

Belfast International Airport

IATA/ICAO CODE: BFS/EGAA
CITY: Belfast
STATE: Northern Ireland
COUNTRY: UK

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Rod Haskins	David Elliott
Title:	Operations Manager	Airside Safety Standards Manager
Airport:	Belfast International Airport	Belfast International Airport
Address:	Belfast International Airport Belbase BT29 4AB Northern Ireland	Belfast International Airport Belbase BT29 4AB Northern Ireland
Phone:	+44 28 94 48 4366	+44 28 9338 4399
Fax:	+44 28 94 42 3883	+44 28 94 42 3883
Email:	Rod.Haskins@bfs.aero	David.Elliott@bfs.aero
Airport Web Site:	www.belfastairport.com	

ELEVATION: 268 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
07/25	2780	-	3	45
17/35	1891	-	3	45

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 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 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.

AMDT 003/11

10 Mar 11

07-May-2009

CONTINUOUS DESCENT ARRIVAL (CDA)

See Noise Abatement Procedures for details.

AIRPORT CURFEWS

In the interests of maintaining good relations with the local population, training will not be permitted on Sundays or after 2300 hours on all other days.

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine running area is available by arrangement with the airport authority. Contact Airport Duty Manager 0770-320 3167.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	No sound insulation has been provided to residents or public buildings as the legislation has not been introduced in NI
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	Legislation has not been introduced in NI
Avigation Easements	-	Not relevant
Zoning Laws	-	Not applicable in NI
Real Estate/Property Disclosure Laws	-	Not relevant
Acquire Land for Noise Compatibility to date	-	Not relevant
Population within each noise contour level relative to aircraft operations	-	Legislation has not been introduced in NI
Airport Noise Contour Overlay Maps	-	Noise Contour Map
Total Cost of Noise Mitigation Programs to Date	-	£36,000
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Not relevant

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

Chapter 3 aircraft - Only one aircraft will be permitted at any one time for

instrument training.