

EIWT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIWT – WESTON

EIWT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	532108.25N 0062917.92W
2	Direction and distance from the CITY	8NM W of Dublin
3	Elevation/Reference temperature	155ft/170C (July)
4	MAG VAR/Annual change	5° 15'W (2006) 11' decreasing
5	AD Administration, address, telephone, telefax, telex, AFS	Post: Weston Airport Leixlip Co. Kildare Ireland Phone: + 353 1 621 73 00 Fax: + 353 1 621 73 34 AFS: EIWTZTZX Email: info@westonairport.com
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

EIWT AD 2.3 OPERATIONAL HOURS

1	AD Administration	Summer: 0800-CET (Dublin) Winter: 0800-SS (Dublin)
2	Customs and immigration	24 HR PN required to AD ADMIN
3	Health and sanitation	Summer: 0800-CET (Dublin) Winter: 0800-SS (Dublin)
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	Summer: 0800-CET (Dublin) Winter: 0800-SS (Dublin)
6	MET Briefing Office	See Remarks
7	ATS	Summer: 0800-CET (Dublin) Winter: 0800-SS (Dublin)
8	Fuelling	Summer: 0800-CET Winter: 0800-SS
9	Handling	Yes
10	Security	Yes
11	De-icing	Yes
12	Remarks	AIS briefing Avbl from flight briefing unit, Shannon. Met briefing Avbl from main Met office, Shannon.

EIWT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Yes
2	Fuel/oil types	Jet A1; Avgas 100LL
3	Fuelling facilities/capacity	2 Jet A1 Trucks – 55000L; 1 Jet A1 Storage Tank - 29500L; 2 Avgas Trucks – 7000L; 2 Avgas Storage Tanks - 36000L
4	De-icing facilities	
5	Hangar space available for visiting aircraft	Contact AD ADMIN
6	Repair facilities for visiting aircraft	Contact AD ADMIN

7	Remarks	Handling services AVBL within ADMIN HR by arrangement with the AD
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EWIWT AD 2.5 PASSENGER FACILITIES

1	Hotels	CityWest Hotel, visit the following link for details URL: www.westonairport.com
2	Restaurants	AVBL at AD
3	Transportation	Taxis from the AD by phone/fax/email request.
4	Medical facilities	First Aid at AD. Hospital within 7 miles.
5	Bank and Post Office	AVBL in Lucan.
6	Tourist Office	AVBL in Lucan and Dublin
7	Remarks	Nil

EWIWT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 2
2	Rescue equipment	Appropriate to CAT 2
3	Capability for removal of disabled aircraft	Yes
4	Remarks	Nil

EWIWT AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	Tractor driven plough
2	Clearance priorities	RWY 07/25, Taxiways and Apron
3	Remarks	Nil

EWIWT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Surface: Bitumen/Macadam / Strength: PCN 45/F/A/W/T			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH (M)	SURFACE	STRENGTH
		A	16	Bitumen/Macadam	PCN 45/F/A/W/T
		B	16	Bitumen/Macadam	PCN 45/F/A/W/T
		C1	30	Bitumen/Macadam	PCN 45/F/A/W/T
		C2	30	Bitumen/Macadam	PCN 45/F/A/W/T
		C3	30	Bitumen/Macadam	PCN 45/F/A/W/T
		C4	30	Bitumen/Macadam	PCN 45/F/A/W/T
		D	16	Bitumen/Macadam	PCN 45/F/A/W/T
		E	16	Bitumen/Macadam	PCN 45/F/A/W/T
		F	16	Bitumen/Macadam	PCN 45/F/A/W/T
		G	16	Bitumen/Macadam	PCN 45/F/A/W/T
		H	16	Bitumen/Macadam	PCN 45/F/A/W/T
		J	16	Bitumen/Macadam	PCN 45/F/A/W/T
		K	7	Bitumen/Macadam	PCN 45/F/A/W/T
3	ACL location and elevation	Nil			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

EIWT 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	Nil
2	RWY/TWY markings and LGT	RWY Marked: Designator, C/L, THR, Transverse Stripe and side stripe Lighted: Nil TWY Marked: RWY Holding Position, C/L Lighted: Nil
3	Stop bars	Nil
4	Remarks	Nil

EIWT AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/ LGT	Coordinates	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	a	b	
25/APCH 07/TKOF	Mobile 48.0M/157FT Nil	532117.00N 0062850.31W	Tree 66.0M/216FT	532120.34N 0062853.07W	
			Lamp Post 53.4M/175FT	532114.61N 0062850.14W	

EIWT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Shannon Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	TAF Not Available Nil Nil
4	Type of landing forecast Interval of issuance.	METAR, TREND 30 Minutes.
5	Briefing/consultation provided	Personal
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	Hourly Synoptic Chart; 6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Automatic Weather Station.
9	ATS units provided with information	EIWT TWR
10	Additional information (limitation of service, etc.)	Additional information on request from Central Aviation Office, Shannon. Phone: + 353 61 47 13 33 Fax: + 353 61 47 27 37 Telex: 72101

EIWT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY- SWY
1	2	3	4	5	6	7
07	063° 068°	924x23.5	PCN45/F/A/W/T Bitumen/Macadam	532101.48N 0062940.17W	155FT	Slope of 0.1% Refer to AD Obstacle Chart Type A. EIWT AD 2.24-2
25	243° 248°	924x23.5	PCN 45/F/A/W/T Bitumen/Macadam	532115.03N 0062855.66W	152FT	

Designations RWY NR	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
1	8	9	10	11	12
07	Nil	Nil	1501x80	Nil	Nil
25	457x23.5	457x150	1501x80	Nil	Nil

EIWT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	924	924	924	924	Nil
25	924	1381	1381	924	Nil

EIWT 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
07	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
25	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

EIWT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	Nil
4	Secondary power supply/switch-over time	Nil
5	Remarks	Nil

EIWT AD 2.16 HELICOPTER LANDING AREA

As per Chart EIWT AD 2.24-1

EIWT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Weston Area of Responsibility. 532403N 0063626W, 532324N 0062406W, arc 4.0NM radius centre 532110N 0062938W, 532006N 0062312W, 532034N 0063056W, 532127N 0063758W, arc 5.0NM radius centre 532110N 0062938W.
2	Vertical limits	2000ft
3	Airspace classification	C
4	ATS unit call sign Language(s)	Weston Tower English.
5	Transition altitude	5000ft
6	Remarks	Nil

EIWT AD 2.18 COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
TWR	Weston Tower	122.4 MHz	As for ATS	Nil
GND	Weston Ground	119.425 MHz		
ATIS	Weston ATIS	118.875 MHz		

EIWT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 5° 15' W 2006	WST	114.7MHz 94X	H24	532109.97N 0062938.09W	200 ft	Designated Operational Coverage 30 NM

EIWT AD 2.20 LOCAL TRAFFIC REGULATIONS

Landing, take-off, manoeuvring on the Aerodrome outside published opening hours is not permitted unless such permission has been obtained in advance or in the event of an emergency.

EIWT AD 2.21 NOISE ABATEMENT PROCEDURES

Local restrictions apply, contact Airport Authority for details.

Local restrictions are also available on Weston Airport website

URL: www.westonairport.com

EIWT AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

1.1 Standard Arrival Procedures are:

Arrival Route from Maynooth

- Runway 25 & 07: Route North of Maynooth towards Leixlip. Maintain 1450 ft. QNH. By the Industrial Complex turn right towards the airfield and enter the ATZ. Report overhead the airfield at 1450ft. QNH. Join the circuit in use but remaining at 1450ft. QNH until position in the circuit has been established. Then descend to 950ft. QNH (800 ft QFE).

Note:

- i. *Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnell should not be attempted while on the ground at Weston.*
- ii. *Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.*

Weston VFR Route from the East

Dublin Visual Approach Chart (EIDW AD 2.24-28) shows a Weston VFR Route along a DVOR/DME visual track to Weston Airport from the East. This track follows the inbound course of the Radial 098 to Weston DVOR/DME ('WST' 114.7 CH94X). Aircraft utilising this track must at all times exercise due caution with regard to the following:

- a. The routing along the inbound course is strictly VFR and Visual Flight Rules apply at all times;
- b. Pilots must maintain awareness of the proximity of Restricted Areas EIR15 and EIR23 south of the VFR route;
- c. ATS will be provided by Dublin ATC and transfer of communications to Weston AFIS will be at the discretion of Dublin ATC;
- d. Routing crosses EIP11 vertical limits surface to 1000ft AMSL and in close proximity to EIP18 vertical limits surface to 550ft AMSL, pilots must exercise caution accordingly.

1.2 IFR Arrival Procedures

1.2.1 Entry Points

Entry points to controlled airspace and Standard Arrival Routes (STAR) are described in EIDW AD 2.24-17, 17A, 18 and 18A. Unless pre-flight co-ordination has been effected, entry to controlled airspace shall be made at an approved entry point. The procedures described below are designed to integrate IFR arrivals to Weston into the Dublin CTA air traffic management strategy.

1.2.2 Clearance to enter the Dublin CTA and CTR

Speed control applies as detailed in EIDW AD 2.22.4

Standard Arrival Routes (STARs) are based on holding patterns established at ROKNA, TULSO, DINIL and NASRI.

Arriving IFR traffic for EIWT will, in general, be cleared for a Standard Arrival Route (STAR) based on the runway in use at EIDW. Traffic being routed to supplementary holds may receive a STAR not appropriate to the runway in use at EIDW.

Arriving IFR traffic for EIWT may be cleared to a hold from which there is no Weston Instrument Approach Procedure (IAP). In this instance aircraft will be radar vectored to intercept the appropriate IAP for EIWT.

1.2.3 Supplementary Holds

Supplementary holds operate within the Dublin CTA when:

- a) Military activity precludes use of the main holding fix,
Or,
- b) Unusual circumstances or other operational reasons pertain, e.g. weather conditions, obstacles on the manoeuvring area, etc., and may result in a requirement to use additional or alternative holds.

When the supplementary holds are being utilised, aircraft will either:

- a) Be instructed to fly the appropriate transition from the supplementary hold to the main hold for radar sequencing thereafter to the appropriate IAP for EIWT.
Or,
- b) Be instructed to fly the IAP for EIWT from the supplementary hold if applicable.
Or,
- c) Be sequenced by radar direct from the supplementary hold to intercept the appropriate IAP for EIWT.

1.2.4 Initial Approach Procedures

With radar control

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

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

Without radar control

When arriving traffic cannot be sequenced by radar, aircraft will be cleared to join the appropriate IAP for Weston from the associated hold.

1.2.5 Communications failure procedures for arriving aircraft to EIWT

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

Traffic radar vectored on the arrival route

Aircraft being radar vectored on the arrival route should proceed in the most expeditious manner to the appropriate hold for the runway in use at EIDW and thereafter complete the IAP appropriate to the runway in use at EIDW and land at EIDW.

Traffic radar vectored to final approach

Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the IAP appropriate to EIWT.

If unable to comply with the above, or, uncertain of position, climb immediately to 5000ft QNH, proceed in the most expeditious manner to the hold appropriate to the runway in use at EIDW, and complete the IAP appropriate to the runway in use at EIDW land at EIDW.

Arrivals - EI D1 active

See EIDW AD 2.22.5.3.iii

1.2.6 Procedures for missed approach from EIWT IAP in the event of radio failure

Procedures for missed approach in the event of radio failure are detailed on charts EIWT AD 2.24-3, 2.24-4 and 2.24-5

1.2.7 Procedures for missed approach from EIDW IAP in the event of radio failure

Procedures for missed approach in the event of radio failure are detailed on chart EIDW AD 2.24-8.

2. Departure Procedures

2.1 Standard Departure Routes are:

Visual Departure Route to West

- Runway 25:
Climb straight ahead to 650 ft. QNH. Turn right no later than reaching end of reservoir to follow M4 motorway climbing to 1000ft. QNH and exit controlled airspace. Remain South of Maynooth.
- Runway 07:
Climb straight ahead to 650 ft. QNH and join the Weston circuit climbing to 1000 ft. QNH downwind. At the end of the downwind leg turn right no later than reaching end of reservoir to follow the M4 motorway. Remain South of Maynooth.

Note:

- i. *Departing traffic wishing to penetrate the R15, R16, or the Dublin CTA/CTR should follow the Standard Departure Route to Maynooth, and establish RTF by Maynooth for appropriate clearance.*
- ii. *Care must be taken not to penetrate the R15, R16 or the Dublin CTA/CTR. RTF contact with Baldonnell should not be attempted while on the ground at Weston.*
- iii. *Aircraft must avoid over-flying the Technology Campus and the Industrial Complex.*

3. Holding Procedures

Main holding patterns, supplementary holding patterns and transition routings

RWY	DUBLIN ACC SECTOR	Main HOLD	Supplementary HOLD	Transition Routing from Supplementary Hold to Main Hold	Remarks
28/29/16/34	Dublin ACC North	ROKNA	DINIL	At 14 DME DUB inbound in the DINIL Hold turn left track 106 to GMN NDB. After GMN track 086 to join RDL 052 DUB VOR to enter ROKNA Hold at the secondary fix.	A standard rate of descent of 500 FT per min in holding patterns will be used unless otherwise instructed by ATC.
28/29/34	Dublin ACC South	TULSO	NASRI	From NASRI Hold turn right track 131 to join RDL 100 BAL VOR/DME to enter TULSO Hold at the secondary fix.	
10/11	Dublin ACC North	DINIL	ROKNA	From ROKNA Hold track 273 to GMN NDB. After GMN track 273 to join RDL 322 DUB VOR/DME to enter DINIL Hold at the secondary fix.	
10/11/16	Dublin ACC South	NASRI	TULSO	From TULSO Hold track 299 to KLY. After KLY QDR 285 to enter the NASRI hold.	

4. Rules and Procedures for Navigation within the Weston Area of Responsibility

Rules and procedures for navigation within the Weston Area of Responsibility of the Dublin CTR are available from the manager, Weston aerodrome and compliance with these is mandatory. Some of the principal Rules and Procedures are as follows:

- A flight plan is mandatory;
- A mode C transponder is mandatory;
- A maximum of three aircraft only may operate in the visual training circuit simultaneously;
- Adhere to the circuit in use as specified by ATS;
- Adhere to the circuit procedures as provided at 2 below;

5. Circuit Procedures

5.1 Caution: A left circuit off RWY 25 or right circuit off RWY 07 may result in an inadvertent penetration of EIR15. By arrangement between Weston and the Military these circuits will only be available for use when clearance from the Military ATS, Casement Aerodrome has been obtained by Weston ATS; this is subject to military activity. When permission is granted by the Military ATS for use of the above RWY25/07 circuits it is based on the premise that aircraft will remain North of the railway line at all times. At all other times at Weston, circuits to RWY 25 shall be right-hand and circuits to RWY 07 shall be left-hand.

5.2 All altitudes are based on QNH.

5.3 When RWY 25 left circuit is in use the standard circuit will be:

Runway 25 – Left Circuit

- After take-off climb on runway track to 650 ft. QNH.
- Turn left no later than reaching end of reservoir and continue turn onto downwind climbing 1000ft. QNH.
- Turn left onto base leg when abeam the SPA Hotel remaining clear of Lucan village.
- Establish finals no lower than 650ft. QNH.

5.4 When RWY 25 right circuit is in use the standard circuit will be:

Runway 25 – Right Circuit

- After take-off climb on runway track to 650 ft. QNH
- Turn right no later than reaching end of reservoir and continue turn onto downwind climbing 1000ft. QNH

- Downwind to be flown South of Leixlip at 1000 ft. QNH
 - Turn right onto base leg when abeam the SPA Hotel.
 - Establish finals no lower than 650 ft. QNH
- 5.5 When RWY 07 left circuit is in use the standard circuit will be:
- Runway 07 – Left Circuit
- After take-off climb on runway track to 650 ft. QNH
 - Turn left and continue climb to 1000 ft. QNH
 - Downwind to be flown South of Leixlip at 1000 ft. QNH
 - Turn left onto base leg before reaching end of reservoir avoiding over-flight of the Technology Campus.
 - Establish finals no lower than 650 ft. QNH.
- 5.6 When RWY 07 right circuit is in use the standard circuit will be:
- Runway 07 – Right Circuit
- After take-off climb on runway track to 650 ft. QNH
 - Turn right and continue climb to 1000 ft. QNH
 - Downwind to be flown to the North of Railway line at all times
 - Turn right onto base leg before abeam the Technology Campus.
 - Establish finals no lower than 650 ft. QNH

EIWT AD 2.23 ADDITIONAL INFORMATION

Weston is a busy VFR airfield located 8NM from Dublin airport and 3NM from Casement Military Airport. There have been instances of inadvertent penetration of controlled and restricted airspace by aircraft operating to/from Weston.

An aircraft which is unsure of position when flying in proximity to Weston should take action to avoid inadvertent penetration of controlled and restricted airspace. If during a flight, a pilot becomes aware that an aircraft has inadvertently penetrated controlled or restricted airspace, then Dublin ATC or Baldonnell ATC, as appropriate, must be contacted, without delay, and provided with relevant information.

Every operator of aircraft using Weston aerodrome must ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable to areas surrounding the airport.

Prior permission for use of Weston 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 Weston. These are available from the Weston Operations Office

Fax: + 353 1 628 16 22
URL: www.westonairport.ie

EIWT AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EIWT AD 2.24-1
Instrument Approach Chart VOR A – ICAO	EIWT AD 2.24-3
Instrument Approach Chart VOR B – ICAO	EIWT AD 2.24-4
Instrument Approach Chart VOR C – ICAO	EIWT AD 2.24-5

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