

**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	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: 0730-2100 UTC Summer: 0630-2000 UTC EXC JUN 01-AUG 31 JUN 01-AUG 31 0730-2100 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: 0730-2100 UTC Summer: 0630-2000 UTC EXC JUN 01-AUG 31 JUN 01-AUG 31 0730-2100 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 <a href="#">GEN 3.1.5</a></p> <p>Met briefing AVBL from Central Aviation Office, Shannon Airport see <a href="#">GEN 3.5.4</a></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: <a href="mailto:handling@sligoairport.com">handling@sligoairport.com</a>
2	Fuel/oil types	JET A1, AVGAS 100LL, Oil – W100
3	Fuelling facilities/capacity	1 truck 4,500L - 200L/MNM
4	De-icing facilities	Not Available
5	Hangar space available for visiting aircraft	Limited. 24 HR PN required to AD Operator Email: <a href="mailto:handling@sligoairport.com">handling@sligoairport.com</a>
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: <a href="mailto:handling@sligoairport.com">handling@sligoairport.com</a>

## EISG AD 2.5 PASSENGER FACILITIES

1	Hotels	Post: Sligo Park Hotel, Sligo Phone:+ 353 71 916 02 91
2	Restaurants	Airport bar with Tea/Coffee/Sandwiches & Snacks - Self Service
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 Joe Corcoran, Airport Manager - +353 (0)87 260 4494
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 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	1 Snow Plough, 1 Sand Spreader, 1 De-icing Fluid Sprayer
2	Clearance priorities	1. TWY to SAR Hangar and adjacent Apron 2. RWY 10/28 and associated TWY to Apron.
3	Remarks	Nil

**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	16M	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 approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
10/APCH 28/TKOF	Nil		Knocknarea Spot HGT 327.0M/1073ft Nil	541531.12N 0083425.98W	
28/APCH 10/TKOF	Tree 21.5M/71ft Nil	541635.66N 0083446.98W	Group of Trees 23.0M/76ft Nil	541650.09N 0083536.03W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			SLG DME 10.0M/33ft LGTD	541645.39N 0083558.03W	
			Wind Sock 10.0M/33ft LGTD	541645.43N 0083601.30W	
			Aerial on Terminal 16.0M/53ft Nil	541643.59N 0083553.94W	
			ESB Pole 13.0M/43ft Nil	541640.74N 0083521.72W	
			ESB Pole 13.0M/43ft Nil	541640.75N 0083521.26W	
			Tree 47.5M/156ft Nil	541624.99N 0083357.28W	
			Building 54.0M/178ft Nil	541623.99N 0083402.50W	
			Building 49.5M/163ft Nil	541620.85N 0083344.57W	
			Building 51.5M/169ft Nil	541623.03N 0083355.07W	
			Tree 52.0M/171ft Nil	541619.46N 0083330.76W	
			Tree 56.5M/186ft Nil	541624.65N 0083401.03W	
			Elevated Ground 64.0M/210ft Nil	541643.34N 0083229.51W	
			Benbulbin Trig Pt 526.0M/1726ft Nil	542152.95N 0082824.32W	
			Kings Mt Spot HGT 462.0M/1516ft Nil	542043.16N 0082722.35W	
			Spot Height 566.0M/1857ft Nil	542136.89N 0082545.19W	
			Spot Height 331.0M/1086ft Nil	541900.93N 0082514.80W	
			Spot Height 452.0M/1483ft Nil	541915.49N 0082337.56W	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Knockalongy Trig Pt 544.0M/1785ft Nil	541137.96N 0084535.43W	
			Mast on Coolaney 304.0M/998ft LGTD	541112.80N 0083823.46W	
			Slieve Deane Spot HGT 275.0M/903ft Nil	541302.00N 0082630.63W	
			Killerey Mt Spot HGT 293.0M/962ft Nil	541400.59N 0082254.26W	
			Group of Trees 15.0M/50ft Nil	541641.83N 0083533.54W	
			Bush 65.5M/215ft Nil	541640.32N 0083223.98W	
			Bush 67.5M/222ft Nil	541633.78N 0083208.05W	
			Bush 67.5M/222ft Nil	541633.34N 0083156.98W	

### EISG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Central Aviation Office, Shannon Airport see <a href="#">GEN 3.5.4</a> .
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	Type of landing forecast Interval of Issuance	METAR, 30 Minutes
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 <a href="#">GEN 3.5.4.2</a> to request additional information

## EISG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY	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°	1072M x 30M	23/F/B/Y/T ASPH	Nil	Nil
28	280.8353°	1072M x 30M	23/F/B/Y/T ASPH	Nil	Nil

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstacle Chart Type A	Nil	CWY RWY 10 90M x 150M	1192M x 80M	RESA RWY 10 30M x 60M	-	Nil	Nil
	Nil	CWY RWY 28 90M x 150M	1192M x 80M	RESA RWY 28 30M x 60M	-	Nil	

## EISG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	1072M	1162M	1072M	1072M	Nil
28	1072M	1162M	1072M	1072M	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 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
4	ATS unit call sign Language(s)	Sligo Tower 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) <b>may</b> 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, <b>unless</b> 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><b>Airspace Status</b> 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 <a href="#">EISG AD 2.20.1</a></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 <a href="#">EISG AD 2.3</a>	Nil
GND	Sligo Ground	122.100 MHz	-	-	As per ATS <a href="#">EISG AD 2.3</a>	Nil
AFIS	Sligo Information	122.100 MHz	-	-	As per ATS <a href="#">EISG AD 2.3</a>	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

---

Name	Page
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