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Trip Kit Index

Airport Information For EGAA

Terminal Charts For EGAA

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: BELFAST GBR
ICAO/IATA: EGAA / BFS
Lat/Long: N54° 39.45', W006° 12.95'
Elevation: 268 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 4.0° 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: 0844 Z
Sunset: 1621 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: 128.200
Aldergrove Tower: 118.300
Aldergrove Ground: 121.750
Aldergrove Approach Approach: 128.500
Aldergrove Director Radar: 120.900

EGAA/BFS
ALDERGROVE

JEPPESEN
18 JUL 14 10-1P

BELFAST, UK
AIRPORT BRIEFING

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 APT authority. Contact APT 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 2NM 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

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 South-east of Aldergrove, daily during daylight hours up to 400' AGL.

Model ACFT flying takes place at Langford Lodge, a disused APT 3NM 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.

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18 JUL 14

10-1P1

BELFAST, UK

AIRPORT BRIEFING

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 RWYs 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:

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

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ALDERGROVE

JEPPESEN
20 NOV 15 (10-1P2)

BELFAST, UK
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

When requesting start-up or push-back, pilots should give the full call sign, type and stand number. ACFT must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. Pilots should only request push-back when they are fully ready to do so.

When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push-back clearance must not be requested until the ground crew has confirmed to the flight deck that the ACFT is closed up and the tug is manned and fully ready to move.

3.2. TAXI PROCEDURES

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

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. 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.

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ALDERGROVE

JEPPESSEN
23 JAN 15 10-1R

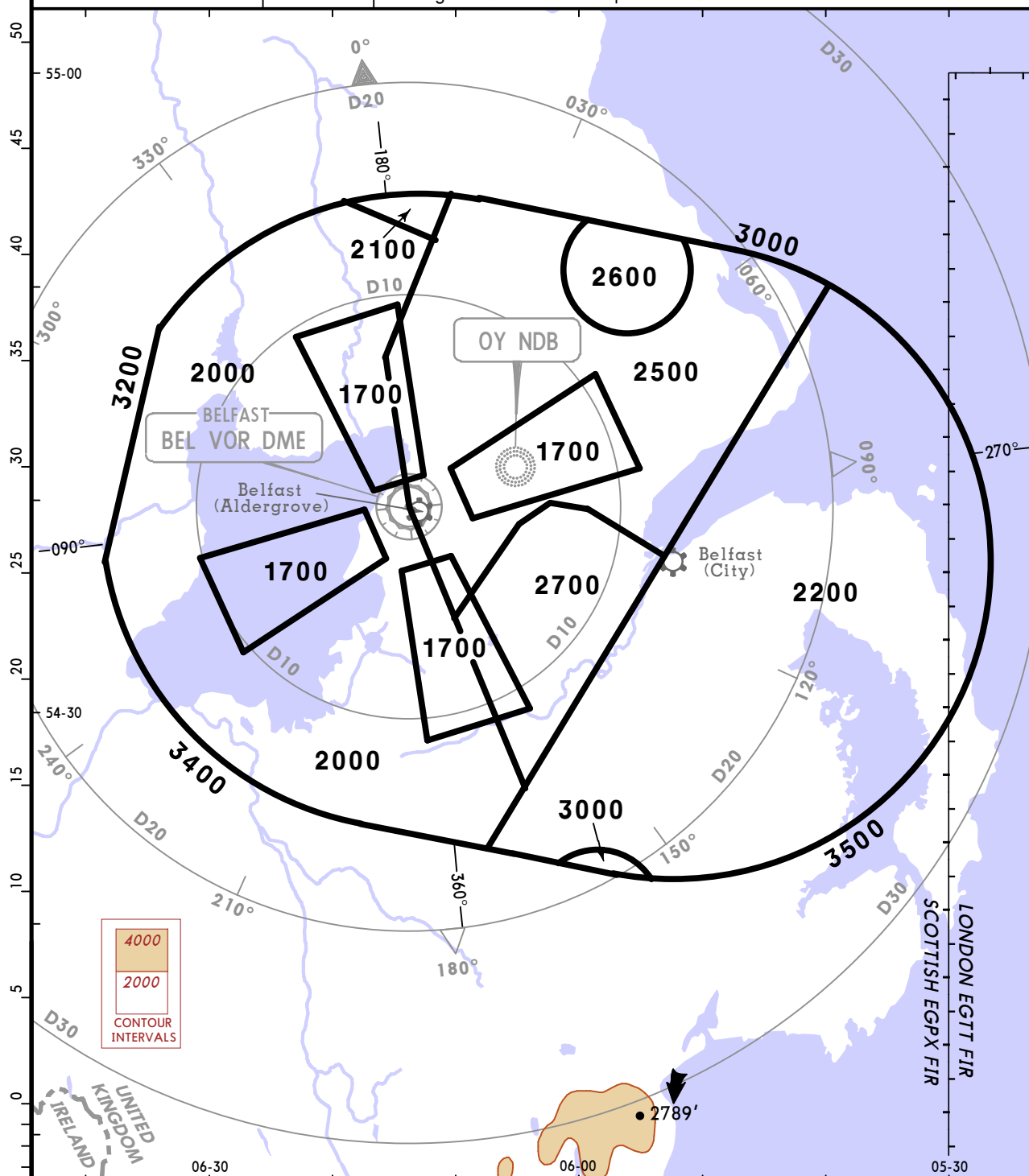
BELFAST, UK

RADAR MINIMUM ALTITUDES

*ALDERGROVE Director (R)
120.9

Apt Elev
268'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'
This chart may only be used for cross-checking of altitudes
assigned when in receipt of an ATC surveillance service.



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.

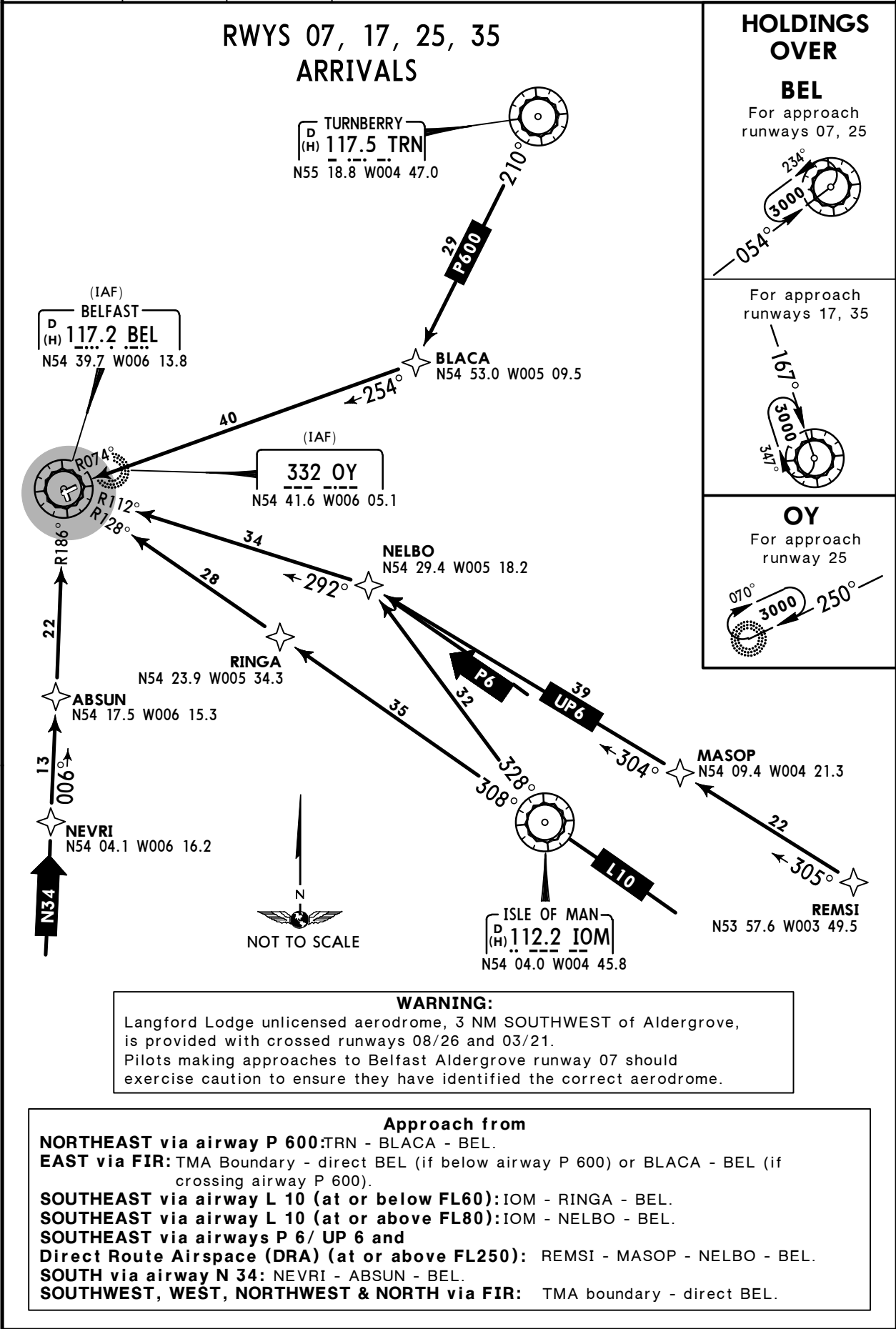
When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the Surveillance Minimum Altitude Area to the Final Approach Vectoring Area altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and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

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ALDERGROVE

JEPPESEN
11 SEP 15 10-2

BELFAST, UK
ARRIVAL

ALDERGROVE Approach (R) 128.5	ATIS 128.2	Apt 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.
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ALDERGROVE

JEPPESSEN
11 SEP 15 10-3

BELFAST, UK
DEPARTURE

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 (H) 117.5 TRN
N55 18.8 W004 47.0

WARNING: High ground to the EAST and NORTHEAST of airport.

BELFAST
D (H) 117.2 BEL
N54 39.7 W006 13.8

BLACA
N54 53.0 W005 09.5

North Atlantic Jet Departures:
Jet aircraft entering OAC at GOMUP or ETILO 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.

LISBO
N54 31.5 W006 05.4

4000'

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

MAKUX
N53 58.5 W004 52.5



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

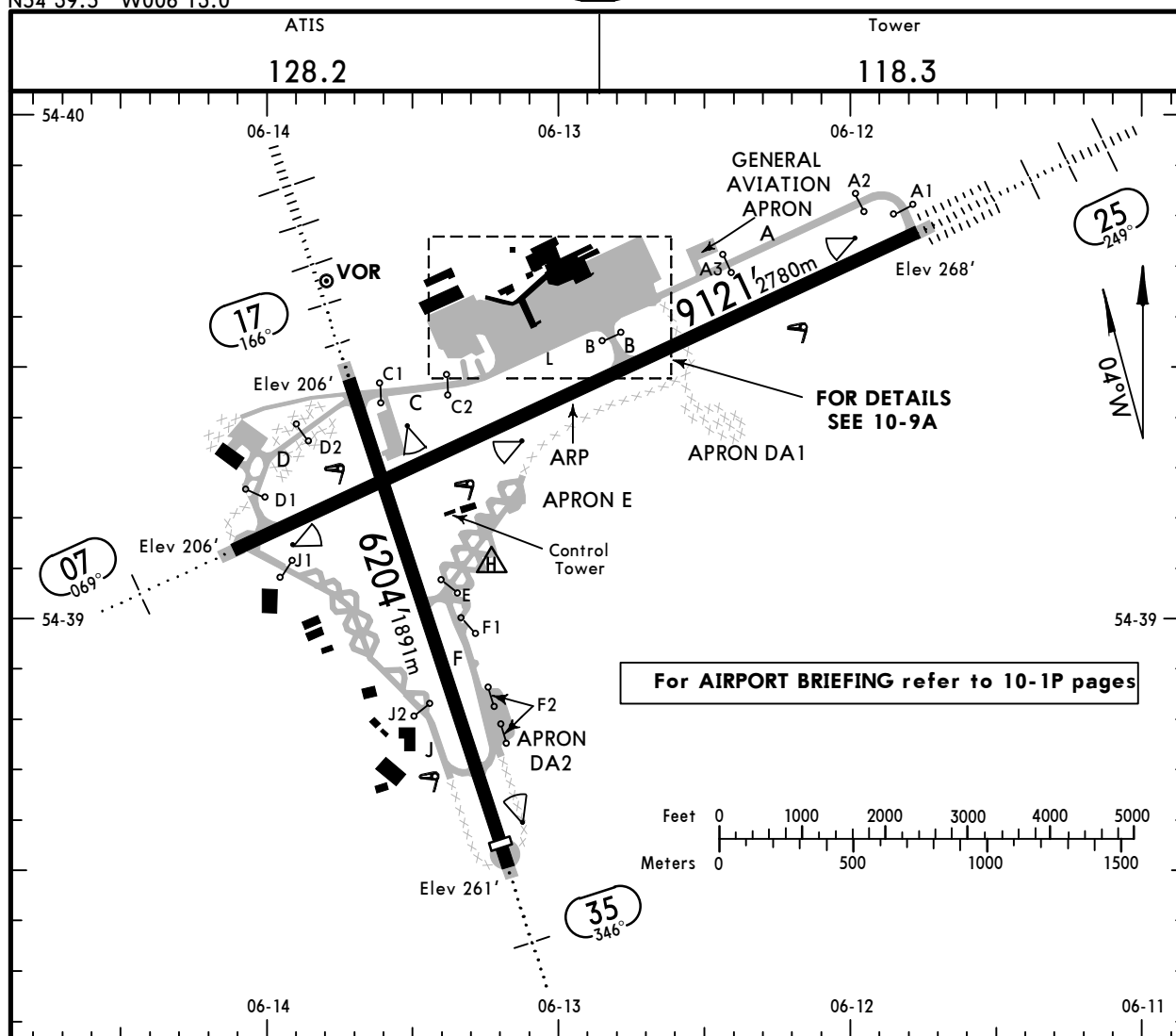
SOSIM
N53 48.9 W004 30.5
REQUESTED FL AT OR ABOVE FL290
At or above FL290

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.

EGAA/BFS

Apt Elev **268'**
N54 39.5 W006 13.0

13 NOV 15

(10-9)
JEPPESSEN
BELFAST, UK
ALDERGROVE

ADDITIONAL RUNWAY INFORMATION

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

① Rwy grooved.

② 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 35	HIRL (60m) HIALS PAPI-L (3.0°)	RVR	5876' 1791m	4965' 1513m	③	148' 45m
			5902' 1799m			

③ TAKE-OFF RUN AVAILABLE

RWY 17:

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

Standard
TAKE-OFF ①

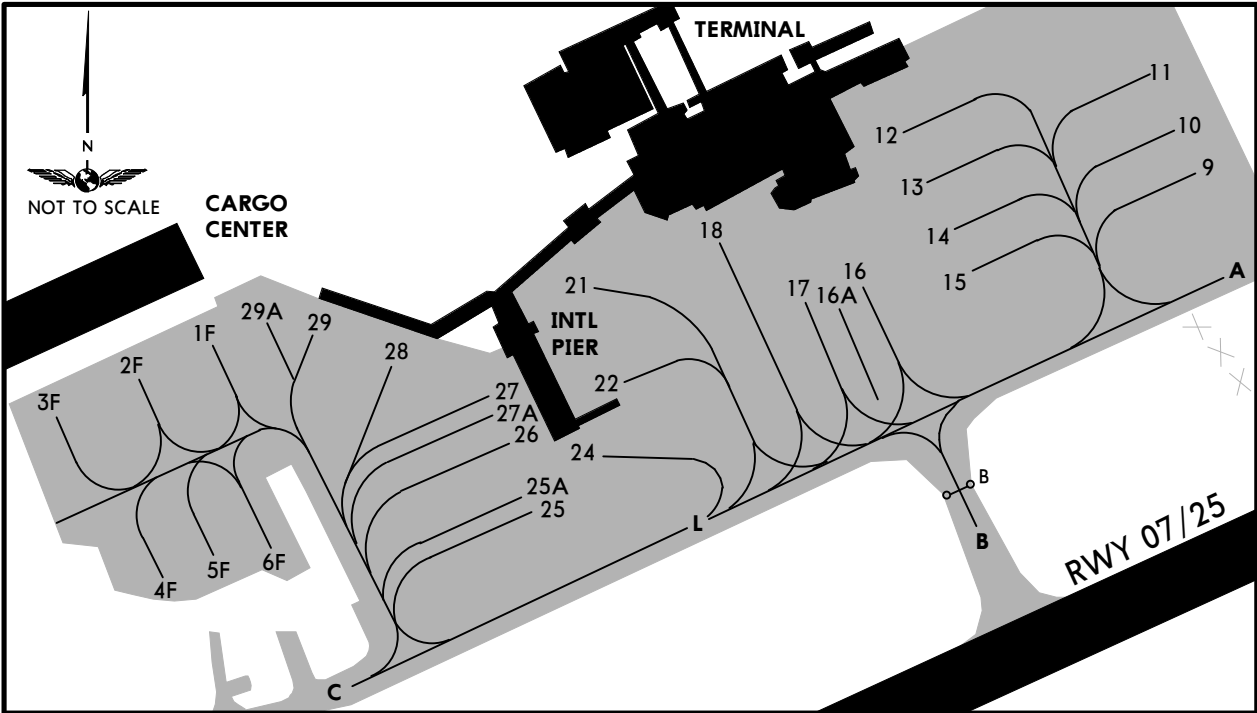
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

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13 NOV 15 **JEPPESEN**
(10-9A)

BELFAST, UK
ALDERGROVE



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				

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EGAA/BFS



JEPPesen

7 OCT 11

10-9Y

Eff 20 Oct

JAA COPTER MINIMUMS

BELFAST, UK
ALDERGROVE

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.

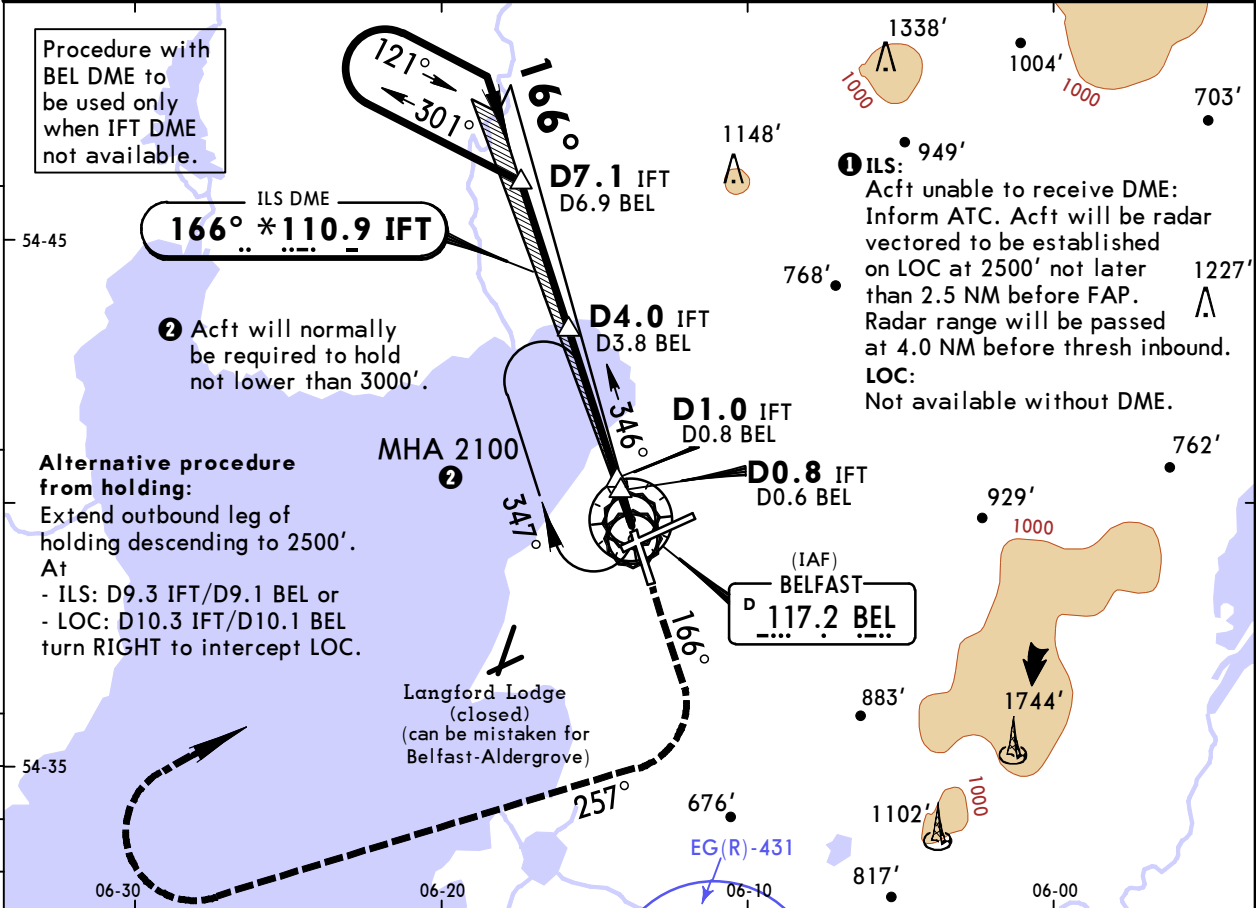
❺ Or rejected take-off distance whichever is the greater.

EGAA/BFS
ALDERGROVE

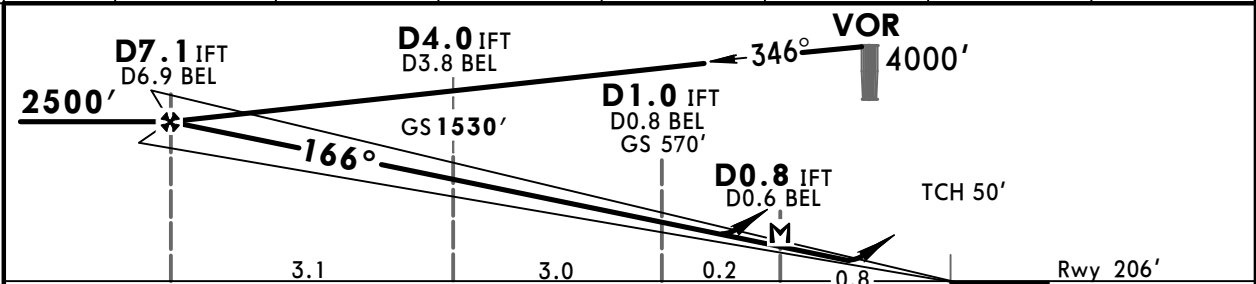
JEPPESSEN
13 NOV 15 11-1

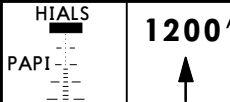
BELFAST, UK
ILS DME Rwy 17

ATIS 128.2		ALDERGROVE Approach (R) 128.5		ALDERGROVE Tower 118.3	
LOC IFT *110.9	Final Apch Crs 166°	GS D4.0 IFT 1530' (1324')	ILS DA(H) 406' (200')	Apt Elev 268' Rwy 206'	 MSA BEL VOR
MISSED APCH: Continuous climb to 3000'. Initially STRAIGHT AHEAD to 1200', then climbing turn RIGHT onto track 257° to 3000'. Then turn RIGHT to VOR, or as directed.					
Alt Set: hPa		Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 6000'	
1. ILS DME reads zero at rwy 17 threshold. 2. Procedure MAX 210 KT.					



LOC (GS out)	IFT/BEL DME	6.0/5.8	5.0/4.8	4.0/3.8	3.0/2.8	2.0/1.8	1.0/0.8
	ALTITUDE	2170'	1850'	1530'	1210'	890'	570'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.8 IFT/D0.6 BEL							

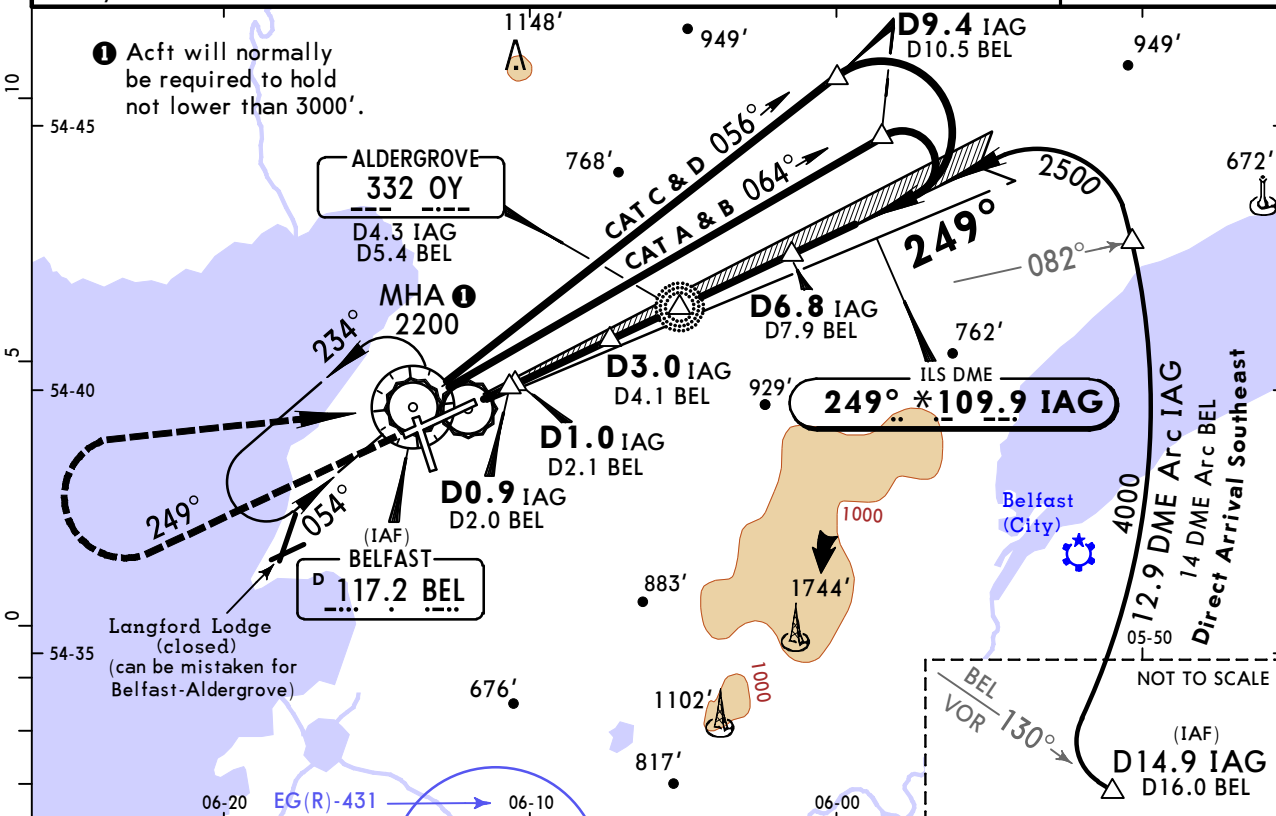
Standard		STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND		
ILS			LOC (GS out) CDFA			Max Kts	MDA(H)	VIS
DA(H) 406' (200')			DA/MDA(H) 480' (274')					
FULL		Limited	ALS out	ALS out				
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1300m	100	750' (482')	1500m
B						135	840' (572')	1600m
C						180	1180' (912')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

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ALDERGROVE

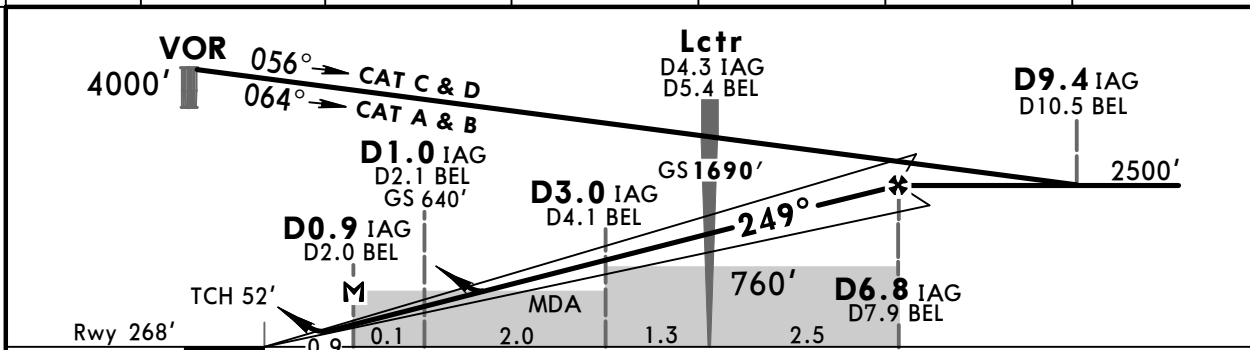
JEPPESSEN
13 NOV 15 **(11-2)**

BELFAST, UK
ILS DME Z Rwy 25

ATIS 128.2		ALDERGROVE Approach (R) 128.5		ALDERGROVE Tower 118.3	
LOC IAG *109.9	Final Apch Crs 249°	GS Lctr 1690' (1422')	ILS DA(H) 468' (200')	Apt Elev 268' Rwy 268'	
MISSED APCH: Continuous climb to 3000'. Initially STRAIGHT AHEAD to 2500', then turn RIGHT to VOR to hold at 3000', or as directed.					
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000' 1. VOR and DME required. 2. LOC w/o DME: RADAR required. 3. ILS DME reads zero at rwy 25 threshold. 4. Procedure MAX 210 KT.					



LOC (GS out)	IAG/BEL DME	2.0/3.1	3.0/4.1	4.0/5.1	5.0/6.1	6.0/7.1
	ALTITUDE	960'	1280'	1590'	1910'	2230'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or						
LOC Descent Angle 3.00°	372	478	531	637	743	849
W/o DME: Lctr to MAP 3.4	2:55	2:16	2:02	1:42	1:27	1:17
With DME: MAP at D0.9 IAG/D2.0 BEL						

Standard ILS			STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		
DA(H) 468' (200')			With DME CDFA LOC (GS out) 680' (412')			W/o DME non-CDFA MDA(H) 760' (492')		
FULL	Limited	ALS out	ALS out			Max Kts	MDA(H)	VIS
A						100	750' (482')	1500m 1
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1700m	135	840' (572')	1600m 2
C				RVR 1900m	RVR 1900m	180	1180' (912')	2400m 3
D						205	1260' (992')	3600m

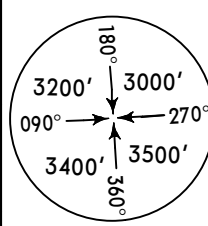
After LOC apch w/o DME: 1 MDA(H) 760' (492'), VIS 2500m. 2 VIS 2500m. 3 VIS 2700m.

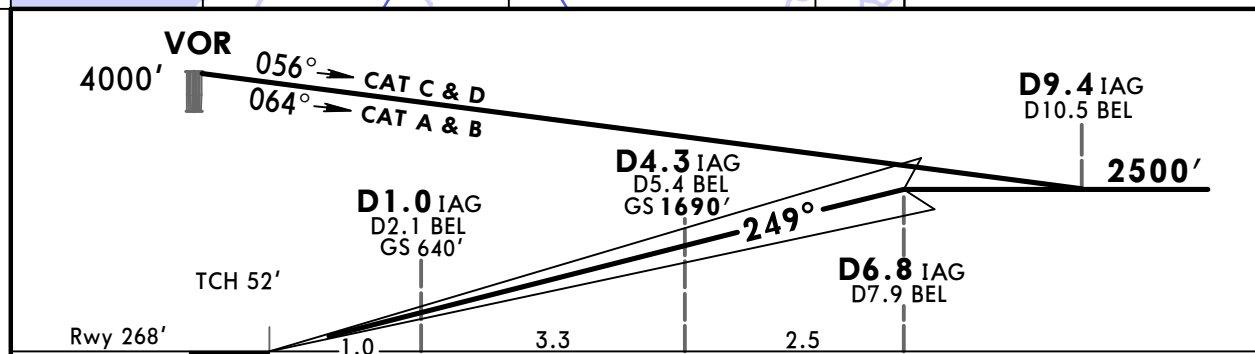
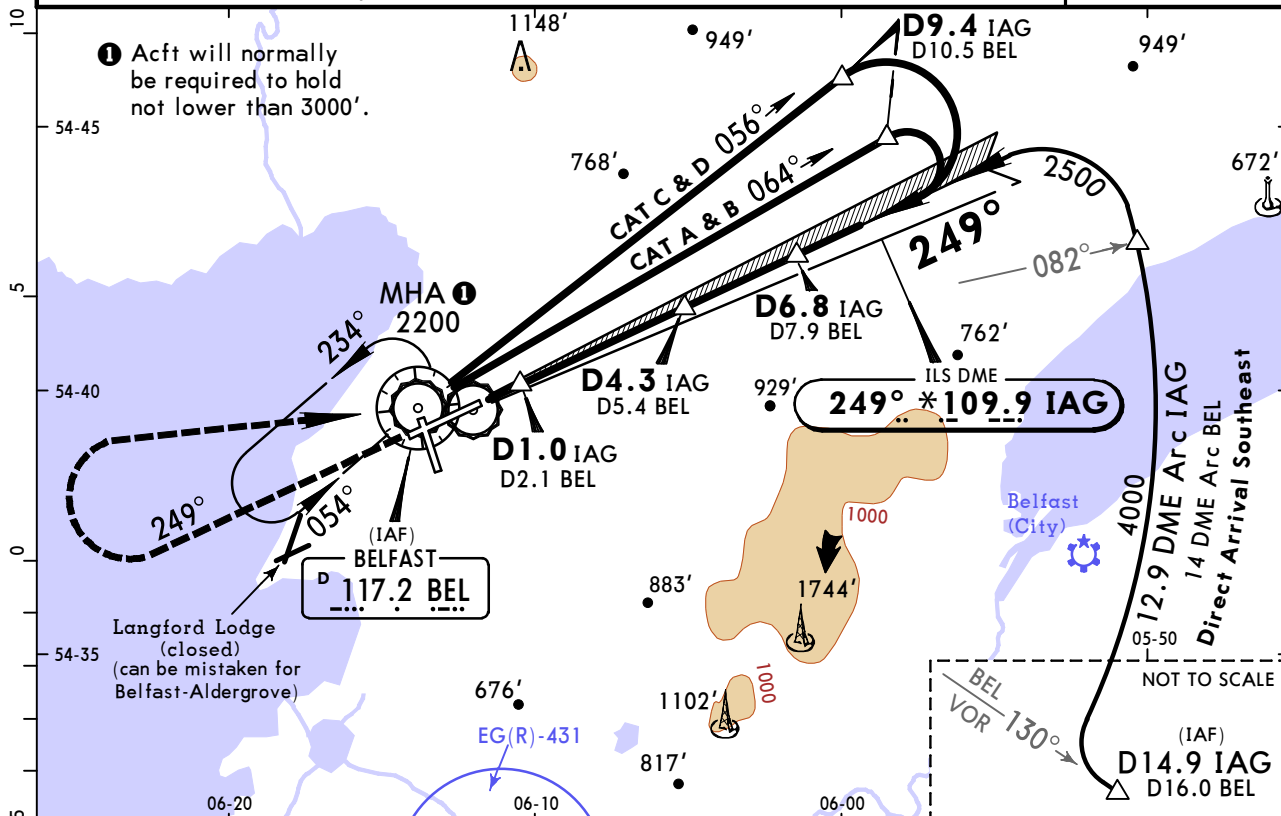
EGAA/BFS
ALDERGROVE

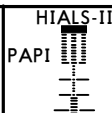
JEPPESSEN
13 NOV 15 (11-2A)

BELFAST, UK
CAT II/III ILS DME Z Rwy 25

BRIEFING STRIP™

ATIS		ALDERGROVE Approach (R)			ALDERGROVE Tower
128.2		128.5			118.3
LOC IAG *109.9	Final Apch Crs 249°	GS D4.3 IAG 1690' (1422')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 268' Rwy 268'	 MSA BEL VOR
MISSED APCH: Continuous climb to 3000'. Initially STRAIGHT AHEAD to 2500', then turn RIGHT to VOR to hold at 3000', or as directed.					
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000'					
1. VOR and DME required. 2. Special Aircrew and Acft Certification required. 3. ILS DME reads zero at rwy 25 threshold. 4. Procedure MAX 210 KT.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	2500' 
GS 3.00°	372	478	531	637	743	849		

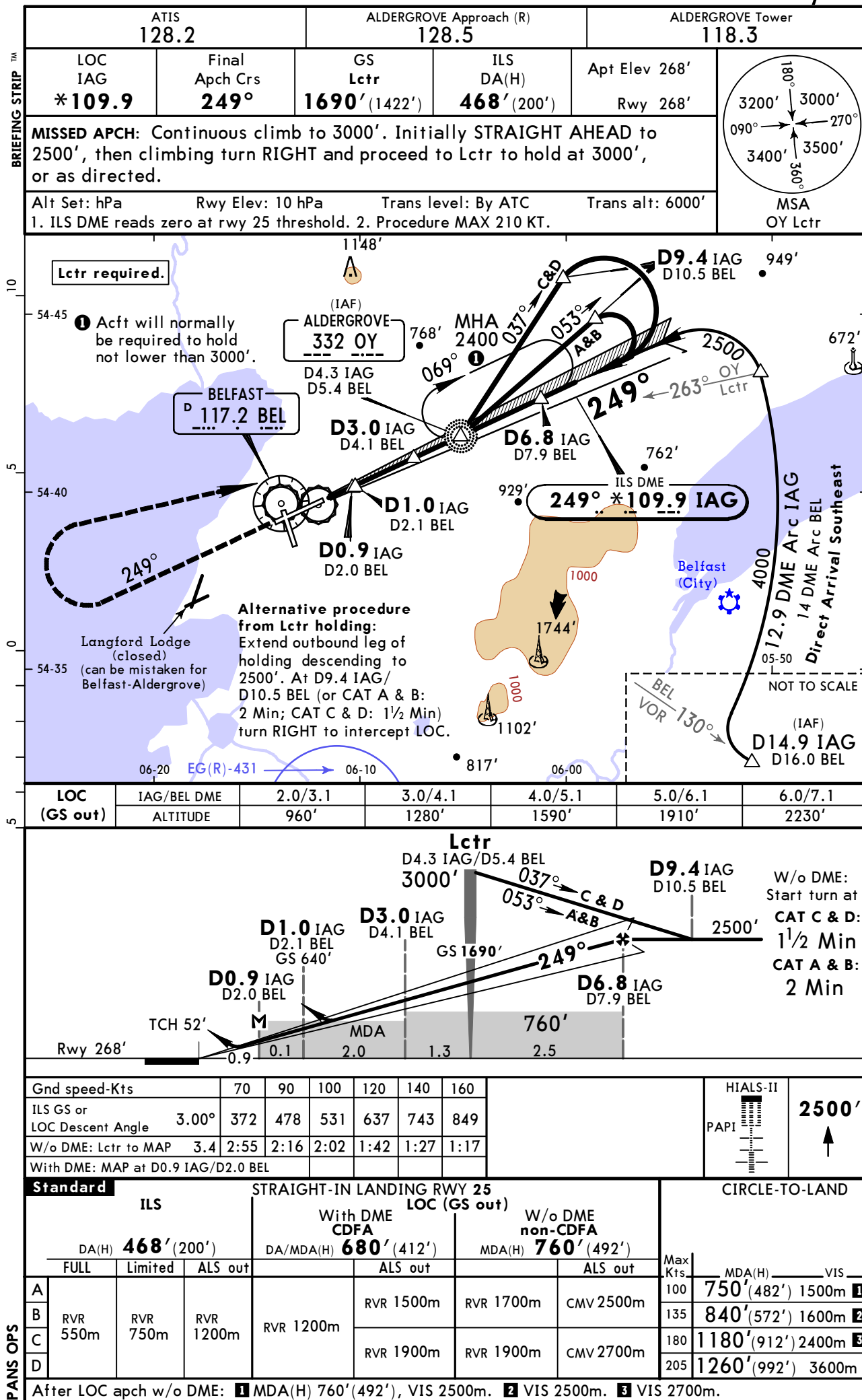
Standard		STRAIGHT-IN LANDING RWY 25	
CAT IIIA ILS		CAT II ILS ABCD RA 108'	
DH 50'		DA(H) 368' (100')	
RVR 200m		RVR 300m	

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

EGAA/BFS
ALDERGROVE

JEPPESSEN
13 NOV 15 **(11-3)**

BELFAST, UK
ILS DME Y Rwy 25



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ALDERGROVE

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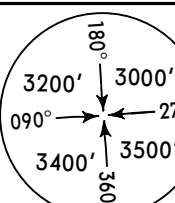
13 NOV 15

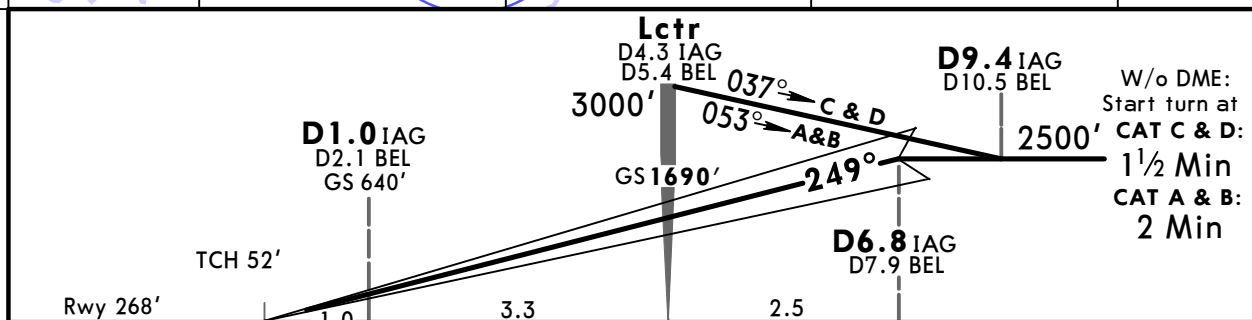
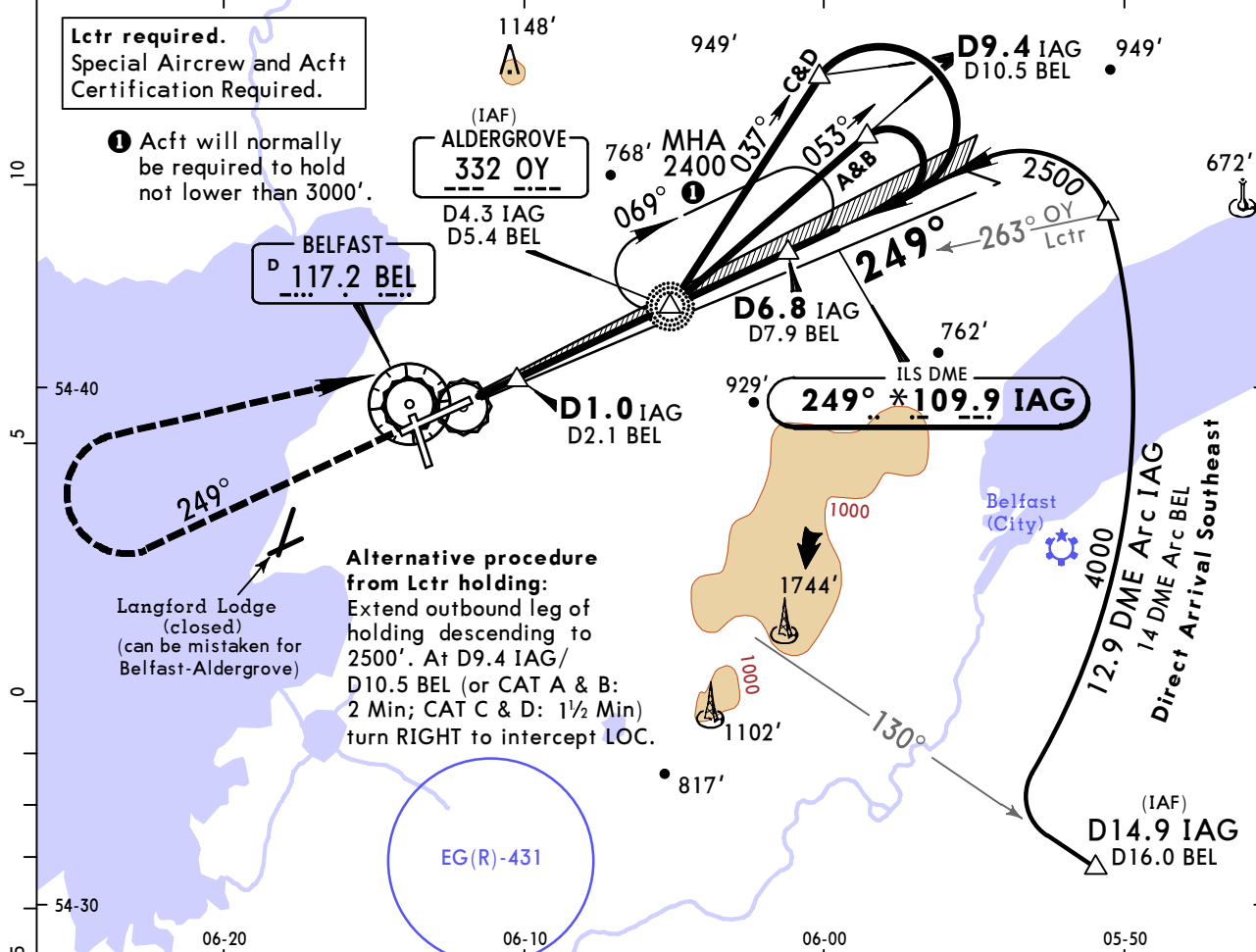
(11-3A)

CAT II/III ILS DME Y Rwy 25

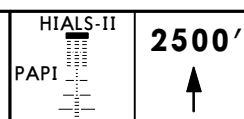
BELFAST, UK

BRIEFING STRIP

ATIS 128.2		ALDERGROVE Approach (R) 128.5		ALDERGROVE Tower 118.3	
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.					MSA OY Lctr



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849



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

 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communication.

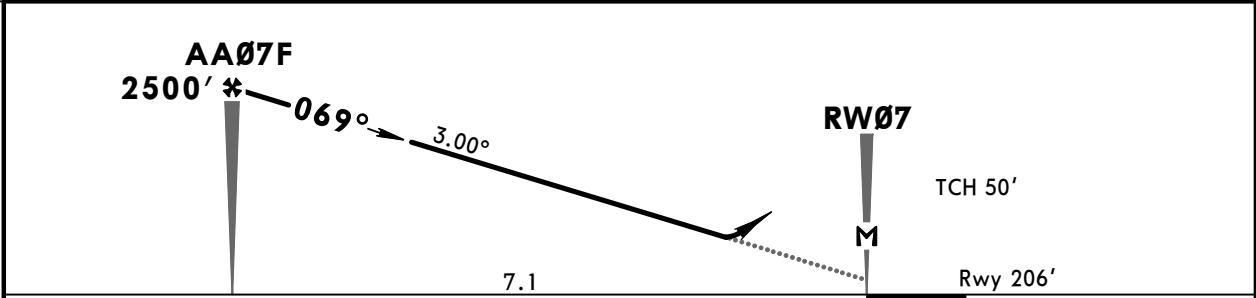
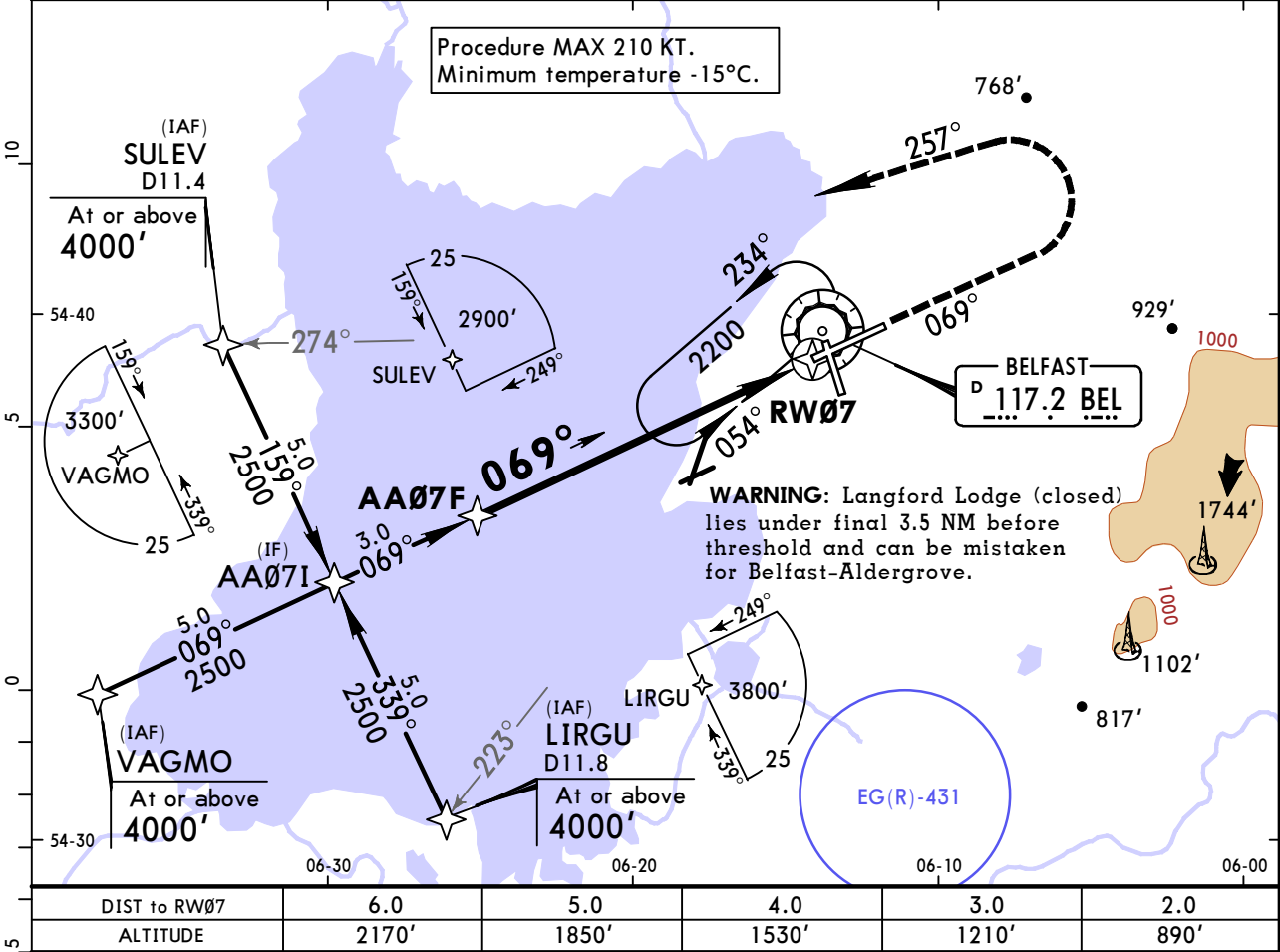
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EGAA/BFS
ALDERGROVE

JEPPESSEN
13 NOV 15 (12-1)

BELFAST, UK
RNAV (GNSS) Rwy 07

ATIS 128.2		ALDERGROVE Approach (R) 128.5		ALDERGROVE Tower 118.3	
RNAV	Final Apch Crs 069°	Minimum Alt AA07F 2500' (2294')	LNAV/VNAV DA(H) 520' (314')	Apt Elev 268' Rwy 206'	3500' MSA ARP
MISSED APCH: Continuous climb to 3000'. At 1200' revert to conventional navigation, then climbing LEFT turn onto track 257° to 3000'. Then turn LEFT to VOR, or as directed.					
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'					
1. Pilots should request RNAV approach on first contact with Approach. 2. VOR required for Missed Apch.					



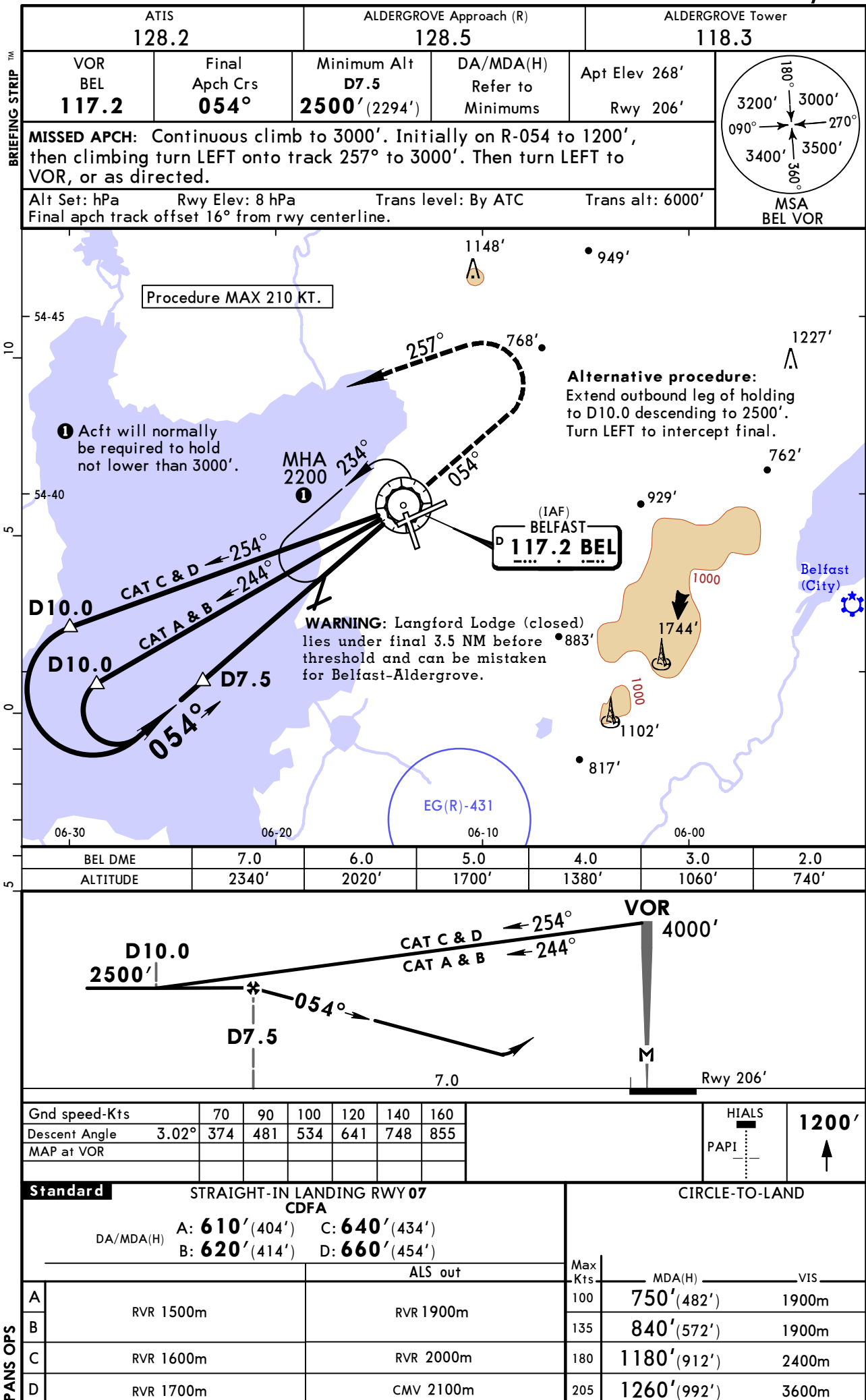
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1200'
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at RW07							

Standard		STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND		
		LNAV/VNAV		LNAV				
		DA(H) 520' (314')		DA/MDA(H) 610' (404')				
		ALS out		ALS out		Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1400m	RVR 1500m			100	750' (482')	1500m
B						135	840' (572')	1600m
C			RVR 1500m	RVR 1900m	180	1180' (912')	2400m	
D					205	1260' (992')	3600m	

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ALDERGROVE

JEPPesen
13 NOV 15 **(13-1)**

BELFAST, UK
VOR DME Rwy 07



CHANGES: Communication.

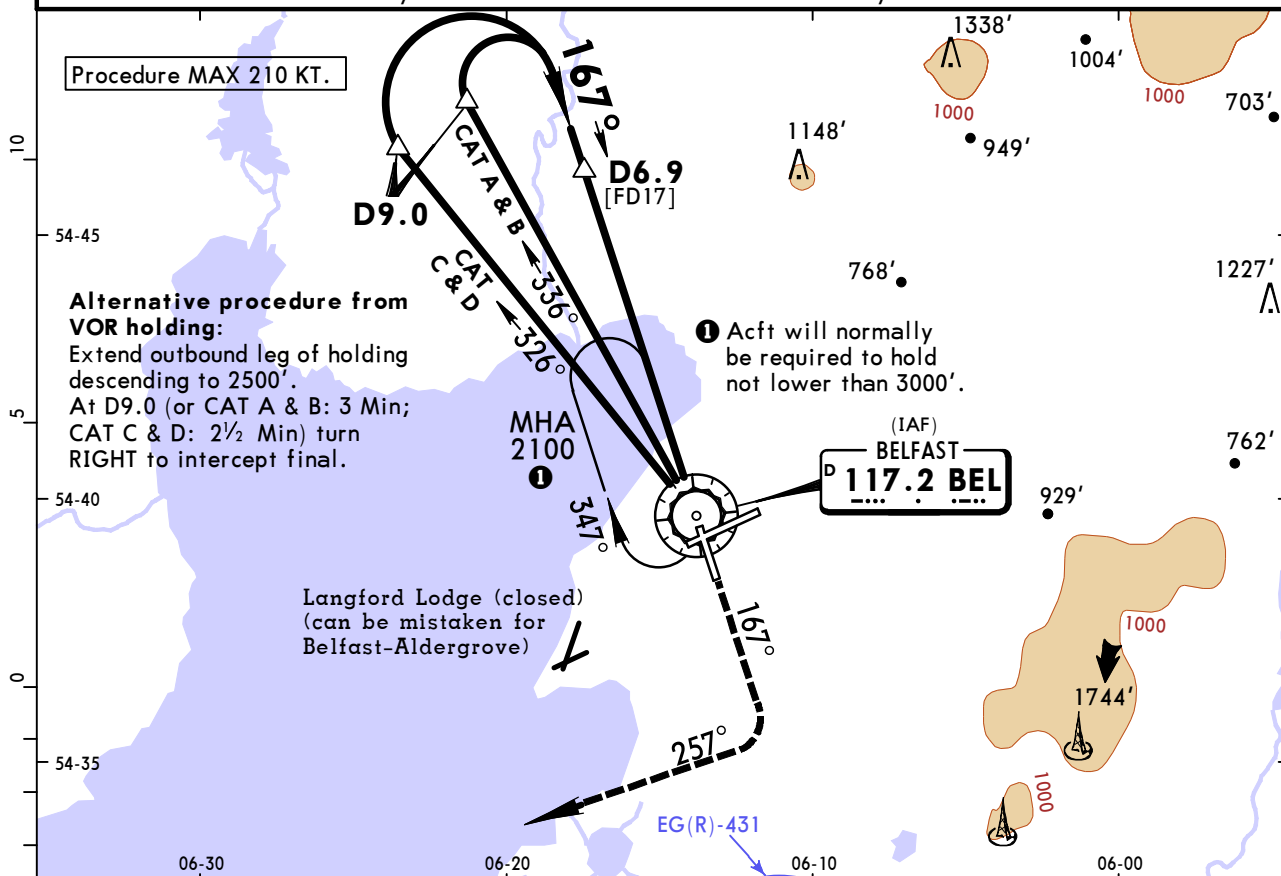
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ALDERGROVE
JEPPesen
13 NOV 15 **(13-2)**
BELFAST, UK
VOR DME Rwy 17

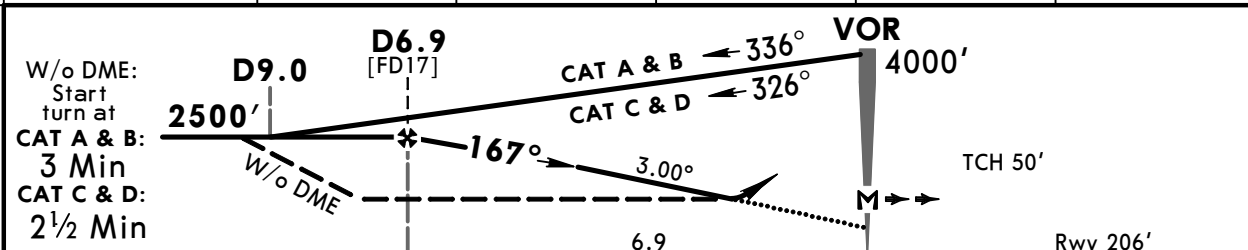
BRIEFING STRIP™

ATIS 128.2		ALDERGROVE Approach (R) 128.5		ALDERGROVE Tower 118.3	
VOR BEL 117.2	Final Apch Crs 167°	With DME Minimum Alt D6.9 2500' (2294')	With DME DA/MDA(H) 560' (354')	Apt Elev 268' Rwy 206'	 MSA BEL VOR
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 780' (574')		
MISSED APCH: Continuous climb to 3000'. Initially on R-167 outbound to 1200', then climbing turn RIGHT onto track 257° to 3000'. Then turn RIGHT to VOR, or as directed.					

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'



BEL DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2220'	1900'	1580'	1270'	950'



Gnd speed-Kts	70	90	100	120	140	160	HIALS 1200' PAPI
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

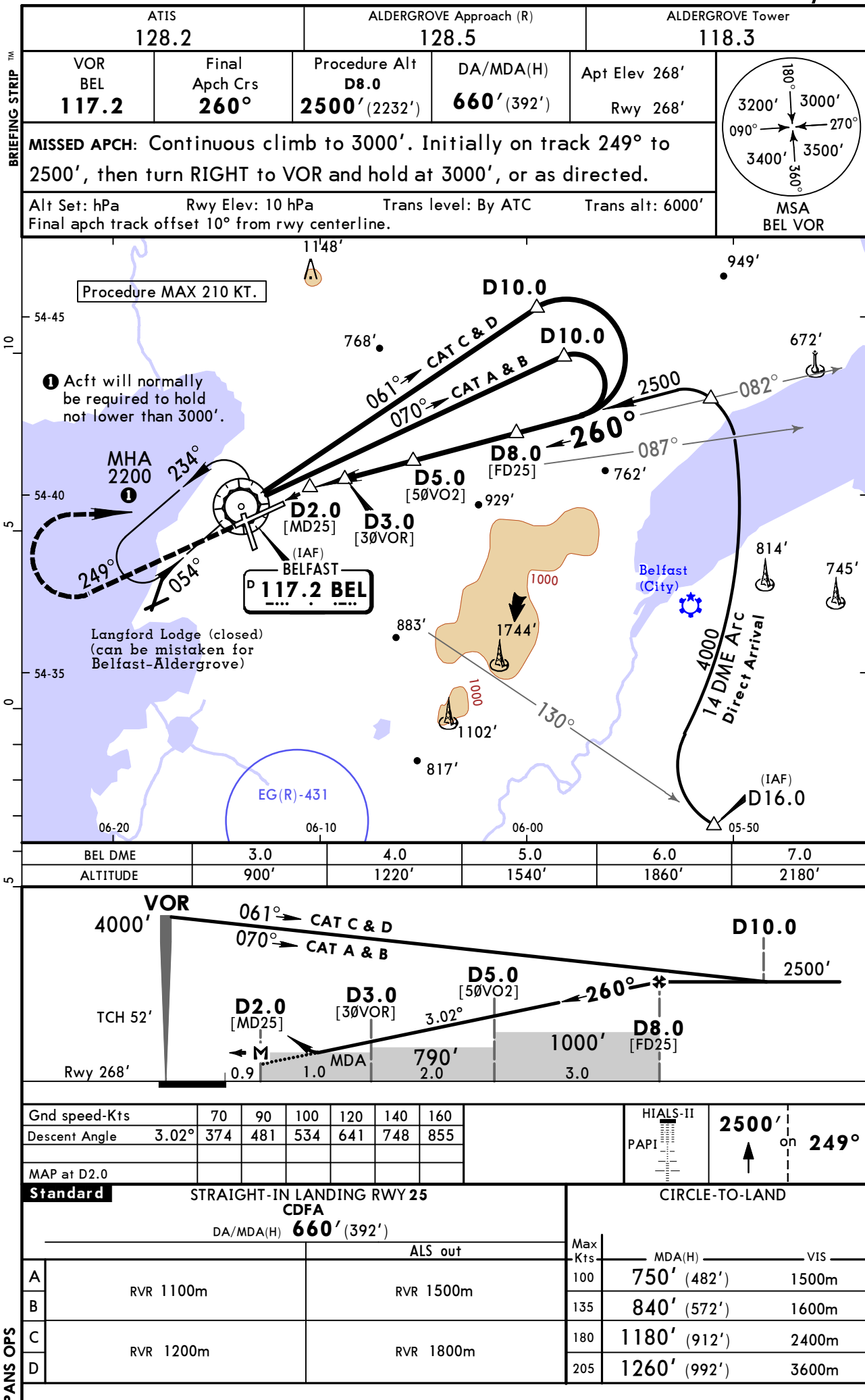
STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND	
With DME CDFA DA/MDA(H) 560' (354')		W/o DME non-CDFA MDA(H) 780' (574')		Max Kts	VIS
A B C D	RVR 900m	ALS out	ALS out	100	750' (482') 1500m 1
		RVR 1500m	CMV 2100m	135	840' (572') 1600m 1
	RVR 1600m	CMV 2300m	CMV 3000m	180	1180' (912') 2400m 2
		CMV 2300m	CMV 3000m	205	1260' (992') 3600m

1 After apch w/o DME: MDA(H) 850' (582'), VIS 2800m. **2** After apch w/o DME: VIS 3000m.

EGAA/BFS
ALDERGROVE

JEPPESSEN
13 NOV 15 **(13-3)**

BELFAST, UK
VOR DME Rwy 25



BELFAST, UK
VOR DME Rwy 35

ATIS 128.2		ALDERGROVE Approach (R) 128.5			ALDERGROVE Tower 118.3	
VOR BEL 117.2	Final Apch Crs 347°	Procedure Alt D8.0 2500' (2242')	DA/MDA(H) 680' (422')	Apt Elev 268' Rwy 258'	180° 3200' ← 3000' → 270° 090° ↑ 3400' ↓ 3500' MSA BEL VOR	
MISSED APCH: Continuous climb to 3000'. Initially STRAIGHT AHEAD to 1300', then turn LEFT onto track 257° to 3000'. Then turn LEFT to VOR and hold at 3000', or as directed.						
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC		Trans alt: 6000'	

① Acft will normally be required to hold not lower than 3000'.

Langford Lodge (closed) (can be mistaken for Belfast-Aldergrove)

Procedure MAX 210 KT.

BEL DME
ALTITUDE

3.0 4.0 5.0 6.0 7.0
900' 1220' 1540' 1860' 2180'

VOR

4000'

TCH displ thresh 50'

Rwy 258'

177° CAT A & B

186° CAT C & D

[RW35]

MDA

3.03°

347°*

1540'

D5.0 [50VOR] D8.0 [FD35]

1.2 3.8 3.0

D10.0

2500'

Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1300'
Descent Angle 3.03°	375	482	536	643	750	858	
MAP at VOR							

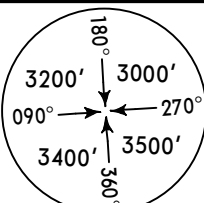
Standard			STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
			CDFA			
			DA/MDA(H) 680' (422')			
			ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m				100	750' (482') 1500m
B	RVR 1500m				135	840' (572') 1600m
C	RVR 1600m		RVR 2000m		180	1180' (912') 2400m
D					205	1260' (992') 3600m

EGAA/BFS
ALDERGROVE

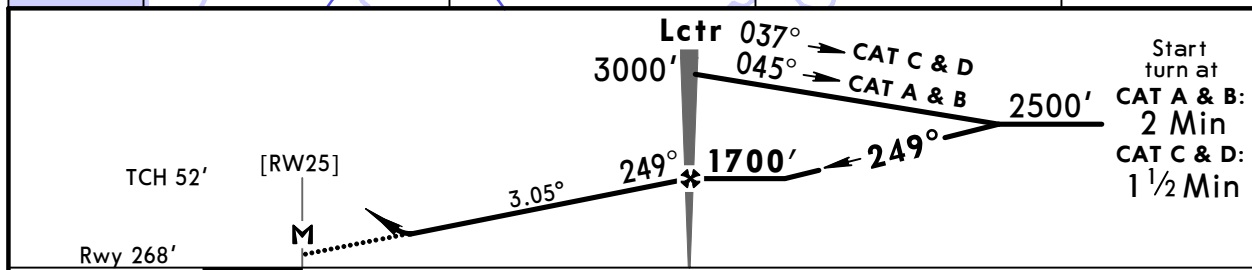
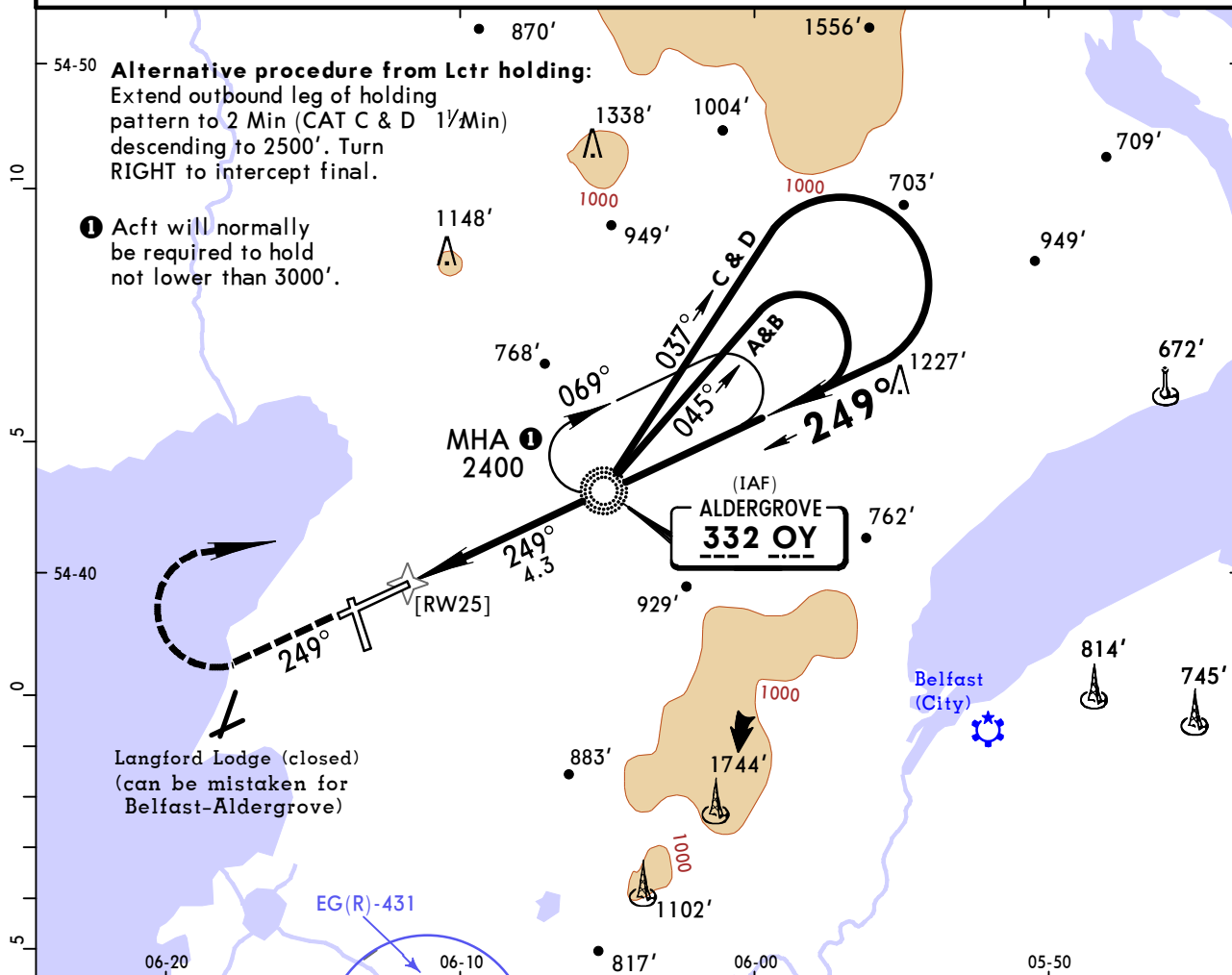
JEPPESSEN
13 NOV 15 **(16-1)**

BELFAST, UK
NDB Rwy 25

BRIEFING STRIP™

ATIS 128.2		ALDERGROVE Approach (R) 128.5		ALDERGROVE Tower 118.3	
Lctr OY 332	Final Apch Crs 249°	Minimum Alt Lctr 1700' (1432')	DA/MDA(H) 760' (492')	Apt Elev 268' Rwy 268'	
MISSED APCH: Continuous climb to 3000'. Initially on 249° from Lctr to 1300', then turn RIGHT to Lctr to hold at 3000, or as directed.					
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000' Procedure MAX 210 KT.					

MSA
OY Lctr



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
Descent Angle 3.05°	378	486	540	648	755	863	
Lctr to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37	

Standard STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
CDFA				Max Kts	MDA(H) VIS
DA/MDA(H) 760' (492')				100	760' (492') 1500m
ALS out				135	840' (572') 1600m
RVR 1500m				180	1180' (912') 2400m
RVR 1500m CMV 2300m				205	1260' (992') 3600m

CHANGES: Communication.

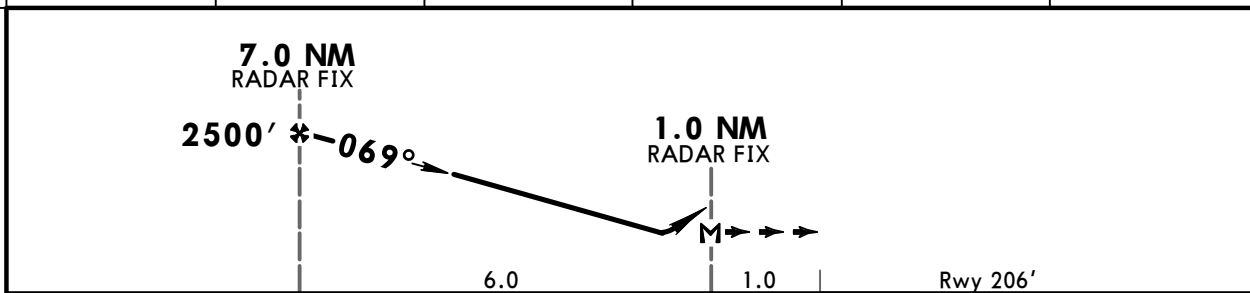
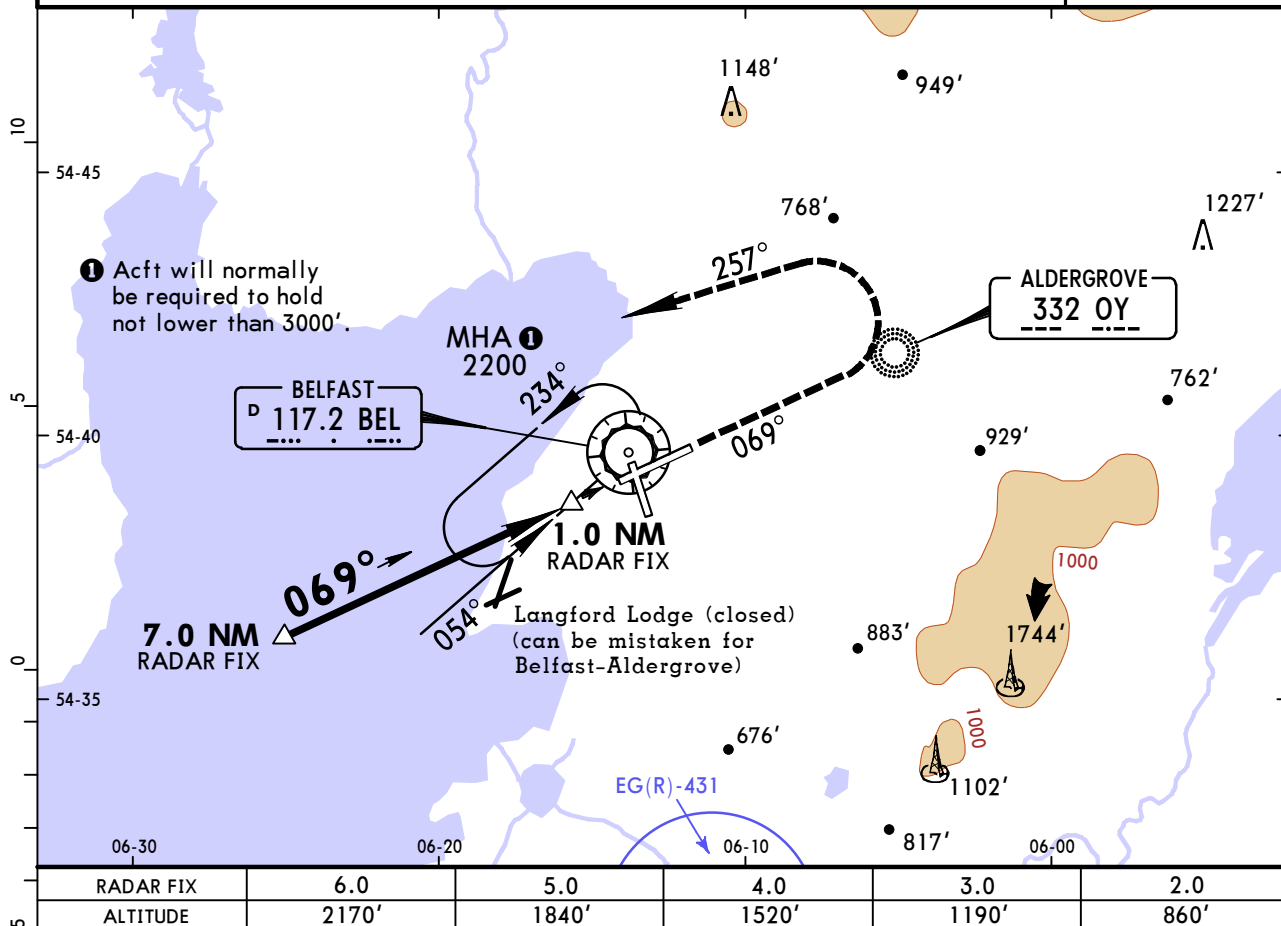
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EGAA/BFS
ALDERGROVE

JEPPESSEN
13 NOV 15 (18-1)

BELFAST, UK
SRA Rwy 07

BRIEFING STRIP™	ATIS	ALDERGROVE Approach (R)		*ALDERGROVE Director (SRA)	ALDERGROVE Tower
	128.2	128.5		120.9	118.3
	RADAR	Final Apch Crs 069°	Minimum Alt 7.0 NM 2500' (2294')	MDA(H) 630' (424')	Apt Elev 268' Rwy 206'
MISSED APCH: Continuous climb to 3000'. Initially STRAIGHT AHEAD to 1200', then climbing turn LEFT onto track 257° to 3000'. Then turn LEFT to VOR, or as directed.					
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000' Procedure MAX 210 KT.					



Gnd speed-Kts	70	90	100	120	140	160	 1200'
Descent Angle	3.09°	383	492	547	656	765	
MAP 1 NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26	

Standard STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND	
MDA(H) 630' (424')				Max Kts	MDA(H) VIS
ALS out				100	750' (482') 2200m
A RVR 1800m				135	840' (572') 2200m
B				180	1180' (912') 2400m
C RVR 2000m				205	1260' (992') 3600m
D					

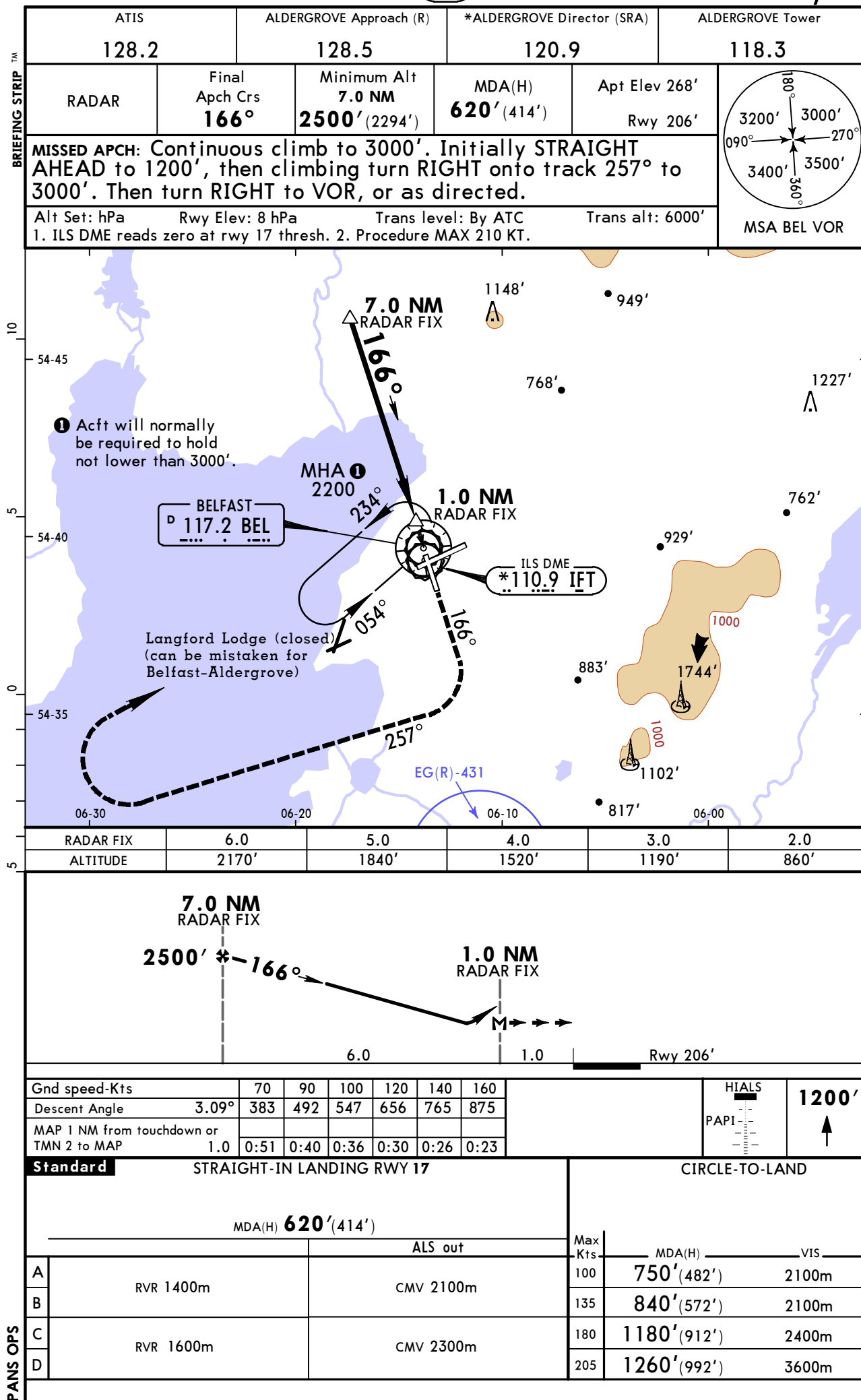
CHANGES: Communication.

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EGAA/BFS
ALDERGROVE

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13 NOV 15 **(18-2)**

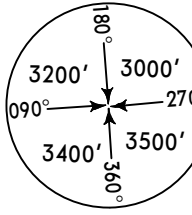
BELFAST, UK
SRA Rwy 17

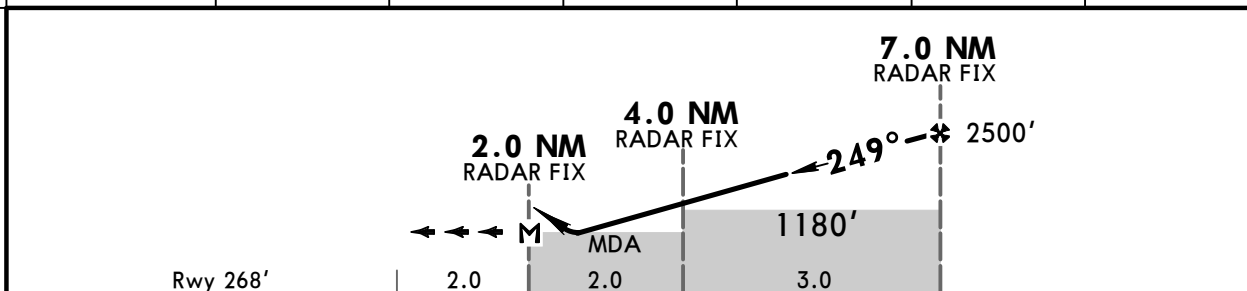
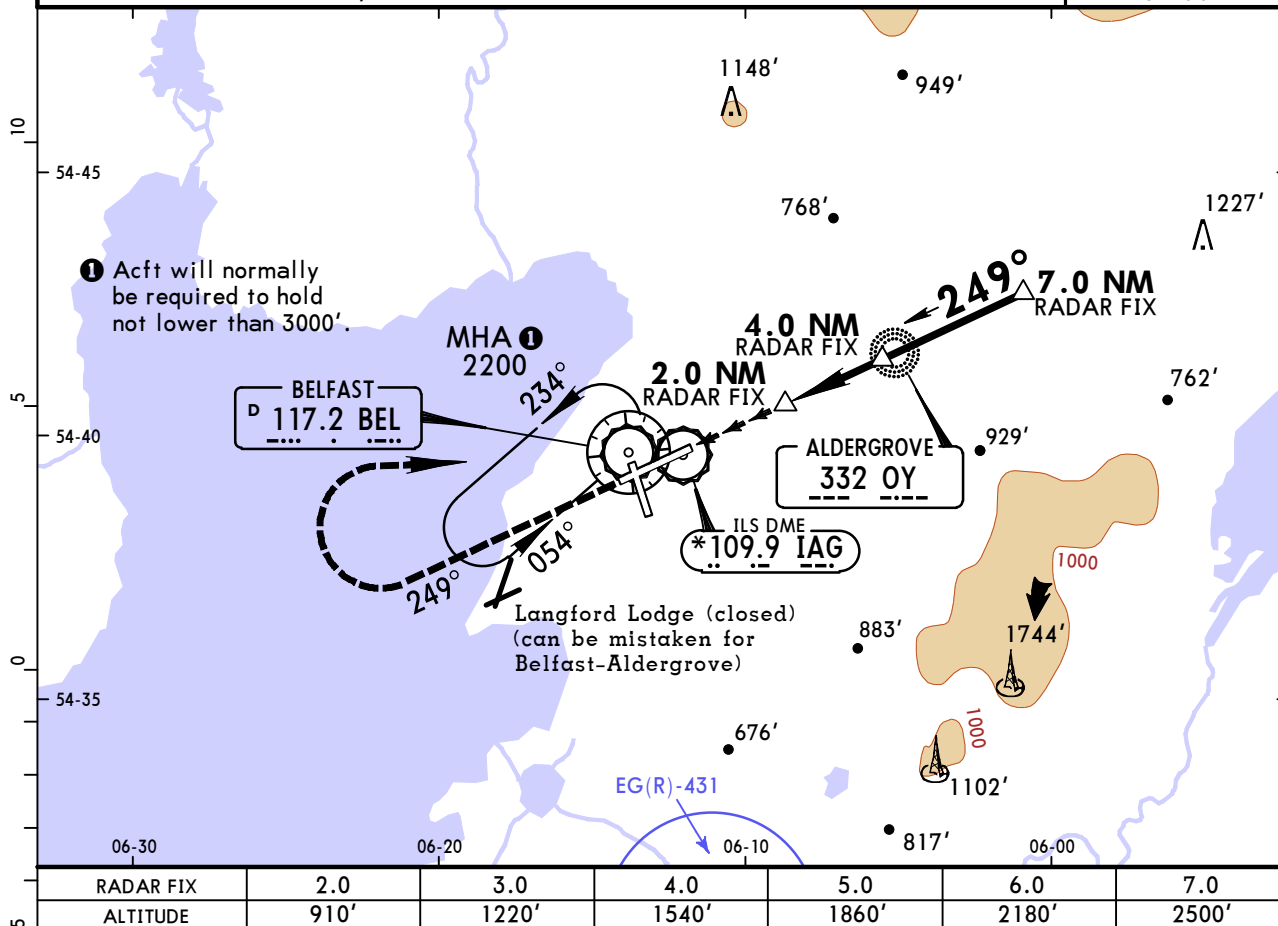


EGAA/BFS
ALDERGROVE

JEPPESSEN
13 NOV 15 **(18-3)**

BELFAST, UK
SRA Rwy 25

ATIS	ALDERGROVE Approach (R)	*ALDERGROVE Director (SRA)	ALDERGROVE Tower
128.2	128.5	120.9	118.3
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 1. ILS DME reads zero at rwy 25 thresh. 2. Procedure MAX 210 KT.			
			MSA BEL VOR/ OY Lctr



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.01°	373	479	532	639	745	852	
MAP 2 NM from touchdown								

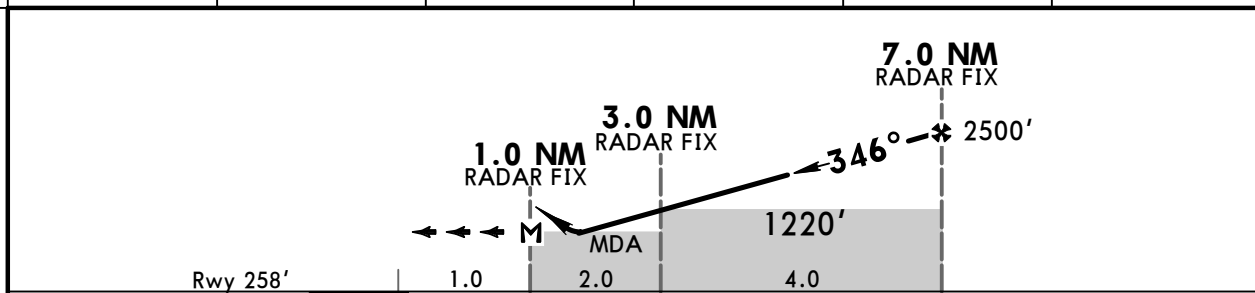
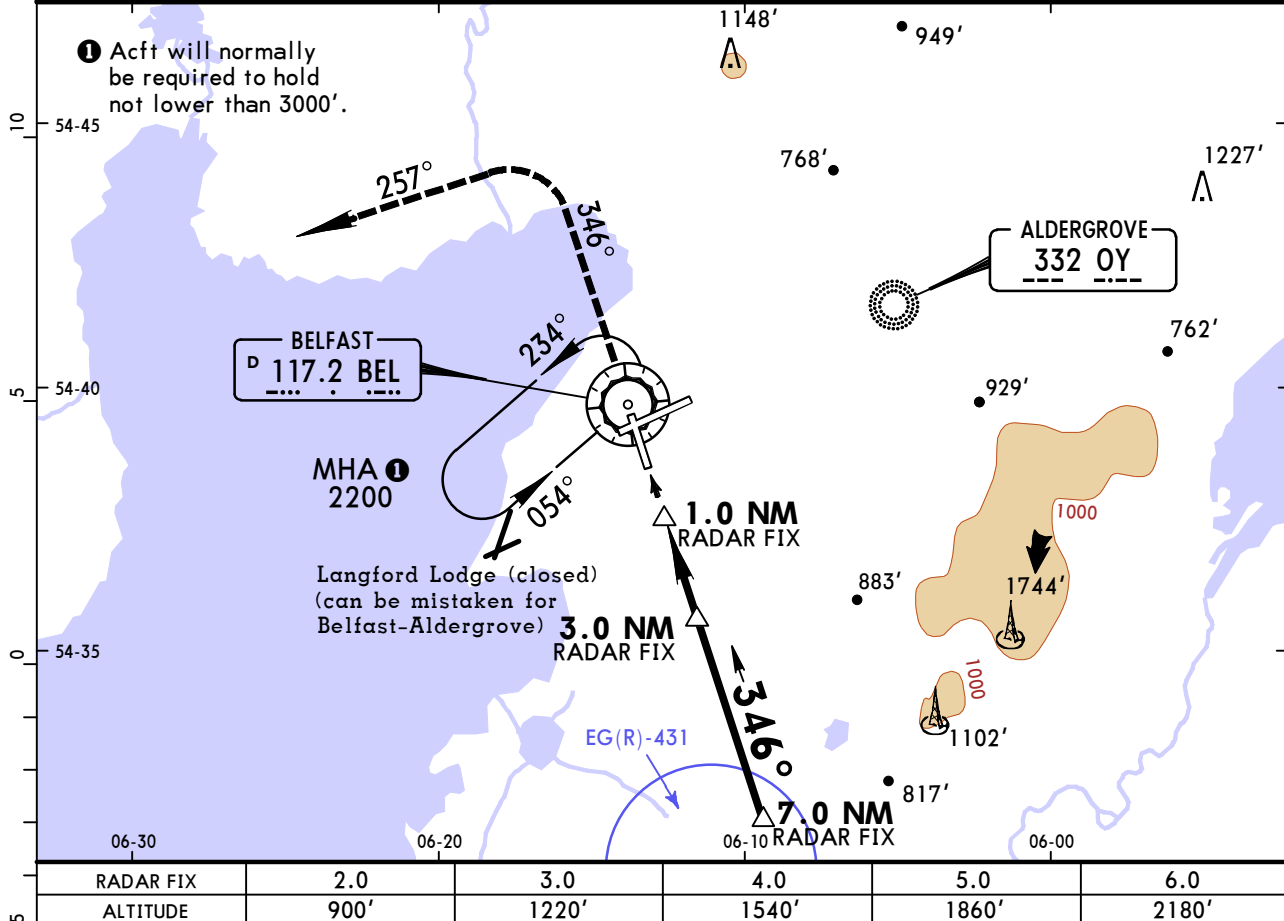
Standard				STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
				MDA(H) 910' (642')							
				ALS out							
A	CMV 2500m			CMV 3200m			Max Kts	MDA(H)		VIS	
B							100	910' (642')		3200m	
C	CMV 2700m			CMV 3400m			135				
D							180	1180' (912')		3400m	
							205	1260' (992')		3600m	

CHANGES: Communication.

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BELFAST, UK
SRA Rwy 35

ATIS 128.2		ALDERGROVE Approach (R) 128.5		*ALDERGROVE Director (SRA) 120.9		ALDERGROVE Tower 118.3	
RADAR	Final Apch Crs 346°	Procedure Alt 7.0 NM 2500' (2242')	MDA(H) 700' (442')	Apt Elev 268' Rwy 258'			
MISSED APCH: Continuous climb to 3000'. Initially STRAIGHT AHEAD to 1300', then turn LEFT onto track 257° to 3000'. Then turn LEFT to VOR and hold, or as directed.							MSA BEL VOR/ OY Lctr
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC		Trans alt: 6000'		
Procedure MAX 210 KT.							



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 2.81°	347	447	496	595	695	794	
MAP 1 NM from touchdown or TMN 2 to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23	

Standard			STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
			MDA(H) 700' (442')			
			ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 1900m		CMV 2300m	100	750' (482')	2300m
B				135	840' (572')	2300m
C	CMV 2100m		CMV 2500m	180	1180' (912')	2500m
D				205	1260' (992')	3600m

BELFAST, (ALDERGROVE - EGAA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGAA

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m