

# EIDW - RNP T RWY 28L Displaced Threshold

## Pilot Briefing



Irish vacc of vatsim | roinn vatsim na hÉireann

**VATéir** 

### Background

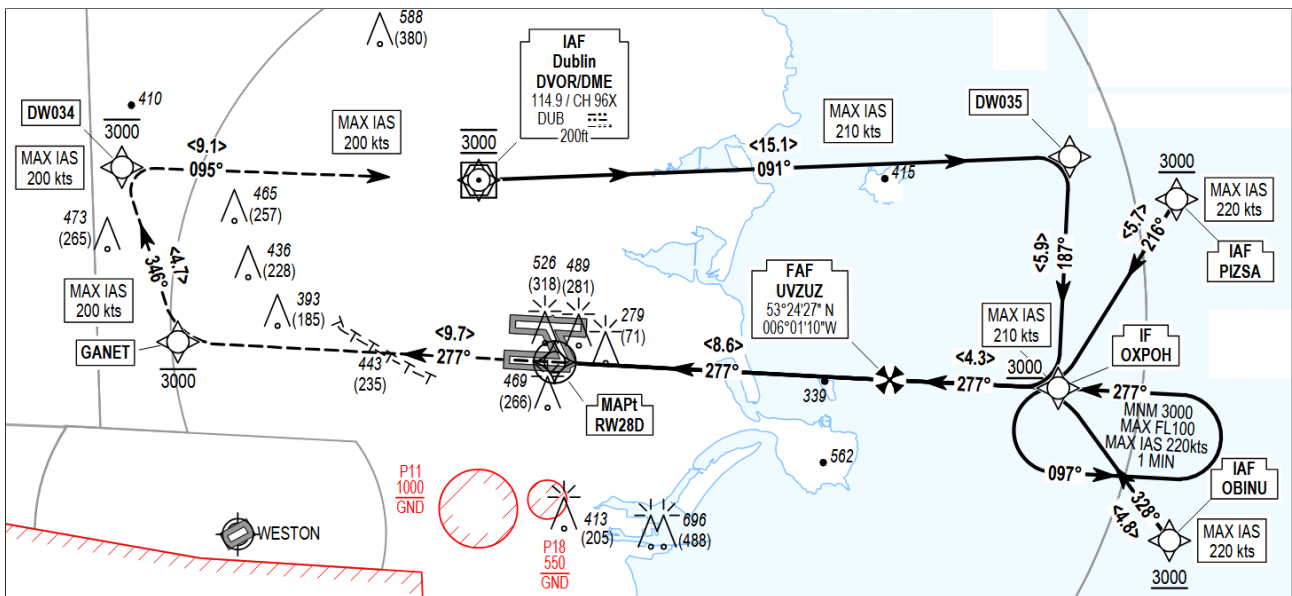
Like many large international airports built in the mid 20th century, Dublin Airport is constantly changing to improve traffic flows and increase capacity. One of the many ongoing revamps, the boldly-named *South Apron Taxiway Widening Project*, has recently progressed onto Phase 3, which involves works beyond the stopbars on TWY E1, requiring a portion of RWY 28L to be closed. Because of this, a temporary displaced threshold has been established almost **500m** down the runway, and a new instrument approach procedure, the **RNP T RWY 28L**, has been published as the only approach available while the worksite is active.

Although we generally don't simulate NOTAMS and temporary closures in VATéir, the displaced threshold and RNP T approach provide for a unique challenge to our experienced controllers. We have therefore decided take our realism to the next level for **one night only** on this very special edition of *Dublin's Thursday Night Live!*

### Approach

Your initial approach into Dublin will be largely the same as it is every Thursday Night Live. You will be cleared on a STAR, possibly enter a hold at either KERAV or SORIN, and then join the point merge sequence leg. Except this time, instead of being cleared to LAPMO, you will be instructed to proceed direct to **OXPOH**, the new intermediate fix for the RNP T RWY 28L approach.

**Note:** AIRAC 2505 or newer is required to be able to fly the RNP T RWY 28L approach. Aircraft with outdated navigational data and aircraft without RNAV capabilities can expect the **ILS RWY 28R** approach.

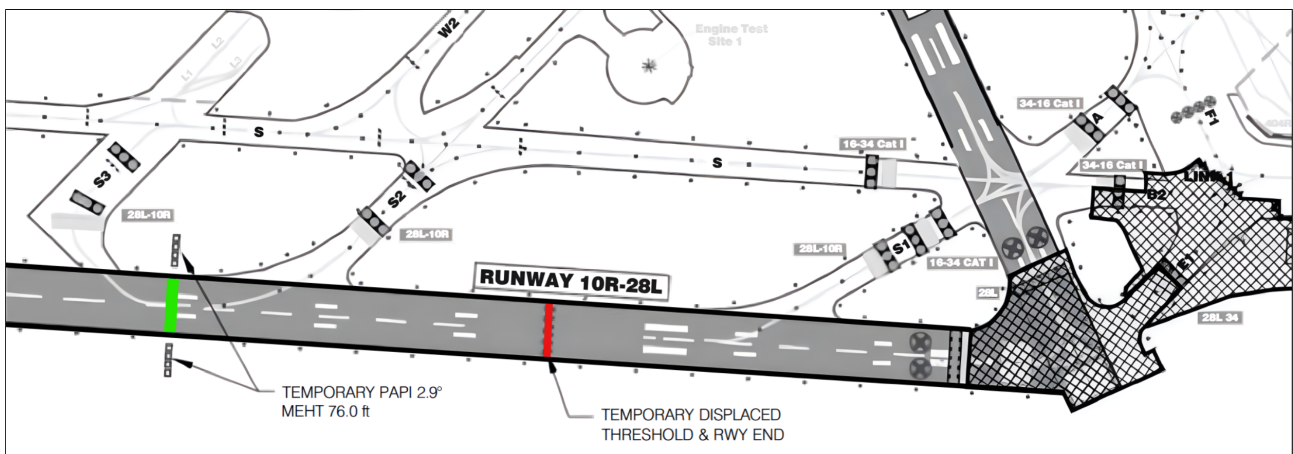


## Landing

The real runway is equipped with temporary runway threshold and PAPI lights. **Most\*** simulator scenery does not include these, so you will need to ignore the regular PAPIs and judge your final approach and touchdown visually. You should aim to touch down between TWYs S2 and S3 (shown with a green line on the chart below).

**Note:**

If you use a landing performance calculation tool, make sure to adjust the Landing Distance Available (LDA) to **2141m**.



## Scenery

### MSFS

- [Enhanced Dublin Airport](#) (Freeware) - MSFS 2020
- [MK Studios Dublin V2](#) (Payware) - MSFS 2020 & MSFS 2024

**\*MSFS** users can avail of an incredible scenery add-on created by **John (1652110)**, which adds the worksite and displaced threshold PAPIs! For maximum realism download the add-on [here](#)

### X-Plane

- [Dublin Gateway Overhaul Project](#) (Freeware) – XP11 & XP12

**\*The Dublin Gateway Overhaul scenery** has now been updated to include the displaced threshold! A PAPI-only version is also available for use on top of other scenery.

***I can't fly the RNP T approach, can I still participate?***

Of course! If you're arriving in Dublin, expect to be cleared for an ILS approach to **RWY 28R** instead. You can also try taking off from the shortened runway by requesting a departure off RWY 28L when you call for clearance. Expect taxi instructions for an intersection departure from TWY S1, with the following declared distances:

RWY	TORA	TODA	ASDA
28L	2141m	2354m	2197m

**Charts**

Charts for Dublin Airport and the RNP T RWY 28L approach can be found in the [Irish AIP](#) or on your favourite chart supplier's website (AIRAC 2505 or newer).

We look forward to seeing your long landings and runway excursions!

**Go raibh míle maith agat agus bíodh eitilt deas | Thank you and have a nice flight!**

