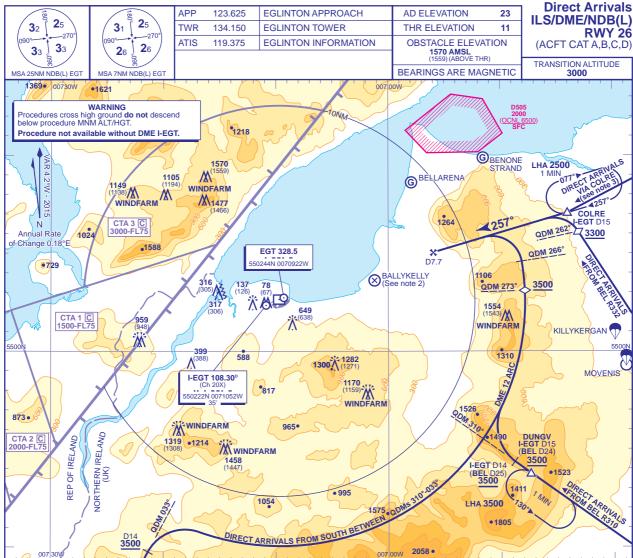
**UNITED KINGDOM AIP** AD 2-EGAE-8-10

5 Feb 2015

#### **INSTRUMENT APPROACH CHART - ICAO**

### LONDONDERRY/EGLINTON



### DIRECT ARRIVALS VIA COLRE HOLD

Arrival not below MSA. Intercept and establish on LOC. When established, descend to 2500(2489) by the FAF/FAP, then continue as for the main procedure

#### **DIRECT ARRIVALS VIA BEL VOR R332**

Arrival **not below MSA**. Intercept and establish on BEL VOR R332. From lead QDM NDB(L) EGT 262° (nominal BEL DME 31.3) turn left to establish on LOC. When established, descend to **2500**(2489) by the FAF/FAP, then continue as for main procedure.

# **DIRECT ARRIVALS VIA COLRE (see note 3)**

Arrival not below MSA to intercept and follow direct track to COLRE to establish on LOC (nominal intercept at I-EGT DME 15/MAC DME 41.7). When established, descend to 2500(2489) by the FAF/FAP, then continue as for main procedure.

### DIRECT ARRIVALS FROM SOUTH VIA I-EGT DME 12 ARC

Arrival between NDB(L) EGT QDM 033° to 310° anticlockwise **not below 3500**. After passing I-EGT DME 14 turn right to establish on I-EGT DME 12 arc anticlockwise. At QDM 273° descend to **2500**. At lead QDM 266° commence left turn to establish on LOC. When established continue as for main procedure.

### DIRECT ARRIVALS VIA BEL VOR R310/DUNGV HOLD

Arrival Date 1 Arrival Straubel variety in the stable of the Straubel variety in the stable of the stable of the Straubel variety in the stable variet main procedure

# NOTES

- DME not usable below 3500 between 140° and 185° due to terrain effects
- Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.

  Direct Arrivals via COLRE subject to approval from Eglinton ATC

CHANGE (2/15): MAG VAR. HOLD. QDM. INITIAL APPROACH.

AERO INFO DATE 14 NOV 14

**CIVIL AVIATION AUTHORITY AMDT 2/2015**