

EIKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIKN – IRELAND WEST

EIKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	535437N 0084907W Mid-point RWY 09/27
2	Direction and distance from the CITY	3 NM SW of Charlestown
3	Elevation/Reference temperature	665ft/18.3°C (Max Temp) 0.2°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	191ft
5	MAG VAR/Annual change	5° W (2014)/ 11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Ireland West Airport Knock Connaught Airport, Development Co. Ltd, Charlestown Co. Mayo. Phone:+ 353 94 936 81 00 Email: operations@irelandwestairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EIKN AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON 0800-1630 Local Time TUE-FRI 1000-1630 Local Time SAT 0900-1630 Local Time SUN 1000-1630 Local Time
2	Customs and immigration	CUSTOMS: 24HR PN required to AD ADMIN for non EU Flights (Including countries outside the fiscal area of the EU) 12HR PN required to AD ADMIN for countries within the EU IMMIGRATION: As per AD ADMIN.
3	Health and sanitation	As per AD ADMIN.
4	AIS Briefing Office	See Remarks.
5	ATS Reporting Office (ARO)	As per AD ADMIN.
6	MET Briefing Office	Refer to EIKN AD 2.11
7	ATS	As per AD ADMIN.
8	Fuelling	As per AD ADMIN.
9	Handling	As per AD ADMIN.
10	Security	H24.
11	De-icing	As per ADMIN.

12	Remarks	<p>Please refer to current NOTAM for changes to AD ADMIN HR Customs and Immigration AVBL 24HR PN required to AD ADMIN ATS AVBL outside published HR, 24HR PN to AD ADMIN. PIB AVBL from AIS, Shannon. Refer to GEN 3.1.5 PPR required in advance for all flights (24HR if possible) Contact AD ADMIN</p>
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EIKN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Contact Operations.
2	Fuel/oil types	JET A1, 100LL
3	Fuelling facilities/capacity	2 Trucks 20,000L, 1 truck 34,000L, 4 Storage Tanks at 50,000L. Avgas 1 Truck 5,000L, 1 Storage Tank 20,000L
4	De-icing facilities	De-icing and Anti-icing available. Mobile Unit De-icing fluid 50/50 Hot and Anti-icing 100% cold.
5	Hangar space available for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	<p>Handling services AVBL - Contact Email: operations@irelandwestairport.com Phone:+ 353 94 936 81 00 PPR required in advance for all flights (24HR if possible) Contact AD ADMIN</p>

EIKN AD 2.5 PASSENGER FACILITIES

1	Hotels	Charlestown (4 miles) & Knock (12 Miles); B+B Near AD
2	Restaurants	At AD and in local towns
3	Transportation	Taxis and Car Hire from the AD.
4	Medical facilities	Hospital in Castlebar (30 Miles)
5	Bank and Post Office	Charlestown. (4 miles)
6	Tourist Office	Self service facility AVBL
7	Remarks	Total number of car park spaces including car hire 1,500.

EIKN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 7 for scheduled flights; Up to Category 9 AVBL 48 HR PN
2	Rescue equipment	Rescue and Emergency Equipment to meet Category 9 requirements
3	Capability for removal of disabled aircraft	<p>Airlines to make own arrangements through IATA pool or other. Assistance (unskilled) available through local contractors. Contact the co-ordinator as per AD ADMIN Phone:+353 94 936 81 07</p>
4	Remarks	Nil

EIKN AD 2.7 SEASONAL AVAILABILITY – CLEARING

1	Type(s) of clearing equipment	3 runway snow ploughs, 2 runway sweepers, 2 Snowblowers, 1 Runway de-icer;
2	Clearance priorities	RWY 09/27 TWY A and Apron A, then TWY B and Apron B.
3	Remarks	Nil

EIKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Surface: CONC with an ASPH SFC Strength: PCN 57/R/A/W/T			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN 52/F/A/W/T
		B	23 M	ASPH	PCN 52/F/A/W/T
3	Altimeter checkpoint location and elevation	APRON 660ft AMSL.			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	Nil			

EIKN 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 signage lighted at intersection of TWY and RWY at the Holding Point.
2	RWY/TWY markings and LGT	RWY: Marked: Designator, THR, TDZ, C/L, Edge Lighted: RWY Edge, RWY c/I, RWY end, PAPI, TDZ 27 only TWY: Marked: Centreline, Edge, Holding position. Lighted: Centreline, Edge Taxiway identifier signs located East and West of TWY A and East and West of TWY B on North side of RWY - Lighted
3	Stop bars	Switchable stop bars at TWY A and B Holding Points. Runway guard lights at TWY A & B
4	Remarks	Nil

EIKN AD 2.10AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks	
1			2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates		
a	b	c	a	b		
09/APCH 27/TKOF	Nil		Mast 225.0M/ 739ft LGTD	53 54 52.49N 008 4820.53W		

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	
27/APCH 09/TKOF	Wire Fence 207.0M/ 680ft Nil	53 54 49.14N 008 48 00.41W	Tree 200.0M/ 657ft Nil	53 56 06.81N 008 44 09.12W	
	Perimeter Fence 209.0M/ 686ft Nil	53 54 51.22N 008 48 12.36W	Mast 247.0M/ 811ft LGTD	53 56 15.45N 008 4329.73W	
			Bush 197.0M/ 647ft Nil	53 55 47.23N 008 39 37.70W	
			Aerial on Tower 221.5M/ 727ft Nil	53 54 48.45N 008 48 38.76W	
			Glide Path Antenna 208.5M/ 684ft LGTD	53 54 38.49N 008 4823.69W	
			CON DVOR/ DME 198.1M/ 650ft LGTD	53 54 28.89N 008 4912.37W	
			Building 208.5M/ 684ft Nil	53 54 47.58N 008 4841.53W	
			Elevated Ground 200.5M/ 658ft Nil	53 54 43.45N 008 4857.06W	
			Wind Sock 189.0M/ 620ft Nil	53 54 38.31N 008 4936.92W	
			Wind Sock 211.0M/ 693ft Nil	53 54 47.25N 008 4826.15W	
			Mast 213.5M/ 701ft Nil	53 54 47.16N 008 4827.74W	

EIKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Ireland West Airport Knock
2	Hours of service	Available as required pending minimum 2 hour advance notice
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR
4	Type of landing forecast Interval of issuance	METAR, TREND 30 Minutes during airport opening hours.
5	Briefing/consultation provided	Internet based self-briefing. Personal briefing AVBL by telephone from Met Eireann Central Aviation Office, Shannon. Refer to GEN 3.5.9

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	Ceilometer, Anemometer, Automatic Weather Station, IRVR
9	ATS units provided with information	EIKN TWR
10	Additional information (limitation of service, etc.)	Additional information from Central Aviation Office, Shannon refer GEN 3.5 and AIC 16/97

EIKN 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
09	078.71°	2300X45	52/F/A/W/T ASPH	535430.72N 0085000.46W 535444.33N 0084804.80W 191ft	179.77m/592.19ft
27	258.74°	2300X45	52/F/A/W/T ASPH	535444.33N 0084804.78W 535429.79N 0085008.33W 191ft	203.44m/664.37ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
Refer to Aerodrome Obstacle Chart Type A EIKN AD 2.24-2	Nil	146x150	2420x300	Nil	RWY 09 displaced threshold 146.6m
	Nil	150x150	2420x300	Nil	Nil

EIKN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	2390	2536	2390	2147	DISPLACED THRESHOLD 146.6M
27	2420	2570	2420	2300	Nil

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA	TODA	ASDA	Remarks
09	B	1596	1696	1596	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA	TODA	ASDA	Remarks
27	A	1826	1976	1826	

EIKN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	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
09	LIH 354M, 1 crossbar	Disp. THR. LIH Elev. Green Wing Bars	PAPI, Slope 3° MEHT 50.0ft	Nil	2141m 14.8m spacing Coded 0-1258 white 1258 –1865 red/white 1865-2141 red LIH	2150m 59m White, last 600m amber, LIH	End LIH inset Red	Nil	Nil
27	Cat II LIH 583.5M, 4 crossbars, 12 strobe lights (LIH flashing white). Strobes AVBL on request in Cat II Ops.	THR. LIH inset Green + elevated green wingbars & RTILS white	PAPI, Slope 3° MEHT 50.0ft both sides	884m, 29.5, LIH	2300m 14.8m spacing Coded 0-1406 white 1406–2013 red/white 2013-2300 red LIH	2300m 59m White, last 600m amber, LIH	End LIH inset Red	Nil	Nil

EIKN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At Tower, FLG G/W. 12 RPM-24 Flashes/Min, Refer to EIKN AD 2.3 AD ADMIN.
2	LDI location and LGT Anemometer location and LGT	WDI North Abeam PAPIs 27 and west Abeam holding point TWY B lighted. Anemometer south Abeam TWY A and lighted.
3	TWY edge and centre line lighting	TWY Edge Blue Elevated. spacing 46m LIM. Centreline green entry and green/amber exit, spacing 15m. Both TWY A and B.
4	Secondary power supply/switch-over time	Secondary Power Supply to all Lighting at AD By mains electricity with 1 second switch over for Cat II operations. For general operations mains act as primary source and generators act as secondary with switch over of 12/15 seconds
5	Remarks	Red Obstacle lights Apron Floodlighting

EIKN AD 2.16HELICOPTER 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	Apron unmarked (exact area to be allocated by ATC and under the direction of marshal)

EIKN AD 2.17ATS AIRSPACE

1	Designation and lateral limits	Connaught Control Zone. Circle radius 10NM 535437N 0084907W (Connaught ARP).
2	Vertical limits	5000ft AMSL.
3	Airspace classification	C
4	ATS unit call sign Language(s)	Connaught Tower. English.
5	Transition altitude	5000ft
6	Remarks	Airspace Classification outside hours of operation of ATS is uncontrolled Class G.

EIKN AD 2.18ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
TWR	Connaught Tower	130.700MHz	Refer to EIKN AD 2.3 AD ADMIN	Nil
GND	Connaught Ground	130.700MHz, 121.900MHz		Nil AVBL as standby/ reserve

EIKN AD 2.19RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 5° W (2013)	CON	117.4 MHz CH121X	H24	535428.9N 0084912.4W*	700ft	100/500, 300/700 (180° T-360° T) with purpose A,T,E *data accuracy has not been quality assured.
NDB	OK	398 kHz	H24	535526.2N 0084159.3W		Designated Operational Coverage 10

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KNK	364 kHz	H24	535347.4N 0085613.2W		Designated Operational Coverage 20
LLZ 27	ICK	110.7 MHz	H24	535428.5N 0085019.0W		Nil
GP 27		330.2 MHz	H24	535438.9N 0084820.0W		GP Angle 3° RDH 49ft. Some scalping at 8 DME
OM		75 MHz	H24	535526.3N 0084159.3W		Nil
MM		75 MHz	H24	535450.5N 0084706.4W		Nil
ILS DME	ICK	CH.44X	H24	535434.2N 0084901.5W	700ft	Nil

EIKN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions

180 degree turns by wide bodied aircraft on RWY 09/27 only permitted at runway ends.

Aircraft using the turn-pads should follow the marked guidance lines and use the minimum speed necessary to complete the turning manoeuvre.

2. Availability of Intersection Take-Offs

2.1 Take offs using less than the full length of the runway are available from TWY/RWY intersections outlined in [EIKN AD 2.13 DECLARED DISTANCES](#). The datum from which the reduced declared distances on RWY 09/27 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.

2.2 The take-off run available (TORA) is displayed on an illuminated sign adjacent to the taxiway (left side).

2.3 Intersection take-offs are subject at all times to pilots discretion and aircraft operational requirements. Pilots should advise as early as possible of their ability to accept intersection take-offs.

2.4 Approval for intersection take-off is subject to air traffic situation.

EIKN AD 2.21 NOISE ABATEMENT PROCEDURES

Operations Unrestricted

EIKN AD 2.22 FLIGHT PROCEDURES

1. Arrival Procedures

Clearance to enter the CTR

Descent into the FIR (Class G Uncontrolled airspace)

Where possible IFR traffic into EIKN should not request descent into the FIR as the Shannon CTA has been designed to facilitate continuous descent and climb operations in controlled airspace.

However in the event that descent is requested by IFR aircraft below FL080 before the lateral limits of the EIKN CTR or associated stubs.

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

Aircraft flying the ATS Route System will be cleared into the CTA/CTR without having to request a specific entry clearance. Clearance to enter the CTR will be provided by ATC EIKN on 130.700MHz. Arriving aircraft to call no later than 25 DME CON from EIKN.

- Arrival routes may be varied at the discretion of ATC.
- Arrival Routes are based on holding patterns established at OK KNK.
- ATC EIKN will issue expected approach times as appropriate and aircraft will arrange flight in such a manner as to ensure prompt departure from the holding pattern when number one.
- Aircraft will arrange flight in the holding pattern so as to be ready to leave OK, KNK inbound and to vacate holding altitude at the last acknowledged expected approach time.
- Aircraft will report:
 - a. Vacating holding altitude.
Leaving OK, KNK, inbound.
Runway in sight.
Established on missed approach magnetic track.
Reaching 2400ft AMSL.
 - b. Leaving OK, KNK, inbound.
Runway in sight.
Established on missed approach magnetic track.
Reaching 2400ft AMSL.
 - c. Runway in sight.
 - d. Established on missed approach magnetic track.
 - e. Reaching 2400ft AMSL.
 - f. Passing OK NDB or KNK NDB as appropriate.

2. Successive arriving IFR aircraft

A minimum of 10NM spacing is required for successive landing IFR aircraft to facilitate the No.1 landing aircraft to vacate via taxiway alpha onto the apron. This may be reduced at the discretion of the duty controller at EIKN.

3. Low Visibility Operations

Low visibility operations are approved on Runway 27.

Low visibility procedures apply when the cloud ceiling is below 200ft (60m) and the IRVR is less than 720m or the meteorological visibility is less than 800m

When low visibility procedures are in place only one aircraft/vehicle will be given approval to operate on the manoeuvring area at any one time.

Cat II holding positions on TWY A and TWY B will apply as appropriate.

TWY/Stopbar/centreline lighting will be in use.

Pilots will be informed by RTF when low visibility procedures have been initiated and enforced.

Caution: Operational evaluation has indicated that the performance of automatic landing systems may be affected by the profile of the terrain under the approach to Runway 27. Operator's procedures should take account of this during CAT 11 approaches.

Full details of low visibility operations are available from airport administration on request.

4. Holding Procedures

Holding Point	LOC.	Coordinates	MAG Track Inbd	Dir. of Turn	Limiting Oubd	Holding Level Min/ Max	O/bound time	Max IAS Below FL 70	Remarks
KNK	-	535347N 008561W	086°	Right Hand	-	3000ft/ FL070	1 Min	220KT	
OK	-	535526N 0084159W	266°	Right Hand	-	3000ft/ FL070	1 Min	220KT	

5. Communication Failure

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

Radio communication failure missed approach RWY 09 in the event of a radio failure, from the MAPT climb runway heading to 4100ft, turn right to the CON VOR or appropriate Hold. Enter and execute one round of the Hold before commencing another approach to RWY 09

Radio communication failure missed approach RWY 27 in the event of a radio failure from the MAPT climb runway heading to 4100ft, turn left to the CON VOR or appropriate Hold. Enter and execute one round of the Hold before commencing another approach to RWY 27.

6. VFR communication failure for inbound aircraft

6.1. If an aircraft has received and acknowledged an ATC clearance to enter the EIKN Control Zone and subsequently experiences a radio failure shall proceed to the position specified in the clearance e.g Kilkelly (holding pattern) or Charlestown (holding pattern) and hold at an altitude of 1200ft and maintain VFR. A careful look out should be maintained for other traffic and on receipt of a steady green light signal from the tower or on observing the aerodrome rotating beacon switched on, join the circuit for the runway in use and land on the lighted runway. The runway approach lights will indicate the landing direction.

6.2. For aircraft experiencing communication failure in the circuit, if no landing clearance has been received, proceed at an altitude of 1200 ft QNH to Kilkelly (R27 in use) or 1200 ft to Charlestown (RWY09 in use) and hold. The choice of holding point will depend upon runway in use and the point at which radio communication failure occurs. The holding point chosen should ensure that the aircraft does not pass through the final approach or take-off path of the main runway in use. On receipt of a steady green light from the tower or on observing the aerodrome rotating beacon switched on, join the circuit in the manner detailed below and land on the lighted runway. The runway approach lights will indicate the landing direction.

6.3. From Kilkelly holding pattern
RWY 27 left hand circuit
RWY 09 right hand circuit

6.4. From Charlestown holding pattern
RWY 09 left hand circuit
R27 right hand circuit.

5. Remotely Piloted Aircraft Systems (RPAS) Procedures.

5.1 The following actions are required for operators who wish to operate a RPAS inside the EIKN CTR

1. The operator must apply and receive a permit from the regulatory authority to operate the RPAS. EIKN form QR ATM 046 must be completed in full by the operator and presented to the SATCO, ATC EIKN a minimum of 7 days prior to the intended operation of the RPAS along with the approval letter from the regulatory authority.
2. Provide a clear map with airspace and aeronautical lines with the maximum radius of the area marked clearly within which the RPAS will be operating.
3. Provide the latitude/longitude of the proposed location of flight and the name of a local prominent geographical feature or town.
4. Provide the maximum elevation in ft above mean sea level.

5. Provide the start time and finish time of the operation.
 6. Provide a name and mobile phone contact detail that will be manned for the duration of the RPAS operation.
 7. The operator must be familiar with the opening hours of the EIKN CTR (published by NOTAM).
 8. The operator agrees to operate as per an 0.63 and under any restriction placed on them by ATC EIKN.
6. Action by the operator of a RPAS immediately prior to and during operation.
1. Make direct contact with ATC EIKN (0949367055) for approval to launch (approval may not be given or may be delayed on the day in question depending on the nature of scheduled and general aviation operations inside the EIKN CTR.
Note: No launch can take place without the express approval of ATC EIKN
 2. The operator shall advise EIKN ATC of the maximum elevation (above sea level) of the RPAS.
 3. Request information from ATC EIKN of the local traffic situation during the period of operation and any restriction on the operation.
 4. Following an instruction from ATC EIKN be willing and capable of landing the RPAS within 3 minutes notice to facilitate flight operations inside the EIKN CTR.
 5. Advise ATC EIKN when the operation of the RPAS has been completed.
 6. If no contact with ATC EIKN then contact ATC SHANNON (061770700) to advise them that the RPAS operations are completed.

EIKN AD 2.23 ADDITIONAL INFORMATION

Prior Permission Required for use of Ireland West Airport Knock must be obtained. Filing of a flight plan “does not” constitute prior permission. A Booking-In form or Booking-Out form as appropriate, is mandatory for use of the aerodrome. These are available from the Operations Office by:

Phone: + 353 94 936 81 00

Email: operations@irelandwestairport.com

URL: <http://www.irelandwestairport.com>

and when completed should be returned to:

Fax: + 353 94 936 72 32

Email: operations@irelandwestairport.com

EIKN AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EIKN AD 2.24-1
Aerodrome Obstacle Chart RWY 09/27– ICAO TYPE A	EIKN AD 2.24-2
Precision Approach Terrain Chart RWY 27– ICAO	EIKN AD 2.24-3
Instrument Approach Chart ILS A CAT I & CAT II or LLZ RWY 27 – ICAO	EIKN AD 2.24-4
Instrument Approach Chart ILS B CAT I & CAT II RWY 27 – ICAO	EIKN AD 2.24-5
Instrument Approach Chart VOR RWY 27 – ICAO	EIKN AD 2.24-6
Instrument Approach Chart NDB RWY 27 – ICAO	EIKN AD 2.24-7
Instrument Approach Chart NDB RWY 27 – ICAO	EIKN AD 2.24-8
Instrument Approach Chart VOR RWY 09 – ICAO	EIKN AD 2.24-9
Instrument Approach Chart NDB RWY 09 – ICAO	EIKN AD 2.24-10
Instrument Approach Chart NDB RWY 09 – ICAO	EIKN AD 2.24-11
Visual Approach Chart – ICAO	EIKN AD 2.24-12

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