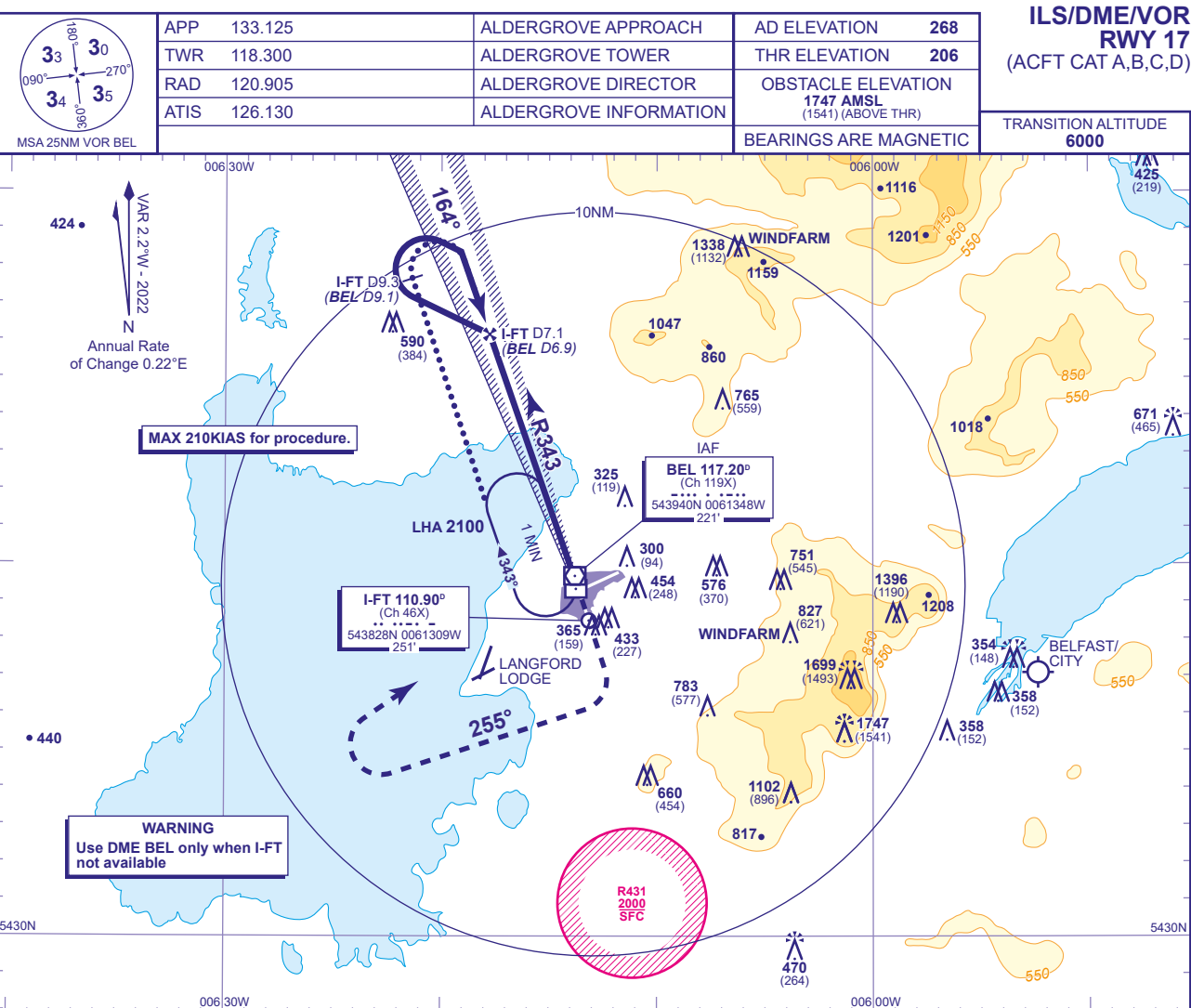
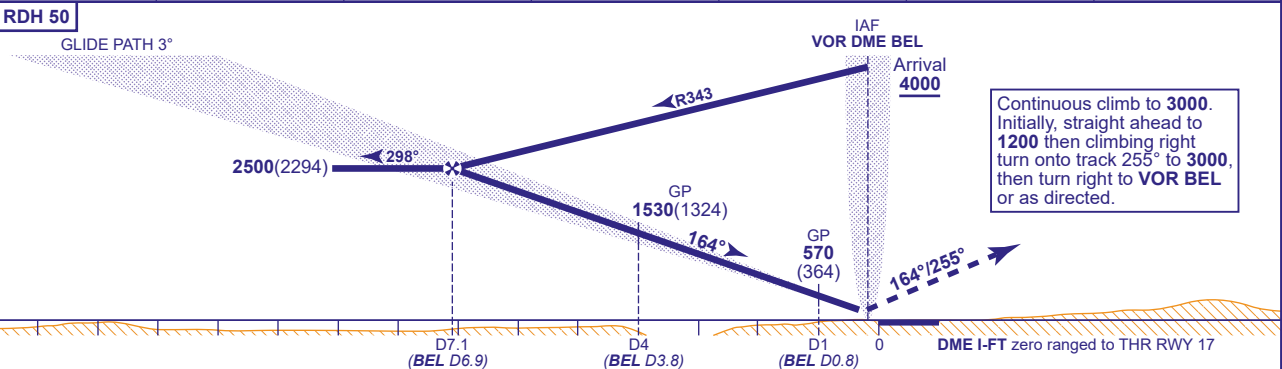


INSTRUMENT APPROACH CHART - ICAO

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



RECOMMENDED PROFILE GLIDE PATH 3.00°, 318FT/NM						
DME I-FT (BEL)	6(5.8)	5(4.8)	4(3.8)	3(2.8)	2(1.8)	1(0.8)
ALT(HGT)	2170(1964)	1850(1644)	1530(1324)	1210(1004)	890(684)	570(364)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	373(167)	384(178)	397(191)	410(204)		FT/MIN	850	740	640	530	420
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 I-FT DME 9.3 (BEL DME 9.1) turn right to establish on LOC inbound, then continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME
Inform ATC prior to commencing the procedure. Aircraft will be radar vectored onto the LOC, to be established at **2500(2294)** not later than 2.5NM before the FAP. Radar range will be passed at 4NM before the THR inbound.

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

CHANGE (5/25): NW MSA INCREASE. OCA(OCH).