BELFAST City (BHD/EGAC)

Elevation 15ft

CATEGORY B

AV brief – not required

GENERAL

- The airfield is situated adjacent to the harbour area of Belfast Lough.
- The airfield closes at 2130 (local), less than 30 minutes after the last scheduled BA arrival. Extension can be granted but is not guaranteed.

Threats

CFIT

- High ground to the W and to the SE.
- 2 large gantries and several cranes at the shipyard in close proximity W-SW of the airfield.
- Three masts are located approx 4 nm to the W of the airfield. The highest mast is 1,755ft amsl.
- Other obstacles include a mast 1.5 nm E of the airfield at 683ft amsl.

Runway Excursion

- **Rwy 04** – Crews report PAPIs give 3 white 1 red indication when on correct ILS descent profile. Rwy 04 PAPI MEHT is 43ft. Airbus crew should refer to FCOM Navigation (Appch on PAPI or TVASI) which states that PAPI guidance should not be followed below 200ft when the MEHT is less than 45ft.
- Particular attention must be paid to touching down in the correct position and at the correct speed. If displaced laterally or vertically from the correct approach path at DA, do not attempt a landing.

Loss of Control

- The bird strike hazard is assessed as medium to high. The hazard is greatest during Autumn and Winter.
- There is a bird sanctuary close in to the airport under the approach path to Rwy 22 and several parks to the SW. Wading birds occupy the surrounding mudflats and there is a large landfill site to the NW of the airfield.
- Bird activity tends to increase within 1 hour of sunrise and sunset, during high wind conditions and following grass cutting or heavy rain.
- The risk of bird strike is not limited to daylight hours with strikes being reported 4-5 hours after official nightfall.
- A comprehensive bird control plan has been implemented and is coordinated through ATC.

ARRIVAL

Diversion Airports

BELFAST ALDERGROVE	BFS/EGAA	13 nm/281°T	CAT A
DUBLIN	DUB/EIDW	74 nm/191°T	CAT A
PRESTWICK	PIK/EGPK	70 nm/039°T	CAT A
GLASGOW	GLA/EGPF	90 nm/033°T	CAT A

Approach

BAV Crew Reports
• *Crews can often expect track shortening by ATC unless it's particularly busy, typically off the airway at LIMKA to a 6–8 nm final for either runway, this can be made slightly trickier as there are ATC controlled airspace constraints at FL100 and FL080. Aircraft can expect to be held at these levels until entering controlled airspace. Consideration of energy management prevents a rushed approach.* • *During periods of ATC staff shortages/radar u/s at BHD vectors can be expected by Aldergrove radar/director to an extended final or procedurally via MAGEE (straight in) on runway 22 or the 11d arc on runway 04.* • *Useful guidance in the Lido AOI pages with regards to visual approaches and weather permitting this can be advantageous when radar is u/s (which it often is).* • *VFR traffic: During good wx there can be a lot of light aircraft which operate out of Newtownards approx 6 nm east of BHD. There is also often police helicopter traffic over the city centre which can cause issues on departure/missed approach 22 or approach 04.*

- ATC handover problems with Belfast Aldergrove can occur both on arrival and departure.
- Crews can expect late hold entry instructions on arrival.
- Preferred landings on Rwy 22 with departures on Rwy 04 to minimise noise nuisance for local residents. Into wind Rwy will be offered on request.

GROUND

A32N

- There is no requirement to roll to the turning circle after landing on Rwy 04, 180°turn and backtrack can be performed at crews discretion at any point on the runway.
- Normal parking stands for Airbus fleet are 4 or 5.
- Crew should note the angled turn onto these stands, particularly if taxiing in from the south, where a 135° turn will be required.
- If not parking on stand 4, review Lido AOI for information on stand guidance.
  - Stands 1-3, 5-10, 24: AGNIS and surface arrow stop signs AVBL.
  - Stand 4: APIS AVBL.

ALL

- Poor ACARS coverage reported on the ground, especially E of the Terminal building.

DEPARTURE

- Final loadsheet figures available via company VHF frequency.
- ATC give noise abatement requirements shortly before take-off, therefore pre-briefing of noise abatement procedures is beneficial. Noise abatement lateral routing is available in Lido AOI 2.
  - **RWY 04**: On passing 500ft QNH, left turn track 033° and climb to 3000ft QNH before turning. Thereafter as per ATC CLR.
  - **RWY 22**: Climb straight ahead to 3000ft before turning, thereafter as per ATC CLR.
- Requirement during the climb to maintain a maximum of 290 kts IAS above FL100 in order to meet climb gradient restrictions due to airspace structure with Scottish.

A32N

- Airbus crew may use the First Principles calculation in CARD (correction code 16) to derive improved take-off performance if take-off is weight limited. Take-off on Rwy 22 in wet conditions may be performance limited, even with packs off.

ALL

BAV Crew Reports
• *Very short taxi to both runways, consideration should be given to informing crew and possibly requesting manual demo. If final load sheet has not been received or if cabin is not ready, inform ATC when requesting for taxi to help with planning. Possibility to back track onto Rwy 22 during quieter periods even if cabin not ready/figures not received, briefing threats associated with this is helpful as you will be invited to enter the runway without having completed before TO checks.* • *ATC clearance can be revised as late as just prior to Take off clearance. Typical revisions would be a higher cleared altitude (usually 5000) or a heading after noise abatement.* • *Busy departure due to Noise abatement, no SID, ETP, typically low level off and early handover to Aldergrove radar, not Belfast approach. This usually happens just as you accelerate, level off and are about to commence post noise abatement turn.* • *Scottish require aircraft to reach FL250 by ETIGA and FL290 by INKOB, ATC should be advised as early as possible if this cannot be achieved.*

WEATHER

- Typical of NW Europe, frequently wet and windy. Expect gusts and moderate turbulence on final approach when strong SE or NE winds prevail, due to the local terrain.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT
Handling Agent VHF	129.75
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected to reduce APU fuel burn)