Note: The following sections in this chapter are intentionally left blank: AD-2.21

EISG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EISG – SLIGO

EISG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP and its site**	541649N 0083557W Mid-point RWY 10/28
2	**Direction and distance from (city)**	5NM W of Sligo
3	**AD Elevation, Reference Temperature & Mean Low Temperature**	15 ft (July)20°C (Max Temp) 1.5°C (MNM Temp)
4	**Geoid undulation at AD ELEV PSN**	192ft
5	**MAG VAR/Annual change**	2° (2026) / 12' decreasing
6	**AD Operator, address, telephone, telefax, email, AFS, Website**	Post: Sligo Northwest Airport Co. Plc, Sligo Airport, Strandhill, Co. Sligo Phone:+ 353 71 916 82 80 Phone: ATC + 353 71 916 8461 Fax: + 353 71 916 86 47 AFS: EISGZTZX Email: atc@sligoairport.com Email: handling@sligoairport.com
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

EISG AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	Winter: 0800-1230, 1315-1815, 1900-2130 UTC Summer: 0700-1130, 1215-1715,1800-2030 UTC Variations promulgated by NOTAM. Check NOTAM
2	**Customs and immigration**	24 HR PN required to AD Operator.
3	**Health and sanitation**	As per AD Operator
4	**AIS Briefing Office**	See Remarks
5	**ATS Reporting Office (ARO)**	As per ATS
6	**MET Briefing Office**	See Remarks
7	**ATS**	Winter: 0800-1230,1315-1815, 1900-2130 UTC Summer: 0700-1130, 1215-1715, 1800-2030 UTC Variations promulgated by NOTAM. Check NOTAM
8	**Fuelling**	As per AD Operator
9	**Handling**	As per AD Operator

10	**Security**	As per AD Operator
11	**De-icing**	Not Available
12	**Remarks**	PIB AVBL from AIS, Shannon see GEN 3.1.5 Met briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4 AD and ATS AVBL outside published HR, 24HR PN to AD Operator. Airport Closed Christmas Day

EISG AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Contact AD Operator Email: handling@sligoairport.com
2	**Fuel/oil types**	JET A1, AVGAS 100LL, Oil – W100
3	**Fuelling facilities/capacity**	JET A1 - 1 truck 9000L, storage tank 30,000L, AVGAS 100LL- 1 truck 4,500L, storage tank 15000L, OIL W100 - 25 X 1L in stock
4	**De-icing facilities**	Not Available
5	**Hangar space available for visiting aircraft**	Limited. 24 HR PN required to AD Operator Email: handling@sligoairport.com
6	**Repair facilities for visiting aircraft**	Claddagh Aircraft Maintenance, Hangar 3. +353 (0)71 912 8040
7	**Remarks**	Handling services AVBL within AD operational Hours of service by arrangement with the AD Email: handling@sligoairport.com

EISG AD 2.5 PASSENGER FACILITIES

1	**Hotel(s) at or in the vicinity of AD**	Strandhill Lodge & Suites Phone:+ 353 71 912 21 22
2	**Restaurant(s) at or in the vicinity of AD**	Blackbird Coffee, Sligo Airport - Full menu 0700-1600 - 7 Days www.blackbirdcoffee.ie
3	**Transportation possibilities**	Buses, Taxis and Car Hire from the AD Train from Sligo
4	**Medical facilities**	First Aid at AD, Hospitals in Sligo, AED in Terminal
5	**Bank and Post Office at or in the vicinity of AD**	Banks and General Post Office in Sligo Town
6	**Tourist Office**	Post: Tourist Office, Temple Street, Sligo Phone:+ 353 71 914 2821
7	**Remarks**	Nil

EISG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 2 During Operational Hours
2	**Rescue equipment**	1 x Scania Viper Rescue 1- Angloco Highlander Protector
3	**Capability for removal of disabled aircraft**	No on-site lifting capability. All resources are external. Contact Noel Jennings, Airport Manager - +353 (0)87 772 7006

4	**Remarks**	CAT 2 Fire cover available during operating hours. 24 HR PN required to AD Operator for aircraft requiring a higher RFFS category and for operations outside of operating hours.

EISG AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	**Type(s) of clearing equipment**	1 Snow Plough, 1 Sand Spreader
2	**Clearance priorities**	1. TWY to SAR Hangar and adjacent Apron 2. RWY 10/28 and associated TWY to Apron.
3	**Use of material for movement area surface treatment**	UREA
4	**Specially prepared winter runway**	Not applicable
5	**Remarks**	EISG RFFS are responsible for the assessment and reporting of Runway Surface Condition. Following assessment the information is passed to ATS who are responsible for the dissemination of the relevant information to AIS (via SNOWTAM) and Operators as appropriate.

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

1	**Apron designation, surface and strength**	Surface: ASPH Strength: PCN 23/F/B/Y/T			
2	**Taxiway designation, width, surface and strength**	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	14M	ASPH	PCN 19/F/C/Y/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

EISG 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**	Taxiing Guidance System, Signboards at intersection of TWY and RWY and at the Holding Point. Guide Lines at Apron.
2	**RWY/TWY markings and LGT**	RWY: Marked: Designator, THR, Centreline. LGTD:THR, End, Edge
		TWY: Marked: Centreline, Holding position. LGTD: Edge
3	**Stop bars and runway guard lights**	Nil
4	**Other RWY Protection measures**	-
5	**Remarks**	RWY threshold lighting arranged as two groups of inset lights with 15 meter gap in centre of THR light groups to facilitate passage of aircraft to turnaround areas beyond each threshold.

EISG AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact anssafetymanager@sligoairport.com for information					

In Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT**	**Markings/Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Contact anssafetymanager@sligoairport.com for information					

EISG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Central Aviation Office, Shannon Airport see GEN 3.5.4.
2	**Hours of service** **MET office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity** **Interval of issuance.**	Met Eireann Central Aviation Office, Shannon 9 HR 3 HR
4	**Trend forecast** **Interval of Issuance**	Nil.
5	**Briefing/consultation provided**	Personal
6	**Flight documentation** **Language(s) used**	Charts and Tabular., English
7	**Charts and other information available for briefing or consultation**	6-Hourly Synoptic Chart; 6-Hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	**Supplementary equipment available for providing information**	Automatic Weather Station Phone: + 353 71 916 87 12
9	**ATS units provided with information**	EISG TWR
10	**Additional information (limitation of service, etc.)**	Refer to GEN 3.5.4.2 to request additional information. METAR available every 30 minutes.

EISG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	**TRUE BRG**	**Dimensions of RWY (M)**	**Strength (PCN) and surface of RWY and SWY**	**THR coordinates RWY end coordinates THR Geoid undulation**	**THR elevation and highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
10	103°M	1072 x 30	23/F/C/Y/T ASPH	541651.90N 0083626.51W 541645.67N 0083528.19W	3M/11ft

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
28	283°M	1072 x 30	23/F/C/Y/T ASPH	541645.67N 0083528.19W 541651.90N 0083626.51W	3.5M/12ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A	Nil	90 x 150	1192 x 140	30 x 60	Nil	Nil	Nil
	Nil	90 x 150	1192 x 140	30 x 60	Nil	Nil	

EISG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	1072	1162	1072	1072	Nil
28	1072	1162	1072	1072	Nil

EISG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	Nil	Green Inset Lights	PAPI, Slope 3° MEHT 15.6 ft	Nil	Nil	White 60M, except near thresholds RWY 10 first edge lights at 41M, and Yellow RWY 10 334M from end.	Red Inset Lights	Nil	Two RTILS located each side THR Flashing every 1.2 seconds omnidirectional. Prior to take-off and after landing, aircraft may taxi beyond the RWY thresholds for the purpose of turning around within TWY areas. Blue TWY edge lights provided beyond RWY thresholds for aircraft turning area.
28	300m Sequential Lead-in Omnidirectional Strobes.	Green Inset Lights	PAPI, Slope 3° MEHT 14.2ft	Nil	Nil	White 60M, except near thresholds RWY 28 first edge lights at 34M, and Yellow RWY 28 341M from end.	Red Inset Lights	Nil	Two RTILS located each side THR Flashing every 1.2 seconds omnidirectional. Prior to take-off and after landing, aircraft may taxi beyond the RWY thresholds for the purpose of turning around within TWY areas. Blue TWY edge lights provided beyond RWY thresholds for aircraft turning area.

EISG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	At Tower, FLG G/W, 24 per/min. As per ATS
2	**LDI location and LGT Anemometer location and LGT**	WDI West of Control Tower lighted.
3	**TWY edge and centre line lighting**	Blue Elevated TWY Edge Only

4	**Secondary power supply/switch-over time**	Supply to all Lighting at AD/Less than 7 seconds.
5	**Remarks**	Nil

EISG AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO Geoid undulation**	Nil
2	**TLOF and/or FATO elevation M/FT**	Nil
3	**TLOF and FATO area dimensions, surface, strength, marking**	Nil
4	**True BRG of FATO**	Nil
5	**Declared distance available**	Nil
6	**APP and FATO lighting**	Nil
7	**Remarks**	See EISG AD 2.20 section 7.

EISG AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Sligo Control Zone. Circle radius 10NM 541649N 0083557W (Sligo ARP)
2	**Vertical limits**	5000ft AMSL
3	**Airspace classification**	C G (outside hours of operation of ATC)
4	**ATS unit call sign.** **Language(s)**	Sligo Tower Sligo Information (during the hours of AFIS operation) English
5	**Transition altitude**	5000ft
6	**Hours of applicability**	Winter: 0800-1230, 1315-1815, 1900-2130 UTC Summer: 0700-1130, 1215-1715, 1800-2030 UTC

7	**Remarks**	Outside the promulgated hours of operation of the Sligo Control Zone, the following airspace: Sligo Airport - Circle radius 10NM 541649N 0083557W centered on the Sligo Aerodrome Reference Point, surface to 5000 feet AMSL is classified as Class G airspace. During these periods, an Aerodrome Flight Information Service (AFIS) **may** be provided and IFR holding, approach and departure procedures for SAR Operations may take place at Sligo Airport. Outside the promulgated Aerodrome hours of operation of Sligo Airport, an AFIS may be provided at short notice, in support of helicopters on SAR/HEMS/Training missions based at Sligo Airport *NOTE: Instrument Procedures are only available when an Air Traffic Control Service is being provided, **unless** an operator is authorised by the Flight Operating Standards Department of the Irish Aviation Authority and Sligo Airport Management.*Pilots will be provided by Sligo AFIS, Callsign "Sligo INFORMATION", with an Aerodrome Flight Information and Alerting Service while operating in the local airspace. Pilots are responsible for their own separation while operating in Class G - Uncontrolled Airspace. The hours of operation of AFIS are promulgated by NOTAM. Times may vary to support helicopters on SAR/HEMS missions based at Sligo Airport. **Airspace Status** This airspace is designated as a Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ), during the hours when an Aerodrome Flight Information Service is provided Refer to EISG AD 2.20.1

EISG AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Sligo Tower	122.105	Nil	Nil	As per ATS EISG AD 2.3	Nil
GND	Sligo Ground	122.105	Nil	Nil	As per ATS EISG AD 2.3	Nil
AFIS	Sligo Information	122.105	Nil	Nil	As per ATS EISG AD 2.3	Only when ATC not available

EISG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ ILS/MLS/ GNSS/SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	SLG	384 kHz	H24	541643.10N 0083600.26W			DOC 20 Monitored only during HR as per ATS
DME	SLG	CH 27X 109.0 MHz	H24	541645.84N 0083600.64W	30ft		DOC 20 Monitored only during HR as per ATS “Possible DME unlocks in Area 040°-050°, 140°-170°, 230°-250° due terrain”

EISG AD 2.20 LOCAL AERODROME REGULATIONS

1. EQUIPMENT REQUIREMENTS

1. TMZ
All flights operating in the Sligo TMZ shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed by Sligo ATS that has been designated for the airspace as outlined above. See Non-Radio Aircraft & Non-Transponder Aircraft Section 4.

2. RMZ
All flights operating in the Sligo RMZ shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by Sligo ATS. See Non-Radio Aircraft & Non-Transponder Aircraft Section 4.

3. RMZ Entry
The requirements for entry into an RMZ are detailed in SERA.6005 (a) as follows:
Before entering a radio mandatory zone, an initial call containing:

a. the designation of the station being called;
b. callsign;
c. type of aircraft;
d. position;
e. level;
f. the intentions of the flight; And;
g. Other information as prescribed by the competent authority shall be made by pilots on the appropriate communication channel. [Ref EISG AD 2.19]

Once this information has been passed to and acknowledged by AFIS, a pilot may enter the RMZ. However, if a pilot is requested to 'stand by' before the required information is passed; they must remain outside of the RMZ. AFIS will resume communications with pilots as soon as possible after having instructed them to 'stand by'.

Whilst operating within an RMZ pilots are required to continuously monitor the published frequency. This is to raise situational awareness for all and offers a means of communication between pilot and AFIS if required.

Sligo AFIS may additionally instruct an aircraft with a functioning transponder to squawk an appropriate code.

4. Radio and/or Transponder Failure

4.1. A VFR flight experiencing radio failure prior to entry into the RMZ is required to remain outside the RMZ and route to their alternate aerodrome. The pilot shall contact Sligo Air Traffic Services +353 71 9168461 as soon as practicable on landing.

4.2. A VFR flight experiencing radio failure whilst inside the RMZ is required to route to,

1. If approaching from the North, route to the Drumcliff Church Hold at or below 1500ft and await light signals from Sligo AFIS.
2. If approaching from the South, route to the Beltra Hold at or below 1500ft and await light signals from Sligo AFIS.

4.3. SAR aircraft on an IFR flight experiencing radio failure are required to follow Rule 31 Communications Failure, AIP Ireland ENR 1.3 INSTRUMENT FLIGHT RULES

4.4. An aircraft experiencing transponder failure shall advise Sligo AFIS as soon as practicable when aware of the failure. Prevailing traffic conditions may delay TMZ entry/departure.

4.5. Aircraft experiencing both Radio and Transponder failure are required to follow Parts 4.1, 4.2, 4.3 as appropriate to their flight rules.

5. Non-Radio Aircraft & Non-Transponder Aircraft

Pilots of aircraft which are neither non-transponder nor non-radio equipped must contact Sligo Air Traffic Services +353 71 9168461 in order to seek agreement to operate within the TMZ.

Prevailing traffic conditions may preclude TMZ entry agreement to non-transponder aircraft (or an aircraft with a non -functioning transponder) to operate within the TMZ.

Ref: SERA.6005 Requirements for communications and SSR transponder.
SERA.13001 Operation of a transponder.
SERA 13020 SSR transponder failure when the carriage of a transponder is mandatory.

6. RWY threshold lighting arranged as two groups of inset lights with 15 meter gap in centre of THR light groups to facilitate passage of aircraft to turnaround areas beyond each threshold.

7 All inbound and outbound helicopters must use the runway as the FATO/TLOF and may not carry out direct approaches to, or take-off from apron areas or taxiways. After landing and for take-off, helicopters are to ground taxi or air taxi between the runway and the allocated parking area. Caution must be exercised regarding rotor-tip clearance and downwash/outwash effect while helicopters are operating on the movement area.

EISG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

EISG AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

Clearance to enter the CTR

Shannon ATS will clear arriving traffic to descend to the lowest usable flight level within controlled airspace (FL080/ Shannon Transition level if higher). EISG ATC will provide the transition altitude and QNH. All aircraft below the transition altitude should use the QNH provided.

A lower level/altitude within controlled airspace may be coordinated with Sligo ATC. Clearance to enter the CTR will be provided by ATC EISG on 122.105. Arriving aircraft too call no later than 25DME SLG from EISG.

Descent into the FIR (Class G Uncontrolled airspace)

Caution: Descent below FL080 or Transition level if higher, before the lateral limits of the Control Zone or associated stubs as outlined in ENR 2.1 will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.505.

Arrival routes may be varied at the discretion of ATC. Arrival Routes are based on the holding pattern established at SLG.

EISG ATC will issue expected approach times as appropriate for use in the event of a communication failure.

2. Holding Procedures

Holding Areas as depicted on Instrument Approach Charts.

3. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

4. Visual Approach Chart (VAC)

Chart EISG AD 2.24-16 (VAC) provides data for VFR pilots.

Visual Reporting Point (VRP) Holds:

Location	Coordinates
Drumcliff Church Hold:	541934.42N 0082935.38W
Beltra Village Hold:	541313.86N 0083722.36W

Visual Reporting Points (VRP):

Location	Coordinates
VRP Drumcliff Church:	541934.42N 0082935.38W
VRP Beltra Village:	541313.86N 0083722.36W
VRP Ballymote Town:	540522.03N 0083104.90W
VRP Riverstown Village:	540747.94N 0082345.49W
VRP Grange Village:	542332.78N 0083133.86W
VRP Tubbercurry Town:	540314.14N 0084344.90W

EISG AD 2.23 ADDITIONAL INFORMATION

Caution Low Level Turbulence in winds from 150° to 230°.

Prior permission for use of Sligo Airport is required. Filing of a flight plan does not constitute prior permission. Contact ATC for PPR on Phone: + 353 71 916 84 61.

Aerodrome habitat work takes place on the grass areas periodically through out the year. Pilots are warned of the presence of sea birds in the approach area to Runway 28 (take-of area for Runway 10). There is a constant bird hazard on the tidal mud flats adjacent to the aerodrome, which can increase at short notice as concentrations of migratory birds move through the area.

During the winter months OCT-MAR, large flocks of Barnacle Geese may be encountered North of Sligo Airport in the vicinity of Ballyygilgan Nature Reserve (Lissadell), 542048N 0083293W, Ballyconnell/Raghly, 542149N 0083986W and Inishmurry Island. Pilots are advised to exercise caution and avoid unnecessary overflight both day and night.

EISG AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart - ICAO	EISG AD 2.24-1
Aerodrome Obstacle Chart RWY 10/28 - ICAO TYPE A	EISG AD 2.24-2
Instrument Approach Chart RNP Y RWY 10 - CAT A, B - ICAO	EISG AD 2.24-7
Instrument Approach Chart RNP Z RWY 10 - CAT A, B - ICAO	EISG AD 2.24-8
Instrument Approach Chart NDB Y RWY 10 - CAT A, B - ICAO	EISG AD 2.24-9
Instrument Approach Chart NDB Z RWY 10 - CAT A, B - ICAO	EISG AD 2.24-10
Instrument Approach Chart RNP RWY 28 - CAT A, B - ICAO	EISG AD 2.24-11
Instrument Approach Chart NDB RWY 28 - CAT A, B - ICAO	EISG AD 2.24-12
Visual Approach Chart - ICAO	EISG AD 2.24-16

EISG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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