

EIKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EIKN – IRELAND WEST

EIKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP and its site	535437N 0084907W Mid-point RWY 08/26
2	Direction and distance from (city)	3 NM SW of Charlestown
3	AD Elevation, Reference Temperature & Mean Low 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	3° W (2022)/ 11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	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 Operator	MON - SUN 0800-1600 UTC Please refer to Current NOTAM for up to date Opening Hours
2	Customs and immigration	CUSTOMS: 24HR PN required to AD Operator for non EU Flights (Including countries outside the fiscal area of the EU) 12HR PN required to AD Operator for countries within the EU IMMIGRATION: As per AD Operator.
3	Health and sanitation	As per AD Operator.
4	AIS Briefing Office	See Remarks.
5	ATS Reporting Office (ARO)	As per AD Operator.
6	MET Briefing Office	Refer to EIKN AD 2.11
7	ATS	As per AD Operator.
8	Fuelling	As per AD Operator.
9	Handling	As per AD Operator.
10	Security	H24
11	De-icing	As per AD Operator.

12	Remarks	<p>Please refer to current NOTAM for changes to AD Operator HR</p> <p>Customs and Immigration AVBL 24HR PN required to AD Operator</p> <p>ATS AVBL outside published HR, 24HR PN to AD Operator.</p> <p>PIB AVBL from AIS, Shannon. Refer to GEN 3.1.5</p> <p>PPR required in advance for all flights (24HR if possible)</p> <p>Contact AD Operator</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 4,500L,
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</p> <p>Email: operations@irelandwestairport.com</p> <p>Phone:+ 353 94 936 81 00</p> <p>PPR required in advance for all flights (24HR if possible)</p> <p>Contact AD Operator</p>

EIKN AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of AD	Charlestown (3 miles), Kiltimagh (8 miles), Knock (12 miles), Claremorris (20 miles)
2	Restaurant(s) at or in the vicinity of AD	At AD and in local towns
3	Transportation possibilities	Buses, Taxis and Car Hire from the AD.
4	Medical facilities	RFFS Trained emergency first responders, First Aid at airport. Hospitals-Castlebar, Galway
5	Bank and Post Office at or in the vicinity of AD	ATM and Bureau de Change
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.</p> <p>Co-ordinator--John McCarthy (Head of Airport Operations and Commercial Services) Phone: 00353 86 8367806</p> <p>No on-site lifting capability provided and all resources are external.</p>
4	Remarks	Nil

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

1	Type(s) of clearing equipment	3 runway snow ploughs, 2 runway sweepers, 2 Snowblowers, 1 Runway de-icer;
2	Clearance priorities	RWY 08/26 TWY A and Apron A, then TWY B and Apron B.
3	Use of material for movement area surface treatment	KAC, for potassium acetate fluids
4	Specially prepared winter runways	Not applicable
5	Remarks	IWA 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.

EIKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Surface: CONC with an ASPH SFC Strength: PCN 52/F/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	Taxiway Strip Width (ALPHA and BRAVO) - 37m			

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 sign-age 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/L, RWY end, PAPI, TDZ 26 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 and RWY Guard Lights	Switch-able stop bars at TWY A and B Holding Points. Runway guard lights at TWY A & B
4	Other RWY Protection measures	-
5	Remarks	Nil

EIKN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Marking/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	Marking/Type, Colour	Remarks
a	b	c	d	e	f
Air Navigation Obstacle (iaa.ie) https://www.iaa.ie/commercial-aviation/airspace/air-navigation-obstacles					

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 FORECAST 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

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
08	078.71°	2300X45	52/F/A/W/T ASPH	535430.76N 0085000.13W 535444.33N 0084804.80W 191ft	180.5M/592ft
26	258.74°	2300X45	52/F/A/W/T ASPH	535444.33N 0084804.78W 535429.79N 0085008.34W 191ft	203M/665ft

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 EIKN AD 2.24-2	Nil	146x150	2420x300	90x90	-	Nil	RWY Displaced Threshold 153M. GROOVED
	Nil	150x150	2420x300	90x90	-	YES	GROOVED

EIKN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	2390	2536	2390	2147	THR RWY 08 DISPLACED 153M
26	2420	2570	2420	2300	Nil

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	Remarks
08	B	1596	1742	1596	
26	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
08	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	Lighting as indicated in columns 3, 6, 8 are light emitting diode (LED)
26	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 wing bars & 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	Lighting as indicated in columns 3, 6, 8 are light emitting diode (LED)

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 Operator.
2	LDI location and LGT Anemometer location and LGT	WDI North Abeam PAPI 26 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 2.16 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	Apron unmarked (exact area to be allocated by ATC and under the direction of marshal)

EIKN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Connaught Control Zone. Circle radius 10NM 535437.07034N 0084906.57109W (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	Hours of applicability	-
7	Remarks	Airspace Classification outside hours of operation of ATS is uncontrolled Class G.

EIKN 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	Connaught Tower	130.700MHz	-	-	Refer to EIKN AD 2.3 AD Operator	Nil
GND	Connaught Ground	130.700MHz	-	-		Nil
		121.900MHz	-	-		AVBL as standby/reserve
ATIS	-	118.525MHz	-	-		Nil

EIKN 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 Channel	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
DVOR/DME 3° W (2022)	CON	117.4 MHz CH121X	H24	535428.9N 0084912.4W*	600ft		100/500, 300/700 (180° T-360° T) *data accuracy has not been quality assured.
NDB	OK	398 kHz	H24	535526.3N 0084159.3W			Designated Operational Coverage 10

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmittin g antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	KNK	364 kHz	H24	535347.4N 0085613.2W			Designated Operational Coverage 20
LOC 26	ICK	110.7 MHz	H24	535428.5N 0085019.0W			Nil
GP 26		330.2 MHz	H24	535438.7N 0084823.8W			GP Angle 3° RDH 49ft. Some scalloping 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 0084901.4W	700ft		Nil

EIKN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions

180 degree turns for Medium or Heavy category aircraft on RWY 08/26 only permitted at runway ends unless otherwise instructed by ATC.

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-Off's

2.1 Take off's 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 08/26 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-off's 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-off's.

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

3. Runway Operations and Lighting Configurations

3.1 The end of the TORA and LDA for Runway 26 is marked by a row of inset RED lights. These lights will be illuminated for aircraft landing or taking off on Runway 26.

3.2 The end of the TORA and LDA for Runway 08 is marked by a row of inset RED lights. These lights will be illuminated for aircraft landing or taking off on Runway 08.

3.3 The start of the Runway pavement available for aircraft departing Runway 26 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end turning areas. These lights will be illuminated for aircraft taking off on Runway 26. These lights will be illuminated following a landing on Runway 08 when the aircraft is on its landing roll once ATC extinguish the set of RED inset lights marking the LDA for Runway 08.

- 3.4 The start of the Runway pavement available for aircraft departing Runway 08 is marked by a row of elevated RED Runway end lights. These lights mark the physical end of the runway pavement and the limits of the Runway end turning areas. These lights will be illuminated for aircraft taking off on Runway 08. These lights will be illuminated following a landing on Runway 26 when the aircraft is on its landing roll once ATC extinguish the set of RED inset lights marking the LDA for Runway 26.
- 3.5 Following an aircraft landing on Runway 26 or Runway 08 the inset RED lights will be extinguished by ATC and the elevated RED runway end lights will be illuminated for the purpose of turning in the Runway End Turning Area.

EIKN AD 2.21 NOISE ABATEMENT PROCEDURES

Operations Unrestricted

EIKN AD 2.22 FLIGHT PROCEDURES

1. Holding areas Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS - OPS ICAO Doc 8168, Volume II to facilitate navigation using VOR, NDB and DME navigation aids.
2. SID and STAR
 - 2.1. RNAV Equipped Aircraft SID and STAR for RWY26 and RWY08 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation. The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.

SID and STAR for RWY08 and RWY26 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation. The supporting navigation infrastructure is GNSS and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/ or approved by the appropriate regulatory authority. Use of DME/DME is acceptable at higher levels, where navigation accuracy of +/- 1NM can be maintained, however due to the lack of DME facilities DME/DME cannot be relied upon to provide a navigation solution at lower levels. Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including:

- P-RNAV certified aircraft;
- B-RNAV certified aircraft only above MSA;

Climb to MSA on the initial segments of the RNAV SID may be conducted using conventional navigation. If the RNAV equipment fails, or navigation accuracy of +/-1 NM can not be maintained, inform ATC as soon as possible.

- 2.2. RTF Phraseology

Phraseology used will be as provided in the European Regional Supplementary Procedures (ICAO Doc 7030) and outlined in EUROCONTROL Guidance material for RNAV SID and STAR.

Examples of phraseology for ATC are:

{CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}.

Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.

{CALLSIGN} ADVISE IF ABLE {designator} DEPARTURE [or ARRIVAL].

If ATC are unable to issue a requested SID or STAR:

{CALLSIGN} UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE [Reason]

Examples of pilot phraseology in the event of being unable to accept SID or STAR

UNABLE (designator) DEPARTURE [or ARRIVAL] DUE TO RNAV TYPE.

UNABLE RNAV DUE EQUIPMENT

- 2.3. Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a departure clearance based on existing procedures and as per LOA with Shannon ATS

3. Visual Manoeuvring Approaches

Visual manoeuvring (circling) approaches are permissible, on request, to all runways.

4. Speed Control – General Provisions Speed Restrictions

General	Initial Segment	Final Approach	Remarks
Below FL100 Max IAS 250kts	Max IAS 210kts	Recommended IAS 160kts from FAF to OM	<ol style="list-style-type: none"> 1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible

5. Arrival Procedures

5.1. 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). 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.

Arriving Aircraft capable of flying STAR will normally be cleared on a STAR appropriate to the route by ATC.

5.2. Initial Approach Procedures

5.2.1. Aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

5.2.2. 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

- Arrival routes may be varied at the discretion of ATC
- Arrival Routes are based on holding patterns for the runway in use as outlined on the appropriate chart.
- 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 the appropriate hold inbound to the fix and to vacate holding altitude at the last acknowledged expected approach time.

5.2.3. 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 increased or reduced at the discretion of the duty controller at EIKN.

Aircraft after landing on Runway 26 may be required to roll to the turning circle before commencing backtrack and to vacate onto Taxiway ALPHA. Where temperatures are above 25°C aircraft will not be permitted to carry out 180 degree turns on the runway and will have to roll to the turning circle before commencing their turn and backtrack.

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6. Communications failure procedures for arriving aircraft.
- 6.1. Aircraft experiencing communications failure in the Connaught CTR shall set transponder code A7600 and comply with standard ICAO procedures. Supplemented by the following:
- 6.2. Traffic cleared on STAR
- Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude.
- If unable to comply with above, or uncertain of position, climb to 3000ft QNH, proceed in the most expeditious manner to the hold appropriate to the Runway in use and complete the Instrument Approach Procedure appropriate to the Runway in Use
7. Departure Procedures
- 7.1. All Aircraft must request start and taxi clearance from ATC on frequency 130.700Mhz (or 121.900Mhz if no response from 130.700Mhz).
- 7.2. Aircraft are not permitted to enter the runway even if the airport is closed unless previously arranged with ATC.
- 7.3. RWY's 08 and 26
- Aircraft capable of complying with Standard Instrument Departures will proceed in accordance with the SID. If an aircraft is unable to comply with Standard Instrument Departure the phraseology "Unable to comply with {departure} due {reasons}" Pilots who cannot comply with Standard Instrument Departures shall advise ATC in good time using the phraseology "Unable to comply with {departure} due {reasons}, so that alternative clearances can be issued.
- 7.4. Communications failure procedures for departing aircraft.
- Aircraft experiencing communications failure in Connaught CTR shall set transponder code A7600 and comply with the following procedures:
- RFL below FL080:
Departing traffic cleared by ATC to a level/altitude below the RFL, shall comply with Communication failure procedures as outlined in ICAO Annex 2.
- RFL FL080 or above:
Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan. Departing Traffic experiencing a communications failure above FL080 shall comply with communications failure procedures as outlined in ICAO Annex 2
8. Reduced Aerodrome Visibility Procedures and Low Visibility Procedures
- Reduced Aerodrome Visibility Procedures and Low Visibility Procedures are approved for operations on Runway 26 and for Runway 08. Only R26 is available for CAT II approaches.
- 8.1. Reduced Aerodrome Visibility Procedures (RAVP)
- Reduced Aerodrome Visibility Procedures come into effect when
- A. The IRVR and/or Met Visibility falls below 1500m and/or
 - B. When the Duty Air Traffic Control Officer (DATCO) loses visual contact with any part of the manoeuvring area but LVP's are not in force and/or
 - C. When the conditions for Low Visibility Procedures (LVP) no longer exist but may become applicable in the short term.

The Maximum allowable movement rate on the manoeuvring area when RAVPs are in force is 3 (2 aircraft and 1 vehicle or 2 vehicles and 1 aircraft) Minimum spacing between aircraft on approach when RAVPs are in force will be 20nm

8.2. Low Visibility Procedures

8.2.1. Low Visibility Procedures will be initiated if Met Visibility and/or any of the IRVR readings are at or less than 1000m and is forecast to deteriorate significantly and/or the cloud ceiling is 300ft or less (BKN, OVC).

8.2.2. Low Visibility Procedures shall be enforced when Met Visibility and / or any of the IRVR readings are at or less than 700m, and / or the cloud ceiling is at or less than 200ft (BKN, OVC).

8.2.3. Low Visibility Procedures will be terminated after all IRVR readings have been above 1000m and the cloud ceiling has been above 300 ft for at least 30 minutes and the forecast is for a continuing improvement. RAVPs will be take effect if visibility remains below 1500m (see section 1).

8.2.4. The Maximum allowable movement rate on the Manoeuvring area when LVPs are in force is 1 (aircraft or vehicle).

8.2.5. The holding points at TWY A and TWY B are Cat II holding positions.

8.2.6. Aircraft should advise when clear of the runway after landing and when airborne

8.2.7. Minimum spacing between aircraft on approach will be 20NM

8.2.8. Pilots will be informed by RTF when low visibility procedures have been 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 26. Operator's procedures should take account of this during CAT 11 approaches.

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

9. 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 for RWY08 and RWY26 are prescribed on the approach charts

10. VFR communication failure for inbound aircraft

If an aircraft has received and acknowledged an ATC clearance to enter the Connaught Control Zone and subsequently experiences a radio-communications failure, the aircraft should proceed to the position specified in the clearance, e.g. from the South route via Ballyhaunis to the Kilkelly hold, or from the North route via Tobercurry to the Charlestown hold, and hold at an altitude of 1200 feet QNH at "Kilkelly" or 1200 feet QNH at "Charlestown". Both holding patterns are left hand patterns. 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.

Note: All flights planning to enter or leave the Connaught Control zone are required to file a flight plan.

Communications failure in the Circuit:

If clearance to land has been received and acknowledged, or if cleared to follow identified No.1 traffic, follow the clearance. If no landing clearance has been received, proceed at an altitude of 1200 feet QNH to Kilkelly (Rwy 26 in use) or 1200 feet QNH to Charlestown (Rwy 08 in use) and hold. The choice of holding point will depend upon Runway in use and the point at which radio-communications 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 i.e. the runway being used by large aircraft. On receipt of a steady green light signal 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.

- i. From Kilkelly (holding pattern)
RWY 26 left hand pattern
- ii. From Charlestown (holding pattern)
RWY 08 left hand pattern

Visual Holding Patterns: Visual holding patterns for category A aircraft are established as follows:

Charlestown Town Hold (535750.48N 0084741.08W): Left-hand pattern, based on Charlestown Town cross roads. Outbound Leg is 1 minute, flown at 120KT TAS. Inbound track 085° M. Minimum holding altitude is 1200ft QNH.

Kilkelly Village Hold (535213.88N 0085058.93W): Left-hand pattern, based on Kilkelly Village cross roads. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 265° M. Minimum holding altitude is 1200ft QNH.

Other Visual Reporting Points (VRPs) (WGS-84)

VRP Tubbercurry Town 540314.14N 0084344.90W

VRP Ballymote Town 540522.03N 0083104.90W

VRP Ballyhaunis Town 534548.71N 0084554.93W

After landing, clearance to taxi will be given by means of light signals from the tower.

Pilots are reminded that only a portion of their RTF equipment maybe faulty; if the aircraft receiver is functioning, the pilot should listen out for instructions from ATC on normal VHF communications channels. In any event, pilots should "Transmit Blind" and inform ATC of their intentions. If equipped with a functioning transponder, it should be set in Mode A code 7600.

11. Unmanned Aircraft Systems (UAS)

11.1. (UAS) Geographical Zones.

Geographical zones are portions of airspace where Unmanned Aircraft Systems (UAS) operations are facilitated, restricted or prohibited.

See IAIP section ENR 5.3 for details on Unmanned Aircraft Systems (UAS) within the Connaught Zone and surrounding areas.

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 RWY08/26 – ICAO TYPE A	EIKN AD 2.24-2
Precision Approach Terrain Chart RWY26– ICAO	EIKN AD 2.24-3
RNAV Standard Departure Chart Instrument (SID) RWY26 - ICAO	EIKN AD 2.24-4
RNAV Standard Departure Chart Instrument (SID) RWY08 - ICAO	EIKN AD 2.24-5
RNAV Standard Arrival Chart Instrument (STAR) RWY26 - ICAO	EIKN AD 2.24-6
RNAV Standard Arrival Chart Instrument (STAR) RWY08 - ICAO	EIKN AD 2.24-7
Instrument Approach Chart RNP RWY26 CAT A, B, C, D - ICAO	EIKN AD 2.24-8
Instrument Approach Chart ILS A CAT I & CAT II or LOC RWY26 – ICAO	EIKN AD 2.24-9
Instrument Approach Chart ILS B CAT I & CAT II RWY26 – ICAO	EIKN AD 2.24-10
Instrument Approach Chart VOR RWY26 – ICAO	EIKN AD 2.24-11
Instrument Approach Chart NDB RWY26 – ICAO	EIKN AD 2.24-12
Instrument Approach Chart NDB RWY26 – ICAO	EIKN AD 2.24-13
Instrument Approach Chart RNP RWY08 CAT A, B, C, D - ICAO	EIKN AD 2.24-14
Instrument Approach Chart VOR RWY08 – ICAO	EIKN AD 2.24-15
Instrument Approach Chart NDB RWY08 – ICAO	EIKN AD 2.24-16
Instrument Approach Chart NDB RWY08 – ICAO	EIKN AD 2.24-17
Visual Approach Chart – ICAO	EIKN AD 2.24-19