

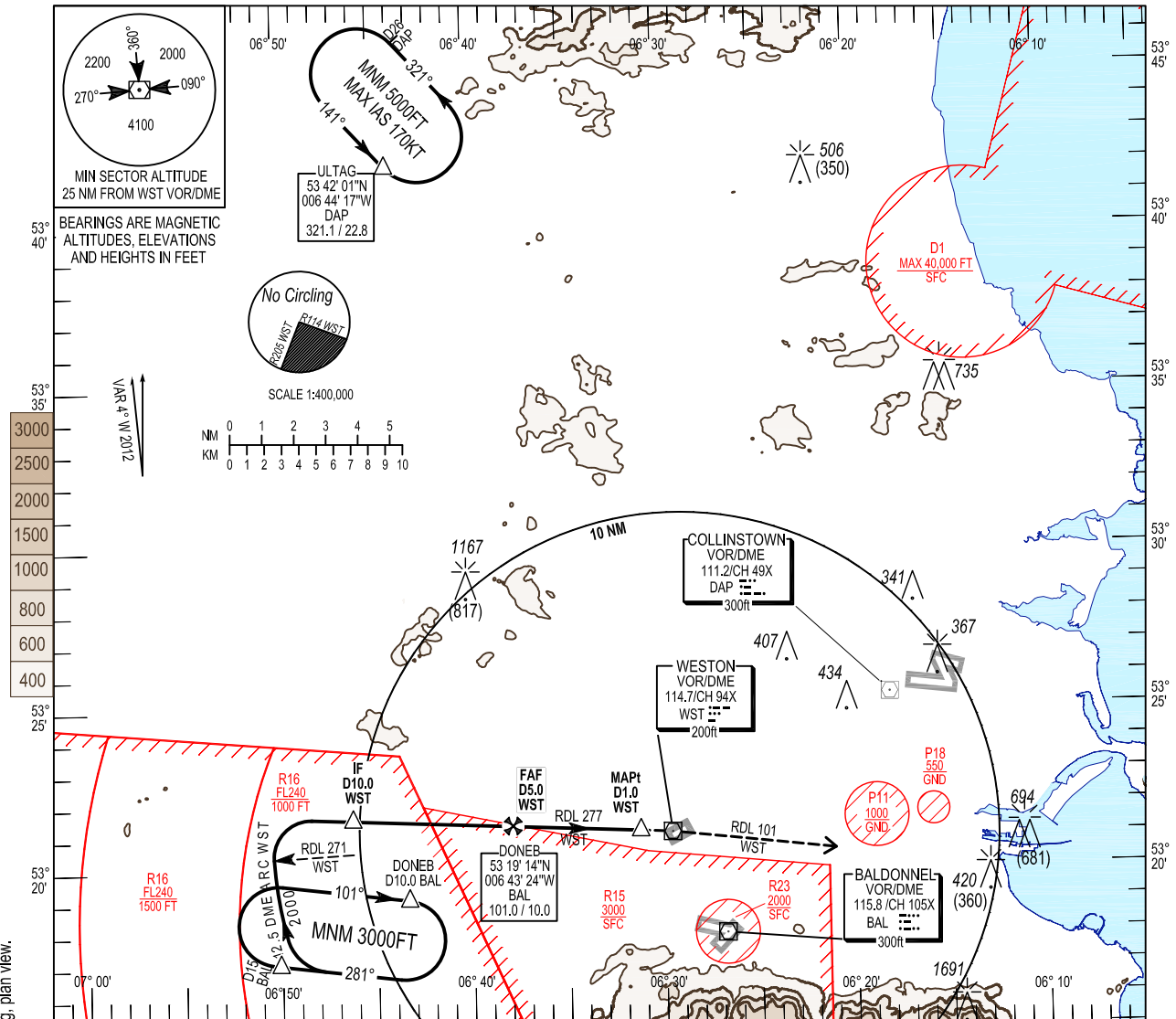
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 155 ft
 HEIGHTS RELATED TO AD - ELEV 155 ft

DUBLIN APP	121.100
WESTON TWR	122.400
WESTON GND	119.425
WESTON ATIS	118.875

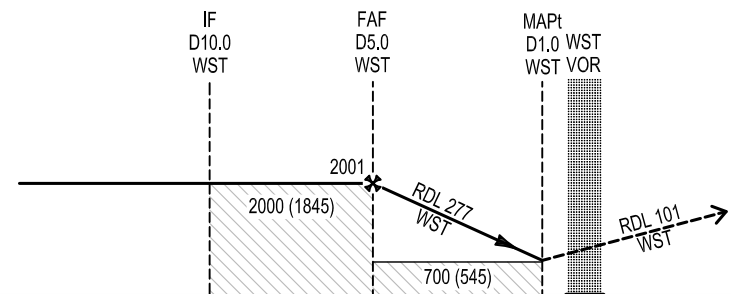
CONSULT NOTAM FOR LATEST INFORMATION

WESTON / WESTON
 VOR - C (EIR15 & R16 active)
 (ACFT CAT A, B.)



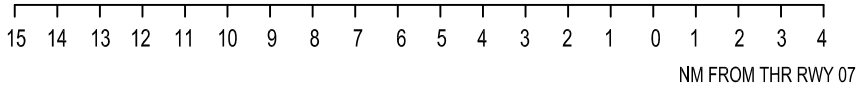
Change: Addition of radial text on inbound leg, plan view.

TRANSITION ALTITUDE 5000 ft



MISSED APPROACH:
 Climb on RDL 101 WST VOR/DME to 2000ft QNH, or as previously briefed, and contact Dublin App on 121.100
 (In the event of a COMMS failure, carry out the missed approach, climbing to 5000ft QNH and at D10 WST turn left to DAP to join DAP RDL 321 to ULTAG.
 From ULTAG complete the IAP to EIDW RWY16 to land or circle to land on the active RWY.)

ELEV 152 ft (THR RWY 25)
 ELEV 155 ft (THR RWY 07)



OCA (H)	A		B			
	700 (545)		800 (645)			
Visual Manoeuvring	700 (545)		800 (645)			
DME required Expect visual landing instructions from ATC Weston. No Circling SE of the RWY between RDL 114 and 205 WST. See visual circling procedures for Runway 07/25.	Recommended Profile on Final Approach					
	DME	5.0	4.0	3.0	2.0	
	ALT (HT)	2001 (1846)	1672 (1517)	1346 (1191)	1022 (867)	
Descent Rate 5.2%, (3°), 318 ft/NM	kts	80	100	120	140	160
	ft / min	425	530	635	745	850

RWY 07/25 VOR C Initial, Intermediate and Final Approach

Descent Angle	3.00°				
Fix	IAF (TP @ 12.50 DMEWST)	IF	FAF	SDF	MAPt
Fix coordinates	53°20'26.1"N, 006°50'24.0"W	53°21'36.7"N 006°46'15.0"W	53°21'24.1"N 006°37'54.7"W	- 53	°21'13.0"N 006°31'18.1"W
Fix formation Bearing °T	266.84°	092.8 °	092.8°		092.91°
Fix Formation Distances	10.00 BAL	10.00 WST	5.00 WST	-	1.00 WST

Holding identification EIWT

HOLDING FIX	LATITUDE (N), LONGITUDE (W)	INBOUND TRUE TRACK (degrees)	INBOUND MAGNETIC TRACK (degrees)	MAXIMUM INDICATED AIRSPEED (kts)	MAXIMUM /MINIMUM HOLDING ALTITUDE / LEVEL (FL/ft)	TIME / DISTANCE OUTBOUND	DIRECTION OF TURN
ULTAG	534201.0 / 0064417.2	136.7	141	170	F060 / A5000	DAP DME D26	L
DONEB 5319	14.0N/ 0064324.0W	096.9	101	140	A4000	BAL DME D14	R