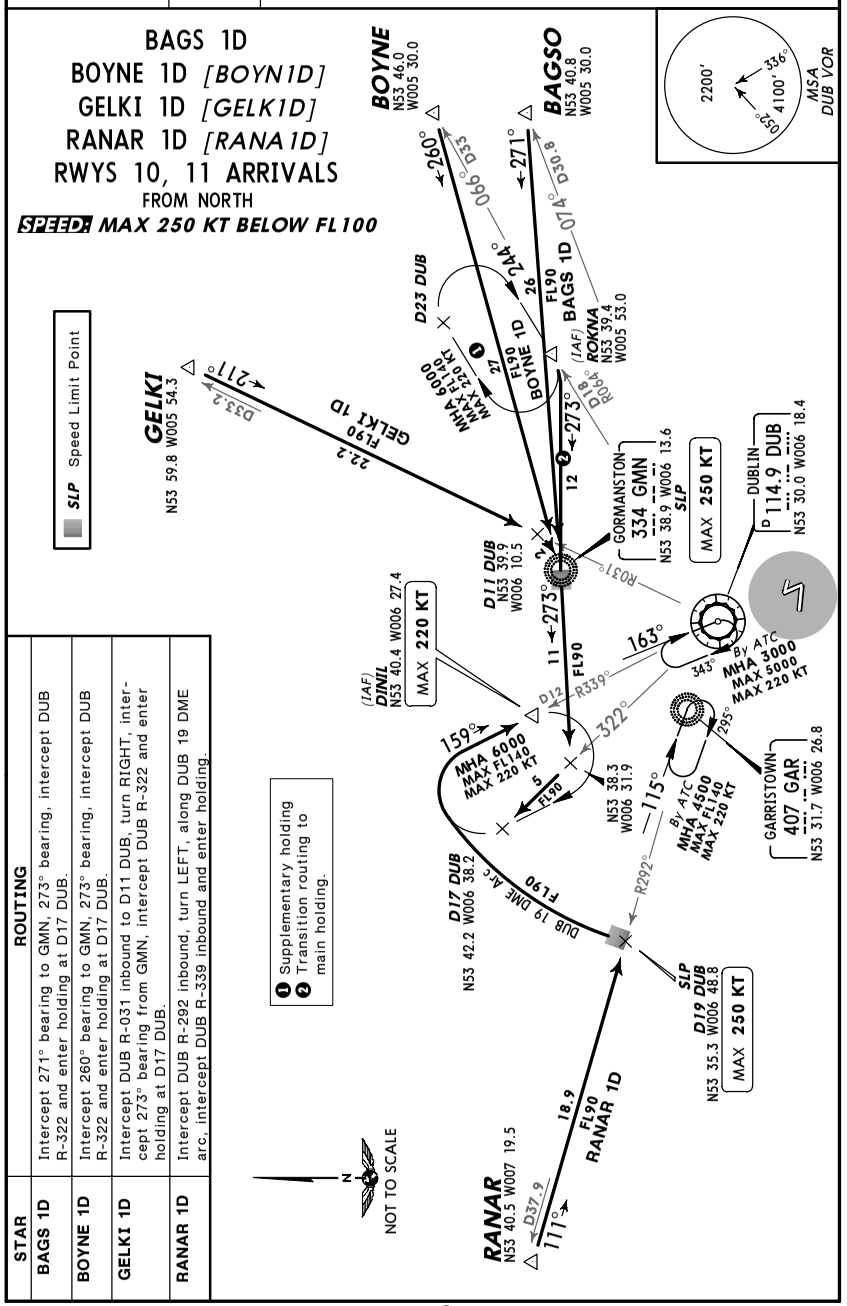
EIDW/DUB
DUBLIN INTL

JEPPESEN
20 OCT 06 (10-2) Eff 26 Oct

DUBLIN, IRELAND
STAR

*ATIS 124.52	Apt Elev 242′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. If unable to comply advise ATC as soon as possible.

BAGS 1D
BOYNE 1D *[BOYN1D]*
GELKI 1D *[GELK1D]*
RANAR 1D *[RANA1D]*
RWYS 10, 11 ARRIVALS
FROM NORTH
SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
BAGS 1D	Intercept 271° bearing to GMN, 273° bearing, intercept DUB R-322 and enter holding at D17 DUB.
BOYNE 1D	Intercept 260° bearing to GMN, 273° bearing, intercept DUB R-322 and enter holding at D17 DUB.
GELKI 1D	Intercept DUB R-031 inbound to D11 DUB, turn RIGHT, intercept 273° bearing from GMN, intercept DUB R-322 and enter holding at D17 DUB.
RANAR 1D	Intercept DUB R-292 inbound, turn LEFT, along DUB 19 DME arc, intercept DUB R-339 inbound and enter holding.

CHANGES: MEAs.

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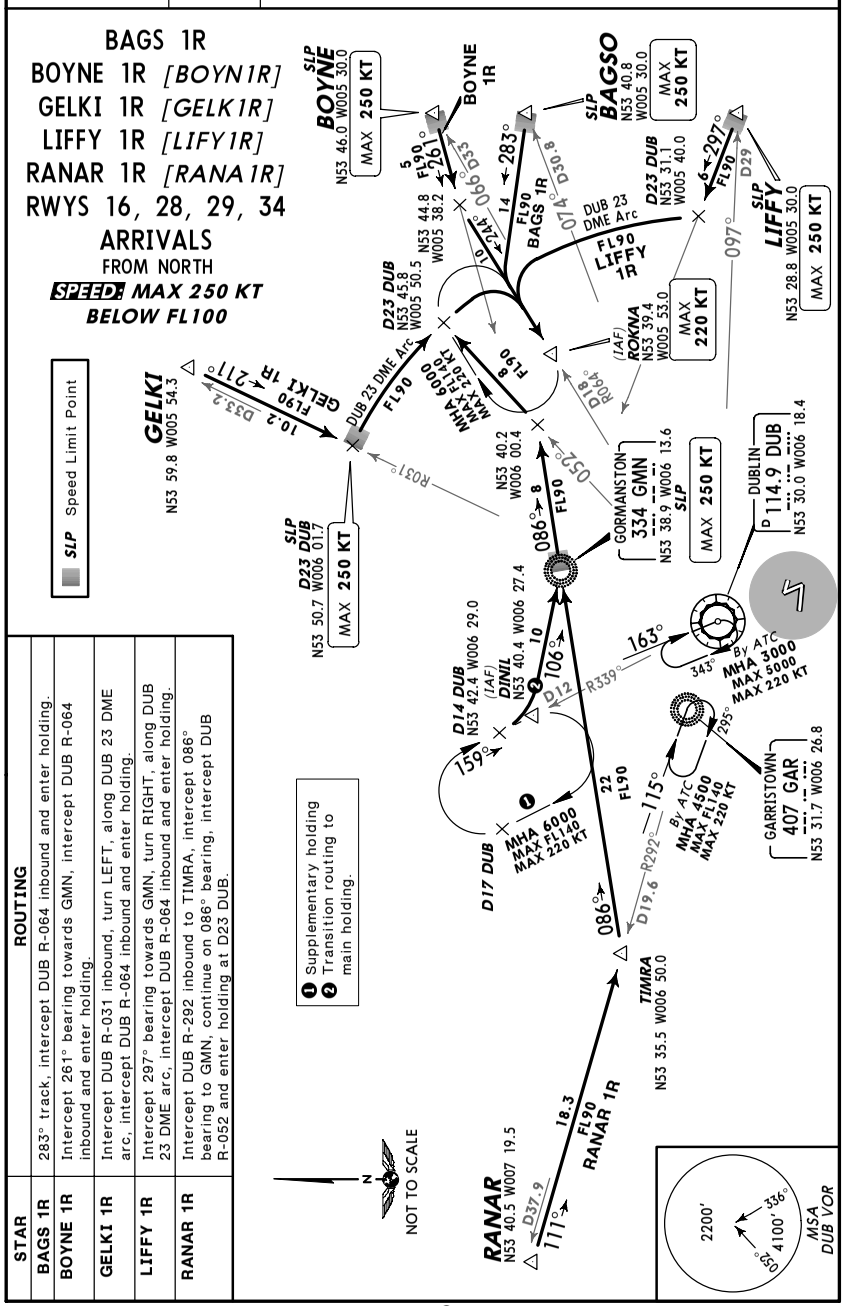
EIDW/DUB
DUBLIN INTL

JEPPESEN
20 OCT 06 (10-2A) Eff 26 Oct

DUBLIN, IRELAND
STAR

*ATIS 124.52	Apt Elev 242′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. If unable to comply advise ATC as soon as possible.

BAGS 1R
BOYNE 1R *[BOYN1R]*
GELKI 1R *[GELK1R]*
LIFFY 1R *[LIFY1R]*
RANAR 1R *[RANA1R]*
RWYS 16, 28, 29, 34
ARRIVALS
FROM NORTH
SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
BAGS 1R	283° track, intercept DUB R-064 inbound and enter holding.
BOYNE 1R	Intercept 261° bearing towards GMN, intercept DUB R-064 inbound and enter holding.
GELKI 1R	Intercept DUB R-031 inbound, turn LEFT, along DUB 23 DME arc, intercept DUB R-064 inbound and enter holding.
LIFFY 1R	Intercept 297° bearing towards GMN, turn RIGHT, along DUB 23 DME arc, intercept DUB R-064 inbound and enter holding.
RANAR 1R	Intercept DUB R-292 inbound to TIMRA, intercept 086° bearing to GMN, continue on 086° bearing, intercept DUB R-052 and enter holding at D23 DUB.

CHANGES: MEAs.

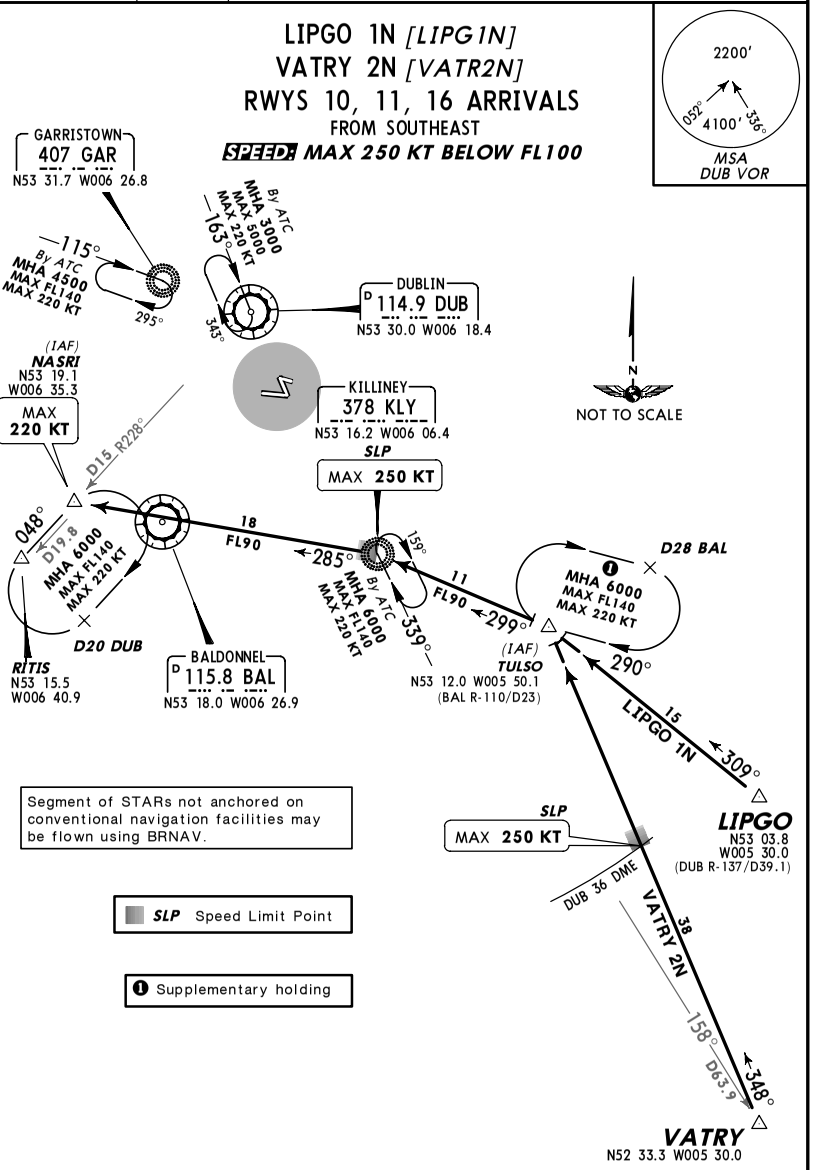
EIDW/DUB
DUBLIN INTL

JEPPESEN
10 MAR 06 (10-2B) Eff 16 Mar

DUBLIN, IRELAND
STAR

*ATIS	Apt Elev	
124.52	242′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. If unable to comply advise ATC as soon as possible.

LIPGO 1N *[LIPG1N]*
VATRY 2N *[VATR2N]*
RWYS 10, 11, 16 ARRIVALS
FROM SOUTHEAST
SPEED: MAX 250 KT BELOW FL100



Segment of STARs not anchored on conventional navigation facilities may be flown using BRNAV.

SLP Speed Limit Point

❶ Supplementary holding

STAR	ROUTING
LIPGO 1N	309° track to TULSO, intercept 299° bearing to KLY, 285° bearing to NASRI and enter holding.
VATRY 2N	348° track to TULSO, intercept 299° bearing to KLY, 285° bearing to NASRI and enter holding.

CHANGES: STARs completely revised.

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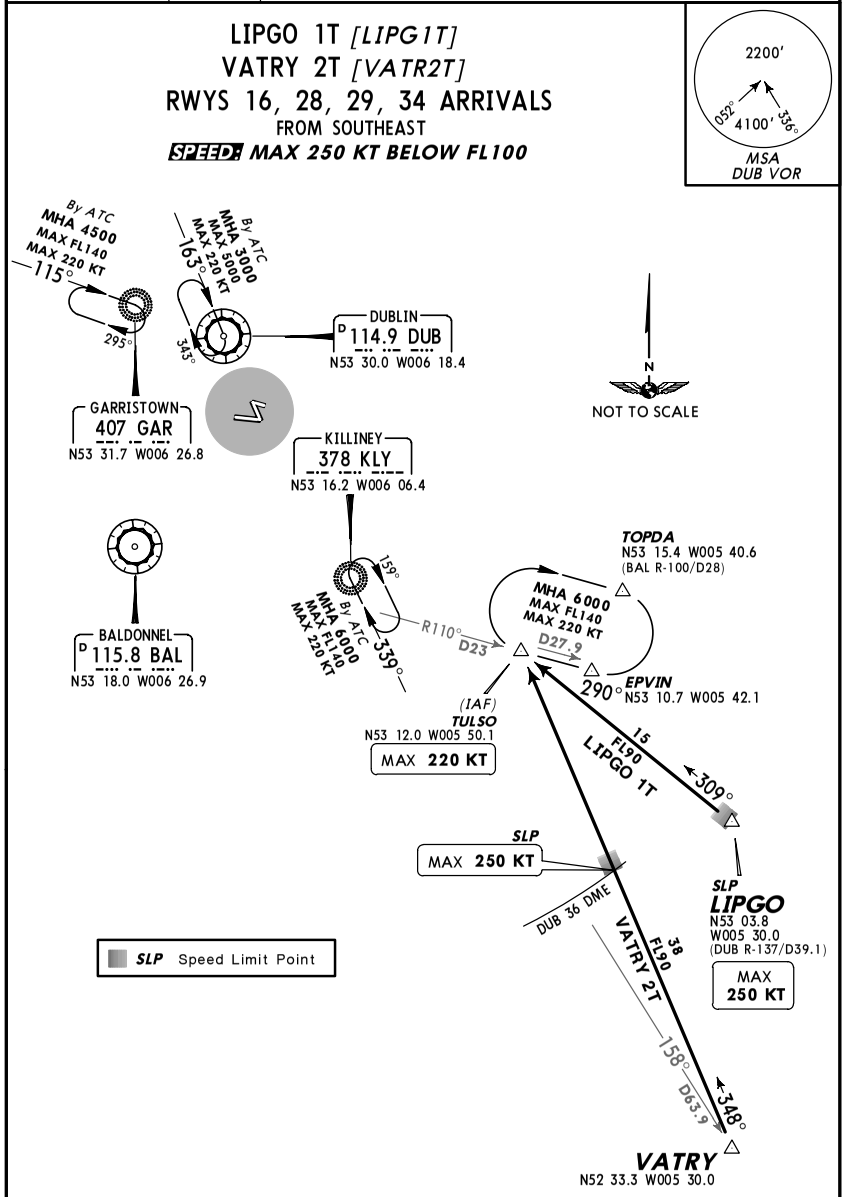
EIDW/DUB
DUBLIN INTL

JEPPESEN
10 MAR 06 (10-2C) Eff 16 Mar

DUBLIN, IRELAND
STAR

*ATIS	Apt Elev	
124.52	242′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. If unable to comply advise ATC as soon as possible.

LIPGO 1T *[LIPG1T]*
VATRY 2T *[VATR2T]*
RWYS 16, 28, 29, 34 ARRIVALS
FROM SOUTHEAST
SPEED: MAX 250 KT BELOW FL100



SLP Speed Limit Point

STAR	ROUTING
LIPGO 1T	309° track to TULSO and enter holding.
VATRY 2T	348° track to TULSO and enter holding.

CHANGES: STARs completely revised.

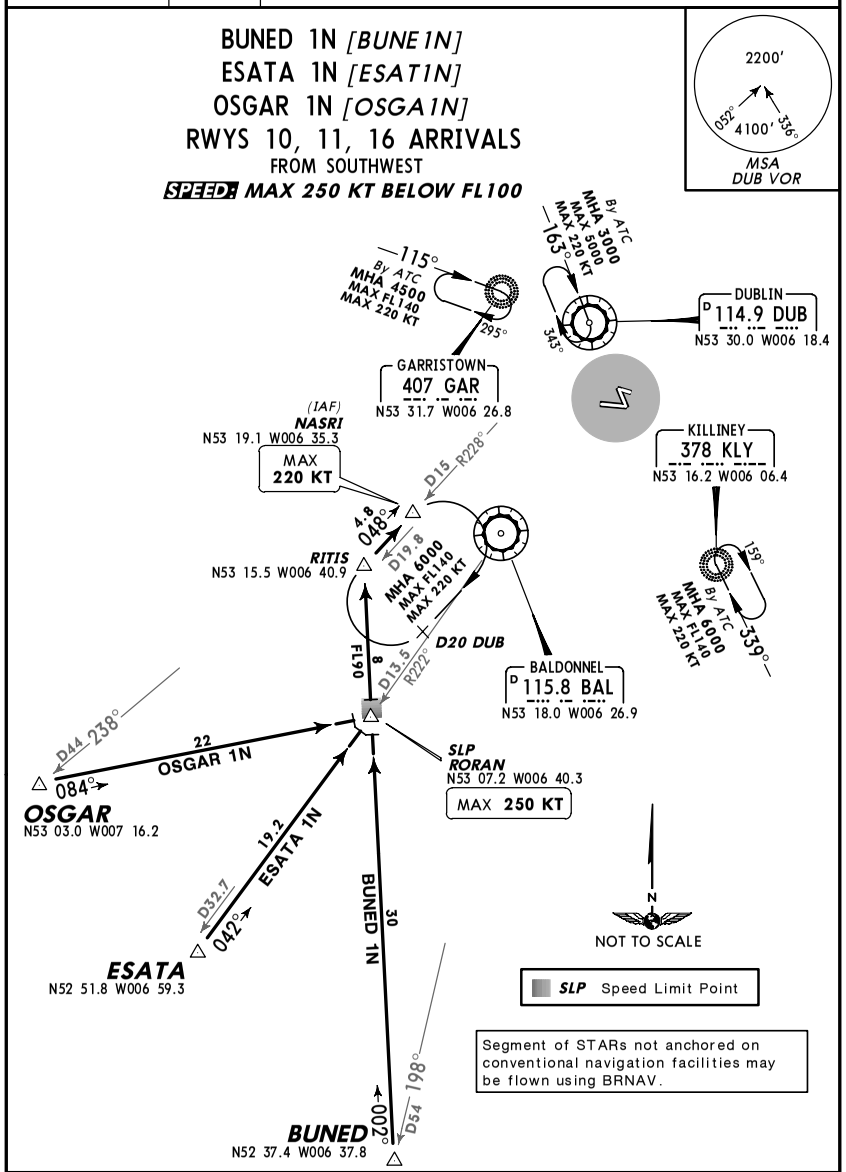
EIDW/DUB
DUBLIN INTL

JEPPESEN
10 MAR 06 (10-2D) Eff 16 Mar

DUBLIN, IRELAND
STAR

*ATIS	Apt Elev	
124.52	242′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. If unable to comply advise ATC as soon as possible.

BUNED 1N *[BUNE1N]*
ESATA 1N *[ESAT1N]*
OSGAR 1N *[OSGA1N]*
RWYS 10, 11, 16 ARRIVALS
FROM SOUTHWEST
SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
BUNED 1N	002° track to RITIS, intercept DUB R-228 inbound and enter holding.
ESATA 1N	Intercept BAL R-222 inbound to RORAN, 002° track to RITIS, intercept DUB R-228 inbound and enter holding.
OSGAR 1N	084° track to RORAN, 002° track to RITIS, intercept DUB R-228 inbound and enter holding.

CHANGES: STARs completely revised; chart redrawn.

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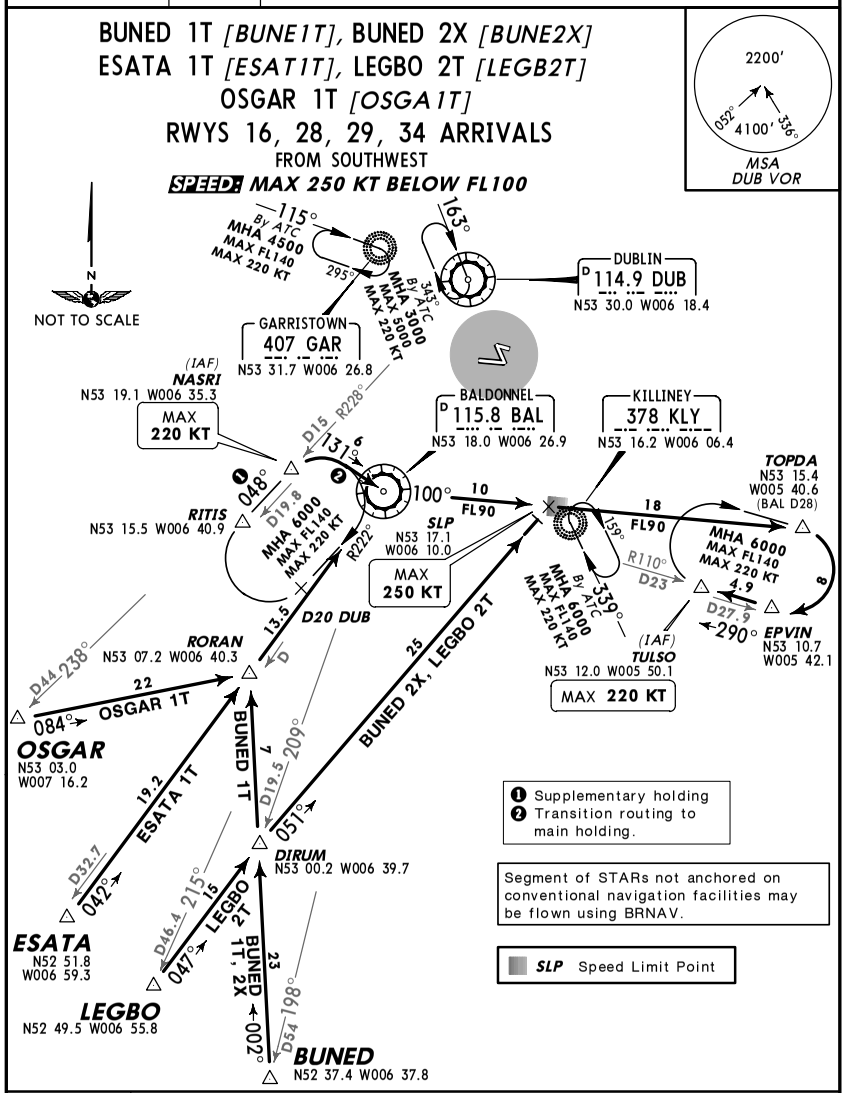
EIDW/DUB
DUBLIN INTL

JEPPESEN
10 MAR 06 (10-2E) Eff 16 Mar

DUBLIN, IRELAND
STAR

*ATIS	Apt Elev	
124.52	242′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. If unable to comply advise ATC as soon as possible.

BUNED 1T *[BUNE1T]*, BUNED 2X *[BUNE2X]*
ESATA 1T *[ESAT1T]*, LEGBO 2T *[LEGB2T]*
OSGAR 1T *[OSGA1T]*
RWYS 16, 28, 29, 34 ARRIVALS
FROM SOUTHWEST
SPEED: MAX 250 KT BELOW FL100



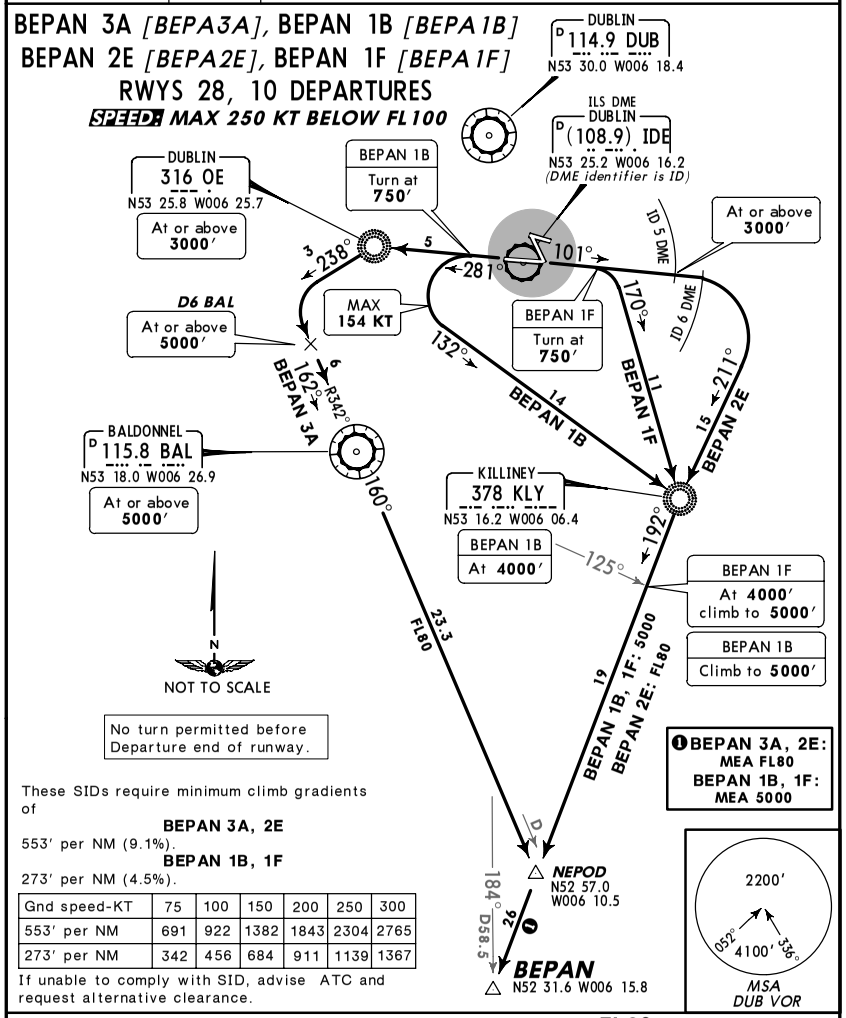
STAR	ROUTING
BUNED 1T	002° track to RORAN, intercept BAL R-222 inbound to BAL, BAL R-100 to TOPDA and enter holding.
BUNED 2X	002° track to DIRUM, 051° track, intercept BAL R-100 to TOPDA and enter holding.
ESATA 1T	Intercept BAL R-222 inbound to BAL, BAL R-100 to TOPDA and enter holding.
LEGBO 2T	047° track to DIRUM, 051° track, intercept BAL R-100 to TOPDA and enter holding.
OSGAR 1T	084° track to RORAN, intercept BAL R-222 inbound to BAL, BAL R-100 to TOPDA and enter holding.

CHANGES: STARs completely revised; chart redrawn.

DUBLIN Control	Apt Elev	
124.65	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

BEPAN 3A *[BEPA3A]*, BEPAN 1B *[BEPA1B]*
BEPAN 2E *[BEPA2E]*, BEPAN 1F *[BEPA1F]*
RWYS 28, 10 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

BEPAN 3A, 2E

553′ per NM (9.1%).

BEPAN 1B, 1F

273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

BEPAN 3A, 2E: Initial climb clearance **FL80**
BEPAN 1B, 1F: Initial climb clearance **4000′**

SID	RWY	ROUTING
BEPAN 3A CAT C & D	**28**	To OE, turn LEFT, 238° bearing, intercept BAL R-342 inbound to BAL, BAL R-160 to NEPOD, intercept 192° bearing from KLY to BEPAN.
BEPAN 1B CAT A & B		Climb to **750′,** turn LEFT, intercept 132° bearing to KLY, 192° bearing to BEPAN.
BEPAN 2E CAT C & D	**10**	Straight ahead to ID 6 DME, turn RIGHT, intercept 211° bearing to KLY, 192° bearing to BEPAN.
BEPAN 1F CAT A & B		Climb to **750′,** turn RIGHT, intercept 170° bearing to KLY, 192° bearing to BEPAN.

CHANGES: SIDs completely revised.

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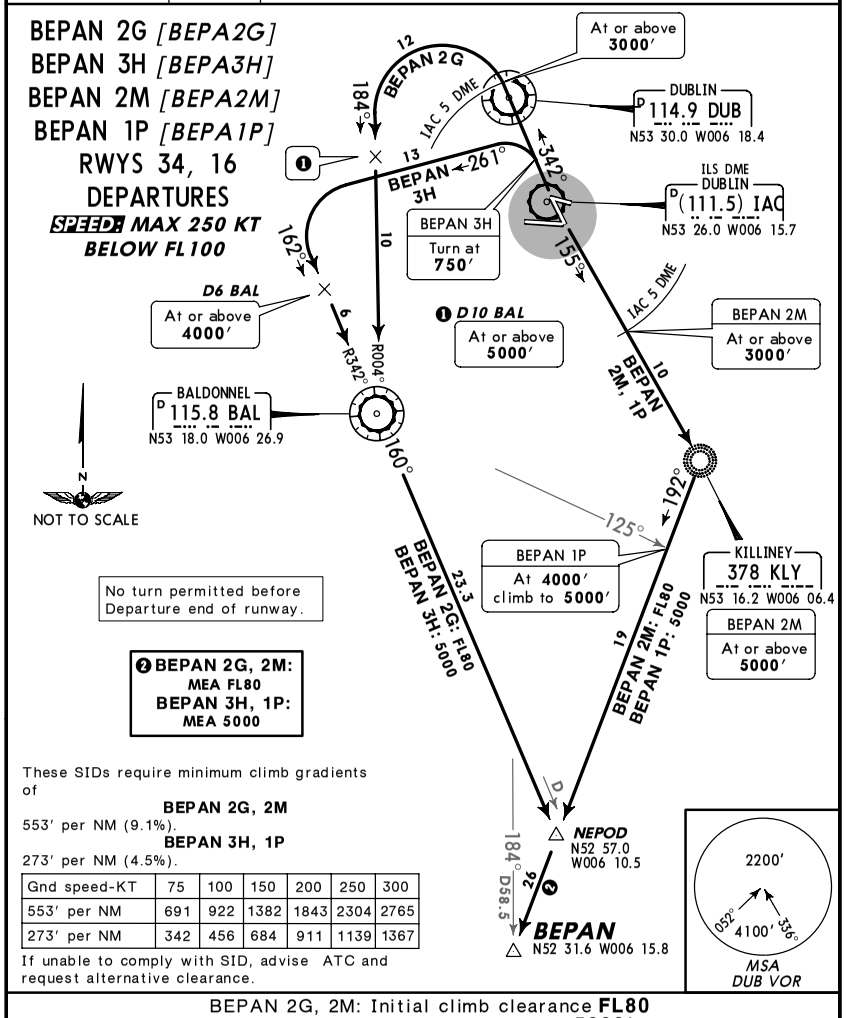
DUBLIN Control	Apt Elev	
124.65	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

BEPAN 2G *[BEPA2G]*
BEPAN 3H *[BEPA3H]*
BEPAN 2M *[BEPA2M]*
BEPAN 1P *[BEPA1P]*
RWYS 34, 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

BEPAN 2G, 2M

553′ per NM (9.1%).

BEPAN 3H, 1P

273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

BEPAN 2G, 2M: Initial climb clearance **FL80**
BEPAN 3H: Initial climb clearance **5000′**
BEPAN 1P: Initial climb clearance **4000′**

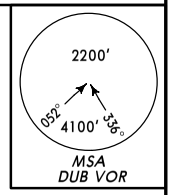
SID	RWY	ROUTING
BEPAN 2G CAT C & D	**34**	Straight ahead to IAC 5 DME, turn LEFT, intercept BAL R-004 inbound to BAL, BAL R-160 to NEPOD, intercept 192° bearing from KLY to BEPAN.
BEPAN 3H CAT A & B		Climb to **750′,** turn LEFT, 261° track, intercept BAL R-342 inbound to BAL, BAL R-160 to NEPOD, intercept 192° bearing from KLY to BEPAN.
BEPAN 2M CAT C & D	**16**	Intercept 155° bearing to KLY, 192° bearing to BEPAN.
BEPAN 1P CAT A & B		

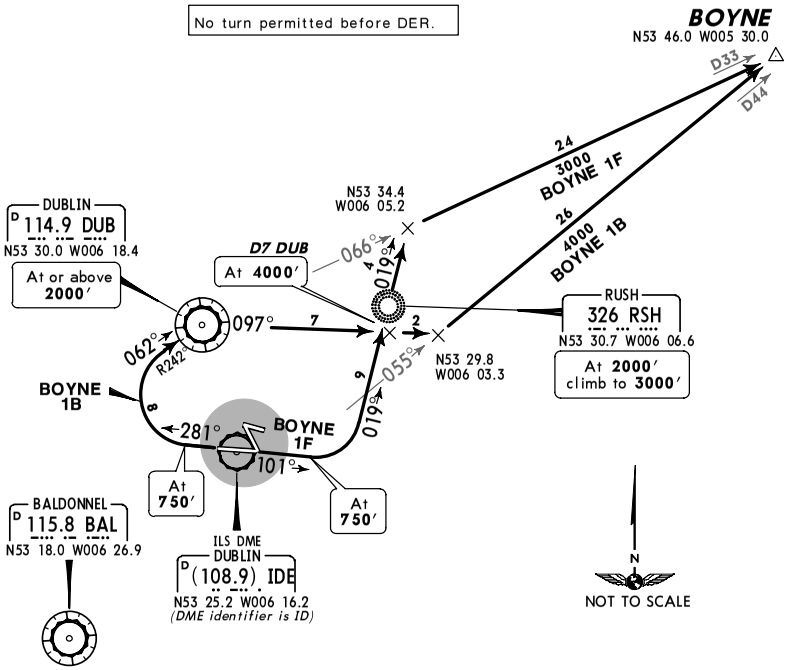
CHANGES: SIDs completely revised.

DUBLIN Control	Apt Elev	
129.17	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

BOYNE 1B *[BOYN1B]*, BOYNE 1F *[BOYN1F]*
RWYS 28, 10 DEPARTURES
SPEED: MAX 250 KT BELOW FL100

CAT A & B





These SIDs require minimum climb gradients of
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

BOYNE 1B: Initial climb clearance **4000′**
BOYNE 1F: Initial climb clearance **2000′**

SID	RWY	ROUTING
BOYNE 1B	**28**	Climb to **750′**, turn RIGHT, intercept DUB R-242 inbound to DUB, DUB R-097, intercept BAL R-055 to BOYNE.
BOYNE 1F	**10**	Climb to **750′**, turn LEFT, intercept 019° bearing to RSH, continue on 019° bearing, intercept DUB R-066 to BOYNE.

CHANGES: SIDs BOYNE 1A, 1E withdrawn.

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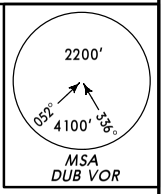
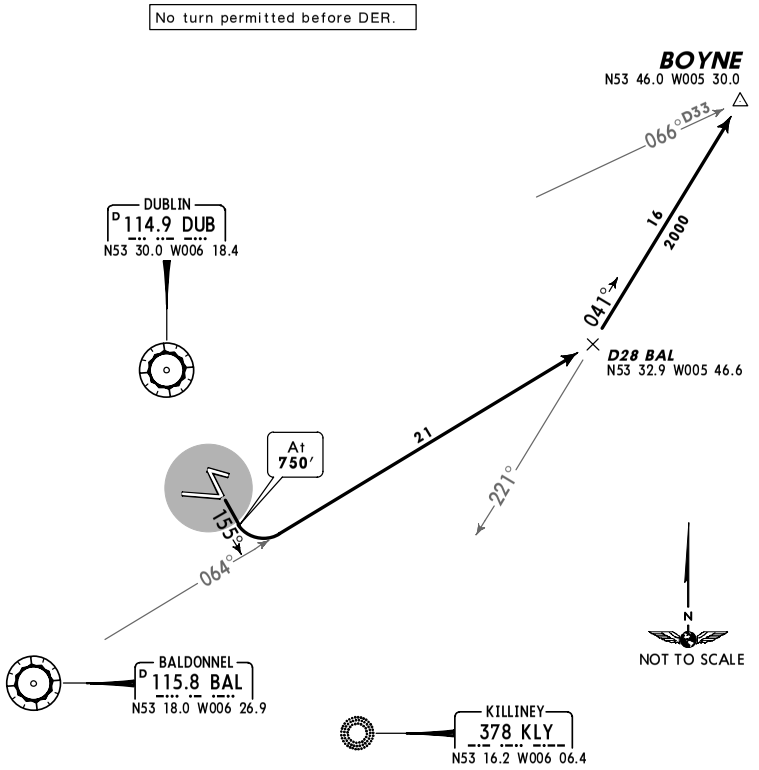
DUBLIN Control	Apt Elev	
129.17	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

BOYNE 1P *[BOYN1P]*
RWY 16 DEPARTURE
SPEED: MAX 250 KT BELOW FL100

CAT A & B





This SID requires a minimum climb gradient of
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

Initial climb clearance **2000′**

ROUTING
Climb on 155° track to **750′**, turn LEFT, intercept BAL R-064, intercept 041° bearing from KLY to BOYNE.

CHANGES: SID BOYNE 1M withdrawn.

EIDW/DUB
DUBLIN INTL

JEPPESEN
20 OCT 06 (10-3D) Eff 26 Oct

DUBLIN, IRELAND
SID

DUBLIN Control	Apt Elev	
129.17	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

GELKI 2A *[GELK2A]*, GELKI 2E *[GELK2E]*

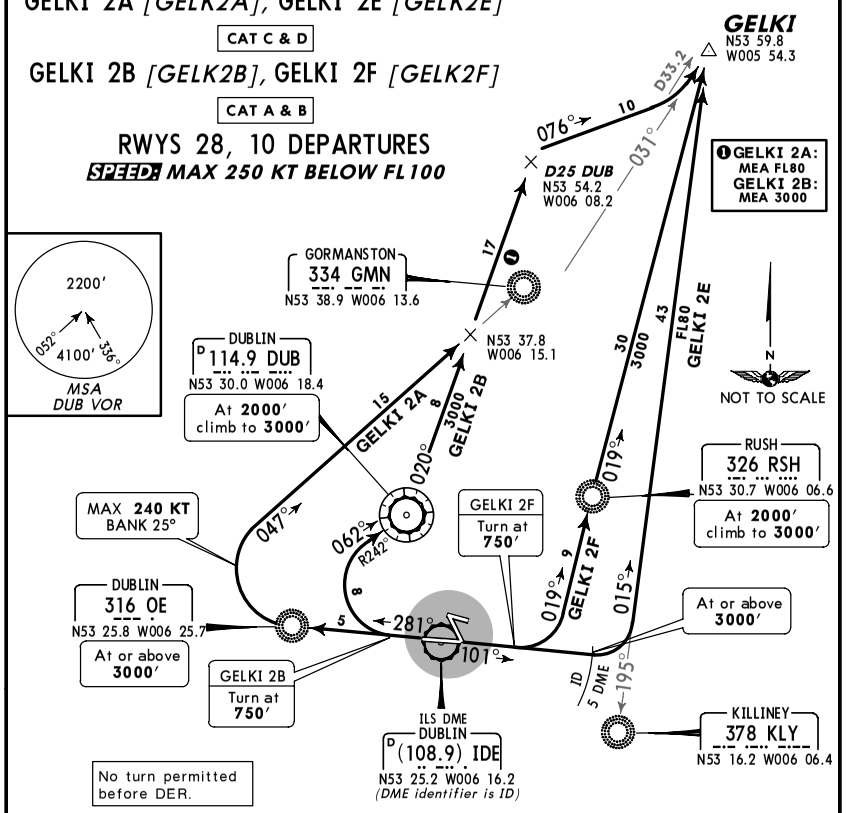
CAT C & D

GELKI 2B *[GELK2B]*, GELKI 2F *[GELK2F]*

CAT A & B

RWYS 28, 10 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

GELKI 2A, 2E

553′ per NM (9.1%).

GELKI 2B, 2F

273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

GELKI 2A, 2E: Initial climb clearance **FL80**
GELKI 2B, 2F: Initial climb clearance **2000′**

SID	RWY	ROUTING
GELKI 2A	**28**	To OE, turn RIGHT, intercept 047° bearing towards GMN, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 at or before GELKI.
GELKI 2B		Climb to **750′**, turn RIGHT, intercept DUB R-242 inbound to DUB, DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 to GELKI.
GELKI 2E	**10**	Straight ahead to ID 5 DME, turn LEFT, intercept 015° bearing from KLY to GELKI.
GELKI 2F		Climb to **750′**, turn LEFT, intercept 019° bearing to RSH, continue on 019° bearing to GELKI.

CHANGES: SIDs GELKI 2A, 2E initial climb clearance & MEA.

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EIDW/DUB
DUBLIN INTL

JEPPESEN
20 OCT 06 (10-3E) Eff 26 Oct

DUBLIN, IRELAND
SID

DUBLIN Control	Apt Elev	
129.17	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

GELKI 1G *[GELK1G]*, GELKI 1M *[GELK1M]*

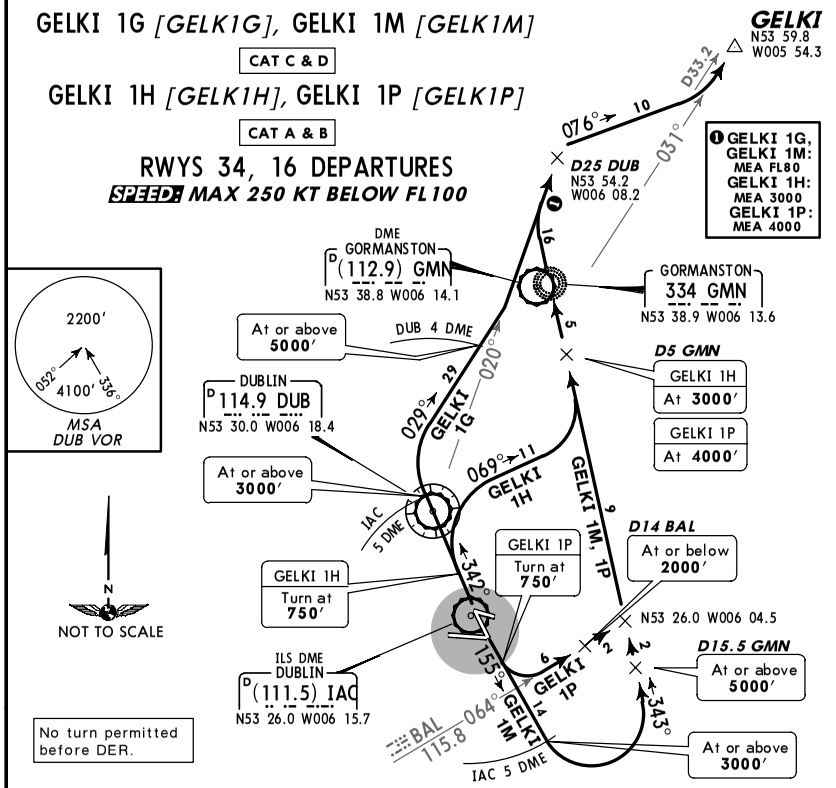
CAT C & D

GELKI 1H *[GELK1H]*, GELKI 1P *[GELK1P]*

CAT A & B

RWYS 34, 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

GELKI 1G, 1M

553′ per NM (9.1%).

GELKI 1H, 1P

273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

GELKI 1G, 1M: Initial climb clearance **FL80**
GELKI 1H: Initial climb clearance **3000′**
GELKI 1P: Initial climb clearance **4000′**

SID	RWY	ROUTING
GELKI 1G	**34**	Straight ahead to IAC 5 DME, turn RIGHT, 029° track, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 at or before GELKI.
GELKI 1H		Climb to **750′**, turn RIGHT, 069° track, intercept 343° bearing to GMN, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 to GELKI.
GELKI 1M	**16**	155° track to IAC 5 DME, turn LEFT, intercept 343° bearing to GMN, turn RIGHT, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 at or before GELKI.
GELKI 1P		Climb on 155° track to **750′**, turn LEFT, intercept BAL R-064, intercept 343° bearing to GMN, turn RIGHT, intercept DUB R-020 to D25 DUB, turn RIGHT, 076° track, intercept DUB R-031 at or before GELKI.

CHANGES: GELKI 1G, 1M climb clearance, crossings & MEAs.

EIDW/DUB
DUBLIN INTL

JEPPESEN
20 OCT 06 (10-3F) Eff 26 Oct

DUBLIN, IRELAND
SID

DUBLIN Control	Apt Elev	
129.17	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

LIFFY 2A *[LIFY2A]*, LIFFY 2E *[LIFY2E]*

CAT C & D

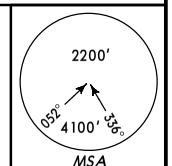
LIFFY 2B *[LIFY2B]*, LIFFY 2F *[LIFY2F]*

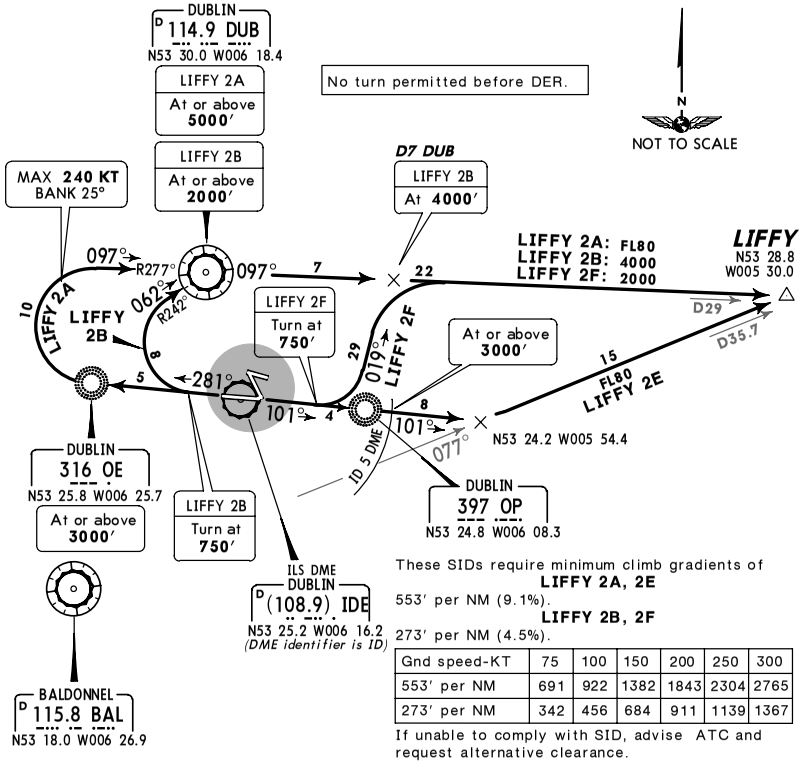
CAT A & B

RWYS 28, 10 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LIFFY 2A, 2E: MAX 290 KT BETWEEN FL100 & FL260





These SIDs require minimum climb gradients of

LIFFY 2A, 2E

553′ per NM (9.1%).

LIFFY 2B, 2F

273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

LIFFY 2A, 2E: Initial climb clearance **FL80**
LIFFY 2B: Initial climb clearance **4000′**
LIFFY 2F: Initial climb clearance **2000′**

SID	RWY	ROUTING
LIFFY 2A	**28**	To OE, turn RIGHT, intercept DUB R-277 inbound to DUB, DUB R-097 to LIFFY.
LIFFY 2B		Climb to **750′**, turn RIGHT, intercept DUB R-242 inbound to DUB, DUB R-097 to LIFFY.
LIFFY 2E	**10**	Intercept 101° bearing to OP, continue on 101° bearing, intercept BAL R-077 to LIFFY.
LIFFY 2F		Climb to **750′**, turn LEFT, 019° track, intercept DUB R-097 to LIFFY.

CHANGES: SIDs LIFFY 2A, 2E revised.

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EIDW/DUB
DUBLIN INTL

JEPPESEN
20 OCT 06 (10-3G) Eff 26 Oct

DUBLIN, IRELAND
SID

DUBLIN Control	Apt Elev	
129.17	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

LIFFY 1G *[LIFY1G]*, LIFFY 1M *[LIFY1M]*

CAT C & D

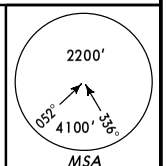
LIFFY 1H *[LIFY1H]*, LIFFY 1P *[LIFY1P]*

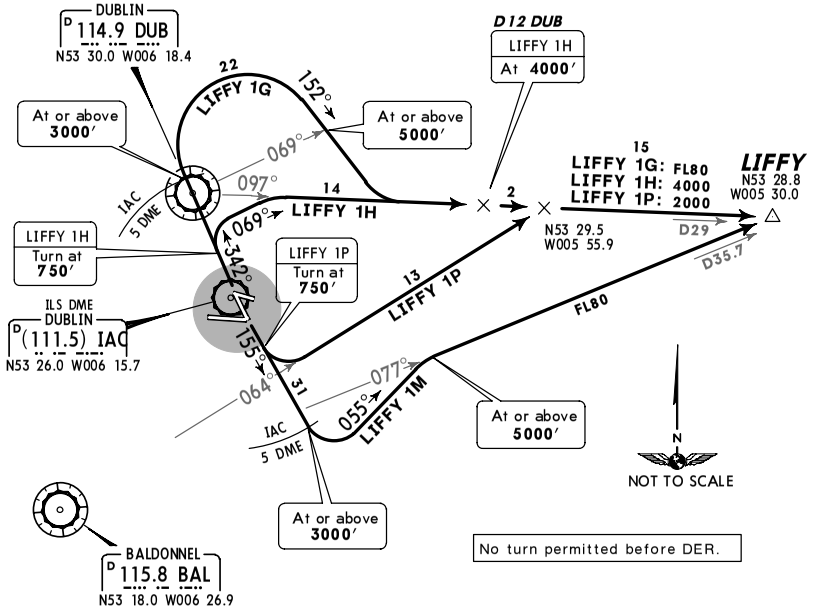
CAT A & B

RWYS 34, 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LIFFY 1G, 1M: MAX 290 KT BETWEEN FL100 & FL260





These SIDs require minimum climb gradients of

LIFFY 1G, 1M

553′ per NM (9.1%).

LIFFY 1H, 1P

273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

LIFFY 1G, 1M: Initial climb clearance **FL80**
LIFFY 1H: Initial climb clearance **4000′**
LIFFY 1P: Initial climb clearance **2000′**

SID	RWY	ROUTING
LIFFY 1G	**34**	Straight ahead to IAC 5 DME, turn RIGHT, 152° track, intercept DUB R-097 to LIFFY.
LIFFY 1H		Climb to **750′**, turn RIGHT, 069° track, intercept DUB R-097 to LIFFY.
LIFFY 1M	**16**	155° track to IAC 5 DME, turn LEFT, 055° track, intercept BAL R-077 to LIFFY.
LIFFY 1P		Climb on 155° track to **750′**, turn LEFT, intercept BAL R-064, intercept DUB R-097 to LIFFY.

CHANGES: SIDs LIFFY 1G, 1M revised.

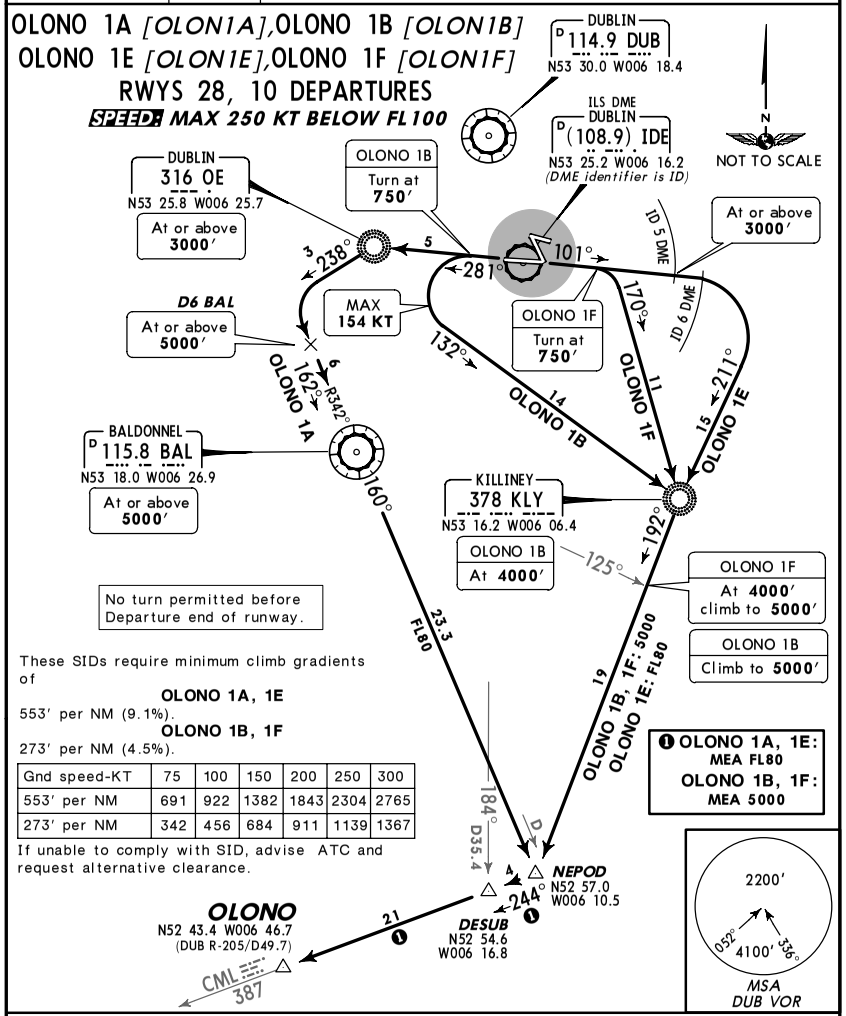
EIDW/DUB
DUBLIN INTL

JEPPESEN
10 MAR 06 (10-3H) Eff 16 Mar

DUBLIN, IRELAND
SID

DUBLIN Control	Apt Elev	
124.65	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

OLONO 1A *[OLON1A]*, OLONO 1B *[OLON1B]*
OLONO 1E *[OLON1E]*, OLONO 1F *[OLON1F]*
RWYS 28, 10 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

OLONO 1A, 1E
553′ per NM (9.1%).

OLONO 1B, 1F
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

❶ OLONO 1A, 1E: MEA FL80
OLONO 1B, 1F: MEA 5000

OLONO 1A, 1E: Initial climb clearance **FL80**
OLONO 1B, 1F: Initial climb clearance **4000′**

SID	RWY	ROUTING
OLONO 1A CAT C & D	28	To OE, turn LEFT, 238° bearing, intercept BAL R-342 inbound to BAL, BAL R-160 to NEPOD, intercept 244° bearing towards CML to OLONO.
OLONO 1B CAT A & B		Climb to **750′**, turn LEFT, intercept 132° bearing to KLY, 192° bearing to NEPOD, intercept 244° bearing towards CML to OLONO.
OLONO 1E CAT C & D	10	Straight ahead to ID 6 DME, turn RIGHT, intercept 211° bearing to KLY, 192° bearing to NEPOD, intercept 244° bearing towards CML to OLONO.
OLONO 1F CAT A & B		Climb to **750′**, turn RIGHT, intercept 170° bearing to KLY, 192° bearing to NEPOD, intercept 244° bearing towards CML to OLONO.

CHANGES: SIDs transferred, withdrawn & established.

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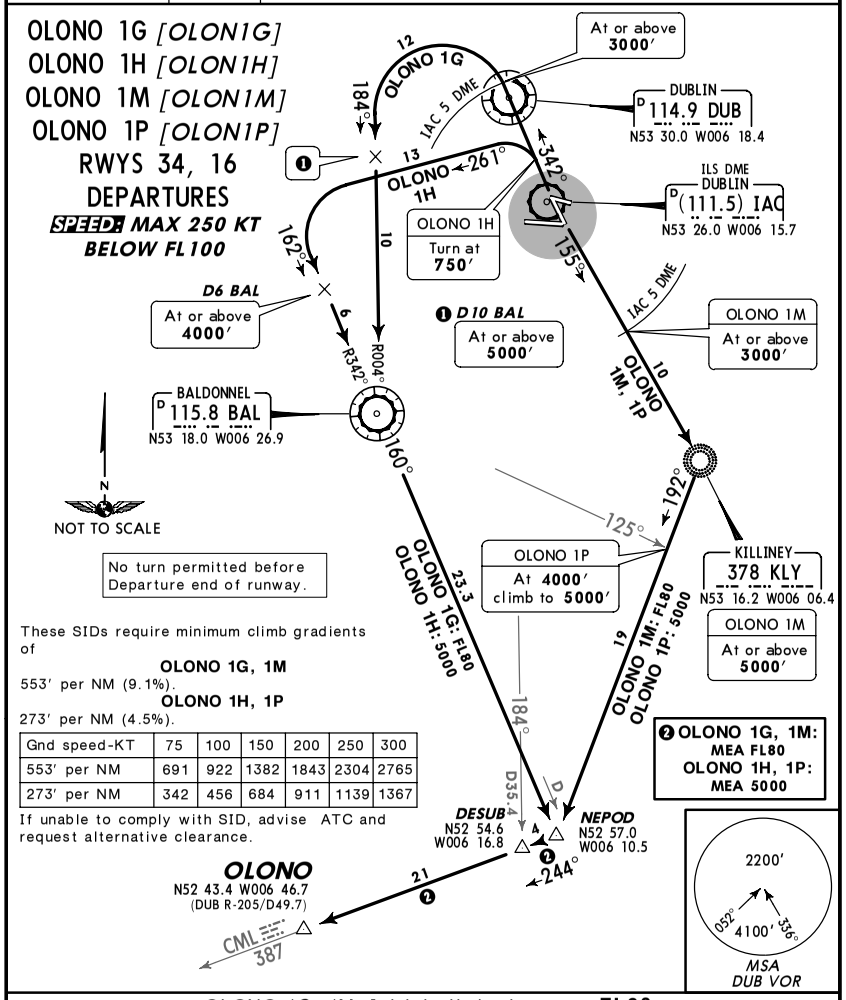
EIDW/DUB
DUBLIN INTL

JEPPESEN
10 MAR 06 (10-3J) Eff 16 Mar

DUBLIN, IRELAND
SID

DUBLIN Control	Apt Elev	
124.65	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

OLONO 1G *[OLON1G]*
OLONO 1H *[OLON1H]*
OLONO 1M *[OLON1M]*
OLONO 1P *[OLON1P]*
RWYS 34, 16 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

OLONO 1G, 1M
553′ per NM (9.1%).

OLONO 1H, 1P
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

❷ OLONO 1G, 1M: MEA FL80
OLONO 1H, 1P: MEA 5000

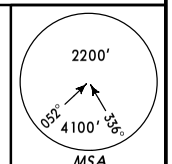
OLONO 1G, 1M: Initial climb clearance **FL80**
OLONO 1H: Initial climb clearance **5000′**
OLONO 1P: Initial climb clearance **4000′**

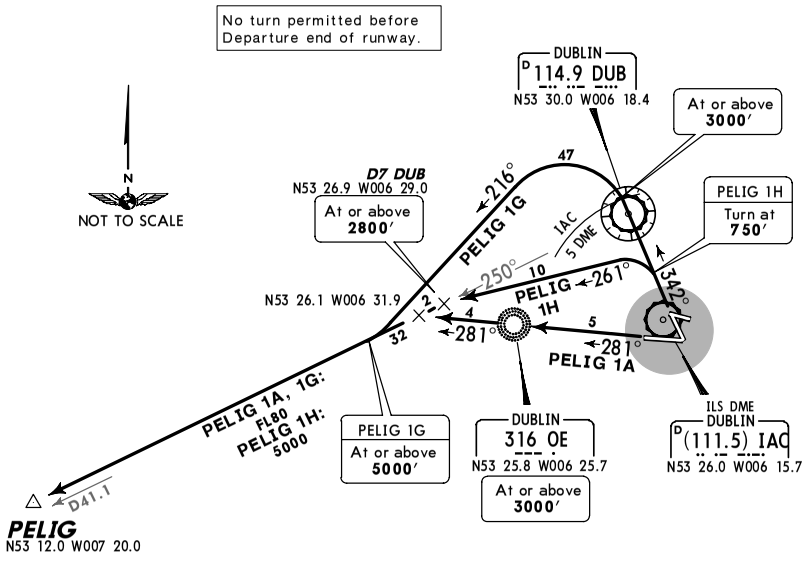
SID	RWY	ROUTING
OLONO 1G CAT C & D	34	Straight ahead to IAC 5 DME, turn LEFT, intercept BAL R-004 inbound to BAL, BAL R-160 to NEPOD, intercept 244° bearing towards CML to OLONO.
OLONO 1H CAT A & B		Climb to **750′**, turn LEFT, 261° track, intercept BAL R-342 inbound to BAL, BAL R-160 to NEPOD, intercept 244° bearing towards CML to OLONO.
OLONO 1M CAT C & D	16	Intercept 155° bearing to KLY, 192° bearing to NEPOD, intercept 244° bearing towards CML to OLONO.
OLONO 1P CAT A & B		

CHANGES: LIFFY SIDs transferred; OLONO SIDs established.

DUBLIN Control	Apt Elev	
124.65	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

PELIG 1A *[PELI1A]*, PELIG 1G *[PELI1G]*
PELIG 1H *[PELI1H]*
RWYS 28, 34 DEPARTURES
SPEED: MAX 250 KT BELOW FL100





These SIDs require minimum climb gradients of

PELIG 1A, 1G
553′ per NM (9.1%).

PELIG 1H
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

PELIG 1A, 1G: Initial climb clearance **FL80**
PELIG 1H: Initial climb clearance **5000′**

SID	RWY	ROUTING
PELIG 1A CAT C & D	**28**	To OE, 281° bearing, intercept DUB R-250 to PELIG.
PELIG 1G CAT C & D	**34**	Straight ahead to IAC 5 DME, turn LEFT, 216° track, intercept DUB R-250 to PELIG.
PELIG 1H CAT A & B		Climb to **750′**, turn LEFT, 261° track, intercept DUB R-250 to PELIG.

CHANGES: MELIK SIDs replaced by PELIG SIDs.

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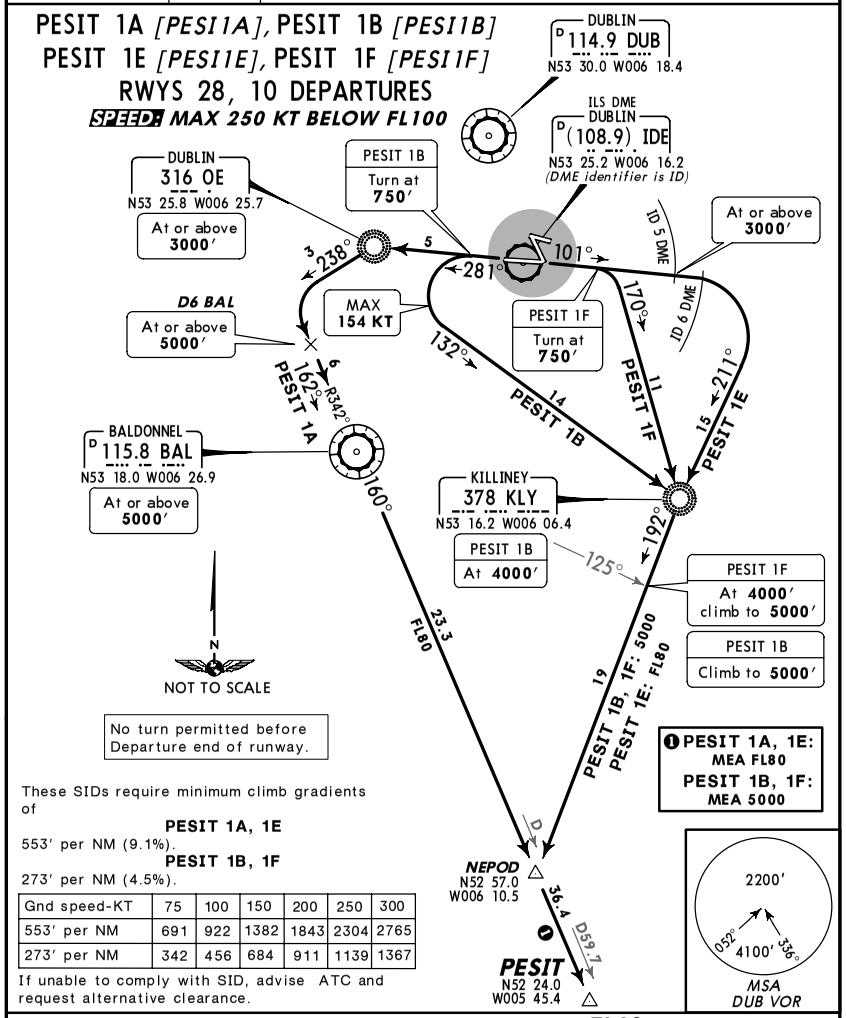
DUBLIN Control	Apt Elev	
124.65	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

PESIT 1A *[PESI1A]*, PESIT 1B *[PESI1B]*
PESIT 1E *[PESI1E]*, PESIT 1F *[PESI1F]*
RWYS 28, 10 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

PESIT 1A, 1E
553′ per NM (9.1%).

PESIT 1B, 1F
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

PESIT 1A, 1E: Initial climb clearance **FL80**
PESIT 1B, 1F: Initial climb clearance **4000′**

SID	RWY	ROUTING
PESIT 1A CAT C & D	**28**	To OE, turn LEFT, 238° bearing, intercept BAL R-342 inbound to BAL, BAL R-160 to PESIT.
PESIT 1B CAT A & B		Climb to **750′**, turn LEFT, intercept 132° bearing to KLY, 192° bearing to NEPOD, intercept BAL R-160 to PESIT.
PESIT 1E CAT C & D	**10**	Straight ahead to ID 6 DME, turn RIGHT, intercept 211° bearing to KLY, 192° bearing to NEPOD, intercept BAL R-160 to PESIT.
PESIT 1F CAT A & B		Climb to **750′**, turn RIGHT, intercept 170° bearing to KLY, 192° bearing to NEPOD, intercept BAL R-160 to PESIT.

CHANGES: RANAR SIDs transferred; PESIT SIDs established.

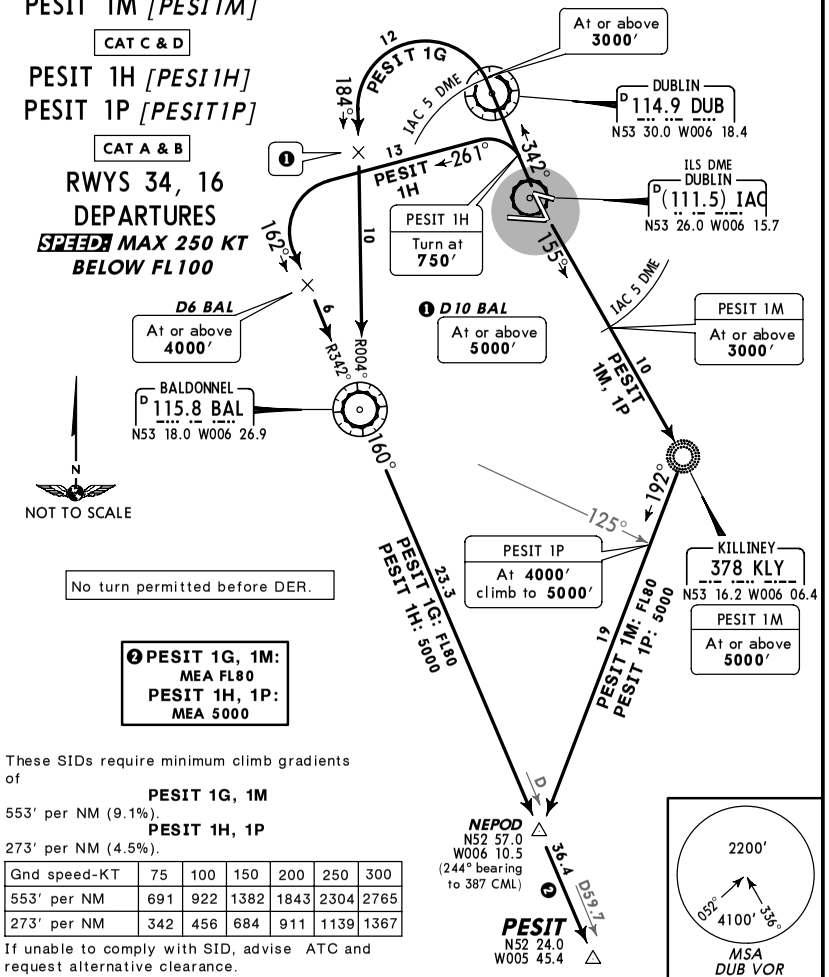
EIDW/DUB
DUBLIN INTL

JEPPESEN
20 OCT 06 (10-3M) Eff 26 Oct

DUBLIN, IRELAND
SID

DUBLIN Control	Apt Elev	
124.65	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

PESIT 1G *[PESI1G]*
PESIT 1M *[PESI1M]*
CAT C & D
PESIT 1H *[PESI1H]*
PESIT 1P *[PESIT1P]*
CAT A & B
RWYS 34, 16 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

PESIT 1G, 1M
553′ per NM (9.1%).

PESIT 1H, 1P
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

PESIT 1G, 1M: Initial climb clearance **FL80**
PESIT 1H: Initial climb clearance **5000′**
PESIT 1P: Initial climb clearance **4000′**

SID	RWY	ROUTING
PESIT 1G	**34**	Straight ahead to IAC 5 DME, turn LEFT, intercept BAL R-004 inbound to BAL, BAL R-160 to PESIT.
PESIT 1H		Climb to **750′,** turn LEFT, 261° track, intercept BAL R-342 inbound to BAL, BAL R-160 to PESIT.
PESIT 1M, 1P	**16**	Intercept 155° bearing to KLY, 192° bearing to NEPOD, intercept BAL R-160 to PESIT.

CHANGES: None.

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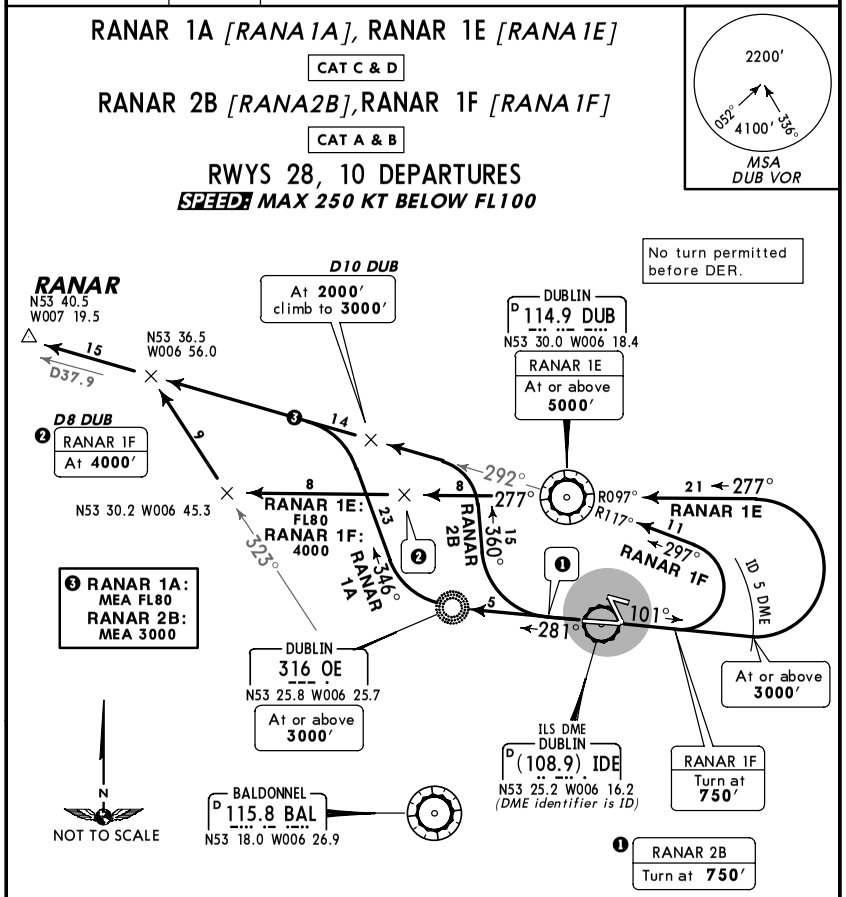
EIDW/DUB
DUBLIN INTL

JEPPESEN
20 OCT 06 (10-3N) Eff 26 Oct

DUBLIN, IRELAND
SID

DUBLIN Control	Apt Elev	
129.17	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

RANAR 1A *[RANA1A],* RANAR 1E *[RANA1E]*
CAT C & D
RANAR 2B *[RANA2B],*RANAR 1F *[RANA1F]*
CAT A & B
RWYS 28, 10 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

RANAR 1A, 1E
553′ per NM (9.1%).

RANAR 2B, 1F
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

RANAR 1A, 1E: Initial climb clearance **FL80**
RANAR 2B: Initial climb clearance **2000′**
RANAR 1F: Initial climb clearance **4000′**

SID	RWY	ROUTING
RANAR 1A	**28**	To OE, turn RIGHT, 346° track, intercept DUB R-292 to RANAR.
RANAR 2B		Climb to **750′,** turn RIGHT, 360° track , intercept DUB R-292 to RANAR.
RANAR 1E	**10**	Straight ahead to ID 5 DME, turn LEFT, intercept DUB R-097 inbound to DUB, DUB R-277, intercept BAL R-323, intercept DUB R-292 to RANAR.
RANAR 1F		Climb to **750′,** turn LEFT, intercept DUB R-117 inbound to DUB, DUB R-277, intercept BAL R-323, intercept DUB R-292 to RANAR.

CHANGES: RANAR 1A, 1E climb clearance, crossing & MEA.

DUBLIN Control	Apt Elev	
129.17	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

RANAR 1G *[RANA1G]*

CAT C & D

RANAR 1H *[RANA1H]*

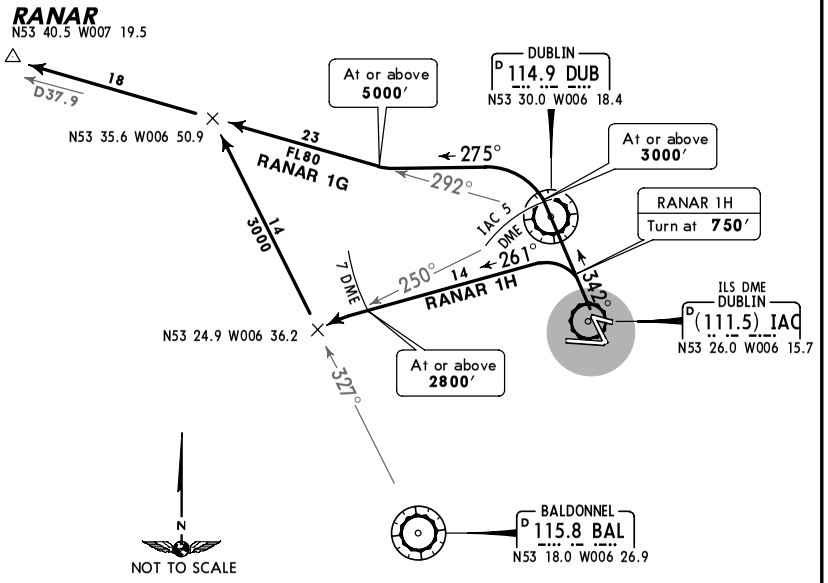
CAT A & B

RWY 34 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

2200′
052° 4100′ 336°
MSA
DUB VOR

No turn permitted before DER.



These SIDs require minimum climb gradients of

RANAR 1G
553′ per NM (9.1%).

RANAR 1H
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

RANAR 1G: Initial climb clearance **FL80**
RANAR 1H: Initial climb clearance **3000′**

SID	ROUTING
RANAR 1G	Straight ahead to IAC 5 DME, turn LEFT, 275° track, intercept DUB R-292 to RANAR.
RANAR 1H	Climb to **750′**, turn LEFT, 261° track, intercept DUB R-250, intercept BAL R-327, intercept DUB R-292 to RANAR.

CHANGES: SID RANAR 1G climb clearance, crossing & MEA.

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DUBLIN Control	Apt Elev	
129.17	242′	Trans level: By ATC Trans alt: 5000′ **1.** Contact DUBLIN Control immediately after take-off. **2.** SIDs include minimum noise routings. **3.** Where clearances to levels higher than the maximum SID altitudes are issued by ATC, pilots, unless specifically instructed to the contrary, must comply with all track, minimum level and all indicated airspeed restrictions specified in SID.

RANAR 2M *[RANA2M]*, RANAR 3M *[RANA3M]*

CAT C & D

RANAR 1P *[RANA1P]*

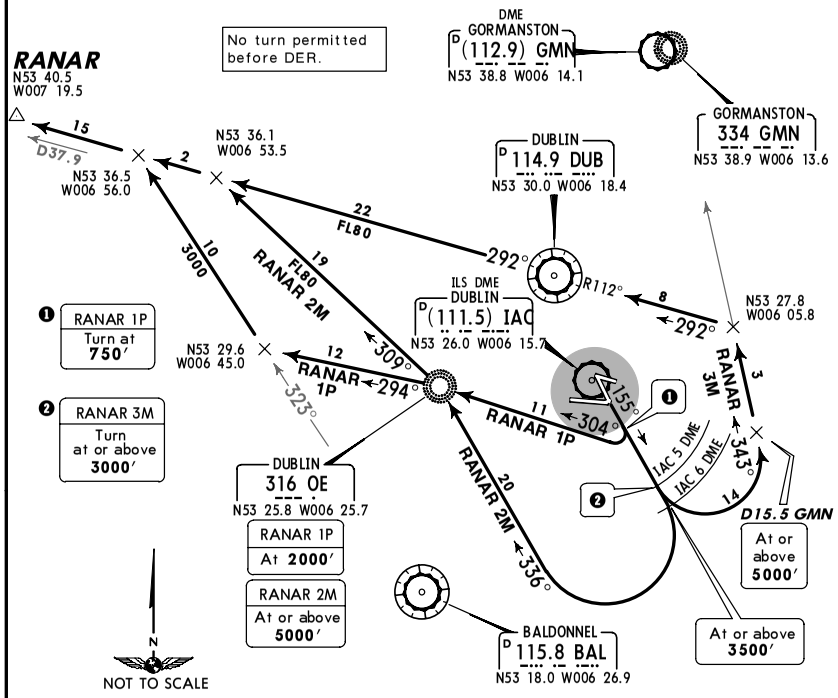
CAT A & B

RWY 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

2200′
052° 4100′ 336°
MSA
DUB VOR

No turn permitted before DER.



These SIDs require minimum climb gradients of

RANAR 2M, 3M
553′ per NM (9.1%).

RANAR 1P
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
553′ per NM	691	922	1382	1843	2304	2765
273′ per NM	342	456	684	911	1139	1367

If unable to comply with SID, advise ATC and request alternative clearance.

RANAR 2M, 3M: Initial climb clearance **FL80**
RANAR 1P: Initial climb clearance **3000′**

SID	ROUTING
RANAR 2M	155° track to IAC 6 DME, turn RIGHT, intercept 336° bearing to OE, turn LEFT, 309° bearing, intercept DUB R-292 to RANAR.
RANAR 3M	155° track to IAC 5 DME, turn LEFT, intercept 343° bearing towards GMN, intercept DUB R-112 inbound to DUB, DUB R-292 to RANAR.
RANAR 1P	Climb on 155° track to **750′**, turn RIGHT, intercept 304° bearing to OE, turn LEFT, 294° bearing, intercept BAL R-323, intercept DUB R-292 to RANAR.

CHANGES: RANAR 2M, 3M climb clearance, crossings & MEAs.

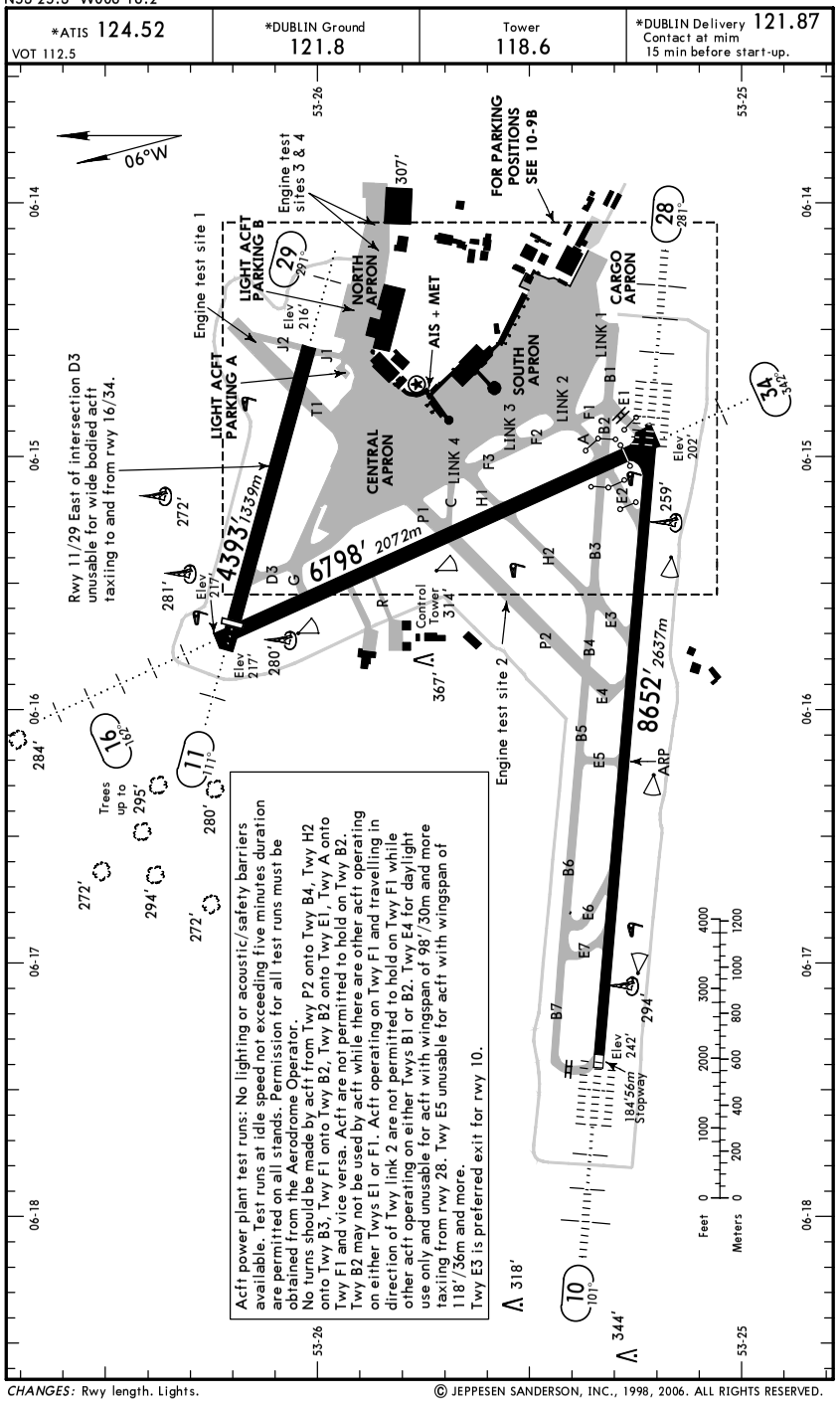
EIDW/DUB

Apt Elev **242′**
N53 25.3 W006 16.2

JEPPESEN
18 AUG 06 (10-9) **Eff 31 Aug**

DUBLIN, IRELAND
DUBLIN INTL

*ATIS 124.52 VOT 112.5	*DUBLIN Ground 121.8	Tower 118.6	*DUBLIN Delivery 121.87 Contact at mim 15 min before start-up.



CHANGES: Rwy length. Lights.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EIDW/DUB

JEPPESEN
18 AUG 06 (10-9A) **Eff 31 Aug**

DUBLIN, IRELAND
DUBLIN INTL

GENERAL

Rwy 10 approved for CAT II, rwy 28 for CAT II/III operations, special aircrew and acft certification required.
Rwy 29 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL *(60m)* CL *(15m)* HIALS-II TDZ ❶ RVR		7470′ *2277m*	❸❺	148′
28	HIRL *(60m)* CL *(15m)* HIALS-II TDZ ❶❷ RVR		7700′ *2347m*	❹	*45m*

❶ PAPI (3.0°)
❷ HSTIL-E6 (MAX exit speed 50 kts, recommended 35 kts)
❸ 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)

❹ TAKE-OFF RUN AVAILABLE
RWY 28:

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

Pilots should advise as early as possible their ability to accept intersection take-offs.
❺ Additional 299′/91m available as stopway.

11	HIRL *(61m)* ALS PAPI (3.5°)	4114′ *1254m*			200′
29	HIRL *(61m)* ALS PAPI (3.0°)				*61m*
16	HIRL *(60m)* HIALS PAPI (3.0°) grooved RVR		5824′ *1775m*		200′
34	HIRL *(60m)* HIALS PAPI (3.0°) REIL grooved			❻	*61m*

❻ TAKE-OFF RUN AVAILABLE
RWY 34:

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

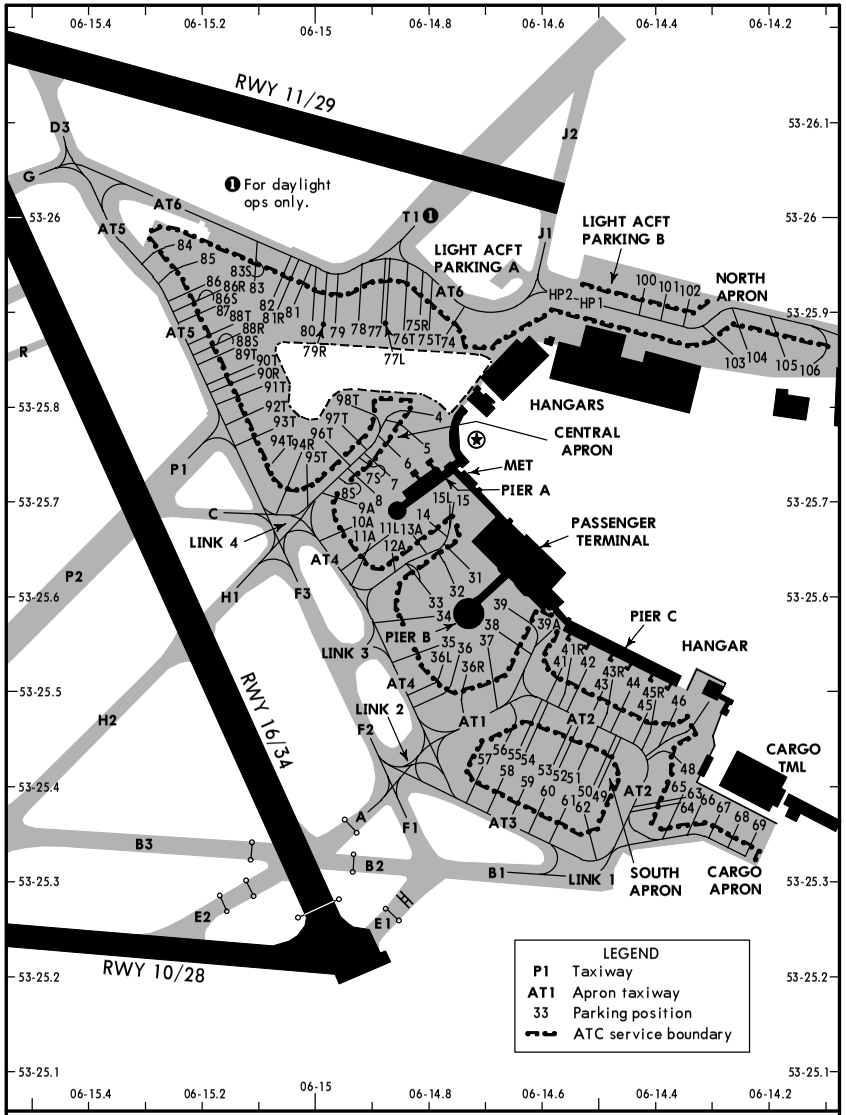
Pilots should advise as early as possible their ability to accept intersection take-offs.

JAR-OPS TAKE-OFF ❶

	Rwys 10/28 LVP must be in Force			All Rwys 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	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Lights.



Aircraft are prohibited from entering any stand without the guidance of a marshaller.
All stands are taxi in/push out, except stands 103 thru 106 which are tow-in/push out.
Stands HP1 and HP2 are used for engine start up/shut down only.
Stands 7S, 8S, 86S and 88S are completely self-manoeuvring.
AGNIS at stands 31 thru 34, 36, 38 and 39.
STAND LEAD IN LIGHTS at stands 32 thru 39.

CHANGES: Stands.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
4, 5	N53 25.8 W006 14.8	74 thru 75T	N53 25.9 W006 14.8
6 thru 13A	N53 25.7 W006 14.9	76T thru 78	N53 25.9 W006 14.9
14 thru 15L	N53 25.7 W006 14.8	79 thru 80	N53 25.9 W006 15.0
31	N53 25.6 W006 14.7	81 thru 83S	N53 25.9 W006 15.1
32 thru 34	N53 25.6 W006 14.8	84	N53 26.0 W006 15.2
35 thru 36R	N53 25.5 W006 14.8	85 thru 87	N53 25.9 W006 15.2
37	N53 25.5 W006 14.7	88R thru 89T	N53 25.9 W006 15.1
38, 39	N53 25.6 W006 14.7	90R thru 94T	N53 25.8 W006 15.1
39A	N53 25.6 W006 14.6	94R, 95T	N53 25.7 W006 15.0
41, 41R	N53 25.5 W006 14.6	96T, 97T, 98T	N53 25.8 W006 15.0
42 thru 44	N53 25.5 W006 14.5	100, 101	N53 25.9 W006 14.4
45 thru 46	N53 25.5 W006 14.4	102	N53 25.9 W006 14.3
48	N53 25.4 W006 14.4	103	N53 25.8 W006 14.3
49, 50	N53 25.4 W006 14.5	104 thru 106	N53 25.8 W006 14.2
51 thru 53	N53 25.4 W006 14.6		
54 thru 59	N53 25.4 W006 14.7		
60 thru 62	N53 25.4 W006 14.6		
63 thru 66	N53 25.4 W006 14.4		
67, 68	N53 25.4 W006 14.3		
69	N53 25.3 W006 14.3		

LOW VISIBILITY PROCEDURES

1) Low visibility procedures apply when ceiling is below 200'/60m and/or RVR is less than 550m or VIS is less than 800m.
2) Pilots will be informed by ATIS or Radiotelephony when these procedures have been initiated.
3) When low visibility procedures are in force, following standard taxi route system (MAX 15 Kts) applies:

   ARRIVAL

   Rwy 10: E1, F1 to link 2 or E1, B1 to link 1 or E1, F1, F2, F3 to link 4 or apron 5.
   Rwy 28: E6 or B7 to B4, H2, H1 & link 4 or apron 5.

   DEPARTURE

   Rwy 10: link 4 or apron 5 to H1, H2, B4 to B7.
   Rwy 28: link 2, F1 to E1 or link 4 or apron 5, F3, F2, F1 to E1.

4) CAT II/III holding position on Twy E1 and CAT II holding position on Twy B7 will apply as appropriate.
5) Twy/Stopbar/Centerline Lighting will be in use.

CHANGES: Stands. Coordinates.

EIDW/DUB

JEPPESEN

19 SEP 03 (10-9D) Eff 2 Oct

DUBLIN, IRELAND
DUBLIN INTL

MINIMUM RUNWAY OCCUPANCY TIME

ARRIVALS
Pilots are reminded that rapid exit from the runway enables ATC to apply the minimum spacing on final approach that will achieve maximum runway utilisation and will minimize the occurrence of go-arounds.

For rwy 28, use the rapid exit twy E6 where possible as it is the preferred exit.

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

In general use the most appropriate exit that enables minimum safe rwy occupancy time.

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

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

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

AERODROME FACILITIES IN VICINITY OF THRESHOLDS RWYS 28 AND 34

All twys are provided with location signs (yellow inscription on black background) and direction signs (black on yellow).

Mandatory signs (white inscription on red background) are provided to identify locations which aircraft shall not pass unless authorized by ATC. These signs include rwy designation signs, rwy-holding position signs etc.

For normal visibility conditions, CAT I rwy-holding positions are established on all taxiways which intersect with runways. A further holding position is established on rwy 16/34. These holding positions are denoted by:
- Yellow painted markings
- Red mandatory signs, including the inscription CAT I and the designation of the rwy ahead.
- Yellow flashing rwy guard lights (on twys E1, E2 and rwy 16/34)
- Location sign indicating the twy designation

Yellow flashing rwy guard lights on rwy 16/34 apply to taxiing acft only. The full length of the rwy is available for acft landing on or taking off from rwy 16.

For low visibility conditions, a CAT II/III rwy-holding position is established on twy E1. This holding position is denoted by:
- Yellow painted markings
- Red mandatory signs with the inscription 28 CAT II/III
- Red controllable stopbar lights
- Yellow flashing rwy guard lights
- Location sign indicating E1

Rwy-holding positions cannot be passed without permission from ATC.

Red fixed stopbar lights are installed on twy E2 and on rwy 16/34 for use in low visibility conditions.

Stopbar lights on twy E2 are illuminated at all times when rwy 10 is active.

Aircrew are advised that should they become unsure of their position while taxiing, they should contact ATC immediately and request assistance.

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EIDW/DUB
DUBLIN INTL

JEPPESEN

17 NOV 06 (11-1) Eff 23 Nov

DUBLIN, IRELAND
ILS or LOC Rwy 10

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

LOC IDE	Final Apch Crs	GS	DA(H)/RA	
108.9	101°	Refer to chart 11-1A (CAT I) 11-1B (CAT II)	Refer to chart 11-1A (CAT I) 11-1B (CAT II)	Apt Elev 242′ RWY 242′

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 5000′
1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 10 threshold.

2200′ 052° 336° 4100′
MSA DUB VOR

BRIEFING STRIP™

After holdings (IAF) to D12.0 IDE (IF) MAX 210 KT.
After passing D12.0 IDE (IF) MAX 180 KT.
After passing D7.1 IDE MAX 160 KT.

FOR FINAL APPROACH SEE
11-1A (ILS CAT I)
11-1B (ILS CAT II)

1032′
742′
D17.0 DUB
159°
D14.0 DUB
(IAF) DINIL D12.0 DUB
MHA 6000 ❶ MAX 220 KT
339°
EI(D)-1
GORMANSTON 334 GMN
MHA 6000 MAX 220 KT
064°
D18/23 DUB
244°
(IAF) ROKNA
273°
275°
6000
735′
MAX 3000′
DUB 2500
12 DME Arc
299°
322°
DUBLIN D 114.9 DUB
ILS DME 101° 108.9 IDE
1167′
(IF) D12.0 IDE
268°
101°
DUBLIN 316 OE
MM
270°
D7.1 IDE
For use when EI(R)-15/16 active
❶ Leave holding at 4500′
EI(P)-11
EI(P)-18
694′
COLLINSTOWN D 111.2 DAP
2500
12 DME Arc IDE
(IAF) NASRI D15.0 DUB
EI(R)-23
Baldonnel
UNDESIGNATED RESTRICTED AREA
BALDONNEL D 115.8 BAL
228°
666′
322° 25.0 6000
048°
MHA 6000 ❶ MAX FL 140 MAX 220 KT
EI(R)-15
1257′
1938′
290° 23.0 6000
D20.0 DUB
EI(R)-16
1086′
1296′
2126′
1923′
2890′
2106′
1644′
1968′
(IAF) TULSO D23.0 BAL
EI(MOA)-4
EI(MOA)-3
2356′
2379′
2786′
HOLDING FIX D28.0 BAL 110° 290° (IAF) TULSO MHA 6000 MAX 220 KT

53-50 53-40 53-30 53-20 53-10
20 15 10 5 0 5
06-40 06-30 06-20 06-10 06-00

PANS OPS 4

EIDW/DUB
DUBLIN INTL

JEPPESEN
17 NOV 06 (11-1A) Eff 23 Nov

DUBLIN, IRELAND
ILS or LOC Rwy 10

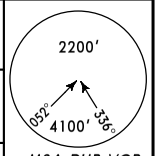
*ATIS	DUBLIN Approach		DUBLIN Tower	*Ground
124.52	121.1	119.55 119.92	118.6	121.8

BRIEFING STRIP

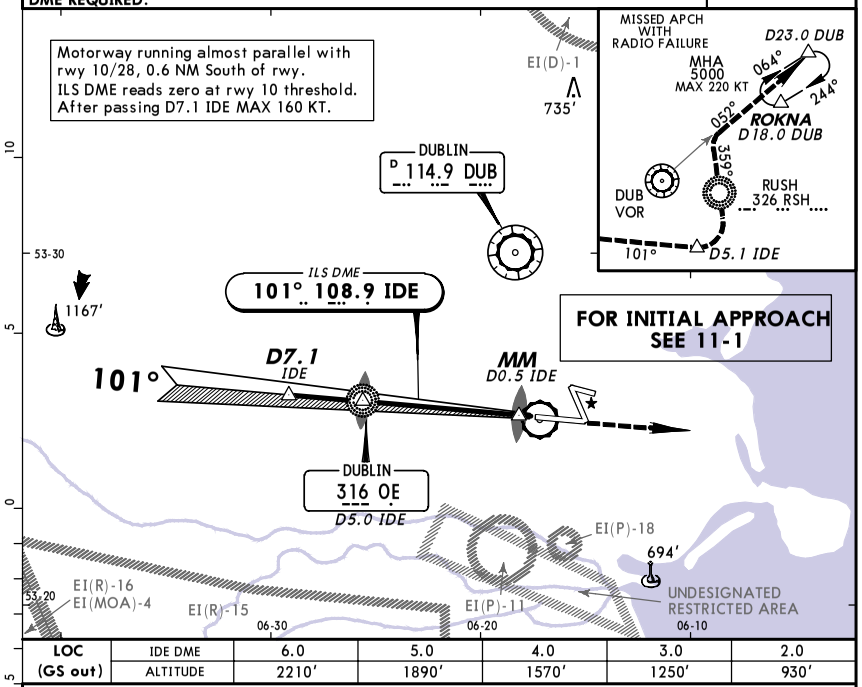
LOC IDE	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
108.9	101°	1890′ (1648′)	442′ (200′)	242′ / RWY 242′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and contact ATC.
MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D5.1 IDE, then turn LEFT to RSH NDB. After RSH NDB track 359° to intercept R-052 DUB to ROKNA holding climbing to 5000′. Avoid routing through EI(D)-1 when active.

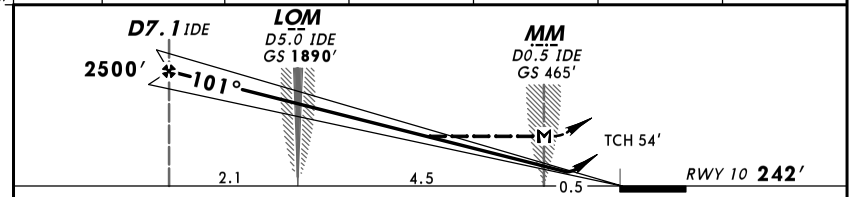
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 5000′
DME REQUIRED.



MSA DUB VOR



LOC (GS out)	IDE DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2210′	1890′	1570′	1250′	930′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at MM/D0.5 IDE						

HIALS-II PAPI PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 442′(200′) FULL	ILS DA(H) 442′(200′) ALS out	LOC (GS out) MDA(H) 660′(418′)	LOC (GS out) MDA(H) 660′(418′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	RVR 1800m
C				
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	North of rwy 10/28 MDA(H) VIS	South of rwy 10/28 MDA(H) VIS
100	770′ (528′) 1500m	770′ (528′) 1500m
135	770′ (528′) 1600m	770′ (528′) 1600m
180	870′ (628′) 2400m	870′ (628′) 2400m
205	950′ (708′) 3600m	1100′ (858′) 3600m

PANS OPS 4

CHANGES: Procedure. DME ident. Minimums.

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EIDW/DUB
DUBLIN INTL

JEPPESEN
17 NOV 06 (11-1B) Eff 23 Nov

DUBLIN, IRELAND
CAT II ILS Rwy 10

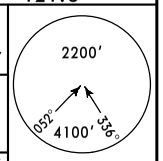
*ATIS	DUBLIN Approach		DUBLIN Tower	*Ground
124.52	121.1	119.55 119.92	118.6	121.8

BRIEFING STRIP

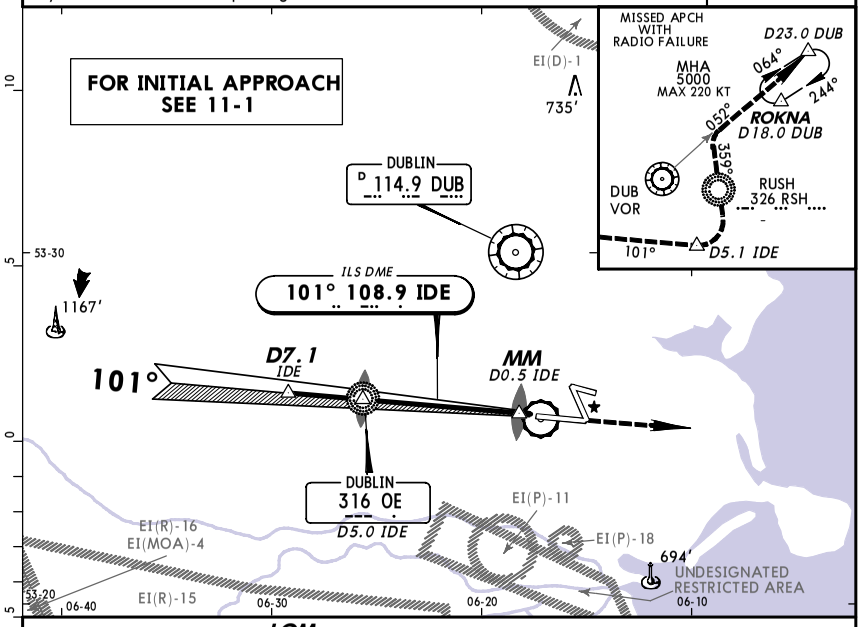
LOC IDE	Final Apch Crs	GS LOM	CAT II ILS RA / DA(H)	Apt Elev / RWY
108.9	101°	1890′ (1648′)	94′ / 342′ (100′)	242′ / RWY 242′

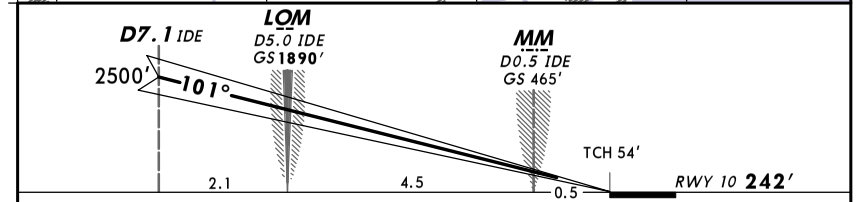
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and contact ATC.
MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D5.1 IDE, then turn LEFT to RSH NDB. After RSH NDB track 359° to intercept R-052 DUB to ROKNA holding climbing to 5000′. Avoid routing through EI(D)-1 when active.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 5000′
1. Special aircrew and acft certification required. 2. **DME REQUIRED.** Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy. 3. ILS DME reads zero at rwy 10 threshold. 4. After passing D7.1 IDE MAX 160 KT.



MSA DUB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 10

ABCD
RA 94′
DA(H) **342′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Missed approach. DME ident.

EIDW/DUB DUBLIN INTL

JEPPESEN 17 NOV 06 (11-2) Eff 23 Nov

DUBLIN, IRELAND ILS DME Rwy 16

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

LOC IAC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
111.5	162°	Refer to chart 11-2A	Refer to chart 11-2A	242′ / 217′

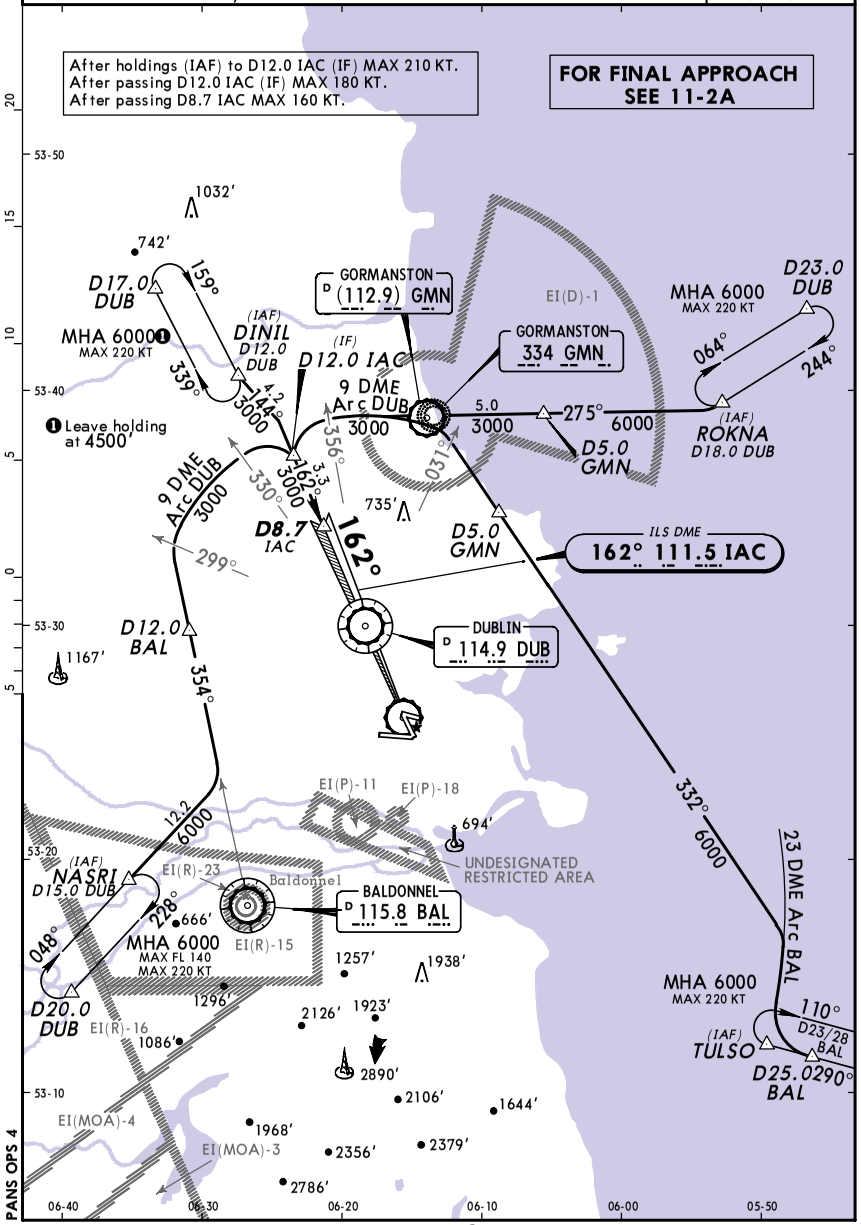
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000′
ILS DME reads zero at rwy 16 threshold.

2200′ 052° 4100′ 336° MSA DUB VOR

BRIEFING STRIP™

After holdings (IAF) to D12.0 IAC (IF) MAX 210 KT.
After passing D12.0 IAC (IF) MAX 180 KT.
After passing D8.7 IAC MAX 160 KT.

FOR FINAL APPROACH SEE 11-2A



CHANGES: Bearings.

PANS OPS 4

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EIDW/DUB DUBLIN INTL

JEPPESEN 29 SEP 06 (11-2A)

DUBLIN, IRELAND ILS DME Rwy 16

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

LOC IAC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
111.5	162°	DUB VOR 1580′ (1363′)	Refer to Minimums	242′ / 217′

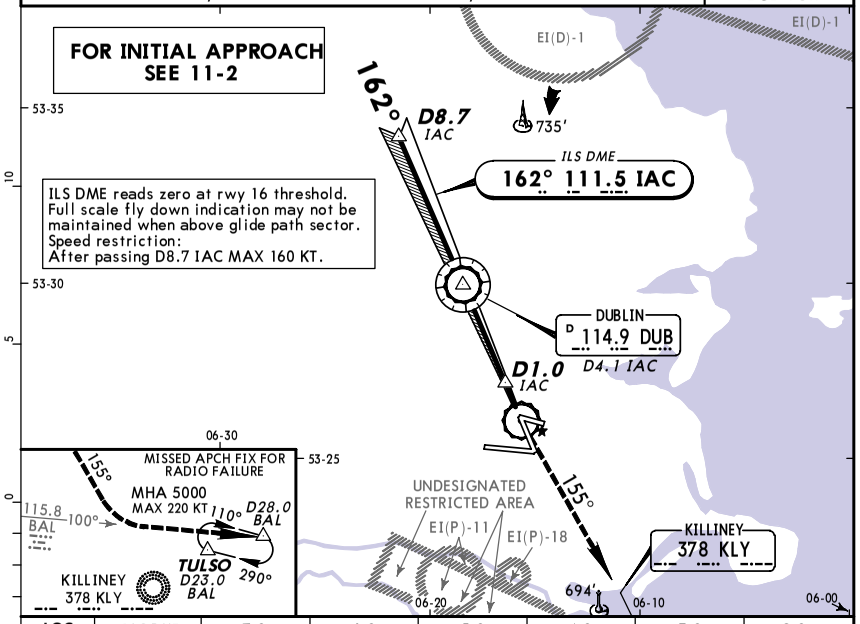
MISSED APCH: Climb on track 155° towards KLY NDB to 3000′and contact ATC.
MISSED APPROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD towards KLY NDB to intercept R-100 BAL to TULSO holding climbing to 5000′.

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

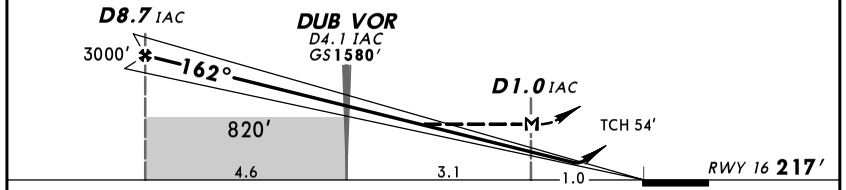
2200′ 052° 4100′ 336° MSA DUB VOR

BRIEFING STRIP™

FOR INITIAL APPROACH SEE 11-2



LOC (GS out)	IAC DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2500′	2180′	1870′	1550′	1230′	910′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at D1.0 IAC						

HIALS PAPI PAPI 3000′ on 156° KLY 378

JAR-OPS STRAIGHT-IN LANDING RWY 16

ILS DA(H) ABC: 417′(200′) D: 422′(205′)

LOC (GS out) MDA(H) 600′(383′)

	FULL	ALS out	LOC (GS out)	ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	RVR 1800m
C				
D	RVR 600m		RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	North of rwy 10/28 MDA(H)	VIS	South of rwy 10/28 MDA(H)	VIS
100	770′(528′)	1500m	770′(528′)	1500m
135	770′(528′)	1600m	770′(528′)	1600m
180	870′(628′)	2400m	870′(628′)	2400m
205	950′(708′)	3600m	1100′(858′)	3600m

PANS OPS 4

CHANGES: None.

EIDW/DUB
DUBLIN INTL

JEPPESEN
29 SEP 06 (11-3)

DUBLIN, IRELAND
ILS Rwy 28

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

LOC IDW	Final Apch Crs	GS Refer to	DA(H)/RA Refer to	Apt Elev / RWY
111.35	281°	11-3A (CAT I) 11-3B (CAT II)	11-3A (CAT I) 11-3B (CAT II)	242′ / 202′

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. ILS DME reads zero at rwy 28 threshold.

2200′ 4100′ 052° 336°
MSA DUB VOR

BRIEFING STRIP

Speed restriction:
After holdings (IAF) to D12.0 IDW (IF) MAX 210 KT.
After passing D12.0 IDW (IF) MAX 180 KT.
After passing D7.2 IDW MAX 160 KT.

FOR FINAL APPROACH SEE 11-3A (ILS CAT I) 11-3B (ILS CAT II)

Leave holding at 4500′

1032′
742′
MHA 6000 MAX 220 KT
159°
D14.0 DUB
D17.0 DUB
339°
(IAF) DINIL D12.0 DUB
10.4
106° 6000
GORMANSTON 334 GMN
EI(D)-1
3000 106° to 16 DME Arc DUB
MHA 6000 MAX 220 KT
D23.0 DUB
064°
244°
(IAF) ROKNA D18.0 DUB
735′
At or below 3000′
2500
085°
16 DME Arc DUB 2500
DUBLIN D 114.9 DUB
ILS DME 281° 111.35 IDW
110°
D7.2 IDW
4.8
281°
2500 (IF) D12.0 IDW
281°
MM
EI(P)-11
EI(P)-18
694′
DUBLIN 397 OP
086°
21 DME Arc BAL 2500
(IAF) NASRI D15.0 DUB
131° 6000
5.8
Baldonnel
EI(R)-23
UNDESIGNATED RESTRICTED AREA
D15.0 DUB
228°
666′
13.0
6000
100°
MHA 6000 MAX FL 140 MAX 220 KT
EI(R)-15
1938′
D13.0 BAL
MHA 6000 MAX 220 KT
110°
D28.0 BAL
BALDONNEL D 115.8 BAL
1296′
2126′
1923′
1086′
EI(R)-16
2890′
2106′
1644′
MILITARY OPERATING AREA 3 & 4
1968′
2379′
2356′
2786′
290°
(IAF) TULSO D23.0 BAL

53-50 53-40 53-30 53-20 53-10
06-30 06-20 06-10 06-00 05-50 05-40

PANS OPS 4

CHANGES: ILS DME ident.

EIDW/DUB
DUBLIN INTL

JEPPESEN
17 NOV 06 (11-3A) Eff 23 Nov

DUBLIN, IRELAND
ILS Rwy 28

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

LOC IDW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
111.35	281°	1545′ (1343′)	402′ (200′)	242′ / 202′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and contact ATC.
MISSED APPROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D6.1 IDW, then turn RIGHT to GAR NDB. After GAR NDB track 359° to intercept R-322 DUB to DINIL holding climbing to 5000′.

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

2200′ 4100′ 052° 336°
MSA DUB VOR

BRIEFING STRIP

DME REQUIRED.
Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy.
ILS DME reads zero at rwy 28 threshold.
After passing D7.2 IDW MAX 160 KT.

D17.0 DUB
159°
MHA 5000 MAX 220 KT
DINIL D12.0 DUB
339°
322°
359°
GARRISTOWN 407 GAR
DUB VOR
MISSED APCH WITH RADIO FAILURE
281°
D6.1 IDW

DUBLIN D 114.9 DUB

FOR INITIAL APPROACH SEE 11-3

DUBLIN 397 OP
D4.0 IDW
MM D0.5 IDW
D7.2 IDW
281°
EI(P)-11
EI(P)-18
694′
ILS DME 281° 111.35 IDW
53-20
EI(R)-15
EI(R)-23
Baldonnel
EI(R)-15
UNDESIGNATED RESTRICTED AREA

06-20 06-10 06-00 05-50

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

LOM D4.0 IDW GS 1545′
MM D0.5 IDW GS 425′
D7.2 IDW
281°
2500′
TCH 53′
RWY 28 202′
LOC 1500′
0.5 3.5 3.2

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at MM/D0.5 IDW						

HIALS-II PAPI PAPI
3000′

JAR-OPS STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 402′ (200′) FULL	ILS DA(H) 402′ (200′) ALS out	LOC (GS out) MDA(H) 550′ (348′)	LOC (GS out) MDA(H) 550′ (348′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C			RVR 1000m	RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	North of rwy 10/28 MDA(H) VIS	South of rwy 10/28 MDA(H) VIS
100	770′ (528′) 1500m	770′ (528′) 1500m
135	770′ (528′) 1600m	770′ (528′) 1600m
180	870′ (628′) 2400m	870′ (628′) 2400m
205	950′ (708′) 3600m	1100′ (858′) 3600m

PANS OPS 4

CHANGES: Missed approach.

EIDW/DUB
DUBLIN INTL

JEPPESEN
17 NOV 06 (11-3B)
Eff 23 Nov

DUBLIN, IRELAND
CAT II ILS Rwy 28

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

LOC IDW	Final Apch Crs	GS LOM	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev / RWY
111.35	281°	1545′ (1343′)		242′ / 202′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and contact ATC.
MISSED APPROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D6.1 IDW, then turn RIGHT to GAR NDB. After GAR NDB track 359° to intercept R-322 DUB to DINIL holding climbing to 5000′.

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

MSA DUB VOR: 2200′ (052°–336°) 4100′

BRIEFING STRIP™

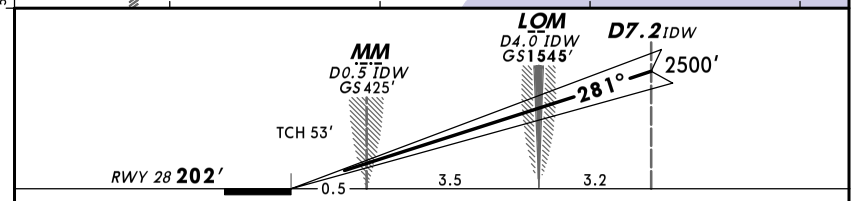
FOR INITIAL APPROACH SEE 11-3

DUBLIN D 114.9 DUB
DUBLIN 397 OP
D4.0 IDW
MM D0.5 IDW
D7.2 IDW
281°
ILS DME 281° 111.35 IDW
694′
EI(P)-11
EI(P)-18
EI(R)-15
EI(R)-23
Baldonnel
EI(R)-15
UNDESIGNATED RESTRICTED AREA

D17.0 DUB 159° 339°
MHA 5000 MAX 220 KT
DINIL D12.0 DUB 322°
GARRISTOWN 407 GAR 359°
DUB VOR
MISSED APCH WITH RADIO FAILURE 281° D6.1 IDW

DME REQUIRED.
Special aircrew & acft certification required.
Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy.
ILS DME reads zero at rwy 28 threshold.
After passing D7.1 IDW MAX 160 KT.

53-30 | 53-20 | 06-20 | 06-10 | 06-00 | 05-50



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI PAPI 3000′

JAR-OPS

STRAIGHT-IN LANDING RWY 28
CAT II ILS

ABC	D
RA 106′	RA 114′
DA(H) 302′ (100′)	DA(H) 309′ (107′)

RVR 300m 1

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

PANS OPS 4

CHANGES: Missed approach.

EIDW/DUB
DUBLIN INTL

JEPPESEN
17 NOV 06 (13-1)
Eff 23 Nov

DUBLIN, IRELAND
VOR Rwy 10

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

VOR DAP	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
111.2	100°	Refer to chart 13-1A	Refer to chart 13-1A	242′ / 242′

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

MSA DUB VOR: 2200′ (052°–336°) 4100′

BRIEFING STRIP™

After holdings (IAF) to D11.6 DAP (IF) MAX 210 KT.
After passing D11.6 DAP (IF) MAX 180 KT.
After passing D6.7 DAP MAX 160 KT.

FOR FINAL APPROACH SEE 13-1A

1032′
742′
D17.0 DUB 159°
D14.0 DUB
MHA 6000 1 MAX 220 KT
339°
(IAF) DINIL D12.0 DUB
273°
275°
6000
GORMANSTON 334 GMN
MHA 6000 MAX 220 KT
064°
D18/23 DUB
244°
(IAF) ROKNA
735′
EI(D)-1
MAX 3000′
DUB 2500
12 DME Arc
299°
322°
DUBLIN D 114.9 DUB
ILS DME 108.9 IDE
COLLINSTOWN D 111.2 DAP
1167′
(IF) D11.6 DAP
268°
100°
270°
D6.7 DAP
DUBLIN 316 OE
UNDESIGNATED RESTRICTED AREA
EI(P)-18
694′
EI(P)-11
EI(R)-23 Baldonnel
BALDONNEL D 115.8 BAL
(IAF) NASRI D15.0 DUB
228°
048°
666′
MHA 6000 1 MAX FL 140 MAX 220 KT
EI(R)-15
1257′
1938′
290° 23.0 6000
D20.0 DUB
1296′
2126′
1923′
EI(R)-16
1086′
2890′
2106′
1644′
1968′
EI(MOA)-4
EI(MOA)-3
2356′
2379′
2786′
(IAF) TULSO D23.0 BAL
HOLDING FIX D28.0 BAL 110°
(IAF) TULSO 290°
MHA 6000 MAX 220 KT
For use when EI(R)-15/16 active
1 Leave holding at 4500′

53-50 | 53-40 | 53-30 | 53-20 | 53-10 | 06-40 | 06-30 | 06-20 | 06-10 | 06-00

PANS OPS 4

CHANGES: DME ident.

EIDW/DUB
DUBLIN INTL

JEPPESEN
17 NOV 06 (13-1A) Eff 23 Nov

DUBLIN, IRELAND
VOR Rwy 10

*ATIS	DUBLIN Approach		DUBLIN Tower	*Ground
124.52	121.1	119.55 119.92	118.6	121.8

VOR DAP	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / RWY
111.2	100°	D6.7 DAP 2500′ (2298′)	660′ (418′)	242′ / RWY 242′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and contact ATC.
MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D5.1 IDE, then turn LEFT to RSH NDB. After RSH NDB track 359° to intercept R-052 DUB to ROKNA holding climbing to 5000′. Avoid routing through EI(D)-1 when active.

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

MSA DUB VOR: 2200′, 052°, 336°, 4100′

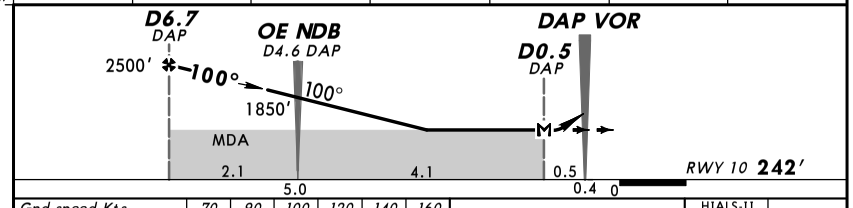
DME REQUIRED.
Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy.
After passing D6.7 DAP MAX 160 KT.

FOR INITIAL APPROACH SEE 13-1

MISSED APCH WITH RADIO FAILURE
MHA 5000 MAX 220 KT
D23.0 DUB
064° / 244° / 052° / 359° / 101°
ROKNA D18.0 DUB
DUB VOR
RUSH 326 RSH
D5.1 IDE

DUBLIN D 114.9 DUB
COLLINSTOWN D 111.2 DAP
ILS DME 108.9 IDE
100° / D6.7 DAP
DUBLIN 316 OE D4.6 DAP
D0.5 DAP
UNDESIGNATED RESTRICTED AREA
EI(D)-1 735′
EI(P)-18 694′
EI(R)-16 EI(MOA)-4 EI(R)-15 EI(P)-11
1167′
53-30 53-20 06-30 06-20 06-10

DAP DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2340′	2020′	1710′	1390′	1070′	750′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D0.5 DAP						

HIALS-II PAPI PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 10

MDA(H) 660′ (418′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	RVR 1500m
C	RVR 1000m	RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	North of rwy 10/28 MDA(H) / VIS	South of rwy 10/28 MDA(H) / VIS
100	770′ (528′) 1500m	770′ (528′) 1500m
135	770′ (528′) 1600m	770′ (528′) 1600m
180	870′ (628′) 2400m	870′ (628′) 2400m
205	950′ (708′) 3600m	1100′ (858′) 3600m

PANS OPS 4

CHANGES: Missed approach. DME ident.

EIDW/DUB
DUBLIN INTL

JEPPESEN
31 MAR 06 (13-2) Eff 13 Apr

DUBLIN, IRELAND
VOR DME Rwy 16

*ATIS	DUBLIN Approach		DUBLIN Tower	*Ground
124.52	121.1	119.55 119.92	118.6	121.8

VOR DUB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
114.9	162°	Refer to 13-2A	Refer to 13-2A	242′ / RWY 217′

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

MSA DUB VOR: 2200′, 052°, 336°, 4100′

Speed restriction:
After holdings (IAF) to D8.0 DUB (IF) MAX 210 KT.
After passing D8.0 DUB (IF) MAX 180 KT.
After passing D4.6 DUB MAX 160 KT.

FOR FINAL APPROACH SEE 13-2A

1032′ 742′
D17.0 DUB 159°
MHA 6000 MAX 220 KT
339°
(IAF) DINIL D12.0 DUB
(IF) D8.0 DUB
9 DME Arc DUB 3000
142° 3000
GORMANSTON D (112.9) GMN
GORMANSTON 334 GMN
MHA 6000 MAX 220 KT
D23.0 DUB
064° / 244°
5.0 3000
275° 7.3 6000
(IAF) ROKNA D18.0 DUB
D5.0 GMN
Leave holding at 4500′
356° 031°
330° 163° 3.4 3000
D4.6 DUB
299°
735′
D5.0 GMN
D12.0 BAL
354°
1167′
DUBLIN D 114.9 DUB
UNDESIGNATED RESTRICTED AREA
EI(P)-18 694′
EI(P)-11
12.2 6000
(IAF) NASRI D15.0 DUB
EI(R)-23
Baldonnel
BALDONNEL D 115.8 BAL
228° 666′
048°
MHA 6000 MAX FL 140 MAX 220 KT
EI(R)-15
1257′ 1938′
D20.0 DUB
EI(R)-16 1296′
2126′ 1923′
1086′
EI(R)-16
2890′
EI(MOA)-4
2106′ 1644′
1968′
2356′ 2379′
EI(MOA)-3
2786′
332° 6000
23 DME Arc BAL
MHA 6000 MAX 220 KT
110°
(IAF) TULSO D23/28 BAL
D25.0 BAL
53-50 53-40 53-30 53-20 53-10
06-40 06-30 06-20 06-10 06-00 05-50

PANS OPS 4

CHANGES: Chart reindexed.

EIDW/DUB DUBLIN INTL

JEPPESEN 31 MAR 06 (13-2A) Eff 13 Apr

DUBLIN, IRELAND VOR DME Rwy 16

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

VOR DUB	Final Apch Crs	Procedure Alt DUB VOR	MDA(H)	Apt Elev / RWY
114.9	162°	1580′ (1363′)	600′ (383′)	242′ / 217′

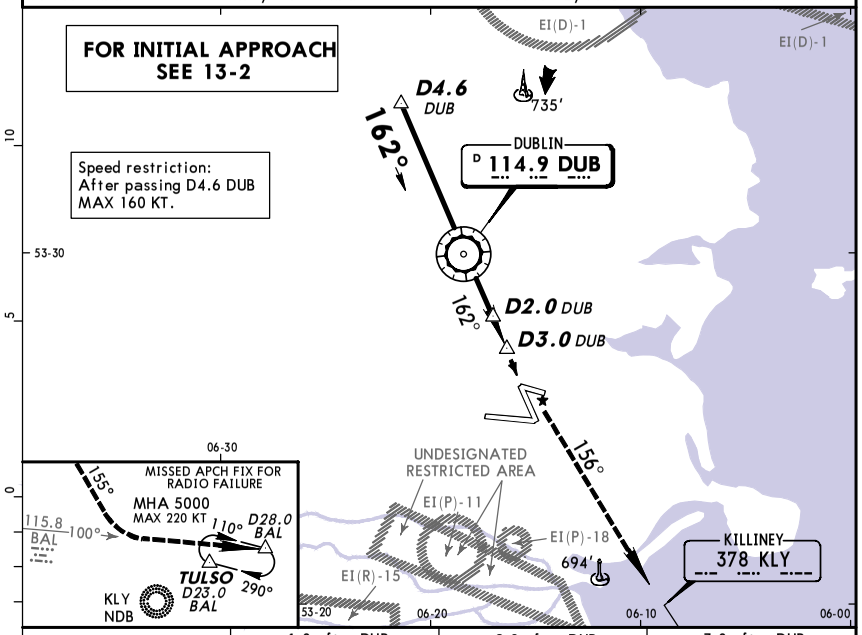
MISSED APCH: Climb STRAIGHT AHEAD towards KLY NDB to 3000′ and contact ATC.
MISSED APPROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD towards KLY NDB to intercept R-100 BAL to TULSO holding climbing to 5000′.

MSA DUB VOR: 2200′ (052°–336°) 4100′

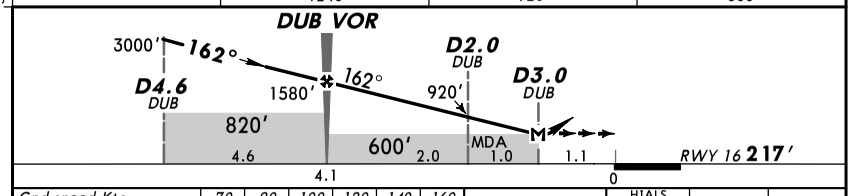
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 5000′

FOR INITIAL APPROACH SEE 13-2

Speed restriction: After passing D4.6 DUB MAX 160 KT.



DUB DME	1.0 after DUB	2.0 after DUB	3.0 after DUB
ALTITUDE	1240′	920′	600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D3.0 after DUB						

HIALS PAPI PAPI | 3000′ | KLY 378

JAR-OPS STRAIGHT-IN LANDING RWY 16

MDA(H) 600′ (383′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

	North of rwy 10/28		South of rwy 10/28	
Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	770′ (528′)	1500m	770′ (528′)	1500m
135	770′ (528′)	1600m	770′ (528′)	1600m
180	870′ (628′)	2400m	870′ (628′)	2400m
205	950′ (708′)	3600m	1100′ (858′)	3600m

PANS OPS 4

CHANGES: Chart reindexed.

EIDW/DUB DUBLIN INTL

JEPPESEN 17 NOV 06 (13-3) Eff 23 Nov

DUBLIN, IRELAND VOR Rwy 28

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

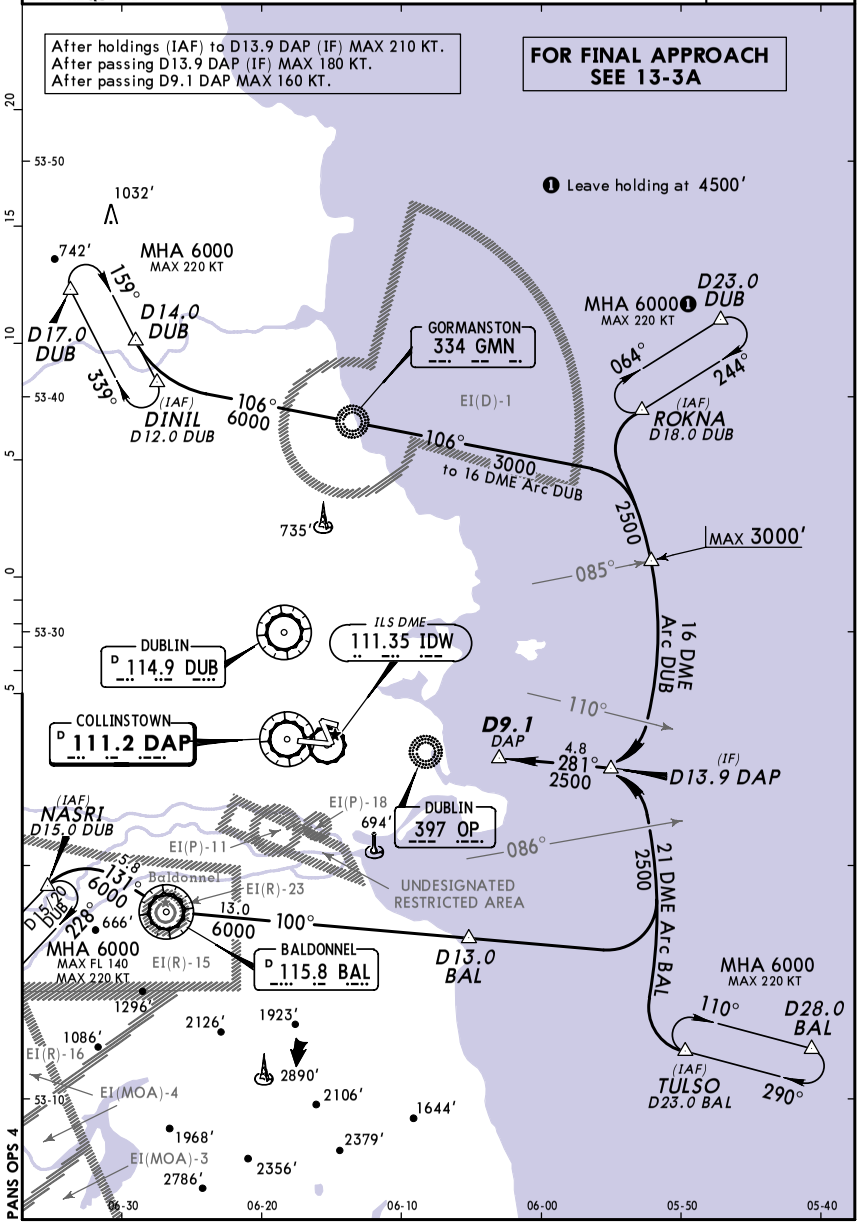
VOR DAP	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / RWY
111.2	281°	Refer to chart 13-3A	Refer to chart 13-3A	242′ / 202′

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

MSA DUB VOR: 2200′ (052°–336°) 4100′

After holdings (IAF) to D13.9 DAP (IF) MAX 210 KT.
After passing D13.9 DAP (IF) MAX 180 KT.
After passing D9.1 DAP MAX 160 KT.

FOR FINAL APPROACH SEE 13-3A



PANS OPS 4

CHANGES: None.

EIDW/DUB DUBLIN INTL

JEPPESEN 17 NOV 06 (13-3A) Eff 23 Nov

DUBLIN, IRELAND VOR Rwy 28

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

VOR DAP	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / RWY
111.2	281°	D9.1 DAP 2500′ (2298′)	630′ (428′)	242′ / RWY 202′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and contact ATC.
MISSED APPROACH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to D6.1 IDW, then turn RIGHT to GAR NDB. After GAR NDB track 359° to intercept R-322 DUB to DINIL holding climbing to 5000′.

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

2200′ 052° 336° 4100′ MSA DUB VOR

DME REQUIRED.
Motorway running almost parallel with rwy 10/28, 0.6 NM South of rwy.
After passing D9.1 DAP MAX 160 KT.

MHA 5000 MAX 220 KT
D17.0 DUB 159° 339° 322° DINIL D12.0 DUB
GARRISTOWN 407 GAR 359° DUB VOR 281°
MISSED APCH WITH RADIO FAILURE D6.1 IDW

DUBLIN D 114.9 DUB
COLLINSTOWN D 111.2 DAP
ILS DME 111.35 IDW
DUBLIN 397 OP D5.9 DAP
281° D2.4 DAP [MD28] 281° D9.1 DAP [FD28]
EI(P)-11 EI(P)-18 694′
EI(R)-15 EI(R)-23 Baldonnel EI(R)-15
UNDESIGNATED RESTRICTED AREA

FOR INITIAL APPROACH SEE 13-3

53-30 53-20 06-20 06-10 06-00 05-50

DAP DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	940′	1250′	1570′	1890′	2210′

DAP VOR D2.4 DAP [MD28] OP NDB D5.9 DAP D9.1 DAP [FD28] 2500′
[TCH 53′] RWY 28 202′ [3.00°] 281° 281° 1500′ 800′
MDA 0.5 3.5 3.2 0 4.0

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D2.4 DAP						

HIALS-II PAPI PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 28

MDA(H) 630′ (428′)

	ALS out	
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	North of rwy 10/28 MDA(H) VIS	South of rwy 10/28 MDA(H) VIS
100	770′ (528′) 1500m	770′ (528′) 1500m
135	770′ (528′) 1600m	770′ (528′) 1600m
180	870′ (628′) 2400m	870′ (628′) 2400m
205	950′ (708′) 3600m	1100′ (858′) 3600m

PANS OPS 4

CHANGES: Missed approach.

EIDW/DUB DUBLIN INTL

JEPPESEN 17 NOV 06 (13-4) Eff 23 Nov

DUBLIN, IRELAND VOR DME Rwy 34

*ATIS	DUBLIN Approach	DUBLIN Tower	*Ground
124.52	121.1 119.55 119.92	118.6	121.8

VOR DUB	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / RWY
114.9	342°	D10.0 DUB 1800′ (1598′)	720′ (518′)	242′ / RWY 202′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and contact ATC.
MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD and intercept R-052 DUB to ROKNA holding climbing to 5000′. Avoid routing through EI(D)-1 when active.

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

2200′ 052° 336° 4100′ MSA DUB VOR

MHA 5000 MAX 220 KT D23.0 DUB 064° 244° DUB VOR ROKNA D18.0 DUB
MISSED APCH WITH RADIO FAILURE

NOT TO SCALE
MHA 6000 MAX 220 KT D23.0 DUB 064° 244° 064° DUB VOR (IAF) ROKNA D18.0 DUB

After holdings (IAF) to D16.0 DUB (IF) MAX 210 KT.
After passing D16.0 DUB (IF) MAX 180 KT.
After passing D12.0 DUB MAX 160 KT.

Due to terrain, acft below 3500′, on apch procedure or being vectored from the East, turn right on crossing R-156 DUB to join final.

735′ 542° DUBLIN D 114.9 DUB D5.2 DUB 118° 16 DME Arc DUB 6000
EI(D)-1 EI(P)-11 EI(P)-18 BALDONNEL D 115.8 BAL 694′ D10.0 DUB D12.0 DUB 2400
EI(R)-23 EI(MOA)-4 666′ EI(R)-15 Baldonnel UNDESIGNATED RESTRICTED AREA 342° (IF) D16.0 DUB D17.5 DUB 1257′ 1938′ 1296′ 2.5
EI(R)-16 1086′ 2126′ 1923′ 06-30 06-20 2890′ (IF) D20.0 DUB 342° 156° 110° 22 DME Arc DUB MHA 6000 MAX 220 KT 110° D28.0 BAL 4100 (IAF) TULSO D23.0 BAL 05-50 290°

53-40 53-30 53-20

DUB DME	7.0	8.0	9.0	10.0
ALTITUDE	830′	1160′	1480′	1800′

DUB VOR D5.2 DUB D10.0 DUB D12.0 DUB 5.0% (304′/NM) D17.5 DUB 342° 4100′
RWY 34 202′ 1800′ 1200′ 2400′ 2110′
4.8 2.0 5.5

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D5.2 DUB						

HIALS PAPI REIL PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 34

MDA(H) 720′ (518′)

	ALS out	
A	RVR 1400m	RVR 1500m
B	RVR 1500m	
C	RVR 1600m	RVR 2000m
D	RVR 1800m	

CIRCLE-TO-LAND

Max Kts	North of rwy 10/28 MDA(H) VIS	South of rwy 10/28 MDA(H) VIS
100	770′ (528′) 1500m	770′ (528′) 1500m
135	770′ (528′) 1600m	770′ (528′) 1600m
180	870′ (628′) 2400m	870′ (628′) 2400m
205	950′ (708′) 3600m	1100′ (858′) 3600m

PANS OPS 4

CHANGES: Missed approach.