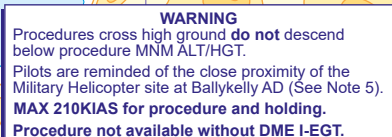
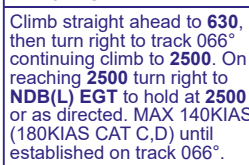


**NDB(L)/DME
RWY 26**
(ACFT CAT A,B,C,D)



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

MAPt I-EGT DME 1
Climb straight ahead to **630**, then turn right to track 066° 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 066°.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Climb 2.5%	520(509)	520(509)	570(559)	570(559)		FT/MIN	850	740	630	530	430
	Climb 4.0%	460(449)	460(449)	480(469)	480(469)							
	Total Area	950(927)	950(927)	1740(1717)	1740(1717)							
M(C)OCA (CH AAL)	North of 20°N	430(407)	580(557)	720(697)	1090(1067)							

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

CHANGE (2/24): MSA 7NM SW SECTOR. LHA EGT HOLD. OCA(OCH). VM(C)OCA(OCH AAL). MAP.