

EIDW/DUB

10 MAR 06 (10-2B) Eff 16 Mar Nasadar K

DUBLIN, IRELAND

EIDW/DUB DUBLIN INTL

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

\*ATIS 124.52

Apt Elev 242'

Alt Set: hPa

Trans level: By ATC

Trans alt: 5000'

10 MAR 06 (10-2C) Eff 16 Mar

Nasadar K

DUBLIN, IRELAND

STAR

ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. If unable to comply advise ATC as soon as possible.

LIPGO 1T [LIPG 1T]

2200'

STAR

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
ATC may request specific speeds for accurate spacing. Comply
with speed adjustments as promptly as feasible within operational
constraints. If unable to comply advise ATC as soon as possible.

Segment of STARs not anchored on conventional navigation facilities may be flown using BRNAV. SLP Speed Limit Point Supplementary holding BALDONNEL 115.8 BAL N53 18.0 W006 26.9 STITITUM MAX 250 KT BELOW FL100 RWYS 10, 11, 16 ARRIVALS 4 378 KLY 378 KLY N53 16.2 W006 06.4 MAX 250 KT FROM SOUTHEAST DUBLIN 114.9 DUB N53 30.0 W006 18.4 N53 12.0 W005 50.1 (BAL R-110/D23) MAX 250 KT NOT TO SCALE **VATRY** N52 33.3 W005 30.0 D28 BAL

**RITIS** N53 15.5 W006 40.9

D20 DUB

MAX 220 KT N53 19.1 W006 35.3

O15 R220

4100′ 2200'

VATRY 2N [VATR2N] LIPGO IN [LIPGIN]

GARRISTOWN 407 GAR 1.7. W006 26.8 BALDONNEL— N53 18.0 W006 26.9 SLP RWYS 16, 28, 29, 34 ARRIVALS SIZIAIN MAX 250 KT BELOW FL100 Speed Limit Point VATRY 2T [VATR2T] FROM SOUTHEAST 378 KLY N53 16.2 W006 06.4 DUBLIN D 114.9 DUB N53 30.0 W006 18.4 N53 12.0 W005 50.1 MAX 220 KT MAX 250 KT ROUTING  $\triangleright$ **VATRY** N52 33.3 W005 30.0 290° N53 10.7 W005 42.1 NOT TO SCALE **TOPDA** N53 15.4 W005 40.6 (BAL R-100/D28) MSA DUB VOR 4100′

CHANGES: STARs completely revised.

VATRY 2T IPGO 1T

348° track to TULSO and enter holding. 309° track to TULSO and enter holding.

CHANGES: STARs completely revised.

VATRY 2N LIPGO 1N

enter holding

 $348^\circ$  track to TULSO, intercept 299° bearing to KLY, 285° bearing to NASRI and enter holding. 309° track to TULSO, intercept 299° bearing to KLY, 285° bearing to NASRI and

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

ROUTING

STAR

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

EIDW/DUB 10 MAR 06 (10-2D) Eff 16 Mar # JEPPESEN DUBLIN, IRELAND

STATEM MAX 250 KT BELOW FL100 RWYS 10, OSGAR IN [OSGAIN] BUNED IN [BUNE IN] ESATA IN [ESATIN] Alt Set: hPa Trans level: By ATC Trans alt: 5000'
ATC may request specific speeds for accurate spacing. Comply
with speed adjustments as promptly as feasible within operational
constraints. If unable to comply advise ATC as soon as possible. FROM SOUTHWEST , 11, 16 ARRIVALS 4100' MSA DUB VOR 2200′ STAR

N53 15.5 W006 40.9 NASR N53 19.1 W006 35.3 BONED 1N GARRISTOWN | 407 GAR | 153 31.7 W006 26.8 30 \*\*SLP RORAN N53 07.2 W006 40.3 MAX 250 KT D20 DUB Segment of STARs not anchored on conventional navigation facilities may be flown using BRNAV. D 115.8 BAL N53 18.0 W006 26.9 ■ SLP Speed Limit Point NOT TO SCALE N53 16.2 W006 06.4 -KILINEY-DUBLIN D 114.9 DUB N53 30.0 W006 18.4

2084°≠

OSGAR N53 03.0 W007 16.2

**ESATA** N52 51.8 W006 59.3

ZHANGES: STARs completely revised; chart redrawn.

enter holding

OSGAR 1N ESATA 1N BUNED 1N

084° track to RORAN, 002° track to RITIS, intercept DUB R-228 inbound and Intercept BAL R-222 inbound to RORAN, 002° track to RITIS, intercept DUB R-228 inbound and enter holding.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

CHANGES: STARs completely revised; chart redrawn

OSGAR 1T LEGBO 2T

 $084^{\circ}$  track to RORAN, intercept BAL R-222 inbound to BAL, BAL R-100 to TOPDA and enter holding.  $047^{\circ}$  track to DIRUM,  $051^{\circ}$  track, intercept BAL R-100 to TOPDA and enter holding.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

002° track to RITIS, intercept DUB R-228 inbound and enter holding.

ROUTING

**BUNED** 37.4 W006 37.8 △

D54 198

STAR

	! B	<u> </u>	N5:	wo z		word.					7						
ESATA 1T	i ×	STAR BUNED 1T	<b>LEGBO</b> N52 49.5 W006 55.8	ESATA N52 51.8 W006 59.3	0430		<b>9</b>	53 1		N53 19.1	NOT TO SCALE	z	_		BUNED ESATA	*ATIS 124.52	EIDW/DUB
Intercept BAL	002° track to [ holding.	002° track to RORAN, int TOPDA and enter holding	. ∘200 <del>&gt;</del>	BUNED 11, 2X	215° 15° 2180	ESA 79 3 17 11 03	V.04 S.04 S.04 S.04 S.04 S.04 S.04 S.04 S		>0.0	NASRI 5 19.1 W006 35.3 MAX 220 KT	<u>r</u>	MHA 4500 MAX F1100 MAX 220 KT	SPEED N	RWYS 16,	=======================================	Apt Elev 242'	
Intercept BAL R-222 inbound to BAL, BAL R-100	DIRUM, 051° track,	002° track to RORAN, intercept BAL TOPDA and enter holding.	D NS2 37.4 W006 37.8	72	N53 00.2 W006 39.7	05/3		03 Ma+ 330 +	0000	015 R2300	GARRISTOWN 407 GAR 10.7 GAR 10.7 GAR 10.7 GAR 10.7 W006 26.8	\significant \sign	20 S	28,	• • •	Alt Set: hPa ATC may reque with speed adj constraints. If	10 MAR 06
O BAL, BAL R-	ck, intercept B	ROUTING of BAL R-222 inbound	6 37.8				BUNKO 2x 130	W006 10.0 WAAX 250 KT	100	BALDONNEL 115.8 BAL N53 18.0 W006 26.9	0005 TA	. £91	WEST BELOW FL1	[OSGATT] 29, 34 ARRIVALS	27 27	Alt Set: hPa Trans level: By ATC Trans alt: 5000' ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operation constraints. If unable to comply advise ATC as soon as possible	NJEPPESEN
ő	1 7	NG hbound to BAL,		SLP Speed	Segment of ST conventional n be flown using	00	N53 12.0	000 PEC 02 0000 AHM 0113 XAM		BAL NOO6 26.9 N53			00	/ALS	[BUNE2X] [LEGB2T]	y ATC Trans eds for accura omptly as feas oly advise ATC	Eff 16 Mar
TOPDA and enter holding	TOPDA and enter	BAL R-100 to		d Limit Point	Segment of STARs not anchored on conventional navigation facilities may be flown using BRNAV.	Supplementary holding Transition routing to main holding.		R110° D23*	ī ē	KILLINEY	0.0 W006 18.4	DUBLIN DUBLIN DUBLIN DUBLIN		053.		alt: 5000' ite spacing. Comply ible within operational as soon as possible.	DUBLIN,
ling.	1				red on ities may		W005 42.1	MHA 6000 MAX FLI40 MAX 220 RT D27.9 A 2900 EPVIN	N53 15.4 W005 40.6 (BAL D28)	-			MSA DUB VOR	4100' 955	2200'	Comply operational possible.	IRELAND STAR

EIDW/DUB **DUBLIN Control** Apt Elev 242' include minimum noise routings. 3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with Trans level: By ATC Trans alt: 5000'

1. Contact DUBLIN Control immediately after take-off. 10 MAR 06 PEDDESEN 10-3) Eff 16 Mar DUBLIN, IRELAND 2. SIDs

SID

BEPAN 3A [BEPA3A], BEPAN 1B [BEPA1B] These SIDs require minimum climb gradients of BEPAN 2E [BEPA2E], BEPAN 1F [BEPA1F] If unable to comply with SID, advise ATC and request alternative clearance. Gnd speed-KT 273' per NM (4.5%) 553' per NM (9.1%) 273' per NM 553' per NM D 115.8 BAL N53 18.0 W006 26.9 STATE MAX 250 KT BELOW FL 100 At or above **5000**' No turn permitted before Departure end of runway. RWYS 28, At or above 5000' N53 25.8 W006 At or above **3000**' 342 | 456 | 684 | 911 | 1139 | 1367 691 75 | 100 | 150 | 200 | 250 | 300 316 OE BEPAN 1B, 1F BEPAN 3A, 2E NOT TO SCALE DUBLIN-D6 BA 922 10 DEPARTURES 1382 1843 2304 2765 all track, minimum level and all indicated airspeed restrictions specified in SID. MAX NAX BEPAN 1B Turn at 750' 378 KLY N53 16.2 W006 06.4 ٩ At 4000' BEPAN 1B KILLINEY-D **BEPAN** N52 31.6 W006 15.8 BEPAN IF Turn at **750**' N53 30.0 W006 18.4 N52 57.0 W006 10.5 N53 25.2 W006 16.2 (DME\_identifier is ID) DUBLIN DOBLIN IDE BEPAN 1B, DUBLIN — BEPAN 2E. IF: ID 2 DWE FL80 OBEPAN 3A, 2E: MEA FL80 BEPAN 1B, 1 MEA 5000 At 4000' climb to 5000' Climb to 5000' At or above 3000' BEPAN 1F BEPAN 1B 4100' % MSA DUB VOR 2200 . Ħ

*HANGES:* SIDs completely revised

to BEPAN

CAT A & B BEPAN 2E CAT C & D CAT A & B CAT C & D

> ₽ 28

> > BEPAN 3A, 2E: Initial climb clearance **FL80** BEPAN 1B, 1F: Initial climb clearance **4000'**

JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

Climb to 750', turn RIGHT, intercept 170° bearing to KLY, 192° bearing Straight ahead to ID 6 DME, turn RIGHT, intercept 211° bearing to KLY 192° bearing to BEPAN. Climb to 750', turn LEFT, intercept 132° bearing to KLY, 192° bearing To OE, turn LEFT, 238° bearing, intercept BAL R-342 inbound to BAL, BAL R-160 to NEPOD, intercept 192° bearing from KLY to BEPAN.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

EIDW/DUB 10 MAR 06 NaSaddar # (10-3A) Eff 16 Mar DUBLIN, IRELAND SID

BEPAN 2M CAT C & D CAT A & B CAT C & D 273' per NM (4.5%). 553' per NM (9.1%) CAT A & B Gnd speed-KT These SIDs require minimum climb gradients BEPAN 2M [BEPA2M] equest alternative clearance. If unable to comply with SID, advise ATC and 273' per NM 553' per NM BEPAN 1P [BEPA 1P] BEPAN 3H [BEPA3H] NOT TO SCALE 124.65 S 23 2 MAX 250 KT RWYS 34, 16 BELOW FL 100 **DEPARTURES** No turn permitted before Departure end of runway. 2G **OBEPAN 2G, 2M:** MEA FL80 BEPAN 3H, 1P: MEA 5000 BALDONNEL -34 N53 18.0 W006 26.9 6 At or above 4000' [BEPA2G] 75 100 150 342 | 456 | 684 | 911 | 1139 | 1367 691 BEPAN 2G, 2M BEPAN 3H, 1P Apt Elev 242' D6 BA 922 1382 1843 2304 2765 Straight ahead to IAC 5 DME, turn LEFT, intercept BAL R-004 inbound to BAL, BAL R-160 to NEPOD, intercept 192° bearing from KLY to BEPAN. Intercept 155° bearing to KLY, 192° bearing to BEPAN. Climb to **750'**, turn LEFT, 261° track, intercept BAL R-342 inbound to BAL, BAL R-160 to NEPOD, intercept 192° bearing from KLY to BEPAN. BEPAN 2G, 2M: Initial climb clearance FL80 BEPAN 3H: Initial climb clearance 5000' BEPAN 1P: Initial climb clearance 4000' 1. Contact DUBLIN Control immediately after take-off. 2. SIDs include minimum noise routings. 3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID. Trans level: By ATC Trans alt: 5000'
1. Contact DUBLIN Control immediately after take-off. 200 250 300 • BEPAN-261 BEPAN 3H 750' 1 D 10 BAL At or above **5000**′ At 4000' climb to 5000'  $\triangleright$ BEPAN 1P N52 31.6 W006 15.8 a N52 57.0 W006 10.5 At or above **3000**' BEPAN 2M: FL80 BEPAN 1p: 5000 IAC S OME N53 30.0 W006 18.4 DUBLIN (111.5) IAQ N53 26.0 W006 15.7 DUBLIN -378 KLY 378 KLY 8 N53 16.2 W006 06. ILS DME At or above 5000' At or above **3000**′ BEPAN 2M BEPAN 2M 4100' MSA DUB VOR 2200

HANGES: SIDs completely revised © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

EIDW/DUB

**DUBLIN Control** 

129.17

Apt Elev 242'

20 OCT 06 (10-3B) Eff 26 Oct # JEDDESEN

DUBLIN, IRELAND

SID

Trans level: By ATC Trans alt: 5000'

1. Contact DUBLIN Control immediately after take-off.

2. SIDs include minimum noise routings.

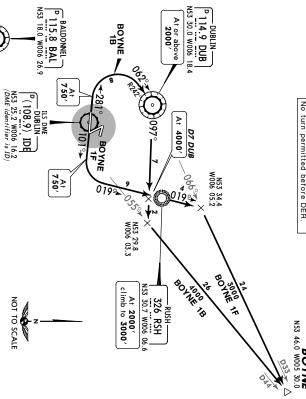
3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

BOYNE SIJAAN MAX 250 KT BELOW FL 100 1B [BOYNIB], BOYNE 1F [BOYNIF] RWYS 28, CAT A & B 10 DEPARTURES









*CHANGES:* SIDs BOYNE 1A, 1E withdrawn Climb to ~750',~ turn LEFT, intercept 019° bearing to RSH, continue on 019° bearing, intercept DUB R-066 to BOYNE.

BOYNE 1F BOYNE

SID

RWY 28

BOYNE

∄∺

Initial climb clearance 4000' Initial climb clearance 2000'

₽

Climb to **750'**, turn RIGHT, intercept DUB R-242 inbound to DUB, DUB R-097, intercept BAL R-055 to BOYNE.

request alternative clearance

If unable to comply with SID, advise ATC and

273' per NM

Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300

273' per NM (4.5%).

These SIDs require minimum climb gradients

NOT TO SCALE

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

NaSaddar #

EIDW/DUB

129.17

Apt Elev 242'

DUBLIN, IRELAND

SID

20 OCT 06 (10-3C) Eff 26 Oct

Trans level: By ATC Trans alt: 5000'
1. Contact DUBLIN Control immediately after take-off.
2. SIDs include minimum noise routings.
3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

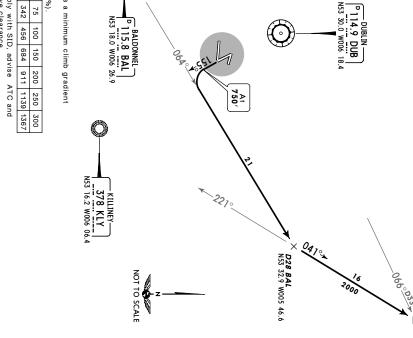
### BOYNE 1P [BOYNIP] **RWY 16 DEPARTURE**

2200'

STEETE MAX 250 KT BELOW FL 100 CAT A & B



No turn permitted before DER. **BOYNE** N53 46.0 W005 30.0



This SID requires a minimum climb gradient

273' per NM (4.5%).

273' per NM Gnd speed-KT 342 | 456 | 684 | 911 | 1139 | 1367 75

If unable to comply with SID, advise ATC and request alternative clearance.

itial climb clearance **2000** 

ROUTING

Climb on 155° track to to BOYNE. 750', turn LEFT, intercept BAL R-064, intercept 041° bearing from KLY

THANGES: SID BOYNE IM withdrawn © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

EIDW/DUB These SIDs require minimum climb gradients of 553' per NM (9.1%) 273' per NM (4.5%) GELKI 2B [GELK2B], GELKI 2F [GELK2F] GELKI 2A [GELK2A], GELKI 2E [GELK2E] GELKI 2F **GELKI 2E GELKI 2B** GELKI 2A 129.17 MSA DUB VOR 4100' SID 2200′ N53 25.8 W006 25 At or above **3000**′ MAX **240 KT** BANK 25° SIZIFI MAX 250 KT BELOW FL 100 No turn permitted before DER. 316 OE RWYS 28, RWY 28 GELKI 2B, 2F GELKI 2A, 2E Apt Elev 242' N53 30.0 W006 18.4 GELKI 2A, 2E: GELKI 2B, 2F: At 2000' climb to 3000' Climb to  $750^{\circ}$ , turn LEFT, intercept 019° bearing to RSH, continue on 019° bearing to GELKI. Straight ahead to ID 5 DME, turn LEFT, intercept 0.15° bearing from KLY to GELKI. Climb to **750'**, turn RIGHT, intercept DUB R-242 inbound to DUB, DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 to To OE, turn RIGHT, intercept 047° bearing towards GMN, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 at or before GELKI GELKI 2B CAT A & B Turn at 750' CAT C & D DUBLIN — 10 DEPARTURES 1. Contact DUBLIN Control immediately after take-off.
2. SIDs include minimum noise routings.
3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all Trans level: By ATC GORMANSTON 334 GMN N53 38.9 W006 13.6 indicated airspeed restrictions specified in SID. 20 OCT 06 (10-3D) NaSaddar 1 Initial climb clearance FL80 Initial climb clearance 2000' N53 25.2 W006 16.2 (DME identifier is ID) DUBLIN TO THE CONTROL OF THE CONTROL 0 GELKI 2B If unable to comply with SID, advise request alternative clearance. Gnd speed-KT 273' per NM 553' per NM Trans alt: 5000' GELKI 2F Eff 26 Oct N53 37.8 W006 15.1 019°<u>⊁ 9</u> GELKI 2F N53 54.2 W006 08.2 342 691 5 DME 75 | 100 | 150 | 200 | 250 | 300 019 456 684 922 1382 1843 2304 2765 0159 DUBLIN, IRELAND 43 FL80 GELKI 2E 911 At or above **3000**′ N53 16.2 W006 06. D N53 At 2000' climb to 3000' MEA FL80 GELKI 2B: MEA 3000 -- KILLINEY---**GELKI** N53 59.8 W005 54.3 326 RSH | ATC and NOT TO SCALE 1139 1367 RUSH-SID

CHANGES: SIDs GELKI 2A, 2E initial climb clearance & MEA.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

THANGES: GELKI 1G, 1M climb clearance, crossings & MEAs.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EIDW/DUB 273' per NM (4.5%) 553' per NM (9.1%) These SIDs require minimum climb gradients GELKI 1H GELKI 1M GELKI 1G No turn permitted before DER. GELKI 1G [GELK1G], GELKI 1M [GELK1M] 129.17 GELKI 1H [GELKIH], GELKI 1P [GELKIP] MSA DUB VOR 4100′ SID NOT TO SCALE SIZEE MAX 250 KT BELOW FL 100 RWYS 34, 16 DEPARTURES R₩Y 16 34 GELKI 1H, 1P GELKI 1G, 1M Apt Elev 242' GELKI 1G, 1M: Initial climb clearance FL80 GELKI 1H: Initial climb clearance 3000' GELKI 1P: Initial climb clearance 4000' DUBLIN DUB N53 30.0 W006 At or above **3000**′ Climb on 155° track to 750°, turn LEFT, intercept BAL R-064, intercept 343° bearing to GMN, turn RIGHT, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 at or before GELKI. 155° track to IAC 5 DME, turn LEFT, intercept 343° bearing to GMN, turn RIGHT, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track intercept DUB R-031 at or before GELKI. DUB R-031 to GELKI Climb to **750'**, turn RIGHT, 069° track, intercept 343° bearing to GMN, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept Straight ahead to IAC 5 DME, turn RIGHT, 029° track, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 at or N53 (111.5) IAQ At or above 5000' CAT A & B CAT C & D Contact DUBLIN Control immediately after take-off.
 SIDs include minimum noise routings.
 Where clearances to levels higher than the maximum SID alti-- DUBLINtudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID. GELKI 1H Trans level: By ATC 750' 20 OCT 06 GORMANSTON (112.9) GMN N53 38.8 W006 14.1 NaSaddar # (10-3E)DUB 4 DME request alternative clearance If unable to comply with SID, advise ATC and 273' per NM 553' per NM Gnd speed-KT Trans alt: 5000' IAC 5 DME Eff 26 Oct ROUTING 'W 'K' 750′ GELKI 1P ç N53 54.2 W006 08.2 342 | 456 | 684 | 911 | 1139 | 1367 691 75 922 100 DUBLIN, τ D14 BAL GORMANSTON 334 GMN N53 38.9 W006 13.6 At or below 2000' N53 26.0 W006 04.5 150 1382 1843 2304 2765 D5 GMN At 3000' A† 4000' GELKI 1H GELKI 1P At or above **3000**' 200 D15.5 GMN At or above 5000' GELKI 1G, GELKI 1M: MEA F180 GELKI 1H: MEA 3000 GELKI 1P: MEA 4000 D IRELAND 250 **GELKI** N53 59.8 W005 54.3 300 SID

EIDW/DUB 129.17 Apt Elev 242' Trans level: By ATC Trans alt: 5000'
1. Contact DUBLIN Control immediately after take-off.
2. SIDs include minimum noise routings.
3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID. 20 OCT 06 (10-3F) Eff 26 Oct # JEDDESEN DUBLIN, IRELAND

SID

LIFFY 2B [LIFY2B], LIFFY 2F [LIFY2F] LIFFY 2A [LIFY2A], LIFFY 2E [LIFY2E] CAT C & D

LIFFY 2A, 2E: MAX 290 KT BETWEEN FL100 & FL260 STATEM MAX 250 KT BELOW FL100 RWYS 28, 10 DEPARTURES

CAT A & B

DUBLIN D114.9 DUB N53 30.0 W006 18.4

4100' % MSA DUB VOR 2200'

Turn at **750**′ LIFFY 2F D7 DUB At 4000' LIFFY 2B At or above **3000**′ LIFFY 2A: LIFFY 2B: LIFFY 2F: N53 28.8 W005 30.0

MAX **240 KT** BANK 25°

At or above **2000**′

LIFFY 2B

NOT TO SCALE

At or above 5000'

LIFFY 2A

No turn permitted before DER.

LIFFY ON

29

1010

N53 24.2 W005 54.4

LIFEY 2E

DUBLIN DOBE N53 25.2 W006 16.2 (DME identifier is ID) 273' per NM (4.5%). 553' per NM (9.1%) These SIDs require minimum climb gradients of LIFFY 2A, 2E 273' per NM 553' per NM Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 691 922 1382 1843 2304 2765 342 456 684 911 1139 1367 LIFFY 2B, 2F

LIFFY 2A, 2E: Initial climb clearance FL80 LIFFY 2B: Initial climb clearance 4000' If unable to comply with SID, advise ATC and request alternative clearance.

BALDONNEL 115.8 BAL N53 18.0 W006 26.9

N53 25.8 W006 25.7 At or above **3000**'

LIFFY 2B

397 OP N53 24.8 W006 08.3

 $\widehat{\ \ }$ 

316 OE

DUBLIN

Initial climb clearance 4000' Initial climb clearance 2000'

SID	RWY	ROUTING
LIFFY 2A	28	To OE, turn RIGHT, intercept DUB R-277 inbound to DUB, DUB R-097 to LIFFY.
LIFFY 2B		Climb to $750^{\prime}$ , turn RIGHT, intercept DUB R-242 inbound to DUB, DUB R-097 to LIFFY.
LIFFY 2E	10	Intercept $101^\circ$ bearing to OP, continue on $101^\circ$ bearing, intercept BAL R-077 to LIFFY.
LIFFY 2F		Climb to 750', turn LEFT, 019° track, intercept DUB R-097 to LIFFY.

CHANGES: SIDs LIFFY 2A, 2E revised.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

NaSaddar K

EIDW/DUB

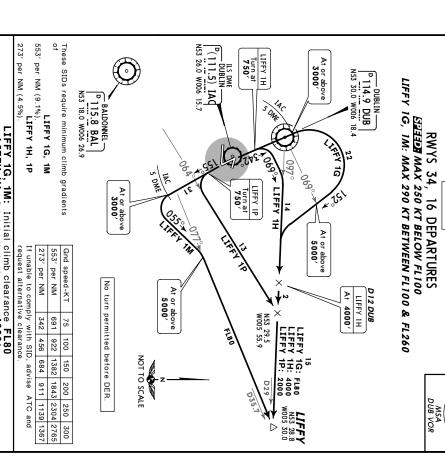
129.17

LIFFY 1

LIFFY

DUBLIN, IRELAND DIS

<ol> <li>2. SIDs include minimum noise routings.</li> <li>3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.</li> </ol>



CHANGES: SIDs LIFFY 1G, 1M revised © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

Climb on 155° track to DUB R-097 to LIFFY.

LIFFY 1H LIFFY 1M

6

LIFFY 1P

LIFFY 1G

Straight ahead to IAC 5 DME, turn RIGHT, 152° track, intercept DUB R-097 to LIFFY.

L**IFFY 1H:** Initial climb clearance **4000′** L**IFFY 1P:** Initial climb clearance **2000′** 

 $155^\circ$  track to IAC 5 DME, turn LEFT,  $055^\circ$  track, intercept BAL R-077 to LIFFY. Climb to 750', turn RIGHT, 069° track, intercept DUB R-097 to LIFFY

750', turn LEFT, intercept BAL R-064, intercept

SID

RWY 34

EIDW/DUB

DUBLIN INTL

Trans level: By ATC Trans alt: 5000'

1. Contact DUBLIN Control induce minimum noise routings. 3. Where clearances to levels higher than the maximum SID attitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

OLONO These SIDs require minimum climb gradients of OLONO 1E [OLON1E], OLONO 1F [OLON1F] request alternative clearance. If unable to comply with SID, advise ATC and 553' per NM (9.1%) 553' per NM Gnd speed-KT 273' per NM (4.5%) per NM P 115.8 BAL T At or above 5000' SIZIAIN MAX 250 KT BELOW FL 100 1A [OLONIA], OLONO 1B [OLONIB] No turn permitted before Departure end of runway. BALDONNEL RWYS 28, 10 DEPARTURES At or above 5000' N53 25.8 W006 At or above **3000**′ **OLONO** N52 43.4 W006 46.7 342 456 684 691 922 1382 1843 2304 2765 OLONO 1A, 1E 316 OE OLONO 1B, 1F DUBLIN: (DUB R-205/D49.7) D6 BA CML 100 OLONO 1A, OLONO 1B, 150 41 00000 911 200 ĦĦ 1139 1367 250 300 MAX 154 KT OLONO 1B Initial climb clearance FL80 Initial climb clearance 4000' Turn at 750′ 378 KLY N53 16.2 W006 06.4  $\bigcirc$ At 4000' OLONO 1B 200 NEPOD N52 57.0 W006 10.5 OLONO 1F Turn at 750' ୍ଦ O 11.5 DME DUBLIN (108.9) IDE N53 25.2 W006 16.2 (DME identifier is ID) P 114.9 DUB | OLONO 1 DUBLIN — 1B, 1E: 11. FL80 ID 2 DWE O OLONO 1A, 1E: MEA FL80 OLONO 1B, 1F: MEA 5000 Climb to 5000' climb to 5000' OLONO 1F OLONO 1B At or above **3000**′ A† 4000′ NOT TO SCALE 4100' MSA DUB VOR 2200

CAT A & B to NEPOD, intercept 244° bearing towards CML to OLONO.

\*\*HANGES: SIDs transferred, withdrawn & established. 

\*\*BYPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

\*\*HANGES: SIDs transferred, withdrawn & established.

HANGES: LIFFY SIDs transferred; OLONO SIDs established.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

OLONO 1A
CAT C & D
OLONO 1B
CAT A & B
OLONO 1E
CAT C & D
OLONO 1F
CAT A & B

5

Climb to 750°, turn LEFT, intercept 132° bearing to KLY, 192° bearing to NEPOD, intercept 244° bearing towards CML to OLONG.

Straight ahead to ID 6 DME, turn RIGHT, intercept 211° bearing to KLY 192° bearing to NEPOD, intercept 244° bearing towards CML to OLONO.

To OE, turn LEFT, 238° bearing, intercept BAL R-342 inbound to BAL, BAL R-160 to NEPOD, intercept 244° bearing towards CML to OLONO.

Climb to 750', turn RIGHT, intercept 170° bearing to KLY, 192° bearing

28 R¥\

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2066 0901Z this chart should not be used without first checking JeppView or NOTAMs

EIDW/DUB CAT C & D CAT A & B CAT C & D request alternative clearance These SIDs require minimum climb gradients of 553' per NM (9.1%) If unable to comply with SID, advise ATC and 273' per NM (4.5%). OLONO 1M [OLONIM Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 OLONO 1H [OLONIH] OLONO 1P 273' per NM 553' per NM OLONO 1P [OLONIP] OLONO 124.65 S 23 3 2 3 MAX 250 KT NOT TO SCALE RWYS 34, 16 **DEPARTURES** BELOW FL 100 No turn permitted before Departure end of runway. 1<sub>G</sub> 34 BALDONNEL -N53 18.0 W006 26.9 At or above 4000' 342 456 684 911 691 922 1382 1843 2304 2765 [OTON1G **OLONO** N52 43.4 W006 46.7 (DUB R-205/D49.7) OLONO 1H, 1P OLONO 1G, 1M Apt Elev 242' Intercept 155° bearing to KLY, 192° bearing to NEPOD, intercept 244° bearing towards CML to OLONO. Climb to **750'**, turn LEFT, 261° track, intercept BAL R-342 inbound to BAL, BAL R-160 to NEPOD, intercept 244° bearing towards CML to OLONO. Straight ahead to IAC 5 DME, turn LEFT, intercept BAL R-004 inbound to BAL, BAL R-160 to NEPOD, intercept  $244^\circ$  bearing towards CML to OLONO OLONO 1G, 1M: Initial climb clearance FL80 OLONO 1H: Initial climb clearance 5000' OLONO 1P: Initial climb clearance 4000' D6 BA CMI :::: A 1. Contact DUBLIN Control immediately after take-off. 2. SIDs include minimum noise routings. 3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID. Trans level: By ATC Trans alt: 5000'

1. Contact DUBLIN Control immediately after take-off. • 10 MAR 06 1139 1367 NaSaddar # OLONO -261 (10-3J) Eff 16 Mar 0NO 70 0NO 70 OLONO 1H Turn at 750' 18 01 G At or above **5000**′ At 4000' climb to 5000' OLONO 1P **\** 0 **NEPOD** N52 57.0 W006 10.5 At or above **3000**' OLONO OLONO 1M: FL80 1p: 5000 IAC S OME P 114.9 DUB | DUBLIN, OCLONO 1G, 1M:

MEA FL80

OLONO 1H, 1P:

MEA 5000 DUBLIN (111.5) IAQ N53 26.0 W006 15.7 DUBLIN -378 KLY 378 KLY 8 N53 16.2 W006 06. ILS DME At or above **5000**′ At or above 3000' OLONO 1W OLONO 1W IRELAND 4100' MSA DUB VOR 2200 SID

EIDW/DUB # JEPPESEN

**DUBLIN** Control

124.65

Apt Elev 242'

10 MAR 06 (10-3K) Eff 16 Mar

DUBLIN, IRELAND SID

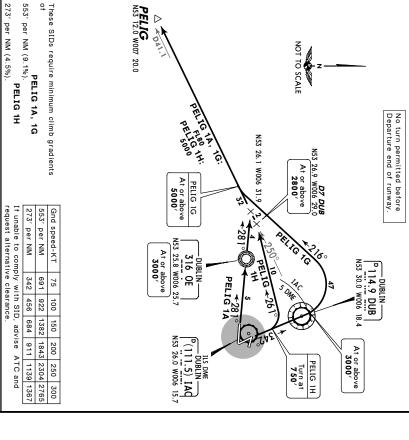
EIDW/DUB

2. SIDs

Trans level: By ATC Trans alt: 5000'
11. Contact DUBLIN Control immediately after take-off.
2. SID include minimum noise routings.
3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

PELIG SIZIZI MAX 250 KT BELOW FL100 1A [PELIIA], PELIG 1G [PELIIG] RWYS 28, 34 DEPARTURES PELIG 1H [PELI1H]





CHANGES: MELIK SIDs replaced by PELIG SIDs

PELIG 1G CAT C & D CAT C & D

SID

RWY 28

PELIG 1A, 1G: Initial climb clearance **FL80**PELIG 1H: Initial climb clearance **5000**'

To OE, 281° bearing, intercept DUB R-250 to PELIG.

PELIG 1H CAT A & B

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

CHANGES: RANAR SIDs transferred; PESIT SIDs established.

PESIT 1F CAT A & B

Climb to  $750^{\circ}$ , turn RIGHT, intercept 170° bearing to KLY, 192° bearing to NEPOD, intercept BAL R-160 to PESIT.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

Climb to 750', turn LEFT, 261° track, intercept DUB R-250 to PELIG. Straight ahead to IAC 5 DME, turn LEFT, 216° track, intercept DUB R-250 to PELIG.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0991Z this chart should not be used without first checking JeppView or NOTAMs

Masaddar DUBLIN, IRELAND

10 MAR 06 (10-3L) Eff 16 Mar

SID

Climb to 750', turn RIGHT, intercept 170° bearing to KLY, 192° bearing	PESIT 1F
Straight ahead to ID 6 DME, turn RIGHT, intercept 211° bearing to KLY, 192° bearing to NEPOD, intercept BAL R-160 to PESIT.	PESIT 1E 10
Climb to 750', turn LEFT, intercept 132° bearing to KLY, 192° bearing to NEPOD, intercept BAL R-160 to PESIT.	CAT A & B
To OE, turn LEFT, 238° bearing, intercept BAL R-342 inbound to BAL, BAL R-160 to PESIT.	PESIT 1A 28
ROUTING	SID RWY
e FL80	
advise ATC and N52 24.0 MS. W005 45.4 △ DUB	If unable to comply with SID, advise request alternative clearance.
456 684 911 1139 1367	273' per NM 342
922 1382 1843 2304 2765	
100 150 200 250 300 W006 10.5	Gnd speed-KT 75
<u> </u>	553' per NM (9.1%)
of PESIT 1A, 1E	of Property of the Property of
\	
E	No turn Departu
NOT TO SCALE	
F: 5 FL80	
<u>=</u>	
725° PESIT	
N53 16.2 W006 06.4	5000′
6.9 KILLINEY KILLINEY	N53 18.0 W006 26.9
	BALDONNEL -
11531	
Turn at 750'	5.
MAX 154 KT	<b>A</b>
DWE	
5.7	N53 25
PESIT 1B	3
AX 250 KT BELOW FL100	SPEECS
28. 10 DEPARTURES	PESTI TE /PI
PESIT 1B [PESI1B]	; <b>7</b>
all track, minimum level and all indicated airspeed restrictions specified in SID.	
nst Dor	DUBLIN Control 124.65
Trans level: By ATC Trans alt: 5000'	

EIDW/DUB These SIDs require minimum climb gradients of request alternative clearance. If unable to comply with SID, advise ATC and 273' per NM 553' per NM 273' per NM (4.5%). 553' per NM (9.1%) PESIT 1G PESIT 1H PESIT 1M, 1P PESIT PESIT 1P [PESITIP] PESIT 1M [PESI1M] NOT TO SCALE **DUBLIN Control** PESIT 1H [PESI1H] DEPAKTURES
STEEDS MAX 250 KT (5) No turn permitted before DER. RWYS 34, 16 BELOW FL 100 **DEP ARTURES** CAT A & B CAT C & D <u>G</u> PESIT 1G, 1M: MEA FL80 BALDONNEL P 115.8 BAL N53 18.0 W006 26.9 34 At or above **4000**' 342 456 684 911 1139 1367 [PESI 1G] 691 75 | 100 | 150 | 200 | 250 | 300 PESIT 1H, 1P PESIT 1G, 1M PESIT 1H, 1P: MEA 5000 Apt Elev 242' PESIT 1G, 1M: Initial climb clearance FL80
PESIT 1H: Initial climb clearance 5000'
PESIT 1P: Initial climb clearance 4000' Straight ahead to IAC 5 DME, turn LEFT, intercept BAL R-004 inbound to BAL, BAL R-160 to PESIT. Intercept 155° bearing to KLY, 192° bearing to NEPOD, intercept BAL R-160 to PESIT. Climb to  $~750^{\circ},~{\rm turn~LEFT,~261^{\circ}}$  track, intercept BAL R-342 inbound to BAL, BAL R-160 to PESIT. 922 | 1382 | 1843 | 2304 | 2765 1. Contact DUBLIN Control immediately after take-off.
2. SIDs include minimum noise routings.
3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID. Trans level: By ATC • 20 OCT 06 (10-3M) Eff 26 Oct PEDDESEN 18¢ PESIT 1H Turn at 750′ O DIO BAL Trans alt: 5000' At or above **5000**' to 387 CML) At 4000' climb to 5000' **PESIT** N52 24.0 W005 45.4 PESIT 1P 0 At or above **3000**′ DUBLIN, IRELAND N53 30.0 W006 18.4 1M: 1p: DUBLIN 114.9 DUB 378 KLY N53 16.2 W006 06.4 At or above 5000' At or above **3000**' PESIT 1M PESIT 1M 4100′ % KILLINEY-SID

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

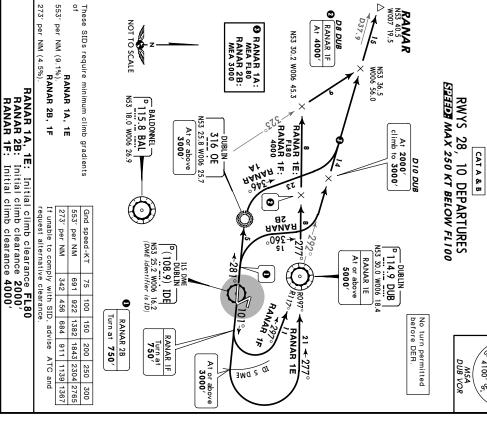
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

NaSaddar # (10-3N) Eff 26 Oct

DUBLIN,

IRELAND

EIDW/DUB 129.17 RANAR 1A [RANA1A], RANAR 1E [RANA1E] RANAR 2B [RANA2B], RANAR 1F [RANA1F] Apt Elev 242' RWYS 28, 10 DEPARTURES Trans level: By ATC Trans alt: 5000'
1. Contact DUBLIN Control immediately after take-off.
2. SIDs include minimum noise routings.
3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID. 20 OCT 06 CAT C & D CAT A & B 4100′ 2200' SID



D

0

"HANGES: RANAR IA, IE climb clearance, crossing & MEA. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

R-277, intercept BAL R-323, intercept DUB R-292 to RANAR Climb to 750', turn LEFT, intercept DUB R-117 inbound to DUB, DUB RANAR 1E **RANAR 2B** RANAR 1A

Straight ahead to ID 5 DME, turn LEFT, intercept DUB R-097 inbound to DUB, DUB R-277, intercept BAL R-323, intercept DUB R-292 to RANAR.

Climb to 750', turn RIGHT, 360° track, intercept DUB R-292 to RANAR To OE, turn RIGHT, 346° track, intercept DUB R-292 to RANAR.

ROUTING

SID

RWY 28 5

RANAR 1F

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

EIDW/DUB **DUBLIN Control** 129.17 Apt Elev 242' Trans level: By ATC Trans alt: 5000'
1. Contact DUBLIN Control immediately after take-off.
2. SIDs include minimum noise routings.
3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID. 20 OCT 06 (10-3P) Eff 26 Oct 12 JEDDESEN DUBLIN, IRELAND

SID

RANAR 1G [RANA1G] CAT C & D

RANAR 1H [RANA 1H] CAT A & B

STATEM MAX 250 KT BELOW FL 100 34 DEPARTURES

No turn permitted before DER.

MSA DUB VOR 4100' % 2200

N53 30.0 W006 18.4 DUBLIN DUB At or above 3000' Turn at 750' RANAR 1H

**RANAR** N53 40.5 W007 19.5

D37.9

At or above 5000'

N53 35.6 W006 50.9

RANAR 1G

- 275°

These SIDs require minimum climb gradients of RANAR 1H RANAR 1G N53 24.9 W006 36.2 3WO L  $\odot$ At or above **2800**' If unable to comply with SID, advise ATC and request alternative clearance. 273' per NM RANAR TH 553' per NM Gnd speed-KT D 115.8 BAL N53 18.0 W006 26.9 BALDONNEL — 691 922 1382 1843 2304 2765 342 456 684 911 1139 1367 75 | 100 | 150 | 200 Div N53 26.0 W006 15.7 250 300

553' per NM (9.1%)

273' per NM (4.5%) RANAR 1G: RANAR 1H:

Initial climb clearance FL80 Initial climb clearance 3000'

CHANGES: SID RANAR IG climb clearance, crossing & MEA.

Climb to  $750^{\circ}$ , turn LEFT, 261° track, intercept DUB R-250, intercept BAL R-327, intercept DUB R-292 to RANAR. Straight ahead to IAC 5 DME, turn LEFT,  $275^{\circ}$  track, intercept DUB R-292 to RANAR.

RANAR 1H RANAR

SID

ជ

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

"HANGES: RANAR 2M, 3M climb clearance, crossings & MEAs.

Climb on 155° track to **750'**, turn RIGHT, intercept 304° bearing to OE, turn LEFT, 294° bearing, intercept BAL R-323, intercept DUB R-292 to RANAR.

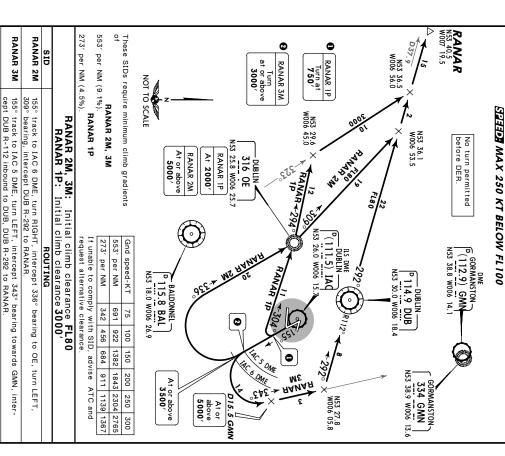
© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

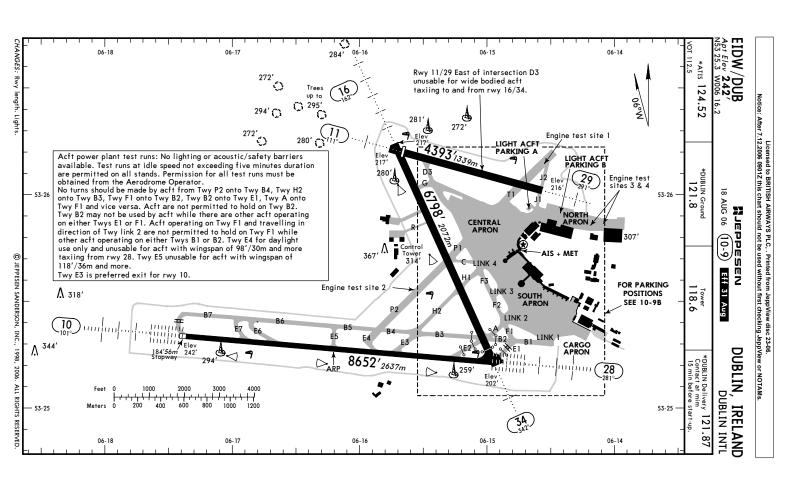
RANAR 1P

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

#### EIDW/DUB DUBLIN INTL 129.17 RANAR 2M [RANA2M], RANAR 3M [RANA3M] Apt Elev 242' RANAR 1P [RANA 1P] **RWY 16 DEPARTURES** Trans level: By ATC Trans alt: 5000' 1. Contact DUBLIN Control immediately after take-off. 2. SIDs include minimum noise routings. 3. Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID. 20 OCT 06 CAT C & D CAT A & B NaSaddar # (10-3Q)Eff 26 Oct DUBLIN, **IRELAND** 4100′ MSA DUB VOR 2200' SID





EIDW/DUB 000 Pilots should advise as early as possible their ability to accept intersection take-offs. Pilots should advise as early as possible their ability to accept intersection take-offs.

D Additional 299'/91m available as stopway. AR-OPS Rwy 10 approved for CAT II, rwy 28 for CAT II/III operations, special aircrew and acft certification required. Rwy 29 right-hand circuit. I Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m. PAPI (3.0°)

HSTIL-E6 (MAX exit speed 50 kts, recommended 35 kts)

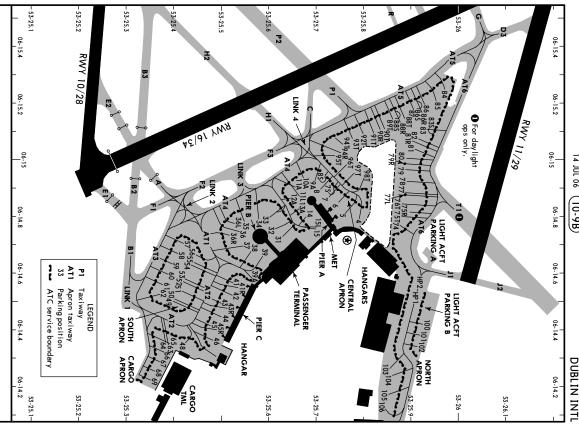
TAKE-OFF RUN AVAILABLE RWY 10: From rwy head twy E7 int twy E6 int twy E5 int TAKE-OFF RUN AVAILABLE From rwy head twy A/B2/E2 int HIRL, CL mult. RVR Approved Operators 125m 150m HIRL (60m) CL (15m)HIALS-II HIRL (60m) CL (15m)HIALS-II HIRL (60m) HIALS PAPI (3.0°) gri HIRL (61m) ALS PAPI (3.5°)
HIRL (61m) ALS PAPI (3.0°) Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs LVP must be in Force Rwys 10/28 RL, CL mult. RVR req 6798' (2072m) 5955' (1815m) 8652' (2637m) 7073' (2156m) 6407' (1953m) 4436' (1352m) 150m ADDITIONAL RUNWAY INFORMATION TDZ 18 AUG 06 (10-9A) 00 Nasaddar 200m 250m grooved TAKE-OFF R\R From rwy head twy E2 int TAKE-OFF RUN AVAILABLE RCLM (DAY only) LVP must be in Force Eff 31 Aug 250m ANDING 1254m G BEYOND —— 7700' 2347m RCLM (DAY only) or RL 8652' (2637m) 7923' (2415m) 1775m 400m DUBLIN, Rwys 000 DUBLIN INTI **IRELAND** NIL (DAY only) 500m 200' 61m 200° 148' 45m

HANGES: Lights

© JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED

EIDW/DUB 14 JUL 06 # JEPPESEN (10-9B) DUBLIN, IRELAND



Aircraft are prohibited from entering any stand without the guidance of a marshaller. All stands are taxi in/push out, except stands 103 thru 106 which are tow-in/push out. Stands HP1 and HP2 are used for engine start up/shut down only. Stands HP1 and BP3 are completely self-manoeuvring. Stands 31 thru 34, 36, 38 and 39.

STAND LEAD IN LIGHTS at stands 32 thru 39.

JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED

CHANGES: Stands

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

12 JEDDESEN

EIDW/DUB

14 JUL 06 (10-9C)

DUBLIN, **IRELAND** 

35 thru 36R 37 4, 5 6 thru 13A 14 thru 15L 31 54 thru 59 60 thru 62 63 thru 66 67, 68 42 thru 44 45 thru 46 STAND No. 51 thru 53 38, 39 39A 41, 41R 32 thru 34 49 48 50 N53 25.8 W006 1 N53 25.7 W006 1 N53 25.7 W006 1 N53 25.6 W006 1 N53 25.6 W006 1 N533 N53 N53 N53 COORDINATES 3 25.5 W006 1 3 25.6 W006 1 3 25.6 W006 1 3 25.6 W006 1 3 25.5 W006 1 25.4 25.4 25.4 25.4 25.5 25.4 25.4 25.4 W006 14.4 W006 14.4 W006 14.4 W006 14.5 W006 14.6 W006 W006 W006 INS COORDINATES 14.7 14.6 14.4 14.3 14.8 14.7 14.7 14.6 14.8 14.8 14.8 14.8 85 thru 87 88R thru 89T 90R thru 94T 94R, 95T 94R, 95T 96T, 97T, 981 102 103 104 thru 106 74 thru 75T 76T thru 78 79 thru 80 81 thru 83S 84 STAND No 100, 101 N53 25.9 W006 14.8 N53 25.9 W006 14.9 N53 25.9 W006 15.0 N53 25.9 W006 15.1 N53 26.0 W006 15.2 N53 25.9 N53 25.9 N53 25.8 N53 25.7 N53 25.7 N53 25.9 N53 25.9 N53 25.8 N53 25.8 COORDINATES 9 W006 14.4 9 W006 14.3 8 W006 14.3 W006 14.2 XX0006 XX0006 XX0006 DUBLIN INTL 15.2 15.1 15.0 15.0

## LOW VISIBILITY PROCEDURES

- Low visibility procedures apply when ceiling is below 200'/60m and/or RVR is less than 550m or VIS is less than 800m.
- 2) Pilots will be informed by ATIS or Radiotelephony when these procedures have been initiated
- હ When low visibility procedures are in force, following standard taxi route system (MAX 15 Kts) applies: ARRIVAL

Rwy 10: E1, F1 to link 2 or E1, B1 to link 1 or E1, F1, F2, F3 to link 4 or apron 5.
Rwy 28: E6 or B7 to B4, H2, H1 & link 4 or apron 5. DEPARTURE

Rwy 10: link 4 or apron 5 to H1, H2, B4 to B7.
Rwy 28: link 2, F1 to E1 or link 4 or apron 5, F3, F2, F1 to E1.

- 4) CAT II/III holding position on Twy E1 and CAT II holding position on Twy B7 will apply as appropriate.
  5) Twy/Stopbar/Centerline Lighting will be in use.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

#### EIDW/DUB

#### 19 SEP 03 NaSaddar 17 (10-9D)

DUBLIN DUBLIN INTL

## MINIMUM RUNWAY OCCUPANCY TIME

#### ARRIVALS

Pilots are reminded that rapid exit from the runway enables ATC to apply the minimum spacing on final approach that will achieve maximum runway utilisation and will minimize the occurrence of go-arounds.

For rwy 28, use the rapid exit twy E6 where possible as it is the preferred exit.

continue onto the next available twy. with safety and standard operating procedures, do not stop on the exit twy but For rwys 10 and 28, unless otherwise instructed by ATC and commensurate

occupancy time. In general use the most appropriate exit that enables minimum safe rwy

#### DEPARTURES

ATC operate on the basis that each acft, when instructed to line-up, is ready for immediate departure. Pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position and line up on the rwy as soon as the preceding acft has commenced its take-off roll or its landing run.

minimum. line-up and any checks requiring completion on the rwy should be kept to a Where possible, cockpit checks and cabin readiness should be completed before

Pilots not able to comply with these requirements should notify ATC as soon as possible.

# AERODROME FACILITIES IN VICINITY OF THRESHOLDS RWYS 28 AND 34

All twys are provided with location signs (yellow inscription on black background) and direction signs (black on yellow).

Mandatory signs (white inscription on red background) are provided to identify locations which aircraft shall not pass unless authorized by ATC. These signs include rwy designation signs, rwy-holding position signs etc.

For normal visibility conditions, CAT I rwy holding positions are established on all taxiways which intersect with runways. A further holding position is established on rwy 16/34. These holding positions are denoted by:

- Yellow painted markings
- Red mandatory signs, including the inscription CAT I and the designation of
- Yellow flashing rwy guard lights (on twys E1, E2 and rwy 16/34) Location sign indicating the twy designation

Yellow flashing rwy guard lights on rwy 16/34 apply to taxiing acft only. The full length of the rwy is available for acft landing on or taking off from rwy 16.

on twy E1. This holding position is denoted by:
Yellow painted markings For low visibility conditions, a CAT II/III rwy-holding position is established

- Red mandatory signs with the inscription 28 CAT II/III

- Red controllable stopbar lights Yellow flashing rwy guard lights Location sign indicating E1

Rwy-holding positions cannot be passed without permission from ATC.

visibility conditions Red fixed stopbar lights are installed on twy E2 and on rwy 16/34 for use in low

Stopbar lights on twy E2 are illuminated at all times when rwy 10 is active

taxiing, they should contact ATC immediately and request assistance Aircrew are advised that should they become unsure of their position while

CHANGES: New page © JEPPESEN SANDERSON, INC., 2003. ALL RIGHTS RESERVED.

CHANGES: Procedure & DME ident. Bearings. Note

© JEPPESEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12. 2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

PANS OPS 4 BRIEFING STRII EIDW/DUB - 53-20 - 53-30 - 53-40 - 53-50 MAX 3000' 124.52 After holdings (IAF) to D12.0 IDE (IF) MAX 210 KT.
After passing D12.0 IDE (IF) MAX 180 KT.
After passing D7.1 IDE MAX 160 KT. 108.9 \*ATIS ₩ 20 70 1167′ D12.0△ IDE NASRI 06-40 MHA 6000**0** 2 DME At c IDE 12 DME D17.0 21.1 119.55 119.92 268°-Apch Crs 101° 108.9 16 1086 MHA\_60000 EI(R)-15 270 101° 742 Final 20° 666' DUBLIN Approach COLLINSTOWN DAP 7 ILS DME 1032′ EI(MOA)-3 1968 Refer to chart 11-1A (CAT I) 11-1B (CAT II) DINIL DI2.0 DUB 2786 Ē 17 NOV 06 (1 1 - 1) Eff 23 Nov 2126 (IAF 316 OE M JEPPESEN DUBLINrans level: By ATC 273 2356′ EI(P)-11 EI(P)-18 06-20 1923 1257 DA(H)/RA Refer to chart 11-1A (CAT I) 11-1B (CAT II) DUBLIN Tower 118.6 BALDONNEL\_ 115.8 BAL ^735′ 2106' A 1938 2379 **@** DUBLIN-FOR FINAL APPROACH SEE 11-1A (ILS CAT I) 06-10 •1644′ STRICTED AREA 334 GMN GORMANSTON Apt Elev 242 1-1B Trans alt: 5000 RWY 242 121.8 ILS or LOC ·290° 23.0 275° DUBLIN, (ILS CAT II) Leave holding at 4500' 6000 06-00 HOLDING FIX MHA 6000 MAX 220 KT TULSO Y MHA 6000 MAX 220 KT 4100' Rwy 0600 2200' RELAND 100

PANS OPS 4

□ □ □ □ 10 EIDW/DUB Gnd speed-Kts ILS GS 3.00° or - 53-30 !OC Desc Grad 5.2% MAP at MM/D0.5 IDE IAR-OPS (GS out) Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy.
ILS DME reads zero at rwy 10 threshold.
After passing D7.1 IDE MAX 160 KT. 8 EI(R)-16 EI(MOA)-4 \*ATIS 124.52 LOC IDE 108.9 RVR 550m 2500′ \*-101°-DA(H) 442'(200') 101° **D7**. **1** IDE ALTITUDE STRAIGHT-IN LANDING 377 RVR 1000m EI(R)-15 70 ALS out 90 484 2.1 101° 108.9 IDE 06-30 **D7.1** D5.0 IDE GS 1890' 100 | 120 | 140 | 160 538 DUBLIN Approach
119.55 1 RVR 1000m RVR 900m RVR 1400m MDA(H) 660'(418') 646 17 NOV 06 (11-1A) Eff 23 Nov ILS or LOC Rwy 316 OE LOC (GS out) 753 Nasaddar 12 \_\_\_114.9 DUB 119.92 861 RVR 2000m 1890 R√R RVR 1500m ALS out 1800m 06-20 DO.5 IDE 0 205 1180 870' (628')2400m 100 MM D0.5 IDE GS 465' EI(D)-1 4.0 1570 118.6 | 950' <sub>(708')</sub>3600m| 1100'<sub>(858')</sub>36001 770' (528')1500m 770' (528')1600m North of rwy 10/28 FOR INITIAL APPROACH
SEE 11-1 - DUB OOR EI(P)-18 TCH 54' MISSED APCH WITH RADIO FAILURE 101° --- △55.1 IDE CIRCLE-**6**→69 DUBLIN, UNDESIGNATED RESTRICTED AREA MHA 5000 MAX 220 KT TO-LAND RWY 10 242' PAPI 870' (628')2400n 770' (528')1600n 770' (528') 1500n HIALS-II South of rwy 10/28 PI PAPI MSA DUB VOR RUSH 326 RSH 4100' **IRELAND** 2200′ D23.0 DUB 3000 2.0 930

CHANGES: Procedure. DME ident. Minimums

© JEPPESEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED.

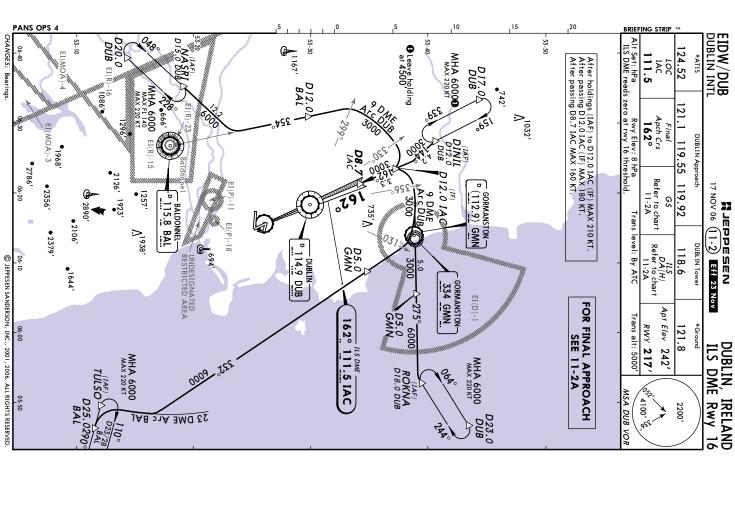
CHANGES: Missed approach. DME ident

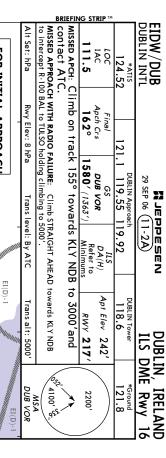
© JEPPESEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

	S OPS 4					0	J <sup>5</sup> ,	<sub>1</sub> 10	BRIE	FING STRIP TM	
Deparators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.		JAN OF 3	Gs 3.00°	2500	EH( EI(M EI(M EI(M EI(M	101%	- 53-30	FOR IN	MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD TO RSH NUB. After RSH NUB track 359° to intercept R.052 DUB climbing to 5000′. Avoid routing through EI(D)-1 when active. Alt Set: APa Rwy Elev: 9 APa Trans level: By A I. Special aircrew and actf certification required. 2. DME RI running almost parallel with rwy 10/28, 0.6 NM South of rwy. rwy 10 threshold. 4. After passing D7.1 IDE MAX 160 K1.	108.9	EIDW/DUB DUBLIN INTL *ATIS 124.52
ying U.S. Ops Spe			70 90 100 377 484 538	11DE D5.1 C5.1 101°	ET(R)-16 ET(MOA)-4 ET(R)-15 06-30			INITIAL APPROACH	r RSH NDB track: Avoid routing th Rwy Elev: 9 hPa v and acft certifit rrallel with rwy 1 4. After passing	Final Apch Crs 101°	121.
ecs: Autoland or H	RVR	SIRAIGHI-II <b>R</b> <i>DA(H)</i> <b>3</b>	646	LOW CS18 90°	DUBLIN 316 OF 55.0 IDE 55.0 IDE 50.30	01° 108.9	DUBLIN	ЭАСН	MSSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D5.1 IDE, then turn LEFT to RSH NDB. After RSH NDB track 359° to intercept R-052 DUB to ROKNA holding climbing to 5000′. Avoid routing through EI(D)-1 when active.  Rwy Elev: 9 hPa  Trans level: By ATC Trans alt: 5000 1. Special aircrew and acft certification required. 2. DME REQUIRED. Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy. 3. ILS DME reads zero at rwy 10 threshold. 4. After passing D7.1 IDE MAX 160 KT.	GS 10M 1890' (1648')	
GS required belo	RVR <b>300m 1</b>	SIRAIGHI-IN LANDING RWY ABCD <b>RA 94'</b> DA(H) <b>342'</b> (100')		0.5 IDE GS 465'	0. -0. -0.	DO. 5 IDE	D DUIS		IT AHEAD to D5.1 IT AHEAD to D5.1 R-052 DUB to ROI len active. evel: By ATC by ATC by ATC by ATC by ATC by ATC condition of rwy. 3. ILS	CAT II ILS <b>RA</b> 94' <b>DA</b> (H) 342' (100')	
w RVR 350m.		10	<b>5</b>	TCH 54'	EI(P)-1	)E	JOJO SOD BUD SOD SOD SOD SOD SOD SOD SOD SOD SOD SO	MISSEL PACH  RADIO FAILURE EI(D)-1  A 5000  735'  735'	HT AHEAD to DS. 1 IDE, then turn LEFT RR-052 DUB to ROKNA holding hen active.  Ievel: By ATC Trans alt: 5000  2. DME REQUIRED. Motorway uth of rwy. 3. ILS DME reads zero at 160 KT.	Apt Elev 242'  RWY 242'  Contact ATC.	CAT DUBLIN Tower 118.6
			HIALS-II 3	RWY 10 <b>242</b> /	894 UNDESIGNATED UNDESIGNATED AREA	1	RUSH 326.RSH.	DFAILURE D23.0 D NAMA S000 MAX 220 KT D FROKNA D 18.0 DUB	MS.4 DUB V		DUBLIN, IRELA AT II ILS Rwy  *Ground 121.8
			3000°				i <sup>±</sup>	and o's a	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		IRELAND Rwy 10





Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06. Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMS

P	PANS OPS 4	5	1 1 0 15	1	0	BRIEFII	NG STRIP TM	
	3000 3000	(GS out) ALTITUDE	KILLINEY  KILLINEY  378 KIY	ILS DME reads Full scale fly c maintained wt Speed restricti After passing		MISSED APCH: Climb on track contact ATC.  MISSED APPROACH WITH RADIO FAI to intercept R-100 BAL to TULSO hold All Set: hPa Rwy Elev: 8 hPa	10C 1AC 111.5	DUBLIN INTL
	4C 82 87 70 90 377 484 4. 1/(205') 2/(205') Als out	DME 7.0 DDE 2500'	MISSED APCH FIXFOR RADIO FAILURE MAA 5000 MAX 220 KT 110° BAL TULSO D23.0 290° BAL D23.0 290°	II.S DME reads zero at rwy 16 threshold. Full scale fly down indication may not be maintained when above glide path sector. Speed restriction: After passing D8.7 IAC MAX 160 KT.	ITIAL APPROACH	Climb on track . CH WITH RADIO FAI D BAL to TULSO hold Rwy Elev: 8 hPa	Final Apch Crs 162°	13:
	6 3.1  6 3.1  6 3.1  100 120 140 160  538 646 753 861  LANDING RWY 16  LOC (GS out)  MDA/(H) 600 (383')  RVR 1000m  RVR 1500n  RVR 1500n  RVR 1500n  RVR 1500n  RVR 1500n	6.0 2180'	25 S	hreshold. hay not be ath sector.  KT.	<u> </u>	ck 155° towards  FAILURE: Climb STRA olding climbing to 500  Pa Trans level	(C)	29 SEP 06 (1
	3 60 61 61 8183′ ALS		UNDESTRICTED AREA AREA (ELP)-11 ELIF			towards KLY NDB Climb STRAIGHT AHEAD bing to 5000'. Trans level: By ATC	·	110 02
	TCH 54'  TCH 54'  TCH 54'  TCH 54'  CIRCL  CIRCL  100rth  P1 10/28  7 115/20  528')1500  528')2400  68')3500			DUBLI	D)-1	MISSED APCH: Climb on track 155° towards KLY NDB to 3000'and contract ATC.  MISSED APPROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD towards KLY NDB to intercept R-100 BAL to TULSO holding climbing to 5000'.  Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000'	4	
	RWY 16 2  On 156°  TO-LAND South of rwy 10/(528') 770'(528') 770'(528') 870'(628')	3.0 2.0 230' 910'	-KILLINEY -378 KLY		EI(D)-1	O' DUB VOR	2' 2200'	ILS DME Rwy 16
L	717' RLY KLY 728 378 1500m 1600m 1600m 2400m		06-	4				

CHANGES: None.

© JEPPESEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

PANS OPS BRIEFING STRIF DUB. EIDW/DUB - 53-50 - 53-30 - 53-40 MHA 6000 MAX FL 140 EI(R)-15 Speed restriction:
After holdings (IAR) to D12.0 IDW (IF) MAX 210 KT.
After passing D12.0 IDW (IF) MAX 180 KT.
After passing D7.2 IDW MAX 160 KT. 124.52 111.35 \*ATIS 20 666' ΙDW 700 06-30 1032' DINIL D12.0 DUB MHA 6000 MAX 220 KT D14.0 DUBLIN-ARY OPERATING 2786 121.1 119.55 119.92 2126′ Apch Crs **281°** Rwy Elev: 7 hPa

Trans level: By ATC
ILS DME reads zero at rwy 28 threshold. 6006.4 DUBLIN Approach 2356′ 06-20 Q .00° 735 2106′ Refer to 11-3A (CAT I) 11-3B (CAT II) 281° 111.35 IDW to 16 DME AT 29 SEP 06 (11-3) 115.8 BAL 2379' **6**−% PLEDDESEN BALDONNEL— 06-10 UNDESIGNATED ILS DME Arc DUB 1644 397 OP GORMANSTON-334 GMN D13.0 BAL DA(H)/RA Refer to 11-3A (CAT I) 11-3B (CAT II) DUBLIN Tower 28 EI(D)-1 118.6 06-00 FOR FINAL APPROACH 11-3A (ILS CAT I) 11-3B (ILS CAT II) Leave holding at 4500' Apt Elev 242 MHA 6000**©** DUB Trans alt: 5000' RWY 202' 121.8 \*Ground 005 16 DME Arc DUB DUBLIN, ROKNA D18.0 DUB 21 DME Arc 05-50 MHA 6000 MAX 220 KT 000 MSA DUB VOR 4100' Rwy 28 **IRELAND** 2200' SEE 05-40

CHANGES: ILS DME ident

© JEPPESEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED

CHANGES: Missed approach

© JEPPESEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED

PANS OPS 4 EIDW/DUB DUBLIN INTL MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC.

MISSED APPROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D6.1 IDW, then furn RIGHT to GAR NDB. After GAR NDB track 359° to intercept R-322 DUB to DINIL holding climbing to 5000'. - 53-30 ILS GS 3.00° or Alt Set: hPa JAR-OPS Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy. ILS DME reads zero at rwy 28 threshold. After passing D7.2 IDW MAX 160 KT. DME REQUIRED. nd speed-Kts FOR INITIAL APPROACH
SEE 11-3 Š 111.35 EI (R) -23 1DW 70C RVR 550m EI(R)-15 DA(H) 402 RWY 28 202 ALTITUDE 06-20 (200') 377 RVR 1000m RESTRICTED AREA Rwy Elev: 7 hPa Apch Crs **281°** UNDESIGNATED ô ALS out 484 TCH 53' 538 100 2.0 890' EI (P)-18 1545′ (1343′) 114.9 DUB 119.55 1 RVR 1000m RVR 900m RVR 1400m 5 IDW 646 753 120 17 NOV 06 (11-3A) Eff 23 Nov MDA(H) **550′**(348′) <u>@</u> LOC (GS out) GS BJEDDESEN 140 160 Trans level: By ATC 06-10 D4.0 IDW 397 OP 861 119.92 3.0 1210 281° 111.35 IDW RVR 2000m RVR 1500m RVR 1800m 3.5 402' (200') DA(H)**LOM**D4.0 IDW
GS **1545**' ILS DME 205 180 8 4.0 1530 950'(708')3600m | 1100'(858')3600m \_281°-# 2500' 870'(628')2400m 770'(528')1600m 770'(528')1500m North of rwy 10/28 DUBLIN Tower 118.6 1500 Apt Elev 242' 3.2 rans alt: 5000' GARRISTOWN 407 GAR... **D7.2**IDW MISSED APCH WITH RADIO FAILURE RWY 202 DUBLIN, 5.0 1850′ 281° 870'(628') 2400r D6.1 IDW 281° , MHA 5000 , MAX 220 KT 770'(528') 1600r 770'(528') 1500m PAPI D 12.0 DUB South of rwy 10/28 ILS Rwy 28 I PAPI MSA DUB VOR 4100′ 2200' **IRELAND** 05-50 6.0 2170' 3000 VOR BUB

Apch Crs

111.35

281°

1545 / (1343')

Minimums

Missed APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC.

Missed APROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D6.1 IDW, then turn RIGHT to GAR NDB. After GAR NDB track 359° to intercept R-322 DUB to DINIL holding climbing to 5000.

Rwy Elev: 7 hPa

Trans level: By ATC

Trans alt: 5000 PANS OPS 4 EIDW/DUB Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. - 53-30 Gnd speed-Kts
GS 3.00° JAR-OPS EI(R)-15 EI(R)-23 EI(R)-15 FOR INITIAL APPROACH \*ATIS 124.52 RWY 28 202' SEE 11-3 DA(H) 302'(100') 70 90 100 120 140 160 377 484 538 646 753 861 06-20 EI(P)-11 ABC **RA 106**′ UNDESIGNATED RESTRICTED AREA TCH 53' EI(P)-18 17 NOV 06 Eff 23 Nov (11-3B) 694 \_114.9 DUB 119.55 119.92 STRAIGHT-IN LANDING RWY 28
CAT II ILS **MM** D0.5 IDW GS 425' D4.0 IDW DUBLIN-- DUBLIN-PESEN 06-10 RVR 300m 281° 111.35 IDW DME REQUIRED.

Special aircrew & acft certification required.

Motorway running almost parallel with
rwy 10/28, 0.6 NM South of rwy.

ILS DME reads zero at rwy 28 threshold.

After passing D7.1 IDW MAX 160 KT. **LOM**D4.0 IDW
GS1545' -281°-118.6 DA(H) 309'(107') GARRISTOWN S MISSED APCH WITH RADIO FAILURE RA 114' **D7.2**IDW CAT II ILS Rwy 28 DUBLIN, -0 MHA 5000 MAX 220 KT D12.0 DUB 2500' **281°** PAPI D6.1 IDW 281° I PAPI 4100' MSA DUB VOR **IRELAND** 2200′ 3000 05-50 VOR

CHANGES: Missed approach

© JEPPESEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-36.

Notice: After 7.12.2006 0991Z this chart should not be used without first checking JeppView or NOTAMs.

_	PANS OPS 4	5 1 1 1	0 5	10 15	20	BRIEFING STRIP TM	
CHANGES: DME ident.	NASR D 15:00 D 15:00 D 20:00 D 16:00 D	D 67	MAX 3000'	-53-50	After holdir After passin After passin	VOR DAP DAP 111.2	EIDW/DUB DUBLIN INTL *ATTS
÷	A Manual Community of the Community of t	268	7500		After holdings (IAF) to D11.6 DAP (IF) After passing D11.6 DAP (IF) MAX 180 After passing D6.7 DAP MAX 160 KT.	121.1 119.55  Final Apch Crs 100°  Rwy Elev: 9 hPa	1'
	2126, 2126, 21786, 21786,	00° OUBLIN RES	COLLINGTOWN COLLIN	1032'	DAP (IF) MAX 210 MAX 180 KT. 160 KT.	119.92 Minimum Al Refer to char 13-1A Trans	Z
© JEPPES	BALDO 1.115.8 200' -210	UNDESIGNATED RESTRICTED AREA EIP)-18	DIBLIN DUB		<u>, a</u>	118.6  # MDA(H)  Refer to chart 13-1 A  level: By ATC	NJEPPESEN  OV 06 (13-1) Eff 23 Nov
© JEPPESEN SANDERSON, INC., 2006.	290° 23.0 60000 Hou	TED AREA AREA 694.	275°	EI(D)-1	FOR FINAL A	121.8  Apt Elev 242'  RWY 242'  Trans alt: 5000'	DUBLIN, VOR
006. ALL RIGHTS RESERVED.		• Leave holding at 4500'	6000 ROKNA	MHA 6000	FINAL APPROACH SEE 13-1A	2200' MSA DUB VOR	VOR RWY 10

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs

Nacabe Sen

PANS OPS 4 EIDW/DUB Gnd speed-Kts

Descent Gradient 53-20 - 53-30 WAP at DO.5 DAF IAR-OPS DAP DME 0 EI(R)-16 EI(MOA)-4 DME REQUIRED.

Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy.

After passing D6.7 DAP MAX 160 KT. \*ATIS 124.52 VOR DAP FOR INITIAL APPROACH SEE 13-1 2500′ **\*-100**°-RVR 1400m RVR 1000m RVR 900m 70 + 5.2% 369 DAP 7 STRAIGHT-IN LANDING RWY 10 EI (R)-75 MDA(H) 660'(418') MDA 90 474 06-30 1850 OE NDB 100° 527 17 NOV 06 (13-1A) Eff 23 Nov 632 RVR 1500m RVR 2000m RVR 1800m 737 843 316 OE 100° DUBLIN-\_\_\_114.9 DUB COLLINSTOWN
1111.2 DAP 119.92 EI(P) 06-20 DO.5 180 870' (628')2400m **DO.5** EI (D)-735 118.6 770' (528')1600m |950' <sub>(708')</sub>3600m|1100'<sub>(858')</sub>36001 770' (528')1500m 3.0 DAP VOR RESTRICTED AREA North of rwy 10/28 UNDESIGNATED 108.9 IDE EI(P)-18 MISSED APCH WITH RADIO FAILURE VOR VOR CIRCLE-**€** MHA 5000 MAX 220 KT 2.0 1070' 06-10 TO-LAND RWY 10 242' VOR Rwy 870' (628')2400n PAPI 770' (528')1600n 770' (528') 1500n D5. 1 IDE PI PAPI South of rwy 10/28 MSA DUB VOR 4100' 2200′ 3000 1.0 750'

CHANGES: Missed approach. DME ident.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

PANS OPS 4	,5 , , , , ,0 ,5 ,10 ,15	,20	BRIEFING STRIP <sup>1M</sup>	
- \$3.0 (AASR) (A	### ### ##############################		*ATIS 124.52  VOR DUB 114.9  Alt Set: hPa	EIDW/DUB
00 EI(R)-199	AZE TO SEL OF SEL DESIGNATION OF STATE	Speed restriction: After holdings (IAF) to D8.0 DUB (IF) MAX After passing D8.0 DUB (IF) MAX 180 KT. After passing D4.6 DUB MAX 160 KT.	DUBLIN Approach 121.1 119.55 1 Final Mi Apch Crs 162°  Rwy Elev: 8 hPa	
UNDESIGN RESTRICTED Pallon 11257' 1257' 1257' 1257' 1257' 1257' 1257' 1257' 1257' 1257' 1257' 1257'	D8.0 DUB 9 DME 7357	DUB (IF) MAX 210 MAX 180 KT. ( 160 KT.	119.92 Minimum All Refer to 13-2A Trans	MAR 06
	- GORMANSTON (112-9) GMN E 334 - 3000 GMN	210 KT.	DUBLIN Tower 118.6  MDA(H) Refer to 13-2A level: By ATC	NJEPPESEN
06-00 MHA MAX:	00-1 ANSTON ANST	FOR FINAL A	*Ground 121.8 Apt Elev 242' RWY 217' Trans alt: 5000'	- DUB VOR
06-10  06-10  06-10  06-10  06-00  06-10  06-00  06	MHA 6000 DUB MAX 220 KT  Oba  CIAF  ROKNA D18.0 DUB	L APPROACH	N (052°	LIN, IRELAND DME Rwy 16

EIDW/DUB Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. 31 MAR 06 (13-2A) ESSEN DUBLIN, IRELAND
31 MAR 06 (13-2A) ESSENT VOR DME Rwy 16

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-96.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs.

ANS	OPS 4									<sub>1</sub> 5	1. 1	1 1	10			<sub>1</sub> 5			10				BRI	IEFING	STRIP	TM	
D RVR	C RVR	.A RVR		JAR-OPS	Gnd speed-Kts  Descent Gradient  MAP at D3.0 after			Ç	30	ALTITUDE	NDB WE	BAL 100°	ुंदुइ।				- 53-30	Speed re After pa MAX 160		FOR I		to intercept R-1	and contact	114.9	VOR DUB	124.52	*ATIS
1400m	1000m	900m	MDA(H) <b>600'</b> (383')	STRAIGHT-IN LANDING	70 5.2% 369 DUB	4.6	820	702°+	3000,7	DE I	BAL	TUL SO 2900	MISSED APCH FIX FOR RADIO FAILURE  MHA 5000 MAX 220 KT 1100 D28:0	06-30				Speed restriction: After passing D4.6 DUB MAX 160 KT.		INITIAL APPR SEE 13-2		100 BAL to TULSO	ATC.	162°	Final Apch Crs	121.1 119.55	DUBLIN Approach
RVR 2000m	RVR 1800m	RVR 1500m		LANDING RWY 16	90 100 120 140 474 527 632 737	0	1580	# 162°	DUB VOR	1240'	53-20 J							آه م	رور	APPROACH 3-2		JLSO holding climbing t	and contact ATC.  MISSED APPROACH WITH BADIO FAILIRE: Climb STRAIGHT AHEAD towards KIY NDR	162°   1580' (1363')	Procedure Alt	19.92	pproach
<i>0m</i> 205	0 <i>m</i> 180		, Max	+	40 160 37 843	2.0 NUA 1.0	420	8!	D2.0	920'	06-20 2.0 af		RESTRICTED AREA	UNDESIGNATED		79\ 02.	0	·	DUB 735'	D4.6	- Control of the cont	o 5000'.	STRAIGHT AHFAD	owards KI V			DUBLIN Tower
950'(708') 3600m	770'(528') 1600m 870'(628') 2400m	770'(528') 1500m	North of rwy 10/28	CIRCLE-	PAPI PAPI	0	3 — E	D3.0		20'	ter DUB	-EI(P)-18	°	S. C.	<b>D3.0</b> DUB	<b>D2.0</b> DUB	<u> </u>	114.9 DUB	35'	*	EI(D)-1	Trans level: Rv ATC	towards KIY NDR	NDB +0 3000'	Apt	121.8	*Ground
950'(708') 3600m 1100'(858')3600m	870'(528') 1600m	-		TO-LAND	3000′ KLY	RWY 16 <b>217</b> ′				600'	06-00 3.0 after DUB	378 KLY					3			EI(D)-1		Trans alt: 5000'	MSA	St 4100' Ex.		2200'	)

PANS OPS 4	, <sup>5</sup> , , , , , , , , , , , , 0	,5 ,110	,15 ,20	BRIEFING STRIP ™
MASRI DIS DUB E CO C C C C C C C C C C C C C C C C C C	-53-30    DUBLIN   DU	DD17.00 DUB 05.5.1	After holding: After passing After passing After passing After passing After passing 1032'	EIDW/DUB DUBLIN INTL *ATIS 124.52 VOR DAP DAP DAP DAP DAP TITS 111.2
(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	DUBLIN II 14.9 DUB	MHA 6000 MAX 220KT  D 14.0 D 14.0 D 10.0 D 1	gs (IAF) to D13. g D13.9 DAP (IF g D9.1 DAP MA	121.1 Apch <b>28</b> Rwy
EI(P)-11 69.  OONNEL 1.8 BAL 1.9 2106' 2379'		735.6	After holdings (IAF) to D13.9 DAP (IF) MAX 210 KT. After passing D13.9 DAP (IF) MAX 180 KT. After passing D9.1 DAP MAX 160 KT.  1032'  1032'	17 No. Approach  .55 119  Procect Refer. 13
DUBLIN—  A 397 OP  UNDESIGNATED AREA  RESTRICTED AREA  D13.0  BAL  06.10  © J	111.35 IDW	CORMANSTON- 3.34 GMN EI(D)-1	(210 KT.	DUBLIN Tower  1.92  DUBLIN Tower  118.6  .92  DUBLIN Tower  118.6  MDA(H)  to chart     Refer to chart     13.3A  Trans level: By ATC  Trans level: By ATC
OBED 06-000	085°	A. C.	FOR FINAL SEE 1	
25.00 JAS 200. TO THE ALC BAL 12 JAS 20. 200 WH. W.	NG 91 Bug 21A	MHA 6000 DUB  MAX 220 KT  ROKNA  D18.0 DUB	R FINAL APPROACH SEE 13-3A Leave holding at 4500'	*Ground 121.8  *Brown 242'  *RWY 202'  Trans alt: 5000'  M:
OBEA  SOLUTION  MHA 6000  MAX 220 KT  TULSO  D23.0 BAL  O5-30  05-40  O-40  O-	INFO CONTRACTOR	3000°	o. LÖH	R Rwy 28

DUBLIN,

**IRELAND** 

DAP

Apch Crs

111.2

281°

2500' (2298')

MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC.

MISSED APROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D6.1 IDW, then turn RIGHT to GAR NDB. After GAR NDB track 359° to intercept R-322 DUB to DINIL holding climbing to 5000'.

DINIL holding climbing to 5000'.

Trans level: By ATC

Trans alt: 5000 PANS OPS 4

□ □ □ □ ▷ EIDW/DUB Baldonnel - 53-30 Descent Gradient 5.24% or Descent angle [3.00°] Gnd speed-Kts DME REQUIRED.

Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy.

After passing D9.1 DAP MAX 160 KT. JAR-OPS EI(R)-15 EI(R)-23 COLLINSTOWN DAP DME RWY 28 202' EI(R)-15 \*ATIS 124.52 [TCH 53'] RVR 1400m RVR 900m RVR 1000m DAP VOR STRAIGHT-IN LANDING RWY 28 RESTRICTED AREA 0 UNDESIGNATED MDA(H) 630'(428') 4.0 940 372 70 111.35 IDW 478 90 100 EI(P)-18 \_ 114.9 DUB 119.55 119.92 531 #JEPPESEN
17 NOV 06 (13-3A) Eff 23 Nov 694/d 637 120 140 160 RVR 2000m RVR 1800m RVR 1500m 5.0 1250' 281° 743 MDA 3.5 849 -281° OP NDB 6.0 1570' **D9**.

DAP

FD28 FOR INITIAL APPROACH SEE 13-3 1500' **800**' 2810-# 2500' 950' (708')3600m 11100'(858')3600n 770'(528')1600m 770'(528')1500m 870'(628')2400m North of rwy 10/28 118.6 3.2 **D9. 1** DAP [FD<sub>2</sub>8] GARRISTOWN 407 GAR MISSED APCH 281°
WITH
RADIO FAILURE D6.1 IDW 5000 MAX 220 KT PAPI PAPI 870'(628') 2400n VOR Rwy 28 770'(528') 1600r 770 (528') 1500m D 12.0 DUB South of rwy 10/28 MSA DUB VOR 4100′ 2200′ 3000 05-50 VQR BUB

CHANGES: Missed approach

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

CHANGES: Missed approach

© JEPPESEN SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0801Z this chart should not be used without first checking JeppView or NOTAMs.

_	ANS	_				>  0  0				5	+		<del></del>	. \	William.	100mJ 5	1 ;	<u> </u>	10			15	_		ı <sup>20</sup>			- [	T .		G STRIF	TM	٦,	э <b>т</b>
ANCES: MI	RVR RVR	RVR	RVR		JAR-OPS ST	Gnd speed-Kts Descent Gradient 5.2% MAP at D5.2 DUB	RWY 34 202			DIIB VOB	DUB DME	06-30	EI(R)-16		=	EI(MOA)-4	-53-20 FI(R)-2	1 .		MAX 160 KT.	After passing D16.0 DUB	53-30 After holdings (IAF) 1 D16.0 DUB (IF) MAX 210 KT.	A 64 L-1-1-1-	MISSED APCH WITH	<u>©</u>	052 D18.0	220 KT 06 A	D23.	to ROKNA holding climbing to 5000'. Avoid round through EI(D)-1 when active	MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHFAD and intercent R-052 DIER	DUB 114.9	124.52 VOR	*ATIS	EIDW/DUB
	1800m	1500m	1400m			-	)2′			F	+	1		296	B 🔊			TĽ	J	9	2 2 3 2 5	F gs		문		ďΑ,	ال الم	O DUB	를	ᇴᇴ	A	L	╛	
			7	MDA(H) <b>720'</b> (518'	STRAIGHT-IN LANDING	70 90 369 474		<b>1</b> <b>2</b> 5	D5:	000	7.0	06-20	2126′•		ldonnel				EI(P)-11	2.0 006		AF) to			_			UB -53-40	ng to 5000'.	VITH RADIO FAILURE: Climb STRAIGHT	Apch Crs <b>342</b> °	121. Final		
l				)′(5		100 527			<b>~</b>			<b>№</b> 2	1923′	1257	RESTI	N /			⊞		_		2					_   4	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	. ∠	18	<u>_</u>		
l			_	18′)	G RWY	632		l				2890′	rè		RESTRI CTED	)ESIC	MIT I	Marin.	EI(P)-18	П	SAZ	芝	9		735'	HIHIHI	Hummill	1111	idro	HEA	000		Ĭ	17
l	RVR 2000m		RVR 1500m	≥		+	4.8	\		F			0	Ŋ,8261	ED /	UNDESIGNATED		Will.	18	Mar.	/	/ 			_ <b>@</b> — □	- //		٠	ut in	D t	D10.0 DUB	119.55 11 Procedure Alt	DUBLIN Approach	17 NOV 06
l	000		1500	AIS out	34	737		\				D20.0,DUB	<b>D 17.5</b> DUB	DUB	AREA (IF)	$\mathbb{F}_{\mathbf{q}}$	innin.		7	ý	٦		2-15	3500', on apch procedure or being vectored from the	5			I all's level: by Alc	뉽	5 30	,86. <b>B</b>	&   J		
l	3		3		Γ	160 843		<u> </u>	<b>Д 10</b> .	-	8.0	. (IF)	50	DUB			Ô	694		ب	114.9		₽, ₽,	g vec	5		۸۰.	- 6	ough	,00,				13-4
					ŀ	1 4 3		<u>~</u> ~	_ <sub>B</sub> .0	١		, שני				7	10		ò	5	4.9 D	2	n rig	) apo		,	"	, Q	F (6)	anc	72	9.92		_ IU
			$\Box$		_		2.0	1800' 1200'	1			B S	542			_ ? 0	впа 0				DUB		ioin o	4,5	י ע		EI(D)-1	2	) <u>-</u> (	d co	0, 1	2	_	
	205		8 2	Max					<u> </u> _2	? ├	H	/	. /	/		<b>2.0</b> DUB	В						fina	om t	÷		_		vhen	and contact	720' (518')			Eff 23 Nov
	<u>ج</u> اح	3 3		. 0				2400	√ <i>⊞</i> .	١ ٠		/	95/		1					/		4	al.	he	2				acti	÷ A		_ -	DUBLIN	Z 0
	2 C	0.6	70′(52	of rwy	₂			č		`  _	. 9	\bar{\bar{\bar{\bar{\bar{\bar{\bar{	-110°			13	00			_		L	ق					<u></u>	i 6 6	ATC.	RWY:	18.6	IN Towe	₩
	08,	28'	28'	· 🗸	}		5.5	2110	(302	400	9.0	D23.	ૄૺ૾				~		0	700			0	6						R-05	MA L	1 6	7	_
	950'(708')3600m	770'(528')1600m	770'(528')1500m	rwy 10/28	CIRCLE-		5	0	6 (304'/NM)			0.5							<b>-</b>				1	0640R			,≥	NOT TO S		9 DII		)   		
	m m	om 0	m <sub>0</sub>	5	-팃				અ <u>ક</u> <b>મ</b> ર્	٦	$\perp$	ÎLSO O BAL	13	$\lambda$					16	DM	6000 E Arc			- SP	V	1/2	§₹	20 01	9	₽	<b>5</b>	ہ ├─		
:	<u> </u>			: 0	O-LAND	PAPI PAPI			<u> </u>	7		05-50	100	ME	<i>\</i>						- 410	DUE	3	ROKNA D18.0 DUB	7	/~	MHA 6000 MAX 220 KT	SCALE		=	$\overline{}$	┪		ŽÉ E
	100'/858')	0.6	0/5	of rwy	, ŠĪ	I PAF			4100′	<b>5</b> DUB	=	29	170	ຸ່≥≤	325	));;								δ.ξ	Ä,	/ /		NO X	0	ري ا		121.8	3	
150	58')	28')	28′)	rwy 10/28	<u></u> ⊦				Ó	DUB	10.0	290°	/ °	××××××××××××××××××××××××××××××××××××××		<i>∨</i> 8 <i>\</i>	`							84			) PB	023	100	. 🗦	2200'	<u>∞</u>	ā	REL/
	8 / U (628') 2400m	770'(528') 1600m	770'(528') 1500m	/28	- [	3000 <del> </del>						/	BAL	MHA 6000 MAX 220 KT									İ			Z.	ノぁ	23.0	, \ °8		-	/		
3	E O	0m	m			ó							, F. C	, ¬ō															5 \	_	$\mathcal{L}$	$\perp$		<b>B</b> 4