

VATEIR CONTROLLER OPERATIONS MANUAL



Dublin Operations- EIDW

Version 1.1

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Dublin Airport – Position Overview¹.

Delivery (S1).

Dublin Delivery (EIDW_DEL) shall be responsible for the following:

- Departing aircraft:
 - Checking the flight plan of all departing aircraft, and amending where required.
 - Issuing the appropriate clearance to departing aircraft.
 - Co-Ordinate non-Standard departures where required.
- Arriving aircraft:
 - Issuing stands for arriving aircraft.

Ground (S1).

Dublin Ground (EIDW_GND) shall be responsible for the following:

- Departing aircraft:
 - Issuing push and start instructions.
 - Controlling the movement of all aircraft on the ground.
- Arriving Aircraft:
 - Co-Coordinating stand allocation with Delivery.
 - Co-Coordinating initial taxi instructions with Tower.

Tower (S2).

Dublin Tower (EIDW_TWR) shall be responsible for the following:

- Operational considerations:
 - Selecting active runway.
 - Maintaining and updating the ATIS.²
- Departing aircraft:
 - Issuing Departure clearance.
 - Facilitating hand off to next position.
- Arriving Aircraft:
 - Issuing Landing clearance.
 - Providing initial taxi instructions.
- VFR:
 - Issuing zone entry/exit clearances.
 - Issuing joining/transit instructions.
 - Providing an information service.
 - Co-Coordinating vfr routings with Weston/Baldonnell.
- Weston:
 - In the absence of EIWT_TWR Dublin tower will assume control of the Weston AOR. Off filed procedures are to be used.

¹ See table 1 below for list of frequencies and call signs.

² This can be delegated to another position, however tower is still responsible for it currency/accuracy.

Approach (S3).

Dublin Approach (EIDW_APP) shall be responsible for the following:

- Departing aircraft:
 - Ensure separation with other arriving/departing aircraft
 - Coordinating further climb/routing with Dublin Control.
 - Facilitating hand off to next position.
- Arriving Aircraft:
 - Coordinating arrival aircraft with Dublin Control.
 - Coordinating arrival aircraft to Baldonnel with Baldonnel radar,
 - Coordinating arrival aircraft to Weston with Weston Tower,
 - Issue arrival instructions for appropriate runway.
 - Provide latest information.

Control (C1).

Dublin Control (EIDW_X_CTR) shall be responsible for the following:

- Departing aircraft:
 - Ensure separation with other arriving/departing aircraft
 - Facilitating hand off to next position.
- Arriving Aircraft:
 - Coordinating arrival instructions with Dublin Approach,
 - Controlling Arriving aircraft in the hold if required,
 - Issue arrival instructions for appropriate runway.
- VFR:
 - Providing an information service.
 - Co-coordinating VFR routings with Weston/Baldonnel.

Dublin Delivery – Procedures.

Departing Aircraft:

Squawk Range:

The Squawk range for Dublin is 6600 to 6627. The standard VFR sqk of 7000 is to be issued to all VFR traffic.

Flight Plan Clearance:

Aircraft departing Dublin on an IFR flight plan should be routed on one of the Standard Departures [SID] listed in table 2 - 5. Dublin Delivery must be careful to issue the correct SID to avoid jet traffic departing on non-jet departures and vice-versa.

Aircraft unable to accept one of these departures should be given a non- standard departure. Non-standard departures need to be co-ordinated in advance with Dublin Tower and Dublin Approach.

ATC will confirm the read back and give the ATIS identifier and QNH, and ask the aircraft to report ready for push and start. The clearance flag in the departure strip will be ticked.

Example Transmission:

“EIN023, Cleared to Manchester, LIFFY4A departure RWY 28, sqk 6601, airborne frequency 129.175.”

Oceanic/Domestic Flight Plan Clearance:

Aircraft departing Dublin to an oceanic entry point will be given a domestic clearance on the ground. Clearance will be given should be assigned a SID based on their oceanic entry point. These can be found in table 6.

Domestic Clearance's:

Aircraft departing Dublin to a regional airport should be assigned a SID based on their destination airport. These can be found in table 6.

Push and Start:

Dublin delivery will not issue push and start instructions. When an aircraft calls for push and start they will get the aircraft to monitor ground. The sts flag on the departure strip will then be set to “push”.

Arriving Aircraft:

Stand Allocation:

Dublin delivery will also be responsible for assigning gates for arriving aircraft. The gate is to be assigned by putting it in the scratch pad once the aircraft is on approach, and released to tower. Check if the aircraft is being tracked, and if it is not, then the scratch pad can be annotated with the stand number i.e.109R.

If no stand is available then the scratchpad should be prefixed with a D, i.e. “D109R” to signify the destination stand, but to show that there is going to be a delay.

Dublin Ground – Procedures.

Departing Aircraft:

Push and Start:

Dublin ground will issue a push and start instruction once they are on frequency, and the sts flag on the departure strip will then be set to “push”.

Care should be given when issuing push and start instruction's that the apron taxiway is not blocked for other departing or arriving traffic. If unable to give push in a timely manner the aircraft should be told of any delay, and the expected time of the delay. The sts box should be left at “Push”.

When issuing the push and start instruction the current reported QNH should be passed and the direction of push if required. The sts box should be set to “Taxi”.

Example Transmission:

“EIN023, QNH 1013, Cleared to push and start, push tail right, call for taxi.”

Taxi Routings.

Common taxi routing are outlined below.

Outbound Routings:

Rwy 28 – Via Foxtrots, to holding point Echo 1.

Rwy 10 – Via Foxtrots, Mikes and Bravos to hold short Rwy 10.

Rwy 16 – Via Foxtrots, Delta 3, rwy 11/29.

Rwy 34 – Via Foxtrots, to holding point Echo 1.

Ground will taxi the aircraft to the holding points of all runways, where they will be handed off to tower. This should be done by telling the aircraft to monitor towers frequency, and setting the status flag to “Dep” to let tower know the aircraft is on frequency. Aircraft should be handed off in sufficient time to allow for continuous manoeuvring.

Example Transmission:

“RYR8LM, Taxi Foxtrots, Echo 1, hold Short rwy 28.”

Inbound Routings:

Ground should check the tag of the inbound aircraft to see what stand has been assigned to the inbound aircraft and issue taxi instructions accordingly. Standard taxi routings are as follows:

Rwy 28 – E3, Papa's, Link 4, Foxtrots.

Rwy 10 – E2, Alpha, Link2 if parking for South of Pier B.

Rwy 10 – E3, Papa's, Link 4, if parking for North of Pier B.

Rwy 16 – E2, Alpha, Foxtrots.

Rwy 34 – Delta, Foxtrots.

Aircraft for stands 107-111r and LAP B can also be taxied via rwy 16/34 when it is not in use.

Tower will give initial taxi instruction, this is to prevent aircraft stopping just short of the runway and possibly prevent another aircraft vacating in a timely manner.

Taxi Restrictions:

No turns should be made by aircraft from TWY H2 onto TWY B3,

No turns should be made by aircraft from TWY F1 onto TWY B2,

No turns should be made by aircraft from TWY B2 onto TWY E1,

No turns should be made by aircraft from TWY A onto TWY F1,

Aircraft should make no turns from TWY H2 onto TWY M2,

If an aircraft holding on RWY34 for RWY 28 no aircraft are allowed taxi through intersection of A, B2, B3 and E2

Aircraft operating on TWY F1 towards Link 2 are not permitted to stop on F1 while either B1 or B2 are being used.

Apron Taxiway Fox Inner is restricted to aircraft of wingspan less than 36m.

Apron taxiway Yankee is restricted to aircraft of wingspan less than 36m

See Table 7 for taxiway details and size restrictions.

Dublin Tower – Procedures.

Runway Selection:

Runway preference:

Runway 10/28 is the preferred runway, when the crosswind component is 15kts or less, and the tailwind component is 5kts or less. Aircraft are required to use this runway except where operational reasons dictate.

Change of duty runway:

When a change of runway is anticipated Dublin Tower shall co-ordinate with Dublin Delivery, Dublin Ground, Dublin Approach and Dublin Control. Dublin Tower will inform Dublin Control of the last aircraft to depart prior to the runway change, and the first aircraft to depart after the change. Delivery/Ground should also be informed, to allow for amended clearances to be issued. Dublin Control/Approach will inform Tower of the last aircraft to land prior to runway change, and the first aircraft to land after runway change.

Following the change of runway no aircraft shall be allowed depart until Dublin Control has approved the first departure, after which normal departure procedures apply.

Departing Aircraft:

Dublin standard departures operate on a “free-flow” basis as far as EIDW_X_CTR are concerned. However, in periods of heavy traffic co-ordination with Dublin Control may require tower to request release to ensure adequate separation for the departing traffic. Non-standard departures also require release from Dublin Control.

Aircraft **should** switch to Dublin Control automatically once airborne.

Example Transmission:

“EIN023, surface wind 270@9kts, cleared takeoff RWY28, airborne 129.170, goodbye”

Departure Spacing:

The basic time separation to be applied by Dublin Tower to departures on the same departure routing is set out in Table 9 below. This is measured from the time the preceding aircraft is airborne.

If two aircraft are departing, and their departing routings diverge by more than 45°, then the time separation may be reduced to one minute.

When the following aircraft departs from an intersection (declared distances can be found in Table 10 below), and the preceding traffic departs full length, one (1) minute must be added to the separation for wake turbulence.

Arriving Aircraft:

Arriving traffic should call Dublin Tower established on the approach.

Missed Approach:

Standard missed approach is a climb on runway heading to 3000ft. However, if the reason for the go around is slow departing traffic an early climbing turn should be co-ordinated with Dublin Approach. Aircraft should be handed off to Approach as soon as is practical.

Low Visibility Procedures:

Low Visibility procedures are in operation at Dublin Airport when the cloud ceiling is below 200ft(60m) and either the IRVR is less than 550M or the meteorological visibility is less than 800m.

When low visibility procedures are in use the following taxi routings apply:

Rwy 28 – Arrivals: E6 or E7 to B4, H2, H1 & Link4 or Apron 5

Rwy 28 – Departures: Link2, F1 to E1 or Link 4 or Apron 5, F3, F2, F1 to E1.

Rwy 10 – Arrivals: E1, F1 to Link2 or E1, B1 to Link1 or E1. F1, F2, F3 to Link4 or Apron 5

Rwy 10 – Departures: Link 4 or Apron 5 to H1, H2 B4 to B7.

CAT II/III holding position on TWY E1 and CAT II holding position on TWY B7 will apply as appropriate.

VFR:**Circuits:**

Standard circuit height is 1000ft. The direction of the circuit is at Tower's discretion. VFR circuit traffic will have secondary priority to IFR traffic, and may need to be held abeam the field until they can make their approach.

Zone Entry:

Arriving aircraft on a VFR flight plan should contact Dublin Tower ten nm or five minutes before zone entry. VFR aircraft should be cleared to not above 1700ft and routed via one of the published transit routes. These are:

Aircraft Arriving at Dublin:

- Northern Arrivals – via Skerries VFR Routing,
- West Arrivals – via Dunshaughlin VFR routing,
- South West Arrivals – via Dunboyne VRP or Dunshaughlin VFR routing,
- South Arrivals – Bray VRP then as instructed by ATC.

Aircraft Arriving at Weston:

South/East – via Weston VFR route and handed to Weston Tower³ approaching the Palmerstown Roundabout.

Aircraft Arriving/Transiting EIR15:

North – via Lambay Transit routing, then as routed to either the Palmerstown Roundabout Hold or the Marley Park hold to await clearance into the EIR15.

Zone Exit:

Aircraft departing Dublin CTR on a VFR flight plan should be routed via one of the published transit routes. These are:

- Northern Departures – via Skerries VFR Routing,
- West Departures – via Dunshaughlin VFR routing,
- South West Departures – via Dunshaughlin VFR routing, or with prior co-ordination the Weston VFR routing to exit via Weston
- South Departures – via Bray VRP.

Helicopter VFR:

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³ If offline the aircraft should be given to Area.

Dublin Approach – Procedures.

Arriving Aircraft:

Standard arrivals:

Aircraft inbound to Dublin capable of flying STARs will be given an appropriate STAR based on runway in use. The aircraft will be descended to FL80 for the holding FIX, and handed over to Dublin Approach descending through FL100. This is to allow for sufficient time for Dublin Approach to accept the aircraft, and issue any further instructions while the aircraft is in descent.

Non-Standard arrivals:

Aircraft unable to fly a STAR will be co-ordinated between Dublin Control and Dublin Approach. These aircraft will be radar vectored to the approach. Aircraft will be handed off to Dublin Approach when descending through FL100 or at a previously co-ordinated point.

Weston Arrivals:

Aircraft routing into Weston on an IFR flight plan will be handed off to Approach approaching the holding fix for the appropriate approach into Weston. Approach will then issue approach-joining instructions. Once on the approach the aircraft will be handed off to Dublin Tower, or is traffic permits to Weston Tower.

Baldonnel Arrivals:

TBC.

Onward Co-Ordination:

When traffic allows either Dublin Approach or Dublin Control can co-ordinate an intermediate point to which an aircraft can be cleared. An initial descent level should also be co-ordinated. However, if it is not then descent should be to FL80 with handoff initiated approaching FL120.

Speed Control:

As a general rule the following speed controls should be used:

Below FL100 – Max 250kts.

AT holding fix – Max 210kts.

Intermediate Segment – Max 180kts,

Recommended 160kts from FAF to 4nm,

ATC may use these speeds at their discretion, and should use speed control where necessary for accurate spacing.

Departing Aircraft:

Under normal conditions Approach will not be interact with departing aircraft. However, in the absence of Area Control (EIDW_X_CTR, EISN_CTR) approach will control the initial departure phase. Aircraft are to be climbed to FL120 and released to Unicom once clear of any conflict.

Dublin Airport Information Table's

Table 1 – Frequency List.

Service Designator	Callsign	Range	Frequency
EIDW_DEL	Dublin Delivery	10nm	121.870mhz
EIDW_GND	Dublin Ground	10nm	121.800mhz
EIDW_TWR	Dublin Tower	20nm	118.600mhz
EIDW_APP	Dublin Approach	50nm	121.100mhz
EIDW_N_CTR	Dublin Control	100m	129.170mhz
EIDW_S_CTR	Dublin Control	100nm	126.250mhz
EIDW_H_CTR	Dublin Control	100nm	
EIDW_ATIS	Dublin ATIS	N/A	124.520mhz

Table 2 – Standard Departures – RWY28.

Rwy Designator (NR)	Waypoint	Aircraft Type	Initial Climb	Designator
28	BAMLI	A/B	4000ft	BAMLI4B
28	BEPAN	A/B	4000ft	BEPAN4B
28	INKUR	A/B	3000ft	INKUR4B
28	LIFFY	A/B	4000ft	LIFFY4B
28	NEVRI	A/B	4000ft	NEVRI4B
28	OLONO	A/B	4000ft	OLONO4B
28	PESIT	A/B	4000ft	PESIT4B
28	ROTEV	A/B	4000ft	ROTEV4B
28	SUROX	A/B	4000ft	SUROX4B
28	BEPAN	C/D	FL90	BEPAN4A
28	INKUR	C/D	FL90	INKUR4A
28	LIFFY	C/D	FL90	LIFFY4A
28	NEVRI	C/D	FL90	NEVRI4A
28	OLONO	C/D	FL90	OLONO4A
28	PELIG	C/D	FL90	PELIG4A
28	PESIT	C/D	FL90	PESIT4A
28	ROTEV	C/D	FL90	ROTEV4A
28	SUROX	C/D	FL90	SUROX4A

Table 3 – Standard Departures – RWY10.

Rwy Designator (NR)	Waypoint	Aircraft Type	Initial Climb	Designator
10	BAMLI	A/B	4000ft	BAMLI4F
10	BEPAN	A/B	4000ft	BEPAN4F
10	INKUR	A/B	4000ft	INKUR4F
10	LIFFY	A/B	3000ft	LIFFY4F
10	NEVRI	A/B	4000ft	NEVRI4F
10	OLONO	A/B	4000ft	OLONO4F
10	PESIT	A/B	4000ft	PESIT4F
10	ROTEV	A/B	4000ft	ROTEV4F
10	SUROX	A/B	4000ft	SUROX4F
10	BEPAN	C/D	FL90	BEPAN4E
10	INKUR	C/D	FL90	INKUR4E
10	LIFFY	C/D	FL90	LIFFY4E
10	NEVRI	C/D	FL90	NEVRI4E
10	OLONO	C/D	FL90	OLONO4E
10	PESIT	C/D	FL90	PESIT4E
10	ROTEV	C/D	FL90	ROTEV4E
10	SUROX	C/D	FL90	SUROX4E

Table 4 – Standard Departures – RWY16.

Rwy Designator (NR)	Waypoint	Aircraft Type	Initial Climb	Designator
16	BAMLI	A/B	4000ft	BAMLI4P
16	BEPAN	A/B	4000ft	BEPAN4P
16	INKUR	A/B	4000ft	INKUR4P
16	LIFFY	A/B	4000ft	LIFFY4P
16	NEVRI	A/B	4000ft	NEVRI4P
16	OLONO	A/B	4000ft	OLONO4P
16	PESIT	A/B	4000ft	PESIT4P
16	ROTEV	A/B	4000ft	ROTEV4P
16	SUROX	A/B	4000ft	SUROX4P
16	BEPAN	C/D	FL90	BEPAN4M
16	INKUR	C/D	FL90	INKUR4M
16	LIFFY	C/D	FL90	LIFFY4M
16	NEVRI	C/D	FL90	NEVRI4M
16	OLONO	C/D	FL90	OLONO4M
16	PELIG	C/D	FL90	PELIG4M
16	PESIT	C/D	FL90	PESIT4M
16	ROTEV	C/D	FL90	ROTEV4M
16	SUROX	C/D	FL90	SUROX4M

Table 5 – Standard Departures – RWY34.

Rwy Designator (NR)	Waypoint	Aircraft Type	Initial Climb	Designator
34	BAMLI	A/B	4000ft	BAMLI4
34	BEPAN	A/B	4000ft	BEPAN4H
34	INKUR	A/B	4000ft	INKUR4H
34	LIFY	A/B	4000ft	LIFY4H
34	NEVRI	A/B	4000ft	NEVRI4H
34	OLONO	A/B	4000ft	OLONO4H
34	PESIT	A/B	4000ft	PESIT4H
34	ROTEV	A/B	4000ft	ROTEV4H
34	SUROX	A/B	4000ft	SUROX4H
34	BEPAN	C/D	FL90	BEPAN4G
34	INKUR	C/D	FL90	INKUR4G
34	LIFY	C/D	FL90	LIFY4G
34	NEVRI	C/D	FL90	NEVRI4G
34	OLONO	C/D	FL90	OLONO4G
34	PELIG	C/D	FL90	PELIG4G
34	PESIT	C/D	FL90	PESIT4G
34	ROTEV	C/D	FL90	ROTEV4G
34	SUROX	C/D	FL90	SUROX4G

Table 6 – Oceanic/Regional Airport Standard Departures/Arrivals.

Destination	Departure	Arrival	Note
DOGAL	SUROX	OLAPO	DOGAL and all point North of
MALOT	INKUR	OLAPO/SUTEX	MALOT and all point South of. Arrival as appropriate.
EICM	INKUR	OLAPO	
EIKN/EISG	SUROX	OLAPO	
EIDL	BAMLI	N/A	Route BAMLI dct ROKNA
EGAE	BAMLI	N/A	Route BAMLI dct ROKNA
EIKY/EIWF	OLONO	SUTEX	

Table 7 – Taxiway Details.

Txy Designator (NR)	Width of Txy (M)	Aircraft Type	Note
A	23	All	
B1	24	All	
B2	24	All	Aircraft are not allowed hold on B2, B2 cannot be used if aircraft on either E1 or F1
B3	23	All	
B4	23	All	
B5	23	All	
B6	23	All	
B7	23	All	
D3	23	All	
E1	23	All	
E2	23	All	
E3	23	All	
E4	23	< 30M	
E5	23	All	
E6	30	All	Rapid Exit Taxiway
E7	23	All	
F1	23	All	
F2	23	All	
F3	23	All	
G	23	All	
H1	23	All	
H2	23	All	
J1	23	All	
J2	23	All	
M1	25	All	
M2	25	All	
P1	23	All	
P2	23	All	
R	15		
LINK 1	33	All	
LINK 2	65	All	Unavailable if ALPHA is in use
LINK3	42	All	
LINK4	73	All	
T1	30	All	Daylight use only
T2	58	All	

Table 8 – Runway Details.

Rwy Designator (NR)	Dimensions of RWY (M)	Approach Type (MAX)	Frequency (Ident)	Course
28	2637	CATIIIA	111.35(IDW)	280
10	2637	CATIIIA	108.90(IDE)	280
16	2072	CAT1	111.5(IAC)	161
34	2072	LOC	114.9(DUB)	341

Table 9 – Departure Spacing.

Leading Aircraft	Following aircraft	Minimum Spacing
Heavy	Heavy	2 Minutes
Heavy	Medium	2 minutes
Heavy	Light	2 minutes
Medium	Heavy	1 Minute
Medium	Medium	1 Minute
Medium	Light	1 Minute
Light	Heavy	2 Minutes
Light	Medium	2 Minutes
Light	Light	1 minute

Table 10 – Declared Distances.

Rwy Designator (NR)	Intersection	TORA	TODA	ASDA
10	E7	2156	2369	2247
10	E6	1953	2166	2044
10	E5	1352	1565	1443
28	E2	2415	2628	2471
34	A	1815	1876	1815
34	B2	1815	1876	1815
34	E2	1815	1876	1815

Table 10 – Standard Arrivals – RWY28/34.

Rwy Designator (NR)	Waypoint	Designator	Routing
28/34	BAGSO	BAGSO3R	BAGSO ROKNA
28/34	BOYNE	BOYNE3R	BOYNE ROKNA
28/34	NIMAT	NIMAT3R	NIMAT ROKNA
28/34	OLAPO	OLAPO3R	OLAPO ULTAG ERUDA ROKNA
28/34	BUNED	BUNED3T	BUNED DIRUM ELKAM TULSO
28/34	LIPGO	LIPGO3T	LIPGO TULSO
28/34	OSGAR	OSGAR3T	OSGAR DIRUM ELKAM TULSO
28/34	SUTEX	SUTEX3T	SUTEX DIRUM ELKAM TULSO
28/34	VATRY	VATRY3T	VATRY TULSO

Table 11 – Standard Arrivals – RWY10.

Rwy Designator (NR)	Waypoint	Designator	Routing
10	BAGSO	BAGSO3U	BAGSO ROKNA ERUDA ULTAG
10	BOYNE	BOYNE3U	BOYNE ROKNA ERUDA ULTAG
10	NIMAT	NIMAT3U	NIMAT ROKNA ERUDA ULTAG
10	OLAPO	OLAPO3U	OLAPO ULTAG
10	BUNED	BUNED3N	BUNED DIRUM NASRI
10	LIPGO	LIPGO3N	LIPGO TULSOKLY NASRI
10	OSGAR	OSGAR3N	OSGAR DIRUM NASRI
10	SUTEX	SUTEX3N	SUTEX DIRUM NASRI
10	VATRY	VATRY3N	VATRY TULSO KLY NASRI

Table 10 – Standard Arrivals – RWY16.

Rwy Designator (NR)	Waypoint	Designator	Routing
16	BAGSO	BAGSO3R	BAGSO ROKNA
16	BOYNE	BOYNE3R	BOYNE ROKNA
16	NIMAT	NIMAT3R	NIMAT ROKNA
16	OLAPO	OLAPO3U	OLAPO ULTAG
16	BUNED	BUNED3U	BUNED DIRUM KEPOR OTNER DWN27 ULTAG
16	LIPGO	LIPGO3U	LIPGO TULSO KLY OTNER DWN27 ULTAG
16	OSGAR	OSGAR3U	OSGAR DIRUM KEPOR OTNER DWN27 ULTAG
16	SUTEX	SUTEX3U	SUTEX DIRUM KEPOR OTNER DWN27 ULTAG
16	VATRY	VATRY3U	VATRY TULSO KLY OTNER DWN27 ULTAG

Table 12 – Standard Holds.

Rwy Designator (NR)	Waypoint	Track Inbound	Turn	Min Level	Max Level	Max IAS
28/34	TULSO	290	Right Hand	5000ft	FL140	220
16/28	ROKNA	243	Right Hand	5000ft	FL140	220
10	NASRI	048	Right Hand	5000ft	FL140	220
10/16	ULTAG	142	Left Hand	5000ft	FL140	220
16/28	GIMRO	250	Right Hand	5000ft	FL140	220

Table 13 – Revision History

Revision	Date	Author	Reason
1.0	21/06/10	Martin Bergin	Original Draft
1.1	09/07/11	Kilian Thornton	Revised Format