

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 Midpoint RWY10/28
2	Direction and distance from (city)	13 KM (7 NM) 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	1.5°W (2025) / 11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Irish Air Corps HQ, Casement Aerodrome Baldonnel Dublin 22 Ireland Phone: +353 1 403 7800 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	H24
2	Customs and immigration	HX
3	Health and sanitation	H24
4	AIS Briefing Office	See remarks
5	ATS Reporting Office (ARO)	As ATS
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	May be available 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	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 www.dublinbus.ie 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 5 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, Brushes.
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	
		TAXIWAY	WIDTH	SURFACE	STRENGTH
2	Taxiway width, surface and 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. RWY THR, EDGE and END lighting. TWY EDGE lighting.
3	Stop bars	Nil
4	Other RWY Protection measures	Runway Guard Lights on TWY A, B, C and at Rwy intersections
5	Remarks	Nil

EIME AD 2.10 AERODROME OBSTACLES

To view the terrain and obstacle data in the ICAO eTOD Area 2, Obstacle Limitation Surfaces and Type A Surfaces for Casement Aerodrome, make a request to airspaceandobstacles@defenceforces.ie.

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	101.917°	1828M x 45M	PCN 52/F/D/W/T ASPHALT -	THR: 531816.87N 0062807.75W END: 531805.85N 0062640.67W GEOID: 184ft	THR 283ft TDZ 291ft
28	281.937°	1828M X 45M	PCN 52/F/D/W/T ASPHALT -	THR: 531805.85N 0062640.67W END: 531816.87N 0062807.75W GEOID: 184ft	THR 315ft
04	040.926°	1462M X 45M	PCN 46/F/D/W/T ASPHALT -	THR: 531736.90N 0062713.73W END: 531812.62N 0062622.01W GEOID: 184ft	THR 319ft
22	220.937°	1462M X 45M	PCN 46/F/D/W/T ASPHALT -	THR: 531812.62N 0062622.01W END: 531736.90N 0062713.73W GEOID: 184ft	THR 305ft

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
RWY 10 1:200 Up	NIL	60Mx150M	1948Mx280M	129Mx90M	NIL	-	RWY 10 is a precision approach runway. For other information, refer to Aerodrome Obstacle Chart Type A
RWY 28 -1:200 Down	NIL	60Mx150M	1948Mx280M	240Mx90M	NIL	-	RWY 28 is a non-precision approach runway. For other information, refer to Aerodrome Obstacle Chart Type A
RWY 04 -1:107 Down	NIL	62Mx150M	1581Mx280M	240Mx90M	NIL	-	RWY 04 is a non-instrument runway. For other information, refer to Aerodrome Obstacle Chart Type A
RWY 22 1:107 Up	NIL	62Mx150M	1581Mx280M	122Mx90M	NIL	-	RWY 22 is a non-precision approach runway. 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	1461M	1523M	1461M	1461M	Nil
22	1461M	1523M	1461M	1461M	Nil

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA	TODA	ASDA	Remarks
7	8	9	10	11	12
10	CB	1371M	1431M	1371M	Nil
28	B	1470M	1530M	1470M	Nil
04	B	928M	990M	928M	Nil
22	C	1374M	1436M	1374M	Nil
22	RWY 10/28	1158M	1220M	1158M	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 420M LIH	Green LIH	PAPI 3	Nil	Nil	1828M 60M, nom White, last third Yellow LIH	Red LIH	Nil	Nil
28	SALS 420M LIH	Displaced Green LIH	PAPI 3	Nil	Nil	1828m 60m,nom White, last third Yellow LIH	Red LIH	Nil	Nil
04	Nil	Green LIH	Nil	Nil	Nil	1462m 60m, nom White, last third Yellow LIH	Red LIH	Nil	Nil
22	SALS 420M LIH	Green LIH	PAPI 3	Nil	Nil	1462m 60m, nom White, last third Yellow LIH	Red LIH	Nil	Nil

EIME AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN, in hanger area, WHITE/GREEN, H24 25/minute flashing
2	LDI location and LGT Anemometer location and LGT	Nil See Aerodrome Chart
3	TWY edge and centre line lighting	All TWY edge - blue
4	Secondary power supply/switch-over time	Secondary power supply; 15 seconds (switch over time)
5	Remarks	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	Geographical Coordinates	Point "HOTEL" (TWY B/C intersection) Point "HOTEL EAST" (TWY A) Point "HOTEL WEST" (TWY C East of TWY CA) Point "HOTEL ONE" (concrete helipad adjacent to C TWY) Point "SIERRA" (sloped landing site West of B TWY)
2	TLOF and/or FATO area elevation	Nil
3	TLOF and FATO area dimensions	Nil
4	True Bearings	Direction off approach, landing and take-off dependent on wind direction
5	Declared Distances available	Nil
6	Approach and FATO lighting	Fixed Omni-directional blue TWY lighting
7	Remarks	The use of landing sites are subject to clearance from ATS. Helicopter Approaches may also be conducted to designated areas on TWY Helicopter circuit altitude is not above 800ft QNH unless otherwise requested from Military ATS ATS clearance required to cross RWYs in use Direction of use depending on RWY in use Procedures for helicopter arrivals/departures can be viewed at EIME AD 2.20 & 2.22.

EIME AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	RESTRICTED AIRSPACE
		EIR23 A circle radius 1NM centred on 531800N0062652W
		EIR15 532000N0062130W - 531439N0062130W - 531437N0063707W - 532202N0064237W - 532034N0063056W - 532000N0062130W
		EIR16 (Chart designation B) Area contained by: 532339N0064350W - 531437N0063707W - 531041N0064856W - arc 15NM radius of 531811N0062719W - 532359N0065024W - 532339N0064350W
		EIR16 (Chart designation C) Area contained by: 532359N0065024W - arc 15NM radius of 531811N0062719W - 531041N0064856W - 530815N0065612W - arc 20NM radius of 531811N0062719W - 532425N0065912W - 532359N0065024W
		EIR16 (Chart designation D) Area contained by 531439N0062542W - 531021N0063359W - 531437N0063707W - 531439N0062542W
		EIR16 (Chart designation E) Area contained by 531437N0063707W - 531021N0063359W - 530607N0064207W - arc 15NM radius of 531811N0062719W - 531041N0064856W - 531437N0063707W
		EIR16 (Chart designation F) Area contained by 531041N0064856W - arc 15NM radius of 531811N0062719W - 530607N0064207W - 530247N0064829W - arc 20NM radius of 531811N0062719W - 530815N0065612W - 531041N0064856W.

		<p>EIR16 (Chart designation G) Area contained by 530815N0065612W - arc 20NM radius of 531811N0062719W - 530247N0064829W - 525609N0070104W - arc 30NM radius of 531811N0062719W - 530324N0071035W - 530815N0065612W</p> <p>EIR16 (Chart designation H) Area contained by 532425N0065912W - arc 20NM radius of 531811N0062719W - 530815N0065612W - 530324N0071035W - arc 30NM radius of 531811N0062719W - 532514N0071559W - 532425N0065912W</p> <p style="text-align: center;">MILITARY OPERATING AREAS</p> <p>Military Operating Area 3 Area contained by 530754N0063211W - 530358N0062918W - 523041N0063503W - 524007N0071957W - 530754N0063211W</p> <p>Military Operating Area 4 Area contained by 532339N0064350W - 530754N0063211W - 524652N0070828W - arc 40NM radius of 531811N0062719W - 532521N0073300W - 533152N0072204W - 532425N0065902W - 532339N0064350W</p> <p>Military Operating Area 5 contained by Area contained by 532521N0073300W - arc 40NM radius of 531811N0092719W - 524652N0070828W - 524007N0071957W - 524631N0075126W - arc 60NM radius of 531811N0062719W - 530611N0080441W - 532521N0073300W</p>
2	Vertical limits	Variable maximum levels in AIP ENR 5.2-2 and 5.2-3
3	Airspace classification	Restricted
4	ATS unit call sign Language(s)	BALDONNEL TOWER (Aerodrome Control) BALDONNEL APPROACH (Approach Control Procedural) BALDONNEL RADAR (Military Radar and Approach Control located in EIME) MILITARY RADAR (Military Radar and Approach Control from Dublin ACC) English
5	Transition altitude	5000ft
6	Remarks	<p style="text-align: center;">MILITARY AIRSPACE - HOURS OF ACTIVATION</p> <p><u>EIR23</u> Active H24</p> <p><u>EIR15, EIR16 and MOA4</u> Active MON-FRI 0900 - 1730 UTC (Winter) Active MON-FRI 0800 - 1630 UTC (Summer)</p> <p>May be activated at short notice outside published hours</p> <p><u>MOA 3 and MOA 5</u> Activated as required</p> <p style="text-align: center;">RESTRICTED AIRSPACE</p> <p>Restricted for use by Defence Forces aircraft 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 Aircraft must be operational Mode C transponder equipped. Intensive VFR activity at Weston (EIWT) airfield up to the EIR15 boundary.</p>

		Note: Information on Military Airspace activity status AVBL from ATS Dublin/ Shannon and Military ATS on 122.000MHz / 123.500MHz
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6	Remarks	<u>MILITARY OPERATING AREA (MOAS)</u>
		<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 pilot's discretion. Vertical limits SFC to FL450</p> <p>Prior permission required from BALDONNEL APPROACH / MILITARY RADAR (122.000 MHz) for VFR and uncontrolled IFR penetration above 4500ft AMSL and subject to compliance with any conditions and instructions issued by ATS.</p> <p>Aircraft must be operational Mode C transponder equipped.</p> <p>Controlled IFR flight penetration is coordinated by Civil ATS.</p> <p>Radar control service may be provided by BALDONNEL or MILITARY RADAR.</p> <p>Procedural control service may be provided by BALDONNEL APPROACH.</p> <p>Note: 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
FIS	BALDONNEL INFORMATION	123.500MHz	-	-	MON-FRI 2000 – 0800 WEEKENDS H24	• Hours of service are <u>Local Time</u>
TWR	BALDONNEL TOWER	123.500MHz	-	-	H24	Nil
APP (Procedural)	BALDONNEL APPROACH	122.000MHz	-	-	H24	Nil
APP (Radar)	MILITARY RADAR	122.000MHz	-	-	MON-FRI 1000-1130 1200-1300 1400-1500 1515-1630	<ul style="list-style-type: none"> • Military Radar and Approach Control can be provided from Dublin ATCC (callsign 'Military Radar') or EIME (callsign 'Baldonnel Radar'). • Hours of service are <u>Local Time</u> • Radar service may be provided outside of published times.
	BALDONNEL RADAR	122.000MHz	-	-		
ATIS	BALDONNEL INFORMATION	122.805	-	-	H24	

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 1.5°W (2025)	BAL	115.8 MHz CH105X	H24	531759.6N 0062652.0W	300ft	-	<ul style="list-style-type: none"> 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.
ILS LOC RWY10 CAT I 1.5°W (2025)	IB	109.35MHz	H24	531803.38N 0062621.07W	-	-	Nil
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 2°W (2021)	DAP	111.20MHz CH49X	H24	532525.0N 0061810.0W	300ft	-	Designated Operational Coverage 150NM
NDB	KLY	378KHz	H24	531610.4N 0060623.2W	-	-	<ul style="list-style-type: none"> Designated Operational Coverage 50NM. ACFT may not obtain guidance beyond 45NM below 8000ft in the sector between bearings 180° and 270° MAG.
SBAS (LPV, LNAV/VNAV, LNAV RWY 28)	GPS & EGN OS E28A	1575.42MHz CH 71136	H24	N/A	LTP/FTP Orthometric Height: 95.9m	-	Transmitting antennas are satellite based.

EIME AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Flight Planning

- a. An aircraft departing or arriving Casement Aerodrome must file a flight plan in advance. Flight plans can be filed with Shannon AIS via Military ATS (atcbal@defenceforces.ie). Flight plans which are not filed via Military ATS should be notified to ATS. IFR flight plans shall be filed with at least 60 minutes notice. VFR flight plans require at least 30 minutes notice. Flight plans may be filed a maximum of 72 hours in advance of departure.
- b. Flight crews shall ensure strict adherence to filed timings. IFR flight plans will receive an ATFM suspension if the aircraft is not detected or reported as airborne within 30 minutes of the filed Estimated Off-The-Blocks time (EOBT). Where a flight plan, which has been filed via Military ATS, requires to be delayed, this should be advised to ATS in sufficient time to enable co-ordination with AIS before the flight receives an ATFM suspension.
- c. Where an IFR flight, has been filed via Military ATS, any changes (including earlier EOBTs) shall be effected through Military ATS.

2. Standard ATC clearances at EIME

- a. Start-up Clearance
 - i. Start-up clearance not normally required. Where it is required, this shall be notified on the ATIS. Start-up clearances shall be requested via BALDONNEL TWR 123.5MHz.
- b. Enroute (Airways) Clearance
 - i. IFR aircraft departing EIME to exit military airspace will be issued an En-route Clearance. This clearance will contain the following:
 - (1). Destination
 - (2). Waypoint for exiting the Dublin CTA
 - (3). SSR transponder code (i.e. the squawk)
 - ii. Enroute clearances may be issued by ATS on initial contact after start-up but are typically issued during taxi. They may also be issued before taxi if requested by the aircraft. The clearance must be read back in full. Care must be taken to ensure an Enroute clearance is not confused with a Departure clearance.
- c. Taxi Clearance
 - i. Fixed wing taxi clearances contain the following:
 - (1). Taxi instructions;
 - (2). Aerodrome QNH;
 - ii. Helicopter taxi clearances contain the following:
 - (3). Taxi/air taxi instructions;
 - (4). Runway-in-use;
 - (5). Aerodrome QNH;
 - (6). Local Traffic, including the number of which are helicopters;
 - (7). Surface wind direction and speed;
 - (8). Transponder Code to be set (if not already passed in an en-route clearance);
 - (9). Any other information considered necessary or relevant at the time, e.g. obstructions, work in progress.
- d. Departure (Climb-out) Clearance
 - i. IFR or VFR aircraft departing the local circuit will be issued with a departure clearance. The clearance shall be read back in full.
 - ii. IFR Departure Clearances will specify the Instrument Departure Procedure or a track and level to be flown after departure. **CAUTION: All EIME instrument departure procedures are stepped climb procedures,**

except for the 22B and 22F.

- iii. VFR Departure Clearances will specify:
 - (1). The direction of turn after take-off;
 - (2). Route;
 - (3). Climb instructions.
 - iv. Departure clearances are normally issued by ATS during taxi. It may also be issued before taxi on request from the aircraft. The clearance must be read back in full and should not be confused with an Enroute clearance.
- e. Conditional Clearance
- i. Conditional clearances may be issued by Military ATS. These do not become effective until the specified condition has been satisfied. The clearance must be read back in full, when issued
 - ii. Conditional clearances shall be issued in the following order:
 - (1). Callsign of the aircraft or vehicle being given the clearance
 - (2). The condition.
 - (3). Identification of subject of the condition.
 - (4). The clearance, e.g., *"F264, behind the landing PC-12, line up Rwy 22 and wait, behind"*.
 - iii. Conditional clearances shall NOT be issued by ATS for aircraft movements affecting the active runway except when the aircraft concerned can be seen by both controller and pilot. ATS will never issue a take-off or landing clearance.
- f. Line-up Clearance
- i. Military ATS may issue line-up clearances to aircraft whom it is anticipated will depart in reasonable time and not interfere with landing traffic, and such a line up is acceptable to the pilot of the aircraft concerned.
 - ii. An aircraft will not be cleared to line up until a departure clearance has been passed and acknowledged and the aircraft has reported ready for departure.
 - iii. Where it is anticipated that a take-off clearance will not be issued prior to an aircraft stopping in the line-up position, the aircraft may be instructed to *"line up Rwy XX and wait"*. If it is expected that a preceding aircraft or obstruction will have vacated the runway prior to the aircraft stopping in the lined up position, ATS may omit the *"wait"* instruction.
 - iv. ATS will not usually issue a line-up clearance if there will be any delay on the runway.
- g. Take-off Clearance
- i. ATS may issue take-off clearances when an aircraft is at the holding point for the runway in use or when the aircraft is lined up on the runway.
 - ii. When given the instruction 'cleared for immediate take-off', the pilot is expected to act as follows:
 - At the holding point: taxi immediately on to the runway and begin a rolling take-off without stopping the aircraft. If this is not possible, then **the clearance must be declined**
 - If already lined-up on the runway: commence take-off without any delay. If this is not possible for any reason, **the pilot must advise the controller immediately**.
 - iii. Formation take-offs are permitted by Military ATS.
 - iv. If, for any reason, take-off clearance has to be cancelled prior to the aircraft commencing the take-off roll, ATS shall instruct *"CANCEL TAKE-OFF CLEARANCE, I SAY AGAIN, CANCEL TAKE-OFF CLEARANCE"*. "Cancel take-off" instructions shall be promptly acknowledged by flight crew.
 - v. If, for any reason, take-off clearance has to be cancelled after the aircraft has commenced the take-off roll, ATS shall instruct *"STOP IMMEDIATELY, I SAY AGAIN, STOP IMMEDIATELY"*. "Stop immediately" instructions shall be promptly acknowledged by flight crew.

3. Taxi Procedures

- a. Departing aircraft may NOT taxi on the movement area without clearance from ATS. Fixed wing arrivals may, after vacating the runway, taxi to the Ramp via the standard taxi routes below without an explicit taxi clearance, unless otherwise specified by ATS. Caution should be observed when intending to taxi on the Ramp if there are aircraft parked on both sides of the Ramp centreline as wingtip clearance may not be assured.
- b. Taxi clearance after start-up shall be requested from BALDONNEL TOWER - 123.5 MHz
- c. All taxiways are provided with location signs (yellow inscription on black background) and direction signs (black on yellow). Mandatory signs, (white inscription on red background), identify locations which aircraft shall not pass unless authorised by ATS or unless an associated runway guard light is unlit. These signs include runway designation signs, runway-holding position signs etc.
- d. Standard Taxi Routes (Unless otherwise specified by ATS):
 - i. RWY 22

From Apron: Taxi via TWY A to the runway holding point before the TWY A / RWY 22 intersection.

From RWY: Exit at next available taxiway (no backtrack without clearance). Taxi to ramp via TWY B. If runway guard lights showing, hold short of RWY10/28 unless explicitly cleared to cross.
 - ii. RWY 04

From Apron: Taxi via TWY B to the runway holding point before the RWY 04 / TWY B intersection. 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.
 - iii. RWY 10

From Apron: Taxi via TWY B, turn right onto TWY C to the runway holding point before the TWY C / RWY 10 intersection.

From RWY: Exit left onto TWY B (if possible) and continue to Apron. If anticipating exit onto RWY 22 advise ATS.
 - iv. RWY 28

From Apron: Taxi via TWY A, turn right onto RWY22 and hold at the runway holding point before the RWY 22 / RWY 28 intersection. If runway guard lights showing, hold short of RWY04/22 unless explicitly cleared to enter.

From RWY: Exit at the next available taxiway (no backtrack without clearance). Taxi via TWY C, turn left onto TWY B to the Apron. Note: Progressive Taxi AVBL on request.
- e. Runway-holding points (local RT phraseology refers to "holding points", not "holding positions") are established on all taxiways which intersect with runways. These holding points are denoted by:
 - i. Red mandatory signs, including the designation of the runway ahead;
 - ii. Yellow flashing runway guard lights (ICAO Configuration A);
 - iii. Yellow painted holding-point markings;
 - iv. Location sign indicating the taxiway designation in yellow on a black background;
- f. Pilots shall not cross illuminated runway guard lights or runway holding points unless instructed to enter or cross a runway by ATS.

4. VFR Departure Procedures

- a. Fixed wing
 - i. VFR departures will normally receive their departure clearance prior to reaching, or at the runway holding point. Pilots should advise ATS when ready for departure.
- b. Helicopter

- i. VFR helicopter departures may be conducted from a runway or a designated helicopter point. Medium / Large helicopters are usually offered the active runway for departure. Helicopter departure points that are located on a runway are as follows:
 - (1). RWY10 - Lined up on RWY10 at TWY B intersection
 - (2). RWY28 - Lined up on RWY28 at TWY B intersection
 - (3). RWY04 - Lined up on RWY04 at RWY10/28 intersection
 - (4). RWY22 - Lined up on RWY22
- ii. For non-runway departures, point "HOTEL" or "HOTEL EAST" is used if the active runway is RWY 10, 28 or 22. When RWY04 is active, the departure point will normally be "HOTEL WEST".
- iii. Helicopters that anticipate they will be ready for departure on reaching their departure point shall advise ATC that they will be "ready on reaching". When helicopters are ready to depart from the departure point, they will request permission to take-off / transition, depending on the helicopter type and type of departure requested (vertical, backup, forward transition).

5. IFR Departure Procedures

a. Fixed wing

- i. En-route (airways) clearance shall normally be issued whilst taxiing to the runway in use. This should not be confused with the Departure Clearance, which is also usually issued during taxi. Either a published departure or a specific track & altitude climb-out clearance will be issued.
- ii. Departure clearances may be issued by ATS before taxi, on request from a flight crew however this clearance may not be available until shortly before departure, depending on the civil and military traffic situation at that time.

b. Helicopter

- i. IFR helicopter departures shall be conducted from the relevant helicopter IFR departure points as follows:
 - (5). RWY10 - Lined up on RWY10 at TWY B intersection
 - (6). RWY28 - Lined up on RWY28 at TWY B intersection
 - (7). RWY04 - Lined up on RWY04 at RWY10/28 intersection
 - (8). RWY22 - Lined up on RWY22

6. Intersection Take-Offs

- a. Pilots may be cleared on request to conduct an intersection take-off. Such take-offs are subject at all times to pilots' discretion.

7. Low Visibility procedures

- a. Applicable when visibility is at or below 600m.
- b. The application of Low Visibility Procedures will be announced by ATIS and by RTF on first application.

EIME AD 2.21 NOISE ABATEMENT PROCEDURES

1. For operational reasons, ramp freezes may be effected which restrict aircraft from taxiing on certain parts of the movement area. Any such restrictions will be notified on the ATIS. The most common ramp freezes are as follows:
 - BRAVO RAMP FREEZE: Aircraft may not operate on the section of TWY B in the vicinity of Hangar No.5 and the western half of the Ramp.
 - ALPHA RAMP FREEZE: Aircraft may not operate on the portion of the ramp between the control tower and TWY A.
 - RAMP FREEZE: Aircraft may not operate on the Ramp.
2. Helicopters should avoid overflight of Baldonnel Orchard (immediately North of Main Administration Building).
3. Overflight of schools during public examination periods (June) should be avoided

EIME AD 2.22 FLIGHT PROCEDURES

1. General Procedures

- a. Except where otherwise approved by GOC Air Corps, all aircraft operating within Restricted Airspaces shall:
 - i. Be equipped with Mode C transponder.
 - ii. Establish two-way radio communications with Military Air Traffic Services (ATS).
 - iii. Be in possession of and familiar with all instrument approach and departure Charts for EIME when intending to arrive/depart under IFR. These are published at www.military.ie/public-information/aeronautical-data.
 - iv. Be in possession of all necessary VFR Charts when intending to arrive/depart under VFR.
- b. 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 ATS.
- c. 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. The duty runway will only be crossed with a clearance from ATC and where possible, this will be carried out at right angles over the mid-point of the runway. In so far as is practicable, helicopters will not operate in the immediate vicinity of the aerodrome control tower.
- d. The number of aircraft which may be accepted for simultaneous circuits shall be at the discretion of the Aerodrome Controller or the ATC Watch Supervisor.
- e. 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.
- f. Military ATS do not apply reduced separation minima in the vicinity of EIME.
- g. Visiting aircraft require prior permission from IAC Operations to conduct local training at EIME. Priority will be afforded to operational traffic and IAC training requirements.

2. EIME Visual Holding Patterns

- a. The below holds are represented on the EIDW Visual Approach Chart (except for DONADEA WOOD). There is no EIME specific visual approach chart at present.

Designation	Location	Level QNH (QFE)	Remarks
DONADEA WOOD	Castle / Wood	1 800' (1500')	<ul style="list-style-type: none"> • Hold anticlockwise to WEST of DONADEA CASTLE • Outbound leg is 1 minute, flown • Inbound track 090° magnetic • Not available during IF approaches to RWY 10.
CLANE	Clane	1 800' (1 500')	<ul style="list-style-type: none"> • Hold anticlockwise to WEST of CLANE VILLAGE • Outbound leg is 1 minute • Inbound track 084° magnetic • Not available during IF approaches to RWY 10/28
KILL	Kill / Johnstown	1 800' (1 500')	<ul style="list-style-type: none"> • Hold anticlockwise SOUTH WEST of KILL VILLAGE • Outbound leg is 1 minute • Inbound track 068° magnetic
BRITTAS	Brittas / Raheen Lake	2 300' (2 000')	<ul style="list-style-type: none"> • Hold anticlockwise SOUTH WEST of BRITTAS • Outbound leg is 1 minute • Inbound track 068° magnetic • Not available during IF approaches to RWY 10/28

3. EIME Visual Reporting Points

PALMERSTOWN ROUNDABOUT	RED COW ROUNDABOUT	SQUARE TALLAGHT	BRITTAS
MARLEY PARK HOUSE	KILTEEL	NAAS RACECOURSE	KILL
CLANE	DONDEA WOOD	KILCOCK	STRAFFAN
MAYNOOTH		CELBRIDGE	

4. Circuit Pattern Proceduresa. Fixed wing

- i. All fixed wing circuit patterns at EIME shall be left hand unless otherwise authorised by Military ATS. Pilots intending to carry out right hand circuits shall obtain clearance from ATS prior to doing so.
- ii. The standard fixed wing circuit altitude is 1,300ft QNH, unless otherwise authorised by ATS.
- iii. Practice fixed-wing glide circuits shall be carried out at 1,800ft QNH. It is not permitted to mix glide circuits with other fixed wing circuit activity or with helicopter circuits to the active runway. Only one aircraft shall be permitted in the glide circuit at any one time. Re-joins to the aerodrome are NOT permitted while the glide circuit is active.
- iv. Practice forced landing (PFL) circuits shall be carried out at 2,800ft QNH. ATS permission is required before commencing descent from 'HIGH KEY'.
- v. ACFT entering the circuit pattern will set transponder code A0060 unless advised otherwise. ATS will not issue a standard departure clearance but will instead advise the type and direction of circuit to be flown as part of the take-off clearance.

b. Helicopter

- i. All helicopter circuit patterns at EIME shall be right hand, unless otherwise authorised by ATS. Pilots intending to carry out left hand circuits shall obtain clearance from ATS prior to doing so.
- ii. The standard helicopter circuit altitude is 800ft QNH, unless otherwise authorised by ATS.
- iii. Practice auto-rotations shall be carried out at 1,800ft QNH. ATS clearance is required before carrying out auto rotations or low level / groundwork on the aerodrome.

5. VFR Arrival Proceduresa. General

- i. ATS shall pass the following information to aircraft joining the circuit:
 - (1). Joining Instructions
 - (2). Runway in use
 - (3). Aerodrome QNH (QFE if requested)
 - (4). Surface wind speed and direction (helicopters only)
 - (5). Local traffic (including the number of helicopters)
 - (6). Any other pertinent information
- ii. Aircraft shall not enter EIR15 and local traffic circuit without having established two-way communications and received clearance from ATS.
- iii. 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
- iv. Aircraft joining the circuit at EIME from the EAST shall be routed by Dublin ATS to the MARLEY PARK

HOUSE visual reporting point.

- v. Direct joins to any point within the circuit pattern may be cleared or instructed by ATS.
- vi. "Finals" call shall also include "Three Greens", where appropriate, to indicate to ATS that the undercarriage is down and locked.
- vii. The pilot of an aircraft shall, after landing, maintain a listening watch on the designated frequency until the aircraft has been parked. When clear of the runway in use the pilot shall advise "RUNWAY VACATED".

b. Fixed Wing arrivals

- i. Clearance to enter the traffic circuit is usually issued when the aircraft is at an EIR15 Visual Holding Point to enable the pilot to conform to the local traffic circuit.
- ii. In the standard joining procedure, aircraft shall be cleared to position to the overhead at 1,800 ft QNH. The overhead position is referred to as "Initial Point" (IP) and is located overhead CASTLE BAGOT HOUSE.
- iii. Aircraft joining via IP will report "Initial Point" (Overhead) at 1,800 ft 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". ATS will ensure there is at least 500 ft vertical separation between aircraft joining the circuit via IP, and other VFR aircraft, until the joining aircraft has established in the circuit.
- iv. In order to remain clear of Weston Airport, VFR aircraft joining the EIME circuit from the North and North West may be given one of the following routings:
 - (1). KILCOCK - CLANE - EIME at 1,500 ft (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.
 - (2). KILCOCK - CLANE - KILL at or below 1,000 ft QNH (For use during IFR approaches to RWY10 when entry by Clane is not permissible)

b. Formation Flight arrivals

- i. When aircraft have been flying as a formation, stream or formation landings are permitted.
- ii. Formations intending to stream for landing require ATS clearance for a formation break procedure. Clearance for the break will not be issued if there is conflicting traffic on downwind or if it is projected that there will be conflicting traffic on downwind or crosswind during the formation break.
- iii. The two standard formation breaks at EIME are:
 - (1). Run and Break – the formation flies the circuit pattern at 1,300 ft QNH and does not descend on base leg or finals. After being cleared for the break, aircraft break at 1,300 ft, stream for landing and descend on base leg as per normal circuit routine.
 - (2). Climbing Run and Break - the formation flies the circuit pattern at 1,300 QNH and descends on base leg and finals to 800 ft QNH. After being cleared for the break, aircraft break and climb to 1,300 ft, stream for landing and descend on base leg and finals as per normal circuit routine
- iv. Formations will report downwind after the formation break.

c. Helicopter arrivals

- i. Helicopters will usually be initially cleared from an EIR15 Visual Holding Point to the airfield boundary.
- ii. In order to remain clear of Weston Airport, VFR aircraft joining the circuit at EIME from the North and North West may be given one of the following routes.
 - (1). KILCOCK - CLANE - EIME at 800ft QNH
 - (2). KILCOCK - CLANE - KILL at or below 800ft QNH. (For use during IFR approaches to RWY10 when entry by CLANE is not permissible.

- iii. Helicopters joining the EIME circuit shall be at 800ft AMSL or lower at the point of entry. Helicopters shall not operate above 800ft QNH in the vicinity of the aerodrome without authorisation from Military ATS.
- iv. Entry into the circuit pattern is made on the downwind leg, unless otherwise instructed or authorised. Heavy helicopters joining the circuit pattern will make a 45 degree entry into the pattern direction of flow unless otherwise approved or authorised.
- v. From the airfield boundary helicopters will, depending on other traffic, be cleared to point HOTEL, HOTEL EAST or HOTEL WEST together with the surface wind and direction. Helicopters may be held at the airfield boundary if the approaches are not clear.
- vi. Heavy helicopters and helicopters on IFR flights shall carry out all landings on the active runway unless otherwise cleared.
- vii. After landing, helicopters will be cleared by ATS for taxi to parking. This may be issued as part of a landing clearance. A listening watch on BALDONNEL TOWER frequency shall be maintained during taxi.
- viii. On engine shutdown, helicopter pilots will advise "*clear and complete*" to ATS.

6. IFR Arrival Procedures

a. General

- i. The relevant instrument flight procedure charts for EIME are published at www.military.ie/public-information/aeronautical-data.
- ii. A Procedural Approach service is provided for EIME from 0800-2000 local time, MON-FRI, call-sign BALDONNEL APPROACH.
- iii. A Military Radar service is provided from Mon – Fri, between 1000-1130, 1200-1300, 1400-1500 and 1515-1630 local time. The call sign for the radar service is MILITARY RADAR (when the service is provided from Dublin ATC Centre) or BALDONNEL RADAR (when the service is provided from EIME).
- iii. When a Military Radar service is available, arriving aircraft for a Rwy 10 approach can expect to 'own navigate' or be provided with radar vectors to the IAF or to the Intermediate Fix (IF).
- iv. When a procedural approach service is provided, arriving aircraft for a Rwy 10 approach shall pass their aircraft's radial and DME from the BAL DVOR to Military ATS on initial contact.
- v. After landing, fixed wing aircraft may taxi to parking via the standard taxi routes detailed in Section 3c. Helicopters shall request taxi instructions before taxiing to parking. All aircraft shall maintain a listening watch on Tower frequency during taxi.

b. DONEB Hold

- i. The IFR hold at DONEB, a fix defined off the BAL DVOR, is located on R-276, 10D BAL. A secondary fix which may be used for entry to DONEB from the EAST is defined at R-266, 14D BAL. As the hold is not overhead the facility, entry to the hold should be along (inbound or outbound) the holding radial. Entry at the secondary fix shall only be (outbound) along the radial defining that fix. Flight crews should advise ATS if intending to enter the hold via the secondary fix.
- ii. The holding radial is 096°M (R-276 inbound) and aircraft will conform to a right racetrack pattern in the hold.
- iii. The maximum IAS for entering and flying in the hold is 180 Kts. Protection within the hold from both obstacles and surrounding airspace is based on this maximum.
- iv. The maximum altitude for aircraft entering and flying the hold is 5,000ft. The minimum holding altitude is 3,000ft.
- v. All turns will be made at a bank angle of 25° or at a rate of 3° per second, whichever requires the lesser bank.
- vi. The outbound still wind timing is 1 minute. Due allowance should be made in both heading and timing to compensate for the effects of known wind.

- vii. When entering the DONEB hold, flight crews should be aware of the proximity of the EIR15 boundary (activated to 3,000ft for IFR arrivals) and the Dublin CTR (permanently active above the EIR15). If an aircraft cannot arrive at the hold at or below 5,000ft, delaying orbits or radar vectors (where radar service is available) should be requested from ATS in order to arrive overhead the fix at the appropriate level. This is to ensure the aircraft does not exit military airspace whilst establishing in DONEB.
- c. ERLIC Hold
- i. The IFR hold at ERLIC, a fix defined off the DAP DVOR, is located at R-252, 18D DAP. A secondary fix which may be used for entry to ERLIC from the EAST is defined at R-246 DAP, 21.5D DAP. As the hold is not overhead the facility, entry to the hold should be along (inbound or outbound) the holding radial. Entry at the secondary fix shall only be (outbound) along the radial defining that fix. Flight crews should advise ATS if intending to enter the hold via the secondary fix.
 - ii. The holding radial is 072°M (R-252 inbound) and aircraft will conform to a right racetrack pattern in the hold.
 - iii. The maximum IAS for entering and flying in the hold is 180 kts. Protection within the hold from both obstacles and surrounding airspace is based on this maximum.
 - iv. The maximum altitude for aircraft entering and flying the hold is 5,000ft. The minimum holding altitude is 3,000ft.
 - v. All turns will be made at a bank angle of 25° or at a rate of 3° per second, whichever requires the lesser bank.
 - vi. The outbound still wind timing is 1 minute. Due allowance should be made in both heading and timing to compensate for the effects of known wind.
- d. When entering the ERLIC hold, flight crews should be aware of the proximity of the EIR15 boundary (activated to 3,000ft for IFR arrivals) and the Dublin CTR (permanently active above the EIR15). If an aircraft cannot arrive at the hold at or below 5,000ft, delaying orbits or radar vectors (where radar service is available) should be requested from ATS in order to arrive overhead the fix at the appropriate level. This is to ensure the aircraft does not exit military airspace whilst establishing in ERLIC
- e. Instrument Approaches to RWY10 (ILS/DME W/XY/Z, VOR/DME, SRA)
- i. Aircraft shall be issued their joining instructions by BALDONNEL APPROACH / MILITARY RADAR and will be transferred to BALDONNEL TOWER frequency on reaching the IF.
 - ii. ILS/DME WX/Z Rwy 10
 - (1). The Initial Approach Fix (IAF) is located at ERLIC. When commencing from the IAF, after receipt of ATS clearance, turn outbound from the IAF to track 252° M and intercept the 22 DME arc DAP. Maintain 3,000 ft until on the arc at which stage descend to 2,000 ft.
 - (2). From the 14DME arc intercept LLZ (track 103°). R-254 DAP provides 2NM of lead. The intermediate fix is located at 10.5D IB.
 - (3). Final approach commences where the glideslope is intercepted. A FAP is defined at 5.4D IB.
 - (4). OCAs are published based on 5% and 2.5% missed approach gradients. Decision Height (DH) may be calculated from the OCAs in accordance with unit procedures. The minimum DH allowable for CAT 1 ILS is 200 ft.
 - (5). In the case of missed approach (CAT A/B aircraft), at DH climb on track 103°, at 1,300 ft or 0 DME IB, whichever is later, climbing to 3,000 ft turn right onto track 261 to intercept R-223 DAP. Contact ATC. Maintain 5% climb gradient until 2,800 ft.
 - (6). In the case of missed approach (CAT C/D aircraft), Climb on track 103°; at 2,000 ft or 0 DME IB, whichever is later, climbing to 3,500 ft turn right onto track 261 to intercept R-223 DAP. Contact ATC. Maintain 5% climb gradient until 2,800 ft. Do not exceed IAS 200kt in the turn.

iii. ILS/DME Y/Z Rwy 10

- (7). The Initial Approach Fix (IAF) is located at DONEB. When commencing from the IAF, after receipt of ATS clearance, turn outbound from the IAF to track 276° M and intercept the 14 DME arc BAL. Maintain 3,000 ft until on the arc at which stage descend to 2,000 ft.
- (8). From the 14DME arc intercept LLZ (track 103°). R-275 BAL provides 2NM of lead. The intermediate fix is located at 10.5D IB.
- (9). Final approach commences where the glideslope is intercepted. A FAP is defined at 5.4D IB.
- (10). OCAs are published based on 5% and 2.5% missed approach gradients. Decision Height (DH) may be calculated from the OCAs in accordance with unit procedures. The minimum DH allowable for CAT 1 ILS is 200 ft.
- (11). In the case of missed approach (CAT A/B aircraft), at DH climb on track 103°, at 1,300 ft or 0 DME IB, whichever is later, climbing to 3,000 ft turn right onto track 261 to intercept R-230 BAL. Contact ATC. Maintain 5% climb gradient until 2,800 ft.
- (12). In the case of missed approach (CAT C/D aircraft), Climb on track 103°; at 2,000 ft 0 DME IB, whichever is later, climbing to 3,500 ft turn right onto track 261 to intercept R-230 BAL. Contact ATC. Maintain 5% climb gradient until 2,800 ft. Do not exceed IAS 200kt in the turn.

iv. VOR/DME Rwy 10

- (1). The IAF is located at DONEB. When commencing from the IAF, after receipt of ATS clearance, turn outbound from the IAF to track 276° M and intercept the 14 DME arc BAL. Maintain 3,000 ft until on the arc at which stage descend to 2,000 ft.
- (2). From the 14DME arc intercept R-288 BAL. R-279 provides 2NM of lead to the inbound radial. The intermediate fix is located° on R-288 at 11.3D BAL. Fly inbound R288, maintain 2,000 ft.
- (3). Final approach commences at the Final Approach Fix (FAF) located at R-288, 6.3D BAL. Commence descent not below the OCA. The Missed Approach Point is located at R288, 1.7D BAL. If visual at MAPt, continue visually for the landing otherwise a missed approach should be initiated immediately.
- (4). OCAs are published based on a 5% gradient and on 2.5% gradient in the missed approach. Where an aircraft is not expected to achieve the 5% gradient in the missed approach the OCA applicable to 2.5% applies. Where the aircraft performance will not achieve a 2.5% gradient, either:
 - Units / operators shall assess the performance (OEI) and ensure that contingency procedures of the unit operations manual provides an OCA for use which will provide obstacle clearance; or
 - The pilot will request an alternative go-round.
- (5). In the case of missed approach climb on track 108°; at 1,500 ft climbing to 3,000 ft turn right to track 261° and intercept R-230 BAL. Maintain 5% gradient until 2,800ft. Do not exceed IAS 185kts in the turn.

v. SRA Rwy 10

- (1). Military Radar will provide vectors to the Final Approach Fix (FAF), located 5.0D from the RWY 10 threshold. Commence descent at the FAF to not below the OCA. Ideal altitude guidance will be provided to the Missed Approach Point (MAPt), located 2.0NM from the RWY 10 threshold but descent below the OCA/H is NOT permitted unless visual contact has been established and can be maintained.
- (6). OCAs are published based on a 5% gradient and on 2.5% gradient in the missed approach. Where an aircraft is not expected to achieve the 5% gradient in the missed approach the OCA applicable to 2.5% applies. Where the aircraft performance will not achieve a 2.5% gradient, either:
 - Units / operators shall assess the performance (OEI) and ensure that contingency procedures of the unit operations manual provides an OCA for use which will provide obstacle clearance; or
 - The pilot will request an alternative go-round.
- (7). In the case of missed approach, at MAPt turn left onto track 088°, climb 3,000ft, at 1,500 ft turn right to track 261° to intercept R-230 from BAL. Contact ATC. Do not exceed IAS 185kts until 3,000ft. Maintain 5% climb gradient until 2,800ft.

f. Instrument Approach to RWY22 (VOR/DME)

- i. This instrument approach is conducted primarily in civil Class C airspace. Dublin ATC (South/North/Approach) provide a control service until the aircraft is established on final approach. Aircraft can expect to be given radar vectors, or 'own navigation' to the IAF or IF.
- ii. Aircraft can expect to be transferred to Baldonnell Tower frequency when established on final approach.
- iii. In the case of missed approach, climb to BAL, intercept R-230. Climb 3,000ft. Contact ATC.

g. Instrument Approach to RWY28 (RNP)

- i. This instrument approach is conducted primarily in civil Class C airspace. Dublin ATC (South/North/Approach) provide a control service until the aircraft is established on final approach. Aircraft can expect to be given radar vectors, or 'own navigation' to the IAF or IF.
- ii. Aircraft conducting an RNP approach to RWY28 may, depending on local conditions, be required to carry out a circle to land procedure for landing on another runway. Aircraft will be passed the expected landing runway at EIME by Dublin ATC.
- iii. Aircraft can expect to be transferred to Baldonnell Tower frequency when established on final approach.
- iv. In the case of missed approach, at the MAPt, climb straight ahead to MEM01, then climbing turn left to track direct to MEM02. Climb 3,000ft. Contact ATC. Do not exceed 220kt IAS. Maintain 5% climb gradient for airspace.

h. Instrument Approach to RWY28 (VOR/DME)

- i. This instrument approach is conducted primarily in civil Class C airspace. Dublin ATC (South/North/Approach) provide a control service 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.
- ii. Aircraft conducting a VOR/DME approach to RWY28 may, depending on local conditions, be required to carry out a circle to land procedure for landing on another runway. Aircraft will be passed the expected landing runway at EIME by Dublin ATC.
- iii. Aircraft can expect to be transferred to Tower frequency when established on final approach.
- iv. In the case of missed approach, at D1.5 DME climb on track 275° to BAL or 1,100ft, whichever is later. Turn left to track 200°, to intercept R-230 from BAL. Climb 3,000ft. Contact ATC.

i. Circling Approaches

- i. Aircraft conducting instrument approaches may, depending on local conditions, be required to carry out a circle to land procedure for landing on another runway. The following conditions shall be met in order to conduct a circling approach:
 - (1). The (partial) visual circuit is carried out at or above the published minima of the approach facility in use.
 - (2). The in-flight visibility is assessed by the pilot to be NOT less than the minima specified for the manoeuvre.
 - (3). The aircraft's position relative to the airfield or approach facility in use has been established and can be continually monitored either visually or by range and bearing.
- ii. **IT IS NOT PERMITTED TO CIRCLE SOUTH OF RWY 10-28.**
- iii. Pilots should be particularly conscious of the danger of re-entering IMC during circling manoeuvres as missed approach procedures do NOT cater for aircraft in the circling phase of an approach.
- iv. No circling minima are applied to helicopters.

j. Missed Approach with Communications Failure Procedures

See Section 10d below.

k. Practice Instrument Approaches

When carrying out practice instrument approaches to Rwy 10 under VFR, with an abbreviated go-around

towards KILL or CLANE, flight crews will usually be issued with a clearance limit of 1.5 IB DME (ILS) or the MAPt (VOR and SRA). This ensures the aircraft carrying out the practice approach remains separated from local traffic operating in the vicinity of the aerodrome.

7. IFR Training Areas

- a. The following IFR training areas are designated, using radials and distances from the BAL DVOR/DME. These refer only to the lateral limits. Vertical limits shall be allocated by ATS as aircraft enter the blocks.

IFR TRAINING AREA	BAL RADIAL LIMITS	BAL DME LIMITS
INDIA 1	225 – 245	17 – 35
INDIA 2	265 – 285	17 – 35
INDIA 3	225 – 285	17 – 35
WHISKEY 1	225 – 245	21 – 35
WHISKEY 2	265 – 285	24 – 35
WHISKEY 3	225 – 285	24 – 35
WHISKEY 4	241 – 261	42– 56

Table 1 IFR Training Areas

8. VFR Training Areas

- b. The following VFR training areas are designated, each defined by a geographic axis. Vertical limits shall be allocated by ATS as aircraft enter training area.

VFR TRAINING AREA	AXIS	DIRECTION ¹
ALPHA	Allenwood – Rochfortbridge	South
BRAVO	Newbridge – Portlaoise	North
CHARLIE	Kilcullen – Clough	North
DELTA	Mountmellick – Rhode	West
ECHO	Ballymore Eustace – Tullow	East
FOXTROT	Tullamore – Birr	North
GOLF	Portlaoise – Templemore	North
X-RAY	Edenderry – Lough Ennell (East side)	South
YANKEE	Monasterevin – Tullamore	North
ZULU	Kilrush Airfield – Clough	Northwest

Table 2 VFR Training Areas

- c. Aircraft operating in Area CHARLIE are not permitted to operate below the transition level when in the vicinity of KILRUSH AIRFIELD.
- d. All the above VFR training areas are contained with Military Operating Areas (MOAs) however, flight crews should bear in mind that VFR and uncontrolled IFR aircraft may penetrate MOAs up to 4,500ft without Military ATS clearance.
- e. Helicopters conducting general handling in the Dublin / Wicklow Mountain 'Foothills' will usually receive a Flight information service from Military ATS (when Mil Radar manned) or Dublin FIS. Flight crews are requested to pass Tower their ETA back to EIME before establishing low level in the Foothills.

9. Low Flying Training

¹ 'Direction' refers to the side of the axis in which flight manoeuvres should occur.

- a. Low level flight training is conducted in the IAC Low Flying Training Area (LFTA), situated in the Wicklow Mountains.
- b. The LFTA consists of two (2) routes known as EAGLE and FALCON. These routes lie wholly within Civil Class G airspace. The standard route is for aircraft to initially fly FALCON and then fly EAGLE (i.e. clockwise) at 500ft AGL. This will help create awareness for any civilian operators in the area of the military activity and allows for a route reconnaissance.
- c. Both routes are then flown at 250 ft AGL, terminating over the southern part of BLESSINGTON LAKES. It takes approximately 8 minutes to fly a route during which time, the aircraft will have no radio communications with ATS.
- d. It is not permitted to mix IAC fixed wing and rotary activity in the LFTA.
- e. Military use of the LFTA requires authorisation from AC Operations. It also currently requires the liaison of Temporary Restricted Airspace (TRA) with the IAA.

10. Communications Failure Procedures

- a. Aircraft operating in or joining the EIME circuit pattern
 - i. The pilot of an aircraft experiencing communications failure when operating in circuit shall set transponder code A7600 and fly the pattern as per the last ATC clearance. Maintain standard circuit phraseology with transmissions prefaced with *“transmitting blind”*. If ATS are aware of the failure, instructions may be transmitted over the BAL DVOR/DME frequencies (receive only²). Other aircraft in the circuit will also be advised and a priority landing clearance will be passed to the aircraft via a green light signal from the Control Tower.
 - ii. The pilot of an aircraft experiencing communications failure when joining the local circuit shall set transponder code A7600, join on the Dead Side of the duty runway and fly a normal circuit pattern, maintaining a close watch for other aerodrome traffic. Standard circuit phraseology should be maintained, with calls prefaced by *“transmitting blind”*. ATS will transmit landing clearances via radio and green landing light signal.
- b. Aircraft operating in an Military Operating Area (MOA)
 - i. If an aircraft fails to establish contact with Military ATS on the appropriate radio frequency, it shall attempt to establish contact on another appropriate frequency. If the said attempt fails, the aircraft shall attempt to establish communication with other aircraft or with Civil ATS.
 - ii. If these attempts fail, the pilot shall set transponder code A7600 and shall transmit a message, preceded by the phrase *“Transmitting blind”* twice, on both the BALDONNEL TOWER and MILITARY RADAR frequencies. A listening watch should also be maintained on the BAL VOR/DME frequency – 115.8 MHz as ATS may use this to transmit instructions². The aircraft shall then fly at least two triangular patterns according to Table 3 below to indicate the communications failure to ATS.

Aircraft Speed	Length of Leg	Transmitter Failure Only	Complete Failure
300 Kt or less	2 minutes	Right hand Turns of 120°	Left hand Turns of 120°
More than 300Kt	1 minute		

Table 3 Radio Failure Patterns

- iii. If operating in VMC, the aircraft should, if possible, continue to fly in VMC and land at the most suitable aerodrome.

² The BAL DVOR/DME 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. ATS will continue to pass suitable instructions if the aircraft is observed to be complying.

- iv. If operating in IMC or when the pilot of an IFR aircraft considers it inadvisable to return to land in VMC, the aircraft should comply with communications failure procedures as outlined in ICAO Annex 2, Section 3.6.5.2.
- v. ATS may employ a Shepherd aircraft to provide assistance to the ACFT with no communications. The shepherd aircraft, after intercepting the ACFT with no communications, will put its navigation lights on steady and will attempt to guide the intercepted aircraft to an appropriate runway for landing. The ACFT with communications failure should maintain an echelon position to the left or right of the Shepherd ACFT until visual contact has been established with an aerodrome or runway.
- vi. In all instances, when the pilot of an ACFT suspects radio failure (s)he will continue to use the transmitter at intervals as transmitter outages may be intermittent or of a temporary nature. Any indication of intentions or position received by a ground station will be of benefit in providing all possible assistance.

c. IFR departures

- i. Aircraft departing experiencing communications failure in the course of an instrument departure from EIME shall set transponder code A7600 and comply with the following procedures:
 - (1). Departing traffic cleared by ATC to a level/altitude below A050 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan.
 - (2). Departing Traffic experiencing a communications failure above A050 shall comply with communications failure procedures as outlined in ICAO Annex 2, Section 3.6.5.2.

d. IFR arrivals

- i. Aircraft departing experiencing communications failure during an instrument approach to EIME shall set transponder code A7600 and comply with the following procedures:
 - (1). Aircraft being radar vectored or self-positioning for an instrument approach shall set transponder code A7600 and comply with communications failure procedures as outlined in ICAO Annex 2, Section 3.6.5.2.
 - (2). Aircraft already established on an instrument approach or cleared to establish on an approach shall set transponder code 7600 and continue on the approach to land.
 - (3). The missed approach with communications failure is as follows:

Instrument Approach Procedure	Missed approach with communications failure
ILS Y RWY 10 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-230 BAL climb to 4,000ft. Passing 17D BAL climb 5,000ft. At 5,000ft route to DONEB and carry out one hold. Self-position for an approach to the appropriate runway at Dublin Airport
RNP RWY28	Squawk 7600. Carry out missed approach as per procedure. At MEM02, establish outbound on R-230 BAL (or R-232 DAP if BAL VOR/DME unserviceable). Passing 13D BAL (or 22D DAP), climb to 4,000ft. Passing 17D BAL (or 26D DAP), climb to 5,000ft. At 5,000ft route to DONEB (or ERLIC) and carry out one hold. Self-position for an approach to the appropriate runway at Dublin Airport.
ILS W RWY 10 ILS X RWY10	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 5,000ft route to ERLIC and carry out one hold. Self-position for an approach to the appropriate runway at Dublin Airport.

EIME AD 2.23 ADDITIONAL INFORMATION

1. Airport is Strictly PPR only.
2. Intensive VFR activity at Weston Airport up to the EI-R15 boundary.

EIME AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page	Effective Date
AERODROME CHART	EIME AD 2.24-1	30 OCT 2025
EIME AERODROME OBSTACLE CHART – ICAO TYPE A – RWY 10/28	EIME AD 2.24-2	20 FEB 2025
EIME AERODROME OBSTACLE CHART – ICAO TYPE A – RWY 04/22	EIME AD 2.24-3	20 FEB 2025
INSTRUMENT DEPARTURE CHART (BAL) RWY 28,10,22,04 [CAT A, B] - ICAO	EIME AD 2.24-8	30 OCT 2025
INSTRUMENT DEPARTURE CHART (BAL) RWY 28, 10, 22, 04 [CAT C, D] - ICAO	EIME AD 2.24-9	30 OCT 2025
INSTRUMENT DEPARTURE CHART (DAP) RWY 28,10,22,04 [CAT A, B] - ICAO	EIME AD 2.24-30	03 OCT 2024
INSTRUMENT DEPARTURE CHART RWY (DAP) 28, 10, 22, 04 [CAT C, D] - ICAO	EIME AD 2.24-31	03 OCT 2024
INSTRUMENT APPROACH CHART ILS Z RWY 10 [CAT A, B] - ICAO	EIME AD 2.24-10	30 OCT 2025
INSTRUMENT APPROACH CHART ILS Y RWY 10 [CAT C, D] - ICAO	EIME AD 2.24-11	30 OCT 2025
INSTRUMENT APPROACH CHART ILS X RWY 10 [CAT A, B] - ICAO	EIME AD 2.24-32	27 NOV 2025
INSTRUMENT APPROACH CHART ILS W RWY 10 [CAT C, D] - ICAO	EIME AD 2.24-33	27 NOV 2025
INSTRUMENT APPROACH CHART RNP RWY 28 [CAT A, B, C, D] - ICAO	EIME AD 2.24-35	30 OCT 2025
INSTRUMENT APPROACH CHART VOR/DME RWY 10 [CAT A, B, C, D] - ICAO	EIME AD 2.24-15	30 OCT 2025
INSTRUMENT APPROACH CHART VOR/DME RWY 28 [CAT A, B, C, D] - ICAO	EIME AD 2.24-16	30 OCT 2025
INSTRUMENT APPROACH CHART VOR/DME RWY 22 [CAT A, B, C, D] - ICAO	EIME AD 2.24-17	30 OCT 2025
INSTRUMENT APPROACH CHART SRA RWY 10 [CAT A, B, C] - ICAO	EIME AD 2.24-20	30 OCT 2025
INSTRUMENT APPROACH CHART RADAR VECTORING [CAT A, B, C, D] - ICAO	EIME AD 2.24-22	30 OCT 2025
MISSED APPROACH WITH COMMUNICATIONS FAILURE PROCEDURE	EIME AD 2.24-25.1	30 OCT 2025

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