

EIDW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIDW – DUBLIN/International

EIDW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	532517N 0061612W Midpoint RWY 10/28
2	Direction and distance from the CITY	10 KM (5.3 NM) N of Dublin
3	Elevation/Reference temperature	242 ft AMSL 18.4°C (July)
4	Geoid undulation at AD ELEV PSN	184 ft
5	MAG VAR/Annual change	4° W (2012) / 11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Dublin Airport Authority plc. Dublin Airport Co Dublin Phone: + 353 1 814 11 11 Fax: + 353 1 814 54 79, AVBL H24 Fax: + 353 1 814 10 34, AVBL 0900-1700 Local Time SITA: DUBYREI, Operations SITA: DUBRN7X, Airport Administration AFS: EIDWYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EIDW AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	Customs/Irish Immigration: H24 Department of Agriculture, Food and the Marine: H24 US Customs and Border Protection: By prior negotiation with Dublin US Embassy
3	Health and sanitation	H24
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Airport closed on 25th December. Exact hours advised by NOTAM. PIB AVBL from AIS, Shannon see GEN 3.1.5

EIDW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Available from Aer Lingus, Servisair, Sky Handling.
2	Fuel/oil types	JET A1 Fuel Oil Grades 100, 100W, 100U, 100E, 120, W80, E80. Turbo Oils 750, 390, 2380
3	Fuelling facilities/capacity	JET A1 H24 No limitations.
4	De-icing facilities	On request from Aer Lingus, Gate Aviation, Ryanair, Servisair.
5	Hangar space available for visiting aircraft	On request from Dublin Aerospace.
6	Repair facilities for visiting aircraft	Repair facilities from Dublin Aerospace.
7	Remarks	Passenger Handling: Available from Aer Lingus, Servisair, Sky Handling, Signature Flight Support (Corporate), Universal Aviation (Corporate). Catering: Available from Gate Gourmet and Alpha Catering General Aviation Handling: Signature Flight Support, Universal Aviation (Other ground handlers listed above on request) Fixed ground power: Stands 400-410 Aircraft Power Plant Test Runs: See EIDW AD 2.20

EIDW AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels At Airport (477 beds) and in Dublin area
2	Restaurants	850 seats
3	Transportation	Buses, taxis, car hire
4	Medical facilities	First aid treatment, Hospitals in Dublin, 8km
5	Bank and Post Office	Bank of Ireland, Dublin Airport No Post Office at Airport
6	Tourist Office	At Airport
7	Remarks	Short term Car Parking - 3000 spaces Long term Car Parking - 16000 spaces Executive lounges - Anna Livia

EIDW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Required CAT 9 Available CAT 9
2	Rescue equipment	Emergency lighting and other equipment adequate to meet Category 9 requirements
3	Capability for removal of disabled aircraft	Coordinator Phone: +353 1 814 1027 Phone: +353 87 239 2277 Capability 39,000kg (Utilising equipment available at Dublin Airport)

4	Remarks	<p>Communication with Rescue and Fire Fighting Service: Frequency 121.600 MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600 MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is 'Dublin Fire'. It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times.</p> <p>ATC do not have access to 121.600 MHz.</p> <p>Frequency 121.600 MHz is H24 and AVBL within 10 NM radius of Dublin Airport</p>
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EIDW AD 2.7SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	High speed sweepers and ploughs, snow blowers, de-icing vehicles, spreaders, apron units – contact Aerodrome Administration for details
2	Clearance priorities	<ol style="list-style-type: none"> 1. Duty runway and associated taxiways together with apron areas 2. Other areas
3	Remarks	Annual snow plan available from the Aerodrome Operator on request. See also AD 1.2.

EIDW AD 2.8APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Surface: CONC Strength: PCN 70/R/C/W/U			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN 70/R/C/W/U
		B1	24 M	CONC	PCN 80/R/C/W/T
		B2	24 M	CONC	PCN 80/R/C/W/T
		B3	23 M	CONC	PCN 70/R/B/W/U
		B4	23 M	ASPH	PCN 70/R/B/W/U
		B5	23 M	ASPH	PCN 70/R/B/W/U
		B6	23 M	ASPH	PCN 70/R/B/W/U
		B7	23 M	CONC	PCN 70/R/B/W/U
		D3	23 M	ASPH	PCN 70/R/C/W/U
		E1	23 M	ASPH/CONC	PCN 80/F/C/W/T
		E2	23 M	CONC	PCN 70/R/B/W/U
		E3	23 M	CONC	PCN 70/R/C/W/U
		E4	23 M	ASPH	PCN 44/R/D/W/T
		E5	23 M	CONC	PCN 70/R/B/W/U
		E6	30 M	CONC	PCN 80/R/C/W/T
		E7	23 M	CONC	PCN 70/R/B/W/U
		F1	23 M	CONC	PCN 80/R/C/W/T
		F2	23 M	CONC	PCN 80/R/C/W/T
		F3	23 M	CONC	PCN 80/R/C/W/T
		G	23 M	ASPH	PCN 70/R/C/W/U
		H1	23 M	ASPH	PCN 70/R/C/W/U
		H2	23 M	ASPH	PCN 70/R/C/W/U

		M1	25 M	ASPH/CONC	PCN 80/R/C/W/T
		M2	25 M	CONC	PCN 80/R/C/W/T
		P1	23 M	ASPH	PCN 44/R/D/W/T
		P2	23 M	ASPH	PCN 44/R/D/W/T
		R	15 M	ASPH	PCN 30/F/D/W/T
		T1	30 M	ASPH	PCN 44/R/D/W/T
		Y	23 M	CONC	PCN 80/R/C/W/T
		Z	23 M	CONC	PCN 80/R/C/W/T
		LINK 1	33 M	CONC	PCN 80/R/C/W/T
		LINK 2	65 M	CONC	PCN 70/R/C/W/U
		LINK 3	42 M	CONC	PCN 80/R/C/W/T
		LINK 4	73 M	CONC	PCN 70/R/C/W/U
		LINK 5	23 M	CONC	PCN 80/R/C/W/T
3	Altimeter checkpoint location and elevation	Location: South Apron / Elevation: 216 ft AMSL			
4	VOR checkpoint	Nil			
5	INS checkpoint	EIDW AD 2.24-2			
6	Remarks	Nil			

EIDW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections and at holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling at aircraft stands.
2	RWY/TWY markings and LGT	RWY 10/28 Designation, THR, TDZ, centreline, side stripe, aiming point. Rapid exit taxiway indicator markings for TWY E6 located on RWY 28. RWY 16/34 Designation, THR, TDZ, centreline, side stripe, aiming point. Taxiways Centreline, edge stripes except TWY R, holding positions, intersection markings except TWY E2
3	Stop bars	Switchable Stop bars at CAT II Hold on TWY B7, E1. Switchable Stop bars at CAT I Hold on TWY A, B2, B3, B7, D3, E1, E2, E3, E4, E5, E6, E7, G, H1, H2, M1, M2, P1, P2, R and RWY 34 Fixed Stop bars on TWY A, E2, E3, E4, E5, E6, E7, RWY 34, H1. Runway Guard lights on TWY A, B2, B3, B7, E1, E2, E3, E4, E5, E6, E7, H1, H2, P1, P2. Intermediate holding position lights on TWY H1, M1, M2, Link 1, Link 2, Link 3, Apron Taxiway 6
4	Remarks	See also EIDW AD 2.14 and 2.15 for lighting

EIDW AD 2.10AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
10/APCH 28/TKOF	Localizer 28 79.5 M / 261 ft LGTD	532521.59N 0061739.60W	ESB Pylon 132.2 M / 434 ft Nil	532435.44N 0062032.45W	
	TV Aerial 96.8 M / 318 ft Nil	532531.16N 0061820.91W	ESB Pylon 131.8 M / 433 ft Nil	532451.14N 0062101.37W	
	TV Aerial 105.0 M / 344 ft Nil	532515.01N 0061832.98W	ESB Pylon 127.2 M / 418 ft Nil	532424.91N 0062002.20W	
16/APCH 34/TKOF	Approach Light 71.5 M / 235 ft LGTD	532621.26N 0061549.01W	ESB Pylon 120.5 M / 396 ft Nil	532426.46N 0062021.07W	
	Approach Light 72.0 M / 237 ft LGTD	532622.47N 0061548.99W	ESB Pylon 119.6 M / 393 ft Nil	532419.76N 0061858.91W	
	Approach Light 72.0 M / 237 ft LGTD	532622.08N 0061550.49W	ESB Pylon 118.3 M / 389 ft Nil	532423.49N 0061944.31W	
	Approach Light 72.5 M / 238 ft LGTD	532623.14N 0061550.37W	ESB Pylon 120.5 M / 396 ft Nil	532422.17N 0061928.25W	
	Approach Light 73.0 M / 240 ft LGTD	532624.00N 0061551.00W	ESB Pylon 131.8 M / 433 ft Nil	532443.18N 0062041.84W	
	Approach Light 70.9 M / 233 ft Nil	532613.09N 0061552.93W	Mast on 3 Rock 590.7 M / 1938 ft LGTD	531440.15N 0061417.75W	
	Approach Light 72.0 M / 237 ft Nil	532613.15N 0061556.45W	Mast on Kippure 880.8 M / 2890 ft LGTD	531040.98N 0061953.71W	
	Tree 77.0 M / 253 ft Nil	532612.35N 0061602.74W	Mast on Knockbrack 224.1 M / 735 ft LGTD	533432.68N 0061543.45W	
28/APCH 10/TKOF	Nil		Atlantic 252 Mast 355.7 M / 1167 ft LGTD	532745.68N 0064039.11W	
34/APCH 16/TKOF	Mobile Obstacle 62.0 M / 204 ft Nil	532504.95N 0061458.51W	ESB Pylon 120.5 M / 396 ft Nil	532422.17N 0061928.25W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
	Localizer 16 63.3 M / 208 ft LGTD	532505.75N 0061454.26W	ESB Pylon 132.2 M / 434 ft Nil	532435.44N 0062032.45W	
	Approach Light 64.0 M / 210 ft Nil	532503.79N 0061452.85W	Mast 124.0 M / 407 ft Nil	532607.55N 0062340.13W	
	Tree 65.3 M / 215 ft Nil	532503.82N 0061452.43W	Chimneys 211.5 M / 694 ft LGTD	532024.88N 0061123.83W	
	Tree 68.4 M / 225 ft Nil	532503.34N 0061450.21W	ESB Pylon 119.9 M / 394 ft Nil	532420.89N 0061912.69W	
	Tree 68.6 M / 225 ft Nil	532458.63N 0061452.01W	Glide Antenna 10 89.5 M / 294 ft LGTD	532515.50N 0061705.49W	
	Tree 68.8 M / 226 ft Nil	532456.57N 0061452.88W	Surface Radar 111.8 M / 367 ft Nil	532543.75N 0061548.24W	
			Glide Antenna 16 85.3 M / 280 ft LGTD	532602.68N 0061543.21W	
			Glide Antenna 28 78.9 M / 259 ft LGTD	532509.62N 0061518.42W	
			Chimney 113.5 M / 373 ft Nil	532350.68N 0061547.05W	
			D ME Antenna 72.9 M / 240 ft LGTD	532512.24N 0061613.89W	
			Crane 143.0 M / 469 ft LGTD	532404.80N 0061551.20W	
			Crane 115.2 M / 378 ft LGTD	532441.00N 0061307.00W	

EIDW AD 2.11METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Dublin Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MET Eireann Central Aviation Office, Shannon 24 HR 6 HR

4	Type of landing forecast Interval of issuance	METAR TREND 30 MIN
5	Briefing/consultation provided	Computer-based self-briefing facility Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	Charts and tabular English
7	Charts and other information available for briefing or consultation	6-hourly synoptic chart, 6-hourly prognostic chart (surface), prognostic chart of significant weather, prognostic chart of wind/temperature at upper levels, prognostic chart of tropopause levels
8	Supplementary equipment available for providing information	Weather RADAR, satellite cloud picture receiver, IRVR RWYs 10 and 28 (touchdown, midpoint, stopend) IRVR RWY 16 (touchdown, midpoint) Satellite Display available.
9	ATS units provided with information	Dublin TWR
10	Additional information (limitation of service, etc.)	Refer to AIC 16/97 and GEN 3.5.4.2 to request additional information.

EIDW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	095.24°	2637 M x45 M	70/R/B/W/T ASPH ASPH	532520.75N 0061724.27W 532512.94N 0061502.08W 184 ft	THR 242ft
28	275.27°	2637 M x45 M	70/R/B/W/T ASPH ASPH	532512.94N 0061502.08W 532520.75N 0061724.27W 184 ft	THR 202ft
16	156.58°	2072 Mx61 M	75/R/D/W/T ASPH -	532613.16N 0061543.12W 532511.66N 0061458.54W 184 ft	THR 217ft
34	336.59°	2072 Mx61 M	75/R/D/W/T ASPH -	532511.66N 0061458.54W 532613.16N 0061543.12W 184 ft	THR 202ft

Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
Slope of 0.47% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-3	91 M x 45 M	213 M x 150 M	2904 M x 300 M		RWY 10/28 is provided with 7.5 M wide asphalt shoulders. Periodic closure for maintenance - Approximately every eight weeks, RWY 10/28 will be closed for essential maintenance, including rubber removal, grass cutting, painting of day markings etc. The RWY will be closed for approximately four nights between 2230 HR and 0530 HR (local). These closures for maintenance will be promulgated by NOTAM.
	56 M x 45 M	213 M x 150 M	2904 M x 300 M		
Slope of 0.24% Refer to Aerodrome Obstacle Chart Type A EIDW AD 2.24-4	Nil	183 M x 150 M	2192 M x 300 M		RWY 16/34, pavement surface is grooved.
	Nil	61 M x 150 M	2192 M x 300 M		

EIDW AD 2.13DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	2637 M	2850 M	2728 M	2637 M	
28	2637 M	2850 M	2693 M	2637 M	
16	2072 M	2255 M	2072 M	2072 M	
34	2072 M	2133 M	2072 M	2072 M	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA	TODA	ASDA	Remarks
10	E7	2156 M	2369 M	2247 M	see EIDW AD 2.20
10	E6	1953 M	2166 M	2044 M	
10	E5	1352 M	1565 M	1443 M	
28	E2	2415 M	2628 M	2471 M	
16	G	1670 M	1853 M	1670 M	
34	A	1815 M	1876 M	1815 M	
34	B2	1815 M	1876 M	1815 M	
34	E2	1815 M	1876 M	1815 M	

EIDW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	CAT IIIA 900M LIH	Green LIH Green LIH	PAPI Both sides/ 3° MEHT 20M (439M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	Nil
28	CAT IIIA 900M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 21M (374M)	900M 30M LIH	2637M 15M coded 0-1737M White, 1737M-2337M Red/White, 2337M-2637M Red LIH	2637M 60M nom White (last 600M Yellow) LIH	Red LIH -	Red LIH	RETILs (yellow) prior to exit to TWY E6
16	CAT I 910M LIH	Green LIH Green LIH	PAPI Both sides/3° MEHT 19M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil
34	SALS 426M LIL	Green LIH RTILs FL White	PAPI Both sides/3° MEHT 20M (380M)	Nil	Nil	2073M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil

EIDW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN Flashing White/Green, 16 per min.
2	LDI location and LGT Anemometer location and LGT	Nil 2 Nr.
3	TWY edge and centre line lighting	Edge; blue all TWY except E4, M1, M2, R and T1. Edge, blue, RWY 16/34 from TWY A to THR 34 and TWY G to THR 16. Edge, blue, retroreflective markers TWY R and T1. Centreline, green (green/yellow on exit TWYs) TWY B1, B2, B4, B5, B7, E1, E2, E6, F1, F2, F3, H1, H2, M1, M2, Link 2, Link 3 and Link 4.
4	Secondary power supply/switch-over time	Emergency power supply. Electric battery lamps.

5	Remarks	<p>Apron - Floodlights</p> <p>Apron edge - Blue, omni-directional</p> <p>Apron centreline lighting - Green bi-directional on all apron taxiways and taxilanes except Apron TWY 6.</p> <p>Obstacles: Fixed red.</p> <p>WDIs 4 Nr. (2 lighted). See Aerodrome Chart EIDW AD 2.24-1</p>
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EIDW AD 2.16HELICOPTER LANDING AREA

Nil

EIDW AD 2.17ATS AIRSPACE

1	Designation and lateral limits	533445N 0055420W, arc 15NM radius centre 532621N 0061508W, 531152N 0062130W, 531439N 0062130W, 531437N 0063707W, 532202N 0064237W, 532127N 0063758W, arc 5NM radius centre 532110N 0062938W, 532403N 0063626W, 532347N 0063117W, arc 10NM radius centre 532621N 0061508W, 533445N 0062411W.
2	Vertical limits	5000 ft
3	Airspace classification	C
4	ATS unit call sign Language(s)	Dublin Tower - English
5	Transition altitude	5000 ft
6	Remarks	Nil

EIDW AD 2.18ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
GND	Dublin Ground	121.800 MHz	0600-2400 local time	Nil
TWR	Dublin Tower	118.600 MHz	H24	Nil
APP	Dublin Approach	121.100 MHz	H24	Nil
		119.550 MHz		
		119.925 MHz		
		133.275 MHz		
ACC	Dublin Control	129.175 MHz	H24	Upper North
		124.650 MHz		Upper South
		132.575 MHz		Lower North
		126.250 MHz		Lower South
		135.650 MHz		
		120.750 MHz		
ATIS	Dublin Information	124.525 MHz	0515-2200 Local time	Nil
D-ATIS	Dublin Information		0515-2200 Local time	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.
Clearance Delivery Frequency	Dublin Delivery	121.875 MHz	0630-1800 local time	Aircraft Contact Minimum 15 Mins before start-up
FIS	Dublin Flight Information Service	118.500 MHz	As promulgated on ATIS	As required

EIDW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 4° W (2012)	DUB	114.9MHz CH 96X	H24	532957.8N 0061825.6W	200ft	100/500, 300/700 (180° T-360° T) with purpose A,T,E
DVOR/DME 4° (2012)	DAP	111.20MHz CH 49X	H24	532525.0N 0061810.0W	300ft	Designated Operational Coverage 150NM
DVOR/DME 4° (2012)	BAL	115.8MHz	H24	531759.6N 0062652.0W	300ft	Designated Operational Coverage 60 NM Operating Authority Minister for Defence. Due to rising terrain to south of facility, signals may not be received at varying lower altitudes in sector 130° to 210° M at ranges greater than 15NM.
NDB	KLY	378kHz	H24	531610.4N 0060623.2W		Designated Operational Coverage 50NM ACFT may not obtain guidance beyond 45NM below 8,000ft, in the sector between bearings 180° and 270 ° Mag.
NDB	GMN	334kHz	H24	533853.2N 0061336.0W		Designated Operational Coverage 30NM Operating Authority Minister for Defence.
DME	GMN	76X 112.9MHz	H24	533848.5N 0061405.7W	100ft	Designated Operational Coverage 30NM. Operating Authority Minister for Defence.
ILS LOC RWY 10	IDE	108.9MHz	H24	532511.8N 0061440.5W *		Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored * Data whose quality is not assured
ILS GP RWY 10		329.3MHz	H24	532515.5N 0061705.5W		GP angle 3° RDH 54ft
ILS DME RWY 10	IDE	CH 26X (108.9MHz)	H24	532515.5N 0061705.5W	290ft	DME zero range is indicated at THR RWY 10
LO RWY 10	OE	316kHz	H24	532548.6N 0062543.7W		
OM RWY 10	2 dashes per sec.	75MHz	H24	532547.8N 0062543.5W		
MM RWY 10	Dots and dashes	75MHz	H24	532523.6N 0061816.8W		

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS LOC RWY 28	IDW	111.35MHz	H24	532521.8N 0061743.9W		Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored
ILS GP RWY 28		332.15MHz	H24	532509.6N 0061518.4W		GP angle 3° RDH 54ft
ILS DME RWY 28	IDW	CH 50Y (111.35MHz)	H24	532509.6N 0061518.4W	260ft	DME zero range is indicated at THR RWY 28
LO RWY 28	OP	397kHz	H24	532449.7N 0060818.1W		
OM RWY 28	2 dashes per sec	75MHz	H24	532450.5N 0060818.4W		
MM RWY 28	Dots and dashes	75MHz	H24	532510.0N 0061409.2W		
ILS LOC RWY 16	IAC	111.5MHz	H24	532505.8N 0061454.3W		Coverage restricted to 35° either side of course line. Signals received outside the coverage sector including back beam radiation should be ignored.
ILS GP RWY 16		332.9MHz	H24	532602.7N 0061543.2W		GP angle 3°
ILS DME RWY 16	IAC	CH 52X	H24	532602.7N 0061543.2W	280ft	DME zero range is indicated at THR RWY 16.

EIDW AD 2.20LOCAL TRAFFIC REGULATIONS

1. Ground Movement

1.1 General

- i. Pilots should use the minimum power necessary while taxiing. In apron areas, pilots should operate at the minimum power commensurate with the intended manoeuvre, due to the effect of jet blast on personnel, equipment and buildings.
- ii. Flight crew are responsible for wing tip clearance and are reminded of the importance of maintaining a careful lookout at all times, regardless of location and visibility conditions.
- iii. ATC may require aircraft to manoeuvre in close proximity to other aircraft. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether an aircraft can be passed safely, the flight crew should stop, advise ATC, and request alternative instructions if available.
- iv. In order to assist in the maintenance of safe separation of aircraft, when flight crew are instructed to stop at any runway-holding or intermediate holding position they should position the aircraft as close as possible to the relevant pavement marking while ensuring that the marking remains visible from the cockpit.

1.2 Turning

No turns should be made at taxiway/taxiway intersections where taxi centreline markings are not provided.

Particular attention is drawn to the following:

- No turns should be made by aircraft from TWY H2 to TWY B3 or vice versa
- No turns should be made by aircraft from TWY F1 to TWY B2 or vice versa
- No turns should be made by aircraft from TWY B2 to TWY E1 or vice versa
- No turns should be made by aircraft from TWY A to TWY F1 or vice versa
- No turns should be made by aircraft from TWY H2 to TWY M2 or vice versa at intersection with TWYs B3 and B4

1.3 Taxiing Restrictions

Location	Situation	Restriction
TWY A	Outbound aircraft holding on TWY A	Aircraft movement not permitted between TWY F1 and Link 2 / TWY F2 or vice versa
TWY B1	Aircraft with wingspan 36m or greater operating on TWY B1	Aircraft not permitted on TWY Z
TWY B2	Outbound aircraft (wingspan less than 36m) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1 / TWY B1 or vice versa
TWY B2	Outbound aircraft (wingspan 36m or greater) holding on TWY B2	Aircraft movement not permitted between TWY F1 and TWY E1 / TWY B1 or vice versa and Aircraft are not permitted to taxi between TWY E1 and TWY B1 / TWY Y / TWY Z or vice versa
TWY B2	Inbound aircraft (wingspan less than 36m) holding on TWY B2	Movement between TWY A and RWY16-34 / TWY B3 / TWY E2 or vice versa restricted to aircraft with wingspan less than 36m
TWY B2	Inbound aircraft with wingspan 36m or greater holding on TWY B2	Aircraft movement not permitted between TWY A and RWY16-34 / TWY B3 / TWY E2 or vice versa
TWY E1	Outbound aircraft (wingspan less than 36m) holding on TWY E1	Movement between TWY B1 and TWY B2 / TWY F1 or vice versa restricted to aircraft with wingspan less than 36m
TWY E1	Outbound aircraft (wingspan 36m or greater) holding on TWY E1	Aircraft movement not permitted between TWY B1 and TWY B2 / TWY F1 or vice versa
TWY E4	All operations	Restricted to daylight hours only and aircraft with wingspan 30m or less
TWY E5	All operations	Restricted to aircraft with wingspan less than 36m
TWY E6	Outbound aircraft (wingspan less than 36m) holding on TWY E6	Movement between TWY B6 and TWY B7 or vice versa restricted to aircraft with wingspan less than 36m
TWY E6	Outbound aircraft (wingspan 36m or greater) holding on TWY E6	Aircraft movement not permitted between TWY B6 and TWY B7 or vice versa
TWY E7	Outbound aircraft (wingspan less than 36m) holding on TWY E7	Movement between TWY B6 and TWY B7 or vice versa restricted to aircraft with wingspan less than 36m
TWY E7	Outbound aircraft (wingspan 36m or greater) holding on TWY E7	Aircraft movement not permitted between TWY B6 and TWY B7 or vice versa
TWY F1	Aircraft travelling towards LINK1 / TWY B1 / TWY E1 holding on TWY F1	Aircraft movement not permitted between TWY A and LINK 2 / TWY F2 or vice versa
TWY F1	Aircraft travelling towards LINK 2 / TWY F2 holding on TWY F1	Aircraft movement not permitted between TWYs B1 and B2 or vice versa or between TWY E1 and TWY B1 / TWY Y / TWY Z or vice versa
APRON TAXIWAY F-INNER	All operations	Restricted to aircraft with wingspan less than 36m
TWY G	All operations	Restricted to aircraft with wingspan less than 36m
TWY Y	All operations	Restricted to aircraft with wingspan less than 36m
TWY Z	All operations	Restricted to aircraft with wingspan less than 36m

Location	Situation	Restriction
TWY Z	Aircraft operating on TWY Z	TWY B1 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I Holding position for RWY 10-28	Outbound aircraft (wingspan less than 36m) holding on RWY 16-34 for entry to RWY 10-28	Movement through the intersection of RWY 34 and TWYs A, B2, B3, E2 restricted to aircraft with wingspan less than 36m
RWY 16-34 CAT I Holding position for RWY 10-28	Outbound aircraft (wingspan 36m or greater) holding on RWY 16-34 for entry to RWY 10-28	Aircraft movement not permitted through the intersection of RWY 34 and TWYs A, B2, B3, E2

1.4 Apron Operations

The aircraft stand taxilane serving Stands 121-127, 129S, and 200L-203 (i.e. between Pier 1 and Pier 2) is restricted to aircraft with a maximum wingspan of 36m.

The aircraft stand taxilane serving Stands 412-414 is restricted to aircraft with a maximum wingspan of 34.10m.

1.5 Runway 16-34 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following adjoining taxiways: E1, B2, A, M1, P1 or G. Aircraft exiting the runway via TWY D3 must continue on to the section of taxiway parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

Wide-body aircraft on RWY16/34 must not exit at TWY G.

1.6 Runway 28 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: E4, E5, E6 and E7. Aircraft exiting onto TWY B7 must continue on to the section of taxiway parallel to the runway to clear the runway. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

1.7 Runway 10 Operations

Unless otherwise instructed by ATC, aircraft vacating the runway must not stop on any of the following taxiways: E3, E4, E5. ATC may instruct arrivals to stop on taxiways E1 or E2 on a tactical basis. Aircraft on the adjacent parallel taxiways must give way to aircraft vacating the runway.

2. Availability of Intersection Take-Off

2.1 General

Take-offs using less than the full length of the runway are available (except during Low Visibility Operations) from TWY/RWY intersections as listed in [EIDW AD 2.13](#)

The datum from which the reduced declared distances on RWY10/28 and RWY16 are measured is the downwind edge of the specific taxiway projected perpendicular to the runway centreline as per section III-3 of the European Air Navigation Plan

The datum from which the reduced declared distances on RWY34 are measured is the intersection of the extended downwind edge of Taxiway B3 with the runway edge projected perpendicular to the runway centreline.

The take-off run available (TORA) is displayed on an illuminated sign adjacent to the taxiway.

Intersection take-offs are subject at all times to pilots' discretion and aircraft operational requirements. Pilots should advise as early as possible of their ability to accept intersection take-offs.

Approval for intersection take-offs is subject to the air traffic situation.

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

2.2 Preferred Use of Intersection Take-Offs

Based on aircraft type and performance characteristics, ATC may issue instructions for aircraft to depart from runway intersections from which adequate take-off run is available. Intersection take-offs are subject at all times to pilots' discretion and aircraft operational requirements. Pilots unable to accept departure from an intersection point may request ATC for an alternate take-off position. Pilots requiring departure from the beginning of the runway should request it at the time of push-back/start-up, and such requests will be considered by ATC subject to delay.

The preferred use of intersection take-offs for RJ85 type and all turboprops is set out in the table below.

Aircraft Type	RWY	Preferred TWY Intersection
RJ85 type and all turboprops	10	TWY E7*
	28	TWY E2*
*Intersection take-offs are not available during Low Visibility Operations		

3. Mandatory ground handling of aircraft at Dublin Airport
All aircraft must avail of ground handling. All aircraft of less than 2 tonnes maximum certified AUW must avail of minimum handling i.e. ramp transport to/from departures and the aircraft

4. Aircraft Engine Test Runs

ENGINE TEST SITE	NOTES
1	Available to all aircraft types, 0900-2000HR Local Time Available to aircraft up to Code C only, 0700-0900HR Local time.
4	Check starts and idle runs, 0500-2300HR Local Time. Post engine wash test runs, 0600-2100HR Local time

Caution: No lighting or acoustic/safety barriers available

Aircraft power-plant test runs at idle speed not exceeding five minutes duration are permitted on all stands.

Permission for all test runs must be obtained from the Aerodrome Operator.

5. Apron Parking and Marshalling of Aircraft

- 5.1 Aircraft are prohibited from entering any stand without the guidance of a marshaller.

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

6. Building Served Stands

Aircraft using building served stands are required to vacate stand immediately at scheduled departure time.

7. Rapid Exit Taxiway – E6

Taxiway E6 is the only Rapid Exit Taxiway (RET) at Dublin Airport and is designed for a maximum exit speed of 50 KT. However it is expected that aircraft using the RET will normally exit the runway at circa 35KT.

Rapid Exit Taxiway Indicator Lights (RETILs) are provided.

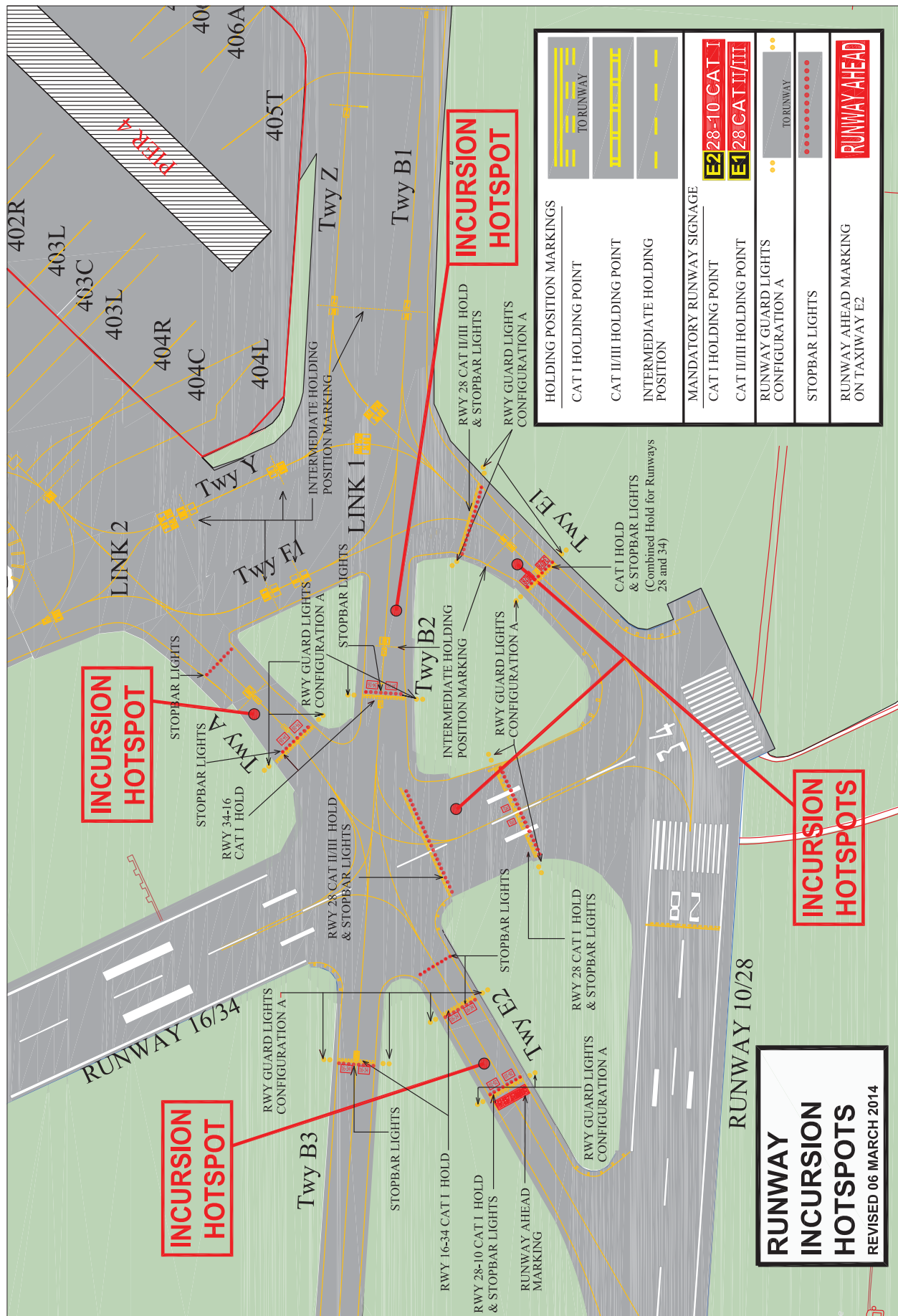
8. RUNWAY INCURSION HOTSPOTS - Aerodrome Facilities in vicinity of thresholds Runways 28 and 34

- 8.1 The following resume and associated diagram are provided for ease of familiarity with aerodrome facilities on this complex area of the aerodrome. The attention of all aircrews is drawn to the layout of taxiways, the location of holding positions, and the proximity of the thresholds of Runway 28 and Runway 34. Close attention must be paid to visual aids (markings, lighting, signage).

- 8.2 All taxiways are provided with location signs (yellow inscription on black background) and direction signs (black on

yellow). Centreline markings and edge markings are also provided.

- 8.3 Mandatory signs, (white inscription on red background), are provided to identify locations which aircraft shall not pass unless authorised by ATC. These signs include runway designation signs, runway-holding position signs etc.
- 8.4 For normal visibility conditions, CAT I runway-holding positions are established on all taxiways which intersect with runways. The CAT I runway-holding position on Taxiway E1 is a combined position for Runway 10/28 and Runway 16/34. CAT I runway-holding positions are also established on Runway 16/34, for aircraft taxiing along Runway 16/34 towards Runway 10/28, and on Runway 10/28 for aircraft taxiing along Runway 10/28 towards Runway 16/34. These holding positions are denoted by:
- i. Yellow painted holding-position markings;
 - ii. Red mandatory markings, Indicating the Designation of the runway ahead;
 - iii. Red mandatory signs, including the inscription CAT I (where appropriate) and the designation of the runway ahead;
 - iv. Red controllable stop bar lights (where shown on Aerodrome Chart);
 - v. Yellow flashing runway guard lights (ICAO Configuration A);
 - vi. Location sign indicating the taxiway designation in yellow on a black background;
- 8.5 For low visibility conditions, a CAT II/III runway-holding position is established on Taxiway E1. This holding position is denoted by:
- i. Yellow painted markings;
 - ii. Red mandatory signs with the inscription 28 CAT II/III;
 - iii. Red controllable stopbar lights;
 - iv. Yellow flashing runway guard lights (ICAO Configuration A);
 - v. Location sign indicating E1 in yellow on a black background;
- 8.6 Runway-holding positions cannot be passed without permission from ATC.
- 8.7 Aircrews are advised that should they become unsure of their position while taxiing, they should contact ATC immediately and request assistance.
- 8.8 Due to the close proximity of the two runways, aircrews taking off from Runway 28 or Runway 34 are advised to ensure that they are lined up on the correct runway before commencing take-off run.



9. Minimum Runway Occupancy Time

9.1 Arrivals

Pilots are reminded that rapid exit from the runway enables ATC to apply the minimum spacing on final approach that will achieve maximum runway utilisation and will minimize the occurrence of go-arounds. The spacing between successive arrivals is based on the assumption that aircraft will vacate the runway, weather permitting, at the preferred taxiways shown in the table below, and will continue taxiing as instructed by ATC. Aircraft unable to vacate the runway via the preferred taxiways should notify ATC when the aircraft 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.

For all runways, unless otherwise instructed by ATC and commensurate with safety and standard operating procedures, aircraft are not to stop on any runway exit awaiting instructions from ATC but should continue on to the next available taxiway.

The preferred exit taxiways for RWY10 and RWY28 are:

RWY	Aircraft Type	Preferred TWY Intersection
10	Wing span less than 36m	TWY E3*
	All other aircraft	TWY E2
28	Wingspan less than 24m and all turboprops	TWY E5*
	All other aircraft	RET E6 or earlier
*TWYs E3 and E5 are not available as runway exits during Low Visibility Operations		

If the pilot of a landing aircraft cannot contact ATC due to RTF congestion the pilot should fully vacate the runway and taxi into the next available taxiway. The pilot should then hold position until contact with ATC can be established. Tactical requests to extend landing roll to reduce ground taxiing or to exit nearer to the intended parking stand are not to be made to ATC.

9.2 Departures

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

Pilots should not cross the runway-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 runway should be kept to the minimum required. Pilots should not back-track when entering the runway. Pilots should ensure that they are able to commence the take-off roll immediately when take-off clearance is issued

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

10 Stop bars

Pilots shall not cross illuminated stop bars. A pilot receiving instructions which imply that an illuminated stop bar should be crossed shall wait until the stop bar is extinguished. If the stop bar remains illuminated, the pilot shall request confirmation from ATC that the 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 taxiways Echo 1 (Runways 28 and 34), Bravo 7 (Runway 10) and Delta 3 (Runway 16) shall be used as line-up points.

The following phraseology shall be used by ATC to instruct pilots or vehicle drivers to cross an illuminated stop bar:
ATC: "[Callsign] Due to a failure of the control system, the stop bar will remain illuminated. Taxi/proceed across the stop bar on taxiway Echo 1/Bravo 7/Delta 3 and line up RW 34,28,10,16"

Reply: "[Call-sign] Lining up Runway [10/28/34/16] crossing stop bar"

EIDW AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
2. Standard Instrument Departures
Strict compliance with SID is mandatory.
3. Other Instrument Departures
- 3.1 Cat A, B Aircraft
Departures must maintain straight ahead after take-off until passing 750ft QNH before commencing turn. No take-off turn shall be commenced before the departure end of the runway.
- 3.2 Cat C, D Aircraft
- 3.2.1 Departures from all runways except runway 10, must maintain straight ahead after take-off to 5NM before commencing turn, unless otherwise cleared by ATC above 3000ft.
- 3.2.2 Departures from Runway 10 must continue straight ahead to 5NM as appropriate to the SID, before commencing turn.
- 3.2.3 Take-off climb shall comply with the procedure detailed below, which is based on noise abatement departure climb guidance contained in PANS OPS Doc 8168 Vol 1 - Appendix to Chapter 3 - NADP2.

Take-off to 1500ft	1500ft – 3000ft (Above Aerodrome Elevation)	At 3000ft (Above Aerodrome Elevation)
Take off power Take off flaps Climb at V2 + 10 to 20 KT (or as limited by body angle)	Reduce Power to not less than climb power/thrust. Accelerate smoothly to MAX 230KT with flap retraction on schedule	Transition smoothly to en-route climb speed. (MAX 250KT below FL100)

- 3.2.4 Cat C and D aircraft operating from Runway 28 directly to Weston or Baldonnell aerodromes are exempt from Sections 3.2.1, 3.2.2 and 3.2.3. These aircraft must not leave the environmental corridor below 1,500ft QNH.
4. Jet aircraft (Cat C/D) on visual approach to Runways 28, 10, 16 and 34 must join final approach no closer than 6NM from touchdown. Aircraft 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 glide-path.
5. Runway 10/28 is the required runway between 0600 and 2300HR Local Time when the crosswind component is 20KT or less and the tail wind component is 5KT or less. Aircraft are required to use this runway except when operational reasons dictate otherwise. Runway 28 will be preferential runway when the tail wind component is 5KT or less.
ATC will initiate runway changeover to Runway 16/34 when the crosswind component gust on Runway 10/28 exceeds 15 KT. The runway will be changed back to the required runway, Runway 10/28, when the crosswind component (max gust) drops below 15kts for 30 minutes.
6. Runways will be prioritised for noise abatement purposes between 2300 and 0600HR Local Time, subject to the same wind calculation method and values as used between 0600 and 2300HR Local time (crosswind component 20KT or less and tail wind component 5KT or less, see Section 5). When weather conditions and flight operations

permit, runway usage will be prioritised as follows:

	Priority			
	1	2	3	4
Arrival	RWY 10	RWY 16	RWY 28	RWY 34
Departure	RWY 28	RWY 34	RWY 10	RWY 16

7. Reverse thrust should not be used during landing operations on any runway between 2300-0600HR Local Time, except where operational or safety reasons dictate otherwise.
8. Cat C and D aircraft using Runways 28, 16 and 34 shall operate within environmental corridors which are based on runway take-off flight path areas. The corridors have a width of 180 M at the departure end of the clearway, diverging at 12.5 % on each side to a maximum width of 1800 M, and extending in length to 5 NM from the point of origin. The corridors extend vertically from surface to 3000 ft AMSL.

Cat C and D aircraft using Runway 10 shall operate within an environmental corridor which is based on the runway take-off flight path area. The corridor has a width of 180 M at the departure end of the clearway, diverging at 12.5 % on each side to a maximum width of 1800 M, and extending in length from the point of origin to 5 NM for the northern boundary of the corridor and 6 NM for the southern boundary of the corridor. There is no upper vertical limit to this corridor

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

EIDW AD 2.22 FLIGHT PROCEDURES

1. Holding Areas

Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS-OPS ICAO Doc 8168, Volume II for basic holding areas.

2. SID and STAR

2.1 RNAV Equipped Aircraft

SIDs and STARs and initial segments of IAPs for RWY28, RWY10, RWY16 and RWY34 have been developed in accordance with ICAO Doc 8168 (PANS OPS).

The RNAV Specification is RNAV 1.

The supporting navigation infrastructure provided is DME/DME or GNSS.

Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including:

- RNAV 1 certificated aircraft;
- P-RNAV certificated aircraft, based on DME/DME or GNSS;
- B-RNAV certificated aircraft only above MSA;

RNAV SIDs climbing to MSA may be conducted using conventional navigation based on the conventional navaids serving the runway in use.

If the RNAV equipment fails, or navigation accuracy of +/-1 NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.

2.2 RTF Phraseology

Phraseology used will be as provided in the European Regional Supplementary Procedures (ICAO Doc 7030) and outlined in Eurocontrol Guidance material for RNAV SIDs and STARs.

Examples of phraseology for ATC are:

- {CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}

Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.

- {CALLSIGN} ADVISE IF ABLE {designator} DEPARTURE [or ARRIVAL].

If ATC are unable to issue a requested SID or STAR:

- {CALLSIGN} UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE [Reason]

Examples of pilot phraseology in the event of being unable to accept SID or STAR:

- UNABLE (designator) DEPARTURE [or ARRIVAL] DUE TO RNAV TYPE
- UNABLE RNAV DUE EQUIPMENT

2.3 Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a clearance based on conventional navigation aids and/or vectoring.

2.4 Expected Approach Distance RWY 28

Each STAR length from CTA boundary to the Merge Point LAPMO is provided in the table below. These include the full sequencing leg length for each STAR. Normally only a section of the sequencing leg will be flown before the aircraft is cleared to LAPMO. The 'Expected Approach Distance' is included for each STAR for flight planning purposes. The Lateral Holding/Point Merge STARs (Chart AD 2.24-17) must be available in the aircraft navigation database.

STAR	Full nominal STAR Length including Sequencing Leg (NM) (CTA BDRY - LAPMO)	Expected Approach Distance (NM) (CTA BDRY - LAPMO)	Recommended STAR to File (as per EIDW AD 2.24-18)
BAGSO1L	58.0	31.5	BAGSO1X
BAMLI1L	103.5	77.0	BAMLI1X
BOYNE1L	59.9	33.4	BOYNE1X
BUNED1L	113.9	81.3	BUNED1X
LIPGO1L	58.6	26.0	LIPGO1X
NIMAT1L	67.4	40.9	NIMAT1X
OLAPO1L	102.4	75.9	OLAPO1X
OSGAR1L	113.2	80.6	OSGAR1X
SUTEX1L	105.5	72.9	SUTEX1X
VATRY1L	93.0	60.4	VATRY1X

3. Waypoint Listing

3.1 Waypoints used En-route & Terminal

Waypoint	E = En-route T = Terminal	Latitude	Longitude	Remarks
ABIDO	E T	-	-	See ENR 4.4
ASKUP	E T	-	-	See ENR 4.4
BAGSO	E T	-	-	See ENR 4.4
BAMLI	E T	-	-	See ENR 4.4
BEPAN	E T	-	-	See ENR 4.4
BOYNE	E T	-	-	See ENR 4.4
BUNED	E T	-	-	See ENR 4.4
DEXEN	E T	-	-	See ENR 4.4

Waypoint	E = En-route T = Terminal	Latitude	Longitude	Remarks
DIRUM	ET	-	-	See ENR 4.4
INKUR	E T	-	-	See ENR 4.4
KISHA	E T	-	-	See ENR 4.4
LAPMO	ET	-	-	See ENR 4.4
LIFFY	E T	-	-	See ENR 4.4
LIPGO	E T	-	-	See ENR 4.4
NEVRI	E T	-	-	See ENR 4.4
NIMAT	E T	-	-	See ENR 4.4
OLAPO	E T	-	-	See ENR 4.4
OLONO	E T	-	-	See ENR 4.4
OSGAR	E T	-	-	See ENR 4.4
PELIG	E T	-	-	See ENR 4.4
PESIT	E T	-	-	See ENR 4.4
ROTEV	E T	-	-	See ENR 4.4
SUROX	E T	-	-	See ENR 4.4
SUTEX	E T	-	-	See ENR 4.4
TEDVO	ET	-	-	See ENR 4.4 EIWT VOR IAF
ULTAG	ET	-	-	See ENR 4.4
VATRY	E T	-	-	See ENR 4.4

3.2 Waypoints used within the CTA only

Waypoint	E = En-route T = Terminal	Latitude	Longitude	Remarks
ADSIS	T	534103N	0053934W	
AMDIL	T	531525N	0055853W	
ARVOK	T	530919N	0060335W	
BAPDA	T	533740N	0062404W	
BATED	T	532943N	0060643W	
DODIG	T	535746N	0062934W	
DW682	T	530542N	0061716W	
DW704	T	532404N	0052910W	
DW705	T	533047N	0053126W	
DW706	T	533621N	0053807W	
DW814	T	532347N	0053141W	
DW815	T	531813N	0053347W	

Waypoint	E = En-route T = Terminal	Latitude	Longitude	Remarks
DW816	T	531347N	0053844W	
DWE51	T	532445N	0060643W	
DWE53	T	530739N	0053401W	
DWE54	T	532439N	0060503W	
DWE55	T	532042N	0055710W	
DWN26	T	533048N	0061903W	
DWN27	T	533736N	0063717W	
DWN28	T	533413N	0062520W	
DWN29	T	534521N	0061621W	
DWS77	T	532051N	0061050W	
DWS78	T	531406N	0062504W	
DWS79	T	532023N	0061132W	
DWS80	T	531613N	0061050W	
DWS81	T	531841N	0060846W	
DWW02	T	532417N	0063149W	
DWW04	T	534418N	0065253W	
DWW06	T	533315N	0063725W	
ERUDA	T	534029N	0061655W	
ERVAD	T	530647N	0060440W	
GIRAS	T	533821N	0055733W	
GOSEL	T	532254N	0064044W	
INTOP	T	531327N	0060632W	
IRDEX	T	531145N	0060350W	
KEPOR	T	531017N	0062201W	
KERAV	T	533743N	0054557W	
KOGAX	T	533419N	0053814W	
KUDOM	T	532926N	0053314W	
NARMU	T	532643N	0055134W	
NASRI	T	531907N	0063517W	
NEPOD	T	525657N	0061030W	
NITIL	T	532800N	0063755W	
ORVEN	T	533954N	0061130W	
OTNER	T	531715N	0061827W	
RISAP	T	532627N	0063813W	
ROKNA	T	533922N	0055259W	

Waypoint	E = En-route T = Terminal	Latitude	Longitude	Remarks
RONON	T	534234N	0063619W	
RUBAR	T	530809N	0054805W	
SIVNA	T	531152N	0053828W	
SOPEP	T	532106N	0055229W	
SORIN	T	530829N	0054823W	
SUGAD	T	531723N	0053140W	
UGNOR	T	533021N	0063944W	
UMDAR	T	533803N	0063136W	

4. Speed Control

Speed Restrictions

General	STAR	Holds	Initial Approach Segment (BTN HLDG Fix and IF)	Intermediate Approach Segment (BTN IF and FAP)	Final Approach Segment	Remarks
Below FL100, Max IAS 250KT or less.	As specified waypoints.	As specified on chart	IAS 210KT	IAS 180KT	BTN FAP and 4NM from THR IAS 160KT	1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
					4NM to THR IAS as performance requires.	2. If unable to comply with the above, advise ATC as soon as possible.

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

Aircraft flying the ATS Route system will be cleared into the CTA/CTR without having to request a specific entry clearance.

Arriving Aircraft will normally be cleared on a STAR appropriate to the route by ATC. On occasions ATC may radar vector aircraft for arrival (Due traffic or technical reasons).

5.2 Initial Approach Procedures

5.2.1 With radar control

In order to expedite the flow of traffic, aircraft may receive radar vectors on to final approach from the STAR.

For RWYs 16, 10 & 34 pilots should plan their flight profile in such a manner as to be able to achieve 6000ft QNH at the appropriate hold.

For RWY 28 pilots should plan their flight profile on the sequencing leg to achieve level constraints.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

5.2.2 Without radar control

When arriving traffic cannot be sequenced by radar, aircraft will be cleared to join the Instrument Approach Procedure appropriate to the landing from the hold.

5.3 Communications failure procedures for arriving aircraft

5.3.1 RWY 10, 16 & 34

Aircraft experiencing communications failure in the Dublin CTA/CTR shall set transponder code A7600 and comply with standard ICAO procedures,
Supplemented by the following:
RWY 28

5.3.2.1 Aircraft prior to Sequence Leg Entry

- a. Squawk 7600.
- b. Proceed via the STAR to enter the appropriate Sequence Leg Entry Hold (i.e. KERA V or SORIN) at the last cleared Flight Level.
- c. Commence descent in the Hold to the Sequence Leg entry Flight Level (FL080 or FL070 as appropriate) specified on the chart at, or as close as possible to the expected approach time (EAT). If no EAT has been received and acknowledged descend at, or as close as possible to the estimated time of arrival resulting from the current flight plan.
- d. Proceed onto the appropriate Sequence Leg, complete the full STAR as filed or last cleared by Dublin ATC, to LAPMO. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28.

5.3.2.2 Aircraft on Sequence Leg

- a. Squawk 7600.
- b. Complete the full STAR to LAPMO.
- c. After turning off the Sequence Leg descend to 3000ft QNH and complete the approach for landing on RWY28.

5.3.2.3 Aircraft turned off the Sequence Leg

- a. Squawk 7600
- b. Descend to 3000ft QNH
- c. In the most expeditious manner route to LAPMO to complete the instrument approach procedure for RWY28.

5.3.3 Non RNAV capable cat C/D aircraft.

Non RNAV capable Cat C/D aircraft should route, in the most expeditious manner, to the appropriate hold for the runway in use and hold using best navigation means available. From the hold proceed to, and complete in the most expeditious manner, the IAP for the runway in use.

6. Departure Procedures

6.1 Departure Clearance Service using Datalink

6.1.1 Introduction

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

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

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

6.1.1.4 Oceanic traffic can receive domestic clearances via ACARS.

6.1.2 Datalink procedure

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

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

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

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

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

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

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

6.2 RWY 28, 10, 16 and 34 - Standard Instrument Departures (SID)

Aircraft on IFR flights departing from RWY 28, 10, 16 and 34 will proceed in accordance with Standard Instrument Departures (SID) WHICH ALSO INCLUDE MANDATORY NOISE ABATEMENT ELEMENTS for jet aircraft.

Immediately after take off contact DUBLIN ACC Lower North/DUBLIN ACC Lower South as appropriate.

Where ICAO obstacle clearance criteria require minimum climb gradient greater than 3.3% the required values will be included in the SID.

As a cross check to confirm the correct SID has been selected in the FMS, for C,D & E aircraft pilots will be requested by CDS to confirm the first waypoint on the SID e.g. RWY 10 "DWE 51"

Pilots who cannot comply with any of the Standard Instrument Departure procedures must inform ATC in good time so that alternative clearances can be issued.

Note: CAT A, B aircraft may be assigned a SID appropriate to CAT C, D aircraft at the discretion of ATC.

BAe146, RJ100 and similar aircraft categorised generically as "whisper jets" may be assigned a CAT A/B SID.

Note: CAT E aircraft will be assigned a SID appropriate to CAT C, D aircraft at the discretion of ATC.

6.3 Communications failure procedures for departing aircraft

Aircraft experiencing communications failure in the Dublin CTA/CTR shall set transponder code A7600 and comply with standard ICAO procedures,

Supplemented by the following:

- i. For aircraft departing on a SID where no cruising level has been specified in the enroute clearance (and therefore no level specified in the Current Flight Plan) the climb, after the appropriate time interval, shall be to the level contained in the Filed Flight Plan.
- ii. Aircraft routeing on a ROTEV SID expecting transition to BOYNE
Aircraft routeing on a ROTEV SID experiencing communications failure, and expecting transition to BOYNE, should continue to ROTEV, then, in the most expeditious manner, route to BOYNE to join the Current Flight Plan route. Maintain the last assigned level for a period of three minutes, and then climb to the level specified in the Current Flight Plan.

7. Low Visibility Procedures

Low Visibility Procedures apply when the cloud ceiling is below 200 ft (60M) and/or the IRVR is less than 550M or the meteorological visibility is less than 800M.

When Low Visibility Procedures are in force the following standard taxi route system applies:

RUNWAY	Arrival Taxis Routes	Departure Taxi Routes
28	E6 or B7 to B4, H2, H1 to Link 4 or F-Outer or F3, F2, F1 to Link 1, B1	Link 2, F1 to E1 or Link 4 or F-Outer, F3,F2, F1 to E1 or B1, Link 1 to E1
10	E1, F1 to Link 2 or E1, Link 1 to B1 or E1, F1, F2, F3 to Link 4 or F-Outer or E2, B2, Link 1 to B1	Link 4 or F-Outer or B1, Link 1, F1, F2, F3, to H1, H2, B4, to B7

CAT II/III holding position on TWY E1 and CAT II/III holding position on TWY B7 will apply as appropriate.

TWY/stopbar/centreline lighting will be in use.

Pilots will be informed by ATIS broadcast or RTF when Low Visibility Procedures have been initiated.

Full details of low visibility operations are available on request from AD Administration (EIDW AD 2.2)

A maximum taxiing speed limit of 15KT applies to all aircraft during the periods when Low Visibility Procedures are in force.

8. Holding Procedures

Dublin: holding patterns

8.1 RNAV Holds

HOLD	FIX	Cat	Inbound °M (°T)	Turn Dir	Outbound Leg NM	Max IAS (Kt)	Max Level FL/ft	Min Level (ft)	Mag Variation	Nav Spec
KERAV	RNAV	A/D	210° (205.5°)	R	5.4	230	FL140	5,000	+4.1	RNAV1
LAPMO	RNAV	A/D	279° (275.5°)	L	4.4	220	FL100	3,000	+4.1	RNAV1
NASRI	RNAV	A/D	047° (042.8°)	R	5.0	220	FL140	5,000	+4.1	RNAV1
SORIN	RNAV	A/D	346° (342.4°)	L	5.4	230	FL140	5,000	+4.1	RNAV1
ULTAG	RNAV	A/D	141° (136.7°)	L	5.0	220	FL140	5,000	+4.1	RNAV1

8.2 Conventional Holds

HOLD	FIX	Cat	Inbound °M (°T)	Turn Dir	Outbound Limit NM	Max IAS (Kt)	Max Level FL/ft	Min Level (ft)	Mag Variation
KERAV	DAP R-061/ D22.8	A/B	241° (237.6°)	R	D26 DAP DME	170	FL060	5,000	+4.1
LAPMO	DAP R-099/12.9	A/B	279° (275.7°)	L	D16 DAP DME	170	FL100	3,000	+4.1
NASRI	DUB R-227/14.8	A/D	047° (042.8°)	R	D20 DUB DME	220	FL140	5,000	+4.1
NASRI	DUB R-227/14.8	A/B	047° (042.8°)	R	D18 DUB DME	170	FL060	5,000	+4.1
SORIN	DAP R-137/ D24.6	A/B	317° (313.7°)	L	D28 DAP DME	170	FL060	3,000	+4.1
ULTAG	DAP R-321/ D22.8	A/D	141° (136.7°)	L	D28 DAP DME	220	FL140	5,000	+4.1

HOLD	FIX	Cat	Inbound °M (°T)	Turn Dir	Outbound Limit NM	Max IAS (Kt)	Max Level FL/ft	Min Level (ft)	Mag Variation
ULTAG	DAP R-321/ D22.8	A/B	141° (136.7°)	L	D26 DAP DME	170	FL060	5,000	+4.1

A standard rate of descent of 500 ft per min in holding patterns will be used unless otherwise instructed by ATC.

9. Navigation aid/hold to be used

KERAV or SORIN Hold for approach RWY 34, as appropriate.

KERAV, SORIN or LAPMO for approach RWY 28, as appropriate.

ULTAG or NASRI Hold for approach RWY 10, as appropriate.

KERAV or ULTAG Hold for approach RWY 16, as appropriate.

10. Operation of Mode S transponders on the Movement Area.

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

10.1 Departing aircraft:

- Set aircraft 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 runway, select "TCAS" (e.g.: TA/RA).

10.2 Arriving aircraft:

- As soon as practicable after landing de-select "TCAS" (e.g.: deselect 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).

11. VFR Procedures, Dublin CTR/CTA and environs

11.1 Flight Plan

Flight Plans are mandatory for flights within Dublin CTR/CTA. Flights planned to transit EIR23, EIR15, EIR16 should include this information in field 15 of the Flight Plan

Flights planning to enter or leave Dublin CTR should, when practicable, indicate in item 16 of the Flight Plan, an alternate aerodrome situated outside Dublin CTR.

Where the flight destination is not an aerodrome licensed for public use, the address of the place of intended landing together with the name and telephone number of the property owner should be indicated in field 18 of the Flight Plan.

11.2 Special VFR is available within Dublin CTR in accordance with the provisions of S.I. No. 568 of 2001.

11.3 Flight Information Service is provided H24. When required and as promulgated by ATIS, a discrete frequency (118.500 MHz) is allocated to the provision of FIS for aircraft in class G airspace.

11.4 Landing Lights should be shown at all times during flight within Dublin CTR.

11.5 ATC Clearances for flights departing from within Dublin CTR.

Prior to departure

- From Dublin Airport by request for start up to Dublin Ground, 121.800 MHz.

- ii. Other than Dublin Airport
 - Request for start/lift to Dublin Tower, 118.600 MHz
 - If no RTF two-way communication can be established, contact Dublin ATC by telephone and request a time for take off / Lift off.

Take off / Lift without prior two-way communications with Dublin ATC either by RTF or by Telephone is not permitted.

11.6 **ATC Clearances for flights arriving to destinations within Dublin CTA/CTR**

Prior to penetration of Dublin CTA/CTR, by submitting a request at least 10 minutes before ETA at the airspace boundary to the relevant ATSU as follows:

- a. Dublin Tower, 118.600 MHz for entry to the Dublin CTR;
- b. Dublin ACC Lower North, 132.575 MHz for entry to the Dublin CTA, North Sector;
- c. Dublin ACC Lower South, 126.250 MHz for entry to the Dublin CTA, South Sector.

Note: Dublin ACC Lower North Sector is divided from Dublin South Sector by a boundary line extending along the extended centreline of RWY10/28

11.7 **VFR Routes**

11.7.1 **Flights departing/arriving at Dublin Airport are normally cleared as follows:**

- i. North arrivals/departures: via Skerries VFR Route
- ii. West arrivals/departures: via Skerries VFR Route or Dunshaughlin VFR Route
- iii. South arrivals: As instructed by Dublin Tower
- iv. South West arrivals
 - Fixed wing flights to enter the Dublin CTR at Dunboyne or Dunshaughlin
 - Helicopter flights to enter Dublin CTR at Redcow Roundabout or The Square, Tallaght
- v. South departures
 - As instructed by Dublin Tower,
or
 - Flights intending to transit EIR15 are cleared to either Palmerston Roundabout Hold or Marley Park Hold to await onwards clearance from Baldonnell Tower.

11.7.2 **Flights with departure/destination other than Dublin Airport are normally cleared as follows:**

- i. North arrivals/departures
 - As directed by Dublin ATC, or
 - Skerries VFR route.
- ii. West arrivals/departures
 - As instructed by Dublin ATC, or
 - Dunshaughlin VFR route
- iii. South west arrivals
 - As instructed by Dublin ATC, or
 - Helicopter VFR flights to enter Dublin CTR at Red Cow Roundabout or The Square, Tallaght. or
 - Fixed-wing VFR flights to enter the Control Zone at Dunboyne or Dunshaughlin.
- iv. South arrivals as instructed by Dublin ATC.
- v. South departures
 - As instructed by Dublin ATC, or
 - Flights intending to transit EIR15 route to either the Palmerston Roundabout Hold or the Marley Park Hold to await onwards clearance from Baldonnell Tower

- vi. Weston arrivals from the East
 - As instructed by Dublin ATC, or
 - Weston VFR Route

11.8 Visual Holding Patterns

Visual Holding Patterns for category A aircraft are established as follows:

11.8.1 Broad Meadow Bridge (532756N 0061125W)

Left-hand pattern, based on the M1 motorway bridge, which crosses the Broad Meadow estuary.

Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 190° M. Minimum holding altitude is 1000ft QNH.

The following criteria also apply:

On arriving overhead the Fix, left turn onto the outbound leg should be initiated before the southern shore of the Broad Meadow estuary.

Left turn onto the inbound leg to the Fix should be completed to the east of the N1 road.

The inbound leg to the fix should remain east of the N1 road at all times.

11.8.2 Finglas Church Spire (532317N 0061842W)

Left-hand pattern, based on the west Finglas Church spire. Outbound leg is 1 minute, flown at 90 KT IAS. Inbound track 010°M. Minimum holding altitude is 1700ft QNH.

The following criteria also apply:

On arriving overhead the Fix, the turn onto the outbound leg should be initiated before the M50 motorway remaining south of the motorway at all times.

The turn onto the inbound leg to the Fix should be completed to the west of the N2 road.

The inbound leg to the fix should remain west of the N2 road at all times.

11.8.3 Palmerston Roundabout (532125N 0062302W)

Left-hand pattern, based on the Palmerston roundabout, which intersects the M50 motorway and the N4 road.

Outbound leg is 1 minute, flown at 90 KT IAS. Inbound track 281° M. Minimum holding altitude is 1700ft QNH.

11.8.4 Marley Park House (531636N 0061601W)

Right hand pattern, based on Marley Park House, a large manor house inside the grounds of Marley Public Park.

Outbound leg is 1 minute, flown at 90KT IAS. Inbound track 291° M. Minimum holding altitude is 1700ft QNH.

11.9 Circuit Operation,

Dublin Airport Circuit training is not permitted at Dublin Airport.

11.10 Radio Communications Failure Procedures – VFR Traffic

11.10.1 Departure Traffic

Proceed in accordance with the ATC clearance last received and acknowledged and land at the most suitable aerodrome located outside Dublin Control Zone. Report arrival to an appropriate ATC unit by the most expeditious means.

11.10.2 Arrival Traffic

If outside Dublin CTR, proceed to the alternate aerodrome outside Dublin CTR specified in the flight plan and report arrival to an appropriate ATC unit by the most expeditious means.

If within Dublin CTR, proceed in accordance with the last ATC clearance received and acknowledged and thereafter, as appropriate, to Broad Meadow Bridge holding pattern and hold at an altitude of 1000ft QNH or Finglas Church Spire holding pattern and hold at an altitude of 1700ft QNH.

The Holding pattern chosen, should ensure, that when enroute to join the Hold, the aircraft does not pass through the approach or take off path of the runway in use.

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

FROM BROAD MEADOW BRIDGE (HOLDING PATTERN)

RWY 10/16 Left Hand circuit.

RWY 28/34 Right Hand circuit.

FROM FINGLAS CHURCH SPIRE (HOLDING PATTERN)

RWY 28/34 Left Hand circuit

RWY 10/16 Right Hand Circuit

If outside the control Zone, proceed with the flight plan route, remaining clear of the Control Zone and comply with flight plan closure procedures, or

If within the Control Zone, EXIT, ensuring that the aircraft remains clear of Dublin Aerodrome and the approach and Take off path of the Runway in use.

EIDW AD 2.23 ADDITIONAL INFORMATION

Refer to ENR 5.6 for bird hazard information.

EIDW AD 2.24 CHARTS RELATED TO AERODROME

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Aircraft Parking/Docking Chart – ICAO	EIDW AD 2.24-2
Aerodrome Obstacle Chart RWY 10/28 – ICAO	EIDW AD 2.24-3
Aerodrome Obstacle Chart RWY 16/34 – ICAO	EIDW AD 2.24-4
Precision Approach Terrain Chart RWY 10 – ICAO	EIDW AD 2.24-6
Precision Approach Terrain Chart RWY 28 – ICAO	EIDW AD 2.24-7
Standard Departure Chart – Instrument RNAV RWY 28 CAT A, B – ICAO	EIDW AD 2.24-9
Standard Departure Chart – Instrument RNAV RWY 28 CAT C, D – ICAO	EIDW AD 2.24-10
Standard Departure Chart – Instrument RNAV RWY 10 CAT A, B – ICAO	EIDW AD 2.24-11
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Standard Departure Chart – Instrument RNAV RWY 16 CAT A, B – ICAO	EIDW AD 2.24-13
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Standard Departure Chart – Instrument RNAV RWY 34 CAT C, D – ICAO	EIDW AD 2.24-16
Standard Arrival Chart - Instrument RNAV RWY 28 (With Lateral Holding/Point Merge) – ICAO	EIDW AD 2.24-17
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