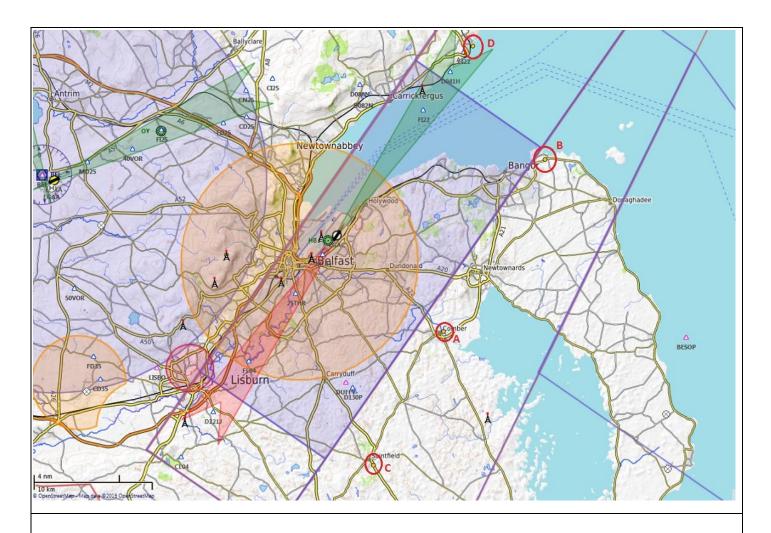
AIRFIELD NAME AND ICAO		September 24 BELF		LFAST CITY	EGAC	Ireland							
CALLSIGN (A/C RADIO)		Belfast Tower		122.830	•								
CALLSIGN (ES/VATSIM)		EGAC_TWR		APP. 130.850	APP. 130.850								
LOCATION		Lat N054.37.05.000 Long W005.52.21.000		Elev. 15ft									
LOCATION GEOGRAPHIC		East side of BELFAST DOCKS		VFR Conspicuity									
CHART SOURCE/VOR		NATS Listening Frequency. 130.850; Squawk 4255		Belfast Radar 130.850									
METAR AIRPORT		EGAC 124.580   Egac_app radar 134.800		ar 134.800	QFE= QNH								
NAV AIDS (FSX / PLANG3)		· · · · · · · · · · · · · · · · · · ·		ILS: I-BFH 108.10mHz	DME/								
RUNWAYS	Headings			Noise Abatement and Not	es	<u>es</u>							
	04 / 22	1829m x 45m Asphalt Grooved;											
AIRSPACE   CLASS D CTR CIRCUITS HEIGHT / DIR.		Transition level 6000ft Airspace above is:- Class E Belfast TMA1/2. A2											
		A1500ft VFR circuits to the WEST (over the water)04 LH. 22 RH or as instructed											
NO FLY AREA ALL A/C observe rules for establishing the centre-line and heights on approach and departure.													
		There are numerous OBSTACLES around and on the approach of both runways. Establish the centre-											
LOCAL		line as advised (see below) and DO NOT go below (3°) Glide Path on final approach.											
HAZARDS	•	Being located in a Lough, with a BIRD SANCUARY close to 22 approach, BIRDS ARE A CONSTANT											
11/12/11/03		HAZARD, especially Greylag Geese, up to 100ft under 04 approach.											
		CAUTION restricted / unavailable taxiways and aprons (see Chart).											
HELICOPTER	•	Helicopter operations (except emergency services) not permitted (RW).											
<b>OPERATIONS</b>	VATSIM/IVAO; At the discretion of the Tower Controller. Pilots to comply with ALL instructions,												
		particularly ground movement.											
		LVP is RVR 800M or less or Cloud Base 200ft or less. i.e. no VFR departures.  ARRIVING VFR											
	Runway 22. Establish 7DME Arc. NOT Below 2500ft to establish C/L not less than 5DME.												
SPECIAL	•	Runway 04. Establish C/L by 5 DME, NOT below 1500ft											
RULES	•	DEPARTING VFR											
NOLLS		Runway 22. Climb straight ahead to 1500ft before turning, then as instructed by ATC.											
		Runway 04. Passing 500ft QNH, LEFT turn, track 0330M, climb to altitude 1500ft QNH before turning,											
	•	then as instructed by ATC.											
DENANDIC	Preferred R	Preferred RUNWAY OPS: ARR: 22; DEP 04. Various parts of the aerodrome are private, other areas											
REMARKS	are unsuital	are unsuitable for A/C. It is recommended that the A/D chart is used for reference.											
VRPs	A Comber,N	A Comber, N054.33.03 W005.44.45; B Groomsport, N054.40.30 W005.37.05											
VNFS	<b>C</b> Saintfield	C Saintfield, N054.27.37 W005.49.58; D Whitehead, N054.45.10 W005.42.34											
VFR ARRI	IVAI S	Preferred 120 C	· 5		4.0								
Runway 22 CIRCUI	T TRAFFIC:-	Preferred Departure			A								
AVOID ALL resider Arrivals	ntial Areas.												
Avoid residential Areas.													
Be on final at 5nm not below A1500ft.  DO NOT descend BELOW glide path  Is o													
OR as per ATC (using VRPs)													
I Area of the second of the se													
	(6) 48	VFR DEP Runway 04	PARTURES	Thys &	, in the second	6A 7A							
Passing A500ft, Left turn to 033M,						5							
Climb to A1500ft before turning (004M), Then as per ATC.  Runway 22 Climb straight ahead to A1500ft													
							before turning, then as per AT.,						
							Unavailable for Aircraft I Terminal Building						
							PAPICS) MEHT 43						
	Control Jower	VFR ARIVALS RUNWAY 22 Fly 7DME Arc (ILS), not below A2500ft,		Apron	A. in								
DX X	GA Apron	to be on final NOT LESS than 5DME. OR as per ATC (using VRPs)		(GA Peristro)									
Anemometer and the state of the													



**VRPs**: These coordinates are for use in PlanG

 A : Comber,
 N054.5508333
 W005.7458333;
 B : Groomsport, N054.675000
 W005.618055

 C : Saintfield,
 N054.4602777
 W005.8327777;
 D : Whitehead,
 N054.7527777
 W005.7094444

ALL PILOTS: PLEASE PUT YOUR CALLSIGN IN TS3 NOT TO BE USED FOR REAL WORLD OPERATIONS