

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.

BFS-EGAA

2-10

AFC

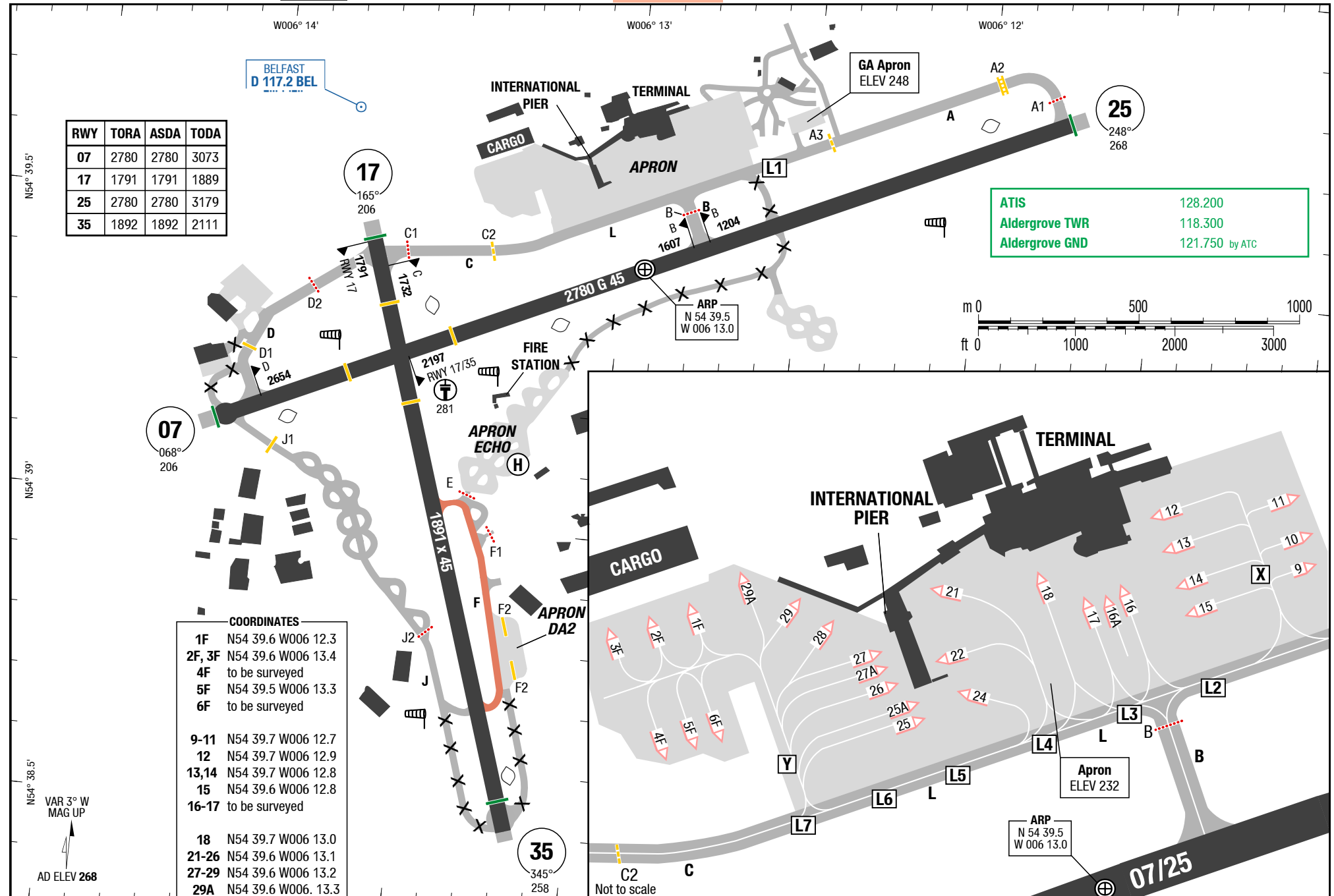
AFC

AGC
AFC



Landing RWY system:





BFS-EGAA

NIL

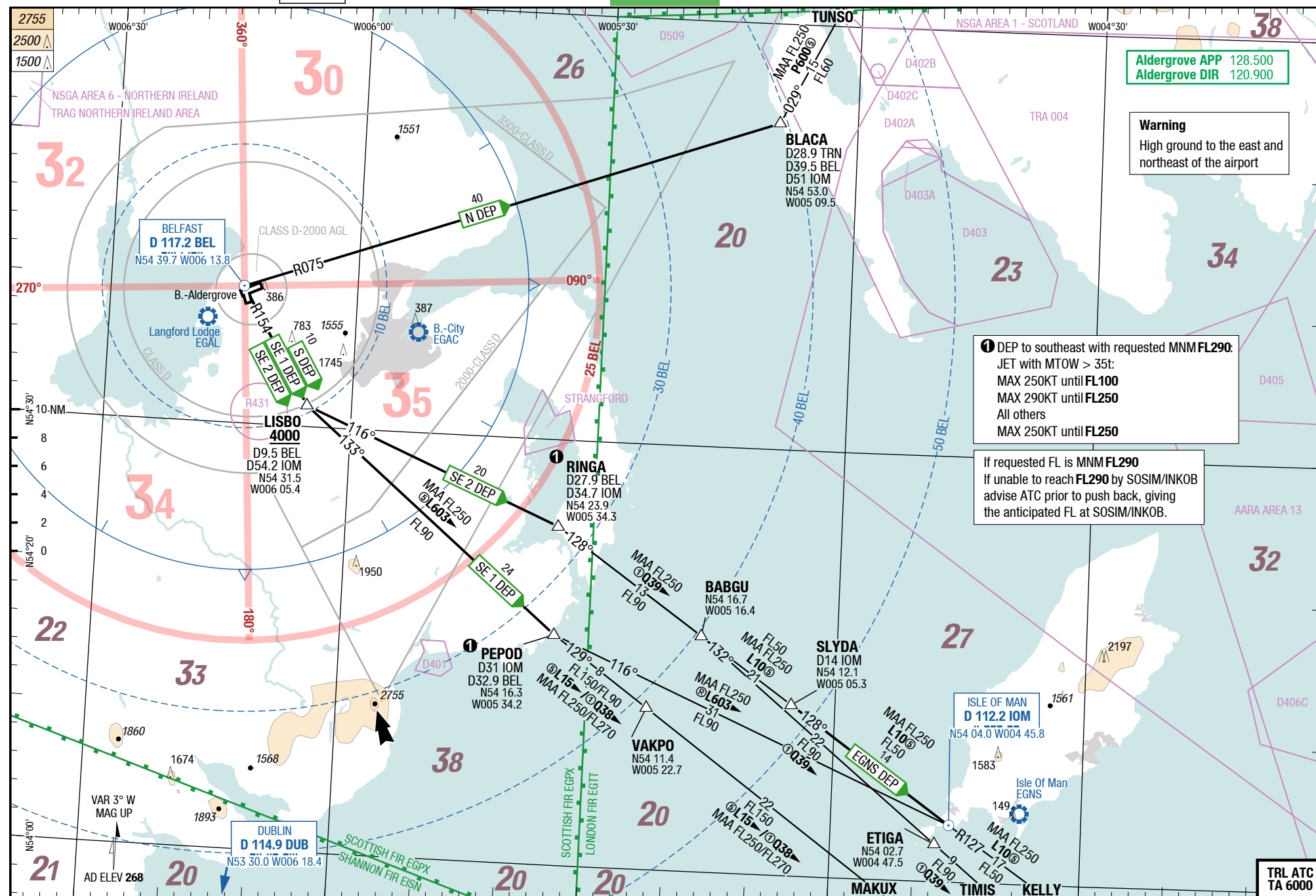
DEPARTURES

SID

SID

NIL

DEPARTURES



Changes: Note, OBST

TRL ATC
TA 6000

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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 10M	
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.

28-DEC-2017

BFS-EGAA

United Kingdom **Belfast** Aldergrove

NIL

ARRIVALs

STAR

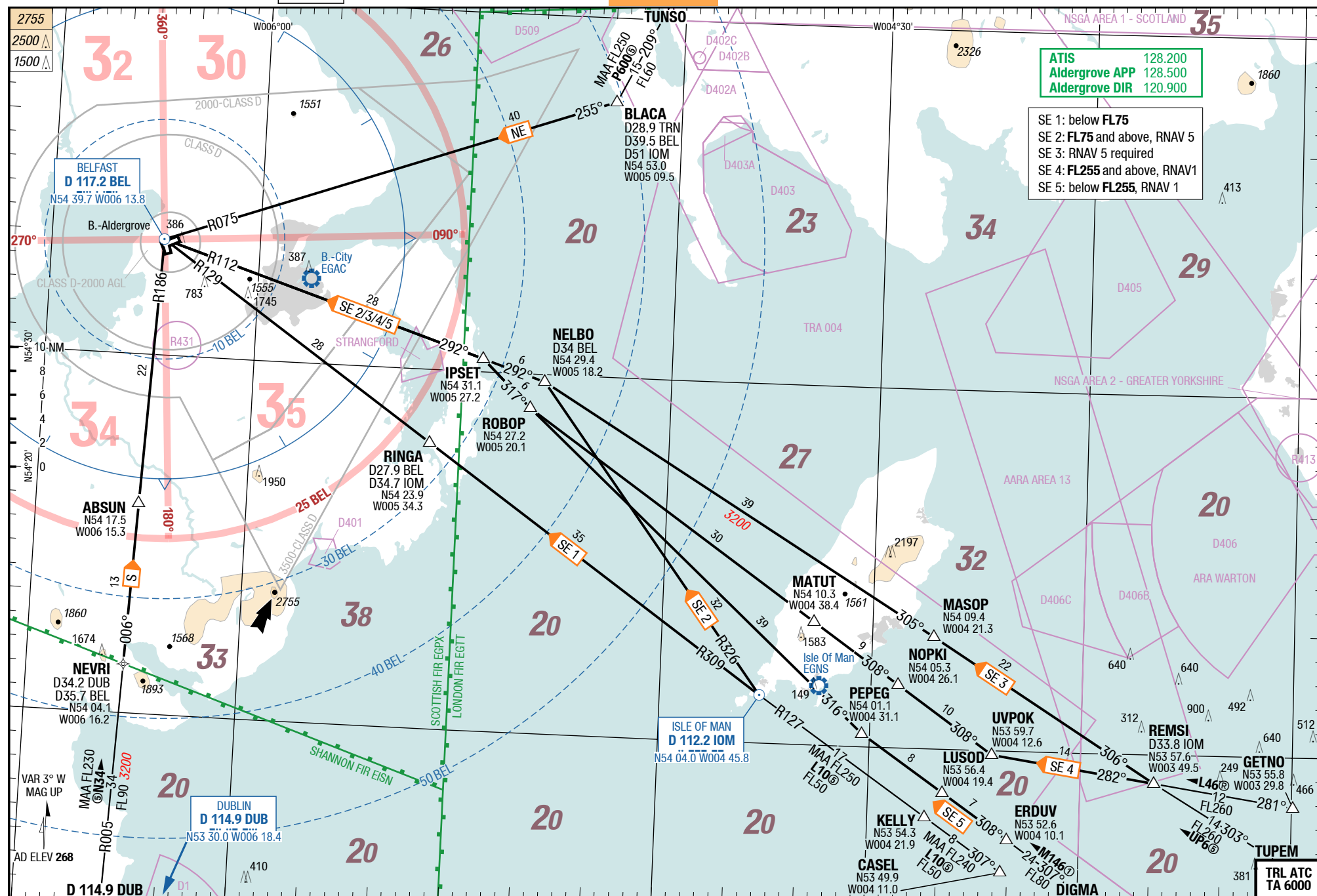
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Aldergrove **Belfast** United Kingdom

NIL

ARRIVALs

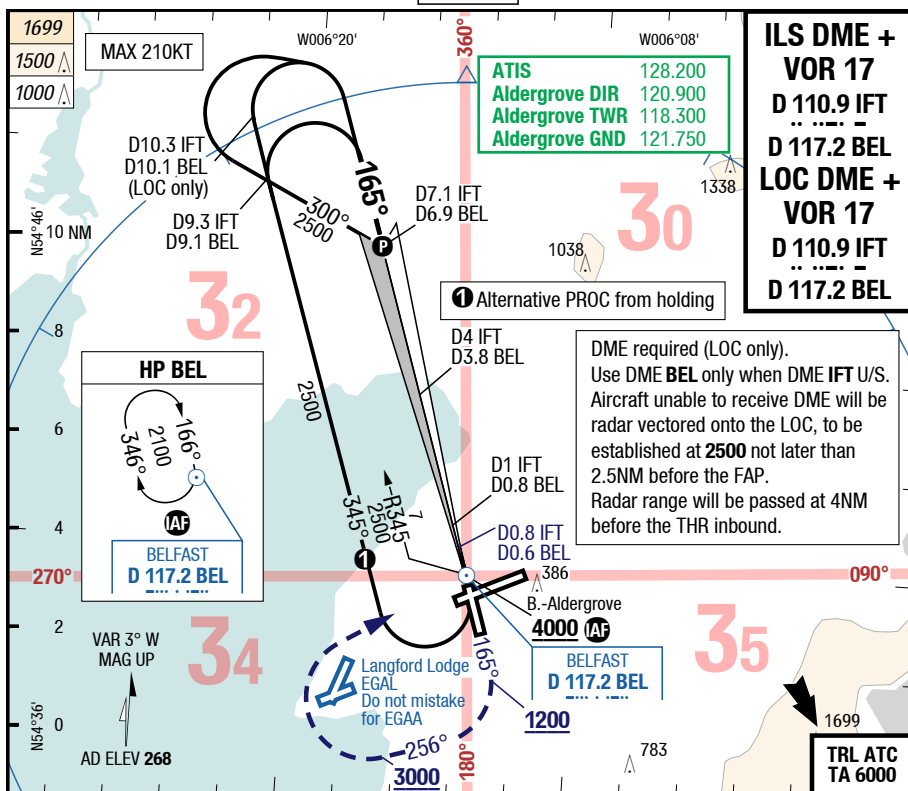
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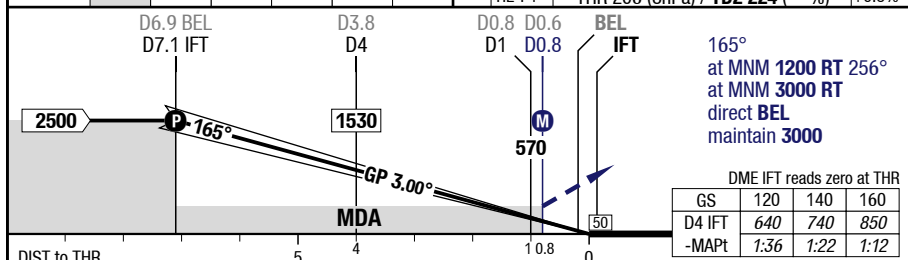
Changes: PROC, OBST, Note, SUAs

7-10

ILS DME + VOR 17 / LOC DME + VOR 17



LOC 3.00° D IFT	7.1	6	5	3	2	
	2500	2190	1870	1230	910	



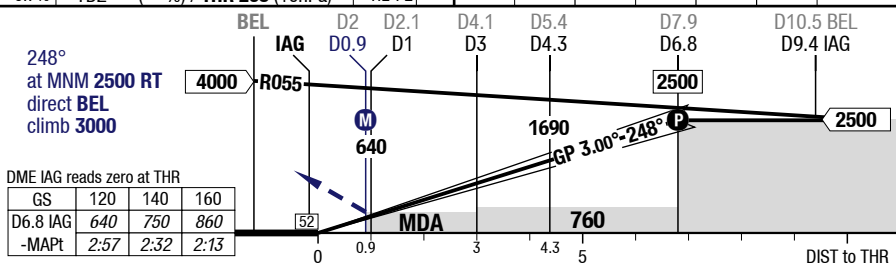
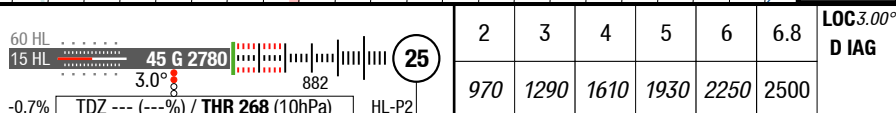
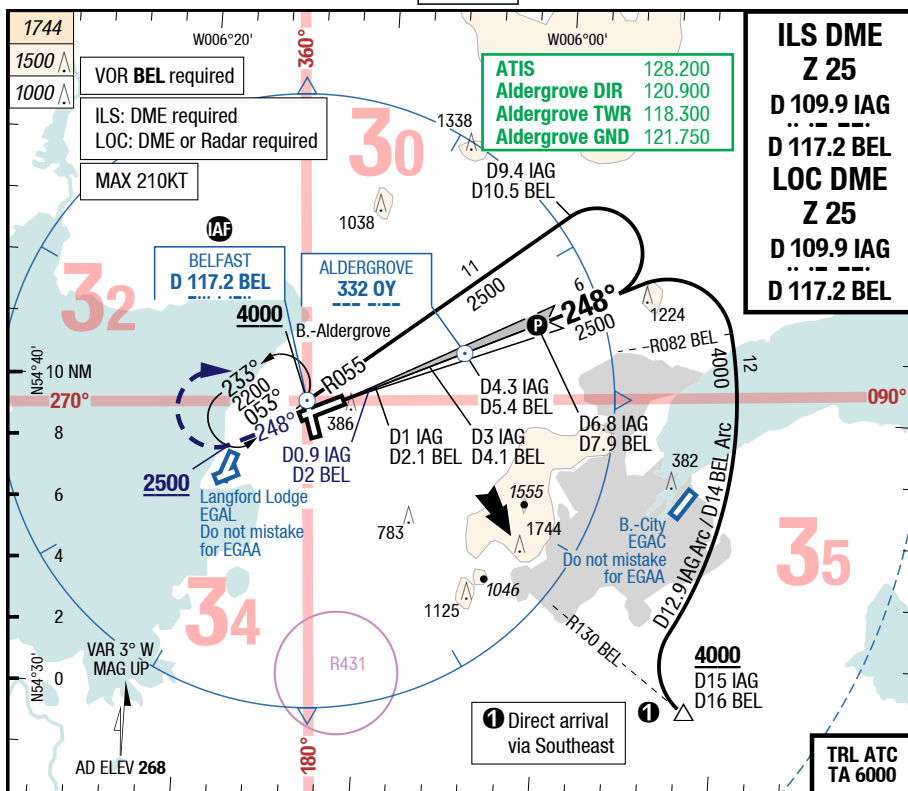
17		Cat 1 1)	LOC DME			Circling
C	ft - m/km ft	200 - 550 430	260 - 750 480			920 - 2.4V 1180
D	ft - m/km ft	200 - 550 430	260 - 750 480			1030 - 3.6V 1290

1) FD, AP or HGS required, else RVR 750m

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7-20

ILS DME Z 25 / LOC DME Z 25



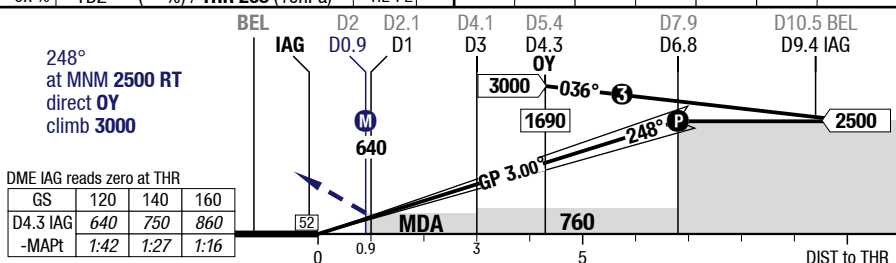
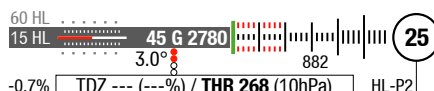
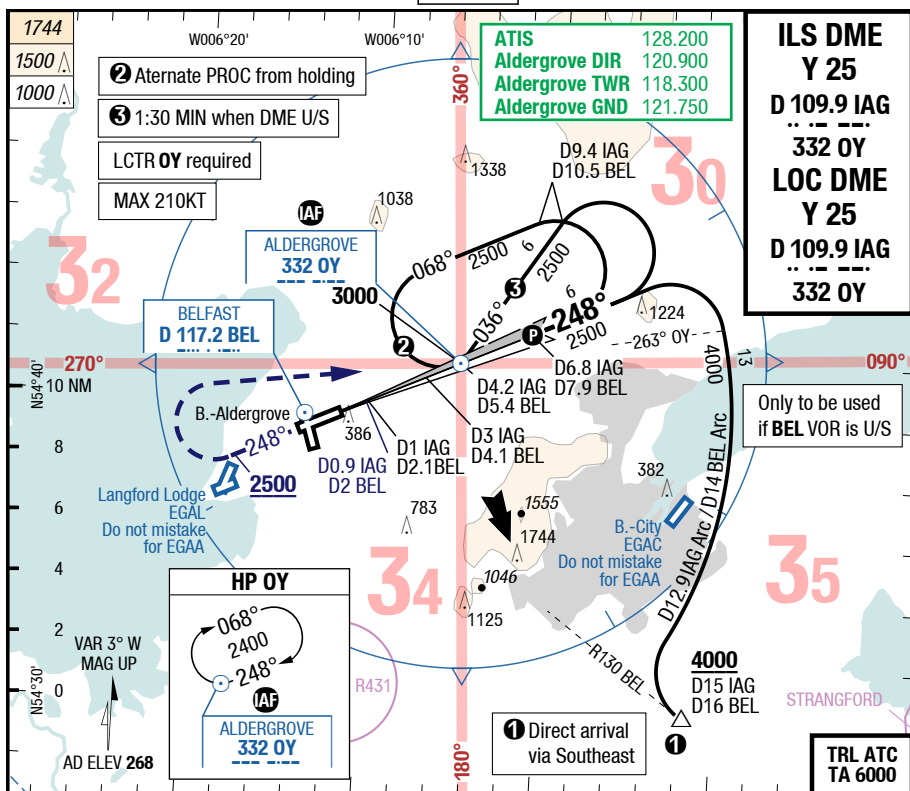
25		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	Cat 1 DME 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 108 RA	200 - 400 470	200 - 550 470	420 - 1.2 680	920 - 2.4V 1180
D	ft - m/km ft	0 - 75R Company	100 - 300R 108 RA 2)	200 - 400 470	200 - 550 470	420 - 1.2 680	1030 - 3.6V 1290

1) With EVS 350m

2) If not conducting autoland RVR 350m required

7-30

ILS DME Y 25 / LOC DME Y 25



25		Cat 3b	Cat 2	<div>Cat 1₁₎</div> <div>LTS</div>	Cat 1 ₁₎	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 108 RA	200 - 400 470	200 - 550 470	420 - 1.2 680	920 - 2.4V 1180
D	ft - m/km ft	0 - 75R Company	100 - 300R 108 RA 2)	200 - 400 470	200 - 550 470	420 - 1.2 680	1030 - 3.6V 1290

1) With EVS 350m

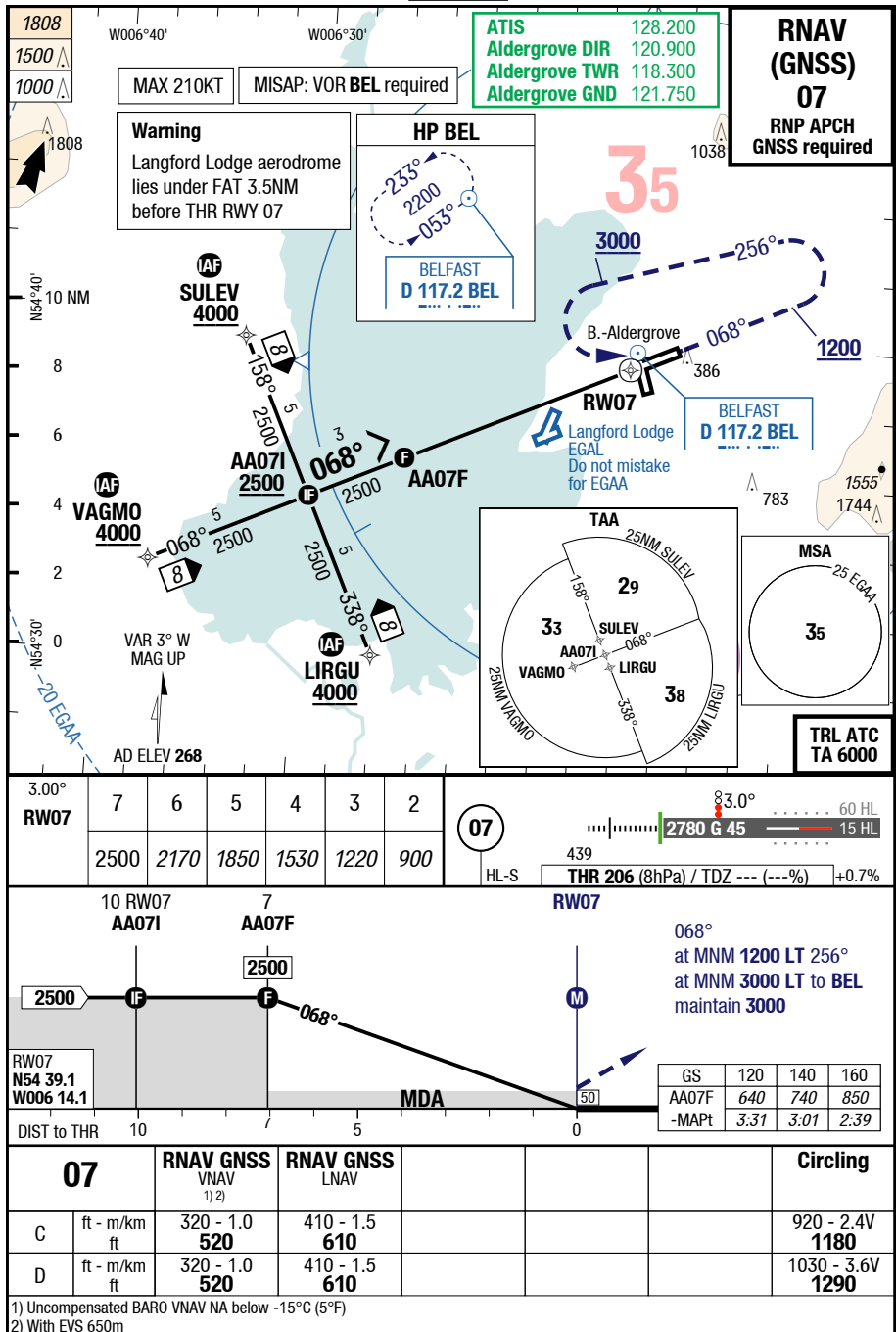
2) If not conducting autoland RVR 350m required

Changes: MIN, APL, FAT, chart title, Track, OBST

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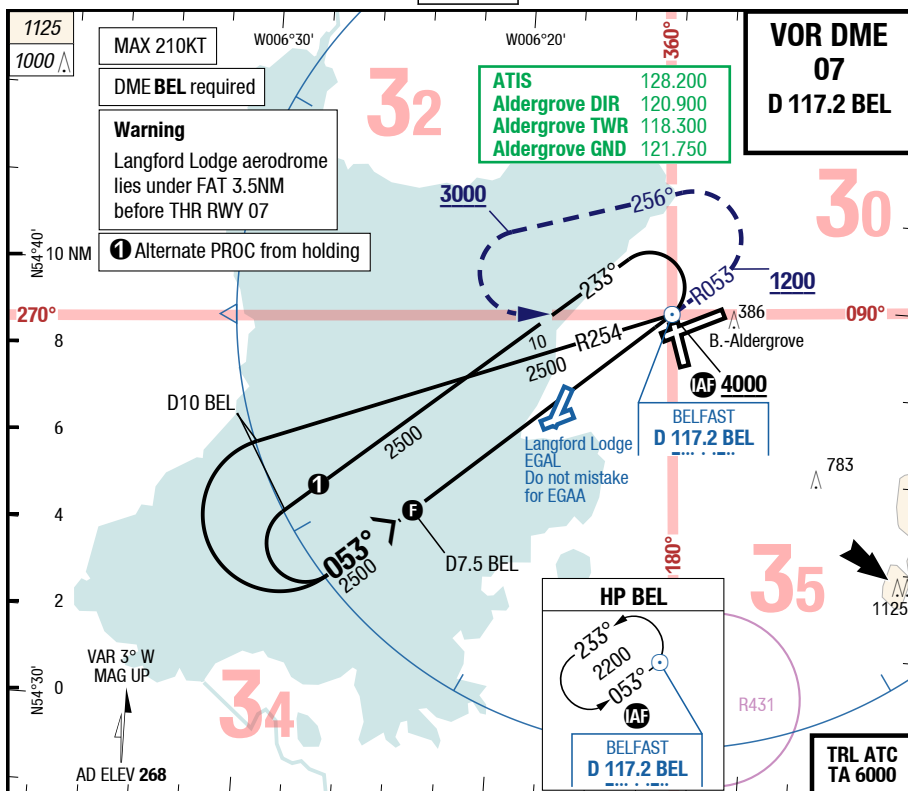
7-50

RNAV (GNSS) 07

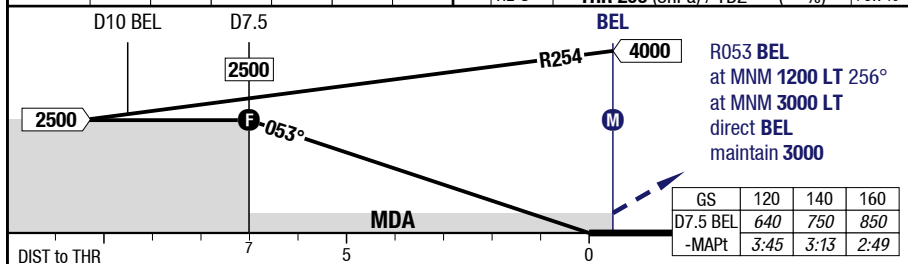


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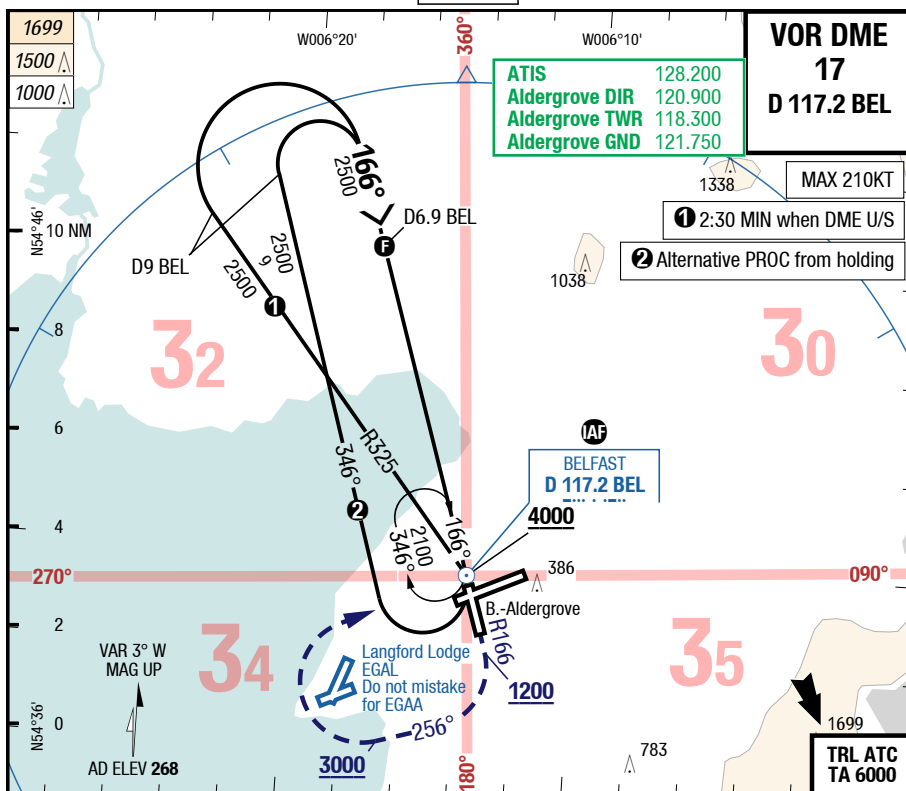
VOR DME 07



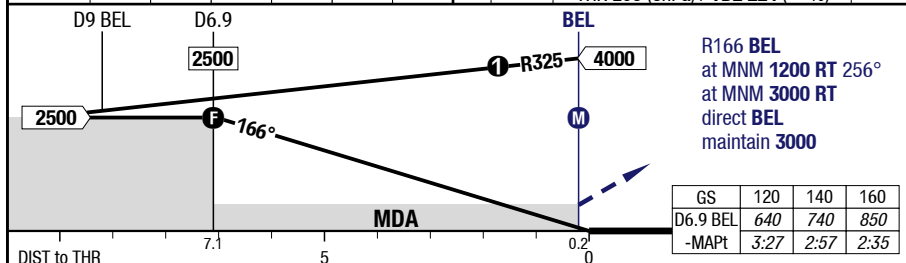
3.02° D BEL 053° RWY 069°	7.5	6	5	4	3	2	<div><div>07</div><div>HL-S</div></div>	<div><div><div>3.0°</div><div>60 HL</div><div>15 HL</div></div><div><div>2780 G 45</div><div>439</div></div></div>
	2500	2030	1710	1390	1060	740		<div><div>THR 206 (8hPa) / TDZ --- (---%)</div><div>+0.7%</div></div>



07		VOR DME				Circling
C	ft - m/km ft	440 - 1.6 640				920 - 2.4V 1180
D	ft - m/km ft	460 - 1.7 660				1030 - 3.6V 1290



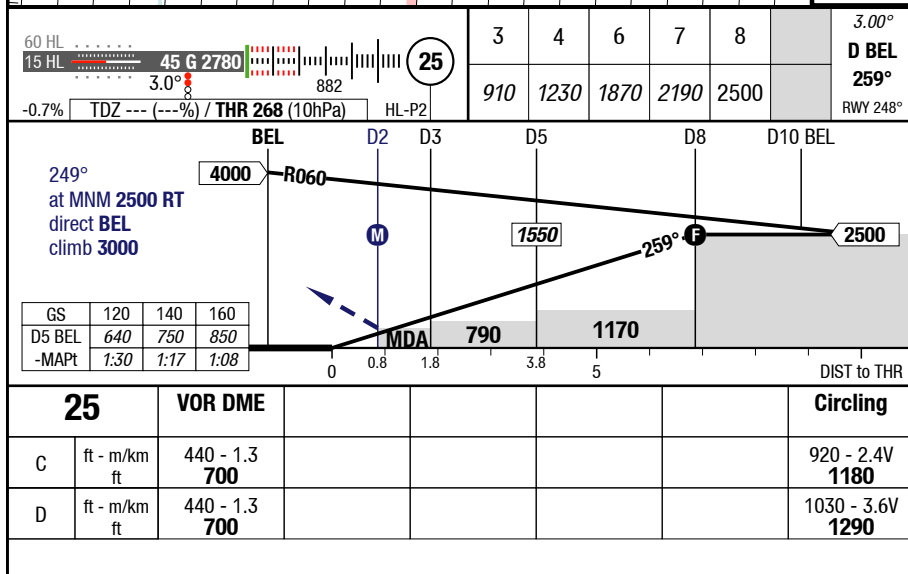
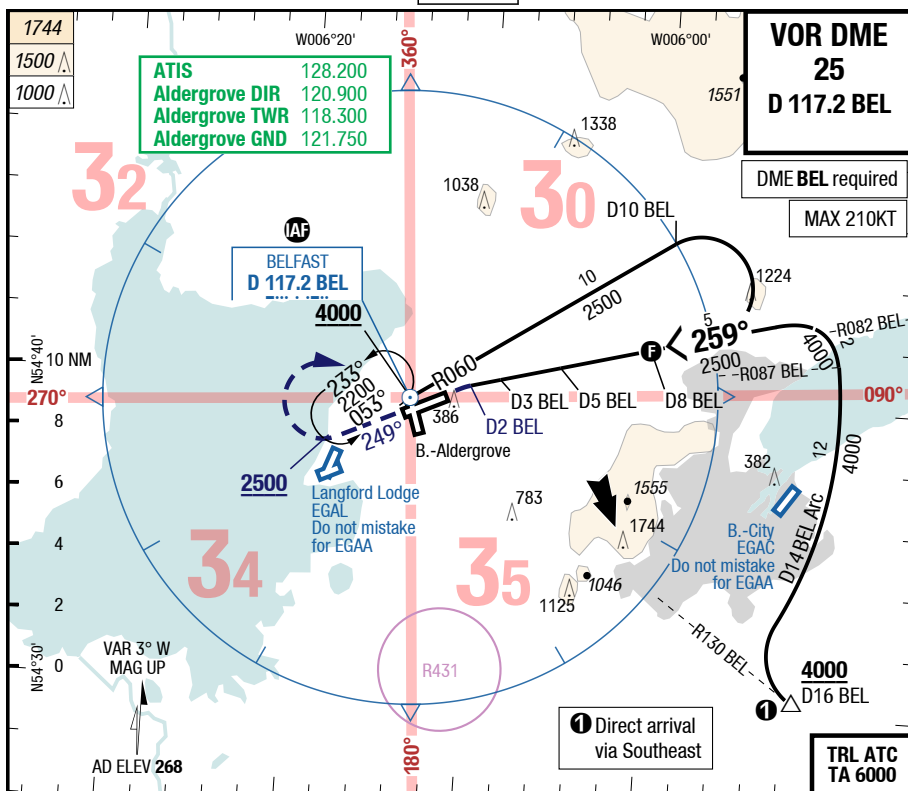
3.00° D BEL 166° RWY 165°	6.9	6	5	4	3	2	17	83.0° 1791 x 45 60 HL
	2500	2220	1900	1590	1270	950	HL-P1	THR 206 (8hPa) / TDZ 224 (---%) +0.8%



17	VOR DME	VOR				Circling
C	ft - m/km ft	340 - 800 560	560 - 1.8 780			920 - 2.4V 1180
D	ft - m/km ft	340 - 800 560	560 - 1.8 780			1030 - 3.6V 1290

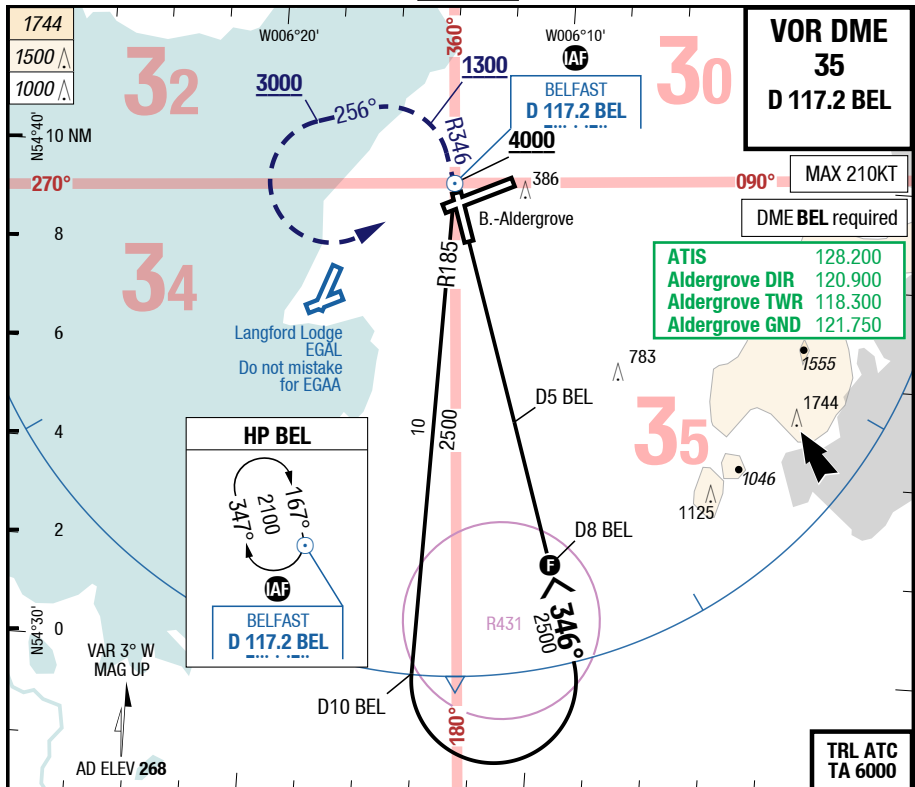
7-90

VOR DME 25



7-100

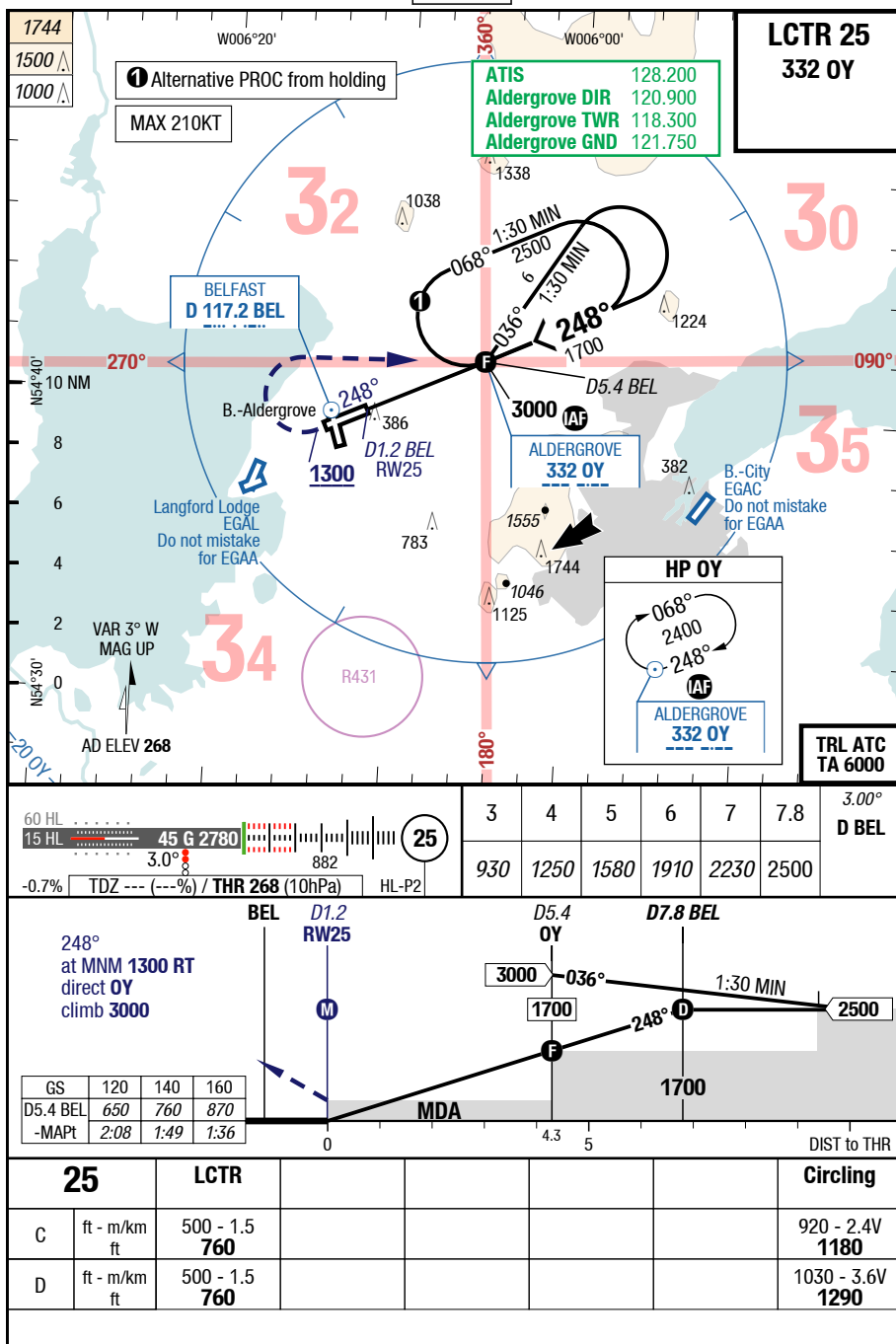
VOR DME 35

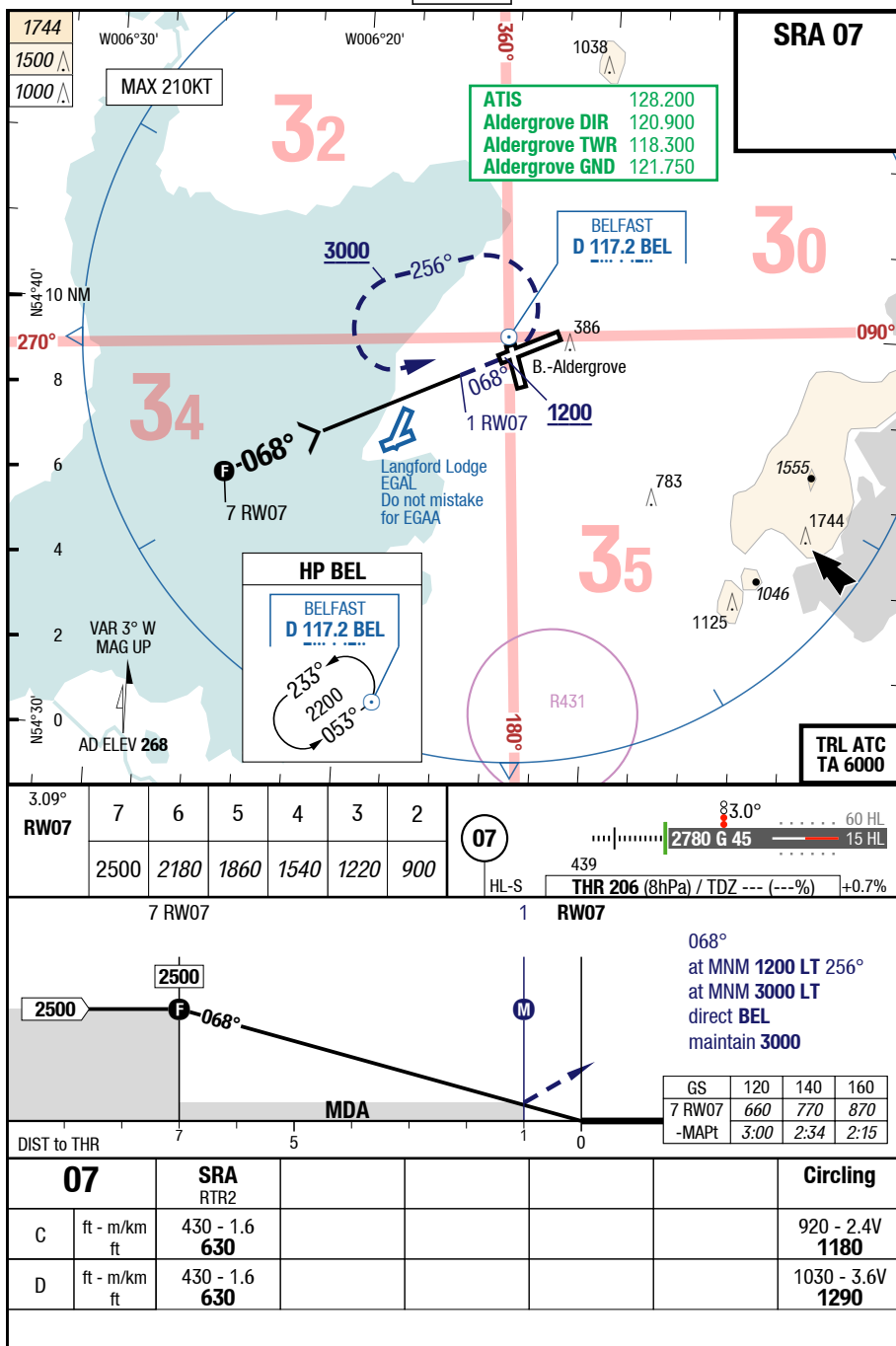


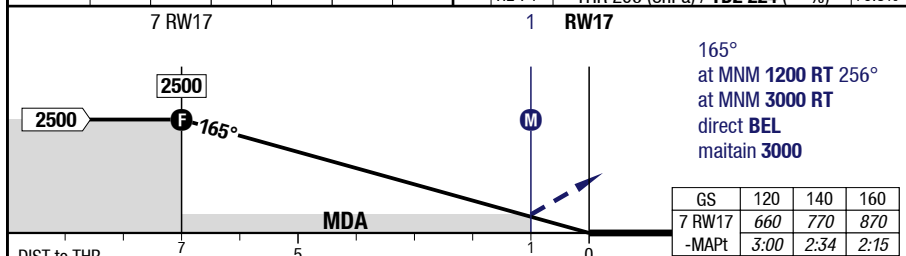
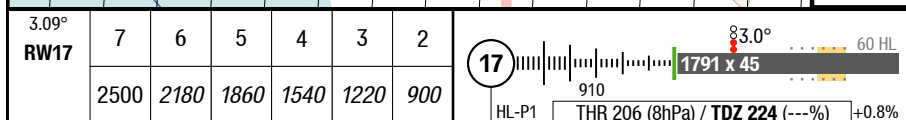
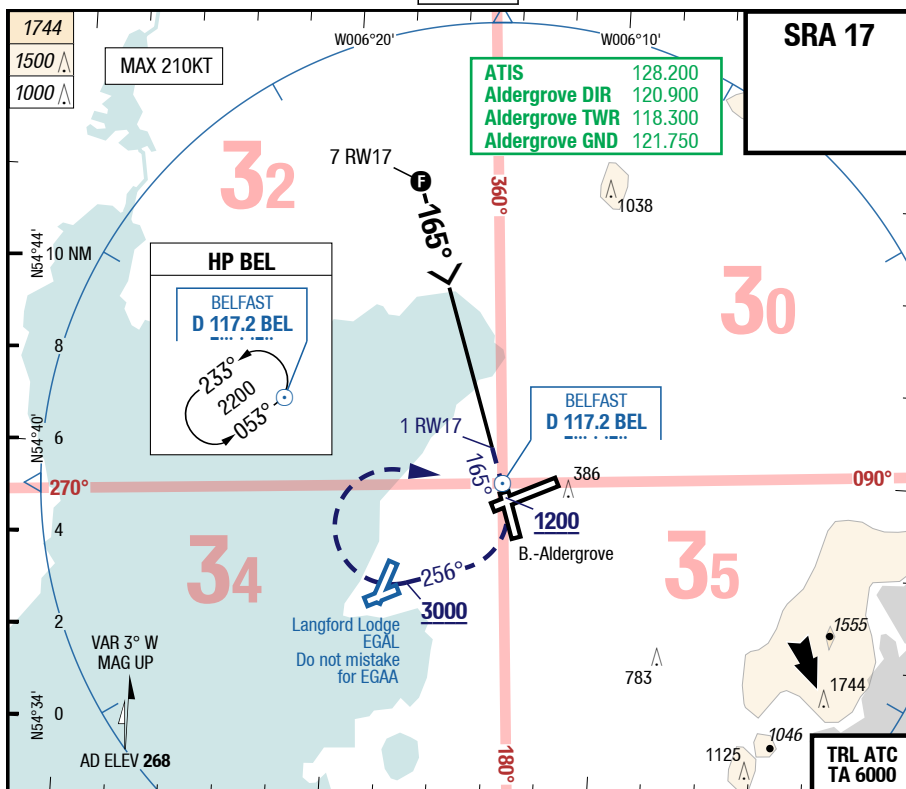
35		VOR DME	Circling	
C	ft - m/km ft	510 - 1.9 760		920 - 2.4V 1180
D	ft - m/km ft	510 - 1.9 760		1030 - 3.6V 1290

7-110

LCTR 25



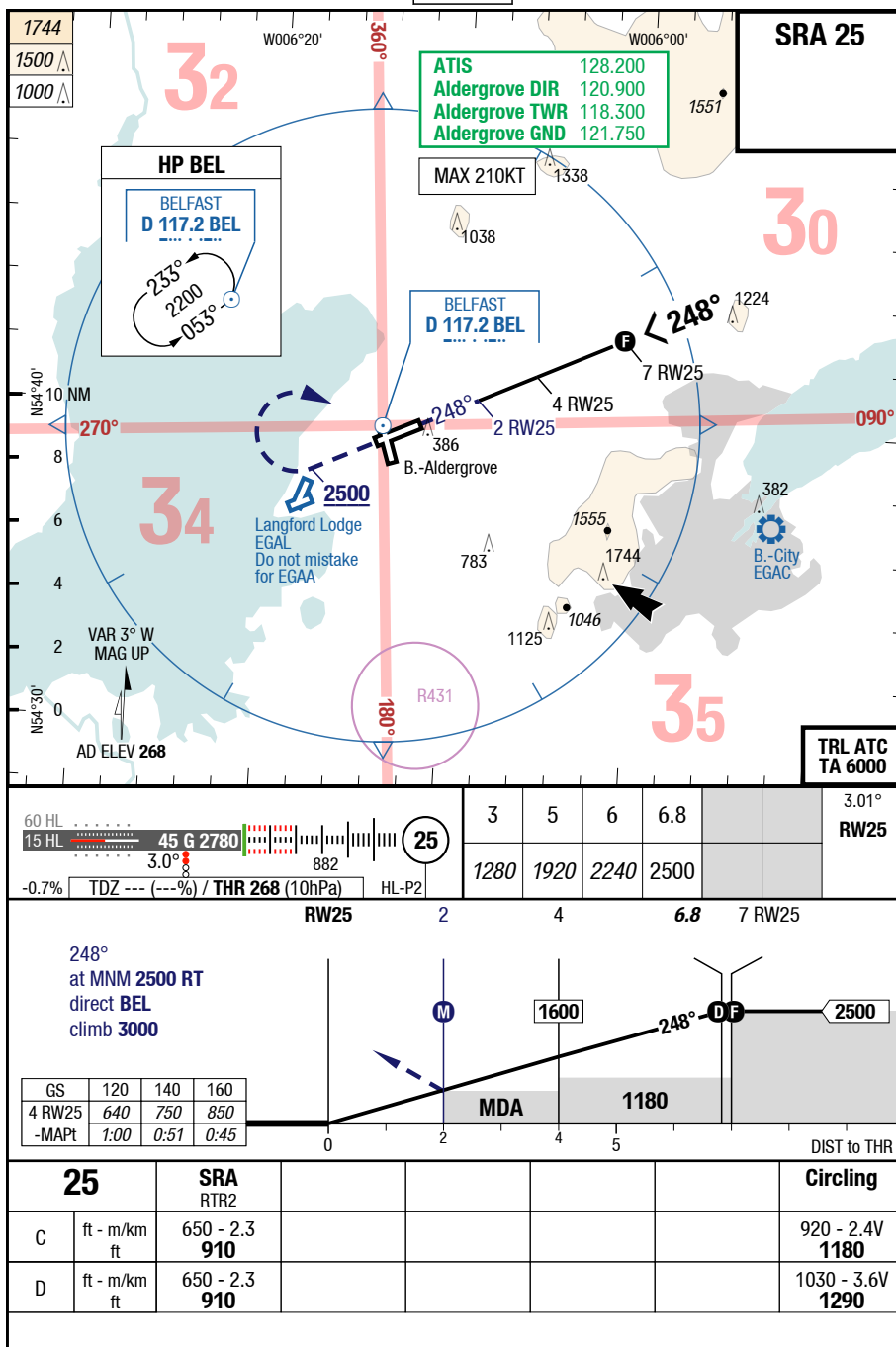




17		SRA RTR2					Circling
C	ft - m/km ft	400 - 1.1 620					920 - 2.4V 1180
D	ft - m/km ft	400 - 1.1 620					1030 - 3.6V 1290

7-140

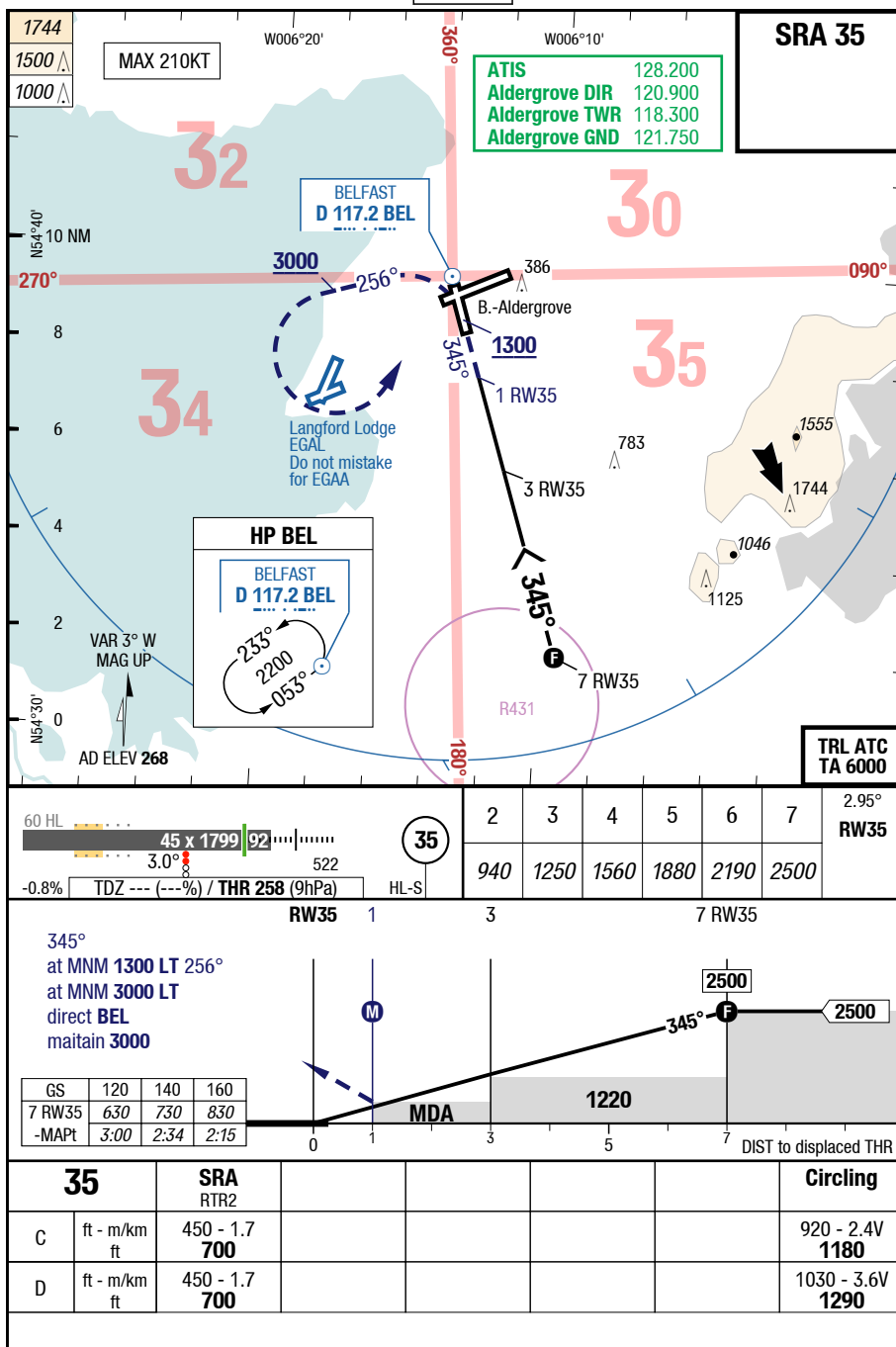
SRA 25



Changes: new

7-150

SRA 35



Changes: new

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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					

21-DEC-2017
BFS-EGAA

United Kingdom Belfast Aldergrove

NIL
MRC

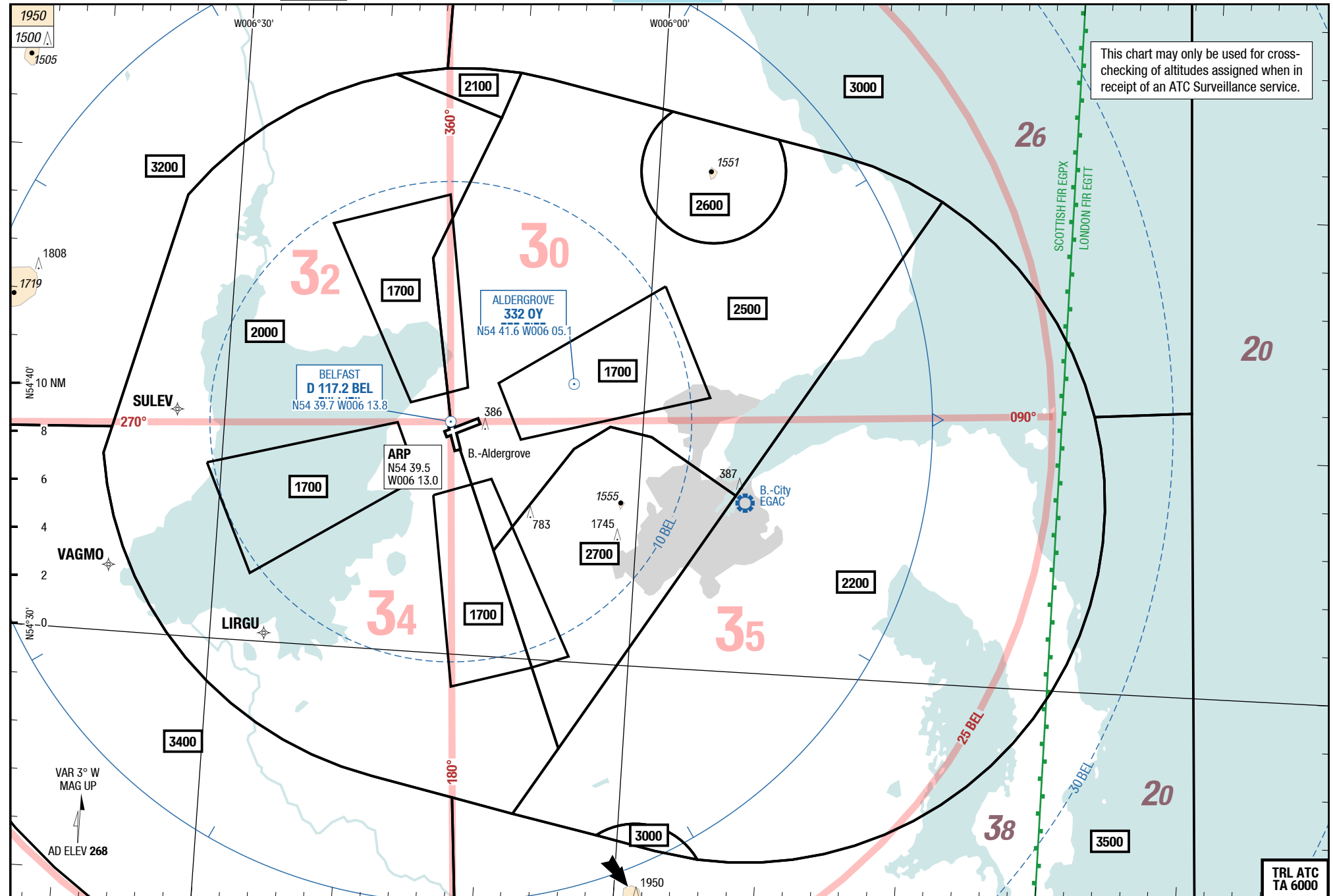
MRC

MRC

Aldergrove Belfast United Kingdom

NIL
MRC

8-10



This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.

Changes: OBST

TRL ATC
TA 6000

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