

BHD-EGAC

1-10

AOI

AOI

GENERAL

ATS Hours

0630-2130‡

Airport Information

RFF: CAT 7

Fire: "Belfast Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

PCN: RWY 04/22: 69/F/D/W/T

Customs: Should be arranged via handling agent.

Operation

Low Visibility Procedure

PROC in force when RVR/VIS falls to 800m or below and/or cloud CEIL is 200ft or below.

Preferential RWY

LDG RWY 22

TKOF RWY 04

TWY Restrictions

TWY A width 18m / 59ft.

Taxi/Parking

Stands 1-10, 24 are nose-in push-back only.

Stands 1-3, 5-10, 24 AGNIS and surface arrow stop signs.

Stand 4 APIS.

Victoria APN (except stand 24) are as directed by ATC.

Warnings

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

Due to the high frequency of changes from Class D to E airspace whilst transiting Belfast TMA, Aircrew will not be informed when crossing these airspace classification boundaries.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR United Kingdom.

Initial APCH: Continue visually or by final APCH aid. If not possible proceed at 2900ft, or last assigned LVL if higher to HB NDB.

Intermediate and final APCH: Continue visually or by final APCH aid. If not possible follow MISAP to HB NDB.

Arrival Procedure

Noise Abatement Procedure

RWY 04: Descent profiles shall be optimized to establish on final APCH track at 5NM not below 1500ft.

Visual APCH

RWY 22: Establish on D7 arc (I-BFH) and descend not below 2500ft before establishing on final APCH track latest at D5.

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ARRIVAL

Warning

LOC RWY 22: Due to terrain, pilots may not receive full scale fly right deflection.

IHBD DME RWY 04: Range errors of up to 0.5NM may be experienced 10° left of CL.

IBFH DME RWY 22: Range errors of up to 0.3NM may be experienced 20° right of CL.

HB NDB: Excessive needle swings may occur during APCH RWY 04 between 1.5 and 1.0NM from THR.

RWY 22: Expect Windshear when surface wind direction is between 100° and 160° with 15KTS.

Due to strong wind COND, TURB may be expected on APCH to either RWY.

DEPARTURE

Take-off Minima

RWY		04/22	
A, B, C	ft - m/km	0 - 125R	-
D		Not applicable	-

Communication

COM Failure: See CRAR United Kingdom.

Departure Procedure

Noise Abatement Procedure: Use ICAO Standard: TKOF PROC A.

PROP ACFT 13t / 28660lbs or below:

RWY 04: On passing 500ft QNH, left turn track 033° and climb to 1500ft QNH before turning. Thereafter as per ATC CLR.

RWY 22: Climb straight ahead to 1500ft before turning, thereafter as per ATC CLR.

PROP ACFT above 13t / 28660lbs:

RWY 04: On passing 500ft QNH, left turn track 033° and climb to 2000ft QNH before turning. Thereafter as per ATC CLR.

RWY 22: Climb straight ahead to 2000ft before turning, thereafter as per ATC CLR.

JET ACFT:

RWY 04: On passing 500ft QNH, left turn track 033° and climb to 3000ft QNH before turning. Thereafter as per ATC CLR.

RWY 22: Climb straight ahead to 3000ft before turning, thereafter as per ATC CLR.

Belfast Departures via IOM

Traffic departing Belfast via UL15/Q39 with a requested LVL of FL290 or above, is required to cross SOSIM/INKOB at FL290 or above. Speed restrictions are to be observed.

All Belfast departures to the south-east with a requested LVL of FL290 or above, are to fly in accordance with the following MAX speeds:

- Jet traffic with MTOW above 35t / 77162lbs MAX IAS 250KT until FL100, then MAX IAS 290KT until FL250;
- Jet traffic with MTOW below 35t / 77162lbs and all non jet traffic, MAX IAS 250KT until above FL250.

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

DEPARTURE**ATC, Slot Clearance****Oceanic Clearance: North Atlantic Jet Departures**

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

De-Icing

AVBL.

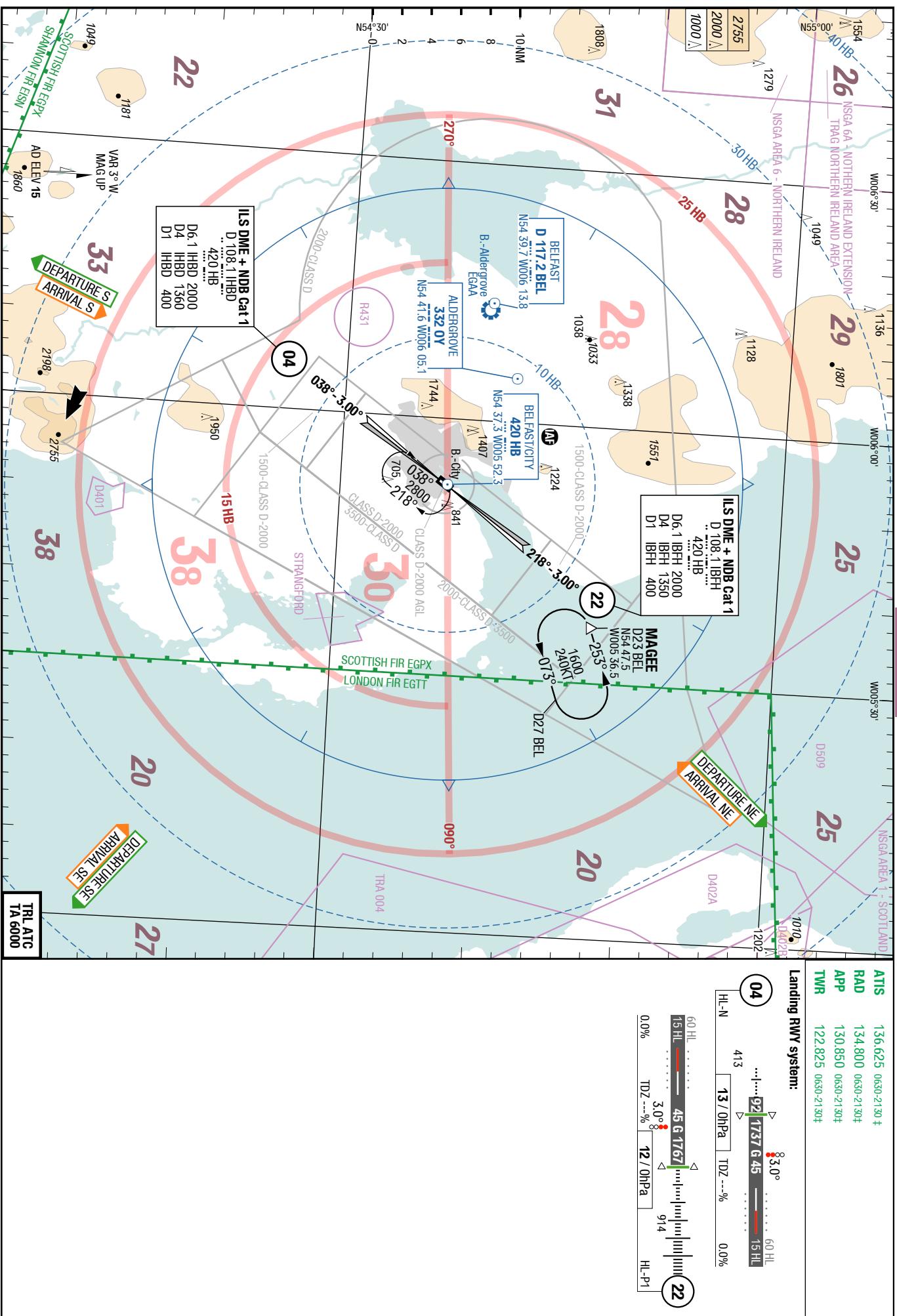
Warning

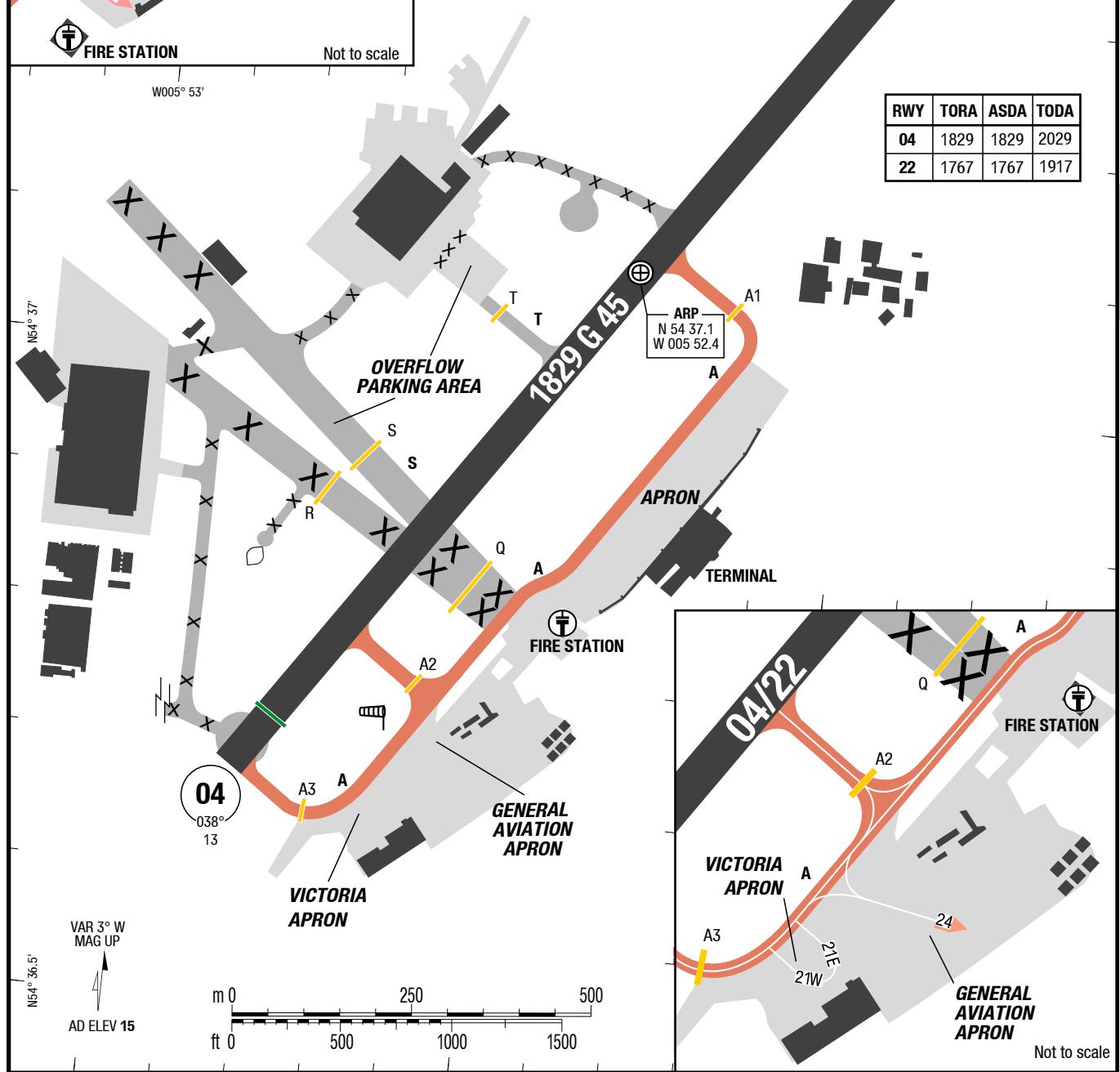
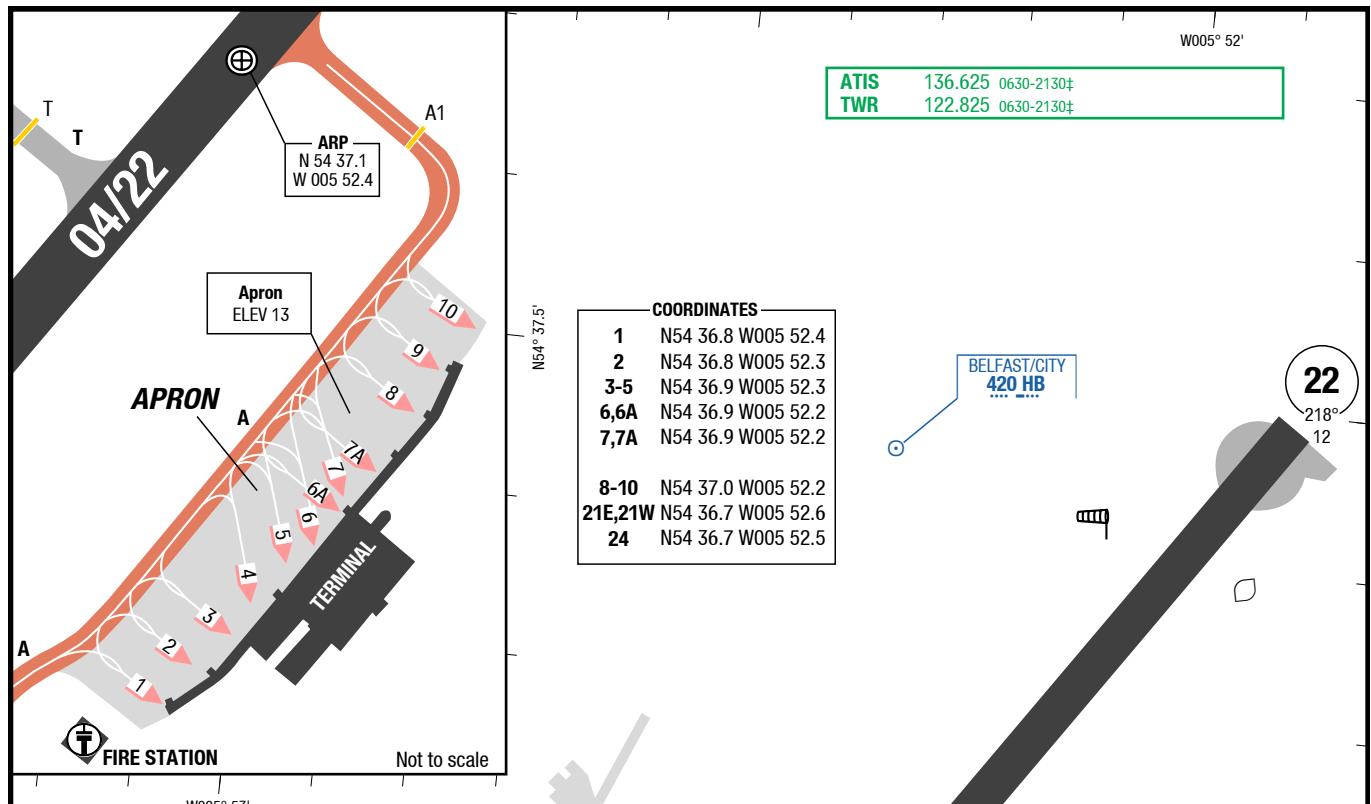
RWY 04: Expect Windshear when surface wind direction is between 100° and 160° with 15KTS.

Due to strong wind COND, TURB may be expected on DEP from either RWY.

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AFC

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Effective 09-NOV-2017

02-NOV-2017

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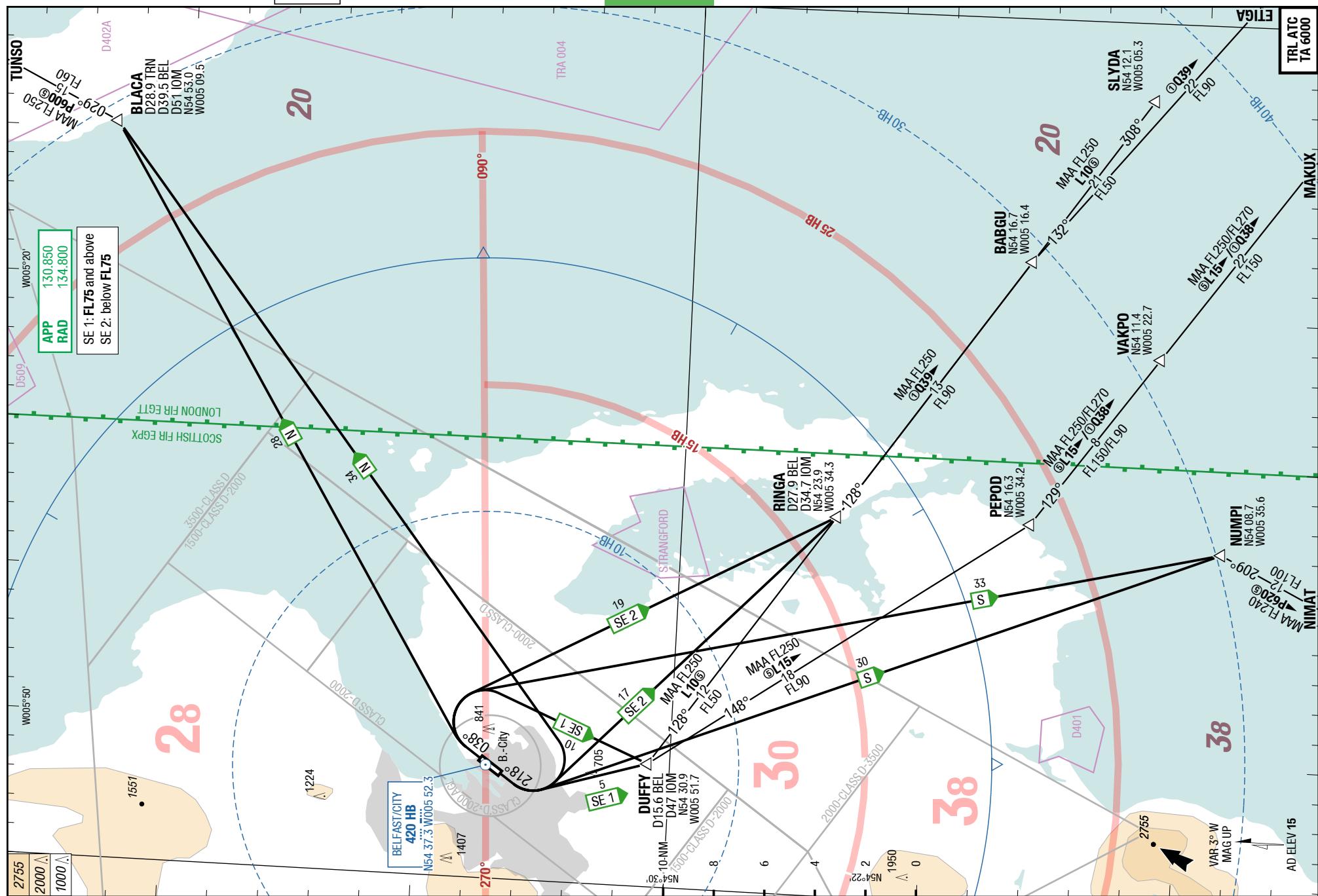
DEPARTURES

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DEPARTURES



N / S / SE 1 / SE 2

RWYs 04 (038°) / 22 (218°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 04		
N 130.850	RT direct BLACA	
S 130.850	RT direct NUMPI	
SE 1 130.850 ①	RT direct DUFFY	
SE 2 130.850 ②	RT direct RINGA	
Runway 22		
N 130.850	LT direct BLACA	
S 130.850	LT direct NUMPI	
SE 1 130.850 ①	LT direct DUFFY	
SE 2 130.850 ②	LT direct RINGA	

① L10/L15/Q38/Q39: FL75 and above.

② L10: below FL75.

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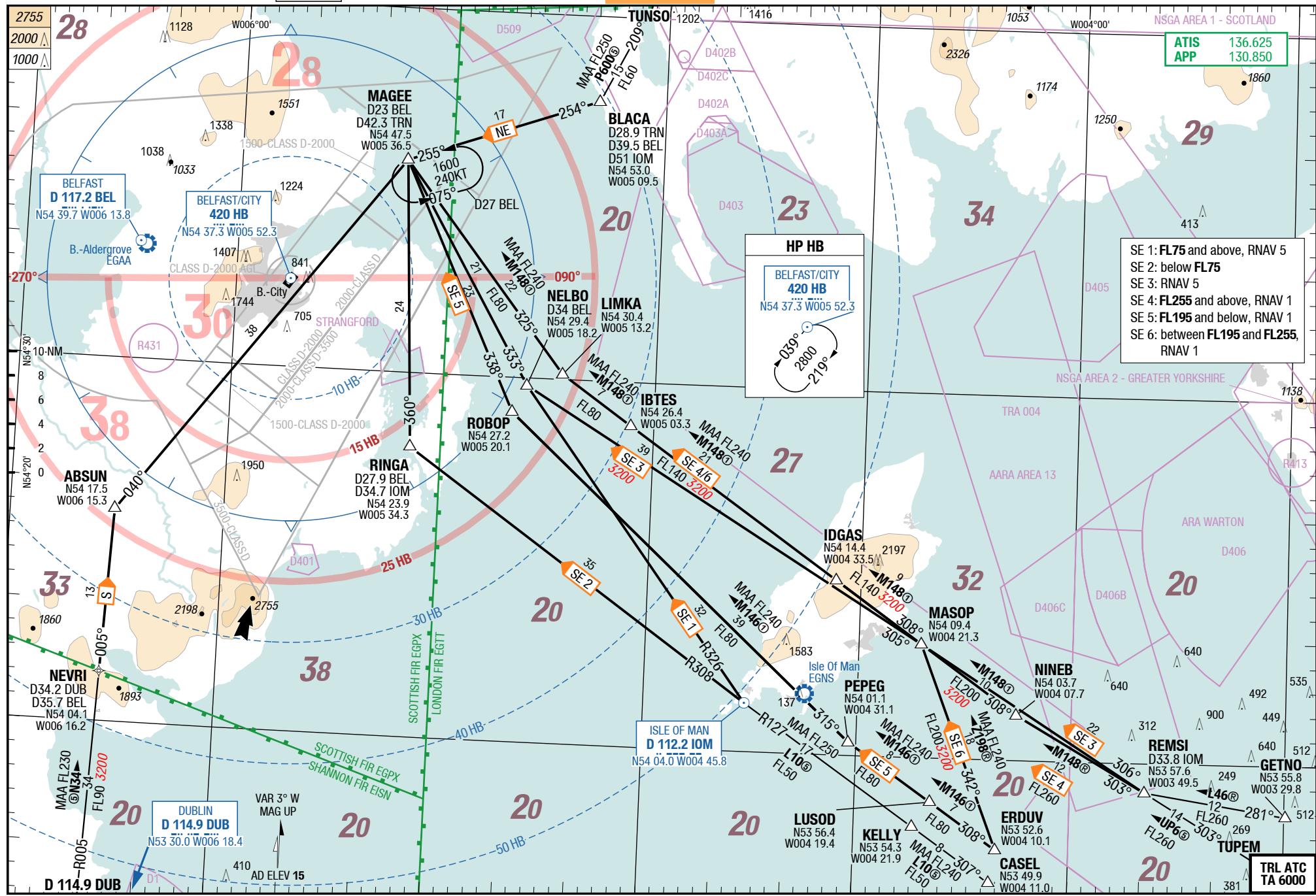
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ARRIVALS

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ARRIVALS



Effective 16-AUG-2018

09-AUG-2018

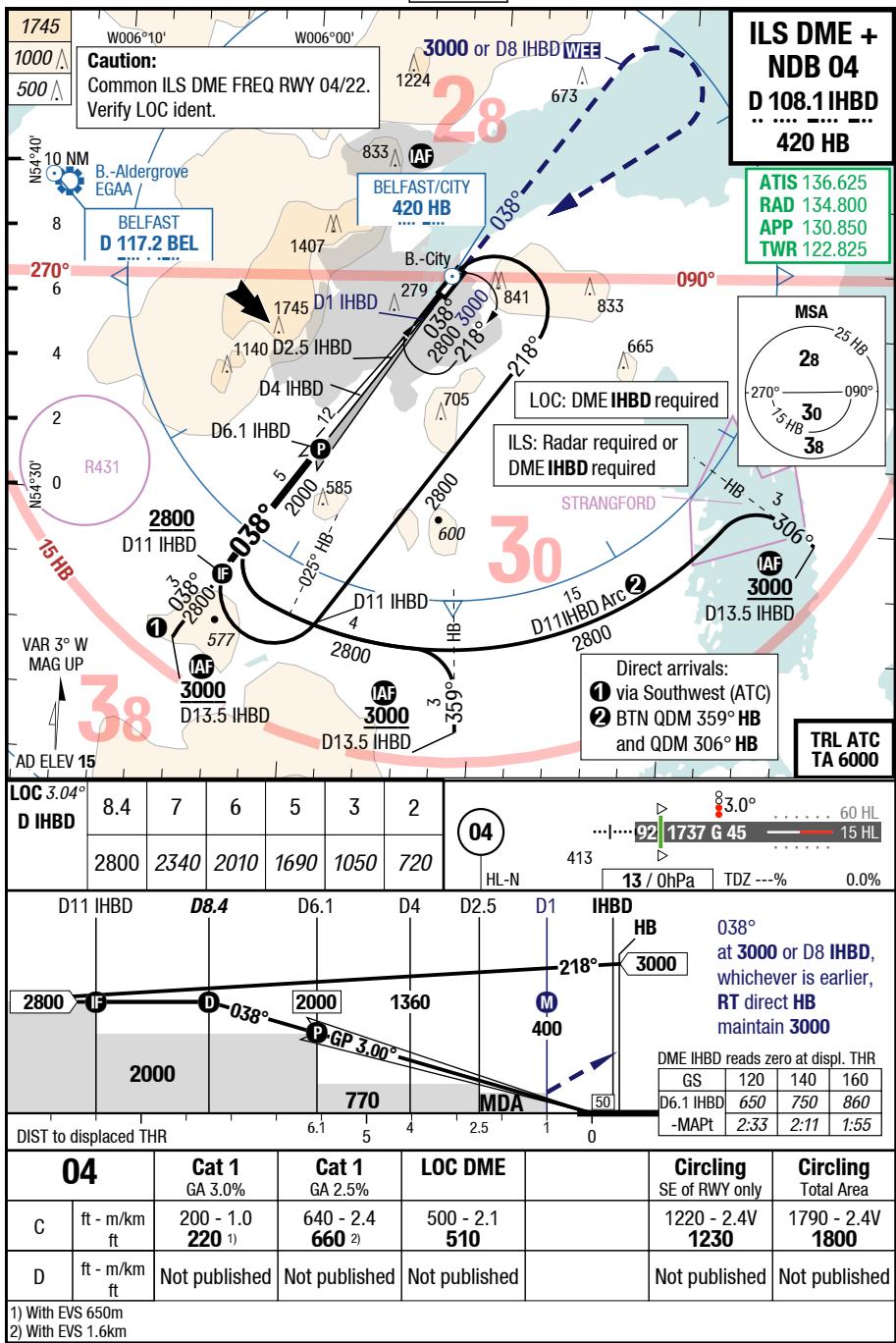
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7-10

ILS DME + NDB 04

IAC



Changes: MIN, Track, PROC, HLDG

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7-20

ILS DME + NDB 22

ACFT unable to receive DME IBFH
Advise ATC. Radar ranges will be provided approaching the FAP and at 4NM and 1NM from the THR on the Final APCH

DME IBFH or radar required

**ATIS 136.625
RAD 134.800
APP 130.850
TWR 122.825**

BELFAST D 117.2 BEL

BELFAST/CITY 420 HB

Caution: Common ILS DME FREQ RWY 04/22. Verify LOC ident.

TRL ATC TA 6000

LOC 3.00° D IBFH	2	3	5	6.1
	720	1040	1680	2000

IBFH D0.5 D1 D2 D4 D6.1 D10 IBFH

218° at 3000 or D8 IBFH, whichever is earlier, LT direct HB maintain 3000

DME IBFH reads zero at THR

GS	120	140	160
D4 IBFH	640	740	850
-MAPt	1:45	1:30	1:19

22	Cat 1 GA 3.0%	Cat 1 GA 2.5%	LOC DME	Circling SE of RWY only	Circling Total Area	
C	ft - m/km ft	200 - 550 220	610 - 2.1 620¹⁾	450 - 1.4 460	1220 - 2.4V 1230	1790 - 2.4V 1800
D	ft - m/km ft	Not published	Not published	Not published	Not published	Not published

¹⁾ With EVS 1.4km

MINI-BD

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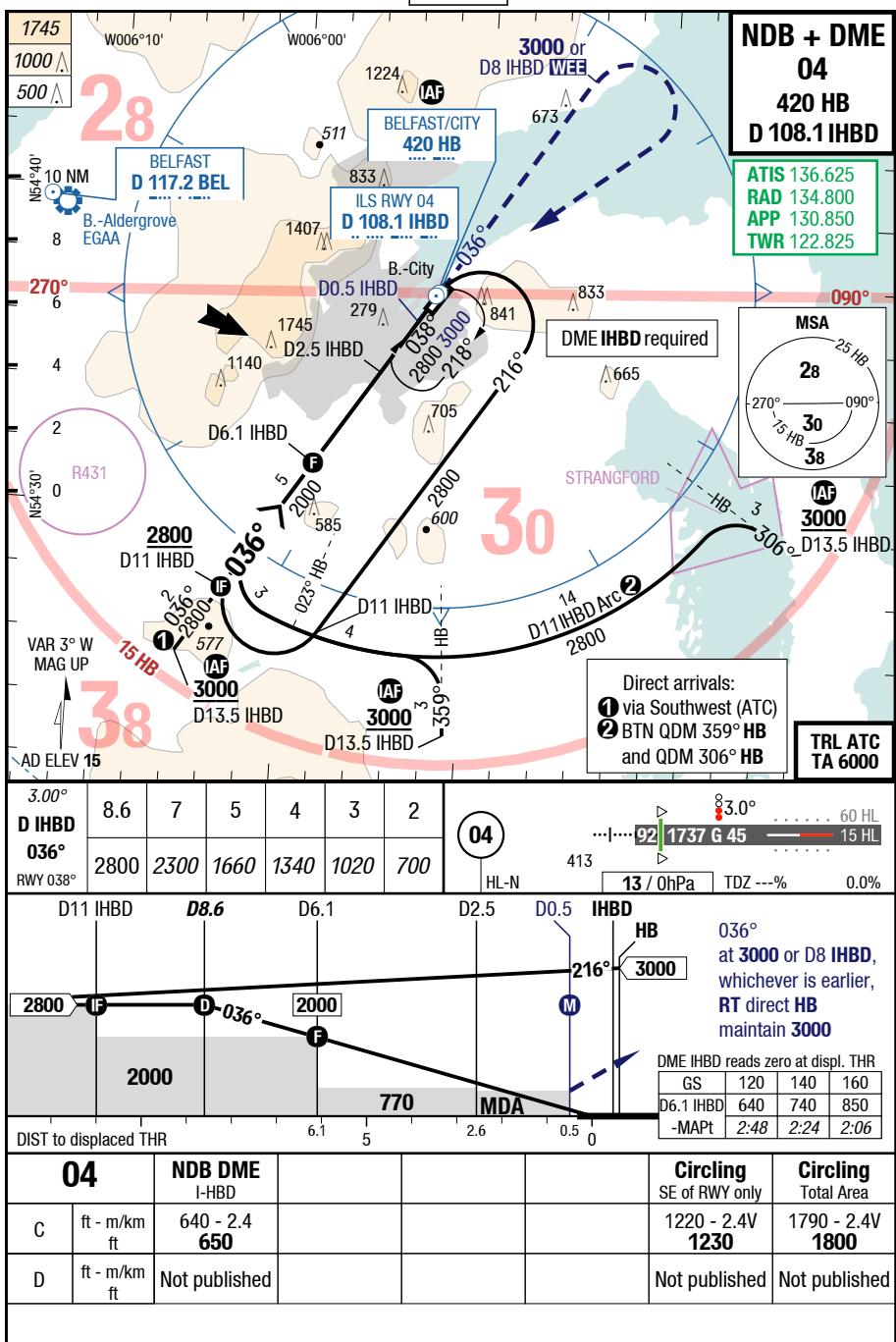
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7-30

NDB + DME 04

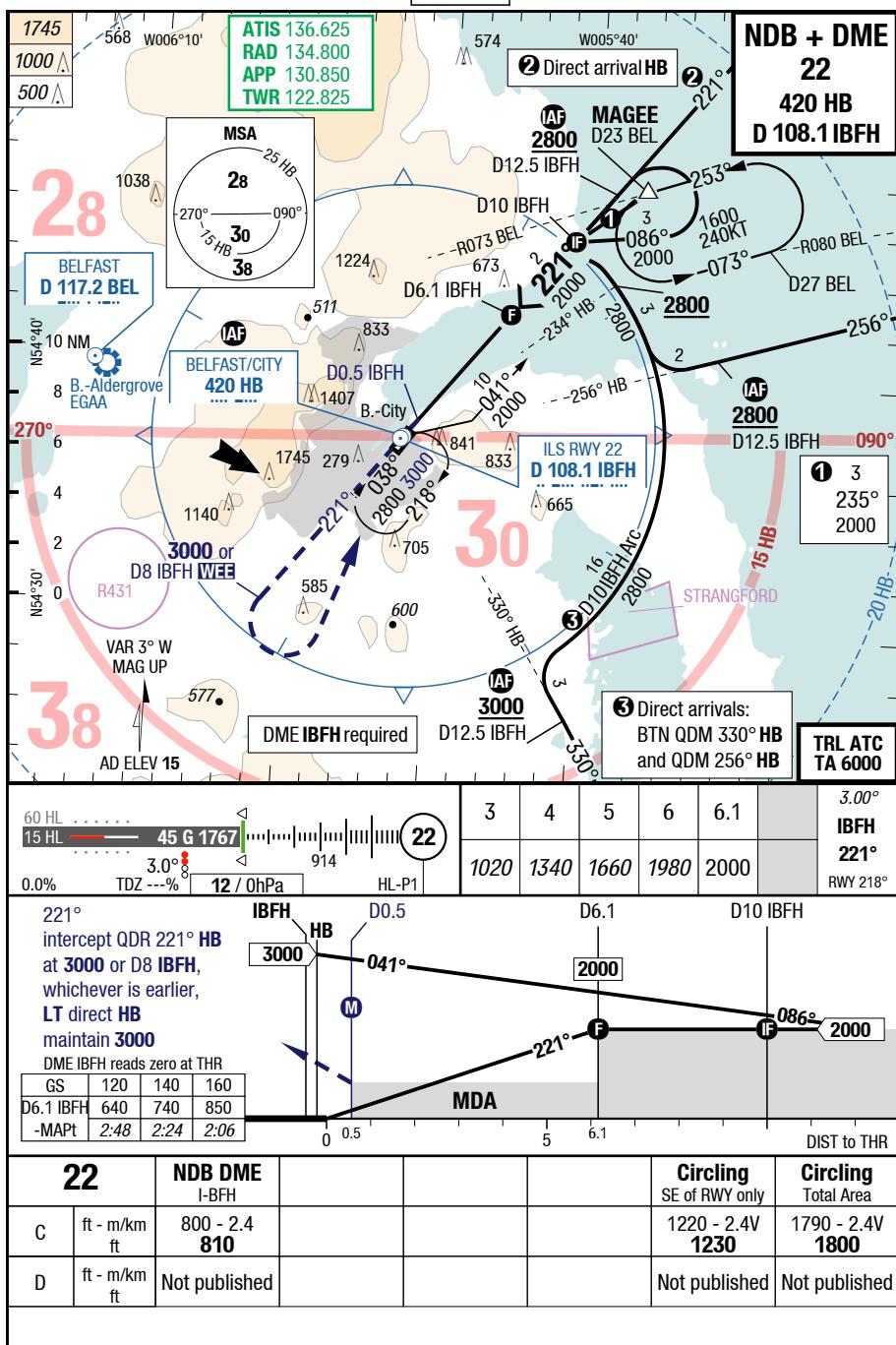


Changes: MIN, PROC, Track, HLDG

BHD-EGAC

7-40

NDB + DME 22



16-JUN-2016

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NIL

MRC

8-10

MRC

NIL

MRC

Belfast City Belfast United Kingdom

