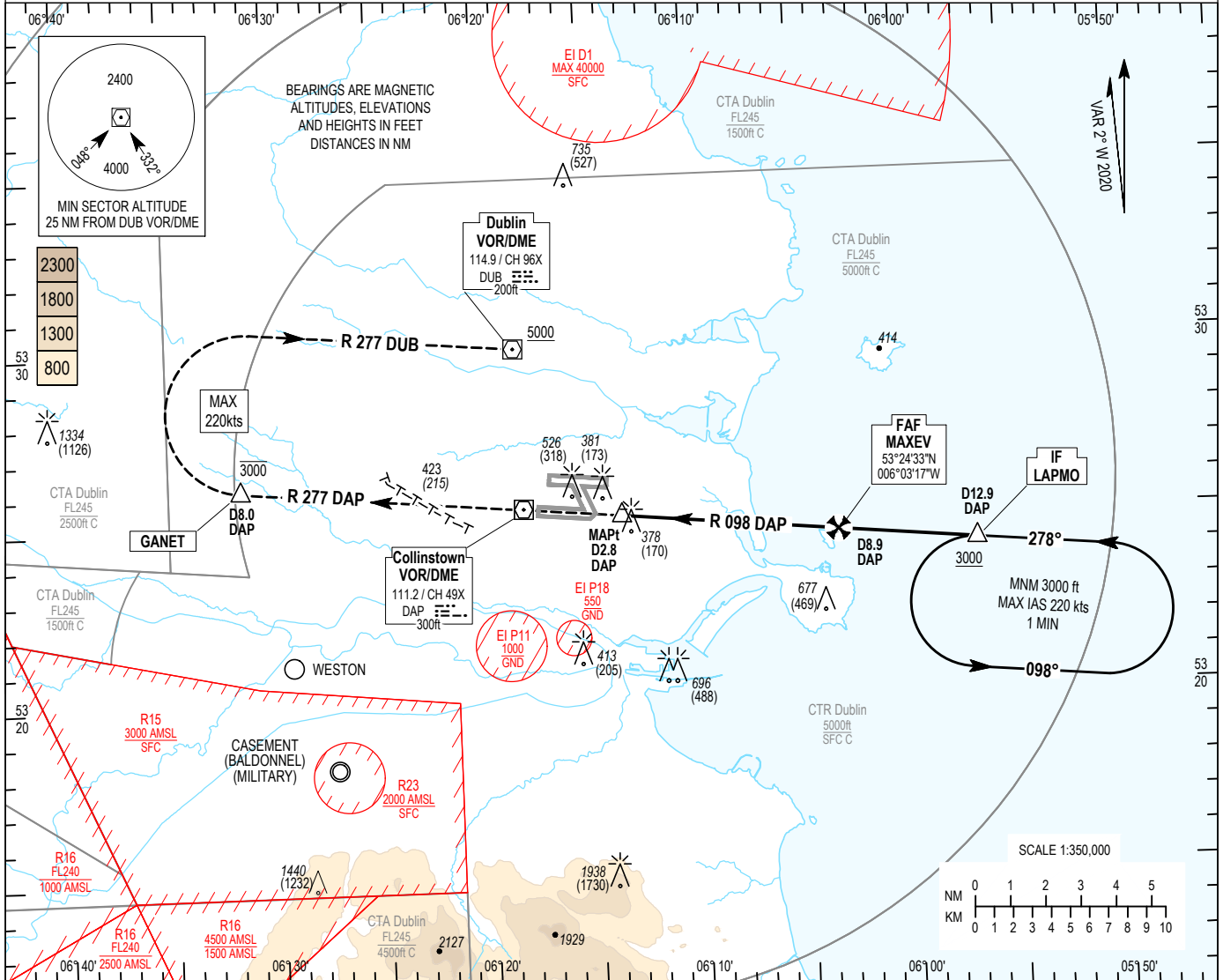


INSTRUMENT  
APPROACH  
CHART- ICAO

AERODROME ELEV 242 ft  
HEIGHTS RELATED TO  
TEMPORARY DISPLACED  
THR RWY 28L - ELEV 208 ft

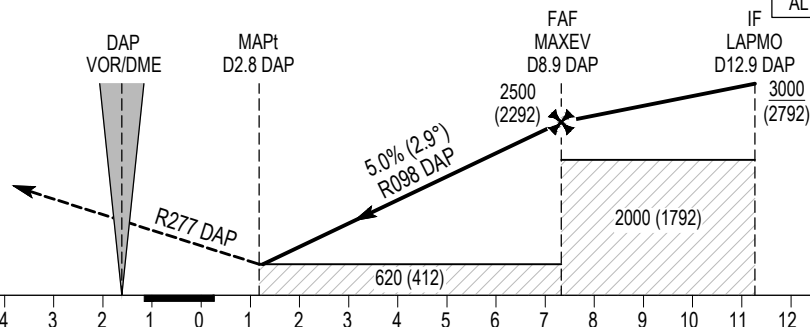
|        |         |
|--------|---------|
| TWR    | 118.600 |
| FINALS | 119.930 |
| GND    | 121.800 |
| ATIS   | 124.530 |
| APP    | 121.100 |

DUBLIN/DUBLIN  
VOR T RWY 28L  
(ACFT A, B, C, D)



**MISSED APPROACH:**  
Climb straight ahead on RDL277 DAP DVOR  
not above 3000ft.  
At D8.0 DAP DVOR (GANET) turn right  
(MAX IAS 220kts) join RDL277 DUB DVOR  
climbing to 5000ft and resume  
en-route flight or as instructed by ATC.  
DAP DME READS D1.6 AT TEMPORARY  
DISPLACED THRESHOLD RWY 28L  
ELEV 208 ft (TEMPORARY  
DISPLACED THR RWY 28L)

TRANSITION  
ALTITUDE 5000 ft



|  |              |          |            |          |  |     |     |     |     |     |   |   |               |   |                |                |                |                |              |              |
|--|--------------|----------|------------|----------|--|-----|-----|-----|-----|-----|---|---|---------------|---|----------------|----------------|----------------|----------------|--------------|--------------|
| NM FROM DISPLACED THR RWY 28L          |              | 5        | 4          | 3        | 2  | 1   | 0   | 1   | 2   | 3   | 4   | 5 | 6             | 7 | 8              | 9              | 10             | 11             | 12           | 13           |
| <b>OCA (H)</b>                         | <b>A</b>     | <b>B</b> | <b>C</b>   | <b>D</b> | <b>NOTE:</b><br>1. DME required.<br>2. Timing not authorised for determining MAPt.<br>3. Motorway running almost parallel with RWY 10R/28L, 0.6NM to South of RWY. |     |     |     |     |     |   |   |               |   |                |                |                |                |              |              |
| Straight-in Approach                   | 620 (412)    |          |            |          | Recommended Profile on Final Approach  |     |     |     |     |     |   |   |               |   |                |                |                |                |              |              |
| Visual<br>Manoeuvring<br>(Heights AAL) | 830 (588)    |          | 1100 (858) |          | DIST DME DAP (NM)  |     | 8   | 7   | 6   | 5   | 4   | 3 | ALT / HT (ft) |   | 2215<br>(2007) | 1905<br>(1697) | 1600<br>(1392) | 1295<br>(1087) | 990<br>(782) | 685<br>(477) |
|  | Ground Speed |          | kts        |          | 80   | 100 | 110 | 120 | 140 | 160 | Descent rate gradient - 5% (2.9°) 305 ft/NM |   | ft / min      |   | 410            | 510            | 560            | 610            | 710          | 810          |

CHANGE: MAG VAR, Chart Title, Chart Numbering, Recommended profile on Final Approach and Intermediate Segment Bounded Shaded Block.

RWY 28L VOR T Approach

|                          |                         |                         |                         |                         |                         |
|--------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Descent Angle:           | 2.9°                    |                         |                         |                         |                         |
| Fix                      | IF (LAPMO)              | FAF (MAXEV)             | MAPt                    | GANET(MATP)             | DUB                     |
| Fix Coordinates          | 532411.0N<br>0055644.1W | 532433.5N<br>0060317.3W | 532509.1N<br>0061331.7W | 532606.5N<br>0063133.8W | 532957.8N<br>0061825.6W |
| Fix Formation Bearing °T | 095.36 DAP              | 095.42 DAP              | 095.42 DAP              | 275.03 DAP              | -                       |
| Fix Formation Distances  | 12.88 DAP               | 8.94 DAP                | 2.79 DAP                | 8.04 DAP                | -                       |

Holding Identification LAPMO

| Holding Fix | Latitude (N) / Longitude (W) | Inbound True Track (degrees) | Inbound Magnetic Track (degrees) | Maximum Indicated Airspeed (kts) | Maximum/ Minimum Holding Level / Altitude (FL/ft) | Time (min) | Direction of Turn |
|-------------|------------------------------|------------------------------|----------------------------------|----------------------------------|---|------------|-------------------|
| LAPMO       | 532411.0/<br>0055644.1       | 275.75                       | 278                              | 220                              | FL100/A3000                                       | 1          | L                 |