VATeir Controller Operations Manual

Derry/Eglinton Operations- EGAE

Version 1.1

Contents

Ground– Procedures.

Introduction:

EGAE Tower provides clearances for all departing aircraft. All IFR clearances should include a waypoint, an airway, initial altitude or flight level and a squawk code. All departures should be given an initial climb of FL050. Tower also provides expeditious and safe movement of all aircraft on the ground, gives push and start approval, then taxi instructions to the hold of the active departing runway along with the QNH.

ATC Clearance.

Squawk Range:

Squawks for Derry will be assigned from Scottish Control or if Scottish is offline using an external program called ATCA (Air Traffic Controller Assistant) will be used. The standard VFR squawk of 7000 is to be issued to all VFR traffic.

Flight Plan Clearance:

All departures from Eglinton require a release and squawk from either Scottish Control or Belfast Radar, dependent on the aircrafts routing. In the event of an aircraft routing via BEL L10 a release should be coordinated with Belfast Radar in the first instance and then confirmed with Scottish Control. For departures via MAC N552D a release should be requested from Scottish Control. Aircraft routing from Derry will normally be required to flight plan via:

DCT BEL L10
DCT MAC N552D

Example Transmission via the N522D:

"RYR7836, Clearance is to Prestwick, routing MAC N522D as filed, initial climb FL050, squawk 5410"

Example Transmission via the L10:

"RYR9928, Clearance is to London Stansted, routing BEL L10 as filed, initial climb FL050, squawk 5410"

Push and Start

When requested by the pilot a push and start instruction will be issued. The current QNH should be given.

Example Transmission:

"RYR9928, Current Information T, QNH 1013, push and start approved.

Care should be given when issuing push and start instruction's that the apron taxiway is not blocked for other departing or arriving traffic. Any delay and reason for delay should be informed to the pilot.

EGAE Taxi Routings.

Common taxi routing are outlined below.

Outbound Routings:

Rwy 26 – Via the Apron, Alpha to holding point Alpha 1.

Rwy 08 – Via the Apron, Bravo to holding point Bravo.

Tower will taxi the aircraft to the holding points of all runways.

Example Transmission:

"RYR831, Taxi to holding point A1, Rwy 26, via Alpha.

Inbound Routings:

Rwy 26 – Backtrack only by using the turning circle at the end of Rwy 26, vacate onto Bravo.

Rwy 08 – Vacate onto Alpha via the holding point Alpha 1.

Tower – Procedures.

Introduction:

EGAE TWR's core job is to maximize the use of the runways by handling the arrivals and departures efficiently. It is Towers reliability to clear the aircraft to land. Ensure you are familiar with the correct missed approach procedures.

Runway preference:

RWY 26 is the preferred landing runway. RWY 08 is the preferred departure runway.

Change of duty runway:

When a change of runway is anticipated Eglinton Tower shall co-ordinate with Eglinton Approach, Scottish Control and Aldergrove Radar.

Departing Aircraft:

There is no SID's at Derry. This means coordination is essential between Eglinton Approach, Scottish Control & Aldergrove Radar. Departing aircraft will be issued with an after departure clearance by tower. This will include the standard noise abatement procedure then coordinated departure with Scottish Control. It usually consists of either a radar heading, or on track to: MAC/BEL
Handoffs are normally to Scottish Control (EGPX_CTR)

Example Transmission:

"RYR91KT after departure standard noise abatement direct to MAC"

Outbound traffic should be handed to the next controller as soon as is practical after departure. This is to ensure that the aircraft is established in the climb, and to allow the pilot enough time to retract the wheels and start his climb out sequence.

Example Transmission:

"RYR91KT, Contact Scottish Control on frequency 129.220, bye"

Departure Spacing:

The basic time separation to be applied by Derry Tower to departures on the same departure routing is set out below[1]. This is measured from the time the preceding aircraft is airborne.

If two aircraft are departing, and their departing routings diverge by more than 45^{o}, then the time separation may be reduced to one minute.

Arriving Aircraft:

Arrivals will call the tower established on the approach.

[1] See Table 5

Arrival Spacing:

With runway 26 in use aircraft are required to backtrack to the end of the runway to turn.

Aircraft on the approach should be passed all useful information, including number to land, if departures are expected, and the winds.

Missed Approach:

Standard missed approach procedure is as published on the chart.

Low Visibility Procedures:

Derry/Eglinton is CAT II/III not applicable.

VFR Procedures:

Circuits:

Standard circuit height is 1500ft. The direction of the circuit is at Tower's discretion; however there is a preferred circuit direction for each Runway. VFR circuit traffic will have secondary priority to IFR traffic, and may need to be held abeam the field until they can make their approach.

Approach Procedures:

Introduction:

EGAE_APP's main job is to clear the aircraft inbound to self-establish on the approach. Eglinton Arrivals will normally join one of the direct arrival routings to commence the procedural approach to the aerodrome. When RWY 26 is in use arrivals routing via BEL will be handled initially by Aldergrove Radar and descended FL100 level BEL. After BEL aircraft shall be routed direct COLRE descending FL045. (Note: The radio callsign for BEL_APP is Scottish Control.)

Departures:

Aircraft departing Derry will be passed to Scottish Control (EGPX) via silent transfer from Derry Tower. This should happen around 1000-2000ft. Once identified, the aircraft can be climbed to a suitable flight level. The aircraft should not be passed to EGAE_APP.

Arrivals:

All arrivals into Derry will be routed towards one of the direct arrival routings. EGAE_APP will then clear the aircraft to 2,500ft QNH and to self-establish on the ILS. Eglinton is non-radar, all approaches are procedural. This means that there can only be one aircraft on the approach at the one time. If there is an aircraft on the approach and there is a second aircraft inbound, the second aircraft will have to enter the EGT NDB hold until the first aircraft has landed.

Example Transmission:

"RYR91KT Hello, Eglinton Approach descend 2,500ft. QNH1013 cleared self-establish ILS RWY 26, report established."

Example Transmission with an aircraft already on the approach:

"RYR16D Hello, Eglinton Approach Descend FL060 enter the EGT NDB hold, your currently number two, expect ILS RWY26"

Radiotelephonic Differences:

There are some differences in R/T when controlling in Northern Ireland. NATS (National Air traffic Service) provide the air traffic service for the UK and the CAA (Civil Aviation Authority) regulates the UK airspace. Some differences include:

Ground/Tower:

If the QNH is less than 1000, then instead of hectopascals it's millibars. In the UK NATS and the CAA use millibars instead of hectopascals but there is no difference between the two other than the name. 1mb=1hPa.
Note: The UK will be switching to Hectopascals around 17th November 2011.

Example Transmission:

"GBRME, Start is approved, QNH 987 millibars.

Approach:

When an aircraft is established on the localiser/glide slope and reports established. Instead of saying either contact tower or continue approach. You can say descend with the glide.

Example Transmission:

"RYR91KT, descend with the glide, contact tower 134.150."

VFR:

In Ireland there is only Class Alpha, Charlie and Golf. In the UK there is a Class Alpha, Charlie, Delta, Echo, Foxtrot and Golf.

Outside controlled airspace i.e. Class F and G, it is not mandatory for a pilot to be in receipt of an air traffic service; this provides an unknown traffic environment, where pilots are ultimately responsible for collision avoidance and terrain/obstacle clearance.

Traffic Services

There are 4 distinct services available to aircraft flying outside controlled airspace:

Basic Service
Traffic Service
Deconfliction Service
Procedural Service

Basic Service

A Basic Service is an air traffic service (ATS) provided for the purpose of giving advice and information useful for the safe and efficient conduct of flight. This may include weather information, changes of serviceability of facilities, conditions at aerodromes, general airspace activity information, and any other information likely to affect safety. The avoidance of other traffic is solely the pilot's responsibility.

Traffic Service

A Traffic Service is a surveillance based ATS, where in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information to assist the pilot in avoiding other traffic. Controllers may provide headings and/or levels for the purposes of positioning and/or sequencing; however, the controller is not required to achieve deconfliction minima, and the avoidance of other traffic is ultimately the pilot's responsibility.

Deconfliction Service

A Deconfliction Service is a surveillance based ATS where, in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information and issues headings and/or levels aimed at achieving planned deconfliction minima against all observed aircraft in Class F/G airspace, or for positioning and/or sequencing. However, the avoidance of other traffic is ultimately the pilot's responsibility.

Procedural Service

A Procedural Service is an ATS where in addition to the provisions of a Basic Service, the controller provides vertical, lateral, longitudinal and time instructions which, if complied with, shall achieve deconfliction minima against other aircraft participating in the Procedural Service. Neither traffic information nor deconfliction advice can be passed with respect to unknown traffic.

EGAE Airport Information Table's

Table 1 – EGAE Frequency List

Service Designator	Call sign	Range	Frequency
EGAE_TWR	Eglinton Tower	25nm	134.150mhz
EGAE_APP	Eglinton Approach	25nm	123.625mhz

Table 2- EGAA Stand Details

Stand Designator (NR)	Note
1	
2	
3	
4	

Table 3- EGAE Taxiway Details

Txy Designator (NR)	Width of Txy (M)	Note
A	18	
B	23	
C	15	
D	15	
E	15	

Table 4- EGAC Runway Details

Rwy Designator (NR)	Dimensions of RWY (M)	Approach Type (MAX)	Frequency (Ident)	Course
08	1967 x 45	CAT I ILS	108.30	076
26	1967 x 45	CAT I ILS	108.30	258

Table 5 - Departure Spacing.

Leading Aircraft	Following aircraft	Minimum Spacing
Heavy	Heavy	2 Minutes
Heavy	Medium	2 minutes
Heavy	Light	2 minutes
Medium	Heavy	1 Minute
Medium	Medium	1 Minute
Medium	Light	1 Minute
Light	Heavy	2 Minutes
Light	Medium	2 Minutes
Light	Light	1 minute

Table 6- EGAE Stacks

Hold	Holding Fix	Holding Axis and Direction of Turn
EGT	EGT NDB	258 Left hand

Table 7 – Revision History.

Revision	Date	Author	Reason
1.0	08/06/2011	Kilian Thornton	Original Draft
1.1	01/10/2011	Kilian Thornton	Revised Format