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Dublin Airport (EIDW) New Runway 10L/28R Planned Operational Stages

This Supplement references AIC 008/22.

Dublin Airport Authority plan to open a parallel runway (10L/28R) at Dublin Airport in **late August 2022**.

Publication of details associated with this new runway will be included in AIP Ireland, effective from 11 AUG 2022.

Operational rollout of this new runway will be on a staged basis with full operations expected by March 2023.

The purpose of the Supplement is to advise all stakeholders with an overview of the planned stages of operation and should be read in conjunction with other supplements referencing AIC 008/22.

Planned Operational Stages:

Stage 1: From opening date of EIDW North Runway

- Runway 10L/28R is planned to commence operations from late August 2022, initially to support segregated runway operations, i.e. one runway strip for departures and one for arrivals
- CAT A-B and C-D departures procedures will be available from Runway 28R when designated the runway in use, for departures and this runway will **not** normally be available for arrivals during this Stage
- Arrival procedures to Runway 10L will be available during this Stage (ILS CAT I & or LOC and RNP IAPs), when designated the runway in use
- Planned hours for operations for Runways 10L/28R (North Runway), will be progressively increased during this Stage and are initially planned as follows: *(all times local)* *
(THESE TIMES ARE INDICATIVE AND MAY BE SUBJECT TO CHANGE)
 - 0900-1100
 - 0900-1300
 - 0700-1300
 - 0700-1800

***Subject to assessment of safe and successful assimilation by affected stakeholders of the New Runway infrastructure environment and associated operations, at Dublin Airport**

- *Modes of Operation:*
 - *North Runway operationally available:* Arrivals to Runway 28L; Departures from Runway 28R/ Arrivals Runway 10L; Departures Runway 10R as applicable
 - *North Runway not operationally available:* Arrivals Runway 10R/28L; Departures Runway 10R/28L as applicable
 - Runways 16 and 34 will continue to be operationally utilised as required

Note 1: Dual departure operations from Runways 28L and 34 have ceased permanently and are not planned to be re-introduced

Stage 2: Planned effective Date 08 SEP 2022

- Instrument Flight Procedures (IFPs) are planned to be available to support Departure from Runway 10L; A-B and C-D SIDs
- Instrument Approach Procedures (IAPs) are planned to be available to support Arrivals to Runway 28R; ILS CAT I and or LOC/ RNP approaches

Note 2: For both Runways 10L and 28R, CAT II and IIIb approaches will be available once the required hours for ILS radiating have successfully been reached, to confirm service continuity

Stage 3: Planned for March 2023

- It is planned to commence fully integrated parallel runway operations
- This will include Dual Departure operations from Runways 28R and 28L
- Some restrictions may continue to be required for Runway 28R arrival operations after March 2023. Runway 28L will remain the primary arrivals runway as required
- Some restrictions may continue to be required for Runway 10L departure operations after March 2023. Runway 10R will remain the primary departure runway as required
- Some (noise abatement) timing conditions may apply and will be managed by the Airport Authority (daa) and the Air Navigation Service Provider (ANSP)

Exact dates and times may be subject to changes and will be promulgated by NOTAM in due course, with reference to this Supplement, if required.

This Supplement should be read in conjunction with SUP 019/22 and SUP 020/22.