

Airport information:

Country: Ireland

City: DUBLIN

Coordinates: N 53° 25.3', W 006° 16.2'

Elevation: 242

Customs: Customs

Fuel: Jet A1

RFF: CAT 9

hours: H24

Runways:

Runway 10

Takeoff length: 2637, Landing length: 2637

Runway 16

Takeoff length: 2072, Landing length: 2072

Runway 28

Takeoff length: 2637, Landing length: 2637

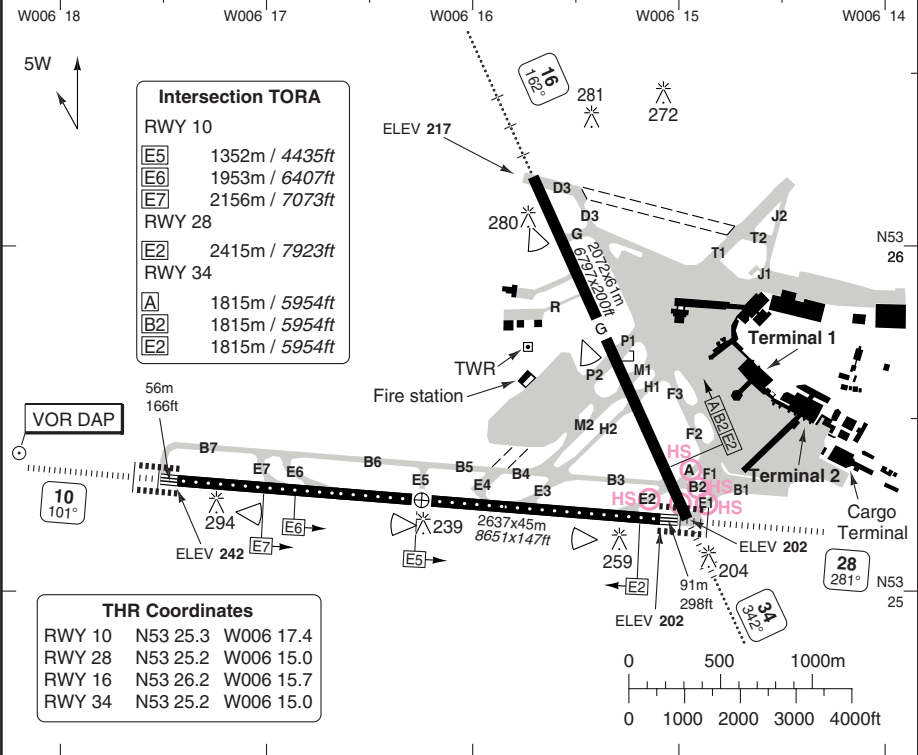
Runway 34

Takeoff length: 2072, Landing length: 2072

AERODROME

Dublin DLV 121.875	GND 121.8	TWR 118.6	FIS 118.5	CTL 129.175 124.65 132.575 126.25	ATIS (D) 124.525
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AD Elev 242	ARP: N53 25.3 W006 16.2	RFF: CAT 9	AD HR: H24
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RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
10	-0.5	2637 / 8651	2637 / 8651	H-B	H	15m	P 3° (65)
28	+0.5	2637 / 8651	2637 / 8651	H-B	H	15m	P 3° (68)
16	-0.2	2072 / 6797	2072 / 6797	H-E	H	-	P 3° (62)
34	+0.2	2072 / 6797	2072 / 6797	H-E ①	H	-	P 3° (65)

① 426m.

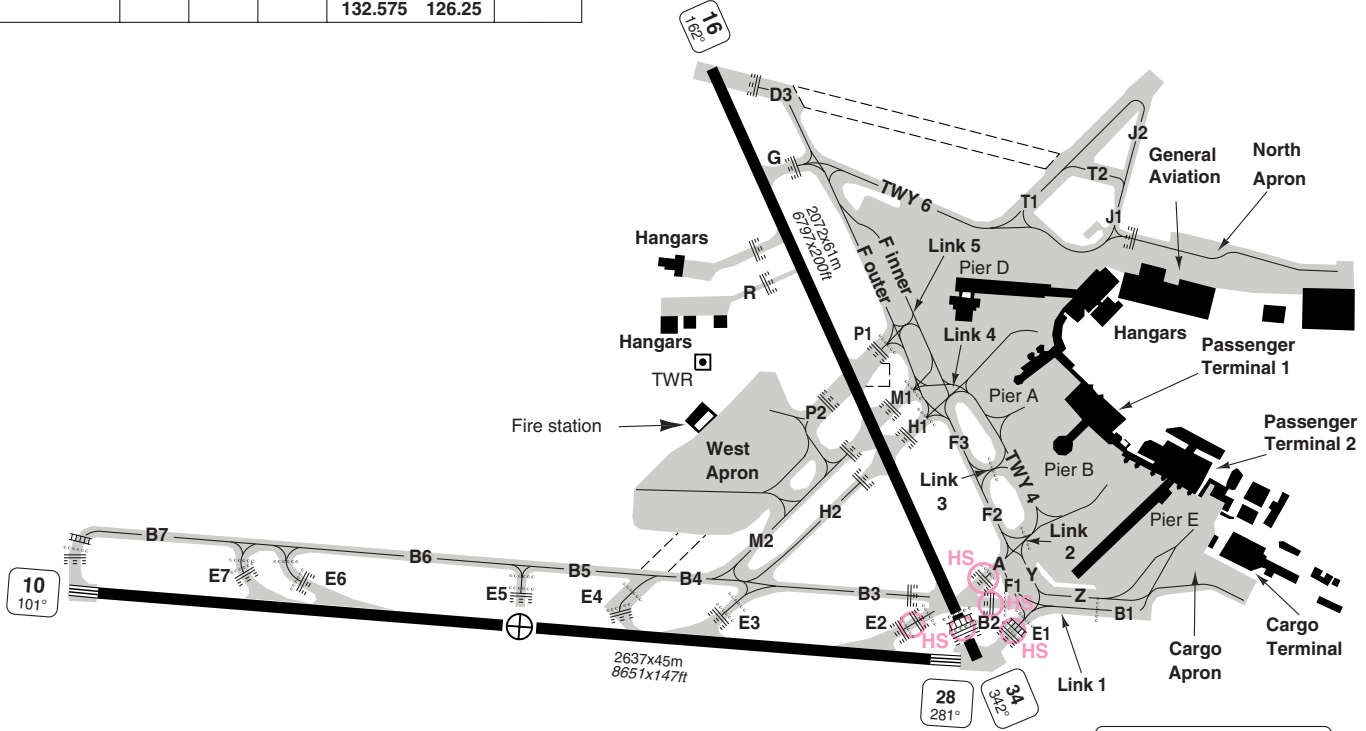
EU OPS		TAKE OFF MINIMA		RVR	
RWY	Facilities	A	B	C	D
28	HRCLL + HREDL + Multiple RVR + HUD	Ap.O	LVTO	75m	75m
	HRCLL + HREDL + Multiple RVR	Ap.O	LVTO	125m	150m
10/28	RCLL + REDL + Multiple RVR		LVTO	150m	200m
	RCLL + REDL		LVTO	200m	250m
ALL	RCL (day only) or RCL + REDL		LVTO	250m	300m
	RCL (day only) or RCL + REDL			400m	400m
	NIL (day only)			500m	500m

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Change: COM, Hotspots

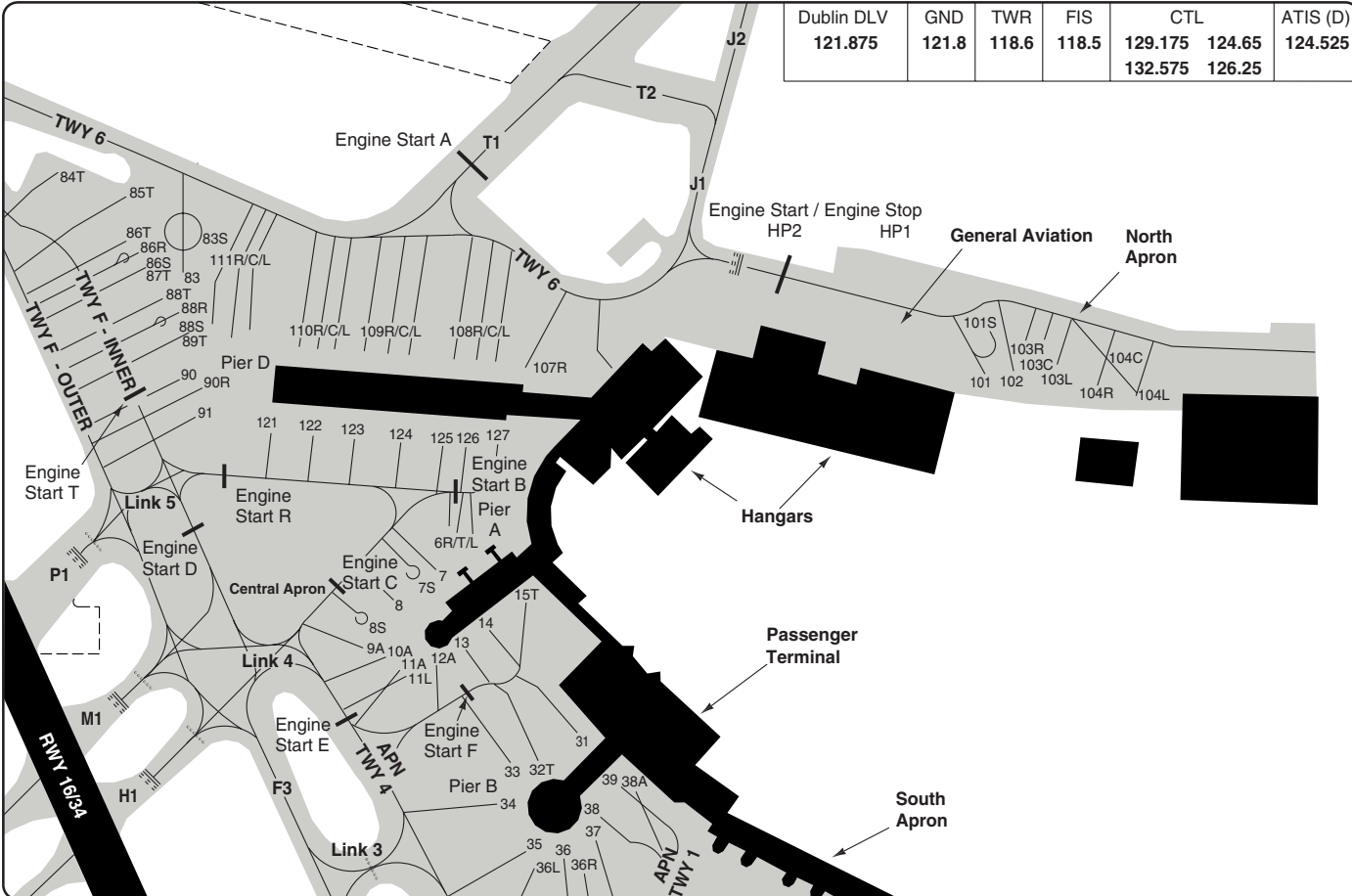
THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

Dublin DLV	GND	TWR	FIS	CTL		ATIS (D)
121.875	121.8	118.6	118.5	129.175	124.65	124.525
				132.575	126.25	



Hot Spots
 HS
 RWY incursion Hot Spots

Dublin DLV	GND	TWR	FIS	CTL		ATIS (D)
121.875	121.8	118.6	118.5	129.175	124.65	124.525
				132.575	126.25	



GROUND North & Central Parking

10 - 3 | 22 FEB 12

Ireland - EIDW / DUB
DUBLIN

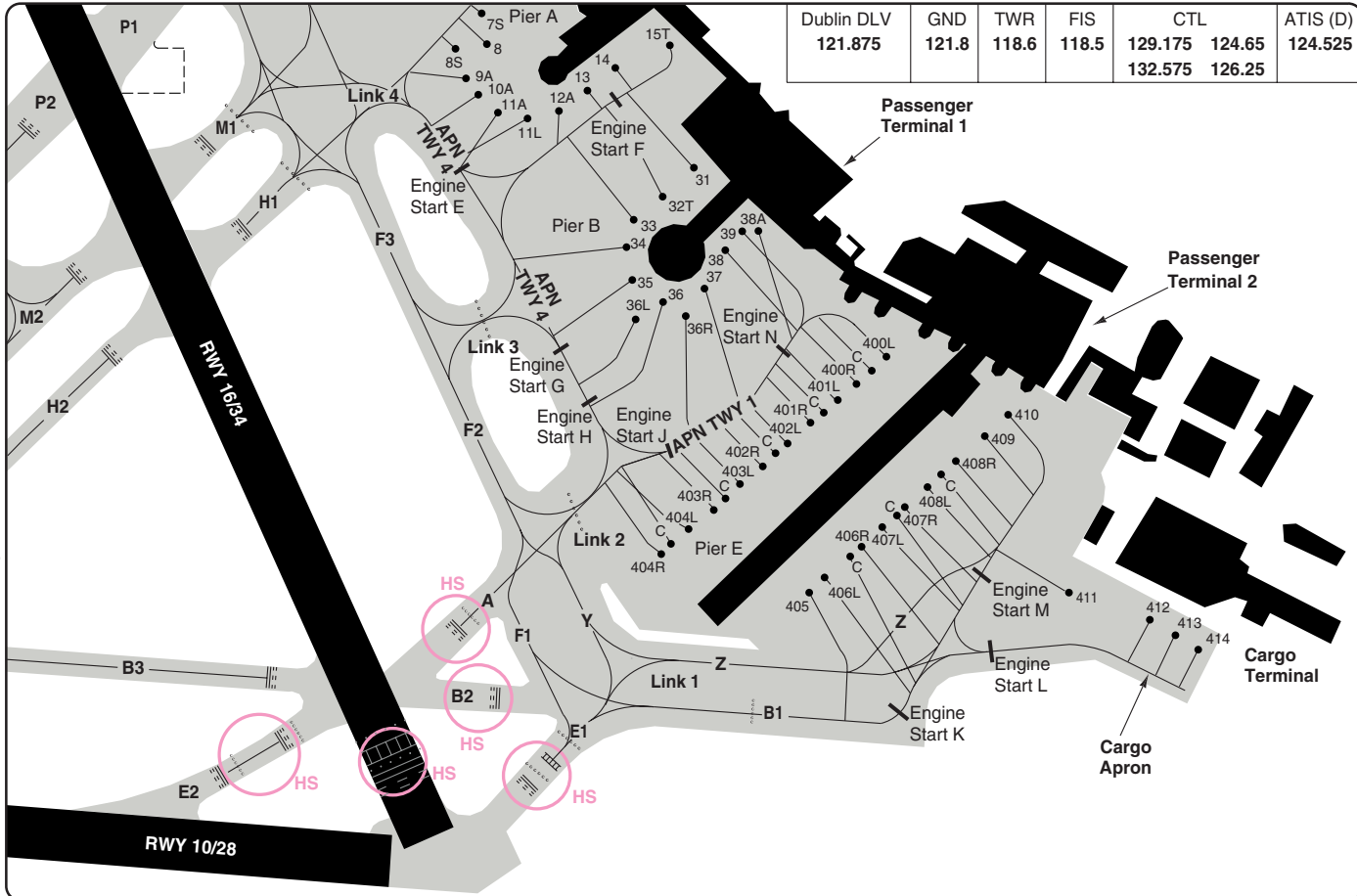
Change: COM, Engine start points
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10 - 4

GROUND South Apron Parking

10 - 4 | 22 FEB 12

Ireland - EIDW / DUB
DUBLIN



Dublin DLV	GND	TWR	FIS	CTL	ATIS (D)
121.875	121.8	118.6	118.5	129.175 124.65	124.525
				132.575 126.25	

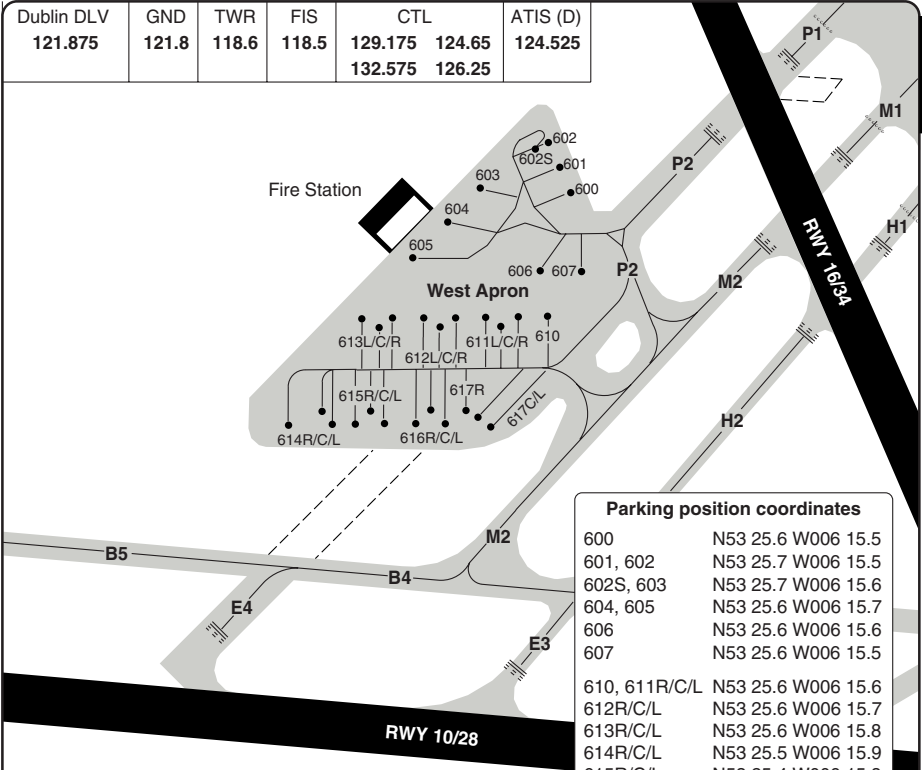
Change: COM, Engine start point, Hotspots

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GROUND West Apron Parking

DUBLIN

Dublin DLV	GND	TWR	FIS	CTL	ATIS (D)
121.875	121.8	118.6	118.5	129.175 124.65	124.525
				132.575 126.25	



Parking position coordinates

600	N53 25.6 W006 15.5
601, 602	N53 25.7 W006 15.5
602S, 603	N53 25.7 W006 15.6
604, 605	N53 25.6 W006 15.7
606	N53 25.6 W006 15.6
607	N53 25.6 W006 15.5
610, 611R/C/L	N53 25.6 W006 15.6
612R/C/L	N53 25.6 W006 15.7
613R/C/L	N53 25.6 W006 15.8
614R/C/L	N53 25.5 W006 15.9
615R/C/L	N53 25.4 W006 15.8
616R/C/L	N53 25.4 W006 15.7
617C/R	N53 25.5 W006 15.7
617L	N53 25.5 W006 15.6

Parking position coordinates

6-13	N53 25.7 W006 14.9	400L	N53 25.5 W006 14.5
14, 15T	N53 25.7 W006 14.8	400R/C, 401R/C/L	N53 25.5 W006 14.6
31	N53 25.6 W006 14.7	402R/C/L, 403R/C/L	N53 25.4 W006 14.7
32T, 33, 34	N53 25.6 W006 14.8	404L,C,R	N53 25.4 W006 14.8
35, 36, 36L	N53 25.5 W006 14.8	405	N53 25.4 W006 14.7
37	N53 25.5 W006 14.7	406R/C/L, 407L/C	N53 25.4 W006 14.6
38, 38A, 39	N53 25.6 W006 14.7	407R, 408L	N53 25.4 W006 14.5
		408R/C, 409	N53 25.5 W006 14.5
83, 83S	N53 25.9 W006 15.1	410	N53 25.5 W006 14.4
84T	N53 26.0 W006 15.3	411	N53 25.4 W006 14.4
85T	N53 26.0 W006 15.2	412,413	N53 25.4 W006 14.3
86T/R/S, 87T	N53 25.9 W006 15.2	414	N53 25.3 W006 14.3
88T/R/S, 89T	N53 25.9 W006 15.1	107R	N53 25.8 W006 14.8
90-93, 90R, 94T	N53 25.8 W006 15.1	108C, 108L	N53 25.9 W006 14.8
94R, 95T	N53 25.7 W006 15.0	109, 108R	N53 25.9 W006 14.9
96T, 97T	N53 25.8 W006 15.0	110	N53 25.9 W006 15.0
		111	N53 25.9 W006 15.1
101,102	N53 25.8 W006 14.3	121 - 123	N53 25.8 W006 15.0
101S	N53 25.9 W006 14.3	124, 125	N53 25.8 W006 14.9
103R/C/L,104R	N53 25.8 W006 14.2	126, 127	N53 25.8 W006 14.8
104C/L	N53 25.8 W006 14.1		

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Change: COM

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GENERAL

DUBLIN

GENERAL

1. **SPEED**
MAX 250kt below FL100.
2. **TAXIWAY RESTRICTIONS**
 - 2.1 No turns at Taxiway/Taxiway Intersections where centreline markings are not provided. Particular attention is drawn to following:
No turns from Taxiway A onto F1, Taxiway H2 onto B3, Taxiway H2 onto M2, Taxiway F1 onto B2, Taxiway B2 onto E1 and vice versa.
 - 2.2 Aircraft are not permitted to hold on Taxiway B2.
 - 2.3 If an outbound aircraft is holding on Taxiway A, no aircraft may taxi through Link 2, to or from Taxiway F1.
 - 2.4 If an outbound aircraft is holding on Taxiway F1, no aircraft may taxi on Taxiway A.
 - 2.5 If an outbound aircraft is holding on Taxiway E1, no aircraft may taxi between Taxiway B1 and Taxiways B2 or F1 in either direction.
 - 2.6 Taxiway B2 may not be used while other aircraft operating on Taxiway E1 or F1.
 - 2.7 If an aircraft is holding on Runway 34 for entry to Runway 28, no aircraft may taxi through the intersection of Runway 34 and Taxiways A, B2, B3, E2.
 - 2.8 Aircraft on Taxiway F1 towards Taxiway Link 2 are not permitted to hold on Taxiway F1 while other aircraft operating on Taxiway B1 or B2.
 - 2.9 Taxiway E4 is restricted to daylight OPS only, and is only suitable for aircraft of wingspan less than 30m/ 98ft taxiing from Runway 28.
 - 2.10 Apron Taxiway F inner, Apron Taxiway Y, Apron Taxiway Z and Taxiway E5 MAX wingspan 36m/118ft.
 - 2.11 Taxiway T1 is restricted to daylight OPS only.

- 2.12 Aircraft are not permitted to operate an Apron Taxiway Z while an aircraft with a wingspan in excess of 36m/118ft is operating on Taxiway B1 (and vice versa).
3. **NAV RESTRICTIONS**
NDB KLY BTN BRG 180°-270° not avbl beyond 45nm below 8000ft.
4. **TRANSPONDER**
Mode S shall be operated on the Movement Area.
5. **DE-ICING/ANTI ICING**
De-icing in North Apron (light ACFT Park B, stands 101-104L) is prohibited. ACFT requiring de-icing or anti-icing on this apron should contact Stand Allocation Unit requesting a stand on main apron.

ARRIVAL

1. **SPEED**
From HP prior to final HDG MAX 210kt.
From intercept HDG to join LLZ MAX 180kt.
From 10nm to 4nm from THR MAX 160kt.
2. **NOISE ABATEMENT PROCEDURE**
 - 2.1 CAT C/D jet aircraft on VIS approach to Runway 10/28 and Runway 16/34 may not intercept final approach later than 6nm from touchdown. Do not descend below GP.
 - 2.2 Between 23-06 (LT) avoid use of reverse thrust.
 - 2.3 Runway 10/28 is the required runway between 06-23LT when crosswind component is 20kt or less and tailwind component is 5kt or less. ATC will initiate runway changeover to Runway 16/34 when crosswind component gust on Runway 10/28 exceeds 15kt. Runway will be changed back if crosswind component (MAX gust) drops below 15kt for 30mins.
3. **RUNWAY 10 AND 28**
Do not stop on the exit taxiway but continue onto the next avbl taxiway, unless otherwise instructed by ATC.
4. **PREFERRED EXITS**
Runway 10: Taxiway E3.
Runway 28: Taxiway E6.

GENERAL

DUBLIN

10 - 8

- 5. TAXIWAY RESTRICTION**
RET E6 MAX 50kt. However it is expected that aircraft using the RET will normally exit the runway at approximately 35kt. 3 sets of countdown markings on Runway 28 before Taxiway E6 at 300m/984ft, 200m/656ft and 100m/328ft.

6. PARKING

- 6.1 Marshaller mandatory to enter stand.
- 6.2 Docking system AGNIS for stands 31-34, 36, 38, 39.

7. LVP

When Low VIS Proc are in force the following standard taxi route system applies:

Runway 10

E1, F1 to Link 2 or E1, Link 1 to B1 or E1, F1, F2, F3 to Link 4 or F-outer or E2, B2, Link 1 to B1.

Runway 28

E6 or B7 to B4, H2, H1 to Link 4 or F-outer or F3, F2, F1 to Link 1 to B1.

Speed limit MAX 15kt.

DEPARTURE**1. CAUTION**

Aircrews taking off from Runway 28 or Runway 34 are advised to ensure that they are on the correct runway before commencing take-off run.

2. ATC CLR

During HO contact DLV MNM 15min before start-up to request ATC CLR.

3. LVP

When Low VIS Proc are in force the following standard taxi route system applies:

Runway 10

Link 4 or F-outer or B1, Link 1, F1, F2, F3 to H1, H2, B4 or B7.

Runway 28

Link 2, F1 to E1 or Link 4 or F-outer, F3, F2, F1 to E1 or B1, Link 1 to E1.

Speed limit MAX 15kt.

4. MNM RUNWAY OCCUPANCY TIME

ATC expects each aircraft to be ready for immediate DEP when instructed to line up.

5. NOISE ABATEMENT PROCEDURE

- 5.1 CAT A, B:
Departures must maintain straight ahead after TKOF until passing 750ft before commencing turn.

No TKOF turn shall be commenced before the departure end of the runway.

- 5.2 CAT C, D:
Departures from all RWYs except RWY 10, must maintain straight ahead after TKOF to 5nm before commencing turn, unless otherwise cleared by ATC above 3000ft.

Departure from RWY 10 must continue straight ahead to 5nm as appropriate to the SID, before commencing turn.

5.3 Take-off to 1500ft:

Take-off power

Take-off flaps,

Climb at $V_2+10-20$ kt (or as limited by body angle).

1500ft-3000ft AGL:

Reduce power to not less than climb power/thrust. Accelerate smoothly to MAX 230kt with flap retraction on schedule.

At 3000ft AGL:

Transition smoothly to en-route climb speed. (MAX 250kt below FL100).

- 5.4 CAT C/D aircraft operating from Runway 28 directly to Weston or Baldonnell aerodromes must not leave the environmental corridor below 1500ft QNH.

6. DEPARTURES (OTHER THAN SID)

- 6.1 CAT B: Straight ahead to 750ft before commencing turn. No turn before DER.
- 6.2 CAT C, D:
All runways (except Runway 10) Straight ahead to 5nm before commencing turn, no turns below 3000ft.

Runway 10

Straight ahead to 5nm, as appropriate to the SID, before commencing turn.

GENERAL

10 - 9

7. DEPARTURE CLEARANCE SERVICE (DCL)**7.1 Departure Clearance Service Trial using Datalink**

7.1.1 The DCL service uses the Aircraft Communications Addressing and Reporting System (ACARS). DCL messages are described in EUROCAE ED-85A Appendix A and ARINC 623-2.

7.1.2 DCL departure clearances are provided solely to those flights departing Dublin Airport.

7.1.3 2.3. Clearance Delivery Procedures via RT (voice) will be utilised in the event of datalink transaction failure.

7.1.4 Oceanic traffic can receive domestic clearances via ACARS.

7.2 Datalink procedure

7.2.1 The pilot will send a departure clearance request utilising the on-board datalink interface. Minimum 15 minutes before start-up. **Any slot times will be taken into account by the pilot in the request if appropriate.**

7.2.2 If the clearance is not received by the pilot within 3 minutes of the request the pilot will contact ATC through the normal RT communication channels and obtain a clearance on RT.

7.2.3 Where the pilot receives a datalink reply and cannot accept the clearance he will contact ATC through the normal RT channels to obtain, an alternate clearance on RT.

7.2.4 If the pilot is satisfied with the datalink clearance an acknowledgement message will be sent to the ground system.

7.2.5 If the ground system does not receive the acknowledgement message within 3 minutes after the clearance has been transmitted, or if an invalid message is received, ATC will contact the pilot through the normal VHF channels and issue the clearance via RT (voice).

7.2.6 All departure clearances issued through the normal VHF RT voice channels will cancel the DCL service.

Additional Landing Minima

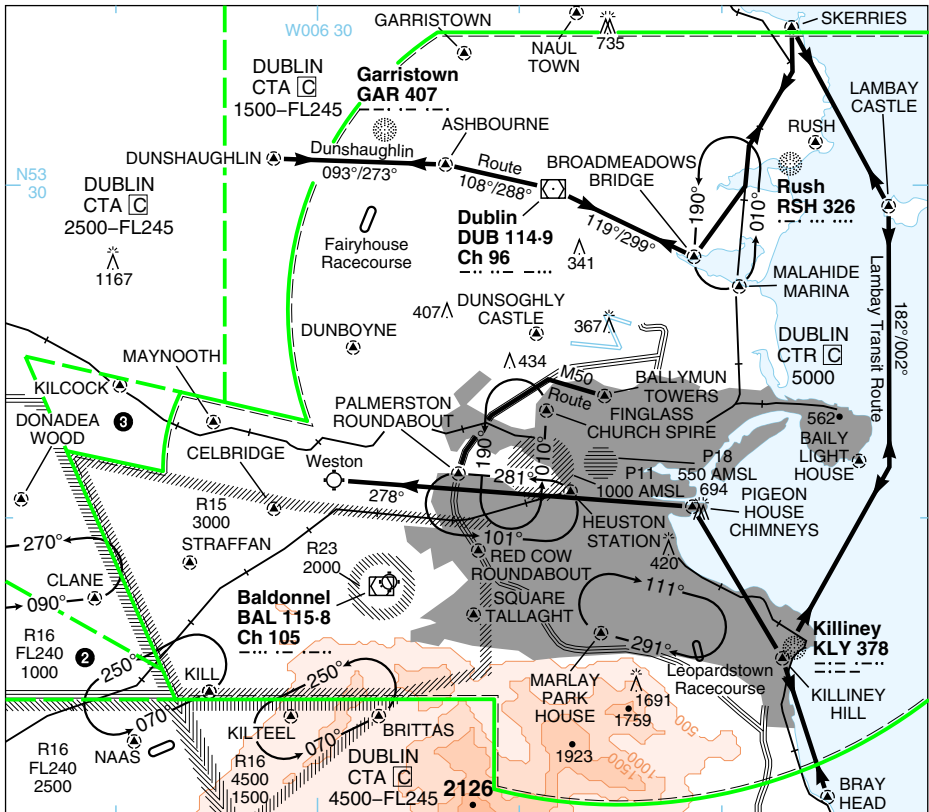
DUBLIN

ILS RWY 28

ACFT	Circling	a CAT A: 780 (538) 1.5km
EUOPS	A/B	780 (538) 1.6km a
	C	880 (638) 2.4km
	D	1100 (858) 3.6km b
		b N of RWY 10/28: 950 (700) 3.6km

VISUAL

Dublin GND 121.8	DLV 121.875	TWR 118.6	ATIS 124.525
AD Elev 242	TRL ATC	TA 5000	



HOLDING PATTERNS

Hold	Mnm hold	Max IAS(kt)	Turn
BROADMEADOWS BRIDGE	1000	90	LH
BRITTAS	2300	120	LH
CLANE	1800	120	LH
FINGLASS CHURCH SPIRE	1700	90	LH
KILL	1800	120	LH
MARLAY PARK HOUSE	1700	90	RH
PALMERSTON ROUNDABOUT	1700	90	LH

1. **CAUTION.** Pigeon house chimneys. Acft to route upwind of chimneys and remain clear of plume.

2. Dublin CTA \square 3500-FL245.

3. Dublin CTA \square 1500-FL245.

VISUAL

DUBLIN

1. VFR PROCEDURES, DUBLIN CTR/CTA FLIGHT PLANS

- 1.1 Flight Plans are mandatory for flights within Dublin CTR/CTA. Flights planned to transit R23, R15, R16 should include this information in field 15 of the Flight Plan.
- 1.2 Flights planning to enter or leave Dublin CTR should, when practicable, indicate in item 16 of the flight plan, an alternate aerodrome situated **outside** Dublin CTR.
- 1.3 Where the flight destination is not an aerodrome licensed for public use, the address of the place of intended landing together with the name and telephone number of the property owner should be indicated in field 18 of the Flight Plan.

2. SPECIAL VFR

- 2.1 Available within Dublin CTR in accordance with the provisions of S.I. No. 568 of 2001.
- 2.2 FIS provided H24. When required and promulgated by ATIS, discrete frequency (118.5) is allocated to provide FIS in class G airspace.
- 2.3 **Landing Lights** should be shown at all times during flight within Dublin CTR.

3. CLEARANCES FOR DEPARTING FROM WITHIN DUBLIN CTR

- 3.1 Prior to departure
- From Dublin Airport by request for start up to DUBLIN GROUND.
 - Other than Dublin Airport
 - Request for start/lift to DUBLIN TOWER.
 - If no RTF two-way communication can be established, contact Dublin ATC by telephone and request a time for take off/lift off.
- Note: Take off/Lift without prior two-way communication with Dublin ATC either by RTF or by Telephone is not permitted.

4. CLEARANCES FOR ARRIVING TO DESTINATIONS WITHIN DUBLIN CTR

- 4.1 Prior to penetration of Dublin CTA/CTR, by submitting a request at least 10 minutes before ETA at the airspace boundary to the relevant ATSU as follows:
- DUBLIN TOWER, for entry to Dublin CTR
 - Dublin ACC North Sector, for entry to Dublin CTA, North Sector.

- Dublin ACC South Sector, for entry to Dublin CTA, South Sector.

Note: (Dublin ACC North Sector is divided from Dublin ACC South Sector by: Rwy 10/28, 16/34 Active - A boundary line along the extended centreline of Rwy 10/28

5. VFR ROUTES

- 5.1 Flight dep/arr are normally cleared as follows:
- North arrs/deps: via Skerries VFR route
 - West arrs/deps: via Skerries VFR Route or Dunshaughlin VFR Route
 - South arrs: As instructed by Dublin Tower
 - South West arrs:
 - Fixed wing flights to enter the Dublin CTR at Dunboyne or Dunshaughlin
 - Helicopter flights to enter Dublin CTR at Redcow Roundabout or The Square, Tallaght
 - South deps:
 - As instructed by DUBLIN TOWER, or
 - Flights intending to transit R15 are cleared to either Palmerstown Roundabout Hold or Marley Park Hold to await onwards clearance from Baldonnel Tower.
- 5.2 Flights with dep/destination other than Dublin Airport are normally cleared as follows:
- North arrs/deps:
 - As instructed by DUBLIN TOWER, or
 - Skerries VFR route.
 - West arrs/deps:
 - As instructed by DUBLIN TOWER, or
 - Dunshaughlin VFR Route
 - South West arrs:
 - As instructed by DUBLIN TOWER, or
 - Helicopter VFR flights to enter Dublin CTR at Red Cow Roundabout or The Square Tallaght, or
 - Fixed-wing VFR flights to enter the Control Zone at Dunboyne or Dunshaughlin.
 - South arrs as instructed by DUBLIN TOWER.

VISUAL

DUBLIN

e. South deps:

- (i) As instructed by DUBLIN TOWER, or
- (ii) Flights intending to transit R15 route to either the Palmerstown Roundabout Hold or the Marley Park Hold to await onwards clearance from Baldonnel Tower.

f. Weston arrivals from the East:

- (i) As instructed by Dublin ATC, or
- (ii) Weston VFR route.

6. VISUAL HOLDING PATTERNS (CAT A ONLY)**6.1 Broad Meadow Bridge** (N53 27-94 W006 11-42)

Left-hand pattern, based on the M1 motorway bridge, which crosses the Broadmeadow estuary. Oubd leg is 1min at 90kt, on Tr 190°. Mnm hold **1000**. The following also apply:

- (i) On arr ohd the Fix, left turn onto oubd leg should be initiated before the southern shore of the Broadmeadow estuary.
- (ii) Left turn onto inbd leg to the Fix should be completed to the E of the N1 road.
- (iii) The inbd leg to the Fix should remain E of the N1 road at all times.

6.2 Finglas Church Spire (N53 23-29 W006 18-70)

Left-hand pattern, based on the W Finglas Church spire. Oubd leg is 1min at 90kt, on Tr 010°. Mnm hold **1700**. The following also apply:

- (i) On arriving ohd the Fix, the turn onto oubd leg should be initiated before the M50 motorway remaining S of the motorway at all times.
- (ii) The turn onto the inbd leg to the Fix should be completed to the W of the N2 road.
- (iii) The inbd leg to the fix should remain W of the N2 road at all times.

6.3 Palmerstown Roundabout (N53 21-42 W006 23-03)

Left-hand pattern, based on the Palmerstown roundabout, which intersects the M50 motorway and the N4 road. Oubd leg is 1min at 90kt on Tr 281°. Mnm hold **1700**.

6.4 Marley Park House (N53 16-60 W006 16-02)

Right hand pattern based on Marley Park

House, a large manor house inside the grounds of Marley Public Park. Oubd leg is 1min at 90kt, on Tr 291°. Mnm hold **1700**.

7 CIRCUIT OPERATION

7.1 Circuit training is **prohibited**.

8. COMMUNICATIONS FAILURE**8.1 Departure Traffic**

Proceed with the ATC clnc last received and acknowledged and land at the most suitable aerodrome located outside Dublin CTZ. Report arrival to an appropriate ATC unit by the most expeditious means.

8.2 Arrival Traffic

- a. If outside Dublin CTR, proceed to the alternate A/D outside Dublin CTR specified in the flight plan and report arr to an appropriate ATC unit by the most expeditious means.
- b. If within Dublin CTR, proceed with the last ATC clnc received and acknowledged and thereafter, as appropriate, to Broad Meadow's Bridge holding pattern and hold at an altitude of **1000** or Finglas Church Spire holding pattern and hold at an altitude of **1700**.

8.3 The Hold pattern chosen, should ensure, that when enroute to join the Hold, the acct does not pass through the app or take-off path of the rwy in use.

On receipt of a steady green light signal from the Control Tower, or, on observing the A/D beacon switched on, join the circuit in the manner detailed below and land on the lighted rwy. The rwy app lights will indicate the landing direction.

- a. **From Broad Meadow Bridge (Hold)**
Rwy 10/16 LHC
Rwy 28/34 RHC
- b. **From Finglas Church Spire (Hold)**
Rwy 28/34 LHC
Rwy 10/16 RHC

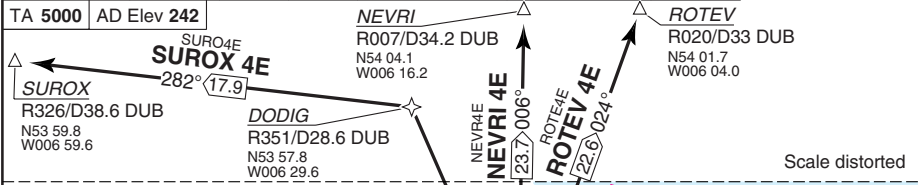
8.4 Traffic intending to transit Dublin CTR

- a. If outside the control zone, proceed with the flight plan route, remaining clear of the Control Zone and comply with flight plan closure procedures, or
- b. If within the Control Zone, EXIT, ensuring that the aircraft remains clear of Dublin Aerodrome and the app and take-off path of the rwy in use.

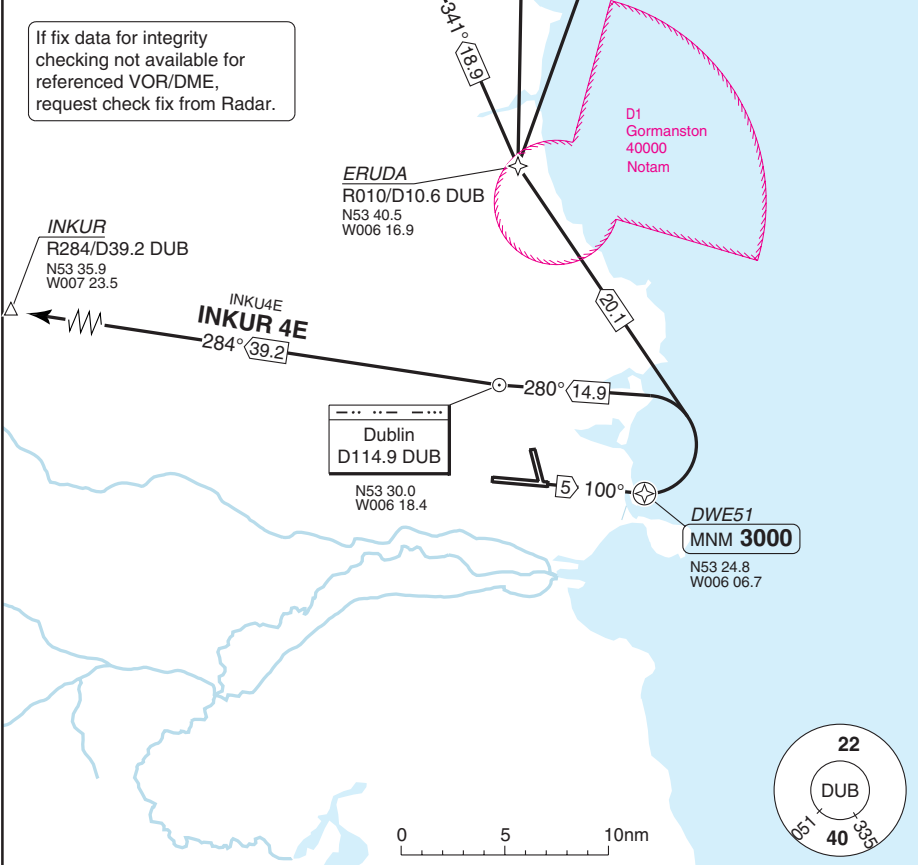
SID RWY 10 **RNAV** North, West CAT C/D

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



- COM:** Immediately after T/O, contact Dublin CTL.
- SPEED:** MAX 250kt below FL100.
- MNM CLIMB GRADIENT:** 6.6%; 3.3% for OBST CLNC.
- ALT RESTRICTION:** Climb to **FL90**. Do not climb above FL90 until instructed.

SID	Routeing	Altitudes
INKUR 4E	Climb on 100° - DWE51 - DUB - INKUR.	DWE51 MNM 3000
NEVRI 4E	Climb on 100° - DWE51 - ERUDA - NEVRI.	
ROTEV 4E	Climb on 100° - DWE51 - ERUDA - ROTEV.	
SUROX 4E	Climb on 100° - DWE51 - ERUDA - DODIG - SUROX.	

Change: RWY removed

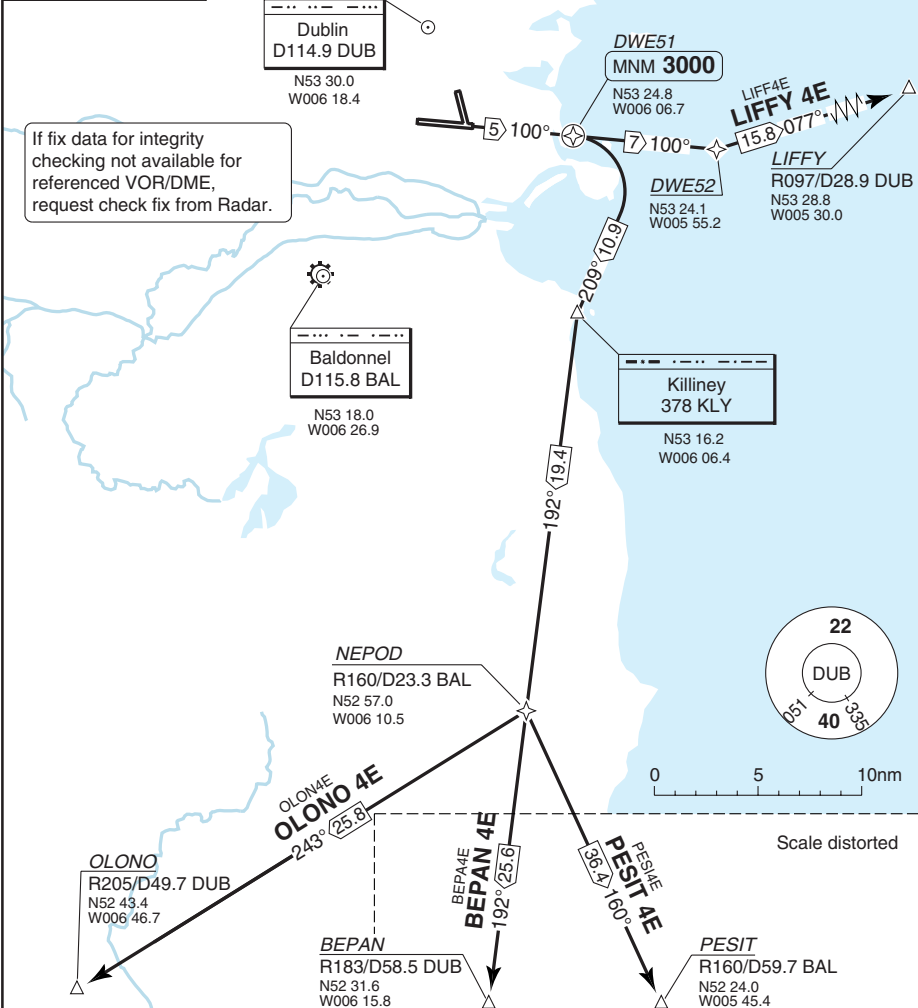
SID RWY 10 **RNAV** South, East CAT C/D

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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TA 5000 | AD Elev 242

If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



COM: Immediately after T/O, contact Dublin CTL.
SPEED: MAX 250kt below FL100.
MNM CLIMB GRADIENT: 9.1%; 3.3% for OBS CLNC.
ALT RESTRICTION: Climb to **FL90**. Do not climb above FL90 until instructed.

SID	Routeing	Altitudes
BEPAN 4E	Climb on 100° - DWE51 - KLY - NEPOD - BEPAN.	DWE51 MNM 3000
LIFFY 4E	Climb on 100° - DWE51 - DWE52 - LIFFY.	
OLONO 4E	Climb on 100° - DWE51 - KLY - NEPOD - OLONO.	
PESIT 4E	Climb on 100° - DWE51 - KLY - NEPOD - PESIT.	

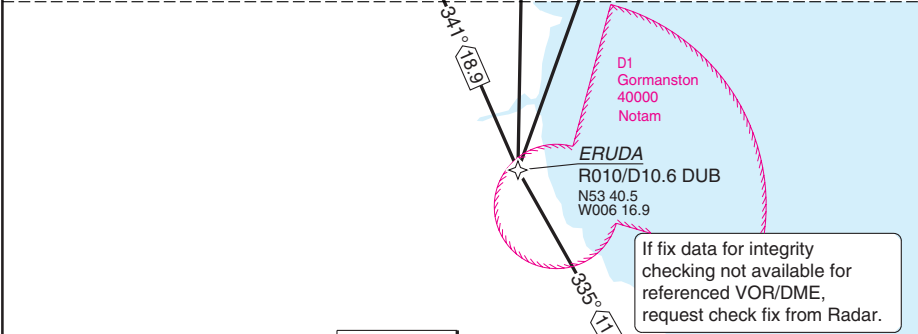
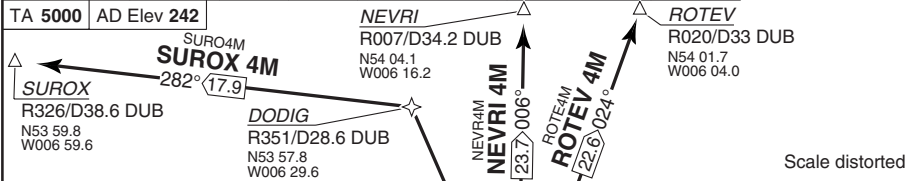
Change: RWY removed

© Navitech - eidw02daorg0

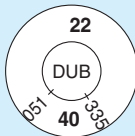
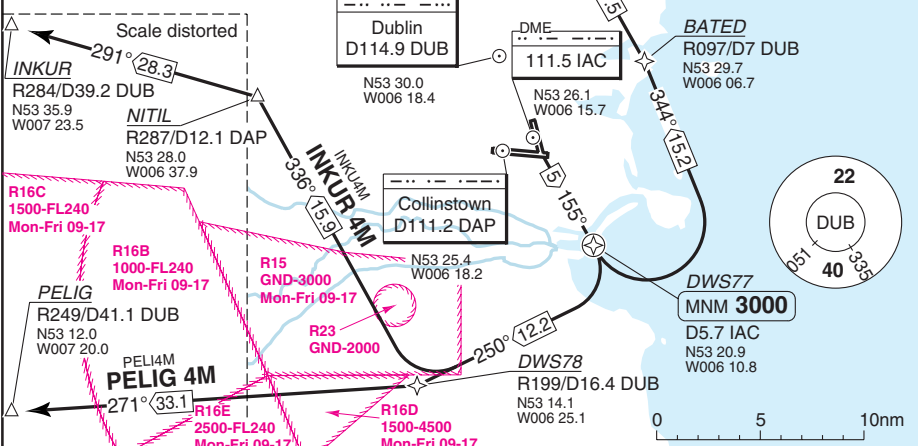
SID RWY 16 **RNAV** North, West CAT C/D

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



WARNING: INKUR 4M & PELIG 4M: Continuous climb to 4000 required for separation from military ops at 3000 in R15. Delay acceleration phase until 4000.

PELIG 4M: Available only when Military not active.
COM: Immediately after T/O, contact Dublin CTL.
SPEED: MAX 250kt below FL300.
MNM CLIMB GRADIENT: 9.1%; 3.3% for OBST CLNC.
ALT RESTRICTION: Climb to **FL90**. Do not climb above FL90 until instructed.

SID	Routing	Altitudes
INKUR 4M	Climb on 155° - DWS77 - DWS78 - NITIL - INKUR.	DWS77 MNM 3000
NEVRI 4M	Climb on 155° - DWS77 - BATED - ERUDA - NEVRI.	
PELIG 4M	Climb on 155° - DWS77 - DWS78 - PELIG.	
ROTEV 4M	Climb on 155° - DWS77 - BATED - ERUDA - ROTEV.	
SUROX 4M	Climb on 155° - DWS77 - BATED - ERUDA - DODIG - SUROX.	

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Change: RWY removed

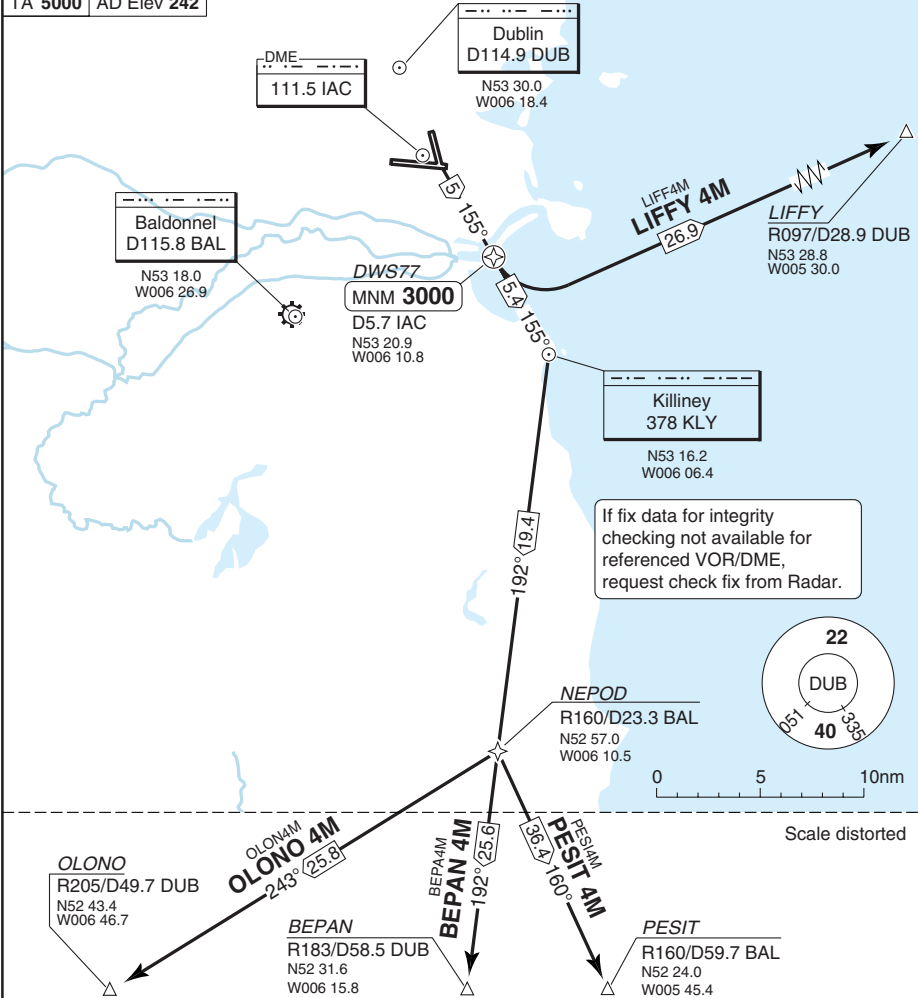
THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

SID RWY 16 **RNAV** South, East CAT C/D

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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TA 5000 | AD Elev 242



WARNING: INKUR 4M & PELIG 4M: Continuous climb to 4000 required for separation from military ops at 3000 in R15. Delay acceleration phase until 4000.

COM: Immediately after T/O, contact Dublin CTL.

SPEED: MAX 250kt below FL100.

MNM CLIMB GRADIENT: 9.1%; 3.3% for OBS CLNC.

ALT RESTRICTION: Climb to **FL90**. Do not climb above FL90 until instructed.

SID	Routeing	Altitudes
BEPAN 4M	Climb on 155° - DWS77 - KLY - NEPOD - BEPAN.	DWS77 MNM 3000
LIFFY 4M	Climb on 155° - DWS77 - LIFFY.	
OLONO 4M	Climb on 155° - DWS77 - KLY - NEPOD - OLONO.	
PESIT 4M	Climb on 155° - DWS77 - KLY - NEPOD - PESIT.	

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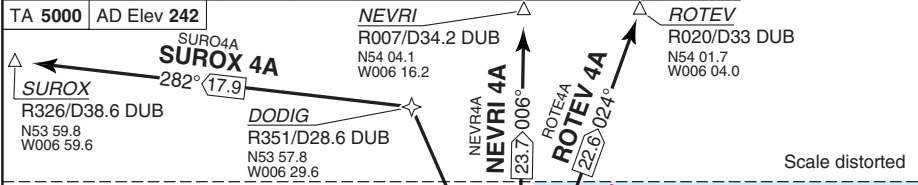
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THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

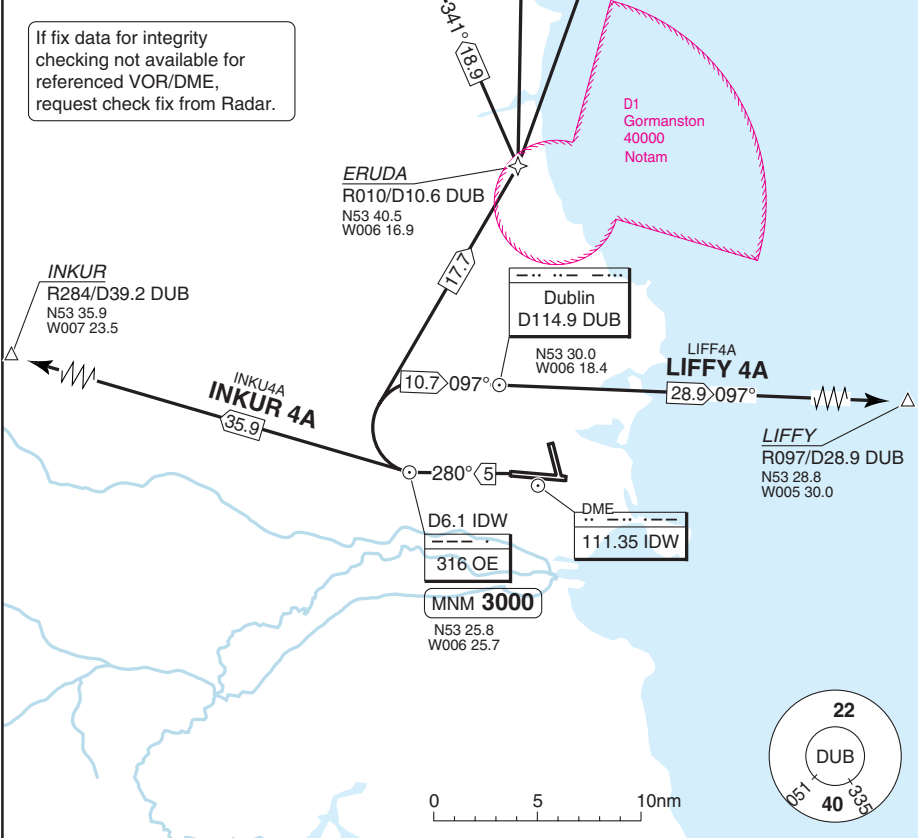
SID RWY 28 **RNAV** North, East, West CAT C/D

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



COM: Immediately after T/O, contact Dublin CTL.

SPEED: MAX 250kt below FL100.

MNM CLIMB GRADIENT: 9.1%; 3.3% for OBST CLNC.

ALT RESTRICTION: Climb to **FL90**. Do not climb above FL90 until instructed.

SID	Routeing	Altitudes
INKUR 4A	Climb on 280° - OE - INKUR.	OE MNM 3000
LIFFY 4A	Climb on 280° - OE - DUB - LIFFY.	
NEVRI 4A	Climb on 280° - OE - ERUDA - NEVRI.	
ROTEV 4A	Climb on 280° - OE - ERUDA - ROTEV.	
SUROX 4A	Climb on 280° - OE - ERUDA - DODIG - SUROX.	

Change: RWY removed

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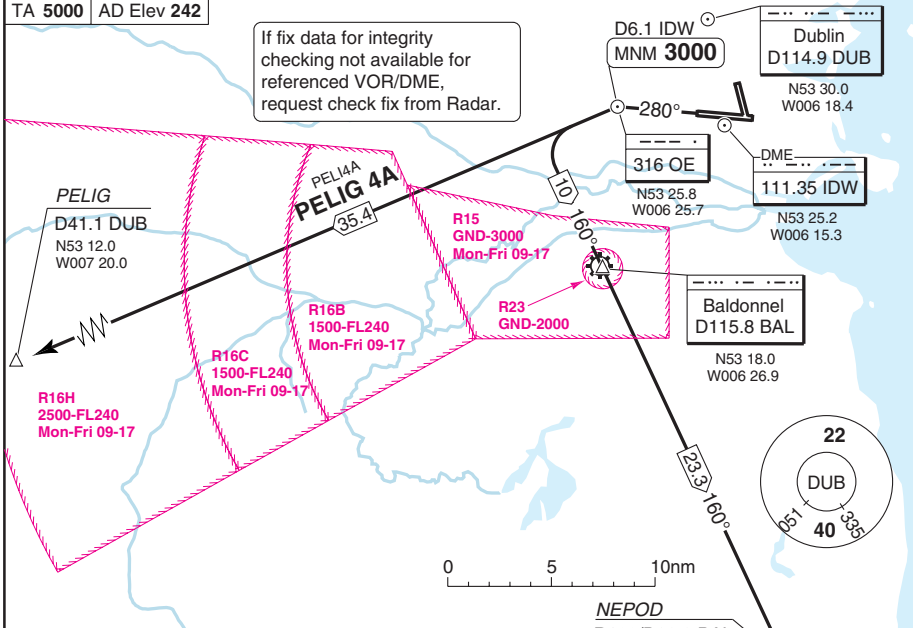
SID RWY 28 **RNAV** South, Southwest CAT C/D

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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TA 5000 | AD Elev 242

If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



Scale distorted

WARNING: BEPAN 4A, OLONO 4A, PESIT 4A: Continuous climb to 4000 required for separation from military ops at 3000 in R15. Delay acceleration phase until 4000.

PELIG 4A: Available only when Military not active.

COM: Immediately after T/O, contact Dublin CTL.

SPEED: MAX 250kt below FL100.

MNM CLIMB GRADIENT: 9.1%; 3.3% for OBST CLNC.

ALT RESTRICTION: Climb to **FL90**. Do not climb above FL90 until instructed.

SID	Routeing	Altitudes
BEPAN 4A	Climb on 280° - OE - BAL - NEPOD - BEPAN.	OE MNM 3000
OLONO 4A	Climb on 280° - OE - BAL - NEPOD - OLONO.	
PELIG 4A	Climb on 280° - OE - PELIG.	
PESIT 4A	Climb on 280° - OE - BAL - NEPOD - PESIT.	

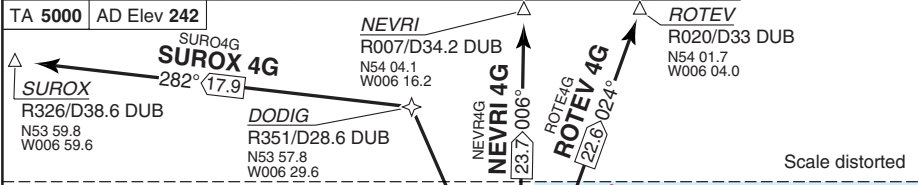
Change: RWY removed

© Navitech - eidw06daorg0

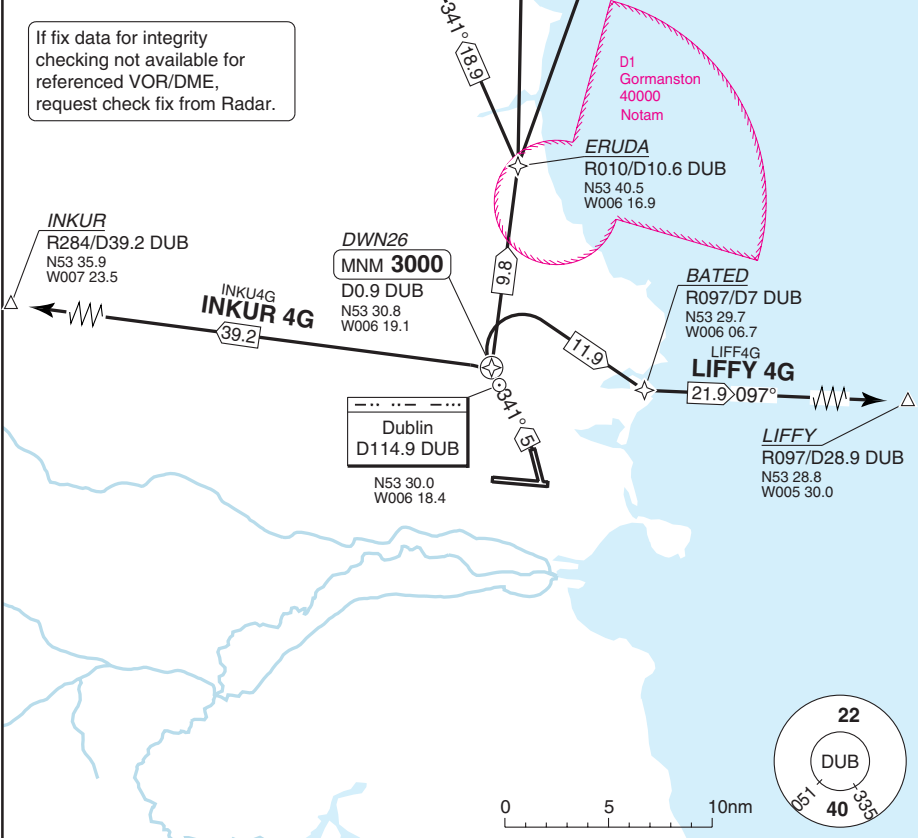
SID RWY 34 **RNAV** North, East, West CAT C/D

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



COM: Immediately after T/O, contact Dublin CTL.

SPEED: MAX 250kt below FL100.

MNM CLIMB GRADIENT: 9.1%; 3.3% for OBST CLNC.

ALT RESTRICTION: Climb to **FL90**. Do not climb above FL90 until instructed.

SID	Routeing	Altitudes
INKUR 4G	Climb on 341° - DWN26 - INKUR.	DWN26 MNM 3000
LIFFY 4G	Climb on 341° - DWN26 - BATED - LIFFY.	
NEVRI 4G	Climb on 341° - DWN26 - ERUDA - NEVRI.	
ROTEV 4G	Climb on 341° - DWN26 - ERUDA - ROTEV.	
SUROX 4G	Climb on 341° - DWN26 - ERUDA - DODIG - SUROX.	

Change: RWY removed

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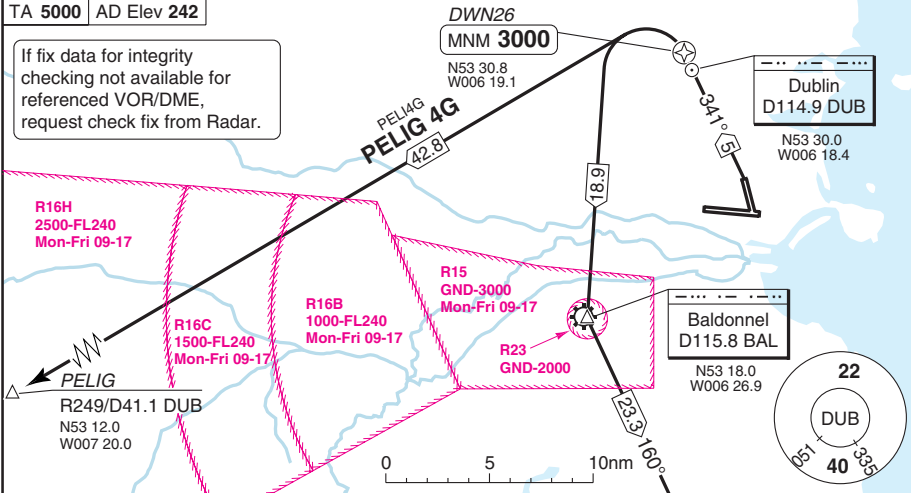
SID RWY 34 **RNAV** South, Southwest CAT C/D

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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TA 5000 | AD Elev 242

If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



PELIG 4G: Available only when Military not active.
COM: Immediately after T/O, contact Dublin CTL.
SPEED: MAX 250kt below FL100.
MNM CLIMB GRADIENT: 9.1%; 3.3% for OBST CLNC.
ALT RESTRICTION: Climb to **FL90**. Do not climb above FL90 until instructed.

SID	Routeing	Altitudes
BEPAN 4G	Climb on 341° - DWN26 - BAL - NEPOD - BEPAN.	DWN26 MNM 3000
OLONO 4G	Climb on 341° - DWN26 - BAL - NEPOD - OLONO.	
PELIG 4G	Climb on 341° - DWN26 - PELIG.	
PESIT 4G	Climb on 341° - DWN26 - BAL - NEPOD - PESIT.	

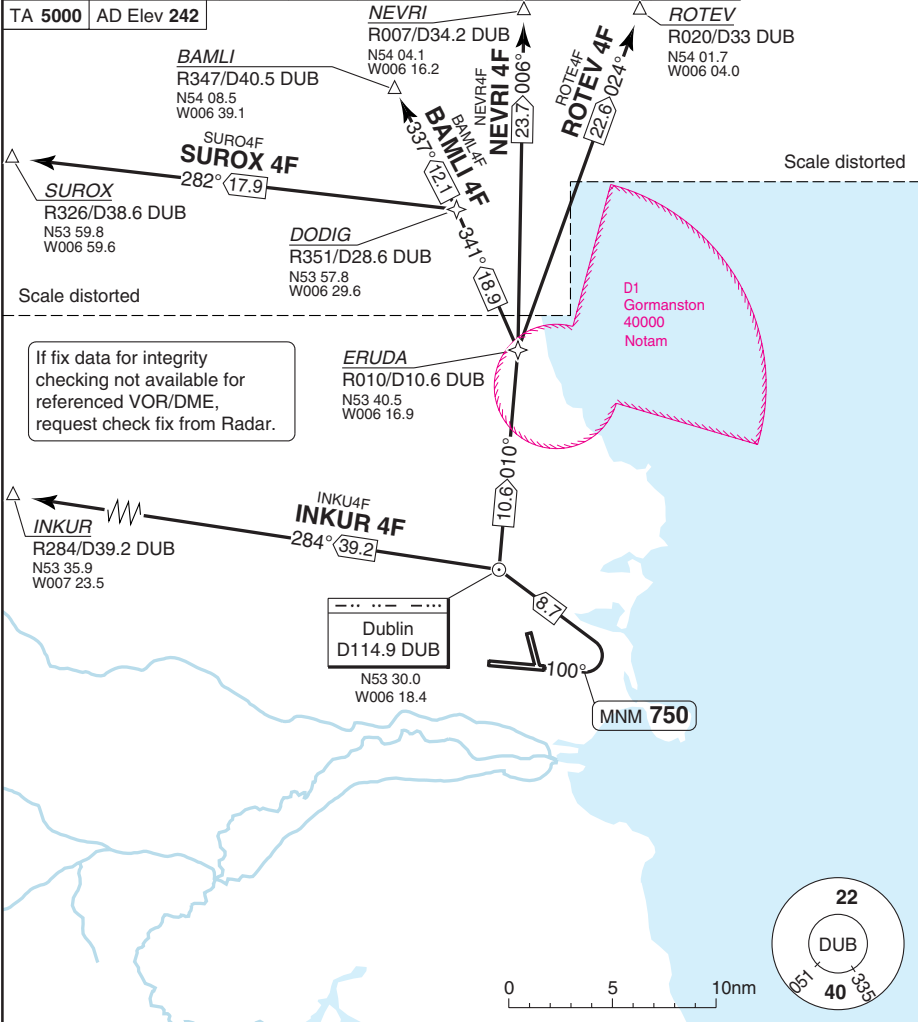
Change: RWY removed

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SID RWY 10 **RNAV** North, West CAT A/B

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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COM: Immediately after T/O, contact Dublin CTL.
SPEED: MAX 250kt below FL100.
MNM CLIMB GRADIENT: 6.6%; 3.3% for OBST CLNC.
ALT RESTRICTION: Climb to **4000**. Do not climb above 4000 until instructed.

SID	Routeing
BAML I 4F	Climb on 100° - MNM 750 left - DUB - ERUDA - DODIG - BAML I.
INKUR 4F	Climb on 100° - MNM 750 left - DUB - INKUR.
NEVRI 4F	Climb on 100° - MNM 750 left - DUB - ERUDA - NEVRI.
ROTEV 4F	Climb on 100° - MNM 750 left - DUB - ERUDA - ROTEV.
SUROX 4F	Climb on 100° - MNM 750 left - DUB - ERUDA - DODIG - SUROX.

Change: RWY removed

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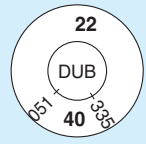
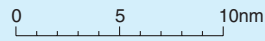
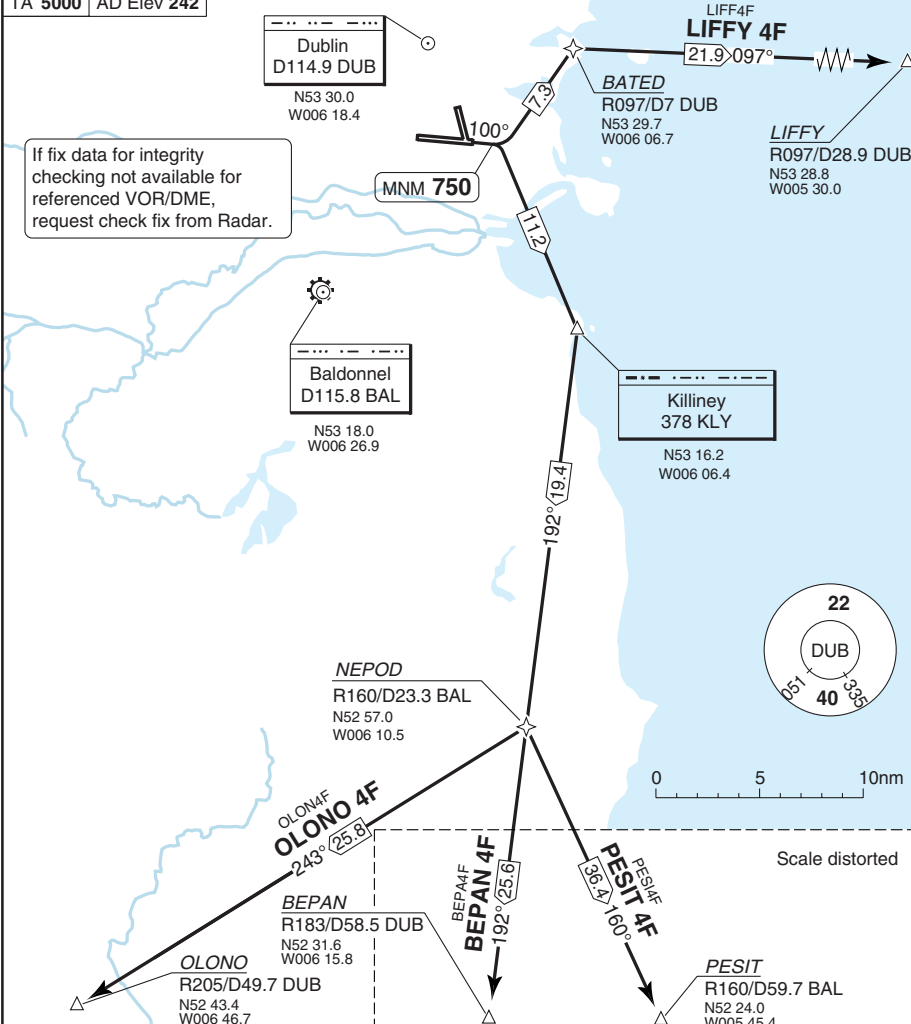
SID RWY 10 **RNAV** South, East CAT A/B

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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TA 5000 | AD Elev 242

If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



COM: Immediately after T/O, contact Dublin CTL.
SPEED: MAX 250kt below FL100.
MNM CLIMB GRADIENT: 6.6%; 3.3% for OBS CLNC.
ALT RESTRICTION: LIFFY 4F: Climb to **3000**. Do not climb above 3000 until instructed.
OTHERS: Climb to **4000**. Do not climb above 4000 until instructed.

SID	Routeing
BEPAN 4F	Climb on 100° - MNM 750 right - KLY - NEPOD - BEPAN.
LIFFY 4F	Climb on 100° - MNM 750 left - BATED - LIFFY.
OLONO 4F	Climb on 100° - MNM 750 right - KLY - NEPOD - OLONO.
PESIT 4F	Climb on 100° - MNM 750 right - KLY - NEPOD - PESIT.

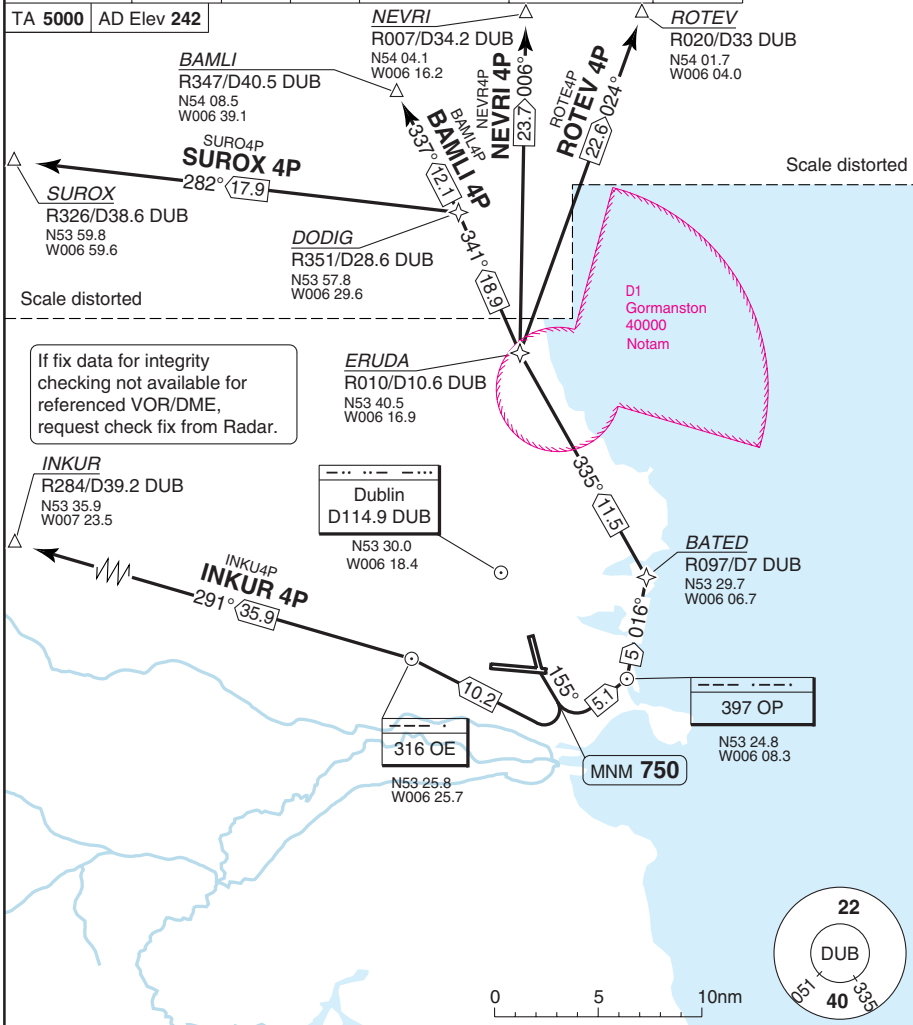
Change: RWY removed

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SID RWY 16 **RNAV** North, West CAT A/B

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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COM: Immediately after T/O, contact Dublin CTL.

SPEED: MAX 250kt below FL100.

MNM CLIMB GRADIENT: 6.6%; 3.3% for OBST CLNC.

ALT RESTRICTION: Climb to **4000**. Do not climb above 4000 until instructed.

SID	Routeing
BAML 4P	Climb on 155° - MNM 750 left - OP - BATED - ERUDA - DODIG - BAML.
INKUR 4P	Climb on 155° - MNM 750 right - OE - INKUR.
NEVRI 4P	Climb on 155° - MNM 750 left - OP - BATED - ERUDA - NEVRI.
ROTEV 4P	Climb on 155° - MNM 750 left - OP - BATED - ERUDA - ROTEV.
SUROX 4P	Climb on 155° - MNM 750 left - OP - BATED - ERUDA - DODIG - SUROX.

Change: RWY removed

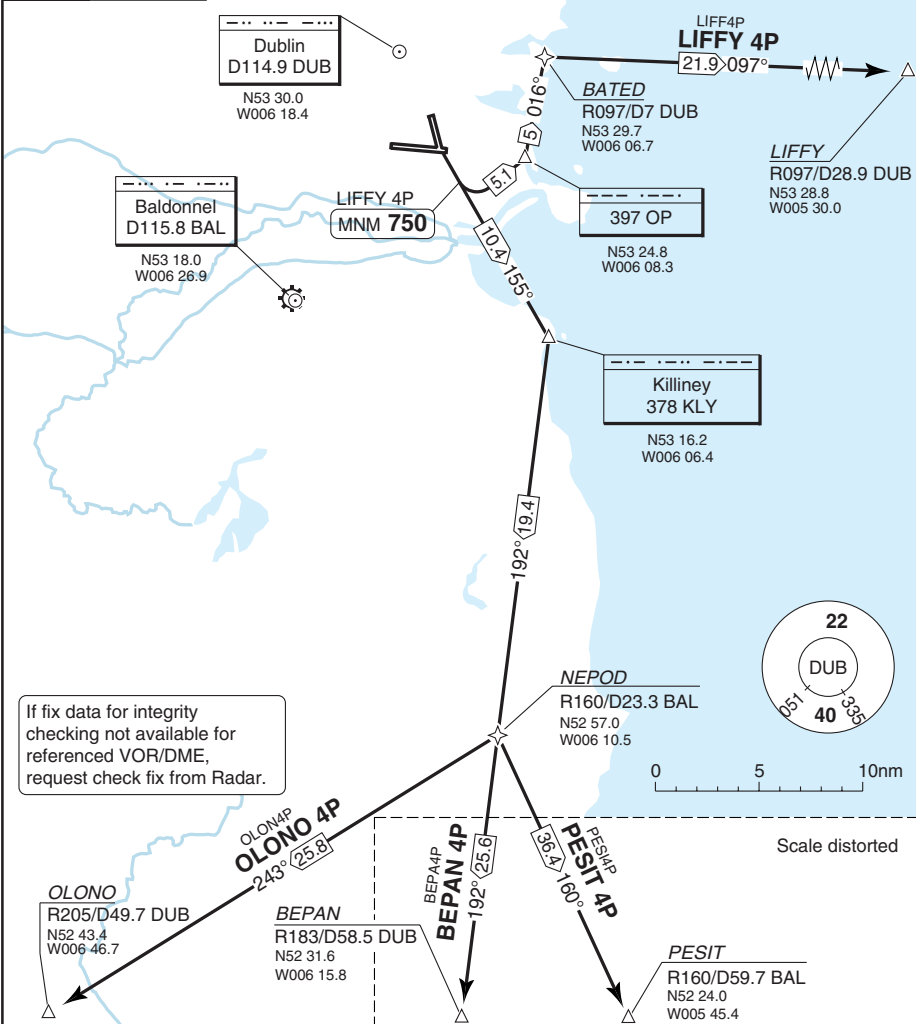
THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

SID RWY 16 **RNAV** South, East CAT A/B

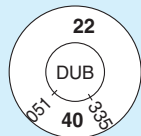
DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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TA 5000 | AD Elev 242



If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



0 5 10nm

COM: Immediately after T/O, contact Dublin CTL.
SPEED: MAX 250kt below FL100.
MNM CLIMB GRADIENT: 6.6%; 3.3% for OBS CLNC.
ALT RESTRICTION: Climb to **4000**. Do not climb above **4000** until instructed.

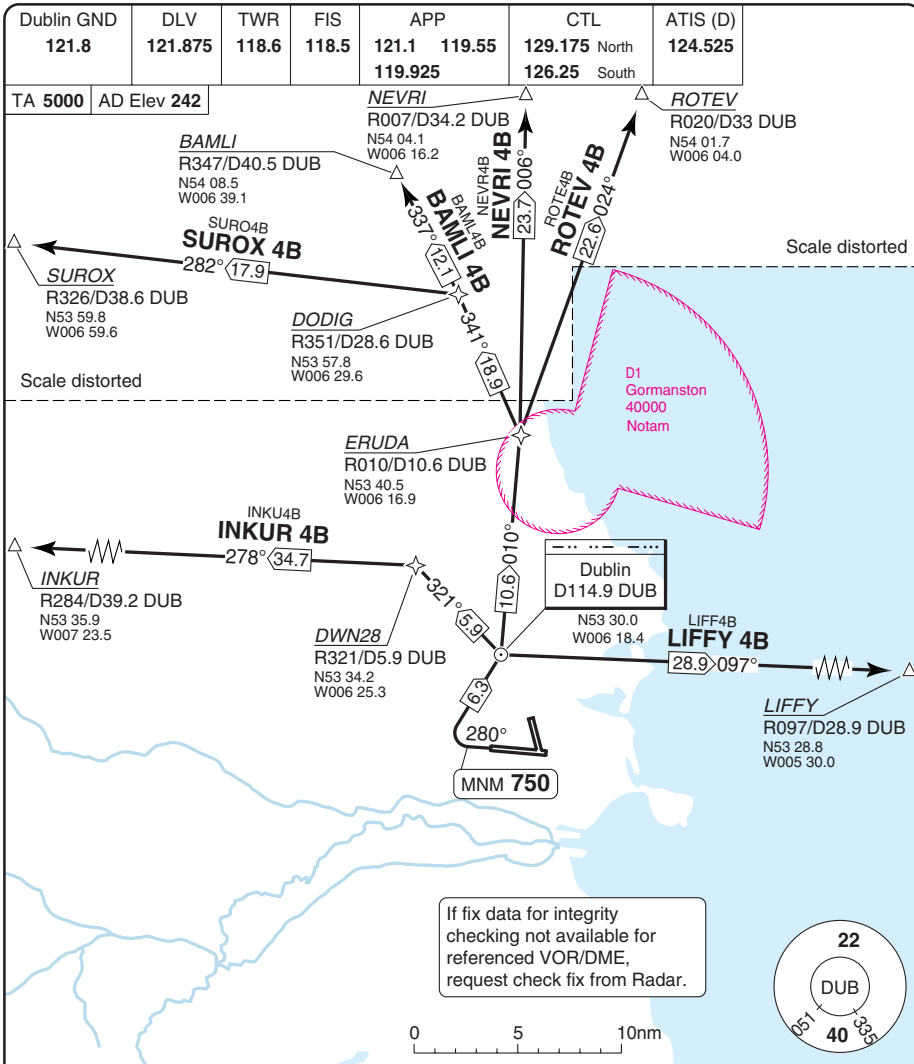
SID	Routeing
BEPAN 4P	Climb on 155° - KLY - NEPOD - BEPAN.
LIFFY 4P	Climb on 155° - MNM 750 left - OP - BATED - LIFFY.
OLONO 4P	Climb on 155° - KLY - NEPOD - OLONO.
PESIT 4P	Climb on 155° - KLY - NEPOD - PESIT.

Change: RWY removed

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SID RWY 28 **RNAV** North, East, West CAT A/B

DUBLIN



COM: Immediately after T/O, contact Dublin CTL.

SPEED: MAX 250kt below FL100.

MNM CLIMB GRADIENT: 6.6%; 3.3% for OBST CLNC.

ALT RESTRICTION: INKUR 4B: Climb to **3000**. Do not climb above **3000** until instructed.

OTHERS: Climb to **4000**. Do not climb above **4000** until instructed.

SID	Routing
BAML 4B	Climb on 280° - MNM 750 right - DUB - ERUDA - DODIG - BAML.
INKUR 4B	Climb on 280° - MNM 750 right - DUB - DWN28 - INKUR.
LIFFY 4B	Climb on 280° - MNM 750 right - DUB - LIFFY.
NEVRI 4B	Climb on 280° - MNM 750 right - DUB - ERUDA - NEVRI.
ROTEV 4B	Climb on 280° - MNM 750 right - DUB - ERUDA - ROTEV.
SUROX 4B	Climb on 280° - MNM 750 right - DUB - ERUDA - DODIG - SUROX.

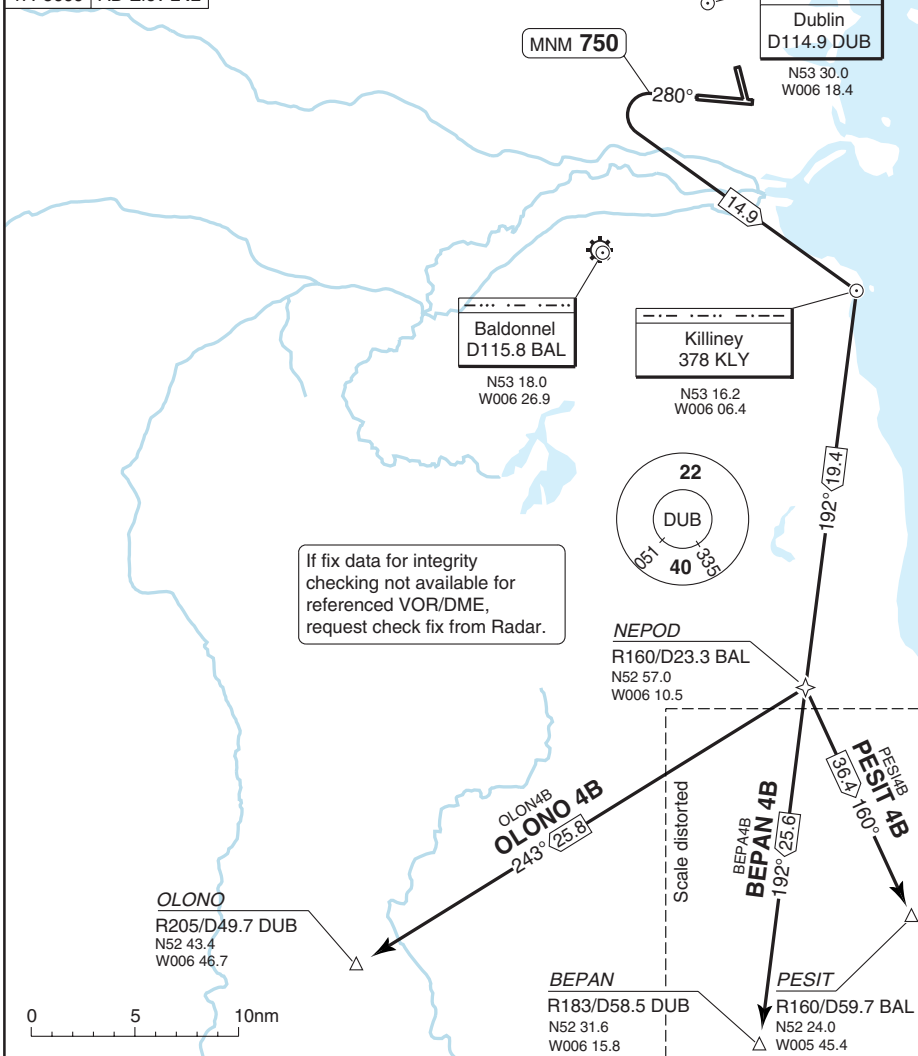
Change: RWY removed

SID RWY 28 RNAV South, Southwest CAT A/B

DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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TA 5000 | AD Elev 242



If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.

COM: Immediately after T/O, contact Dublin CTL.

SPEED: MAX 250kt below FL100.

MNM CLIMB GRADIENT: 6.6%; 3.3% for OBST CLNC.

ALT RESTRICTION: Climb to **4000**. Do not climb above **4000** until instructed.

SID	Routing
BEPAN 4B	Climb on 280° - MNM 750 left - KLY - NEPOD - BEPAN.
OLONO 4B	Climb on 280° - MNM 750 left - KLY - NEPOD - OLONO.
PESIT 4B	Climb on 280° - MNM 750 left - KLY - NEPOD - PESIT.

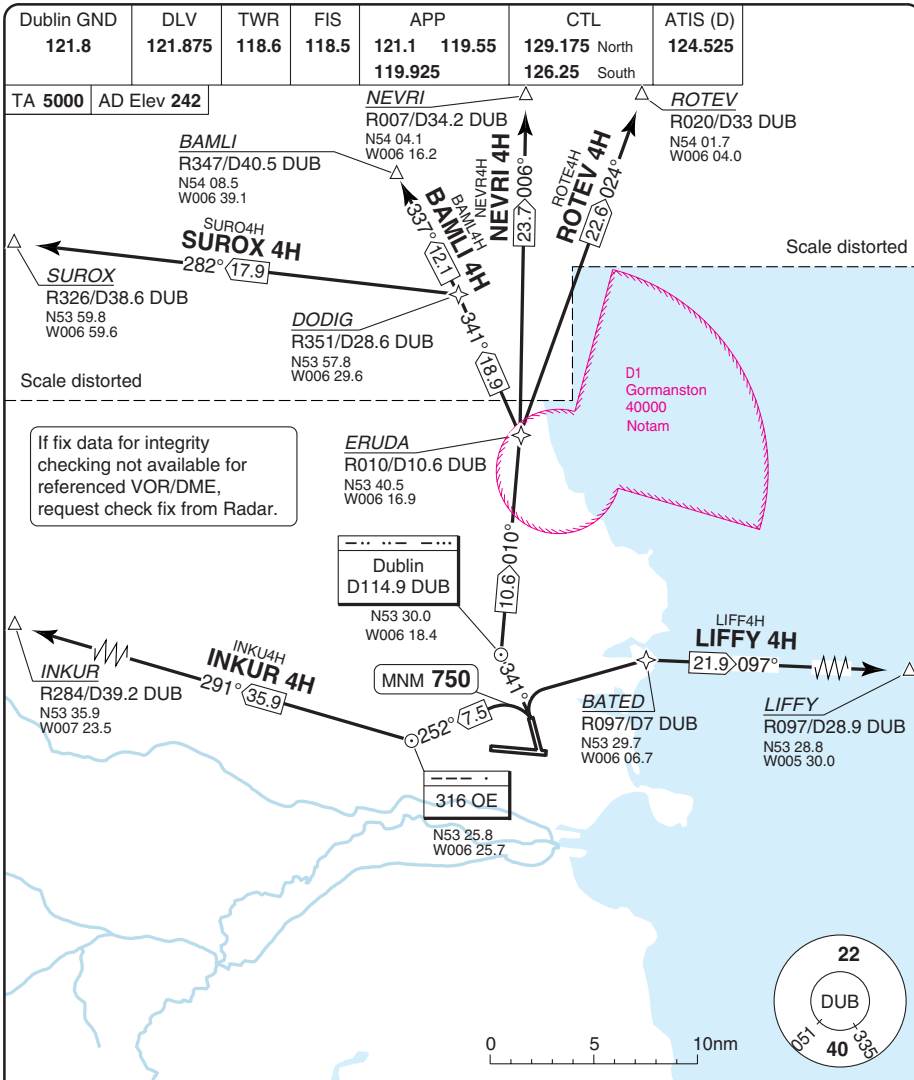
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Change: RWY removed

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SID RWY 34 **RNAV** North, East, West CAT A/B

DUBLIN



COM: Immediately after T/O, contact Dublin CTL.

SPEED: MAX 250kt below FL100.

MNM CLIMB GRADIENT: 6.6%; 3.3% for OBST CLNC.

ALT RESTRICTION: Climb to **4000**. Do not climb above 4000 until instructed.

SID	Routing
BAML1 4H	Climb on 341° - DUB - ERUDA - DODIG - BAML1.
INKUR 4H	Climb on 341° - MNM 750 left - OE - INKUR.
LIFFY 4H	Climb on 341° - MNM 750 right - BATED - LIFFY.
NEVRI 4H	Climb on 341° - DUB - ERUDA - NEVRI.
ROTEV 4H	Climb on 341° - DUB - ERUDA - ROTEV.
SUROX 4H	Climb on 341° - DUB - ERUDA - DODIG - SUROX.

Change: RWY removed

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

SID RWY 34 **RNAV** South, Southwest CAT A/B

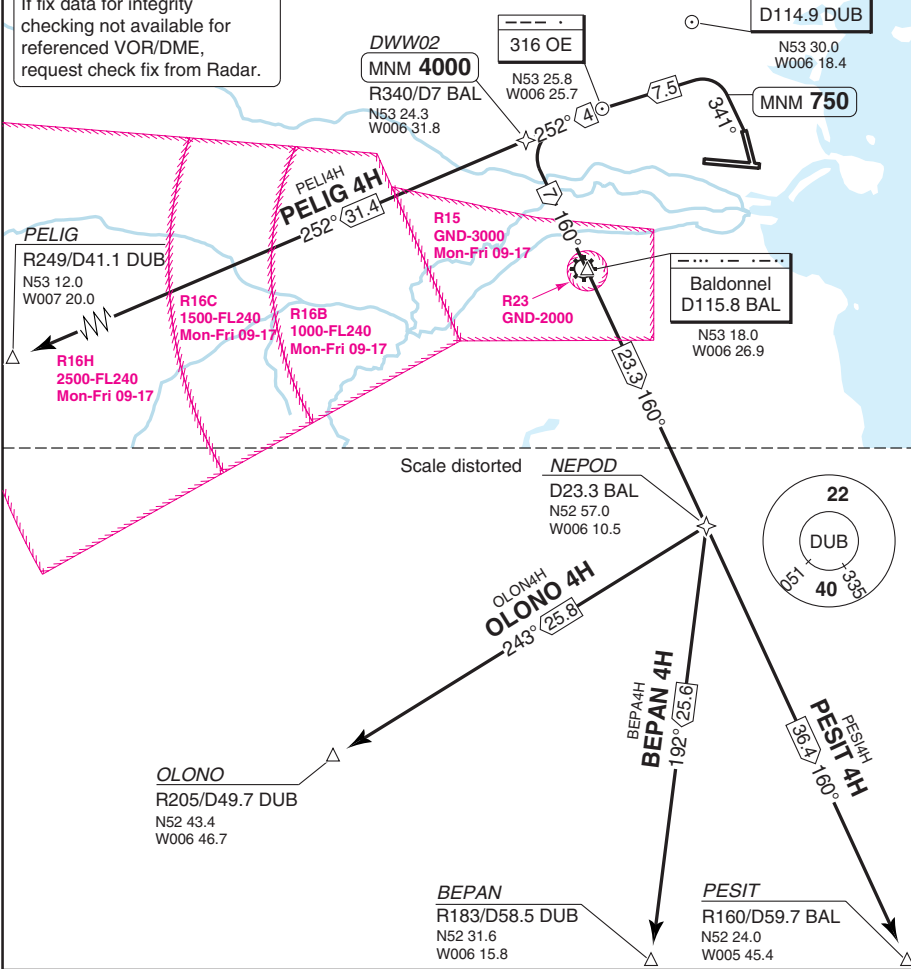
DUBLIN

Dublin GND 121.8	DLV 121.875	TWR 118.6	FIS 118.5	APP 121.1 119.55 119.925	CTL 129.175 North 126.25 South	ATIS (D) 124.525
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TA 5000 | AD Elev 242



If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



- PELIG 4H:** Available only when Military not active.
- COM:** Immediately after T/O, contact Dublin CTL.
- SPEED:** MAX 250kt below FL100.
- MNM CLIMB GRADIENT:** 6.6%; 3.3% for OBST CLNC.
- ALT RESTRICTION:** Climb to **4000**. Do not climb above **4000** until instructed.

SID	Routing	Altitudes
BEPAN 4H	Climb on 341° - MNM 750 left - OE - DWW02 - BAL - NEPOD - BEPAN.	DWW02 MNM 4000
OLONO 4H	Climb on 341° - MNM 750 left - OE - DWW02 - BAL - NEPOD - OLONO.	
PELIG 4H	Climb on 341° - MNM 750 left - OE - DWW02 - PELIG.	
PESIT 4H	Climb on 341° - MNM 750 left - OE - DWW02 - BAL - NEPOD - PESIT.	

Change: RWY removed

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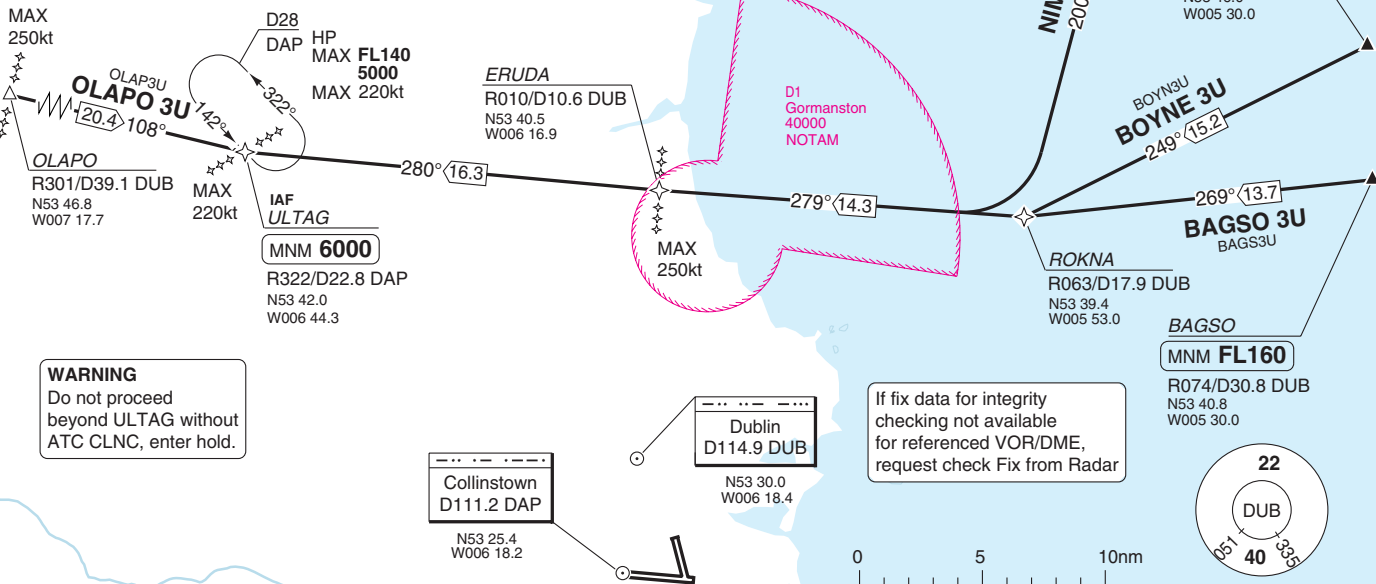
Dublin APP	CTL	TWR	FIS	GND	DLV	ATIS (D)
121.1 119.55	129.175 North	118.6	118.5	121.8	121.875	124.525
119.925	126.25 South					

TL ATC AD Elev 242

Vertical Planning INFO
 Plan for descent for RWY 10, cross BAGSO at **FL160** and ULTAG at **6000**. Actual descent CLNC will be as directed by ATC.

ASKUP may be used tactically by ATC to ensure ACFT routeings are clear of D1.

SPEED
 MAX 250kt below FL100.
 Cross SLP MAX 250kt.



STAR RWY 10 ENAV from North, East, West
 40 - 1 | 05 OCT 11
 Ireland - EIDW / DUB
DUBLIN

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 Change: RWY removed

DUBLIN

STAR RWY 10 **RNAV** from South

Dublin APP	CTL	TWR	FIS	GND	DLV	ATIS (D)
121.1 119.55	129.175 North	118.6	118.5	121.8	121.875	124.525
119.925	126.25 South					

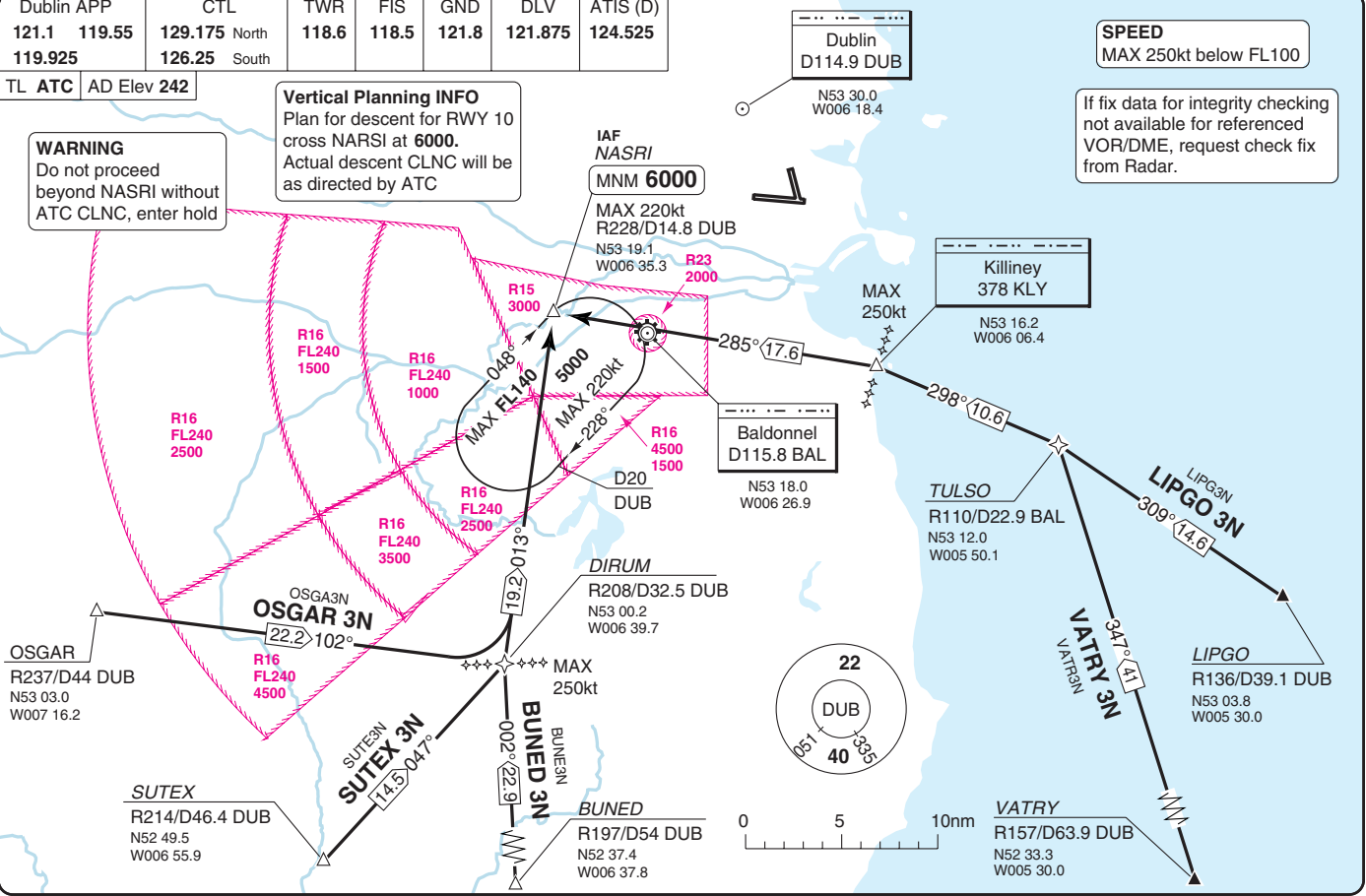
TL ATC AD Elev 242

WARNING
Do not proceed beyond NASRI without ATC CLNC, enter hold

Vertical Planning INFO
Plan for descent for RWY 10 cross NARSI at 6000. Actual descent CLNC will be as directed by ATC

SPEED
MAX 250kt below FL100

If fix data for integrity checking not available for referenced VOR/DME, request check fix from Radar.



Dublin APP	CTL	TWR	FIS	GND	DLV	ATIS (D)
121.1 119.55	129.175 North	118.6	118.5	121.8	121.875	124.525
119.925	126.25 South					

TL ATC AD Elev 242

SPEED
MAX 250kt below FL100.

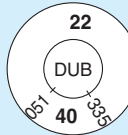
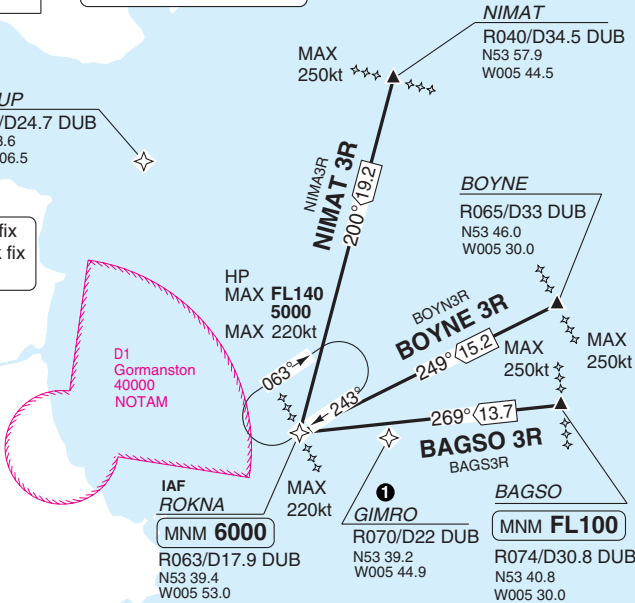
D1 ACTIVE
When active ACFT may be directed/vectored to the GIMRO HP and from GIMRO to APCH. ASKUP may be used tactically by ATC to ensure ACFT routings are clear of D1.

If specified check fix u/s, request check fix from Radar.

WARNING
Do not proceed beyond ULTAG and ROKNA without ATC CLNC, enter hold.

Vertical Planning INFO
Plan for descent for RWY 16, cross BAGSO at **FL100** and ULTAG and ROKNA at **6000**. Actual descent CLNC will be as directed by ATC.

Dublin
D114.9 DUB
N53 30.0
W006 18.4



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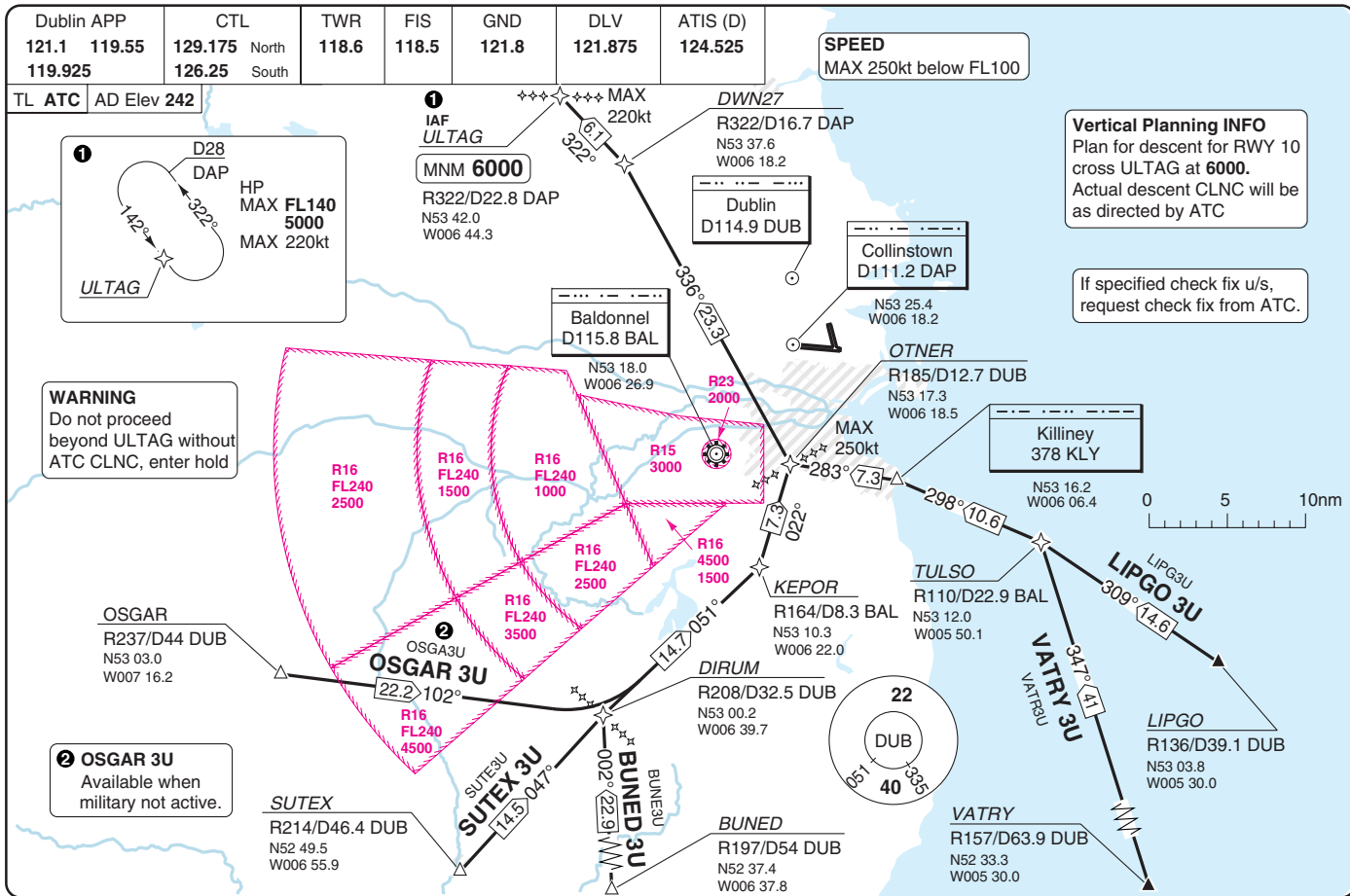
STAR RWY 16 ENAV from North, East

40 - 3 105 OCT 11

Ireland - EIDW / DUB
DUBLIN

DUBLIN

STAR RWY 16 **RNAV** from South, West



Dublin APP	CTL	TWR	FIS	GND	DLV	ATIS (D)
121.1 119.55	129.175 North	118.6	118.5	121.8	121.875	124.525
119.925	126.25 South					

TL ATC AD Elev 242

Vertical Planning INFO
 Plan for descent from RWY 28/34, cross BAGSO at **FL100** and ROKNA at **6000**. Actual descent CLNC will be as directed by ATC.

D1 ACTIVE
 When active ACFT may be directed/vectored to the GIMRO HP and from GIMRO to APCH. ASKUP may be used tactically by ATC to ensure ACFT routings are clear of D1.

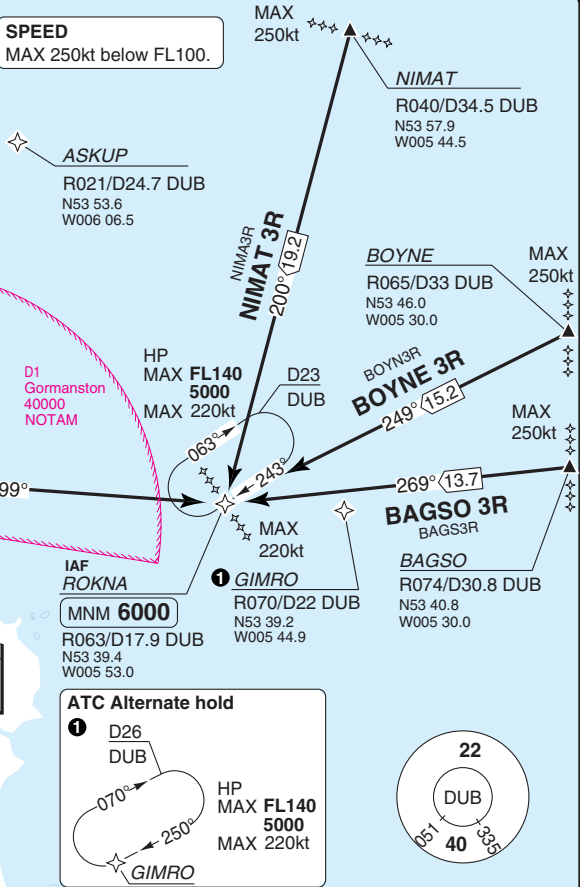
SPEED
 MAX 250kt below FL100.

WARNING
 Do not proceed beyond ROKNA without ATC CLNC, enter hold.

If specified check fix u/s, request check fix from ATC.

Collinstown
 D111.2 DAP
 N53 25.4
 W006 18.2

Dublin
 D114.9 DUB
 N53 30.0
 W006 18.4

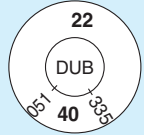


ATC Alternate hold

① D26 DUB

HP MAX **FL140 5000**
 MAX 220kt

GIMRO



STAR RWY 28/34

from North, East, West

40 - 5105 OCT 11

Ireland - EIDW / DUB
DUBLIN

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 Change: RWY removed

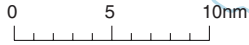
DUBLIN

STAR RWY 28/34 **ENAV** from South

Dublin APP	CTL	TWR	FIS	GND	DLV	ATIS (D)
121.1 119.55	129.175 North	118.6	118.5	121.8	121.875	124.525
119.925	126.25 South					

TL ATC AD Elev 242

If specified check fix u/s, request check fix from ATC.



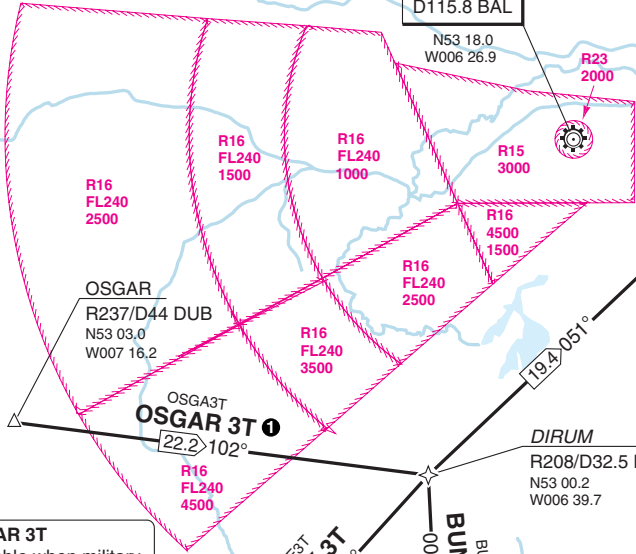
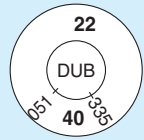
Baldonnell
D115.8 BAL

N53 18.0
W006 26.9

Dublin
D114.9 DUB

N53 30.0
W006 18.4

SPEED
MAX 250kt below FL100



1 OSGAR 3T
Available when military not active.

WARNING
Do not proceed beyond TULSO without ATC CLNC, enter hold

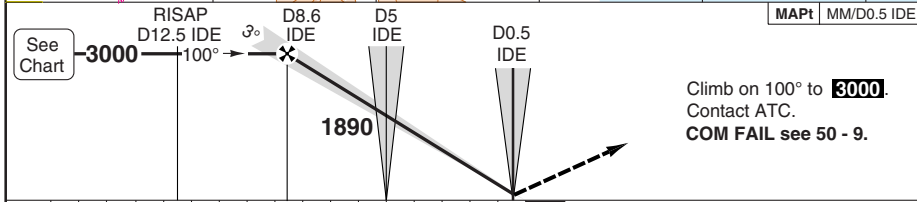
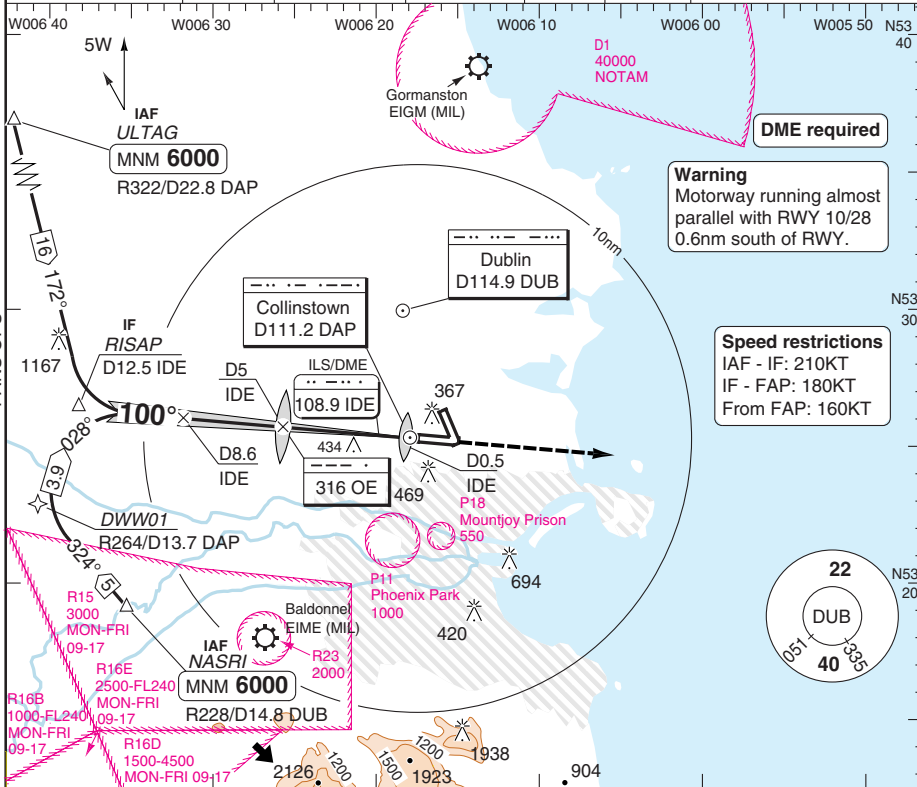
Vertical Planning INFO
Plan descent for RWY 28/34 cross TULSO at 6000. Actual descent CLNC will be as directed by ATC.

VATRY
R157/D63.9 DUB
N52 33.3
W005 30.0

LIPGO
R136/D39.1 DUB
N53 03.8
W005 30.0

ILS RWY 10

Dublin APP	TWR	FIS	GND	DLV	ATIS (D)
121.1 119.925	119.55 118.6	118.5	121.8	121.875	124.525
ILS/DME 108.9 IDE	FAT 100°	THR Elev 242	AD Elev 242	TL ATC	TA 5000



ACFT	CAT IIIA					ACFT	CAT II	ILS+DME	LOC+DME	Circling	DME IDE	3.0° ALT	LDA 2637x45 8651x147ft P 3° (65)
ALL	Available					A	RA100 300m	450 (200) 550m	660 (418) 1200m	780 (538) 1.5km	7	2530	
					B	780 (538) 1.6km				6	2210		
					C	880 (638) 2.4km				5	1890		
					D	1100 (858) 3.6km ^a				4	1570		
GS	80	100	120	140	160	^a N of RWY 10/28: 950 (700) 3.6km		3	1250				
ROD 3.0°	430	530	635	750	850			2	940				
FAF-MAPt	Not Published												

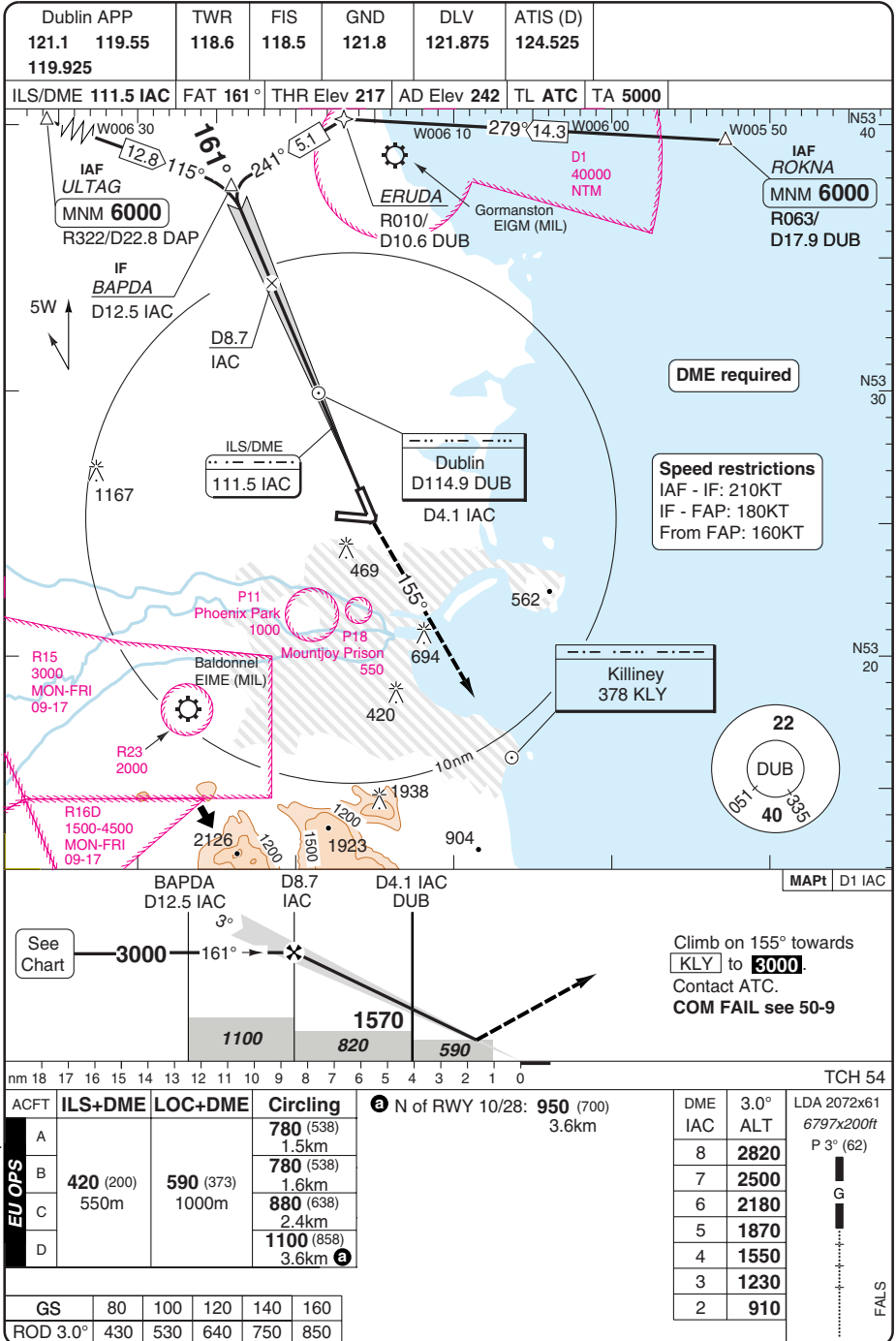
© Navtech - eidw01iaip00

Change: RWY removed

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DUBLIN

ILS RWY 16



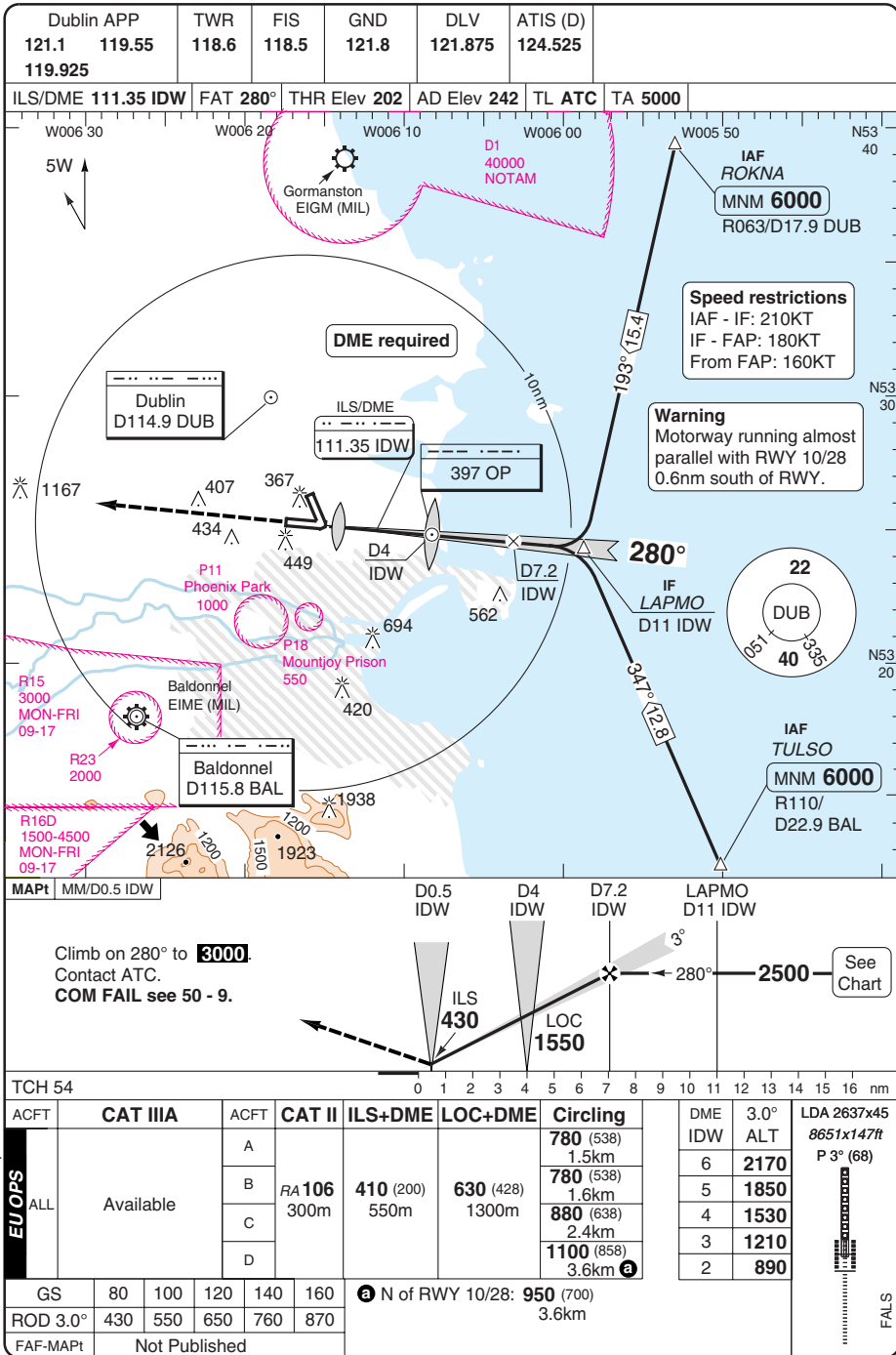
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Change: RWY removed

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DUBLIN

ILS RWY 28



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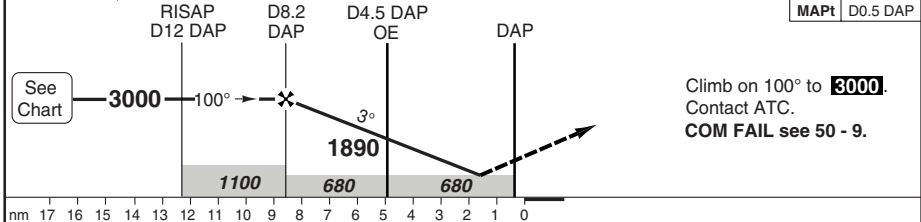
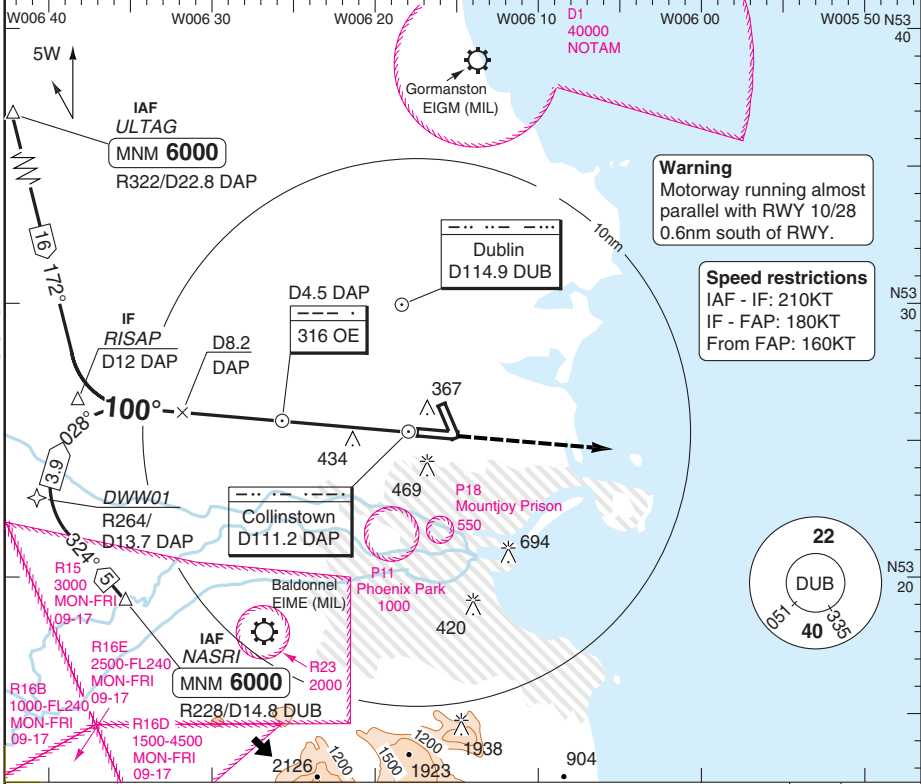
FALS

VOR RWY 10 VOR/DME

DUBLIN

Dublin APP	TWR	FIS	GND	DLV	ATIS (D)
121.1	119.55	118.6	118.5	121.875	124.525
119.925					

VOR/DME	111.2 DAP	FAT 100°	THR Elev 242	AD Elev 242	TL ATC	TA 5000
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ACFT	VOR+DME	Circling	ⓐ N of RWY 10/28: 950 (700) 3.6km	DME DAP	3.0° ALT	LDA 2637x45 8651x147ft P 3° (65)		
A		780 (538) 1.5km	Note DAP DME at THR reads D0.4 beyond DAP.	7	2660			
B	680 (438)	780 (538) 1.6km		6	2340			
C	1300m	880 (638) 2.4km		5	2020			
D		1100 (858) 3.6km ⓐ		4	1710			
				3	1390			
GS	80	100	120	140	160		2	1070
ROD 3.0°	430	530	640	750	850		1	750
FAF-MAPt	Not Published							

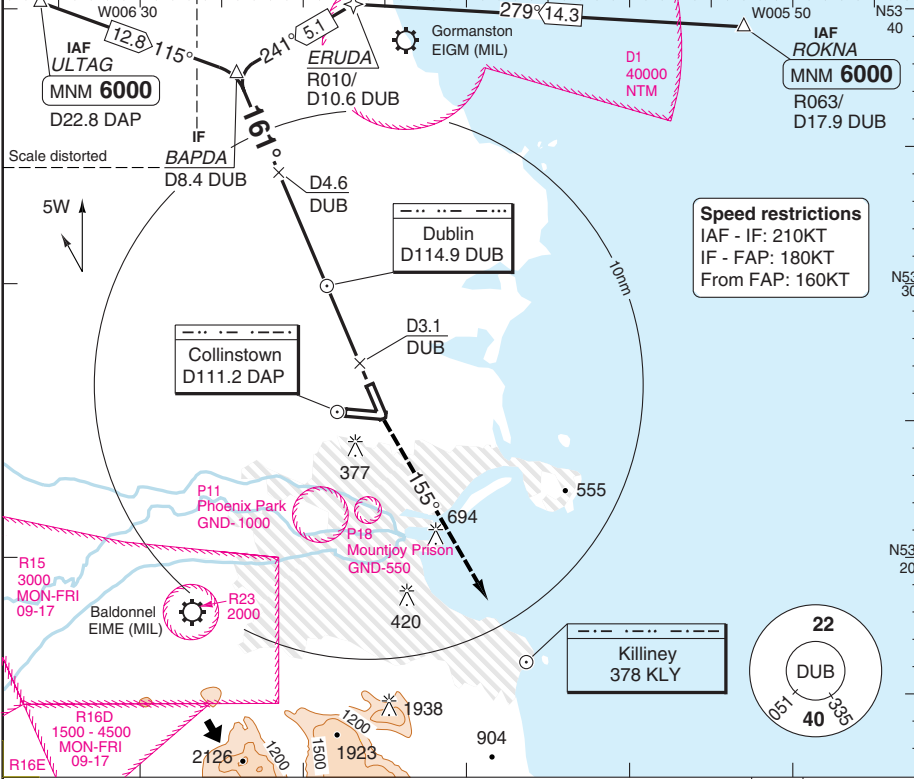
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VOR RWY 16 VOR/DME

DUBLIN

Dublin APP	TWR	FIS	GND	DLV	ATIS (D)
121.1	119.55	118.6	118.5	121.8	121.875
119.925					124.525

VOR/DME	114.9 DUB	FAT 161°	THR Elev 217	AD Elev 242	TL ATC	TA 5000
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ACFT	VOR+DME	Circling	N of RWY 10/28: 950 (700) 3.6km	DME DUB	3.0° ALT	LDA 2072x61 6797x200ft P 3° (62)
A		780 (538) 1.5km		4	2850	
B	590 (373) 1000m	780 (538) 1.6km		3	2530	
C		880 (638) 2.4km		2	2210	
D		1100 (858) 3.6km		1	1890	
				0	1570	
				1	1250	
				2	940	
				3	620	

Change: RWY removed, DLV freq.

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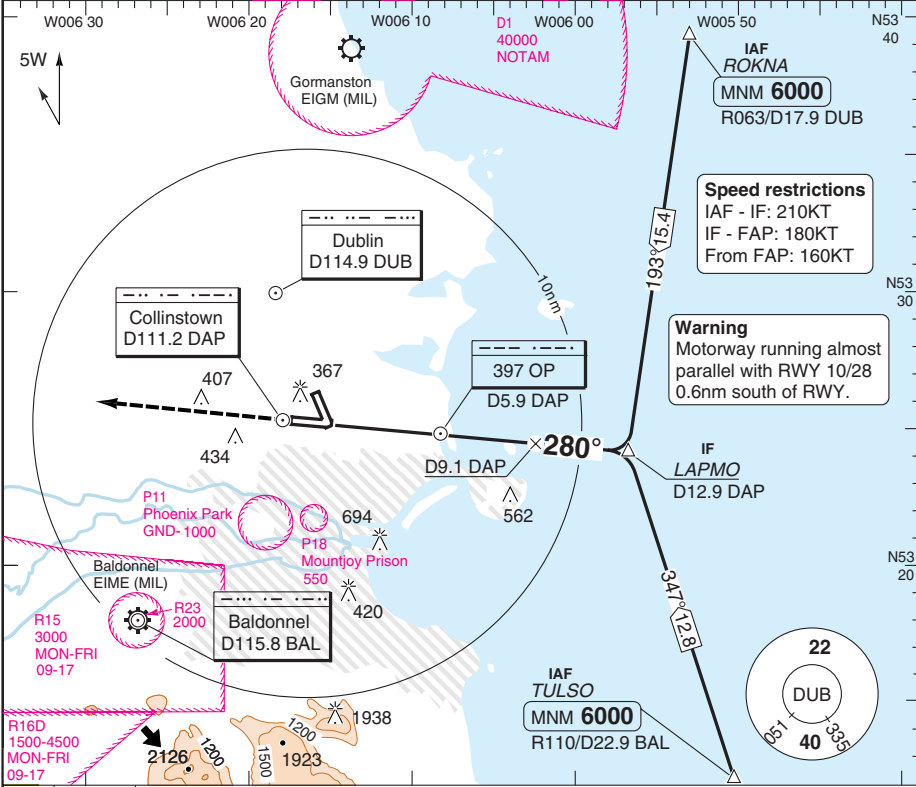
FALS

VOR RWY 28 VOR/DME

DUBLIN

Dublin APP	TWR	FIS	GND	DLV	ATIS (D)
121.1	119.55	118.6	118.5	121.8	121.875
119.925					124.525

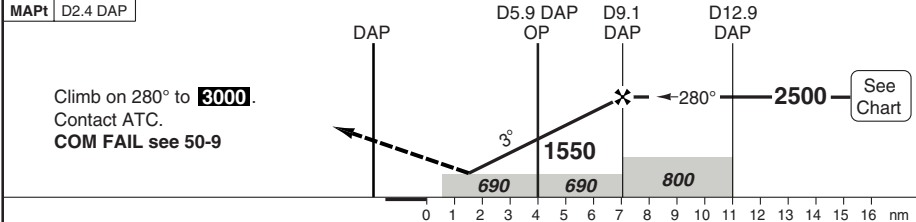
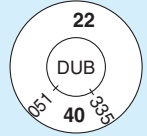
VOR/DME	111.2 DAP	FAT 280°	THR Elev 202	AD Elev 242	TL ATC	TA 5000
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PANS OPS

Speed restrictions
 IAF - IF: 210KT
 IF - FAP: 180KT
 From FAP: 160KT

Warning
 Motorway running almost parallel with RWY 10/28 0.6nm south of RWY.



Climb on 280° to **3000**.
 Contact ATC.
COM FAIL see 50-9

See Chart

ACFT	VOR+DME	Circling	a N of RWY 10/28: 950 (700) 3.6km	DME ALT	LDA 2637x45 8651x147ft P 3° (68)			
A	690 (488) 1500m	780 (538) 1.5km		3.0°				
B		780 (538) 1.6km		DAP				
C		880 (638) 2.4km		8		2210		
D		1100 (858) 3.6km a		7		1890		
GS	80	100	120	140	160	6	1570	
ROD 3.0°	430	530	640	750	850	5	1250	
FAF-MAPt	Not Published						4	940

Note
 DAP DME reads D1.9 at THR

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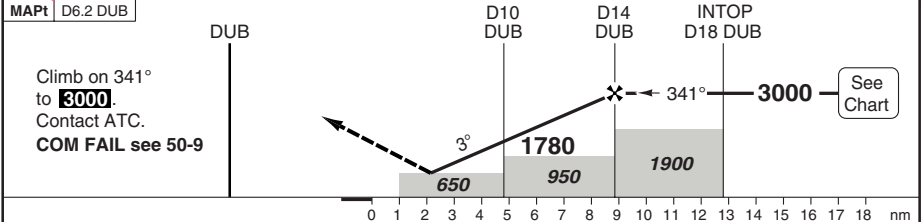
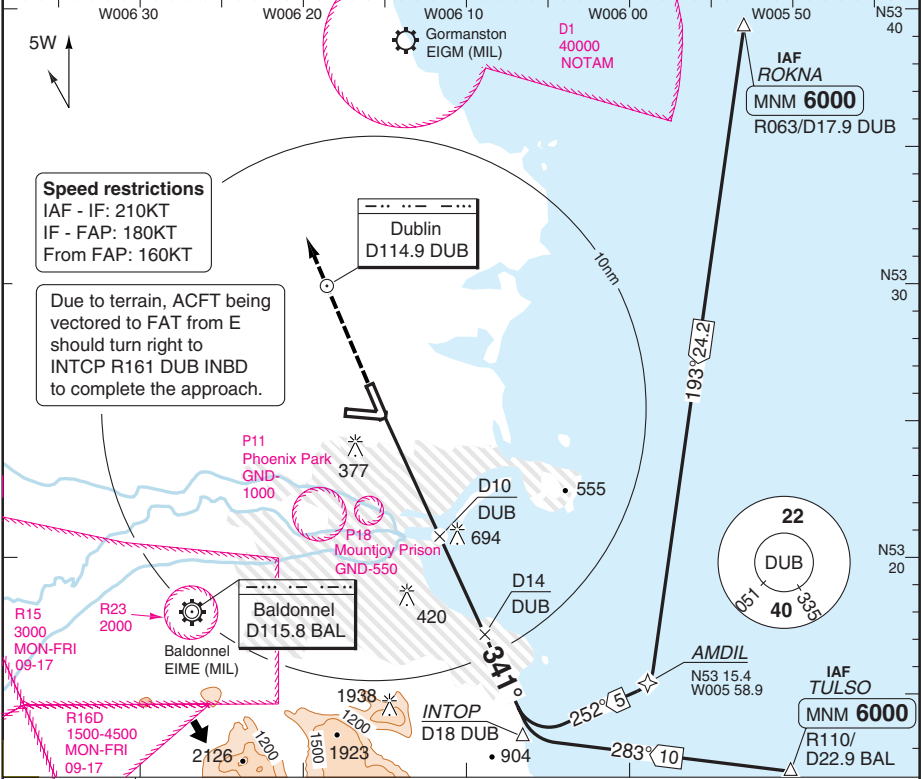
FALS

VOR RWY 34 VOR/DME

DUBLIN

Dublin APP 121.1 119.55 119.925	TWR 118.6	FIS 118.5	GND 121.8	DLV 121.875	ATIS (D) 124.525
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VOR/DME 114.9 DUB	FAT 341°	THR Elev 202	AD Elev 242	TL ATC	TA 5000
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ACFT	VOR+DME	Circling	a N of RWY 10/28: 950 (700) 3.6km	DME DUB	3.0° ALT	LDA 2072x61 6797x200ft P 3° (65)
A	650 (448) 1500m	780 (538) 1.5km		13	2740	
B		780 (538) 1.6km		12	2420	
C	650 (448) 1900m	880 (638) 2.4km		11	2100	
D		1100 (858) 3.6km a		10	1780	
GS	80 100 120 140 160			9	1460	
ROD 3.0°	440 540 650 760 870			8	1150	
FAF-MAPt	Not Published			7	830	

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Change: RWY removed

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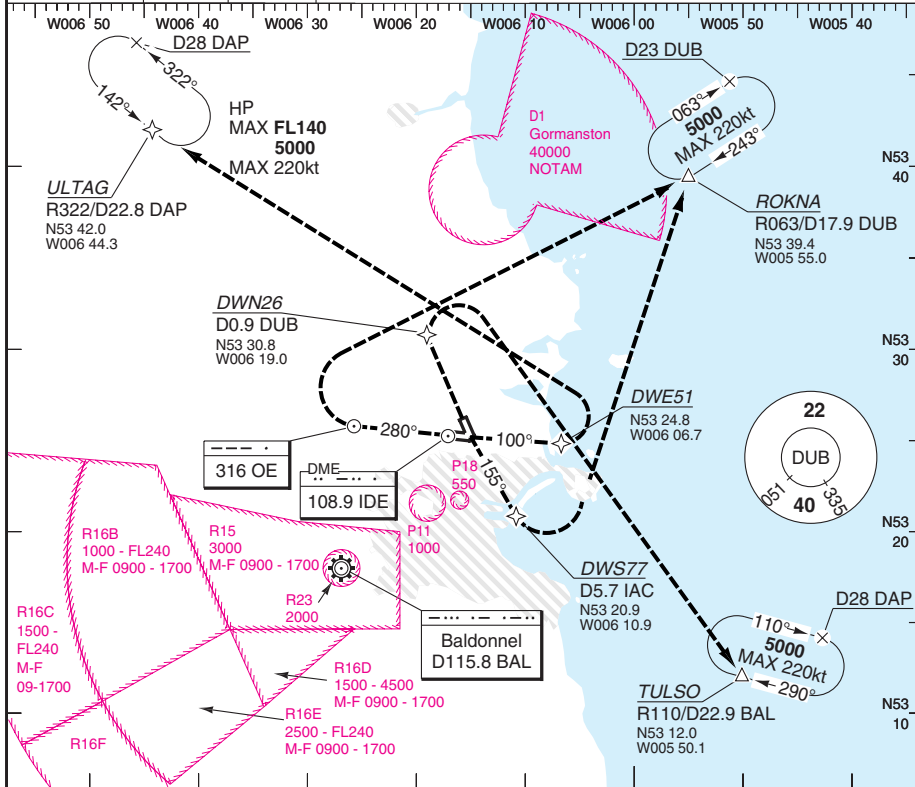
Reverse side blank

MISSED APPROACH COMM FAILURE

DUBLIN

Dublin APP	TWR	FIS	GND	DLV	ATIS (D)
121.1 119.55	118.6	118.5	121.8	121.875	124.525
119.925					

AD Elev 242	TL ATC	TA 5000
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RWY	Routing
10	Climb ahead to DWE51. Turn left direct to ULTAG climbing to 5000.
16	Climb ahead to DWS77. Turn left direct to ROKNA climbing to 5000.
28	Climb ahead to OE. Turn right direct to ROKNA climbing to 5000.
34	Climb ahead to DWN26. Turn right direct to TULSO climbing to 5000.

No Minima Required

JAR-OPS Landing Minima

DUBLIN

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
10	ILS/DME	450	200	550	1000	450	200	550	1000
10	LLZ/DME	660	420	1000	1800	660	420	1400	2000
10	VOR/DME	680	440	1000	1800	680	440	1400	2000
16	ILS/DME	420	200	550	1000	420	200	550	1000
16	LLZ/DME	590	380	1000	1800	590	380	1400	2000
16	VOR/DME	590	380	1000	1800	590	380	1400	2000
28	ILS/DME	410	200	550	1000	410	200	550	1000
28	LLZ/DME	630	430	1000	1800	630	430	1400	2000
28	VOR/DME	690	490	1200	2000	690	490	1600	2000
34	VOR/DME	650	450	1600	1800	650	450	1800	2000

Notes:

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
All Procs (1)		880	640	2400	950	700	3600
All Procs		880	640	2400	1100	860	3600

Notes:

(1) Cat D only: N of Rwy 10/28

TAKE-OFF		C	D
Runway	Facilities	m	m
10, 28	RCLL(H)+REDL(H)+Multi RVR (1)	125	150
10, 28	RCLL+REDL+Multi RVR	150	200
10, 28	RCLL+REDL	200	250
10, 16, 28, 34	RCL and/or REDL (2)	250	300
All	Nil (Day only)	500	500

Notes:

(1) Subject to Approval.

(2) For night operations, at least runway edge and end lights required.

JAR-OPS Landing Minima

DUBLIN

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
10	ILS/DME	450	200	550	1000	450	200	550	1000
10	LLZ/DME	660	420	900	1500	660	420	1000	1500
10	VOR/DME	680	440	900	1500	680	440	1000	1500
16	ILS/DME	420	200	550	1000	420	200	550	1000
16	LLZ/DME	590	380	900	1500	590	380	1000	1500
16	VOR/DME	590	380	900	1500	590	380	1000	1500
28	ILS/DME	410	200	550	1000	410	200	550	1000
28	LLZ/DME	630	430	900	1500	630	430	1000	1500
28	VOR/DME	690	490	1000	1500	690	490	1200	1500
34	VOR/DME	650	450	1300	1500	650	450	1400	1500

Notes:

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
All Procs (1)		780	540	1500	780	540	1600
All Procs		780	540	1500	780	540	1600

Notes:

(1) Cat D only: N of Rwy 10/28

TAKE-OFF		A	B
Runway	Facilities	m	m
10, 28	RCLL(H)+REDL(H)+Multi RVR (1)	125	125
10, 28	RCLL+REDL+Multi RVR	150	150
10, 28	RCLL+REDL	200	200
10, 16, 28, 34	RCL and/or REDL (2)	250	250
All	Nil (Day only)	500	500

Notes:

(1) Subject to Approval.

(2) For night operations, at least runway edge and end lights required.

HELICOPTER

DUBLIN

The following Minima is for Public Transport Helicopters and conforms to JAR-OPS3 regulations.

STRAIGHT-IN APPROACH

R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	Full ≥720 RVR m	Inter 420-719 RVR m	Basic < 420 RVR m	No ALS RVR m
10	ILS/DME	450	200	500	600	700	1000
10	LLZ/DME	660	420	800	1000	1000	1000
10	VOR/DME	680	440	800	1000	1000	1000
16	ILS/DME	420	200	500	600	700	1000
16	LLZ/DME	590	380	800	1000	1000	1000
16	VOR/DME	590	380	800	1000	1000	1000
28	ILS/DME	410	200	500	600	700	1000
28	LLZ/DME	630	430	800	1000	1000	1000
28	VOR/DME	690	490	1000	1000	1000	1000
34	VOR/DME	650	450	N/A	N/A	1000	1000

Notes:

CIRCLING

R/W	Procedures	MDA QNH ft	MDH QFE ft	Vis m
All Procs		780	540	800

Notes: