GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24. AD CLSD on Christmas day; see NOTAM.

Airport Information

RFF: CAT 9
Fire: "Dublin Fire" 121.600 AVBL via ATC only, when fire vehicle attending ACFT on GND EMERG.

PCN: RWY 10/28: 70/R/B/W/T, RWY 16/34: 75/R/D/W/T

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 ± 1NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.

Low Visibility Procedures

LVP apply when RVR less than 550m and/or ceiling below 200ft or MET VIS below 800m.

RWY 10/28 in use following standard taxi route systems applies:

RWY	Arrival Taxi Routes	Departure Taxi Routes	APN Taxi Routes
28	E6 or B7 to B4, H2, H1 to stand	E1	All except Z
10	E2, B2 or E1 to stand	H1, H2, B4 to B7	All except Z

MAX taxi speed during LVP 15KT.

HIRO (High Intensity RWY OPS)

Valid from 0600-0000‡ unless otherwise advised by ATC (e.g. via ATIS).

Arrival:

ACFT unable to vacate the RWY via the preferred TWY should notify ATC when ACFT is between 8-4NM from touchdown or at the earliest opportunity after which it has been determined that it is unable to comply.

The preferred exit TWYs for RWY 10/28 are:

RWY	ACFT Type	Preferred exit TWY	Distance from THR to exit point
10	Wingspan below 36m / 118ft and B757	TWY E3*	1690m / 5545ft
	All other ACFT	TWY E2	2240m / 7350ft
28	Wingspan below 24m / 79ft and all turboprops	TWY E5	1240m / 4068ft
	All other ACFT	RET E6	1597m / 5240ft
*TWYs E3 and E5 are not AVBL as RWY exits during LVP			

GENERAL

Preferential RWY
RWY 10 or RWY 28 is the required RWY between 0600-2300‡ when the crosswind component is 20KT or less. RWY 28 will be the preferential RWY when the tail wind component is 10KT or less and braking action is assessed as good. ACFT will be required to use these RWYs except when operational reasons dictate otherwise.
If the crosswind component on RWY 10 or 28 is above 20KT RWY 16 or 34 may become the active RWY.
If the forecast crosswind component on RWY 10 or 28 is above 20KT RWY 16 or RWY 34 may become the active RWY.
The use of RWY 16/34 will be kept to an absolute minimum subject to operations conditions.

Transponder Mode S
ARR:
Select assigned transponder mode A and activate S, set to AUTO if technically AVBL; after LDG, continuously until fully parked on stand. Select ACFT identification feature if AVBL, before activating transponder.

DEP:
Set ACFT identification and, when received, set assigned Mode A code. Immediately prior to request for push-back or taxi, or when advising DLV that you are ready for push and start, whichever is earlier, select: "AUTO", if automatic mode is not AVBL, select "ON". Only when approaching the HLDG PSN of the DEP RWY, select "TCAS".

RWY Restrictions
During MAINT closure of RWY 10/28, ACFT with MTOW 210t / 462970lbs or more, RWY AVBL PPR.

Minimum RWY Occupancy Time (MROT)
Ensure standard MROT procedures and in addition:
ACFT unable to vacate RWY via preferred TWYs should notify ATC when ACFT is between 8NM and 4NM from touchdown, or at the earliest opportunity after which it has been determined that is unable to comply.

RWY 10: ACFT with wingspan below 36m / 118ft vacate RWY via TWY E3. Other ACFT vacate RWY via E2.

RWY 28: ACFT with wingspan below 24m / 79ft and turboprops vacate RWY via E5. Other ACFT vacate RWY via TWY E6 or earlier.

TWY E3 and E5 not AVBL as RWY exits during LVP.

RWY 16/34 OPS: Unless otherwise instructed by ATC, ACFT vacating RWY must not stop on TWY E1, B2, A, H1, M1, P1 or G. ACFT on those TWY are not clear of RWY. ACFT exiting RWY via TWY D3 must continue on to the section of TWY parallel to RWY to clear the RWY. Leaving RWY via TWY G for wide-body ACFT prohibited.

RWY 28 OPS: Unless otherwise instructed by ATC, ACFT vacating RWY must not stop on TWY E4, E5, E6 and E7. ACFT on those TWY are not clear of RWY. ACFT exiting onto TWY B7 must continue on to the section of TWY parallel to RWY to clear the RWY.

RWY 10 OPS: Unless otherwise instructed by ATC, ACFT vacating RWY must not stop on TWY E3, E4, E5. ACFT on those TWY are not clear of RWY.

TWY Restrictions
TWY R width 15m / 49ft.

TWY E5, APN TWY F-Inner, TWY G and TWY Z MAX wingspan below 36m / 118ft.

Taxilanes serving stands 121L-127, 130-131S, 200L-203L, 412-418 MAX wingspan 36m / 118ft.

Taxilanes serving stands 205R-207T, 311L-313L MAX wingspan 41.1m / 135ft.

GENERAL

TWY E4 is restricted to HJ only and only suitable for ACFT with MAX wingspan 30m / 98ft.

No turns from:
- TWY H2 to TWY B3 or vice versa.
- TWY F1 to TWY B2 or vice versa.
- TWY B2 to TWY E1 or vice versa.
- TWY A to TWY F1 or vice versa.
- TWY H2 to TWY M2 or vice versa at INT with TWY B3 and B4.

High speed exit E6, MAX 50KT.

Taxi/Parking

ACFT are prohibited from entering any stand without the guidance of a marshaller, or the Advanced Visual Docking Guidance System (AVDGS) where provided.

Stands HP1 and HP2 are used for ENG start-up/shut-down only.

Taxi with MNM PWR only.

Warnings

BAL VOR/DME

Due to rising terrain S of facility signals may not be received at varying lower ALT in sector R130-R210 at ranges greater than 15NM.

Motorway running almost parallel with RWY 10/28, 0.6NM to S of RWY.

In order to prevent dazzling the marshaller or the push-back crew, pilots are requested to switch off the landing lights when reaching or leaving the parking PSN and, when equipped with both a conventional red anti-collision light and a sequenced white strobe light system, to switch off the latter system as well.

ARRIVAL

Speed

MAX IAS 250KT below FL100.
MAX IAS 210KT for Initial APCH.
MAX IAS 180KT Intermediate APCH.
Between FAP and 4NM from THR 160KT.
If unable to comply inform ATC and state speed acceptable.

Communication

COM Failure

RWY 28

ACFT prior to Sequence Leg Entry:
- Proceed via STAR to enter the appropriate Sequence Leg Entry Hold (i.e. KERAV or SORIN) at the last cleared FL.
- Commence descent in the Hold to the Sequence Leg entry FL (FL080 or FL070 as appropriate) or as close as possible to the expected EAT. If no EAT has been received and acknowledged descend at, or as close as possible to EAT resulting from current FPL.
- Proceed onto the appropriate Sequence Leg, complete full STAR as filed or last cleared by ATC, to LAPMO. After turning off the Sequence Leg descend to 3000ft QNH and complete APCH for LDG on RWY 28.

ACFT on Sequence Leg:
- Complete the full STAR to LAPMO.
- After turning off the Sequence Leg descend to 3000ft QNH and complete APCH for LDG on RWY 28.

ARRIVAL

ACFT turned off the Sequence Leg:
- Descend to 3000ft QNH.
- In the most expeditious manner route to LAPMO to complete INST APCH for RWY 28.

RWY 10
ACFT prior to Sequence Leg Entry:
- Proceed via STAR to enter the appropriate Sequence Leg Entry Hold (i.e. ADNAL or BABON) at the last cleared FL.
- Commence descent in the Hold to the Sequence Leg Flight
- Level (FL080 or FL070 as appropriate) or as close as possible to the expected EAT. If no EAT has been received and acknowledged descend at, or as close as possible to EAT resulting from current FPL.
- Proceed onto the appropriate Sequence Leg, complete full STAR as filed or last cleared by ATC, to NEKIL or OSLEX as appropriate. After turning off the Sequence Leg descend to comply with constraint ALT at NEKIL or OSLEX and complete APCH for LDG on RWY 10.

ACFT on Sequence Leg:
- Complete the full STAR and APCH for RWY 10.
- After turning off the Sequence Leg descend to comply with constraint ALT at NEKIL or OSLEX and complete APCH on RWY 10.

ACFT turned off the Sequence Leg:
- Descend to comply with constraint ALT at NEKIL or OSLEX and complete APCH for LDG on RWY 10.

Arrival Procedure

HLDG PROC
A standard rate of descent of 1000ft/min in HLDG patterns will be used otherwise instructed by ATC. Pilots must advise ATC if unable to comply with the standard rate of descent.

L STARs
RWY 28: During 1100-1230‡ and 2200-2300‡ it is recommended to plan STARs with designator L.

Noise Abatement Procedure: Following RWY priorities apply between 2300-0600‡:

Priorities			
1	2	3	4
RWY 10	RWY 16	RWY 28	RWY 34

Visual APCH: Do not intercept final APCH below 2000ft.

Reverse: Do not use more than idle reverse between 2300-0600‡.

Non-Standard GP Intercept Position on RWY 10/28
GP intercept RWY 10/28 at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *2323m / 7622ft.*
RWY 16
GP intercept RWY 16 at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *1758m / 5768ft.*

DEPARTURE

Take-off Minima

RWY		10/28	
All ACFT	ft - m/km	0 - 75R	-

RWY		16	
All ACFT	ft - m/km	0 - 400R/400V	-

RWY		34	
All ACFT	ft - m/km	0 - 400V	-

Communication

ACFT CAT C and D, shall remain on TWR FREQ until passing 2000ft, then contact Dublin ACC Lower North or Dublin ACC Lower South as appropriate.

COM Failure

ACFT departing on SID where no cruising LVL has been specified in enroute CLR (therefore no LVL specified in current FPL) the climb, after appropriate time interval, shall be to LVL contained in FPL.
ACFT routeing on a ROTEV SID expecting transition to BOYNE.
ACFT routeing on a ROTEV SID experiencing COM failure and expecting transition to BOYNE should continue to ROTEV, then, in the most expeditious manner, route to BOYNE to join the current FPL. Maintain the last assigned LVL for a period of 3min and then climb to LVL specified in current FPL.

Departure Procedure

Departure Notes

When RWY 34 in use, ATS route L18 may not be AVBL.

Officially published PROC for CAT A, B ACFT omitted by intention.

CML 1D: For use when R15/16 active.

Push-back: All stands push-back, EXC 7S, 8S, 83S, 86S, 88S.

Noise Abatement Procedure: Use ICAO Standard NADP 2 and in addition;

Following RWY priorities apply between 2300-0600‡:

Priorities			
1	2	3	4
RWY 28	RWY 34	RWY 10	RWY 16

CAT A and B ACFT:
Track RWY extended CL after TKOF until passing 750ft QNH before commencing turn. No TKOF turn shall be commenced before the DEP-end of the RWY.

CAT C and D ACFT:
RWY 28 and 16/34: Track RWY extended CL after TKOF to 5NM before commencing turn, unless otherwise cleared by ATC above 3000ft.

RWY 10: Track RWY extended CL after TKOF to 5NM before commencing turn to the north, or to 6NM before commencing turn to the south.

DEPARTURE

ATC Slot, Clearance

Contact DLV for CLR 15min before start-up.

Oceanic Clearance

ACFT planned to enter NAT airspace should REQ Oceanic Clearance when airborne. REQ via ORCA Datalink or Shanwick Radio 127.900.

Datalink Procedure

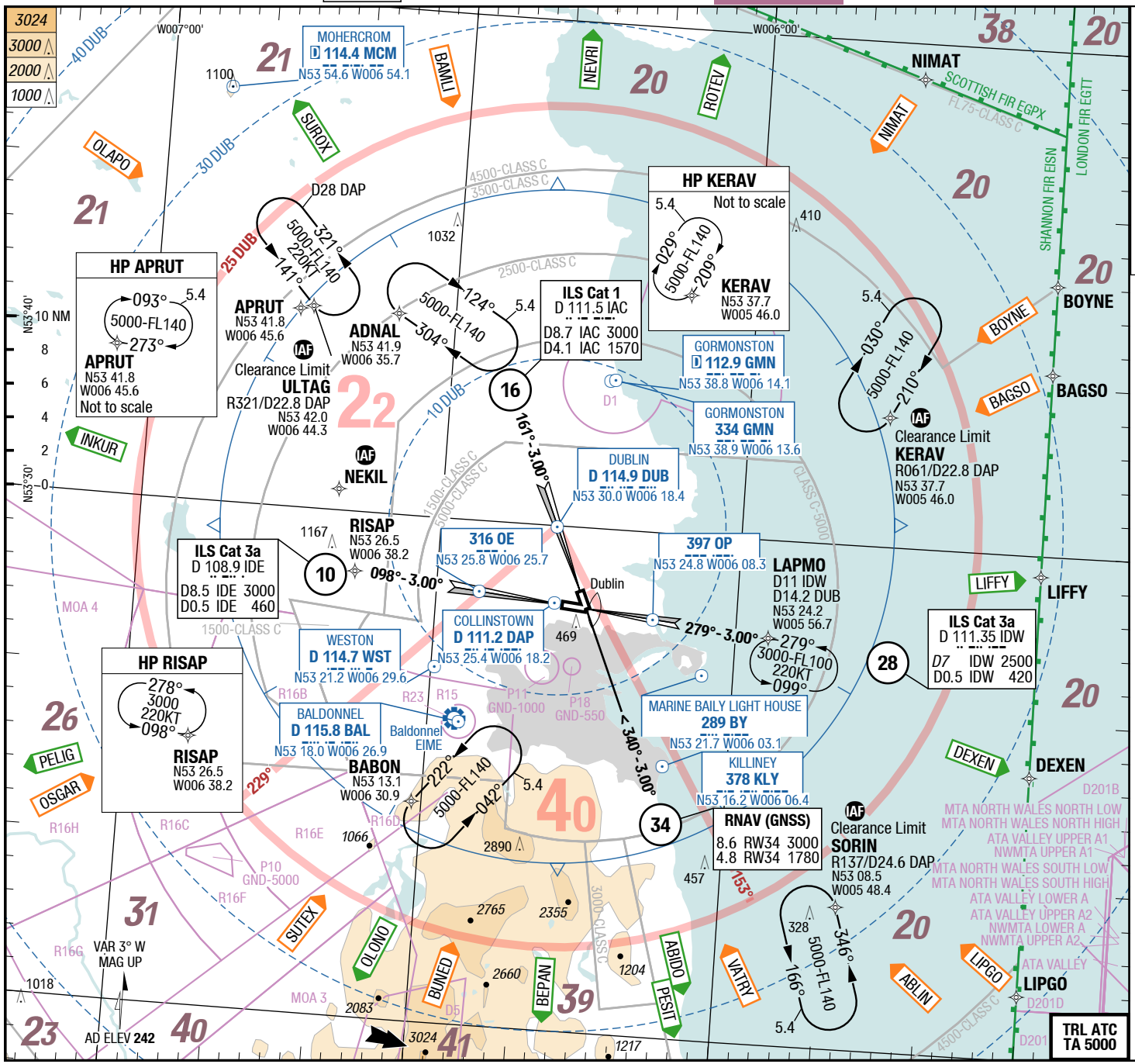
- The pilot will send a DEP CLR request utilizing the on-board datalink interface. MNM 15min before start-up. Any slot times will be taken into account by the pilot in the request if appropriate.
- If the CLR is not received by the pilot within 3min of the REQ the pilot will contact ATC through the normal radio telecommunication (RT) channels and obtain a CLR on RT.
- Where the pilot receives a datalink reply and cannot accept the CLR he will contact ATC trough the normal RT channels to obtain, an alternate CLR on RT.
- If the pilot is satisfied with the datalink CLR an acknowledgement message will be sent to the ground system.
- If the ground does not receive the acknowledgment message within 3min after the CLR has been transmitted, or if an invalid message is received, ATC will contact the pilot through the normal VHF channels and issue the CLR via RT.
- All DEP CLR issued through the normal VHF RT voice channels will cancel the DCL service.

De-Icing

AVBL H24, O/R from Servisair, Aviance or FLSA.

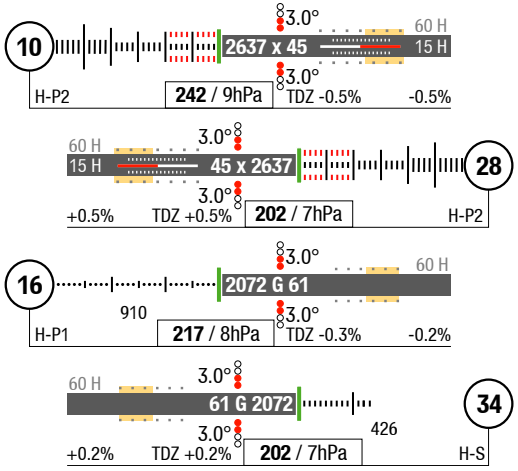
Warnings

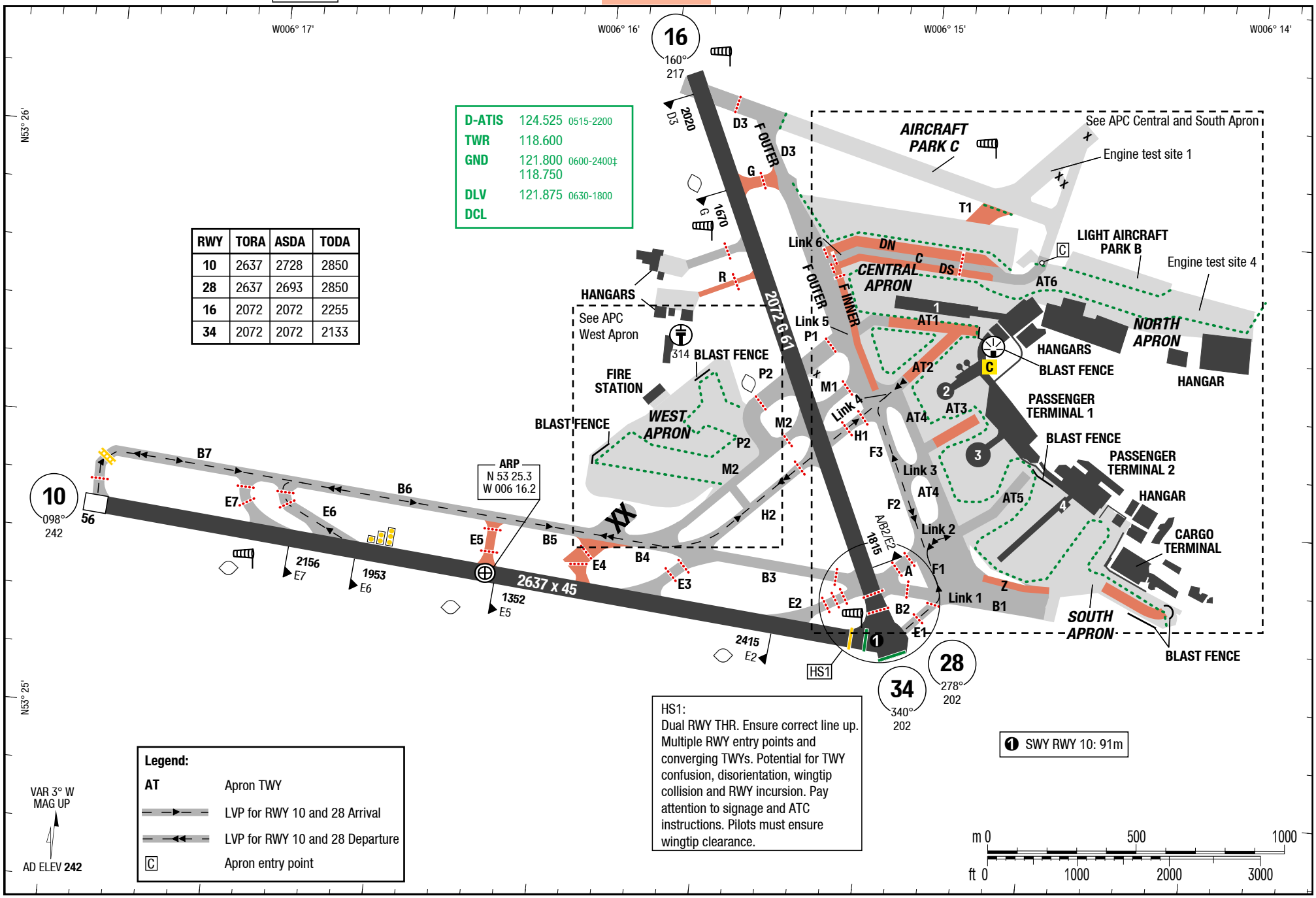
Before TKOF RWY 28 or 34: Ensure that you are positioned on the correct RWY before commencing TKOF run.



D-ATIS	124.525 0515-2200	
FIS	118.500	
CTL	129.175 N (Upper)	124.650 S (Upper)
	132.575 N (Lower)	126.250 S (Lower)
	135.650	120.750
APP	121.100	119.550
	119.925	133.275
TWR	118.600	
GND	121.800 0600-2400‡	
	118.750	
DLV	121.875 0630-1800	
DCL		

Landing RWY system:





Changes: QFU

Ireland **Dublin** Dublin Intl
NIL
Tempo AGC

AGC AGC

Dublin Intl **Dublin** Ireland
NIL
Tempo AGC

AIP SUP 14/17
- CAT II/III LVO will not be AVBL on RWY 28.
- TDZ and CAT II/III lighting will not be AVBL on RWY 28.
- If low visibility conditions occur during working hours, work will not take place and only RWY 10 will be available for LVO.

Phase 1 (2300-0500LT, to be confirmed by NOTAM):
- During working hours:
- RWY 10/28 will be withdrawn from service.
- RWY 16/34 will be AVBL for use as normal.
- Expect RWY 16 for ARRs.

Phase 2 (2130-0500LT, to be confirmed by NOTAM):
- During working hours:
- RWY 10/28 will be shortened.
- THR RWY 28 will be TEMPO displaced and lighted, visible only during working hours.
- RWY 28 APCH lighting will not be AVBL.
- RWY 10/28 CLL will not be AVBL.
- DEPs on RWY 28 will only be AVBL from the TEMPO DTHR.
- RWY 10 will be AVBL for DEPs and ARRs using less than the full length of the RWY.
- Intersection TKOFs on RWY 10 will not be AVLB.
- RWY 16 will not be AVBL for DEPs.
- RWY 16 will be AVBL for ARRs using less than the full length of the RWY, the LDA will be 1692m.
- RWY 34 will not be AVBL for DEPs or ARRs.

D-ATIS	124.525	0515-2200
TWR	118.600	
GND	121.800	0600-2400‡
	118.750	
DLV	121.875	0630-1800
DCL		

AIP SUP 14/16
(Day 0800-2000LT, Night 2200-0500LT to be confirmed by NOTAM):
Taxiways B3 and H2 may be withdrawn from service from time to time during the works.

AIP SUP 11/18
(Day 0700-1900LT, Night 2330- 0530LT to be confirmed by NOTAM)

AIP SUP 03/18
(Day 0800-1800LT)

AIP SUP 10/18
(0900-0500LT)

REF SUP 14/16, 14/17, 03/18, 10/18, 11/18 Activated by NOTAM

W006° 16' W006° 15' W006° 14' N53° 26' N53° 25'

16 160° 217 — 2020 D3 — 1670 G — 2072 G 61

WIP SUP 10/18 AREA 2

D3 F OUTER D3 G R

HANGARS

See APC Tempo West Apron

314 BLAST FENCE

FIRE STATION

BLAST FENCE

WEST APRON

P2 M2 H2

F INNER

Link 6 DN C Ds

CENTRAL APRON

Link 5 P1 M1 Link 4 H1 F3 Link 3 F2 Link 2 A F1 Link 1 B2 B1 E1

AIRCRAFT PARK C

See Tempo APC Central and South Apron

Engine test site 1

T1

WIP SUP 03/18 See details on Tempo APCs

LIGHT AIRCRAFT PARK B

Engine test site 4

AT6 AT1 AT2 AT3 AT4 AT5 Z

HANGARS BLAST FENCE PASSENGER TERMINAL 1

NORTH APRON

HANGAR

BLAST FENCE PASSENGER TERMINAL 2

HANGAR

CARGO TERMINAL

SOUTH APRON

BLAST FENCE

WIP SUP 11/18

WIP SUP 10/18 AREA 1

AVB2/E2 1815

WIP SUP 14/16

10 098° 242 — 56

SUP 14/17 WIP PHASE 1

ARP N 53 25.3 W 006 16.2

B7 B6 B5 B4 B3 B2 B1 E7 E6 E5 E4 E3 E2 E1

2156 E7 — 1953 E6 — 1352 E5 — 2415 E2

2637 x 45

HS1

28 278° 202

34 340° 202

Temporary DTHR during working hours Phase 2 (WIP SUP 14/17) only

SUP 14/17 WIP PHASE 2

❶ SWY RWY 10: 91m

HS1:
Dual RWY THR. Ensure correct line up. Multiple RWY entry points and converging TWYs. Potential for TWY confusion, disorientation, wingtip collision and RWY incursion. Pay attention to signage and ATC instructions. Pilots must ensure wingtip clearance.

Declared distances AVBL only during working hours in Phase 2 (WIP SUP 14/17)

RWY	TORA	ASDA	TODA
10	2141	2141	2201
28	2141	2197	2354
16	N/A	N/A	N/A
34	N/A	N/A	N/A

RWY	TORA	ASDA	TODA
10	2637	2728	2850
28	2637	2693	2850
16	2072	2072	2255
34	2072	2072	2133

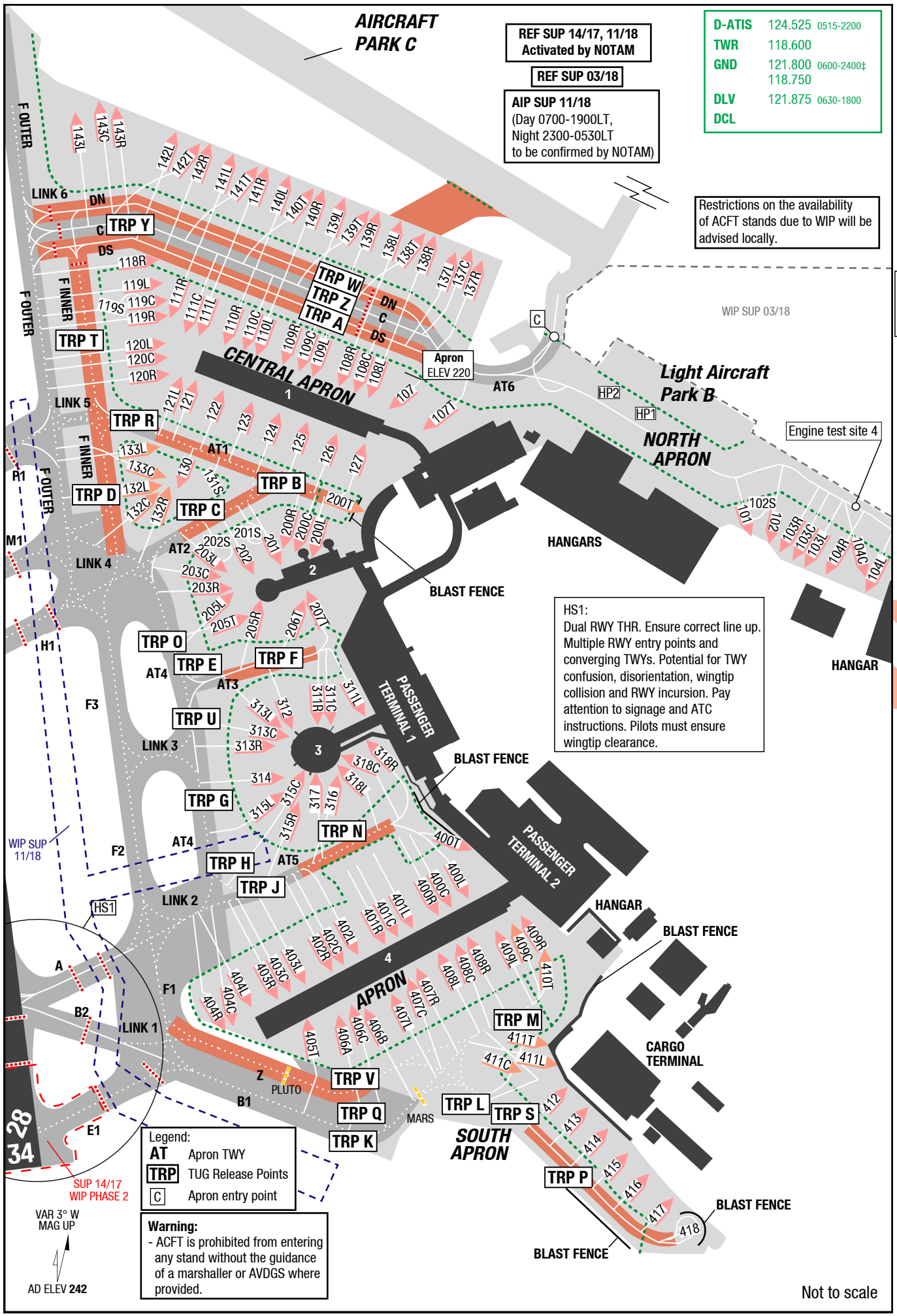
Legend:
- AT — Apron TWY
- LVP for RWY 10 and 28 Arrival
- LVP for RWY 10 and 28 Departure
- C — Apron entry point

m 0 500 1000
ft 0 1000 2000 3000

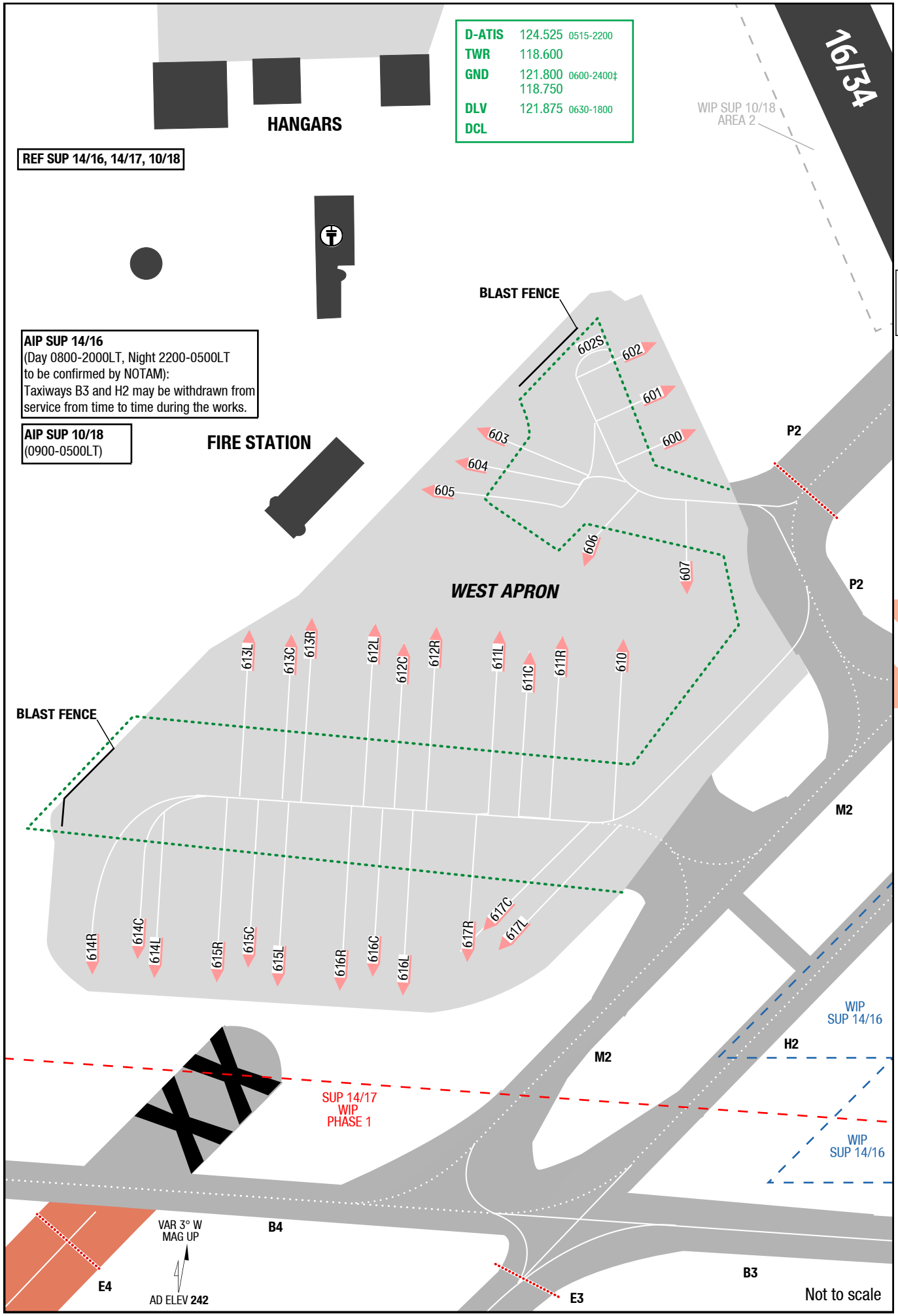
VAR 3° W MAG UP

AD ELEV **242**

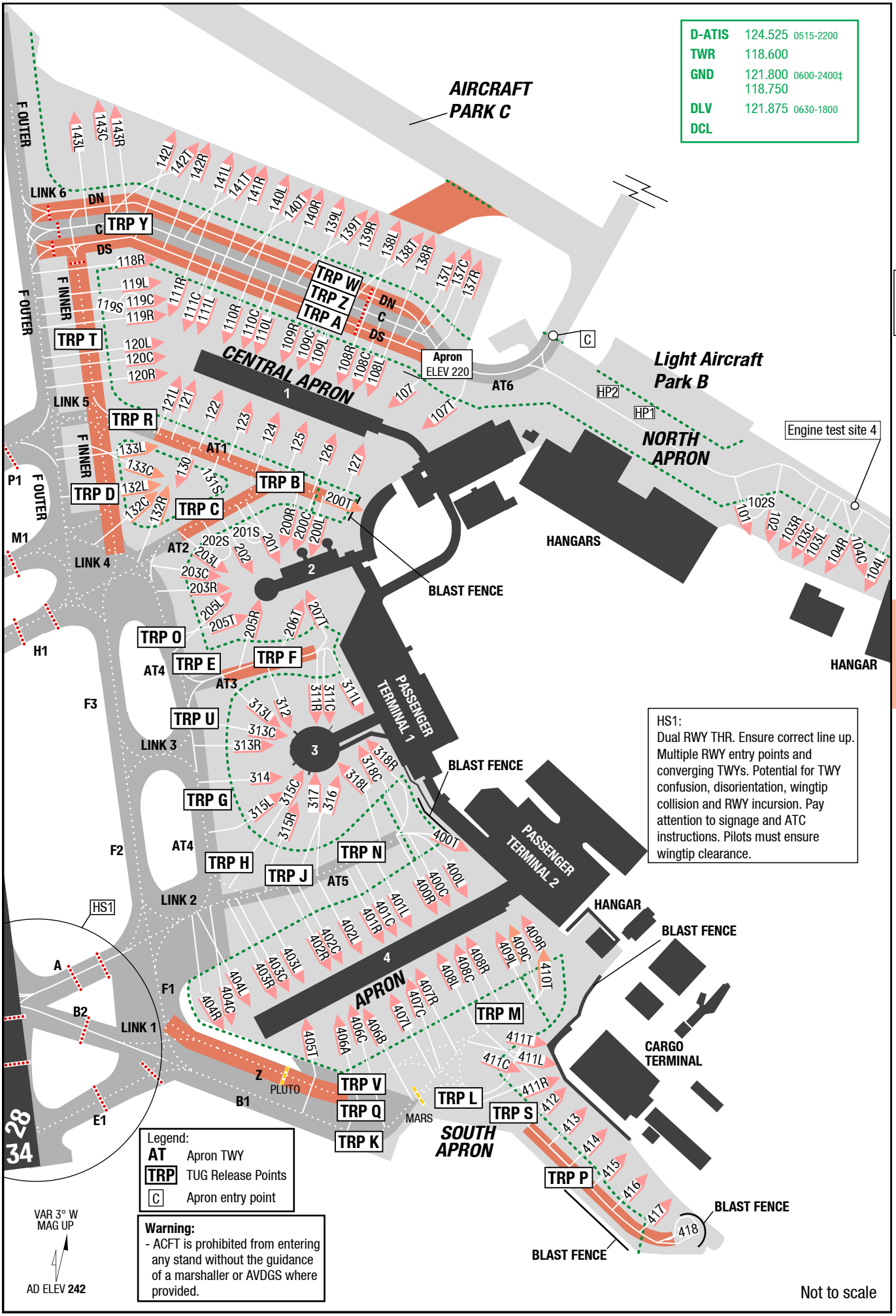
Changes: Note, WIP


AIRCRAFT PARK C
REF SUP 14/17, 11/18 Activated by NOTAM
REF SUP 03/18
AIP SUP 11/18
(Day 0700-1900LT, Night 2300-0530LT to be confirmed by NOTAM)
D-ATIS 124.525 0515-2200
TWR 118.600
GND 121.800 0600-2400‡ 118.750
DLV 121.875 0630-1800
DCL
Restrictions on the availability of ACFT stands due to WIP will be advised locally.
WIP SUP 03/18
Light Aircraft Park B
NORTH APRON
Engine test site 4
HANGARS
HANGAR
CENTRAL APRON
Apron ELEV 220
SOUTH APRON
APRON
PASSENGER TERMINAL 1
PASSENGER TERMINAL 2
CARGO TERMINAL
BLAST FENCE
TRP Y
TRP W
TRP Z
TRP A
TRP T
TRP R
TRP B
TRP C
TRP D
TRP O
TRP E
TRP F
TRP U
TRP G
TRP N
TRP H
TRP J
TRP M
TRP V
TRP Q
TRP K
TRP L
TRP S
TRP P
LINK 1
LINK 2
LINK 3
LINK 4
LINK 5
LINK 6
AT1
AT2
AT3
AT4
AT5
AT6
HS1:
Dual RWY THR. Ensure correct line up. Multiple RWY entry points and converging TWYs. Potential for TWY confusion, disorientation, wingtip collision and RWY incursion. Pay attention to signage and ATC instructions. Pilots must ensure wingtip clearance.
Legend:
AT Apron TWY
TRP TUG Release Points
C Apron entry point
Warning:
- ACFT is prohibited from entering any stand without the guidance of a marshaller or AVDGS where provided.
VAR 3° W
MAG UP
AD ELEV 242
WIP SUP 11/18
SUP 14/17
WIP PHASE 2
28
34
Not to scale

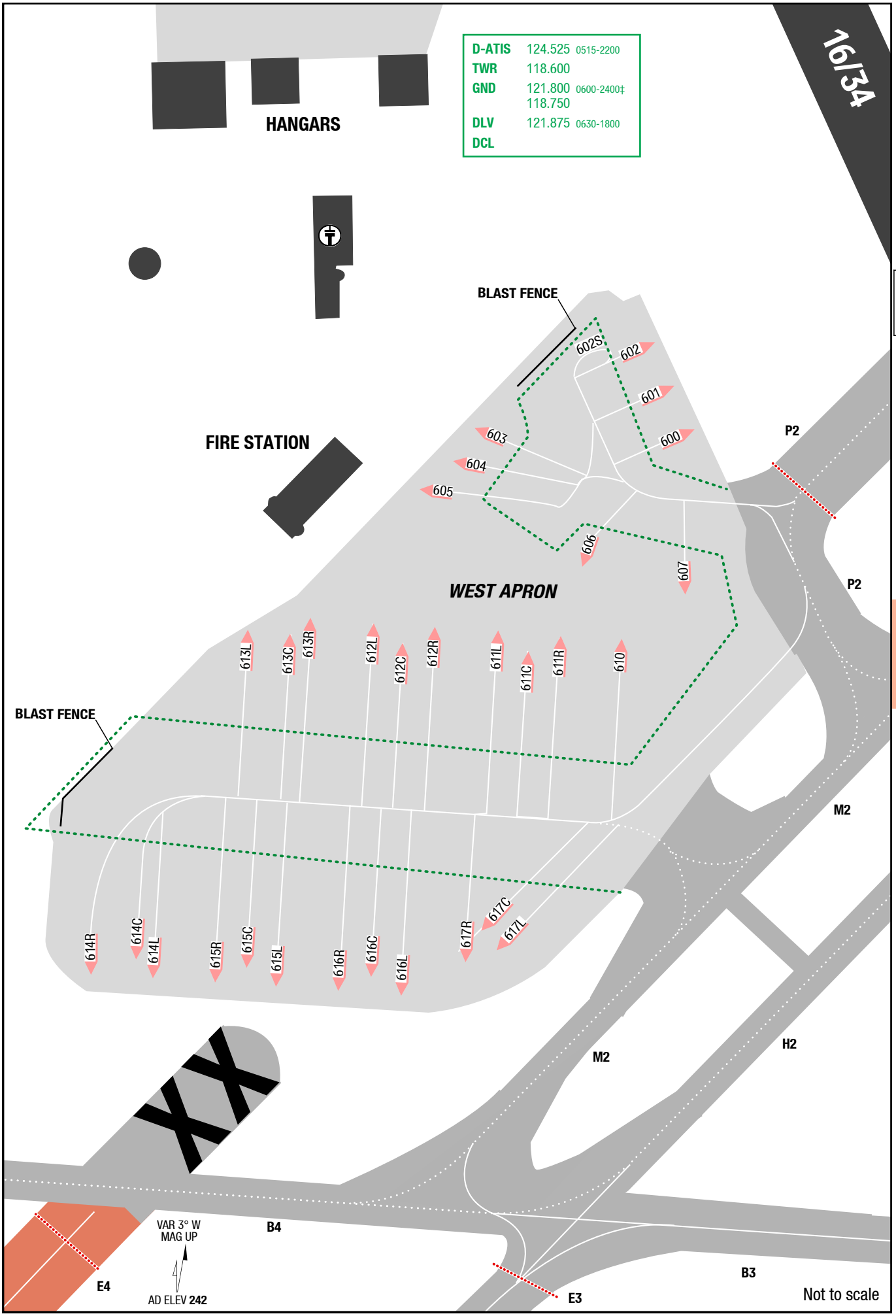
Changes: Note, WIP



Changes: Parking Stands 409L, 409R



Changes: Nil



Stand Coordinates

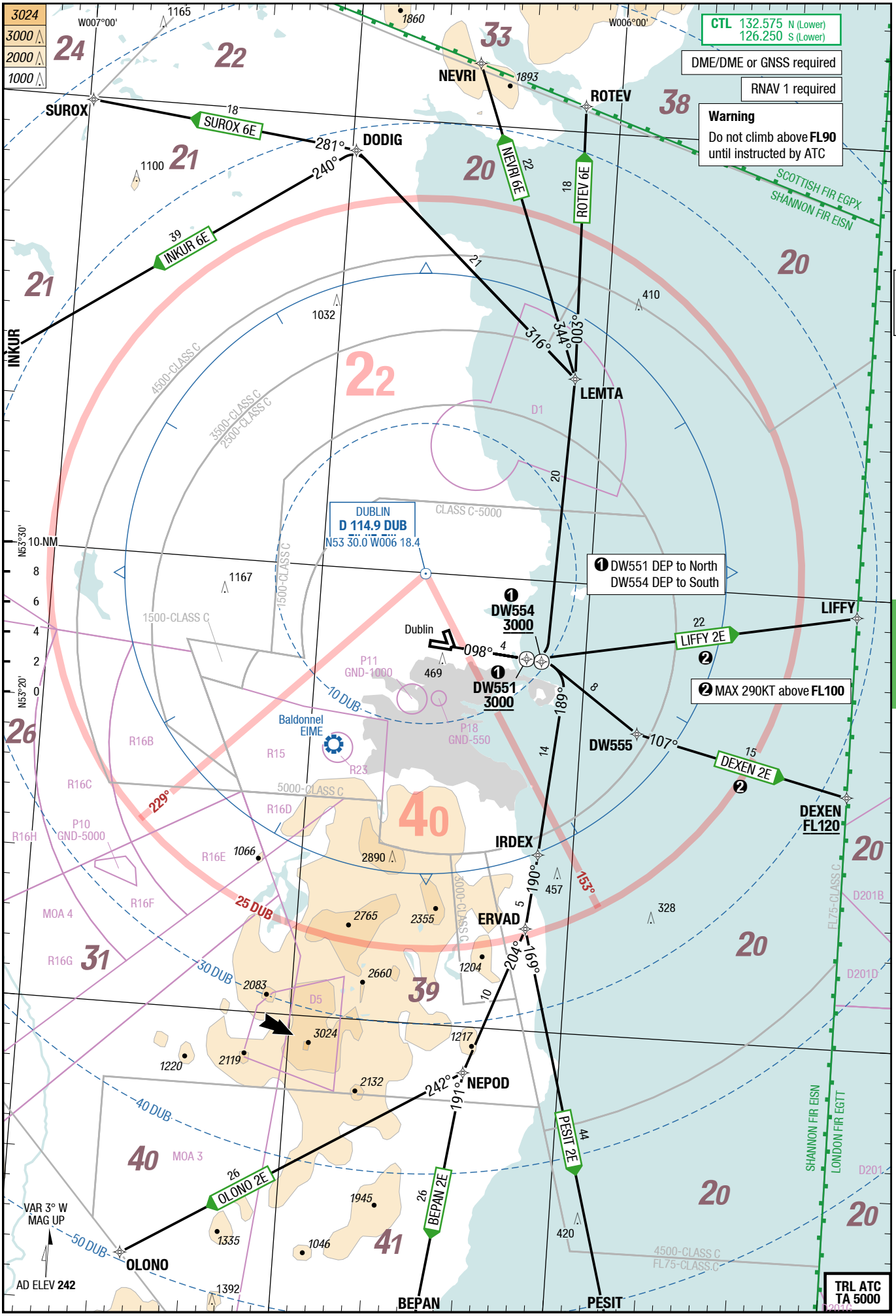
101-102S	N53 25.8 W006 14.3	**206T, 207T**	N53 25.7 W006 14.8
103L-103R	N53 25.8 W006 14.2	**311L**	N53 25.6 W006 14.7
104L, 104C	N53 25.8 W006 14.1	**311C, 311R**	N53 25.6 W006 14.8
104R	N53 25.8 W006 14.2	**312**	N53 25.6 W006 14.8
107T	N53 25.8 W006 14.7	**313L-313R**	N53 25.6 W006 14.8
107	N53 25.8 W006 14.8	**314**	N53 25.5 W006 14.8
108L, 108C	N53 25.9 W006 14.8	**315L-315R**	N53 25.5 W006 14.8
108R	N53 25.9 W006 14.9	**316, 317**	N53 25.5 W006 14.7
109L-109R	N53 25.9 W006 14.9	**318L-318R**	N53 25.6 W006 14.7
110L-110R	N53 25.9 W006 15.0	**400L, 400C**	N53 25.5 W006 14.5
111L-111R	N53 25.9 W006 15.1	**400R-401R**	N53 25.5 W006 14.6
112, 112S	N53 25.9 W006 15.1	**402L-403R**	N53 25.4 W006 14.7
116	N53 26.0 W006 15.3	**404L-404R**	N53 25.4 W006 14.8
117	N53 26.0 W006 15.2	**405T**	N53 25.4 W006 14.7
118L-118R	N53 25.9 W006 15.2	**406A-406C**	N53 25.4 W006 14.6
119L-119R	N53 25.9 W006 15.1	**407L, 407C**	N53 25.4 W006 14.6
120L-121L	N53 25.8 W006 15.1	**407R-408L**	N53 25.4 W006 14.5
121-123	N53 25.8 W006 15.0	**408C, 409L**	N53 25.5 W006 14.5
124, 125	N53 25.8 W006 14.9	**409C, 409R, 410T**	N53 25.5 W006 14.4
126, 127	N53 25.8 W006 14.8	**411L-411R, 411T**	N53 25.4 W006 14.4
130	N53 25.7 W006 15.0	**412, 413**	N53 25.4 W006 14.3
131S	N53 25.7 W006 15.0	**414**	N53 25.3 W006 14.3
132L	N53 25.7 W006 15.1	**415-417**	N53 25.3 W006 14.2
132C, 132R	N53 25.7 W006 15.0	**418**	N53 25.3 W006 14.1
133L	N53 25.8 W006 15.1	**600**	N53 25.6 W006 15.5
133C	N53 25.7 W006 15.1	**601, 602**	N53 25.7 W006 15.5
137R/C	N53 26.0 W006 14.7	**602S, 603**	N53 25.7 W006 15.6
137L	N53 26.0 W006 14.8	**604, 605**	N53 25.6 W006 15.7
138R/T/L	N53 26.0 W006 14.8	**606**	N53 25.6 W006 15.6
139R/T/L	N53 26.0 W006 14.9	**607**	N53 25.6 W006 15.5
140R/T/L	N53 26.0 W006 15.0	**610**	N53 25.6 W006 15.6
141R/T	N53 26.0 W006 15.0	**611L-611R**	N53 25.6 W006 15.6
141L	N53 26.0 W006 15.1	**612L-612R**	N53 25.6 W006 15.7
142R/T	N53 26.0 W006 15.1	**613L-613R**	N53 25.6 W006 15.8
142L	N53 26.0 W006 15.2	**614L-614R**	N53 25.5 W006 15.9
143C/L	N53 26.0 W006 15.3	**615L-615R**	N53 25.4 W006 15.8
143R	N53 26.0 W006 15.2	**616L-616R**	N53 25.4 W006 15.7
200L	N53 25.7 W006 14.8	**617L**	N53 25.5 W006 15.6
200T	N53 25.8 W006 14.8	**617C, 617R**	N53 25.5 W006 15.7
200C-205R	N53 25.7 W006 14.9		

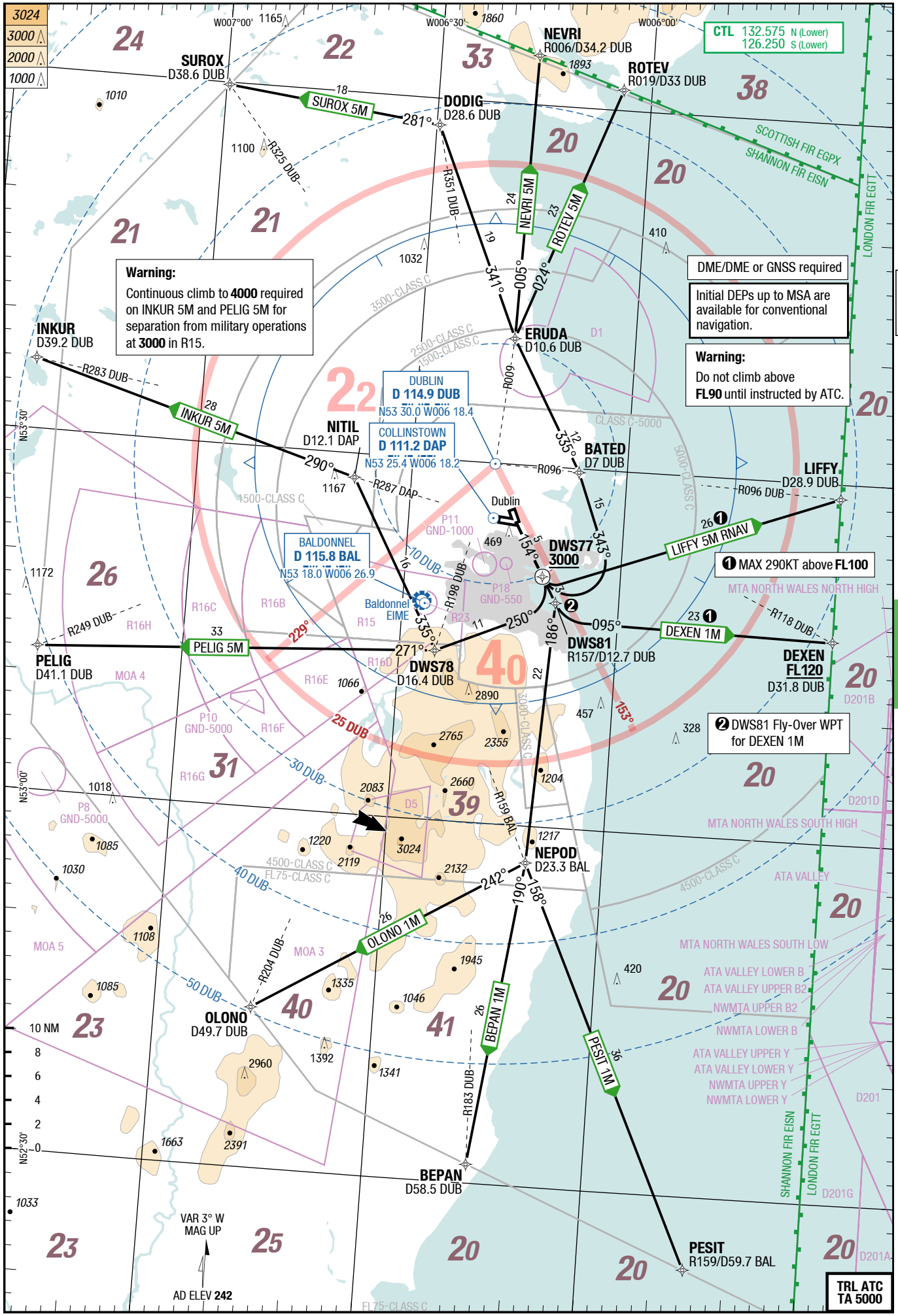
Changes: Parking Stands 409L, 409R

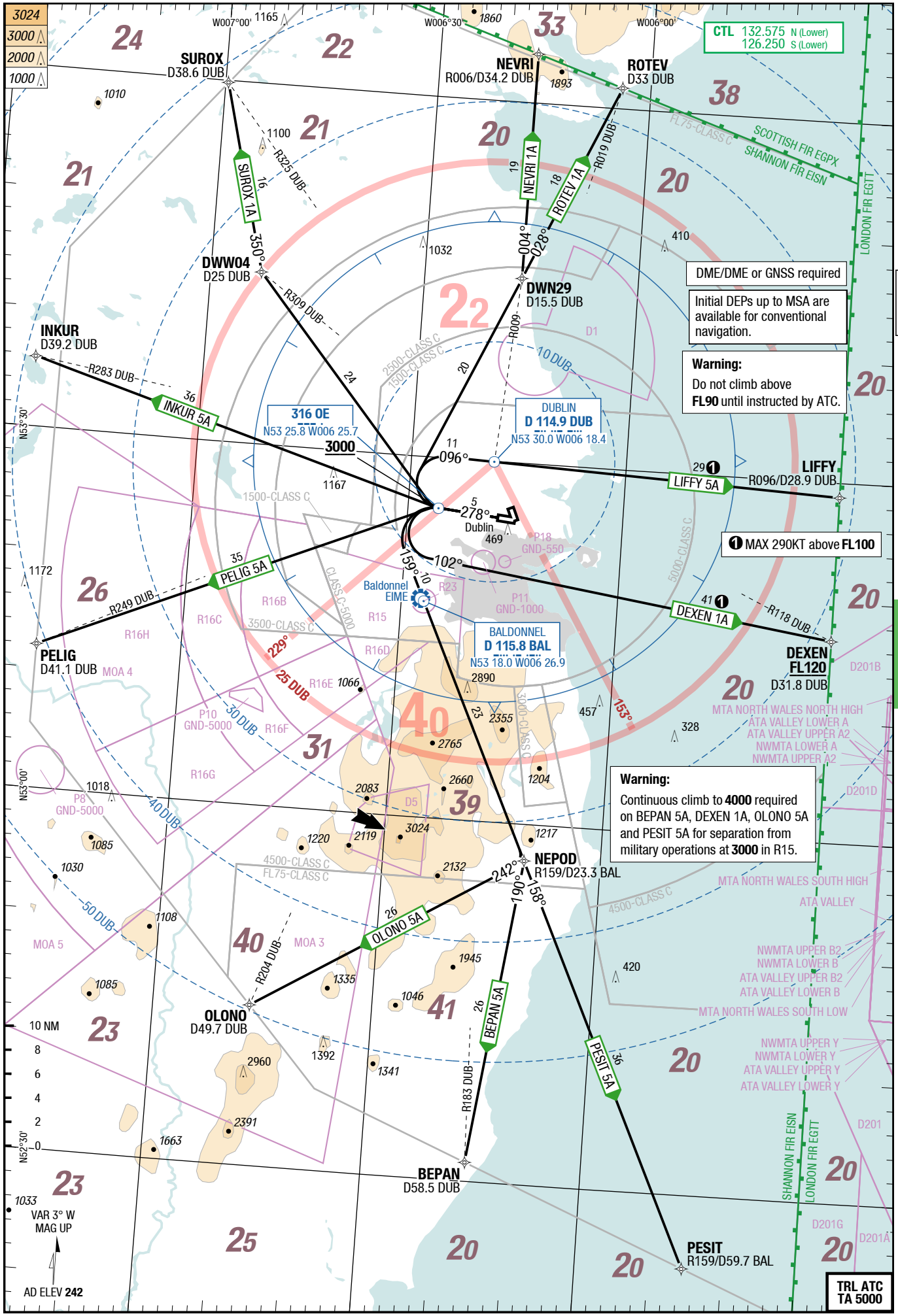
Stand Coordinates

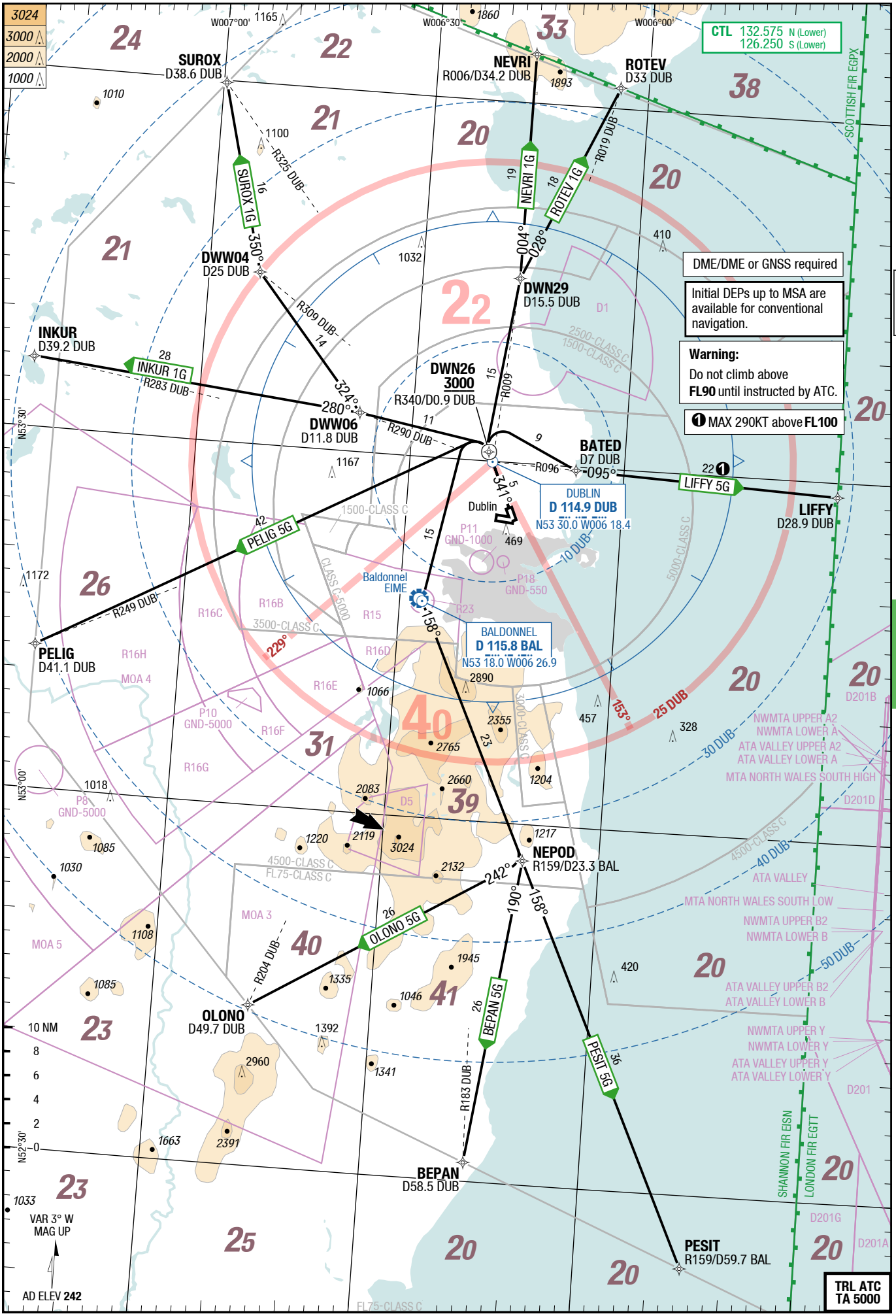
101-102S	N53 25.8 W006 14.3	**206T, 207T**	N53 25.7 W006 14.8
103L-103R	N53 25.8 W006 14.2	**311L**	N53 25.6 W006 14.7
104L, 104C	N53 25.8 W006 14.1	**311C, 311R**	N53 25.6 W006 14.8
104R	N53 25.8 W006 14.2	**312**	N53 25.6 W006 14.8
107T	N53 25.8 W006 14.7	**313L-313R**	N53 25.6 W006 14.8
107	N53 25.8 W006 14.8	**314**	N53 25.5 W006 14.8
108L, 108C	N53 25.9 W006 14.8	**315L-315R**	N53 25.5 W006 14.8
108R	N53 25.9 W006 14.9	**316, 317**	N53 25.5 W006 14.7
109L-109R	N53 25.9 W006 14.9	**318L-318R**	N53 25.6 W006 14.7
110L-110R	N53 25.9 W006 15.0	**400L, 400C**	N53 25.5 W006 14.5
111L-111R	N53 25.9 W006 15.1	**400R-401R**	N53 25.5 W006 14.6
112, 112S	N53 25.9 W006 15.1	**402L-403R**	N53 25.4 W006 14.7
116	N53 26.0 W006 15.3	**404L-404R**	N53 25.4 W006 14.8
117	N53 26.0 W006 15.2	**405T**	N53 25.4 W006 14.7
118L-118R	N53 25.9 W006 15.2	**406A-406C**	N53 25.4 W006 14.6
119L-119R	N53 25.9 W006 15.1	**407L, 407C**	N53 25.4 W006 14.6
120L-121L	N53 25.8 W006 15.1	**407R-408L**	N53 25.4 W006 14.5
121-123	N53 25.8 W006 15.0	**408C, 409L**	N53 25.5 W006 14.5
124, 125	N53 25.8 W006 14.9	**409C, 409R, 410T**	N53 25.5 W006 14.4
126, 127	N53 25.8 W006 14.8	**411L-411R, 411T**	N53 25.4 W006 14.4
130	N53 25.7 W006 15.0	**412, 413**	N53 25.4 W006 14.3
131S	N53 25.7 W006 15.0	**414**	N53 25.3 W006 14.3
132L	N53 25.7 W006 15.1	**415-417**	N53 25.3 W006 14.2
132C, 132R	N53 25.7 W006 15.0	**418**	N53 25.3 W006 14.1
133L	N53 25.8 W006 15.1	**600**	N53 25.6 W006 15.5
133C	N53 25.7 W006 15.1	**601, 602**	N53 25.7 W006 15.5
137R/C	N53 26.0 W006 14.7	**602S, 603**	N53 25.7 W006 15.6
137L	N53 26.0 W006 14.8	**604, 605**	N53 25.6 W006 15.7
138R/T/L	N53 26.0 W006 14.8	**606**	N53 25.6 W006 15.6
139R/T/L	N53 26.0 W006 14.9	**607**	N53 25.6 W006 15.5
140R/T/L	N53 26.0 W006 15.0	**610**	N53 25.6 W006 15.6
141R/T	N53 26.0 W006 15.0	**611L-611R**	N53 25.6 W006 15.6
141L	N53 26.0 W006 15.1	**612L-612R**	N53 25.6 W006 15.7
142R/T	N53 26.0 W006 15.1	**613L-613R**	N53 25.6 W006 15.8
142L	N53 26.0 W006 15.2	**614L-614R**	N53 25.5 W006 15.9
143C/L	N53 26.0 W006 15.3	**615L-615R**	N53 25.4 W006 15.8
143R	N53 26.0 W006 15.2	**616L-616R**	N53 25.4 W006 15.7
200L	N53 25.7 W006 14.8	**617L**	N53 25.5 W006 15.6
200T	N53 25.8 W006 14.8	**617C, 617R**	N53 25.5 W006 15.7
200C-205R	N53 25.7 W006 14.9		

Changes: Parking Stands 409L, 409R


3024
3000
2000
1000
CTL 132.575 N (Lower)
126.250 S (Lower)
DME/DME or GNSS required
RNAV 1 required
Warning
Do not climb above FL90
until instructed by ATC
SCOTTISH FIR EGPX
SHANNON FIR EISN
SUROX
SUROX 6E
DODIG
NEVRI
NEVRI 6E
ROTEV
ROTEV 6E
INKUR
INKUR 6E
LEMTA
DUBLIN
D 114.9 DUB
N53 30.0 W006 18.4
CLASS C-5000
4500-CLASS C
3500-CLASS C
2500-CLASS C
1500-CLASS C
5000-CLASS C
3000-CLASS C
FL75-CLASS C
4500-CLASS C
FL75-CLASS C
D1
D5
D201
D201B
D201D
P10 GND-5000
P11 GND-1000
P18 GND-550
R15
R16B
R16C
R16D
R16E
R16F
R16G
R16H
R23
MOA 3
MOA 4
10 DUB
25 DUB
30 DUB
40 DUB
50 DUB
Baldonnel
EIME
Dublin
❶ DW551 DEP to North
DW554 DEP to South
❶ DW554
3000
❶ DW551
3000
LIFFY
LIFFY 2E
❷
❷ MAX 290KT above FL100
DW555
DEXEN 2E
DEXEN
FL120
IRDEX
ERVAD
NEPOD
OLONO 2E
BEPAN 2E
PESIT 2E
OLONO
BEPAN
PESIT
VAR 3° W
MAG UP
AD ELEV 242
SHANNON FIR EISN
LONDON FIR EGTT
TRL ATC
TA 5000
W007°00'
W006°00'
N53°30'
N53°20'
10-NM


3024
3000
2000
1000
CTL 132.575 N (Lower)
126.250 S (Lower)
SUROX
D38.6 DUB
SUROX 5M
DODIG
D28.6 DUB
NEVRI
R006/D34.2 DUB
ROTEV
R019/D33 DUB
SCOTTISH FIR EGPX
SHANNON FIR EISN
LONDON FIR EGTT
NEVRI 5M
ROTEV 5M
Warning:
Continuous climb to 4000 required on INKUR 5M and PELIG 5M for separation from military operations at 3000 in R15.
DME/DME or GNSS required
Initial DEPs up to MSA are available for conventional navigation.
Warning:
Do not climb above FL90 until instructed by ATC.
INKUR
D39.2 DUB
INKUR 5M
ERUDA
D10.6 DUB
DUBLIN
D 114.9 DUB
N53 30.0 W006 18.4
NITIL
D12.1 DAP
COLLINSTOWN
D 111.2 DAP
N53 25.4 W006 18.2
BATED
D7 DUB
LIFFY
D28.9 DUB
LIFFY 5M RNAV
❶ MAX 290KT above FL100
BALDONNEL
D 115.8 BAL
N53 18.0 W006 26.9
Dublin
DWS77
3000
DWS81
R157/D12.7 DUB
DEXEN 1M
DEXEN
FL120
D31.8 DUB
❷ DWS81 Fly-Over WPT for DEXEN 1M
PELIG
D41.1 DUB
PELIG 5M
DWS78
D16.4 DUB
NEPOD
D23.3 BAL
OLONO
D49.7 DUB
OLONO 1M
BEPAN
D58.5 DUB
BEPAN 1M
PESIT
R159/D59.7 BAL
PESIT 1M
MTA NORTH WALES NORTH HIGH
MTA NORTH WALES SOUTH HIGH
MTA NORTH WALES SOUTH LOW
ATA VALLEY
ATA VALLEY LOWER B
ATA VALLEY UPPER B2
NWMTA UPPER B2
NWMTA LOWER B
ATA VALLEY UPPER Y
ATA VALLEY LOWER Y
NWMTA UPPER Y
NWMTA LOWER Y
MOA 3
MOA 4
MOA 5
SHANNON FIR EISN
LONDON FIR EGTT
VAR 3° W
MAG UP
AD ELEV 242
TRL ATC
TA 5000


3024
3000
2000
1000
CTL 132.575 N (Lower)
126.250 S (Lower)
SUROX
D38.6 DUB
NEVRI
R006/D34.2 DUB
ROTEV
D33 DUB
SCOTTISH FIR EGPX
SHANNON FIR EISN
LONDON FIR EGTT
FL75-CLASS C
SUROX 1A
NEVRI 1A
ROTEV 1A
R325 DUB
R019 DUB
DWW04
D25 DUB
DWN29
D15.5 DUB
R309 DUB
R009
INKUR
D39.2 DUB
R283 DUB
INKUR 5A
316 OE
N53 25.8 W006 25.7
3000
DUBLIN
D 114.9 DUB
N53 30.0 W006 18.4
10 DUB
2500-CLASS C
1500-CLASS C
1500-CLASS C
LIFFY 5A
LIFFY
R096/D28.9 DUB
Dublin
PELIG 5A
PELIG
D41.1 DUB
R249 DUB
MOA 4
R16B
R16C
R16H
R16D
R16E
R16F
R16G
3500-CLASS C
CLASS C-5000
Baldonnel
EIME
R23
R15
P11
GND-1000
P18
GND-550
5000-CLASS C
DEXEN 1A
R118 DUB
DEXEN
FL120
D31.8 DUB
BALDONNEL
D 115.8 BAL
N53 18.0 W006 26.9
P10
GND-5000
P8
GND-5000
30 DUB
40 DUB
25 DUB
50 DUB
4500-CLASS C
FL75-CLASS C
NEPOD
R159/D23.3 BAL
OLONO 5A
OLONO
D49.7 DUB
R204 DUB
MOA 5
MOA 3
BEPAN 5A
PESIT 5A
R183 DUB
BEPAN
D58.5 DUB
PESIT
R159/D59.7 BAL
MTA NORTH WALES NORTH HIGH
ATA VALLEY LOWER A
ATA VALLEY UPPER A2
NWMTA LOWER A
NWMTA UPPER A2
MTA NORTH WALES SOUTH HIGH
ATA VALLEY
NWMTA UPPER B2
NWMTA LOWER B
ATA VALLEY UPPER B2
ATA VALLEY LOWER B
MTA NORTH WALES SOUTH LOW
NWMTA UPPER Y
NWMTA LOWER Y
ATA VALLEY UPPER Y
ATA VALLEY LOWER Y
SHANNON FIR EISN
LONDON FIR EGTT
D201
D201B
D201D
D201G
D201A
DME/DME or GNSS required
Initial DEPs up to MSA are available for conventional navigation.
Warning:
Do not climb above FL90 until instructed by ATC.
❶ MAX 290KT above FL100
Warning:
Continuous climb to 4000 required on BEPAN 5A, DEXEN 1A, OLONO 5A and PESIT 5A for separation from military operations at 3000 in R15.
TRL ATC
TA 5000
10 NM
8
6
4
2
0
VAR 3° W
MAG UP
AD ELEV 242


3024
3000
2000
1000
CTL 132.575 N (Lower)
126.250 S (Lower)
SCOTTISH FIR EGPX
SUROX
D38.6 DUB
NEVRI
R006/D34.2 DUB
ROTEV
D33 DUB
SUROX 1G
NEVRI 1G
ROTEV 1G
R325 DUB
R019 DUB
DWW04
D25 DUB
DWN29
D15.5 DUB
DME/DME or GNSS required
Initial DEPs up to MSA are available for conventional navigation.
Warning:
Do not climb above FL90 until instructed by ATC.
MAX 290KT above FL100
INKUR
D39.2 DUB
INKUR 1G
R283 DUB
R309 DUB
DWN26
3000
R340/D0.9 DUB
R009
DWW06
D11.8 DUB
R290 DUB
BATED
D7 DUB
R096
095°
LIFFY 5G
LIFFY
D28.9 DUB
DUBLIN
D 114.9 DUB
N53 30.0 W006 18.4
Dublin
PELIG 5G
PELIG
D41.1 DUB
R249 DUB
Baldonnel
EIME
BALDONNEL
D 115.8 BAL
N53 18.0 W006 26.9
R229°
R158°
R153°
25 DUB
30 DUB
40 DUB
50 DUB
NEPOD
R159/D23.3 BAL
OLONO 5G
OLONO
D49.7 DUB
R204 DUB
BEPAN 5G
BEPAN
D58.5 DUB
R183 DUB
PESIT 5G
PESIT
R159/D59.7 BAL
NWMTA UPPER A2
NWMTA LOWER A
ATA VALLEY UPPER A2
ATA VALLEY LOWER A
MTA NORTH WALES SOUTH HIGH
ATA VALLEY
MTA NORTH WALES SOUTH LOW
NWMTA UPPER B2
NWMTA LOWER B
ATA VALLEY UPPER B2
ATA VALLEY LOWER B
NWMTA UPPER Y
NWMTA LOWER Y
ATA VALLEY UPPER Y
ATA VALLEY LOWER Y
SHANNON FIR EISN
LONDON FIR EGTT
1500-CLASS C
2500-CLASS C
3500-CLASS C
4500-CLASS C
5000-CLASS C
FL75-CLASS C
P8 GND-5000
P10 GND-5000
P11 GND-1000
P18 GND-550
R16B
R16C
R16D
R16E
R16F
R16G
R16H
R15
R23
MOA 3
MOA 4
MOA 5
D1
D5
D201A
D201B
D201D
D201G
D201
10 NM
8
6
4
2
0
N53°30'
N53°00'
N52°30'
VAR 3° W
MAG UP
AD ELEV 242
TRL ATC
TA 5000

BEPAN 2E / DEXEN 2E / INKUR 6E / LIFFY 2E / NEVRI 6E / OLONO 2E / PESIT 2E / ROTEV 6E / SUROX 6E

RWY 10 (098°)

When passing 2000, contact Dublin CTL on assigned frequency.

	GS	120	150	180	210	240	270
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
BEPAN 2E 9.1% ④	DW554 [R] - IRDEX - ERVAD - NEPOD - BEPAN	DW554 MNM **3000** initial climb **FL90**
DEXEN 2E 9.1% ①②④	DW554 - DW555 - DEXEN	DW554 MNM **3000** DEXEN MNM **FL120** initial climb **FL90**
INKUR 6E 9.1% ④	DW551 [L] - LEMTA - DODIG - INKUR	DW551 MNM **3000** initial climb **FL90**
LIFFY 2E 9.1% ①③④	DW551 - LIFFY	DW551 MNM **3000** initial climb **FL90**
NEVRI 6E 9.1% ④	DW551 [L] - LEMTA - NEVRI	DW551 MNM **3000** initial climb **FL90**
OLONO 2E 9.1% ④	DW554 [R] - IRDEX - ERVAD - NEPOD - OLONO	DW554 MNM **3000** initial climb **FL90**
PESIT 2E 9.1% ④	DW554 [R] - IRDEX - ERVAD - PESIT	DW554 MNM **3000** initial climb **FL90**
ROTEV 6E 9.1% ④	DW551 [L] - LEMTA - ROTEV	DW551 MNM **3000** initial climb **FL90**
SUROX 6E 9.1% ④	DW551 [L] - LEMTA - DODIG - SUROX	DW551 MNM **3000** initial climb **FL90**

① MAX 290KT above FL100.

② Cross LUTIP MNM FL200.

③ Flights with requested FL180 or above must reach FL180 by GINIS.

④ 3.3% for obstacle clearance.

BEPAN 1M / DEXEN 1M / INKUR 5M / LIFFY 5M / NEVRI 5M / OLONO 1M / PELIG 5M / PESIT 1M / ROTEV 5M

RWY 16 (160°)

When passing 2000, contact Dublin CTL on assigned frequency.

	GS	120	150	180	210	240	270
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
BEPAN 1M 9.1% ③	DWS77 - DWS81 - NEPOD - BEPAN	DWS77 MNM **3000** initial climb **FL90**
DEXEN 1M 9.1% ①③⑤	DWS77 - DWS81 [L] - DEXEN	DWS77 MNM **3000** DEXEN MNM **FL120** initial climb **FL90**
INKUR 5M 9.1% to 4000 ③④	DWS77 [R] - DWS78 [R] - NITIL - INKUR	DWS77 MNM **3000** initial climb **FL90**
LIFFY 5M 9.1% ②③⑤	DWS77 [L] - LIFFY	DWS77 MNM **3000** initial climb **FL90**
NEVRI 5M 9.1% ③	DWS77 [L] - BATED - ERUDA - NEVRI	DWS77 MNM **3000** initial climb **FL90**
OLONO 1M 9.1% ③	DWS77 - DWS81 - NEPOD [R] - OLONO	DWS77 MNM **3000** initial climb **FL90**
PELIG 5M 9.1% to 4000 ③④	DWS77 [R] - DWS78 - PELIG	DWS77 MNM **3000** initial climb **FL90**
PESIT 1M 9.1% ③	DWS77 - DWS81 - NEPOD - PESIT	DWS77 MNM **3000** initial climb **FL90**
ROTEV 5M 9.1% ③	DWS77 [L] - BATED - ERUDA - ROTEV	DWS77 MNM **3000** initial climb **FL90**

① Cross LUTIP at FL200 or above.

② Flights with requested FL180 or above must reach FL180 by GINIS.

③ 3.3% for obstacle clearance.

④ Continuous climb required for separation from military operations at 3000ft in R15.

⑤ MAX 290KT above FL100

SUROX 5M

RWY 16 (160°)

When passing 2000, contact Dublin CTL on assigned frequency.

	GS	120	150	180	210	240	270
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
SUROX 5M 9.1% ①	DWS77 [L] - BATED - ERUDA - DODIG - SUROX	DWS77 MNM **3000** initial climb **FL90**

① 3.3% for obstacle clearance.

BEPAN 5A / DEXEN 1A / INKUR 5A / LIFFY 5A / NEVRI 1A / OLONO 5A / PELIG 5A

RWY 28 (278°)

When passing 2000, contact Dublin CTL on assigned frequency.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
BEPAN 5A 9.1% to 4000 ②③	OE [L] - BAL - NEPOD - BEPAN	OE MNM **3000** Initial climb **FL90**
DEXEN 1A 9.1% to 4000 ①②③④	OE [L] - DEXEN	OE MNM **3000** DEXEN MNM **FL120** Initial climb **FL90**
INKUR 5A 9.1% ②	OE - INKUR	OE MNM **3000** Initial climb **FL90**
LIFFY 5A 9.1% ②④	OE [R] - DUB - LIFFY	OE MNM **3000** Initial climb **FL90**
NEVRI 1A 9.1% ②	OE [R] - DWN29 - NEVRI	OE MNM **3000** Initial climb **FL90**
OLONO 5A 9.1% to 4000 ②③	OE [L] - BAL - NEPOD [R] - OLONO	OE MNM **3000** Initial climb **FL90**
PELIG 5A 9.1% ②	OE - PELIG	OE MNM **3000** Initial climb **FL90**

① Cross LUTIP at FL200 or above.

② 4% for obstacle clearance.

③ Continuous climb required for separation from military operations at 3000ft in R15.

④ MAX 290KT above FL100

Changes: QFU

PESIT 5A / ROTEV 1A / SUROX 1A

RWY 28 (278°)

When passing 2000, contact Dublin CTL on assigned frequency.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
PESIT 5A 9.1% to 4000ft ①②	OE [L] - BAL - NEPOD - PESIT	OE MNM **3000** Initial climb **FL90**
ROTEV 1A 9.1% ①	OE [R] - DWN29 - ROTEV	OE MNM **3000** Initial climb **FL90**
SUROX 1A 9.1% ①	OE [R] - DWW04 - SUROX	OE MNM **3000** Initial climb **FL90**

① 4% for obstacle clearance.

② Continuous climb required for separation from military operations at 3000ft in R15.

28-JUN-2018

DUB-EIDW

5-60

RNAV SIDs RWY 34

BEPAN 5G / INKUR 1G / LIFFY 5G / NEVRI 1G / OLONO 5G / PELIG 5G / PESIT 5G / ROTEV 1G / SUROX 1G

RWY 34 (340°)

When passing 2000, contact Dublin CTL on assigned frequency.

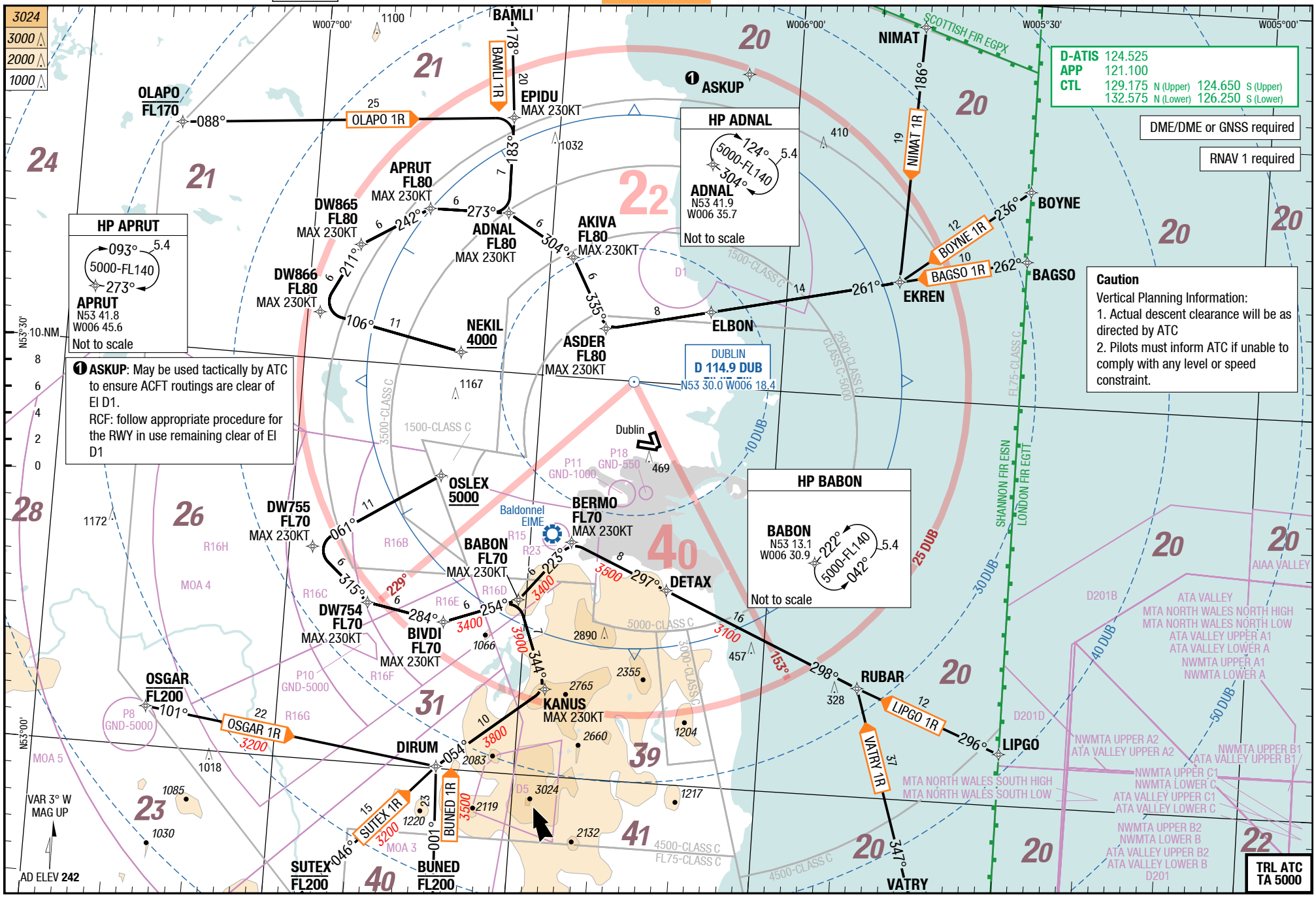
	GS	120	150	180	210	240	270
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
BEPAN 5G 9.1% ②	DWN26 [L] - BAL - NEPOD - BEPAN	DWN26 MNM **3000** initial climb **FL90**
INKUR 1G 9.1% ②	DWN26 - DWW06 - INKUR	DWN26 MNM **3000** initial climb **FL90**
LIFFY 5G 9.1% ①②③	DWN26 [R] - BATED - LIFFY	DWN26 MNM **3000** initial climb **FL90**
NEVRI 1G 9.1% ②	DWN26 - DWN29 - NEVRI	DWN26 MNM **3000** initial climb **FL90**
OLONO 5G 9.1% ②	DWN26 [L] - BAL - NEPOD [R] - OLONO	DWN26 MNM **3000** initial climb **FL90**
PELIG 5G 9.1% ②	DWN26 [L] - PELIG	DWN26 MNM **3000** initial climb **FL90**
PESIT 5G 9.1% ②	DWN26 [L] - BAL - NEPOD - PESIT	DWN26 MNM **3000** initial climb **FL90**
ROTEV 1G 9.1% ②	DWN26 - DWN29 - ROTEV	DWN26 MNM **3000** initial climb **FL90**
SUROX 1G 9.1% ②	DWN26 - DWW06 - DWW04 - SUROX	DWN26 MNM **3000** initial climb **FL90**

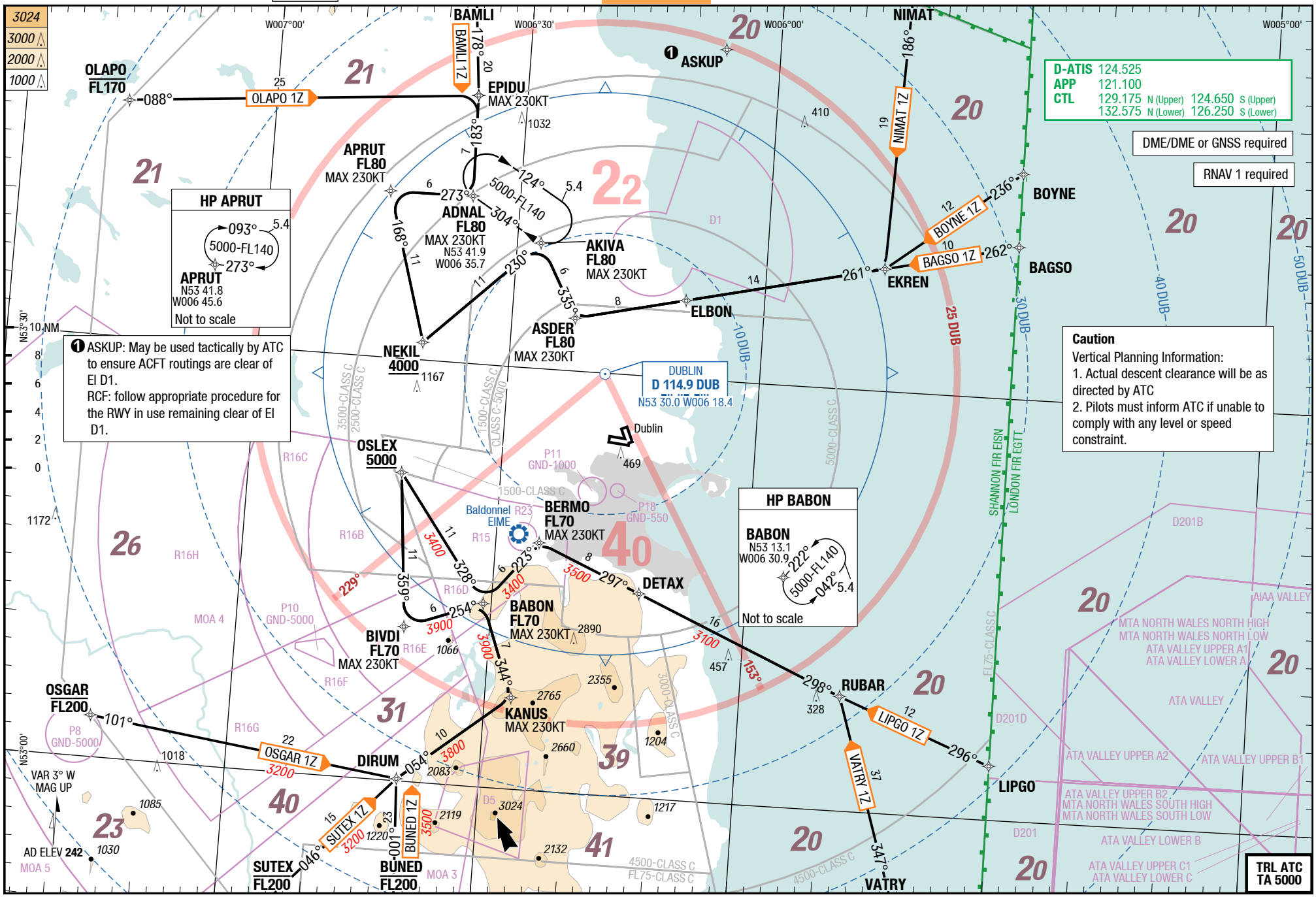
① Flights with requested FL180 or above must reach FL180 by GINIS.

② 3.3% for obstacle clearance - except close in obstacles.

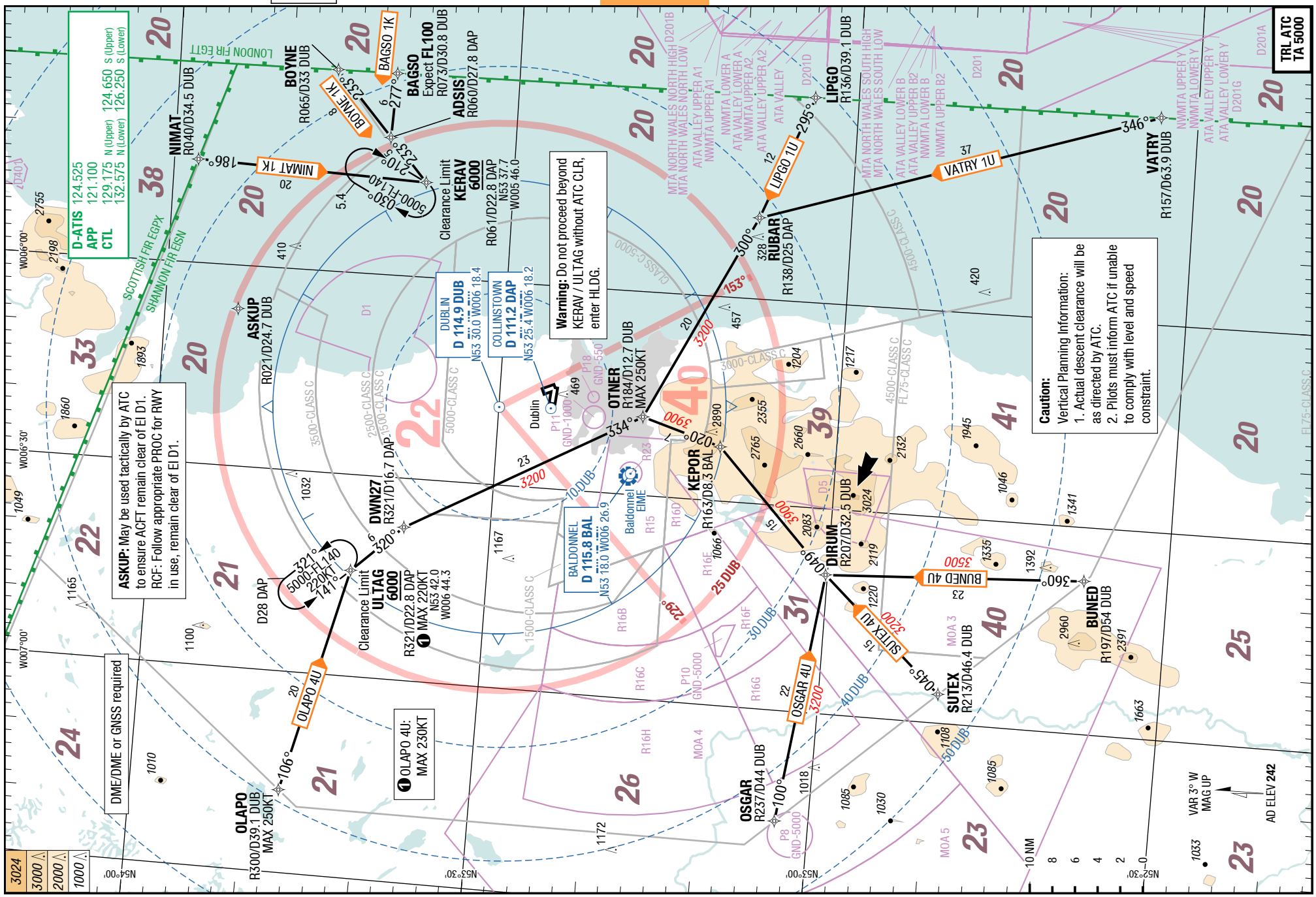
③ MAX 290KT above FL100



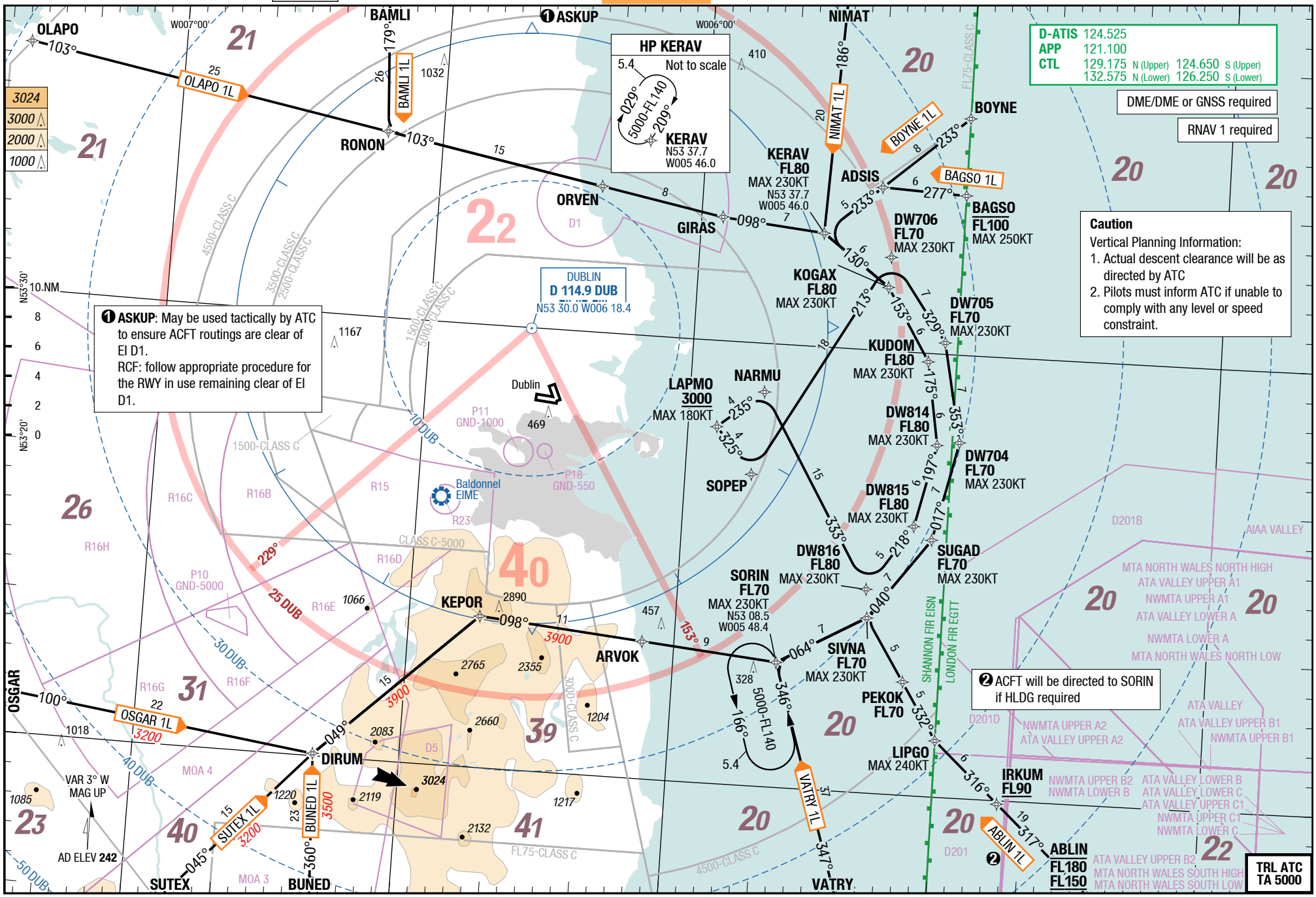
Changes: Nil



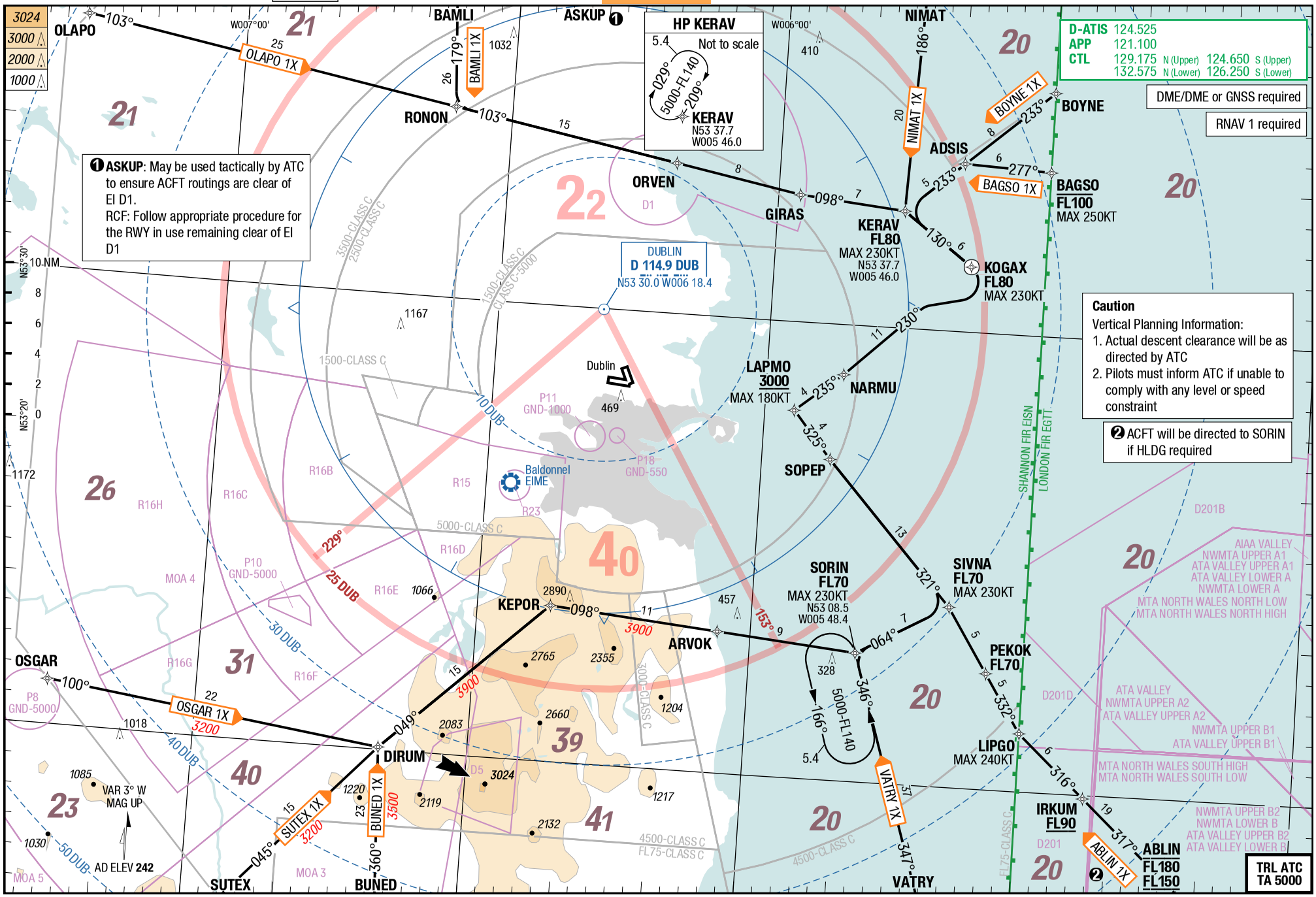
Changes: SUAs, Editorial



Changes: MSA, SUAs, OBST, VAR

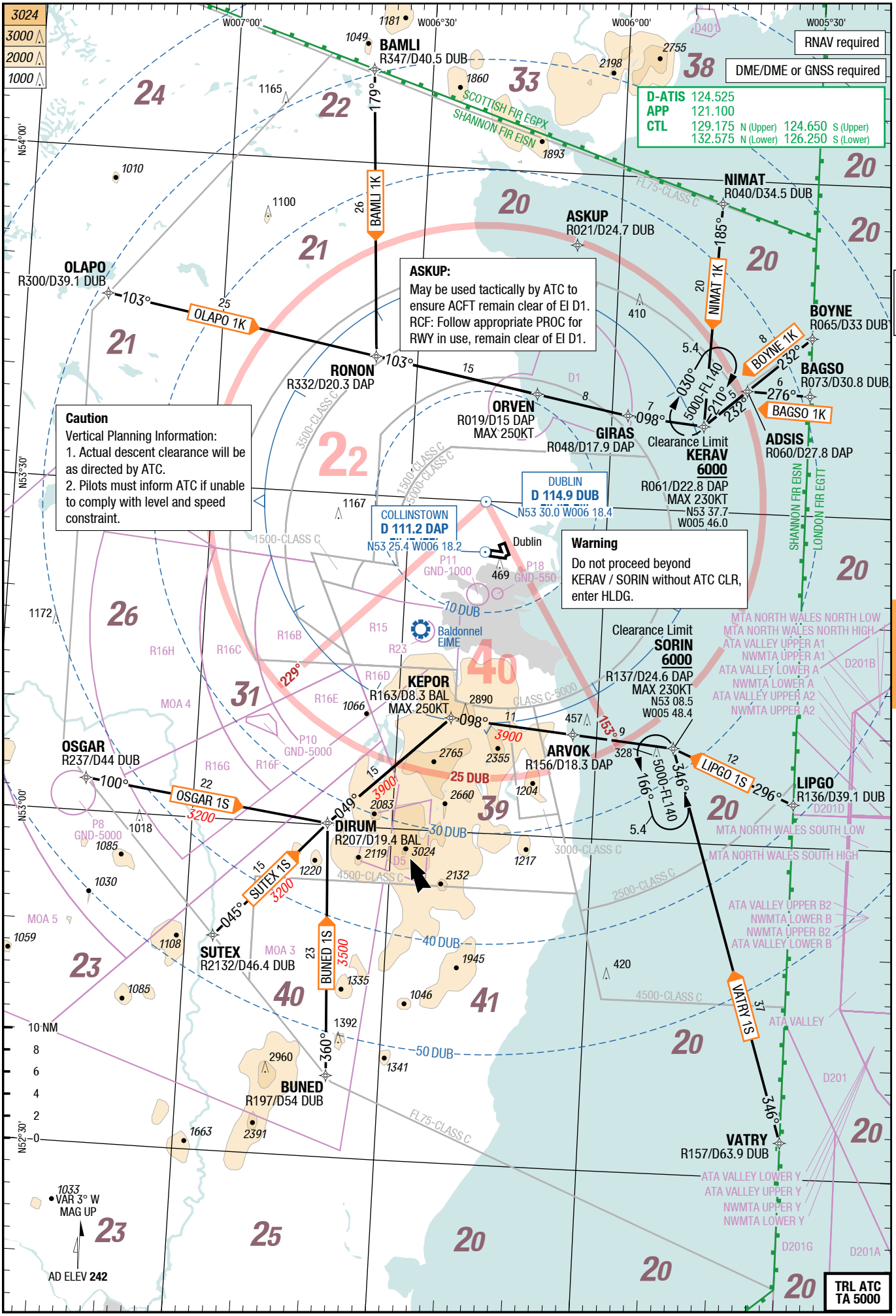


Changes: MSA, SUAs, VAR, OBST



Changes: MSA, SUAs, VAR, OBST

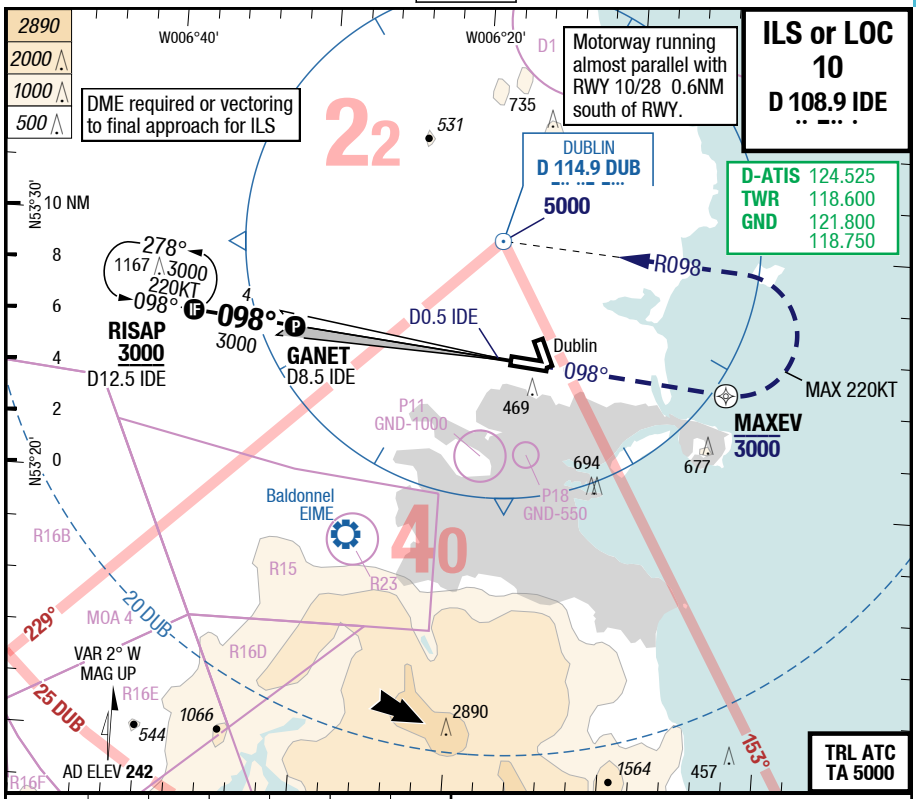
Changes: MSA, VAR, OBST, SUAs, Editorial



DUB-EIDW

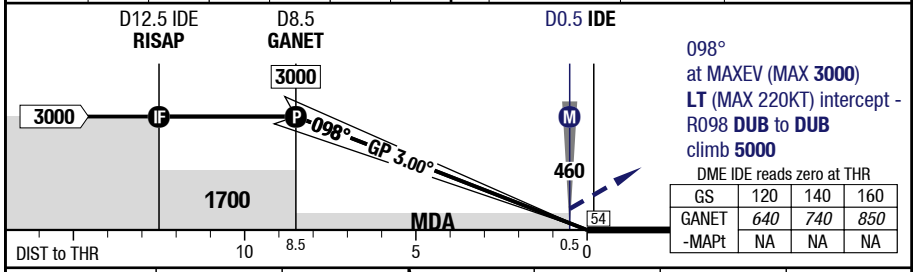
7-10

ILS or LOC 10



LOC 3.00° D IDE	8.5	6	5	4	3	2
	3000	2210	1890	1570	1250	930

10 | 2637 x 45 | 3.0° | 60 H | 15 H | 3.0° | H-P2 | 242 / 9hPa | TDZ -0.5% | -0.5%

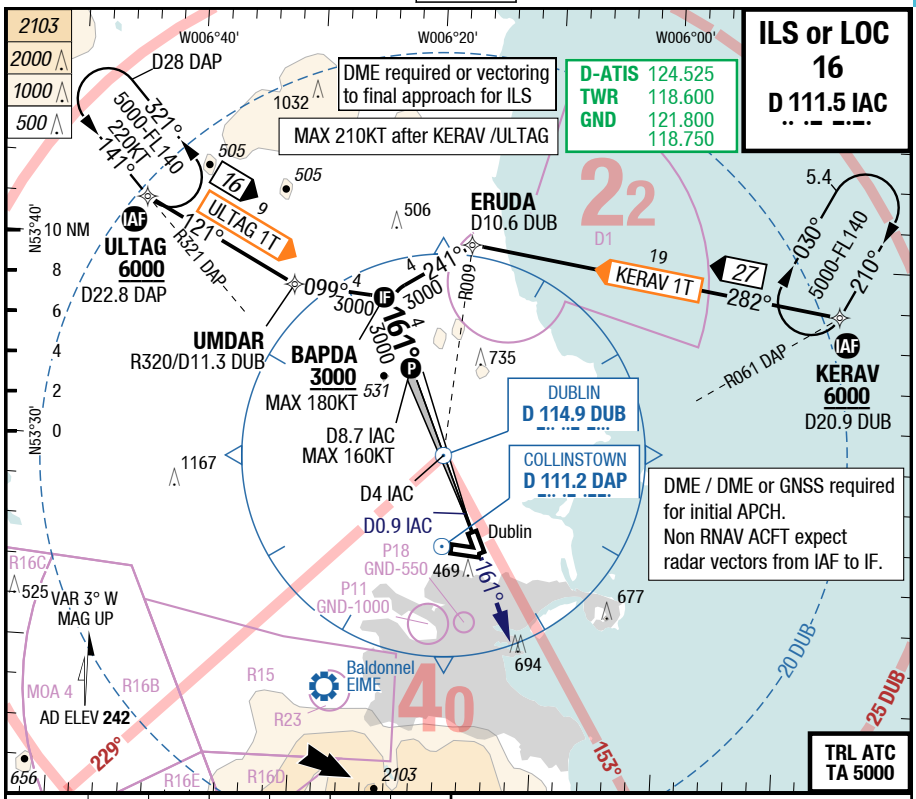


GS	120	140	160
GANET	*640*	*740*	*850*
-MAPt	NA	NA	NA

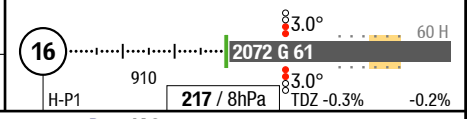
10		Cat 3a DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	Circling N of RWY 10/28	Circling Total Area
C	ft - m/km ft	0 - 200R **Company**	100 - 300R **94** RA	200 - 400 **450**	200 - 550 **450**		700 - 2.4V **940**
D	ft - m/km ft	0 - 200R **Company**	100 - 300R **94** RA 2)	200 - 400 **450**	200 - 550 **450**	700 - 3.6V **950**	860 - 3.6V **1100**

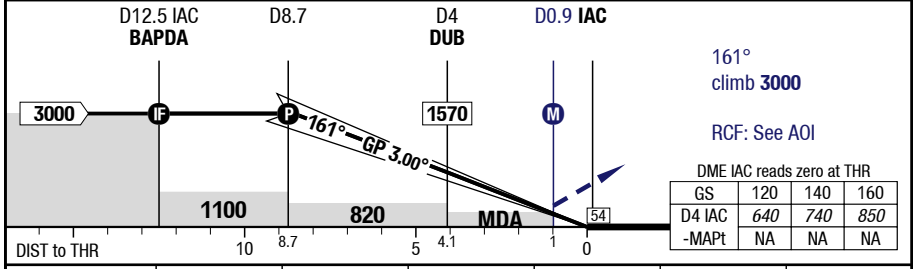
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: MIN



LOC 3.00° D IAC 161° RWY 160°	8.5	7	6	5	3	2
	3000	2520	2200	1880	1240	920





GS	120	140	160
D4 IAC -MAPt	640 NA	740 NA	850 NA

16		Cat 1 DME 1)	LOC DME			Circling N of RWY 10/28	Circling Total Area
C	ft - m/km ft	200 - 550 **420**	400 - 1.1 **610**				700 - 2.4V **940**
D	ft - m/km ft	200 - 550 **420**	400 - 1.1 **610**			700 - 3.6V **950**	860 - 3.6V **1100**

1) FD or AP or HGS to DA required, else use 750m RVR

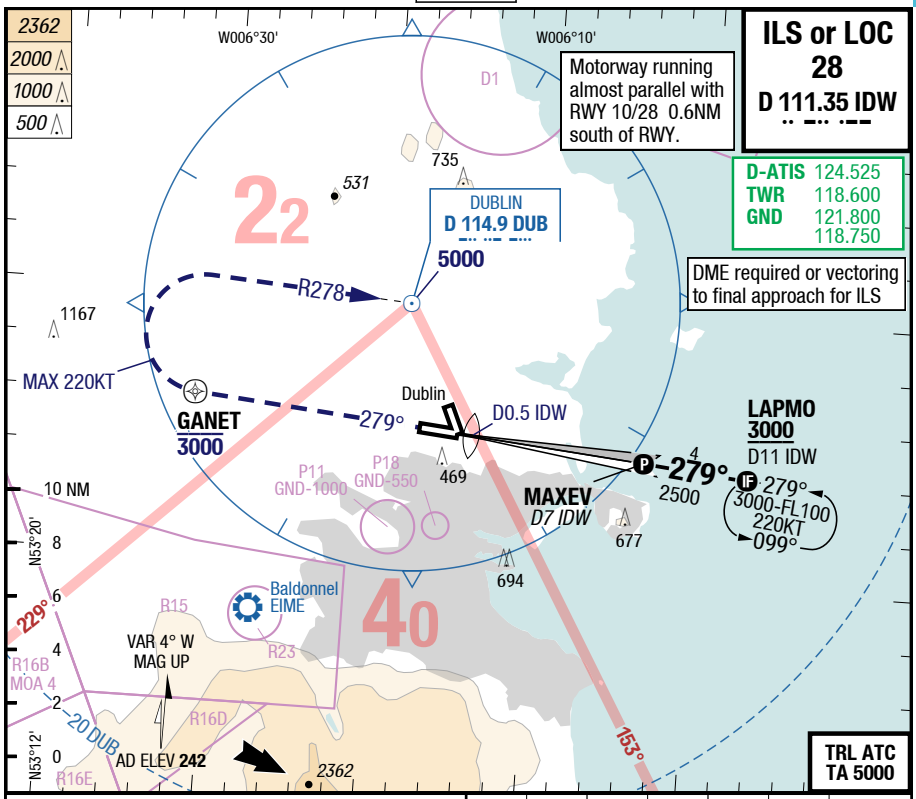
Changes: MIN

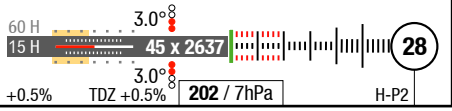
28-JUN-2018

DUB-EIDW

7-30

ILS or LOC 28



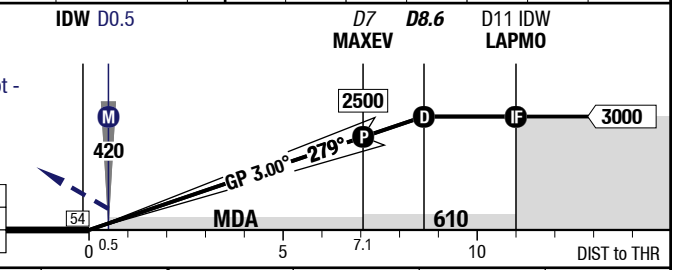


2	3	4	5	6	8.6	LOC 3.00° D IDW
910	1220	1540	1860	2180	3000	

279°
at GANET (MAX **3000**)
RT (MAX 220KT) intercept -
R278 **DUB** to **DUB**
climb **5000**

DME IDW reads zero at THR

GS	120	140	160
MAXEV	*640*	*740*	*850*
-MAPt	NA	NA	NA



28		Cat 3a DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	Circling N of RWY 10/28	Circling Total Area
C	ft - m/km ft	0 - 200R **Company**	100 - 300R **106** RA	200 - 400 **410**	200 - 550 **410**		700 - 2.4V **940**
D	ft - m/km ft	0 - 200R **Company**	100 - 300R **106** RA 2)	200 - 400 **410**	200 - 550 **410**	700 - 3.6V **950**	860 - 3.6V **1100**

1) With EVS 350m
2) If not conducting autoland RVR 350m required

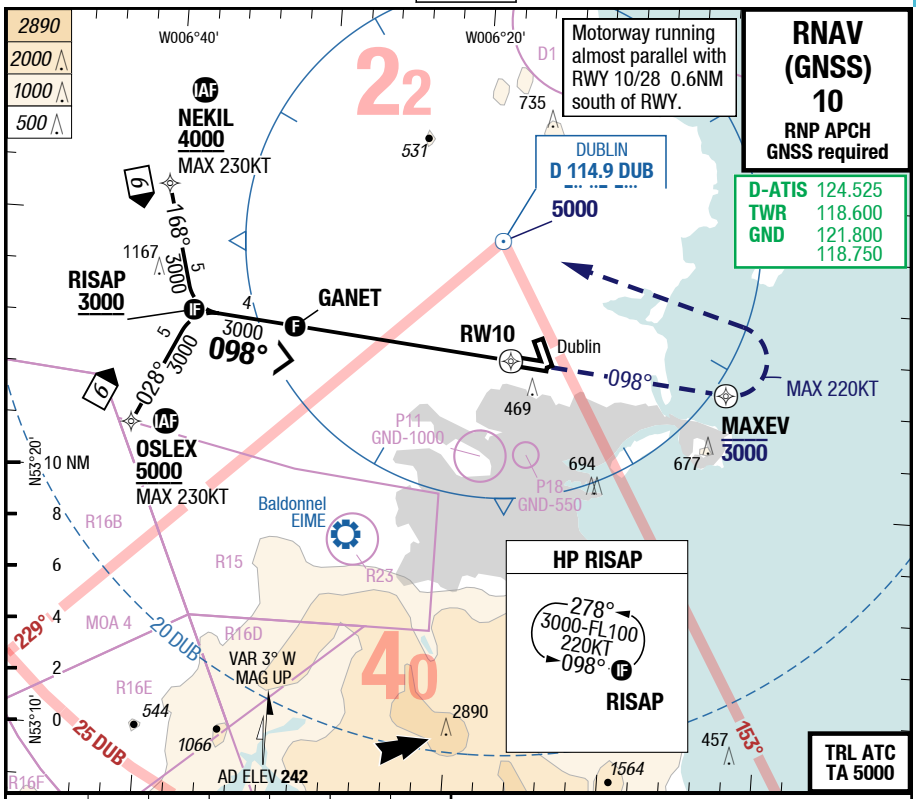
Changes: VAR

28-JUN-2018

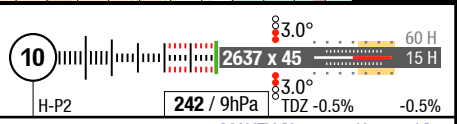
DUB-EIDW

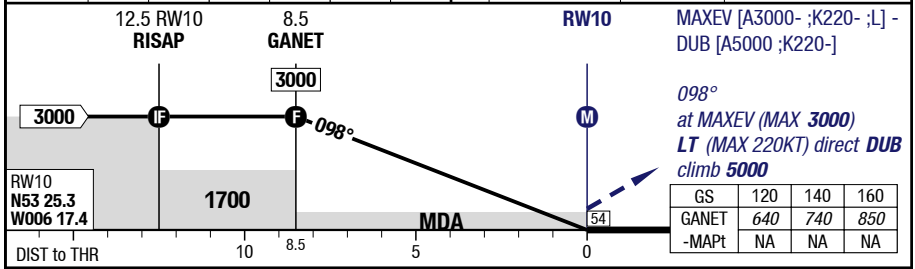
7-50

RNAV (GNSS) 10



3.00° RW10	8.5	6	5	4	3	2
	3000	2210	1890	1570	1260	940





GS	120	140	160
GANET	640	740	850
-MAPt	NA	NA	NA

10		RNAV GNSS VNAV 1)	RNAV GNSS LNAV			Circling N of RWY 10/28	Circling Total Area
C	ft - m/km ft	330 - 800 **570** 2)	460 - 1.4 **700**				700 - 2.4V **940**
D	ft - m/km ft	360 - 900 **600** 3)	460 - 1.4 **700**			700 - 3.6V **950**	860 - 3.6V **1100**

1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 30°C (86°F) 2) With EVS 550m 3) With EVS 600m

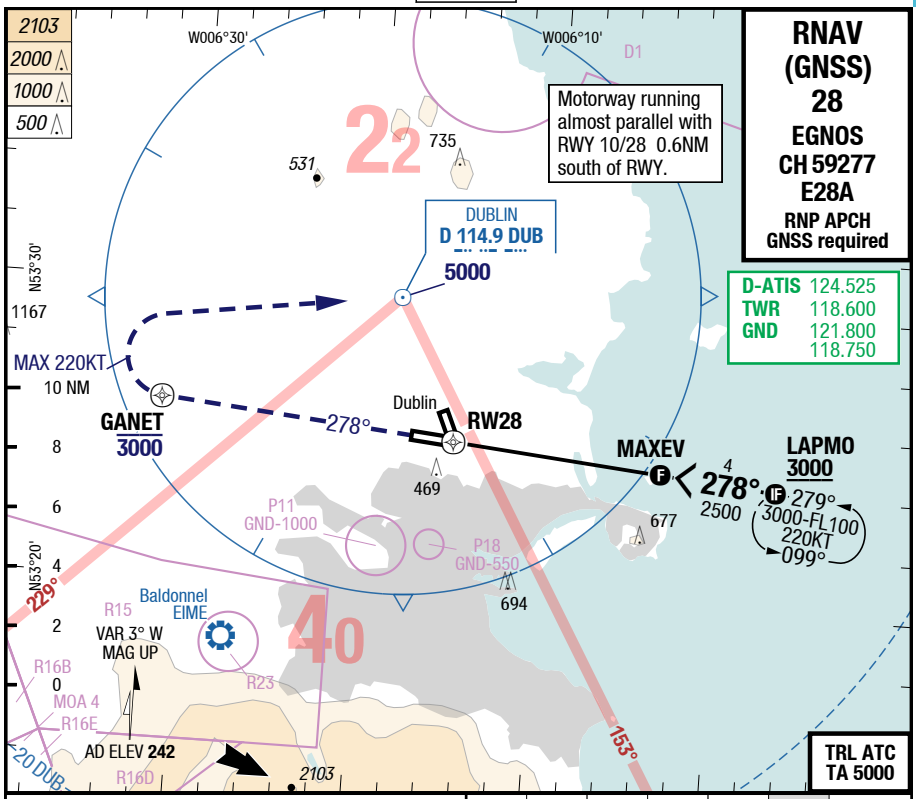
Changes: QFU

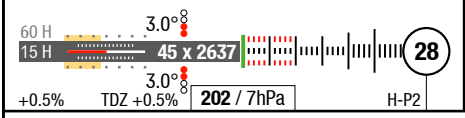
28-JUN-2018

DUB-EIDW

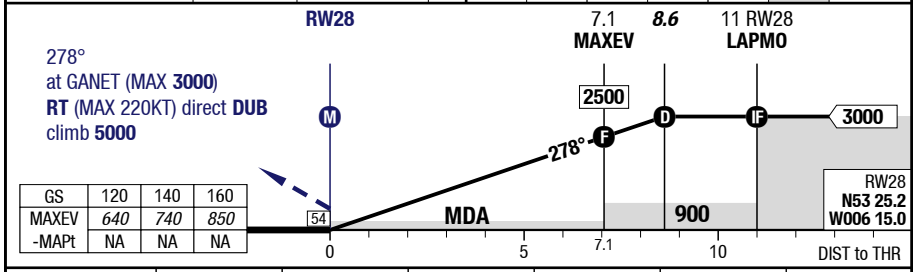
7-60

RNAV (GNSS) 28





2	3	4	6	8.6		3.00° RW28
900	1220	1530	2170	3000		

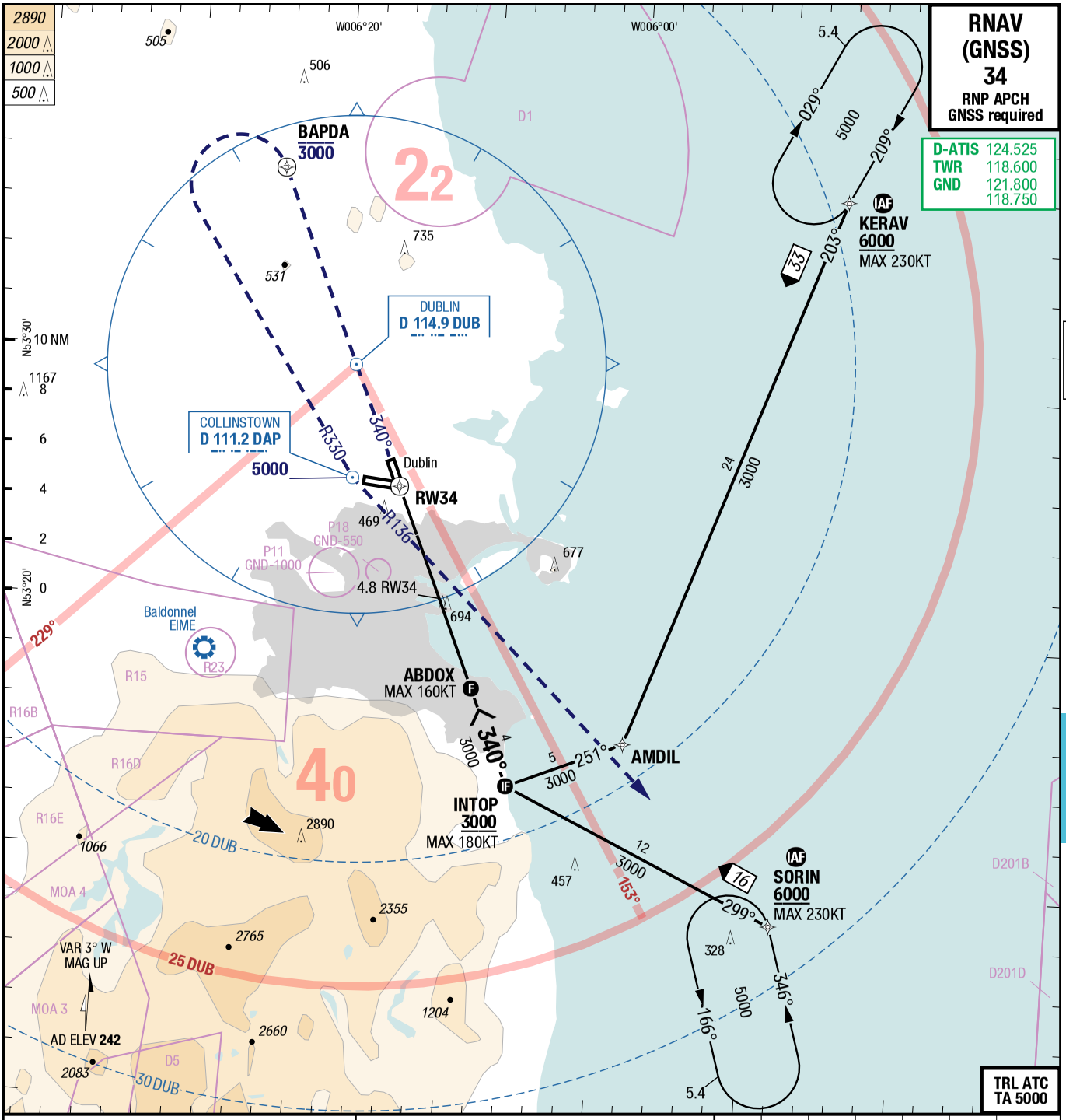


GS	120	140	160
MAXEV	*640*	*740*	*850*
-MAPt	NA	NA	NA

28		RNAV GNSS LPV 1) 2)	RNAV GNSS VNAV 3)	RNAV GNSS LNAV		Circling N of RWY 10/28	Circling Total Area
C	ft - m/km ft	250 - 600 **460**	500 - 1.5 **700** 4)	550 - 1.8 **750**			700 - 2.4V **940**
D	ft - m/km ft	250 - 600 **460**	510 - 1.6 **710** 5)	550 - 1.8 **750**		700 - 3.6V **950**	860 - 3.6V **1100**

1) wo HGS RVR 750m required 2) With EVS 400m 3) Uncompensated BARO VNAV NA below -10°C (14°F) or above 30°C (86°F) 4) With EVS 1.0km 5) With EVS 1.1km

Changes: QFU



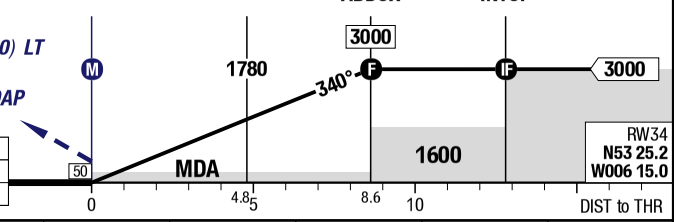
2	3	4	6	7	8.6	3.00°
890	1210	1530	2170	2490	3000	RW34

60 H 3.0° 61 G 2072 3.0° 426 34
+0.2% TDZ +0.2% 202 / 7hPa H-S

BAPDA [A3000- ;L] - DAP [A5000 ;L] - SORIN

*341° - at BAPDA (MAX **3000**) **LT** intercept R330 **DAP** to **DAP** (at **5000**) - R137 **DAP** to SORIN - maintain **5000***

GS	120	140	160
ABDOX	*640*	*740*	*850*
-MAPt	NA	NA	NA



34		RNAV GNSS VNAV 1)	RNAV GNSS LNAV			Circling N of RWY 10/28	Circling Total Area
C	ft - m/km	380 - 1.5	530 - 2.2				700 - 2.4V
	ft	**580** 2)	**730**				**940**
D	ft - m/km	510 - 2.1	530 - 2.2			700 - 3.6V	860 - 3.6V
	ft	**710** 3)	**730**			**950**	**1100**

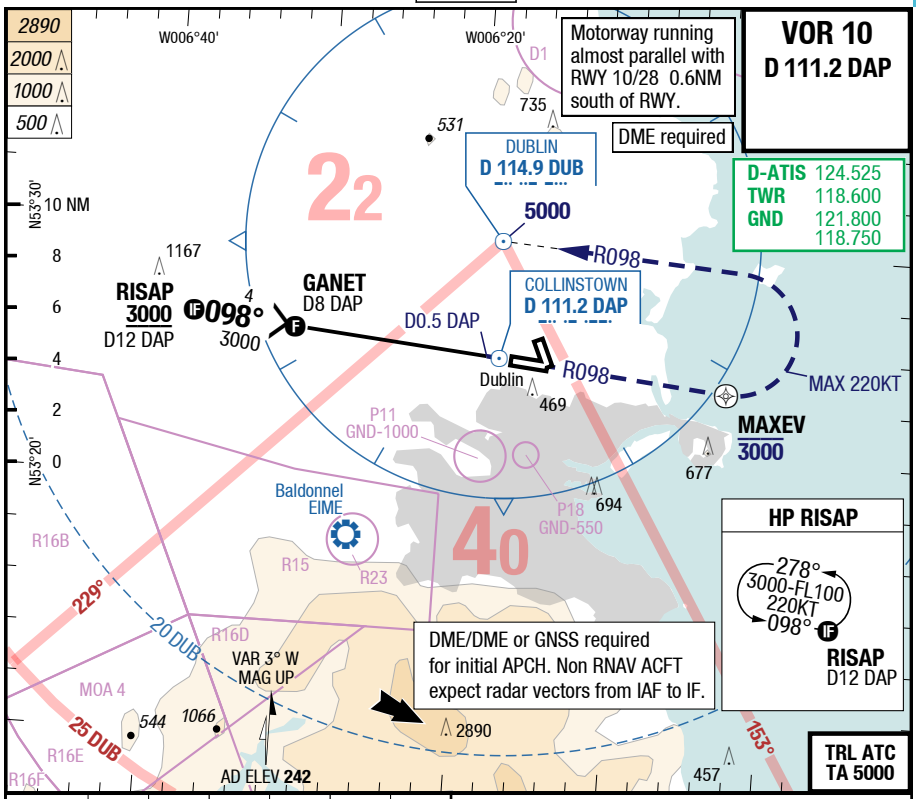
1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 30°C (86°F) 2) With EVS 1.0km 3) With EVS 1.4km

28-JUN-2018

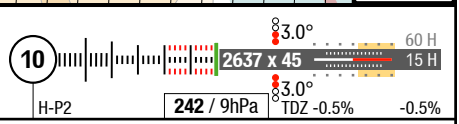
DUB-EIDW

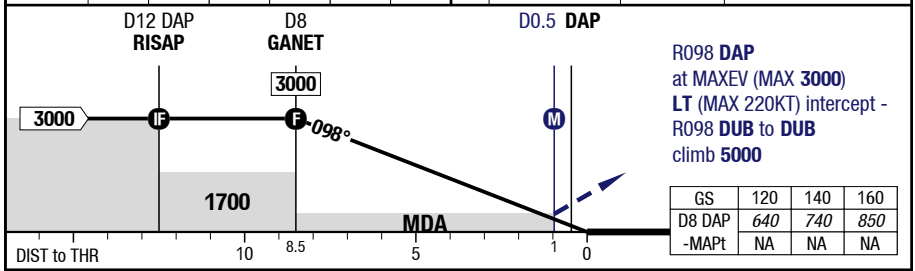
7-90

VOR 10



3.00° D DAP	8	5	4	3	2	1
	3000	2030	1720	1400	1080	760





R098 **DAP**
at MAXEV (MAX **3000**)
LT (MAX 220KT) intercept -
R098 **DUB** to **DUB**
climb **5000**

GS	120	140	160
D8 DAP	*640*	*740*	*850*
-MAPt	NA	NA	NA

10		**VOR DME**				**Circling** N of RWY 10/28	**Circling** Total Area
C	ft - m/km ft	440 - 1.3 **680**					700 - 2.4V **940**
D	ft - m/km ft	440 - 1.3 **680**				700 - 3.6V **950**	860 - 3.6V **1100**

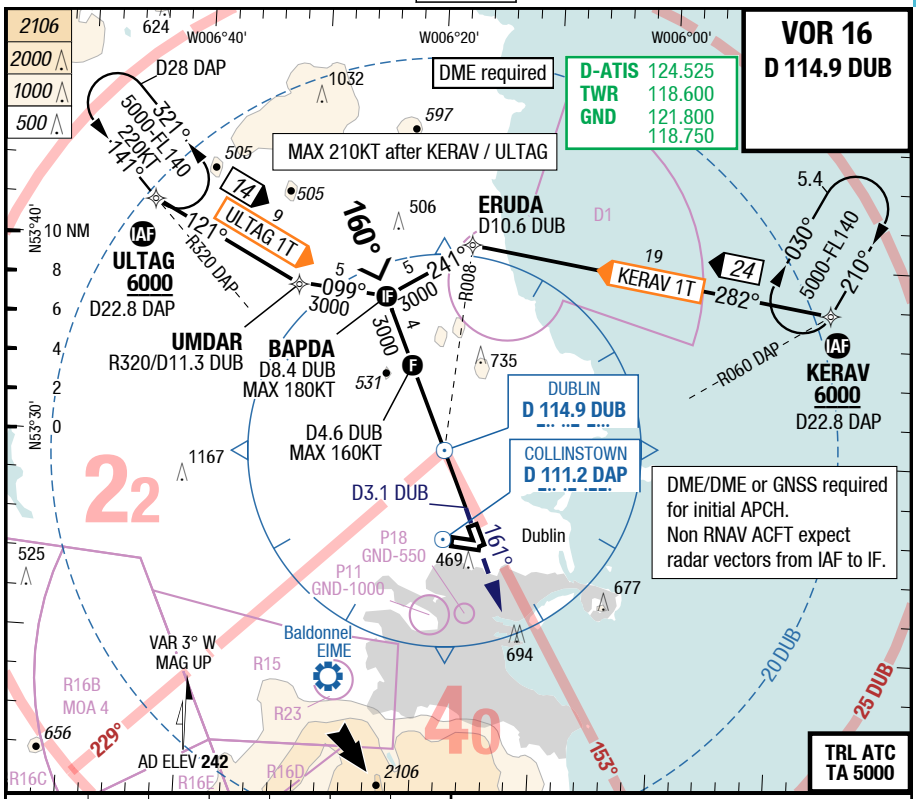
Changes: Track

28-JUN-2018

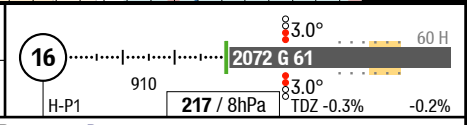
DUB-EIDW

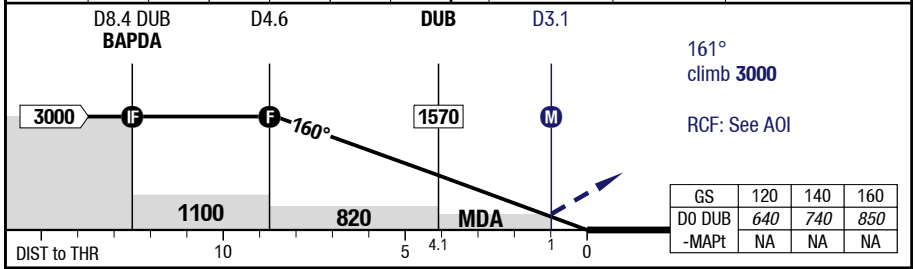
7-100

VOR 16



3.00° D DUB	4.6	3	2	1	1	2
	3000	2530	2210	1890	1250	940





GS	120	140	160
D0 DUB -MAPt	640 NA	740 NA	850 NA

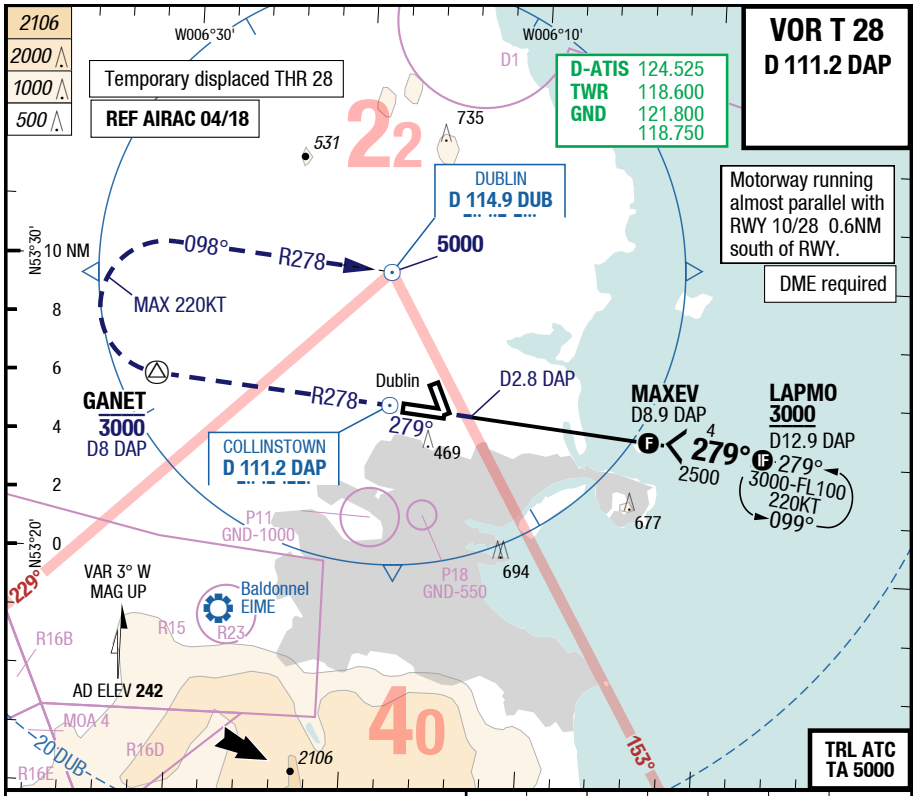
16		VOR DME				Circling N of RWY 10/28	Circling Total Area
C	ft - m/km ft	420 - 1.2 **630**					700 - 2.4V **940**
D	ft - m/km ft	420 - 1.2 **630**				700 - 3.6V **950**	860 - 3.6V **1100**

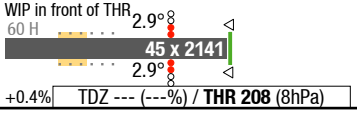
Changes: Nil

DUB-EIDW

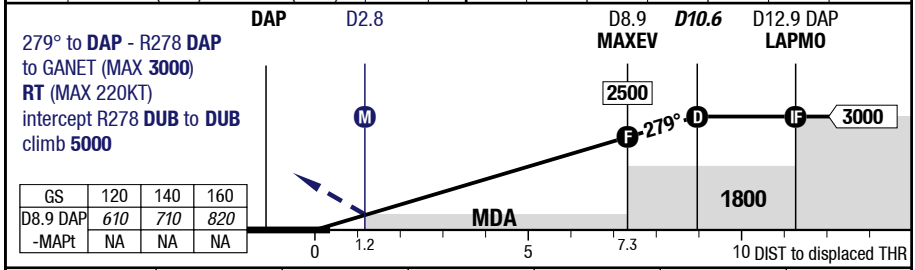
7-108

Tempo VOR T 28





4	5	6	8	10	10.6	2.90° D DAP 279° RWY 278°
990	1300	1600	2220	2830	3000	



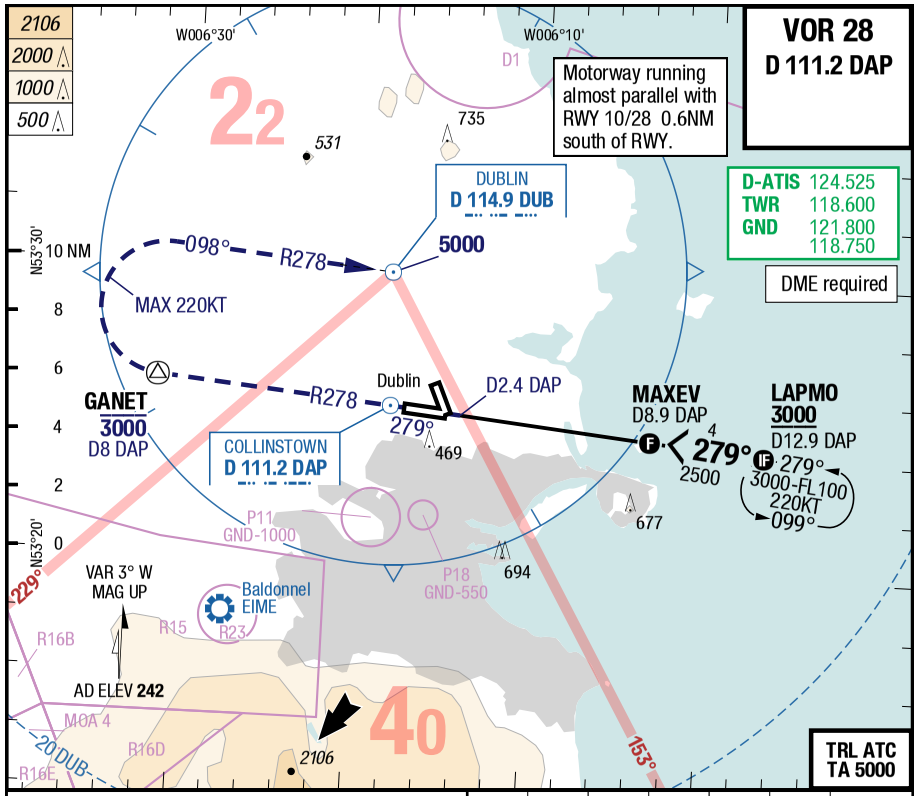
GS	120	140	160
D8.9 DAP	*610*	*710*	*820*
-MAPt	NA	NA	NA

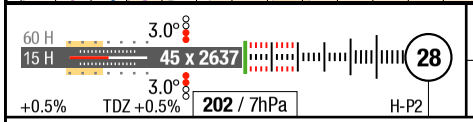
28		VOR DME				Circling N of RWY 10/28	Circling Total Area
C	ft - m/km ft	420 - 1.9 **620**					700 - 2.4V **940**
D	ft - m/km ft	420 - 1.9 **620**				700 - 3.6V **950**	860 - 3.6V **1100**

Changes: DIST ALT table, Profile, QFU

DUB-EIDW

7-110

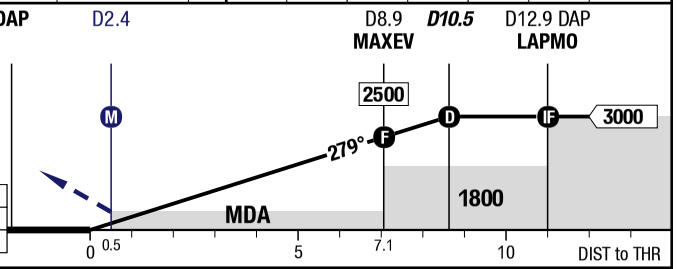




4	5	6	7	8	10.5	3.00° D DAP 279° RWY 278°
930	1250	1570	1880	2200	3000	

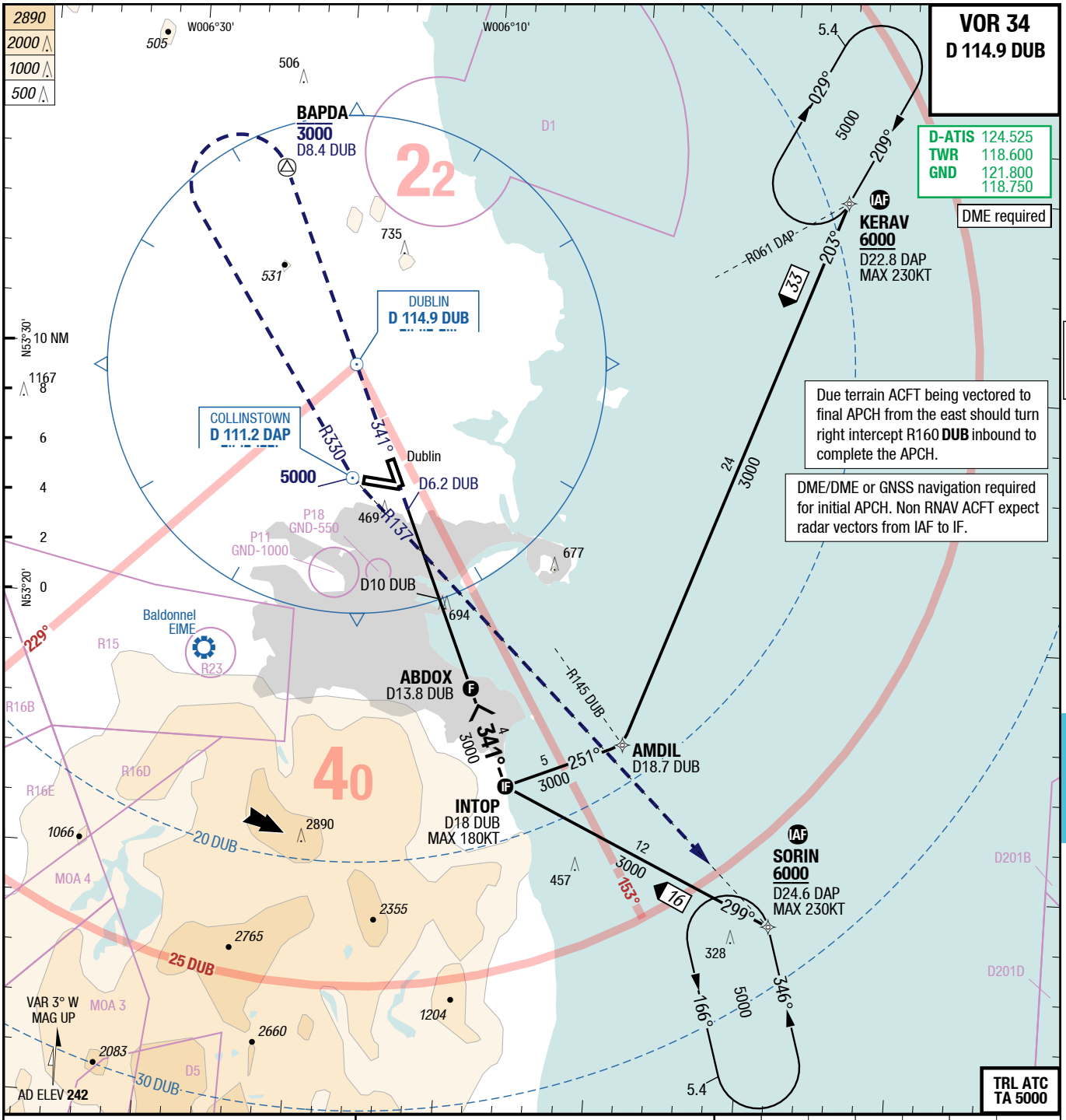
279° to **DAP** - R278 **DAP** to GANET (MAX **3000**) **RT** (MAX 220KT) intercept R278 **DUB** to **DUB** climb **5000**

GS	120	140	160
D8.9 DAP	*640*	*740*	*850*
-MAPt	NA	NA	NA



28		VOR DME				Circling N of RWY 10/28	Circling Total Area
C	ft - m/km ft	480 - 1.5 **680**					700 - 2.4V **940**
D	ft - m/km ft	480 - 1.5 **680**				700 - 3.6V **950**	860 - 3.6V **1100**

Changes: QFU



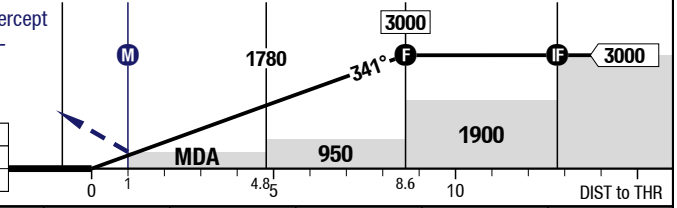
7	8	9	11	12	13.8
830	1150	1460	2100	2420	3000

3.00°
D DUB
341°
RWY 340°

DUB D6.2 D10 D13.8 ABDOX D18 DUB INTOP

341°
at BAPDA (MAX **3000**) **LT** intercept
R330 **DAP** to **DAP** (at **5000**) -
R137 **DAP** to SORIN
maintain **5000**

GS	120	140	160
D13.8 DUB	*640*	*740*	*850*
-MAPt	NA	NA	NA



34		VOR DME				Circling N of RWY 10/28	Circling Total Area
C	ft - m/km ft	450 - 1.9 **650**					700 - 2.4V **940**
D	ft - m/km ft	450 - 1.9 **650**				700 - 3.6V **950**	860 - 3.6V **1100**

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DUB-EIDW

WxMinima Overflow

10		**LOC DME**					
C	ft - m/km ft	410 - 1.2 **650**					
D	ft - m/km ft	410 - 1.2 **650**					

28		**LOC DME**					
C	ft - m/km ft	430 - 1.3 **630**					
D	ft - m/km ft	430 - 1.3 **630**					