Phone: +353 (0)61 703750

Fax: +353 (0)61 366245

AFS: EINNZPZX

Email: aisops@airnav.ie

URL: https://www.airnav.ie

AIRNAV Ireland
Aeronautical Information Service
Ballycasey Cross
Co Clare
V14 C446
Ireland

AIRAC AIP AMDT 001/25

Effective Date – 23 JAN 2025

Publication Date – 12 DEC 2024

PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

GEN 0.2	**Record of AIP Amendments:** Updated.
GEN 0.3	**Record of AIP Supplements:** Updated.
GEN 0.4	**Checklist of Pages:** Updated.
GEN 0.5	**List of Hand Amendments to the AIP:** Removal of Chart EIKN AD 2.24-1.
GEN 1.7	**Differences from ICAO Standards, Recommended Practices and Procedures:** ANNEX 10 **–** New Sections, Removal of Chapter 5 (5.2.1.7.3.2.3).
GEN 2.4	**Location Indicators:** Spelling of Tibohine Airfield corrected.
GEN 3.2	**Aeronautical Charts:** Section 3.2.8 updated.
ENR 5.3	**Other Activities of a Dangerous Nature and Other Potential Hazards:** Title update**,** Geographical Zones deleted, now available on weblink.
ENR 5.4	**Air Navigation Obstacles - Area 1:** Updated.
EICK AD	**Updated Section:** AD 2.6.
EIDW AD	**Updated Section:** AD 2.4.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	23 JAN 2025/23 JAN 2025
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	23 JAN 2025/23 JAN 2025
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	23 JAN 2025/23 JAN 2025
GEN 0.5-1/GEN 0.5-2	GEN 0.5-1/GEN 0.5-2	23 JAN 2025/23 JAN 2025
GEN 1.7-1/GEN 1.7-32	GEN 1.7-1/GEN 1.7-34	23 JAN 2025/23 JAN 2025
GEN 2.4-1/GEN 2.4-2	GEN 2.4-1/GEN 2.4-2	23 JAN 2025/23 JAN 2025
GEN 3.2-1/GEN 3.2-12	GEN 3.2-1/GEN 3.2-12	23 JAN 2025/23 JAN 2025
ENR 5.3-1/ENR 5.3-28	ENR 5.3-1/ENR 5.3-2	23 JAN 2025/23 JAN 2025
ENR 5.4-1/ENR 5.4-2	ENR 5.4-1/ENR 5.4-1	23 JAN 2025/23 JAN 2025
EICK AD 2-1/EICK AD 2-16	EICK AD 2-1/EICK AD 2-16	23 JAN 2025/23 JAN 2025
EIDW AD 2-1/EIDW AD 2-46	EIDW AD 2-1/EIDW AD 2-46	23 JAN 2025/23 JAN 2025

New Supplements for this Amendment: **NR 001/25, NR 002/25.**

Supplements cancelled in this Amendment **NR 023/24, NR 005/24, NR 001/24, NR 007/23, NR 021/22.**

New AIC for this Amendment: **NIL.**

AIC cancelled in this Amendment: **NIL.**

PERM NOTAM* incorporated in this Amendment: **B1502/24, B1503/24, B1504/24, B1505/24, B1506/24, B1507/24, B1508/24, B1509/24, B1510/24, B1511/24, B1512/24, B1513/24, B1524/24, B1525/24.**

**Note: NOTAMC will be issued 14 days after effective date of this AIRAC AIP Amdt.*

000

Record of AIP Amendments

AIP AMENDMENT			
NR/Year	Publication date	Date Inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
001/25	12-DEC-2024	23-JAN-2025	

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
002/2025	Checklist of Valid AIP Supplements (SUP)	GEN	23-Jan-2025	-
001/2025	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	23-Jan-2025	-
023/2024	Checklist of Valid AIP Supplements (SUP)	GEN	28-Nov-2024	23-Jan-2025
021/2024	Dublin Airport (EIDW) - Tower Cranes operating in the Vicinity of the Airport	EIDW	31-Oct-2024	-
020/2024	Dublin Airport (EIDW) - Tower Cranes erected adjacent to Terminal 2	EIDW	31-Oct-2024	-
018/2024	Dublin Airport (EIDW) - Installation of Visual Docking Guidance, Fixed Electrical Ground Power Services, Apron Pavement Rehabilitation and Changes to Aircraft Stands at Pier 1	EIDW	03-Oct-2024	-
016/2024	Kerry Airport (EIKY) Extension of Airport Terminal Building	EIKY	05-Sep-2024	-
014/2024	Ireland West (EIKN) Apron Bravo	EIKN	11-Jul-2024	-
013/2024	Ireland West (EIKN) - Runway Guard Lights Taxiway Bravo	EIKN	11-Jul-2024	-
012/2024	Ireland West (EIKN) ATIS	EIKN	11-Jul-2024	-
011/2024	Waterford Airport (EIWF) Runway 03 NDB Approach	EIWF	11-Jul-2024	-
010/2024	Waterford Airport (EIWF) Revised MSA's	EIWF	11-Jul-2024	-
008/2024	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	13-Jun-2024	-
005/2024	Cork Airport (EICK) - Installation of Additional Wind Direction Indicator	EICK	18-Apr-2024	23-Jan-2025
001/2024	Weston Airport (EIWT) Aeronautical Ground Lighting Installation	EIWT	22-Feb-2024	23-Jan-2025
018/2023	Kerry (EIKY) - Tower Cranes at MTU Kerry North Campus, Tralee, Co. Kerry	EIKY	02-Nov-2023	-
013/2023	Kerry (EIKY) NOTAM	EIKY	07-Sep-2023	-
007/2023	Dublin Airport (EIDW) Construction of Critical Taxiway North Phase 1	EIDW	23-Mar-2023	23-Jan-2025
030/2022	Met Eireann Meteorological - Radiosonde Helium Filled Balloon	EISN	01-Dec-2022	-
027/2022	Dublin Airport (EIDW) South Apron Widening (SATW) Works - Phase 1 & 2 and Introduction of New Taxiway Tango (T)	EIDW	03-Nov-2022	-
024/2022	Dublin Airport (EIDW) Construction of Apron 5H (12 New Parking Stands)	EIDW	08-Sep-2022	-
021/2022	Dublin Airport (EIDW) Runway 16/34 LVP Taxiing Lighting Installation Works - Phase 2	EIDW	11-Aug-2022	23-Jan-2025

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
022/2019	Shannon Airport (EINN) Radio Navigation and Landing Aids	EINN	10-Oct-2019	-
020/2019	Dublin Airport (EIDW) Radio Navigation and Landing Aids	EIDW	10-Oct-2019	-
Note: Cancelled Supplements may be requested from aipinfo@airnav.ie				

GEN 0.4 Checklist of AIP Pages

New Pages *

Page	Date		Page	Date		Page	Date	
	GEN 0		1.5-10	21 MAR 2024			GEN 2	
0.1-1	18 MAY 2023		1.5-11	21 MAR 2024		2.1-1	24 FEB 2022	
0.1-2	18 MAY 2023		1.5-12	21 MAR 2024		2.1-2	24 FEB 2022	
0.2-1	23 JAN 2025	*	1.5-13	21 MAR 2024		2.2-1	02 DEC 2021	
0.2-2	23 JAN 2025	*	1.5-14	21 MAR 2024		2.2-2	02 DEC 2021	
0.3-1	23 JAN 2025	*	1.6-1	02 MAR 2017		2.2-3	02 DEC 2021	
0.3-2	23 JAN 2025	*	1.6-2	02 MAR 2017		2.2-4	02 DEC 2021	
0.4-1	23 JAN 2025	*	1.6-3	02 MAR 2017		2.2-5	02 DEC 2021	
0.4-2	23 JAN 2025	*	1.6-4	02 MAR 2017		2.2-6	02 DEC 2021	
0.4-3	23 JAN 2025	*	1.6-5	02 MAR 2017		2.2-7	02 DEC 2021	
0.4-4	23 JAN 2025	*	1.6-6	02 MAR 2017		2.2-8	02 DEC 2021	
0.4-5	23 JAN 2025	*	1.7-1	23 JAN 2025	*	2.2-9	02 DEC 2021	
0.4-6	23 JAN 2025	*	1.7-2	23 JAN 2025	*	2.2-10	02 DEC 2021	
0.4-7	23 JAN 2025	*	1.7-3	23 JAN 2025	*	2.2-11	02 DEC 2021	
0.4-8	23 JAN 2025	*	1.7-4	23 JAN 2025	*	2.2-12	02 DEC 2021	
0.5-1	23 JAN 2025	*	1.7-5	23 JAN 2025	*	2.2-13	02 DEC 2021	
0.5-2	23 JAN 2025	*	1.7-6	23 JAN 2025	*	2.2-14	02 DEC 2021	
0.6-1	19 MAY 2022		1.7-7	23 JAN 2025	*	2.3-1	12 FEB 2009	
0.6-2	19 MAY 2022		1.7-8	23 JAN 2025	*	2.3-2	12 FEB 2009	
0.6-3	19 MAY 2022		1.7-9	23 JAN 2025	*	2.4-1	23 JAN 2025	*
0.6-4	19 MAY 2022		1.7-10	23 JAN 2025	*	2.4-2	23 JAN 2025	*
	GEN 1		1.7-11	23 JAN 2025	*	2.5-1	28 NOV 2024	
1.1-1	19 MAY 2022		1.7-12	23 JAN 2025	*	2.5-2	28 NOV 2024	
1.1-2	19 MAY 2022		1.7-13	23 JAN 2025	*	2.6-1	11 FEB 2010	
1.1-3	19 MAY 2022		1.7-14	23 JAN 2025	*	2.6-2	11 FEB 2010	
1.1-4	19 MAY 2022		1.7-15	23 JAN 2025	*	2.7-1	13 OCT 2016	
1.2-1	22 FEB 2024		1.7-16	23 JAN 2025	*	2.7-2	13 OCT 2016	
1.2-2	22 FEB 2024		1.7-17	23 JAN 2025	*	2.7-3	13 OCT 2016	
1.2-3	22 FEB 2024		1.7-18	23 JAN 2025	*	2.7-4	13 OCT 2016	
1.2-4	22 FEB 2024		1.7-19	23 JAN 2025	*	2.7-5	13 OCT 2016	
1.3-1	13 AUG 2020		1.7–20	23 JAN 2025	*	2.7-6	13 OCT 2016	
1.3-2	13 AUG 2020		1.7–21	23 JAN 2025	*		GEN 3	
1.3-3	13 AUG 2020		1.7–22	23 JAN 2025	*	3.1-1	18 MAY 2023	
1.3-4	13 AUG 2020		1.7–23	23 JAN 2025	*	3.1-2	18 MAY 2023	
1.4-1	08 DEC 2016		1.7–24	23 JAN 2025	*	3.1-3	18 MAY 2023	
1.4-2	08 DEC 2016		1.7–25	23 JAN 2025	*	3.1-4	18 MAY 2023	
1.5-1	21 MAR 2024		1.7–26	23 JAN 2025	*	3.2-1	23 JAN 2025	*
1.5-2	21 MAR 2024		1.7–27	23 JAN 2025	*	3.2-2	23 JAN 2025	*
1.5-3	21 MAR 2024		1.7–28	23 JAN 2025	*	3.2-3	23 JAN 2025	*
1.5-4	21 MAR 2024		1.7–29	23 JAN 2025	*	3.2-4	23 JAN 2025	*
1.5-5	21 MAR 2024		1.7–30	23 JAN 2025	*	3.2-5	23 JAN 2025	*
1.5-6	21 MAR 2024		1.7–31	23 JAN 2025	*	3.2-6	23 JAN 2025	*
1.5-7	21 MAR 2024		1.7–32	23 JAN 2025	*	3.2-7	23 JAN 2025	*
1.5-8	21 MAR 2024		1.7–33	23 JAN 2025	*	3.2-8	23 JAN 2025	*
1.5-9	21 MAR 2024		1.7–34	23 JAN 2025	*	3.2-9	23 JAN 2025	*

Page	Date	
3.2-10	23 JAN 2025	*
3.2-11	23 JAN 2025	*
3.2-12	23 JAN 2025	*
3.3-1	28 NOV 2024	
3.3-2	28 NOV 2024	
3.3-3	28 NOV 2024	
3.3-4	28 NOV 2024	
3.4-1	21 MAR 2024	
3.4–2	21 MAR 2024	
3.4-3	21 MAR 2024	
3.4-4	21 MAR 2024	
3.4-5	21 MAR 2024	
3.4-6	21 MAR 2024	
3.4-7	21 MAR 2024	
3.4-8	21 MAR 2024	
3.5-1	08 OCT 2020	
3.5-2	08 OCT 2020	
3.5-3	08 OCT 2020	
3.5-4	08 OCT 2020	
3.5-5	08 OCT 2020	
3.5-6	08 OCT 2020	
3.5-7	08 OCT 2020	
3.5-8	08 OCT 2020	
3.5-9	08 OCT 2020	
3.5-10	08 OCT 2020	
3.5-11	08 OCT 2020	
3.5-12	08 OCT 2020	
3.6-1	18 MAY 2023	
3.6-2	18 MAY 2023	
3.6-3	18 MAY 2023	
3.6-4	18 MAY 2023	
GEN 4		
4.1-1	27 FEB 2020	
4.1-2	27 FEB 2020	
4.2-1	18 MAY 2023	
4.2-2	18 MAY 2023	
ENR 0		
0.1-1	12 OCT 2017	
0.1-2	12 OCT 2017	
0.2-1	12 OCT 2017	
0.2–2	12 OCT 2017	
0.3-1	12 OCT 2017	
0.3-2	12 OCT 2017	
0.4-1	12 OCT 2017	
0.4-2	12 OCT 2017	
0.5–1	12 OCT 2017	
0.5–2	12 OCT 2017	
0.6–1	25 APR 2019	
0.6–2	25 APR 2019	
0.6-3	25 APR 2019	
0.6-4	25 APR 2019	
ENR 1		
1.1-1	18 MAY 2023	
1.1-2	18 MAY 2023	
1.2-1	27 JAN 2022	
1.2-2	27 JAN 2022	
1.3-1	02 DEC 2021	
1.3-2	02 DEC 2021	
1.3-3	02 DEC 2021	
1.3-4	02 DEC 2021	
1.3-5	02 DEC 2021	
1.3-6	02 DEC 2021	
1.3-7	02 DEC 2021	
1.3-8	02 DEC 2021	
1.4-1	10 MAR 2011	
1.4-2	10 MAR 2011	
1.5-1	19 MAY 2022	
1.5-2	19 MAY 2022	
1.6-1	11 AUG 2022	
1.6-2	11 AUG 2022	
1.6-3	11 AUG 2022	
1.6-4	11 AUG 2022	
1.6-5	11 AUG 2022	
1.6-6	11 AUG 2022	
1.6-7	11 AUG 2022	
1.6-8	11 AUG 2022	
1.7-1	16 MAY 2024	
1.7-2	16 MAY 2024	
1.7-3	16 MAY 2024	
1.7-4	16 MAY 2024	
1.8-1	06 OCT 2022	
1.8-2	06 OCT 2022	
1.8-3	06 OCT 2022	
1.8-4	06 OCT 2022	
1.8-5	06 OCT 2022	
1.8-6	06 OCT 2022	
1.9-1	28 NOV 2024	
1.9-2	28 NOV 2024	
1.9-3	28 NOV 2024	
1.9-4	28 NOV 2024	
1.9-5	28 NOV 2024	
1.9-6	28 NOV 2024	
1.9-7	28 NOV 2024	
1.9-8	28 NOV 2024	
1.9-9	28 NOV 2024	
1.9-10	28 NOV 2024	
1.10-1	16 MAY 2024	
1.10-2	16 MAY 2024	
1.10-3	16 MAY 2024	
1.10-4	16 MAY 2024	
1.10-5	16 MAY 2024	
1.10-6	16 MAY 2024	
1.10-7	16 MAY 2024	
1.10-8	16 MAY 2024	
1.10-9	16 MAY 2024	
1.10-10	16 MAY 2024	
1.10-11	16 MAY 2024	
1.10-12	16 MAY 2024	
1.10-13	16 MAY 2024	
1.10-14	16 MAY 2024	
1.10-15	16 MAY 2024	
1.10-16	16 MAY 2024	
1.10-17	16 MAY 2024	
1.10-18	16 MAY 2024	
1.11-1	20 JUN 2019	
1.11-2	20 JUN 2019	
1.12-1	08 JUN 2006	
1.12-2	08 JUN 2006	
1.12-3	08 JUN 2006	
1.12-4	08 JUN 2006	
1.13-1	22 APR 2021	
1.13-2	22 APR 2021	
1.13-3	22 APR 2021	
1.13-4	22 APR 2021	
1.14-1	08 JUN 2006	
1.14-2	08 JUN 2006	
1.14-3	08 JUN 2006	
1.14-4	08 JUN 2006	
1.14-5	08 JUN 2006	
1.14-6	08 JUN 2006	
ENR 2		
2.1-1	01 DEC 2022	
2.1-2	01 DEC 2022	
2.1-3	01 DEC 2022	
2.1-4	01 DEC 2022	
2.1-5	01 DEC 2022	
2.1-6	01 DEC 2022	
2.1-7	01 DEC 2022	
2.1-8	01 DEC 2022	
2.2-1	21 MAR 2024	
2.2-2	21 MAR 2024	
2.2-3	21 MAR 2024	
2.2-4	21 MAR 2024	

Page	Date
2.2-5	21 MAR 2024
2.2-6	21 MAR 2024
2.2-7	21 MAR 2024
2.2-8	21 MAR 2024
	ENR 3
3.1-1	20 JUN 2019
3.1-2	20 JUN 2019
3.2-1	17 DEC 2009
3.2-2	17 DEC 2009
3.3-1	07 SEP 2023
3.3-2	07 SEP 2023
3.3-3	07 SEP 2023
3.3-4	07 SEP 2023
3.3-5	07 SEP 2023
3.3-6	07 SEP 2023
3.3-7	07 SEP 2023
3.3-8	07 SEP 2023
3.3-9	07 SEP 2023
3.3-10	07 SEP 2023
3.4-1	08 JUN 2006
3.4-2	08 JUN 2006
3.5-1	26 MAR 2020
3.5-2	26 MAR 2020
3.6-1	28 APR 2016
3.6-2	28 APR 2016
	ENR 4
4.1-1	14 JUL 2022
4.1-2	14 JUL 2022
4.2-1	08 JUN 2006
4.2-2	08 JUN 2006
4.3-1	06 DEC 2018
4.3-2	06 DEC 2018
4.4-1	23 MAR 2023
4.4-2	23 MAR 2023
4.4-3	23 MAR 2023
4.4-4	23 MAR 2023
4.4-5	23 MAR 2023
4.4-6	23 MAR 2023
4.4-7	23 MAR 2023
4.4-8	23 MAR 2023
4.5-1	02 NOV 2023
4.5-2	02 NOV 2023
	ENR 5
5.1-1	02 NOV 2023
5.1-2	02 NOV 2023
5.1-3	02 NOV 2023
5.1-4	02 NOV 2023
5.2-1	18 MAY 2023
5.2-2	18 MAY 2023
5.2-3	18 MAY 2023
5.2-4	18 MAY 2023
5.3-1	23 JAN 2025 *
5.3-2	23 JAN 2025 *
5.4-1	23 JAN 2025 *
5.4-2	23 JAN 2025 *
5.5-1	30 NOV 2023
5.5-2	30 NOV 2023
5.5-3	30 NOV 2023
5.5-4	30 NOV 2023
5.5-5	30 NOV 2023
5.5-6	30 NOV 2023
5.5-7	30 NOV 2023
5.5-8	30 NOV 2023
5.5-9	30 NOV 2023
5.5-10	30 NOV 2023
5.5-11	30 NOV 2023
5.5-12	30 NOV 2023
5.5-13	30 NOV 2023
5.5-14	30 NOV 2023
5.5-15	30 NOV 2023
5.5-16	30 NOV 2023
5.5-17	30 NOV 2023
5.5-18	30 NOV 2023
5.5-19	30 NOV 2023
5.5-20	30 NOV 2023
5.5-21	30 NOV 2023
5.5-22	30 NOV 2023
5.5-23	30 NOV 2023
5.5-24	30 NOV 2023
5.6-1	27 FEB 2020
5.6-2	27 FEB 2020
5.6-3	27 FEB 2020
5.6-4	27 FEB 2020
5.6-5	27 FEB 2020
5.6-6	27 FEB 2020
5.6-7	27 FEB 2020
5.6-8	27 FEB 2020
	ENR 6
6-1	23 MAR 2023
6-2	23 MAR 2023
6-3	23 MAR 2023
	AD 0
0.1-1	07 MAR 2013
0.1-2	07 MAR 2013
0.2-1	07 MAR 2013
0.2-2	07 MAR 2013
0.3-1	07 MAR 2013
0.3-2	07 MAR 2013
0.4-1	07 MAR 2013
0.4-2	07 MAR 2013
0.5-1	07 MAR 2013
0.5-2	07 MAR 2013
0.6-1	25 FEB 2021
0.6-2	25 FEB 2021
0.6-3	25 FEB 2021
0.6-4	25 FEB 2021
0.6-5	25 FEB 2021
0.6-6	25 FEB 2021
0.6-7	25 FEB 2021
0.6-8	25 FEB 2021
0.6-9	25 FEB 2021
0.6-10	25 FEB 2021
0.6-11	25 FEB 2021
0.6-12	25 FEB 2021
0.6-13	25 FEB 2021
0.6-14	25 FEB 2021
	AD 1
1.1-1	25 FEB 2021
1.1-2	25 FEB 2021
1.1-3	25 FEB 2021
1.1-4	25 FEB 2021
1.2-1	04 NOV 2021
1.2-2	04 NOV 2021
1.3-1	28 JAN 2021
1.3-2	28 JAN 2021
1.4-1	25 FEB 2021
1.4-2	25 FEB 2021
1.5-1	25 FEB 2021
1.5-2	25 FEB 2021
	EICK AD
2-1	23 JAN 2025 *
2-2	23 JAN 2025 *
2-3	23 JAN 2025 *
2-4	23 JAN 2025 *
2-5	23 JAN 2025 *
2-6	23 JAN 2025 *
2-7	23 JAN 2025 *
2-8	23 JAN 2025 *
2-9	23 JAN 2025 *
2-10	23 JAN 2025 *
2-11	23 JAN 2025 *

Page	Date	
2-12	23 JAN 2025	*
2-13	23 JAN 2025	*
2-14	23 JAN 2025	*
2-15	23 JAN 2025	*
2-16	23 JAN 2025	*
2.24-1	08 NOV 2018	
2.24-2	26 APR 2018	
2.24-3	26 APR 2018	
2.24-4	26 APR 2018	
2.24-5	26 APR 2018	
2.24-6.1	26 APR 2018	
2.24-6.2	26 APR 2018	
2.24-7.1	26 APR 2018	
2.24-7.2	26 APR 2018	
2.24-8.1	26 APR 2018	
2.24-8.2	26 APR 2018	
2.24-9.1	26 APR 2018	
2.24-9.2	26 APR 2018	
2.24-10.1	26 APR 2018	
2.24-10.2	26 APR 2018	
2.24-11.1	26 APR 2018	
2.24-11.2	26 APR 2018	
2.24-12.1	26 APR 2018	
2.24-12.2	26 APR 2018	
2.24-13.1	26 APR 2018	
2.24-13-2	26 APR 2018	
2.24-14.1	11 OCT 2018	
2.24-14.2	11 OCT 2018	
2.24-15.1	26 APR 2018	
2.24-15.2	26 APR 2018	
2.24-16.1	26 APR 2018	
2.24-16.2	26 APR 2018	
2.24-17.1	11 OCT 2018	
2.24-17.2	11 OCT 2018	
2.24-18.1	11 OCT 2018	
2.24-18.2	11 OCT 2018	
2.24-19.1	11 OCT 2018	
2.24-19.2	11 OCT 2018	
2.24-20.1	11 OCT 2018	
2.24-20.2	11 OCT 2018	
2.24-21.1	11 OCT 2018	
2.24-21.2	11 OCT 2018	
2.24-22.1	11 OCT 2018	
2.24-22.2	11 OCT 2018	
2.24-23.1	11 OCT 2018	
2.24-23.2	11 OCT 2018	
2.24-24.1	31 JAN 2019	
2.24-24.2	31 JAN 2019	
2.24-25.1	08 SEP 2022	
2.24-25.2	08 SEP 2022	
2.24-26.1	11 OCT 2018	
2.24-26.2	11 OCT 2018	
2.24-27.1	08 SEP 2022	
2.24-27.2	08 SEP 2022	
2.24-28	10 SEP 2020	
2.24-29.1	25 MAR 2021	
2.24-29.2	25 MAR 2021	

EIDW AD

2-1	23 JAN 2025	*
2-2	23 JAN 2025	*
2-3	23 JAN 2025	*
2-4	23 JAN 2025	*
2-5	23 JAN 2025	*
2-6	23 JAN 2025	*
2-7	23 JAN 2025	*
2-8	23 JAN 2025	*
2-9	23 JAN 2025	*
2-10	23 JAN 2025	*
2-11	23 JAN 2025	*
2-12	23 JAN 2025	*
2-13	23 JAN 2025	*
2-14	23 JAN 2025	*
2-15	23 JAN 2025	*
2-16	23 JAN 2025	*
2-17	23 JAN 2025	*
2-18	23 JAN 2025	*
2-19	23 JAN 2025	*
2-20	23 JAN 2025	*
2-21	23 JAN 2025	*
2-22	23 JAN 2025	*
2-23	23 JAN 2025	*
2-24	23 JAN 2025	*
2-25	23 JAN 2025	*
2-26	23 JAN 2025	*
2-27	23 JAN 2025	*
2-28	23 JAN 2025	*
2-29	23 JAN 2025	*
2-30	23 JAN 2025	*
2-31	23 JAN 2025	*
2-32	23 JAN 2025	*
2-33	23 JAN 2025	*
2-34	23 JAN 2025	*
2-35	23 JAN 2025	*
2-36	23 JAN 2025	*
2-37	23 JAN 2025	*
2-38	23 JAN 2025	*
2-39	23 JAN 2025	*
2-40	23 JAN 2025	*
2-41	23 JAN 2025	*
2-42	23 JAN 2025	*
2-43	23 JAN 2025	*
2-44	23 JAN 2025	*
2-45	23 JAN 2025	*
2-46	23 JAN 2025	*
2.24-1	11 JUL 2024	
2.24-2	11 JUL 2024	
2.24-2.2	11 JUL 2024	
2.24-3	08 OCT 2020	
2.24-4	11 AUG 2022	
2.24-5	08 OCT 2020	
2.24-6	08 OCT 2020	
2.24-7	11 AUG 2022	
2.24-8	11 AUG 2022	
2.24-9	25 FEB 2021	
2.24-10.1	05 NOV 2020	
2.24-10.2	05 NOV 2020	
2.24-10.3	05 NOV 2020	
2.24-11.1	08 SEP 2022	
2.24-11.2	08 SEP 2022	
2.24-11.3	08 SEP 2022	
2.24-12.1	06 OCT 2022	
2.24-12.2	06 OCT 2022	
2.24-12.3	06 OCT 2022	
2.24-13.1	20 APR 2023	
2.24-13.2	20 APR 2023	
2.24-13.3	20 APR 2023	
2.24-14.1	06 OCT 2022	
2.24-14.2	06 OCT 2022	
2.24-15.1	20 APR 2023	
2.24-15.2	20 APR 2023	
2.24-15.3	20 APR 2023	
2.24-16.1	11 AUG 2022	
2.24-16.2	11 AUG 2022	
2.24-17.1	16 JUN 2022	
2.24-17.2	16 JUN 2022	
2.24-17.3	16 JUN 2022	
2.24-18.1	05 NOV 2020	
2.24-18.2	05 NOV 2020	
2.24-18.3	05 NOV 2020	
2.24-19.1	06 OCT 2022	
2.24-19.2	06 OCT 2022	
2.24-19.3	06 OCT 2022	
2.24-20.1	05 NOV 2020	
2.24-20.2	05 NOV 2020	

Page	Date
2.24-20.3	05 NOV 2020
2.24-21.1	06 OCT 2022
2.24-21.2	06 OCT 2022
2.24-21.3	06 OCT 2022
2.24-22.1	16 MAY 2024
2.24-22.2	16 MAY 2024
2.24-22.3	16 MAY 2024
2.24-23.1	16 MAY 2024
2.24-23.2	16 MAY 2024
2.24-23.3	16 MAY 2024
2.24-24.1	16 MAY 2024
2.24-24.2	16 MAY 2024
2.24-24.3	16 MAY 2024
2.24-25.1	16 MAY 2024
2.24-25.2	16 MAY 2024
2.24-25.3	16 MAY 2024
2.24-26.1	11 AUG 2022
2.24-26.2	11 AUG 2022
2.24-26.3	11 AUG 2022
2.24-27.1	11 AUG 2022
2.24-27.2	11 AUG 2022
2.24-28.1	08 OCT 2020
2.24-28.2	08 OCT 2020
2.24-29.1	01 DEC 2022
2.24-29.2	01 DEC 2022
2.24-29.3	01 DEC 2022
2.24-30.1	06 OCT 2022
2.24-30.2	06 OCT 2022
2.24-32.1	01 DEC 2022
2.24-32.2	01 DEC 2022
2.24-32.3	01 DEC 2022
2.24-33.1	11 JUL 2024
2.24-33.2	11 JUL 2024
2.24-35.1	01 DEC 2022
2.24-35.2	01 DEC 2022
2.24-35.3	01 DEC 2022
2.24-36.1	06 OCT 2022
2.24-36.2	06 OCT 2022
2.24-37.1	08 OCT 2020
2.24-37.2	08 OCT 2020
2.24-38.1	17 JUN 2021
2.24-38.2	17 JUN 2021
2.24-39.1	08 OCT 2020
2.24-39.2	08 OCT 2020
2.24-40.1	08 OCT 2020
2.24-40.2	08 OCT 2020
2.24-41.1	17 JUN 2021
2.24-41.2	17 JUN 2021
2.24-42.1	08 OCT 2020
2.24-42.2	08 OCT 2020
2.24-43.1	01 DEC 2022
2.24-43.2	01 DEC 2022
2.24-44	22 APR 2021
2.24-45.1	21 APR 2022
2.24-45.2	21 APR 2022
EINN AD	
2-1	02 NOV 2023
2-2	02 NOV 2023
2-3	02 NOV 2023
2-4	02 NOV 2023
2-5	02 NOV 2023
2-6	02 NOV 2023
2-7	02 NOV 2023
2-8	02 NOV 2023
2-9	02 NOV 2023
2-10	02 NOV 2023
2-11	02 NOV 2023
2-12	02 NOV 2023
2-13	02 NOV 2023
2-14	02 NOV 2023
2.24-1	26 MAR 2020
2.24-2	25 APR 2019
2.24-2.2	25 APR 2019
2.24-3	06 DEC 2018
2.24-4	22 MAR 2001
2.24-5.1	31 JAN 2019
2.24-5.2	31 JAN 2019
2.24-6.1	31 JAN 2019
2.24-6.2	31 JAN 2019
2.24-7.1	31 JAN 2019
2.24-7.2	31 JAN 2019
2.24-8.1	06 DEC 2018
2.24-8.2	06 DEC 2018
2.24-10.1	06 DEC 2018
2.24-10.2	06 DEC 2018
2.24-11.1	06 DEC 2018
2.24-11.2	06 DEC 2018
2.24-13.1	06 DEC 2018
2.24-13.2	06 DEC 2018
2.24-14.1	06 DEC 2018
2.24-14.2	06 DEC 2018
2.24-15	10 SEP 2020
2.24-16.1	17 JUN 2021
2.24-16.2	17 JUN 2021
EIDL AD	
2-1	30 NOV 2023
2-2	30 NOV 2023
2-3	30 NOV 2023
2-4	30 NOV 2023
2-5	30 NOV 2023
2-6	30 NOV 2023
2-7	30 NOV 2023
2-8	30 NOV 2023
2-9	30 NOV 2023
2-10	30 NOV 2023
2.24-1	28 MAR 2019
2.24-2	28 JUN 2012
2.24-3	05 APR 2012
2.24-4	05 APR 2012
2.24-5	05 APR 2012
2.24-7.1	30 NOV 2023
2.24-7.2	30 NOV 2023
2.24-9.1	30 NOV 2023
2.24-9.2	30 NOV 2023
2.24-15	20 APR 2023
EIKN AD	
2-1	28 NOV 2024
2-2	28 NOV 2024
2-3	28 NOV 2024
2-4	28 NOV 2024
2-5	28 NOV 2024
2-6	28 NOV 2024
2-7	28 NOV 2024
2-8	28 NOV 2024
2-9	28 NOV 2024
2-10	28 NOV 2024
2-11	28 NOV 2024
2-12	28 NOV 2024
2-13	28 NOV 2024
2-14	28 NOV 2024
2.24-1	20 MAY 2021
2.24-2	18 AUG 2016
2.24-3	28 APR 2016
2.24-4.1	13 SEP 2018
2.24-4.2	13 SEP 2018
2.24-5.1	13 SEP 2018
2.24-5.2	13 SEP 2018
2.24-6.1	18 AUG 2016
2.24-6.2	18 AUG 2016
2.24-7.1	20 JUL 2017
2.24-7.2	20 JUL 2017

Page	Date
2.24-8.1	08 SEP 2022
2.24-8.2	08 SEP 2022
2.24-9.1	18 AUG 2016
2.24-9.2	18 AUG 2016
2.24-10.1	28 APR 2016
2.24-10.2	28 APR 2016
2.24-11.1	18 AUG 2016
2.24-11.2	18 AUG 2016
2.24-12.1	28 APR 2016
2.24-12.2	28 APR 2016
2.24-13.1	28 APR 2016
2.24-13.2	28 APR 2016
2.24-14.1	25 MAR 2021
2.24-14.2	25 MAR 2021
2.24-15.1	18 AUG 2016
2.24-15.2	18 AUG 2016
2.24-16.1	18 AUG 2016
2.24-16.2	18 AUG 2016
2.24-17.1	18 AUG 2016
2.24-17.2	18 AUG 2016
2.24-19	20 MAY 2021
EIKY AD	
2-1	21 MAR 2024
2-2	21 MAR 2024
2-3	21 MAR 2024
2-4	21 MAR 2024
2-5	21 MAR 2024
2-6	21 MAR 2024
2-7	21 MAR 2024
2-8	21 MAR 2024
2-9	21 MAR 2024
2-10	21 MAR 2024
2.24-1	20 MAY 2021
2.24-2	28 OCT 2004
2.24-3.1	25 MAR 2021
2.24-3.2	25 MAR 2021
2.24-4.1	25 MAR 2021
2.24-4.2	25 MAR 2021
2.24-5.1	25 MAR 2021
2.24-5.2	25 MAR 2021
2.24-6.1	25 MAR 2021
2.24-6.2	25 MAR 2021
2.24-7.1	25 MAR 2021
2.24-7.2	25 MAR 2021
2.24-7.3	25 MAR 2021
2.24-8.1	08 DEC 2016
2.24-8.2	08 DEC 2016
2.24-9.1	08 DEC 2016
2.24-9.2	08 DEC 2016
2.24-10.1	20 MAY 2021
2.24-10.2	20 MAY 2021
2.24-10.3	20 MAY 2021
2.24-11.1	18 AUG 2016
2.24-11.2	18 AUG 2016
2.24-13	25 MAR 2021
EISG AD	
2-1	11 JUL 2024
2-2	11 JUL 2024
2-3	11 JUL 2024
2-4	11 JUL 2024
2-5	11 JUL 2024
2-6	11 JUL 2024
2-7	11 JUL 2024
2-8	11 JUL 2024
2-9	11 JUL 2024
2-10	11 JUL 2024
2-11	11 JUL 2024
2-12	11 JUL 2024
2.24-1	28 JAN 2021
2.24-2	28 JAN 2021
2.24-7.1	22 APR 2021
2.24-7.2	22 APR 2021
2.24-8.1	22 APR 2021
2.24-8.2	22 APR 2021
2.24-9.1	22 APR 2021
2.24-9.2	22 APR 2021
2.24-10.1	22 APR 2021
2.24-10.2	22 APR 2021
2.24-11.1	22 APR 2021
2.24-11.2	22 APR 2021
2.24-12.1	22 APR 2021
2.24-12.2	22 APR 2021
2.24-16	23 MAR 2023
EIWF AD	
2-1	22 FEB 2024
2-2	22 FEB 2024
2-3	22 FEB 2024
2-4	22 FEB 2024
2-5	22 FEB 2024
2-6	22 FEB 2024
2-7	22 FEB 2024
2-8	22 FEB 2024
2-9	22 FEB 2024
2-10	22 FEB 2024
2-11	22 FEB 2024
2-12	22 FEB 2024
2.24-1	21 MAR 2024
2.24-2	21 MAR 2024
2.24-3.1	20 JUL 2017
2.24-3.2	20 JUL 2017
2.24-5	30 OCT 2003
2.24-6.1	08 DEC 2016
2.24-6.2	08 DEC 2016
2.24-7	23 MAR 2023
2.24-8.1	30 NOV 2023
2.24-8.2	30 NOV 2023
2.24-9.1	30 NOV 2023
2.24-9.2	30 NOV 2023
EIWT AD	
2-1	03 OCT 2024
2-2	03 OCT 2024
2-3	03 OCT 2024
2-4	03 OCT 2024
2-5	03 OCT 2024
2-6	03 OCT 2024
2-7	03 OCT 2024
2-8	03 OCT 2024
2-9	03 OCT 2024
2-10	03 OCT 2024
2-11	03 OCT 2024
2-12	03 OCT 2024
2.24-1	03 OCT 2024
2.24-2	03 OCT 2024
2.24-3.1	03 OCT 2024
2.24-3.2	03 OCT 2024
2.24-5.1	03 OCT 2024
2.24-5.2	03 OCT 2024
2.24-7.1	13 JUN 2024
2.24-7.2	13 JUN 2024
EIAB AD	
2-1	24 MAR 2022
2-2	24 MAR 2022
2-3	24 MAR 2022
2-4	24 MAR 2022
2-5	24 MAR 2022
2-6	24 MAR 2022
EIBN AD	
2-1	24 MAR 2022
2-2	24 MAR 2022
2-3	24 MAR 2022
2-4	24 MAR 2022
2-5	24 MAR 2022

Page	Date
2-6	24 MAR 2022
EIBR AD	
2-1	24 MAR 2022
2-2	24 MAR 2022
2-3	24 MAR 2022
2-4	24 MAR 2022
2-5	24 MAR 2022
2-6	24 MAR 2022
EICA AD	
2-1	21 APR 2022
2-2	21 APR 2022
2-3	21 APR 2022
2-4	21 APR 2022
2-5	21 APR 2022
2-6	21 APR 2022
EICL AD	
2-1	21 APR 2022
2-2	21 APR 2022
2-3	21 APR 2022
2-4	21 APR 2022
2-5	21 APR 2022
2-6	21 APR 2022
EICN AD	
2-1	22 FEB 2024
2-2	22 FEB 2024
2-3	22 FEB 2024
2-4	22 FEB 2024
2-5	22 FEB 2024
2-6	22 FEB 2024
EIIM AD	
2-1	19 MAY 2022
2-2	19 MAY 2022
2-3	19 MAY 2022
2-4	19 MAY 2022
2-5	19 MAY 2022
2-6	19 MAY 2022
EIIR AD	
2-1	19 MAY 2022
2-2	19 MAY 2022
2-3	19 MAY 2022
2-4	19 MAY 2022
2-5	19 MAY 2022
2-6	19 MAY 2022
EIKK AD	
2-1	16 JUN 2022
2-2	16 JUN 2022
2-3	16 JUN 2022
2-4	16 JUN 2022
2-5	16 JUN 2022
2-6	16 JUN 2022
EIMH AD	
2-1	24 MAR 2022
2-2	24 MAR 2022
2-3	24 MAR 2022
2-4	24 MAR 2022
2-5	24 MAR 2022
2-6	24 MAR 2022
EIMN AD	
2-1	19 MAY 2022
2-2	19 MAY 2022
2-3	19 MAY 2022
2-4	19 MAY 2022
2-5	19 MAY 2022
2-6	19 MAY 2022
EINC AD	
2-1	16 JUN 2022
2-2	16 JUN 2022
2-3	16 JUN 2022
2-4	16 JUN 2022
2-5	16 JUN 2022
2-6	16 JUN 2022
EIRT AD	
2-1	16 JUN 2022
2-2	16 JUN 2022
2-3	16 JUN 2022
2-4	16 JUN 2022
2-5	16 JUN 2022
2-6	16 JUN 2022

Page	Date

Page	Date	Page	Date	Page	Date

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	Amendment text		Introduced by AIP Amendment NR
	Change:	To:	
EIWF AD 2.24-4	Shannon CTA FL245/FL200 A FL200/FL075 C	Shannon CTA FL245/FL075 C	AIRAC Amdt 29
EIKN AD 2.24-8.1	RNP RWY 26 Chart published with a TEMP box in the plan view	Remove the TEMP box	AIRAC Amdt 003/21
EIKN AD 2.24-8.2	Chart coding tables published with an incorrect Final Approach bearing as Magnetic track 263°	Should read Magnetic track 264°	AIRAC Amdt 003/21
EIKN AD 2.24-8.2	Hold coding table for LESRO published with an incorrect inbound Magnetic track 263°	Should read Magnetic track 264°	AIRAC Amdt 003/21
EIKN AD 2.24-14.1	RNP RWY 08 Chart published with a TEMP box in the plan view	Remove the TEMP box	AIRAC Amdt 003/21
EIKN AD 2.24-8.2	RNP RWY 26 Chart Coding tables published with incorrect magnetic track segments	MALAX-PERIL Should read 174° NEKAD-PERIL Should read 354°	AIRAC Amdt 007/21
EIKY AD 2.24-9	Fix co-ordinates KY012 and KY013 published incorrectly.	Should read: KY012/SDF 521237.7N 0092253.3W KY013/SDF 521159.3N 0092558.2W	AIRAC Amdt 006/23

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 - Personnel Licensing - Eleventh Edition

Reference	Difference	Remarks
Chapter 1 1.2.5.1.1	The SMS and SSP related provisions will be fully implemented at the European level when relevant Implementing Rules (IRs) deriving from the EC Regulation 216/2008 come into effect. This will most probably be after the applicability date of this ICAO standard but not later than 08 April 2012.	In accordance with Article 70 of the EC Regulation 216/2008, relevant IRs shall apply not later than 08 April 2012.
Chapter 1 1.2.5.2.6	Ireland does not defer medical examinations	Ireland applies the requirements of PART-MED (Medical) which does not permit the deferral of a medical examination
Chapter 2 2.1.3.1.1	Class ratings for helicopters are not established.	Ireland applies the requirements of PART-FCL (Helicopter) which requires the issue of a type rating for each type of helicopter.
Chapter 2 2.1.9.2	The holder of a pilot licence, when acting as Co-pilot, is entitled to be credited with all of the Co-pilot time towards the total flight time required for a higher grade of pilot licence.	Ireland applies the requirements of PART-FCL (Aeroplane) & PART-FCL (Helicopter)
Chapter 2 2.3.3.1.1	The applicant shall have completed not less than 45 hours of flight time as a pilot of aeroplanes	Ireland applies the requirements of PART-FCL (Aeroplane)
Chapter 2 2.3.4.1.1	The applicant shall have completed not less than 45 hours of flight time as a pilot of helicopters.	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.4.4.1.1.1(a)	The applicant shall have completed at least 50 hours as pilot-in-command	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.3.1.1.1	In addition, the applicant shall have at least 500 hours in multi-pilot operations on aeroplanes type certificated in accordance with the JAR/EASA-CS/ FAR–25 Transport category or the JAR/EASA-CS/ FAR–23 Commuter category, or BCAR or AIR 2051	Ireland applies the requirements of PART-FCL (Aeroplane)
Chapter 2 2.6.3.2	In addition, the applicant shall have received instruction in multi-crew co-operation	Ireland applies the requirements of PART-FCL (Aeroplane)
Chapter 2 2.6.4.1.1.1	In addition, the applicant shall have at least 350 hours in multi-pilot helicopters	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.4.1.1.1(a)	The applicant shall have completed at least 250 hours, either as pilot-in-command, or at least 100 hours as pilot-in-command and 150 hours as pilot-in-command under supervision; OR 250 hours as pilot-in-command under supervision on multi-pilot helicopters, and the ATPL privileges shall be limited to multi-pilot operations only;	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.4.1.1.1(d)	The applicant shall have completed at least 100 hours of night flight as pilot-in-command or as co-pilot	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.4.2	In addition, the applicant shall have received instruction in multi-crew co-operation	Ireland applies the requirements of PART-FCL
Chapter 2 2.7.1.3.2	A PPL applicant for an Instrument rating is not required to comply with the physical, mental & visual requirements for the issue of a Class 1 Medical Assessment.	Ireland applies the requirements of PART-FCL
Chapter 2 2.7.3.2 (b)	A maximum of 35 hours of instrument ground time is permitted for a Single-engine IR (Aeroplane or Helicopter), and a maximum of 40 hours instrument ground time is permitted for a multi-engine IR (Aeroplane or Helicopter).	Ireland applies the requirements of PART-FCL

ANNEX 1 - Personnel Licensing - Eleventh Edition

Reference	Difference	Remarks
Chapter 2 2.9	Provision of a Glider Pilot licence which is compliant with Annex 1.	Ireland applies the requirements of PART-FCL for the provision of a "Sailplane" Licence
Chapter 2 2.10	Ireland issues Private pilot and Commercial Pilot licences for free balloons	Ireland applies the requirements of PART-FCL
Chapter 3 3.2	Ireland does not issue Flight Navigator licences	
Chapter 3 3.3.1.2	The applicant for a Flight Engineer Licence shall demonstrate a level of knowledge appropriate to an ATPL (Aeroplane)	Ireland applies the requirements of JAR-FCL 4 (Flight Engineer)
Chapter 3 3.3.1.5	The applicant shall hold a valid Class 1 medical certificate.	Ireland applies the requirements of JAR-FCL 4 (Flight Engineer)
Chapter 4 4.2.1.4	Ireland does not require the completion of a course of training for certain aircraft types	Ireland applies the requirements of EC Regulation 1321/2014, Annex III (Part 66). Executive Decision 2008/003/R allows for the granting of type ratings based on type examination for certain non large, non-complex aircraft types. In respect of aircraft excluded by EC Regulation 216/2008, Irish National regulations (S.I. 333 of 2000) do not require an applicant with previous experience on type to complete a course of training
Chapter 4 4.5.3.4	Unit Training Plans ensure the continued competency of a controller to exercise his/her privileges. These plans normally relate to a 12 month period. Regulation (EC) No 1108/2009 amending Regulation (EC) 216/2008 in the field of aerodromes, air traffic management and air navigation services gives EASA competence for rule making in the area of ATC licensing.	
Chapter 4 4.6	Ireland does not issue Flight Operations Officer / Flight Dispatcher licences	The activity is controlled as part of the approval of an Air Operator’s Certificate
Chapter 4 4.7	The licence is issued as a Radio Officer Licence	
Chapter 5 5.1.1.2	The Date of Birth appears under Section XIV on all flight crew & ATC licences	In respect of flight crew licences, Ireland applies the licence format requirements of JAR-FCL. In respect of ATC licences, Ireland applies the licence format requirements of EU Regulation 805/ 2011.
Chapter 5 5.1.1.2	All required details are entered on Aircraft maintenance Licences issued in accordance with EC Regulation 1321/2014, Annex III (Part 66), however, the order in which they are entered is not in accordance with Annex 1.	In respect of EASA Aircraft Maintenance Licences, Ireland applies the licence format (EASA Form 26) requirements of EC Regulation 1321/2014, Annex III (Part 66).
Chapter 5 5.1.4	Item headings on EASA Aircraft Maintenance Licences are uniformly numbered in Arabic numerals	In respect of EASA Aircraft Maintenance Licences, Ireland applies the licence format (EASA Form 26) requirements of EC Regulation 1321/2014, Annex III (Part 66).
Chapter 6 6.2.5.5	Applicants are tested by pure-tone audiometry only if an Instrument rating is to be added to the applicable licence, in which case, a hearing test with pure tone audiometry is required at the first examination for the rating and shall be repeated every five years up to the 40th birthday and every two years thereafter.	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.3.1.2.1	No examinations are allowed to be omitted	Ireland applies the requirements of PART-MED (Medical)

ANNEX 1 - Personnel Licensing - Eleventh Edition

Reference	Difference	Remarks
Chapter 6 6.3.2.2.1	Use of Anti-depressants	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.3.2.9.1	Posterior/anterior chest radiography may be required when indicated on clinical or epidemiological grounds	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.4.2.2.1	Use of Anti-depressants	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.4.2.6.1	Electrocardiography shall be included in every re-examination of applicants after the age of 40	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.5.1.2	Holders of air traffic controller licences shall have their Class 3 Medical Assessments renewed at intervals not exceeding 24 months	Ireland applies the requirements of Article 16 of EU Regulation 805/2011

ANNEX 2- Rules Of The Air - Tenth Edition

Reference	Difference	Remarks
Chapter 3 3.2.2	'(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.'	New provision. Implementing Regulation (EU) No 923/2012, SERA.3210(b)
Chapter 3 3.2.2.4	'(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.'	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.3210 (c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4
Chapter 3 3.2.3.2 (b)	'(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.'	Implementing regulation (EU) No 923/2012, paragraph SERA.3215 (b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2 (b) of the underlined text)
Chapter 3 3.2.5 (c) and (d)	'(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC (d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons.
Chapter 3 3.3.1.2	• With regards to VFR flights planned to operate across international borders, the Union regulation (point SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, as follows: 'any flight across international borders, unless otherwise prescribed by the States concerned.' • With regard to VFR and IFR flights planned to operate at night, the following requirement is added to point SERA.4001(b)(6) of that Union regulation: '(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome'	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b).
Chapter 3 3.8 and Appendix 2		The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.

ANNEX 2- Rules Of The Air - Tenth Edition

Reference	Difference	Remarks
Chapter 4 4.6	'(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR light shall not be flown: 1. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; 2. elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.'	ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as outlined.

ANNEX 3 - Meteorological Service For International Air Navigation - Twentieth Edition

Reference	Difference	Remarks
PART I Chapter 4 4.1.5	Ireland does not use automated equipment to measure visibility or integrated systems for real-time display of meteorological parameters	
PART 1 Chapter 4 4.2.4.4	Prevailing visibility not implemented in Ireland. Minimum visibility reported in METAR.	Inability of some operational systems to process prevailing visibility. Implementation planned in November 2018.
PART I Chapter 4 4.6.5.1	Reporting of clouds is not limited to those of operational significance	
Chapter 5	(b) competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed	New Provision. Implementing Regulation (EU) No 923/2012, paragraph SERA. 12005.

ANNEX 4 - Aeronautical Charts - Tenth Edition

Reference	Difference	Remarks
Chapter 1 1.1 Air Defence Identification Zone (ADIZ)	DEFINITIONS, APPLICABILITY AND AVAILABILITY ADIZ does not exist in Ireland	
Chapter 1 1.2.2.1	We do not produce several charts in Ireland. For those charts and where we have published a difference, we do not conform to the recommended practices.	
Chapter 2 2.1.8	GENERAL SPECIFICATIONS Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297mm x 210mm for inclusion in the integrated Irish AIP document.
Chapter 7 7.7	ENROUTE CHART – ICAO Isogonals are not shown.	There is no operational or industry requirements for this information on this chart.
Chapter 7 7.9.3.1.1	1) Frequencies and coordinates are not shown. 2) Elevation of DME is not shown. 4) The RNP value is not shown. 5) Coordinates are not shown. 6) Frequency is not shown. 8) The distance is given to a tenth of a nautical mile. 10) Minimum En-route altitude is not shown. 11) Communication facilities are not shown. 12) Air defence identification zones do not exist in Ireland.	Due to the complexity of the chart this information would cause too much clutter and should be read in conjunction with the AIP pages ENR 3.1, ENR 3.2 and ENR 4.1

ANNEX 4 - Aeronautical Charts - Tenth Edition

Reference	Difference	Remarks
Chapter 8 8.1	Area Chart-ICAO The Area Chart-ICAO is not produced in Ireland.	Requirements are fulfilled by other means-SID, STAR, Approach, and En-Route charts.
Chapter 11 11.4	INSTRUMENT APPROACHCHART - ICAO Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297 mm x 210 mm for inclusion in the integrated Irish AIP document.
Chapter 11 11.10.7	Ireland only publishes OCA/H minimums. We do not publish visibility, MDA, DH, DA, MDA/H or DA/H for instrument approaches at aerodromes.	
Chapter 12 12.4	VISUAL APPROACH CHART - ICAO Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297mm x 210mm for inclusion in the integrated Irish AIP document
Chapter 13 13.6.1.i)	Geographical coordinates are not published for taxiway centre lines.	
Chapter 13 13.6.1.j)	Standard routes are not established.	
Chapter 14 14.1	Aerodrome Ground Movement Chart-ICAO The Aerodrome Ground Movement Chart-ICAO is not produced in Ireland.	Requirements are fulfilled by other means-Aerodrome and Aircraft Parking/Docking Charts
Chapter 15 15.6.f)	Geographical coordinates are not published for taxiway centre lines.	
Chapter 16 16.1	World Aeronautical Chart-ICAO 1:1,000,000 The World Aeronautical Chart-ICAO 1:1,000,000 is not produced in Ireland.	Requirements are fulfilled by other means-1:500,000, 1:250,000 and En-Route charts
Chapter 17 17.9.2.2	AERONAUTICAL CHART - ICAO 1:500 000 Not all this information is displayed on the chart due to clutter.	
Chapter 17 17.9.5.2	ADIZ does not exist in Ireland	
Chapter 18 18.1	Aeronautical Navigation Chart-ICAO Small Scale The Aeronautical Navigation Chart-ICAP Small Scale is not produced in Ireland.	There is no operational or industry requirements for this chart.
Chapter 19 19.1	Plotting Chart –ICAO The Plotting Chart –ICAO is not produced in Ireland.	There is no operational or industry requirements for this chart.
Chapter 20 20.1	Electronic Aeronautical Chart Display-ICAO The Electronic Aeronautical Chart Display-ICAO is currently not produced in Ireland.	

ANNEX 5 - Units Of Measurement To Be Used In Air And Ground Operations - Fourth Edition Nil

Reference	Difference	Remarks

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 3 3.3.4	Annex IV Reg (EU) 965/2012 CAT GEN MPA 195 refers only to FDR, CVR and data link recordings. ICAO Standard specifically lists CVR, CARS, Class A AIR and Class A AIRS.	Different in Character
Chapter 3 3.3.5	Annex IV Reg. (EU) 965/2012 CAT. GEN. MPA. 195 refers to CVR and FDR. ICAO Standard specifically lists FDR, ADRS, Class B and Class C AIR and AIRS.	Different in Character

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 3 3.5.1	Annex IV Reg. (EU) 965/2012 CAT.GEN.MPA.205 requires ATS involvement where ATS coverage is provided. ICAO Standards specifies operator only. Regulatory requirement by 16 DEC 2018	Different in Character
Chapter 3 3.5.3	Annex IV Reg. (EU) 965/2012 CAT.GEN.MPA.205 does not specify 15min requirement. EASA will make automated reporting at least every 15 minutes a requirement by 16 Dec 2018.	Partially Implemented
Chapter 3 3.5.4	Annex IV Reg. (EU) 965/2012 CAT.GEN.MPA.205 is different in its wording. EASA Regulatory requirement by 16th Dec 2018.	Different in Character
Chapter 4 4.2.8.1.1	Annex IV Reg. (EU) 965/2012 Automatic Landing systems, HUD, SVS and CVS not addressed. Will be transposed with RMT.0379	Pending EU Implementing Rules.
Chapter 4 4.2.8.3	Annex IV Reg. (EU) 965/2012 SPA.LVO.110 and SPA.LVO.110(a) The European Regulation does not yet classify approach operations by Type A and B. RMT0379 (AWO) is envisaged to update the approach classification. Annex IV Reg. (EU) 965/2015 as amended makes no changes to the regulation so the difference will stand. The European Regulation does not yet classify approach operations by Type A and B. RMT 0379 (AWO) is envisaged to update the approach classification. Annex IV Reg. (EU) 965/ 2012 Annex I Definitions CAT IIIA: DH lower than 100ft and RVR not less than 200m. CAT IIIB: DH lower than 100ft or no DH and RVR lower than 200m but not less than 75m.	More Exacting
	Annex IV Reg. (EU) 965/2012 Annex I Definitions CAT IIIA: DH lower than 100ft and RVR not less than 200m. CAT IIIB: DH lower than 100ft or no DH and RVR lower than 200m but not less than 75m. CAT IIIA and CAT IIIB type approaches are not listed in ICAO Definitions.	Different in Character
Chapter 4 4.3.4.1.3	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.185(a) and CAT.OP.MPA.107 require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome. ICAO Standard 4.3.4.1.3 specifies ‘at the estimated time of use’. ICAO Standard 4.3.4.1.2 does break down time requirements.	More Exacting
Chapter 4 4.3.4.3.1	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.180(b) AMC1 CAT.OP.MPA150(b), Point (d) CAT.OP.MPA.246(b) Reg. (EC) 216/2008 Annex IV 2.a.7 European rules require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.	More Exacting

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 4 4.3.6.2	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.150(b) Part-CAT does not require the effect of deferred maintenance items.	Different in Character
Chapter 4 4.3.6.7	Annex IV Reg. (EU) 965/2012 The use of contingency fuel needs clarification. In-flight fuel management needs further amendment. Will be transposed with RMT.0573	Pending EU Implementing Rules.
Chapter 4 4.3.7.2.2	Annex IV Reg. (EU)965/2012 CAT.OP.MPA.280 The phraseology is addressed in a SIB. The SARPS will be transposed through RMT.0573. European rules require to declare PAN, PAN, PAN.	Pending EU Implementing Rules
Chapter 4 4.4.2.1	Annex IV Reg. (EU) 965/2012 This requirement not specified	Not Implemented
Chapter 4 4.4.11	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.300 EASA regulation does not specify a height for this requirement.	Different in Character
Chapter 4 4.6.1	Annex IV Reg. (EU) 965/2012 ORO.GEN.110(c) GM1 ORO.GEN.110(c) The European rules do not require a flight operations officer. ORO.GEN.110(c) does not imply a requirement for licensed flight dispatchers or a full flight watch system. If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3, This training should be described in the operations manual.	Partially Implemented
Chapter 5 5.2.10	Annex IV Reg.(EU) 965/2012 CAT.POL.A.220 Provides stricter and more detailed requirements	More Exacting
Chapter 5 5.4.1	Annex IV Reg. (EU) 965/2012 CAT.POL.A.300 SE IMC/night currently not allowed in Part-CAT To be implemented with RMT.0232/233	Pending EU Implementing Rules
Chapter 5 5.4.2	Annex IV Reg. (EU) 965/2012 CAT.POL.A.300 “An operator shall not operate a single-engine aeroplane at: night; or in instrument meteorological conditions except under special visual flight rules.”	SE IMC/night currently not allowed in Part-CAT
Chapter 6 6.1.1	Annex IV Reg. (EU) 965/2012 CAT.IDE.A.100(a) Different in character or other means of compliance	Part-CAT refers to Reg (EU) 748/2012 for approval of equipment and its installation
Chapter 6 6.2.2 a) Recommendation 2	The use of a Universal Precaution Kit is not covered in Reg (EU) 965/2012	Universal Precaution kit will be dealt with in the RMT.0383

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 6 6.2.2 a) Recommendation 3	CAT.IDE.A.225 requires the emergency medical kit for aeroplanes with a maximum approved passenger seating configuration of more than 30 seats if any point on the planned route is more than 60 minutes flying time (at normal cruising speed) from an aerodrome at which qualified medical assistance could be expected.	More exacting requirement
Chapter 6 6.3	AMC1 CAT.IDE.A.190 for 6.3.1.1: CAT.IDE.A.190(b)(3) &(b)(5), Reg (EU) 965/2012 There is no definition for crash-protected flight recorder or lightweight flight recorder Airborne image recorders and lightweight flight recorder are not required. For installation requirement, refer to applicable certification specifications (CS 25.1457 for CVR and CS25.1459 for FDR) For equipment design requirements, refer to applicable ETSOs (C123 for CVR, C124 for FDR, C176 for AIR, C177 for DLR, 2C197 for ADRS and CARS) Will be transposed with RMT.0400/0401 (by ED Decision) and RMT.0271)	Pending EU Implementing Rules
Chapter 6 6.3.1.2.1	CAT.IDE.A.190(a) (3) & (b)(5) Reg. (EU)965/2012 CAT.IDE.A.190 (a) (3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700kg or less, ICAO requires for all turbine-engine. CAT.IDE.A.190 (b)(5) is applicable to aeroplanes delivered an individual CofA on or after 1 January 2016. There is no alternative offered to the FDR in CAT.IDE.A.190. However, it is in the scope of RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.1.2.2	CAT.IDE.A.190(a) (3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700kg or less, with an MOPSC of more than 9 and first issued with a CofA on or after 1 April 1998. Will be addressed by RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.1.2.3	CAT.IDE.A.190(a)(1), (a)(2) and (b)(3) of Reg (EU)965/2012 CAT.IDE.A.190(a)(1) and (a)(2) applies to aeroplanes with an individual CofA issued on or after 1 June 1990. CAT.IDE.A.190 (b)(3) identifies the FDR Type 1 requirement for aeroplanes referred to in CAT.IDE.A.190(a)(1) and (a)(2) with an MCTOM of over 27000kg and first issued with an individual CofA before 1 Jan 2016.	EU Reg CAT.IDE.A.190 is more specific with respect to applicability
Chapter 6 6.3.1.2.4	CAT.IDE.A.190(a)(1) and (b)(2) Reg (EU)965/2012 CAT.IDE.A.190(a)(1) applies to aeroplanes with a MCTOM of more than 5700kg with an individual CofA on or after 1 June 1990. CAT.IDE.A.190 (b)(2) applies to aeroplanes referred to in (a)(1) with an MCTOM of less than 27000kg and first issued with an individual CofA before 1 Jan 2016.	EU Reg CAT.IDE.A.190 is more specific, however difference in earlier qualification date.
Chapter 6 6.3.1.2.5	CAT.IDE.A.190(a)(3) and (b)(4) Reg (EU)965/2012 CAT.IDE.A.190 (a)(3) applies to aeroplanes with an individual CofA after 1 April 1998. Will be addressed by RMT.0338.	Pending EU Implementing Rules

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 6 6.3.1.2.6	CAT.IDE.A.190(a)(2) &(b)(1) Reg EU 965/2012. CAT.IDE.A.190(a)(2) applies to aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.7	AMC6 CAT.IDE.A.190(a)(1) & (a)(2)&(a)(3) applies to aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.8	CAT.IDE.A.190(a)(2) & (b)(3) Reg (EU) 965/2012 CAT.IDE.A.190(a)(2) applies to turbine-engined aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.9	CAT.IDE.A.190(a)(2) and (b)(1) Reg (EU) 965/ 2012 CAT.IDE.A.190(a)(2) applies to turbine-engined aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.11	CAT.IDE.A.190(a)(1) and (b)(5) Reg (EU) 965/ 2012. AMC1 CAT.IDE.A.190(b) The flight parameters of Type IA should be recorded only for aeroplanes first issued with an individual CofA on or after 1January 2016	Type IA differ from type I by the list of parameters to record. The list of parameters are given in the AMC to CAT.IDE.A.190
Chapter 6 6.3.1.2.12	CAT.IDE.A.190 Reg (EU) 965/2012. AMC 1 CAT.IDE.A.190(c) AMC 1 CAT.IDE.A.190(c) states that 'The parameters to be recorded should meet the performance specifications (range, sampling intervals, accuracy limits and resolution in read-out) as defined in the relevant tables of EUROCAE Document ED-112, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.' and the table of flight parameter performance in ED-112 is only specifying a maximum recording interval of 0.125 seconds for acceleration parameters.	Difference in FDR recording interval parameters
Chapter 6 6.3.1.2.13	CAT.IDE.A.190 Reg (EU) 965/2012 AMC 1 CAT.IDE.A.190(c) states that 'The parameters to be recorded should meet the performance specifications (range, sampling intervals, accuracy limits and resolution in read-out) as defined in the relevant tables of EUROCAE Document ED-112, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.' and the table of flight parameter performance in ED-112 is only specifying a maximum recording interval of 0.125 seconds for acceleration parameters	Difference in FDR recording interval parameters
Chapter 6 6.3.1.2.13	CAT.IDE.A.190(a)(3) and (b) Reg (EU)965/2012 The minimum recording duration for the FDR is 25 hours or 10 hours	Exceeds ICAO Standards
Chapter 6 6.3.2	AMC1 CAT.IDE.A.185. For 6.3.2.1: CAT.IDE.A.185 (a) Reg. (EU)965/2012 CVR for light aircraft not implemented. To be developed under RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.2.1.2	CVR for light aircraft not implemented. To be developed under RMT.0271	Pending EU Implementing Rules

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 6 6.3.2.1.3	AT.IDE.A.185 (a) (1) and (b) (1) Reg (EU) 965/ 2012. Minimum CVR duration is 2 hours when the individual CofA was first issued on or after 01 April 1998	Exceeds ICAO Standard
Chapter 6 6.3.2.1.4	CAT.IDE.A.185 (a) (1) Reg (EU) 965/2012 CAT.IDE.A.185(a)(1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg whatever the date of delivery of the individual CofA	Exceeds ICAO Standard
Chapter 6 6.3.2.1.5	CAT.IDE.A.185 (a) (1) Reg (EU) 965/2012 CAT.IDE.A.185(a) (1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg whatever the date of delivery of the individual CofA	Exceeds ICAO Standard
Chapter 6 6.3.2.1.6	CAT.IDE.A.185 (a) (1) Reg (EU) 965/2012 CAT.IDE.A.185 (a) (1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not.	Exceeds ICAO Standard
Chapter 6 6.3.2.2.1	CAT.IDE.A.185 (d) Reg (EU) 965/2012 By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.	Later Implementation date
Chapter 6 6.3.2.2.2	CAT.IDE.A.185 Reg (EU) 965/2012 By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.	Later Implementation date
Chapter 6 6.3.2.3.1	CAT.IDE.A.185 (b) Reg (EU) 965/2012 For aeroplanes with an MCTOM of over 5 700 kg and first issued with an individual CofA on or after 01April 1998, the minimum recording duration of the CVR is 2 hours	Exceeds ICAO Standard
Chapter 6 6.3.2.3.2	CAT.IDE.A.185 (b) & (c) Reg (EU) 965/2012 EU Regulation is more specific in terms of applicability dates until 1 January 2019. By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2021; or (2) the preceding 2 hours in all other cases.	Difference in applicability dates until 1 January 2019.
Chapter 6 6.3.2.3.3	CAT.IDE.A.185(b) Reg (EU) 965/2012 For aeroplanes with an MCTOM of over 5 700 kg and first issued with an individual CofA on or after 01 April 1998, the minimum recording duration of the CVR is 2 hours.	Difference in applicability date
Chapter 6 6.3.2.3.4	CAT.IDE.A.185 (c) By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2021; or (2) the preceding 2 hours in all other cases.	Exceeds ICAO Standard
Chapter 6 6.3.2.4.1	CAT.IDE.A.185 Not implemented. To be developed under RMT.0249	Pending EU Implementing Rules

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 6 6.3.2.4.2	CAT.IDE.A.185 Not implemented. To be developed under RMT.0249	Pending EU Implementing Rules
Chapter 6 6.3.2.4.3	CAT.IDE.A.185 Not implemented. To be developed under RMT.0249	Pending EU Implementing Rules
Chapter 6 6.3.3.1.1	CAT.IDE.A.195 (a) requires recording data link communications for aeroplanes issued with an individual CofA on or after 08 April 2014.	Difference in applicability date
Chapter 6 6.3.3.1.2	CAT.IDE.A.195 Reg (EU) 965/2012 EU Regulation applicability date is for Aeroplanes first issued with an individual CofA on or after 8 April 2014. The EU Regulation does not reference modifications.	Different in character and compliance.
Chapter 6 6.3.4.4	CAT.GEN.MPA.195(d) Reg (EU) 965/2012 CAT.IDE.A.190 Reg (EU) 965/2012 It is inferred that the FDR documentation is in electronic format	Different in character
Chapter 6 6.3.4.5.1	CAT.IDE.A.200 Reg (EU) 965/2012 The carriage of two combination recorders is an alternative to carrying single-function flight recorder	Different in character
Chapter 6 6.3.4.5.2	CAT.IDE.A.200 Reg (EU) 965/2012 Compliance with CVR and FDR requirements may be achieved by two flight data and cockpit voice combination recorders in the case of aeroplanes with an MCTOM of more than 5 700 kg and required to be equipped with a CVR and an FDR. AMC1 states When two flight data and cockpit voice combination recorders are installed, one should be located near the flight crew compartment, in order to minimise the risk of data loss due to a failure of the wiring that gathers data to the recorder. The other should be located at the rear section of the aeroplane, in order to minimise the risk of data loss due to recorder damage in the case of a crash.	Different in applicability weight.
Chapter 6 6.4.1	CAT.IDE.A.125 Reg (EU) 965/2012 Part-CAT requires additional instruments	Exceeds ICAO Standard
Chapter 6 6.5.3.1	CAT.IDE.A.285 (f) Reg (EU) 965/2012 EU Regulation requires Underwater Locating Beacon (ULB) or Device (ULD) mandatory by 1 January 2019	Difference in Implementation Date
Chapter 6 6.10	CAT.IDE.A.130 CAT.IDE.A.115 Reg (EU) 965/ 2012 CAT.IDE.A.115 requires portable lights also during daylight flights which exceeds ICAO SARPS which requires it only for night flights.	Exceeds ICAO Standard
Chapter 6 6.12	Council directive 96/29 EURATOM Art 42 Protection to air crew. The Basic Regulation only addresses the mitigation of safety risks and does not provide the legal basis for transposing this standard to avoid overlaps with other Community Legislation, (Council Directive 96/ 29/Euratom of 13 May 1996).	Dealt under EU Council Directive

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 6 6.18.2	CAT.GEN.MPA.210 Transmission of information from which a position can be determined is not specified as 'once every minute' when in distress.	Different in character or other means of compliance.
Chapter 6 6.20.2	CAT.IDE.A.350 Reg (EU) 965/2012 Resolution of 7.62 m for the pressure altitude reporting transponder not specified.	Different in character or other means of compliance.
Chapter 6 6.20.3	CAT.IDE.A.350 Reg (EU) 965/2012 Resolution of 7.62 m for the pressure altitude reporting transponder not specified.	Different in character or other means of compliance.
Chapter 6 6.20.4	CAT.IDE.A.350 Reg (EU) 965/2012 Resolution of 7.62 m for the pressure altitude reporting transponder not specified.	Different in character or other means of compliance.
Chapter 6 6.22.1	Not implemented. Work in progress with RMT.0369/370	Pending EU Implementing Rules
Chapter 6 6.22.2	Not implemented. Work in progress with RMT.0369/370	Pending EU Implementing Rules
Chapter 6 6.24.2	(EU) 965/2012 Provisions as regards criteria for the approval of operational credits for automatic landing systems, HUD, SVS and CVS are not available. Will be transposed with RMT.0379	Pending EU Implementing Rules
Chapter 6 6.24.2	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.1	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.2.1	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.2.2	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.3	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 7 7.1.4	Certification Specifications - ACNS issue 17 Dec 2013 EU Implementing Rules currently do not address this area in the context of flight crews	Pending EU Implementing Rules
Chapter 7 7.1.5	EU Implementing Rules currently do not address this area in the same context	Pending EU Implementing Rules

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 7 7.3.2	Annex I to ED Decision 2013/031/R, Certification Specifications - Airborne Communications, Navigation and Surveillance, 17 Dec 2013 EU Rules do not currently address.	Pending EU Implementing Rules.
Chapter 7 7.3.3	Annex I to ED Decision 2013/031/R, Certification Specifications - Airborne Communications, Navigation and Surveillance, 17 Dec 2013 EU Implementing Rules do not currently address.	Pending EU Implementing Rules.
Chapter 7 7.3.4	Annex I to ED Decision 2013/031/R, Certification Specifications - Airborne Communications, Navigation and Surveillance, 17 Dec 2013 EU Implementing Rules do not currently address.	Pending EU Implementing Rules.
Chapter 8 8.3.2	Regulation (EC) 2042/2003, Part M does not require that copies of all amendments to the maintenance programme be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	Not regulated but done in practice and put in the contract between AOC Holders and maintenance organisations
Chapter 8 8.4.2	EC 2042/2003 Annex I Part M, Subpart C M.A.305(h)(1-6) require certain records are kept for up to 24 months	More exacting requirement
Chapter 8 8.7.2.1	Regulation (EC) 2042/2003, Part 145, 145A.70, AMC provides for additional information that must be listed in the maintenance organisation exposition	More exacting requirement
Chapter 8 8.7.2.3	Regulation (EC) 2042/2003, Part 145 does not explicitly require that copies of all amendments to the procedures manual be furnished promptly to all organizations or persons to whom the manual has been issued. This issue is dealt with under the Part 145 Quality System requirements.	Not regulated but common practice due to the requirement for a quality system
Chapter 8 8.7.3.2	Regulation (EC) Part 145, 145A.65 requires a safety policy to be established for maintenance organisations. The State Safety Programme is currently being implemented in Ireland and will establish acceptable levels of safety for maintenance by 2012.	Less Restrictive
Chapter 8 8.7.3.3	ORO.GEN.200 of Reg (EU) 965/2012 Existing Irish regulation mandates SMS, however, EU regulation is pending that will update the requirements established by the IAA in the Aeronautical Notices.	Pending further EU Implementation rules
Chapter 8 8.7.7.2	EASA requires records to be retained for two years.	More exacting requirement
Chapter 9 9.1.2	FCL.055 of EU Reg 1178/2011 Licencing Requirement for English Language Proficiency for radio telephony in all phases of flight. Specific Radio Operators licences requirements were deleted in SI 333/2000.	Different in character.
Chapter 9 9.1.3	ORO.FC.110 Reg (EU) 965/2012 and Article 7 of EU Reg 1178/2011 Flight Engineer Licences are administered under National Rules SI 333/2000	Different in character.
Chapter 9 9.1.4	Requirement deleted in SI 333/2000 Flight Navigator Licensing requirement repealed in SI 333/2000.	Not Applicable.

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 9 9.2	Reg (EC) 216/2008 1.(b) & (c) ORO.FC.130(a),(b) ORO.FC.230(d) AMC1.ORO.FC.230(a)&(b) ORO.GEN.110(e),(f),(h) Reg (EU) 965/2012 AMC1.ORO.FC.220(b)&(d) ICAO Annex 6, chapter 9.2 establishes provisions for each type of aeroplane. ORO.FC.130(a) for each type and variant. ORO.GEN.110(h) requires also the use of a checklist. ICAO Annex 6 9.2 does not require it.	More exacting requirement
Chapter 9 9.4.3.3	Reg (EU) 216/2008(2) ORO.FC.105(b.2)&(c) Reg (EU) 965/2012 AMC1 ORO.FC.105(b)(2);(c) [(a),(b)&(c)] AMC2.ORO.FC.105(c) [(a)&(b)] European rules have implemented a categorisation of aerodromes (A, B, C and/or demanding/not demanding). Rules achieve same safety level even though the classification is slightly different.	Different in character.
Chapter 9 9.4.4.1	AMC1.ORO.FC.240 [(a)] AMC1.ORO.FC.230 [(a)&(b)] ORO.FC.230(b) ORO.FC.145(a)&(c) Reg (EU) 965/2012 The rule allows ATQP as an alternative to the prescriptive training requirements. Even though checking intervals can be extended, the same or even higher level needs to be achieved. For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than 8 consecutive months one OPC is sufficient.	Different in character.
Chapter 10 10.1	ORO.GEN.110 Reg. (EU) 965/2012 No requirement for flight operations officer/flight dispatchers to be licensed.	Not Applicable.
Chapter 10 10.2	ORO.GEN.110 Reg (EU) 965/2012 Guidance Material for the above Reg states that; If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual.	Different in character.
Chapter 10 10.3	ORO.GEN.110 Reg (EU) 965/2012 Guidance Material for the above Reg states that; If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual.	Different in character.
Chapter 10 10.4	ORO.GEN.110 Reg (EU) 965/2012 ORO.AOC.135 Reg (EU) 965/2012 Guidance Material for the above Reg states that; If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual.	Different in character.
Chapter 10 10.5	ORO.GEN.110 Reg (EU) 965/2012 The ICAO recommendation is not transposed in the above EU Reg.	Not Implemented.

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 11 11.4.3	ORO.MLR.115 Reg (EU) 965/2012 months storage period required under Reg. 965/2012	Different in means of compliance.
Chapter 12 12.4	CC.TRA.220 CC.TRA.225 Appendix I to Part-CC ORO.CC.110 ORO.CC.115 For HF/CRM: AMC1 ORO.CC.115(e) GM1 ORO.CC.115(e) ORO.CC.120 ORO.CC.125 AMC1 ORO.CC.125(c) AMC1 ORO.CC.125(d) ORO.CC.130 ORO.CC.135 AMC1 ORO.CC.135 ORO.CC.140 AMC1 ORO.CC.140 ORO.CC.145 AMC1 ORO.CC.145 GM1 ORO.CC.145 For DG: ORO.GEN.110(j) CAT.GEN.MPA.200 Reg (EU) 965/2012 In addition to the completion of initial training required by the Air Ops Regulation Reg. (EU) 965/2012, the Aircrew Reg. (EU) 1178/2011 also requires the issuing of a cabin crew attestation to each cabin crew member who will be operating in CAT operations. This attestation shall be issued in accordance with the mandatory EASA Form 142 (Appendix II to Part-ARA). This attestation is considered valid as long as the holder acts as cabin crew and completes the other training required by the Air Ops Regulation. If a holder stops operating during more than 5 years, his/her attestation becomes invalid and initial training has to be completed again.	More exacting requirement
Chapter 13 13.4.1	Essential requirements 8d, Reg (EU) 216/2008. Point 10 of Annex 1 Reg (EC) 300/2008 AMC1 ORO.FC.220 AMC1 ORO.FC.230 AMC1 ORO.CC.125(c) & ORO.CC.140 & ORO.CC.124, Reg (EU) 965/2012 for flight crew compartment security training. BR 216/2008 & Reg. 965/2012 only mention generic security training required, but not as detailed as in ICAO.	Different in Character
Chapter 13 13.4.2	AMC1 ORO.FC.220 AMC1 ORO.FC.230 AMC1 ORO.CC.125(c) Regulation (EU) 965/2012 only requires training on flight crew compartment procedures.	Different in Character
Chapter 13 13.5	Essential requirements 8d (v), Reg (EU) 216/2008. AMC3 ORO.MLR.100(a) Part A Chapter 11(e) Art. 4 Reg (EU) 376/2014 Reporting to local authority is not specified. Occurrence Reporting Regulation (EU) 376/2014 foresees reporting on security by pilot within 72hrs to the operator and by operator within 72 hours to the competent authority.	Different in Character

ANNEX 6 Part II - Operation Of Aircraft - Eleventh Edition

Reference	Difference	Remarks
Chapter 2 1.4	Specific approvals are issued by the Competent Authority of the operator, not necessarily the State of Registry.	
Chapter 2 2.4.9.1	EASA states (a) The PIC shall use the departure and approach procedures established by the State of the aerodrome.	

ANNEX 6 Part II - Operation Of Aircraft - Eleventh Edition

Reference	Difference	Remarks
Chapter 2 4.6.2	EASA requires this safeguard for all aeroplanes operating at these altitudes.	
Chapter 2 4.6.3 Recommendation	EASA requires this safeguard for all aeroplanes operating at these altitudes.	
Chapter 2 4.8	EASA does not require the fitment of an outside temperature gauge.	
Chapter 2 4.11.2 Recommendation	EASA has not implemented this recommendation.	
Chapter 2 4.16.1.1.1 Recommendation	This recommendation is not addressed by EASA.	
Chapter 2 4.16.1.2	Not implemented into EU rules.	
Chapter 2 4.16.2.1 Recommendation	EASA stipulates above2,250kgs.	
Chapter 2 4.16.2.3.2	The EU has not yet implemented this rule.	
Chapter 2 4.18.4 Recommendation	May not use layout of Appendix 2.5, paragraph 2.	
Chapter 2 5.1.7	EASA uses the State of the operator	
Chapter 2 5.1.8	EASA uses the State of the operator	
Chapter 2 5.1.9	EASA uses the State of the operator	
Chapter 2 5.2.3	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Chapter 2 5.2.4	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Chapter 2 5.2.5	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Chapter 2 5.3.3	For aeroplanes registered in the EU, for the non-commercial operator, it is the authority of the State in which the operator has its principal place of business, is established or is residing.	
Chapter 2 6.2.2	(EU) 1321/2014 specifies 12 months for all 6 items (EC) 2042/2003 specifies 12 months for all 6 items.	
Chapter 2 8.1	EASA requires that flight manual updates are approved by EASA	
Chapter 3 1.2 Recommendation	EASA states more than 19 passenger seats.	
Chapter 3 4.3.5.4 Recommendation	EASA has not implemented this Recommendation.	
Chapter 3 6.2.1	EASA makes no mention of paragraph d.	

ANNEX 6 Part II - Operation Of Aircraft - Eleventh Edition

Reference	Difference	Remarks
Chapter 3 6.3.1.1.1	EASA states first issued with a C of A after 1 January 2016.	
Chapter 3 6.3.1.1.2	EASA states first issued with a C of A after 1 January 2016 and stipulates over 5,700kgs.	
Chapter 3 6.3.1.1.3 Recommendation	EASA states first issued with a C of A after 1 January 2016 and no upper weight limit.	
Chapter 3 6.3.2.1.1	EASA states above 2,250 kg.	
Chapter 3 6.3.2.1.2	EASA states a C of A issued on or after 1st January 2016.	
Chapter 3 6.3.2.1.3 Recommendation	EASA states a C of A issued on or after 1st January 2016 and above 2,250kgs with no upper limit.	
Chapter 3 6.5.2.1	EASA stipulates this requirement for all aeroplanes when operating IFR.	
Chapter 3 6.8.2.1 Recommendation	EASA only stipulates this requirement for an individual C of A first issued after 31 Dec 1980.	
Chapter 3 6.9.1 Recommendation	EASA stipulates all turbine powered aeroplanes in excess of 5,700kgs and in excess of 19 passenger seats.	
Chapter 3 6.9.2	EASA stipulates all turbine powered aeroplanes in excess of 5,700kgs and in excess of 19 passenger seats.	
Chapter 3 8.5.2	Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licenced i.a.w. Annex 1.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition

Reference	Difference	Remarks
Section II Chapter 2 2.2.8.1.1	Automatic landing systems includes EVS and HUD but SVS and CVS are not addressed	
Section II Chapter 2 2.2.8.3	EASA: a. does not refer to a visibility for CAT I only an RVR of 500m; b. states a minimum RVR for CAT IIIA of 200m; c. states an RVR for CAT IIIB of between 200m and 75m; d. does not define CAT IIIC	RMT.0379 (AWO) is envisaged to update the approach classification.
Section II Chapter 2 2.3.3.1	EASA does not require the operational flight plan to be lodged with the appropriate Authority but expects the operator to retain a copy on the ground.	
Section II Chapter 2 2.3.4.2.3 Recommendation	(EU) 965/2012 AMC1 CAT.OP.MPA.192 requires RVR/VIS + 400 m Ceiling at or above (M)DH + 200 ft for both alternates.	
Section II Chapter 2 2.3.4.3.10 Recommendation	This recommendation is not addressed by EASA.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 2 2.3.4.3.15 Recommendation	This recommendation is not addressed by EASA.	
Section II Chapter 2 2.3.6.3.3	EASA states: “additional fuel to fly for 2 hours at holding speed including final reserve fuel; and extra fuel if there are anticipated delays or specific operational constraints”	
Section II Chapter 2 2.3.7.1	(a).is permitted provided operator has procedures in place in accordance with AMC4, AMC5 & AMC6 to CAT.OP.MPA.200. (b). (EU) 965/2012 does not consider this requirement.	
Section II Chapter 2 2.3.7.2	Requirements a) and c) are not addressed.	
Section II Chapter 2 2.3.7.4 Recommendation	f) EASA expects the operator's risk assessment to determine whether seat belts should be fastened or unfastened. g) EASA expects the operator's risk assessment to determine when passengers should disembark/embark.	
Section II Chapter 2 2.3.7.6	a) and b) are permitted, but not for avgas or wide-cut fuel or a mixture of these types of fuel, provided 'For all other types of fuel, the necessary precautions should be taken, and the aircraft should be properly manned by qualified personnel that should be ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available.' c) EASA does not consider this requirement.	
Section II Chapter 2 2.4.4.4	EASA makes no mention of “all other flight crew members shall keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened”	
Section II Chapter 2 2.5.5	EASA uses the term “signature of person in charge” instead of “pilot-in-command”	
Section II Chapter 2 2.6.1	EASA does not mandate the use of Flight Operations Officers / Flight Dispatchers	EASA states a. ORO.GEN110(c) does not imply a requirement for licensed flight dispatchers or a full flight watch system. b. if the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual
Section II Chapter 2 2.8.1	EASA has not implemented FRMS for helicopters	
Section II Chapter 2 2.8.2	EASA has not implemented FRMS for helicopters	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 2 2.8.5	EASA has not implemented FRMS for helicopters	
Section II Chapter 4 4.1.5.4 Recommendation	May not use layout of Appendix 7 paragraph 2	
Section II Chapter 4 4.3.1.1.2	EASA specifies more than 9 passengers.	
Section II Chapter 4 4.3.1.1.3 Recommendation	EASA specifies an applicability date of 1 August 1999	
Section II Chapter 4 4.3.1.1.5 Recommendation	Flight data recording equipment is only required for commercial air transport helicopters first issued with an individual C of A after 5 September 2022 with a MCTOM exceeding 2250 kg.	
Section II Chapter 4 4.3.1.3	1st issue of C of A post 1 January 2016 10 hours retention; 1 August 1999 to 1 January 2016 8 hours retention; 1 January 1989 to 1 August 1999 5 hours retention.	
Section II Chapter 4 4.3.2.1.1	EASA makes no mention of “For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.”	
Section II Chapter 4 4.3.2.1.2 Recommendation	EASA makes no mention of “For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.”	
Section II Chapter 4 4.3.2.3	EASA stipulates helicopters first issued with an individual C of A prior to 1st January 2016 of 7,000 kg or less shall retain the recorded information for at least 30 minutes. EASA stipulates helicopters first issued with an individual C of A prior between 1st August 1999 and 1st January 2016 of greater than 7,000 kg shall retain the recorded information for at least 1 hour. EASA stipulates helicopters first issued with an individual C of A prior to 1st August 1999 of greater than 7,000 kg shall retain the recorded information for at least 30 minutes.	
Section II Chapter 4 4.3.3.1.3 Recommendation	EASA stipulates helicopters first issued with an individual C of A on or after 8th April 2014	
Section II Chapter 4 4.4.4 Recommendation	EASA only requires this forward-looking terrain avoidance function for helicopters involved SPA.HOFO operations.	
Section II Chapter 4 4.5.2.6 Recommendation	The AMC is applicable to all helicopters regardless of the date of issuance of the C of A.	
Section II Chapter 4 4.5.2.7 Recommendation	EASA only allows raft below 40 kg.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 4 4.5.3.2 Recommendation	Consideration on sun not included.	
Section II Chapter 4 4.10.1 Recommendation	Helicopters with an MOPSC of more than 9 shall be equipped with airborne weather detecting equipment.	
Section II Chapter 4 4.15.1 Recommendation	(EU) 2016/1199 SPA.HOFO.155(a) stipulates: The following helicopters conducting CAT offshore operations in a hostile environment shall be fitted with a VHM system capable of monitoring the status of critical rotor and rotor drive systems by 1 January 2019: (1) complex motor-powered helicopters first issued with an individual Certificate of Airworthiness (C of A) after 31 December 2016; (2) all helicopters with a maximum operational passenger seating configuration (MOPSC) of more than 9 and first issued with an individual C of A before 1 January 2017; (3) all helicopters first issued with an individual C of A after 31 December 2018.	
Section II Chapter 4 4.17.2.1	This regulation only applies to Type B EFBs	
Section II Chapter 4 4.17.2.2	This regulation only applies to Type B EFBs	
Section II Chapter 5 5.1.3	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 5 5.1.4	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 5 5.1.5	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 6 6.2.1	EASA requirements do not address the human factors principles.	1. M.A.704 (a) requires to provide the CAME although it is not specified to whom. The AMC requires the personnel to be familiar with the relevant parts of the manual. The manual is approved by the State of Operator, due to mutual recognition is valid for the State of Registry within EASA MS. 2. Non-compliance is only identified in relation to the HF Requirement.
Section II Chapter 6 6.2.4	Non-compliance relates to the requirement to provide the manual to the State of Registry if different for the State of operator. It is currently required to be approved by the State of operator.	Within the EU Member States this requirement is compensated by the mutual recognition.
Section II Chapter 6 6.3.2	(EU) 1321/2014, Part M does not require that copies of all amendments to the maintenance programme be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	Not regulated but done in practice and put in the contract between AOC Holders and maintenance organisations

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 6 6.4.2	(EU) 1321/2014 Part M specifies more exacting requirements for al 6 items	
Section II Chapter 6 6.4.4	M.A.305(h) requires An owner or operator shall ensure that a system has been established to keep the following records for the periods specified: In AMC M.A.305(h) the details in 8.4.4Same applies to maintenance organisations in 145.A.55(c)	
Section II Chapter 6 6.5.1	EASA does not stipulate a minimum take-off mass.	
Section II Chapter 6 6.5.2	(EU) 1321/2014 Part M does not specify a minimum mass for this requirement.	
Section II Chapter 6 6.7.1	Part-M.A.612 has not specified the details in referenced Chapter. No difference for Part-145. Part-M.A.612 is Less protective or partially implemented or not implemented	
Section II Chapter 6 6.8.2	For a),b(1) it is required to be kept for 12 months after aircraft is permanently withdrawn from service. However for b)(2)(3) and c) Part-M doesn't specify in corresponding provisions how long records should be kept after the aircraft has been withdrawn from service. Nevertheless those records are still required to be kept under the provisions of M.A.305(h)(1) at least 36 months after release to service.	
Section II Chapter 7 7.2	ICAO Annex 6 SARPS 7.2 established provisions for each type of helicopter, ORO.FC.130 (a) Required for each type and variant.	
Section II Chapter 9 9.1	EASA requires that flight manuals shall be updated by implementing changes made mandatory by EASA.	
Section II Chapter 9 9.4.3 Recommendation	EASA only requires journey logs to be retained for 3 months.	
Section II Chapter 12 12.4.2	EASA does not specifically address this requirement but refers to 'the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.'	
Section II Chapter 12 12.4.3.2	EASA does not specifically address this requirement but states 'The transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its attachments, supplements and any other addenda or corrigenda.'	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section II Chapter 12 12.4.3.3	Not implemented by EASA.	
Section III Chapter 1 1.4	Specific approvals are issued by the Competent Authority, of the operator, not necessarily the State of Registry.	
Section III Chapter 2 2.6.1	EASA gives no alleviation for purely local visual flights.	
Section III Chapter 2 2.8.4	d) is not considered	
Section III Chapter 2 2.17.1	EASA states (a) the PIC shall use the departure and approach procedures established by the State of the aerodrome.	
Section III Chapter 4 4.3.2.5 Recommendation	EASA considers lift rafts not deployable by remote control should have a maximum mass of 40 kg.	
Section III Chapter 4 4.3.2.6 Recommendation	EASA considers lift rafts not deployable by remote control should have a maximum mass of 40 kg.	
Section III Chapter 4 4.7.2.1.1	EASA requires a CVR to be fitted to helicopters over 7000 kg with an individual C of A issued on or after 1 January 2016.	
Section III Chapter 4 4.7.2.1.2 Recommendation	EASA has no requirement for the carriage of a CVR for a helicopter of less than 7000 kg.	
Section III Chapter 4 4.7.2.2	Discontinuation of magnetic tape CVR not implemented, however Opinion 01/2014 proposes discontinuation by 01 January 2019.	
Section III Chapter 4 4.13.4 Recommendation	May not use layout of Appendix 7 paragraph 2	
Section III Chapter 5 5.1.6	EASA does not yet specify requirements for PBC	Pending EU implementing rules.
Section III Chapter 5 5.1.7	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.1.8	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.1.9	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.2.1	EASA does not state the distance between landmarks for international general aviation flights.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section III Chapter 5 5.2.3	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	SPA.GEN.100 states: (a) The competent authority for issuing a specific approval shall be: (1) for the commercial operator the authority of the Member State in which the operator has its principal place of business; (2) for the non-commercial operator the authority of the State in which the operator is established or residing.
Section III Chapter 5 5.2.4	The Competent Authority of the operator not necessarily the State of Registry, establishes these requirements are met.	
Section III Chapter 5 5.2.5	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Section III Chapter 5 5.3.3	For aircraft registered in the EU, for the non-commercial operator, it is the authority of the State in which the operator has its principal place of business, is established or is residing	
Section III Chapter 6 6.2.2	(EU) 1321/2014 Part M specifies in excess of the specified requirements.	

ANNEX 7 - Aircraft Nationality And Registration Marks - Fifth Edition

Reference	**Difference**	**Remarks**
Chapter 3 3.2	Captive balloons, kites, unmanned free balloons without payload and gliders with a maximum structural mass of 80kg or less, are exempt 'Nationality and Registration Marks' requirements.	Consequently all provisions of Annex 7 which refer to the affixing and location of registration marks and identification plate cannot be applied. No centralised register of unmanned free balloons is kept in Ireland.
Chapter 3 3.3		
Chapter 4 4.1.2		
Chapter 6		
Chapter 8		

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	**Difference**	**Remarks**
PART II Chapter 3 3.6.1	Assessment also allowed by EASA approved DOA under procedure agreed with Agency	Assessment also allowed by EASA approved DOA under procedure agreed with Agency
PART IIIA. Chapter 2 2.2.3	In the airworthiness codes, scheduling of landing distance with runway slope is not mandated, but factors on landing distance are applied by operational rules, where appropriate. In the airworthiness codes, performance scheduling for variations in water surface conditions, density of water and strength of current is not mandated, but factors on landing distance are applied by operational rules, where appropriate.	CS-23 complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS 23.237 requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.
PART IIIA. Chapter 2 2.3.4.1	In the airworthiness codes, stall testing with one power unit inoperative is not mandated, but issues with stall warning with one engine inoperative are considered in individual certification activities.	Any issues with stall warning with one engine inoperative would be apparent from the evaluation of the design and during OEI flight testing, especially during evaluation of the manoeuvring margin at V2. This latter test is carried out by EASA with asymmetric power. It is noted that the equivalent requirement has been by Amendment 100 in Part 3B

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART IIIA. Chapter 4 4.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	NPA 15/2004 relative to Flight Crew Error/Flight Crew Performance Considerations in the Flight Deck Certification Process has been published and CS-25 has been updated in 2007. EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008 There is also a JAA interim policy (INT/POL/25/14) for large aeroplanes that has also been used by EASA.
PART IIIA. Chapter 4 4.1.6	At this time, the airworthiness codes do not specifically require protection against explosive and incendiary devices.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIA. Chapter 9 9.2.4	The airworthiness codes do not specifically address the issue of limitations on equipment and systems but in practice the Standard is complied with.	Paragraph XI524 was deleted from JAR-25 and is not in CS-25. The deletion was done to harmonise with FAR-25 and the rationale was that the paragraph did not added further requirements compared to FAA practice.
PART IIIA. Chapter 9 9.3.5	At this time, the airworthiness codes do not specifically require the identification of the least-risk bomb location.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA by first quarter of 2009 and a modification to CS-25 by end 2009
PART IIIA. Chapter 11	At this time, the airworthiness codes do not specifically address this security Standard except for pilot compartment doors.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA by first quarter of 2009 and a modification to CS-25 by end 2009
PART IIIB. SUB-PART B Chapter B.2.7	In the airworthiness codes, scheduling of landing distance with runway slope is not mandated, but factors on landing distance are applied by operational rules, where appropriate. In the airworthiness codes, performance scheduling for variations in water surface conditions, density of water and strength of current is not mandated, but factors on landing distance are applied by operational rules, where appropriate	CS-23 complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS 23.237 requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.
PART IIIB. SUB-PART B Chapter B.2.7 b).	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.
PART IIIB. SUB-PART B Chapter B.2.7 e).	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.	

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART IIIB. SUB-PART C Chapter C.7 a).	In general the consideration of likely impact with birds is not mandated in the airworthiness codes for small aeroplanes and commuter category aeroplanes except for bird impact on windshield for Commuter category. Consideration of the probable behaviour of the aeroplane in ditching is only required for type certification where ditching certification is required by operating rules.	CS-23 Jet requirements are under development by EASA that may remove both the bird impact and ditching difference for applicable CS-23 Jet types. Note that the current CS 25.807(e) requires provision of ditching emergency exits for passengers whether or not certification with ditching provisions is requested.
PART IIIB. SUB-PART C Chapter C.7 c).	In general the consideration of likely impact with birds is not mandated in the airworthiness codes for small aeroplanes and commuter category aeroplanes except for bird impact on windshield for Commuter category. Consideration of the probable behaviour of the aeroplane in ditching is only required for type certification where ditching certification is required by operating rules.	
PART IIIB. SUB-PART D Chapter D.1.3	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH
PART IIIB. SUB-PART D Chapter D.1.3	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH
PART IIIB. SUB-PART D Chapter D.2 a).	The airworthiness codes ensure compliance with sub-paragraph a) except for prevention of misassemble.	Work to address Protection against explosive and incendiary devices, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIB. SUB-PART D Chapter D.2 b).	At this time the airworthiness codes do not mandate protection against explosive and incendiary devices.Anx	
PART IIIB. SUB-PART D Chapter D.2 g) 1-3.		
PART IIIB. SUB-PART D Chapter D.2 h).		
PART IIIB. SUB-PART D Chapter D.2 i).		

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART IIIB. SUB-PART F Chapter F.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	NPA 15/2004 relative to Flight Crew Error/Flight Crew Performance Considerations in the Flight Deck Certification Process has been published and has been incorporated into CS-25 amendment 3 EASA has included in the 2008 advance rule making planning a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second of 2008. There is also a JAA interim policy (INT/POL/25/14) for large aeroplanes that has also been used by EASA
PART IIIB. SUB-PART F Chapter F.5	Protection against electromagnetic interference is not specifically required by CS-23 and CS-25	Work to address this, based on the output of the Harmonization WG is in the inventory Interim Policies developed by JAA for small and large aeroplanes are also notified by EASA as special conditions Action: EASA Target Completion Date: Task MDM.024 2010
PART IIIB. SUB-PART G Chapter G.2.5	The airworthiness codes do not specifically address the issue of limitations on equipment and systems but in practice the standard is complied with.	Paragraph X1524 was deleted from the JAR-25 and is not in CS-25. The deletion was done to harmonise with FAR-25 and the rationale was that the paragraph did not add further requirements compared to FAA practice.
PART IIIB SUB-PART G Chapter G.3.5	Not covered by CS-25	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009and a modification to CS-25 by end 2009
PART IIIB SUB-PART I Chapter I.1	This provision is not included in the airworthiness codes, but in the case of new design special conditions can be used during certification to address cases where the related airworthiness code does not contain adequate or appropriate safety standards.	The statement looks like a principle for rule making. A comparable principle, not only limited to Crash worthiness may be found in Article 5.5 and article 14 of the EASA Basic Regulation.
PART IIIB SUB-PART I Chapter I.6	The airworthiness codes do not address this standard except for the installation requirement, The rest is covered by the operating rules.	JAR-OPS contains the equipage requirements
PART IIIB SUB-PART K	At this time, the airworthiness codes do not specifically address these security standards except for pilot compartment doors.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IV Chapter 2 2.2.2.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART IV Chapter 2 2.2.2.2	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 2 2.2.3.1	For category B helicopters the airworthiness code only requires take-off distance to be included in the performance data.	For Category B helicopters, only take-off distance is required to be included in the performance data while take-off distance, path and rejected take-off distance information is required for Category A helicopters. Class 1, 2 and 3 are addressed by JAR-OPS-3. Amendment 100 introduces Category A and B 2.2.31 has been the subject of a complete revision for Part IVB (Amendment 100) such that take-off distance (all engines) for all helicopters is required as per the operating rules, with additional take-off and rejected take-off distances required for Category A helicopters.
PART IV Chapter 2 2.2.3.1.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 2 2.2.3.1.2		
PART IV Chapter 2 2.2.3.1.3		
PART IV Chapter 2 2.2.3.2	The concept of two power units inoperative is not included in the airworthiness codes, but In the case of new design special conditions can be used during certification to address cases where the related airworthiness code does not contain adequate or appropriate safety standards.	En-route performance is based on climb performance both for all engines operating and one engine inoperative situations. The case of the two critical power units inoperative for helicopters having three or more engines is not addressed. Concerns only helicopters with 3 or more engines. This standard has been reviewed and found to offer no safety benefit. It has therefore been removed from Part IVB (Amendment 100) and hence the identified difference will also be removed for helicopter certificated after December 2007
PART IV Chapter 2 2.2.3.3.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 4 4.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART IV Chapter 4 4.1.6	The airworthiness codes ensure compliance with this standard except for the consideration of depressurization, but this issue may be addressed during certification if appropriate using the Special Condition procedure.	The airworthiness codes ensure compliance with this standard except for the consideration of depressurization, but this issue may be addressed during certification if appropriate using the Special Condition procedure.
PART IV Chapter 4 4.1.8	The airworthiness codes do not specifically address the risk that ground handling operations may cause damage.	The airworthiness codes do not specifically address the risk that ground handling operations may cause damage.
PART IV Chapter 7 7.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008
PART IVB. SUB-PART E Chapter E.2.7	PART IVB. SUB-PART E Chapter E.2.7	This is a case where a difference exists because CS 27 is more exacting or exceeds Part IVB which only requires restart capability for helicopters greater than 3175kg or which are certificated to CAT. A.
PART IVB. SUB-PART F Chapter F.5 Part VB F.5	This issue is not covered by the present CS-27, CS 29 and CS 23	However this issue is addressed by generic special conditions ensuring an equivalent level of safety to ICAO Annex 8 by other means. The Agency has included in its inventory a rule making task to address the issue (Task MDM.024)
PART V. SUB-PART F Chapter F.5		

ANNEX 9 - Facilitation - Ninth Edition Nil

Reference	Difference	Remarks

ANNEX 10 - Aeronautical Telecommunications - Volume 1 - Eight Edition

Reference	Difference	Remarks
Amendment 93 to Annex 10 Volume 1	Point CNS.TR.100(a) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume 1 in its 6th edition of July 2006, including all amendments up to and including No 89. In particular, Galileo services shall not be considered as operational as long as they have not been declared as such to ICAO.	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume 1 up to and including Amendment 93 are planned under rulemaking task (RMT) of EASA with the reference of RMT.0719. (Regular update of ATM/ANS rules) should be ready for publication around Q2 2024. The final adoption date not known yet.

ANNEX 10 - Aeronautical Telecommunications - Volume II - Eight Edition

Reference	Difference	Remarks
Chapter 1 Definitions	The amendment of the definitions, introduced in Amendment 93, will not be implemented at the applicability date.	To be implemented under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).
Chapter 3 3.9	This new section, introduced in Amendment 93, will not be implemented at the applicability date.	To be implemented under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

ANNEX 10 - Aeronautical Telecommunications - Volume II - Eight Edition

Reference	Difference	Remarks
Chapter 5 5.2.1.4.1	SERA.14035 Transmission of numbers in radiotelephony (a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. (i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. (ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as “ONE THOUSAND” (iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word “THOUSAND”. (2) All numbers used in the transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds and thousands followed by the word “HUNDRED” or “THOUSAND”, as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word “THOUSAND”, followed by the number of hundreds, followed by the word “HUNDRED”. (3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately (4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as “TEN O'CLOCK” or “ELEVEN O'CLOCK”. (5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word “DECIMAL”. (6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.	ICAO Annex 10, Volume II, Chapter 5.2.1.4.1 is transposed in point SERA.14035 of Implementing Regulation (EU) No 923/2012 with some differences.

ANNEX 10 - Aeronautical Telecommunications - Volume IV - Fourth Edition

Reference	Difference	Remarks
Chapter 4 4.3.5.3.1	The mandate for carriage of TCAS Version 7.1 is currently part of EASA Rule making programme - EASA NPA 2010.03 refers.	The proposed forward fit mandate is for 1st March 2012 which exceeds ICAO standards
Chapter 4 4.3.5.3.2	The mandate for carriage of TCAS Version 7.1 is currently part of EASA Rule making programme - EASA NPA 2010.03 refers.	The proposed forward fit mandate is for 1st March 2012
Chapter 4 4.3.5.3.3	The mandate for carriage of TCAS Version 7.1 is currently part of EASA Rule making programme - EASA NPA 2010.03 refers.	The proposed forward fit mandate is for 1st March 2012 and retrofit mandate is for 1st March 2014 which exceeds ICAO standards
Chapter 7 7.1.1.1.1	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.1.2.1	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.1.3.1	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.2.1	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.2.2	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.2.3	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules

ANNEX 11 - Air Traffic Services - Fifteenth Edition

Reference	Difference	Remarks
Chapter 2 2.13.1	Within the Shannon UIR / FIR, VOR change over points have not been established	
Chapter 2 2.25.5	'Time checks shall be given at least to the nearest minute'	Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.25.5
Chapter 2 Paragraph 2.6.1		Exemption possibility. Implementing Regulation (EU) No 923/2012 SERA.6001 allows aircraft to exceed the 250kts speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

ANNEX 11 - Air Traffic Services - Fifteenth Edition

Reference	Difference	Remarks
Chapter 3	(b) Clearances issued by air traffic control units shall provide separation: 1. between all flights in airspace Classes A and B 2. between IFR flights in airspace Classes C, D and E; 3. between IFR flights and VFR flights in airspace Class C; 4. between IFR flights and special VFR flights; 5. between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3050m (10,000ft) during climb or decent, during day in visual meteorological conditions.	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005 (b)
Chapter 3	(e) Read-back of clearances and safety-related information (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: (i) ATC route clearances; (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text)
Chapter 3	(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text)

ANNEX 11 - Air Traffic Services - Fifteenth Edition

Reference	Difference	Remarks
Chapter 3	Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied: (a) such special VFR flights may be conducted during day only, unless otherwise permitted by the competent authority; (b) by the pilot: (1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m; (3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and (c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: (1) the ground visibility is not less than 1500m or, for helicopters, not less than 800m; (2) the ceiling is not less than 180m (600 ft).	New provision. Implementing Regulation (EU) No 923/2012 point SERA.5010 Special VFR in control zones

ANNEX 12 - Search And Rescue - Eighth Edition Nil

Reference	Difference	Remarks

ANNEX 13 - Aircraft Accident And Incident Investigation - Ninth Edition Nil

Reference	Difference	Remarks

ANNEX 14 - Aerodromes - Fourth Edition Nil

Reference	Difference	Remarks

ANNEX 15 - Aeronautical Information Service - Twelfth Edition

Reference	Difference	Remarks
Chapter 4 4.1.3 (Standard)	Area Chart ICAO The Area Chart ICAO is not produced in Ireland	Requirements are fulfilled by other means SID, STAR, Approach 1:250,000, 1:500,000 and EN Route charts

ANNEX 16 - Environmental Protection - Fifth Edition Nil

Reference	Difference	Remarks

ANNEX 17 - Security - Eighth Edition Nil

Reference	Difference	Remarks

ANNEX 18 - The Safe Transport Of Dangerous Goods By Air - Third Edition Nil

Reference	Difference	Remarks

ANNEX 19 - Safety Management- First Edition

Reference	Difference	Remarks
Chapter 3 3.1.3	SMS not yet addressed in the EASA regulations on design, production and maintenance organisations.	
Chapter 3 3.1.4	Not yet applicable.	
Chapter 4 4.1.1	SMS is not yet addressed in Reg. (EU) 1321/2014 and Reg (EC) 748/2012.	
Chapter 4 4.1.5	SMS is not yet addressed in Commission Regulation (EC) 748/2012.	
Chapter 4 4.1.6	SMS is not yet addressed in Commission Regulation (EC) 748/2012.	
Chapter 4 4.2.1	Not yet applicable.	
Chapter 4 4.2.2	Not yet applicable.	

DOC 8168 - Procedure for Air Navigation Services - Aircraft Operations Vol 11 (Construction of visual and instrument Flight Procedures) (4th Edition including AMDT) - Nil

Reference	Difference	Remarks

DOC 4444 - Procedures for Air Navigation Services - Air Traffic Management - Sixteenth Edition

Reference	Difference	Remarks
Chapter 12 12.3.1.2 (z) to (kk)	Revised SID/STAR phraseology not yet implemented	Work is under way to effect implementation of the PANS-ATM Amendment 7-A phraseology (date to be confirmed but not before Q4 2018)
Chapter 12 12.3.3.1 (g) to (h)	Revised departure instructions phraseology not yet implemented	Work is under way to effect implementation of the PANS-ATM Amendment 7-A phraseology (date to be confirmed but not before Q4 2018)
Chapter 12 12.3.3.2 (d) to (f)	Revised approach instructions phraseology not yet implemented	Work is under way to effect implementation of the PANS-ATM Amendment 7-A phraseology (date to be confirmed but not before Q4 2018)

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 2.4 Location Indicators

The Location Indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

1. ENCODE	
Location	Indicator
ABBEYFEALE	EIRE*
ABBEYLEIX HOUSE	EIAL*
ABBEYSHRULE	EIAB*
AIRPORT CONNEMARA	EICA*
ANDONA	EIAH*
ATHBOY	EIMH*
BALLINAROOGA	EIBG*
BALLYBOUGHAL DUBLIN	EIBB*
BALLYHAVIL FARM	EISS*
BANTRY	EIBN*
BELMULLET	EIBT*
BENFIELD	EIBF*
BIRR	EIBR*
CLONBULLOGUE	EICL*
COONAGH	EICN*
CORK	EICK
CRADDENSTOWN	EICD*
CRAUGHWELL AIRFIELD	EICW*
CUSTUME	EIAC*
DOLLYSGROVE	EIDG*
DONEGAL	EIDL
DUBLIN INTERNATIONAL	EIDW
FINNER MILITARY	EIFR*
FRIARSTOWN	EIFN*
GALWAY	EICM*
HACKETSTOWN	EIHN*
ILAS AIRFIELD	EIIF*
INISHEER	EIIR*
INISHMAAN	EIMN*
INISHMORE	EIIM*
IRELAND WEST	EIKN
KERRY	EIKY
KILKENNY	EIKK*
KILLENAULE	EIKI*
KILRUSH KILDARE	EIKH*
KINSALE GAS FIELD	EIKG*
KYLEBRACK HELIPORT	EIKB*
LAKEVIEW	EILV*
LETTERKENNY	EILT*
MOYGLARE AIRFIELD	EIMY*
MULLINGAR	EIMP*
NAVAN AIRFIELD	EIHH*

2. DECODE	
Indicator	Location
EIAB*	ABBEYSHRULE
EIAC*	CUSTUME
EIAH*	ANDONA
EIAL*	ABBEYLEIX HOUSE
EIBB*	BALLYBOUGHAL DUBLIN
EIBF*	BENFIELD
EIBG*	BALLINAROOGA
EIBN*	BANTRY
EIBR*	BIRR
EIBT*	BELMULLET
EICA*	AIRPORT CONNEMARA
EICD*	CRADDENSTOWN
EICK	CORK
EICL*	CLONBULLOGUE
EICM*	GALWAY
EICN*	COONAGH
EICW*	CRAUGHWELL AIRFIELD
EIDG*	DOLLYSGROVE
EIDL	DONEGAL
EIDW	DUBLIN INTERNATIONAL
EIFN*	FRIARSTOWN
EIFR*	FINNER MILITARY
EIHH*	NAVAN AIRFIELD
EIHN*	HACKETSTOWN
EIIF*	ILAS AIRFIELD
EIIM*	INISHMORE
EIIR*	INISHEER
EIKB*	KYLEBRACK HELIPORT
EIKD*	TAGGARTS AIRSTRIP
EIKG*	KINSALE GAS FIELD
EIKH*	KILRUSH KILDARE
EIKI*	KILLENAULE
EIKK*	KILKENNY
EIKN	IRELAND WEST
EIKY	KERRY
EILT*	LETTERKENNY
EILV*	LAKEVIEW
EIMH*	ATHBOY
EIMN*	INISHMAAN
EIMP*	MULLINGAR
EIMY*	MOYGLARE AIRFIELD
EINC*	NEWCASTLE

1. ENCODE	
Location	Indicator
NEWCASTLE	EINC*
RATHCOOL	EIRT*
SHANNON	EINN
SLIGO	EISG
SPOLLENS AIRFIELD	EITU*
TAGGARTS AIRSTRIP	EIKD*
TIBOHINE	EITB*
TREVET	EITT*
TRIM	EITM*
WATERFORD	EIWF
WESTON	EIWT

2. DECODE	
Indicator	Location
EINN	SHANNON
EIRE*	ABBEYFEALE
EIRT*	RATHCOOL
EISG	SLIGO
EISS*	BALLYHAVIL FARM
EITB*	TIBOHINE
EITM*	TRIM
EITT*	TREVET
EITU*	SPOLLENS AIRFIELD
EIWF	WATERFORD
EIWT	WESTON

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

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

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

URL: http://www.iaa.ie

Charts based on ICAO documents: Annex 4, Doc 8697
Differences to these provisions are detailed in GEN 1.7
Topographical information is reproduced under licence by permission of Ordnance Survey Ireland.
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

3.1 VFR Chart Scale 1:500,000

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

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

Phone: + 353 1 802 5379

URL: https://store.osi.ie/index.php/paper-products/aeronautical-charts.html

3.2 VFR Airspace Chart Scale 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical airspace chart Scale 1:500,000.
This chart is for VFR navigation within the boundaries of the Shannon FIR.
It is available free to download from the IAA Web Site,

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

3.3 VFR Chart Scale 1:250,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:250,000. It comprises two charts - front and back (East & West, North & South), covering the Shannon FIR. The charts are

for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland. It is available to order at a cost of €30.00 including VAT per chart from:

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

Phone: + 353 1 802 5379

URL: https://store.osi.ie/index.php/paper-products/aeronautical-charts.html

All other aeronautical charts are available to download from:-
URL: http://www.iaa.ie/commercial-aviation/airspace/aeronautical-charts

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced

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

(* included in AIP Ireland)

URL: http://www.iaa.ie

4.2 General Description of Series of Charts

4.2.1 Aeronautical Chart - ICAO 1:500,000

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

4.2.2 Aeronautical Chart 1:250,000

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

4.2.3 Instrument Approach Chart – ICAO

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

4.2.4 Visual Approach Chart – ICAO

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

4.2.5 Aerodrome Chart – ICAO

These charts provide flight crew with detailed information on runways, taxiways, lighting and other aerodrome features to

facilitate the surface movement of aircraft.

4.2.6 Aerodrome Obstacle Chart - ICAO - TYPE “A” (Operating Limitations)
These charts are designed to provide the operator with the data necessary to enable compliance with the operating limitations as contained in ICAO Annex 6.

4.2.7 Aerodrome Obstacle Chart - ICAO - TYPE *“B”*
These charts are designed to provide the data necessary or determination of minimum safe altitudes/heights and procedures for use in the event of an emergency during take-off or landing.

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

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

5. LIST OF CHART SERIES

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aeronautical Chart ICAO 1:500,000	ANC/ 500	Edition 12	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/West 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/East 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/North 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/South 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Standard Departure Chart-Instrument (SID) ICAO 1:750,000	SID	EIDW AD 2.24-10.1	EIDW RNAV RWY 28L CAT A,B	05 NOV 2020
	SID	EIDW AD 2.24-11.1	EIDW RNAV RWY 28L CAT C, D	08 SEP 2022
	SID	EIDW AD 2.24-12.1	EIDW RNAV RWY 28R CAT A,B	06 OCT 2022
	SID	EIDW AD 2.24-13.1	EIDW RNAV RWY 28R CAT C,D	20 APR 2023
	SID	EIDW AD 2.24-14.1	EIDW RNAV RWY 10L CAT A,B	06 OCT 2022
	SID	EIDW AD 2.24-15.1	EIDW RNAV RWY 10L CAT C,D	20 APR 2023
	SID	EIDW AD 2.24-16.1	EIDW RNAV RWY 10R CAT A, B	11 AUG 2022
	SID	EIDW AD 2.24-17.1	EIDW RNAV RWY 10R CAT C, D	16 JUN 2022
	SID	EIDW AD 2.24-18.1	EIDW RNAV RWY 16 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-19.1	EIDW RNAV RWY 16 CAT C, D	06 OCT 2022
	SID	EIDW AD 2.24-20.1	EIDW RNAV RWY 34 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-21.1	EIDW RNAV RWY 34 CAT C, D	06 OCT 2022
	SID	EIKY AD 2.24-3	EIKY RWY 26 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-4	EIKY RWY 26 CAT C	25 MAR 2021
	SID	EIKY AD 2.24-5	EIKY RWY 08 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-6	EIKY RWY 08 CAT C	25 MAR 2021
	SID	EINN AD 2.24-5.1	EINN RNAV RWY 06	31 JAN 2019
	SID	EINN AD 2.24-6.1	EINN RNAV RWY 24	31 JAN 2019

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D,	26 APR 2018
Standard Departure Chart - Instrument (SID) - ICAO 1:500,000	SID	EIWT AD 2.24-3	EIWT RWY 07 CAT A, B	03 OCT 2024
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY26	13 SEP 2018
	SID	EIKN AD 2.24-5	EIKN RNAV RWY08	13 SEP 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-23	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	16 MAY 2024
	STAR	EIDW AD 2.24-24	EIDW RNAV RWY 16	16 MAY 2024
	STAR	EIDW AD 2.24-25	EIDW RNAV RWY 34	16 MAY 2024
	STAR	EINN AD 2.24-7.1	EINN RNAV RWY 06	31 JAN 2019
	STAR	EINN AD 2.24-8.1	EINN RNAV RWY 24	06 DEC 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK RWY 25 CAT A, B	11 OCT 2018
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 2.24-38	EIDW RNP RWY 16 CAT A, B, C, D	17 JUN 2021
	IAC	EIDW AD 2.24-39.1	EIDW ILS CAT I or LOC RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-40.1	EIDW VOR RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-41	EIDW RNP RWY 34	17 JUN 2021
	IAC	EIDW AD 2.24-42.1	EIDW VOR RWY 34	08 OCT 2020

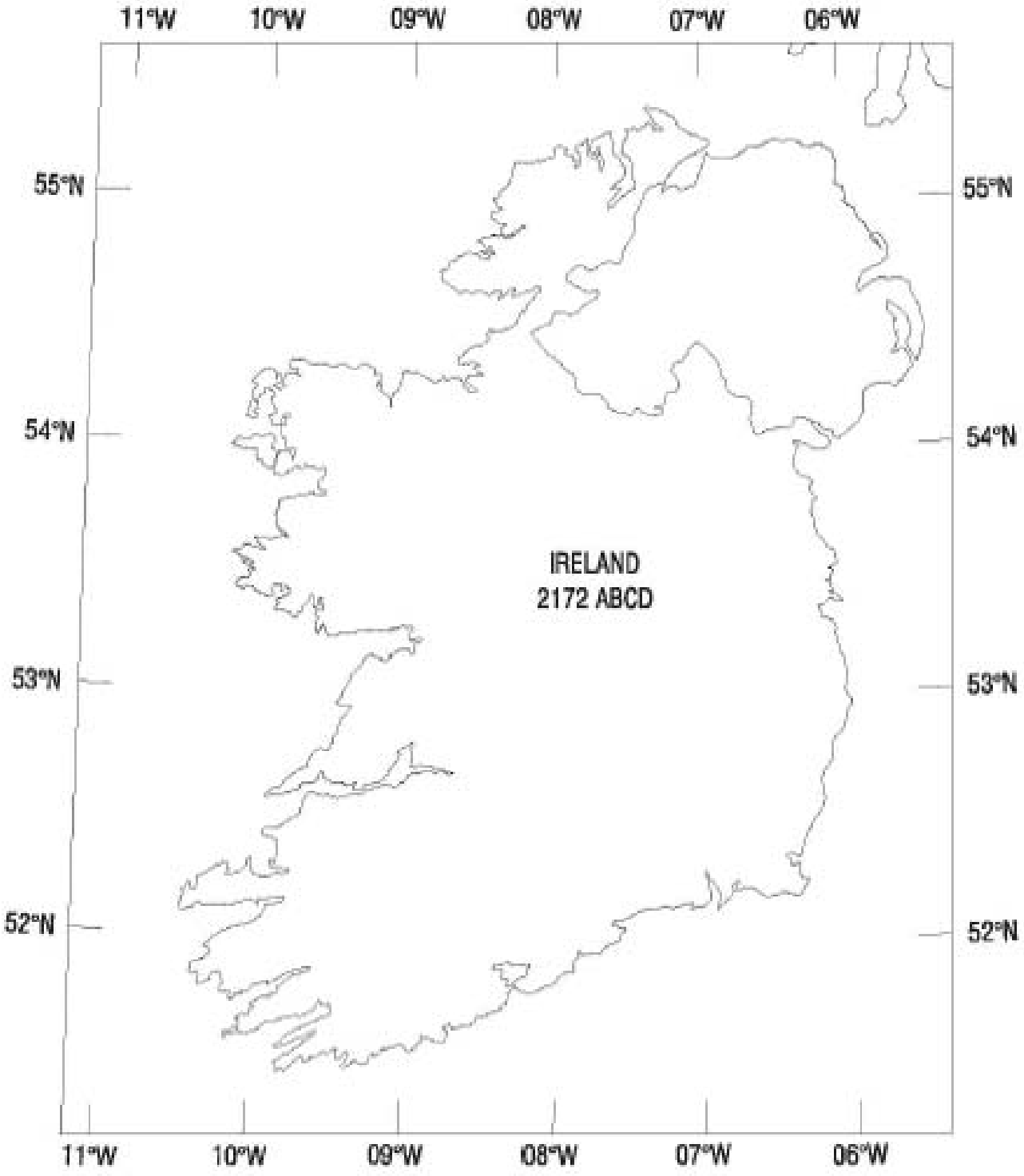
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27.1	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8.1	EIKN RNP RWY26 CAT A, B, C, D	08 SEP 2022
	IAC	EIKN AD 2.24-14	EIKN RNP RWY08 CAT A, B, C, D	25 MAR 2021
	IAC	EIDW AD 2.24-35.1	EIDW RNP RWY 10R CAT A, B, C, D	01 DEC 2022
Instrument Approach Chart ICAO 1:350,000	IAC	EINN AD 2.24-10.1	EINN ILS OR LOC RWY 06 CAT A,B,C,D	06 DEC 2018
	IAC	EINN AD 2.24-11.1	EINN VOR RWY 26 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-13.1	EINN ILS CAT I & II or LOC RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-14.1	EINN VOR RWY 24 CAT A, B, C, D	06 DEC 2018
	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 2.24-9	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
	IAC	EICK AD 2.24-25.1	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27.1	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDL AD 2.24-7.1	EIDL RNP RWY 02 CAT A,B,C	30 NOV 2023
	IAC	EIDL AD 2.24-9.1	EIDL RNP RWY 20 CAT A,B,C	30 NOV 2023
	IAC	EIDW AD 2.24-26.1	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28.1	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29.1	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30.1	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-32.1	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-3	EIDW ILS CAT I & II OR LOC RWY 10L CAT A,B,C,D	11 JUL 2024
	IAC	EIDW AD 2.24-36.1	EIDW ILS CAT I & II or LOC RWY 10R CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-37.1	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-45	EIDW VOR T RWY 28L CAT A, B, C, D	21 APR 2022
	IAC	EISG AD 2.24-7.1	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8.1	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9.1	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10.1	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11.1	EISG RNP RWY 28 CAT A, B	22 APR 2021

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
	IAC	EISG AD 2.24-12.1	EISG NDB RWY 28 CAT A, B	22 APR 2021
	IAC	EIWF AD 2.24-8.1	EIWF RNP RWY 02 CAT A,B,C	30 NOV 2023
	IAC	EIWF AD 2.24-9.1	EIWF RNP RWY 20 CAT A,B,C	30 NOV 2023
	IAC	EIWT AD 2.24-5	EIWT VOR B RWY 07/25 CAT A, B	03 OCT 2024
	IAC	EIWT AD 2.24-7	EIWT VOR D RWY 07/25 CAT A, B	13 JUN 2024
Instrument Approach Chart ICAO 1: 330,000	IAC	EIDL AD 2.24-3	EIDL LOC RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-4	EIDL NDB RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-5	EIDL NDB RWY 03	05 APR 2012
	IAC	EIKN AD 2.24-10	EIKN ILS B CAT I & CAT II RWY26	28 APR 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY26	28 APR 2016
	IAC	EIKN AD 2.24-13	EIKN NDB RWY26	28 APR 2016
	IAC	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 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19.1	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-15	DONEGAL	20 APR 2023
	VAC	EIKN AD 2.24-19	IRELAND WEST/KNOCK	20 MAY 2021
	VAC	EIKY AD 2.24-13	KERRY	25 MAR 2021
	VAC	EINN AD 2.24-15	SHANNON	10 SEP 2020
	VAC	EISG AD 2.24-16	SLIGO	23 MAR 2023
	VAC	EIWF AD 2.24-7	WATERFORD	23 MAR 2023
Visual Approach Chart ICAO 1: 160,000	VAC	EIDW AD 2.24-44	DUBLIN	22 APR 2021
Aerodrome Chart ICAO 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aerodrome Chart ICAO 1: 20,000	AD	EIKN AD 2.24-1	IRELAND WEST	20 MAY 2021
	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
Aerodrome Chart ICAO 1: 15,000	AD	EIDL AD 2.24-1	DONEGAL	28 MAR 2019
	AD	EIWF AD 2.24-1	WATERFORD	21 MAR 2024
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021
Aerodrome Chart ICAO As per Published Chart	AD	EIDW AD 2.24-1	DUBLIN	11 JUL 2024
	AD	EIWT AD 2.24-1	WESTON	03 OCT 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	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 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	21 MAR 2024
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000	AOC	EIWT AD 2.24-2	EIWT RWY 07/25	03 OCT 2024
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	-
Precision Approach Terrain Chart Horizontal Scale 1:2,500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 16	26 APR 2018
	PATC	EIDW AD 2.24-6	EIDW RWY 28L	08 OCT 2020
	PATC	EIDW AD 2.24-7	EIDW RWY 28R	11 AUG 2022
	PATC	EIDW AD 2.24-8	EIDW RWY 10L	11 AUG 2022
	PATC	EIDW AD 2.24-9	EIDW RWY 10R	25 FEB 2021
	PATC	EIKN AD2.24-3	EIKN RWY 27	21 MAR 2002
	PATC	EINN AD 2.24-3	EINN RWY 24	06 DEC 2018
Aircraft Parking/Docking Chart – ICAO 1:5,000	APDC	EICK AD 2.24-2	CORK	26 APR 2018
	APDC	EINN AD 2.24-2	SHANNON	25 APR 2019

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aircraft Parking/Docking Chart – ICAO 1:6,000	APDC	EIDW AD 2.24-2	DUBLIN	11 JUL 2024
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43.1	DUBLIN	01 DEC 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:700,000		EINN AD 2.24-16	SHANNON	17 JUN 2021
ATC Surveillance Minimum Altitude Chart - ICAO 1:600,000		EICK AD 2.24-29.1	CORK	25 MAR 2021

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



7. TOPOGRAPHICAL CHARTS

Refer to GEN 3.2.3

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/North ICAO 1:250,000 Ed 9	544214.17N 0081643.18W	Donegal, Clogheravaddy Windfarm Phase 2 (+3 turbines), Height: 416ft Elevation: 1180ft (No Change)
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	541013.50N 0092947.44W	Mayo, Oweninny Wind Farm, Phase 2(+31 turbines), Height: 578ft Elevation: 949ft (No Change)
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/South ICAO 1:250,000 Ed 9	513846.74N 0095418.92W	Castletownbere Lighthouse, Correction to both Height: 20ft and Elevation: 29ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531747.96N 0070656.88W	Offaly, Cloncreen Wind Farm, Height: 558ft Elevation: 791ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531536.28N 0071841.95W	Offaly, Garryhinch Bog Mast, Clonyhurk, Height: 328ft Elevation: 584ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	533742.05N 0070135.65W	Westmeath, Clonmellon Airstrip, Elevation: 85ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	535657.94N 0065302.25W	Cavan, Taghart Wind Farm, Height: 411ft Elevation: 1283ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	525912.77N 0072051.33W	Laois, Colt Met Mast, Height: 328ft Elevation: 722ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	532139.32N 0091833.45W	Galway, Ardderroo Wind Farm, Height: 582ft Elevation: 1267ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	533636.30N 0061600.89W	Tobertaskin Airstrip decommission, Dublin.
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	525107.93N 0065549.93W	Carlow, Limekiln at old Irish Sugar Factory Site, Height: 201ft Elevation: 380ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531222.60N 0075147.75W	Offaly, Cloghan Wind Farm, Height: 555ft Elevation: 752ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531220.52N 0071557.96W	Offaly, Moanvane Windfarm, Height: 550ft Elevation: 806ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/South ICAO 1:250,000 Ed 9		Lough Currane, Co. Kerry. Position: 514952.35N 0100729.24W
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	532745.55N 0064039.32W	Meath, Summerhill Mast Removed, Height: 818ft Elevation: 1160ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531642.19N 0072218.72W	Offaly, Ballingar Mast Removed, Height: 980ft Elevation: 1222ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	532742.06N 0064026.93W	Meath, Existing Summerhill Mast in place, Height: 97ft Elevation: 436ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/North ICAO 1:250,000 Ed 9	540811.26N 0071015.90W	Monaghan, Drumlins Wind Farm, Height: 591ft Elevation: 1060ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	530218.47N 0071707.51W	EIP8-Laois, Portlaoise Prison, Lat/Long Updated, Position: 530218.47N 0071707.51N, Height: GND, Elevation: 5000ft, Radius: 2NM
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	541957.60N 0081516.80W	Sligo, Unlit Mast, Height: 300ft Elevation: 1137ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/South ICAO 1:250,000 Ed 9		Cork, Glounthaune to Midleton Railway lines, Depiction of Railway Lines, Start Position: 515438.01N 0081921.47W Finish Position: 515516.05N 0081024.91W

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	541144.54N 0093502.24W	Mayo, Sheskin Wind Farm, Height: 578ft Elevation: 985ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	532528.00N 0075652.00W	NEW EIR24-Westmeath, Custume Barracks, Athlone, Height: SFC, Elevation: 2000ft, Radius: 2NM
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/North ICAO 1:250,000 Ed 9	545322.50N 0075131.18W	Donegal, Lenalea Wind Farm, Height: 438ft Elevation: 1398ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/West ICAO 1:250,000 Ed 9	525936.30N 0092221.70W	Clare, Doonagore, Doolin, Lighted Mast added, Height: 148ft Elevation: 680ft
Aeronautical Chart ICAO 1:500,000 Ed 12	543830.24N 0061738.70W	Belfast Aldergrove and Langford Lodge Airfield Information Text incorrect on the 1/500,000 series chart
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart/East ICAO 1:250,000 Ed 9	531913.9315N 0070302.3814W, 531723N 0070415W, 531333N 0070330W, 531219.2491N 0070021.6357W, Arc centre/EICL 531459N 0070724W, Radius of 5 nm	Clonbullogue (EICL) Parachute Area Revised Height: SFC Elevation: 4500ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South ICAO 1:250,000 Ed 9	512211.33N 0075647.73W	Co Cork, Kinsale Energy Platform A decommissioning and removed. Height: 216ft Elevation: 216ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South ICAO 1:250,000 Ed 9	512135.34N 0080101.77W	Co Cork, Kinsale Energy Platform B decommissioning and removed. Height: 216ft Elevation: 216ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart North ICAO 1:250,000 Ed 9	550343.64N 0081249.48W	SSO-EISN-0026.005, Donegal, Cronalaght Wind Turbine Lat DMS updated. 551343.64N 0081249.48W should read 550343.64N 0081249.48W. SSO's are currently not displayed on either the 1:500,000 or 1:250,000 charts.
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West ICAO 1:250,000 Ed 9	532102.03N 0092302.01W	EISN-0469.043, Galway, Galway Wind Park Turbine 043 Lat DMS updated. 532102.03N 0092302.01W.
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West ICAO 1:250,000 Ed 9	541013.50N 0092947.44W	EISN-0151, Mayo, Oweninny Wind Farm updated with two met masts.
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West/South ICAO 1:250,000 Ed 9	523212.85N 0093039.97W	Co Kerry, Ballylongford Wind Farm. Height: 410ft Elevation: 700ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart North ICAO 1:250,000 Ed 9	540751.20N 0073609.10W	Co Cavan, Tullyway, Ballyconnell Wind Turbine update. Height: 555ft Elevation: 1224ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	531749.20N 0070657.60W	Co Offaly, Cloncreen Wind Farm data updated, and Met Mast added. Height: 558ft Elevation: 789ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West & North ICAO 1:250,000 Ed 9	541049.70N 0085133.60W	Co Sligo, SSE Easky Dunniell Met Mast added. Height: 328ft Elevation: 922ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South ICAO 1:250,000 Ed 9	524113.92N 0091613.44W	Co Clare, Crossmore Wind Farm added. Height: 409ft Elevation: 591ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart South ICAO 1:250,000 Ed 9	515257.08N 0082358.41W	Co Cork, Ballinure RTE Mast Removed. Height: 412ft Elevation: 424ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart West ICAO 1:250,000 Ed 9	533730.29N 0083151.15W	Co Galway, Clooncon East Wind Turbine added. Height: 295ft Elevation: 591ft

Chart	Location	Correction
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East & West ICAO 1:250,000 Ed 9	531046.08N 0075439.33W	Co Offaly, Derrinlough Wind Farm. Height: 607ft Elevation: 798ft
Aeronautical Chart ICAO 1:500,000 Ed 12 Aeronautical Chart East ICAO 1:250,000 Ed 9	532419.10N 0071217.98W	Co Offaly, Yellow River Wind Farm. Height: 545ft Elevation: 827ft

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

5.3.1 OTHER ACTIVITIES OF A DANGEROUS NATURE

5.3.1.1 Unmanned Aircraft System (UAS) Geographical Zones.

The dimensions of the UAS geographical zones are defined as regulated in the Commission Implementing Regulation (EU) 2019/947 article 15 and are publicly made available via the following web-link:

URL: https://www.iaa.ie/general-aviation/drones/uas-geographic-zones

5.3.1.2 Temporary Occurrence of Activity of a Dangerous Nature

Temporary occurrence of activity of a dangerous nature may be notified by NOTAM.

5.3.2 OTHER POTENTIAL HAZARDS

5.3.2.1 Guidance on aircraft operations where Volcanic Ash Contamination may be a hazard for Flight Operations see GEN 3.5 10

THIS PAGE INTENTIONALLY LEFT BLANK

ENR 5.4 AIR NAVIGATION OBSTACLES - AREA 1

The list of Area 1 obstacles (whose height above the ground is 100m or higher, affecting air navigation) within the entire territory of EISN FIR is recorded in the ENR 5.4 Air navigation obstacles database, which is electronically available:

Version: ENR 5.4 AIRAC Amendment 001/25 Effective 23 JAN 2025

URL: https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles

Note: A list of Safety Significant Obstacles is available on the following link

Version: Safety Significant Obstacles AIRAC Amendment 001/25 Effective 23 JAN 2025

URL: https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data/air-navigation-obstacles

THIS PAGE INTENTIONALLY LEFT BLANK

EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICK – CORK/International

EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	515029N 0082928W Mid Point RWY 16/34
2	**Direction and distance from (city)**	6.5KM (3.5 NM) south of Cork city
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	502 ft AMSL/18.5°C (Max Temp) 1.6°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	187ft
5	**MAG VAR/Annual change**	3° W (2021)/11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: daa plc, Cork Airport, Co. Cork. T12 P5NF Phone:+ 353 21 431 31 31 URL: www.corkairport.com Email: cork.feedback@corkairport.com Telex: 75085 AFS: EICKYDYX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Forward all Commercial correspondence to the Director, Cork Airport.

EICK AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	H24
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24 In conjunction with AIS Shannon
5	**ATS Reporting Office (ARO)**	H24 In conjunction with AIS Shannon
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24

12	**Remarks**	Airport closed on Christmas Day. Exact HR advised by NOTAM

EICK AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Facilities AVBL from Swissport
2	**Fuel/oil types**	Fuel: Jet A1, AVGAS 100LL / Oil Grades: W80, W100
3	**Fuelling facilities/capacity**	Full facilities are available daily 0530-2200HR local time all year. Outside these HR varying surcharges may apply depending on the type of aircraft, quantity of fuel required, time that the refuelling facility is required and on whether prior notice is received from the operator during the above stated hours. Details are available from Aerodrome Administration.
4	**De-icing facilities**	Contact Aerodrome Administration
5	**Hangar space available for visiting aircraft**	Single hangar approx 1000 sq ft to accommodate up to Challenger 300 type aircraft (or approx 17 tonne) managed by Weston Aviation.
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Passenger Handling is AVBL from Aer Lingus and Swissport. General Aviation handling is AVBL from Swissport Executive Aviation and Weston Aviation.

EICK AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	At airport and in Cork city.
2	**Restaurant(s) at or in the vicinity of AD**	At airport both landside & airside.
3	**Transportation**	Buses, Taxis, self-drive cars.
4	**Medical facilities**	First Aid treatment. Hospitals in Cork 6.5KM.
5	**Bank and Post Office at or in the vicinity of AD**	ATM facilities available. No Post office or Bank at Airport.
6	**Tourist Office**	Cork city
7	**Remarks**	Short term multi-storey car park. Long term surface car park. Executive Lounge: see www.corkairport.com

EICK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 7 CAT 9 AVBL with 48HR prior notice
2	**Rescue equipment**	Hydraulic cutting equipment, Emergency Lighting and other equipment in compliance with Category 7 requirements

3	**Capability for removal of disabled aircraft**	Coordinators: Head of Airside Infrastructure Resident Engineer Phone: + 353 (0)21 4329 659/ + 353 (0)87 602 9011 Capability: Up to Code C aircraft (Utilising equipment available at Dublin Airport) - Details available from Coordinators.
4	**Remarks**	Communication with Rescue and Fire Fighting Service: Frequency 121.600MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Fire 1'. It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.600MHz. Frequency 121.600MHz is H24 and is AVBL within 8NM radius of Cork Airport.

EICK AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

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 blower Snow ploughs Granular spreaders Suction Sweeper Tipper Truck
2	**Clearance priorities**	1. Duty runway and associated taxiways, aircraft stands, together with apron areas. 2. Other areas.
3	**Use of material for movement area surface treatment**	De/anti-icing of aircraft movement areas carried out as required using potassium acetate fluids (KAC) and/or UREA.
4	**Specially prepared winter runways**	Not applicable.
5	**Remarks**	Annual snow plan available from the Aerodrome Operator on request. See also AD 1.2

EICK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	**Apron surface and strength**	Surface: CONC / Strength: PCN 50/R/B/W/U			
2	**Taxiway width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	27M	CONC/ ASPH	PCN 63/R/B/ W/T
		B	23M	CONC	PCN 50/R/B/ W/U
		C	30M	CONC/ ASPH	PCN 50/R/B/ W/U
		E	13M	ASPH	Light Aircraft MTOW 5,700kg
		F	10.5M	ASPH	PCN 12/F/B/ W/U
3	**ACL location and elevation**	Location: Terminal Apron / Elevation: 490ft AMSL			
4	**VOR checkpoint**	Nil			
5	**INS checkpoint**	EICK AD 2.24-2			
6	**Remarks**	Nil			

EICK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections and at holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling on aircraft stands.
2	**RWY/TWY markings and LGT**	RWY 16/34 Designation THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. RWY 07/25 Designation, THR, TDZ, centreline, side stripe, aiming point. Holding positions at RWY/RWY intersection. Taxiways Centreline - All taxiways Holding Point - TWY A, B, C, E, F
3	**Stop bars**	Controllable stop-bar on TWY A Fixed stop-bars on TWY B, C, and E and F.Runway guard lights on TWY A, B, C, E, F and on RWY16/34 and RWY 07/ 25 at RWY/RWY intersection.
4	**Other RWY Protection measures**	-
5	**Remarks**	See also EICK AD 2.14 and 2.15 for lighting

EICK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type Colour**	Remarks
a	**b**	**c**	**d**	**e**	**f**
Air Navigation Obstacles (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type Colour**	Remarks
a	**b**	**c**	**d**	**e**	**f**
Air Navigation Obstacles (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

EICK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Cork Airport
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	MET Eireann Central Aviation Office, Shannon 24 HR 6 HR
4	**Type of landing forecast** **Interval of issuance**	TREND
5	**Briefing/consultation provided**	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	Charts and tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Remote displays AVBL from Shannon and Dublin weather RADAR. IRVR RWY 16 and 34 (touchdown, midpoint, stop-end) Satellite Display available.
9	**ATS units provided with information**	Cork TWR

10	**Additional information (limitation of service, etc.)**	Additional information on request from Post: Central Aviation Office, Shannon Phone:+ 353 61 712 950 Fax: + 353 61 712 962 Email: avops@met.ie AIC Telephone access for OPMET data Phone:1570 202 122 Telephone access for Forecaster briefing Phone:1570 234 234 Telephone access for Weather dial Fax Phone:1570 131 838 **Premium Rate Calls** METAR - Interval of issuance 30mins.

EICK 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
16	159.87°	2133 x 45	55/F/B/W/T ASPH -	515100.97N 0082947.18W 514956.16N 0082908.84W 187ft	THR 477ft
34	339.88°	2133 x 45	55/F/B/W/T ASPH -	514956.16N 0082908.84W 515100.97N 0082947.18W 187ft	THR 461ft
07	062.61°	1310 x 45	55/R/C/W/U CONC/ASPH -	515029.78N 0082945.59W 515049.27N 0082844.84W 187ft	THR 471ft
25	242.62°	1310 x 45	55/R/C/W/U CONC/ASPH -	515049.27N 0082844.84W 515029.78N 0082945.59W 187ft	THR 502ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A	NIL	61 x 150	2255 x 300	RWY 16 THR: 147 long x 150 wide. RWY16 END: 178 long x 150 wide	NIL	Yes	RWY 16/34 is provided with 7.5M wide asphalt shoulders. Runway surface grooved asphalt.
	NIL	61 x 150	2255 x 300	RWY 34 THR: 178 long x 150 wide RWY34 END: 147 long x 150 wide	NIL	Yes	
	NIL	61 x 150	1432 x 150	90 long x 90 wide at both ends of RWYstrip	NIL	N/A	
	NIL	61 x 150	1432 x 150	90 Long x 90 Wide at both ends of RWY strip	NIL	N/A	

EICK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2133	2194	2133	2133	NIL
34	2133	2194	2133	2133	
07	1310	1371	1310	1310	NIL
25	1310	1371	1310	1310	

EICK 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
16	CAT II 804M LIH	Green LIH -	PAPI Both sides/3° MEHT 21M (365M)	900M 30M LIH	2133M 15M coded 0-1233M White, 1233M-1833M Red/White 1833M-2133M Red	2133M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Turnaround blue omni-directional
34	SIAL 420M LIH	Green LIH -	PAPI Both sides/3° MEHT 19M (400M)	Nil	2133M 15M coded 0-1233M White, 1233M-1833M Red/White, 1833M-2133M Red	2133M 60M nom White (last 600M Yellow) LIH	Red LIM -	Nil	Turnaround blue omni-directional
07	Nil	Green LIH -	PAPI Both sides/3° MEHT 13M (253M)	Nil	Nil	1310M 60M nom White (last 700M Yellow) LIH	Red LIM -	Nil	Nil
25	SIAL 450M LIH	Green LIH -	PAPI Both sides/3.7° MEHT 17M (270M)	Nil	Nil	1310M 60M nom White (last 700M Yellow) LIH	Red LIM -	Nil	Simple Touchdown Zone Lighting Provided

NOTE - All runway lighting on Runway 16 - 34 with the exception of the approach lights to Runway 34 are LED.

EICK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN Flashing White/Green, 24 per Min.
2	**LDI location and LGT** **Anemometer location and LGT**	WDI's 2 Nr.(1 lighted) 1 Nr.
3	**TWY edge and centre line lighting**	Edge, blue, TWY A, B, C and on RWY 07/25 from TWY B to RWY 16/34 Edge retro-reflective markers blue TWY E and F Centreline TWY A and C
4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps
5	**Remarks**	Apron: Floodlights Apron edge: Blue, omni-directional

		Obstacles: Fixed red

EICK AD 2.16 HELICOPTER LANDING AREA

Nil - Helicopter landing area on Apron

EICK AD 2.17 ATS AIRSPACE

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

EICK AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT Voice No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
GND	Cork Ground	121.85 MHz			H24	Nil
TWR	Cork Tower	119.3 MHz			H24	Nil
		121.7 MHz				
APP	Cork Approach	119.9 MHz			H24	Nil
APP (RADAR)	Cork Radar	118.8 MHz			H24	Nil
ATIS	Cork Information	120.925 MHz			0600-2300	Nil
D-ATIS	Cork Information				0600-2300	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network

EICK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ ILS/MLS/ GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 3°W (2021)	CRK	114.6MHz	H24	515026.19N 0082939.37W	500ft		Designated Operational Coverage 80 NM
ILS LOC RWY 16 CAT II 4° W (2018)	ICS	109.9 MHz	H24	514950.47N 0082905.47W			Coverage is restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored. Use at 3000 feet AMSL restricted to 18NM, due low signal coverage. LLZ Flags may be observed below 3000ft AMSL outside 10NM range from threshold.
ILS GP RWY 16		333.8 MHz	H24	515050.04N 0082947.93W			GP Angle 3.0° RDH 57ft Perturbations might be observed between 3NM and touchdown. Flight calibration reported perturbations to be well within tolerances.
ILS DME RWY 16	ICS	CH36X	H24	515050.04N 0082947.93W	530ft *		The DME Zero range is indicated at THR RWY 16 * Data whose quality is not assured
ILS LOC RWY 34 CAT I 4° W (2018)	ICN	109.15 MHz	H24	515104.83N 0082949.45W			Coverage is restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 34		331.25 MHz	H24	515005.74N 0082921.33W			GP Angle 3.0° RDH 54ft
ILS DME RWY 34	ICN	CH28Y	H24	515005.74N 0082921.33W	512ft *		The DME zero range is indicated at THR RWY 34 * Data whose quality is not assured
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 55007	H24	N/A	LTP/FTP Ellipsoid Height 202.9 M	N/A	Transmitting antennas are satellite based.

Type of aid, MAG VAR, Type of supported OP (for VOR/ ILS/MLS/ GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 44276	H24	N/A	LTP/FTP Ellipsoid Height 197.6 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY07)	GPS & EGNOS E07A	1575.42 MHz CH 76871	H24	N/A	LTP/FTP Ellipsoid Height 201.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LNAV RWY25)	GPS	1575.42 MHz	H24	N/A	LTP/FTP Ellipsoid Height N/A	N/A	Transmitting antennas are satellite based.

EICK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions

- The apron taxiway south of TWY C is only suitable for aircraft of wingspan less than 36M.
- TWY E is only suitable for use during daylight hours and for aircraft of wingspan less than 24M and MTOW less than 5700kg.
- TWY F is only suitable for aircraft of wingspan less than 24M.
- 180° turns by wide-bodied aircraft on RWY 16/34 are permitted only at runway ends.
- Runway 16/34 - 180° turns by aircraft with a wingspan less than 52m are permitted on Runway 16/34 on condition that the aircraft is turned at a low constant speed (5-8 kts) with minimal thrust, to avoid the inboard main landing gear wheel becoming stationary (Spot turns must be avoided).

2. Taxiway A
Taxiway A slopes downwards from the apron to RWY 16/34 at a gradient of 2% (1 in 50).

3. Aircraft Training
Local General Aviation night training operations at aerodrome subject to prior permission from Aerodrome Administration.

4. Mandatory Ground Handling
All aircraft must avail of ground handling. All aircraft of less than 2 tonnes maximum certified AUW must avail of minimum handling, i.e. crew and passenger marshalling between departures/arrivals and the aircraft.

EICK AD 2.21 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. The following procedures are provided to ensure that the necessary safety of flight operations is maintained while minimising exposure to noise on the ground.

2. CAT A, B Aircraft.
All CAT A, B aircraft departures from all runways must maintain straight ahead after take-off until passing 1000ft QNH before commencing turn. No take-off turn shall be commenced before the departure end of runway.

3. CAT C, D Aircraft.
CAT C, D aircraft departures must maintain straight ahead after take-off until passing 2500ft QNH before

commencing turn.

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

EICK AD 2.22 FLIGHT PROCEDURES

1. General

1.1 Holding Areas
Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS-OPS ICAO Doc 8168, Volume II for basic holding areas.

1.2 SID and STAR

1.2.1 RNAV Equipped Aircraft

SIDs and STARs for RWY16 and RWY34 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with Eurocontrol guidelines for the design of Terminal Procedures for Area Navigation.

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

Use of DME/DME is acceptable at higher levels, where navigation accuracy of +/- 1NM can be maintained, however due to the lack of DME facilities DME/DME can not be relied upon to provide a navigation solution at lower levels.

Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including:

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

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

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

1.2.2 RTF Phraseology

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

Examples of phraseology for ATC are:

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

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

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

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

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

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

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

UNABLE RNAV DUE EQUIPMENT

1.2.3 Non RNAV Equipped aircraft

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

1.3 Visual manoeuvring (circling) approaches

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

2. Speed Control - General Provisions

Speed Restrictions

General	Routeing to Holds	Intermediate Approach Segment (BTN IF and FAP)	Final Approach	Remarks
Below FL 100, Max IAS 250KT	ATLAM Max IAS 210KT BARNU, Max IAS 220KT	RWY 34 Max IAS 210KT RWY 16 Max IAS 220KT	Nil	1. *ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.* 2. *If unable to comply with the above, advise ATC as soon as possible.*

3. Arrival Procedures

3.1 Clearance to enter the CTA and CTR

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

Arriving Aircraft for RWY 16/34 capable of flying STARs will normally be cleared on a STAR appropriate to the route by ATC. On occasions ATC may radar vector aircraft for arrival (Due traffic or technical reasons).

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

3.2 Initial Approach Procedures

- With Radar Control
  In order to expedite the flow of traffic, aircraft may be cleared on STARs, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.
  Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold
  Actual descent clearance will be as directed by ATC.

- Without Radar Control
  When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

- Communications failure procedures for arriving aircraft
  Aircraft experiencing communications failure in the Shannon CTR/CTA shall set transponder code A7600 and comply with standard ICAO procedures.
  Supplemented by the following:

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

  - Traffic Radar vectored to final approach

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

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

3.3 Surveillance Minimum Altitude Chart (EICK AD 2.24-29)

ALTITUDE TEMPERATURE CORRECTION to -5°C taken into account in determining minimums. For temperatures below -5°C altitude correction will be managed by ATC.

4. Departure Procedures

4.1 RWY 16 AND 34

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

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

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

4.2 Communications failure procedures for departing aircraft

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

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

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

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

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

5. Low Visibility Procedures

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

5.2 Only RWY 16 may be used for CAT II (arrival) operations. The CAT II holding position on TWY A must be used. When these Procedures are in operation and RWY 16 is in use the following standard taxi route system applies:

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

5.3 Low Visibility Take-off (LVTO) Procedures

During LVP Operations, LVTOs are permitted from both Runway 16 and Runway 34. It is at the discretion of the PIC to depart based on their airline operation procedures in LVP conditions.

Take-offs are not available in IRVR conditions below 125M

ATC shall inform departing pilots if and when any IRVR value falls below 125M

5.4 TWY Stopbar/Centreline Lighting

TWY stopbar/centreline lighting will be in use.

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

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

Caution: Operational evaluation has indicated that the performance of automatic landing systems may be affected by the profile of the terrain under the approach to RWY 16. Operators' procedures should take account of this during CAT II approaches.

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

6. Visual Approach Chart (VAC)

Chart EICK AD 2.24-28 (VAC) provides data for VFR pilots.

Visual Reporting Point (VRP) Holds:

- Carrigaline Town Hold: 514858.94N 0082326.97W (WGS84). Left-hand pattern, based on Carrigaline Town. Outbound leg is 1 minute, flown at 120KT TAS, Inbound track 246°M. Minimum holding altitude is 1500ft QNH.
- Classis Lake Quarry Hold: 515256.46N 0083748.90W. Right-hand pattern, based on quarry lake near Oven village. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 163°M. Minimum holding altitude is 1500ft QNH.
- Dunkettle Roundabout Hold: 515414.76N 0082316.64W. Left-hand pattern, based on Dunkettle Roundabout. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 163°M Minimum holding altitude is 1500ft QNH.
- Halfway Roundabout Hold: 514806.24N 0083425.70W. Right-hand pattern, based on Halfway village. Outbound leg is 1 minute, flown at 120KT TAS, inbound track 066°M. Minimum holding altitude is 1500ft QNH.

Note: VFR Pilots may be requested to report at the above reference VRP's if flight planned to land at EICK and will be issued with joining instructions as required.

EICK AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information

Runway 07/25

The runway strip width and obstacle limitation surfaces for Runway 07/25 are appropriate to a Code 3 Non-instrument runway.

ICAO Categories A, B aircraft can perform certain Type-A Approaches only, to runway 07/25-see EICK AD 2.24

A Type A Approach being that having a minimum descent height or decision height at or above 75M (250ft)

EICK AD 2.24 CHARTS RELATED TO AERODROME

EIDW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDW – DUBLIN/International

EIDW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	532517N 0061612W Midpoint RWY 10R/28L
2	**Direction and distance from (city)**	10 KM (5.4 NM) N of Dublin
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	243 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**	1° W (2024) /11' decreasing
6	**Contact Details**	Post: Resource Allocation Unit (for stand allocation) Phone: +353 1 944 5228 Email: POD@dublinairport.com Post: Airport Duty Manager Phone: + 353 87 2892222 Email: airportdm@daa.ie Post: Service Delivery Manager Airside Phone: + 353 6312669 Email: sdm-a@daa.ie
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EIDW AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	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, USCBP 0700 - 1700
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24

9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	Airport closed on 25th December. Exact hours advised by NOTAM. PIB AVBL from AIS, Shannon see GEN 3.1.5

EIDW AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Available from IAG Cargo, Swissport Cargo and WFS
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. Hydrant fuelling available on Pier 1 and Pier 4 stands. Fuelling by bowser available on all other stands.
4	**De-icing facilities**	On request from Swissport and Aer Lingus
5	**Hangar space available for visiting aircraft**	On request from Dublin Aerospace and Aer Lingus.
6	**Repair facilities for visiting aircraft**	Repair facilities from Dublin Aerospace.
7	**Remarks**	Passenger Handling: Available from Swissport, Sky Handling, Signature Flight Support (Corporate), Universal Aviation (Corporate), Aer Lingus and Fenix Logistics Catering: Available from Gate Gourmet and Dnata Catering. General Aviation Handling: Signature Flight Support, Universal Aviation, (Other ground handlers listed above on request). Fixed ground power: Pier 1: Stands 121 to 127 inclusive, Stands 108L to 111R inclusive Pier 3: Stands 311C/311R, 312, 313C, 314, 315C, 316, 317, 318L, 318C and 318R Pier 4: Stands 400L to 409R inclusive Aircraft Power Plant Test Runs: See EIDW AD 2.20

EIDW AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Hotels At Airport and in Dublin area. See www.booking.com Link in doc
2	**Restaurant(s) at or in the vicinity of AD**	See www.dublinairport.com
3	**Transportation possibilities**	Buses, taxis, car hire AVBL at Airport

4	**Medical facilities**	First aid treatment, All Airport Police are trained Emergency first Responders (ERFs), Rescue and Fire Fighting Services Personnel (RFFS) Paramedics with 1 domestic ambulance. Hospitals in Dublin, 8km.
5	**Bank and Post Office at or in the vicinity of AD**	ATM and Bureau De Change available at Airport No Post Office at Airport
6	**Tourist Office**	At Airport
7	**Remarks**	Short term Car Parking - 3750 spaces Long term Car Parking - 18600 spaces Executive lounges - See www.dublinairport.com

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**	Aircraft Recovery Coordinator Airfield Delivery Manager Phone:+353 (0)87 203 5950 Capability Up to Code C aircraft (nosewheel recovery up to Code E) Details available from Coordinator (Utilising equipment available at Dublin Airport)
4	**Remarks**	**Communication with Rescue and Fire Fighting Service:** Frequency 121.600 MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600 MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Dublin Fire'. It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.600 MHz. Frequency 121.600 MHz is H24 and AVBL within 10 NM radius of Dublin Airport

EIDW AD 2.7 RUNWAY SURFACE CONDITION, ASSESSMENT AND REPORTING, AND SNOW PLAN

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(s) and associated taxiways, aircraft stands, together with apron areas. 2. Other areas.

3	**Use of material for movement area surface treatment**	De/anti-icing of aircraft movement areas carried out as required using potassium acetate fluids (KAC) and potassium formate (KFOR) See also AD 1.2.
4	**Specially prepared winter runways**	Nil
5	**Remarks**	Annual snow plan available from the Aerodrome Operator on request. AD Operator H24, Airport closed on 25th December. Exact hours advised by NOTAM.

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 97/R/C/W/T
		B1	24 M	CONC	PCN 108/R/B/W/T
		B2	24 M	CONC	PCN 97/R/B/W/T
		C	23 M	CONC	PCN 107/R/C/W/T
		DN	15 M	CONC	PCN 107/R/C/W/T
		DS	15 M	CONC	PCN 107/R/C/W/T
		E1	23 M	CONC/ASPH	PCN 120/F/B/W/T
		E2	32 M	CONC/ASPH	PCN 85/R/B/W/T
		F-Inner	23 M	CONC	PCN 100/R/B/W/T
		F-Outer	23 M	CONC	PCN 109/R/B/W/T
		F1	25 M	CONC/ASPH	PCN 88/R/C/W/T
		F2	23 M	CONC	PCN 98/R/B/W/T
		F3	23 M	CONC	PCN 98/R/B/W/T
		H1	23 M	CONC/ASPH	PCN 84/R/B/W/T
		K	23 M	CONC	PCN 114/R/C/W/T
		M	23 M	CONC	PCN 114/R/C/W/T
		M1	25 M	CONC/ASPH	PCN 120/R/A/W/T

		N	23 M	CONC	PCN 114/R/C/W/T
		N1	24 M	CONC	PCN 114/R/C/W/T
		N2	27 M	CONC	PCN 114/R/C/W/T
		N3	23 M	CONC	PCN 114/R/C/W/T
		N4	23 M	CONC/ASPH	PCN 98/F/C/W/T
		N5	23 M	CONC	PCN 114/R/C/W/T
		N6	26 M	CONC	PCN 114/R/C/W/T
		N7	25 M	CONC	PCN 114/R/C/W/T
		P1	23 M	CONC/ASPH	PCN 68/R/B/W/T
		S	23 M	CONC/ASPH	PCN 95/R/B/W/T
		S1	23 M	CONC	PCN 60/R/B/W/T
		S2	23 M	ASPH	PCN 70/R/C/W/U
		S3	23 M	ASPH	PCN 48/R/B/W/T
		S4	23 M	CONC	PCN 60/R/B/W/T
		S5	30 M	CONC	PCN 55/R/B/W/T
		S6	23 M	CONC	PCN 59/R/B/W/T
		S7	23 M	ASPH	PCN 95/R/B/W/T
		W1	25 M	ASPH	PCN 120/R/A/W/T
		W2	23 M	ASPH	PCN 120/F/A/W/T
		W3	23 M	CONC	PCN 73/R/A/W/T
		W4	15 M	ASPH	PCN 52/R/B/W/T
		Z	23 M	ASPH	PCN 114/R/C/W/T
		LINK 1	33 M	CONC	PCN 110/R/C/W/T
		LINK 2	65 M	CONC/ASPH	PCN 70/R/C/W/U
		LINK 3	42 M	CONC	PCN 79/R/B/W/T
		LINK 4	73 M	CONC	PCN 84/R/A/W/T
		LINK 5	23 M	CONC/ASPH	PCN 108/R/B/W/T
		LINK 6	23 M	CONC	PCN 109/R/C/W/T
		LINK 7	23 M	CONC	PCN 114/R/C/W/T
		AT 1	47 M	CONC	PCN 70/R/C/W/U

		AT 2	47 M	CONC	PCN 70/R/C/W/U
		AT 3	61 M	CONC	PCN 70/R/C/W/U
		AT 4	59 M	CONC	PCN 70/R/C/W/U
		AT 5	81 M	CONC/ASPH	PCN 70/R/C/W/U
		AT 6	58 M	CONC	PCN 70/R/C/W/U
		West Apron	86 M	CONC	PCN 70/R/C/W/U
		North Apron	48 M	CONC	PCN 70/R/C/W/U
		South Apron	30 M	CONC	PCN 70/R/C/W/U
3	**Altimeter checkpoint location and elevation**	Location: South Apron / Elevation: 201ft 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. AVDGS is installed on majority of stands. Where AVDGS is available and operational, it is mandatory for it to be used. On stands where AVDGS is not available or not operational Marshallers must be provided. No aircraft should enter a stand without guidance. If AVDGS is not operational on the stands listed below, the aircraft listed cannot taxi onto stand due to reduced clearances. Aircraft will be allocated an alternative stand or must shut down engines and tow on. Stand Restrictions: Stand 313C - B777-300. Stand 314 - B787-900, A330-200 and A330-300. Stand 316 - All A/C types. Stand 409C - All A/C types.
2	**RWY/TWY markings and LGT**	RWY 10R/28L Designation, THR, TDZ, centreline, side stripe, aiming point. RWY 10L/28R Designation, THR, TDZ, centreline, side stripe, aiming point. RWY 16/34 Designation, THR, TDZ, centreline, side stripe, aiming point. For the purposes of Taxiing Intermediate holding positions. Taxiways Centreline, edge stripes, holding positions, intersection markings except TWY S1. Intermediate holding position lights on TWY H1, M1, W2, E2 Link 1, Link 2, Link 3, Apron Taxiway 6 and RWY 16/34 at 16-1 and 34-2, 16-2, K, N, M, F-Outer.

3	**Stop bars**	Switchable Stop bars at CAT II/III Runway Holding Position on TWY E1, S7, N2. Switchable Stop Bars at CAT I Runway Holding Position for Runway 10R/28L on TWY E1, RWY 34, TWY S1, TWY S2, TWY S3, TWY S4, TWY S5, TWY S6, TWY S7 & Maintenance Base. Switchable Stop bars at CAT I Runway Holding Position for Runway 16/34 on TWY E1, E2,TWY B2, TWY A, TWY H1, TWY M1, TWY P1, TWY N, TWY N4 (on RWY 28R), TWY M, TWY W4, TWY W3, TWY W2, TWY W1, TWY S1, RWY 10R & Fire Station Road to RWY16. Switchable Stop bars at CAT I Runway Holding Position for Runway 10L/28R on TWY N2. Switchable Stop bars at co-located CAT I/II/III Runway Holding Position for Runway 10L/28R on TWY N1, TWY N6 & TWY N7. Fixed Stop bars for CAT I conditions to Runway 16/34 is RWY 10L. Fixed Stop bars for CAT II/III conditions for Runway 10R/28L on RWY 34 (CAT III), RWY 34 (CAT I), TWY S1, TWY S2, TWY S3, TWY S4, TWY S5, TWY S6, Maintenance Base, TWY B2, TWY A & H1. Fixed Stop bars for CAT II/III conditions for Runway 10L/28R on TWY N3, TWY N4, RWY 16, TWY N5. No Entry bars for Runway 10L/28R on TWY N3, TWY N4, RWY 16 & TWY N5. Runway Guard Lights on Runway 10R/28L on TWY E1 CAT I, TWY E1 CAT III, RWY 34, TWY S1, TWY S2, TWY S3, TWY S4, TWY S5, TWY S6, TWY S7 CAT I, TWY S7 CAT III & Maintenance Base. Runway Guard Lights for Runway 16/34 on TWY E1, TWY B2, TWY A, TWY H1, TWY M1, TWY P1, TWY N, TWY M, TWY W4, TWY W3, TWY W2, TWY W1, TWY S, TWY S1, RWY 10R & Fire Station Road to RWY 16. Runway Guard Lights for 10L/28R on TWY N1, TWY N2 CAT I, TWY N2 CAT III, TWY N3, TWY N4, RWY 16, TWY N6, TWY N7.
4	**Remarks**	See also EIDW AD 2.14 and 2.15 for lighting

EIDW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

EIDW AD 2.11 METEOROLOGICAL 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	**Trend forecast** **Interval of issuance**	TREND 30 MIN
5	**Briefing/consultation provided**	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	**Flight documentation** **Language(s) used**	Charts and tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels
8	**Supplementary equipment available for providing information**	Weather RADAR, satellite cloud picture receiver, IRVR RWYs 10R and 28L (touchdown, midpoint, stop-end) IRVR RWYs 10L and 28R (touchdown & midpoint) IRVR RWY 16 (touchdown, midpoint) Satellite Display available.
9	**ATS units provided with information**	Dublin TWR
10	**Additional information (limitation of service, etc.)**	GEN 3.5.4.2 to request additional information. METAR available every 30mins.

EIDW 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
10R	095.24°	2637 x 45	92/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 243ft
28L	275.27°	2637 x 45	92/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 203ft
10L	095.25°	3109 x 45	114/R/C/W/T CONC	532613.79N 0061650.22W 532605.39N 0061417.60W 184 ft	THR 235ft
28R	275.28°	3109 x 45	114/R/C/W/T CONC	532606.73N 0061441.87W 532614.62N 0061705.32W 183 ft	THR 213ft
16	156.59°	2072 x 45	84/R/B/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 218ft
34	336.60°	2072 x 45	84/R/B/W/T ASPH -	532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft	THR 202ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Slope of 0.47% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	91 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	RWY 10R/28L, pavement surface is grooved asphalt. RWY 10R/28L is provided with 7.5 M wide asphalt shoulders. Periodic closure for maintenance - Approximately every eight weeks, RWY 10R/28L 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.
	56 x 45	213 x 150	2904 x 280	240 x 150	Nil	Yes	
Slope of 0.18% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	RWY 10L/28R pavement surface is grooved. RWY 10L/28R is provided with 7.5M wide concrete shoulders. CWY starts at end of RWY surface.
	Nil	60 x 150	3229 x 280	240 x 150	Nil	Yes	
Slope of 0.24% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-5	Nil	183 x 150	2192 x 280	RWY16 THR (north end of RWY strip) 140 x 150. RWY16 END (south end of RWY strip) 138 x 150.	Nil	Yes	RWY 16/34, pavement surface is grooved asphalt. RWY 16/34 is provided with 8M wide asphalt shoulders. Runway Slope - Sharp slope change approximately 100m south of RWY 16 THR/ RWY 34 END, and runway slope of up to 1.1%.
	Nil	61 x 150	2192 x 280	RWY34 THR (south end of RWY strip) 138 x 150. RWY34 END (north end of RWY strip) 140 x 150.	Nil	Nil	

EIDW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10R	2637	2850	2728	2637	
28L	2637	2850	2693	2637	
10L	3109	3169	3109	2829	THR RWY 10L Displaced 280M
28R	3109	3169	3109	2659	THR RWY 28R Displaced 450M
16	2072*	2255	2072	2072	*Departures from RWY 16 are only available from intersection take off Twys N4 and N.
34	2072	2133	2072	2072	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	Remarks
10R	S6	2156	2369	2247	see EIDW AD 2.20
10R	S4	1352	1565	1443	
28L	S1	2415	2628	2471	
10L	N6	2860	2920	2860	
28R	N2	2641	2701	2641	
16	N4	2026	2209	2026	
16	N	1653	1836	1653	
34	A	1815	1876	1815	
34	B2	1815	1876	1815	
34	S1	1815	1876	1815	

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
10R	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
Note: All runway lighting with the exception of the PAPI's on Runway 10R/28L are LED.									

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
28L	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 S5
10L	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 17.6M (398M)	900M 30M LIH	3109M 15M coded 0-2220M White, 2220M-2820M Red/White, 2820M-3109M Red LIH	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N3
28R	CAT II/III 900M LIH	Green LIH Green LIH	PAPI Right side only 3° MEHT 16.8M (398M)	900M 30M LIH	3109M 15M coded 0-2205M White, 2205M-2805M Red/White, 2805M-3109M	3109M 60M nom White (last 600M Yellow) LIH	Red LIH	n/a	RETILs (yellow) Prior to exit to TWY N5
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	PAPI Both sides/3° MEHT 20M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	For small aircraft (A & B) Runway 34 end lights may not be sighted until the last 400 metres.

Note: All runway lighting with the exception of the PAPI's on Runway 10R/28L are LED.

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**	Edge; blue all TWY and intersections except M1, S3, W2, W4. Edge, blue, RWY 16/34 from TWY A to THR 34 and TWY N to THR 16. Edge, blue, retroreflective markers TWY W4. Centreline, green(green/yellow on exit TWYs) TWY B1, B2, E1, E2, F1, F2, F3, F-inner, F-outer, H1, M1, S, S1, S2, S5, S7, W1, W2 Link 2, Link 3, Link 4, K, N, N1, N2, N3, N4, N5, N6, N7, M. Note: All Taxiway Centreline lights are LED, all Stopbars are LED with the exception of S1 CAT III stopbar. Taxiway edge lights are a mixture of LED (circa 90%) and Halogen.
4	**Secondary power supply/switch-over time**	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures). Electric battery lamps.
5	**Remarks**	Apron - Floodlights Apron edge - Blue, omni-directional (mixture of LED & Halogen). Apron centreline lighting - Green bi-directional on all apron taxiways and taxilanes except Apron TWY 6 and West Apron (all LED). Obstacles: Fixed red (mixture of Neon & LED lights). WDIs 4-6 Nr. (2-4 lighted). See Aerodrome Chart EIDW AD 2.24-1

EIDW AD 2.16 HELICOPTER LANDING AREA

NIL

EIDW AD 2.17 ATS 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	**Hours of applicability**	-
7	**Remarks**	Nil

EIDW AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
Clearance Delivery Frequency	Dublin Delivery	122.985 MHz			0600-1800 local time	Aircraft Contact Minimum 15 Min before start-up. 8.33kHz Channel.
GND	Dublin Ground	121.800 MHz			0600-2400 local time	Non-8.33kHz equipped aircraft shall contact 121.8 MHz for ATC Clearance minimum 15 minutes prior to requested start up.
		125.885 MHz				GND NTH.
		130.790 MHz			H24	
TWR	Dublin Tower	118.600 MHz			H24	Primary TWR Frequency. Note: TWR STH when segregated runway mode in use (Monitor NOTAM for further information).
		124.680 MHz			H24	TWR NTH. Note: TWR NTH when segregated runway mode in use (Monitor NOTAM for further information).
		128.800 MHz			H24	Non 8.33kHz TWR NTH Frequency.
		119.805 MHz			H24	Dublin Tower Backup Channel. When instructed by ATC.
APP	Dublin Approach	121.100 MHz			H24	
		119.555 MHz			06:00 to 24:00L	
		133.280 MHz			06:00 to 24:00L	
		119.930 MHz			H24	Final Controller
ACC	Dublin Control	129.180 MHz			All H24	Upper North
		135.655 MHz				Upper South
		132.580 MHz				Lower North
		120.755 MHz				Lower South
		124.650 MHz			H24	Backup Frequency available Upper and Lower North and South.
		126.250 MHz				
FIS	Dublin Flight Information Service	118.500 MHz			As promulgated on ATIS	As required.
ATIS	Dublin Information Arrival	124.530 MHz			0515-2200 Local time	
	(Dublin Information Departure)	129.640 MHz			0515-2200 Local time	Not notified as yet operationally available (Monitor NOTAM for further information).
VOLMET	Dublin VOLMET	127.005 MHz			H24	

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
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.

EIDW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 2° W (2021)	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 2° W (2021)	DAP	111.20MHz CH 49X	H24	532525.0N 0061810.0W	300ft		Designated Operational Coverage 150NM
DVOR/DME 2° W (2020)	BAL	115.8MHz CH105X	H24	531759.6N 0062652.0W	300ft		Designated Operational Coverage 60 NM Operating Authority Minister for Defence. BAL DVOR unusable in sector R150 to R170 below 5500 ft AMSL outside 20 NM due to terrain. Due to rising terrain to the south of facility, aircrew may observe BAL DME unlocks in sectors R150 to R175 and R195 to R205 below 4500 ft AMSL outside 20 NM.
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° T and 270° T.
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.

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS LOC RWY 10R CAT IIIa 2° W (2020)	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 10R		329.3MHz	H24	532515.5N 0061705.5W			GP angle 3° RDH 54ft
ILS DME RWY 10R	IDE	CH 26X (108.9MHz)	H24	532515.5N 0061705.5W	290ft		DME zero range is indicated at THR RWY 10R
LO RWY 10R	OE	316kHz	H24	532548.6N 0062543.7W			
OM RWY 10R	2 dashes per sec.	75MHz	H24	532547.8N 0062543.5W			
MM RWY 10R	Dots and dashes	75MHz	H24	532523.6N 0061816.8W			
ILS LOC RWY 28L CAT IIIa 2° W (2020)	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 28L		332.15MHz	H24	532509.6N 0061518.4W			GP angle 3° RDH 54ft
ILS DME RWY 28L	IDW	CH 50Y (111.35MHz)	H24	532509.6N 0061518.4W	260ft		DME zero range is indicated at THR RWY 28L
LO RWY 28L	OP	397kHz	H24	532449.7N 0060818.1W			
OM RWY 28L	2 dashes per sec	75MHz	H24	532450.5N 0060818.4W			
MM RWY 28L	Dots and dashes	75MHz	H24	532510.0N 0061409.2W			
ILS LOC RWY 10L CAT IIIb 1° W (2024)	INDL	109.55MHz	H24	532604.5N 0061401.4W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 10L		332.45MHz	H24	532616.9N 0061630.2W			GP angle 3° RDH 51ft.
ILS DME RWY 10L	INDL	CH 32Y (109.55MHz)	H24	532616.9N 0061630.2W	250ft		DME zero range is indicated at THR RWY 10L

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/ FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS LOC RWY 28R CAT IIIb 2° W (2022)	INDR	110.15MHz	H24	532615.5N 0061721.6W			Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 28R		334.25MHz	H24	532611.9N 0061458.7W			GP angle 3° RDH 51ft.
ILS DME RWY 28R	INDR	CH 38Y (110.15MHz)	H24	532611.9N 0061458.7W	230ft		DME zero range is indicated at THR RWY 28R
ILS LOC RWY 16 CAT I 2° W (2020)	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.
SBAS (LPV, LNAV/VNAV, LNAV RWY28L)	GPS & EGNOS E28A	1575.42 MHz CH 59277	H24	N/A	LTP/FTP Ellipsoid Height 117.1 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10R)	GPS & EGNOS E10A	1575.42 MHz CH 41225	H24	N/A	LTP/FTP Ellipsoid Height 130.3 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 28R)	GPS & EGNOS E28B	1575.42 MHz CH 74379	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 10L)	GPS & EGNOS E10B	1575.42 MHz CH 52341	H24	N/A	LTP/FTP Ellipsoid Height TBC	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY16)	GPS & EGNOS E16A	1575.42 MHz CH 44282	H24	N/A	LTP/FTP Ellipsoid Height 122.6 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY34)	GPS & EGNOS E34A	1575.42 MHz CH 86156	H24	N/A	LTP/FTP Ellipsoid Height 117.9 M	N/A	Transmitting antennas are satellite based.

EIDW AD 2.20 LOCAL 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 the following runway/taxiway intersections:

- No turns should be made by aircraft from RWY 28R to TWY N3 or vice versa.
- No turns should be made by aircraft from RWY 28R to TWY N4 or vice versa.
- No turns should be made by aircraft from RWY 28R to RWY 16 or vice versa.
- No turns should be made by aircraft from RWY 10L to TWY N5 or vice versa.
- No turns should be made by aircraft from RWY 10L to RWY 16 or vice versa.
- No left turns should be made by aircraft from TWY M to RWY 34 or vice versa.

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 W1 to TWY S East of TWY W1 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 W1 to TWY W2 or vice versa at intersection with TWY S.
- No turns should be made by aircraft from TWY M to TWY N5.
- No turns should be made by aircraft from TWY N to TWY N3.

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 S / TWY S1 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 S / TWY S1 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
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 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 K	All operations	Restricted to Code E aircraft (less than 65m wingspan) Note A340 operations are prohibited on TWY K
TWY K	All operations	Aircraft movement not permitted on to TWY N behind holding aircraft on N1
TWY K	All operations	Aircraft movement not permitted on to TWY N if aircraft holding on N2
TWY N	All operations	Aircraft movement not permitted to pass behind aircraft holding on TWY N awaiting intersection take-off on RWY 16
TWY N	All operations	Aircraft movement not permitted to pass behind aircraft holding on TWY N1 onto TWY K
TWY N1	All operations	Aircraft movement not permitted on to TWY N2 behind holding outbound aircraft
TWY N1	All operations	Aircraft movement not permitted on to TWY N behind holding aircraft on TWY K
TWY N2	All operations	Aircraft movement not permitted on to TWY N1 behind holding aircraft

Location	Situation	Restriction
TWY N2	All operations	Aircraft movement not permitted on to TWY N2 if aircraft holding on TWY N1
TWY N3	All operations	No Entry allowed for aircraft from TWY N
TWY N3	All operations	No Entry allowed for aircraft towing or taxiing on R28R from a westerly direction
TWY N4	All operations	Restricted to code E aircraft (less than 65m wingspan)
TWY N4	All operations	No Entry allowed for aircraft on to TWY N4 when 28R is the active runway
TWY N4	All operations	No Entry allowed for aircraft towing or taxiing on RWY 28R in a westerly direction from
TWY N5	All operations	No Entry allowed for aircraft from TWY M
TWY N5	All operations	No Entry allowed for aircraft towing or taxiing on RWY10L in an easterly direction
TWY N6	All operations	Aircraft movement not permitted from TWY M on to TWY N7 behind holding aircraft
TWY N7	All operations	Aircraft movement not permitted from TWY M on to TWY N6 behind holding aircraft
TWY S3	All operations	Restricted to daylight hours only and aircraft with wingspan 30m or less
TWY S5	Outbound aircraft (wingspan less than 36m) holding on TWY S5	Movement on TWY S behind holding aircraft restricted to aircraft with wingspan less than 36m
TWY S5	Outbound aircraft (wingspan 36m or greater) holding on TWY S5	Aircraft movement not permitted on TWY S behind holding aircraft
TWY S6	Outbound aircraft (wingspan less than 36m) holding on TWY S6	Movement on TWY S behind holding aircraft restricted to aircraft with wingspan less than 36m
TWY S6	Outbound aircraft (wingspan 36m or greater) holding on TWY S6	Aircraft movement not permitted on TWY S behind holding aircraft
TWY Z	Aircraft operating on TWY Z	TWY B1 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan less than 36m) holding on RWY 16-34 for entry to RWY 10R-28L	Movement through the intersection of RWY 34 and TWYs A, B2, S, S1 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I Runway Holding position for RWY 10R-28L	Outbound aircraft (wingspan 36m or greater) holding on RWY 16-34 for entry to RWY 10R-28L	Aircraft movement not permitted through the intersection of RWY 34 and TWYs A, B2, S, S1.

1.4 Apron Operations

Apron Taxiway1 and Apron Taxiway 2, the aircraft stand taxilanes serving Stands 121L-127, 130-131S, and 200L-203L are restricted to aircraft with a maximum wingspan of 36m.

Apron Taxiway 3, the aircraft stand taxilane serving Stands 205R-207T and 311L-313L, is restricted to aircraft with a maximum wingspan of 41.10m.

The aircraft stand taxilane serving Stands 412-418 is restricted to aircraft with a maximum wingspan of 36m.

1.5 Use of Runways (General)

1.5.1 The parallel runways (10R-28L and 10L-28R) shall be used in preference to the crosswind runway, 16-34,

1.5.2 When winds are westerly, Runway 28L shall be preferred for arriving aircraft. Either Runway 28L or 28R shall be used for departing aircraft as determined by air traffic control,

1.5.3 When winds are easterly, either Runway 10L or 10R as determined by air traffic control shall be preferred for arriving aircraft. Runway 10R shall be preferred for departing aircraft, and

1.5.4 Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours, except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.

1.6 Runway 16-34 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following adjoining taxiways: E1, E2, B2, A, H1, M1, P1 or N. Aircraft vacating the runway and stopping in any of these taxiways are not clear of the runway.
Aircraft exiting the runway via TWY N4 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 28L Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: S3, S4, S5, S6. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft exiting onto TWY S7 must continue on to the section of TWY S parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.8 Runway 10R Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: S2, S3 and S4. ATC may instruct arrivals to stop on taxiways E1 or S1 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.

1.9 Runway 28R Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: N5, N6 and N7. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft exiting these taxiways must continue on to the section of TWY M parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.10 Runway 10L Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: N4, N3, N2 and N1. Aircraft vacating the runway and stopping on any of these taxiways are not clear of the runway. Aircraft exiting these taxiways must continue on to the section of TWY N parallel to the runway to clear 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

During Low Visibility Operations, intersection take-offs using less than the full length are NOT permitted from RWY10R/28L.

The datum from which the reduced declared distances on RWY10R/28L, RWY 10L/28R 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 S 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.

2.1 RWY10R/28L and RWY 16/34

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.

2.2 RWY 10L/28R

Intersection take-offs from N2 and N6 are considered the primary line up points for RWY28R and RWY10L respectively in normal operations and also in Low Visibility Operations. Taxiways N1 and N7 are NOT available for departure in LVOs. Pilots should advise as early as possible if unable to accept departure from these points. Further information refer to 3.3 HIRO Departures.

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 missed approach.

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 RWY10R and RWY28L are:

RWY	Aircraft Type	Preferred exit TWY	Distance from threshold to exit point (m)
10R	Wingspan less than 36m and B757	TWY S2	1690
	All other aircraft	TWY S1	2240
28L	Wingspan less than 24m and all turboprops	TWY S4*	1240
	All other aircraft	RET S5	1597
10L	Up to Code E aircraft type	TWY N4	1469
	All other aircraft	RET N3	1700
28R	All aircraft	RET N5	1600
* TWY S4 and N4 are not available as a runway exit 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 are set out in the table below.

Aircraft Type	RWY	Preferred TWY Intersection
All aircraft	10L	TWY N6
	28R	TWY N2
RJ85 type and all turboprops	10R	TWY S6*
	28L	TWY S1*
* Intersection take-offs RWY 10R/28L 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

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

LOCATION	NOTES
ENGINE TEST SITE 1 (Adjacent to TWY W1)	Up to full power engine runs. Available for aircraft up to Code C plus Boeing 757 (max wingspan 42M). Operational hours 0730 - 2000HR Local Time Monday to Friday 0900 - 2000 HR Local Time Saturday, Sunday and Bank Holidays Lighting and movable jet blast fence available. Movable jet blast fence allows for engine runs to be carried out on the following heading range: 230° - 280°. Positioning outside the headings is not permitted for any aircraft type, other than ATR.
ENGINE TEST SITE 2 (Forecourt Cityjet Hangar)	Check starts, idle engine runs, running one engine at idle, for maintenance and post engine wash run are permissible. Ground engine runs WILL NOT exceed thirty minutes in duration and not above idle power. If a new engine is to be run for the first time, the Airside Operations and Safety Officers (AOSO) must be informed of this fact at the time of the request.

LOCATION	NOTES
ENGINE TEST SITE 3	Withdrawn from service.
ENGINE TEST SITE 4 (Apron Taxiway 6)	Available for all aircraft. Check starts, idle engine runs, running two engines at idle, for maintenance and post engine wash run are permissible. *Caution: No lighting or acoustic/safety barriers available.*
ENGINE TEST SITE 5 (Adjacent to Hangar 1)	Idle engine runs at Engine Test Site 5 are permitted for operators, running two engines, at idle, for maintenance and post engine wash runs. Permission required from the Resource Allocation Unit. *Caution: No acoustic/safety barriers available.*
Aircraft Stands	Aircraft engine test runs at idle speed not exceeding five minutes duration are permitted on all stands. Permission required from the Resource Allocation Unit. If greater then than 5mins up to 30mins permission is required from the AOSO. Only one engine is permitted to be running at any stage during the engine run. *Caution: No acoustic/safety barriers available.*
Location to be agreed	For aircraft larger than code C/B757 contact Resource Allocation Unit for agreed location and available times. Code C aircraft: 0800 - 2000HR local Monday to Friday, 0900 - 2000HR, Saturday, Sunday and Bank Holidays. Code D aircraft: 0900 - 2000HR local, Monday to Sunday, but not outside daylight hours. *Caution: No lighting or acoustic/safety barriers available.*

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. For availability of AVDGS, see EIDW AD 2.9.1

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 – S5, N3, N5
Rapid Exit Taxiways (RETs) at Dublin Airport are 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. Aerodrome Hotspot Facilities in the vicinity of thresholds Runways 28L and 34

9.1 The following details and associated diagram are provided for ease of familiarity with the aerodrome hotspot 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 28L 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 10R/28L 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 10R/28L, and on Runway 10R/28L for aircraft taxiing along Runway 10R/28L 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 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;

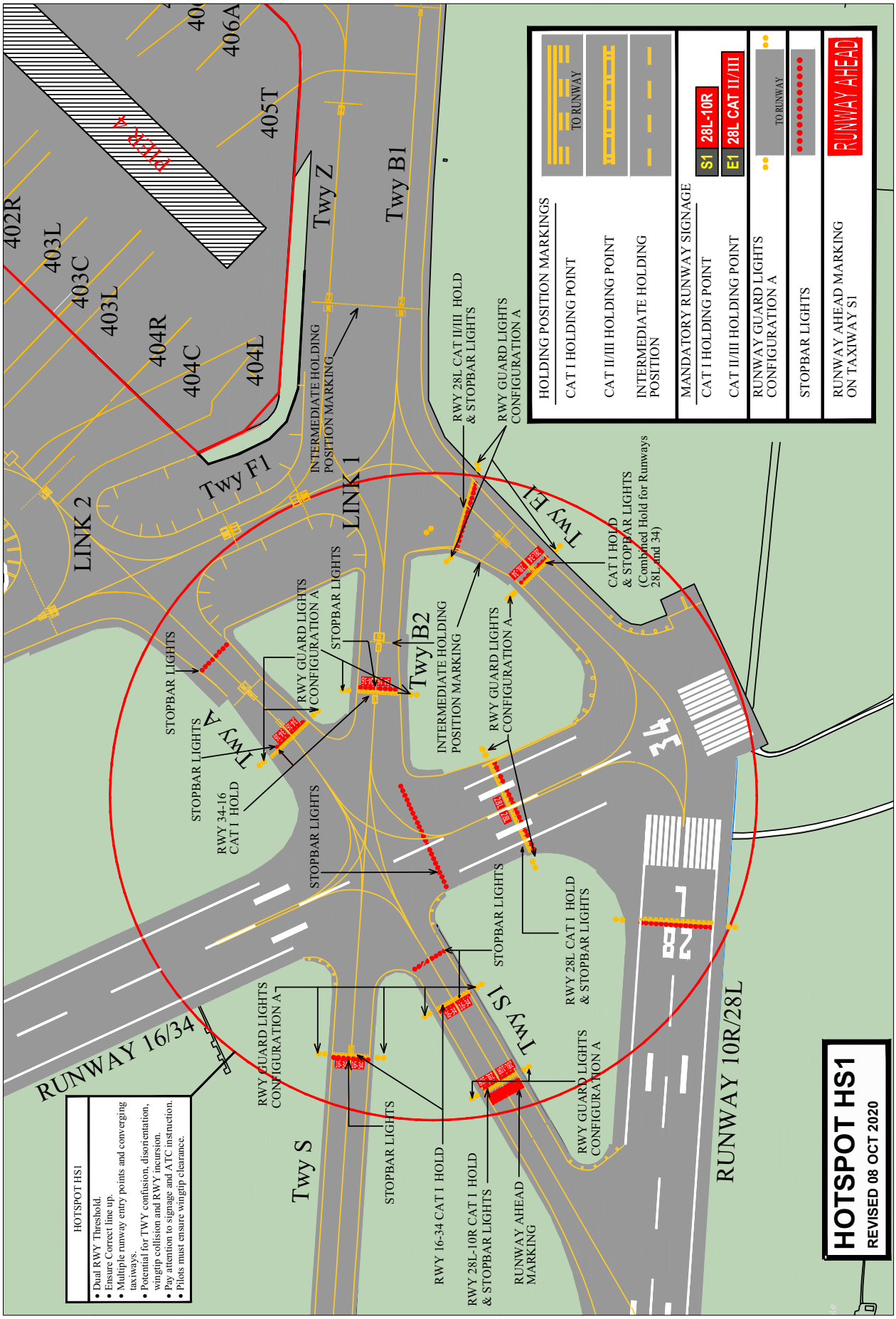
For low visibility conditions, a CAT II/III runway-holding position is established on Taxiway E1. This holding position is denoted by:

i. Yellow painted markings;
ii. Red mandatory signs with the inscription 28L 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;

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

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

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


HOTSPOT HS1
REVISED 08 OCT 2020
HOTSPOT HS1
• Dual RWY Threshold.
• Ensure Correct line up.
• Multiple runway entry points and converging taxiways.
• Potential for TWY confusion, disorientation, wingtip collision and RWY incursion.
• Pay attention to signage and ATC instruction.
• Pilots must ensure wingtip clearance.
HOLDING POSITION MARKINGS
CAT I HOLDING POINT
CAT II/III HOLDING POINT
INTERMEDIATE HOLDING POSITION
MANDATORY RUNWAY SIGNAGE
CAT I HOLDING POINT
CAT II/III HOLDING POINT
RUNWAY GUARD LIGHTS CONFIGURATION A
STOPBAR LIGHTS
RUNWAY AHEAD MARKING ON TAXIWAY S1
RUNWAY AHEAD
TO RUNWAY
S1 28L-10R
E1 28L CAT II/III
RUNWAY 16/34
RUNWAY 10R/28L
Twy S
Twy S1
Twy A
Twy E1
Twy F1
Twy Z
Twy B1
Twy B2
LINK 1
LINK 2
402R
403L
403C
403L
404R
404C
404L
405T
406A
RWY 16-34 CAT I HOLD
RWY 28L-10R CAT I HOLD & STOPBAR LIGHTS
RUNWAY AHEAD MARKING
RWY 34-16 CAT I HOLD
RWY 28L CAT I HOLD & STOPBAR LIGHTS
RWY 28L CAT II/III HOLD & STOPBAR LIGHTS
CAT I HOLD & STOPBAR LIGHTS (Combined Hold for Runways 28L and 34)
INTERMEDIATE HOLDING POSITION MARKING

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 TWY E1 (Runways 28L and 34), TWY S7 (Runway 10R) and TWY N4 (Runway 16) shall be used as line-up points.

In the event of failure of the stop bar control mechanism, the following line up points shall be used:

Runway	Line up Points
28L	E1 and RWY 16
10R	S7
16	N4
34	E1
28R	N2 and N1
10L	N6 and N7

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 [designator] / runway [designator] Echo 1/Sierra 7/November 4 and line up RWY [designator] 34,28L,10R,16”

Reply:“[Call-sign] Lining up Runway [10R/28L/34/16 Designator] crossing stop bar” 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 TWY E1 (Runways 28L and 34), TWY S7 (Runway 10R) and TWY N4 (Runway 16) shall be used as line-up points.

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**

120 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 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 been 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 sixth 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 viewed 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
- Advanced Visual Docking Guidance System (A-VDGS) (specific stands)

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, prior to doors closing.
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.
- Advanced Visual Docking Guidance System (A-VDGS) (specific stands)

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 approval at TSAT (+/-) 5 minutes
- If pilots have received their ATC clearance and called at TOBT and Ground has not called to give push and start approval by TSAT + 5minutes, pilots are requested to call Ground requesting push and start approval.

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.

11.10 **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.

11.11 **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 Details**

For additional information and support documents on Dublin A-CDM, see link:

https://www.dublinairport.com/regulation-and-planning/regulatory/airport-cdm

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

Dublin Airport
Resource Allocation Unit
Phone: + 353 (0) 1 944 5228
Email: POD@dublinairport.com

AIRNAV Ireland
ATC Duty Station Manager
Phone: + 353 (0) 1 8445962
Email: atcdub@airnav.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 750ft QNH before initiating any turn. No take-off turn shall be commenced before the departure end of the runway.

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 10R, must track the runway extended centreline after take-off until passing 750ft and then proceed in accordance with the relevant Instrument Flight Procedure published departure track and adhere to published altitude/level restrictions unless otherwise cleared by ATC.

3.2.2 Departures from Runway 10R 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.

3.2.4 Take-off thrust, speed V^2 + 20 to 40 km/h (V^2 + 10 to 20kt).

3.2.4.1 At 240m (800ft) and while maintaining a positive rate of climb, body angle is reduced and flaps/slats are retracted on schedule as the aircraft is accelerated towards Vzf.

3.2.4.2 Power/thrust is reduced during the flap/slat retraction sequence at a point that ensures satisfactory acceleration performance.

3.2.4.3 (3000ft) Transition smoothly to en-route climb speed.

3.2.4.4 Cat C and D aircraft operating from Runway 28L 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 all runways 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 10L/R or 28L/R are the required Runways between 0600 and 2300HR Local Time when the crosswind component is 20KT or less. Runway 28L/R will be the preferential Runways 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 10L/R or Runway 28L/R is greater than 20KT Runway 16 or Runway 34 may become the active Runway. If the forecast crosswind component on Runway 10L/R or 28L/R 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).

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 28L, 28R, 10L,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 10R 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 and IAP’s

2.1 **RNAV Equipped Aircraft**

SIDs and STARs and initial and Missed Approach segments of IAPs for all runways 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.

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 10L/R and RWY 28L/R
The expected approach distances are listed for all runways in ENR 1.10. The Lateral Holding/Point Merge STAR procedures (Chart AD 2.24-23 and AD 2.24-22) must be available in the aircraft navigation database.

3. Speed Control

Speed Restrictions

<table>
<tr><th>General</th><th>STAR</th><th>Holds</th><th>Initial Approach Segment (BTN HLDG Fix and IF)</th><th>Intermediate Approach Segment (BTN IF and FAP)</th><th>Final Approach Segment</th><th>Remarks</th></tr>
<tr><td>Below FL100, Max IAS 250KT or less.</td><td>As specified waypoints.</td><td>As specified on chart</td><td>IAS 210KT</td><td>IAS 180KT</td><td>BTN FAP and 4NM from THR IAS 160KT</td><td rowspan="2">1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
2. If unable to comply with the above, advise ATC as soon as possible.</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td>4NM to THR IAS as performance requires.</td></tr>
<tr><td colspan="7">Warning
Operators are advised of the probability of encountering a GPWS Terrain alert, for aircraft which are exceeding the standard speed restrictions, while at or below 5,000FT and which are in the vicinity of the hight terrain to the south of Dublin Airport.</td></tr>
</table>

4. Recommended Flight Planning for Peak Arrival Periods

For further information refer to ENR 1.10.7.1

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

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

Arriving Aircraft 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).

5.2 Initial Approach Procedures

5.2.1 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 28L/R & 10L/R pilots should plan their flight profile on the sequencing leg to achieve level constraints.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

5.2.2 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.

5.3 Communications failure procedures for arriving aircraft

5.3.1 RWY16 & 34

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

5.3.2 RWY 28L/R and 10L/R

RWY 28L/R

5.3.2.1 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 RWY28L.
e. **Aircraft flying the ABLIN(L) STAR losing R/T contact should squawk A7600 and should continue to fly the STAR (including the sequence leg from SIVNA onwards) and complete the approach.**

5.3.2.2 Aircraft on Sequence Leg

a. Squawk 7600.
b. Complete the full STAR to LAPMO or ABIVU, depending on the runway in use.
c. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28L/R, depending on the runway in use.

5.3.2.3 Aircraft turned off the Sequence Leg

a. Squawk 7600
b. Descend to 3000ft QNH
c. In the most expeditious manner route to LAPMO/ABIVU to complete the instrument approach procedure for RWY28L/R, depending on the runway in use.

RWY 10L/R

5.3.2.4 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 IFBAP or OSLEX as appropriate. After turning off the Sequence Leg descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach for landing on RWY10L/R, depending on the runway in use.

5.3.2.5 Aircraft on Sequence Leg.

a. Squawk 7600
b. Complete the full STAR and approach for RWY 10L/R, depending on the runway in use.
c. After turning off the Sequencing leg descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach on RWY 10L/R, depending on the runway in use.

5.3.2.6 Aircraft turned off the Sequence Leg

a. Squawk 7600
b. Descend to comply with the constraint altitude at IFBAP or OSLEX and complete the approach for landing on RWY 10L/R, depending on the runway in use.

5.3.3 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.

6. Departure Procedures

6.1 Departure Clearance Service using Datalink (DCL)

6.1.1 Introduction

6.1.1.1 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.

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

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

6.1.1.4 Oceanic traffic can receive domestic clearances via ACARS.

6.1.2 Datalink procedure

6.1.2.1 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**.

6.1.2.2 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.

6.1.2.3 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.

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

6.1.2.4.1 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).

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

6.2 RWY 28L, 28R, 10L, 10R, 16 and 34 - Standard Instrument Departures (SID)

Aircraft on IFR flights departing from RWY 28L, 28R, 10L, 10R, 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, Category C and D departures will be requested by CDS to confirm the first waypoint on the SID e.g. RWY 10R “DW553”.

Non-Standard Departure Instructions - 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. A minimum climb gradient of 4.1 per cent applies to all alternate clearances.

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

6.3 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.

7. Low Visibility Procedures

7.1. 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:

Table 1: Single Runway Operations Runway 28L

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
28L	South and Main Apron (South of Link 4)	S5 or S7 to S, W2, M1	B1 to E1 or Link 2, F1 to E1 or Link 3, F2, F1 to E1	All except Z
28L	Main Apron (Link 4 to Link 6)	S5 or S7 to S, W2, RWY34, N, F-Outer	F3, F2, F1 to E1	All except Z
28L	North Apron	S5 or S7 to S, W2, RWY34, N, K	AT6, DN/DS/C, F-Outer/Inner, F3, F2, F1 to E1	All except Z
28L	West Apron (Northern stands)	S5 or S7 to S, W2, W3	W3, W2, M1, F3, F2, F1 to E1	All except Z
28L	West Apron (Southern stands)	S5 or S7 to S, W2	W2, M1, F3, F2, F1 to E1	All except Z
28L	Main Apron If Holding for a stand	S5 or S7 to S, W1	N/A	All except Z

Table 2: Single Runway Operations Runway 10R

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
10R	South and Main Apron (South of Link 4)	E1, B1/F1 or S2, W1, H1	B1, F1, F2, F3, M1, W2, S to S7 or Link 2, F2, F3, M1, W2, S to S7 or Link 3, F3, M1, W2, S to S7	All except Z
10R	To South Apron if Holding for a stand	S1, B2	N/A	B1
10R	Main Apron (Link 4 to Link 6)	E1, F1, F2, F3 or S2, W1, H1	F-Outer/Inner, N, RWY16, W2, S to S7	All except Z
10R	North Apron	E1, F1, F2, F3, F-Outer/Inner or S2, W1, H1, F-Outer/Inner	AT6 or DN/DS/C, K, N, RWY16, W2, S to S7	All except Z
10R	West Apron (Northern stands)	E1, Link 4, M1, W2, W3 or S2, W1, H1, M1, W2, W3	W3, W2, S to S7	All except Z
10R	West Apron (Southern stands)	E1, Link 4, M1, W2 or S2, W1, H1, M1, W2	W2, S to S7	All except Z

Table 3: Single Runway Operations Runway 28R

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
28R	South and Main Apron (South of Link 4)	N5 or N7 to M, RWY16-M1	B1, F1, F2, F3, F-Outer-N to N2 or Link 2, F2, F3, F-Outer-N to N2 or Link 3, F3, F-Outer-N to N2	All except Z
28R	Main Apron (Link 4 to Link 6)	N5 or N7 to M, RWY16, M1	F-Inner, F-Outer, N, N2	All except Z
28R	North Apron	N5 or N7 to M, RWY16-M1	AT6, DN/DS/C, F-Outer, N, N2	All except Z
28R	West Apron (Northern stands)	N5 or N7 to M, RWY16, W2, W3	W3, W2, M1, F-Outer, N, N2	All except Z
28R	West Apron (Southern stands)	N5 or N7 to M, RWY16, W2	W2, M1, F-Outer, N, N2	All except Z

Table 4: Single Runway Operations Runway 10L

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE	DEPARTURE TAXI ROUTE	APRON TAXI ROUTES
10L	South and Main Apron (South of Link 4)	N3 or N1 to N, F-Outer	B1, F1, F2, F3, M1, RWY34, M, N6 or Link 2, F2, F3, M1, RWY34, M, N6 or Link 3, F3, M1, RWY34, M, N6	All except Z
10L	Main Apron (Link 4 to Link 6)	N3 or N1 to N, F-Outer	F-Outer/Inner, M1, RWY34, M, N6	All except Z
10L	North Apron	N3, N, F-Outer or N1, K	AT6, DN/DS/C, F-Outer/Inner, M1, RWY34, M, N6	All except Z
10L	West Apron (Northern stands)	N3 or N1 to N, F-Outer M1, W2,W3	W3, W2, RWY34, M, N6	All except Z
10L	West Apron (Southern stands)	N3 or N1 to N, F-Outer M1, W2	W2, RWY34, M, N6	All except Z

Table 5: Segregated Parallel Runway Operations Runway 28

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE RWY 28L	DEPARTURE TAXI ROUTE RWY 28R	APRON TAXI ROUTES
28	South and Main Apron (South of Link 4)	S5 or S7 to S, W2, M1	B1, F1, F2, F3, H1, RWY34, N to N2 or Link 2, F2, F3, H1, RWY34, N to N2 or Link 3, F3, H1, RWY34, N to N2	All except Z
28	Main Apron (Link 4 to Link 6)	S5 or S7 to S, W2, M1	F-Outer, N to N2	All except Z
28	North Apron	S5 or S7 to S, W2, M1	AT6, DN/DS/C, F-Outer, N to N2	All except Z

Table 5: Segregated Parallel Runway Operations Runway 28

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE RWY 28L	DEPARTURE TAXI ROUTE RWY 28R	APRON TAXI ROUTES
28	West Apron (Northern stands)	S5 or S7 to S, W2, W3	W3, W2, RWY34, N to N2	All except Z
28	West Apron (Southern stands)	S5 or S7 to S, W2	W2, RWY34, N to N2	All except Z
28	Main Apron If Holding for a stand	S5 or S7 to S, W1	N/A	All except Z

Table 6: Segregated Parallel Runway Operations Runway 10

RUNWAY	TO/FROM	ARRIVAL TAXI ROUTE RWY 10L	DEPARTURE TAXI ROUTE RWY 10R	APRON TAXI ROUTES
10	South and Main Apron (South of Link 4)	N3 or N1 to N, RWY16, M1	B1, F1, F2, F3, H1, W1, S to S7 or Link 2, F2, F3, H1, W1, S to S7 or Link 3, F3, H1, W1, S to S7	All except Z
10	Main Apron (Link 4 to Link 6)	N3 or N1, F-Outer	H1, W1, S to S7	All except Z
10	North Apron	N3, N, F-Outer or N1, K, ATC or AT6	AT6 or DN/DS/C, F-Outer, H1, W1, S to S7	All except Z
10	West Apron (Northern stands)	N3 or N1 to N, RWY16, W2, W3	W3, W2, S to S7	All except Z
10	West Apron (Southern stands)	N3 or N1 to N, RWY16, W2	W2, S to S7	All except Z

Note: Code C aircraft shall not be instructed to push back onto Taxiway Foxtrot Outer during Low Visibility Operations.

CAT II/III holding positions will apply as follows:

Departure Runway	CAT II/III Holding Position
RWY 28L	TWY E1
RWY 10R	TWY S7
RWY 28R	TWY N2
RWY 10L	TWY N6

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.

7.2. Low Visibility Take Offs (LVTOs)

During LVP Operations, LVTOs are permitted from Runway 10R/28L and Runway 10L/28R.
It is the at the discretion of the PIC to depart based on their airline operating procedures in LVP conditions.
Take-offs are not available when IRVR values fall below 125m for the runway in use.
All IRVR readings for the departure runway in use must show 125m or greater.
ATC shall inform departing pilots when any IRVR values for the departure runway falls below 125m.

8. Holding Procedures

A standard rate of descent of between 500ft and 1000ft per min in holding patterns will be used unless otherwise instructed by ATC.

9. 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:

9.1 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).

9.2 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).

10. VFR Procedures, Dublin CTR/CTA and environs

10.1 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.

10.2 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.

10.3 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.

10.3.1 Low Flying Aircraft Radio Communications

When flying at low level, in or around mountainous terrain or in other regions with poor radio communication, radio transmissions to and from ground might not be possible due to obstacles affecting line of sight VHF radio communications.
Aircraft at low level <1500ft (where the radio horizon is roughly 55 miles/90km) and below may have difficulties establishing and/or maintaining radio communication with Dublin FIS radios located at Dublin Airport in the area

south of the Wicklow mountains or at the boundaries of the Dublin CTA due to radio horizon and radio line of sight due to terrain obstacles, coupled with the aircraft antennas fitted.

Aircraft should consider problems with establishing and/or maintaining radio communication with Dublin FIS.

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

10.5 ATC Clearances for flights departing from within Dublin CTR.

Prior to departure

i. From Dublin Airport by request for start up to Dublin Ground, 122.985MHz or 121.800 MHz if non 8.33kHz equipped.

ii. Other than Dublin Airport

- Contact Dublin ATC by telephone for prior approval
- Request for start/lift to Dublin Tower from frequency issued in prior approval
- 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 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 South of Dublin Airport
- 124.680 MHz for entry to the Dublin CTR North of Dublin Airport (non 8.33kHz equipped aircraft contact 128.800);

b. Dublin ACC Lower North, Channel 132.580 for entry to the Dublin CTA, North Sector;

c. Dublin ACC Lower South, 120.755 for entry to the Dublin CTA, South Sector.

d. Dublin ACC, for entry to the Dublin CTA, non 8.33 kHz equipped, 124.650 MHz or 126.250 MHz

Note: Dublin ACC Lower North Sector is divided from Dublin South Sector by a boundary line extending along the extended centreline of RWY 10R/28L.

10.7 VFR Routes

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

i. North arrivals/departures: via Skerries VFR Route or Naul Town VRP

ii. West arrivals/departures: via Skerries VFR Route, Dunshaughlin VFR Route or Naul Town VRP

iii. South arrivals: As instructed by Dublin Tower

iv. South West arrivals

- Fixed wing flights to enter the Dublin CTR at The Square, Tallaght, Dunshaughlin VRP, Naul Town VRP or Skerries VRP
- 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.

10.7.2 **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 or Naul Town VRP.

ii. West arrivals/departures
- As instructed by Dublin ATC, or
- Skerries VFR Route, Dunshaughlin VFR route or Naul Town VRP.

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 Dunshaughlin VRP, Naul Town VRP or Skerries VRP.

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

10.8 Visual Holding Patterns

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

10.8.1 Broad Meadow Bridge (532756.45N 0061125.11W (WGS-84)

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 187° 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 M1/N1 road.
The inbound leg to the fix should remain east of the M1/N1 road at all times.
Broad Meadow Bridge Holding Pattern is not available when Runway 10L is in use.

10.8.2 Palmerston Roundabout (532124.26N 0062303.57W (WGS-84)

Left-hand pattern, based on the Palmerston roundabout, which intersects the M50 motorway and the M4/N4 road.
Outbound leg is 1 minute, flown at 90 KT IAS. Inbound track 277° M. Minimum holding altitude is 1700ft QNH.

10.8.3 Marley Park House (531636.19N 0061601.09W (WGS-84)

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 284° M. Minimum holding altitude is 1700ft QNH.

10.8.4 Other Visual Reporting Points (VRPs) (WGS-84)

- VRP Ashbourne Town533043.95N 0062354.93W
- VRP Baily Lighthouse532141.65N 0060308.76W

- VRP Ballymun Centre 532339.93N 0061554.74W
- VRP Bray Head531119.49N 0060503.83W
- VRP Cellbridge Town532020.42N 0063222.16W
- VRP Donadea Wood532021.28N 0064449.03W
- VRP Dunboyne Town532517.22N 0062836.15W
- VRP Dunshaughlin Town 533051.04N 0063228.82W
- VRP Dunsoghly Castle 532537.48N 0061910.36W
- VRP Garristown Village 533400.27N 0062258.13W
- VRP Heuston Station 532046.18N 0061746.66W
- VRP Kilcock Town 532358.13N 0064005.43W
- VRP Killiney Hill 531555.09N 0060714.33W
- VRP Kilteel Village 531410.34N 0063128.07W
- VRP Lambay Island 532929.64N 0060057.65W
- VRP Malahide Town532704.80N 0060859.56W

10.9 Circuit Operation,

Dublin Airport Circuit training is not permitted at Dublin Airport.

10.10 Radio Communications Failure Procedures – VFR Traffic

10.10.1 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.

10.10.2 Arrival Traffic

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(s) in use.

EIDW AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

Bird Hazard Information

Migrating birds over flying airfield between 1000ft to 10000ft. Possible strikes for both arriving and departing aircraft. Also possible increase in bird strikes from seagulls on days of low pressure due to gulls coming inland.

Refer to ENR 1.6 2.8 Monitoring Codes

Code F

Dublin Airport has a minimal capacity to handle Code F aircraft for diversions, exceptional and planned movements. Operators should give as much advance notice as possible to ensure sufficient resources are in place.

Dublin Airport is available for B777-800 and B777-900 aircraft operation. If the wing tips fail to fold after the landing at Dublin Airport, pilot is required to inform ATC and request a follow-me service to stand. Pilots must proceed with caution and follow all the instructions from the follow-me provider.

Helicopter Operations

Helicopter operations are not permitted at Dublin Airport, unless, prior approval has been granted and the Helicopter has originated from an Aerodrome with a CPSRA. Only Search and Rescue Helicopters are exempt from this requirement.

Provision of information to the IATA Standard for AOS:

1. daa requires that airlines and handling agents submit messages for inbound and outbound Dublin Flights, in the standard format described in the IATA Airport Handling Manual.

2. The address that all the SITA messages shall be sent to is DUBRN7X.

3. The following are the three principal message types to be submitted to daa:

   a. Load messages (AHM 583).

   b. Statistical load summary (AHM 588).

   c. Aircraft movement message (AHM 780).

4. Passenger Services Messages (PSMs) and Passenger Transfer Messages (PTMs) are also processed by the AOS. A standard format is required. Examples of the appropriate formats for these and other message types, including those related to passengers are available on the Dublin Airport Operations Library.

EIDW AD 2.24 CHARTS RELATED TO AERODROME

THIS PAGE INTENTIONALLY LEFT BLANK