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Airport Information For EIDW

Terminal Charts For EIDW

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: DUBLIN IRL
ICAO/IATA: EIDW / DUB
Lat/Long: N53° 25.28', W006° 16.20'
Elevation: 242 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 4.0° W

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

Sunrise: 0837 Z
Sunset: 1628 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: 118.600
Dublin Ground: 121.800
Dublin Clearance Delivery: 121.875
Dublin Approach: 119.550
Dublin Approach: 119.925
Dublin Approach: 121.100
Dublin Approach: 133.275
Dublin Flight Information Information: 118.500
Dublin Lower South ACC: 126.250
Dublin Upper South ACC: 124.650
Dublin Upper North ACC: 129.175
Dublin Lower North ACC: 132.575

EIDW/DUB
DUBLIN INTL

JEPPESEN

12 SEP 14

10-1P

Eff 18 Sep

DUBLIN, IRELAND
AIRPORT BRIEFING

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.

EIDW/DUB
DUBLIN INTL**JEPPESEN**

12 SEP 14

10-1P1**Eff 18 Sep****DUBLIN, IRELAND**
AIRPORT BRIEFING

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.

EIDW/DUB
DUBLIN INTL**JEPPESEN**

25 SEP 15

10-1P2**DUBLIN, IRELAND**
AIRPORT BRIEFING

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, 131S, 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.

EIDW/DUB
DUBLIN INTL

JEPPESEN
25 SEP 15
10-1P3

DUBLIN, IRELAND
AIRPORT BRIEFING

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

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

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

CAT C & 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).

EIDW/DUB
DUBLIN INTL**JEPPESEN**
28 NOV 14 **10-1P4****Eff 11 Dec****DUBLIN, IRELAND**
AIRPORT BRIEFING

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.

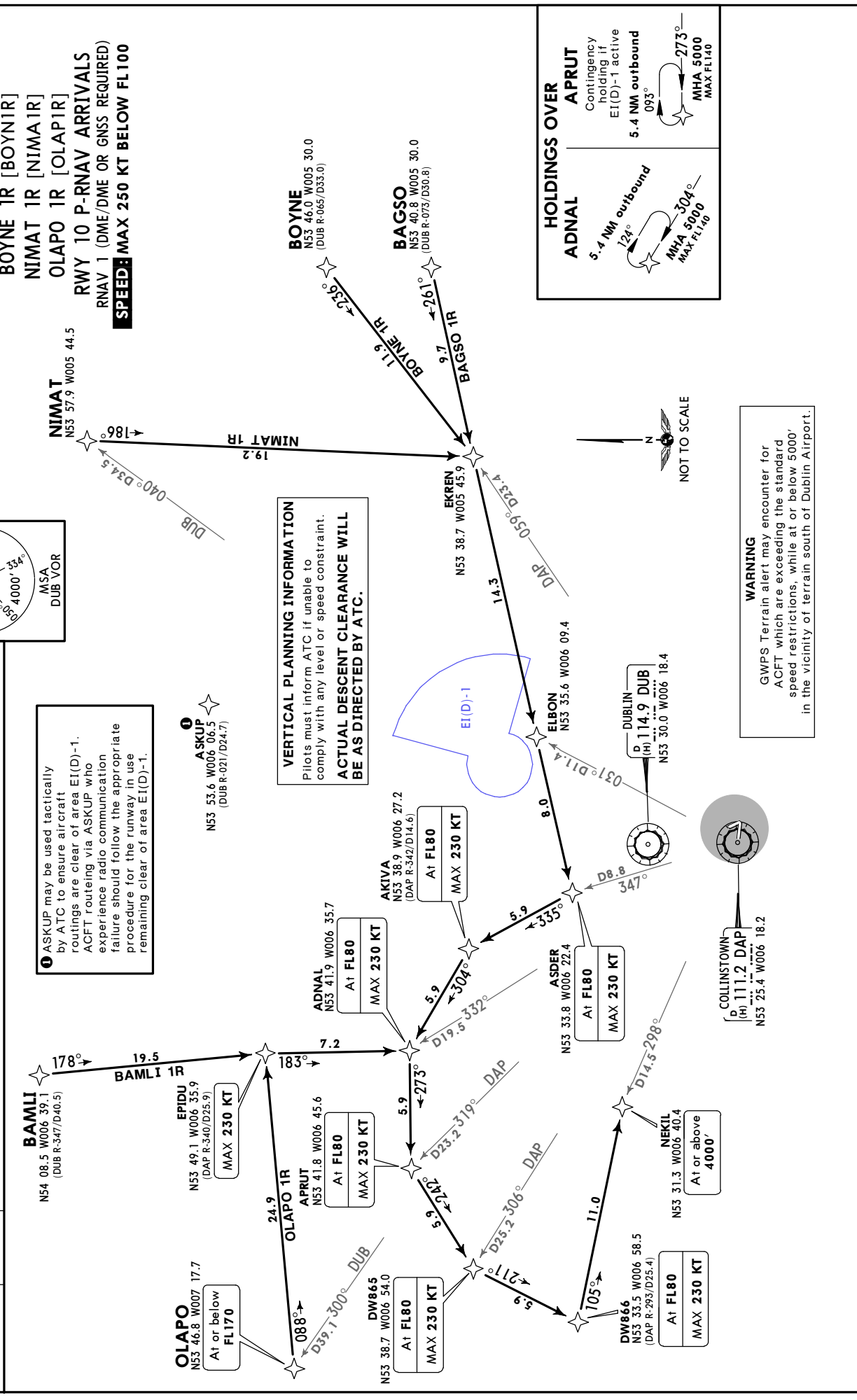
3.5. OTHER INFORMATION

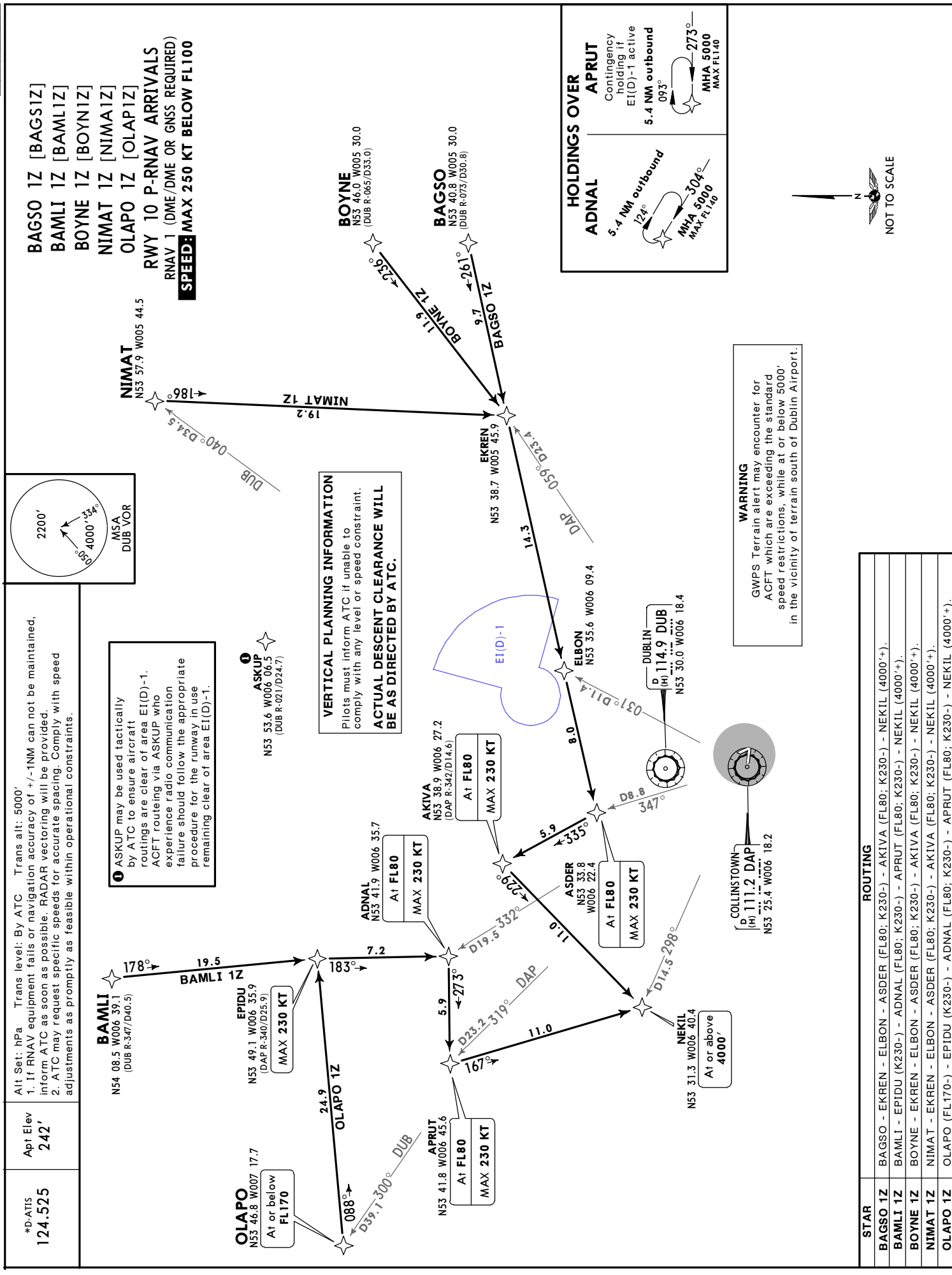
Pilots should advise as early as possible their ability to accept intersection take-offs. Aircrews taking off from RWY 28 or RWY 34 are advised to ensure that they are on the correct RWY before commencing take-off run.

*D-ATIS
124.525

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.





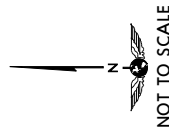
Alt Set: nPa Trans level: By ATC Trans alt: 5000'

1. If RNAV equipment fails or navigation accuracy of ± 1 NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.

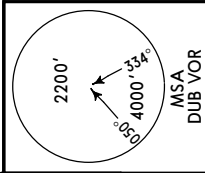
2. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

*D-ATIS
124.525

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



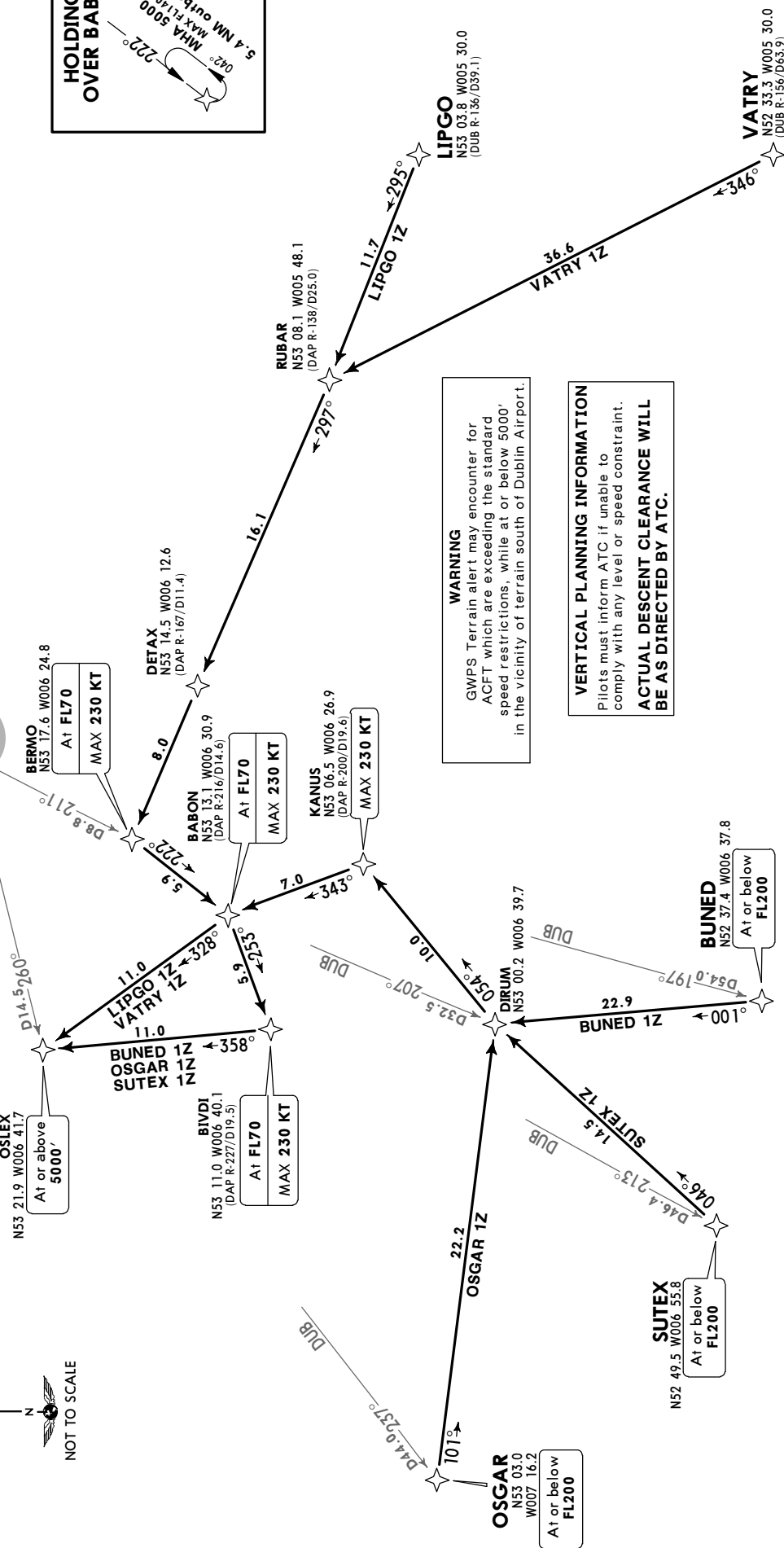
NOT TO SCALE



BUNED 1Z [BUNE1Z]
LIPGO 1Z [LIPG1Z]
OSGAR 1Z [OSGA1Z]
SUTEX 1Z [SUTE1Z]
VATRY 1Z [VATR1Z]

RWY 10 P-RNAV ARRIVALS
RNAV 1 (DME/DME OR GNSS REQUIRED)
SPEED: MAX 250 KT BELOW FL100

HOLDING OVER BABON



WARNING
GWPS Terrain alert may
ACFT which are exceeding
speed restrictions, while a
in the vicinity of terrain south

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.**

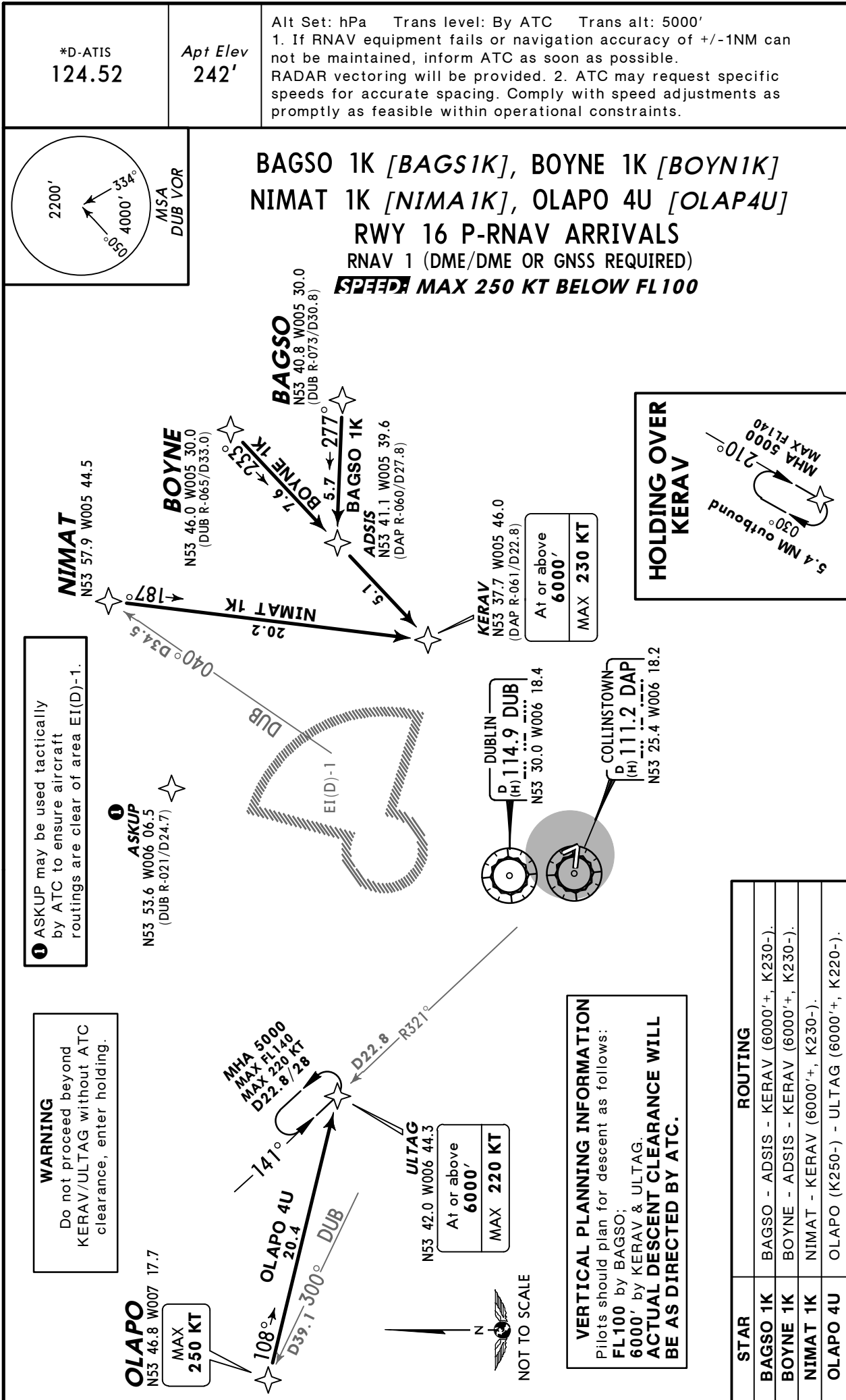
STAR	ROUTING
BUNED 1Z	BUNED (FL200-) - DIRUM - KANUS (K230-) - BABON (FL70; K230-) - BIVDI (FL70; K230-) - OSLEX (5000'+).
LIPGO 1Z	LIPGO - RUBAR - DETAX - BERMO (FL70; K230-) - BABON (FL70; K230-) - OSLEX (5000'+).
OSGAR 1Z	OSGAR (FL200-) - DIRUM - KANUS (K230-) - BABON (FL70; K230-) - BIVDI (FL70;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

CHANGES: None.

EIDW/DUB
DUBLIN INTL

JEPPESSEN
30 NOV 12 10-2B Eff 13 Dec

DUBLIN, IRELAND
RNAV STAR

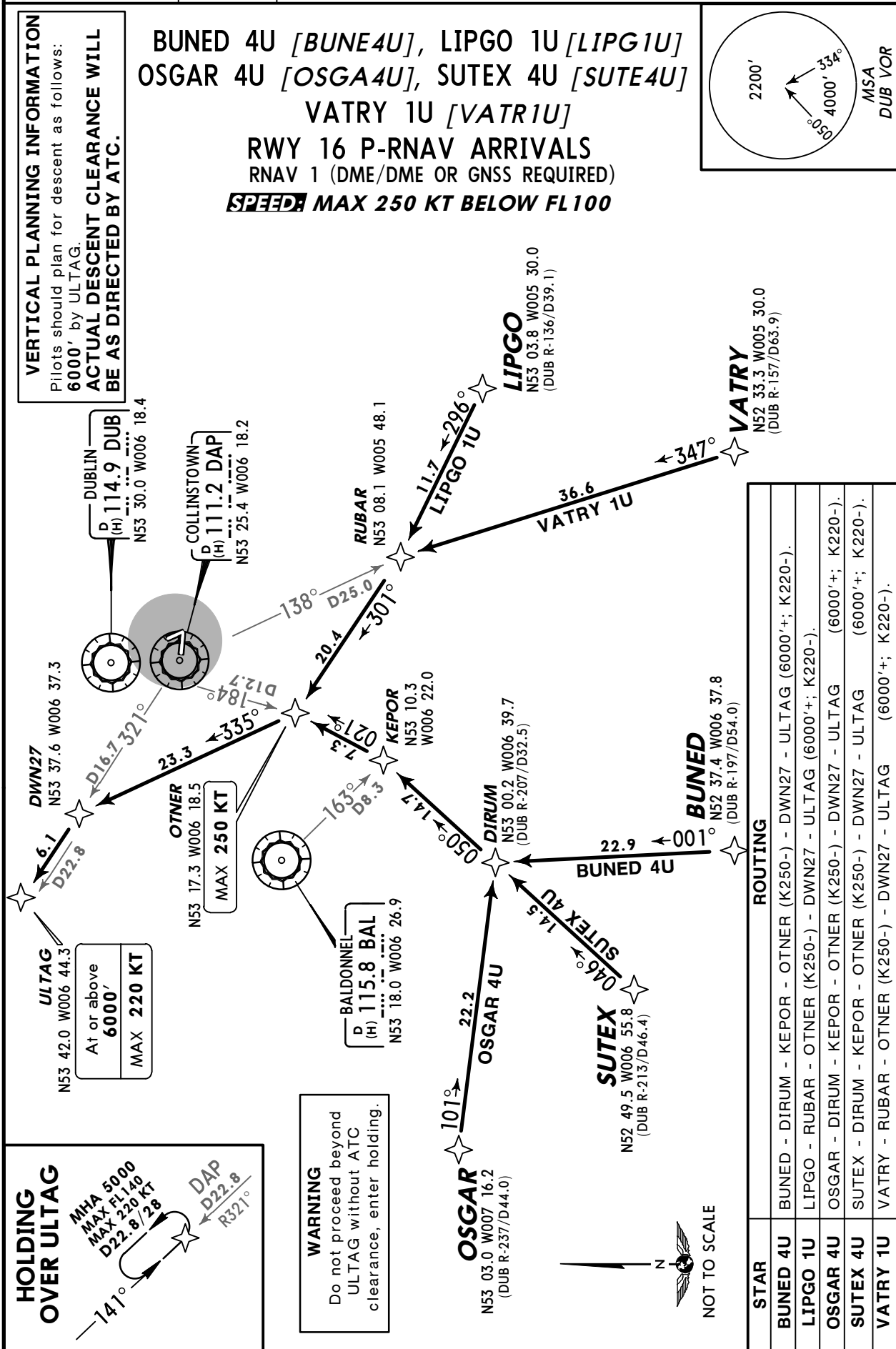


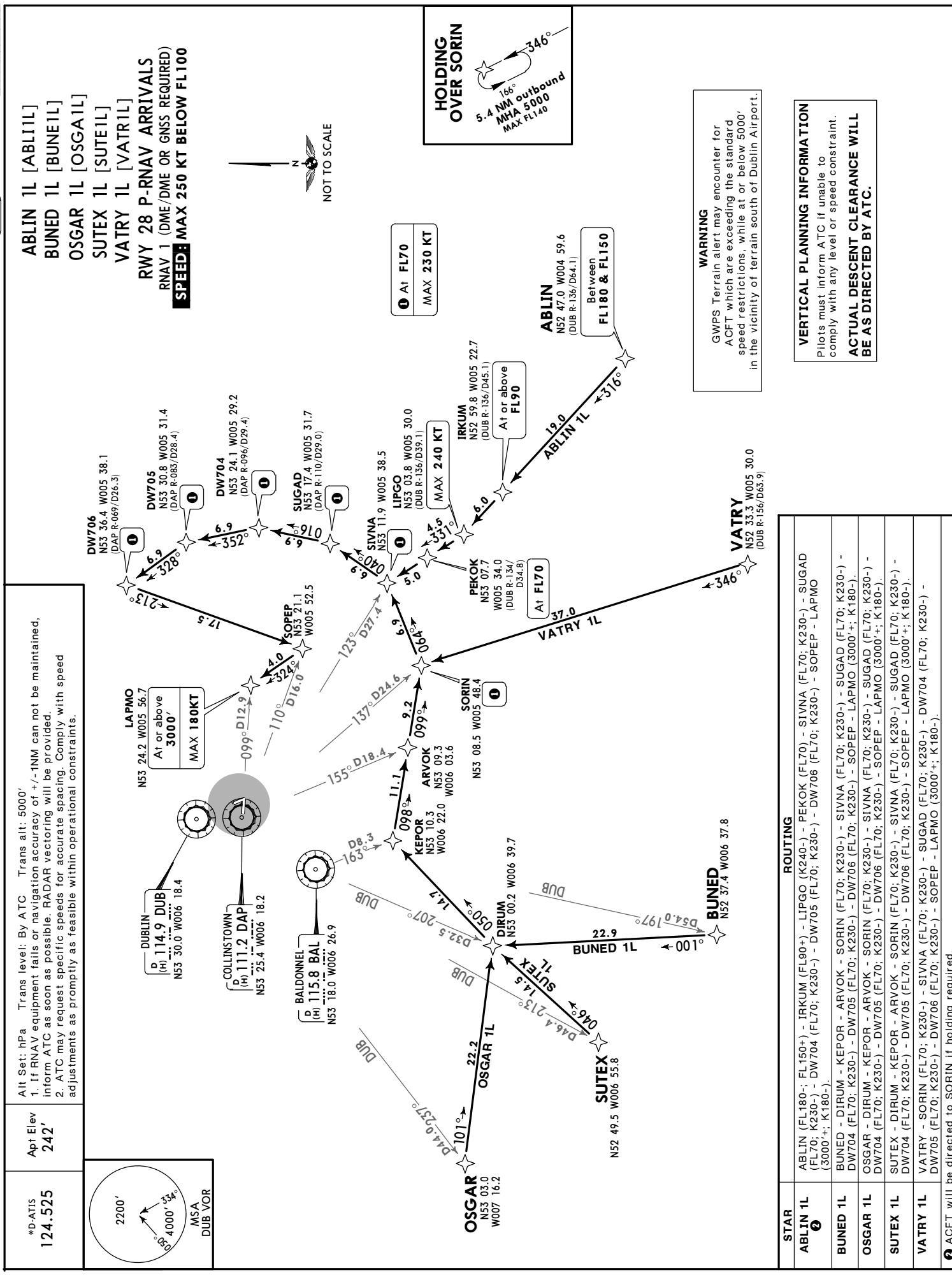
EIDW/DUB
DUBLIN INTL

JEPPESSEN
30 NOV 12 10-2C Eff 13 Dec

DUBLIN, IRELAND
RNAV STAR

*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.
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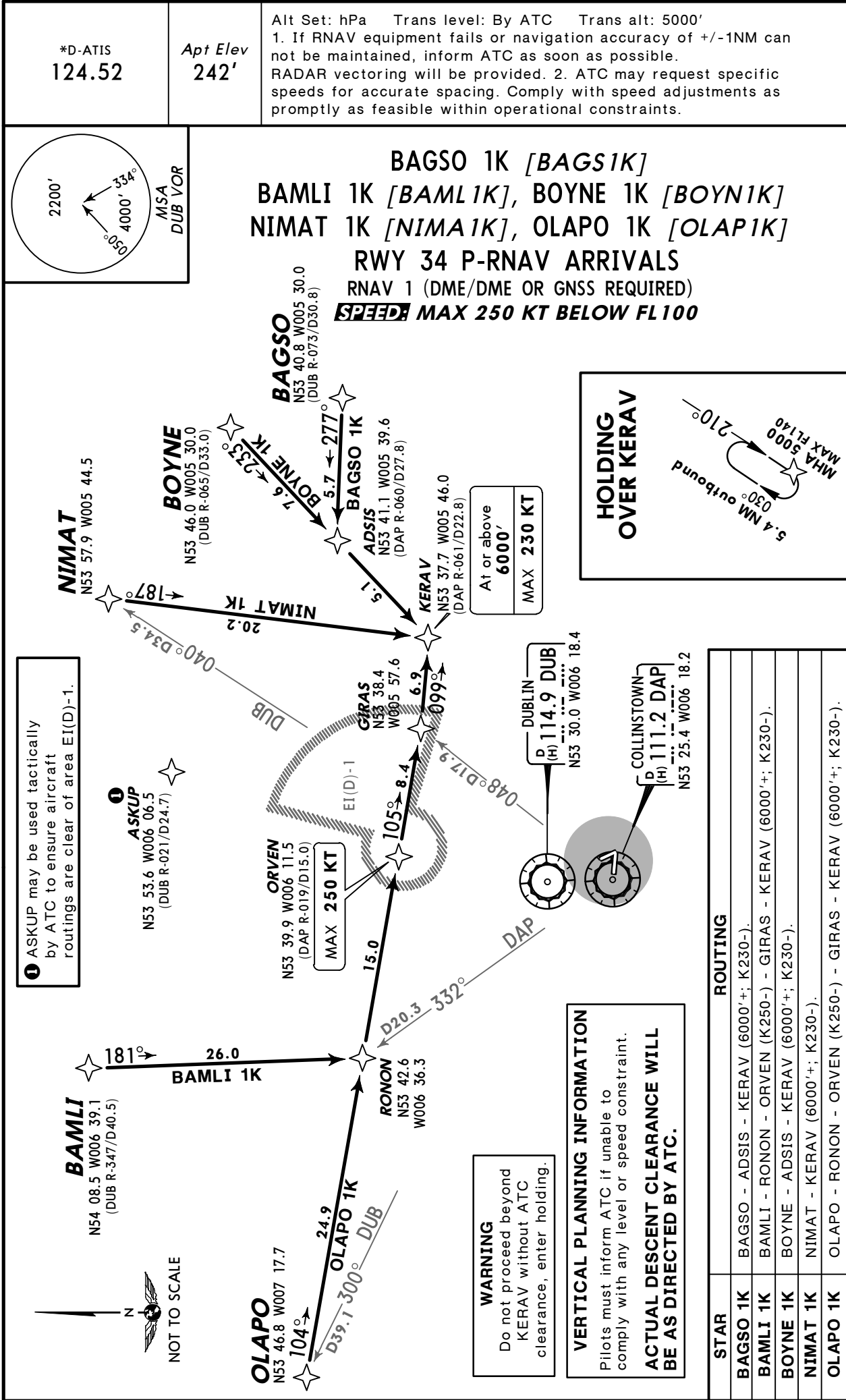




EIDW/DUB
DUBLIN INTL

JEPPESSEN
30 NOV 12 10-2H Eff 13 Dec

DUBLIN, IRELAND
RNAV STAR



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.



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 hold

—BALDONNEL—
D
(H) 115.8 BAL
—... —....
N53 18.0 W006 26.9

NOT TO SCALE

NOT TO SCALE

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

1S

OSGAR
N53 03.0
W007 16.2

MAX 250 KT

53 09.3
006 03 6

↓

37.0
VATRY 1S

(D)

(DUB R-136/D39.1)

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

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

001°

D 15

VERTICAL PLANNING INFORMATION

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

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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

EIDW/DUB
DUBLIN INTL

JEPPESEN
 27 MAR 15 **10-3** **Eff 2 Apr**
DUBLIN, IRELAND
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
BEPAN 5A, 2E	10-3A
BEPAN 5G, 1M	10-3B
DEXEN 1A, 2E	10-3C
DEXEN 1M	10-3D
INKUR 5A, 6E	10-3E
INKUR 1G, 5M	10-3F
LIFFY 5A, 2E	10-3G
LIFFY 5G, 5M	10-3H
NEVRI 1A, 6E	10-3J
NEVRI 1G, 5M	10-3K
OLONO 5A, 2E	10-3L
OLONO 5G, 1M	10-3M
PELIG 5A	10-3N
PELIG 5G, 5M	10-3P
PESIT 5A, 2E	10-3Q
PESIT 5G, 1M	10-3S
ROTEV 1A, 6E	10-3T
ROTEV 1G, 5M	10-3T1
SUROX 1A, 6E	10-3T2
SUROX 1G, 5M	10-3U
ABIDO 1B, 2F	10-3V
ABIDO 1H, 1P	10-3V1
BAMLI 1B, 6F	10-3V2
BAMLI 1H, 5P	10-3V3
BEPAN 1B, 2F	10-3V4
BEPAN 5H, 1P	10-3V5
INKUR 5B, 6F	10-3V6
INKUR 5P	10-3V7
KISHA 1B, 2F	10-3V8
KISHA 1H, 1P	10-3W
NEVRI 1B, 6F	10-3X
NEVRI 1H, 5P	10-3X1
OLONO 1B, 2F	10-3X2
OLONO 5H, 1P	10-3X3
PELIG 5H	10-3X4
ROTEV 1B, 6F	10-3X5
ROTEV 1H, 5P	10-3X6
SUROX 1B, 6F	10-3X7
SUROX 1H, 5P	10-3X8

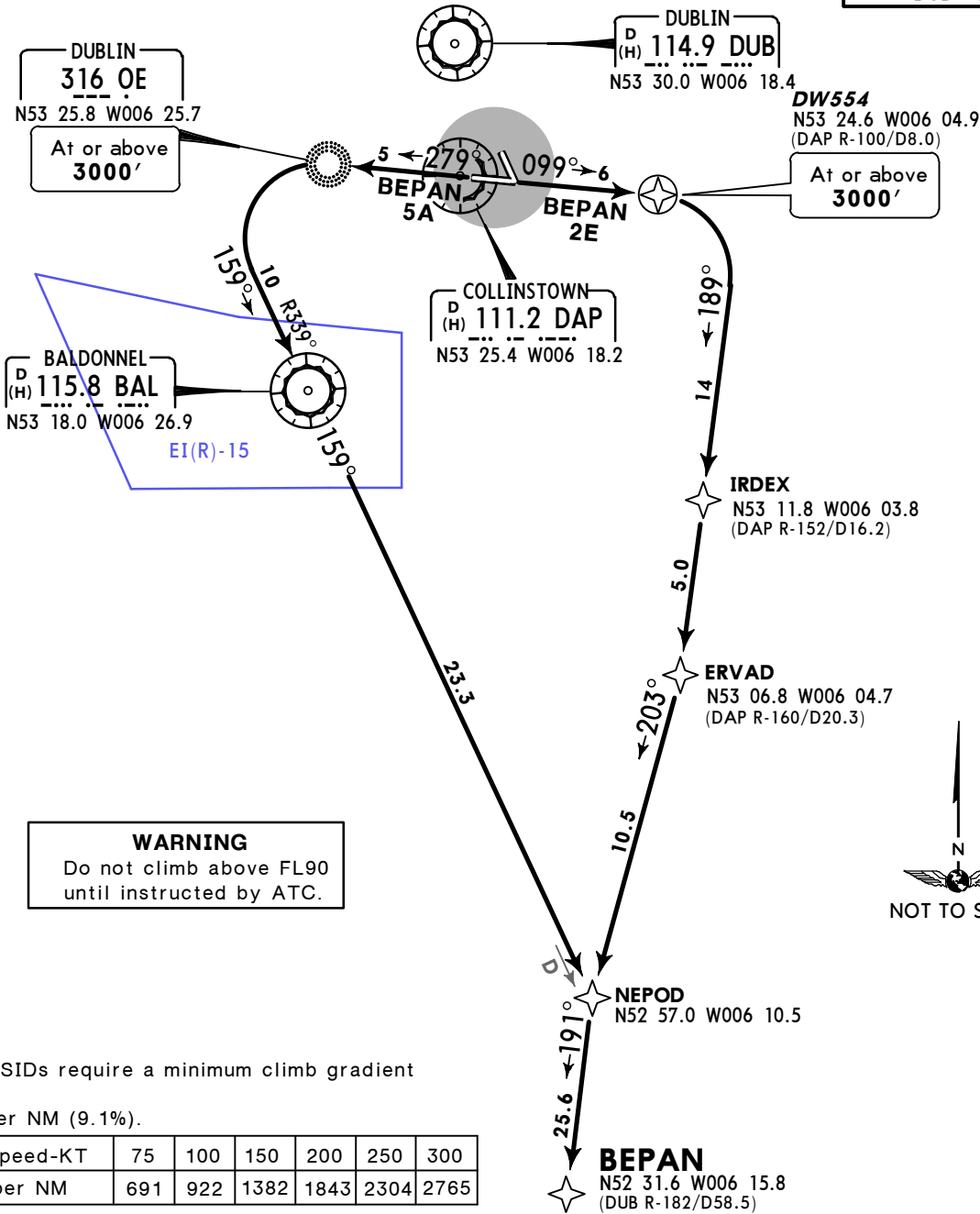
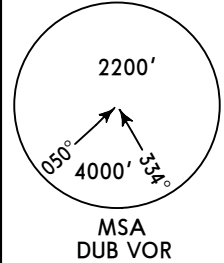
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3A Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

BEPAN 5A [BEPA5A], BEPAN 2E [BEPA2E]
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 clearanceFL90		
SID	RWY	ROUTING
BEPAN 5A ①	28	(650'+) - OE (3000'+) - BAL - NEPOD - BEPAN.
BEPAN 2E	10	(650'+) - DW554 (3000'+) - IRDEX - ERVAD - NEPOD - BEPAN.
① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.		

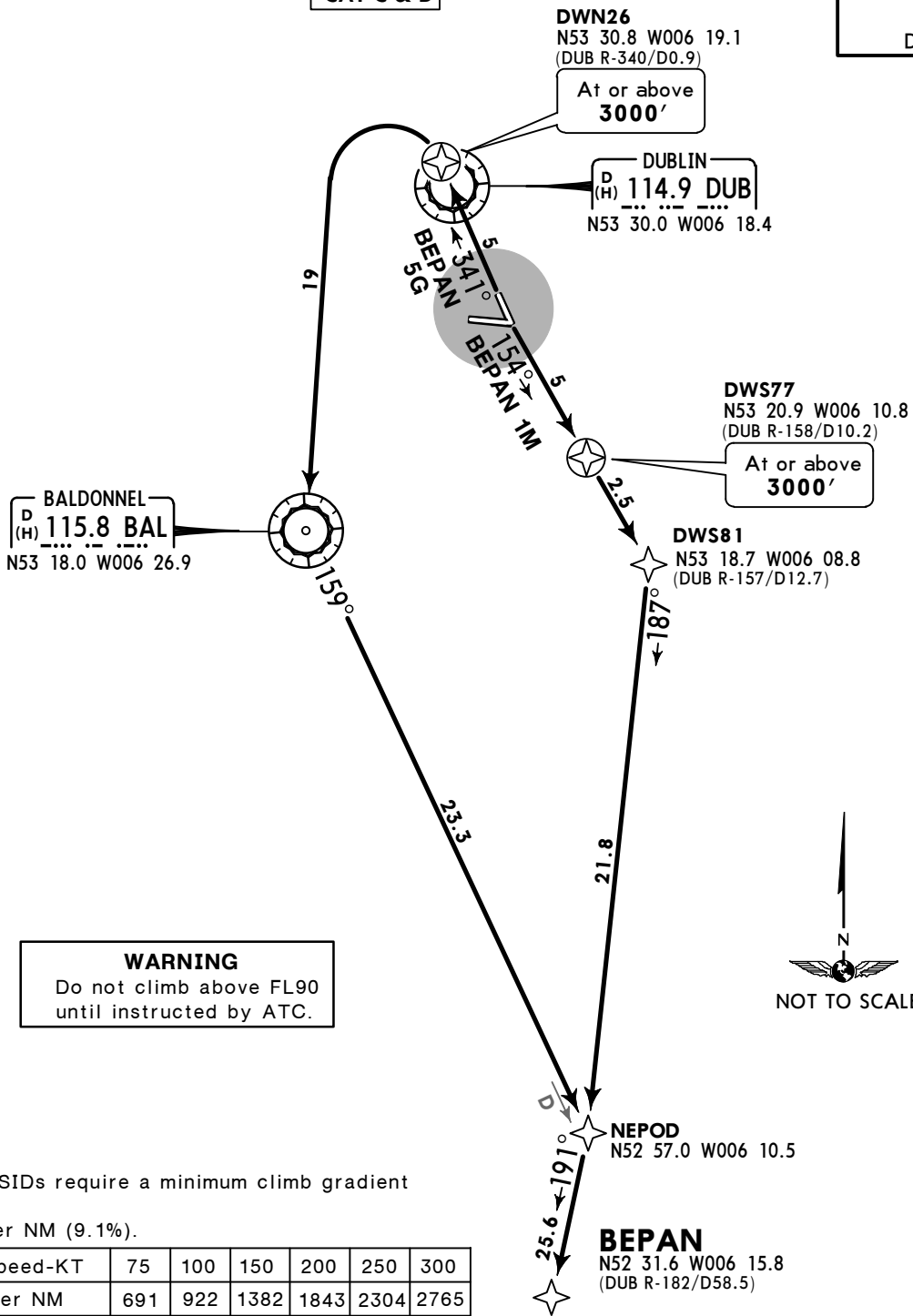
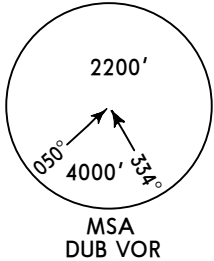
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3B Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

BEPAN 5G [BEPA5G], BEPAN 1M [BEPA1M]
RWYS 34, 16 P-RNAV DEPARTURES
RNAV 1 (DME/DME OR GNSS REQUIRED)
~~SPEED~~ MAX 250 KT BELOW FL100
CAT C & D



Initial climb clearanceFL90		
SID	RWY	ROUTING
BEPAN 5G	34	(650'+) - DWN26 (3000'+) - BAL - NEPOD - BEPAN.
BEPAN 1M	16	(650'+) - DWS77 (3000'+) - DWS81 - NEPOD - BEPAN.

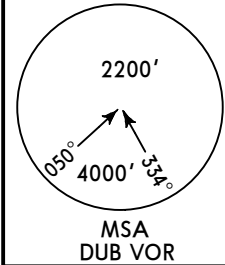
EIDW/DUB
DUBLIN INTL

27 MAR 15 **10-3C** Eff 2 Apr

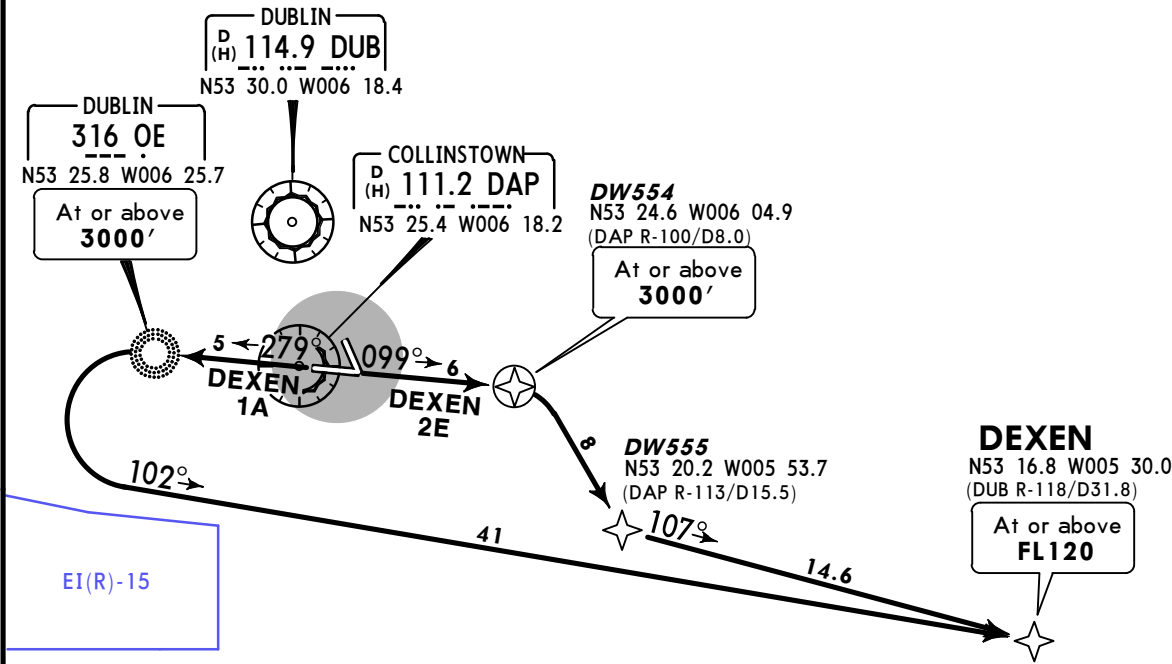
DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

DEXEN 1A [DEXE1A]
DEXEN 2E [DEXE2E]
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 1A①②	28	(650'+) - OE (3000'+) - DEXEN (FL120+).
DEXEN 2E②	10	(650'+) - DW554 (3000'+) - DW555 - 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 2E) by LUTIP.		

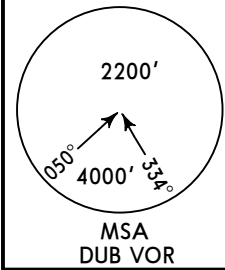
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3D Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	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)

At or above
FL120

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 clearanceFL90

ROUTING

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

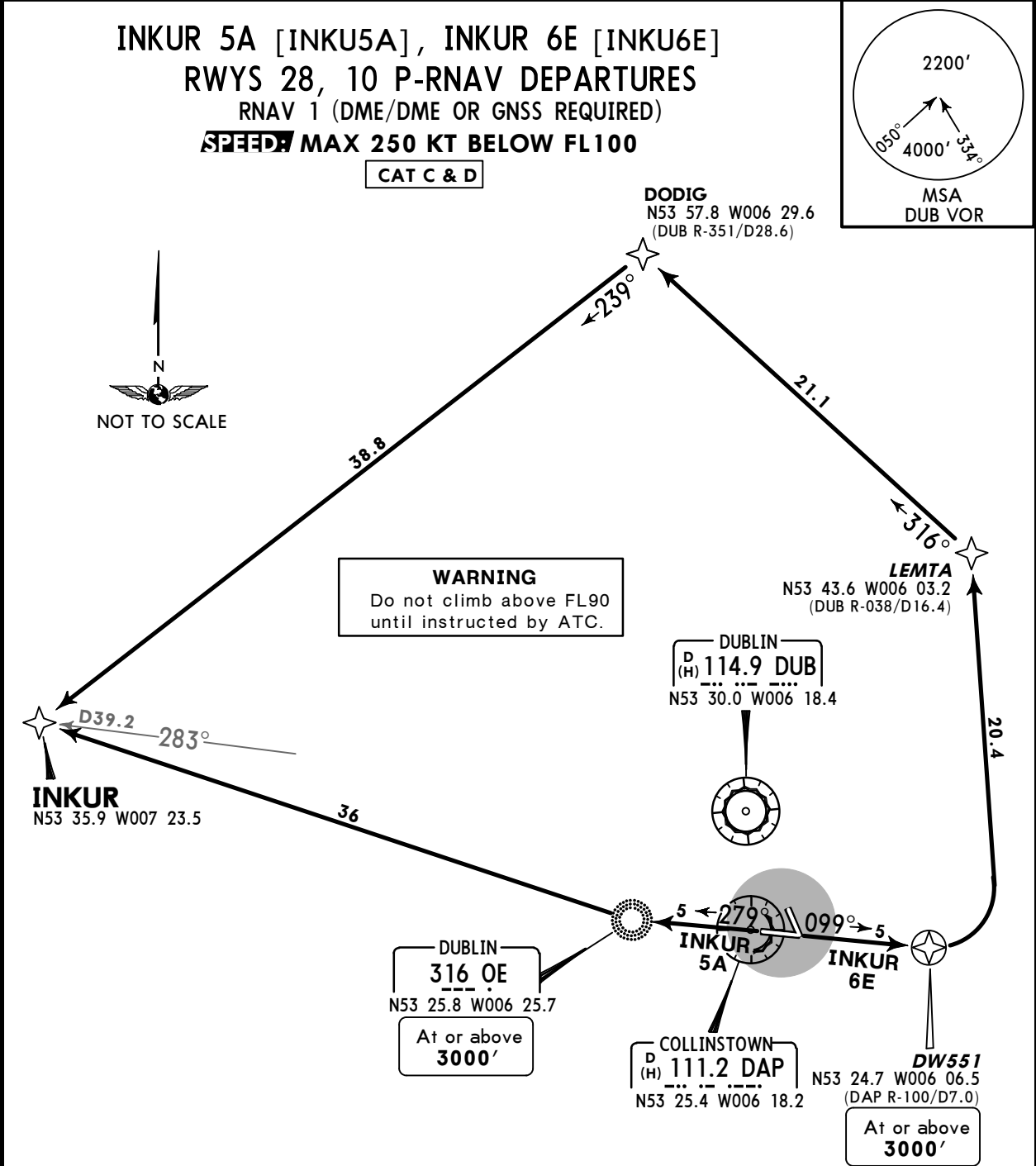
① Reach FL200 or above by LUTIP.

EIDW/DUB
DUBLIN INTL

27 MAR 15 **10-3E** Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		



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	(650'+) - OE (3000'+) - INKUR.
INKUR 6E	10	(650'+) - DW551 (3000'+) - LEMTA - DODIG - INKUR.

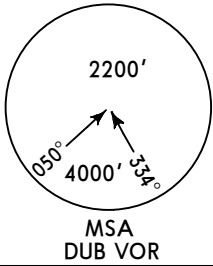
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3F Eff 2 Apr

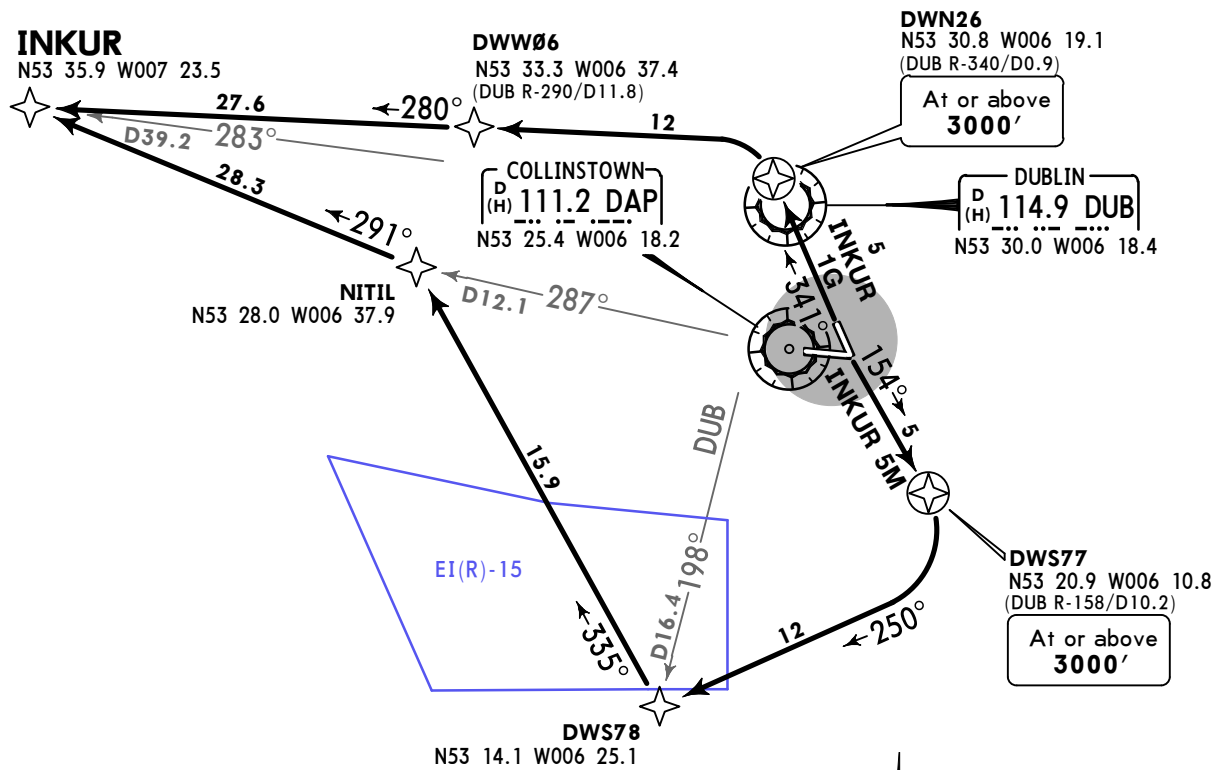
DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

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 clearanceFL90		
SID	RWY	ROUTING
INKUR 1G	34	(650'+) - DWN26 (3000'+) - DWW06 - INKUR.
INKUR 5M ①	16	(650'+) - DWS77 (3000'+) - DWS78 - NITIL - INKUR.
① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.		

EIDW/DUB
DUBLIN INTL

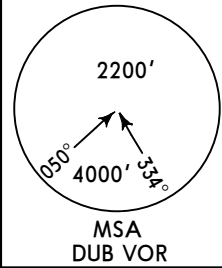
JEPPesen
27 MAR 15 (10-3G) Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

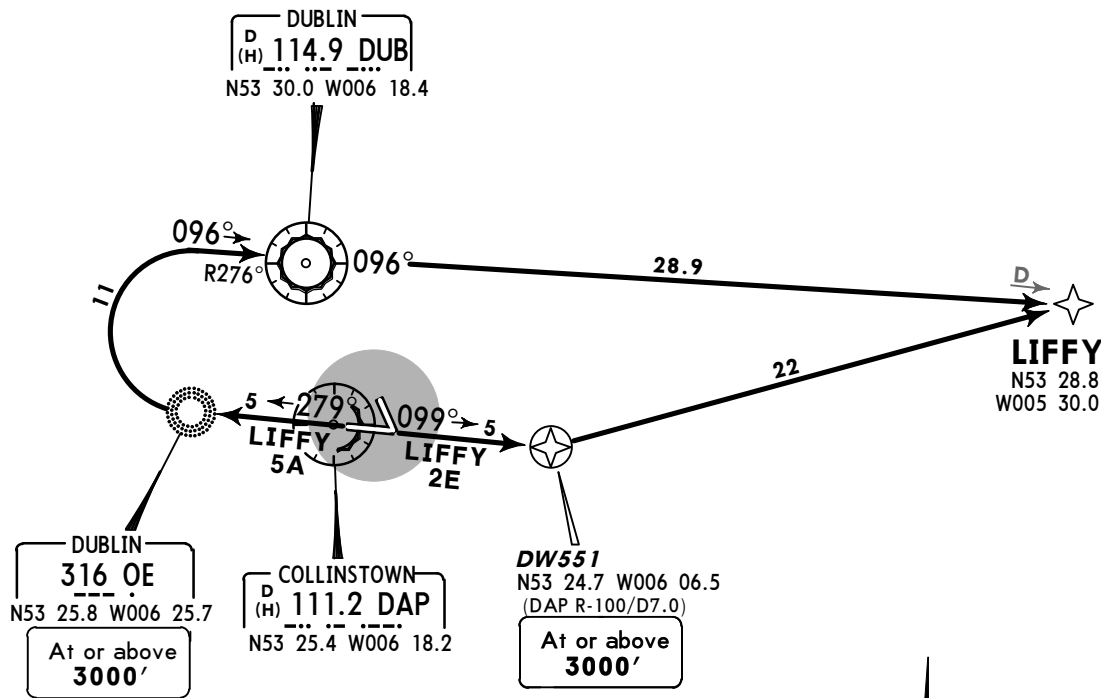
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. 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	
132.575	126.25	
Apt Elev 242'		

LIFFY 5A [LIFY5A] , LIFFY 2E [LIFY2E]
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 clearanceFL90		
SID	RWY	ROUTING
LIFFY 5A	28	(650'+) - OE (3000'+) - DUB - LIFFY.
LIFFY 2E ①	10	(650'+) - DW551 (3000'+) - LIFFY.
① Traffic with RFL180 or above must reach FL180 by GINIS.		

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.

DWN26
N53 30.8 W006 19.1
(DUB R-340/D0.9)
At or above **3000'**

BATED
N53 29.7 W006 06.7

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'**

LIFFY
N53 28.8
W005 30.0

MSA
DUB VOR
2200'
050° 4000' 334°

N
NOT TO SCALE

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

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

Initial climb clearance FL90		
SID	RWY	ROUTING
LIFFY 5G ①	34	(650'+) - DWN26 (3000'+) - BATED - LIFFY.
LIFFY 5M ①	16	(650'+) - DWS77 (3000'+) - LIFFY.

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

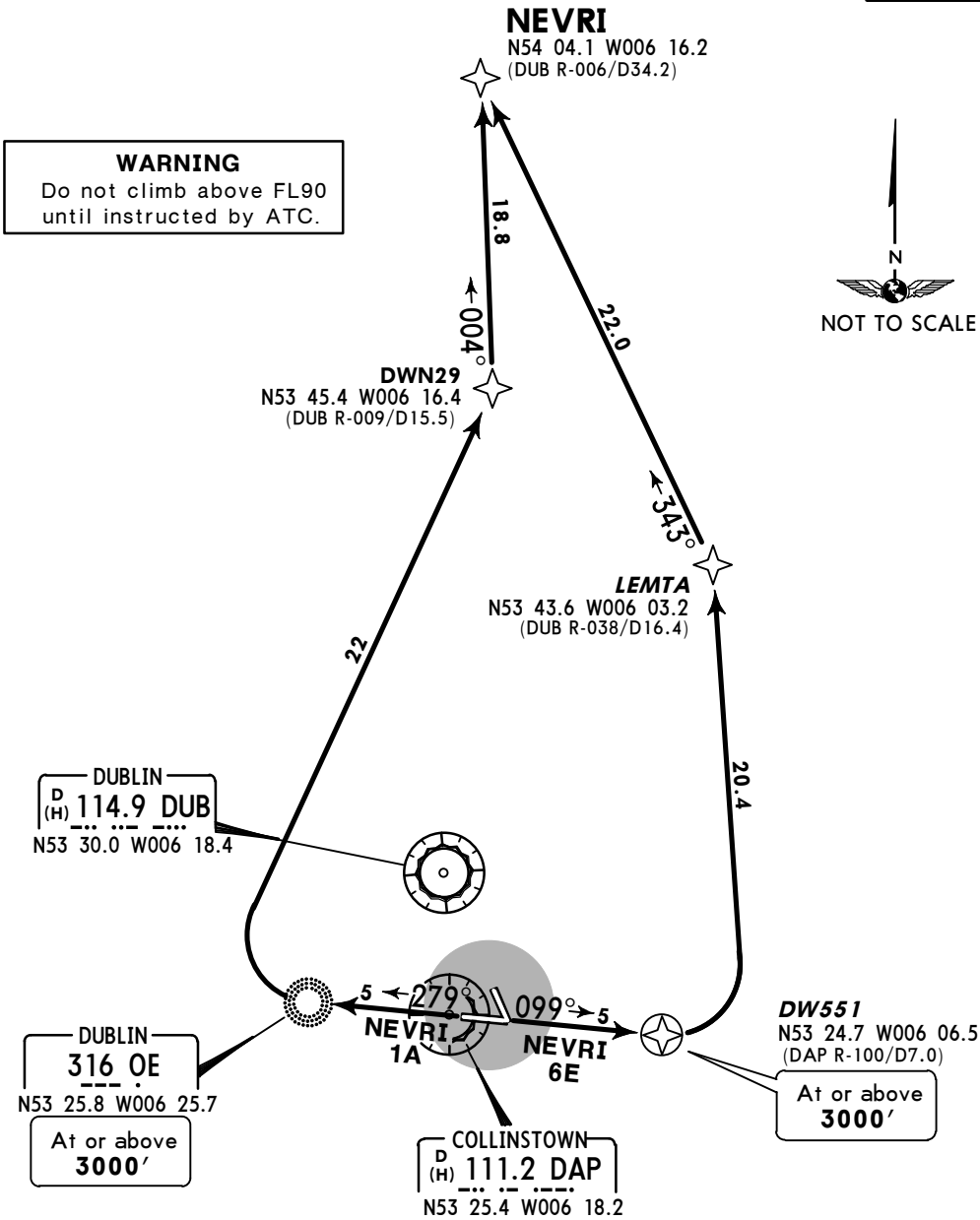
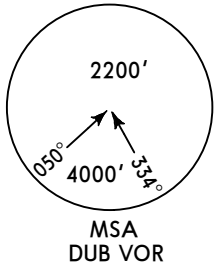
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3J Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

NEVRI 1A [NEVR1A], NEVRI 6E [NEVR6E]
RWYS 28, 10 P-RNAV DEPARTURES
RNAV 1 (DME/DME, 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 clearanceFL90		
SID	RWY	ROUTING
NEVRI 1A	28	(650'+) - OE (3000'+) - DWN29 - NEVRI.
NEVRI 6E	10	(650'+) - DW551 (3000'+) - LEMTA - NEVRI.

EIDW/DUB
DUBLIN INTL

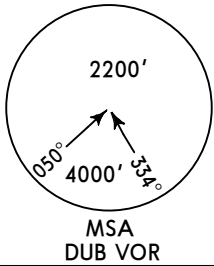
JEPPesen
27 MAR 15 10-3K Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

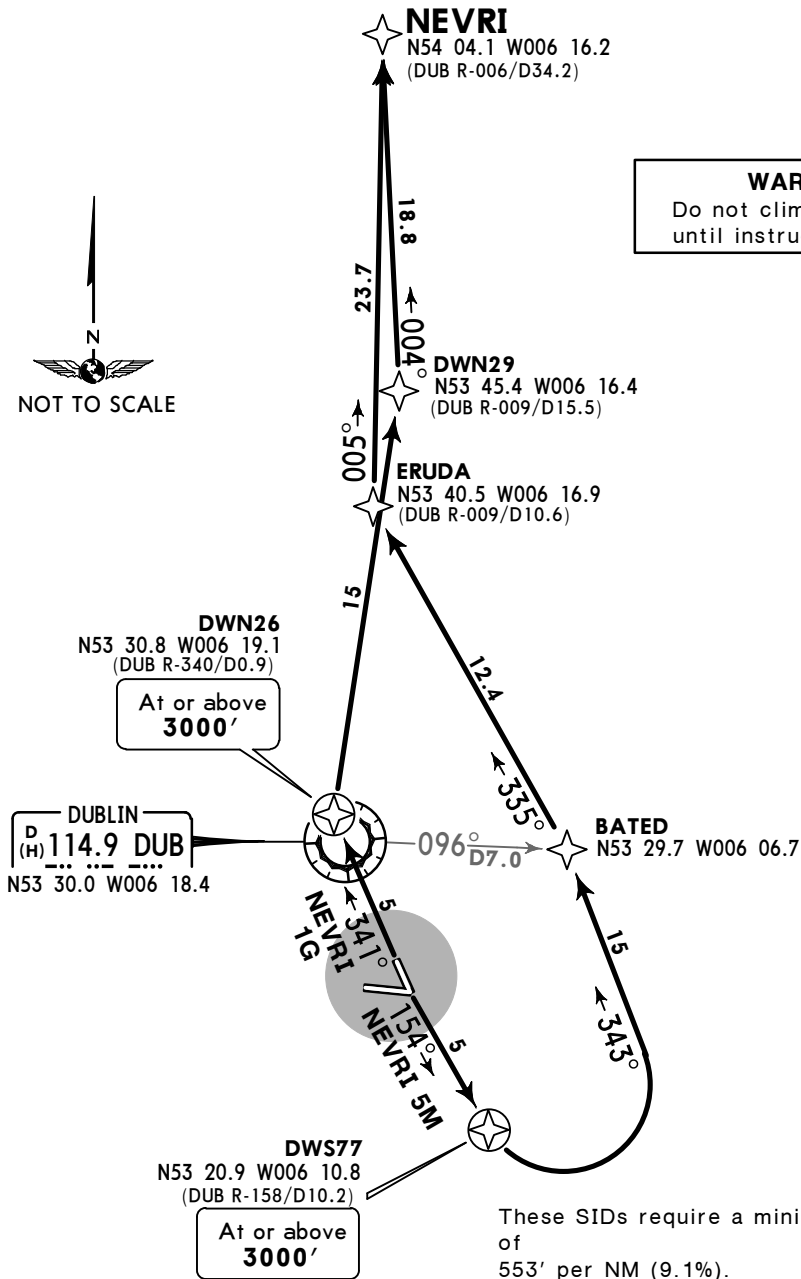
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. 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	
132.575	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

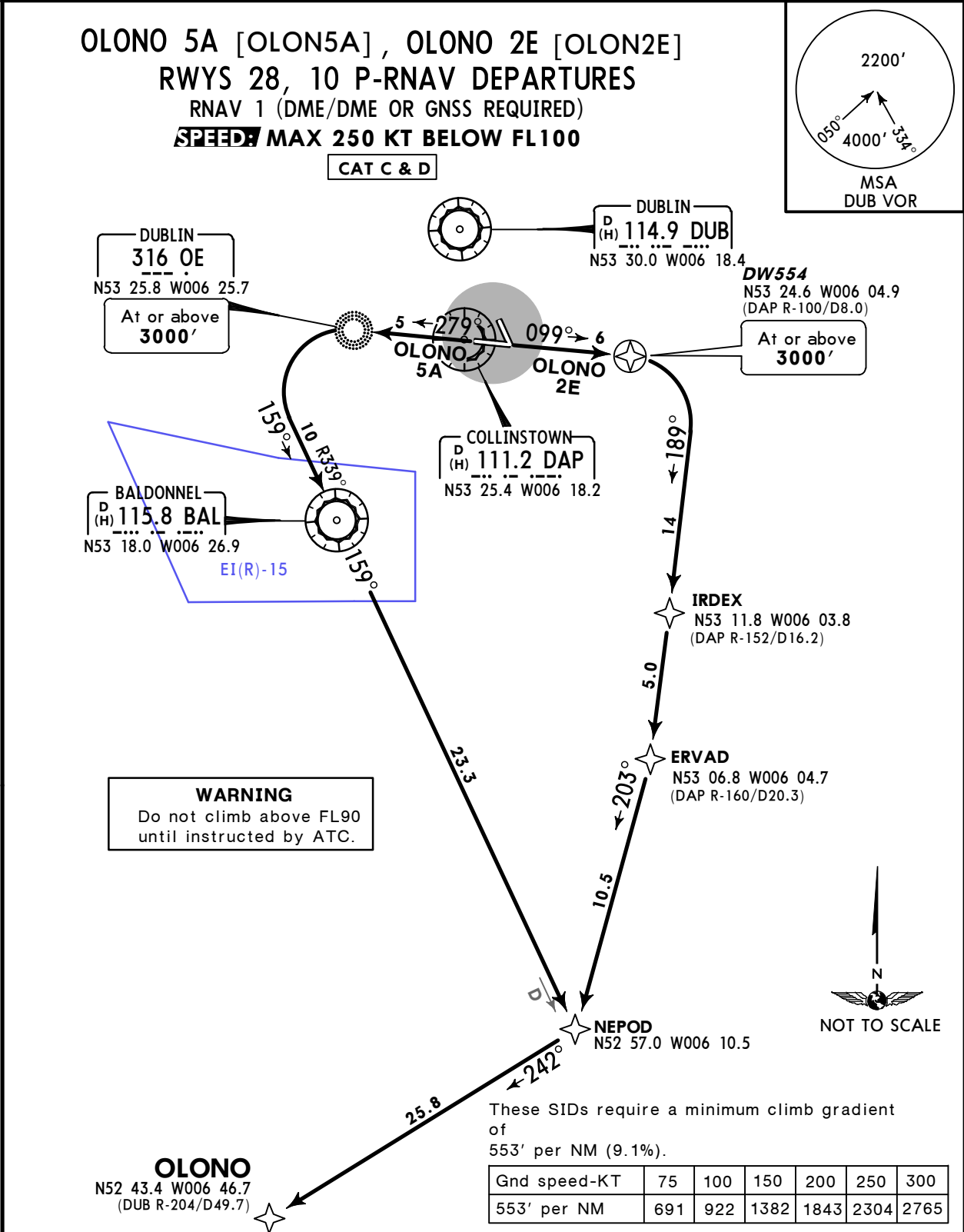
Initial climb clearanceFL90		
SID	RWY	ROUTING
NEVRI 1G	34	(650'+) - DWN26 (3000'+) - DWN29 - NEVRI.
NEVRI 5M	16	(650'+) - DWS77 (3000'+) - BATED - ERUDA - NEVRI.

EIDW/DUB
DUBLIN INTL

JEPPesen
27 MAR 15 10-3L Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		



Initial climb clearance FL90		
SID	RWY	ROUTING
OLONO 5A ①	28	(650'+) - OE (3000'+) - BAL - NEPOD - OLONO.
OLONO 2E	10	(650'+) - DW554 (3000'+) - IRDEX - ERVAD - NEPOD - OLONO.
① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.		

EIDW/DUB
DUBLIN INTL

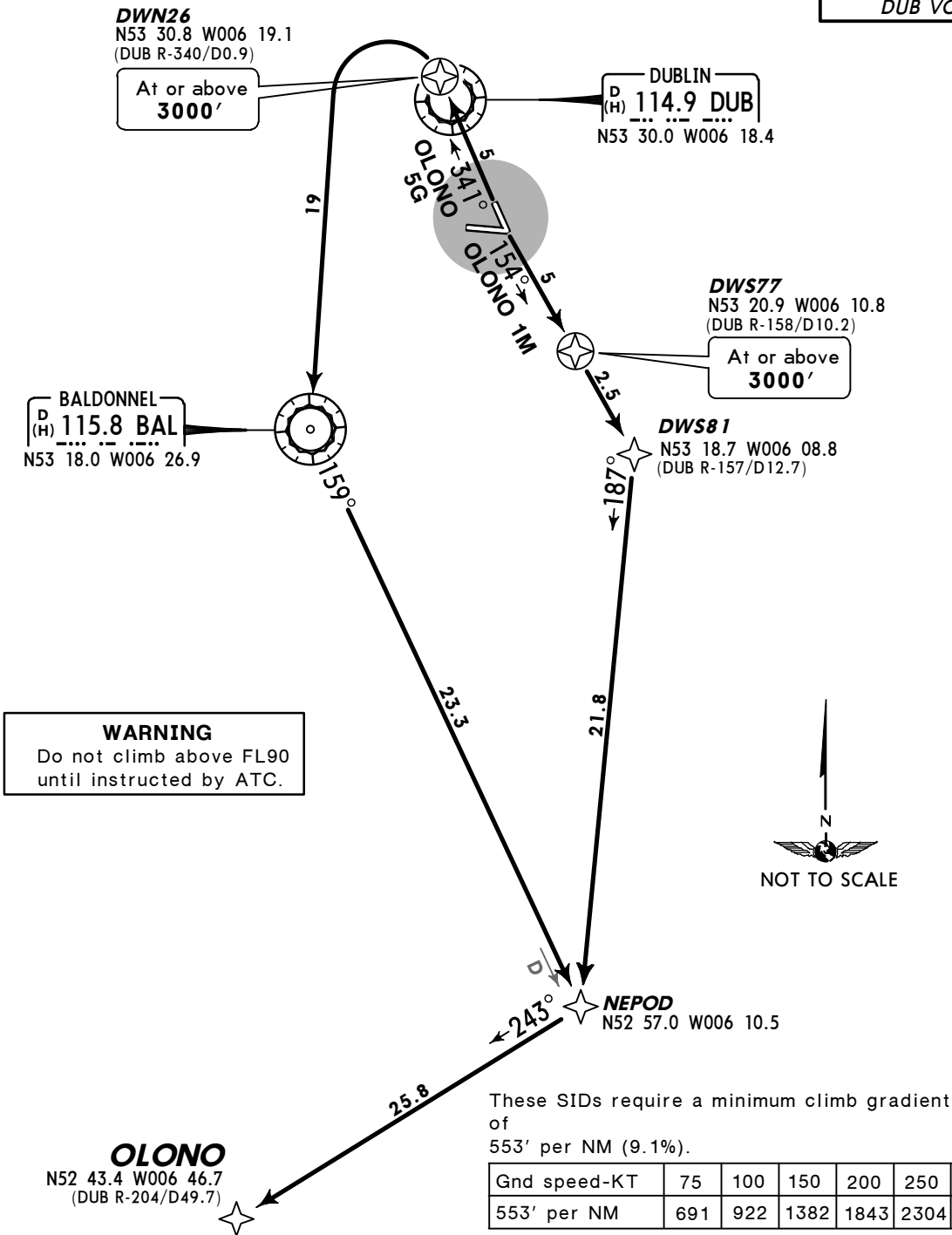
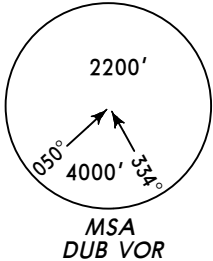
JEPPesen
30 NOV 12 (10-3M) Eff 13 Dec

DUBLIN, IRELAND
RNAV SID

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'		

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 clearanceFL90		
SID	RWY	ROUTING
OLONO 5G	34	DWN26 (3000'+) - BAL - NEPOD - OLONO.
OLONO 1M	16	DWS77 (3000'+) - DWS81 - NEPOD - OLONO.

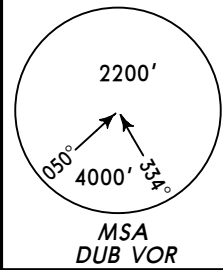
EIDW/DUB
DUBLIN INTL

JEPPESSEN
30 NOV 12 (10-3N) Eff 13 Dec

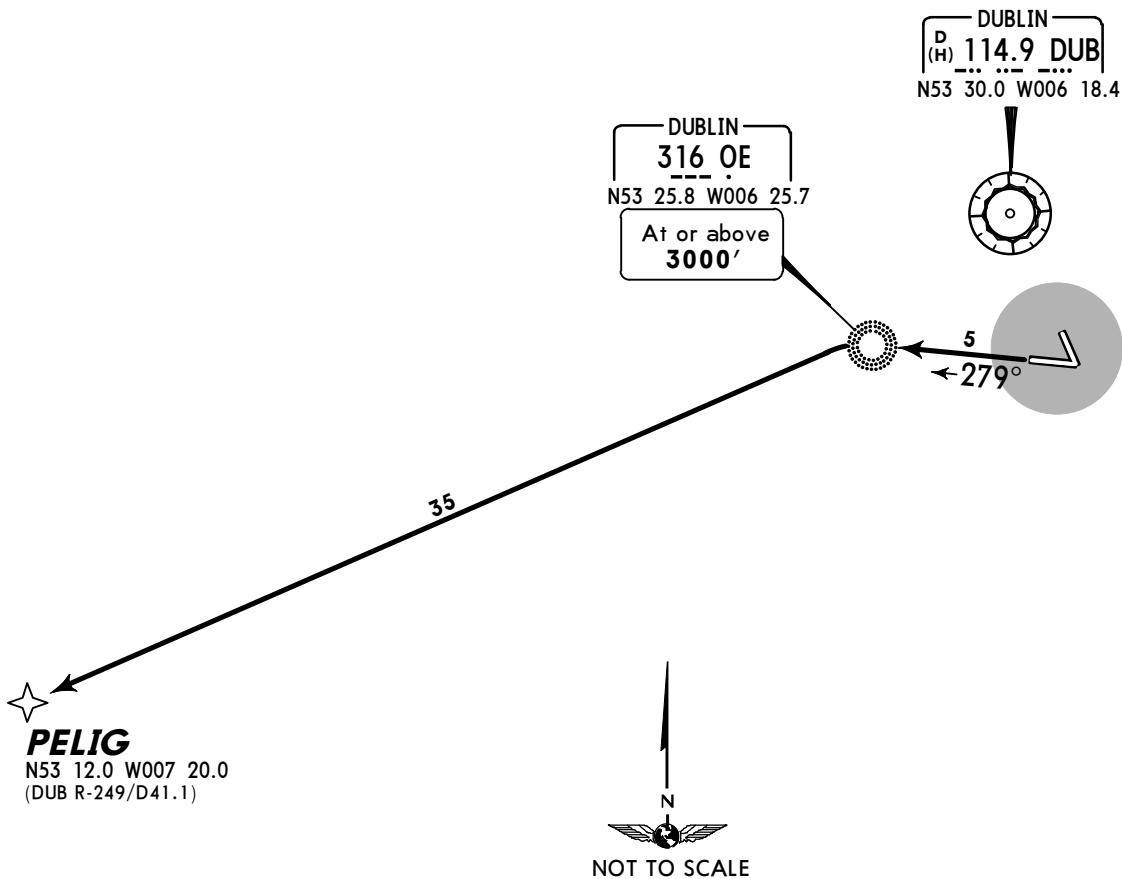
DUBLIN, IRELAND
RNAV SID

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 [PEL15A]
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.	

EIDW/DUB
DUBLIN INTL

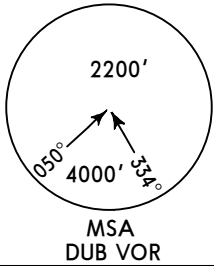
JEPPESSEN
27 MAR 15 10-3P Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

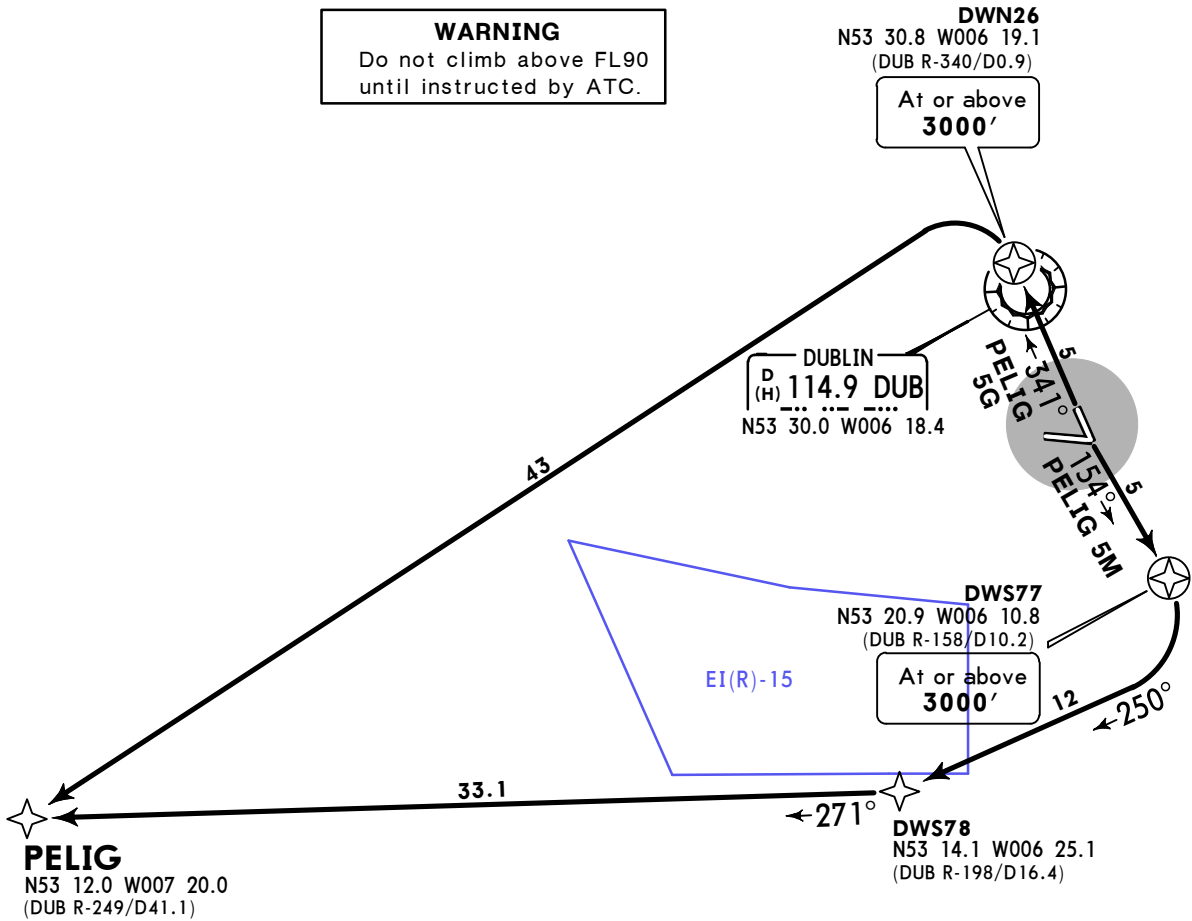
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. 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	
132.575	126.25	
Apt Elev 242'		

PELIG 5G [PELI5G] , PELIG 5M [PELI5M]
RWYS 34, 16 P-RNAV DEPARTURES
RNAV 1 (DME/DME OR GNSS REQUIRED)
AVAILABLE ONLY WHEN MILITARY NOT ACTIVE
~~SPEED~~ MAX 250 KT BELOW FL100

CAT C & D



WARNING
Do not climb above FL90
until instructed by ATC.



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

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

Initial climb clearanceFL90		
SID	RWY	ROUTING
PELIG 5G	34	(650'+) - DWN26 (3000'+) - PELIG.
PELIG 5M ①	16	(650'+) - DWS77 (3000'+) - DWS78 - PELIG.
① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.		

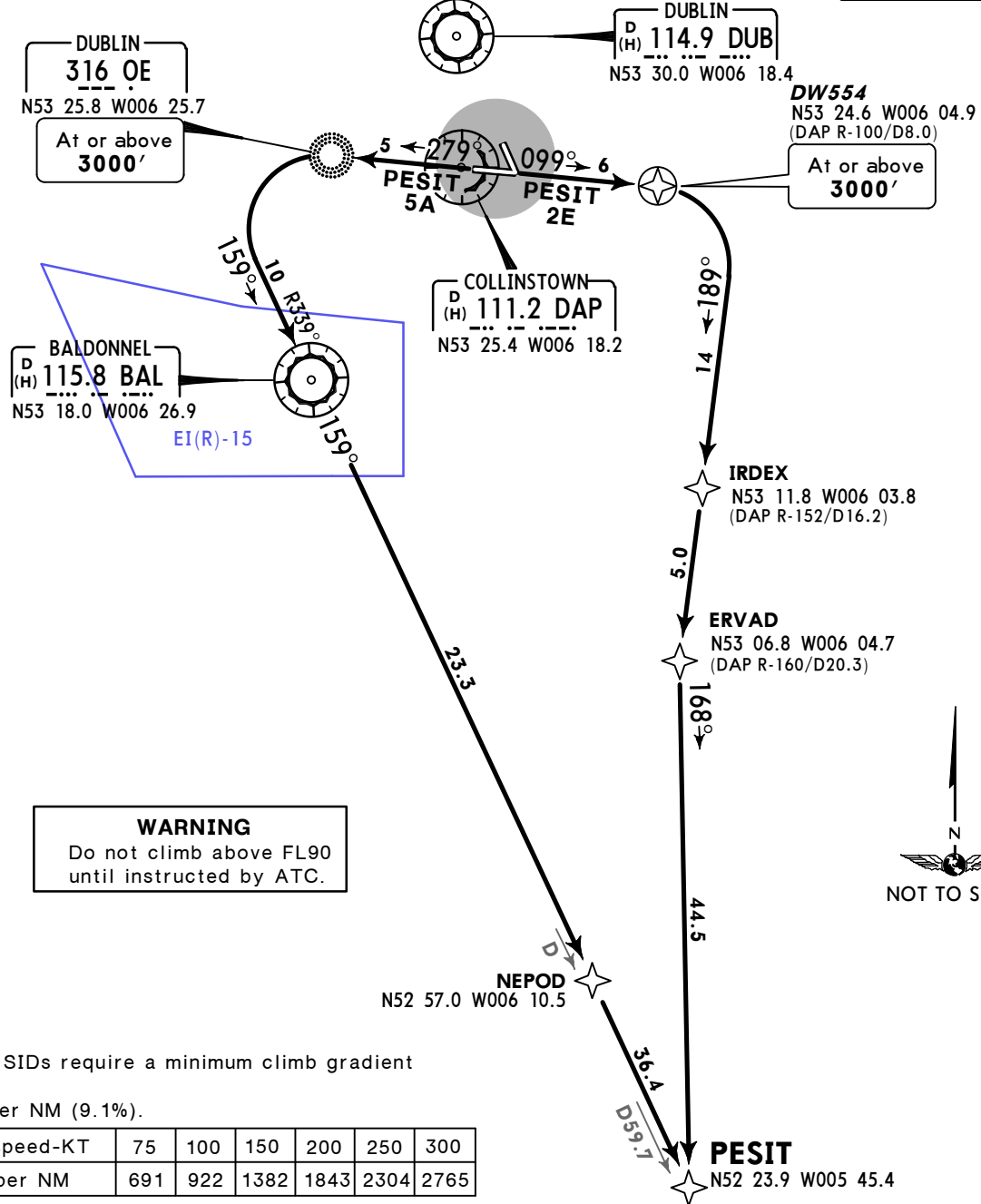
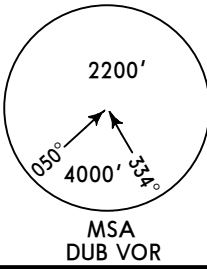
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3Q Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

PESIT 5A [PESI5A], PESIT 2E [PESI2E]
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	(650'+) - OE (3000'+) - BAL - NEPOD - PESIT.
PESIT 2E	10	(650'+) - DW554 (3000'+) - IRDEX - ERVAD - PESIT.
① Continuous climb to 4000' required for separation from military operations at 3000' in area EI(R)-15.		

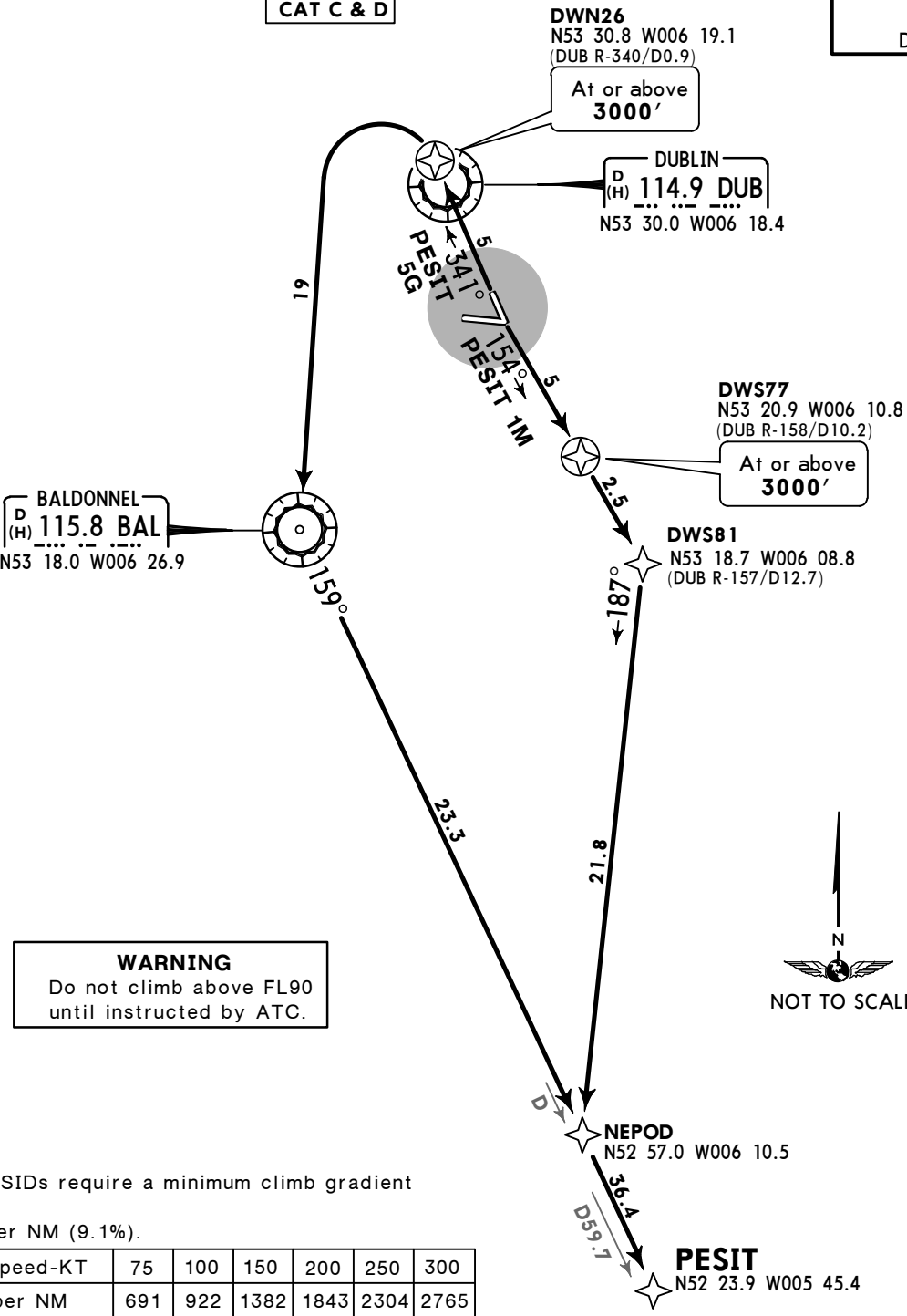
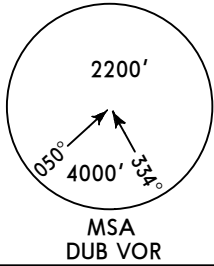
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3S Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

PESIT 5G [PESI5G], PESIT 1M [PESI1M]
RWYS 34, 16 P-RNAV DEPARTURES
RNAV 1 (DME/DME OR GNSS REQUIRED)
~~SPEED~~ MAX 250 KT BELOW FL100
CAT C & D



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

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

Initial climb clearance FL90		
SID	RWY	ROUTING
PESIT 5G	34	(650'+) - DWN26 (3000'+) - BAL - NEPOD - PESIT.
PESIT 1M	16	(650'+) - DWS77 (3000'+) - DWS81 - NEPOD - PESIT.

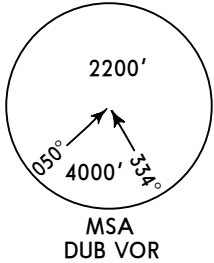
EIDW/DUB
DUBLIN INTL

27 MAR 15 10-3T Eff 2 Apr

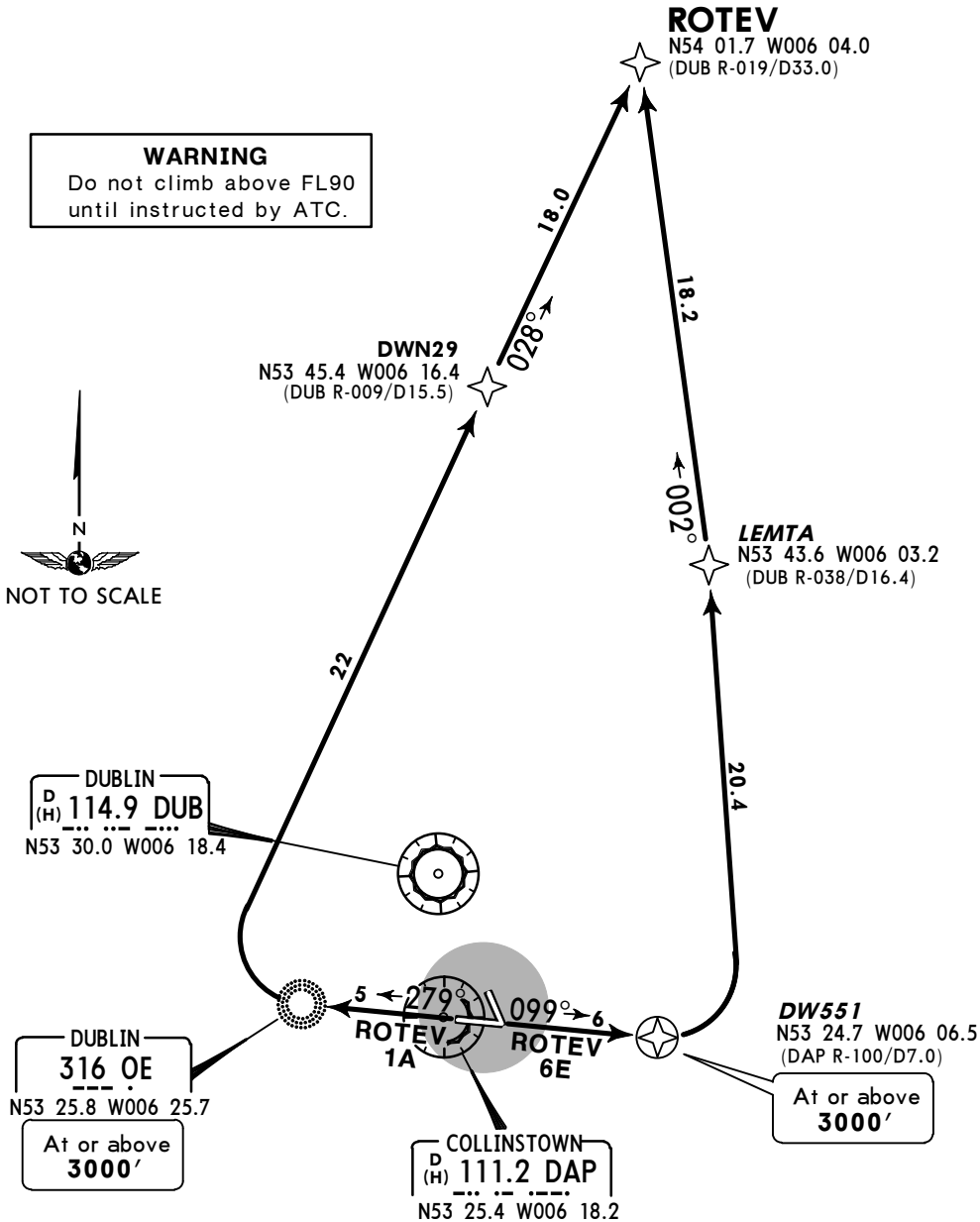
DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

ROTEV 1A [ROTE1A], ROTEV 6E [ROTE6E]
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
ROTEV 1A	28	(650'+) - OE (3000'+) - DWN29 - ROTEV.
ROTEV 6E	10	(650'+) - DW551 (3000'+) - LEMTA - ROTEV.

EIDW/DUB
DUBLIN INTL

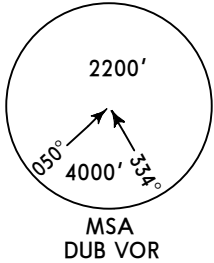
JEPPESSEN
27 MAR 15 10-3T1 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

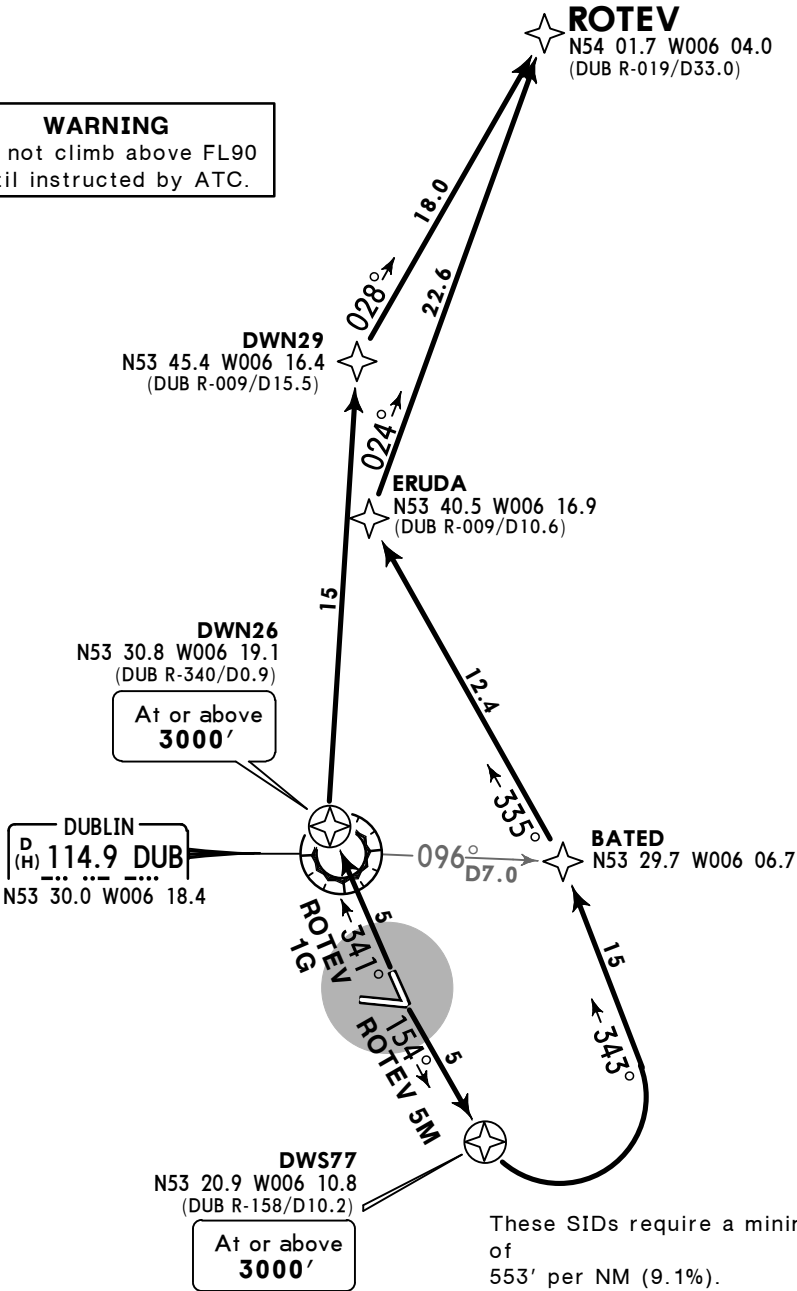
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. 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	
132.575	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	(650'+) - DWN26 (3000'+) - DWN29 - ROTEV.
ROTEV 5M	16	(650'+) - DWS77 (3000'+) - BATED - ERUDA - ROTEV.

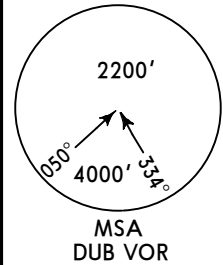
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3U Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	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°

D25.0 309°

14.4 ← 325°

DWW04 N53 44.3 W006 52.9

DWW06 N53 33.3 W006 37.4 (DUB R-290/D11.8)

12

At or above 3000'

DUBLIN D (H) 114.9 DUB N53 30.0 W006 18.4

5

341°

154°

5

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

At or above 3000'

15

343°

19

BATED N53 29.7 W006 06.7

12.4

335°

096° D7.0

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

18.9

351°

D28.6

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 clearanceFL90

SID	RWY	ROUTING
SUROX 1G	34	(650'+) - DWN26 (3000'+) - DWW06 - DWW04 - SUROX.
SUROX 5M	16	(650'+) - DWS77 (3000'+) - BATED - ERUDA - DODIG - SUROX.

EIDW/DUB
DUBLIN INTL

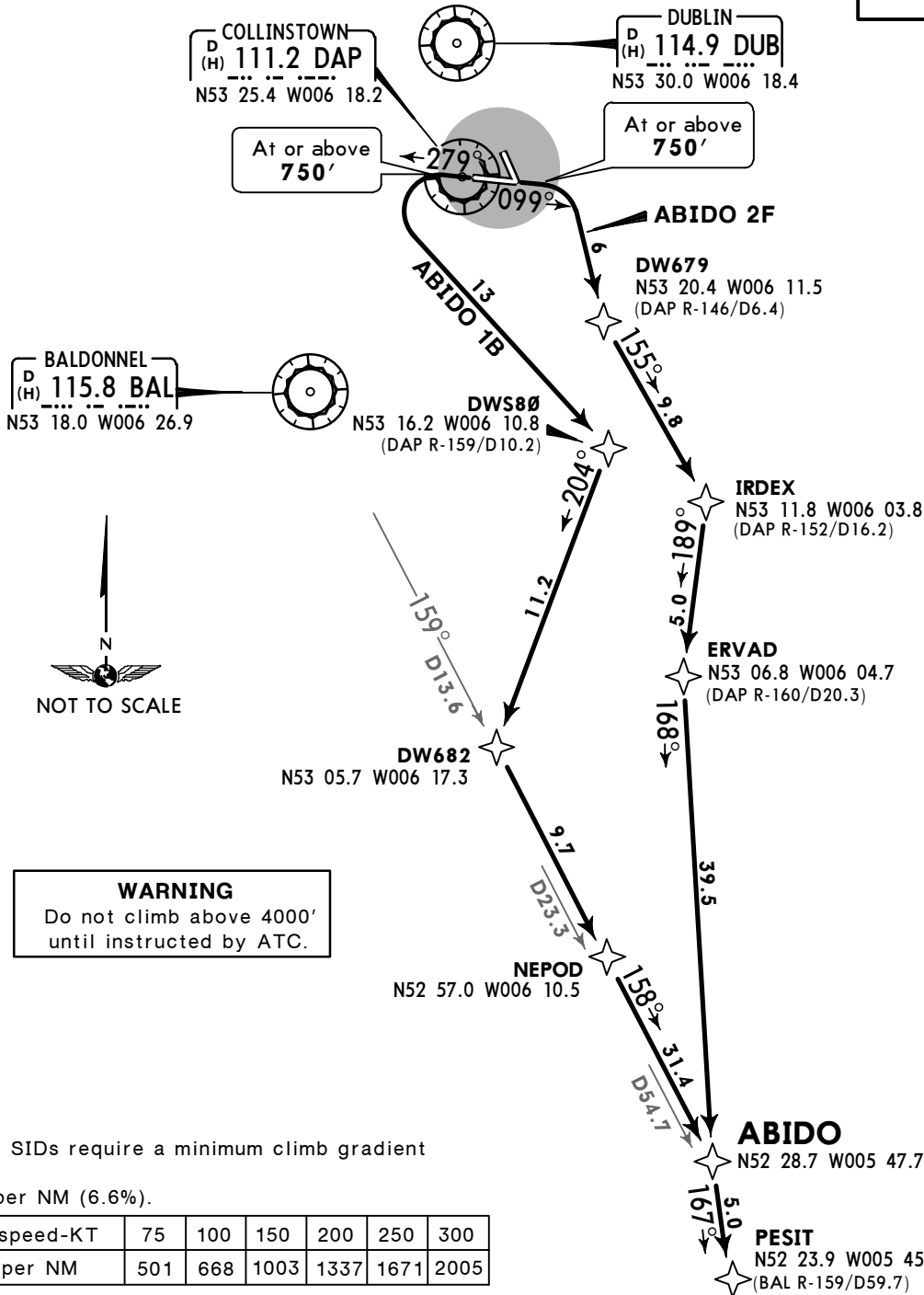
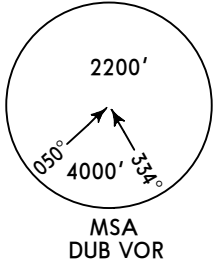
27 MAR 15 10-3V Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

ABIDO 1B [ABID1B] , ABIDO 2F [ABID2F]
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 2F	10	(750'+) - DW679 - IRDEX - ERVAD - ABIDO - PESIT.

EIDW/DUB
DUBLIN INTL

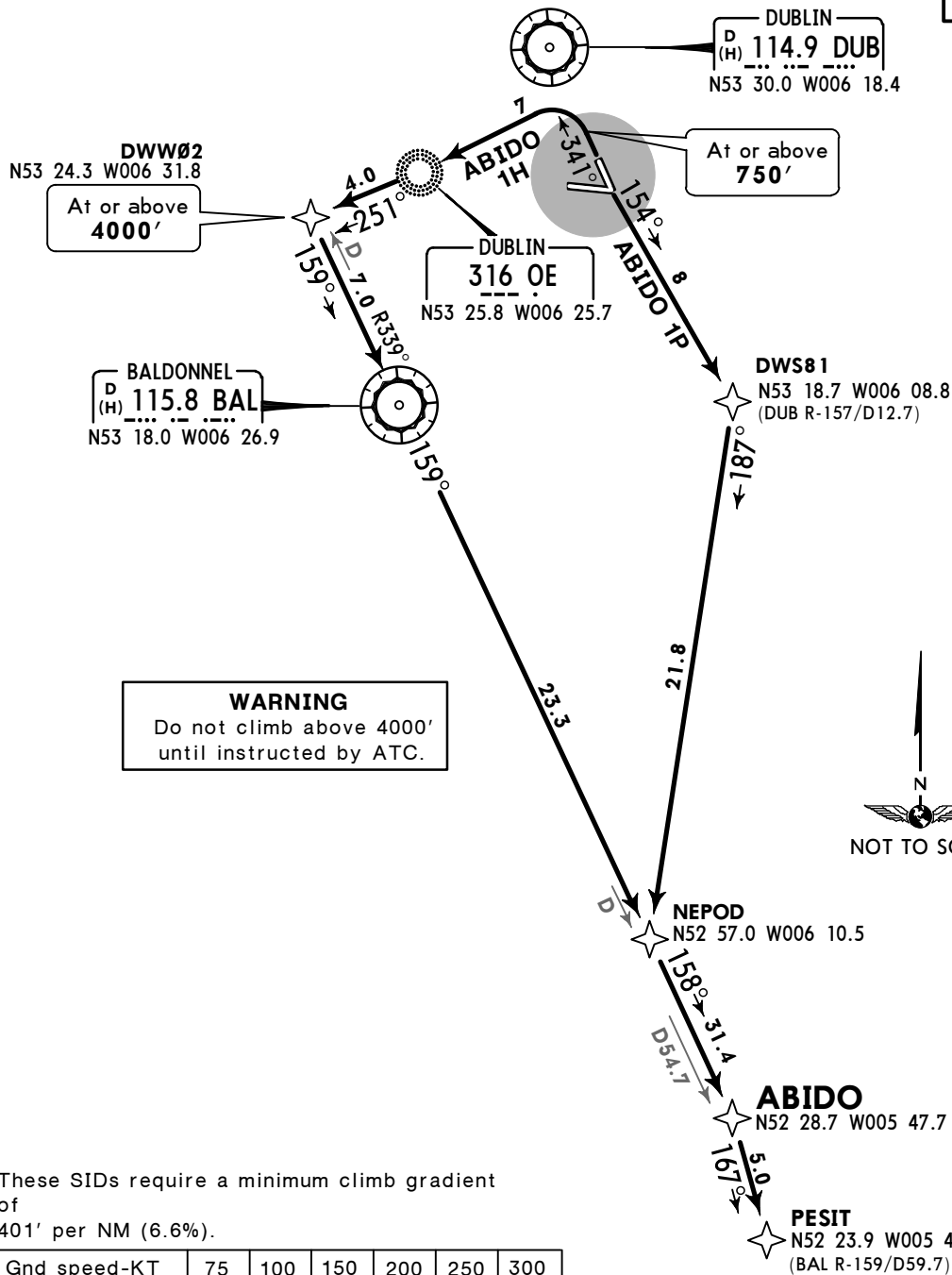
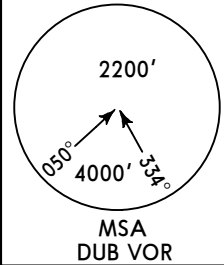
JEPPESSEN
27 MAR 15 10-3V1 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	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.

EIDW/DUB
DUBLIN INTL

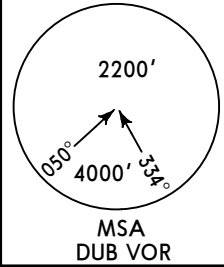
JEPPesen
27 MAR 15 10-3V2 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

BAMLI 1B [BAML1B], BAMLI 6F [BAML6F]
RWYS 28, 10 P-RNAV DEPARTURES
RNAV 1 (DME/DME OR GNSS REQUIRED)
SPEED: MAX 250 KT BELOW FL100

CAT A & B



BAMLI
N54 08.5 W006 39.1
(DUB R-347/D40.5)

DODIG
N53 57.8 W006 29.6
(DUB R-351/D28.6)

DWN29
N53 45.4 W006 16.4

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



DUBLIN
D (H) 114.9 DUB
N53 30.0 W006 18.4

LEMTA
N53 43.6 W006 03.2

DW931
N53 29.8 W006 08.4

At or above
750'

At or above
750'

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 6F	10	(750'+) - DW931 - LEMTA - DODIG - BAMLI.

EIDW/DUB
DUBLIN INTL

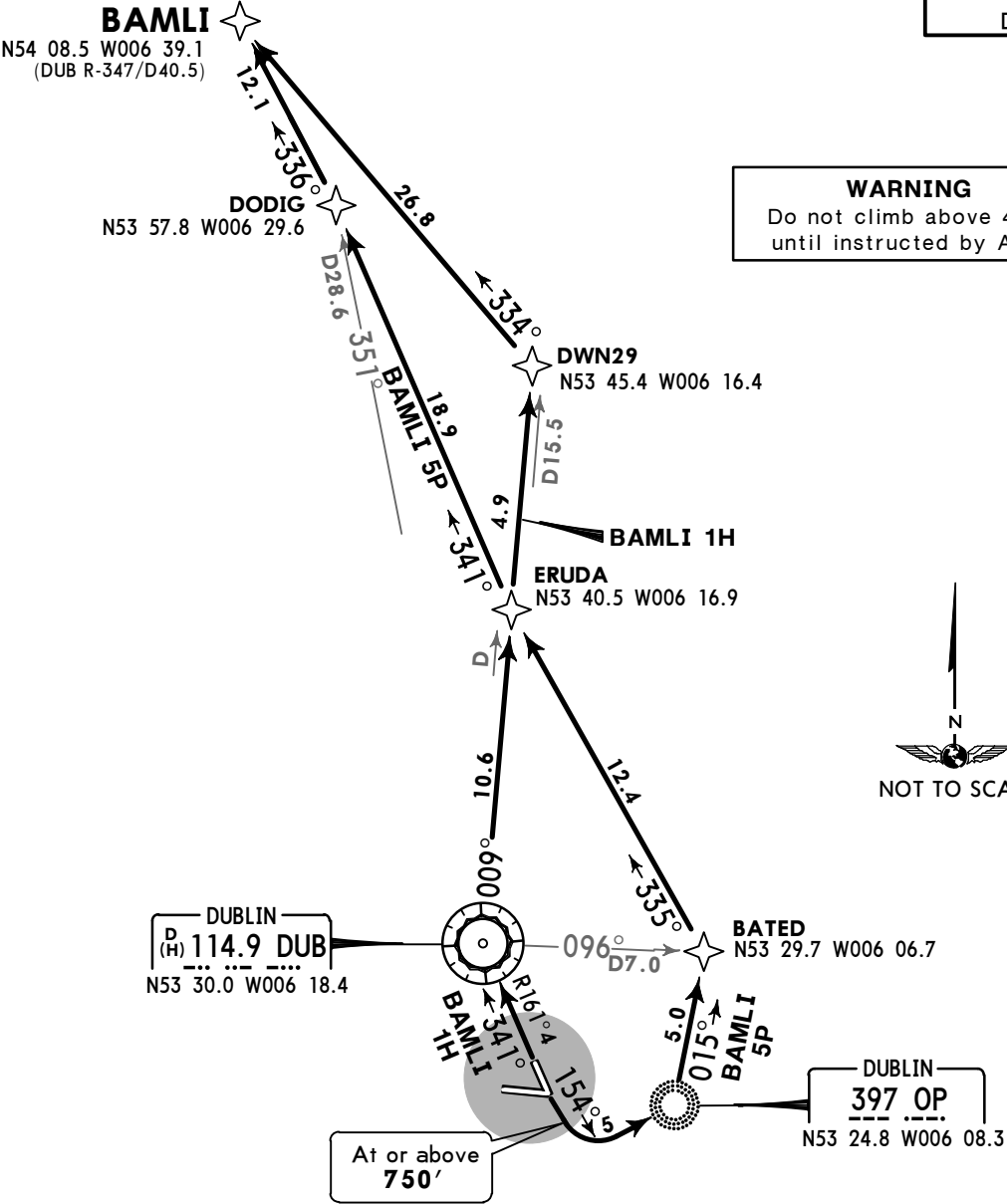
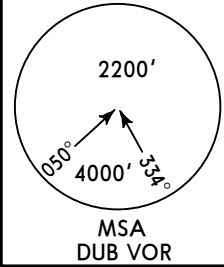
27 MAR 15 **10-3V3** Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	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.

EIDW/DUB
DUBLIN INTL

JEPPesen
27 MAR 15 10-3V4 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

DUBLIN ACC

Lower North

Lower South

132.575 126.25

Apt Elev

242'

Trans level: By ATC

Trans alt: 5000'

1. Immediately after take-off contact DUBLIN ACC.

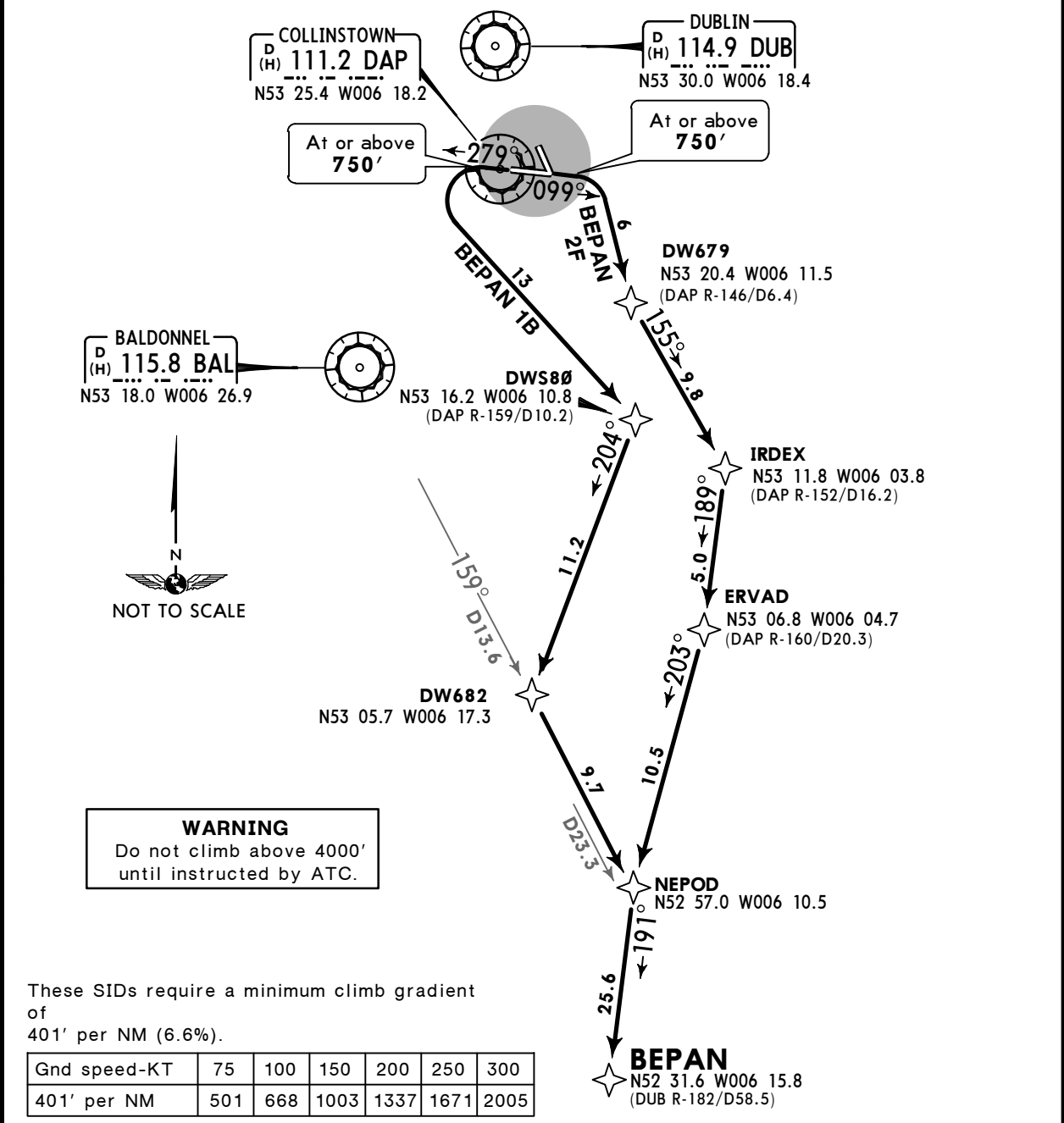
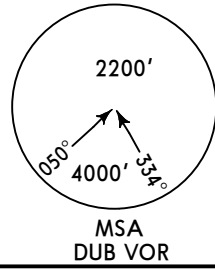
2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.

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 navaids serving the runway in use.

5. Integrity check fix available from RADAR.

BEPAN 1B [BEPAN1B] , BEPAN 2F [BEPAN2F]
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 2F	10	(750'+) - DW679 - IRDEX - ERVAD - NEPOD - BEPAN.

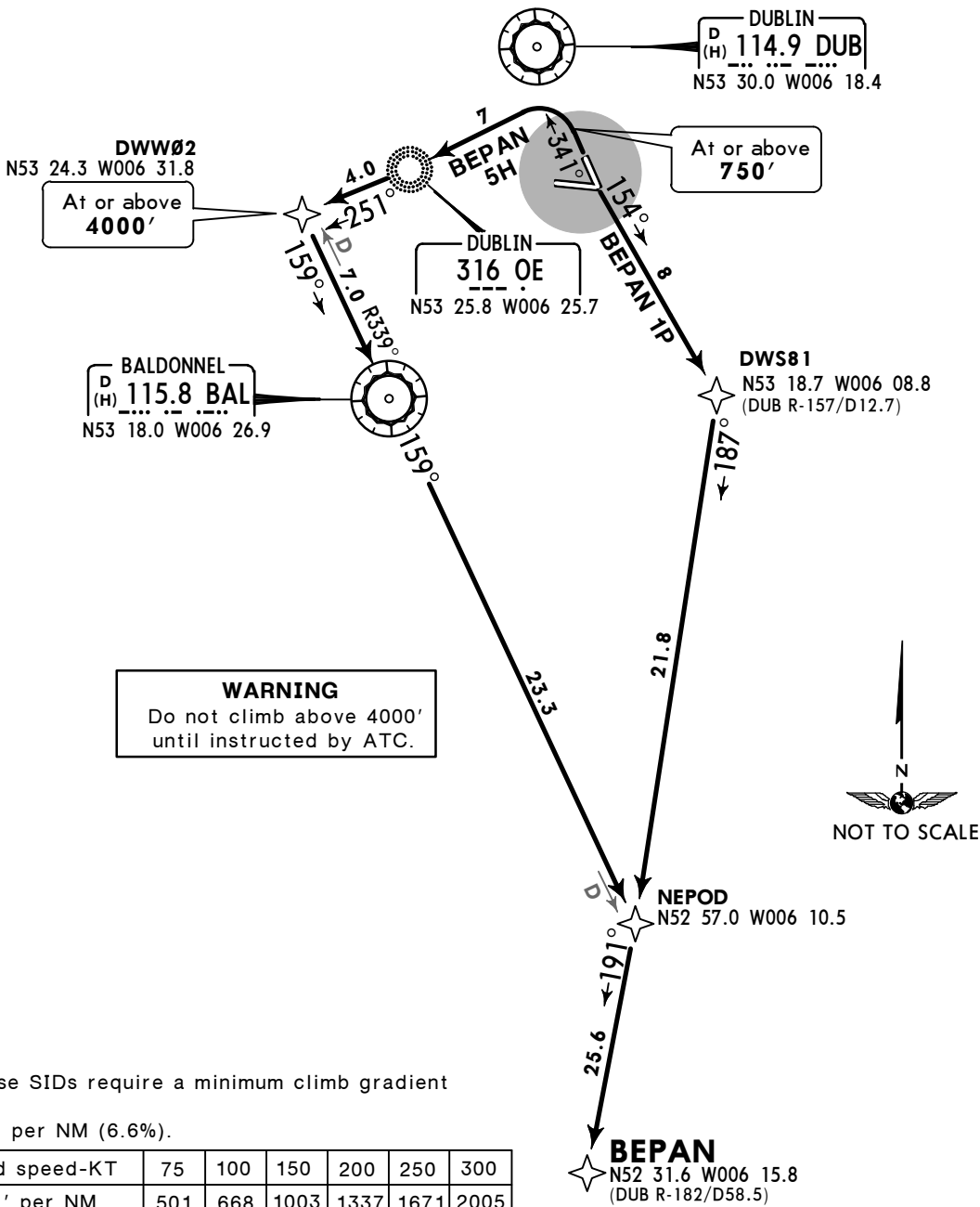
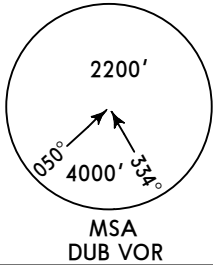
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3V5 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

BEPAN 5H [BEPA5H] , BEPAN 1P [BEPA1P]
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%).

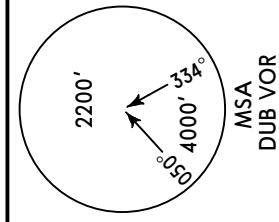
Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

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, IRELAND
RNAV SID

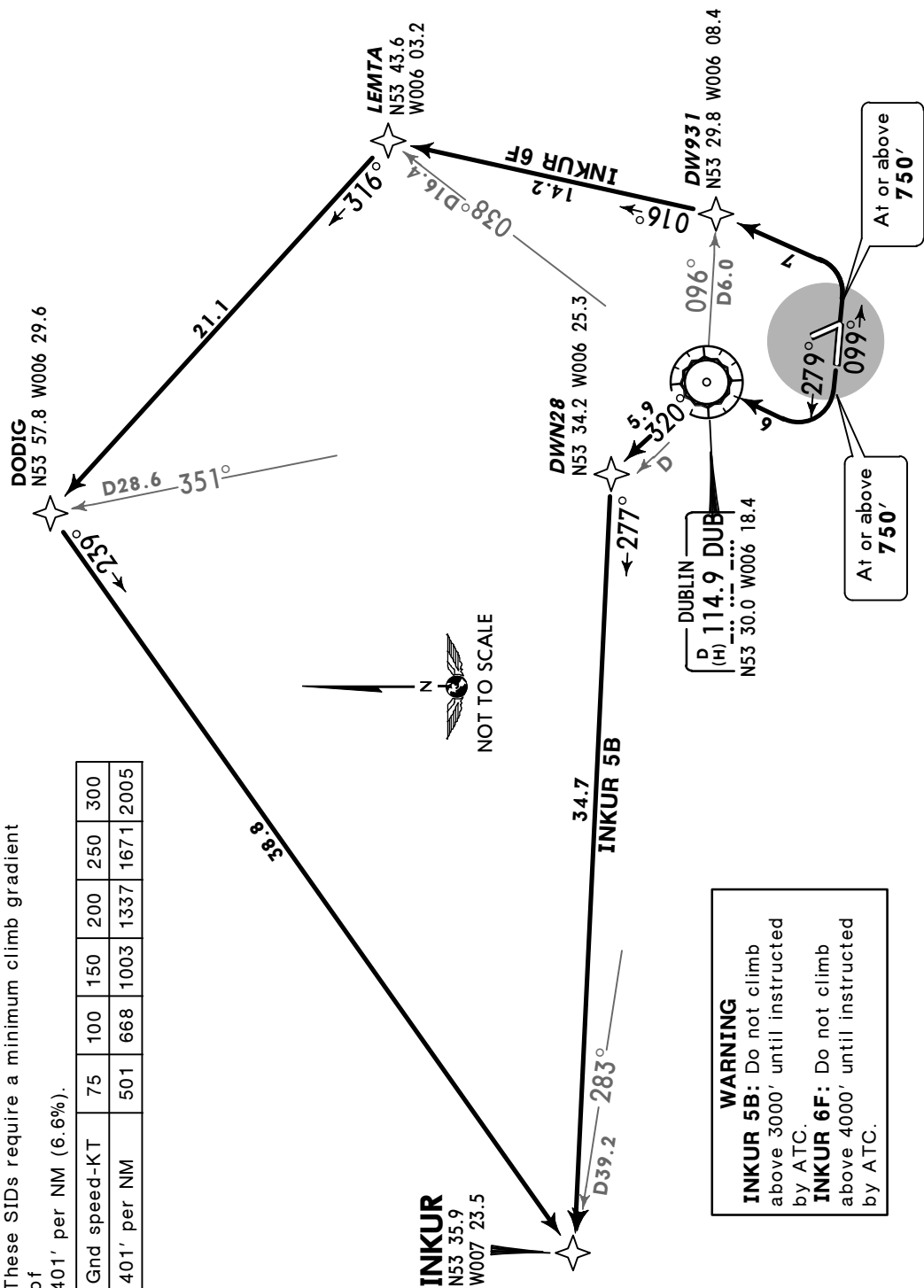
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. 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	
132.575	126.25	
Apt Elev 242'		



SID	RWY	ROUTING
INKUR 5B	28	(750'+) - DUB - DWN28 - INKUR.
INKUR 6F	10	(750'+) - DW931 - LEMTA - DODIG - INKUR.

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: Do not climb above 3000' until instructed by ATC.

INKUR 6F: Do not climb above 4000' until instructed by ATC.

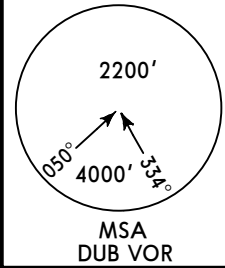
EIDW/DUB
DUBLIN INTL

27 MAR 15 **10-3V7** Eff 2 Apr

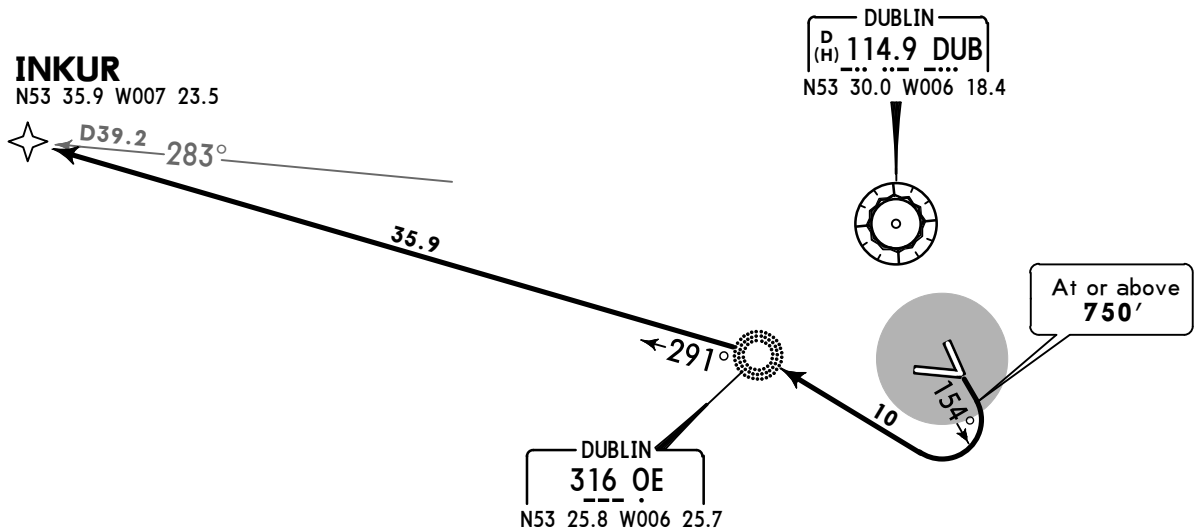
DUBLIN, IRELAND
RNAV SID

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.
North	South	
132.575	126.25	
Apt Elev 242'		

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



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



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

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

Initial climb clearance **4000'**

ROUTING

(750'+) - OE - INKUR.

EIDW/DUB
DUBLIN INTL

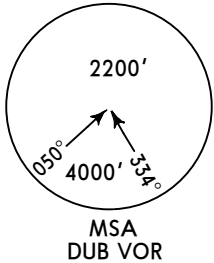
27 MAR 15 **10-3V8** Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

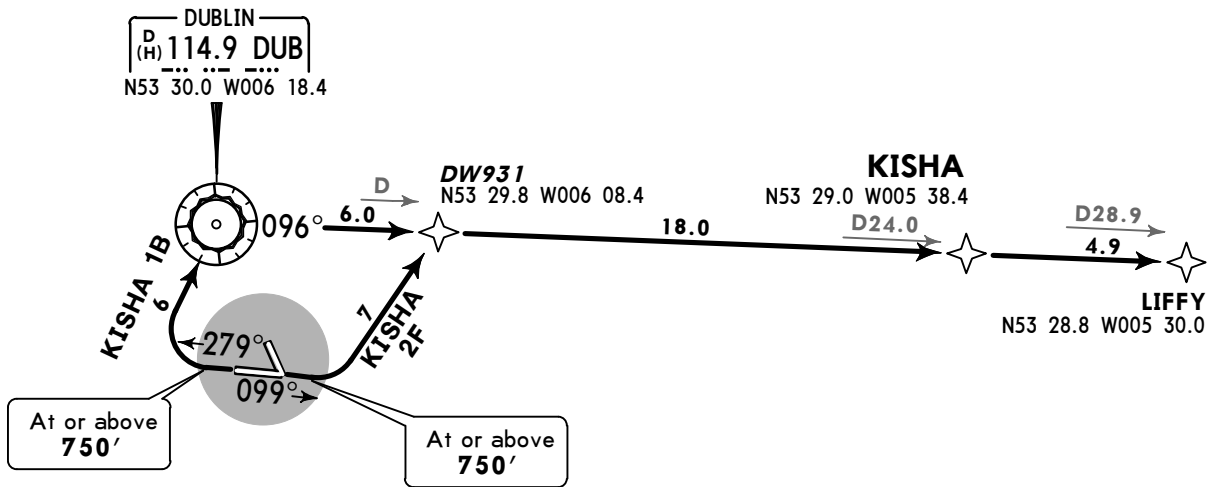
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. 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	
132.575	126.25	
Apt Elev 242'		

KISHA 1B [KISH1B] , KISHA 2F [KISH2F]
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 2F: 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 2F: Initial climb clearance 3000'		
SID	RWY	ROUTING
KISHA 1B ①	28	(750'+) - DUB - KISHA - LIFFY.
KISHA 2F ①	10	(750'+) - DW931 - KISHA - LIFFY.
① Traffic with RFL180 or above must reach FL180 by GINIS.		

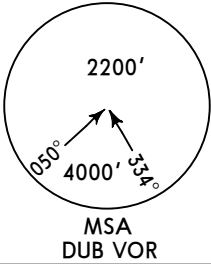
EIDW/DUB
DUBLIN INTL

27 MAR 15 **10-3W** Eff 2 Apr

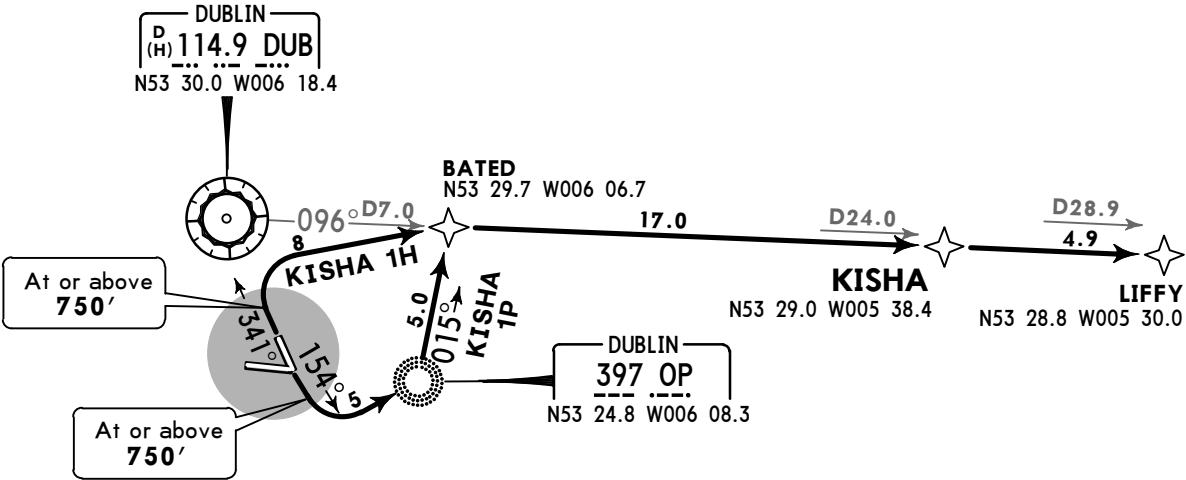
DUBLIN, IRELAND
RNAV SID

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	
132.575	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.		

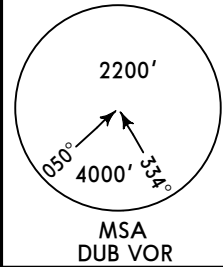
EIDW/DUB
DUBLIN INTL

27 MAR 15 10-3X Eff 2 Apr

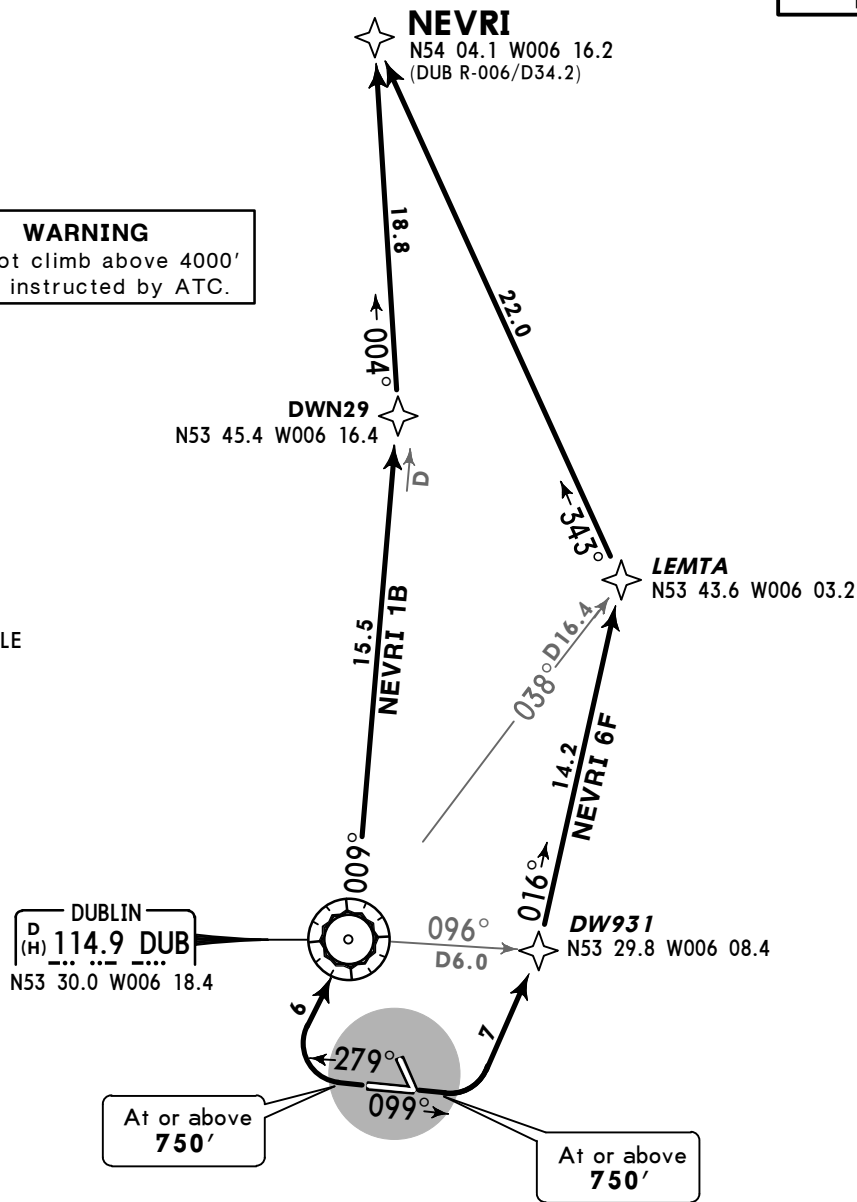
DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

NEVRI 1B [NEVR1B] , NEVRI 6F [NEVR6F]
RWYS 28, 10 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
NEVRI 1B	28	(750'+) - DUB - DWN29 - NEVRI.
NEVRI 6F	10	(750'+) - DW931 - LEMTA - NEVRI.

EIDW/DUB
DUBLIN INTL

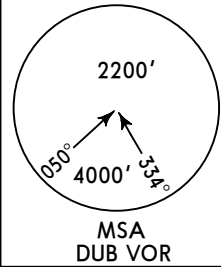
JEPPESSEN
27 MAR 15 10-3X1 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

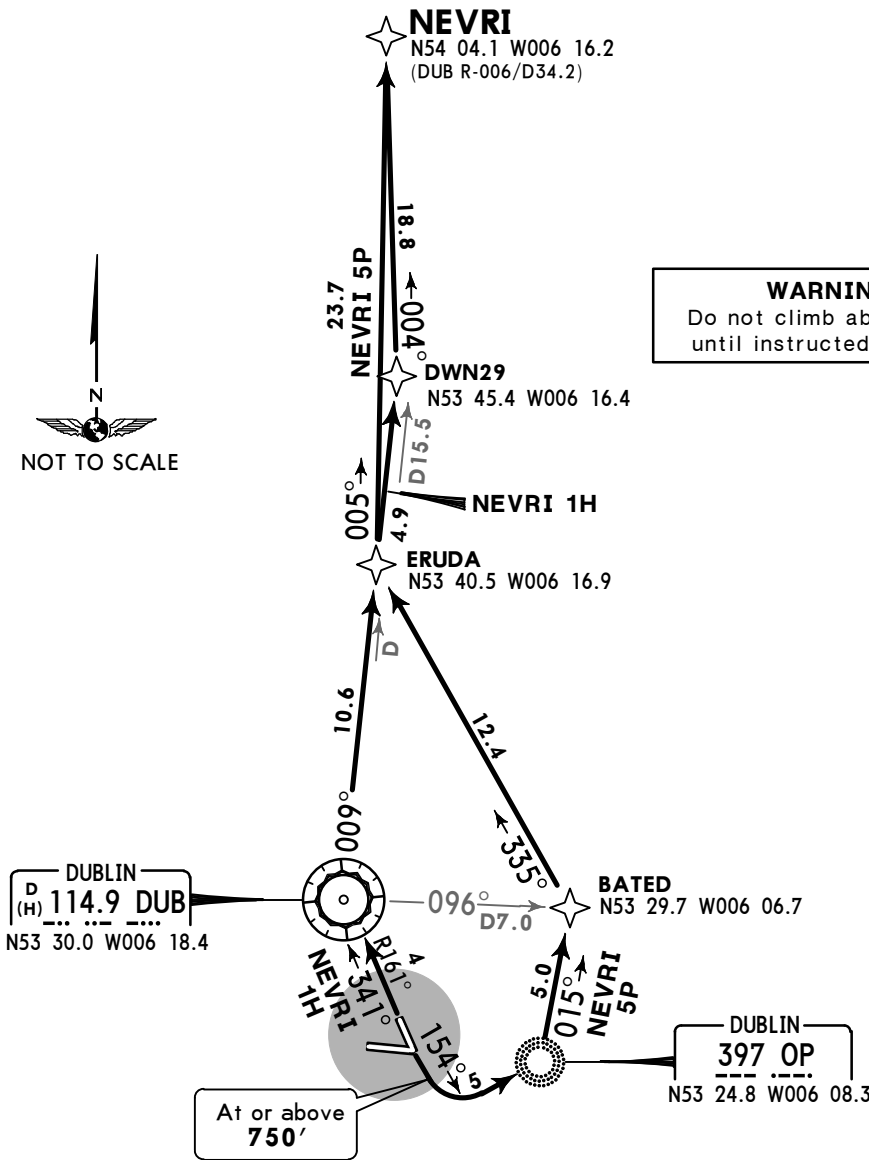
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. 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	
132.575	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



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

EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 10-3X2 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

DUBLIN ACC

Lower North

Lower South

132.575126.25

Apt Elev
242'

Trans level: By ATC

Trans alt: 5000'

1. Immediately after take-off contact DUBLIN ACC.

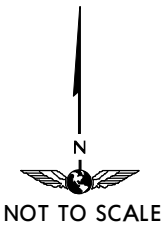
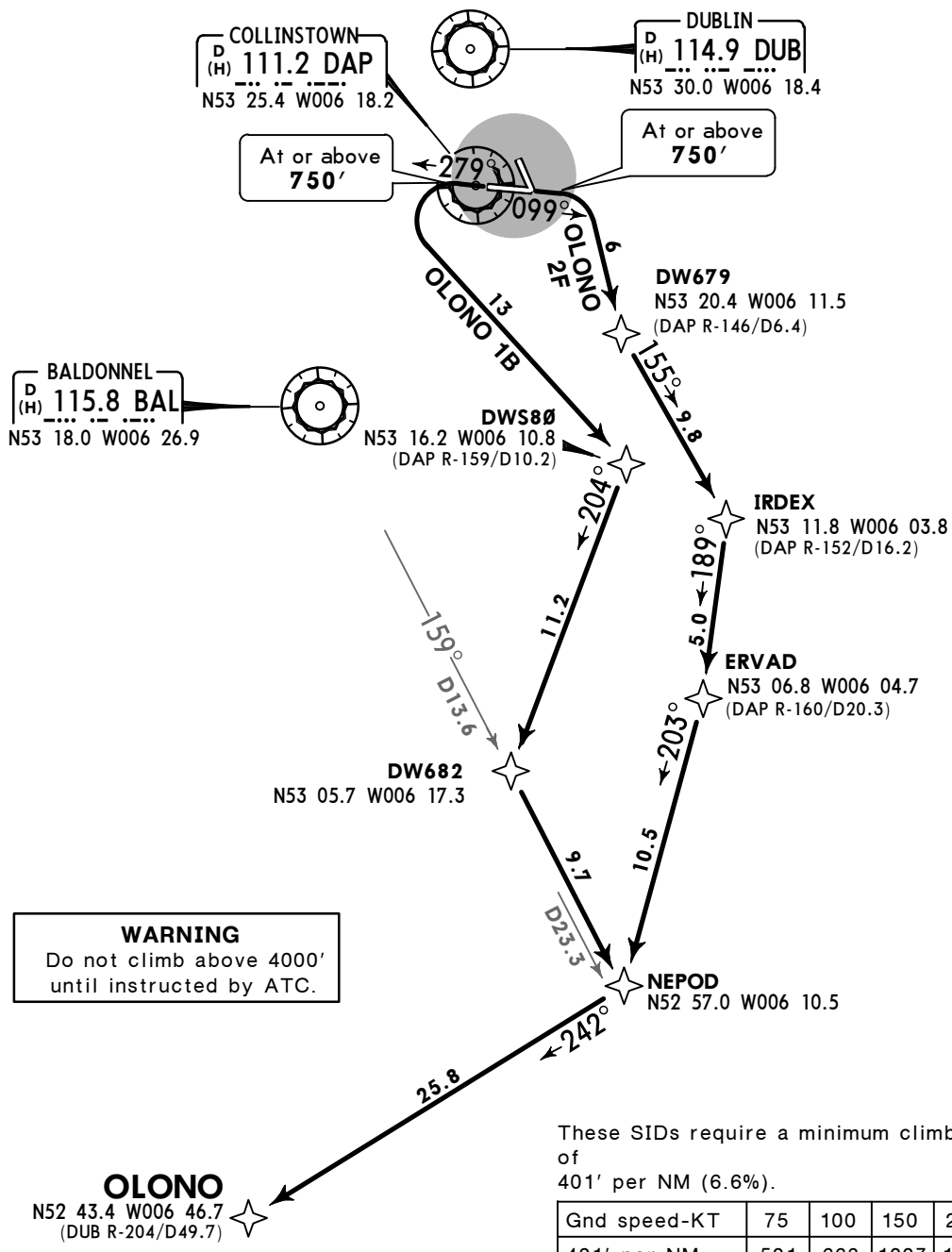
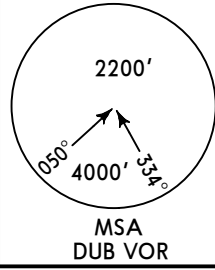
2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided.

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 2F [OLON2F]
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

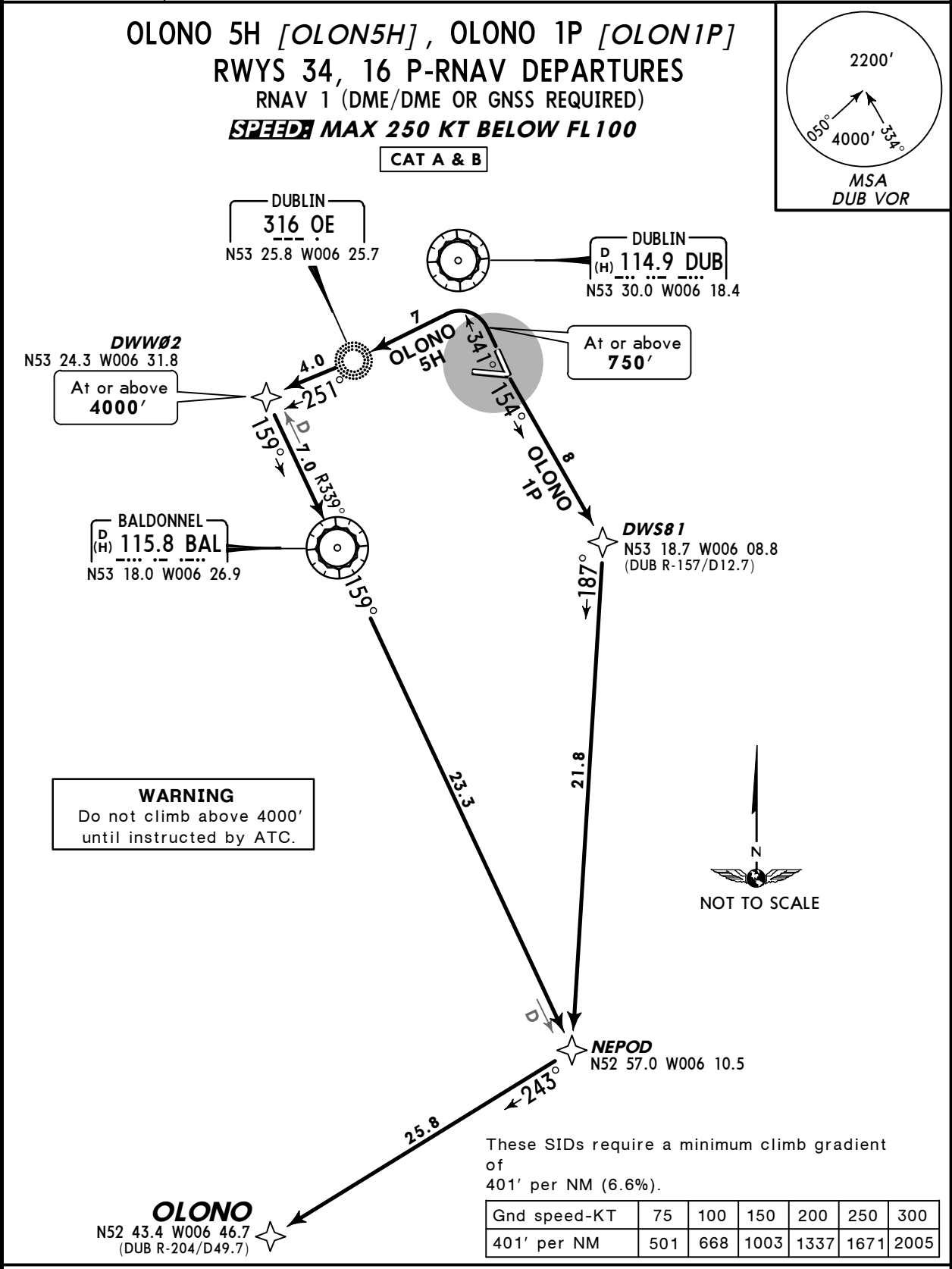
Initial climb clearance 4000'		
SID	RWY	ROUTING
OLONO 1B	28	(750'+) - DWS80 - DW682 - NEPOD - OLONO.
OLONO 2F	10	(750'+) - DW679 - IRDEX - ERVAD - NEPOD - OLONO.

EIDW/DUB
DUBLIN INTL

JEPPesen
30 NOV 12 10-3X3 Eff 13 Dec

DUBLIN, IRELAND
RNAV SID

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'		



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

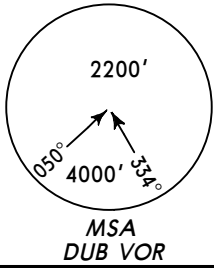
EIDW/DUB
DUBLIN INTL

JEPPESSEN
30 NOV 12 10-3X4 Eff 13 Dec

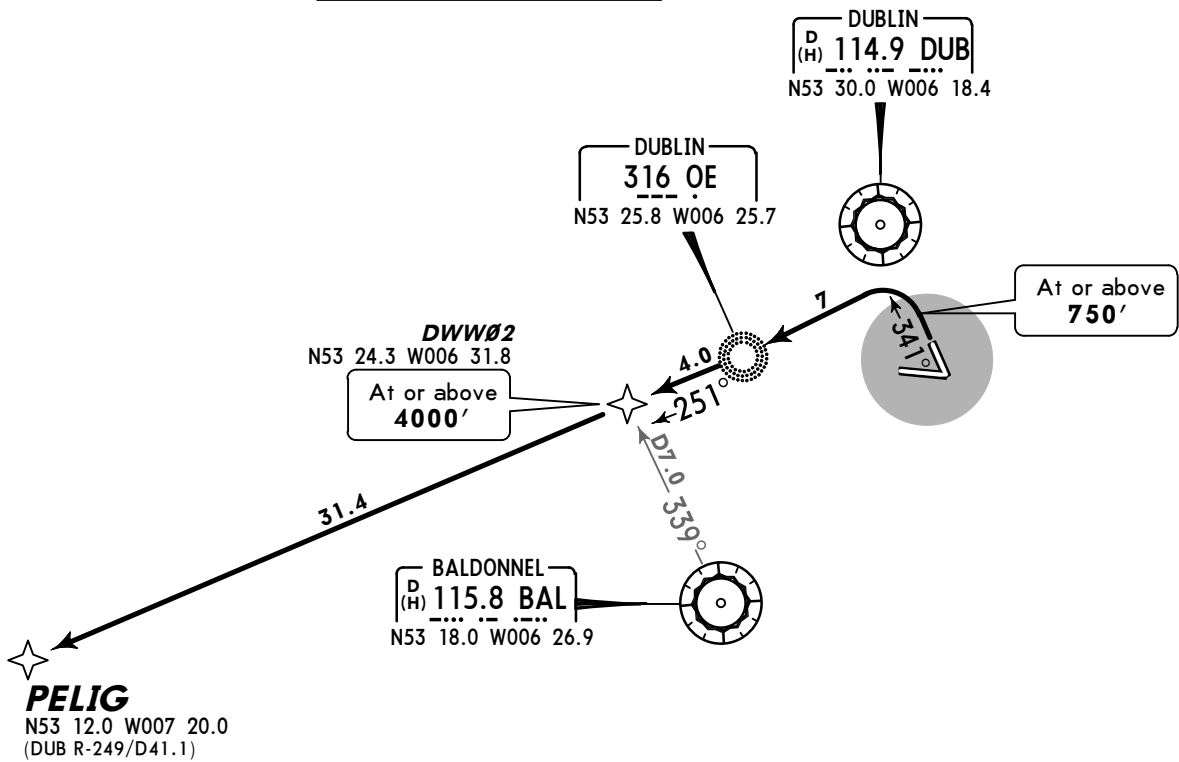
DUBLIN, IRELAND
RNAV SID

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.

EIDW/DUB
DUBLIN INTL

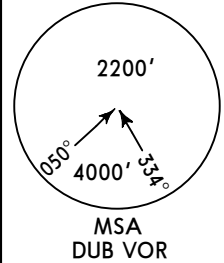
JEPPESSEN
27 MAR 15 10-3X5 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

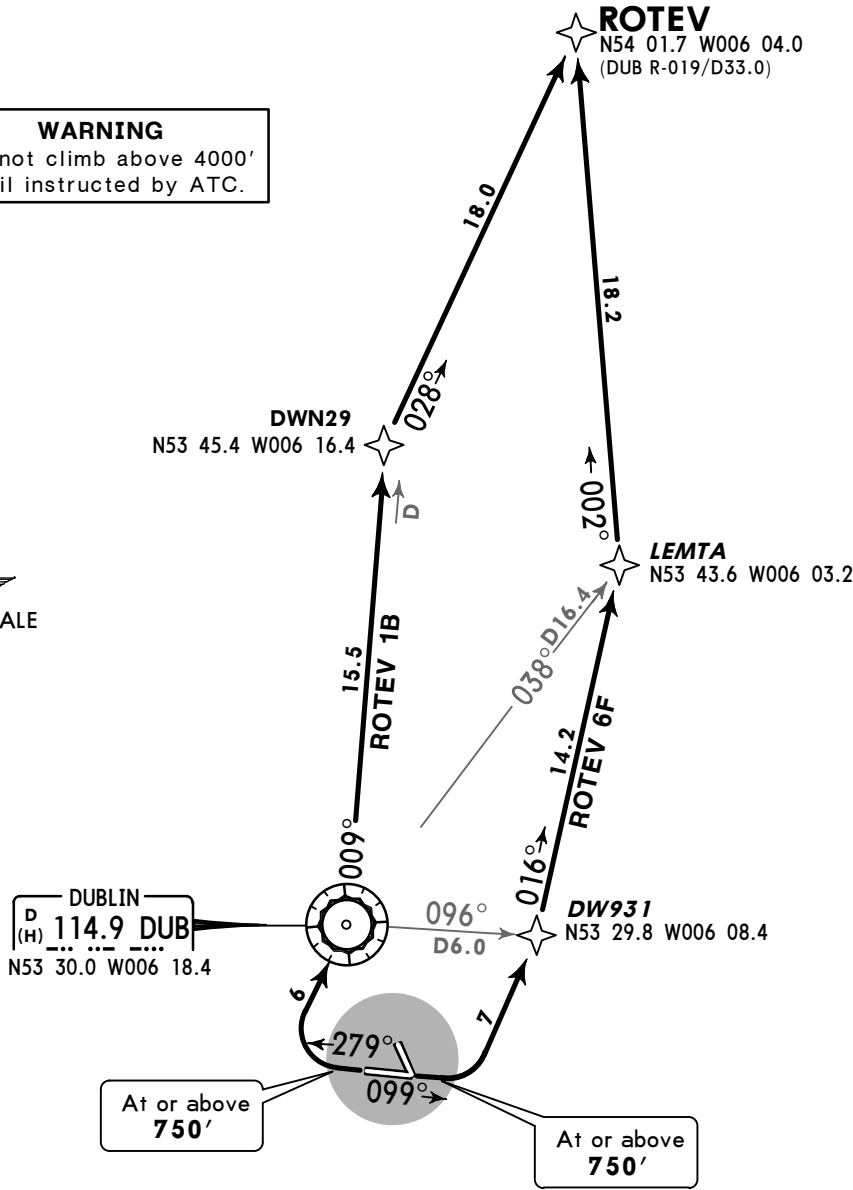
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. 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	
132.575	126.25	
Apt Elev 242'		

ROTEV 1B [ROTE1B] , ROTEV 6F [ROTE6F]
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 6F	10	(750'+) - DW931 - LEMTA - ROTEV.

EIDW/DUB
DUBLIN INTL

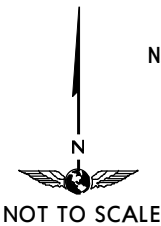
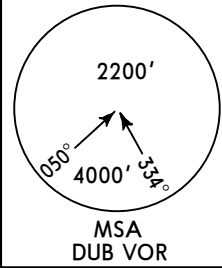
JEPPESSEN
27 MAR 15 10-3X6 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

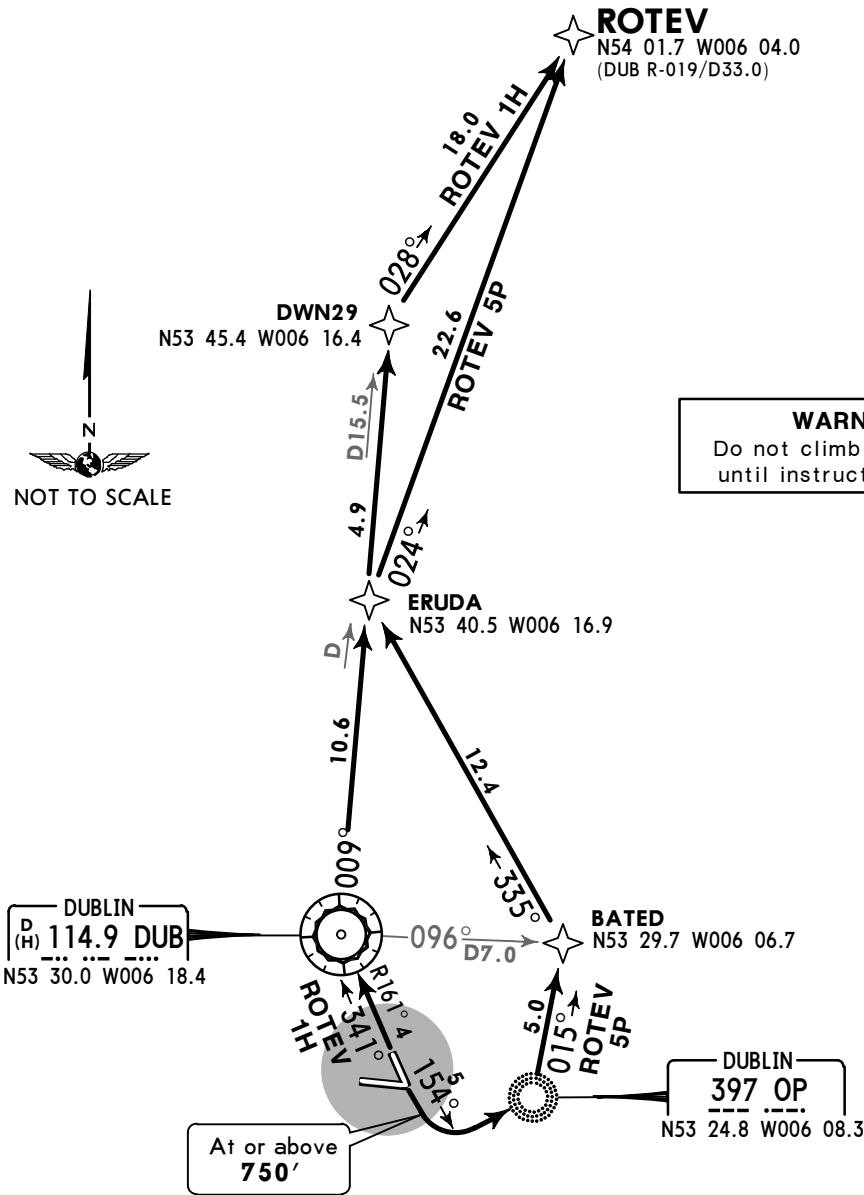
DUBLIN ACC		Trans level: By ATC Trans alt: 5000' 1. Immediately after take-off contact DUBLIN ACC. 2. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. RADAR vectoring will be provided. 3. ATC may request specific speeds for accurate spacing. 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	
132.575	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



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

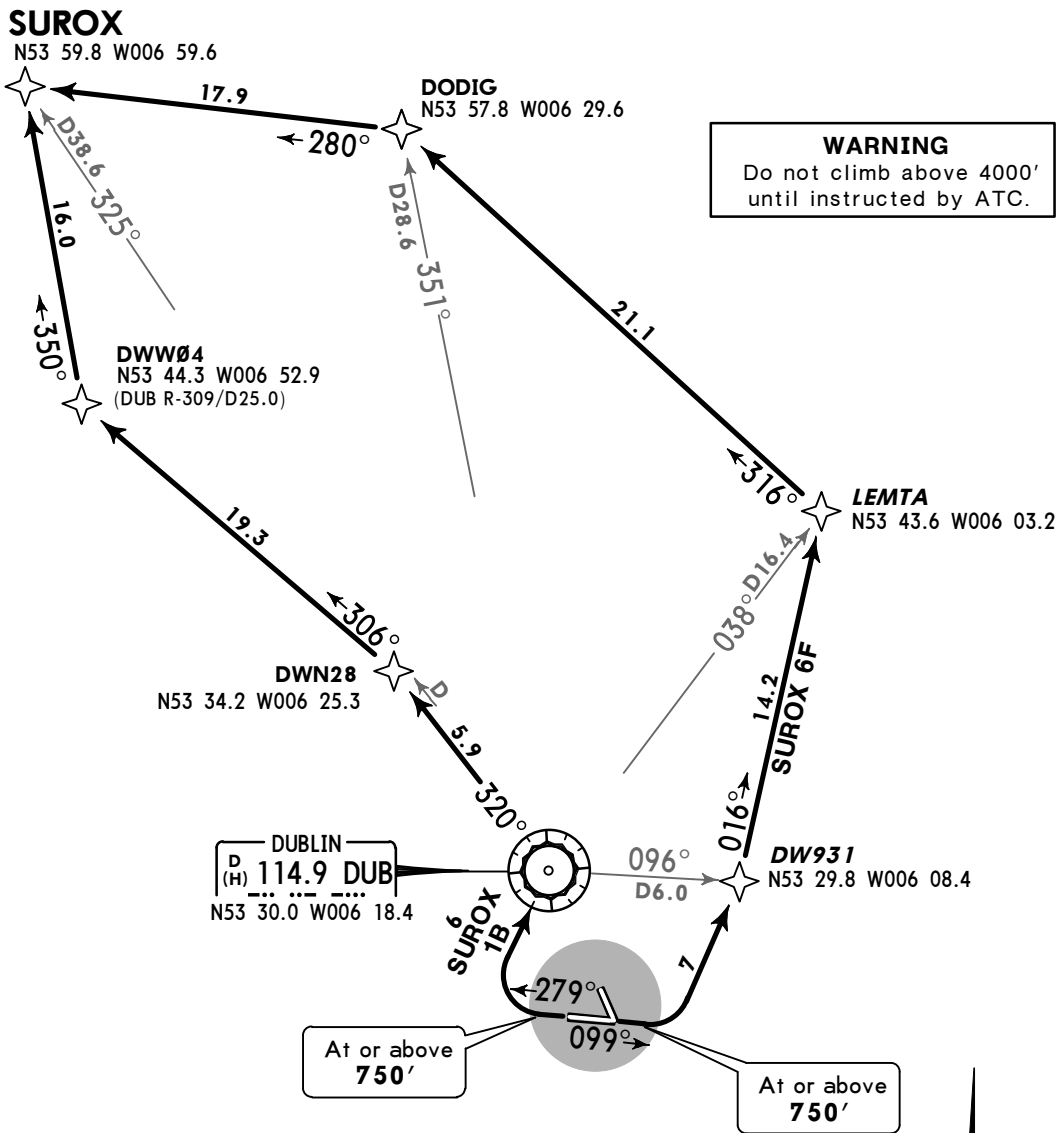
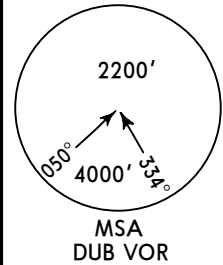
EIDW/DUB
DUBLIN INTL

JEPPesen
27 MAR 15 10-3X7 Eff 2 Apr

DUBLIN, IRELAND
RNAV SID

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	
132.575	126.25	
Apt Elev 242'		

SUROX 1B [SURO1B] , SUROX 6F [SURO6F]
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
SUROX 1B	28	(750'+) - DUB - DWN28 - DWW04 - SUROX.
SUROX 6F	10	(750'+) - DW931 - LEMTA - DODIG - SUROX.

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

DODIG

N53 57.8 W006 29.6

ERUDA

N53 40.5 W006 16.9

DWN28

N53 34.2 W006 25.3

DUB

N53 30.0 W006 18.4

SUROX 1H

SUROX 5P

BATED

N53 29.7 W006 06.7

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

At or above
750'

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 1H	34	(750'+) - DUB - DWN28 - DWW04 - SUROX.
SUROX 5P	16	(750'+) - OP - BATED - ERUDA - DODIG - SUROX.

EIDW/DUB

JEPPESSEN

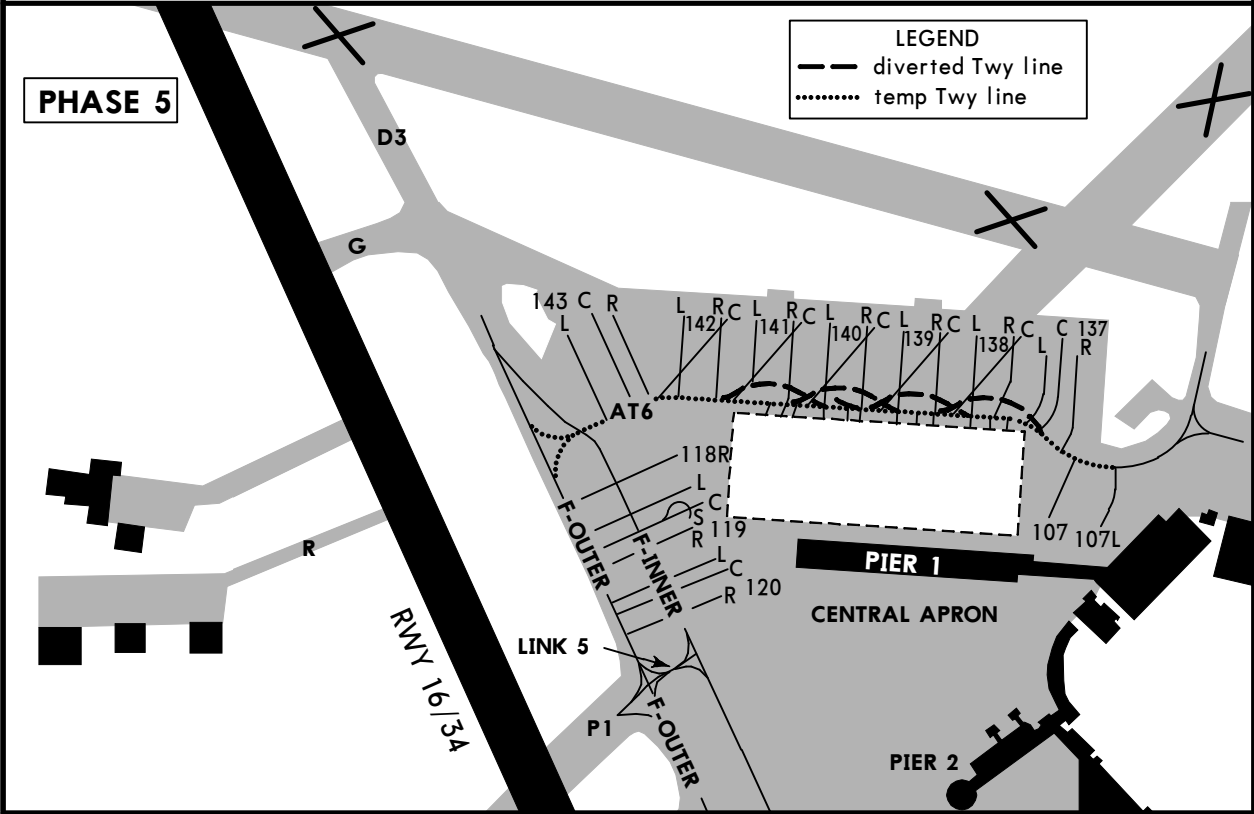
DUBLIN, IRELAND

27 NOV 15 10-8A Eff 10 Dec

DUBLIN INTL

TEMPORARY CONSTRUCTION WORKS ON APRON
REFER ALSO TO LATEST NOTAMS

Introduction of new stands 140R thru 143L, realignment of apron Twy 6. Pavement work will continue on phased basis on apron Twy 6. To facilitate this work the new stands 137R thru 143L will be withdrawn from time to time on a phased basis in order to facilitate further temporary diversions of apron Twy 6. Pilots should exercise caution while taxiing in this area and should be aware that portions of apron Twy 6 will be diverted from time to time.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
137L	N53 26.0 W006 14.8		
137C, 137R	N53 26.0 W006 14.7		
138L thru 138R	N53 26.0 W006 14.8		
139L thru 139R	N53 26.0 W006 14.9		
140L thru 140R	N53 26.0 W006 15.0		
141L	N53 26.0 W006 15.1		
141C, 141R	N53 26.0 W006 15.0		
142L	N53 26.0 W006 15.2		
142C, 142R	N53 26.0 W006 15.1		
143L, 143C	N53 26.0 W006 15.3		
143R	N53 26.0 W006 15.2		

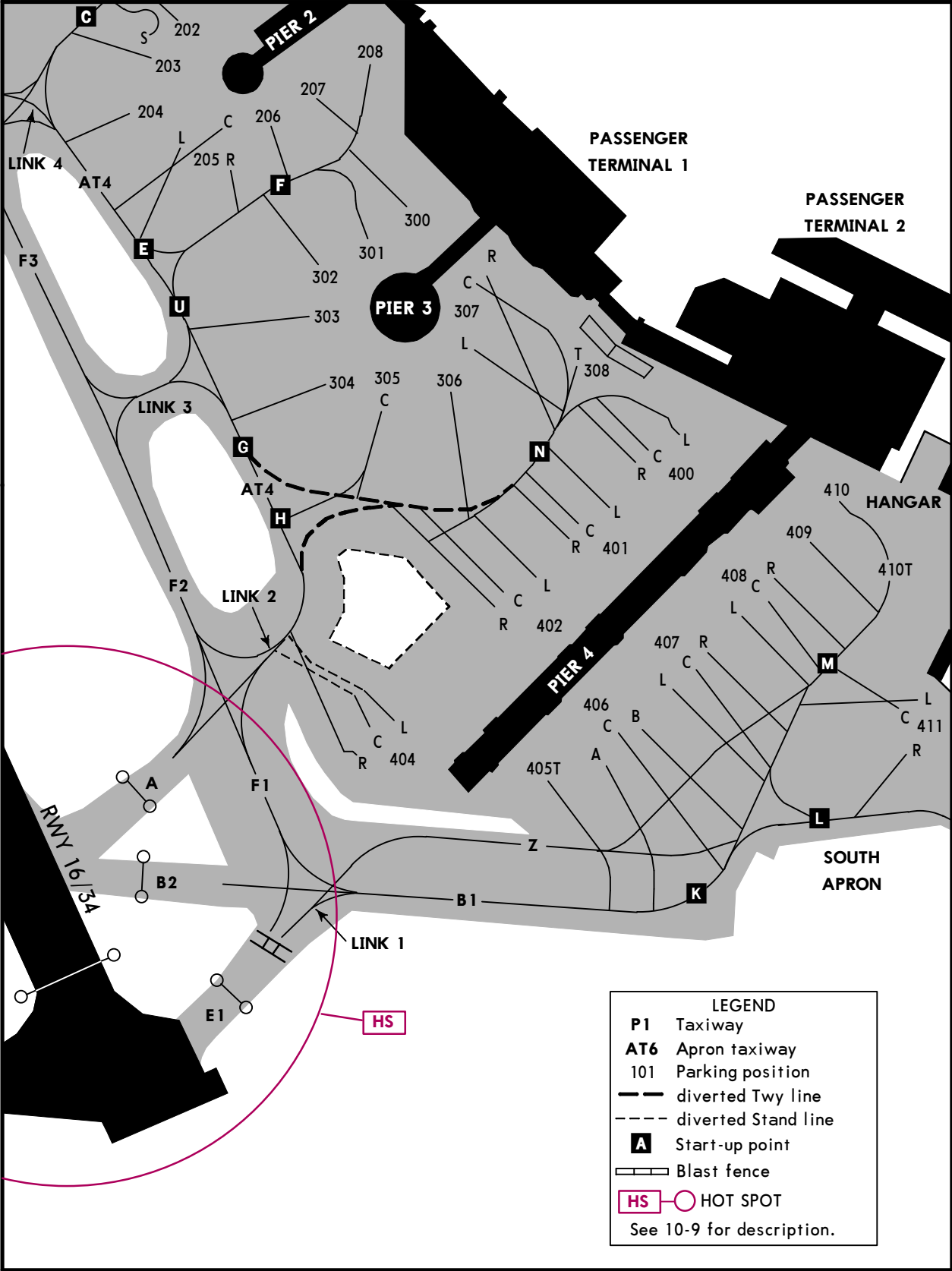
EIDW/DUB

DUBLIN, IRELAND
DUBLIN INTL

TEMPORARY CONSTRUCTION WORKS ON APRON
REFER ALSO TO LATEST NOTAMS

Phase A

Work on apron rehabilitation between Piers 3 and 4 and on Twy Link 2.
Movement between AT4 and Link 2 and vice versa will be restricted to ACFT with a Max wingspan of 36m (ACFT Code C).
A new temporary Engine Start position (ES U) will be provided abeam stand 303. Pushback procedures will be advised locally.



EIDW/DUB

JEPPesen

DUBLIN, IRELAND

27 NOV 15

10-8C

Eff 10 Dec

DUBLIN INTL

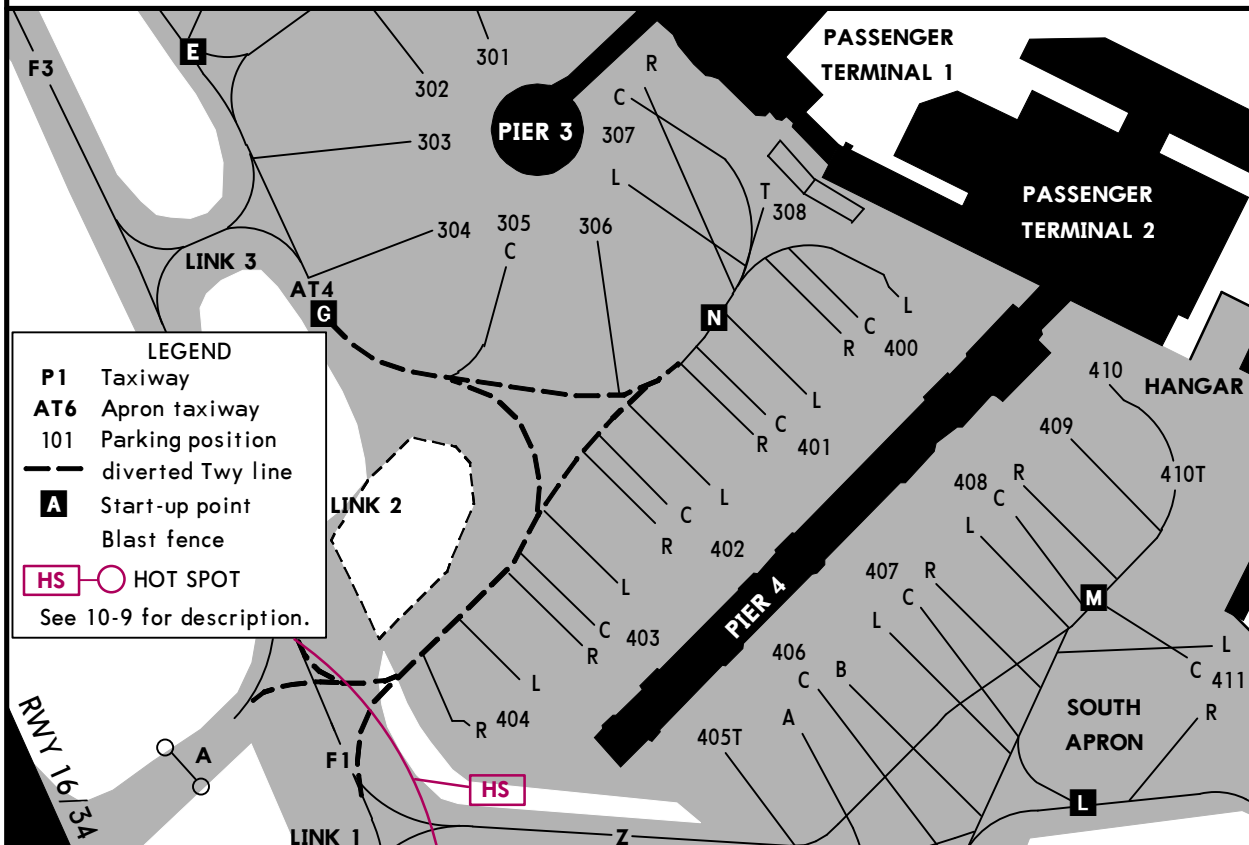
TEMPORARY REHABILITATION WORK ON APRON

REFER ALSO TO LATEST NOTAMS

Phase B

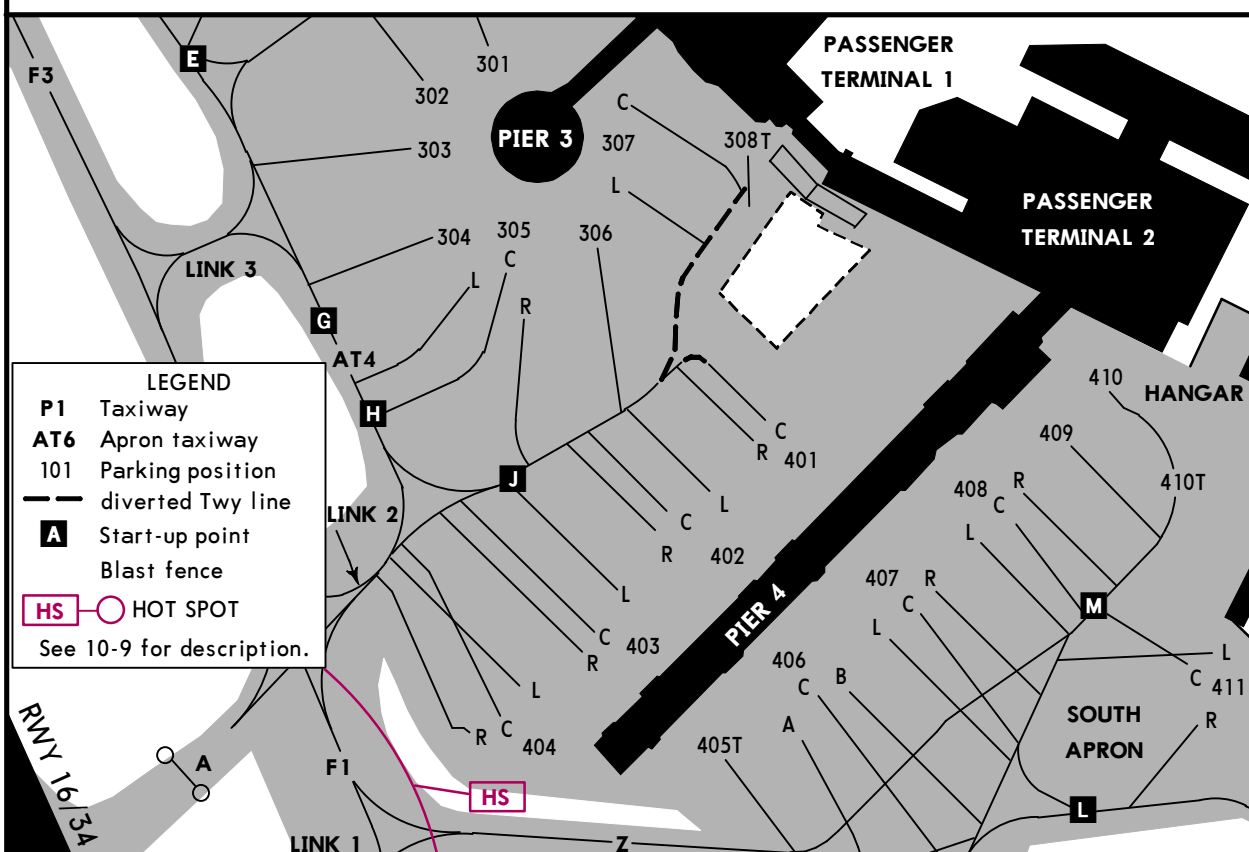
A diverted taxiline will be provided between the worksite and Pier 4, linking to Twys A, F1 and F2. The portion of this diverted taxiline abeam stands 403R-404R will be suitable for acft up to a maximum wingspan of 118'/36m only.

A further diverted taxiline will be provided north of the worksite, linking to Apron Taxiway 4, suitable for all acft.



Phase C

A diverted taxiline will be provided between the worksite and Pier 3, suitable for acft up to a maximum wingspan of 118'/36m.



EIDW/DUB

Apt Elev **242'**
N53 25.3 W006 16.2

JEPPesen

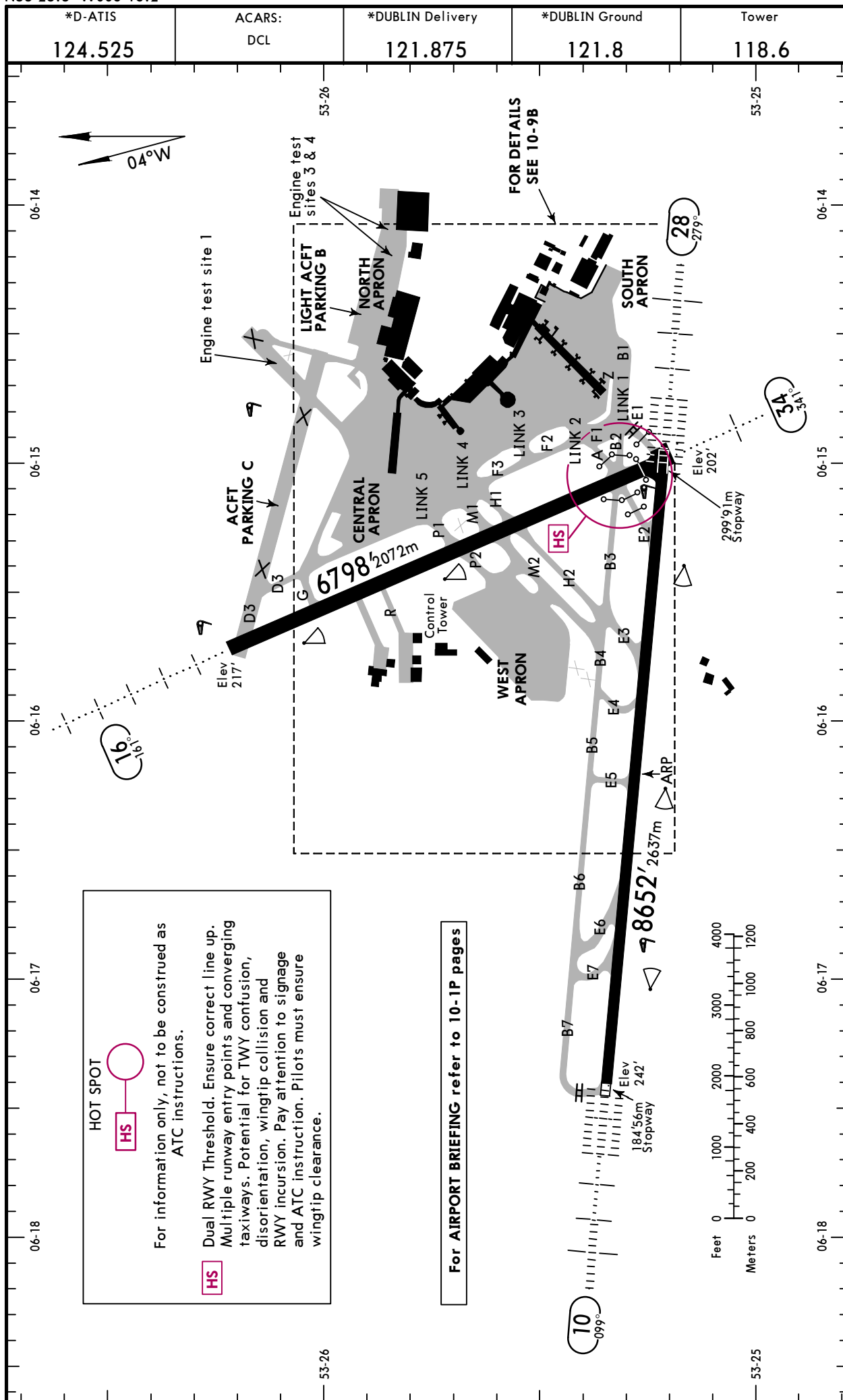
11 SEP 15

(10-9)

Eff 17 Sep

DUBLIN, IRELAND

DUBLIN INTL



EIDW/DUB

DUBLIN, IRELAND
DUBLIN INTL

ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	
					Threshold	TAKE-OFF
					Glide Slope	WIDTH
10	HIRL(60m) CL (15m) HIALS-II TDZ ①	RVR			7498' 2285m	③ ⑤
28	HIRL(60m) CL (15m) HIALS-II TDZ ① ②	RVR			7680' 2341m	④
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	⑦
34	HIRL (60m) ALS PAPI (3.0°)					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						
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
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.						

EIDW/DUB

JEPPesen

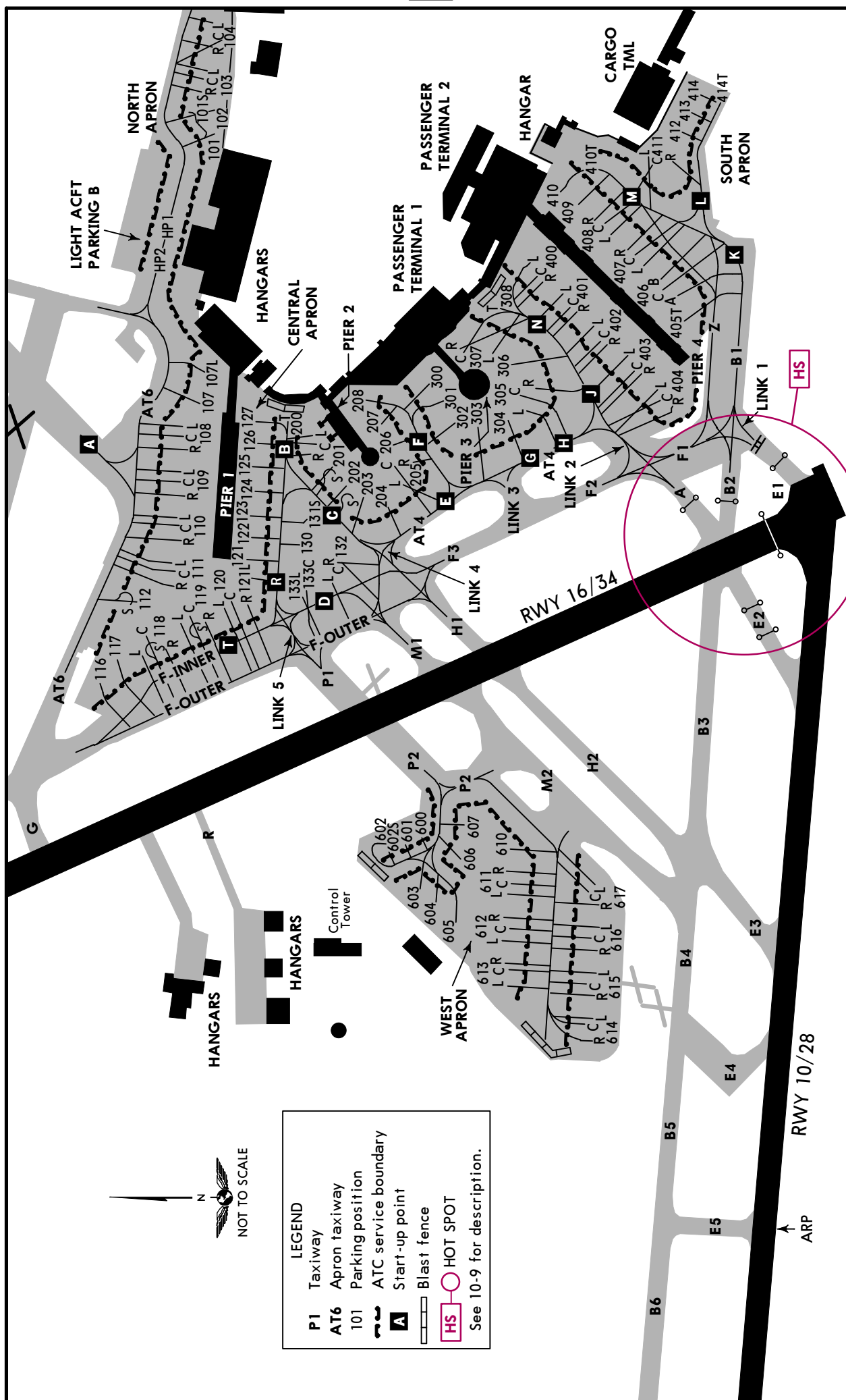
DUBLIN, IRELAND

30 OCT 15

10-9B

Eff 12 Nov

DUBLIN INTL



CHANGES: Taxi lines.

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EIDW/DUB

DUBLIN, IRELAND
DUBLIN INTL

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
101	N53 25.8 W006 14.3	400R thru 401R	N53 25.5 W006 14.6
101S	N53 25.9 W006 14.3	402L thru 403R	N53 25.4 W006 14.7
102	N53 25.8 W006 14.3	404L thru 404R	N53 25.4 W006 14.8
103L thru 103R	N53 25.8 W006 14.2	405T	N53 25.4 W006 14.7
104C, 104L	N53 25.8 W006 14.1	406A thru 407C	N53 25.4 W006 14.6
104R	N53 25.8 W006 14.2	407R, 408L	N53 25.4 W006 14.5
107L	N53 25.8 W006 14.7	408C thru 409	N53 25.5 W006 14.5
107	N53 25.8 W006 14.8	410, 410T	N53 25.5 W006 14.4
108L, 108C	N53 25.9 W006 14.8	411L thru 411R	N53 25.4 W006 14.4
108R thru 109R	N53 25.9 W006 14.9	412, 413	N53 25.4 W006 14.3
110L thru 110R	N53 25.9 W006 15.0	414, 414T	N53 25.3 W006 14.3
111L thru 112S	N53 25.9 W006 15.1	600	N53 25.6 W006 15.5
116	N53 26.0 W006 15.3	601, 602	N53 25.7 W006 15.5
117	N53 26.0 W006 15.2	602S, 603	N53 25.7 W006 15.6
118L thru 118R	N53 25.9 W006 15.2	604, 605	N53 25.6 W006 15.7
119L thru 119R	N53 25.9 W006 15.1	606	N53 25.6 W006 15.6
120L thru 121L	N53 25.8 W006 15.1	607	N53 25.6 W006 15.5
121 thru 123	N53 25.8 W006 15.0	610 thru 611R	N53 25.6 W006 15.6
124, 125	N53 25.8 W006 14.9	612L thru 612R	N53 25.6 W006 15.7
126, 127	N53 25.8 W006 14.8	613L thru 613R	N53 25.6 W006 15.8
130 thru 132C	N53 25.7 W006 15.0	614L thru 614R	N53 25.5 W006 15.9
132L	N53 25.7 W006 15.1	615L thru 615R	N53 25.4 W006 15.8
133L, 133C	N53 25.8 W006 15.1	616L thru 616R	N53 25.4 W006 15.7
200T	N53 25.8 W006 14.8	617L	N53 25.5 W006 15.6
200L	N53 25.7 W006 14.8	617C, 617R	N53 25.5 W006 15.7
200C thru 206	N53 25.7 W006 14.9	HP1	N53 25.9 W006 14.5
207, 208	N53 25.7 W006 14.8	HP2	N53 25.9 W006 14.6
300	N53 25.6 W006 14.7		
301 thru 303	N53 25.6 W006 14.8		
304	N53 25.5 W006 14.8		
305L thru 305R	N53 25.5 W006 14.8		
306	N53 25.5 W006 14.7		
307L thru 307R	N53 25.6 W006 14.7		
308T	N53 25.6 W006 14.6		
400L, 400C	N53 25.5 W006 14.5		

EIDW/DUB

 **JEPPesen**

22 MAY 15

10-9Y

Eff 28 May

JAA COPTER MINIMUMS

DUBLIN, IRELAND

DUBLIN INTL

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
	RNAV (LNAV/VNAV)	500' (258')	600m / 1000m
	RNAV (LNAV)	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	540' (338')	800m / 1000m
	RNAV (LNAV/VNAV)	520' (318')	800m / 1000m
	RNAV (LPV)	534' (332')	800m / 1000m
	RNAV (LNAV)	630' (428')	800m / 1000m
	VOR	630' (428')	800m / 1000m
34	RNAV (LNAV/VNAV)	460' (258')	600m / 1000m
	RNAV (LNAV)	590' (388')	800m / 1000m
	VOR	650' (448')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	700' (458')	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

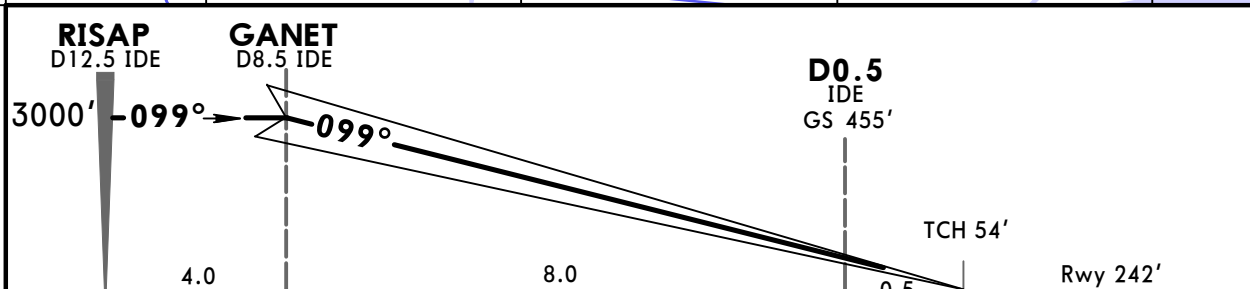
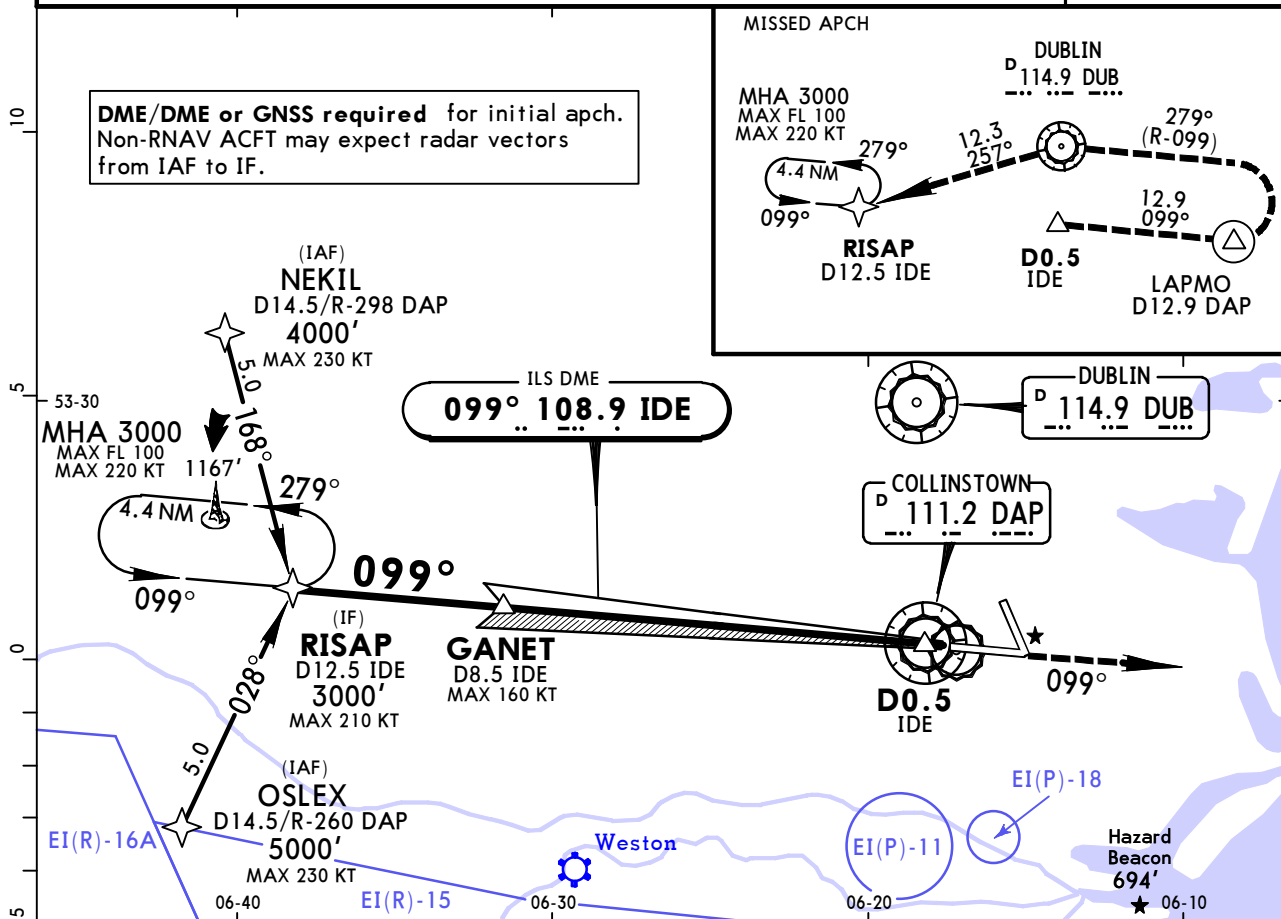
- ❶ Without LVP 400m are stipulated.
- ❷ Or rejected take-off distance whichever is the greater.

EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15
Eff 2 Apr **11-1A**

DUBLIN, IRELAND
CAT II/III ILS Rwy 10

*D-ATIS 124.525	121.1	DUBLIN Approach 119.550	119.925	DUBLIN Tower 118.6	*Ground 121.8
LOC IDE 108.9	Final Apch Crs 099°	GS GANET 3000' (2758')	CAT II & IIIA ILS Refer to Minimums	Appt Elev 242' Rwy 242'	2200' 050° 4000' 334°
MISSED APCH: Climb STRAIGHT AHEAD to LAPMO to MAX 3000', then turn LEFT to join R-099 DUB inbound to DUB VOR climbing to 5000', then turn LEFT to RISAP holding, or as directed.					2200' 050° 4000' 334°
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.					MSA DUB VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	LAPMO ↑
GS 3.00°	372	478	531	637	743	849		

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

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

CHANGES: Procedure.

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EIDW/DUB
DUBLIN INTL

JEPPESSEN

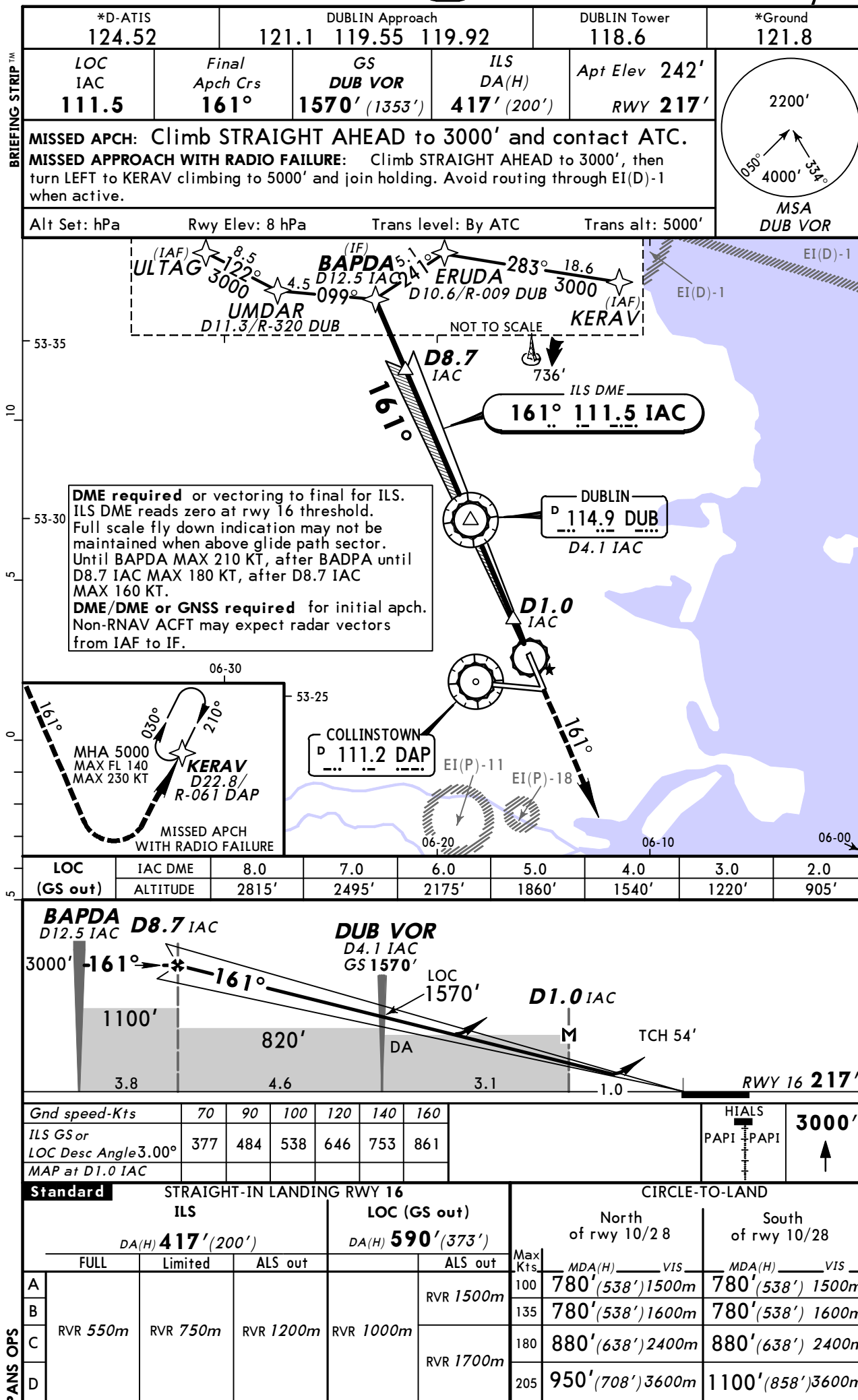
30 NOV 12

(11-2)

Eff 13 Dec

DUBLIN, IRELAND

ILS or LOC Rwy 16

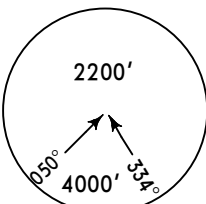


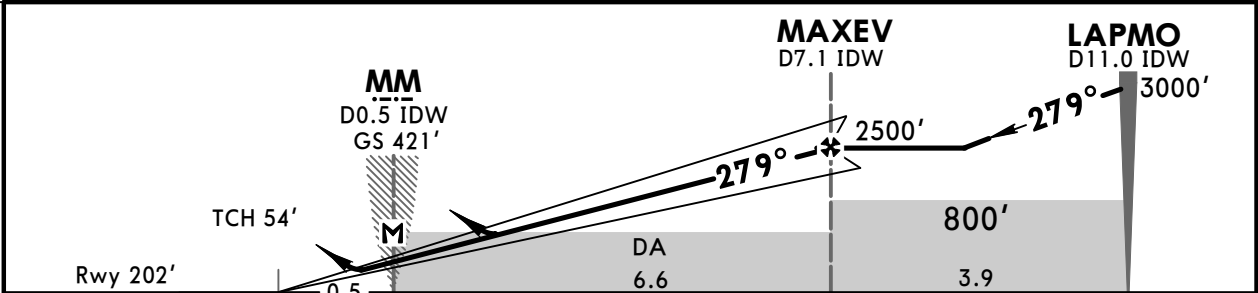
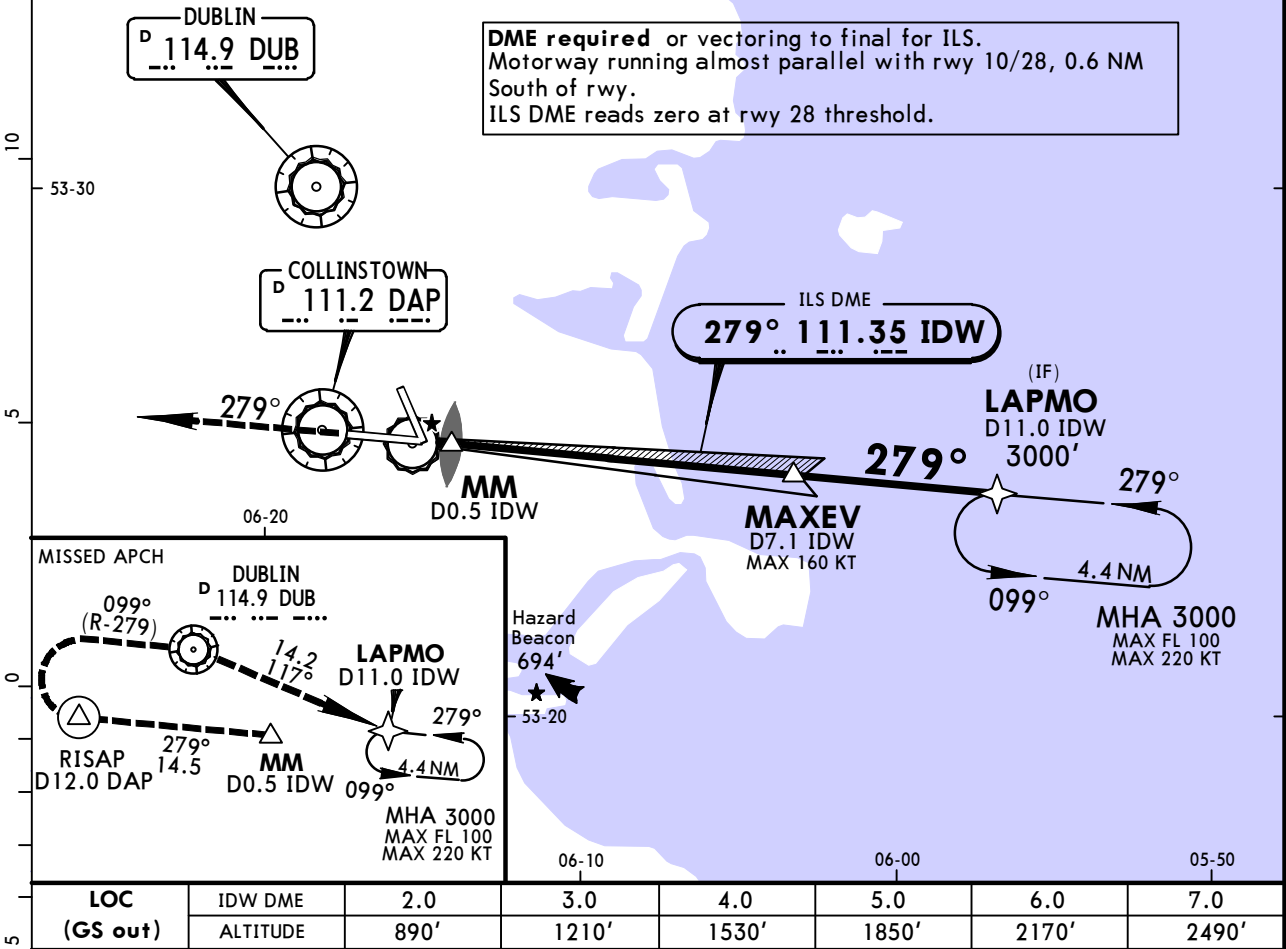
EIDW/DUB
DUBLIN INTL

JEPPESEN
22 MAY 15 (11-3)

Eff 28 May

DUBLIN, IRELAND
ILS or LOC Rwy 28

*D-ATIS 124.525		DUBLIN Approach 121.1 119.550 119.925		DUBLIN Tower 118.6		*Ground 121.8	
LOC IDW 111.35	Final Apch Crs 279°	GS MAXEV 2500' (2298')	ILS DA(H) 402' (200')	Apt Elev 242' Rwy 202'			
MISSED APCH: Climb STRAIGHT AHEAD to RISAP to MAX 3000', then turn RIGHT to join R-279 DUB inbound to DUB VOR climbing to 5000', then turn RIGHT to LAPMO holding, or as directed.							
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC			



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

STRAIGHT-IN LANDING RWY 28						CIRCLE-TO-LAND					
ILS				LOC (GS out)		Max Kts	MDA(H) _____ VIS _____				
DA(H) 402' (200')				DA(H) 540' (338')			100	700' (458')	1500m		
FULL		Limited	ALS out		ALS out					135	750' (508')
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	180	850' (608')	2400m			
B											
C											
D											
						205	950' (708')	3600m			

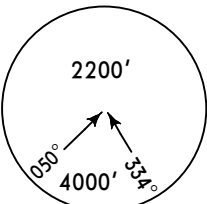
CHANGES: SMA.

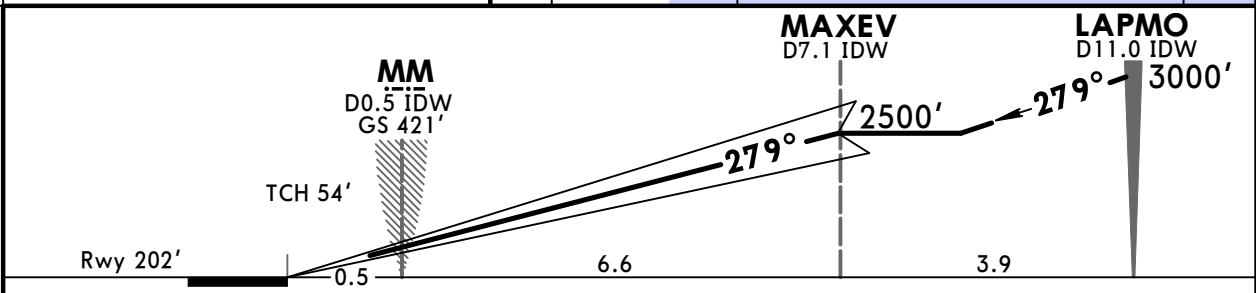
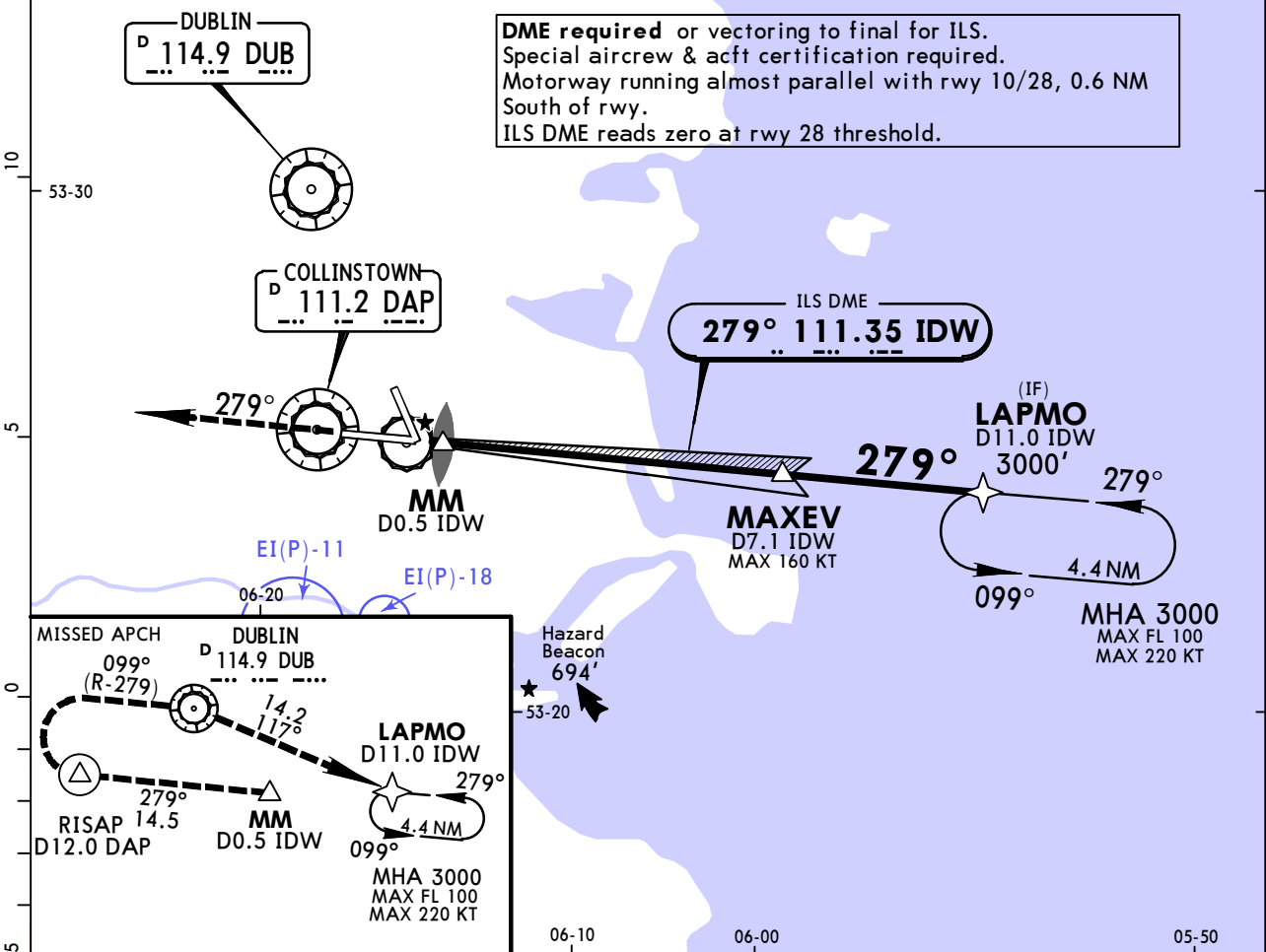
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EIDW/DUB
DUBLIN INTL

JEPPESSEN
22 MAY 15
Eff 28 May 11-3A

DUBLIN, IRELAND
CAT II/III ILS Rwy 28

*D-ATIS 124.525	121.1	DUBLIN Approach 119.550	119.925	DUBLIN Tower 118.6	*Ground 121.8
LOC IDW 111.35	Final Apch Crs 279°	GS MAXEV 2500' (2298')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 242' Rwy 202'	
MISSED APCH: Climb STRAIGHT AHEAD to RISAP to MAX 3000', then turn RIGHT to join R-279 DUB inbound to DUB VOR climbing to 5000', then turn RIGHT to LAPMO holding, or as directed.					
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000'	MSA DUB VOR	



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

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

EIDW/DUB
DUBLIN INTL

JEPPESSEN

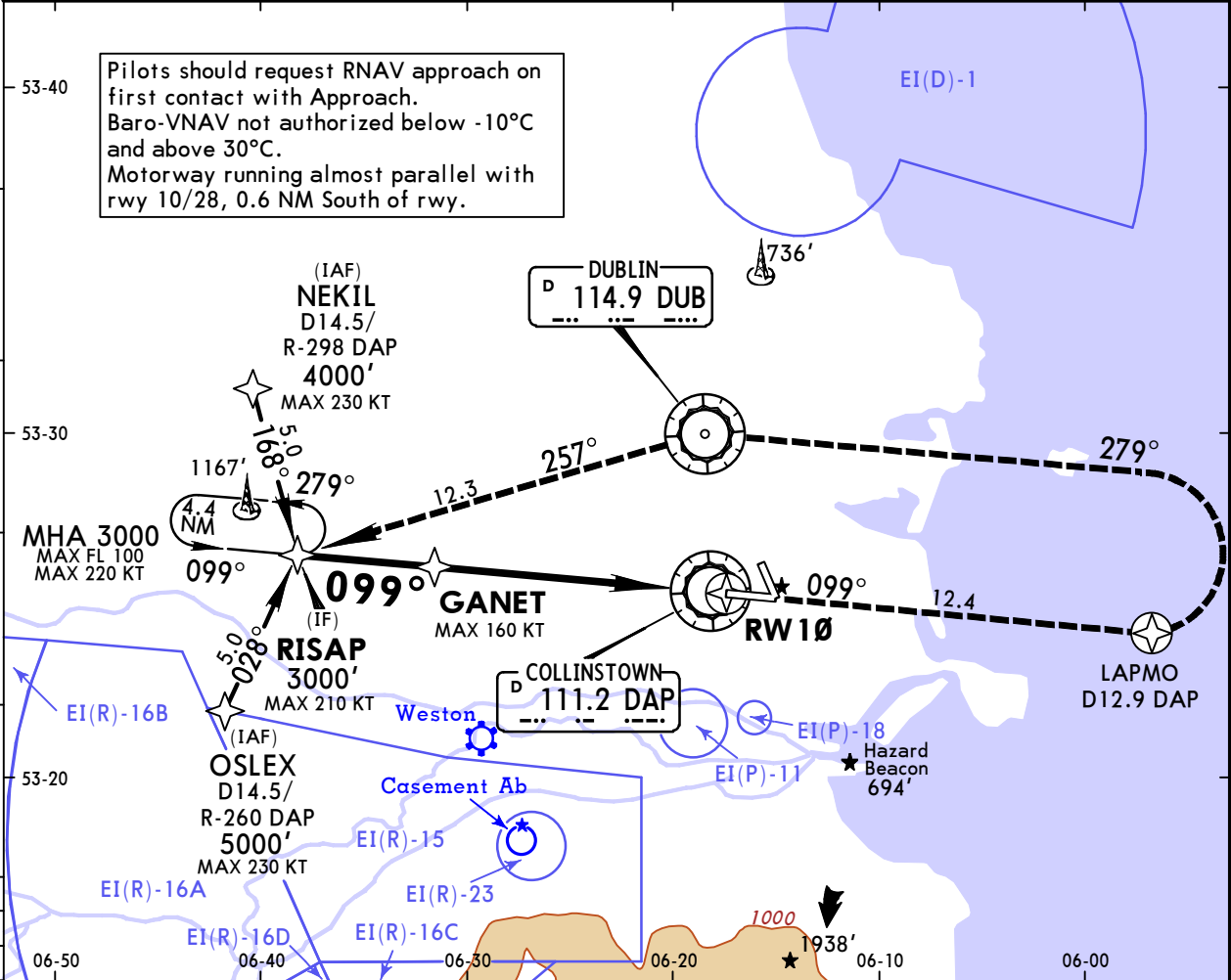
DUBLIN, IRELAND

22 MAY 15 12-1

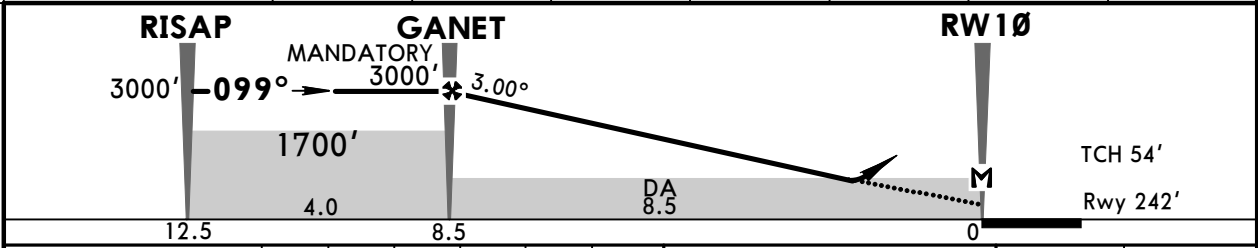
Eff 28 May

RNAV (GNSS) Rwy 10

*D-ATIS 124.525		DUBLIN Approach 121.1 119.550 119.925		DUBLIN Tower 118.6	*Ground 121.8
RNAV	Final Apch Crs 099°	Mandatory Alt GANET 3000' (2758')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 242' Rwy 242'	
MISSED APCH: Climb STRAIGHT AHEAD to LAPMO to MAX 3000', then turn LEFT onto 279° to DUB VOR climbing to 5000', then turn LEFT to RISAP holding, or as directed.					
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000'	MSA DUB VOR	



DIST to RW10	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2840'	2520'	2200'	1890'	1570'	1250'	930'



Gnd speed-Kts	70	90	100	120	140	160		LAPMO ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at RW10								

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND		
Standard		RNAV/VNAV		RNAV		
DA(H) A: 500' (258') B: 510' (268')		C: 520' (278') D: 530' (288')		DA(H) 660' (418')		
ALS out		ALS out		Max Kts	MDA(H)	VIS
A		RVR 750m		100	700' (458')	1500m
B		RVR 1300m		135	750' (508')	1600m
C		RVR 1200m		180	850' (608')	2400m
D		RVR 1400m		205	950' (708')	3600m

With TDZ, CL and HUD: CAT ABC: RVR 600m, CAT D: RVR 650m.

CHANGES: None.

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EIDW/DUB DUBLIN INTL

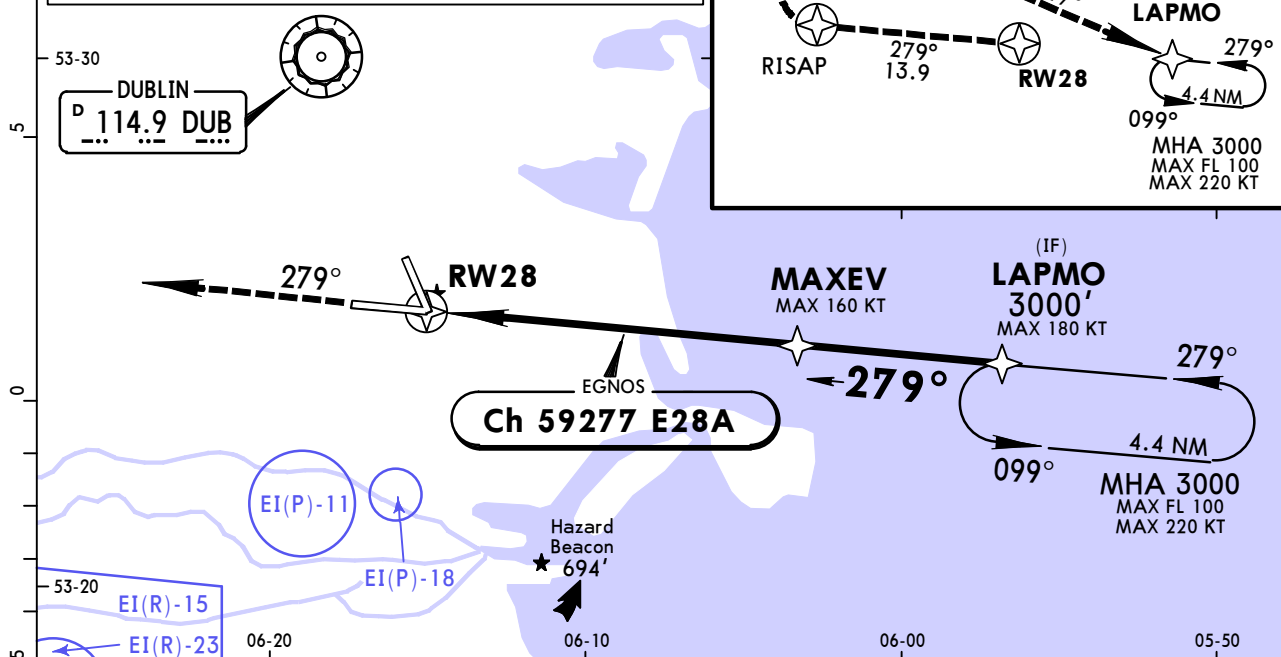
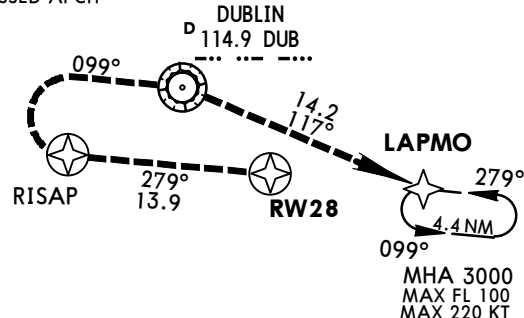
JEPPESSEN

22 MAY 15 **(12-2)**
Eff 28 May
DUBLIN, IRELAND
RNAV (GNSS) Rwy 28

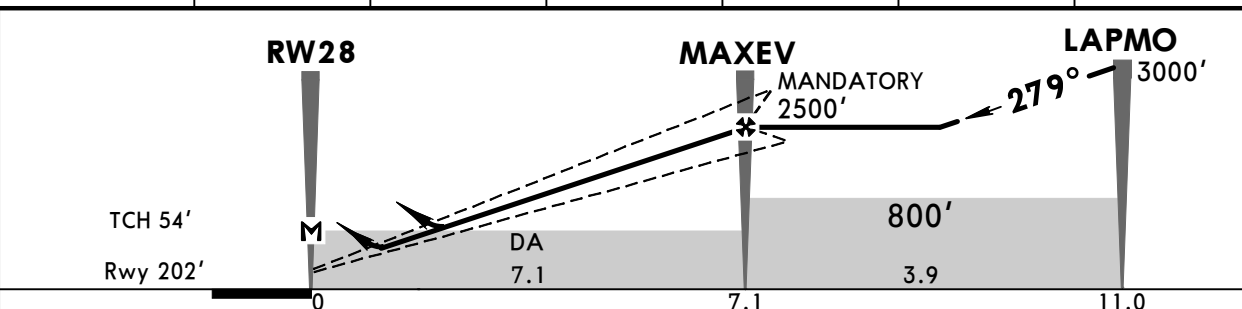
*D-ATIS 124.525	DUBLIN Approach 121.1	119.550	119.925	DUBLIN Tower 118.6	*Ground 121.8
EGNOS Ch 59277 E28A	Final Apch Crs 279°	Mandatory Alt MAXEV 2500' (2298')	LNAV/VNAV DA(H) Refer to Minimums	Appt Elev 242' Rwy 202'	
MISSED APCH: Climb STRAIGHT AHEAD to RISAP to MAX 3000', then turn RIGHT onto 099° to DUB VOR climbing to 5000', then turn RIGHT to LAPMO holding, or as directed.					Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 5000'

Pilots should request RNAV approach on first contact with Approach.
Baro-VNAV not authorized below -10°C and above 30°C.
Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy.

MISSED APCH



DIST to RW28	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	890'	1210'	1530'	1850'	2160'	2480'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743
MAP at RW28						

Standard STRAIGHT-IN LANDING RWY 28

LNAV/VNAV		LPV		LNAV		CIRCLE-TO-LAND	
A: 520' (318')		A: 534' (332')		DA(H) 630' (428')		Max Kts	MDA(H) VIS
B: 530' (328')		B: 544' (342')				100	700' (458') 1500m
C: 540' (338')		C: 554' (352')				135	750' (508') 1600m
D: 550' (348')		D: 563' (361')				180	850' (608') 2400m
						205	950' (708') 3600m
A	RVR 750m I	RVR 1400m	RVR 800m	RVR 1500m	RVR 1500m		
B	RVR 800m	RVR 1500m	RVR 900m	RVR 1600m	RVR 2000m		
C	RVR 900m	RVR 1600m	RVR 1000m	RVR 1700m			
D	RVR 900m	RVR 1600m	RVR 1000m	RVR 1700m			

I With TDZ, CL and HUD: RVR 700m.

CHANGES: Minimums.

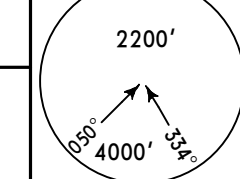
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MSA DUB VOR

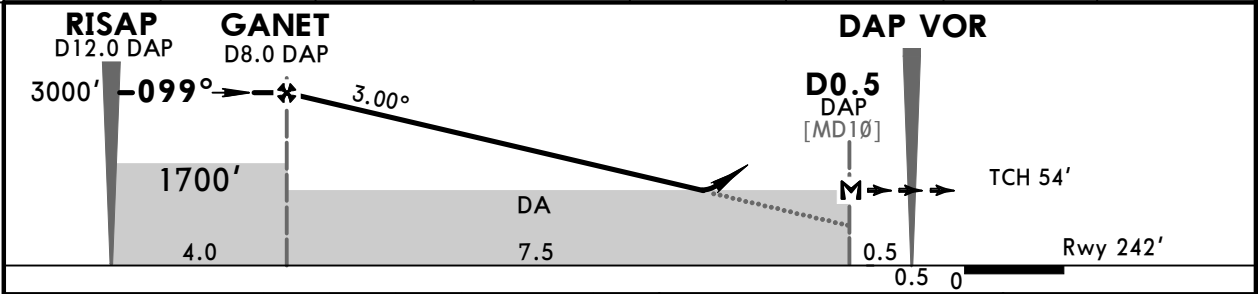
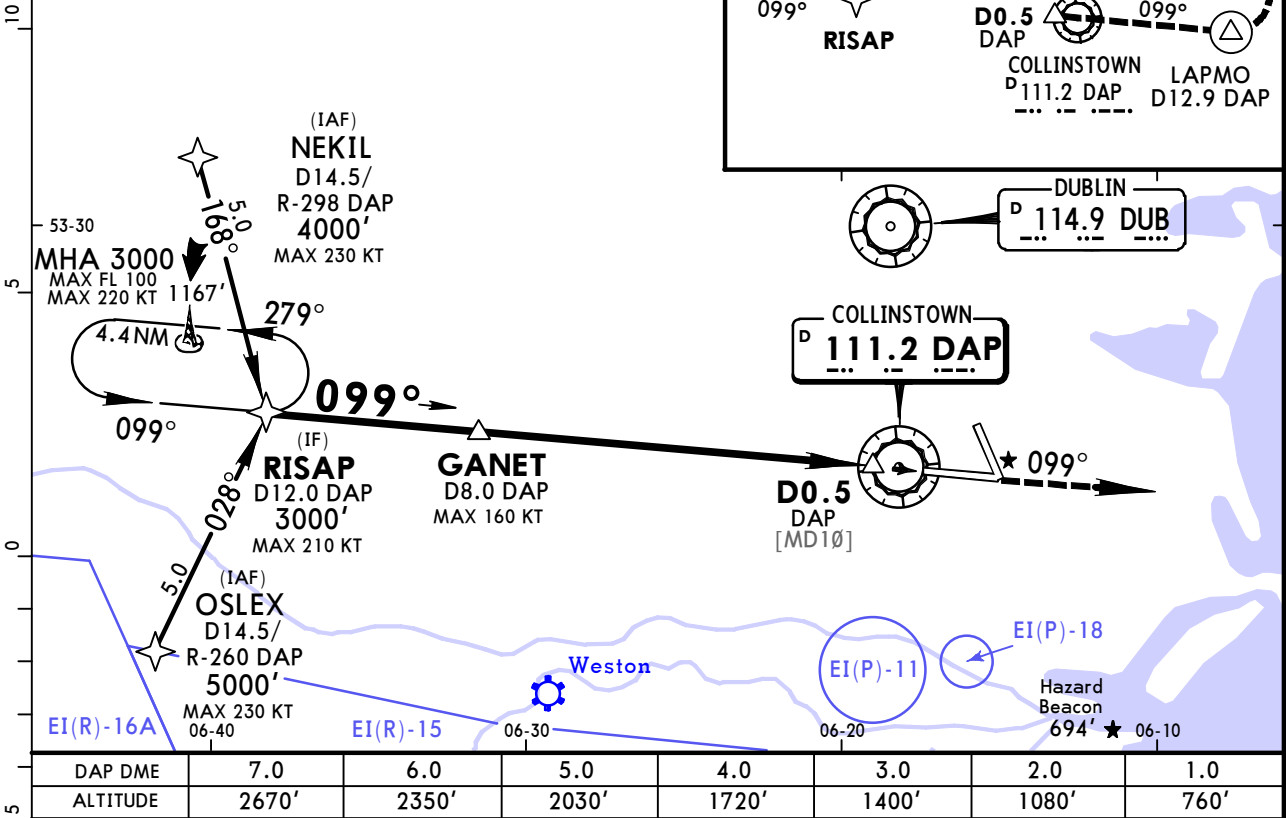
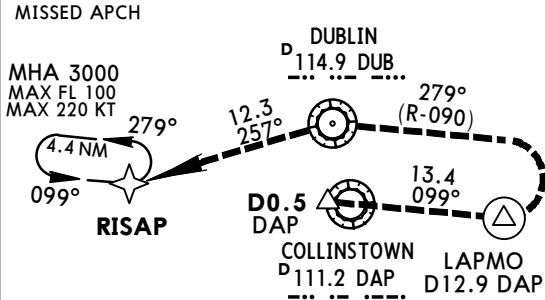
EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 (13-1) Eff 2 Apr

DUBLIN, IRELAND
VOR Rwy 10

*D-ATIS 124.525		DUBLIN Approach 121.1 119.550 119.925		DUBLIN Tower 118.6		*Ground 121.8	
VOR DAP 111.2	Final Apch Crs 099°	Procedure Alt GANET 3000' (2758')	DA(H) 680' (438')		Apt Elev 242' Rwy 242'		
MISSED APCH: Climb STRAIGHT AHEAD to LAPMO to MAX 3000', then turn LEFT to join R-099 DUB inbound to DUB VOR climbing to 5000', then turn LEFT to RISAP holding, or as directed.							
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC		Trans alt: 5000'	
							MSA DUB VOR

DME required.
Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy.
DME/DME or GNSS required for initial apch.
Non-RNAV ACFT may expect radar vectors from IAF to IF.



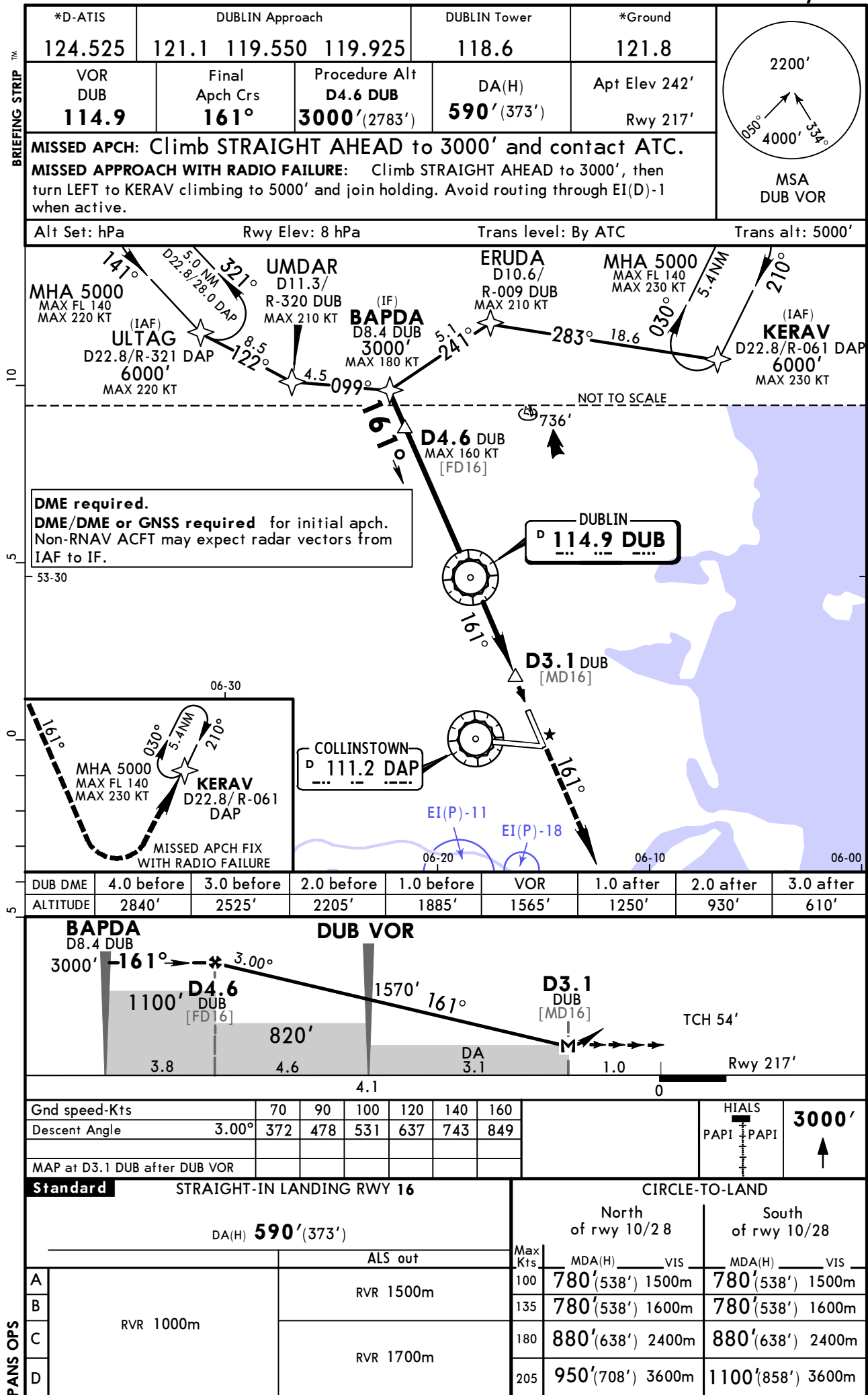
Gnd speed-Kts	70	90	100	120	140	160		LAPMO ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.5 DAP								

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
DA(H) 680' (438')				Max Kts	MDA(H)	VIS	
RVR 1300m				100	700' (458')	1500m	
				135	750' (508')	1600m	
RVR 2000m				180	850' (608')	2400m	
				205	950' (708')	3600m	

EIDW/DUB
DUBLIN INTL

JEPPESSEN
27 MAR 15 **13-2** **Eff 2 Apr**

DUBLIN, IRELAND
VOR Rwy 16

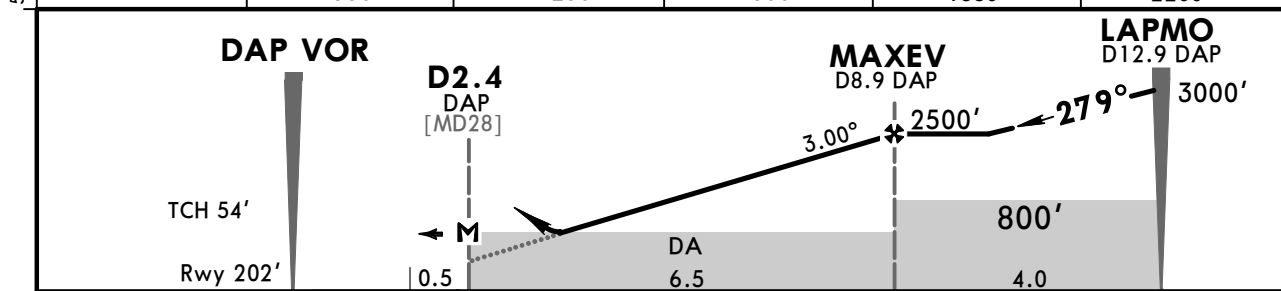
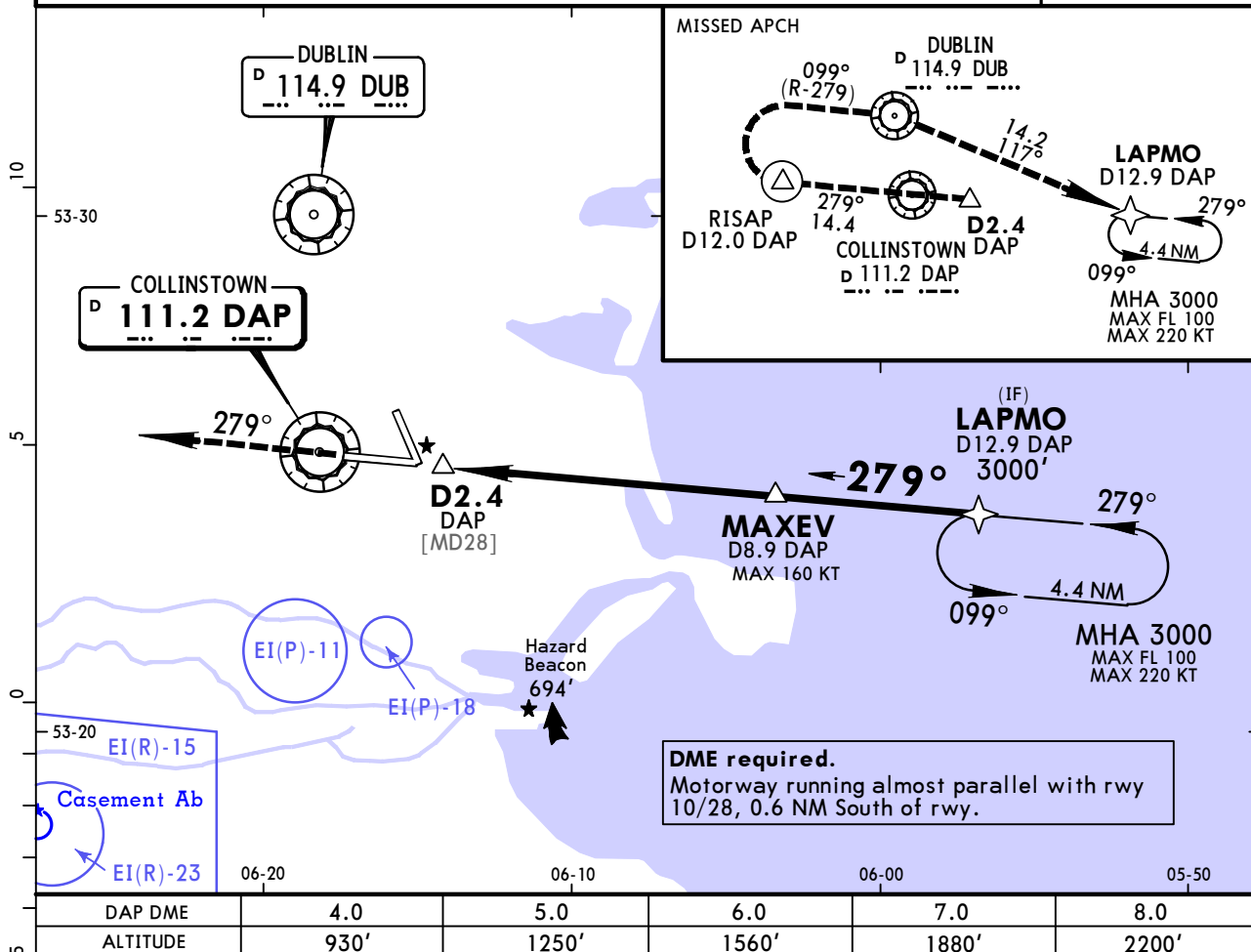


EIDW/DUB
DUBLIN INTL

JEPPESSEN
22 MAY 15 **(13-3)** **Eff 28 May**

DUBLIN, IRELAND
VOR Rwy 28

*D-ATIS 124.525	121.1	DUBLIN Approach 119.550 119.925	DUBLIN Tower 118.6	*Ground 121.8
VOR DAP 111.2	Final Apch Crs 279°	Procedure Alt MAXEV 2500' (2298')	DA(H) 630' (428')	Apt Elev 242' Rwy 202'
MISSED APCH: Climb STRAIGHT AHEAD to RISAP to MAX 3000', then turn RIGHT to join R-279 DUB inbound to DUB VOR climbing to 5000', then turn RIGHT to LAPMO holding, or as directed.				
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000'	MSA DUB VOR



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

HIALS-II	RISAP
PAPI	

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
DA(H) 630' (428')				Max Kts	MDA(H)	VIS	
A	ALS out			100	700' (458')	1500m	
B	RVR 1500m			135	750' (508')	1600m	
C	RVR 1300m			180	850' (608')	2400m	
D	RVR 2000m			205	950' (708')	3600m	

CHANGES: Minimums.

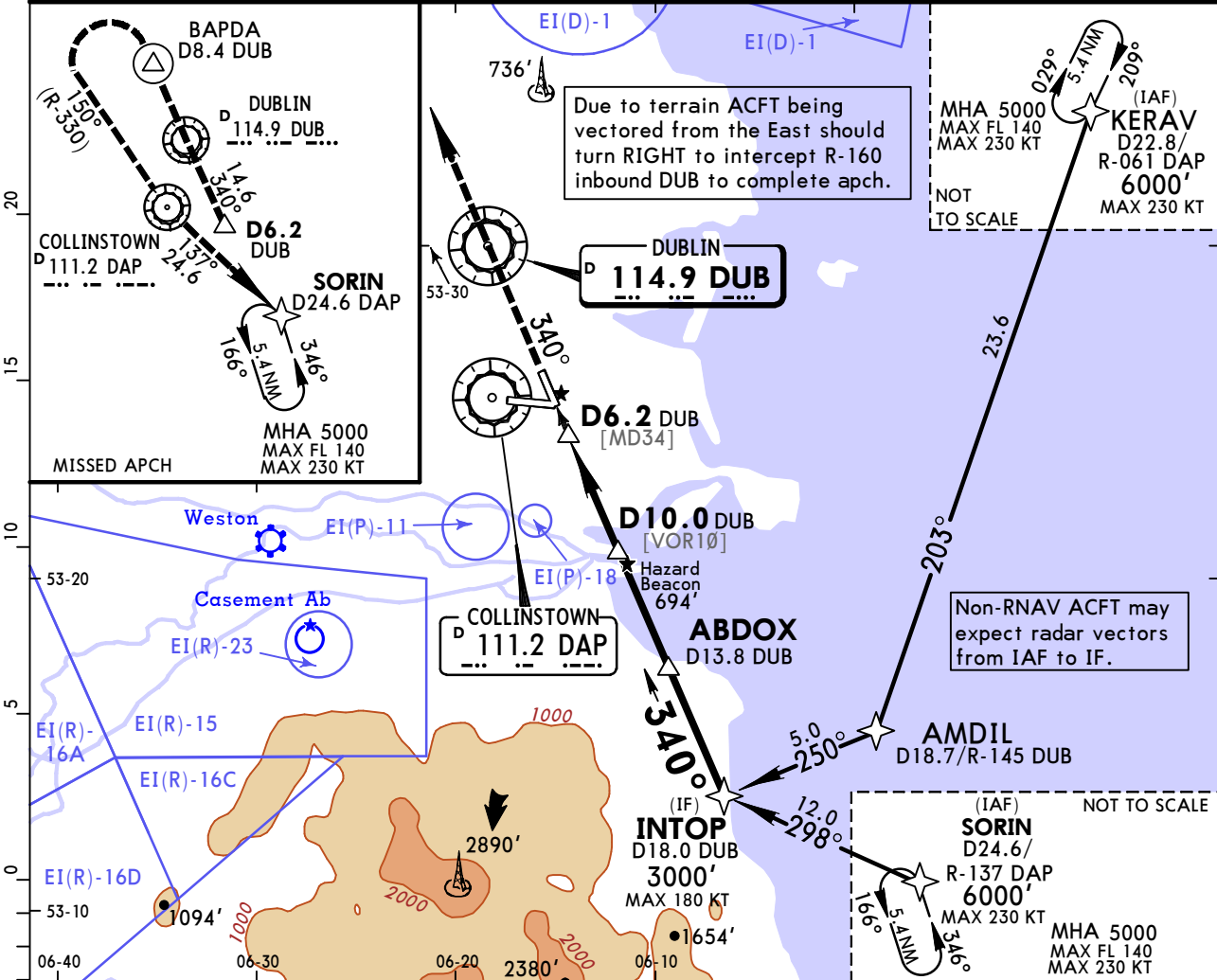
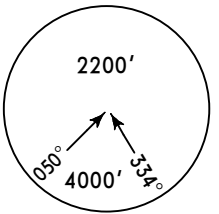
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EIDW/DUB
DUBLIN INTL

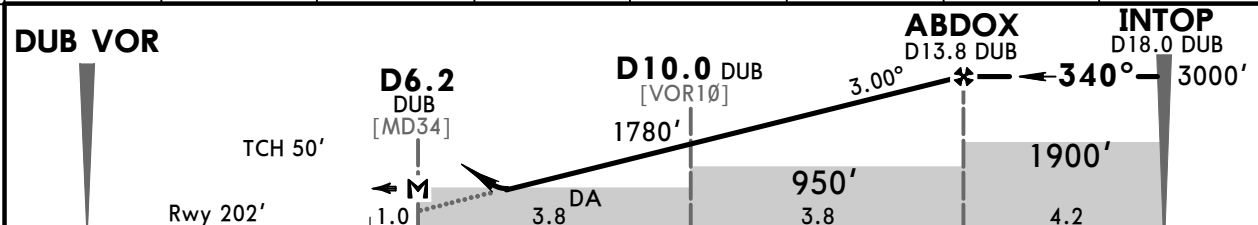
JEPPESSEN
22 MAY 15 13-4 Eff 28 May

DUBLIN, IRELAND
VOR Rwy 34

*D-ATIS 124.525	121.1	DUBLIN Approach 119.550 119.925	DUBLIN Tower 118.6	*Ground 121.8
VOR DUB 114.9	Final Apch Crs 340°	Procedure Alt ABDOX 3000' (2798')	DA(H) 650' (448')	Appt Elev 242' Rwy 202'
MISSED APCH: Climb STRAIGHT AHEAD to BAPDA to MAX 3000', then turn LEFT to join R-330 DAP inbound to DAP VOR climbing to 5000', then turn LEFT to SORIN holding, or as directed.				
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 5000'				
1. DME required. 2. DME/DME or GNSS required for initial apch.				



DUB DME	7.0	8.0	9.0	10.0	11.0	12.0	13.0
ALTITUDE	830'	1150'	1460'	1780'	2100'	2420'	2740'



Gnd speed-Kts	70	90	100	120	140	160	ALS	BAPDA
Descent Angle	3.00°	372	478	531	637	743	PAPI REIL	↑
MAP at D6.2 DUB								

Standard STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND			
DA(H) 650' (448')				Max Kts			
ALS out				100	700' (458')	1500m	
RVR 1500m				135	750' (508')	1600m	
RVR 1900m				180	850' (608')	2400m	
CMV 2100m				205	950' (708')	3600m	

DUBLIN, (DUBLIN INTL - EIDW)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EIDW

Type: Terminal

Effectivity: Temporary

Begin Date: 20150402

End Date: Until Further Notice

Construction works take place from 2300-0500 LT on rwy 10/28. Refer to latest Notams.

Type: Terminal

Effectivity: Temporary

Begin Date: 20150529

End Date: Until Further Notice

Rwy 16/34 and apron construction works in progress. For details refer to temp pages 10-8 ff. and latest NOTAMS.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(12-2) RNAV (GNSS) Rwy 28 LPV minimums suspended.