EGAC — BELFAST/CITY

EGAC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAC — BELFAST/CITY

EGAC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 543705N Long: 0055221W Mid point of Runway 04/22
2	Direction and distance from city	East side of Belfast Docks.
3	Elevation / Reference temperature	15 ft / 16 C
4	Geoid undulation at AD ELEV PSN	184 FT
5	Magnetic Variation/ Annual Change	3.17°W (2017) / 0.17°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	BELFAST CITY AIRPORT LTD. Post: Belfast City Airport, Sydenham Bypass, Belfast BT3 9JH, Northern Ireland. Phone: 028-9093 9093 (Administration) Phone: 028-9045 4871 (ATC) Fax: 028-9093 9094 (Administration) Fax: 028-9093 5123 (ATC) SITA: Ground Ops: BHDAPXH. AFS: EGACZTZX (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGAC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0630-2130. Summer: 0530-2030. To cover the possibility of an aircraft which departs within 15 minutes of normal aerodrome closing time having to return, the aerodrome operator will normally retain sufficient services and equipment for 15 minutes after the actual time of departures.
2	Customs and Immigration	Subject to notified movements
3	Health and sanitation	As AD Hours.
4	AIS Briefing Office	Winter: 0630-2130. Summer: 0530-2030.
5	ATS Reporting Office (ARO)	Winter: 0630-2130. Summer: 0530-2030.
6	MET Briefing Office	Winter: 0630-2130. Summer: 0530-2030.
7	Air Traffic Service	Winter: 0630-2130. Summer: 0530-2030. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	Winter: 0530-2145. Summer: 0430-2045.
10	Security	H24
11	De-icing	As AD hours by arrangement.
12	Remarks	The airfield may remain open beyond the published airfield opening hours until 2359 (local) as per local planning agreement. Delayed aircraft scheduled to operate 0630-2130 (winter) 0530-2030 (summer) if required must request extended opening from the airport duty manager (Tel: 02890 935053).

EGAC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full.
2	Fuel and oil types	AVTUR JET-A1 BP Aero Engine oils; Piston Type Engines; 80 - US Quarts, D80 - US Quarts - 205 lt Barrels, D100 - US Quarts - 205 lt Barrels
3	Fuelling facilities/capacity	
4	De-icing facilities	Contact based airlines.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Contact based airlines.

EGAC AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

7	Remarks	Mandatory handling for all aircraft. Swissport Tel: 028-9093 5037; Fax: 028-9093 5173. Menzies Aviation Tel: 028-9093 5109; Fax: 028-9093 5057. Menzies World Cargo Tel: 028-9045 8891; Fax: 028-9046 1100. Avflight Tel: 028-9045 7777; Fax: 028-9045 9776.

EGAC AD 2.5 PASSENGER FACILITIES

1	Hotels	Available within 10 minutes drive.
2	Restaurants	Snack/coffee bars. Buffet.
3	Transportation	Buses, car hire and taxis. Nearest railway station 100 m.
4	Medical facilities	Limited facilities. Defibrillator located in the terminal building.
5	Bank and Post Office	Burea de change. Cash dispensers in the teminal.
6	Tourist Office	Tourist Information Centre in Terminal Building.
7	Remarks	

EGAC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	1 - 4 x 4 Cobra Fire Fighting Appliance, 2 - 6 x 6 Fire Fighting Appliances, 10 x Inflatable matting.
3	Capability for removal of disabled aircraft	
4	Remarks	Higher category is not available.

EGAC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Chemical de-icing. 3 snow ploughs. 2 brush blowers. 2 surface de-icing rigs.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Snow Co-ordinating Officer, Tel: 07850-928015.

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

1	Apron surface and strength	TERMINAL STANDS:1 Surface: Concrete. PCN 29/R/D/W/T TERMINAL STANDS: 2 Surface: Concrete. PCN 29/R/D/W/T TERMINAL STANDS:3 Surface: Concrete. PCN 48/R/D/W/T TERMINAL STANDS: 4 Surface: Concrete. PCN 48/R/D/W/T TERMINAL STANDS: 5 Surface: Concrete. PCN 48/R/D/W/T TERMINAL STANDS: 6 Surface: Concrete. PCN 48/R/D/W/T TERMINAL STANDS: 7 Surface: Concrete. PCN 48/R/D/W/T TERMINAL STANDS: 8 Surface: Concrete. PCN 48/R/D/W/T

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

		TERMINAL STANDS:9 Surface: Concrete. PCN 29/R/D/W/T TERMINAL STANDS:10 Surface: Concrete. PCN 29/R/D/W/T TERMINAL STANDS: VICTORIA Surface: Concrete. PCN 30/R/D/W/T TERMINAL STANDS: 21 Surface: Concrete. PCN 30/R/D/W/T TERMINAL STANDS: 24 Surface: Concrete. PCN 39/R/D/W/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 18 m. Surface: Asphalt. PCN 50/F/D/W/T
3	Altimeter checkpoint location and elevation	Stands 1-10, 13 ft amsl - Victoria Apron, 10 ft amsl.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	

EGAC 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	Stands 1-10 and 24 are nose-in push-back only. Stands 1-3, 5-10 and 24 AGNIS and surface arrow stop signs. Stand 4 APIS. Stands 6A/7A are nose-in and have painted surface markings. Pilots must not enter any part of a stand unless the guidance has been activated or a marshaller is present at the head of the stand, this procedure allows a FOD check to take place on the designated stand. Victoria apron (except Stand 24) is as directed by ATC/Marshallers.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Displaced threshold markings and designators on Runway 04. Threshold markings and designators on Runway 22. Fixed distance markings and centre-line markings, Runway 04/22. Runways side stripes.
3	Stop bars	Runway guard lights, Stop bars and internally illuminated signage at A1, A2 and A3 holding points.
4	Remarks	Two illuminated wind direction indicators.

EGAC 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**
(6608) 04/APPROACH 22/TAKE-OFF	ILS Build-ing	543638.83N 0055255.28W	20 ft		No	
(8005) 04/APPROACH 22/TAKE-OFF	Tree	543633.18N 0055312.90W	69 ft		No	
(2215) 04/APPROACH 22/TAKE-OFF	Tree	543631.12N 0055256.36W	53 ft		No	
(7056) 04/APPROACH 22/TAKE-OFF	Tree	543625.08N 0055314.60W	62 ft		No	
(2101) 04/APPROACH 22/TAKE-OFF	Tree	543623.58N 0055316.78W	74 ft		No	
(6423) 04/APPROACH 22/TAKE-OFF	Pylon	543614.19N 0055320.01W	86 ft		Yes	
(6476) 04/APPROACH 22/TAKE-OFF	Pylon	543614.16N 0055327.45W	95 ft		Yes	
(6475) 04/APPROACH 22/TAKE-OFF	Pylon	543612.02N 0055336.94W	95 ft		Yes	

EGAC AD 2.10 AERODROME OBSTACLES (continued)

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**
(6474) 04/APPROACH 22/TAKE-OFF	Pylon	543610.18N 0055347.94W	121 ft		Yes	
(6447) 04/APPROACH 22/TAKE-OFF	Pylon	543607.00N 0055316.86W	126 ft		Yes	
(261) 04/APPROACH 22/TAKE-OFF	Pylon	543550.76N 0055328.49W	147 ft		No	
(8168) 04/APPROACH 22/TAKE-OFF	Tree	543000.77N 0055824.18W	585 ft		No	
(5067) 22/APPROACH 04/TAKE-OFF	Chimney	544328.23N 0054602.20W	671 ft		Yes	
(6630) 22/APPROACH 04/TAKE-OFF	ILS Building	543736.00N 0055147.69W	20 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**
(5224)	Mast	544034.65N 0055543.39W	833 ft		No	
(5225)	Mast	543912.57N 0055728.31W	1334 ft		Yes	
(6401)	Cairn	543850.13N 0055651.45W	1172 ft		No	
(5226)	Mast	543828.43N 0055851.21W	1397 ft		Yes	
(6491)	Spire	543817.03N 0055018.11W	205 ft		No	
	Crane	543737.67N 0055251.00W	369 ft	354 ft	Yes	
(5020)	Mast	543728.93N 0054828.49W	814 ft		Yes	
(7515)	Chimney	543721.70N 0055424.73W	242 ft		No	
(6053)	Chimney	543721.55N 0055422.26W	242 ft		No	
(5021)	Mast	543719.45N 0054734.22W	793 ft		No	
(2010)	Crane	543718.25N 0055331.79W	268 ft		Yes	
(2011)	Crane	543717.70N 0055329.54W	285 ft		Yes	
(8303)	Non-Directional Beacon	543716.09N 0055218.87W	58 ft		Yes	
(2009)	Crane	543715.02N 0055332.59W	260 ft		Yes	
(7733)	Mast	543711.84N 0054949.66W	724 ft		Yes	
(2008)	Crane	543707.30N 0055339.23W	354 ft		Yes	
(5015)	Mast	543702.86N 0054838.00W	751 ft		No	
	Oil Rig	543701.88N 0055351.28W	330 ft		No	
(5022)	Mast	543700.17N 0054457.62W	833 ft		No	
(8302)	Radar	543656.57N 0055255.48W	109 ft		Yes	
(771)	Ground Level Terrain	543638.44N 0055004.29W	461 ft		No	

EGAC 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**
(5147)	Chimney	543634.25N 0055631.42W	205 ft		No	
(8126)	Mast	543627.01N 0060033.60W	1699 ft		Yes	
(6105)	Crane	543621.26N 0055417.34W	337 ft		Yes	
(6104)	Crane	543618.32N 0055411.15W	358 ft		Yes	
(7602)	Church	543611.23N 0055229.79W	231 ft		No	
(7416)	Spire	543610.28N 0055542.43W	250 ft		No	
(7967)	Building	543609.17N 0055517.20W	279 ft		Yes	
(6196)	Spire	543558.61N 0055423.36W	174 ft		No	
(6201)	Building	543547.27N 0055506.07W	225 ft		Yes	
(7510)	Mast	543542.34N 0055554.46W	316 ft		No	
(2234)	Chimney	543516.23N 0055634.25W	358 ft		No	
(7972)	TV Mast	543513.68N 0060119.92W	1744 ft		Yes	
(5067) 22/APPROACH 04/TAKE-OFF	Chimney	544328.23N 0054602.20W	671 ft		Yes	
(5064)	Building	543446.58N 0055138.88W	299 ft		No	
(5052)	Mast	543418.99N 0055102.27W	649 ft		No	
(5062)	Church	543401.60N 0055231.79W	517 ft		No	
(5025)	Mast	543252.71N 0055226.74W	705 ft		No	

EGAC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	BELFAST.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	BELFAST. 12 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated 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/CITY.
10	Additional information (limitation of service, etc.)	

EGAC 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
04	034.76°	1829 x 45 m	RWY surface: Asphalt, grooved. PCN 69/F/D/W/T	543643.34N 0055247.14W 184 ft	THR 13 ft
22	214.77°	1829 x 45 m	RWY surface: Asphalt, grooved. PCN 69/F/D/W/T	543729.48N 0055151.95W 184 ft	THR 12 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
		200 x 150 m	1949 x 300 m		RWY 04 Has 7.5 m wide shoulders
		150 x 150 m	1949 x 300 m		RWY 22 Has 7.5 m wide shoulders

EGAC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	1829 m	2029 m	1829 m	1737 m	
22	1767 m	1917 m	1767 m	1767 m	

EGAC 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
04	413 m Light intensity high.	HI uni-directional green with elevated wingbars	PAPI Left/3° 43 ft		HI Colour coded 15 m spacing	HI elevated bi-directional with LI omni-directional Component	Red.		**Approach Lighting:** with one Crossbar 289 m from threshold. **PAPI Distance from THR:** 250 m **Runway Edge Lighting:** Prior to Runway 04 displaced painted threshold, these lights show red in the direction of the approach.
22	914 m Light intensity high.	HI uni-directional green with flush wingbars	PAPI Left/3° 53 ft		HI Colour coded 15 m spacing	HI elevated bi-directional with LI omni-directional Component	Red.		**Approach Lighting:** coded with five crossbars **PAPI Distance from THR:** 317 m

EGAC 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	LDI: 04: Right of 04 threshold, Lit 22: Near GP aerial, Lit. Anemometer: 04: Right of 04 threshold, Lit 22: On GP aerial, Lit.
3	TWY edge and centre line lighting	Taxiway: . Centre line. Green centre-line lighting on taxiway Alpha. Green/Amber colour coded lead on/off lighting at A1, A2 and A3 entry/exit points, spaced at 15 m on taxiway.
4	Secondary power supply/switch-over time	Yes/1 second
5	Remarks	Apron floodlighting.

EGAC AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGAC 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/CITY CTR 543121N 0060219W - 544431N 0054635W - 544048N 0053721W - 542739N 0055306W - 543121N 0060219W	Upper limit: 2000 ft ALT Lower limit: SFC	D	BELFAST APPROACH English	6000 ft	
BELFAST/CITY CTA 1 542802N 0060613W - 543121N 0060219W - 542739N 0055306W - 542422N 0055701W - 542802N 0060613W	Upper limit: 2000 ft ALT Lower limit: 1500 ft ALT	D	BELFAST APPROACH English	6000 ft	
BELFAST/CITY CTA 2 544431N 0054635W - 545014N 0053939W - 544632N 0053024W - 544048N 0053721W - 544431N 0054635W	Upper limit: 2000 ft ALT Lower limit: 1500 ft ALT	D	BELFAST APPROACH English	6000 ft	
BELFAST/CITY CTA 3 542422N 0055701W - 544632N 0053024W - 544449N 0052608W - 542016N 0054647W - 542422N 0055701W	Upper limit: 3500 ft ALT Lower limit: 2000 ft ALT	D	BELFAST APPROACH English	6000 ft	
BELFAST/CITY ATZ A circle, 2 nm radius centred at 543705N 0055221W on longest notified runway (04/22)	Upper limit: 2000 ft Lower limit: SFC		BELFAST APPROACH English	6000 ft	**Airspace Classification:** D/G

EGAC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	BELFAST APPROACH	130.850 MHz	Winter: 0630-2130 Summer: 0530-2030	ATZ hours coincident with Approach hours.
TWR	BELFAST TOWER	122.825 MHz	Winter: 0630-2130 Summer: 0530-2030	
RAD	BELFAST RADAR	134.800 MHz	Winter: 0630-2130 Summer: 0530-2030	
ATIS	BELFAST INFORMATION	136.625 MHz	Winter: 0630-2130 Summer: 0530-2030	Arrivals ATIS
Other	BELFAST EMERGENCY	121.500 MHz Emergency frequency.	O/R	
Other	BELFAST FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGAC 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/DME I 3.17°W (2017)	IHBD	108.100 MHz	HO	543736.19N 0055143.94W		(RWY 04)
ILS/DME/GP	IHBD	334.700 MHz	HO	543654.04N 0055244.44W		
ILS/DME I 3.17°W (2017)	IBFH	108.100 MHz	HO	543638.46N 0055252.98W		(RWY 22) Caution due to terrain effect on LOC RWY 22, pilots may not receive full scale fly right indications.
ILS/DME/GP	IBFH	334.700 MHz	HO	543723.95N 0055206.73W		3° ILS Ref Datum Hgt 50 ft.
DME	IHBD	18X 108.100 MHz	HO	543710.29N 0055229.94W	30 ft	(RWY 04) On AD. DME freq paired with ILS I HBD. Zero Range is indicated at THR. DME unlocks and range errors of up to 0.5 nm may be experienced outside 10 degrees left of centre-line.
DME	IBFH	18X 108.100 MHz	HO	543710.29N 0055229.94W	30 ft	(RWY 22) On AD. DME freq paired with ILS I BFH. Zero Range is indicated at THR. DME range errors up to 0.3 nm may be experienced outside 20 degrees right of the centre-line.
NDB (L)	HB	420.000 kHz	Winter: Mon-Fri 0630-2130 Sat 0630-2115 Sun 0630-2130 and by arrangement Summer: Mon-Fri 0530-2030 Sat 0530-2015 Sun 0530-2030 and by arrangement	543716.09N 0055218.87W		On AD. Range 15 nm. Excessive needle swings may occur during the approach to Runway 04 between 1.5 nm and 1.0 nm from threshold.

EGAC AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Belfast City Airport is only available to noise certified Chapter lll aircraft except in emergency or diversion.

(b) Ground running of aircraft engines shall be subject to the approval of the aerodrome authority. No ground running of engines is permitted between 2230-0600.

(c) Use of the aerodrome by aircraft not able to communicate with ATC subject to prior permission.

2 Ground Movement

(a) Aircraft shall not enter a stand until stand entrance guidance is activated or marshalling assistance is available on stand. If neither is available crew shall stop on short on stand centre-line and request (via ATC) that the stand be activated.

3 CAT II/III Operations

(a) Belfast City Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT I operations.

(b) Low Visibility Procedures will commence when RVR/Met visibility falls to 800 m or less, or cloud ceiling is observed to be 200 ft or less.

(c) Pilots will be informed when these procedures are in operation by ATIS or by RTF.

4 Warnings

(a) Aircraft assembly hangar on the northwest side of the runway, infringes transitional surface by 2.84 m, 269 m from the runway centre-line.

(b) Pilots should anticipate windshear on approach to Runway 22 and departure from Runway 04 when the surface wind direction is between 100° and 160° + 15 kts. Due to strong wind conditions, turbulance may be expected on approach or climb out to/from either runway.

(c) Pilots are warned of the presence of greylag geese in the vicinity of the Aerodrome. The geese normally transit between the north-east of the Aerodrome and Victoria Park which is below the 04 Approach. Geese movements are typically at dawn and dusk and at an altitude of approximately 50-100 ft agl. Aerodrome Bird Dispersal, including the use of pyrotechnics, is in operation during Aerodrome operational hours.

(d) HT pylons 115 ft aal 0.66 nm from threshold of Runway 04.

(e) High ground rising to 644 ft amsl within 2.4 nm to the East and South.

(f) High ground rising to 1227 ft amsl 3.9 nm to the West and Northwest.

(g) Floating cranes and shipping in Belfast Harbour.

(h) Three cranes (Lgtd), 250 ft aal 1 nm West of the aerodrome.

(i) Two chimneys (Lgtd) 250 ft aal 1 nm West of the aerodrome.

5 Helicopter Operations

Not applicable

6 Use of Runways

(a) Arrivals; Runway 22 is the preferred landing runway. Departures; Runway 04 is the preferred departure runway.

7 Training

(a) Training flights by prior arrangement only.

EGAC AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

Every operator of aircraft using, or intending to use the Aerodrome shall ensure at all times that aircraft are operated in such a manner calculated to cause the least disturbance practicable to areas surrounding the Airport. These procedures may only be departed from to the extent necessary to avoid immediate danger or in compliance with ATC instructions. Operators of all aircraft are required to conform with the following procedures.

2 Take-off, Climb and go around

Aircraft operators shall instigate their aircraft manufacturers Noise Abatement recommended procedures on departure and up to FL 100, or the procedures listed below:

(a) Take off to 1500 ft

Power	—	Normal take off
Speed	—	V2 + 10kt(+)
Flaps	—	Set as appropriate

(b) 1500 to 3000ft

Power	—	Reduced to Climb Thrust
Speed	—	V2 + 10kt(+)
Flaps	—	Maintain previous setting

Note: *V2 + 10 kt (+) indicates that V2 + 10 kt may be exceeded where pitch angle or specific aircraft characteristic are possible limiting factors;*

(c) At 3000 ft retract flaps on schedule and assume normal en-route climb (subject to individual ATC Clearance).

(d) 3000 ft to FL 100 - max climb speed 250 kt or as instructed.

3 Departures

(a) **Runway 04**

(i) **Propeller Aircraft 13000 kg MTOW or less**

On passing 500 ft QNH, left turn TRACK 033°M and climb to altitude 1500 ft QNH before commencing turn. Thereafter as per ATC Clearance.

(ii) **Propeller Aircraft greater than 13000 kg MTOW**

On passing 500 ft QNH, left turn TRACK 033°M and climb to altitude 2000 ft QNH before commencing turn. Thereafter as per ATC Clearance.

(iii) **All Jet Aircraft**

On passing 500 ft QNH,left turn TRACK 033°M and climb to altitude 3000 ft QNH before turning. Thereafter as per ATC Clearance.

(b) **Runway 22**

(i) **Propeller Aircraft 13000 kg MTOW or less**

Climb straight ahead to altitude 1500 ft before turning, thereafter as per the clearance issued by ATC.

(ii) **Propeller Aircraft greater than 13000 kg MTOW**

Climb straight ahead to altitude 2000 ft before turning, thereafter as per the clearance issued by ATC.

(iii) **All Jet Aircraft**

Climb straight ahead to altitude 3000 ft before turning, thereafter as per the clearance issued by ATC.

EGAC AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

4 Arrivals

(a) **Arriving Aircraft**

(i) Radar vectored or instrument approaches will be conducted at altitudes consistent with the RVA or appropriate approach chart. Radar assigned levels on base leg Runway 22 will be 2500 ft until aircraft have coasted out.

(ii) Aircraft landing without assistance from glidepath shall descend in accordance with the recommended profile provided in the UK AIP Instrument Approach Charts.

(b) **Visual Approaches**

(i) Runway 22 – Aircraft are to establish on the 7 DME arc (I-BFH) and coast out not below 2500ft QNH before establishing on the final approach track at not less than 5 DME.

(c) **Runway 04**

(i) Descent profiles shall be optimised to establish on the final approach track at 5 nm not below 1500 ft.

(ii) Aircraft downwind left Runway 04 are exempt from the above restriction if the flight path avoids residential areas.

(iii) It is recommended that aircraft making an approach to Runway 04 shall follow a descent profile which will not result in it being at any time lower than the approach path which would be flown during an ILS GP approach.

EGAC AD 2.22 FLIGHT PROCEDURES

1 Altimeter Setting

(a) Pilots flying beneath the 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.

2 Procedures for Inbound Aircraft

(a) **Clearance to Enter the Belfast TMA**

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

(ii) Aircraft wishing to enter the TMA from the open FIR, whether IFR or VFR, must obtain clearance from Belfast Approach Control if joining from the south or east, or from Aldergrove Approach Control if joining from other directions.

(b) **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 - MAGEE
E	FIR	As directed by 'Belfast' Approach to NDB(L) HB or MAGEE
SE	L10 (FL 60 and below)	VOR IOM - RINGA - MAGEE
	L10 (FL 80 and above)	VOR IOM - NELBO - MAGEE
	UP6/P6 and DRA (FL 250 and above)	REMSI - MASOP - NELBO - MAGEE
S	N34	NEVRI - ABSUN - MAGEE
SW, W, NW AND N	FIR	TMA Boundary or as directed by 'Aldergrove' Approach to NDB(L) HB or MAGEE

(c) Holding

(i) The primary holding patterns at NDB(L) HB and MAGEE (544730N 0053630W) are detailed on the Instrument Approach charts.

EGAC AD 2.22 FLIGHT PROCEDURES (continued)

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 accord ing to prevailing traffic conditions.

Departing to	Via	Runway	Route
SE	L15 (FL150 and above)	04	Right turn DCT DUFFY L15
		22	Left turn DCT DUFFY L15
	L10 (FL80 to FL140)	04	Right turn - DCT - DUFFY - L15 - PEPOD - L603 - VOR IOM
		22	Left turn - DCT - DUFFY - L15 - PEPOD - L603 - VOR IOM
	L10 (FL 70 and below)	04	Right turn – DCT - RINGA – VOR IOM
		22	Left turn – DCT -RINGA – VOR IOM
S	P620	04	Right turn - DCT - NUMPI - NIMAT
		22	Left turn - DCT - NUMPI - NIMAT
NE	P600	04	Right turn - DCT - BLACA - VOR TRN
		22	Left turn - DCT - BLACA - VOR TRN

(b) North Atlantic Jet Departures

(i) Jet aircraft routing via OAC entry fix GOMUP or ETILO should request Oceanic Clearance from BELFAST ATC at least 30 minutes prior to departure. All other traffic 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**.

(c) Belfast City Departures Via IOM - Speed Profile

(i) Traffic departing Belfast City 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 required level by SOSIM, speed restrictions are to be observed.

(ii) All Belfast City departures to the south-east via (U)L15 with a requested flight level of FL290 or above, are to fly in accordance with the following maximum speeds:

(1) Jet traffic with a MTOW greater than 35000 kg Max 250 kt IAS until FL100, then Max 290 kt IAS until FL250;

(2) Jet traffic with a MTOW less than 35000 kg and all non jet traffic; Max 250 kt IAS until above FL250.

(iii) Aircraft unable to reach FL 290 by SOSIM must advise Belfast City prior to push-back, giving the anticipated flight level at SOSIM.

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/City are suitably defined below:

VRP	VOR/VOR	VOR/NDB	VOR/DME FIX
Comber 543303N 0054445W	TRN RDL 219° IOM RDL 313°	TRN RDL 219° HB 137° MAG	BEL 115°/18 nm.
Groomsport 544030N 0053705W	TRN RDL 220° IOM RDL 324°	IOM RDL 324° HB 073° MAG	BEL 092°/21 nm.
Saintfield 542737N 0054958W	TRN RDL 218° IOM RDL 305°	IOM RDL 305° HB 175° MAG	BEL 135°/18 nm.
Whitehead 544510N 0054234W	TRN RDL 226° IOM RDL 324°	IOM RDL 324° HB 039° MAG	BEL 077°/19 nm.

EGAC AD 2.23 ADDITIONAL INFORMATION

(a) An obstacle free distance of approximately 93 m exists from the end of the paved surface at the southwest end of the runway up to the location of the Runway 22 localiser.

(b) A further obstacle free distance of approximately 15 m exists from the Runway 22 localiser to the non-frangible aerodrome boundary fence, beyond which there is a steep-angled drop of several metres down to a tidal lagoon.

EGAC AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGAC-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGAC-2-2

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGAC-5-1

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 04 - ICAO

AD 2-EGAC-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 04 - ICAO

AD 2-EGAC-8-2

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 04 - ICAO

AD 2-EGAC-8-3

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 22 - ICAO

AD 2-EGAC-8-4

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 22 - ICAO

AD 2-EGAC-8-5

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 22 - ICAO

AD 2-EGAC-8-6

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