

Londonderry Airport

IATA/ICAO CODE: LDY/EGAE
CITY: Londonderry
COUNTRY: UK

AIRPORT CONTACT

[Information updated by the airport 2/2011](#)

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Airport Web Site:		

ELEVATION: 22 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
08/26	1967	08/85	3/3	45

NOISE ABATEMENT PROCEDURES

See AIP UK for details

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 clam, 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 local time.

e) Aircraft shall not execute in flight turns within the Airport Boundary unless otherwise instructed by ATC.

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

Runway 08

- a) All pilots should arrange their flight so as to minimize noise disturbance. Pilots should not carry out maneuvers which attract attention to their aircraft.
- b) Aircraft landing on Runways 08 shall follow a descent path that will not result in it being below the visual approach path as indicated by the PAPI.

2. Noise Abatement Procedures - Aircraft of more than 5700 kg MTOW

Arrivals:

- a) Jet aircraft must not join the FAT to any runway at a height less of then 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).
- b) Propeller driven aircraft of more than 5700 kg MTOW must not join the FAT to any runway at a height of less then 1000 ft (QFE).
- c) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descent below the heights specified above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS shall follow a descent path which will not result in it being at any time lower than the approach path which would be followed by an aircraft using the ILS glide path.

Departures:

- a) Runway 26: Departing aircraft maintain the runway center line until passing 3 DME EGT.
- b) Runway 08: Departing aircraft maintain the runway center line until passing 3 DME EGT.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
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Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)