

GENERAL**Operational Hours**

ATS Hours / AD Operator Hours: See NOTAM

Airport Information

RFF: CAT 5, CAT 6 under remission, CAT 7 AVBL O/R

Fire: "Eglinton Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

Fuel: MON-FRI 0545-1745‡, SAT 0645-1800‡, SUN 1100-1800‡ and by arrangement

PCN: RWY 08/26: 58/F/B/W/T

Customs: By arrangement, 0700-2200‡

Operation**Traffic Notes**

Use of AD with PPR only.

DEP and ARR ACFT on first contact with ATC state: ATIS code letter, QNH received and maintain a listening watch.

Preferential RWY

In calm wind conditions:

TKOF: RWY 08

LDG: RWY 26

RWY Restrictions

RWY 08

ACFT unable to turn off at TWY B turn on the RWY and back track to TWY B. To avoid surface damage B737, A320 or larger ACFT slow to taxi speed before moving fully to the left or right of the CL and then using MAX AVBL width of RWY to make a slow 180° turn to opposite side of RWY before returning to the CL avoiding wheel locks or excess engine power.

RWY 26

To avoid surface damage B737, A320 or larger ACFT continue to the end of RWY and turn on RWY 08 threshold tumpad. The turning pad is designed for right-hand turns.

TWY Restrictions

TWY A, D, E width 15m / 49ft.

TWY D is restricted to MTOW 20t / 44092lbs.

TWY E is restricted to MTOW 15t / 33069lbs.

Taxi/Parking

Marshaller mandatory.

TWY A, B exits from the Main Apron.

Noise Abatement Procedure

At night the circuit heights will be increased to 1500ft AAL.

ACFT shall not execute inflight turns within the AD BDRY.

LDY-EGAE

1-20

A01

GENERAL

Warnings

I-EGN LOC 08: offset ILS 2.68° south of centre-line.

I-EGN LOC 26: flags may occur when outside 28° left of centre-line.

ILS usable during ATC hours only.

No ground signals except light signals.

Agricultural work takes place on the grass areas throughout the year.

MIL HEL traffic at 5NM north-east of AD.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR United Kingdom.

In conditions of moderate or heavy rain, particularly associated with a southerly wind, pilots are advised that temporary puddles may occur on RWY 02/20.

A single track railway passes through the undershoot area of RWY 26 with up to 14 train movements per day. ACFT will not be permitted to land on RWY 26 or DEP RWY 08 5min before the passage of a train until the train has past. ACFT experience APCH delays of up to 10min.

Birds in vicinity of AD.

ARRIVAL

Arrival Procedure

Noise Abatement Procedure

ACFT with MTOM 5.7t / 12500lbs and above join the final APCH track at a height MNM of 1500ft. Propeller driven ACFT MNM 1000ft.

VFR Traffic Pattern

RWY 08 right-hand circuit at 1200ft.

RWY 26 right-hand circuit at 1000ft.

Non-standard GP Intercept Position on RWY 08

GP intercepts RWY 08 at 349m / 1145ft after landing threshold.

Remaining LDG DIST beyond GP is 1498m / 4915ft.

Warnings

DME not usable below 3500ft between 140° and 185° due to terrain effects.

Approach lights to RWY 26 are over water and reflections are possible.

DEPARTURE

Take-off Minima

| RWY | | 08/26 | | |
|----------|-----------|---------------|---------|-------------------------------|
| All ACFT | ft - m/km | 0 - 400R/400V | HJ only | Lower MIN by state permission |
| | | 0 - 800R/800V | HN | |

Departure Procedure

Noise Abatement Procedure

RWY 26: Maintain the RWY CL until passing 2500ft (QNH) or D3 EGT.

RWY 08: Maintain the RWY CL until passing 2500ft (QNH) or D3 EGN.

DEPARTURE**ATC Slot, Clearance****Oceanic CLR**

JET DEP: If flight planned to enter Shanwick between BALIX and BEDRA (inclusive) REQ oceanic CLR prior DEP.

If flight planned to enter Shanwick north of BALIX or south of BEDRA, REQ oceanic CLR when airborne.

NON-JET DEP: REQ oceanic clearance when airborne.

If oceanic CLR not required prior DEP, it should be requested 90-30min prior to the Shanwick BDRY.

Oceanic CLR is valid only from entry point. CLR to entry point is issued separately by ATC.

De-Icing

AVBL

Effective 21-JUN-2018

14-JUN-2018

LDY-EGAE

United Kingdom Londonderry Eglinton

AGC

AFC

AFC

AFC

Eglinton Londonderry United Kingdom

AGC

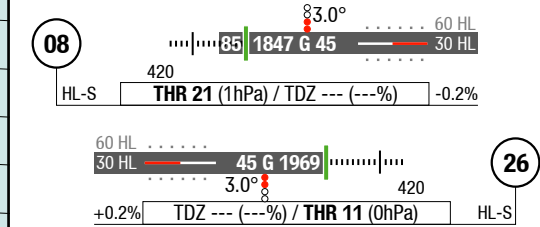
AFC

2-10



ATIS 119.375 OPS HRs by Notam
Eglinton APP 123.625 OPS HRs by Notam
Eglinton TWR 134.150 OPS HRs by Notam

Landing RWY system:



Changes: Completely revised

Effective 21-JUN-2018

14-JUN-2018

LDY-EGAE

United Kingdom Londonderry Eglinton

AGC

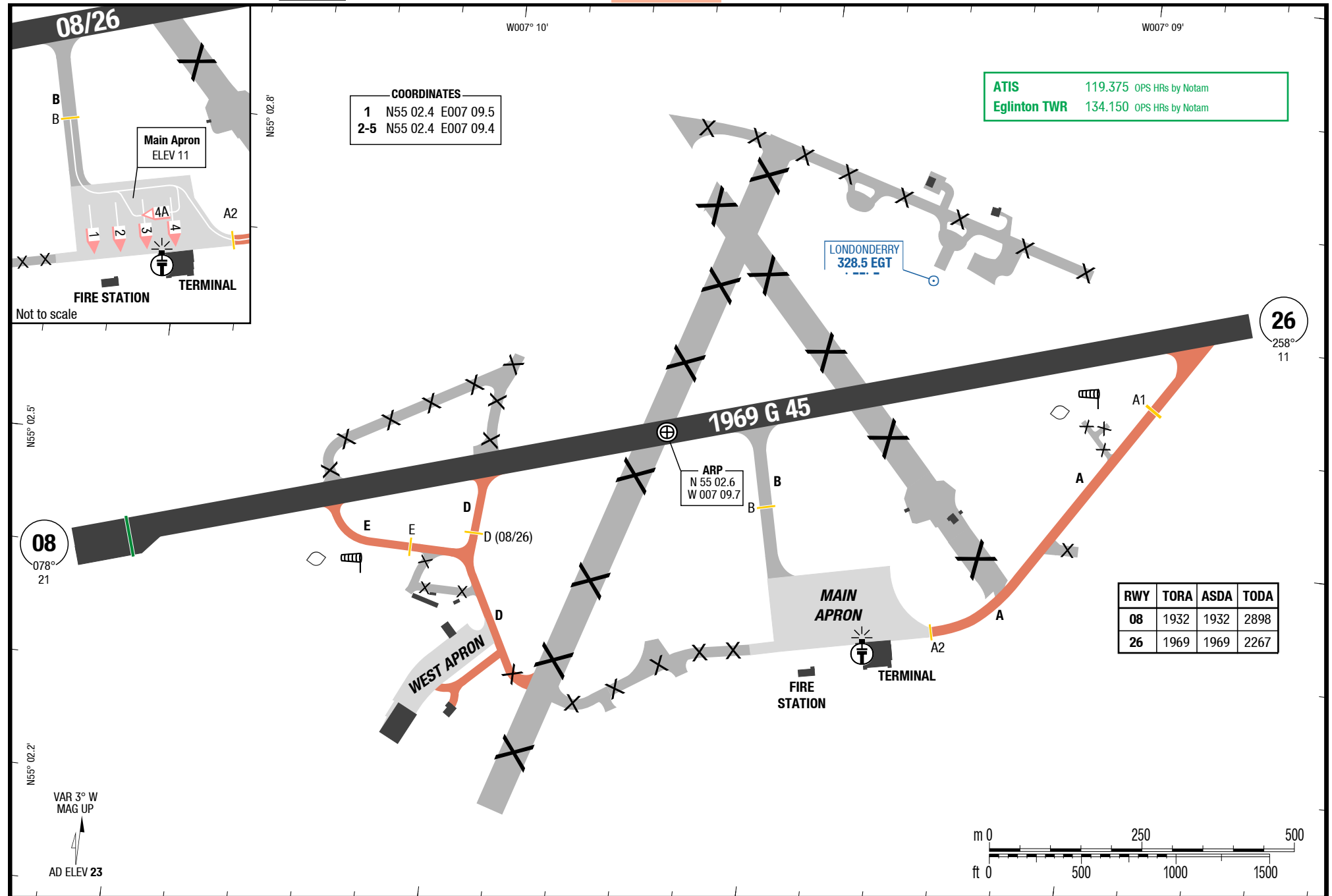
AGC

AGC

Eglinton Londonderry United Kingdom

AGC

3-20



Changes: VAR, HLDG POS, TWY

LDY-EGAE

ARRIVALs RWY 26

6-10

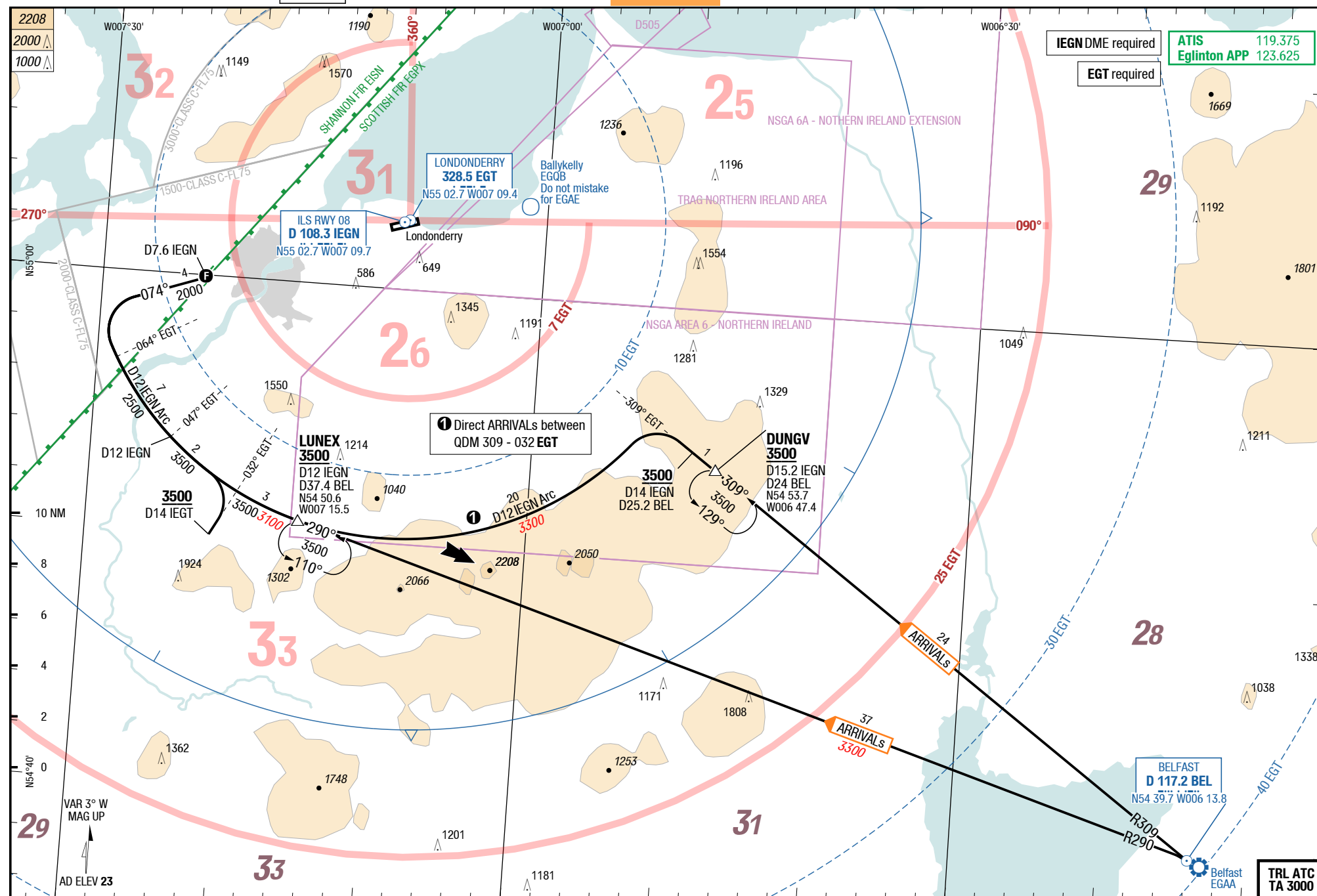
ARRIVALs RWY 08

STAR

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ARRIVALs RWY 26

ARRIVALs RWY 08



Changes: Completely revised

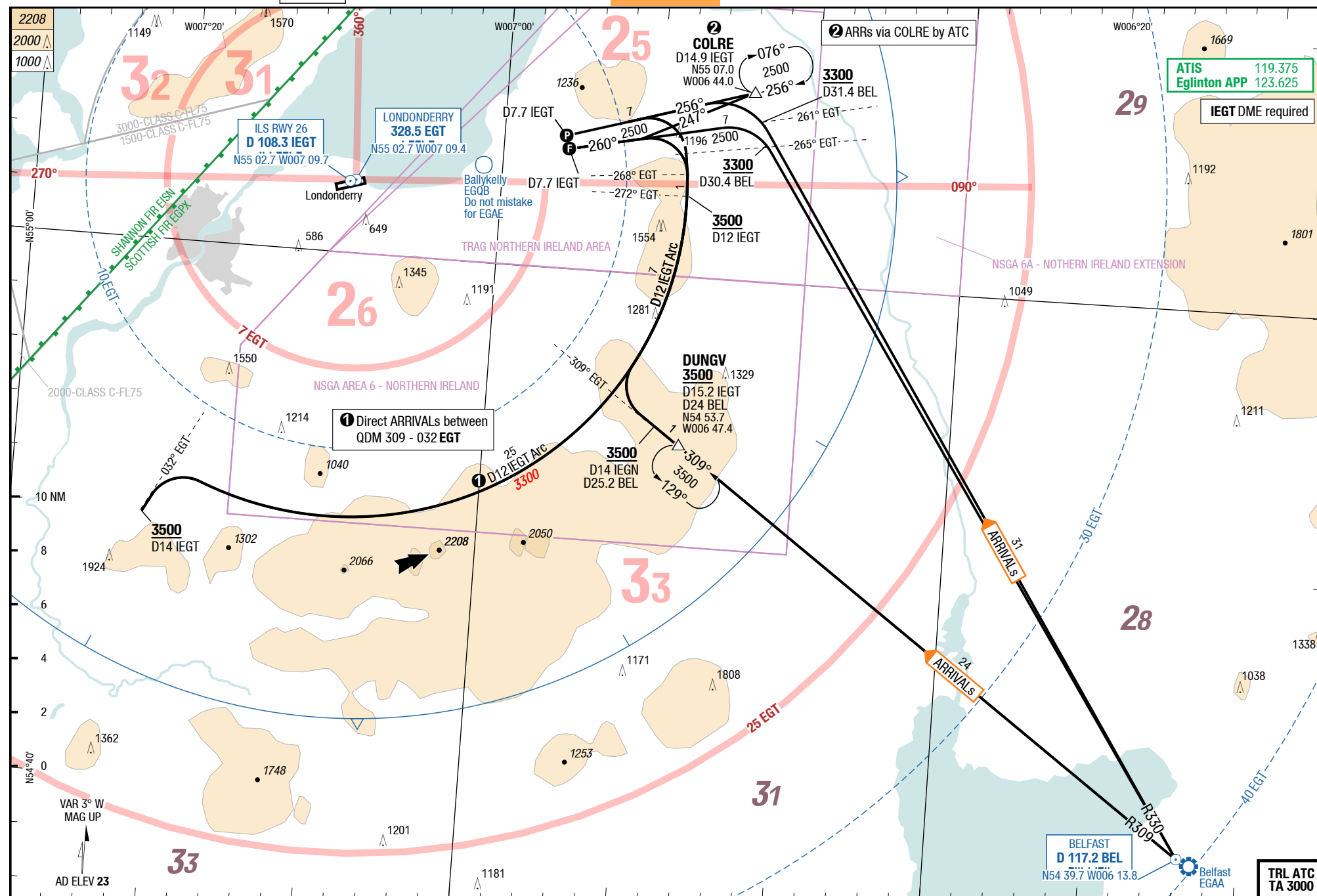
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LDY-EGAE

STAR

STAR

ARRIVALs RWY 26



Changes: Completely revised

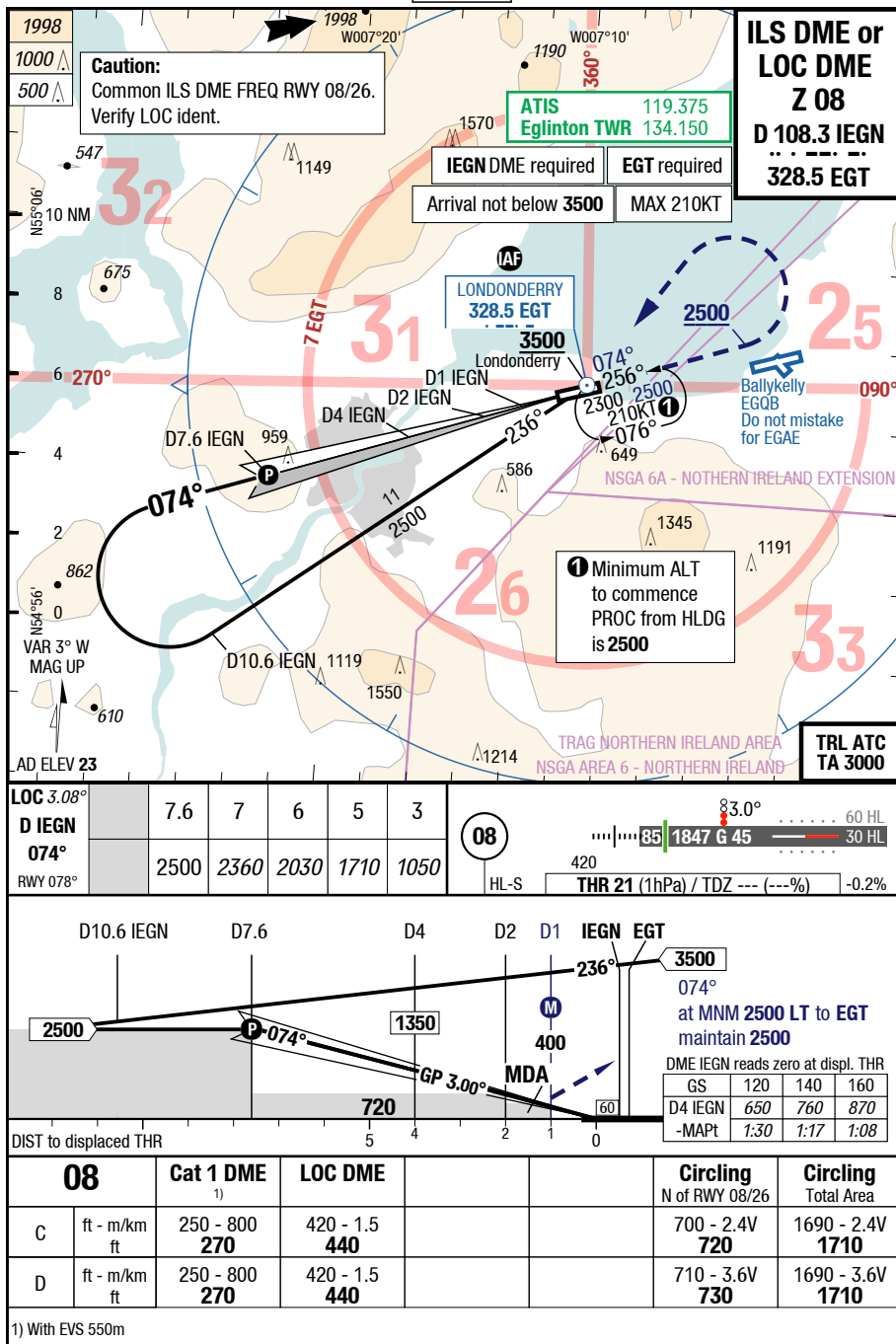
TRL ATC
TA 3000

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7-10

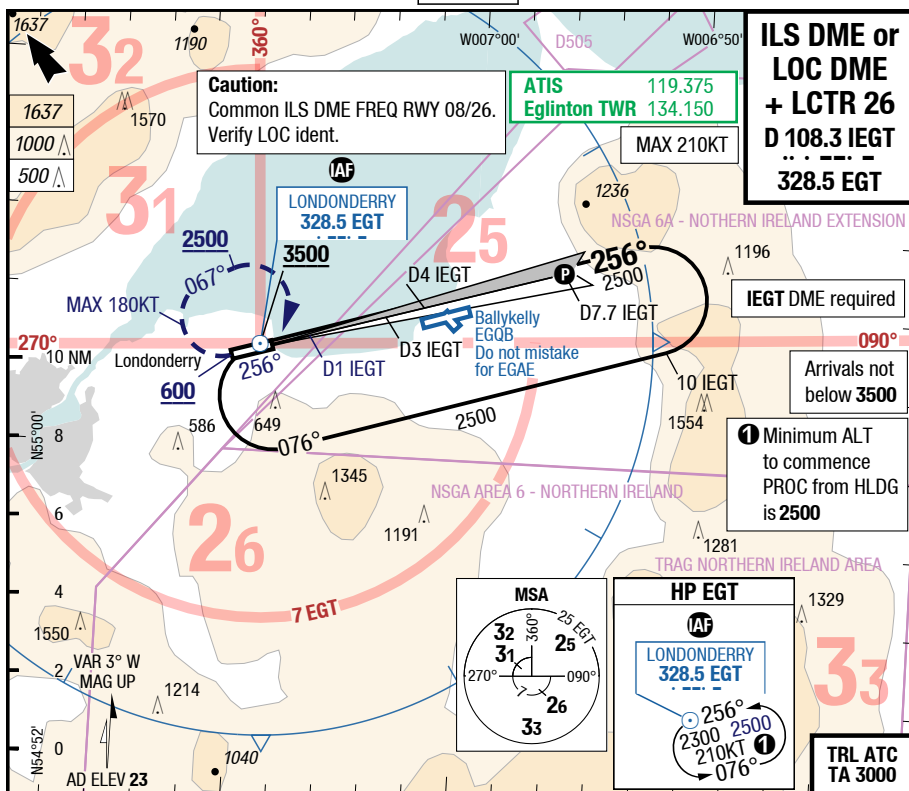
ILS DME or LOC DME Z 08



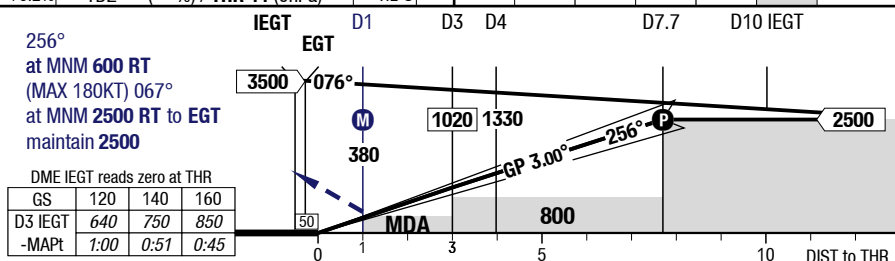
LDY-EGAE

7-20

ILS DME or LOC DME + LCTR 26



| | | | | | | | | | | |
|--------------------------------------|-------|-----------|-----|------|----------|------|------|------|------|-------------|
| 60 HL | | 45 G 1969 | 420 | 26 | 2 | 5 | 6 | 7 | 7.7 | LOC 3.02° |
| 30 HL | | 3.0° | 420 | HL-S | 700 | 1660 | 1990 | 2310 | 2500 | D IEGT 256° |
| +0.2% TDZ --- (---%) / THR 11 (OhPa) | | | | | RWY 258° | | | | | |



| 26 | | Cat 1 DME GA 4.0% 1) | Cat 1 DME GA 2.5% 2) | LOC DME | | Circling N of RWY 08/26 | Circling Total Area |
|----|-----------------|-------------------------|-------------------------|------------------|--|----------------------------|------------------------|
| C | ft - m/km ft | 200 - 750 220 | 440 - 1.6 450 | 380 - 1.3 390 | | 700 - 2.4V 720 | 1690 - 2.4V 1710 |
| D | ft - m/km ft | 200 - 750 220 | 440 - 1.6 450 | 380 - 1.3 390 | | 710 - 3.6V 730 | 1690 - 3.6V 1710 |

1) With EVS 550m

2) With EVS 1.1km

Changes: Completely revised

LDY-EGAE

7-30

LCTR + DME 08

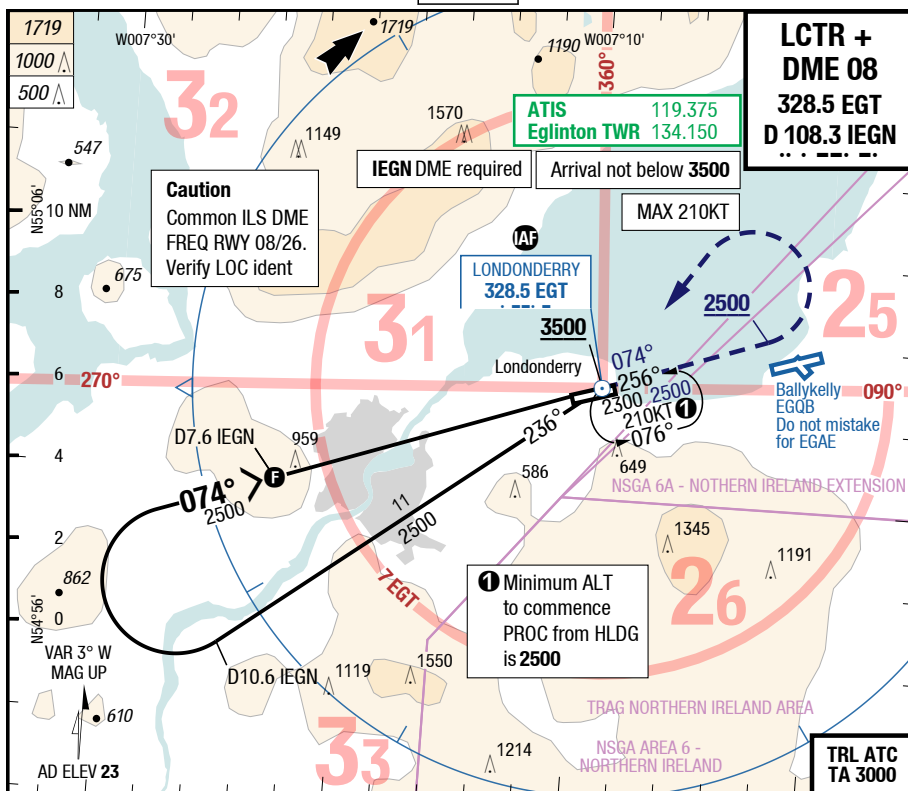


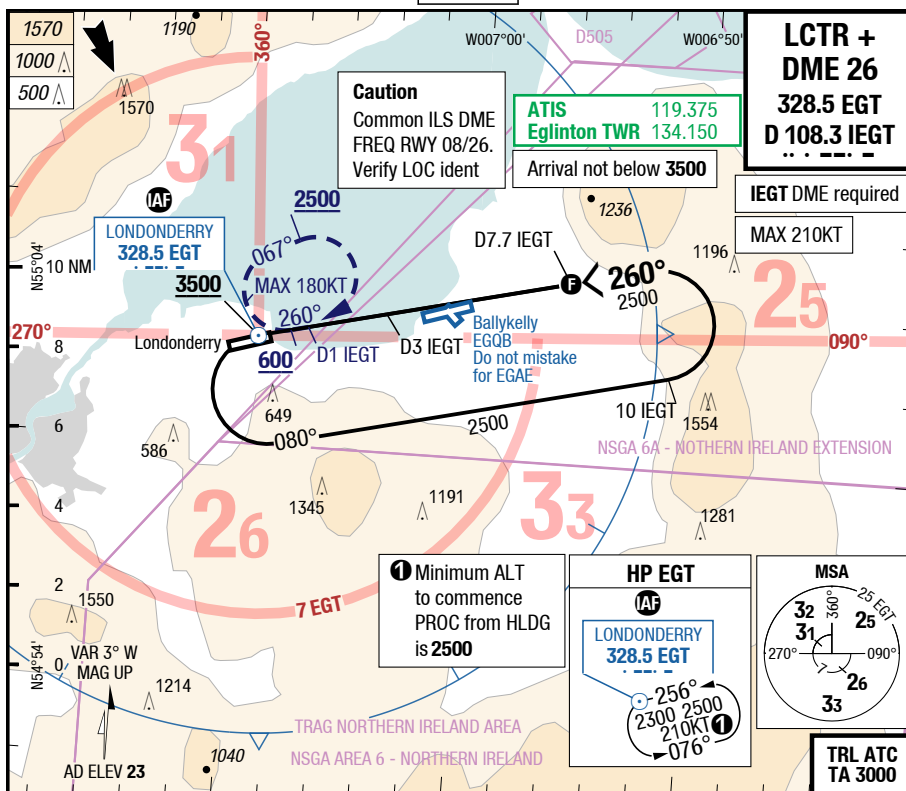
Diagram illustrating the displaced threshold (THR) and Minimum Descent Altitude (MDA) for Runway 08. The diagram shows the THR at 2500 ft, the MDA at 7.6 ft, and the MDA at 0 ft. The distance to the displaced THR is 7.6 ft. The diagram also shows the MDA at 0 ft and the MDA at 7.6 ft. The diagram includes a table for the MDA at 0 ft and the MDA at 7.6 ft.

| THR | MDA | MDA |
|------|-----|-----|
| 2500 | 7.6 | 0 |

LDY-EGAE

7-40

LCTR + DME 26



60 HL
30 HL **45.6 1969** 420
3.0°
+0.2% TDZ --- (---%) / **THR 11** (OhPa) HL-S

26

2 4 5 6 7 7.7
700 1340 1660 1980 2290 2500

3.00°
D IEGT
260°
RWY 258°

260°
at MNM **600 RT** (MAX 180KT) **067°**
at MNM **2500 RT** to **EGT**
maintain **2500**

IEGT D1 D3 D7.7 D10 IEGT

3500 **080°** **1010** **260°** **2500**

DME IEGT reads zero at THR

| GS | 120 | 140 | 160 |
|---------|------|------|------|
| D3 IEGT | 640 | 740 | 850 |
| -MAPt | 1:00 | 0:51 | 0:45 |

0 1 3 5 DIST TO THR

MDA **800**

| | | LCTR DME | | | | Circling | |
|-----------|-----------|------------------|------------------|--|--|-----------------|----------------|
| | | I-EGT GA 4.0% | I-EGT GA 2.5% | | | Total Area | N of RWY 08/26 |
| 26 | | | | | | | |
| C | ft - m/km | 450 - 1.7 | 560 - 2.1 | | | 1690 - 2.4V | 700 - 2.4V |
| | ft | 460 | 570 | | | 1710 | 720 |
| D | ft - m/km | 450 - 1.7 | 560 - 2.1 | | | 1690 - 3.6V | 710 - 3.6V |
| | ft | 460 | 570 | | | 1710 | 730 |