

GENERAL**ATS Hours**

H24

Use of AD strictly with PPR.

Airport Information**RFF:** CAT 4 H24; CAT 8 O/R.**Fuel:** O/R**PCN:** RWY 11/29: 52/F/D/W/T, RWY 05/23: 46/F/D/W/T**Customs:** HX**Operation****Requirements for Operators**

All ACFT operating within Restricted Airspace shall:

- be equipped with Mode C Transponder
- establish two-way radio COM with MIL ATS
- be in possession of and familiar with all INST APCH and DEP charts when intending to arrive/depart.

Low Visibility Procedure

LVP in force when VIS at or below 1200m.

TWY Restriction

TWY width 15m / 49ft.

Standard Taxi Routes

RWY 23

- From Ramp: Taxi from ramp via TWY A. Hold on TWY at designated HLDG point.
- From RWY: Exit at next TWY (no backtrack). Taxi to ramp via TWY B. If RWY guard lights showing, hold short of RWY 11/29 unless explicitly cleared to cross.

RWY 05

- From Ramp: Taxi via TWY B. If RWY guard lights showing, hold short of RWY 11/29 unless explicitly cleared to cross.
- From RWY: Exit at end of RWY and taxi to ramp via TWY A.

RWY 11

- From Ramp: Taxi via TWY B,C to designated HLDG point.
- From RWY: Exit onto TWY B (if possible) and continue to ramp. If anticipating exit onto RWY 23 advice ATC.

RWY 29

- From Ramp: Taxi via TWY A and enter RWY 23 holding short of RWY 29 at designated HLDG point.
- From RWY: Exit at the next AVBL exit onto TWY C. Taxi via TWY C, TWY B to the ramp area.

Note: Progressive taxi AVBL O/R.

Noise Abatement Procedure

Overflight of schools during public examinations periods (June) should be avoided.

Warnings**BAL DVOR/DME:** Due to rising terrain to the south of the facility signals may not be received at varying lower ALT in sector R130-R210, at ranges above 15NM.

Intensive MIL OPS southwest of AD. Flight information AVBL from MIL ATC.

Intensive light ACFT activity at Weston.

Circling prohibited south of RWY 11/29.

Birds in vicinity of AD.

DEPARTURE**Take-off Minima**

RWY		05/23, 11/29	
All ACFT	ft - m/km	0 - 300v	HJ only
		0 - 800v	HN

Communication**COM Failure****MISAP COM failure RWY 11, 23, 29**

Continue MISAP passing D13 outbound on BAL VOR/DME R233 climbing to 4000ft. Passing D17 BAL VOR/DME climb 5000ft. At 5000ft route to DONEB and carry out one hold. Self PSN for an APCH to the appropriate RWY at EIDW

MISAP COM failure RWY 23 - SRA APCH

Continue MISAP. Maintain 2000ft and establish outbound on BAL VOR/DME R291. Fly D14 arc to establish inbound BAL VOR/DME R279 and climb to DONEB hold to 5000ft and route to appropriate IAF for an ILS APCH to active RWY at EIDW.

De-Icing

O/R

05-JAN-2017
N/A-EIME

Ireland Baldonnel Casement

AGC
AFC

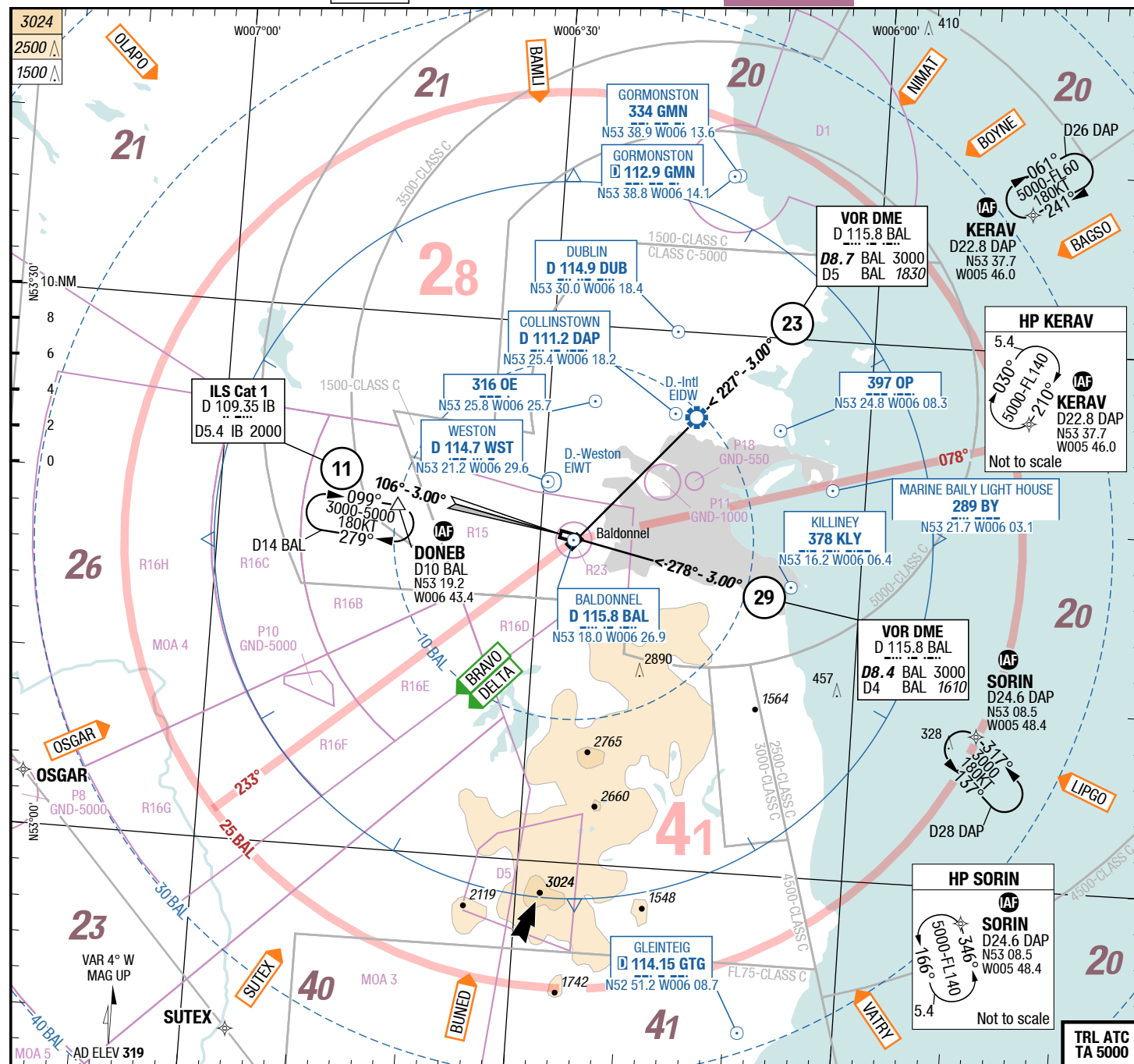
AFC

AFC

Casement Baldonnel Ireland

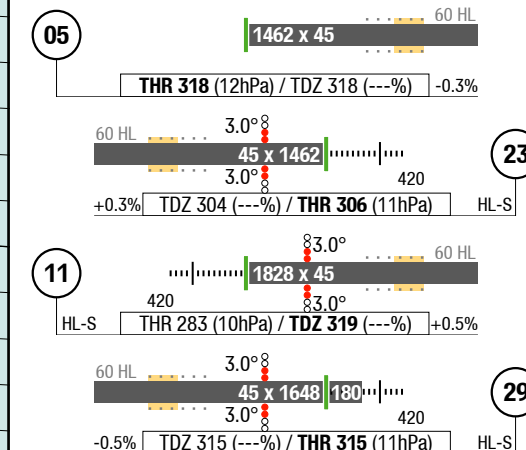
AGC
AFC

2-10



ATIS 122.800
APP 122.000
Military RAD 122.000 Mon-Fri 0900-1730z
TWR 123.500
GND 123.100

Landing RWY system:



Changes: FREQ, APL

05-JAN-2017
N/A-EIME

Ireland Baldonnel Casement

AGC

AGC

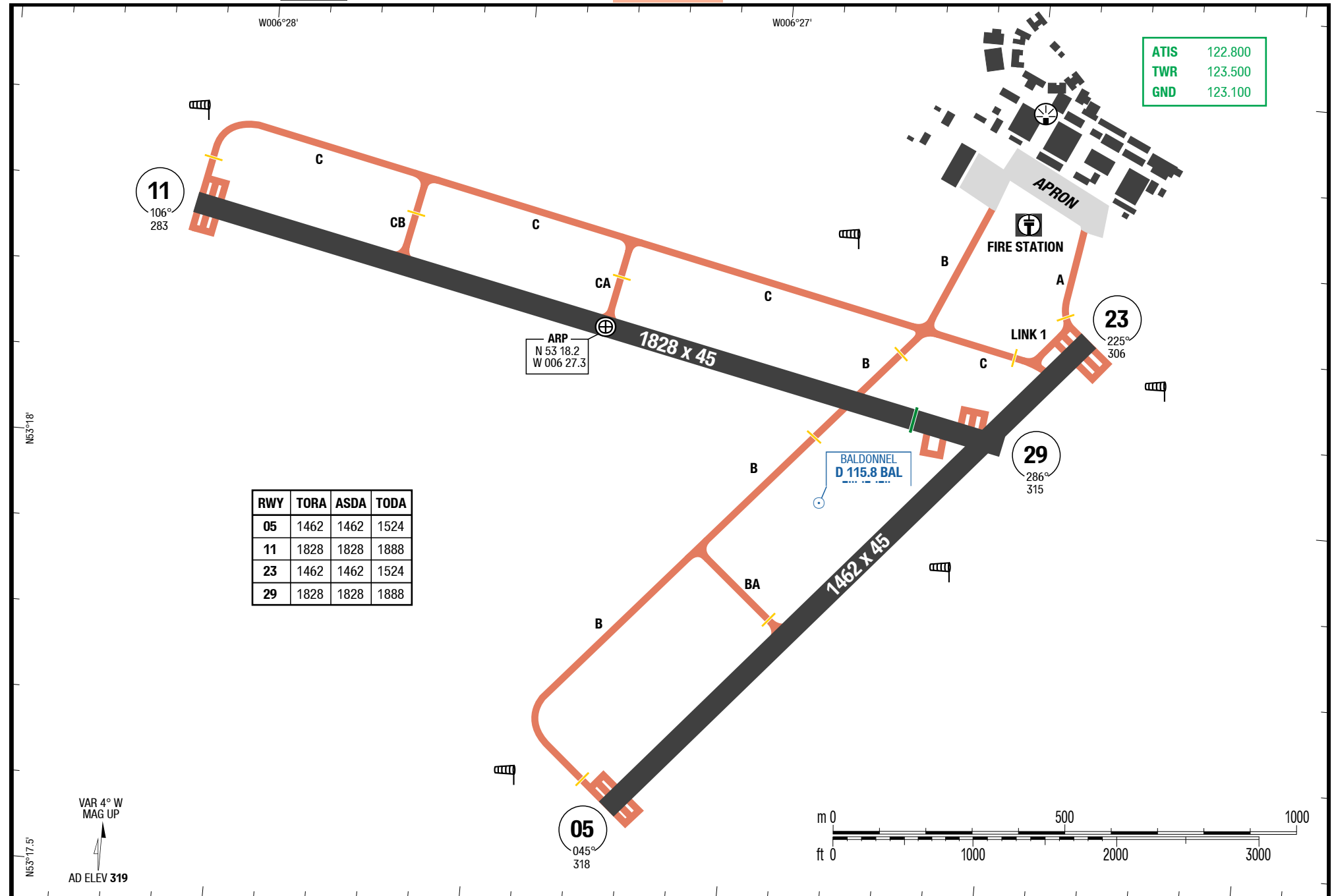
AGC

Casement Baldonnel Ireland

AGC

3-20

ATIS 122.800
TWR 123.500
GND 123.100



Changes: THR ELEV

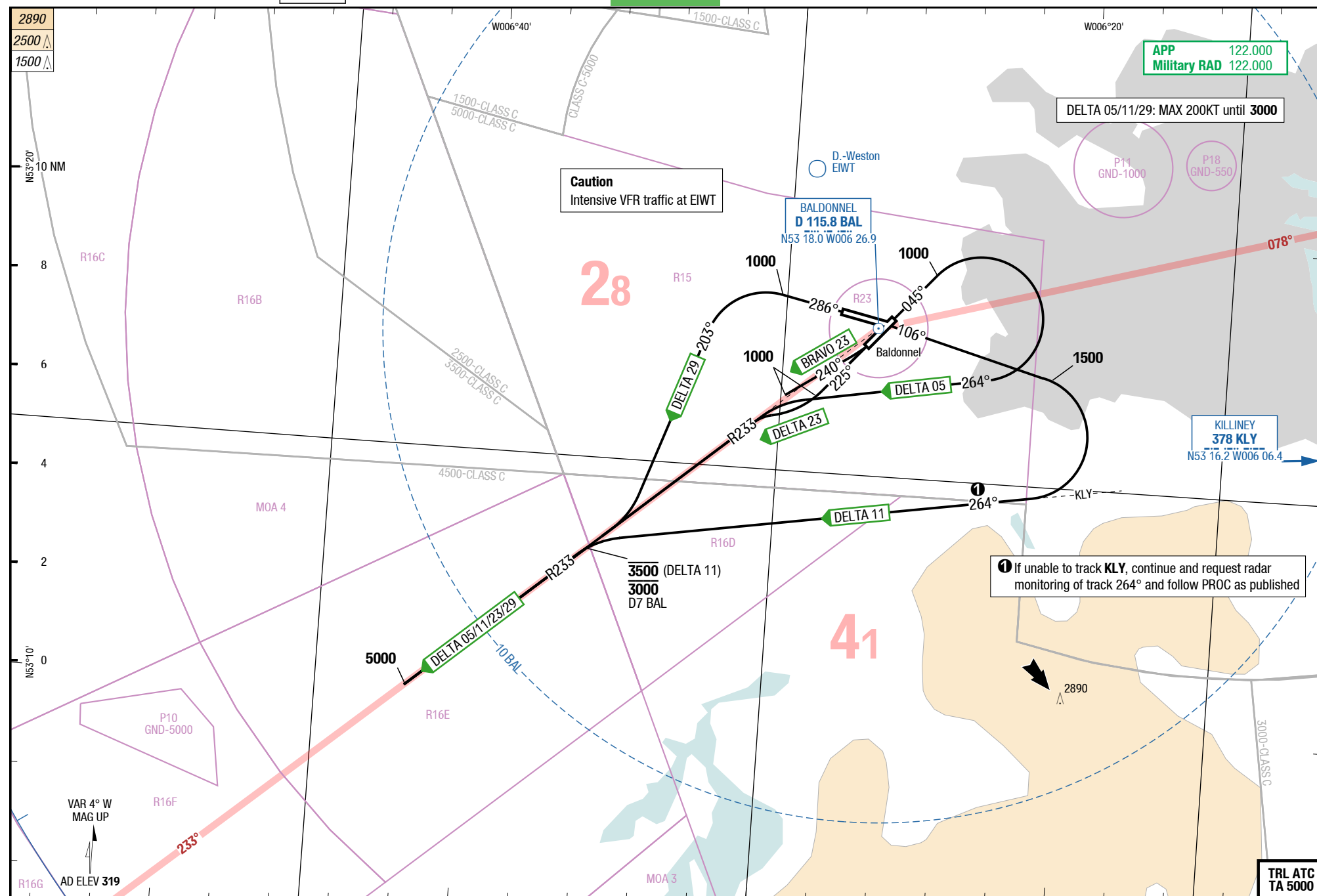
N/A-EIME

SIDs

SID

SID

SIDs



Changes: ALT, chart layout, FREQ, Note, Editorial

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DELTA 05 / DELTA 11 / BRAVO 23 / DELTA 23 / DELTA 29

RWYs 05 (045°) / 11 (106°) / 23 (225°) / 29 (286°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

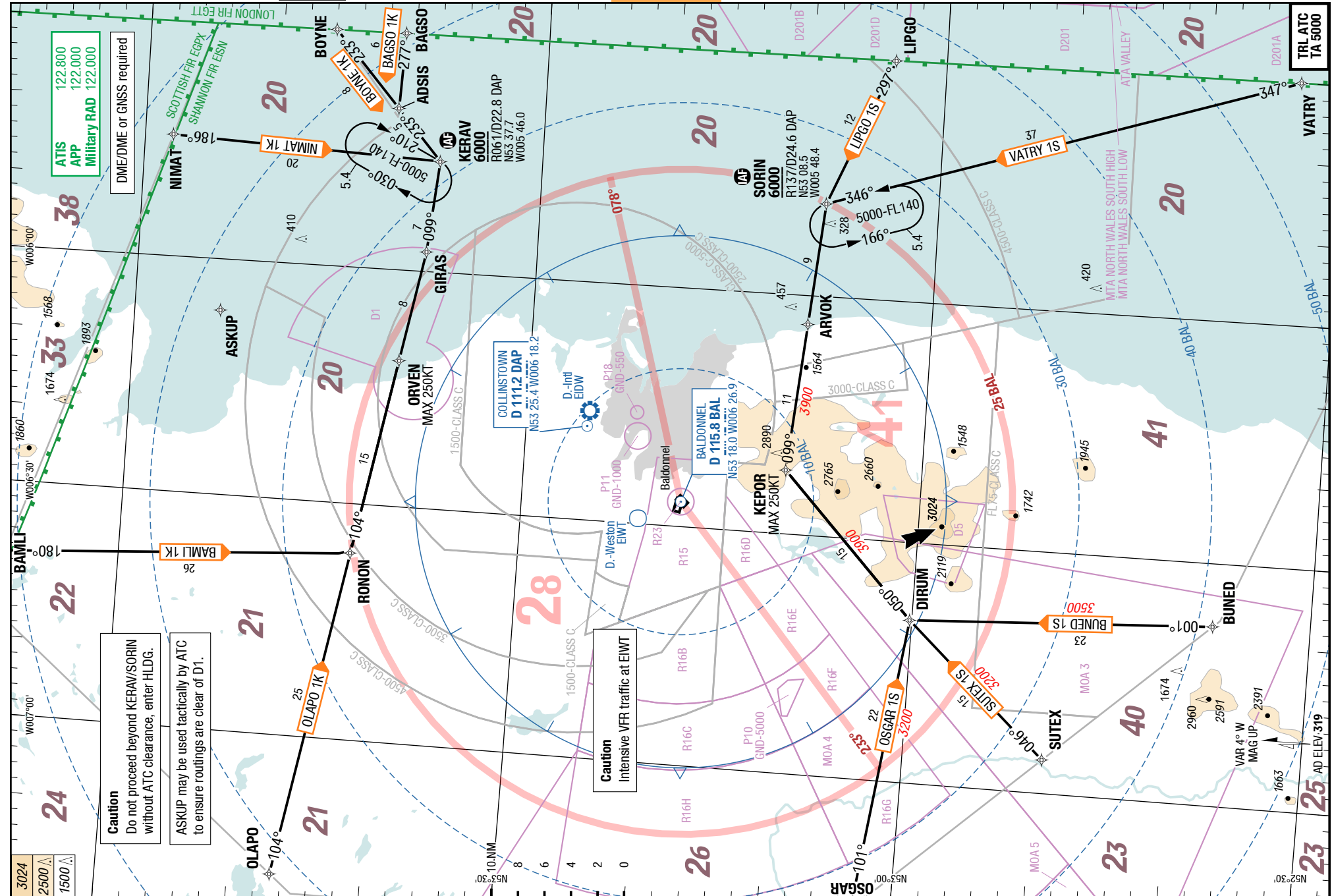
DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
DELTA 05 6.0% to 2800 122.000 ①②	at 1000 RT 264° - intercept R233 BAL - climb 5000	D7 BAL MAX 3000 initial climb 3000
	Runway 11	
DELTA 11 6.0% to 3100 122.000 ①②③	at 1500 RT QDR 264 KLY - intercept R233 BAL - climb 5000	D7 BAL MAX 3500 initial climb 3500
	Runway 23	
BRAVO 23 8.3% (ATC) 122.000 ①	240° - at 1000 RT - then by ATC	
DELTA 23 8.3% to 2800 122.000 ①	at 1000 RT - intercept R233 BAL - climb 5000	D7 BAL MAX 3000 initial climb 3000
	Runway 29	
DELTA 29 6.0% to 2800 122.000 ①②	at 1000 LT 203° - intercept R233 BAL - climb 5000	D7 BAL MAX 3000 initial climb 3000

① If unable to comply with climb gradient advise ATC.

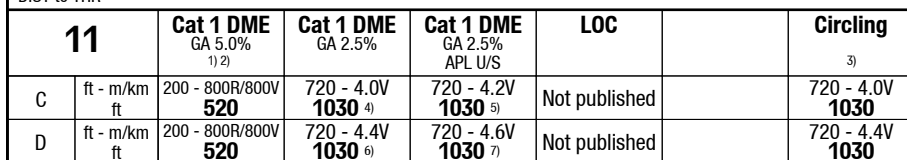
② MAX 200KT until 3000.

③ If unable to track KLY, continue and request radar monitoring of track 264° and follow PROC as published.

6-10



ILS Y 11



7) With EVS VIS 3.0km

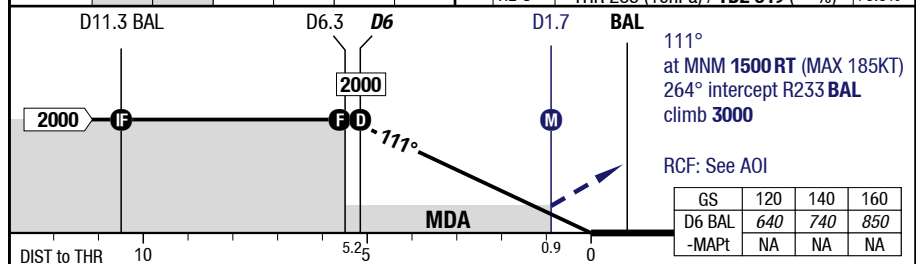
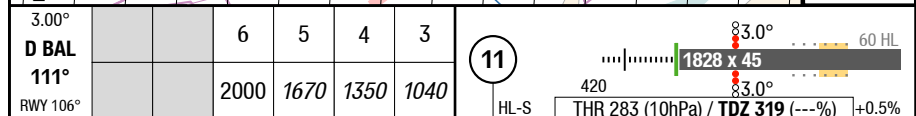
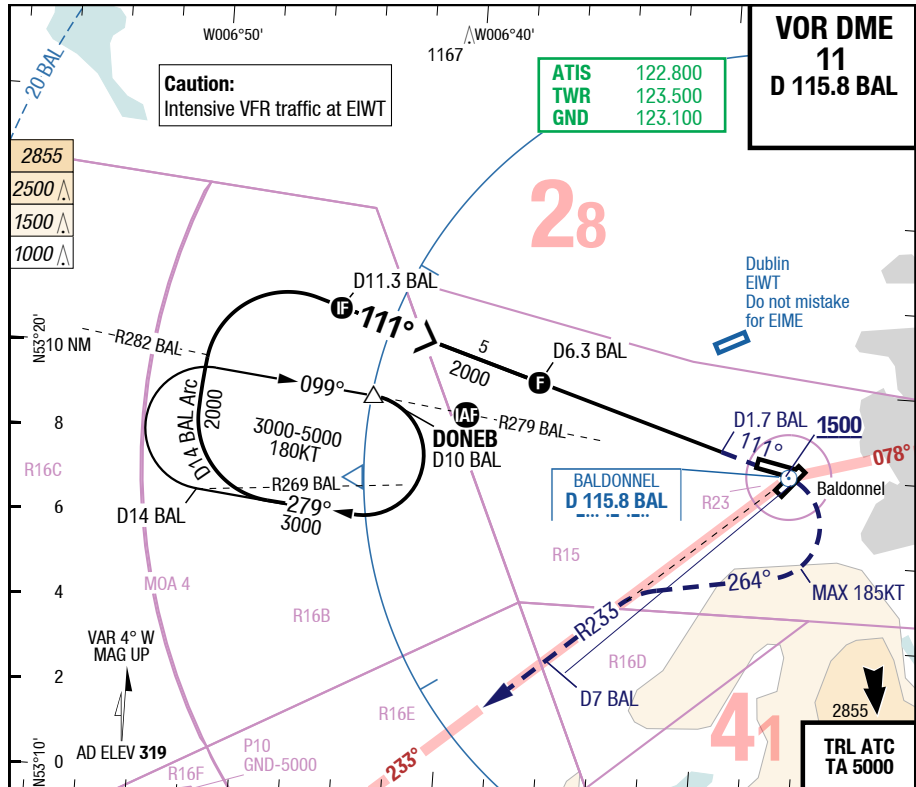
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05-JAN-2017

N/A-EIME

7-20

VOR DME 11



11		VOR DME GA 5.0% 1)	VOR DME GA 5.0% APL U/S 1)	VOR DME GA 2.5% APL U/S	VOR DME GA 2.5% APL U/S	Circling 2)
C	ft - m/km ft	410 - 2.4V 720	410 - 2.8V 720	1090 - 2.4V 1400	1090 - 2.8V 1400	1090 - 2.8V 1400
D	ft - m/km ft	410 - 2.8V 720	410 - 3.2V 720	1110 - 2.8V 1420	1110 - 3.2V 1420	1110 - 3.6V 1420

1) Up to 2800ft

2) N of RWY 11/29 only

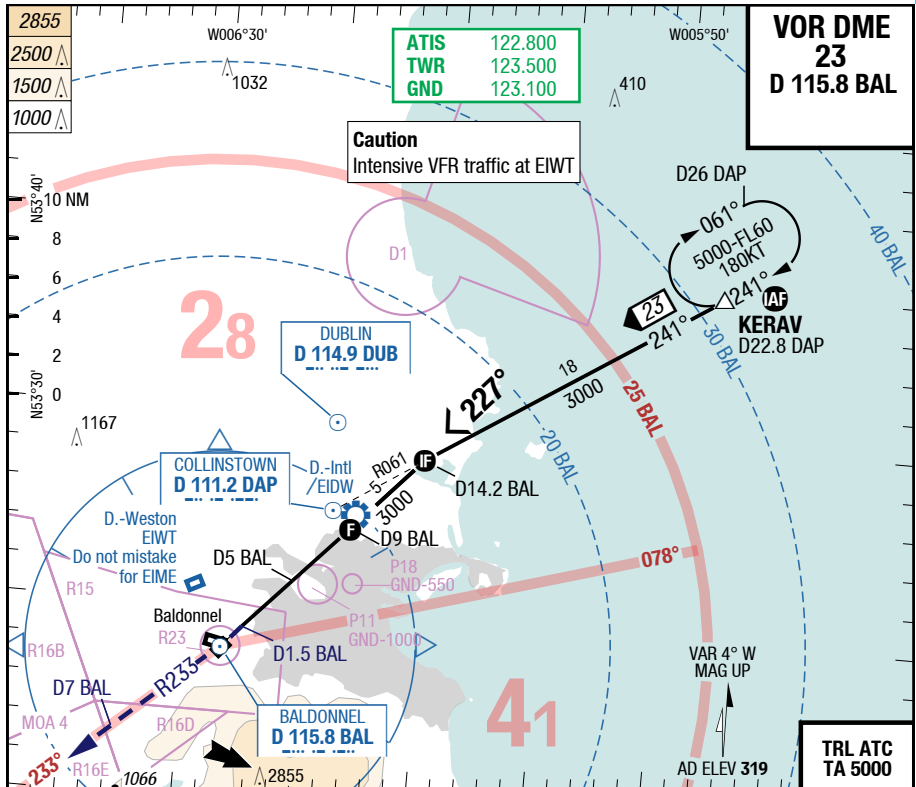
Changes: APL, ALT

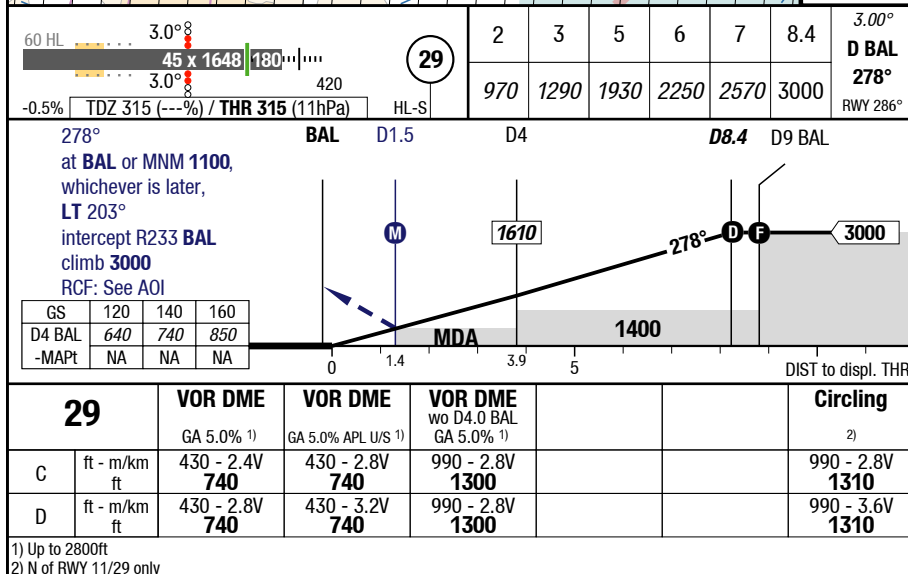
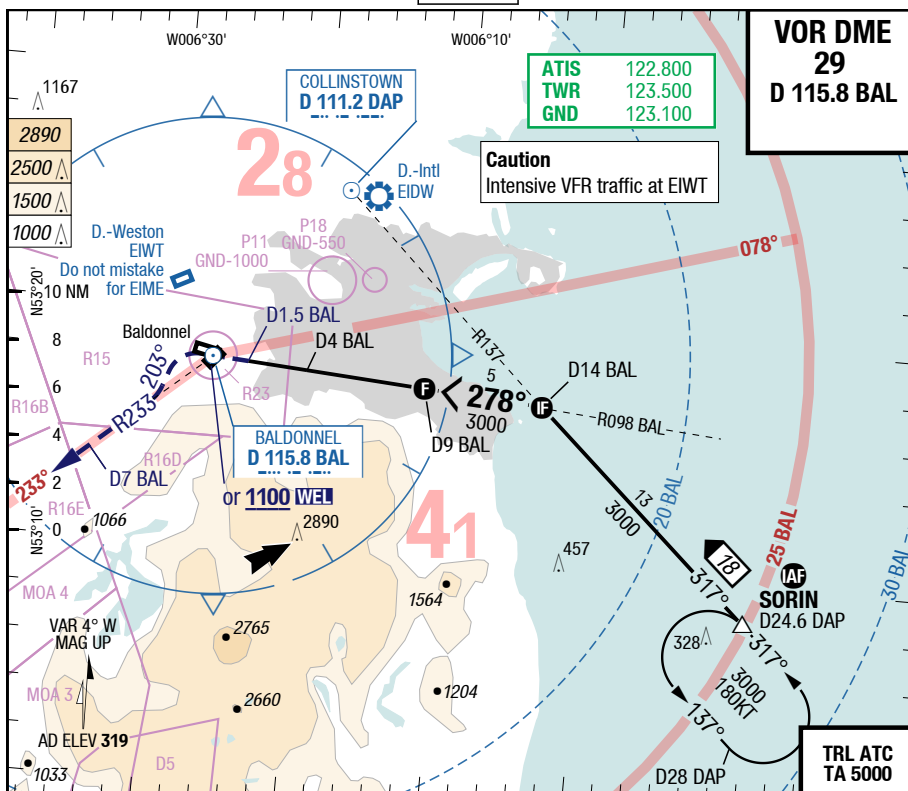
05-JAN-2017

N/A-EIME

7-30

VOR DME 23



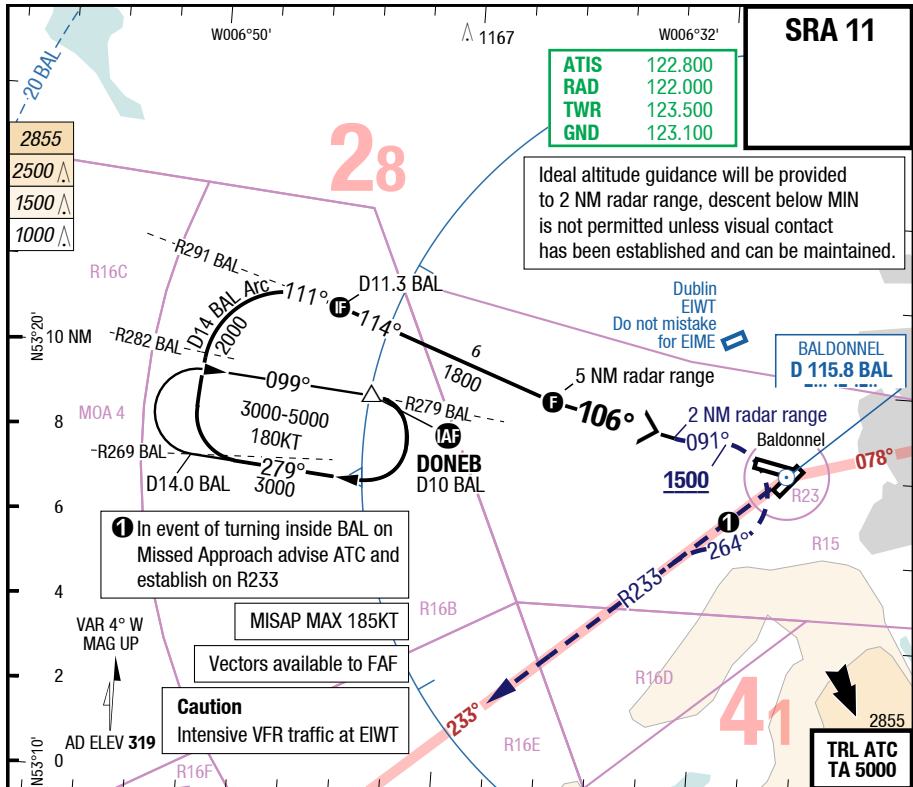


05-JAN-2017

N/A-EIME

7-50

SRA 11

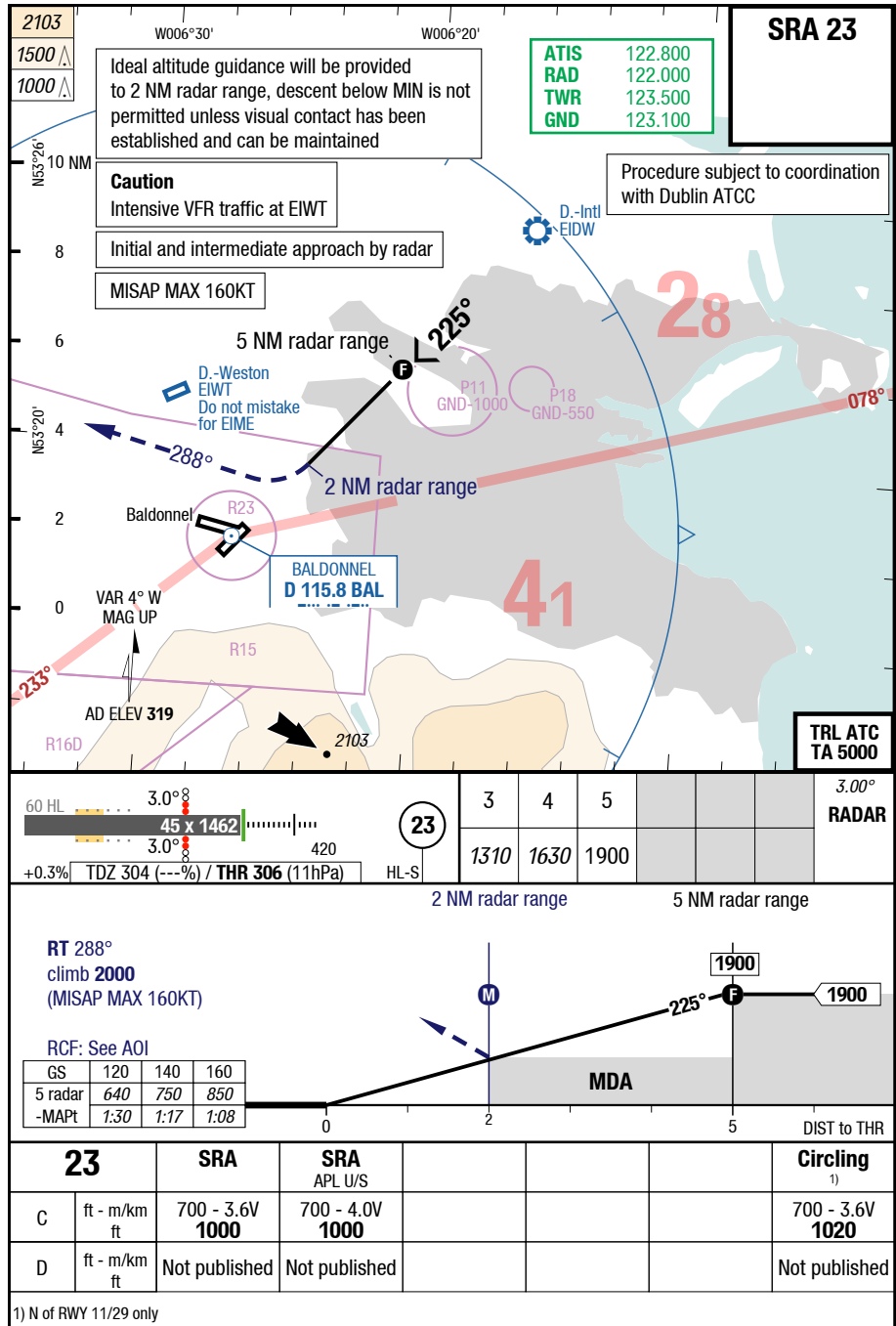


05-JAN-2017

N/A-EIME

7-60

SRA 23



Changes: New

Effective 30-APR-2015

23-APR-2015

N/A-EIME

Ireland Baldonnel Casement

NIL

MRC

MRC

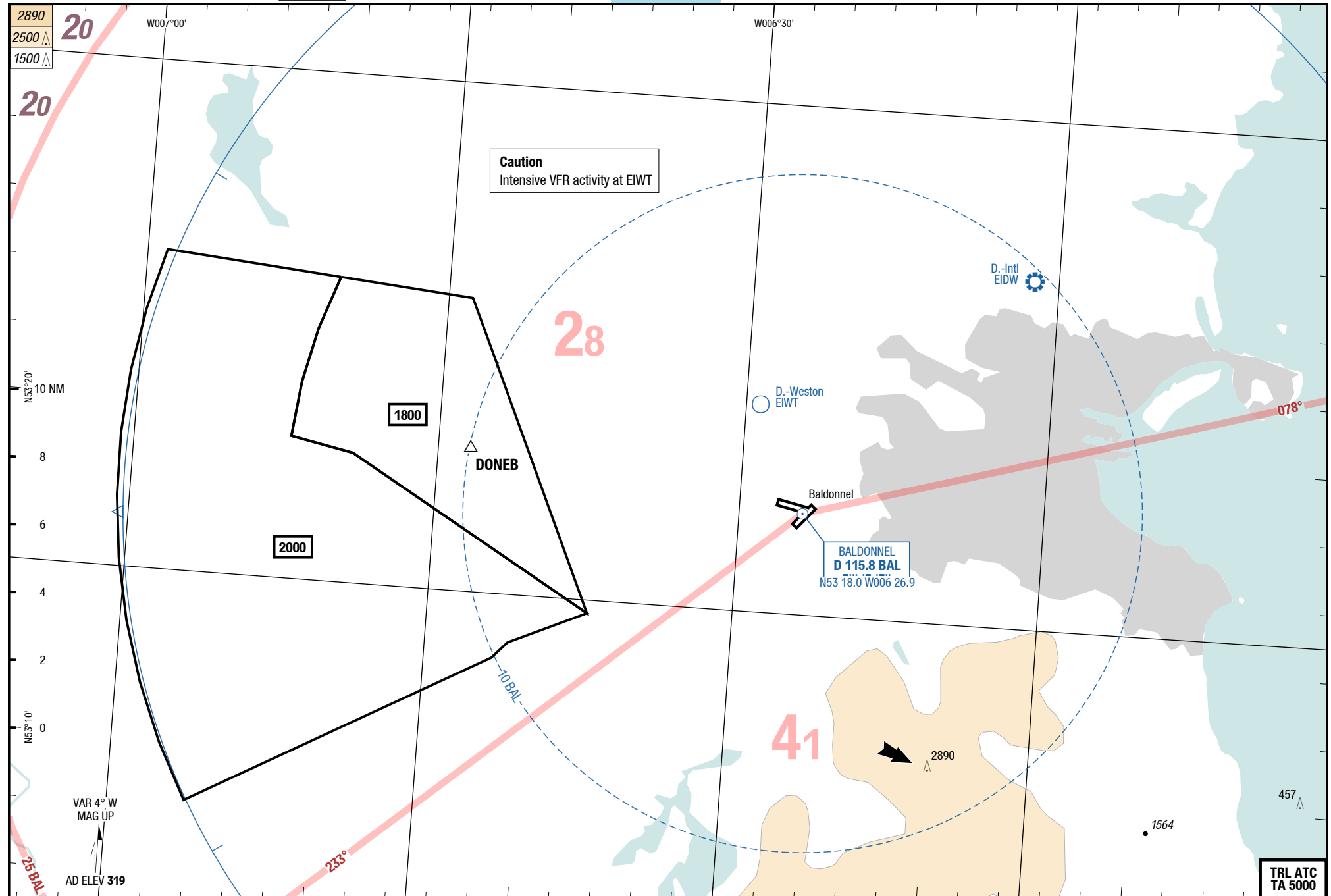
MRC

Casement Baldonnel Ireland

NIL

MRC

8-10



Changes: new

TRL ATC
TA 5000

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