

**INSTRUMENT
APPROACH
CHART- ICAO**
AERODROME ELEV 242 ft

 HEIGHTS RELATED TO
THR RWY 10 - ELEV 242 ft

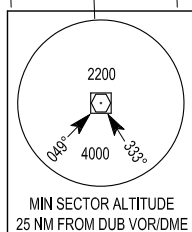
 TWR 118.600
 FINALS 119.925
 GND 121.800
 ATIS 124.525
 APP 121.100

 CONSULT NOTAM
FOR LATEST
INFORMATION

DUBLIN/DUBLIN
 ILS CAT I and II or LOC RWY 10
 (ACFT CAT A, B, C, D)

NOTES:

1. DME required or vectoring to final approach for ILS.
2. Timing not authorised for determining MAPt.


DUBLIN
 VOR/DME 114.90
 Ch 96X
 DUB
 53°29'58" N
 006°18'26" W
 200ft

 BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN FEET
DISTANCES IN NM

 Motorway running
almost parallel with
RWY 10/28, 0.6NM
to South of RWY.

 2300
1800
1300
800

 MNM 3000ft
MAX IAS 220Kt
1 MIN

RISAP
 53°26'27" N
 006°38'13" W

ILS/DME
 IDE 108.9 CH26X

FAF/FAP
 GANET
 53°26'06" N
 006°31'34" W

MAPt LOC
 D0.5 IDE
 258

R 098 DUB

MAX 220Kt

MAXEV
 53°24'33" N
 006°03'17" W

CASEMENT
 (BALDONNEL
MILITARY)

 R23
2000
SFC

 R15
3000
SFC

 R16
4500 FT
1500

 R16
FL240
1500

 R16
FL240
1000

 R16
FL240
1500

 R16
FL240
1500

 R16
FL240
1500

 R16
FL240
1500

 R16
FL240
1500

 R16
FL240
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 R16
FL240
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 R16
FL240
1500

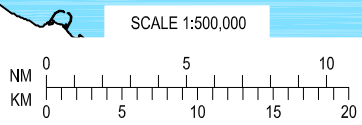
 R16
FL240
1500

 R16
FL240
1500

 R16
FL240
1500

 R16
FL240
1500

 R16
FL240
1500

 R16
FL240
1500

TRANSITION
 ALTITUDE 5000 ft

IF
 RISAP
 D12.5 IDE

FAF/FAP
 GANET
 D8.5 IDE

MAPt LOC
 D0.5 IDE
 GP 455 (213)

MISSED APPROACH:
 Climb extended centreline
to MAXEV not above 3000ft,
then turn left (MAX IAS 220kts)
join RDL098 to DUB DVOR
climbing 5000ft and resume
en-route flight.
Or as instructed by ATC.

RDH 54

 ILS/DME READS ZERO AT RWY 10 THR
ELEV 242 ft (THR RWY 10)

Change: NEW.

 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5
 NM FROM THR RWY 10

OCA (H)		A	B	C	D	Recommended Profile on Final Approach									
Straight - in Approach	CAT I	391 (149)	402 (160)	414 (172)	426 (184)	DME (IDE)	7.0	6.0	5.0	4.0	3.0	2.0			
	CAT II	294 (52)	305 (63)	318 (76)	333 (91)	ALT (HGT)	2525 (2283)	2205 (1963)	1890 (1648)	1570 (1328)	1250 (1008)	935 (693)			
	LOC	650 (408)													
VISUAL MANOEUVRING (These heights are AAL)		700 (458)	740 (498)	840 (598)	1100 (858)	Descent Rate 5.2%, (3°), 318 ft/NM			kts	80	100	120	140	160	
					940 (698)				ft / min	425	530	635	745	850	
					N of RWY 28/10										

RWY 10 ILS CAT I & II or LOC Approach

Descent Angle:	3.00°				
Fix	IF RISAP	FAP/FAF GANET	MAPt (D0.5 IDE)	TP MAXEV	DUB
Fix Coordinates	532627.4N 0063813.2W	532606.5N 0063133.8W	532523.6N 0061815.1W	532433.5N 0060317.3W	532957.8N 0061825.6W
Fix Formation Bearing °T	275.28 IDE	275.28 IDE	275.28 IDE	124.79 DUB	-
Fix Formation Distances	12.50 IDE	8.50 IDE	0.50 IDE	8.08 IDE	-

Holding Identification RISAP

<i>Holding Fix</i>	<i>Latitude (N) / Longitude (W)</i>	<i>Inbound True Track (degrees)</i>	<i>Inbound Magnetic Track (degrees)</i>	<i>Maximum Indicated Airspeed (kts)</i>	<i>Maximum/ Minimum Holding Level / Altitude (FL/ft)</i>	<i>Time (min)</i>	<i>Direction of Turn</i>
RISAP	532627.4N 0063813.2W	094.87	098	220	FL100/3000	1	L