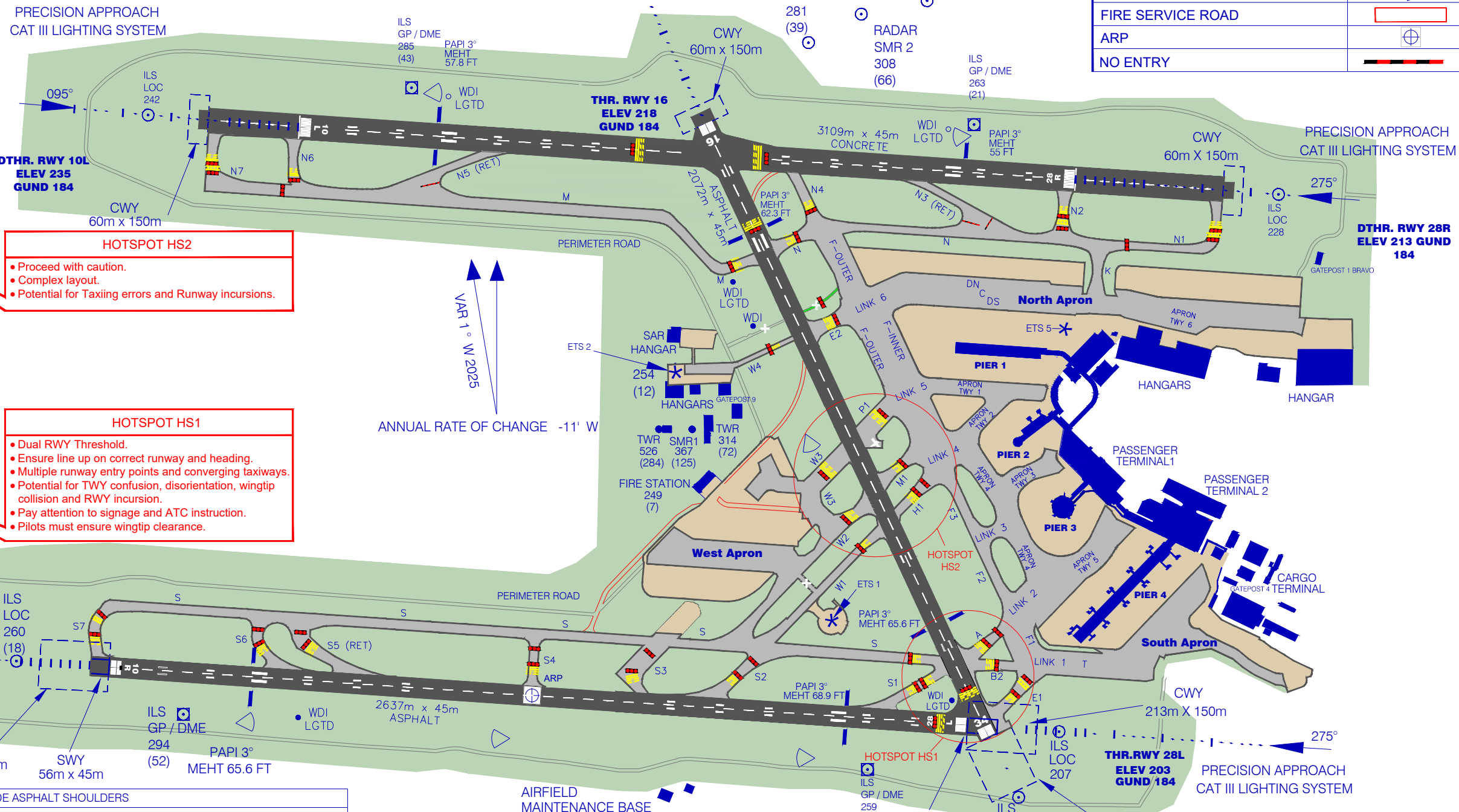
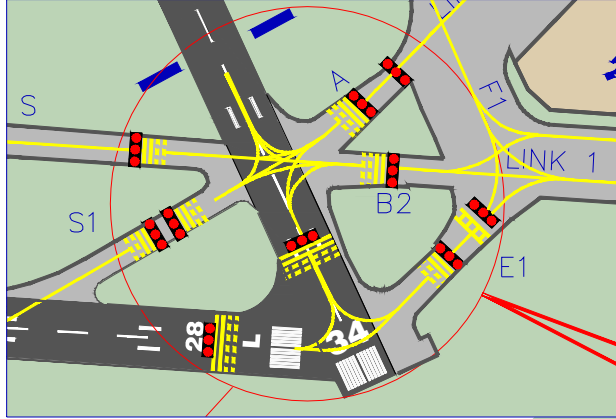
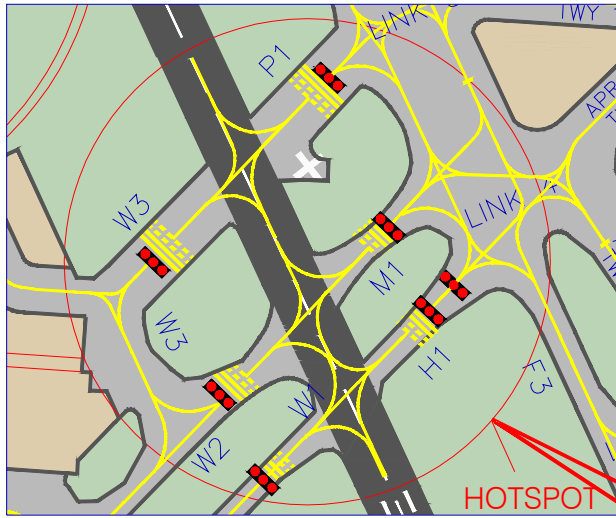


CHANGES: Removal of Stop Bar on TWY S1, North Apron text added, TWY designations B1 & Z removed and replaced with TWY T, Magnetic Variation updated. SLC Geomatic Solutions.

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		



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

