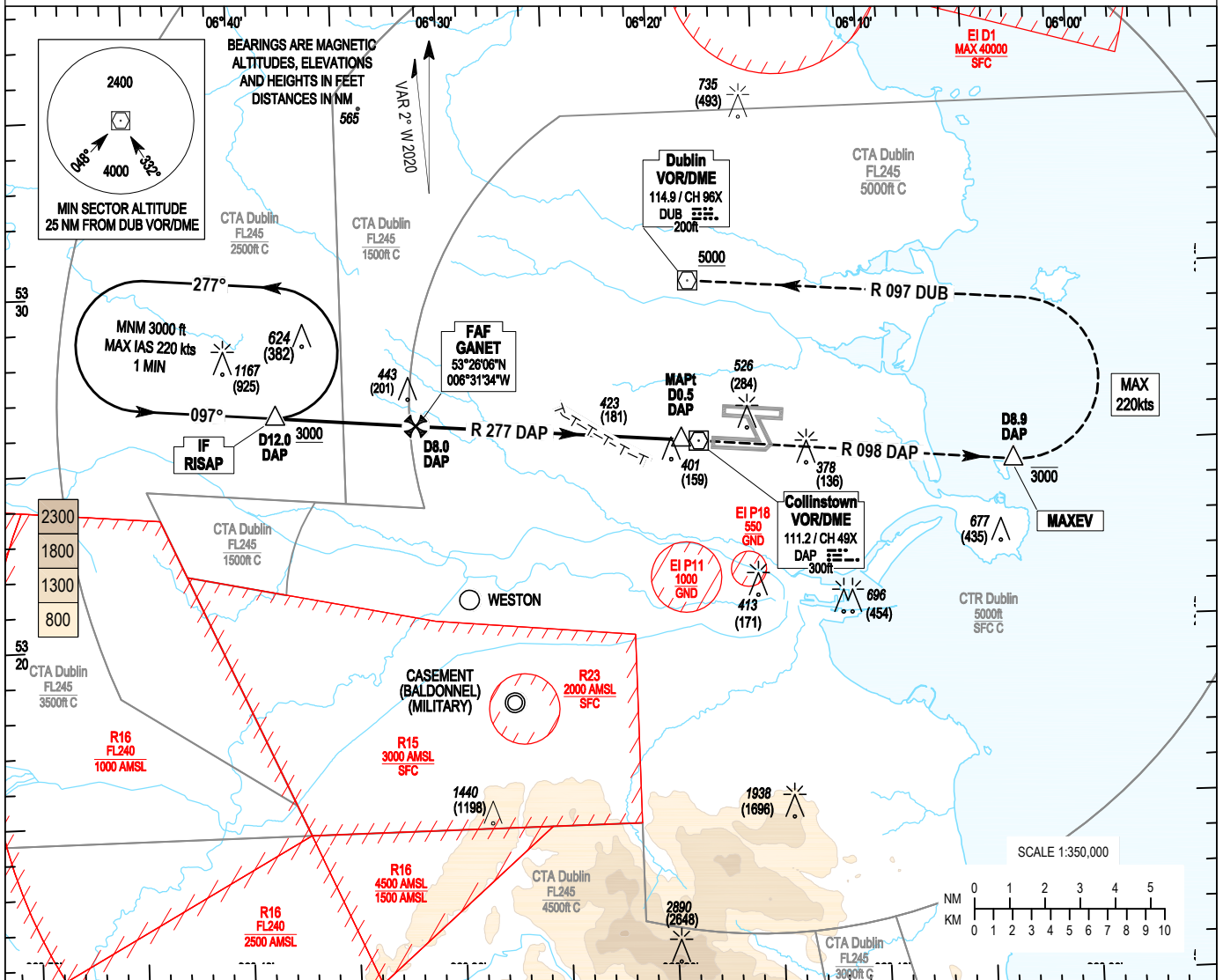


**INSTRUMENT
APPROACH
CHART - ICAO**

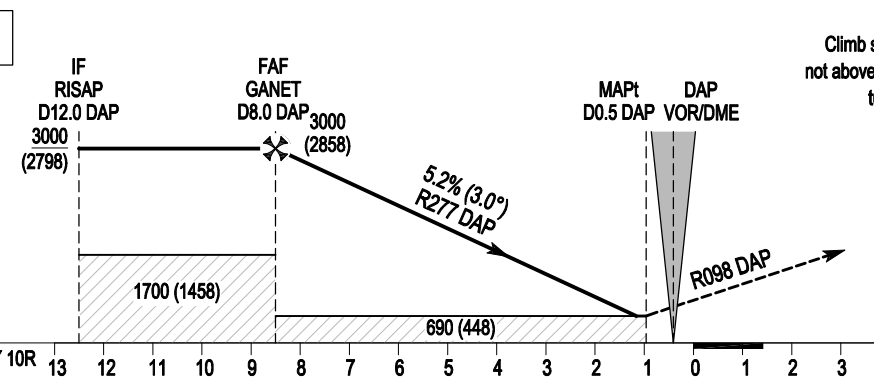
AERODROME ELEV 242 ft
HEIGHTS RELATED TO
THR RWY 10R - ELEV 242 ft

TWR	118.600
FINALS	119.555
GND	121.800
ATIS	124.530
APP	121.100

**DUBLIN/DUBLIN
VOR RWY 10R**
(ACFT CAT A, B, C, D)



**TRANSITION
ALTITUDE 5000 ft**



MISSED APPROACH:
Climb straight ahead on RDL098 DAP DVOR
not above 3000ft. At D8.9 DAP DVOR (MAXEV)
turn left (MAX IAS 220kts) join RDL097
DUB DVOR climbing to 5000ft
and resume en-route flight
or as instructed by ATC.

DAP DME READS D0.5
AT RWY 10R THR
ELEV 242 ft (THR RWY 10R)

NM FROM THR RWY 10R

OCA (H)	A	B	C	D
Straight-in Approach	690 (448)			
Visual Manoeuvring (Heights AAL)	830 (588)		1100 (858)	

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.

Recommended Profile on Final Approach									
DIST DME DAP (NM)	7	6	5	4	3	2	1		
ALT / HT (ft)	2670 (2428)	2355 (2113)	2035 (1793)	1715 (1473)	1400 (1158)	1080 (838)	760 (518)		
Ground Speed	kts		80	100	110	120	140	160	
Descent rate gradient - 5.2% (3.0°)	318 ft/NM		ft / min	430	530	580	640	740	850

CHANGE: MAG VAR, OCA/H, Frequencies, Chart Title and Chart Numbering

RWY 10R VOR Approach

Descent Angle:	3.00°					
Fix	IF (RISAP)	FAF (GANET)	MAPt	MAXEV (MATP)	DUB	RISAP
Fix Coordinates	532627.4N 0063813.2W	532606.5N 0063133.8W	532527.6N 0061860.0W	532433.5N 0060317.3W	532957.8N 0061825.6W	532627.4N 0063813.2W
Fix Formation Bearing °T	275.10 DAP	275.03 DAP	275.03 DAP	095.42 DAP	-	253.60 DUB
Fix Formation Distances	12.04 DAP	8.04 DAP	0.50 DAP	8.94 DAP	-	12.34 DUB

Holding Identification RISAP

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
RISAP	532627.4 0063813.2	094.73	097	220	FL100/A3000	1	L