

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EGAA

Terminal Charts For EGAA

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Belfast Gbr
IATA Code: BFS
Lat/Long: N54° 39.4' W006° 12.9'
Elevation: 268 ft

Airport Use: Public
Magnetic Variation: 4.2°W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0845 Z
Sunset: 1618 Z,

Runway Information

Runway: 07
Length x Width: 9121 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 206 ft
Lighting: Edge, ALS, Centerline

Runway: 17
Length x Width: 6204 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 224 ft
Lighting: Edge, ALS

Runway: 25
Length x Width: 9121 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 268 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35
Length x Width: 6204 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 258 ft
Lighting: Edge, ALS
Displaced Threshold: 302 ft

Communication Information

ATIS 128.2

Aldergrove Ground Tower 121.75

Aldergrove Tower 118.3

Aldergrove Approach/Radar Approach Control 128.5

Aldergrove Director Radar 120.9

1. GENERAL

1.1. ATIS

ATIS 128.2

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. RUN-UP TESTS**

Engine running area is available by arrangement with the airport authority. Contact Airport Duty Manager.

1.3. LOW VISIBILITY PROCEDURES

Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF.

1.3.1. ARRIVING ACFT

Landing clearance or go around instructions will be given no later than 2 NM from touchdown.

Backtracking from RWY 25 is not normally permitted. However if TWYs C or D are out of service ACFT will be instructed by ATC to use CAT II/III ground lighting at B to vacate RWY 25. Arriving ACFT will under instruction of ATC:

- Continue to the end of RWY 25,
- Execute a 180° turn,
- Backtrack on RWY and vacate via TWY B,
- Report established on TWY B and constant TWY green lights in sight.

Arriving ACFT vacating at the RWYs intersection will only be permitted when ACFT is continuously visible to ATC.

1.3.2. DEPARTING ACFT (RWY 25)

ATC will request departing ACFT to hold at the CAT II/III Hold on A.

If TWY A is out of service departing ACFT will be required to backtrack RWY 25 from TWY B and execute a 180° turn on 25 threshold.

1.4. TAXI PROCEDURES

No ACFT permitted to carry out 180° turns on RWY 07/25, exemptions will be permitted on RWY 07 turning circle and RWY 25 threshold.

ACFT of Boeing 737/Airbus 319 size or greater are not permitted to carry out 180° turns after landing on RWY 17. ACFT should continue to the 35 turning circle.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

Model ACFT flying takes place at Nutts Corner, a disused aerodrome 3 NM Southeast of Aldergrove, daily during daylight hours up to 400' AGL.

Model ACFT flying takes places at Langford Lodge, a disused aerodrome 3 NM West of Aldergrove, mainly at weekends and during daylight hours up to 400' AGL at any time and up to 200' AGL when RWY 07 is in use.

Helicopters operate at low level South of RWY 25.

RWY 25 right-hand circuit.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. CONTINUOUS DESCENT APPROACH (CDA)

The CDA procedure provides pilots with the ATC assistance necessary for them to achieve a continuous descent during intermediate and final approach, at speeds which require minimum use of flap. The procedure is designed to minimize noise disturbance and fuel consumption.

Pilots must comply with the CDA procedures detailed below, and in particular with reference to speed control.

Unless there are valid reasons, the CDA procedure is to be employed for all IFR approaches to all runways between 2200 and 0700LT.

Headings and FL/altitude to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the ACFT reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.

Further distance information will be given between initial descent clearance and intercept headings to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the GS at the appropriate height for the distance without recourse to level flight.

Pilots should typically expect the following speed restrictions to be enforced:

- 220KT from the holding facility (or if holding is not required, 220KT by 20NM from touchdown) during the intermediate approach phase.
- 180KT on base leg/closing heading to the ILS.
- Between 180KT and 160KT when first established on the ILS, and thereafter 160KT to 4DME.

These speeds are applied for ATC purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds will be used.

Pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

The term 'No ATC Speed Restriction' does not absolve a pilot from flying in accordance with the speeds above.

When the CDA procedure is in force and an ACFT is being vectored for a non-precision approach, the pilot will decide to which point he will fly the CDA procedure in order to comply with company standard operating procedures.

2.2. CAT II/III OPERATIONS

RWY 25 approved for CAT II/III Operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

ACFT landing on RWY 17 will be required to backtrack the RWY. Turning area is South of RWY 35 displaced threshold.

3. DEPARTURE

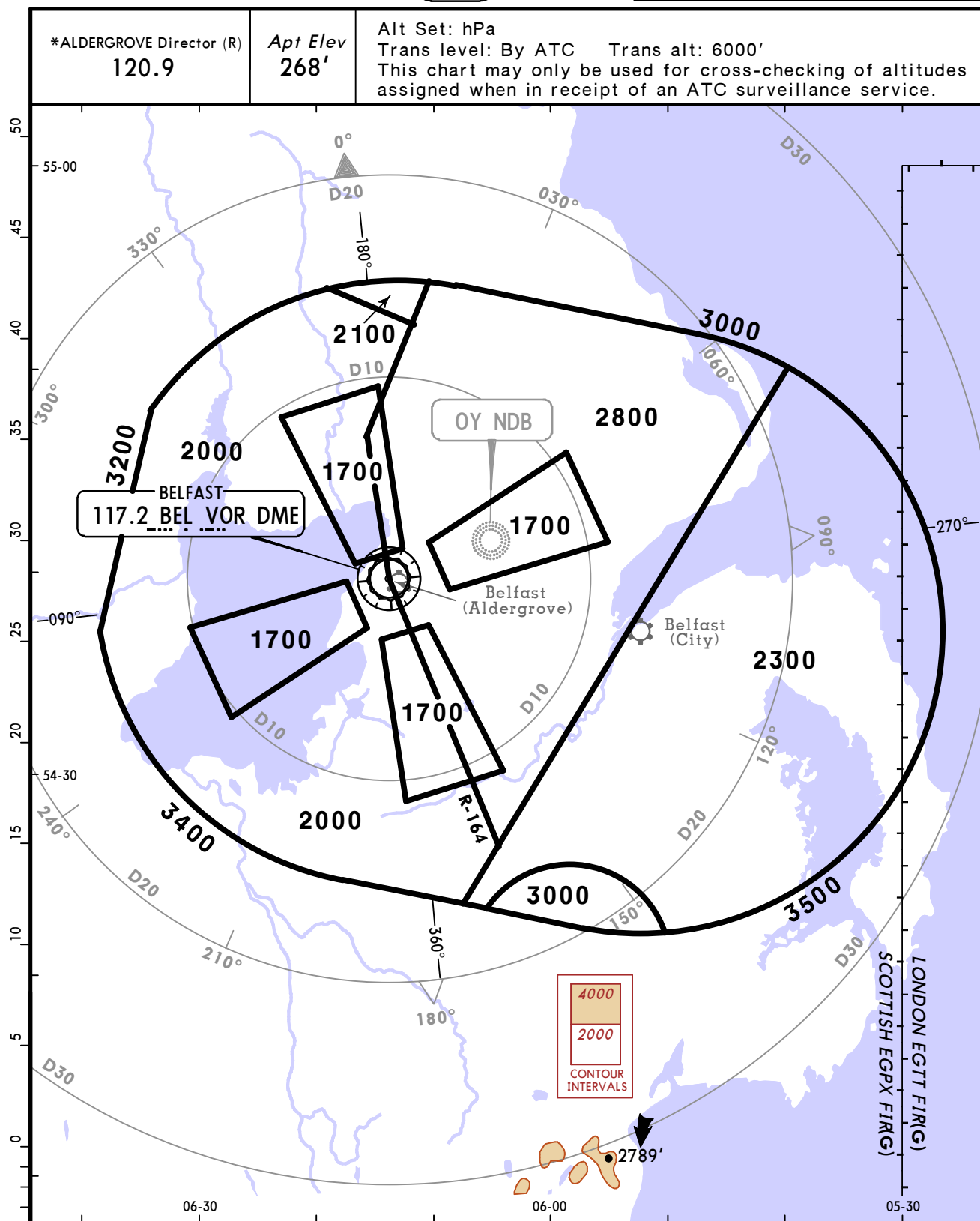
3.1. TAXI PROCEDURES

ACFT using RWY 07 are required to backtrack from the entry point at D for full take-off run.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. NIGHT FLYING RESTRICTIONS

Between 2200-0700LT, all departures with a MTOW greater than 5700KG, will climb on RWY track to 2000' before commencing any turn, thereafter as per ATC clearance.

**OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:

- within 5 NM of the aircraft and
- within the sector 15 NM ahead of and within 20° either side of the aircraft's track.

PROCEDURE**LOSS OF COMMUNICATION PROCEDURE****INITIAL APPROACH**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 3000' or last assigned level if higher to BEL.

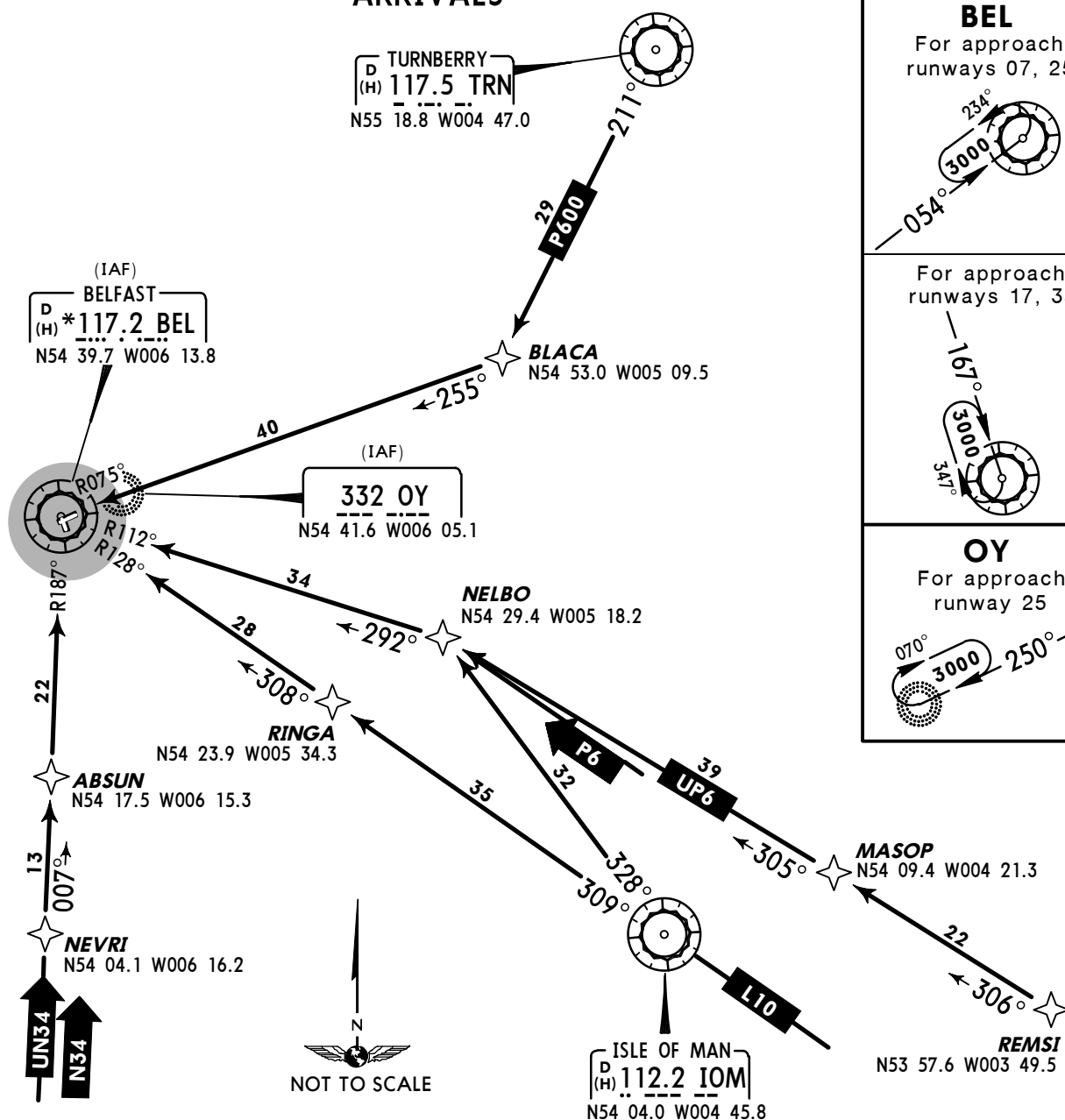
INTERMEDIATE AND FINAL APPROACH

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to BEL.

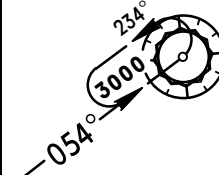
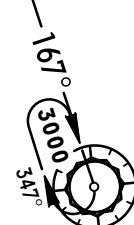
When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the Surveillance Minimum Altitude Area to the Final Approach Vectoring Area altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept

ALDERGROVE
Approach (R)
128.5ATIS
128.2Apt Elev
268'

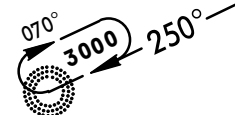
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'
1. Aircraft flying on the airway system will be cleared into the TMA/CTR without having to request a specific entry clearance. 2. Aircraft wishing to enter the TMA or CTR direct from the Scottish or London FIRs must obtain clearance from ALDERGROVE Approach.

RWYS 07, 17, 25, 35
ARRIVALSHOLDINGS
OVER

BEL

For approach
runways 07, 25For approach
runways 17, 35

OY

For approach
runway 25

WARNING:

Langford Lodge unlicensed 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 ensure they have identified the correct aerodrome.

Approach from

Northeast via airway P 600: TRN - BLACA - BEL.**East via FIR:** 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 FL60):** IOM - RINGA - BEL.**Southeast via airway L 10 (at or above FL80):** IOM - NELBO - BEL.**Southeast via airways P 6/ UP 6 (at or above FL250):** REMSI - MASOP - NELBO - BEL.**South via airway N 34/UN 34:** NEVRI - ABSUN - BEL.**Southwest, west, northwest & north via FIR:** TMA boundary - direct BEL.

Apt Elev
268'

Trans level: By ATC Trans alt: 6000'
ACFT must contact ATC up to 20 minutes prior to EOBT to obtain airways clearance including transponder code. ATC will issue specific after departure instructions prior to issuing take-off clearance. Pilot must not depart until these instructions have been given and acknowledged.

RWYS 07, 17, 25, 35 DEPARTURES

VIA AIRWAYS L-10, L-15, P-600, P-620

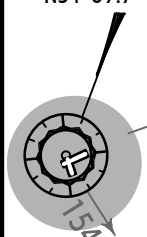
- 1 If unable to comply inform ATC before departure.
- 2 Departures to EGNS:
Direct to SLYDA, via L-10 to IOM, then direct to EGNS.
- 3 Departures via L-15 (At or above FL150) proceed via LISBO - L-603 - PEPOD - L-15 - MAKUX.
Departures via L-10 (FL80-FL140) proceed via LISBO - L-603 - PEPOD - IOM.
Departures via L-10 (At FL70) proceed via LISBO - RINGA - SLYDA - IOM.



TURNBERRY
(D) 117.5 TRN
(H) N55 18.8 W004 47.0

WARNING: High ground to the east and northeast of airport.

BELFAST
(D) *117.2 BEL
(H) N54 39.7 W006 13.8



LISBO
N54 31.5 W006 05.4

4000'

North Atlantic Jet Departures:
Jet aircraft entering OAC at GOMUP must request Oceanic Clearance from Aldergrove 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 Point is issued separately.

RINGA
N54 23.9 W005 34.3

PEPOD
N54 16.3 W005 34.2

NUMPI
N54 08.7 W005 35.6

NIMAT
N53 57.9 W005 44.5

SLYDA
N54 12.1 W005 05.3

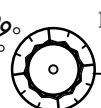
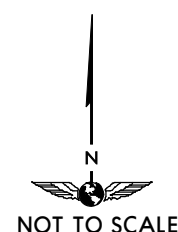
14

MAKUX
N53 58.5 W004 52.5

SOSIM
N53 48.9 W004 30.5

REQUESTED FL
AT OR ABOVE
FL290

At or above
FL290

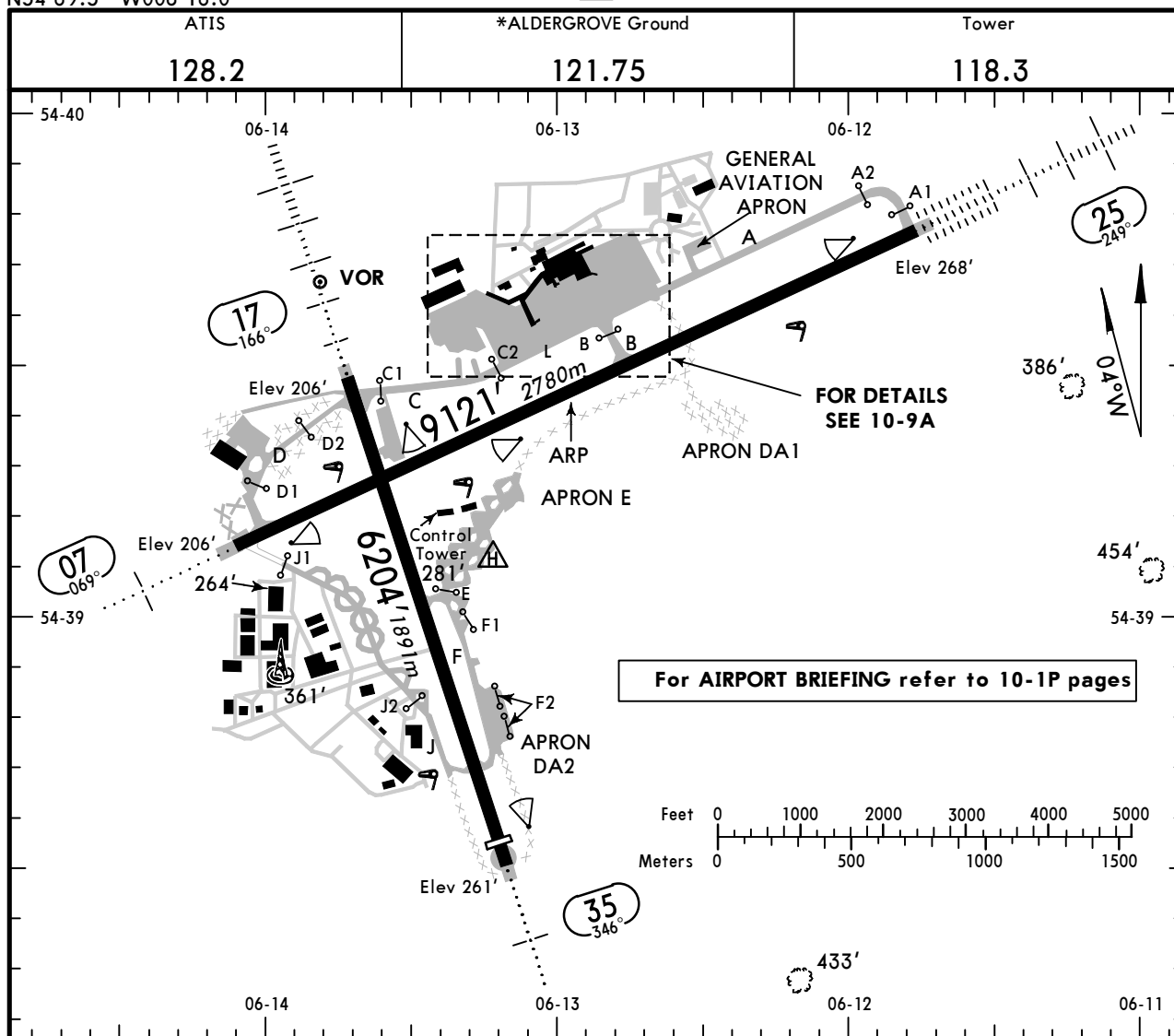


EGNS

ISLE OF MAN
(D) 112.2 IOM
(H) N54 04.0 W004 45.8

SPEED PROFILE FOR FLIGHTS VIA LISBO - L-603 - (U)L-15 WITH REQUESTED FL AT OR ABOVE FL290

Jet acft above 35000 KG MTOW:
- MAX 250 KT until FL100,
- MAX 290 KT until FL250.
Jet acft below 35000 KG MTOW & all non-jet acft:
- MAX 250 KT until above FL250.
If unable to reach FL290 by SOSIM advise EGAA prior to pushback. Specific climb restrictions will be issued by Scottish Control.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond Glide Slope		
07	HIRL CL (15m)	HIALS	PAPI-L (3.0°)	RVR			1	148'
25	HIRL CL (15m)	HIALS-II	TDZ PAPI-L (3.0°)	RVR		7967' 2428m		45m

1 TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head 9121' (2780m)
twy D int 8707' (2654m)
rwy 35 int 7208' (2197m)
twy B int 3950' (1204m)

RWY 25:

From rwy head 9121' (2780m)
twy B int 5272' (1607m)

17	HIRL HIALS PAPI-L (3.0°)	RVR	5876' 1791m	4965' 1513m	2	148'
35			5902' 1799m			

2 TAKE-OFF RUN AVAILABLE

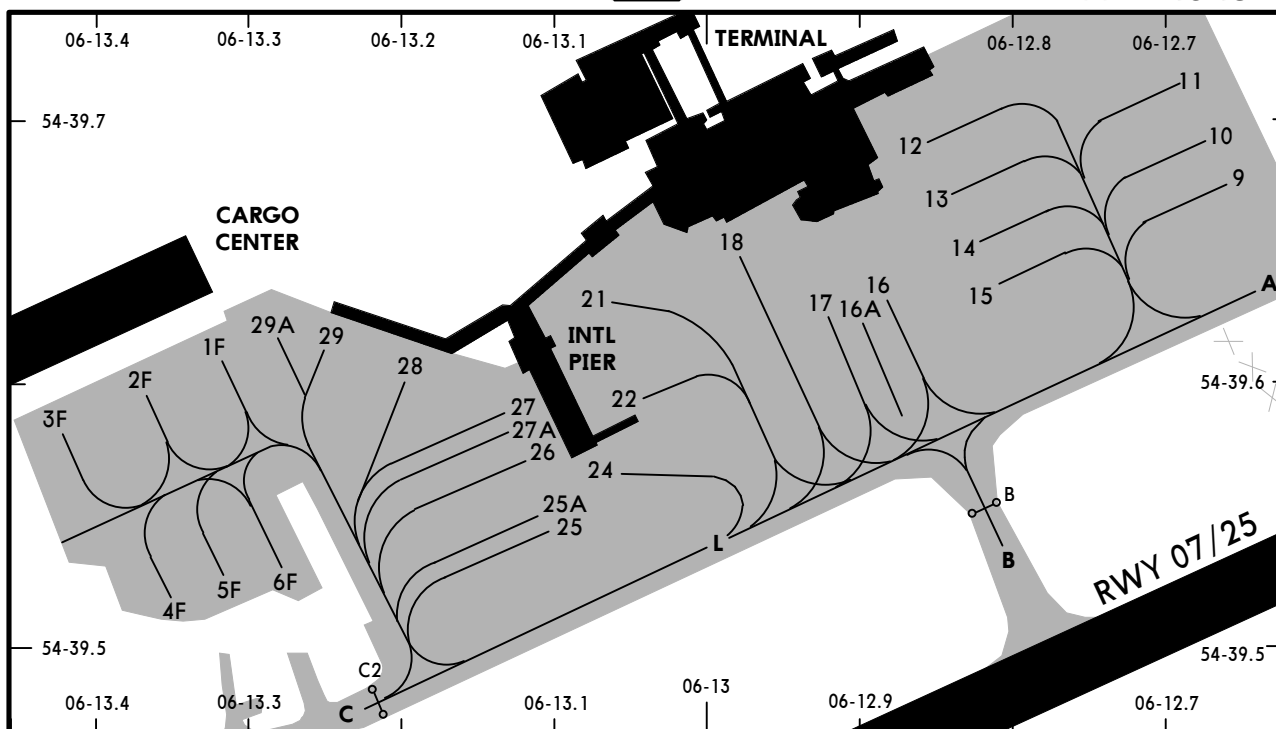
RWY 17:

From rwy head 5876' (1791m)
twy C int 5682' (1732m)

Standard

TAKE-OFF 1

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1F	N54 39.6 W006 13.3	21 thru 26	N54 39.6 W006 13.1
2F, 3F	N54 39.6 W006 13.4	27 thru 29	N54 39.6 W006 13.2
4F	N54 39.5 W006 13.4	29A	N54 39.6 W006 13.3
5F, 6F	N54 39.5 W006 13.3		
9 thru 11	N54 39.7 W006 12.7		
12	N54 39.7 W006 12.9		
13, 14	N54 39.7 W006 12.8		
15	N54 39.6 W006 12.8		
16 thru 17	N54 39.6 W006 12.9		
18	N54 39.7 W006 13.0		

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
07	RNAV(LNAV/VNAV)	520' (314')	1000m / 1000m
	RNAV(LNAV)	610' (404')	1000m / 1000m
	VOR DME	610' (404')	1000m / 1000m
	SRA	630' (424')	1000m / 1000m
17	ILS DME	406' (200')	500m / 1000m
	LOC	480' (274')	600m / 1000m
	VOR DME ❶	560' (354')	800m / 1000m
	VOR DME ❷	780' (574')	1000m / 1000m
	SRA	620' (414')	800m / 1000m
25	CAT 2 ILS DME	368' (100')	RA 108' - 300m
	ILS DME	468' (200')	500m / 1000m
	LOC ❶	680' (412')	800m / 1000m
	LOC ❷	760' (492')	1000m / 1000m
	VOR DME	660' (392')	800m / 1000m
	NDB	760' (492')	1000m / 1000m
	SRA	910' (642')	1000m / 1000m
35	VOR DME	680' (422')	1000m / 1000m
	SRA	700' (442')	1000m / 1000m

❶ With DME.

❷ W/o DME.

CIRCLE-TO-LAND	MDA(H)	VIS
	750' (482') ❸	1000m

❸ After ILS DME 25 & NDB 25: 760' (492').

After VOR DME 17: 780' (512').

After SRA 25: 910' (642').

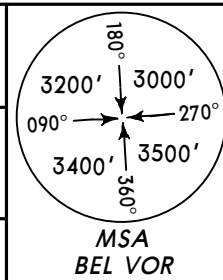
TAKE-OFF RWY 07, 17, 25, 35

LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without LVP 400m are stipulated.

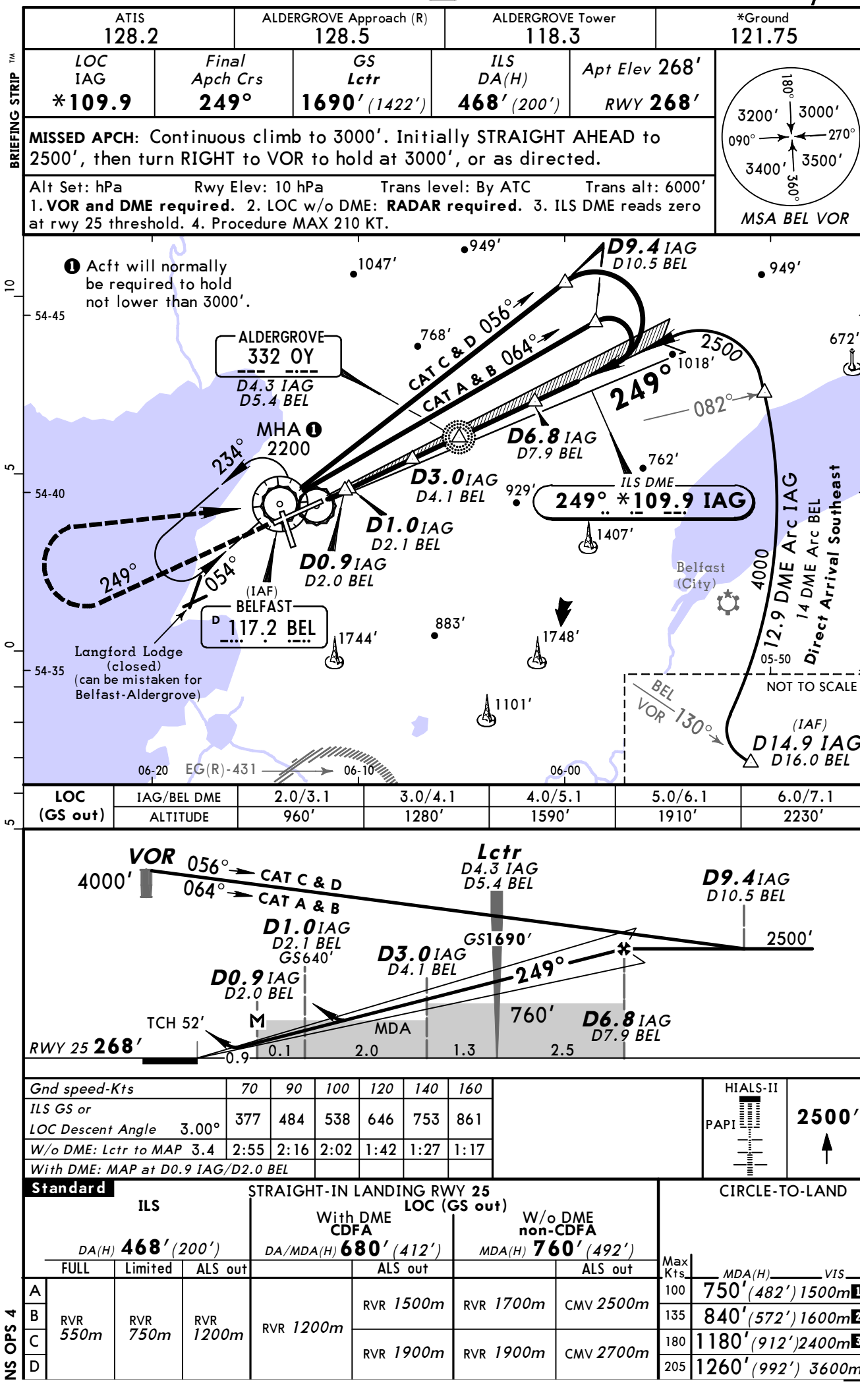
❺ Or rejected take-off distance whichever is the greater.

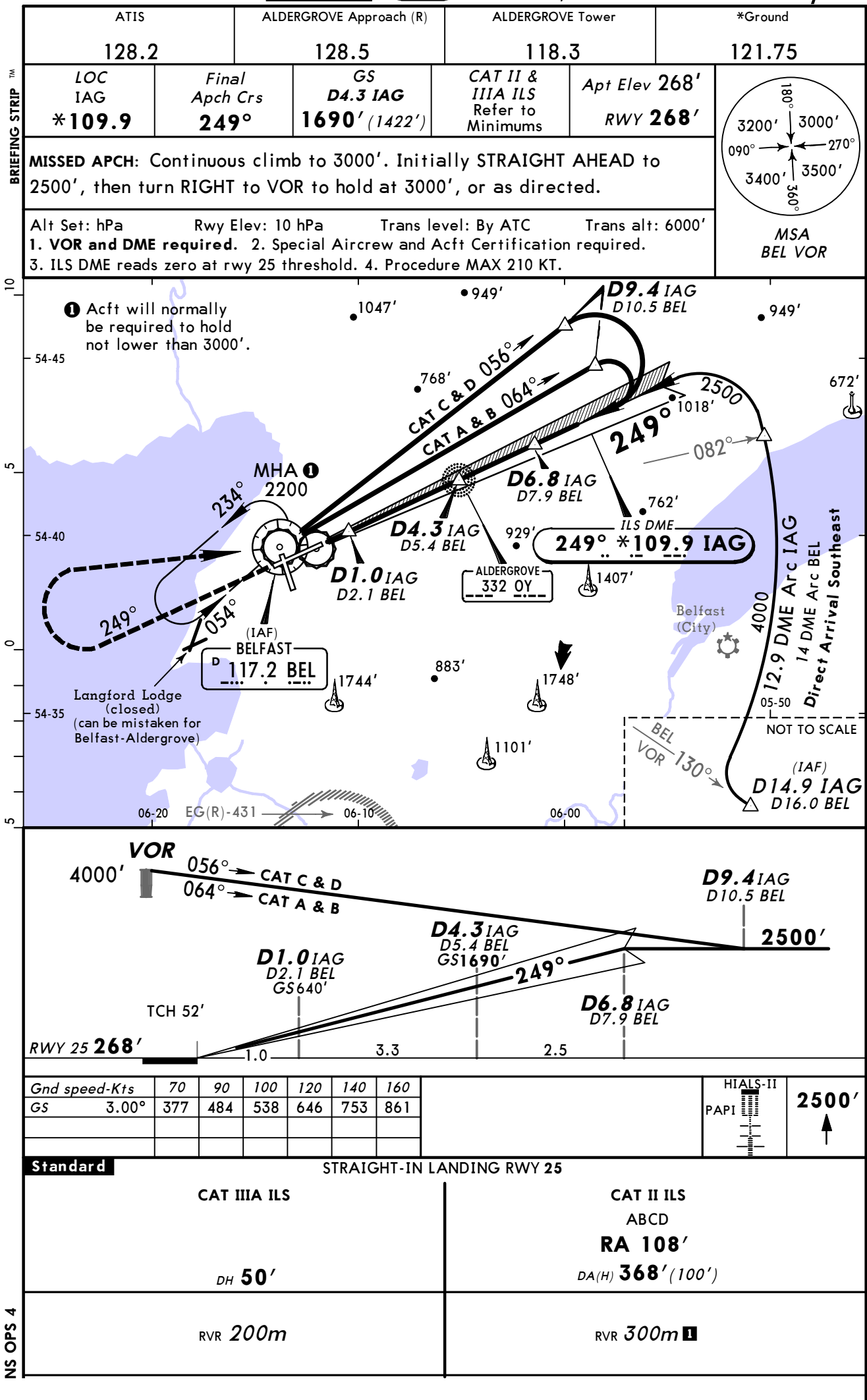
BRIEFING STRIP TM

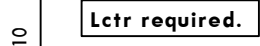
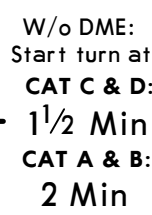


IS OPS 4

Standard		STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND		
		ILS		LOC (GS out)				
		DA(H) 406' (200')		CDFA DA/MDA(H) 480' (274')				
		FULL	Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1300m	100	750' (482')	1500m
B						135	840' (572')	1600m
C						180	1180' (912')	2400m
D						205	1260' (992')	3600m



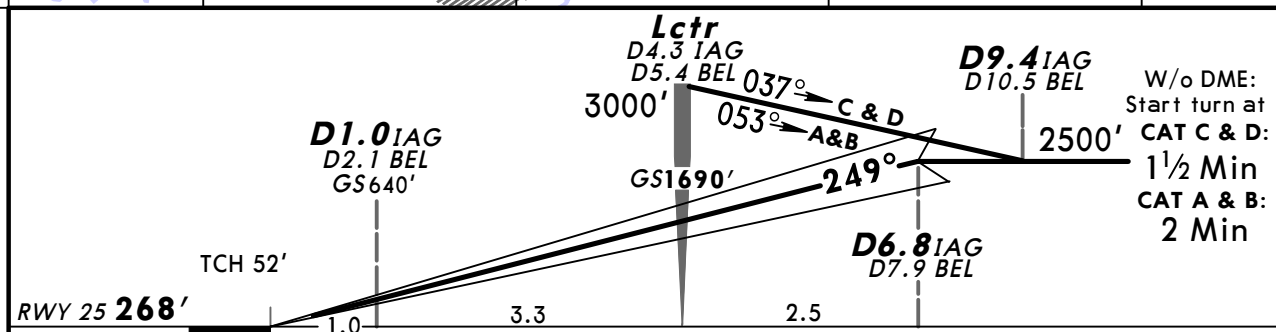
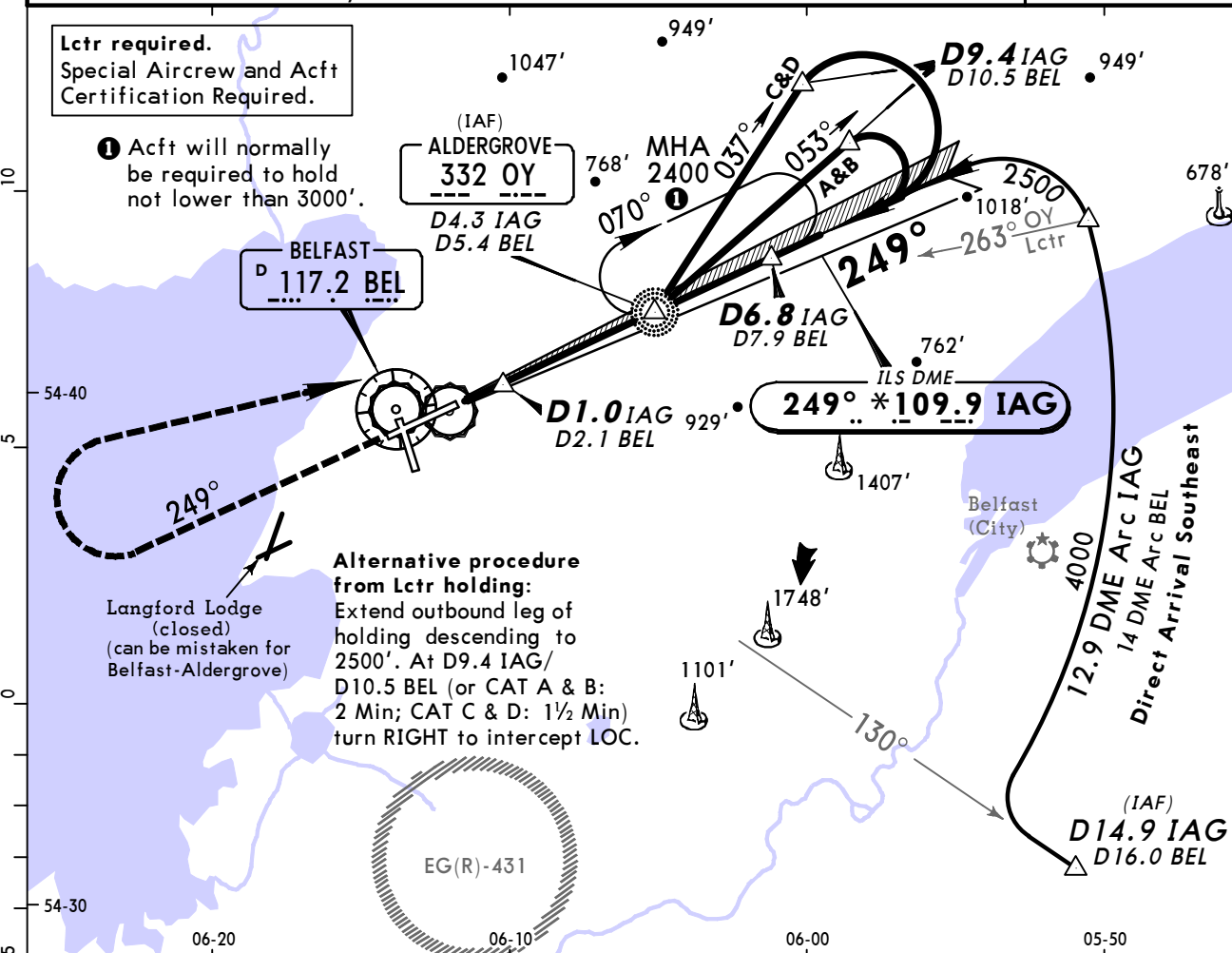
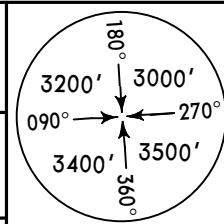


5.

The image shows a gel electrophoresis result. On the left, a DNA ladder labeled 'HIALS-II' is visible, with a 'PAPI' label next to it. On the right, a sample lane shows a prominent band at a position marked '2500'' with an upward-pointing arrow.

NS OPS 4

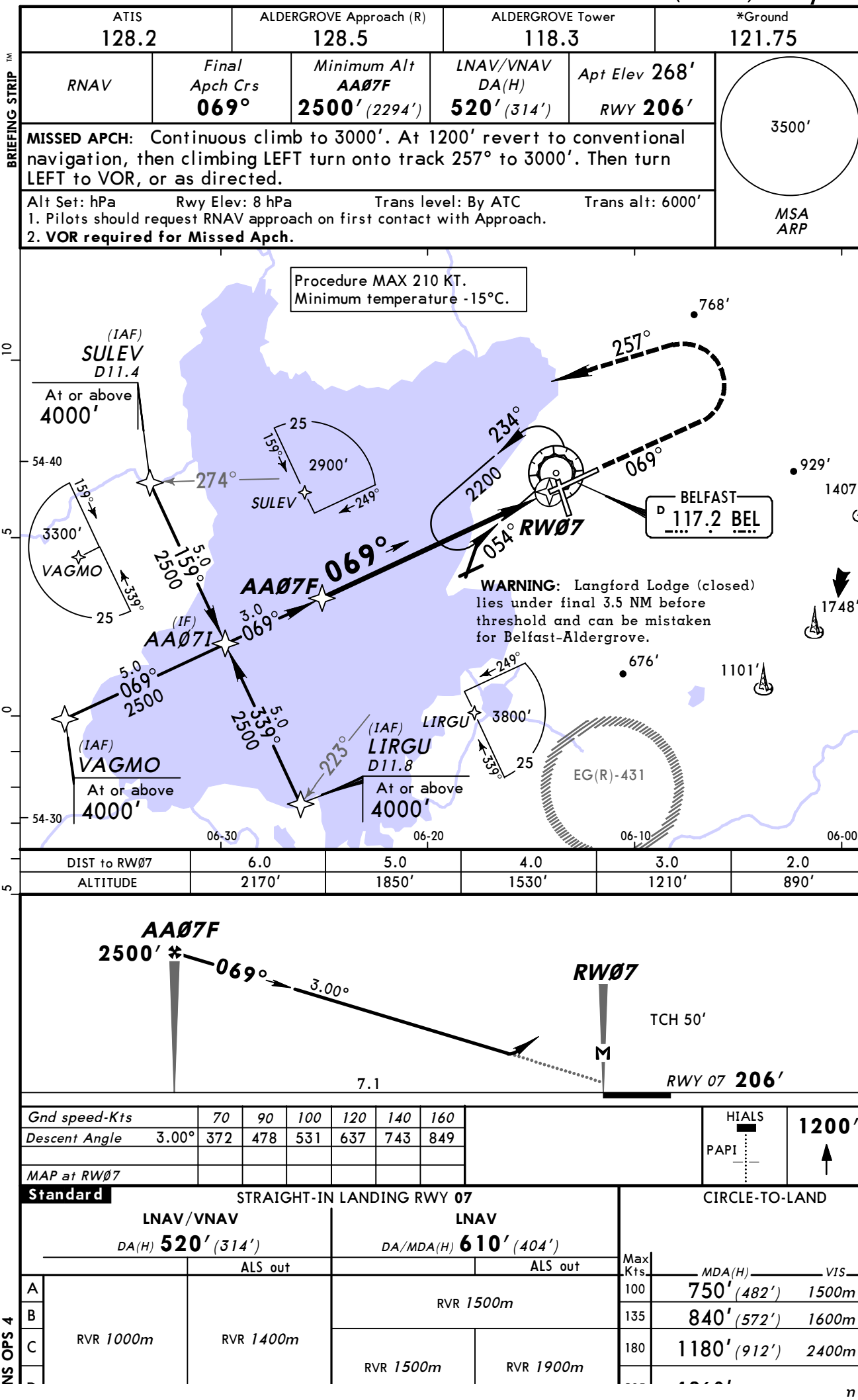
ATIS 128.2	ALDERGROVE Approach (R) 128.5	ALDERGROVE Tower 118.3	*Ground 121.75
LOC IAG *109.9	Final Apch Crs 249°	GS Lctr 1690' (1422')	CAT II & IIIA ILS Refer to Minimums Apt Elev 268' RWY 268'
MISSED APCH: Continuous climb to 3000'. Initially STRAIGHT AHEAD to 2500', then climbing turn RIGHT and proceed to Lctr to hold at 3000', or as directed.			
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000' 1. ILS DME reads zero at rwy 25 threshold. 2. Procedure MAX 210 KT.			

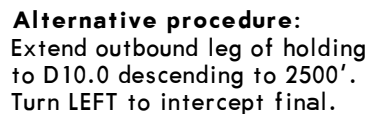


Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	2500'
GS	3.00°	377	484	538	646	753	861	PAPI	↑

Standard		STRAIGHT-IN LANDING RWY 25	
CAT IIIA ILS		CAT II ILS ABCD RA 108' DA(H) 368' (100')	
DH 50'			
RVR 200m		RVR 300m	

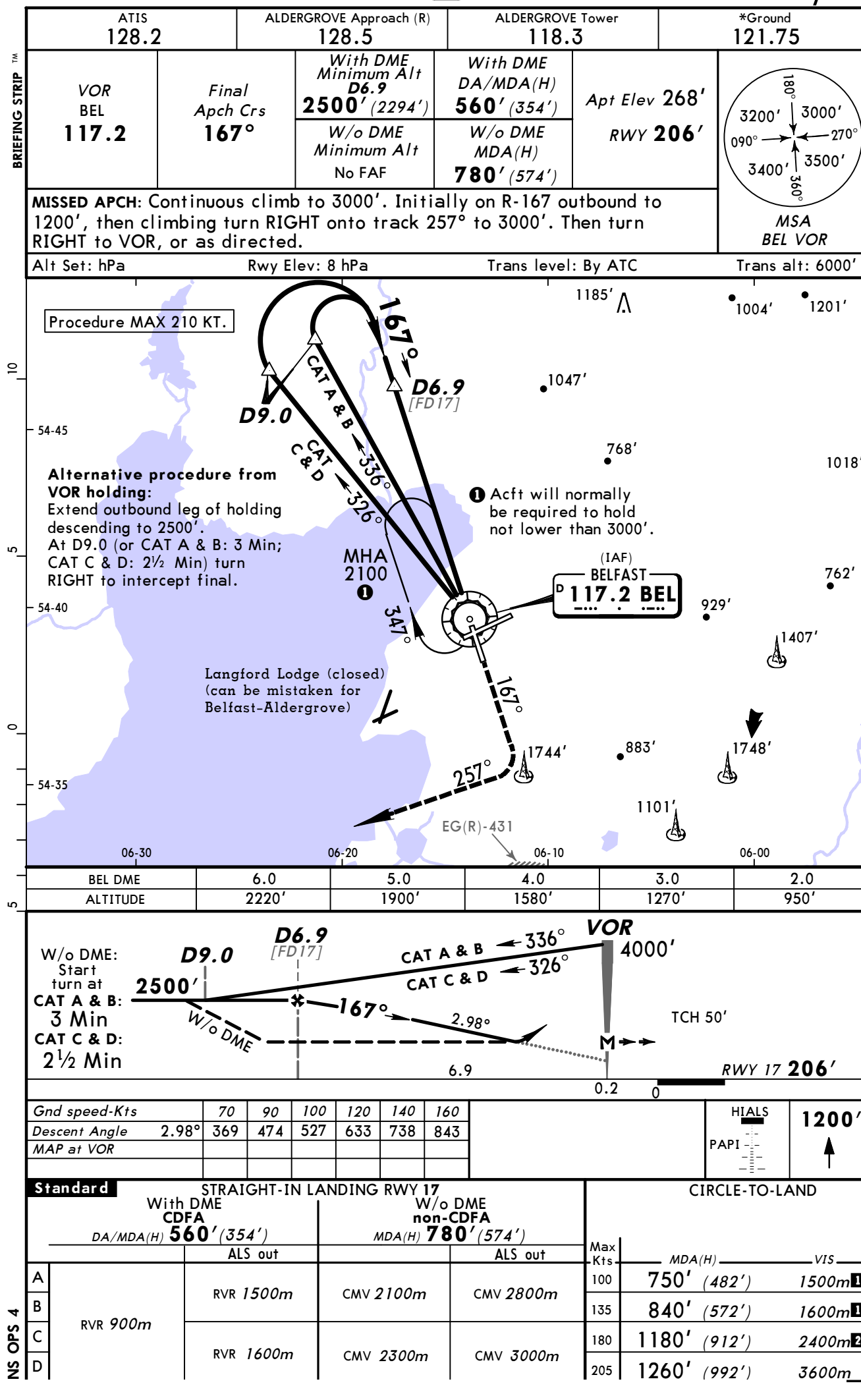
NS OPS 4

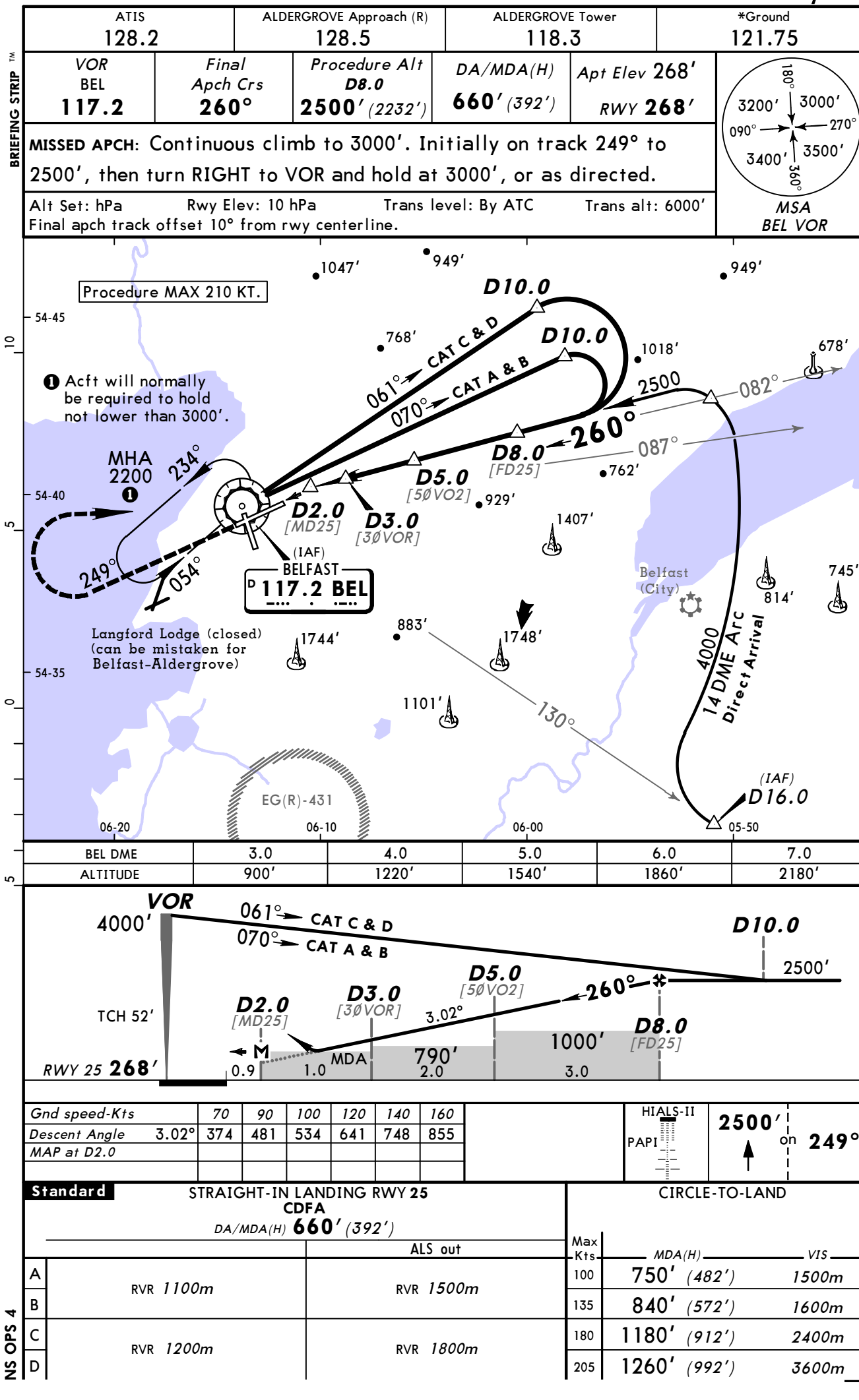


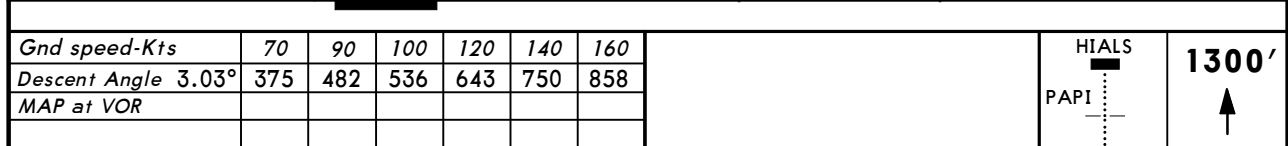
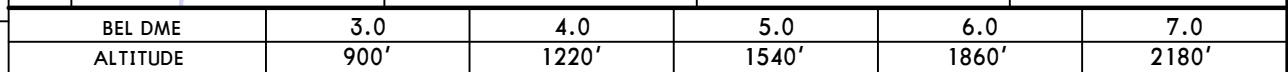


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Angle 3.02°</i>	374	481	534	641	748	855	
<i>MAP at VOR</i>							

Standard		STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
		CDFA			
DA/MDA(H)		A: 610' (404') C: 640' (434')			
		B: 620' (414') D: 660' (454')			
		ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m	RVR 1900m		100	750' (482') 1900m
B				135	840' (572') 1900m
C	RVR 1600m	RVR 2000m		180	1180' (912') 2400m

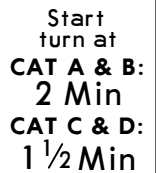




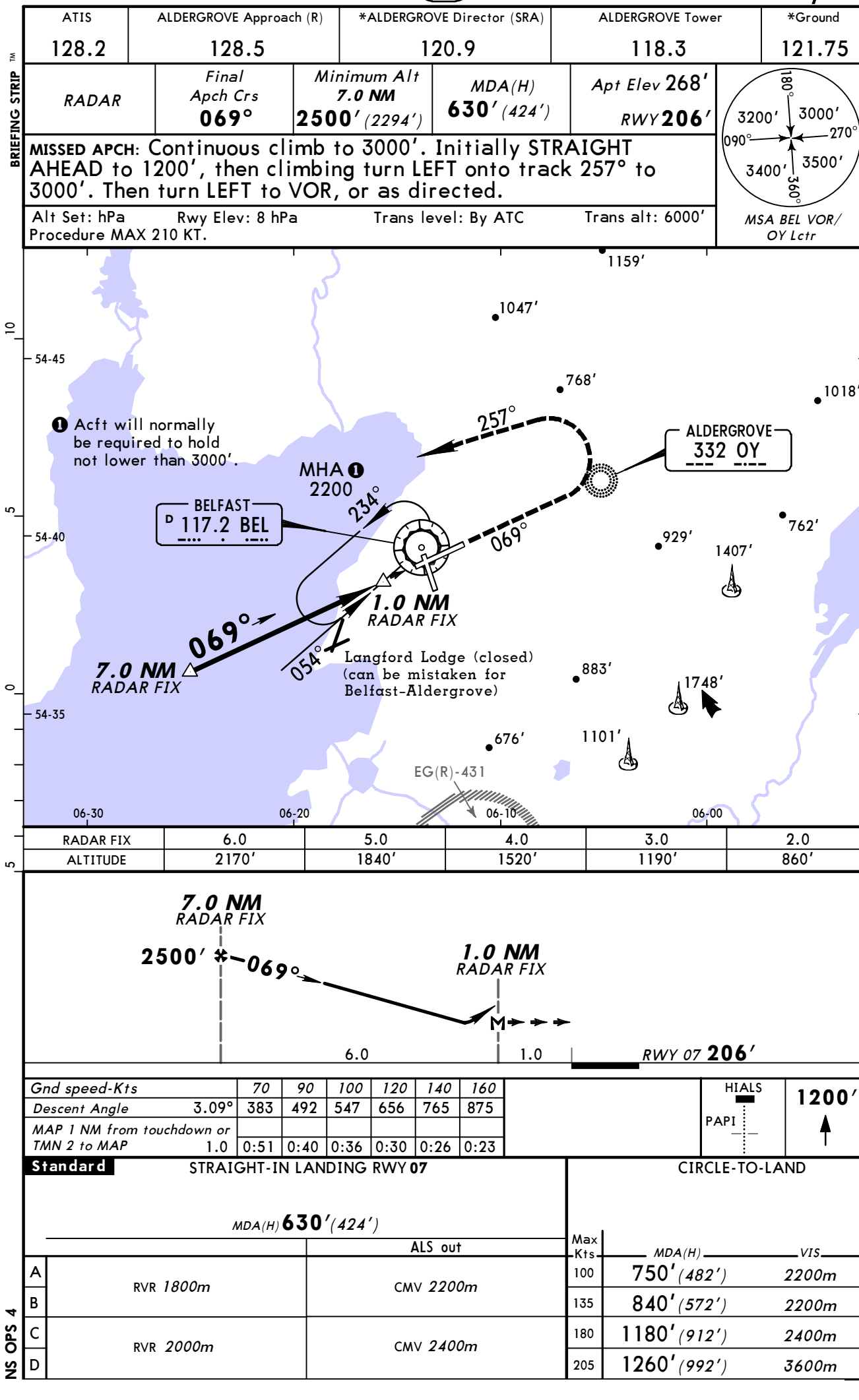


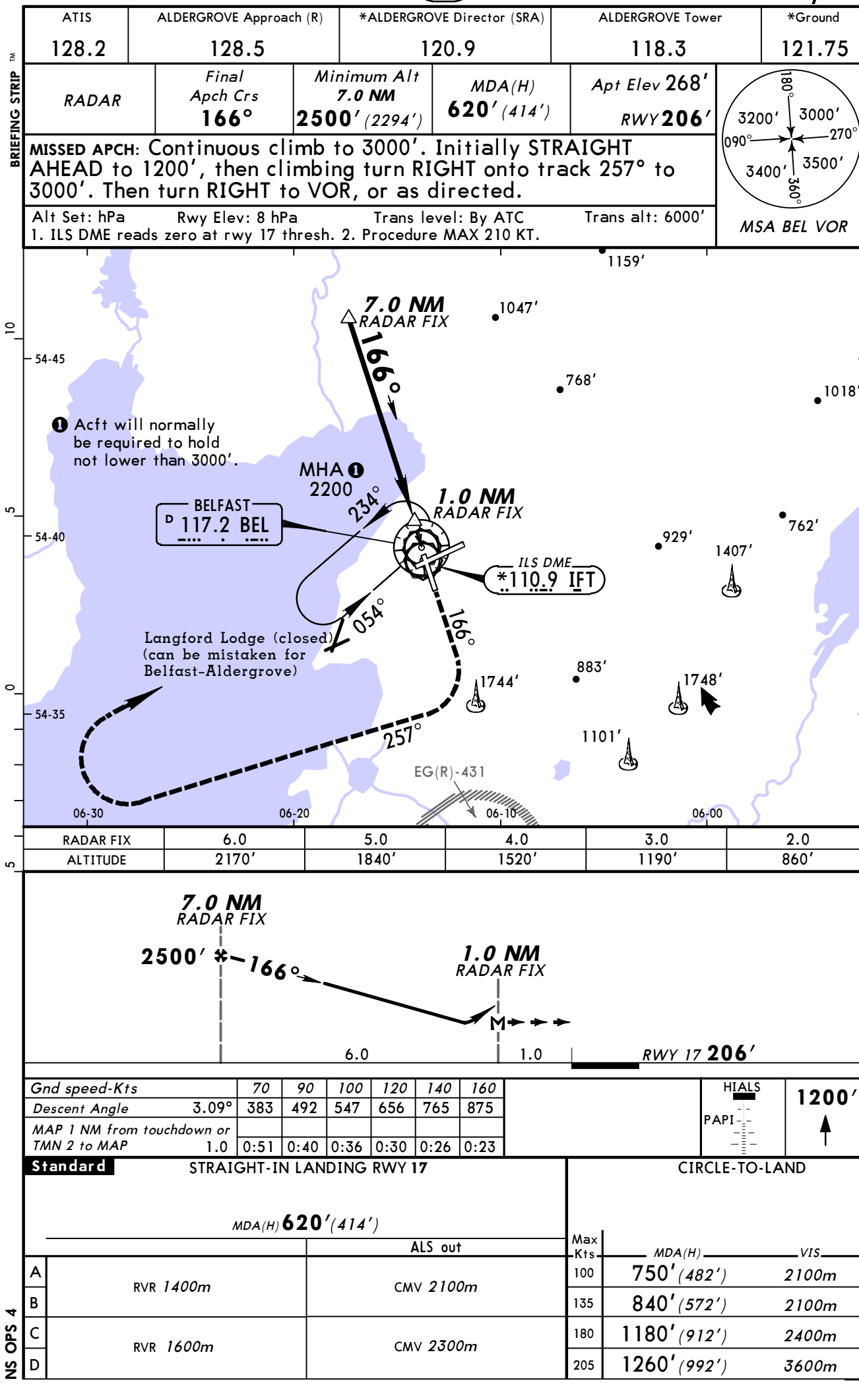
Standard		STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
		CDFA			
		DA/MDA(H) 680' (422')			
		ALS out		Max Kts	
A	RVR 1500m			100	MDA(H) 750' (482') VIS 1500m
B				135	840' (572') 1600m
C	RVR 1600m	RVR 2000m		180	1180' (912') 2400m
D				205	1260' (992') 3600m

BRIEFING STRIP™

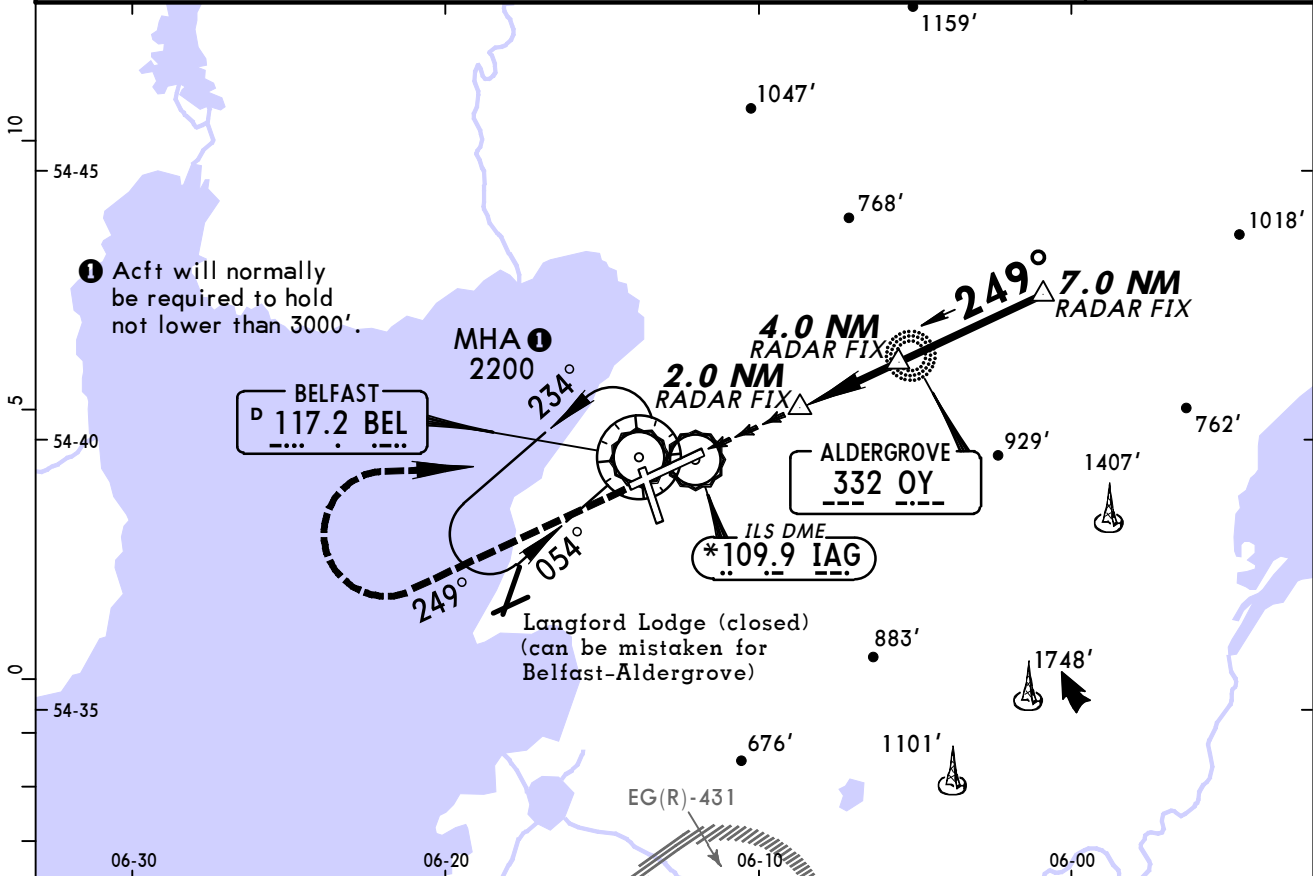
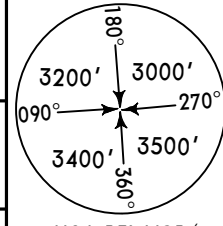


NS OPS 4

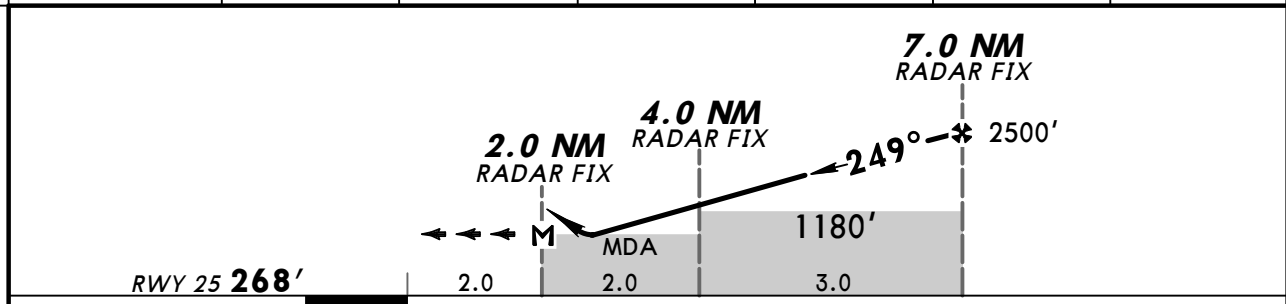




ATIS 128.2	ALDERGROVE Approach (R) 128.5	*ALDERGROVE Director (SRA) 120.9	ALDERGROVE Tower 118.3	*Ground 121.75
RADAR	Final Apch Crs 249°	Procedure Alt 7.0 NM 2500' (2232')	MDA(H) 910' (642')	Apt Elev 268' RWY 268'
MISSED APCH: Continuous climb to 3000'. Initially STRAIGHT AHEAD to 2500', then turn RIGHT to VOR and hold at 3000', or as directed.				
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000' 1. ILS DME reads zero at rwy 25 thresh. 2. Procedure MAX 210 KT.				



RADAR FIX	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	910'	1220'	1540'	1860'	2180'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2500'
Descent Angle	3.01°	373	479	532	639	745	
MAP 2 NM from touchdown							

Standard STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
MDA(H) 910' (642')				MDA(H)	VIS
ALS out					
A	CMV 2500m	CMV 3200m	Max Kts 100	910' (642')	3200m
B			135		
C	CMV 2700m	CMV 3400m	180	1180' (912')	3400m
D			205	1260' (992')	3600m

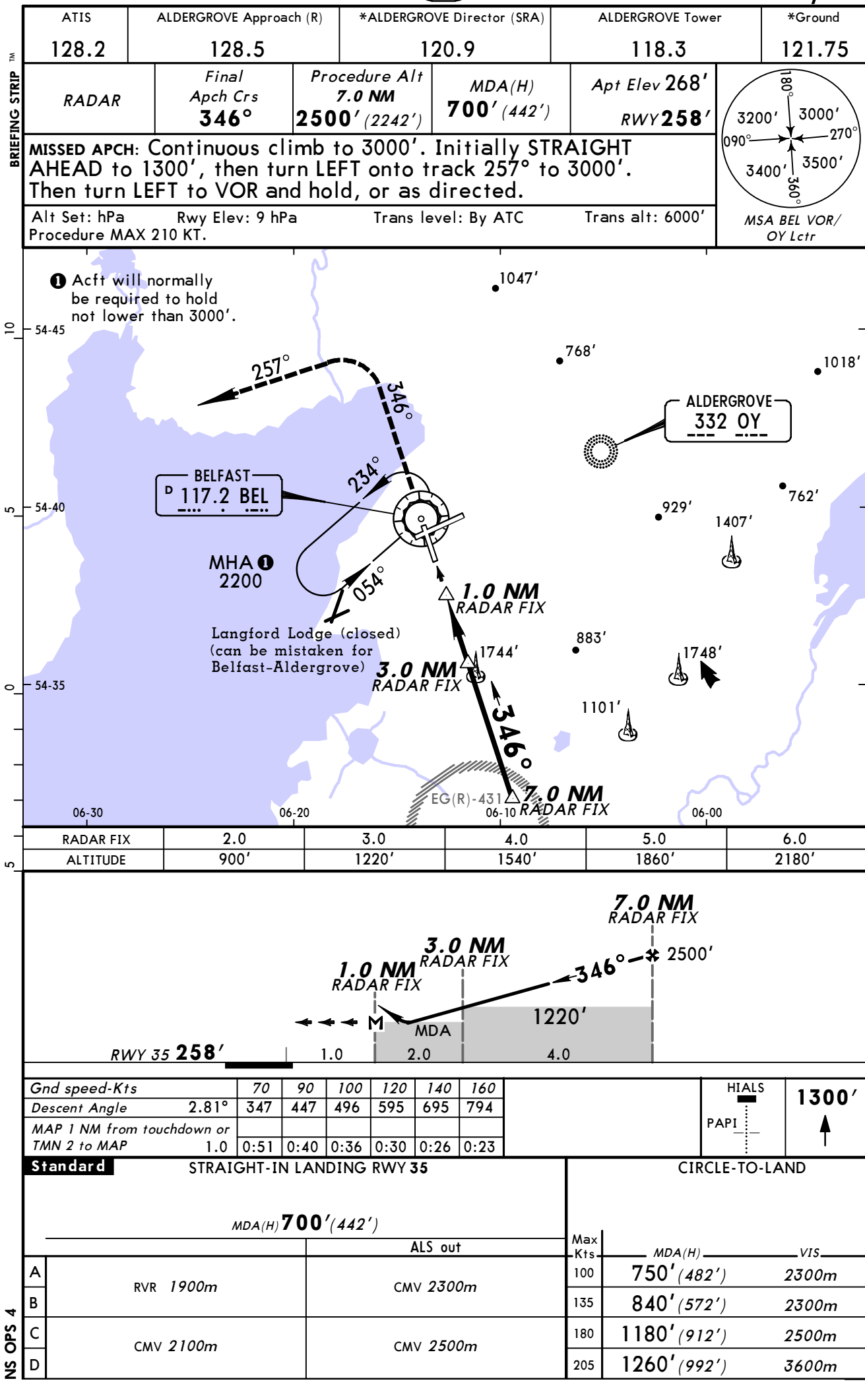


Chart changes since cycle 25-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BELFAST, (ALDERGROVE - EGAA)				
REV	ARRS	10-2	07 Dec 2012	13 Dec 2012
REV	DEPS	10-3	07 Dec 2012	13 Dec 2012

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGAA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

From 2200-0700LT, acft with MTOW above 5.7t climb on rwy track to 2000' before turning, then follow ATC clearance.

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 16 Jul 11, State minimums are in accordance with EU-OPS 1. Converted charts are to be identified by the "Standard" label. As an interim solution, 10-9S pages are provided to all customers for those airports/charts not being converted yet. These pages contain State minimum values which are applicable to all operators. Refer to ATC pages United Kingdom for further details.