INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 319 ft
HEIGHTS RELATED TO THR RWY 11 - ELEV 283ft

TWR 123.500
BAL RADAR 122.000
ATIS 122.800

CONSULT NOTAM FOR LATEST INFORMATION

BALDONNEL/CASEMENT (MIL)
SRA RWY 11 ① ② ③ ④ ⑤ ⑥
(ACFT CAT A, B, C)

Procedure based on 5% climb gradient and MAX IAS 185kts on Missed Approach

NOTES :
① MAX IAS on Missed Approach 185kts
② Missed Approach based on 5% gradient
③ Vectors available to FAF
④ No circling South of RWY 11/29
⑤ For Missed Approach with communications failure - see EIME AD 2.24-25
⑥ In event of turning inside BAL on Missed Approach advise ATC and establish on RDL 233

CAUTION: Intensive VFR activity at Weston Aerodrome

VAR 4° W 2013

2800 4100 258° RDL 078 RDL 233 053°
MNM SECTOR ALTITUDE BASED ON BAL DVOR/DME

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN FEET
DISTANCES IN NM

R16 FL240 1000ft AMSL
R15 3000ft AMSL SFC
R16 4500ft AMSL 1500ft AMSL
R16 FL240 2500ft AMSL

DUBLIN CTR

WESTON
WESTON VOR/DME 114.7 /CH 94X WST

BALDONNEL DVOR/DME 115.8 /CH 105X BAL

CASEMENT (BALDONNEL) (MILITARY)

EI P11 1000 GND

IF D11.3 BAL
IAF DONEB
IAF D10.0 BAL
FAF 5.0 NM
MAPt 2.0 NM

RDL 291 BAL
111°
RDL 282 BAL
14 DME ARC BAL
099°
RDL 279 BAL
114°
106°
091°
MHA 3000ft
MAX 5000ft
MAX IAS 180kts
RDL 269 BAL
279°
D14.0 BAL
RDL 233
264°
10 NM

NOTE :
Ideal altitude guidance will be provided to 2 NM, descent below OCA/H is not permitted unless visual contact has been established and can be maintained.

SCALE 1 : 200,000

1 0 1 2 3 NM
1 0 1 2 3 4 5 KM

W6°50' W6°45' W6°40' W6°35' W6°30' W6°25'
53° 20' 53° 15'

1296 1300 1248 1188 2126 2890 (380) 423 (282)

2500 2000 1500 1000

CHANGE: MAG VAR, Tracks and Radials

TRANSITION ALTITUDE 5000 ft

Descend on 14 DME ARC BAL
3000 (2717)
2000 (1717)
IF D11.3 BAL
IAF D10.0 BAL
114°
FAF 5.0 NM
1800 (1517)
106°
MAPt 2.0 NM
1050 (767)
Right Turn 264°
BAL VOR/DME
091°
1500 (1217)
BAL DME READS D0.8 AT RWY 11 THR

MISSED APPROACH:
At 2.0 NM turn left onto track 091° climb 3000ft, at 1500ft turn right onto track 264° to intercept RDL 233 from BAL. Contact ATC.
Do not exceed IAS 185kts 3000ft
Maintain 5% climb gradient until 2800ft.

ELEV 283ft (THR RWY 11)

NM FROM THR RWY 11
14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4

	CAT	A	B	C
STRAIGHT IN LANDING RWY 11 OCA (H) 1050 (767)	CEILING	800	800	800
	VIS	2000	2000	3600
	ALS OUT	2400	2400	4000
CIRCLE TO LAND (Heights AAL)	OCA (H)	1050 (731)	1050 (731)	1050 (731)
	CEILING	800	800	800
	VIS	2000	2000	3600

OCAs based on 2.5% Missed Approach climb gradient

CAT	A	B	C
OCA	1130	1280	1460

LIGHTING
PAPI 3°
REIL
RWY LTs
SALS

IDEAL ALTITUDE (HEIGHT) ON FINAL APPROACH				
Distance (NM)	5.0	4.0	3.0	2.0
ALT (HT)	1800 (1517)	1500 (1217)	1200 (917)	900 (617)

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

GROUND SPEED	kts	60	80	100	120	140	160	180
Rate of climb gradient 2.5%	ft/min	152	203	254	304	355	406	456

Approved by GOC Air Corps

30 APR 2015

Mapping based on Ordnance Survey Ireland by Permission of the Government © Government of Ireland Permit Number 7109