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**DUBLIN AIRPORT (EIDW)**  
**RUNWAY 10/28 UPGRADE – PHASE 1**

**This Supplement replaces SUP 13/16.**

Details of the availability of Low Visibility Operations have been amended. The Preliminary Works phase has been deleted. Reference to the displacement of runway edge lights has been removed. Additional taxiways requiring upgrade work have been included.

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Work is continuing on a major upgrade of Runway 10/28 at Dublin Airport.

The work includes a structural overlay of the runway pavement, replacement of runway lighting, and associated ducting and site works. In addition, pavement and lighting upgrade works will take place on associated taxiways.

The work is being carried out on a phased basis and the overall project will last for approximately eighteen months.

Phase 1 of the project is detailed in this supplement. Further supplements will be issued in due course, with details of later phases.

Pilots should be aware that, although runway markings will be reinstated as far as possible during the works, operational or other conditions may prevent full reinstatement at the end of each work period.

Times and duration of work in this supplement are indicative. Exact times and dates will be promulgated by NOTAM in due course.

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## **Phase 1**

Phase 1 will last for approximately eight months and primarily involves work on the western portion of the runway.

Working hours will generally be 2300-0500 hrs, all times local. These times are indicative; confirmed times will be promulgated by NOTAM and may vary over the course of the project.

Both during and outside working hours in Phase 1, the availability of CAT II/III/Low Visibility Operations will be affected as follows:

For a period of approximately six months, CAT II/III/Low Visibility Operations will not be available on RWY 10 during or outside working hours. During this period, Touchdown Zone lighting will not be available on RWY 10.

Following restoration of the availability of CAT II/III/Low Visibility Operations on RWY 10, for a further period of approximately two months CAT II/III/Low Visibility Operations will not be available on RWY 28 during or outside working hours. During this period, Touchdown Zone lighting will not be available on RWY 28.

During working hours in Phase 1:

Runway 10/28 will be withdrawn from service.

Runway 16/34 will be available for use as normal.

If Low Visibility Conditions occur or are forecast to occur during planned working hours, work will not be carried out. CAT II/III/Low Visibility Operations may take place, but note that for approximately six months CAT II/III/Low Visibility Operations will not be available on RWY 10, and for a further (separate) period of approximately two months CAT II/III/Low Visibility Operations will not be available on RWY 28.

During working hours, when Runway 10/28 is withdrawn from service, the preferred runway for arrivals shall be Runway 16, unless operational safety requirements dictate otherwise.

When tailwind component is not greater than 5 KT on Runway 16, this runway shall be used for landing in preference to Runway 34, provided the RWY surface is dry. Pilots requesting Runway 34 for landing during periods when Runway 16 is the runway-in-use must advise Dublin ATC as early as possible for traffic sequencing purposes and state the reason, and should understand that their arrival may be delayed.  
Ref. EIDW AD 2.21.6.

Outside working hours in Phase 1:

Runways 16/34 and 10/28 will be available for use as normal, with the exception of the availability of Low Visibility Operations on RWY 10 or RWY 28 as noted above.

In addition to work on Runway 10/28, upgrade work will also be carried out on Taxiways E2, E3, E4, E5, E6, E7 and B7. The dates and times of operational restrictions or closures of these taxiways will be promulgated by NOTAM in due course.

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Working Areas:

EXTRACT FROM AIP EIDW AD 2.24-2  
AIRCRAFT PARKING DOCKING CHART

