

List of pages in this Trip Kit

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Airport Information For EIDW

Terminal Charts For EIDW

Revision Letter For Cycle 01-2015

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: 3.6°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 (max gust) on RWY 10/28 exceeds 15 KT and the crosswind component is forecast to be more than 20 KT. The RWY will be changed back to the required RWY (10/28), when the crosswind component (max gust) drops below 15 KT for 30 min and is forecast to remain so for at least 2 hours.

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 (LVP)

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

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

Code C ACFT shall not be instructed to push back onto TWY F outer during LVP. When LVP are in force, following standard taxi route system (MAX 15 KT) applies:

Arrival:

RWY 10: E2, B2 or E1 to stand.

RWY 28: E6 or B7 to B4, H2, H1 to stand.

Departure:

RWY 10: H1, H2, B4 to B7.

RWY 28: E1.

Apron Taxi Routes:

All except Y and Z.

1. GENERAL

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.

In the event of failure of the stop bar control mechanism, only TWYs E1 (RWYs 28 and 34), B7 (RWY 10) and D3 (RWY 16) shall be used as line-up points.

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, G, Y and Z MAX wingspan less than 118'/36m.

Taxilane serving Stands 121 thru 127, 129S and 200L thru 203 (i.e. between Pier 1 and Pier 2) is restricted to ACFT with a MAX wingspan of 118'/36m.

Taxilane serving Stands 412 thru 414 is restricted to ACFT with a MAX wingspan of 112'/34.1m.

1. GENERAL

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 103R thru 104L which are tow-in/push-out.

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 descent within terminal area if ACFT installations permit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100.

MAX 210 KT between holding fix and IF.

MAX 180 KT between IF and FAP.

MAX 160 KT between FAP and 4NM to THR.

Speed as performance requires between 4NM to THR and THR.

ATC may request specific speeds for accurate spacing.

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Jet ACFT (Cat C/D) on visual approach to RWYs 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. ARRIVAL

2.4. RWY OPERATIONS

2.4.1. HIGH INTENSITY RWY OPERATIONS

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

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

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

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

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

RWY	ACFT Type	Preferred exit TWY	Distance from THR
10	wingspan less than 118'/36m	E3	5545'/1690m
	all other ACFT	E2	7349'/2240m
28	wingspan less than 79'/24m and all turboprops	E5	4068'/1240m
	all other ACFT	rapid exit TWY E6	5239'/1597m

TWYs E3 and E5 are not available as RWY exits during Low Visibility Operations.

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

3. DEPARTURE

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

3. DEPARTURE

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

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

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. HIGH INTENSITY RWY OPERATIONS

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

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

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

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

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

3.4. DATALINK DEPARTURE CLEARANCE (DCL)

The pilot will send a departure request utilizing the on-board datalink interface, at a minimum 15 MIN 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 MIN 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.

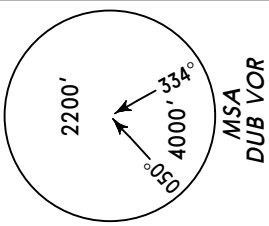
3.5. OTHER INFORMATION

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.

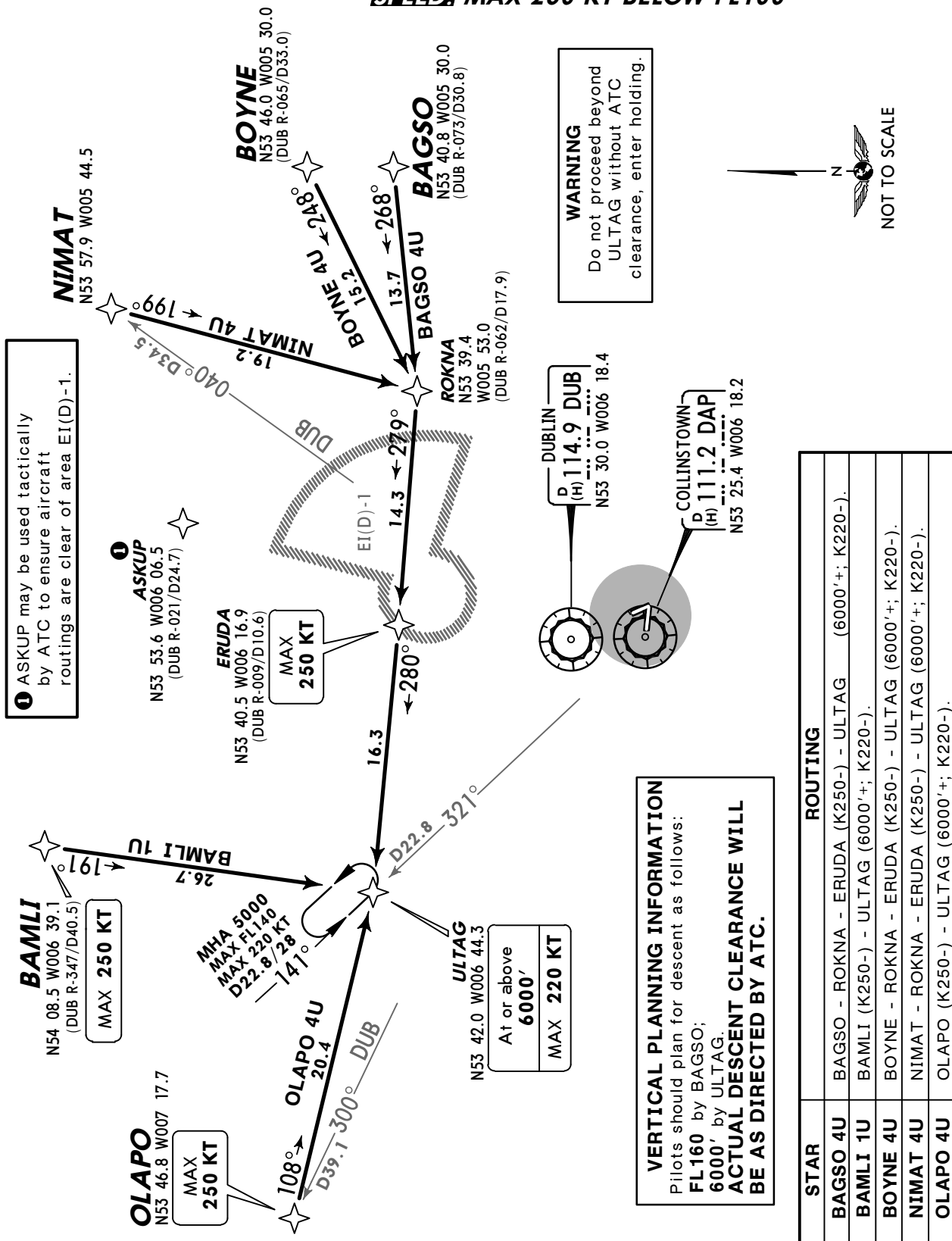


BAGSO 4U [BAGS4U]
BAMLI 1U [BAML1U], BOYNE 4U [BOYN4U]
NIMAT 4U [NIMA4U], OLAPO 4U [OLAP4U]

RWY 10 P-RNAV ARRIVALS

RNAV 1 (DME/DME OR GNSS REQUIRED)

~~SPEED~~ MAX 250 KT BELOW FL100

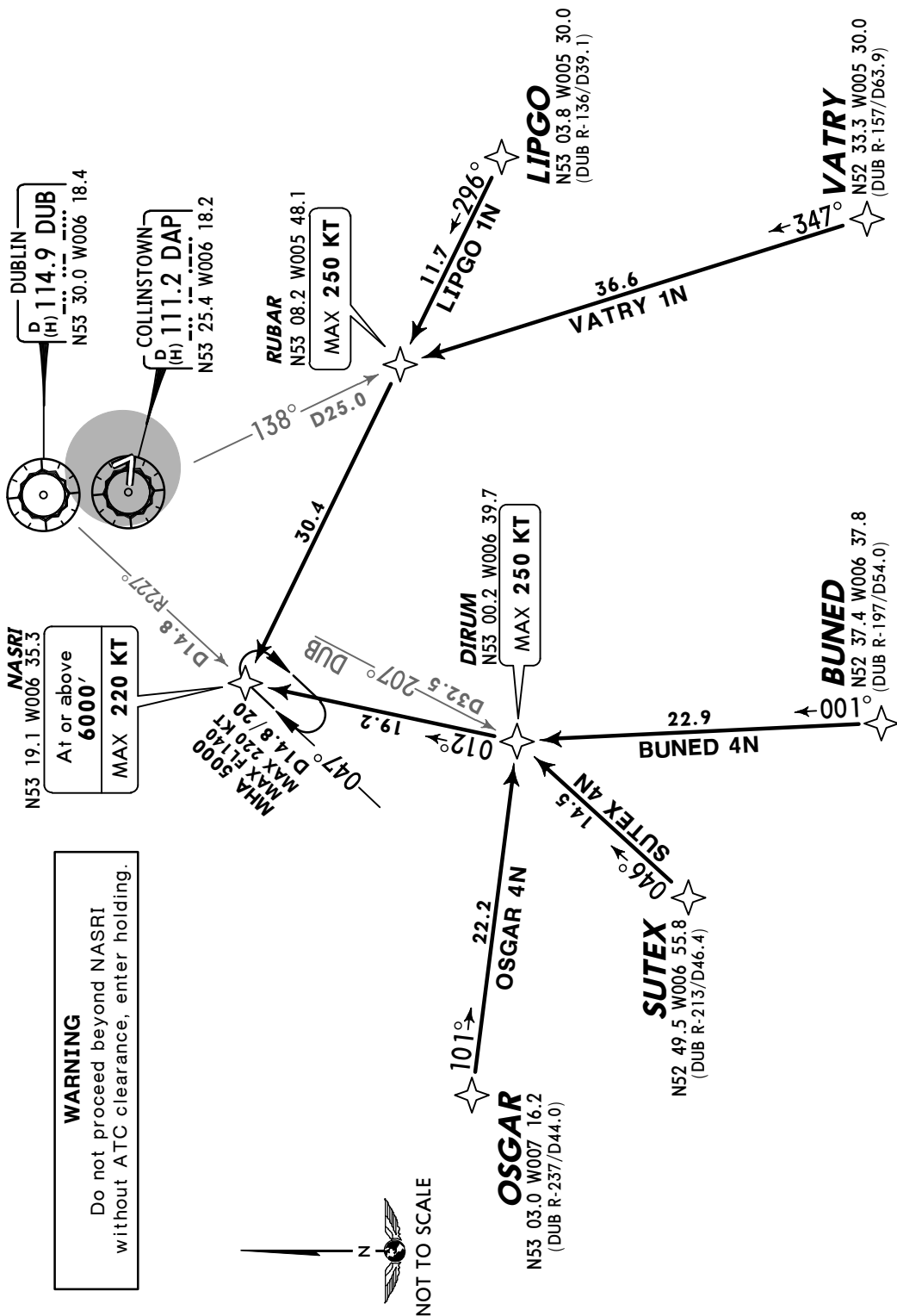
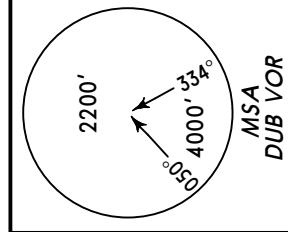


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Apt Elev
242'

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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



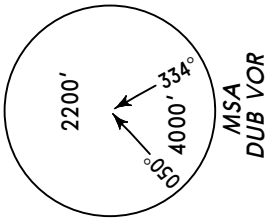
VERTICAL PLANNING INFORMATION
Pilots should plan for descent as follows:
6000' by NASRI.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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'
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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.

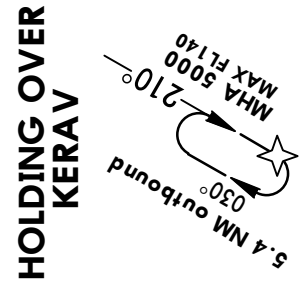
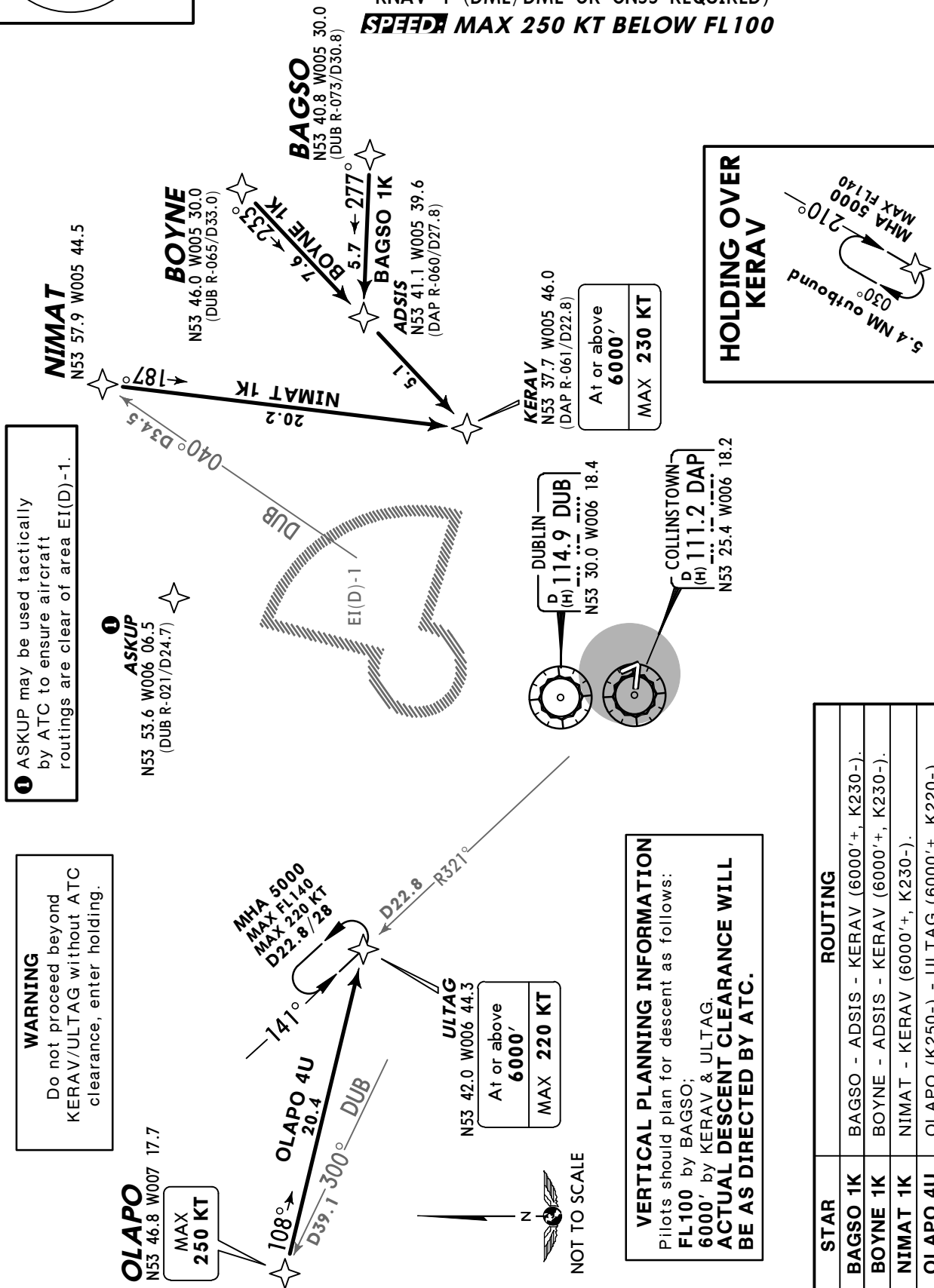


BAGSO 1K [BAGS1K], BOYNE 1K [BOYN1K]
NIMAT 1K [NIMA1K], OLAPO 4U [OLAP4U]

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'

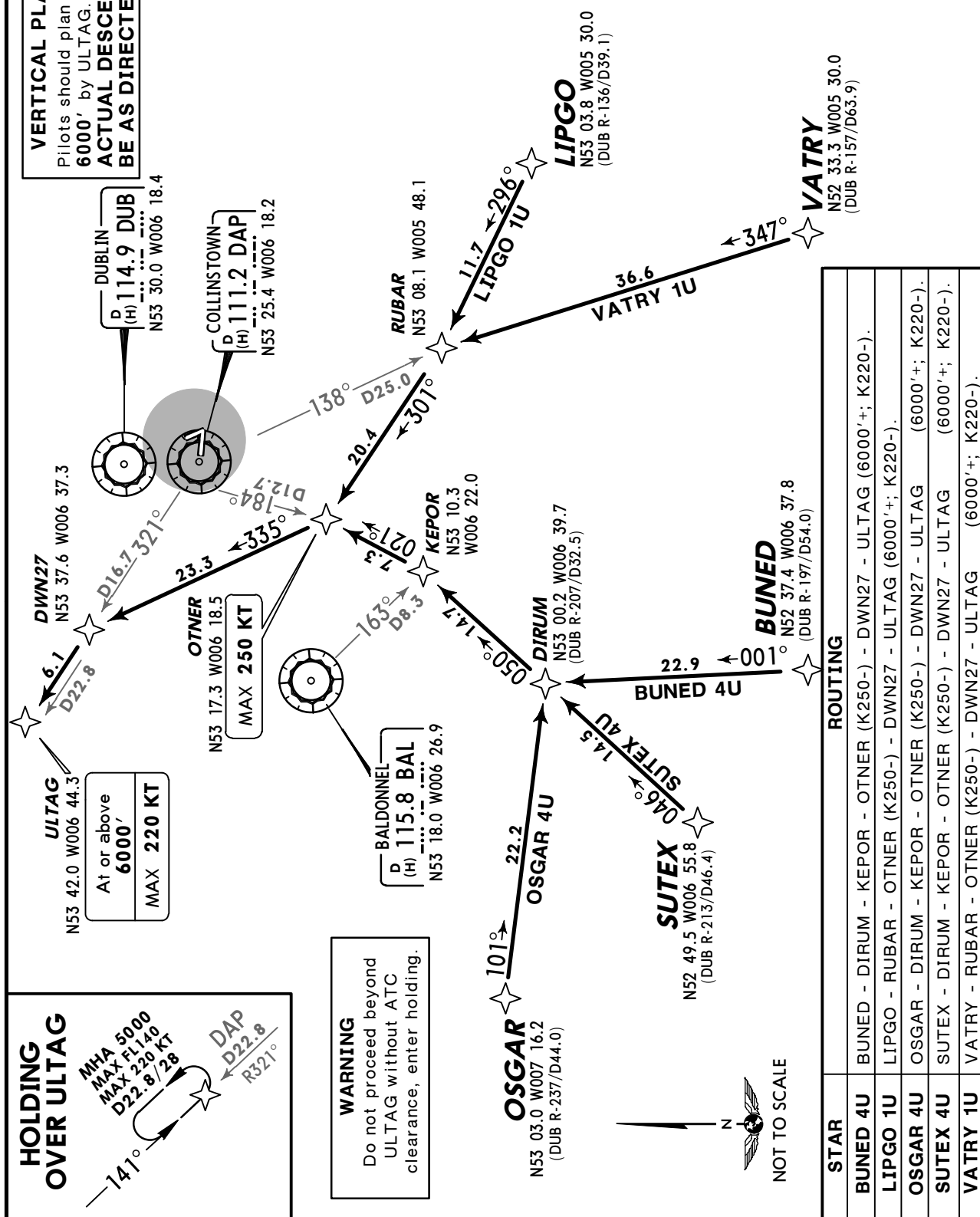
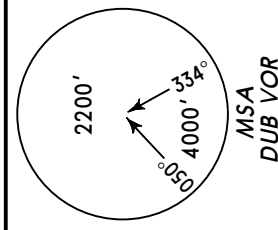
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible.
RADAR vectoring will be provided. 2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as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

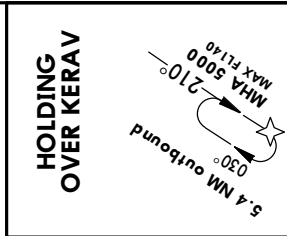
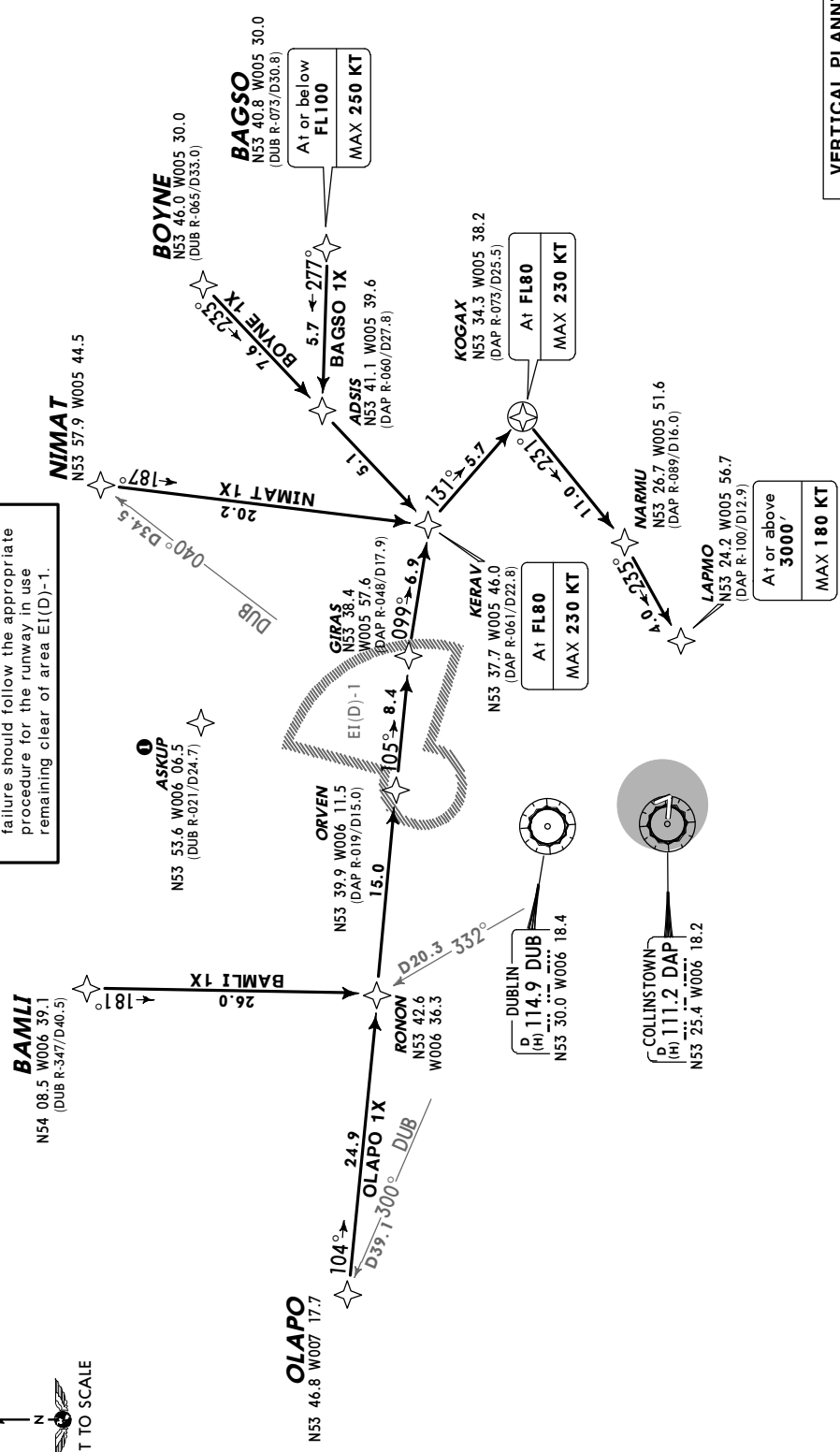
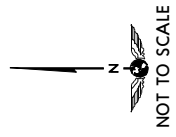
BUNED 4U [BUNE4U], LIPGO 1U [LIPG1U]
OSGAR 4U [OSGA4U], SUTEX 4U [SUTE4U]
VATRY 1U [VATR1U]
RWY 16 P-RNAV ARRIVALS
RNAV 1 (DME/DME OR GNSS REQUIRED)
SPEEDS MAX 250 KT BELOW FL100



*D-ATIS 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 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-).

*D-ATIS
124.52

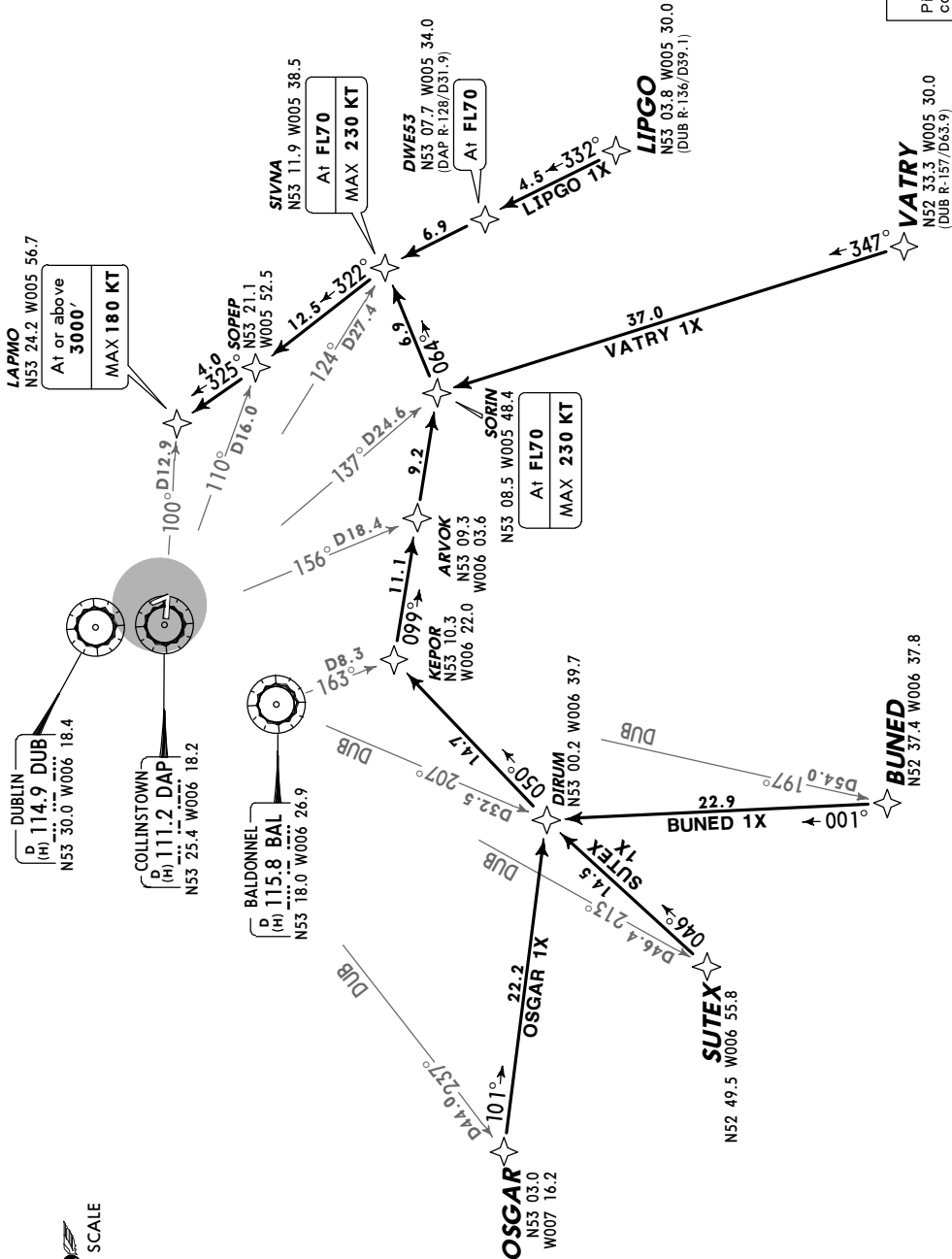
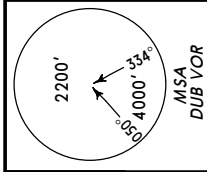
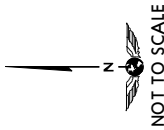
Apt Elev
242'

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

1. If RNAV equipment fails or navigation accuracy of +/-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.

BUNED 1X [BUNE1X]
LIPGO 1X [LIPG1X]
OSGAR 1X [OSGA1X]
SUTEX 1X [SUTE1X]
VATRY 1X [VATR1X]

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



**HOLDING
OVER SORIN**
5.4 NM outbound
MHA 5000
MAX FL140
346°
166°

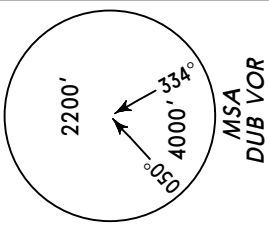
VERTICAL PLANNING INFORMATION
Pilots must inform ATC if unable to
comply with any level or speed constraint.
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**

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-).

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124.52

Apt Elev
242'

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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.

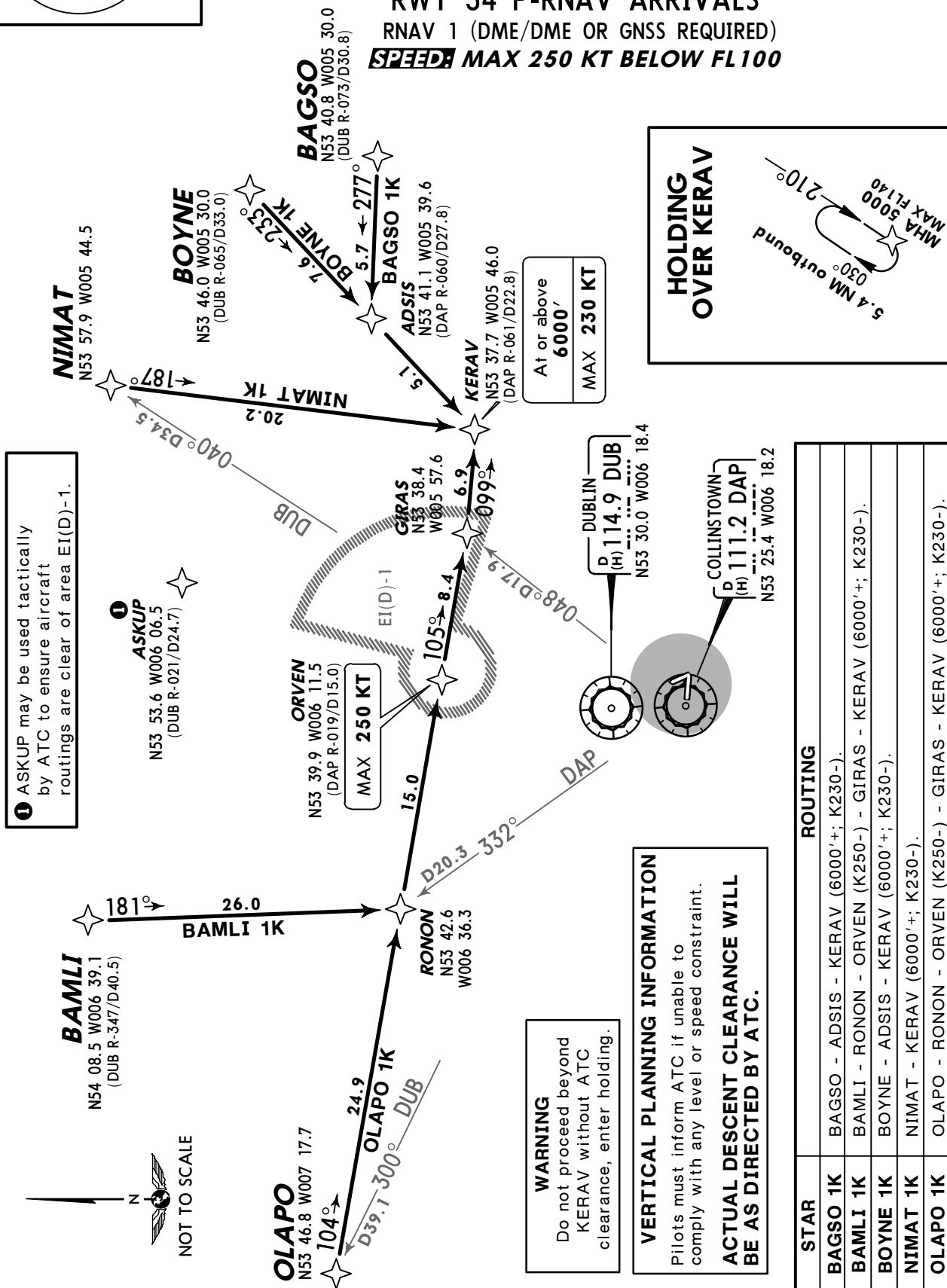


BAGSO 1K [BAGS1K]
BAMLI 1K [BAML1K], BOYNE 1K [BOYN1K]
NIMAT 1K [NIMA1K], OLAPO 1K [OLAP1K]

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]

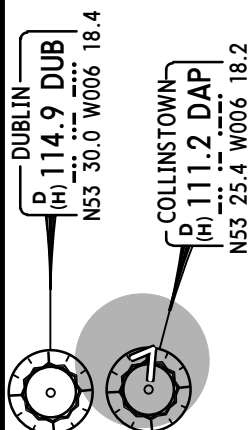
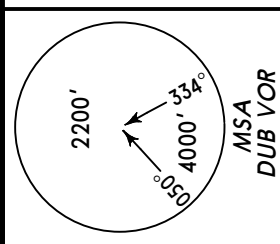
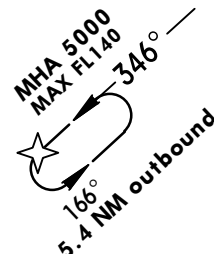
VATRY 1S [VATR1S]

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.

BALDONNEL
D 115.8 BAL
(H) N53 18.0 W006 26.9

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

OSGAR
N53 03.0
W007 16.2

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

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

OSGAR 1S
22.2
101°

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

OSGAR
N53 03.0
W007 16.2

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

BUNED
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(DUB R-197/D54.0)

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BUNED
N52 37.4 W006 37.

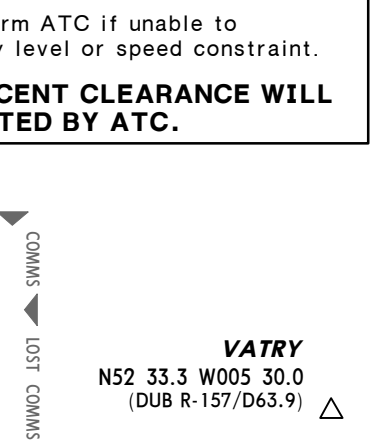
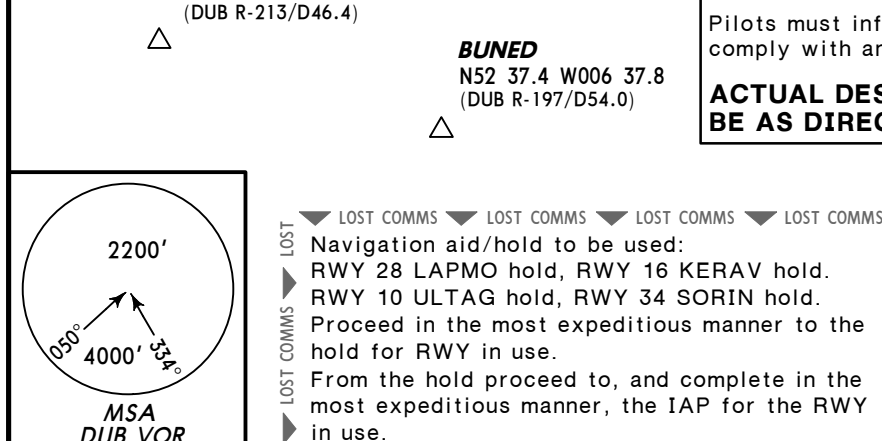
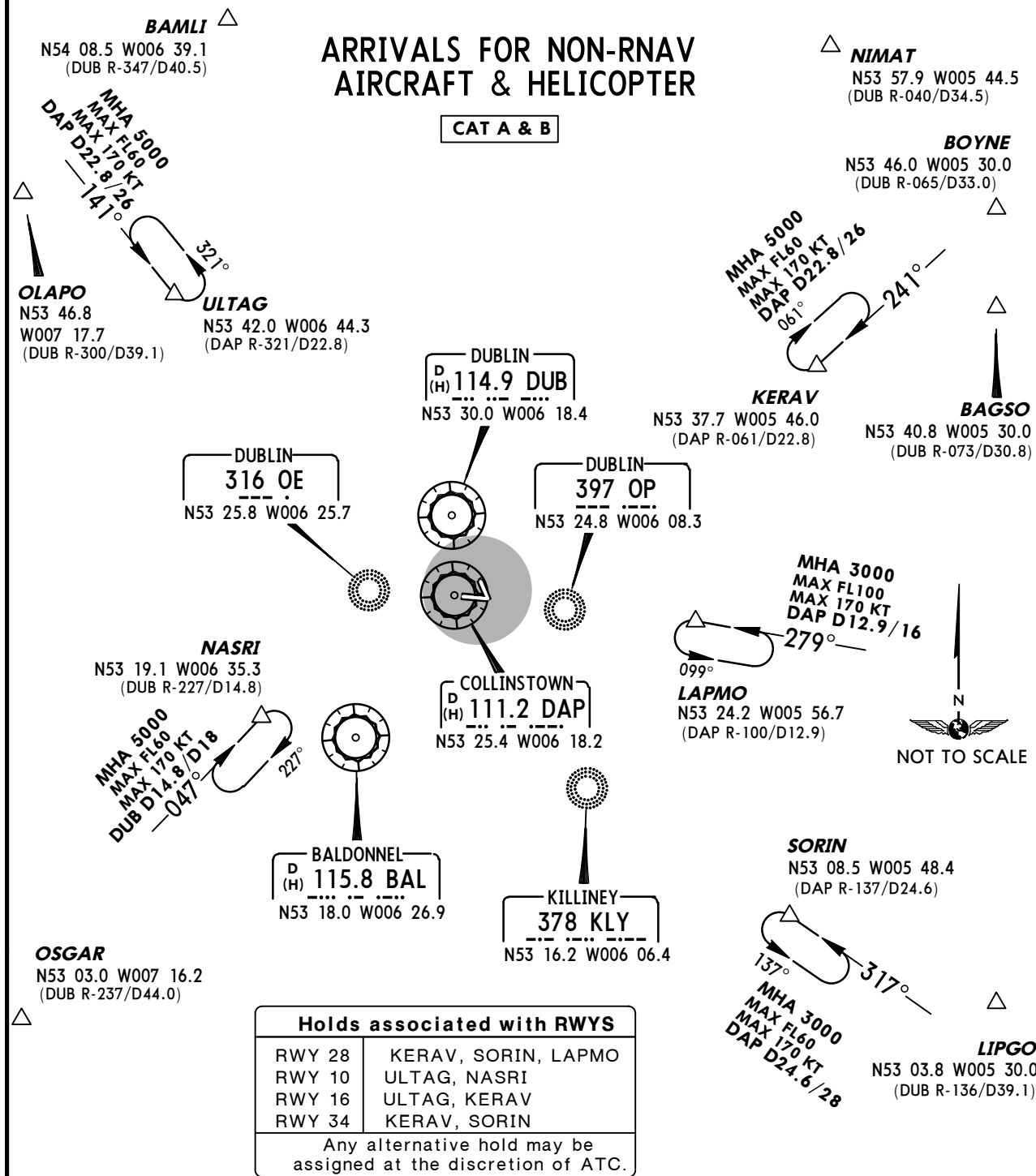
*D-ATIS
124.52

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

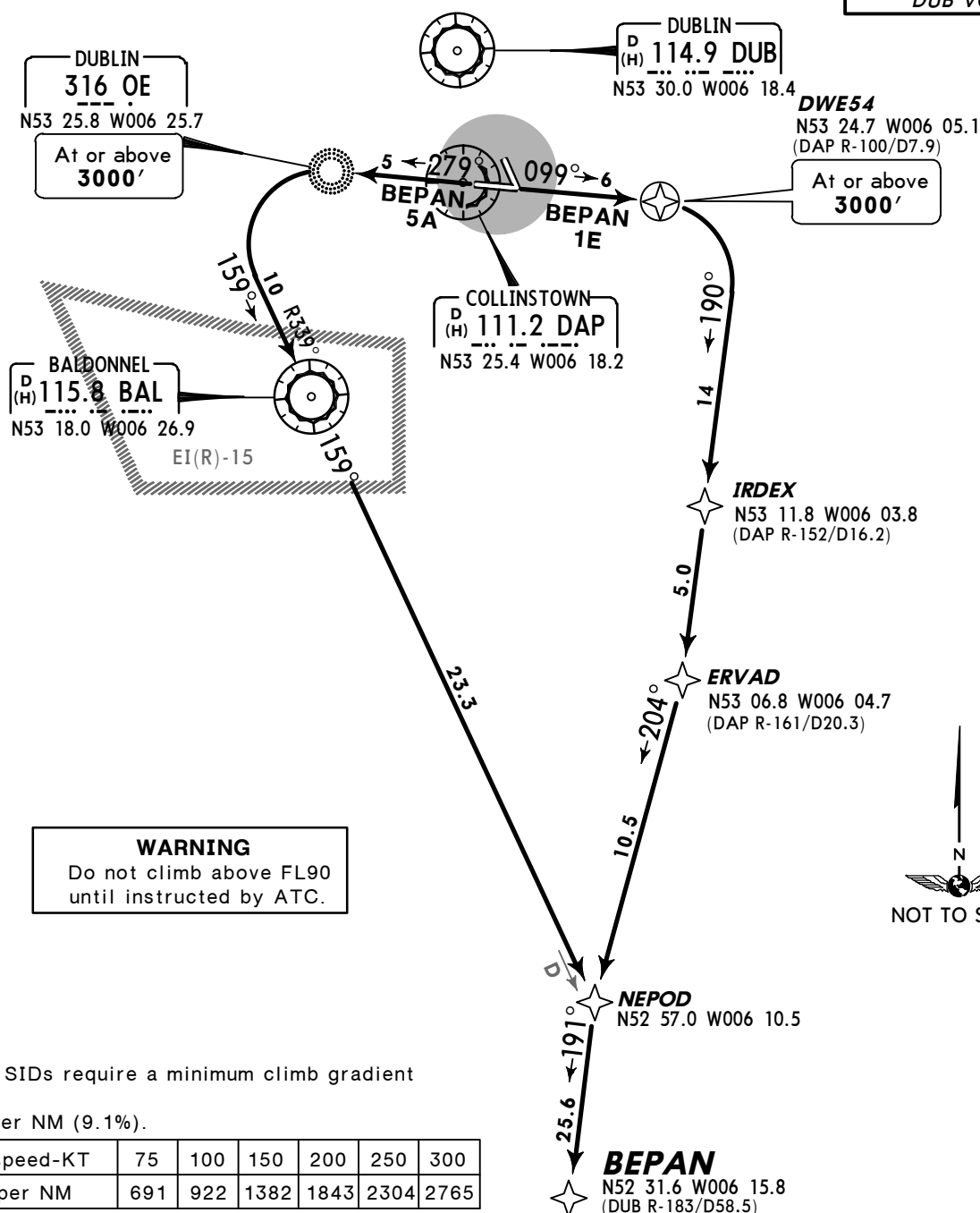
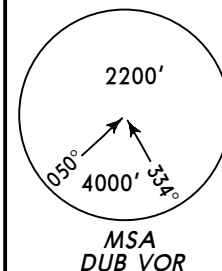


RNAV SID DESIGNATION	REFER TO CHART
BEPAN 5A, 1E	10-3A
BEPAN 5G, 1M	10-3B
DEXEN 1A, 1E	10-3C
DEXEN 1M	10-3D
INKUR 5A, 5E	10-3E
INKUR 1G, 5M	10-3F
LIFFY 5A, 1E	10-3G
LIFFY 5G, 5M	10-3H
NEVRI 1A, 5E	10-3J
NEVRI 1G, 5M	10-3K
OLONO 5A, 1E	10-3L
OLONO 5G, 1M	10-3M
PELIG 5A	10-3N
PELIG 5G, 5M	10-3P
PESIT 5A, 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 242'		1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 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**

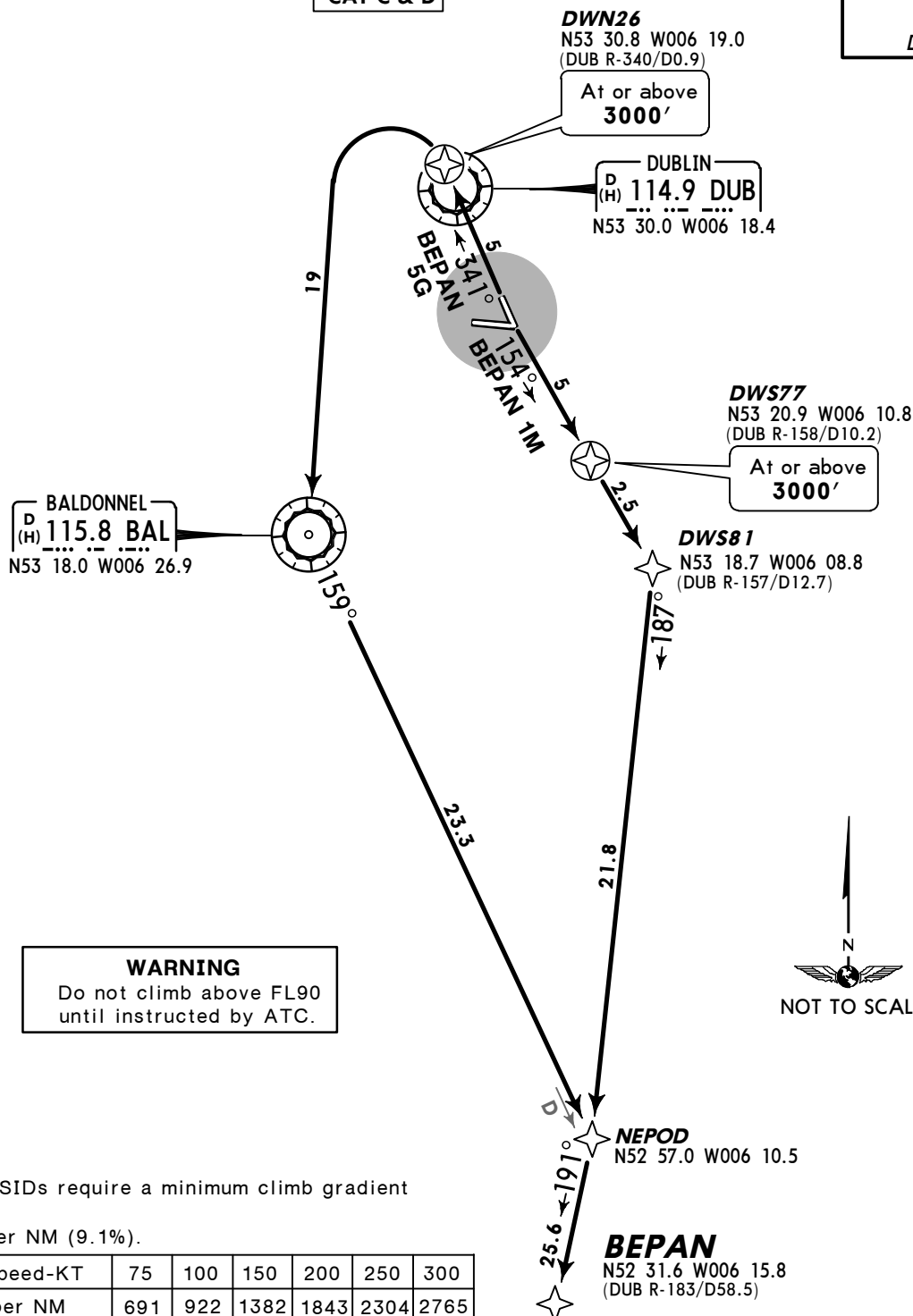
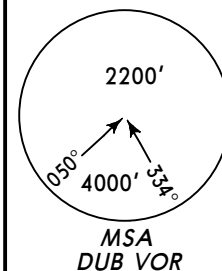
SID	RWY	ROUTING
BEPAN 5A ①	28	OE (3000'+) - BAL - NEPOD - BEPAN.
BEPAN 1E	10	DWE54 (3000'+) - IRDEX - ERVAD - NEPOD - BEPAN.

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' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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



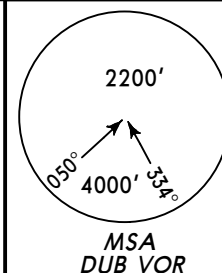
Initial climb clearance **FL90**

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 242'		

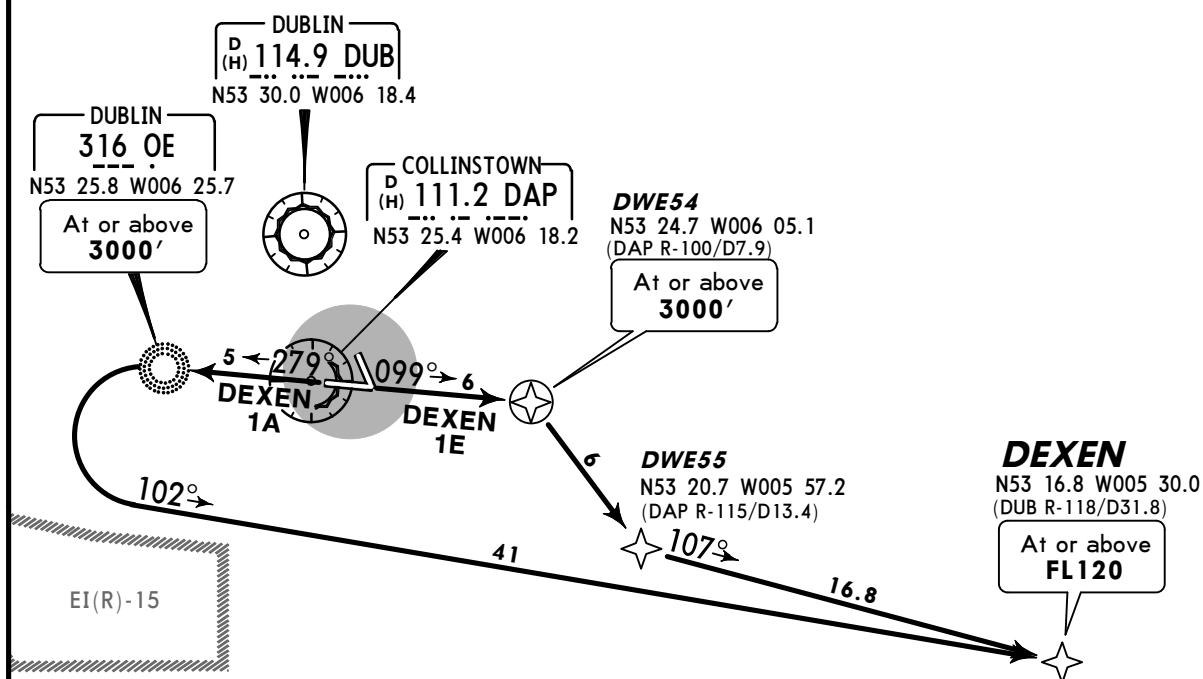
DEXEN 1A [DEXE1A]
DEXEN 1E [DEXE1E]
RWYS 28, 10 P-RNAV DEPARTURES
RNAV 1 (DME/DME, GNSS REQUIRED)
~~SPEED~~ MAX 250 KT BELOW FL100
~~SPEED~~ MAX 290 KT ABOVE FL100

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



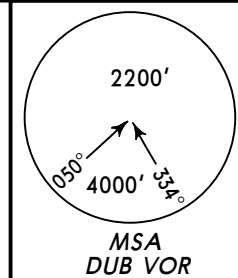
Initial climb clearance FL90

SID	RWY	ROUTING
DEXEN 1A ①②	28	OE (3000'+) - DEXEN (FL120+).
DEXEN 1E ②	10	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.

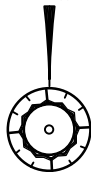
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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)

2.5

095°

24

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

At or above
FL120



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**

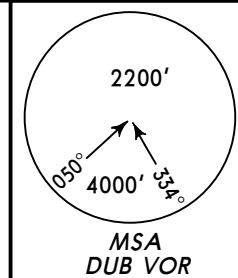
ROUTING

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

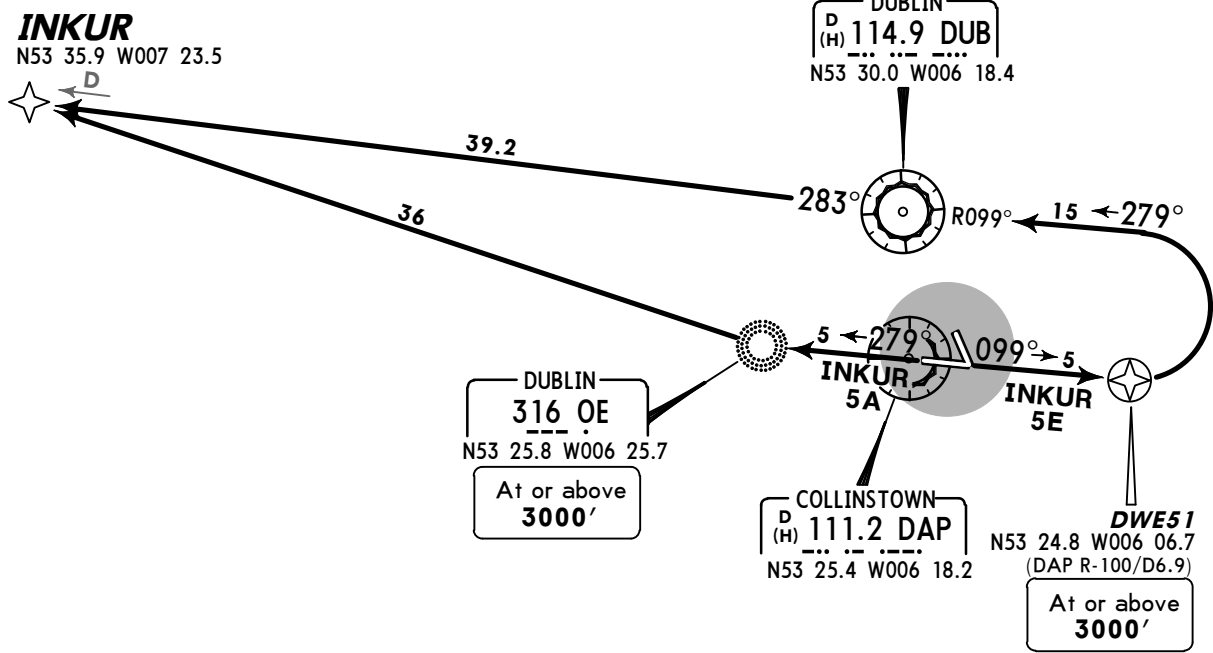
① Reach FL200 or above by LUTIP.

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

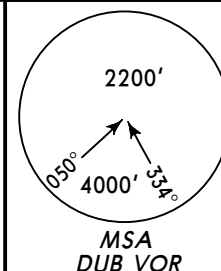
Initial climb clearance **FL90**

SID	RWY	ROUTING
INKUR 5A	28	OE (3000'+) - INKUR.
INKUR 5E	10	DWE51 (3000'+) - DUB - INKUR.

DUBLIN ACC		Trans level: By ATC Trans alt: 5000'
Lower North	Lower South	
132.57	126.25	
Apt Elev 242'		1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.

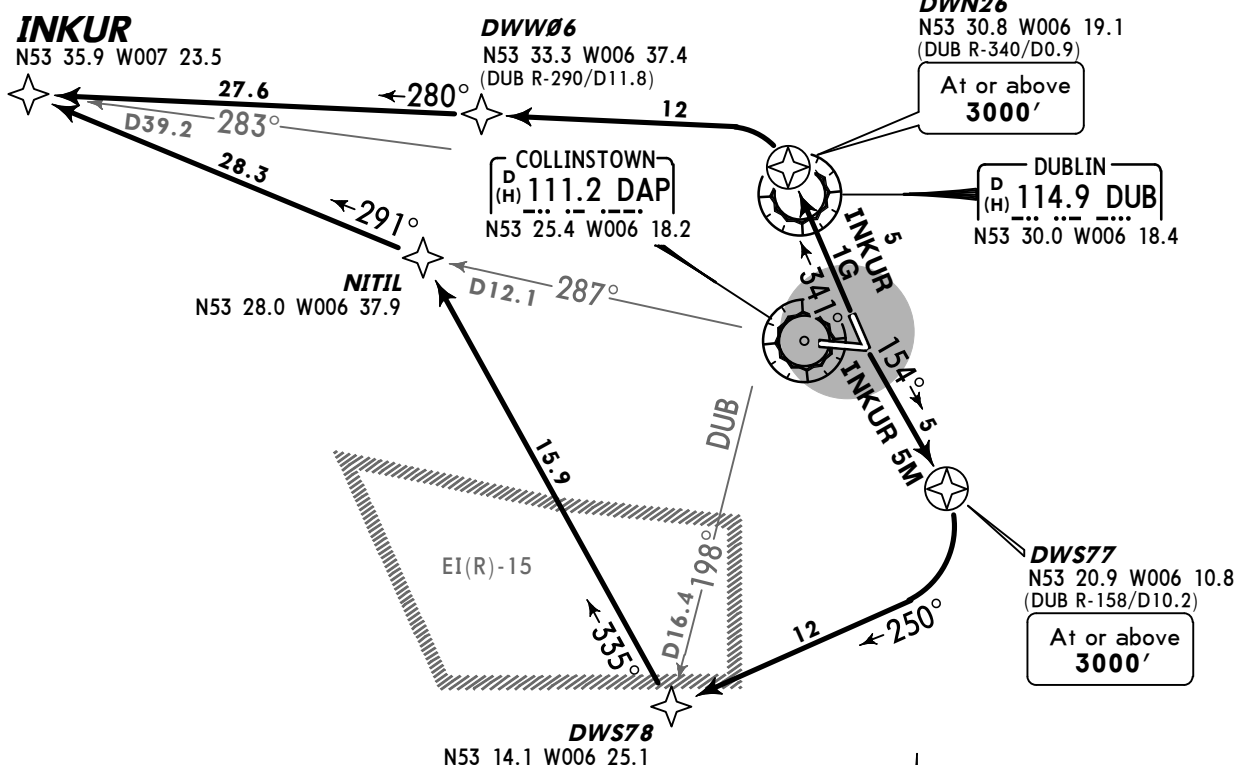
INKUR 1G [INKU1G], INKUR 5M [INKU5M]
RWYS 34, 16 P-RNAV DEPARTURES
 RNAV 1 (DME/DME OR GNSS REQUIRED)
~~SPEED~~ MAX 250 KT BELOW FL100

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
INKUR 1G	34	DWN26 (3000'+) - DWW06 - INKUR.
INKUR 5M ①	16	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' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 242'		

LIFFY 5A [LIFY5A] , LIFFY 1E [LIFY1E]

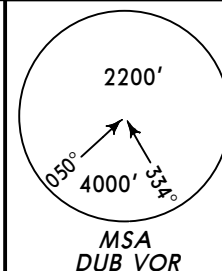
RWYS 28, 10 P-RNAV DEPARTURES

RNAV 1 (DME/DME OR GNSS REQUIRED)

SPEED: MAX 250 KT BELOW FL100

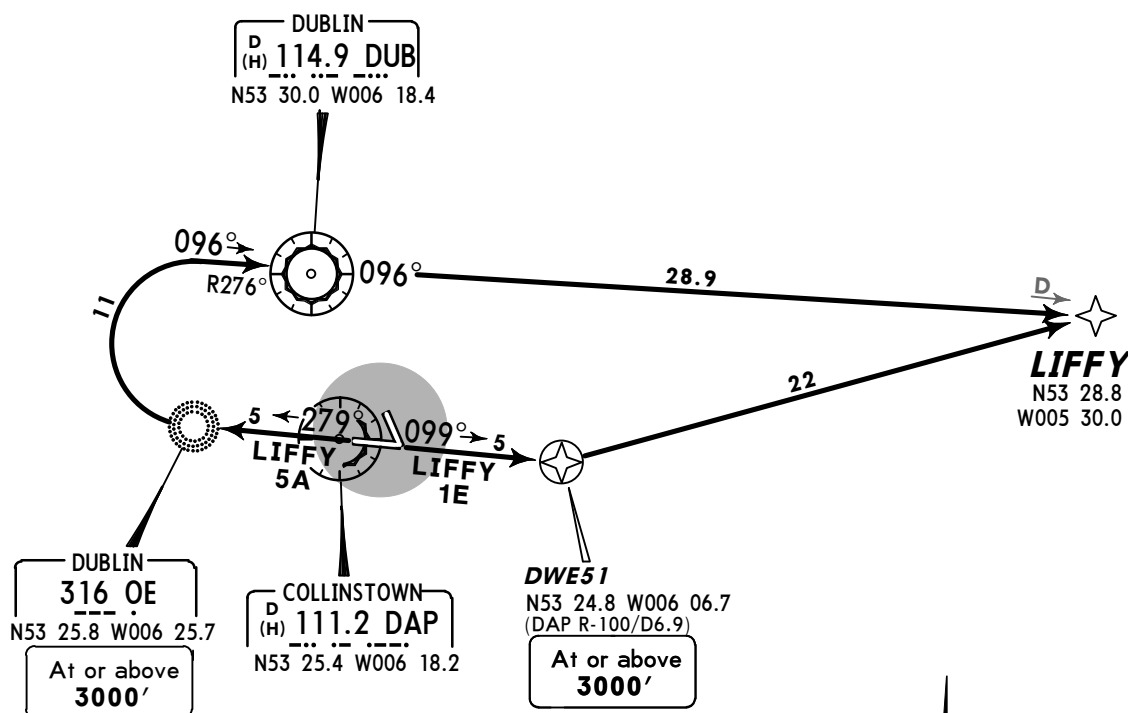
SPEED: MAX 290 KT ABOVE FL100

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**

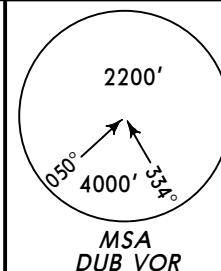
SID	RWY	ROUTING
LIFFY 5A	28	OE (3000'+) - DUB - LIFFY.
LIFFY 1E ①	10	DWE51 (3000'+) - LIFFY.

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 242'		

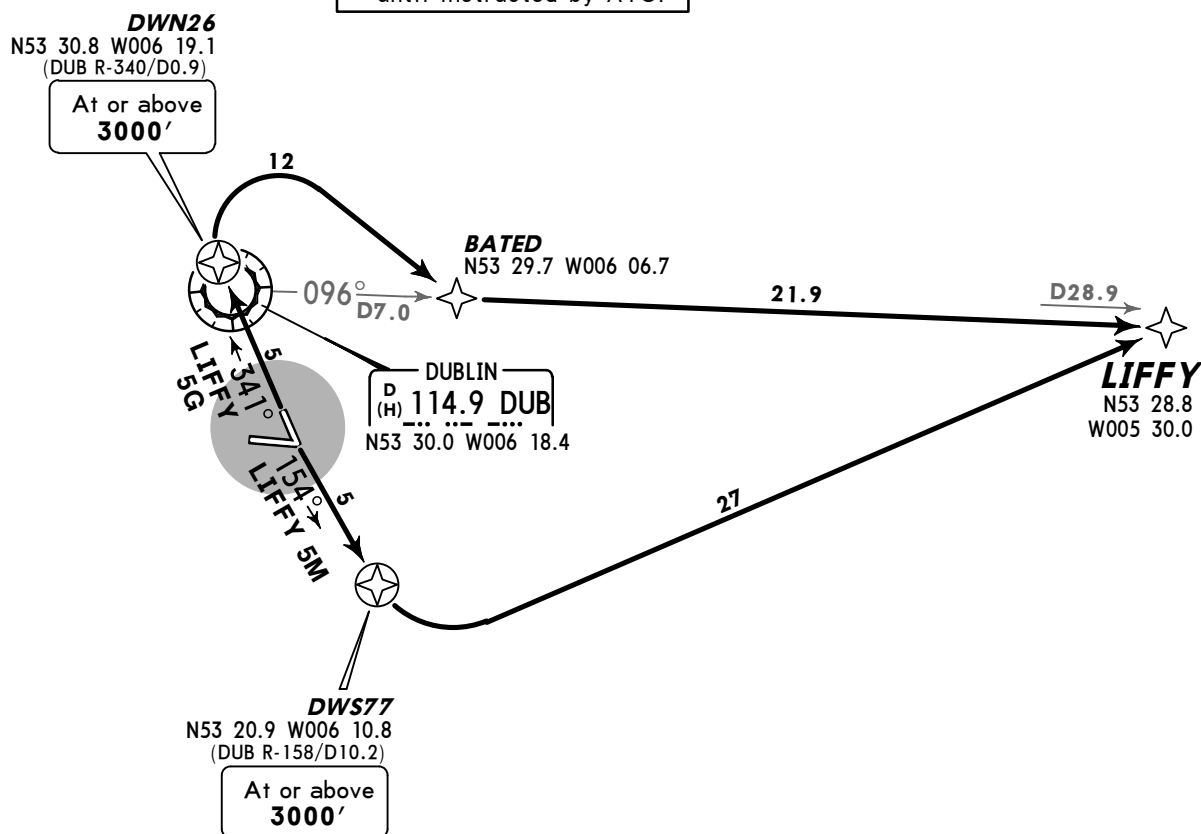
LIFFY 5G [LIFY5G], LIFFY 5M [LIFY5M]
RWYS 34, 16 P-RNAV DEPARTURES
RNAV 1 (DME/DME OR GNSS REQUIRED)
~~SPEED~~ MAX 250 KT BELOW FL100
~~SPEED~~ MAX 290 KT ABOVE FL100

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

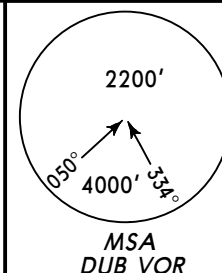
Initial climb clearance **FL90**

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

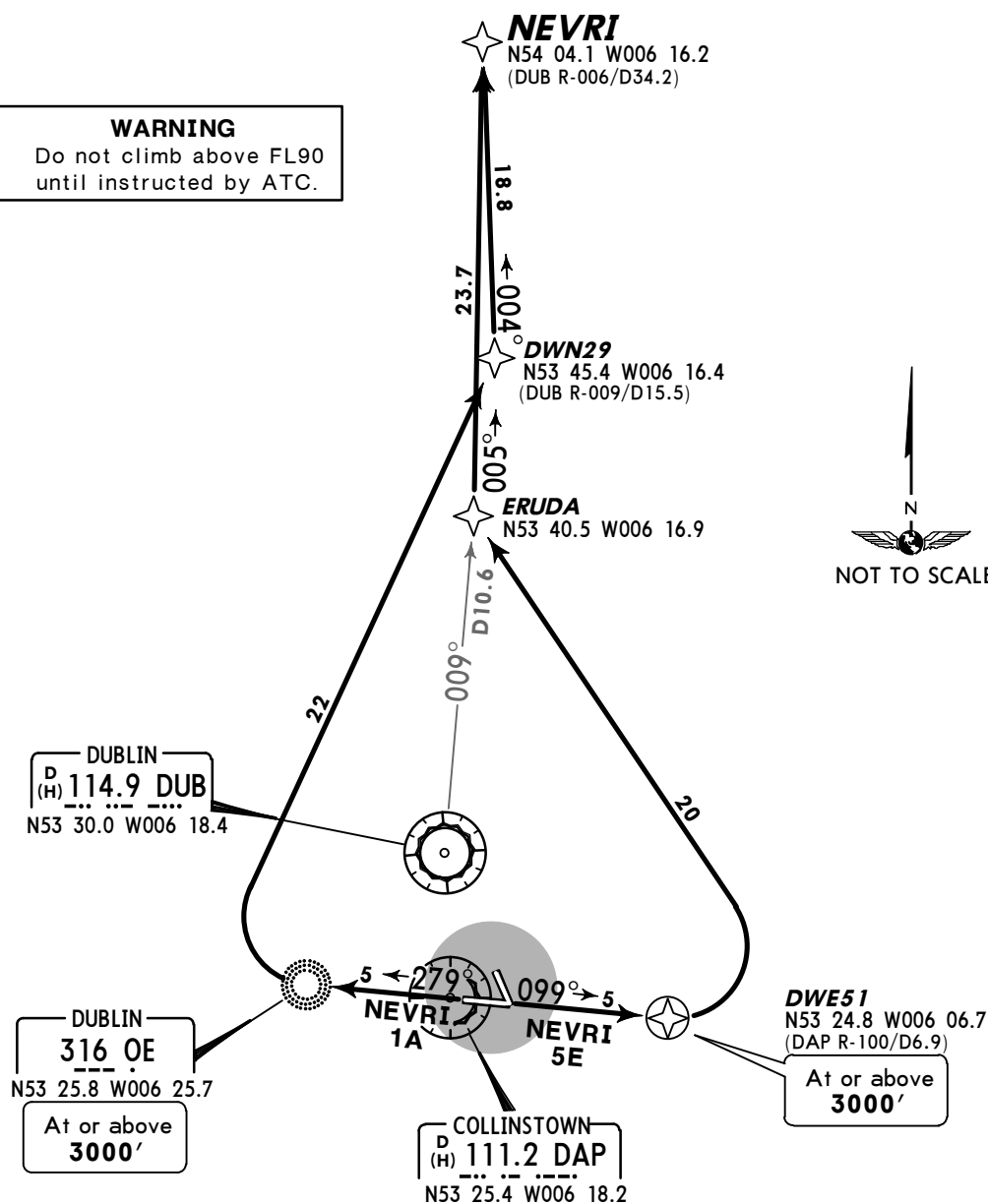
① Traffic with RFL180 or above must reach FL180 by GINIS.

DUBLIN ACC		Trans level: By ATC Trans alt: 5000'
Lower North	Lower South	1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
132.57	126.25	
Apt Elev 242'		

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%).

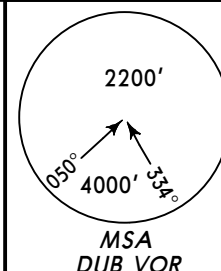
Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

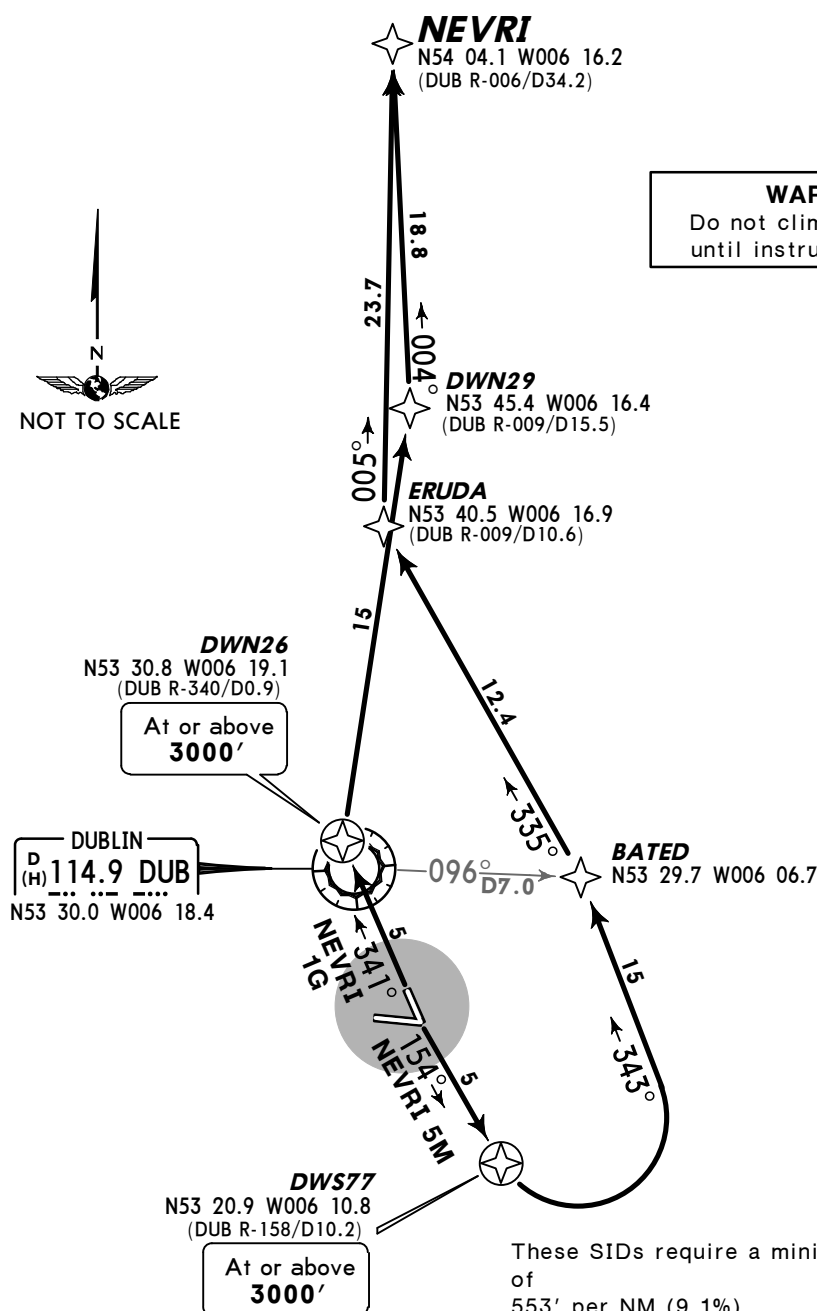
SID	RWY	ROUTING
NEVRI 1A	28	OE (3000'+) - DWN29 - NEVRI.
NEVRI 5E	10	DWE51 (3000'+) - ERUDA - NEVRI.

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

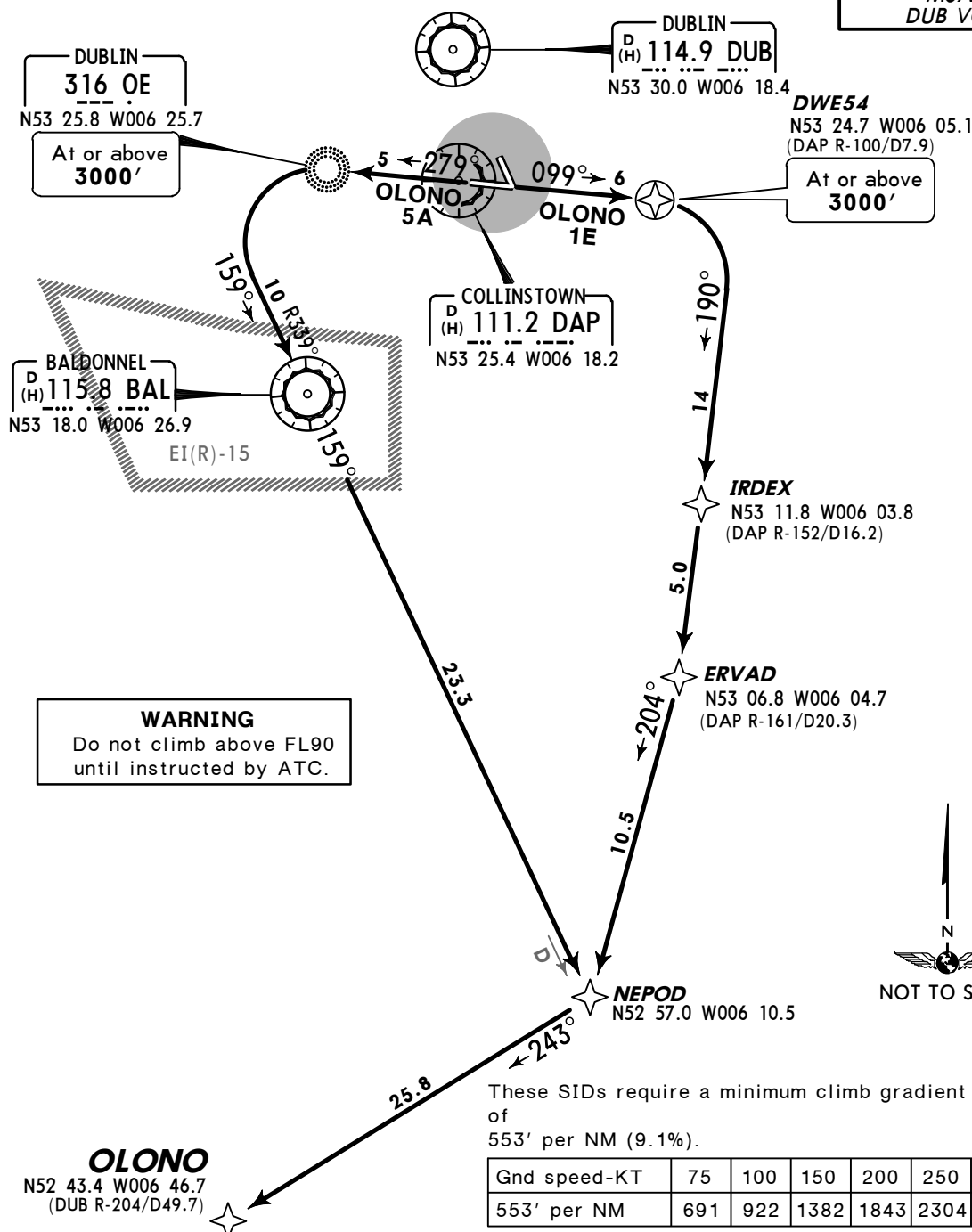
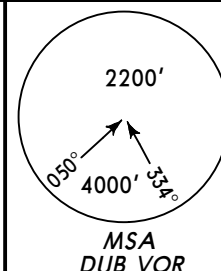
Initial climb clearance **FL90**

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' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 242'		

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**

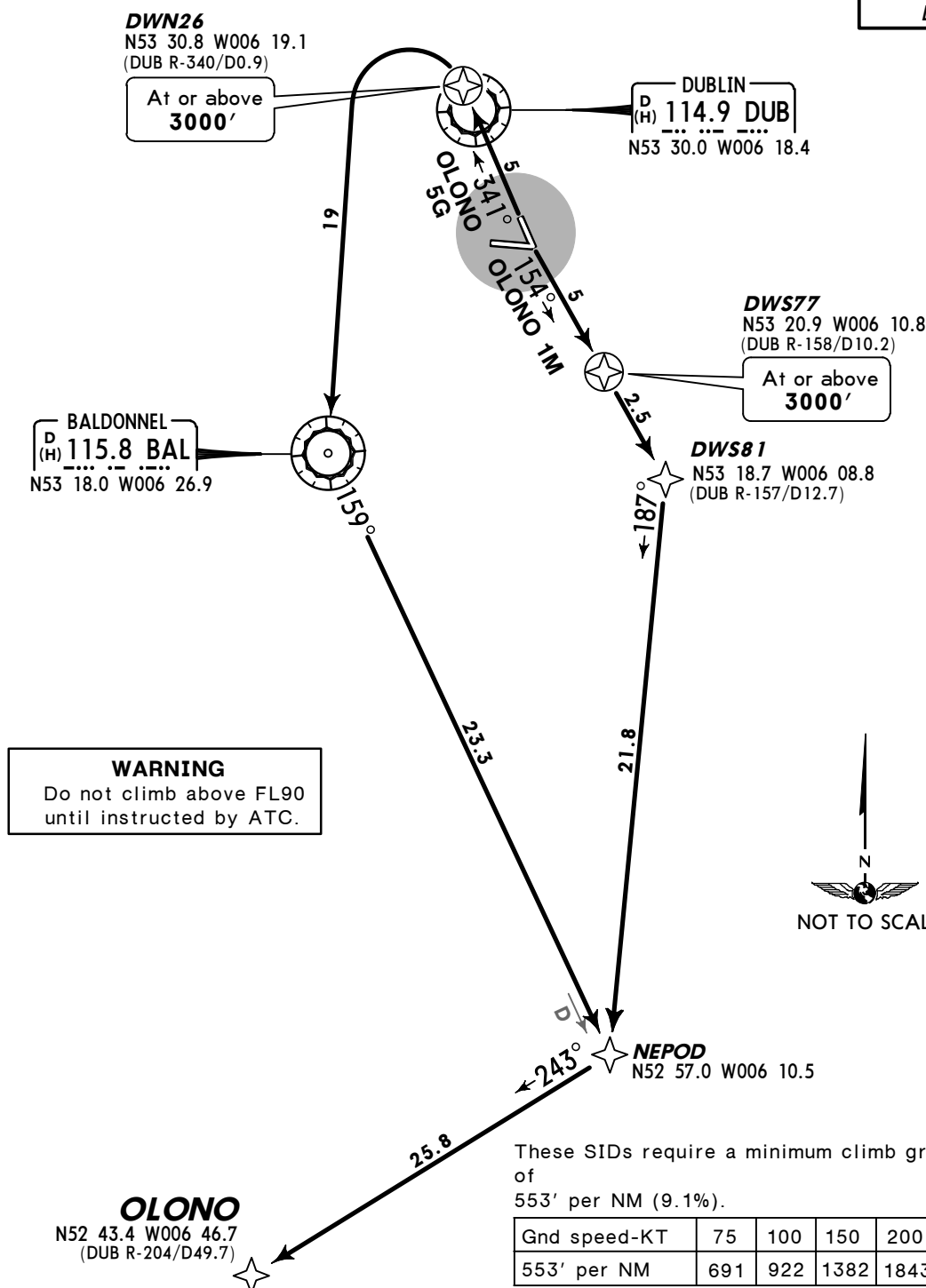
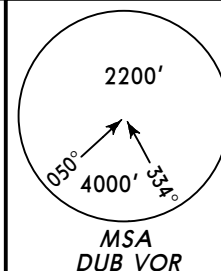
SID	RWY	ROUTING
OLONO 5A ①	28	OE (3000'+) - BAL - NEPOD - OLONO.
OLONO 1E	10	DWE54 (3000'+) - IRDEX - ERVAD - NEPOD - OLONO.

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' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

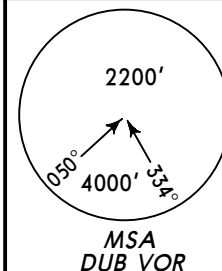


Initial climb clearance **FL90**

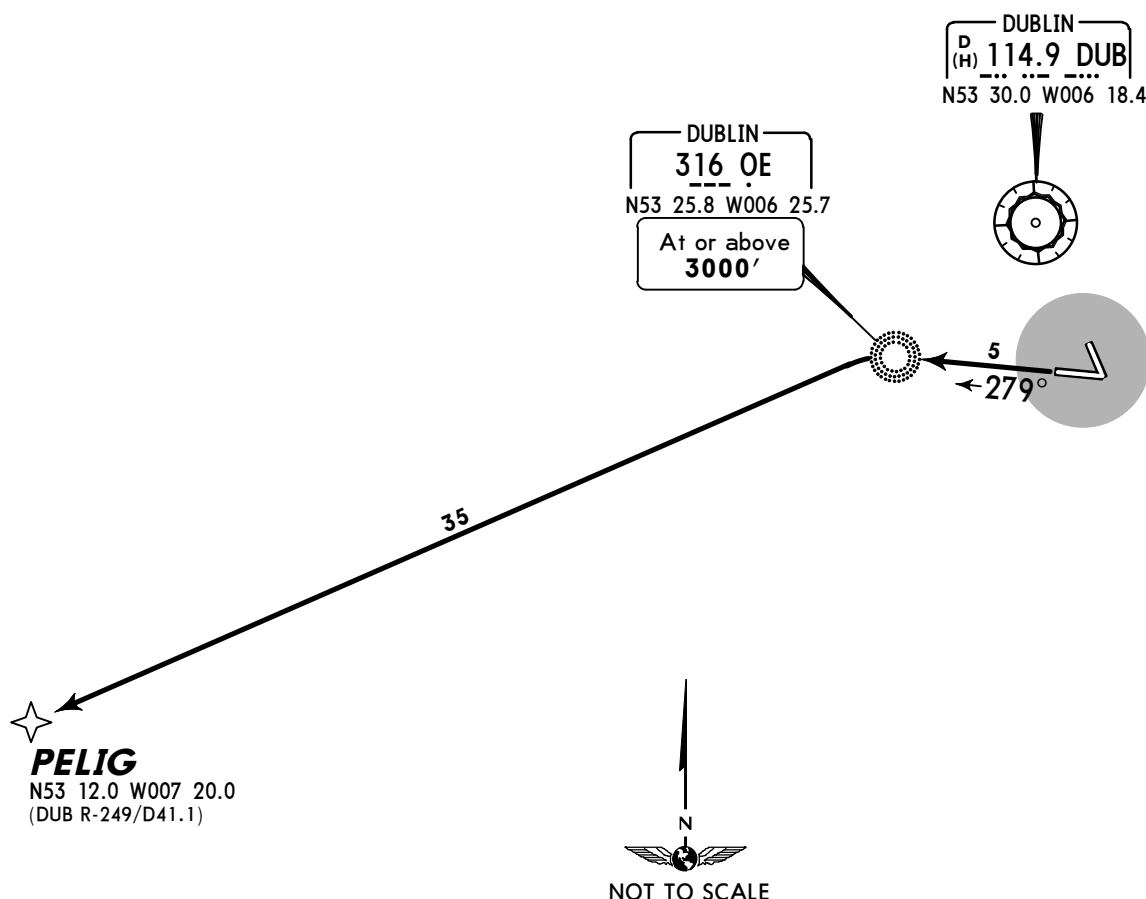
SID	RWY	ROUTING
OLONO 5G	34	DWN26 (3000'+) - BAL - NEPOD - OLONO.
OLONO 1M	16	DWS77 (3000'+) - DWS81 - NEPOD - OLONO.

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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**

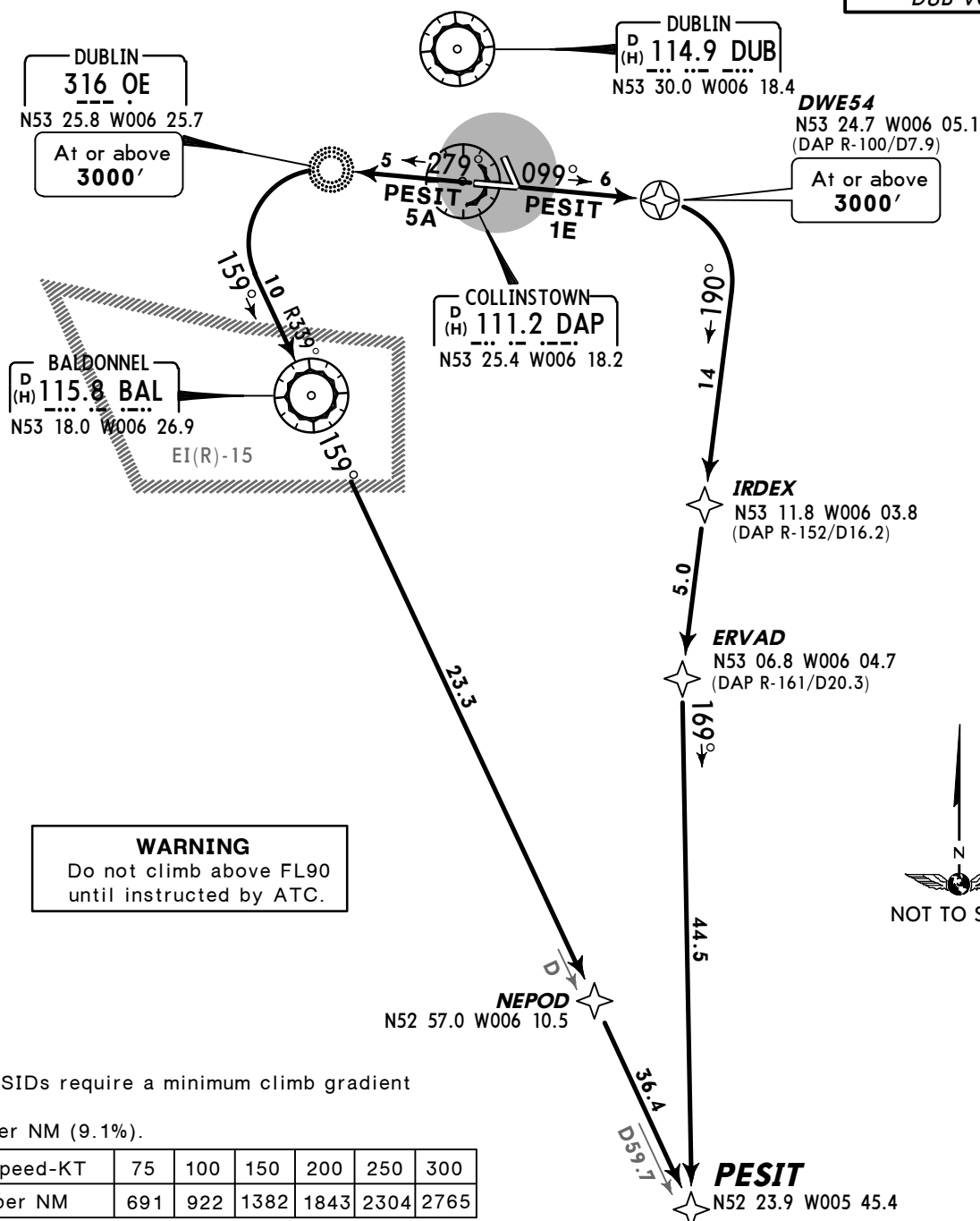
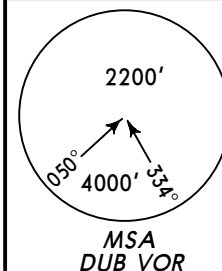
ROUTING

OE (3000'+) - PELIG.

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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 & D



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

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

Initial climb clearance **FL90**

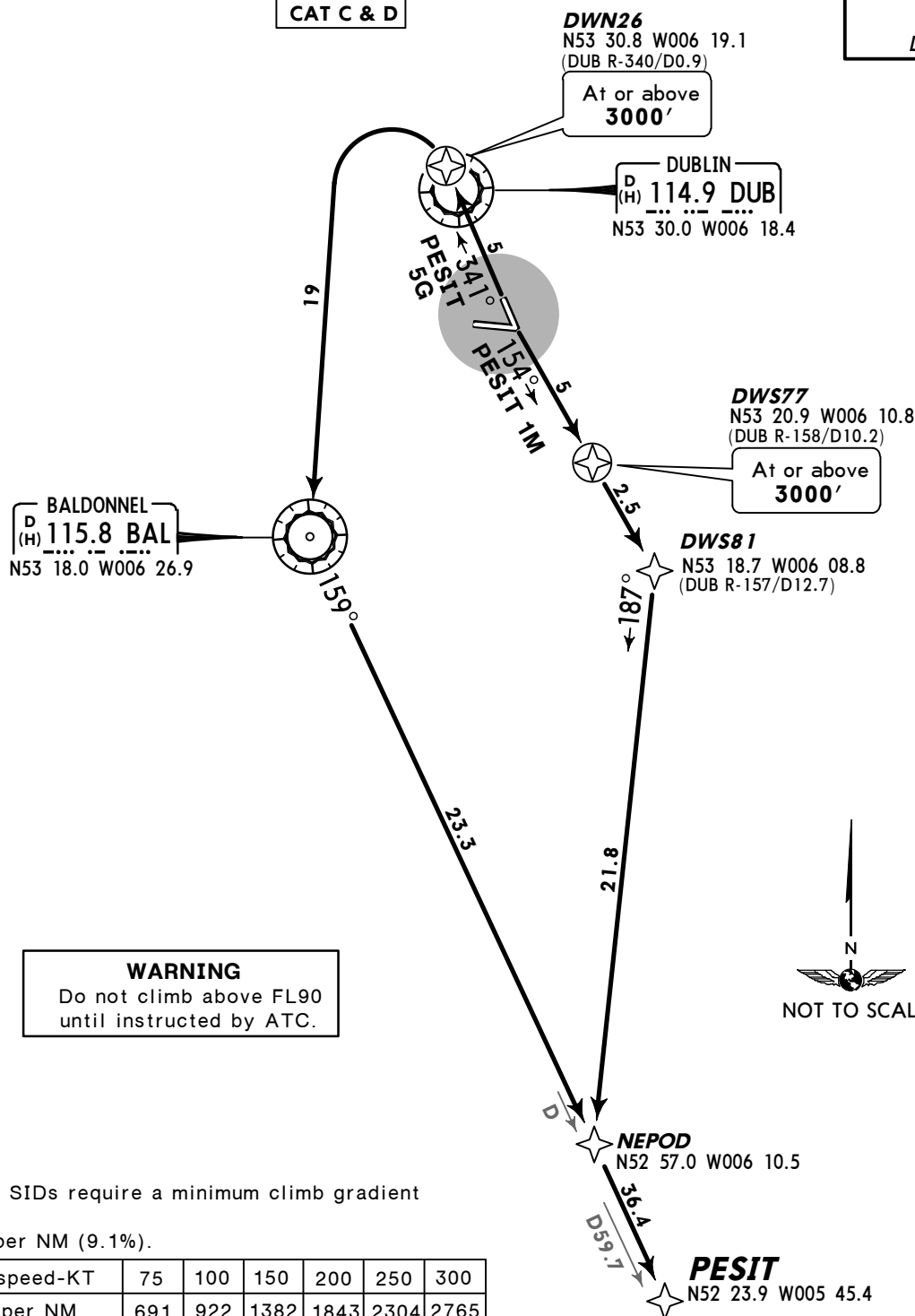
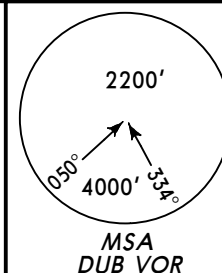
SID	RWY	ROUTING
PESIT 5A ①	28	OE (3000'+) - BAL - NEPOD - PESIT.
PESIT 1E	10	DWE54 (3000'+) - IRDEX - ERVAD - PESIT.

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' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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



Initial climb clearance **FL90**

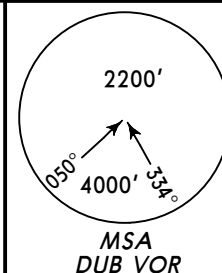
SID	RWY	ROUTING
PESIT 5G	34	DWN26 (3000'+) - BAL - NEPOD - PESIT.
PESIT 1M	16	DWS77 (3000'+) - DWS81 - NEPOD - PESIT.

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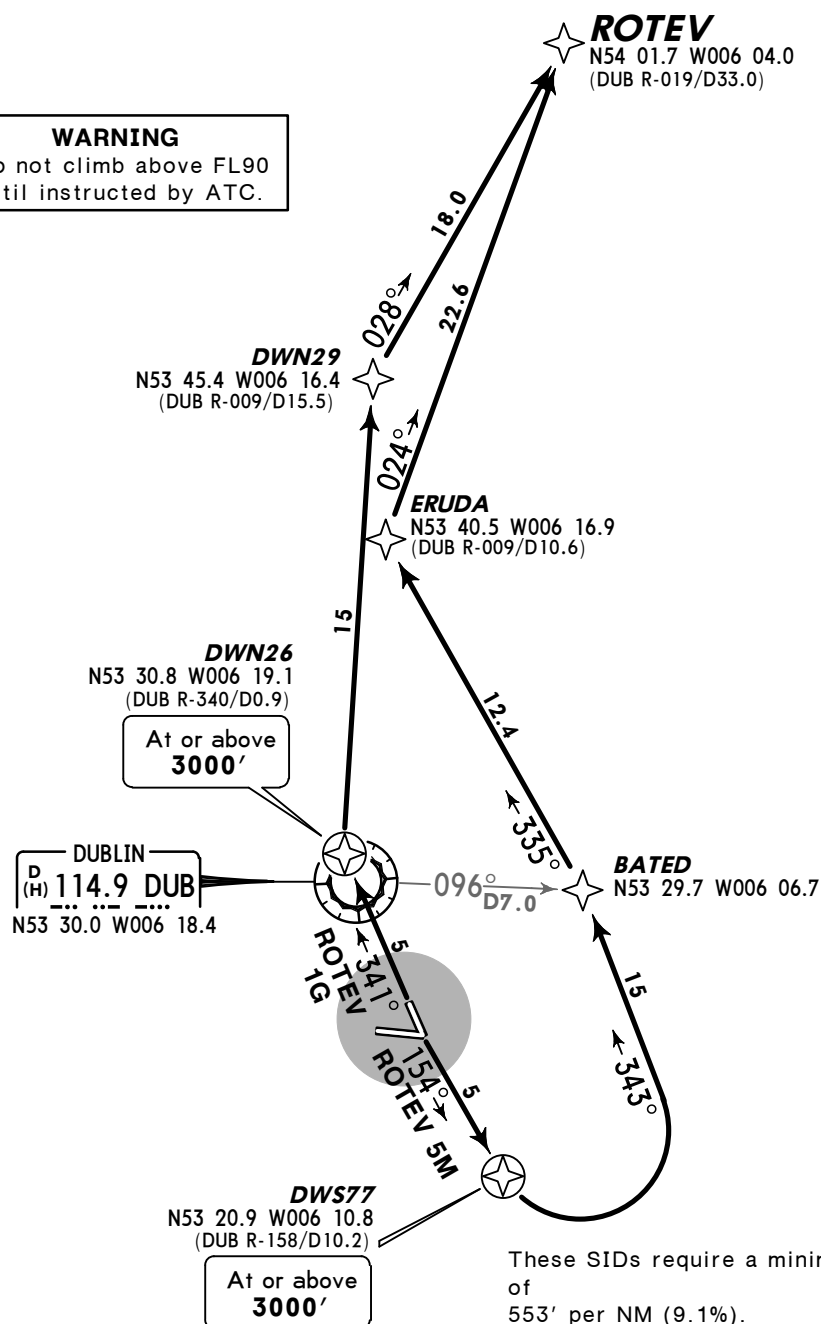
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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%).

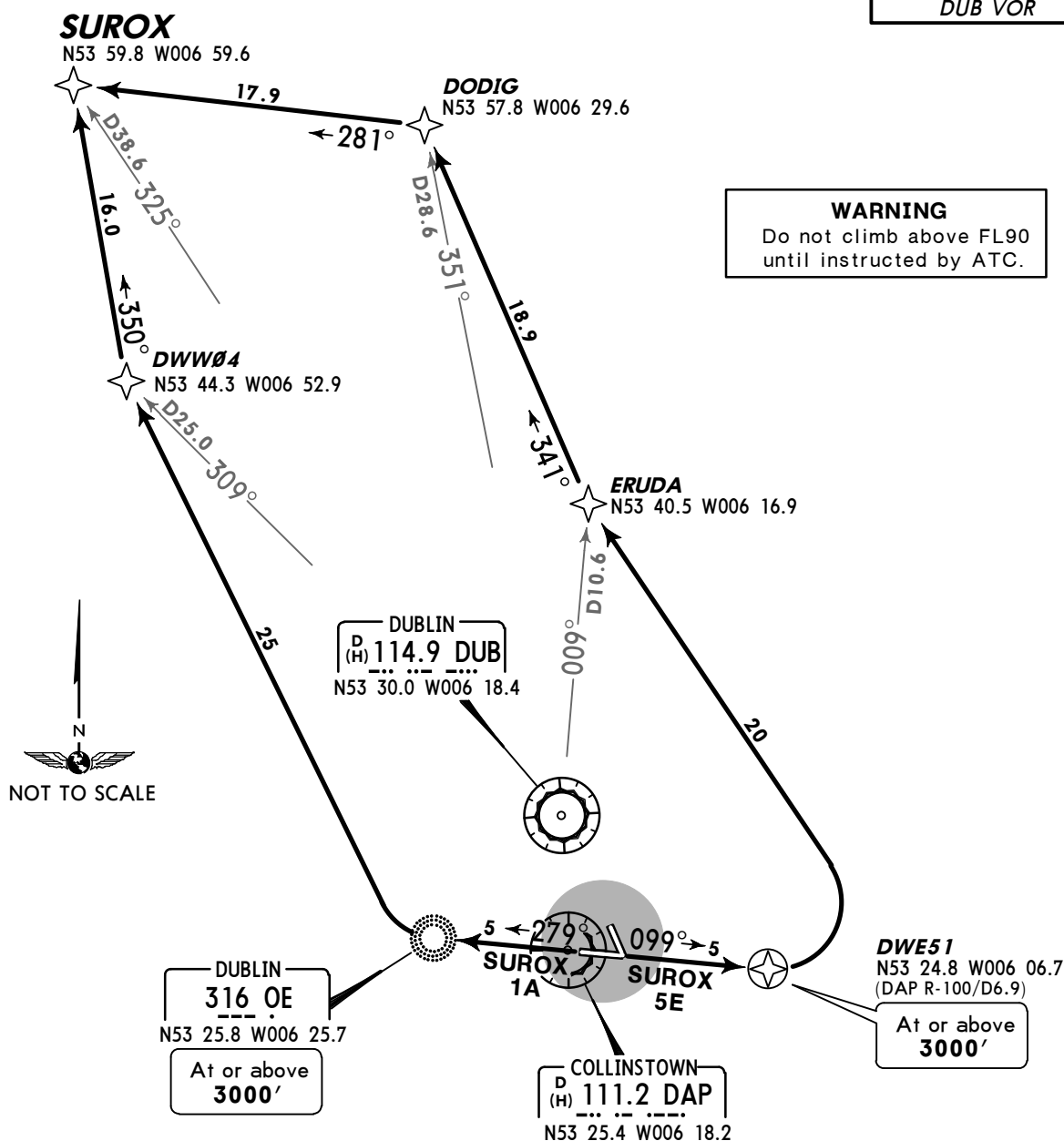
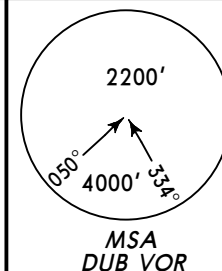
Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1382	1843	2304	2765

Initial climb clearance **FL90**

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

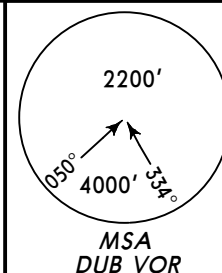
Initial climb clearance FL90

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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 & D



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

D25.0-309°
14.4 ← 325° **DWW06**
N53 33.3 W006 37.4
(DUB R-290/D11.8)

DWN26
N53 30.8 W006 19.1
(DUB R-340/D0.9)

At or above
3000'

DUBLIN
(H) 114.9 DUB
N53 30.0 W006 18.4

ERUDA
N53 40.5 W006 16.9
(DUB R-009/D10.6)

WARNING

Do not climb above FL90
until instructed by ATC.



BATED
N53 29.7 W006 06.7

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

At or above
3000'

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

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

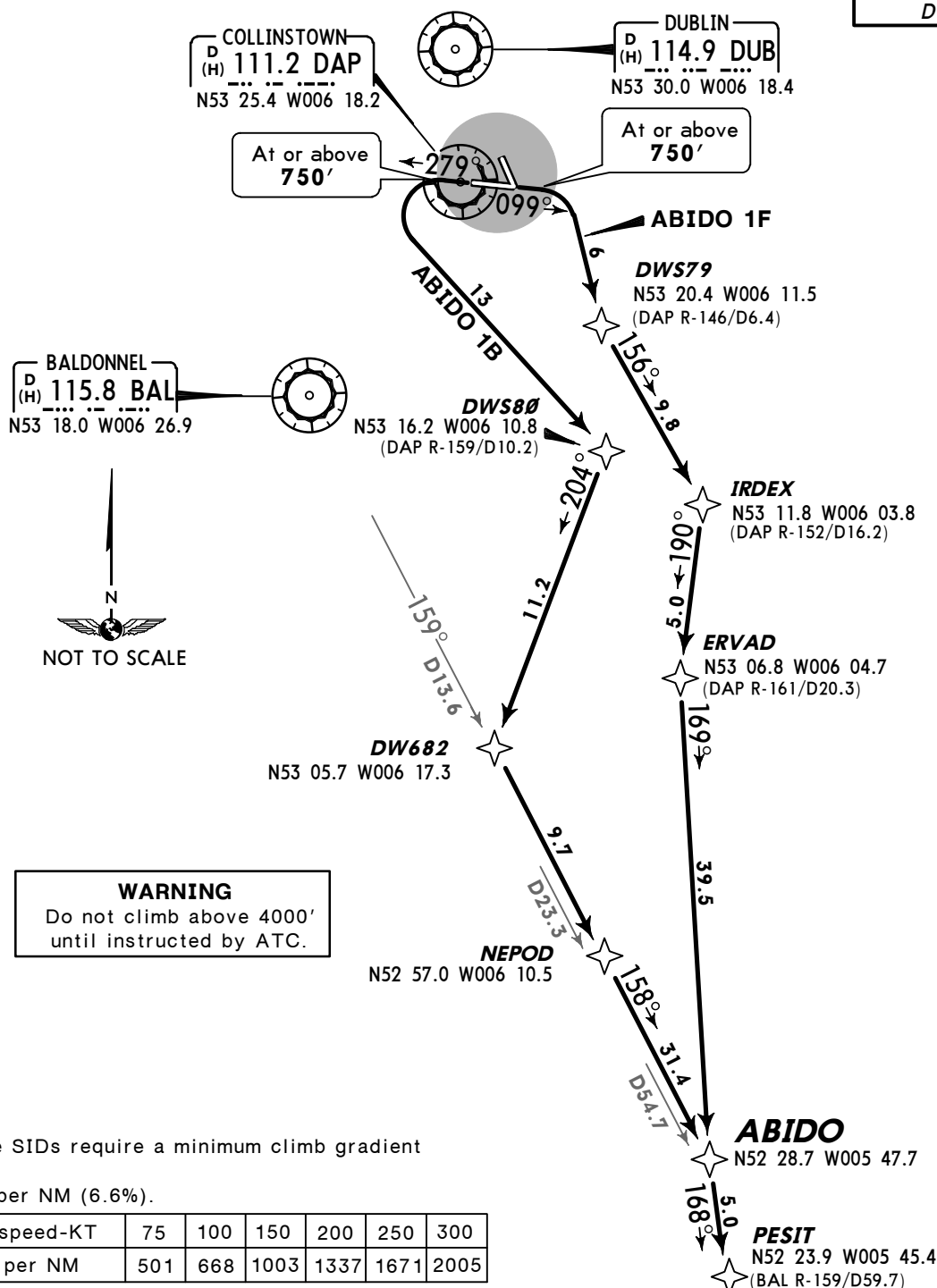
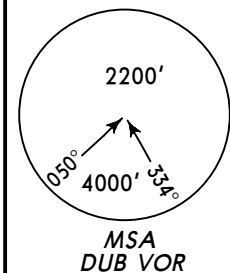
Initial climb clearance **FL90**

SID	RWY	ROUTING
SUROX 1G	34	DWN26 (3000'+) - DWW06 - DWW04 - SUROX.
SUROX 5M	16	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 242'		1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 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

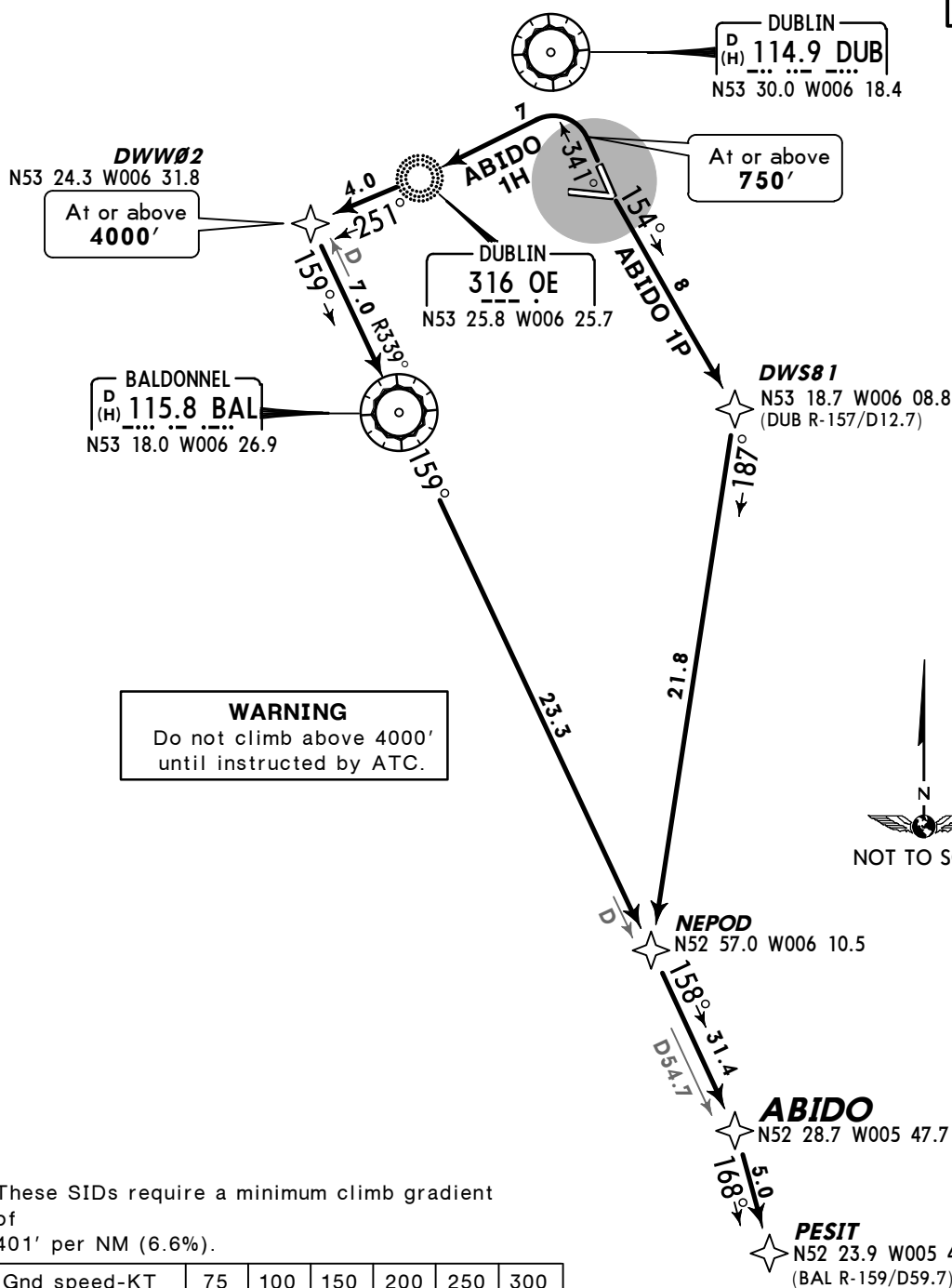
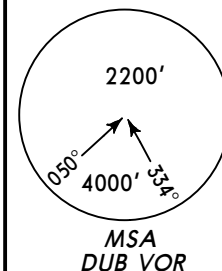
Initial climb clearance 4000'

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

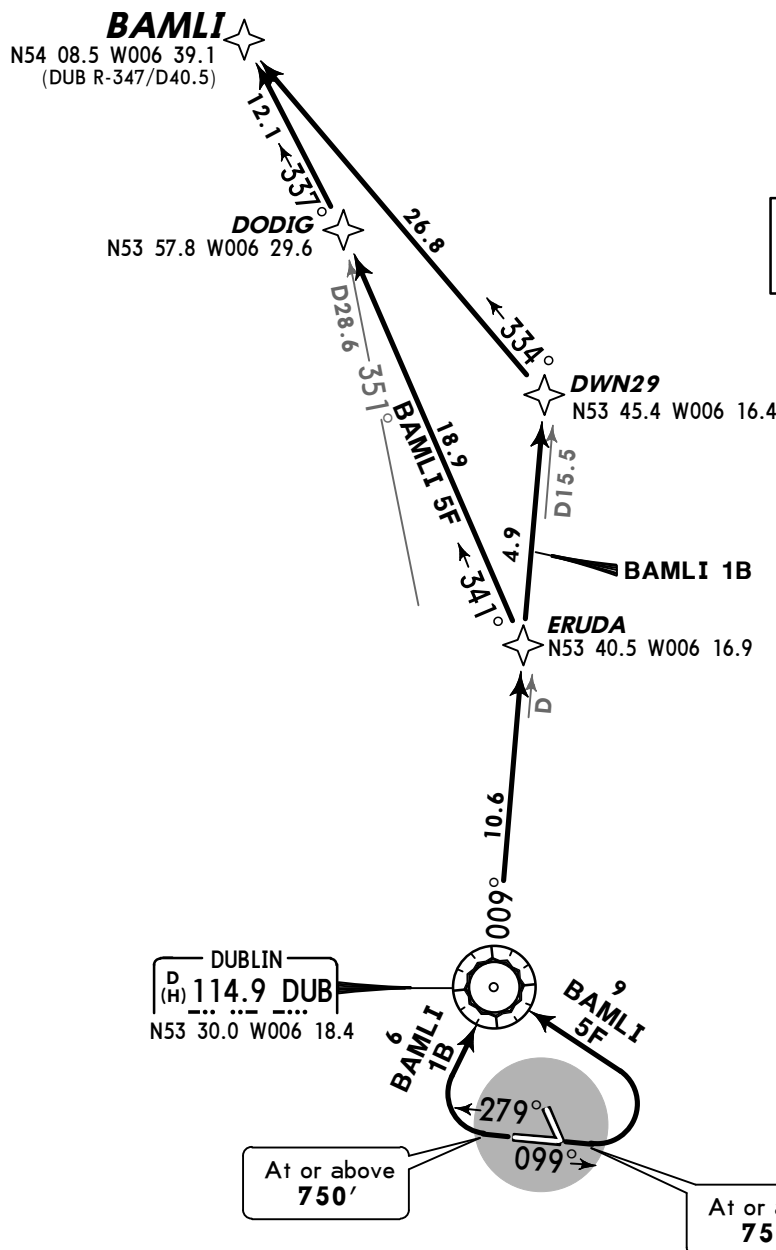
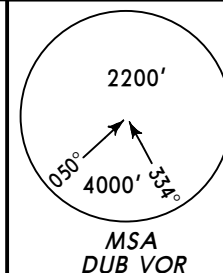
Initial climb clearance **4000'**

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.	
Lower North	Lower South		
132.57	126.25		
Apt Elev 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

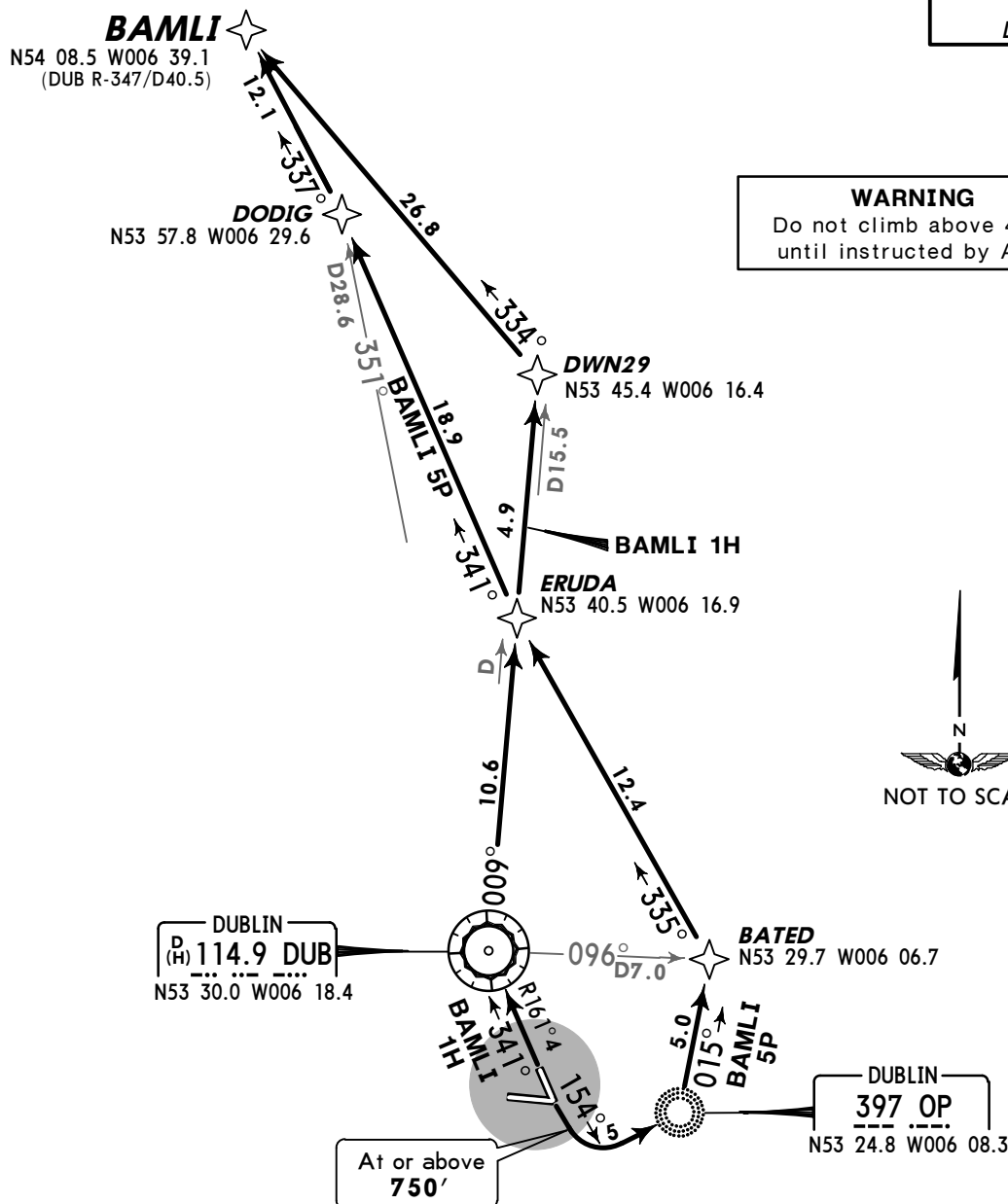
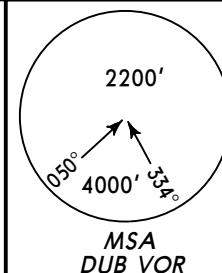
Initial climb clearance **4000'**

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' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

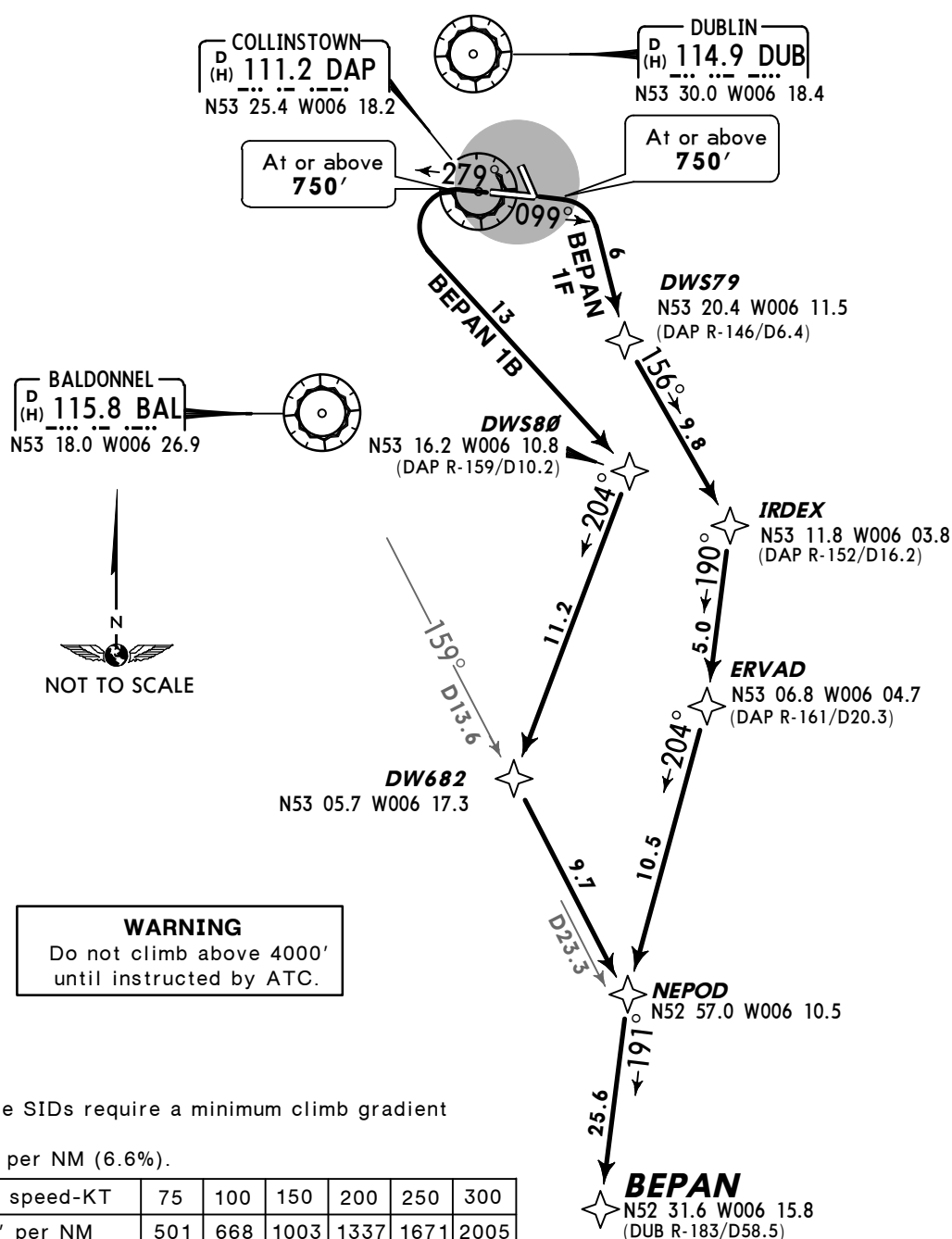
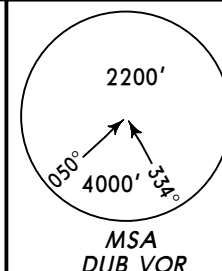
Initial climb clearance **4000'**

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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 & B

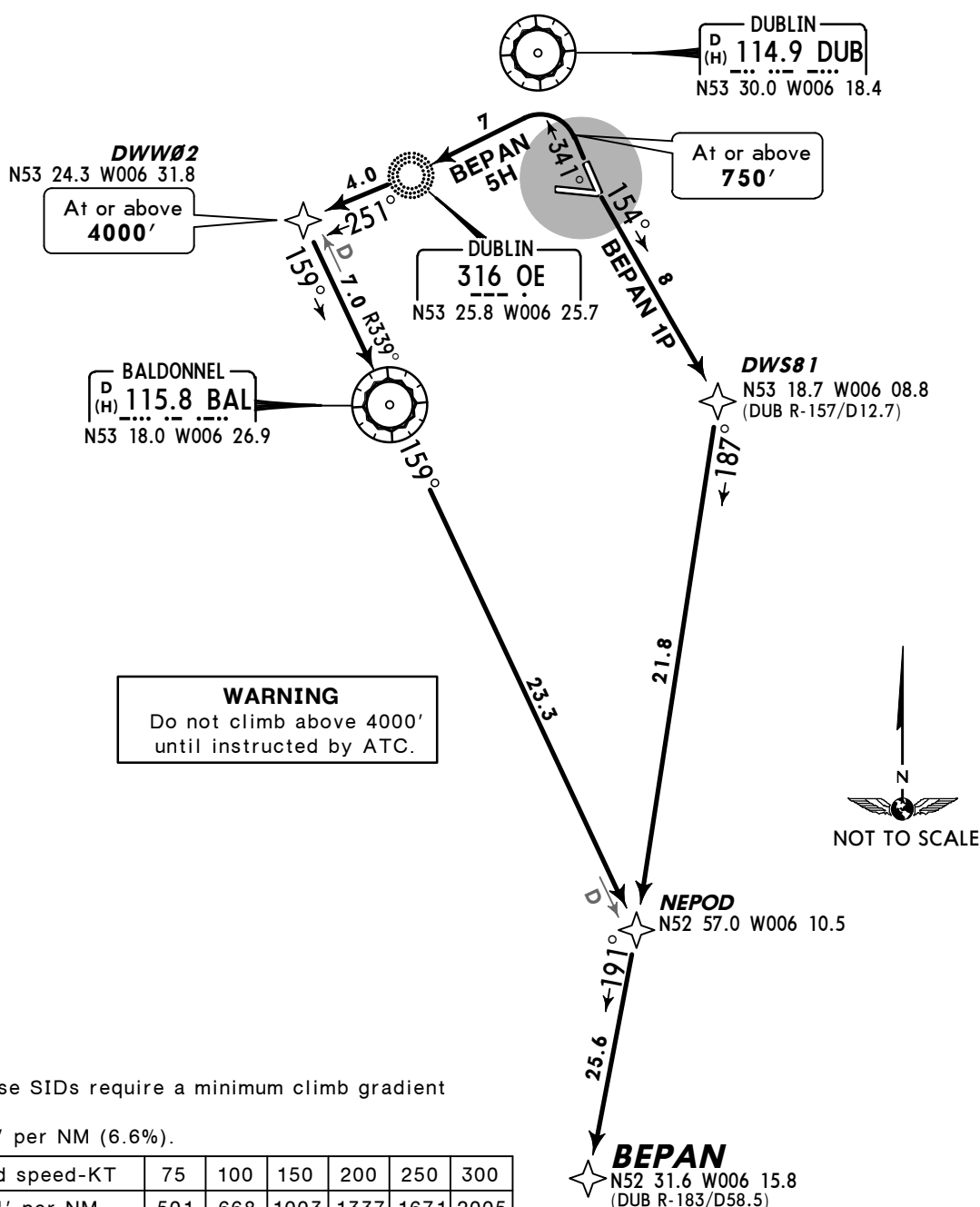
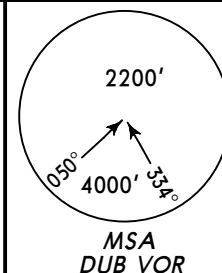
Initial climb clearance **4000'**

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

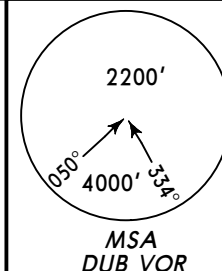
Initial climb clearance **4000'**

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

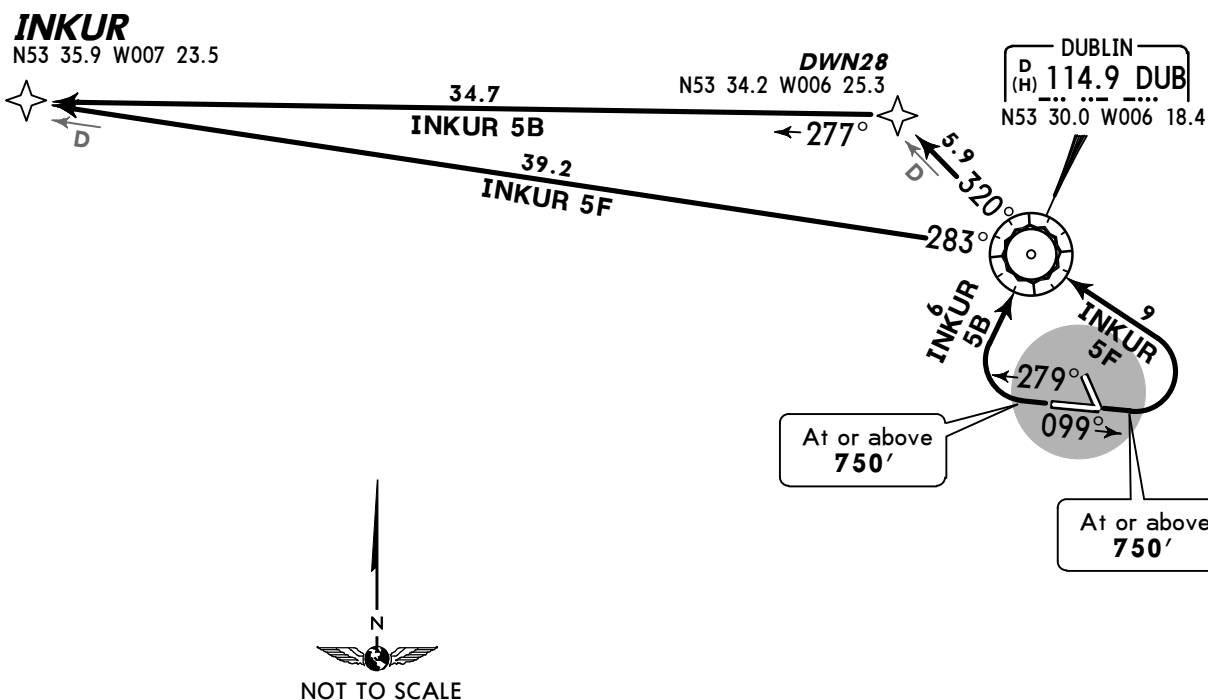
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.	
Lower North	Lower South		
132.57	126.25		
Apt Elev 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%).

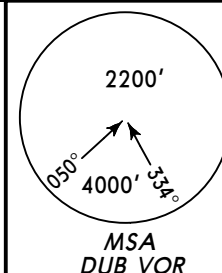
Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

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

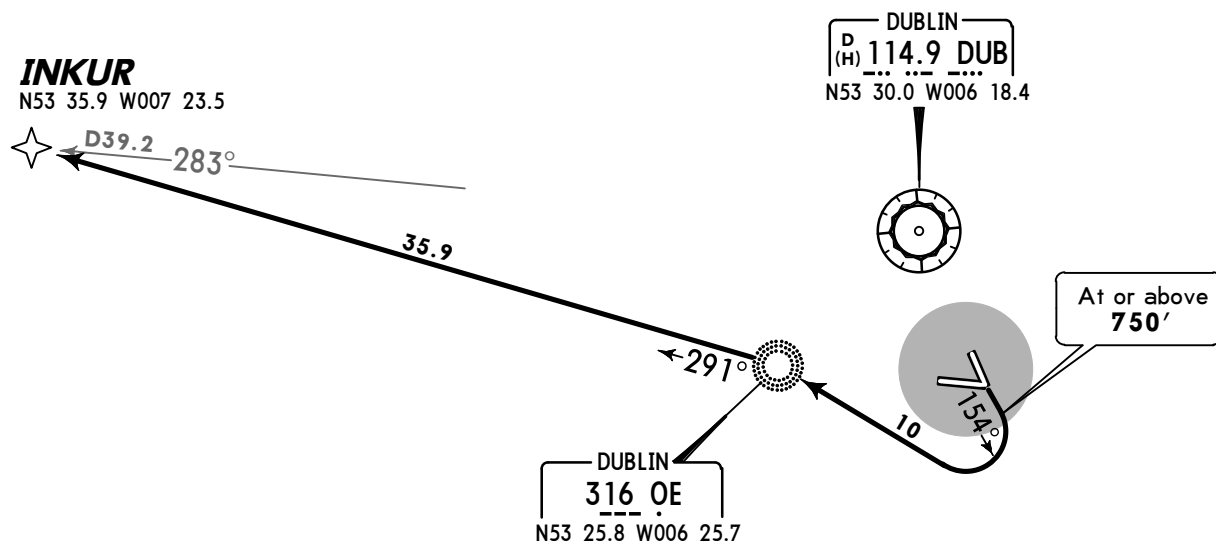
SID	RWY	ROUTING
INKUR 5B	28	(750'+) - DUB - DWN28 - INKUR.
INKUR 5F	10	(750'+) - DUB - INKUR.

DUBLIN ACC		Trans level: By ATC Trans alt: 5000'
North	South	
129.17	126.25	
Apt Elev 242'		1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.

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'**

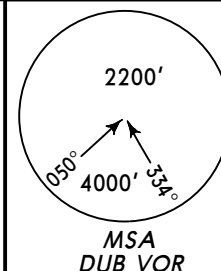
ROUTING

(750'+) - OE - INKUR.

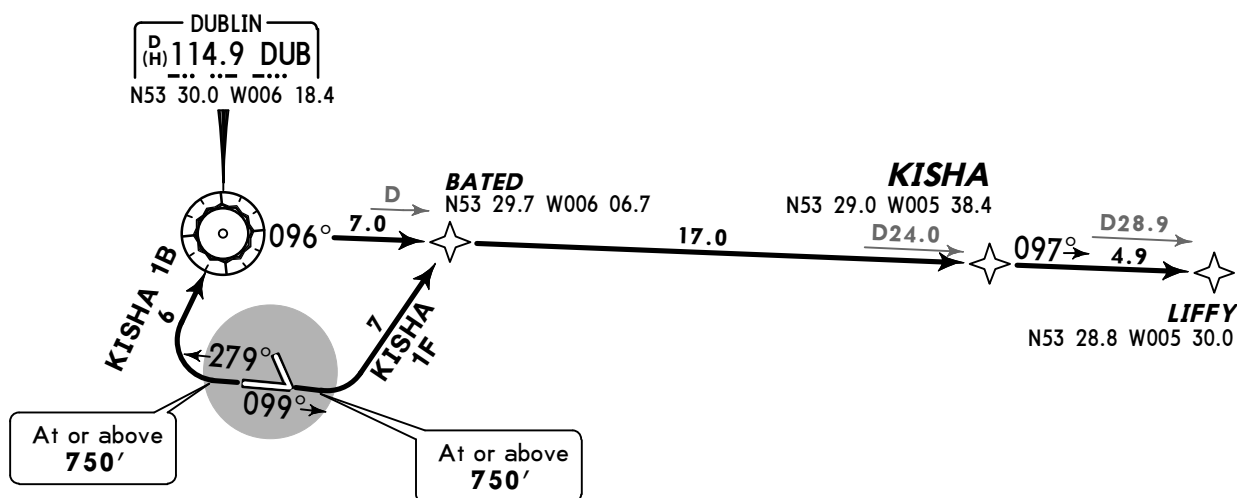
DUBLIN ACC		Trans level: By ATC Trans alt: 5000'
Lower North	Lower South	1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
132.57	126.25	
Apt Elev 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

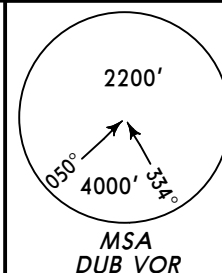
KISHA 1B: Initial climb clearance **4000'**
KISHA 1F: Initial climb clearance **3000'**

SID	RWY	ROUTING
KISHA 1B ①	28	(750'+) - DUB - KISHA - LIFFY.
KISHA 1F ①	10	(750'+) - BATED - KISHA - LIFFY.

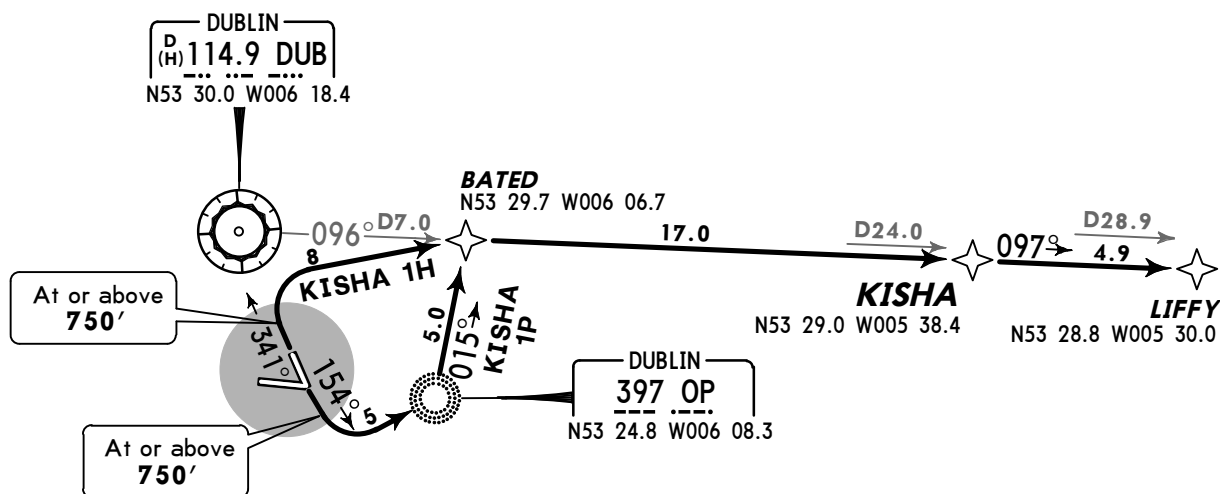
① Traffic with RFL180 or above must reach FL180 by GINIS.

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

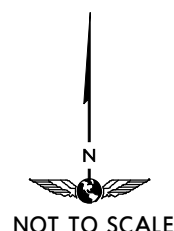


WARNING
Do not climb above 4000'
until instructed by ATC.



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



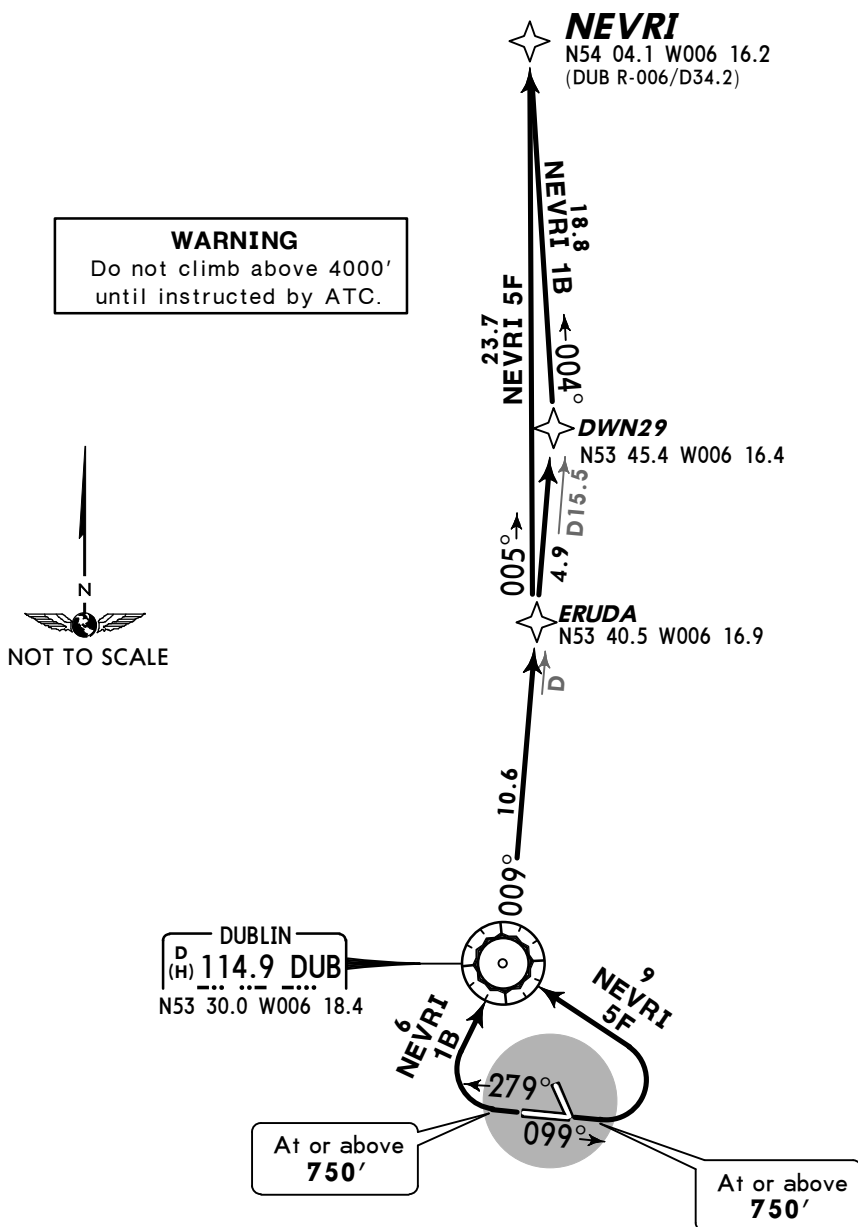
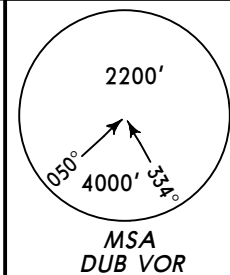
Initial climb clearance 4000'		
SID	RWY	ROUTING
KISHA 1H ①	34	(750'+) - BATED - KISHA - LIFFY.
KISHA 1P ①	16	(750'+) - OP - BATED - KISHA - LIFFY.

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

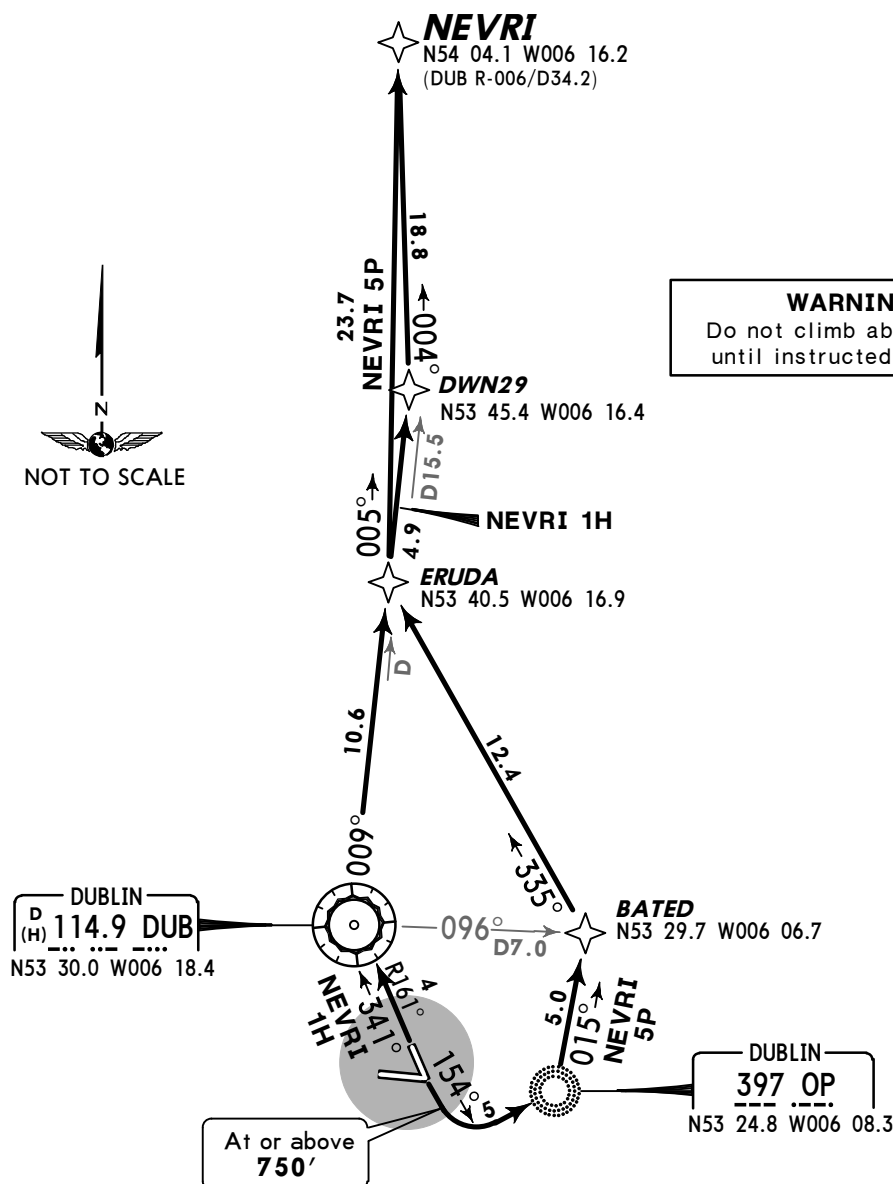
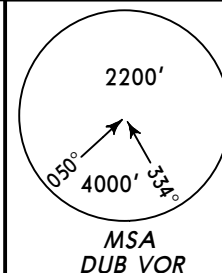
Initial climb clearance **4000'**

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

Lower
North

132.57

Lower
South

126.25

Apt Elev
242'

Trans level: By ATC Trans alt: 5000'

1. Immediately after take-off contact DUBLIN ACC.
2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.
3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use.
5. Integrity check fix available from RADAR.

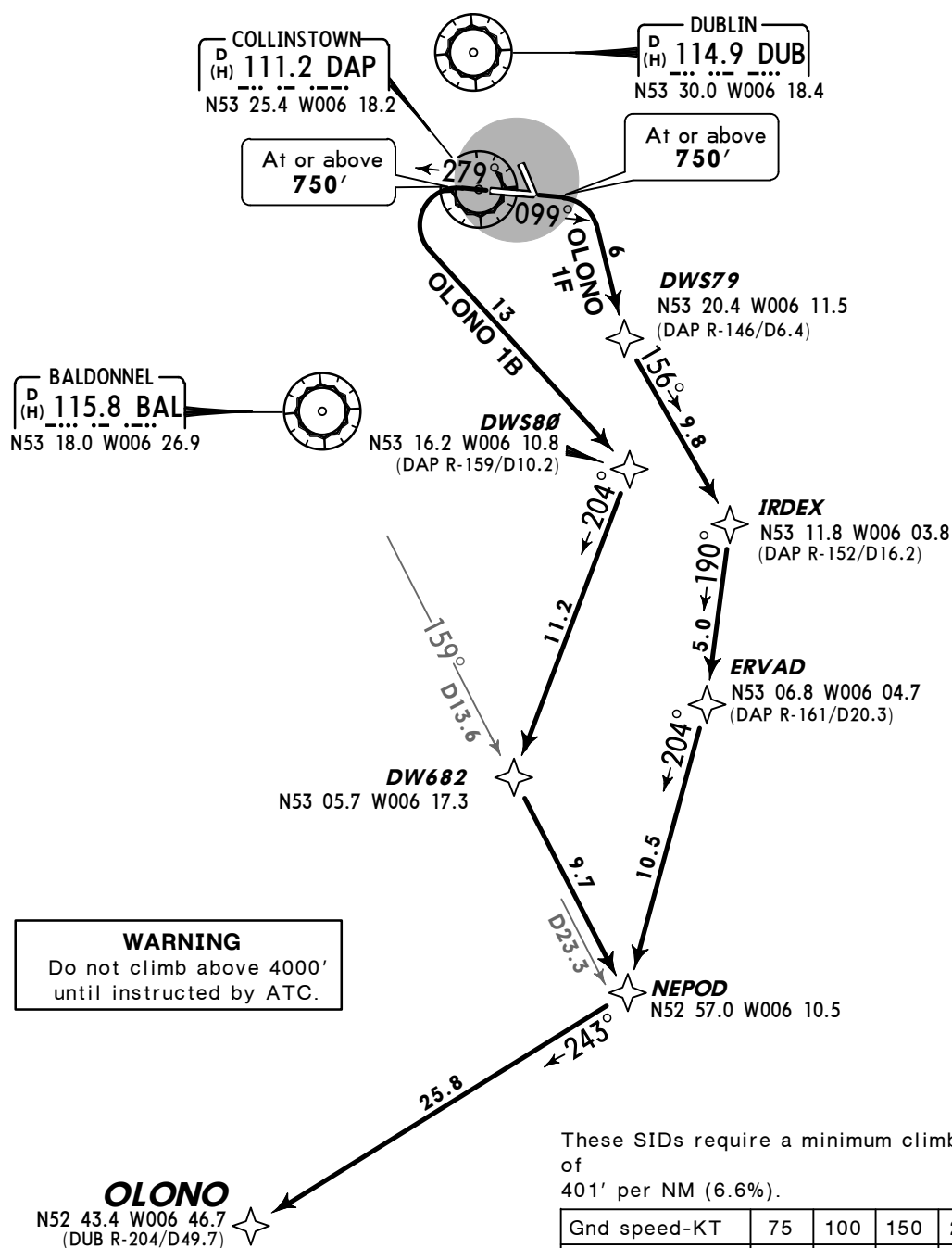
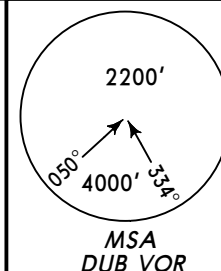
OLONO 1B [OLON1B], OLONO 1F [OLON1F]

RWYS 28, 10 P-RNAV DEPARTURES

RNAV 1 (DME/DME OR GNSS REQUIRED)

SPEED: MAX 250 KT BELOW FL100

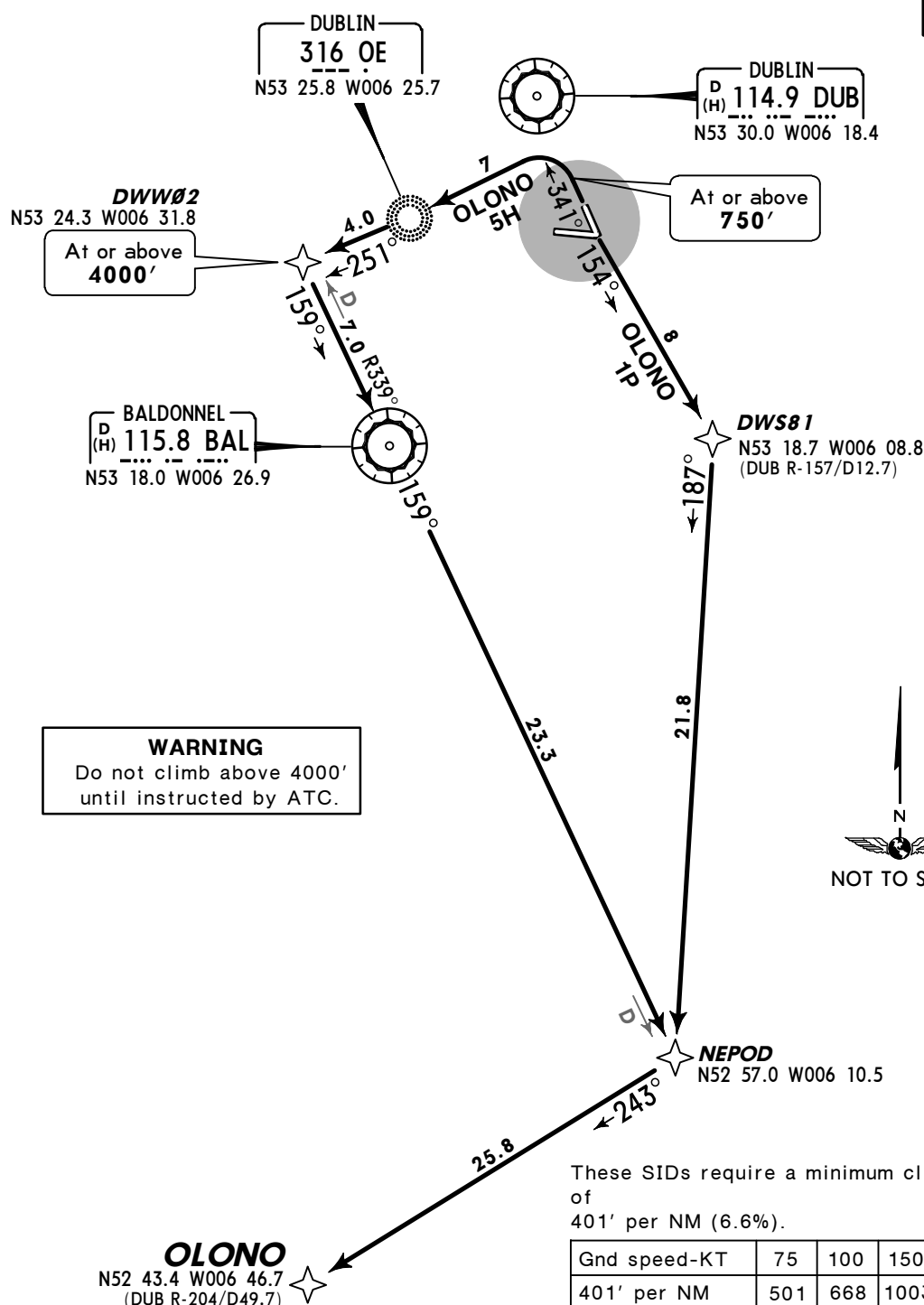
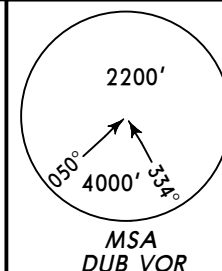
CAT A & B

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		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

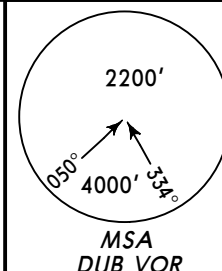


Initial climb clearance **4000'**

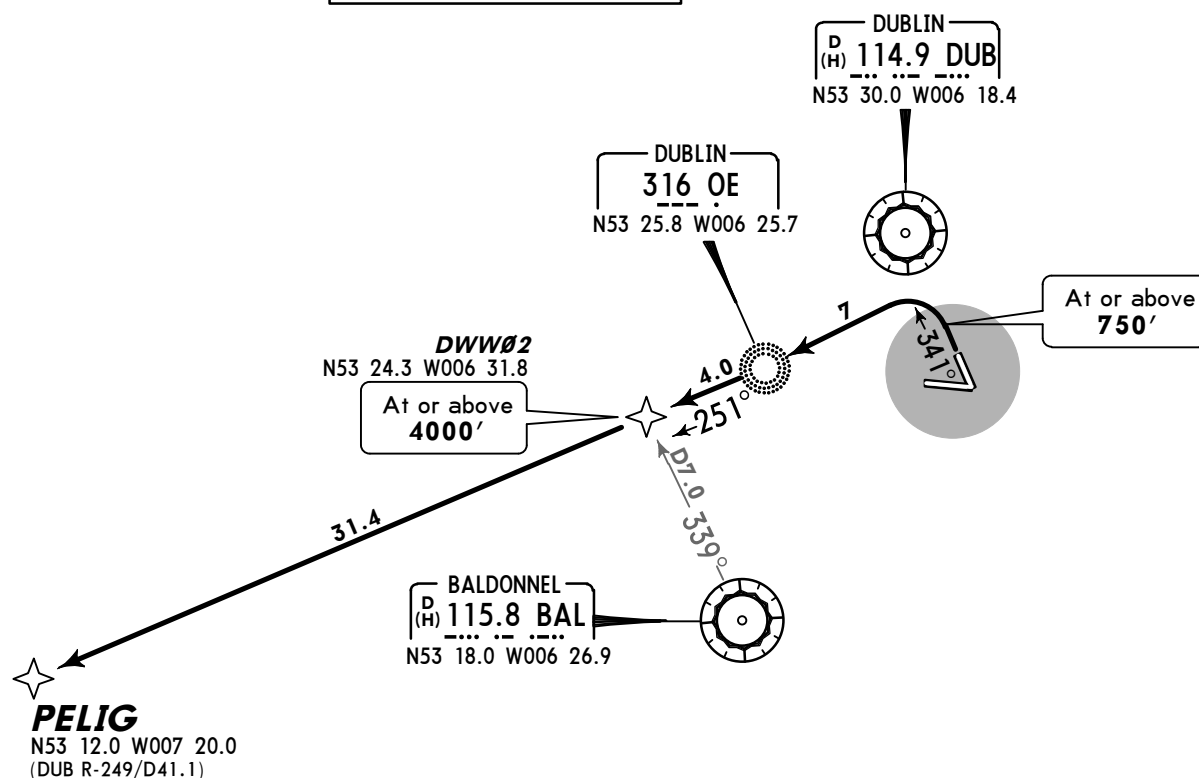
SID	RWY	ROUTING
OLONO 5H	34	(750'+) - OE - DWW02 (4000'+) - BAL - NEPOD - OLONO.
OLONO 1P	16	(750'+) - DWS81 - NEPOD - OLONO.

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 242'		

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'**

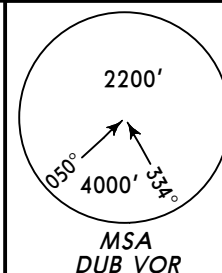
ROUTING

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

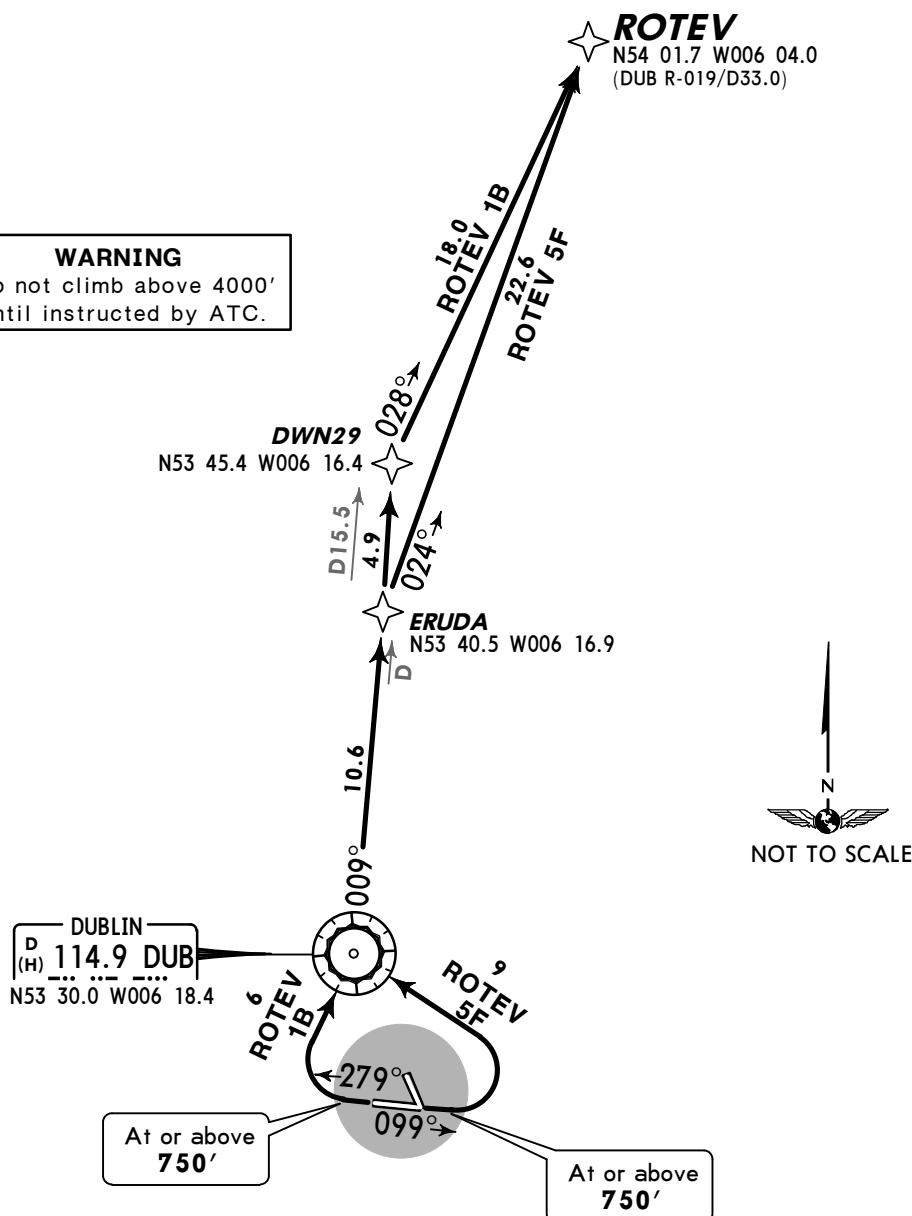
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

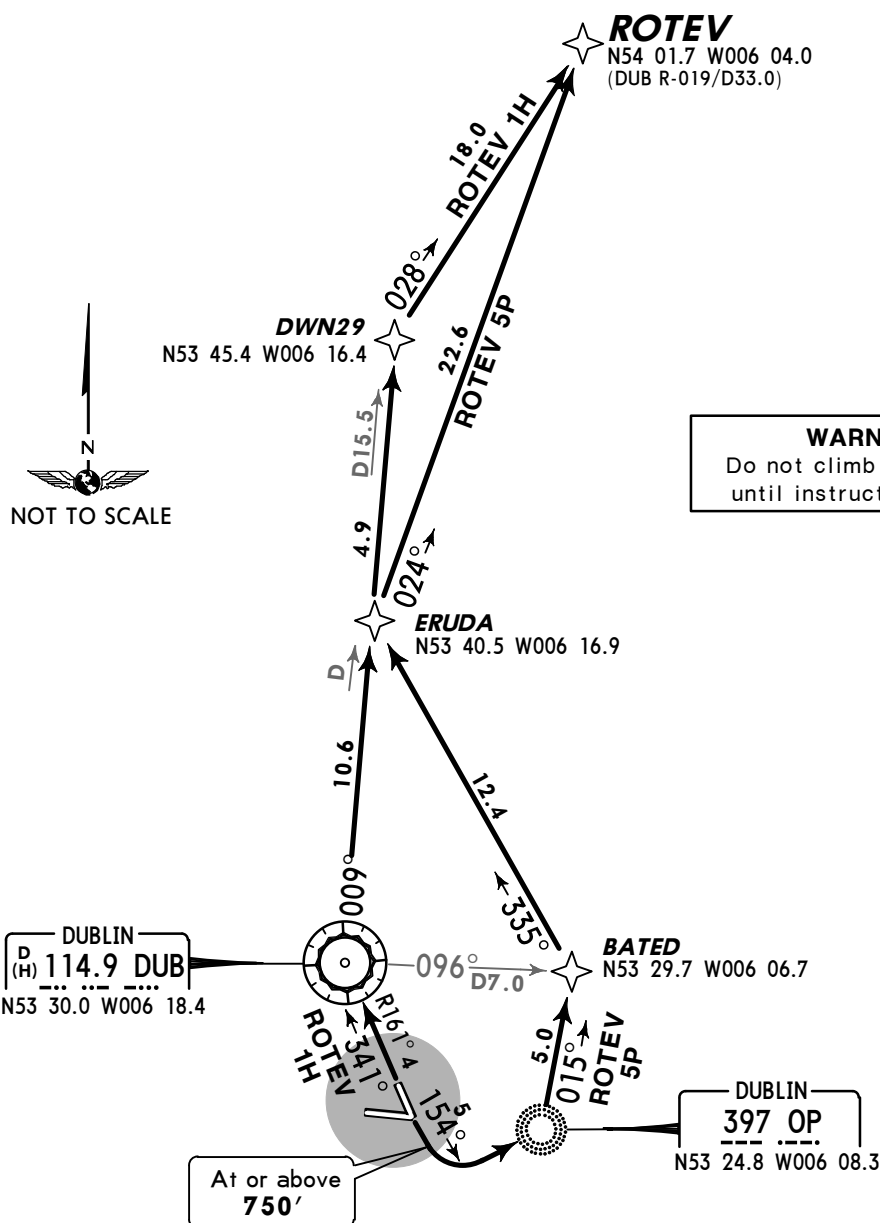
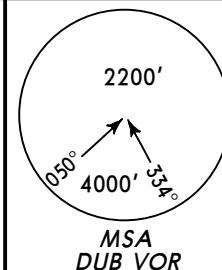
Initial climb clearance **4000'**

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' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional nav aids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

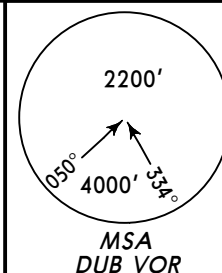
Initial climb clearance **4000'**

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

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

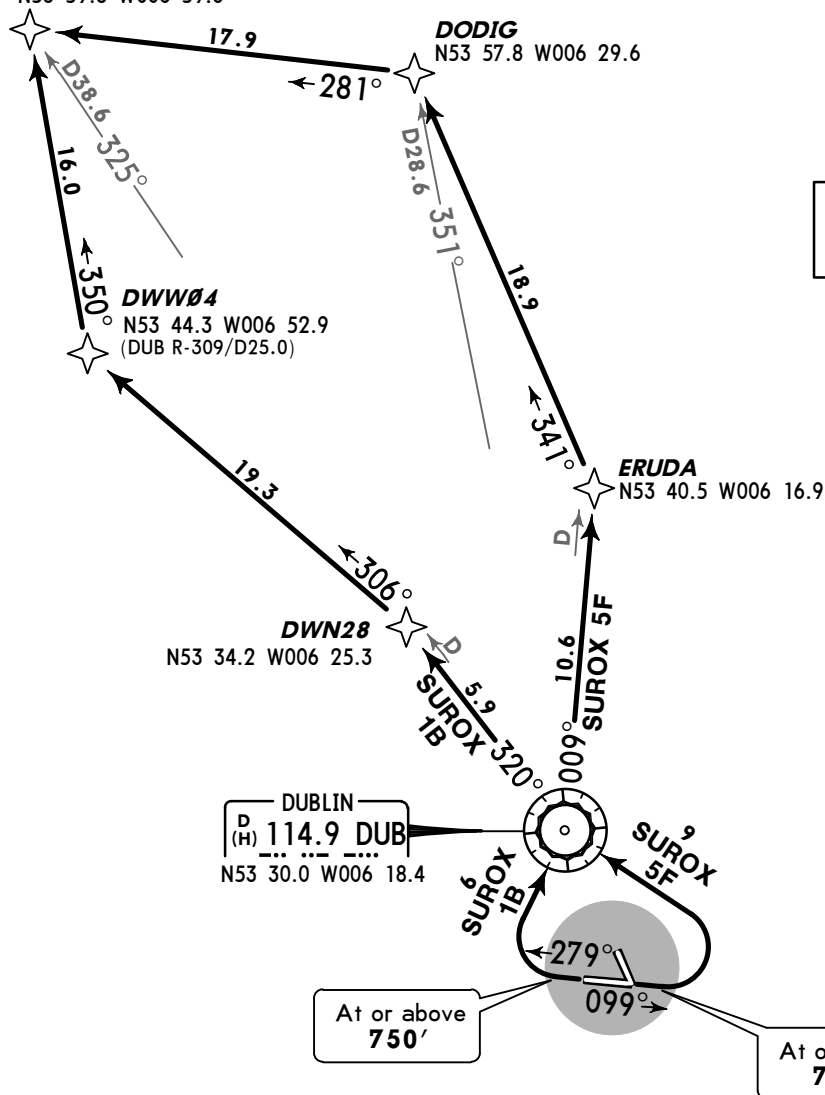
SUROX 1B [SURO1B], SUROX 5F [SURO5F]
RWYS 28, 10 P-RNAV DEPARTURES
RNAV 1 (DME/DME OR GNSS REQUIRED)
~~SPEED~~ MAX 250 KT BELOW FL100

CAT A & B



SUROX

N53 59.8 W006 59.6



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

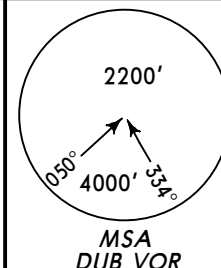
Initial climb clearance **4000'**

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

DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 4. Climb to MSA may be conducted using conventional navigation based on conventional navaids serving the runway in use. 5. Integrity check fix available from RADAR.
Lower North	Lower South	
132.57	126.25	
Apt Elev 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

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281°
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N53 30.0 W006 18.4

015°
SUROX 1H

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N53 57.8 W006 29.6

D38.6
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16.0

350°
DWW04

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(DUB R-309/D25.0)

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(DUB R-309/D25.0)

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N53 30.0 W006 18.4

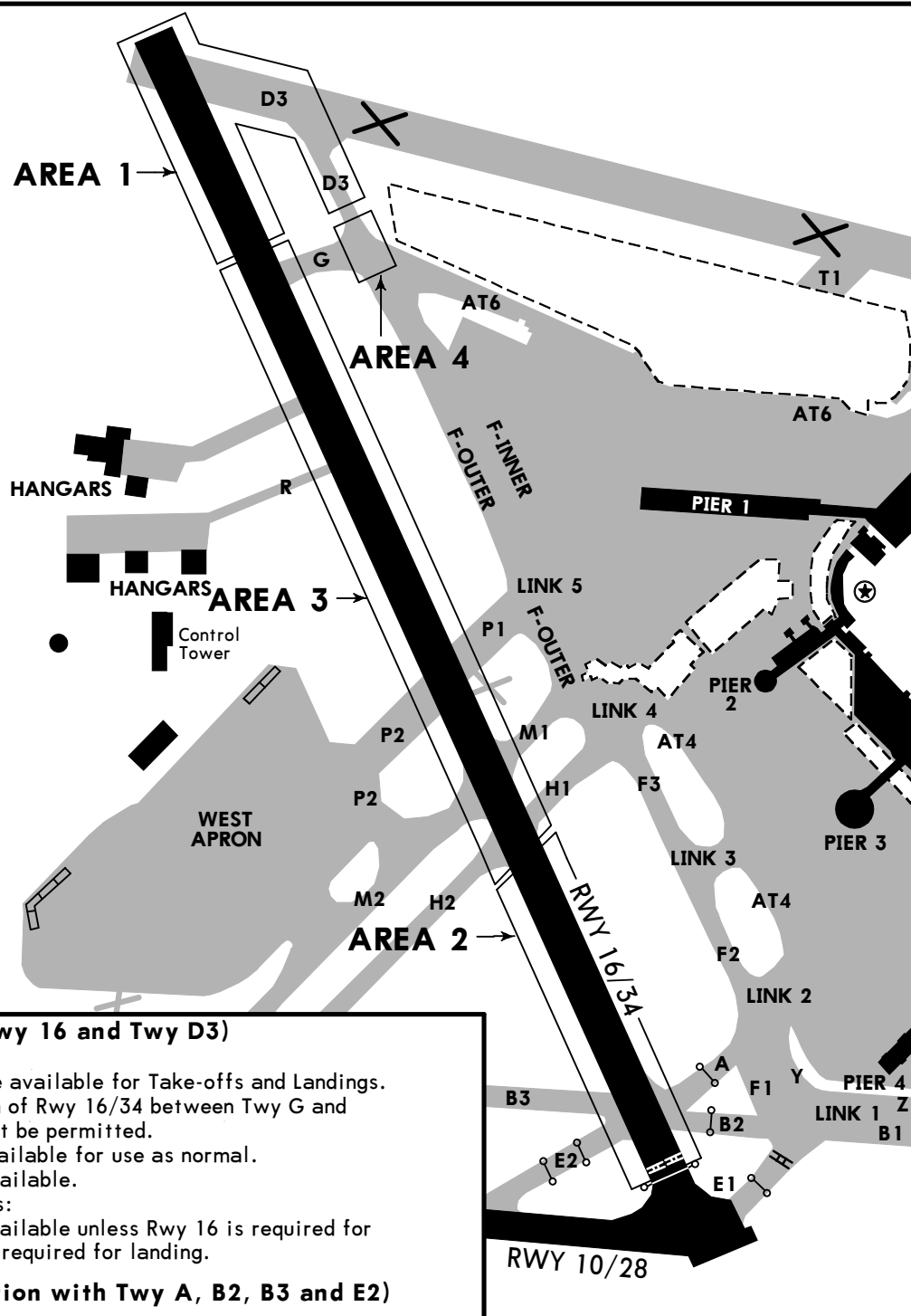
015°
SUROX 1H

N53 30.0 W006 18.4

015°
SUROX

RWY 16/34 & TWY D3 PAVEMENT

REFER ALSO TO LATEST NOTAMS

**AREA 1 (Thresh Rwy 16 and Twy D3)**

During working hours:

Rwy 16/34 will not be available for Take-offs and Landings.
Taxiing on the portion of Rwy 16/34 between Twy G and Thresh Rwy 16 will not be permitted.

Twy G will remain available for use as normal.

Twy D3 will not be available.

Outside working hours:

Twy D3 will not be available unless Rwy 16 is required for take-off or Rwy 34 is required for landing.

AREA 2 (Intersection with Twy A, B2, B3 and E2)

During working hours:

Rwy 16/34 will not be available for Take-offs and Landings.
Twys A, B2, B3 and E2 will not be available.

Taxiing on the portion of Rwy 16/34 between Twys E1 and H1/H2 will not be permitted.

Twys E1 and H1/H2 will remain available for use as normal.

Outside working hours:

Twys A, B2, B3 and E2 will each remain unavailable on an individual basis for a period of 7-10 days during the course of the project. The work will be coordinated so that only one of these Twys is unavailable outside working hours at any time.

AREA 3 (Remainder of Rwy 16/34)

During working hours:

Rwy 16/34 will not be available for Take-offs and Landings.

Twys intersecting with Rwy 16/34 will also be unavailable from time to time, as promulgated by NOTAM. Sufficient Twys will remain available to facilitate acft taxiing and towing movements.

AREA 4 (Intersection of Twy D3 and G)

During working hours:

Rwy 16/34 will not be available for Take-offs and Landings.

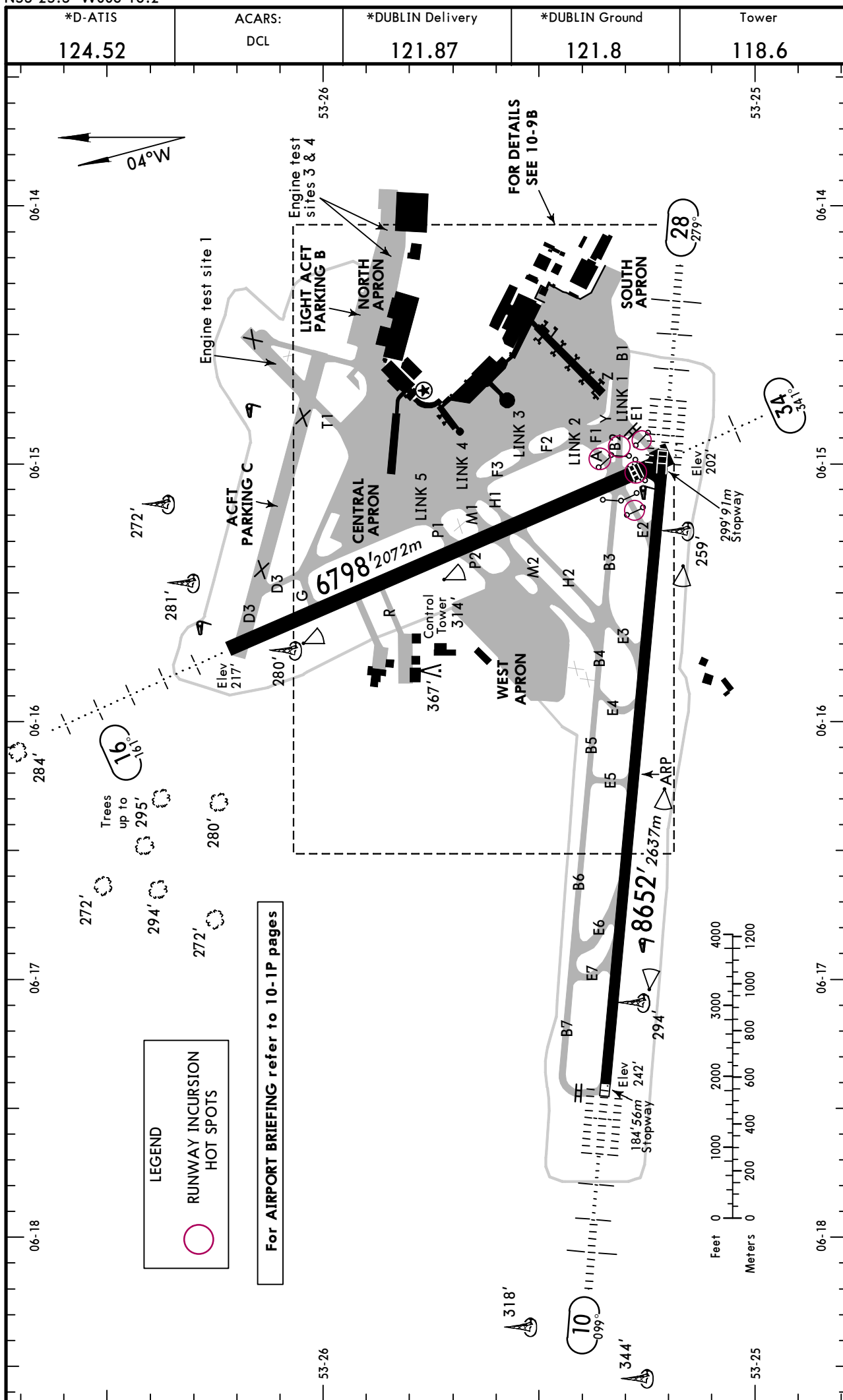
Twys D3 and G will not be available.

Taxiing between Apron Twy 6 and Apron Twy F-Outer will be restricted to acft with max wingspan of 118'/36m.

EIDW/DUB
Apt Elev **242'**
N53 25.3 W006 16.2

JEPPESSEN
28 NOV 14 **(10-9)** Eff 11 Dec

DUBLIN, IRELAND
DUBLIN INTL



CHANGES: None.

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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		
⑥ 34	HIRL (60m) ALS PAPI (3.0°)				⑦	200' 61m

⑥ Rwy grooved.

⑦ TAKE-OFF RUN AVAILABLE

RWY 16:

From rwy head 6798' (2072m)
 twy D3 int 6627' (2020m)
 twy G int 5479' (1670m)

RWY 34:

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

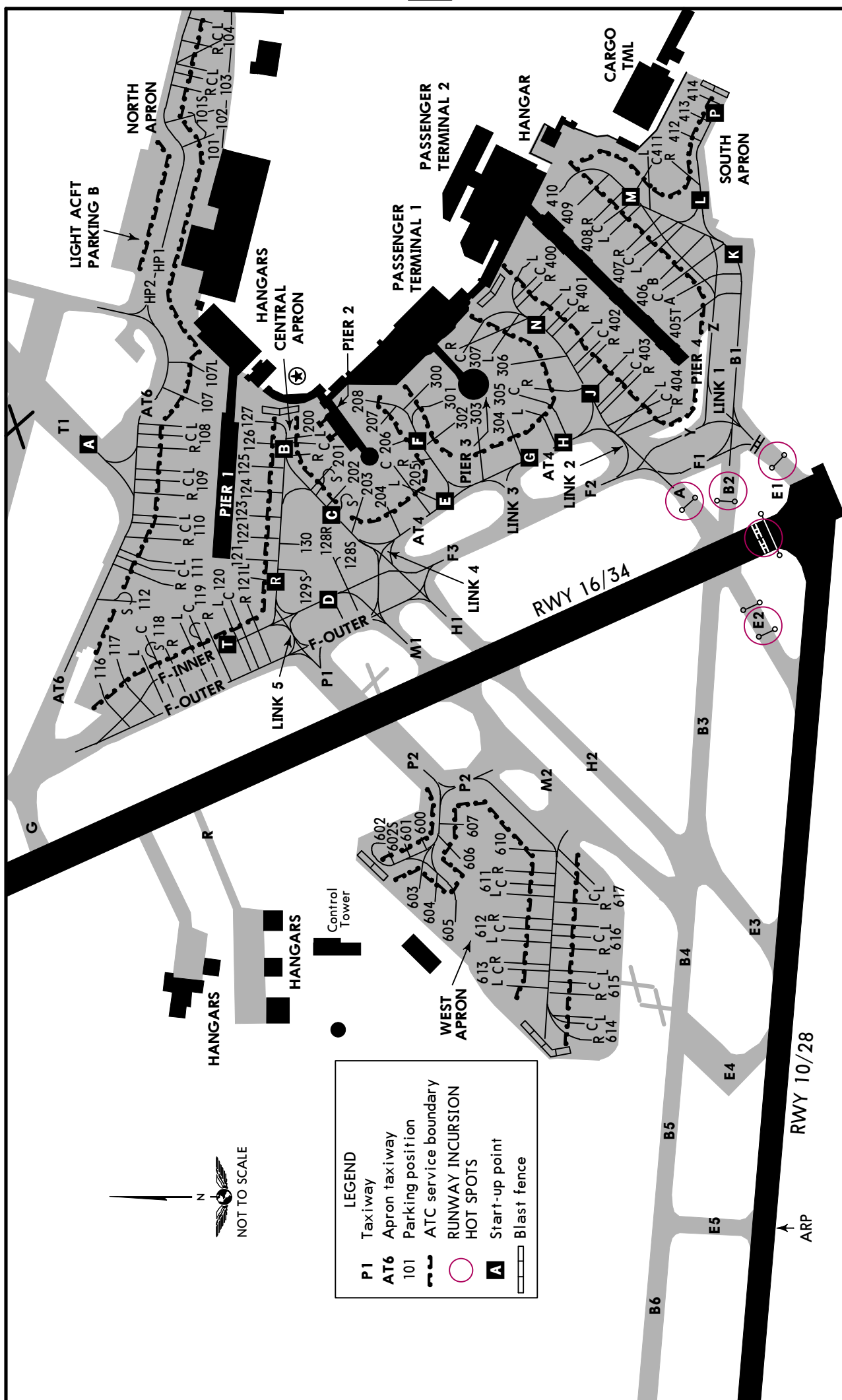
Intersection take-offs are not available during Low Visibility Operations.

Standard

TAKE-OFF ①

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) 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.



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
101	N53 25.8 W006 14.3	306	N53 25.5 W006 14.7
101S	N53 25.9 W006 14.3	307L thru 307R	N53 25.6 W006 14.7
102	N53 25.8 W006 14.3	400L, 400C	N53 25.5 W006 14.5
103L thru 103R	N53 25.8 W006 14.2	400R thru 401R	N53 25.5 W006 14.6
104C, 104L	N53 25.8 W006 14.1	402L thru 403R	N53 25.4 W006 14.7
104R	N53 25.8 W006 14.2	404L thru 404R	N53 25.4 W006 14.8
107L	N53 25.8 W006 14.7	405T	N53 25.4 W006 14.7
107	N53 25.8 W006 14.8	406A thru 407C	N53 25.4 W006 14.6
108L, 108C	N53 25.9 W006 14.8	407R, 408L	N53 25.4 W006 14.5
108R thru 109R	N53 25.9 W006 14.9	408C thru 409	N53 25.5 W006 14.5
110L thru 110R	N53 25.9 W006 15.0	410	N53 25.5 W006 14.4
111L thru 112S	N53 25.9 W006 15.1	411L thru 411R	N53 25.4 W006 14.4
116	N53 26.0 W006 15.3	412, 413	N53 25.4 W006 14.3
117	N53 26.0 W006 15.2	414	N53 25.3 W006 14.3
118L thru 118R	N53 25.9 W006 15.2	600	N53 25.6 W006 15.5
119L thru 119R	N53 25.9 W006 15.1	601, 602	N53 25.7 W006 15.5
120L thru 121L	N53 25.8 W006 15.1	602S, 603	N53 25.7 W006 15.6
121 thru 123	N53 25.8 W006 15.0	604, 605	N53 25.6 W006 15.7
124, 125	N53 25.8 W006 14.9	606	N53 25.6 W006 15.6
126, 127	N53 25.8 W006 14.8	607	N53 25.6 W006 15.5
128R, 128S	N53 25.7 W006 15.0	610 thru 611R	N53 25.6 W006 15.6
129S	N53 25.7 W006 15.1	612L thru 612R	N53 25.6 W006 15.7
130	N53 25.7 W006 15.0	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

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

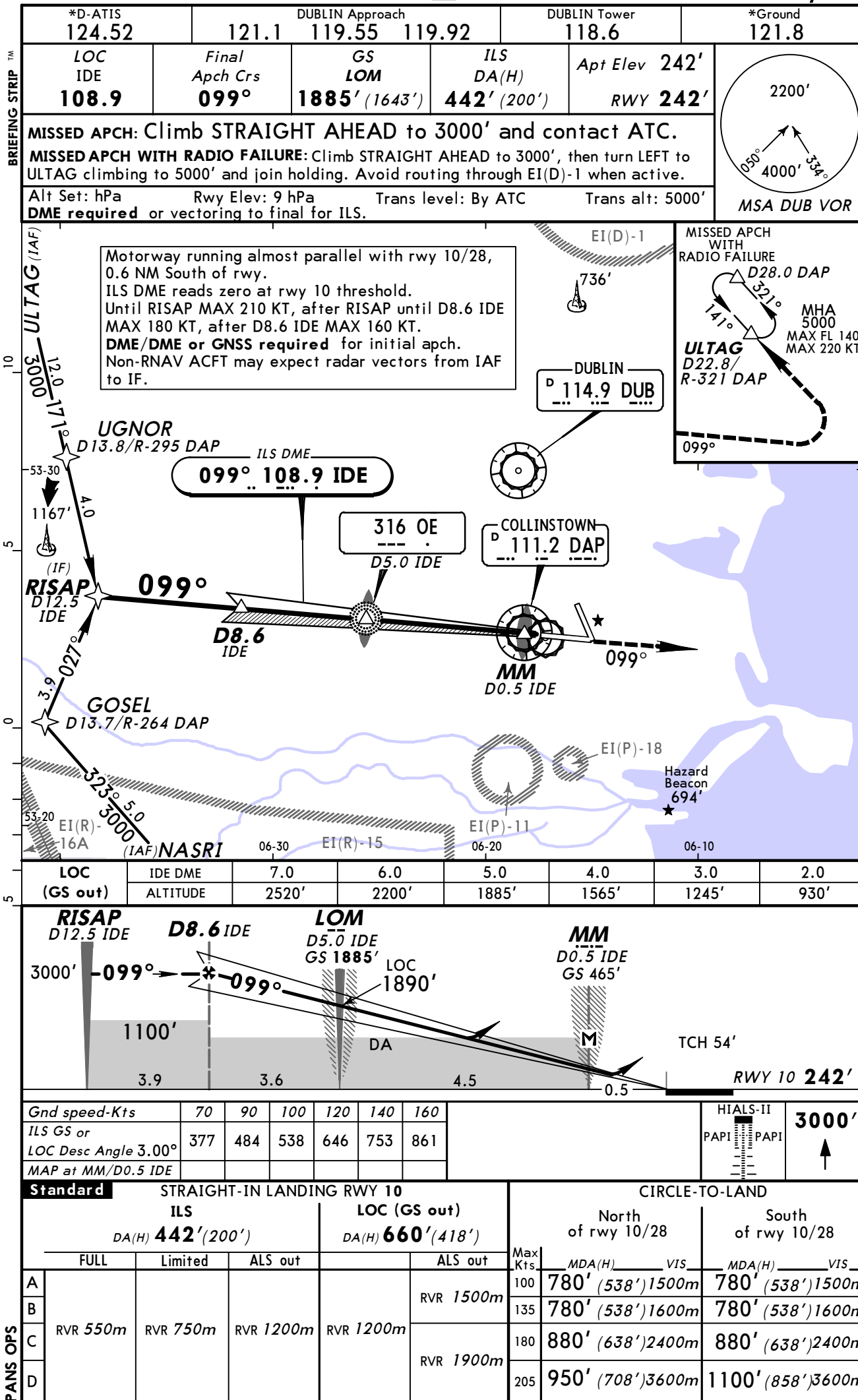
CIRCLE-TO-LAND	MDA(H)	VIS
	780' (538')	1000m

TAKE-OFF RWY 10, 16, 28, 34

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

❶ Without LVP 400m are stipulated.

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



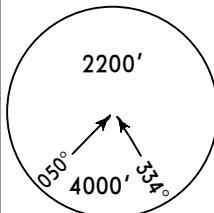
EIDW/DUB
DUBLIN INTL

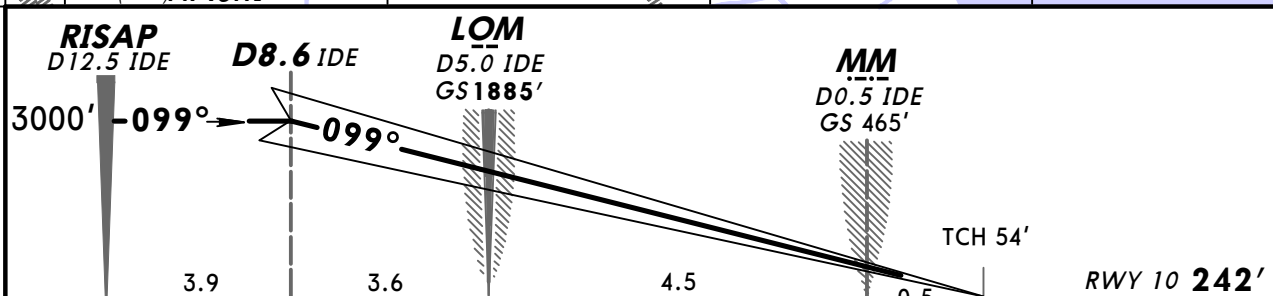
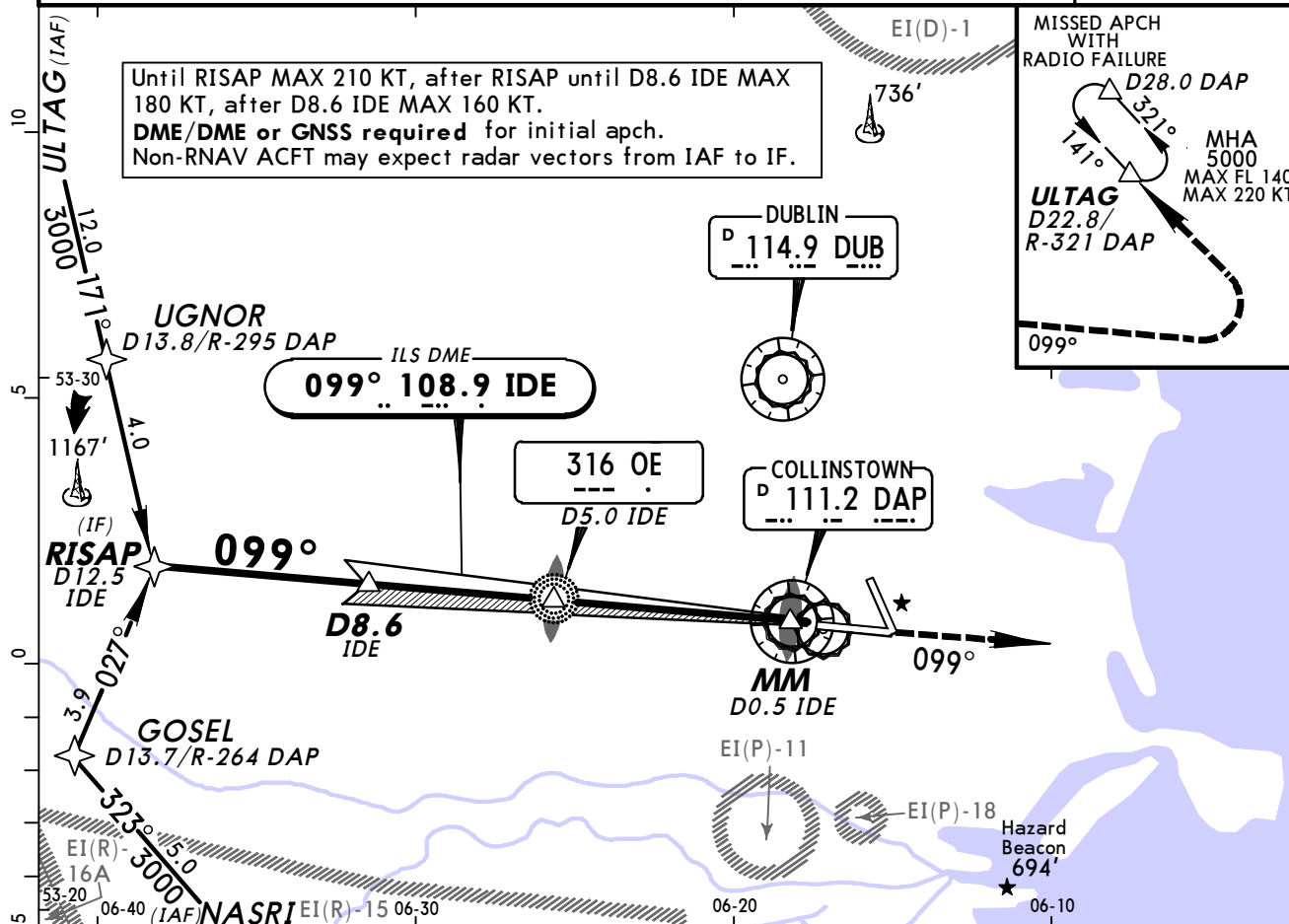
30 NOV 12
Eff 13 Dec

11-1A

DUBLIN, IRELAND
CAT II/III ILS Rwy 10

BRIEFING STRIP

*D-ATIS 124.52		DUBLIN Approach 121.1 119.55 119.92		DUBLIN Tower 118.6	*Ground 121.8
LOC IDE 108.9	Final Apch Crs 099°	GS LOM 1885' (1643')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 242' RWY 242'	 2200' 050° 334° 4000' MSA DUB VOR
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. DME required 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.					



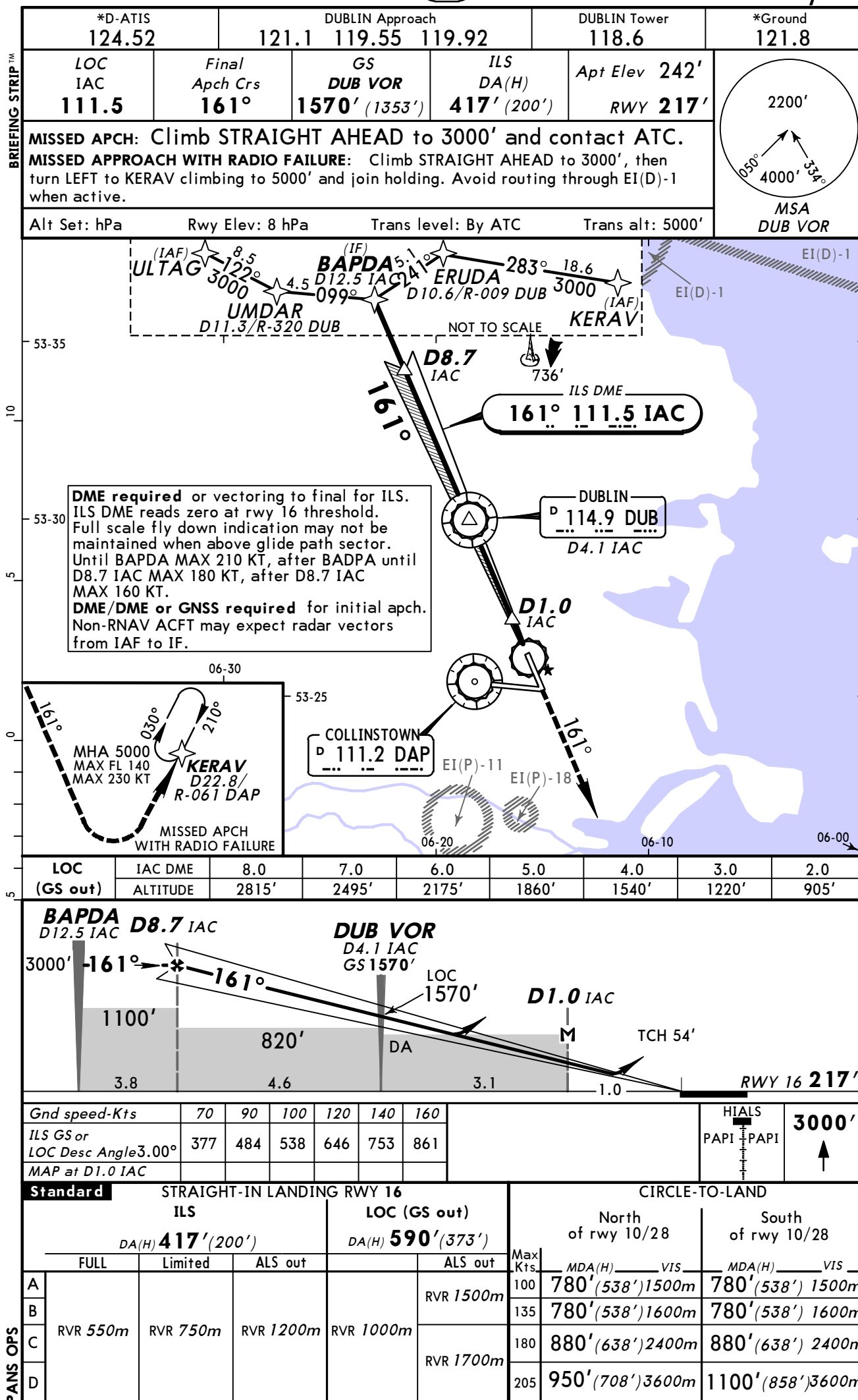
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 3000'
GS	3.00°	377	484	538	646	753	

Standard		STRAIGHT-IN LANDING RWY 10	
CAT IIIA ILS		CAT II ILS	
DA 50'		RA 94' DA(H) 342' (100')	
RVR 200m		RVR 300m	

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

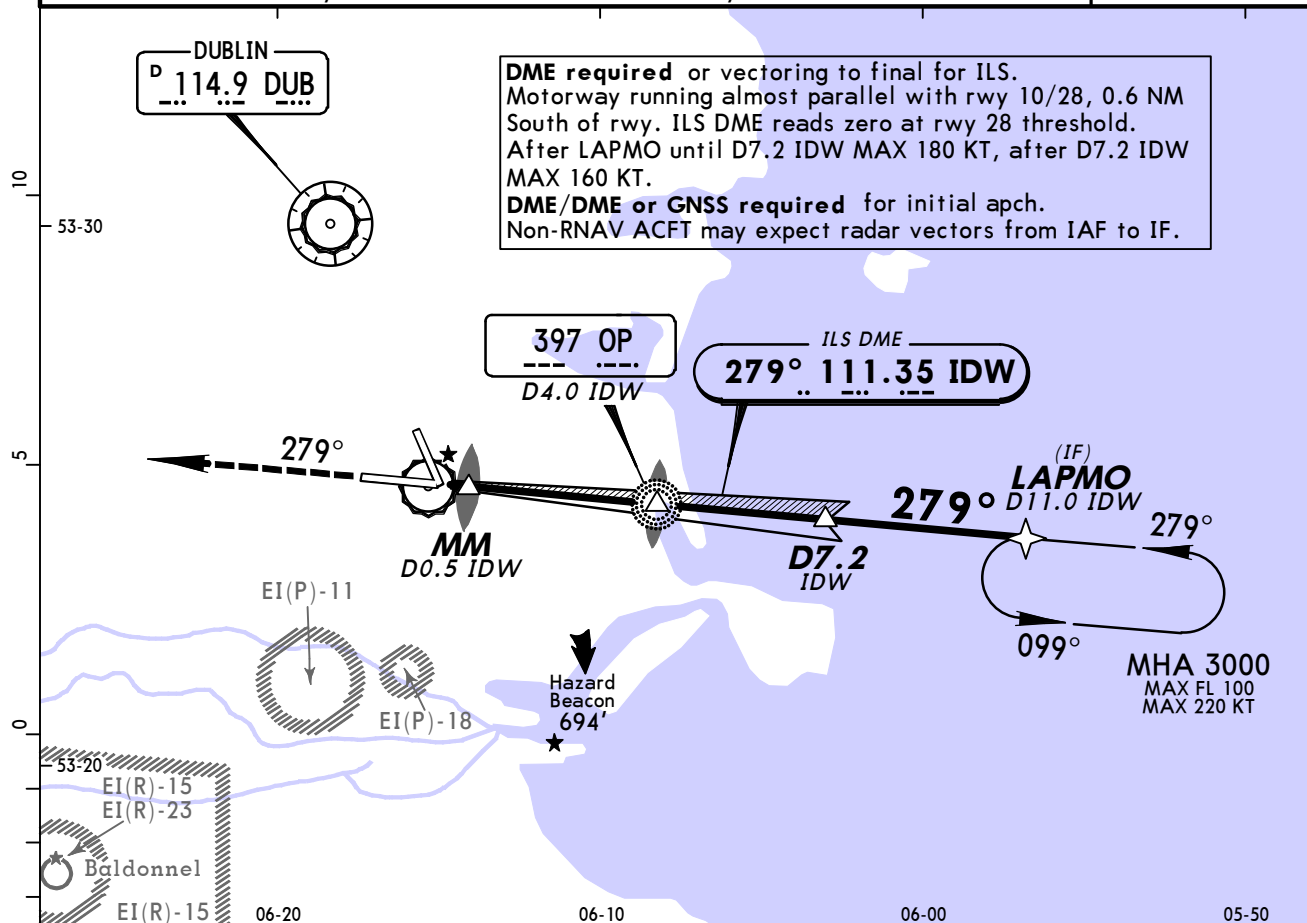
CHANGES: Procedure, MSA, Notes, Minimums.

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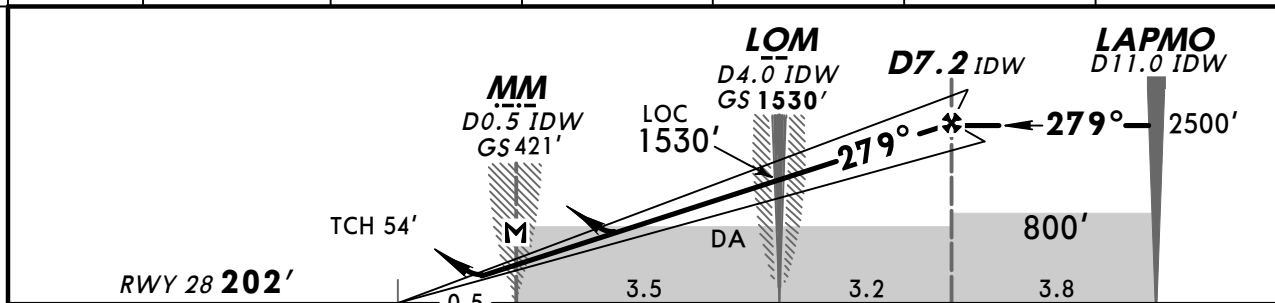


BRIEFING STRIP™

*D-ATIS 124.52	DUBLIN Approach 121.1 119.55 119.92			DUBLIN Tower 118.6	*Ground 121.8
LOC IDW 111.35	Final Apch Crs 279°	GS LOM 1530' (1328')	ILS DA(H) 402' (200')	Apt Elev 242' RWY 202'	 MSA DUB VOR
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC. 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'		



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 LOC Desc Angle 3.00°	377	484	538	646	753	861	
MAP at MM/D0.5 IDW							

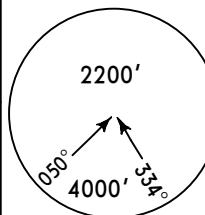
STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
ILS DA(H) 402' (200')			LOC (GS out) DA(H) 600' (398')		North of rwy 10/28		South of rwy 10/28
FULL	Limited	ALS out		ALS out	Max Kts	MDA(H) VIS	MDA(H) VIS
A					100	780' (538') 1500m	780' (538') 1500m
B					135	780' (538') 1600m	780' (538') 1600m
C	RVR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

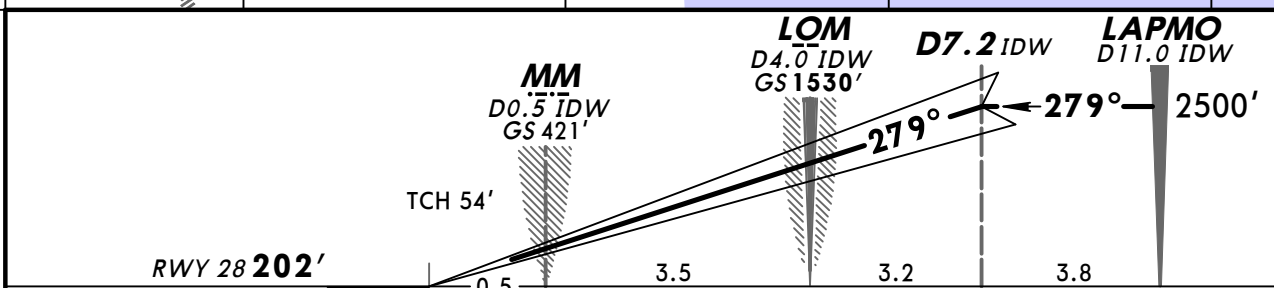
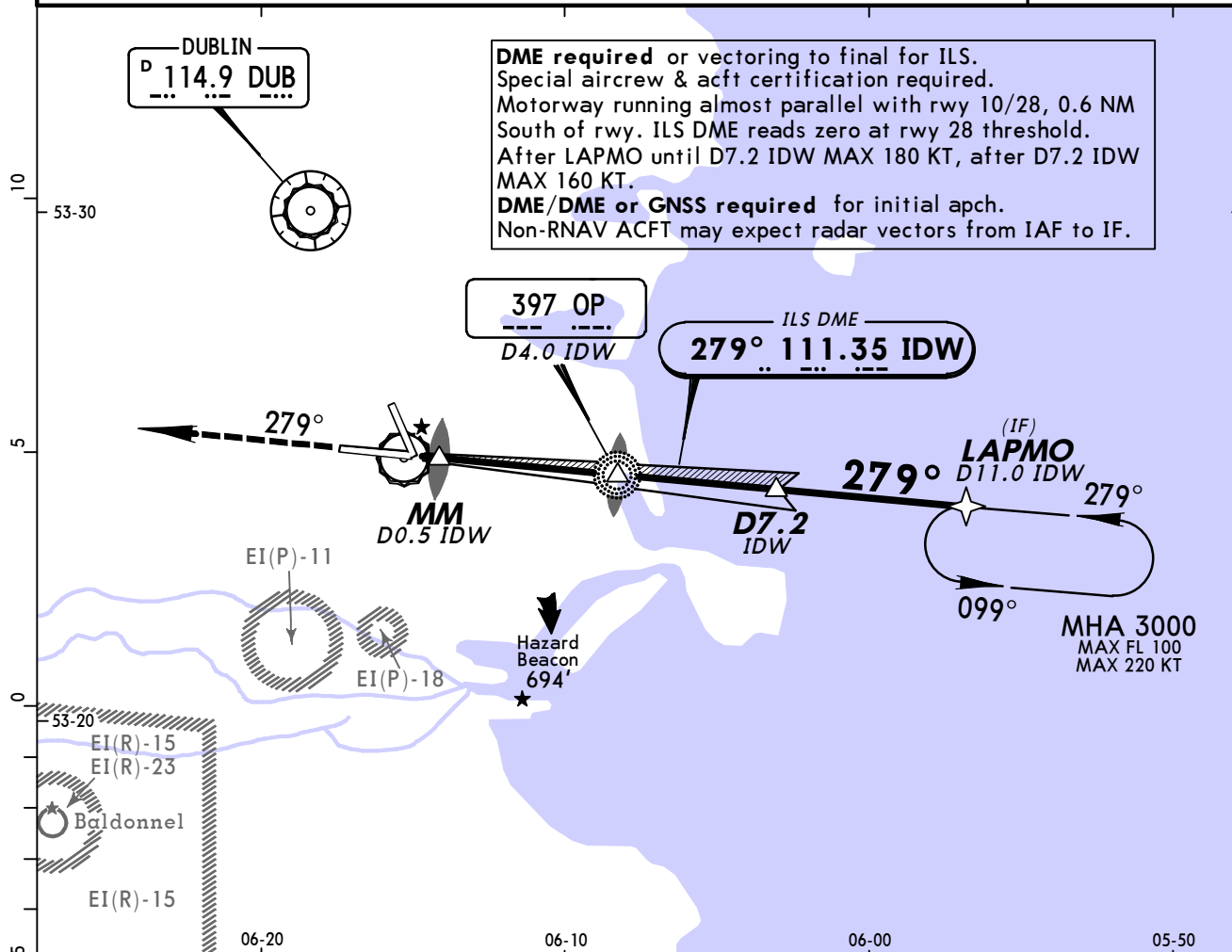
EIDW/DUB
DUBLIN INTL

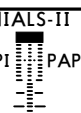
JEPPESSEN
30 NOV 12
Eff 13 Dec **(11-3A)**

DUBLIN, IRELAND
CAT II/III ILS Rwy 28

BRIEFING STRIP™

*D-ATIS 124.52	DUBLIN Approach 121.1 119.55 119.92			DUBLIN Tower 118.6	*Ground 121.8
LOC IDW 111.35	Final Apch Crs 279°	GS LOM 1530' (1328')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 242' RWY 202'	 2200' 050° 4000' 334° MSA DUB VOR
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC. 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'		



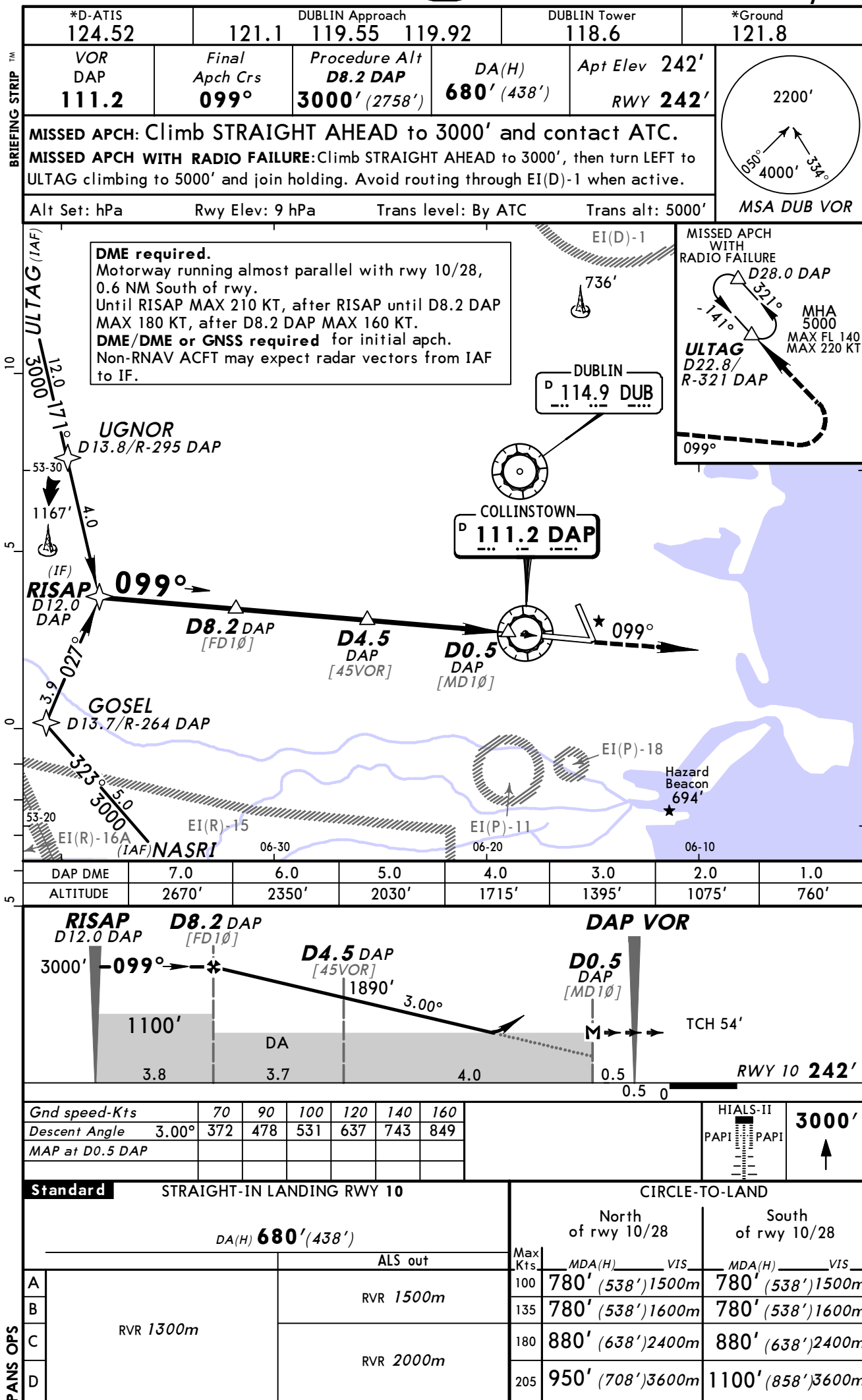
Gnd speed-Kts	70	90	100	120	140	160	3000' 
GS	3.00°	377	484	538	646	753	

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

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

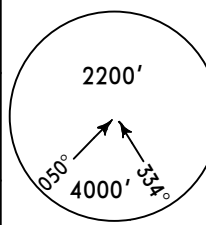
CHANGES: Procedure. MSA. Notes. Minimums.

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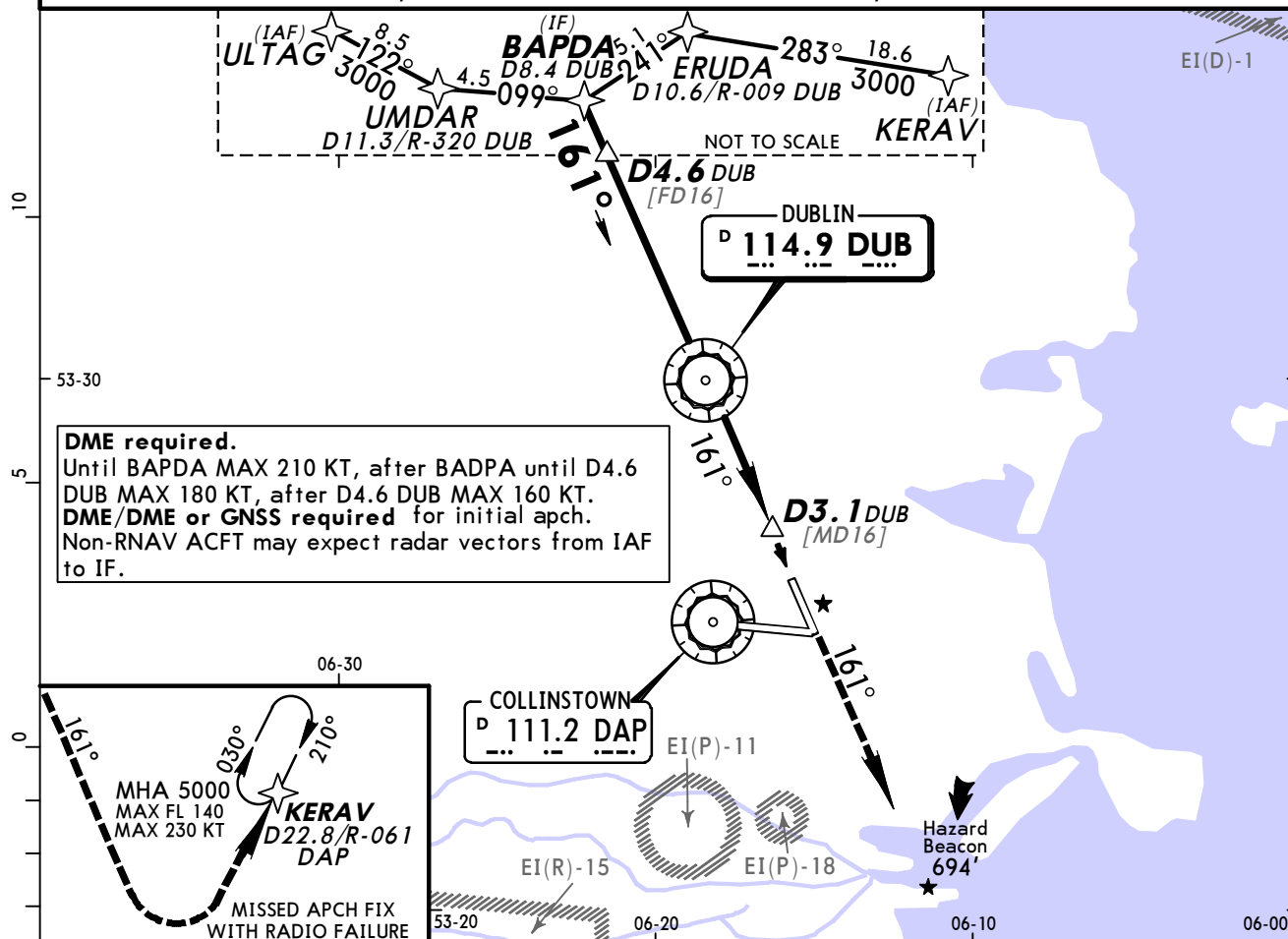
BRIEFING STRIP™

*D-ATIS	DUBLIN Approach			DUBLIN Tower	*Ground
124.52	121.1	119.55	119.92	118.6	121.8
VOR DUB 114.9	Final Aptch Crs 161°	Procedure Alt D4.6 DUB 3000' (2783')	DA(H) 590' (373')	Apt Elev 242' RWY 217'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC. 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.					

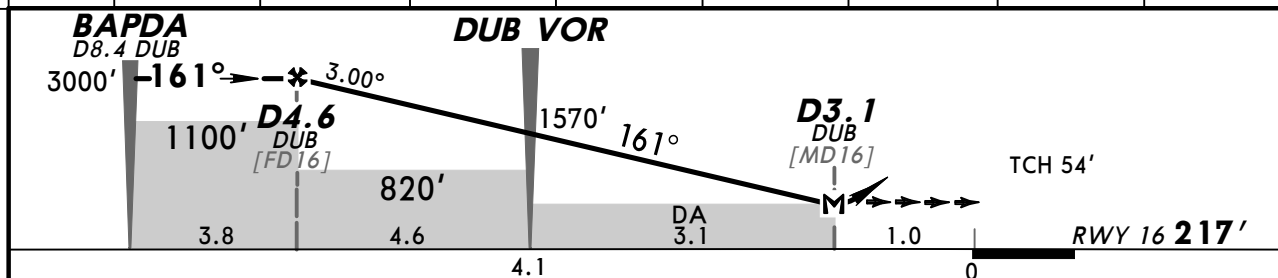


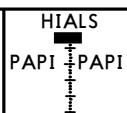
MSA
DUB VOR

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



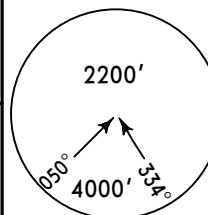
DUB DME	4.0 before	3.0 before	2.0 before	1.0 before	0.0	1.0 after	2.0 after	3.0 after
ALTITUDE	2840'	2525'	2205'	1885'	1565'	1250'	930'	610'

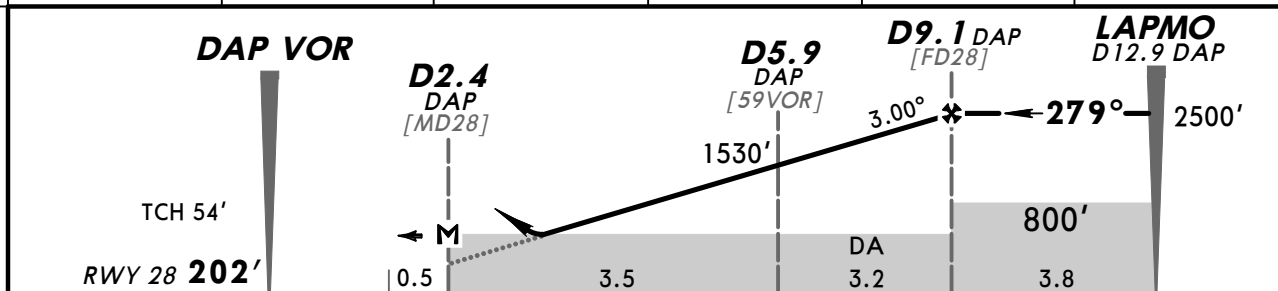
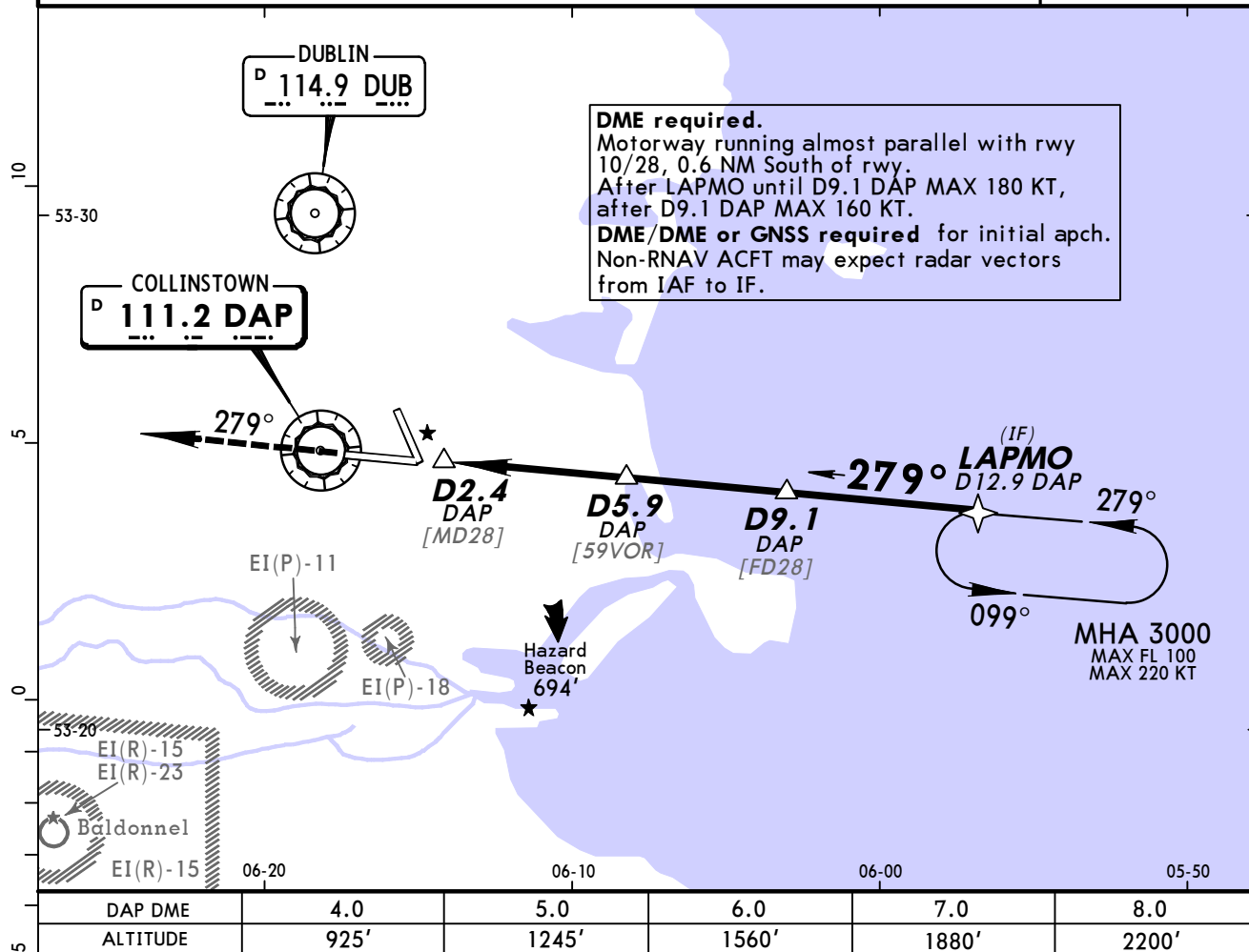


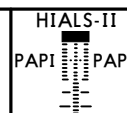
Gnd speed-Kts	70	90	100	120	140	160	 3000'
Descent Angle	3.00°	372	478	531	637	743	
MAP at D3.1 DUB after DUB VOR							

PANS OPS	STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND		
	DA(H) 590' (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

BRIEFING STRIP™

*D-ATIS 124.52		DUBLIN Approach 121.1 119.55 119.92		DUBLIN Tower 118.6		*Ground 121.8			
VOR DAP 111.2		Final Apch Crs 279°		Procedure Alt D9.1 DAP 2500' (2298')		DA(H) 650' (448')		Apt Elev 242' RWY 202'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and contact ATC. 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.								 MSA DUB VOR	
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 5000'			



Gnd speed-Kts	70	90	100	120	140	160	 3000'
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	

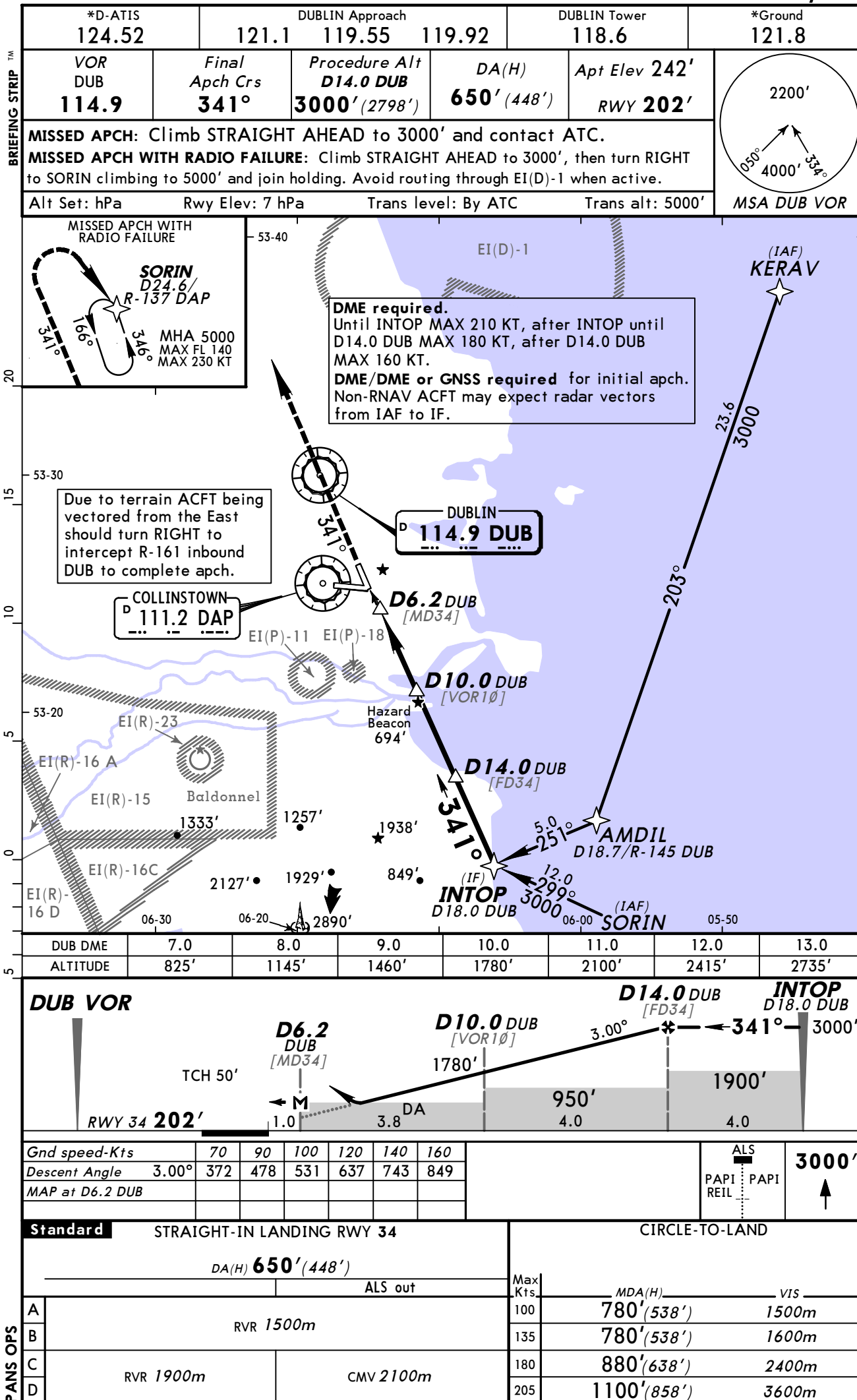


Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DUBLIN, (DUBLIN INTL - EIDW)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	28 Nov 2014	11 Dec 2014
REV	AIRPORT BRIEFING (ARR CON...	10-1P3	28 Nov 2014	11 Dec 2014
REV	AIRPORT BRIEFING (DEP CON...	10-1P4	28 Nov 2014	11 Dec 2014
REV	CONSTRUCTION WORKS (TEMP)	10-8	28 Nov 2014	11 Dec 2014
REV	AIRPORT	10-9	28 Nov 2014	11 Dec 2014
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	28 Nov 2014	11 Dec 2014

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EIDW

Type: Terminal

Effectivity: Temporary

Begin Date: 20140724

End Date: Until Further Notice

Rwy 16/34 and Twy D3 pavement rehabilitation in progress. For details refer to temp page 10-8 and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20140403

End Date: Until Further Notice

Due to pavement repairs a portion of Link4 between Apron Twy F-Inner and Apron Twy 4 and Twys F3, H1 and M1 are u/s. Parking stands 202S, 203 and 128S are closed. For further restrictions refer to latest NOTAMs.