EIDW AD 2.20</a>
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, B6, 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 and West Apron.</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		Final Controller
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 2.19 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 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 TWY 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;

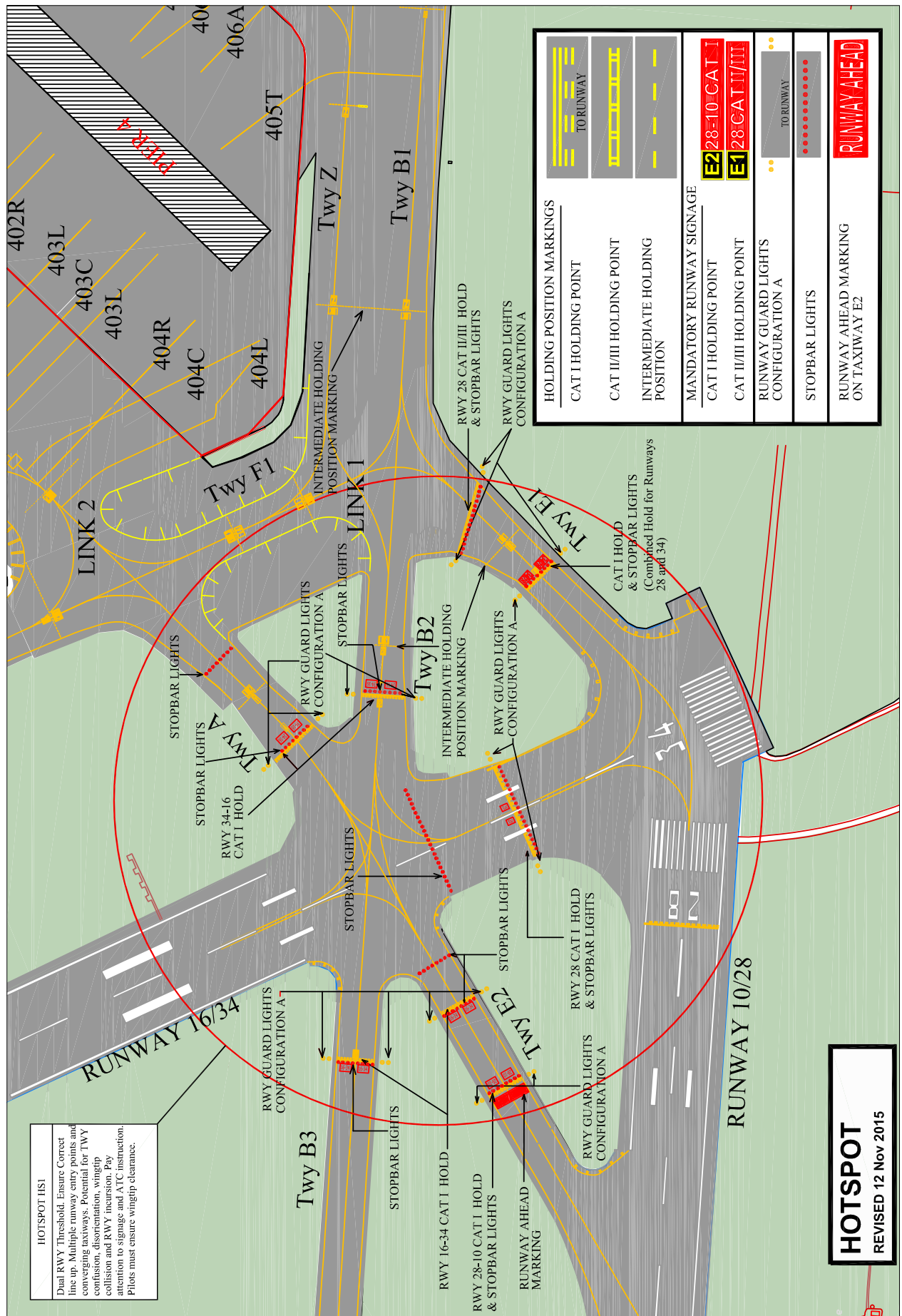
9.5 For low visibility conditions, a CAT II/III runway-holding position is established on Taxiway E1. This holding position is denoted by:

- 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 Baldonnel 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 nav aids 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)	Intermediate 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. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
					4NM to THR IAS as performance requires.	2. If unable to comply with the above, advise ATC as soon as possible.
<b>Warning</b> 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 high terrain to the south of Dublin Airport.						

## 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 Z
10	E2, B2, or E1 to stand	H1, H2, B4 to B7	All except 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.

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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
Visual Approach Chart - ICAO	EIDW AD 2.24-28



<b>Name</b>	<b>Page</b>
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

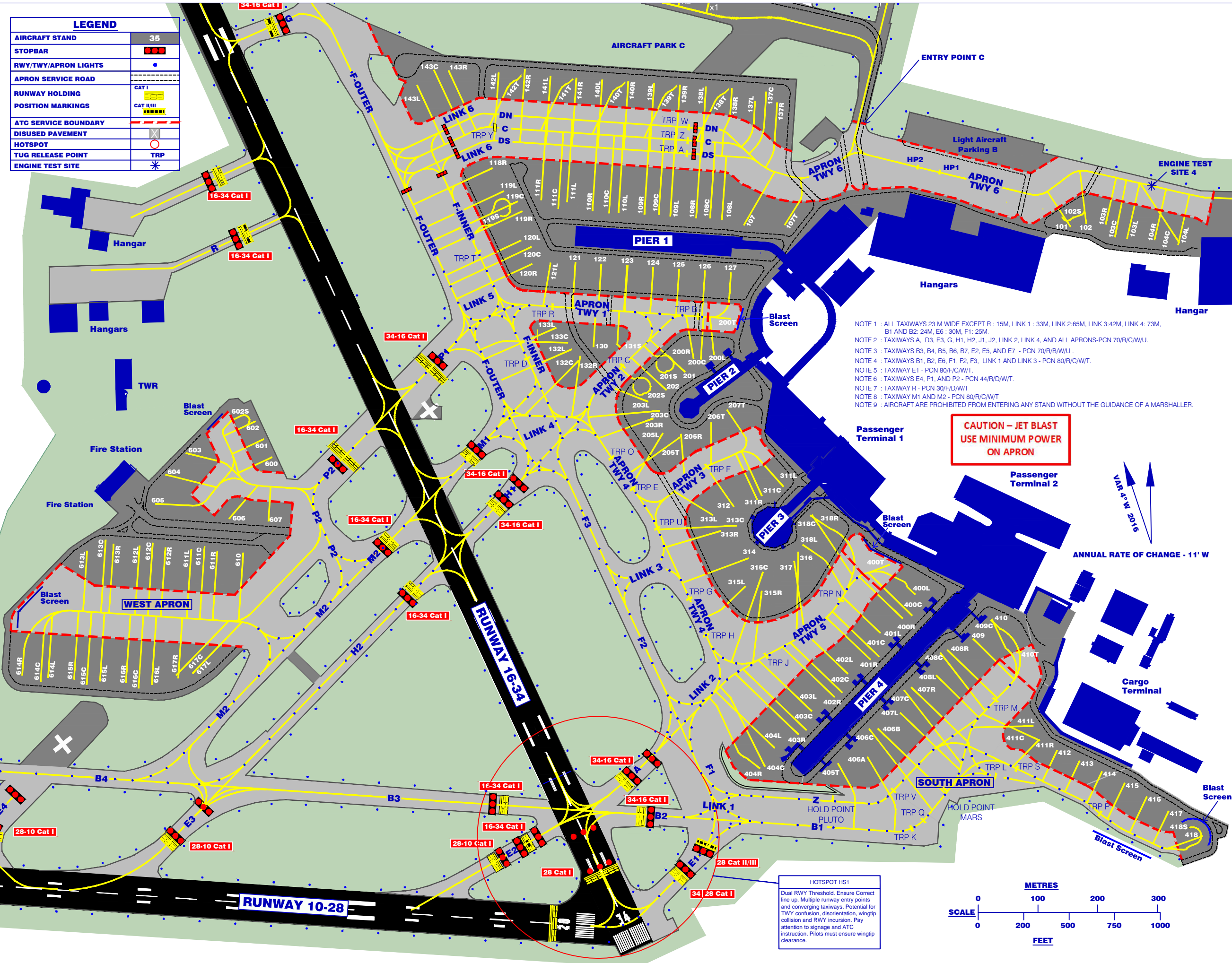
APRON ELEV.  
220 FT

TWR 118.600  
GND 121.800  
ATIS 124.525

EIDW AD 2.24-2

DUBLIN AIRPORT/ IRELAND

LEGEND	
AIRCRAFT STAND	35
STOPBAR	●●●●
RWY/TWY/APRON LIGHTS	●
APRON SERVICE ROAD	---
RUNWAY HOLDING	CAT I
POSITION MARKINGS	CAT II/III
ATC SERVICE BOUNDARY	---
DISUSED PAVEMENT	---
HOTSPOT	○
TUG RELEASE POINT	TRP
ENGINE TEST SITE	✱



CHANGES:  
NEW TRP S

INS CHECK POINTS

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

400T*	53 25 31.79 N	006 14 36.49 W	34.20m	37.60m	PUSH IN, TOW OUT.	AIRCRAFT PARKED NOSE-OUT
400L*	53 25 30.50 N	006 14 32.55 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT
400C*	53 25 29.36 N	006 14 32.87 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 400L, 400R VACANT. STAND 400T VACANT AT ENTRY/EXIT
400R*	53 25 29.21 N	006 14 33.73 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 400C VACANT. STAND 400T VACANT AT ENTRY/EXIT
401L*	53 25 28.45 N	006 14 35.79 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 401C VACANT
401C*	53 25 27.36 N	006 14 36.24 W	65.00m	63.80m	TAXI IN, PUSH OUT.	STANDS 401L, 401R VACANT
401R*	53 25 27.23 N	006 14 37.08 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 401C VACANT
402L*	53 25 26.50 N	006 14 39.17 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 402C VACANT
402C*	53 25 25.39 N	006 14 39.56 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 402L, 402R VACANT
402R*	53 25 25.26 N	006 14 40.43 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 402C VACANT
403L*	53 25 24.57 N	006 14 42.61 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 403C VACANT
403C*	53 25 23.42 N	006 14 42.91 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 403L, 403R VACANT
403R*	53 25 23.28 N	006 14 43.78 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 403C VACANT
404L*	53 25 22.58 N	006 14 45.98 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT
404C*	53 25 21.38 N	006 14 46.55 W	65.00m	74.00m	TAXI IN, PUSH OUT.	STANDS 404L, 404R VACANT
404R*	53 25 21.28 N	006 14 47.01 W	35.60m	45.10m	TAXI IN, PUSH OUT.	STAND 404C VACANT
405T*	53 25 21.45 N	006 14 39.93 W	41.40m	47.40m	TAXI IN, PUSH OUT.	
406A*	53 25 21.76 N	006 14 37.23 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT
406C*	53 25 23.12 N	006 14 36.81 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 406A, 406B VACANT
406B*	53 25 23.29 N	006 14 36.23 W	41.40m	47.40m	TAXI IN, PUSH OUT.	STAND 406C VACANT
407L*	53 25 23.91 N	006 14 33.82 W	34.10m	45.10m	TAXI IN, PUSH OUT.	STAND 407C VACANT
407C*	53 25 25.10 N	006 14 33.46 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 407L, 407R VACANT
407R*	53 25 25.27 N	006 14 32.76 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 407C VACANT
408L*	53 25 25.89 N	006 14 30.47 W	36.00m	45.10m	TAXI IN, PUSH OUT.	STAND 408C VACANT
408C*	53 25 27.07 N	006 14 30.11 W	65.00m	75.40m	TAXI IN, PUSH OUT.	STANDS 408L, 408R VACANT
408R*	53 25 27.25 N	006 14 29.41 W	36.00m	46.70m	TAXI IN, PUSH OUT.	STAND 408C VACANT
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
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.
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
410T*	53 25 27.26 N	006 14 23.28 W	34.20m	37.60m	TAXI IN, PUSH OUT.	STAND 409C VACANT.
411L*	53 25 23.26 N	006 14 22.13 W	34.10m	44.51m	TAXI IN, PUSH OUT.	STAND 411C VACANT
411C*	53 25 22.46 N	006 14 21.54 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 411L, 411R VACANT
411R*	53 25 22.52 N	006 14 21.61 W	34.10m	37.60m	TAXI IN, PUSH OUT.	STAND 411C VACANT
412*	53 25 21.89 N	006 14 20.01 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
413*	53 25 21.28 N	006 14 18.00 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
414*	53 25 20.66 N	006 14 16.00 W	34.10m	37.60m	TAXI IN, PUSH OUT.	
415*	53 25 20.01 N	006 14 13.97 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
416*	53 25 19.24 N	006 14 11.99 W	35.80m	44.51m	TAXI IN, PUSH OUT.	
417*	53 25 18.43 N	006 14 10.05 W	35.80m	37.60m	TAXI IN, PUSH OUT.	
418*	53 25 17.02 N	006 14 07.03 W	36.00m	44.51m	TAXI IN, PUSH OUT.	STAND 418S VACANT
418S*	53 25 17.49 N	006 14 08.26 W	27.05m	27.20m	SELF MANOEUVRING.	STAND 418 VACANT
600*	53 25 38.73 N	006 15 30.82 W	28.65m	30.30m	TAXI IN, PUSH OUT.	
601*	53 25 39.72 N	006 15 31.53 W	28.65m	30.30m	TAXI IN, PUSH OUT.	
602*	53 25 40.70 N	006 15 32.24 W	28.65m	30.30m	TAXI IN, PUSH OUT.	
602S*	53 25 40.39 N	006 15 33.41 W	16.00m	14.50m	SELF MANOEUVRING.	STAND 602 VACANT
603*	53 25 39.07 N	006 15 37.94 W	35.80m	45.10m	TAXI IN, PUSH OUT.	
604*	53 25 37.92 N	006 15 39.78 W	35.80m	45.10m	TAXI IN, PUSH OUT.	
605*	53 25 36.41 N	006 15 40.70 W	35.80m	45.10m	TAXI IN, PUSH OUT.	
606*	53 25 35.68 N	006 15 34.36 W	36.00m	39.50m	TAXI IN, PUSH OUT.	
607*	53 25 35.52 N	006 15 31.00 W	34.10m	31.50m	TAXI IN, PUSH OUT.	
610*	53 25 33.66 N	006 15 33.38 W	36.00m	50.00m	TAXI IN, PUSH OUT.	
611R*	53 25 33.79 N	006 15 35.73 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 611C VACANT
611C*	53 25 33.85 N	006 15 36.90 W	64.80m	75.40m	TAXI IN, PUSH OUT.	STANDS 611R, 611L VACANT
611L*	53 25 33.92 N	006 15 38.07 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 611C VACANT
612R*	53 25 34.05 N	006 15 40.42 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 612C VACANT
612C*	53 25 34.11 N	006 15 41.59 W	64.80m	75.40m	TAXI IN, PUSH OUT.	STANDS 612R, 612L VACANT
612L*	53 25 34.18 N	006 15 42.76 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 612C VACANT
613R*	53 25 34.31 N	006 15 45.11 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 613C VACANT
613C*	53 25 34.37 N	006 15 45.89 W	64.80m	75.40m	TAXI IN, PUSH OUT.	STANDS 613R, 613L VACANT
613L*	53 25 33.96 N	006 15 47.52 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 613C VACANT
614R*	53 25 27.25 N	006 15 53.70 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 614C VACANT
614C*	53 25 27.17 N	006 15 52.01 W	63.50m	75.40m	TAXI IN, PUSH OUT.	STANDS 614R, 614L VACANT
614L*	53 25 27.12 N	006 15 51.35 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 614C VACANT
615R*	53 25 26.99 N	006 15 49.01 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 615C VACANT
615C*	53 25 26.94 N	006 15 47.83 W	63.50m	75.40m	TAXI IN, PUSH OUT.	STANDS 615R, 615L VACANT
615L*	53 25 26.87 N	006 15 46.66 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 615C VACANT
616R*	53 25 26.74 N	006 15 44.32 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 616C VACANT
616C*	53 25 26.68 N	006 15 43.14 W	63.50m	75.40m	TAXI IN, PUSH OUT.	STANDS 616R, 616L VACANT
616L*	53 25 26.61 N	006 15 41.97 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 616C VACANT
617R*	53 25 27.41 N	006 15 39.48 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 617C VACANT
617C*	53 25 27.12 N	006 15 39.73 W	60.30m	63.70m	TAXI IN, PUSH OUT.	STANDS 617R, 617L VACANT
617L*	53 25 27.51 N	006 15 37.71 W	36.00m	50.00m	TAXI IN, PUSH OUT.	STAND 617C VACANT

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

EIDL – DONEGAL

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

1	ARP coordinates and site at Aerodrome	550239N 0082028W Mid-point RWY 03/21
2	Direction and distance from the CITY	2NM SW of Bunbeg
3	Elevation/Reference temperature	31ft/19.1°C (Max Temp) 2.2°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	190ft
5	MAG VAR/Annual change	5°(2014)/11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Donegal Airport Co, Carrickfinn, Kincasslagh, Co. Donegal.  Phone:+353 74 954 82 84 Phone:+353 74 954 82 32 Fax: + 353 74 954 84 83 Fax: + 353 74 956 29 16 (ATC) Email: info@donegalairport.ie Email: atc@donegalairport.ie AFS: EIDLZTZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

**EIDL AD 2.3 OPERATIONAL HOURS**

1	AD Administration	0900-1700
2	Customs and immigration	24HR PN required to AD admin
3	Health and sanitation	As ATS
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	As ATS
6	MET Briefing Office	See Remarks
7	ATS	MON-SAT 0730-2000, SUN 1000-2000
8	Fuelling	As ATS
9	Handling	As ATS
10	Security	H24
11	De-icing	OCT-APR On request

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

1	Cargo handling facilities:	Contact Aerodrome Administration
2	Fuel/oil types	JET A1,
3	Fuelling facilities/capacity	2 Trucks 9,000L JET A1
4	De-icing facilities	AVBL Mobile Unit
5	Hangar space available for visiting aircraft	40Mx30M
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Handling services AVBL within AD HR by arrangement with the AD

## EIDL AD 2.5 PASSENGER FACILITIES

1	Hotels	Available within 7 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	First Aid at AD. Hospital within 7 miles
5	Bank and Post Office	AVBL in Bunbeg & Dungloe. ATM at AD
6	Tourist Office	At AD
7	Remarks	Nil

## EIDL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 4 Scheduled Flights, Higher On Request
2	Rescue equipment	2 6x6 Panther & Cobra with support equipment.
3	Capability for removal of disabled aircraft	Contact Airport Authority
4	Remarks	Fire Cover available during Operating HR

## EIDL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	Snow Clearing and anti-icing equipment including: Tractors equipped with ploughs or brushes, Sprayers of de-icing fluid,
2	Clearance priorities	RWY 03/21 and associated TWY to Apron

3	Remarks	Nil
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**EIDL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	Surface: Bitumen/Macadam Strength: PCN 30/F/B/X/T			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23M	Bitumen/Macadam	PCN 23/F/B/X/T
		B	12M	CONC	Not Specified
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

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

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing Guidance System Signboards at intersection of TWY and RWY and at the Holding Position. Guide Lines at Apron
2	RWY/TWY markings and LGT	RWY: Marked: Designator, THR, Centreline, RWY End Turnaround Areas Guidance, Aiming Point. Lighted: THR, End, Edge TWY: Marked: Centreline, Holding position. Lighted: Edge
3	Stop bars	Nil
4	Remarks	Nil

**EIDL 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	
03/APCH 21/TKOF	Localizer Lights 5.86M/19ft LGTD	55 02 15.99N 008 20 42.67W	Sand Dunes 30.5M/99ft LGTD	55 03 02.60 N 008 20 26.06 W	
	Localizer Hut 7.0M/ 22ft Nil	55 02 15.66N 008 20 42.84W	Sand Dunes 20.0M/65ft Nil	55 02 58.86 N 008 20 22.31 W	

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	
	Mobile Obstacle 10.0M/ 32ft Nil	55 02 15.70N 008 20 48.21W	Sand Dunes 13.5M/43ft Nil	55 02 45.12 N 008 20 31.43 W	
	Mobile Obstacle 8.0M/ 25ft Nil	55 02 15.22N 008 20 39.93W	Sand Dunes 13.0M/42ft Nil	55 02 38.70 N 008 20 37.01 W	
	Approach Light 10.0M/ 32ft Nil	55 02 11.86N 008 20 45.27W	Fence 12.0M/39ft Nil	55 02 57.89 N 008 20 20.90 W	
	Pole 19.5M/ 63ft Nil	55 02 09.21N 008 20 41.98W	Fence 12.0M/39ft Nil	55 02 48.97 N 008 20 26.79 W	
	Pole 21.0M/ 69ft Nil	55 02 07.72N 008 20 42.21W	Fence 8.0M/26ft Nil	55 02 40.66 N 008 20 32.01 W	
	Pole 23.5M/76ft Nil	55 02 06.24N 008 20 45.97W	Fence 12.5M/40ft Nil	55 03 01.07 N 008 20 19.12 W	
	Pole 24.0M/79ft Nil	55 02 05.65 N 008 20 46.06 W	Fence 11.0M/35ft Nil	55 02 52.90 N 008 20 13.31 W	
	Pole 24.0M/79ft Nil	55 02 06.05 N 008 20 42.35 W	Fence 8.5M/27ft Nil	55 02 40.98 N 008 20 21.65 W	
	Metal Post 26.5M/86ft Nil	55 02 03.67 N 008 20 43.98 W	Fence 7.0M/23ft Nil	55 02 37.84 N 008 20 22.98 W	
	ESB Pole 26.5M/87ft Nil	55 01 53.43 N 008 20 58.42 W	NDB Aerial 21.8M/72ft LGTD	55 02 38.36 N 008 20 21.49 W	
	ESB Pole 29.0M/94ft Nil	55 01 51.25 N 008 20 55.17 W	DME Aerial 10.0M/33ft Nil	55 02 38.08 N 008 20 22.31 W	
	ESB Pole 32.0M/104ft Nil	55 01 49.37 N 008 20 52.36 W	Tree 51.5M/168ft Nil	55 02 17.18 N 008 18 32.33 W	
	ESB Pole 33.0M/107ft Nil	55 01 47.37 N 008 20 49.37 W	Wind Sock 8.0M/26ft Nil	55 02 30.97 N 008 20 27.93 W	
	ESB Pole 32.0M/105ft Nil	55 01 47.94 N 008 20 53.84 W	Mast 51.5M/168ft Nil	55 02 18.49 N 008 19 04.21 W	



In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
	ESB Pole 32.5M/106ft Nil	55 01 47.33 N 008 20 51.55 W	ESB Pole 55.0M/179ft Nil	55 03 15.34 N 008 17 59.49 W	
	ESB Pole 44.0M/143ft Nil	55 01 28.86 N 008 21 06.64 W	ESB Pole 34.5M/113ft Nil	55 02 00.06 N 008 20 38.95 W	
	ESB Pole 39.0M/127ft Nil	55 01 28.05 N 008 21 04.85 W	Building 31.0M/102ft Nil	55 02 00.45 N 008 20 40.18 W	
	ESB Pole 43.0M/141ft Nil	55 01 27.59 N 008 21 12.32 W	Building 33.5M/110ft Nil	55 01 59.94 N 008 20 38.65 W	
	ESB Pole 43.0M/140ft Nil	55 01 28.45 N 008 21 16.27 W	ESB Pole 37.5M/123ft Nil	55 01 59.18 N 008 20 35.48 W	
	ESB Pole 39.0M/127ft Nil	55 01 26.59 N 008 21 07.78 W	Building 37.0M/120ft Nil	55 01 58.76 N 008 20 35.56 W	
	ESB Pole 52.5M/171ft Nil	55 01 14.24 N 008 21 09.10 W	Pole 37.5M/122ft Nil	55 01 58.49 N 008 20 32.80 W	
	Spot Height 59.5M/194ft Nil	55 01 11.75 N 008 21 09.13 W	Pole 24.0M/78ft Nil	55 02 10.02 N 008 20 35.64 W	
	Spot Height 61.0M/200ft Nil	55 01 05.60 N 008 21 14.26 W	Spot Height 25.0M/82ft Nil	55 02 07.40 N 008 20 36.88 W	
	Spot Height 23.5M/76ft Nil	55 02 05.72 008 20 47.26 W	Spot Height 73.0M/239ft Nil	55 00 19.04 N 008 20 49.60 w	
	Bush 26.0M/85ft Nil	55 02 01.57 N 008 20 51.37 W	Pole 56.0M/184ft Nil	55 04 05.83 N 008 17 43.11 W	
	Bush 25.0M/81ft Nil	55 02 02.36 N 008 20 51.24 W	Trig Point 105.5M/346ft Nil	55 00 56.09 N 008 19 10.89 W	
	Building 30.0M/99ft Nil	55 01 49.85 N 008 20 57.24 W	Spot Height 87.0M/285ft Nil	55 00 56.81 N 008 19 24.92 W	
	ESB Pole 34.5M/113ft Nil	55 01 24.96 N 008 21 00.28 W	Spot Height 64.0M/210ft Nil	55 00 53.32 N 008 20 49.08 W	

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	
21/APCH 03/TKOF	Spot Height 18.5M/ 60ft Nil	55 03 03.50N 008 20 05.34W	Spot Height 57.0M/187ft Nil	55 01 09.73 N 008 20 47.94 W	
	Spot Height 19.5M/ 63ft Nil	55 03 11.25N 008 20 07.15W	Spot Height 65.0M/213ft Nil	55 00 32.25 N 008 20 53.09 W	
	Building 31.5M/ 103ft Nil	55 03 12.96N 008 19 58.61W	Spot Height 56.0M/184ft Nil	55 00 58.65 N 008 20 36.83 W	
			Pole 57.5M/188ft Nil	55 01 53.33 N 008 17 33.43 W	
			Pole 56.5M/185ft Nil	55 01 54.41 N 008 17 37.00 W	
			Pole 55.0M/180ft Nil	55 01 55.59 N 008 17 40.83 W	
			Pole 56.5M/185ft Nil	55 01 52.73 N 007 17 46.49 W	
			Building 50.5M/165ft Nil	55 01 52.07 N 008 17 46.54 W	
			Building 61.0M/199ft Nil	55 01 41.04 N 008 17 40.12 W	
			Pole 61.0M/200ft Nil	55 01 41.72 N 008 17 40.62 W	
			Spot Height 93.0M/305ft Nil	55 00 48.05 N 008 17 56.48 W	
			Spot Height 92.0M/302ft Nil	55 00 51.31 N 008 17 47.50 W	
			Building 16.0M/52ft Nil	55 02 17.56 N 008 20 33.55 W	
			Building 16.5M/53ft Nil	55 02 16.73 N 008 20 29.72 W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Pole 33.0M/107ft Nil	55 01 44.64 N 008 20 46.64 W	
			Pole 33.0M/108ft Nil	55 01 44.41 N 008 20 43.64 W	
			Pole 23.0M/75ft Nil	55 02 08.27 N 008 20 57.81 W	
			Spot Height 219.0M/718ft Nil	55 00 28.17 N 008 15 30.66 W	
			Spot Height 457.0M/1499ft Nil	55 00 36.02 N 008 13 25.07 W	
			Spot Height 246.0M/807ft Nil	55 04 11.55 N 008 14 15.86 W	
			Spot Height 250.0M/820ft Nil	55 04 14.47 N 008 14 08.38 W	
			Spot Height 429.0M/1407ft Nil	55 04 57.23 N 008 11 58.70 W	
			Spot Height 517.0M/1696ft Nil	54 59 53.34 N 008 11 30.25 W	
			Spot Height 409.0M/1342ft Nil	54 59 48.13 N 008 13 05.56 W	
			Spot Height 154.0M/505ft Nil	55 08 07.28 N 008 11 27.81 W	
			Spot Height 315.5M/1034ft Nil	54 57 00.16 N 008 16 10.28 W	
			Watch Tower 62.0M/202ft Nil	55 02 03.70 N 008 23 29.63 W	
			Mast 66.0M/216ft Nil	55 04 01.83 N 008 17 14.94 W	

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	
			Building 43.0M/141ft Nil	55 04 11.79 N 008 17 40.35 W	
			Pole 59.5M/195ft Nil	55 04 09.41 N 008 17 39.11 W	
			Building 49.5M/162ft Nil	55 03 16.31 N 008 17 57.48 W	
			Building 49.5M/162ft Nil	55 03 12.09 N 008 17 56.50 W	
			Building 49.0M/160ft Nil	55 03 07.95 N 008 17 59.84 W	
			Building 53.0M/174ft Nil	55 02 18.67 N 008 18 21.70 W	
			ESB Pole 62.5M/204ft Nil	55 02 23.59 N 008 17 26.01 W	
			ESB Pole 61.0M/200ft Nil	55 02 22.60 N 008 17 21.78 W	
			ESB Pole 59.5M/194ft Nil	55 02 21.71 N 008 17 17.86 W	
			ESB Pole 62.0M/203ft Nil	55 02 22.31 N 008 17 13.67 W	
			ESB Pole 60.5M/198ft Nil	55 02 21.04 N 008 17 12.73 W	
			ESB Pole 60.0M/196ft Nil	55 02 20.32 N 008 17 07.24 W	
			ESB Pole 59.5M/194ft Nil	55 02 19.61 N 008 17 01.73 W	
			Tree 65.0M/213ft Nil	55 02 22.92 N 008 17 15.36 W	

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 65.0M/213ft Nil	55 02 24.84 N 008 17 15.65 W	
			Pole 58.0M/190ft Nil	55 01 51.16 N 008 17 27.13 W	
			Pole 56.0M/183ft Nil	55 01 52.30 N 008 17 30.11 W	
			Spot Height 366.0M/1201ft Nil	55 04 55.30 N 008 12 27.55 W	
			Spot Height 177.0M/581ft Nil	55 03 51.53 N 008 15 04.25 W	
			Spot Height 406.0M/1332ft Nil	55 04 03.41 N 008 12 39.57 W	
			Spot Height 254.5M/834ft Nil	54 57 49.61 N 008 16 23.54 W	

## EIDL AD 2.11METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Central Aviation Office, Shannon Airport see <a href="#">GEN 3.5.4</a>
2	Hours of service	Refer to EIDL AD 2.3
3	Office responsible for TAF preparation Periods of validity Issue Time	Met Eireann Central Aviation Office, Shannon. 9HR 0500, 0800, 1100, 1400, 1700.
4	Type of landing forecast	METAR see additional information 30 Minutes
5	Briefing/consultation provided	Personal
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.

8	Supplementary equipment available for providing information	Automatic Weather Station
9	ATS units provided with information	EIDL TWR
10	Additional information (limitation of service, etc.)	Automatic Weather Station Phone:+353 74 9548921 Refer to <a href="#">GEN 3.5.4.2</a> to request additional information.

## EIDL 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
03	020.39°	1496x30	21/F/B/X/T ASPHALT -	550222.76N 0082038.17W 550301.77N 0082012.91 W 190ft	3m/9.8ft
21	200.40°	1496x30	21/F/B/X/T ASPHALT -	550257.86N 0082015.45W 550216.41N 0082042.28W 190ft	9.46m/31ft

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 EIDL AD 2.24-2	Nil	279x150	1562x150	Nil	RWY 03 THR Displaced 209M RWY surface grooved
	Nil	74x150	1562x150	Nil	RWY 21 THR Displaced 129M RWY surface grooved

## EIDL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	1314	1593	1314	1158	THR 03 Displaced 209M
21	1332	1406	1332	1204	THR 21 Displaced 129M

**EIDL 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
03	LIH 420M, 1 crossbar at 300M	DTHR. LIH Elev. Green WBAR	PAPI, left Slope 3.5° MEHT 29ft	Nil	Nil	Elevated LIH directional, 1500M, 60M, White.	End LIH Inset RED END (Turning Area Elevated RED)	Nil	Nil
21	LIH 455M, 1 crossbar at 345M	DTHR. LIH Elev. Green WBAR	PAPI, left Slope 3.5° MEHT 29ft	Nil	Nil	Elevated LIH directional, 1500M, 60M, White.	End LIH Inset RED (Turning Area) Elevated RED	Nil	Nil

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

1	ABN/IBN location, characteristics and hours of operation	At Hangar 550217N 0082030W, FLG White/Green, 24 per min. As per ATC.
2	LDI location and LGT Anemometer location and LGT	WDI (South) 150M from DTHR 03 Lighted WDI (North) 150M from DTHR 21 Lighted
3	TWY edge and centre line lighting	Elevated Blue Omni-directional TWY Edge Elevated Blue Omni-directional TWY Edge for Runway End Turning Areas
4	Secondary power supply/switch-over time	Secondary Power Supply to all Lighting at AD/Within 12/15 Seconds
5	Remarks	Nil

**EIDL AD 2.16 HELICOPTER LANDING AREA**

Nil

**EIDL AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	Donegal Control Zone. Circle radius 10NM 550239N 0082028W (Donegal ARP) within Shannon FIR.
2	Vertical limits	5000ft AMSL
3	Airspace classification	C

4	ATS unit call sign Language(s)	Donegal Tower. English.
5	Transition altitude	5000ft
6	Remarks	Airspace Classification outside hours of operation of ATC is uncontrolled Class G.

## EIDL AD 2.18ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
TWR	Donegal Tower	129.800MHz	As for ATS <a href="#">EIDL AD 2.3</a>	Nil
GND	Donegal Ground			
ATIS	Donegal ATIS	129.925 MHz	H24	Press PTT 3 times to activate.

## EIDL 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
NDB	CFN	361kHz	H24	550238.4N 0082021.4W		Designated Operational Coverage 25 NM
DME	IFN	110.3 MHz (CH 40x)	H24	550238.1N 0082022.3W	40ft	Designated Operational Coverage 20 NM DME reads Zero at DTHR 03/21. DME IFN 110.3 MHZ CH 40X. Due high ground, may not be received vicinity QDR 100 NDB CFN 361KHZ outside 16NM below 4500ft AMSL.
LOC 21	IFN	110.3 MHz	H24	550215.9N 0082042.6W		Coverage +/- 10° at 18nm, Restriction: +/- 35° at 10nm,

## EIDL AD 2.20LOCAL TRAFFIC REGULATIONS

1. Landing, take-off, manoeuvring on the Aerodrome outside published opening hours is illegal unless such permission has been obtained in advance or in the event of an emergency.
2. Runway Operations and RED Runway Operational and Runway End Lights

The end of the TORA and LDA for Runway 03 is marked by a row of inset RED Runway Operational lights across the northern part of the runway, 129M from the north end of the runway pavement.

The end of the TORA and LDA for Runway 21 is marked by a row of inset RED Runway Operational lights across the southern part of the runway, 163M from the south end of the runway pavement.

The inset RED lights marking the end of the above declared operational distances are normally energised ON, and showing a red colour, when the runway is active at such times when the runway lighting is required.



In addition to these lights, a row of elevated RED Runway END Lights is installed at the extreme ends of the runway pavement to mark the physical end of the runway pavement and the limits of the Runway End Turning Areas. These Runway END Lights will normally be OFF during take-off and landing operations on the runway, and only illuminated by ATC following a landing, or prior to an aircraft commencing its take-off run, in order to mark the end of the pavement so that aircraft may safely execute a 180° turn on the pavement in the Runway End Turning Areas.

Aircraft landing on Runway 03 or Runway 21 may, after landing, taxi across the inset RED lights for the purposes of turning in the Runway End Turning Areas once ATC has switched ON the red Runway End Lights. Similarly, for aircraft taxiing on the runway to take off from Runway 21, these may taxi across the RED Operational Lights once ATC has switched ON the Runway END lights so that a turn may be made in the Runway End Turning Area.

## EIDL AD 2.21 NOISE ABATEMENT PROCEDURES

Operation is unrestricted

## EIDL AD 2.22 FLIGHT PROCEDURES

### 1. Arrival Procedures

Clearance to enter the CTR

Shannon ATS will clear arriving traffic to descend to the lowest useable flight level within controlled airspace (FL080/ Shannon Transition level if higher). EIDL ATC will provide the transition altitude and QNH. All aircraft below the transition altitude should use the QNH provided.

A lower level/altitude within controlled airspace may be coordinated with Donegal ATC. Clearance to enter the CTR will be provided by ATC EIDL on 129.800MHz. Arriving aircraft to call no later than 25 DME IFN from EIDL.

Descent into the FIR (Class G Uncontrolled airspace)

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

Arrival routes may be varied at the discretion of ATC. Arrival Routes are based on the holding pattern established at CFN.

EIDL ATC will issue expected approach times as appropriate for use in the event of a communication failure.

### 2. Holding Procedures

Holding Point	LOC.	Coordinates	MAG Track Inbound	Dir. of Turn	Limiting outbound	Holding Level Min / Max	Outbound time	Max las Below FL070	Remarks
CFN	-	550238.42N 0082021.39 W	025°	Left Hand	-	3600ft/ FL070	1 Min	220 KT	

### 3. Communication Failure

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

## EIDL AD 2.23 ADDITIONAL INFORMATION

Strip dimensions and obstacle limitation surfaces are appropriate to a Code Number 2 Non-Precision Approach Runway.

Wind shear and turbulence may be experienced in the lee of Mt. Errigal.

Caution wind sheer and turbulence may be experienced on APP to RWY 21 in winds in the range of 260° - 310°

## EIDL AD 2.24CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIDL AD 2.24-1
Aerodrome Obstacle Chart RWY 03/21 – ICAO TYPE A	EIDL AD 2.24-2
Instrument Approach Chart LOC 21 – ICAO	EIDL AD 2.24-3
Instrument Approach Chart NDB RWY 21 – ICAO	EIDL AD 2.24-4
Instrument Approach Chart NDB RWY 03 – ICAO	EIDL AD 2.24-5
Visual Approach Chart – ICAO	EIDL AD 2.24-6

IRELAND WEST/KNOCK RWY 08

**NOTES:**

1. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
2. MAX IAS 250kts below FL100.

**VERTICAL PLANNING INFORMATION NIPIT 1A**

Pilot should plan for possible descent clearance as detailed in table below  
 NAVEM at 8000ft or below, MAX IAS 220kts  
 TIDGO at 6000ft or below

**CHANGE: KUDAG 1B Aeronautical Database Table**

AERONAUTICAL INFORMATION 20 July 17

MOPOM 1A CAT A/B/C/D STAR RWY08

MOPO1A

Navigation Performance	Path Terminator	WPT Name	Latitude (N)/ Longitude (W)	Fly-By or Fly-over	Distance (NM)	True Track/ Magnetic Track	Upper limit/ Lower Limit	Speed Limit (kts)	Remarks
RNAV1	IF	MOPOM	534052.0 / 0091848.0	Fly-By	-	-	-	-	-
RNAV1	TF	TIDGO	535038.0 / 0092213.0	Fly-By	10.0	348.3 / 353	+3000	-	-
RNAV1	TF	MAPOT	535141.1 / 0091338.9	Fly-By	5.2	078.2 / 083	+3000	-	R

KUDAG 1B CAT A/B/C/D STAR RWY08

KUDA1B

Navigation Performance	Path Terminator	WPT Name	Latitude (N)/ Longitude (W)	Fly-By or Fly-over	Distance (NM)	True Track/ Magnetic Track	Upper limit/ Lower Limit	Speed Limit (kts)	Remarks
RNAV1	IF	KUDAG	540018.0 / 0075915.0	Fly-By	-	-	+4500	-	-
RNAV1	TF	LESRO	535922.7 / 0080734.0	Fly-By	5.0	259.4 / 264	+4500	-	-
RNAV1	TF	KN004	535734.7 / 0090703.2	Fly-By	35.2	267.5 / 273	+3000	-	R

NIPIT 1A CAT A/B/C/D STAR RWY08

NIP11A

Navigation Performance	Path Terminator	WPT Name	Latitude (N)/ Longitude (W)	Fly-By or Fly-over	Distance (NM)	True Track/ Magnetic Track	Upper limit/ Lower Limit	Speed Limit (kts)	Remarks
RNAV1	IF	NIPIT	542709.0 / 0082410.0	Fly-By	-	-	-	-	-
RNAV1	TF	NAVEM	535532.0 / 0092356.0	Fly-By	47.3	228.4 / 233	-8000/+3500	220	-
RNAV1	TF	TIDGO	535038.0 / 0092213.0	Fly-By	5.0	168.3 / 173	-6000/+3500	-	L
RNAV1	TF	MAPOT	535141.1 / 0091338.9	Fly-By	5.2	078.2 / 083	+3000	-	L

**Hold Identification – EIKN AD 2.24-7**

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Maximum/Minimum Holding Altitude/ Level (FL/ft)	Distance outbound Limit (NM)	Direction of Turn
LESRO	535922.7 / 0080734.0	259.4	264	250	FL80/5000ft	5.0	R
MAPOT	535141.1 / 0091338.9	078.3	083	220	FL80/3000ft	4.1	R

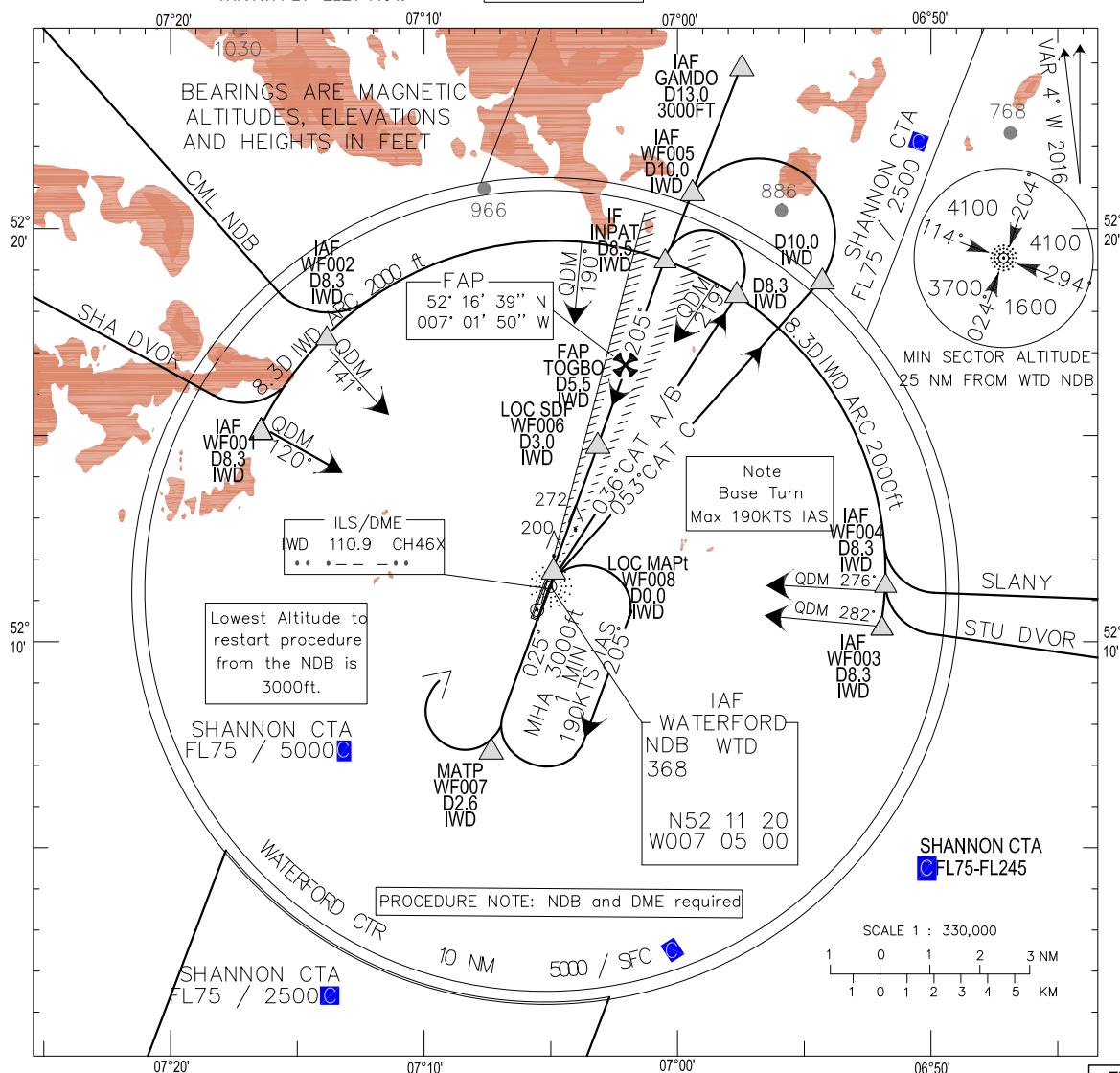
INSTRUMENT  
APPROACH  
CHART- ICAO

AERODROME ELEV 119 ft  
HEIGHTS RELATED TO  
THR RWY 21 - ELEV 113 ft

TWR 129.850  
ATIS 121.150  
Shannon 124.700

CONSULT NOTAM  
FOR LATEST  
INFORMATION

WATERFORD/WATERFORD  
ILS CAT I or LOC RWY 21  
(ACFT CAT A, B, C)



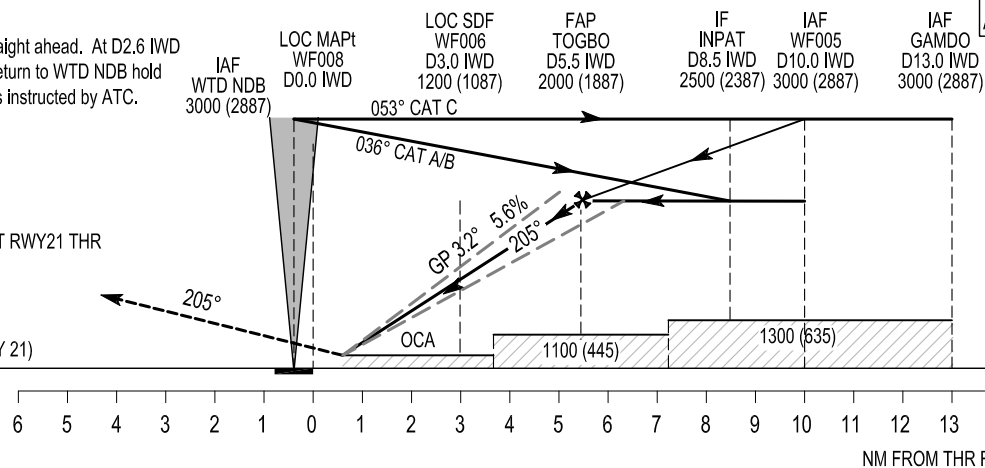
#### MISSED APPROACH:

At the MAPt, climb straight ahead. At D2.6 IWD climbing right turn to return to WTD NDB hold at 3000ft (2887ft) or as instructed by ATC. Max 240 KTS IAS

DME READS ZERO AT RWY21 THR

ILS RDH 45

ELEV 113ft (THR RWY 21)



NM FROM THR RWY 21

OCA (H)		A	B	C		Ideal Altitude (Height) Final Approach IWD DME		5NM	4NM	3NM	2NM	1NM		
STRAIGHT-IN APPROACH	CAT I	292 (179)	299 (186)	308 (195)				1884(1771)	1536(1423)	1191(1078)	846(733)	504(390)		
						Ground speed		Kts	70	80	100	120	140	160
					Rate of descent		ft / min	400	450	570	680	790	849	
					Gradient 5.6% (3.2°) 343ft/NM									
	LOC	540 (427)				Rate of climb missed approach 2.5%								
VISUAL MANOEUVRING (These heights are AAL)		590 (471)	720 (601)	920 (801)		Ground speed		Kts	70	90	100	120	140	160
						Rate of climb		ft / min	152	202	253	303	354	379
						Gradient 2.5%								

**RWY21 ILS Approach**

Fix	IAF WF001	IAF WF002	IAF WF003	IAF WF004	IAF GAMDO	IAF WF005	IF INPAT	FAP TOGBO	MATP WF007
Fix Co-Ordinates	521507.1N 0071722.6W	521736.1N 0071420.1W	521009.0N 0065119.7W	521103.6N 0065111.9W	522338.2N 0065726.0W	522050.5N 0065911.6W	521926.6N 0070004.4W	521638.9N 0070149.7W	520843.4N 0070647.0W
Fix formation Bearing °T	116.21 WTD	137.28 WTD	278.09 WTD	271.58 WTD	201.06 IWD	201.04 IWD	201.03 IWD	201.02 IWD	020.59 IWD
Fix Formation Distances	8.30 IWD	8.30 IWD	8.30 IWD	8.30 IWD	13.00 IWD	10.00 IWD	8.50 IWD	5.50 IWD	2.62 IWD

**RWY21 LOC Approach**

Descent Angle:	3.20°										
Fix	IAF WF001	IAF WF002	IAF WF003	IAF WF004	IAF GAMDO	IAF WF005	IF INPAT	FAP TOGBO	SDF WF006	MAPt WF008	MATP WF007
Fix Co-Ordinates	521507.1N 0071722.6W	521736.1N 0071420.1W	521009.0N 0065119.7W	521103.6N 0065111.9W	522338.2N 0065726.0W	522050.5N 0065911.6W	521926.6N 0070004.4W	521638.9N 0070149.7W	521419.0N 0070317.3W	521131.2N 0070502.2W	520843.4N 0070647.0W
Fix formation Bearing °T	116.21 WTD	137.28 WTD	278.09 WTD	271.58 WTD	201.06 IWD	201.04 IWD	201.03 IWD	201.02 IWD	201.01 IWD	201.02 IWD	020.59 IWD
Fix Formation Distances	8.30 IWD	8.30 IWD	8.30 IWD	8.30 IWD	13.00 IWD	10.00 IWD	8.50 IWD	5.50 IWD	3.00 IWD	0.00 IWD	2.62 IWD

**Holding Identification: NDB WTD**

Holding Fix	Latitude (N)/ Longitude (W)	Inbound True Track °T	Inbound Magnetic Track °M	Max Indicated Airspeed (kts)	Maximum/ Minimum Holding Level/ Altitude (FL/ft)	Distance outbound (NM)	Direction of Turn
NDB WTD	521120.4N/ 0070500.0W	020.0	025	190	FL100/ 3000ft	3.7	R