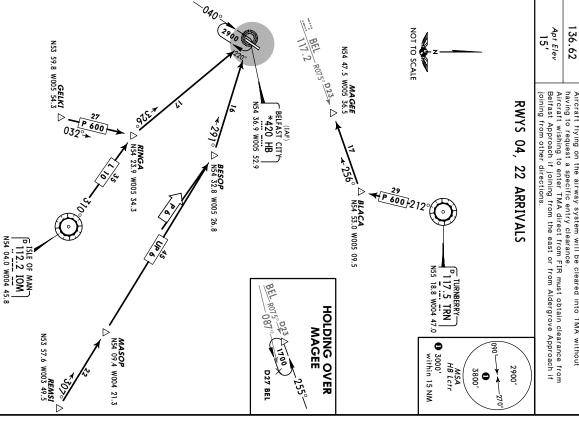
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EGAC/BHD *ATIS 136.62 Apt Elev 15' Alt Set: hPa Trans level: By ATC Trans alt: 6000'
Aircraft flying on the airway system will be cleared into TMA without oining from other directions. 9 SEP 05 Nasaddar # 20-2) BELFAST, ARRIVAL

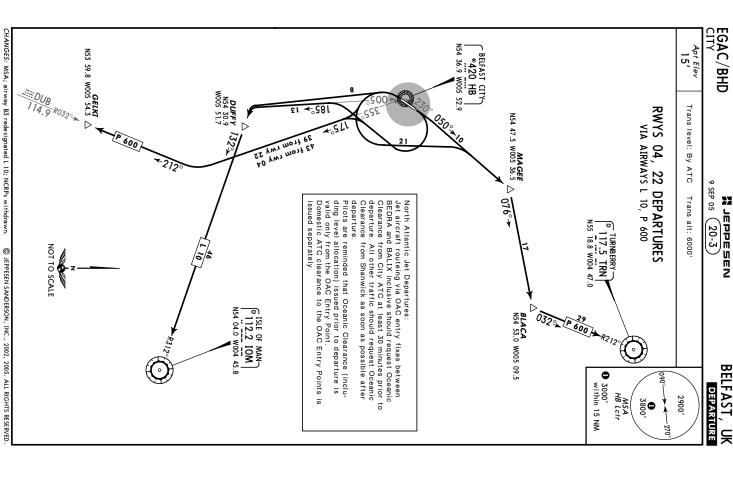


CHANGES: MSA; airway B 3 redesignated L 10; holdings Approach from

Northeast via airway P 600:TRN - BLACA - MAGEE.
East via FIR: Directed by Belfast Approach to HB or MAGEE.
Southeast via airway L 10 (at or below FL240):IOM - RINGA - HB.
Southeast via airways P 6/UP 6 (at or above FL250): REMSI - MASOP - BESOP - HB.
South via airway P 600: GELKI - RINGA - HB
South via airway P 600: GELKI - RINGA - HB
Approach to HB or MAGEE. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

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EGAC/BHD

Apt Elev 15'
N54 37.1 W005 52.4 1 04 **0** 22 $\cap \square \triangleright$ IGENERAL:
WARNING: Pilots should anticipate windshear on approach to rwy 22 and departure from rwy 04 when the surface wind direction is between 100° and 160° + 15 KT. Due to strong wind conditions, turbulence may be expected on approach or climb out to/from either rwy. 05-54 Grooved. Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m. AR-OPS RWY 54-37 HIRL, CL mult. RVR Approved Operators FOR PARKING POSITIONS SEE 20-HIRL CHARTED AREA LIES WITHIN EG(R)-421 CL(15m) HIALS PAPI-L (angle 3.0°) RL, CL mult. RVR 150m LVP must be in force 05-53 ADDITIONAL RUNWAY INFORMATION
USABLE LENGTHS
LANDING BEYOND— 30 JUN 06 (20-9) Nasaddar 1 200m Oil Refiner NOT APPLICABLE *BELFAST Tower Meters 122.82 AKE-OFF All Rwys RVR T RCLM (DAY only) 5797' 1767m 250m Threshold 200 05-52 05-52 400 Glide Slope 4825' 147 lm RCLM (DAY only) or RL 600 400m 800 3000 1000 5797' 1767m BELFAST, UK TAKE-OFF 1200 NIL (DAY only 05-51 500m 54-37 -CITY 148' 45m

CHANGES: Holding positions added. Notes

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CHANGES: Holding positions added. Notes

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EGAC/BHD

#JEPPESEN

BELFAST,

30 JUN 06 (20-9A)

₽ Ę

- 54-36.7 _54-36.8 - 54-36.6 STAND No. 3 thru 6 7 ω PWYOA thru 05-52.7 INS COORDINATES N54 36.8 W005 52.4 N54 36.8 W005 52.3 N54 36.9 W005 52.3 N54 36.9 W005 52.2 N54 37.0 W005 52.2 05-52.6 COORDINATES 05-52.5 Stands 4 is equipped with APIS.
Acit shall not enter stand until stand entrance guidance is activated or marshalling assistance is available on stand. If neither is available crew shall stop on short on stand centerline and 05-52.4 are equipped with AGNIS. Stands 1 thru 3 and 5 thru 10 request that the stand be activated. Control Tower 05-52.3 05-52.3 1 Nose-in/pushback LEGEND 05-52.2 54-36.6 54-36.7 54-36.8 54-36.9 54-37 -

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*108.1 040° 2000′(1987′) mum......

| MISSED APCH: Climb STRAIGHT AHEAD to 3000′ or D8.0 HBD, whichever is the earlier, then turn RIGHT to Lctr to enter holding and climb as directed.

| Description of the content of PANS OPS 4 EGAC/BHD EG(R) -431 454 - 54-30 676′ Descent gradient 5.32% or AR-OPS * **108.1** RVR 1300m 040° *108.1 HBD RVR 1600m RVR 1400m MDA(H) 430' (417') 3dnli. gradi EG(P)-414 **D11.0**HBD C BELFAST CITY *ATIS 136.62 LOC DM 1080′ 1077 RVR 1500m RVR 1800m NOT APPLICABLE 929 2000' 378 A TO . 5HE 2000/ **D6.0**НВD [FLØ4] RVR 1800m Missed apch climb grad mim 2.5% MDA(H) **530′**(517′) D2.5HBD #JEPPESEN 27 MAY 05 (21-1) CAT A Eff 9 Jun (21-1) 486 1407 Minimum Alt D6.0 HBD RVR 1500m 540 100 120 140 ASI Approach (R) 1680′ 2900 RVR 2000m 648 755 (517') 870′ **D2.5**HBD [25DME] 0 ·621′ HBD: 588′ D8.0 HBD CAT A, B & C EG(R)-421 'n 160 05-50 863 o 180 8 **D0.5**НВD [MLØ4] 1100'(1085') 1500m 1300'(1285') 2400m 1200′(1185′) 1350 Southeast of rwy O MSA **←** 220° **(** SCALE 745 PAPI : 122.82 NDB LOC DME Rwy 04 [TCH displ NOT APPLICABLE 1600m CIRCLE-MSA MSA 1030′ 3.0 3000′ 5 TO-LAND 1800′(1785′) 1100'(100 RWY 04 13' 200′ BELFAST, Within 15 NM: 3000' whichever is earlier (1185') (1085') MSA HB Lctr 2900′ 3800' 710′ D8.0 2400m 1600m 1500m .VIS

CHANGES: Tower frequency. Procedure bearings. Descent angle.

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CHANGES: Tower frequency. Rwy elev. Procedure bearings

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PANS OPS 4 EGAC/BHD BELFAST CITY-- 54-45 MISSED APCH: Climb STRAIGHT AHEAD to 3000' or D9.0 IBFH, whichever is the earlier, then turn LEFT to Lctr to enter holding at 3000' or as - 54-35 54-40 us Gs 3.00° or Alt Set: hPa 3nd speed-Kts AR-OPS (GS out) 1077 irected. OC Descent Gradient 5.3%
AP at D0.5 IBFH 817′ HB Lctr t Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000 ILS DME reads zero at rwy 22 threshold. 2. Acft unable to receive DME, inform ATC. dar ranges will be provided approaching the FAP and at 4NM and INM from thr. *108.1 õ RVR 550m IBFH 10C RWY 22**12** DA(H) 212' (200') 929′ 136.62 BELFAST TCH 50' MSA Ctr ALTITUDE RVR 1000m STRAIGHT-IN LANDING RWY 22

LOC (GS out) (220° *108.1 IBFH D9.0 IBFH EG(R)-421 NOT TO Apch Crs **220°** NOT APPLICABLE 1201′ **10 DIRECT ARRIVAL 10** 2.5 2000 377 Eff 9 Jun (21-2) ILS DME 1018′ RVR 1000m RVR 900m MDA(H) 410' (398') 484 NJEDDE SEN
(21-2) CAT A, B & C 1350′ (1338′) *BELFAST Approach (R) 130.85 D1.0IBFH 100 120 140 160 538 646 D4.0 IBFH 949′ GS RVR 1500m RVR 1800m ALS out 678' 753 1030 DII.5 IBFH 223° HB Letr 212' (200') 861 **D4.0** IBFH GS1350' o Max Kts. 180 135 8 665 DA(H) 1100'(1085') 1500m 1300′(1285′) 2400m 1200′(1185′) Southeast of rwy 220°-# 1350 D9.0 SCALE **D6.0** IBFH PAPI + 122.82 Apt Elev N B RWY 1600m CAUTION:
Due to terrain effect, pilots NOT APPLICABLE CIRCLE-TO-LAND DWE ALC scale fly right indications BELFAST, ILS DME Rwy **D9.0** IBFH MAGEE D23.0/R-075 BEL 12′ 3000′ $D_{IBFH}^{(IAF)}$ 680 15 1800′ 1100'(1085') D DIRECT ARRIVAL BETWEEN 332° AND 258° HB Lctr 1200′_(1185′) 1600m whichever is earlier Within 15 NM: 3000' (1785') 2400m R-082 BEL 05-30 MSA HB Lctr 2900′ 3800' 2000 D9.0 1500m VIS.

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PANS OPS 4 EGAC/BHD ∩ B > EG(R) -431 \$4-40 454' - 54-30 676 Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000 1. LOC DME reads zero at rwy 04 displ threshold. 2. Final approach track offset 6° from rwy centerline. Gnd speed-Kts
Descent Gradient 5.3% directed. MAP at DO. AR-OPS HB Lctr RVR 1800m D111.0 *ATIS 136.62 BELFAST CITY *420 HB ·034° MDA(H) 630' (617' NOT APPLICABLE 70 90 376 483 929 RVR 1500m 2000′ 2000 100 537 D2.5 1407 D6.0 RVR 2000m Minimum Alt Eff 9 Jun (26-1) 120 140 644 751 DO 1680' PEDDESEN 870 D8.04 D2.5 588′ 1*60* 859 EG(R)-421 621′ 05-50 $D^{(IAF)}$ D Max Kts 180 MDA(H)CAT A, B & C 1100'(1085') 1500m 1300′ 1200′(1185′) 4.0 1350 D0.5 Southeast of rwy SCALE *BELFAST Tower 122.82 (1285') 2400m G *108. O MSA PAPI: Apt Elev NOT APPLICABLE 1600m CIRCLE : F를 N B 1030′ 05-40 MSA Ę 3000′ 15 1800′(1785′) 1100'(1085') RWY 0413' 1200′ DME • Within 15 NM: BELFAST, whichever his earlier MHA 2900 HB Lctr (1185') HOLDING FI R W ✓ MSA HB Lctr 2900′ 710′ D13.5 2400m 1600m 1500m VIS

CHANGES: Tower frequency. Procedure bearings

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CHANGES: Tower frequency. Rwy elev. Procedure bearings

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PANS OPS 4 EGAC/BHD - 54-45 MISSED APCH: 54-40 MISSED APCH: Climb STRAIGHT AHEAD to 3000' or D8.0, whichever is the earlier, then turn LEFT to Lctr to enter holding at 3000' or as Alt Set: hPa 3nd speed-Kts - BELFAST CITY-IAR-OPS HB Lctr rected 1077 LS DME reads zero at rwy *420 HOLDING FIX HB Lctr ALTITUDE Gradient 5.3% RWY 2212' RVR 1400m RVR 1200m 136.62 . BELFAST **MSA** STRAIGHT-IN LANDING RWY MDA(H) 800' (788', EG(R)-421 Apch Crs **223**° NOT APPLICABLE 1201′ Rwy Elev: 0 hPa wy 22 threshold. 762′ *90* 483 -043° 1030 1018′ Within 15 NM: 3000 DO. 5 1*00* 537 2000' (1988') RVR RVR 1500m Minimum Alt 27 MAY 05 Eff 9 Jun (26-2) 120 140 160 644 751 859 2000m 130.85 D6.0 *108. 814 N JEPPE SEN 2. Final approach track offset 22 IBFH 1350 800' (788') D 180 135 00 665 Trans level: By ATC ach track offset 3° MDA(H) CAT A, B & C 1300' 1200'(1185') **D6.0** IBFH Southeast of rwy (1285') *BELFAST lower 122.82 SCALE NOT **D9.0** IBFH PAPI+ Apt Elev **D9.0** IBFH 680 RWY 2400m NOT APPLICABLE 1600m DME Arc rom rwy centerline BELFAST, NDB DME Rwy IBLH 2000′ DII.5 IBFH 12 3000 15 0750 1800′ 1100′(1085′) 1200′ DIRECT ARRIVAL
BETWEEN 332°
AND 258° HB Lctr whichever is earlier (1185') Trans alt: 6000 R-082 BEL 05-30 MSA HB Lctr 6.0 2000 2900′ 3800′ D8.0 2400m 1600m 1500m VIS