EGAA — BELFAST ALDERGROVE

EGAA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAA — BELFAST ALDERGROVE

EGAA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 543927N Long: 0061257W Mid Point of Runway 07/25
2	Direction and distance from city	11.5 nm NW of Belfast.
3	Elevation / Reference temperature	268 ft / 16 C
4	Geoid undulation at AD ELEV PSN	185 FT
5	Magnetic Variation/ Annual Change	3.32°W (2017) / 0.17°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	BELFAST INTERNATIONAL AIRPORT LTD. Post: Belfast International Airport, Belfast BT29 4AB. Phone: 028-9448 4313 (Airport Duty Manager) Phone: 077-0320 3167 (Mobile) Phone: 028-9448 4281 (NATS ATC/FBU) Fax: 028-9442 3883 (Airport Duty Manager) Telex: 747980 (Duty Ops Officer) Telex: 747535 (NATS Ltd)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGAA AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24 Tel: 028-9448 4323
3	Health and sanitation	Port Health on call.
4	AIS Briefing Office	H24 (self briefing).
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	Air Traffic Service	H24
8	Fuelling	AVGAS 100LL: 0900-1700 (local). AVTUR JET A-1: H24 (Air BP and Global Trek Aviation).
9	Handling	HAE, Swissport and Global Trek Aviation: H24. EAC: 0900-1700 (1 hr earlier in summer). Woodgate Executive Air Charter (UK) Ltd: 0900-2000 (local) and by prior arrangement. Jet Assist: H24 by prior arrangement.
10	Security	H24
11	De-icing	As required.
12	Remarks	**Fuelling:** Woodgate Executive Air Charter H24 fuel callout, Tel: 028-9442 2478.

EGAA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	A full range of cargo handling equipment is available up to 747-400 and AN 124 aircraft.
2	Fuel and oil types	AVGAS 100LL AVTUR JET A-1 W80
3	Fuelling facilities/capacity	
4	De-icing facilities	Available from: HAE and Swissport.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Limited for light aircraft only.
7	Remarks	Designated handling agents are: Commercial Aircraft:

EGAA AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

		HAE Tel: 028-9445 9449; Fax: 028-9445 9905. Swissport: Tel: 028-9448 4608; Fax: 028-9442 2010. General Aviation and Private Jet Aircraft: EAC: Tel: 028-9448 4938; Tel: 028-9442 2478 (call out); Fax: 028-9445 2649; 0900-1700. Jet Assist: Tel 028-9442 2646 (24 hrs); Fax: +44 28-9442 2640. Email: ops@jetassist.co.uk VIP/Military/Ferry/Tech stops: Global Trek Aviation: Tel: 028-9445 4546, 07479-202260 (Mobile); Email: bfs@globaltrekaviation.com; Website: www.globaltrekaviation.com AVGAS 100LL purchased from Woodgate Air Charter can only be made using cash or credit card. Air BP carnet not accepted.

EGAA AD 2.5 PASSENGER FACILITIES

1	Hotels	On Airport.
2	Restaurants	Buffets.
3	Transportation	Buses, Taxis and car hire. Nearest railway station Antrim, 7 miles.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	In Terminal.
7	Remarks	

EGAA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	Air bags and inflation equipment for 15 and 26 tonnes lifting capacity. 2000 x 1000 mm Synthetic Roadway Panel. NLG Turnable Assembly 30 Tonne capacity, Sledge movement system. De-Bogging/Hauling Kit (50 tonne).
3	Capability for removal of disabled aircraft	50,000 kg. Contact 028-9448 4313 (Airport Duty Manager) H24. National airlines and/or the larger independent airlines should plan to fly in appropriate salvage equipment and should be part of the airline pooling arrangement or have other recovery procedures in place. Operators of smaller aircraft or GA aircraft will be required to use the assistance of Executive Air Charter (if they are unable to remove the aircraft themselves) and will be charged accordingly.
4	Remarks	**RFF Category 8 and 9** available on request. 24 hours prior notice required.

EGAA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 2.20, Paragraph 6, for Runway 17/35 winter sweeping priority.
3	Remarks	See AD 2.20 Paragraph 6, for runway braking action assessment during winter conditions.

EGAA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	MAIN APRON Surface: Asphalt. PCN 71/R/B/W/U EAST APRON Surface: Asphalt. PCN 71/R/B/W/U

EGAA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		WEST APRON Surface: Concrete. PCN 71/R/B/W/U GA APRON Surface: Concrete. PCN 15 ECHO APRON Surface: Concrete and asphalt.
2	Taxiway width, surface and strength	Taxiway A: 23 m. Surface: Asphalt. PCN 71/R/B/W/U Taxiway B: 23 m. Surface: Concrete. PCN 71/R/B/W/U Taxiway C: 23 m. Surface: Asphalt. PCN 71/R/B/W/U Taxiway D: 23 m. Surface: Asphalt. PCN 71/R/B/W/U Taxiway F: 15 m. Surface: Asphalt. PCN 71/R/B/W/U Taxiway L: 57 m. Surface: Concrete and asphalt. PCN 71/R/B/W/U
3	Altimeter checkpoint location and elevation	East Apron 241 FT Main Apron 232 FT West Apron 222 FT GA Apron 248 FT
4	VOR checkpoints	
5	INS checkpoints	See Parking/Docking Chart
6	Remarks	

EGAA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Marshalling service provided for all stands. Stands 9-18, 21, 22, 24-29 are fitted with illuminated numbers. Aircraft using stands 9 to 29A should have push back capability with their handling agent. Stand 22 is served by an Airbridge. Cargo flights will be parked on stands 1F-6F. Aircraft using these stands should have push back capability with their handling agents Stands 9-15, 17, 18, 26 and 27 - Maximum aircraft size A321. Stands 16 and 25 - Maximum aircraft size B757. Stand 16A - Maximum aircraft size A380. Stands 25A - Maximum aircraft size A330. Stand 27A - Maximum aircraft size B767. Stands 21 and 29A - Maximum aircraft size B757 Stands 24, 28 and 29 - Maximum aircraft size A320. Stand 22 - Maximum aircraft size B747. Cargo Stands: Stands 4F and 5F - Maximum aircraft size ATP. Stands 1F, 2F and 3F - Maximum aircraft size A300/B767. Stands 6F - Maximum aircraft size A320.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** 17/35: Runway designation, threshold, centre-line, edge lines and aiming point markings on Runway 17/35. Touchdown zone markings on Runway 17. Yellow lead-off lines from Runway 17 onto Taxiways F, J and Echo Apron. Yellow lead-off lines from Runway 35 onto Taxiways C, F, J and Echo Apron. Runway Taxi Holding Position markings at the intersection of Runways 07/25 and 17/35, 150 m from the centre-lines of the cross runway. 07/25: Runway designation, threshold, centre-line, edge lines and aiming point markings on Runway 07/25. Touchdown zone markings on Runway 07/25. Yellow lead-off lines from Runway 25 onto Taxiways B, D and J and from Runway 25 onto Runway 35 at the runways intersection. Yellow lead-off lines from Runway 07 onto Taxiways A and B. Runway Taxi Holding Position markings at the intersection of Runways 07/25 and 17/35, 150 m from the centre-lines of the cross runway. **Runway light(s):** 07: Alternate green/yellow lead-off lights from Runway 07 onto Taxiways A and B. 25: Alternate green/yellow lead-off lights from Runway 25 onto Taxiways B, D and J. 35: Alternate green/yellow lead-off lights from Runway 35 onto Taxiway C.**Taxiway light(s):** : Green centre-line lighting on Taxiways A, B, C, D, J and L. Blue edge lights on B, F and L (south side). Runway guard lights at runway holding positions.
3	Stop bars	Alpha Taxiway stop bars at A1, A2, A3; Bravo Taxiway one stop bar; Charlie Taxiway stop bars at C1, C2; Delta Taxiway stop bars at D1, D2; Foxtrot Taxiway one stop bar; Juliet Taxiway stop bars at J1, J2; Echo Apron one stop bar.

EGAA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (continued)

4	Remarks	Aircrew should note that the marshalling service is provided by BIA or their handling agents trained personnel. However, it still remains the responsibility of aircrew to satisfy themselves that the stand is safe for entry and parking. 3 illuminated wind direction indicators at 17, 25 and 35 thresholds.

EGAA AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGAA1048) 17/APPROACH 35/TAKE-OFF	VOR/DME	543940.27N 0061347.66W	221 ft	33 ft	No	
(EGAA1104) 35/APPROACH 17/TAKE-OFF	Fence	543831.21N 0061305.73W	267 ft	4 ft	No	
(EGAA1099) 35/APPROACH 17/TAKE-OFF	Localizer Aerial	543828.13N 0061308.25W	271 ft	9 ft	Yes Red	
(EGAA2989) 35/APPROACH 17/TAKE-OFF	Tree	543820.21N 0061314.51W	293 ft	31 ft	No	
(EGAA3051) 35/APPROACH 17/TAKE-OFF	Telegraph Pole	543813.39N 0061313.82W	311 ft	20 ft	No	
(EGAA2551) 35/APPROACH 17/TAKE-OFF	Tree	543810.01N 0061245.11W	340 ft	47 ft	No	
(EGAA2092) 35/APPROACH 17/TAKE-OFF	Tree	543809.35N 0061243.46W	350 ft	99 ft	No	
(EGAA3492) 35/APPROACH 17/TAKE-OFF	Tree	543800.37N 0061240.56W	346 ft	48 ft	No	
(EGAA2979) 07/APPROACH 25/TAKE-OFF	Tree	543855.98N 0061433.54W	243 ft	59 ft	No	
(EGAA2312) 25/APPROACH 07/TAKE-OFF	Tree	543958.83N 0061115.40W	292 ft	48 ft	No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGAA1348)	Mast	544548.05N 0061105.38W	870 ft	89 ft	No	
(EGAA2851)	Tree	544410.49N 0060656.34W	765 ft	10 ft	No	
(EGAA1231)	Trees	544346.63N 0060728.93W	751 ft	50 ft	No	
(EGAA1288)	High Ground	543928.87N 0061226.90W	265 ft		No	
(EGAA3222)	ATC Aerials	543912.52N 0061323.05W	274 ft	50 ft	No	
(EGAA1366)	Hangar	543903.37N 0061400.72W	263 ft	48 ft	Yes Red	
(EGAA1368)	Hangar	543903.35N 0061358.74W	264 ft	52 ft	Yes Red	
(EGAA3307)	Pylon	543859.22N 0060011.13W	1122 ft	148 ft	No	
(EGAA3223)	Hangar	543854.01N 0061312.79W	295 ft	44 ft	Yes Red	
(EGAA1281)	High Ground	543853.30N 0060029.57W	1135 ft		No	
(EGAA3219)	Hangar	543846.96N 0061330.53W	282 ft	40 ft	Yes Red	
(EGAA1580)	Power Pole	543815.15N 0060035.19W	1075 ft	20 ft	No	

EGAA AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGAA2855)	Wind Turbine	543753.96N 0060349.55W	827 ft	100 ft	No	
(EGAA2852)	High Ground	543600.74N 0060623.26W	827 ft		No	
(EGAA1254)	High Ground	543558.08N 0060617.62W	860 ft		No	
(EGAA1233)	Mast	543555.99N 0060742.95W	772 ft	191 ft	No	
(EGAA1234)	Mast	543555.69N 0060742.59W	771 ft	186 ft	Yes Red	
(EGAA1352)	Mast	543555.47N 0060738.86W	783 ft	190 ft	No	

EGAA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	BELFAST ALDERGROVE..
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	BELFAST. 24 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts plain language text. TAFs and METARs English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	BELFAST ALDERGROVE.
10	Additional information (limitation of service, etc.)	

EGAA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
07	065.07°	2780 x 45 m	RWY surface: Asphalt, grooved. PCN 71/R/B/X/T	543908.12N 0061406.87W 185 ft	THR 206 ft
25	245.10°	2780 x 45 m	RWY surface: Asphalt, grooved. PCN 71/R/B/X/T	543945.99N 0061146.24W 185 ft	THR 268 ft
17	161.95°	1891 x 45 m	RWY surface: Asphalt, Porous friction course. PCN 71/F/C/W/U	543928.52N 0061343.04W 185 ft	THR 206 ft
35	341.96°	1891 x 45 m	RWY surface: Asphalt, Porous friction course. PCN 71/F/C/W/U	543833.19N 0061311.96W 185 ft	THR 258 ft

EGAA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 07 1:148 Up RWY 25 -1:148 Down		293 x m	2900 x 300 m		RWY 07 Runway 07 is a non-precision approach runway. Aircraft using Runway 07 are required to back track from the entry point at Delta for full take-off run. The turning area is 70 m wide at 07 threshold.
RWY 07 1:148 Up RWY 25 -1:148 Down		399 x m	2900 x 300 m		RWY 25
RWY 17 -1:114 Down RWY 35 1:113 Up		98 x m	See Remark m		RWY 17 Aircraft landing on Runway 17 will be required to back track the runway. Turning area is 90 x 85 m to the south of Runway 35 displaced threshold. **Strip Dimensions:** 1920 x 300 m
RWY 17 -1:114 Down RWY 35 1:113 Up		218 x m	See Remark m		RWY 35 Runway 35 is a non-precision approach runway. The downslope gradient over the first 400 m of LDA is: RWY 35 – 0.76%. **Strip Dimensions:** 2012 x 300 m

EGAA AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
17	1791 m	1889 m	1791 m	1791 m	
35	1892 m	2111 m	1892 m	1799 m	
17	1732 m	1830 m	1732 m		Take-off from intersection of Taxiway Charlie.
07	2780 m	3073 m	2780 m	2780 m	
25	2780 m	3179 m	2780 m	2780 m	
07	2654 m	2947 m	2654 m		Take-off from intersection of Taxiway Delta.
07	1204 m	1497 m	1204 m		Take-off from intersection of Taxiway Bravo.
07	2197 m	2490 m	2197 m		Take-off from intersection of Runway 35.
25	1607 m	2006 m	1607 m		Take-off from intersection of Taxiway Bravo.

EGAA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	439 m Light intensity high.	HI Green with HI green wingbars	PAPI Left/3° 74 ft		HI colour coded 15 m spacing LED	HI elevated bi-directional with LI omni-directional component.	Runway end: Red. Wing bars: Green.		**Approach lighting:** Centre-line with one cross-bar **PAPI Distance from THR:** 425 m Turning areas are marked with blue edge lights.
25	882 m Light intensity high.	HI Green with HI green wingbars	PAPI Left/3° 57 ft	900 m LED	HI colour coded 15 m spacing LED	HI elevated bi-directional with LI omni-directional component.	Runway end: Red. Wing bars: Green.		**Approach lighting:** Coded centre-line with five crossbars Supplementary lighting in-ner 288 m **PAPI Distance from THR:** 430 m
17	910 m Light intensity high.	HI Green with HI green wingbars	PAPI Left/3° 55 ft			HI elevated bi-directional with LI omni-directional component 60 m spacing. White, with last 10 each side Yellow caution zone.	Runway end: Red. Wing bars: Green.		**Approach lighting:** Coded centre-line with five crossbars **PAPI Distance from THR:** 293 m
35	522 m Light intensity high.	HI Green with HI green wingbars	PAPI Left/3° 47 ft			HI elevated bi-directional with LI omni-directional component 60 m spacing. White, with last 10 each side Yellow caution zone. 1 Red each side before displaced threshold.	Runway end: Red. Wing bars: Green.		**Approach lighting:** Centre-line with one cross-bar **PAPI Distance from THR:** 357m from displaced threshold Last approach light 92 m from displaced threshold. Turning areas are marked with blue edge lights.

EGAA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 543918.05N 0061345.57W Lit red; 543936.67N 0061202.91W Lit red; 543909.66N 0061323.32W Not lit.
3	TWY edge and centre line lighting	Taxiway: . Green centre-line lighting on Taxiways A, B, C, D, J and L. Blue edge lights on B, F and L (south side). Runway guard lights at runway holding positions.
4	Secondary power supply/switch-over time	Yes. Using local sub-station / 1 second.
5	Remarks	Obstacle lighting.

EGAA AD 2.16 HELICOPTER LANDING AREA

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EGAA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
BELFAST CTR A circle, 9 nm radius centred at 543927N 0061257W	Upper limit: FL105 Lower limit: SFC	D	ALDERGROVE AP-PROACH English	6000 ft	
BELFAST ALDERGROVE ATZ A circle, 2.5 nm radius centred at 543927N 0061257W on longest notified runway (07/25)	Upper limit: 2000 ft Lower limit: SFC	D	ALDERGROVE AP-PROACH English	6000 ft	

EGAA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	ALDERGROVE AP-PROACH	128.500 MHz DOC 60 nm/24,500 ft.		ATZ hours coincident with Approach hours.
		121.500 MHz Emergency frequency.	Winter: O/R Summer: O/R	
TWR	ALDERGROVE TOWER	118.300 MHz DOC 25 nm/4,000 ft.	H24	When notified by ATIS, Radar and Tower will be provided as a combined function on frequency 128.500 MHz, Callsign 'Aldergrove'.
		121.500 MHz Emergency frequency.	Winter: O/R Summer: O/R	
	ALDERGROVE GROUND	121.750 MHz DOC 2 nm/GND	As directed by ATC	
RAD	ALDERGROVE DIRECTOR	120.900 MHz DOC 40 nm/19,500 ft.	Winter: 0700-2200 Summer: 0600-2100	
ATIS	ALDERGROVE INFORMATION	128.200 MHz DOC 60 nm/20,000 ft.	H24	
Other	BELFAST FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGAA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS III 3.32°W (2017)	IAG	109.900 MHz	HO	543902.56N 0061427.49W		(RWY 25)
ILS/GP	IAG	333.800 MHz	HO	543937.54N 0061201.33W		3° ILS Ref Datum Hgt 52 ft. Caution due to small fluctuations apparent between 8 nm and 5 nm.
DME	IAG	36X 109.900 MHz	HO	543937.54N 0061201.33W	294 ft	(RWY 25) DME freq paired with ILS I AG. Zero range is indicated at THR of RWY 25. For use with ILS approaches only.
ILS I 3.32°W (2017)	IFT	110.900 MHz	HO	543828.03N 0061309.05W		(RWY 17)
ILS/GP	IFT	330.800 MHz	HO	543918.80N 0061344.61W		3 ILS Ref Datum Hgt 50 ft. Aircraft may experience glidepath fluctuations outside of 8 nm.

EGAA AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IFT	46X 110.900 MHz	HO	543918.80N 0061344.61W	251 ft	(RWY 17) DME freq paired with ILS I FT. Zero range is indicated at THR of RWY 17. For use with ILS approaches only.
NDB (L)	OY	332.000 kHz	H24	544133.53N 0060507.30W		Range 15 nm.
DME/VOR	BEL	119X	Hours of operation for aerodrome purposes: HO	543940.12N 0061347.67W	224 ft	

EGAA AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Use governed by regulations applicable to Belfast CTR.

(b) Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission.

(c) Aircraft using Belfast International Airport are to carry third party insurance cover of not less than £3,000,000.

(d) All commercial air transport operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as agents on behalf of Belfast International Airport for this purpose. Tel: 0161-493 1850, Fax: 0161-493 1853, e-mail: LONACXH@acl-uk.org.

(e) Belfast International Airport will waive charges for GA pilots in the case of genuine emergency or precautionary diversion landings. This concession applies to GA aircraft under 3 tonnes not flying for hire or reward, not having planned or intended Belfast International Airport as their destination or alternate.

(f) To comply with EU Regulations, PRM requirements should be pre-notified 48 hours in advance to SITA BFSOCCR or OCS.PRM@bfs.aero or 028-9448 4957.

2 Ground Movement

(a) Aircraft engine running area is available by arrangement with the airport authority, however, engine runs are not permitted after 2300 local. Contact the Airport Duty Manager for details.

(b) Apron Layout.

(i) The arrangement of the apron stands showing stand numbers, is as shown on the plan at page AD 2-EGAA-2-2.

(ii) Executive/Corporate/GA domestic and international aircraft over 2000 kg AUW will be allocated a stand on arrival.

(iii) Aircraft below 2000 kg AUW will park, normally self manoeuvring, on the GA Apron or as directed.

(iv) Aircraft pushback procedures in progress on main Apron. Pilots will be instructed by ATC to push to a nominated position. Pilots are to pass the nominated position to the push back Team. Nominated positions are X-ray, Yankee, Lima 1, Lima 2, Lima 3, Lima 4, Lima 5, Lima 6 and Lima 7.

(v) When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft 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.

(vi) 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 aircraft is closed up and the tug is manned and fully ready to move.

(c) International GA Flights including flights originating in the Republic of Ireland

(i) Arrivals.

Flights will be parked for examination on the GA Apron Customs Examination Station as directed.

(ii) The law requires that Pilots must present their aircraft and contents for Police and Border Force inspection on arrival.

(d) Due to apron pushback procedures, prior permission is required from ATC for aircraft to vacate Runway 07/25 at Taxiway Bravo.

(e) Aircraft of Boeing 737/Airbus 319 size or greater are not permitted to carry out 180 deg turns after landing on Runway 17. Aircraft should continue to the 35 turning circle.

EGAA AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

3 CAT II/III Operations

(a) Runway 25, subject to serviceability of the required facilities is suitable for Category II/III Operations by Operators whose minima have been accepted by the Civil Aviation Authority.

(b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF. Pilots can expect a flow rate of 10/60 for arrivals and 10/60 for departures

(c) Departing Aircraft - Runway 25

(i) ATC will request departing aircraft to hold at the Category II/III Hold on Alpha.

(ii) If Taxiway Alpha is out of service departing aircraft will be required to backtrack Runway 25 from Taxiway Bravo and execute a 180° turn on 25 Threshold.

(d) Arriving Aircraft

(i) Landing clearance or go around instructions will be given no later than 2 nm from touchdown.

(ii) Backtracking on Runway 25 is not normally permitted. However if Taxiways Charlie or Delta are out of service aircraft will be instructed by ATC to use Category II/III ground lighting at Bravo to vacate Runway 25. Arriving aircraft will be under instruction from ATC:

(1) Continue to the end of Runway 25;

(2) Execute a 180° turn;

(3) Backtrack the runway and vacate on to Taxiway Bravo;

(4) Report established on Taxiway Bravo and constant taxiway green lights in sight.

(iii) Arriving aircraft vacating at the runways intersection will only be permitted when the aircraft is continuously visible to ATC from the VCR.

(e) Runway 25 is suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority.

4 Warnings

(a) Except for light signals, ground signals are not displayed.

(b) Bird scaring at times may only be carried out on the runway in use. In these circumstances, ATC will inform pilots of the bird scaring action notified to them by the Airport Authority.

(c) The airport security boundary fence is illuminated by linear sodium lamps positioned within the perimeter and facing outwards .

(d) Model aircraft flying takes place at Nutts Corner, a disused aerodrome situated 3 nm Southeast of Aldergrove. Flying takes place on a daily basis during daylight hours up to a maximum of 400 ft agl.

(e) Model aircraft flying takes places at Langford Lodge a disused aerodrome 3 nm west of Aldergrove. Flying is mainly at weekends and during daylight hours. Model aircraft shall not exceed a height of 400 ft at any time and not above 200 ft when Runway 07 is in use at Aldergrove.

(f) Security fence east of Taxiway Foxtrot infringes Runways 17 and 35 strip by 3.8 m and 4.7 m.

(g) Hazardous accumulations of whooper swans, and small gulls at Langford Lodge disused aerodrome 3.5 km southwest of the aerodrome may pose a risk to aircraft landing and taking off on Runway 07.

(h) Apron stands 9 to 15 slopes are compliant along their east west axis, but deviates from CAP 168 criteria along the north south axis in that the slope from south to north varies from 1 in 93 to 1 in 55.

(i) Pilots are warned that unauthorised ground based laser lights may be directed at their aircraft when arriving or departing at EGAA or when over flying the City of Belfast. All incidents should be reported immediately via ATC to the Police.

(j) High ground rising to 536.5 m at edge of outer horizontal surface at a distance of 14,650 m from the runway to the south and east.

(k) High ground rising to 334.4 m within the outer horizontal surface at a distance of 12,476 m from the runway to the north east.

5 Helicopter Operations

(a) Helicopters frequently operate at low level south of Runway 25, but will remain at least 250 m from that runway until further cleared by ATC.

(b) Prior permission required by civil helicopters wishing to land at Belfast International Airport due to parking spaces not available. Contact the Airport Duty Manager 0770-320 3167.

EGAA AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

6 Use of Runways

(a) In Winter conditions runway anti-icing and snow clearance operations will take priority over all other operations at the discretion of the Airport Authority. ATC will inform pilots of any expected delays. Runway 17/35 and associated taxiways will not normally be de-iced.

(b) During winter conditions, estimated braking action assessments will be in operation when Runways 07/25 and 17/35 are contaminated. Pilots are advised that ATC may pass GOOD-MEDIUM-POOR, or a combination of, in addition to the runway state information.

7 Training

(a) Contact Airport Operations Control Centre on Tel: 028-9448 4401 or Fax: 028-9448 3883.

EGAA AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

(a) Pilots must comply with the procedure detailed below and in particular with reference to speed control.

(b) The Continuous Descent Arrival 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 minimise noise disturbance and fuel consumption during the approach phase.

2 Arrivals

(a) Unless there are valid reasons, the Continuous Descent Arrival procedure is to be employed for all approaches by IFR aircraft to all runways between 2200-0700 (local).

(b) Headings and Flight Levels/Altitudes to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.

(c) Further distance information will be given between initial descent clearance and intercept headings to the ILS. On reciept 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 glidepath at the appropriate height for the distance without recourse to level flight.

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

(i) 220 kt from the holding facility (or if holding is not required, 220 kt by 20 nm from touchdown) during intermediate approach phase;

(ii) 180 kt on base leg/closing heading to the ILS;

(iii) Between 180 kt and 160 kt when first established on the ILS, and thereafter 160 kt to 4 DME.

(e) These speeds are applied for ATC separation 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. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, 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 aircraft performance reasons.

(f) The term ‘No ATC Speed Restriction’ does not absolve a pilot from flying in accordance with the speeds stated in paragraph d.

(g) When the Continuous Descent Arrival procedure is in force and an aircraft is being vectored for a non-precision approach, the pilot will decide to which point he will fly the Continuous Descent Arrival procedure in order to comply with Company Standard Operating Procedures.

3 Departures

(a) During the hours of 2200-0700 (local), all departures with a MTOW greater than 5700 kg, will climb on the runway track to 2000 ft ALT before commencing any turn, thereafter as per ATC clearance.

EGAA AD 2.22 FLIGHT PROCEDURES

1 Altimeter Setting

(a) Pilots flying beneath Belfast TMA below the Transition Altitude (6000 ft) should use the QNH of an aerodrome situated within the lateral limits of the TMA; except that the aerodrome QFE may be used when flying within the circuit.

EGAA AD 2.22 FLIGHT PROCEDURES (continued)

2 Procedures for Inbound Aircraft

(a) **Warning**

The attention of pilots is drawn to the existence of Langford Lodge aerodrome. This unlicensed aerodrome, situated 3 nm southwest of Belfast Aldergrove, is provided with crossed Runways 08/26 and 03/21. Pilots making approaches to Belfast Aldergrove, when Runway 07 is in use, should exercise due caution to ensure they have identified the correct aerodrome. The 07 approach and runway lights will be selected 'ON' whenever 07 is in use regardless of weather conditions.

(b) **Clearance to enter Belfast TMA and CTR.**

(i) Aircraft flying on the Airways System will be cleared into the TMA/CTR without having to request a specific entry clearance.

(ii) Aircraft wishing to enter the TMA or CTR from the open FIR, whether IFR or VFR, must obtain clearance from Aldergrove Approach Control.

(c) **Standard Routes**

(i) The standard initial routes for inbound aircraft, which are shown in the table below, may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar)..

Approach from	Via	Route
	NE	P600 -VOR TRN - BLACA - VOR BEL
E	FIR	TMA Boundary - direct to VOR BEL (if below P600) or BLACA - VOR BEL (if crossing P600)
SE	L10 (FL 60 and below)	VOR IOM - RINGA - VOR BEL
	L10 (FL 80 and above)	VOR IOM - NELBO - VOR BEL
	UP6/P6 and DRA (FL 250 and above)	REMSI - MASOP - NELBO - VOR BEL
S	N34	NEVRI - ABSUN - VOR BEL
SW, W, NW and N	FIR	TMA Boundary - direct to VOR BEL

(d) **Approach Procedures – With Radar Control**

(i) When inbound traffic is being sequenced by Radar, the Approach Procedure will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.

(ii) Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.

(iii) When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller, except in the case of radio communication failure in the aircraft or at the Radar Unit.

(iv) Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.

(v) Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.

(vi) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

(vii) Flights inbound to the Belfast TMA are given descent clearance which will allow the flight to remain inside the vertical boundaries of CAS. Aircraft flying a Continuous Descent Approach (especially with regards to Runway 07) may leave the vertical boundary of CAS 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.

(e) **Approach Procedures - Without Radar Control**

(i) When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility (VOR BEL) to carry out an Instrument Approach Procedure appropriate to the landing direction.

(ii) When Runway 25 or 17 is in use, in order to expedite traffic, aircraft may be transferred from VOR BEL holding pattern to NDB(L) OY holding pattern prior to carrying out the approach procedure.

EGAA AD 2.22 FLIGHT PROCEDURES (continued)

(f) **Holding**

(i) The primary holding pattern will be a 1-minute race-track pattern based on VOR BEL as detailed on the Instrument Approach charts.

(ii) An alternative holding pattern based on NDB(L) OY, also detailed on the Instrument Approach charts, may be used when instructed by ATC. See paragraph e (ii).

3 Procedures for Outbound Aircraft

(a) The standard routes for outbound aircraft are detailed in the following table. Routes may be varied at ATC discretion according to the prevailing traffic conditions.

Departing to	Via	Runway	Route
SE	L15 (FL150 and above)	07/25 and 17/35	BEL VOR - RDL 154° - LISBO - L603 – PEPOD – L15 - MAKUX
	L10 (FL80 to FL140)	07/25 and 17/35	BEL VOR - RDL 154° - LISBO – L603 - PEPOD - VOR IOM
	L10 (FL 70)	07/25 and 17/35	BEL VOR -RDL 154° - LISBO - RINGA -SLYDA - VOR IOM
EGNS (via SE)	L10	07/25 and 17/35	DCT - SLYDA -L10 - VOR IOM - DCT
S	P620	07/25 and 17/35	BEL VOR -RDL 154° - LISBO - NUMPI - NIMAT
NE	P600	07/25 and 17/35	BEL VOR RDL 075° - BLACA - VOR TRN

(b) Aircraft must contact ATC no earlier than 20 minutes prior to EOBT to obtain airways clearance including transponder code. As there are no promulgated SIDs for Belfast Aldergrove, ATC will issue specific after departure instructions (typically a RADAR heading or to a designated waypoint), prior to issuing take-off clearance. Pilots must not depart until these instructions have been given and acknowledged.

(c) **Warning:** Pilots are reminded of the presence of high ground to the east and northeast of Belfast Aldergrove. It is the pilot's responsibility to maintain adequate terrain clearance, except when being vectored under Radar Control, in which case the Radar Controller will ensure that adequate terrain clearance exists prior to issuing radar vectors.

(d) For ATC purposes, outbound aircraft will normally be required to cross LISBO at or above 4000 ft ALT. Pilots who cannot comply with the necessary climb profile must inform ATC in good time (ie before departure) so that an alternative routing can be co-ordinated.

(e) North Atlantic Jet Departures

(i) Jet aircraft routing via OAC GOMUP or ETILO must request Oceanic Clearance from Aldergrove ATC at least 30 minutes prior to departure. Jet aircraft entering OAC at all other entry points should request Oceanic Clearance from Shanwick as soon as possible after departure.

(ii) 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.

(f) Belfast Aldergrove departures via IOM – speed profile:

(i) Traffic departing Belfast Aldergrove via UL15 with a requested level of FL 290 or above is required to cross SOSIM at FL 290 or above. To ensure that these aircraft can achieve the requied level by SOSIM, speed restrictions are to be observed.

(ii) All Belfast Aldergrove departures to the southeast via LISBO – L603 – (U)L15, with a requested flight level of FL 290 or above, are to fly in accordance with the following maximum speeds:

(1) Jet Traffic with a MTOW greater than 35,000 kg Max 250 kt IAS until FL 100, then Max 290 kt IAS until FL 250;

(2) Jet Traffic with a MTOW less than 35,000 kg and all non-jet traffic; Max 250 kt IAS until above FL 250.

(iii) Aircraft unable to reach FL 290 by SOSIM must advise Belfast Aldergrove prior to push-back, giving the anticipated flight level at SOSIM. Specific climb instructions will be issued by Scottish control.

4 Visual Reference Points (VRP)

(a) To facilitate the integration of VFR flights within the Belfast Airspace, pilots may be required to join/leave the airspace via specified Visual Reference Points.

(b) For the benefit of pilots of VFR flights who prefer to determine their position by reference to radio navigation aids rather than by visual pin-points, VRPs for Belfast Aldergrove are suitably defined below:

EGAA AD 2.22 FLIGHT PROCEDURES (continued)

VRP	VOR/VOR	VOR/NDB	VOR/DME FIX
Ballymena 545148N 0061624W	BEL RDL 357°	BEL RDL 357° HB 320° MAG	BEL 357°/12 nm.
Cluntoe (Disused AD) 543714N 0063202W	BEL RDL 261°	OY 258° MAG	BEL 261°/11 nm
Divis 543627N 0060034W	BEL RDL 117° DUB RDL 014°	BEL RDL 117° HB 264° MAG	BEL 117°/8 nm
Glengormley (M2 Junction 4) 544050N 0055854W	BEL RDL 086° TRN RDL 230°	BEL RDL 086° HB 316° MAG	BEL 086°/9 nm
Larne 545112N 0054931W	BEL RDL 054°	OY 046° MAG	BEL 054°/18 nm
Portadown 542530N 0062651W	BEL RDL 212° DUB RDL 360°	DUB RDL 360° OY 222° MAG	BEL 212°/16 nm
Toome (Disused AD) 544528N 0062940W	BEL RDL 306°	OY 289° MAG	BEL 306°/11 nm

5 VFR Helicopter Operations Within EGAA CTR

(a) **Flight Details**

(i) Prior to lifting, the pilot shall book out with Aldergrove ATC by telephone/fax at least ten minutes prior to departure giving call sign and details of flight including ETD. If the ETD varies by ten minutes or more, whether booking out or subject to a full flight plan, then Aldergrove ATC must be informed of the revised ETD.

Note: *The act of booking out does NOT constitute a zone clearance. Clearance must be obtained via RTF from Aldergrove ATC.*

(ii) If a flight leaves UK airspace, eg routing to Dublin, then a full flight plan must be filed with Aldergrove ATC at least sixty minutes prior to departure.

(b) **Operation - Outbound**

(i) The pilot must:

(1) Lift into the hover to a height of not greater than 200 ft agl, squawking 7000 and obtain zone clearance. Aldergrove ATC will pass any appropriate traffic information.

(2) Only when a clearance has been received, can the flight set course subject to any restrictions that Aldergrove ATC may impose.

(c) **Operation - Inbound**

(i) Contact should be made, where possible, with Aldergrove Approach at least ten minutes flying time before the Belfast TMA boundary (if flying above the TMA base altitude) or the CTR boundary (if flying below the TMA base altitude) with a request for clearance to enter Controlled Airspace.

(ii) The pilot shall report when descending into the private site. It should be noted that after this report has been made, no further action will be initiated by ATC, eg incident/accident, unless information to the contrary is received. If no acknowledgement is received from Aldergrove Approach, then the pilot must telephone Aldergrove ATC as soon as practical after landing.

Note: *An inbound clearance does not absolve the pilot from the need to contact appropriate adjacent ATSUs for transit clearance.*

6 Pilots flying within 40 nm of the Belfast Aldergrove CTR

(a) Pilots flying within 40 nm may wish to maintain a listening watch only on the Belfast Aldergrove approach frequency. If they choose to do this, they should select transponder code 7045 in order to alert ATC to their presence. Pilots squawking 7045 will receive no ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, but remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of Controlled Airspace at all times. When an aircraft ceases to maintain a listening watch or is no longer flying within 40 nm of Belfast Aldergrove, the pilot will deselect transponder code 7045.

EGAA AD 2.23 ADDITIONAL INFORMATION

(a) Not applicable.

EGAA AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGAA-2-1

Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2-EGAA-2-2

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGAA-5-1

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 07 - ICAO

AD 2-EGAA-8-1

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 07 - ICAO

AD 2-EGAA-8-2

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 07 - ICAO

AD 2-EGAA-8-3

Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 17 - ICAO

AD 2-EGAA-8-4

Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 17 - ICAO

AD 2-EGAA-8-5

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 17 - ICAO

AD 2-EGAA-8-6

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 17 - ICAO

AD 2-EGAA-8-7

Figure: INSTRUMENT APPROACH CHART ILS/DME z RWY 25 - ICAO

AD 2-EGAA-8-8

Figure: INSTRUMENT APPROACH CHART ILS/DME y RWY 25 - ICAO

AD 2-EGAA-8-9

Figure: INSTRUMENT APPROACH CHART LOC/DME z RWY 25 - ICAO

AD 2-EGAA-8-10

Figure: INSTRUMENT APPROACH CHART LOC/DME y RWY 25 - ICAO

AD 2-EGAA-8-11

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 25 - ICAO

AD 2-EGAA-8-12

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 25 - ICAO

AD 2-EGAA-8-13

Figure: INSTRUMENT APPROACH CHART NDB(L) RWY 25 - ICAO

AD 2-EGAA-8-14

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 35 - ICAO

AD 2-EGAA-8-15

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 35 - ICAO

AD 2-EGAA-8-16

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLE RNAV(GNSS) RWY 07 - ICAO

AD 2-EGAA-8-17

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