

**EIME AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EIME - CASEMENT

**EIME AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP and its site	531811N 0062719W North of Midpoint RWY10/28
2	Direction and distance from (city)	13 km (7NM) SW of Dublin city
3	AD Elevation, Reference Temperature & Mean Low Temperature	319ft AMSL/ 19° C (July)
4	Geoid undulation at AD ELEV PSN	184ft
5	MAG VAR/Annual change	3°W (2019) /11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Irish Air Corps HQ, Casement Aerodrome Baldonnel Dublin 22 Ireland  Phone:+353 1 459 2493 H24 Fax: +353 1 403 7850 H24 AFS: EIMEZTZX Email: aircorpsops@defenceforces.ie
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Aerodrome for Irish Air Corps use. All other users strictly PPR.

**EIME AD 2.3 OPERATIONAL HOURS**

1	AD Operator	MON-FRI 0900-1730 UTC (Winter) MON-FRI 0800-1630 UTC (Summer)
2	Customs and immigration	HX
3	Health and sanitation	H24
4	AIS Briefing Office	See remarks
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	Mon-Fri 0700-2300 UTC (Winter) Mon-Fri 0600-2200 UTC (Summer)
8	Fuelling	By prior arrangement. Contact AD ADMIN
9	Handling	Nil
10	Security	H24
11	De-icing	Limited availability by prior arrangement. Contact AD ADMIN
12	Remarks	See AIP ENR 5.1, 5.2 and 5.3 for additional information regarding Restricted Airspace and MOA (Military Operating Areas) activity.

**EIME AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities:	Nil
2	Fuel/oil types	AVGAS 100LL; AVTUR JET A1; mixing agents not available

3	Fuelling facilities/capacity	Contact AD ADMIN
4	De-icing facilities	Limited. Contact AD ADMIN
5	Hangar space available for visiting aircraft	Limited. Contact AD ADMIN
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

### EIME AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of AD	AVBL adjacent to airport and in Dublin City area
2	Restaurant(s) at or in the vicinity of AD	AVBL adjacent to airport and in Dublin City area
3	Transportation possibilities	Taxis available on request. Buses available from airport see <a href="http://www.dublinbus.ie">www.dublinbus.ie</a> for timetables
4	Medical facilities	First aid treatment Room, Ambulances, Hospitals in Tallaght and Dublin,
5	Bank and Post Office at or in the vicinity of AD	Nil
6	Tourist Office	Nil
7	Remarks	Nil

### EIME AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 4 H24 CAT 8 AVBL by prior arrangement
2	Rescue equipment	Equipment adequate to meet CAT 8 requirements
3	Capability for removal of disabled aircraft	Yes
4	Remarks	Nil

### EIME AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	Plough
2	Clearance priorities	Apron, RWY10/28, TWY A, TWY B, TWY C
3	Remarks	Nil

### EIME AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface	Asphalt	Strength	PCN46/F/D/W/U
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	15M	ASPHALT	PCN 46/F/D/W/U
		B (South 10/28)	15M	ASPHALT	PCN 46/F/D/W/T
		B (North of 10/28)	15M	ASPHALT	PCN 46/F/D/W/U
		C	15M	ASPHALT	PCN 46/F/D/W/U
		BA	15M	ASPHALT	PCN 46/F/D/W/U
		CA	15M	ASPHALT	PCN/46/F/D/W/U
		CB	15M	ASPHALT	PCN/46/F/D/W/U
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

## EIME AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections and at all holding points. Mandatory signs lighted. Guidelines on aprons and taxiways. Marshalling at aircraft stands.
2	RWY/TWY markings and LGT	RWY10/28 Designation, THR, TDZ, centreline, aiming point, side stripe DTHR RWY28 RWY04/22 Designation, THR, TDZ, centreline, aiming point, side stripe TAXIWAYS Centreline, Holding position.
3	Stop bars	Runway Guard Lights on TWY A, B and C
4	Other RWY Protection measures	-
5	Remarks	Nil

## EIME AD 2.10 AERODROME OBSTACLES

Electronic Obstacle data sets are AVBL ([See Section GEN 3.1.6](#))

## EIME AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Casement Aerodrome
2	Hours of service	H24
3	Office responsible for TAF preparation	Met Eireann Central Aviation Office, Shannon
	Periods of validity	9HR
	Interval of issuance.	3HR
4	Type of landing forecast Interval of issuance.	METAR 30MIN Updates MON - FRI 0900-1700 UTC (Winter) MON - FRI 0800-1600 UTC (Summer) 60MIN Updates MON - FRI 1700-0900 UTC (Winter) MON - FRI 1600-0800 UTC (Summer) SAT - SUN H24 30MIN Updates AVBL upon request.
5	Briefing/consultation provided	Personal Briefing Self Briefing available
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	6 - hourly Synoptic Chart 6 - hourly Prognostic Chart (surface) Prognostic Chart of significant weather Prognostic Chart of wind/temperature at upper levels Prognostic Chart of tropopause levels
8	Supplementary equipment available for providing information	Nil

9	ATS units provided with information	EIME TWR, RADAR and APP
10	Additional information (limitation of service, etc.)	Nil

### EIME AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	101.934°	1828M x 45M	PCN 52/F/D/W/T	531816.88N 0062807.75W 531805.85N 0062640.68W	283 ft 319ft
28	281.934°	1828M X 45M	PCN 52/F/D/W/T	531805.85N 0062640.68W 531816.88N 0062807.75W	315ft
04	040.925°	1462M X 45M	PCN 46/F/D/W/T	531736.90N 0062713.73W 531812.63N 0062622.02W	318ft
22	220.925°	1462M X 45M	PCN 46/F/D/W/T	531812.63N 0062622.02W 531736.90N 0062713.73W	304ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
-	-	-	-	-	-	-	For other information - Refer to Aerodrome Obstacle Chart Type A
-	-	-	-	-	-	-	For other information - Refer to Aerodrome Obstacle Chart Type A DTHR 180M
-	-	-	-	-	-	-	For other information - Refer to Aerodrome Obstacle Chart Type A
-	-	-	-	-	-	-	For other information - Refer to Aerodrome Obstacle Chart Type A

**EIME AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	1828M	1888M	1828M	1828M	Nil
28	1828M	1888M	1828M	1648M	DTHR 180M
04	1462M	1524M	1462M	1462M	Nil
22	1462M	1524M	1462M	1462M	Nil

**EIME AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	SALS LIH	Green LIH	PAPI 3	Nil	Nil	1828m 60m, nom White, Yellow last third LIH	Red LIH	Nil	Nil
28	SALS LIH	Displaced Green LIH	PAPI 3	Nil	Nil	1828m 60m,nom White, Yellow last third LIH	Red LIH	Nil	Nil
04	Nil	Green LIH	Nil	Nil	Nil	1462m 60m, nom White, Yellow last third LIH	Red LIH	Nil	Nil
22	SALS LIH	Green LIH	PAPI 3	Nil	Nil	1462m 60m, nom White, Yellow last third LIH	Red LIH	Nil	Nil

**EIME AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<b>ABN/IBN location, characteristics and hours of operation</b>	ABN, in hanger area, WHITE/GREEN, H24 25/minute flashing
2	<b>LDI location and LGT Anemometer location and LGT</b>	Nil See Aerodrome Chart
3	<b>TWY edge and centre line lighting</b>	All TWY's edge - blue
4	<b>Secondary power supply/switch-over time</b>	Secondary power supply; 15 seconds (switch over time)
5	<b>Remarks</b>	Windsock associated with each Runway, see Aerodrome Chart. Apron: Floodlights Apron Edge: Blue Omnidirectional Obstacles: Fixed Red

## EIME AD 2.16 HELICOPTER LANDING AREA

1	<b>Geographical Coordinates</b>	Point "Hotel" (TWY B/C intersection) Point "Hotel East" (TWY A) Point "Hotel West" (TWY C adjacent to CA TWY)
2	<b>TLOF and/or FATO area elevation</b>	Nil
3	<b>TLOF and FATO area dimensions</b>	Nil
4	<b>True Bearings</b>	Direction off approach, landing and take off dependent on wind direction
5	<b>Declared Distances available</b>	Nil
6	<b>Approach and FATO lighting</b>	Fixed Omni-directional blue TWY lighting
7	<b>Remarks</b>	Helicopter Approaches may be conducted to designated areas on TWY Helicopter circuit altitude is not above 800ft QNH unless otherwise requested from Military ATC Clearance to cross RWY subject to ATC Clearance For IFR Helicopter arrivals/departures, see EIME AD 2.20-5 (c)

## EIME AD 2.17 ATS AIRSPACE

1	<b>Designation and lateral limits</b>	<p><b>Restricted Airspace</b></p> <p>EIR15 532000N0062130W - 531439N0062130W - 531437N0063707W - 532202N0064237W - 532034N0063056W - 532000N0062130W</p> <p>EIR16 - Designated for charting reference as B. Area contained by 532339N0064350W - 531437N0063707W - 531041N0064856W - arc 15NM radius of 531811N0062719W - 532359N0065024W - 532339N0064350W</p> <p>EIR16 - Designated for charting reference as C. Area contained by 532359N0065024W - arc 15NM radius of 531811N0062719W - 531041N0064856W - 530815N0065612W - arc 20NM radius of 531811N0062719W - 532425N0065912W - 532359N0065024W</p> <p>EIR16 - Designated for charting reference as D Area contained by 531439N0062542W - 531021N0063359W - 531437N0063707W - 531439N0062542W</p> <p>EIR16 - Designated for charting reference as E Area contained by 531437N0063707W - 531021N0063359W - 530607N0064207W - arc 15NM radius of 531811N0062719W - 531041N0064856W - 531437N0063707W</p> <p>EIR16 - Designated for charting reference as F Area contained by 531041N0064856W - arc 15NM radius of 531811N0062719W - 530607N0064207W - 530247N0064829W - arc 20NM radius of 531811N0062719W - 530815N0065612W - 531041N0064856W.</p> <p>EIR16 - Designated for charting reference as G Area contained by 530815N0065612W - arc 20NM radius of 531811N0062719W - 530247N0064829W - 525609N0070104W - arc 30NM radius of 531811N0062719W - 530324N0071035W - 530815N0065612W</p> <p>EIR16 - Designated for charting reference as H Area contained by 532425N0065912W - arc 20NM radius of 531811N0062719W - 530815N0065612W - 530324N0071035W - arc 30NM radius of 531811N0062719W - 532514N0071559W - 532425N0065912W</p>
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		<p>EIR23 A circle radius 1NM centred on 531800N0062652W</p> <p><b>Military Operating Areas</b></p> <p>Military Operating Area 3 contained by 530754N0063211W - 530358N0062918W - 523041N0063503W - 524007N0071957W - 530754N0063211W</p> <p>Military Operating Area 4 contained by 532339N0064350W - 530754N0063211W - 524652N0070828W - arc 40NM radius of 531811N0062719W - 532521N0073300W - 533152N0072204W - 532425N0065902W - 532339N0064350W</p>
		<p>Military Operating Area 5 contained by 532521N0073300W - arc 40NM radius of 531811N0092719W - 524652N0070828W - 524007N0071957W - 524631N0075126W - arc 60NM radius of 531811N0062719W - 530611N0080441W - 532521N0073300W</p>
2	<b>Vertical limits</b>	Variable maximum levels in AIP ENR 5.2-2 and 5.2-3
3	<b>Airspace classification</b>	Restricted
4	<b>ATS unit call sign Language(s)</b>	Baldonnel TWR Baldonnel APP Military Radar English
5	<b>Transition altitude</b>	5000ft
6	<b>Remarks</b>	<p><b>EI-R23</b> Active H24</p> <p><b>All Other Restricted Airspace</b></p> <p>Active: MON-FRI 0900-1730 UTC (Winter) MON-FRI 0800 -1630 UTC (Summer)</p> <p>May be activated at short notice outside published hours</p> <p>Restricted for use by Defence Forces aircraft</p> <p>Penetration possible by civil aircraft provided prior permission obtained, from and subject to compliance with any conditions and instructions issued by Military ATS, Casement Aerodrome</p> <p>Aircraft must be operational Mode C transponder equipped.</p> <p><b>Military Operating Areas (MOAs)</b></p> <p>Used for military flying training, air interception, aerobatics and air combat manoeuvres</p> <p>Penetration, possible by VFR and uncontrolled IFR flights up to 4500ft AMSL at pilots discretion. Vertical limits SFC to FL450</p> <p>Prior permission required for VFR and uncontrolled IFR penetration above 4500ft AMSL and subject to compliance with any conditions and instructions issued by Military ATS, Casement Aerodrome. Aircraft must be operational Mode C transponder equipped. ATC clearance from Military ATS (122.000MHz/123.500MHz)</p> <p>Controlled IFR flight penetration is coordinated by Civil ATS. APP service may be provided by Baldonnel TWR or Baldonnel Radar. Intensive VFR activity at Weston (EIWT) airfield up to the R15 boundary.</p> <p><b>Note:</b> Information on Military Airspace activity status AVBL from ATS Dublin/ Shannon and Military ATS on 122.000MHz/123.500MHz</p>

**EIME AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Channel	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
GND	Baldonnel Ground	121.755MHz	-	-	H24	Nil
TWR	Baldonnel Tower	123.500MHz	-	-	H24	Nil
APP	Baldonnel Approach	122.000MHz	-	-	H24	Nil
APP (RADAR)	Military Radar	122.000MHz	-	-	MON-FRI 1000-1630 UTC (Winter) MON-FRI 0900-1530 UTC (Summer)	May be active outside of published times
ATIS	Baldonnel Information	122.805	-	-	H24	8.33 kHz Channel Also available from external telephone line: Phone:+353 1 4037979

**EIME AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS/GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME 3°W(2019)	BAL	115.8 MHz CH105X	H24	531759.6N 0062652.0W	300ft	-	Designated Operational Coverage 60 NM. Operating Authority Minister for Defence. BAL DVOR unusable in sector R150 to R170 below 5500 ft AMSL outside 20 NM due to terrain. Due to rising terrain to the south of facility, aircrew may observe BAL DME unlocks in sectors R150 to R175 and R195 to R205 below 4500 ft AMSL outside 20 NM. This VOR is fitted with a voice facility which allows the pilot to receive ATC instructions in the event of an aircraft radio comms failure by turning up the "ident" volume on the VOR Rx box.
ILS LOC RWY10	IB	109.35MHz	H24	531803.38N 0062621.07W	-	-	Nil



Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
ILS GP RWY10		331.85MHz	H24	531811.06N 0062753.82W	-	-	Nil
ILS DME RWY10	IB	109.35MHz CH30Y	H24	531811.06N 0062753.82W	320ft	-	DME is zero ranged to THR RWY10
NDB	GMN	334KHz	H24	533853.2N 0061336.0W	-	-	Designated Operational Coverage 30NM
DME	GMN	CH76X 112.9MHz	H24	533848.5N 0061405.7W	100ft	-	Designated Operational Coverage 30 NM
DVOR/DME 3°W(2017)	DAP	111.20MHz CH49X	H24	532525.0N 0061810.0W	300ft	-	Designated Operational Coverage 150NM
NDB	KLY	378KHz	H24	531610.4N 0060623.2W	-	-	Designated Operational Coverage 50NM.  ACFT may not obtain guidance beyond 45NM below 8000ft in the sector between bearings 180° and 270° MAG.

## EIME AD 2.20 LOCAL TRAFFIC REGULATIONS

Nil

## EIME AD 2.21 NOISE ABATEMENT PROCEDURES

1. Helicopters should avoid overflight of Baldonnell Orchard (immediately North of Main Administration Building)
2. Overflight of schools during public examination periods (June) should be avoided.

## EIME AD 2.22 FLIGHT PROCEDURES

1. General Procedures
  - a. All aircraft operating within Restricted Airspace shall:
    - i. Be equipped with Mode C transponder
    - ii. Establish two-way radio communications with Military ATS
    - iii. Be in possession of and familiar with all instrument approach and departure Charts when intending to arrive/depart under IFR
    - iv. Be in possession of all necessary VFR Charts when intending to arrive/depart under VFR
  - b. All fixed wing circuit patterns are to be left hand unless otherwise authorised by Military ATS
  - c. Fixed wing circuit patterns at Casement Aerodrome are to be carried out at 1300ft QNH unless otherwise authorised by Military ATS.
  - d. Helicopters operating in the vicinity of the aerodrome circuit shall not operate above 800ft QNH without obtaining clearance from Military ATS prior to doing so.
  - e. Pilots intending to carry out right hand circuits shall obtain clearance from Military ATS prior to doing so.

- f. If a pilot considers that he/she cannot comply with landing instructions issued by Military ATS, he/she will inform the controller and give his/her reasons. ATS shall issue alternative instructions as soon as practical.
- g. All aircraft operated on or in the vicinity of Casement Aerodrome shall:
  - i. Observe other aerodrome traffic for the purpose of avoiding collision
  - ii. Conform with or avoid the pattern of traffic formed by other aircraft in operation
  - iii. Make all turns to the left when approaching for a landing except otherwise cleared by ATC

2. Arrival Procedures (Fixed Wing-VFR)

- a. Aircraft may be cleared by Military/Civil ATS to an appropriate Visual Holding Point prior to receiving onward clearance into the circuit at Casement Aerodrome
- b. Clearance to enter the traffic circuit is issued when the aircraft is at the Visual Holding Point to enable the pilot to conform to the local traffic circuit.
- c. The following information will be passed to aircraft joining the circuit.
  - i. joining Instructions
  - ii. runway in use
  - iii. QNH (QFE if requested)
  - iv. Local traffic (including the number of helicopters)
  - v. Any other pertinent information
- d. In the standard joining procedure, aircraft shall be cleared to position to the overhead at 1800ft QNH. The overhead position is referred to as "initial Point" and is located overhead CASTLE BAGOT HOUSE (see EIME AD 2.24-28)
- e. In these circumstances the aircraft will report "initial Point" (Overhead) at 1800ft QNH. After reporting "initial Point" the aircraft will route to the dead side of the active runway and then descend to circuit altitude. The aircraft shall then position into the existing circuit pattern to report "downwind".
- f. Direct joins to any point within the circuit pattern may be cleared or instructed by ATC.
- g. Formation joins are permitted. When aircraft have been flying as a formation, stream or formation landings are permitted. The formation leader is responsible for the "finals" call and indicating the number of "greens", where appropriate, when a formation landing is being made.
- h. "Finals" call shall also include "Three Greens", where appropriate, to indicate that the undercarriage is down and locked.
- i. Aircraft joining the circuit at Casement Aerodrome from the EAST shall be routed by Civil ATC to Marley Park House visual reporting point.  
Aircraft shall not enter R15 and local traffic circuit without having established two-way communications and received clearance from Military ATS.
- j. In order to remain clear of Weston Airport, VFR aircraft joining the circuit at Baldonnel from the North and North West may be given one of the following routings:
  - i. Kilcock - Clane - Baldonnel at 1500ft (for use when there is no requirement to route to Initial Point)  
When a routing to Initial Point is required, the aircraft will be instructed to climb to 1800ft up on entering Military Airspace.
  - ii. Kilcock - Clane - Kill at or below 1000ft QNH (For use during IFR approaches to RWY10 when entry by Clane is not permissible)

3. Arrival and Departure Procedures (Helicopter-VFR)

- a. Helicopters operating in or joining the circuit at Casement Aerodrome shall not operate above 800ft QNH without authorisation from Military ATS.
- b. The active runway will only be crossed with a clearance from ATS and this will be right angles over the mid-point of the runway where possible.
- c. Helicopters will request clearance from ATS before carrying out auto rotations and groundwork and will specify where they wish to carry out such manoeuvres.

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- d. Helicopter VFR departures will normally be from point "HOTEL" or "HOTEL EAST" when the active runway is RWY10/28 or RWY22. When RWY04 is active, the departure point will normally be "HOTEL WEST"
  - e. Medium/Large helicopters may be offered the active runway for departure.
  - f. When helicopters are ready to depart from the departure point, they will request permission to take-off or transition depending on the helicopter type.
  - g. Helicopters will join the circuit at one of the Visual Holding Points or Visual Reporting Points as specified on the Baldonnel Visual Approach Chart.
  - h. In order to remain clear of Weston Airport, VFR aircraft joining the circuit at Baldonnel from the North and North West may be given one of the following routes.
    - i. Kilcock - Clane - Baldonnel at 800ft QNH
    - ii. Kilcock - Clane - Kill at or below 800ft QNH. (For use during IFR approaches to RWY10 when entry by Clane is not permissible.
  - i. ATC will give the following information to helicopters joining the circuit.
    - i. Clearance to airfield boundary
    - ii. Runway in use
    - iii. Aerodrome QNH (QFE on request)
    - iv. Surface wind speed and direction.
    - v. Local traffic including the numbers which are helicopters
  - j. VFR helicopters joining the airfield circuit will be at 800ft AMSL or lower at the point of entry. Helicopters will route to the airfield at 800ft QNH.
  - k. Heavy Helicopters or other helicopters joining the circuit pattern will make a 45 degree entry into the pattern direction of flow unless otherwise approved or authorised. Entry is made on the downwind leg unless otherwise instructed or authorised.
  - l. From the airfield boundary helicopters will, depending on other traffic, be cleared to point HOTEL, HOTEL EAST or HOTEL WEST. Helicopters may be held at the airfield boundary if the approaches are not clear.
  - m. Helicopters will be cleared to the ramp/apron from point HOTEL, HOTEL EAST or HOTEL WEST when it is safe to do so.
  - n. When a helicopter pilot requests "clearance to point HOTEL, HOTEL EAST OR HOTEL WEST" such clearance will be given by ATS when it is safe to do so, together with the surface wind and direction.
  - o. Heavy helicopters and helicopters on IFR flights will carry out all landings on the active runway unless otherwise cleared.
  - p. When the pilot shuts down the helicopter engines she/he will advise "CLEAR COMPLETE."
4. Arrival Procedures (Fixed Wing and Helicopter-VFR)
- a. IFR Approaches to RWY10 (ILS, VOR/DME,SRA)
    - i. When Military Radar service is available MON-FRI 1000-1630 UTC (Winter) MON-FRI 0900-1530 UTC (Summer) arriving aircraft can expect own navigation or radar vectors to the IAF (DONEB) or IF.
    - ii. Aircraft conducting an IFR approach to RWY10 may, depending on local conditions, be required to carry out a circle to land procedure for landing on another runway.
    - iii. Where no Military Radar service is available. Aircraft will be controlled procedurally by Baldonnel APP (Approach Procedural Control)
    - iv. Aircraft can expect own navigation to the IAF or IF. Aircraft shall be issued their joining instructions by "BAL Approach" and will be transferred to Baldonnel Tower frequency on reaching the IF.
  - b. IFR Approach to RWY22 (VOR/DME,SRA)
    - i. Aircraft will be passed the expected landing runway at Casement Aerodrome by Civil ATS.
    - ii. This IFR Approach is conducted in Civil Controlled Airspace. Dublin ATC (South/North/Approach) shall control the aircraft until the aircraft is established on final approach. Aircraft can expect to be cleared for a STAR, radar vectors, or 'own navigation' to the IAF or IF.
    - iii. Aircraft can expect to be transferred to Baldonnel TWR frequency when established on final approach.

- c. IFR Approach to RWY28 (VOR/DME)
  - i. Aircraft will be passed the expected landing runway at Casement Aerodrome by Civil ATS.
  - ii. This IFR Approach is conducted in Civil Controlled Airspace. Dublin ATC (South/North/Approach) shall control the aircraft. Aircraft can expect to be cleared for a STAR, radar vectors, or 'own navigation' to the IAF or IF.
  - iii. Aircraft can expect to be transferred to Baldonnel TWR frequency when established on final approach.

5. Departure Procedures (Fixed Wing and Helicopter-VFR)

- a. General Procedures
  - i. All Aircraft shall be issued their "en-route" (Airway) clearance whilst taxiing to the runway in use. **This should not be confused with the ATC departure clearance.**
  - ii. On reaching the runway holding point, Aircraft will be issued a departure clearance - which will either be a SID or and assigned track or heading and level.
  - iii. Casement Aerodrome SIDs are designated as follows;
    - 1. Departure RWY10/28, RWY04/22
    - 2. Aircraft Category ALPHA (CAT A/B aircraft) and DELTA (CAT C/D aircraft)

As an example, a CAT C Aircraft departing from RWY10 will be issued a 10-DELTA departure procedure.

- b. Helicopter Departures
  - i. Helicopter Departures shall be conducted from the relevant Helicopter IFR departure points as follows:
    - 1. RWY10 - Lined up on RWY10 abeam TWY B intersection on RWY10
    - 2. RWY28 - Lined up on RWY28 abeam TWY B intersection on RWY28
    - 3. RWY04 - Lined up on RWY04 at RWY10/28 intersection on RWY04
    - 4. RWY22 - Lined up on RWY22

6. Missed Approach with Communications Failure Procedures

Instrument Approach Procedure	Missed approach with communications failure
ILS y ILS z RWY10 VOR/DME RWY10 VOR/DME RWY22 VOR/DME RWY28 SRA RWY10	Squawk 7600. Carry out missed approach as per procedure. Passing 13D outbound on R-232 BAL climb to 4000'. Passing 17D BAL climb 5000'. At 5000' route to DONEB and carry out one hold. Self position for on approach to the appropriate runway at Dublin Airport
SRA RWY 22	Squawk 7600. Carry out missed approach as per procedure. Maintain 2000' and establish outbound R-289. Fly 14DME arc to establish inbound R-278 BAL to DONEB. Climb in the DONEB hold to 5000' and route to the appropriate Initial Approach Fix for an ILS approach to the active runway at EIDW

*Baldonnel ATC may provide weather and other information on BAL VOR frequency 115.8 MHz.*

7. Standard Taxi Routes (Unless otherwise specified by ATS)

**RWY 22**

**From Ramp:** Taxi from ramp via TWY A. Hold on TWY at designated holding point.

**From RWY:** Exit at next taxiway (no backtrack). Taxi to ramp via TWY B. If runway guard lights showing, hold short of RWY10/28 unless explicitly cleared to cross.

**RWY 04**

**From Ramp:** Taxi via TWY B. If runway guard lights showing, hold short of RWY10/28 unless explicitly cleared to cross.

**From RWY:** Exit at end of RWY and taxi to ramp via TWY A.

**RWY 10**

**From Ramp:** Taxi via TWY B,C to designated holding point.

**From RWY:** Exit onto TWY B (if possible) and continue to ramp. If anticipating exit onto RWY22 advise ATC.

**RWY 28**

**From Ramp:** Taxi via TWY A and enter RWY22 holding short of RWY28 at the designated holding point.

**From RWY:** Exit at the next available exit on to TWY C. Taxi via TWY C, TWY B to the ramp area.

Note: Progressive Taxi AVBL on request.

## 7. Aircraft Training

Aircraft training by prior arrangement with ATC. Priority given to operational traffic and Air Corps training requirements.

## 8. Low Visibility procedures

Applicable when visibility is at or below 1200m. The application of Low Visibility Procedures will be announced by ATIS and by RTF on first application.

**EIME AD 2.23 ADDITIONAL INFORMATION**

**Airport is Strictly PPR only.**

Intensive VFR activity at Weston Airport up to the EI-R15 boundary.

**EIME AD 2.24 CHARTS RELATED TO AN AERODROME**

<b>Name</b>	<b>Page</b>
Aerodrome Chart	EIME AD 2.24-1
INSTRUMENT DEPARTURE CHART RWY 28,10,22,04 CAT A, B - ICAO	EIME AD 2.24-8
INSTRUMENT DEPARTURE CHART RWY 28, 10, 22, 04 CAT C, D - ICAO	EIME AD 2.24-9
INSTRUMENT APPROACH CHART ILS Z RWY 10 CAT A, B - ICAO	EIME AD 2.24-10
INSTRUMENT APPROACH CHART ILS Y RWY 10 CAT C, D - ICAO	EIME AD 2.24-11
INSTRUMENT APPROACH CHART VOR/DME RWY 10 CAT A, B, C, D - ICAO	EIME AD 2.24-15
INSTRUMENT APPROACH CHART VOR/DME RWY 28 CAT A, B, C, D - ICAO	EIME AD 2.24-16
INSTRUMENT APPROACH CHART VOR/DME RWY 22 CAT A, B, C, D - ICAO	EIME AD 2.24-17
INSTRUMENT APPROACH CHART SRA RWY 10 CAT A, B, C - ICAO	EIME AD 2.24-20
INSTRUMENT APPROACH CHART SRA RWY 22 CAT A, B, C - ICAO	EIME AD 2.24-21
INSTRUMENT APPROACH CHART RADAR VECTORING CAT A, B, C, D - ICAO	EIME AD 2.24-22
STANDARD ARRIVAL CHART - INSTRUMENT RNAV RWY 22/28	EIME AD 2.24-29

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