

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

AD CLSD on Christmas day. Exact hours advised by NOTAM.

Airport Information

RFF: CAT 7; higher CAT 9 48HR PN.

PCN: RWY 16/34: 63/R/C/W/T

RWY 07/25: 55/R/C/W/U

All ACFT must avail of GND handling.

Operation

RNAV SIDs/STARs Equipment Requirements

- P-RNAV certified ACFT:
- B-RNAV certified ACFT 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.

Low Visibility Procedures

LVP in force when CEIL below 200ft and either RVR is below 550m or VIS is below 800m.

RWY 16 standard taxi routes:

ARR: Use TWY C.

DEP: Use TWY A.

RWY Restriction

180° turns by wide-body ACFT on RWY 16/34 are only permitted at RWY ends.

TWY Restrictions

TWY E width 13m / 43ft, usable HJ only. MAX wingspan 24m / 79ft and MAX MTOW 5.7t / 12566lbs.

TWY F width 10.5m / 34ft, MAX wingspan 24m / 79ft.

APN TWY south of TWY C is only suitable for MAX wingspan 36m / 118ft.

Taxi/Parking

TWY A slopes downwards from the APN to RWY 16/34 at a gradient of 2%.

All stands are self-manoeuvring except Stand 6-18 are taxi-in/push-out, stand 19 is push-in/tow-out.

Warnings

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

MAX IAS 220KT at ATLAM and BARNU to HLDG.

MAX IAS 210KT for initial segment.

IAS 160KT for final recommended to 4NM.

Communication**COM Failure**

ACFT cleared on a STAR and experiencing a COM FAIL shall follow the route of STAR at the last cleared LVL or ALT. On reaching the appropriate hold fix, descend to 3000ft and complete instrument APCH PROC to RWY in use.

Radar vectored final APCH: Join in most expeditious manner, complete instrument APCH to RWY-in-use. If unable to comply, or uncertain of PSN, climb immediately to 3000ft, proceed in most expeditious manner to hold appropriate to RWY-in-use, complete instrument APCH to RWY-in-use.

Arrival Procedure**Non-standard GP intercept position on****RWY 16**

GP intercepts RWY 16 at *332m / 1088ft* after landing threshold.

Remaining DIST beyond GP is *1801m / 5910ft*.

RWY 34

GP intercepts RWY 34 at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *1819m / 5968ft*.

Warnings

LVP: Operational evaluation has indicated that performance of automatic LDG systems may be affected by terrain profile under RWY 16 APCH.

DEPARTURE**Take-off Minima**

RWY		16/34	
All ACFT	ft - m/km	0 - 125R	-
RWY		07/25	
A, B	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN
C, D		Not applicable	-

DEPARTURE**Communication****COM Failure**

RFL FL80 or above: TFC cleared by ATC to a LVL/ALT below FL80 shall maintain cleared LVL for of 3min following time ALT/LVL is reached and thereafter adjust LVL and speed in accordance with FPL.

Departure Procedure

Noise Abatement Procedure: Use ICAO Standard NADP 1

CAT A and B ACFT: Climb on RWY track until 1000ft before starting any turn.

CAT C and D ACFT: Climb on RWY track until 2000ft before starting any turn.

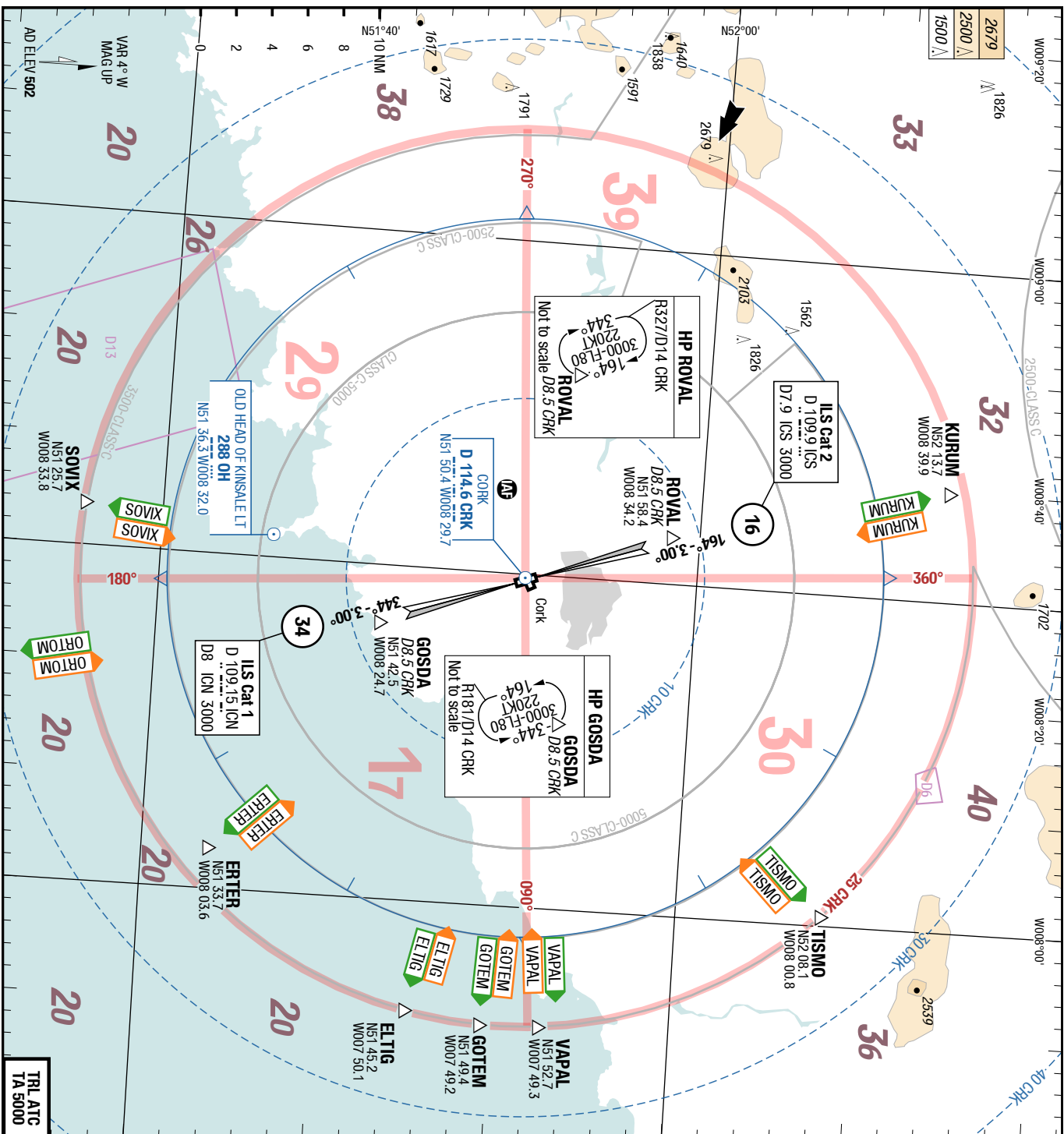
Oceanic clearance

If flight planned to enter Shanwick between GOMUP and BEDRA (inclusive) REQ oceanic CLR prior DEP.

If flight planned to enter Shanwick north of BALIX or south of BEDRA, REQ oceanic CLR when airborne.

De-Icing

AVBL.



D-ATIS	120.925	0600-2300	
RAD	118.800		
APP	119.900		
TWR	119.300		121.700
GND	121.850		

Landing RWY system:

07

THR 471 (17hPa / TDZ --- (---%) +0.7%

60 HL 3.7% 45 x 1310 3.7% 1310 x 45 3.0% 60 HL

YCZ 700m 3.7% 450 3.0% YCZ 700m +0.7%

16

THR 477 (17hPa / TDZ --- (---%) -0.2%

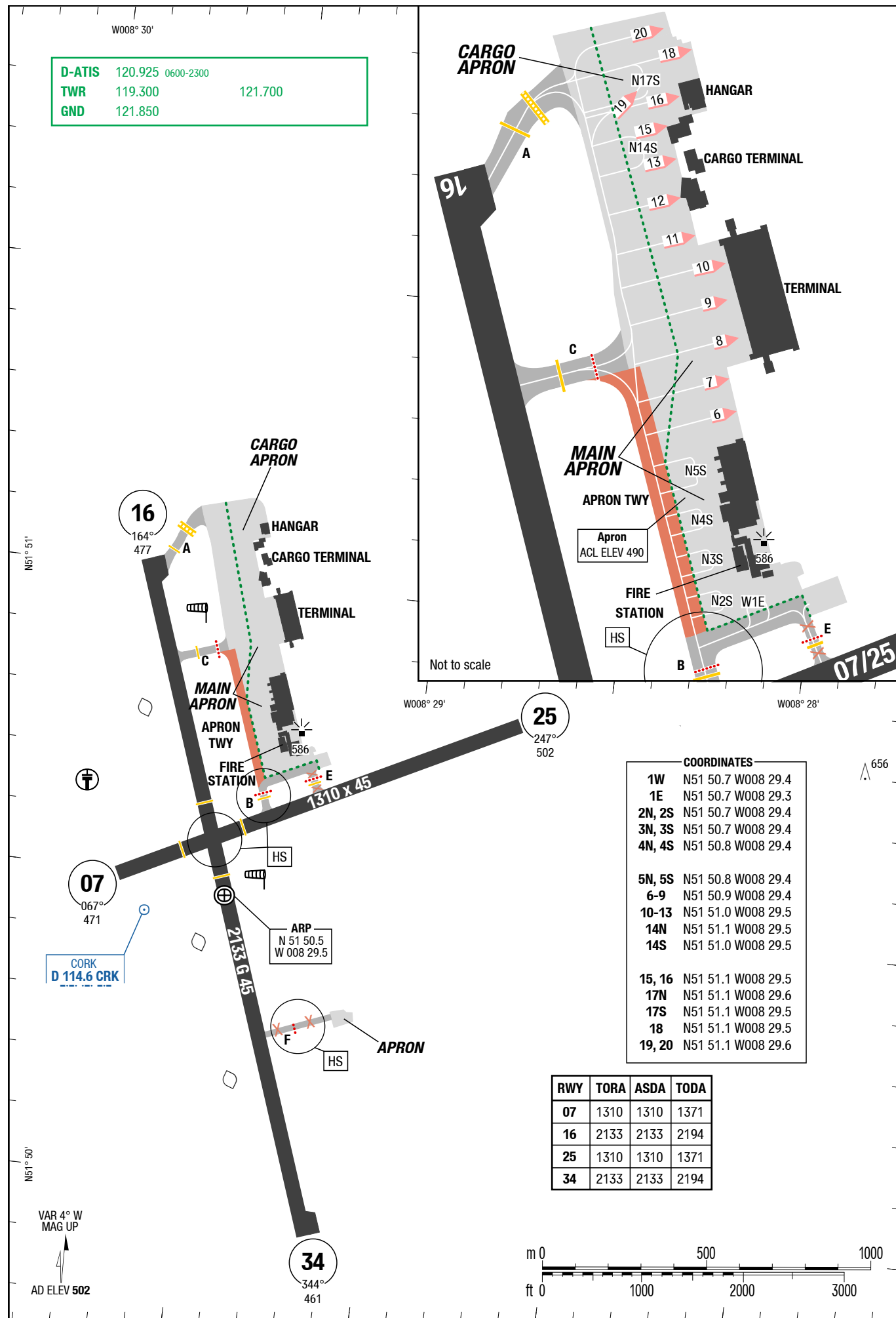
60 HL 3.7% 45 x 1310 3.7% 1310 x 45 3.0% 60 HL

YCZ 700m 3.7% 450 3.0% YCZ 700m -0.2%

25

60 H 3.0*8
 15 H 45 2133 420
 3.0*8
 0.2% TDZ --- (---%) / THH 461 (17hPa) H-S
 34

Changes: FREQ, RWY designators 16/34, QFU



19-APR-2018
ORK-EICK

RNAV SIDS Rwy 16

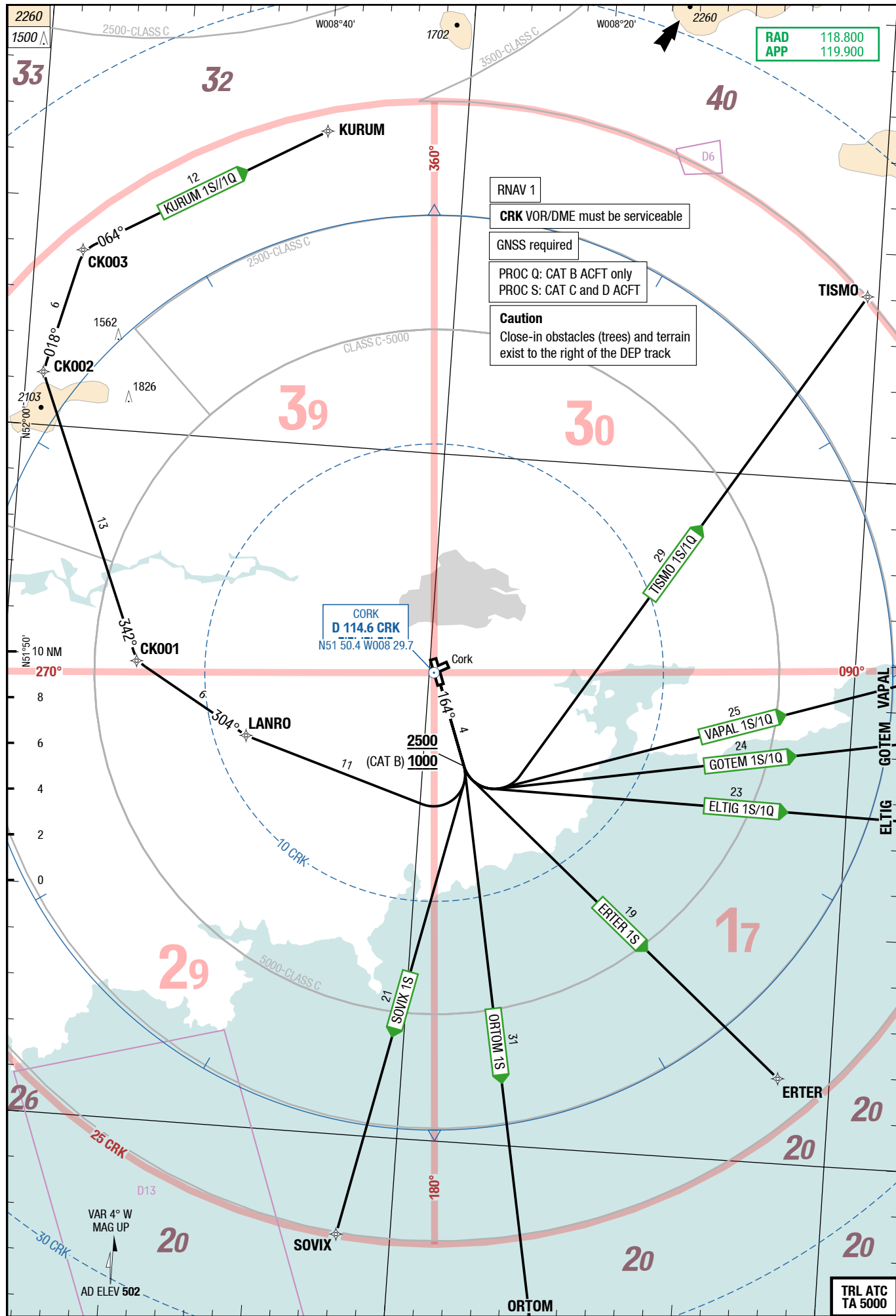
4-10

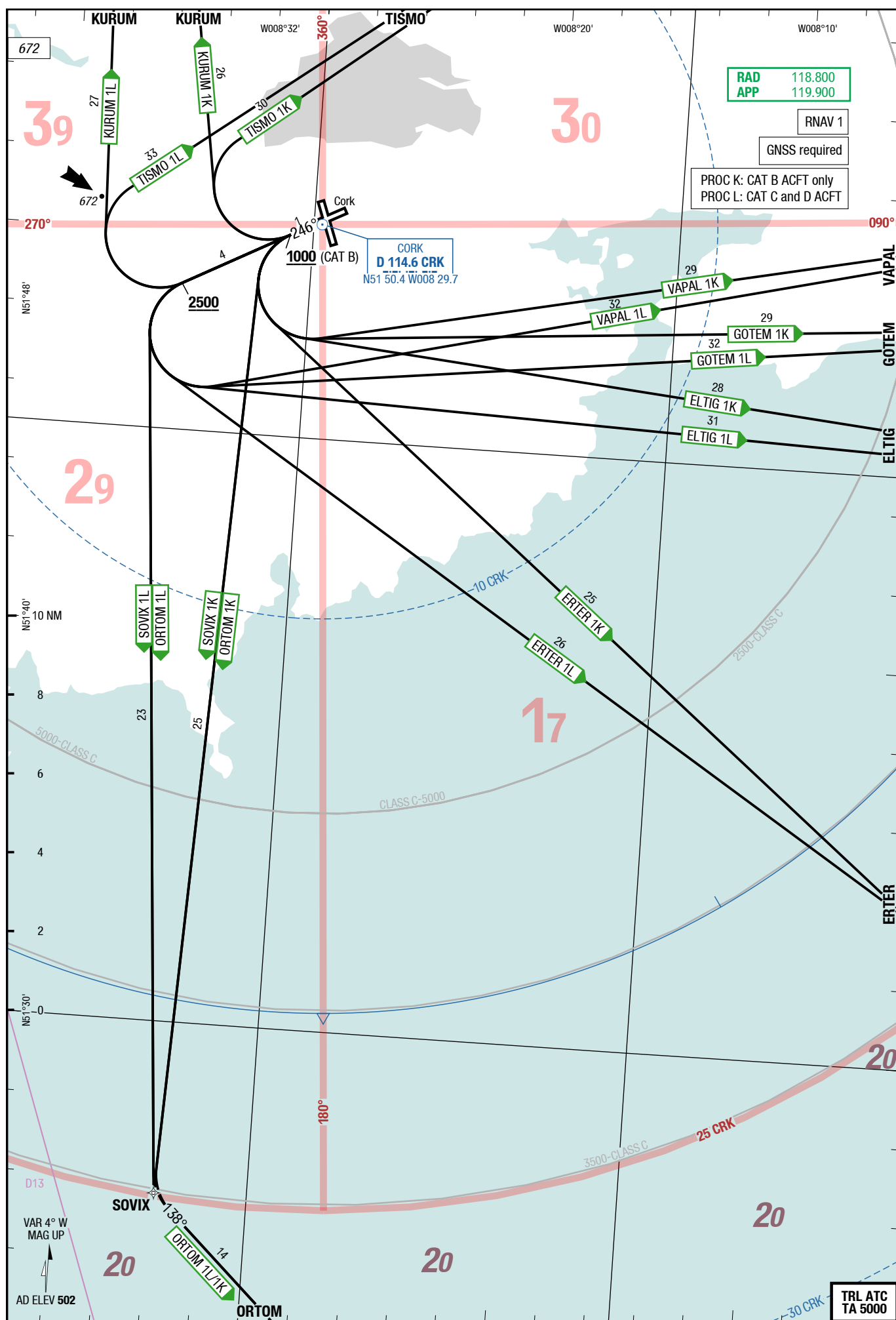
RNAV SIDS RWY 16

SID

SID







ORK-EICK

4-40

RNAV SIDS Rwy 34

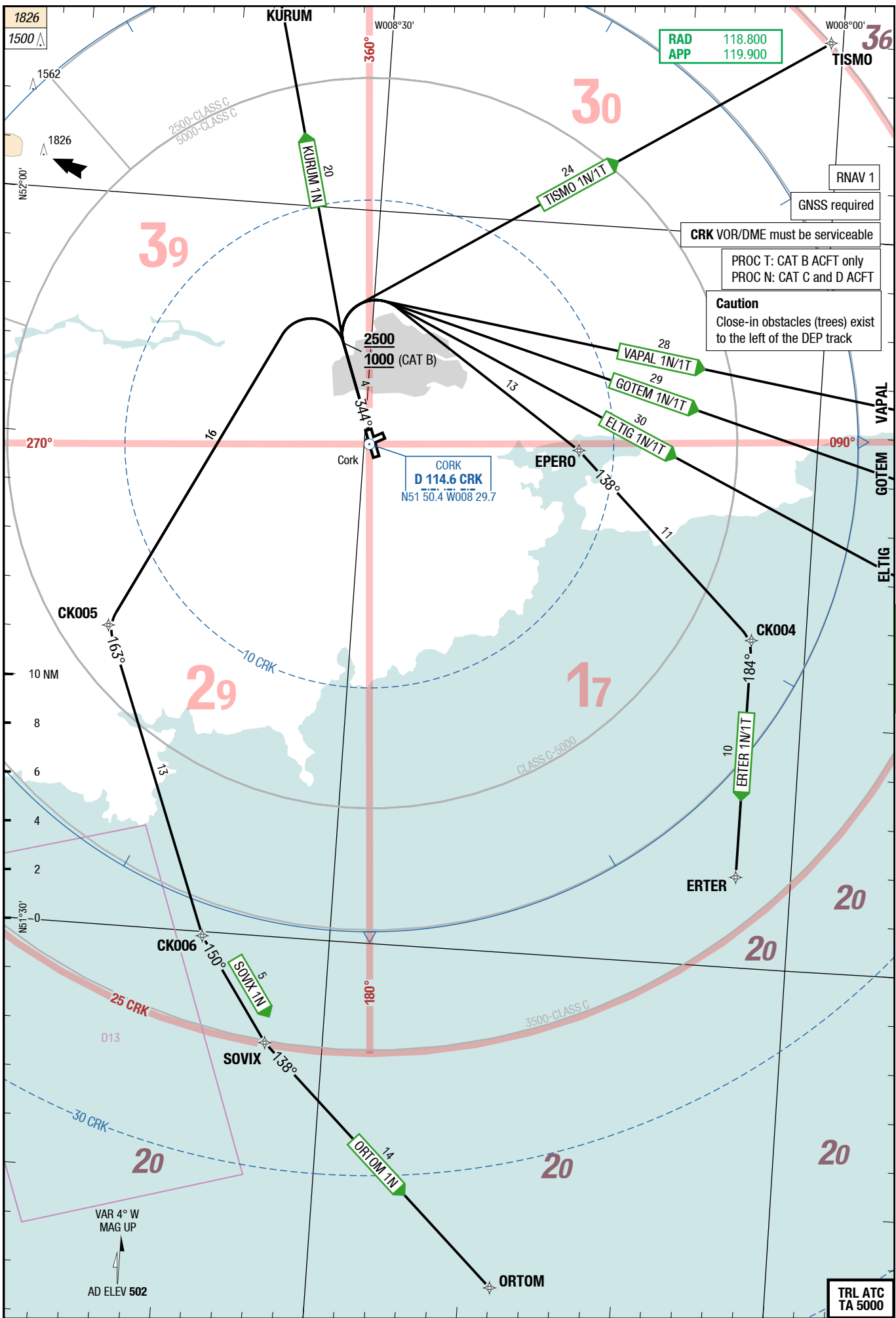
SID

SID

RNAV SIDS Rwy 34

Cork Ireland

Ireland Cork



Changes: Completely revised

19-APR-2018

ORK-EICK

5-10

RNAV SIDs RWY 07

SIDPT

ELTIG 1M / ELTIG 1P / ERTER 1M / ERTER 1P / GOTEM 1M / GOTEM 1P / KURUM 1M
RWY 07 (067°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
ELTIG 1M 6.6% (CAT B) 119.900 ①	066° [A1000+ ;R] - DCT ELTIG	initial climb 5000
ELTIG 1P 9.1% 119.900 ①	066° [A2500+ ;R] - DCT ELTIG	initial climb 5000
ERTER 1M 6.6% (CAT B) 119.900 ①	066° [A1000+ ;R] - DCT CK004 - ERTER	initial climb 5000
ERTER 1P 9.1% 119.900 ①	066° [A2500+ ;R] - DCT CK004 - ERTER	initial climb 5000
GOTEM 1M 6.6% (CAT B) 119.900 ①	066° [A1000+ ;R] - DCT GOTEM	initial climb 5000
GOTEM 1P 9.1% 119.900 ①	066° [A2500+ ;R] - DCT GOTEM	initial climb 5000
KURUM 1M 6.6% (CAT B) 119.900 ①	066° [A1000+ ;L] - DCT KURUM	initial climb 3500

① Close-in obstacles and terrain exist.

Changes: New

19-APR-2018

ORK-EICK

5-20

RNAV SIDs RWY 07

SIDPT

KURUM 1P / ORTOM 1M / ORTOM 1P / SOVIX 1M / SOVIX 1P / TISMO 1M / TISMO 1P
RWY 07 (067°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
KURUM 1P 9.1% 119.900 ①	066° [A2500+ ;L] - DCT KURUM	initial climb 3500
ORTOM 1M 6.6% (CAT B) 119.900 ①	066° [A1000+ ;R] - DCT ORTOM	initial climb 5000
ORTOM 1P 9.1% 119.900 ①	066° [A2500+ ;R] - DCT ORTOM	initial climb 5000
SOVIX 1M 6.6% (CAT B) 119.900 ①	066° [A1000+ ;R] - DCT SOVIX	initial climb 5000
SOVIX 1P 9.1% 119.900 ①	066° [A2500+ ;R] - DCT SOVIX	initial climb 5000
TISMO 1M 6.6% (CAT B) 119.900 ①	066° [A1000+ ;L] - DCT TISMO	initial climb 5000
TISMO 1P 9.1% 119.900 ①	066° [A2500+ ;L] - DCT TISMO	initial climb 5000

① Close-in obstacles and terrain exist.

Changes: New

19-APR-2018

ORK-EICK

5-30

RNAV SIDs RWY 07**SIDPT****VAPAL 1M / VAPAL 1P**

RWY 07 (067°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
VAPAL 1M 6.6% (CAT B) 119.900 ①	066° [A1000+ ;R] - DCT VAPAL	initial climb 5000
VAPAL 1P 9.1% 119.900 ①	066° [A2500+ ;R] - DCT VAPAL	initial climb 5000

① Close-in obstacles and terrain exist.

ELTIG 1Q / ELTIG 1S / ERTER 1S / GOTEM 1Q / GOTEM 1S / KURUM 1Q / KURUM 1S
RWY 16 (164°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
ELTIG 1Q 6.6% (CAT B) 119.900 ①②	[A1000+ ;L] - ELTIG	initial climb 5000
ELTIG 1S 9.1% 119.900 ①②	[A2500+ ;L] - ELTIG	initial climb 5000
ERTER 1S 9.1% 119.900 ①②	[A2500+ ;L] - ERTER	initial climb 5000
GOTEM 1Q 6.6% (CAT B) 119.900 ①②	[A1000+ ;L] - GOTEM	initial climb 5000
GOTEM 1S 9.1% 119.900 ①②	[A2500+ ;L] - GOTEM	initial climb 5000
KURUM 1Q 6.6% (CAT B) 119.900 ①②	[A1000+ ;R] - DCT LANRO - CK001 - CK002 - CK003 - KURUM	initial climb 3500
KURUM 1S 9.1% 119.900 ①②	[A2500+ ;R] - DCT LANRO - CK001 - CK002 - CK003 - KURUM	initial climb 3500

① CRK VOR/DME must be serviceable.

② Close-in obstacles (trees) and terrain exist to the right of DEP track

19-APR-2018

ORK-EICK

5-50

RNAV SIDs RWY 16

SIDPT

ORTOM 1S / SOVIX 1S / TISMO 1Q / TISMO 1S / VAPAL 1Q / VAPAL 1S
RWY 16 (164°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
ORTOM 1S 9.1% 119.900 ①②	[A2500+] - ORTOM	initial climb 5000
SOVIX 1S 9.1% 119.900 ①②	[A2500+ ;R] - SOVIX	initial climb 5000
TISMO 1Q 6.6% (CAT B) 119.900 ①②	[A1000+ ;L] - TISMO	initial climb 5000
TISMO 1S 9.1% 119.900 ①②	[A2500+ ;L] - TISMO	initial climb 5000
VAPAL 1Q 6.6% (CAT B) 119.900 ①②	[A1000+ ;L] - VAPAL	initial climb 5000
VAPAL 1S 9.1% 119.900 ①②	[A2500+ ;L] - VAPAL	initial climb 5000

① CRK VOR/DME must be serviceable.

② Close-in obstacles (trees) and terrain exist to the right of DEP track

Changes: Completely revised

ELTIG 1K / ELTIG 1L / ERTER 1K / ERTER 1L / GOTEM 1K / GOTEM 1L / KURUM 1K / KURUM 1L / ORTOM 1K

RWY 25 (247°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
ELTIG 1K 6.6% (CAT B) 119.900	246° [A1000+ ;L] - DCT ELTIG	initial climb 5000
ELTIG 1L 9.1% 119.900	246° [A2500+ ;L] - DCT ELTIG	initial climb 5000
ERTER 1K 6.6% (CAT B) 119.900	246° [A1000+ ;L] - DCT ERTER	initial climb 5000
ERTER 1L 9.1% 119.900	246° [A2500+ ;L] - DCT ERTER	initial climb 5000
GOTEM 1K 6.6% (CAT B) 119.900	246° [A1000+ ;L] - DCT GOTEM	initial climb 5000
GOTEM 1L 9.1% 119.900	246° [A2500+ ;L] - DCT GOTEM	initial climb 5000
KURUM 1K 6.6% (CAT B) 119.900	246° [A1000+ ;R] - DCT KURUM	initial climb 3500
KURUM 1L 9.1% 119.900	246° [A2500+ ;R] - DCT KURUM	initial climb 3500
ORTOM 1K 6.6% (CAT B) 119.900	246° [A1000+ ;L] - DCT SOVIX - ORTOM	initial climb 5000

ORTOM 1L / SOVIX 1K / SOVIX 1L / TISMO 1K / TISMO 1L / VAPAL 1K / VAPAL 1L
RWY 25 (247°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
ORTOM 1L 9.1% 119.900	246° [A2500+ ;L] - DCT SOVIX - ORTOM	initial climb 5000
SOVIX 1K 6.6% (CAT B) 119.900	246° [A1000+ ;L] - DCT SOVIX	initial climb 5000
SOVIX 1L 9.1% 119.900	246° [A2500+ ;L] - DCT SOVIX	initial climb 5000
TISMO 1K 6.6% (CAT B) 119.900	246° [A1000+ ;R] - DCT TISMO	initial climb 5000
TISMO 1L 9.1% 119.900	246° [A2500+ ;R] - DCT TISMO	initial climb 5000
VAPAL 1K 6.6% (CAT B) 119.900	246° [A1000+ ;L] - DCT VAPAL	initial climb 5000
VAPAL 1L 9.1% 119.900	246° [A2500+ ;L] - DCT VAPAL	initial climb 5000

ELTIG 1N / ELTIG 1T / ERTER 1N / ERTER 1T / GOTEM 1N / GOTEM 1T / KURUM 1N
RWY 34 (344°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ELTIG 1N 9.1% 119.900 ①②	[A2500+ ;R] - ELTIG	initial climb 5000
ELTIG 1T 6.6% (CAT B) 119.900 ①②	[A1000+ ;R] - ELTIG	initial climb 5000
ERTER 1N 9.1% 119.900 ①②	[A2500+ ;R] - DCT EPERO - CK004 - ERTER	initial climb 5000
ERTER 1T 6.6% (CAT B) 119.900 ①②	[A1000+ ;R] - DCT EPERO - CK004 - ERTER	initial climb 5000
GOTEM 1N 9.1% 119.900 ①②	[A2500+ ;R] - GOTEM	initial climb 5000
GOTEM 1T 6.6% (CAT B) 119.900 ①②	[A1000+ ;R] - GOTEM	initial climb 5000
KURUM 1N 9.1% 119.900 ①②	[A2500+] - KURUM	initial climb 3500

① CRK VOR/DME must be serviceable.

② Close-in obstacles (trees) exist to the left of the DEP track

19-APR-2018

ORK-EICK

5-90

RNAV SIDs RWY 34**SIDPT**

ORTOM 1N / SOVIX 1N / TISMO 1N / TISMO 1T / VAPAL 1N / VAPAL 1T
RWY 34 (344°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ORTOM 1N 9.1% 119.900 ①②	[A2500+ ;L] - DCT CK005 - CK006 - SOVIX - ORTOM	initial climb 3500
SOVIX 1N 9.1% 119.900 ①②	[A2500+ ;L] - DCT CK005 - CK006 - SOVIX	initial climb 3500
TISMO 1N 9.1% 119.900 ①②	[A2500+ ;R] - TISMO	initial climb 5000
TISMO 1T 6.6% (CAT B) 119.900 ①②	[A1000+ ;R] - TISMO	initial climb 5000
VAPAL 1N 9.1% 119.900 ①②	[A2500+ ;R] - VAPAL	initial climb 5000
VAPAL 1T 6.6% (CAT B) 119.900 ①②	[A1000+ ;R] - VAPAL	initial climb 5000

① CRK VOR/DME must be serviceable.

② Close-in obstacles (trees) exist to the left of the DEP track

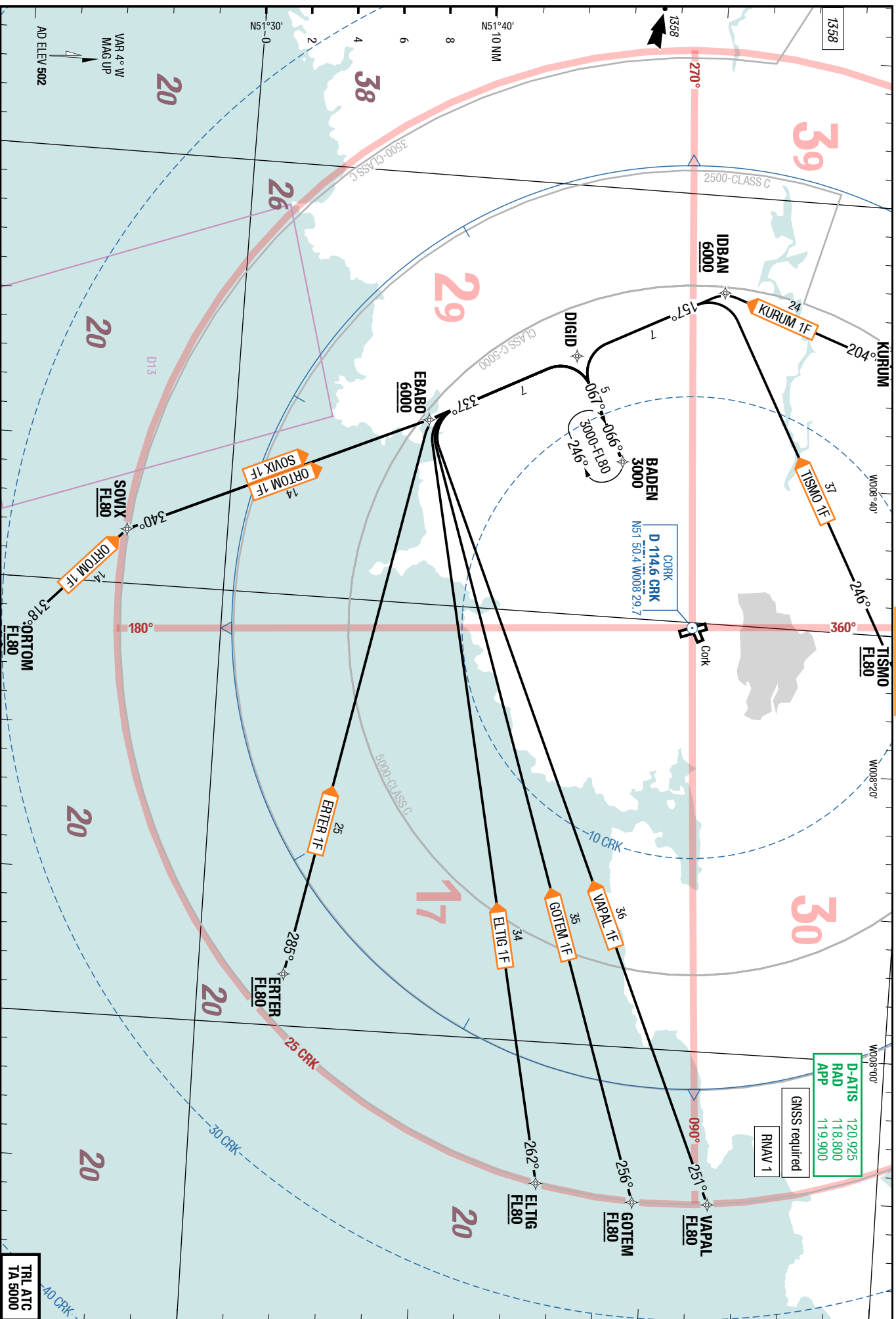
Changes: Completely revised

Cork Ireland

COIN ILCAIDA

RNAV STARS RWY 16

RNAV STARS RWY 07 (CAT B)



Changes: new

© Lido 2018

19-APR-2018

ORK-EICK

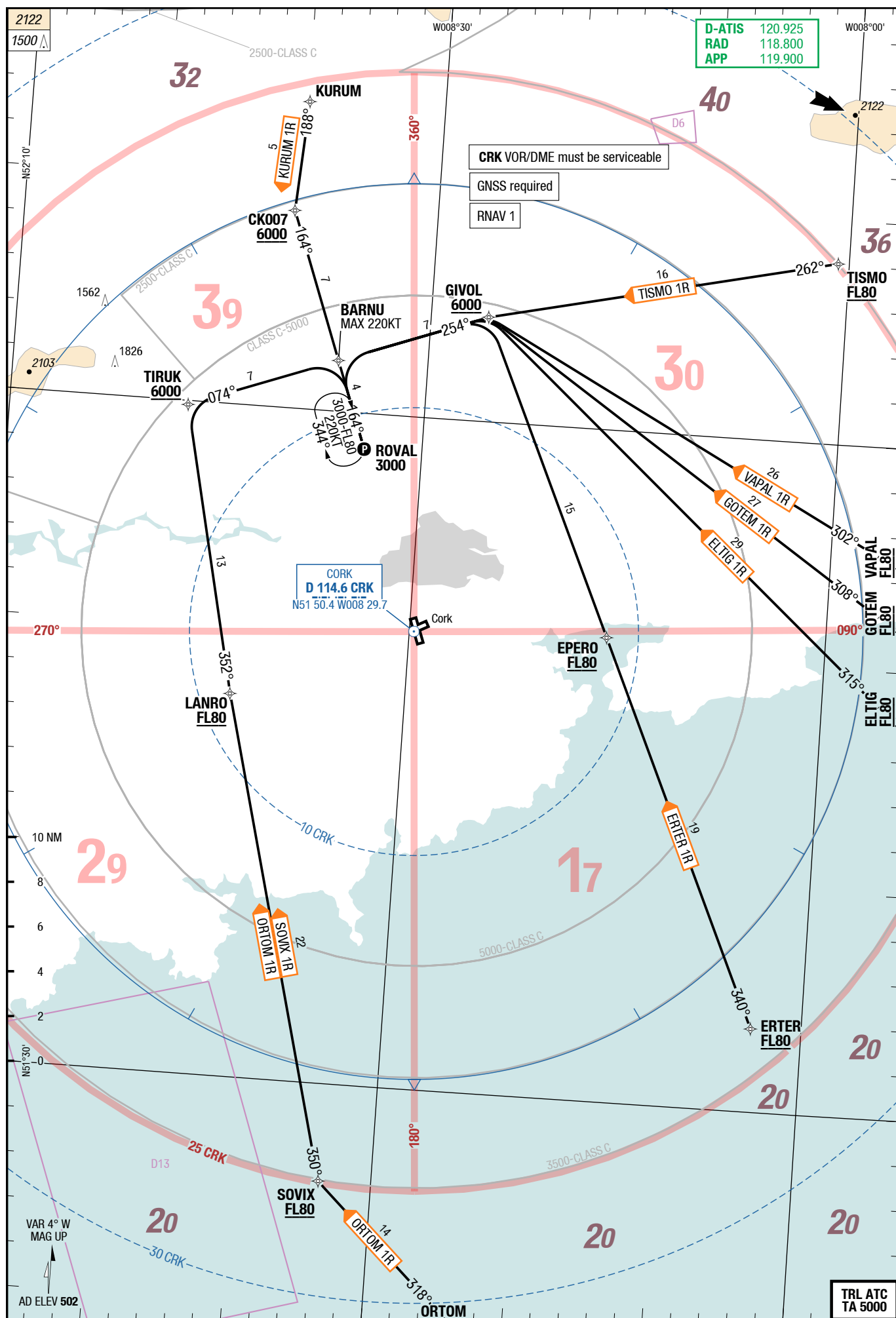
6-20

RNAV STARS RWY 16

STAR

STAR

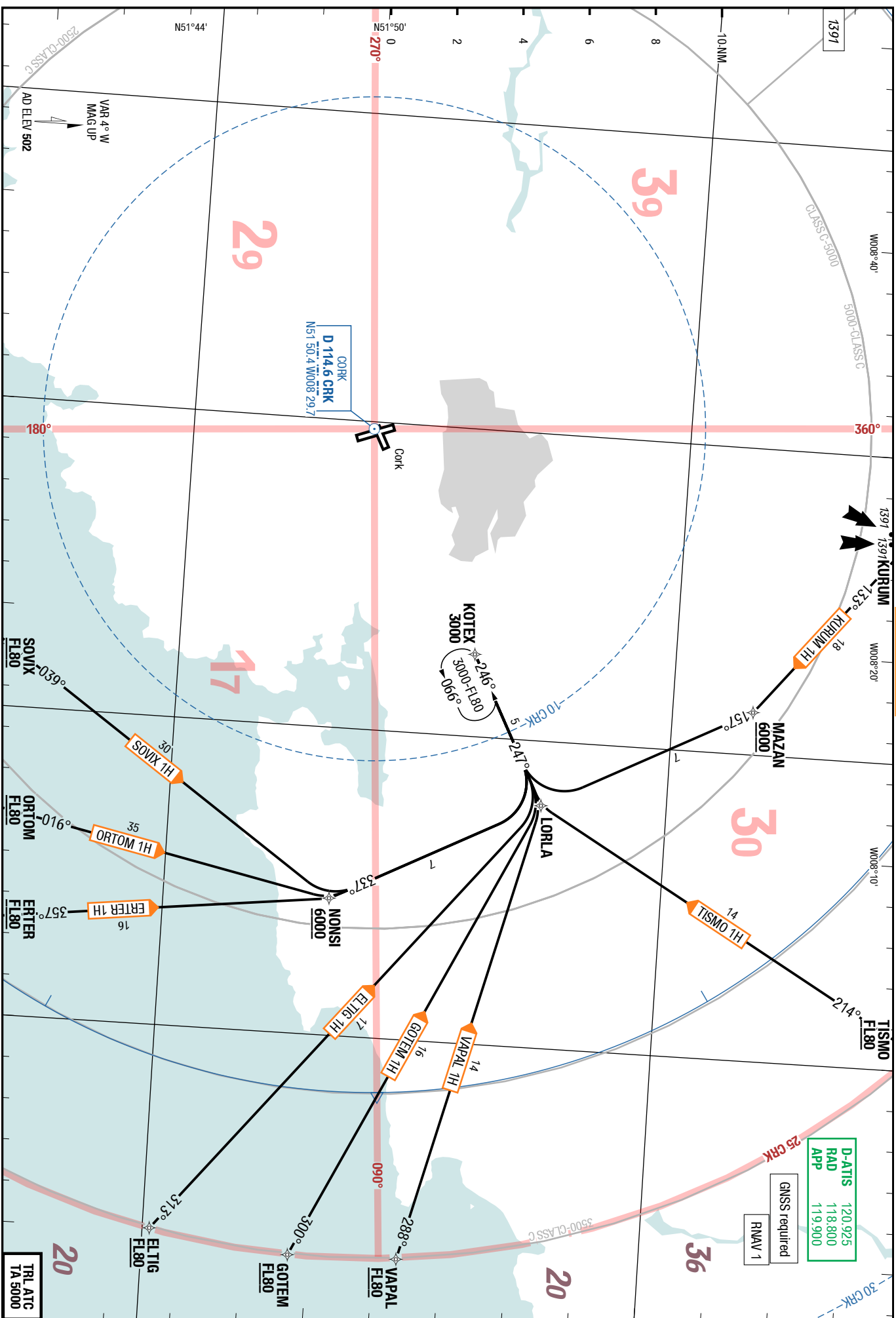
Cork Ireland
RNAV STARS RWY 16

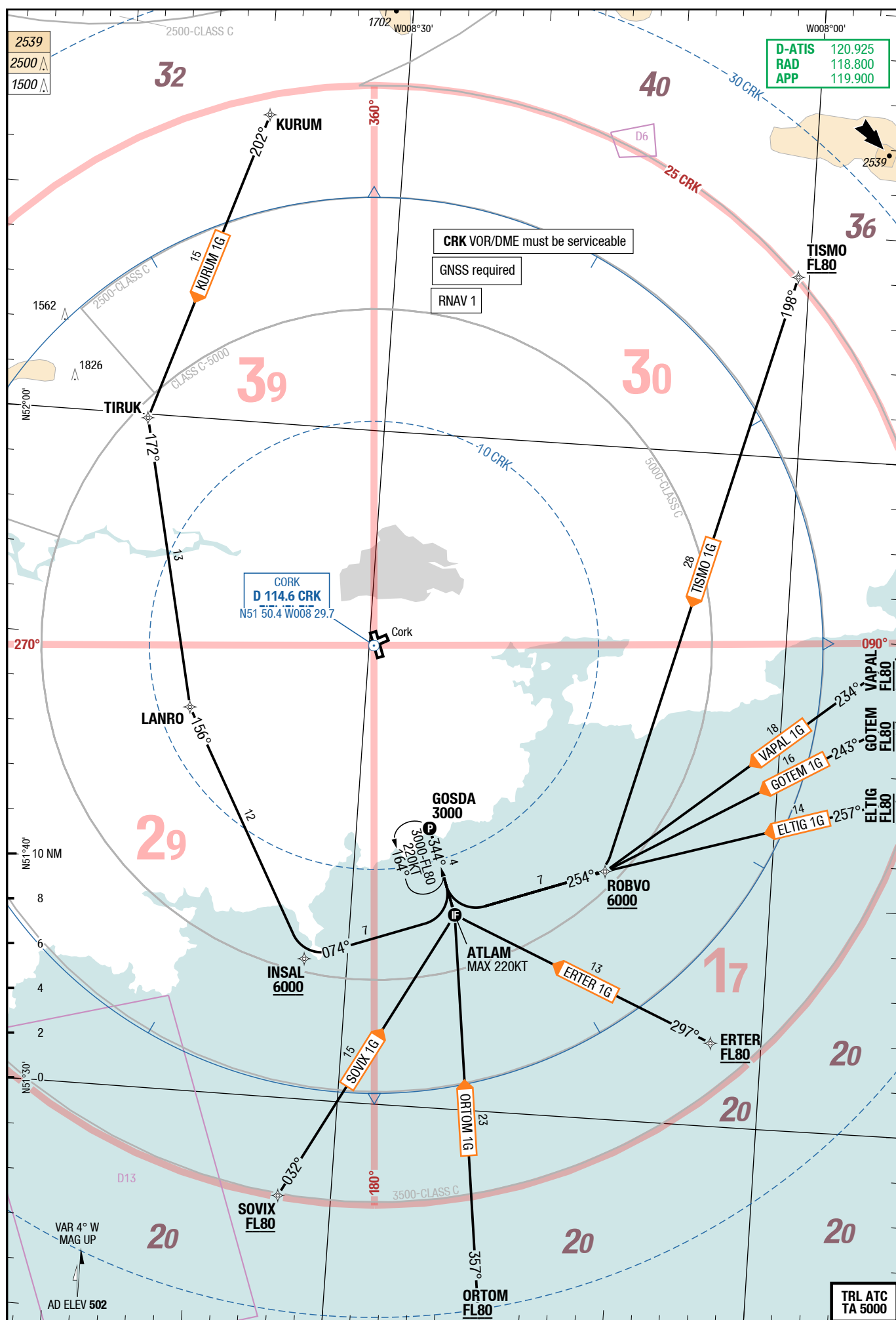


Cork Ireland

RNAV STARS RWY 34

RNAV STARS RWY 25 (CAT B)

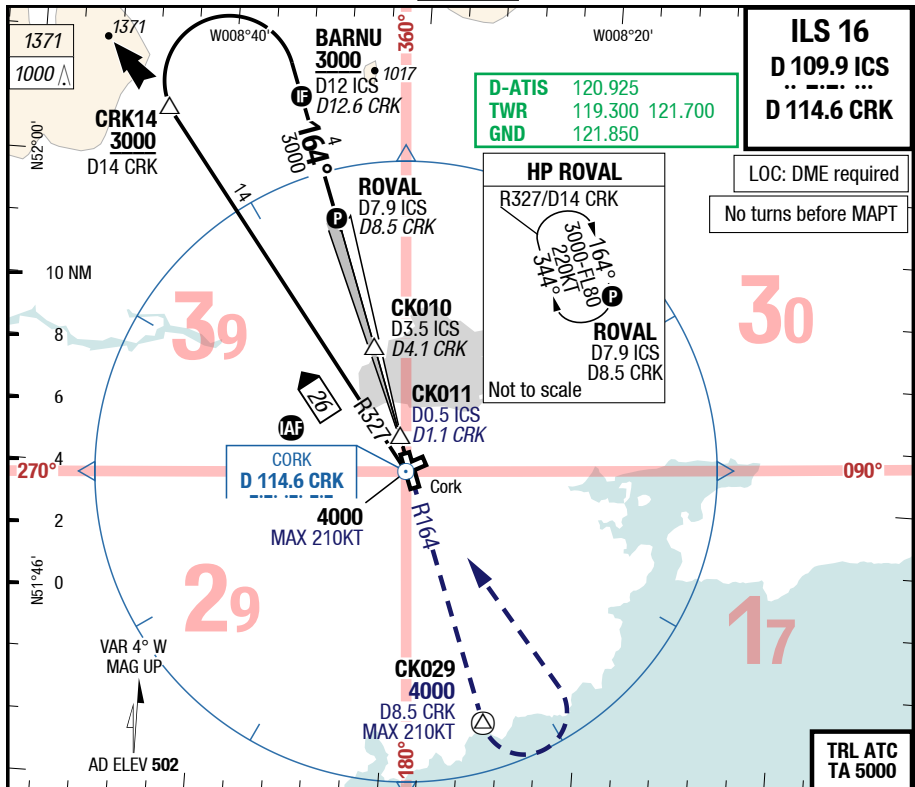




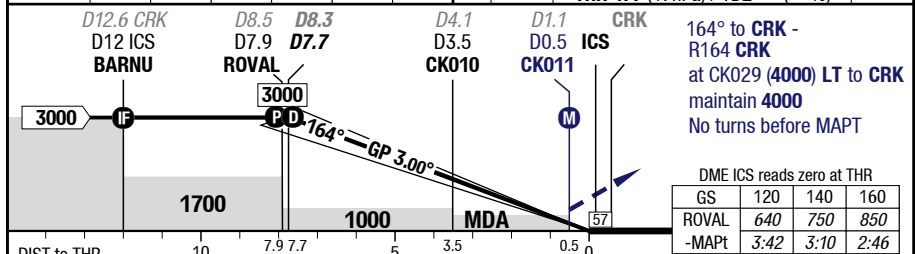
ORK-EICK

7-10

ILS 16



LOC 3.02° D ICS	7.7	5	4	3	2	1	<div> <div>16</div> <div> <div>804</div> </div> <div> <div>3.0°</div> <div>2133 G 45</div> <div>60 HL</div> </div> <div> <div>8.3.0°</div> <div>15 H</div> </div> </div>
	3000	2140	1820	1500	1180	860	



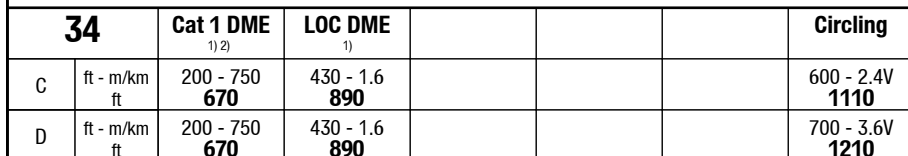
16		Cat 2 DME 1)	Cat 1 DME 1) 2)	LOC DME 1)			Circling
C	ft - m/km ft	100 - 300R 122 RA	200 - 550 680	370 - 1.0 840			600 - 2.4V 1110
D	ft - m/km ft	110 - 300R 133 RA 3)	200 - 550 680	370 - 1.0 840			700 - 3.6V 1210

1) GA 6.6% for airspace reasons

3) If not conducting autoland RVR 350m required

2) With EVS 350m

Changes: Completely revised

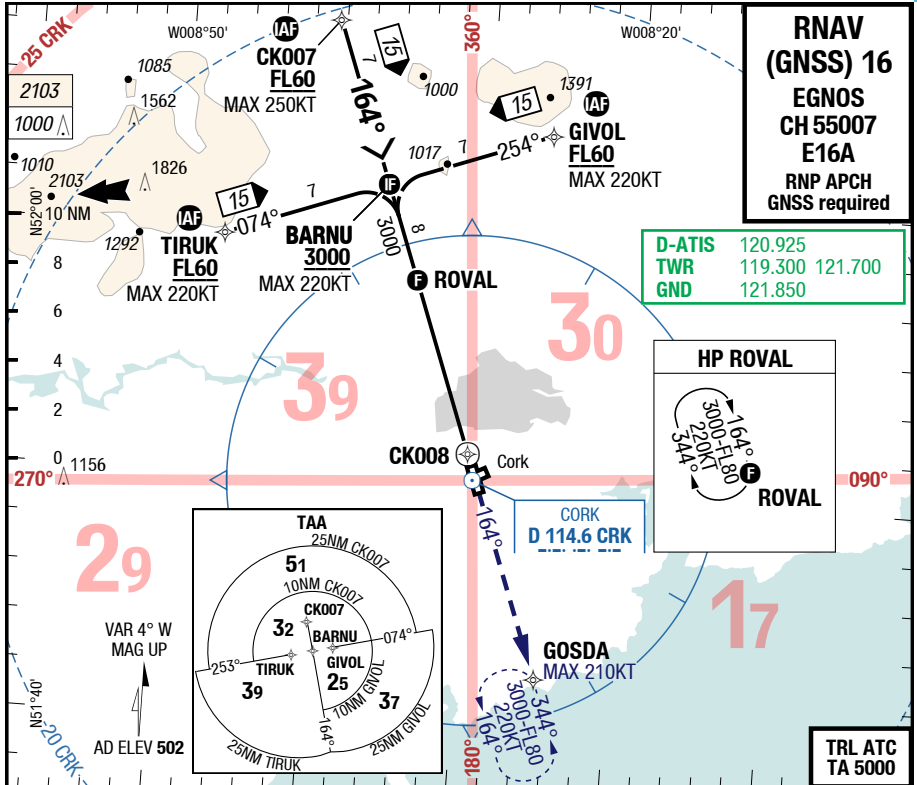


© Lido 2018

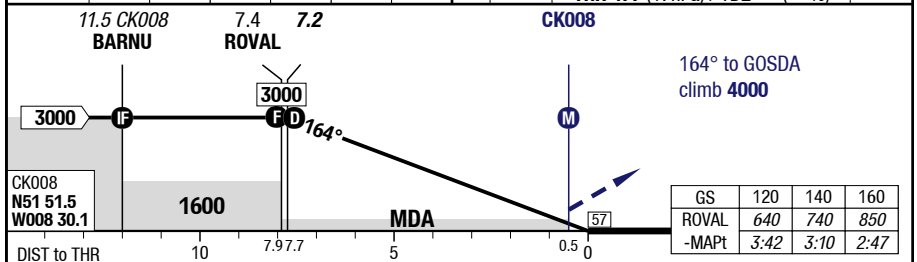
ORK-EICK

7-30

RNAV (GNSS) 16

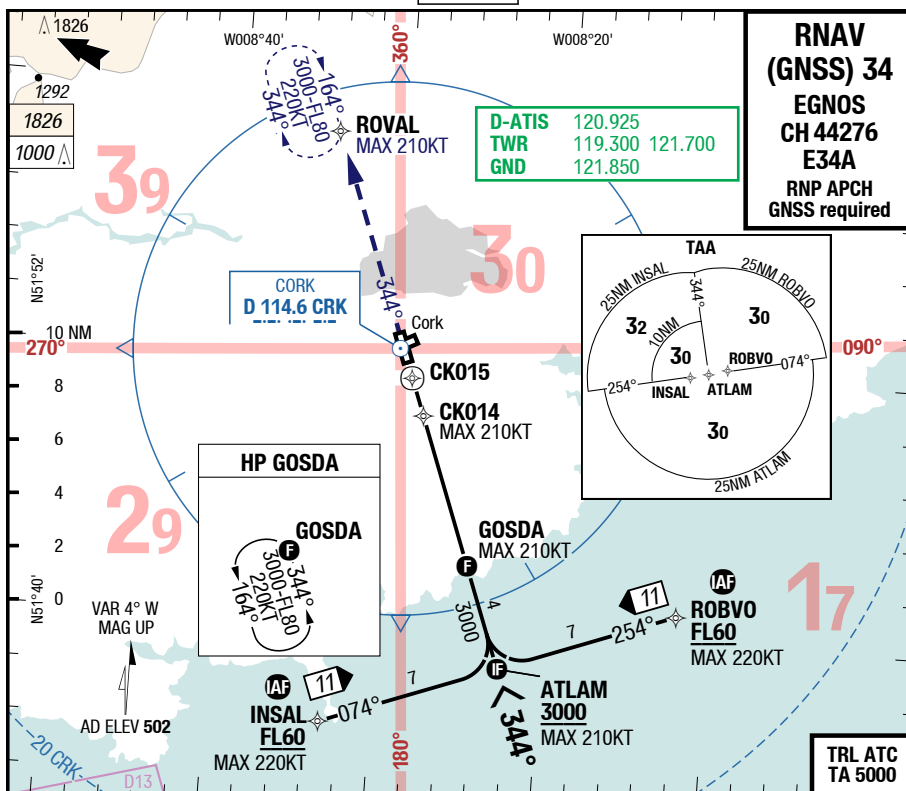


3.00°	7.2	5	4	3	2	1	83.0°	60 HL
CK008	3000	2290	1970	1650	1330	1020	2133 G 45	15 H
							804	
							THR 477 (17hPa) / TDZ --- (---%)	-0.2%

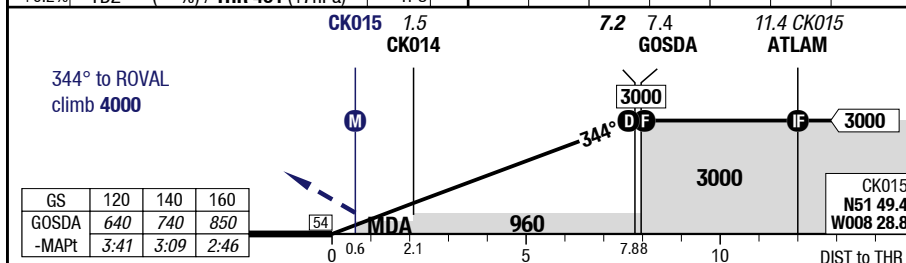


16	RNAV GNSS LPV 1) 2) 3)	RNAV GNSS VNAV 1) 4) 5)	RNAV GNSS LNAV 1)	Circling
C	ft - m/km 740	330 - 800 800	390 - 1.1 860	600 - 2.4V 1110
D	ft - m/km 750	340 - 800 810	390 - 1.1 860	700 - 3.6V 1210

1) GA 6.6% for airspace reasons or as directed by ATC 2) w/o HGS RVR 750m required 3) With EVS 400m 4) With EVS 550m
5) Uncompensated BARO VNAV NA below -10°C (14°F) or above 30°C (86°F)



60 H	3.0°	8	1	2	3	4	5	7.2	3.00°
15 H	45 G	2133	1030	1350	1670	1980	2300	3000	CK015
+0.2%	TDZ	---	---	---	---	---	---	---	
		THR 461	(17hPa)						



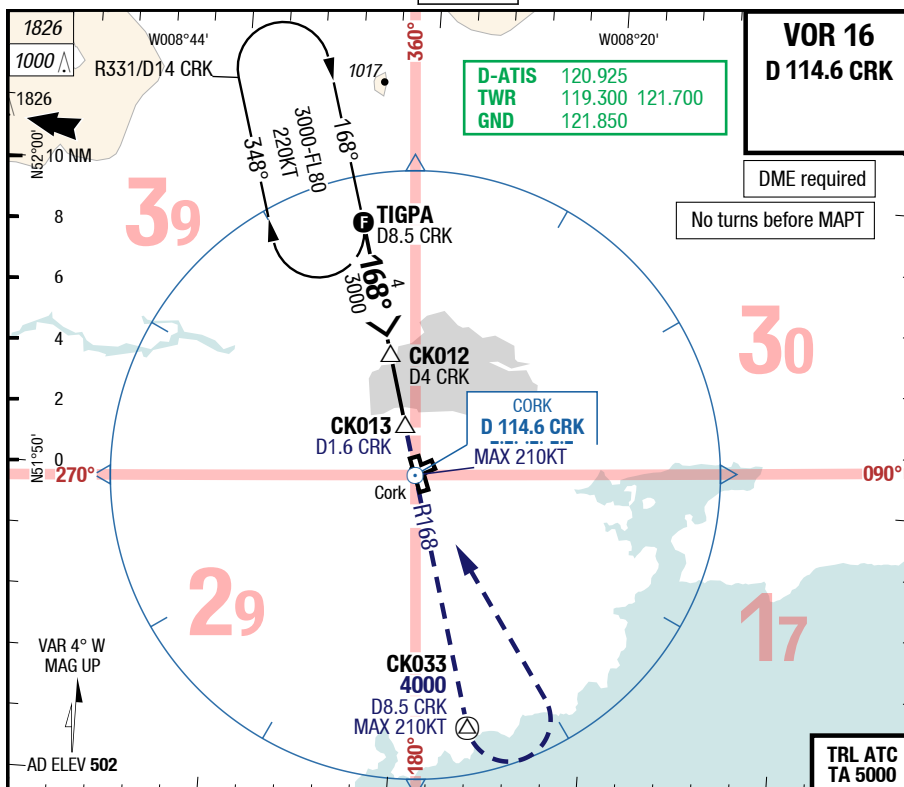
34		RNAV GNSS LPV 1) 2)	RNAV GNSS VNAV 1) 3)	RNAV GNSS LNAV 1)	Circling
C	ft - m/km ft	280 - 900 740	260 - 800 720 4)	320 - 1.0 780	600 - 2.4V 1110
D	ft - m/km ft	290 - 900 750	270 - 900 730 2)	320 - 1.0 780	700 - 3.6V 1210

1) GA 6.6% for airspace reasons or as directed by ATC 2) With EVS 600m 3) Uncompensated BARO VNAV NA below -10°C (14°F) or above 30°C (86°F) 4) With EVS 550m

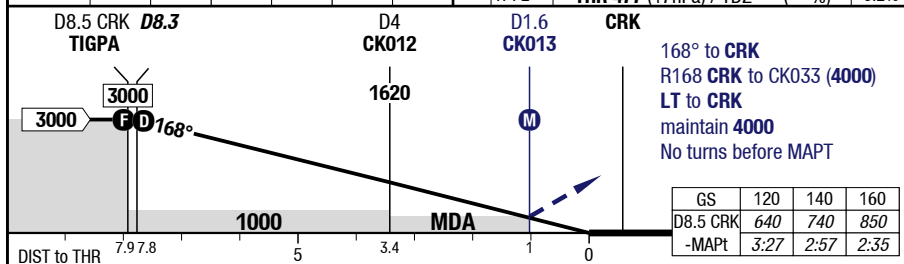
ORK-EICK

7-50

VOR 16



3.00° D CRK 168° RWY 164°	8.3	7	6	5	3	2	16	83.0° 2133 G 45 83.0°	60 HL 15 H	-0.2%
	3000	2580	2260	1940	1300	980	H-P2	THR 477 (17hPa) / TDZ --- (---%)		



16	VOR DME ¹⁾				Circling
C	ft - m/km ft	390 - 1.1 860			600 - 2.4V 1110
D	ft - m/km ft	390 - 1.1 860			700 - 3.6V 1210

1) GA 6.6% for airspace reasons

