

## List of pages in this Trip Kit

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Airport Information For EIDW

Terminal Charts For EIDW

Revision Letter For Cycle 01-2014

Change Notices

Notebook

## General Information

Location: Dublin Irl  
IATA Code: DUB  
Lat/Long: N53° 25.3' W006° 16.2'  
Elevation: 242 ft

Airport Use: Public  
Magnetic Variation: 3.8°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: Yes

Sunrise: 0840 Z  
Sunset: 1622 Z,

## Runway Information

Runway: 10  
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 200 ft  
Surface Type: asphalt  
TDZ-Elev: 217 ft  
Lighting: Edge, ALS

Runway: 28  
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 200 ft  
Surface Type: asphalt  
TDZ-Elev: 202 ft  
Lighting: Edge, ALS, REIL

## Communication Information

ATIS 124.525

Dublin Tower 118.6

Dublin Ground Control 121.8

Dublin Clearance Delivery 121.875

Dublin Approach Control 133.275

Dublin Approach Control 121.1

Dublin Approach Control 119.925

Dublin Approach Control 119.55

Dublin Flight Information Information 118.5

## 1. GENERAL

### 1.1. ATIS

\*D-ATIS 124.52

### 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 & D ACFT using RWYs 28, 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 & D ACFT using RWY 10 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 10/28 is the required RWY when the crosswind component is 20 KT or less and the tailwind component is 5 KT or less. ACFT are required to use this RWY except when operational reasons dictate otherwise.

RWY 28 will be preferential RWY when the tailwind component is 5 KT or less.

ATC will initiate RWY changeover to RWY 16/34 when the crosswind component gust on RWY 10/28 exceeds 15 KT. The RWY will be changed back to the required RWY (10/28), when the crosswind component (max gust) drops below 15 KT for 30min.

Between 2300-0600LT RWYs will be prioritised for noise abatement purposes subject to the same wind calculation method and values as used between 0600 and 2300LT (20 KT or less crosswind and 5 KT or less tailwind). When weather conditions and flight operations permit, RWY usage will be prioritised as follows:

|            | PRIORITY |        |        |        |
|------------|----------|--------|--------|--------|
|            | 1        | 2      | 3      | 4      |
| Arrivals   | RWY 10   | RWY 16 | RWY 28 | RWY 34 |
| Departures | RWY 28   | RWY 34 | RWY 10 | RWY 16 |

### 1.3. LOW VISIBILITY PROCEDURES

Low Visibility Procedures apply when ceiling is below 200'/60m and/or RVR is less than 550m or VIS is less than 800m.

Pilots will be informed via ATIS or RTF when these procedures have been initiated.

When Low Visibility Procedures are in force, following standard taxi route system (MAX 15 KT) applies:

#### Arrival:

RWY 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.

RWY 28: E6 or B7 to B4, H2, H1 to Link 4 or F-Outer or F3, F2, F1 to Link 1, B1.

#### Departure:

RWY 10: Link 4 or F-Outer or B1, Link 1, F1, F2, F3 to H1, H2, B4 to B7.

RWY 28: Link 2, F1 to E1 or Link 4 or F-Outer, F3, F2, F1 to E1 or B1, Link 1 to E1.

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## 1. GENERAL

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### 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.4.1. OPERATION OF MODE S TRANSPONDERS ON THE MOVEMENT AREA

##### 1.4.1.1. 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).

##### 1.4.1.2. 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).

### 1.5. RWY OPERATIONS

#### 1.5.1. 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.

### 1.6. TAXI PROCEDURES

Pilots should use MIM power necessary while taxiing.

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

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 manoeuvre 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.

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

TWY E4 usable DAY only, MAX wingspan less than 98' / 30m.

TWYs E5, F Inner, Y and Z MAX wingspan less than 118' / 36m.

### 1.7. PARKING INFORMATION

ACFT are prohibited from entering any stand without the guidance of a marshaller.

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 101S, 112S, 118S, 119S, 128S, 129S, 201S, 202S and 602S are completely self-manoeuvring, all other stands are taxi-in/push-out, except stands 103L thru 104R which are tow-in/push-out.

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## 1. GENERAL

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### 1.8. OTHER INFORMATION

#### 1.8.1. 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.

#### 1.8.2. 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 decent within terminal area if ACFT installations permit.

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## 2. ARRIVAL

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### 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 4 NM to THR.  
Speed as performance requires between 4 NM 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 28, 10, 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 10 and 28 approved for CAT II/III operations, special aircrew and ACFT certification required.

### 2.4. RWY OPERATIONS

#### 2.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from the RWY enables ATC to apply MIM spacing on final apch that will achieve MAX RWY utilisation and will minimize the occurrence of go-arounds.

For RWY 28, use rapid exit TWY E6, where possible, as it is the preferred exit.

For RWY 10, use TWY E3, where possible, as it is the preferred exit.

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

In general use the most appropriate exit that enables MIM safe RWY occupancy time.

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### 3. DEPARTURE

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#### 3.1. START-UP PROCEDURES

##### 3.1.1. GENERAL

Contact Delivery at MIM 15 min before start-up.

#### 3.2. NOISE ABATEMENT PROCEDURES

##### CAT A & B ACFT

Departures must maintain straight ahead after take-off until passing 750' before commencing turn. No take-off turn shall be commenced before the DER.

##### CAT C & 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;<br>- take-off flaps;<br>- 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;<br>- 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 10 must maintain straight ahead after take-off to 5 NM before commencing turn, unless otherwise cleared by ATC above 3000'.

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

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

#### 3.3. RWY OPERATIONS

##### 3.3.1. MINIMUM RWY OCCUPANCY TIME

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

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

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

#### 3.4. 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 he 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.

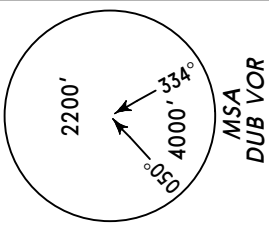
#### 3.5. OTHER INFORMATION

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

\*D-ATIS  
124.52

Apt Elev  
242'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible.  
RADAR vectoring will be provided. 2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

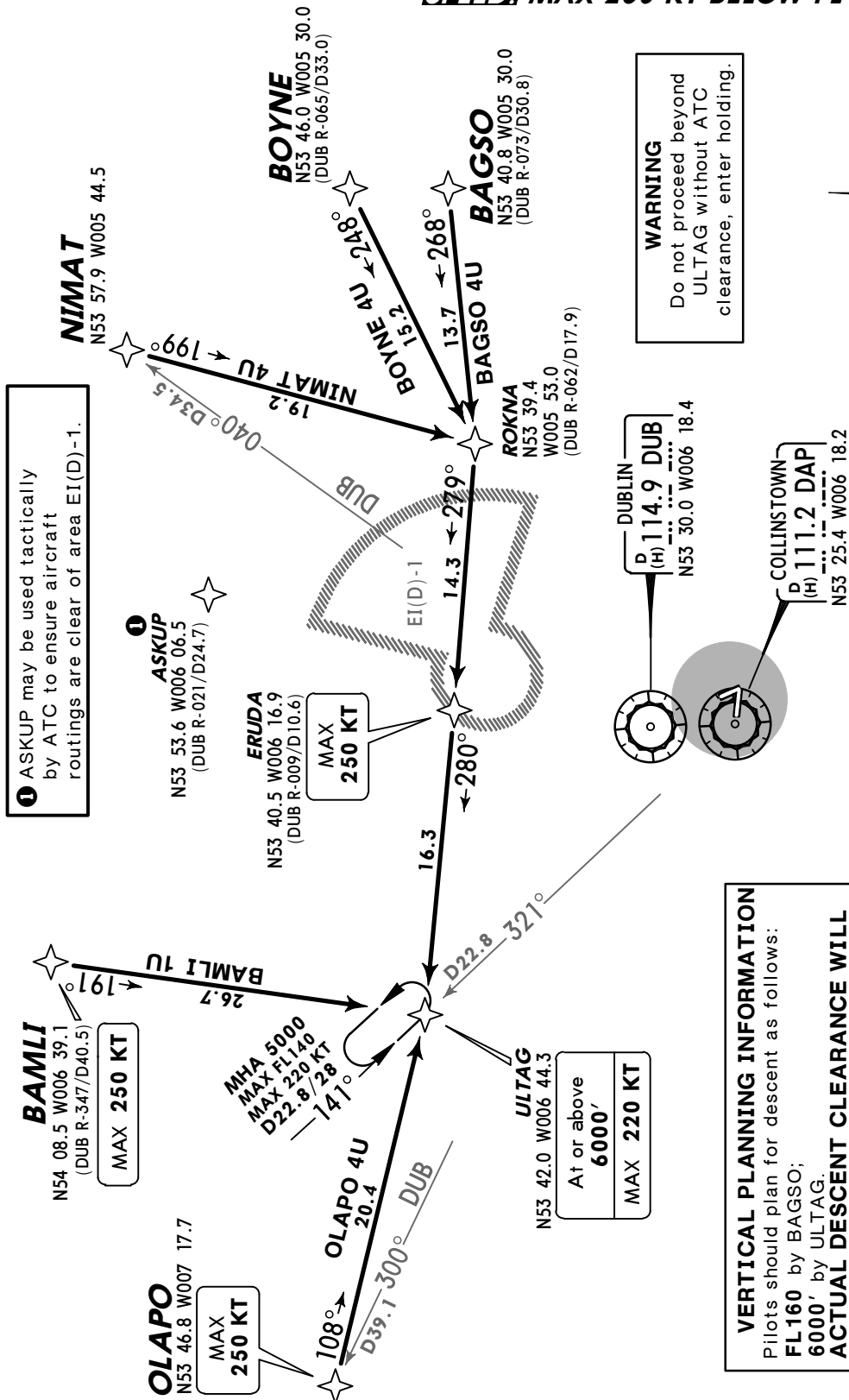


**BAGSO 4U [BAGS4U]**  
**BAMLI 1U [BAML1U], BOYNE 4U [BOYN4U]**  
**NIMAT 4U [NIMA4U], OLAPO 4U [OLAP4U]**

**RWY 10 P-RNAV ARRIVALS**

RNAV 1 (DME/DME OR GNSS REQUIRED)

**~~SPEED~~ MAX 250 KT BELOW FL100**



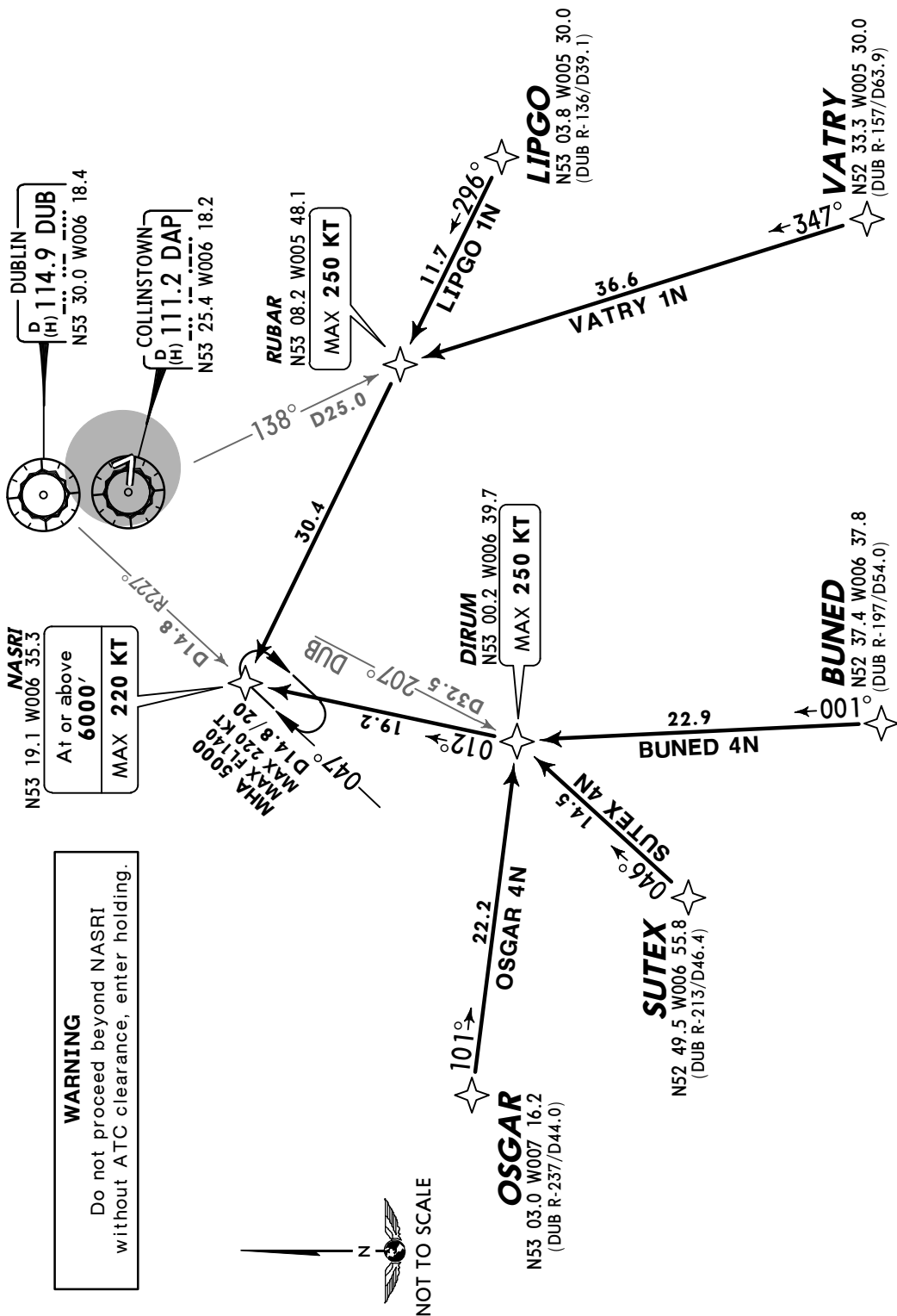
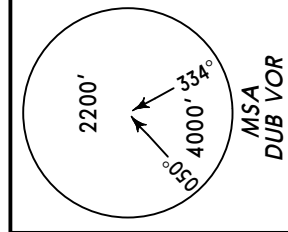
| STAR     | ROUTING                                                |
|----------|--------------------------------------------------------|
| BAGSO 4U | BAGSO - ROKNA - ERUDA (K250-) - ULTAG (6000'+; K220-). |
| BAMLI 1U | BAMLI (K250-) - ULTAG (6000'+; K220-).                 |
| BOYNE 4U | BOYNE - ROKNA - ERUDA (K250-) - ULTAG (6000'+; K220-). |
| NIMAT 4U | NIMAT - ROKNA - ERUDA (K250-) - ULTAG (6000'+; K220-). |
| OLAPO 4U | OLAPO (K250-) - ULTAG (6000'+; K220-).                 |

\*D-ATIS  
124.52

Apt Elev  
242'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible.  
RADAR vectoring will be provided. 2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

BUNED 4N [BUNE4N], LIPGO 1N [LIPG1N]  
OSGAR 4N [OSGA4N], SUTEX 4N [SUTE4N]  
VATRY 1N [VATR1N]  
RWY 10 P-RNAV ARRIVALS  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**SPEEDS MAX 250 KT BELOW FL100**



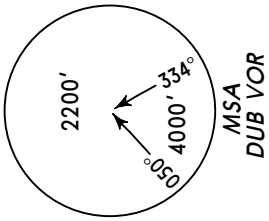
**VERTICAL PLANNING INFORMATION**  
Pilots should plan for descent as follows:  
**6000'** by NASRI.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

| STAR     | ROUTING                                        |
|----------|------------------------------------------------|
| BUNED 4N | BUNED - DIRUM (K250-) - NASRI (6000'+; K220-). |
| LIPGO 1N | LIPGO - RUBAR (K250-) - NASRI (6000'+; K220-). |
| OSGAR 4N | OSGAR - DIRUM (K250-) - NASRI (6000'+; K220-). |
| SUTEX 4N | SUTEX - DIRUM (K250-) - NASRI (6000'+; K220-). |
| VATRY 1N | VATRY - RUBAR (K250-) - NASRI (6000'+; K220-). |

\*D-ATIS  
124.52

Apt Elev  
242'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible.  
RADAR vectoring will be provided. 2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

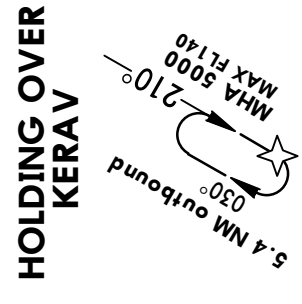
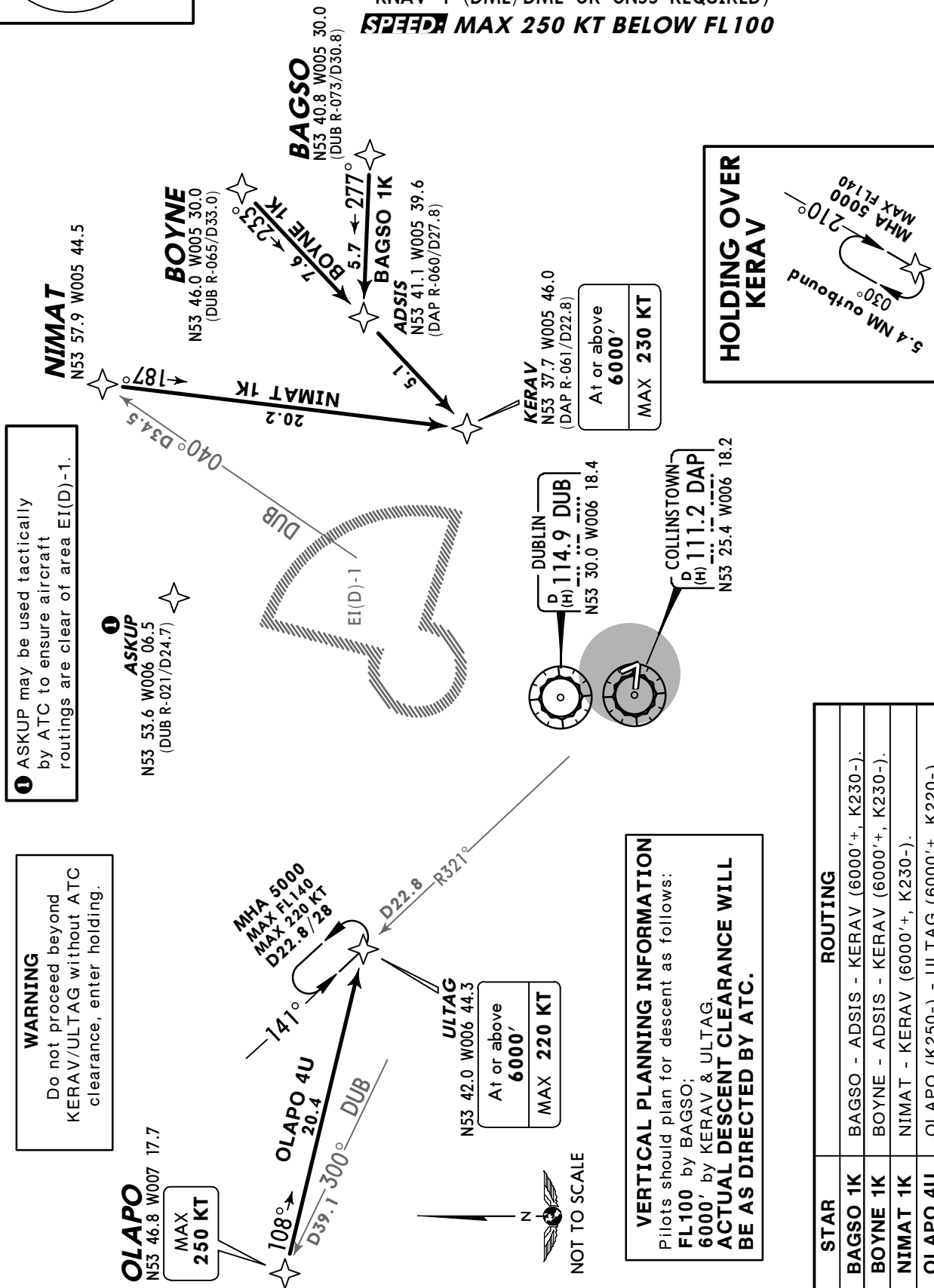


BAGSO 1K [BAGS1K], BOYNE 1K [BOYN1K]  
NIMAT 1K [NIMA1K], OLAPO 4U [OLAP4U]

RWY 16 P-RNAV ARRIVALS

RNAV 1 (DME/DME OR GNSS REQUIRED)

**SPEEDS MAX 250 KT BELOW FL100**



1 ASKUP may be used tactically by ATC to ensure aircraft routings are clear of area EI(D)-1.

**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 (6000'+, K230-). |
| BOYNE 1K | BOYNE - ADSIS - KERAV (6000'+, K230-). |
| NIMAT 1K | NIMAT - KERAV (6000'+, K230-).         |
| OLAPO 4U | OLAPO (K250-) - ULTAG (6000'+, K220-). |

\*D-ATIS  
124.52

Apt Elev  
242'

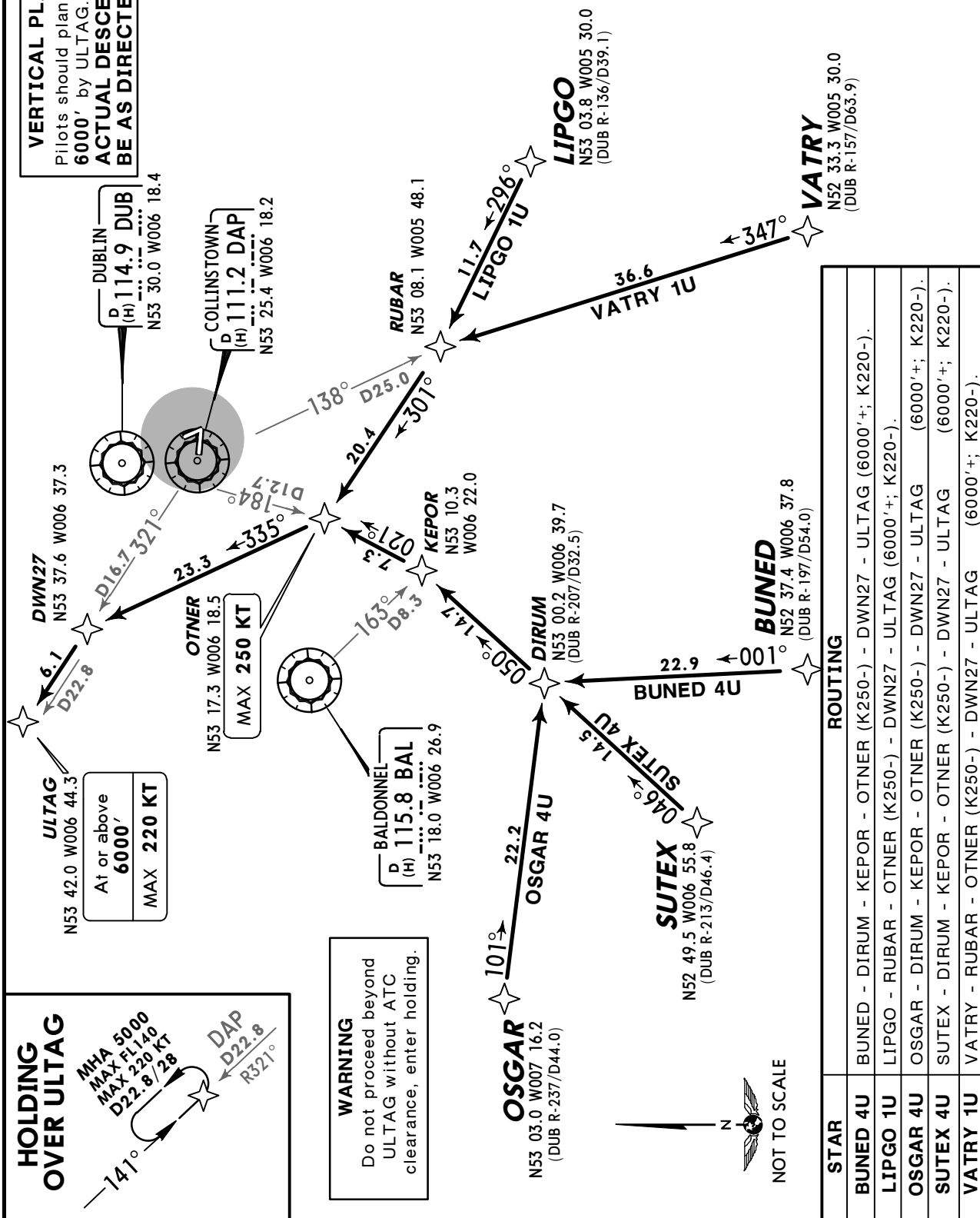
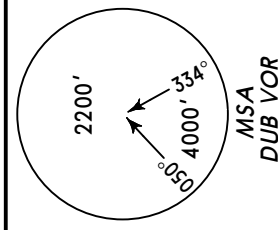
Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible.  
RADAR vectoring will be provided. 2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

**VERTICAL PLANNING INFORMATION**

Pilots should plan for descent as follows:  
6000' by ULTAG.

**ACTUAL DESCENT CLEARANCE WILL  
BE AS DIRECTED BY ATC.**

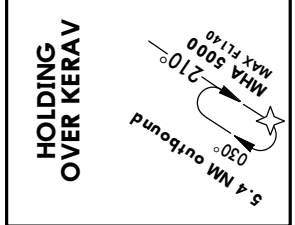
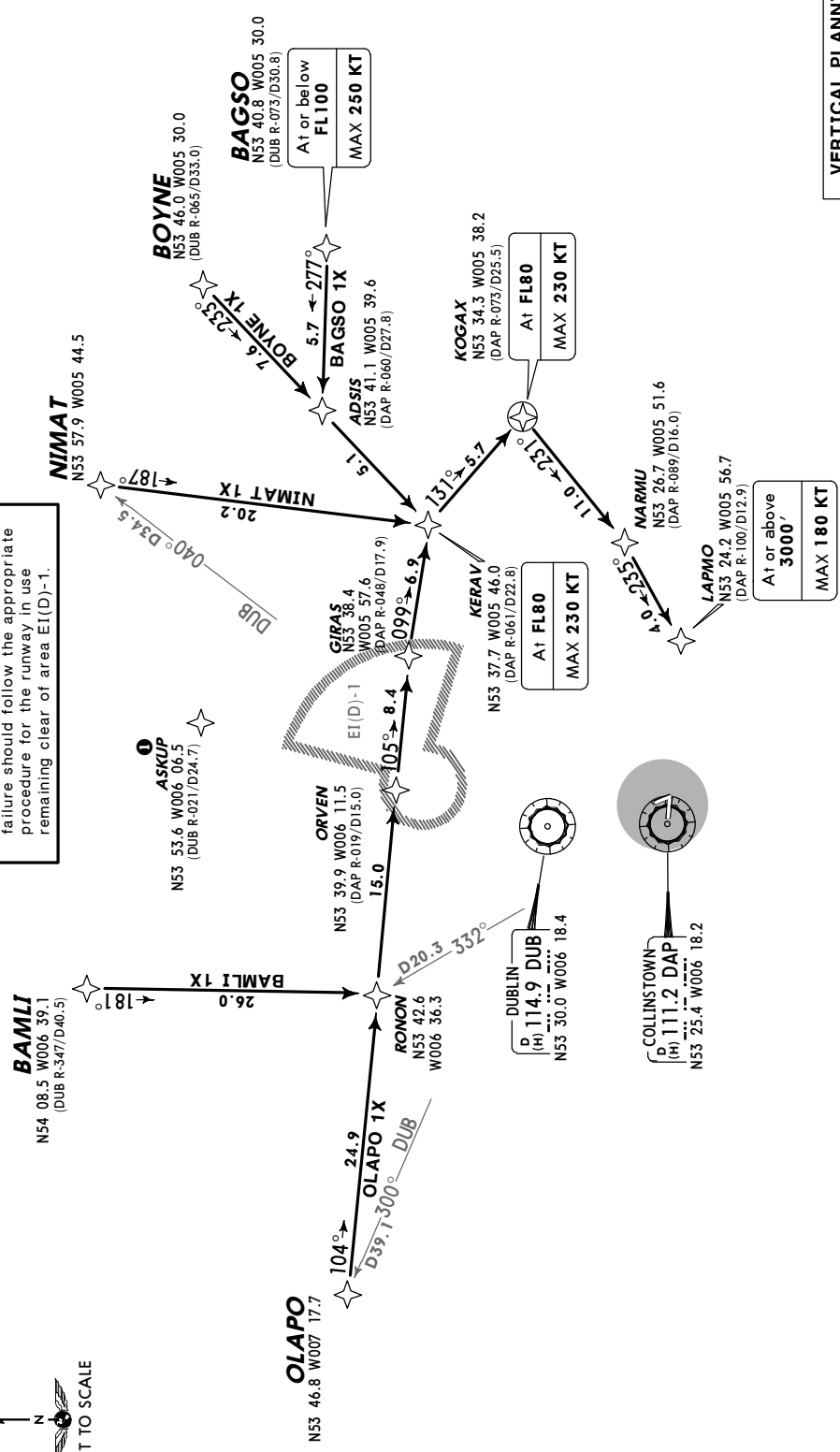
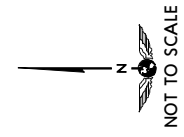
**BUNED 4U [BUNE4U], LIPGO 1U [LIPG1U]  
OSGAR 4U [OSGA4U], SUTEX 4U [SUTE4U]  
VATRY 1U [VATR1U]  
RWY 16 P-RNAV ARRIVALS  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**SPEEDS MAX 250 KT BELOW FL100****



|                                                                                                                                                                                                                                                                                                        |                  |                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------------------------------------|
| *D-ATIS<br>124.52                                                                                                                                                                                                                                                                                      | Apt Elev<br>242' | Alt Set: hPa Trans level: By ATC Trans alt: 5000' |
| 1. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.<br>2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. |                  |                                                   |

BAGSO 1X [BAGS1X]  
BAMLI 1X [BAML1X]  
BOYNE 1X [BOYN1X]  
NIMAT 1X [NIMA1X]  
OLAPO 1X [OLAP1X]  
RWY 28 P-RNAV ARRIVALS  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**SPEED MAX 250 KT BELOW FL100**

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



**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.**

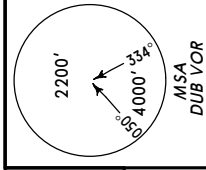
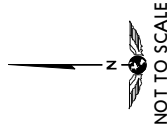
| STAR     | ROUTING                                                                                                      |
|----------|--------------------------------------------------------------------------------------------------------------|
| BAGSO 1X | BAGSO (FL100-) - K250-) - ADSIS - KERAV (FL80; K230-) - KOGAX (FL80; K230-) - NARMU - LAPMO (3000'+; K180-). |
| BAMLI 1X | BAMLI - RONON - ORVEN - GIRAS - KERAV (FL80; K230-) - KOGAX (FL80; K230-) - NARMU - LAPMO (3000'+; K180-).   |
| BOYNE 1X | BOYNE - ADSIS - KERAV (FL80; K230-) - KOGAX (FL80; K230-) - NARMU - LAPMO (3000'+; K180-).                   |
| NIMAT 1X | NIMAT - KERAV (FL80; K230-) - KOGAX (FL80; K230-) - NARMU - LAPMO (3000'+; K180-).                           |
| OLAPO 1X | OLAPO - RONON - ORVEN - GIRAS - KERAV (FL80; K230-) - KOGAX (FL80; K230-) - NARMU - LAPMO (3000'+; K180-).   |

Alt Set: hPa    Trans level: By ATC    Trans alt: 5000'

1. If RNAV equipment fails or navigation accuracy of  $\pm 1$  NM can not be maintained, Inform ATC as soon as possible. RADAR vectoring will be provided.
2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

Alt Set: hPa Trans level: Bv ATC Trans alt: 5000'

Apt Elev

124.52  
\*D-A115

BUNED 1X [BUNE1X]  
LIPGO 1X [LIPG1X]  
OSGAR 1X [OSGA1X]  
SUTEX 1X [SUTE1X]  
VATRY 1X [VATRI1X]

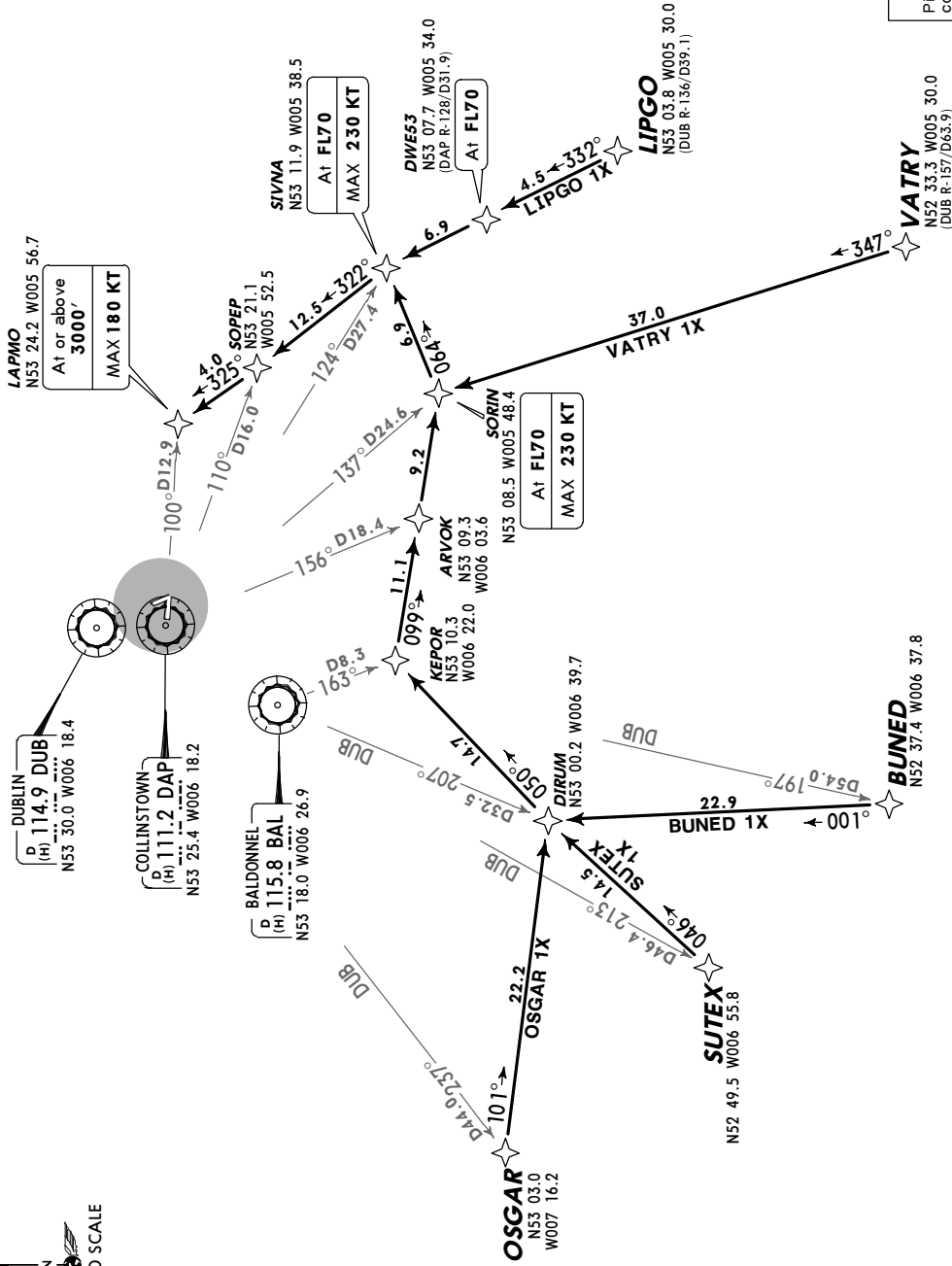
**RWY 28 P-RNAV ARRIVALS**  
 RNAV 1 (DME/DME OR GNSS REQUIRED)  
***SPEED: MAX 250 KT BELOW FL100***

## HOLDING OVER SORIN



**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 1X | BUNED - DIRUM - KEPOR - ARVOK - SORIN (FL70; K230-) - SIVNA (FL70; K230-) - SOPEP - LAPMO (3000'+; K180-). |         |
| LIPGO 1X | LIPGO - DWE53 (FL70) - SIVNA (FL70; K230-) - SOPEP - LAPMO (3000'+; K180-).                                |         |
| OSGAR 1X | OSGAR - DIRUM - KEPOR - ARVOK - SORIN (FL70; K230-) - SIVNA (FL70; K230-) - SOPEP - LAPMO (3000'+; K180-). |         |
| SUTEX 1X | SUTEX - DIRUM - KEPOR - ARVOK - SORIN (FL70; K230-) - SIVNA (FL70; K230-) - SOPEP - LAPMO (3000'+; K180-). |         |
| VATRY 1X | VATRY - SORIN (FL70; K230-) - SIVNA (FL70; K230-) - SOPEP - LAPMO (3000'+; K180-).                         |         |

**CHANGES:** RNAV STARs completely revised.

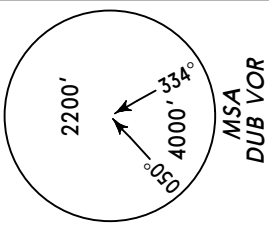




\*D-ATIS  
124.52

Apt Elev  
242'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible.  
RADAR vectoring will be provided. 2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

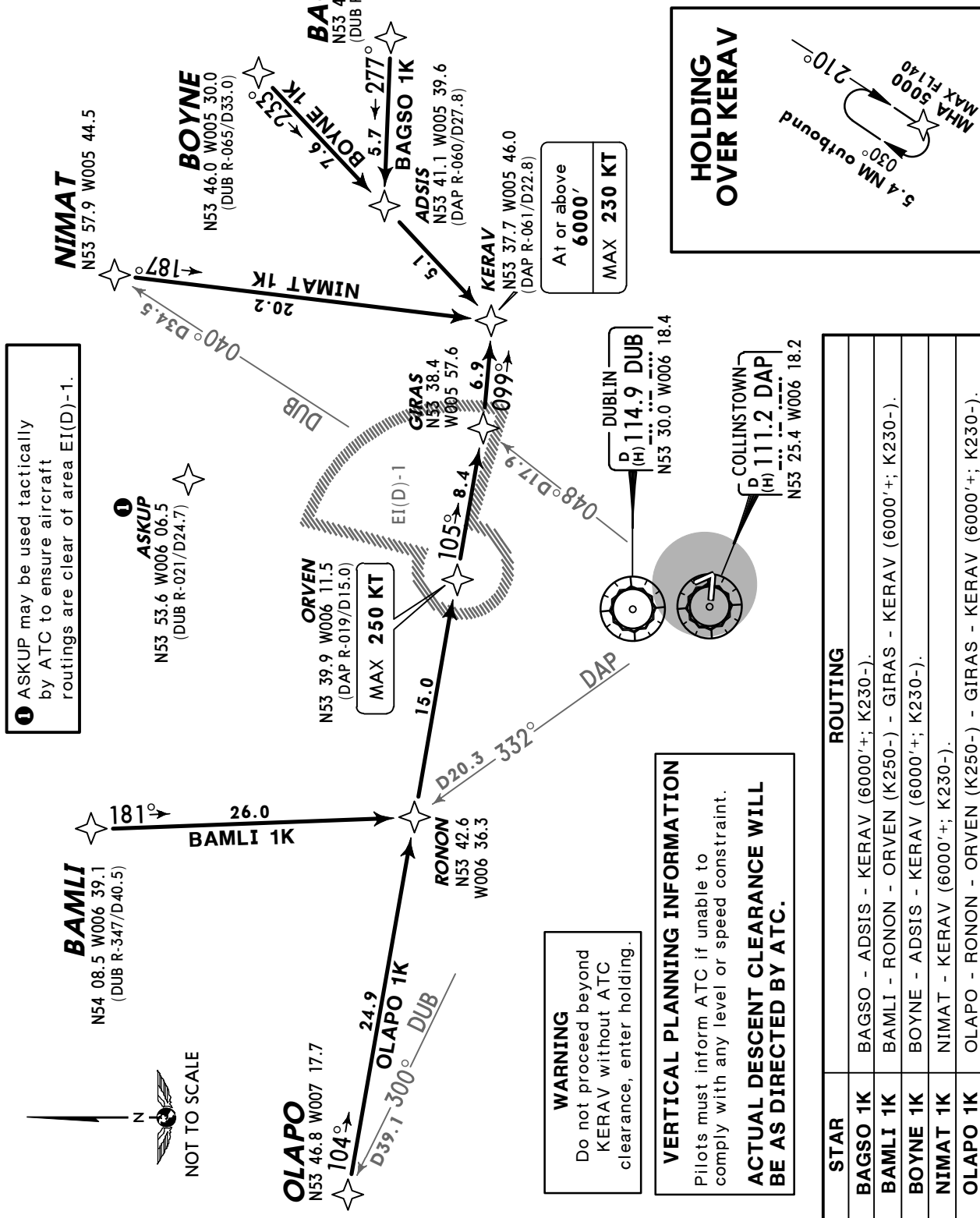


BAGSO 1K [BAGS1K]  
BAMLI 1K [BAML1K], BOYNE 1K [BOYN1K]  
NIMAT 1K [NIMA1K], OLAPO 1K [OLAP1K]

RWY 34 P-RNAV ARRIVALS

RNAV 1 (DME/DME OR GNSS REQUIRED)

**SPEED MAX 250 KT BELOW FL100**



\*D-ATIS  
124.52

Apt Elev  
242'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

BUNED 1S [BUNE1S], LIPGO 1S [LIPG1S]  
OSGAR 1S [OSGA1S], SUTEX 1S [SUTE1S]

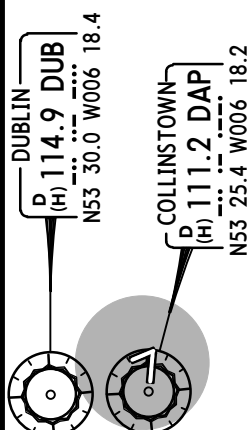
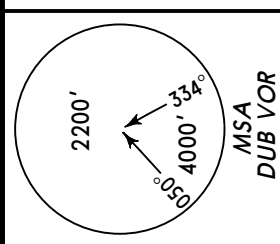
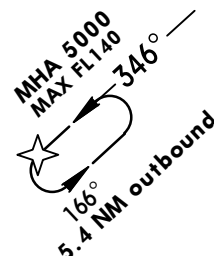
VATRY 1S [VATR1S]

RWY 34 P-RNAV ARRIVALS

RNAV 1 (DME/DME OR GNSS REQUIRED)

**SPEED: MAX 250 KT BELOW FL100**

HOLDING  
OVER SORIN



SORIN  
N53 08.5 W005 48.4

At or above  
6000'  
MAX 230 KT

LIPGO  
N53 03.8 W005 30.0  
(DUB R-136/D39.1)

VATRY  
N52 33.3 W005 30.0  
(DUB R-157/D63.9)

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



NOT TO SCALE

DIRUM  
N53 00.2 W006 39.7  
(DUB R-207/D32.5)

ARVOK  
N53 09.3 W006 03.6

KEPOR  
N53 10.3 W006 22.0  
MAX 250 KT

OSGAR  
N53 03.0 W007 16.2

BUNED 1S  
N52 37.4 W006 37.8  
(DUB R-197/D54.0)

SUTEX  
N52 49.5 W006 55.8  
(DUB R-213/D46.4)

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

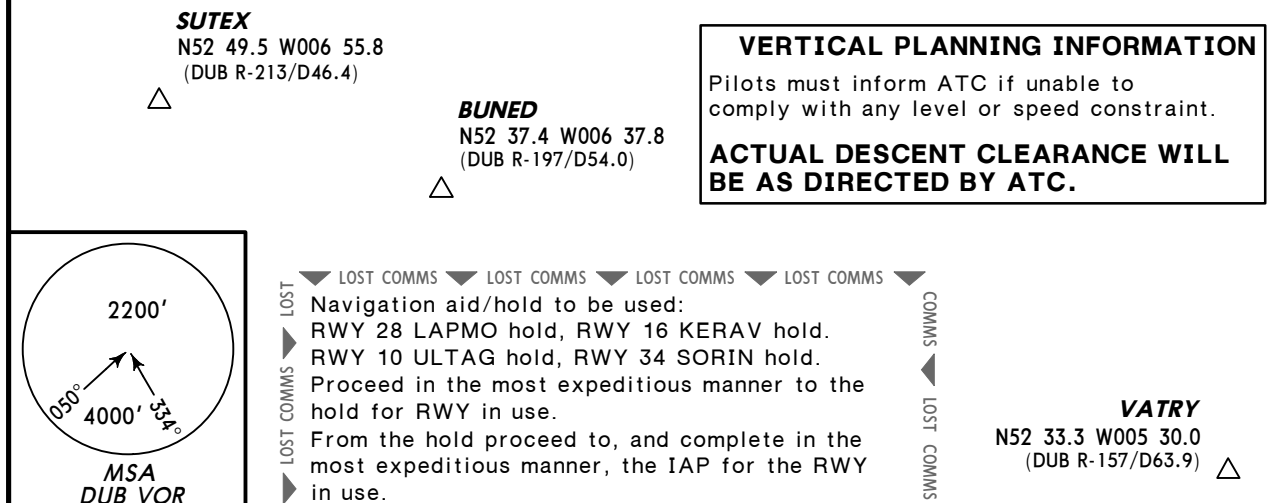
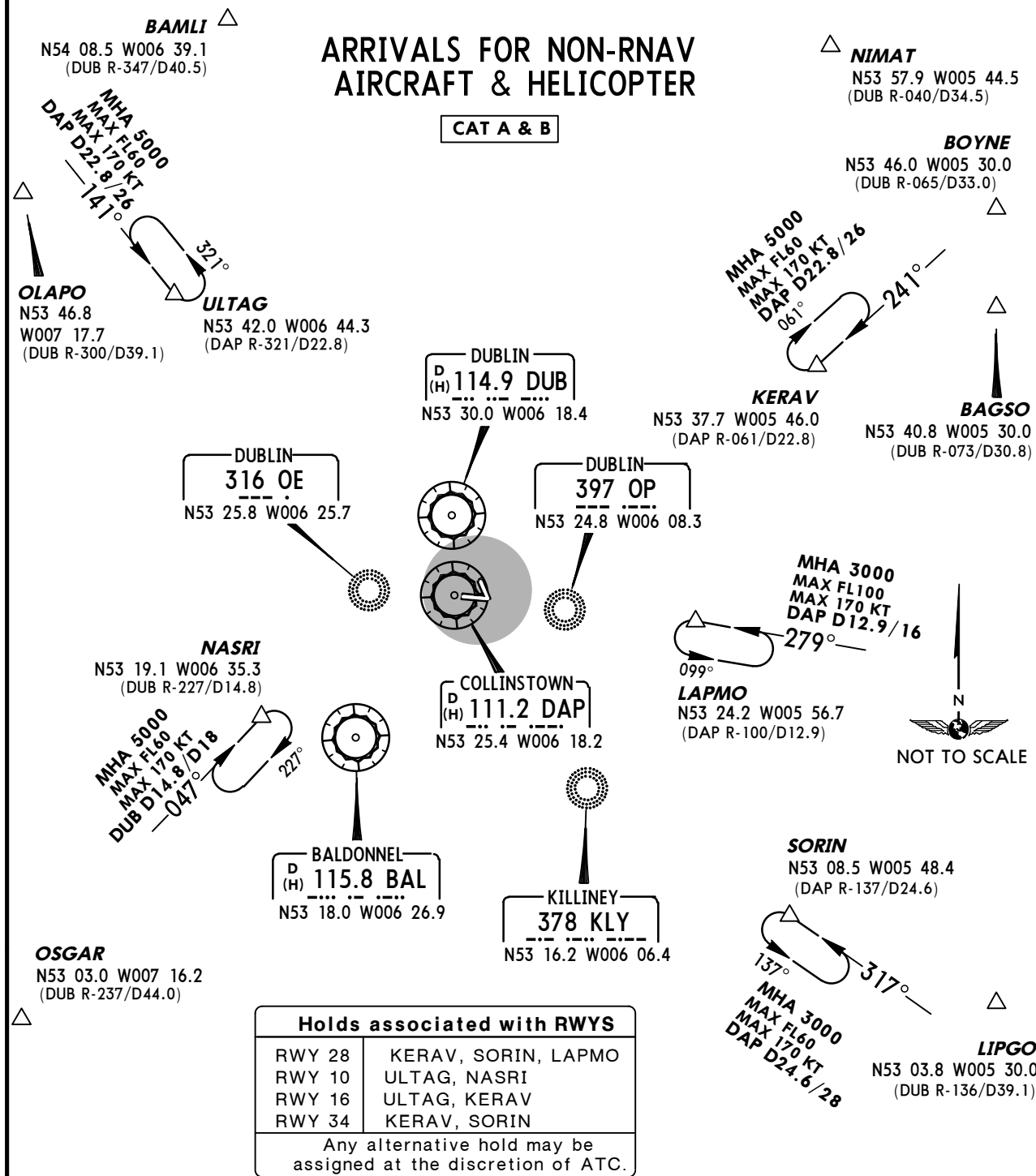
\*D-ATIS  
124.52

Apt Elev  
242'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. EXPECT RADAR vectors or clearances based on conventional navigation to holds. 2. EXPECT RADAR vectors from hold to Final Approach. 3. Holds based on conventional navigation as shown.

# ARRIVALS FOR NON-RNAV AIRCRAFT & HELICOPTER

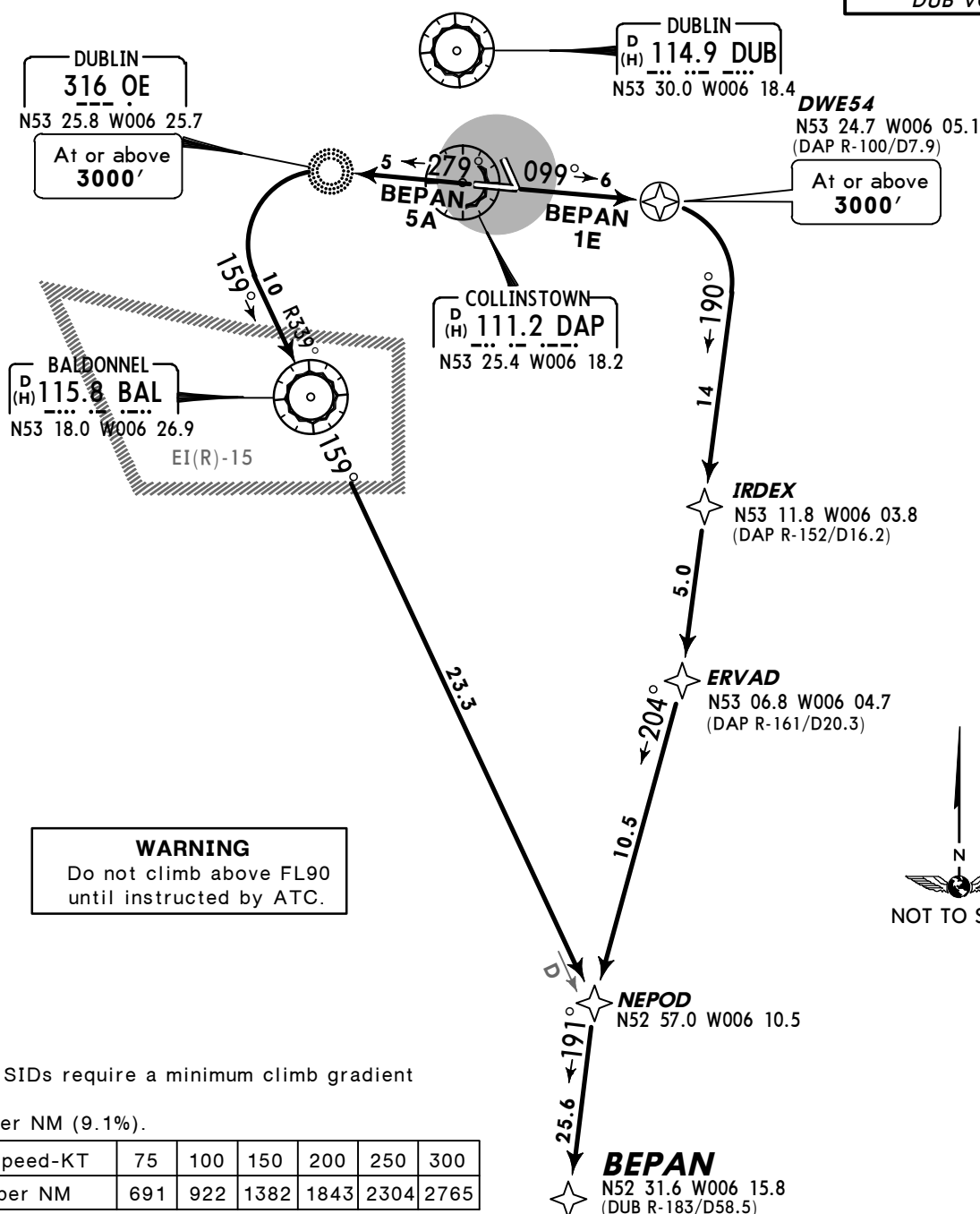
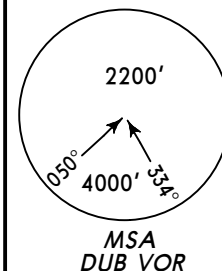
CAT A & B



| RNAV SID DESIGNATION | REFER TO CHART |
|----------------------|----------------|
| BEPAN 5A, 1E         | 10-3A          |
| BEPAN 5G, 1M         | 10-3B          |
| DEXEN 1A, 1E         | 10-3C          |
| DEXEN 1M             | 10-3D          |
| INKUR 5A, 5E         | 10-3E          |
| INKUR 1G, 5M         | 10-3F          |
| LIFFY 5A, 1E         | 10-3G          |
| LIFFY 5G, 5M         | 10-3H          |
| NEVRI 1A, 5E         | 10-3J          |
| NEVRI 1G, 5M         | 10-3K          |
| OLONO 5A, 1E         | 10-3L          |
| OLONO 5G, 1M         | 10-3M          |
| PELIG 5A             | 10-3N          |
| PELIG 5G, 5M         | 10-3P          |
| PESIT 5A, 1E         | 10-3Q          |
| PESIT 5G, 1M         | 10-3S          |
| ROTEV 1A, 5E         | 10-3T          |
| ROTEV 1G, 5M         | 10-3T1         |
| SUROX 1A, 5E         | 10-3T2         |
| SUROX 1G, 5M         | 10-3U          |
| ABIDO 1B, 1F         | 10-3V          |
| ABIDO 1H, 1P         | 10-3V1         |
| BAMLI 1B, 5F         | 10-3V2         |
| BAMLI 1H, 5P         | 10-3V3         |
| BEPAN 1B, 1F         | 10-3V4         |
| BEPAN 5H, 1P         | 10-3V5         |
| INKUR 5B, 5F         | 10-3V6         |
| INKUR 5P             | 10-3V7         |
| KISHA 1B, 1F         | 10-3V8         |
| KISHA 1H, 1P         | 10-3W          |
| NEVRI 1B, 5F         | 10-3X          |
| NEVRI 1H, 5P         | 10-3X1         |
| OLONO 1B, 1F         | 10-3X2         |
| OLONO 5H, 1P         | 10-3X3         |
| PELIG 5H             | 10-3X4         |
| ROTEV 1B, 5F         | 10-3X5         |
| ROTEV 1H, 5P         | 10-3X6         |
| SUROX 1B, 5F         | 10-3X7         |
| SUROX 1H, 5P         | 10-3X8         |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Apt Elev<br>242' |             | 1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |

**BEPAN 5A [BEPAN5A], BEPAN 1E [BEPAN1E]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
 RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**CAT C & D**



**Initial climb clearance FL90**

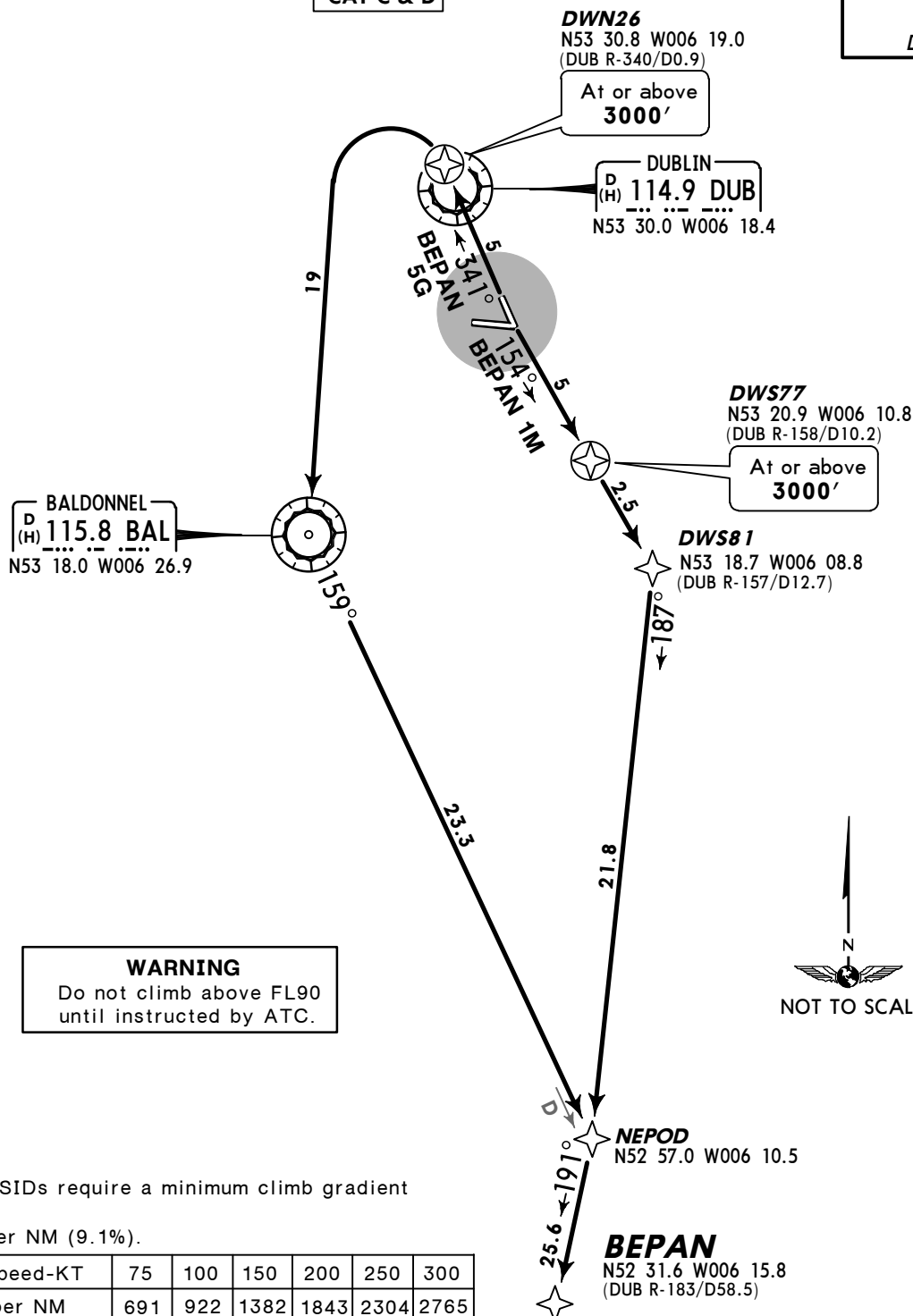
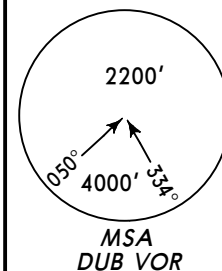
| SID               | RWY       | ROUTING                                         |
|-------------------|-----------|-------------------------------------------------|
| <b>BEPAN 5A ①</b> | <b>28</b> | OE (3000'+) - BAL - NEPOD - BEPAN.              |
| <b>BEPAN 1E</b>   | <b>10</b> | DWE54 (3000'+) - IRDEX - ERVAD - NEPOD - BEPAN. |

① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**BEPAN 5G [BEPAN5G], BEPAN 1M [BEPAN1M]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME OR GNSS REQUIRED)**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT C & D



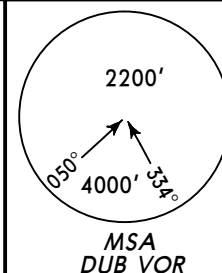
Initial climb clearance **FL90**

| SID             | RWY       | ROUTING                                 |
|-----------------|-----------|-----------------------------------------|
| <b>BEPAN 5G</b> | <b>34</b> | DWN26 (3000'+) - BAL - NEPOD - BEPAN.   |
| <b>BEPAN 1M</b> | <b>16</b> | DWS77 (3000'+) - DWS81 - NEPOD - BEPAN. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

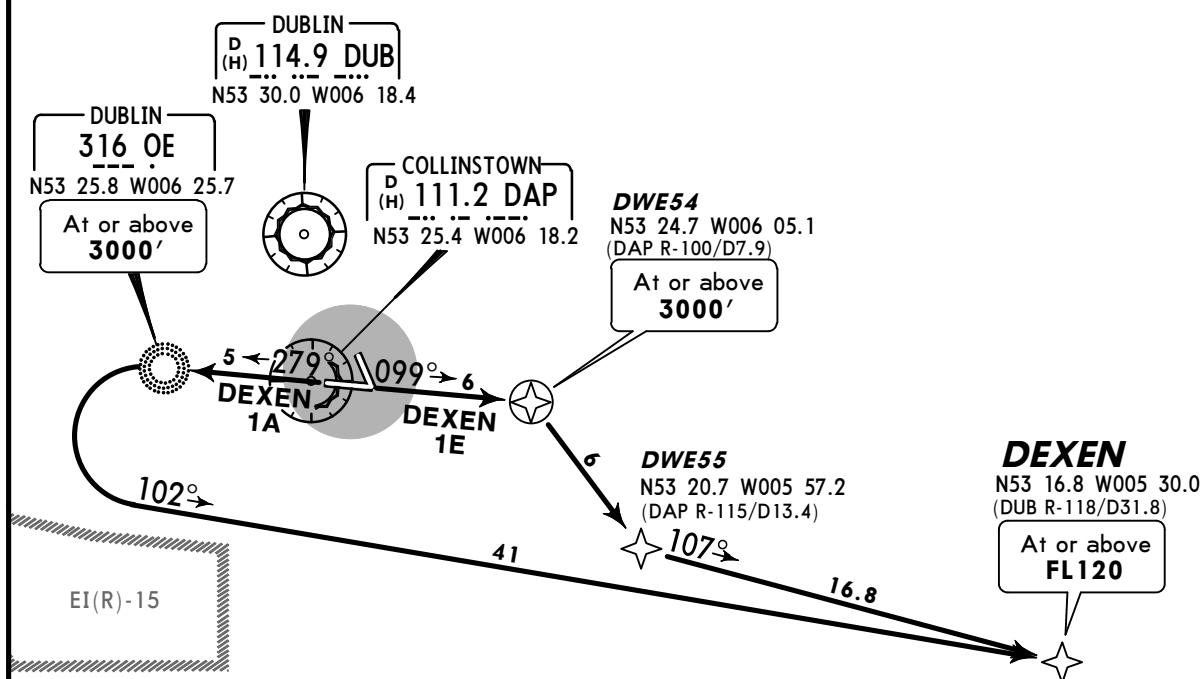
**DEXEN 1A [DEXE1A]**  
**DEXEN 1E [DEXE1E]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME, GNSS REQUIRED)**  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**~~SPEED~~ MAX 290 KT ABOVE FL100**

CAT C & D



**WARNING**

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**

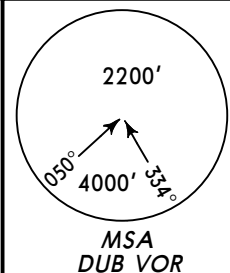
| SID                | RWY       | ROUTING                                  |
|--------------------|-----------|------------------------------------------|
| <b>DEXEN 1A ①②</b> | <b>28</b> | OE (3000'+) - DEXEN (FL120+).            |
| <b>DEXEN 1E ②</b>  | <b>10</b> | DWE54 (3000'+) - DWE55 - DEXEN (FL120+). |

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

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**DEXEN 1M [DEXE1M]**  
**RWY 16 P-RNAV DEPARTURE**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED:~~ MAX 250 KT BELOW FL100**  
**~~SPEED:~~ MAX 290 KT ABOVE FL100**

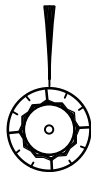
CAT C & D



**WARNING**

Do not climb above FL90  
until instructed by ATC.

DUBLIN  
D (H) 114.9 DUB  
N53 30.0 W006 18.4



**DWS77**  
N53 20.9 W006 10.8  
(DUB R-158/D10.2)

At or above  
**3000'**

**DWS81**  
N53 18.7 W006 08.8  
(DUB R-157/D12.7)

**DEXEN**  
N53 16.8 W005 30.0  
(DUB R-118/D31.8)

At or above  
**FL120**

095° 24



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**

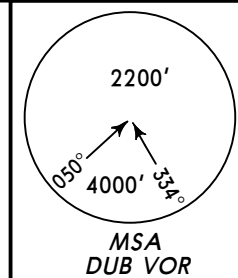
**ROUTING**

DWS77 (3000'+) - DWS81 - DEXEN (FL120+) . ①

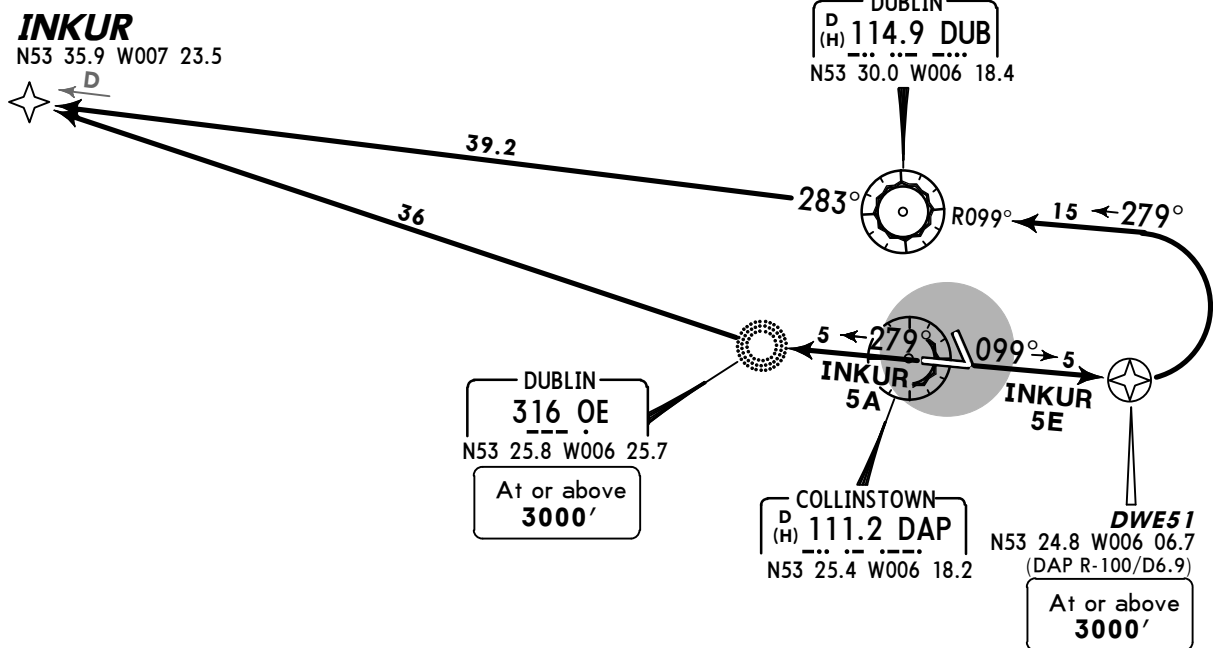
① Reach FL200 or above by LUTIP.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**INKUR 5A [INKU5A], INKUR 5E [INKU5E]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**CAT C & D**



**WARNING**  
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 |

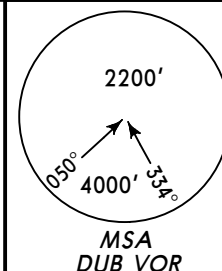
Initial climb clearance **FL90**

| SID             | RWY       | ROUTING                       |
|-----------------|-----------|-------------------------------|
| <b>INKUR 5A</b> | <b>28</b> | OE (3000'+) - INKUR.          |
| <b>INKUR 5E</b> | <b>10</b> | DWE51 (3000'+) - DUB - INKUR. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Apt Elev<br>242' |             | 1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |

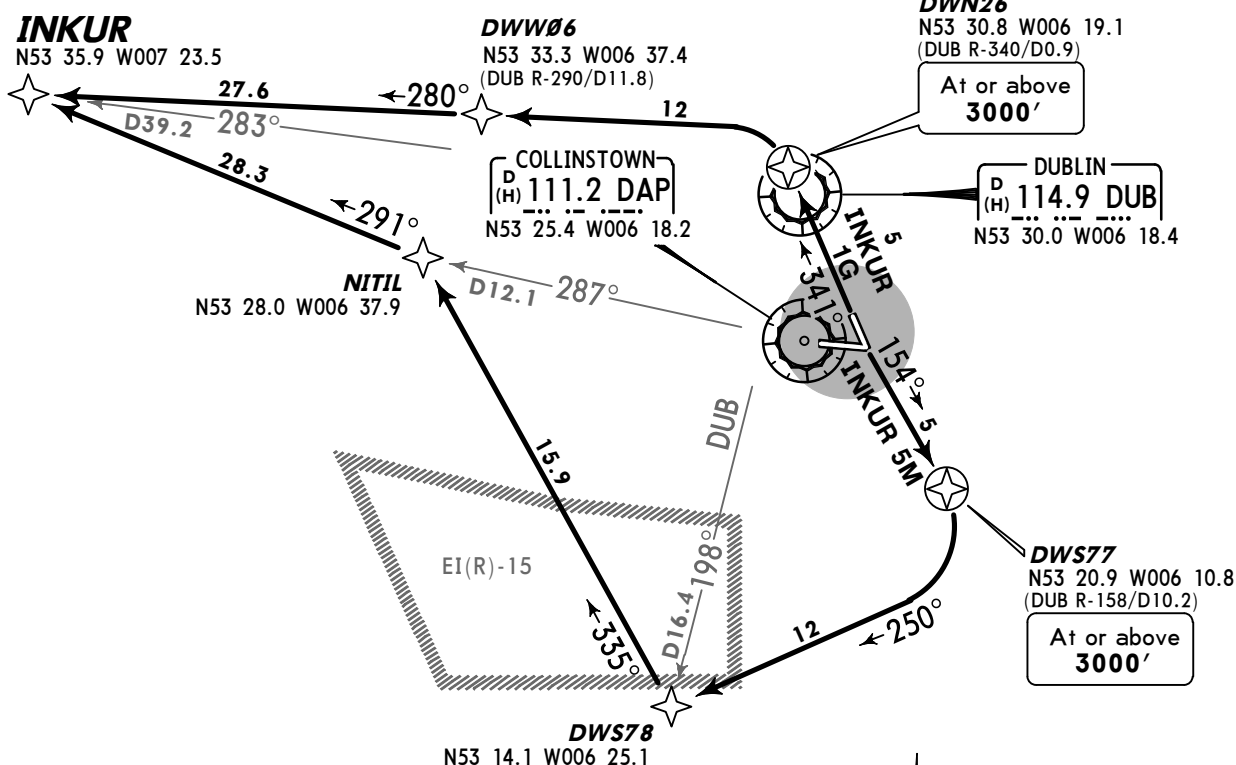
**INKUR 1G [INKU1G], INKUR 5M [INKU5M]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
 RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT C & D



**WARNING**

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**

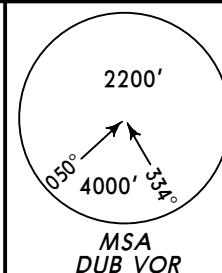
| SID               | RWY       | ROUTING                                 |
|-------------------|-----------|-----------------------------------------|
| <b>INKUR 1G</b>   | <b>34</b> | DWN26 (3000'+) - DWW06 - INKUR.         |
| <b>INKUR 5M ①</b> | <b>16</b> | DWS77 (3000'+) - DWS78 - NITIL - INKUR. |

① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

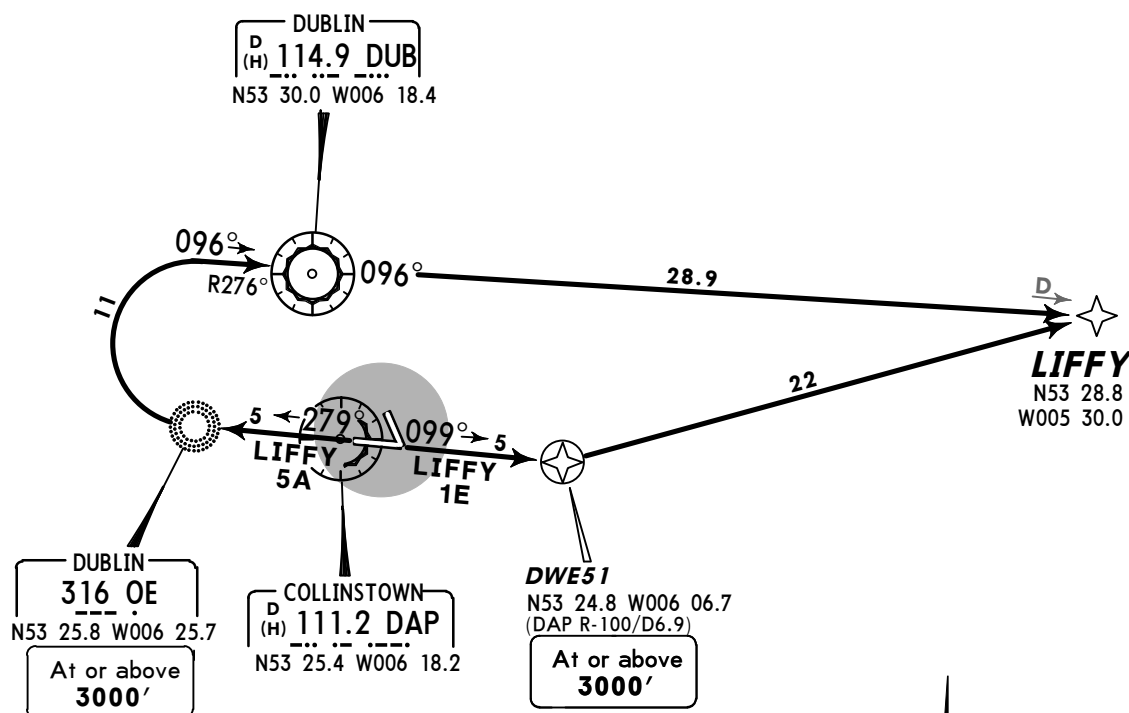
**LIFFY 5A [LIFY5A] , LIFFY 1E [LIFY1E]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME OR GNSS REQUIRED)**  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**~~SPEED~~ MAX 290 KT ABOVE FL100**

CAT C & D



**WARNING**

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**

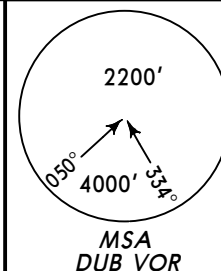
| SID               | RWY       | ROUTING                    |
|-------------------|-----------|----------------------------|
| <b>LIFFY 5A</b>   | <b>28</b> | OE (3000'+) - DUB - LIFFY. |
| <b>LIFFY 1E ①</b> | <b>10</b> | DWE51 (3000'+) - LIFFY.    |

① Traffic with RFL180 or above must reach FL180 by GINIS.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

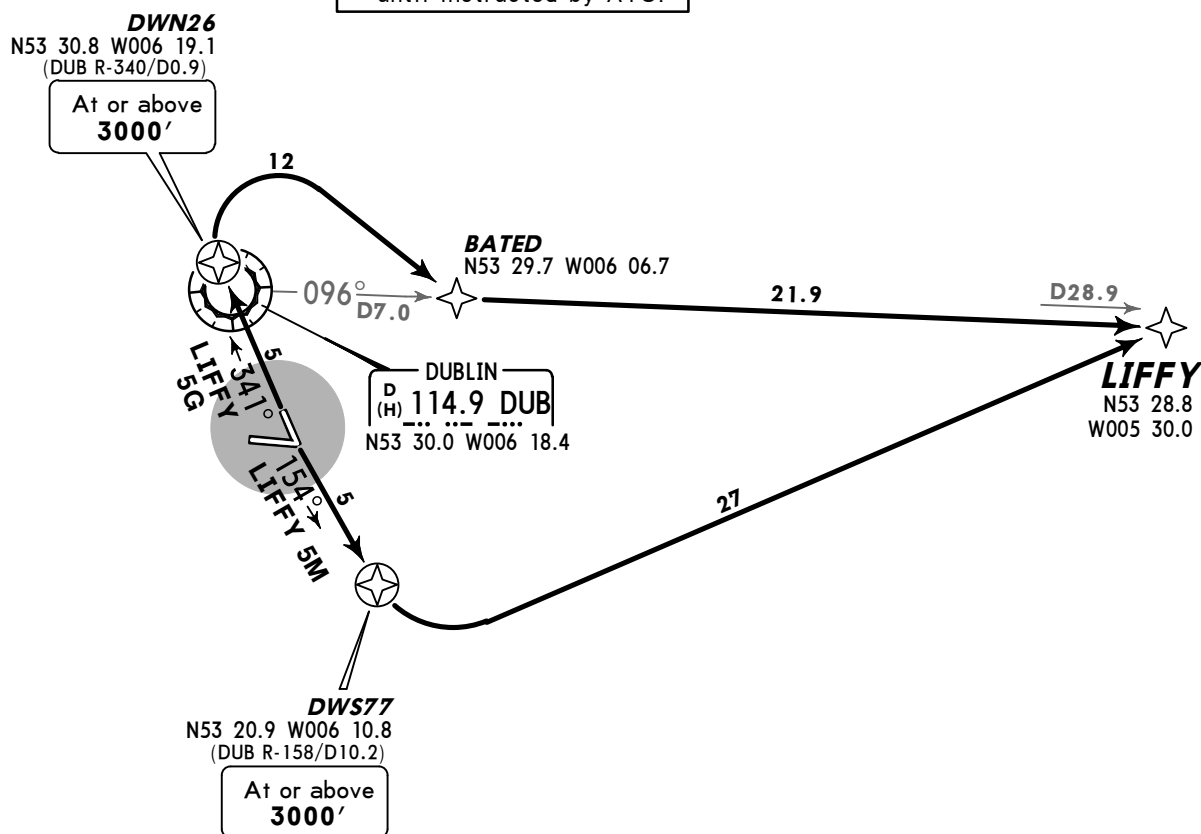
**LIFFY 5G [LIFY5G], LIFFY 5M [LIFY5M]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME OR GNSS REQUIRED)**  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**~~SPEED~~ MAX 290 KT ABOVE FL100**

CAT C & D



**WARNING**

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 |

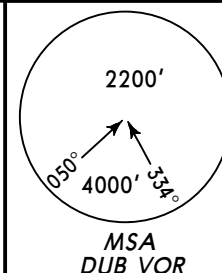
Initial climb clearance **FL90**

| SID               | RWY       | ROUTING                         |
|-------------------|-----------|---------------------------------|
| <b>LIFFY 5G ①</b> | <b>34</b> | DWN26 (3000'+) - BATED - LIFFY. |
| <b>LIFFY 5M ①</b> | <b>16</b> | DWS77 (3000'+) - LIFFY.         |

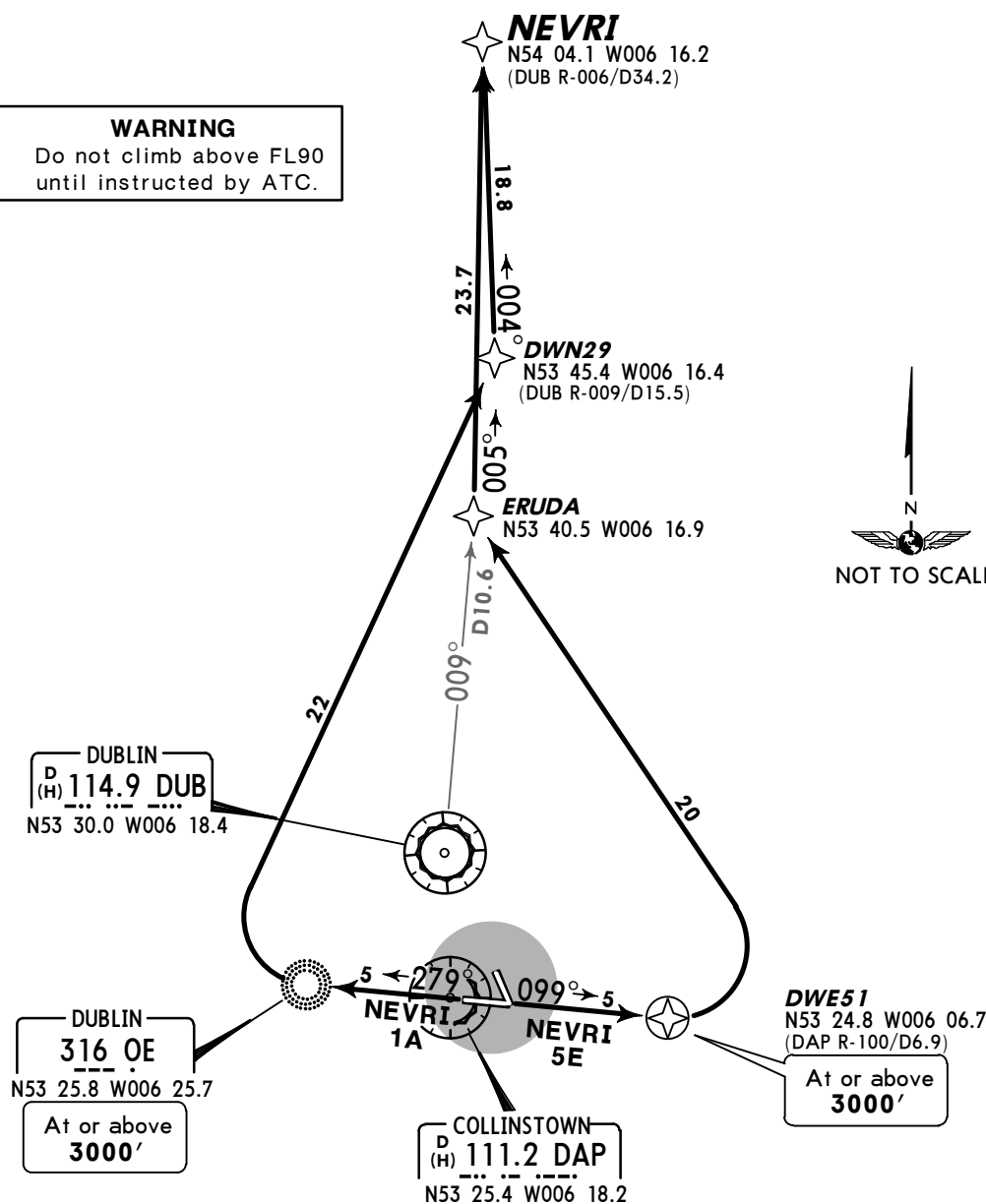
① Traffic with RFL180 or above must reach FL180 by GINIS.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Apt Elev<br>242' |             | 1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.<br>5. Integrity check fix available from RADAR. |

**NEVRI 1A [NEVR1A], NEVRI 5E [NEVR5E]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
 RNAV 1 (DME/DME, GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**CAT C & D**



**WARNING**  
Do not climb above FL90 until instructed by ATC.



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

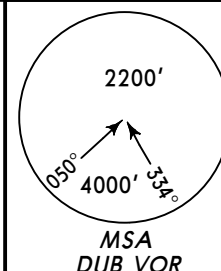
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 553' per NM  | 691 | 922 | 1382 | 1843 | 2304 | 2765 |

Initial climb clearance **FL90**

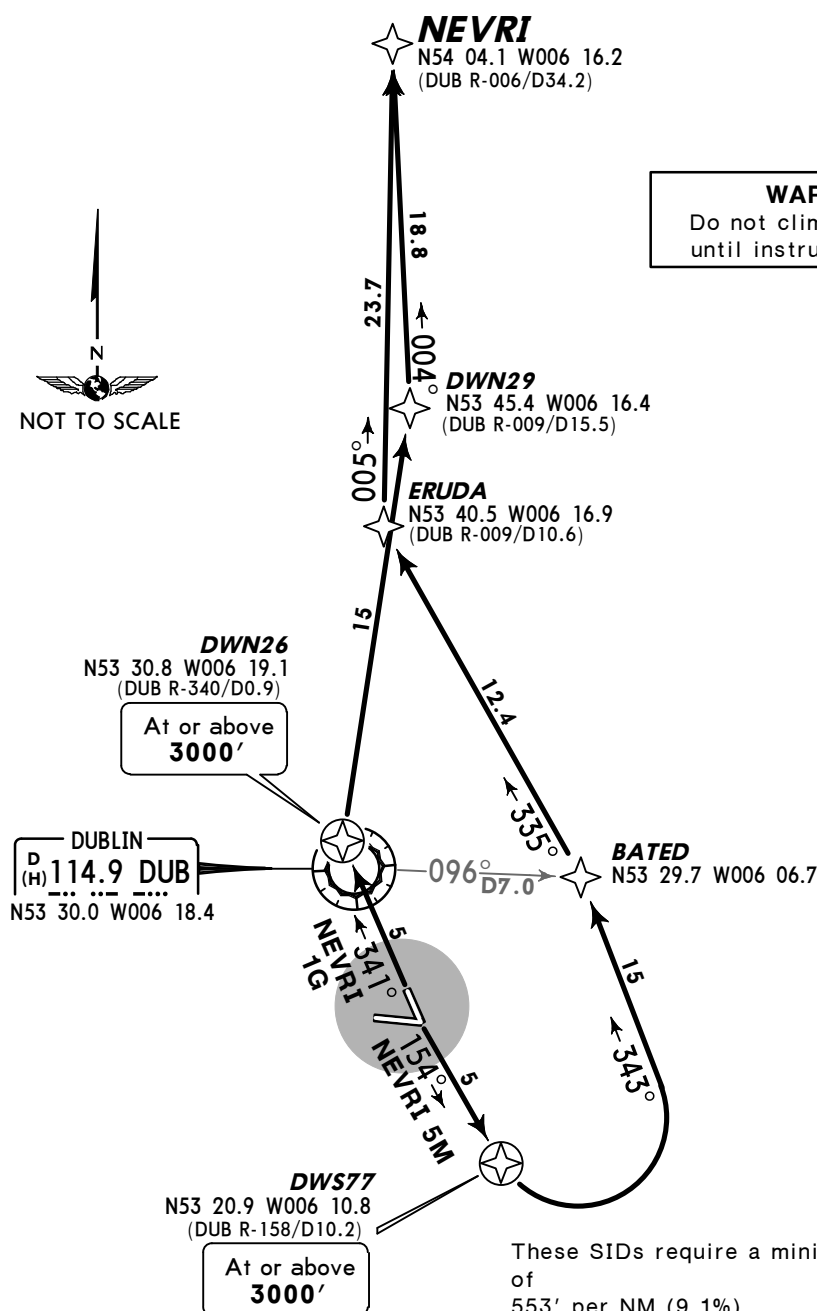
| SID      | RWY | ROUTING                         |
|----------|-----|---------------------------------|
| NEVRI 1A | 28  | OE (3000'+) - DWN29 - NEVRI.    |
| NEVRI 5E | 10  | DWE51 (3000'+) - ERUDA - NEVRI. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

NEVRI 1G [NEVR1G], NEVRI 5M [NEVR5M]  
RWYS 34, 16 P-RNAV DEPARTURES  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**SPEED: MAX 250 KT BELOW FL100**  
CAT C & D



**WARNING**  
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 |

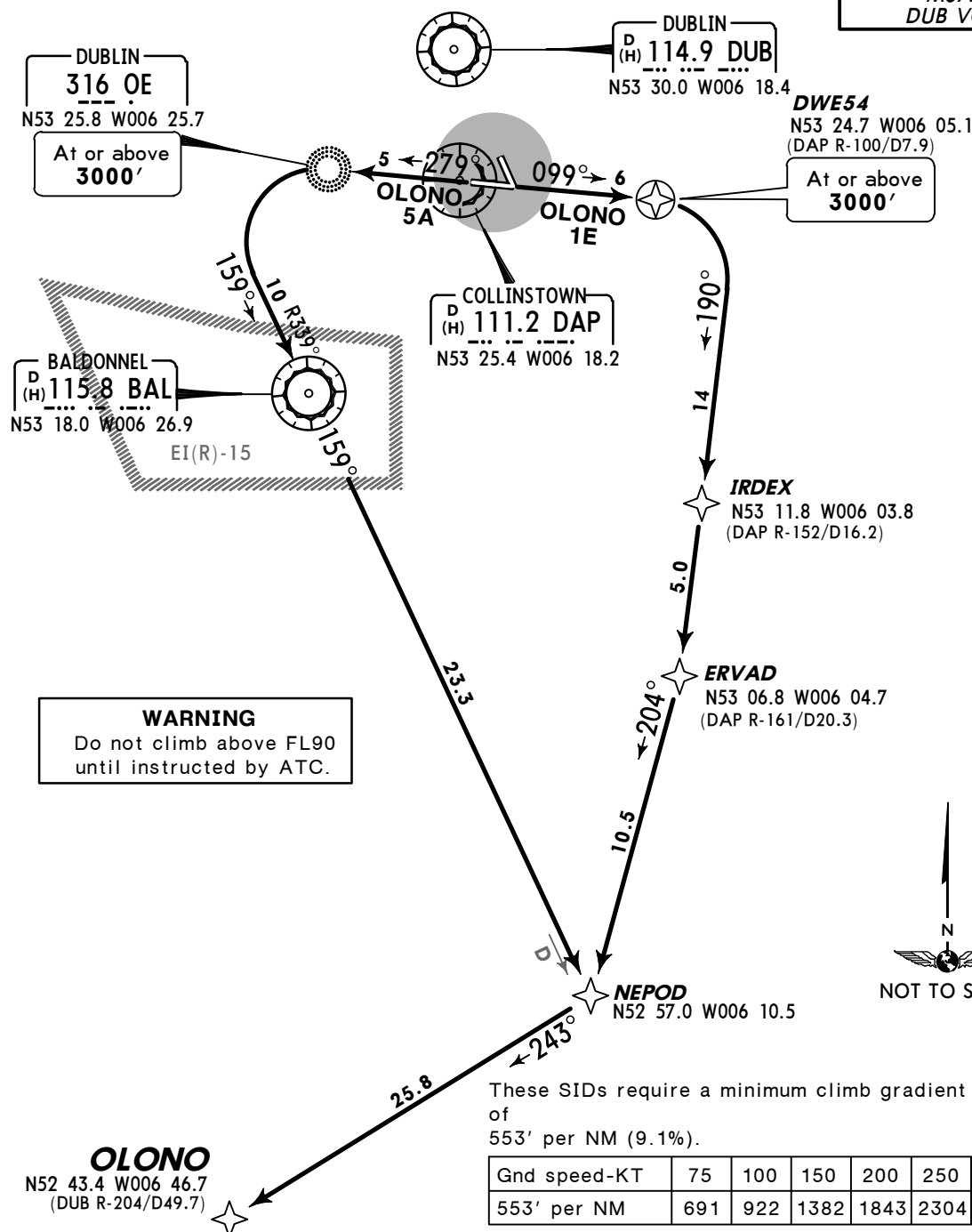
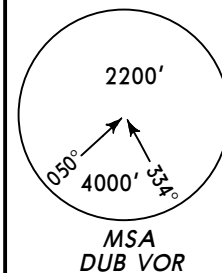
Initial climb clearance **FL90**

| SID      | RWY | ROUTING                                 |
|----------|-----|-----------------------------------------|
| NEVRI 1G | 34  | DWN26 (3000'+) - DWN29 - NEVRI.         |
| NEVRI 5M | 16  | DWS77 (3000'+) - BATED - ERUDA - NEVRI. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Apt Elev<br>242' |             | 1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |

**OLONO 5A [OLON5A], OLONO 1E [OLON1E]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
 RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT C & D



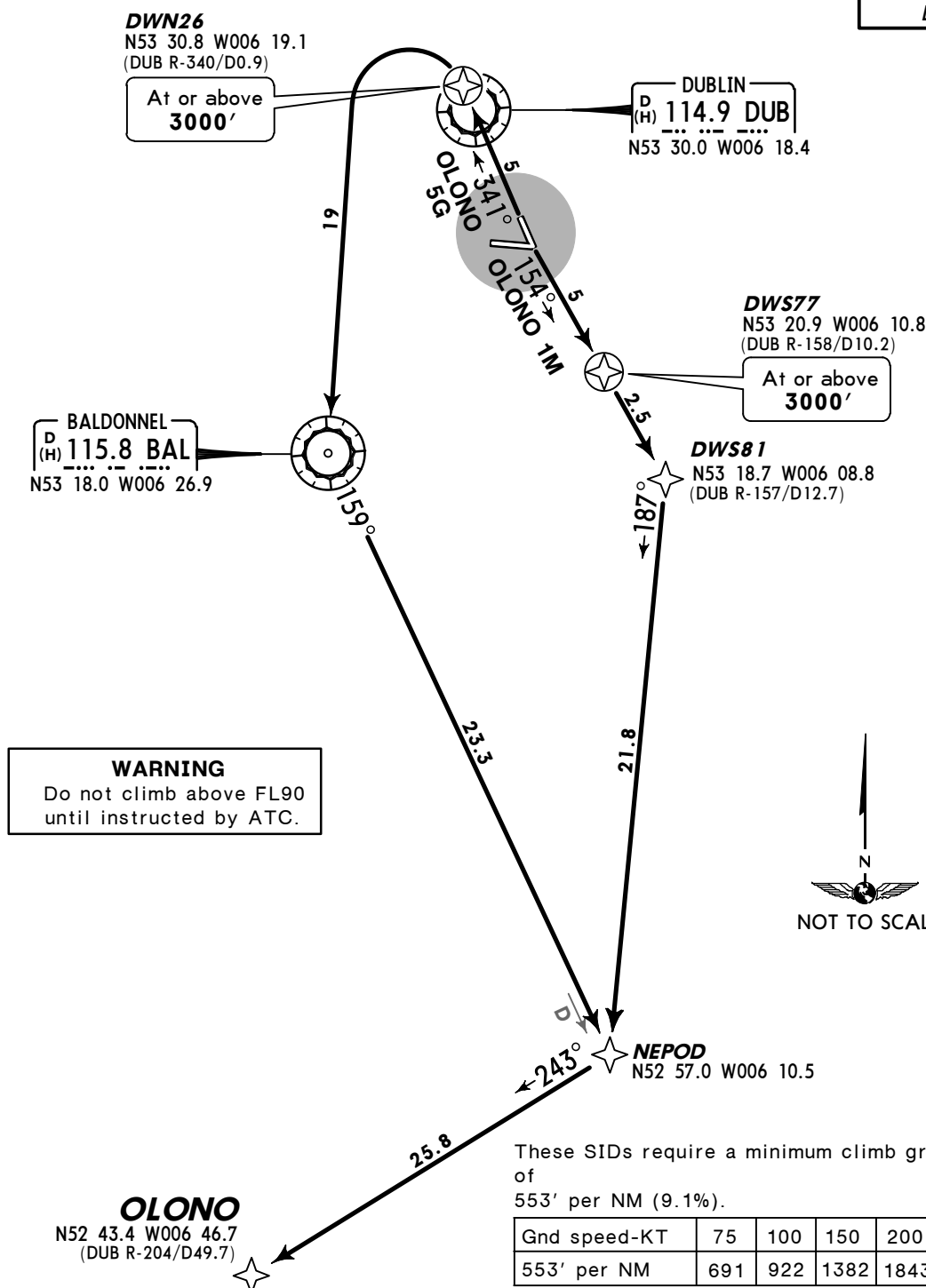
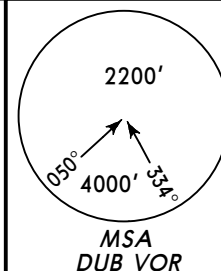
Initial climb clearance **FL90**

| SID               | RWY       | ROUTING                                         |
|-------------------|-----------|-------------------------------------------------|
| <b>OLONO 5A ①</b> | <b>28</b> | OE (3000'+) - BAL - NEPOD - OLONO.              |
| <b>OLONO 1E</b>   | <b>10</b> | DWE54 (3000'+) - IRDEX - ERVAD - NEPOD - OLONO. |

① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**OLONO 5G [OLON5G], OLONO 1M [OLON1M]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**CAT C & D**

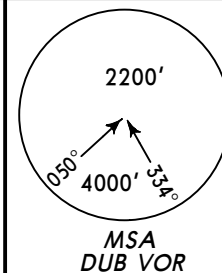


Initial climb clearance **FL90**

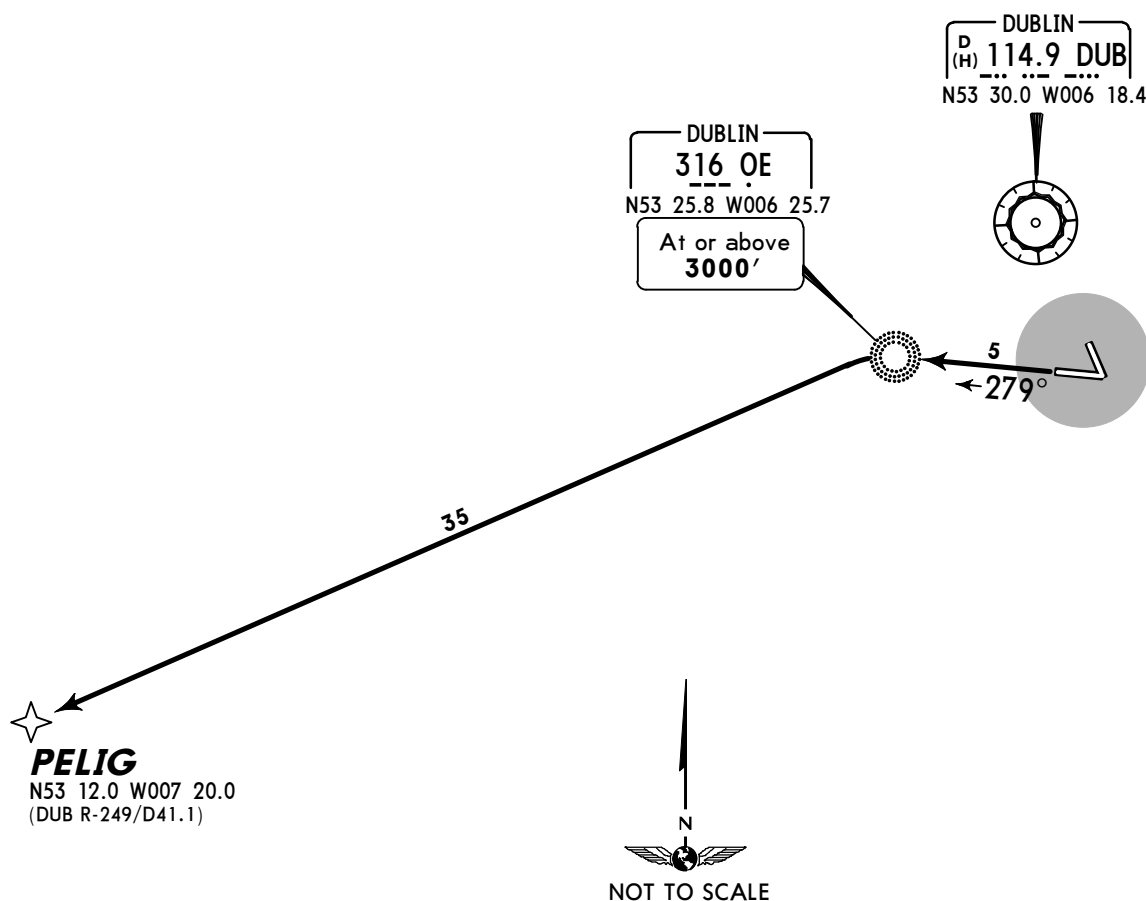
| SID             | RWY       | ROUTING                                 |
|-----------------|-----------|-----------------------------------------|
| <b>OLONO 5G</b> | <b>34</b> | DWN26 (3000'+) - BAL - NEPOD - OLONO.   |
| <b>OLONO 1M</b> | <b>16</b> | DWS77 (3000'+) - DWS81 - NEPOD - OLONO. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**PELIG 5A [PELI5A]**  
**RWY 28 P-RNAV DEPARTURE**  
 RNAV 1 (DME/DME OR GNSS REQUIRED)  
 AVAILABLE ONLY WHEN MILITARY NOT ACTIVE  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**CAT C & D**



**WARNING**  
 Do not climb above FL90  
 until instructed by ATC.



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**

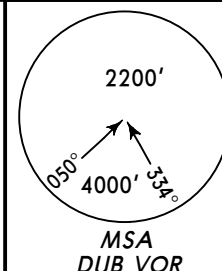
**ROUTING**

OE (3000'+) - PELIG.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

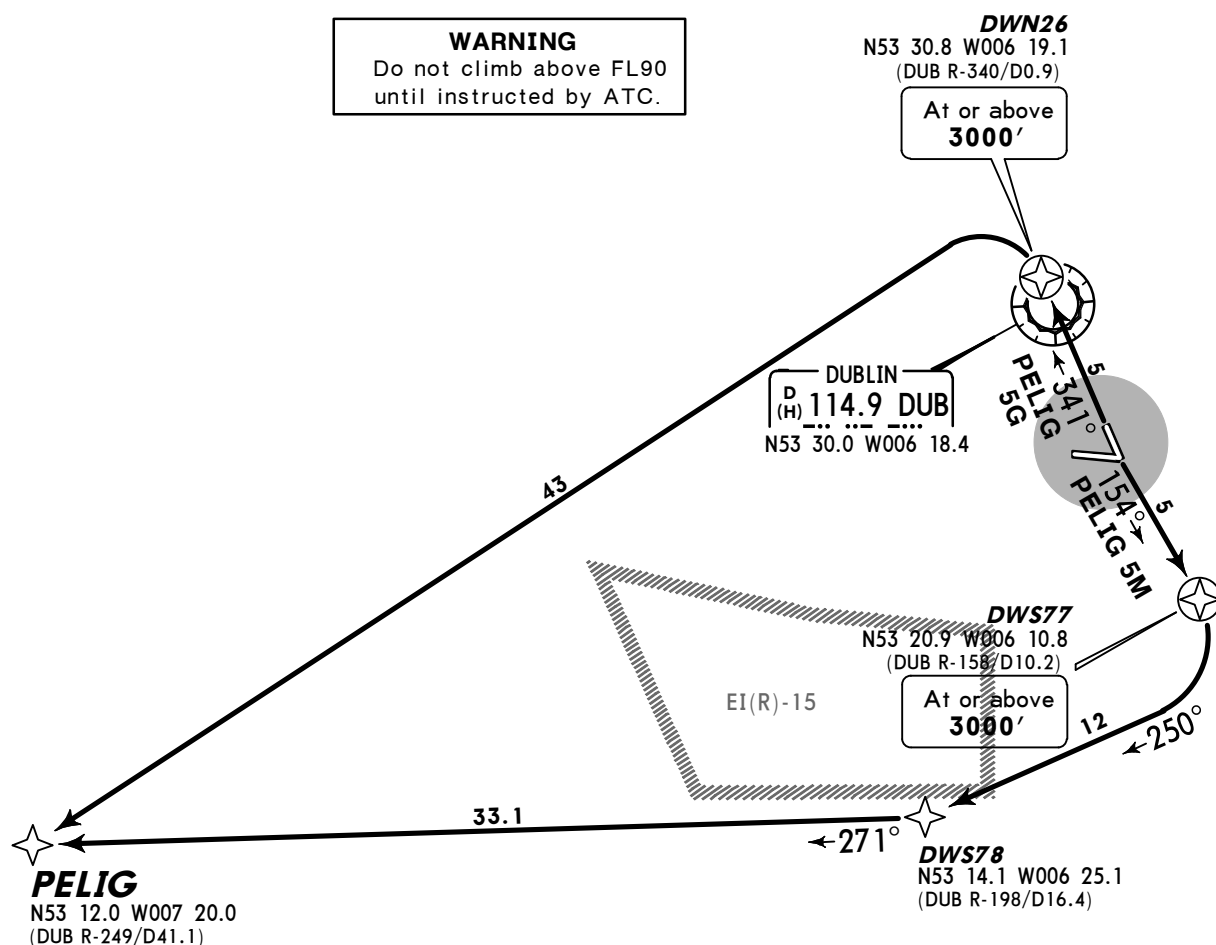
**PELIG 5G [PEL15G], PELIG 5M [PEL15M]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
AVAILABLE ONLY WHEN MILITARY NOT ACTIVE  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT C & D



**WARNING**

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**

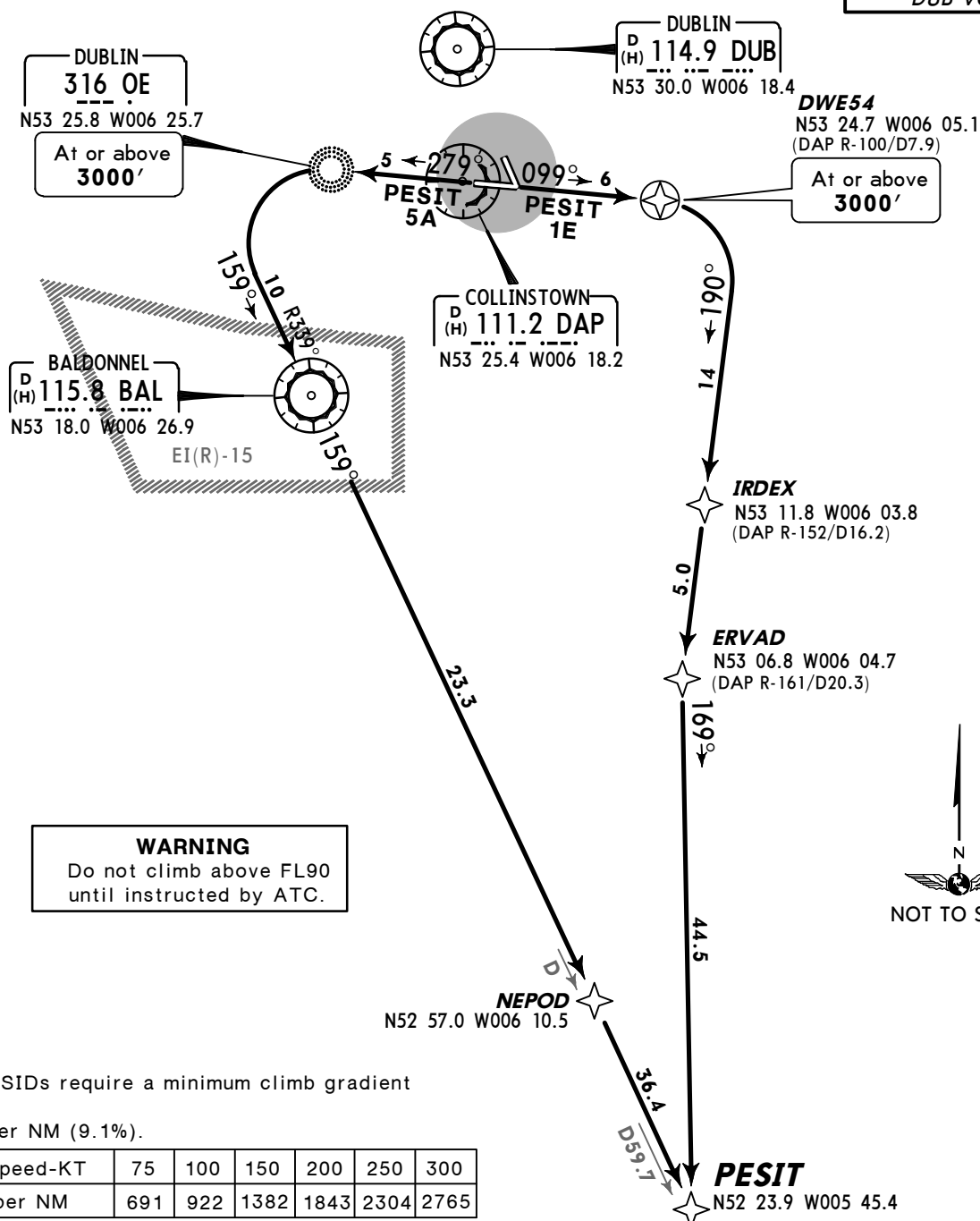
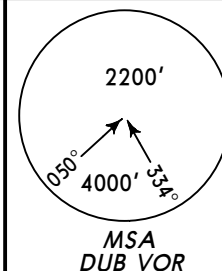
| SID               | RWY       | ROUTING                         |
|-------------------|-----------|---------------------------------|
| <b>PELIG 5G</b>   | <b>34</b> | DWN26 (3000'+) - PELIG.         |
| <b>PELIG 5M ①</b> | <b>16</b> | DWS77 (3000'+) - DWS78 - PELIG. |

① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**PESIT 5A [PES15A], PESIT 1E [PES11E]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT C &amp; 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**

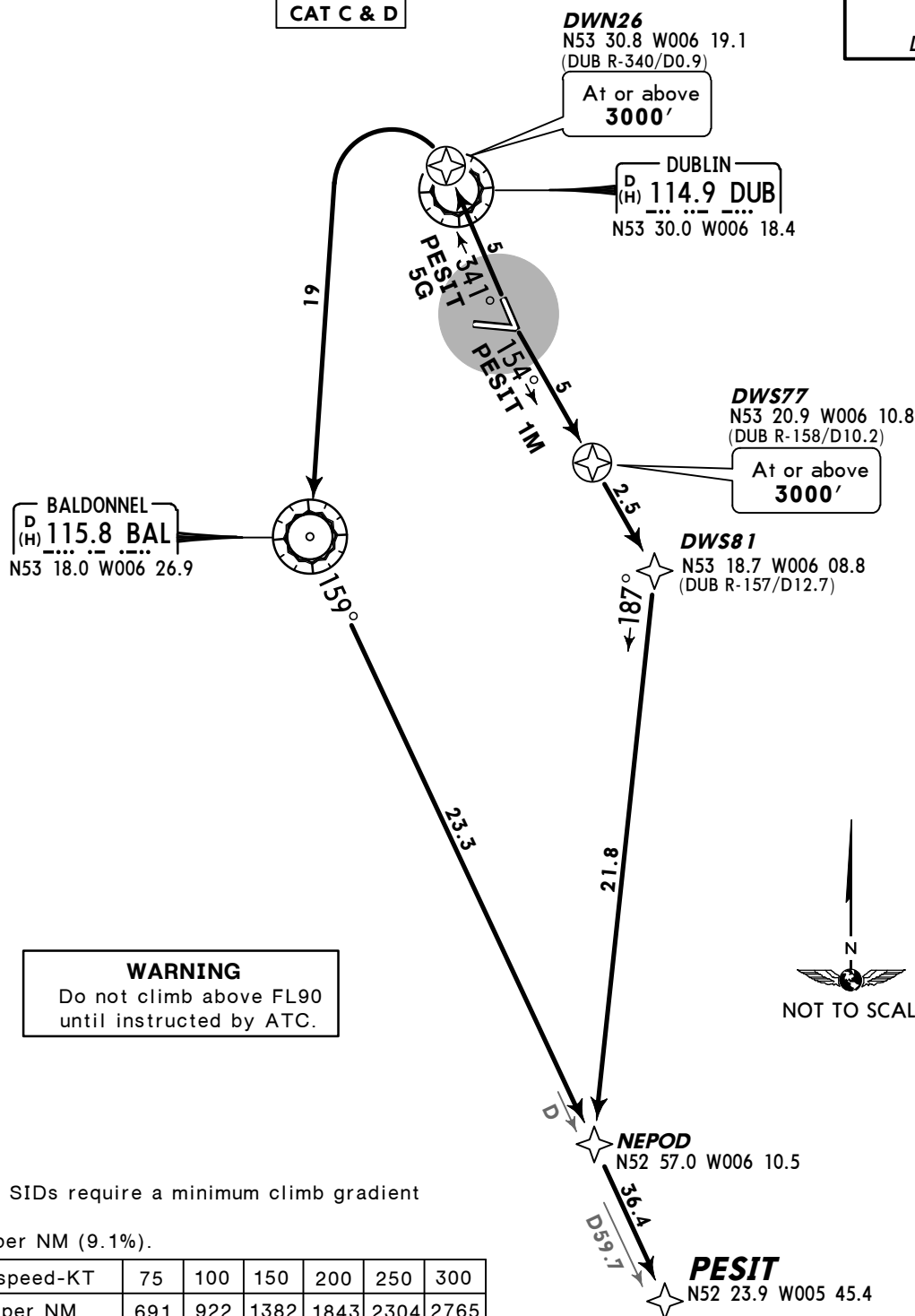
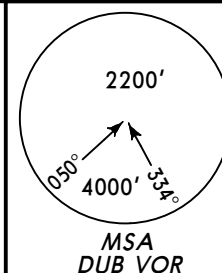
| SID               | RWY       | ROUTING                                 |
|-------------------|-----------|-----------------------------------------|
| <b>PESIT 5A ①</b> | <b>28</b> | OE (3000'+) - BAL - NEPOD - PESIT.      |
| <b>PESIT 1E</b>   | <b>10</b> | DWE54 (3000'+) - IRDEX - ERVAD - PESIT. |

① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**PESIT 5G [PES15G], PESIT 1M [PES11M]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME OR GNSS REQUIRED)**  
**~~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 |

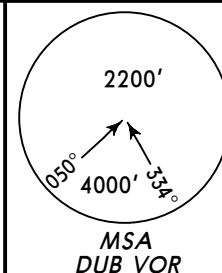
Initial climb clearance **FL90**

| SID             | RWY       | ROUTING                                 |
|-----------------|-----------|-----------------------------------------|
| <b>PESIT 5G</b> | <b>34</b> | DWN26 (3000'+) - BAL - NEPOD - PESIT.   |
| <b>PESIT 1M</b> | <b>16</b> | DWS77 (3000'+) - DWS81 - NEPOD - PESIT. |

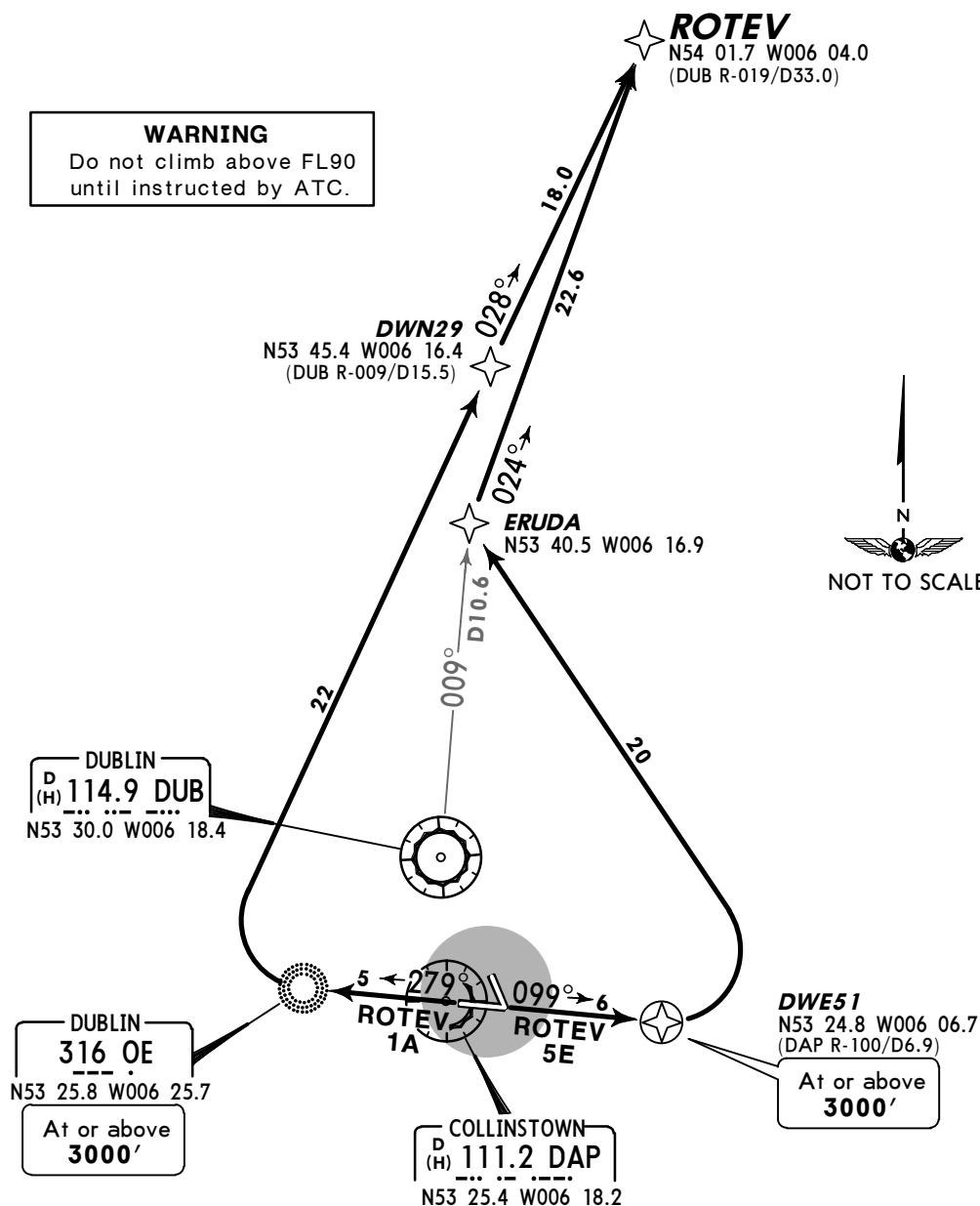
|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Apt Elev<br>242' |             | 1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |

**ROTEV 1A [ROTE1A], ROTEV 5E [ROTE5E]  
RWYS 28, 10 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME, GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT C & D



**WARNING**  
Do not climb above FL90 until instructed by ATC.



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

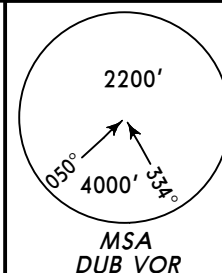
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 553' per NM  | 691 | 922 | 1382 | 1843 | 2304 | 2765 |

Initial climb clearance **FL90**

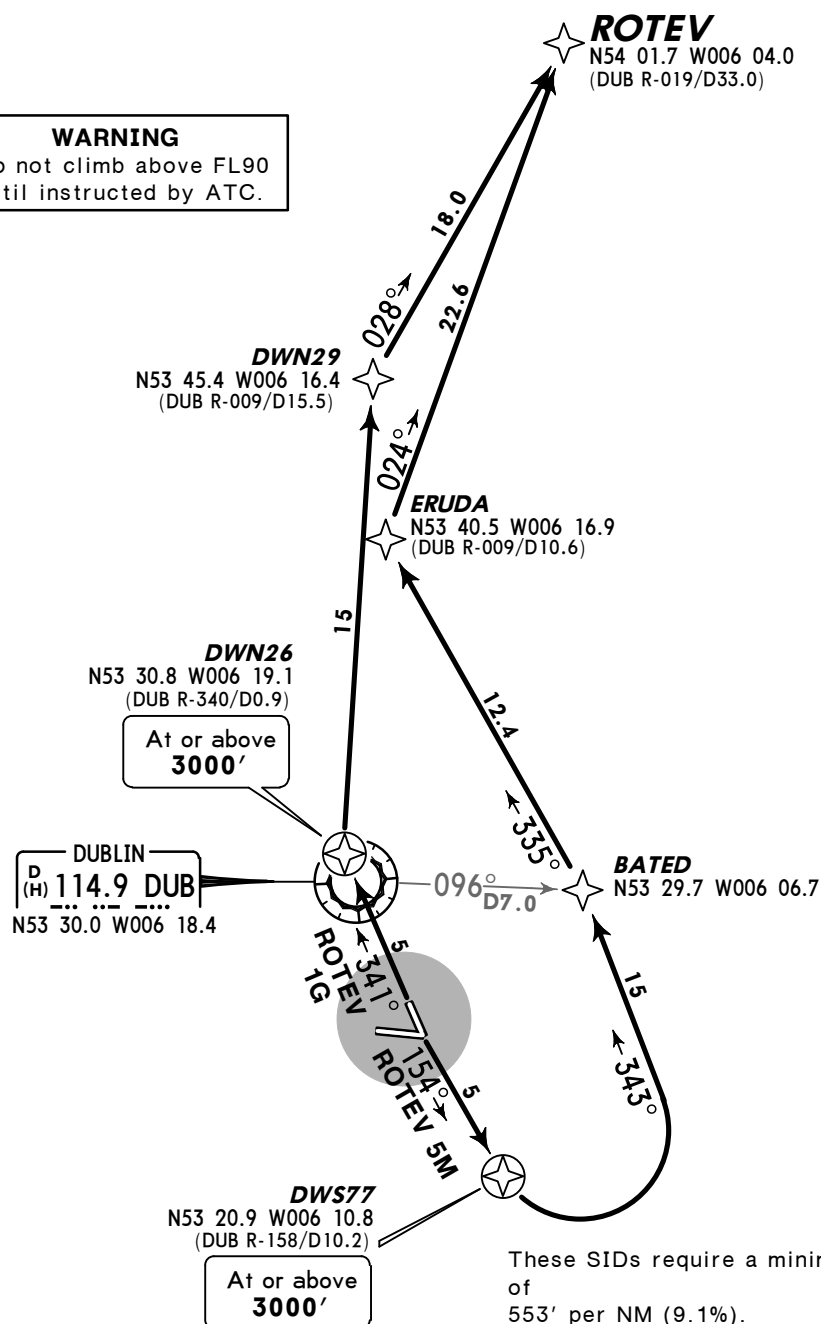
| SID             | RWY       | ROUTING                         |
|-----------------|-----------|---------------------------------|
| <b>ROTEV 1A</b> | <b>28</b> | OE (3000'+) - DWN29 - ROTEV.    |
| <b>ROTEV 5E</b> | <b>10</b> | DWE51 (3000'+) - ERUDA - ROTEV. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**ROTEV 1G [ROTE1G], ROTEV 5M [ROTE5M]  
RWYS 34, 16 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME, GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
CAT C & D



**WARNING**  
Do not climb above FL90 until instructed by ATC.



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

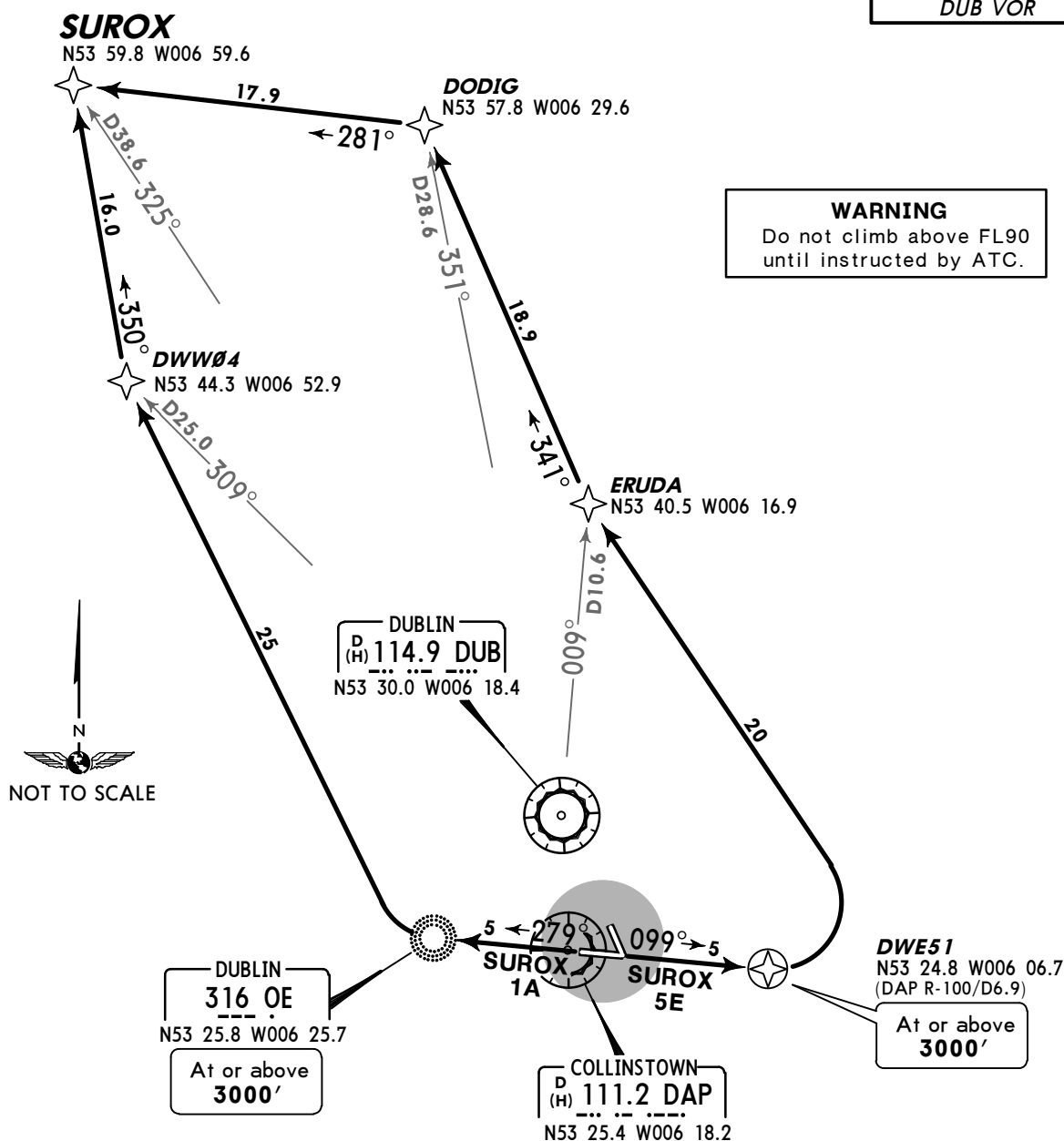
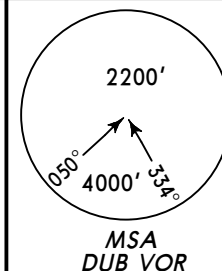
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 553' per NM  | 691 | 922 | 1382 | 1843 | 2304 | 2765 |

Initial climb clearance **FL90**

| SID             | RWY       | ROUTING                                 |
|-----------------|-----------|-----------------------------------------|
| <b>ROTEV 1G</b> | <b>34</b> | DWN26 (3000'+) - DWN29 - ROTEV.         |
| <b>ROTEV 5M</b> | <b>16</b> | DWS77 (3000'+) - BATED - ERUDA - ROTEV. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**SUROX 1A [SURO1A], SUROX 5E [SURO5E]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~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 |

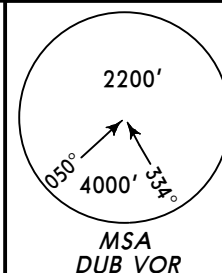
Initial climb clearance **FL90**

| SID             | RWY       | ROUTING                                 |
|-----------------|-----------|-----------------------------------------|
| <b>SUROX 1A</b> | <b>28</b> | OE (3000'+) - DWW04 - SUROX.            |
| <b>SUROX 5E</b> | <b>10</b> | DWE51 (3000'+) - ERUDA - DODIG - SUROX. |

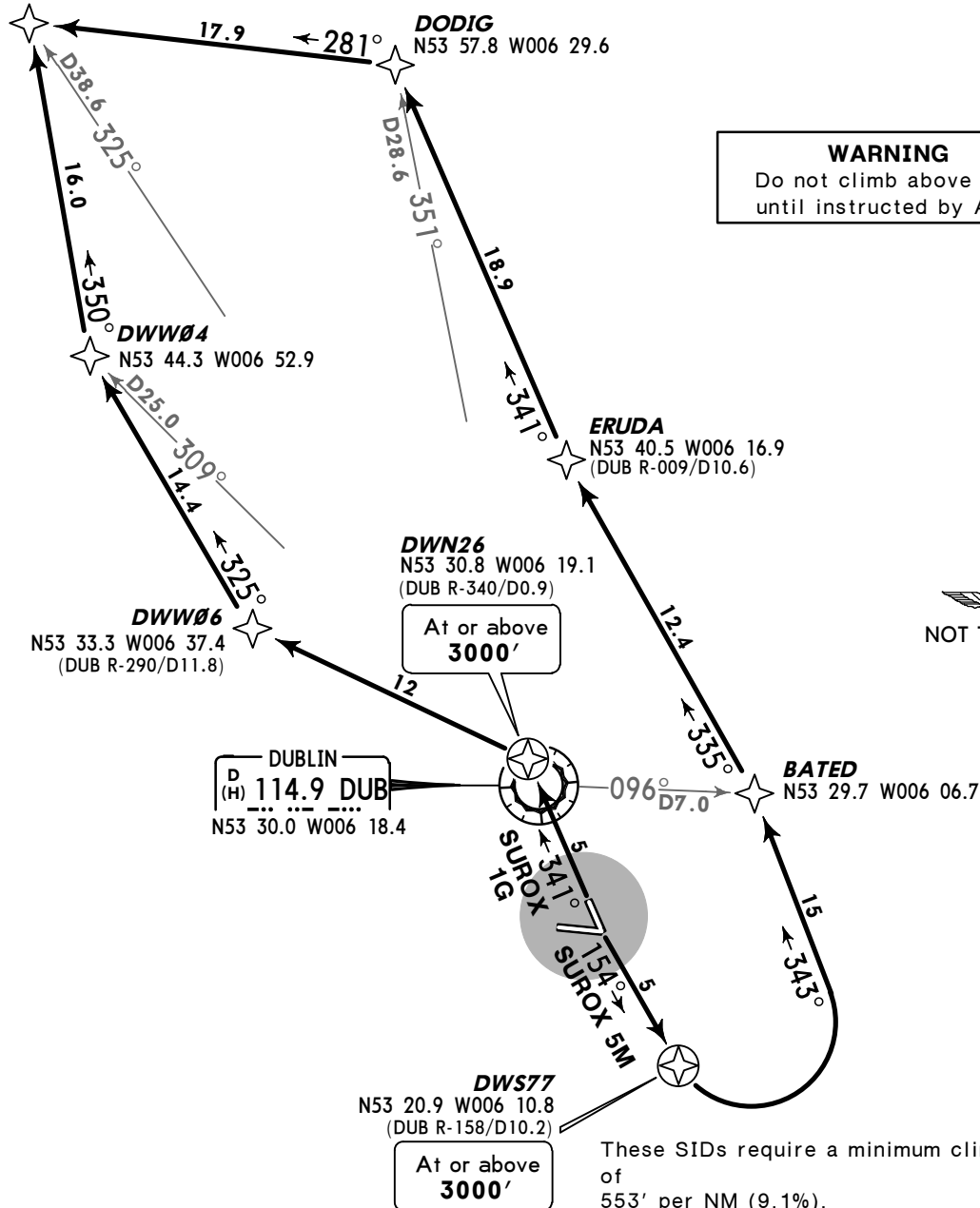
|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**SUROX 1G [SURO1G], SUROX 5M [SURO5M]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT C &amp; D

**SUROX**

N53 59.8 W006 59.6



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 |

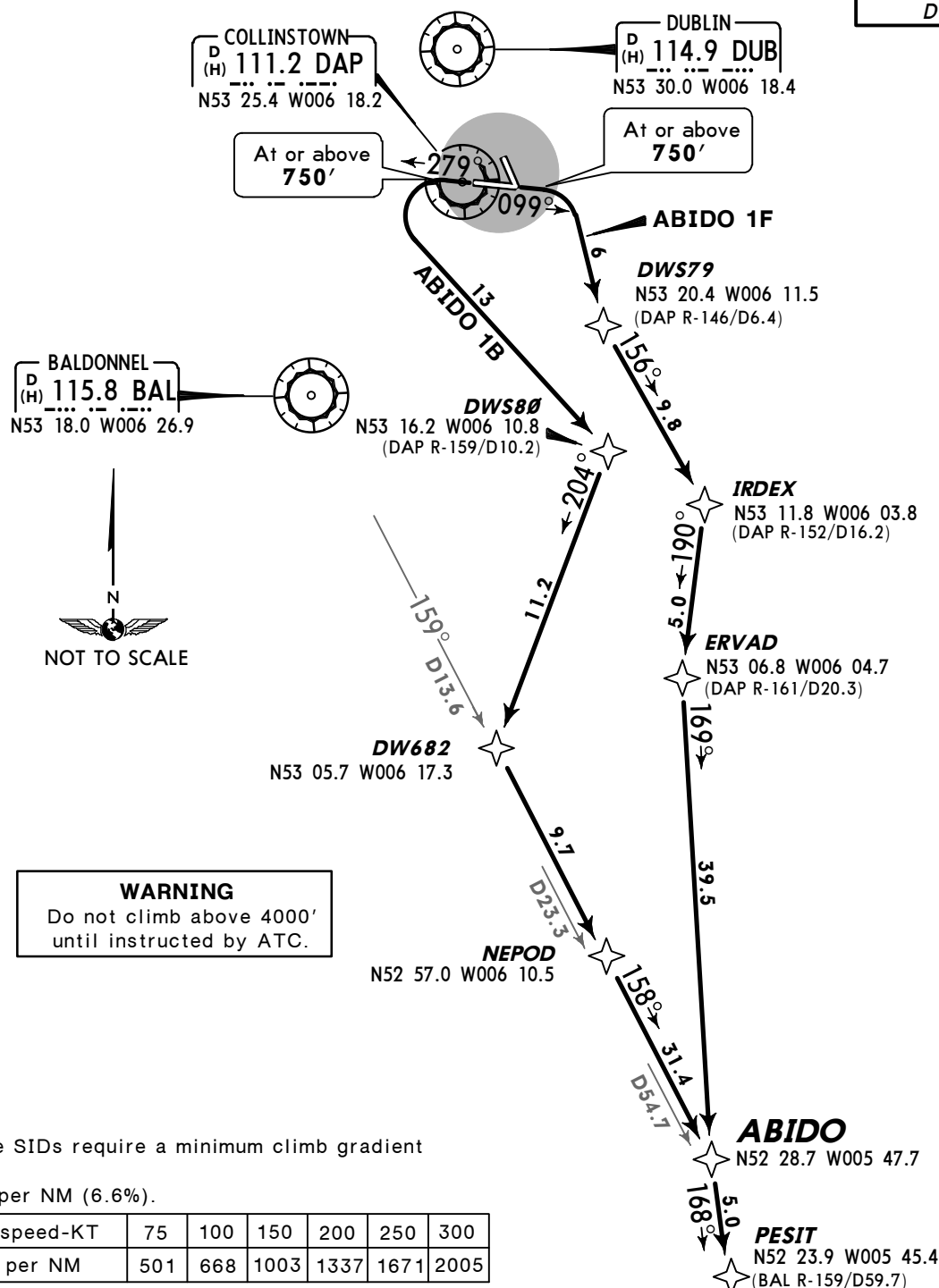
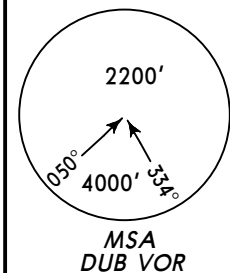
Initial climb clearance **FL90**

| SID             | RWY       | ROUTING                                         |
|-----------------|-----------|-------------------------------------------------|
| <b>SUROX 1G</b> | <b>34</b> | DWN26 (3000'+) - DWW06 - DWW04 - SUROX.         |
| <b>SUROX 5M</b> | <b>16</b> | DWS77 (3000'+) - BATED - ERUDA - DODIG - SUROX. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Apt Elev<br>242' |             | 1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |

**ABIDO 1B [ABID1B], ABIDO 1F [ABID1F]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
 RNAV 1 (DME/DME OR GNSS REQUIRED)  
**SPEED: MAX 250 KT BELOW FL100**

CAT A & B



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

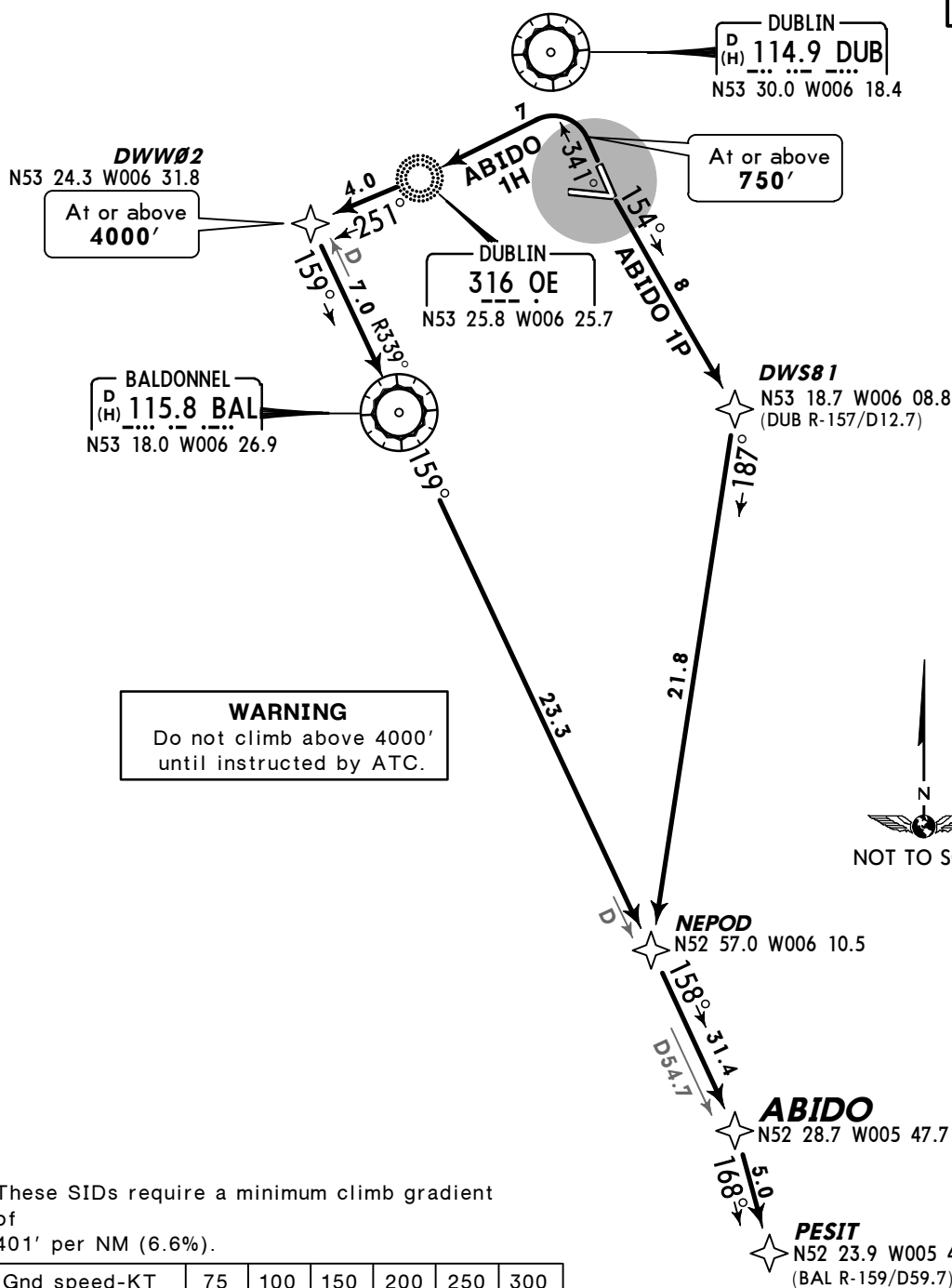
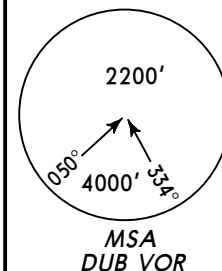
Initial climb clearance **4000'**

| SID             | RWY       | ROUTING                                          |
|-----------------|-----------|--------------------------------------------------|
| <b>ABIDO 1B</b> | <b>28</b> | (750'+) - DWS80 - DW682 - NEPOD - ABIDO - PESIT. |
| <b>ABIDO 1F</b> | <b>10</b> | (750'+) - DWS79 - IRDEX - ERVAD - ABIDO - PESIT. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**ABIDO 1H [ABID1H], ABIDO 1P [ABID1P]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME OR GNSS REQUIRED)**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

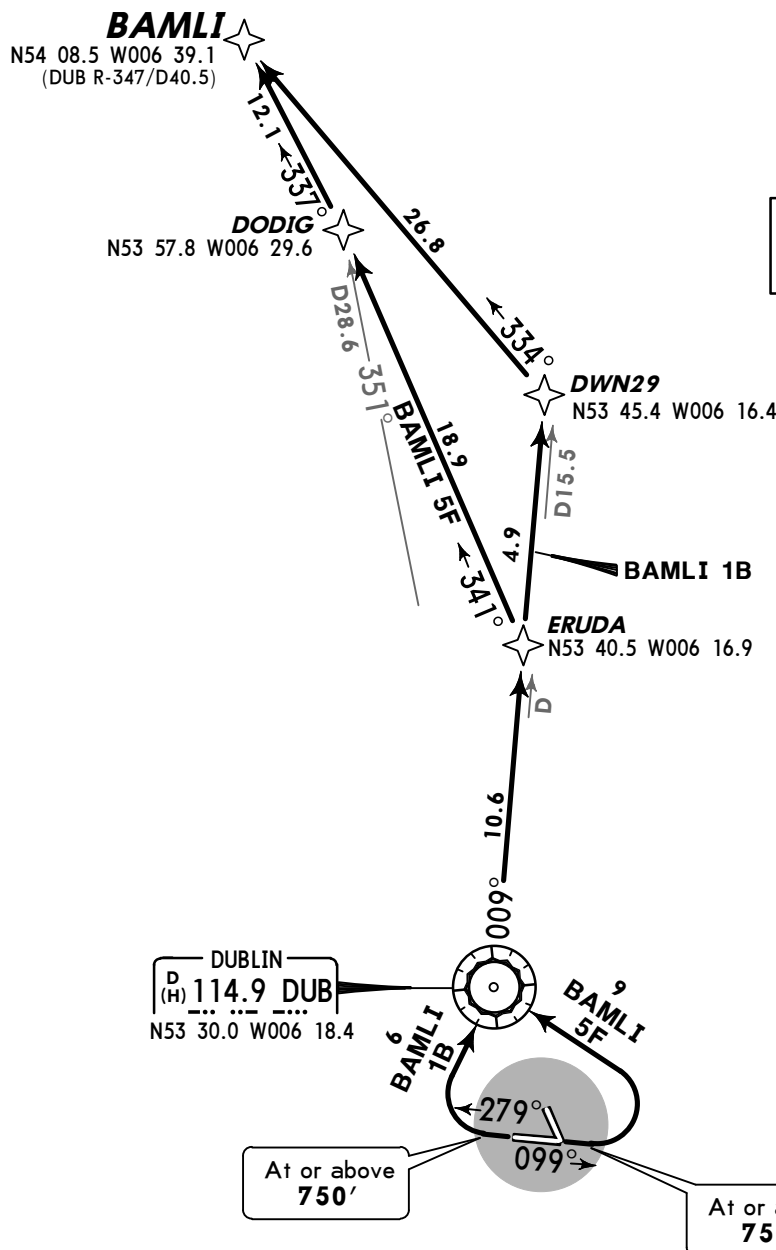
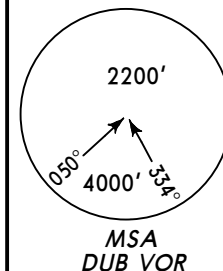
Initial climb clearance **4000'**

| SID             | RWY       | ROUTING                                                      |
|-----------------|-----------|--------------------------------------------------------------|
| <b>ABIDO 1H</b> | <b>34</b> | (750'+) - OE - DWW02 (4000'+) - BAL - NEPOD - ABIDO - PESIT. |
| <b>ABIDO 1P</b> | <b>16</b> | (750'+) - DWS81 - NEPOD - ABIDO - PESIT.                     |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |  |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |

**BAMLI 1B [BAML1B], BAMLI 5F [BAML5F]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME OR GNSS REQUIRED)**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

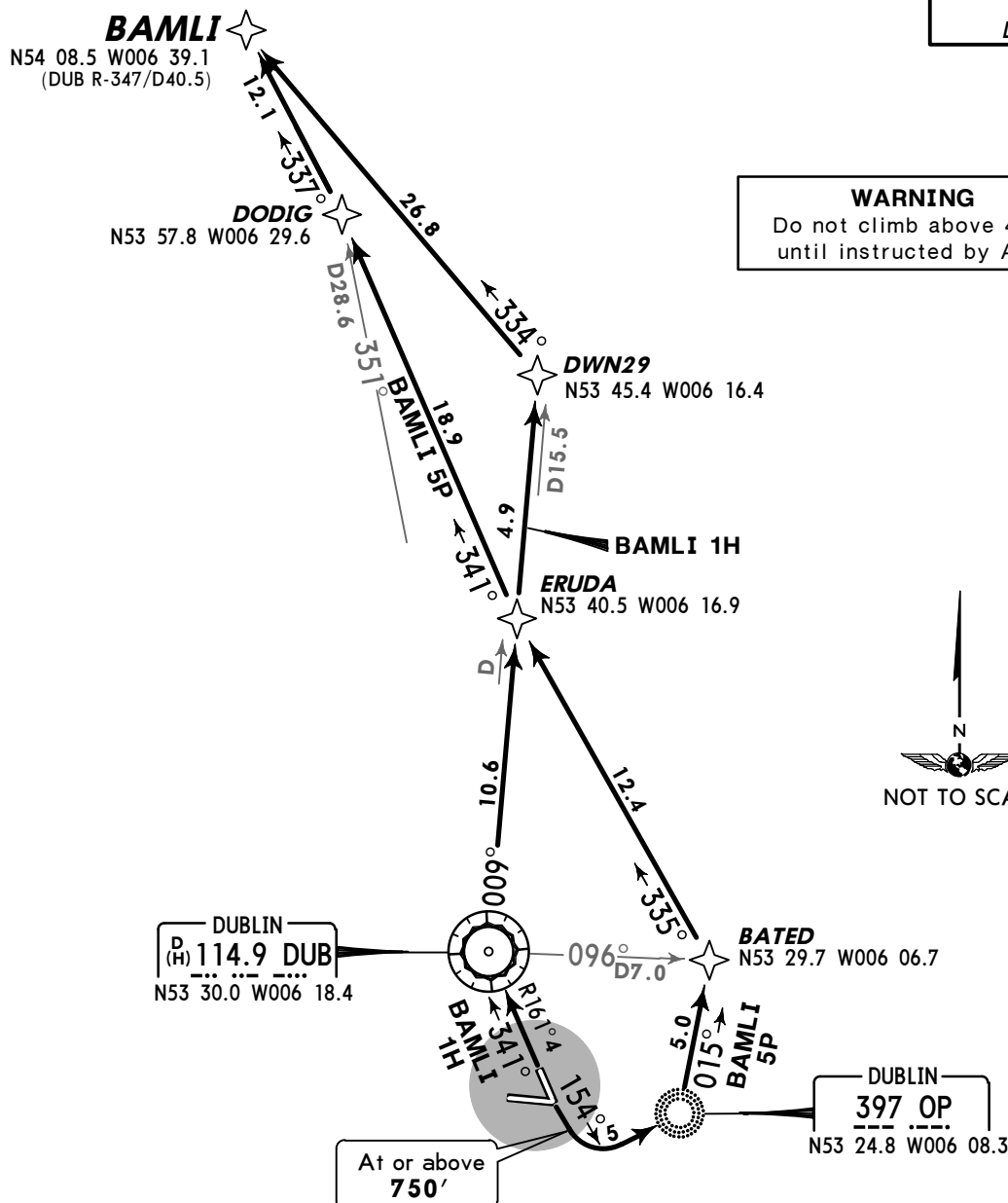
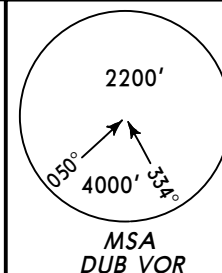
Initial climb clearance **4000'**

| SID      | RWY | ROUTING                                |
|----------|-----|----------------------------------------|
| BAMLI 1B | 28  | (750'+) - DUB - DWN29 - BAMLI.         |
| BAMLI 5F | 10  | (750'+) - DUB - ERUDA - DODIG - BAMLI. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**BAMLI 1H [BAML1H], BAMLI 5P [BAML5P]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME OR GNSS REQUIRED)**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

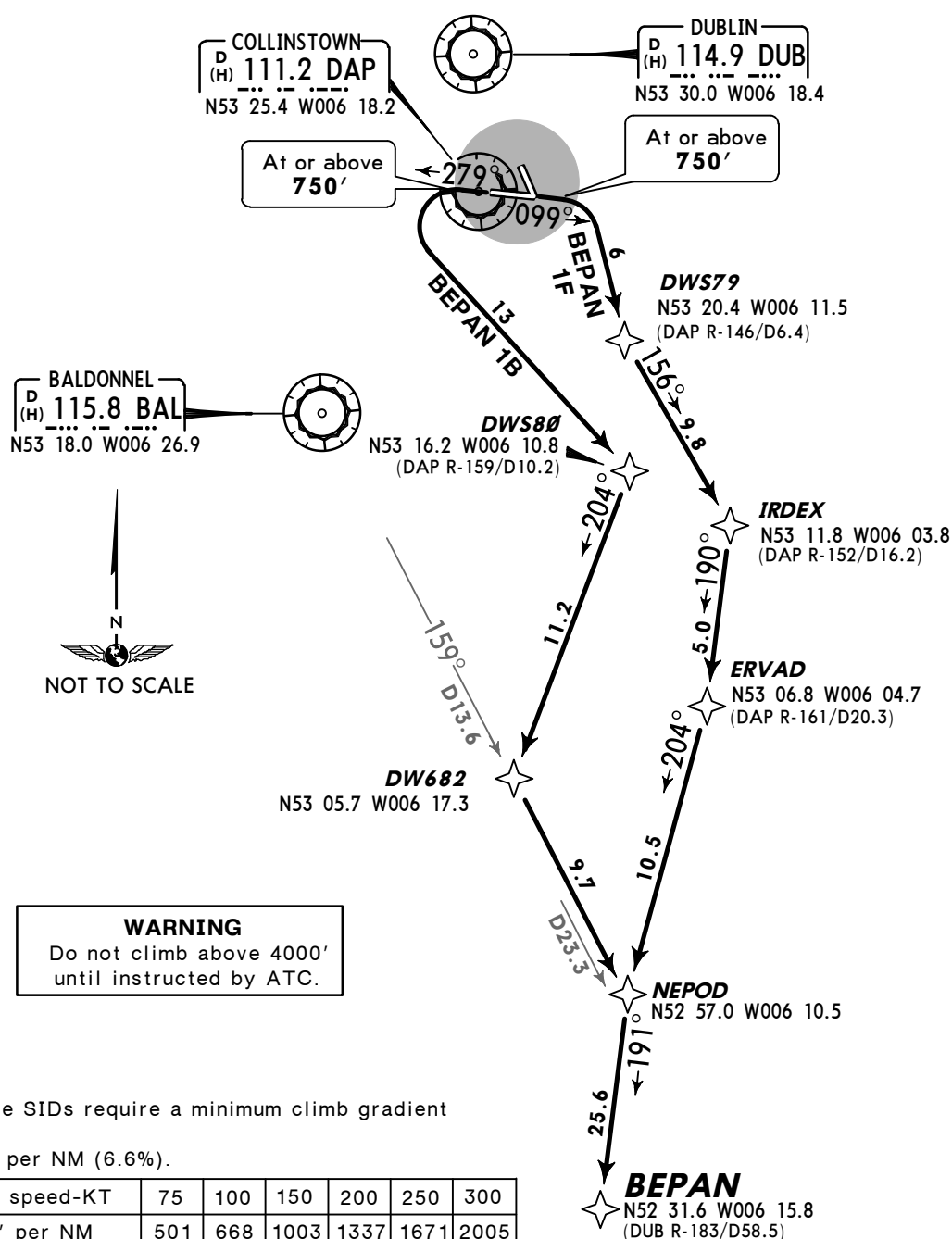
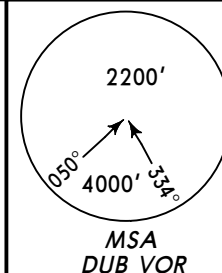
Initial climb clearance **4000'**

| SID             | RWY       | ROUTING                                       |
|-----------------|-----------|-----------------------------------------------|
| <b>BAMLI 1H</b> | <b>34</b> | (750'+) - DUB - DWN29 - BAMLI.                |
| <b>BAMLI 5P</b> | <b>16</b> | (750'+) - OP - BATED - ERUDA - DODIG - BAMLI. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**BEPAN 1B [BEPAN1B], BEPAN 1F [BEPAN1F]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A &amp; B

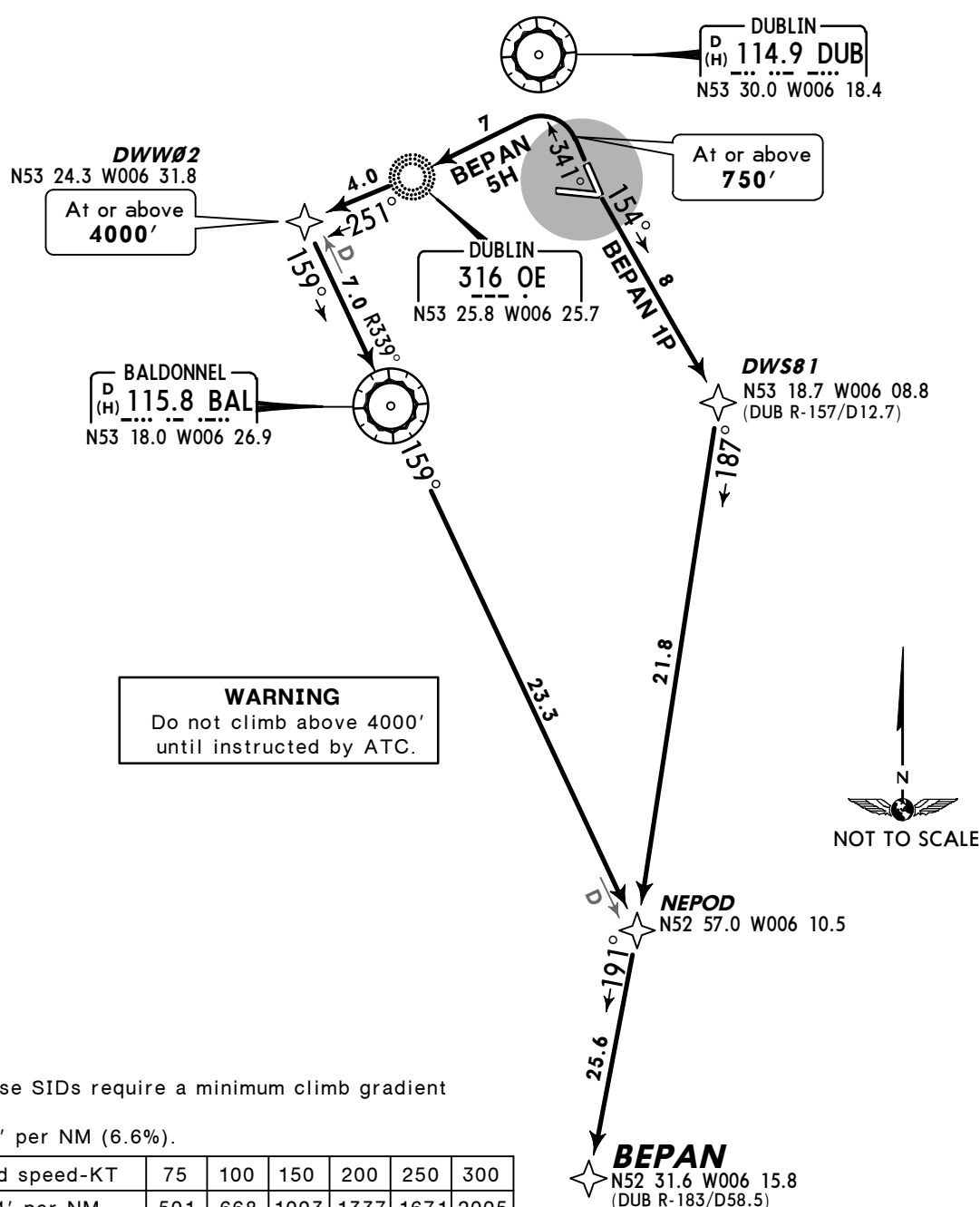
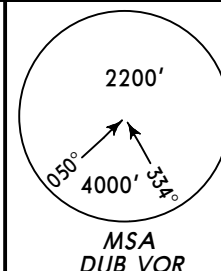
Initial climb clearance **4000'**

| SID             | RWY       | ROUTING                                          |
|-----------------|-----------|--------------------------------------------------|
| <b>BEPAN 1B</b> | <b>28</b> | (750'+) - DWS80 - DW682 - NEPOD - BEPAN.         |
| <b>BEPAN 1F</b> | <b>10</b> | (750'+) - DWS79 - IRDEX - ERVAD - NEPOD - BEPAN. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**BEPAN 5H [BEPAN5H], BEPAN 1P [BEPAN1P]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

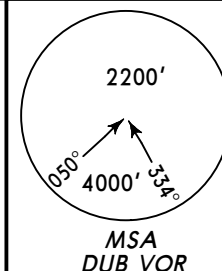
Initial climb clearance **4000'**

| SID             | RWY       | ROUTING                                              |
|-----------------|-----------|------------------------------------------------------|
| <b>BEPAN 5H</b> | <b>34</b> | (750'+) - OE - DWW02 (4000'+) - BAL - NEPOD - BEPAN. |
| <b>BEPAN 1P</b> | <b>16</b> | (750'+) - DWS81 - NEPOD - BEPAN.                     |

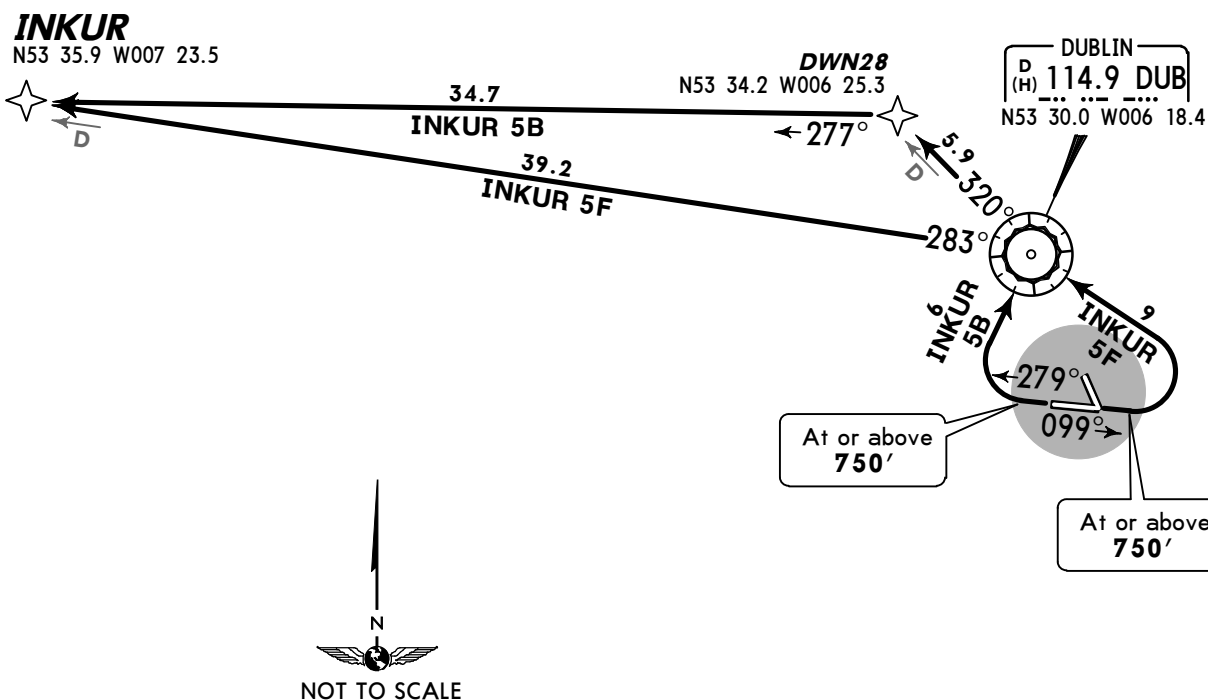
|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**INKUR 5B [INKU5B], INKUR 5F [INKU5F]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



**WARNING**  
**INKUR 5B:** Do not climb above 3000' until instructed by ATC.  
**INKUR 5F:** Do not climb above 4000' until instructed by ATC.



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

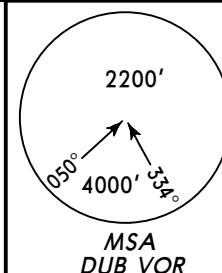
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

**INKUR 5B:** Initial climb clearance **3000'**  
**INKUR 5F:** Initial climb clearance **4000'**

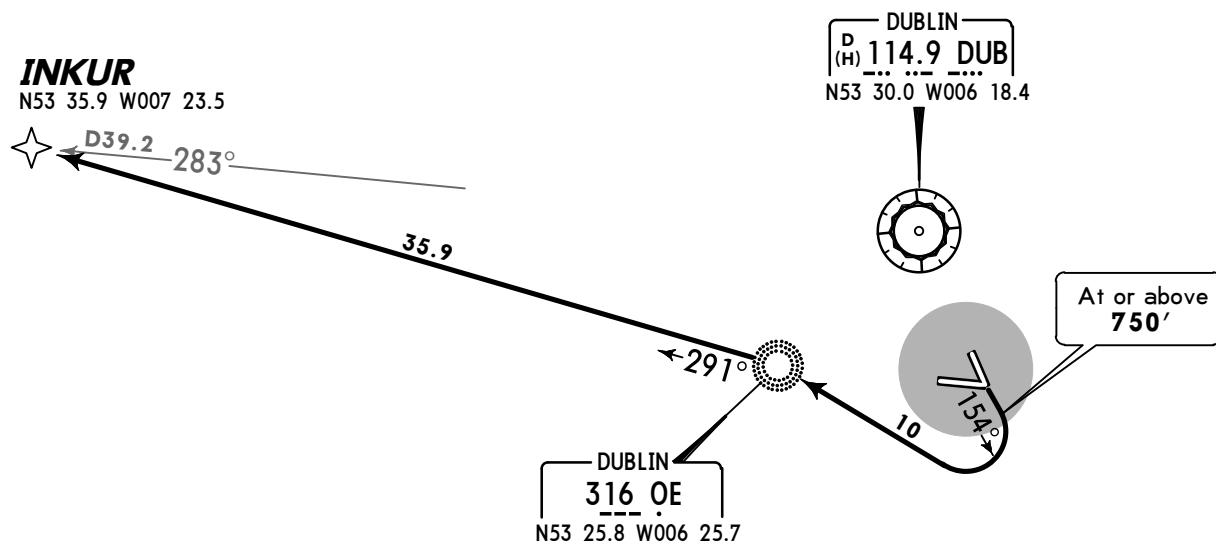
| SID             | RWY       | ROUTING                        |
|-----------------|-----------|--------------------------------|
| <b>INKUR 5B</b> | <b>28</b> | (750'+) - DUB - DWN28 - INKUR. |
| <b>INKUR 5F</b> | <b>10</b> | (750'+) - DUB - INKUR.         |

|                  |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |        | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| North            | South  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 129.17           | 126.25 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**INKUR 5P [INKU5P]**  
**RWY 16 P-RNAV DEPARTURE**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**CAT A & B**



**WARNING**  
Do not climb above 4000'  
until instructed by ATC.



This SID requires a minimum climb gradient  
of  
401' per NM (6.6%).

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

Initial climb clearance **4000'**

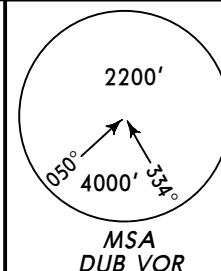
**ROUTING**

(750'+) - OE - INKUR.

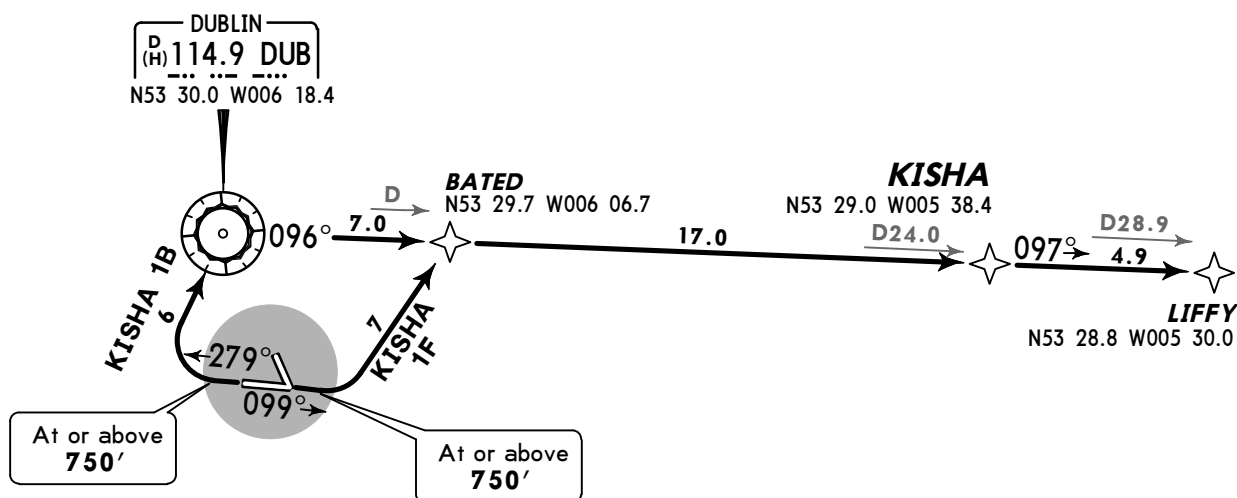
|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Lower North      | Lower South | 1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**KISHA 1B [KISH1B], KISHA 1F [KISH1F]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
 RNAV 1 (DME/DME OR GNSS REQUIRED)  
**SPEED: MAX 250 KT BELOW FL100**

CAT A & B



**WARNING**  
**KISHA 1B:** Do not climb above 4000' until instructed by ATC.  
**KISHA 1F:** Do not climb above 3000' until instructed by ATC.



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

**KISHA 1B:** Initial climb clearance **4000'**  
**KISHA 1F:** Initial climb clearance **3000'**

| SID               | RWY       | ROUTING                          |
|-------------------|-----------|----------------------------------|
| <b>KISHA 1B ①</b> | <b>28</b> | (750'+) - DUB - KISHA - LIFFY.   |
| <b>KISHA 1F ①</b> | <b>10</b> | (750'+) - BATED - KISHA - LIFFY. |

① Traffic with RFL180 or above must reach FL180 by GINIS.

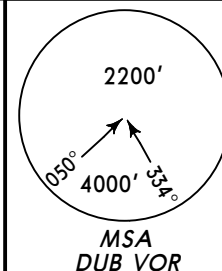
|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

# KISHA 1H [KISH1H], KISHA 1P [KISH1P] RWYS 34, 16 P-RNAV DEPARTURES

RNAV 1 (DME/DME OR GNSS REQUIRED)

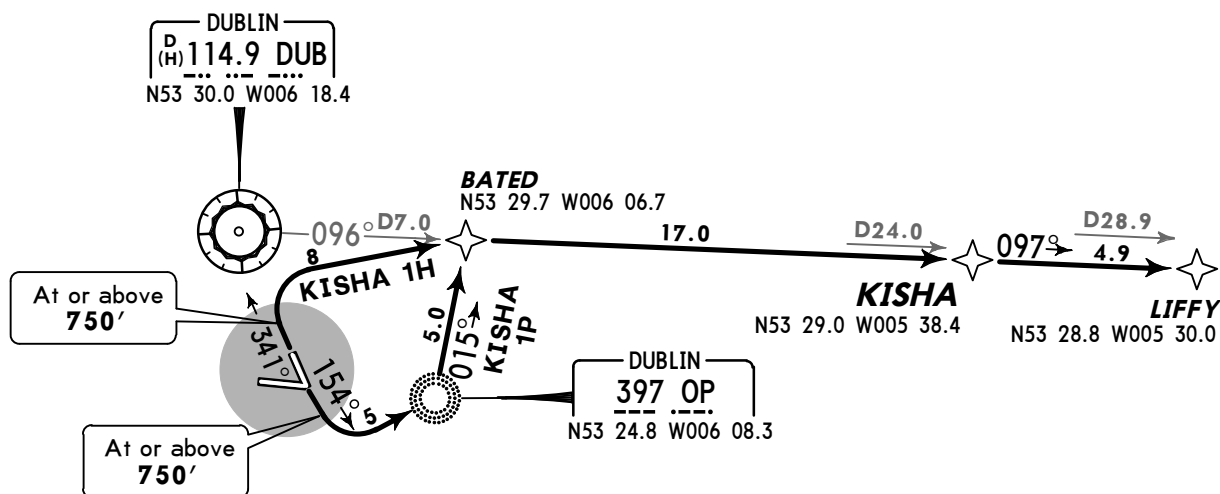
**SPEED: MAX 250 KT BELOW FL100**

CAT A & B



## WARNING

Do not climb above 4000'  
until instructed by ATC.



These SIDs require a minimum climb gradient  
of  
401' per NM (6.6%).

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |



Initial climb clearance **4000'**

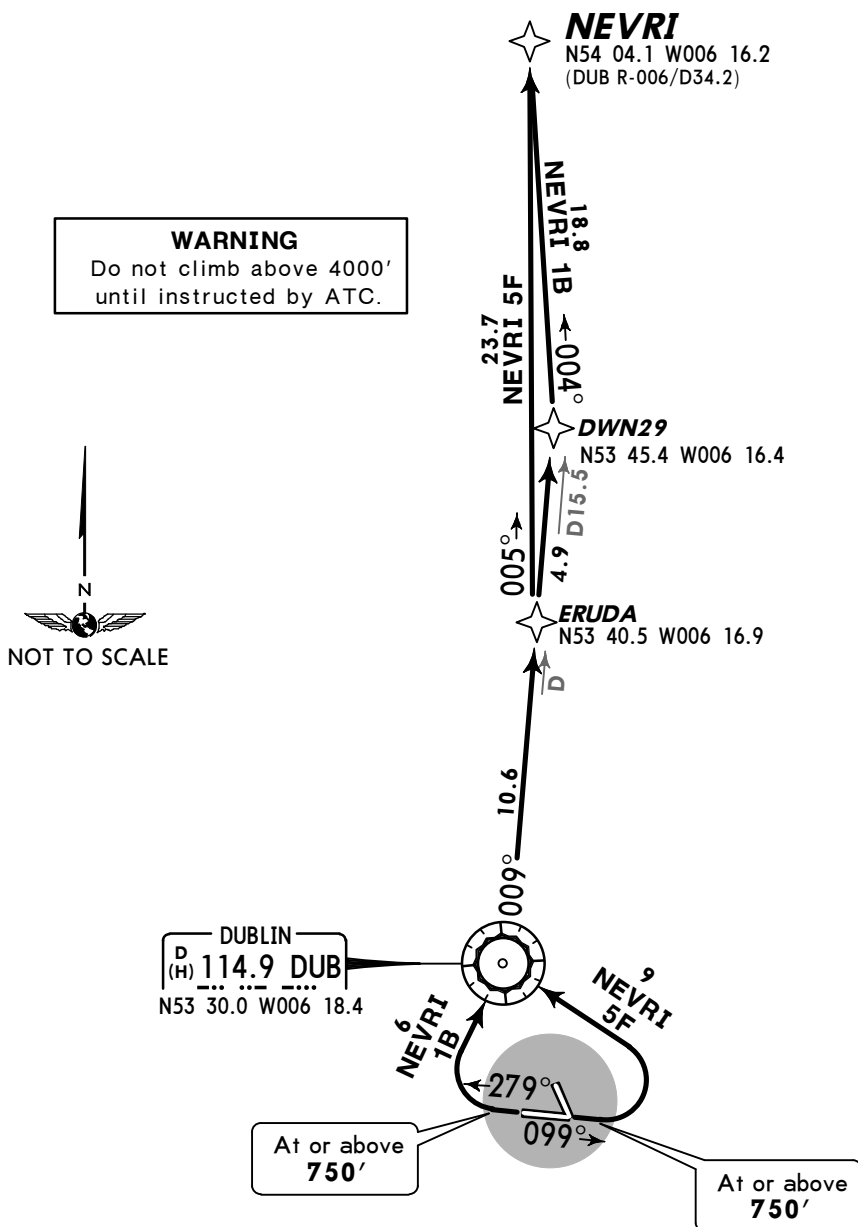
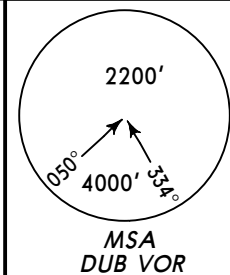
| SID        | RWY | ROUTING                               |
|------------|-----|---------------------------------------|
| KISHA 1H ① | 34  | (750'+) - BATED - KISHA - LIFFY.      |
| KISHA 1P ① | 16  | (750'+) - OP - BATED - KISHA - LIFFY. |

① Traffic with RFL180 or above must reach FL180 by GINIS.

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**NEVRI 1B [NEVR1B], NEVRI 5F [NEVR5F]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

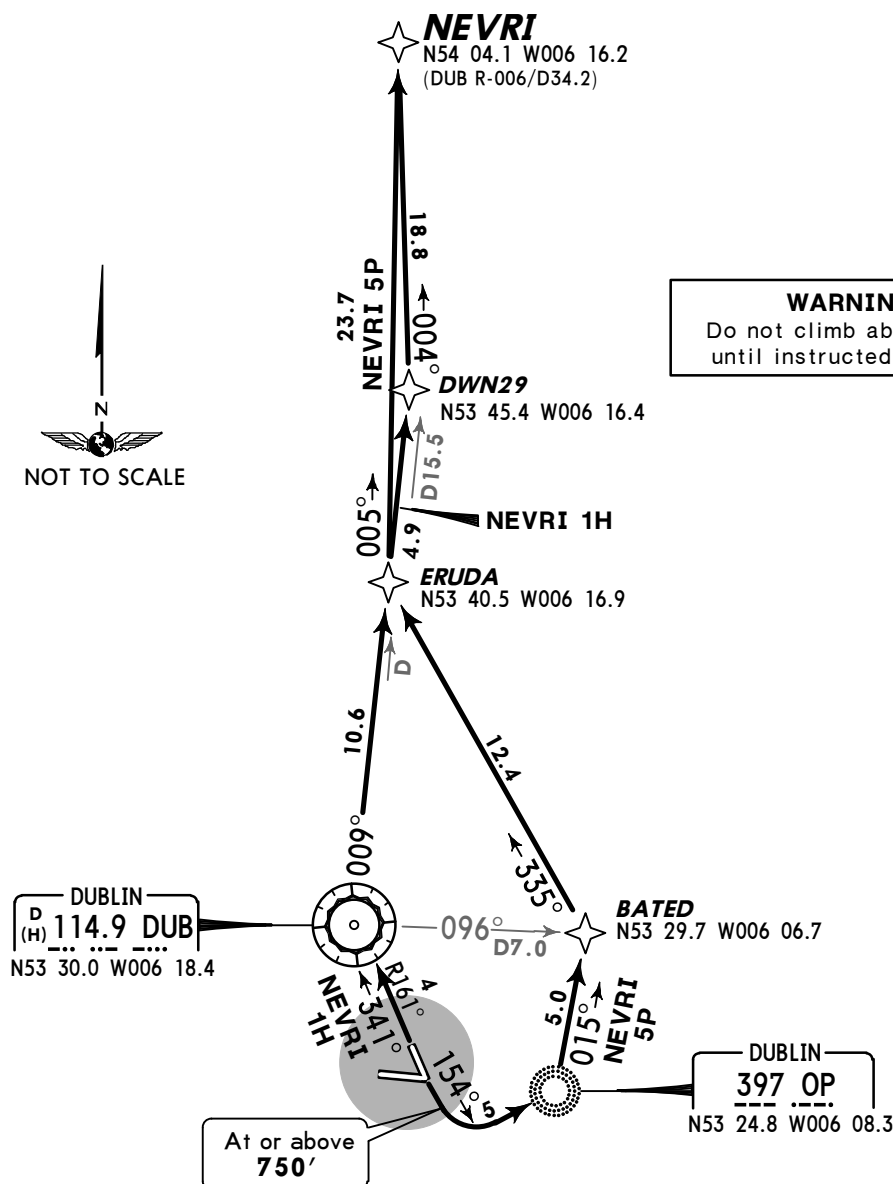
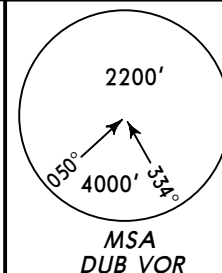
Initial climb clearance **4000'**

| SID             | RWY       | ROUTING                        |
|-----------------|-----------|--------------------------------|
| <b>NEVRI 1B</b> | <b>28</b> | (750'+) - DUB - DWN29 - NEVRI. |
| <b>NEVRI 5F</b> | <b>10</b> | (750'+) - DUB - ERUDA - NEVRI. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

NEVRI 1H [NEVR1H] , NEVRI 5P [NEVR5P]  
RWYS 34, 16 P-RNAV DEPARTURES  
RNAV 1 (DME/DME, GNSS REQUIRED)  
**SPEED: MAX 250 KT BELOW FL100**

CAT A & B



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

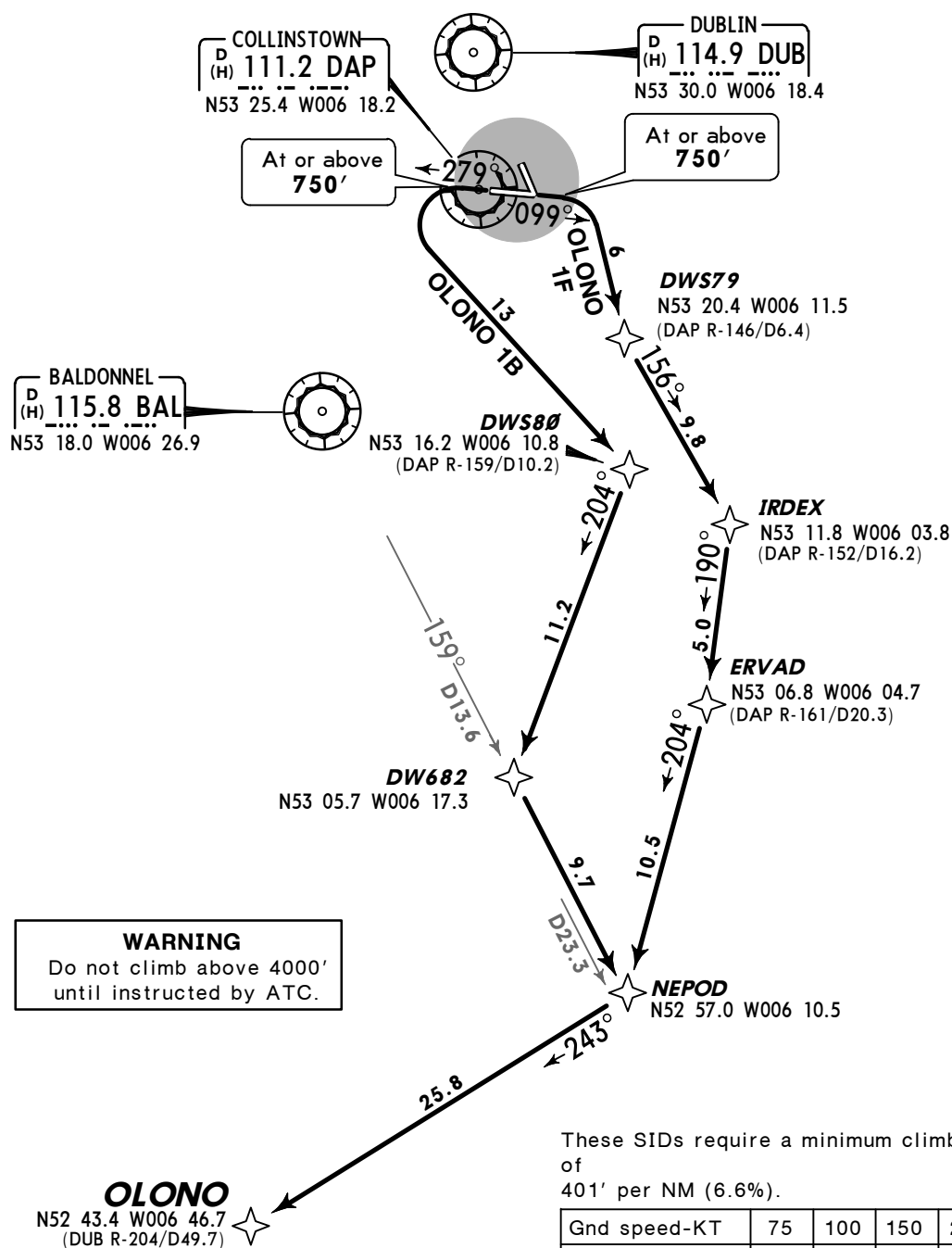
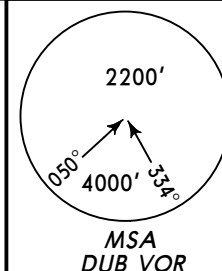
Initial climb clearance **4000'**

| SID      | RWY | ROUTING                               |
|----------|-----|---------------------------------------|
| NEVRI 1H | 34  | (750'+) - DUB - DWN29 - NEVRI.        |
| NEVRI 5P | 16  | (750'+) - OP - BATED - ERUDA - NEVRI. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**OLONO 1B [OLON1B], OLONO 1F [OLON1F]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**SPEED MAX 250 KT BELOW FL100**

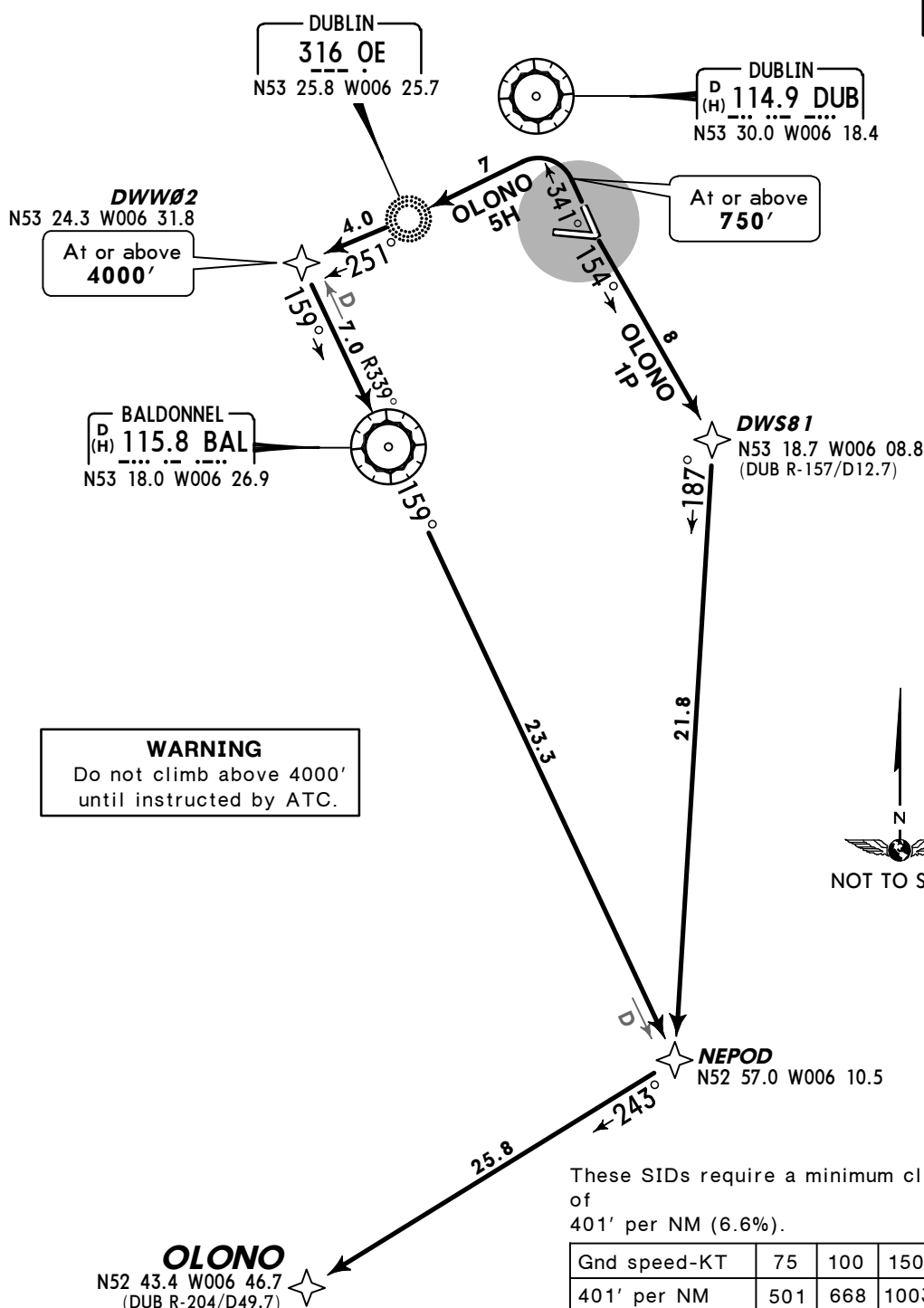
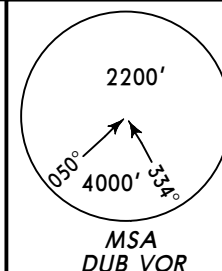
CAT A &amp; B

Initial climb clearance **4000'**

| SID      | RWY | ROUTING                                          |
|----------|-----|--------------------------------------------------|
| OLONO 1B | 28  | (750'+) - DWS80 - DW682 - NEPOD - OLONO.         |
| OLONO 1F | 10  | (750'+) - DWS79 - IRDEX - ERVAD - NEPOD - OLONO. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | <p>Trans level: By ATC    Trans alt: 5000'</p> <p>1. Immediately after take-off contact DUBLIN ACC.</p> <p>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.</p> <p>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.</p> <p>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.</p> <p>5. Integrity check fix available from RADAR.</p> |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

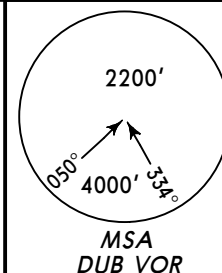
**OLONO 5H [OLON5H] , OLONO 1P [OLON1P]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
 RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**CAT A & B**



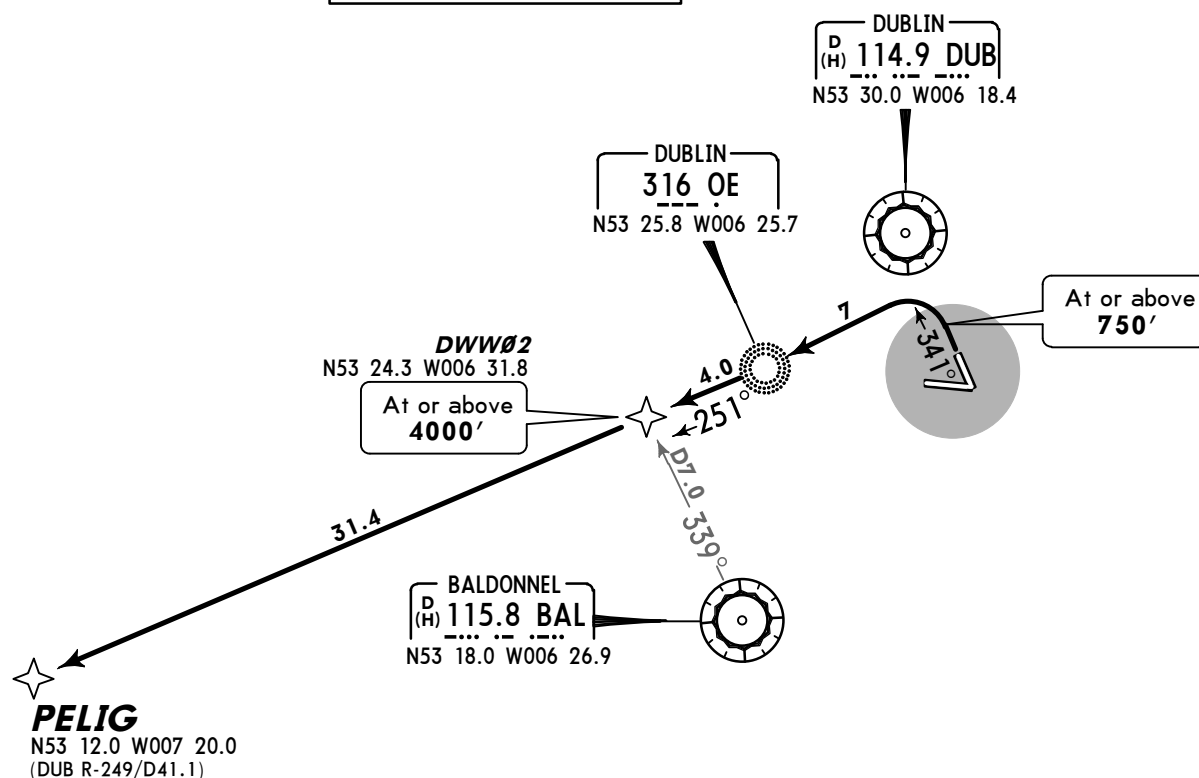
| Initial climb clearance <b>4000'</b> |     |                                                      |
|--------------------------------------|-----|------------------------------------------------------|
| SID                                  | RWY | ROUTING                                              |
| OLONO 5H                             | 34  | (750'+) - OE - DWW02 (4000'+) - BAL - NEPOD - OLONO. |
| OLONO 1P                             | 16  | (750'+) - DWS81 - NEPOD - OLONO.                     |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Apt Elev<br>242' |             | 1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |

**PELIG 5H [PELI5H]**  
**RWY 34 P-RNAV DEPARTURE**  
 RNAV 1 (DME/DME, GNSS REQUIRED)  
 AVAILABLE ONLY WHEN MILITARY NOT ACTIVE  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**CAT A & B**



**WARNING**  
 Do not climb above 4000'  
 until instructed by ATC.



This SID requires a minimum climb gradient of 401' per NM (6.6%).

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

Initial climb clearance **4000'**

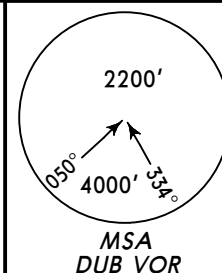
**ROUTING**

(750'+) - OE - DWW02 (4000'+) - PELIG.

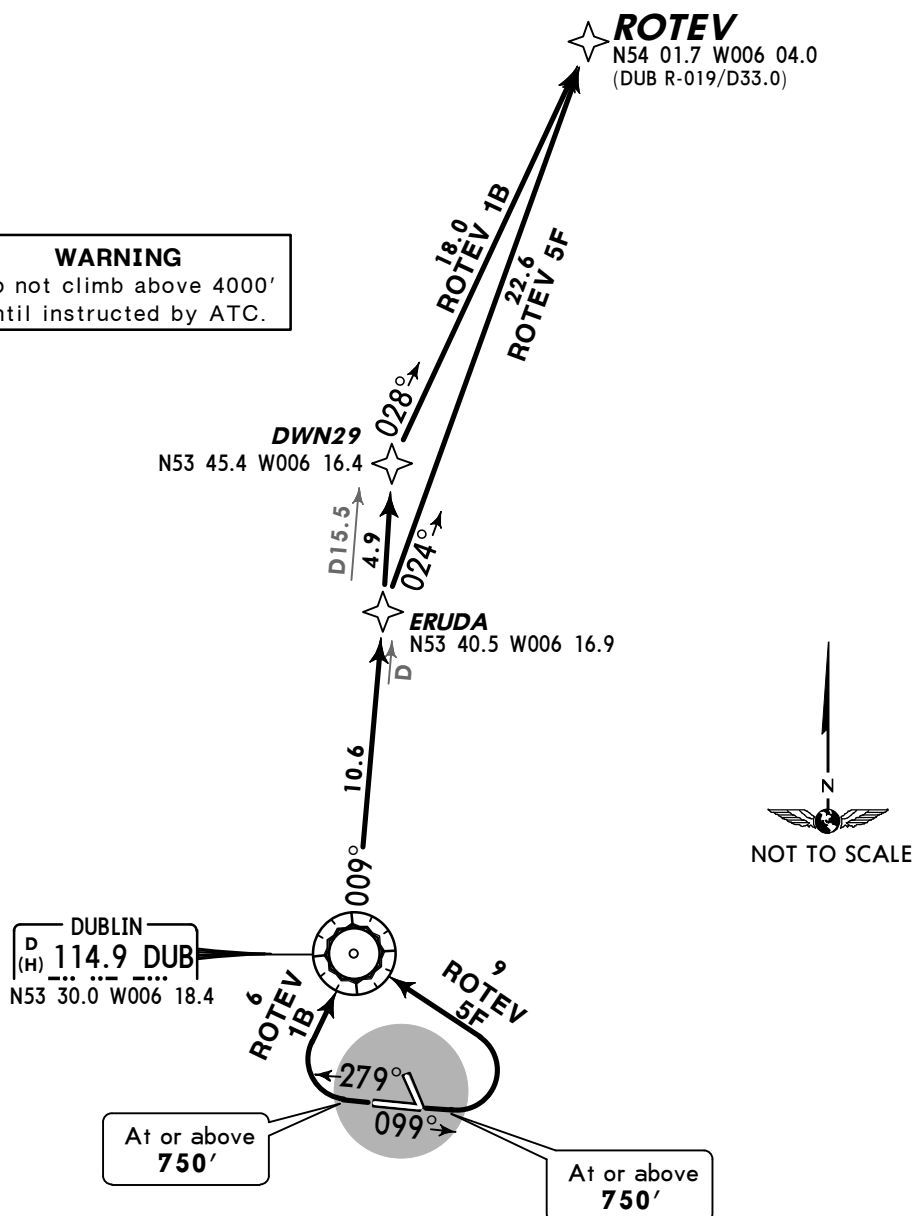
|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**ROTEV 1B [ROTE1B], ROTEV 5F [ROTE5F]  
RWYS 28, 10 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME, GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



**WARNING**  
Do not climb above 4000'  
until instructed by ATC.



These SIDs require a minimum climb gradient  
of  
401' per NM (6.6%).

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

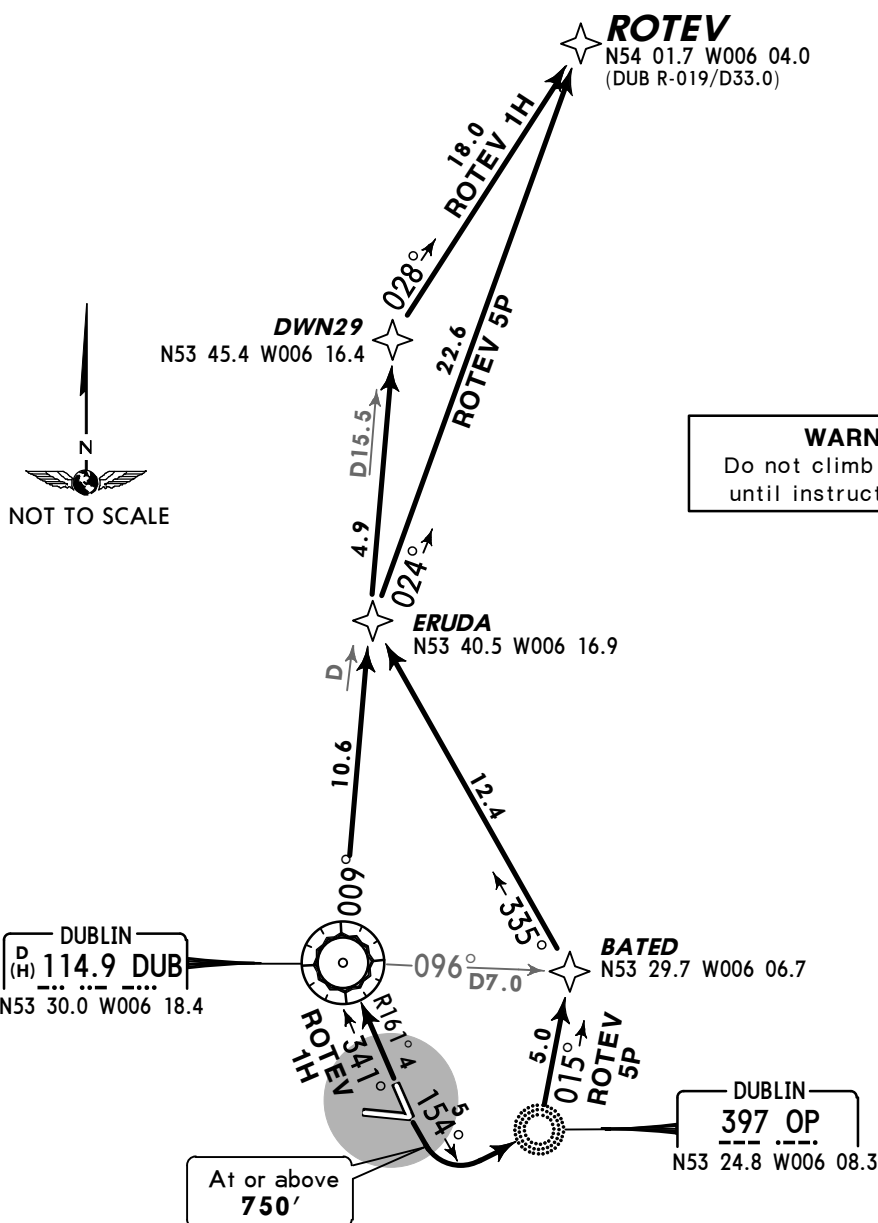
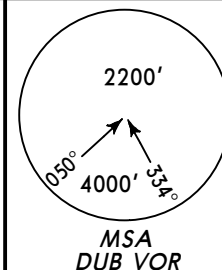
Initial climb clearance **4000'**

| SID      | RWY | ROUTING                        |
|----------|-----|--------------------------------|
| ROTEV 1B | 28  | (750'+) - DUB - DWN29 - ROTEV. |
| ROTEV 5F | 10  | (750'+) - DUB - ERUDA - ROTEV. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**ROTEV 1H [ROTE1H], ROTEV 5P [ROTE5P]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
RNAV 1 (DME/DME OR GNSS REQUIRED)  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



These SIDs require a minimum climb gradient of 401' per NM (6.6%).

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

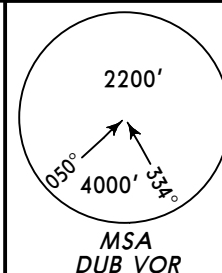
Initial climb clearance **4000'**

| SID             | RWY       | ROUTING                               |
|-----------------|-----------|---------------------------------------|
| <b>ROTEV 1H</b> | <b>34</b> | (750'+) - DUB - DWN29 - ROTEV.        |
| <b>ROTEV 5P</b> | <b>16</b> | (750'+) - OP - BATED - ERUDA - ROTEV. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

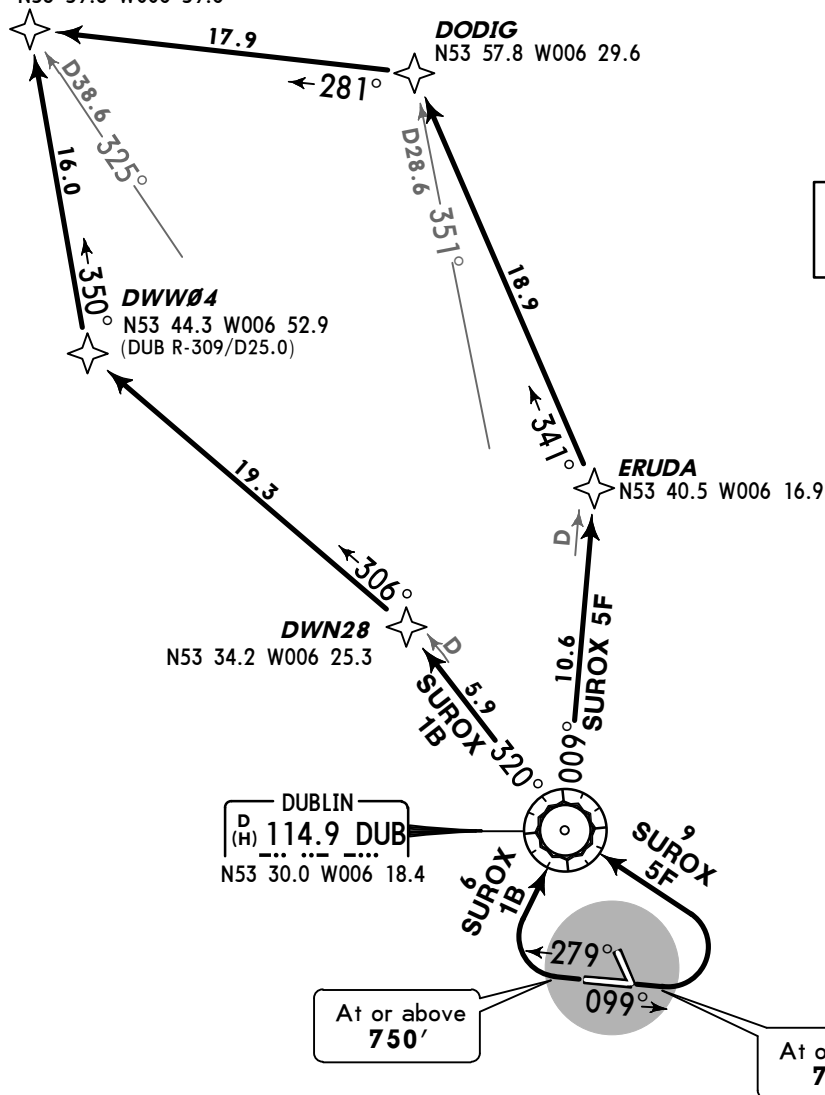
**SUROX 1B [SURO1B], SUROX 5F [SURO5F]**  
**RWYS 28, 10 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME OR GNSS REQUIRED)**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



**SUROX**

N53 59.8 W006 59.6



**WARNING**

Do not climb above 4000'  
until instructed by ATC.

These SIDs require a minimum climb gradient  
of  
401' per NM (6.6%).

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

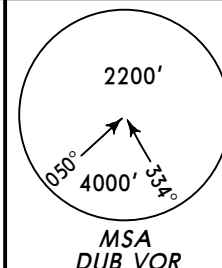
Initial climb clearance **4000'**

| SID             | RWY       | ROUTING                                |
|-----------------|-----------|----------------------------------------|
| <b>SUROX 1B</b> | <b>28</b> | (750'+) - DUB - DWN28 - DWW04 - SUROX. |
| <b>SUROX 5F</b> | <b>10</b> | (750'+) - DUB - ERUDA - DODIG - SUROX. |

|                  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DUBLIN ACC       |             | Trans level: By ATC    Trans alt: 5000'<br>1. Immediately after take-off contact DUBLIN ACC.<br>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.<br>3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.<br>4. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use.<br>5. Integrity check fix available from RADAR. |
| Lower North      | Lower South |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 132.57           | 126.25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Apt Elev<br>242' |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**SUROX 1H [SURO1H], SUROX 5P [SURO5P]**  
**RWYS 34, 16 P-RNAV DEPARTURES**  
**RNAV 1 (DME/DME OR GNSS REQUIRED)**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B



**SUROX**

N53 59.8 W006 59.6

17.9  
281°  
DODIG  
N53 57.8 W006 29.6

D38.6  
325°  
16.0

350°  
DWW04

N53 44.3 W006 52.9

(DUB R-309/D25.0)

19.3  
306°  
DWN28

N53 34.2 W006 25.3

5.9  
320°  
D

009°  
D10.6

12.4  
335°  
ERUDA

N53 40.5 W006 16.9

096°  
D7.0

5.0  
015°  
BATED

N53 29.7 W006 06.7

015°  
SUROX 5P

N53 24.8 W006 08.3

015°  
SUROX 1H

N53 30.0 W006 18.4

015°  
SUROX 1H

N53 30.0 W006 18.4

015°  
SUROX 1H

N53 30.0 W006 18.4

015°  
SUROX 1H

N53 30.0 W006 18.4

015°  
SUROX 1H

N53 30.0 W006 18.4

015°  
SUROX 1H

N53 30.0 W006 18.4

015°  
SUROX 1H

N53 30.0 W006 18.4

015°  
SUROX 1H

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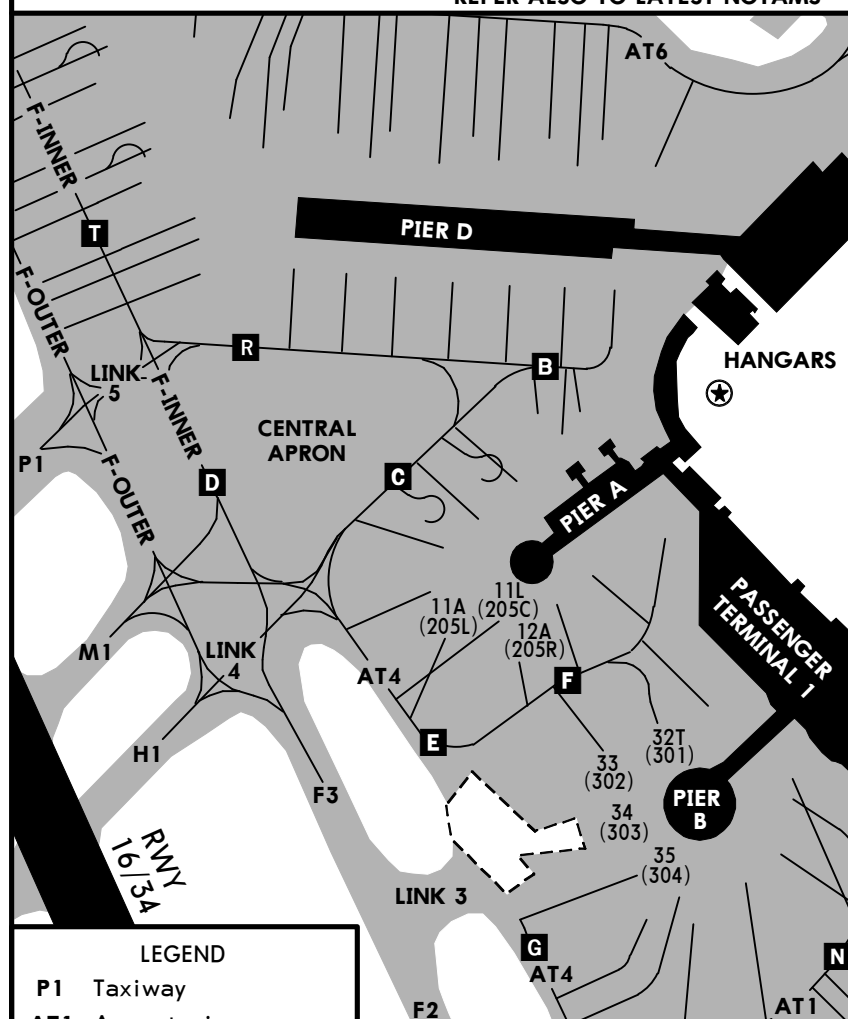
N53 30.0 W006 18.4

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N53 30.0 W006 18.4

## TEMPORARY CONSTRUCTION WORKS IN FOUR PHASES

REFER ALSO TO LATEST NOTAMS

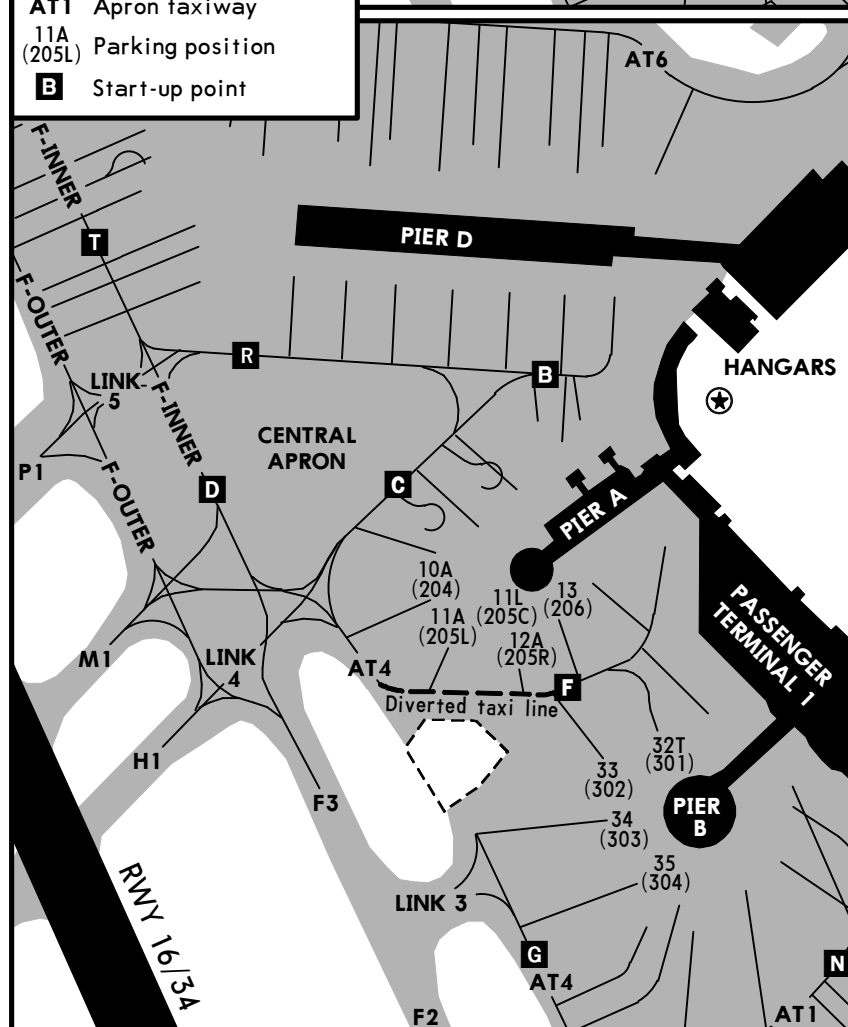


## PHASE 1

LINK 3 closed.  
Taxiing on AT4 abeam LINK 3 not permitted.  
Stand 34 (303) closed.  
Access to stand taxi lane between Pier A and Pier B restricted to acft MAX wingspan 118'/36m.

## LEGEND

- P1 Taxiway
- AT1 Apron taxiway
- 11A (205L) Parking position
- B** Start-up point



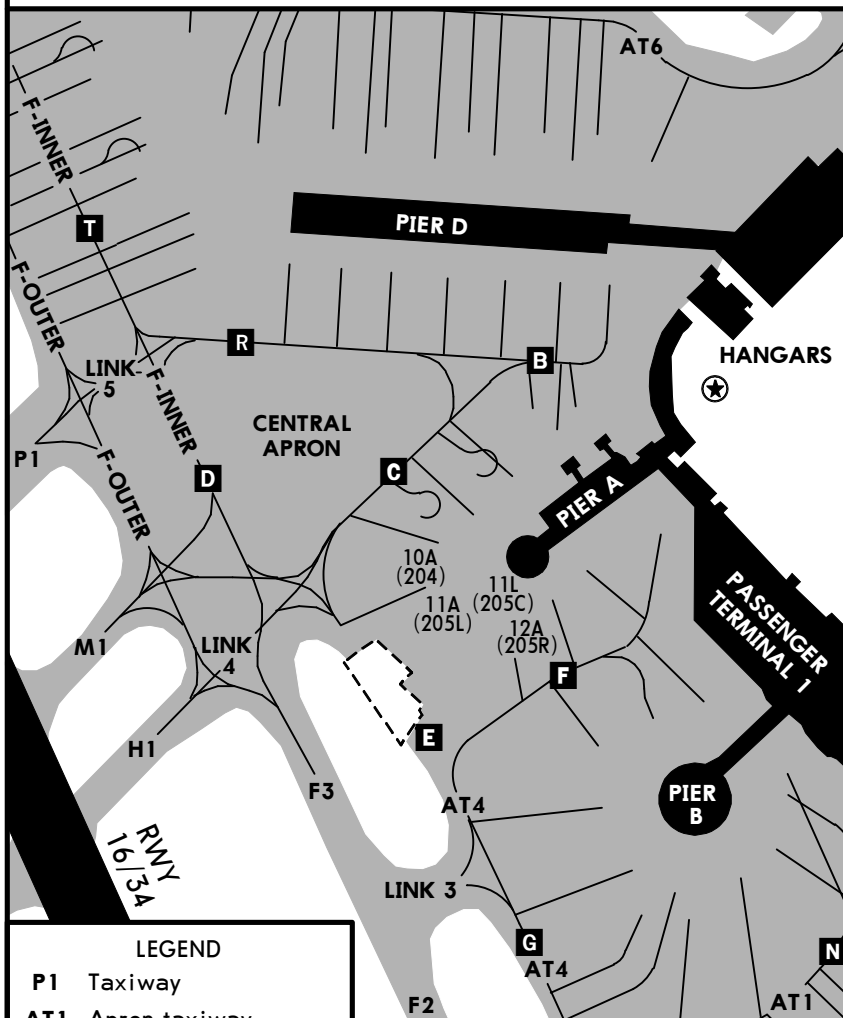
## PHASE 2

Stand 11L (205C) closed.  
Access to stand taxi lane between Pier A and Pier B restricted to acft MAX wingspan 118'/36m.  
Temporary diverted taxi line will be provided.

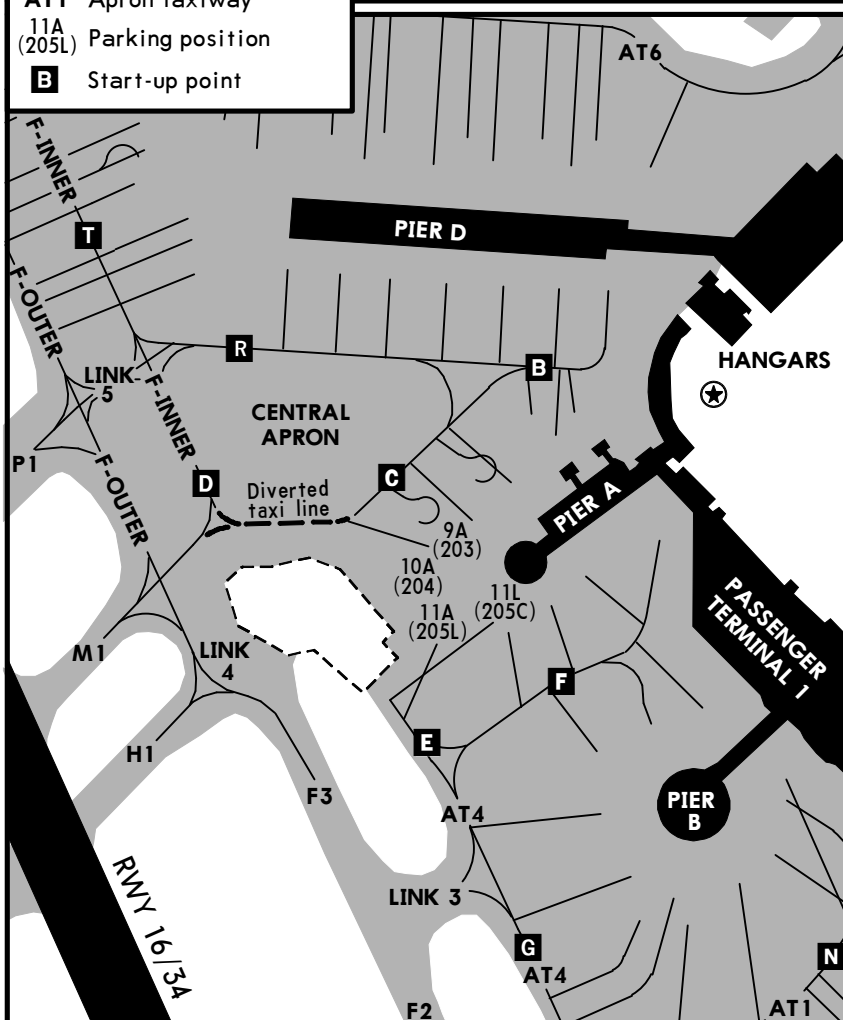
## TEMPORARY CONSTRUCTION WORKS IN FOUR PHASES

REFER ALSO TO LATEST NOTAMS

## PHASE 3

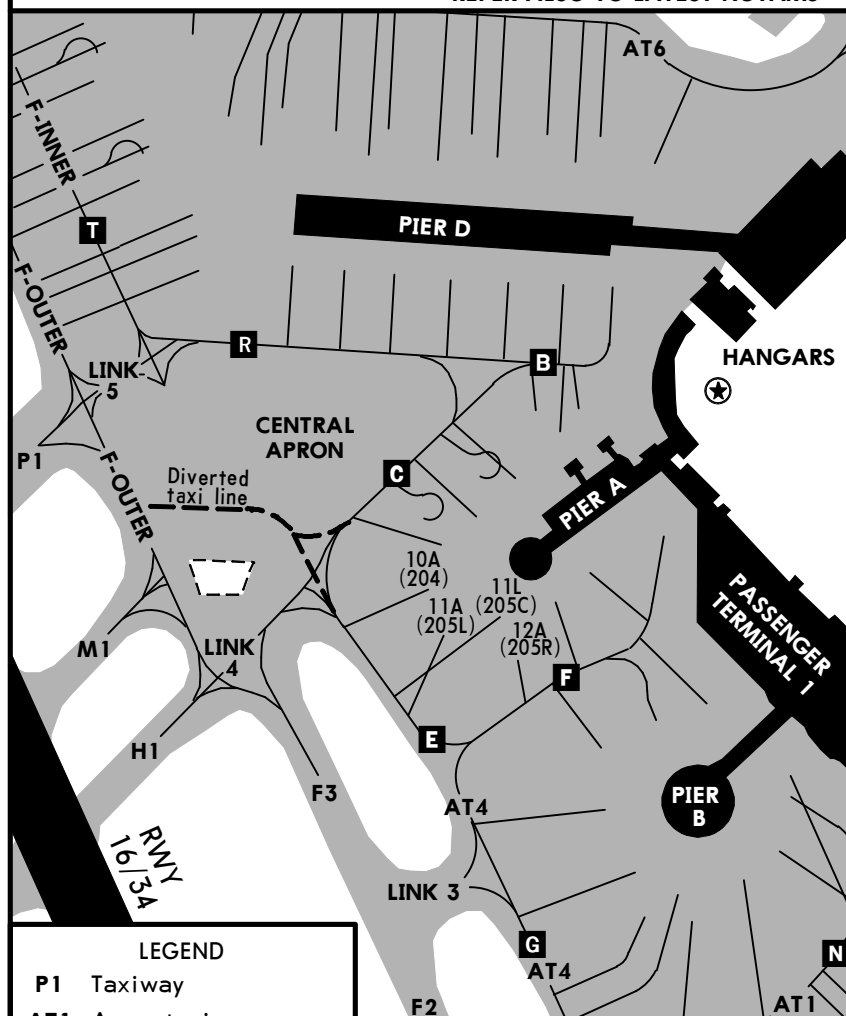
Stands 11A (205L) and  
11L (205C) closed.

## PHASE 4

Stand 10A (204) closed.  
Temporary diverted taxi line will  
be provided for acft MAX  
wingspan 118'/36m.

## TEMPORARY CONSTRUCTION WORK PHASE 5 &amp; 6

REFER ALSO TO LATEST NOTAMS



## LEGEND

- P1 Taxiway
- AT1 Apron taxiway
- 11A (205L) Parking position
- B Start-up point

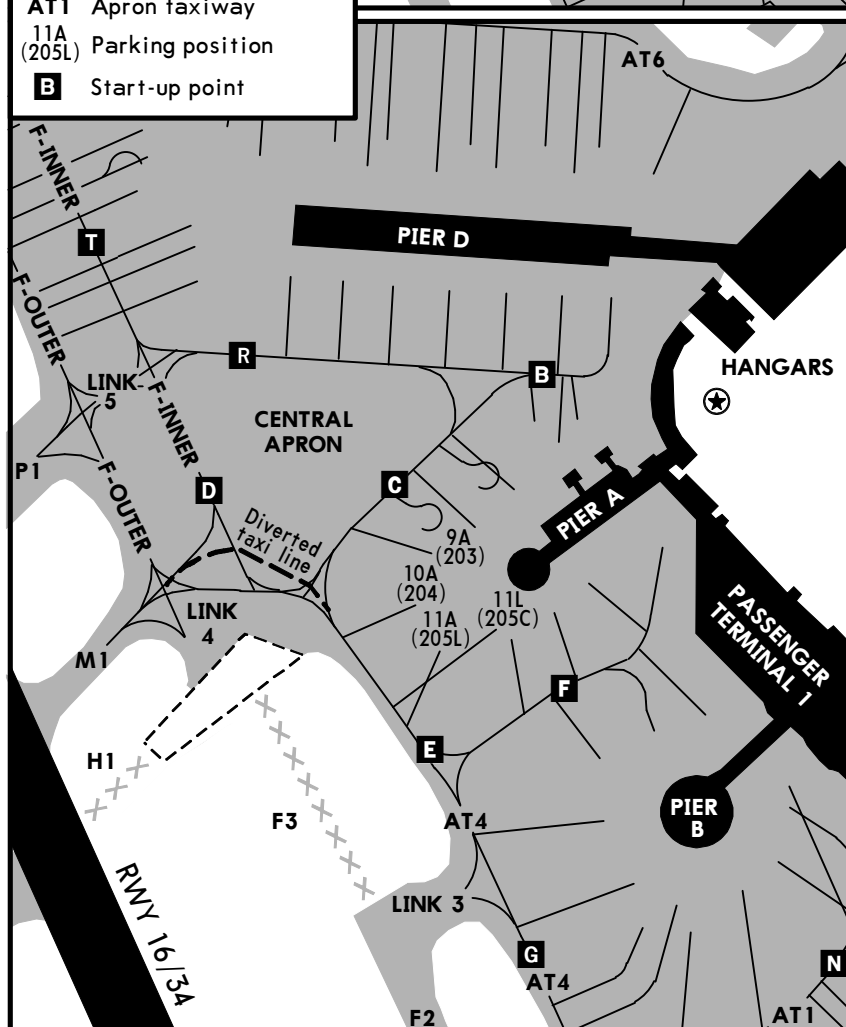
## PHASE 5

A portion of LINK 4 closed.  
Temporary diverted taxi line for acft MAX wingspan 213'/65m north of working area will be provided.

During LVP follow-me car will be provided on diverted taxi line.  
A portion of Apron taxiway F-INNER between LINK 5 and twy F3 closed.

A Portion of Apron taxiway F-OUTER between twy H1 and twy P1 restricted to acft MAX wingspan 118'/36m.

During LVP acft entering or exiting the apron via twy H1, an additional route will be available via twy F3 and LINK 3.

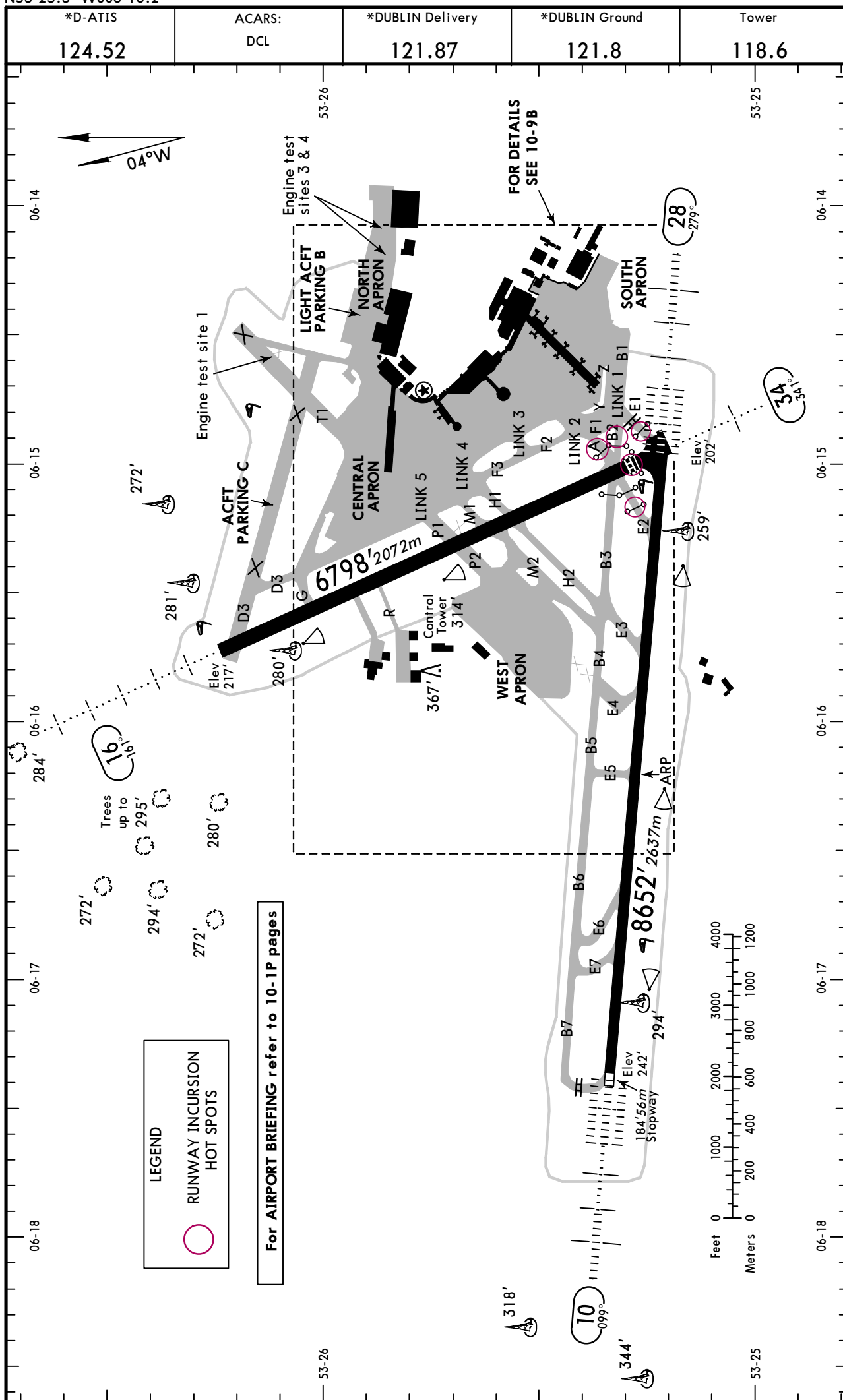


## PHASE 6

A portion of LINK 4 closed.  
Twys F3 and H1 closed.  
Temporary diverted taxi line for acft MAX wingspan 213'/65m north of working area will be provided.

During LVP follow-me car will be provided on diverted taxi line.

During LVP twys H1 and H2 will be replaced by twys M1 and M2.



## ADDITIONAL RUNWAY INFORMATION

|     |                                          |  |  |  | USABLE LENGTHS |             |          |       |
|-----|------------------------------------------|--|--|--|----------------|-------------|----------|-------|
| RWY |                                          |  |  |  | LANDING BEYOND |             | TAKE-OFF | WIDTH |
|     |                                          |  |  |  | Threshold      | Glide Slope |          |       |
| 10  | HIRL (60m) CL (15m) HIALS-II TDZ ① RVR   |  |  |  |                | 7498' 2285m | ③ ⑤      | 148'  |
| 28  | HIRL (60m) CL (15m) HIALS-II TDZ ① ② RVR |  |  |  |                | 7680' 2341m | ④        | 45m   |

① PAPI (3.0°)

② HST-E6 (with HSTIL, MAX exit speed 50 kts, recommended 35 kts)

③ TAKE-OFF RUN AVAILABLE

RWY 10:

From rwy head 8652' (2637m)  
 twy E7 int 7073' (2156m)  
 twy E6 int 6407' (1953m)  
 twy E5 int 4436' (1352m)

④ TAKE-OFF RUN AVAILABLE

RWY 28:

From rwy head 8652' (2637m)  
 twy E2 int 7923' (2415m)

⑤ Additional 299'/91m available as stopway.

|      |                              |     |  |             |   |      |
|------|------------------------------|-----|--|-------------|---|------|
| 16   | HIRL (60m) HIALS PAPI (3.0°) | RVR |  | 5826' 1776m |   | 200' |
| ⑥ 34 | HIRL (60m) ALS PAPI (3.0°)   |     |  |             | ⑦ | 61m  |

⑥ Rwy grooved.

⑦ TAKE-OFF RUN AVAILABLE

RWY 34:

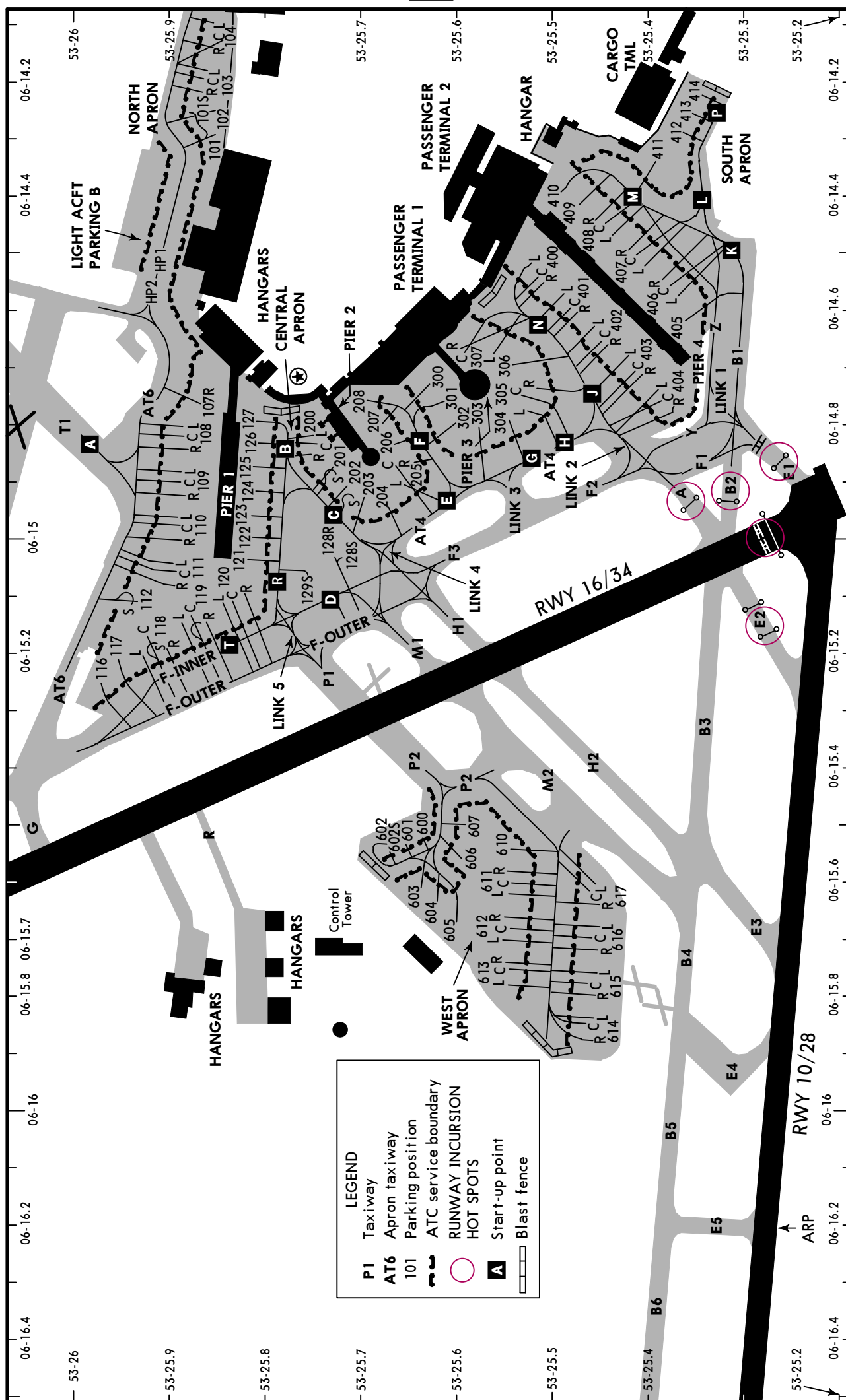
From rwy head 6798' (2072m)  
 twy A/B2/E2 int 5955' (1815m)

## Standard

## TAKE-OFF ①

|   | LVP must be in Force                              |                           |         |                          | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
|---|---------------------------------------------------|---------------------------|---------|--------------------------|--------------------------|-------------------|
|   | Approved Operators<br>HIRL, CL<br>& mult. RVR req | RL, CL<br>& mult. RVR req | RL & CL | RCLM (DAY only)<br>or RL |                          |                   |
| A |                                                   |                           |         |                          |                          |                   |
| B | 125m                                              | 150m                      | 200m    | 250m                     | 400m                     | 500m              |
| C |                                                   |                           |         |                          |                          |                   |
| D | 150m                                              | 200m                      | 250m    | 300m                     |                          |                   |

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



CHANGES: Parking stands 128S &amp; start-up point P added.

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| INS COORDINATES |                    |                |                    |
|-----------------|--------------------|----------------|--------------------|
| STAND No.       | COORDINATES        | STAND No.      | COORDINATES        |
| 101             | N53 25.8 W006 14.3 | 400L, 400C     | N53 25.5 W006 14.5 |
| 101S            | N53 25.9 W006 14.3 | 400R thru 401R | N53 25.5 W006 14.6 |
| 102             | N53 25.8 W006 14.3 | 402L thru 403R | N53 25.4 W006 14.7 |
| 103L thru 103R  | N53 25.8 W006 14.2 | 404L thru 404R | N53 25.4 W006 14.8 |
| 104C, 104L      | N53 25.8 W006 14.1 | 405            | N53 25.4 W006 14.7 |
| 104R            | N53 25.8 W006 14.2 | 406L thru 407C | N53 25.4 W006 14.6 |
| 107R            | N53 25.8 W006 14.8 | 407R, 408L     | N53 25.4 W006 14.5 |
| 108L, 108C      | N53 25.9 W006 14.8 | 408C thru 409  | N53 25.5 W006 14.5 |
| 108R thru 109R  | N53 25.9 W006 14.9 | 410            | N53 25.5 W006 14.4 |
| 110L thru 110R  | N53 25.9 W006 15.0 | 411            | N53 25.4 W006 14.4 |
| 111L thru 112S  | N53 25.9 W006 15.1 | 412, 413       | N53 25.4 W006 14.3 |
| 116             | N53 26.0 W006 15.3 | 414            | N53 25.3 W006 14.3 |
| 117             | N53 26.0 W006 15.2 | 600            | N53 25.6 W006 15.5 |
| 118L thru 118R  | N53 25.9 W006 15.2 | 601, 602       | N53 25.7 W006 15.5 |
| 119L thru 119R  | N53 25.9 W006 15.1 | 602S, 603      | N53 25.7 W006 15.6 |
| 120L thru 120R  | N53 25.8 W006 15.1 | 604, 605       | N53 25.6 W006 15.7 |
| 121 thru 123    | N53 25.8 W006 15.0 | 606            | N53 25.6 W006 15.6 |
| 124, 125        | N53 25.8 W006 14.9 | 607            | N53 25.6 W006 15.5 |
| 126, 127        | N53 25.8 W006 14.8 | 610 thru 611R  | N53 25.6 W006 15.6 |
| 128R, 128S      | N53 25.7 W006 15.0 | 612L thru 612R | N53 25.6 W006 15.7 |
| 129S            | N53 25.7 W006 15.1 | 613L thru 613R | N53 25.6 W006 15.8 |
| 200L            | N53 25.7 W006 14.8 | 614L thru 614R | N53 25.5 W006 15.9 |
| 200C thru 206   | N53 25.7 W006 14.9 | 615L thru 615R | N53 25.4 W006 15.8 |
| 207, 208        | N53 25.7 W006 14.8 | 616L thru 616R | N53 25.4 W006 15.7 |
| 300             | N53 25.6 W006 14.7 | 617L           | N53 25.5 W006 15.6 |
| 301 thru 303    | N53 25.6 W006 14.8 | 617C, 617R     | N53 25.5 W006 15.7 |
| 304             | N53 25.5 W006 14.8 | HP1            | N53 25.9 W006 14.5 |
| 305L thru 305R  | N53 25.5 W006 14.8 | HP2            | N53 25.9 W006 14.6 |
| 306             | N53 25.5 W006 14.7 |                |                    |
| 307L thru 307R  | N53 25.6 W006 14.7 |                |                    |

| STRAIGHT-IN RWY |           | DA(H) / MDA(H) | RVR (ALS/ALS out) |
|-----------------|-----------|----------------|-------------------|
| 10              | CAT 2 ILS | 342' (100')    | RA 94' - 300m     |
|                 | ILS       | 442' (200')    | 500m / 1000m      |
|                 | LOC       | 660' (418')    | 800m / 1000m      |
|                 | VOR       | 680' (438')    | 800m / 1000m      |
| 16              | ILS       | 417' (200')    | 500m / 1000m      |
|                 | LOC       | 590' (373')    | 800m / 1000m      |
|                 | VOR       | 590' (373')    | 800m / 1000m      |
| 28              | CAT 2 ILS | 302' (100')    | RA 106' - 300m    |
|                 | ILS       | 402' (200')    | 500m / 1000m      |
|                 | LOC       | 600' (398')    | 800m / 1000m      |
|                 | VOR       | 650' (448')    | 800m / 1000m      |
| 34              | VOR       | 650' (448')    | 1000m / 1000m     |

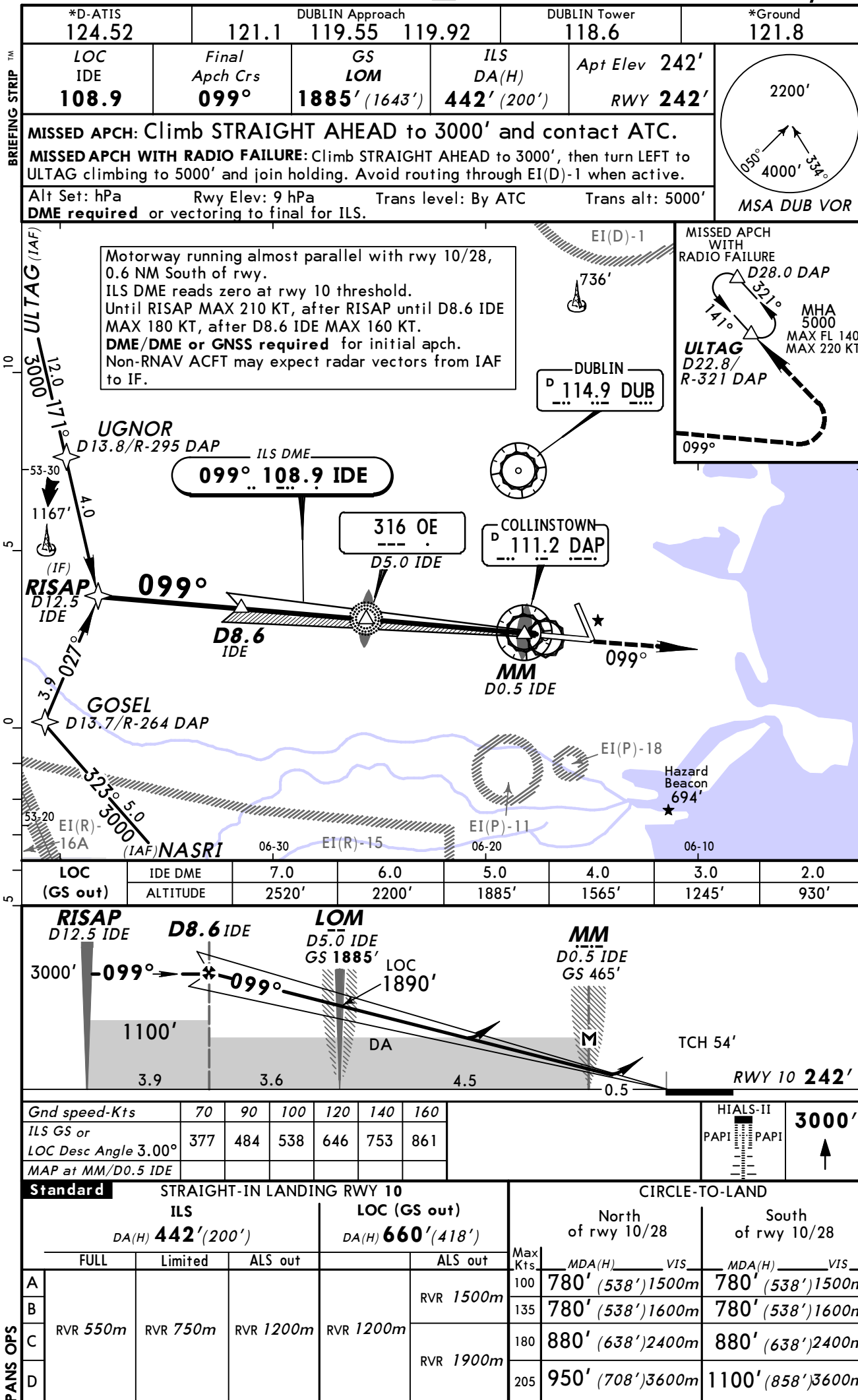
| CIRCLE-TO-LAND | MDA(H)      | VIS   |
|----------------|-------------|-------|
|                | 780' (538') | 1000m |

**TAKE-OFF RWY 10, 16, 28, 34**

| LVP must be in Force ❶            |                        |                                       |                       |                         |
|-----------------------------------|------------------------|---------------------------------------|-----------------------|-------------------------|
| RL, FATO<br>LTS, CL &<br>RVR info | RL, FATO<br>LTS & RCLM | Unlit/unmarked<br>defined<br>RWY/FATO | Nil Facilities<br>DAY | Nil Facilities<br>NIGHT |
| 150m                              | 200m                   | 200m                                  | 250m ❷                | 800m                    |

❶ Without LVP 400m are stipulated.

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



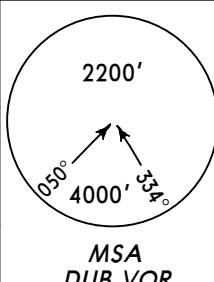
**EIDW/DUB**  
**DUBLIN INTL**

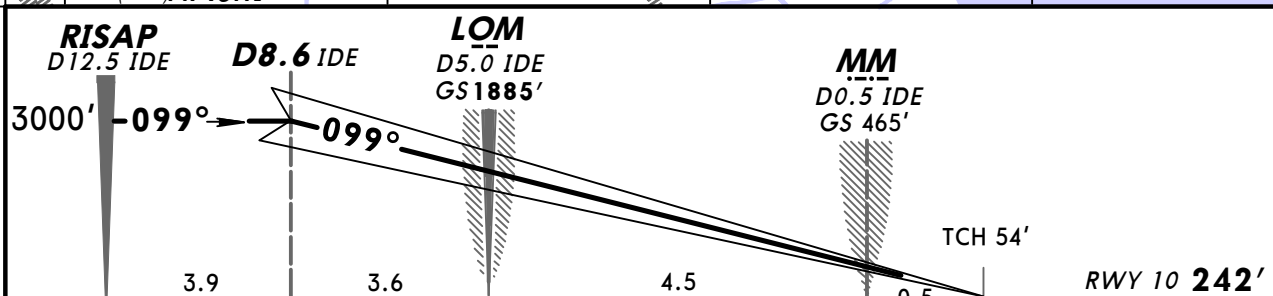
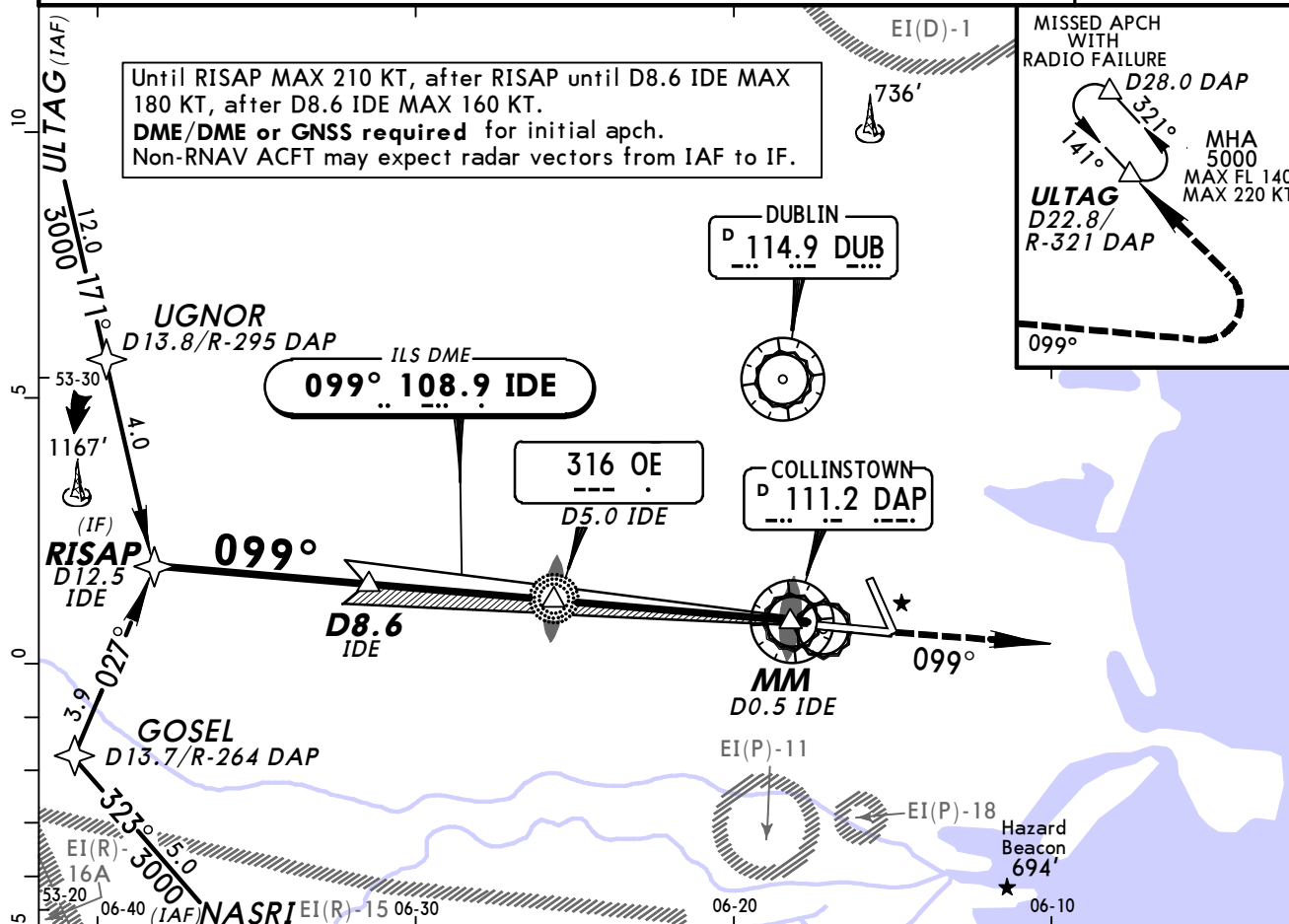
30 NOV 12  
**Eff 13 Dec**

**11-1A**

**DUBLIN, IRELAND**  
**CAT II/III ILS Rwy 10**

BRIEFING STRIP

|                                                                                                                                                                                                                               |                           |                                                  |                                              |                           |                                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------------------|----------------------------------------------|---------------------------|------------------------------------------------------------------------------------------------------------|
| *D-ATIS<br>124.52                                                                                                                                                                                                             |                           | DUBLIN Approach<br>121.1      119.55      119.92 |                                              | DUBLIN Tower<br>118.6     | *Ground<br>121.8                                                                                           |
| LOC<br>IDE<br>108.9                                                                                                                                                                                                           | Final<br>Apch Crs<br>099° | GS<br>LOM<br>1885' (1643')                       | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums | Apt Elev 242'<br>RWY 242' |  <p>MSA<br/>DUB VOR</p> |
| MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC.                                                                                                                                                                   |                           |                                                  |                                              |                           |                                                                                                            |
| MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to 3000', then turn LEFT to ULTAG climbing to 5000' and join holding. Avoid routing through EI(D)-1 when active.                                                         |                           |                                                  |                                              |                           |                                                                                                            |
| Alt Set: hPa      Rwy Elev: 9 hPa      Trans level: By ATC      Trans alt: 5000'                                                                                                                                              |                           |                                                  |                                              |                           |                                                                                                            |
| 1. Special aircrew and acft certification required. 2. <b>DME required</b> or vectoring to final for ILS. 3. Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy. 4. ILS DME reads zero at rwy 10 threshold. |                           |                                                  |                                              |                           |                                                                                                            |



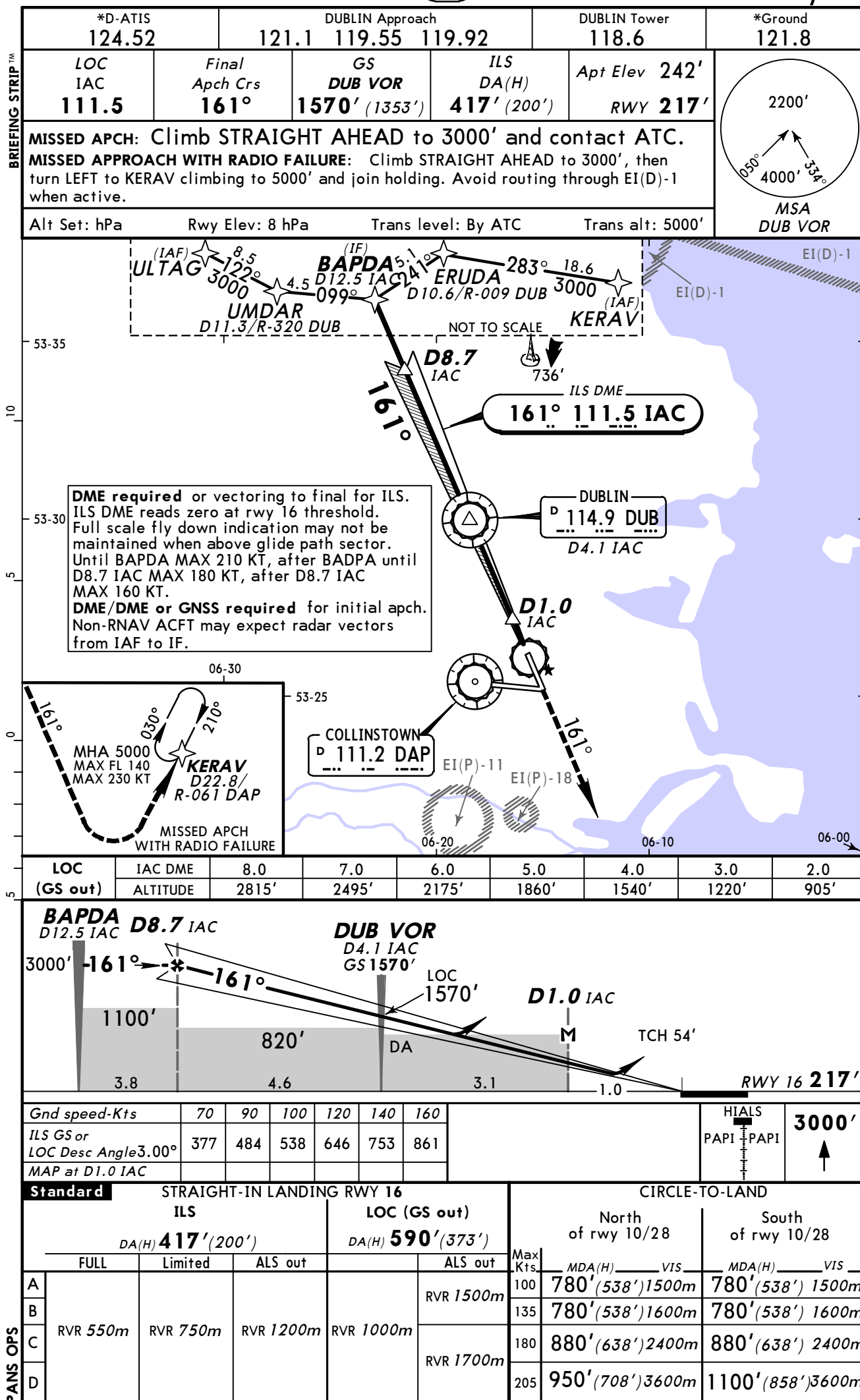
|               |       |     |     |     |     |     |                                       |
|---------------|-------|-----|-----|-----|-----|-----|---------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI PAPI<br><b>3000'</b> |
| GS            | 3.00° | 377 | 484 | 538 | 646 | 753 |                                       |
|               |       |     |     |     |     |     |                                       |

|                     |  |                                                                                                       |  |
|---------------------|--|-------------------------------------------------------------------------------------------------------|--|
| <b>Standard</b>     |  | <b>STRAIGHT-IN LANDING RWY 10</b>                                                                     |  |
| <b>CAT IIIA ILS</b> |  | <b>CAT II ILS</b>                                                                                     |  |
| DH <b>50'</b>       |  | RA <b>94'</b><br>DA(H) <b>342' (100')</b>                                                             |  |
| RVR <b>200m</b>     |  | RVR <b>300m</b>  |  |

 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Procedure, MSA, Notes, Minimums.

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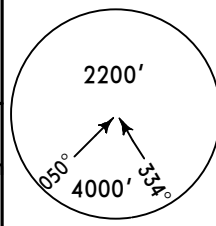


# EIDW/DUB DUBLIN INTL

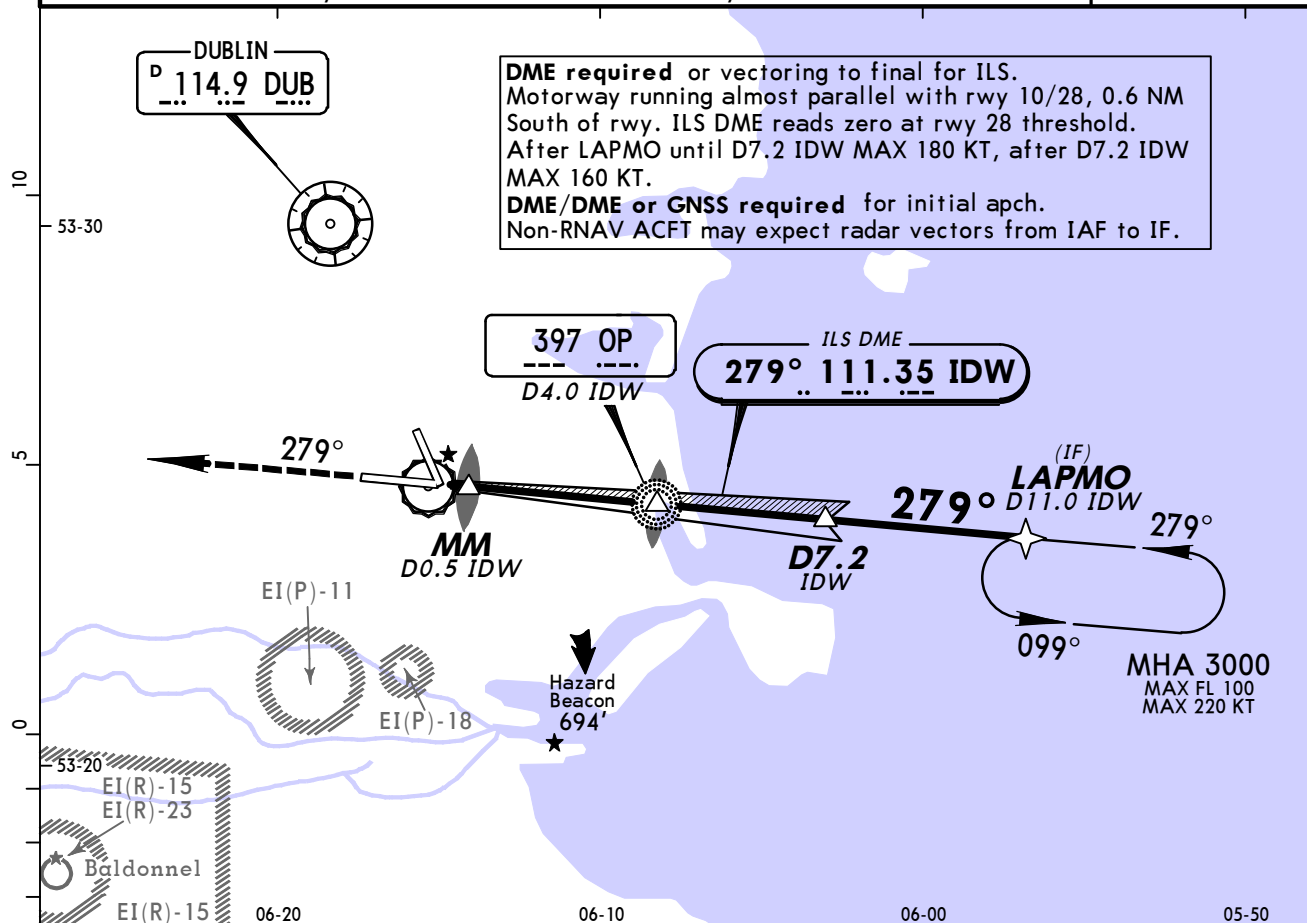
JEPPESSEN  
30 NOV 12 (11-3)

DUBLIN, IRELAND  
Eff 13 Dec ILS or LOC Rwy 28

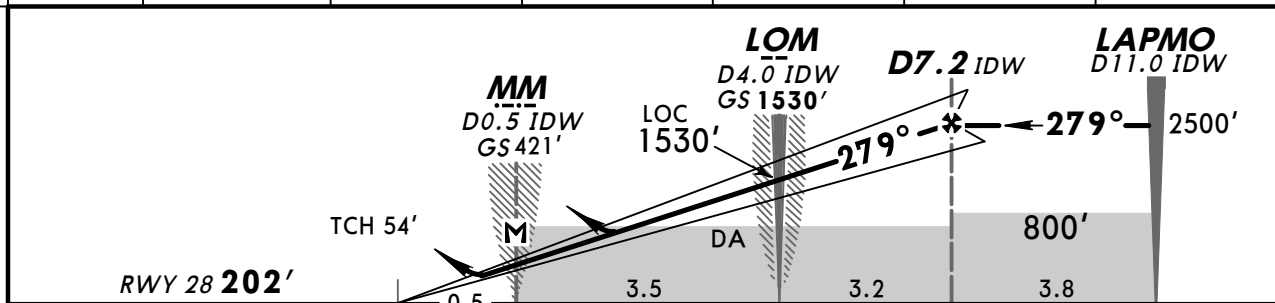
BRIEFING STRIP™

|                                                                                                                                                                                                                                           |                           |                                        |                             |                           |                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------------|-----------------------------|---------------------------|-------------------------------------------------------------------------------------|
| *D-ATIS<br>124.52                                                                                                                                                                                                                         |                           | DUBLIN Approach<br>121.1 119.55 119.92 |                             | DUBLIN Tower<br>118.6     | *Ground<br>121.8                                                                    |
| LOC<br>IDW<br>111.35                                                                                                                                                                                                                      | Final<br>Apch Crs<br>279° | GS<br>LOM<br>1530' (1328')             | ILS<br>DA(H)<br>402' (200') | Apt Elev 242'<br>RWY 202' |  |
| MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC.<br>MISSED APPROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to 3000', then turn RIGHT to LAPMO climbing to 5000' and join holding. Avoid routing through EI(D)-1 when active. |                           |                                        |                             |                           |                                                                                     |
| Alt Set: hPa                                                                                                                                                                                                                              | Rwy Elev: 7 hPa           | Trans level: By ATC                    | Trans alt: 5000'            |                           |                                                                                     |

MSA  
DUB VOR



| LOC (GS out) | IDW DME  | 2.0  | 3.0   | 4.0   | 5.0   | 6.0   |
|--------------|----------|------|-------|-------|-------|-------|
|              | ALTITUDE | 890' | 1210' | 1530' | 1850' | 2165' |



|                                   |     |     |     |     |     |     |
|-----------------------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 |
| ILS GS or<br>LOC Desc Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at MM/D0.5 IDW                |     |     |     |     |     |     |

| STRAIGHT-IN LANDING RWY 28 |          |          |           |           |                                  | CIRCLE-TO-LAND |                       |            |             |                       |        |     |
|----------------------------|----------|----------|-----------|-----------|----------------------------------|----------------|-----------------------|------------|-------------|-----------------------|--------|-----|
| ILS<br>DA(H) 402'(200')    |          |          |           |           | LOC (GS out)<br>DA(H) 600'(398') |                | North<br>of rwy 10/28 |            |             | South<br>of rwy 10/28 |        |     |
| FULL                       |          | Limited  | ALS out   |           |                                  |                | ALS out               | Max<br>Kts | MDA(H)      | VIS                   | MDA(H) | VIS |
| A                          | RVR 550m | RVR 750m | RVR 1200m | RVR 1100m | RVR 1500m                        | 100            | 780'(538')            | 1500m      | 780'(538')  | 1500m                 |        |     |
| B                          |          |          |           |           |                                  | 135            | 780'(538')            | 1600m      | 780'(538')  | 1600m                 |        |     |
| C                          |          |          |           |           | RVR 1800m                        | 180            | 880'(638')            | 2400m      | 880'(638')  | 2400m                 |        |     |
| D                          |          |          |           |           |                                  | 205            | 950'(708')            | 3600m      | 1100'(858') | 3600m                 |        |     |

CHANGES: Procedure. MSA. Notes. Minimums.

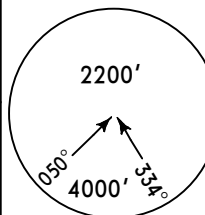
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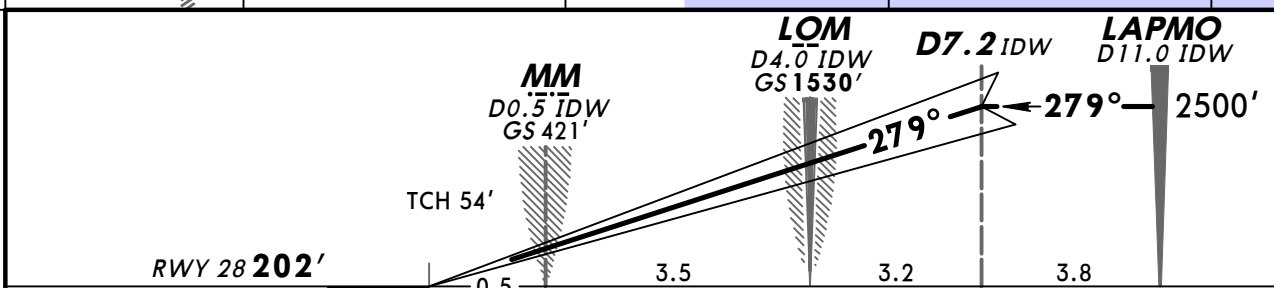
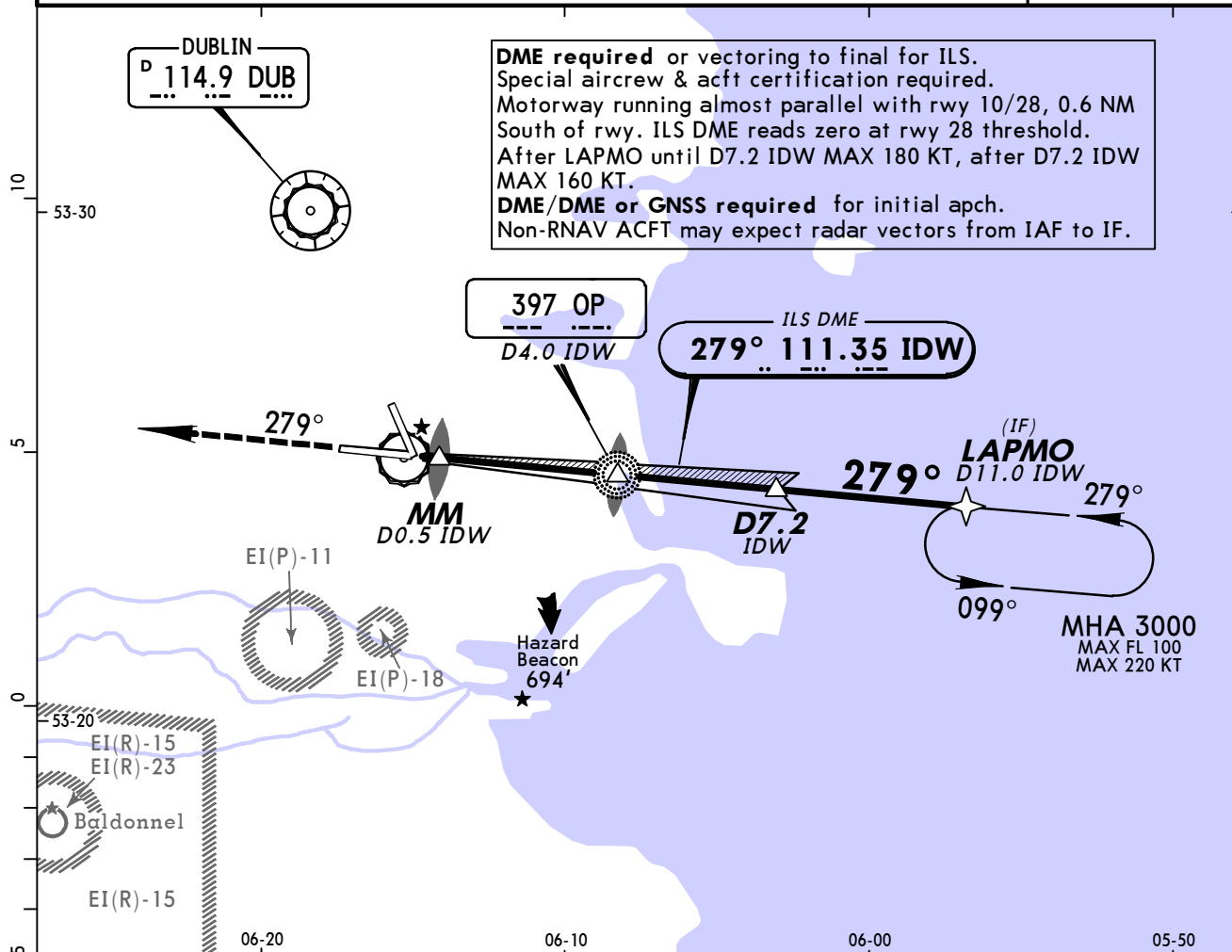
**EIDW/DUB**  
**DUBLIN INTL**

**JEPPESSEN**  
30 NOV 12  
**Eff 13 Dec** **(11-3A)**

**DUBLIN, IRELAND**  
**CAT II/III ILS Rwy 28**

BRIEFING STRIP™

|                                                                                                                                                                                   |                                                         |                                   |                                              |                                         |                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-----------------------------------|----------------------------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| *D-ATIS<br><b>124.52</b>                                                                                                                                                          | DUBLIN Approach<br><b>121.1      119.55      119.92</b> |                                   |                                              | DUBLIN Tower<br><b>118.6</b>            | *Ground<br><b>121.8</b>                                                                                                                        |
| LOC<br>IDW<br><b>111.35</b>                                                                                                                                                       | Final<br>Apch Crs<br><b>279°</b>                        | GS<br>LOM<br><b>1530' (1328')</b> | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums | Apt Elev <b>242'</b><br>RWY <b>202'</b> |  <p>2200'</p> <p>050° 4000' 334°</p> <p>MSA<br/>DUB VOR</p> |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC.</b>                                                                                                                |                                                         |                                   |                                              |                                         |                                                                                                                                                |
| <b>MISSED APPROACH WITH RADIO FAILURE:</b> Climb STRAIGHT AHEAD to 3000', then turn RIGHT to LAPMO climbing to 5000' and join holding. Avoid routing through EI(D)-1 when active. |                                                         |                                   |                                              |                                         |                                                                                                                                                |
| Alt Set: hPa                                                                                                                                                                      | Rwy Elev: 7 hPa                                         | Trans level: By ATC               |                                              | Trans alt: 5000'                        |                                                                                                                                                |



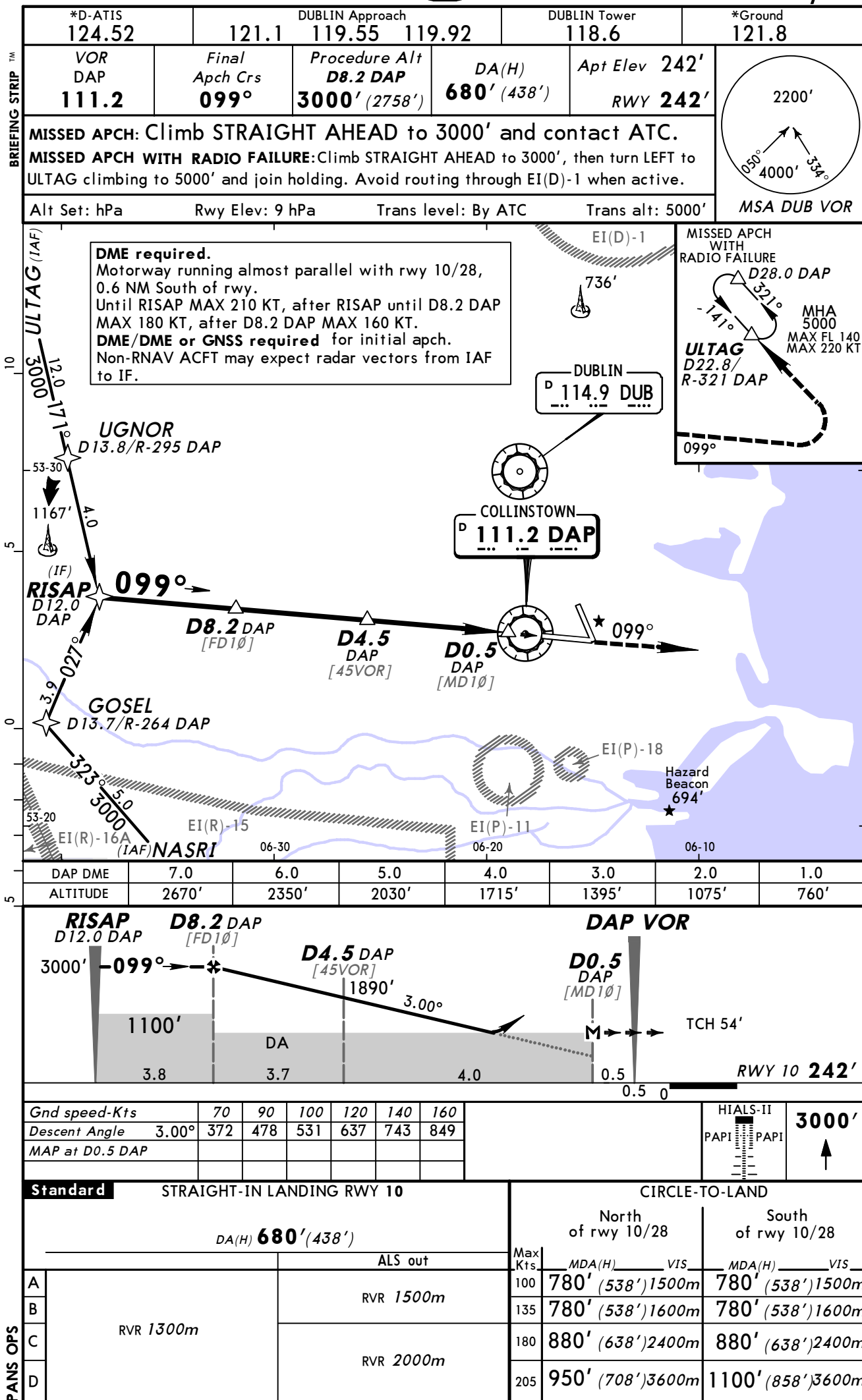
|               |       |     |     |     |     |     |                   |
|---------------|-------|-----|-----|-----|-----|-----|-------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | <b>3000'</b><br>↑ |
| GS            | 3.00° | 377 | 484 | 538 | 646 | 753 |                   |
|               |       |     |     |     |     |     |                   |

|                     |  |                                            |  |
|---------------------|--|--------------------------------------------|--|
| <b>Standard</b>     |  | <b>STRAIGHT-IN LANDING RWY 28</b>          |  |
| <b>CAT IIIA ILS</b> |  | <b>CAT II ILS</b>                          |  |
| <b>DH 50'</b>       |  | <b>RA 106'</b><br>DA(H) <b>302' (100')</b> |  |
| <b>RVR 200m</b>     |  | <b>RVR 300m</b>                            |  |

**Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.**

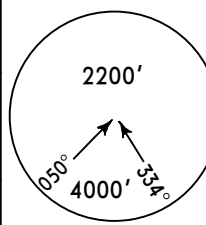
CHANGES: Procedure. MSA. Notes. Minimums.

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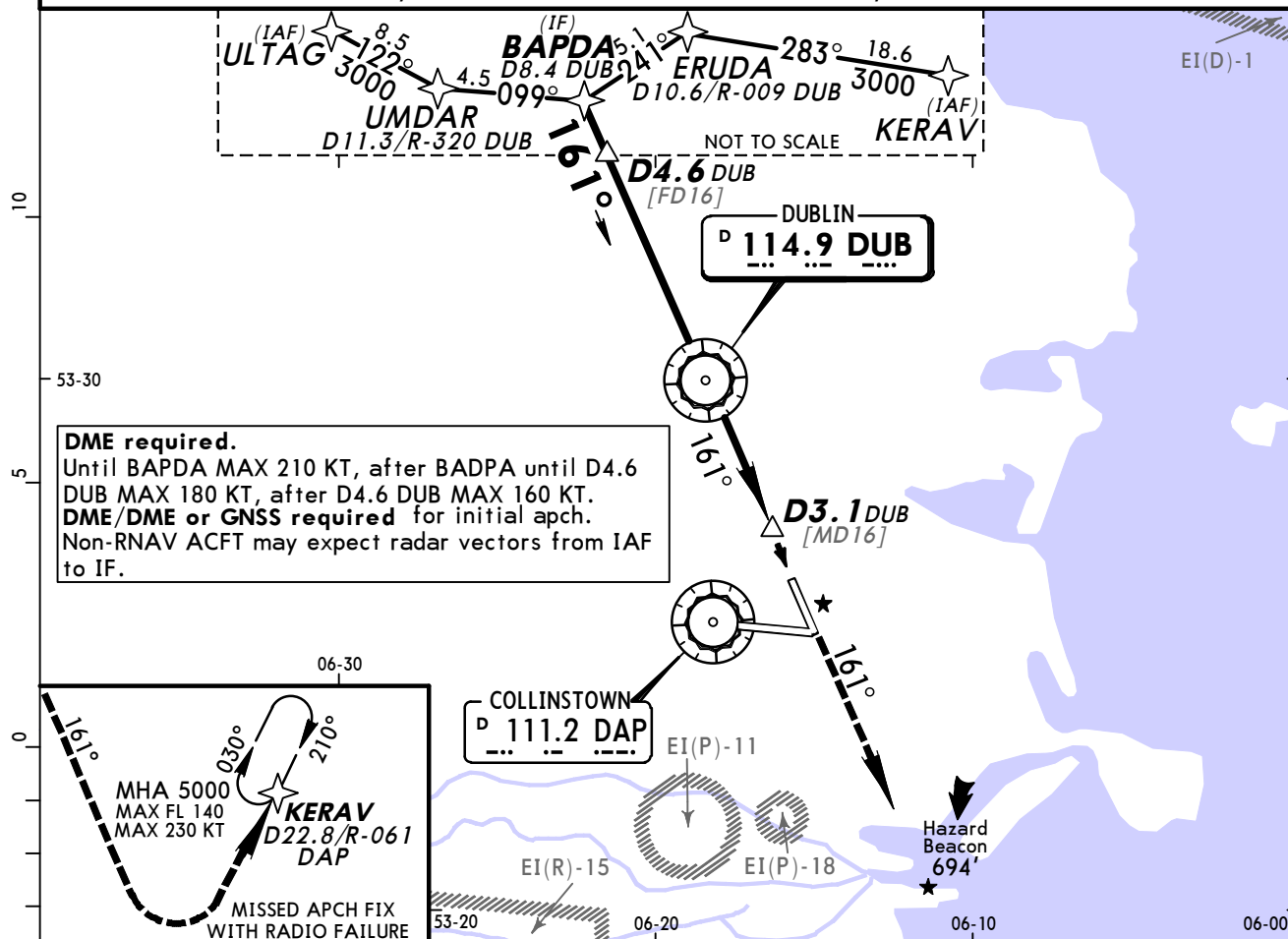
BRIEFING STRIP™

|                                                                                                                                                                                                                                          |                            |                                            |                      |                           |         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------------|----------------------|---------------------------|---------|
| *D-ATIS                                                                                                                                                                                                                                  | DUBLIN Approach            |                                            |                      | DUBLIN Tower              | *Ground |
| 124.52                                                                                                                                                                                                                                   | 121.1                      | 119.55                                     | 119.92               | 118.6                     | 121.8   |
| VOR<br>DUB<br>114.9                                                                                                                                                                                                                      | Final<br>Aptch Crs<br>161° | Procedure Alt<br>D4.6 DUB<br>3000' (2783') | DA(H)<br>590' (373') | Apt Elev 242'<br>RWY 217' |         |
| MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC.<br>MISSED APPROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to 3000', then turn LEFT to KERAV climbing to 5000' and join holding. Avoid routing through EI(D)-1 when active. |                            |                                            |                      |                           |         |

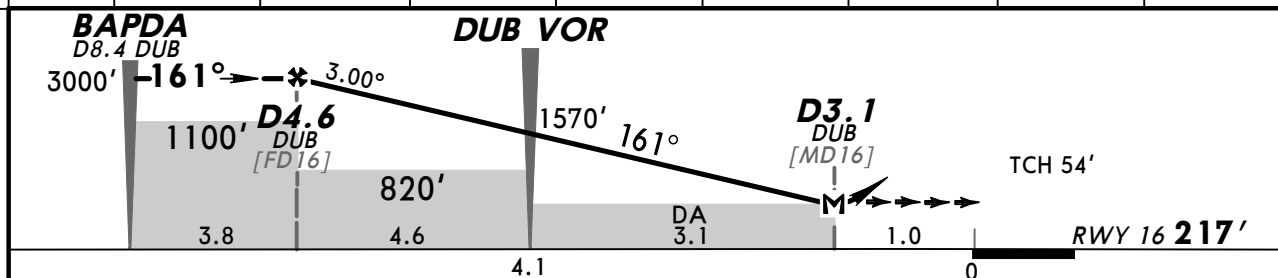


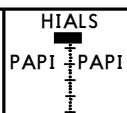
MSA  
DUB VOR

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



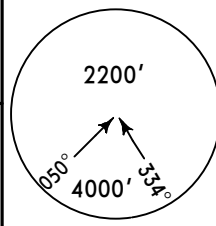
| DUB DME  | 4.0 before | 3.0 before | 2.0 before | 1.0 before | 0.0   | 1.0 after | 2.0 after | 3.0 after |
|----------|------------|------------|------------|------------|-------|-----------|-----------|-----------|
| ALTITUDE | 2840'      | 2525'      | 2205'      | 1885'      | 1565' | 1250'     | 930'      | 610'      |

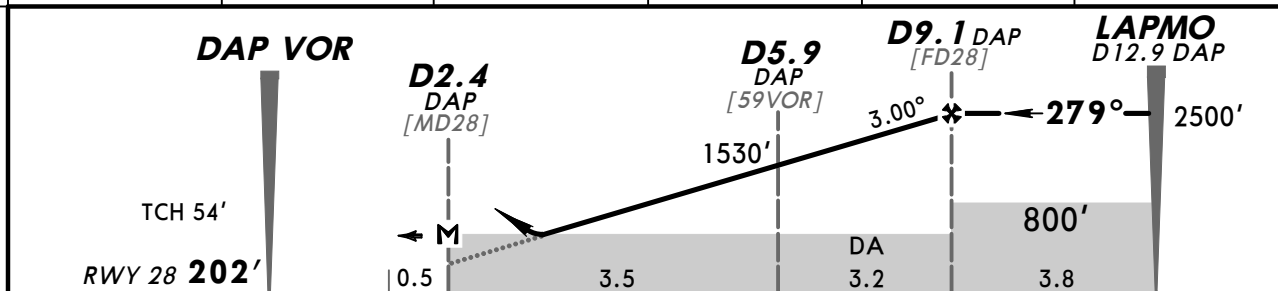
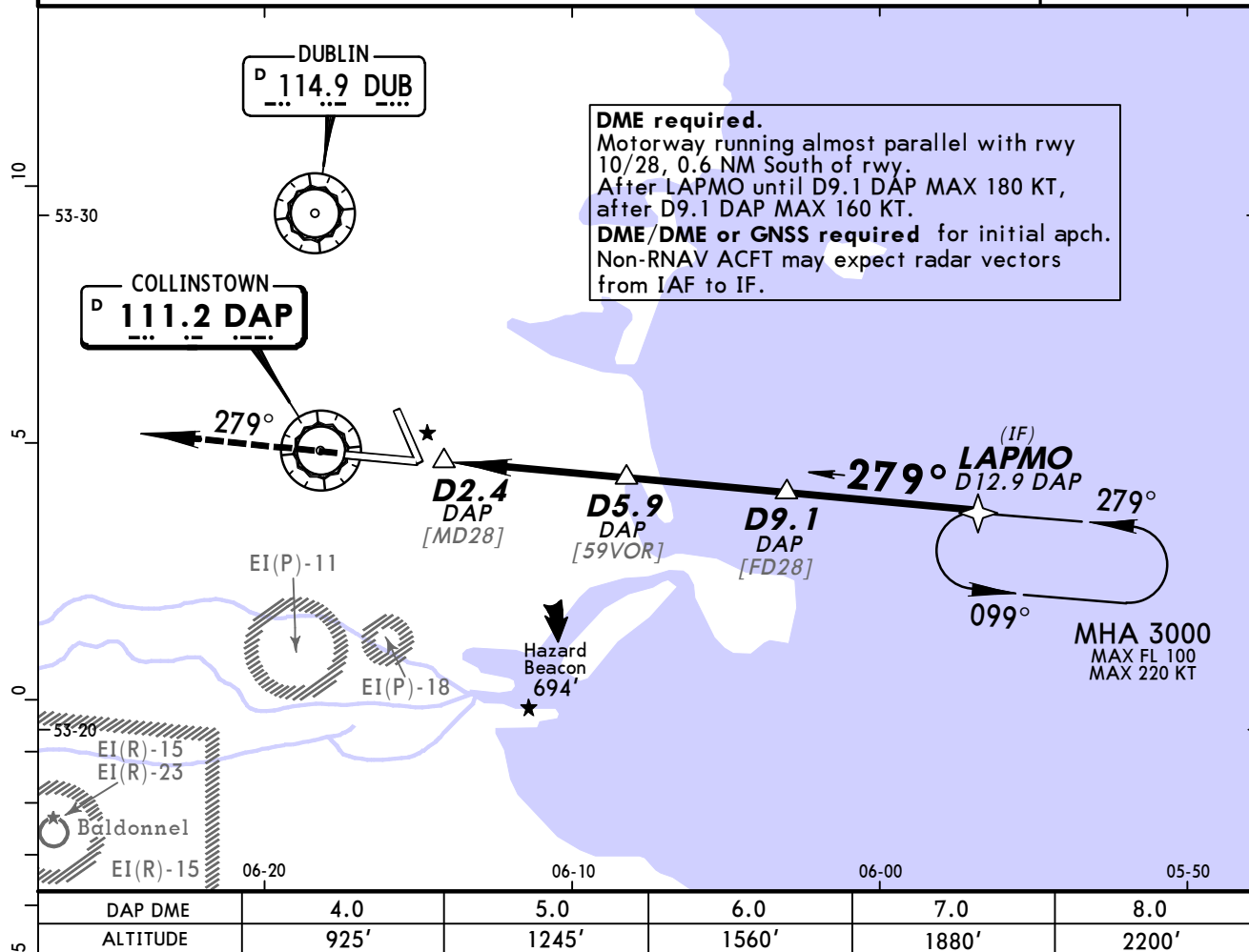


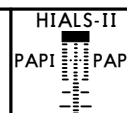
| Gnd speed-Kts                 | 70    | 90  | 100 | 120 | 140 | 160 |  <p>3000'</p> |
|-------------------------------|-------|-----|-----|-----|-----|-----|----------------------------------------------------------------------------------------------------|
| Descent Angle                 | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                                                    |
| MAP at D3.1 DUB after DUB VOR |       |     |     |     |     |     |                                                                                                    |

| PANS OPS | STRAIGHT-IN LANDING RWY 16 |  |  | CIRCLE-TO-LAND     |                    |                    |
|----------|----------------------------|--|--|--------------------|--------------------|--------------------|
|          | DA(H) <b>590'</b> (373')   |  |  | North of rwy 10/28 | South of rwy 10/28 |                    |
|          | ALS out                    |  |  | Max Kts            | MDA(H) VIS         | MDA(H) VIS         |
|          | RVR 1500m                  |  |  | 100                | 780' (538') 1500m  | 780' (538') 1500m  |
|          | RVR 1000m                  |  |  | 135                | 780' (538') 1600m  | 780' (538') 1600m  |
|          | RVR 1700m                  |  |  | 180                | 880' (638') 2400m  | 880' (638') 2400m  |
|          |                            |  |  | 205                | 950' (708') 3600m  | 1100' (858') 3600m |

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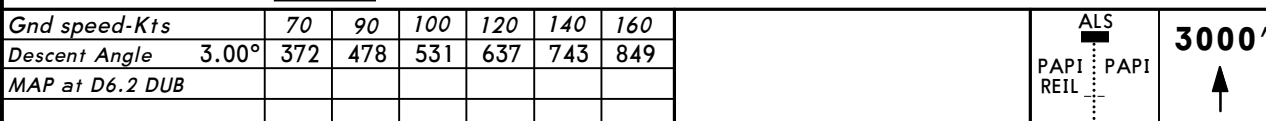
|                                                                                                                                                                                                                                                         |  |                                        |  |                                            |  |                      |  |                           |                                                                                                            |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------|--|--------------------------------------------|--|----------------------|--|---------------------------|------------------------------------------------------------------------------------------------------------|--|
| *D-ATIS<br>124.52                                                                                                                                                                                                                                       |  | DUBLIN Approach<br>121.1 119.55 119.92 |  | DUBLIN Tower<br>118.6                      |  | *Ground<br>121.8     |  |                           |                                                                                                            |  |
| VOR<br>DAP<br>111.2                                                                                                                                                                                                                                     |  | Final<br>Apch Crs<br>279°              |  | Procedure Alt<br>D9.1 DAP<br>2500' (2298') |  | DA(H)<br>650' (448') |  | Apt Elev 242'<br>RWY 202' |                                                                                                            |  |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC.</b><br><b>MISSED APPROACH WITH RADIO FAILURE:</b> Climb STRAIGHT AHEAD to 3000', then turn RIGHT to LAPMO climbing to 5000' and join holding. Avoid routing through EI(D)-1 when active. |  |                                        |  |                                            |  |                      |  |                           |  <p>MSA<br/>DUB VOR</p> |  |
| Alt Set: hPa                                                                                                                                                                                                                                            |  | Rwy Elev: 7 hPa                        |  | Trans level: By ATC                        |  | Trans alt: 5000'     |  |                           |                                                                                                            |  |



|                 |       |     |     |     |     |     |                                                                                                    |
|-----------------|-------|-----|-----|-----|-----|-----|----------------------------------------------------------------------------------------------------|
| Gnd speed-Kts   | 70    | 90  | 100 | 120 | 140 | 160 |  <p>3000'</p> |
| Descent Angle   | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                                                    |
| MAP at D2.4 DAP |       |     |     |     |     |     |                                                                                                    |

| Standard STRAIGHT-IN LANDING RWY 28 |  |  |  | CIRCLE-TO-LAND     |                   |                    |  |
|-------------------------------------|--|--|--|--------------------|-------------------|--------------------|--|
| DA(H) 650' (448')                   |  |  |  | North of rwy 10/28 |                   | South of rwy 10/28 |  |
| ALS out                             |  |  |  | Max Kts            | MDA(H) VIS        | MDA(H) VIS         |  |
| RVR 1500m                           |  |  |  | 100                | 780' (538') 1500m | 780' (538') 1500m  |  |
| RVR 1400m                           |  |  |  | 135                | 780' (538') 1600m | 780' (538') 1600m  |  |
| CMV 2100m                           |  |  |  | 180                | 880' (638') 2400m | 880' (638') 2400m  |  |
|                                     |  |  |  | 205                | 950' (708') 3600m | 1100' (858') 3600m |  |

**BRIEFING STRIP**™



**ANALYTICAL**

**Chart changes since cycle 26-2013**

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

DUBLIN, (DUBLIN INTL - EIDW)

## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport EIDW**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Pavement reconstruction in progress, for restrictions refer to temp charts 10-8/10-8A/10-8B and latest NOTAMs