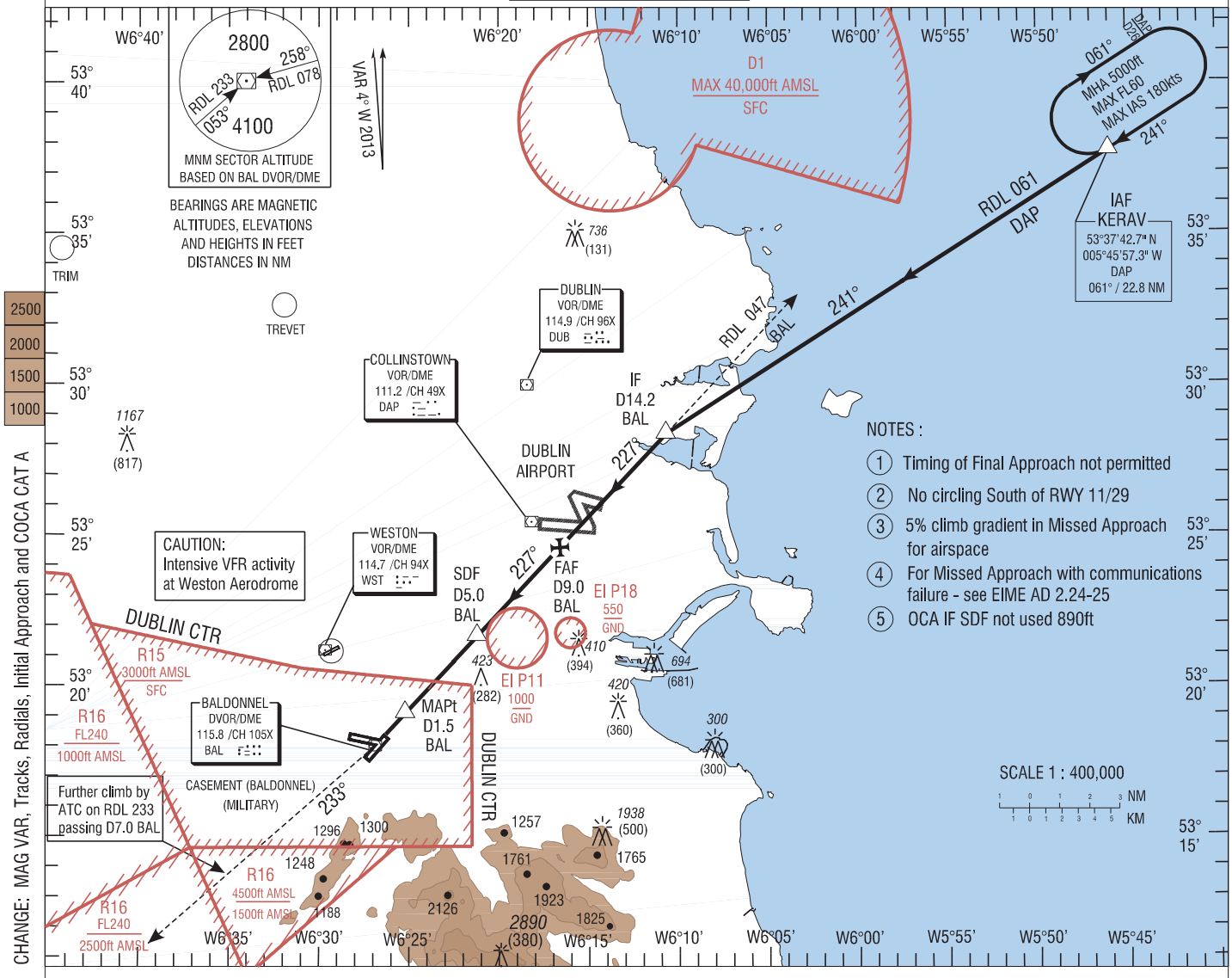
INSTRUMENT APPROACH CHART - ICAO

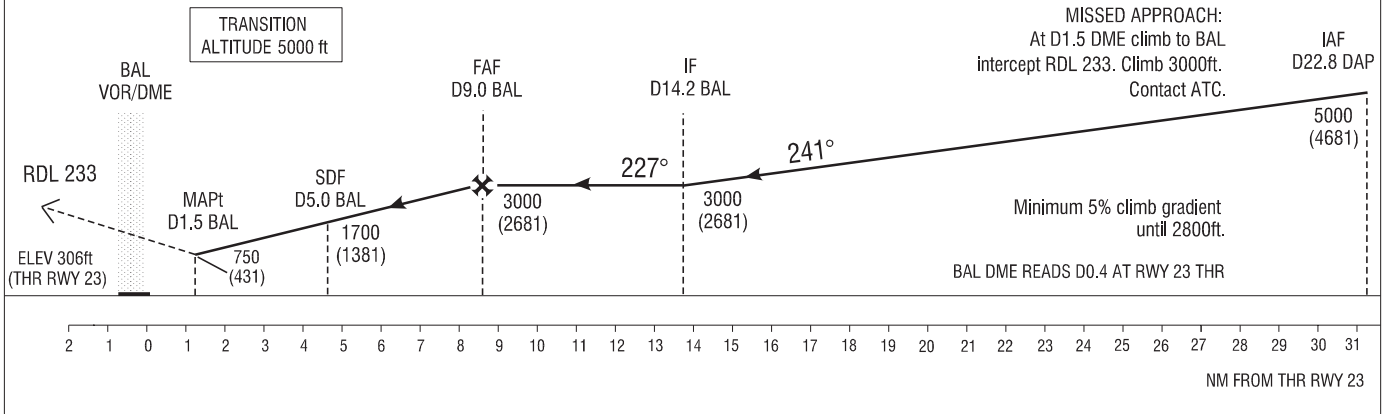
AERODROME ELEV 319 ft
HEIGHTS RELATED TO AERODROME ELEVATION

| | |
|---|---|
| TWR | 123.500 |
| BAL RADAR | 122.000 |
| ATIS | 122.800 |
| DUBLIN LOWER SOUTH | 126.250 |
| DUBLIN LOWER NORTH | 132.575 |

CONSULT NOTAM FOR LATEST INFORMATION

BALDONNEL/CASEMENT (MIL)
VOR/DME RWY 23 ① ② ③ ④ ⑤
(ACFT CAT A, B, C, D)




| | CAT | A | B | C | D |
|---|---|---|---|---|---|
| STRAIGHT IN LANDING RWY 23 | CEILING | 500 | 500 | 500 | 500 |
| OCA (H) 750 (431) | VIS | 2000 | 2000 | 2400 | 2800 |
| | ALS OUT | 2400 | 2400 | 2800 | 3200 |
| CIRCLE TO LAND (Heights AAL) | OCA (H) | 750 (431) | 820 (501) | 910 (591) | 1010 (691) |
| | CEILING | 500 | 600 | 600 | 700 |
| | VIS | 2000 | 2000 | 2800 | 3600 |

IDEAL ALTITUDE (HEIGHT) ON FINAL APPROACH

| DME (BAL) | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|---|---|
| ALT (HT) | 3000 (2681) | 2690 (2371) | 2390 (2071) | 2090 (1771) | 1780 (1461) | 1480 (1161) | 1180 (861) | 870 (551) |

LIGHTING
PAPI 3°
REIL
RWY LTs
SALS

| GROUND SPEED | kts | 60 | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|---|
| Rate of descent gradient 5% | ft/min | 304 | 405 | 506 | 608 | 709 | 810 | 911 |

CHANGE: MAG VAR, Tracks, Radials, Initial Approach and COCA CAT A

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Approved by GOC Air Corps