

EGAE — LONDONDERRY/EGLINTON

EGAE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAE — LONDONDERRY/EGLINTON

EGAE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 550234N Long: 0070943W Mid-point of Runway 08/26.
2	Direction and distance from city	7 nm ENE of Londonderry.
3	Elevation / Reference temperature	23 ft / 16 C
4	Geoid undulation at AD ELEV PSN	188 FT
5	Magnetic Variation/ Annual Change	3.78°W (2017) / 0.17°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	CITY OF DERRY AIRPORT OPERATIONS LTD. Post: City of Derry Airport, Airport Road, Co Londonderry, BT47 3GY. Phone: 028-7181 0784, Ext 201 (Airport Switchboard) Phone: 028-7181 3335 (Administration) Phone: 028-7181 3322 (Security) Phone: 028-7181 0784, Ext 456 (Ground Handling) Phone: 028-7181 3337 (ATC) Phone: 028-7181 3338 (Fuel) Fax: 028-7181 3597 (Ground Handling) Email: corporate.aviation@cityofderryairport.com Email: ground.handling@cityofderryairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGAE AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	See latest NOTAM for current hours.
2	Customs and Immigration	Customs: By arrangement. H24. Immigration: By arrangement. 0700-2200.
3	Health and sanitation	Port Health on call.
4	AIS Briefing Office	As AD hours. Self Briefing.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	Via ATC.
7	Air Traffic Service	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	H24 DOT. List B Airport.
11	De-icing	As AD hours.
12	Remarks	This aerodrome is PPR . To obtain permission telephone Ground Handling on 028-7181 0784, Ext 456.

EGAE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 10 tonnes.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	76,000 lt AVTUR JET A-1 stored in bulk tanks/36,000 lt in mobile bowsters. 20,000 lt AVGAS 100LL stored in a bulk tank/2,000 lt in a mobile bowser.
4	De-icing facilities	Mobile aircraft de-icing rig. Available from City of Derry Ground Handling.
5	Hangar space for visiting aircraft	Available.
6	Repair facilities for visiting aircraft	Light aircraft by arrangement. Troughton Engineering: 07752-142696.

EGAE AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

7	Remarks	City Of Derry Airport Corporate Aviation handle all GA and Corporate flights. Tel: 028-7181 0784, Ext 456; Fax: 028-7181 3597; SITA: LDYAPXH. Freq 122.050 MHz. AVTUR JET A-1 arranged through Ground Handling, Tel: 028-7181 0784, Ext 456.
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EGAE AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity
2	Restaurants	In Terminal buildings.
3	Transportation	Taxis, Car hire, Train and Buses.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	Bureau de change.
6	Tourist Office	Yes.
7	Remarks	

EGAE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	N/A See AD 2.20 For Details
3	Capability for removal of disabled aircraft	N/A See AD 2.20 For Details
4	Remarks	RFF Category 7 aircraft accepted under remission. Reductions of Category may occur throughout the day at times which will not affect scheduled traffic.

EGAE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	3 snow ploughs. 2 snow brushes. 2 surface de-icing rigs. 1 snow blower. Runway 08/26. Apron. Taxiway B.
2	Clearance priorities	Runway 08/26. Apron. Taxiway B.
3	Remarks	Latest information from ATC Tel: 028-7181 3337.

EGAE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	MAIN APRON Surface: Concrete. PCN 56/F/D/W/U WEST APRON Surface: Concrete.
2	Taxiway width, surface and strength	Taxiway A: 15 m. Surface: Asphalt. PCN 18/F/D/W/U Taxiway B: 23 m. Surface: Asphalt. PCN 56/F/B/W/T Taxiway D: 15 m. Surface: Asphalt. PCN 11/F/D/W/U Taxiway E: 15 m. Surface: Asphalt. PCN 11/F/D/W/U
3	Altimeter checkpoint location and elevation	Main Apron 11 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Taxiway D is restricted to aircraft MTOW 20,000 kg or less. Taxiway E is restricted to aircraft MTOW 15,000 kg or less.

EGAE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>Surface marking of taxi route across apron.</p> <p>Stands 1-4: Nose-in parking with pushback.</p> <p>Stand 4A: Westerly facing with self-manoeuvring off stand using minimal power.</p> <p>Marshalling is provided for all docking/parking guidance system of aircraft stands.</p> <p>A marshaller is present at the head of the stand or stopping position.</p> <p>This procedure allows a foreign object check to take place and ensures that aircraft are correctly parked and the taxiways not obstructed.</p>
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): : Displaced threshold markings on Runway 08. Runway designators and centre-line markings, edge lines. TDZ markings and aiming point markings on Runway 08/26. Yellow lead-off/on lines to all runways. Runway guard lights positioned at Holding Points A, B, D E, G and H and at the disused Runway 02/20 intersection with Runway 08/26.</p> <p>Taxiway marking aid(s): : Yellow centre-line markings. Taxiway holding point marking.</p>
3	Stop bars	At A, B, D and E holding points. At the A and B exits from the Main Apron.
4	Remarks	Two illuminated wind direction indicators at 550236.78N 0070904.10W and 550224.99N 0071011.60W.

EGAE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
08/APPROACH 26/TAKE-OFF	Chimney	550226.65N 0071059.25W	55 ft		No	
08/APPROACH 26/TAKE-OFF	Chimney	550213.85N 0071055.92W	55 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
	Pylon	550251.84N 0071516.14W	316 ft		No	
	Pylon	550238.25N 0071504.04W	317 ft		No	
	Water Tank	550237.34N 0070854.56W	18 ft		No	
	Pole	550223.45N 0071007.85W	49 ft		Yes	
	Mast	550106.62N 0070831.58W	649 ft		Yes	
	Tree	545955.91N 0071243.82W	586 ft		No	
	Tree	545901.37N 0070446.23W	1282 ft		No	

EGAE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	BELFAST.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	BELFAST. 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	English.
7	Charts and other information available for briefing or consultation	ASXX. 215 Low Level SIG WX. 214 Spot Winds. Warnings
8	Supplementary equipment available for providing information	INTERNET. AFTN.
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Surface wind data (2 minute average) is available for both ends of the runway. Normally, only touchdown surface wind will be passed. Stop end surface wind and instantaneous surface wind available on request for both ends.

EGAE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	073.10°	1969 x 45 m	RWY surface: Asphalt, grooved. PCN 58/F/B/W/T	550225.20N 0071031.54W 188 ft	THR 21 ft
26	253.10°	1969 x 45 m	RWY surface: Asphalt, grooved. PCN 58/F/B/W/T	550242.87N 0070850.06W	THR 11 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 08 Threshold displaced by 85 m. RESA 90 x 125 m
					RWY 26 RESA 240 x 210 m.

EGAE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1932 m	2898 m	1932 m	1847 m	
26	1969 m	2267 m	1969 m	1969 m	

EGAE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/MEHT/PAPI	TDZ lighting Length	Runway Centre Line lighting Length/Spacing/Colour/Intensity	Runway edge lighting Length/Spacing/Colour/Intensity	Runway end lighting Colour/Wing bars	Stopway lighting Length/Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	420 m Light intensity high.	Inset uni-directional Green with green wingbars	PAPI Left/3° 50 ft		Colour coded 30 m White/Red HI	HI Elevated HI bi-directional with LI omni-directional component	Red.		Approach Lighting: Centre-line with two cross-bars PAPI dist from THR: 407 m
26	420 m Light intensity high.	Inset uni-directional Green with elevated green wingbars	PAPI Left/3° 50 ft		Colour coded 30 m White/Red HI	Elevated HI bi-directional with LI omni-directional component	Red.		Approach Lighting: Centre-line with two cross-bars PAPI dist from THR: 359 m

EGAE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: White Strobe on Control Tower. During operational hours at night.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550229.79N 0070921.62W (Lgted). 550243.14N 0070908.97W (Lgted). 550231.91N 0071014.68W (Lgted).
3	TWY edge and centre line lighting	Taxiway: . Edge. Blue edge lights on Taxiway B. Taxiway: . Centre line. Green centre-line on Taxiways, A, D and E.
4	Secondary power supply/switch-over time	Standby generator / 14 seconds.
5	Remarks	Apron Floodlighting/Blue edge lights. Obstacle lighting.

EGAE AD 2.16 HELICOPTER LANDING AREA

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EGAE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
LONDONDERRY/EGLINTON CTA 1 550527N 0071520W - 545506N 0072926W - 550205N 0073332W - 550527N 0071520W	Upper limit: FL75 Lower limit: 1500 ft ALT	C	EGLINTON APPROACH English	3000 ft	VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 km visibility, 1500 m horizontal and 1000 ft vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC.
LONDONDERRY/EGLINTON CTA 2 550205N 0073332W - 545506N 0072926W - 545212N 0073329W - 550114N 0073807W - 550205N 0073332W	Upper limit: FL75 Lower limit: 2000 ft ALT	C	EGLINTON APPROACH English	3000 ft	VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 km visibility, 1500 m horizontal and 1000 ft vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC.
LONDONDERRY/EGLINTON CTA 3 551217N 0070547W - 550527N 0071520W - 550317N 0072703W - thence clockwise by the arc of a circle radius 10 nm centered on 550234N 0070943W to 551217N 0070547W	Upper limit: FL75 Lower limit: 3000 ft ALT	C	EGLINTON APPROACH English	3000 ft	VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 km visibility, 1500 m horizontal and 1000 ft vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC.
LONDONDERRY/EGLINTON ATZ A circle, 2.5 nm radius centred at 550234N 0070943W	Upper limit: 2000 ft Lower limit: SFC	G	EGLINTON APPROACH English	3000 ft	

EGAE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	EGLINTON AP- PROACH	123.625 MHz DOC 25 nm/10000 ft	See latest NOTAM for current hours.	ATZ hours coincident with Approach hours. VDF 550243.50N 0070916.09W
TWR	EGLINTON TOWER	134.150 MHz DOC 25 nm/4000 ft.	See latest NOTAM for current hours.	
ATIS	EGLINTON INFORMATION	119.375 MHz DOC 60 nm/20,000 ft.	See latest NOTAM for current hours.	ATIS available by telephone: 028-7181 0442.
Other	EGLINTON FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	
Other	EGLINTON EMERGENCY	121.500 MHz Emergency Frequency	O/R	

EGAE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co- ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 3.78°W (2017)	IEGN	108.300 MHz	H24	550243.31N 0070909.52W		Offset ILS. 2.68° south of centre-line. ILS usable during ATC hours only.
ILS/GP	IEGN	334.100 MHz	H24	550231.92N 0071014.76W		3° ILS Ref Datum Hgt 60 ft. ILS/GP usable dur- ing ATC hours only.
ILS 3.78°W (2017)	IEGT	108.300 MHz	H24	550221.59N 0071052.23W		Runway 26 LOC flags may occur when outside 28° left of the centre- line. ILS usable during ATC hours only.
ILS/GP	IEGT	334.100 MHz	H24	550243.17N 0070908.94W		3 ILS Ref Datum Hgt 50 ft. ILS/GP usable dur- ing ATC hours only.
DME	IEGN	20X 108.300 MHz	H24	550239.16N 0070943.52W	34 ft	On AD. Freq paired with LOC I EGN and I EGT. Zero range is indi- cated at THR of Runway 26 and Runway 08. Due to terrain ef- fects the DME is unusable below 3500 ft between 140° and 185° MAG. ILS usable during ATC hours only.
NDB (L)	EGT	328.500 kHz	H24	550243.96N 0070921.71W		On AD. Range 25 nm.
DME	IEGT	20X 108.300 MHz	H24	550239.16N 0070943.52W	34 ft	Due to terrain ef- fects, the DME is unusable below 3500 ft between 140° and 185° MAG.

EGAE AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

- All aircraft using this aerodrome or its facilities are required to have third party liability insurance cover in the sum of £1,000,000. Proof of this insurance should be available for inspection.
- This aerodrome may only be used whilst ATC and RFFS facilities are being provided.
- Aircraft unable to communicate by radio are subject to ATC approval.
- The use of this aerodrome is subject to the published terms and conditions of use and Airport Byelaws, a copy of which is available on request.
- Aircraft departing and arriving from and to destinations outside of Northern Ireland are required to use the main terminal building for Customs, Immigration and Special Branch clearances, as appropriate.
- Flight crews are reminded that the apron is a 24 hour mandatory high visibility clothing area. All flight crews are to wear high visibility clothing for all apron activities (including aircraft walk-arounds).
- Nose-in parking is the preferred method of parking all aircraft of more than 5700 kg MTOW. Requests for into wind parking should be made to ATC.
- It is a requirement that all airlines using Londonderry Aerodrome must have local orders compatible with Londonderry Aerodrome - Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and must have appropriate arrangements in place before commencing flying operations into the aerodrome. Londonderry Aerodrome will act as the co-ordinating body throughout

EGAE AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

the recovery operation and has only very limited equipment supplied by a 3rd Party which might be used to salvage disabled aircraft.

- (i) Departing and arriving aircraft, on first contact with Eglinton ATC must state, ATIS code letter, QNH received and maintain a listening watch.

2 Ground Movement

Not applicable

3 CAT II/III Operations

Not applicable

4 Warnings

- (a) No ground signals except light signals.
- (b) Aerodrome habitat work takes place on the grass areas periodically throughout the year.
- (c) Pilots are warned of the presence of large congregations of sea-birds in the approach area to Runway 26 (take-off area for Runway 08). There is a constant bird hazard on the surrounding terrain and tidal mud flats adjacent to the aerodrome, which can increase at short notice as concentrations of migratory birds move through the area. During the months of October to April pilots are advised of the presence of large species Whooper Swans in the vicinity of the aerodrome mainly flying at an altitude of approx 25-100 ft agl. On aerodrome bird dispersal including use of pyrotechnics is in operation throughout the aerodrome operational hours.
- (d) Pilots are reminded of the close proximity of Ballykelly disused aerodrome 5 nm to the east-north-east of this aerodrome. Pilots of aircraft en-route and in the circuit should positively identify Londonderry/Eglinton before committing the aircraft to landing.
- (e) Single-engined aircraft should avoid overflying a chemical plant 2 to 3 nm west of the aerodrome below 1500 ft.
- (f) A single-track railway line passes through the overrun RESA for Runway 08, and approach RESA for Runway 26. An ATC operated railway signal system is used to stop trains under normal conditions as follows:
 - (i) Landing Aircraft
 - (1) Public transport aircraft landing on Runway 26 or Runway 08 priority is given to the aircraft and trains are stopped.
 - (2) General aviation aircraft landing on Runway 26 or Runway 08 priority is given to the train. Aircraft will be delayed for up to 5 minutes.
 - (ii) Departing Aircraft
 - (1) For all departures from Runway 08 or Runway 26 priority is given to the passing train ATC will sequence movements accordingly, delays of up to 5 minutes may be experienced.
- (g) High ground 120°T to 240°T south of aerodrome rising to 1300 ft amsl 142°T, 4.4 nm from ARP.

5 Helicopter Operations

Not applicable

6 Use of Runways

- (a) In calm wind conditions Runway 08 is the preferred departure runway and Runway 26 is the preferred arrival runway.
- (b) Landing on Runways 08 and 26
 - (i) Runway 08 – Aircraft that are unable to turn off at Taxiway Bravo will be required to turn on the runway and back track to Taxiway Bravo. To avoid surface damage B737, A320 or larger aircraft must slow to taxi speed before moving fully to the left or right of the centre-line and then using the maximum available width of the runway to make a slow 180° turn to the opposite side of the runway before returning to the centre-line avoiding wheel locks or excess engine power consistent with good aviation practice.
 - (ii) Runway 26 – To avoid surface damage B737, A320 or larger aircraft will be required to continue to the end of the runway and turn on Runway 08 threshold turnpad unless instructed otherwise by ATC. Turning pad designed for right hand turns.
- (c) Except where an AOC holder has less restrictive state authorised take-off minima, departures in RVR conditions of less than 400 m are not permitted.
- (d) In winter conditions, runway anti-icing and snow clearance operations will take priority over all other operations at the discretion of the airport authority. ATC will inform pilots of expected delays.

EGAE AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)**7 Training**

- (a) Use of the aerodrome for training purposes is subject to the following:
 - (i) Training is not permitted between the hours of 2359 and 0700 local;
 - (ii) a booking system operates for instrument training. Training periods can be booked by application to ATC. Filing of a flight plan does not constitute a booking and failure to make a booking may result in the aircraft being refused use of the facilities. Pilots are to inform ATC of booking cancellations;
 - (iii) circuit training is only available by prior arrangement with ATC;
 - (iv) circuit direction for all training aircraft will be varied by ATC for air traffic and noise nuisance avoidance purposes.

EGAE AD 2.21 NOISE ABATEMENT PROCEDURES

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

1 Noise Abatement Procedures - All Aircraft

- (a) Operators of all aircraft using the airport are to ensure that their operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- (b) Where the surface wind is calm, jet movements, when possible, should use Runway 26 for arrivals and Runway 08 for departures, particularly at night.
- (c) At night the circuit heights will be increased to 1500 ft aal.
- (d) The use of Runway 08/26 for circuit training at night is prohibited after 2359 hours local.
- (e) Aircraft shall not execute inflight turns within the Airport Boundary unless otherwise instructed by ATC.

2 Noise Abatement Procedures - Aircraft of 5700 kg MTOW or less

- (a) All pilots should arrange their flight so as to minimise noise disturbance. Pilots should not carry out manoeuvres which attract attention to their aircraft;
- (b) landing aircraft shall follow a descent path that will not result in it being below the visual approach path as indicated by the PAPI.

3 Noise Abatement Procedures - Aircraft of more than 5700 kg MTOW

- (a) **Arrivals:**
 - (i) Jet aircraft must not join the FAT to any runway at a height less of than 1500 ft (QFE), except that jet aircraft carrying out visual circuit training may descend from circuit height on base leg and join the FAT not less than 1000 ft (QFE)
 - (ii) Propeller driven aircraft of more than 5700 kg MTOW must not join the FAT to any runway at a height of less than 1000 (QFE).
 - (iii) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the heights specified above before intercepting the glidepath nor thereafter fly below it. Aircraft approaching without assistance from ILS shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
- (b) **Departures:**
 - (i) Runway 26. Departing aircraft maintain the runway centre-line until passing altitude 2500 ft or 3 DME EGT;
 - (ii) Runway 08. Departing aircraft maintain the runway centre-line until passing altitude 2500 ft or 3 DME EGN.

EGAE AD 2.22 FLIGHT PROCEDURES**1 Instrument Approach Procedures**

- (a) Instrument Approach Procedures (IAP) for this aerodrome within the Scottish FIR are established outside controlled airspace. See ENR 1.5, paragraph 6.
- (b) Instrument Approach Procedures (IAP) for this aerodrome within the Shannon FIR are established within controlled airspace (Eglinton CTA areas) - see ENR 2.2 paragraph 1.9.2 and AD 2.17. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.
- (c) There are three Holds established for use with the Londonderry/Eglinton Direct Arrivals as shown below:
 - (i) COLRE - 550659N 0064402W;

EGAE AD 2.22 FLIGHT PROCEDURES (continued)

(ii) DUNGV - 545344N 0064724W;

(iii) LUNEX - 545036N 0071531W.

2 Procedures for Outbound Aircraft

- (a) Following completion of the noise abatement procedure Runway 26 departing aircraft are permitted to enter the Eglinton CTA West under the control of Eglinton ATC.

3 North Atlantic Departures

- (a) Due to the proximity of the Shanwick Oceanic boundary to Londonderry/Eglinton, pilots must consider timescales for requesting Oceanic clearance. Refer to ENR 2.2 for details.
- (b) Pilots are reminded that the Oceanic clearance (including level allocation) is valid only from the OCA Entry Point. **Domestic ATC clearance to the OCA Entry point is issued separately.**

4 Circuit Directions and Heights

- (a) Runway 08; 1000 ft for LH and 1200 ft for RH. Runway 26; 1200 ft for LH and 1000 ft for RH.

5 Visual Reference Points (VRP)

- (a) Visual Reference Points are established for use by aerodrome and en-route traffic as follows:

VRP	Co-ordinates
Buncrana	550800N 0072724W
Carrowkeel	550730N 0071142W
Claudy	545514N 0070900W
Coleraine	550754N 0064018W
Dungiven	545542N 0065530W
Moville	551124N 0070224W
New Buildings	545730N 0072130W
Newton Cunningham	545954N 0073024W
Letterkenny Office Park	545754N 0074351W
Lifford Bridge	544953N 0072847W

Note: Flights using Londonderry Eglinton Airport under VFR must be prepared to route via VRPs and to route clear of instrument approaches if so instructed by ATC. ATC may request that inbound and outbound aircraft follow the following visual routes:

- (a) Dungiven - Claudy - Londonderry/Eglinton.
- (b) Moville - Carrowkeel - Londonderry/Eglinton.

EGAE AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGAE AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGAE-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGAE-2-2

Figure: CONTROL AREA CHART VRPs - ICAO

AD 2-EGAE-4-1

Figure: INSTRUMENT APPROACH CHART ILS/DME z (Offset LOC) RWY 08 - ICAO

AD 2-EGAE-8-1

Figure: INSTRUMENT APPROACH CHART ILS/DME y (Offset LOC) RWY 08 (ACFT CAT A,B) - ICAO

AD 2-EGAE-8-2

Figure: INSTRUMENT APPROACH CHART LOC/DME z (Offset LOC) RWY 08 - ICAO

EGAE AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGAE-8-3

Figure: INSTRUMENT APPROACH CHART LOC/DME y (Offset LOC) RWY 08 (ACFT CAT A,B) - ICAO

AD 2-EGAE-8-4

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO

AD 2-EGAE-8-5

Figure: INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 08 - ICAO

AD 2-EGAE-8-6

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO

AD 2-EGAE-8-7

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO

AD 2-EGAE-8-8

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO

AD 2-EGAE-8-9

Figure: INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/DME/NDB(L) RWY 26 - ICAO

AD 2-EGAE-8-10

Figure: INSTRUMENT APPROACH CHART DIRECT ARRIVALS NDB(L)/DME RWY 26 - ICAO

AD 2-EGAE-8-11

INTENTIONALLY BLANK