AERODROME CHART - ICAO

53 25 17 N
006 16 12 W
ELEV 242 FT

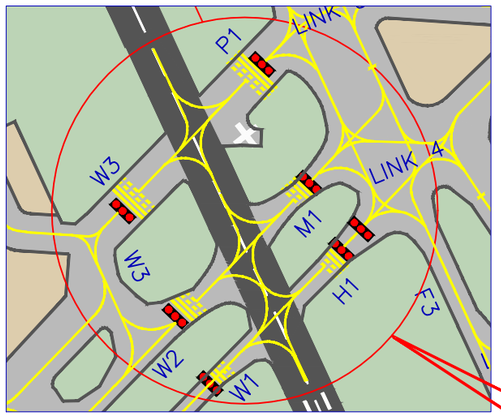
TWR 118.600MHz ATIS 124.530
GND 121.800MHz CLEARANCE DELIVERY 122.985
GND 125.885MHz

RWY	DIRECTION	THR		BEARING STRENGTH
10	98°	53 25 20.75 N	006 17 24.27 W	PCN 70/R/B/W/T
28	278°	53 25 12.94 N	006 15 02.08 W	
16	159°	53 26 13.16 N	006 15 43.12 W	PCN 75/R/D/W/T
34	339°	53 25 11.66 N	006 14 58.54 W	

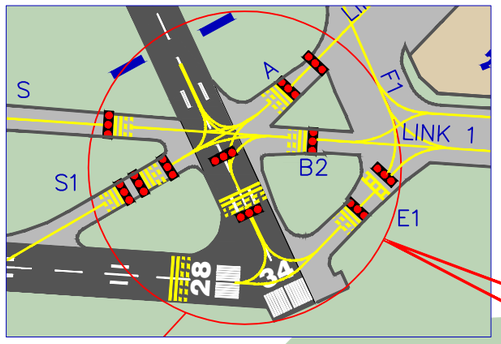
CONSULT NOTAM FOR LATEST INFORMATION **DUBLIN AIRPORT/ IRELAND**

LEGEND

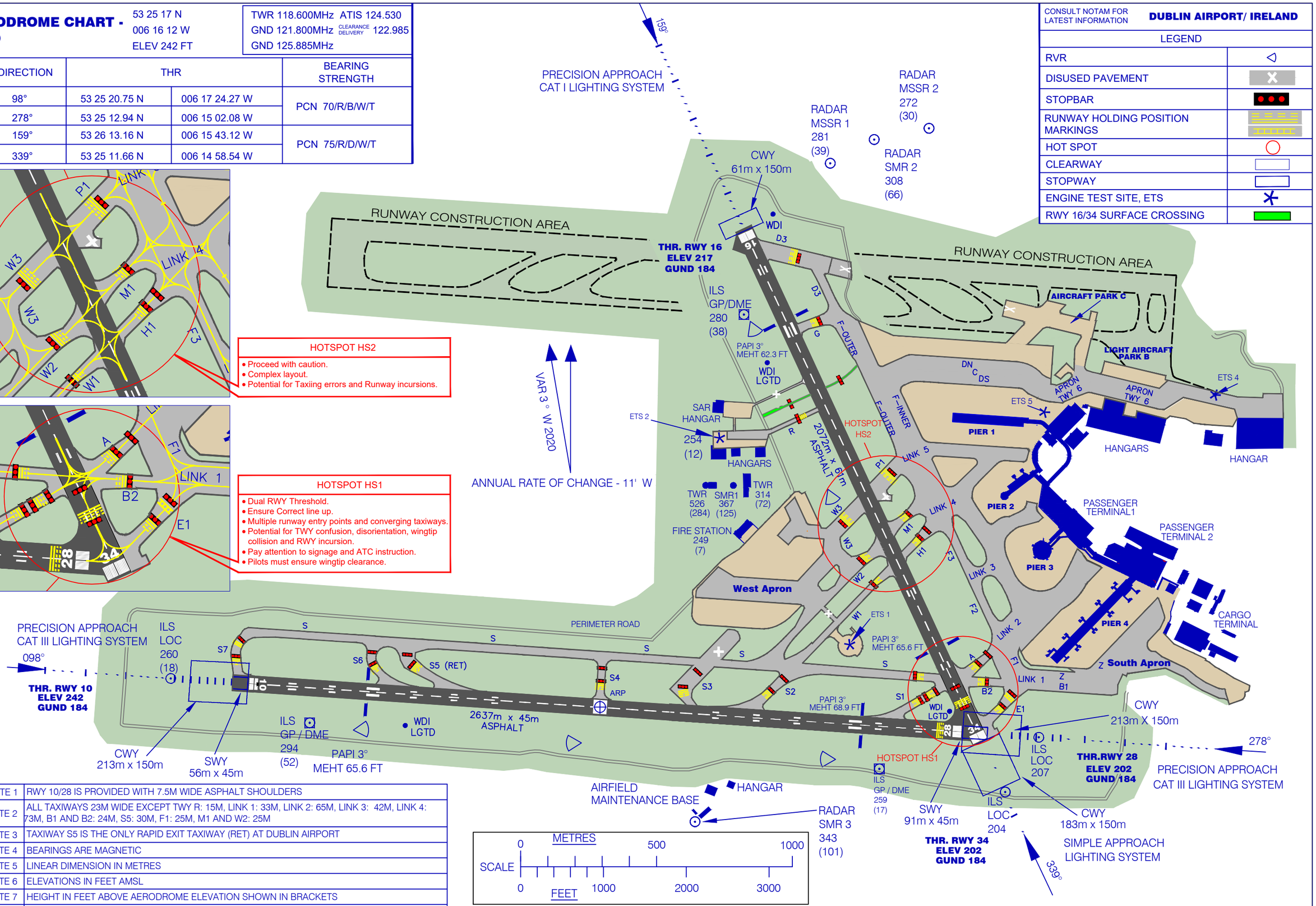
RVR	
DISUSED PAVEMENT	
STOPBAR	
RUNWAY HOLDING POSITION MARKINGS	
HOT SPOT	
CLEARWAY	
STOPWAY	
ENGINE TEST SITE, ETS	
RWY 16/34 SURFACE CROSSING	



HOTSPOT HS2
- Proceed with caution.
- Complex layout.
- Potential for Taxiing errors and Runway incursions.



HOTSPOT HS1
- Dual RWY Threshold.
- Ensure Correct line up.
- 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 10/28 IS PROVIDED WITH 7.5M WIDE ASPHALT SHOULDERS
NOTE 2	ALL TAXIWAYS 23M WIDE EXCEPT TWY R: 15M, LINK 1: 33M, LINK 2: 65M, LINK 3: 42M, LINK 4: 73M, B1 AND B2: 24M, S5: 30M, F1: 25M, M1 AND W2: 25M
NOTE 3	TAXIWAY S5 IS THE ONLY RAPID EXIT TAXIWAY (RET) AT DUBLIN AIRPORT
NOTE 4	BEARINGS ARE MAGNETIC
NOTE 5	LINEAR DIMENSION IN METRES
NOTE 6	ELEVATIONS IN FEET AMSL
NOTE 7	HEIGHT IN FEET ABOVE AERODROME ELEVATION SHOWN IN BRACKETS
NOTE 8	REFER TO AD 2.20 FOR INFO RELATING TO THE RWY 16/34 SURFACE CROSSING

CHANGES: NEW TWR, SMR 2 AND 3, RWY 16/34 SURFACE CROSSING, ENGINE TEST SITES 2 AND 5 ADDED. TWY FROM SAR HANGAR TO RWY 16/34 DISUSED. MAGNETIC VARIATION. EDITORIAL CHANGES