JEPPESEN
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List of pages in this Trip Kit

General Information

Location: DUBLIN IRL
ICAO/IATA: EIDW / DUB
Lat/Long: N53° 25.3', W006° 16.2'
Elevation: 242 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 2.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0657 Z
Sunset: 1724 Z

Runway Information

Runway: 10R
Length x Width: 8652 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 242 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 298 ft

Runway: 16
Length x Width: 6798 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 217 ft
Lighting: Edge, ALS

Runway: 28L
Length x Width: 8652 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 202 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 183 ft

Runway: 34
Length x Width: 6798 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 202 ft
Lighting: Edge, ALS

Communication Information

ATIS: 124.530
Dublin Tower: 118.600
Dublin Ground: 121.800
Dublin Ground: 125.885 Secondary
Dublin Clearance Delivery: 122.985
Dublin Approach: 119.555
Dublin Approach: 121.100
Dublin Approach: 119.930
Dublin Approach: 133.280
Dublin ACC: 126.250 RCO
Dublin ACC: 120.755 RCO
Dublin ACC: 135.655 RCO
Dublin ACC: 132.580 RCO
Dublin ACC: 129.180 RCO
Dublin ACC: 124.650 RCO
Dublin Information: 118.500 Flight Info Service

1. GENERAL

1.1. ATIS

*D-ATIS 124.530

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Every operator of ACFT shall ensure, at all times, that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

CAT C and D ACFT using RWYs 28L, 16 and 34 shall operate within environmental corridors which are based on RWY take-off flight path areas. The corridors have a width of 180m at the departure end of the clearway, diverging at 12.5% on each side to a MAX width of 1800m, and extending in length to 5NM from the point of origin. The corridors extend vertically from surface to 3000' AMSL.

CAT C and D ACFT using RWY 10R shall operate within an environmental corridor which is based on the RWY take-off flight path area. The corridor has a width of 180m at the departure end of the clearway, diverging at 12.5% on each side to a MAX width of 1800m, and extending in length from the point of origin to 5NM for the northern boundary of the corridor and 6NM for the southern boundary of the corridor.

There is no upper vertical limit to this corridor.

The corridors apply for departures from each RWY and also for approaches to the reciprocal RWY, except for circling approaches.

1.2.2. PREFERENTIAL RWY SYSTEM

Between 0600-2300LT RWY 10R/28L is the required RWY when the crosswind component is 20 KT or less.

RWY 28L will be preferential RWY when the tailwind component is 10 KT or less and braking action is assessed as good. ACFT will be required to use these RWYs except when operational reasons dictate otherwise.

If the forecast or factual crosswind component on RWY 10R or 28L is greater than 20 KT, RWY 16 or 34 may become the active RWY.

The use of RWY 16/34 will be kept to an absolute minimum subject to operational conditions.

Between 2300-0600LT RWYs will be prioritized for noise abatement purposes subject to the same wind calculation method and values as used between 0600 and 2300LT. When weather conditions and flight operations permit, RWY usage will be prioritised as follows:

	PRIORITY			
	1	2	3	4
Arrivals	RWY 10R	RWY 16	RWY 28L	RWY 34
Departures	RWY 28L	RWY 34	RWY 10R	RWY 16

1. GENERAL

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. OPERATION OF MODE S TRANSPONDERS ON THE MOVEMENT AREA

1.3.1.1. ARRIVING ACFT

Mode S transponders shall be operated in accordance with the following provisions:

- As soon as practicable after landing de-select "TCAS" (e.g.: de-select TA/RA);
- Select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "on" (e.g.: ON or XPDR);
- Continue to squawk last assigned Mode A code until fully parked. When fully parked, select "standby" (e.g.: STBY).

1.3.1.2. DEPARTING ACFT

Mode S transponders shall be operated in accordance with the following provisions:

- Set ACFT identification and, when received, set assigned Mode A code;
- Immediately prior to request for push-back or taxi, or when advising Clearance Delivery that you are ready for push and start, whichever is earlier, select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "on" (e.g.: ON or XPDR);
- Only when approaching the holding position of the departure RWY, select "TCAS" (e.g.: TA/RA).

1.4. RWY OPERATIONS

1.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots shall not cross illuminated stop bars.

A pilot receiving instructions which imply that an illuminated stop bar should be crossed shall wait until stop bar is extinguished. If stop bar remains illuminated, pilot shall request confirmation from ATC that stop bar is to be crossed.

Instructions to cross illuminated stop bars will only be given in exceptional circumstances.

In the event of failure of the stop bar control mechanism, only TWYs E1 (RWYs28L and 34), S7 (RWY 10R) and D3 (RWY 16) shall be used as line-up points.

1.4.2. RWY 16/34

Unless otherwise instructed by ATC, ACFT vacating the RWY must not stop on any of the following adjoining TWYs: E1, B2, A, H1, M1, P1 or N.

ACFT vacating the RWY and stopping in any of these TWYs are not clear of the RWY.

ACFT exiting the RWY via TWY N4 must continue on to the section of TWY parallel to the RWY to clear the RWY.

ACFT on the adjacent parallel TWYs must give way to ACFT vacating the RWY.

1.4.3. RWY 28L

Unless otherwise instructed by ATC, ACFT vacating the RWY must not stop on any of the following TWYs: S3,S4, S5, S6.

ACFT vacating the RWY and stopping on any of these TWYs are not clear of the RWY.

ACFT exiting onto TWY S7 must continue on to the section of TWY S parallel to the RWY to clear the RWY.

ACFT on the adjacent parallel TWYs must give way to ACFT vacating the RWY.

1. GENERAL

1.4.4. RWY 10R

Unless otherwise instructed by ATC, ACFT vacating the RWY must not stop on any of the following TWYs: S2, S3 and S4.

ATC may instruct arrivals to stop on TWYs E1 or S1 on a tactical basis.

ACFT vacating the RWY and stopping on any of these TWYs are not clear of the RWY.

ACFT on the adjacent parallel TWYs must give way to ACFT vacating the RWY.

1.5. TAXI PROCEDURES

Stop-bars are provided at all RWY entry/exit points and are illuminated to protect active RWYs. When a RWY is inactive, the associated stop-bar is normally not illuminated. However, specific clearance from ATC must still be obtained before entering or crossing an inactive RWY.

Jet blast, use MIM power on apron.

In apron areas, pilots should operate at MIM power commensurate with intended maneuver.

Flight crew is responsible for wingtip clearance and is reminded of the importance of maintaining a careful lookout at all times, regardless of location and VIS conditions.

ATC may require ACFT to maneuver in close proximity to other ACFT. Avoidance of other ACFT is the responsibility of flight crew involved. If doubt exists as to whether an ACFT can be passed safely, flight crew should STOP, advise ATC, and request alternative instructions if available.

For wingspan restrictions refer to 10-9 charts.

1.6. PARKING INFORMATION

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

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

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

Stands 102S, 119S, 131S, 201S, 202S and 602S are completely self-maneuvering, all other stands are taxi-in/push-out, except stands 103R thru 104L and 411T which are tow-in/push-out and stand 400T which is push-in/tow-out.

1.6.1. ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (AVDGS)

AVDGS on stands as follows:

Pier 3: stands 313C, 314, 316, 318C.

Pier 4: stand 409C.

South apron: stands 411L, 411R, 412 thru 418.

1.7. OTHER INFORMATION

1.7.1. ACFT POWER PLANT TEST RUNS

Caution: No lighting or acoustic/safety barriers available.

Test runs at idle speed not exceeding 5 min duration are permitted on all stands. Permission for all test runs must be obtained from the APT operator.

1.7.2. BIRDS

For Bird Concentration Area Charts see ATC pages Ireland.

Display of ACFT landing lights have reduced the number of bird strikes. Therefore lights should be on during climb and descent within terminal area if ACFT installations permit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100.
MAX 210 KT between holding fix and IF.
MAX 180 KT between IF and FAP.
MAX 160 KT between FAP and 4NM to THR.
Speed as performance requires between 4NM to THR and THR.

ATC may request specific speeds for accurate spacing.

Comply with speed adjustments as promptly as feasible within operational constraints. If unable to comply with the above, advise ATC as soon as possible.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Jet ACFT (Cat C/D) on visual approach to RWYs 28L, 10R, 16 and 34 must join final approach no closer than 6NM from touchdown. ACFT must follow a descent path which will not result in being at any time lower than the approach path which would otherwise be followed using the ILS GS.

2.2.2. REVERSE THRUST

Between 2300-0600LT reverse thrust should not be used during landing operations on any RWY, except where operational or safety reasons dictate otherwise.

2.3. CAT II/III OPERATIONS

RWY 10R and 28L appr oved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. HIGH INTENSITY RWY OPERATIONS

High Intensity RWY Operations (HIRO) are valid from 0600-2400LT unless otherwise instructed.

In order to reduce RWY occupancy times, pilots shall pre-plan their landing and roll out to target the appropriate exit TWY, weather permitting, that provides for a safe and expeditious exit from the RWY to reduce delays and maximize utilization at all times.

Pilots are to ensure RWY fully vacated before stopping, i.e. ACFT are not to stop on any RWY exit awaiting instructions from ATC but should continue on to the next available TWY unless otherwise instructed.

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

If the pilot of a landing ACFT cannot contact ATC due to RTF congestion the pilot should fully vacate the RWY and taxi into the next available TWY. The pilot should then hold position until contact with ATC can be established.

3. DEPARTURE

3.1. APT-COLLABORATIVE DECISION MAKING (A-CDM)

3.1.1. FLIGHT PLAN VALIDATION

180 minutes prior to the Estimated Off-Block Time (EOBT), consistency between ATC flight plan, APT slot and APT flight data will be verified. If the Scheduled Off-Block Time (SOBT) deviates from the EOBT, the relevant contact person will be informed. ACFT Operators or Handling Agents are responsible for timely update of ACFT registration in the A-CDM portal AOS.

3.1.2. TARGET OFF-BLOCK TIME (TOBT)

TOBT represents the estimated time an ACFT will be ready with all doors closed, boarding bridge removed, push-back vehicle available, de-icing completed, and ready to start up/push back immediately upon reception of clearance.

120 minutes prior to the EOBT, the AOS will automatically generate a default TOBT.

ACFT operators or agents are responsible for entry, update and if necessary correction or deletion of TOBT.

ACFT operators or agents are responsible for communication and to ensure pilots are aware of the correct TOBT and Target Start-Up Approval Time (TSAT) before calling for clearance.

3.1.3. TARGET START-UP APPROVAL TIME (TSAT)

TSAT depends on TOBT, Calculated Take-Off Time (CTOT) and/or the traffic situation. TSAT will be calculated earliest 40 minutes prior to TOBT.

ACFT operators or agents are responsible for communication and to ensure pilots are aware of the correct TSAT before doors closing.

TSAT will result in the Pre-Departure Sequence.

3.1.4. START-UP AND PUSH-BACK

Start-up and push-back sequence is based on the TSAT sequence.

The following rules apply:

- Pilots shall report ready to push and start at TOBT ±5 minutes. ATC clearance shall be requested prior to TOBT;
- ACFT must be ready for start-up at TOBT;
- GND will issue push-and-start clearance at TSAT ±5 minutes. If no clearance from GND is issued at TSAT +5 minutes, pilots shall request push-and-start clearance.

In case of a delay of more than 5 minutes after receiving ATC clearance and/or the pilot reported ready to push and start at TOTB, pilots shall inform Clearance of the delay and await a new TOTB by ACFT Operator or Handling Agent.

3.1.5. DE-ICING

De-icing must be completed before an ACFT can report ready for push-and-start. De-icing time shall be taken into account calculating TOBT.

3. DEPARTURE

3.2. START-UP PROCEDURES

3.2.1. GENERAL

Contact Delivery or Ground at MIM 15 minutes before start-up.

3.3. NOISE ABATEMENT PROCEDURES

CAT A and B ACFT

After take-off, pilots should ensure that they are at MNM ALT of 750' before initiating any turn.

Jet ACFT: Departures must maintain extended RCL after take-off until passing 750' before commencing turn. No take-off turn shall be commenced before the DER.

CAT C and D ACFT

Take-off climb shall comply with ICAO Doc 8168, VOL I, appendix to chapter 3 - NADP2.

Take-off to 1750'	- Take-off power; - Take-off flaps; - Climb at V_2 + 10 to 20 KT or as limited by body angle;
1750'-3250'	- Reduce power to not less than climb power/thrust; - Accelerate smoothly to MAX 230 KT with flap retraction on schedule.
At 3250'	- Transition smoothly to enroute climb speed (MAX 250 KT below FL100).

Departures from all RWYs except RWY 10R must maintain extended RCL after take-off to 5NM before commencing turn, unless otherwise cleared by ATC above 3000'.

Departures from RWY 10R must maintain extended RCL to 5NM before turning NORTH, or 6NM before turning SOUTH.

ACFT operating from RWY 28L directly to Weston or Baldonnel are exempt from the above. These ACFT must not leave the environmental corridor below 1500'.

3.4. RWY OPERATIONS

3.4.1. HIGH INTENSITY RWY OPERATIONS

ATC will consider every ACFT at the RWY holding point as able to commence line-up and take-off roll immediately after clearance is issued, unless otherwise instructed. Pilots not ready when reaching the holding point (no ACFT in front on the same TWY) shall advise ATC on DUBLIN Tower as early as possible before entering the RWY.

When cleared for take-off, ATC will expect and has planned on seeing movement within 10 seconds (of take-off clearance being issued). Wake vortex separation is applied by ATC in accordance with the published requirements.

Pilots should not cross the RWY-holding position until the red stop bar has been extinguished. ATC do not issue conditional line-up clearances where stop bars are operational at line-up points.

Where possible, cockpit checks and cabin readiness should be completed before line-up, and any checks needing completion on the RWY should be kept to the minimum required. Pilots should not back-track when entering the RWY unless specifically requested at the RWY-holding position.

Pilots not able to comply with these requirements should notify ATC before entering RWY.

3. DEPARTURE

3.5. DATALINK DEPARTURE CLEARANCE (DCL)

The pilot will send a departure request utilizing the on-board datalink interface, at a minimum 15 minutes before start-up. Any slot time will be taken into account by the pilot in the request, if appropriate. 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.

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

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

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

3.6. OTHER INFORMATION

3.6.1. GENERAL

Pilots should advise as early as possible their ability to accept intersection take-offs. Aircrews taking off from RWY 28L or RWY 34 are advised to ensure that they are on the correct RWY before commencing take-off run.

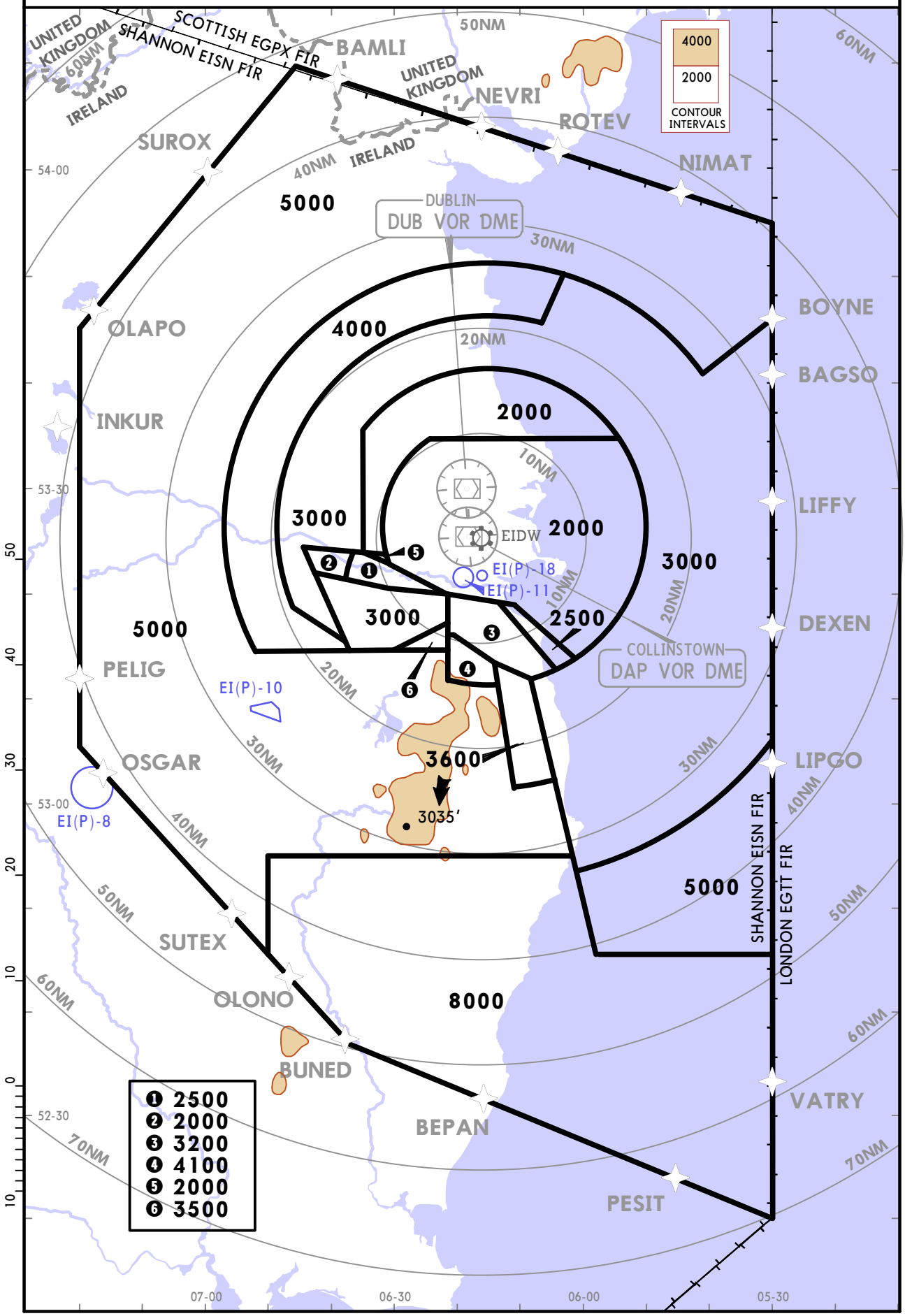
3.6.2. NON-SID DEPARTURES

Pilots who cannot comply with any of the SIDs must inform ATC in good time so that alternate clearances can be issued. Minimum climb gradient of 4.1% applies to all alternate clearances.

Apt Elev 242

Alt Set: hPa Trans level: By ATC Trans alt: 5000
1. Chart only to be used for cross-checking of assigned altitudes while under vectoring control.
2. Altitudes include temperature correction to +1°C.

SPEED: MAX 250 KT BELOW FL100



*D-ATIS	Apt Elev
124.530	242

Alt Set: hPa Trans level: By ATC
1. RNAV 1 (DME/DME or GNSS required).
2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

BAGSO 1R [BAGS1R]
BAMLI 1R [BAML1R]
BOYNE 1R [BOYN1R]
NIMAT 1R [NIMA1R]
OLAPO 1R [OLAP1R]
RNAV ARRIVALS
(RWY 10R)
SPEED: MAX 250 KT BELOW FL100

HOLDINGS OVER

APRUT
Contingency holding if EI(D)-1 active
092°
MAX 230 KT
MAX FL140
MHA 5000
27

ADNAL
123°
303°
MAX 230 KT
MAX FL140
MHA 5000

ASKUP may be used tactically by ATC to ensure aircraft routings are clear of area EI(D)-1. ACFT routeing via ASKUP that experience radio communication failure should follow the appropriate procedure for the runway 10R in use remaining clear of area EI(D)-1.

BAMLI
(DUB R345/D40.5)
177°
DETI NU
MODGN K
DNALER
37
2067
BAMLI 1R
19.5

ASKUP
(DUB R019/D24.7)
DUB VOR
5.43D
°830
°581
NIMAT
2.91
R1TAMN

EPIDU
(DUB R334/D21.8)
MAX 230 KT
181°
7.2
9.42
°780
R1 OPALO
OLAPO
FL170
D39.1
298°

APRUT
MAX 230 KT
FL80
ADNAL
(DUB R322/D15.8)
MAX 230 KT
FL80
2400
5.9
27
DW865
MAX 230 KT
FL80
AKIVA
(DUB R332/D10.4)
MAX 230 KT
FL80
EI(D)-1
D20.1
309°
9.5
°142
5.9
303°
5.9
334°
9.5
°902

BOYNE
(DUB R063/D33.0)
°532
9.11
R1 ENVOB
7.9
BAGSO
(DUB R071/D30.8)
°062
R1 OLGAB
EKREN
°062
3.41
3.12D
°860
ELBON
0.8
8.7D
330°
D4.5
°640

DW866
MAX 230 KT
FL80
104°
11.0
NEKIL
4000
D13.2
278°
ASDER
MAX 230 KT
FL80

DUBLIN
D
114.9 DUB

°840
332°
4000

41
42
31
15

4000
2000
CONTOUR INTERVALS

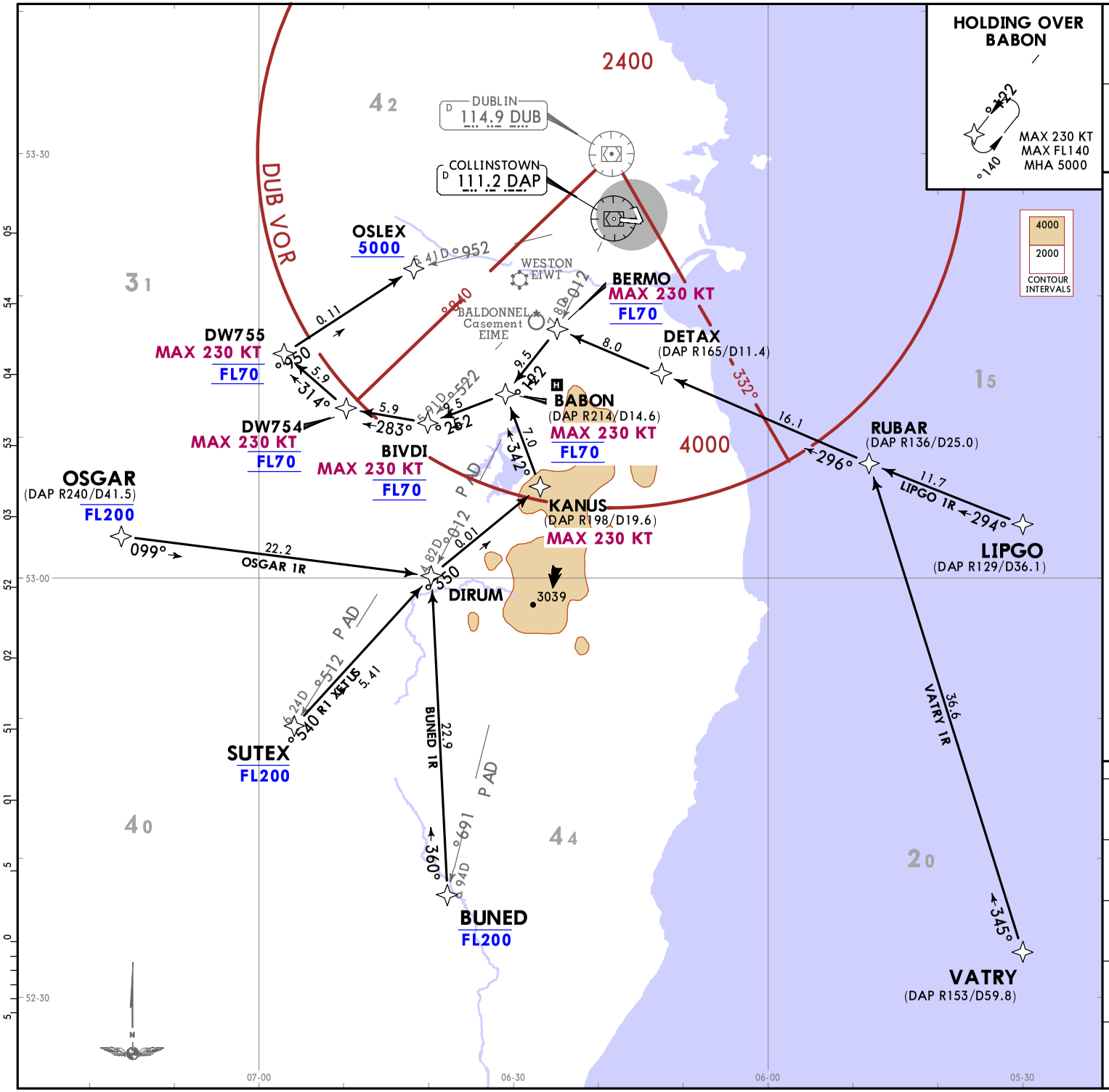
WARNING
GWPS Terrain alert may encounter for ACFT which are exceeding the standard speed restrictions, while at or below 5000 in the vicinity of terrain south of Dublin Airport.

VERTICAL PLANNING INFORMATION
Pilots must inform ATC if unable to comply with any level or speed constraint.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
BAGSO 1R	BAGSO - EKREN - ELBON - ASDER (K230-; FL80) - AKIVA (K230-; FL80) - ADNAL (K230-; FL80) - APRUT (K230-; FL80) - DW865 (K230-; FL80) - DW866 (K230-; FL80) - NEKIL (4000+).
BAMLI 1R	BAMLI - EPIDU (K230-) - ADNAL (K230-; FL80) - APRUT (K230-; FL80) - DW865 (K230-; FL80) - DW866 (K230-; FL80) - NEKIL (4000+).
BOYNE 1R	BOYNE - EKREN - ELBON - ASDER (K230-; FL80) - AKIVA (K230-; FL80) - ADNAL (K230-; FL80) - APRUT (K230-; FL80) - DW865 (K230-; FL80) - DW866 (K230-; FL80) - NEKIL (4000+).
NIMAT 1R	NIMAT - EKREN - ELBON - ASDER (K230-; FL80) - AKIVA (K230-; FL80) - ADNAL (K230-; FL80) - APRUT (K230-; FL80) - DW865 (K230-; FL80) - DW866 (K230-; FL80) - NEKIL (4000+).
OLAPO 1R	OLAPO (FL170-) - EPIDU (K230-) - ADNAL (K230-; FL80) - APRUT (K230-; FL80) - DW865 (K230-; FL80) - DW866 (K230-; FL80) - NEKIL (4000+).

CHANGES: Bearings, formations, rwy designator, general notes.



*D-ATIS	Alt Set: hPa Trans level: By ATC
124.530	1. RNAV 1 (DME/DME or GNSS required). 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
Apt Elev 242	

BUNED 1R [BUNE1R]
LIPGO 1R [LIPG1R]
OSGAR 1R [OSGA1R]
SUTEX 1R [SUTE1R]
VATRY 1R [VATR1R]
RNAV ARRIVALS
(RWY 10R)

SPEED: MAX 250 KT BELOW FL100

VERTICAL PLANNING INFORMATION
Pilots must inform ATC if unable to comply with any level or speed constraint.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
GWPS Terrain alert may encounter for ACFT which are exceeding the standard speed restrictions, while at or below 5000 in the vicinity of terrain south of Dublin Airport.

STAR	ROUTING
BUNED 1R	BUNED (FL200-) - DIRUM - KANUS (K230-) - BABON (K230-; FL70) - BIVDI (K230-; FL70) - DW754 (K230-; FL70) - DW755 (K230-; FL70) - OSLEX (5000+).
LIPGO 1R	LIPGO - RUBAR - DETAX - BERMO (K230-; FL70) - BABON (K230-; FL70) - BIVDI (K230-; FL70) - DW754 (K230-; FL70) - DW755 (K230-; FL70) - OSLEX (5000+).
OSGAR 1R	OSGAR (FL200-) - DIRUM - KANUS (K230-) - BABON (K230-; FL70) - BIVDI (K230-; FL70) - DW754 (K230-; FL70) - DW755 (K230-; FL70) - OSLEX (5000+).
SUTEX 1X	SUTEX (FL200-) - DIRUM - KANUS (K230-) - BABON (K230-; FL70) - BIVDI (K230-; FL70) - DW754 (K230-; FL70) - DW755 (K230-; FL70) - OSLEX (5000+).
VATRY 1R	VATRY - RUBAR - DETAX - BERMO (K230-; FL70) - BABON (K230-; FL70) - BIVDI (K230-; FL70) - DW754 (K230-; FL70) - DW755 (K230-; FL70) - OSLEX (5000+).

CHANGES: Bearings, formations, rwy designation, general notes.

*D-ATIS	Apt Elev
124.530	242

Alt Set: hPa Trans level: By ATC
1. RNAV 1 (DME/DME or GNSS required).
2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

BAGSO 1K [BAGS1K]
BOYNE 1K [BOYN1K]
NIMAT 1K [NIMA1K]
OLAPO 4U [OLAP4U]
RNAV ARRIVALS
(RWY 16)

SPEED: MAX 250 KT BELOW FL100

ASKUP may be used tactically by ATC to ensure aircraft routings are clear of area EI(D)-1. ACFT routeing via ASKUP that experience radio communication failure should follow the appropriate procedure for the runway 16 remaining clear of area EI(D)-1.

DUB VOR

NIMAT
ASKUP (DUB R019/D24.7)
BOYNE (DUB R063/D33.0)
BAGSO (DUB R071/D30.8)
ADSIS (DUB R067/D25.7)
KERAV (DUB R070/D20.9)
MAX 230 KT
6000

OLAPO
106°
D39.1
298°
20.4
OLAPO 4U
MAX 220 KT
MAX FL140
MHA 5000
139°
319°
ULTAG
MAX 220 KT
6000
D19.6
311°

MAX 230 KT
MAX FL140
MHA 5000

5.43D
°830
°581
2.02
KI T AMN
6.7
°152
KLFNYCB
5.7
BAGSO 1K
275°
°802
1.5
°820

2400
4000
EI(D)-1

DETI NU
MODGN K
DNALER
2067

DUBLIN
D 114.9 DUB

WESTON
EIWT
BALDONNEL
Casement
EIME

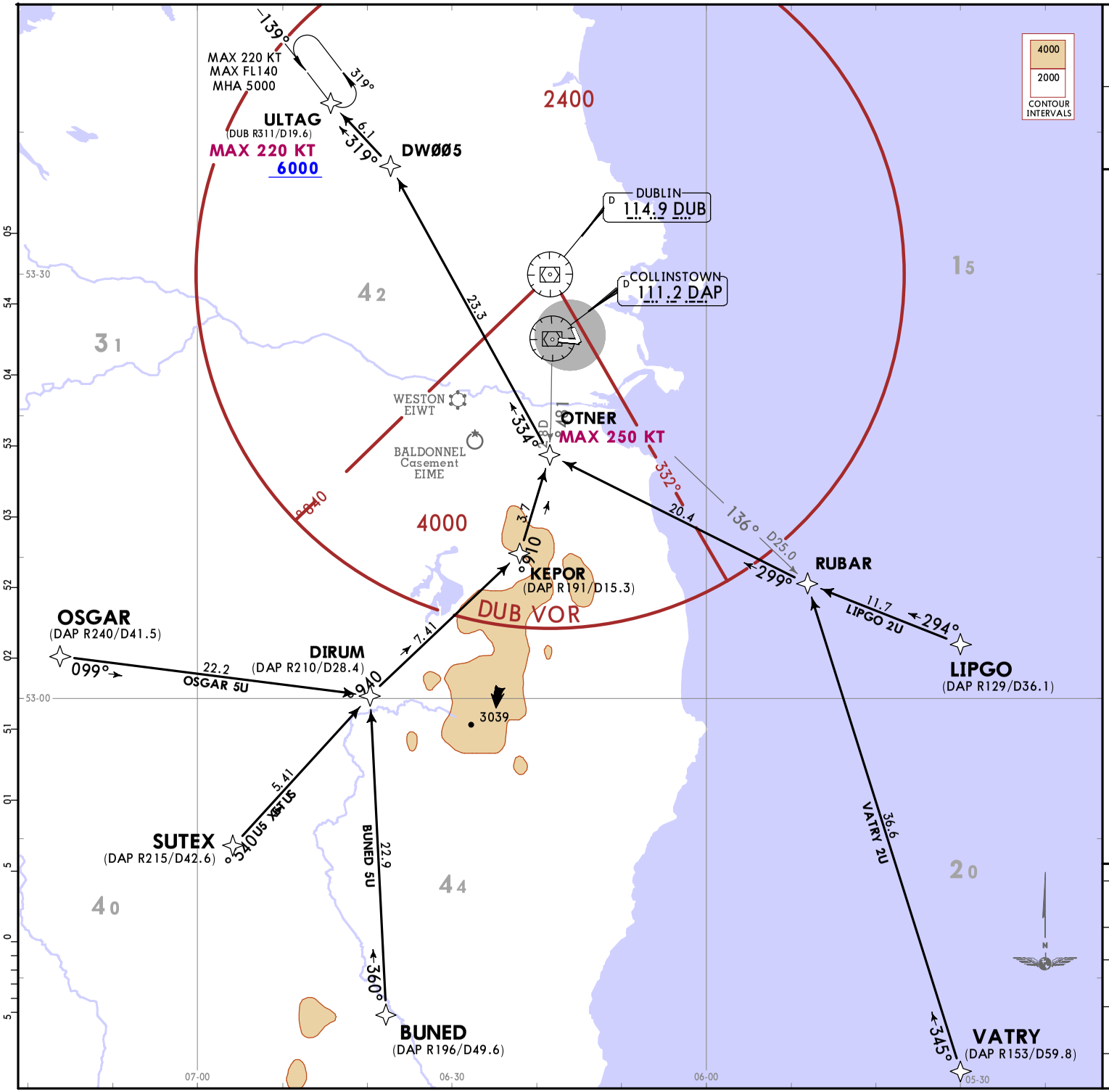
°040
332°

WARNING
Do not proceed beyond KERAV/ULTAG without ATC clearance, enter holding.

VERTICAL PLANNING INFORMATION
Pilots should plan for descent as follows:
FL100 by BAGSO;
6000 by KERAV & ULTAG.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
BAGSO 1K	BAGSO - ADSIS - KERAV (K230-; 6000+).
BOYNE 1K	BOYNE - ADSIS - KERAV (K230-; 6000+).
NIMAT 1K	NIMAT - KERAV (K230-; 6000+).
OLAPO 4U	OLAPO - ULTAG (K220-; 6000+).

CHANGES: Bearings, holding limitations, general notes.



*D-ATIS 124.530	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (DME/DME or GNSS required). 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
Apt Elev 242	

BUNED 5U [BUNE5U]
LIPGO 2U [LIPG2U]
OSGAR 5U [OSGA5U]
SUTEX 5U [SUTE5U]
VATRY 2U [VATR2U]
RNAV ARRIVALS
(RWY 16)

SPEED: MAX 250 KT BELOW FL100

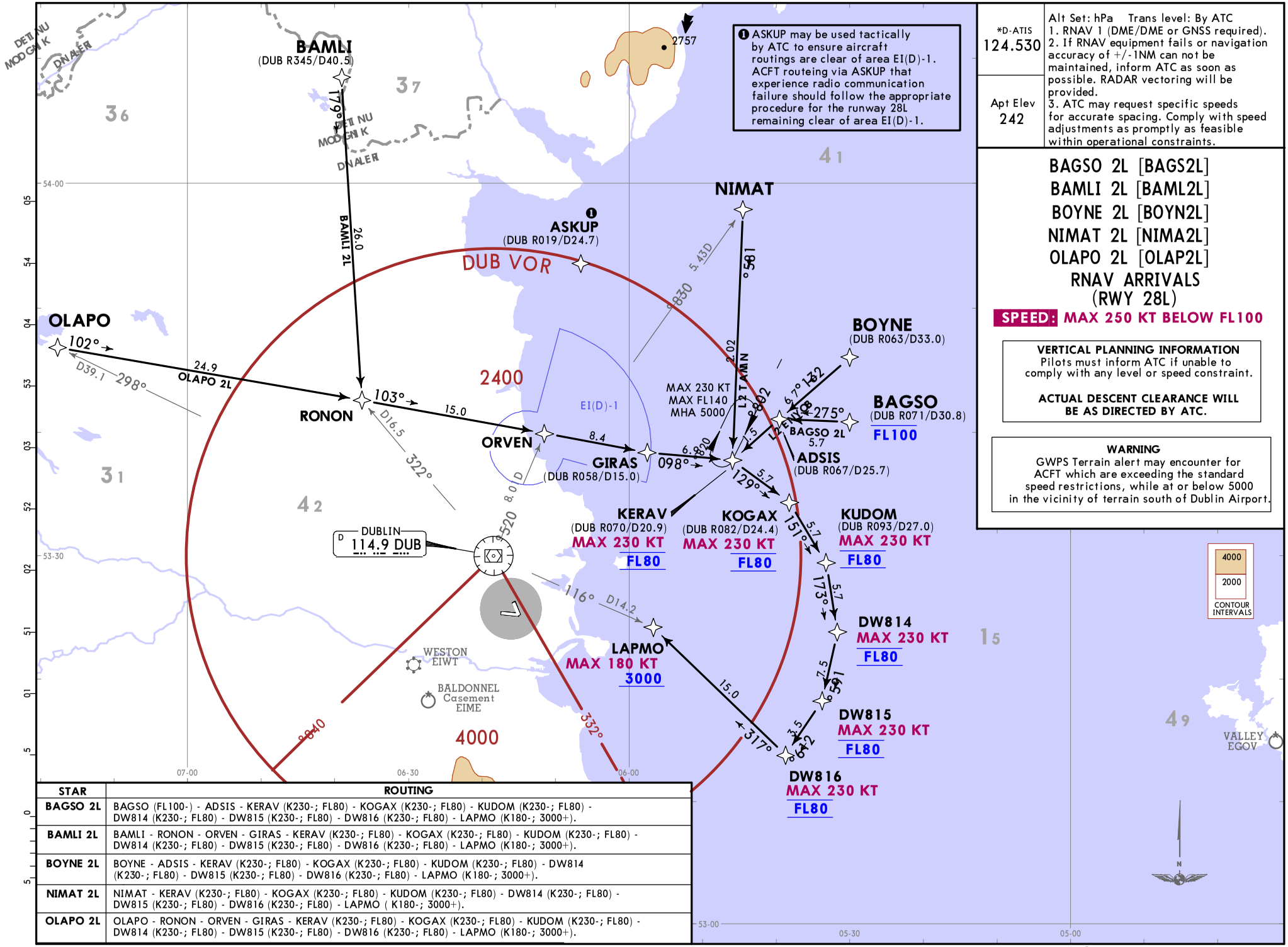
WARNING
Do not proceed beyond ULTAG without ATC clearance, enter holding.

VERTICAL PLANNING INFORMATION
Pilots should plan for descent as follows:
6000 by ULTAG.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
BUNED 5U	BUNED - DIRUM - KEPOR - OTNER (K250-) - DW005 - ULTAG (K220-; 6000+).
LIPGO 2U	LIPGO - RUBAR - OTNER (K250-) - DW005 - ULTAG (K220-; 6000+).
OSGAR 5U	OSGAR - DIRUM - KEPOR - OTNER (K250-) - DW005 - ULTAG (K220-; 6000+).
SUTEX 5U	SUTEX - DIRUM - KEPOR - OTNER (K250-) - DW005 - ULTAG (K220-; 6000+).
VATRY 2U	VATRY - RUBAR - OTNER (K250-) - DW005 - ULTAG (K220-; 6000+).

CHANGES: Bearings, formations, holding limitations.

JEPPESEN DUBLIN, IRELAND
2 OCT 20 10-2F Eff 8 Oct
RNAV STAR



❶ ASKUP may be used tactically by ATC to ensure aircraft routings are clear of area EI(D)-1. ACFT routeing via ASKUP that experience radio communication failure should follow the appropriate procedure for the runway 28L remaining clear of area EI(D)-1.

*D-ATIS 124.530	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (DME/DME or GNSS required). 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
Apt Elev 242	

BAGSO 2L [BAGS2L]
BAMLI 2L [BAML2L]
BOYNE 2L [BOYN2L]
NIMAT 2L [NIMA2L]
OLAPO 2L [OLAP2L]
RNAV ARRIVALS
(RWY 28L)

SPEED: MAX 250 KT BELOW FL100

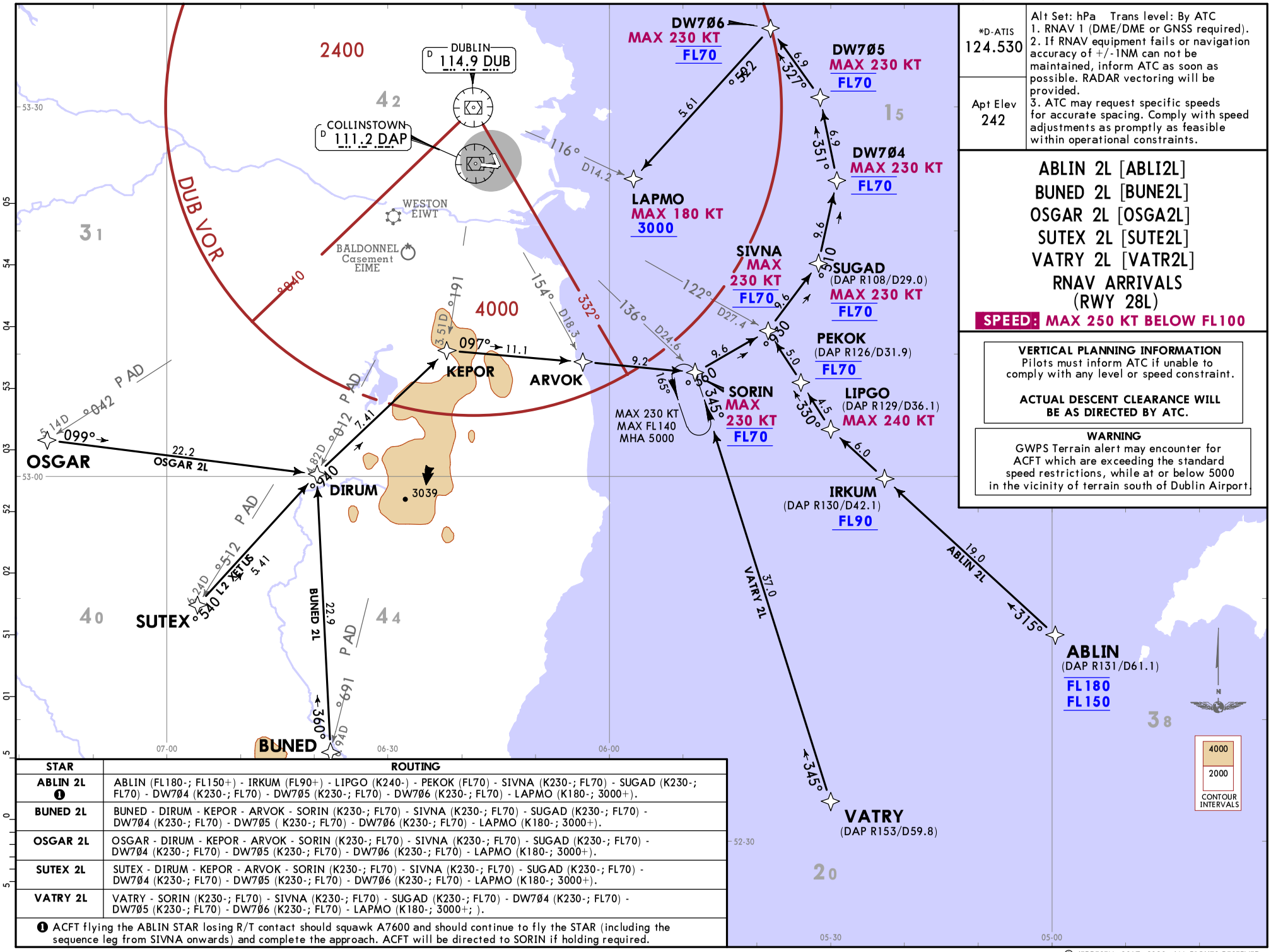
VERTICAL PLANNING INFORMATION
Pilots must inform ATC if unable to comply with any level or speed constraint.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
GWPS Terrain alert may encounter for ACFT which are exceeding the standard speed restrictions, while at or below 5000 in the vicinity of terrain south of Dublin Airport.

STAR	ROUTING
BAGSO 2L	BAGSO (FL100-) - ADSIS - KERAV (K230-; FL80) - KOGAX (K230-; FL80) - KUDOM (K230-; FL80) - DW814 (K230-; FL80) - DW815 (K230-; FL80) - DW816 (K230-; FL80) - LAPMO (K180-; 3000+).
BAMLI 2L	BAMLI - RONON - ORVEN - GIRAS - KERAV (K230-; FL80) - KOGAX (K230-; FL80) - KUDOM (K230-; FL80) - DW814 (K230-; FL80) - DW815 (K230-; FL80) - DW816 (K230-; FL80) - LAPMO (K180-; 3000+).
BOYNE 2L	BOYNE - ADSIS - KERAV (K230-; FL80) - KOGAX (K230-; FL80) - KUDOM (K230-; FL80) - DW814 (K230-; FL80) - DW815 (K230-; FL80) - DW816 (K230-; FL80) - LAPMO (K180-; 3000+).
NIMAT 2L	NIMAT - KERAV (K230-; FL80) - KOGAX (K230-; FL80) - KUDOM (K230-; FL80) - DW814 (K230-; FL80) - DW815 (K230-; FL80) - DW816 (K230-; FL80) - LAPMO (K180-; 3000+).
OLAPO 2L	OLAPO - RONON - ORVEN - GIRAS - KERAV (K230-; FL80) - KOGAX (K230-; FL80) - KUDOM (K230-; FL80) - DW814 (K230-; FL80) - DW815 (K230-; FL80) - DW816 (K230-; FL80) - LAPMO (K180-; 3000+).

CHANGES: Procedures renumbered, revised, bearings, formations, general notes.



*D-ATIS	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (DME/DME or GNSS required). 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
124.530	
Apt Elev 242	

ABLIN 2L [ABLI2L]
BUNED 2L [BUNE2L]
OSGAR 2L [OSGA2L]
SUTEX 2L [SUTE2L]
VATRY 2L [VATR2L]
RNAV ARRIVALS
(RWY 28L)

SPEED: MAX 250 KT BELOW FL100

VERTICAL PLANNING INFORMATION
Pilots must inform ATC if unable to comply with any level or speed constraint.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
GWPS Terrain alert may encounter for ACFT which are exceeding the standard speed restrictions, while at or below 5000 in the vicinity of terrain south of Dublin Airport.

STAR	ROUTING
ABLIN 2L ❶	ABLIN (FL180-; FL150+) - IRKUM (FL90+) - LIPGO (K240-) - PEKOK (FL70) - SIVNA (K230-; FL70) - SUGAD (K230-; FL70) - DW704 (K230-; FL70) - DW705 (K230-; FL70) - DW706 (K230-; FL70) - LAPMO (K180-; 3000+).
BUNED 2L	BUNED - DIRUM - KEPOR - ARVOK - SORIN (K230-; FL70) - SIVNA (K230-; FL70) - SUGAD (K230-; FL70) - DW704 (K230-; FL70) - DW705 (K230-; FL70) - DW706 (K230-; FL70) - LAPMO (K180-; 3000+).
OSGAR 2L	OSGAR - DIRUM - KEPOR - ARVOK - SORIN (K230-; FL70) - SIVNA (K230-; FL70) - SUGAD (K230-; FL70) - DW704 (K230-; FL70) - DW705 (K230-; FL70) - DW706 (K230-; FL70) - LAPMO (K180-; 3000+).
SUTEX 2L	SUTEX - DIRUM - KEPOR - ARVOK - SORIN (K230-; FL70) - SIVNA (K230-; FL70) - SUGAD (K230-; FL70) - DW704 (K230-; FL70) - DW705 (K230-; FL70) - DW706 (K230-; FL70) - LAPMO (K180-; 3000+).
VATRY 2L	VATRY - SORIN (K230-; FL70) - SIVNA (K230-; FL70) - SUGAD (K230-; FL70) - DW704 (K230-; FL70) - DW705 (K230-; FL70) - DW706 (K230-; FL70) - LAPMO (K180-; 3000+;).

❶ ACFT flying the ABLIN STAR losing R/T contact should squawk A7600 and should continue to fly the STAR (including the sequence leg from SIVNA onwards) and complete the approach. ACFT will be directed to SORIN if holding required.

CHANGES: Procedures renumbered, revised, bearings, formations, general notes.

*D-ATIS	Apt Elev
124.530	242

Alt Set: hPa Trans level: By ATC
1. RNAV 1 (DME/DME or GNSS required).
2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

BAGSO 1K [BAGS1K]
BAMLI 1K [BAML1K]
BOYNE 1K [BOYN1K]
NIMAT 1K [NIMA1K]
OLAPO 1K [OLAP1K]
RNAV ARRIVALS (RWY 34)

SPEED: MAX 250 KT BELOW FL100

BAMLI (DUB R345/D40.5)

179°

BAMLI 1K 26.0

DETI NU MODGN K DNALER

2067

ASKUP may be used tactically by ATC to ensure aircraft routings are clear of area EI(D)-1. ACFT routeing via ASKUP that experience radio communication failure should follow the appropriate procedure for the runway 34 remaining clear of area EI(D)-1.

4000
2000
CONTOUR INTERVALS

NIMAT

ASKUP (DUB R019/D24.7)

DUB VOR

5.4 3D

°830

°561

WARNING
Do not proceed beyond KERAV without ATC clearance, enter holding.

OLAPO

102°

D39.1 298°

24.9 OLAPO 1K

RONON

103°

D16.5 322°

15.0

2400

EI(D)-1

ORVEN
MAX 250 KT

MAX 230 KT
MAX FL140
MHA 5000

8.4

GIRAS

6.9 °820

098°

2.02 KITAMN

BOYNE (DUB R063/D33.0)

6.7 °132

5.7 °275°

KITENYOB

BAGSO 1K

BAGSO (DUB R071/D30.8)

ADSIS (DUB R067/D25.7)

°802

1.5

KERAV
MAX 230 KT
6000

8.01D

0.5 1D

9.02D

°070

°850

°520

DUBLIN
D 114.9 DUB

WESTON
EIWT

4000

°840

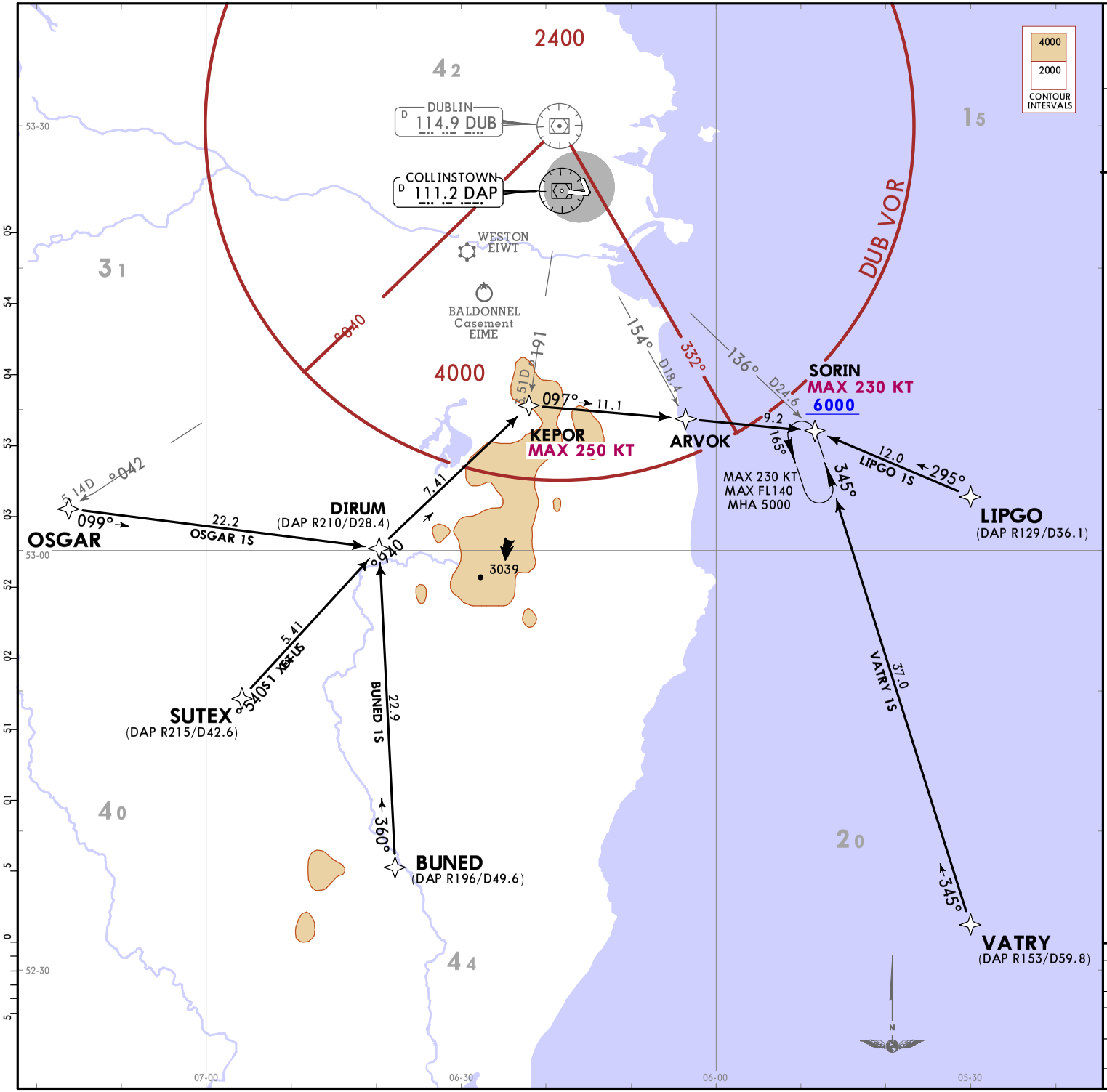
332°

VERTICAL PLANNING INFORMATION
Pilots must inform ATC if unable to comply with any level or speed constraint.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
BAGSO 1K	BAGSO - ADSIS - KERAV (K230-; 6000+).
BAMLI 1K	BAMLI - RONON - ORVEN (K250-) - GIRAS - KERAV (K230-; 6000+).
BOYNE 1K	BOYNE - ADSIS - KERAV (K230-; 6000+).
NIMAT 1K	NIMAT - KERAV (K230-; 6000+).
OLAPO 1K	OLAPO - RONON - ORVEN (K250-) - GIRAS - KERAV (K230-; 6000+).

CHANGES: Bearing, formations, general note.



*D-ATIS 124.530	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (DME/DME or GNSS required). 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
Apt Elev 242	

BUNED 1S [BUNE1S]
LIPGO 1S [LIPG1S]
OSGAR 1S [OSGA1S]
SUTEX 1S [SUTE1S]
VATRY 1S [VATR1S]
RNAV ARRIVALS
(RWY 34)

SPEED: MAX 250 KT BELOW FL100

WARNING
Do not proceed beyond SORIN without ATC clearance, enter holding.

VERTICAL PLANNING INFORMATION
Pilots must inform ATC if unable to comply with any level or speed constraint.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
BUNED 1S	BUNED - DIRUM - KEPOR (K250-) - ARVOK - SORIN (K230-; 6000+).
LIPGO 1S	LIPGO - SORIN (K230-; 6000+).
OSGAR 1S	OSGAR - DIRUM - KEPOR (K250-) - ARVOK - SORIN (K230-; 6000+).
SUTEX 1S	SUTEX - DIRUM - KEPOR (K250-) - ARVOK - SORIN (K230-; 6000+).
VATRY 1S	VATRY - SORIN (K230-; 6000+).

CHANGES: Bearings, formations.

RNAV SID DESIGNATION	REFER TO CHART
BEPAN 5A, 2E	10-3A
BEPAN 5G, 3M	10-3B
DEXEN 1A, 2E	10-3C
DEXEN 3M	10-3D
INKUR 5A, 6E	10-3E
INKUR 1G, 7M	10-3F
LIFFY 6A, 2E	10-3G
LIFFY 6G, 7M	10-3H
NEVRI 1A, 6E	10-3J
NEVRI 1G, 7M	10-3K
OLONO 5A, 2E	10-3L
OLONO 5G, 3M	10-3M
PELIG 5A	10-3N
PELIG 5G, 7M	10-3P
PESIT 5A, 2E	10-3Q
PESIT 5G, 3M	10-3S
ROTEV 1A, 6E	10-3T
ROTEV 1G, 7M	10-3T1
SUROX 1A, 6E	10-3T2
SUROX 1G, 7M	10-3U

CHANGES: RNAV SIDs renumbered & withdrawn.

DUBLIN Tower	Apt Elev
118.6	242

DUBLIN ACC

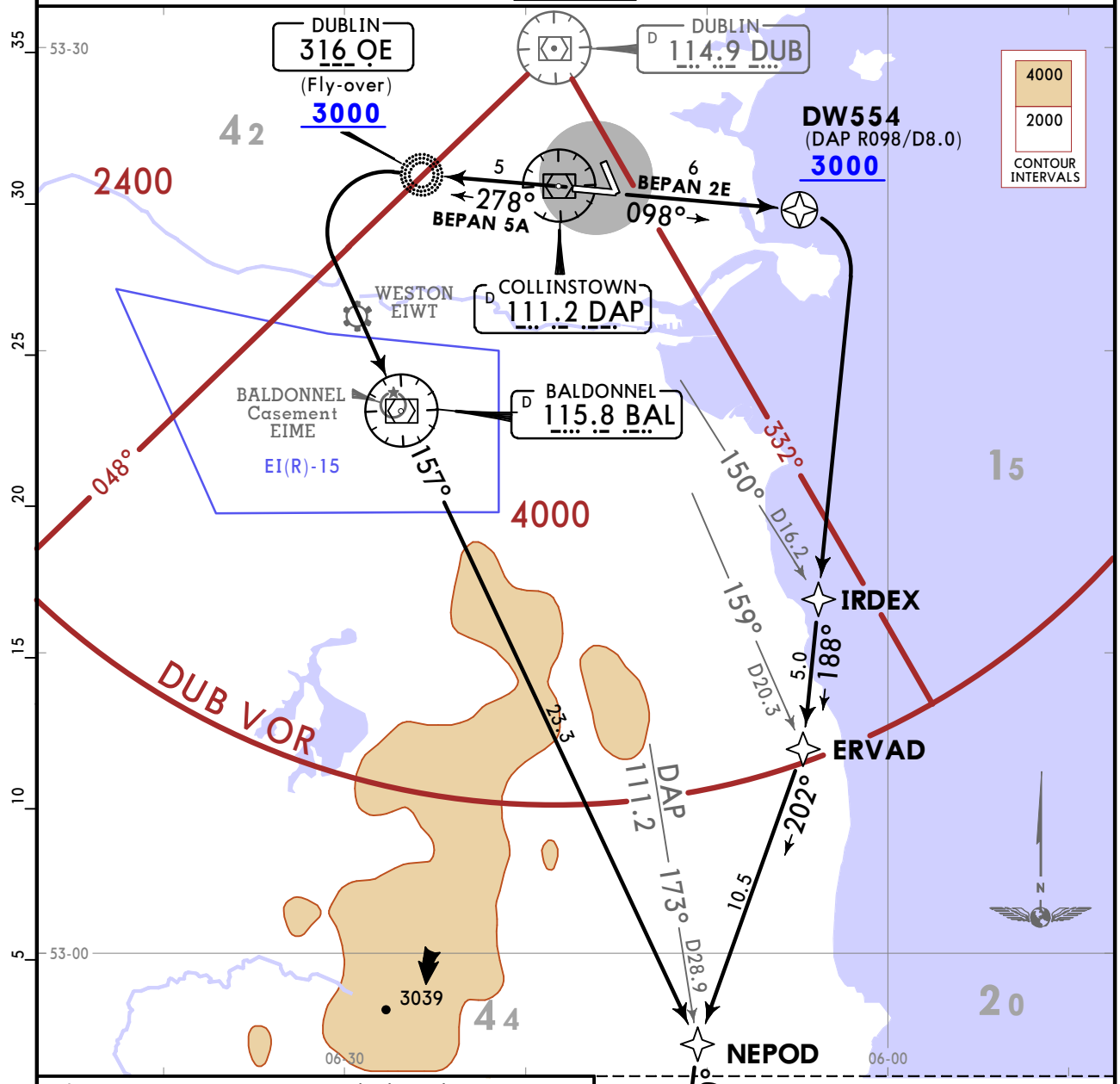
Lower North	Lower South
132.580	120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR. 7. RWY 10R: EXPECT close-in obstacles. 8. Do not climb above FL90 until instructed by ATC.

BEPAN 5A [BEPA5A], BEPAN 2E [BEPA2E]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D



NOT TO SCALE

These SIDs require a minimum climb gradient of
553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
BEPAN 5A ❶	**28L**	OE (3000+) - BAL - NEPOD - BEPAN.
BEPAN 2E	**10R**	DW554 (3000+) - IRDEX - ERVAD - NEPOD - BEPAN.

❶ Continuous climb to 4000 required for separation from military operations at 3000 in area EI(R)-15.

CHANGES: RNAV SIDs revised; RWY 10/28 redesignated 10R/28L.

DUBLIN Tower	Apt Elev
118.6	242

DUBLIN ACC

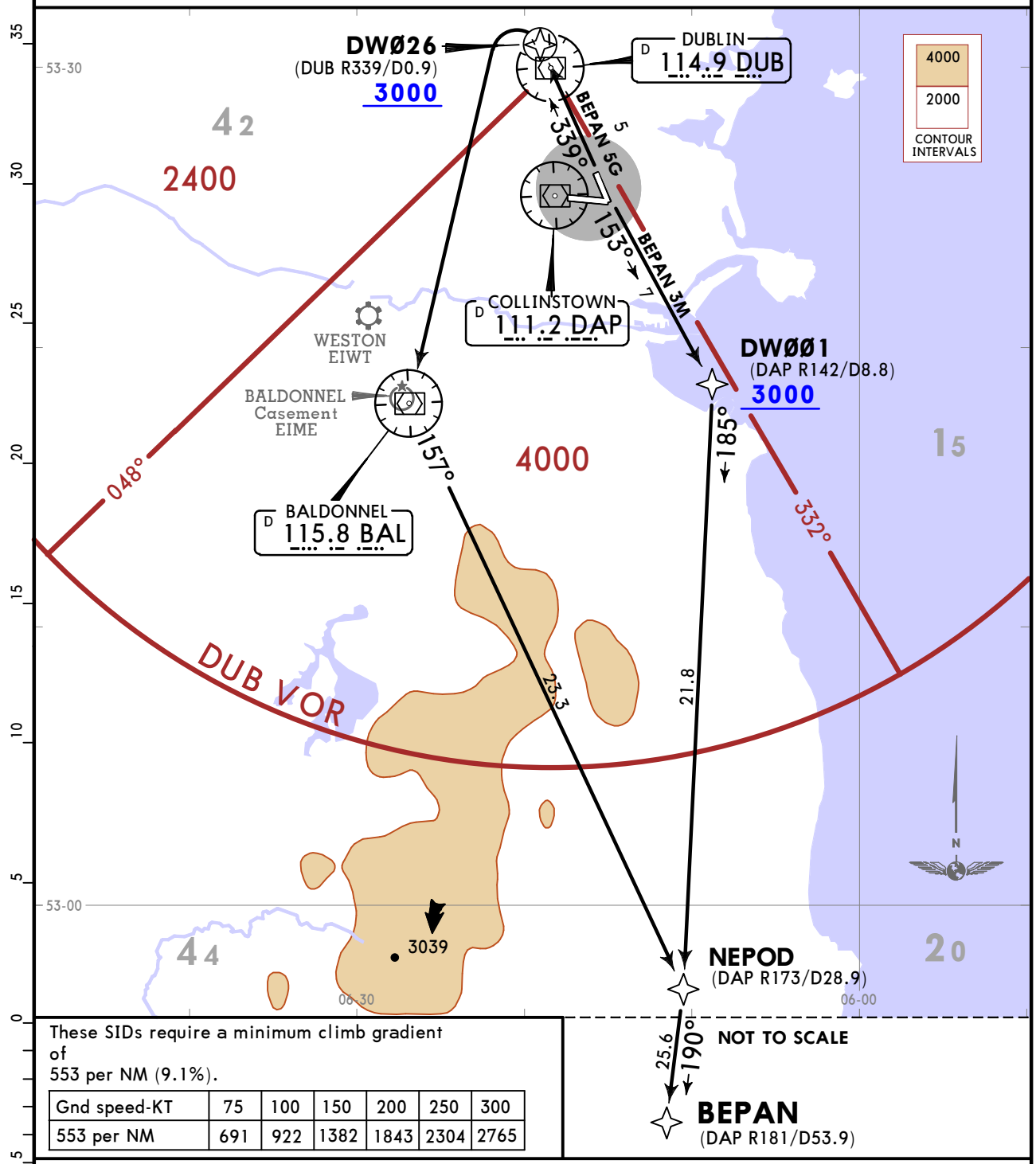
Lower North	Lower South
132.580	120.755

Trans alt: 5000
1. RNAV 1 (DME/DME or GNSS required).
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use. 6. Integrity check fix available from RADAR.
7. EXPECT close-in obstacles. 8. Do not climb above FL90 until instructed by ATC.

BEPAN 5G [BEPA5G], BEPAN 3M [BEPA3M]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D



These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
BEPAN 5G	**34**	DW026 (3000+) - BAL - NEPOD - BEPAN.
BEPAN 3M	**16**	DW001 (3000+) - NEPOD - BEPAN.

CHANGES: RNAV SIDs revised; BEPAN 2M renumbered 3M.

EIDW/DUB
DUBLIN INTL

JEPPESEN
2 OCT 20 | 10-3C | Eff 8 Oct

DUBLIN, IRELAND
RNAV SID

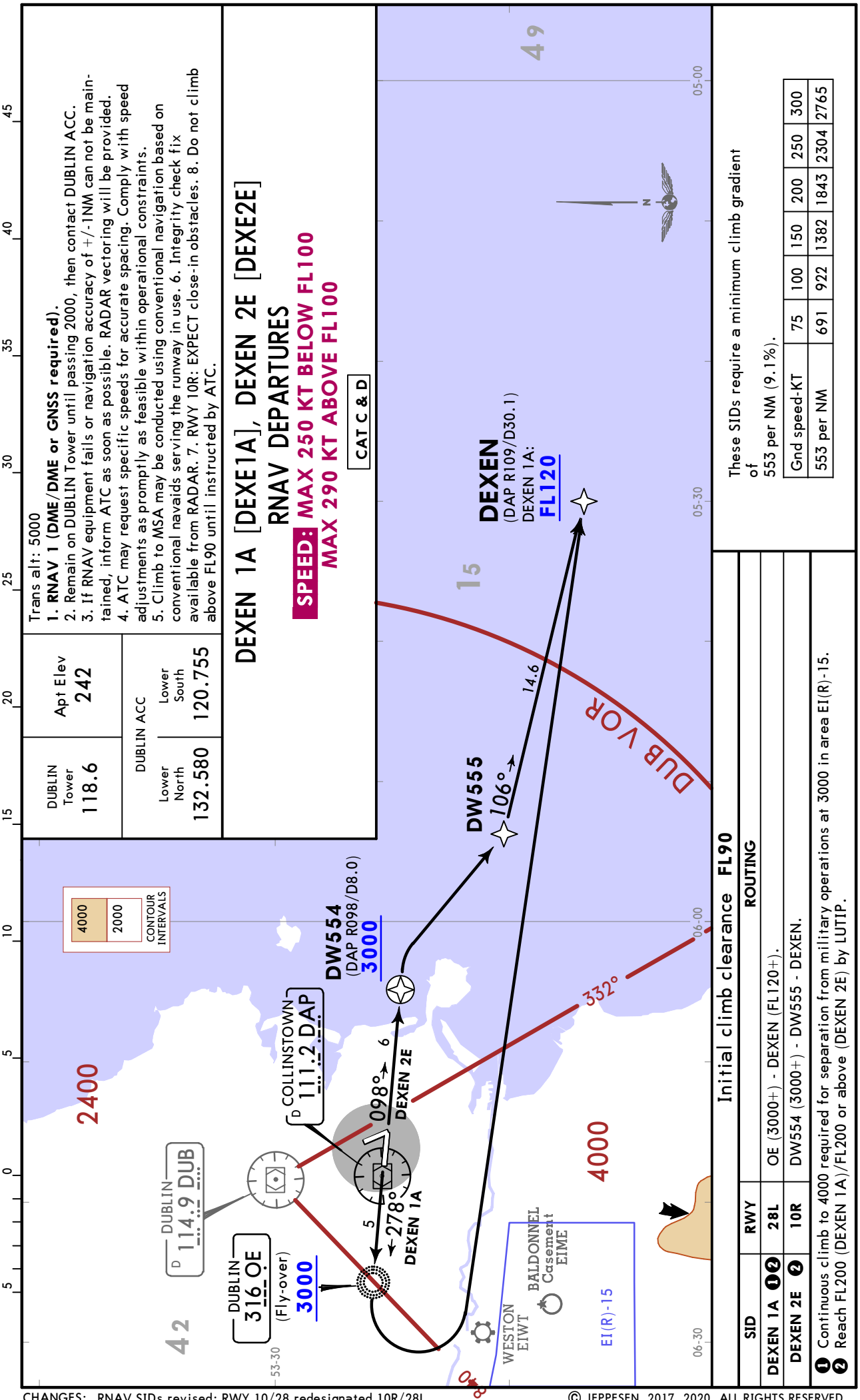
DEXEN 1A [DEXE1A], DEXEN 2E [DEXE2E]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
MAX 290 KT ABOVE FL100

CAT C & D

DUBLIN Tower 118.6	Apt Elev 242
DUBLIN ACC Lower North 132.580	DUBLIN ACC Lower South 120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use. 6. Integrity check fix available from RADAR. 7. RWY 10R: EXPECT close-in obstacles. 8. Do not climb above FL90 until instructed by ATC.



These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

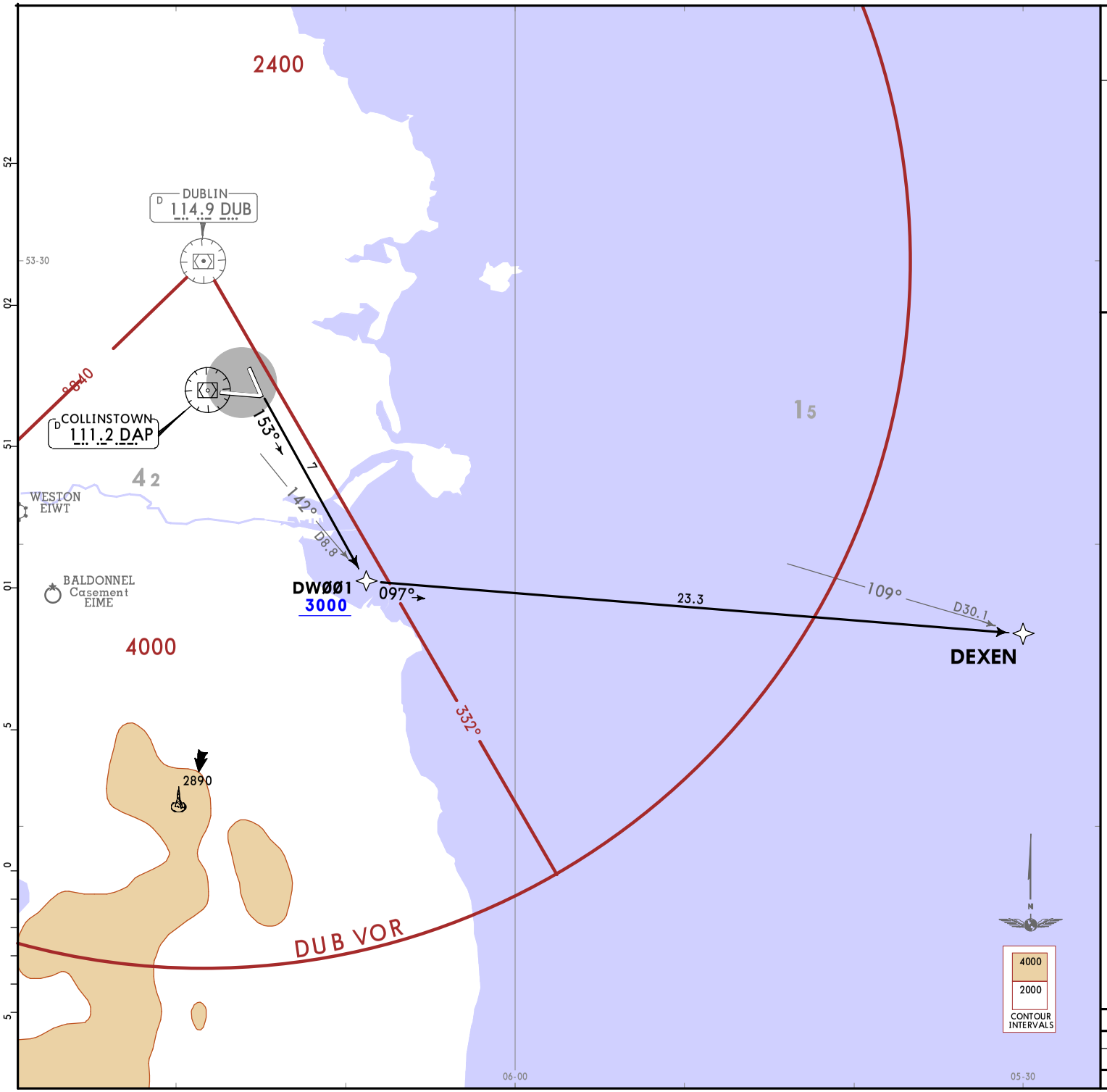
Initial climb clearance FL90

SID	RWY	ROUTING
DEXEN 1A ❶❷	28L	OE (3000+) - DEXEN (FL120+).
DEXEN 2E ❷	10R	DW554 (3000+) - DW555 - DEXEN.

❶ Continuous climb to 4000 required for separation from military operations at 3000 in area EI(R)-15.
❷ Reach FL200 (DEXEN 1A)/FL200 or above (DEXEN 2E) by LUTIP.

CHANGES: RNAV SIDs revised; RWY 10/28 redesignated 10R/28L.

JEPPESEN DUBLIN, IRELAND
2 OCT 20 10-3D Eff 8 Oct
RNAV SID



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

DEXEN 3M [DEXE3M]

RWY 16 RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100
MAX 290 KT ABOVE FL100

CAT C & D

This SID requires a minimum climb gradient of
553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

ROUTING

DW00I (3000+) - DEXEN. ❶

❶ Reach FL200 or above by LUTIP.

CHANGES: DEXEN 2M renumbered 3M & revised.

DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000

1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. RWY 10R: EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

INKUR 5A [INKU5A]
INKUR 6E [INKU6E]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

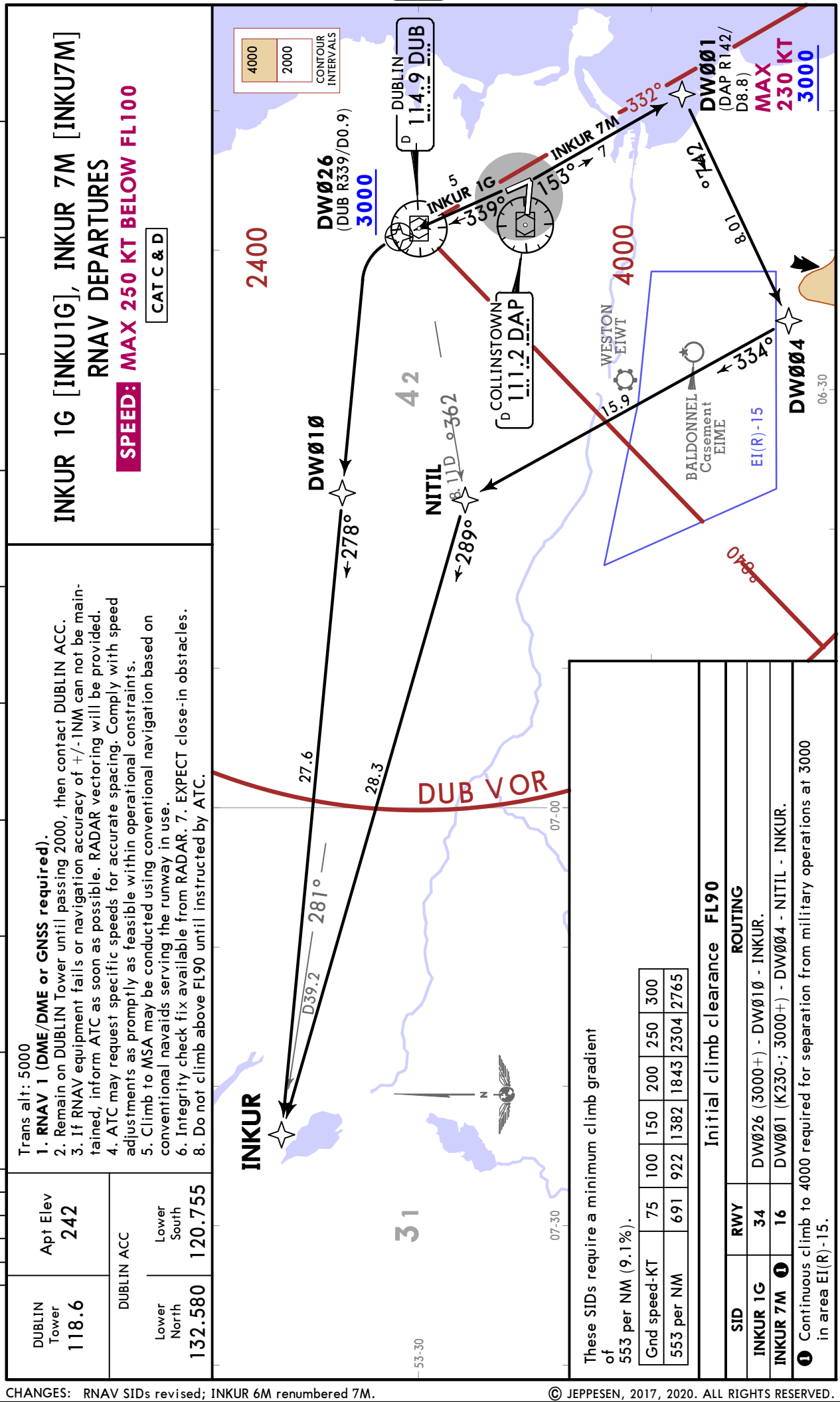
SID	RWY	ROUTING
INKUR 5A	28L	OE (3000+) - INKUR.
INKUR 6E	10R	DW551 (3000+) - LEMTA - DODIG - INKUR.

CHANGES: RNAV SIDs revised; RWY 10/28 redesignated 10R/28L.

INKUR 1G [INKU1G], INKUR 7M [INKU7M]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D



Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

SID	RWY	ROUTING
INKUR 1G	34	DW026 (3000+) - DW010 - INKUR.
INKUR 7M ❶	16	DW001 (K230-; 3000+) - DW004 - NITIL - INKUR.

❶ Continuous climb to 4000 required for separation from military operations at 3000 in area EI(R)-15.

DUBLIN Tower 118.6	Apt Elev 242
DUBLIN ACC Lower North 132.580	Lower South 120.755

Trans alt: 5000

1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR. 7. EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

LIFFY 6A [LIFY6A], LIFFY 2E [LIFY2E]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
MAX 290 KT ABOVE FL100

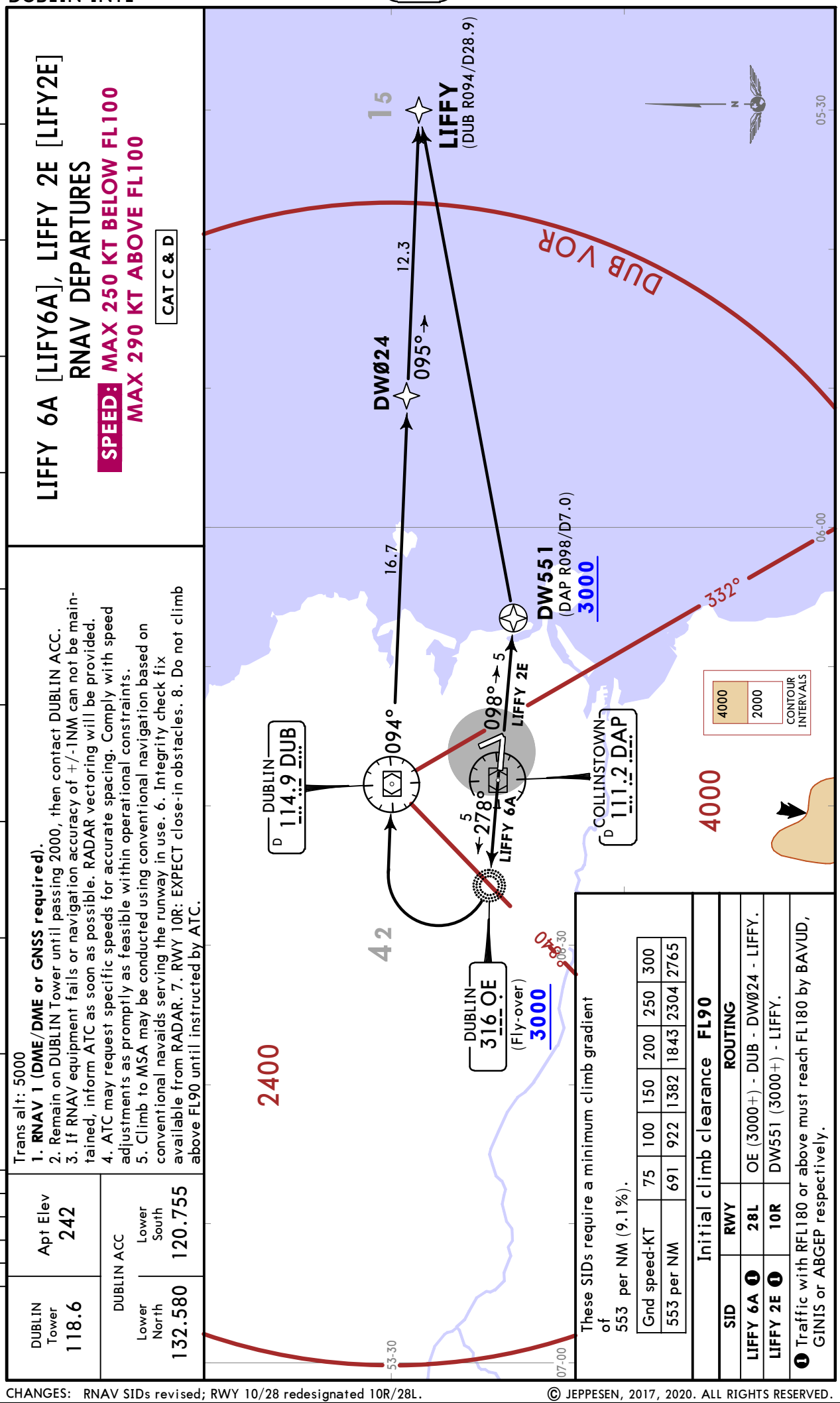
CAT C & D

DUBLIN Tower 118.6

DUBLIN ACC
Lower North 132.580
Lower South 120.755

Apt Elev 242

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use. 6. Integrity check fix available from RADAR. 7. RWY 10R: EXPECT close-in obstacles. 8. Do not climb above FL90 until instructed by ATC.



These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance FL90

SID	RWY	ROUTING
LIFFY 6A ❶	28L	OE (3000+) - DUB - DW024 - LIFFY.
LIFFY 2E ❶	10R	DW551 (3000+) - LIFFY.

❶ Traffic with RFL180 or above must reach FL180 by BAVUD, GINIS or ABGEP respectively.

CHANGES: RNAV SIDs revised; RWY 10/28 redesignated 10R/28L.

DUBLIN Tower	Apt Elev
118.6	242

DUBLIN ACC

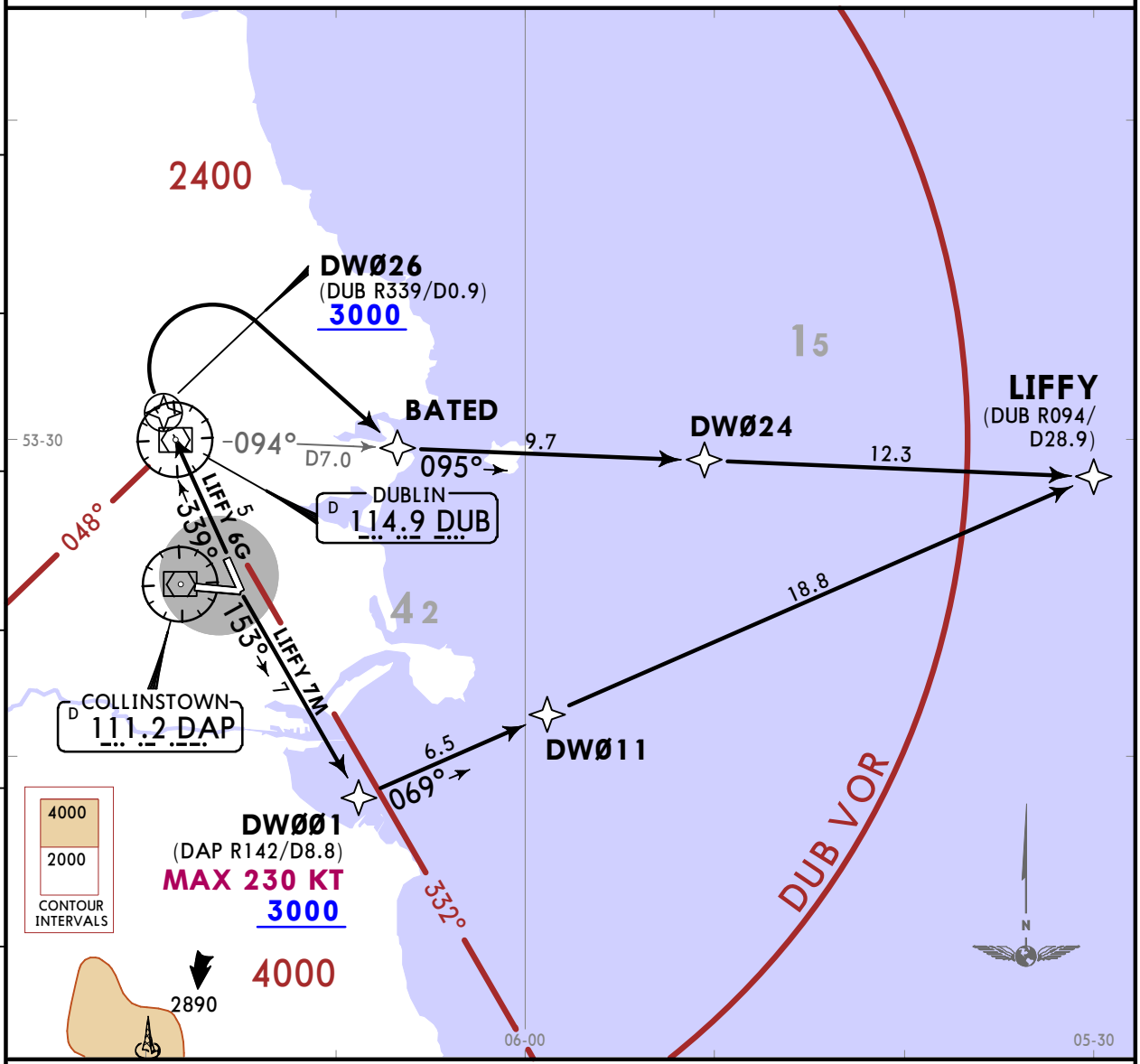
Lower North	Lower South
132.580	120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR. 7. EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

LIFFY 6G [LIFY6G], LIFFY 7M [LIFY7M]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
MAX 290 KT ABOVE FL100

CAT C & D



These SIDs require a minimum climb gradient of
553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
LIFFY 6G ❶	**34**	DW026 (3000+) - BATED - DW024 - LIFFY.
LIFFY 7M ❶	**16**	DW001 (K230-; 3000+) - DW011 - LIFFY.

❶ Traffic with RFL180 or above must reach FL180 by BAVUD, GINIS or ABGEP respectively.

CHANGES: RNAV SIDs revised & renumbered.

DUBLIN Tower	Apt Elev
118.6	242

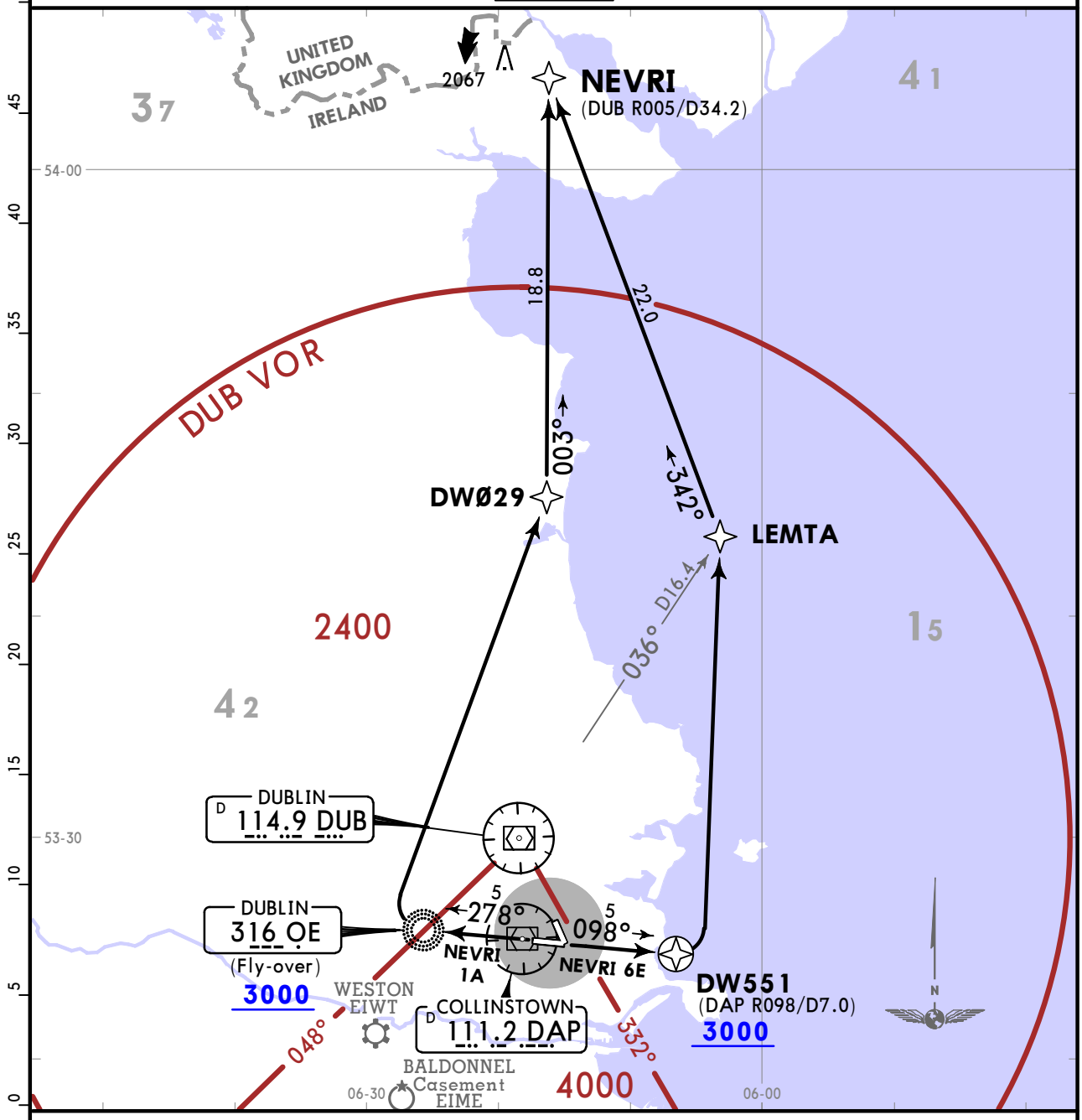
DUBLIN ACC Lower North	DUBLIN ACC Lower South
132.580	120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use. 6. Integrity check fix available from RADAR. 7. RWY 10R: EXPECT close-in obstacles. 8. Do not climb above FL90 until instructed by ATC.

NEVRI 1A [NEVR1A], NEVRI 6E [NEVR6E]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D



These SIDs require a minimum climb gradient of 553 per NM (9.1%).

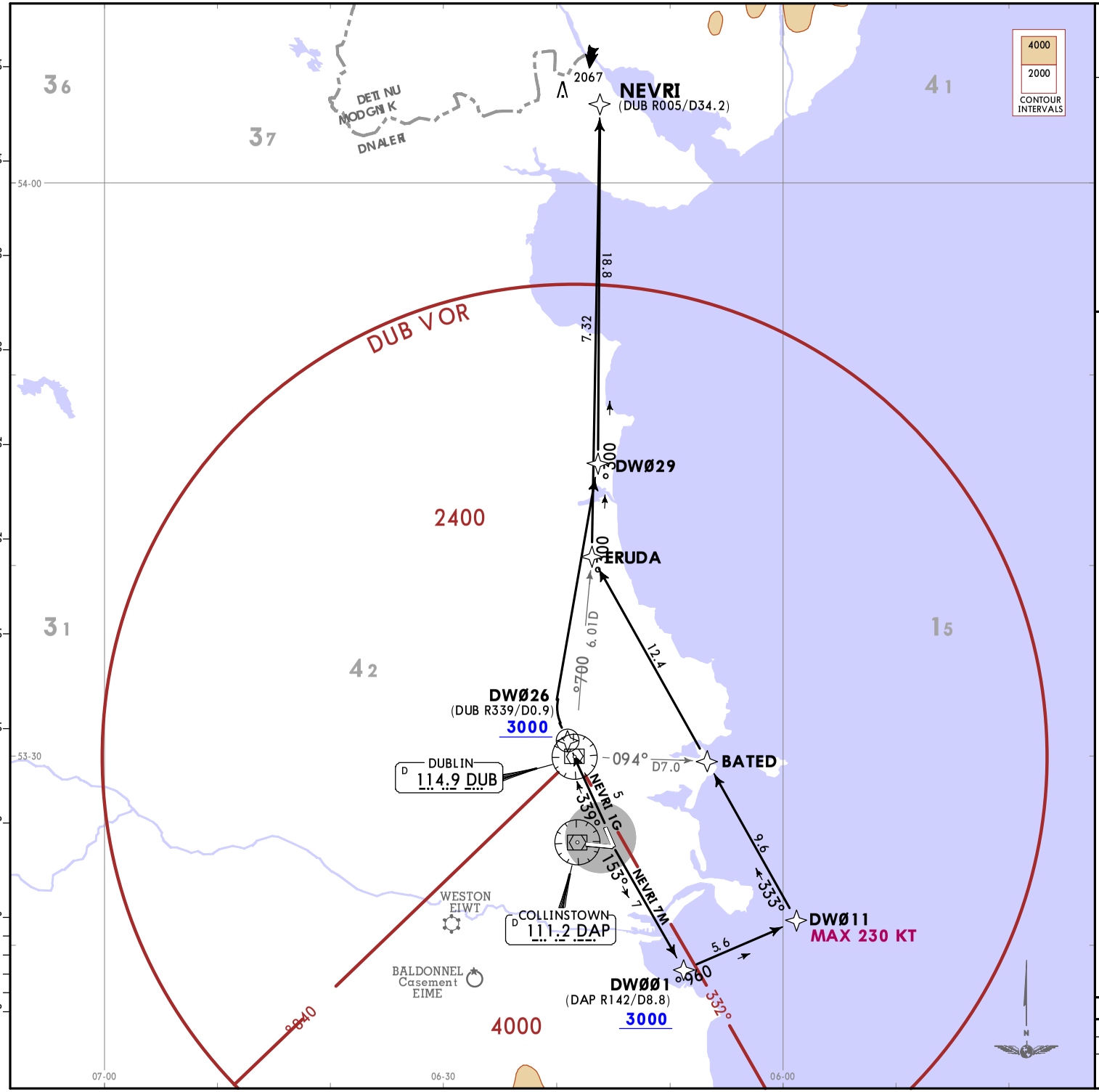
Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
NEVRI 1A	**28L**	OE (3000+) - DWØ29 - NEVRI.
NEVRI 6E	**10R**	DW551 (3000+) - LEMTA - NEVRI.

CHANGES: RNAV SIDs revised; RWY 10/28 redesignated 10R/28L.

JEPPESEN DUBLIN, IRELAND
2 OCT 20 10-3K Eff 8 Oct
RNAV SID



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

NEVRI 1G [NEVR1G]
NEVRI 7M [NEVR7M]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

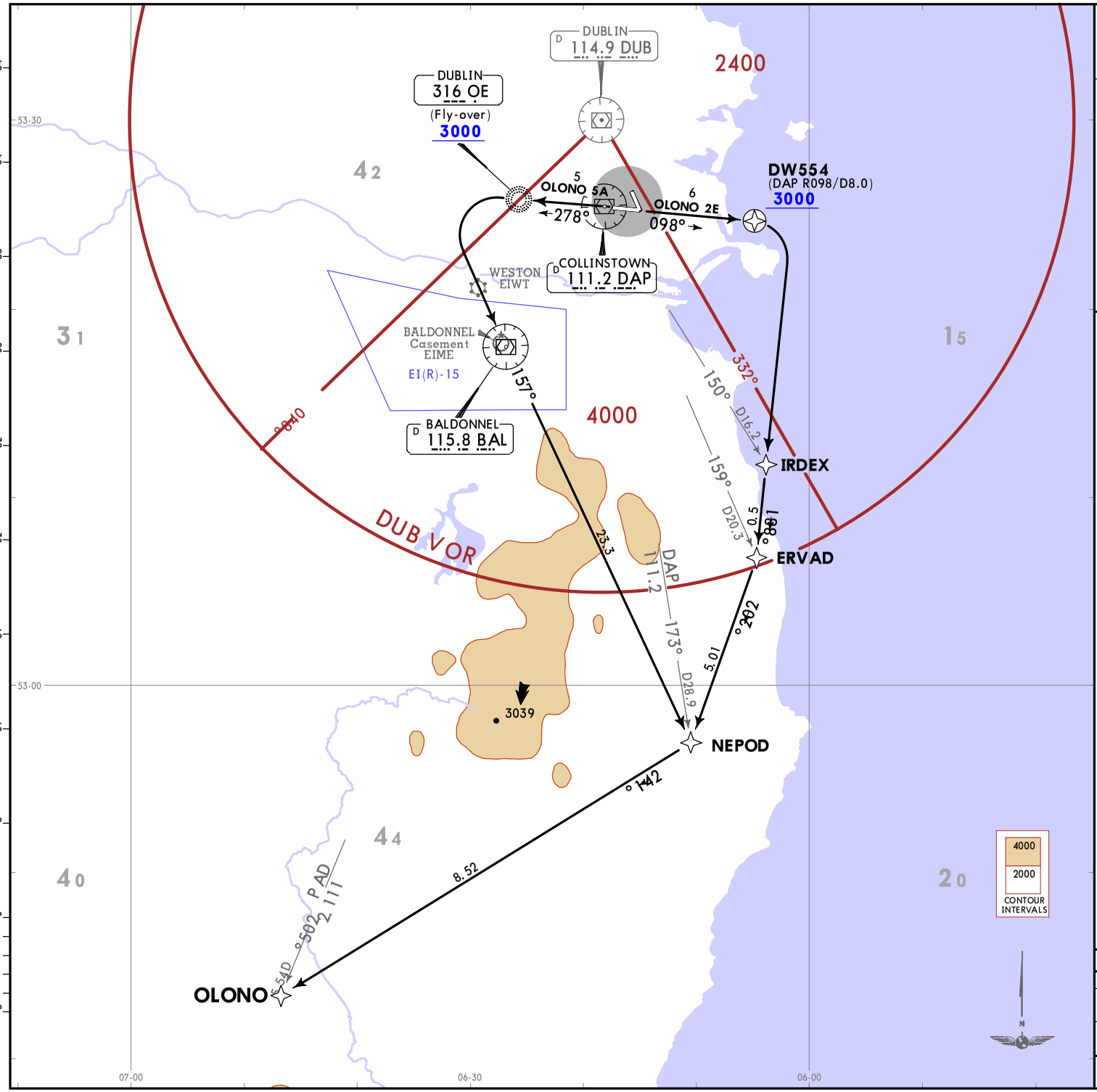
These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
NEVRI 1G	34	DW026 (3000+) - DW029 - NEVRI.
NEVRI 7M	16	DW001 (3000+) - DW011 (K230-) - BATED - ERUDA - NEVRI.

CHANGES: RNAV SIDs revised; NEVRI 6M renumbered 7M.



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000

1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. RWY 10R: EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

OLONO 5A [OLON5A]
OLONO 2E [OLON2E]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

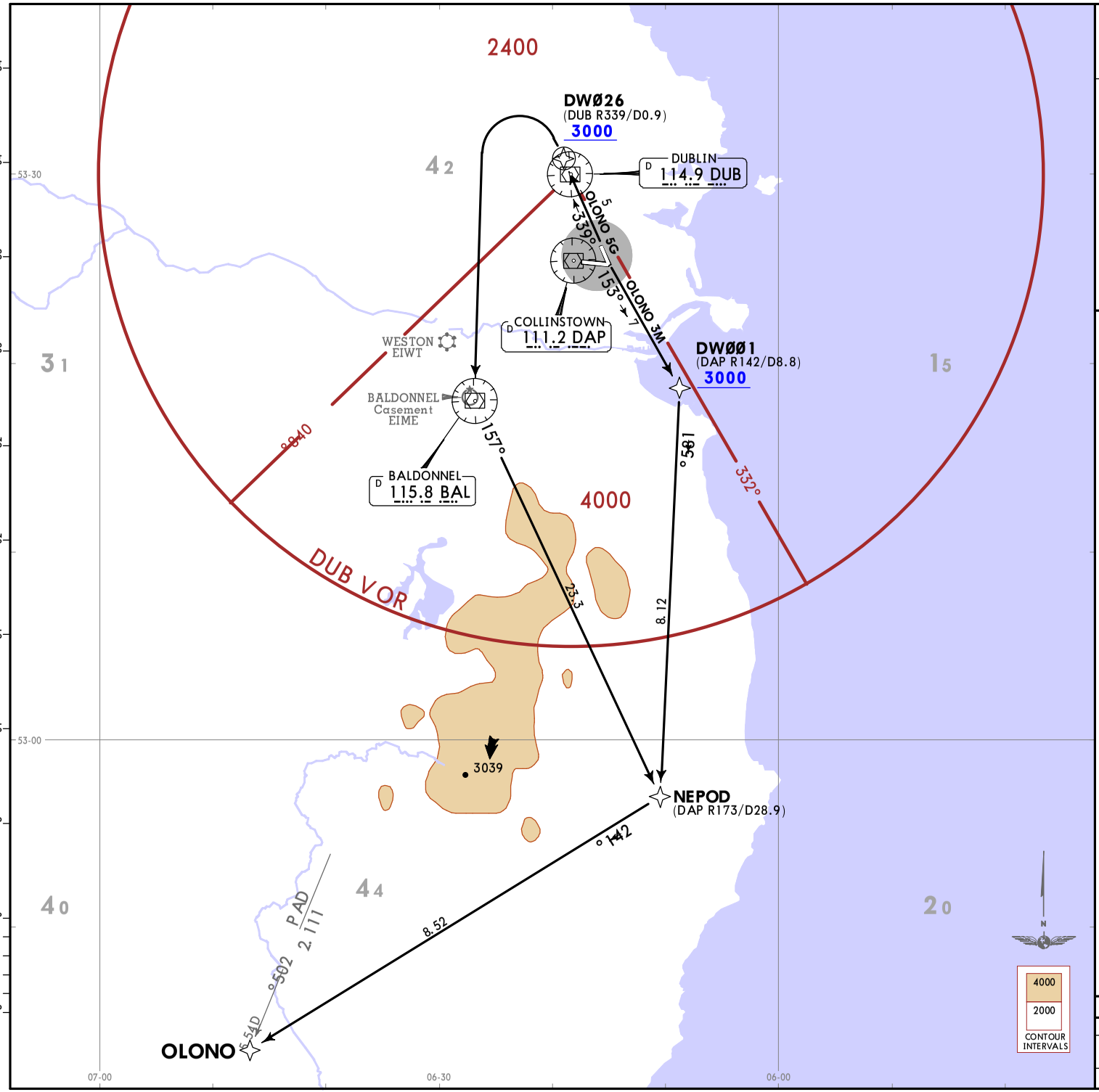
Initial climb clearance **FL90**

SID	RWY	ROUTING
OLONO 5A❶	28L	OE (3000+) - BAL - NEPOD - OLONO.
OLONO 2E	10R	DW554 (3000+) - IRDEX - ERVAD - NEPOD - OLONO.

❶ Continuous climb to 4000 required for separation from military operations at 3000 in area EI(R)-15.

CHANGES: RNAV SIDs revised; RWY 10/28 redesignated 10R/28L.

JEPPESEN DUBLIN, IRELAND
2 OCT 20 10-3M Eff 8 Oct
RNAV SID



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

OLONO 5G [OLON5G]
OLONO 3M [OLON3M]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

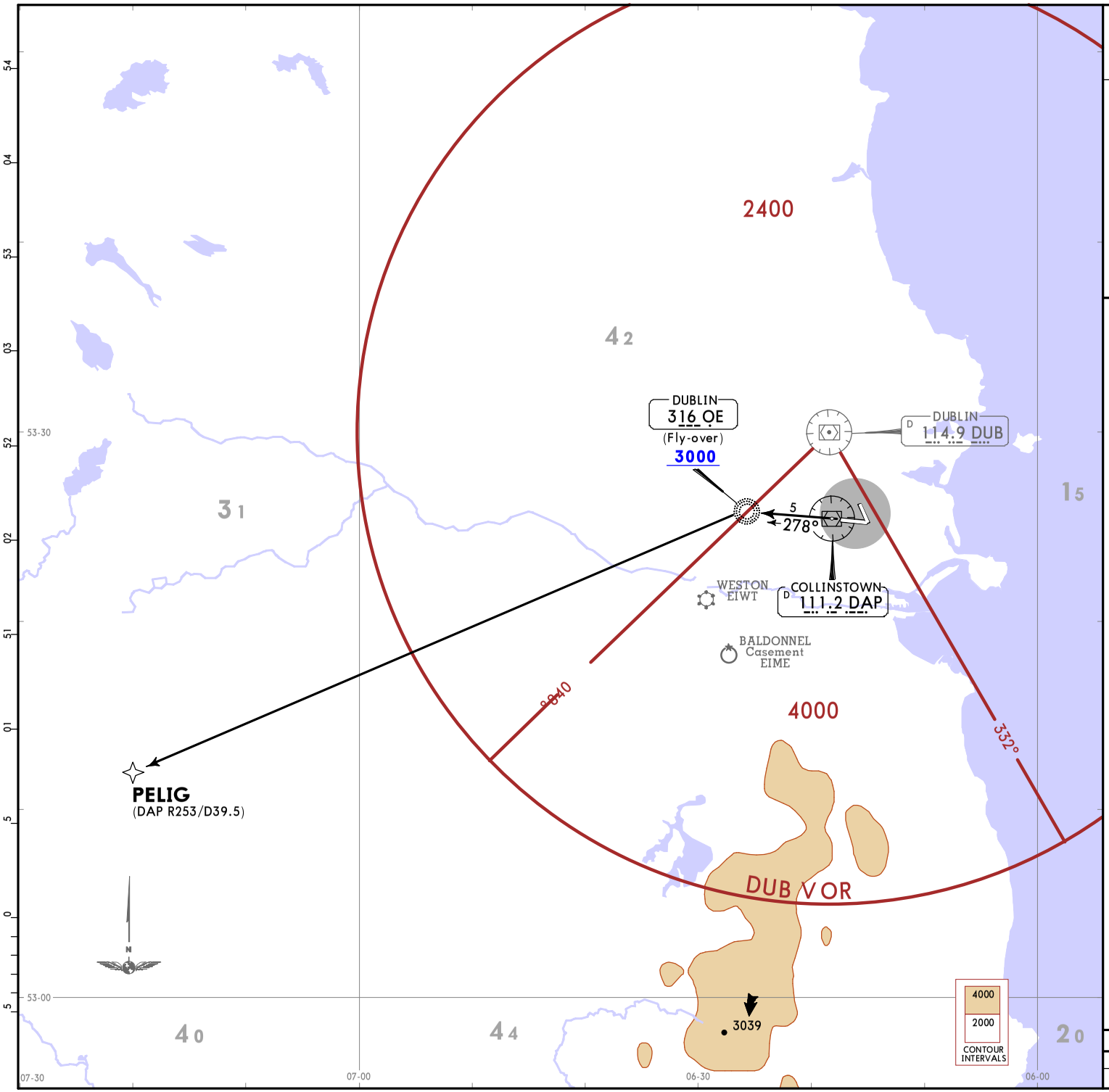
These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
OLONO 5G	34	DW026 (3000+) - BAL - NEPOD - OLONO.
OLONO 3M	16	DW001 (3000+) - NEPOD - OLONO.

CHANGES: RNAV SIDs revised; OLONO 2M renumbered 3M.



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000

1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. Do not climb above FL90 until instructed by ATC.

PELIG 5A [PELI5A]
RWY 28L RNAV DEPARTURE

AVAILABLE ONLY WHEN MILITARY NOT ACTIVE

SPEED: MAX 250 KT BELOW FL100

CAT C & D

This SID requires a minimum climb gradient of
553 per NM (9.1%).

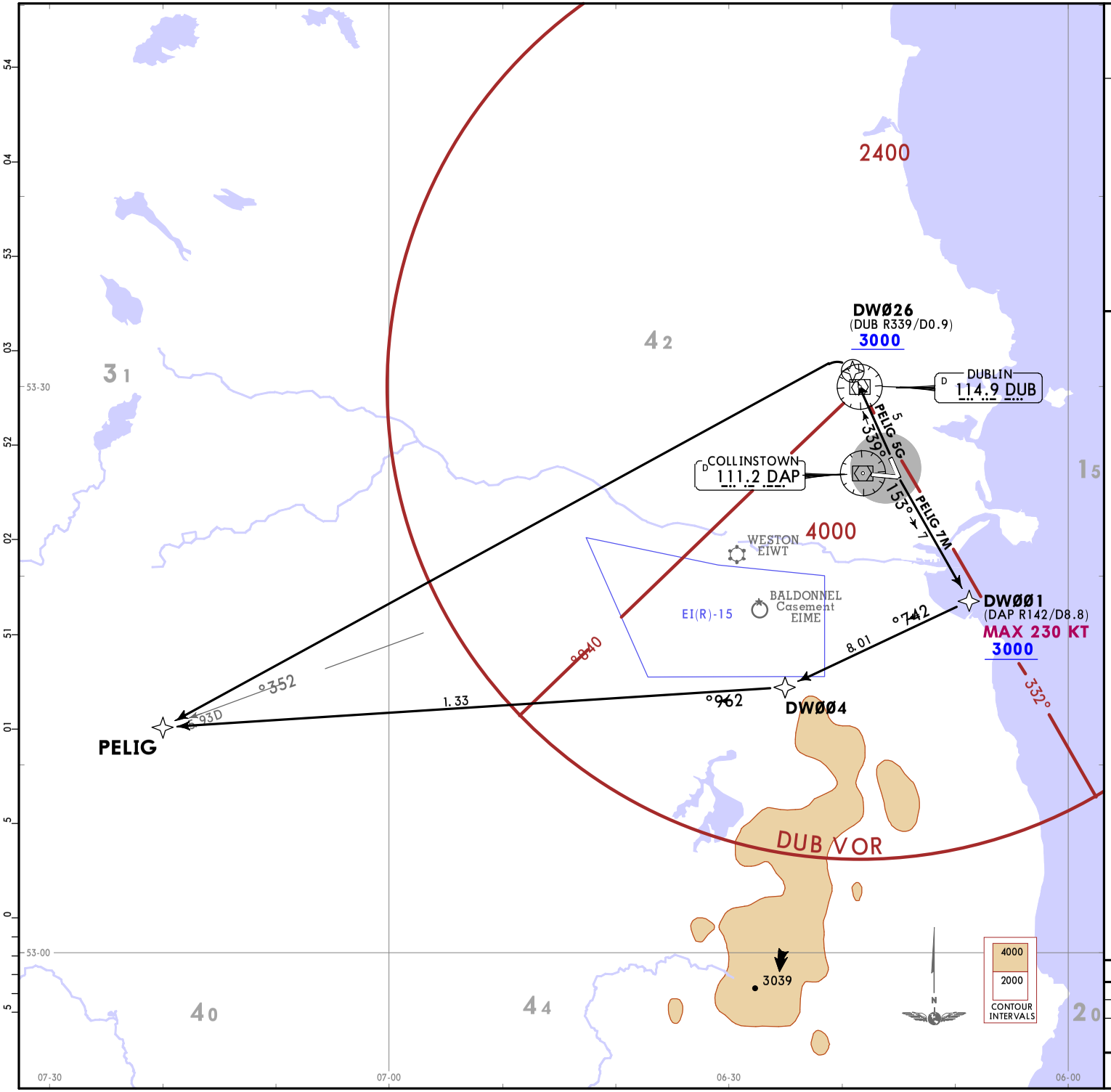
Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

ROUTING

OE (3000+) - PELIG.

CHANGES: RNAV SIDs revised; RWY 28 redesignated 28L.



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

PELIG 5G [PELI5G]
PELIG 7M [PELI7M]
RNAV DEPARTURES

AVAILABLE ONLY WHEN MILITARY NOT ACTIVE

SPEED: MAX 250 KT BELOW FL100

CAT C & D

These SIDs require a minimum climb gradient of 553 per NM (9.1%).

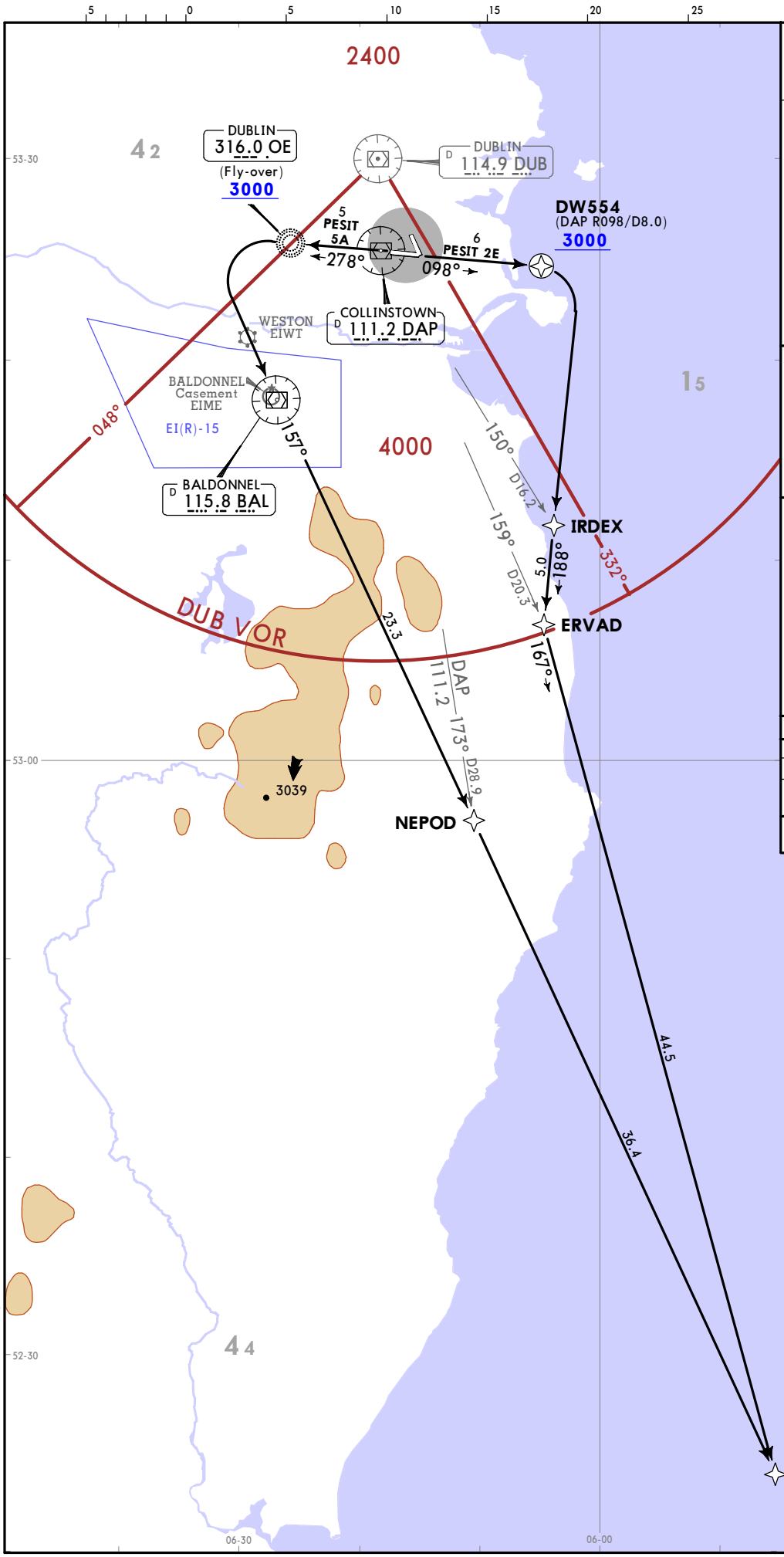
Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
PELIG 5G	34	DW026 (3000+) - PELIG.
PELIG 7M ❶	16	DW001 (K230-; 3000+) - DW004 - PELIG.

❶ Continuous climb to 4000 required for separation from military operations at 3000 in area EI(R)-15.

CHANGES: RNAV SIDs revised; PELIG 6M renumbered 7M.



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000

1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. RWY 10R: EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

PESIT 5A [PESI5A]
PESIT 2E [PESI2E]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
PESIT 5A ❶	28L	OE (3000+) - BAL - NEPOD - PESIT.
PESIT 2E	10R	DW554 (3000+) - IRDEX - ERVAD - PESIT.

❶ Continuous climb to 4000 required for separation from military operations at 3000 in area EI(R)-15.

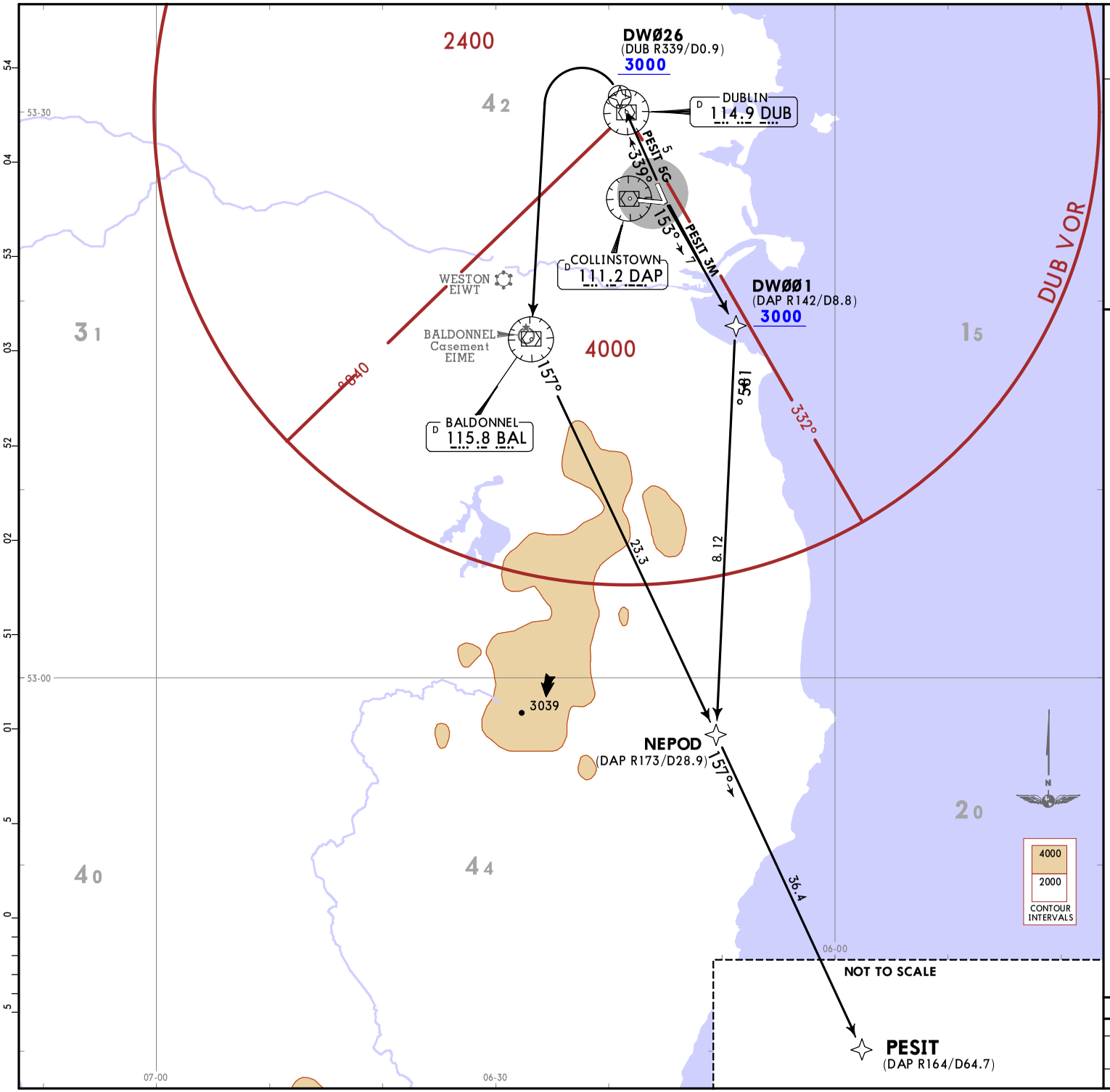
4000
2000
CONTOUR INTERVALS

EIDW/DUB
DUBLIN INTL

JEPPESEN
2 OCT 20
10-3Q
Eff 8 Oct

DUBLIN, IRELAND
RNAV SID

PESIT 5A [PESI5A]
PESIT 2E [PESI2E]
RNAV DEPARTURES



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000

1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

PESIT 5G [PESI5G]
PESIT 3M [PESI3M]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

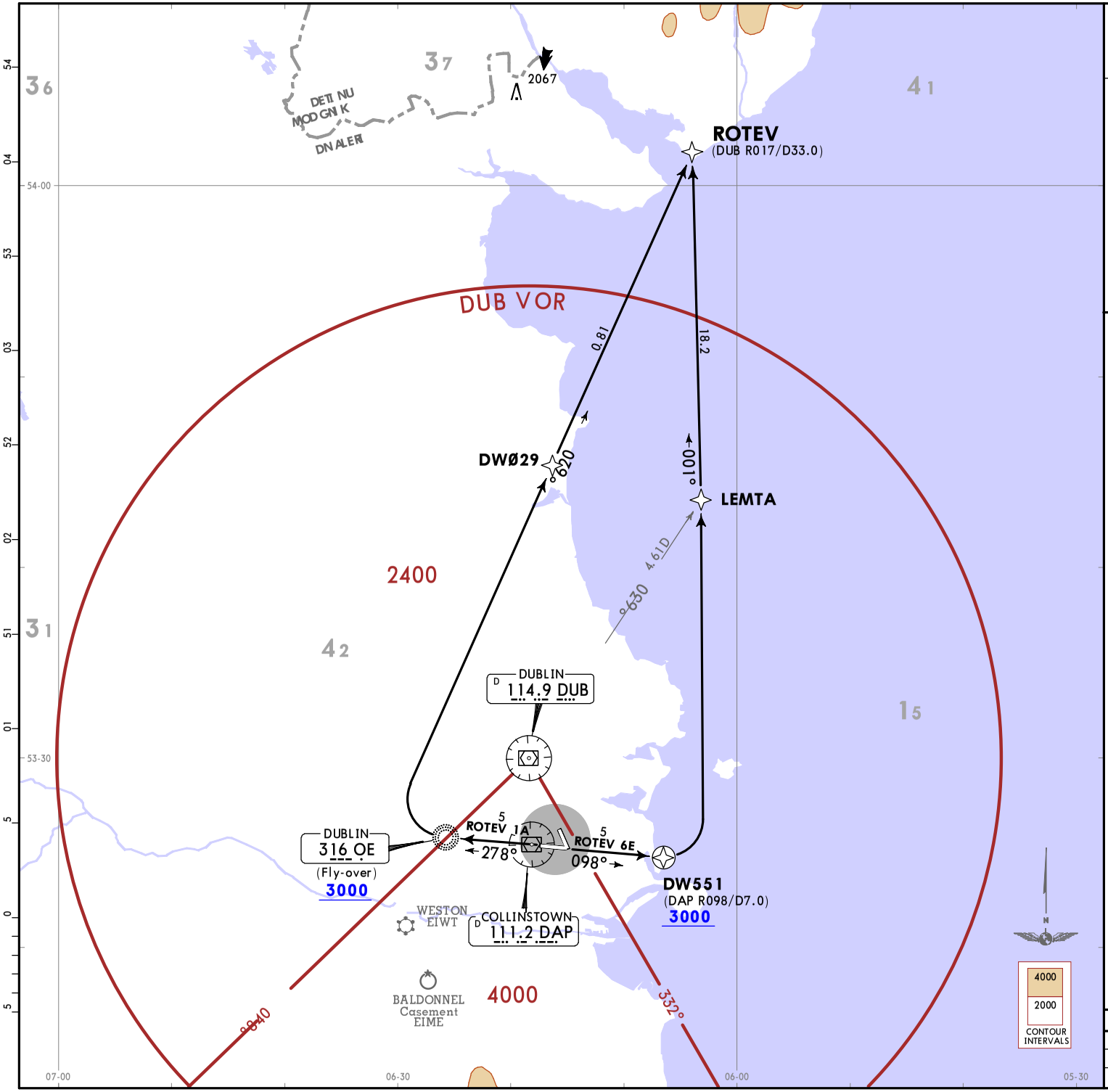
These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
PESIT 5G	34	DW026 (3000+) - BAL - NEPOD - PESIT.
PESIT 3M	16	DW001 (3000+) - NEPOD - PESIT.

CHANGES: RNAV SIDs revised; PESIT 2M renumbered 3M.



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000

1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. RWY 10R: EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

ROTEV 1A [ROTE1A]
ROTEV 6E [ROTE6E]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

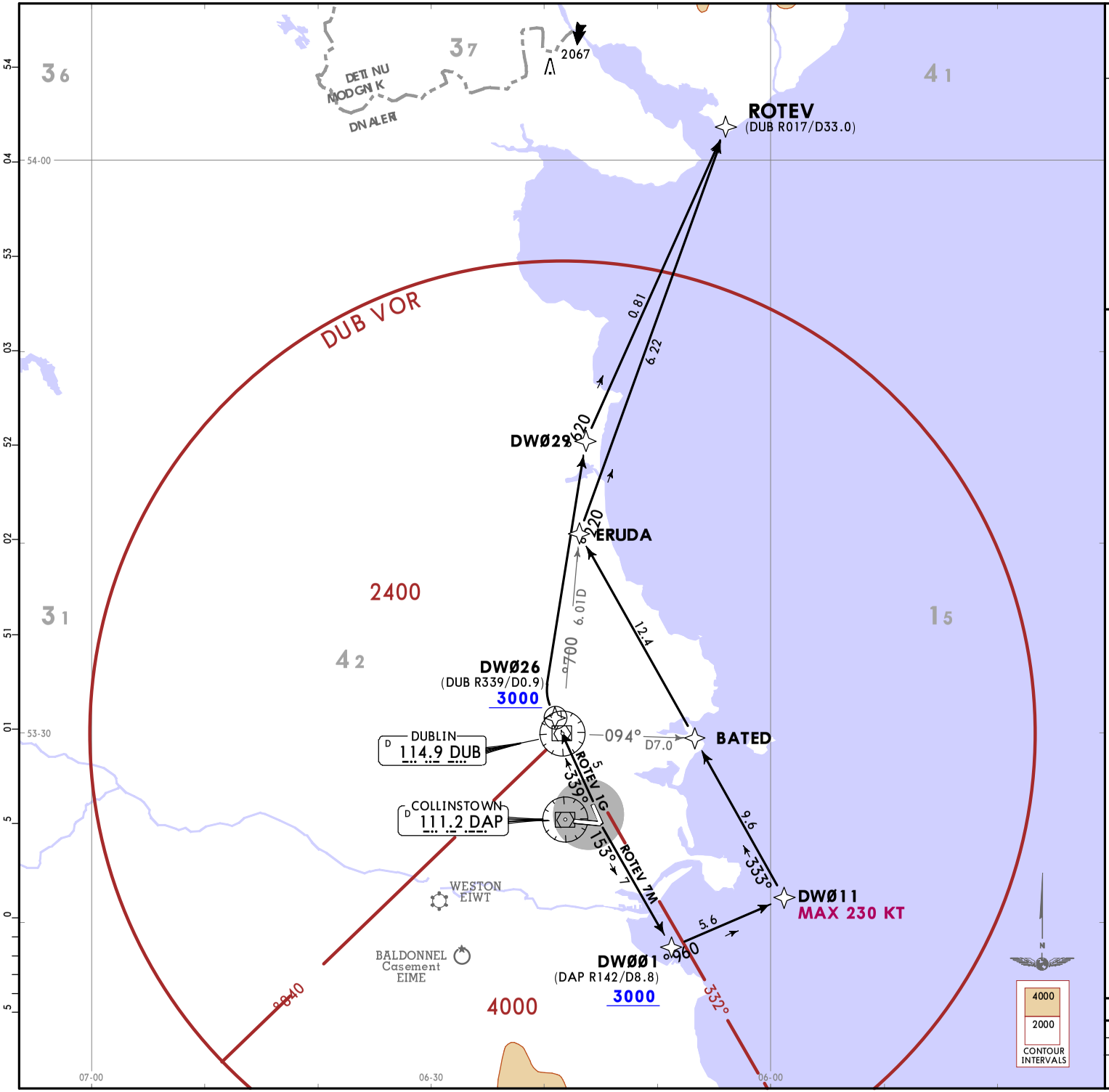
These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
ROTEV 1A	28L	OE (3000+) - DW029 - ROTEV.
ROTEV 6E	10R	DW551 (3000+) - LEMTA - ROTEV.

CHANGES: RNAV SIDs revised; RWY 10/28 redesignated 10R/28L.



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000

1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

ROTEV 1G [ROTE1G]
ROTEV 7M [ROTE7M]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
ROTEV 1G	34	DW026 (3000+) - DW029 - ROTEV.
ROTEV 7M	16	DW001 (3000+) - DW011 (K230-) - BATED - ERUDA - ROTEV.

CHANGES: RNAV SIDs revised; ROTEV 6M renumbered 7M.

DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. RWY 10R: EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

SUROX 1A [SURO1A]
SUROX 6E [SURO6E]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

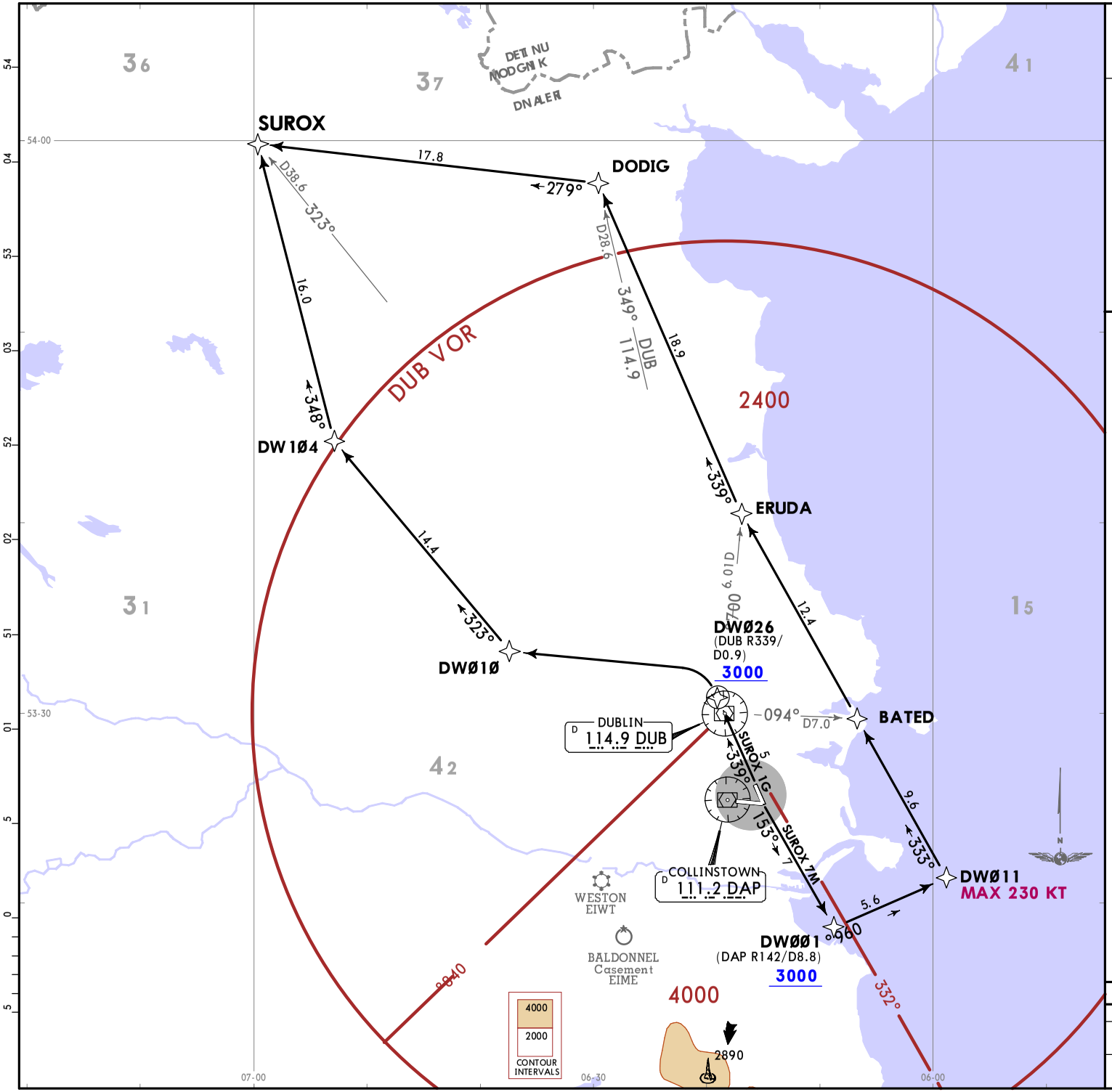
These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

SID	RWY	ROUTING
SUROX 1A	28L	OE (3000+) - DW1Ø4 - SUROX.
SUROX 6E	10R	DW551 (3000+) - LEMTA - DODIG - SUROX.

CHANGES: RNAV SIDs revised; RWY 10/28 redesignated 10R/28L.



DUBLIN Tower	Apt Elev	DUBLIN ACC Lower North	DUBLIN ACC Lower South
118.6	242	132.580	120.755

Trans alt: 5000
1. **RNAV 1 (DME/DME or GNSS required).**
2. Remain on DUBLIN Tower until passing 2000, then contact DUBLIN ACC.
3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
5. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.
6. Integrity check fix available from RADAR.
7. EXPECT close-in obstacles.
8. Do not climb above FL90 until instructed by ATC.

SUROX 1G [SURO1G]
SUROX 7M [SURO7M]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

CAT C & D

These SIDs require a minimum climb gradient of 553 per NM (9.1%).

Gnd speed-KT	75	100	150	200	250	300
553 per NM	691	922	1382	1843	2304	2765

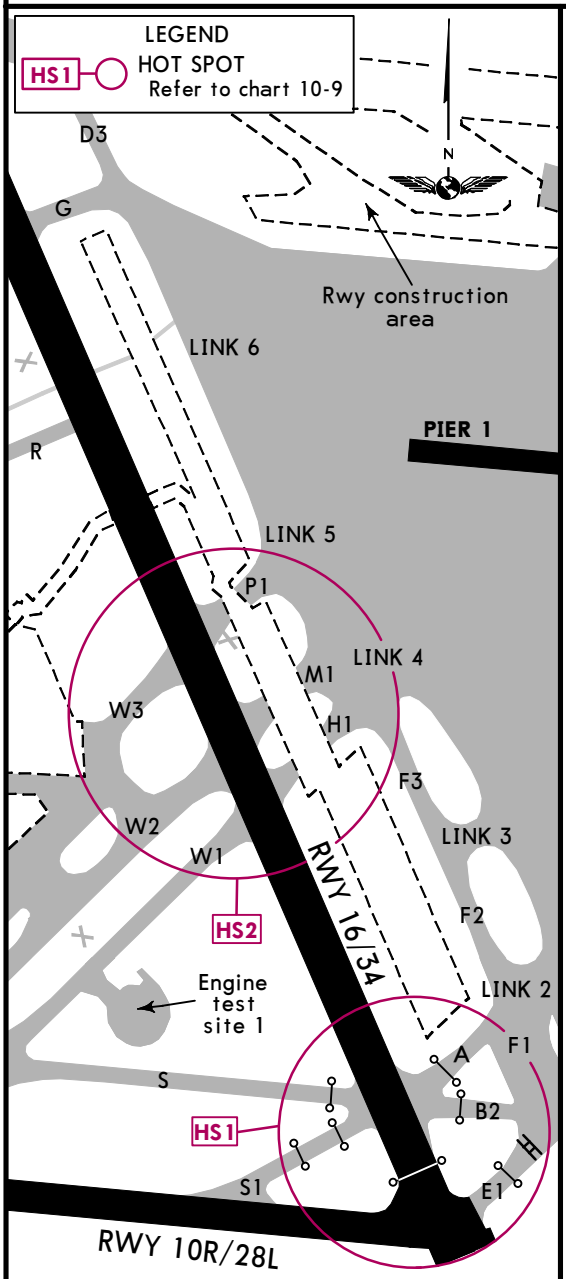
Initial climb clearance **FL90**

SID	RWY	ROUTING
SUROX 1G	34	DWØ26 (3000+) - DWØ1Ø - DW1Ø4 - SUROX.
SUROX 7M	16	DWØØ1 (3000+) - DW011 (K230-) - BATED - ERUDA - DODIG - SUROX.

CHANGES: RNAV SIDs revised; SUROX 6M renumbered 7M.

NORTH-SOUTH SEWER CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



Working hours will generally be as follows:
- day work: 0700-1900 LT,
- night work: 2330-0530 LT.

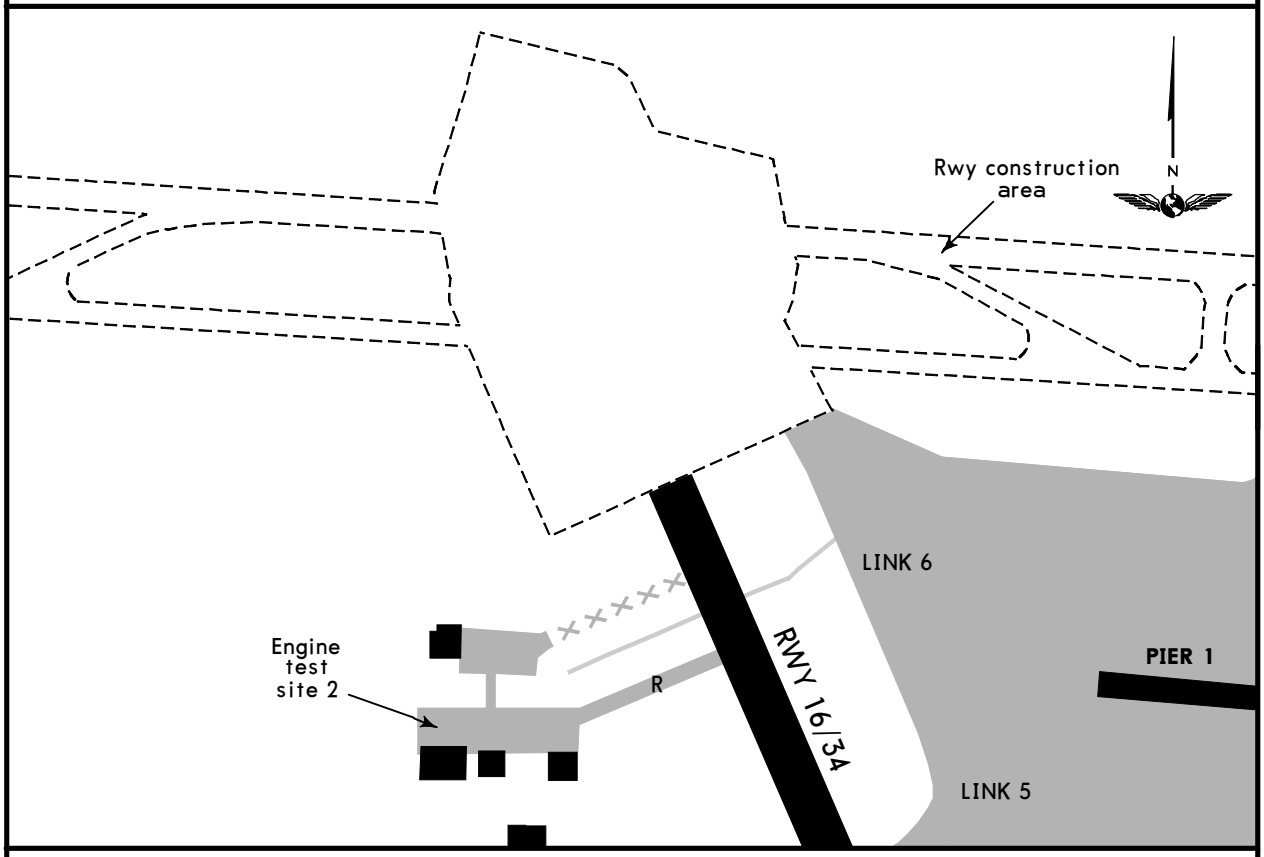
RWY 16/34 will be unavailable for landings and take-offs. This may be divided into shorter periods, and will be coordinated as far as practicable with similar restrictions necessitated by other projects in progress.

TWYs P1, M1, and H1 will each be unavailable. The work will be coordinated so that only one of these TWYs is unavailable at any one time.

CHANGES: Rwy designators.

NORTH RWY INTERSECTION WITH RWY 16/34 CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



RWY 16/34 will be unavailable for take-offs or landings, in order to facilitate the construction of the new parallel North RWY and associated TWYs.

Construction works are required at the intersection of the new and existing RWYs and TWYs in the northern 1640'/500m section of RWY 16/34, including the RWY 16 threshold.
During construction works portions of the RWY outside the working area may remain available for taxiing, subject to other construction works taking place.

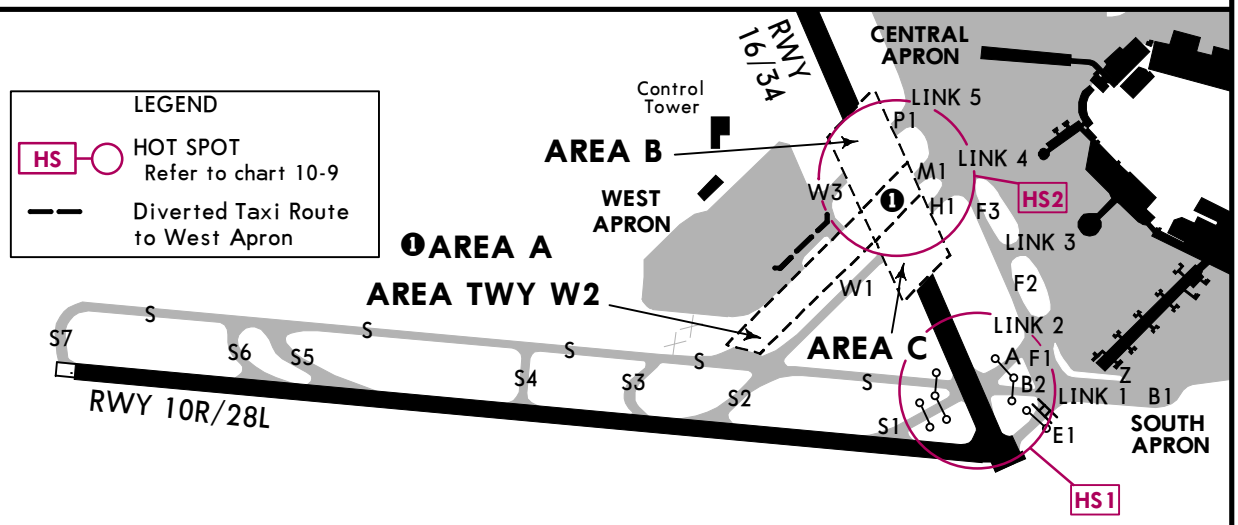
RWY 10R/28L operations will not be affected.

The planned dates of the works are 25 MAY 20 EST until the end of September 2020 EST.

CHANGES: Rwy designators.

REHABILITATION WORKS ON RWY 16/34

REFER ALSO TO LATEST NOTAMS



PHASE 2

Area A:
Area A includes work on RWY 16/34 and TWYs M1 and W2.
Working hours in Area A will generally be 0900-0500 LT daily.
TWY M1 and the portion of TWY W2 within Area A will be not be available during or outside working hours.
During working hours:
RWY 16/34 will not be available for landings and take-offs.
RWY 16/34 will not be available for taxiing within the Area A working area.
Taxiing on portions of the RWY outside the working area will not generally be affected. However, taxiing restrictions may apply in proximity to the working area, and will be promulgated in due course.

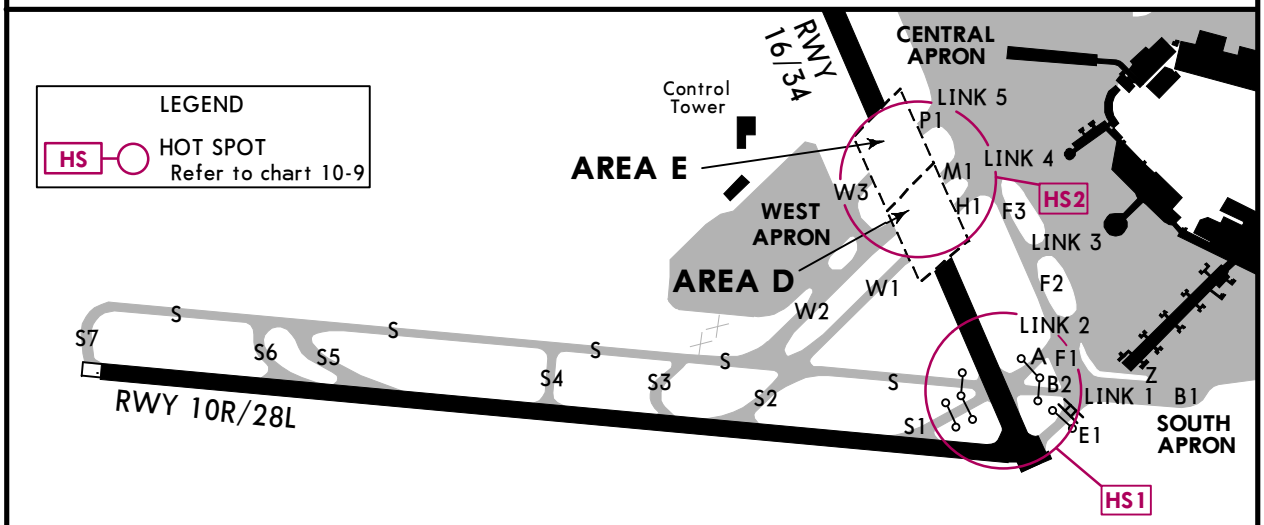
Area B:
Area B involves work on RWY 16/34 and TWYs P1 and W3.
TWY P1 and the portion of TWY W3 within Area B will be not be available during or outside working hours.
During working hours in Area B:
RWY 16/34 will not be available for landings and take-offs during working hours.
RWY 16/34 will not be available for taxiing within the Area B working area.
Taxiing on portions of the RWY outside the working area will not generally be affected. However, taxiing restrictions may apply in proximity to the working area, and will be promulgated in due course.
Working hours in Area B will generally be 0900-0500 LT daily.
However, there will be a period of approximately one week during which working hours in Area B will be extended to a 24-hour basis.
During this period:
Work may take place at any time, day or night, during this period. The restrictions noted above during working hours will therefore also apply on a 24-hour basis.
In the event that forecasts indicate that weather conditions will make the use of RWY 16/34 essential to the operation of the airport, the RWY will be made available at 24 hours prior notice.

Area C:
Area C includes work on RWY 16/34 and TWYs H1 and W1.
Working hours in Area C will generally be 0900-0500 LT daily.
TWYs H1 and W1 will be not be available during or outside working hours.
During working hours:
-RWY 16/34 will not be available for landings and take-offs.
-RWY 16/34 will not be available for taxiing within the Area C working area.
Taxiing on portions of the RWY outside the working area will not generally be affected. However, taxiing restrictions may apply in proximity to the working area, and will be promulgated in due course. In the event that Low Visibility Conditions arise during planned working hours, work will not take place and Low Visibility taxi routes will be available as normal.

Taxiway W2 Work Area
Work will be in progress on an overlay to TWY W2.
Throughout this period, TWYs W2 and S2 will be withdrawn from service.
ACFT access to and from the West Apron will be via a temporary diverted taxi route from/to TWY W3.
It is intended that the work on TWY W2 will be carried out in conjunction with work in Area A, unless operational or other considerations dictate otherwise.

REHABILITATION WORKS ON RWY 16/34 (continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2

Area D:

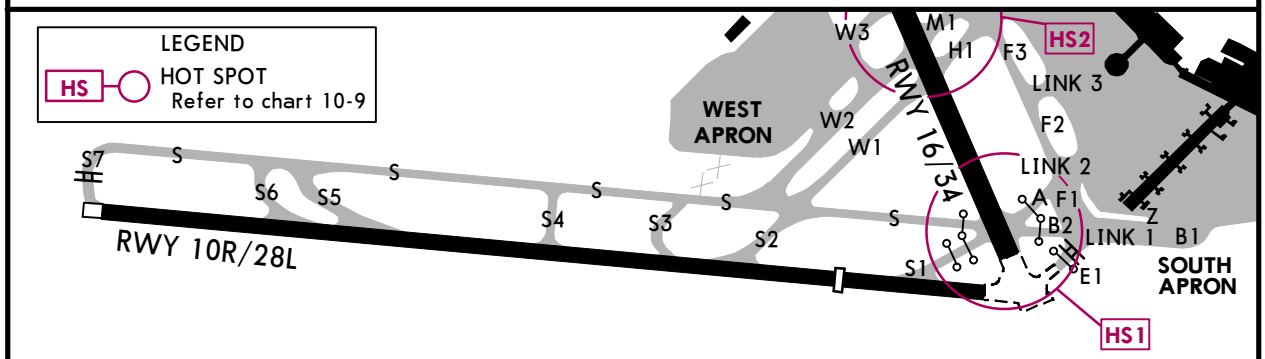
Area D involves work on RWY 16/34 and TWYs H1, M1, W1 and W2.
TWYs H1, M1, and the portions of W1 and W2 within the working area will be not be available during working hours.
Working hours in Area D will generally be 1900-0500 LT daily.
During working hours in Area D:
RWY 16/34 will not be available for landings and take-offs during working hours.
RWY 16/34 will not be available for taxiing within the Area D working area.
Taxiing on portions of the RWY outside the working area will not generally be affected. However, taxiing restrictions may apply in proximity to the working area, and will be promulgated in due course.
In the event that Low Visibility Conditions arise during planned working hours, work will not take place and Low Visibility taxi routes will be available as normal.

Area E:

Area E involves work on RWY 16/34 and TWYs P1 and W3.
TWY P1 and the portion of TWY W3 within the working area will be not be available during or outside working hours.
During working hours in this period:
RWY 16/34 will not be available for landings and take-offs during working hours.
RWY 16/34 will not be available for taxiing within the Area E working area.
Taxiing on portions of the RWY outside the working area will not generally be affected. However, taxiing restrictions may apply in proximity to the working area, and will be promulgated in due course.
Working hours in Area E will generally be 0900-0500 LT daily. These hours may be varied to accommodate other works taking place on the airfield.

DISPLACED THRESHOLD CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



Works will generally be carried out 1900-0415 LT, Monday night to Saturday morning.
RWY 10R/28L will be available as normal outside working hours.

Temporary displaced threshold RWY 28L

The temporary displaced threshold will be provided with runway threshold/end lights, wing bars, temporary PAPI (2.9°) and runway threshold identification lights, visible only during working hours.

Runway Lighting during working hours

Approach Lighting will not be available on RWY 28L.
CAT I Approach Lighting will be available on RWY 10R.
CL lighting will not be available for RWY 10R or RWY 28L.

Instrument Approach Procedures during working hours

RWY 28L:

(13-01) VOR T RWY 28L will be the only IAP available for RWY 28L. This IAP will not be available outside of the hours of work.
The current procedure (13-3) VOR RWY 28L will be withdrawn from service and will be promulgated by NOTAM for the duration of the works.

RWY 10R:

During the works following procedures remain available: (11-1) ILS or LOC RWY 10R and (13-1) VOR RWY 10R.

RWY 16/34:

The works are intended to take place during a period when RWY16/34 is unavailable for take-offs and landings, due to other projects in progress on the airfield.

RWY 28L Take-offs during working hours

Take-offs on RWY 28L will only be available from the position of the temporary threshold. ACFT entering the RWY at TWY S1 should taxi forward to the temporary threshold before commencing take-off roll.

RWY 10R operations during working hours

RWY 10R will be available for take-offs and landings using less than the full length of the runway. ACFT landing on RWY 10R should endeavour to exit via TWY S2, unless safety dictates continuing to the temporary runway end and taxiing forward to TWY S1.
Intersection take-offs on RWY 10R from the intersections with TWYs S4, S5 and S6 will not be available.

RWY16/34 operations during working hours

RWY 16/34 will not be available for take-offs or landings during this period.
Taxiing on portions of RWY 16/34 outside working areas will not be affected, subject to restrictions due to other projects that may also be in progress on the airfield.

Declared distances:

RWY	TORA	LDA
10R	7024'/2141m	7024'/2141m
28L	7024'/2141m	7024'/2141m
16	not available	not available
34	not available	not available

Low Visibility Operations

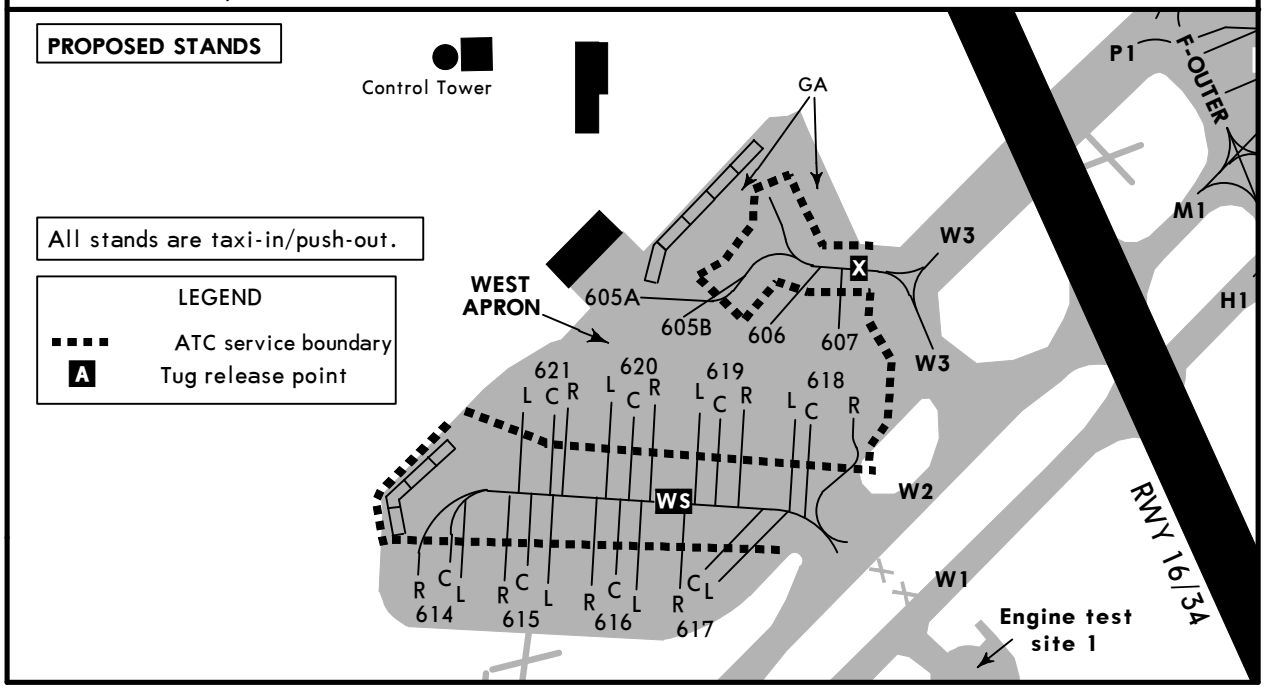
If Low Visibility Conditions occur or are forecast to occur during planned working hours, work will not be carried out. CAT II/III/Low Visibility Operations may take place as normal. CAT II/III Approach Lighting, TDZ and CL lighting will be available as required on RWY 10R/28L to support CAT II/III/Low Visibility Operations.

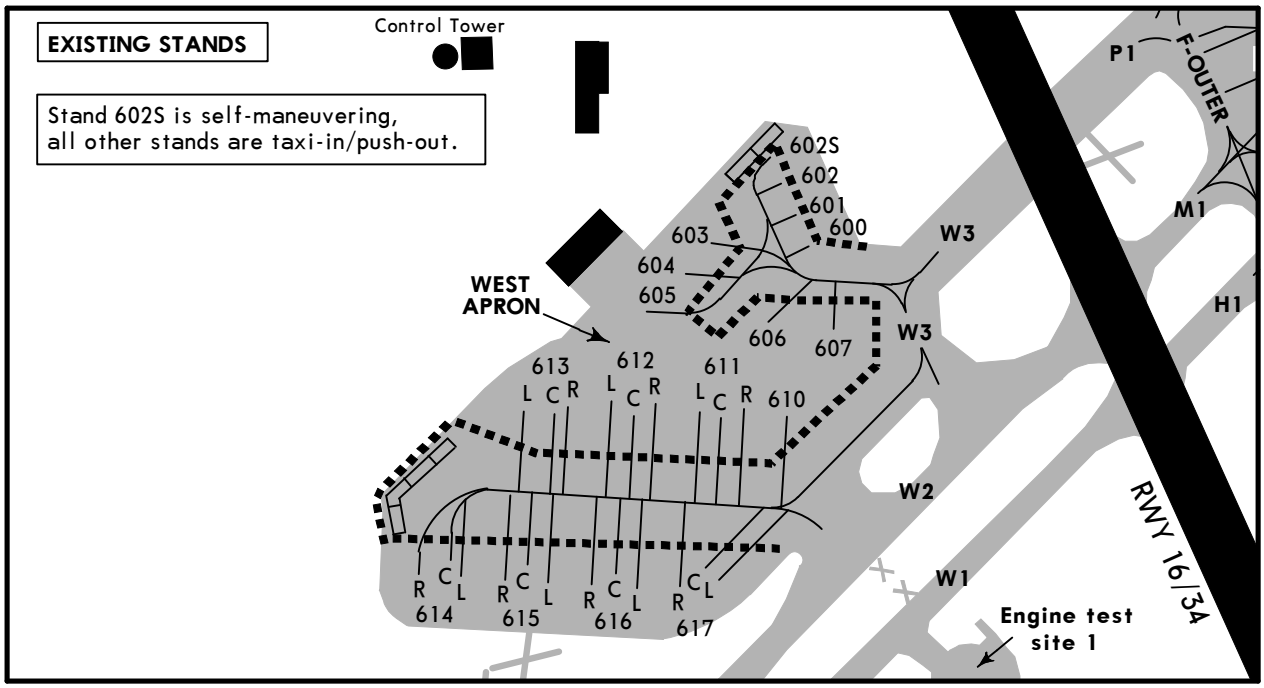
WEST APRON STAND REALIGNMENT

REFER ALSO TO LATEST NOTAMS

Alterations are to be made to the aircraft parking layout on the West Apron at Dublin Airport.

The work involves the removal of existing Stands 600 thru 605 and 610 thru 613L, and the installation of new Stands 605A, 605B, and 618R thru 621L. Two new tug release points, TRP WS and TRP X will be provided.





INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
Existing Stands		Proposed Stands	
600	N53 25.6 W006 15.5	605B, 606	N53 25.6 W006 15.6
601, 602	N53 25.7 W006 15.5	606A	N53 25.6 W006 15.7
602S, 603	N53 25.7 W006 15.6	607, 618R, 618C	N53 25.6 W006 15.5
604, 605	N53 25.6 W006 15.7	618L thru 619L	N53 25.6 W006 15.6
606	N53 25.6 W006 15.6	620R thru 620L	N53 25.6 W006 15.7
607	N53 25.6 W006 15.5	621R thru 621L	N53 25.6 W006 15.8
610 thru 611L	N53 25.6 W006 15.6		
612R thru 612L	N53 25.6 W006 15.7		
613R thru 613L	N53 25.6 W006 15.8		

CHANGES: Notes. Stands. Tug release point.

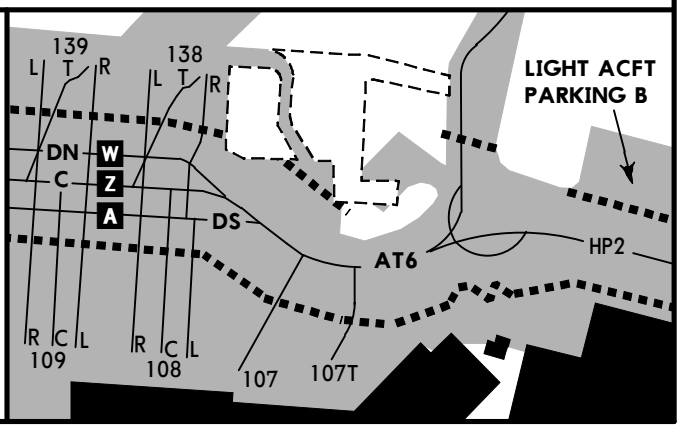
NORTH APRON REHABILITATION WORKS

REFER ALSO TO LATEST NOTAMS

Works will be carried out to provide new ACFT parking stands and to rehabilitate existing apron TWY pavement.
Working area will be marked by day and lighted at night.
Working hours will be 0800-2000 LT. If night works should be necessary, night work hours will be 2000-0500 LT.
Working hours may be extended if site and operational conditions allow.
Restrictions on the availability of ACFT stands due to the works in progress will be advised locally.
Works will be carried out in 6 phases.

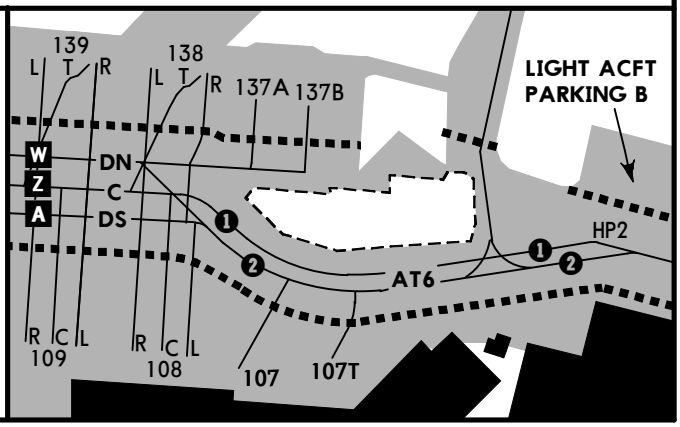
PHASE 1

Phase 1 includes the construction of additional apron pavement and associated works in the vicinity of existing stands 137L/C/R.
The apron roadway adjacent to these stands will be diverted temporarily.



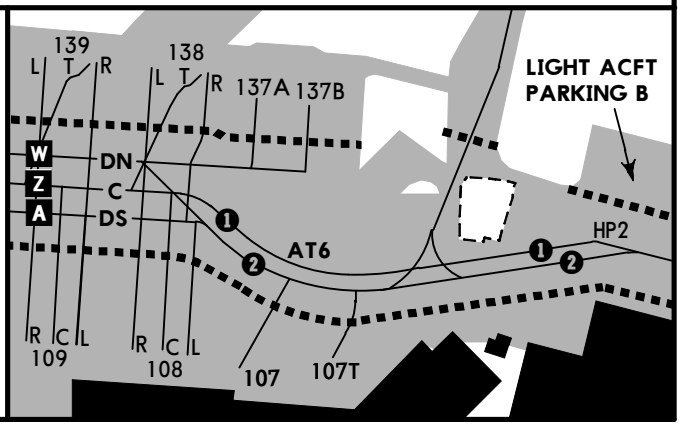
PHASE 2

Phase 2 includes the rehabilitation of existing apron TWY pavement.
Stands 107, 107T, 137A and 137B will be restricted to tow-in push-out operation only.
Apron TWY 6 will be diverted adjacent to the working area. A temporary diverted taxiline will be provided suitable for ACFT under power with a MAX wingspan of 118'/36m (Code C). An additional diverted line will be provided for ACFT with wingspan greater than 118'/36m, which shall be towed past the working area.
TRPs W, Z and A will be temporarily relocated.



PHASE 3

Phase 3 includes the rehabilitation of a further portion of existing apron taxiway pavement.
Apron TWY 6 will remain diverted adjacent to the working area, as in Phase 2.
A temporary diverted taxiline will be provided suitable for ACFT under power with a max wingspan of 118'/36m (Code C).
An additional diverted line will be provided for ACFT with wingspan greater than 118'/36m, which shall be towed past the working area.
A temporary towing line will be provided for access to ACFT Park C.
TRPs W, Z and A will remain in temporary relocated positions, as in Phase 2.



LEGEND

AT6 Apron taxiway 101 Parking position ▪▪▪ ATC service boundary **A** TRP: Tug release point

Temporary diverted taxilines: ❶ Towing line
❷ Taxiline code C ACFT

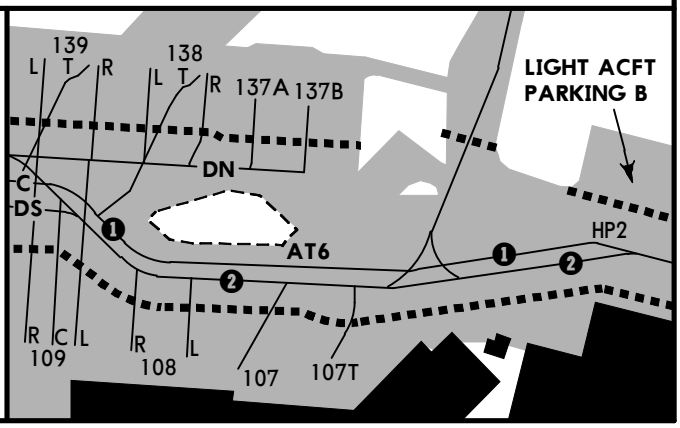
CHANGES: New temporary chart.

NORTH APRON REHABILITATION WORKS (continued)

REFER ALSO TO LATEST NOTAMS

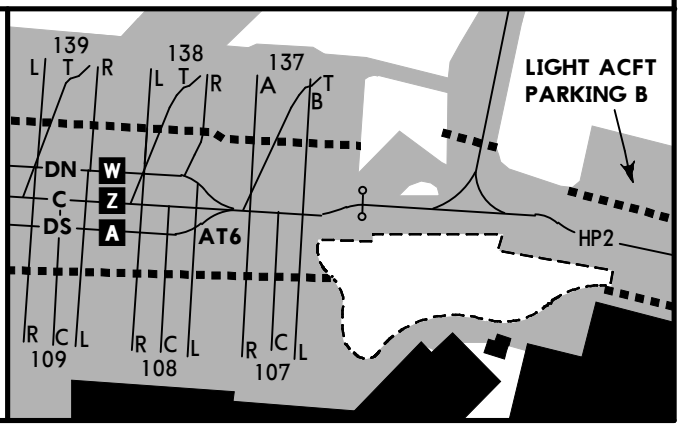
PHASE 4

Phase 4 includes the rehabilitation of a further portion of existing apron TWY pavement.
The following stands will be restricted to tow-in push-out operation only: 107T, 107, 108L, 108R, 137A, 137B, 138R, 138L, 138T.
Apron TWY 6 will be diverted on a new alignment adjacent to the working area.
A temporary diverted taxiline will be provided suitable for ACFT under power with a max wingspan of 118'/36m (Code C).
An additional diverted line will be provided for ACFT with wingspan greater than 118'/36m, which shall be towed past the working area.
TRPs W, Z and A will be temporarily relocated.



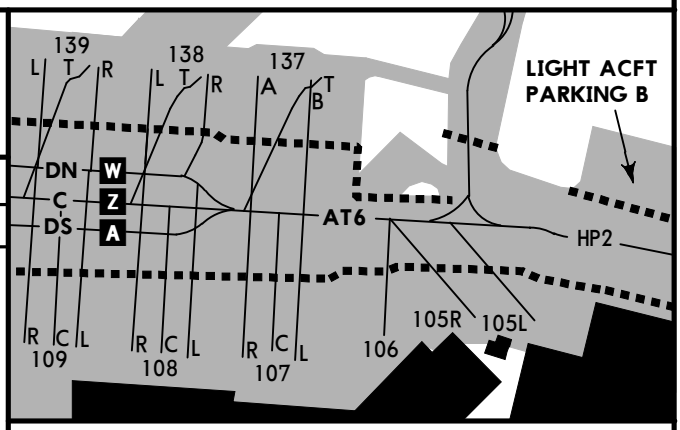
PHASE 5

Phase 5 includes the rehabilitation of a further portion of existing apron TWY and apron pavement.
Apron TWY 6 will be diverted on a new alignment adjacent to the working area.
A temporary diverted taxiline will be provided suitable for ACFT under power with a MAX wingspan of 118'/36m (Code C).
ACFT with wingspan greater than 118'/36m shall be towed past the working area, following the same line.
TRPs W, Z and A will be moved to their final positions.



PHASE 6

Implementation of final layout.
The following stands are taxi-in/push-out: 105L, 105R, 106, 107C, 107L, 107R, 137A, 137B and 137T.



INS COORDINATES

STAND No.	COORDINATES
105L, 105R	N53 25.9 W006 14.6
106	N53 25.9 W006 14.7
107C	N53 25.9 W006 14.8
107L	N53 25.8 W006 14.7
107R	N53 25.8 W006 14.8
137A	N53 26.0 W006 14.8
137B, 137T	N53 26.0 W006 14.7

LEGEND

AT6 Apron taxiway 101 Parking position ▪▪▪ ATC service boundary **A** TRP: Tug release point

Temporary diverted taxilines: ❶ Towing line
❷ Taxiline code C ACFT

CHANGES: New temporary chart.

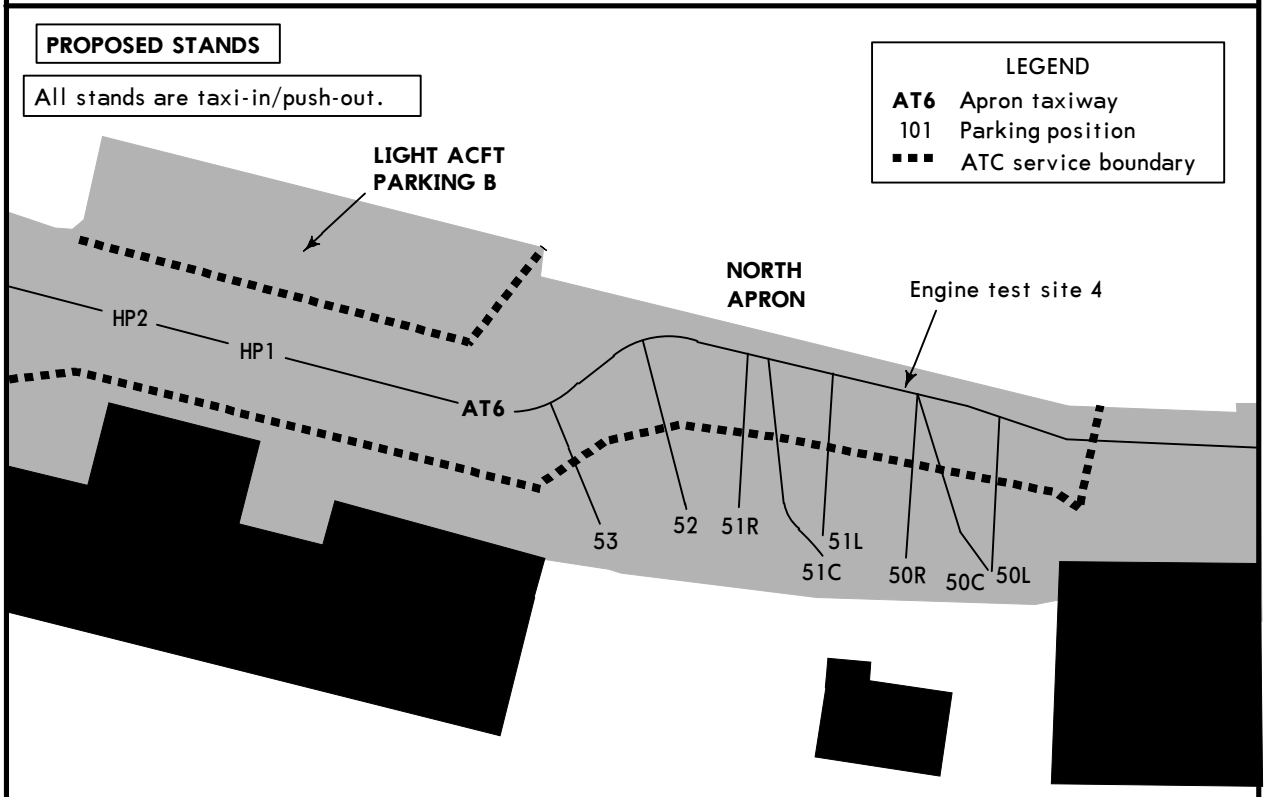
REPLACEMENT OF NORTH APRON STANDS 101-104L

REFER ALSO TO LATEST NOTAMS

The work involves the removal of existing stands 101-104L, and the installation of new stands 50L-53.

PROPOSED STANDS

All stands are taxi-in/push-out.



INS COORDINATES

STAND No.	COORDINATES
Proposed Stands	
50C, 50L	N53 25.8 W006 14.1
50R thru 51R	N53 25.8 W006 14.2
52, 53	N53 25.8 W006 14.3

CHANGES: New temporary chart.

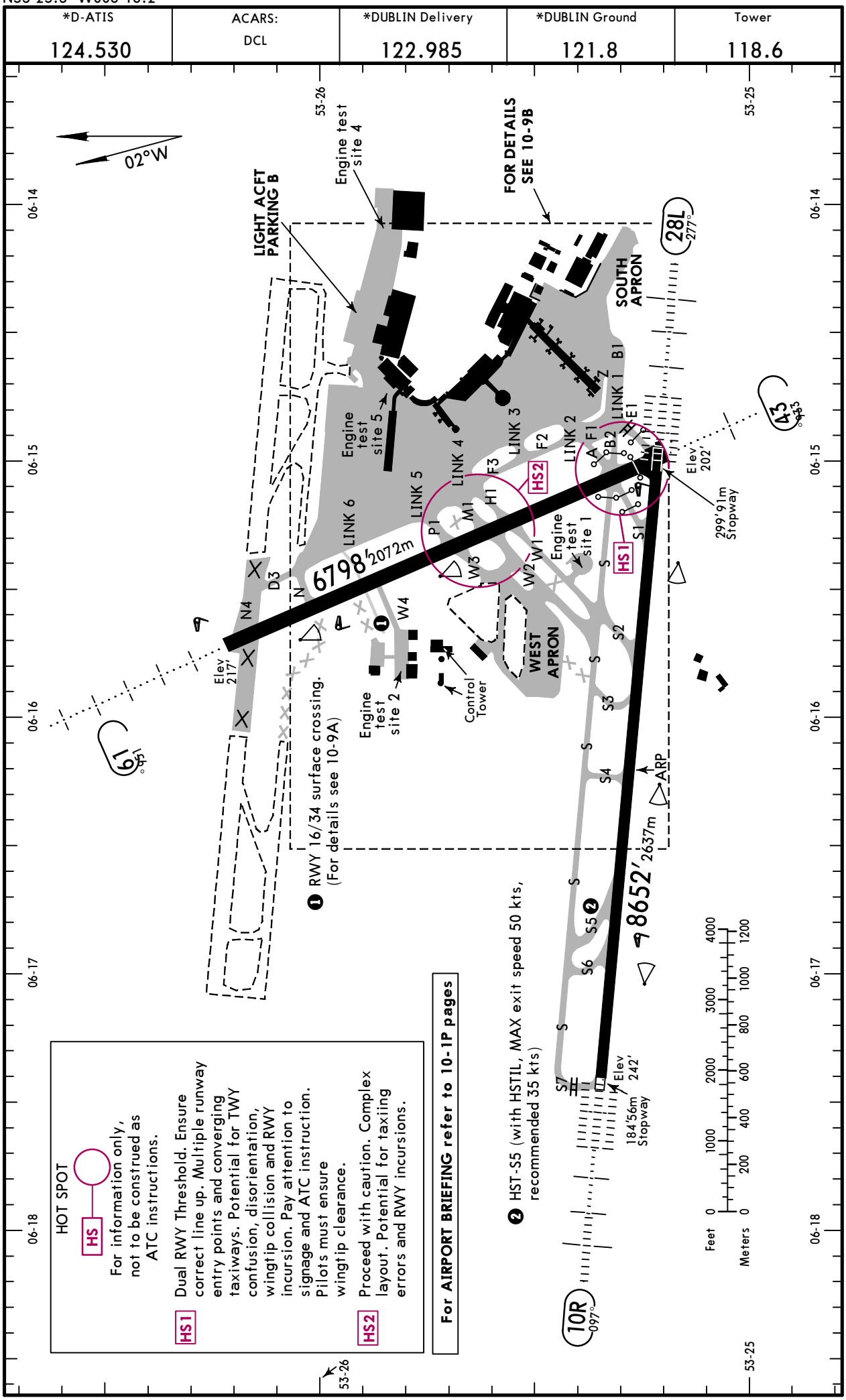
EIDW/DUB

Apt Elev 242′
N53 25.3 W006 16.2

JEPPESEN
25 SEP 20 (10-9) Eff 8 Oct

DUBLIN, ~~IRELAND~~
DUBLIN INTL

*D-ATIS	ACARS:	*DUBLIN Delivery	*DUBLIN Ground	Tower
124.530	DCL	122.985	121.8	118.6



HOT SPOT

HS — For information only, not to be construed as ATC instructions.

HS1 — Dual RWY Threshold. Ensure correct line up. Multiple runway entry points and converging taxiways. Potential for TWY confusion, disorientation, wingtip collision and RWY incursion. Pay attention to signage and ATC instruction. Pilots must ensure wingtip clearance.

HS2 — Proceed with caution. Complex layout. Potential for taxiing errors and RWY incursions.

For AIRPORT BRIEFING refer to 10-1P pages

CHANGES: Mag var. Construction area. Rwy & Twys designator. Acft parking C.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
10R ❶ 28L	HIRL(60m) CL (15m) HIALS-II TDZ ❷	RVR		7498′ 2285m	❹❻	148′ 45m
	HIRL(60m) CL (15m) HIALS-II TDZ ❷❸	RVR		7680′ 2341m	❺	

❶ Rwy grooved.

❷ PAPI (3.0°)

❸ HST-S5

❹ TAKE-OFF RUN AVAILABLE
RWY 10R:

From rwy head	8652′ (2637m)
twy S6 int	7073′ (2156m)
twy S5 int	6407′ (1953m)
twy S4 int	4436′ (1352m)

❺ TAKE-OFF RUN AVAILABLE
RWY 28L:

From rwy head	8652′ (2637m)
twy S1 int	7923′ (2415m)

❻ Additional 299′/91m available as stopway.

16 ❼ 34	HIRL (60m) HIALS PAPI (3.0°)	RVR		5826′ 1776m	❽	148′ 45m
	HIRL (60m) ALS PAPI (3.0°)					

❼ Rwy grooved.

❽ TAKE-OFF RUN AVAILABLE
RWY 16:

From rwy head	6798′ (2072m)
twy N4 int	6627′ (2020m)
twy N int	5479′ (1670m)

RWY 34:

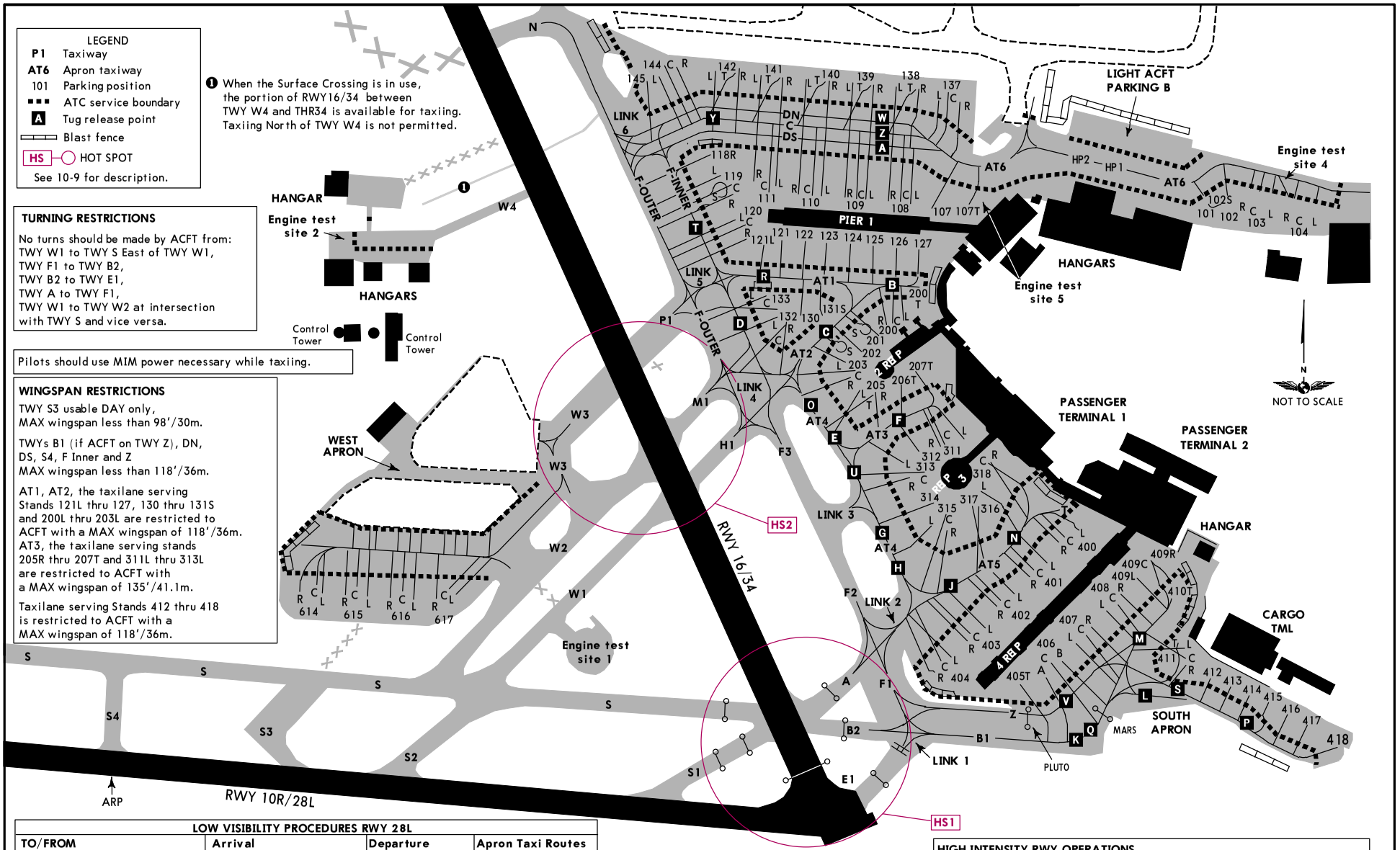
From rwy head	6798′ (2072m)
twy A/B2/S1 int	5955′ (1815m)

Intersection take-offs are not available during Low Visibility Operations.

Std/State TAKE-OFF

RWY 10R/28L Low Visibility Take-off					All Rwys			
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	RL or RCLM DAY	RL or CL NIGHT	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

CHANGES: Rwy & Twys designator. Rwy width. New AOM concept.



LOW VISIBILITY PROCEDURES RWY 28L			
TO/FROM	**Arrival**	**Departure**	**Apron Taxi Routes**
Main Apron	S5 or S7 to S, W2, M1	E1	All except Z
West Apron (Northern stands)	S5 or S7 to S, W2, W3	W3, W2, M1, E1	All except Z
West Apron (Southern stands)	S5 or S7 to S, W2	W2, M1, E1	All except Z
Main Apron if Holding for a stand	S5 or S7 to S, W1, H1	N/A	All except Z

LOW VISIBILITY PROCEDURES RWY 10R			
TO/FROM	**Arrival**	**Departure**	**Apron Taxi Routes**
Main Apron	E1 or S2, W1, H1	M1, W2, S to S7	All except Z
South Apron if Holding for a stand	S1, B2	N/A	B1
West Apron (Northern stands)	S2, W1, H1, Link 4, M1, W2, W3 or E1, Link 4, M1, W2, W3	W3, W2, S to S7	All except Z
West Apron (Southern stands)	S2, W1, H1, Link 4, M1, W2 or E1, Link 4, M1, W2	W2, S to S7	All except Z

LOW VISIBILITY PROCEDURES

LVP apply when ceiling is below 200'/60m and /or RVR is less than 550m or VIS is less than 800m.
Pilots will be informed via ATIS or RTF when these procedures have been initated.
Code C ACFT shall not be instructed to push back onto TWY F outer during LVP.
When LVP are in force, standard taxi route system (MAX 15 KT) in the table apply.

HIGH INTENSITY RWY OPERATIONS

Pilots may plan their arrival using the preferred exit TWYs and threshold-to-exit-point distances:

RWY 10R:
ACFT with a wingspan less than 118'/36m preferred exit TWY S2.
Distance from threshold 5545'/1690m.

All other ACFT preferred exit TWY S1.
Distance from threshold 7349'/2240m.

RWY 28L:
ACFT with a wingspan less than 79'/24m and all turboprops preferred exit TWY S4.
Distance from threshold 4068'/1240m.

All other ACFT preferred rapid exit TWY HST-S5.
Distance from threshold 5239'/1597m.

TWY S4 is not available as RWY exit during Low Visibility Operations.

INS COORDINATES

STAND No.	COORDINATES
101 thru 102S	N53 25.8 W006 14.3
103C thru 103R	N53 25.8 W006 14.2
104C, 104L	N53 25.8 W006 14.1
104R	N53 25.8 W006 14.2
107	N53 25.8 W006 14.8
107T	N53 25.8 W006 14.7
108C, 108L	N53 25.9 W006 14.8
108R thru 109R	N53 25.9 W006 14.9
110C thru 110R	N53 25.9 W006 15.0
111C thru 111R	N53 25.9 W006 15.1
118R	N53 25.9 W006 15.2
119C thru 119S	N53 25.9 W006 15.1
120C thru 121L	N53 25.8 W006 15.1
121 thru 123	N53 25.8 W006 15.0
124, 125	N53 25.8 W006 14.9
126, 127	N53 25.8 W006 14.8
130 thru 132C	N53 25.7 W006 15.0
132L	N53 25.7 W006 15.1
132R	N53 25.7 W006 15.0
133C	N53 25.7 W006 15.1
133L	N53 25.8 W006 15.1
137C	N53 26.0 W006 14.7
137L	N53 26.0 W006 14.8
137R	N53 26.0 W006 14.7
138L thru 138T	N53 26.0 W006 14.8
139L thru 139T	N53 26.0 W006 14.9
140L thru 140T	N53 26.0 W006 15.0
141L	N53 26.0 W006 15.1
141R, 141T	N53 26.0 W006 15.0
142L	N53 26.0 W006 15.2
142R, 142T	N53 26.0 W006 15.1
144R thru 144L	N53 26.0 W006 15.2
145	N53 26.0 W006 15.3
200C	N53 25.7 W006 14.9
200L	N53 25.7 W006 14.8
200R	N53 25.7 W006 14.9
200T	N53 25.8 W006 14.8
201 thru 205R	N53 25.7 W006 14.9
206T, 207T	N53 25.7 W006 14.8

INS COORDINATES

STAND No.	COORDINATES
311L	N53 25.6 W006 14.7
311C thrru 313R	N53 25.6 W006 14.8
314 thru 315R	N53 25.5 W006 14.8
316, 317	N53 25.5 W006 14.7
318C thru 318R	N53 25.6 W006 14.7
400C, 400L	N53 25.5 W006 14.5
400R thru 401R	N53 25.5 W006 14.6
402C thru 403R	N53 25.4 W006 14.7
404C thru 404R	N53 25.4 W006 14.8
405T	N53 25.4 W006 14.7
406A thru 407L	N53 25.4 W006 14.6
407R	N53 25.4 W006 14.5
408C	N53 25.5 W006 14.5
408L	N53 25.4 W006 14.5
408R, 409L	N53 25.5 W006 14.5
409C thru 410T	N53 25.5 W006 14.4
411T thru 411R	N53 25.4 W006 14.4
412, 413	N53 25.4 W006 14.3
414	N53 25.3 W006 14.3
415 thru 417	N53 25.3 W006 14.2
418	N52 25.3 W006 14.1
614C thru 614R	N53 25.5 W006 15.9
615C thru 615R	N53 25.4 W006 15.8
616C thru 616R	N53 25.4 W006 15.7
617C	N53 25.5 W006 15.7
617L	N53 25.5 W006 15.6
617R	N53 25.5 W006 15.7

DUBLIN, IRELAND

DUBLIN INTL

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
10R	CAT 2 ILS	342′ (100′)	RA 94′ - 300m
	ILS	442′ (200′)	500m / 1000m
	LOC	690′ (448′)	800m / 1000m
	VOR	690′ (448′)	800m / 1000m
16	ILS	417′ (200′)	500m / 1000m
	LOC	590′ (373′)	800m / 1000m
	VOR	610′ (393′)	800m / 1000m
28L	CAT 2 ILS	302′ (100′)	RA 105′ - 300m
	ILS	402′ (200′)	500m / 1000m
	LOC	670′ (468′)	1000m / 1000m
	VOR	670′ (468′)	1000m / 1000m
	VOR T	620′ (412′)	800m / 1000m
34	VOR	650′ (448′)	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	830′ (588′)	1000m

TAKE-OFF RWY 10R, 16, 28L, 34

Rwy 10R/28L ❶ LVP must be in Force			All Rwys
RL or FATO lights & RCLM & RVR info	RL or FATO lights & RCLM	Nil Facilities DAY	Nil Facilities NIGHT
R150m	R200m	❷R250m	R/V800m

❶ Without LVP R/V400m are stipulated.

❷ Or rejected take-off distance whichever is the greater.

CHANGES: Rwy designators. RNP procedures withdrawn. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20 (11-1) Eff 8 Oct

DUBLIN, ~~IRELAND~~
ILS or LOC Rwy 10R

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

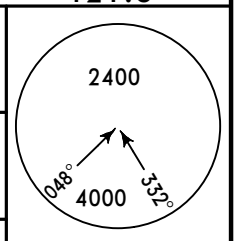
BRIEFING STRIP ™

LOC IDE	Final Apch Crs	GANET	ILS DA(H)	Apt Elev 242′
108.9	097°	3000′ (2758′)	442′ (200′)	Rwy 242′

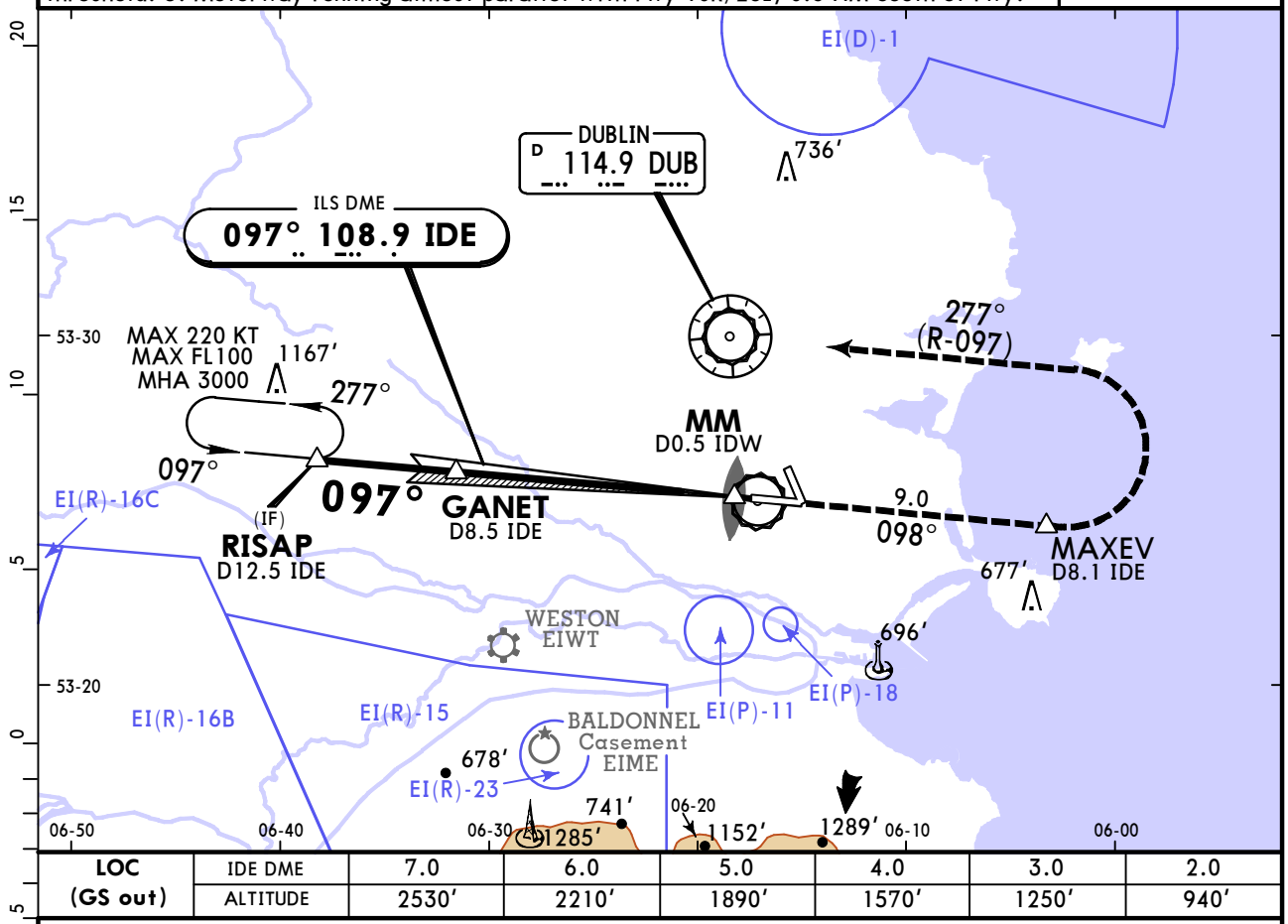
MISSED APCH: Climb STRAIGHT AHEAD to MAXEV to MAX 3000′, then turn LEFT (MAX 220 KT) to join R-097 DUB inbound to DUB VOR climbing to 5000′ and resume en-route flight, or as directed.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 5000′

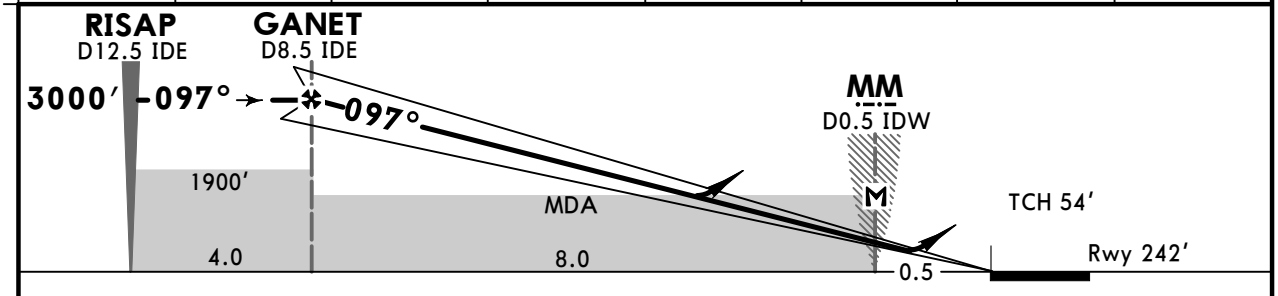
1. DME required or vectoring to final for ILS. 2. ILS DME reads zero at rwy 10R threshold. 3. Motorway running almost parallel with rwy 10R/28L, 0.6 NM South of rwy.



MSA
DUB VOR



LOC (GS out)	IDE DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2530′	2210′	1890′	1570′	1250′	940′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.5 IDW							

HIALS-II
PAPI PAPI

MAXEV

PANS OPS

Std/State — STRAIGHT-IN LANDING

	ILS DA(H) 442′ (200′)			LOC (GS out) CDFA 2 DA/MDA(H) 690′ (448′)		CIRCLE-TO-LAND Max Kts	MDA(H)	
	FULL	TDZ or CL out	ALS out		ALS out			
A	R550m	R550m 1	R1200m	R1400m	R1500m	100	830′ (588′)	V1500m
B						135	830′ (588′)	V1600m
C					R2100m	180	1100′ (858′)	V2400m
D						205	1100′ (858′)	V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator. Bearings. Minimums. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20
Eff 8 Oct
11-1A

DUBLIN, ~~IRELAND~~
CAT II/III ILS Rwy 10R

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

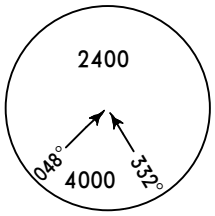
BRIEFING STRIP

LOC IDE	Final Apch Crs	GANET	CAT II & IIIA ILS Refer to Minimums	Apt Elev 242'
108.9	097°	3000′ (2758′)		Rwy 242′

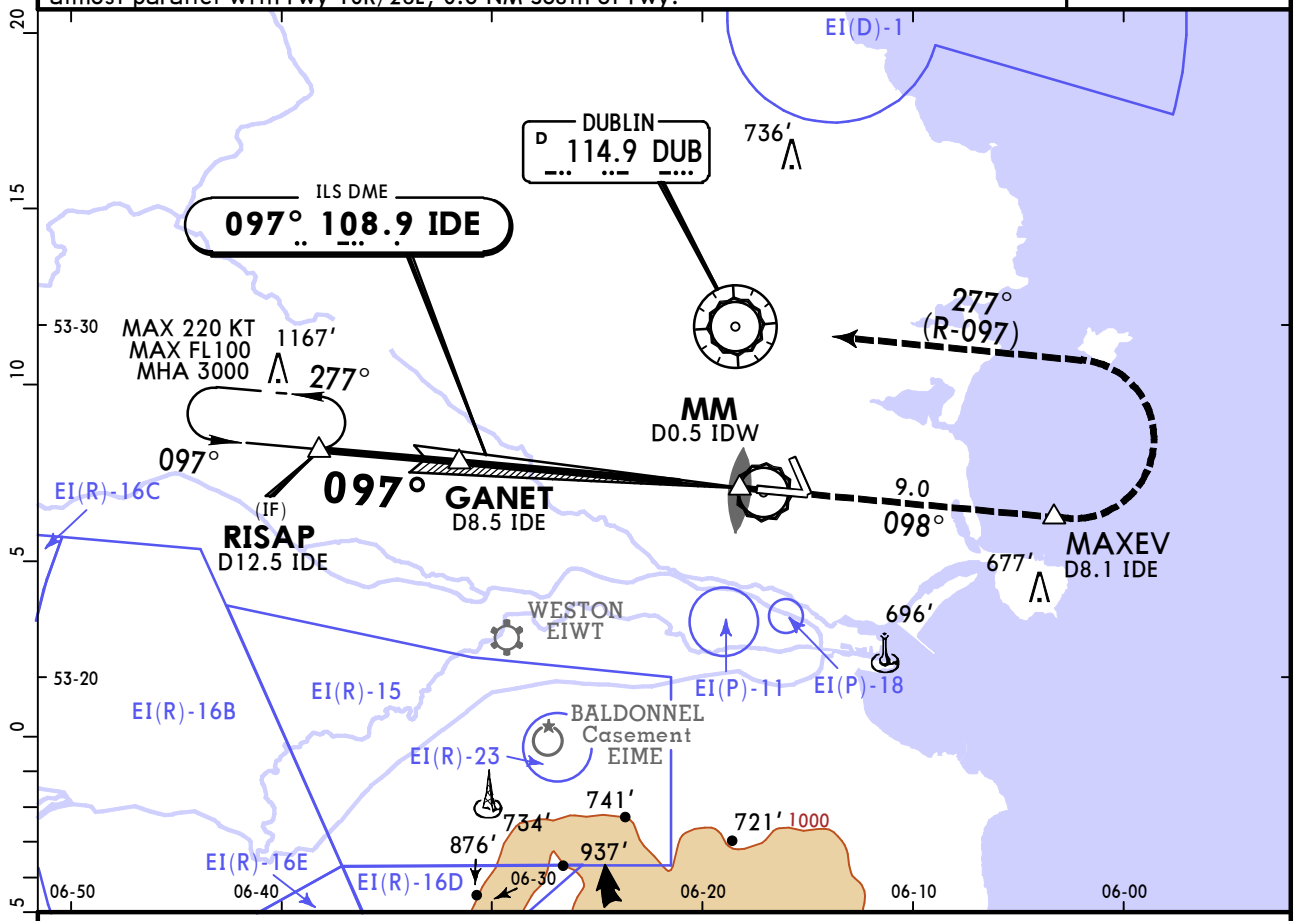
MISSED APCH: Climb STRAIGHT AHEAD to MAXEV to MAX 3000′, then turn LEFT (MAX 220 KT) to join R-097 DUB inbound to DUB VOR climbing to 5000′ and resume en-route flight, or as directed.

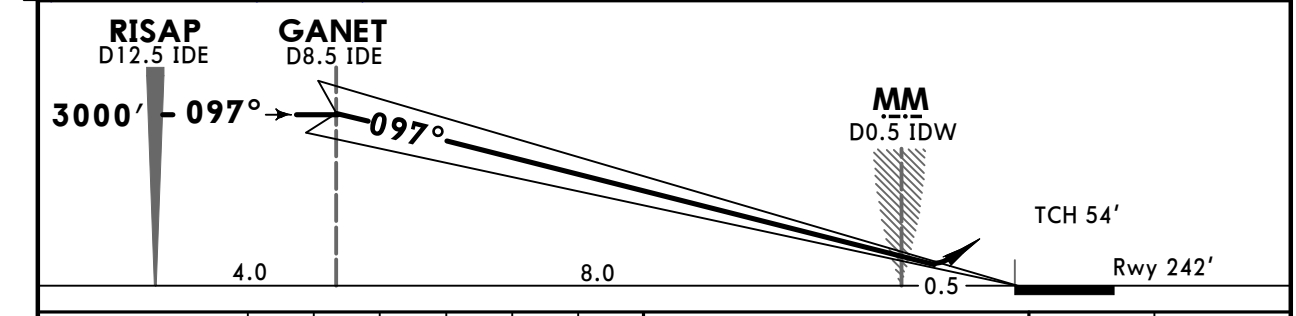
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 5000′

1. DME required or vectoring to final for ILS. 2. ILS DME reads zero at rwy 10R threshold. 3. Special aircrew & acft certification required. 4. Motorway running almost parallel with rwy 10R/28L, 0.6 NM South of rwy.



MSA
DUB VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI
MAXEV

Std/State STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH 50′	ABC: RA 94′ DA(H) 342′ (100′) D: RA 96′ DA(H) 344′ (102′)
R200m	1 R300m

PANS OPS

1 CAT D without autoland: R350m.

CHANGES: Rwy designator. Bearings. Minimums. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20 (11-2) Eff 8 Oct

DUBLIN, IRELAND
ILS or LOC Rwy 16

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

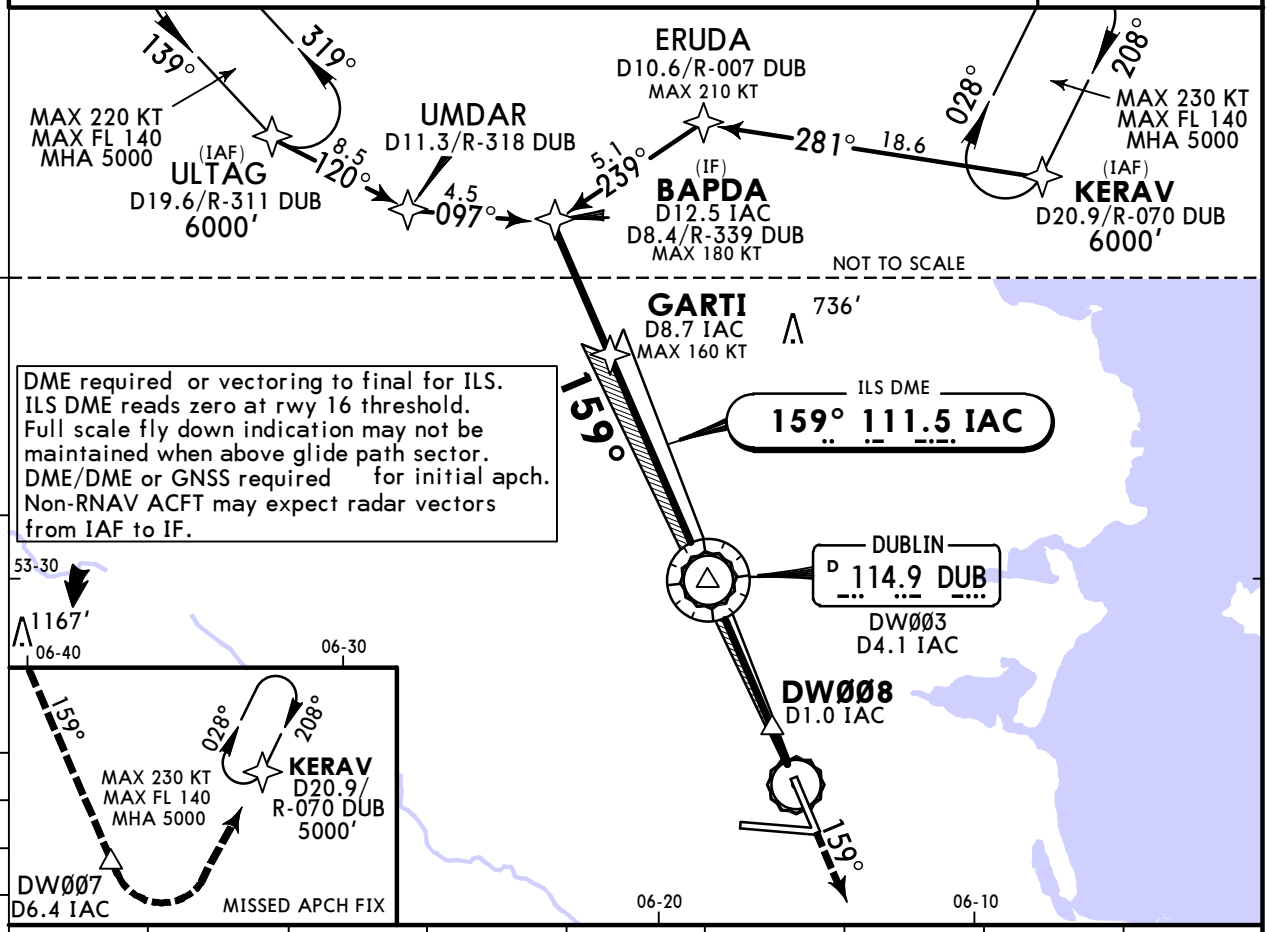
BRIEFING STRIP

LOC IAC	Final Apch Crs	GARTI	ILS DA(H) Refer to Minimums	Apt Elev 242′ Rwy 217′
111.5	159°	3000′ (2783′)		

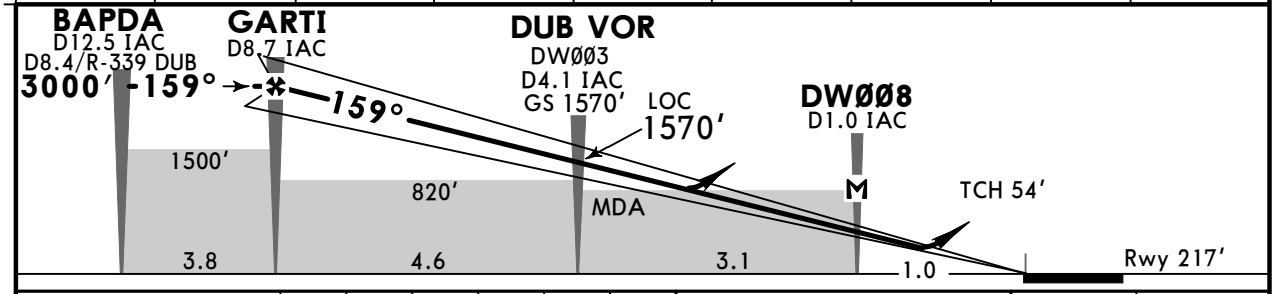
MISSED APCH: Climb STRAIGHT AHEAD to DWØØ7 to MAX 3000′, then turn LEFT to KERAV climbing to 5000′ and join holding or as directed.

MSA DUB VOR: 2400 / 4000 / 048° / 332°

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out)	IAC DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2820′	2500′	2180′	1865′	1545′	1225′	910′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at DWØØ8/D1.0 IAC							

HIALS
PAPI PAPI
DWØØ7

PANS OPS

Std/State — STRAIGHT-IN LANDING

	ILS DA(H) ABC: 417′(200′) D: 420′(203′) FULL	ILS DA(H) ABC: 417′(200′) D: 420′(203′) ALS out	LOC (GS out) CDFA 2 DA/MDA(H) 590′(373′)	LOC (GS out) CDFA 2 DA/MDA(H) 590′(373′) ALS out
A	R550m 1	R1200m	R1000m	R1500m
B				
C				R1700m
D				

CIRCLE-TO-LAND

Max Kts.	MDA(H)
100	830′(588′) V1500m
135	830′(588′) V1600m
180	1100′(858′) V2400m
205	1100′(858′) V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA. Procedure. Minimums. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20 (11-3) Eff 8 Oct

DUBLIN, ~~IRELAND~~
ILS or LOC Rwy 28L

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

BRIEFING STRIP

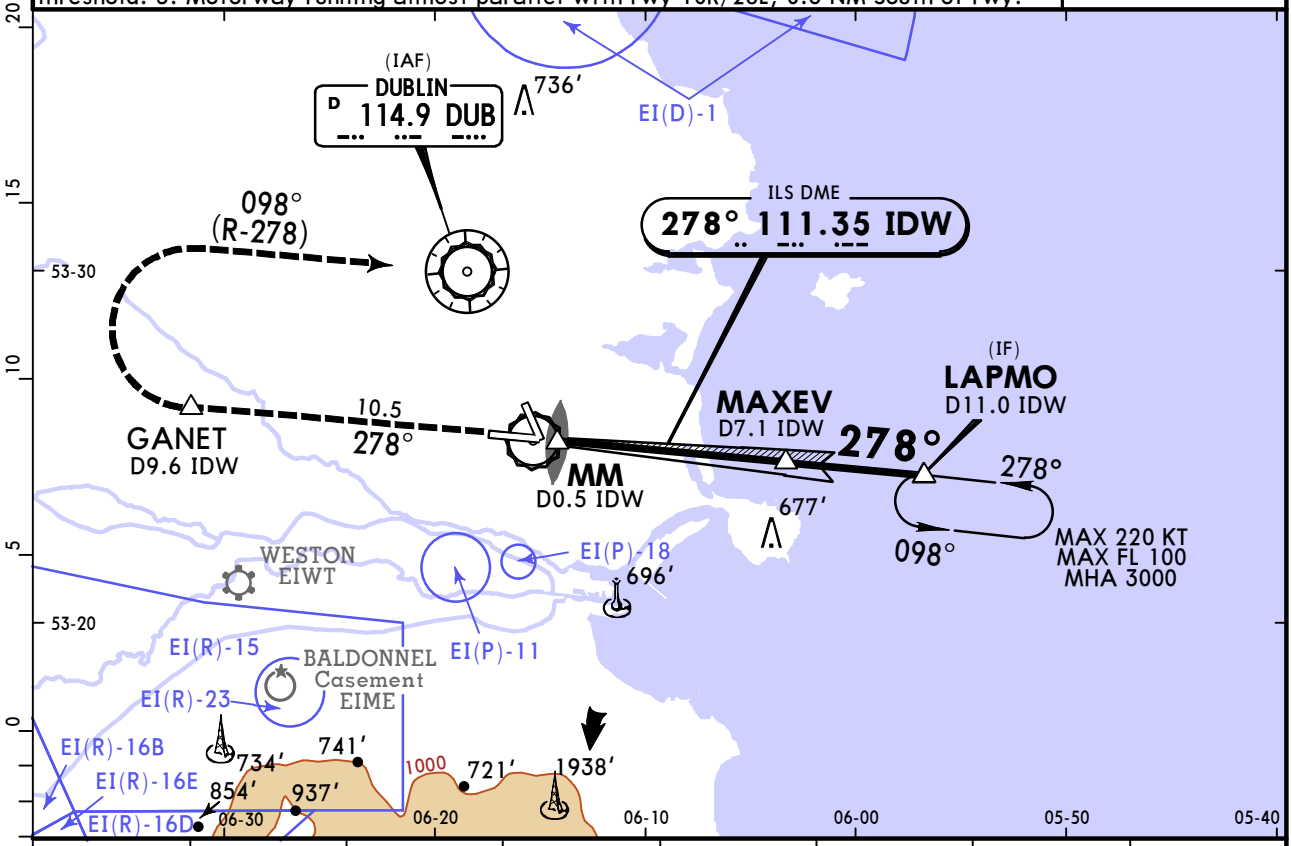
LOC IDW	Final Apch Crs	MAXEV	ILS DA(H)	Apt Elev 242′
111.35	278°	2500′ (2298′)	402′ (200′)	Rwy 202′

MISSED APCH: Climb STRAIGHT AHEAD to GANET to MAX 3000′, then turn RIGHT (MAX 220 KT) to join R-278 DUB inbound to DUB VOR climbing to 5000′ and resume en-route flight, or as directed.

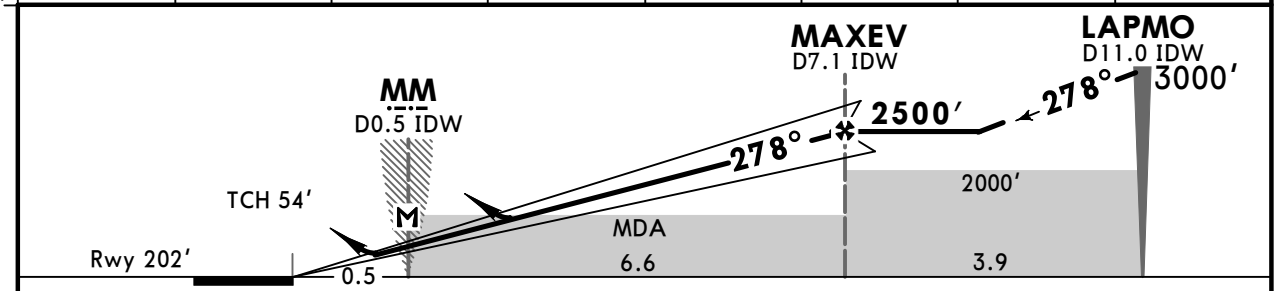
MSA
DUB VOR
2400
4000
048°
332°

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′

1.DME required or vectoring to final for ILS. 2. ILS DME reads zero at rwy 28L threshold. 3. Motorway running almost parallel with rwy 10R/28L, 0.6 NM South of rwy.



LOC (GS out)	IDW DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	890′	1210′	1530′	1850′	2170′	2490′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.5 IDW							

HIALS-II
PAPI PAPI
GANET

PANS OPS

Std/State — STRAIGHT-IN LANDING

	ILS DA(H) 402′(200′) FULL	ILS DA(H) 402′(200′) TDZ or CL out	ILS DA(H) 402′(200′) ALS out	LOC (GS out) CDFA 2 DA/MDA(H) 670′(468′)	LOC (GS out) CDFA 2 DA/MDA(H) 670′(468′) ALS out
A	R550m	R550m 1	R1200m	R1500m	R1500m
B					
C					R2200m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	830′(588′)	V1500m
135	830′(588′)	V1600m
180	1100′(858′)	V2400m
205	1100′(858′)	V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator. Bearings. Minimums. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20
Eff 8 Oct
11-3A

DUBLIN, IRELAND
CAT II/III ILS Rwy 28L

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

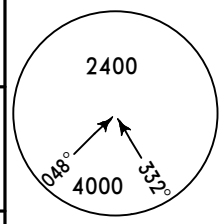
BRIEFING STRIP

LOC IDW 111.35	Final Apch Crs 278°	MAXEV 2500′ (2298′)	CAT II & IIIA ILS Refer to Minimums	Apt Elev 242′ Rwy 202′

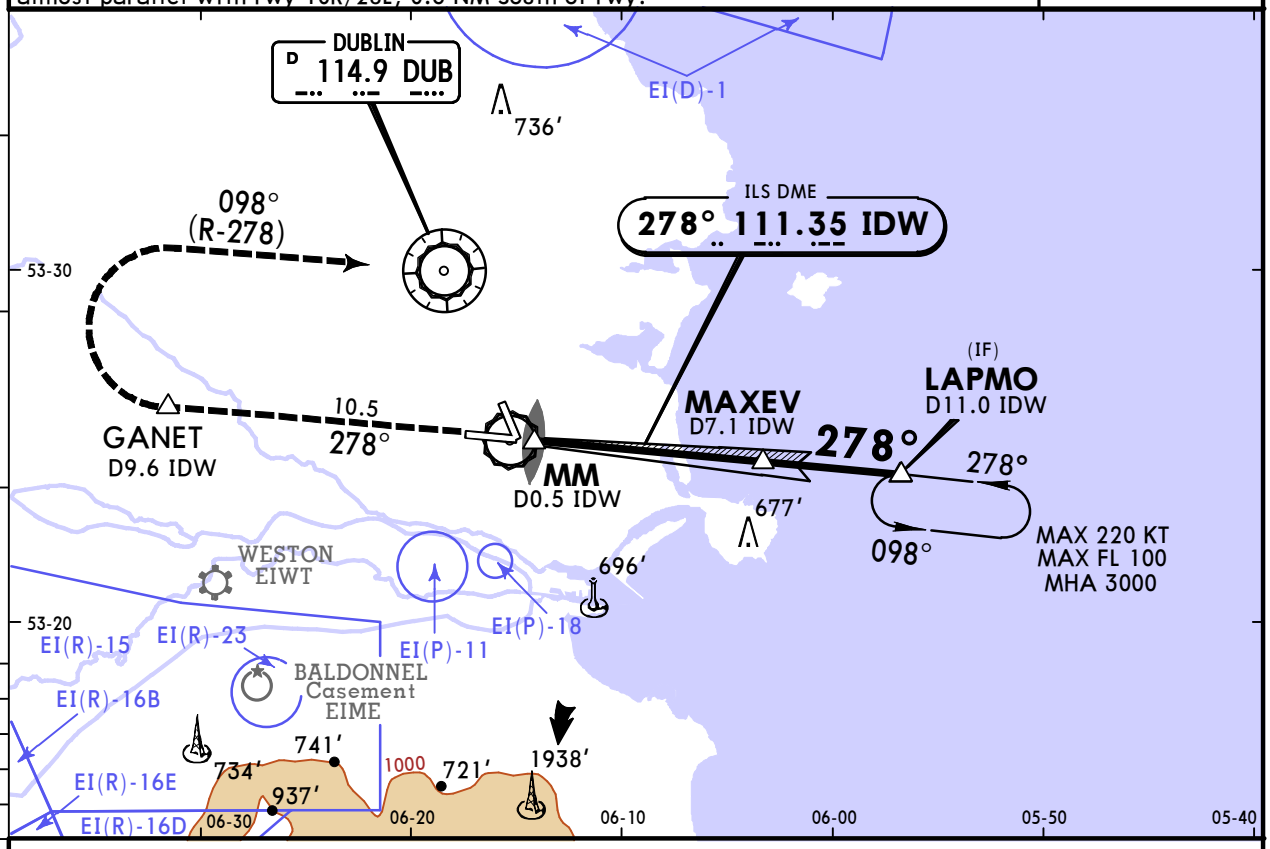
MISSED APCH: Climb STRAIGHT AHEAD to GANET to MAX 3000′, then turn RIGHT (MAX 220 KT) to join R-278 DUB inbound to DUB VOR climbing to 5000′ and resume en-route flight, or as directed.

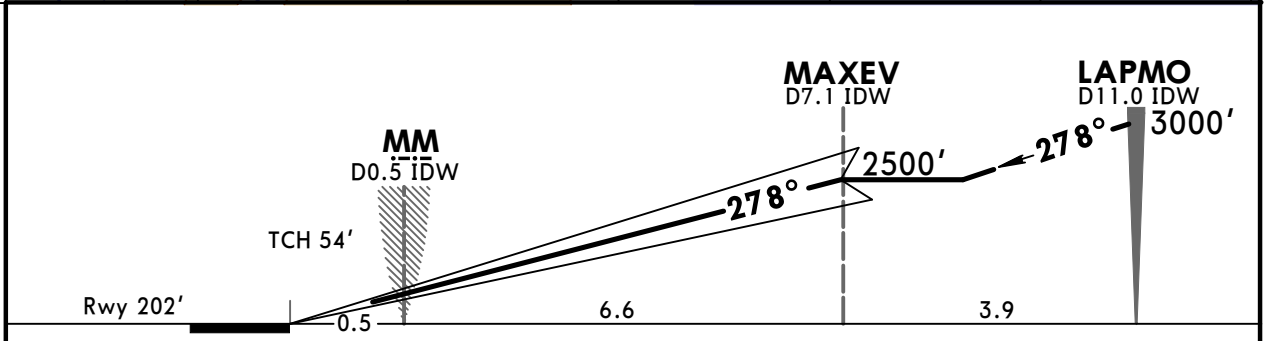
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 5000′

1. DME required or vectoring to final for ILS. 2. ILS DME reads zero at rwy 28L threshold. 3. Special aircrew & acft certification required. 4. Motorway running almost parallel with rwy 10R/28L, 0.6 NM South of rwy.



MSA
DUB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI
GANET

PANS OPS

Std/State STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH 50′	ABC: RA 105′ DA(H) 302′ (100′) D: RA 112′ DA(H) 308′ (106′)
R200m	1 R300m

1 CAT D without autoland: R350m.

CHANGES: MSA. Bearings. Minimums. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20 (13-1) Eff 8 Oct

DUBLIN, ~~IRELAND~~
VOR Rwy 10R

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

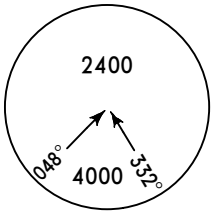
BRIEFING STRIP TM

VOR DAP	Final Apch Crs	GANET	DA/MDA(H)	Apt Elev 242′
111.2	097°	3000′ (2758′)	690′ (448′)	Rwy 242′

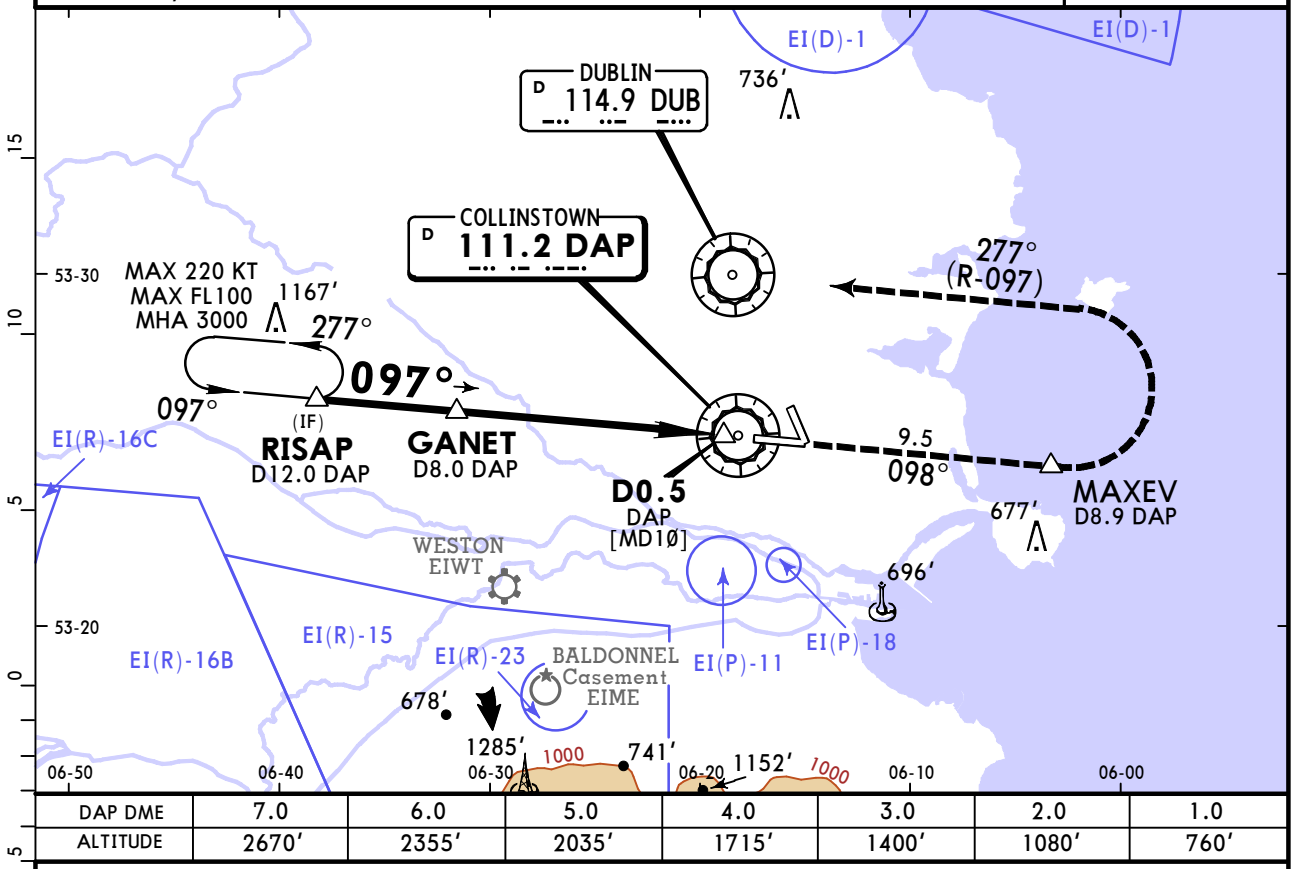
MISSED APCH: Climb STRAIGHT AHEAD on R-098 DAP to D8.9 DAP to MAX 3000′, then turn LEFT (MAX 220 KT) to join R-097 DUB inbound to DUB VOR, climbing to 5000′ and resume en-route flight, or as directed.

Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000′

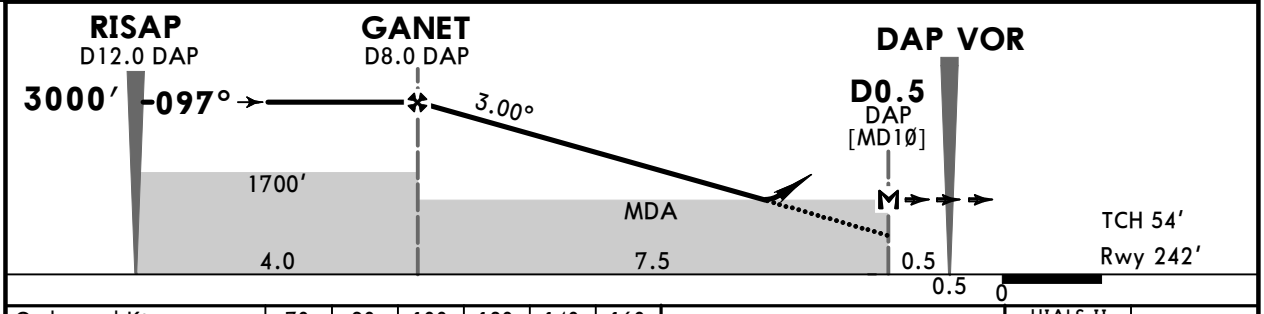
1. DME required. 2. Motorway running almost parallel with rwy 10R/28L, 0.6 NM South of rwy.



MSA
DUB VOR



DAP DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2670′	2355′	2035′	1715′	1400′	1080′	760′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 DAP							

HIALS-II
PAPI PAPI

MAXEV

PANS OPS

Std/State STRAIGHT-IN LANDING | CIRCLE-TO-LAND

CDFA
1 DA/MDA(H) 690′ (448′)

		ALS out	Max Kts	MDA(H)	
A	R1400m	R1500m	100	830′ (588′)	V1500m
B			135	830′ (588′)	V1600m
C		R2100m	180	1100′ (858′)	V2400m
D			205	1100′ (858′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator. Bearings. Minimums. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20 (13-01) Eff 8 Oct

DUBLIN, ~~IRELAND~~
VOR T Rwy 28L

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

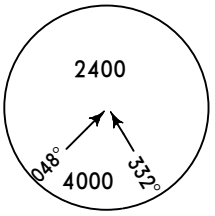
BRIEFING STRIP TM

VOR DAP	Final Apch Crs	MAXEV	DA/MDA(H)	Apt Elev 242′
111.2	278°	2500′ (2292′)	620′ (412′)	Rwy 208′

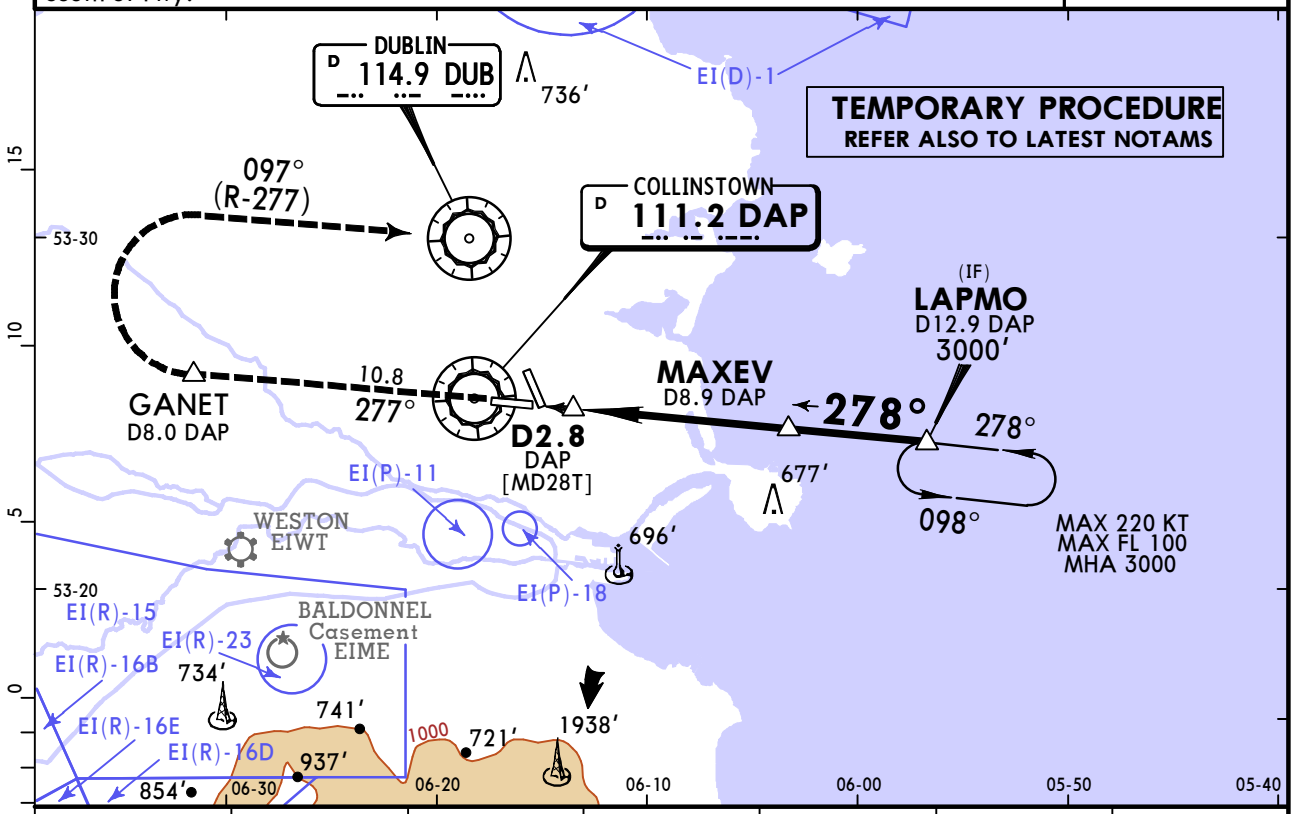
MISSED APCH: Climb STRAIGHT AHEAD on R-277 DAP to GANET/D8.0 DAP to MAX 3000′, then turn RIGHT (MAX 220 KT) to join R-277 DUB inbound to DUB VOR, climbing to 5000′ and resume en-route flight, or as directed.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 5000′

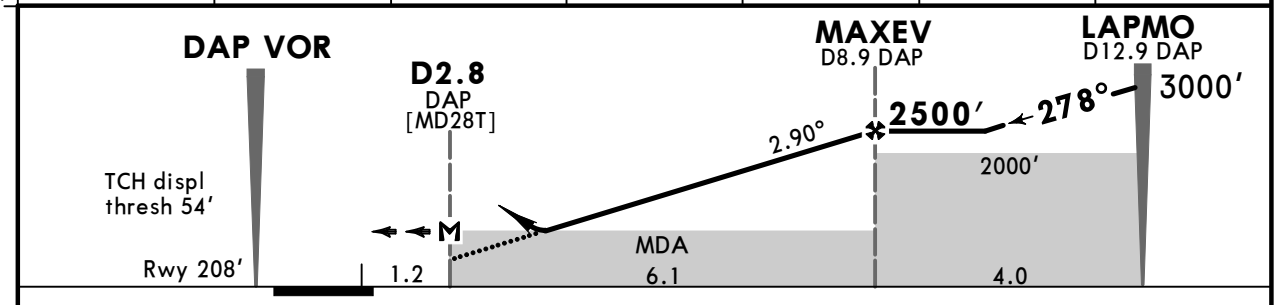
1. DME required. 2. Motorway running almost parallel with rwy 10R/28L, 0.6 NM South of rwy.



MSA
DUB VOR



DAP DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	685′	990′	1295′	1600′	1905′	2215′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at D2.8 DAP						

PAPI

GANET

PANS OPS

Std/State

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND		
	CDFA	Max Kts	MDA(H)	
	1 DA/MDA(H) 620′ (412′)			
A	R1500m	100	830′ (588′)	V1500m
B		135	830′ (588′)	V1600m
C	R1900m	180	1100′ (858′)	V2400m
D		205	1100′ (858′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator. Bearings. Recommended alts. SMA. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20 (13-2) Eff 8 Oct

DUBLIN, ~~IRELAND~~
VOR Rwy 16

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

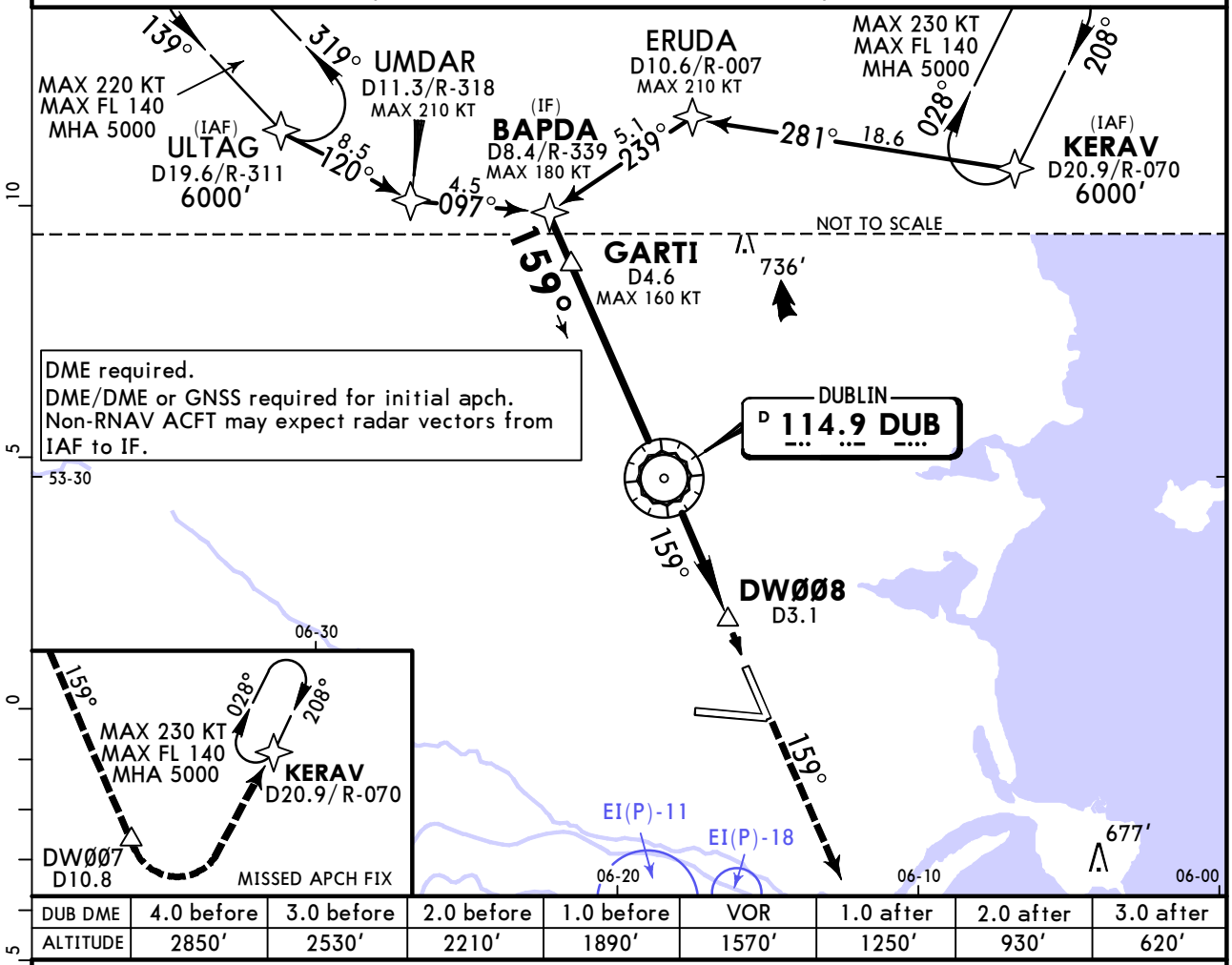
BRIEFING STRIP ™

VOR DUB	Final Apch Crs	GARTI	DA/MDA(H)	Apt Elev 242′
114.9	159°	3000′(2783′)	610′(393′)	Rwy 217′

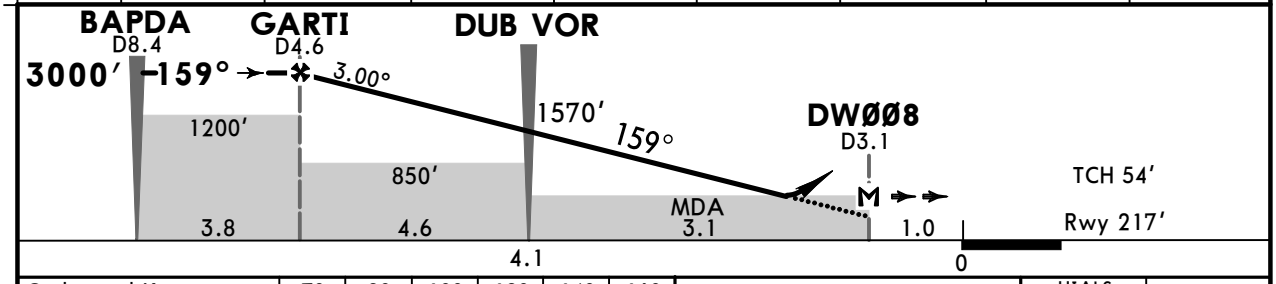
MISSED APCH: Climb STRAIGHT AHEAD to DWØØ7 to MAX 3000′, then turn LEFT to KERAV climbing to 5000′, then join holding or as directed.

2400
048° 4000 332°
MSA DUB VOR

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 5000′



DUB DME	4.0 before	3.0 before	2.0 before	1.0 before	VOR	1.0 after	2.0 after	3.0 after
ALTITUDE	2850′	2530′	2210′	1890′	1570′	1250′	930′	620′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DWØØ8/D3.1 DUB							

HIALS
PAPI PAPI
DWØØ7

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 610′(393′)

	ALS out
A	R1100m
B	R1500m
C	
D	R1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	830′ (588′)	V1500m
135	830′ (588′)	V1600m
180	1100′ (858′)	V2400m
205	1100′ (858′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Bearings. DAP VOR removed. Altitudes. SMA. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20 (13-3) Eff 8 Oct

DUBLIN, ~~IRELAND~~
VOR Rwy 28L

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

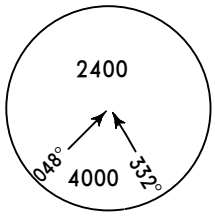
BRIEFING STRIP ™

VOR DAP	Final Apch Crs	MAXEV	DA/MDA(H)	Apt Elev 242′
111.2	278°	2500′ (2298′)	670′ (468′)	Rwy 202′

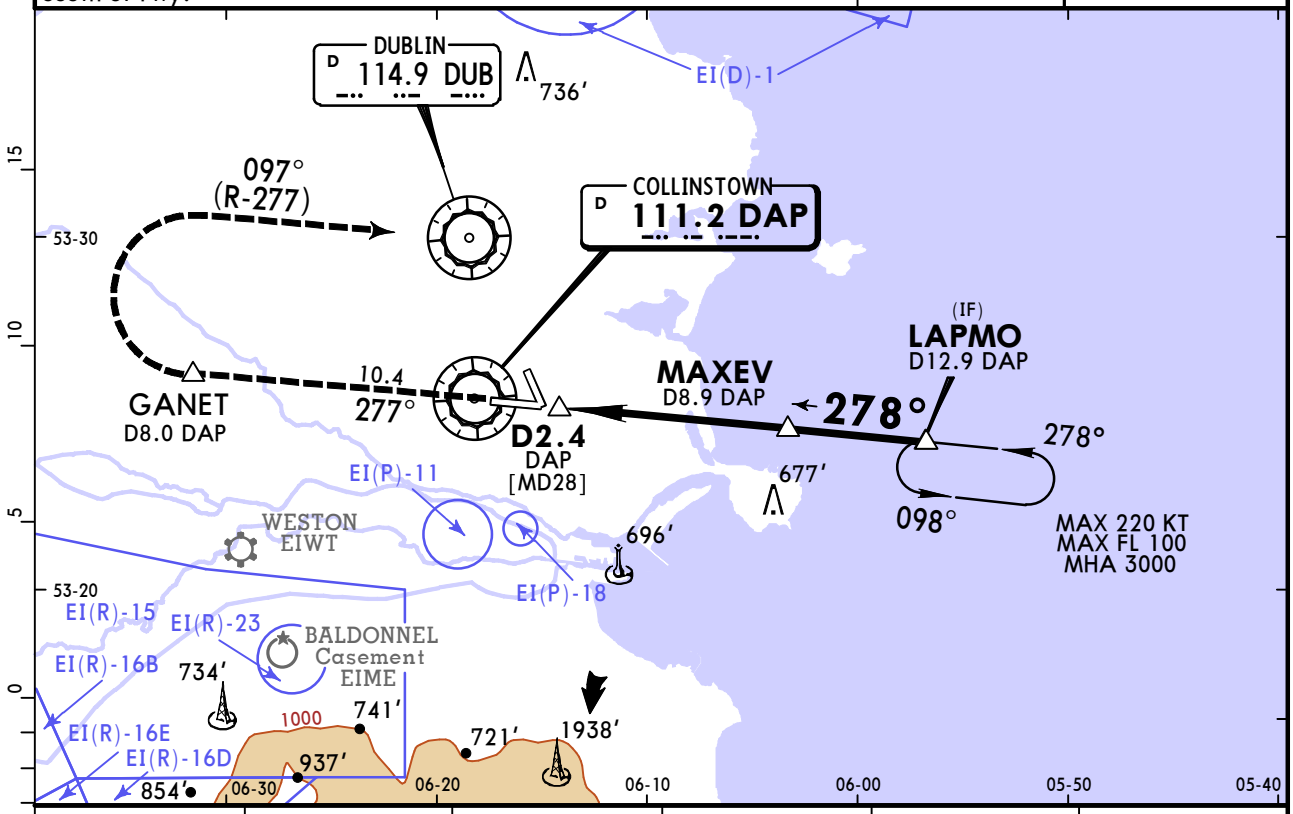
MISSED APCH: Climb STRAIGHT AHEAD on R-277 DAP to D8.0 DAP/GANET to MAX 3000′, then turn RIGHT (MAX 220 KT) to join R-277 DUB inbound to DUB VOR, climbing to 5000′ and resume en-route flight, or as directed.

Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′

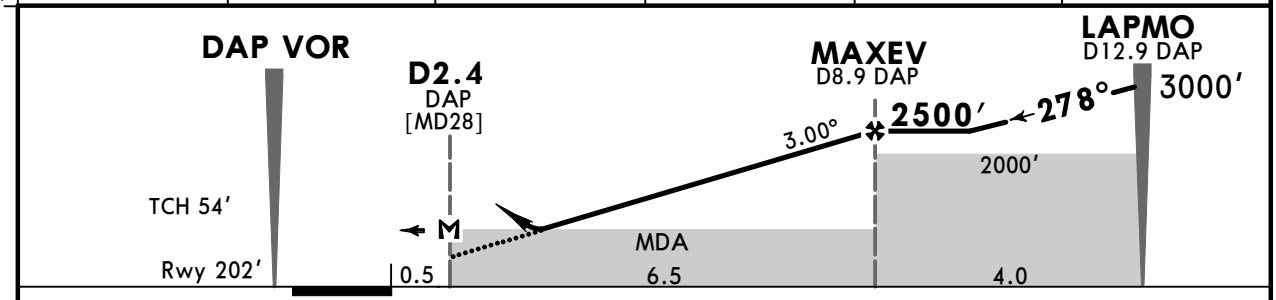
1. DME required. 2. Motorway running almost parallel with rwy 10R/28L, 0.6 NM South of rwy.



MSA
DUB VOR



DAP DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	930′	1250′	1565′	1885′	2205′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.4 DAP							

HIALS-II
PAPI PAPI
GANET

Std/State

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
CDFA				
1 DA/MDA(H) 670′ (468′)				
	ALS out	Max Kts	MDA(H)	
A	R1500m	100	830′ (588′)	V1500m
B		135	830′ (588′)	V1600m
C	R1500m	180	1100′ (858′)	V2400m
D	R2200m	205	1100′ (858′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator. Bearings. SMA. New AOM concept.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 20 (13-4) Eff 8 Oct

DUBLIN, IRELAND
VOR Rwy 34

*D-ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.530	121.1 119.555 133.280 119.930	118.6	121.8

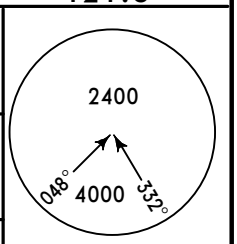
BRIEFING STRIP

VOR DUB	Final Apch Crs	ABDOX	DA/MDA(H)	Apt Elev 242′
114.9	339°	3000′ (2798′)	650′ (448′)	Rwy 202′

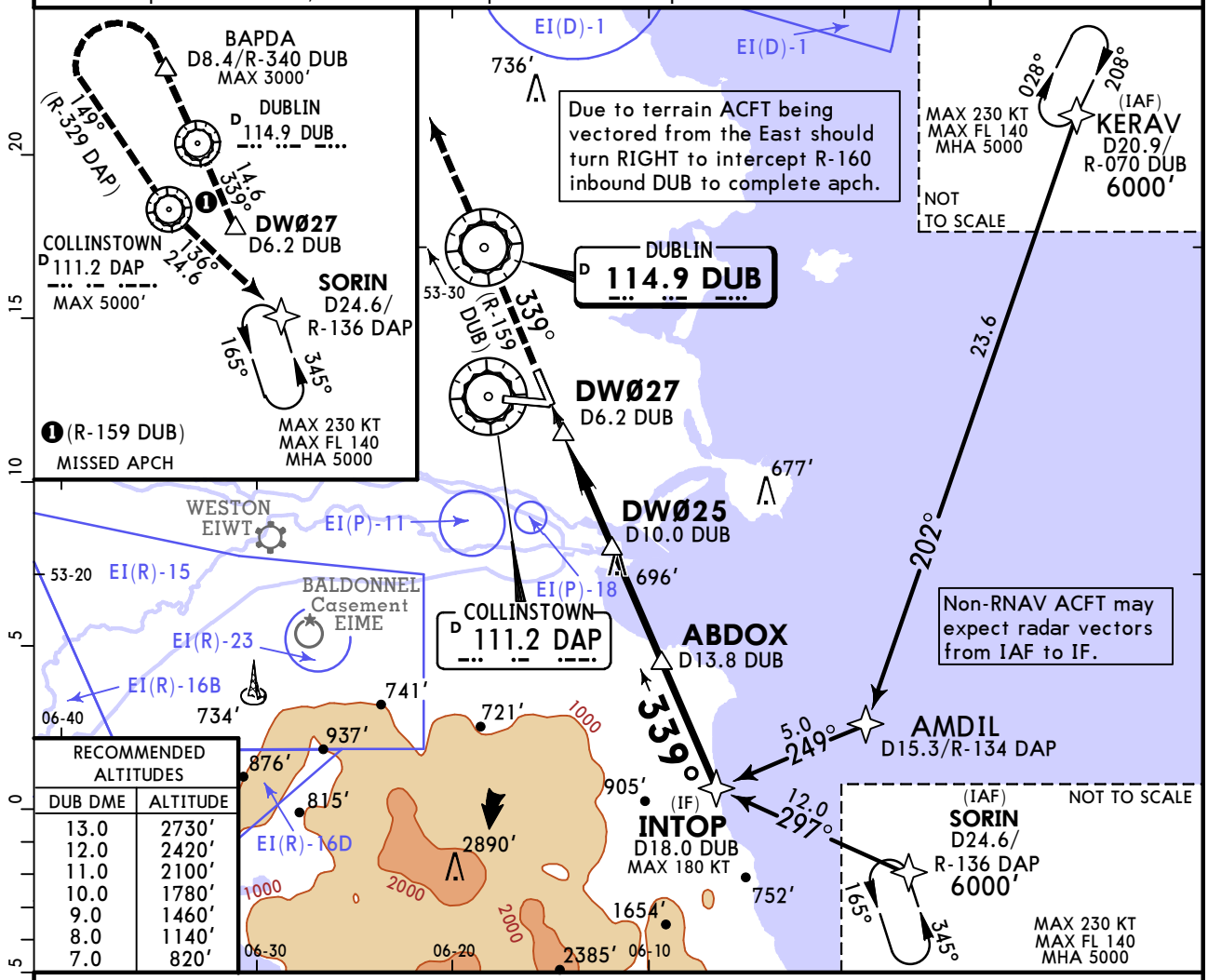
MISSED APCH: Climb on R-159 DUB to DUB VOR, then R-339 DUB to BAPDA to MAX 3000′. At BAPDA turn LEFT to join R-329 DAP inbound to DAP VOR climbing to 5000′, then turn LEFT to SORIN holding or as directed.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′

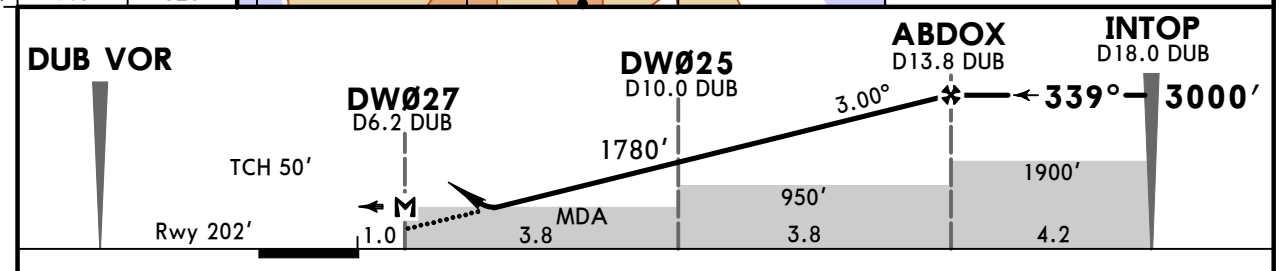
1. DME required. 2. DME/DME or GNSS required for initial apch.



MSA DUB VOR



RECOMMENDED ALTITUDES	
DUB DME	ALTITUDE
13.0	2730′
12.0	2420′
11.0	2100′
10.0	1780′
9.0	1460′
8.0	1140′
7.0	820′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DWØ27/D6.2 DUB							

ALS
PAPI REIL | PAPI

DUB 114.9

DUB 114.9 on R-159

PANS OPS

Std/State STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 650′ (448′)
ALS out

A	R1500m	
B		
C	R1900m	R2100m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	830′ (588′)	V1500m
135	830′ (588′)	V1600m
180	1100′ (858′)	V2400m
205	1100′ (858′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure. Bearings. Missed app. Recommended alts. AOM concept.

Chart changes since cycle 20-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DUBLIN, (DUBLIN INTL - EIDW)				
REV	DISPLACED THRESHLOD CONST...	10-8D	09 Oct 2020	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EIDW

Type: Terminal
Effectivity: Temporary
Begin Date: 20201008
End Date: Until Further Notice

North RWY intersection with RWY 16/34 construction works (based on SUP 015-20). Refer to temp chart 10-8A and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20190912
End Date: Until Further Notice

(10-8H/10-8J) North apron rehabilitation works (based on SUP 017-19). Refer to temp charts 10-8H/10-8J and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20190912
End Date: Until Further Notice

(10-8K) Replacement of north apron stands 101-104L (based on SUP 016-19). Refer to temp chart 10-8K and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20191010
End Date: Until Further Notice

MM Rwy 10 is out of service, refer to (11-3) ILS or LOC Rwy 28 and (11-3A) CAT II/III ILS Rwy 28. OM Rwy 10, OM Rwy 28 and OM Rwy 28 are out of service (based on SUP 20-19).

Type: Terminal
Effectivity: Temporary
Begin Date: 20201008
End Date: Until Further Notice

(10-8D) Displaced threshold construction works on RWY 10R/28L (based on SUP 016-20 AIRAC). Refer to temp chart 10-8D and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20201008
End Date: Until Further Notice

(10-8B, 10-8C) Rehabilitation works on RWY 16/34 and TWY W2 Phase 2 (based on SUP 013-20). Refer to temp chart 10-8B, 10-8C and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20201008
End Date: Until Further Notice

(10-8F) West apron stand realignment (based on SUP 014-20), removal of existing stands and installation of new stands. Refer to temp chart 10-8F and latest NOTAMS.

Type: Terminal
Effectivity: Temporary
Begin Date: 20201008
End Date: Until Further Notice

Temp procedure (13-01) VOR T Rwy 28L established. For details refer to temp charts and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20201008
End Date: Until Further Notice

North-South sewer construction works (based on SUP 017-20). Refer to temp chart 10-8 and latest NOTAMs.