

Station	Chart	IFP Name	AIP Effective	Target AIP Update	Reason for Change	Flight Procedure Change affecting Operating Procedure (Y/N)	ANSP Comment	Potential Noise Impact from Flight Procedure Change (Y/N)	Incidents of Failure to Comply with Flight Procedure Change leading to Noise Event/Track	Status
EIDW	AD 2.24-1	Aerodrome Chart - daa	08/10/2020			N (relates to apron/aerodrome manoeuvres)		N	N	
EIDW	AD 2.24-2	Parking and Docking- daa	08/10/2020			N (relates to apron/aerodrome manoeuvres)		N	N	
EIDW	AD 2.24-3	28L/10R Type A - daa	08/10/2020			N (relates to apron/aerodrome manoeuvres)		N	N	
EIDW	AD 2.24-4	Rwy 28R/10L Type A-daa	08/10/2020			N (relates to apron/aerodrome manoeuvres)		N	N	
EIDW	AD 2.24-5	Rwy 16/134 Type A-daa	08/10/2020			N (relates to apron/aerodrome manoeuvres)		N	N	
EIDW	AD 2.24-6	PATC Rwy 28L - daa	08/10/2020			N (relates to apron/aerodrome manoeuvres)		N	N	
EIDW	AD 2.24-7	PATC Rwy 28R - daa	08/10/2020			N (relates to apron/aerodrome manoeuvres)		N	N	
EIDW	AD 2.24-8	PATC Rwy 10L - daa	08/10/2020			N (relates to apron/aerodrome manoeuvres)		N	N	
EIDW	AD 2.24-9	PATC Rwy 10R- daa	08/10/2020			N (relates to apron/aerodrome manoeuvres)		N	N	
EIDW	AD 2.24-10	RWY 28L A-B SIDs	05/11/2020	N/A		TBC with ANSP (appears to show turn in at 750QNH to RWY 28 half way through Noise Corridor) Was this applied in 2020? Noise Corridor for A&B not applicable?	Turn at 750feet after Departure End of Runway reflects lower noise footprint for A-B aircraft types-Note: based on the percentage of A-B aircraft, it also allows for runway throughput for following C-D departures. Happy to discuss further and should add that the noise corridors are	N	TBC	
EIDW	AD 2.24-11	RWY 28L C-D SIDs	16/06/2022	TBC		TBC with ANSP (appears to show turn in at 750QNH to RWY 28 half way through Noise Corridor) Was this applied in 2020? Not relevant for RWY28L SIDs track straight ahead to 3000feet before turning-No noise corridor issues?	2022: SIDs rationalised with Level Constraints added to allow for Continuous Climb Operations (CCO), thus Improving noise output	TBC	TBC	
EIDW	AD 2.24-12	RWY 28R A-B SIDs	11/08/2022	N/A	New IFP	N/A	2022: SIDs rationalised with Level Constraints added to allow for Continuous Climb Operations (CCO), thus Improving noise output.Require 30 degree offset for initial departure for SOIR-This should support Noise dispersion and a balanced approach to noise management nwith use of all	N/A	N/A	
EIDW	AD 2.24-13	RWY 28R C-D SIDs	11/08/2022	N/A	New IFP	N/A	2022: SIDs rationalised with Level Constraints added to allow for Continuous Climb Operations (CCO), thus Improving noise output - Require 30 degree offset for initial departure for SOIR-This should support Noise dispersion and a balanced approach to noise	N/A	N/A	
EIDW	AD 2.24-14	RWY 10L A-B SIDs		#####	New IFP	N/A		N/A	N/A	
EIDW	AD 2.24-15	RWY 10L C-D SIDs		#####	New IFP	N/A		N/A	N/A	
EIDW	AD 2.24-16	RWY 10R A-B SIDs	11/08/2022	N/A		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	2022: SIDs rationalised with Level Constraints added to allow for Continuous Climb Operations (CCO), thus	TBC	TBC	
EIDW	AD 2.24-17	RWY 10R C-D SIDs	15/06/2022	#####		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures RWY10R SIDs track straight ahead to 4000feet before turning = No noise corridor issues?	2022: SIDs rationalised with Level Constraints added to allow for Continuous Climb Operations (CCO), thus Improving noise output	TBC	TBC	
EIDW	AD 2.24-18	RWY 16 A-B SIDs	05/11/2020	N/A		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	Not updated as part of NTPR Project. For review and update in 2022-2023	TBC	TBC	
EIDW	AD 2.24-19	RWY 16 C-D SIDs	11/08/2022	#####		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	2022: SIDs rationalised with Level Constraints added to allow for Continuous Climb Operations (CCO), thus	TBC	TBC	
EIDW	AD 2.24-20	RWY 34 A-B SIDs	05/11/2020	#####		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	Not updated as part of NTPR Project. For review and update in 2022-2023	TBC	TBC	
EIDW	AD 2.24-21	RWY 34 C-D SIDs	11/08/2022	#####		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	2022: SIDs rationalised with Level Constraints added to allow for Continuous Climb Operations (CCO), thus	TBC	TBC	
EIDW	AD 2.24-22.1	RWY 28L/R STARs with lateral holding	11/08/2022	TBC	New IFP	TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures. N/A as NR related	2022: New STARs re-developed to serve two Runways 28L and 28R. Improved altitude profiles for descending aircraft should improve	N/A	N/A	
EIDW	AD 2.24-22.4	RWY28L/R STARs without lateral holding	11/08/2022	TBC	New IFP	TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures. N/A as NR related	Fuel planning STARs, for shortened routes requiring less fuel and improving aircraft performance	N/A	N/A	
EIDW	AD 2.24-23.1	RWY10L/R STARs with lateral holding	11/08/2022	TBC	New IFP	TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures. N/A as NR related	2022: New STARs re-developed to serve two Runway 10L and 10R. Improved altitude profiles for descending aircraft should improve	N/A	N/A	
EIDW	AD 2.24-23.5	RWY 10L/R STARs without lateral holding	11/08/2022	TBC	New IFP	TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures. N/A as NR related	Fuel planning STARs, for shortened routes requiring less fuel and improving aircraft performance	N/A	N/A	
EIDW	AD 2.24-24	RWY 16 STARs	08/10/2020	TBC	For review 2022-2023	TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures. N/A as NR related	No update since 2020. These STARs will only be used in situations where RWYs 28L/R and or 10L/R are not available. This aligns with a balanced approach to noise management and is consistent with daa planning	N/A	N/A	
EIDW	AD 2.24-25	RWY 34 STARs	08/10/2020	TBC	For review 2022-2023	TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures. N/A as NR related	No update since 2020. These STARs will only be used in situations where RWYs 28L/R and or 10L/R are not available. This aligns with a balanced approach to noise management and is consistent with daa planning	N/A	N/A	
EIDW	AD 2.24-26	RNP RWY 28L	11/08/2022	TBC	New IFP	TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures. N/A as NR related	Updated Instrument Approach Procedure (IAP) with PBN RNAV1 applied giving more accurate procedure and thus assisting	N/A	N/A	

EIDW	AD 2.24-27	ILS CAT I and II or LOC RWY28L	11/08/2022	TBC	New IFP	TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures. N/A as NR related	Updated Instrument Approach Aprocedure (IAP) with PBN RNAV1 applied giving more accurate procedure and thus assisting	N/A	N/A	
EIDW	AD 2.24-28	VOR RWY 28L	08/10/2020	N/A		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures. N/A as NR related	Not included in the updates and currently NOTAMed as not available. May be fully withdrawn. Note: This is a conventional, non-precision IAP and as such would have a greater noise footprint as it's not as accurate as a	N/A	N/A	
EIDW	AD 2.24-29	RNP RWY 28R	06/10/2022?	#####	New IFP for 2022 as part of NTPR	N/A		N/A	N/A	
EIDW	AD 2.24-30	ILS CAT I and II or LOC RWY28R	06/10/2022?	#####	New IFP for 2022 as part of NTPR	N/A		N/A	N/A	
EIDW	AD 2.24-31	VOR RWY 28R		#####	New IFP for 2022 as part of NTPR	N/A	Not designed and not planned to (PBN IR)	N/A	N/A	
EIDW	AD 2.24-32	RNP RWY 10L	11/08/2022	TBC	New IFP for 2022 as part of NTPR	N/A	New Instrument Approach Aprocedure (IAP) with PBN RNAV1 applied giving more accurate procedure and thus assisting with environmental	N/A	N/A	
EIDW	AD 2.24-33	ILS CAT I and II or LOC RWY 10L	11/08/2022	TBC	New IFP for 2022 as part of NTPR	N/A	New Instrument Approach Aprocedure (IAP) with PBN RNAV1 applied giving more accurate procedure and thus assisting with environmental	N/A	N/A	
EIDW	AD 2.24-34	VOR RWY 10L		#####	New IFP	N/A	Not designed and not planned to (PBN IR)	N/A	N/A	
EIDW	AD 2.24-35	RNP RWY 10R	11/08/2020	N/A		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	IAP updated with new missed approach track as part of the NTPR project. This adds to the balanced approach (with dispersal of departing traffic) from a noise perspective. PBN RNAV1 applied giving more accurate procedure and thus	TBC	TBC	
EIDW	AD 2.24-36	ILS RWY 10R	08/10/2020	N/A		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	IAP updated with new missed approach track as part of the NTPR project. This adds to the balanced approach (with dispersal of departing traffic) from a noise perspective. PBN RNAV1 applied giving more accurate procedure and thus	TBC	TBC	
EIDW	AD 2.24-37	VOR RWY 10R	08/10/2020	TBC		TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	Not included in the updates and currently NOTAMed as not available. May be fully withdrawn. Note: This is a conventional, non-precision IAP and as such would have a greater noise footprint as it's not as accurate as a	TBC	TBC	
EIDW	AD 2.24-38	RNP RWY 16	08/10/2020			TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	Comment: RWY16 is not expected to be used except in exceptional	TBC - Likely to have minimal effect on NPR/ENC's	TBC	
EIDW	AD 2.24-39	ILS CAT I or LOC RWY 16	04/11/2021			TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	Comment: RWY16 is not expected to be used except in exceptional	TBC - Likely to have minimal effect on NPR/ENC's	TBC	
EIDW	AD 2.24-40	VOR RWY 16	04/11/2021			TBC with ANSP - Was this applied in AIP in 2020 i.e. part of default Noise Mitigation measures	Comment: RWY16 is not expected to be used except in exceptional	TBC - Likely to have minimal effect on NPR/ENC's	TBC	
EIDW	AD 2.24-41	RNP RWY 34	17/06/2021			TBC with ANSP	Comment: RWY34 is not expected to be used except in exceptional circumstances.	Confirm no issue ie Required Navigation Performance i.e. aircraft navigation system requirement. No issue in terms of	TBC	Approved 09/03/21
EIDW	AD 2.24-42	VOR RWY 34	08/10/2020			TBC with ANSP	Comment: RWY34 is not expected to be used except in exceptional circumstances.	Variable Omni Direction Radar - distance measuring equipment...unlikely to	TBC	
EIDW	AD 2.24-43	ATC SMAC	05/11/2020	TBC		TBC with ANSP	This is a chart for ATC vectoring of aircraft to safe altitudes, typically above 3000 feet until established on an approach. Not noise relevant	SMAC - surveillance min altitude area - query CMC	TBC	Submitted
EIDW	AD 2.24-44	VAC	10/09/2020			TBC with ANSP	VFR Chart - Noise corridors not impacted	TBC with ANSP	TBC	