

CHANGE: PROCEDURES THAT USE DAP VOR/DME & BAL DVOR/DME INCLUDED

MISSED APPROACH WITH COMMUNICATIONS FAILURE PROCEDURES		AD ELEV 319 FT	BALDONNEL / CASEMENT (MIL)
Instrument Approach Procedure		Missed Approach with Communications Failure	
ILS Y RWY 10 ILS Z RWY 10 VOR / DME RWY 10 VOR / DME RWY 22 VOR / DME RWY 28 SRA RWY 10		Squawk 7600. Carry out missed approach as per procedure. Passing 13D outbound on R-230 BAL climb to 4,000 ft. Passing 17D BAL climb 5,000 ft. At 5,000 ft route to DONEB and carry out one hold. Self-position for an approach to the appropriate runway at Dublin Airport	
RNP RWY 28		Squawk 7600. Carry out missed approach as per procedure. At MEM02 establish outbound R-230 BAL (or R-232 DAP if BAL VOR/DME unserviceable). Passing 13D BAL (or 22D DAP) climb to 4,000 ft. Passing 17D BAL (or 26D DAP) climb 5,000 ft. At 5,000 ft, route to DONEB (or ERLIC) and carry out one hold. Self-position for on approach to the appropriate runway at Dublin Airport	
ILS X RWY 10 ILS W RWY 10		Squawk 7600. Carry out missed approach as per procedure. Passing D22 DAP outbound on R 223 DAP climb to 4,000 ft. Passing D26 DAP climb 5,000ft. At 5,000 ft route to ERLIC and carry out one hold. Self-position for an approach to the appropriate runway at Dublin Airport	
Military ATC may provide weather and other information on BAL VOR frequency 115.8 MHz.			