City of Derry Airport

Dublin Air Services Route Dossier July 2026





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1. Airport Background

City of Derry Airport (CODA) has been the gateway for the Northwest of Ireland for over 40 years, providing connectivity for this unique region. The immediate catchment area for the airport includes Derry and Strabane District, neighbouring Donegal and the Causeway coast and Glens district. Nestled just 10 minutes from the fourth largest City in Ireland Derry, linking the Wild Atlantic way to the Causeway coastal route the location offers direct access to world class tourism products and a thriving region for investment.

With a doorstep catchment across the Northwest region of over 550,000 people, City of Derry Airport provides the potential for the people of the region to fly local and connect direct, reducing additional journey time.

The airport aims are to improve connectivity to key UK cities, provide greater access to hubs and European destinations whilst strengthening frequency on key business routes supporting the Northwest's thriving economy and regional development plans. City of Derry Airport is a gateway to Ireland's only cross-border city region which provides unique access for businesses to UK, Irish and EU markets.

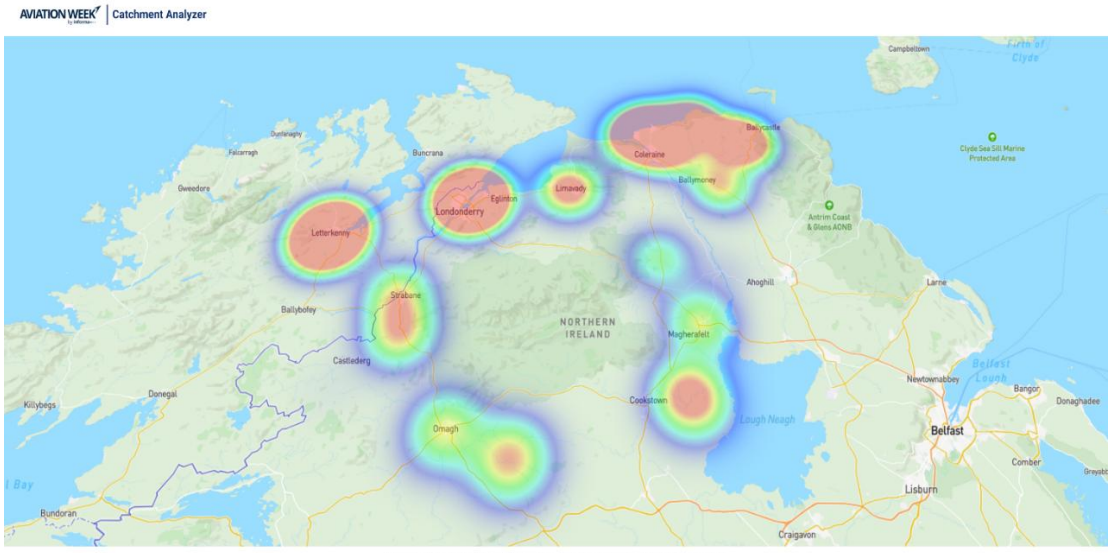
The airport currently offers a three times daily service to London Heathrow, other all year-round destinations include Liverpool, Manchester, Birmingham, Edinburgh and Glasgow. Seasonal summer and winter flights are scheduled with airline partners and tour operators each year, as well as multiple charter offerings for pilgrimages, sports events and private operators.

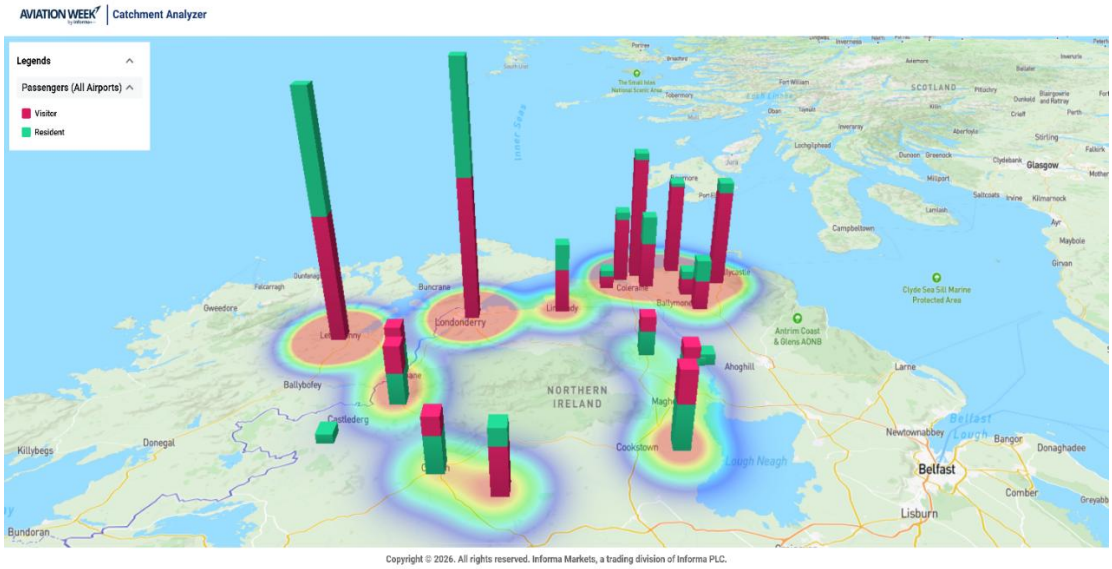
The airport is jointly funded by Derry City and Strabane District Council (DCSDC) and Department for Economy in Northern Ireland given its importance to the region as key infrastructure enabling growth.
City of Derry Airport is well known for a friendly, warm welcome and convenient, seamless travel experience, acting as ambassadors welcoming visitors and residents to the region.

The airport is owned by DCSDC operated under CODA Operations LTD. Whilst it is a Limited company, the Airport is now predominantly funded by Department for Economy in NI as a key part of the infrastructure serving the Northwest. The airport board is made up of three senior DCSDC officials, three elected representatives (councillors), three non-executive directors, a Chair and a deputy chair (*the latter five, non-council representing the business sectors*), plus the Managing Director.

2. Catchment Area

City of Derry Airport is situated seven miles from the city and eleven miles by road to County Donegal. The largest town in County Donegal, Letterkenny, is 29 miles from the airport. Typically, the airport considers an average catchment radius of 35-40 miles. Routes providing hub connectivity do attract from further afield, as do the seasonal charters, as well as population to the far west where City of Derry Airport is the nearest option.





The Northwest of Ireland is home to a large number of multi-national companies, many of whom are in the catchment area of the airport. These companies continue to expand and increase employment within the region. Many of these companies cite the convenience and proximity to City of Derry Airport as one of the key factors for locating here and a key factor when considering growth. Both IDA and Invest Northern Ireland list the airport as key infrastructure when talking to clients. Providing easy accessibility to Dublin and onwards will significantly add to the attractiveness of the region and benefit our regional growth ambitions.

Below are some of the companies located within the Northwest:



3. Airport Operational Hours and Activities



As well as scheduled services operated by Easyjet, Loganair and Ryanair, seasonal summer and winter destinations are also operated alongside chartered flights for pilgrimage, sports and leisure tours. The airport also handles a growing number of private aircraft and general aviation, as well as providing a service for SAR, HEMS / Air ambulance, patient and organ transfers for which a round-the-clock service can be provided subject to notice.

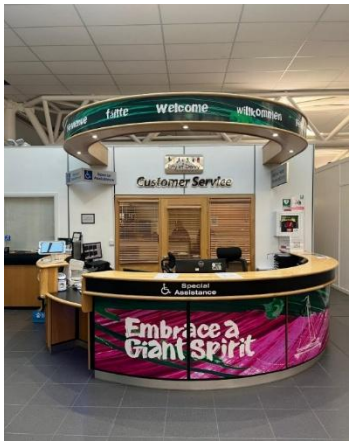
CODA Operations Ltd is the airport operator, as well as the handling company, RFFS, ATC and all Aerodrome services, where all services are carried out by the airports' own employees, our operational hours are driven by scheduled services and adjusted accordingly with no restrictions.

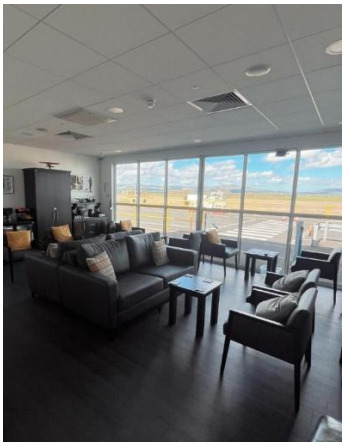




4. Airport Infrastructure

4.1 Landside Infrastructure





Car Parking

The airport is fully accessible by car or taxi with drop off and car park adjacent to the main terminal building with a current fee of £1 for the first 20 minutes.

Car Hire

Two car hire companies (Hertz and Avis are onsite with desks inside the main terminal.

Food & Beverage

A bar and restaurant (Fed & Watered) operated by Mount Charles is available airside during operating hours.

Retail

The airport shop offers a wide range of consumables, including gifts, alcohol, cosmetics, drinks, snacks and locally produced items.

Public Transport

The nearest train station is located 8 miles from the airport in the city centre. Translink Bus services in the direction of Derry City and Coleraine operated through the airport hourly.







4.2 Airport Airside Infrastructure

Departures

The Departure Lounge has capacity for 550 people with two departure gates leading directly to the aircraft stands.

Central Search Area

The Security Screening area has a Standard 3 Cabin Baggage Explosive Detection System Unit, and Explosive Trace Detection Equipment. Fastrack option is available online, on the day and through selected partners.

Corporate Lounge

The airport has a business / corporate / VIP lounge, 'The Amelia Earhart Lounge', offering bookings online and walk-up access subject to availability with selected partners which can be viewed on the airports website.

Arrivals Area

There are two arrivals areas with reclaims belts and toilet facilities, one designated domestic and one international, the international arrivals is the primary use for the majority of flights with the domestic acting as a second during busier periods. Arrivals facilities also include Immigration and Customs areas, including facilities for small animals.

Taxiways and Aircraft Stands

Taxiway Delta leads to the West Apron light aircraft ramp area which has a concrete surface. Taxiway Bravo leads to the main Apron area where there are four Asphalt stands available for commercial aircraft (stands designed for B738 / A321 clearance distances). The main Apron has floodlights. 24hour security is provided by onsite security personnel.



Runway

The runway paved surface is 1969m in length with a turn-pad at the 08 Threshold end. Runway 08 has an 85m displaced threshold. The following table shows the available performance distances:

Runway	TORA	TODA	ASDA	LDA	THR
08	1932 M	2898 M	1932 M	1847 M	Displaced 85m
26	1969 M	2267 M	1969 M	1969 M	-

The aerodrome runway is designated Code 4D.

Fuel Facilities

The airport has facilities for Jet A1 and Avgas storage and dispensing.

76,000 LT AVTUR JET A-1 stored in bulk tanks/36,000 LT in mobile bowsers.

20,000 LT AVGAS 100LL stored in a bulk tank/2,000 LT in a mobile bowser.

The sales price for JetA1 varies according to supply costs and is set at the beginning of each week.

5. Sustainability

City of Derry Airport fully is fully committed to regional and national sustainability targets. We are a member of the Derry and Strabane Sustainability and Climate Commission, through which we aim to develop and accelerate policy which will ensure regional efforts are keeping pace with national and international targets for net zero / jet zero. Currently City of Derry Airport is building a range of options on transitioning to a renewable energy source, with intention to install solar pv when capital funding or a commercially viable option exists.

The airport management team and board will continue to collaborate with all stakeholders to ensure our growth is managed in a sustainable and responsible manner.

6. Capital Projects

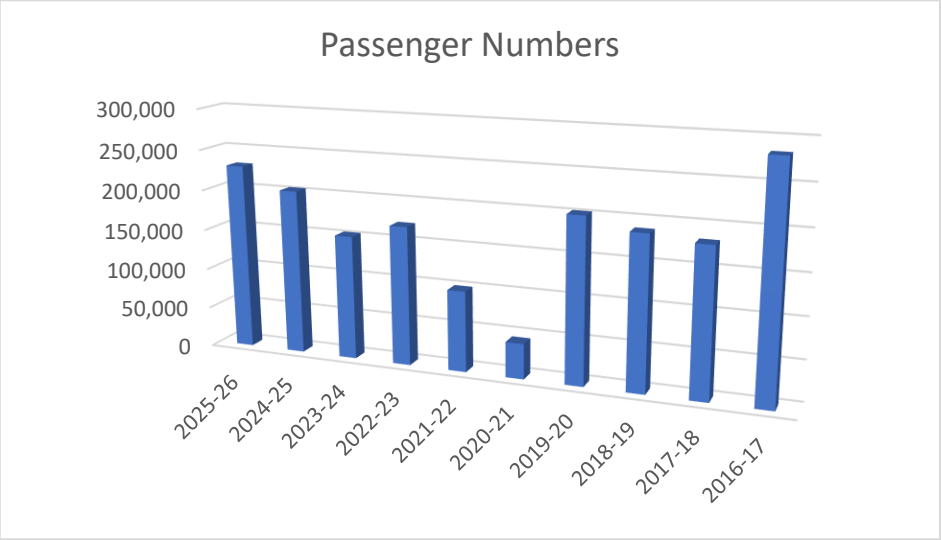
City of Derry Airport capital expenditure program is funded by DCSDC to ensure operating equipment and infrastructure remains fit for purpose and meets all operational and regulatory needs. To date, City of Derry Airport remains reliant on Derry City and Strabane District council to ensure adequacy of our equipment and infrastructure.

In 2024 the airport invested in 2 Smiths Detection C3 'next generation' cabin baggage scanners. In 2025 and 2026 we also took delivery of two new Fire appliances and later this year will have next generation EDS hold baggage screening in place once infrastructural changes are completed. These significant additions in a short period of time demonstrate our Board and DCSDC's commitment to investment in the latest technologies while balancing the typical daily preventative and reactive maintenance needs of a regional airport.

7. Passenger Traffic and Growth Forecasts

7.1 Overall Airport Passenger Numbers

Financial year	PAX No	
2025-26	229,639	
2024-25	203,558	
2023-24	153,327	
2022-23	171,352	
2021-22	99,685	
2020-21	43,574	COVID 19 lockdowns
2019-20	202,538	
2018-19	188,202	
2017-18	181,536	
2016-17	283,232	
	1,756,643	



7.2 Projected Passenger Growth

City of Derry Airport expects another year of growth in 26/27 at similar rate, in the region of +20%. Passenger feedback cites favourable ticket pricing structure, timings and frequency as the main priorities for all routes, which should be well balanced to encourage greatest use of available capacity.

8. Airport's Marketing Plan and Strategy

City of Derry Airport is dedicated to ensuring the successful reestablishment of air connectivity between Dublin and the Northwest, a route that has been a key priority for the Airport for several years.

The Airport's marketing campaign will communicate the key objectives of the new airlink fulfilling the travel requirements of corporate, leisure, and student travellers, as well as those visiting friends and relatives, in City of Derry Airport's catchment area across Derry City and Strabane, Causeway Coast and Glens, Donegal, and beyond, as well as the valuable contribution the inbound services will yield for growing tourism, a key economic driver to the Northwest economy. City of Derry Airport will also seek to establish national awareness of the successful tenderer's presence in the Northwest and communicate the brand value and passenger confidence this will bring.

The Airport prides itself on providing customer service excellence and inclusive travel for all. Our team were awarded with the Impact Award from Autism NI in 2018 following a staff training programme and the introduction of initiatives including pre-visits, and an Autism Passport and Activity Book, to provide a safe and calming travel experience for children and adults with Autism. City of Derry Airport was the first Airport in Northern Ireland to welcome the Hidden Disabilities Sunflower Scheme in 2020 with staff undergoing training and lanyards made readily available at all key customer points for passengers to avail of. The compact single-level Terminal Building provides a convenient journey through for anyone with a disability or reduced mobility.

With less than 15 minutes from the Airport Carpark to the Departure Gate, ease and convenience are key. The Airport offers affordable rates on parking with a week's parking available from just £60, and the Amelia Earhart Lounge is one of the best priced Airport Lounges in the UK, at just £18.50pp, whilst also offering the opportunity of private room bookings for corporate and leisure groups travelling.

The Airport works in partnership with NI Chamber of Commerce, Derry Chamber of Commerce, Letterkenny Chamber of Commerce, and Causeway Chamber of Commerce, to seek the travel needs of

business travellers across the region to support their business growth and communicate the connectivity available and the benefits of flying local from City of Derry Airport. To ensure the leisure market are aware of the options available from the Northwest, the Airport works closely with travel agents and tour operators across the region, offering package breaks for customer ease and convenience. The Airport also integrates with tourism bodies across the island including Tourism Ireland, Tourism Northern Ireland and Failte Ireland, as well as working in partnership with local tourism organisations at Visit Derry, Visit Causeway Coast & Glens and Go Visit Donegal to grow our inbound tourism and investment.

The air service between Dublin Airport and City of Derry Airport will truly open a gateway for travellers in the Northwest. Air travel is more time-efficient versus a road journey of up to four hours for travellers in our catchment area, providing more opportunity for productivity, rest and leisure, as well as making it easier to access vital medical care and a broader programme of education.

8.1 Corporate Marketing Strategy

Objectives:

- Time savings on air travel versus road travel, providing more capability for work tasks, meetings and new opportunities.
- Wellbeing of employees – reduction of long periods of driving providing a positive impact on physical and mental health.
- Opportunity for international business travel via the hub access at DUB.
- Cost-effective Airport Parking, Fast-track and Lounge access at City of Derry Airport – introductory discount code for Dublin corporate passengers on these facilities as an incentive to book.
- Avis and Hertz Car Hire available at CoDA for onwards travel for inbound passengers.

Marketing Channels:

- PR – press release and photocall with key airport, airline and political representation to announce the new service.
- Partnership events with Northern Ireland and local Chambers of Commerce to present the connectivity available between Dublin Airport and City of Derry Airport.
- Bespoke partnerships with industry bodies including Construction Employers Federation and Manufacturing NI to access travel bookers for members and sub-contractors.
- Corporate social media marketing via LinkedIn and X with dedicated route content and testimonials from business travellers.
- Email Marketing to City of Derry Airport's corporate database, reaching key decision makers, as well as email marketing via local Chambers, Councils and Corporate bodies.
- Print advertising in business publications – Ulster Business, Ambition NI, Chamber of Commerce magazines.

8.2 Leisure Marketing Strategy

Objectives:

- Communicate the convenience of services between the Northwest and Dublin, offering a relaxing travel experience from start to finish.

- Work with our local travel trade and tour operators to develop packages breaks specific to the market – sports, concerts, shopping breaks.
- Promote onward connectivity via Dublin Airport to international destinations.
- Amelia Earhart Lounge facility available as a special start to your trip for only £16.50pp. Also available for private group bookings for hens, stags, birthdays.

Marketing Channels:

- PR – press release and photocall to launch travel packages with local travel agents and tour operators for the leisure market.
- Utilisation of OOH via billboards with Clear Channel and bus advertising with Global to create widespread awareness of the service.
- Radio advertising with Cool FM, NI's top radio station with 500k listeners per week and reaching 29% of all adults in Northern Ireland, and Highland Radio, Donegal's top station with a daily listenership of 64k.
- Social media marketing for consumer audience via Facebook, Instagram and TikTok, focusing on destination inspiration content and collaboration with external travel partners and influences.
- Email marketing to CoDA's 40k consumer database, inspiring travel based on seasonal attractions and events, new tourism offerings and creating original content, such as blog posts, articles and videos, highlighting unique experiences to soak up in Dublin.

8.3 Visiting Friends and Relatives (VFR)

Objectives:

- Emotive approach on advertising to appeal to those with friends and relatives residing in Dublin.
- Communicate the convenience of the air connectivity bringing loved ones together more easily for seasonal periods and family occasions, incorporating children, parents and the elderly in the creative.
- Amelia Earhart Lounge facility available as a special start to your family trip for only £16.50pp and £7.50 per child.
- Avis and Hertz Car Hire available at City of Derry Airport for onwards travel for inbound passengers.

Marketing Channels:

- Social media marketing for consumer audience via Facebook and Instagram.
- Seasonal email marketing to City of Derry Airport's 40k consumer database, focusing on emotive content and social storytelling.

8.4 Student Travel

Objectives:

- Communicate the convenience of flying versus long car/bus journey times with heavy baggage.
- Outline any airline baggage benefits or incentives.
- 20% student discount available at City of Derry Airport's retail facility providing access to a vast range of international and local brands.

- Showcase the onward travel potential with connectivity to international destinations from Dublin Airport for student placements, future job opportunities and group travel experiences.

Marketing Channels:

- Leading with social media marketing as the key channel for the student demographics – Facebook Instagram and TikTok.
- Collaborate with student unions and societies to organise on-campus events and promotions.

8.5 Performance Measurement

Analytics on marketing performance is gained via a variety of online and offline channels.

- Website visitors and click-throughs from social media and email marketing from Google Analytics.
- Social media insights via Meta Business Suite and Hootsuite.
- eMarketing open rates and click throughs for conversions are reported from Mailchimp.
- Passenger Feedback is sourced from face-to-face Passengers Surveys carried out in the Airport Terminal and via City of Derry Airport's website and social media.

9. Passenger Profiles

Whilst the reason for travel varies slightly per route, passengers using City of Derry Airport are typically 35% business and 65% leisure. The pre-market engagement suggested that mix will be similar on the air service to Dublin Airport, with three quarters of respondents also indicating they will also use the route for onward connectivity via Dublin Airport.

10. Airport Fees & Charges

City of Derry Airport's standard fees and charges are published online at Fees and Charges - City of Derry Airport

This subsided route will fall under the charging rate for PSO's whereby routes operated with aircraft up to 100 seats currently attract a 50% discount from the published rate for Landing fees, PLS, Ground Handling and security. Any existing agreements City of Derry Airport have with current operators on other routes are not applicable to the rates which will be applied to the air service between City of Derry Airport and Dublin Airport.

Please note that the link above is to the latest published rates; for 1st April 2026 to 31st March 2027. Operators should plan for a maximum year on year rate increase of 5%. Whilst the published rate may increase more than that amount some years, the operator will be protected in planning costs with a guaranteed maximum rate increase no more than 5% on 1st April each year.

11. Technical Details

The current technical details for City of Derry Airport are published in the latest UK Aeronautical Information Publication (AIP). *Page References AD 2.EGAE-1 to AD 2.EGAE-10.* This information is reproduced below; however, airlines should consult the current AIP to ensure the accuracy of information.

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 / Mean Low Temperature	23 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	188 FT
5	Magnetic Variation / Annual Change	1.61°W (2027) / 0.21°E
6	AD Administration Address Telephone E-mail address	CITY OF DERRY AIRPORT OPERATIONS LTD. City of Derry Airport, Airport Road, Co Londonderry, BT47 3GY. 028-7181 0784 Ext 201 (Airport Switchboard) 028-7181 3300 (Administration) 028-7181 3322 (Security) 028-7181 3336 (Ground Handling) 028-7181 3314 (ATC) 028-7181 3338 (Fuel) corporate.aviation@cityofderryairport.com ground.handling@cityofderryairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGAE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon 0625-1900 (0525-1800), 2000-2200 (1900-2100); Tue-Thu 0625-0730 (0525-0630), 0830-1900 (0730-1800), 2000-2200 (1900-2100); Fri 0625-1900 (0525-1800), 2000-2200 (1900-2100); Sat 0625-0730 (0525-0630), 0900-1600 (0800-1500), 1700-1800 (1600-1700); Sun 0855-0930 (0755-0830), 1200-1845 (1100-1745), 1930-2200 (1830-2100); See Remarks.
2	Customs and immigration	Customs: By arrangement. 0700-2200 (0600-2100). Immigration: By arrangement. 0700-2200 (0600-2100).
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	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Mon 0530-1815 (0430-1715); Tue-Fri 0530-1800 (0430-1700); Sat 0530-1545 (0430-1445); Sun 0800-2045 (0700-1945); and by arrangement. Times may change at short notice and will be based around scheduled and pre-booked refuels. (Tel 028-71813338 / 028-71813336).
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 3336. AD hours are also the times at which the airspace and ATC services will become available. Operators should take this into consideration when planning arrival times.

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 bowsers. 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.
7	Remarks	City Of Derry Airport Corporate Aviation handle all GA and Corporate flights. Tel: 028-7181 0784, Ext 456; SITA: LDYAPXH; Freq: 131.505 MHz; Callsign: EGLINTON HANDLING. AVTUR JET A-1 arranged through Ground Handling, Tel: 028-7181 0784, Ext 456.

EGAE AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity
2	Restaurants	In Terminal buildings.
3	Transportation	Taxis, car hire and buses.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	
6	Tourist Office	Yes.
7	Remarks	

EGAE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 6 is limited to operators using Category 6 aircraft with seating capacity up to 50 passengers. Category 6 aircraft with greater than 50 passenger seat capacity, or increase to Category 7, on request. Reductions to the promulgated category occur where there is no impact on scheduled or other agreed traffic.
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	As AD hours. To ensure that the rescue and fire fighting services are maintained for 15 minutes after departures, aircraft are required to be airborne 15 minutes prior to the published AD closing time unless otherwise arranged.

EGAE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	3 snow ploughs. 5 snow brushes. 2 surface de-icing rigs. 1 snow blower. Runway De-icer Fluid used ISOMEX type III and GLYCOMEX. Runway De-icer Solid used Cryotech NACC.
2	Clearance priorities	Runway 08/26. Apron. Taxiway B.
3	Remarks	Latest information from ATC Tel: 028-7181 3314.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete PCN 58/R/D/W/T WEST APRON Surface: Concrete and asphalt

2	Taxiway width, surface and strength	Taxiway B: 23 M Surface: Asphalt PCN 58/F/D/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	Surface marking of taxi route across apron. Stands 1-4: Nose-in parking with pushback. Stand 4A: Westerly facing with self-manoeuvering off stand using minimal power. Marshalling is provided for all docking/parking guidance system of aircraft stands. A marshaller is present at the head of the stand or stopping position. This procedure allows a foreign object check to take place and ensures that aircraft are correctly parked and the taxiways not obstructed.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: 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 B, D, E and G and at the disused Runway 02/20 intersection with Runway 08/26.
3	Stop bars and runway guard lights (if any)	At B, D and E holding points.
4	Other runway protection measures	
5	Remarks	WDIs (LGTD): 550236.78N 0070904.09W and 550225.02N 0071011.67W.

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**
(EGAE11592) 08/APPROACH 26/ TAKE-OFF	BUILDING CHIMNEY	550226.65N 0071059.20W	55 FT	29 FT	No	
(EGAE5509) 08/APPROACH 26/ TAKE-OFF	HOUSE	550220.75N 0071117.81W	60 FT	30 FT	No	
(EGAE5559) 08/APPROACH 26/ TAKE-OFF	CHIMNEY	550213.85N 0071055.92W	55 FT	27 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**
(EGAE10221)	HV PYLON	550251.87N 0071516.11W	317 FT	302 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**
(EGAE10222)	HV PYLON	550238.28N 0071503.86W	317 FT	301 FT	No	
(EGAE5670)	WATER TANK	550237.34N 0070854.56W	18 FT	9 FT	No	
(EGAE4941)	OBS LIGHT	550223.45N 0071007.85W	49 FT	25 FT	Yes Red	
(EGAE10586)	MAST	550106.55N 0070831.68W	644 FT	50 FT	No	

EGAE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts, abbreviated plain language text. TAFs and METARs. 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	CODA OPERATIONS LTD (ANSP)
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**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
08	073.12°	1969 x 45 M	RWY surface: Asphalt, Grooved PCN 58/F/B/W/T	550225.20N 0071031.54W 187.8 FT	THR 21.0 FT TDZ 21.0 FT	
26	253.14°	1969 x 45 M	RWY surface: Asphalt, Grooved PCN 58/F/B/W/T	550242.87N 0070850.06W 187.8 FT	THR 10.5 FT TDZ 10.7 FT	

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
	966 x 150 M	2089 x 300 M	125 x 90 M -			RWY 08 Threshold displaced by 85 M. OFZ: Yes.
	298 x 150 M	2089 x 300 M	238 x 210 M 89 x 90 M			RWY 26 OFZ: Yes.

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	
08	1510 M	2265 M	1510 M		Take-off from intersection with Taxiway Echo.
08	1260 M	1890 M	1260 M		Take-off from intersection with Taxiway Delta.
08	804 M	1206 M	804 M		Take-off from intersection with Taxiway Bravo.
26	1151 M	1449 M	1151 M		Take-off from intersection with Taxiway Bravo.

EGAE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	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	Centre-line with two crossbars. 420 M Light intensity high	Green Inset uni-directional With green wingbars	PAPI Left/3° 50 FT 407 M		Bidirectional Colour coded centreline 30 M spacing White/Red Light intensity high	Elevated HI bi-directional with LI omni-directional component Light intensity high	Red Light intensity high		
26	Centre-line with two crossbars. 420 M Light intensity high	Green Inset uni-directional With elevated green wingbars	PAPI Left/3° 50 FT 359 M		Bidirectional Colour coded centreline 30 M spacing White/Red Light intensity high	Elevated HI bi-directional with LI omni-directional component Light intensity high	Red Light intensity high		

EGAE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 550223.39N 0070921.16W White Strobe on Control Tower. During operational hours at night.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550231.90N 0071014.69W (LGTD) - 550229.79N 0070921.61W (LGTD) - 550243.15N 0070908.98W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line on Taxiways D and E. EDGE: Blue edge lights on Taxiway B.
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

INTENTIONALLY BLANK

EGAE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDONDERRY/EGLINTON ATZ A circle, 2.5 NM radius, centred at 550234N 0070943W on longest notified runway (08/26)	Upper limit: 2023 FT ALT Lower limit: SFC	G	EGLINTON APPROACH English	3000 FT		As AD hours and by arrangement. ATZ 2000 FT AAL.

EGAE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	EGLINTON APPROACH	123.630 DOC 25 NM/10000 FT			As AD hours and by arrangement.	VDF 550243.50N 0070916.09W
TWR	EGLINTON TOWER	134.155 DOC 25 NM/4000 FT.			As AD hours and by arrangement.	
ATIS	EGLINTON INFORMATION	119.380 DOC 60 NM/ 20,000 FT.			As AD hours and by arrangement.	ATIS available by telephone: 028-7125 3131.
OTHER	EGLINTON EMERGENCY	121.500 Emergency Frequency			O/R	
OTHER	EGLINTON FIRE	121.605 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGAE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.61°W (2027)	IEGN	108.300 MHz	H24	550243.29N 0070909.60W		(RWY 08) Offset ILS. 2.68° south of centre-line. ILS usable during ATC hours only.
ILS/GP	IEGN	334.100 MHz	H24	550231.90N 0071014.74W		3° ILS Ref Datum Hgt 60 FT. ILS/GP usable during ATC hours only.
ILS/LOC I 1.62°W (2027)	IEGT	108.300 MHz	H24	550221.57N 0071052.31W		(RWY 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 during ATC hours only.
DME	IEGN	20X 108.300 MHz	H24	550239.16N 0070943.52W	34 FT	(RWY 08) On AD. Freq paired with LOC I-EGN and I-EGT. Zero range is indicated at THR of Runway 08 and 26. Due to terrain effects the DME is unusable below 3500 FT between 140 and 185 MAG.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IEGT	20X 108.300 MHz	H24	550239.16N 0070943.52W	34 FT	(RWY 26) On AD. Freq paired with LOC I-EGN and I-EGT. Zero range is indicated at THR of Runway 26 and 08. Due to terrain effects the DME is unusable below 3500 FT between 140 and 185 MAG.
NDB (L) 1.61°W (2027)	EGT	328.500 kHz	H24	550243.96N 0070921.71W		On AD. Range 25 NM.

EGAE AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) 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.
b) This aerodrome may only be used whilst ATC and RFFS facilities are being provided.
c) Aircraft unable to communicate by radio are subject to ATC approval.
d) 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.
e) 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.
f) 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).
g) 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.
h) 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 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 ant-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.

7 TRAINING

a) Use of the aerodrome for training purposes is subject to the following:

   i. Training is not permitted between 0000-0700 (2300-0600);
   ii. Circuit and instrument approach training is only available by prior arrangement with ATC. Operators must submit a request by telephone (028-7181-3314) or email (atc@cityofderryairport.com) no later than 1600 (1500) on the preceding day. Requests for all other local general aviation movements must be submitted at least one hour prior to the proposed movement;
   iii. 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;
   iv. Operators are to inform ATC of booking cancellations;
   v. 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 between 0000-0700 (2300-0600).
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 3100 FT;
ii. Runway 08. Departing aircraft maintain the runway centre-line until passing altitude 3100 FT.

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;
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 submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

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) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

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 Crossroads - Londonderry/Eglinton.
b) Moville Quay - Carrowkeel - Londonderry/Eglinton.

EGAE AD 2.23 ADDITIONAL INFORMATION

Not applicable

Not applicable

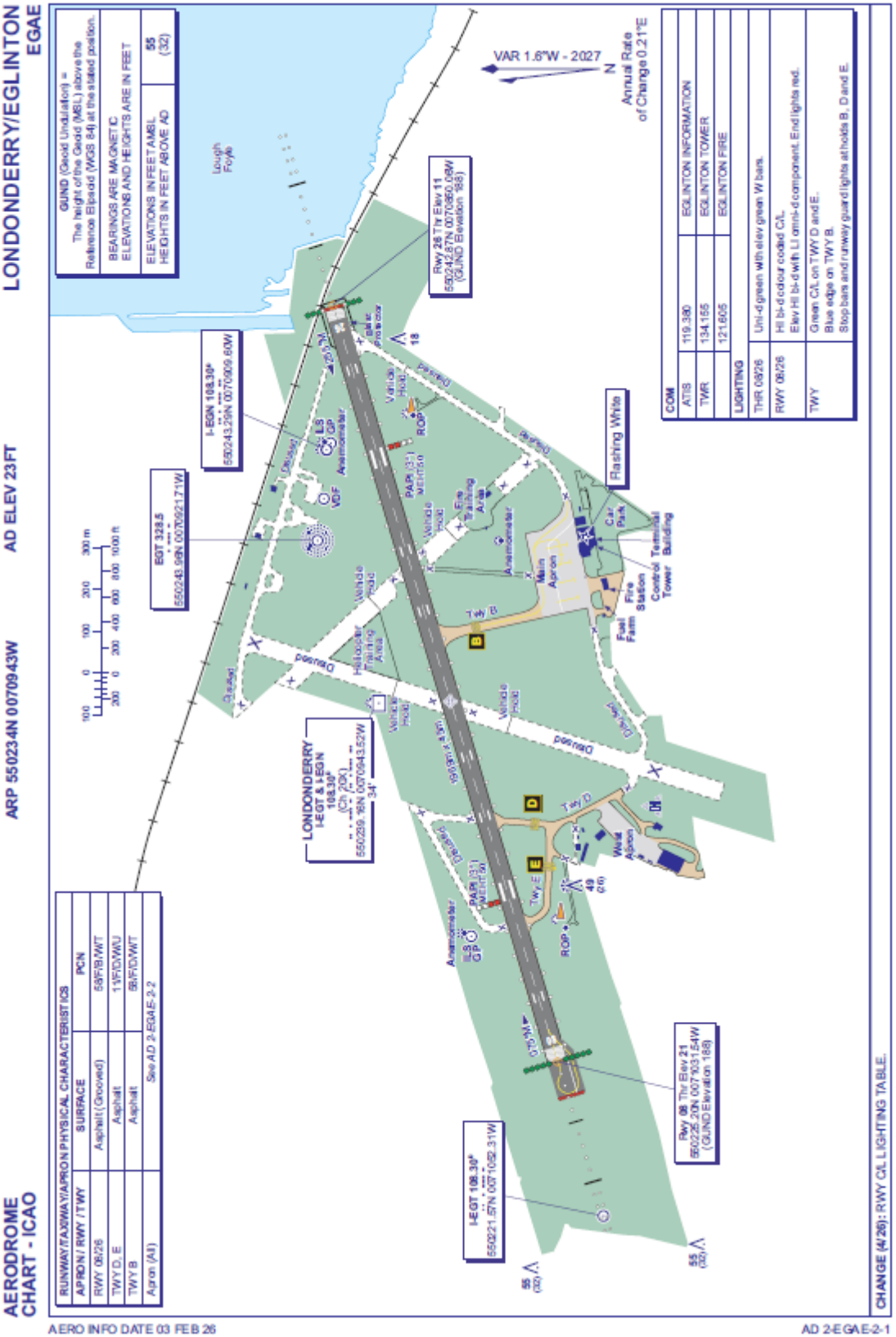
EGAE AD 2.24 CHARTS RELATED TO AN AERODROME

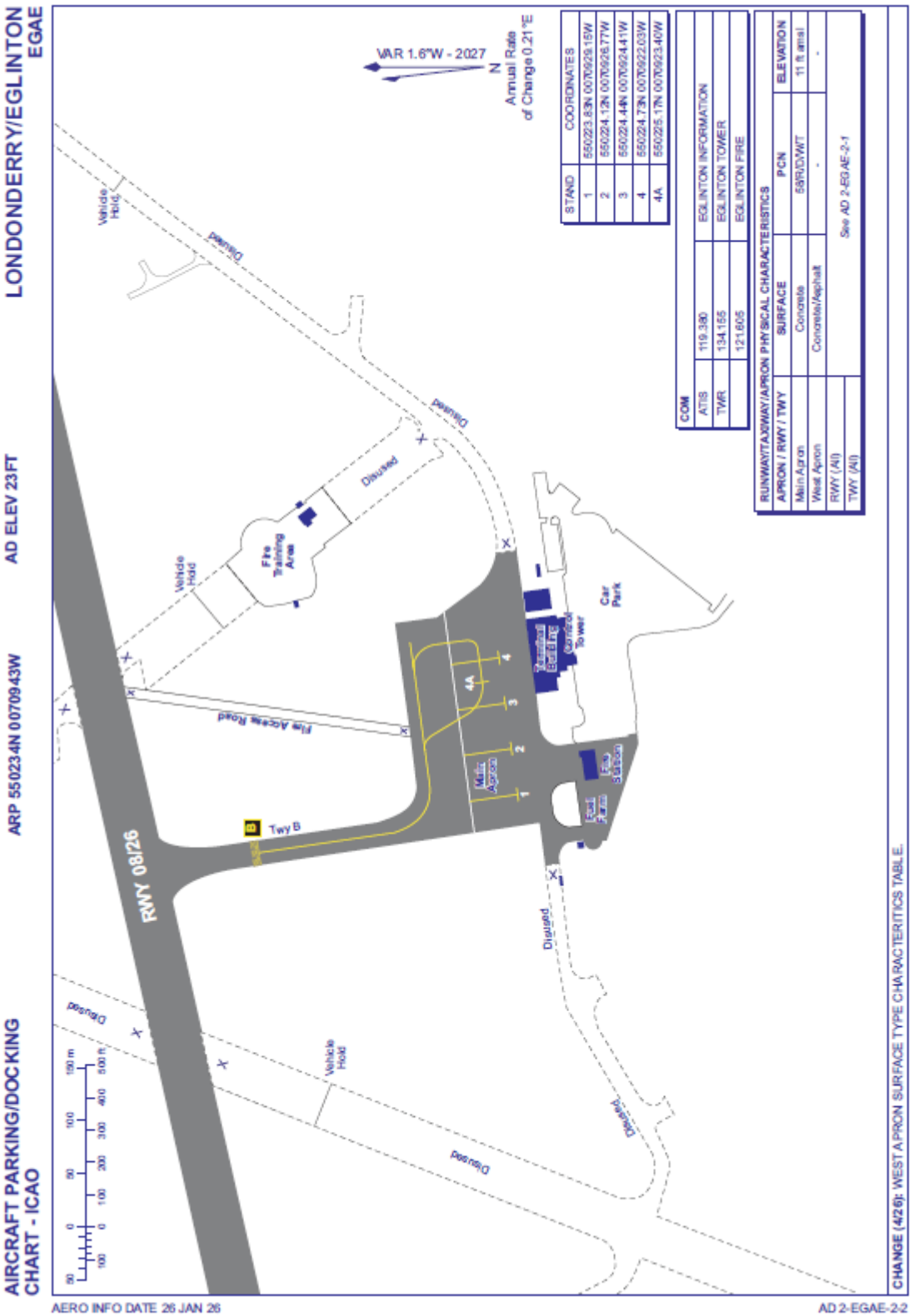
AERODROME CHART - ICAO
AD 2.EGAE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGAE-2-2
CONTROL AREA CHART - VRPS
AD 2.EGAE-4-1
INSTRUMENT APPROACH CHART ILS/DME Z (OFFSET LOC) RWY 08 - ICAO
AD 2.EGAE-8-1

INSTRUMENT APPROACH CHART ILS/DME Y (OFFSET LOC) RWY 08 (CAT A,B) - ICAO
AD 2.EGAE-8-2
INSTRUMENT APPROACH CHART LOC/DME Z (OFFSET LOC) RWY 08 - ICAO
AD 2.EGAE-8-3
INSTRUMENT APPROACH CHART LOC/DME Y (OFFSET LOC) RWY 08 (CAT A,B) - ICAO
AD 2.EGAE-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGAE-8-5
INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 08 - ICAO
AD 2.EGAE-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO
AD 2.EGAE-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO
AD 2.EGAE-8-8
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGAE-8-9
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/DME/NDB(L) RWY 26 - ICAO
AD 2.EGAE-8-10
INSTRUMENT APPROACH CHART DIRECT ARRIVALS NDB(L)/DME RWY 26 - ICAO
AD 2.EGAE-8-11

EGAE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

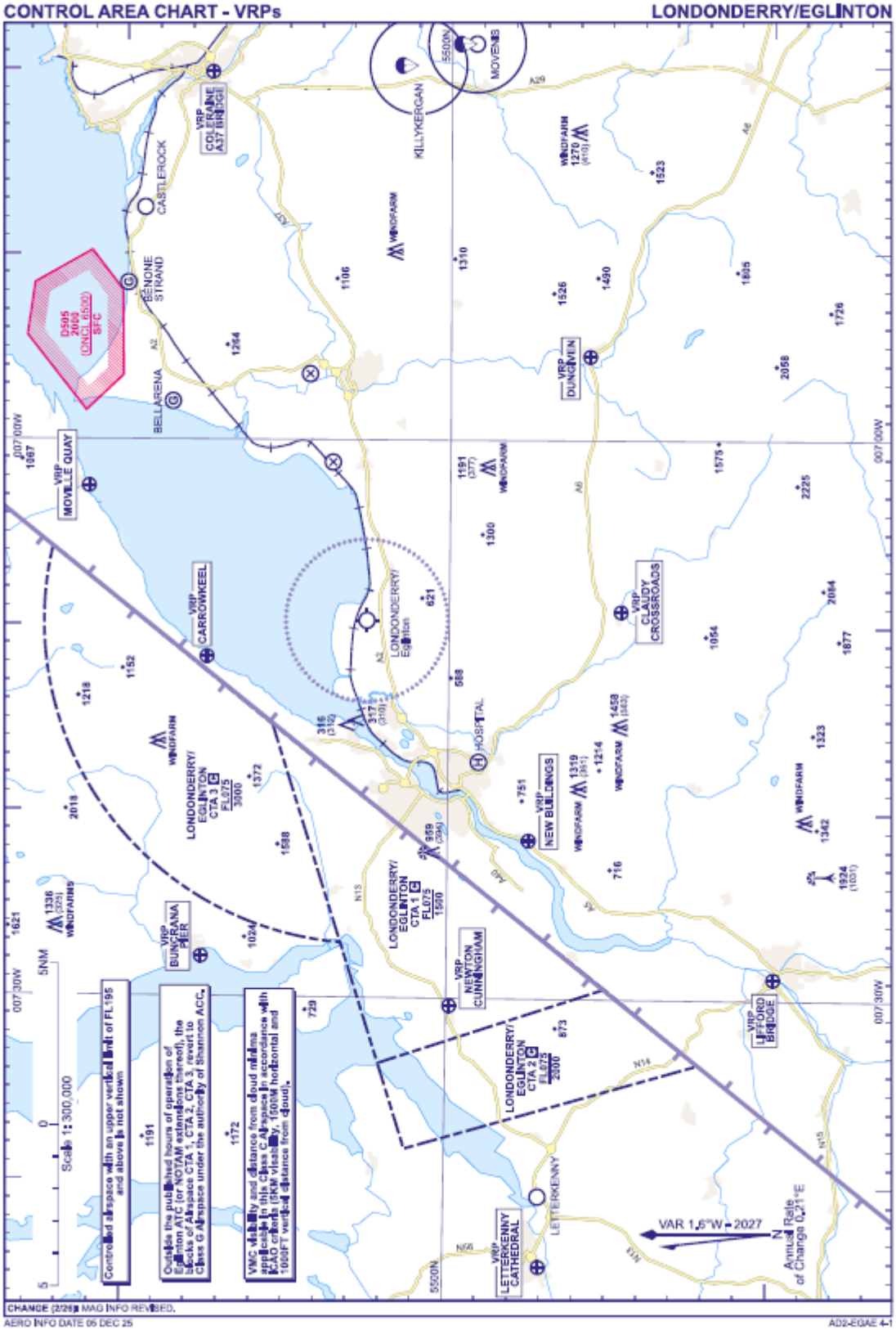
Not applicable


AERODROME CHART - ICAO
LONDONDERRY/EGLINTON EGAE
ARP 550234N 0070943W AD ELEV 23FT
VAR 1.6°W - 2027
Annual Rate of Change 0.21°E
Lough Foyle
Rwy 26 Thr Elev 11
550242.87N 0070950.09W
(GUND Elevation 188)
Rwy 08 Thr Elev 21
550225.20N 0071031.54W
(GUND Elevation 188)
I-EGT 108.36*
550221.57N 0071052.31W
I-EGN 108.36*
550243.29N 0070909.60W
EGT 328.5
550243.99N 0070921.71W
LONDONDERRY
I-EGT & I-EGN
108.36*
(Ch 20X)
550239.16N 0070943.52W
Flashing White
Rwy 08/26
Twy B
Twy D
Twy E
Main Apron
Fuel Farm
Fire Station
Control Tower Building
Car Park
Fire Training Area
Helicopter Training Area
West Apron
Anemometer
ILS GP
VDF
PAPI (31) WEHSO
ROP
Grass
Paved
Vehicle Hold
Whole Hold
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
55 (32)
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCN
RWY 08/26
Asphalt (Grooved)
58/F/B/W/T
TWY D, E
Asphalt
11/F/D/W/U
TWY B
Asphalt
68/F/D/W/T
Apron (All)
See AD 2.EGAE-2-2
COM
ATIS 119.380
TWR 134.155
121.605
EGLINTON INFORMATION
EGLINTON TOWER
EGLINTON FIRE
LIGHTING
THR 08/26
Uni-d green with elev green W bars.
RWY 08/26
Hl bi-d colour coded CrL.
Elev Hl bi-d with Ll omni-d component. End lights red.
TWY
Green CrL on TWY D and E.
Blue edge on TWY B.
Stop bars and runway guard lights at holds B, D and E.
CHANGE (4/26): RWY CrL LIGHTING TABLE.
AERO INFO DATE 03 FEB 26
AD 2-EGAE-2-1


LONDONDERRY/EGLINTON EGAE
AD ELEV 23FT
ARP 550234N 0070943W
AIRCRAFT PARKING/DOCKING CHART - ICAO
VAR 1.6°W - 2027
Annual Rate of Change 0.21°E
RWY 08/26
Twy B
Main Apron
Fire Training Area
Vehicle Hold
Disused
Car Park
Control Tower
Terminal Building
ECU Station
Fuel Farm
Fire Access Road
4A
1
2
3
4
STAND
COORDINATES
1 550223.83N 0070929.15W
2 550224.12N 0070926.77W
3 550224.44N 0070924.41W
4 550224.73N 0070922.03W
4A 550225.17N 0070923.40W
COM
ATIS 119.380
TWR 134.155
121.605
EGLINTON INFORMATION
EGLINTON TOWER
EGLINTON FIRE
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCN
ELEVATION
Main Apron
Concrete
59/R/D/W/T
11 ft amsl
West Apron
Concrete/Asphalt
-
RWY (All)
TWY (All)
See AD 2-EGAE-2-1
CHANGE (4/26): WEST APRON SURFACE TYPE CHARACTERITICS TABLE.
AERO INFO DATE 26 JAN 26
AD 2-EGAE-2-2

CONTROL AREA CHART - VRPs

LONDONDERRY/EGLINTON



INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
ILS/DME Z
(Offset LOC)
RWY 08
(ACFT CAT A,B,C,D)

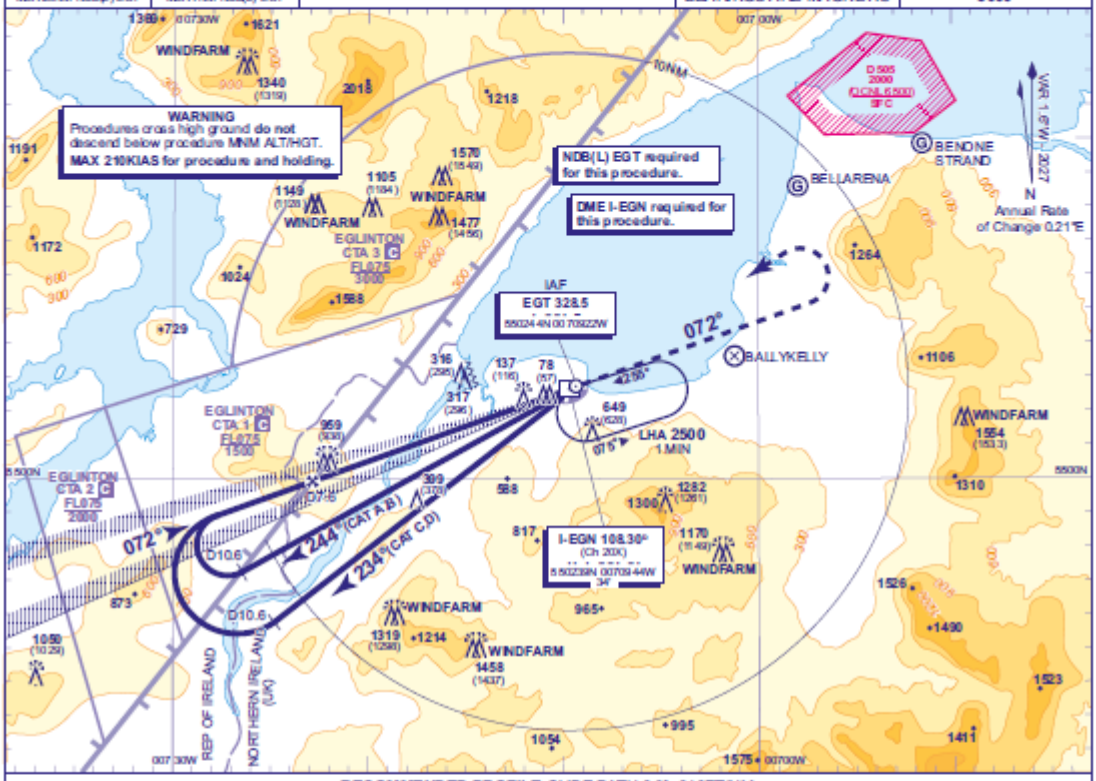
MSA 25NM NDB(L) EGT

MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

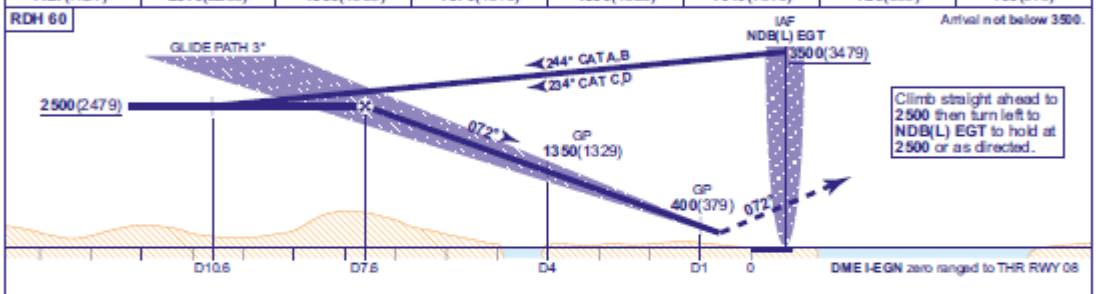
AD ELEVATION	23
THR ELEVATION	21
OBSTACLE ELEVATION	1570 AMSL (1549) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE GLIDE PATH 3.0°, 318FT/NM

DME I-EGN	7	6	5	4	3	2	1
ALT(HGT)	2310(2289)	1990(1969)	1670(1649)	1350(1329)	1040(1019)	720(699)	400(379)



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	293(272)	293(272)	293(272)	293(272)
VM(C)OCA (OCH A,A,L)	Total Area	950(927)	950(927)	1740(1717)	1740(1717)
	North of RWY 08/26	430(407)	580(557)	720(697)	1090(1067)

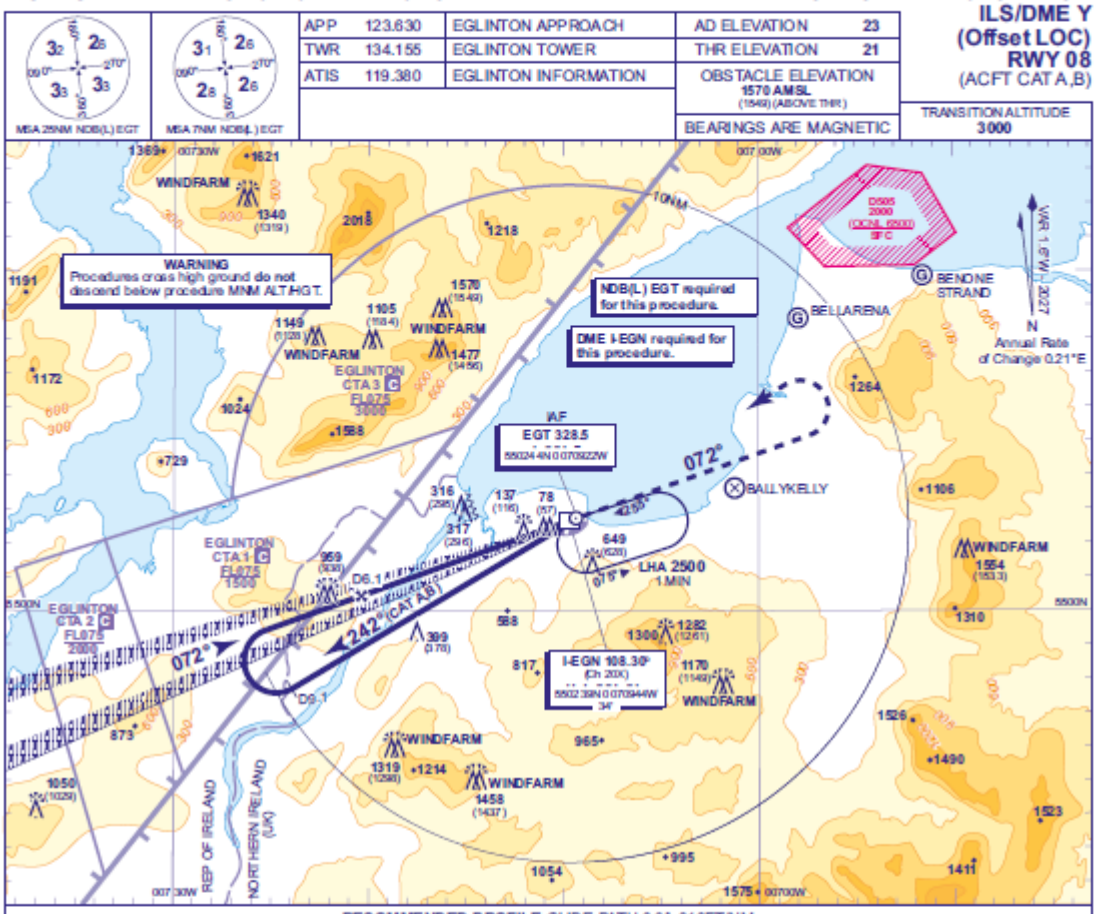
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTES
1 Lowest altitude to commence procedure from hold is **2500**.
2 LOC offset 2.7° from RWY 08 C/L.
3 DME not usable below **3500** between 140° and 185° due to terrain effects.
4 Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

CHANGE (2/26): APP FREQUENCY, MAG VAR, MAG TRACKS.

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
ILS/DME Y
(Offset LOC)
RWY 08
(ACFT CAT A,B)

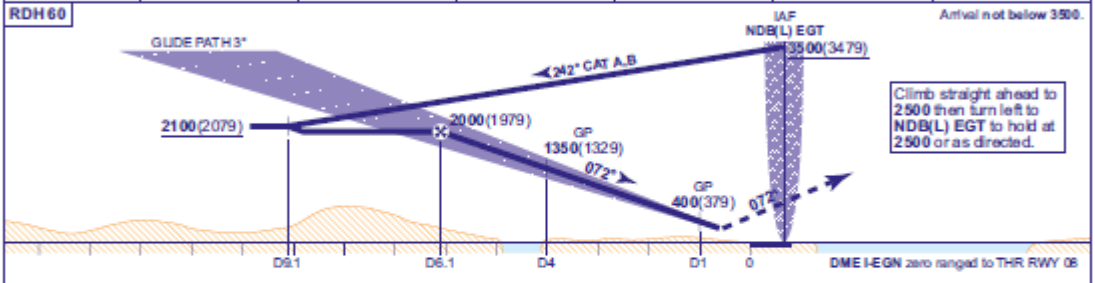


RECOMMENDED PROFILE GLIDE PATH 3.0°, 318FT/NM

DME I-EGN	6	5	4	3	2	1
ALT(HGT)	1990(1969)	1670(1649)	1350(1329)	1040(1019)	720(699)	400(379)

RDH 60

Arrival not below 3500.



Aircraft Category		A	B
OCA (OCH)	CAT I	293(272)	293(272)
VM(C)OCA (OCH AAL)	Total Area	950(927)	950(927)
	North of RWY 08/26	430(407)	580(557)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

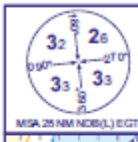
NOTES
1. Lowest altitude to commence procedure from hold is **2500**.
2. LOC offset 2.7° from RWY 08 C/L.
3. DME not usable below **3500** between 140° and 185° due to terrain effects.
4. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

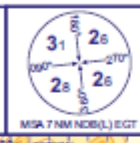
CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

AERO INFO DATE 28 NOV 25

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
LOC/DME Z
(Offset LOC)
RWY 08
(ACFT CAT A,B,C,D)



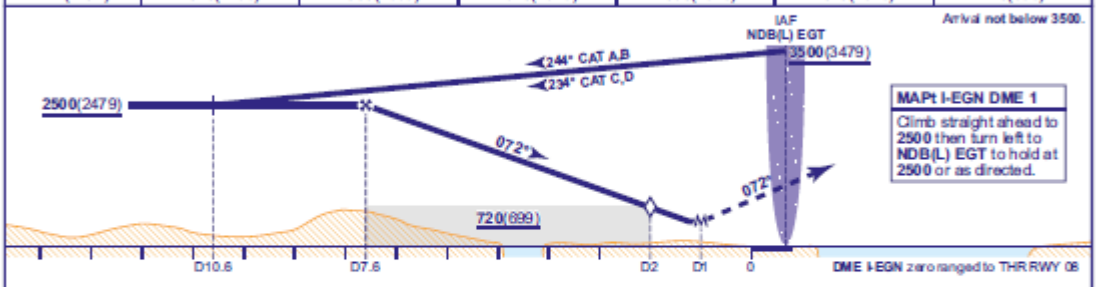


APP	123.630	EGLINTON APPROACH	AD ELEVATION	23	
TWR	134.155	EGLINTON TOWER	THR ELEVATION	21	
ATIS	119.380	EGLINTON INFORMATION	OBSTACLE ELEVATION 1570 AMSL (1549')(ABOVE THR)	TRANSITION ALTITUDE 3000	
			BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-EGN	7	6	5	4	3	2 (SDF)
ALT(HGT)	2310(2289)	1990(1969)	1670(1649)	1350(1329)	1040(1019)	720(699)



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	530(509)	530(509)	530(509)	530(509)
VM(C)OCA (OCH AAL)	Total Area	950(927)	950(927)	1740(1717)	1740(1717)
	North of RWY 08/26	430(407)	580(557)	720(697)	1090(1067)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTES
1 Lowest altitude to commence procedure from hold is 2500.
2 FAT offset 2.7° from RWY 08 C/L.
3 DME not usable below 3500 between 140° and 185° due to terrain effects.
4 Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

CHANGE (2/26): APP FREQUENCY, MAG VAR, MAG TRACKS.

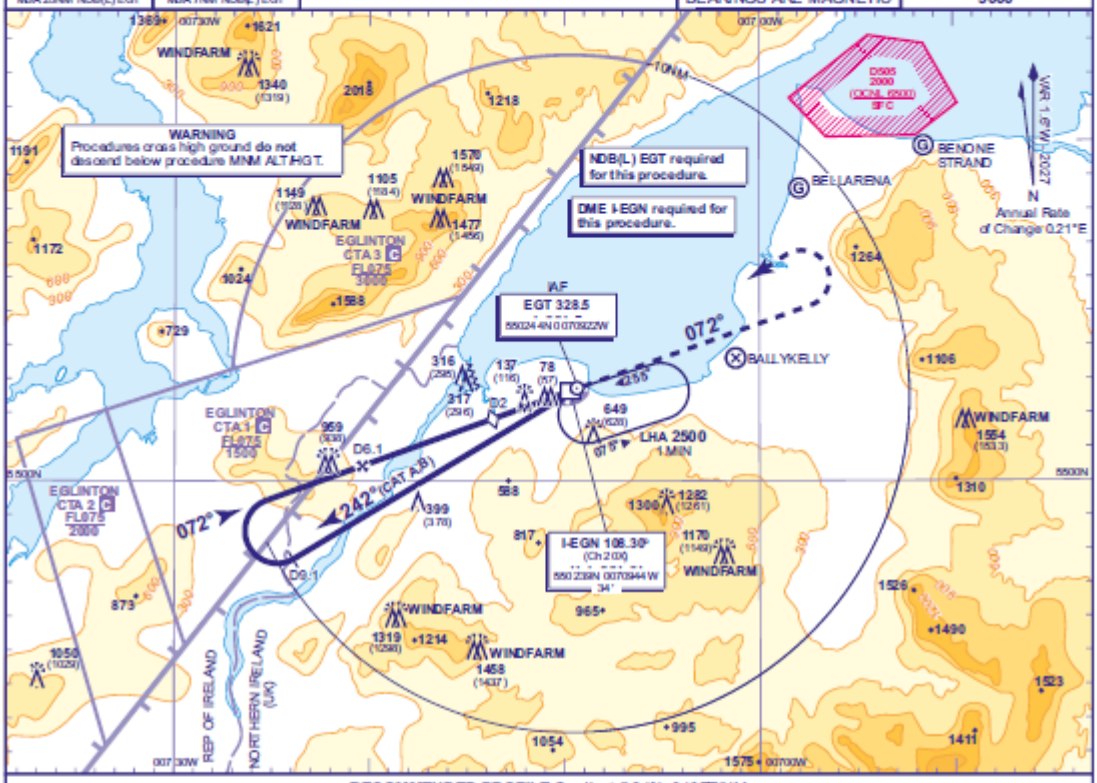
INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
LOC/DME Y
(Offset LOC)
RWY 08
(ACFT CAT A,B)

APP	123.630	EGLINTON APPROACH	AD ELEVATION	23	
TWR	134.155	EGLINTON TOWER	THR ELEVATION	21	
ATIS	119.380	EGLINTON INFORMATION	OBSTACLE ELEVATION 1570 AMSL (1549) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000

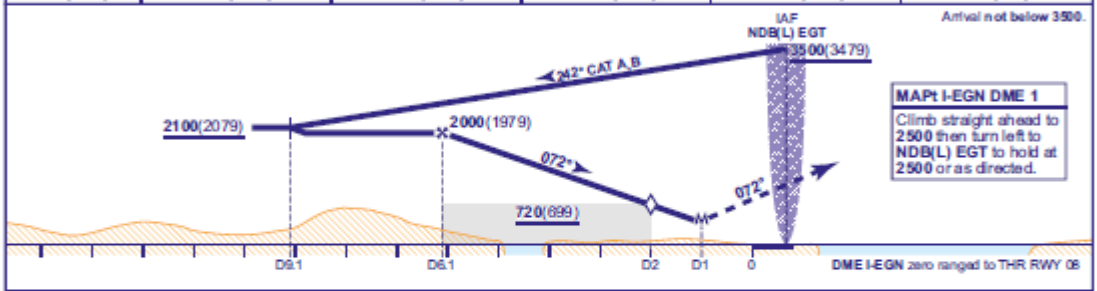
MSA 25NM NDB(L) EGT

MSA 7NM NDB(L) EGT



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-EGN	6	5	4	3	2 (SDF)
ALT(HGT)	1990(1969)	1670(1649)	1350(1329)	1040(1019)	720(699)



Aircraft Category		A	B
OCA (OCH)	Procedure	450(429)	450(429)
VM(C)OCA (OCH AAL)	Total Area	950(927)	950(927)
	North of RWY 08/26	430(407)	580(557)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

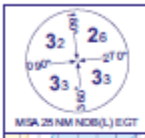
NOTES
1 Lowest altitude to commence procedure from hold is **2500**.
2 FAT offset 2.7° from RWY 08 C/L.
3 DME not usable below **3500** between 140° and 185° due to terrain effects.
4 Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

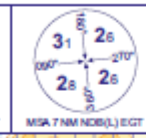
CHANGE (2/25): APP FREQUENCY, MAG VAR, MAG TRACKS.

AERO INFO DATE 28 NOV 25

INSTRUMENT APPROACH CHART - ICAO

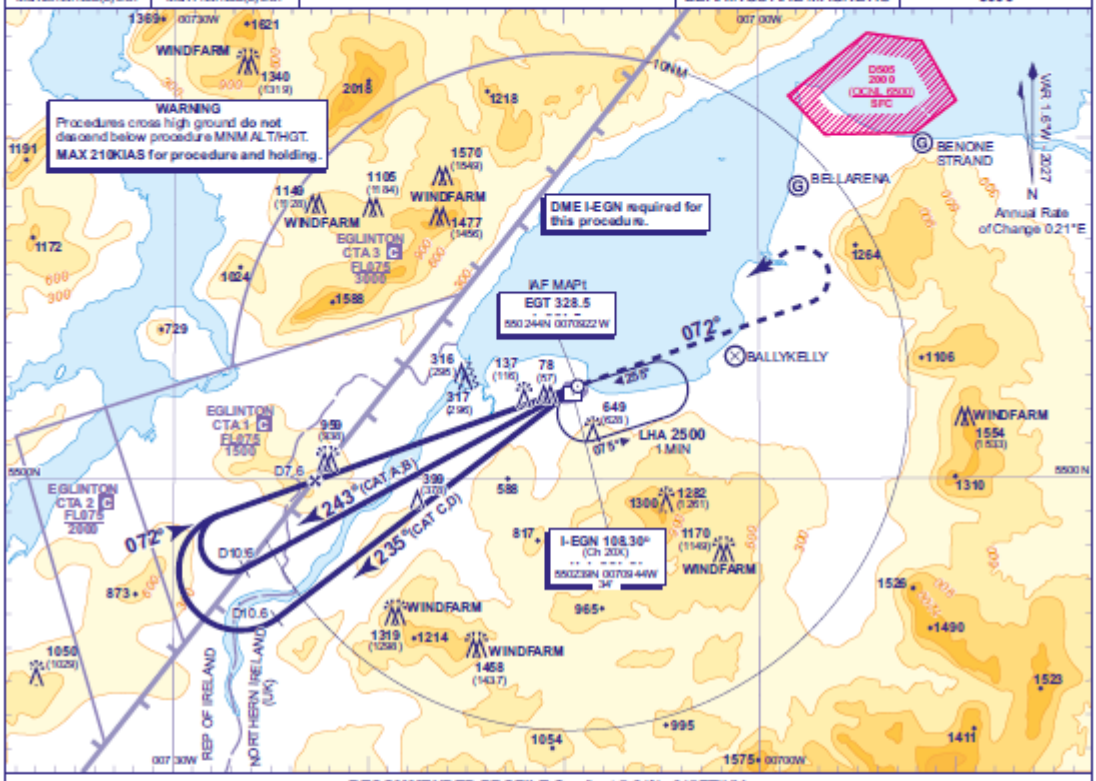
LONDONDERRY/EGLINTON
NDB(L)/DME
RWY 08
(ACFT CAT A,B,C,D)





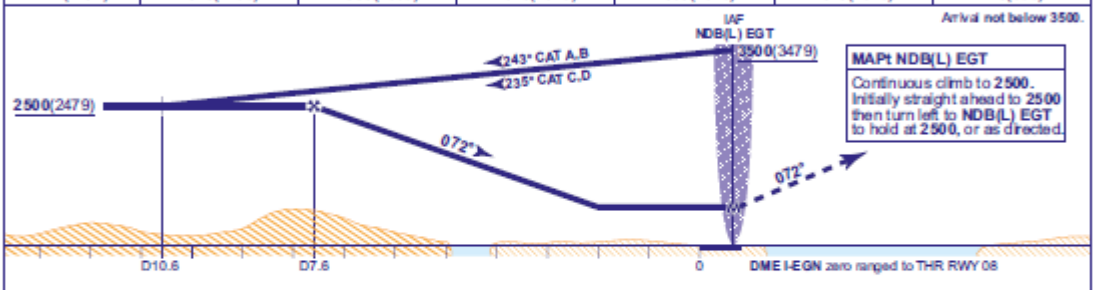
APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

AD ELEVATION	23
THR ELEVATION	21
OBSTACLE ELEVATION	1570 AMSL (1549')(ABOVE THR)
BEARINGS ARE MAGNETIC	
TRANSITION ALTITUDE	3000



RECOMMENDED PROFILE Gradient 5.24%, 315FT/NM

DME I-EGN	7	6	5	4	3	2
ALT(HGT)	2310(2289)	1990(1969)	1670(1649)	1350(1329)	1040(1019)	720(699)



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	1210(1189)	1210(1189)	1210(1189)	1210(1189)
VM(C)OCA (OCH AAL)	Total Area	950(927)	950(927)	1740(1717)	1740(1717)
	North of RWY 08/26	430(407)	580(557)	720(697)	1090(1067)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	420

NOTES
1 Lowest altitude to commence procedure from hold is **2500**.
2 FAT offset 2.7° from RWY CL.
3 DME not usable below **3500** between 140° and 185° due to terrain effects.
4 Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

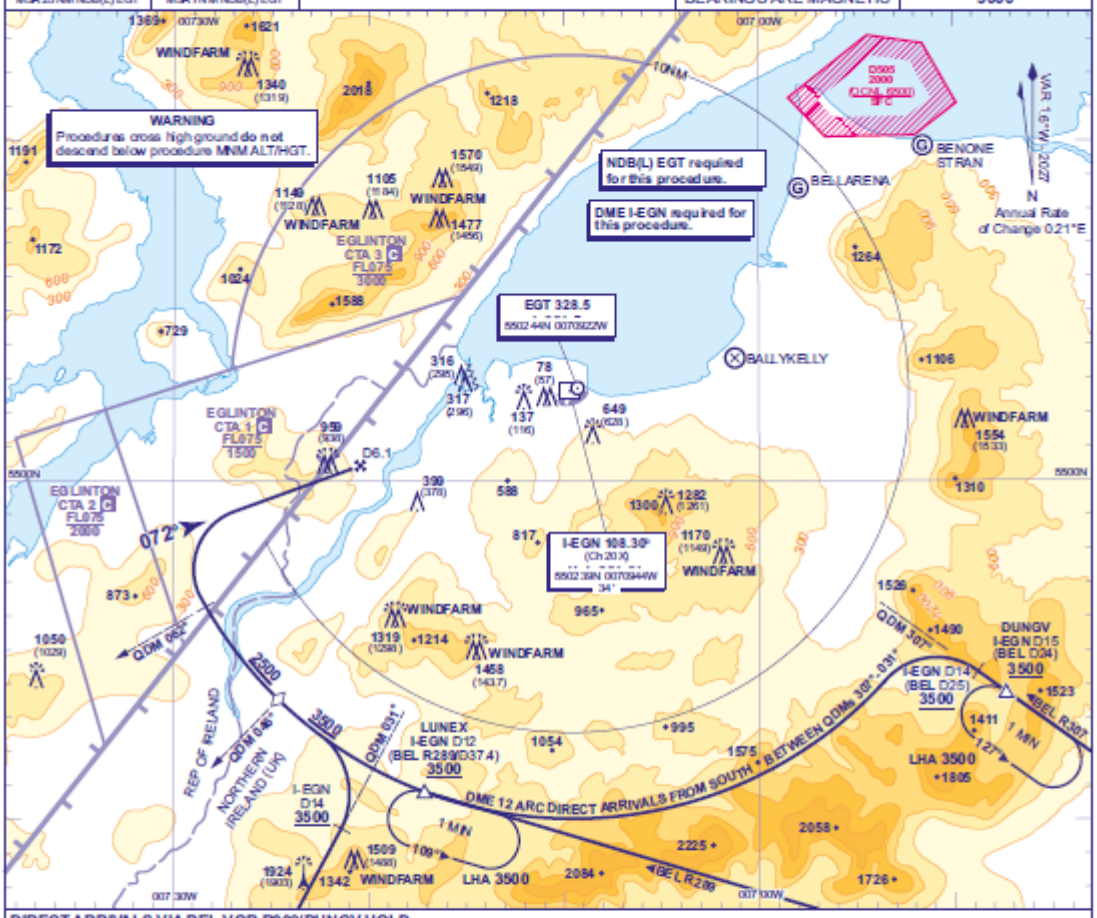
INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
Direct Arrivals
RWY 08
(ACFT CAT A,B,C,D)

APP	123.630	EGLINTON APPROACH	AD ELEVATION	23	
TWR	134.155	EGLINTON TOWER	THR ELEVATION	21	
ATIS	119.380	EGLINTON INFORMATION	OBSTACLE ELEVATION 1570 AMSL (1549) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000

MSA 25 NM NDB(L) EGT

MSA 7N M NDB(L) EGT



DIRECT ARRIVALS VIA BEL VOR R309/DUNGV HOLD
Arrival not below 3500. Intercept and establish on BEL VOR R307. At I-EGN DME 14 (nominal BEL DME 25) turn left to intercept and follow I-EGN DME 12 arc. At QDM 046° descend to 2500. At lead QDM 062° commence right turn to establish on LOC/FAT. When established continue as for main procedure.

DIRECT ARRIVALS VIA BEL VOR R290/LUNEX HOLD
Arrival not below 3500. Intercept and establish on BEL VOR R289. At BEL R289/D37.4 intercept and follow I-EGN DME 12 arc clockwise. When established and West of QDM 046° descend to not below 2500. At lead QDM 062° turn right to establish on LOC/FAT, then continue as for main procedure.

NOTE 1 Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

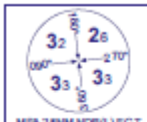
CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

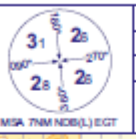
AERO INFO DATE 26 NOV 25

AD 2-EGAE-8-6

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
ILS/DME/NDB(L)
RWY 26
(ACFT CAT A,B,C,D)

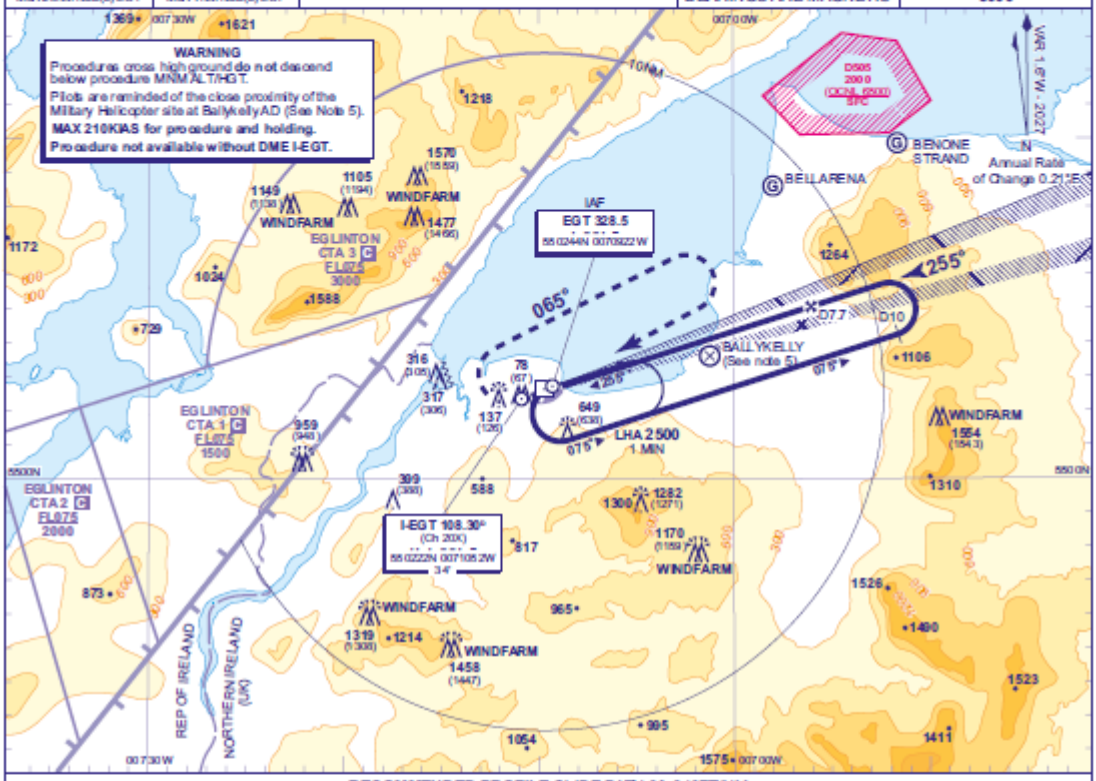




APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

AD ELEVATION	23
THR ELEVATION	11
OBSTACLE ELEVATION	1570 AMSL (1559) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 3000

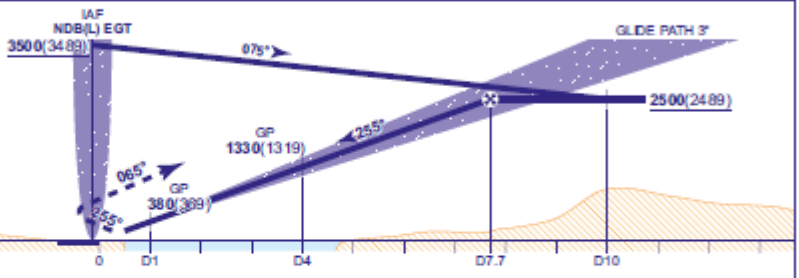


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-EGT	7	6	5	4	3	2	1
ALT(HGT)	2290(2279)	1970(1959)	1650(1639)	1330(1319)	1020(1009)	700(689)	380(369)

RDH 50 Arrival not below 3500.

Climb straight ahead to **630**, then turn right to track 065° continuing climb to **2500**. On reaching **2500** turn right to **NDB(L) EGT** to hold at **2500** or as directed. MAX 140KIAS (180KIAS CAT C,D) until established on track 065°.



Aircraft Category			A	B	C	D
OCA (OCH)	CAT I	Climb 2.5%	166(155)	173(162)	502(491)	512(501)
		Climb 4.0%	166(155)	173(162)	183(172)	191(180)
VM(C)OCA (OCH AAL)	Total Area		950(927)	950(927)	1740(1717)	1740(1717)
	North of RWY 08/26		430(407)	580(557)	720(697)	1090(1067)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 Lowest altitude to commence procedure from hold is **2500**.
2 DME not usable below **3500** between 140° and 185° due to terrain effects.
3 Seasonal bird migration may be a hazard to aircraft.
4 Approach lights to RWY 26 are over water and reflections are possible.
5 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.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

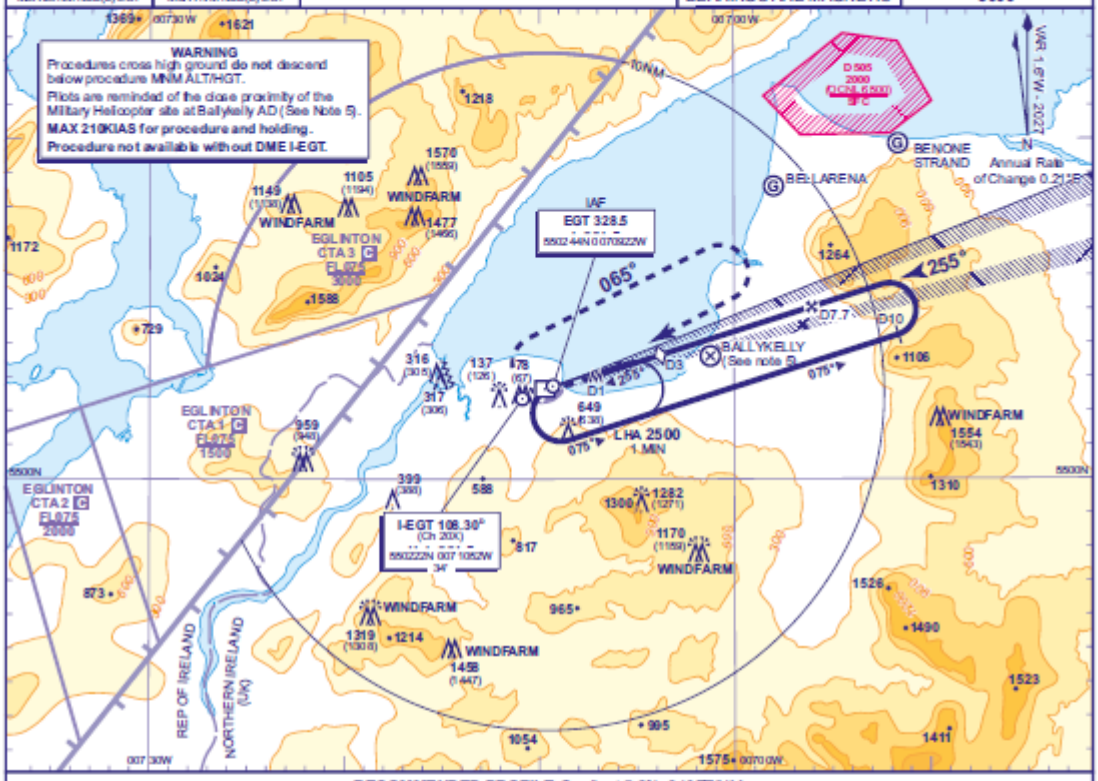
INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
LOC/DME/NDB(L)
RWY 26
(ACFT CAT A,B,C,D)

MSA 25 NM NDB(L) EGT

MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	AD ELEVATION	23	
TWR	134.155	EGLINTON TOWER	THR ELEVATION	11	
ATIS	119.380	EGLINTON INFORMATION	OBSTACLE ELEVATION	1570 AMSL (1559) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000



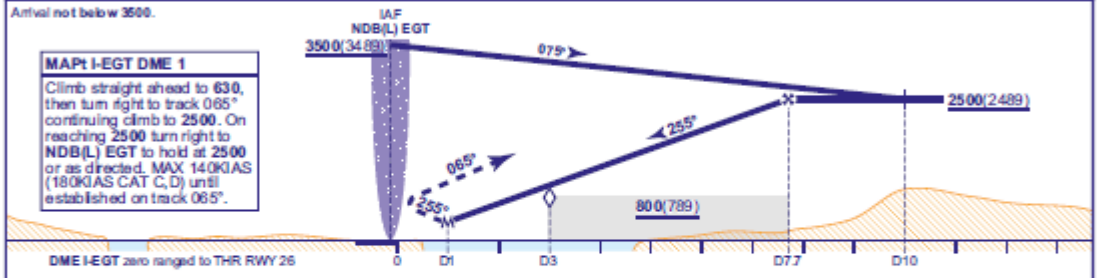
RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-EGT	7	6	5	4	3 (SDF)	2	1
ALT(HGT)	2290(2279)	1970(1959)	1650(1639)	1330(1319)	1020(1009)	700(689)	380(369)

Arrival not below 3500.

MAPt I-EGT DME 1

Climb straight ahead to **630**, then turn right to track 065° continuing climb to **2500**. On reaching **2500** turn right to **NDB(L) EGT** to hold at **2500** or as directed. MAX 140KIAS (180KIAS CAT C,D) until established on track 065°.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	380(369)	380(369)	480(469)	480(469)
VM(C)OCA (OCH AAL)	Total Area	950(927)	950(927)	1740(1717)	1740(1717)
	North of RWY 08/26	430(407)	580(557)	720(697)	1090(1067)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 Lowest altitude to commence procedure from hold is **2500**.
2 DME not usable below **3500** between 140° and 185° due to terrain effects.
3 Seasonal bird migration may be a hazard to aircraft.
4 Approach lights to RWY 26 are over water and reflections are possible.
5 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.

CHANGE (2/26): APP FREQUENCY, MAG VAR, MAG TRACKS.

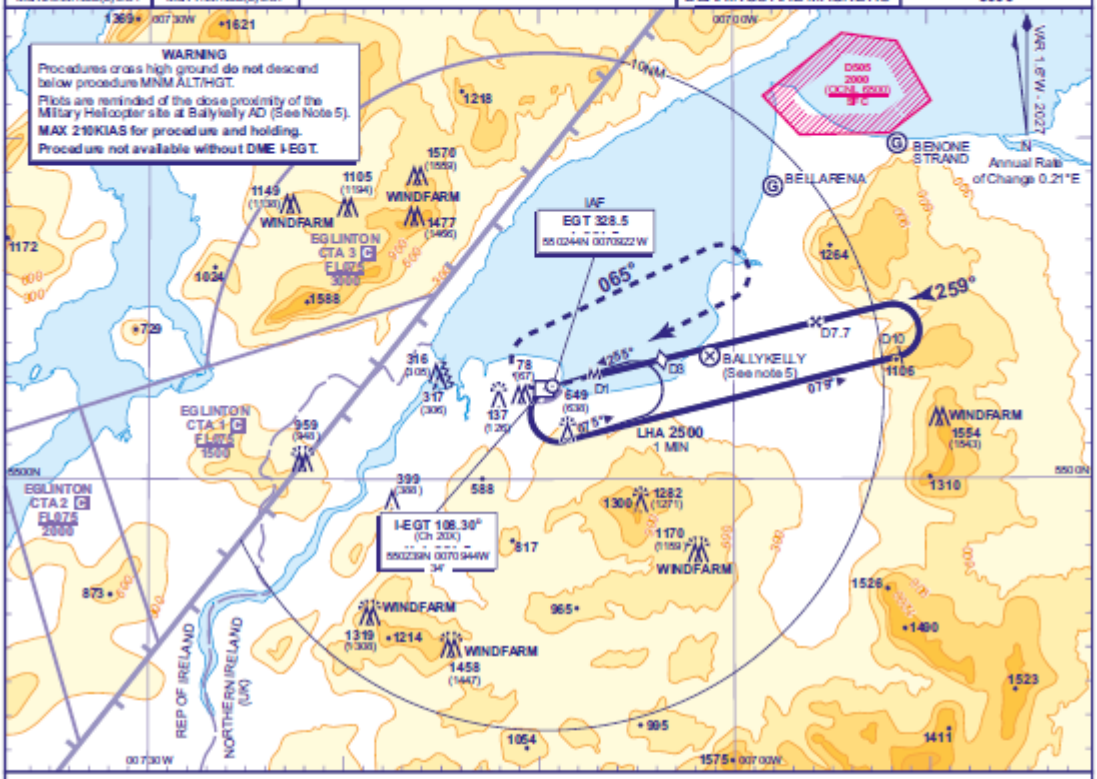
INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
NDB(L)/DME
RWY 26
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) EGT

MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	AD ELEVATION	23
TWR	134.155	EGLINTON TOWER	THR ELEVATION	11
ATIS	119.380	EGLINTON INFORMATION	OBSTACLE ELEVATION 1570 AMSL (1559) ABOVE THR	
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 3000



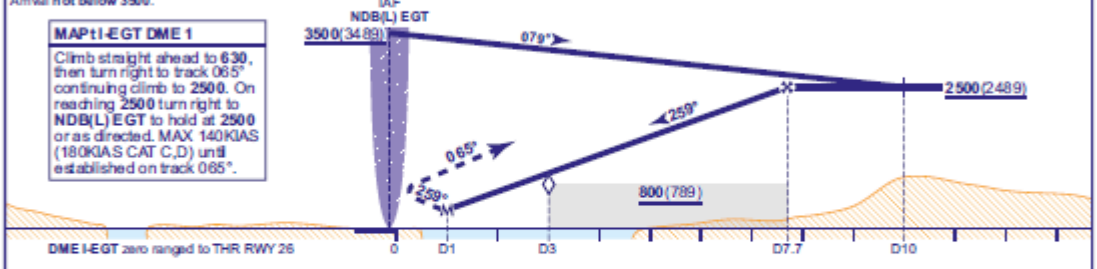
RECOMMENDED PROFILE Gradient 5.2%, 317 FT/NM

DME I-EGT	7	6	5	4	3 (SDF)	2
ALT (HGT)	2280 (2269)	1960 (1949)	1640 (1629)	1330 (1319)	1010 (999)	690 (679)

Arrival not below 3500.

MAPt I-EGT DME 1

Climb straight ahead to **630**, then turn right to track 065° continuing climb to **2500**. On reaching **2500** turn right to **NDB(L) EGT** to hold at **2500** or as directed. MAX 140KIAS (180KIAS CAT C,D) until established on track 065°.



Aircraft Category		A	B	C	D
OCA (OCH)	Climb 2.5%	520 (509)	520 (509)	570 (559)	570 (559)
	Climb 4.0%	460 (449)	460 (449)	480 (469)	480 (469)
VM(C)OCA (OCH AAL)	Total Area	950 (927)	950 (927)	1740 (1717)	1740 (1717)
	North of RWY 08/26	430 (407)	580 (557)	720 (697)	1090 (1067)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	630	530	420

NOTE 1 Lowest altitude to commence procedure from hold is **2500**.
2 DME not usable below **3500** between 140° and 185° due to terrain effects.
3 Seasonal bird migration may be a hazard to aircraft.
4 Approach lights to RWY 26 are over water and reflections are possible.
5 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.
6 FAT offset 3.8° from RWY C/L.

CHANGE (2/26): APP FREQUENCY, MAG VAR, MAG TRACKS.

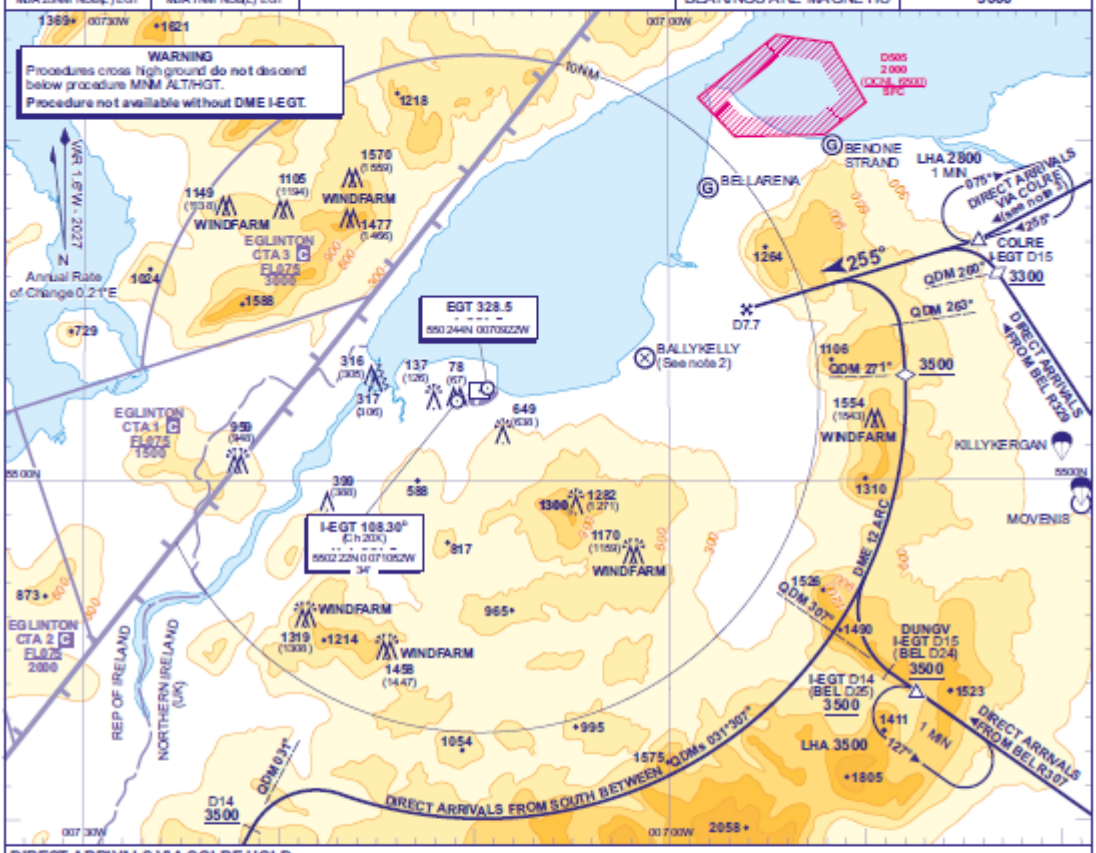
INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
Direct Arrivals
ILS/DME/NDB(L)
RWY 26
(ACFT CAT A,B,C,D)

APP	123.630	EGLINTON APPROACH	AD ELEVATION	23	
TWR	134.155	EGLINTON TOWER	THR ELEVATION	11	
ATIS	119.380	EGLINTON INFORMATION	OBSTACLE ELEVATION	1570 AMSL (1559) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000

MSA 25NM NDB(L) EGT

MSA 7NM NDB(L) EGT



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 R329
Arrival **not below MSA**. Intercept and establish on BEL VOR R329. From lead QDM NDB(L) EGT 260° (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 031° to 307° anticlockwise **not below 3500**. After passing I-EGT DME 14 turn right to establish on I-EGT DME 12 arc anticlockwise. At QDM 271° descend to **2500**. At lead QDM 263° commence left turn to establish on LOC. When established continue as for main procedure.

DIRECT ARRIVALS VIA BEL VOR R309/DUNGV HOLD
Arrival **not below 3500**. Intercept and establish on BEL VOR R307. At I-EGT DME 14 (nominal BEL DME 25) turn right to intercept and follow I-EGT DME 12 arc. At QDM 271° descend to **2500**. At lead QDM 263° commence left turn to establish on LOC. When established continue as for main procedure.

NOTES
1. DME not usable below **3500** between 140° and 185° due to terrain effects.
2. 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.
3. Direct Arrivals via COLRE subject to approval from Eglinton ATC.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

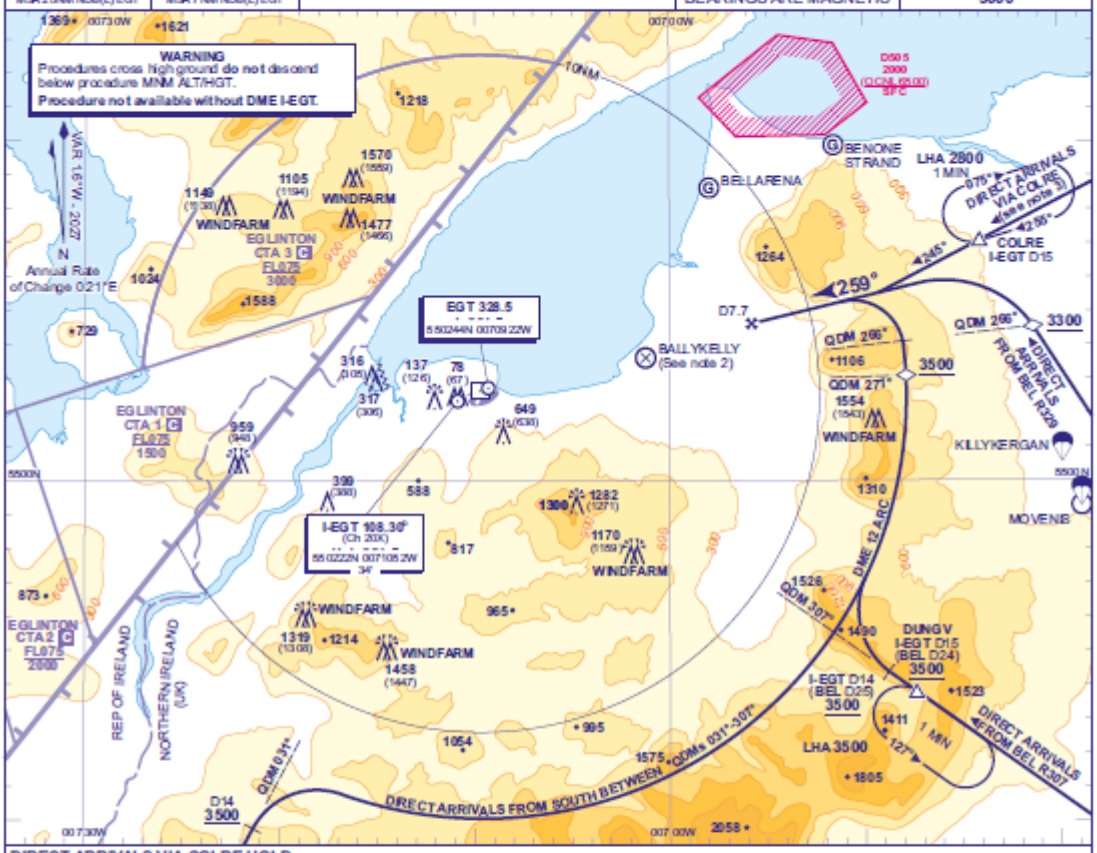
INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
Direct Arrivals
NDB(L)/DME
RWY 26
(ACFT CAT A,B,C,D)





APP	123.630	EGLINTON APPROACH	AD ELEVATION	23	
TWR	134.155	EGLINTON TOWER	THR ELEVATION	11	
ATIS	119.380	EGLINTON INFORMATION	OBSTACLE ELEVATION	1570 AMSL (1559)(ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000



DIRECT ARRIVALS VIA COLRE HOLD
Arrival **not below MSA**. From COLRE continue on track 245° to establish on FAT (nominal intercept at I-EGT DME 11.4/MAC DME 45.3). When established, descend to **2500**(2489) by the FAF, then continue as for main procedure.

DIRECT ARRIVALS VIA BEL VOR R329
Arrival **not below MSA**. Intercept and establish on BEL VOR R329. From lead QDM NDB(L) EGT 266° (nominal BEL DME 30.4) turn left to establish on FAT. When established, descend to **2500**(2489) by the FAF, 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. Continue on track 245° to establish on FAT (nominal intercept at I-EGT DME 11.4/MAC DME 45.3). When established, descend to **2500**(2489) by the FAF, then continue as for main procedure.

DIRECT ARRIVALS FROM SOUTH VIA I-EGT DME 12 ARC
Arrival between NDB(L) EGT QDM 031° to 307° anticlockwise **not below 3500**. After passing I-EGT DME 14 turn right to establish on I-EGT DME 12 arc anticlockwise. At QDM 271° descend to **2500**. At lead QDM 266° commence left turn to establish on FAT. When established continue as for main procedure.

DIRECT ARRIVALS VIA BEL VOR R309/DUNGV HOLD
Arrival **not below 3500**. Intercept and establish on BEL VOR R307. At I-EGT DME 14 (nominal BEL DME 25) turn right to intercept and follow I-EGT DME 12 arc. At QDM 271° descend to **2500**. At lead QDM 266° commence left turn to establish on FAT. When established continue as for main procedure.

NOTES
1. DME not usable below **3500** between 140° and 185° due to terrain effects.
2. 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.
3. Direct Arrivals via COLRE subject to approval from Eglinton ATC.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.