

DUBLIN (DUB/EIDW)

Elevation 242ft

CATEGORY A

AV brief – not required

GENERAL

- The airfield is located to the North of Dublin city.

Threats

CFIT

- Terrain 14nm to the S reaching 2890ft.
- Terrain to the S is depicted on the Lido AFC chart.
- Two chimneys (700ft amsl) are 5.75nm to the SE of Rwy 34 threshold.
- Visual circuits to Rwy 34 should be arranged to provide adequate clearance from these chimneys.

ARRIVAL

Diversion Airports

BELFAST City	BHD/EGAC	73 nm/011°T	CAT B
BELFAST Aldergrove	BFS/EGAA	74 nm/001°T	CAT A
SHANNON	SNN/EINN	105 nm/246°T	CAT A
MANCHESTER	MAN/EGCC	143 nm/092°T	CAT A
LIVERPOOL	LPL/EGGP	123 nm/092°T	CAT A
BIRMINGHAM	BHX/EGBB	174 nm/110°T	CAT A
GLASGOW	GLA/EGPF	160 nm/023°T	CAT A

BAV Crew Reports

- *TDZ markings reported to be unusual and poorly marked.*

GROUND

- Apron management at Dublin is provided by the DUB Airport authorities.
- ATC provides an advisory service provided by Dublin ATC.
- ATC will issue push-back clearance, but it is the ground crew takes primary responsibility for monitoring against conflict between vehicles and other aircraft.
- ATC will often issue a conditional push back or taxi clearance, advising of other traffic which may affect the push-back or onward taxi.
- DUB Tower is unable to see all stands from the tower.

- If arriving for a paint input, ATC will assign taxiway routing and provide a follow me car. Routing will be Twy C to HP1 where the aircraft will be towed into the hangar after shutdown. Crew will disembark once parked in the hangar. For longhaul aircraft ensure the cleared taxi routing is suitable for your aircraft type as many of the taxiways are narrow.

BAV Crew Reports

- *There have been reports that there is no ACARS coverage on gates 201/202 and also as taxiing out, such that crews may be unable to upload routes or use ACARS for performance/initialisation.*

DEPARTURE

- Crews must plan their stand departure and taxi phase in order to assure that they are fully ready on arrival at E1 using the following procedure:

Pre-departure

- Alert the crew to the short taxi route and request a **manual safety demonstration** (OM B).
- If possible, once the stand equipment is clear (iaw OM B – Preparing Doors for Departure), the crew may be able to start the safety brief on stand.

Prior to Taxi

- Review the traffic flow towards the hold to evaluate the likely taxi time.
- **GND CTL must be notified on initial taxi request if there is ANY CHANCE that the aircraft will not be ready immediately at E1** (eg. Figures not received or Cabin not ready. ATC will allow the aircraft to remain in its position or arrange a taxi routing to allow more time).
- Due to the short and potentially complex taxi route it may be advisable that after the AFTER START Checklist is completed and prior to taxi:
 - Complete the FLT CTL check, and
 - Review and Accept the Loadsheet.

Taxi

- **DO NOT proceed beyond Link 2 if not going to be fully ready.** Advise GND/TWR for instructions.

Holding at E1

- Any aircraft not fully ready will not be accepted for take-off and will be required to enter the runway and exit as instructed to maintain the departure flow.

Climb

- Requirement during the climb to maintain a maximum of 290 kts IAS above FL100 in order to meet climb gradient restrictions due to airspace structure with Scottish.

OPERATIONAL INFORMATION

Handling Agent	Menzies
Handling Agent VHF	131.890
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU (ACU equipment is not available)