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JEPPESEN
JeppView for Windows

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## 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: 0347 Z
Sunset: 2105 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

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## Communication Information

ATIS: 128.200
Aldergrove Tower: 118.300
Aldergrove Ground: 121.750
Aldergrove Approach Approach: 128.500
Aldergrove Director Radar: 120.900

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# 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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# 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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# 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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# EGAA/BFS ALDERGROVE

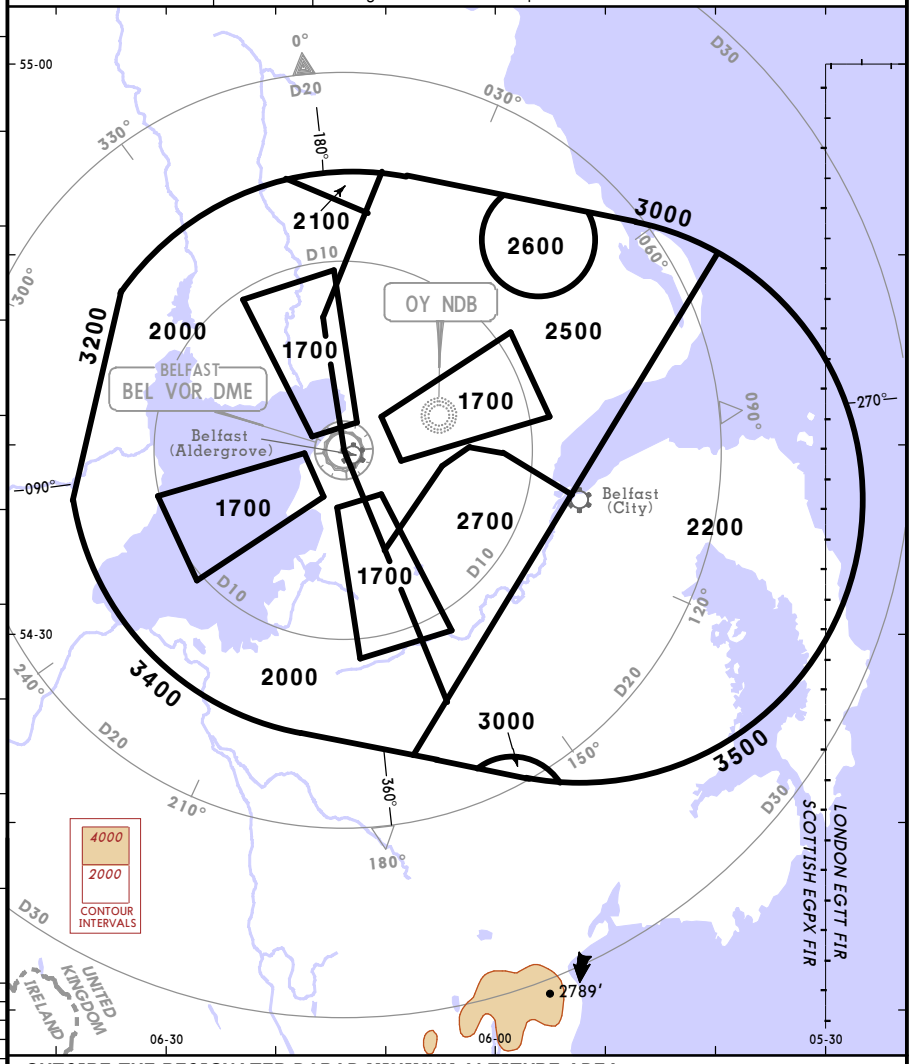
JEPPESEN

23 JAN 15 (10-1R)

# BELFAST, UK

## RADAR MINIMUM ALTITUDES

| *ALDERGROVE Director (R) | Apt Elev | |
|---|---|---|
| 120.9 | 268′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′<br>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 Surveilance 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.

*CHANGES:* Sectors and sector altitudes revised.

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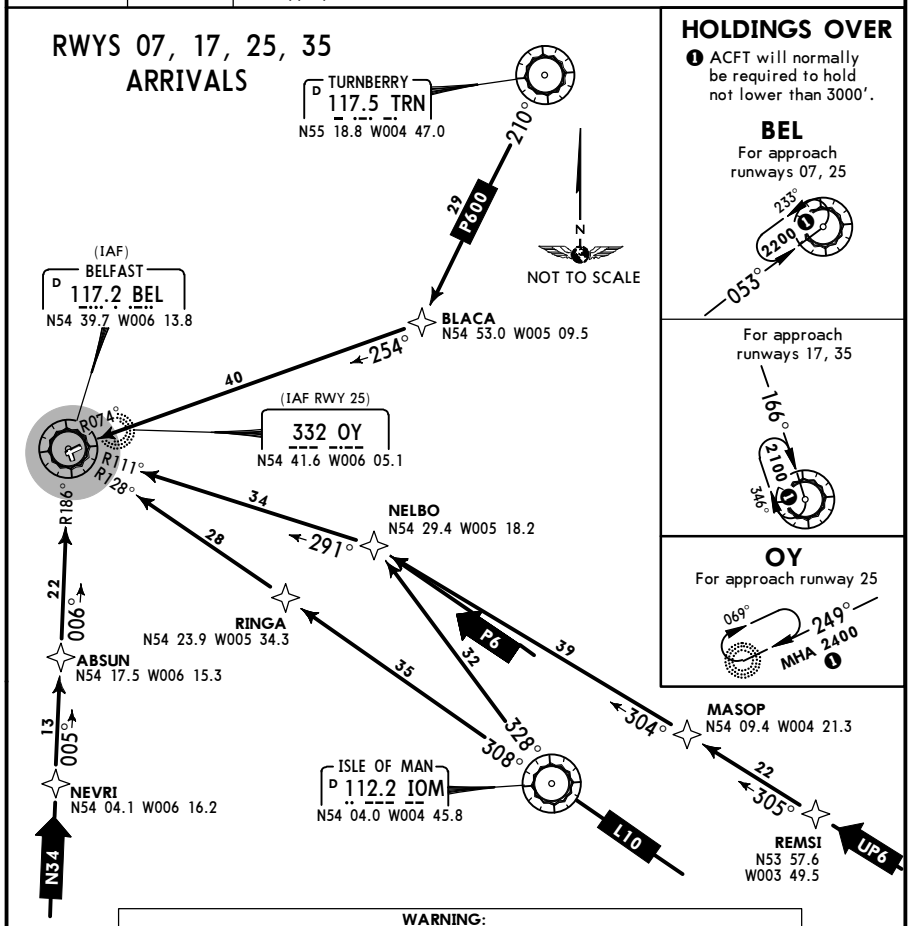
| ATIS | Apt Elev | |
|---|---|---|
| 128.2 | 268′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′<br>1. Aircraft flying on the airway system will be cleared into the TMA/CTR without having to request a specific entry clearance. 2. Aircraft wishing to enter the TMA or CTR from the open FIR must obtain clearance from ALDERGROVE Approach. 3. Flights inbound to Belfast TMA are given descent clearance which will allow the flight to remain inside the vertical boundaries of controlled airspace. Aircraft flying a Continuous Descent Approach (especially with regards to RWY 07) may leave the vertical boundary of controlled airspace for short periods of flight. If this occurs ATC will endeavour to give as much notice to the crew as possible and provide the appropriate UK FIS. |




**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 and Direct Route Airspace (DRA) (at or above FL250):** REMSI - MASOP - NELBO - BEL.
**SOUTH via airway N-34:** NEVRI - ABSUN - BEL.
**SOUTHWEST, WEST, NORTHWEST & NORTH via FIR:** TMA boundary - direct to BEL.

CHANGES: General instructions revised; MHA.

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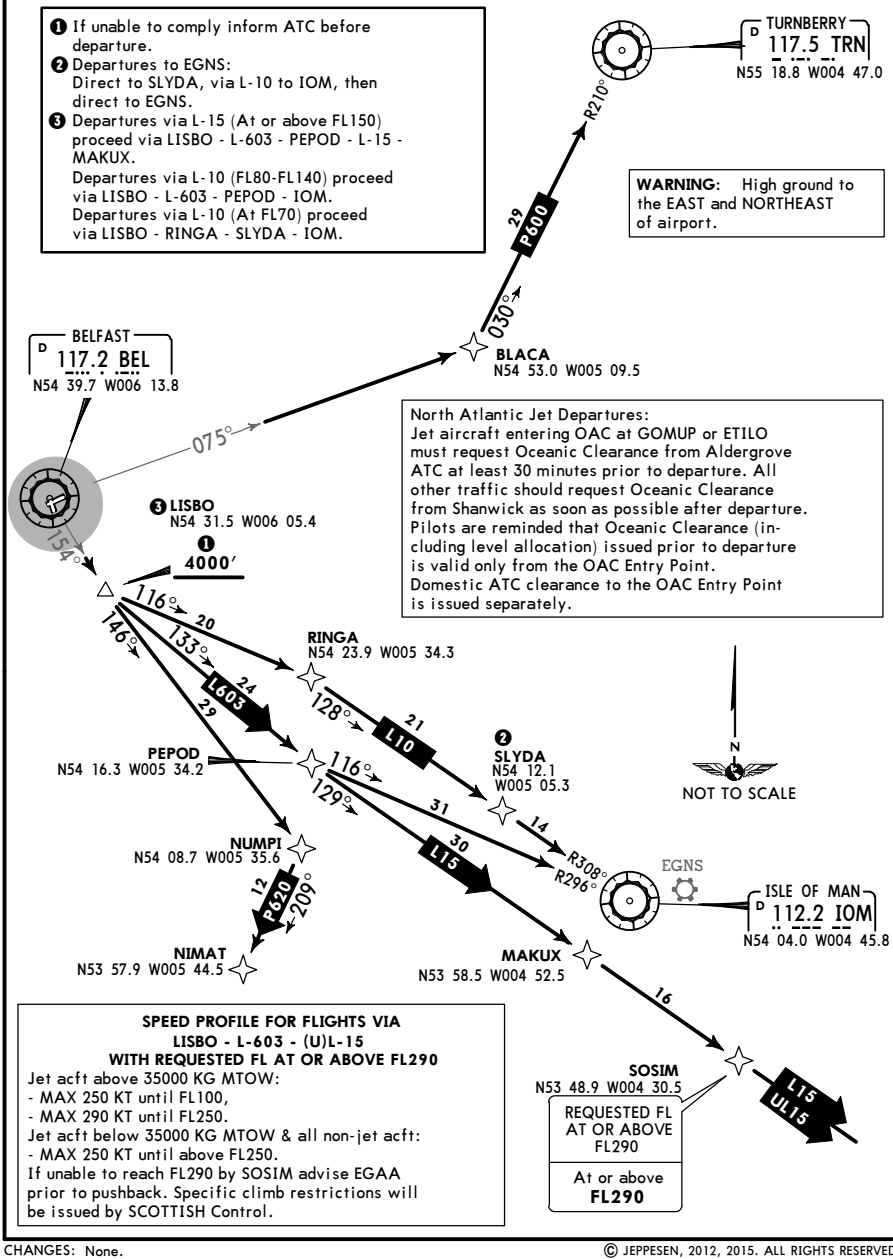
| Apt Elev 268′ | Trans level: By ATC Trans alt: 6000′<br>ACFT must contact ATC up to 20 minutes prior to EOBT to obtain airways clearance including transponder code.ATC will issue specific after departure instructions prior to issuing take-off clearance. Pilot must not depart until these instructions have been given and acknowledged. |
|---|---|

# RWYS 07, 17, 25, 35
# DEPARTURES
## VIA AIRWAYS L-10, L-15, P-600, P-620




CHANGES: None.

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# EGAA/BFS

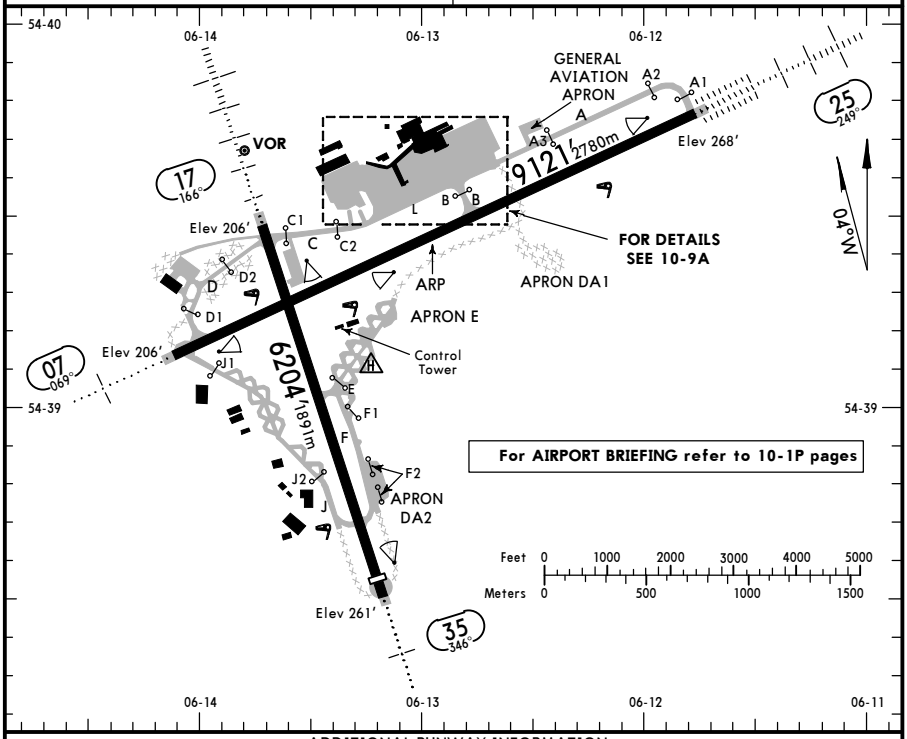
Apt Elev **268′**
N54 39.5 W006 13.0

JEPPESEN

13 NOV 15 (10-9)

# BELFAST, UK
## ALDERGROVE

| ATIS | Tower |
|---|---|
| 128.2 | 118.3 |




## ADDITIONAL RUNWAY INFORMATION

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

❶ Rwy grooved.

❷ 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 / 5902′ 1799m | 4965′ 1513m | ❸ | 148′ 45m |
|---|---|---|---|---|---|

❸ TAKE-OFF RUN AVAILABLE

RWY 17:
From rwy head 5876′ (1791m)
twy C int 5682′ (1732m)

**Standard** TAKE-OFF ❶

| | 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 | 125m | 150m | 200m | 250m | 400m | 500m |
| B | | | | | | |
| C | | | | | | |
| D | 150m | 200m | 250m | 300m | | |

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

CHANGES: Communication. Stopbar A3, C2. Lights.

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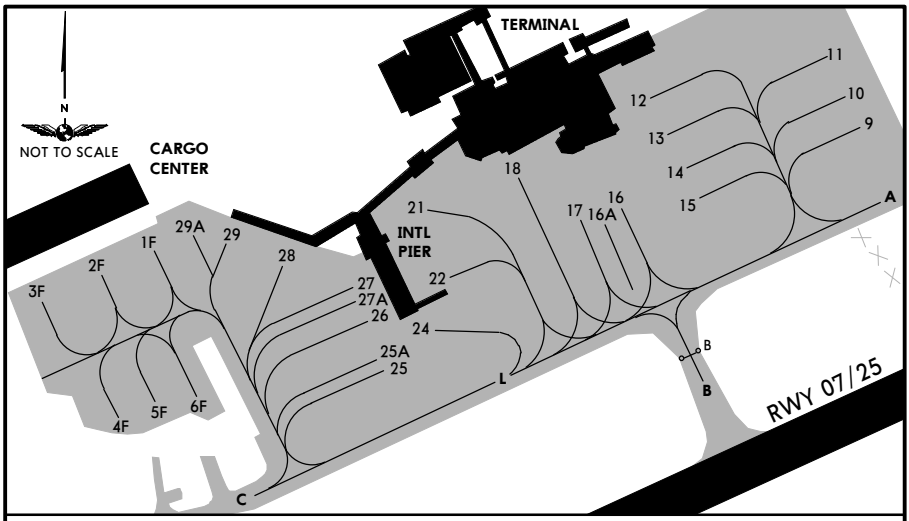


## INS COORDINATES

| 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 | | |

CHANGES: Stopbar C2 withdrawn.

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# 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 | 590′ (384′) | 800m / 1000m |
| | VOR DME ❶ | 590′ (384′) | 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.

CHANGES: LOC and VOR Rwy 17 minimums.

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# EGAA/BFS
## ALDERGROVE

JEPPESEN

4 MAR 16 (11-1)

# BELFAST, UK
## ❶ ILS DME Rwy 17

BRIEFING STRIP

| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

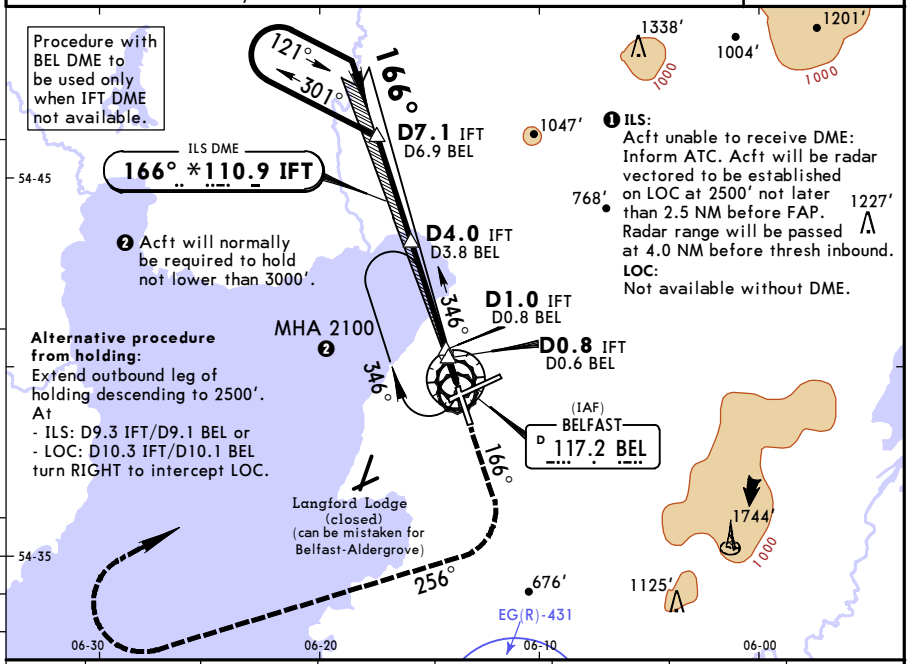
| LOC IFT | Final Apch Crs | GS D4.0 IFT | ILS DA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| *110.9 | 166° | 1530′ (1324′) | 406′ (200′) | Rwy 206′ |

**MISSED APCH:** Continuous climb to 3000′. Initially STRAIGHT AHEAD to 1200′, then climbing turn RIGHT onto track 256° to 3000′. Then turn RIGHT to VOR, or as directed.

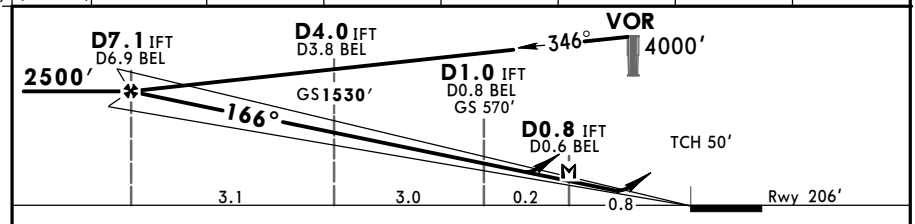
Alt Set: hPa  Rwy Elev: 8 hPa  Trans level: By ATC  Trans alt: 6000′

1. ILS DME reads zero at rwy 17 threshold. 2. Procedure MAX 210 KT.

MSA BEL VOR: 180° 3200′; 090° 3000′; 270° 3400′; 360° 3500′




| 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 | | | | | | | |

HIALS PAPI 1200′

**Standard** STRAIGHT-IN LANDING RWY 17

| | ILS DA(H) 406′ (200′) FULL | Limited | ALS out | LOC (GS out) CDFA MDA(H) 590′ (384′) | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1100m | RVR 1500m |
| B | | | | | |
| C | | | | | RVR 1800m |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 750′ (482′) | 1500m |
| 135 | 840′ (572′) | 1600m |
| 180 | 1180′ (912′) | 2400m |
| 205 | 1260′ (992′) | 3600m |

PANS OPS

CHANGES: Minimums. Bearings.

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# EGAA/BFS ALDERGROVE

JEPPESEN

4 MAR 16 (11-2)

# BELFAST, UK ILS DME Z Rwy 25

BRIEFING STRIP

| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

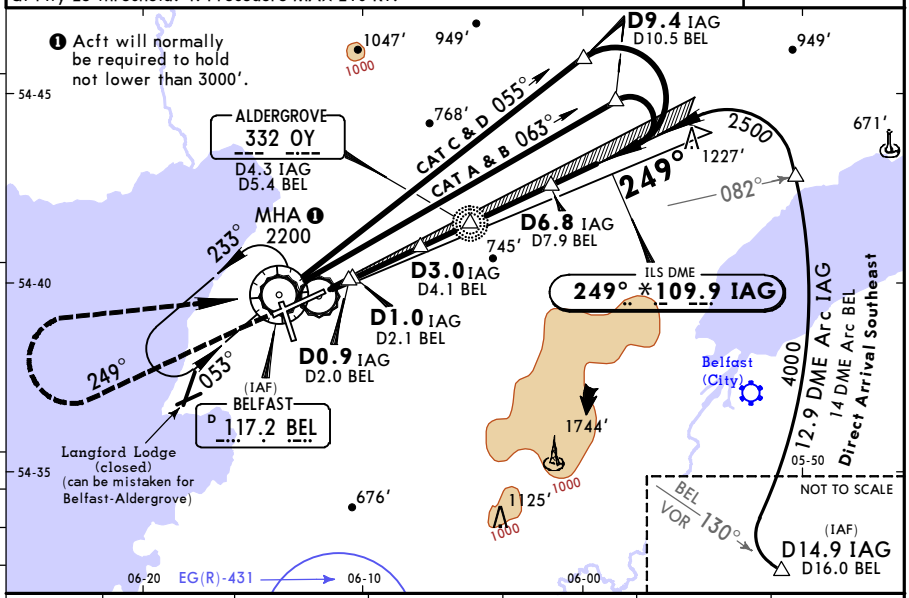
| LOC IAG | Final Apch Crs | GS Lctr | ILS DA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| *109.9 | 249° | 1690′(1422′) | 468′(200′) | Rwy 268′ |

**MISSED APCH:** Continuous climb to 3000′. Initially STRAIGHT AHEAD to 2500′, then turn RIGHT to VOR to hold at 3000′, or as directed.

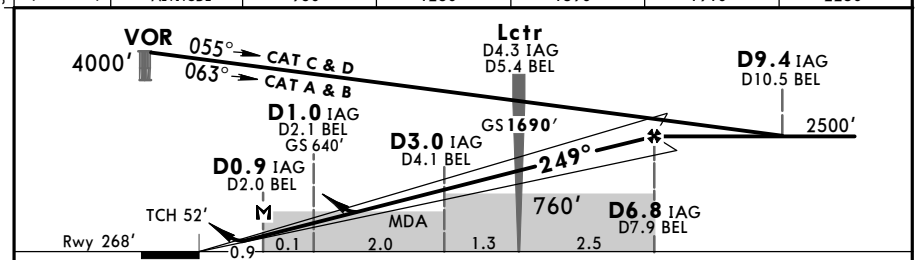
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000′

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.

MSA BEL VOR: 3200′ (090°–180°), 3000′ (180°–270°), 3400′ (270°–360°), 3500′ (360°–090°)




| 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

HIALS-II PAPI 2500′

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 25

| | ILS DA(H) 468′(200′) FULL | ILS Limited | ILS ALS out | LOC (GS out) With DME CDFA DA/MDA(H) 680′(412′) | LOC (GS out) With DME CDFA ALS out | LOC (GS out) W/o DME non-CDFA MDA(H) 760′(492′) | LOC (GS out) W/o DME non-CDFA ALS out |
|---|---|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1200m | RVR 1500m | RVR 1700m | CMV 2500m |
| B | | | | | | | |
| C | | | | | RVR 1900m | RVR 1900m | CMV 2700m |
| D | | | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS | |
|---|---|---|---|
| 100 | 750′(482′) | 1500m | ❶ |
| 135 | 840′(572′) | 1600m | ❷ |
| 180 | 1180′(912′) | 2400m | ❸ |
| 205 | 1260′(992′) | 3600m | |

After LOC apch w/o DME: ❶ MDA(H) 760′(492′), VIS 2500m. ❷ VIS 2500m. ❸ VIS 2700m.

CHANGES: Bearings.

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# EGAA/BFS ALDERGROVE

JEPPESEN

4 MAR 16 (11-2A)

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

| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

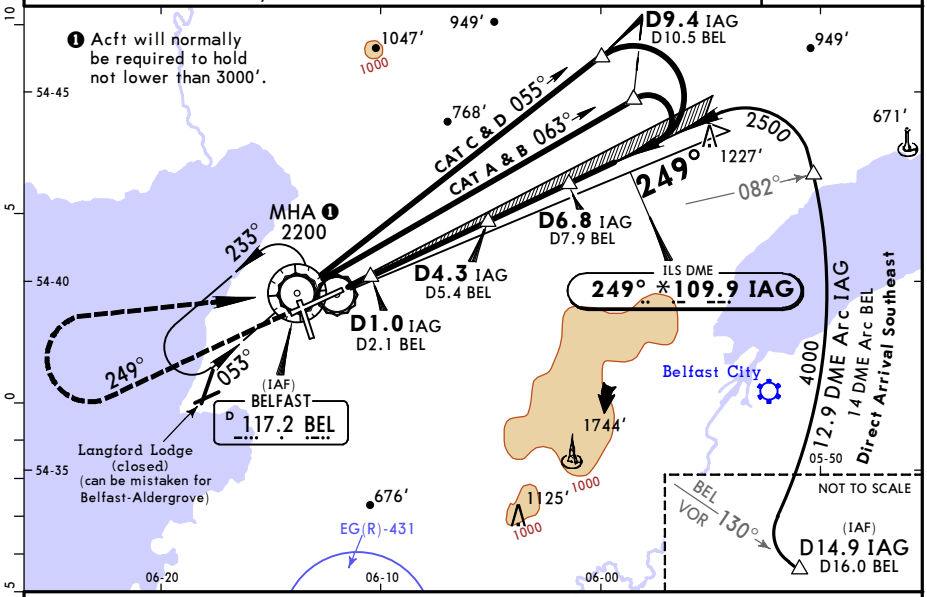
BRIEFING STRIP ™

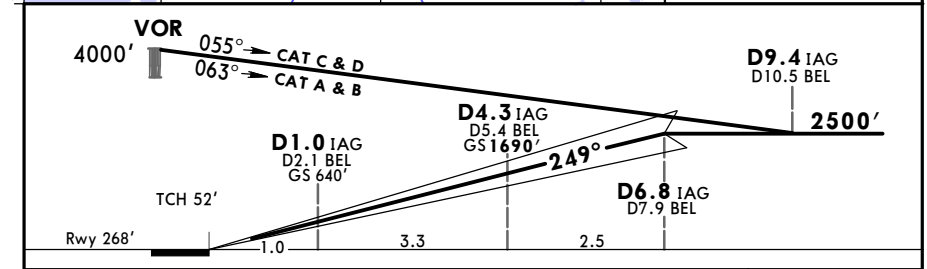
| LOC IAG | Final Apch Crs | GS | CAT II & IIIA ILS Refer to Minimums | Apt Elev 268′ |
|---|---|---|---|---|
| *109.9 | 249° | D4.3 IAG 1690′ (1422′) | | Rwy 268′ |

**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. Special Aircrew and Acft Certification required.
3. ILS DME reads zero at rwy 25 threshold. 4. Procedure MAX 210 KT.

MSA BEL VOR
180° 3000′ 270° 3500′ 360° 3400′ 090° 3200′




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

HIALS-II PAPI 2500′

PANS OPS

**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 ❶ |

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

CHANGES: Bearings.

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# EGAA/BFS ALDERGROVE

JEPPESEN

13 NOV 15 (11-3)

# BELFAST, UK ILS DME Y Rwy 25

BRIEFING STRIP

| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

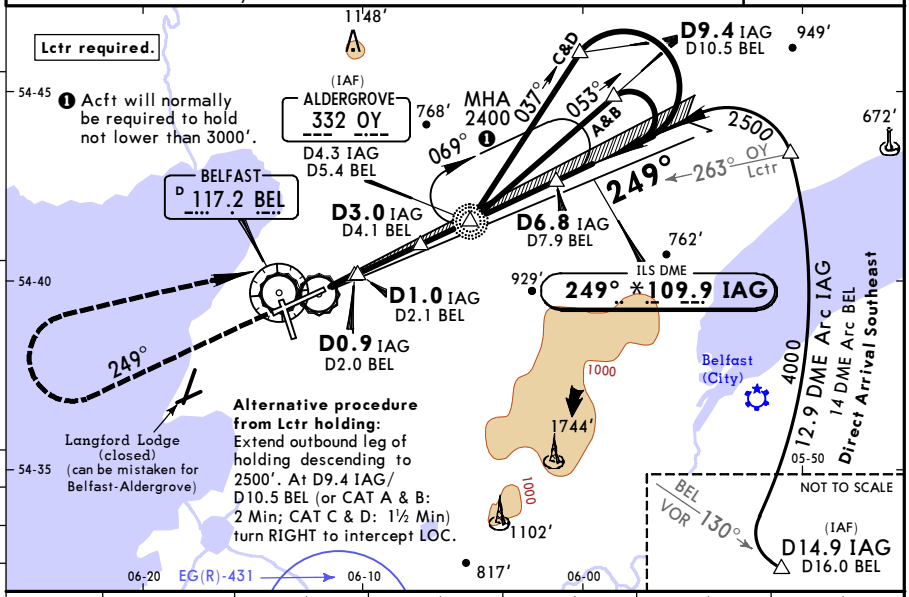
| LOC IAG | Final Apch Crs | GS Lctr | ILS DA(H) | Apt Elev 268' |
|---|---|---|---|---|
| *109.9 | 249° | 1690' (1422') | 468' (200') | Rwy 268' |

**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.

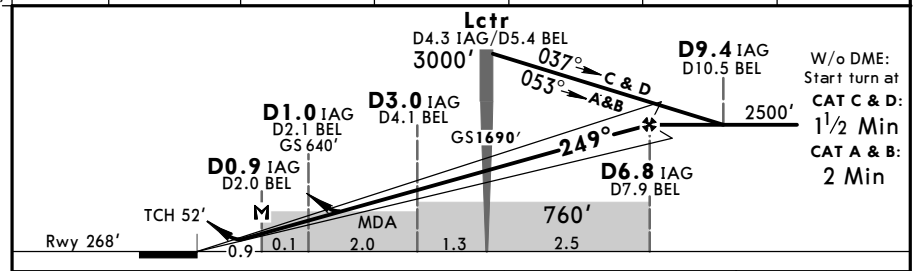
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000'

1. ILS DME reads zero at rwy 25 threshold. 2. Procedure MAX 210 KT.

MSA OY Lctr: 180° 3000' 270° 3500' 360° 3400' 090° 3200'




| 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

HIALS-II PAPI 2500'

PANS OPS

**Standard**

STRAIGHT-IN LANDING RWY 25

| | ILS DA(H) 468' (200') FULL | ILS Limited | ILS ALS out | LOC (GS out) With DME CDFA DA/MDA(H) 680' (412') | LOC (GS out) With DME CDFA ALS out | LOC (GS out) W/o DME non-CDFA MDA(H) 760' (492') | LOC (GS out) W/o DME non-CDFA ALS out |
|---|---|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1200m | RVR 1500m | RVR 1700m | CMV 2500m |
| B | | | | | | | |
| C | | | | | RVR 1900m | RVR 1900m | CMV 2700m |
| D | | | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS | |
|---|---|---|---|
| 100 | 750' (482') | 1500m | 1 |
| 135 | 840' (572') | 1600m | 2 |
| 180 | 1180' (912') | 2400m | 3 |
| 205 | 1260' (992') | 3600m | |

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

CHANGES: Communication.

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# EGAA/BFS ALDERGROVE

JEPPESEN

13 NOV 15 (11-3A)

# BELFAST, UK
## CAT II/III ILS DME Y Rwy 25

| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

BRIEFING STRIP

| LOC IAG | Final Apch Crs | GS Lctr | CAT II & IIIA ILS Refer to Minimums | Apt Elev 268′ / Rwy 268′ |
|---|---|---|---|---|
| *109.9 | 249° | 1690′ (1422′) | | |

**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: 180°–3000′; 090°–3200′; 270°–3500′; 360°–3400′

**Lctr required.** Special Aircrew and Acft Certification Required.

❶ Acft will normally be required to hold not lower than 3000′.

(IAF) ALDERGROVE 332 OY — D4.3 IAG, D5.4 BEL

BELFAST D 117.2 BEL

MHA 2400′

D9.4 IAG, D10.5 BEL

D6.8 IAG, D7.9 BEL

D1.0 IAG, D2.1 BEL

ILS DME 249° *109.9 IAG

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

**Alternative procedure from Lctr holding:** Extend outbound leg of holding descending to 2500′. At D9.4 IAG/D10.5 BEL (or CAT A & B: 2 Min; CAT C & D: 1½ Min) turn RIGHT to intercept LOC.

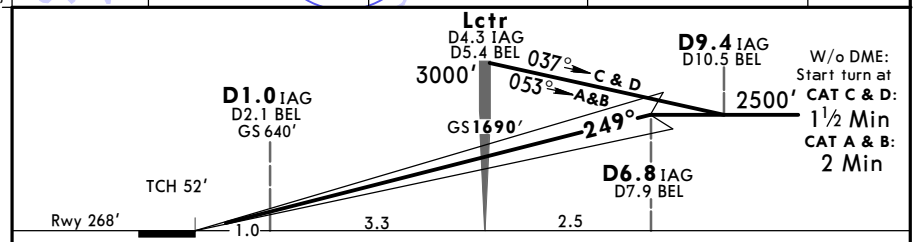
12.9 DME Arc IAG, 14 DME Arc BEL — Direct Arrival Southeast

(IAF) D14.9 IAG, D16.0 BEL

Belfast (City)

EG(R)-431

54-40, 54-30; 06-20, 06-10, 06-00, 05-50




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

HIALS-II, PAPI — 2500′

**Standard** STRAIGHT-IN LANDING RWY 25

| CAT IIIA ILS | CAT II ILS ABCD |
|---|---|
| DH 50′ | RA 108′ DA(H) 368′ (100′) |
| RVR 200m | RVR 300m ❶ |

PANS OPS

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

CHANGES: Communication.

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# EGAA/BFS
## ALDERGROVE

JEPPESEN

13 NOV 15 (12-1)

# BELFAST, UK
## RNAV (GNSS) Rwy 07

BRIEFING STRIP TM

| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

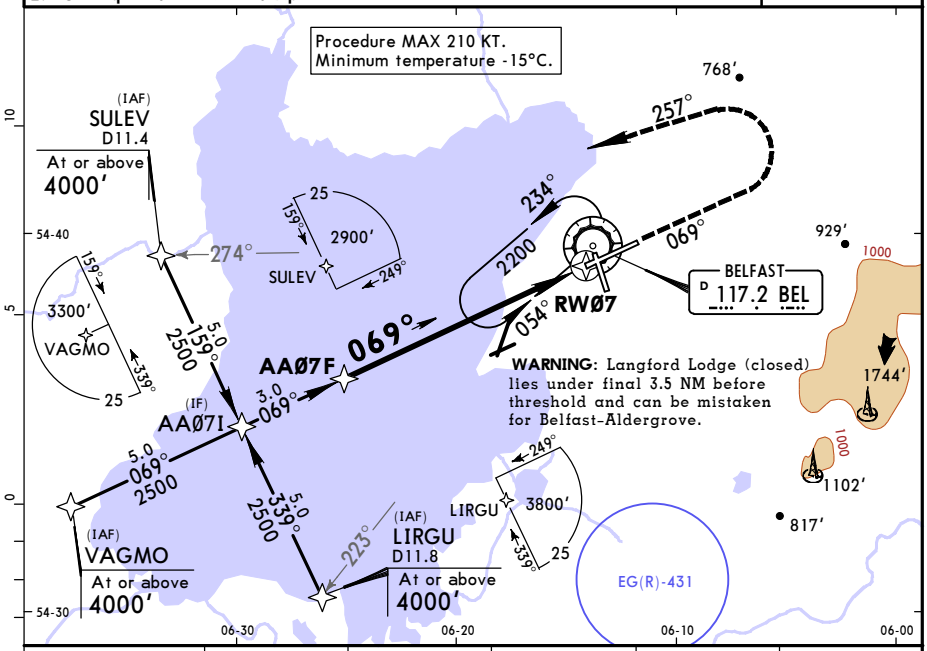
| RNAV | Final Apch Crs | Minimum Alt | LNAV/VNAV DA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| | **069°** | **AAØ7F** **2500′** (2294′) | **520′** (314′) | Rwy 206′ |

**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.

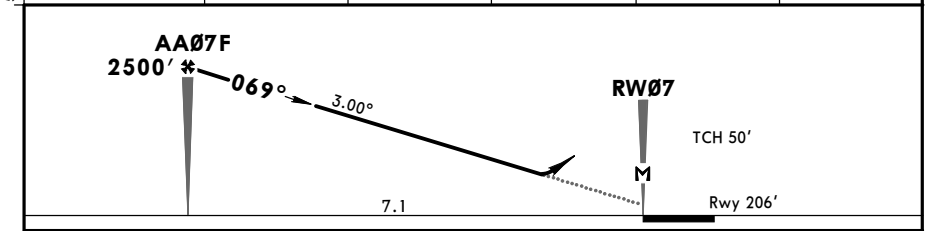
Alt Set: hPa  Rwy Elev: 8 hPa  Trans level: By ATC  Trans alt: 6000′

1. Pilots should request RNAV approach on first contact with Approach.
2. **VOR required for Missed Apch.**

3500′ MSA ARP




| DIST to RWØ7 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALTITUDE | 2170′ | 1850′ | 1530′ | 1210′ | 890′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RWØ7 | | | | | | | |

HIALS
PAPI
**1200′**

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **07**

| | LNAV/VNAV DA(H) **520′** (314′) | | LNAV DA/MDA(H) **610′** (404′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | RVR 1000m | RVR 1400m | RVR 1500m | |
| B | | | | |
| C | | | RVR 1500m | RVR 1900m |
| D | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | **750′** (482′) | 1500m |
| 135 | **840′** (572′) | 1600m |
| 180 | **1180′** (912′) | 2400m |
| 205 | **1260′** (992′) | 3600m |

CHANGES: Communication.

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# EGAA/BFS
## ALDERGROVE

JEPPESEN

4 MAR 16 (13-1)

# BELFAST, UK
## VOR DME Rwy 07

BRIEFING STRIP TM

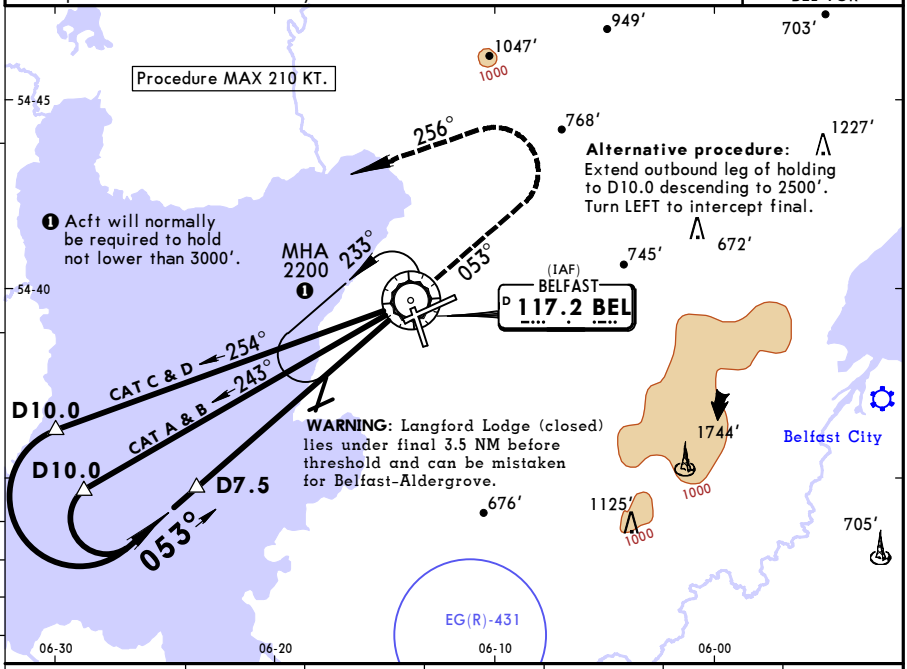
| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

| VOR BEL | Final Apch Crs | Minimum Alt | DA/MDA(H) | Apt Elev 268' |
|---|---|---|---|---|
| 117.2 | 053° | D7.5 2500'(2294') | Refer to Minimums | Rwy 206' |

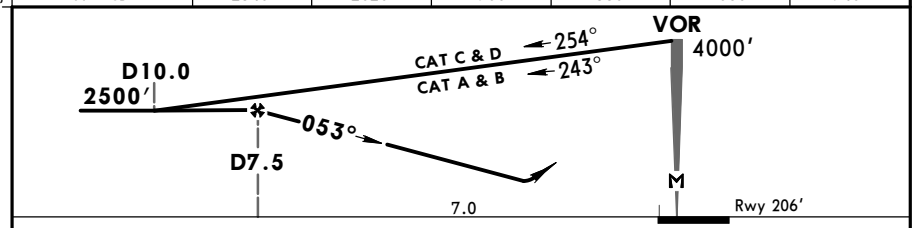
**MISSED APCH:** Continuous climb to 3000'. Initially on R-053 to 1200', then climbing turn LEFT onto track 256° to 3000'. Then turn LEFT to VOR, or as directed.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'
Final apch track offset 16° from rwy centerline.

MSA BEL VOR: 180° 3000', 270° 3500', 360° 3500', 090° 3400', 180° 3200'




| BEL DME | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| ALTITUDE | 2340' | 2020' | 1700' | 1380' | 1060' | 740' |




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

HIALS PAPI 1200'

**Standard** STRAIGHT-IN LANDING RWY 07

CDFA

DA/MDA(H) A: 610'(404') C: 640'(434')
B: 620'(414') D: 660'(454')

| | | ALS out |
|---|---|---|
| A | RVR 1500m | RVR 1900m |
| B | | |
| C | RVR 1600m | RVR 2000m |
| D | RVR 1700m | CMV 2100m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 750'(482') | 1900m |
| 135 | 840'(572') | 1900m |
| 180 | 1180'(912') | 2400m |
| 205 | 1260'(992') | 3600m |

PANS OPS

CHANGES: Bearings.

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# EGAA/BFS
## ALDERGROVE

JEPPESEN

4 MAR 16 (13-2)

# BELFAST, UK
## VOR DME Rwy 17

BRIEFING STRIP TM

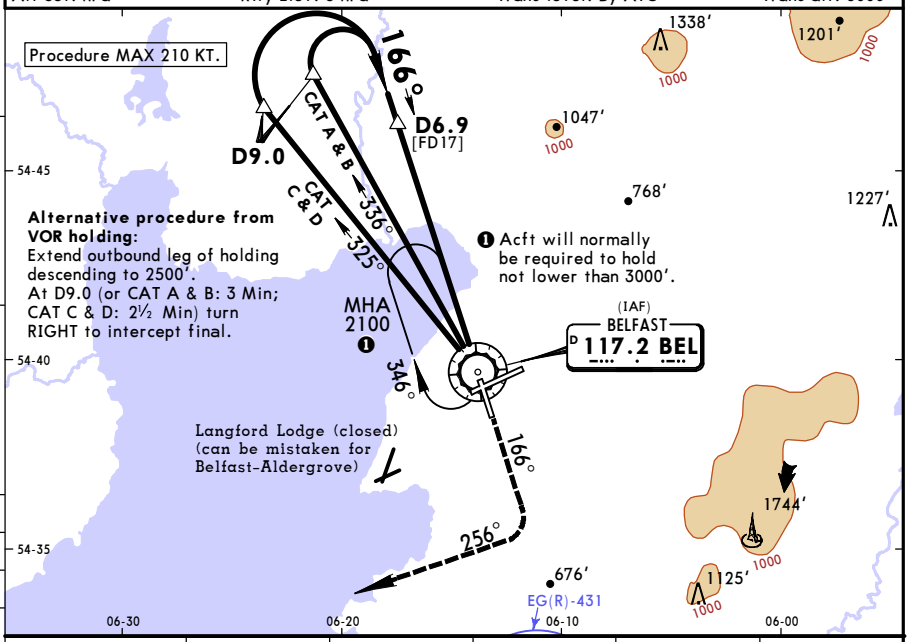
| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

| VOR | Final Apch Crs | With DME Minimum Alt | With DME DA/MDA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| BEL 117.2 | 166° | D6.9 2500′ (2294′) | 590′ (384′) | Rwy 206′ |
| | | W/o DME Minimum Alt No FAF | W/o DME MDA(H) 780′ (574′) | |

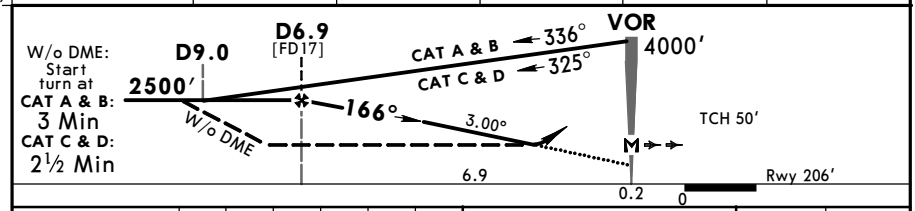
**MISSED APCH**: Continuous climb to 3000′. Initially on R-166 outbound to 1200′, then climbing turn RIGHT onto track 256° to 3000′. Then turn RIGHT to VOR, or as directed.

MSA BEL VOR: 180° 3200′; 090° 3000′; 270° 3400′; 360° 3500′

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 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at VOR | | | | | | | |

HIALS PAPI 1200′

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 17

| | With DME CDFA DA/MDA(H) 590′ (384′) | | W/o DME non-CDFA MDA(H) 780′ (574′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | RVR 1100m | RVR 1500m | CMV 2100m | CMV 2800m |
| B | | | | |
| C | | RVR 1800m | CMV 2300m | CMV 3000m |
| D | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 750′ (482′) | 1500m 1 |
| 135 | 840′ (572′) | 1600m 1 |
| 180 | 1180′ (912′) | 2400m 2 |
| 205 | 1260′ (992′) | 3600m |

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

CHANGES: Bearings. Minimums.

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# EGAA/BFS
ALDERGROVE

JEPPESEN

13 NOV 15 (13-3)

# BELFAST, UK
# VOR DME Rwy 25

BRIEFING STRIP TM

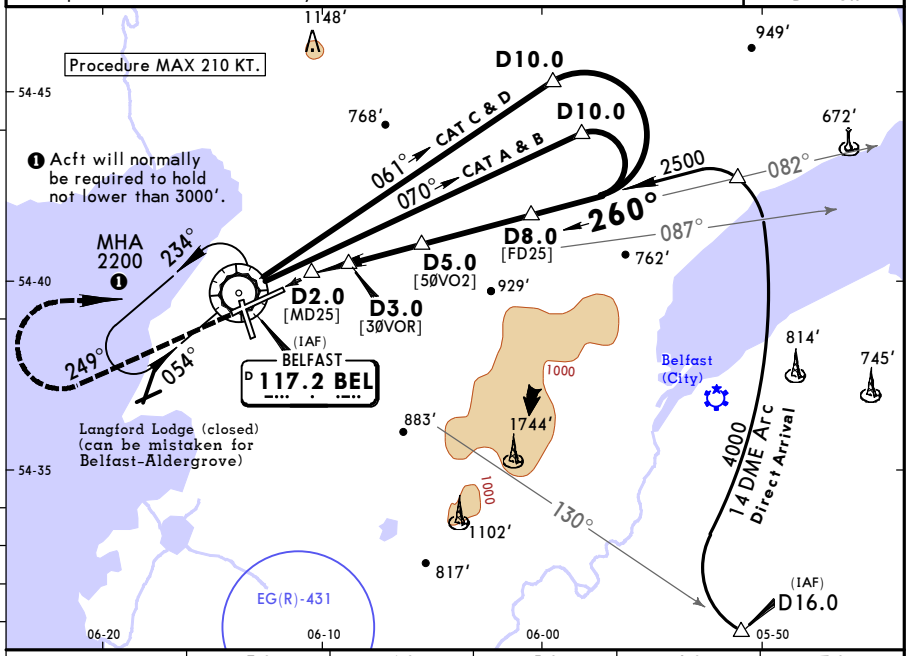
| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

| VOR BEL | Final Apch Crs | Procedure Alt | DA/MDA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| 117.2 | 260° | D8.0 2500′ (2232′) | 660′ (392′) | Rwy 268′ |

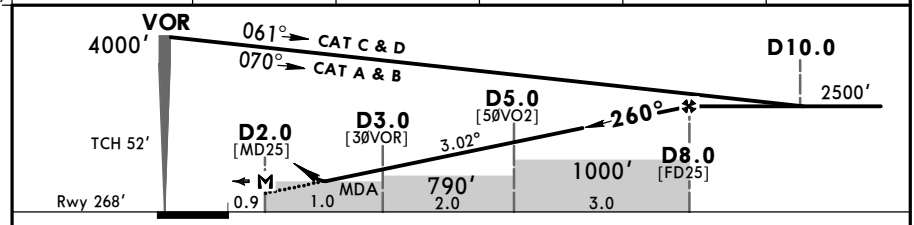
**MISSED APCH:** Continuous climb to 3000′. Initially on track 249° to 2500′, then turn RIGHT to VOR and hold at 3000′, or as directed.

Alt Set: hPa  Rwy Elev: 10 hPa  Trans level: By ATC  Trans alt: 6000′
Final apch track offset 10° from rwy centerline.

MSA BEL VOR: 180° 3000′; 270° 3500′; 360° 3400′; 090° 3200′




| BEL DME | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 |
|---|---|---|---|---|---|
| ALTITUDE | 900′ | 1220′ | 1540′ | 1860′ | 2180′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.02° | 374 | 481 | 534 | 641 | 748 | 855 |
| MAP at D2.0 | | | | | | | |

HIALS-II PAPI 2500′ on 249°

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 25
CDFA
DA/MDA(H) 660′ (392′)

| | | ALS out |
|---|---|---|
| A | RVR 1100m | RVR 1500m |
| B | | |
| C | RVR 1200m | RVR 1800m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 750′ (482′) | 1500m |
| 135 | 840′ (572′) | 1600m |
| 180 | 1180′ (912′) | 2400m |
| 205 | 1260′ (992′) | 3600m |

CHANGES: Communication.

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# EGAA/BFS
ALDERGROVE

JEPPESEN
13 NOV 15 (13-4)

# BELFAST, UK
# VOR DME Rwy 35

BRIEFING STRIP TM

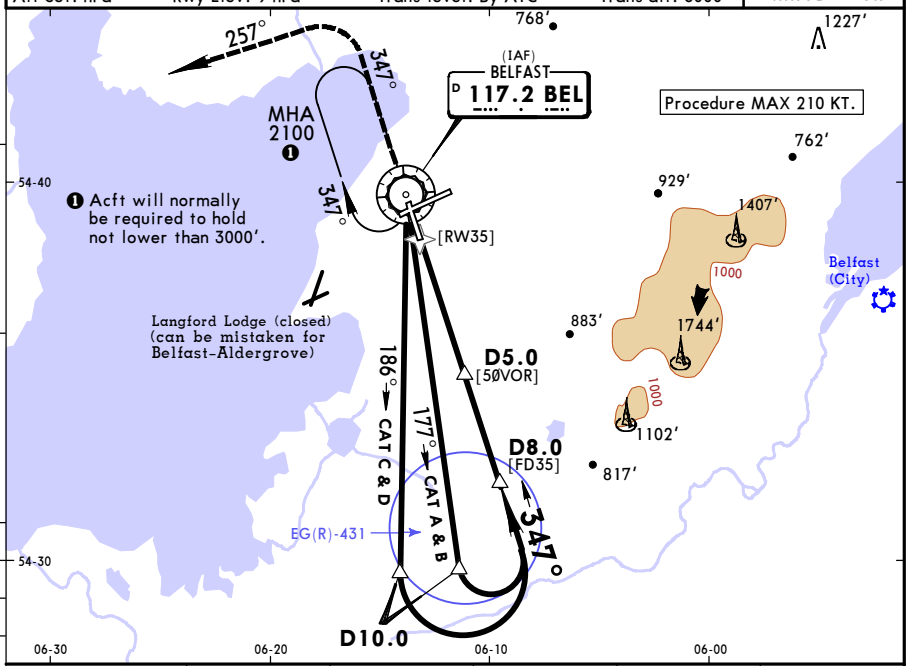
| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

| VOR BEL | Final Apch Crs | Procedure Alt | DA/MDA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| 117.2 | 347° | D8.0 2500′(2242′) | 680′(422′) | Rwy 258′ |

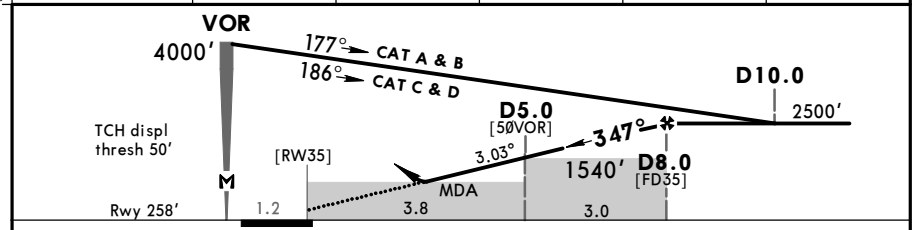
**MISSED APCH:** Continuous climb to 3000′. Initially STRAIGHT AHEAD to 1300′, then turn LEFT onto track 257° to 3000′. Then turn LEFT to VOR and hold at 3000′, or as directed.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 6000′

MSA BEL VOR: 180° 3000′; 270° 3500′; 360° 3500′; 090° 3400′; 3200′




| BEL DME | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 |
|---|---|---|---|---|---|
| ALTITUDE | 900′ | 1220′ | 1540′ | 1860′ | 2180′ |




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

HIALS
PAPI
1300′

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 35
CDFA
DA/MDA(H) 680′(422′)
ALS out

| | | |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | RVR 1600m | RVR 2000m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 750′(482′) | 1500m |
| 135 | 840′(572′) | 1600m |
| 180 | 1180′(912′) | 2400m |
| 205 | 1260′(992′) | 3600m |

CHANGES: Communication.

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# EGAA/BFS
## ALDERGROVE

JEPPESEN

13 NOV 15 (16-1)

# BELFAST, UK
## NDB Rwy 25

BRIEFING STRIP TM

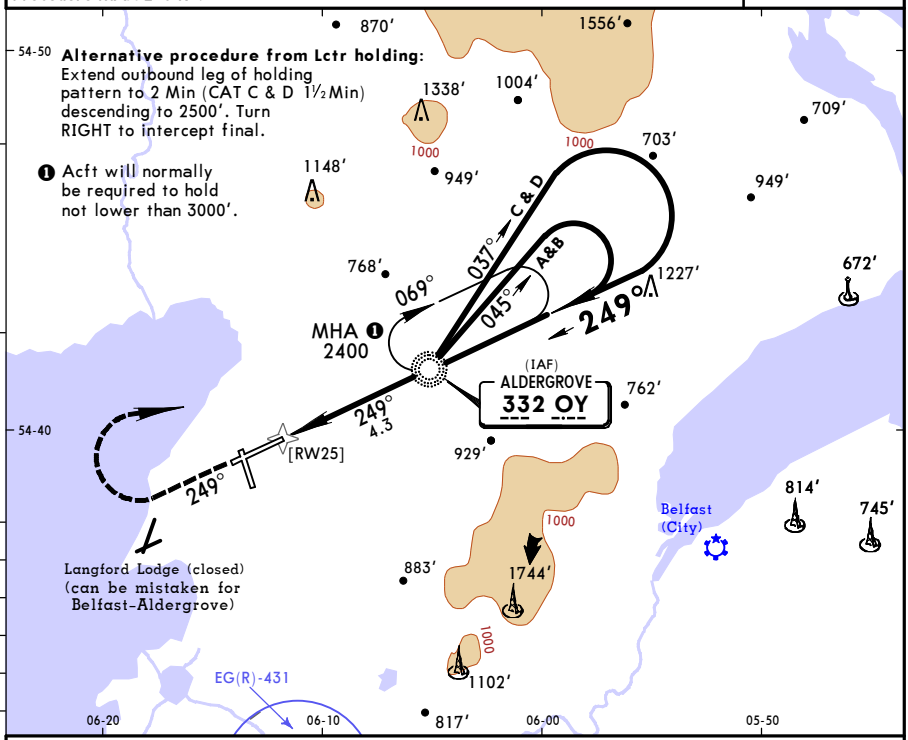
| ATIS | ALDERGROVE Approach (R) | ALDERGROVE Tower |
|---|---|---|
| 128.2 | 128.5 | 118.3 |

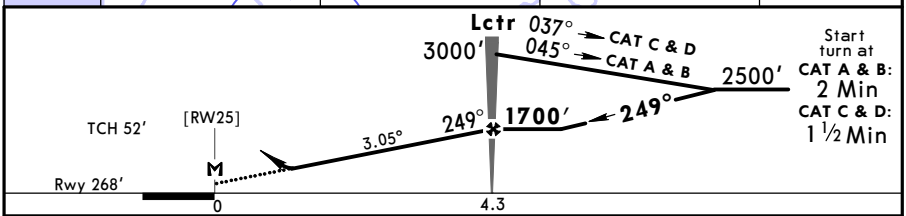
| Lctr | Final Apch Crs | Minimum Alt Lctr | DA/MDA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| OY 332 | 249° | 1700′ (1432′) | 760′ (492′) | Rwy 268′ |

**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: 180° 3000′; 270° 3500′; 360° 3500′; 090° 3400′; 3200′




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| 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 |

HIALS-II
PAPI

1300′ on 249° from OY 332

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 25
CDFA
DA/MDA(H) 760′ (492′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | RVR 1500m | CMV 2300m |
| C | | |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 760′ (492′) | 1500m |
| 135 | 840′ (572′) | 1600m |
| 180 | 1180′ (912′) | 2400m |
| 205 | 1260′ (992′) | 3600m |

CHANGES: Communication.

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# EGAA/BFS
## ALDERGROVE

JEPPESEN

13 NOV 15 (18-1)

# BELFAST, UK
## SRA Rwy 07

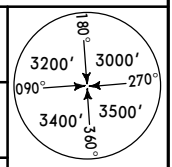
BRIEFING STRIP TM

| ATIS | ALDERGROVE Approach (R) | *ALDERGROVE Director (SRA) | ALDERGROVE Tower |
|---|---|---|---|
| 128.2 | 128.5 | 120.9 | 118.3 |

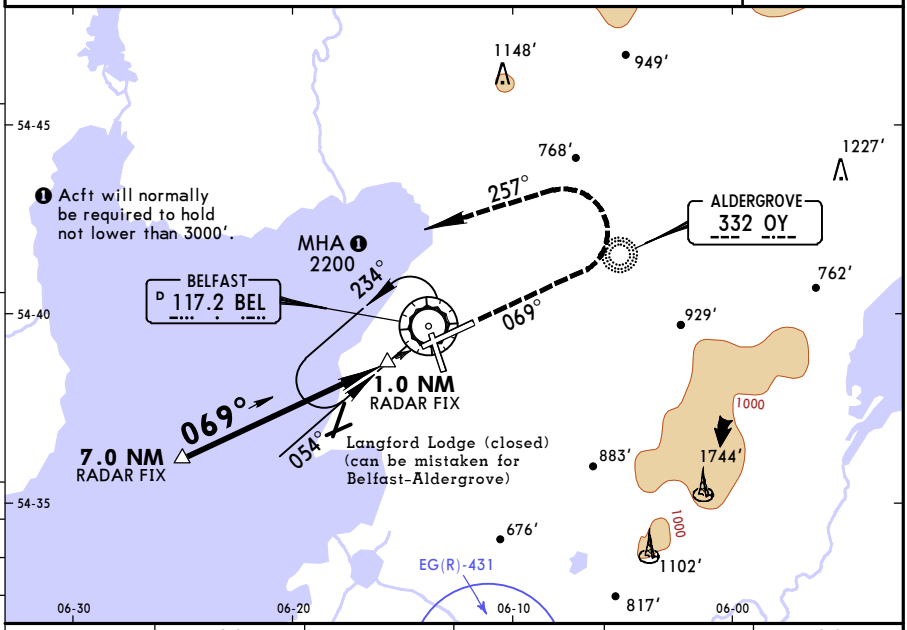
| RADAR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| | 069° | 7.0 NM 2500′(2294′) | 630′(424′) | Rwy 206′ |

**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.

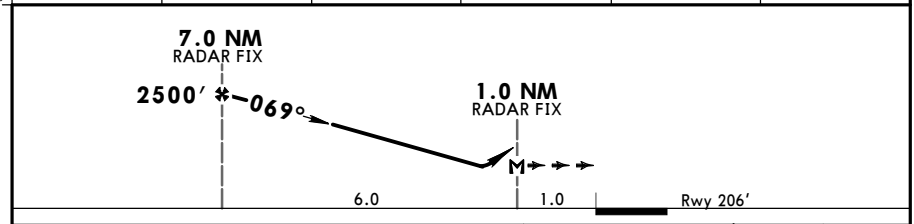
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000′
Procedure MAX 210 KT.




MSA BEL VOR/ OY Lctr




| RADAR FIX | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALTITUDE | 2170′ | 1840′ | 1520′ | 1190′ | 860′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.09° | 383 | 492 | 547 | 656 | 765 | 875 |
| MAP 1 NM from touchdown or TMN 2 to MAP | 1.0 | 0:51 | 0:40 | 0:36 | 0:30 | 0:26 | 0:23 |

HIALS
PAPI

1200′

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 07

MDA(H) 630′(424′)

| | | ALS out |
|---|---|---|
| A | RVR 1800m | CMV 2200m |
| B | | |
| C | RVR 2000m | CMV 2400m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 750′(482′) | 2200m |
| 135 | 840′(572′) | 2200m |
| 180 | 1180′(912′) | 2400m |
| 205 | 1260′(992′) | 3600m |

CHANGES: Communication.

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# EGAA/BFS ALDERGROVE

JEPPESEN

13 NOV 15 (18-2)

# BELFAST, UK SRA Rwy 17

BRIEFING STRIP TM

| ATIS | ALDERGROVE Approach (R) | *ALDERGROVE Director (SRA) | ALDERGROVE Tower |
|---|---|---|---|
| 128.2 | 128.5 | 120.9 | 118.3 |

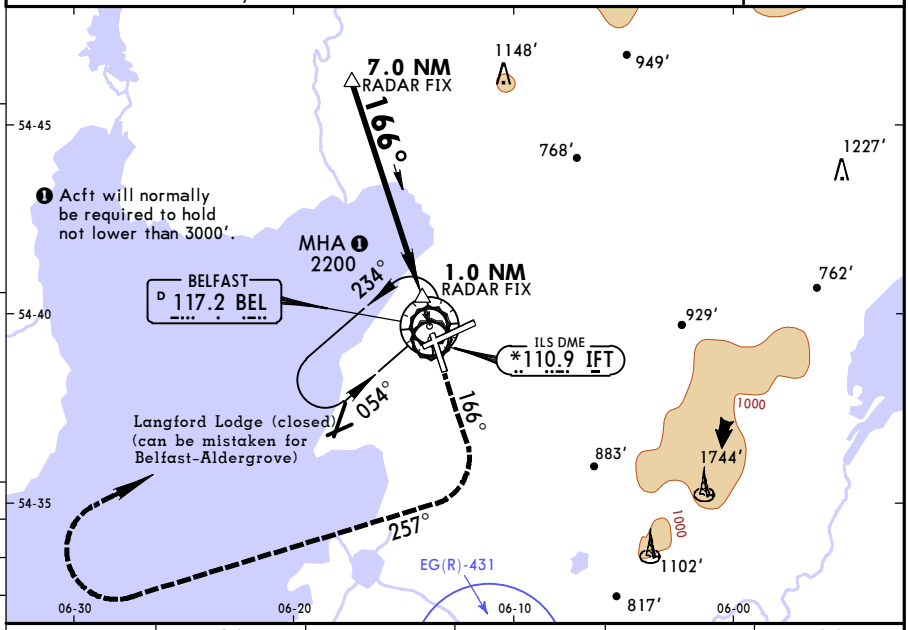
| RADAR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| | 166° | 7.0 NM 2500′(2294′) | 620′(414′) | Rwy 206′ |

**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.

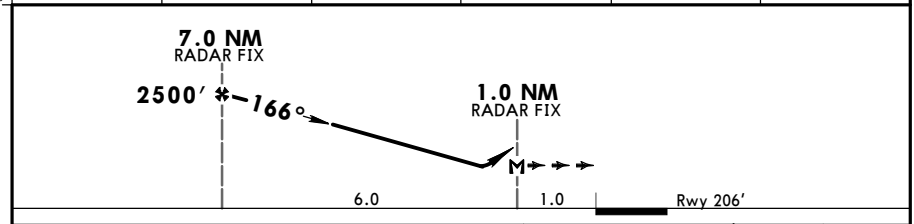
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000′

1. ILS DME reads zero at rwy 17 thresh. 2. Procedure MAX 210 KT.

MSA BEL VOR: 180°–3000′; 090°–3200′; 270°–3500′; 360°–3400′




| RADAR FIX | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALTITUDE | 2170′ | 1840′ | 1520′ | 1190′ | 860′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.09° | 383 | 492 | 547 | 656 | 765 | 875 |
| MAP 1 NM from touchdown or TMN 2 to MAP | 1.0 | 0:51 | 0:40 | 0:36 | 0:30 | 0:26 | 0:23 |

HIALS PAPI 1200′

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 17

MDA(H) 620′(414′)

| | | ALS out |
|---|---|---|
| A | RVR 1400m | CMV 2100m |
| B | | |
| C | RVR 1600m | CMV 2300m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 750′(482′) | 2100m |
| 135 | 840′(572′) | 2100m |
| 180 | 1180′(912′) | 2400m |
| 205 | 1260′(992′) | 3600m |

CHANGES: Communication.

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# EGAA/BFS ALDERGROVE

JEPPESEN

13 NOV 15 (18-3)

# BELFAST, UK SRA Rwy 25

BRIEFING STRIP TM

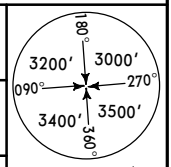
| ATIS | ALDERGROVE Approach (R) | *ALDERGROVE Director (SRA) | ALDERGROVE Tower |
|---|---|---|---|
| 128.2 | 128.5 | 120.9 | 118.3 |

| RADAR | Final Apch Crs | Procedure Alt | MDA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| | **249°** | **7.0 NM** **2500′** (2232′) | **910′** (642′) | Rwy 268′ |

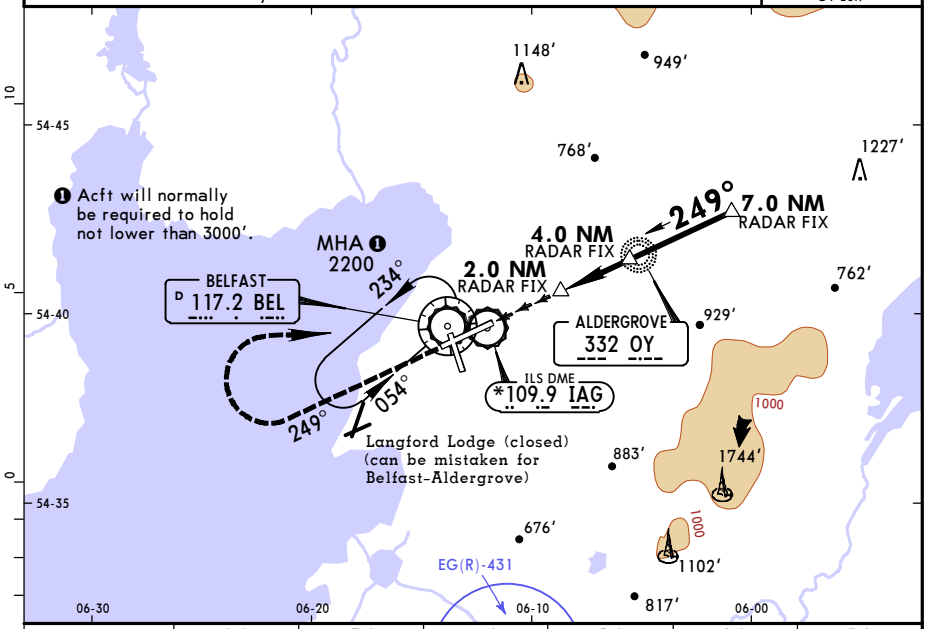
**MISSED APCH:** Continuous climb to 3000′. Initially STRAIGHT AHEAD to 2500′, then turn RIGHT to VOR and hold at 3000′, or as directed.

Alt Set: hPa  Rwy Elev: 10 hPa  Trans level: By ATC  Trans alt: 6000′

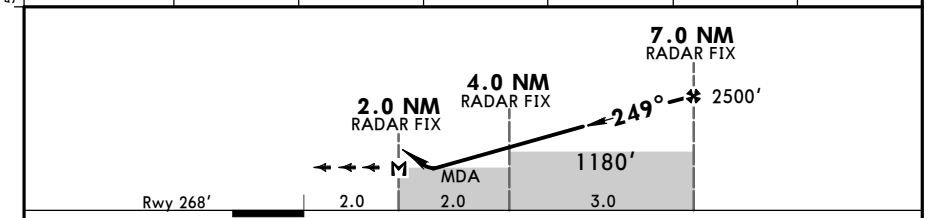
1. ILS DME reads zero at rwy 25 thresh. 2. Procedure MAX 210 KT.




MSA BEL VOR/ OY Lctr




| 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 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.01° | 373 | 479 | 532 | 639 | 745 | 852 |
| MAP 2 NM from touchdown | | | | | | | |

HIALS-II PAPI **2500′**

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **25**

MDA(H) **910′** (642′)

| | | ALS out | Max Kts | MDA(H) | VIS |
|---|---|---|---|---|---|
| A | CMV 2500m | CMV 3200m | 100 | 910′ (642′) | 3200m |
| B | | | 135 | | |
| C | CMV 2700m | CMV 3400m | 180 | 1180′ (912′) | 3400m |
| D | | | 205 | 1260′ (992′) | 3600m |

CIRCLE-TO-LAND

CHANGES: Communication.

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# EGAA/BFS ALDERGROVE

JEPPESEN

13 NOV 15 (18-4)

# BELFAST, UK SRA Rwy 35

BRIEFING STRIP TM

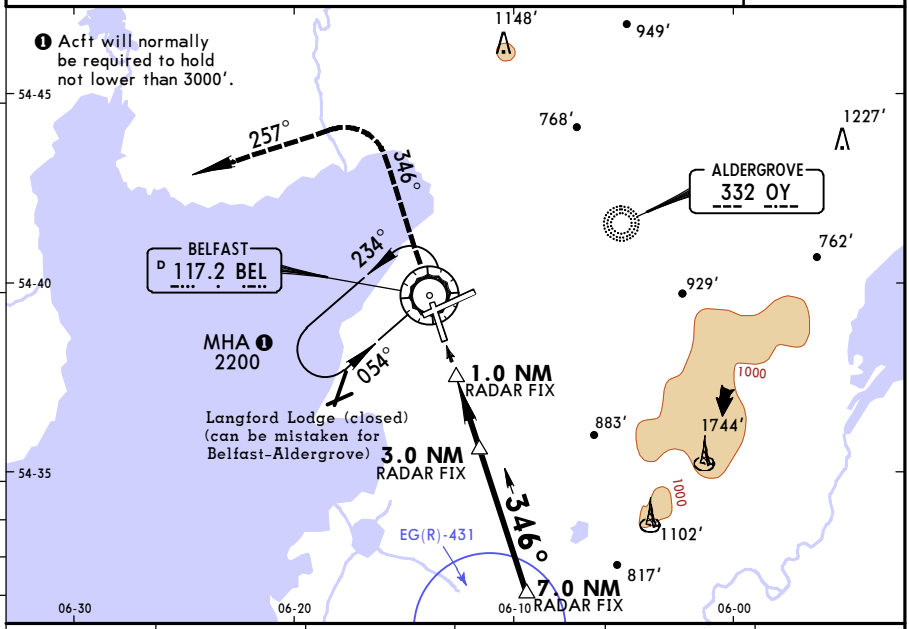
| ATIS | ALDERGROVE Approach (R) | *ALDERGROVE Director (SRA) | ALDERGROVE Tower |
|---|---|---|---|
| 128.2 | 128.5 | 120.9 | 118.3 |

| RADAR | Final Apch Crs | Procedure Alt | MDA(H) | Apt Elev 268′ |
|---|---|---|---|---|
| | 346° | 7.0 NM 2500′(2242′) | 700′(442′) | Rwy 258′ |

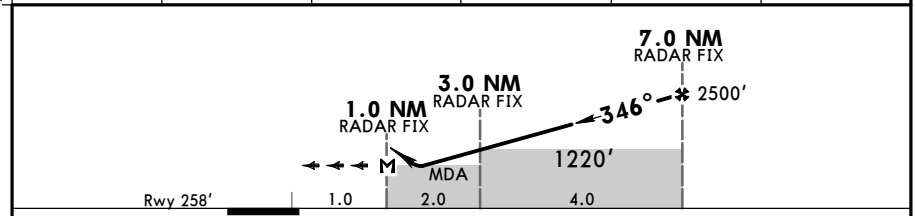
**MISSED APCH:** Continuous climb to 3000′. Initially STRAIGHT AHEAD to 1300′, then turn LEFT onto track 257° to 3000′. Then turn LEFT to VOR and hold, or as directed.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 6000′
Procedure MAX 210 KT.

MSA BEL VOR/OY Lctr: 180° 3200′; 090° 3000′; 270° 3500′; 360° 3400′




| RADAR FIX | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
|---|---|---|---|---|---|
| ALTITUDE | 900′ | 1220′ | 1540′ | 1860′ | 2180′ |




| 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 |

HIALS PAPI 1300′

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 35

MDA(H) 700′(442′)

| | | ALS out |
|---|---|---|
| A | RVR 1900m | CMV 2300m |
| B | | |
| C | CMV 2100m | CMV 2500m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 750′(482′) | 2300m |
| 135 | 840′(572′) | 2300m |
| 180 | 1180′(912′) | 2500m |
| 205 | 1260′(992′) | 3600m |

CHANGES: Communication.

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## Chart changes since cycle 12-2016

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**BELFAST, (ALDERGROVE - EGAA)**

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# 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