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AIRAC AIP AMDT 011/24

Effective Date – 28 NOV 2024

Publication Date – 17 OCT 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 Text.
GEN 0.4	**Checklist of Pages:** Updated.
GEN 2.4	**Location Indicators:** Introduction of New Airfields Craughwell (EICW) and Moyglare (EIMY).
GEN 2.5	**List of Radio Navigation Aids:** Purpose for CON DVOR/DME updated.
GEN 3.3	**Air Traffic Services:** Telephone Number for Dublin ACC/TWR updated.
ENR 1.9	**Air Traffic Flow Management:** Telephone Number for Dublin FMP/Station Manager updated.
EICK AD	**Updated Section:** AD 2.14.
EIKN AD	**Updated Sections:** AD 2.2, AD 2.6, AD 2.8, AD 2.12, AD 2.19 and AD 2.20.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	28 NOV 2024/28 NOV 2024
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	28 NOV 2024/28 NOV 2024
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	28 NOV 2024/28 NOV 2024
GEN 2.4-1/GEN 2.4-2	GEN 2.4-1/GEN 2.4-2	28 NOV 2024/28 NOV 2024
GEN 2.5-1/GEN 2.5-2	GEN 2.5-1/GEN 2.5-2	28 NOV 2024/28 NOV 2024
GEN 3.3-1/GEN 3.3-4	GEN 3.3-1/GEN 3.3-4	28 NOV 2024/28 NOV 2024
ENR 1.9-1/ENR 1.9-10	ENR 1.9-1/ENR 1.9-10	28 NOV 2024/28 NOV 2024
EICK AD 2-1/EICK AD 2-16	EICK AD 2-1/EICK AD 2-16	28 NOV 2024/28 NOV 2024
EIKN AD 2-1/EIKN AD 2-14	EIKN AD 2-1/EIKN AD 2-14	28 NOV 2024/28 NOV 2024

New Supplements for this Amendment: **NR 023/24.**

Supplements cancelled in this Amendment: **NR 022/24, NR 009/23, NR 004/23, NR 016/22, NR 001/22.**

New AIC for this Amendment: **NR 006/24, NR 007/24, NR 008/24.**

AIC cancelled in this Amendment: **NR 005/24.**

PERM NOTAM* incorporated in this Amendment: **NIL.**

**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
001/24	11-JAN-2024	22-FEB-2024	
002/24	08-FEB-2024	21-MAR-2024	
003/24	07-MAR-2024	18-APR-2024	
004/24	04-APR-2024	16-MAY-2024	
005/24	02-MAY-2024	13-JUN-2024	
006/24	30-MAY-2024	11-JUL-2024	
007/24	27-JUN-2024	08-AUG-2024	
008/24	25-JUL-2024	05-SEP-2024	
009/24	22-AUG-2024	03-OCT-2024	
010/24	19-SEP-2024	31-OCT-2024	
011/24	17-OCT-2024	28-NOV-2024	

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GEN 0.3 Record of AIP Supplements

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
023/2024	Checklist of Valid AIP Supplements (SUP)	GEN	28-Nov-2024	-
022/2024	Checklist of Valid AIP Supplements (SUP)	GEN	31-Oct-2024	28-Nov-2024
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	-
001/2024	Weston Airport (EIWT) Aeronautical Ground Lighting Installation	EIWT	22-Feb-2024	-
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	-
009/2023	Dublin Airport (EIDW) Apron and Drainage Channel Refurbishment	EIDW	20-Apr-2023	28-Nov-2024
007/2023	Dublin Airport (EIDW) Construction of Critical Taxiway North Phase 1	EIDW	23-Mar-2023	-
004/2023	Dublin Airport (EIDW) - Construction of Reconfigured Taxiways F-INNER, C, DN & DS	EIDW	23-Feb-2023	28-Nov-2024
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	-

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
021/2022	Dublin Airport (EIDW) Runway 16/34 LVP Taxiing Lighting Installation Works - Phase 2	EIDW	11-Aug-2022	-
016/2022	Dublin Airport (EIDW) Refurbishment of Airfield Perimeter Road South of Runway 10R_28L PHASE 1 and PHASE 2	EIDW	14-Jul-2022	28-Nov-2024
001/2022	Dublin Airport (EIDW) Construction of Temporary Taxiway F-Inner to Twy's C, DN and DS	EIDW	27-Jan-2022	28-Nov-2024
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 Check list of AIP Pages

New Pages *

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0.4-1	28 NOV 2024	*
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0.4-5	28 NOV 2024	*
0.4-6	28 NOV 2024	*
0.4-7	28 NOV 2024	*
0.4-8	28 NOV 2024	*
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3.2-11	03 OCT 2024	

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3.3-10	07 SEP 2023
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3.4-2	08 JUN 2006
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3.5-2	26 MAR 2020
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4.4-8	23 MAR 2023
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4.5-2	02 NOV 2023
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5.1-4	02 NOV 2023
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5.2-2	18 MAY 2023
5.2-3	18 MAY 2023
5.2-4	18 MAY 2023
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0.6-11	25 FEB 2021
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1.2-2	04 NOV 2021	
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2.24-7.1	26 APR 2018	
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2.24-11.2	08 SEP 2022	
2.24-11.3	08 SEP 2022	
2.24-12.1	06 OCT 2022	

Page	Date
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2.24-19.2	06 OCT 2022
2.24-19.3	06 OCT 2022
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EINN AD

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2.24-16.2	17 JUN 2021

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EIKN AD

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2-4	28 NOV 2024	*

Page	Date	
2-5	28 NOV 2024	*
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2.24-1	03 OCT 2024	

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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

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*
TIBOHANE	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*	TIBOHANE
EITM*	TRIM
EITT*	TREVET
EITU*	SPOLLENS AIRFIELD
EIWF	WATERFORD
EIWT	WESTON

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Encode			
ID	Station name	Facility	Purpose
BAL	BALDONNEL	DVOR/DME	A E
CFN	DONEGAL	NDB	A E
CML	CLONMEL	NDB	E
CON	CONNAUGHT	DVOR/DME	A E
CRK	CORK	DVOR/DME	A E
DAP	COLLINSTOWN	DVOR/DME	A E
DUB	DUBLIN	DVOR/DME	A E
FOY	FOYNES	NDB	A
GMN	GORMANSTON	NDB	A E
GMN	GORMANSTON	DME	A E
GTG	GLENTEIGE	DME	E
IAC	DUBLIN	ILS 16	A
IB	BALDONNEL	ILS 10	A
ICK	CONNAUGHT	ILS 26	A
ICN	CORK	ILS 34	A
ICS	CORK	ILS 16	A
IDE	DUBLIN	ILS 10R	A
IDW	DUBLIN	ILS 28L	A
IFN	DONEGAL	LLZ 21	A
IKR	KERRY	ILS 26	A
ISE	SHANNON	ILS 06	A
ISW	SHANNON	ILS 24	A
IWD	WATERFORD	ILS 21	A
KER	KERRY	NDB	A E
KLY	KILLINEY	NDB	A E
KNK	CONNAUGHT	NDB	A
MCM	MOHERCROM	DME	E
OE	DUBLIN	LO 10R	A
OK	CONNAUGHT	NDB/LO 26	A
OL	SHANNON	LO 24	A
OP	DUBLIN	LO 28L	A
SHA	SHANNON	DVOR/DME	A E
SLG	SLIGO	NDB/DME	A
WST	WESTON	DVOR/DME	A
WTD	WATERFORD	NDB	A E
WTP	WOLFTRAP	DME	E

Decode			
Station name	Facility	ID	Purpose
BALDONNEL	DVOR/DME	BAL	A E
BALDONNEL	ILS 10	IB	A
CLONMEL	NDB	CML	E
CONNAUGHT	DVOR/DME	CON	A E
CONNAUGHT	ILS 26	ICK	A
CONNAUGHT	NDB	KNK	A
CONNAUGHT	NDB/LO 26	OK	A
CORK	DVOR/DME	CRK	A E
CORK	ILS 34	ICN	A
CORK	ILS 16	ICS	A
DONEGAL	NDB	CFN	A E
DONEGAL	LLZ 21	IFN	A
COLLINSTOWN	DVOR/DME	DAP	A E
DUBLIN	DVOR/DME	DUB	A E
DUBLIN	ILS 16	IAC	A
DUBLIN	ILS 10R	IDE	A
DUBLIN	ILS 28L	IDW	A
DUBLIN	LO 10R	OE	A
DUBLIN	LO 28L	OP	A
FOYNES	NDB	FOY	A
GLENTEIGE	DME	GTG	E
GORMANSTON	NDB	GMN	A E
GORMANSTON	DME	GMN	A E
KERRY	ILS 26	IKR	A
KERRY	NDB	KER	A E
KILLINEY	NDB	KLY	A E
MOHERCROM	DME	MCM	E
SHANNON	ILS 06	ISE	A
SHANNON	ILS 24	ISW	A
SHANNON	LO 24	OL	A
SHANNON	DVOR/DME	SHA	A E
SLIGO	NDB/DME	SLG	A
WATERFORD	ILS 21	IWD	A
WATERFORD	NDB	WTD	A E
WESTON	DVOR/DME	WST	A
WOLFTRAP	DME	WTP	E

Note: Station Declination can be found at the following https://www.iaa.ie/commercial-aviation/airspace/aeronautical-data

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GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE AUTHORITY

1.1. Air Traffic Services to General Air Traffic (GAT) are provided by AirNav Ireland. The Air Traffic Services are administered by the:

Post: Air Traffic Services
AirNav Ireland
The Times Building
11-12 D'Olier Street
Dublin 2
Ireland

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

1.2. The services are provided in accordance with the provisions contained in the following ICAO documents:

- Annex 2 — Rules of the Air
- Annex 11 — Air Traffic Services
- Doc 4444 — Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM)
- Doc 8168 — Procedures for Air Navigation Services — Aircraft Operations (PANS—OPS)
- Doc 7030 — Regional Supplementary Procedures

Differences to these provisions are detailed in GEN 1.7

1.3 Military Air Traffic Services are provided by the Irish Air Corps. The Air Traffic Services are administered by the:

Post: Chief Air Traffic Services Officer
Irish Air Corps HQ
Casement Aerodrome
Baldonnel
Dublin 22

Phone: +353 (0) 1 4592493

Fax: +353 (0) 1 4592672

These services are provided in accordance with regulations established by Director of military Aviation (GOC Air Corps)

2. AREA OF RESPONSIBILITY

2.1. The Shannon Flight Information Region (FIR) and the Shannon Upper Flight Information Region (UIR), with the exception of local control at Military and some Regional Aerodromes and

2.2. The Shannon Oceanic Transition Area (SOTA), by delegation of control by the UK and French Authorities.

2.3. Airspace Contiguous with SOTA

2.3.1. Control of GAT above FL245 within the airspace bounded by lines joining the coordinates listed below is delegated by the UK authorities to Shannon UAC.
4935.00N 00800.00W: 4933.38N 00656.04W: 4855.70N 00734.46W: 4850.00N 00800.00W: 4935.00N00800.00W

2.3.2. Control of GAT above FL245 within the airspace bounded by lines joining the coordinates listed below is delegated by the French authorities to Shannon UAC.
4850.00N 00800.00W: 4855.70N 00734.46W: 4830.00N 00800.00W: 4850.00N 00800.00W.

2.4. The North Oceanic Transition Area (NOTA), by delegation of control by the UK Authorities.

3. TYPES OF SERVICES

3.1. Air Traffic Services, as defined in ICAO publications, consist of:

- Air Traffic Control Service
- Flight Information Service
- Alerting Service

3.2. Air Traffic Services, as appropriate, are provided by the following Air Traffic Control Centres:
Shannon ACC - for Shannon FIR/UIR, CTA/UTA, SOTA and NOTA.
Dublin ACC - for Dublin CTA

3.3. AirNav Ireland provides Air Traffic Control Services in Control Zones established at the following aerodromes:

Cork, Dublin, Shannon.

The Irish Aviation Authority has arranged that, Air Traffic Control Services will be provided by the licensee of the relevant aerodrome in Control Zones established at the following aerodromes:
Donegal, Ireland West, Kerry, Sligo, Waterford, Weston.

Air Traffic Control, Flight Information and Alerting Services in Control Zones are provided by either Aerodrome or Approach Control.

3.4. Prohibited, Restricted, Danger Areas and Military Operating Areas

These areas are established within the Shannon FIR/UIR. Details are contained in ENR 5.

4. CO-ORDINATION BETWEEN THE OPERATOR AND ATS

Co-ordination between the operator and air traffic services is affected in accordance with 2.16 of Annex 11 and of the PANS-ATM (Doc 4444-ATM/501).

The pilot is responsible for corrections for pressure, temperature and, where appropriate, wind and terrain effects, except when under radar vectoring. In that case, the radar controller issues clearances such that the prescribed obstacle clearance will exist at all times, taking the cold temperature correction into account.

5. MINIMUM IFR ALTITUDES

Minimum En-route IFR Altitudes on ATS routes are determined so as to ensure:

- Vertical Clearance from Obstacles.
- Acceptable navigational signal coverage.

A minimum of 1,000ft vertical clearance above the highest obstacle within 5NM of route centreline is provided for.

Acceptable navigational facility signal strength and usability is provided for in accordance with ICAO Annex 10 and ICAO Manual on Testing of Radio Navigation Aids – DOC. 8071.

6. ATS UNIT ADDRESS LIST

ATS UNIT	ADDRESS	TEL	FAX	Email Address	AFS Address	Website Address
1	2	3	4	5	6	7
Baldonnel TWR	505 SQN, Casement Aerodrome, Baldonnel,	+353 (0)1 459 2493	+353 (0)1 4592672		EIMEZTZX	
Cork TWR	AirNav Ireland, Cork Airport, Co. Cork.	+353 (0)21 431 6389	+353 (0)21 431 5419		EICKZTZX	
Donegal TWR	Donegal Airport, Carrickfin, Co. Donegal.	+353 (0)74 954 8604 +353 (0)74 954 8232	+353 (0)74 956 2916		EIDLZTZX	
Dublin ACC/TWR	AirNav Ireland, Huntstown Cloghran, Co. Dublin.	+353 (0)1 7732501	+353 (0)1 844 4624		EIDWZQZX	
Ireland West TWR	Connaught Airport, Charlestown, Co Mayo.	+353 (0)94 936 7222	+353 (0)94 936 7232		EIKNZTZX	
Kerry TWR	Kerry Airport, Farranfore, Co. Kerry.	+353 (0)66 976 4644	+353 (0)66 976 4134	atc@kerryairport.ie	EIKYZTZX	http://www.kerryairport.ie
Shannon ACC/TWR	AirNav Ireland, Shannon ATC Centre, Ballycasey Cross, Shannon.	+353 (0)61 770 700	+353 (0)61 366 036		EISNZQZX	
Sligo TWR	Sligo Airport, Strandhill, Co. Sligo.	+353 (0)71 916 8461 +353 (0)71 912 8001 +353 (0)71 916 8280	+353 (0)71 916 8647		EISGZTZX	
Waterford TWR	Waterford Airport, Co. Waterford.	+353 (0)51 846 613	+353 (0)51 871 701	atc@waterfordairport.net	EIWFZTZX	
Weston TWR	Weston Aviation Academy Ltd, Lucan, Co. Dublin.	+353 (0)1 621 7300	+353 (0)1 612 7334	info@westonairport.com	EIWTZTZX	

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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT

1. GENERAL

A Centralised Air Traffic Flow Management (ATFM) service is established within the ICAO (EUR) Region to optimise the use of air traffic system capacity. The EUROCONTROL Network Manager Directorate (NMD) in Brussels provides this service in conjunction with Flow Management Positions (FMPs) established at each ACC.

2. AIR TRAFFIC FLOW MANAGEMENT (ATFM) DOCUMENTATION

2.1 ICAO European Region ATFM Procedures

The general ATFM procedure which apply throughout the ICAO European Region are published in the ICAO Doc 7030, Regional Supplementary Procedure (Europe)

2.2 Network Manager Technical Procedures and Information

Specific Network Operations Technical procedures and information can be found in the Network Operations Handbook published by the NMD and available from

Post: EUROCONTROL Library,
Rue de la Fusée, 96,
B-1130 Brussels,
Belgium

Phone: + 32 2 729 36 39/3023

Fax: + 32 2 729 9109

URL: http://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html

2.3 Basic Network Operations Handbook Sections include

a. General description and Network Operations Systems; this contains details of the NMD organisation, area of responsibility and a description of Network Operations Systems

b. The ATFCM Users Manual: this is a self-contained users manual for aircraft operators and ATC units describing Network Operations systems; procedures in the context of the NMD TACTICAL (TACT) and Computer Allocated Slot Allocation (CASA)

c. IFPS Users Manual; this is a self-contained users manual describing operating procedures for flight plan filing in the IFPS area.

Only limited selection of Network Operations Technical Procedures are contained in the Irish AIP. Reference should be made to the Network Operations Handbook for comprehensive information and procedures.

Further information can be found on the Network Manager Website https://www.eurocontrol.int/network-manager and Network Manager Flight Planning Zone: https://www.youtube.com/channel/UCSBhxXXAITbhov9QyuEwH6A

2.4 RESPONSIBILITIES OF AIRCRAFT OPERATORS

2.4.1 Aircraft Operators shall adhere to:

a. General ATFM procedures including flight plan filing and message exchange requirements.

b. Strategic ATFM measures (including Route Availability Document (RAD)).

c. Current ATFM measures (including specific measures applicable on the day of operation, as promulgated by ATFCM Notification Message (ANM) or Flight Suspension (FLS) messages).

d. Departure slots (CTOTs) issued by the Network Manager and procedures related to changes to CTOTs.

e. The Network Manager requirement for the modification or delay of EOBT. This is particularly important with the implementation of Network Manager Flight Activation Monitoring (FAM) whereby flights not notified as being airborne within 15 minutes of the notified ETOT or CTOT will receive a flight suspension message.

f. The correct procedure to be followed to obtain approval for the use of STS/ATFMX. See ENR 1.9.3.0

2.4.2 Calculated Take-Off Time Compliance, in order to comply with a CTOT, aircraft operators need to plan the departure of a flight so that the aircraft will be ready for start up in sufficient time to comply with a CTOT taking into account the taxi time shown in the Slot Allocation Message (SAM).

2.4.3 Modification of Estimated OFF Block Time (EOBT), it is a requirement for both ATC and ATFM that the EOBT is accurate. This applies to all flights, whether subject to ATFM or not. Any change to the EOBT of more than 15

minutes (+ or -) for any IFR flight within the Network Manager Initial Flight Planning Zone (IFPZ) (see the ATFCM user manual for details) shall be communicated to IFPS.

2.4.3.1 An Aircraft Operator (AO) should not modify the EOBT to a later time simply as a result of an ATFM delay. When an AO submits an amendment message (e.g DLA or CHG) to IFPS, they must always give as an EOBT the earliest EOBT they may comply with. This time is not directly related to the CTOT provided in the Slot Allocation Message (SAM) or Slot Revision Message (SRM). The EOBT should always reflect the time the aircraft operator wants to be off-blocks. The EOBT should always be changed if the original EOBT established by the aircraft operator cannot be met for reasons other than ATFM delay.

2.4.3.2 There are two categories of controlled flights covered by this procedure. Those that have an ATFM Calculated Take-Off Time (CTOT), issued by the Network Manager, and those that do not. Aircraft Operators should not modify the EOBT simply as a result of an ATFM delay.

2.4.3.3 Modifying EOBT that has not received an ATFM CTOT procedure is as follows:

a. To amend the EOBT to a later time, a DLA or CHG message shall be sent to IFPS.

b. To amend the EOBT to an earlier time, a CNL message must be sent to IFPS followed five minutes later by a new flight plan with new EOBT indicated.

Note: The replacement flight plan procedure shall not be used.

2.4.3.4 Modifying EOBT that has received an ATFM CTOT procedure is as follows:

a. To amend the EOBT, a DLA message shall be sent to IFPS with the new EOBT, this may trigger a revised CTOT.

b. If the original EOBT cannot be met but the existing CTOT is acceptable, then a message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT, the following formula must be used: Take the current CTOT minus the taxi-time, minus 10 minutes. The new EOBT must not be after this time.
Example: Original EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxi-time is e.g. 15 minutes. 1100 minus 15, minus 10 = 1035. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT.

c. However, as Network Operations systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxi-time.

2.4.3.5 If a flight has had a CTOT and now receives a Slot Cancellation Message (SLC), but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA message. ATC/ATFM will now have the 'true' EOBT of the flight

2.5 READY TO DEPART

2.5.1 Ready to Depart earlier that current EOBT; there are two options available

2.5.2 The REA message relates to the regulated flights only. If it is sent for a non-regulated flight an error message will be generated by the ETFMS with the COMMENT “MESSAGE RECEIVED BUT NO SLOT HAS BEEN ISSUED”.

2.5.3 For regulated flights being in a situation to depart before their CTOT / EOBT (doors closed and ready to depart), the AO may ask local ATC to send a Ready (REA) message or, in a CDM aerodrome, the TWR may send a TTOT (T-DPI-s) before the CTOT tolerance window (-5, +10). These actions will trigger the REA status for the concerned flight.

2.5.4 A Ready (REA) message may be sent between EOBT minus 15 minutes, and no later than the CTOT – TAXITIME / MINLINEUP – SRM minimum improvement time (5 minutes) of the flight which may result in a flight being offered earlier CTOT or even take off time before its original EOBT.

2.5.5 The Aircraft Operator may contact the Central Flow Help Desk who can input an earlier EOBT into the TACT system (Max 30 Minutes) if a CTOT improvement is available, the Network Manager will send a Slot Revision Message (SRM).

2.6 FLIGHT ACTIVATION MONITORING

The objective of Flight Activation Monitoring is to further improve network predictability and reinforce the compliance of flights with route and airspace availability through the IFPS.

2.6.1 There are two-time parameters related to FAM that trigger suspension

a. The flight is not reported as airborne after 15 minutes after the expected take-off time. It is applicable to all flights, whether regulated or not, departing from, landing at or crossing areas where the Network Manager receives Correlated Position Reports (CPRs) and FAM is activated. A not reported airborne flight departing from, landing in or crossing a CPR/FAM enabled area with less than 3 hour flying time to the FAM enabled area will be shifted 3 times by 5-minute steps. If not reported as airborne, the flight will be suspended by a Flight Suspension Message (FLS) after another 2 minutes, i.e. after 17 minutes in total;

b. The flight is not reported as airborne after 120 minutes after the expected take-off time. It is applicable to flights departing from non-FAM-enabled areas and estimated elapsed time (EET) of more than 3 hours with a destination in FAM-enabled areas.

2.6.2 Flight Suspension are avoided by aircraft operators continuously monitoring and updating their flight plans with accurate EOBTs and adhere to their EOBTs and CTOTs.

2.6.3 Where a flight is suspended and the flight will operate and a new EOBT is not yet known, no action is required until the new off-block time is available.

2.6.4 If the flight will operate and a new off-block time is known, the aircraft operator must send a 'delay (DLA) or change (CHG)' message with an updated EOBT;

2.6.5 If the flight will not operate, the aircraft operator must send a cancel (CNL) message.

2.7 GHOST' AND DUPLICATE FLIGHT PLANS

2.7.1 'Ghost' is the term used to refer to the flight plans of flights which do not take place, i.e. the flight plans that were not cancelled by the originators. Only one Flight Plan shall exist at any given time for the same flight., it is essential that flight plan originators:

a. Cancel a flight plan as soon as it is known that the flight is not going to take place.

b. Cancel an existing flight plan before filing a replacement flight plan for the same flight. (Note the replacement flight plan should be sent no sooner than 5 minutes to IFPs).

2.8 NETWORK MANAGER OPERATIONAL CONTACTS

The responsibility for processing invalid flight plan messages in IFPS is shared between two IFPS Units. Each invalid message is manually edited at one of the IFPS Units on a first come, first served basis (with exceptions for messages with special status which are given a priority in the invalid queue).

Note All messages sent to the IFPS for processing shall be sent to both units.

When telephone contact regarding flight data is necessary, the user should contact one of the IFPS units (IFPU).

The contact details below provide the AFTN and the Société Internationale de Télécommunications Aéronautiques (SITA) addresses to which messages should be submitted to the relevant units and sections, plus the contact telephone numbers to call in the event of specific on-line problems.

IFPS	FP1-Brussels (Haren)	FP2-Paris (Brétigny)
AFTN	EUCHZMFP	EUCBZMFP
SITA	BRUEP7X	PAREP7X
OPS Telephone	+32 (0) 2 745 1950	
OPS Fax	+32 (0) 2 729 9041	
IFPUV		
AFTN	EUCHZMFV	
SITA	BRUEY7X	

Note: The IFPS Unit for Validation (IFPUV) is a fully automated system and shall normally be used by external message originators independently.

2.9 NETWORK MANAGER OPERATIONAL PROBLEM REPORTING

Operational problem reporting is covered in detail in the 'NM Operational Problem Reporting', which is a part of the Network Operations Handbook, including links to and copies of the relevant reporting forms.

Levels of Contact	Operational (H24)	
Situation	**Network Manager Section**	**Contact Details**
Flight Planning Ops Real time query or problem on message sent to IFPS operations (within EOBT -20Hrs)	IFPS Operations Telephone	Phone: Belgium +32 (0) 2 745 1950
Flow Management Ops: Real- time flow management operational problem or query	Flow Management Operations	e-Helpdesk, or if not able, telephone URL: https://www.public.cfmu.eurocontrol.int/PUBPORTAL/gateway/spec/index.html Phone: +32 (0) 2 745 1901
Technical problems (use of tokens, transmission, terminals) which require immediate corrective action	Technical HELPDESK (NM CSO)	Email, or if not able, telephone Email: nm.cso.help-desk@eurocontrol.int
RESPONSE TIMELINE	URGENT OPERATIONAL OR TECHNICAL PROBLEMS WHICH REQUIRE IMMEDIATE CORRECTIVE ACTION	

Levels of Contact	Operational (H16)	
Situation	**Network Manager Section**	**Contact Details**
Airspace Data Ops: (Centralised Airspace Data Function) Problems specific to airspace data not affecting current operational FPL/ FLOW systems	Airspace Data Operations	Email or Telephone Email: NM.AD.SPVR@eurocontrol.int Phone: +32 (0) 2 745 1904 (0700-2200CET) Or +32 (0) 2 729 9848 (0700-2200CET)
Flight Planning/IFPUV problems (unexpected behaviour or inadequacy in NM procedures or system behaviour)	IFPUV Support	Email or Telephone IFPS Operations Email: nm.ifps.spvr@eurocontrol.int Phone: +32 (0) 2 745 1950 (FP1-Brussels)
Questions or problems related directly to the RAD documentation.	RAD Documentation	Email RAD Team Email: nm.rad@eurocontrol.int
PRIORITY	IMPORTANT FUTURE	
RESPONSE TIMELINE	IMPORTANT ISSUES FOR FUTURE OPERATIONS WHICH REQUIRE PRIORITY ACTION	

Levels of Contact	Operational Support (Office Hours)		
Situation	**Network Manager Section**	**Contact Details**	
Flow Management or Flight Planning problems reported after the event/ post-flight incidents (unexpected behaviour or inadequacy in NM procedures or systems)	Post-Operational incident reporting on Flight Planning or Flow Management	URL:	https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html
		or if not available Email	
		Email:	nm.incident@eurocontrol.int

Levels of Contact	Operational Support (Office Hours)	
Airspace Data Post Event Problem Reporting (CACD + CADF)	Post-Operational Incident reporting on Airspace Data	Email or Telephone Email: nm.ad.spvr@eurocontrol.int Phone: +32 (0) 2 745 1904 (CACD) Fax: +32 (0) 2 745 4795 Phone: +32 (0) 2 745 1939 (CADF)
CHMI Support: Functional questions on the use of CHMI	Network Operations Training Team	CHMI Questions/Training Email Email: nm.chmi.questions@eurocontrol.int
PRIORITY	INVESTIGATE AFTER	
RESPONSE TIMELINE	POST OPERATIONS, TRAINING OR SUPPORT ISSUES WHICH DO NOT REQUIRE IMMEDIATE CORRECTIVE ACTION	

Levels of Contact	Non-Operational Support (Office Hours)	
Situation	**Network Manager Section**	**Contact Details**
Requests for access to services (usernames and passwords)	Step-by-step guide for accessing NM's operational services	URL: http://www.eurocontrol.int/network-operations/information-service-request-form
Non operational requests for information on Network Management Services	Online Request for information form	URL: http://www.eurocontrol.int/network-operations/information-service-request-form
PRIORITY	REQUEST FUTURE	
RESPONSE TIMELINE	REQUESTS UNDERGO A VALIDATION PROCESS WHICH ENTAILS A VARIABLE DELAY IN RESPONSE	

2.10 IRISH FMP CONTACT DETAILS

2.10.1 FMP Shannon Managers Position

Post: AIR TRAFFIC SERVICES,
AirNav Ireland,
Ballycasey Cross,
Shannon,
Co. Clare,
V14 C446,
Ireland.

Phone: + 353 (0)61 770 700

Phone: + 353 (0)61 366 148

Fax: + 353 (0)61 366 036

AFS: EISNZQZX

2.10.2 FMP Dublin Managers Position

Post: AIR TRAFFIC SERVICES,
AirNav Ireland,
Huntstown,
Co. Dublin,
K67 FD45,
Ireland.

Phone: + 353 (0)1 77 32 501

Phone: + 353 (0)1 84 45 962

Fax: + 353 (0)1 84 44 624

AFS: EIDWZQZX

2.10.3 ARO Ireland

Post: ARO Ireland,
AirNav Ireland,
Ballycasey Cross,
Shannon,
Co. Clare,
V14 C446,
Ireland.

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@airnav.ie

AFS: EINNZPZX

3. EXEMPTIONS FROM AIR TRAFFIC FLOW MANAGEMENT RESTRICTIONS

3.1 Introduction

3.1.1 It is possible for Flight Plan (FPL) originators to obtain exemptions from Air Traffic Flow Management (ATFM) restrictions for certain categories of flight through the use of STS/ indicators in Item 18 of the FPL.

3.1.2 Inappropriate use of the STS/ indicators can result in unwarranted penalties, both financial and in terms of time delay, on other airspace users. The objective of this document is to re-emphasise the procedures for using STS/ indicators in Ireland

3.1.3 The following principles apply

3.1.3.1 The insertion of a STS/ indicator in Item 18 of the FPL indicates a flight may require special handling

3.1.3.2 The current list of STS/ indicators recognised for ATFM purposes comprises STS/HEAD, STS/SAR, STS/ MEDEVAC,STS/FFR, STS/STATE, STS/HUM, STS/HOSP;

3.1.3.3 Additionally, STS/ATFMX may be used if that particular flight has received specific approval from the office established by the National Supervisory Authority (NSA) for processing such requests.

3.1.4 It should be noted that

3.1.4.1 Only STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR, AND STS/ATFMX qualify for automatic exemption from ATFM measures;

3.1.4.2 The indicator STS/ATFMX is only used for ATFM purposes and is additional to any other special handling notification that may be required to be shown for ATS purposes at STS/.... in Item 18 of the FPL

3.1.5 Further information on the use of STS/ indicators for ATFM purposes can be found in the ATFM Users Manual published by the Network Manager (NM), accessible via the EUROCONTROL website

3.2 Rules of Application for the use of STS/ATFMX

3.2.1 The following Rules of Application shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the NM. They are intended to ensure that flights, which by the nature of their mission cannot under any circumstances be delayed as a result of ATFM, are exempt from such measures as far as is practicable. They are based on ICAO guidelines and existing material in the ATFCM manual.

3.2.2 It should be noted by all users that any flight that is granted an exemption, and which may otherwise have been delayed, may have that delay passed on to other flights. It is essential, therefore, that the use of the exemption facility shall be properly controlled and monitored so that genuine flight priorities can continue to operate without ATFM delay

3.3 Rules of Application

3.3.1 The rules of Application are implemented and apply to all flights operating within the notified NM area of responsibility that require exemption fro ATFM measures

3.3.2 Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval process has been followed and the flight duly authorised by the Office established by the NSA for processing such requests, use STS/ATFMX for that flight only. Operators are to ensure that requests for exemption are only submitted for flights that satisfy the criteria detailed below.

3.3.3 Each segment of a flight shall require a specific approval, from the relevant authority, to use STS/ATFMX

3.4 Criteria to be Satisfied when Applying for the use of STS/ATFMX

3.4.1 **STS/HOSP or STS/HUM**

3.4.1.1 The NM criteria allow ATFM exemption for flights where the safety of human life is involved, i.e. if the flight does not operate without delay a human life of lives may be lost. Such flights require specific medical/UNCHR authorisation to support the request.

3.4.1.2 The term safety of human life is not always easy to define and there are other urgent medical flights that may also

require operating without delay. Such flights include the carriage of patients with the threat of loss of limbs, transfer of human organs and the transportation of medical teams

3.4.1.3 Ultimately it is the responsibility of the medical teams treating the patient to determine the severity of the condition as accurately as possible so that only bona_fide applications for the use of STS/ATFMS are submitted and the requisite medical evidence will be expected to accompany the application.

3.4.1.4 Positioning Flights - The following criteria apply to positioning flights

3.4.1.4.1 A flight positioning to an aerodrome to collect a patient and doing an immediate turnaround with the patient on board to return, qualifies for approval for the use of STS/ATFMX. The same applies to time critical transits for the collection of organs for transfer

3.4.1.4.2 A flight conducting a long positioning sector or sectors that might involve a re-fuelling stip and where any significant delay could have implications for crew flight time limitations (FTL), will be considered for approval to use STS/ ATFMX;

3.4.1.4.3 Routine positioning flights, e.g a flight to an airport to collect a patient, and departing some time after arrival, do not qualify for the use of STS/ATFMX. In particular flights positioning back to their home base to return to being on call do not qualify for approval and requests must not be submitted for such flights. However, if proof of a subsequent time critical task can be produced the use of STS/ATFMX may be considered

3.4.1.5 If the flight fulfils the requirements, as stated above, an application may be made for approval to use STS/ATFMX in accordance with the procedures specified in paragraph 3.5.

3.4.2 **STS/STATE**

3.4.2.1 The NM guidelines recommended that ATFM exemption may only be approved for flights if the person or persons on board a flight on State business are of such importance that the flight cannot accept any delay. Additionally, approval may be given if the mission of the flight is being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission,

3.4.2.2 If the flight fulfils the requirements, as stated above, an application may be made for approval to use STS/ATFMX in accordance with the procedures specified in paragraph 4 of the document.

3.4.3 **Flight Priority**

3.4.3.1 It should be noted that the use of STS/ATFMX does not n itself afford the flight any additional flight priority status for special handling by ATS. It is the other STS/ indicators that indicate the need for special handling by ATS

3.4.3.2 A STS/STATE flight may be afforded appropriate ATS handling priority because of the importance of the mission, or the person(s) on board.

3.4.3.3 The combined use of STS/HOSP and STS/ATFMX will indicate to ATS that the flight is required to operate without delay and so justify exemption from ATFM measures. Such flights may be afforded additional priority by ATS that the traffic situation allows

3.4.3.4 Non-Urgent flights will continue to use STS/HOSP, indicating that special handling is required. Additional information may be included in Item 18 of the FPL using RMK/ or the pilot may advise ATS exactly what special handling is required

3.4.3.5 If any STS/HOSP flight experiences a medical emergency in flight the appropriate radio-telephony message(s) should be used to communicate the urgency of the situation to ATS.

3.5 Irish Procedure for Requesting Authorisation for the use of STS/ATFMX

3.5.1 **Introduction**

3.5.1.1 Ireland has established a process for the approval of certain qualifying flights to use STS/ATFMX. This process applies only to flights departing from Irish aerodromes. Flights operating into Ireland and wishing to use STS/ATFMX must obtain approval from the relevant national authority of the point of departure. A separate approval must be obtained for any subsequent departure from Ireland. The Irish authorities cannot grant authorisation for any portion of a flight inbound to Ireland and wishing to be exempt from ATFM measures

3.5.1.2 A Manual Approval process applies to Aircraft Operators seeking to use STS/ATFMX in their flight plan

3.5.2 Manual Approval Process

3.5.2.1 The operator of a flight seeking an individual approval to insert the indicator STS/ATFMX in Item 18 of a FPL for a departure from an aerodrome within Ireland shall obtain prior permission from the relevant authority. The application should be submitted at least 24hrs but not more than 48hrs in advance of the flight

3.5.2.2 Applications are to be made on the pro-forma at Appendix A to this document and must be forwarded with appropriate supporting documentation

3.5.2.3 Applications for approval for the use of STS/ATFMX, for STATE,HOSP and HUM flights, should normally be made to AirNav Ireland, Station Manager Dublin Airport

Phone: +353 1 7732501

Fax: +353 1 8144624

Email: atcdub@airnav.ie

3.5.3 Manual Approval Process

3.5.3.1 The NSA may grant an Irish based Air Ambulance Operator an Approval to apply STS/ATFMX to specific flights meeting the conditions of the Approval

3.5.3.2 Aircraft Operators wishing to apply for NSA Approval for Self-Regulation should contact:

Post: Safety and Regulatory Division
Irish Aviation Authority
The Times Building
11 -12 D'Olier Street
Dublin 2
D02 T449

Fax: +353 (0)1 677484

Email: exempted.flights@iaa.ie

3.5.4 Compliance Monitoring

3.5.4.1 With regard to those Aircraft Operators that have been granted an Approval for Self-Regulation, the NSA will, conduct an audit of randomly selected flights and will require proof that the flights meet the requirements of the NM and the conditions of the NSA Approval

3.5.4.2 With regard to those Aircraft Operators that have been granted an Approval for Self-Regulation, the NSA will, conduct an audit of randomly selected flights and will require proof that the flights meet the requirements of the NM and the conditions of the NSA Approval

3.5.4.3 Additionally, the Aircraft Operator will be required to retain, and supply on demand, all appropriate documentation to support the use of STS/ATFMX.

3.5.5 Actions by ATS Providers

3.5.5.1 It should be noted that the procedures detailed in this document are for ATC Flow Management purposes

3.5.5.2 ATS providers should ensure that FPL Reception Officers and ATC Units are aware of the procedures contained in the document.

ANNEX A

Application for Approval of STS/ATFMX

This form only applies to flight that intend to use the STS/ indicator STS/HOSP, STS/HUM or STS/STATE

Applications for ATFM exemption must be transmitted to the approval authority, when practicable, not less than 24hrs before the date of flight. Supporting documentation must accompany the application or be made available on request.

Flight Date		Aircraft Type	
R/T Call sign		Aircraft Registration	
Departure Aerodrome		ETD (UTC)	
Destination Aerodrome		ETA (UTC)	
STS indicator to be used (*delete as appropriate) **HOSP*HUM*STATE***			

Application for STS/ATFMX:

Reasons:
Supporting Documentation provided: (provide brief details and attach copy (ies) as appropriate)

I hereby acknowledge and confirm that this application for exemption from ATFM measures conforms to the requirements for the NM procedure STS/ATFMX, as detailed n the Network Operations Handbook

Signed:	Name:
Aircraft Operator:	Date:
Fax No:	Telephone No:

Response from Approving Authority:
The application **meets the requirements for exemption from ATFM measures and approval is given for the use of STS/ATFMX in** Item **18 of the ICAO Flight Plan form***
The application **does not meet** the requirements for granting STS/ATFMX/* (delete as appropriate

Reason for refusal:	
Signed:	Name:
Dublin Station Manager:	Date:

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EICK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EICK – CORK/International

EICK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP 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
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**	CAT 9 AVBL 48HR PN 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

EIKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIKN – IRELAND WEST

EIKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	535437N 0084907W Mid-point RWY 08/26
2	**Direction and distance from (city)**	3 NM SW of Charlestown
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	665ft/18.3°C (Max Temp) 0.2°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	191ft
5	**MAG VAR/Annual Change**	3º W (2022)/ 11' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Ireland West Airport Knock Connaught Airport, Development Co. Ltd, Charlestown Co. Mayo. Phone:+ 353 94 936 81 00 Email: operations@irelandwestairport.com
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**remarks**	Nil

EIKN AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	MON - SUN 0800-1600 UTC Please refer to Current NOTAM for up to date Opening Hours
2	**Customs and immigration**	CUSTOMS: 24HR PN required to AD Operator for non EU Flights (Including countries outside the fiscal area of the EU) 12HR PN required to AD Operator for countries within the EU IMMIGRATION: As per AD Operator.
3	**Health and sanitation**	As per AD Operator.
4	**AIS Briefing Office**	See Remarks.
5	**ATS Reporting Office (ARO)**	As per AD Operator.
6	**MET Briefing Office**	Refer to EIKN AD 2.11
7	**ATS**	As per AD Operator.
8	**Fuelling**	As per AD Operator.
9	**Handling**	As per AD Operator.
10	**Security**	H24
11	**De-icing**	As per AD Operator.

12	**Remarks**	Please refer to current NOTAM for changes to AD Operator HR Customs and Immigration AVBL 24HR PN required to AD Operator ATS AVBL outside published HR, 24HR PN to AD Operator. PIB AVBL from AIS, Shannon. Refer to GEN 3.1.5 PPR required in advance for all flights (24HR if possible) Contact AD Operator

EIKN AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	Contact Operations.
2	**Fuel/oil types**	JET A1, 100LL
3	**Fuelling facilities/capacity**	2 Trucks 20,000L, 1 truck 34,000L, 4 Storage Tanks at 50,000L. AVGAS 1 Truck 4,500L,
4	**De-icing facilities**	De-icing and Anti-icing available. Mobile Unit De-icing fluid 50/50 Hot and Anti-icing 100% cold.
5	**Hangar space available for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Handling services AVBL - Contact Email: operations@irelandwestairport.com Phone:+ 353 94 936 81 00 PPR required in advance for all flights (24HR if possible) Contact AD Operator

EIKN AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Charlestown (3 miles), Kiltimagh (8 miles), Knock (12 miles), Claremorris (20 miles)
2	**Restaurant(s) at or in the vicinity of AD**	At AD and in local towns
3	**Transportation possibilities**	Buses, Taxis and Car Hire from the AD.
4	**Medical facilities**	RFFS Trained emergency first responders, First Aid at airport. Hospitals-Castlebar, Galway
5	**Bank and Post Office at or in the vicinity of AD**	ATM and Bureau de Change
6	**Tourist Office**	Self service facility AVBL
7	**Remarks**	Total number of car park spaces including car hire 1,500.

EIKN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 7 for scheduled flights; Up to Category 9 AVBL 48 HR PN
2	**Rescue equipment**	Rescue and Emergency Equipment to meet Category 9 requirements
3	**Capability for removal of disabled aircraft**	Airlines to make own arrangements through IATA pool or other. Assistance (unskilled) available through local contractors. Co-ordinator--John McCarthy (Head of Airport Operations and Commercial Services) Phone: 00353 86 8367806 No on-site lifting capability provided and all resources are external.
4	**Remarks**	Nil

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

1	**Type(s) of clearing equipment**	3 runway snow ploughs, 2 runway sweepers, 2 Snowblowers, 1 Runway de-icer;
2	**Clearance priorities**	RWY 08/26 TWY A and Apron A, then TWY B and Apron B.
3	**Use of material for movement area surface treatment**	KAC, for potassium acetate fluids
4	**Specially prepared winter runways**	Not applicable
5	**Remarks**	IWA RFFS are responsible for the assessment and reporting of Runway Surface Condition. Following assessment the information is passed to ATS who are responsible for the dissemination of the relevant information to AIS (via SNOWTAM) and Operators as appropriate.

EIKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	**Apron surface and strength**	Surface: CONC with an ASPH SFC Strength: PCN 52/F/A/W/T			
2	**Taxiway width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN 52/F/A/W/T
		B	23 M	ASPH	PCN 52/F/A/W/T
3	**Altimeter checkpoint location and elevation**	APRON 660ft AMSL.			
4	**VOR checkpoint**	Nil			
5	**INS checkpoint**	Nil			
6	**Remarks**	Taxiway Strip Width (ALPHA and BRAVO) - 37m			

EIKN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EIKN AD 2.10 AERODROME OBSTACLES

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

EIKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Ireland West Airport Knock
2	**Hours of service**	Available as required pending minimum 2 hour advance notice
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance**	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR
4	**Type of landing forecast** **Interval of issuance**	METAR, TREND FORECAST 30 Minutes during airport opening hours.
5	**Briefing/consultation provided**	Internet based self-briefing. Personal briefing AVBL by telephone from Met Eireann Central Aviation Office, Shannon. Refer to GEN 3.5.9
6	**Flight documentation** **Language(s) used**	Charts and Tabular English
7	**Charts and other information available for briefing or consultation**	6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Ceilometer, Anemometer, Automatic Weather Station, IRVR
9	**ATS units provided with information**	EIKN TWR
10	**Additional information (limitation of service, etc.)**	Additional information from Central Aviation Office, Shannon refer GEN 3.5

EIKN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	078.71°	2300X45	52/F/A/W/T ASPH	535430.76N 0085000.13W 535444.33N 0084804.80W 191ft	180.5M/592ft
26	258.74°	2300X45	52/F/A/W/T ASPH	535444.33N 0084804.78W 535429.79N 0085008.34W 191ft	203M/665ft

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 EIKN AD 2.24-2	Nil	146x150	2420x300	90x90	-	Nil	RWY Displaced Threshold 153M. GROOVED
	Nil	150x150	2420x300	90x90	-	YES	GROOVED

EIKN AD 2.13 DECLARED DISTANCES

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

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

EIKN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	LIH 354M, 1 crossbar	Disp. THR. LIH Elev. Green Wing Bars	PAPI, Slope 3º MEHT 50.0ft	Nil	2141M 14.8M spacing Coded 0-1258 white 1258 –1865 red/white 1865-2141 red LIH	2150M 59M White, last 600M amber, LIH	End LIH inset Red	Nil	Lighting as indicated in columns 3, 6, 8 are light emitting diode (LED)
26	Cat II LIH 583.5M, 4 crossbars, 12 strobe lights (LIH flashing white). Strobes AVBL on request in Cat II Ops.	THR. LIH inset Green + elevated green wing bars & RTILS white	PAPI, Slope 3º MEHT 50.0ft both sides	884M, 29.5, LIH	2300M 14.8M spacing Coded 0-1406 white 1406–2013 red/ white 2013-2300 red LIH	2300M 59M White, last 600M amber, LIH	End LIH inset Red	Nil	Lighting as indicated in columns 3, 6, 8 are light emitting diode (LED)

EIKN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EIKN AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO** **Geoid undulation**	Nil
2	**TLOF and/or FATO elevation M/FT**	Nil

3	**TLOF and FATO area dimensions, surface, strength, marking**	Nil
4	**True BRG of FATO**	Nil
5	**Declared distance available**	Nil
6	**APP and FATO lighting**	Nil
7	**Remarks**	Apron unmarked (exact area to be allocated by ATC and under the direction of marshal)

EIKN AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Connaught Control Zone. Circle radius 10NM 535437.07034N 0084906.57109W (Connaught ARP).
2	**Vertical limits**	5000ft AMSL.
3	**Airspace classification**	C
4	**ATS unit call sign Language(s)**	Connaught Tower. English.
5	**Transition altitude**	5000ft
6	**Hours of applicability**	-
7	**Remarks**	Airspace Classification outside hours of operation of ATS is uncontrolled Class G.

EIKN AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Connaught Tower	130.700MHz	-	-	Refer to EIKN AD 2.3 AD Operator	Nil
GND	Connaught Ground	130.700MHz	-	-		Nil
		121.900MHz	-	-		AVBL as standby/reserve
ATIS	-	118.525MHz	-	-		Nil

EIKN 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 Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 3° W (2022)	CON	117.4 MHz CH121X	H24	535428.9N 0084912.4W*	600ft		100/500, 300/700 (180° T-360° T) *data accuracy has not been quality assured.
NDB	OK	398 kHz	H24	535526.3N 0084159.3W			Designated Operational Coverage 10

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	KNK	364 kHz	H24	535347.4N 0085613.2W			Designated Operational Coverage 20
LOC 26	ICK	110.7 MHz	H24	535428.5N 0085019.0W			Nil
GP 26		330.2 MHz	H24	535438.7N 0084823.8W			GP Angle 3º RDH 49ft. Some scalloping at 8 DME
OM		75 MHz	H24	535526.3N 0084159.3W			Nil
MM		75 MHz	H24	535450.5N 0084706.4W			Nil
ILS DME	ICK	CH.44X	H24	535434.2N 0084901.4W	700ft		Nil

EIKN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions

180 degree turns for Medium or Heavy category aircraft on RWY 08/26 only permitted at runway ends unless otherwise instructed by ATC.

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

2. Availability of Intersection Take-Off's

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

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

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

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

3. Runway Operations and Lighting Configurations

3.1 The end of the TORA and LDA for Runway 26 is marked by a row of inset RED lights. These lights will be illuminated for aircraft landing or taking off on Runway 26.

3.2 The end of the TORA andLDA for Runway 08 is marked by a row of inset RED lights. These lights will be illuminated for aircraft landing or taking off on Runway 08.

3.3 The start of the Runway pavement available for aircraft departing Runway 26 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end turning areas. These lights will be illuminated for aircraft taking off on Runway 26. These lights will be illuminated following a landing on Runway 08 when the aircraft is on its landing roll once ATC extinguish the set of RED inset lights marking the LDA for Runway 08.

3.4 The start of the Runway pavement available for aircraft departing Runway 08 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end turning areas. These lights will be illuminated for aircraft taking off on Runway 08. These lights will be illuminated following a landing on Runway 26 when the aircraft is on its landing roll once ATC extinguish the set of RED inset lights marking the LDA for Runway 26.

3.5 Following an aircraft landing on Runway 26 or Runway 08 the inset RED lights will be extinguished by ATC and the elevated RED runway end lights will be illuminated for the purpose of turning in the Runway End Turning Area.

EIKN AD 2.21 NOISE ABATEMENT PROCEDURES

Operations Unrestricted

EIKN AD 2.22 FLIGHT PROCEDURES

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

2. SID and STAR

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

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

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

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

2.2. RTF Phraseology

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

Examples of phraseology for ATC are:
{CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}.

Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.
{CALLSIGN} ADVISE IF ABLE {designator} DEPARTURE [or ARRIVAL].

If ATC are unable to issue a requested SID or STAR:
{CALLSIGN} UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE [Reason]

Examples of pilot phraseology in the event of being unable to accept SID or STAR
UNABLE (designator) DEPARTURE [or ARRIVAL] DUE TO RNAV TYPE.
UNABLE RNAV DUE EQUIPMENT

2.3. Non RNAV Equipped aircraft

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

3. Visual Manoeuvring Approaches

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

4. Speed Control – General Provisions Speed Restrictions

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

5. Arrival Procedures

5.1. Clearance to enter the CTR

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

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

5.2. Initial Approach Procedures

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

5.2.2. Descent into the FIR (Class G Uncontrolled airspace)

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

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

- Arrival routes may be varied at the discretion of ATC
- Arrival Routes are based on holding patterns for the runway in use as outlined on the appropriate chart.
- ATC EIKN will issue expected approach times as appropriate and aircraft will arrange flight in such a manner as to ensure prompt departure from the holding pattern when number one.
- Aircraft will arrange flight in the holding pattern so as to be ready to leave the appropriate hold inbound to the fix and to vacate holding altitude at the last acknowledged expected approach time.

5.2.3. Successive arriving IFR aircraft

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

Aircraft after landing on Runway 26 may be required to roll to the turning circle before commencing backtrack and to vacate onto Taxiway ALPHA. Where temperatures are above 25°C aircraft will not be permitted to carry out 180 degree turns on the runway and will have to roll to the turning circle before commencing their turn and backtrack.

6. Communications failure procedures for arriving aircraft.

6.1. Aircraft experiencing communications failure in the Connaught CTR shall set transponder code A7600 and comply with standard ICAO procedures. Supplemented by the following:

6.2. Traffic cleared on STAR

Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude.

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

7. Departure Procedures

7.1. All Aircraft must request start and taxi clearance from ATC on frequency 130.700Mhz (or 121.900Mhz if no response from 130.700Mhz).

7.2. Aircraft are not permitted to enter the runway even if the airport is closed unless previously arranged with ATC.

7.3. RWY's 08 and 26

Aircraft capable of complying with Standard Instrument Departures will proceed in accordance with the SID. If an aircraft is unable to comply with Standard Instrument Departure the phraseology "Unable to comply with {departure} due {reasons}" Pilots who cannot comply with Standard Instrument Departures shall advise ATC in good time using the phraseology "Unable to comply with {departure} due {reasons}, so that alternative clearances can be issued.

7.4. Communications failure procedures for departing aircraft.

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

RFL below FL080:

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

RFL FL080 or above:

Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan. Departing Traffic experiencing a communications failure above FL080 shall comply with communications failure procedures as outlined in ICAO Annex 2

8. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures

Reduced Aerodrome Visibility Procedures and Low Visibility Procedures are approved for operations on Runway 26 and for Runway 08. Only R26 is available for CAT II approaches.

8.1. Reduced Aerodrome Visibility Procedures (RAVP)

Reduced Aerodrome Visibility Procedures come into effect when

A. The IRVR and/or Met Visibility falls below 1500m and/or

B. When the Duty Air Traffic Control Officer (DATCO) loses visual contact with any part of the manoeuvring area but LVP's are not in force and/or

C. When the conditions for Low Visibility Procedures (LVP) no longer exist but may become applicable in the short term.

The Maximum allowable movement rate on the manoeuvring area when RAVPs are in force is 3 (2 aircraft and 1 vehicle or 2 vehicles and 1 aircraft) Minimum spacing between aircraft on approach when RAVPs are in force will be 20nm

8.2. Low Visibility Procedures

8.2.1. Low Visibility Procedures will be initiated if Met Visibility and/or any of the IRVR readings are at or less than 1000m and is forecast to deteriorate significantly and/or the cloud ceiling is 300ft or less (BKN, OVC).

8.2.2. Low Visibility Procedures shall be enforced when Met Visibility and / or any of the IRVR readings are at or less than 700m, and / or the cloud ceiling is at or less than 200ft (BKN, OVC).

8.2.3. Low Visibility Procedures will be terminated after all IRVR readings have been above 1000m and the cloud ceiling has been above 300 ft for at least 30 minutes and the forecast is for a continuing improvement. RAVPs will be take effect if visibility remains below 1500m (see section 1).

8.2.4. The Maximum allowable movement rate on the Manoeuvring area when LVPs are in force is 1 (aircraft or vehicle).

8.2.5. The holding points at TWY A and TWY B are Cat II holding positions.

8.2.6. Aircraft should advise when clear of the runway after landing and when airborne

8.2.7. Minimum spacing between aircraft on approach will be 20NM

8.2.8. Pilots will be informed by RTF when low visibility procedures have been enforced.
Caution: Operational evaluation has indicated that the performance of automatic landing systems may be affected by the profile of the terrain under the approach to Runway 26. Operator's procedures should take account of this during CAT 11 approaches.

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

9. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.
Radio communication failure missed approach for RWY08 and RWY26 are prescribed on the approach charts

10. VFR communication failure for inbound aircraft

If an aircraft has received and acknowledged an ATC clearance to enter the Connaught Control Zone and subsequently experiences a radio-communications failure, the aircraft should proceed to the position specified in the clearance, e.g. from the South route via Ballyhaunis to the Kilkelly hold, or from the North route via Tobercurry to the Charlestown hold, and hold at an altitude of 1200 feet QNH at "Kilkelly" or 1200 feet QNH at “Charlestown”. Both holding patterns are left hand patterns. A careful look-out should be maintained for other traffic and on receipt of a steady green light signal from the Tower, or on observing the Aerodrome rotating beacon switched on, join the circuit for the runway in use and land on the lighted runway. The runway approach lights will indicate the landing direction.
Note: All flights planning to enter or leave the Connaught Control zone are required to file a flight plan.
Communications failure in the Circuit:
If clearance to land has been received and acknowledged, or if cleared to follow identified No.1 traffic, follow the clearance. If no landing clearance has been received, proceed at an altitude of 1200 feet QNH to Kilkelly (Rwy 26 in use) or 1200 feet QNH to Charlestown (Rwy 08 in use) and hold. The choice of holding point will depend upon Runway in use and the point at which radio-communications failure occurs. The holding point chosen should ensure that the aircraft does not pass through the final approach or take-off path of the main runway in use i.e. the runway being used by large aircraft. On receipt of a steady green light signal from the Tower, or on observing the Aerodrome rotating beacon switched on, join the circuit in the manner detailed below and land on the lighted Runway. The

runway approach lights will indicate the landing direction.

i. From Kilkelly (holding pattern)
RWY 26 left hand pattern

ii. From Charlestown (holding pattern)
RWY 08 left hand pattern

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

CharlestownTown Hold (535750.48N 0084741.08W):Left-hand pattern, based on Charlestown Town cross roads. Outbound Leg is 1 minute, flown at 120KT TAS. Inbound track 085º M. Minimum holding altitude is 1200ft QNH.

Kilkelly Village Hold (535213.88N 0085058.93W):Left-hand pattern, based on Kilkelly Village cross roads. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 265º M. Minimum holding altitude is 1200ft QNH.

Other Visual Reporting Points (VRPs) (WGS-84)
VRP Tubbercurry Town 540314.14N 0084344.90W
VRP Ballymote Town 540522.03N 0083104.90W
VRP Ballyhaunis Town 534548.71N 0084554.93W

After landing, clearance to taxi will be given by means of light signals from the tower.

Pilots are reminded that only a portion of their RTF equipment maybe faulty; if the aircraft receiver is functioning, the pilot should listen out for instructions from ATC on normal VHF communications channels. In any event, pilots should "Transmit Blind" and inform ATC of their intentions. If equipped with a functioning transponder, it should be set in Mode A code 7600.

11. Unmanned Aircraft Systems (UAS)

11.1. (UAS) Geographical Zones.

Geographical zones are portions of airspace where Unmanned Aircraft Systems (UAS) operations are facilitated, restricted or prohibited.

See IAIP section ENR 5.3 for details on Unmanned Aircraft Systems (UAS) within the Connaught Zone and surrounding areas.

EIKN AD 2.23 ADDITIONAL INFORMATION

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

Phone:+ 353 94 936 81 00

Email: operations@irelandwestairport.com

URL: http://www.irelandwestairport.com

and when completed should be returned to:

Fax: + 353 94 936 72 32

Email: operations@irelandwestairport.com

EIKN AD 2.24 CHARTS RELATED TO AERODROME