

General Information

Location: WESTON IRL
ICAO: EIWT
Lat/Long: N53° 21.13', W006° 29.30'
Elevation: 155 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
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0453 Z
Sunset: 1954 Z

Runway Information

Runway: 07
Length x Width: 2864 ft x 98 ft
Surface Type: bitu
TDZ-Elev: 155 ft

Runway: 25
Length x Width: 2864 ft x 98 ft
Surface Type: bitu
TDZ-Elev: 152 ft
Stopway: 1499 ft

Communication Information

ATIS: 118.875
Weston Tower: 122.400
Weston Ground: 119.425
Dublin Approach: 121.100

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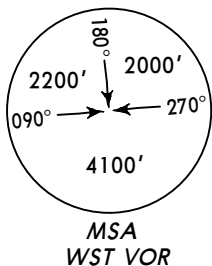
JEPPESSEN
30 NOV 12 10-2 Eff 13 Dec

WESTON, IRELAND
RNAV STAR

*ATIS
118.87

Apt Elev
155'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
Non-RNAV capable ACFT advise DUBLIN Approach on first contact
and use alternate holdings if necessary. Non-RNAV ACFT may
expect RADAR vectors to IAF.



KERAV 1W [KER1W]
SORIN 1W [SOR1W]
RWYS 07, 25 RNAV ARRIVALS

CAT A & B

RNAV 1 (DME/DME OR GNSS)
FOR VOR D APPROACH

1 Radar vectored ACFT from the SE
on passing WST R-104 intercept
WST R-101 inbound.

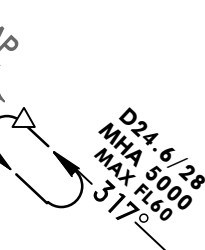
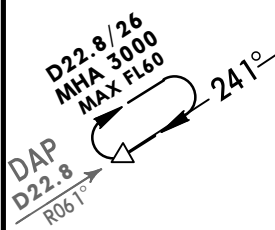
DUBLIN
D (H) 114.9 DUB
N53 30.0 W006 18.4

COLLINSTOWN
D (H) 111.2 DAP
N53 25.4 W006 18.2

WESTON
D (H) 114.7 WST
N53 21.2 W006 29.6

KILLINEY
378 KLY
N53 16.2 W006 06.4

ALTERNATE HOLDINGS OVER
KERAV



NOT TO SCALE

STAR

KERAV 1W

SORIN 1W

ROUTING

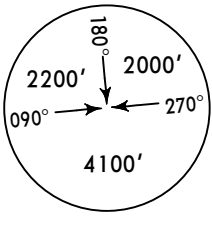
KERAV - WT001 - TEDVO.

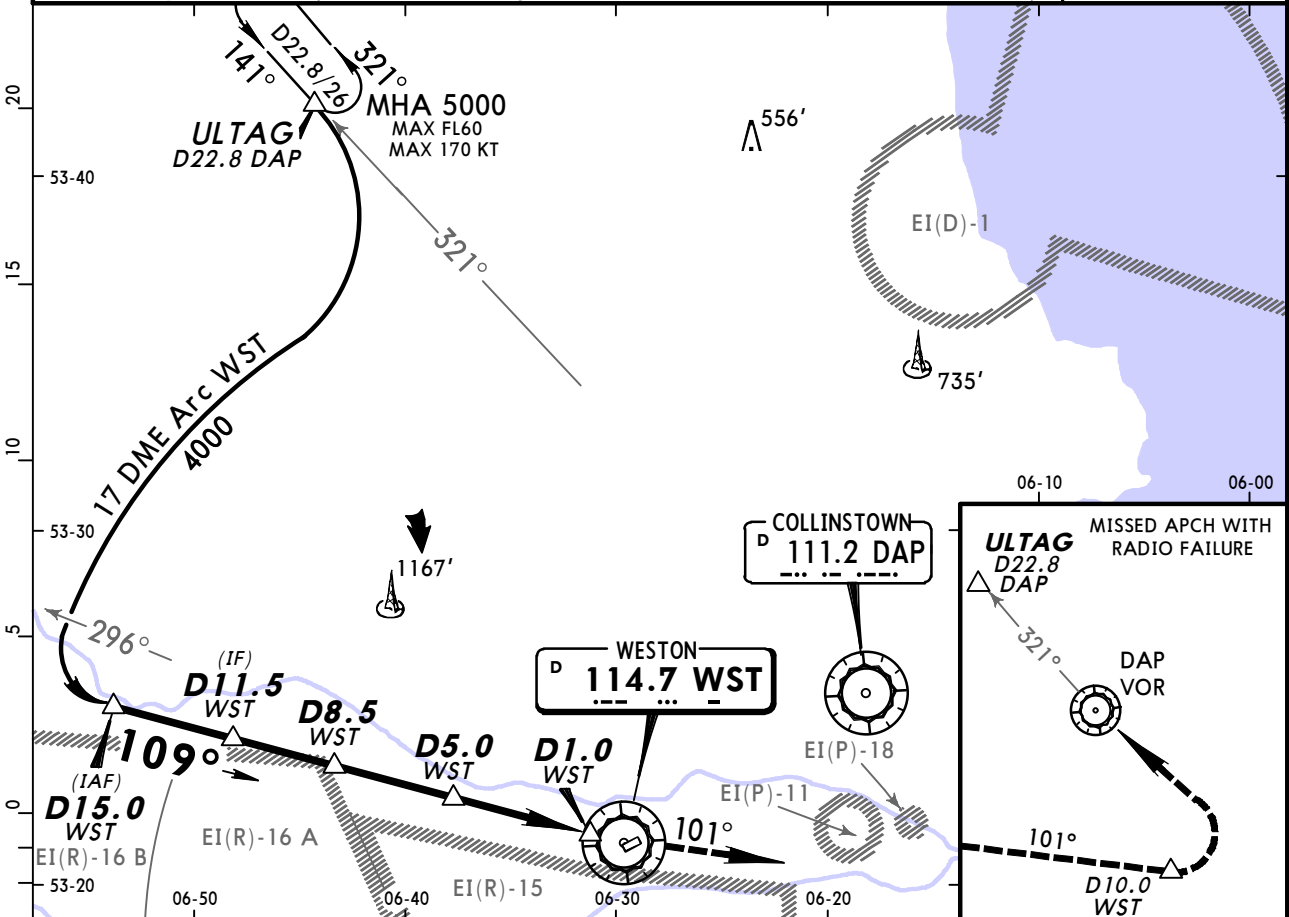
SORIN - WT002 - TEDVO.

EWIWT
WESTON

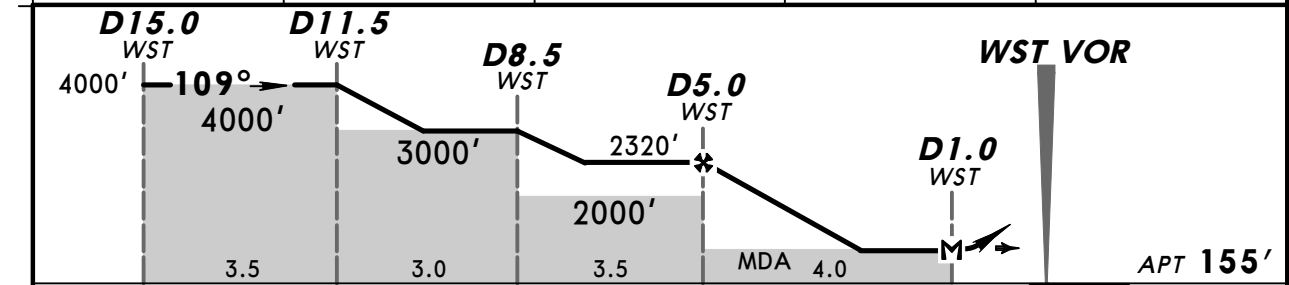
JEPPesen
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Eff 13 Dec
(13-1)
CAT A & B

WESTON, IRELAND
VOR B

BRIEFING STRIP™	*ATIS 118.87	DUBLIN Approach 121.1		*WESTON Tower 122.4		*Ground 119.42
	VOR WST 114.7	Final Apch Crs 109°	Procedure Alt D5.0 WST 2320' (2165')	MDA(H) Refer to Minimums	Apt Elev 155'	
MISSED APCH: Climb on R-101 WST to 2000', or as previously briefed and contact Dublin APP. MISSED APCH WITH RADIO FAILURE: Climb to 5000'. At D10.0 WST turn LEFT to DAP VOR to join R-321 DAP to ULTAG. From ULTAG complete the apch to rwy 16 to land or circle-to-land on the active rwy at Dublin.						
Alt Set: hPa Apt Elev: 6 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Expect visual landing instructions from ATC Weston.						MSA WST VOR



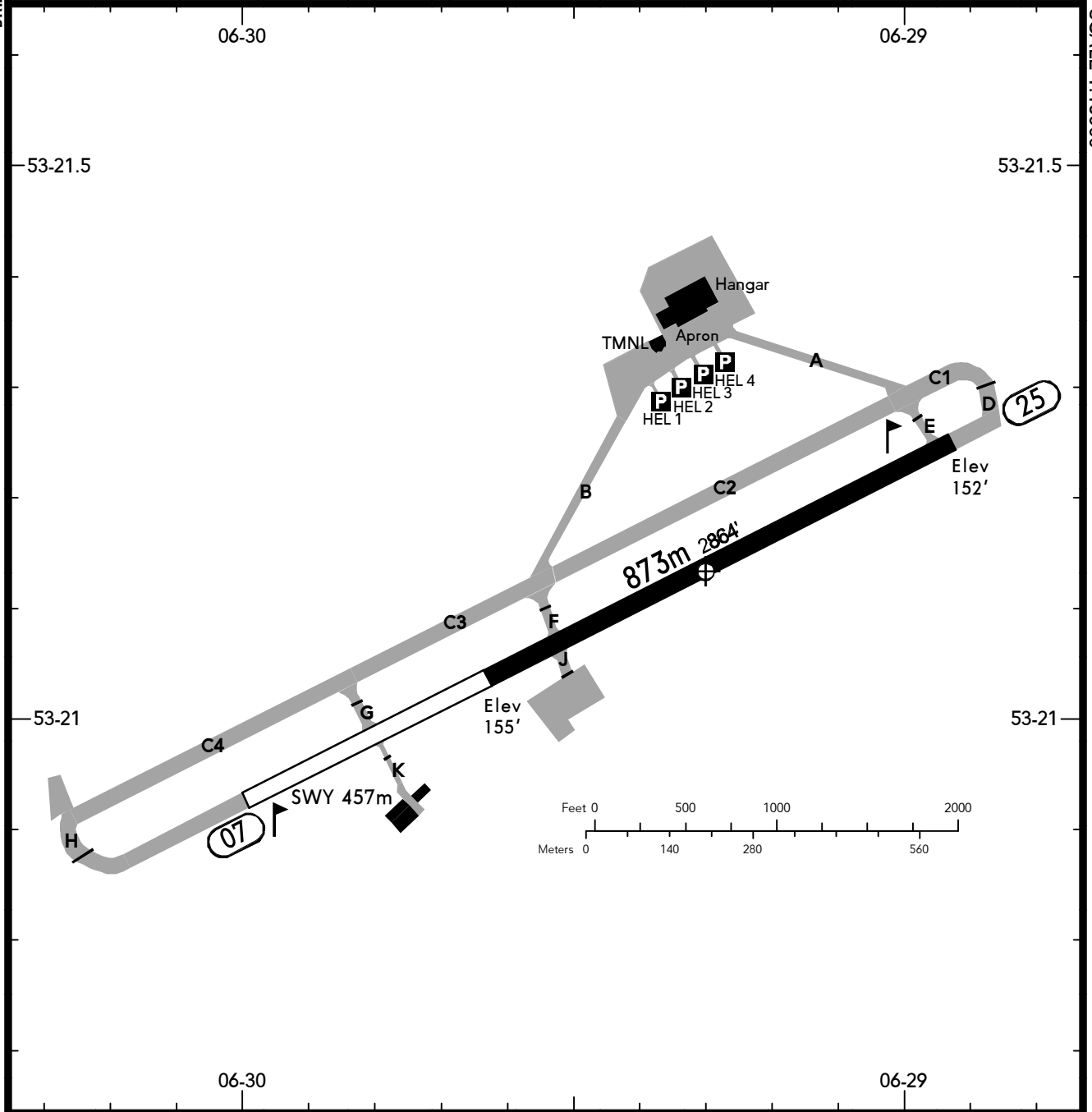
WST DME	5.0	4.0	3.0	2.0
ALTITUDE	2320'	1990'	1670'	1340'



Gnd speed-Kts	70	90	100	120	140	160	2000' WST on 114.7 LT R-101
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 WST							

Standard		CIRCLE-TO-LAND	
		Not authorized South East of rwy between R-114 WST and R-205 WST	
PANS OPS		Max Kts	
	A	100	700' (545') 1500m
	B	135	800' (645') 1600m
	C		
	D		NOT APPLICABLE

LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
Elev 155' /47m	ATIS 118.875	WESTON GROUND 119.425	 
N53 21.1 W006 29.3		WESTON TOWER 122.400 (en)	



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07 (068°) 25 (248°)	873 x 30 Paved	873	873	PCN 45/F/A/W/T	---

Rules and Procedures for Navigation within the Weston Area of Responsibility

- a flight plan is mandatory;
- a mode C transponder is mandatory;
- MAX of 3 ACFT 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 depicted.

Arrival Procedures

Arrival Route from Maynooth

RWY 07/25: Route N of Maynooth towards Leixlip. Maintain 1500'. By the Industrial Complex turn right towards the AD and enter the ATZ. Report overhead the AD at 1500'. Join the circuit in use but remaining at 1500' until position in the circuit has been established. Then descend to 1000'.

NOTE 1: Care must be taken not to penetrate the EI-R15, EI-R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground

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at Weston.

NOTE 2: ACFT must avoid overflying the Technology Campus and the Industrial Complex.

Weston VFR Route from the East

Depicted routes show a WESTON VFR ROUTE along a DVOR/DME visual track to Weston AD from the E. This track follows the inbound course of the R098 to Weston DVOR/DME WST. ACFT utilising this track must at all times exercise due caution with regard to the following:

- the routeing along the inbound course is strictly VFR and Visual Flight Rules apply at all times;
- pilots must maintain awareness of the proximity of Restricted Areas EI-R15 and EI-R23 S of the VFR route;
- ATS will be provided by Dublin ATC and transfer of communications to Weston ATC will be at the discretion of Dublin ATC;
- routeing crosses EI-P11 vertical limits GND to 1000' and in close proximity to EI-P18 vertical limits GND to 550', pilots must exercise caution accordingly.

Departure Procedures

Visual Departure Route to West

RWY 25: Climb straight ahead to 650'. Turn right no later than reaching end of reservoir to follow M4 motorway climbing to 1000' and exit controlled airspace. Remain S of Maynooth.

RWY 07: Climb straight ahead to 650' and join the Weston circuit climbing to 1000' downwind. At the end of the downwind leg turn right no later than reaching end of reservoir to follow the M4 motorway. Remain S of Maynooth.

NOTE 1: Departing traffic wishing to penetrate the EI-R15, EI-R16, or the Dublin CTA/CTR should follow the Standard Departure Route to Maynooth, and establish RTF by Maynooth for appropriate clearance.

NOTE 2: Care must be taken not to penetrate the EI-R15, EI-R16 or the Dublin CTA/CTR. RTF contact with Baldonnel should not be attempted while on the ground at Weston.

NOTE 3: ACFT must avoid overflying the Technology Campus and the Industrial Complex.

HEL Procedures

HEL Arrival Route from Maynooth

RWY 07/25: Route N of Maynooth towards Leixlip. Maintain 1000'. By the Industrial Complex turn right towards the AD and position for right turn for LDG North Area when RWY 25 active, or position for left turn for LDG North Area when RWY 07 active. RWY 25/07 will be AVBL for LDG on request.

HEL Departure Route to West

As for fixed-wing ACFT.

Additional Information

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

Weston.

An ACFT 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 ACFT has inadvertently penetrated controlled or restricted airspace, then Dublin ATC or Baldonnel ATC, as appropriate, must be contacted, without delay, and provided with relevant information.

Every operator of ACFT using Weston AD must ensure that ACFT is operated in a manner calculated to cause the least disturbance practicable to areas surrounding the AD.

Circuit Procedures

CAUTION: A left circuit of RWY 25 or right circuit of RWY 07 may result in an inadvertent penetration of EI-R15. By arrangement between Weston and the Military these circuits will only be AVBL for use when clearance from the Military ATS, Casement AD 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 RWY 25/07 circuits it is based on the premise that ACFT will remain N of the railway line at all times. At all other times at Weston, circuits to RWY 25 shall be RH and circuits to RWY 07 shall be LH.

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

RWY 25 Left Circuit

- After TKOF climb straight ahead to 650', no later than the end of the reservoir begin a gentle RIGHT turn climbing to 1000';
- avoid any HEL activity in the Heli Training area beside the VOR, on your right;
- on reaching 1000' turn LEFT onto the crosswind leg, and continue the turn onto the downwind leg making sure you are N of the railway line at all times;
- turn left onto base leg when abeam the SPA Hotel remaining clear of Lucan village;
- establish finals no lower than 650'.

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

RWY 25 Right Circuit

- After TKOF climb straight ahead to 650', no later than the end of the reservoir begin a gentle RIGHT turn climbing to 1000';
- avoid any HEL activity in the Heli Training area beside the VOR, on your right;
- on reaching 1000' turn right onto the downwind leg;
- downwind to be flown S of Leixlip at 1000';
- turn right onto base leg when abeam the SPA Hotel;
- establish finals no lower than 650'.

When RWY 07 left circuit is in use the standard circuit will be:

RWY 07 Left Circuit

- After TKOF and established in a positive climb, upon passing the end of the runway (NO EARLIER), begin a

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gentle LEFT turn (to clear the housing estate on the right), climbing to 1000';

- on reaching 1000', turn left onto downwind (Do not overfly Leixlip town);
- downwind to be flown S of Leixlip at 1000';
- turn left onto base leg before reaching end of reservoir avoiding overflight of the Technology Campus;
- establish finals no lower than 650'.

When RWY 07 right circuit is in use the standard circuit will be:

RWY 07 Right Circuit

- After TKOF and established in a positive climb, upon crossing the end of the runway (NO EARLIER), begin a gentle LEFT turn (to clear the housing estate on the right), climbing to 1000';
- upon passing 650', turn RIGHT onto crosswind leg;
- downwind to be flown to the N of railway line at all times;
- turn right onto base leg before abeam the Technology Campus;
- establish finals no lower than 650'.