

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 | 541648.77N 0083557.15W 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 | 190ft |
| 5 | MAG VAR/Annual change | 3° (2021) / 11' 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:+ 353 71 916 83 18 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: 0730-1230, 1300-1800, 1830-2100 UTC Summer: 0630-1130, 1200-1700, 1730-2000 UTC EXC JUN 01-AUG 31 JUN 01-AUG 31 0730-1230, 1300-1800, 1830-2100 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: 0730-1230, 1300-1800, 1830-2100 UTC Summer: 0630-1130, 1200-1700, 1730-2000 UTC EXC JUN 01-AUG 31 JUN 01-AUG 31 0730-1230, 1300-1800, 1830-2100 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 | <p>PIB AVBL from AIS, Shannon see GEN 3.1.5</p> <p>Met briefing AVBL from Central Aviation Office, Shannon Airport see GEN 3.5.4</p> <p>AD and ATS AVBL outside published HR, 24HR PN to AD Operator.</p> <p>Airport Closed Christmas Day</p> |

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 27000L AVGAS 100LL, storage tank 13000L 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 | Hotels | Post: Sligo Park Hotel, Sligo Phone:+ 353 71 916 02 91 |
| 2 | Restaurants | Airport Cafe with Tea/Coffee/Sandwiches & Snacks - Self Service. 0900-1600 - 7 Days |
| 3 | Transportation | 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 | Banks and General Post Office in Sligo Town |
| 6 | Tourist Office | Post: Tourist Office, Temple Street, Sligo Phone:+ 353 71 916 03 36 |
| 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 |
| 3 | Capability for removal of disabled aircraft | No on-site lifting capability. All resources 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 LOCATION DATA

| | | | | | |
|---|---|--|-------|---------|----------------|
| 1 | Apron surface and strength | Surface: ASPH Strength: PCN 23/F/C/Y/T | | | |
| 2 | Taxiway width, surface and strength | TAXIWAY | WIDTH | SURFACE | STRENGTH |
| | | A | 13M | ASPH | PCN 19/F/C/Y/T |
| 3 | Altimeter checkpoint location and elevation | Nil | | | |
| 4 | VOR checkpoint | Nil | | | |
| 5 | INS checkpoint | 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 | 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 |
| Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles | | | | | |

| In Area 3 | | | | | |
|--|-----------|---------------|----------|--------------------------|---------|
| OBST ID/ Designation | OBST Type | OBST Position | ELEV/HGT | Markings/Type, Colour | Remarks |
| a | b | c | d | e | f |
| Air Navigation Obstacle (iaa.ie) - https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles | | | | | |

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 | 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 | 100.8353° | 1072 x 30 | 23/F/B/Y/T ASPH | 541651.9037N 0083626.5056W 541645.2773N 0083524.4891W | 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 | 280.8353° | 1072 x 30 | 23/F/B/Y/T ASPH | 541645.6698N 0083528.1869W 541652.2601N 0083629.8150W | 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 | 90 x 150 | 1192 x 140 | 30 x 60 | - | 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 LGTLEN (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 Aerodrome Chart EISG AD 2.24-1 for position of Helicopter landing area |

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 | Remarks | <p>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.</p> <p>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 <i>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.</i> 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.</p> <p>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</p> |
|---|----------------|---|

EISG AD 2.18 ATS COMMUNICATIONS FACILITIES

| Service designation | Call sign | Channel | SAT VOICE No. | Logon Address | Hours of Operation | Remarks |
|---------------------|-------------------|-------------|---------------|---------------|--|-----------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | Sligo Tower | 122.100 MHz | - | - | As per ATS EISG AD 2.3 | Nil |
| GND | Sligo Ground | 122.100 MHz | - | - | As per ATS EISG AD 2.3 | Nil |
| AFIS | Sligo Information | 122.100 MHz | - | - | 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 | 541643.4N 0083600.3W | | | DOC 20 Monitored only during HR as per ATS |
| DME | SLG | CH 27X 109.0 MHz | H24 | 541645.8N 0083600.4W | 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 TRAFFIC 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.

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 122.100MHz. 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 127.500MHz

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:

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

Visual Reporting Points (VRP):

- 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 0082345.49N
- VRP Grange Village: 542332.78N 0083133.86N
- 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 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 |

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