

GENERAL**ATS Hours**

H24

Airport Information**RFF:** CAT 7; CAT 8 and 9 AVBL 24HR PN**Fire:** "Belfast Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.**PCN:** RWY 07/25: 71/R/B/X/T, RWY 17/35: 71/F/C/W/U**Operation****Low Visibility Procedure**

CAT II/III OPS:

DEP RWY 25

- ATC will request departing ACFT to hold at CAT II/III hold on TWY A
- If TWY A is out of service DEP ACFT will be required to backtrack RWY 25 from TWY B and execute a 180° turn on THR 25.

ARR RWY 25

LDG CLR or go-around instructions will be given no later than 2NM from touchdown.

Backtracking on RWY 25 normally not permitted. If TWY C or TWY D are out of service ACFT will be instructed to use TWY B to vacate RWY 25.

ARR ACFT will under instruction from ATC:

- Continue to end of RWY 25.
- Execute a 180° turn.
- Backtrack the RWY and vacate on TWY B.
- Report established on TWY and TWY green LGTs in sight.

ARR ACFT vacating at the RWYs INT will only be permitted when ACFT is continuously visible to ATC.

RWY Restrictions

RWY 07/25: Vacating via TWY B PPR due APN push-back PROC.

No ACFT permitted to carry out 180° on RWY 07/25, exemptions will be permitted on RWY 07 turning circle and RWY 25 THR.

RWY 07: If full RWY length required enter RWY via TWY D and perform backtrack (turning area 70m / 230ft wide).

RWY 17: LDG ACFT will be required to backtrack on RWY (turning area 90m x 85m / 295ft x 279ft). ACFT of B737/A319 size or above are not permitted to carry out 180° turns after LDG on RWY 17. ACFT should continue to RWY 35 turning circle.

During winter conditions, estimated braking action assessments will be in operation when RWYs 07/25 and 17/35 are contaminated. Pilots are advised that ATC may pass GOOD-MEDIUM-POOR, or a combination of, in addition to the RWY state information.

TWY Restriction: TWY F width 15m / 49ft.**Taxi/Parking**

Stands 9-15, 23, 23A, 24A, 24B, 24C, 25, 25A, 1F-6F (Cargo FLTs), 15F-18F marshalling provided.

Stands 16-18, 22, 26 entry guidance by AGNIS and stop arrows. ACFT size greater than A321 using these stands will be provided with marshaller.

Stand 24 entry guidance by AGNIS and stop arrows. ACFT size greater than A320 using these stand will be provided with marshaller.

GENERAL

Stand 27 entry guidance by AGNIS and stop arrows.

Stand 22 is served by Airbridge.

Engine Run-up Areas

AVBL by arrangement only. Not permitted after 2300‡ .

Warnings

ILS/GP IAG RWY 25: Small fluctuations apparent between 8NM and 5NM .

ILS/GP IFT RWY 17: GP fluctuations outside 8NM.

Do not confuse with AD Langford approximately 3NM SW.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR United Kingdom.

Unauthorized GND based laser LGT may be directed at ACFT ARR or DEP AD or when overflying city of Belfast. All incidents should be reported immediately via ATC to the police.

Birds in vicinity of AD.

ARRIVAL**Communication**

COM Failure: See CRAR United Kingdom and in addition;

During radar Vectoring

Initial APCH: Continue visually or by means of appropriate final APCH aid. If not possible proceed at 3000ft or last assigned LVL if higher to BEL VOR.

Intermediate and final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to BEL VOR.

Arrival Procedure**Noise Abatement Procedure**

CDA to all RWYs compulsory between 2200-0700‡

Following compulsory speeds will be used:

- IAS 220KT from HLDG or if holding not required by 20NM from touchdown during intermediate APCH.
- IAS 180KT on base leg/closing HDG to ILS.
- Between 180-160KT when first established on ILS.
- IAS 160KT until D4.

When the CDA is in force and an ACFT is being vectored for a non-precision APCH, the pilot will decide to which point he will fly the CDA in order to comply with company standard operating procedures.

DEPARTURE**Take-off Minima**

RWY		25	
All ACFT	ft - m/km	0 - 75R	-
RWY		07, 17/35	
All ACFT	ft - m/km	0 - 400R/400V	-

DEPARTURE

Speed

DEP to SE with requested FL MNM FL290:

- Jet with MTOM above 35t / 77000lbs:
MAX IAS 250KT until FL100, then MAX IAS 290KT until FL250.
- Other TFC:
MAX IAS 250KT until FL250.

Communication

COM Failure: See CRAR United Kingdom.

Departure Procedure

Departure Note

ACFT unable to reach FL290 by SOSIM/INKOB must advise ATC prior to push-back, giving the anticipated FL at SOSIM/INKOB.

Start-up/Push-back

REQ push-back CLR only when fully ready.

When requesting start-up/push-back report call sign, type of ACFT and stand number.

Stand 9-29A and 1F-6F must have push-back capability with handling agent.

Noise Abatement Procedure

TKOF PROC: Contact AD Duty Manager.

2200-0700‡ DEP with MTOW above 5.7t / 12500lbs, climb on RWY track to 2000ft before commencing any turn, thereafter as per ATC CLR.

ATC Slot, Clearance

Contact ATC up to 20min prior to EOBT to obtain ATC CLR.

Oceanic Clearance: North Atlantic Jet Departures

ACFT routing via OAC entry fix GOMUP or ETILO should REQ oceanic CLR from Aldergrove ATC 30min prior to DEP. All other traffic should REQ oceanic CLR from Shanwick ASAP after DEP.

If oceanic CLR not required prior DEP, it should be requested 90-30min prior to Shanwick BDRY. Oceanic CLR is valid only from entry point. CLR to entry point is issued separately by ATC.

De-Icing

AVBL.

21-DEC-2017

BFS-EGAA

United Kingdom **Belfast** Aldergrove **C C** Aldergrove **Belfast** United Kingdom

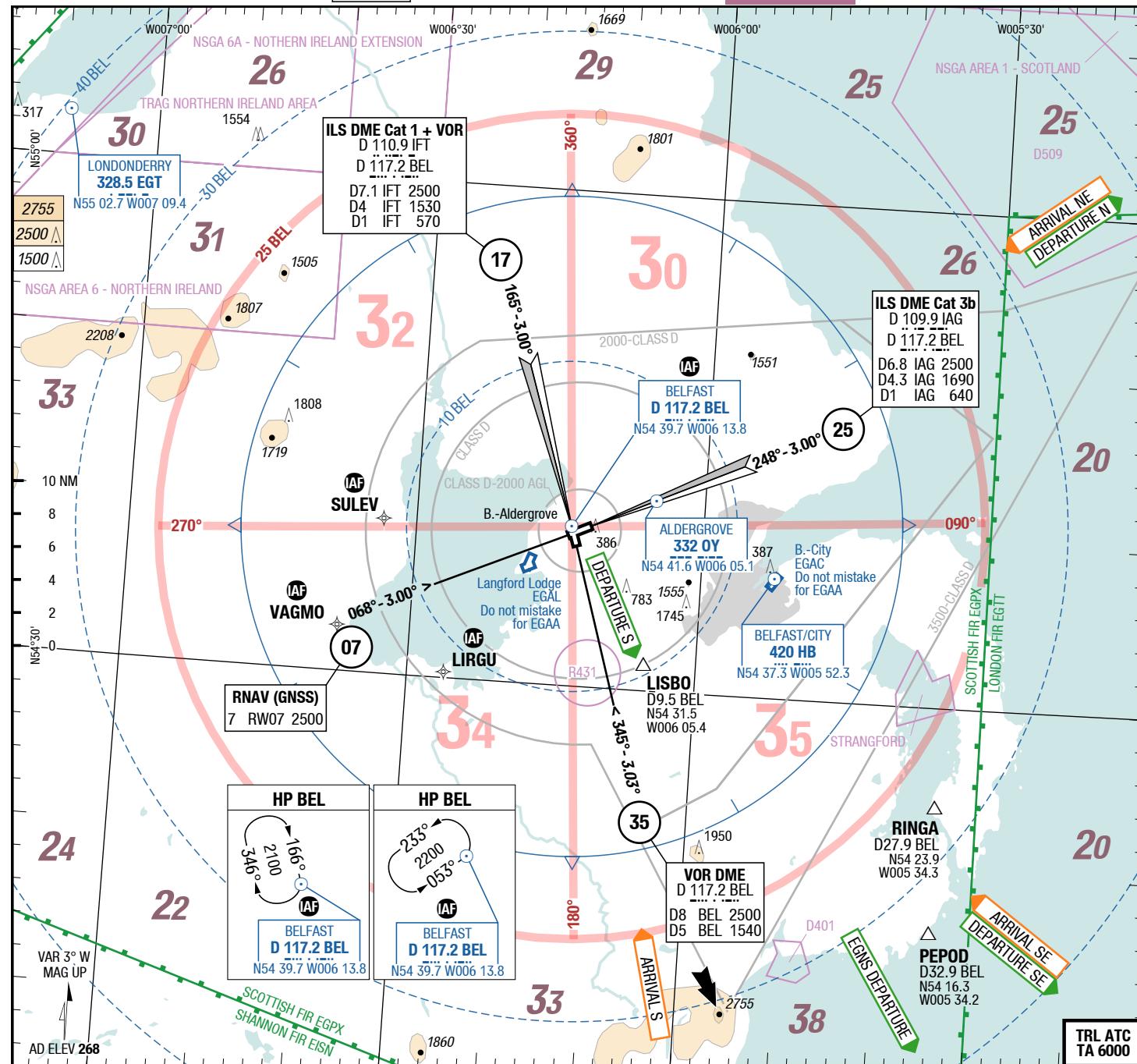
2-10

AGC
AFC

AFC

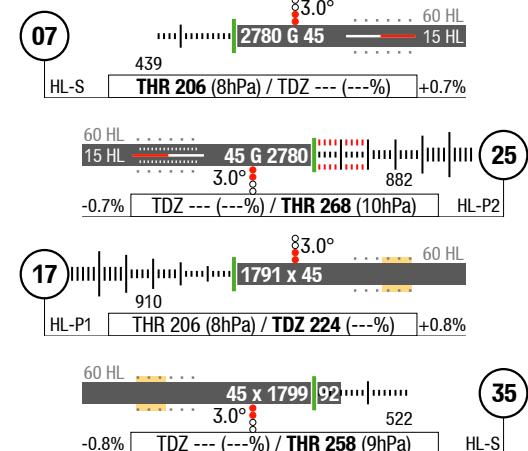
Aldergrove **Belfast** United Kingdom

AGG
AF



ATIS	128.200
Aldergrove APP	128.500
Aldergrove DIR	120.900 RAD, 0700-2200‡
Aldergrove TWR	118.300
Aldergrove GND	121.750 by ATC

Landing RWY system:



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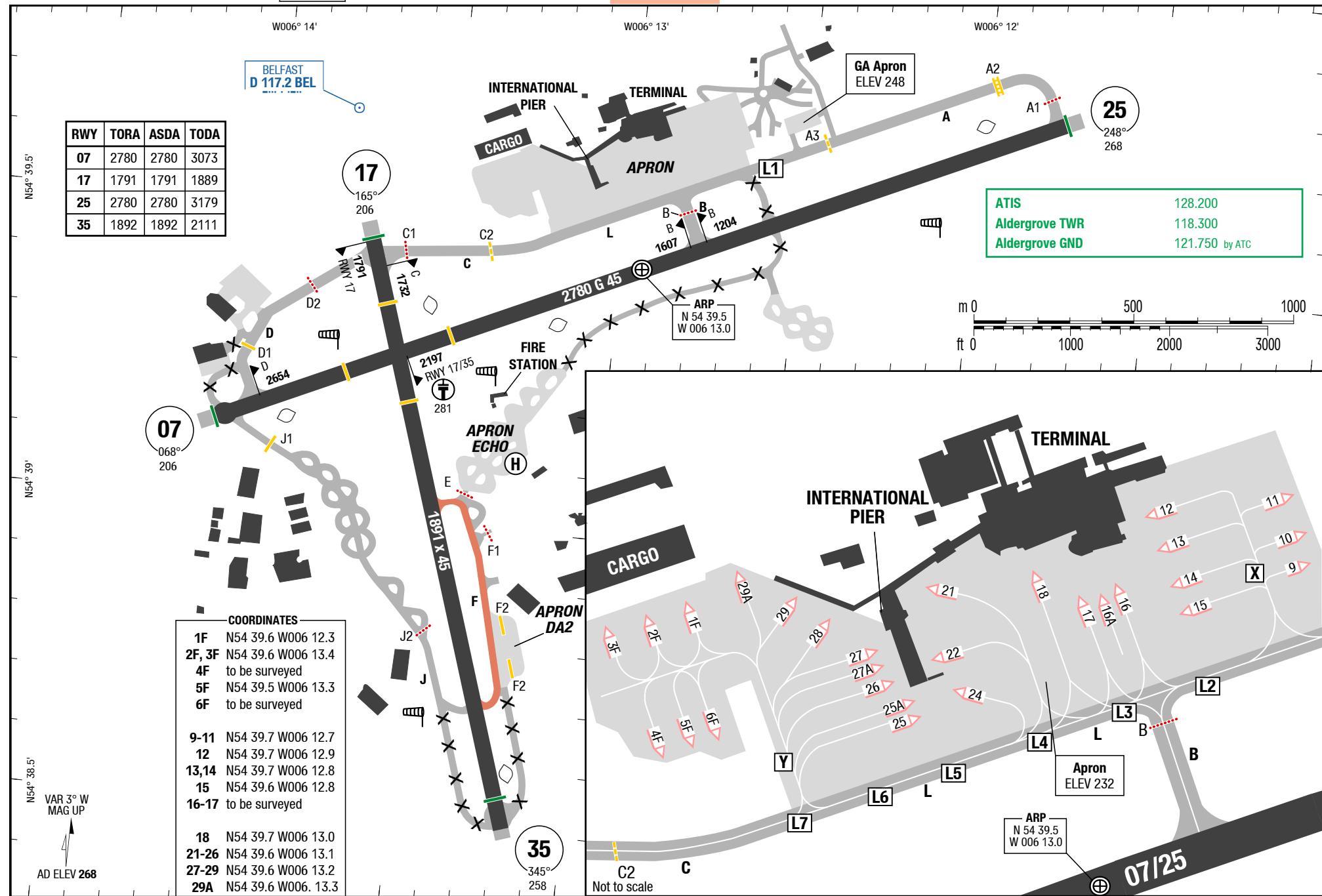
Aldergrove Belfast United Kingdom

3-20

AGC

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Changes: Nil

21-DEC-2017

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United Kingdom **Belfast** Aldergrove

Aldergrove Belfast United Kingdom

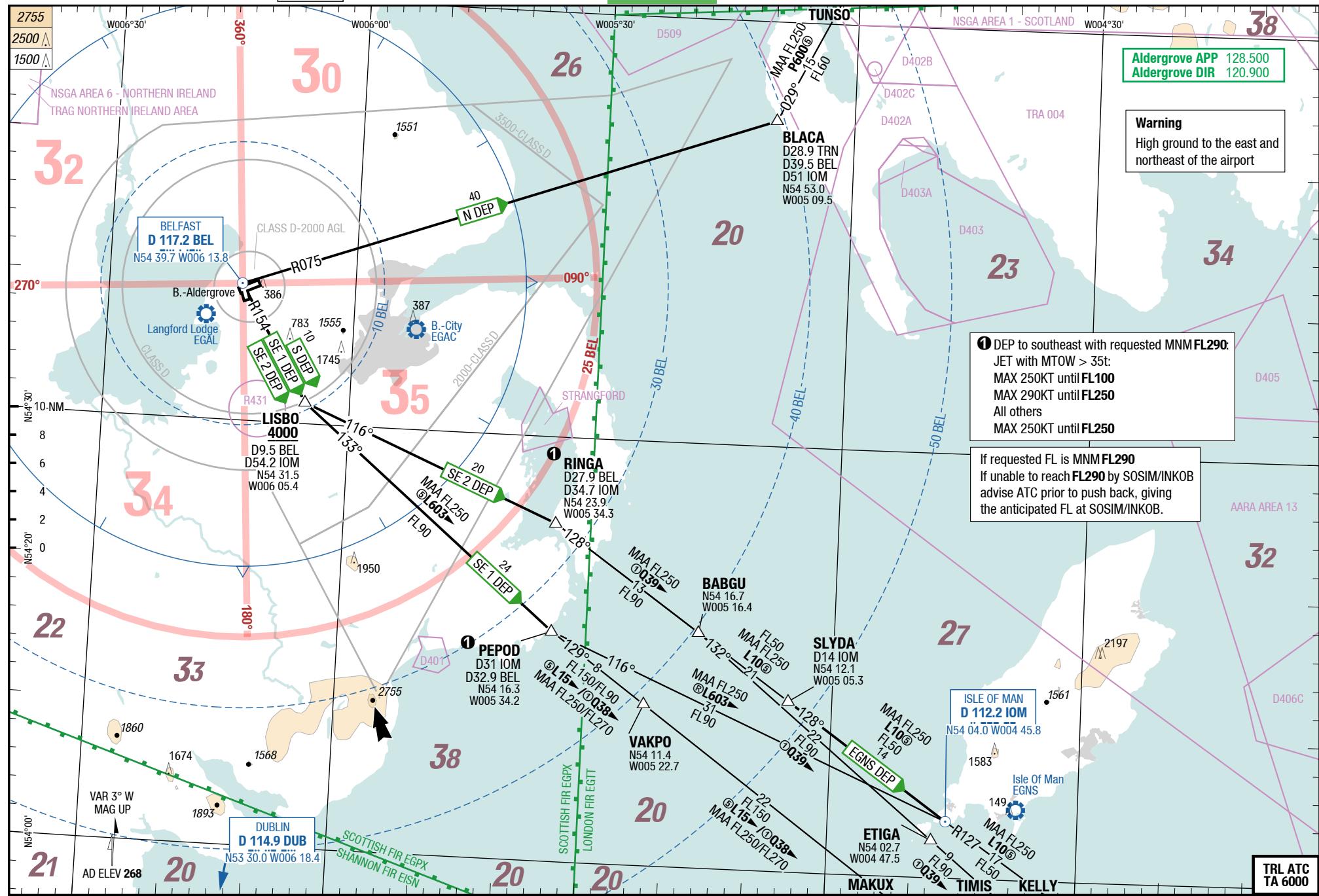
4-10

DEPARTUREs

10

1

DEPARTUREs



21-DEC-2017

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5-10

DEPARTUREs

SIDPT

EGNS DEP / N DEP / S DEP / SE 1 DEP / SE 2 DEP

RWYs 07 (068°) / 17 (165°) / 25 (248°) / 35 (345°)

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
EGNS DEP 128,500 ②③	Expect vectors to SLYDA - join AWY L10 to IOM	
N DEP 128,500 ③	Intercept R075 BEL to BLACA	
S DEP 128,500 ①	069° to MNM 670 - HDG 069° expect vectors to BEL	
SE 1 DEP 128,500 ①②③	Intercept R154 BEL to LISBO - PEPOD	LISBO MNM 4000
SE 2 DEP 128,500 ①②③	Intercept R154 BEL to LISBO - RINGA	LISBO MNM 4000

① If unable to comply with climb gradient, advice ATC before DEP

② DEPs to southeast with RFL MNM FL290: JET with MTOW > 35t MAX 250KT until FL100 and MAX 290KT until FL250. All others MAX 250KT until FL250.

③ Flights via L15 - Q39 with RFL MNM FL290: Cross SOSIM/INKOB MNM FL290, if unable to comply advise ATC prior to push-back, giving anticipated FL at SOSIM/INKOB.

Changes: Note

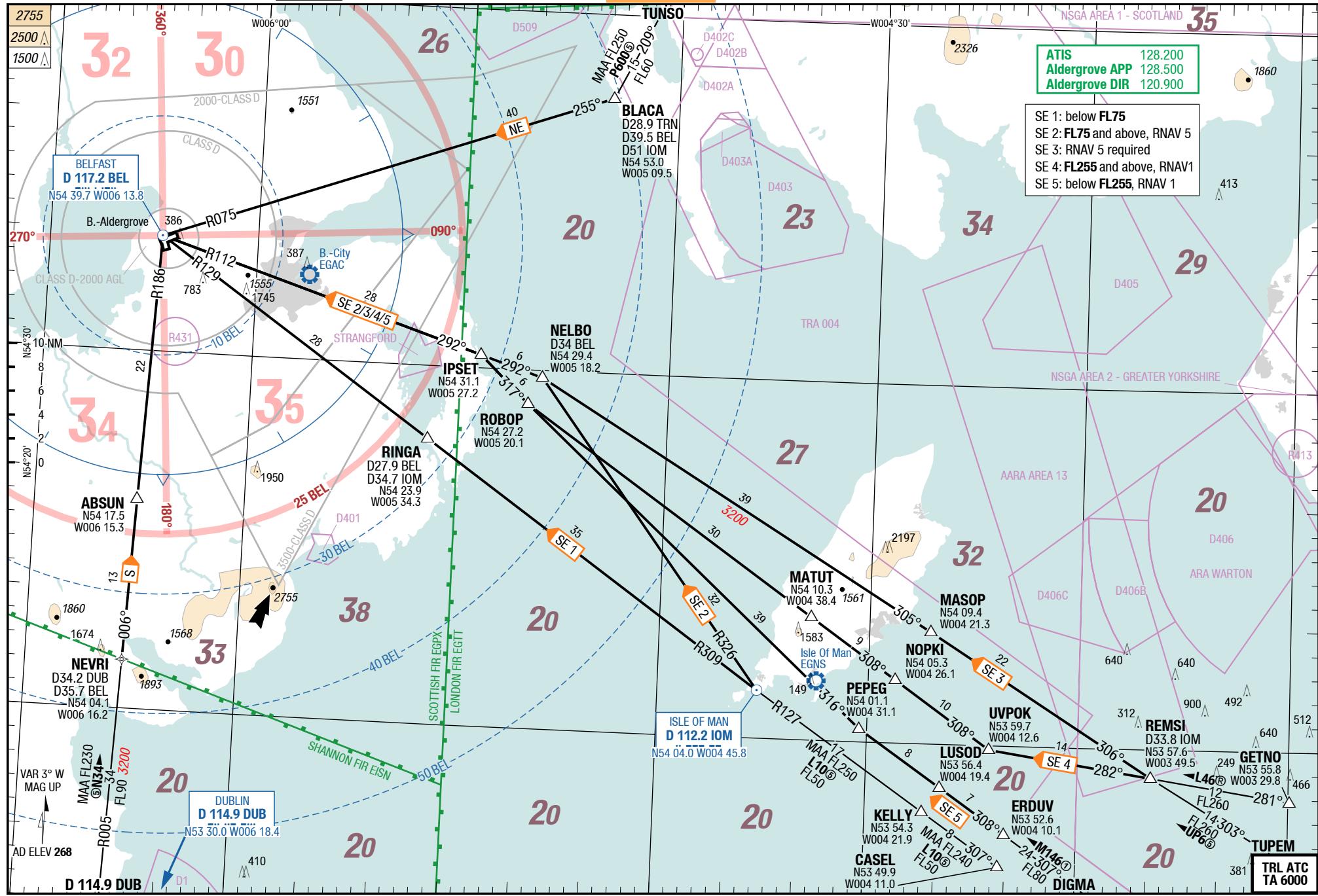
5-10

ARRIVALS

STAR

STAR

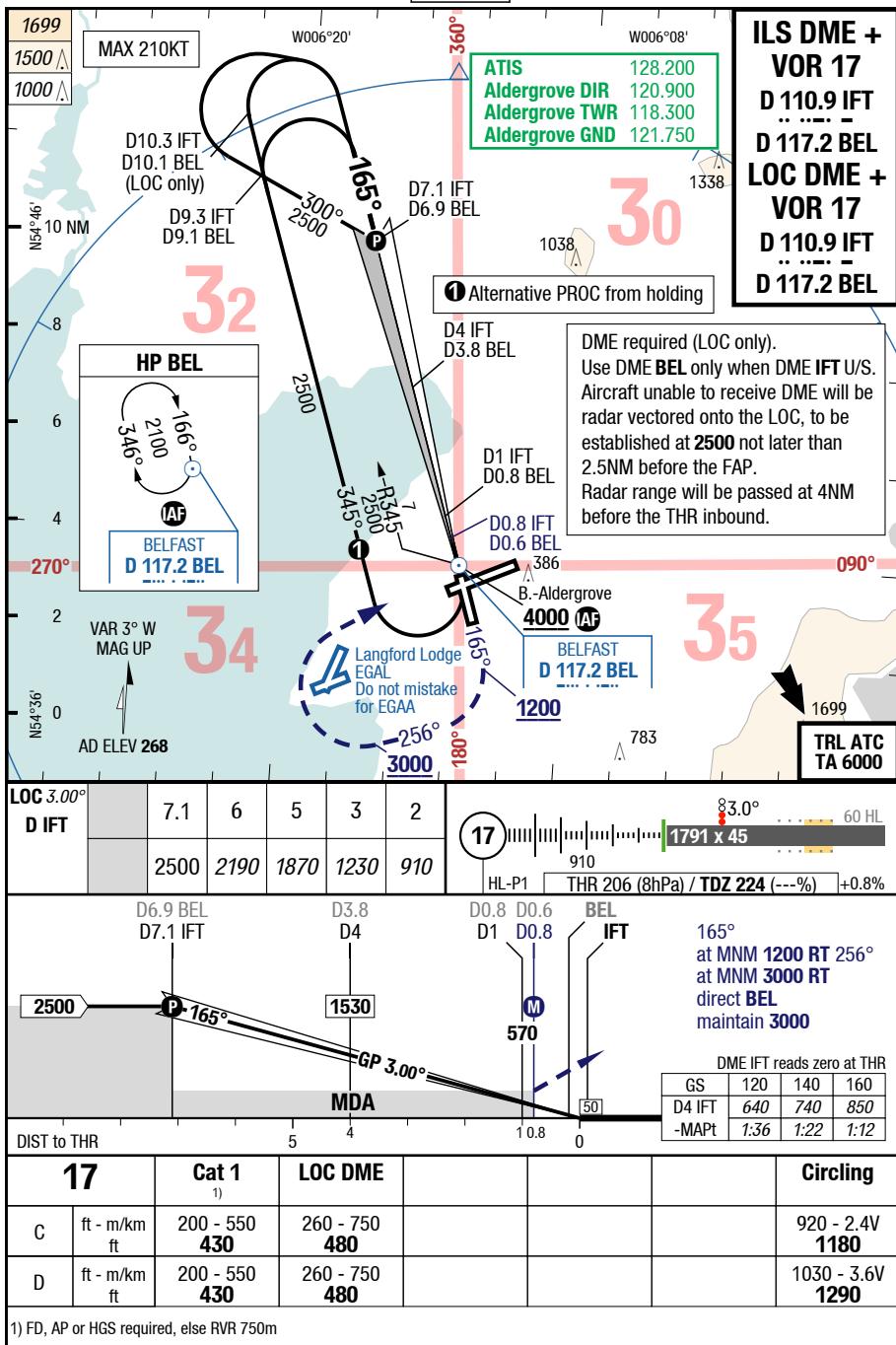
Aldergrove **Belfast** United Kingdom
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ARRIVALS



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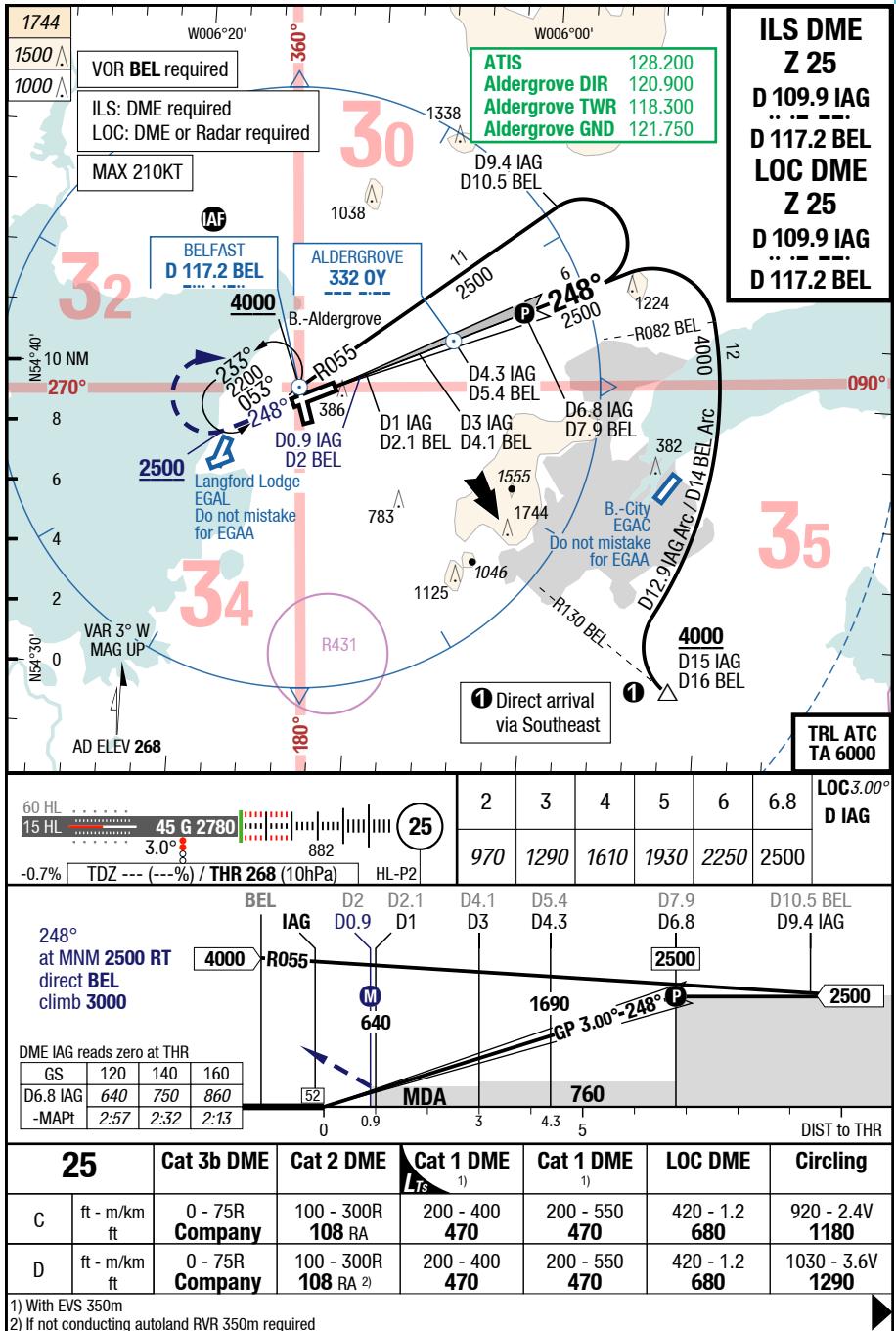
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ILS DME + VOR 17 / LOC DME + VOR 17



7-20

ILS DME Z 25 / LOC DME Z 25



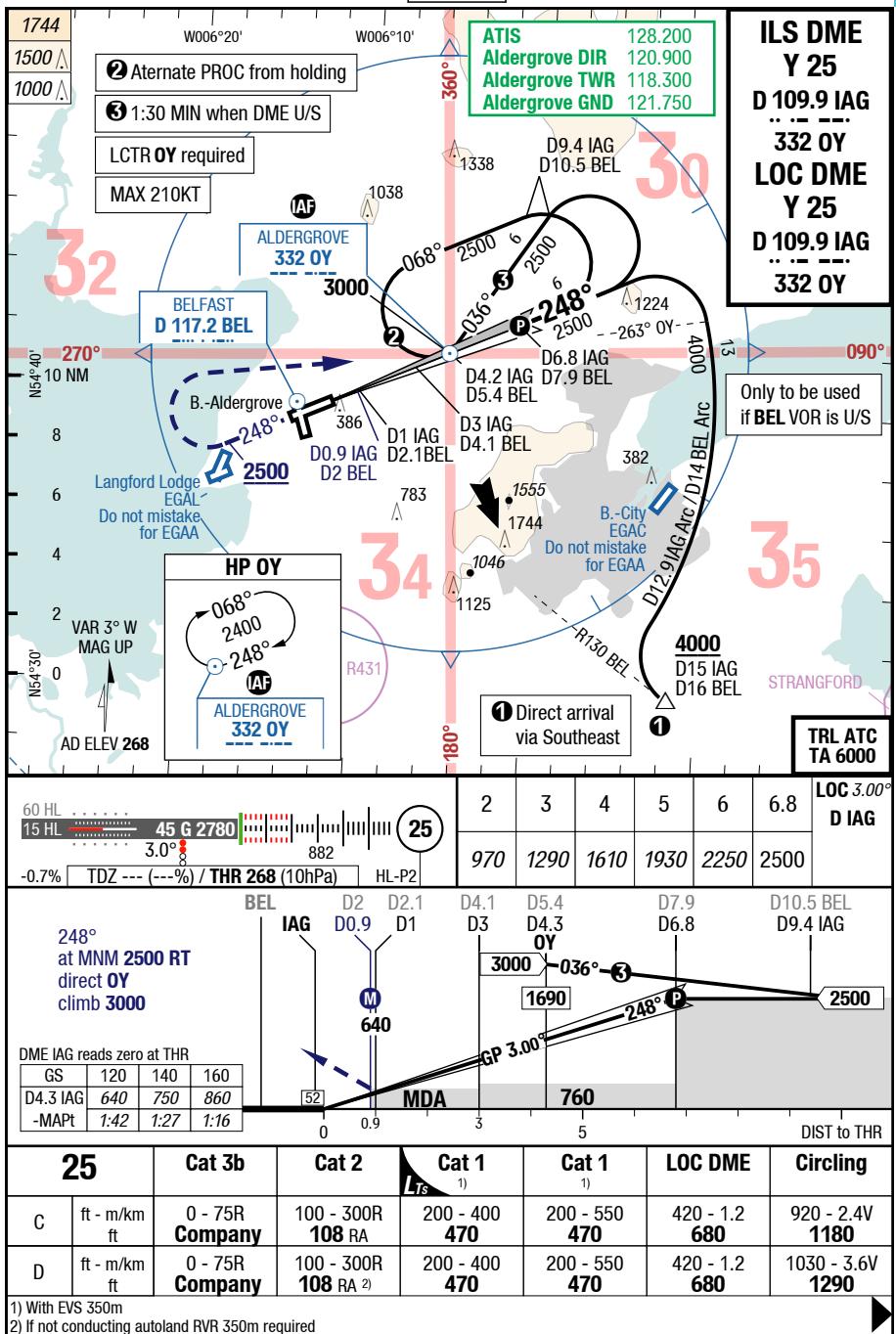
1) With EVS 350m

2) If not conducting autoland RVR 350m required

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7-30

ILS DME Y 25 / LOC DME Y 25



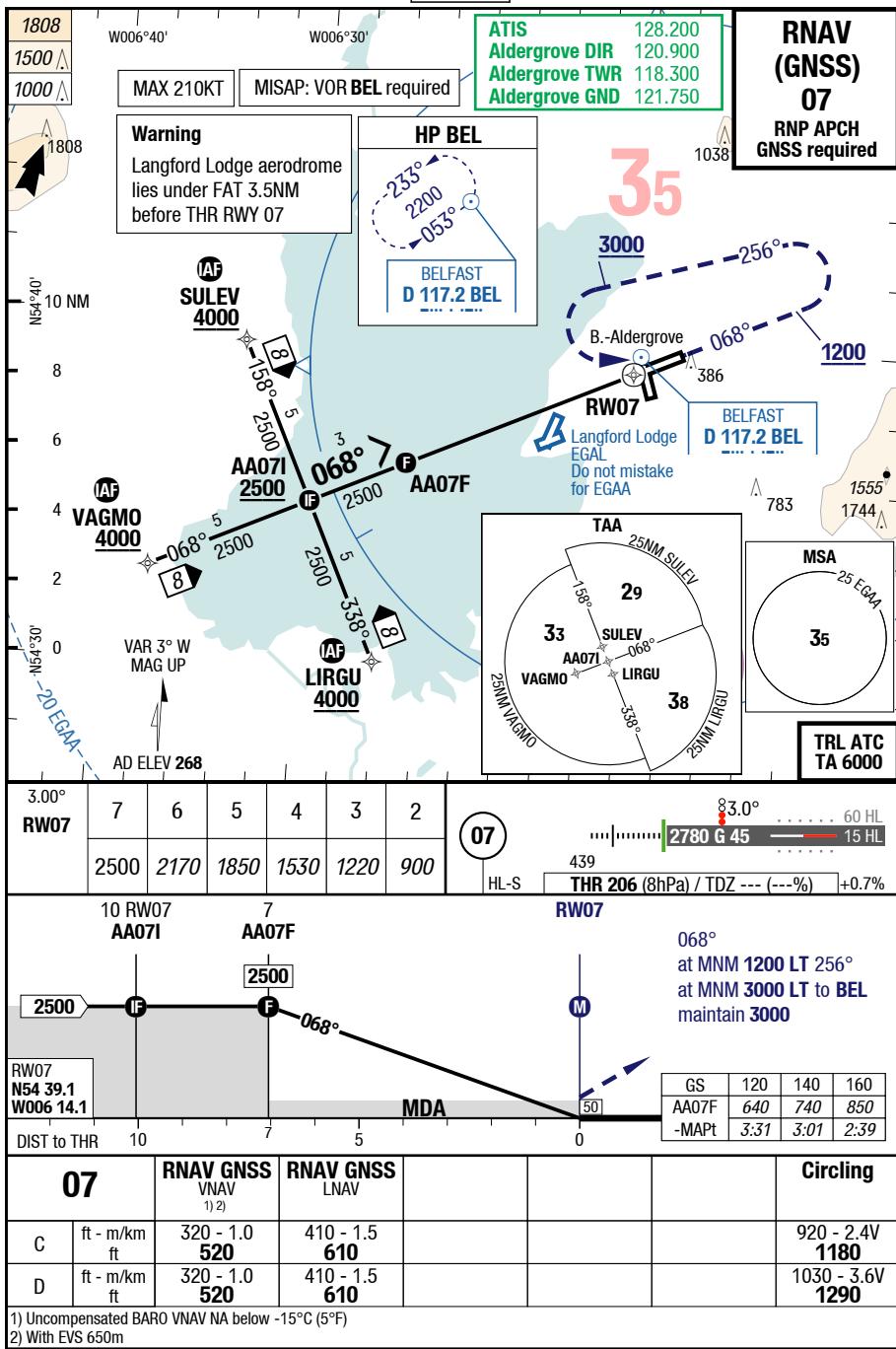
1) With EVS 350m

2) If not conducting autoland RVR 350m required

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7-50

RNAV (GNSS) 07



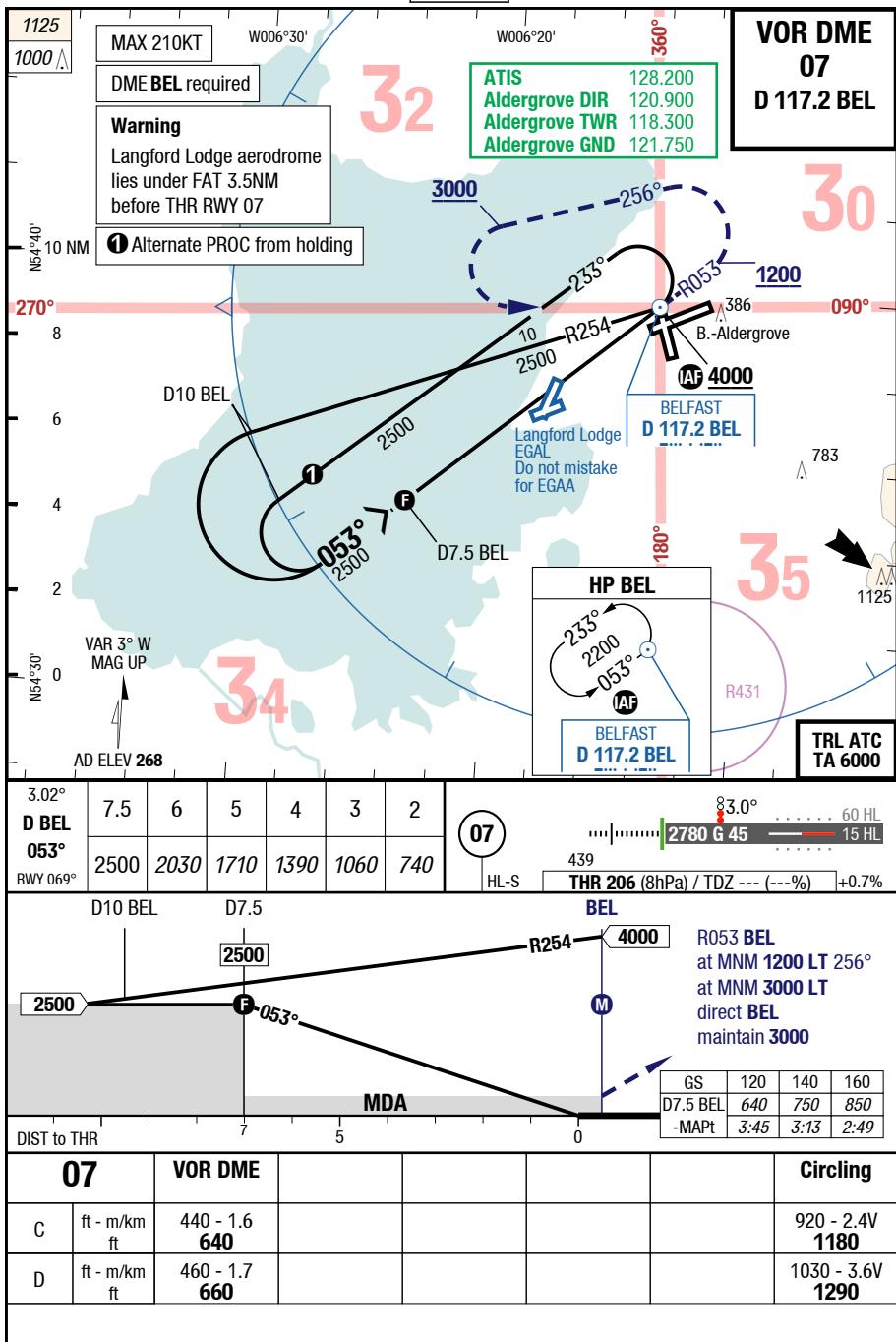
1) Uncompensated BARO VNAV NA below -15°C (5°F)

- 1) uncompensated
- 2) With FVS 650m

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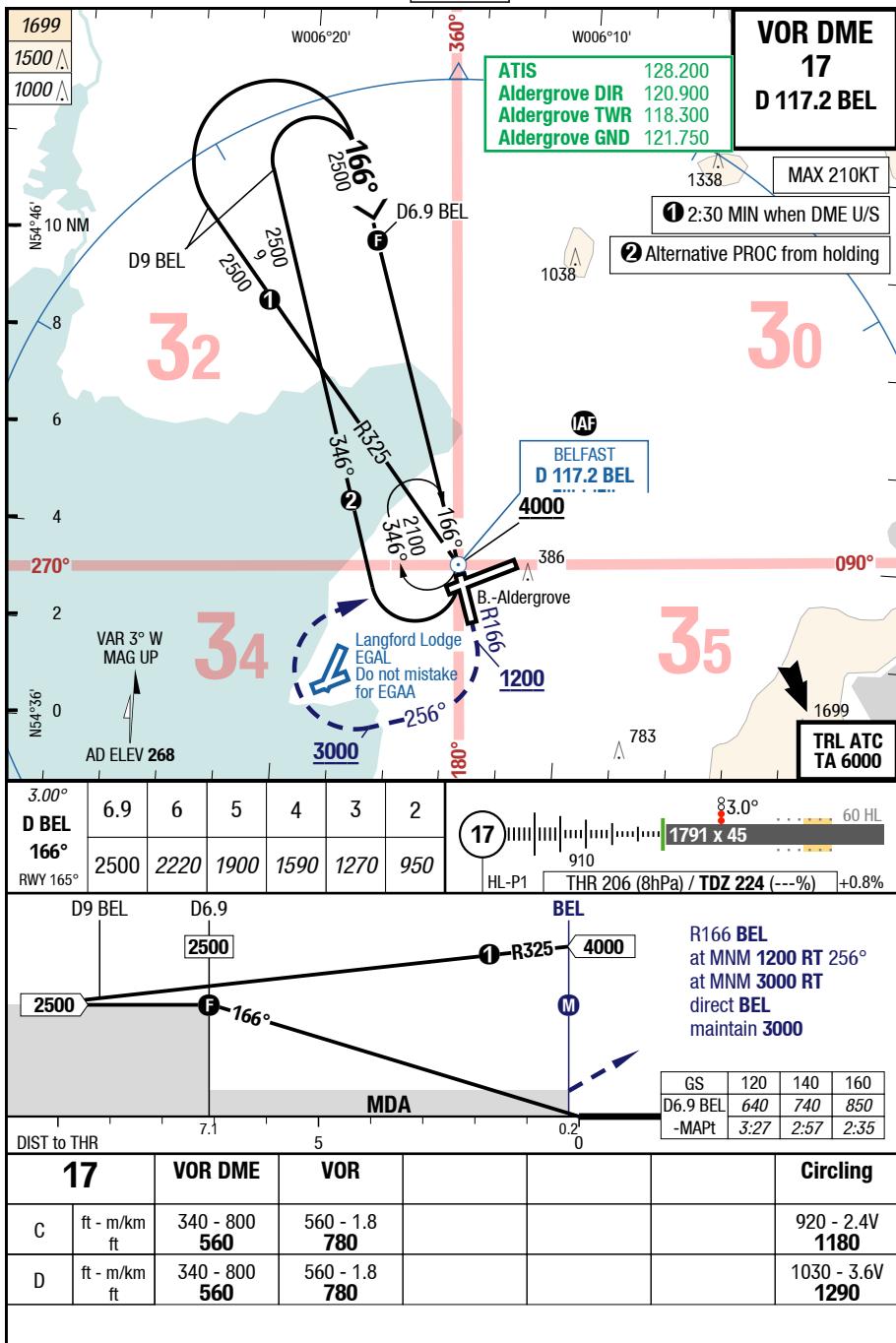
7-70

VOR DME 07



7-80

VOR DME 17



Effective 09-NOV-2017

02-NOV-2017

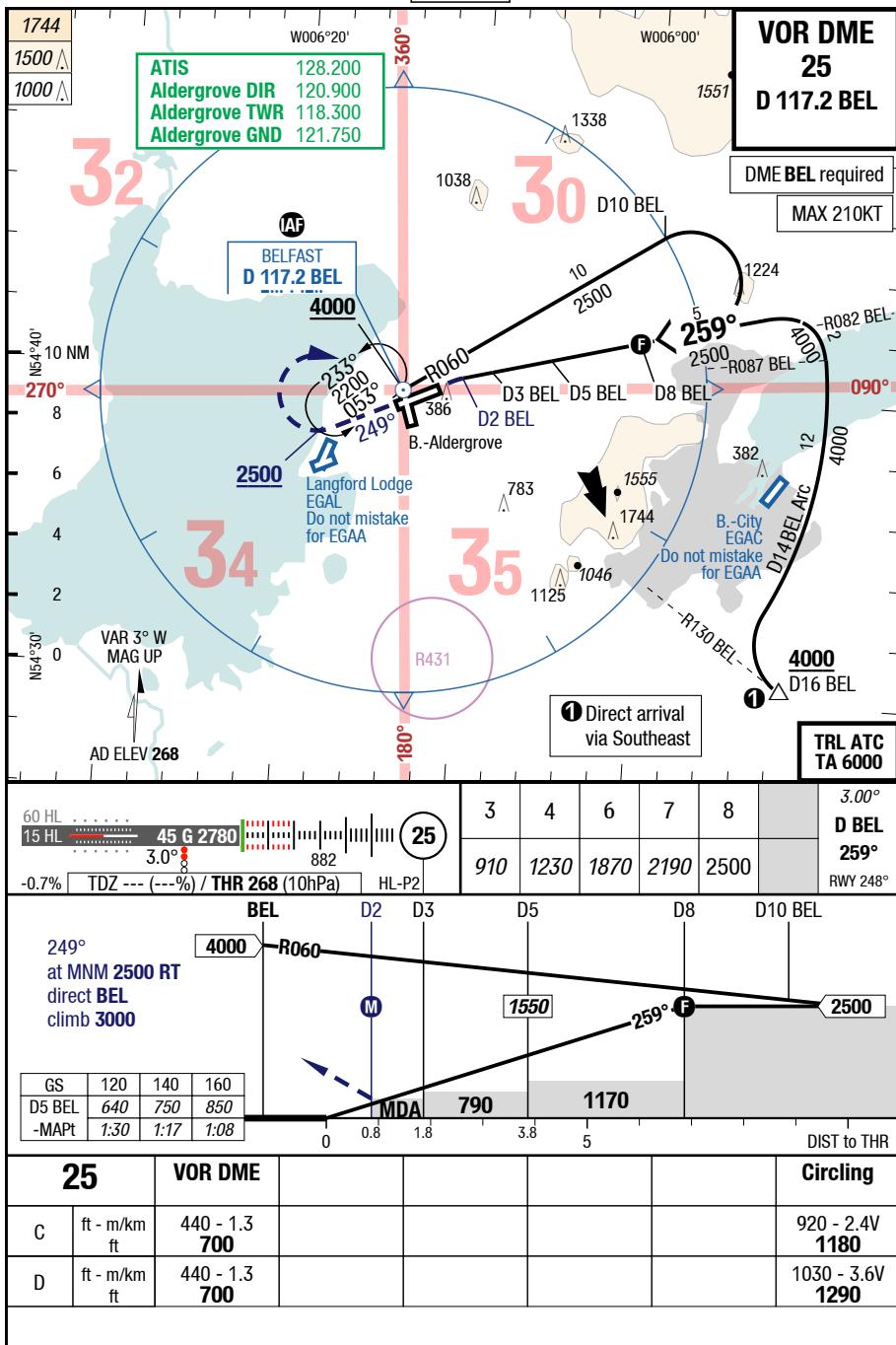
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7-90

VOR DME 25

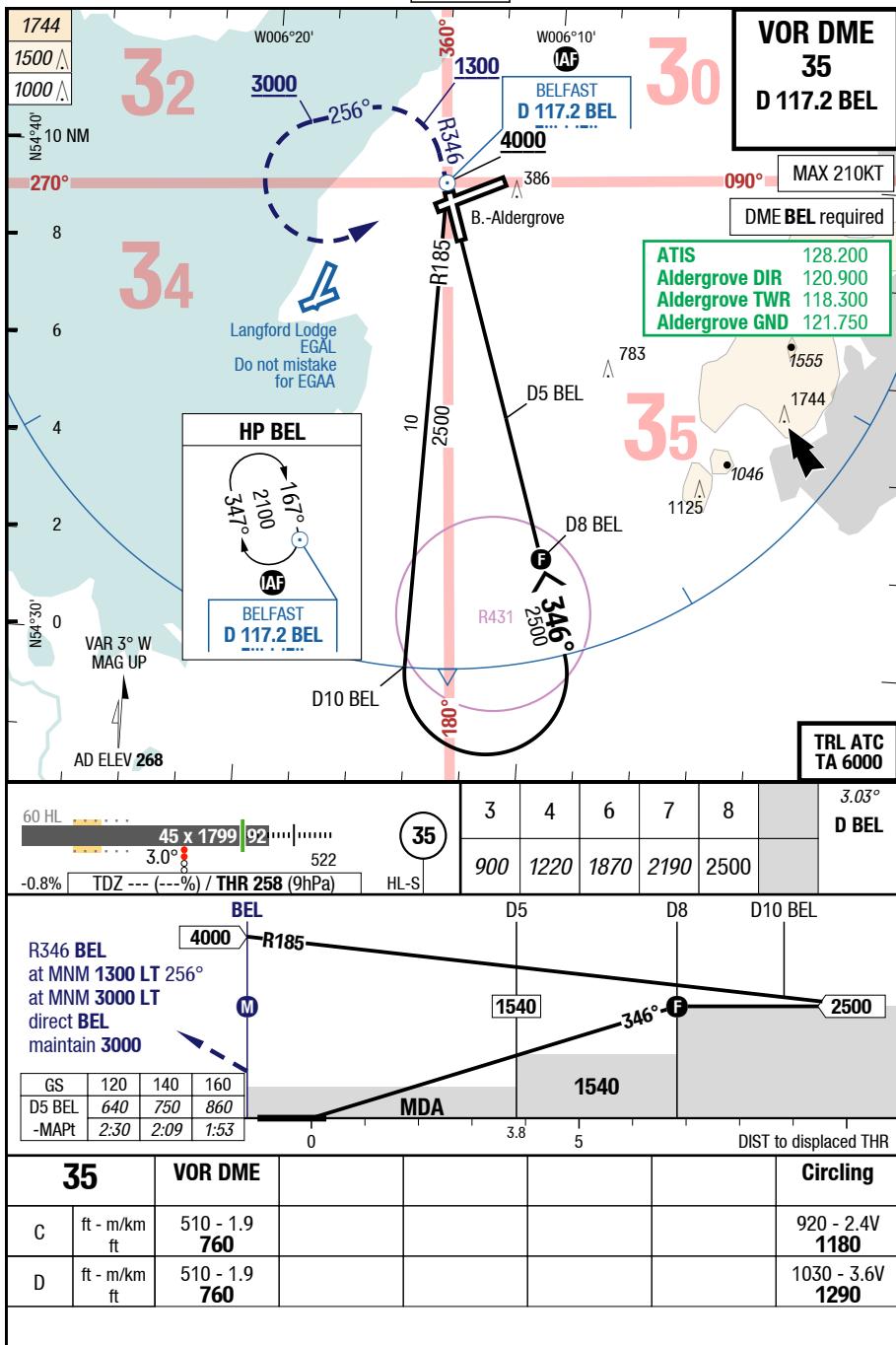
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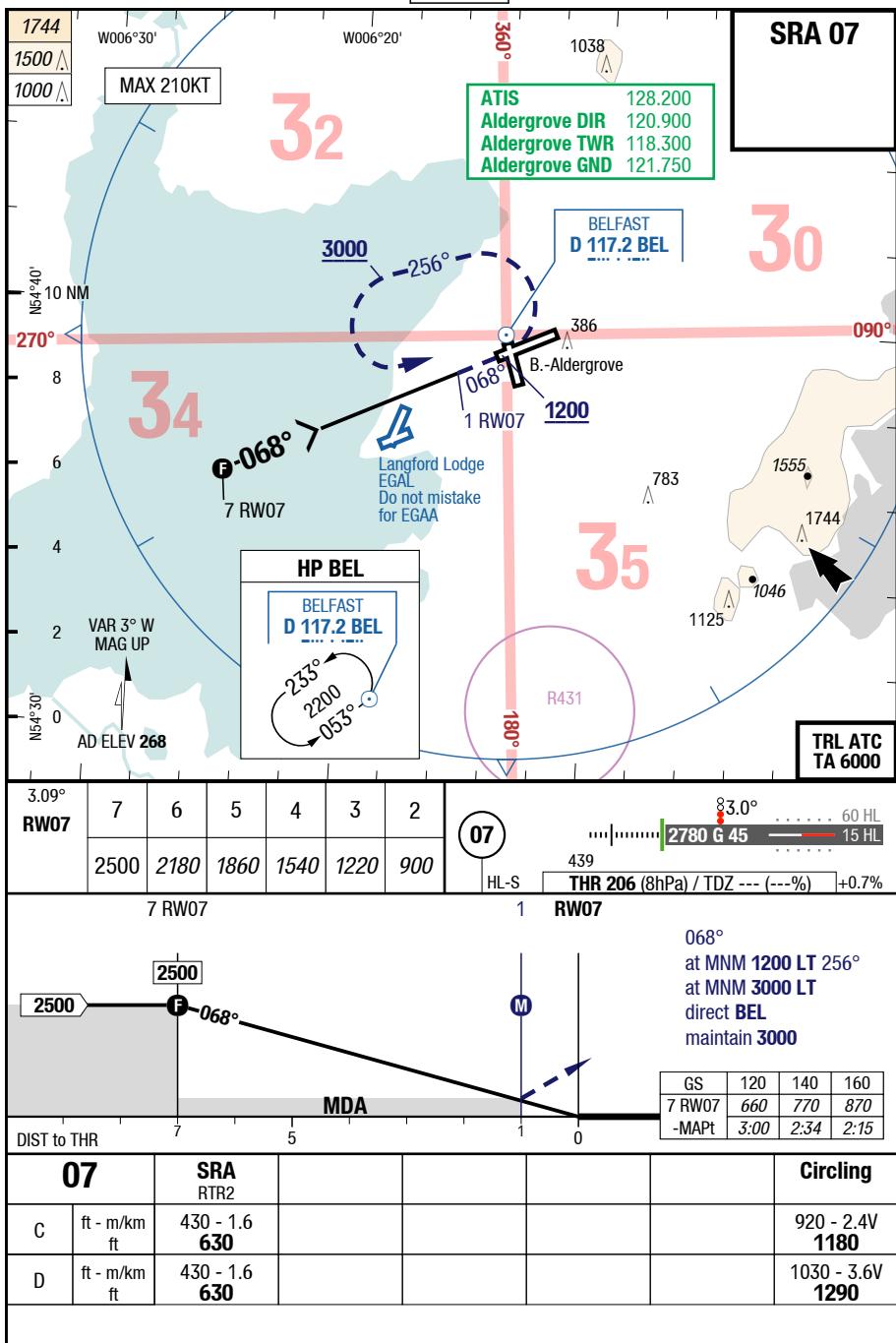


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7-100

VOR DME 35





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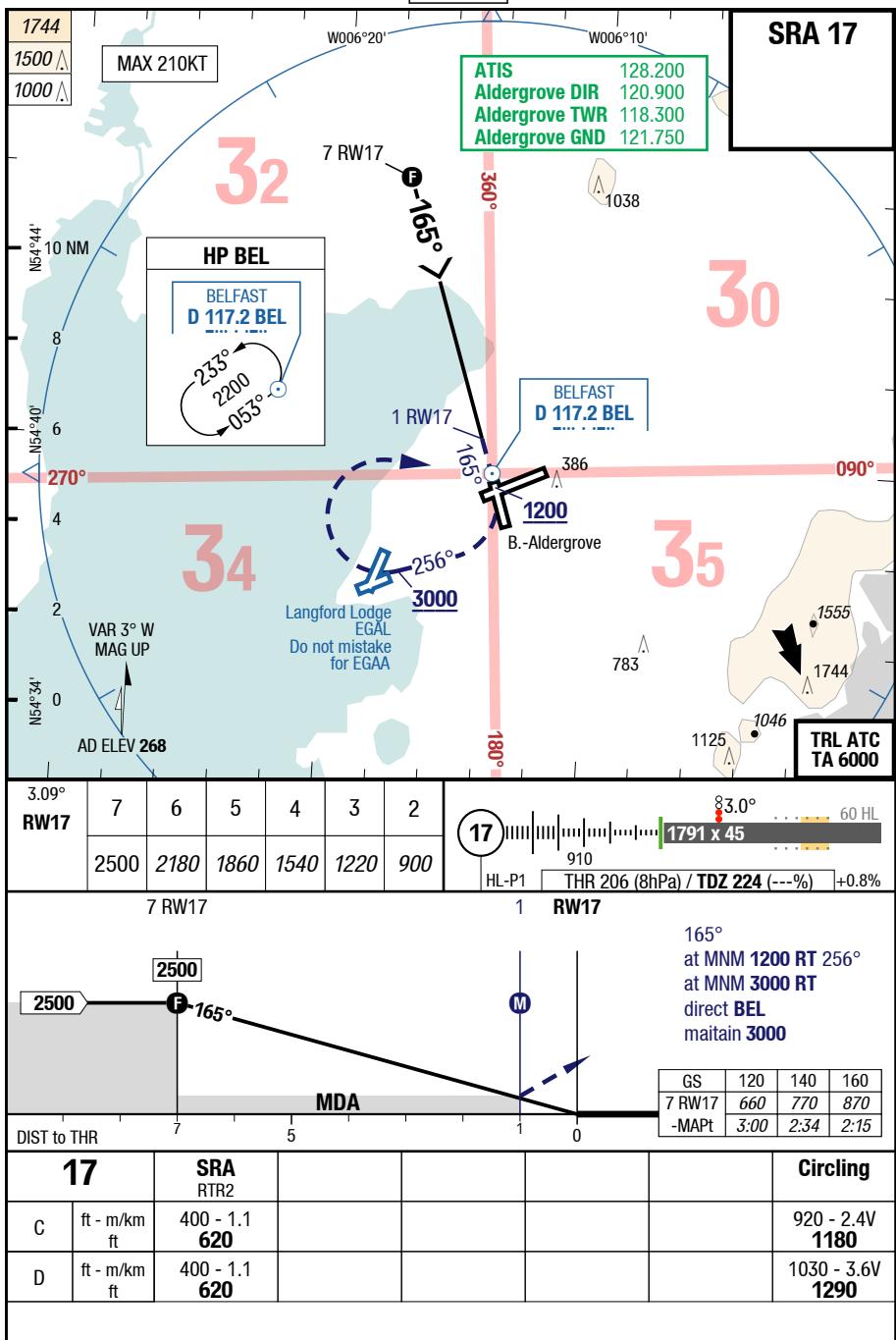
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7-130

SRA 17

IAC



Changes: new

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02-NOV-2017

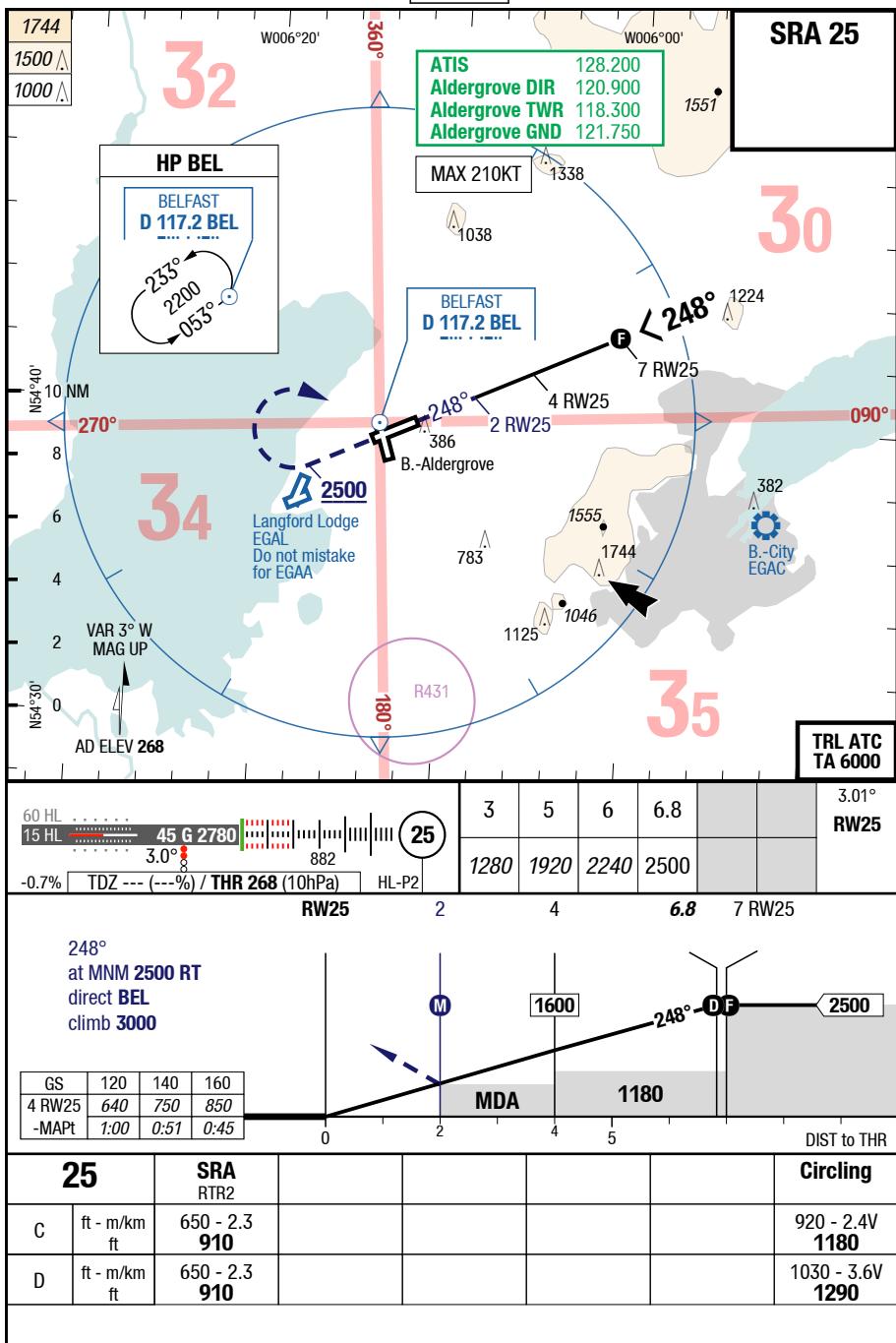
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United Kingdom Belfast Aldergrove

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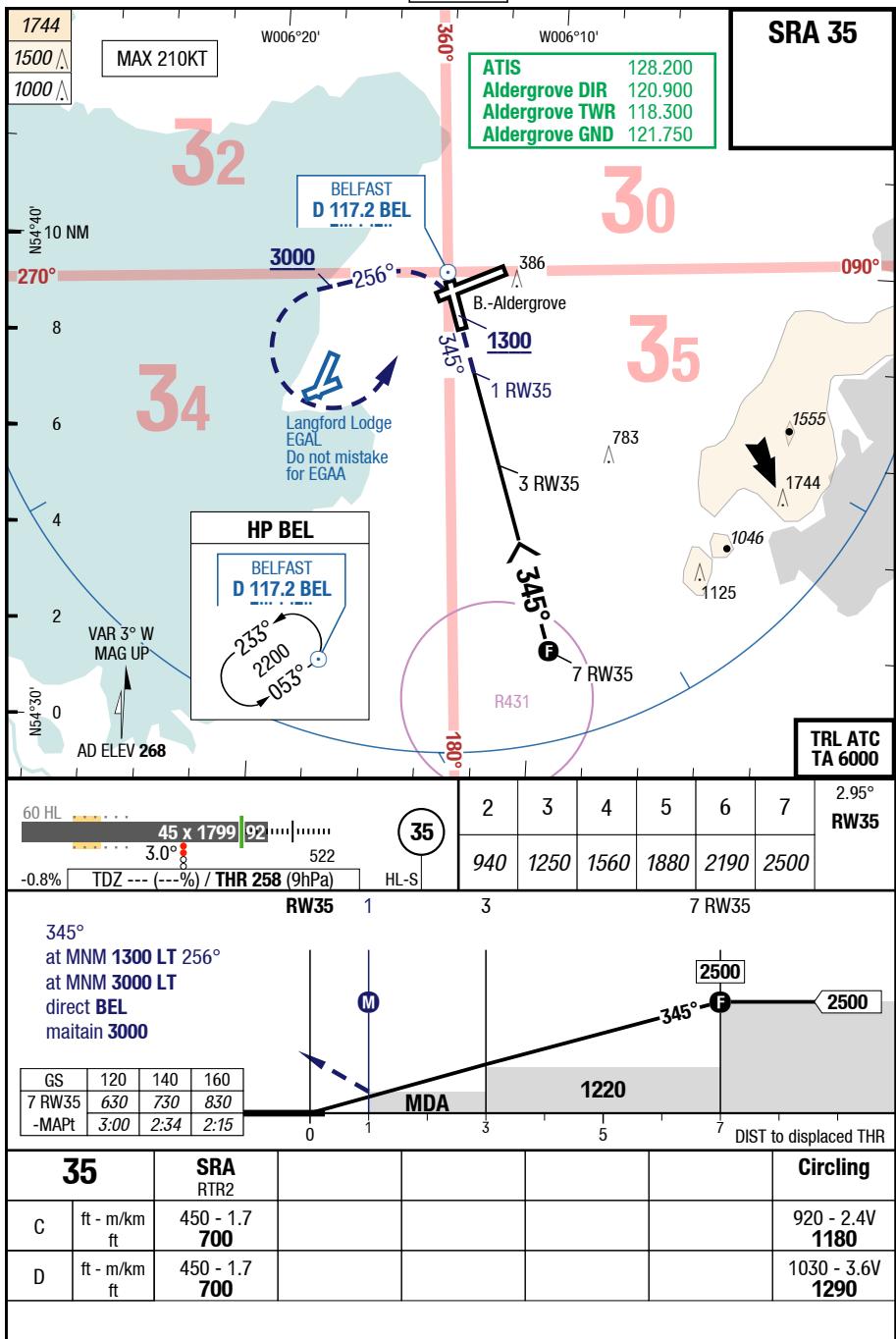
IAC

SRA 25



7-150

SRA 35



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7-170

WxMinima Overflow

25		LOC					
C	ft - m/km ft	500 - 1.5 760					
D	ft - m/km ft	500 - 1.5 760					

