

CHANGES: Existing holds 10L/N7 & 28R/N1 replaced with Stop Bars. New holds 10L/N7 CAT II/III, 10L/N7 CAT II/III, 28R/N1 CAT II/III and 28R/N1 CAT II/III. Inaccuracies Corrected: 16 PAPI Location, 28R PAPI MEHT, 10R Stopway, Note 3, RWY 28R Coordinates. Magnetic Variation updated to 1° W 2024, Annual Rate of Change -11° W. Approach lighting type added to the Runway 28R and 10L. Chevrons removed from runway 10L, 28R & 16. SLC Geomatic Solutions.

**AERODROME CHART - ICAO** 53 25 17 N  
006 16 12 W  
ELEV 243 FT

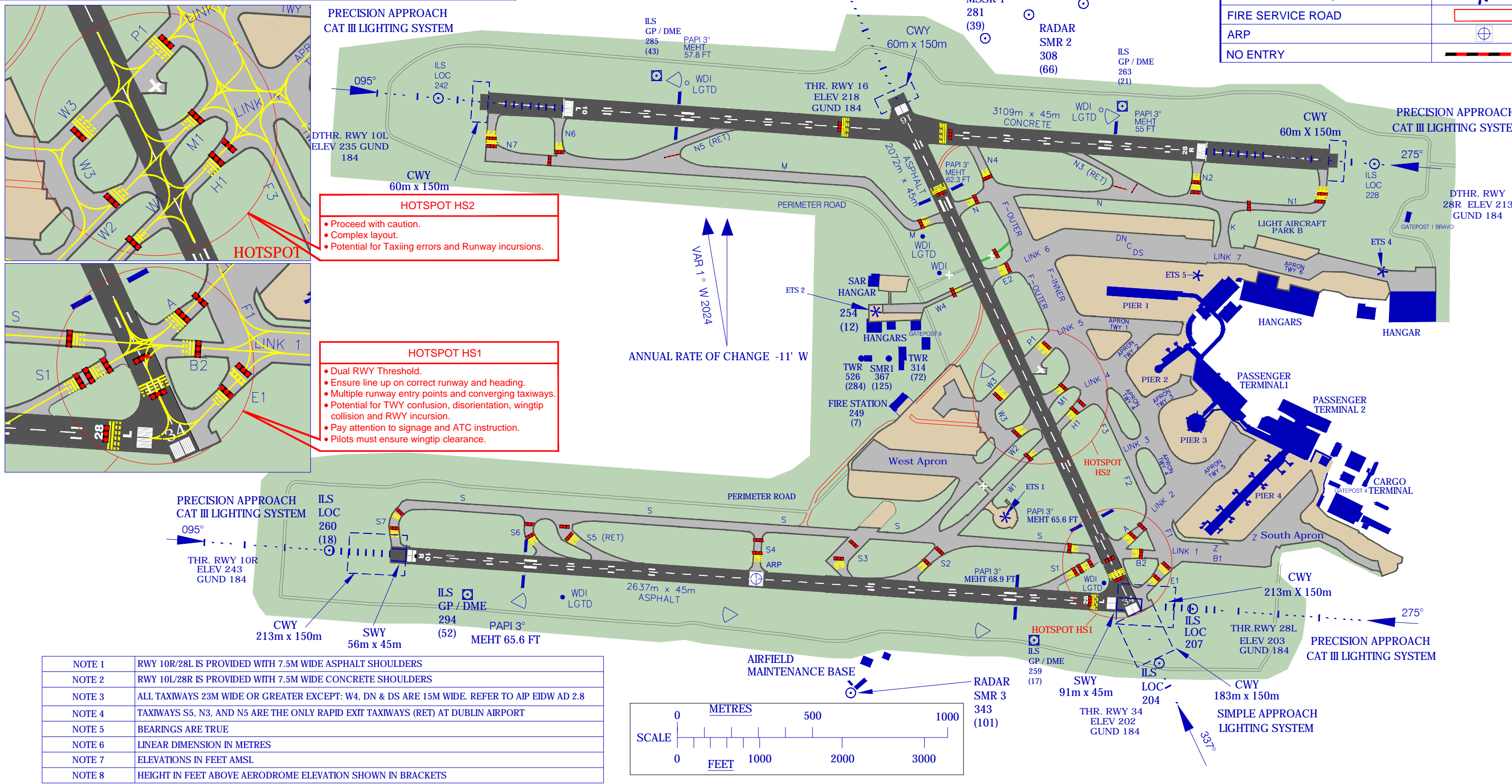
TWR 118.600MHz ATIS 124.530  
GND 121.800MHz CLEARANCE DELIVERY 122.985  
GND 125.885MHz

RWY	DIRECTION	THR		BEARING STRENGTH
10R	95°	53 25 20.75 N	006 17 24.27 W	PCN 92/R/B/W/T
28L	275°	53 25 12.94 N	006 15 02.08 W	
16	157°	53 26 13.16 N	006 15 43.12 W	
34	337°	53 25 11.66 N	006 14 58.54 W	PCN 84/R/B/W/T
10L	95°	53 26 13.79 N	006 16 50.22 W	
28R	275°	53 26 06.73 N	006 14 41.87 W	PCN 114/R/C/W/T

CONSULT NOTAM FOR LATEST INFORMATION DUBLIN AIRPORT/ IRELAND

LEGEND

RVR	
DISUSED PAVEMENT	
STOPBAR	
RUNWAY HOLDING POSITION MARKINGS	
HOT SPOT	
CLEARWAY	
STOPWAY	
ENGINE TEST SITE, ETS	
FIRE SERVICE ROAD	
ARP	
NO ENTRY	



**HOTSPOT HS2**

- Proceed with caution.
- Complex layout.
- Potential for Taxiing errors and Runway incursions.

**HOTSPOT HS1**

- Dual RWY Threshold.
- Ensure line up on correct runway and heading.
- Multiple runway entry points and converging taxiways.
- Potential for TWY confusion, disorientation, wingtip collision and RWY incursion.
- Pay attention to signage and ATC instruction.
- Pilots must ensure wingtip clearance.

NOTE 1	RWY 10R/28L IS PROVIDED WITH 7.5M WIDE ASPHALT SHOULDERS
NOTE 2	RWY 10L/28R IS PROVIDED WITH 7.5M WIDE CONCRETE SHOULDERS
NOTE 3	ALL TAXIWAYS 23M WIDE OR GREATER EXCEPT: W4, DN & DS ARE 15M WIDE. REFER TO AIP EIDW AD 2.8
NOTE 4	TAXIWAYS S5, N3, AND N5 ARE THE ONLY RAPID EXIT TAXIWAYS (RET) AT DUBLIN AIRPORT
NOTE 5	BEARINGS ARE TRUE
NOTE 6	LINEAR DIMENSION IN METRES
NOTE 7	ELEVATIONS IN FEET AMSL
NOTE 8	HEIGHT IN FEET ABOVE AERODROME ELEVATION SHOWN IN BRACKETS

