General Info
Shannon, IRL
N 52° 42.1' W 08° 55.5' Mag Var: 7.4°W
Elevation: 46'
Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs
Fuel: 100LL, Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT uses DST

Runway Info
Runway 06-24 10495' x 148' asphalt
Runway 13-31 5643' x 148' concrete

Runway 06 (58.0°M) TDZE 46'
  Lights: Edge, ALS, Centerline
Runway 13 (131.0°M) TDZE 11'
Runway 24 (238.0°M) TDZE 15'
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 459'
Runway 31 (311.0°M) TDZE 2'

Communications Info
ATIS 130.95
Shannon Tower 121.8
Shannon Tower 118.7
Shannon Ground Control 121.8
Shannon Center Clearance Delivery 121.7
Shannon Approach Control 121.4
Shannon Approach Control 120.2
Shannon Radar 121.4

Notebook Info
**CHANGES:** New chart.

**SHANNON, IRELAND**

**RNAV STAR**

**10-2A**

**EINN/SNN**

**RNAV (DME/DME, GNSS, VOR/DME)** **15 SEP 06**

**Alt Set:** hPa  
**Trans level:** By ATC  
**Trans alt:** 5000’

**Dig View 3.5.2.0**

**SPEED:** **MAX 250 KT BELOW FL100**

**1.** SHA VOR/DME must be serviceable.  
**2.** Use of DME/DME may not be available below 6000’.  
**3.** If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.  
**4.** ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

**DIGAN 1D**  
**ENIRI 1D**  
**KURUM 1D**  
**TIPUR 1D**

**RWY 24 RNAV ARRIVALS**

**FROM EAST & SOUTH**

**Apt Elev**  
**N53 05.4 W008 24.3**  
**SHA VOR**

**DIGAN 1F**  
**ENIRI 1F**  
**KURUM 1F**  
**TIPUR 1F**

**RWY 06 RNAV ARRIVALS**

**FROM EAST & SOUTH**

**Apt Elev**  
**N53 03.5 W008 21.1**  
**SHA VOR**

**DESIGN PLANING**

Pilots should plan for possible descent clearance as follows:  
6000’ or above by SHA VOR/DME.  
Actual descent clearance will be as directed by ATC.

**FOYNE**  
**N52 34.3 W008 11.7**  
**SHA VOR**

**KURUM 1F**  
**TIPUR 1F**

**SPORT ROUTING**

**DAG 1F**  
**ENIRI 1F**  
**KURUM 1F**  
**TIPUR 1F**

**SPORT ROUTING**

**DAG 1F**  
**ENIRI 1F**  
**KURUM 1F**  
**TIPUR 1F**
Alt Set: hPa Trans level: By ATC. Trans alt: 5000'. 1. SHA VOR/DME must be serviceable. 2. Use of DME/DME may not be available below 6000'. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided. 4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.

**CHANGES:** New chart.
**SAFETY INFORMATION**

1. RNAV equipment must be serviceable.
2. Use of DME/DME may not be available below 6000'.
3. If RNAV equipment fails or navigation accuracy of +/-1NM cannot be maintained, inform ATC as soon as possible. Radar vectoring will be provided.
4. Non RNAV equipped ACFT will be cleared via omnidirectional departures (refer to 10-9). If unable to comply with SIDs advise ATC.

**SECTIONAL INFORMATION**

**Initial climb clearance 5000'**

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABA GU 1A</td>
<td>OL (2000') - ABA GU.</td>
</tr>
<tr>
<td>D IGAN 1A</td>
<td>OL (2000') - DIGAN.</td>
</tr>
<tr>
<td>E NIRI 1A</td>
<td>OL (2000') - ENIRI.</td>
</tr>
<tr>
<td>KURUM 1A</td>
<td>OL (2000') - KURUM.</td>
</tr>
<tr>
<td>RIKUL 1A</td>
<td>OL (2000') - RIKUL.</td>
</tr>
<tr>
<td>TOMTO 1A</td>
<td>OL (2000') - TOMTO.</td>
</tr>
</tbody>
</table>

These SIDs require a minimum climb gradient of 553' per NM (9.1%).

**SPEED** MAX 250 KT BELOW FL100
DOLIP 1A [DOLI1A], ERABI 1A [ERAB1A], GIPER 1A [GIPE1A], MOMIN 1A [MOMI1A], UNBEG 1A [UNBE1A] 

RWY 06 RNAV DEPARTURES 
RNAV (DME/DME OR GNSS OR VOR/DME) TO WEST 

Initial climb clearance: 5000' 

<table>
<thead>
<tr>
<th>SID</th>
<th>Speed Kt</th>
<th>Initial climb clearance</th>
<th>Alt. ft</th>
<th>Climb gradient</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOLIP 1A</td>
<td>2000' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>DOLIP 1A</td>
<td>3400' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>ERABI 1A</td>
<td>2000' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>GIPER 1A</td>
<td>2000' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>MOMIN 1A</td>
<td>2000' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>UNBEG 1A</td>
<td>2000' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
</tbody>
</table>

Initial climb clearance: 5000' 

<table>
<thead>
<tr>
<th>SID</th>
<th>Speed Kt</th>
<th>Initial climb clearance</th>
<th>Alt. ft</th>
<th>Climb gradient</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUNON 1B</td>
<td>1800' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>BUNON 1B</td>
<td>3300' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>ERABI 1B</td>
<td>1800' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>LUPOR 1B</td>
<td>1800' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>MOMIN 1B</td>
<td>1800' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
<tr>
<td>UNBEG 1B</td>
<td>1800' +OL</td>
<td>5000'</td>
<td>553'</td>
<td>553' per NM (9.1%)</td>
</tr>
</tbody>
</table>

Chirps: Crossing at NEPOG; initial climb clearance.
PHASE 1
Stands 11A, 11B, and 11C will be withdrawn from service. Twy A will be closed during working hours.
If Low Visibility/CAT II conditions occur, work will not be carried out and twy A will be available as normal.

Stands 11A, 11B, and 11C will be withdrawn from service. Twy A will be closed during working hours.
If Low Visibility/CAT II conditions occur, work will not be carried out and twy A will be available as normal.

PHASE 2
Stands 11A, 11B, 11C, 21, and 26B will be withdrawn from service. The lead-in lines for stands 22, 27, and 28 will be realigned. During Low Visibility/CAT II operations, aircraft arriving to stands on the East Apron or departing from stands on the West Apron will be escorted by a follow-me vehicle through stands 11A, 11B, and 11C and via rwy 13/31 to twy D1 (arriving aircraft) or twy D2 (departing aircraft) as appropriate.

PHASE 1
Stands 11A, 11B, and 11C will be withdrawn from service. Twy A will be closed during working hours.
If Low Visibility/CAT II conditions occur, work will not be carried out and twy A will be available as normal.

PHASE 2
Stands 11A, 11B, 11C, 21, and 26B will be withdrawn from service. The lead-in lines for stands 22, 27, and 28 will be realigned. During Low Visibility/CAT II operations, aircraft arriving to stands on the East Apron or departing from stands on the West Apron will be escorted by a follow-me vehicle through stands 11A, 11B, and 11C and via rwy 13/31 to twy D1 (arriving aircraft) or twy D2 (departing aircraft) as appropriate.

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m

OMNIDIRECTIONAL DEPARTURE PROCEDURE
CAT A & B (Non Jet, all Rwy): Climb STRAIGHT AHEAD with m/s climb grad of 4.5% (275’/NM) for airspace or 3.3% (200’/NM) for obstacle clearance until passing 500’ MSL, then as directed. CAT C & D (Jet): Rwy 06/24: Climb STRAIGHT AHEAD with m/s climb grad of 9.1% (550’/NM) for airspace or 3.3% (200’/NM) for obstacle clearance until passing 1800’ MSL (Rwy 24) or 2000’ MSL (Rwy 06), then as directed.

If unable to comply, inform ATC in good time for alternative clearances.

Rwy 24 is approved for CAT II operations, special aircrew & acft certification required. Embankment 17’ high on approach to rwy 31, marked by obstruction lights. 180° turns executed by wide-bodied acft on rwy 06/24 are permitted only at rwy ends. Twy E1 avbl for acft with wingspan of less than 118/36m.

The apron will be closed to taxiing aircraft between stands 22 and 28. In the event that aircraft must taxi between the East and West Aprons, a temporary taxi route through stands 11A, 11B, and 11C, via rwy 10/31 and twy D1 will be used. A follow-me vehicle will be provided on this route at night. Access to and from stands 22 thru 27 will generally be via twy D1. Access to and from stands 28 thru 43 will generally be via twy A.

The apron will be closed to taxiing aircraft between stands 22 and 28. In the event that aircraft must taxi between the East and West Aprons, a temporary taxi route through stands 11A, 11B, and 11C, via rwy 10/31 and twy D1 will be used. A follow-me vehicle will be provided on this route at night. Access to and from stands 22 thru 27 will generally be via twy D1. Access to and from stands 28 thru 43 will generally be via twy A.

Low Visibility/CAT II operations, aircraft arriving to stands on the East Apron or departing from stands on the West Apron will be escorted by a follow-me vehicle through stands 11A, 11B, and 11C and via rwy 13/31 to twy D1 (arriving aircraft) or twy D2 (departing aircraft) as appropriate.

Low Visibility/CAT II operations, aircraft arriving to stands on the East Apron or departing from stands on the West Apron will be escorted by a follow-me vehicle through stands 11A, 11B, and 11C and via rwy 13/31 to twy D1 (arriving aircraft) or twy D2 (departing aircraft) as appropriate.
LOW VISIBILITY PROCEDURES

Low Visibility Procedures apply when ceiling is below 200' and/or RVR is less than 550m.

The CAT II holding position on TWY D2 must be used.

When these procedures are in operation and RWY 24 is in use the following standard taxi route system applies:

- Departing aircraft shall normally use TWYS D1 and D2
- Arrival aircraft shall normally use TWY A.

Pilots will be informed by AFIS broadcast or RTF when Low Visibility Procedures are in operation.

BRIEFING STRIP

1. Full scale fly down indications may not be maintained when high above GS sector.
2. ILS DME reads zero at runway 06 threshold.
3. Gnd speed-Kts

CHANGES: Communications, Procedure, Minimums.
Climb to reach FOY NDB at 3500’ and contact ATC.

1. Initial apch MAX 210 KT.
2. DME REQUIRED.
3. Initial apch MAX 210 KT.
4. ILS DME reads zero at rwy 24 displ thresh.
5. JAR-OPS.
EINN/SNN
SHANNON, IRELAND
VOR Rwy 06

130.95
121.4
118.7
121.8

VOR SHA
113.3

Final Apch Crs
058°

Procedure Alt
D12.0
3000' (2954')

MDA (H)
360' (314')

Apt Elev
46'

RWY
46'

MISSED APCH: Climb STRAIGHT AHEAD to reach DERAG at 3500' and contact ATC.

Alt Set: 1. CAUTION: Turbulence and/or windshear may be experienced on approach when wind direction lies in sector from 266° to 326° cw with wind speeds of more than 15 KT.

DME REQUIRED.

1. Initial apch MAX 210 KT.

MISSED APCH: Climb to reach FOY NDB at 3500' and contact ATC.

MAP at D3.7

VOR SHA

DERAG3500'

STRAIGHT-IN LANDING RWY 06

CIRCLE-TO-LAND

PANS OPS 4

SHANNON Approach (R) SHANNON Tower *Ground
SHANNON VOR Rwy 24

130.95
118.7
121.8

VOR SHA
113.3

Final Apch Crs
238°

Procedure Alt
ROSO
3000' (2954')

MDA (H)
450' (425')

Apt Elev
46'

RWY
15'

MISSED APCH: Climb to reach FOY NDB at 3500' and contact ATC.

Alt Set: 1. Initial apch MAX 210 KT.

DME REQUIRED.

1. Initial apch MAX 210 KT.

NOT TO SCALE

EINN/SNN
SHANNON
VOR Rwy 24

130.95
118.7
121.8

VOR SHA
113.3

Final Apch Crs
238°

Procedure Alt
ROSO
3000' (2954')

MDA (H)
450' (425')

Apt Elev
46'

RWY
15'

MISSED APCH: Climb to reach FOY NDB at 3500' and contact ATC.

Alt Set: 1. CAUTION: Turbulence and/or windshear may be experienced on approach when wind direction lies in sector from 266° to 326° cw with wind speeds of more than 15 KT.

DME REQUIRED.

1. Initial apch MAX 210 KT.

MISSED APCH: Climb to reach FOY NDB at 3500' and contact ATC.

MAP at D3.7

VOR SHA

DERAG3500'

STRAIGHT-IN LANDING RWY 24

CIRCLE-TO-LAND

PANS OPS 4

SHANNON Approach (R) SHANNON Tower *Ground

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