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# EGAC/BHD
CITY

JEPPESEN
9 SEP 05 (20-2)

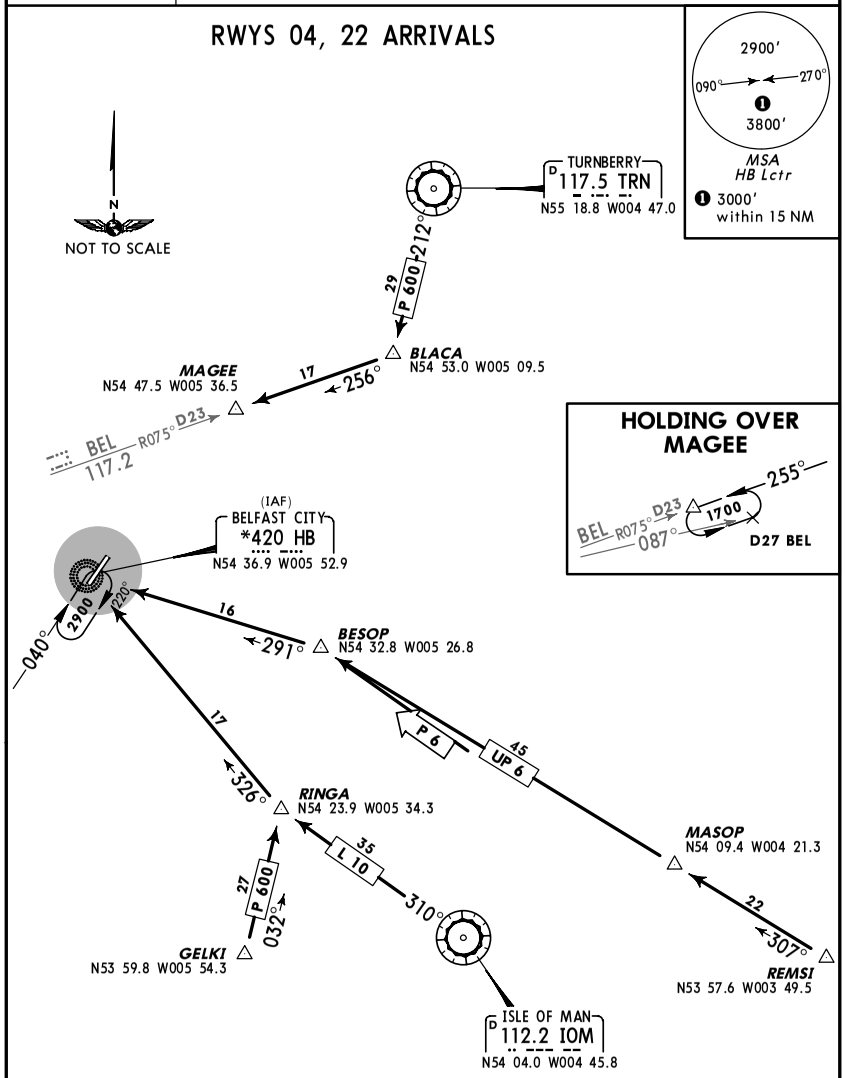
# BELFAST, UK
ARRIVAL

*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 having to request a specific entry clearance.
Aircraft wishing to enter TMA direct from FIR must obtain clearance from Belfast Approach if joining from the east or from Aldergrove Approach if joining from other directions.

## RWYS 04, 22 ARRIVALS




**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.
**Southwest, west, northwest & north via FIR:** TMA boundary or as directed by Aldergrove Approach to HB or MAGEE.

*CHANGES:* MSA; airway B 3 redesignated L 10; holdings.

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# EGAC/BHD
CITY

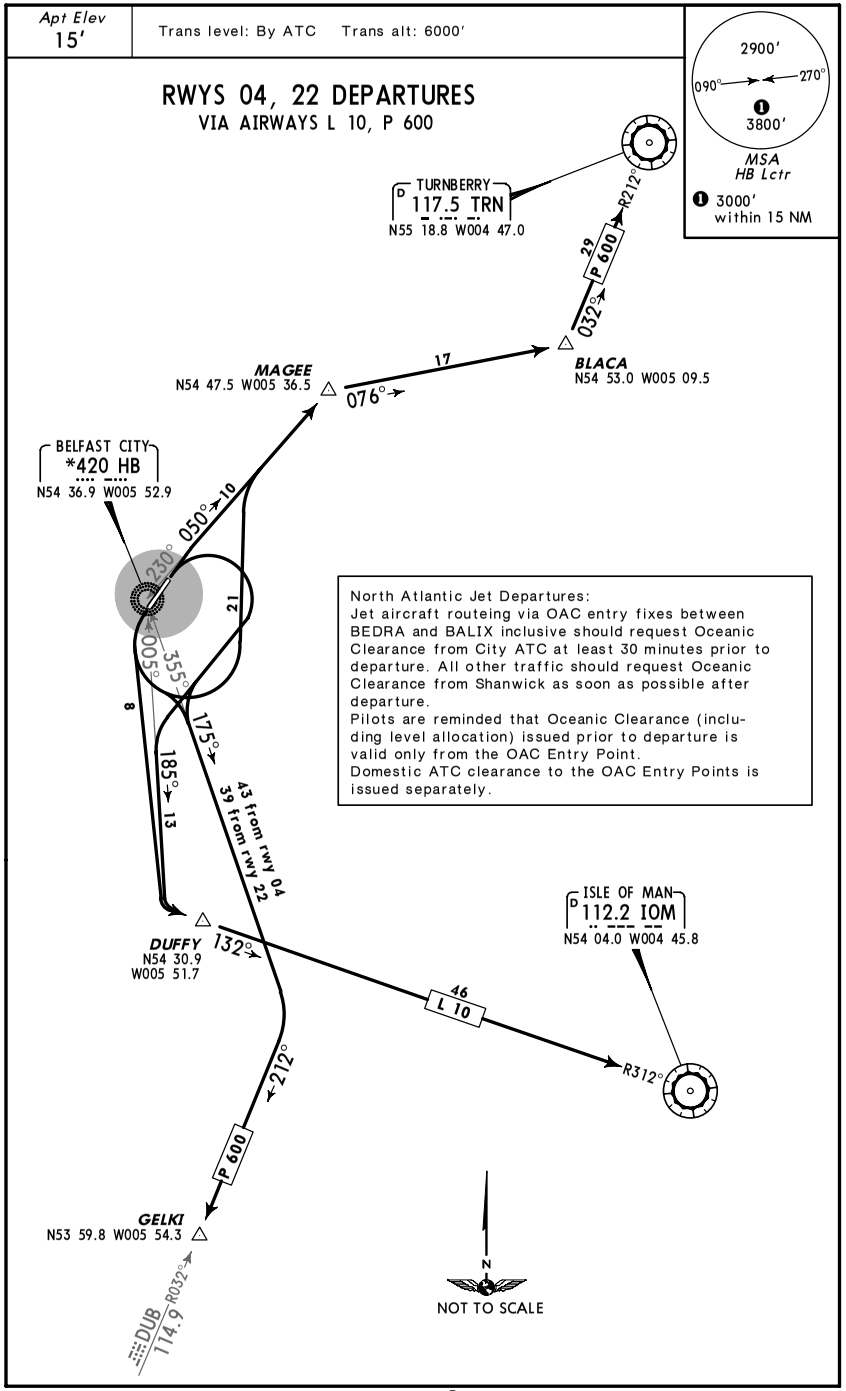
JEPPESEN
9 SEP 05 (20-3)

# BELFAST, UK
DEPARTURE

Apt Elev
15′

Trans level: By ATC Trans alt: 6000′

## RWYS 04, 22 DEPARTURES
VIA AIRWAYS L 10, P 600




North Atlantic Jet Departures:
Jet aircraft routeing via OAC entry fixes between BEDRA and BALIX inclusive should request Oceanic Clearance from City ATC at least 30 minutes prior to departure. All other traffic should request Oceanic Clearance from Shanwick as soon as possible after departure.
Pilots are reminded that Oceanic Clearance (including level allocation) issued prior to departure is valid only from the OAC Entry Point.
Domestic ATC clearance to the OAC Entry Points is issued separately.

*CHANGES:* MSA; airway B3 redesignated L 10; NCRPs withdrawn.

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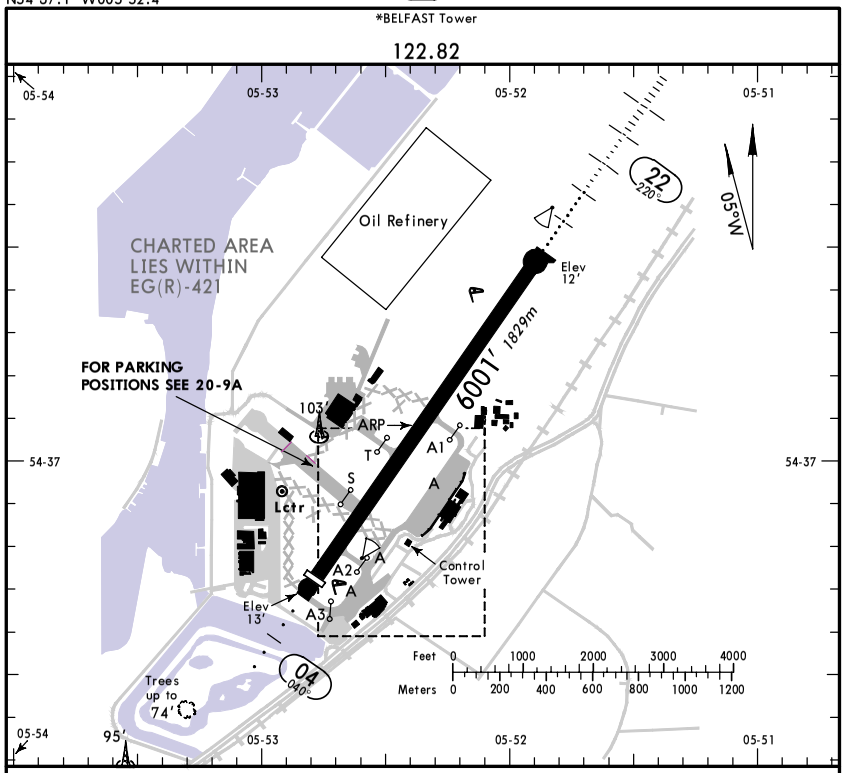
# EGAC/BHD

Apt Elev 15′
N54 37.1 W005 52.4

JEPPESEN
30 JUN 06 (20-9)

# BELFAST, UK
CITY




GENERAL:
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.

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND — Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 04 ❶ 22 | HIRL CL(15m) HIALS PAPI-L (angle 3.0°) RVR | 5699′ 1737m | | | 148′ 45m |
| | | 5797′ 1767m | 4825′ 1471m | 5797′ 1767m | |
| | | | | | |
| | | | | | |

❶ Grooved.

**JAR-OPS**

TAKE-OFF ❶

All Rwys
LVP must be in force

| | Approved Operators HIRL, CL & mult. RVR req | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
|---|---|---|---|---|---|---|
| A | | | | | | |
| B | 125m | 150m | 200m | 250m | 400m | 500m |
| C | | | | | | |
| D | NOT APPLICABLE | | | | | |

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

*CHANGES:* Holding positions added. Notes.

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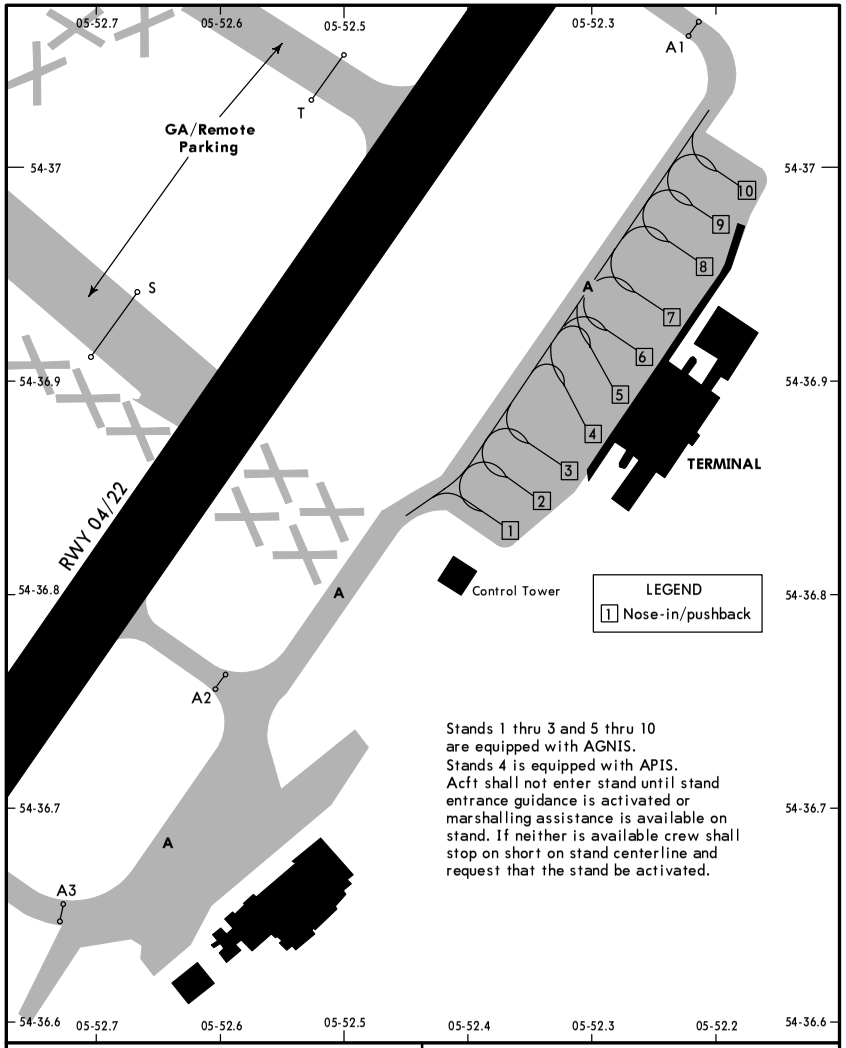
EGAC/BHD

JEPPESEN
30 JUN 06 (20-9A)

BELFAST, UK
CITY




**INS COORDINATES**

| STAND No. | COORDINATES |
|---|---|
| 1 | N54 36.8 W005 52.4 |
| 2 | N54 36.8 W005 52.3 |
| 3 thru 6 | N54 36.9 W005 52.3 |
| 7 | N54 36.9 W005 52.2 |
| 8 thru 10 | N54 37.0 W005 52.2 |

*CHANGES:* Holding positions added. Notes.

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EGAC/BHD
CITY

JEPPESEN
27 MAY 05 (21-1) CAT A, B & C
Eff 9 Jun

# BELFAST, UK
## NDB LOC DME Rwy 04

| *ATIS | *BELFAST Approach (R) | *BELFAST Tower |
|---|---|---|
| 136.62 | 130.85 | 122.82 |

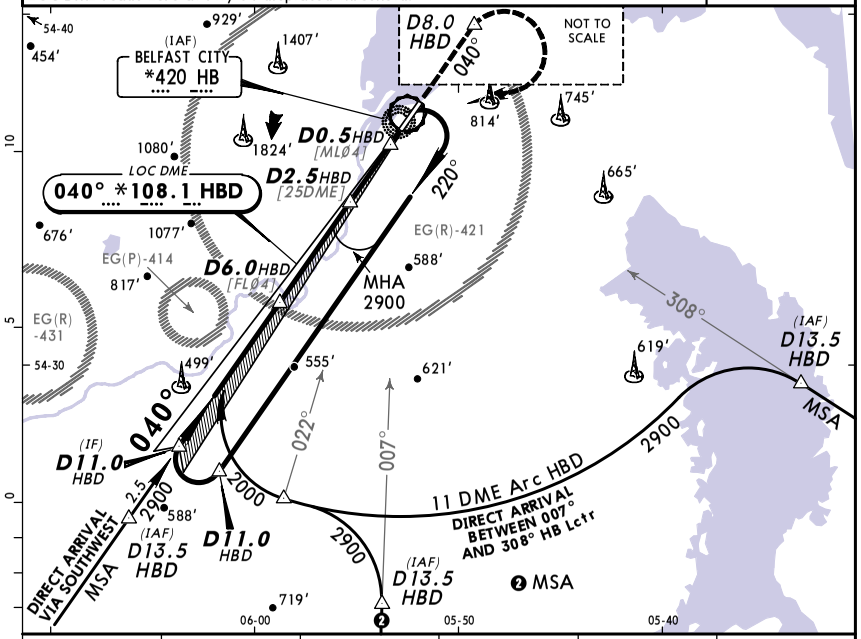
BRIEFING STRIP

| LOC HBD | Final Apch Crs | Minimum Alt | MDA(H) Refer to Minimums | Apt Elev / RWY |
|---|---|---|---|---|
| *108.1 | 040° | D6.0 HBD 2000′ (1987′) | | 15′ / 13′ |

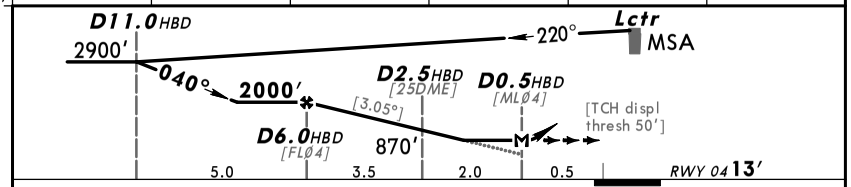
**MISSED APCH:** Climb STRAIGHT AHEAD to 3000′ or D8.0 HBD, whichever is the earlier, then turn RIGHT to Lctr to enter holding and climb as directed.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
LOC DME reads zero at rwy 04 displaced threshold.

MSA HB Lctr: 2900′ (090°–270°), 3800′
❶ Within 15 NM: 3000′




| HBD DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALTITUDE | 2000′ | 1680′ | 1350′ | 1030′ | 710′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent gradient 5.32% or Descent angle [3.05°] | 378 | 486 | 540 | 648 | 755 | 863 |
| MAP at D0.5 HBD | | | | | | |

HIALS PAPI

3000′ whichever is earlier — D8.0 HBD

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY 04

| | Missed apch climb grad min 3.5% MDA(H) 430′ (417′) | | Missed apch climb grad min 2.5% MDA(H) 530′ (517′) | | CIRCLE-TO-LAND Southeast of rwy | | | |
|---|---|---|---|---|---|---|---|---|
| | | ALS out | | ALS out | Max Kts | MDA(H) | VIS | MDA(H) VIS |
| A | RVR 1300m | RVR 1500m | RVR 1500m | | 100 | 1100′ (1085′) | 1500m | 1100′ (1085′) 1500m |
| B | RVR 1400m | | | | 135 | 1200′ (1185′) | 1600m | 1200′ (1185′) 1600m |
| C | RVR 1600m | RVR 1800m | RVR 1800m | RVR 2000m | 180 | 1300′ (1285′) | 2400m | 1800′ (1785′) 2400m |
| D | NOT APPLICABLE | | | | D | NOT APPLICABLE | | |

*CHANGES:* Tower frequency. Procedure bearings. Descent angle.

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EGAC/BHD
CITY

JEPPESEN
27 MAY 05 (21-2) CAT A, B & C
Eff 9 Jun

# BELFAST, UK
## NDB ILS DME Rwy 22

| *ATIS | *BELFAST Approach (R) | *BELFAST Tower |
|---|---|---|
| 136.62 | 130.85 | 122.82 |

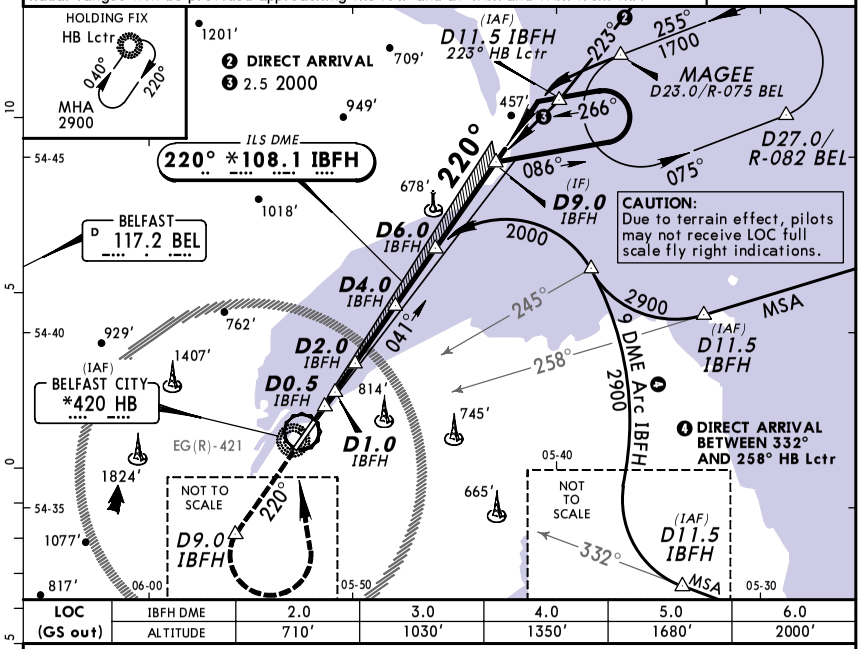
BRIEFING STRIP

| LOC IBFH | Final Apch Crs | GS | ILS DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| *108.1 | 220° | D4.0 IBFH 1350′ (1338′) | 212′ (200′) | 15′ / 12′ |

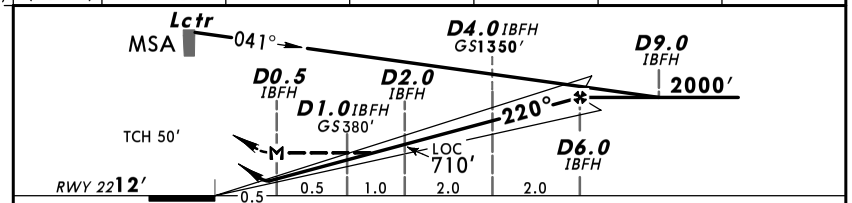
**MISSED APCH:** Climb STRAIGHT AHEAD to 3000′ or D9.0 IBFH, whichever is the earlier, then turn LEFT to Lctr to enter holding at 3000′ or as directed.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 22 threshold. 2. Acft unable to receive DME, inform ATC. Radar ranges will be provided approaching the FAP and at 4NM and 1NM from thr.

MSA HB Lctr: 2900′ (090°–270°), 3800′
❶ Within 15 NM: 3000′




| LOC (GS out) IBFH DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
|---|---|---|---|---|---|
| ALTITUDE | 710′ | 1030′ | 1350′ | 1680′ | 2000′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.3% | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D0.5 IBFH | | | | | | |

HIALS PAPI

3000′ whichever is earlier — D9.0 IBFH

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY 22

| | ILS DA(H) 212′ (200′) | | LOC (GS out) MDA(H) 410′ (398′) | | CIRCLE-TO-LAND Southeast of rwy | | | |
|---|---|---|---|---|---|---|---|---|
| | FULL | ALS out | | ALS out | Max Kts | MDA(H) | VIS | MDA(H) VIS |
| A | RVR 550m | RVR 1000m | RVR 900m | RVR 1500m | 100 | 1100′ (1085′) | 1500m | 1100′ (1085′) 1500m |
| B | | | | | 135 | 1200′ (1185′) | 1600m | 1200′ (1185′) 1600m |
| C | | | RVR 1000m | RVR 1800m | 180 | 1300′ (1285′) | 2400m | 1800′ (1785′) 2400m |
| D | NOT APPLICABLE | | | | D | NOT APPLICABLE | | |

*CHANGES:* Tower frequency. Rwy elev. Procedure bearings.

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EGAC/BHD
CITY

JEPPESEN
27 MAY 05 (26-1) CAT A, B & C
Eff 9 Jun

# BELFAST, UK
## NDB DME Rwy 04

| *ATIS | *BELFAST Approach (R) | *BELFAST Tower |
|---|---|---|
| 136.62 | 130.85 | 122.82 |

BRIEFING STRIP

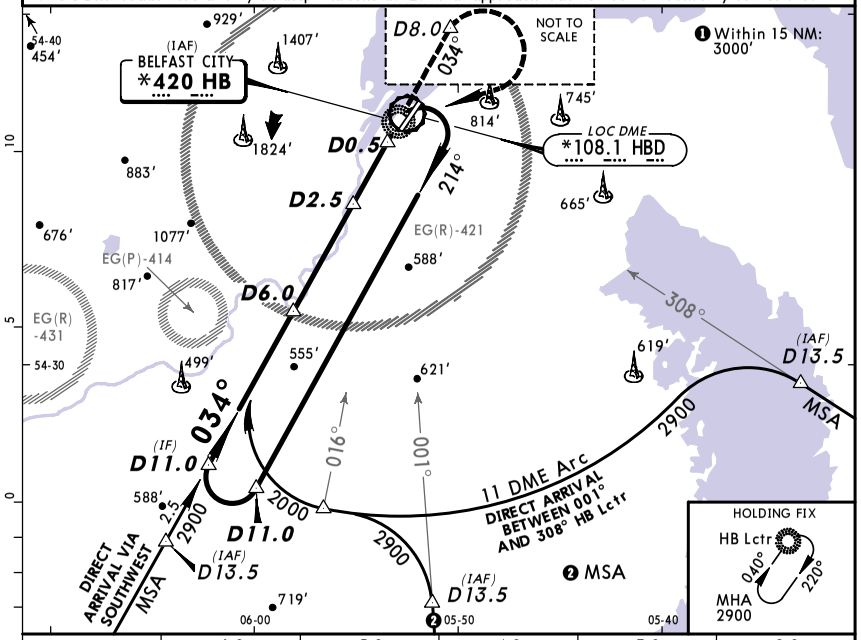
| Lctr | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| HB *420 | 034° | D6.0 2000′ (1987′) | 630′ (617′) | 15′ / 13′ |

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

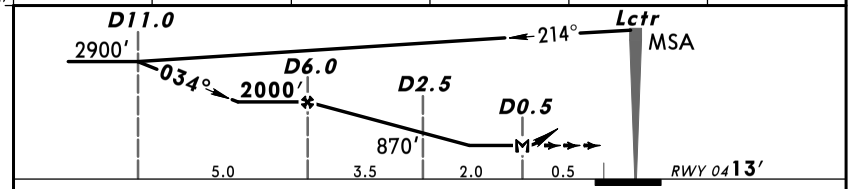
MSA HB Lctr: 2900′ (090°–270°), 3800′

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.




| HBD DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALTITUDE | 2000′ | 1680′ | 1350′ | 1030′ | 710′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.3% | 376 | 483 | 537 | 644 | 751 | 859 |
| MAP at D0.5 | | | | | | |

HIALS PAPI — 3000′ whichever is earlier — D8.0

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY 04

MDA(H) 630′ (617′) — ALS out

| | | |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | RVR 1800m | RVR 2000m |
| D | NOT APPLICABLE | |

CIRCLE-TO-LAND — Southeast of rwy

| Max Kts | MDA(H) | VIS | MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 1100′ (1085′) | 1500m | 1100′ (1085′) | 1500m |
| 135 | 1200′ (1185′) | 1600m | 1200′ (1185′) | 1600m |
| 180 | 1300′ (1285′) | 2400m | 1800′ (1785′) | 2400m |
| D | NOT APPLICABLE | | NOT APPLICABLE | |

*CHANGES:* Tower frequency. Procedure bearings.

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EGAC/BHD
CITY

JEPPESEN
27 MAY 05 (26-2) CAT A, B & C
Eff 9 Jun

# BELFAST, UK
## NDB DME Rwy 22

| *ATIS | *BELFAST Approach (R) | *BELFAST Tower |
|---|---|---|
| 136.62 | 130.85 | 122.82 |

BRIEFING STRIP

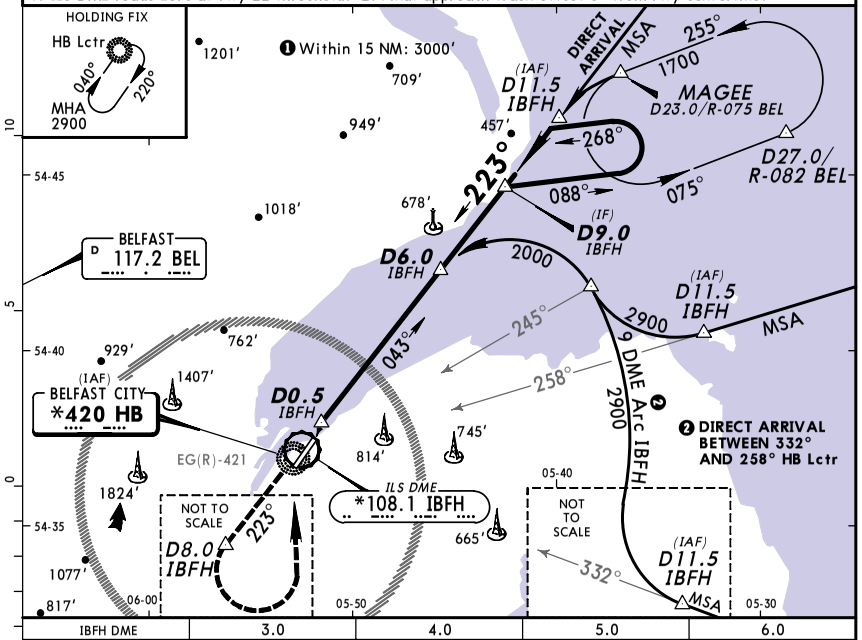
| Lctr | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| HB *420 | 223° | D6.0 2000′ (1988′) | 800′ (788′) | 15′ / 12′ |

**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 directed.

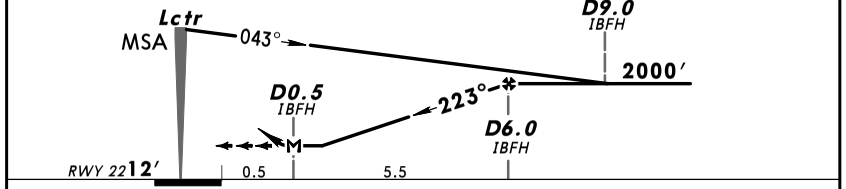
MSA HB Lctr: 2900′ (090°–270°), 3800′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. ILS DME reads zero at rwy 22 threshold. 2. Final approach track offset 3° from rwy centerline.




| IBFH DME | 3.0 | 4.0 | 5.0 | 6.0 |
|---|---|---|---|---|
| ALTITUDE | 1030′ | 1350′ | 1680′ | 2000′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.3% | 376 | 483 | 537 | 644 | 751 | 859 |
| MAP at D0.5 IBFH | | | | | | |

HIALS PAPI — 3000′ whichever is earlier — D8.0

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY 22

MDA(H) 800′ (788′) — ALS out

| | | |
|---|---|---|
| A | RVR 1200m | RVR 1500m |
| B | RVR 1400m | |
| C | | RVR 2000m |
| D | NOT APPLICABLE | |

CIRCLE-TO-LAND — Southeast of rwy

| Max Kts | MDA(H) | VIS | MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 1100′ (1085′) | 1500m | 1100′ (1085′) | 1500m |
| 135 | 1200′ (1185′) | 1600m | 1200′ (1185′) | 1600m |
| 180 | 1300′ (1285′) | 2400m | 1800′ (1785′) | 2400m |
| D | NOT APPLICABLE | | NOT APPLICABLE | |

*CHANGES:* Tower frequency. Rwy elev. Procedure bearings.

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