Dublin Airport

IATA/ICAO CODE:	DUB/EIDW
CITY:	Dublin
COUNTRY:	Ireland

AIRPORT CONTACT

Information updated by the airport 3/2011

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Airport Web Site: www.dublinairportauthority.com

ELEVATION: 242 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
10/28	2637	-	3	45m+7.5m shoulder both sides
16/34	2072	-	16/3	61
11/29(Closed)				

NOISE ABATEMENT PROCEDURES

1. Aircraft operators shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

2. Standard Instrument Departures
Strict compliance with SID is mandatory.

3. Other Instrument Departures

3.1 Cat A, B Aircraft
Departures must maintain straight ahead after take-off until passing 750FT QNH before commencing turn. No takeoff shall be commenced before the departure end of the runway.

3.2 Cat C, D Aircraft

3.2.1 Departures from all runways except runway 10, must maintain straight ahead after takeoff to 5NM before commencing turn, unless otherwise cleared by ATC above 3000 feet.

3.2.2 Departures from Runway 10 must continue straight ahead to 5NM as appropriate to the SID , before commencing turn.

3.2.3 Takeoff climb shall comply with the procedure detailed below, which is based on noise abatement departure climb guidance contained in PANS-OPS ICAO Doc 8168, Volume 1, Appendix to Chapter 3 - NAPD2

Take-off to 1500 ft	Takeoff power Takeoff flaps Climb at V2+10 to 20 KT (or as limited by body angle)
1500-3000 ft (Above Aerodrome Elevation)	Reduce power to not less than climb power/thrust. Accelerate smoothly to max 230 KT with flap retraction on schedule
At 3000 ft (Above Aerodrome Elevation)	Transition smoothly to en-route climb speed (Max 250 KT below FL 100)

4 Jet aircraft (Cat C/D) on visual approach to Runways 28, 10,16, and 34 must join final approach no closer than 6NM from touchdown. Aircraft must follow a descent path which will not result in being at any time lower than the approach path which would otherwise be followed using the ILS glide-path.

5. Runway 10/28 (incorporating operations on Runway 11/29, as appropriate) is the required runway between 0600 and 2300 hrs (local), when the cross wind component is 15 knots or less and the tailwind component is 5 knots or less. Aircraft are required to use this runway except when operational reasons dictate otherwise.

6. Runways will be prioritized for noise abatement purposes between 2300 and 0600 hrs (local) subject to wind (crosswind component 15 knots or less and tailwind component 5 knots or less) and operational parameters, as follows:

PRIORITY	**1**	**2**	**3**	**4**
Arrivals	R/W 10	R/W 16	R/W 28	R/W 34
Departures	R/W 28	R/W 34	R/W 10	R/W 16

7. Reverse thrust should not be used during landing operations on any runway between 2300 and 0600 (local), except where operational or safety reasons dictate otherwise.

8. Category C and D aircraft using runways 28, 16 and 34 shall operate within environmental corridors which are based on runway take-off path areas.The corridors have a width of 180m at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800m, and extending in length to 5NM from the point of origin.The corridors extend vertically from surface to 3000ft AMSL.

Category C and D aircraft using runway 10 shall operate within an environmental corridor which is based on the runway take-off paths area. The corridor has a width of 180m at the departure end of the clearway, diverging at 12.5% on each side to a maximum width of 1800m, and extending in length from the point of origin to 5NM for northern boundary of the corridor and 6NM for the southern boundary of the corridor.
There is no upper vertical limit to this corridor.

The corridors apply for departures from each runway and also for approaches to the reciprocal runway, except for circling approaches

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS
6. Runways will be prioritized for noise abatement purposes between 2300 and 0600 hrs (local) subject to wind (crosswind component 15 knots or less and tailwind component 5 knots or less) and operational parameters, as follows:

PRIORITY	**1**	**2**	**3**	**4**
Arrivals	R/W 10	R/W 16	R/W 28	R/W 34
Departures	R/W 28	R/W 34	R/W 10	R/W 16

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS
Designated locations must be used. Run-ups prohibited between 2300-0600.

APU OPERATING RESTRICTIONS - **NONE**

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1990	Complete
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	N/A
Zoning Laws	-	Local Authority Responsibility
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	-	N/A
Airport Noise Contour Overlay Maps	-	In local authority development plan.
Total Cost of Noise Mitigation Programs to Date	-	£3 million
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport Authority

NOISE MONITORING SYSTEM

B&K system with 8 fixed stations and 1 mobile. Track monitoring also available.

FLIGHT TRACK MONITORING SYSTEM

Yes

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - NONE