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DUBLIN AIRPORT (EIDW) - Withdrawal of ILS Markers

1. Purpose

1.1 The purpose of this AIC is to provide information concerning:

1.1.1 EIDW ILS 28L OM & MM

1.1.2 EIDW ILS 10R OM & MM

2. Introduction

2.1 ICAO Annex 10 (3.1.2.1.1) makes the following recommendation which gives two methods of enabling glide path verification checks:

Distance to threshold information to enable glide path verification checks should be provided by either VHF marker beacons or distance measuring equipment (DME), together with associated monitor systems and remote control and indicator equipment.

2.2 Hitherto, both methods were available at Dublin 10R/28L but the equipment used to support VHF marker beacons has become obsolete and beyond feasible repair.

2.3 Because the glide path verification checks remain available through the associated DME it is therefore proposed to withdraw the VHF marker beacons from service. The VHF marker beacons already have been removed from published charts and instrument flight procedures.

3. Area of Application

3.1 EIDW ILS approaches for Runways 28L and 10R.

4. Implementation

4.1 It is proposed that the markers will be de-activated permanently from Q1 2025.

5. **Further Information**

5.1 Further information on this AIC and the full implementation can be obtained from:

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