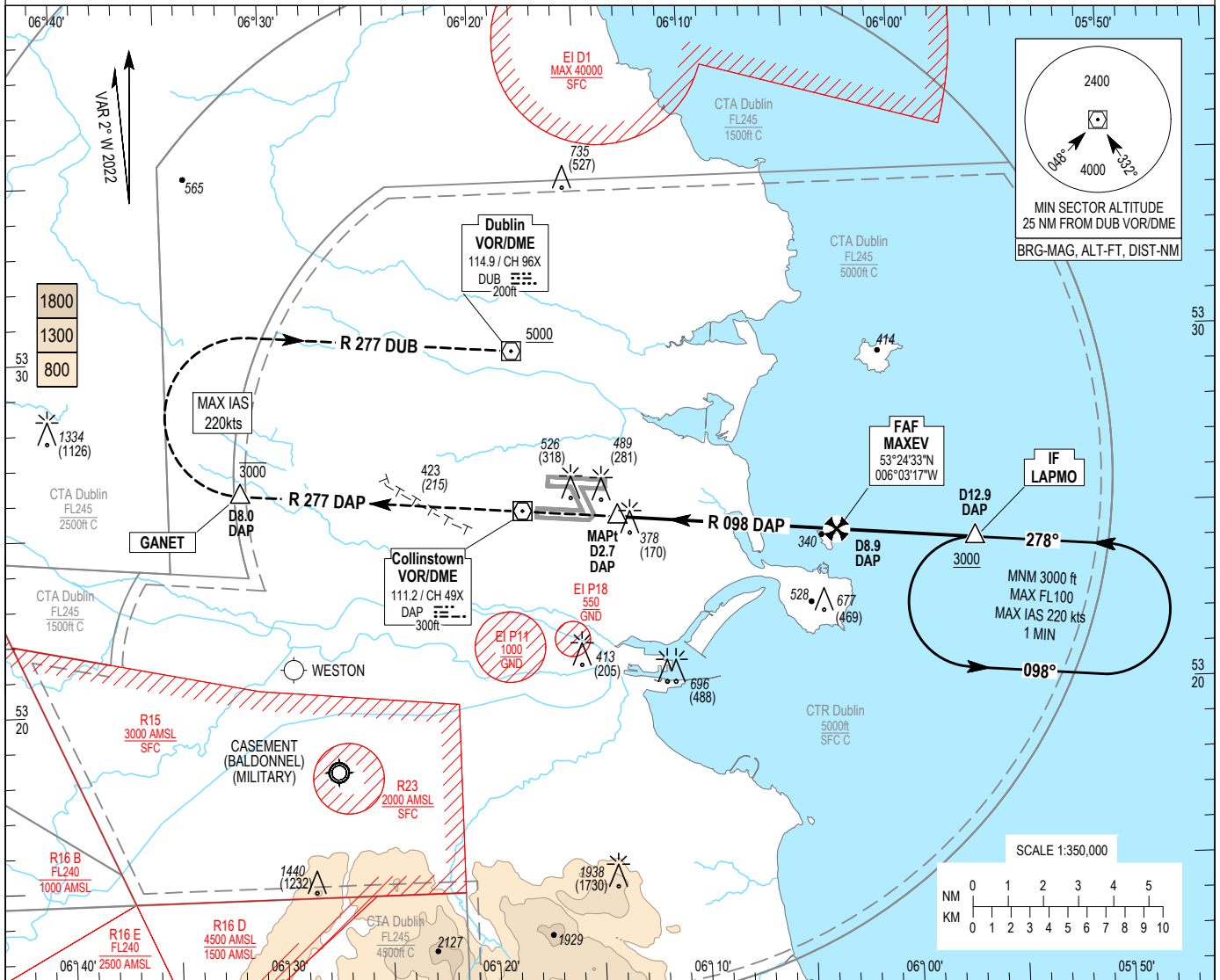


INSTRUMENT
APPROACH
CHART- ICAO

AERODROME ELEV 242 ft
HEIGHTS RELATED TO
TEMPORARY DISPLACED
THR RWY 28L - ELEV 208 ft

ATIS ARR 124.530
APP 121.100
FINALS 119.930
TWR STH 118.600
GND STH 121.800

DUBLIN/DUBLIN
VOR T RWY 28L
(ACFT A, B, C, D)

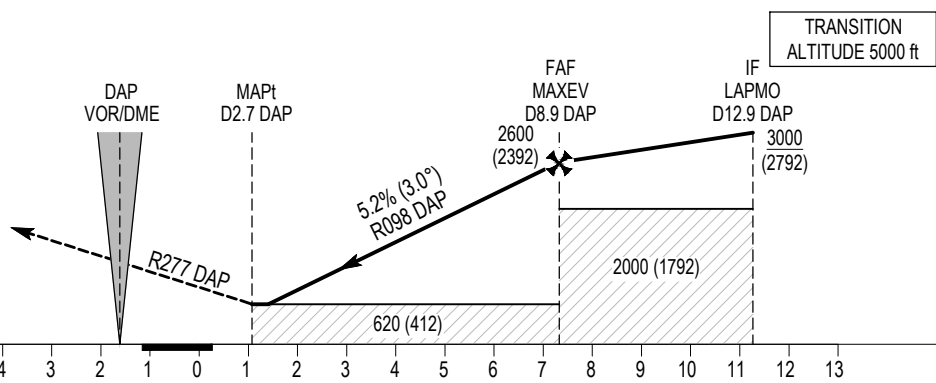


MISSED APPROACH:
Climb straight ahead on RDL277 DAP DVOR not above 3000ft. At D8.0 DAP DVOR (GANET) turn right (MAX IAS 220kts) join RDL277 DUB DVOR climbing to 5000ft and resume en-route flight or as instructed by ATC.

DAP DME READS D1.6 AT TEMPORARY DISPLACED THRESHOLD RWY 28L

ELEV 208 ft (TEMPORARY DISPLACED THR RWY 28L)

NM FROM DISPLACED THR RWY 28L



OCA (H)	A B C D				NOTE: 1. DME required. 2. Timing not authorised for determining MAPt. 3. Motorway running almost parallel with RWY 10R/28L, 0.6NM to South of RWY.				
	620 (412)								
Straight-in Approach	620 (412)								
Visual Manoeuvring (Heights AAL)	830 (588)		1100 (858)						
Recommended Profile on Final Approach (3°)									
DIST DME DAP (NM)		4	5	6	7	8			
ALT / HT (ft)		1020 (812)	1340 (1132)	1660 (1452)	1980 (1772)	2300 (2092)			
Ground Speed		kts		80	100	110	120	140	160
Descent rate gradient - 5.2% (3.0°) 318 ft/NM		ft / min		410	510	560	610	710	810

CHANGE: MAG VAR, OCA(H), Recommended Profile on Final Approach, Final Approach Descent Gradient, FAF Altitude, MAPt and Final Approach Procedural Altitude

RWY 28L VOR T Approach

Descent Angle:	3.0°				
Fix	IF (LAPMO)	FAF (MAXEV)	MAPt	GANET(MATP)	DUB
Fix Coordinates	532411.0N 0055644.1W	532433.5N 0060317.3W	532509.6N 0061340.5W	532606.5N 0063133.8W	532957.8N 0061825.6W
Fix Formation Bearing °T	095.36 DAP	095.42 DAP	095.42 DAP	275.03 DAP	-
Fix Formation Distances	12.88 DAP	8.94 DAP	2.70 DAP	8.04 DAP	-

Holding Identification LAPMO

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Magnetic Track (degrees)	Maximum Indicated Airspeed (kts)	Maximum/ Minimum Holding Level / Altitude (FL/ft)	Time (min)	Direction of Turn
LAPMO	532411.0/ 0055644.1	275.75	278	220	FL100 / A3000	1	L