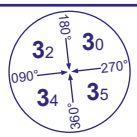
INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE ILS/DME/VOR RWY 17

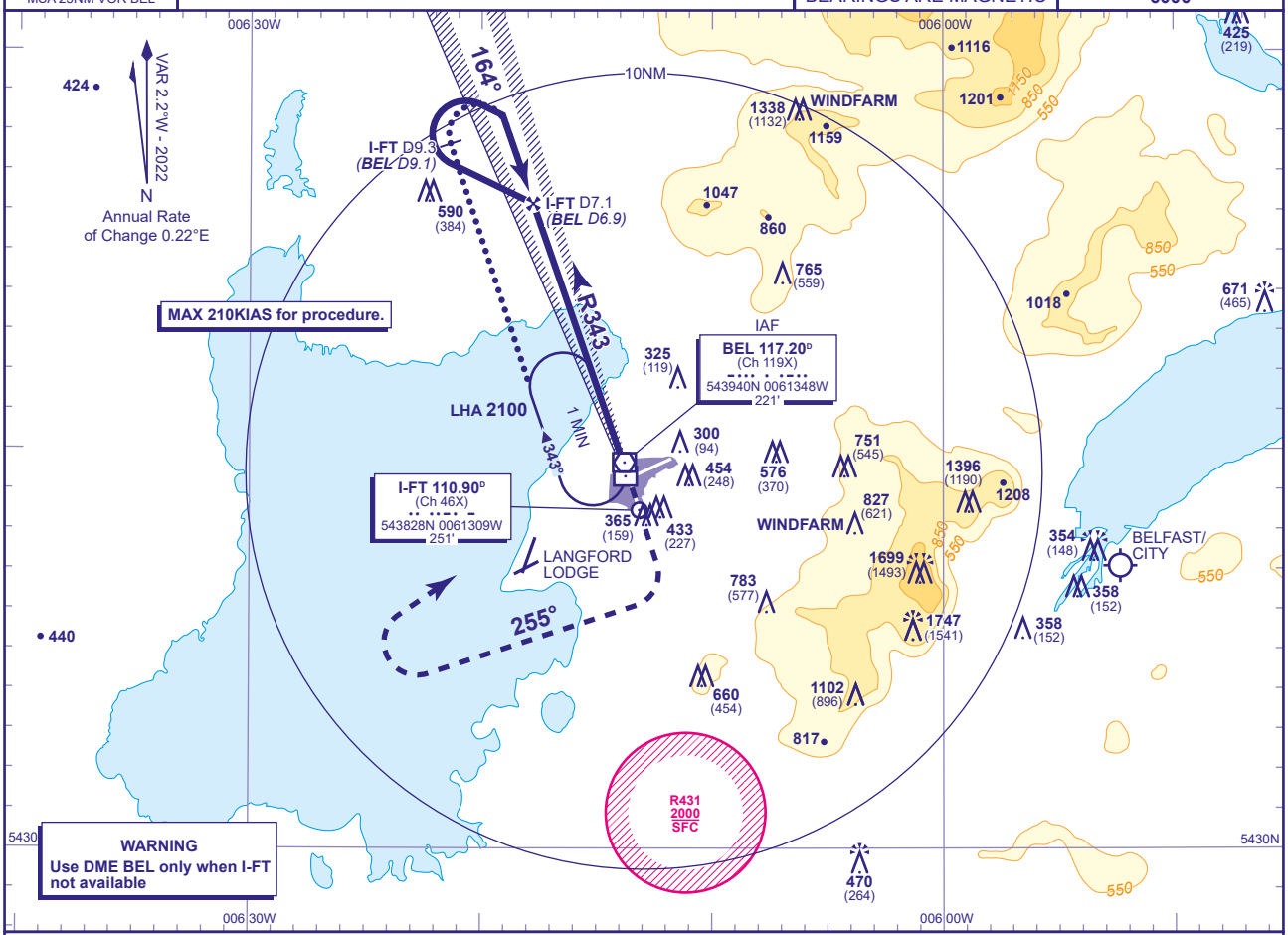
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

APP	133.125	ALDERGROVE APPROACH	AD ELEVATION	268	
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		

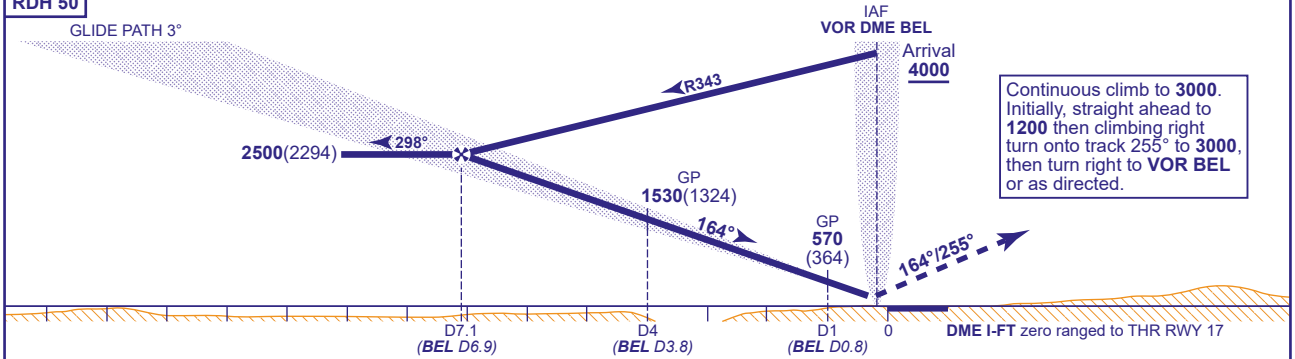
TRANSITION ALTITUDE **6000**



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)

RDH 50



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**350**(144)	**362**(156)	**375**(169)	**389**(183)
VM(C)OCA (OCH AAL)	Total Area	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

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 (1/25): BEL VOR RECALIBRATED. RADIAL. BEL VOR/DME HOLD.