

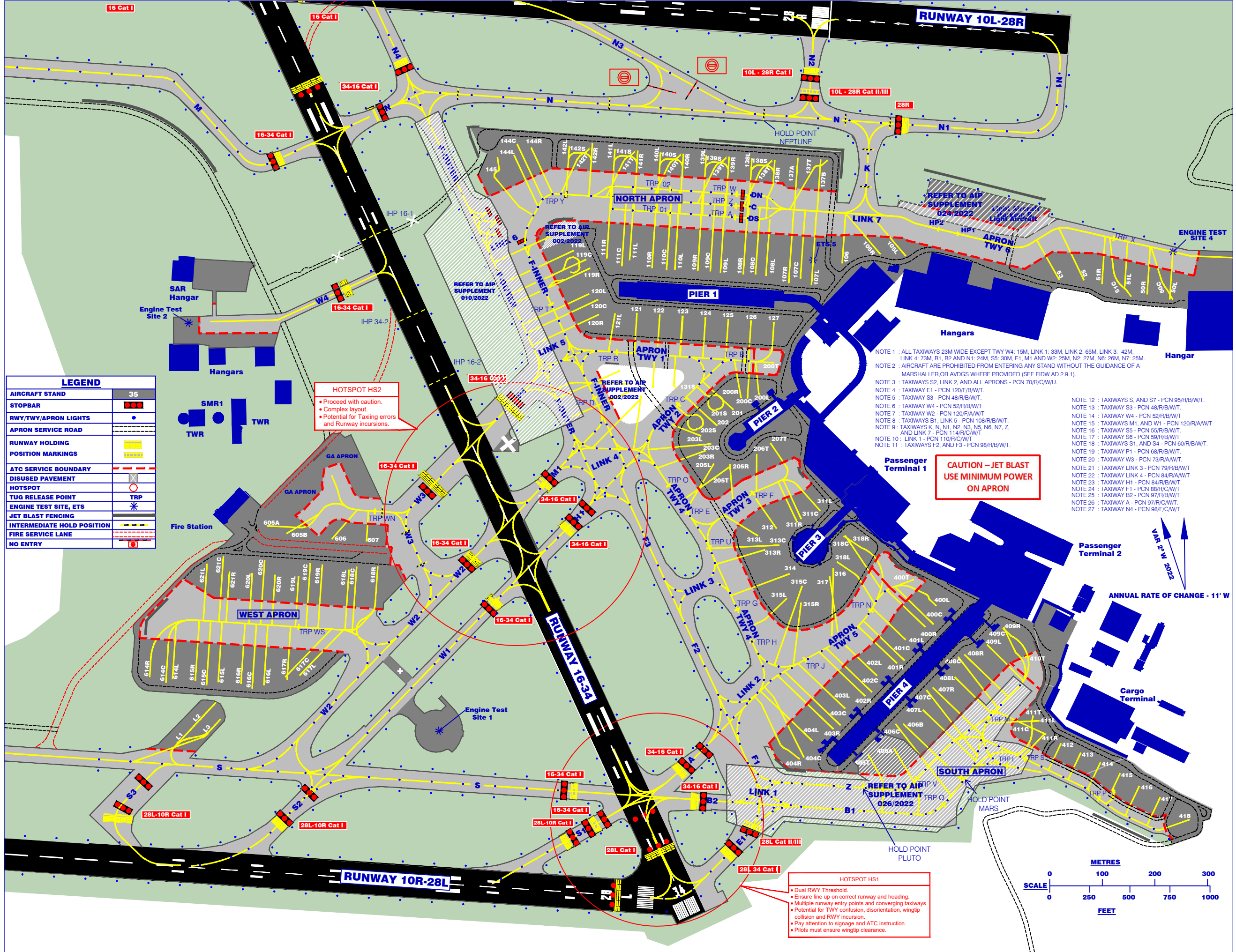
AIP IRELAND AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV.
220 FT

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

DUBLIN AIRPORT/ IRELAND
EIDW AD 2.24-2.1

CHANGES: New Chart Number, Runway 10L/28R Text added, New No entry signs on Taxiway N3, 5 Intermediate holding points on Taxiway N, 2 Intermediate holding points on Taxiway K, Holding Pattern A between Taxiway N & N1 with a new sign stating 28R, AIP Supplement 024, AIP Supplement 022, AIP Supplement 022, AIP Supplement 022, Engine Test Site 4 moved to entrance to Stand 50L, GA Apron added TRP WN and Intermediate holding point, 2 intermediate holding points on Taxiway W3, TRP K removed from B1 taxiway, TRP O1 added to DN Taxiway on Northern Apron, Intermediate Holding Points IHP 16-2 & IHP 34-2 added to runway 16, Link 6 changed from Stand 145 to 141L to rejoin Taxiway DN and Taxiway DS, New Stands - 111C, 111R, 119L, 119R and 119R added, New INS Check Point Details for stands 120C, 120L, 120R, 121L, 606, 607 and Holding Point Neptune on taxiway N.



LEGEND	
AIRCRAFT STAND	35
STOPBAR	●●●●
RWY/TWY/APRON LIGHTS	●
APRON SERVICE ROAD	—
RUNWAY HOLDING	—
POSITION MARKINGS	—
ATC SERVICE BOUNDARY	—
DISUSED PAVEMENT	—
HOTSPOT	○
TUG RELEASE POINT	TRP
ENGINE TEST SITE, ETS	*
JET BLAST FENCING	—
INTERMEDIATE HOLD POSITION	—
FIRE SERVICE LANE	—
NO ENTRY	⓪

HOTSPOT HS2

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

- NOTE 1 : ALL TAXIWAYS 23M WIDE EXCEPT TWY W4: 15M, LINK 1: 33M, LINK 2: 65M, LINK 3: 42M, LINK 4: 73M, B1, B2 AND N1: 24M, S5: 30M, F1, M1 AND W2: 25M, N2: 27M, N6: 26M, N7: 25M.
- NOTE 2 : AIRCRAFT ARE PROHIBITED FROM ENTERING ANY STAND WITHOUT THE GUIDANCE OF A MARSHALLER, OR AVDGs WHERE PROVIDED (SEE EIDW AD 2.9.1).
- NOTE 3 : TAXIWAYS S2, LINK 2, AND ALL APRONS - PCN 70/R/C/W/U.
- NOTE 4 : TAXIWAY E1 - PCN 120/F/B/W/T.
- NOTE 5 : TAXIWAY S3 - PCN 48/R/B/W/T.
- NOTE 6 : TAXIWAY W4 - PCN 52/R/B/W/T.
- NOTE 7 : TAXIWAY W2 - PCN 120/F/A/W/T.
- NOTE 8 : TAXIWAYS B1, LINK 5 - PCN 108/R/B/W/T.
- NOTE 9 : TAXIWAYS K, N, N1, N2, N3, N5, N6, N7, Z, AND LINK 7 - PCN 114/R/C/W/T.
- NOTE 10 : LINK 1 - PCN 110/R/C/W/T.
- NOTE 11 : TAXIWAYS F2, AND F3 - PCN 98/R/B/W/T.
- NOTE 12 : TAXIWAYS S, AND S7 - PCN 95/R/B/W/T.
- NOTE 13 : TAXIWAY S3 - PCN 48/R/B/W/T.
- NOTE 14 : TAXIWAY W4 - PCN 52/R/B/W/T.
- NOTE 15 : TAXIWAYS M1, AND W1 - PCN 120/R/A/W/T.
- NOTE 16 : TAXIWAY S5 - PCN 55/R/B/W/T.
- NOTE 17 : TAXIWAY S5 - PCN 59/R/B/W/T.
- NOTE 18 : TAXIWAYS S1, AND S4 - PCN 80/R/B/W/T.
- NOTE 19 : TAXIWAY P1 - PCN 68/R/B/W/T.
- NOTE 20 : TAXIWAY W3 - PCN 73/R/A/W/T.
- NOTE 21 : TAXIWAY LINK 3 - PCN 79/R/B/W/T.
- NOTE 22 : TAXIWAY LINK 4 - PCN 84/R/A/W/T.
- NOTE 23 : TAXIWAY H1 - PCN 84/R/B/W/T.
- NOTE 24 : TAXIWAY F1 - PCN 88/R/C/W/T.
- NOTE 25 : TAXIWAY B2 - PCN 97/R/B/W/T.
- NOTE 26 : TAXIWAY A - PCN 97/R/C/W/T.
- NOTE 27 : TAXIWAY N4 - PCN 98/F/C/W/T.

CAUTION - JET BLAST
USE MINIMUM POWER
ON APRON

HOTSPOT HS1

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

