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Airport Information For EICK

Terminal Charts For EICK

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: CORK IRL
ICAO/IATA: EICK / ORK
Lat/Long: N51° 50.5', W008° 29.5'
Elevation: 502 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 4.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0703 Z
Sunset: 1736 Z

Runway Information

Runway: 07
Length x Width: 4298 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 471 ft
Lighting: Edge

Runway: 16
Length x Width: 6998 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 477 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25
Length x Width: 4298 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 502 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 6998 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 461 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 120.925

Cork Tower: 121.700

Cork Tower: 119.300

Cork Ground: 121.850

Cork Approach: 119.900

Cork Radar: 118.800

Cork Fire Operations: 121.600

EICK/ORK
CORK

JEPPESEN

20 APR 18

10-1P

Eff 26 Apr

CORK, IRELAND

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*D-ATIS 120.925

1.2. RNAV SIDs & STARs

The supporting navigation infrastructure is GNSS and INS/IRS as permitted by the ACFT flight manual 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 ACFT;
- B-RNAV certificated 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 +/-1NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.

1.3. LOW VISIBILITY PROCEDURES

- Low visibility procedures apply when ceiling is below 200' and either RVR is less than 550m or visibility is less than 800m.
- Pilots will be informed by radiotelephony when low visibility procedures are in operation.
- When these procedures are in operation and RWY 16 is in use the following standard taxi route system applies:
 - Departing ACFT shall normally use TWY A.
 - Arriving ACFT shall normally use TWY C.
- CAT II holding point on TWY A must be used.
- TWY/stopbar/centerline lighting will be in use.

At no time shall an ACFT cross an illuminated stop bar. All ACFT operators shall request ATC for instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding. In exceptional circumstances when the stop bar cannot be extinguished, the authorisation to cross shall be challenged and confirmation received that this instruction is part of a contingency arrangement due to a failure of the stop bar.

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.

1.4. TAXI PROCEDURES

TWY E usable during daylight only for ACFT with wingspan less than 79'/24m and MTOW less than 5.7mt.

TWY F is only suitable for ACFT of wingspan less than 79'/24m.

Apron TWY South of TWY C usable for ACFT with wingspan less than 118'/36m.

Ground handling MANDATORY.

1.5. PARKING INFORMATION

Stands 6 thru 13, 15, 16, 18 and 20 are taxi in/push out.

Stand 19 is push in/tow out.

All other stands self-maneuvering.

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20 APR 18

10-1P1

Eff 26 Apr

CORK, IRELAND**AIRPORT BRIEFING**

1. GENERAL

1.6. OTHER INFORMATION

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

1.6.1. BIRDS

For Bird Concentration Area Charts see ATC pages Ireland.

Display of ACFT landing lights have reduced the number of bird strikes. Therefore lights should be on during climb and descent within terminal area if ACFT installations permit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100.

MAX 220 KT at BARNU.

MAX 210 KT at ATLAM.

RWY 16 MAX 220 KT.

RWY 34 MAX 210 KT.

ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

If unable to comply with the above, advise ATC as soon as possible.

2.2. CAT II OPERATIONS

RWY 16 is approved for CAT II operations, special aircrew and ACFT certification required.

2.3. OTHER INFORMATION

2.3.1. GENERAL

Arriving ACFT for RWYs 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 ACFT for arrival (due to traffic or technical reasons).

Arriving ACFT for RWYs 07/25 will be vectored to join the approach.

2.3.2. WITH RADAR CONTROL

In order to expedite the flow of traffic, ACFT may be cleared on STARs or may receive radar vectors on to final approach track from the holding or earlier on the STAR. Pilots should plan their flight profile in such a manner as to be able to achieve the MHA at the appropriate holding. Actual descent clearance will be as directed by ATC.

2.3.3. WITHOUT RADAR CONTROL

When radar is not serviceable, ACFT will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate holding.

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23 JAN 15

10-1P2

Eff 5 Feb

CORK, IRELAND

AIRPORT BRIEFING

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below FL100.

3.2. NOISE ABATEMENT

ACFT operators shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT. The following procedures are provided to ensure that the necessary safety of flight operations is maintained while minimizing exposure to noise on the ground.

CAT A, B ACFT

All CAT A, B ACFT departures from all RWYS must maintain straight ahead after take-off until passing 1000 ' before commencing turn. No take-off turn shall be commenced before DER.

CAT C, D ACFT

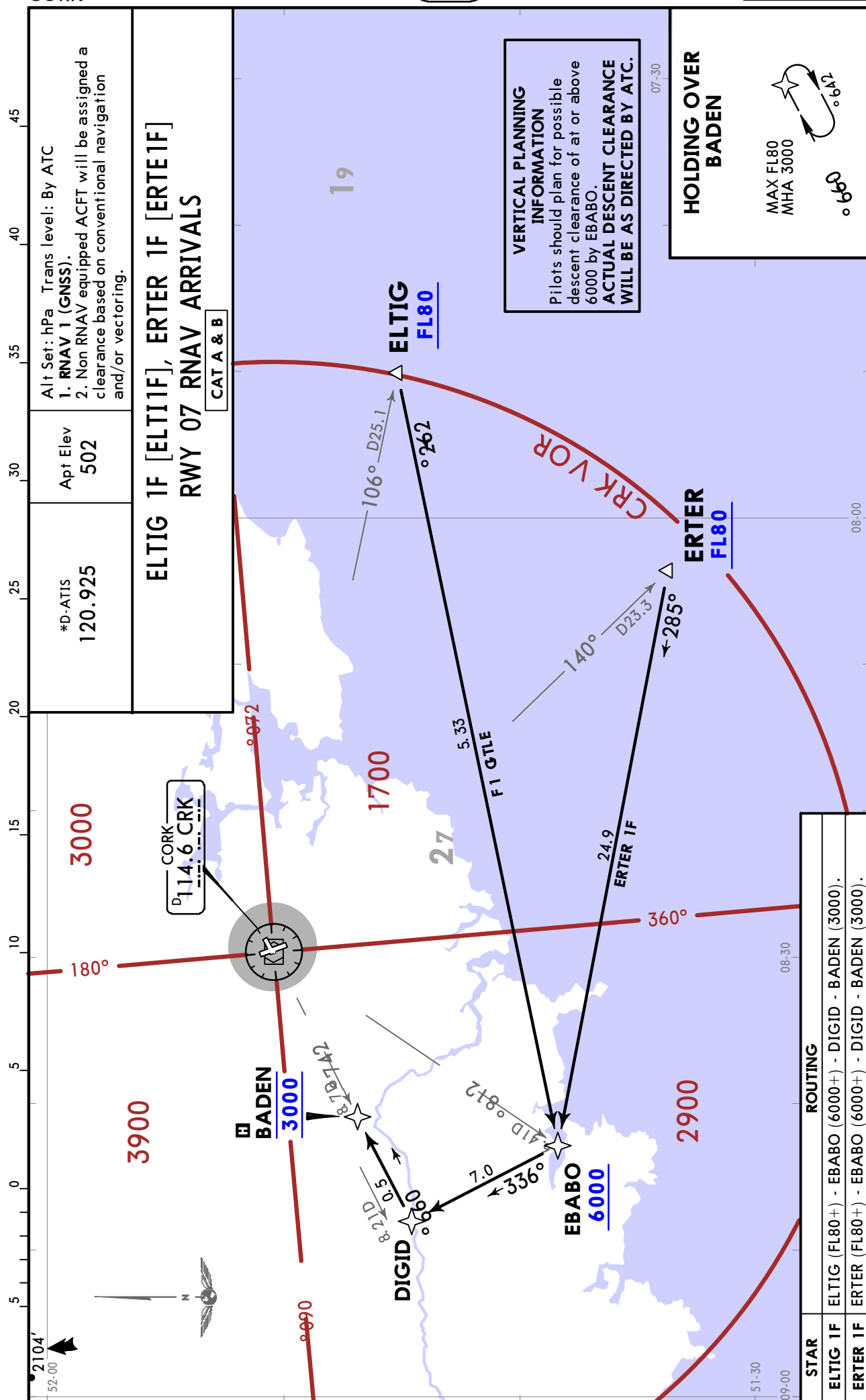
CAT C, D ACFT departures must maintain straight ahead after take-off until passing 2500' before commencing turn.

Take-off climb should comply with NADP 1 or NADP 2.

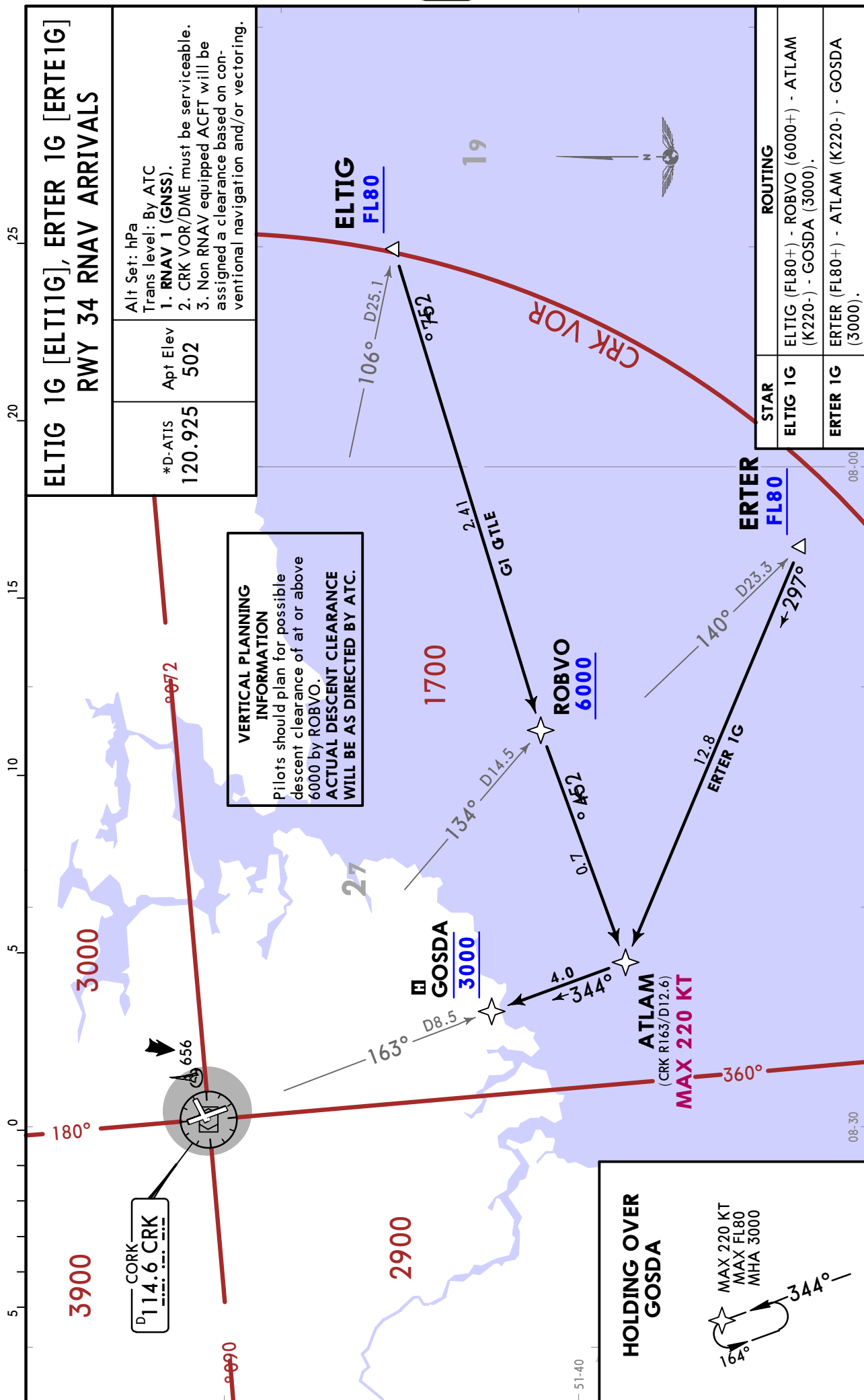
EICK/ORK
CORK

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20 APR 18 10-2 Eff 26 Apr

CORK, IRELAND
RNAV STAR



CORK, IRELAND
RNAV STAR



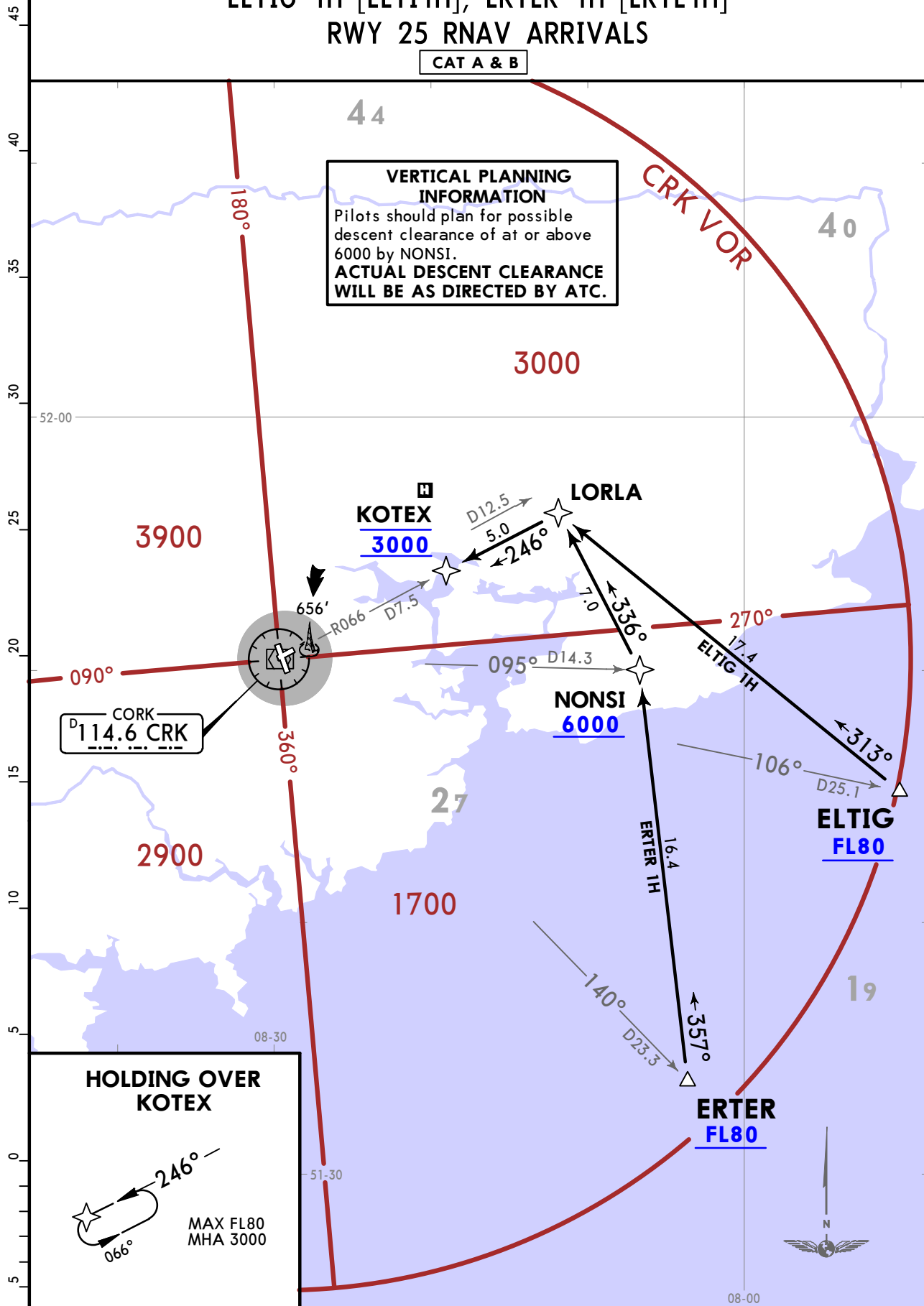
EICK/ORK
CORK
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 5 OCT 18 **(10-2B)** **Eff 11 Oct**
CORK, IRELAND
RNAV STAR

 *D-ATIS
120.925

 Apt Elev
502

 Alt Set: hPa Trans level: By ATC
 1. **RNAV 1 (GNSS)**. 2. Non RNAV equipped ACFT will be assigned
 a clearance based on conventional navigation and/or vectoring.

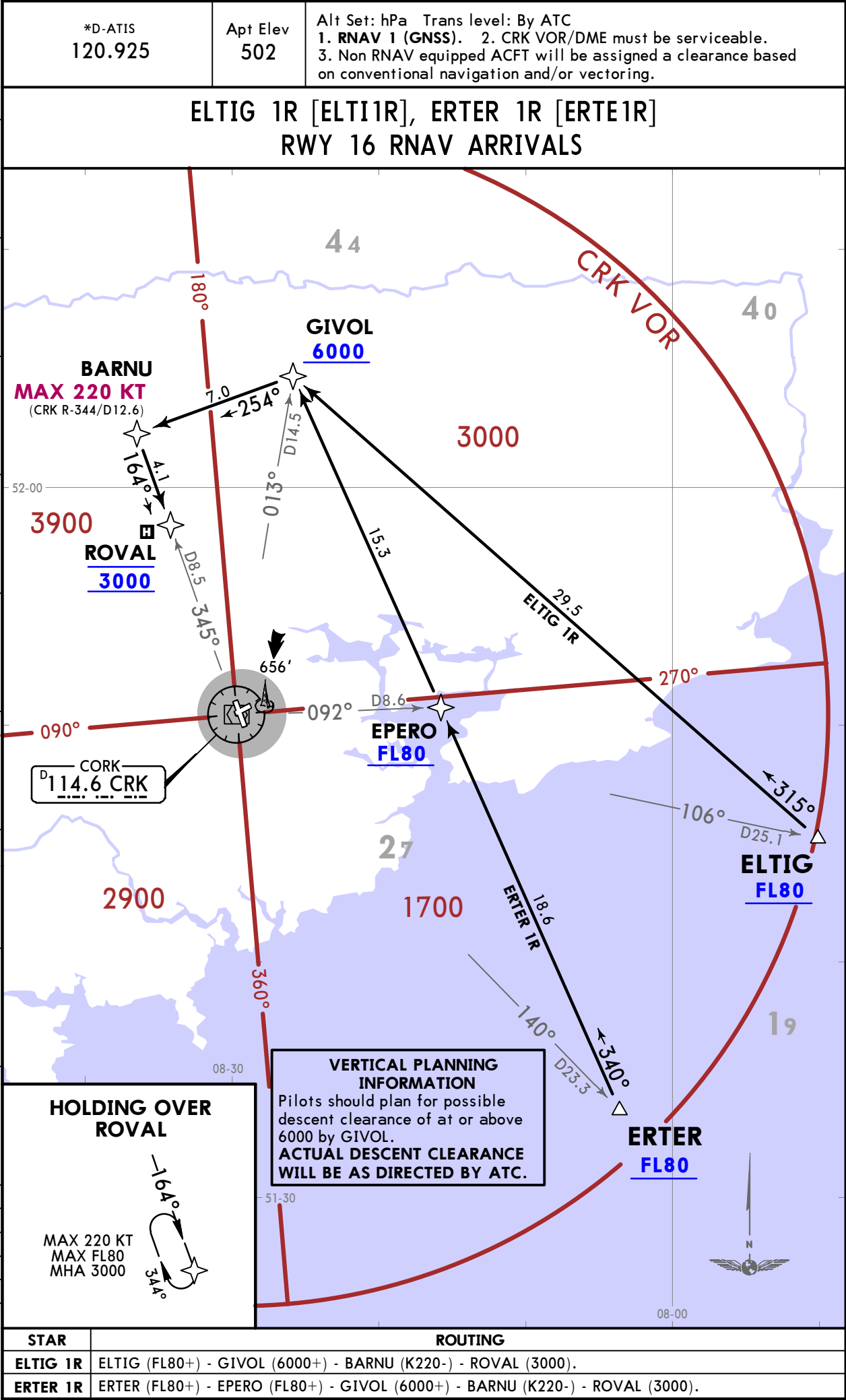
ELTIG 1H [ELTI1H], ERTER 1H [ERTE1H]
RWY 25 RNAV ARRIVALS
CAT A & B
**VERTICAL PLANNING
 INFORMATION**

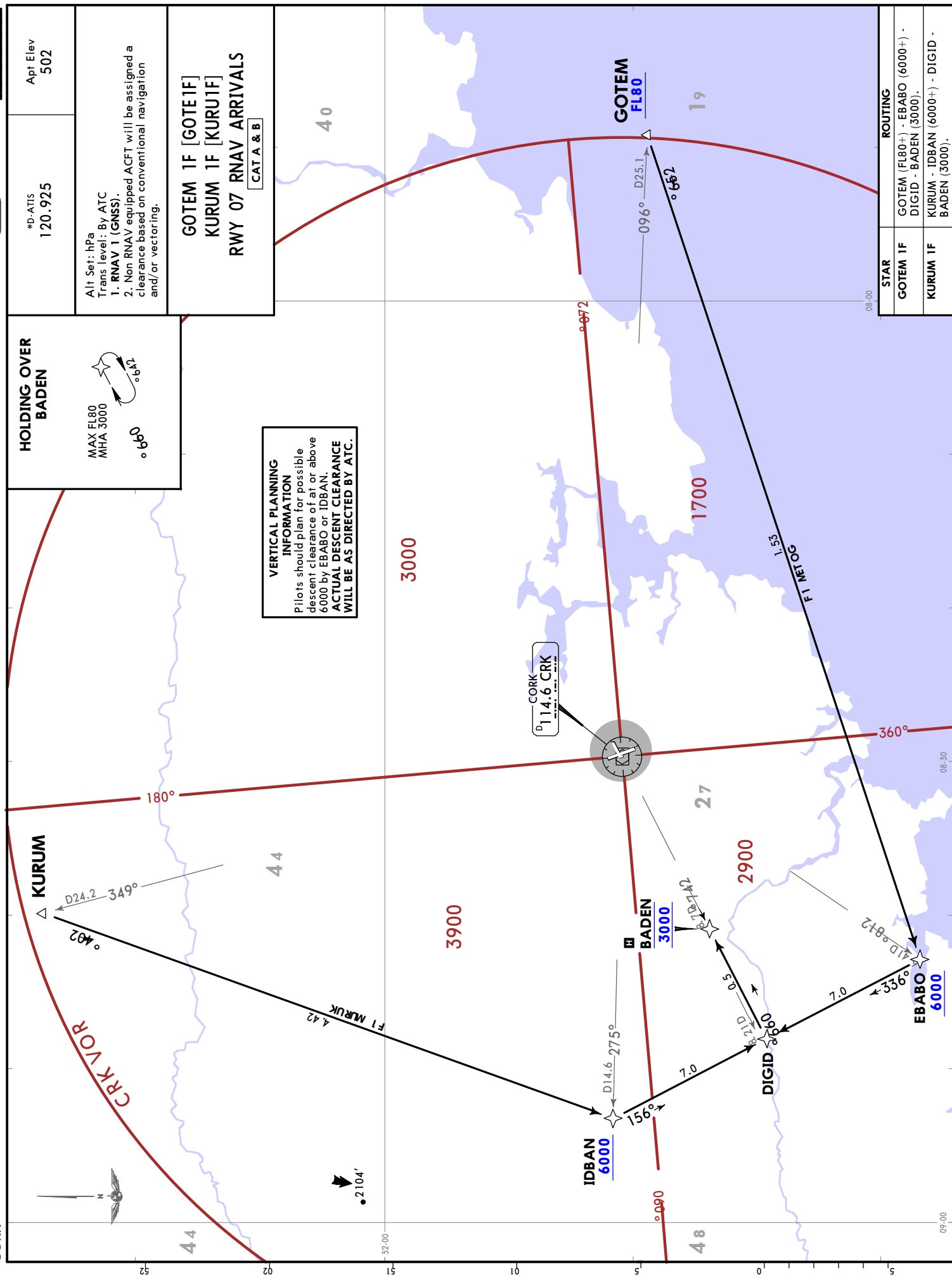
 Pilots should plan for possible
 descent clearance of at or above
 6000 by NONSI.
**ACTUAL DESCENT CLEARANCE
 WILL BE AS DIRECTED BY ATC.**


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5 OCT 18 10-2C Eff 11 Oct

CORK, IRELAND
RNAV STAR





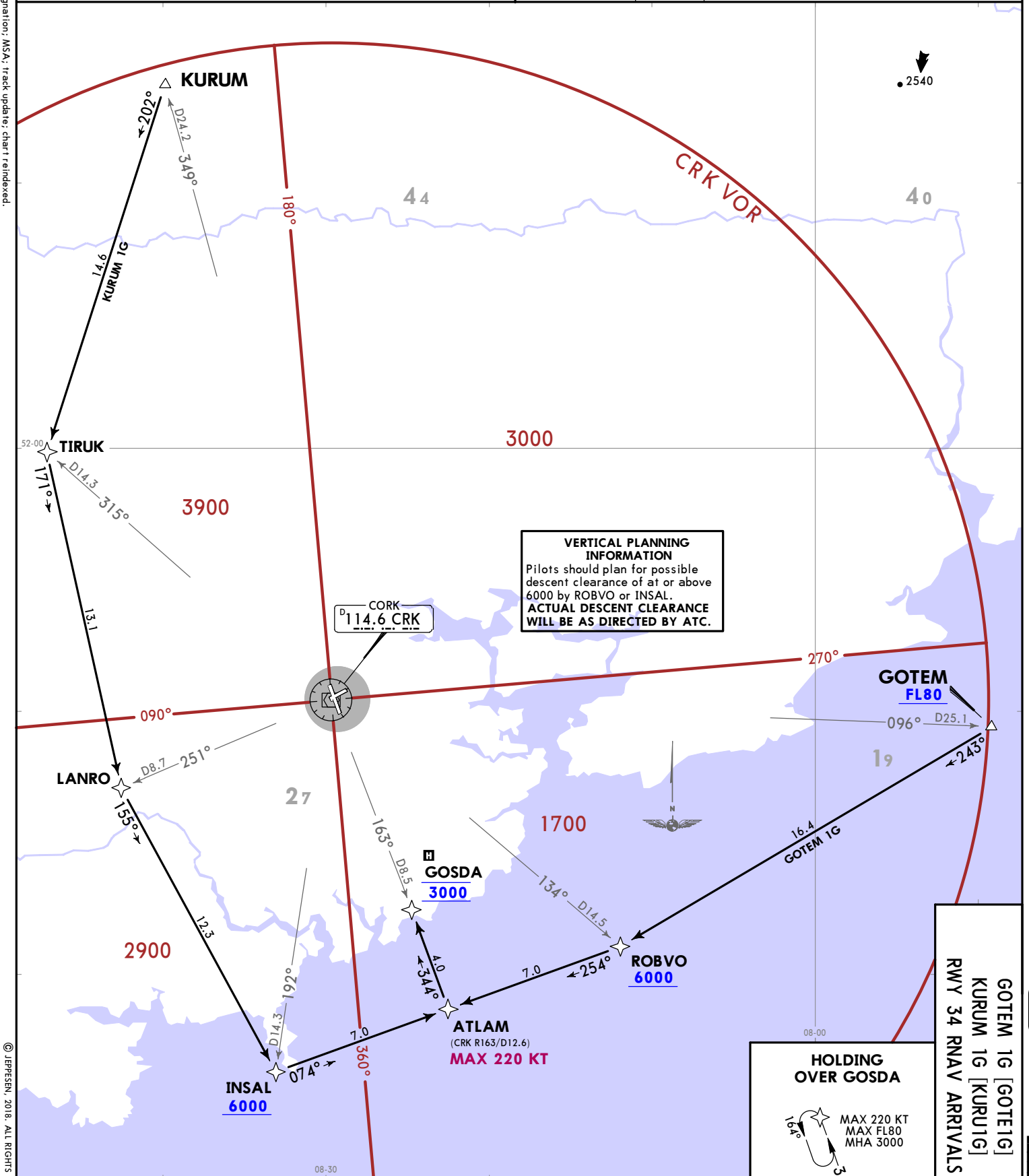
GOTEM 1G [GOTE1G], KURUM 1G [KURU1G]
RWY 34 RNAV ARRIVALS

*D-ATIS
120.925

Apt Elev
502

Alt Set: hPa
Trans level: By ATC

1. RNAV 1 (GNSS).
2. CRK VOR/DME must be serviceable.
3. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.



GOTEM 1G [GOTE1G]
KURUM 1G [KURU1G]
RWY 34 RNAV ARRIVALS

**HOLDING
OVER GOSDA**

164% MAX 220 KT
MAX FL80
MAX 5000

STAR	ROUTING
GOTEM 1G	GOTEM (FL80+) - ROBOVO (6000+) - ATLAM (K220-) - GOSDA (3000).
KURUM 1G	KURUM - TIRUK - LANRO - INSAL (6000+) - ATLAM (K220-) - GOSDA (3000).

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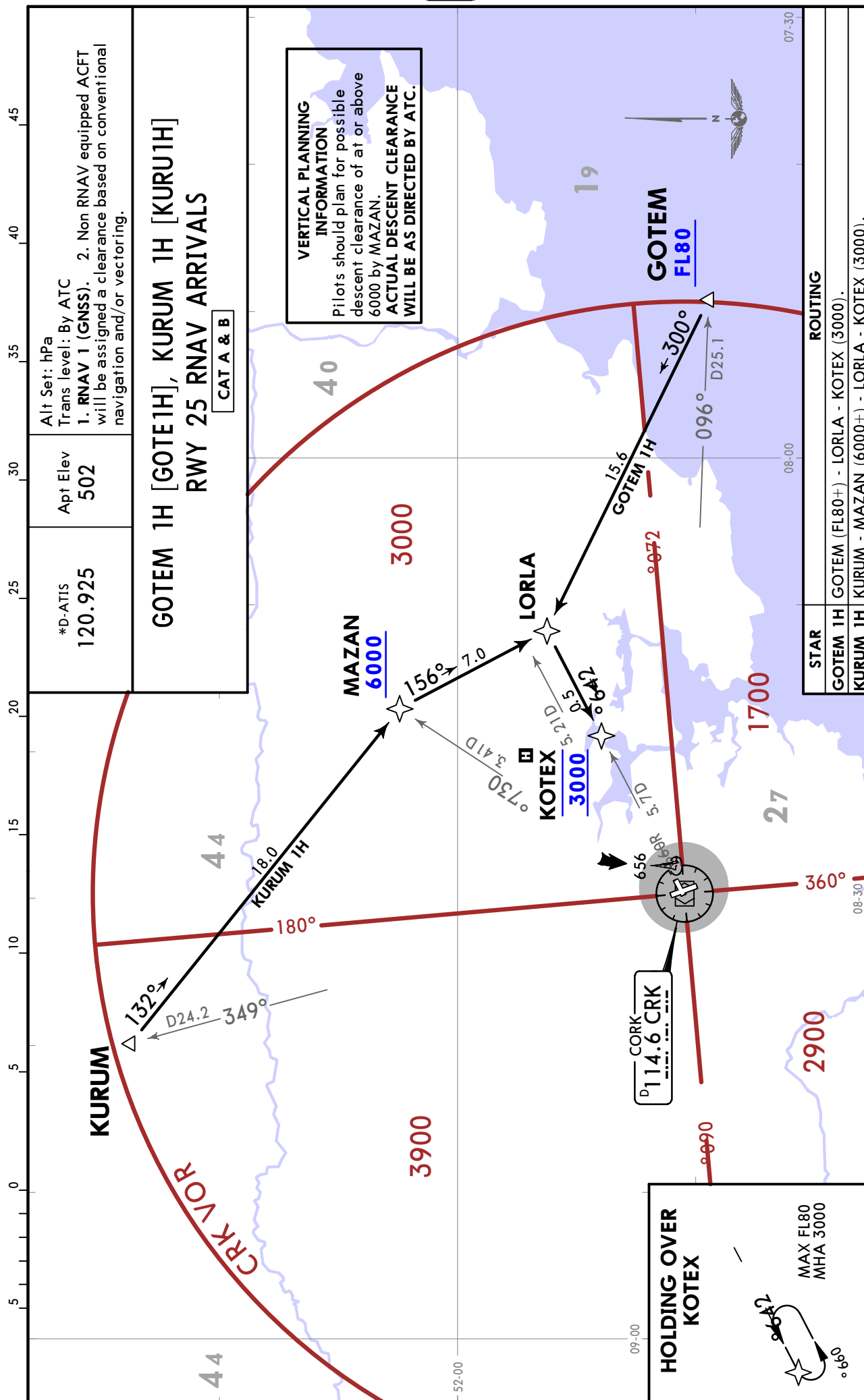
20 APR 18

10-2F

Eff 26 Apr

CORK, IRELAND

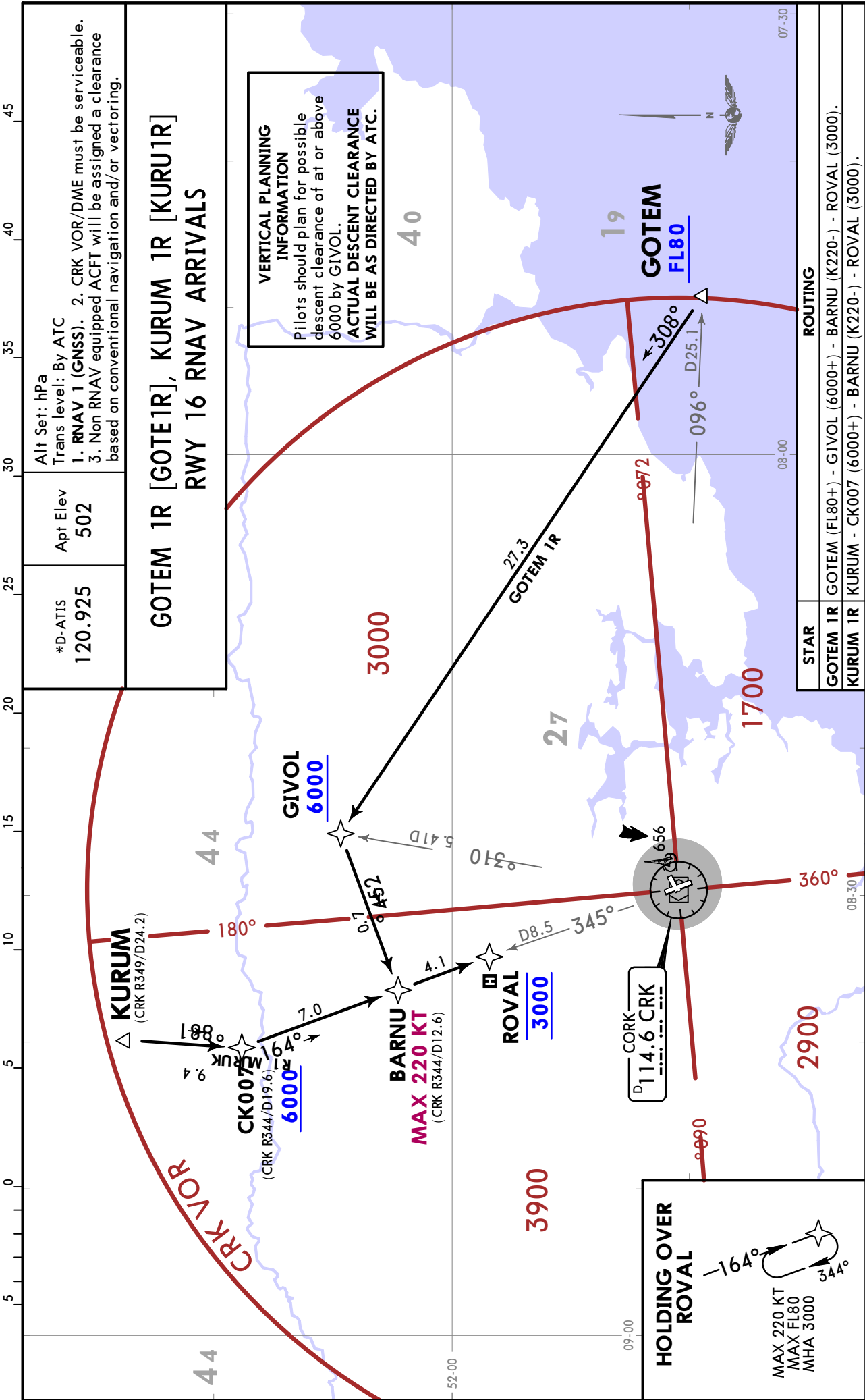
RNAV STAR



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20 APR 18 10-2G Eff 26 Apr

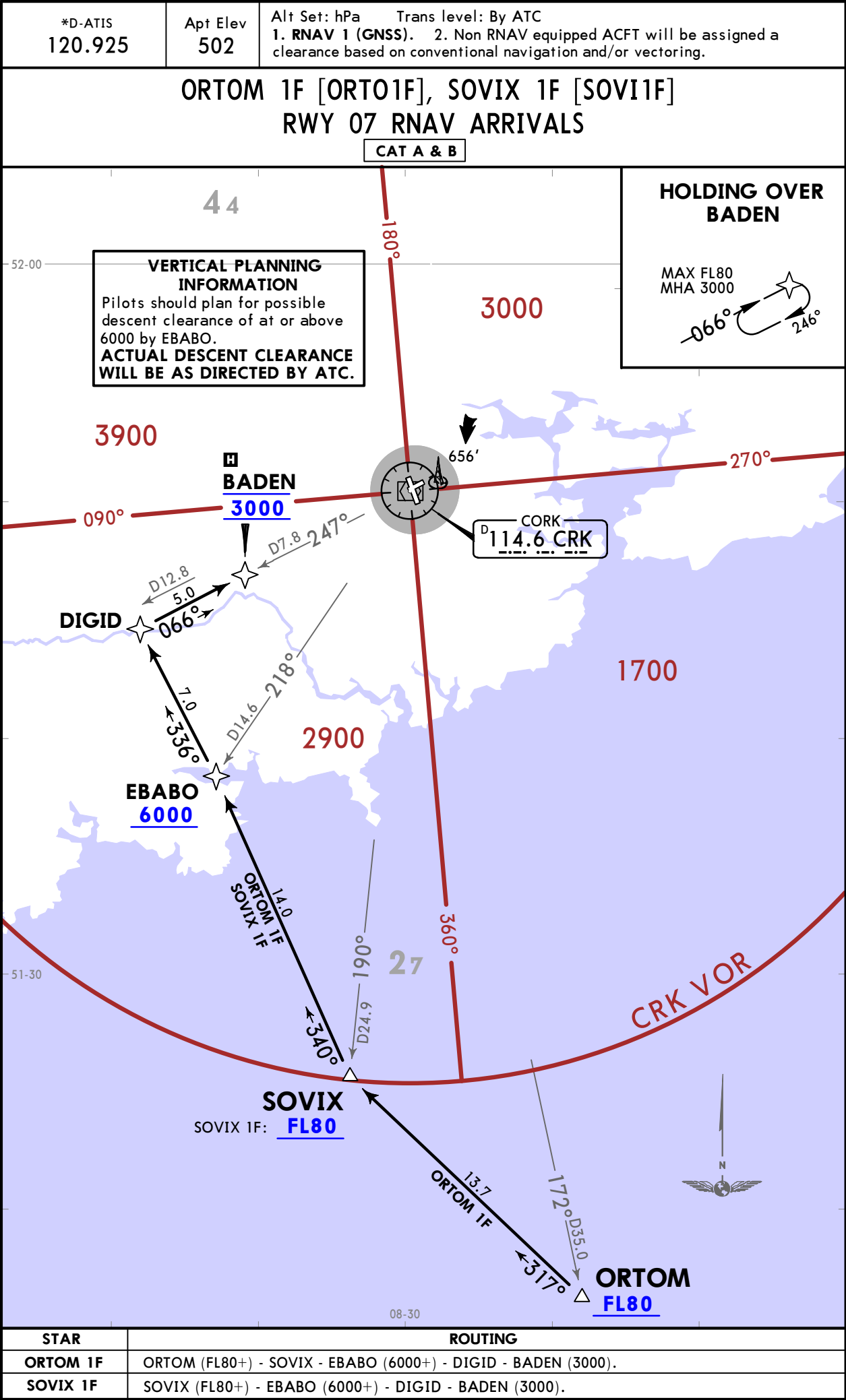
CORK, IRELAND
RNAV STAR



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CORK

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20 APR 18 10-2H Eff 26 Apr

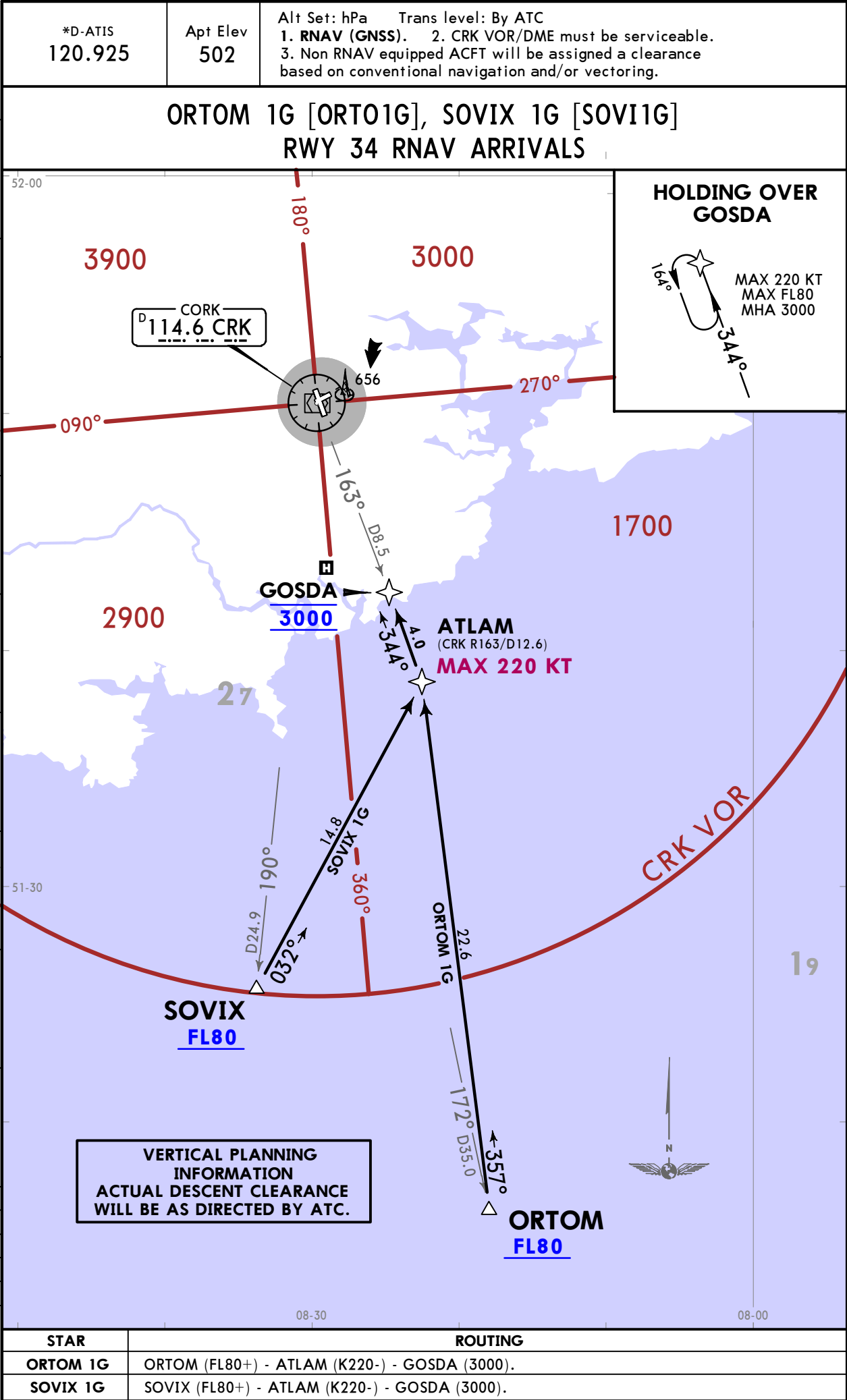
CORK, IRELAND
RNAV STAR



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CORK

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20 APR 18 10-2J Eff 26 Apr

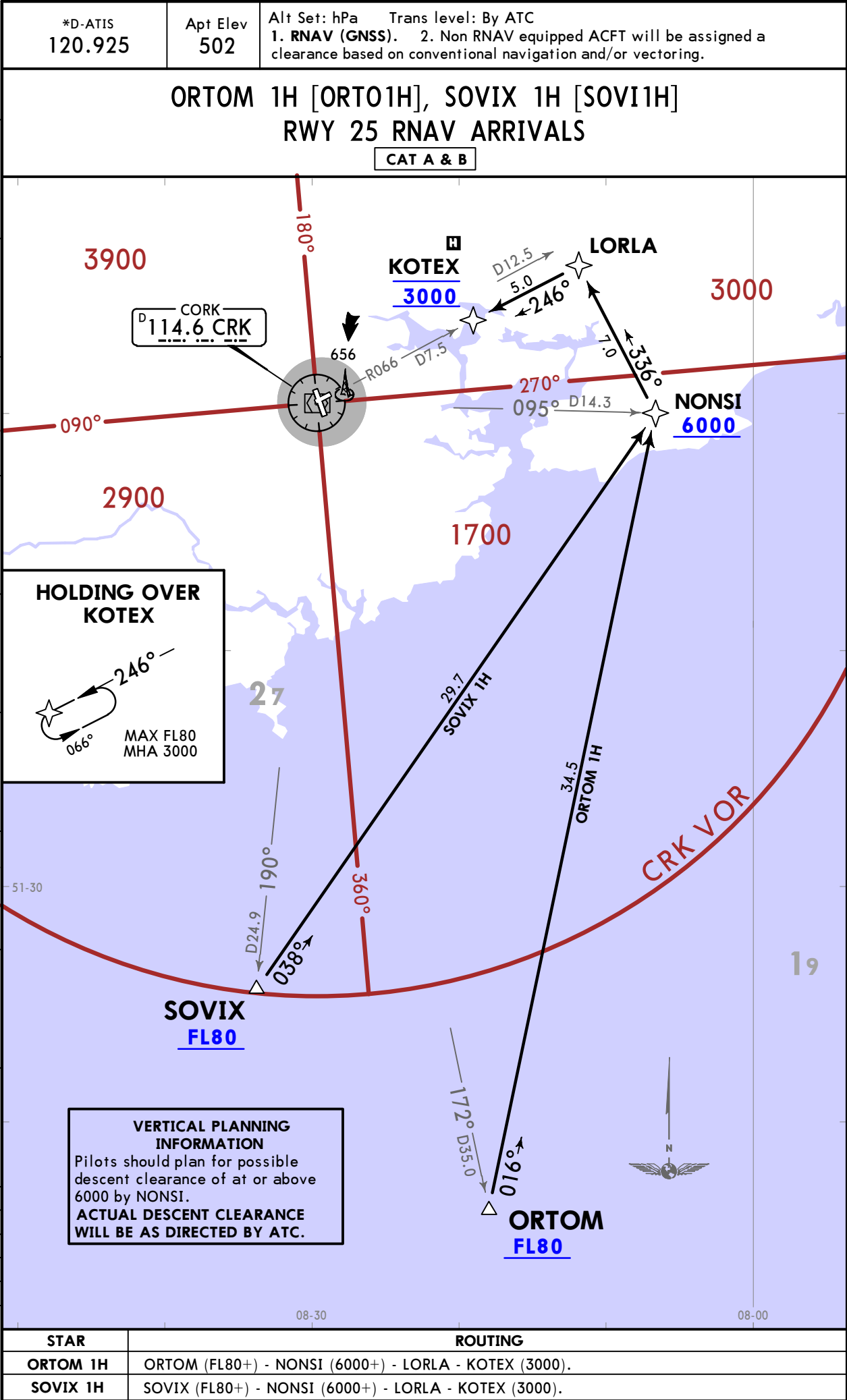
CORK, IRELAND
RNAV STAR



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5 OCT 18 10-2K Eff 11 Oct

CORK, IRELAND
RNAV STAR



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CORK, IRELAND

5 OCT 18

10-2L

Eff 11 Oct

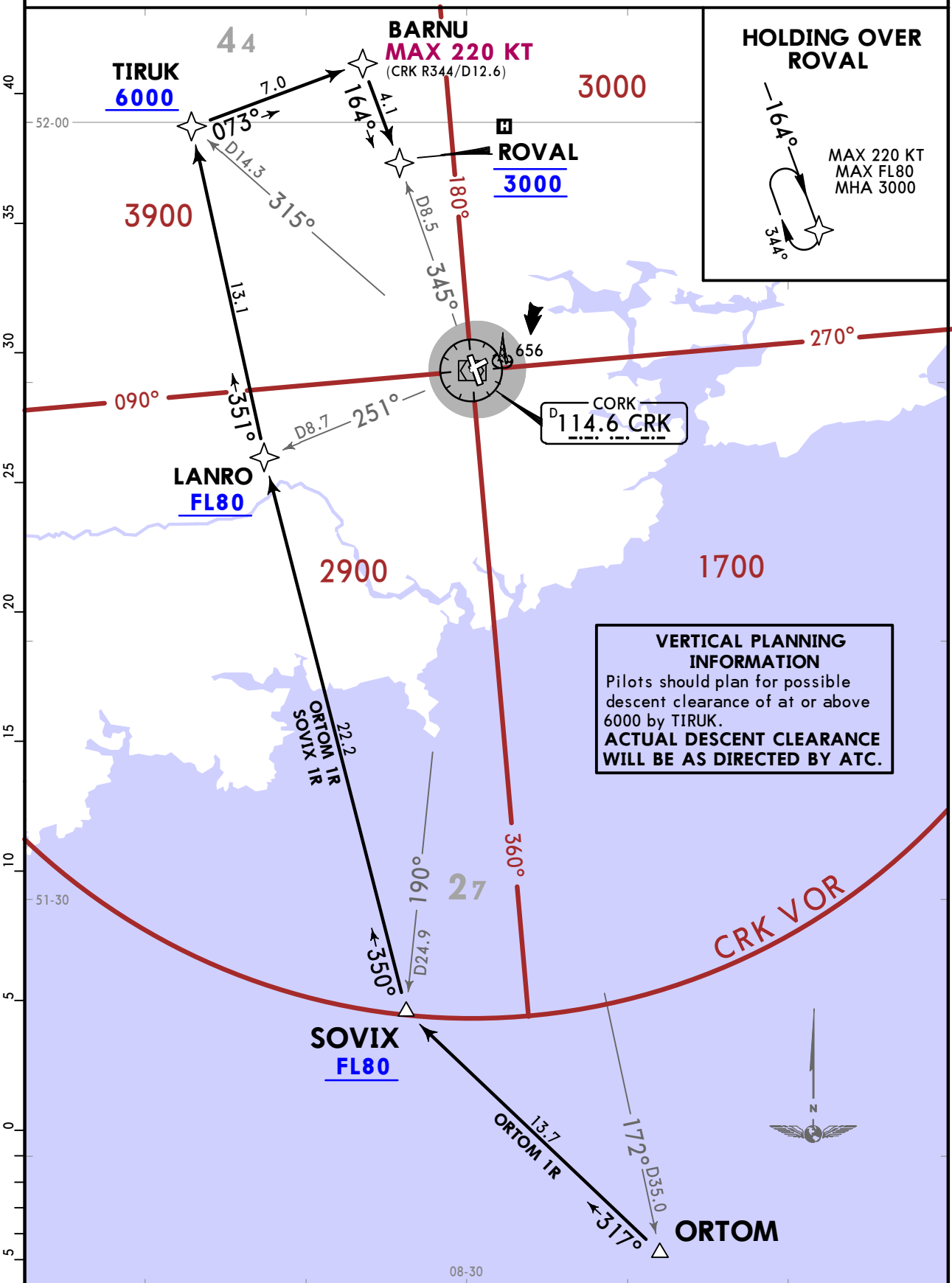
RNAV STAR

*D-ATIS
120.925

Apt Elev
502

Alt Set: hPa Trans level: By ATC
1. RNAV 1 (GNSS). 2. CRK VOR/DME must be serviceable.
3. Non RNAV equipped ACFT will be assigned a clearance
based on conventional navigation and/or vectoring.

ORTOM 1R [ORTO1R], SOVIX 1R [SOVI1R]
RWY 16 RNAV ARRIVALS

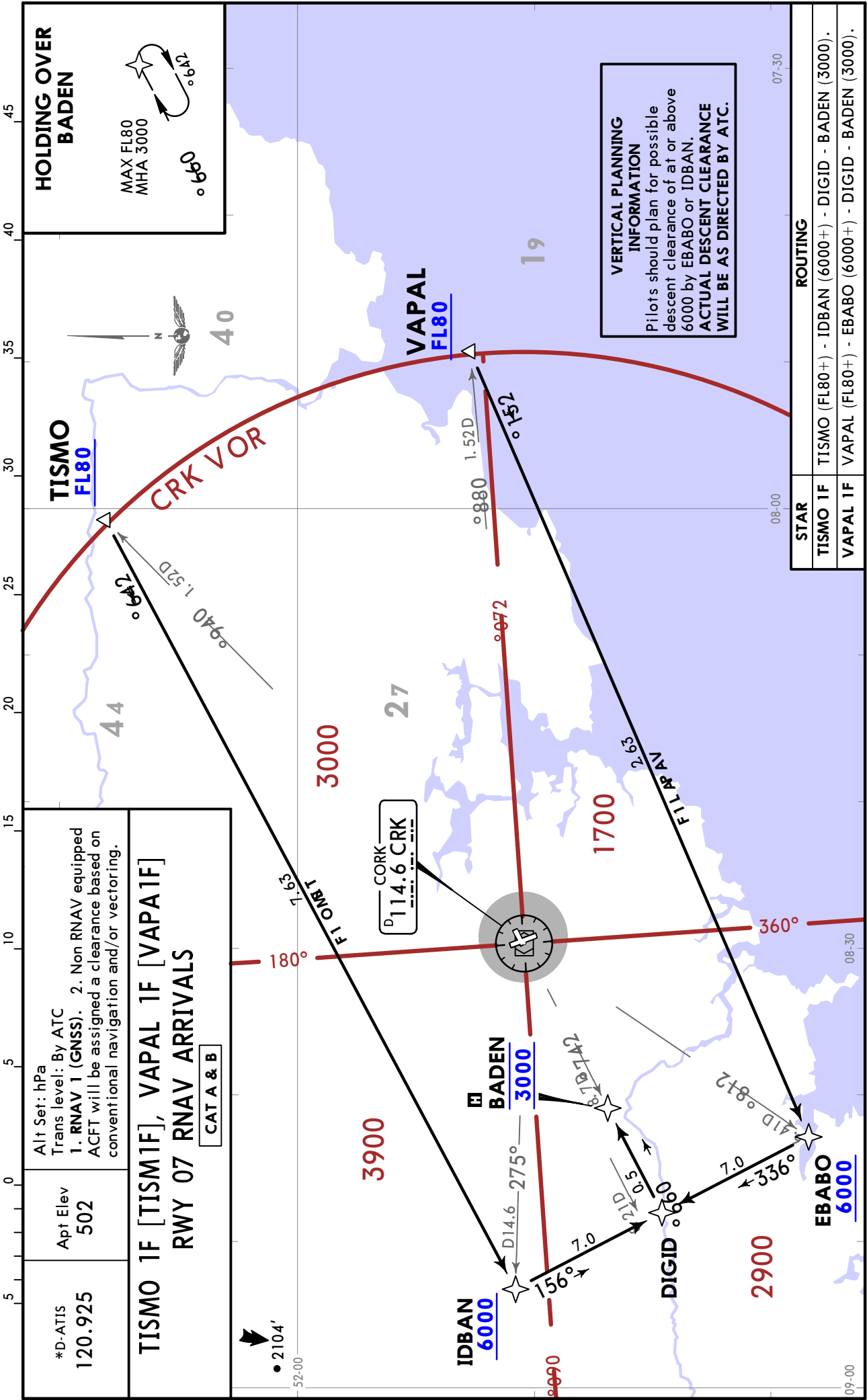


STAR	ROUTING
ORTOM 1R	ORTOM - SOVIX - LANRO (FL80+) - TIRUK (6000+) - BARNU (K220-) - ROVAL (3000).
SOVIX 1R	SOVIX (FL80+) - LANRO (FL80+) - TIRUK (6000+) - BARNU (K220-) - ROVAL (3000).

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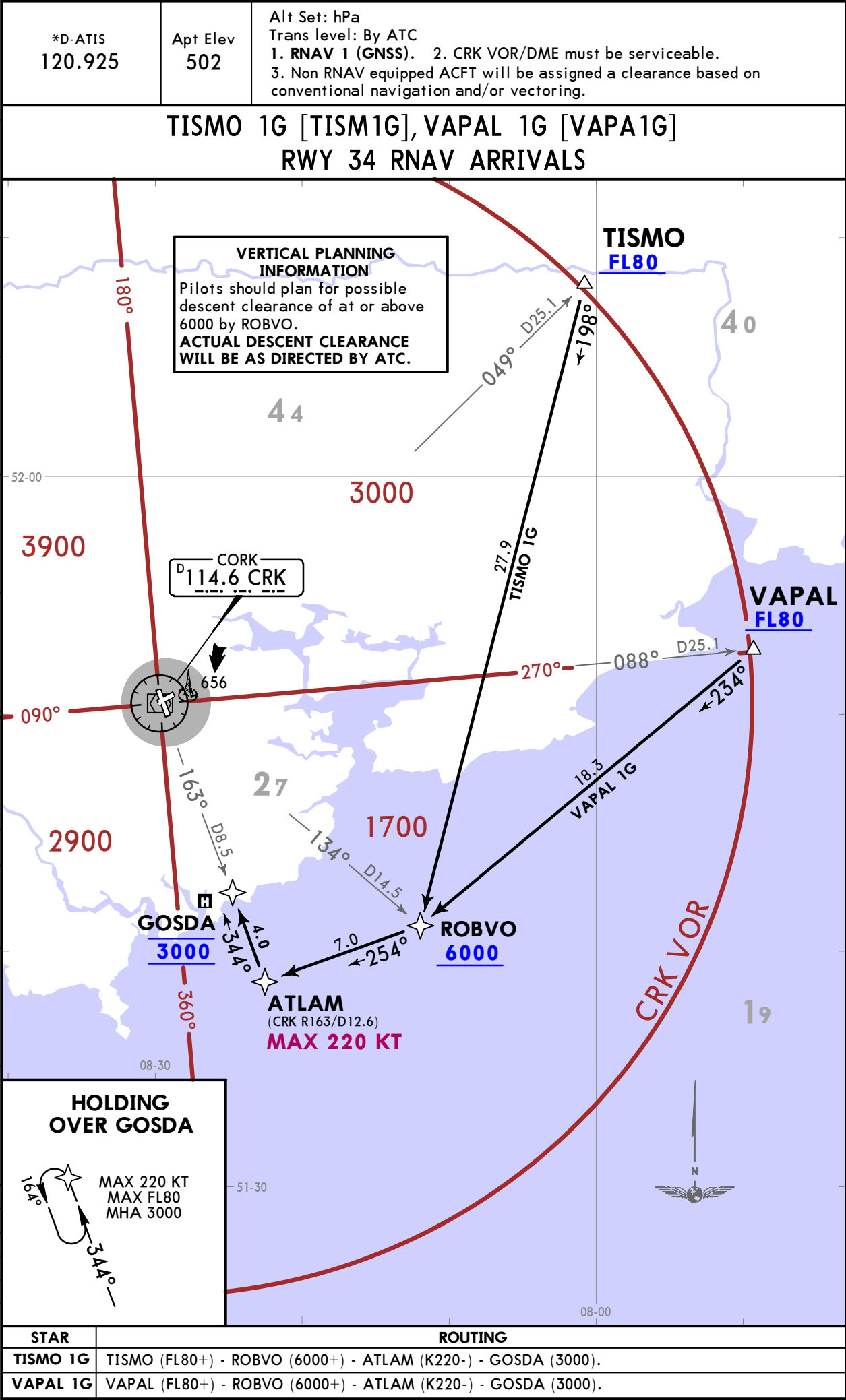
CORK, IRELAND
RNAV STAR



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CORK

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20 APR 18 10-2N Eff 26 Apr

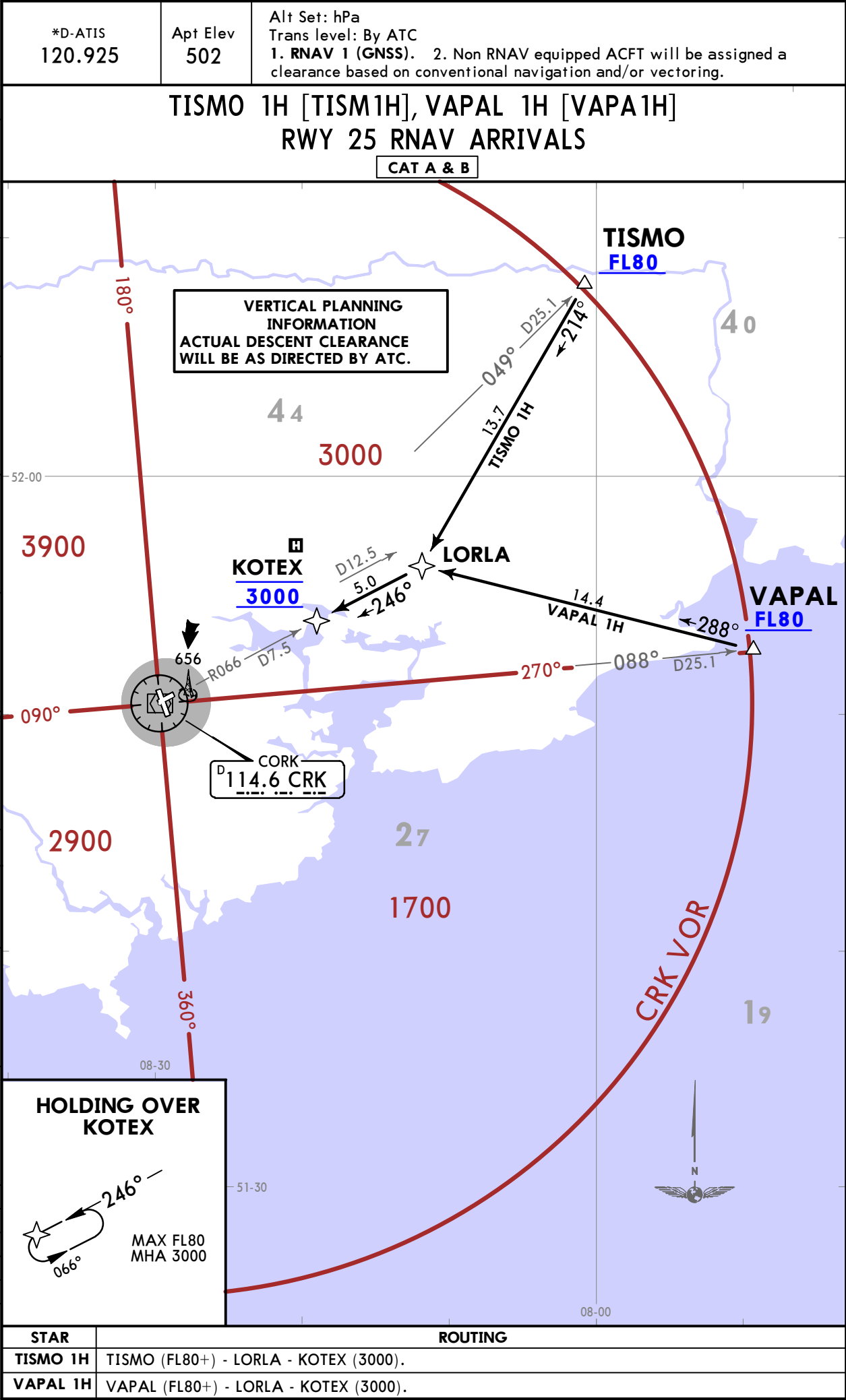
CORK, IRELAND
RNAV STAR



EICK/ORK
CORK

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20 APR 18 10-2P Eff 26 Apr

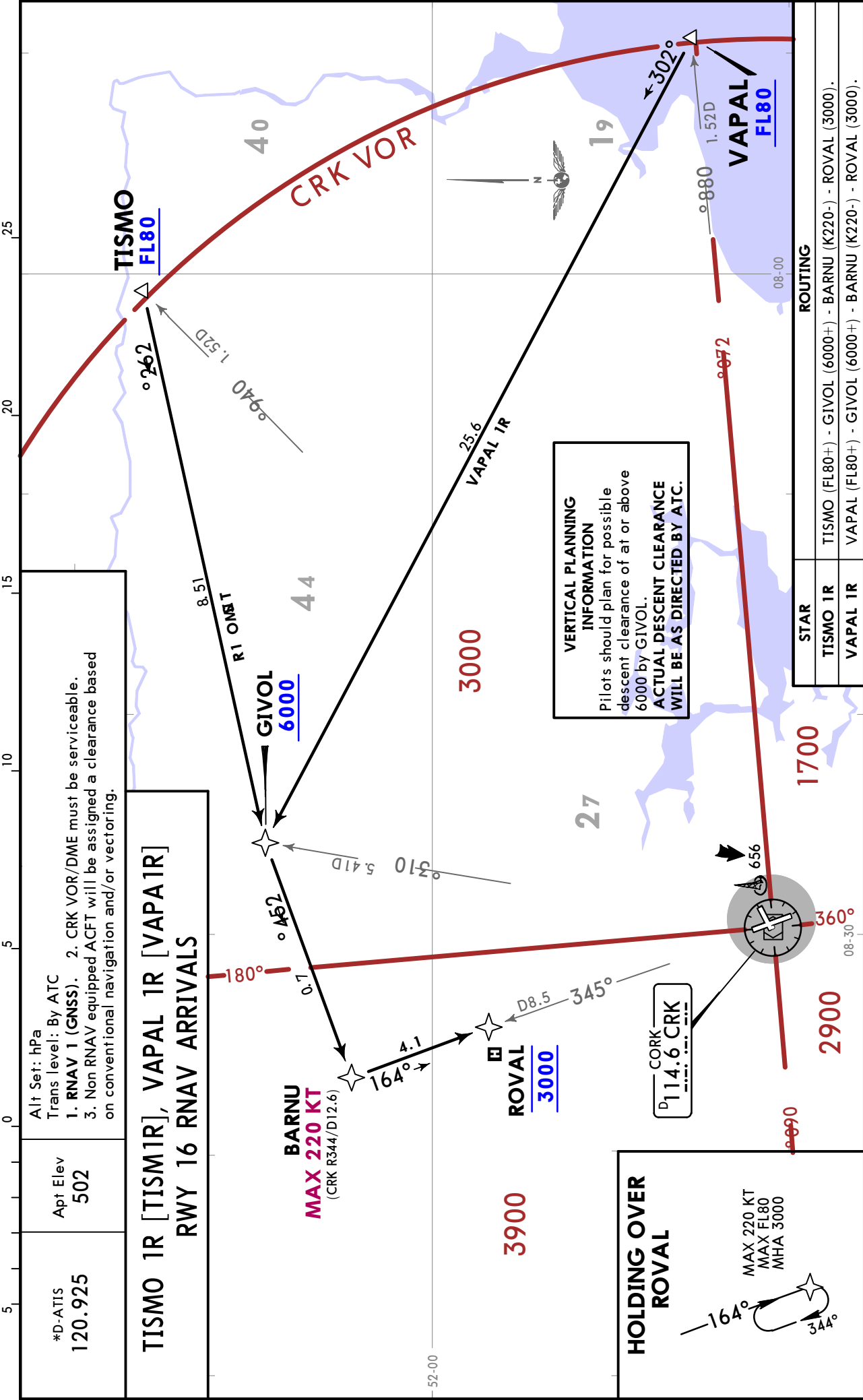
CORK, IRELAND
RNAV STAR



EICK/ORK
CORK

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20 APR 18 10-2Q Eff 26 Apr

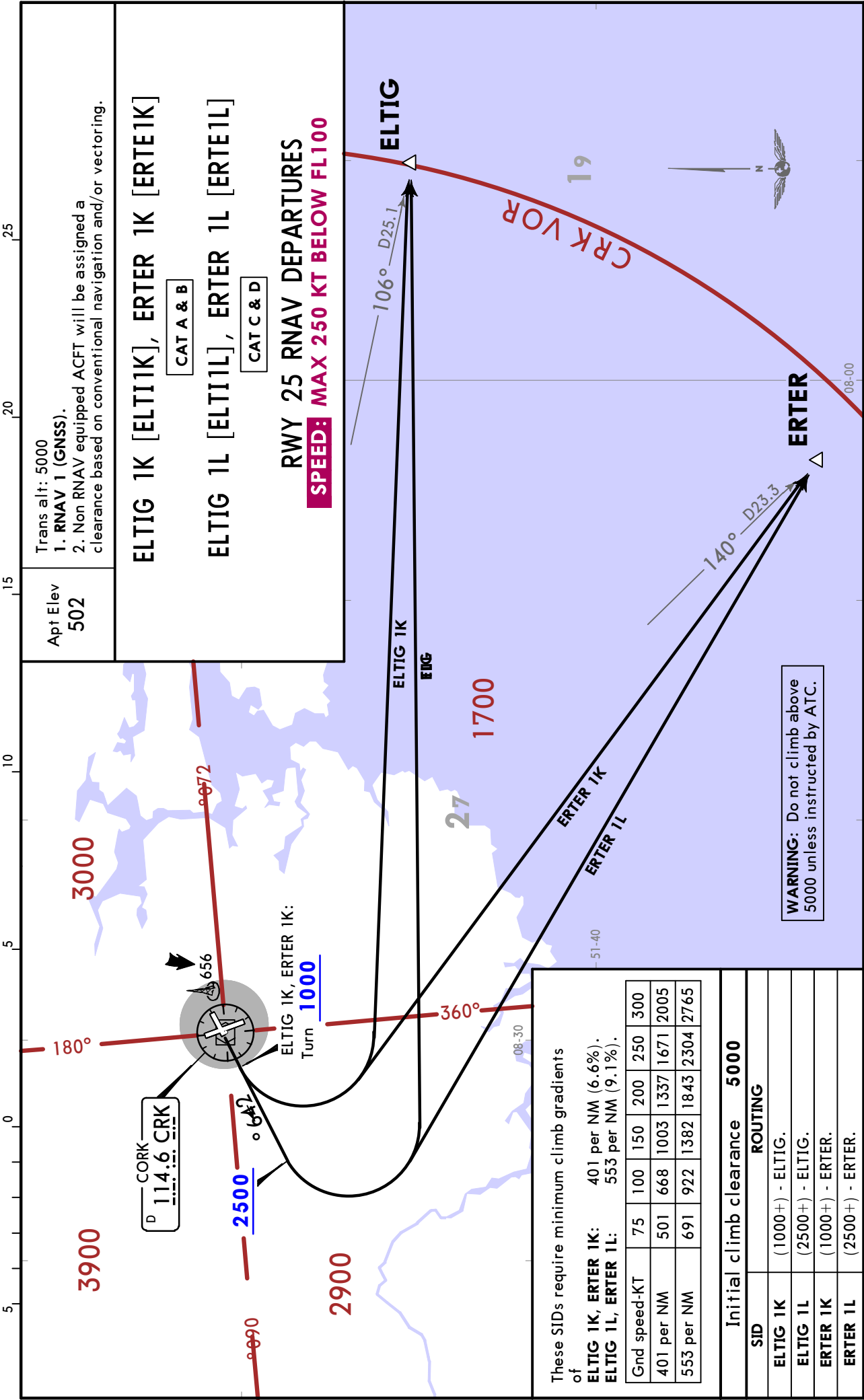
CORK, IRELAND
RNAV STAR



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20 APR 18 10-3 Eff 26 Apr

CORK, IRELAND
RNAV SID



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CORK

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20 APR 18 (10-3A) Eff 26 Apr

CORK, IRELAND
RNAV SID

Apt Elev 502
Trans alt: 5000
1. RNAV 1 (GNSS).
2. EXPECT close-in obstacles.
3. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

ELTIG 1M [ELTI1M], ERTER 1M [ERTE1M]

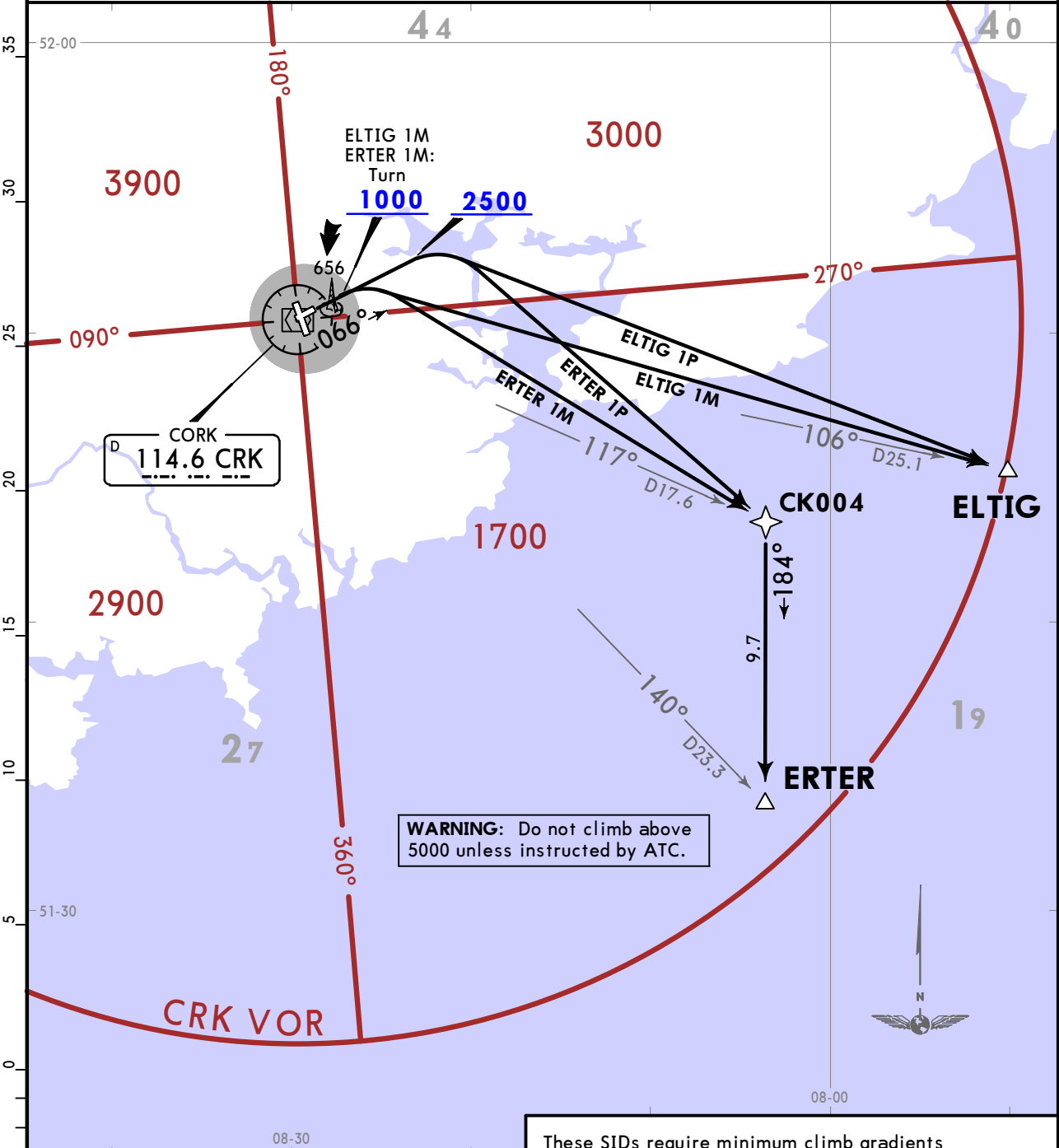
CAT A & B

ELTIG 1P [ELTI1P], ERTER 1P [ERTE1P]

CAT C & D

RWY 07 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance 5000	
SID	ROUTING
ELTIG 1M	(1000+) - ELTIG.
ELTIG 1P	(2500+) - ELTIG.
ERTER 1M	(1000+) - CK004 - ERTER.
ERTER 1P	(2500+) - CK004 - ERTER.

These SIDs require minimum climb gradients of

ELTIG 1M, ERTER 1M: 401 per NM (6.6%).
ELTIG 1P, ERTER 1P: 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765
401 per NM	501	668	1003	1337	1671	2005

EICK/ORK
CORK

JEPPESSEN
20 APR 18 (10-3B) Eff 26 Apr

CORK, IRELAND
RNAV SID

- Apt Elev
502
- Trans alt: 5000
1. RNAV 1 (GNSS).
2. CRK VOR/DME must be serviceable.
3. If unable to comply with SIDs advise ATC for alternative clearance.
4. EXPECT close-in obstacles LEFT of RWY track.
5. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

ELTIG 1N [ELTI1N], ERTER 1N [ERTE1N]

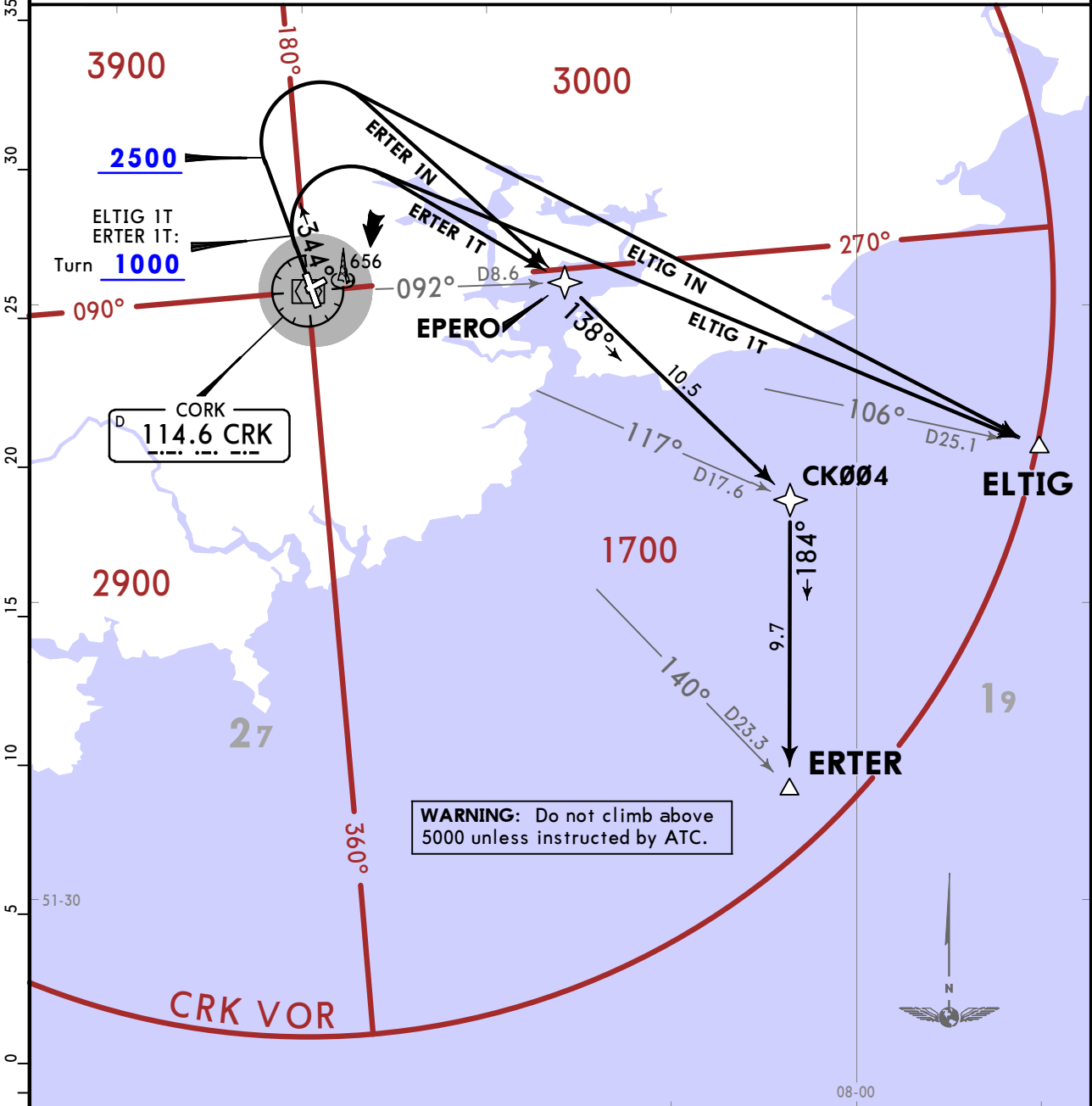
CAT C & D

ELTIG 1T [ELTI1T], ERTER 1T [ERTE1T]

CAT A & B

RWY 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance 5000	
SID	ROUTING
ELTIG 1N	(2500+) - ELTIG.
ELTIG 1T	(1000+) - ELTIG.
ERTER 1N	(2500+) - EPERO - CK004 - ERTER.
ERTER 1T	(1000+) - EPERO - CK004 - ERTER.

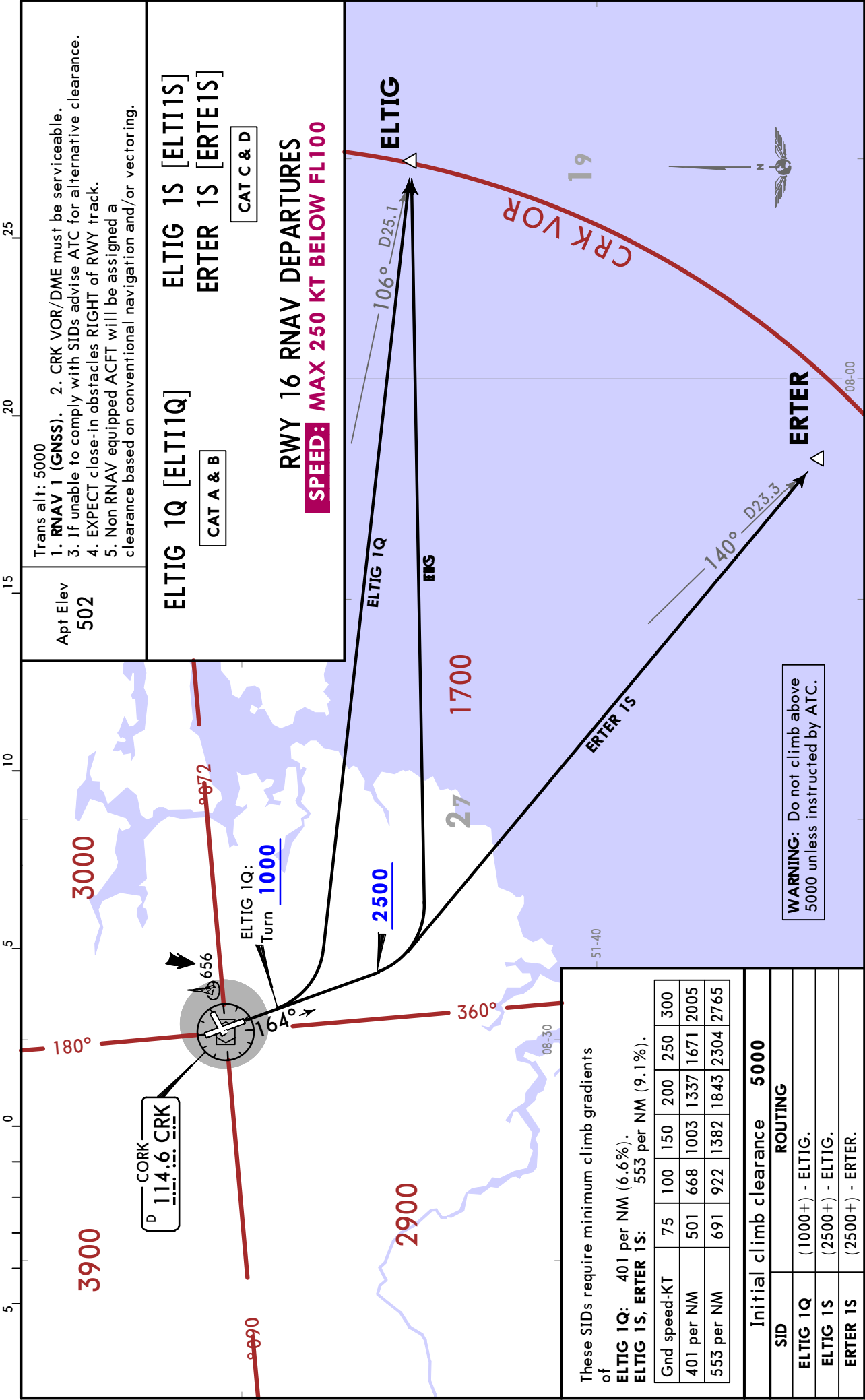
These SIDs require minimum climb gradients of
ELTIG 1N, ERTER 1N: 553 per NM (9.1%).
ELTIG 1T, ERTER 1T: 401 per NM (6.6%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765
401 per NM	501	668	1003	1337	1671	2005

EICK/ORK
CORK

JEPPESSEN
20 APR 18 10-3C Eff 26 Apr

CORK, IRELAND
RNAV SID



20 APR 18

10-31

Eff 26 Apr

Trans alt: 5000

Apt Elev
502

1. RNAV 1 (GNSS).
2. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

GOTEM 1K [GOTE1K], KURUM 1K [KURU1K]

CAT A & B

GOTEM 1L [GOTE1L], KURUM 1L [KURU1L]

CAT C & D

RWY 25 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients

of

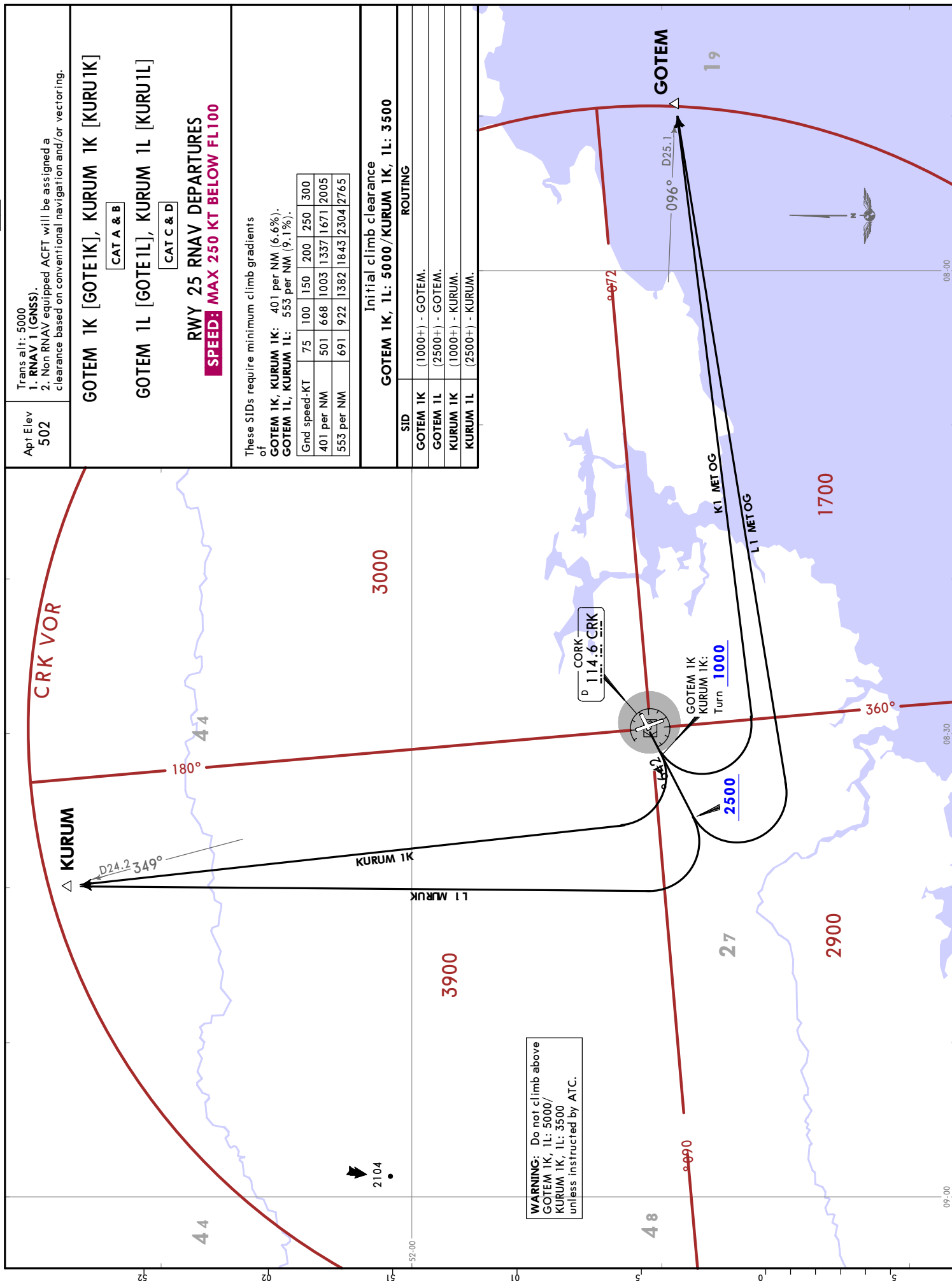
GOTEM 1K, KURUM 1K: 401 per NM (6.6%).

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance
GOTEM 1K, 1L: 5000/KURUM 1K, 1L: 3500

SID	ROUTING
GOTEM 1K	(1000+) - GOTEM.
GOTEM 1L	(2500+) - GOTEM.
KURUM 1K	(1000+) - KURUM.
KURUM 1L	(2500+) - KURUM.

WARNING: Do not climb above
GOTEM 1K, 1L: 5000/
KURUM 1K, 1L: 3500
unless instructed by ATC.



CHANGES: RNAV SIDs RWY 25 established: RNAV SIDs RWY 34 transferred.

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Trans alt: 5000
1. RNAV (GNSS).
2. EXPECT close-in obstacles.
3. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

GOTEM 1M [GOTE1M]
KURUM 1M [KURU1M]

CAT A & B
GOTEM 1P [GOTE1P]
KURUM 1P [KURU1P]

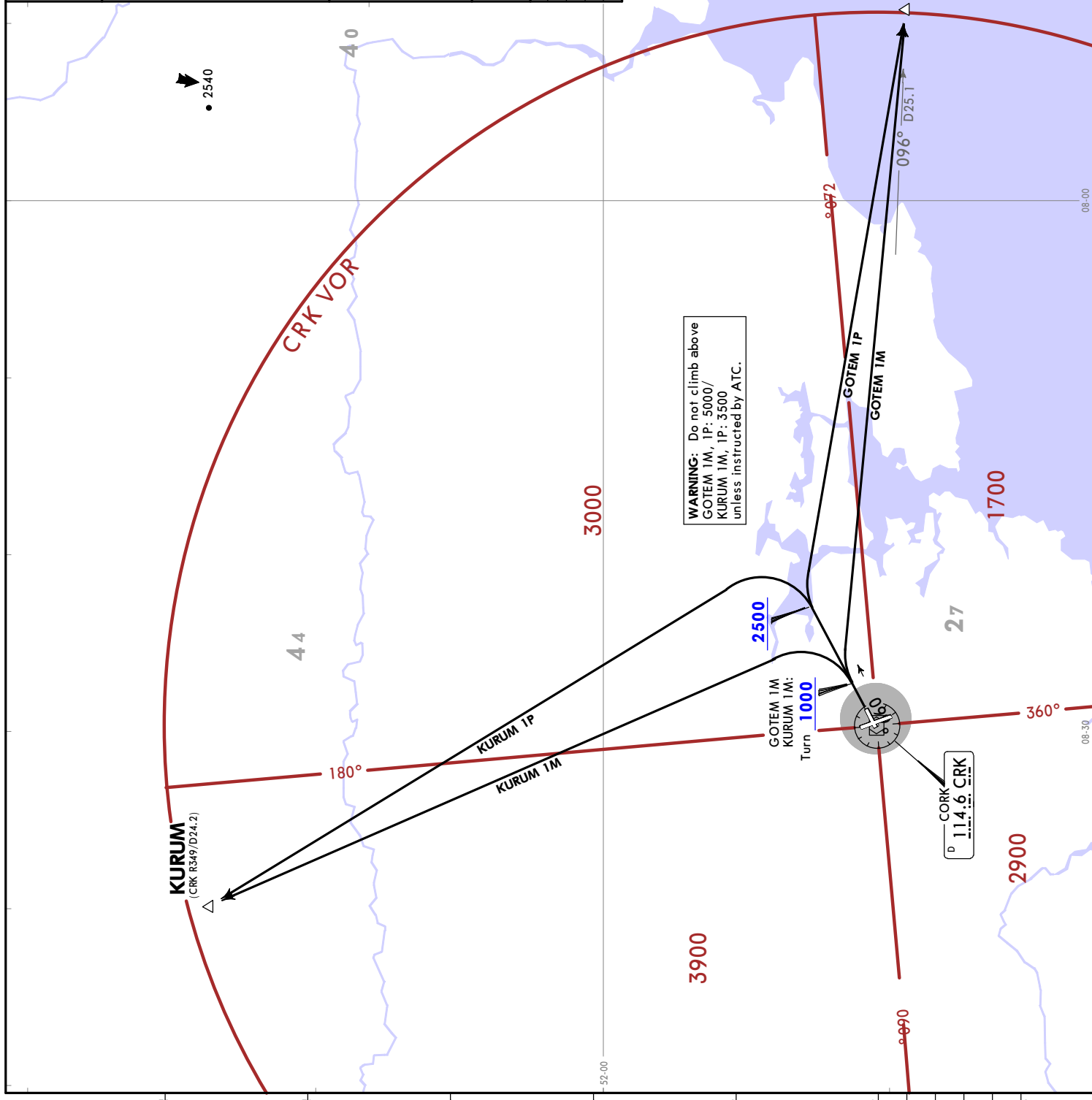
CAT C & D
RWY 07 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
GOTEM 1M, KURUM 1M: 401 per NM (6.6%).
GOTEM 1P, KURUM 1P: 553 per NM (9.1%).

Grd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765
401 per NM	501	668	1003	1337	1671	2005

Initial climb clearance
GOTEM 1M, 1P: 5000
KURUM 1M, 1P: 3500

SID	ROUTING
GOTEM 1M	(1000+) - GOTEM.
GOTEM 1P	(2500+) - GOTEM.
KURUM 1M	(1000+) - KURUM.
KURUM 1P	(2500+) - KURUM.



Trans alt: 5000
1. RNAV 1 (GNSS).
2. CRK VOR/DME must be serviceable.
3. If unable to comply with SIDs advise ATC for alternative clearance.
4. EXPECT close-in obstacles RIGHT of RWY track.
5. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

Apt Elev
502

GOTEM 1Q [GOTE1Q], KURUM 1Q [KURU1Q]
CAT A & B

GOTEM 1S [GOTE1S], KURUM 1S [KURU1S]
CAT C & D

RWY 16 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100

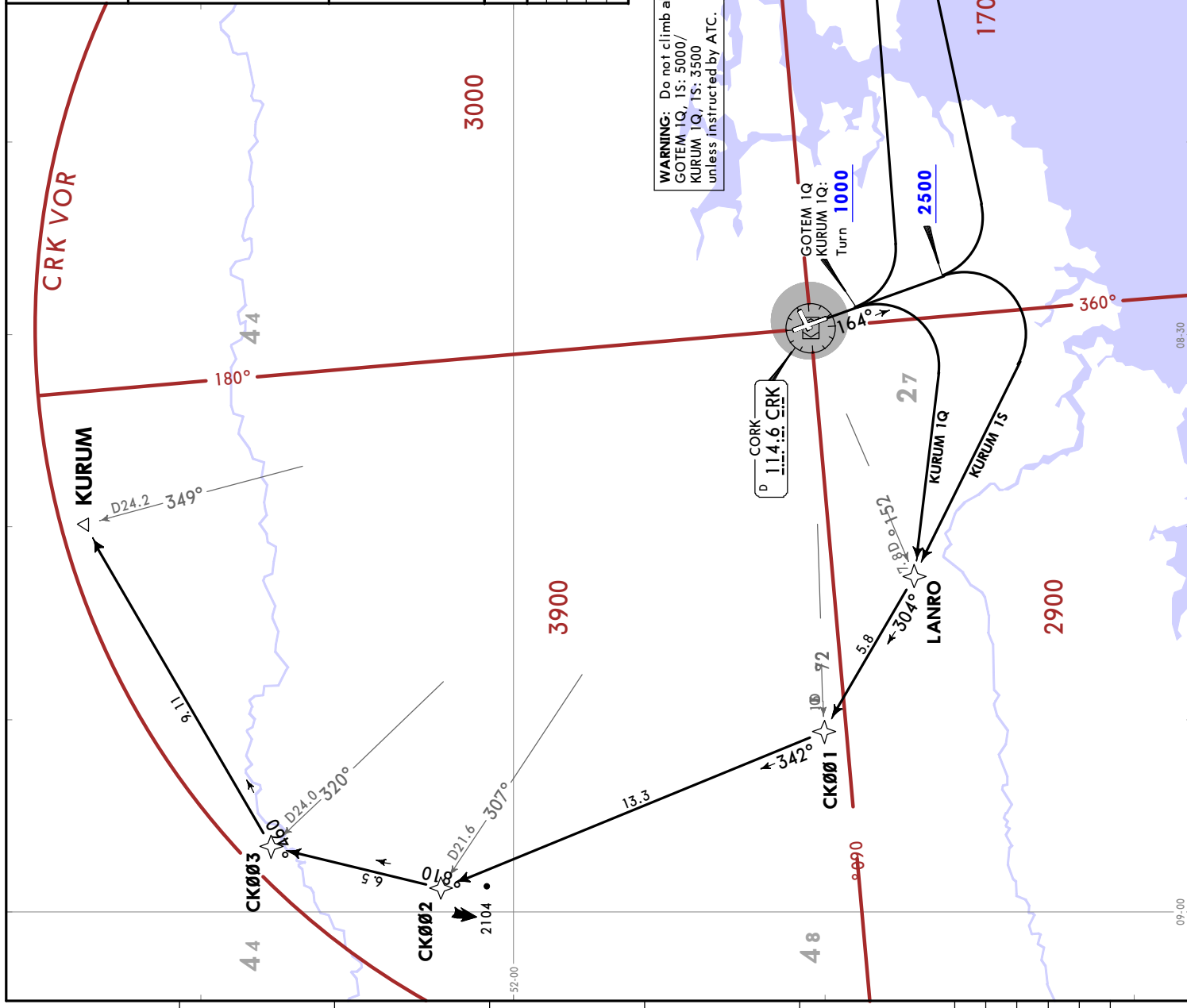
These SIDs require minimum climb gradients of
GOTEM 1Q, KURUM 1Q: 401 per NM (6.6%).
GOTEM 1S, KURUM 1S: 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance
GOTEM 1Q, 1S: 5000/KURUM 1Q, 1S: 3500

ROUTING

GOTEM 1Q	(1000+) - GOTEM.
GOTEM 1S	(2500+) - GOTEM.
KURUM 1Q	(1000+) - LANRO - CK001 - CK002 - CK003 - KURUM.
KURUM 1S	(2500+) - LANRO - CK001 - CK002 - CK003 - KURUM.



EICK/ORK
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20 APR 18 10-3H Eff 26 Apr

CORK, IRELAND
RNAV SID

Apt Elev
502

Trans alt: 5000 1. RNAV 1 (GNSS). 2. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

ORTOM 1K [ORTO1K], SOVIX 1K [SOVI1K]

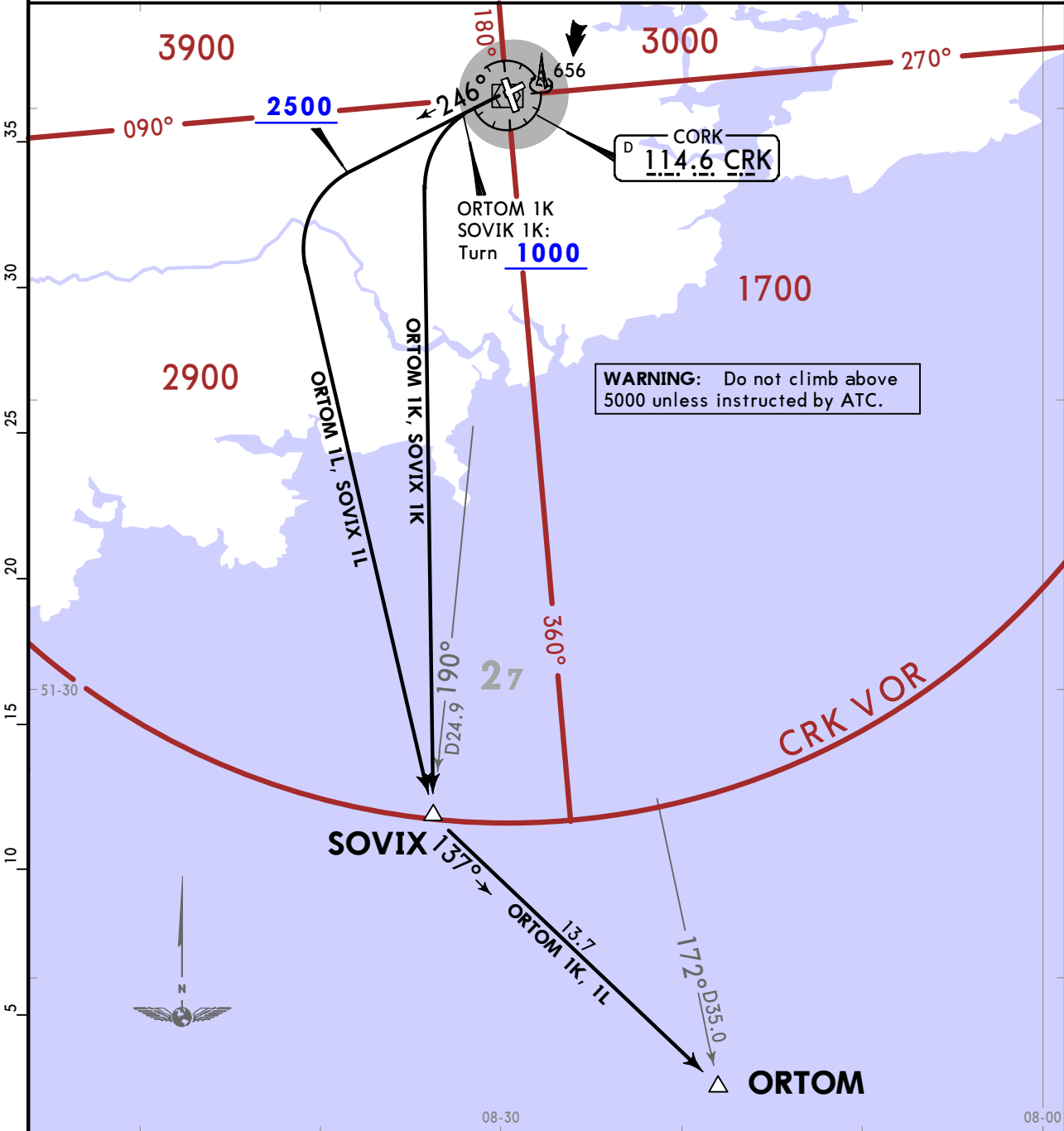
CAT A & B

ORTOM 1L [ORTO1L], SOVIX 1L [SOVI1L]

CAT C & D

RWY 25 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
ORTOM 1K, SOVIX 1K: 401 per NM (6.6%).
ORTOM 1L, SOVIX 1L: 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance 5000

SID	ROUTING
ORTOM 1K	(1000+) - SOVIX - ORTOM.
ORTOM 1L	(2500+) - SOVIX - ORTOM.
SOVIX 1K	(1000+) - SOVIX.
SOVIX 1L	(2500+) - SOVIX.

EICK/ORK
CORK

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20 APR 18 10-3J Eff 26 Apr

CORK, IRELAND
RNAV SID

Apt Elev
502

Trans alt: 5000 1. RNAV 1 (GNSS). 2. EXPECT close-in obstacles. 3. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

ORTOM 1M [ORTO1M], SOVIX 1M [SOVI1M]

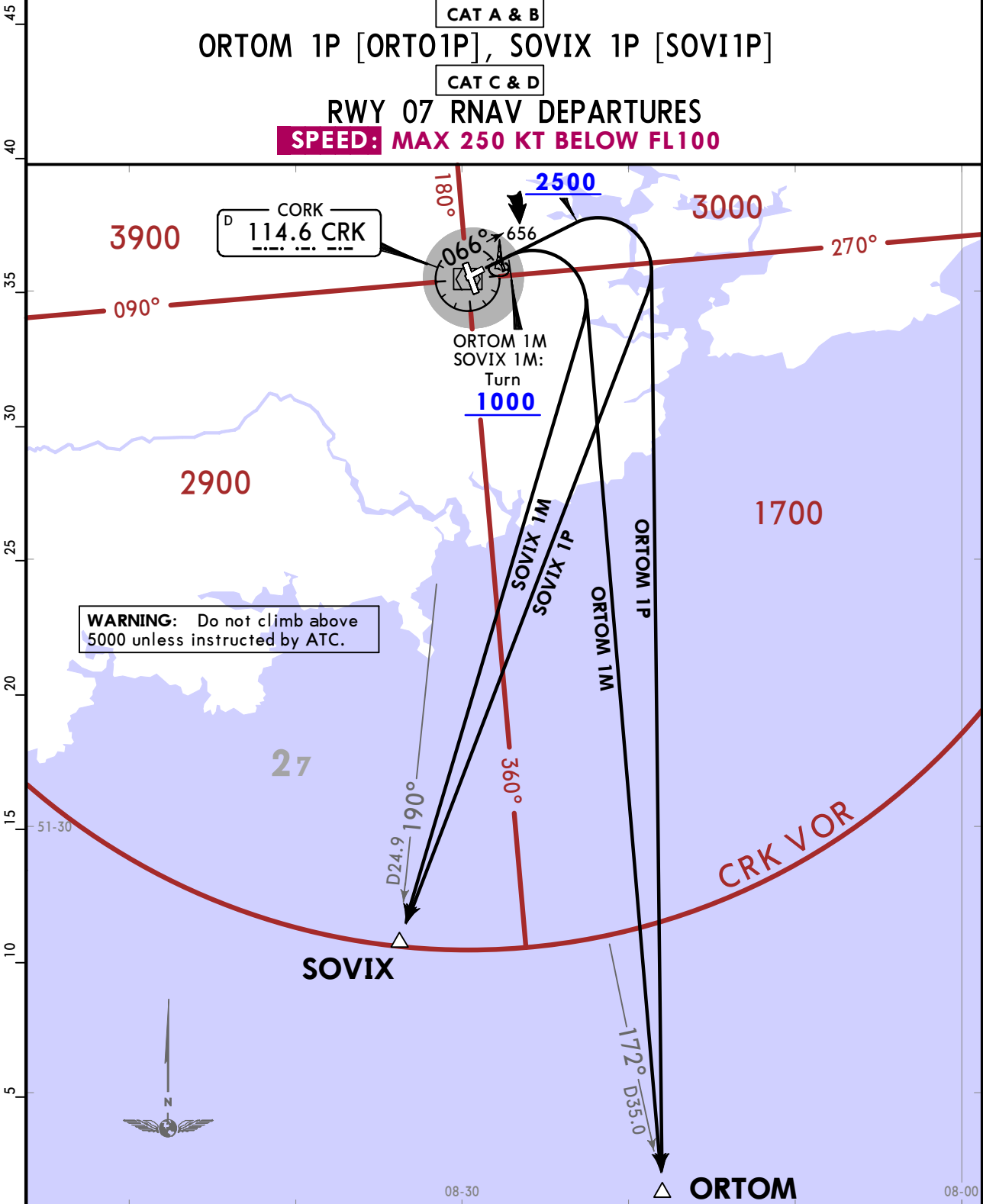
CAT A & B

ORTOM 1P [ORTO1P], SOVIX 1P [SOVI1P]

CAT C & D

RWY 07 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
ORTOM 1M, SOVIX 1M: 401 per NM (6.6%).
ORTOM 1P, SOVIX 1P: 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance 5000

SID	ROUTING
ORTOM 1M	(1000+) - ORTOM.
ORTOM 1P	(2500+) - ORTOM.
SOVIX 1M	(1000+) - SOVIX.
SOVIX 1P	(2500+) - SOVIX.

EICK/ORK
CORK

JEPPESSEN
20 APR 18 10-3K Eff 26 Apr

CORK, IRELAND
RNAV SID

Apt Elev
502

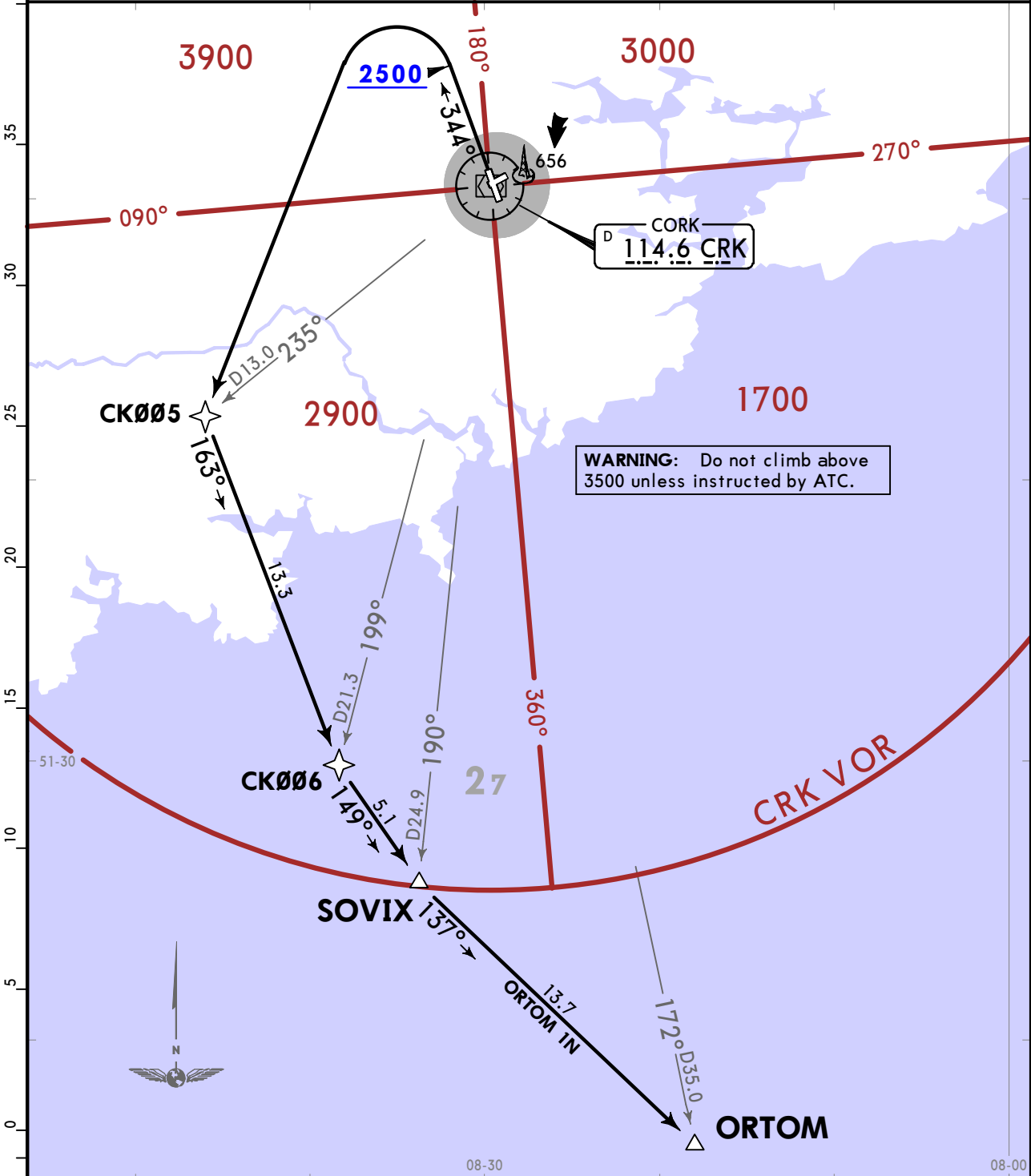
Trans alt: 5000
1. RNAV 1 (GNSS). 2. CRK VOR/DME must be serviceable. 3. If unable to comply with SIDs advise ATC for alternative clearance. 4. EXPECT close-in obstacles LEFT of RWY track. 5. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

ORTOM 1N [ORTO1N], SOVIX 1N [SOVI1N]

CAT C & D

RWY 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance 3500

SID	ROUTING
ORTOM 1N	(2500+) - CK005 - CK006 - SOVIX - ORTOM.
SOVIX 1N	(2500+) - CK005 - CK006 - SOVIX.

EICK/ORK
CORK

JEPPESSEN
20 APR 18 10-3L Eff 26 Apr

CORK, IRELAND
RNAV SID

Apt Elev
502

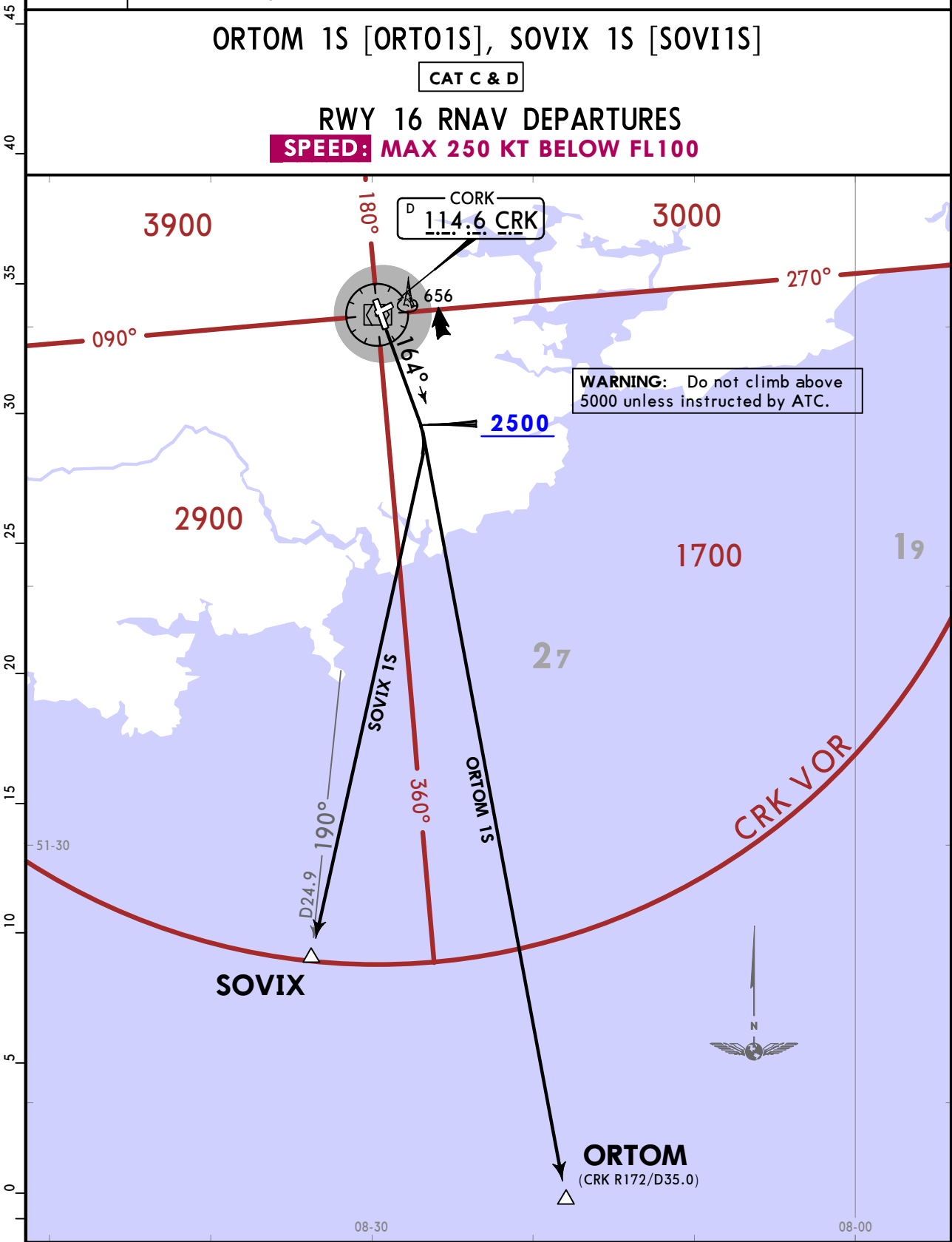
Trans alt: 5000
1. RNAV 1 (GNSS). 2. CRK VOR/DME must be serviceable. 3. If unable to comply with SIDs advise ATC for alternative clearance. 4. EXPECT close-in obstacles RIGHT of RWY track. 5. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

ORTOM 1S [ORTO1S], SOVIX 1S [SOVI1S]

CAT C & D

RWY 16 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



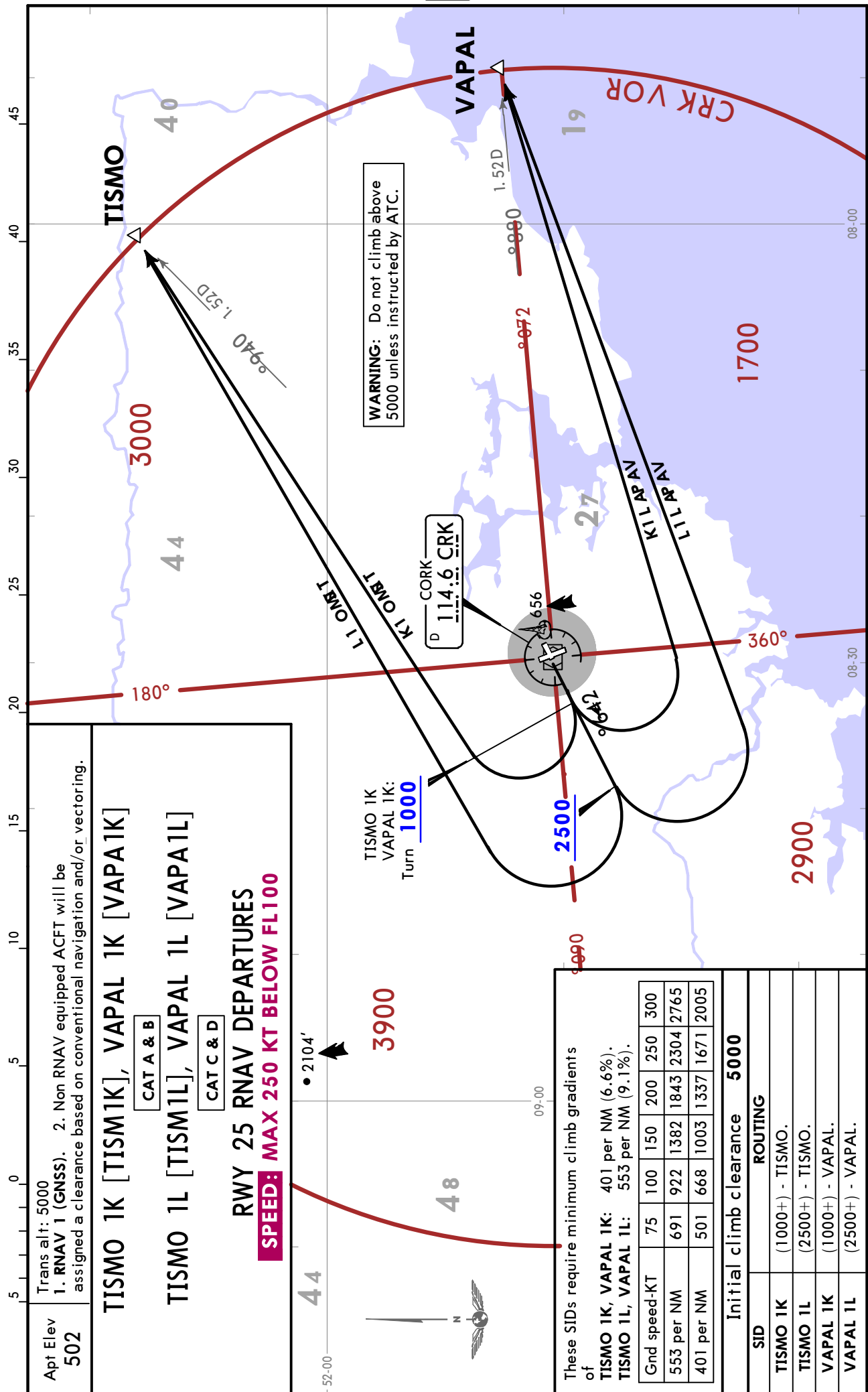
These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance 5000

SID	ROUTING
ORTOM 1S	(2500+) - ORTOM.
SOVIX 1S	(2500+) - SOVIX.

CORK, IRELAND
RNAV SID



EICK/ORK
CORK

JEPPesen
20 APR 18 10-3N Eff 26 Apr

CORK, IRELAND
RNAV SID

Apt Elev 502
Trans alt: 5000
1. RNAV 1 (GNSS). 2. EXPECT close-in obstacles.
3. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation and/or vectoring.

TISMO 1M [TISM1M], VAPAL 1M [VAPA1M]

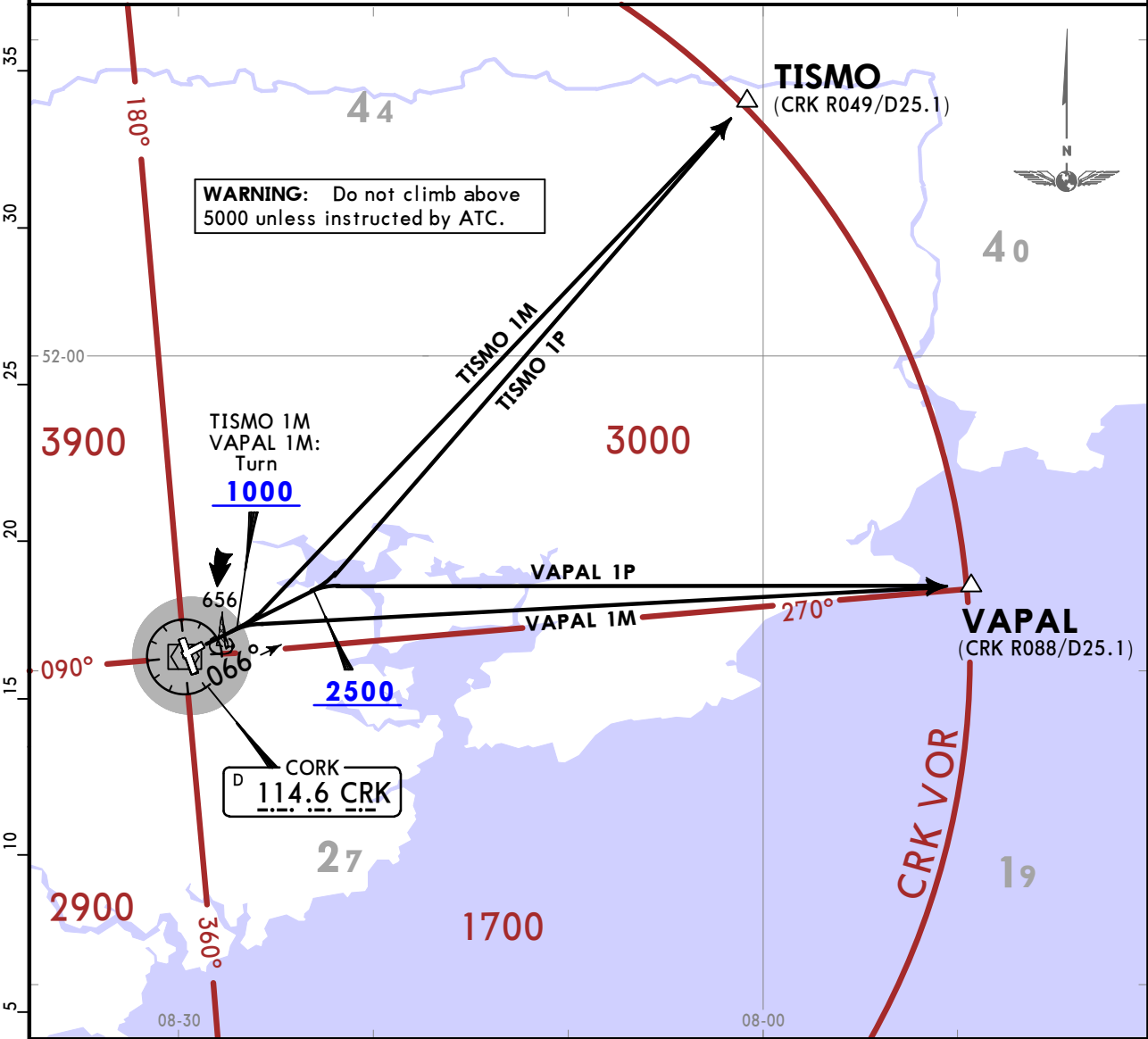
CAT A & B

TISMO 1P [TISM1P], VAPAL 1P [VAPA1P]

CAT C & D

RWY 07 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

TISMO 1M, VAPAL 1M: 401 per NM (6.6%).

TISMO 1P, VAPAL 1P: 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765
401 per NM	501	668	1003	1337	1671	2005

Initial climb clearance 5000

SID	ROUTING
TISMO 1M	(1000+) - TISMO.
TISMO 1P	(2500+) - TISMO.
VAPAL 1M	(1000+) - VAPAL.
VAPAL 1P	(2500+) - VAPAL.

EICK/ORK
CORK

JEPPESSEN
20 APR 18 10-3P Eff 26 Apr

CORK, IRELAND
RNAV SID

Apt Elev 502
Trans alt: 5000
1. RNAV 1 (GNSS). 2. CRK VOR/DME must be serviceable. 3. If unable to comply with
SIDs advise ATC for alternative clearance. 4. EXPECT close-in obstacles LEFT of RWY track.
5. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation
and/or vectoring.

TISMO 1N [TISM1N], VAPAL 1N [VAPA1N]

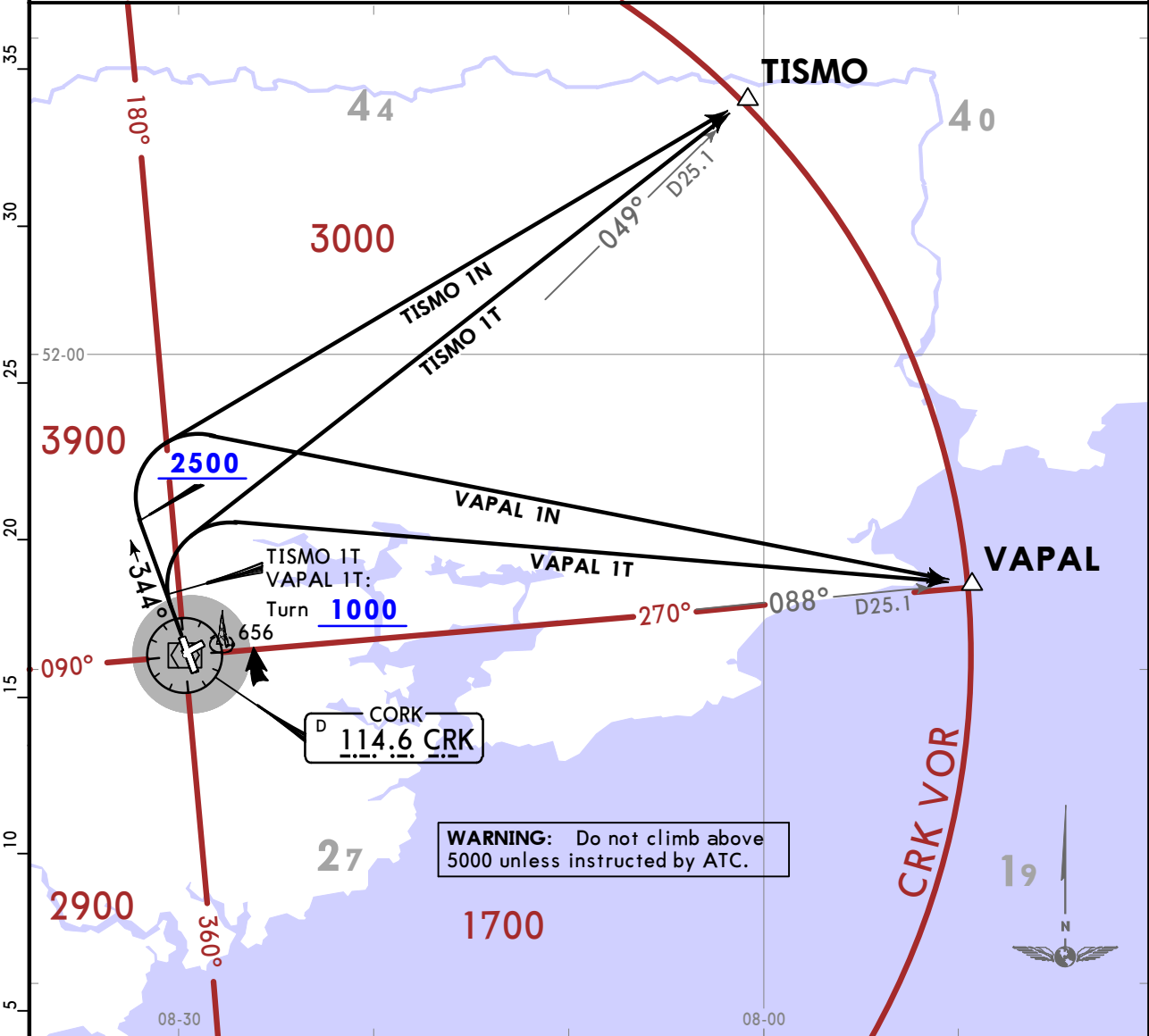
CAT C & D

TISMO 1T [TISM1T], VAPAL 1T [VAPA1T]

CAT A & B

RWY 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients

of

TISMO 1N, VAPAL 1N: 553 per NM (9.1%).

TISMO 1T, VAPAL 1T: 401 per NM (6.6%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765
401 per NM	501	668	1003	1337	1671	2005

Initial climb clearance 5000

SID	ROUTING
TISMO 1N	(2500+) - TISMO.
TISMO 1T	(1000+) - TISMO.
VAPAL 1N	(2500+) - VAPAL.
VAPAL 1T	(1000+) - VAPAL.

EICK/ORK
CORK

JEPPesen
20 APR 18 10-3Q Eff 26 Apr

CORK, IRELAND
RNAV SID

Apt Elev
502

Trans alt: 5000
1. RNAV 1 (GNSS). 2. CRK VOR/DME must be serviceable. 3. If unable to comply with
SIDs advise ATC for alternative clearance. 4. EXPECT close-in obstacles RIGHT of RWY track.
5. Non RNAV equipped ACFT will be assigned a clearance based on conventional navigation
and/or vectoring.

TISMO 1Q [TISM1Q], VAPAL 1Q [VAPA1Q]

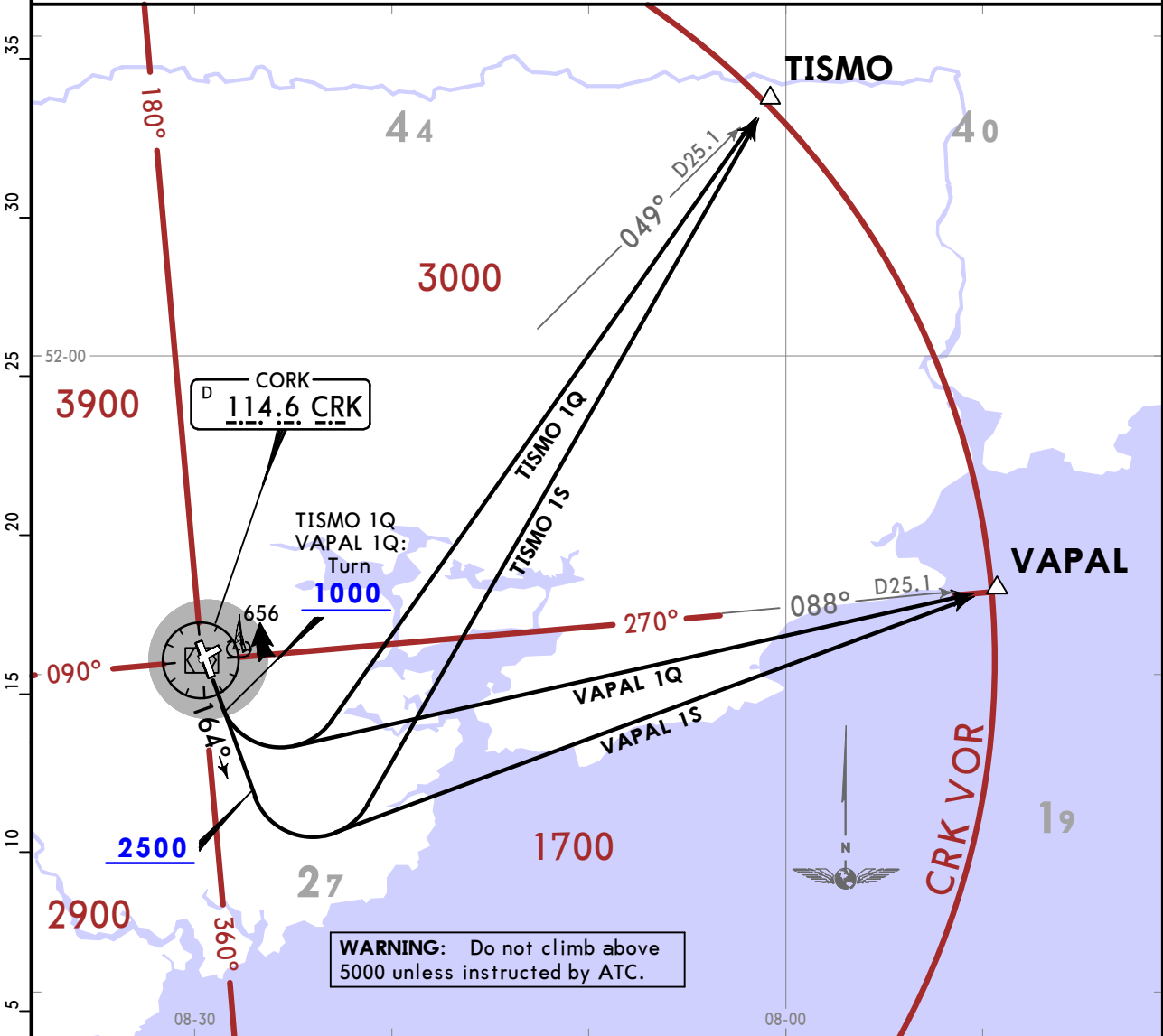
CAT A & B

TISMO 1S [TISM1S], VAPAL 1S [VAPA1S]

CAT C & D

RWY 16 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients
of
TISMO 1Q, VAPAL 1Q: 401 per NM (6.6%).
TISMO 1S, VAPAL 1S: 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance 5000

SID	ROUTING
TISMO 1Q	(1000+) - TISMO.
TISMO 1S	(2500+) - TISMO.
VAPAL 1Q	(1000+) - VAPAL.
VAPAL 1S	(2500+) - VAPAL.

EICK/ORK

Apt Elev 502'
N51 50.5 W008 29.5



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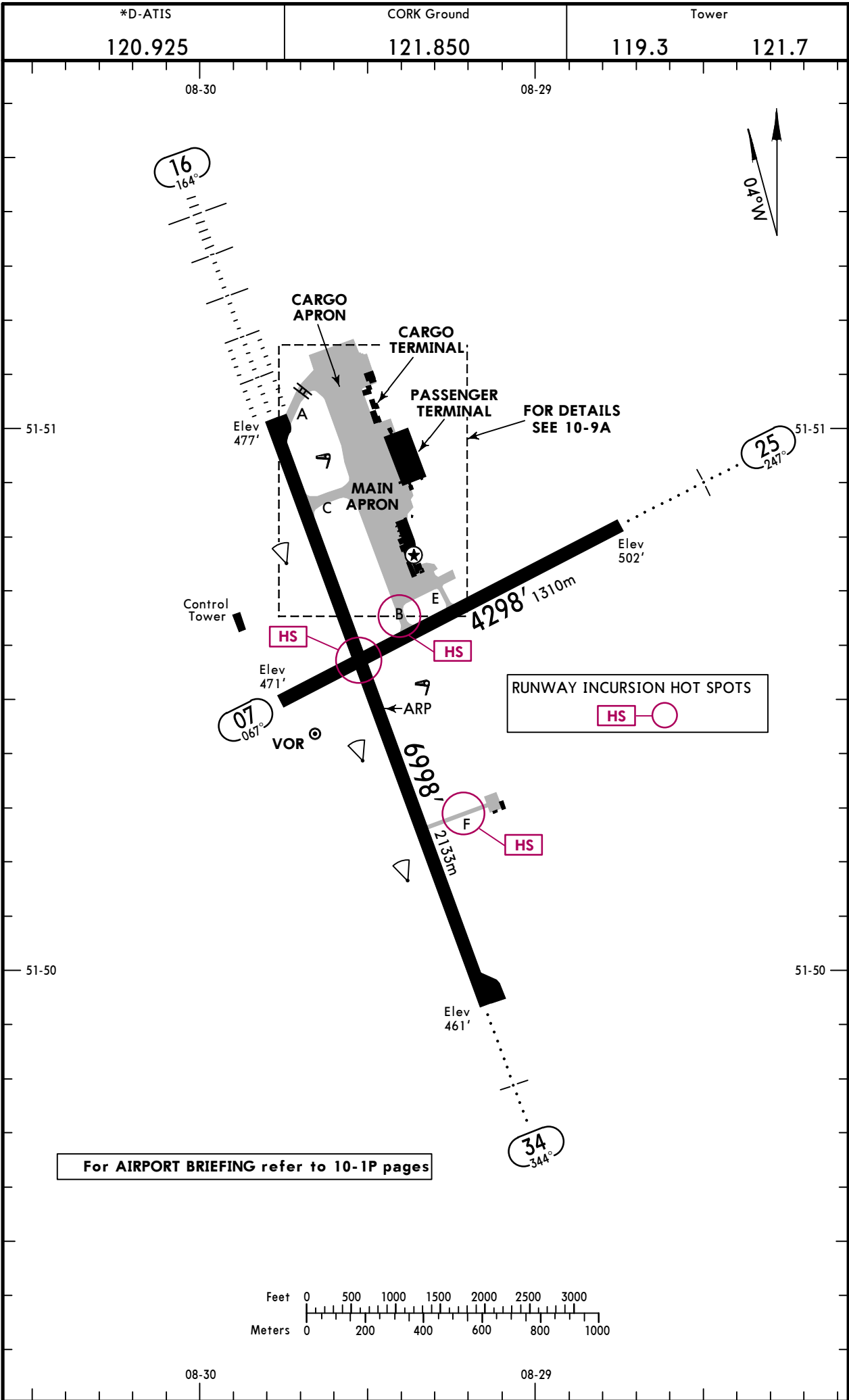
20 APR 18

10-9

Eff 26 Apr

CORK, IRELAND

CORK



For AIRPORT BRIEFING refer to 10-1P pages

INS COORDINATES	
STAND No.	COORDINATES
1E	N51 50.7 W008 29.3
1W thru 3S	N51 50.7 W008 29.4
4N/S, 5N/S	N51 50.8 W008 29.4
6 thru 9	N51 50.9 W008 29.4
10 thru 14S	N51 51.0 W008 29.5
14N thru 17S	N51 51.1 W008 29.5
17N	N51 51.1 W008 29.6
18	N51 51.1 W008 29.5
19, 20	N51 51.1 W008 29.6

MISSION HOT SPOTS



ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	Landing Beyond Glide Slope			
07	HIRL (60m) PAPI (angle 3.0°)				148'	
25	HIRL (60m) HIALS PAPI (angle 3.7°)				45m	
16 ① 34	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR		5965' 1818m		148'	
	HIRL (60m) CL (15m) HIALS PAPI (3.0°) RVR		5844' 1781m		45m	

1 Rwy 16/34 grooved.

	TAKE-OFF					
	Rwy 16/34 Low Visibility Take-off			All Rwys Low Visibility Take-off	All Rwys	
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

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 28 SEP 18 **10-9Y** **Eff 11 Oct**

STD COPTER MINIMUMS

CORK, IRELAND

CORK

STRAIGHT-IN RWY ❶		DA(H) / MDA(H)	RVR (ALS/ALS out)
07	RNP (LPV)	722' (251')	- / 1000m
	RNP (LNAV/VNAV)	722' (251')	- / 1000m
	RNP (LNAV)	840' (369')	- / 1000m
	VOR	910' (439')	- / 1000m
16	CAT 2 ILS	577' (100')	RA 122' - 300m
	ILS	677' (200')	500m / 1000m
	LOC	840' (363')	800m / 1000m
	RNP (LPV)	727' (250')	550m / 1000m
	RNP (LNAV/VNAV)	780' (303')	750m / 1000m
	RNP (LNAV)	860' (383')	800m / 1000m
	VOR	860' (383')	800m / 1000m
25	RNP (LNAV)	910' (408')	1000m / 1000m
	VOR	920' (418')	1000m / 1000m
34	ILS	661' (200')	600m / 1000m
	LOC	890' (429')	1000m / 1000m
	RNP (LPV)	717' (256')	700m / 1000m
	RNP (LNAV/VNAV)	711' (250')	650m / 1000m
	RNP (LNAV)	780' (319')	1000m / 1000m
	VOR	890' (429')	1000m / 1000m

❶ MACG of 2.5% for obstacles and 6.6% for airspace.

CIRCLE-TO-LAND	MDA(H)	VIS
	960' (458')	1000m

TAKE-OFF RWY 07, 16, 25, 34				
Low Visibility Take-off ❷				
RL/FATO LTS, RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

❷ Without Low Visibility Take-off approval 400m are stipulated.

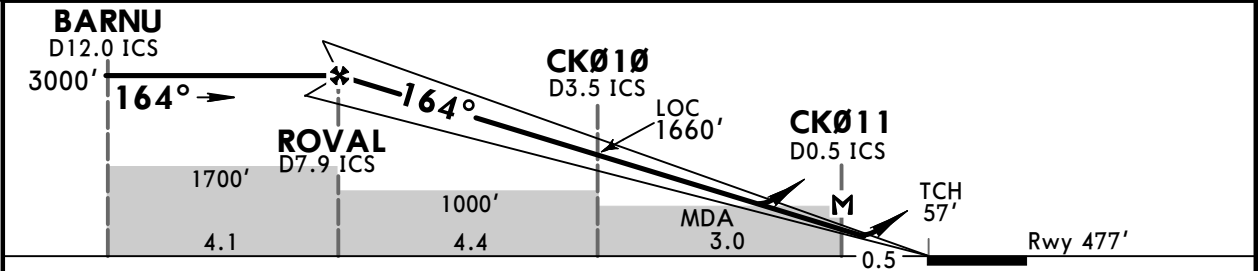
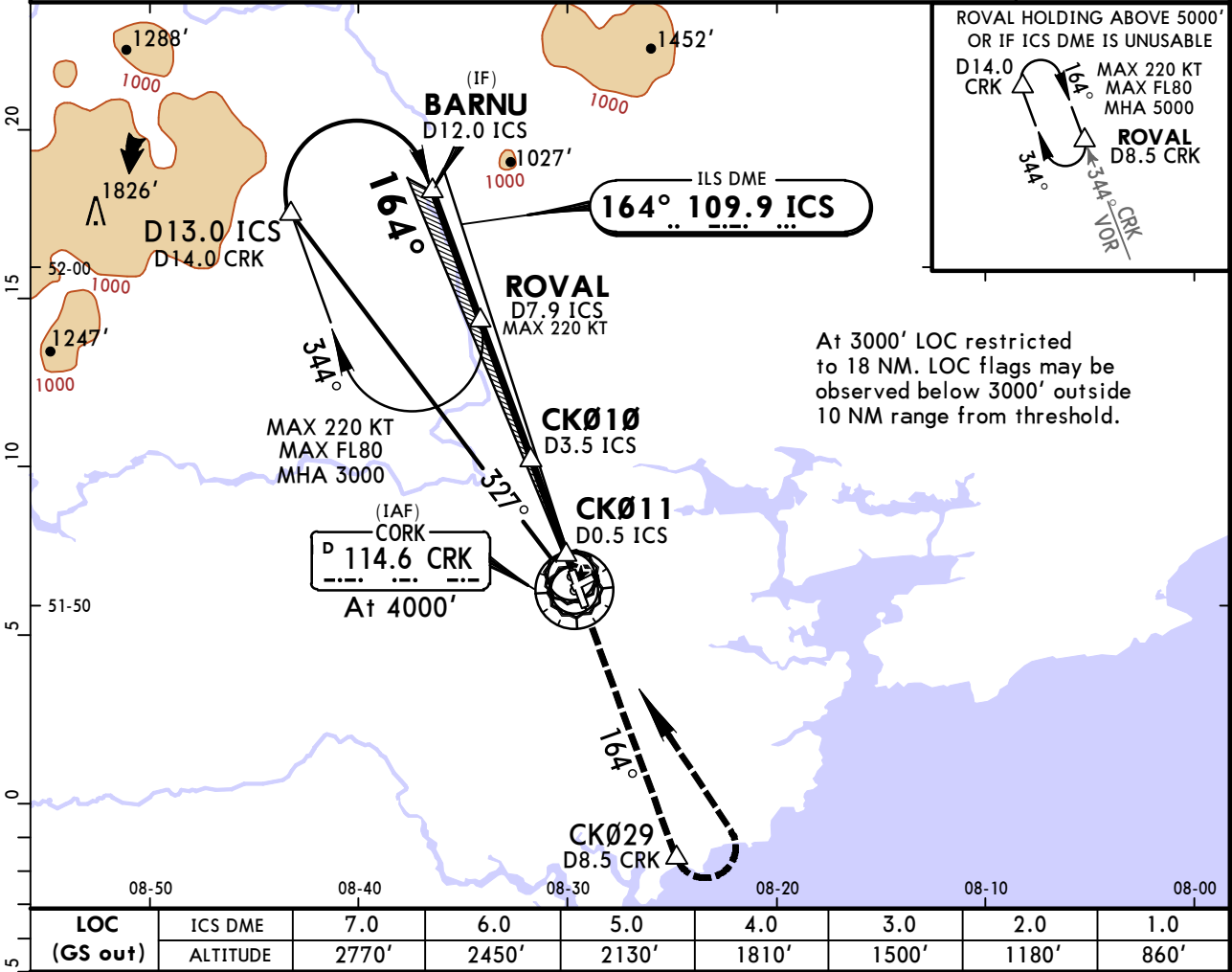
❸ Or rejected take-off distance whichever is the greater.

EICK/ORK
CORK

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28 SEP 18 11-1 Eff 11 Oct

CORK, IRELAND
ILS or LOC Rwy 16

*D-ATIS 120.925		CORK Approach (R) 119.9		CORK Tower 119.3 121.7		Ground 121.850	
LOC ICS 109.9	Final Apch Crs 164°	GS No Altitude published	ILS DA(H) 677' (200')	Apt Elev 502'	Rwy 477'	 MSA CRK VOR	
MISSED APCH: Climb STRAIGHT AHEAD to CK029 climbing to 4000'. Turn LEFT to VOR maintaining 4000' to initiate another approach, or as directed. MAX 220 KT. Do not turn before MAP. ATC may issue RADAR vectoring at or before CK029.							
Alt Set: hPa		Rwy Elev: 17 hPa		Trans level: By ATC			
1. LOC: DME required. 2. ILS DME reads zero at rwy 16 threshold.							



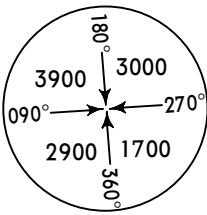
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		MAX 220 KT	CK029 4000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at CK011/D0.5 ICS										

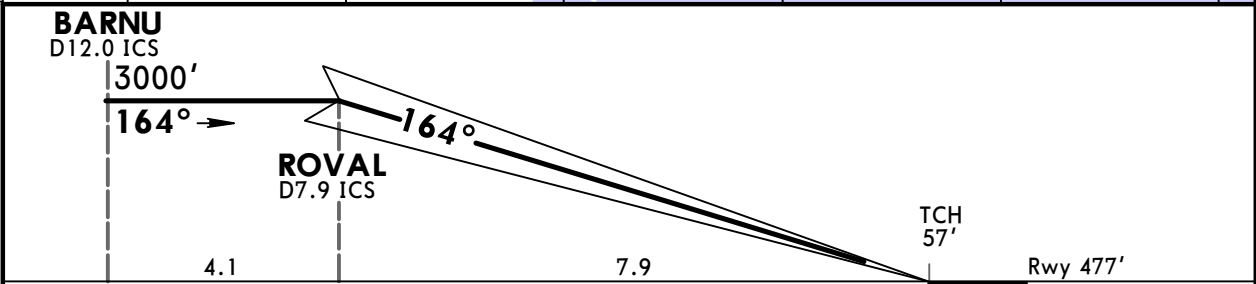
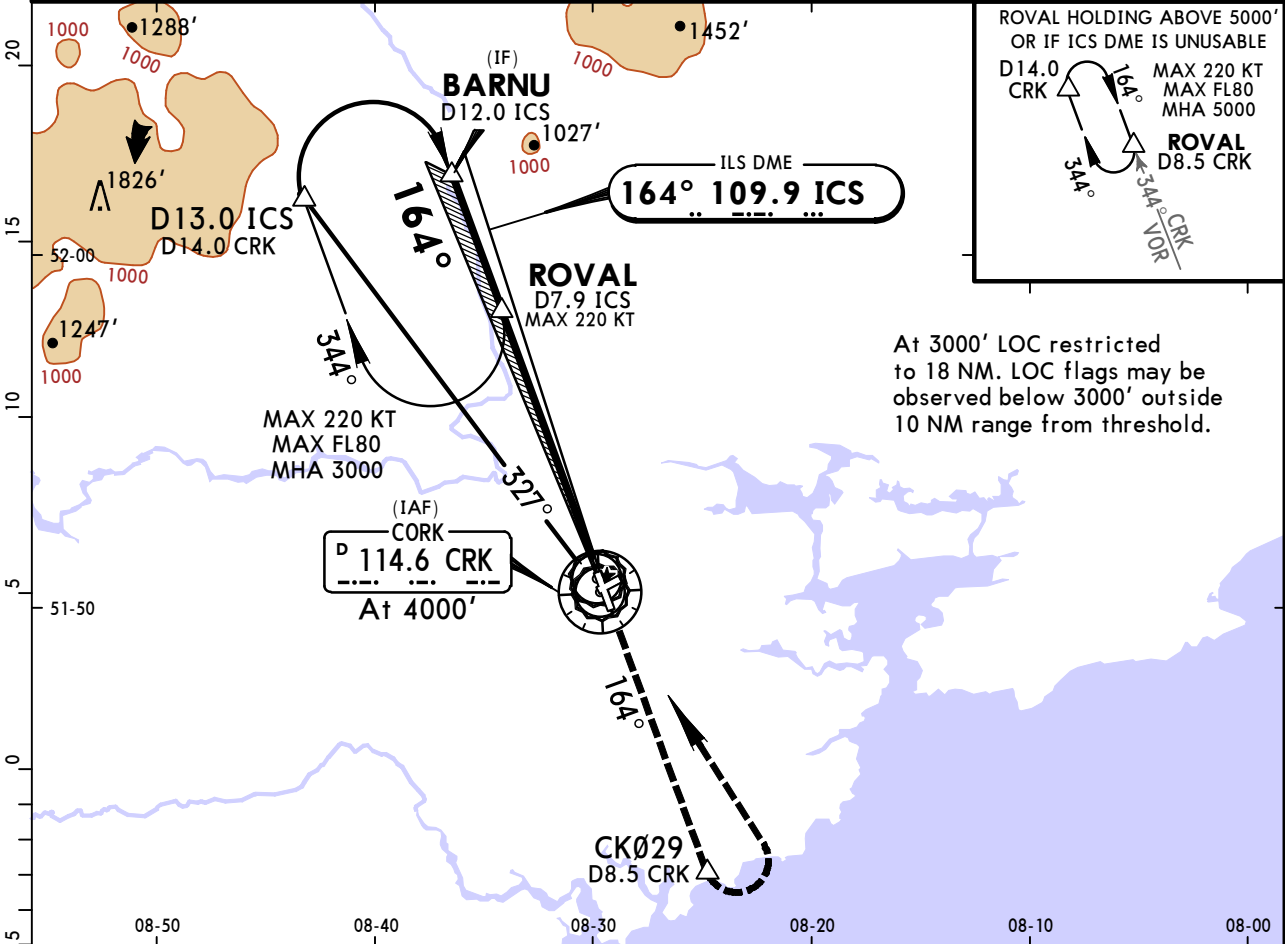
Standard STRAIGHT-IN LANDING RWY 16					CIRCLE-TO-LAND		
ILS			LOC (GS out) CDFA				
DA(H) 677' (200')			DA/MDA(H) 840' (363')				
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	VIS
A					100	960' (458')	1500m
B	RVR 550m	RVR 550m 2	RVR 1200m	RVR 1000m	135	1010' (508')	1600m
C					180	1110' (608')	2400m
D					205	1210' (708')	3600m

EICK/ORK
CORK

JEPPESSEN
28 SEP 18 11-1A Eff 11 Oct

CORK, IRELAND
CAT II ILS Rwy 16

*D-ATIS 120.925		CORK Approach (R) 119.9		CORK Tower 119.3 121.7		Ground 121.850	
LOC ICS 109.9	Final Apch Crs 164°	GS No Altitude published	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 502' Rwy 477'		 MSA CRK VOR	
MISSED APCH: Climb STRAIGHT AHEAD to CK029 climbing to 4000'. Turn LEFT to VOR maintaining 4000' to initiate another approach, or as directed. MAX 220 KT. ATC may issue RADAR vectoring at or before CK029.							
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'							
1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at RWY 16 threshold.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	MAX 220 KT	CK029 ↑	4000' ↑
GS	3.00°	372	478	531	637	743				

Standard		STRAIGHT-IN LANDING RWY 16 1	
ABC RA 122' DA(H) 577' (100')		CAT II ILS	D RA 133' DA(H) 585' (108')
RVR 300m			
1 MACG of 2.5% for obstacles and 6.6% for airspace.			

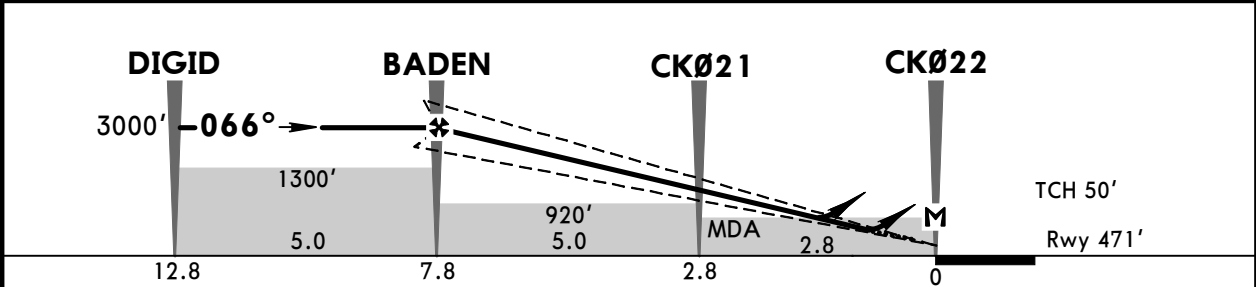
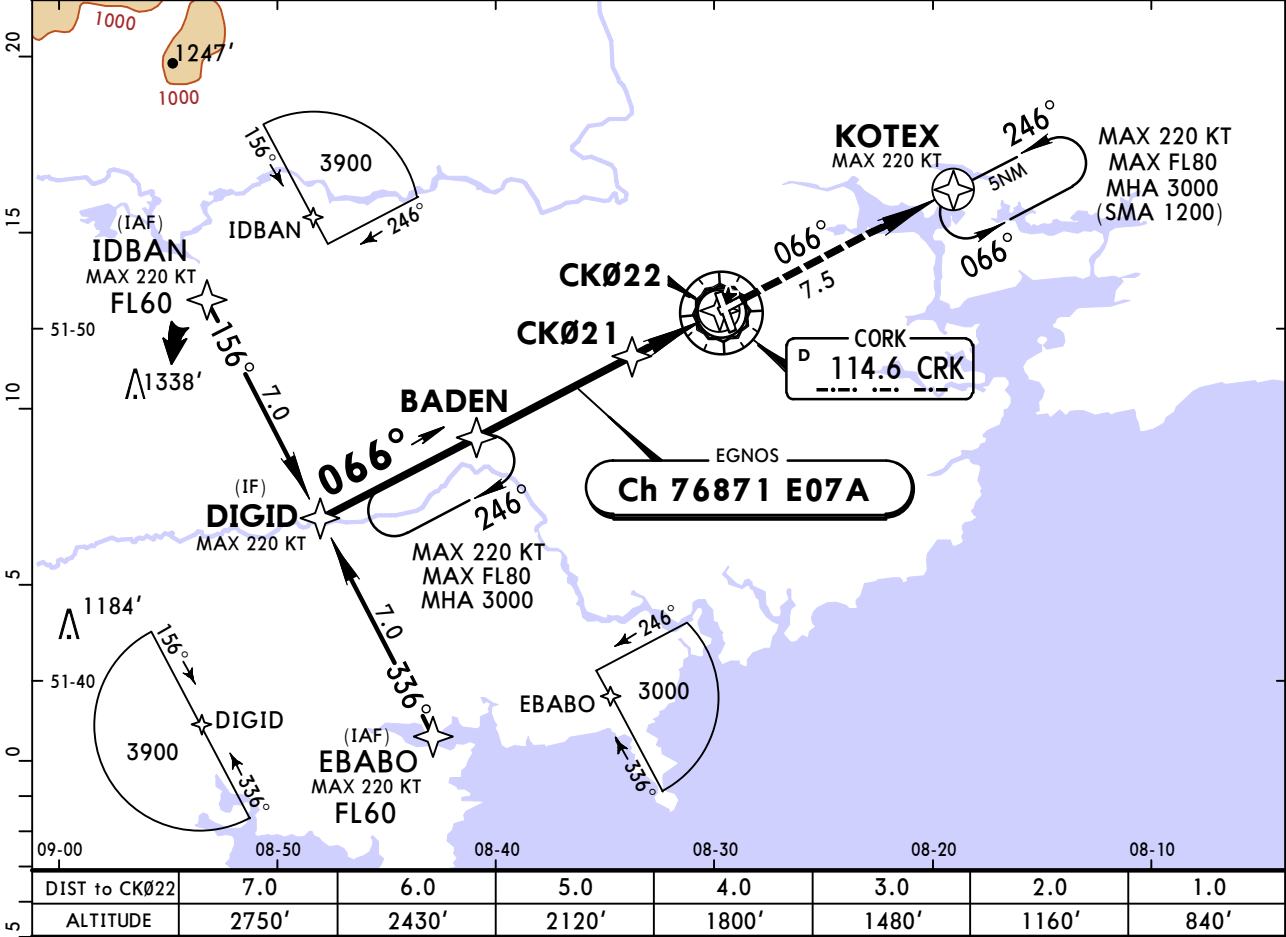
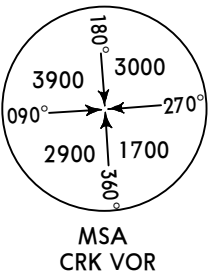
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EICK/ORK
CORK

JEPPESEN
28 SEP 18
Eff 11 Oct
12-1
CAT A & B

CORK, IRELAND
RNP Rwy 07

*D-ATIS 120.925	CORK Approach (R) 119.9	CORK Tower 119.3 121.7	Ground 121.850
EGNOS Ch 76871 E07A	Final Apch Crs 066°	Procedure Alt BADEN 3000' (2529')	LPV DA(H) Refer to Minimums Apt Elev 502' Rwy 471'
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to enter KOTEX holding. 6.6% (400'/NM) for airspace, 2.5% for obstacle clearance. Or as directed.			
RNP Apch	Alt Set: hPa	Rwy Elev: 17 hPa	Trans level: By ATC Trans alt: 5000'
1. Pilots should request RNAV approach on first contact with Approach. 2. Baro-VNAV not authorized below -10°C and above 30°C.			



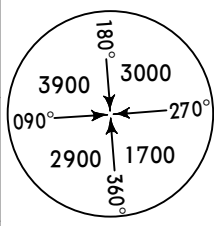
Gnd speed-Kts	70	90	100	120	140	160		
Glide Path Angle	3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at CK022								

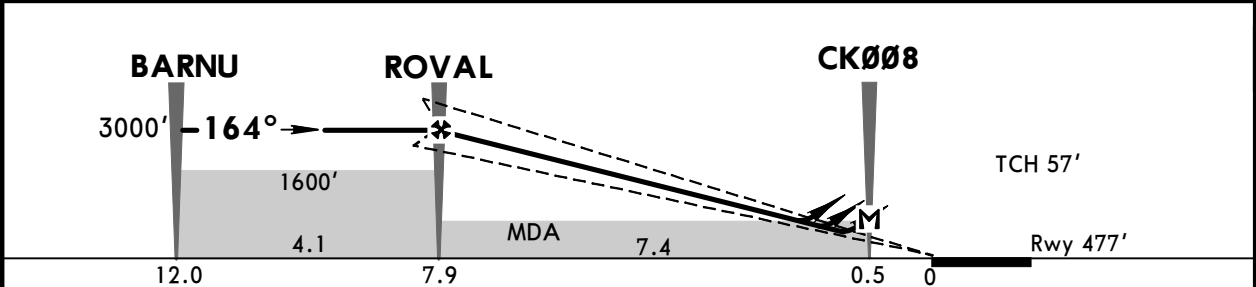
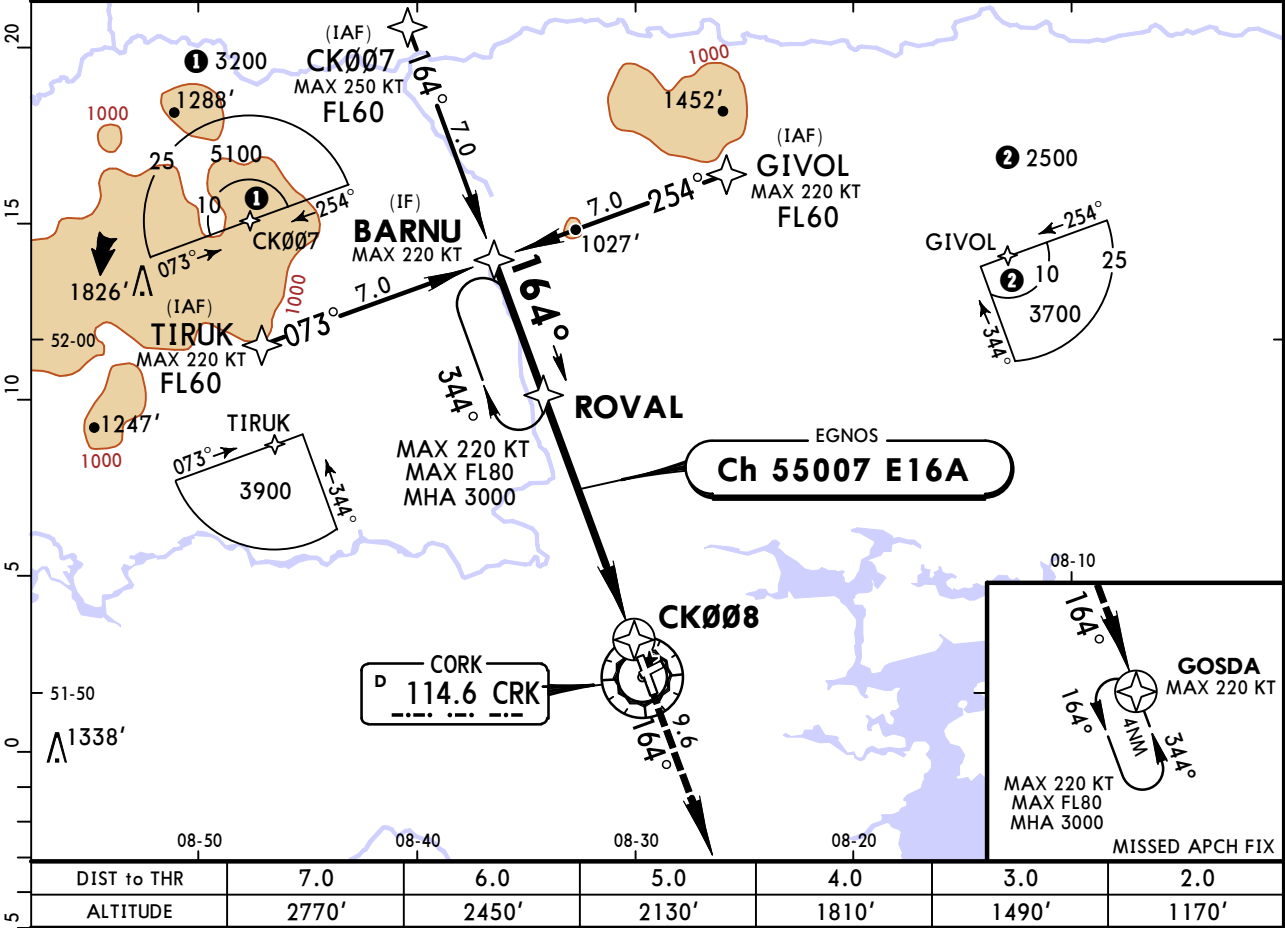
Standard				CIRCLE-TO-LAND			
LPV A: 722' (251') DA(H) B: 732' (261')		LNAV/VNAV A: 722' (251') DA(H) B: 732' (261')		LNAV CDFA DA/MDA(H) 840' (369')		Max Kts	
A		B		C		D	
RVR 1300m		RVR 1300m		RVR 1500m		100	
NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		135	
NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		1500m	
NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		1600m	
NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	

EICK/ORK
CORK

JEPPESEN
28 SEP 18 12-2 Eff 11 Oct

CORK, IRELAND
RNP Rwy 16

*D-ATIS 120.925		CORK Approach (R) 119.9		CORK Tower 119.3 121.7		Ground 121.850
EGNOS Ch 55007 E16A	Final Apch Crs 164°	Procedure Alt ROVAL 3000' (2523')	LPV DA(H) Refer to Minimums	Apt Elev 502' Rwy 477'		
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to enter GOSDA holding. 6.6% (400'/NM) for airspace, 2.5% for obstacles clearance. Or as directed.						
RNP Apch	Alt Set: hPa	Rwy Elev: 17 hPa	Trans level: By ATC	Trans alt: 5000'		
1. Pilots should request RNAV approach on first contact with Approach. 2. Baro-VNAV not authorized below -10°C and above 30°C.						



Standard	STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND	
DA(H)	LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H) VIS
AB:	C: 737' (260')		A: 780' (303') C: 800' (323')		CDFA		100	960' (458') 1500m
	D: 747' (270')		B: 790' (313') D: 810' (333')		DA/MDA(H)		135	1010' (508') 1600m
	ALS out		ALS out		ALS out		180	1110' (608') 2400m
	ALS out		ALS out		ALS out		205	1210' (708') 3600m

Standard		STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND	
DA(H)	LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)	VIS
AB:	C: 737' (260')		A: 780' (303') C: 800' (323')		CDFA		100	960' (458')	1500m
	D: 747' (270')		B: 790' (313') D: 810' (333')		DA/MDA(H)		135	1010' (508')	1600m
	ALS out		ALS out		ALS out		180	1110' (608')	2400m
	ALS out		ALS out		ALS out		205	1210' (708')	3600m

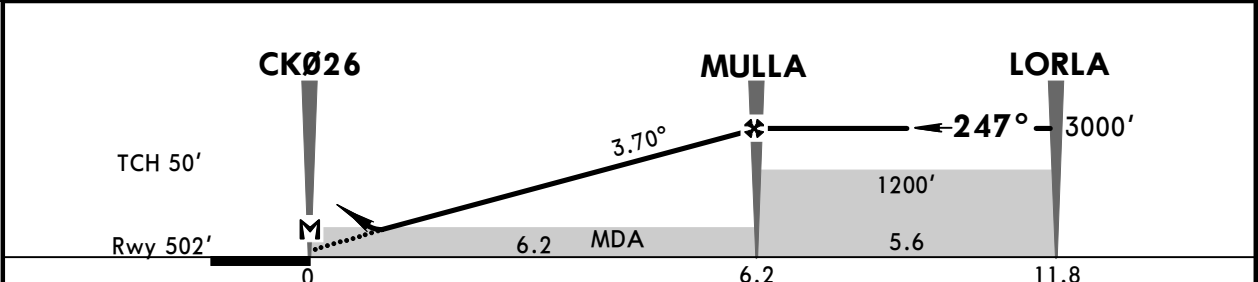
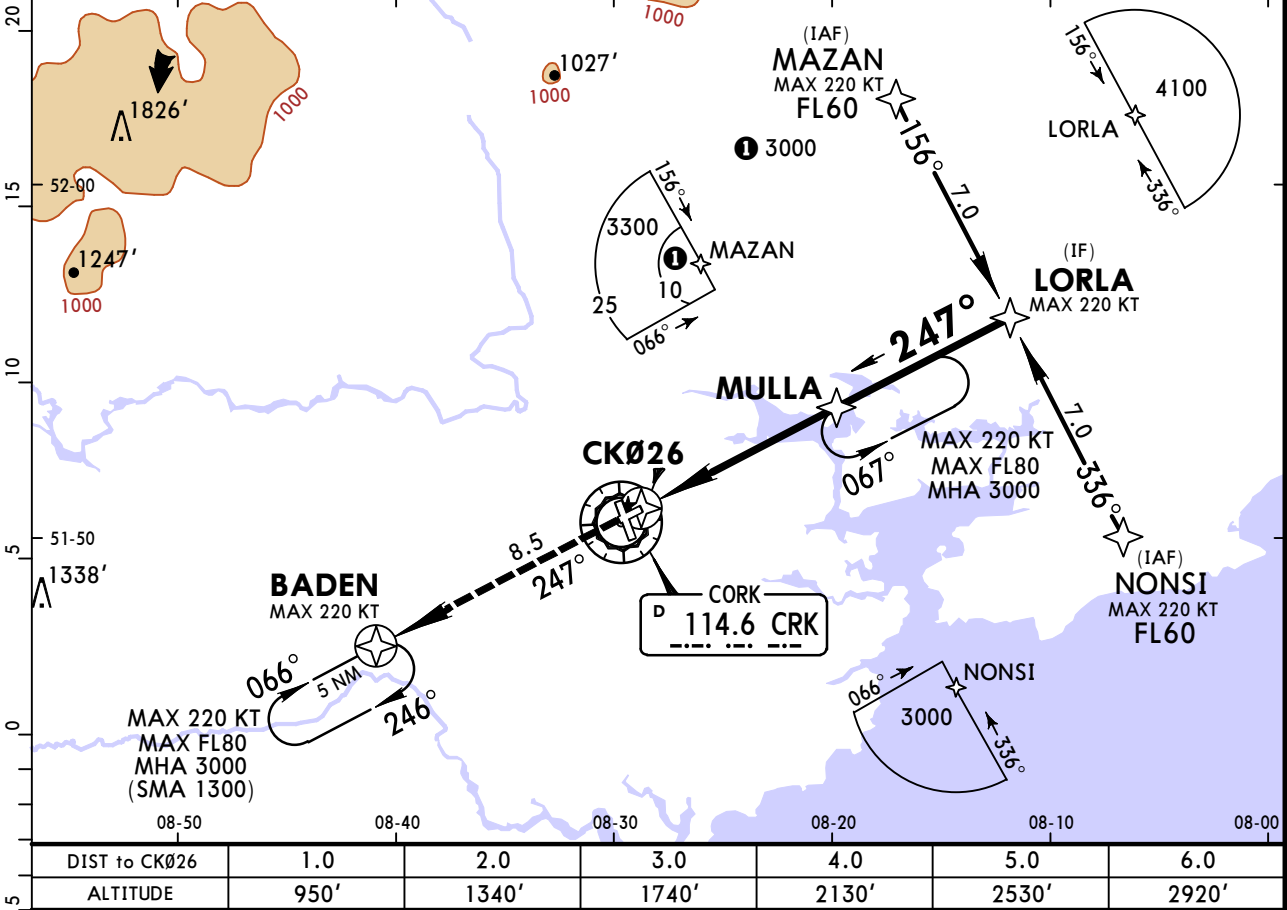
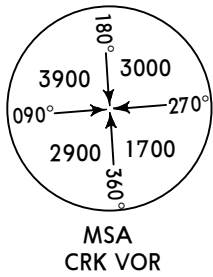
1 With TDZ & CL & HUD: CAT A&B RVR 550m, CAT C&D RVR 600m 2 With TDZ & CL & HUD: RVR 700m

EICK/ORK
CORK

JEPPESEN
28 SEP 18
Eff 11 Oct 12-3 CAT A & B

CORK, IRELAND
RNP Rwy 25

*D-ATIS 120.925	CORK Approach (R) 119.9	CORK Tower 119.3 121.7	Ground 121.850
RNAV	Final Apch Crs 247°	Procedure Alt MULLA 3000' (2498')	LNAV DA/MDA(H) 910' (408')
Apt Elev 502' Rwy 502'			
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to enter BADEN holding. 6.6% (400'/NM) for airspace, 2.5% for obstacles clearance. Or as directed.			
RNP Apch	Alt Set: hPa	Rwy Elev: 18 hPa	Trans level: By ATC
Trans alt: 5000'			
1. Pilots should request RNAV approach on first contact with Approach. 2. Baro-VNAV not authorized below -10°C and above 22°C.			



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.70°	458	589	655	786	917	1048
MAP at CK026						

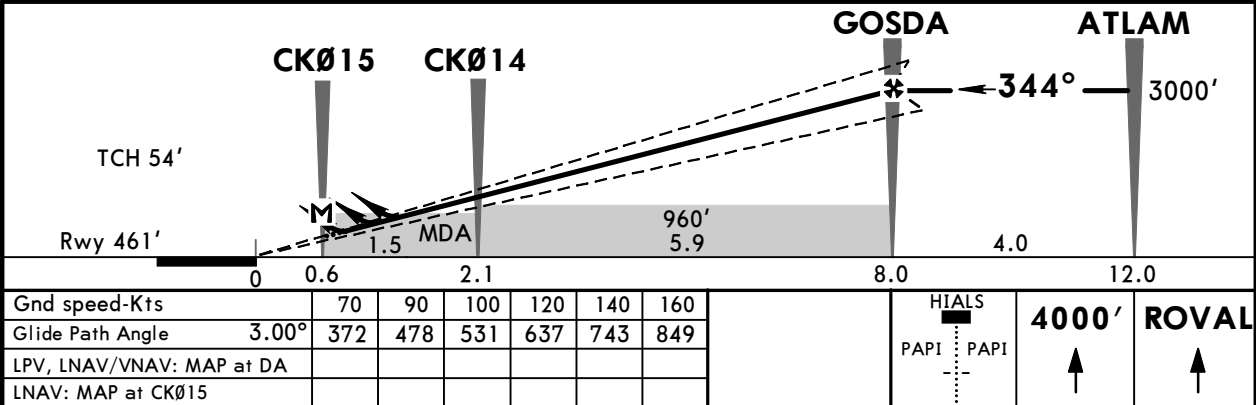
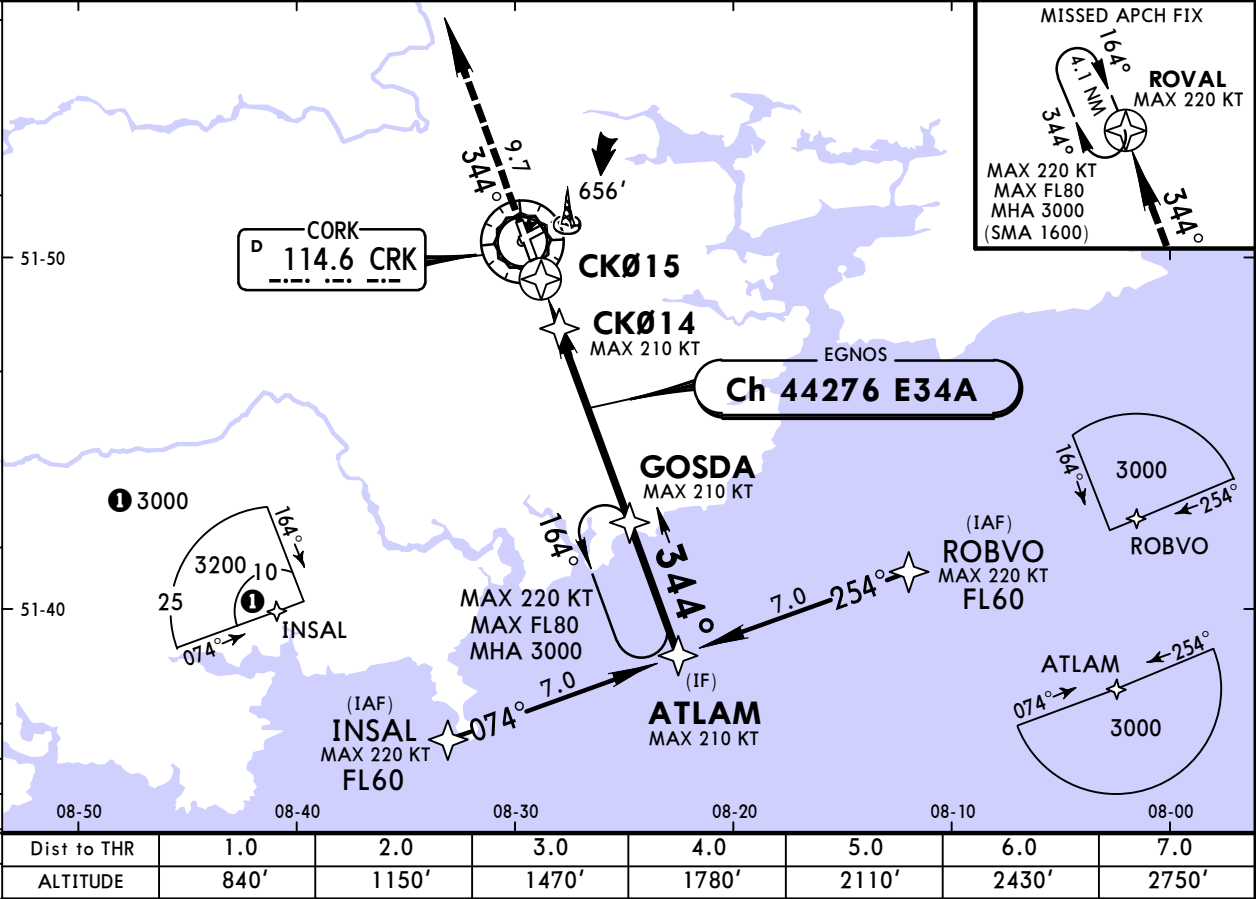
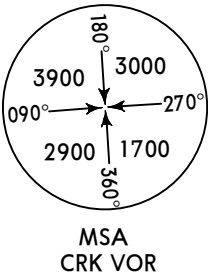
STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		
LNAV CDFA DA/MDA(H) 910' (408')			4000' BADEN		
ALS out			Max Kts	MDA(H)	VIS
A RVR 1500m			100	960' (458')	1500m
B			135	1010' (508')	1600m
C NOT APPLICABLE			C	NOT APPLICABLE	
D			D		

EICK/ORK
CORK

JEPPESSEN
28 SEP 18 (12-4) Eff 11 Oct

CORK, IRELAND
RNP Rwy 34

*D-ATIS 120.925	CORK Approach (R) 119.9	CORK Tower 119.3 121.7	Ground 121.850
EGNOS Ch 44276 E34A	Final Apch Crs 344°	Procedure Alt GOSDA 3000' (2539')	LPV DA(H) Refer to Minimums
Apt Elev 502' Rwy 461'			
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to enter ROVAL holding. 6.6% (400'/NM) for airspace, 2.5% for obstacle clearance. Or as directed.			
RNP Apch	Alt Set: hPa	Rwy Elev: 17 hPa	Trans level: By ATC
Trans alt: 5000'			
1. Pilots should request RNAV approach on first contact with Approach.			
2. Baro-VNAV not authorized below -10°C and above 30°C.			

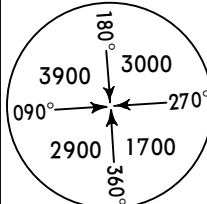


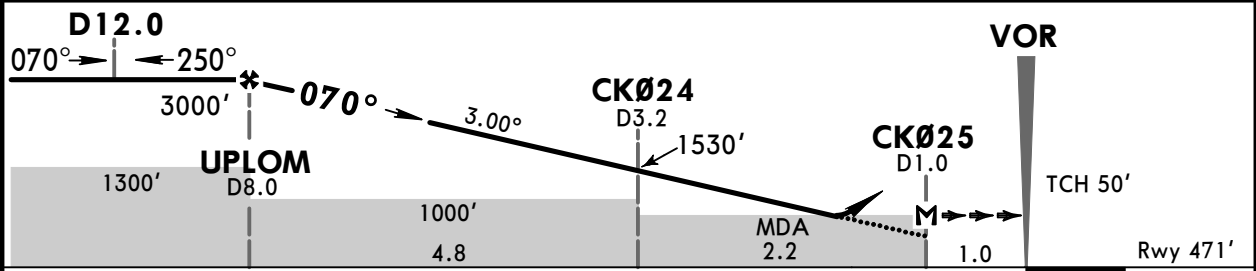
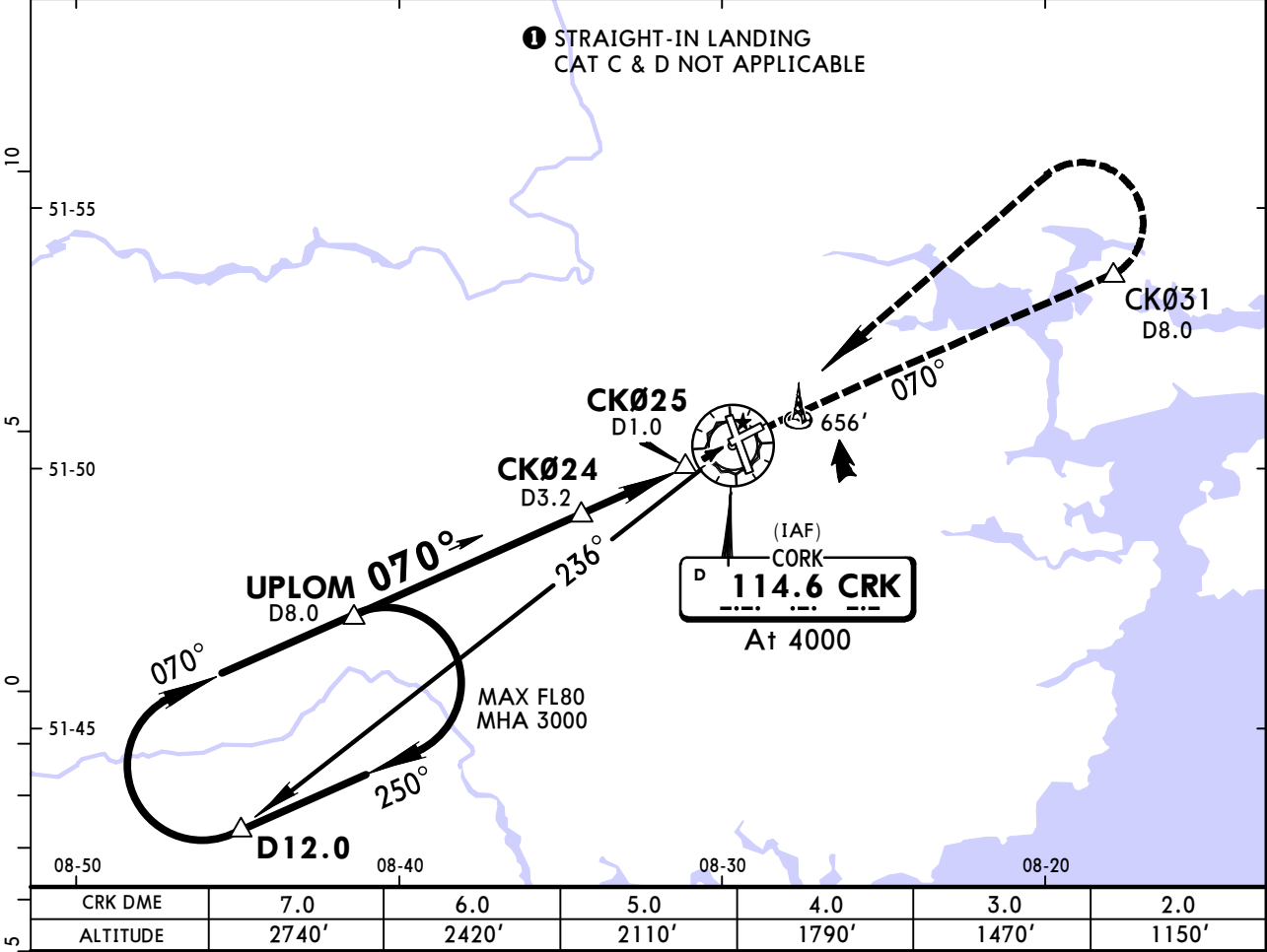
Standard			STRAIGHT-IN LANDING RWY 34						CIRCLE-TO-LAND		
LPV			LNAV / VNAV			LNAV					
DA(H) A: 717' (256') C: 737' (276') B: 727' (266') D: 747' (286')			DA(H) AB: 711' (250') C: 720' (259') D: 730' (269')			CDFA DA/ MDA(H) 780' (319')					
ALS out			ALS out			ALS out			Max Kts	MDA(H)	VIS
A	RVR 800m	RVR 1300m	RVR 800m	RVR 1300m	RVR 1000m	RVR 1400m	100	960'	(458')	1500m	
B	RVR 900m						135	1010'	(508')	1600m	
C							180	1110'	(608')	2400m	
D	RVR 1400m	RVR 1400m	RVR 900m				205	1210'	(708')	3600m	

EICK/ORK
CORK

JEPPESSEN
28 SEP 18 (13-1) Eff 11 Oct

CORK, IRELAND
VOR Rwy 07

*D-ATIS 120.925		CORK Approach (R) 119.9		CORK Tower 119.3 121.7		Ground 121.850	
VOR CRK 114.6	Final Apch Crs 070°	Procedure Alt UPLOM 3000' (2529')	DA/MDA(H) 910' (439')	Apt Elev 502' Rwy 471'			
MISSED APCH: Climb STRAIGHT AHEAD to CK031 climbing to 4000'. Turn LEFT to VOR maintaining 4000' to initiate another apch, or as directed. MAX 220 KT. Do not turn before MAP. ATC may issue RADAR vectoring at or before CK031.							
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'							
1. DME required. 2. Final approach track offset 3° from rwy centerline.							



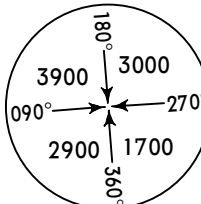
Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at CK025/D1.0										

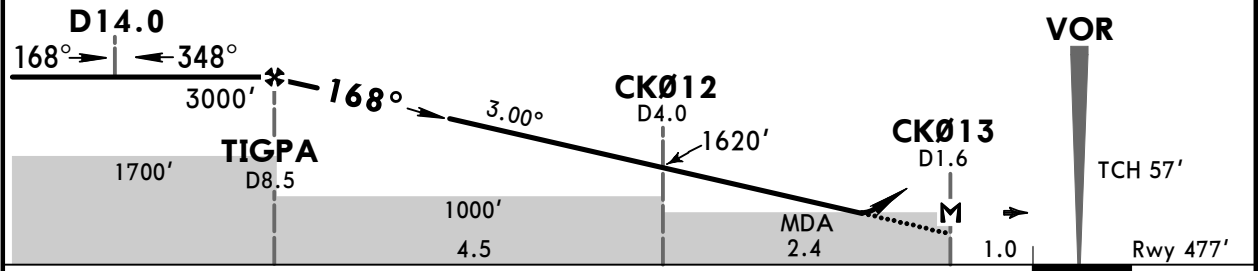
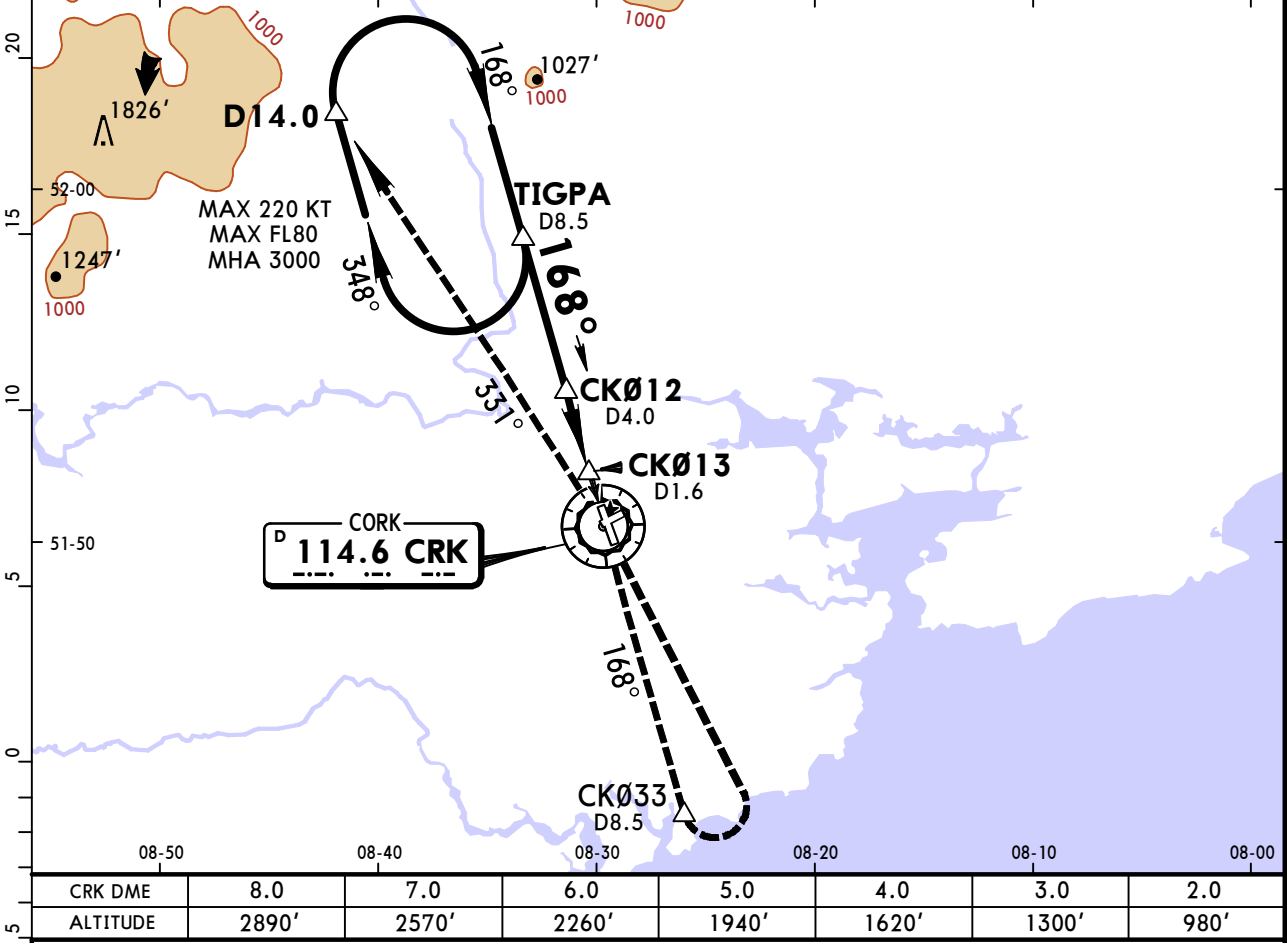
Standard STRAIGHT-IN LANDING RWY 07					CIRCLE-TO-LAND		
CDFA					Max Kts	MDA(H)	VIS
DA/MDA(H) 910' (439')					100	960' (458')	1500m
RVR 1500m					135	1010' (508')	1600m
NOT APPLICABLE					180	1110' (608')	2400m
					205	1210' (708')	3600m

EICK/ORK
CORK

JEPPESEN
28 SEP 18 (13-2) Eff 11 Oct

CORK, IRELAND
VOR Rwy 16

*D-ATIS 120.925		CORK Approach (R) 119.9		CORK Tower 119.3 121.7		Ground 121.850
VOR CRK 114.6	Final Apch Crs 168°	Procedure Alt TIGPA 3000' (2523')	DA/MDA(H) 860' (383')	Apt Elev 502' Rwy 477'		
MISSED APCH: Climb STRAIGHT AHEAD to CK033 climbing to 4000'. Turn LEFT to VOR maintaining 4000' to initiate another apch, or as directed. MAX 220 KT. Do not turn before MAP. ATC may issue RADAR vectoring at or before CK033.						
Alt Set: hPa		Rwy Elev: 17 hPa	Trans level: By ATC		Trans alt: 5000'	
1. DME required. 2. Final approach track offset 4° from rwy centerline.						



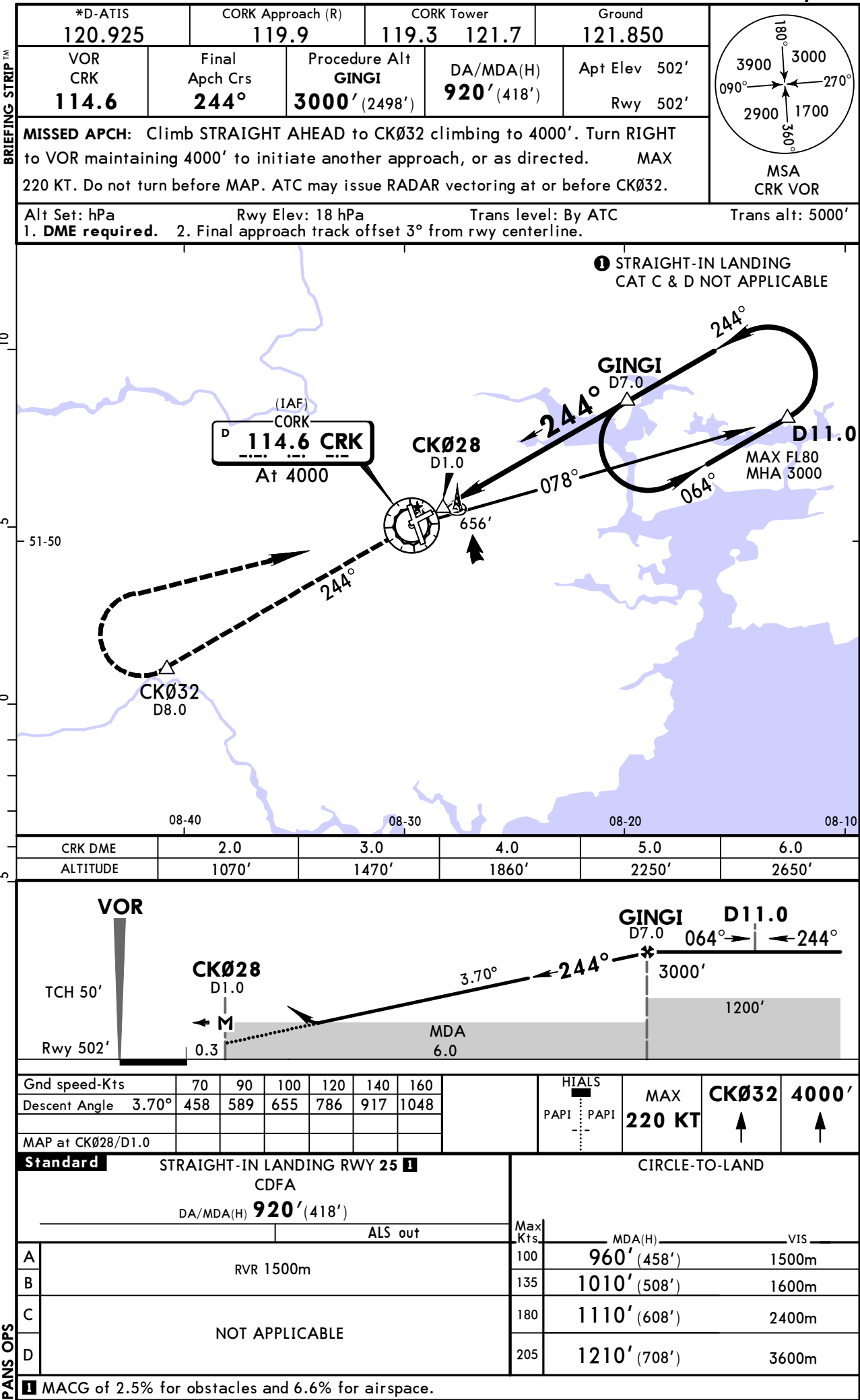
Gnd speed-Kts	70	90	100	120	140	160		MAX 220 KT	CK033 4000'
Descent Angle	3.00°	372	478	531	637	743			
MAP at CK013/D1.6									

Standard STRAIGHT-IN LANDING RWY 16 I					CIRCLE-TO-LAND				
CDFA DA/MDA(H) 860' (383')									
ALS out					Max Kts	MDA(H)	VIS		
RVR 1500m					100	960' (458')	1500m		
RVR 1100m					135	1010' (508')	1600m		
RVR 1800m					180	1110' (608')	2400m		
					205	1210' (708')	3600m		

EICK/ORK
CORK

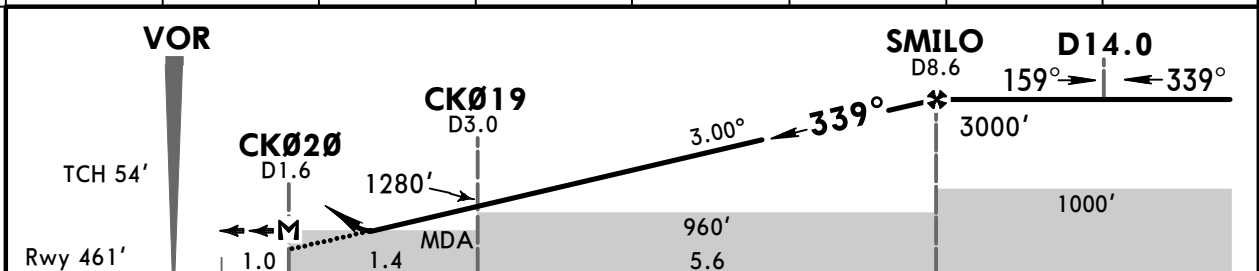
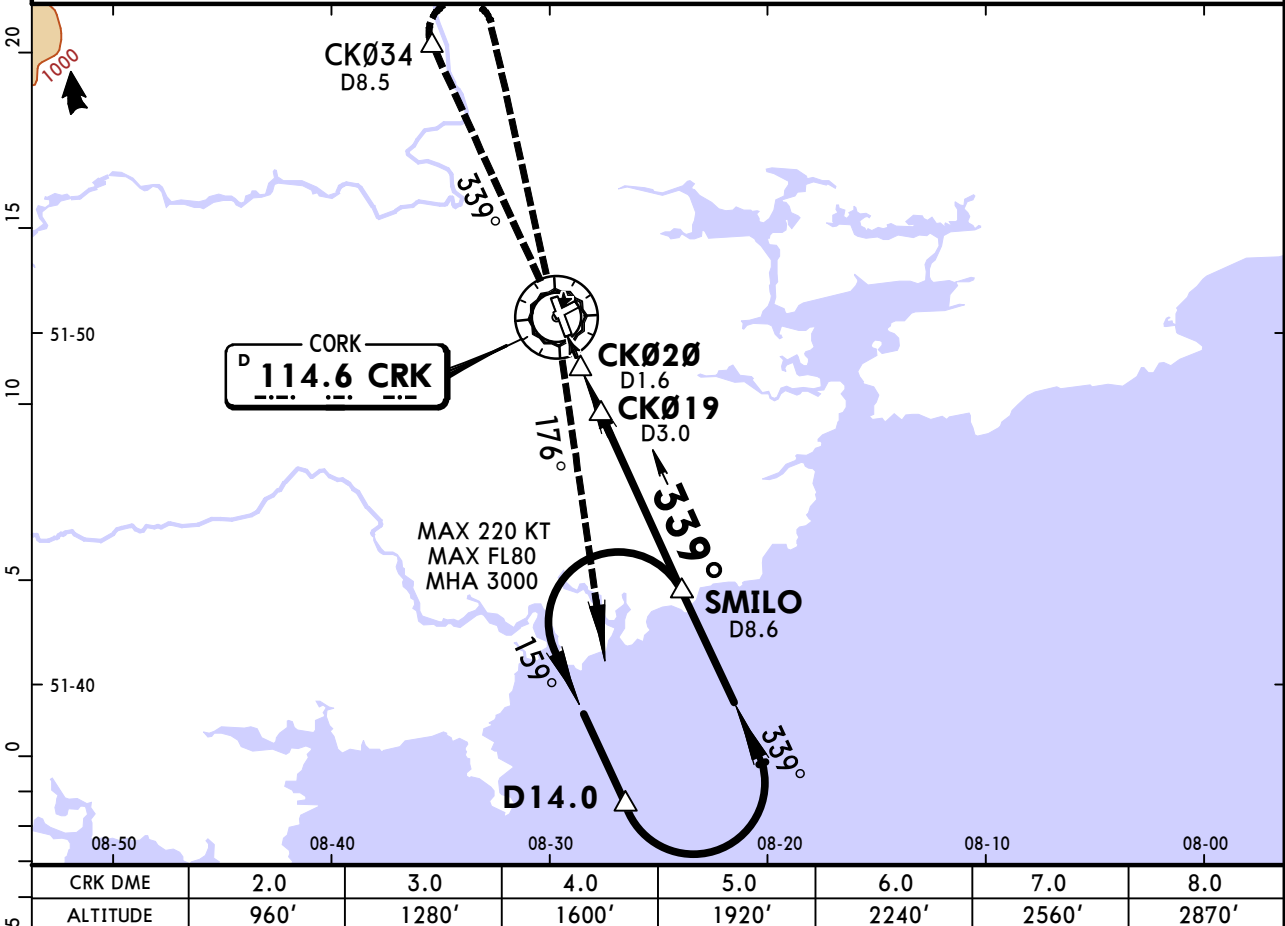
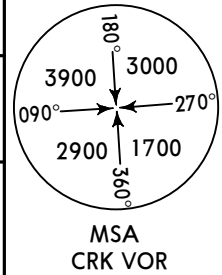
JEPPESSEN
28 SEP 18 13-3 Eff 11 Oct

CORK, IRELAND
VOR Rwy 25



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CORK
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 28 SEP 18 **(13-4)** **Eff 11 Oct**
CORK, IRELAND
VOR Rwy 34

*D-ATIS 120.925	CORK Approach (R) 119.9	CORK Tower 119.3 121.7	Ground 121.850
VOR CRK 114.6	Final Apch Crs 339°	Procedure Alt SMILO 3000' (2539')	DA/MDA(H) 890' (429')
Apt Elev 502' Rwy 461'			
MISSED APCH: Climb STRAIGHT AHEAD to CK034 climbing to 4000'. Turn RIGHT to VOR maintaining 4000' to initiate another apch, or as directed. MAX 220 KT. Do not turn before MAP. ATC may issue RADAR vectoring at or before CK034.			
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC 1. DME required. 2. Final approach track offset 5° from rwy centerline.			



Gnd speed-Kts	70	90	100	120	140	160						
Descent Angle	3.00°	372	478	531	637	743	849					
MAP at CK020/D1.6												

Standard STRAIGHT-IN LANDING RWY 34 I						CIRCLE-TO-LAND					
CDFA											
DA/MDA(H) 890' (429')											
ALS out											
A	RVR 1500m					Max Kts	MDA(H)		VIS		
B						100	960' (458')		1500m		
C						135	1010' (508')		1600m		
D						180	1110' (608')		2400m		
						205	1210' (708')		3600m		

I MACG of 2.5% for obstacles and 6.6% for airspace.

CHANGES: Missed apch speed restriction.

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CORK, (CORK INTL - EICK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EICK