

## 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'

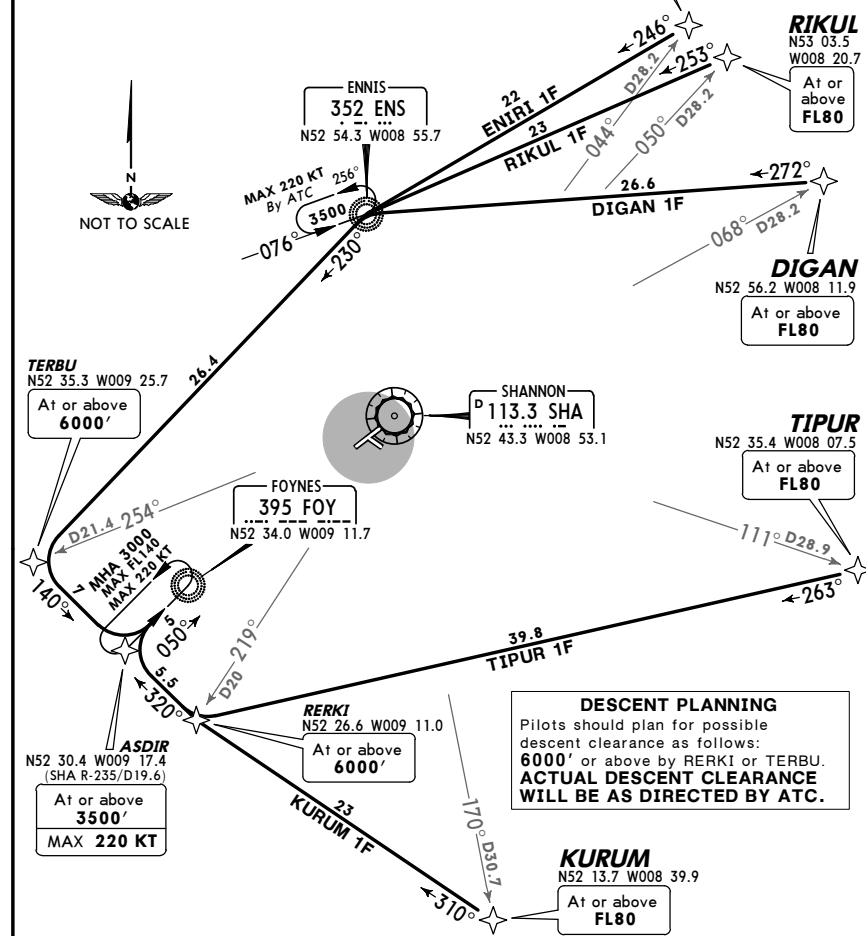
## Communications Info

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

**EINN/SNN** **RNAV (DME/DME,** **JEPPESEN** **SHANNON, IRELAND**  
**SHANNON** **GNSS, VOR/DME)** 15 SEP 06 **(10-2A)** **Eff 28 Sep** **RNAV STAR**

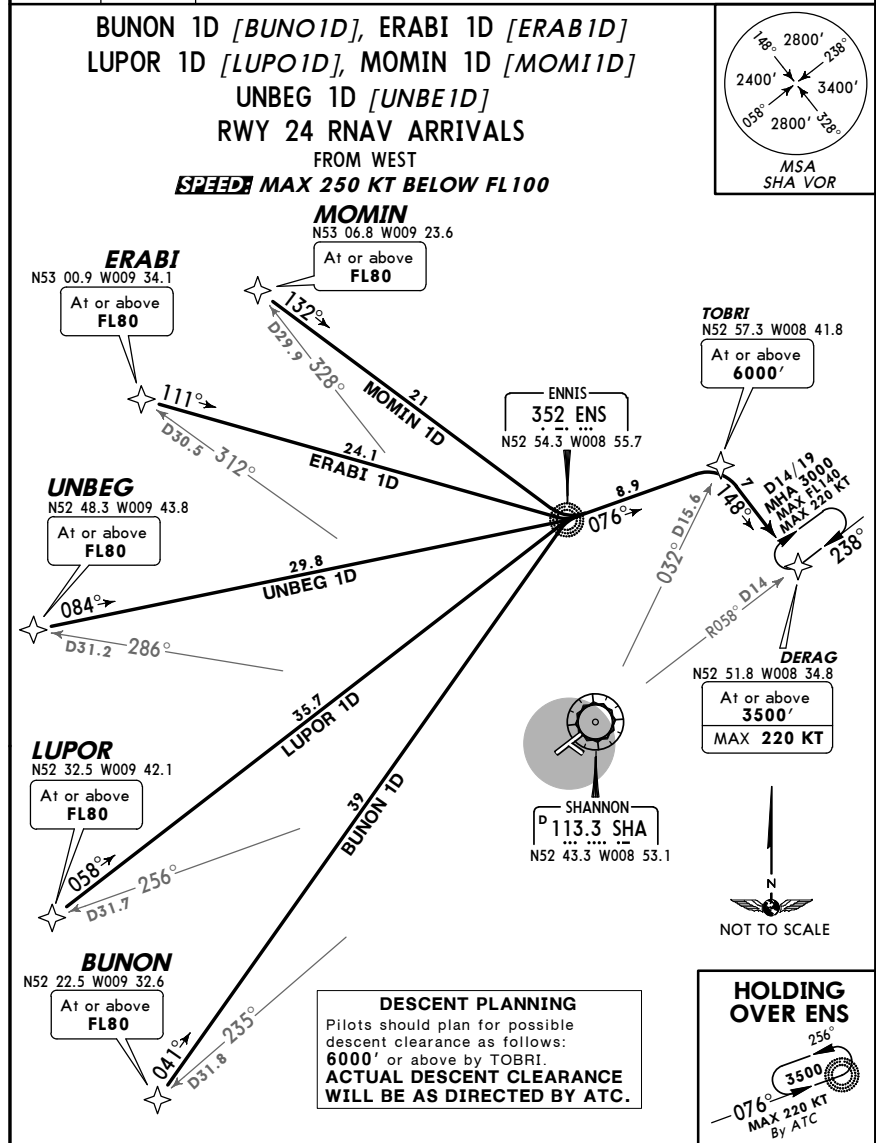
*D-ATIS 130.95	<i>Apt Elev</i> 46'	Alt Set: hPa    Trans level: By ATC    Trans alt: 5000' <b>1.</b> SHA VOR/DME must be serviceable. <b>2.</b> Use of DME/DME may not be available below 6000'. <b>3.</b> If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided. <b>4.</b> ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
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STAR	ROUTING
DIGAN 1F	DIGAN (FL80+) - ENS - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY.
ENIRI 1F	ENIRI (FL80+) - ENS - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY.
KURUM 1F	KURUM (FL80+) - RERKI (6000'+) - ASDIR (3500'+; K220-) - FOY.
RIKUL 1F	RIKUL (FL80+) - ENS - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY.
TIPUR 1F	TIPUR (FL80+) - RERKI (6000'+) - ASDIR (3500'+; K220-) - FOY.

EINN/SNN SHANNON RNAV (DME/DME, GNSS, VOR/DME) 15 SEP 06 10-2B Eff 28 Sep SHANNON, IRELAND RNAV STAR

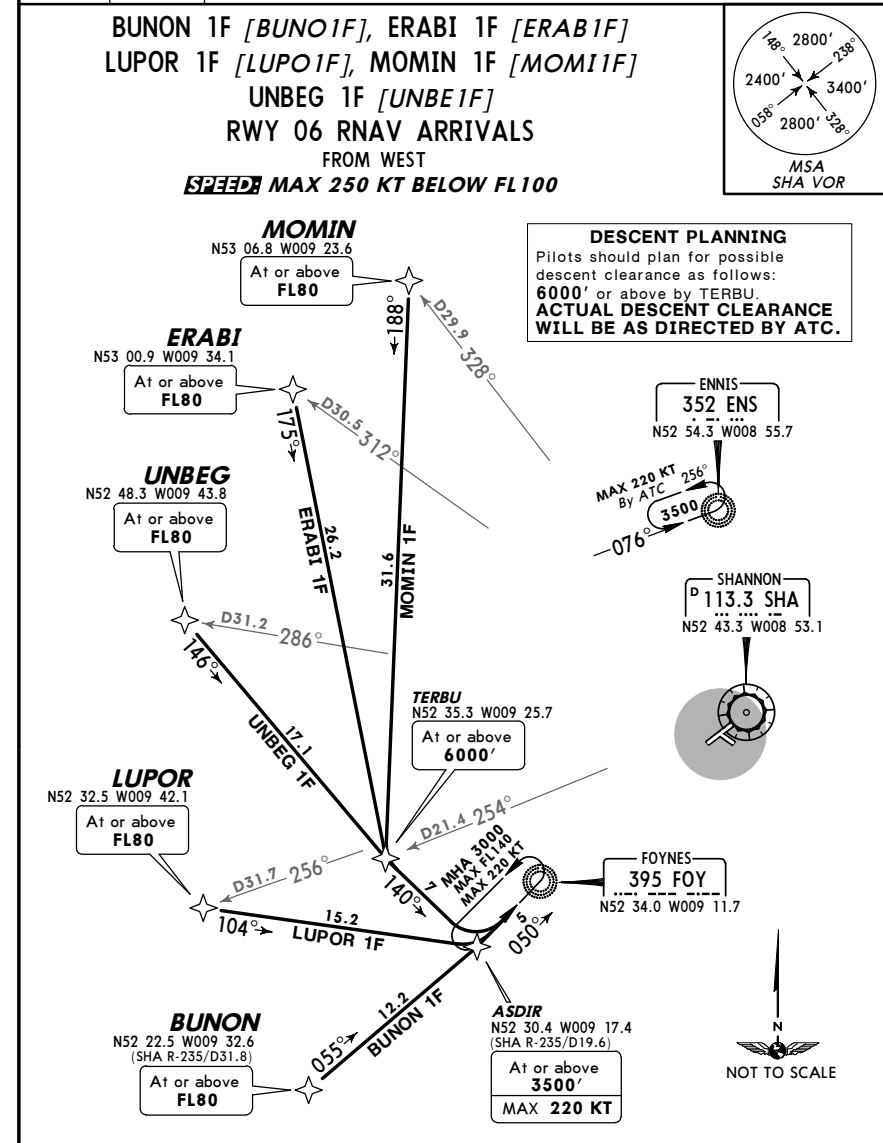
*D-ATIS 130.95	Apt Elev 46'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. SHA VOR/DME must be serviceable. 2. Use of DME/DME may not be available below 6000'. 3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided. 4. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.
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STAR	ROUTING
BUNON 1D	BUNON (FL80+) - ENS - TOBRI (6000'+) - DERAG (3500'+; K220-).
ERABI 1D	ERABI (FL80+) - ENS - TOBRI (6000'+) - DERAG (3500'+; K220-).
LUPOR 1D	LUPOR (FL80+) - ENS - TOBRI (6000'+) - DERAG (3500'+; K220-).
MOMIN 1D	MOMIN (FL80+) - ENS - TOBRI (6000'+) - DERAG (3500'+; K220-).
UNBEG 1D	UNBEG (FL80+) - ENS - TOBRI (6000'+) - DERAG (3500'+; K220-).

EINN/SNN SHANNON RNAV (DME/DME, GNSS, VOR/DME) 15 SEP 06 10-2C Eff 28 Sep SHANNON, IRELAND RNAV STAR

*D-ATIS 130.95	Apt Elev 46'	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'. 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.
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STAR	ROUTING
BUNON 1F	BUNON (FL80+) - ASDIR (3500'+; K220-) - FOY.
ERABI 1F	ERABI (FL80+) - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY.
LUPOR 1F	LUPOR (FL80+) - ASDIR (3500'+; K220-) - FOY.
MOMIN 1F	MOMIN (FL80+) - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY.
UNBEG 1F	UNBEG (FL80+) - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY.

EINN/SNN  
SHANNON

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5 JAN 07 10-3

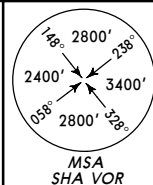
SHANNON, IRELAND  
RNAV SID

Apt Elev  
46'

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'. 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. Non RNAV equipped ACFT will be cleared via omnidirectional departures (refer to 10-9). 5. If unable to comply with SIDs advise ATC.

ABAGU 1A [ABAG1A], DIGAN 1A [DIGA1A]  
ENIRI 1A [ENIR1A], KURUM 1A [KURU1A]  
RIKUL 1A [RIKU1A], TOMTO 1A [TOMT1A]  
RWY 06 RNAV DEPARTURES  
RNAV (DME/DME OR GNSS OR VOR/DME)  
TO EAST & SOUTH

**SPEED MAX 250 KT BELOW FL100**



**WARNING**  
Do not climb above  
5000' unless  
instructed by ATC.

SHANNON  
339 OL  
N52 44.9 W008 49.4  
(SHA R-059/D2.8)

At or above  
2000'

ENIRI  
N53 05.4 W008 24.3  
(SHA R-044/D28.2)

RIKUL  
N53 03.5 W008 20.7  
(SHA R-050/D28.2)

DIGAN  
N52 56.2 W008 11.9  
(SHA R-068/D28.2)

TOMTO  
N52 52.4 W008 09.1  
(SHA R-077/D28.3)



SHANNON  
113.3 SHA  
N52 43.3 W008 53.1

GATLO  
N52 41.0 W008 44.4  
(SHA R-119/D5.8)  
At or above  
3400'

KURUM  
N52 13.7 W008 39.9

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

Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1382	1843	2304	2765

Initial climb clearance 5000'

SID	ROUTING
ABAGU 1A	OL (2000'+) - ABAGU.
DIGAN 1A	OL (2000'+) - DIGAN.
ENIRI 1A	OL (2000'+) - ENIRI.
KURUM 1A	OL (2000'+) - GATLO (3400'+) - KURUM.
RIKUL 1A	OL (2000'+) - RIKUL.
TOMTO 1A	OL (2000'+) - TOMTO.

CHANGES: Crossing at GATLO; initial climb clearance.

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EINN/SNN  
SHANNON

JEPPESEN

5 JAN 07 10-3A

SHANNON, IRELAND  
RNAV SID

Apt Elev  
46'

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'. 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. Non RNAV equipped ACFT will be cleared via omnidirectional departures (refer to 10-9). 5. If unable to comply with SIDs advise ATC.

ABAGU 1B [ABAG1B], ENOKU 1B [ENOK1B]  
KORAK 1B [KORA1B], KURUM 1B [KURU1B]  
RINUS 1B [RINU1B], TORLU 1B [TORL1B]  
RWY 24 RNAV DEPARTURES  
RNAV (DME/DME OR GNSS OR VOR/DME)  
TO EAST & SOUTH

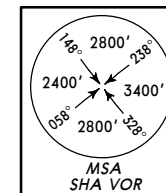
**SPEED MAX 250 KT BELOW FL100**

**WARNING**  
Do not climb above 5000'  
unless instructed by ATC.

AGINI  
N53 09.3 W008 34.8

RINUS  
N53 38.7  
W007 39.7

KORAK  
N53 23.7  
W007 47.6



NOT TO SCALE

GORTO  
N52 57.3 W008 57.5

DISUR  
N52 43.5 W009 05.9  
At or above  
3300'

SHANNON  
113.3 SHA  
N52 43.3 W008 53.1

ENOKU  
N53 06.1 W007 39.7

BEVES  
N52 39.6 W009 00.9  
(SHA R-238/D6)  
At or above  
1800'

NUPVO  
N52 40.5  
W008 16.1

TORLU  
N52 59.3  
W007 35.0

ADARU  
N52 35.6 W008 55.9  
At or above  
3300'

ABAGU  
N52 30.2  
W007 38.8

KURUM  
N52 13.7 W008 39.9

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

Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1382	1843	2304	2765

Initial climb clearance 5000'

SID	ROUTING
ABAGU 1B	BEVES (1800'+) - ADARU (3300'+) - ABAGU.
ENOKU 1B	BEVES (1800'+) - ADARU (3300'+) - NUPVO - ENOKU.
KORAK 1B	BEVES (1800'+) - DISUR (3300'+) - GORTO - AGINI - KORAK.
KURUM 1B	BEVES (1800'+) - ADARU (3300'+) - KURUM.
RINUS 1B	BEVES (1800'+) - DISUR (3300'+) - GORTO - AGINI - RINUS.
TORLU 1B	BEVES (1800'+) - ADARU (3300'+) - NUPVO - TORLU.

CHANGES: Crossings at ADARU & DISUR; initial climb clearance.

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EINN/SNN  
SHANNON

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5 JAN 07 10-3B

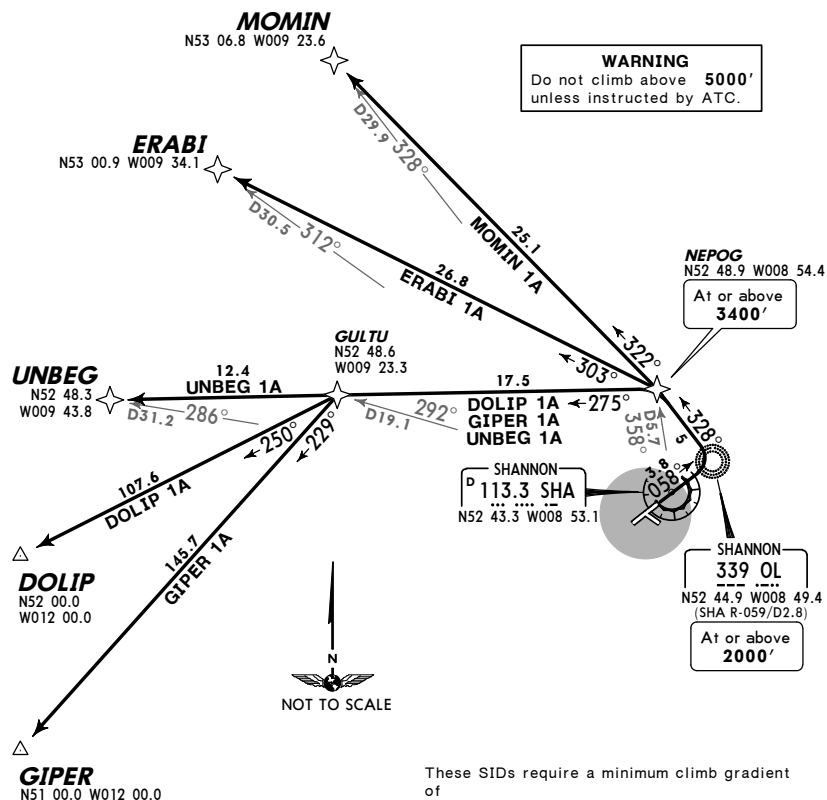
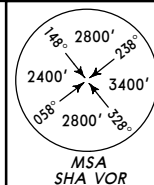
SHANNON, IRELAND  
RNAV SID

Apt Elev  
46'

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'. 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. Non RNAV equipped ACFT will be cleared via omnidirectional departures (refer to 10-9). 5. If unable to comply with SIDs advise ATC.

DOLIP 1A [DOLIP1A], ERABI 1A [ERABI1A]  
GIPER 1A [GIPER1A], MOMIN 1A [MOMI1A]  
UNBEG 1A [UNBE1A]  
RWY 06 RNAV DEPARTURES  
RNAV (DME/DME OR GNSS OR VOR/DME)  
TO WEST

**SPEED MAX 250 KT BELOW FL100**



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

Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1382	1843	2304	2765

Initial climb clearance **5000'**

SID	ROUTING
DOLIP 1A	OL (2000'+) - NEPOG (3400'+) - GULTU - DOLIP.
ERABI 1A	OL (2000'+) - NEPOG (3400'+) - ERABI.
GIPER 1A	OL (2000'+) - NEPOG (3400'+) - GULTU - GIPER.
MOMIN 1A	OL (2000'+) - NEPOG (3400'+) - MOMIN.
UNBEG 1A	OL (2000'+) - NEPOG (3400'+) - GULTU - UNBEG.

CHANGES: Crossing at NEPOG; initial climb clearance.

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EINN/SNN  
SHANNON

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5 JAN 07 10-3C

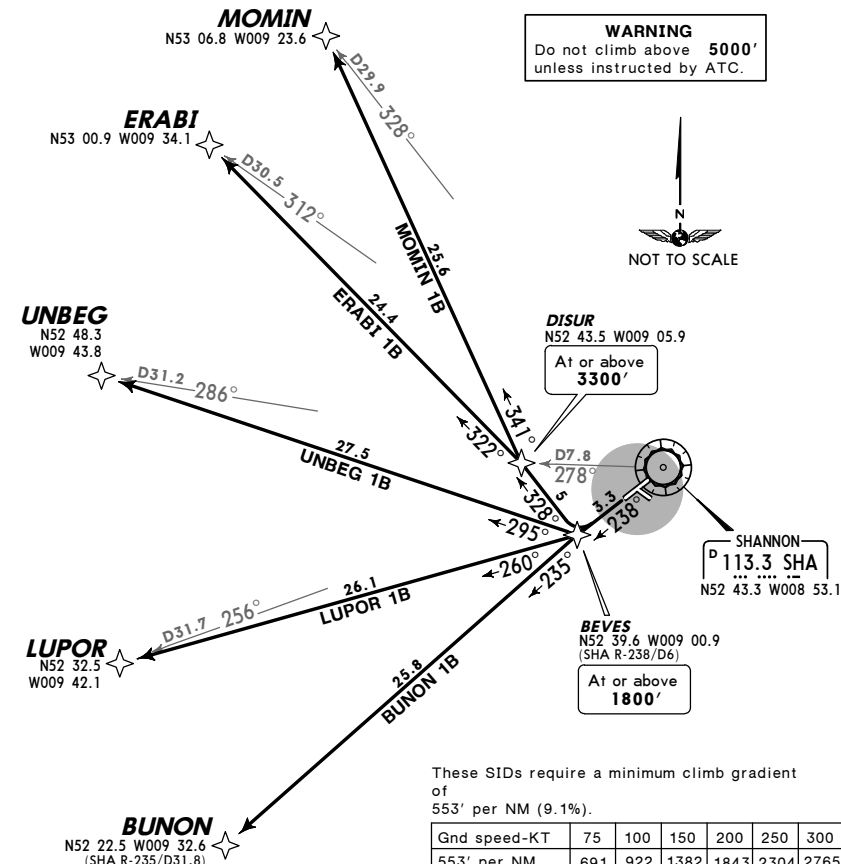
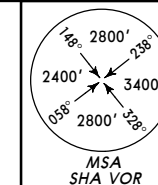
SHANNON, IRELAND  
RNAV SID

Apt Elev  
46'

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'. 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. Non RNAV equipped ACFT will be cleared via omnidirectional departures (refer to 10-9). 5. If unable to comply with SIDs advise ATC.

BUNON 1B [BUNO1B], ERABI 1B [ERABI1B]  
LUPOR 1B [LUPO1B], MOMIN 1B [MOMI1B]  
UNBEG 1B [UNBE1B]  
RWY 24 RNAV DEPARTURES  
RNAV (DME/DME OR GNSS OR VOR/DME)  
TO WEST

**SPEED MAX 250 KT BELOW FL100**



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

Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1382	1843	2304	2765

Initial climb clearance **5000'**

SID	ROUTING
BUNON 1B	BEVES (1800'+) - BUNON.
ERABI 1B	BEVES (1800'+) - DISUR (3300'+) - ERABI.
LUPOR 1B	BEVES (1800'+) - LUPOR.
MOMIN 1B	BEVES (1800'+) - DISUR (3300'+) - MOMIN.
UNBEG 1B	BEVES (1800'+) - UNBEG.

CHANGES: Crossing at DISUR; initial climb clearance.

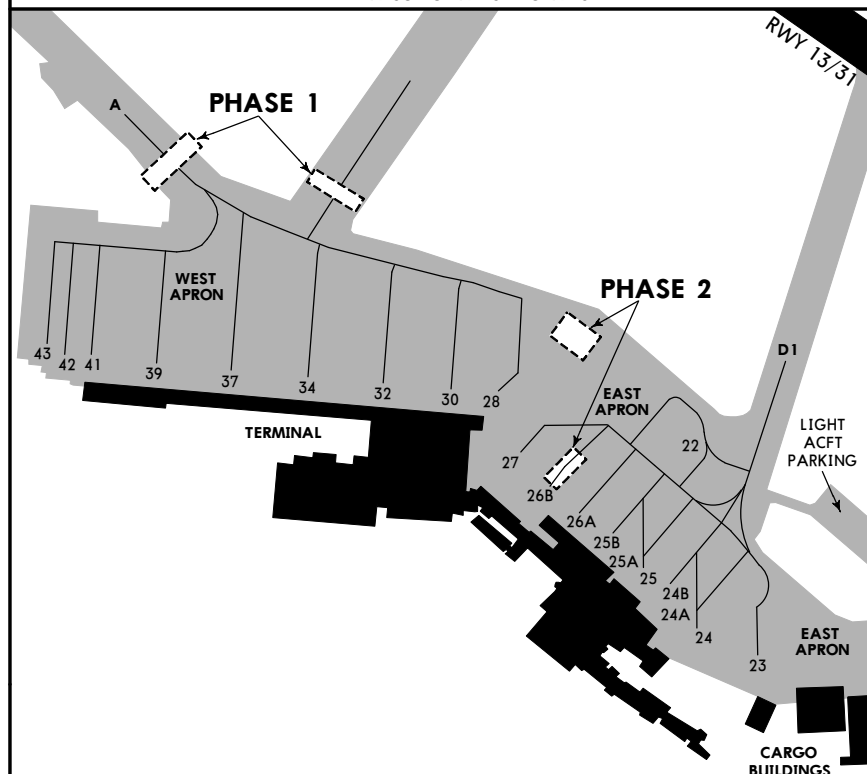
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EINN/SNN

JEPPesen  
23 FEB 07 (10-8)

SHANNON, IRELAND  
SHANNON

**TEMPORARY CONSTRUCTION WORK**  
REFER ALSO TO LATEST NOTAMS



**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.

The apron twy will be closed to taxiing aircraft between stands 27 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 13/31 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.

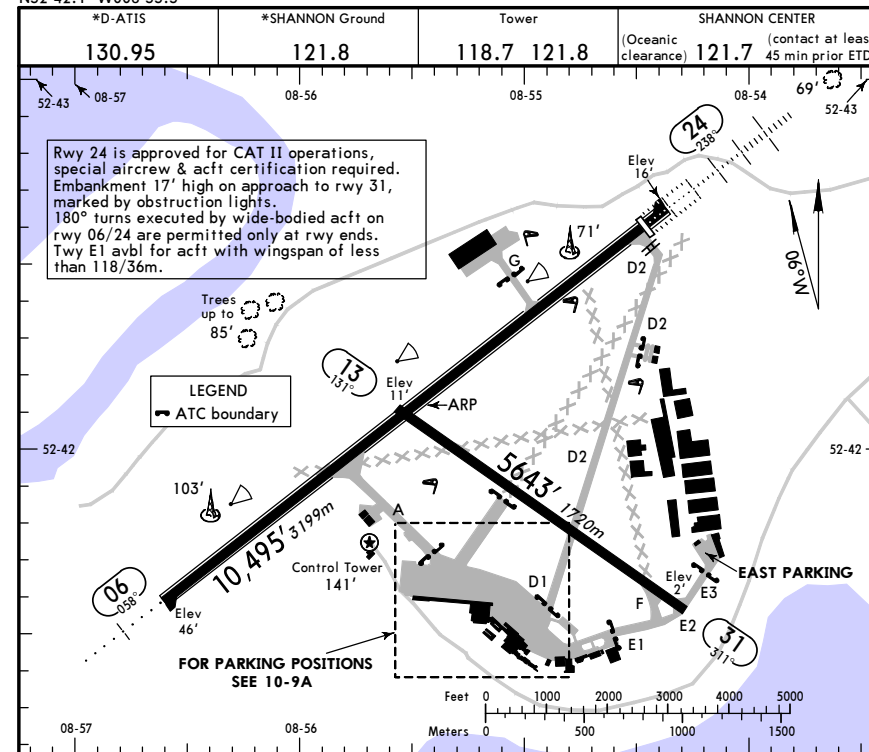
During Low Visibility/CAT II operations, aircraft arriving to stands on the East Apron or departing from stands on the West Apron will be escorted by a follow-me vehicle through stands 11A, 11B and 11C and via rwy 13/31 to twy D1 (arriving aircraft) or twy D2 (departing aircraft) as appropriate.

EINN/SNN

Apt Elev 46'  
N52 42.1 W008 55.5

JEPPesen  
15 SEP 06 (10-9) Eff 28 Sep

SHANNON, IRELAND  
SHANNON



RWY		ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND	Threshold	Glide Slope	Threshold		
06	HIRL (60m) CL (15m) HIALS PAPI (3.0°) RVR	9097'	2773m				148'
24	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR	10,037'	3059m	882'	2689m	1	45m

**1 TAKE-OFF RUN AVAILABLE**

**RWY 06:**

From rwy head 10,495' (3199m)  
twy A int 6782' (2067m)

**RWY 24:**

From rwy head 10,495' (3199m)  
twy D2 int 9993' (3046m)

**13**

2

PAPI (angle 3.0°)

148'

45m

**2 Pavement does not conform with ICAO recommendations.**

Rwy may be used for landing and take-off at pilot's discretion with acft not exceeding AWW 25 mt.  
Rwy closed for landing at NIGHT and by DAY when visibility is less than 2000m.

**JAR-OPS**

**TAKE-OFF 1 & OMNIDIRECTIONAL DEPARTURE PROCEDURE**

Rwy 06/24							Rwy 13/31
LVP must be in Force							
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
ABC	125m	150m	200m	250m	400m	500m	2000m
D	150m	200m	250m	300m			

**1** 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 Rws:** Climb STRAIGHT AHEAD with min 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) Rws 06/24:** Climb STRAIGHT AHEAD with min 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.

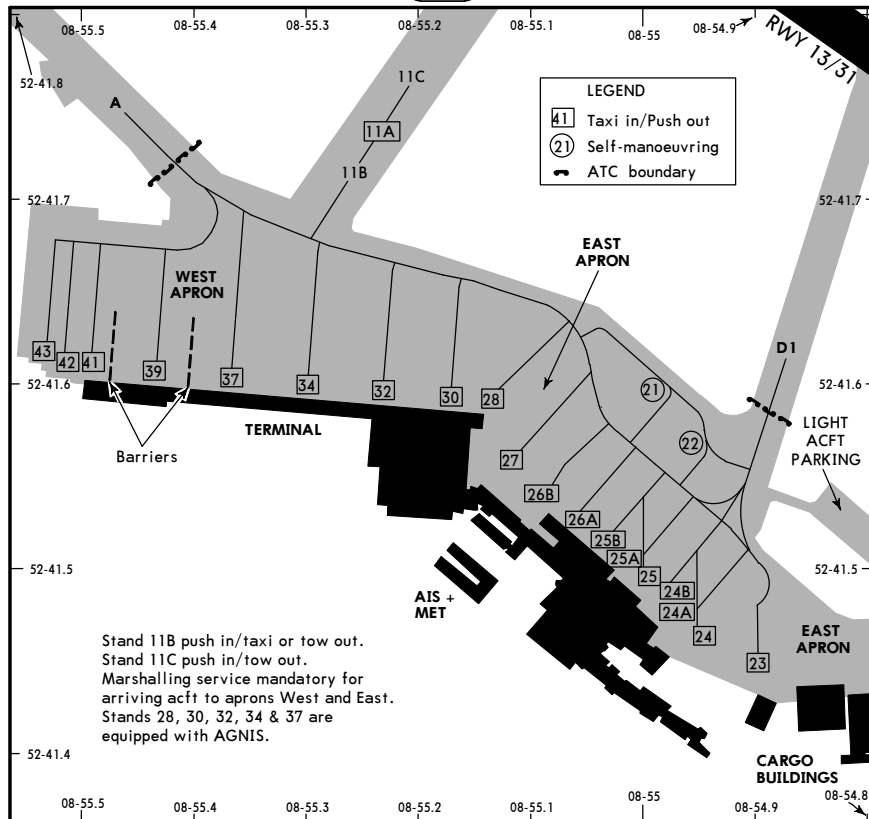
If unable to comply, inform ATC in good time for alternative clearances.

EINN/SNN

JEPPesen  
15 SEP 06 **10-9A** Eff 28 Sep

SHANNON, IRELAND

SHANNON



Stand 11B push in/taxi or tow out.  
Stand 11C push in/tow out.  
Marshalling service mandatory for  
arriving acft to aprons West and East.  
Stands 28, 30, 32, 34 & 37 are  
equipped with AGNIS.

#### INS COORDINATES

STAND No.	COORDINATES		STAND No.	COORDINATES	
11A	N52 41.7	W008 55.2	37, 39	N52 41.6	W008 55.4
11B	N52 41.7	W008 55.3	41 thru 43	N52 41.6	W008 55.5
11C	N52 41.8	W008 55.2			
21, 22	N52 41.6	W008 55.0			
23	N52 41.5	W008 54.9			
24 thru 25B	N52 41.5	W008 55.0			
26A	N52 41.5	W008 55.1			
26B thru 28	N52 41.6	W008 55.1			
30, 32	N52 41.6	W008 55.2			
34	N52 41.6	W008 55.3			

#### LOW VISIBILITY PROCEDURES

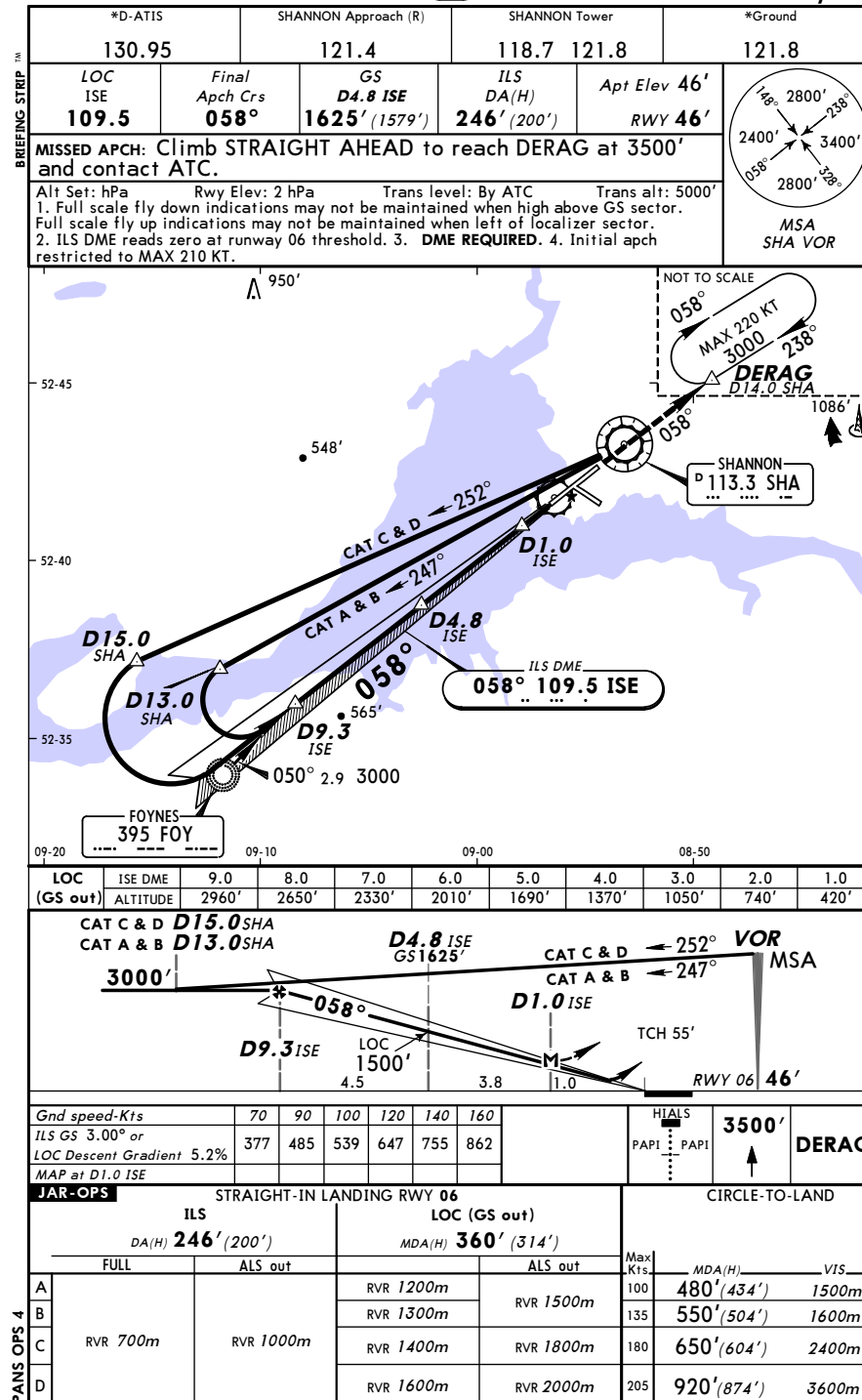
Low Visibility Procedures apply when ceiling is below 200' and/or RVR is less than 550m.  
The CAT II holding position on TWY D2 must be used.  
When these procedures are in operation and RWY 24 is in use the following standard taxi route system applies:  
- Departing aircraft shall normally use TWYs D1 and D2  
- Arriving aircraft shall normally use TWY A.  
Pilots will be informed by AFIS broadcast or RTF when Low Visibility Procedures are in operation.

EINN/SNN  
SHANNON

JEPPesen  
15 SEP 06 **11-1** Eff 28 Sep

SHANNON, IRELAND

ILS or LOC Rwy 06



EINN/SNN  
SHANNON

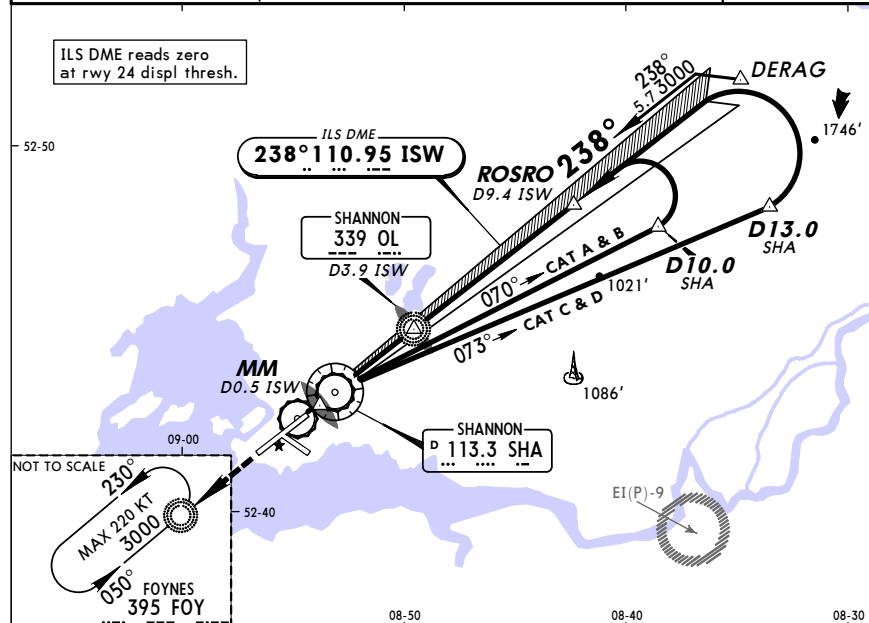
JEPPesen

27 JUL 07 (11-2)

Eff 2 Aug

SHANNON, IRELAND  
ILS or LOC Rwy 24

*D-ATIS	SHANNON Approach (R)		SHANNON Tower		*Ground
130.95	121.4	118.7	121.8	121.8	
LOC ISW 110.95	Final Apch Crs 238°	GS LOM 1300' (1285')	ILS DA(H) 215' (200')	Apt Elev 46' RWY 15'	
MISSED APCH: Climb to reach FOY NDB at 3500' and contact ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'					
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.					
2. DME REQUIRED. 3. Initial apch MAX 210 KT.					



LOC (GS out)	ISW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	700'	1020'	1340'	1660'	1980'	2300'	2610'	2930'	
TO DISPL THRESH									
Gnd speed-Kts									
ILS GS 3.00° or	70	90	100	120	140	160			
LOC Descent Gradient 5.2%	377	485	539	647	755	862			
MAP at MM/D0.5 ISW									
JAR-OPS STRAIGHT-IN LANDING RWY 24									
CIRCLE-TO-LAND									
CAT II ILS ABCD RA 99' DA(H) 115' (100')									
RVR 300m									

ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 215' (200')		MDA(H) 450' (435')		VTS	
FULL		ALS out		VTS	
A		RVR 900m	RVR 1500m	100	480' (434') 1500m
B		RVR 1000m	RVR 1800m	135	550' (504') 1600m
C	RVR 550m	RVR 1000m	RVR 1800m	180	650' (604') 2400m
D		RVR 1400m	RVR 2000m	205	920' (874') 3600m

CHANGES: ILS DME added.

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EINN/SNN  
SHANNON

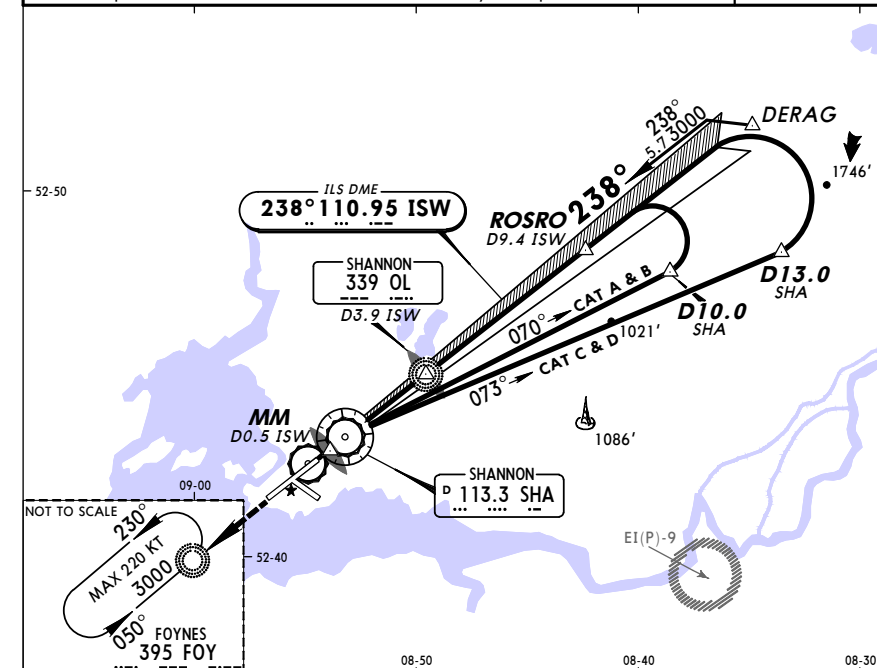
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27 JUL 07 (11-2A)

Eff 2 Aug

SHANNON, IRELAND  
CAT II ILS Rwy 24

*D-ATIS	SHANNON Approach (R)		SHANNON Tower		*Ground
130.95	121.4	118.7	121.8	121.8	
LOC ISW 110.95	Final Apch Crs 238°	GS LOM 1300' (1285')	CAT II ILS RA 99' DA(H) 115' (100')	Apt Elev 46' RWY 15'	
MISSED APCH: Climb to reach FOY NDB at 3500' and contact ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'					
1. Special Aircrew & Acft Certification Required. 2. 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. 3. DME REQUIRED.					
4. Initial apch MAX 210 KT. 5. ILS DME reads zero at rwy 24 displ thresh.					



LOC (GS out)	ISW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	700'	1020'	1340'	1660'	1980'	2300'	2610'	2930'	
TO DISPL THRESH									
Gnd speed-Kts									
ILS GS 3.00° or	70	90	100	120	140	160			
LOC Descent Gradient 5.2%	377	485	539	647	755	862			
MAP at MM/D0.5 ISW									
JAR-OPS STRAIGHT-IN LANDING RWY 24									
CIRCLE-TO-LAND									
CAT II ILS ABCD RA 99' DA(H) 115' (100')									
RVR 300m									

ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 215' (200')		MDA(H) 450' (435')		VTS	
FULL		ALS out		VTS	
A		RVR 900m	RVR 1500m	100	480' (434') 1500m
B		RVR 1000m	RVR 1800m	135	550' (504') 1600m
C	RVR 550m	RVR 1000m	RVR 1800m	180	650' (604') 2400m
D		RVR 1400m	RVR 2000m	205	920' (874') 3600m

CHANGES: ILS DME added.

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EINN/SNN  
SHANNON



27 JUL 07 (13-1)

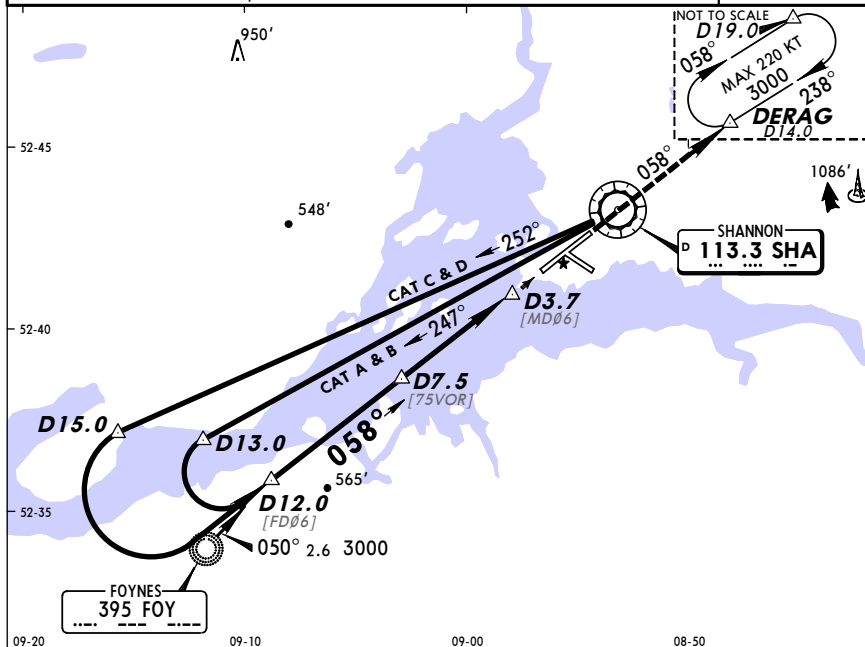
**Eff 2 Aug**

SHANNON, IRELAND  
VOR Rwy 06

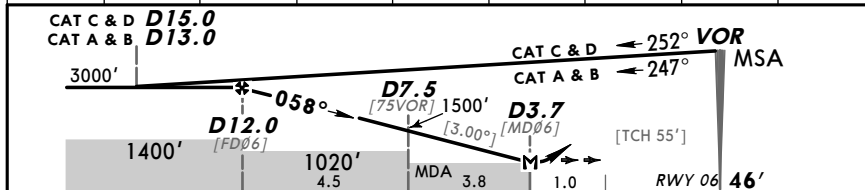
*D-ATIS	SHANNON Approach (R)		SHANNON Tower		*Ground
130.95	121.4		118.7	121.8	121.8
VOR SHA 113.3	Final Apch Crs 058°	Procedure Alt D12.0 3000' (2954')	MDA(H) 360' (314')	Apt Elev 46' RWY 46'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to reach DERAG at 3500' and contact ATC.</b>					
Alt Set: hPa      Rwy Elev: 2 hPa      Trans level: By ATC      Trans alt: 5000' <b>1. DME REQUIRED.</b> 2. Initial apch MAX 210 KT.					

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

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000
1. <b>DME REQUIRED.</b> 2. Initial apch MAX 210 KT.			



SHA DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2740'	2420'	2100'	1780'	1460'	1150'	830'	510'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Gradient 5.24% or Descent angle (3.00°)</i>	372	478	531	637	743	849	
<i>MAP at D3.7</i>							

**JAR-OPS**

STRAIGHT-IN LANDING RWY 06

CIRCLE-TO-LAND

MDA(H) <b>360' (314')</b>		Max K15	MDA(H)	VIS
A	RVR 1200m	100	480' (434')	1500m
B	RVR 1300m	135	550' (504')	1600m
C	RVR 1400m	180	650' (604')	2400m
D	RVR 1600m	205	920' (874')	3600m

**CHANGES:** Holding.

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EINN/SNN  
SHANNON

27 JUL 07 (13-2)

**Eff 2 Aug**

SHANNON, IRELAND  
VOR Rwy 24

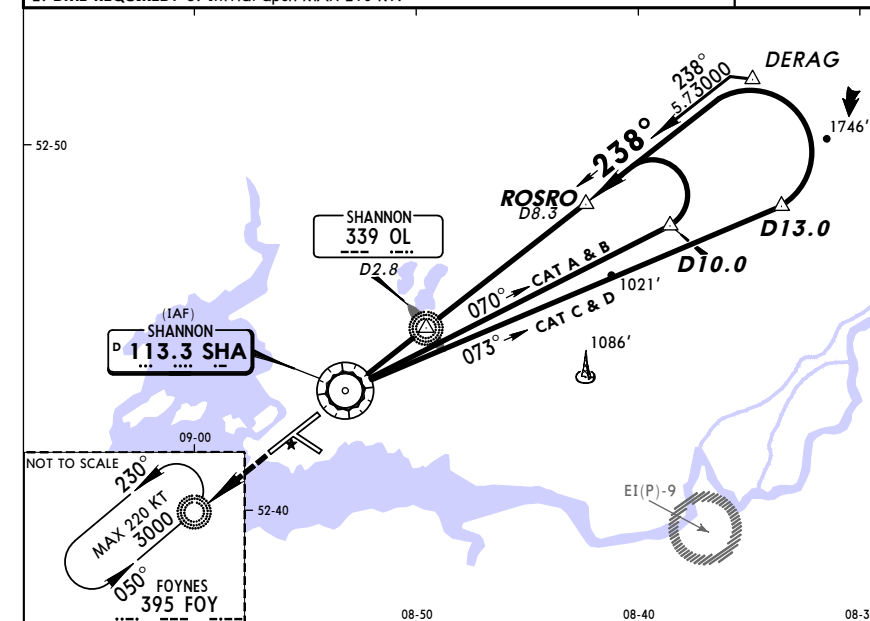
BEEFING STRIP™	*D-ATIS		SHANNON Approach (R)		SHANNON Tower		*Ground
	130.95		121.4		118.7 121.8		121.8
	VOR SHA 113.3	Final Apch Crs 238°	Procedure Alt ROSRO 3000' (2985')	MDA(H) 450' (435')	Apt Elev 46' RWY 15'		
	<b>MISSED APCH: Climb to reach FOY NDB at 3500' and contact ATC.</b>						
Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: By ATC      Trans alt: 5000' 1. <b>CAUTION:</b> 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. 2. <b>DME REQUIRED.</b> 3. Initial apch MAX 210 KT.							

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

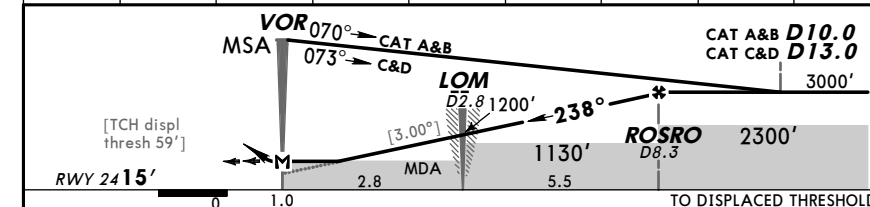
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'

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.

2. DME REQUIRED. 3. Initial altcpx MAX 210 KT.



SHA DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	720'	1040'	1360'	1680'	2000'	2310'	2630'	2950'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	
MAP at VOR							

**JAR-OPS**

STRAIGHT-IN LANDING RWY 24

CIRCLE-TO-LAND

		MDA(H) <b>450'</b> (435')		Max Kts.	MDA(H)	VIS
		ALS out				
PANS OPS 4	A	RVR 900m		100	<b>480'</b> (434')	<b>1500m</b>
	B		RVR 1500m	135	<b>550'</b> (504')	<b>1600m</b>
	C	RVR 1000m		180	<b>650'</b> (604')	<b>2400m</b>
	D	RVR 1400m	RVR 2000m	205	<b>920'</b> (874')	<b>3600m</b>

**CHANGES:** None.

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