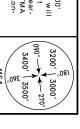
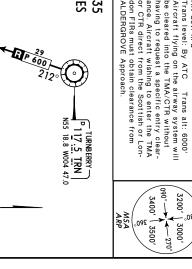
EGAA/BFS ALDERGROVE Approach (R) 128.5 AT IS 128.2 Apt Elev 268' 14 JUL 06 Aircraft flying on the airway system will be cleared into the TMA/CTR without having to request a specific entry clearance. Aircraft wishing to enter the TMA or CTR direct from the Scottish or Longraphy. don FIRs must obtain clearance from Trans level: By ATC Alt Set: hPa Nacabe Sev 10-2 Trans alt: 6000' BELFAST, 090°→ 3200′ 3400′ ARRIVAL





RWYS 07, 17, 25, ARRIVAL PROCEDURES

35

N54 53.0 W005 09.5 NOT TO SCALE

N54 39.7 W006 13.8 D BELFAST —

N54

4-256°/

WARNING:

D

BELFAST
- ALDERGROVE
332 OY
4 41.6 W006 05.1

MULLA N54 11.2 W005 44.9 **RINGA** N54 23.9 W005 34.3 **BESOP**△ N54 32.8 W005 26.8 $^{\circ}$ aerodrome, 3 NM southwest of Aldergrove, is provided with crossed runways 08/26 and 03/21. Pilots making approaches to Belfast Aldergrove runway 07 should exercise caution to correct aerodrome ensure they have identified the Langford Lodge unlicensed MASOP N54 09.4 W004 21.3

Approach from Northeast via airway P 600: TRN - BLACA - BEL. East via FIR:

For approach runways 17, 35

D

112.2 IOM N54 04.0 W004 45.8

REMSI N53 57.6 W003 49.5

GELKI N53 59.8 W005 54.3

2000

For approach runways 07, 25

D

) 032° FP 600

HOLDINGS

OVER BEL

TMA Boundary - direct BEL (if below airway P 600) or BLACA - BEL (if crossing airway P 600).

Southeast via airway L 10 (at or below FL240): IOM - RINGA - BEL Southeast via airways P 6 / UP 6 (at or above FL250): REMSI - MASOP - BESOP - BEL.

South via airway P 600: GELKI - MULLA - BEL.

Southwest, west, northwest & north via FIR: TMA boundary - direct

3000 2510 For approach runway 25

ð

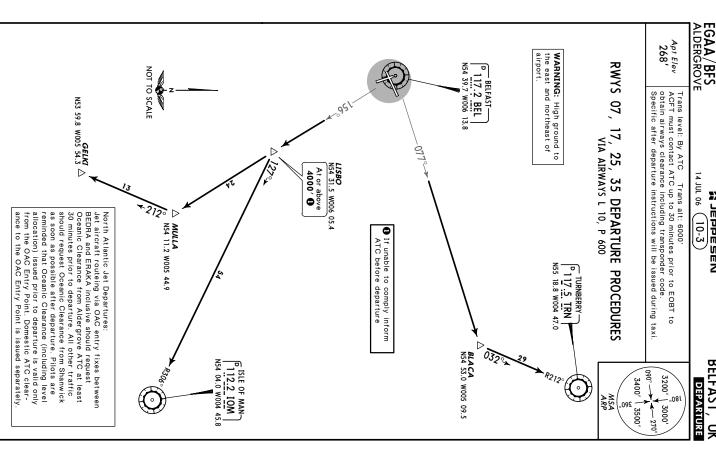
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Nasaddar 1 (10-3

BELFAST,



EGAA/BFS Apt Elev 268' N54 39.5 W006 13.0 54-39 54-40 <u>G</u> 128.2 ATIS 06-14 06-14 ...himlim ⊚ VOR 24 FEB 06 (10-9) PEDDESEN *ALDERGROVE Ground 06-13 5317' 06-13 APRON E ARP 121.75 ر اس آ Feet APRON DA1 Acft landing on rwy 17 will be required to back track the runway. Turning area is 295' × 279' (90m × 85m) to the South of rwy 35 displ thresh. GENER AL APRON - 5 06-12 FOR PARKING POSITIONS
SEE 10-9A 06-12 500 -20 -80 Elev 268' 118.3 BELFAST, UK 1000 **ALDERGROVE** \$ Ŕ ⁴⁵⁵′A M.90 1500 54-39 06-11

WARNING: Birds in vicinity of airport. Model flying takes place at Nutts Corner, a closed AD 3 NM SE of Aldergrove, daily during daylight hr up to 400° AGL and at Langford Lodge a closed AD 3 NM West of Aldergrove, mainly at weekends during daylight hr up to 400° AGL at any time and up to 200° AGL when rwy 07 is in use

Rwy 25 approved for CAT II/III operations, special aircrew and acft certification required. Windshear alert system. Rwy 25 right-hand circuit.

TAKE-OFF RUN AVAILABLE
RWY 07: HIRL HIALS PAPI-L (angle 3.0°) HIRL CL (15m) HIRL CL (15m) HIALS PAPI-L (3.0°) HIALS-II TDZ PAPI-L (3.0°) ADDITIONAL RUNWAY INFORMATION
USABLE LENGTHS
LANDING BEYOND— RVR R\R R R Threshold 1799m 1791m RWY 25: 4965' 1513m Glide Slope 7940′ 2420m 5876' 1791m TAKE-OFF WIDTH 148' 45m 148′ 45m

AR-OPS Approved
Operators
HIRL, CL
mult. RVR req 125m LVP must be in Force RL, CL k mult. RVR req Rwy 07/25 150m RL & CL 200m AKE-OFF 🛮 RCLM (DAY only) or RL LVP must be in Force 250m RCLM (DAY only) or RL All Rwys

From rwy head 9121' (: twy D int 8255' (rwy 35 int 6867' (twy B int 3458' (

(2780m) (2516m) (2093m) (1054m)

From rwy head twy B int

1 9121' (2780m) 1 4774' (1455m)

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

250m

300m

400m

500m

NIL (DAY only)

HANGES: Holding position withdrawn

150m

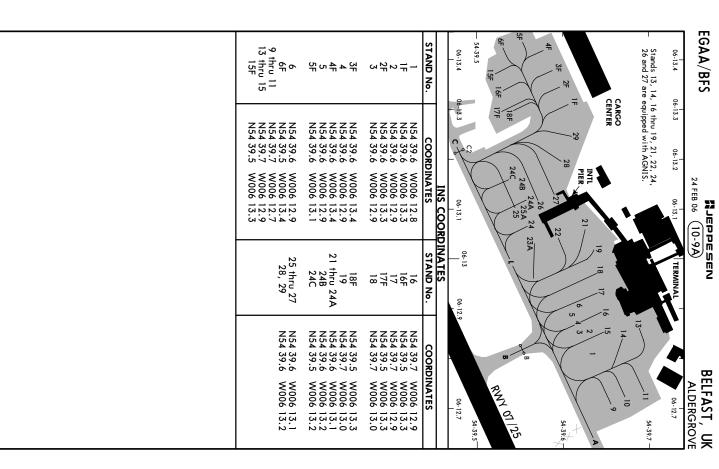
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THANGES: Stand 12 withdrawn

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Nacabe Rev

PANS OPS 4 | LOC | Final | GS | LOC | Final | Apch Crs | DA(0 | IFT | DA(H) | Apch Crs | ST | ST | Apch Crs | ST | Apch Crs | ST | Apch Crs | Apch EGAA/BFS ALDERGROVE Gnd speed-Kts
US GS 3.00° or
LOC Desc Grad 5.2% Alternative procedure from holding:
Extend outbound leg of holding descending to 2210°. At D9.3 IFT/D9.2 BEL turn RIGHT to intercept LOC. 2210 - 54-45 Alt Set: hPa Rwy Elev: 8 hPa ILS DME reads zero at rwy 17 threshold. - 54-35 (GS out) JAR-OPS Procedure with BEL DME to be used only when IFT DME not available. **D6.0**IFT D5.8 BEL RVR 550m ATIS 128.2 168° *110.9 IFT IFT/BEL DME ALTITUDE 406' (200') _168° 377 70 RVR 1000m STRAIGHT-IN LANDING RWY 17 **D4.0**IFT D3.8 BEL ALDERGROVE Approach (R) 128.5 GS1 536' 484 90 5.0/4.8 1860' Langford Lodge (closed) (can be mistaken for Belfast-Aldergrove) 06-20 538 100 9 MAY 03 (11-1) 845 891 3000 120 646 Trans level: By ATC D6.0 IFT D5.8 BEL RVR 1200m RVR 800m **D1.0** IFT D0.8 BEL GS 576' 4.0/3.8 1540′ 753 140 160 **D4.0** IFT D3.8 BEL LOC (GS out) MDA(H) 480′(274′) EG(R)-431 861 D1.0 IFT D0.8 BEL **D0.5** BEL Eff 15 May 676' ALDERGROVE Tower 118.3 BELFAST 117.2 BEL **DO.5** BEL 1047′ RVR 1800m RVR 1600m RVR 1500m 768' Apt Elev 268' EG(P)-414 1159′ Trans alt: 6000' 1080′ RWY 206' LOC: Not available without DME. TCH 50' 0 205 180 135 .Kts STI 929′ 1370'(1102') 1010' (742') 900′ 780' (512') 1004 770' (502') BELFAST, S DME Rwy MDA(H) CIRCLE-TO-LAND PAPI RWY 17 206' 3200' 3000' 090° 270° 3400' 3500' 3400' EG(R)-421 MSA ARP 1.0/0.8 580' 1201 1210 1500m 3600m 2400m 1600m _ VIS_ 762'

CHANGES: Approach frequency. Alternative procedure.

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CHANGES: Note

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PAI	NS O	PS 4	ı										5 ,			,0		, ŝ	5			,10		RRIFFI	NG STRIP TA		
•	D	C KVK 350m	B)	A	D D	MAF		Cond amond Kin	TI RWY 25 268 ′		4000′	VOR	(GS out) AC	06-20	54-35	Langford Lodge (closed) (can be mistaken for Belfast-Aldergrove)	251°	MHA 3000	To Intercep	D10.6 BEL A & B: 2 N D: 11/2 Min)	holding descendi 2470'. At D9.5 I		1. ILS DME reads 8NM and 5NM.	MISSED APCH: RIGHT and pr Alt Set: hPa	*109.9	128.2	EGAA/BFS ALDERGROVE
-				ALS	ILS DA(H) 468'(200')	IAG/D2.	3 4 2.55	0.9	D2.0 BEE	D2: GS D0:9 1AG	075°	R	IAG/BEL DME 2.0 ALTITUDE 9	20 EG(R)-431		D 117.2	0590		3 10C.	0.6 BEL (or CAT & B: 2 Min; CAT C & 11/2 Min) turn RIGHT	Extend outbound leg of holding descending to 2470'. At D9:5 IAG/	Alternative procedure from Lctr holding:		to VOR	Apch Crs 251°	!	
	RVR	RVR		OUT			538 646	0 100 120 1	3.3	638'	1		3.0/3.1 3.0 960' 128	06-10111 8	676'	EEE]	Do. 9 1 D2.0 B	201.	075°	D4.3 IAG D5.4 BEL	تب	1047'	old. 2.	Trans	1688' (1420')	ALDERGROVE Approach (R) 128.5	28 JAN 05 (
-	1400m	RVR 1000m RVR 1			ີ 70′ 70′		-		1690' W	053° 1688' /	Ť	Letr	1.0/4.1 4.0/5 1280' 1600'	EG(P)-414 817'			- 18: - 14 - 14 14 14 14 14 14 14 14	D1.0 _{IAG} 929'	D6.1	3000	768'	927	CAUTION: Small GS fluctuations between	AHEAD to 2500', then climbing turn join holding at 3000', or as directed hPa Trans level: By ATC Trans	DA(H) 468' (200')		1-2
•	205	_		ALS OUT Kts 7	•				W/o DME D6.8 IAG D7.9 BEL		D9	ļ	/5.1 5.0/6. 0' 1920'		5/8	EG(R)-421	, (h) 1407', B	251° *109.9	BIAG 9 BEL 762'	251	• / TA		ctuations betwee	ing turn lirected.	Apt Elev 268' RWY 268 '	3.3	ILS
	ر'		780'(512')		CIRCLE-IO-LAND			HIAI S-II		12470' 1 ¹ / ₂	S		6.1 6.0/7. 0' 2240'	D14.9 IAG		\$\frac{12.9}{55,12.9}	4000 DME Ard	IAG				D10.6 BEL 949'	MS./	3400′	3200', 081	*Ground 121.75	BELFAST, DME Rwy
	3600m	2400m	1600m	VIS		<u> </u>	2500′ •		2 WIII	1 ¹ / ₂ Min CAT A & B:	W/o DME: Start turn at CAT C & D:		7.1 0'	o BEL	O SCALE	Oirect A	rrival S	BEL Outheast	+	D12.9	678′		RR \	3500'	3000		y 25

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PANS OPS 4 BRIEFING STRIP TH EGAA/BFS ALDERGROVE Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. MISSED APCH: Climb STRAIGHT AHEAD to 2500', then climbing turn RIGHT and proceed to VOR to join holding at 3000', or as directed. CHANGES: Note. RWY 25 268' Special Aircrew and Acft Certification Required. 2. ILS DME reads zero at rwy 25 threshold. 3. CAUTION: Small GS fluctuations between 8NM and 5NM. Alt Set: hPa JAR-OPS (can be mistaken for Belfast-Aldergrove) *109.9 Extend outbound leg of holding descending to 2470°. At D9.5 IAG/D10.6 BEL (or CAT A & B: 2 Min; CAT C & D: speed-Kts 4000′ 99 I 20 I to intercept LOC 11/2 Min) turn RIGHT Alternative procedure from Lctr holding: 128.2 ğ 06-20 70750 TCH 52 3.00° Rwy Elev: 10 hPa Apch Crs 251° BELFAST 117.2 BEL **D1.0**1AG D2.1 BEL GS 638' 70 90 377 484 -0.1 D4.3 IAG D5.4 BEL EG(R)-431 1688'(1420') 28 JAN 05 (11-2A) **D1.0**1AG D2.1 BEL
 100
 120
 140
 160

 538
 646
 753
 861
 STRAIGHT-IN LANDING RWY 25
CAT II ILS 28.5 676 1047′ GS Letr 3.3 MIEDDESEN RA 108' DA(H) 368'(100') Trans level: By ATC RVR 300m 768 9 **Lctr** D4.3 IAG D5.4 BEL 3000 GS1688/ 080, 817' RA 108' 927 368' (100') © JEPPESEN SANDERSON, INC., 1998, 2005. ALL RIGHTS RESERVED 929′ ALDERGROVE Tower 118.3 **D6.8** IAG D7.9 BEL EG(P)-414 -251° 1824 06-00 251° * 109.9 IAG CAT II ILS DME Rwy **3**1407′ **D6.8**IAG D7.9 BEL Apt Elev 268' Trans alt: 6000 2510 RWY 268' EG(R) **D9.5**IAG D10.6 BEL D9.5 IAG Start turn at 2470' CAT C & D: 1018′ 082 PAPI H BELFAST, D14.9 IAG 12.9 DME Arc IAG 14 DME Arc BEL Direct Arrival Southeast 3200′ 3400′ 949′ 05-50 CAT A & B: 2 Min MSA ARP 1½ Min າ′ ↓3000′ 2500 3500' 678′ 6

PANS OPS 4 EGAA/BFS ALDERGROVE Descent Gradient 5.2% 369 474

MAP at VOR - 54-35 MISSED APCH: Climb STRAIGHT AHEAD to 1210', then climbing turn LEFT onto track 259° to 3000'. Then turn LEFT to return to VOR, or as -54-40 - 54-45 JAR-OPS It Set: hPa Rwy Elev: 8 hPa Tr Inal apch track offset 12° from rwy centerline. Alternative procedure:
Extend outbound leg of holding
pattern to D8.0 descending to 2410'
Turn LEFT to intercept final. 06-30 VOR BEL **117.2** ALTITUDE BEL DME 2410′ ATIS 128.2 MDA(H) D8.0 RVR 1800m RVR 1600m RVR 1400m RVR 1300m A: **560**′(*354*′) B: **590**′(*384*′) Apch Crs STRAIGHT-IN LANDING RWY **07** D7.2 2340 3000 WARNING: Langford Lodge (closed) lies under final 3.5 NM before threshold and can be mistaken for Belfast-Aldergrove. ALDERGROVE Approach (R) 100 527 2410' (2204') Minimum Alt
D7.2 C: 620' (414') D: 640' (434' 128.5 9 MAY 03 (13-1) 120 140 160 632 737 843 6.0 2020' PLEDDESEN Trans level: By ATC RVR 2000m RVR 1800m RVR 1500m EG(R)-431 6.7 1700 1047′ 06-10 Minimums 676 Refer to MDA(H) BELFAST BELFAST BELFAST BEL ALDERGROVE Tower 118.3 Eff 15 May 257 EG(P)-412 1380 8 17['] 1080 205 180 135 100 Apt Elev 268 927 Trans alt: 6000 RWY 206' 770' (502') 1010' (742') 1370′(1102′) 780' (512') Ş BELFAST, VOR DME Rwy 4000′ 06-00 CIRCLE-TO-LAND 1060, RWY 07 206' PAPI 090° → 121.75 3200' 3000' 3400' EG(R)-421 MSA ARP 762′ 3600m 2400m 1600m 1500m 270° 740' .092 1210 3500′ VIS_ 1018′ 유 Ö

CHANGES: Approach frequency

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PANS OPS 4 BRIEFING STRIP TH EGAA/BFS ALDERGROVE CAT A & B: 3 Min CAT C & D: 2½ Min Descent Gradient MAP at VOR W/o DME: Start turn at MISSED APCH: Climb STRAIGHT AHEAD to 1210', then climbing turn RIGHT onto track 259° to 3000'. Then turn RIGHT and proceed to VOR, or as directed. - 54-40 EG(P)-435 Alt Set: hPa 3nd speed-Kts JAR-OPS Alternative procedure from VOR holding:
Extend outbound leg of holding pattern to D8.0 (or 3 Min CAT C & D) descending to 2410.
Turn RIGHT to intercept final. VOR BEL 117.2 R K RVR 1000m 06-30 BEL DME ALTITUDE RVR 900m 1400m MDA(H) 580' ATIS 128. 2410′ STRAIGHT-IN LANDING RWY17
With DME
W/o DME
MDA(H) 630'(424') D8.0 Final Apch Crs **168**° 70 369 Langford Lodge (closed)
(can be mistaken for
Belfast-Aldergrove) R R R\R RVR 1500m 1800m 6.0 2240' 2000m 474 D8.0 ALDERGROVE Approach (R)
128.5 Elev: 8 hPa 100 527 With DME Minimum Alt D6.6 2410'(2204') W/o DME Minimum Alt 9 MAY 03 (13-2) 120 140 160 632 737 843 1680 RVR 1400m RVR 1000m RVR 900m PLEDDESEN 845 -89 1920 0005 D6.6 EG(R)-431 630'(424') 580'(374') W/o DME With DME MDA(H)MDA(H)R\R R\R RVR 1500m Eff 15 May rans level: By ATC 1800m 2000m -- 332°-1600' 676' 06-10 118.3 1047′ Apt Elev 268 1000 4000 BELFAST 205 Max Kts 180 135 768 RWY 206' VOR DME RWY 1080′• 1010' (742') •1159′ 1370'(1102') 780' (512') 770' (502') 1280 929′ CIRCLE-TO-LAND PAPI ---RWY 17 206' 1004 090° 3200' *Ground 121.75 rans alt: 6000 3400′ EG(R)-421 MSA ARP 960' 1201′ 290 270° 3000′ 3600m 2400m 1600m 1210 3500' 1500m .VIS 1018 762

CHANGES: Approach frequency

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CHANGES: Approach frequency

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PANS OPS 4 EGAA/BFS ALDERGROVE В missed APCH: Climb on track 249° to 2500', then climbing turn - 54-35 - 54-45 RIGHT to return to VOR and hold at 3000', or as directed. MAP at D2.0 Alt Set: hPa 3nd speed-Kts JAR-OPS WOR BEL 117.2 et: hPa Rwy Elev: 10 hPa apch track offset 9° from rwy centerline. BEL DME RWY 25 268' Langford Lodge (closed) (can be mistaken for Belfast-Aldergrove) 06-20 ATIS 128. RVR 1400m RVR 1000m R R 4000′ 900m Apch Crs **260°** STRAIGHT-IN LANDING RWY 25 Ş 369 MDA(H) 474 930 90 EG(R)-431 ALDERGROVE Approach (R) - 065°-670' (402' 100 527 BELFAST BEL 2470' (2202') •1047′ Minimum Alt **D8.0** D2.0 676' D2.0 128.5 9 MAY 03 (13-3) 120 140 632 737 PEPPESEN EG(P)-414 768′ 240 D4.0 Trans level: By ATC 1080 R K Ŗ R R 927′ 160 843 1800m 1500m 2000m D4.0 670' (402') D8.0-260° • 929' 1240' MDA(H)Eff 15 May ALDERGROVE Tower 118.3 5.0 1560' 06-00 1407 _260°-# 205 180 135 00 Apt Elev 268 Trans alt: 6000' EG(R)-421 RWY 268' 762' D8.0 1370'(1102') 770'(502') 1010'(742') PAPI 1018′ 780'(512') BELFAST, VOR DME Rwy 087 6.0 1880 3000 to Final. When estab lished descend to 2470. CIRCLE-TO-LAND 14 DME Arc 949′ 2500 rect Arrival 81 05-50 -082° 090° *Ground 121.75 D16.0 3200′ 3400' D10.0 NSA ARP 7.0 2200' ٠9 3000′ 2470 .09£ 3500′ 270° 3600m 2400m 1600m 1500m . VIS 249° %**⊕**

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PLEDDESEN

WOR
BEL
350°
2460'(2202')
71U (422.)

MISSED APCH: Climb STRAIGHT AHEAD to 1260', then climbing turn LEFT monto track 259° to 3000'. Then turn LEFT to return to VOR, or as

Trans level: By ATC

Trans level: By ATC

Trans alt: 6 PANS OPS 4 EGAA/BFS ALDERGROVE Descent Gradient MAP at VOR Gnd speed-Kts JAR-OPS 06-30 ALTITUDE Final apch track offset 2° from rwy centerline. ATIS 128.2 RWY 35 **258**′ RVR 2000m RVR 1800m RVR 1500m 5.2% 4000 Langford Lodge (closed) (can be mistaken for Belfast-Aldergrove) STRAIGHT-IN LANDING RWY 35 VOR 369 474 527 70 90 MDA(H) 710' (452' 910′ 06-20 ALDERGROVE Approach (R) 100 845 184° 3000 128.5 9 MAY 03 (13-4) 120 140 160 632 737 843 D10.0 PLEDDESEN 4.0 1230' 3.9 R R RVR 1500m (IAF)
— BELFAST——
(D 117.2 BEL) D5.0 06-10 D5.0 ALDERGROVE Tower 118.3 D8.0 Eff 15 May 20° 1550 1550′ _350°-# 080′ 135 Apt Elev 268 8 RWY 258' D8.0 1370'(1102') 1010' (742') 780' (512') 770' (502') VOR DME Rwy 35 6.0 EG(P)-414 MDA(H) CIRCLE-TO-LAND 06-00 D10.0 PAPI BELFAST, 090° 3200' 3000' 2460′ 3400′ EG(R)-421 NSA ARP 762′ 2190′ •1018′ 3500' 1260 3600m 2400m 1600m 1500m .VIS G²

CHANGES: Apprpoach frequency.

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CHANGES: Approach frequency

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PANS OPS 4 EGAA/BFS ALDERGROVE О С В MISSED APCH: Climb STRAIGHT AHEAD to 1270', then climbing turn RIGHT. Proceed to Lctr holding at 3000', or as directed Descent Gradient Lctr to MAP Alt Set: hPa Gnd speed-Kts AR-OPS Extend outbound leg of holding pattern to 2 Min (CAT C & D 11/2Min) descending to 2470°. Turn RIGHT to intercept final. Alternative procedure from Lctr holding: OY 332 Langford Lodge (closed) (can be mistaken for Belfast-Aldergrove) RWY 25 268' ATIS 128. RVR 1600m RVR 1200m RVR 1000m 4000′ 5.2% Rwy Elev: 10 hPa VOR Apch Crs **251°** STRAIGHT-IN LANDING RWY 25 70 369 3:41 MDA(H) 90 100 120 140 160 474 527 632 737 843 2:52 2:35 2:09 1:51 1:37 ALDERGROVE Approach (R) 800′ 1670'(1402') Minimum Alt 128.5 9 MAY 03 (16-1) ,028 BELFAST— 117.2 BEL (532) 768′ Lctr Trans level: By ATC 01% 817, R\R RVR 1500m 1159′ 1080′ 3000′ 800' (532') Lctr MDA(H) *<u>1670′</u> - ALDERGROVE 332 OX ALDERGROVE Tower 118.3 1004 043° --- CAT C & D 053° --- CAT A & B Eff 15 May •1201*′* 180 135 00 Apt Elev 268 1556′ EG(R)-421 Trans alt: 6000' RWY 268' 762′ 800'(532') 1018 1370'(1102') 1010'(742') 800'(532') MDA(H)-CIRCLE-TO-LAND C+ PAPI HIALS BELFAST, 470′ NDB Rwy 090° *Ground 121.75 3200' 3000' 3400' Start turn at turn at 2 Min CAT C & D: 1½ Min €0% NSA ARP 709′ 270° 3600m 2400m 1600m 1500m 3500' 1270 .VIS Z **(**€~

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PANS OPS 4 EGAA/BFS ALDERGROVE Alt Set: hPa VDF, or as directed. JAR-OPS 06-30 Start turn at 2 ½ Min ATIS 128.2 WARNING: Langford Lodge (closed) lies under final 3.5 NM before threshold and can be mistaken for Belfast-Aldergrove. Rwy Elev: 8 hPa STRAIGHT-IN LANDING RWY 07 1810′ MDA(H) 770' (564') NOT APPLICABLE 06-20 RVR 1500m (QDM 089° Eff 15 May -073° 128.5 OVE Approach (R) PLEDDESEN Trans level: By ATC (QDM 089°) EG(R)-43 676 1047′ 탉 Ę ALDERGROVE Tower 118.3 · 768′ PAPI 1080′ 817 o 135 0 Apt Elev 268' CATA&B VHF/DF RWY 07 Trans alt: 6000 1159 RWY 206' 770'(502') 780'(512') ፩ 960′ MDA(H) 4000′ EG(P)-414 CIRCLE-TO-LAND NOT APPLICABLE RWY 07 206' 06-00 EG(R)-421 BELFAST, 3000′ onito 259° 090° 3200' 3000' 121.75 3400' NSA ARP 762′ 270° 1018 1600m 1500m 3500' -VIS G.

CHANGES: Approach frequency

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CHANGES: Reverse side withdrawn

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