

George Best Belfast City Airport

IATA/ICAO CODE: BHD/EGAC  
CITY: Belfast  
STATE: Northern Ireland  
COUNTRY: UK

AIRPORT CONTACT

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

Name: Alan Young  
Title: Manager Air Traffic Services  
Airport: Belfast City Airport  
Address: Sydenham By-Pass Belfast  
Northern Ireland BT3 9JH  
UK  
Phone: +44 28 9093 5120  
Fax: +44 28 9093 5123 (ATC) or 44 28 9093 9094 (Admin)  
Email: alan.young@belfastcityairport.com  
Airport Web Site: [www.belfastcityairport.com](http://www.belfastcityairport.com)

ELEVATION: 15 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
04/22	1829	-	3	45

NOISE ABATEMENT PROCEDURES

See UK AIP for Details

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:

	Power	Normal take-off
--	-------	-----------------

a. Take off to 1500 ft	Speed Flaps	V2+10kt (+) Set as appropriate
b. 1500 to 3000ft	Power Speed Flaps	Reduce to climb thrust V2+10kt (+) 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 or 0.4 nm DME, whichever is the sooner -left turn TRACK 034°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 or 0.4 nm DME, whichever is the sooner -left turn TRACK 034°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 or 0.4 nm DME, whichever is the sooner - left turn TRACK 034° and climb to altitude 3000ft 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.

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 2500 ft 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.

#### CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

Regarding CDA we facilitate airlines to achieve CDA but do not publish procedures. In these circumstances CDA is achieved by providing decent instructions consistent with Radar Vectored Minimum Altitudes and the crew comply with their company CDA by arranging descent profiles to be "at the gates" in a flight profile which makes CDA achievable.

#### AIRPORT CURFEWS

Flights may only be scheduled to operate between 06:30 and 21:30. Extensions may be granted to facilitate delayed aircraft up to 23:59.

There is a penalty system in place for all flights taking off or landing after 21:30. Monies from penalties imposed on flights after 21:30 are donated to the George Best Belfast Airport Community Fund.

The airport encourages airlines to operate aircraft types which meet 'Chapter 4' –the ICAO's more stringent noise standard. At present, approximately 95% of aircraft movements through GBBCA are Chapter 4 compliant

#### PREFERENTIAL RUNWAYS

Departures - Runway 04

Arrivals - Runway 22

#### OPERATING QUOTA

45,000 ATMs/annual (training/testing/military are unrestricted)

#### ENGINE RUN-UP RESTRICTIONS

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

APU OPERATING RESTRICTIONS

To minimise the impact of ground noise, the airport has installed Fixed Electrical Ground Power (FEGP) on all 10 aircraft stands in front of the terminal which provides aircraft with a silent electrical supply. Airlines are encouraged to use FEGP wherever possible.

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)	-	There is no Sound Insulation scheme in operation as no residences or public buildings fall within the relevant Leaq Contour.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	There is no Purchase Assurance scheme in operation as no residences or public buildings fall within the relevant Leaq Contour.
Avigation Easements	-	unknown
Zoning Laws	-	Public Safety Zones to control development are currently being formulated.
Real Estate/Property Disclosure Laws	-	unknown
Acquire Land for Noise Compatibility to date	-	None acquired to date.
Population within each noise contour level relative to aircraft operations	-	None at 63 Laeq None at 60 Laeq
Airport Noise Contour Overlay Maps	-	Produced annually for 63, 60 and 57 Laeq
Total Cost of Noise Mitigation Programs to Date	-	Nil
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport Authority

NOISE MONITORING SYSTEM

The airport has invested approximately £150,000 in the purchase and installation of an aircraft Noise and Track Monitoring System.

FLIGHT TRACK MONITORING SYSTEM - [Yes](#)

NOISE LEVEL LIMITS

63 Leq contour line may trigger requirement to insulate domestic dwellings within

boundary.

## 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

Under the Aerodromes (Noise Restrictions, Rules and Procedures) Regulations 2003, George Best Belfast City Airport is only available to noise certified Chapter 3 aircraft ('Chapter 3' refers to the noise standard laid down by the International Civil Aviation Organisation (ICAO)). However, airport management have taken an additional step to prohibit the operation of aircraft only 'marginally' compliant with Chapter 3.