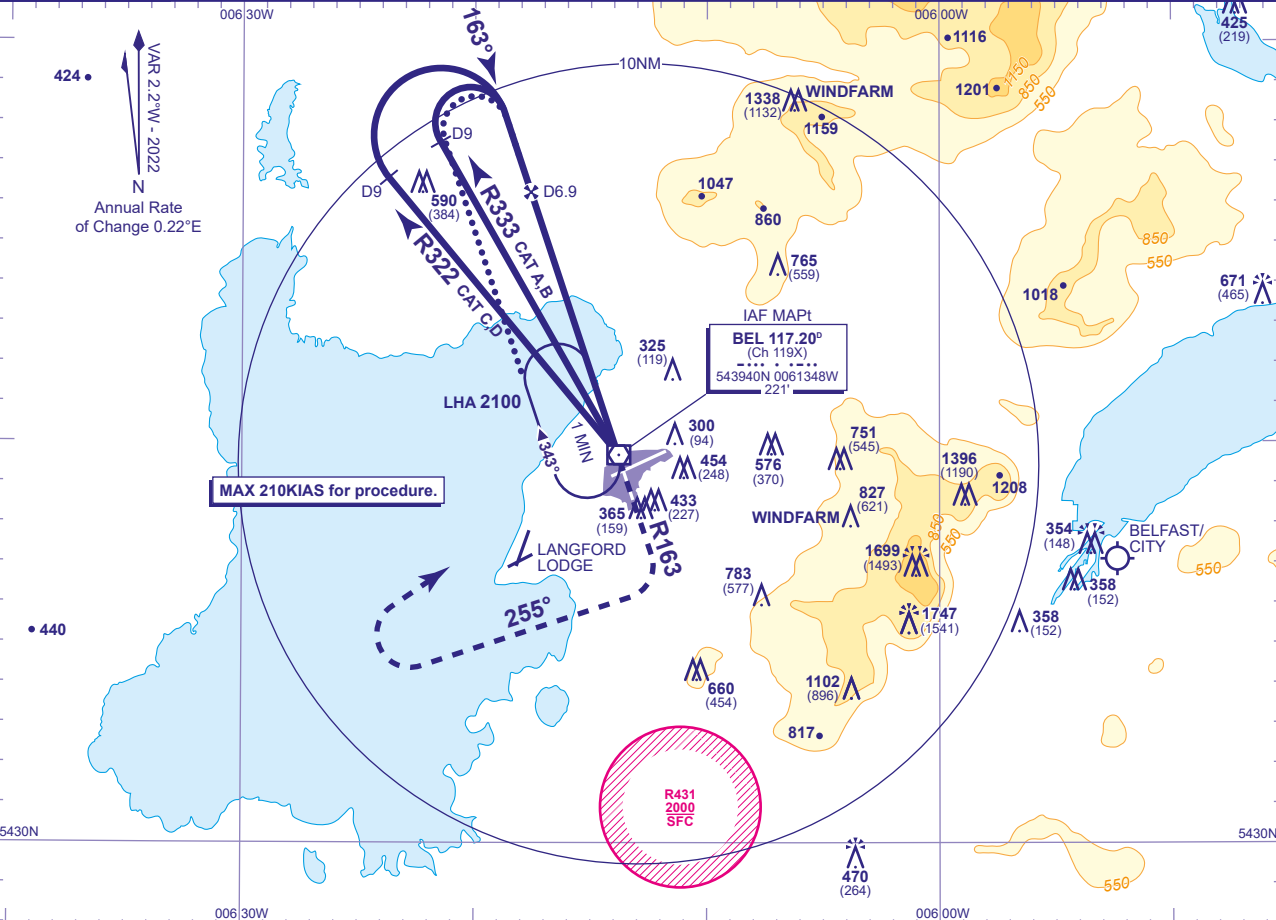


INSTRUMENT APPROACH CHART - ICAO

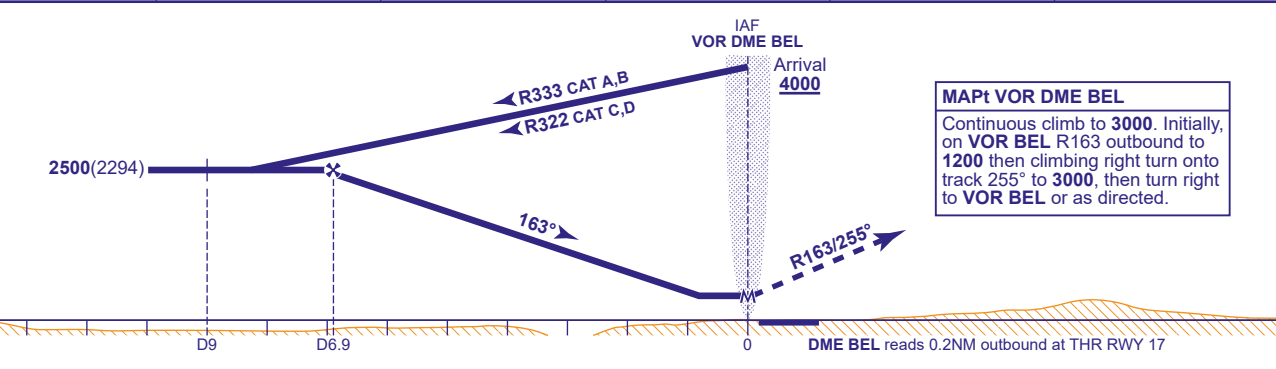
BELFAST ALDERGROVE

VOR/DME
RWY 17
(ACFT CAT A,B,C,D)

	APP	133.125	ALDERGROVE APPROACH	AD ELEVATION	268	TRANSITION ALTITUDE 6000
	TWR	118.300	ALDERGROVE TOWER	THR ELEVATION	206	
	RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION	1747 AMSL (1541) (ABOVE THR)	
	ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.20%, 316FT/NM					
DME BEL	6	5	4	3	2
ALT(HGT)	2220(2014)	1900(1694)	1580(1374)	1270(1064)	950(744)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	560(354)	560(354)	560(354)	560(354)		FT/MIN	850	750	640	530	430
	NO DME	780(574)	780(574)	780(574)	780(574)							
VM(C)OCA (OCH AAL)		Total Area	750(482)	840(572)	1180(912)	1290(1022)						

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead VOR BEL (IAF) extend outbound leg of holding pattern descending to 2500(2294). At BEL DME 9 turn right to intercept extended FAT, then continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME BEL
Substitute timing on the outbound leg of the main and alternative procedures: 3MIN (CAT A,B); 2.5MIN (CAT C,D). Commence descent inbound when established on FAT use increased OCH.

NOTE Aircraft will normally be required to hold not lower than 3000 at VOR BEL.

CHANGE (1/25): BEL VOR RECALIBRATED. TRACKS/RADIALS: BEL VOR/DME HOLD.