

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**Fire:** "Shannon Fire" 121.600 AVBL within 8NM of AD.**PCN:** RWY 06/24: 75/R/C/W/U**Operation****RNAV SIDs/STARs Equipment Requirements**

- P-RNAV certified ACFT:
- B-RNAV certified ACFT only above MSA:

Climb to MSA on the initial segments of the RNAV SIDs may be conducted using conventional navigation. If the RNAV equipment fails, or navigation accuracy of  $\pm 1$  NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.

**Low Visibility Procedures**

LVP in use when RVR below 550m and/or the ceiling is below 200ft.

ARR: Use TWY A after LDG RWY 24.

DEP: Use TWY D1, D2 for DEP on RWY 24.

**TWY Restriction**

TWY E1, E2, F CLSD.

**Taxi/Parking**

180° turns by wide-bodied ACFT permitted at RWY ends only.

Marshalling service compulsory for all arriving ACFT intending to park either on west, central or east APN. Otherwise AVBL O/R.

AGNIS AVBL at stands 30, 32, 34 and 37.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 210KT for initial APCH.

Recommended IAS 160KT from FAF to OM.

If unable to comply, advise ATC and state speed acceptable.

**Communication****COM Failure**

**TFC cleared on STAR:** Follow route of STAR at last cleared LVL or ALT. On reaching the appropriate hold fix, descend to 3000ft and complete instrument APCH to RWY in use.

**Radar vectored final APCH:** join in most expeditious manner, complete instrument APCH to RWY in use. If unable to comply, or uncertain of PSN, climb immediately to 3000ft, proceed in most expeditious manner to hold appropriate to RWY in use, complete instrument APCH to RWY in use.

**Visual APCH**

ACFT from the west, route to Feenish Island hold (FOY NDB).

ACFT from the east, route to Bunratty Castle hold.

TWR using the ALDIS lamp.

**ARRIVAL****Arrival Procedure****Non-standard GP intercept position on****RWY 06**

GP intercepts RWY 06 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 2879m / 9446ft.

**RWY 24**

GP intercepts RWY 24 at 343m / 1126ft after landing threshold.

Remaining LDG DIST beyond GP is 2716m / 8910ft.

**Warnings**

TURB and/or windshear may be experienced on APCH to RWY 24 when wind direction lies in the sector from 260°-320°T (clockwise) with wind speeds more than 15KT.

**DEPARTURE****Take-off Minima**

RWY		24	
All ACFT	ft - m/km	0 - 125R	-
RWY		06	
All ACFT	ft - m/km	0 - 400R/400V	-

**Communication****COM Failure**

**RFL FL80 or above:** DEP TFC cleared by ATC to a LVL or ALT below FL80 shall maintain cleared LVL for a period of 3min following the time ALT/LVL is reached and thereafter adjust LVL and speed according FPL.

**Departure Procedure****Traffic Notes**

The climb to MSA on the initial segments of a RNAV SID may be conducted using conventional navigation.

Non RNAV equipped ACFT will be assigned a DEP CLR based on the omni directional PROC.

RWY	Track	ACFT CAT	MNM Climb Gradient	Routing
24	238°	C, D	Climb Gradient of 9.1% for airspace (550ft/NM) Climb Gradient of 3.3% for Obstacle CLR.	Climb straight ahead until passing 1800ft QNH and then directed by by ATC.
06	058°	C, D	Climb Gradient of 9.1% for airspace (550ft/NM) Climb Gradient of 3.3% for Obstacle CLR.	Climb straight ahead until passing 2000ft QNH and then directed by by ATC.
GND Speed KTS	150		200	250
550 ft/NM	1375		1835	2290

**DEPARTURE****ATC Slot, Clearance**

**Oceanic Clearance:** To REQ Oceanic CLR operating companies or their agents should contact Shannon Area Control Center (Tel No. +35361770700 EXTN 122/123), 45min prior ETD or pilots of ACFT should contact Shannon Area Control Center on 121.700 45min prior ETD. To obtain Oceanic CLR pilots should contact Shannon ATC on 121.700 at least 15min prior start-up.

**De-Icing**

AVBL

Effective 09-NOV-2017

02-NOV-2017

SNN-EINN

2-10

Ireland Shannon

AGC

AFC

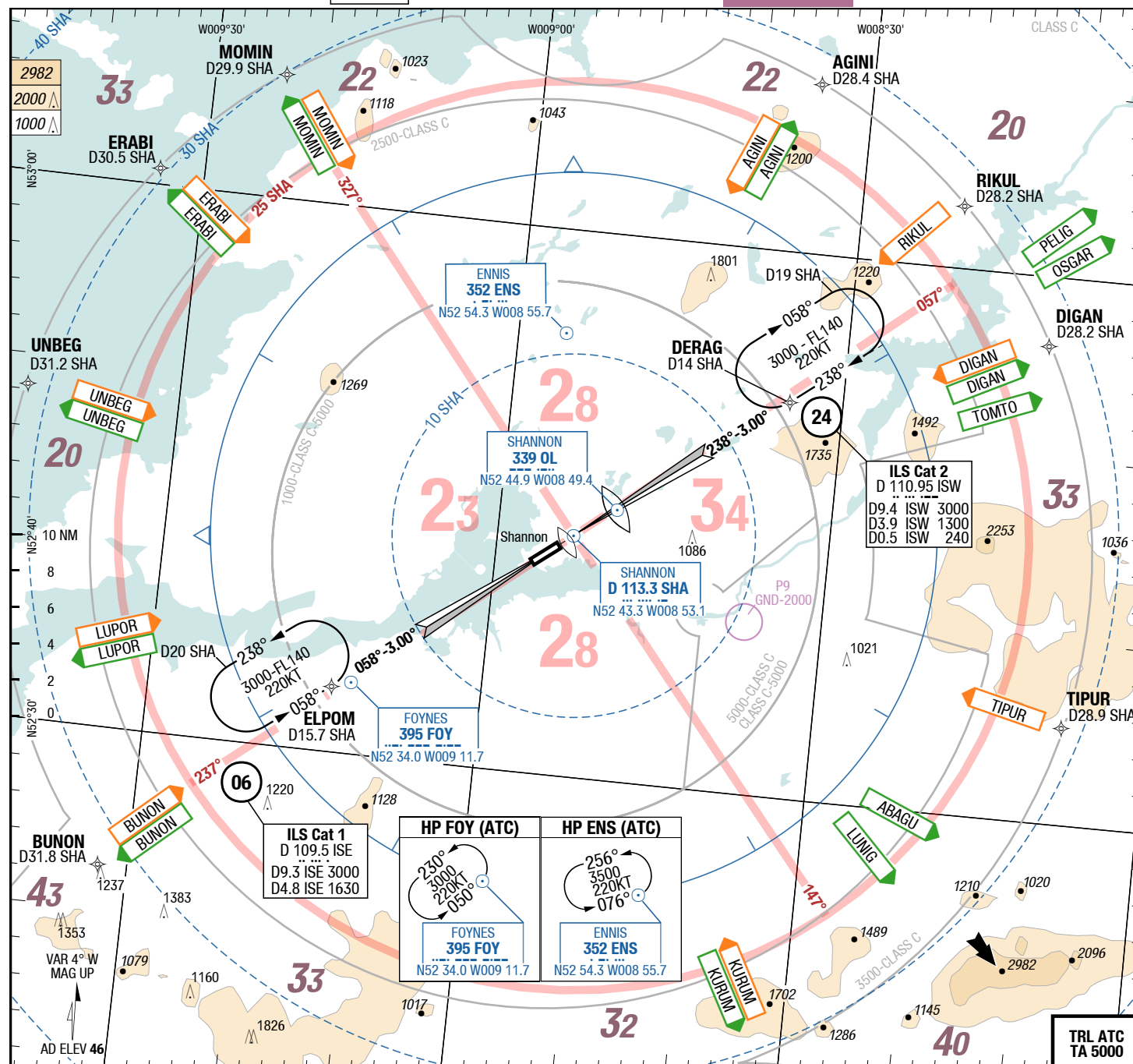
AFC

AFC

Shannon Ireland

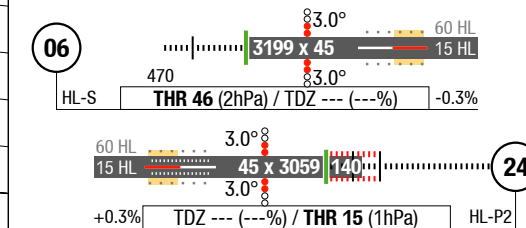
AGC

AFC



D-ATIS 130.955  
 APP 121.400 120.200  
 TWR 118.700 121.800  
 GND 121.800 1000-1600±

Landing RWY system:



Changes: FREQ, MGA, APL, HLDG, VAR, OBST

## SNN-EINN

**AGC**

AGC

# AGC

**AGC**

3-20

D-ATIS	130.955	
TWR	118.700	121.800
GND	121.800	1000-1600±

RWY	TORA	ASDA	TODA
06	3199	3199	3260
24	3199	3199	3260

**Legend:**

— Barriers

— ARP —  
N 52 42.1  
/ 008 55.5

(24

238°  
15

06

058°  
46

VAR 4° W  
MAG UP

AD ELEV 46

## WEST APRON

**CENTRAL**

## ! TERMINAL

## **EAST APRON**

**LIGHT ACFT  
/ PARKING**

**EAST  
PARKING**



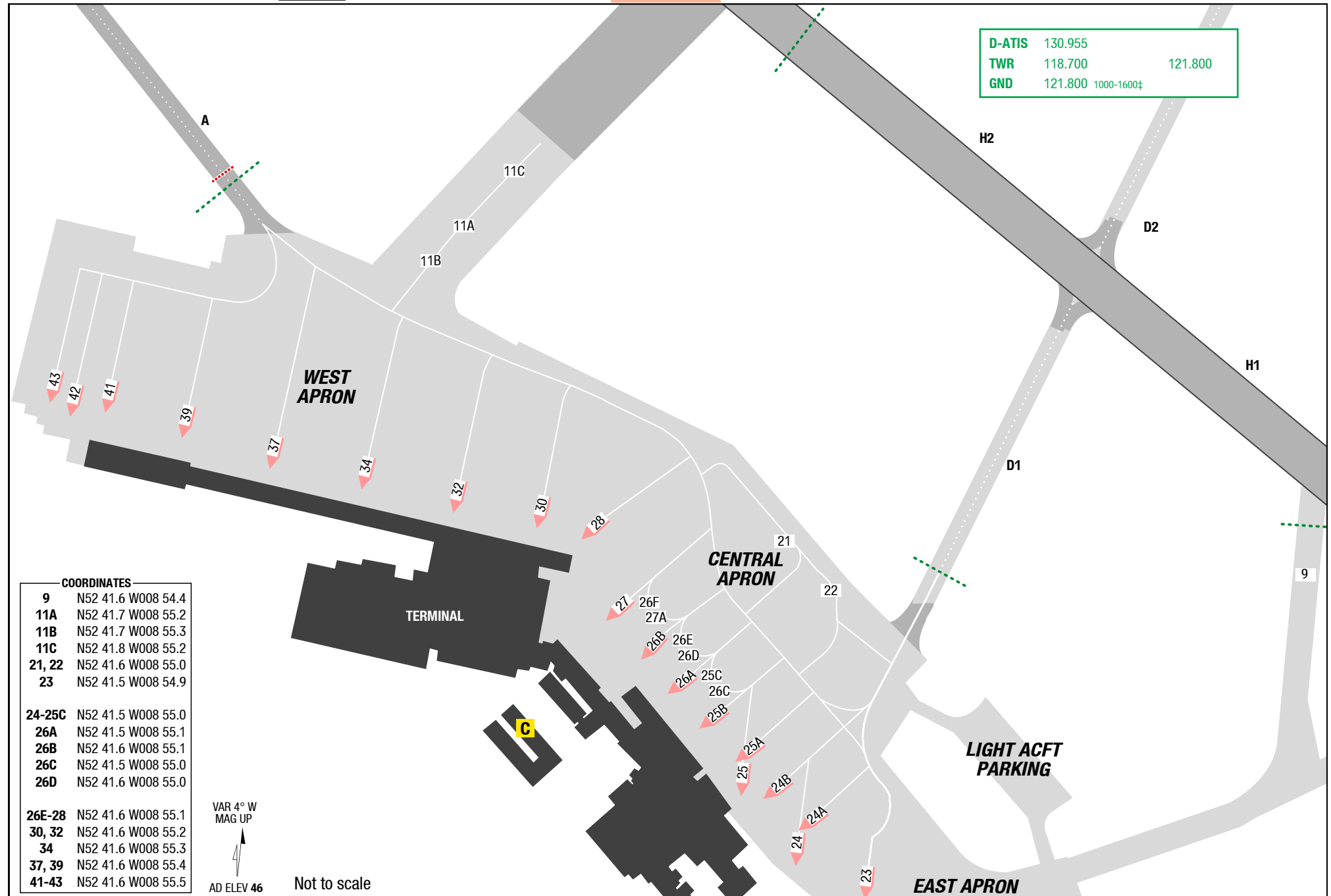
**CARGO**

**FIRE STATION**

See APC

Changes: FREQ, VAR

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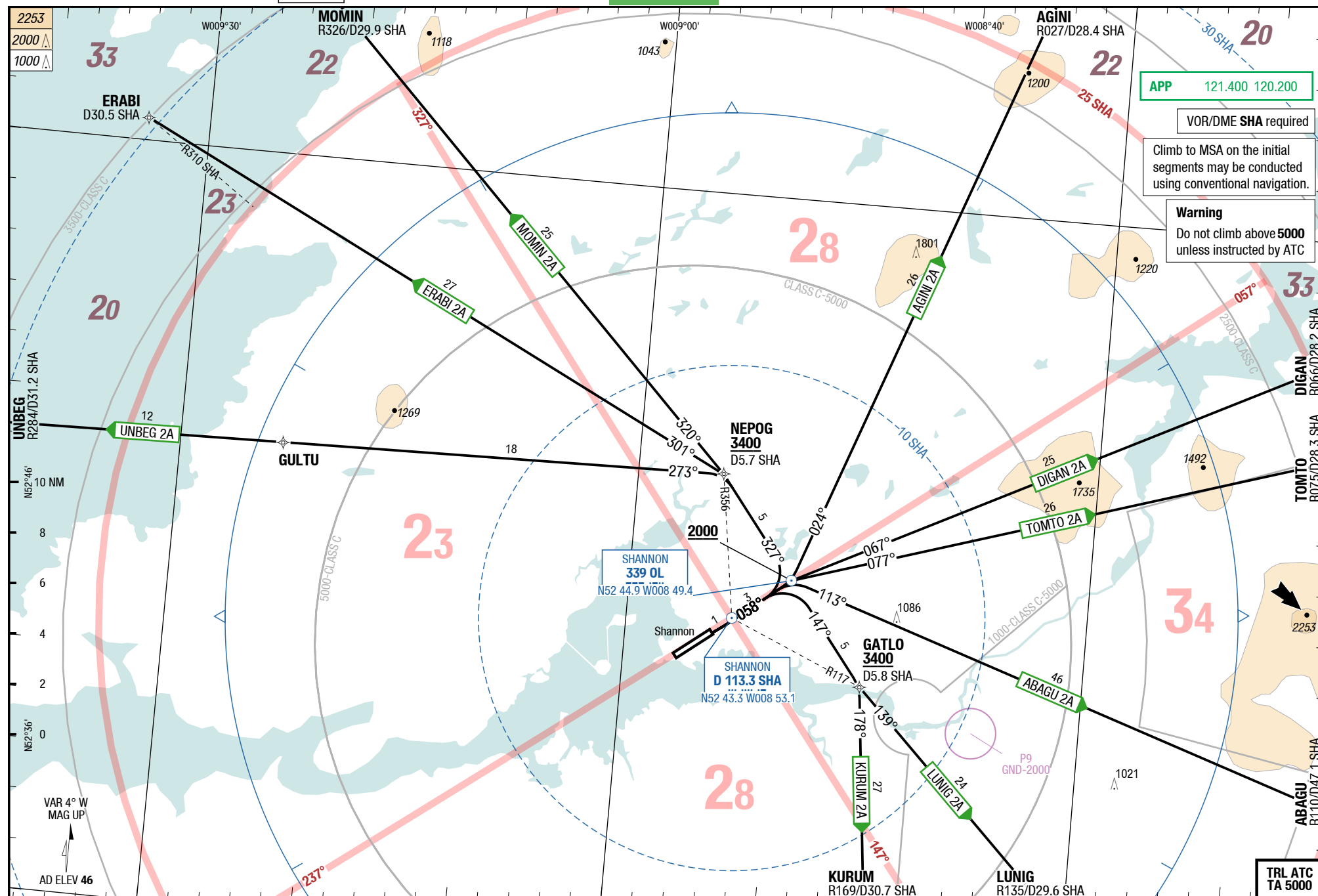
26-OCT-2017  
SNN-EINN

Ireland Shannon  
RNAV SIDs RWY 24  
RNAV SIDs RWY 06

SID

SID

Shannon Ireland  
RNAV SIDs RWY 24  
RNAV SIDs RWY 06



Changes: MGA, Track, VAR, OBST

**26-OCT-2017**  
**SNN-EINN**

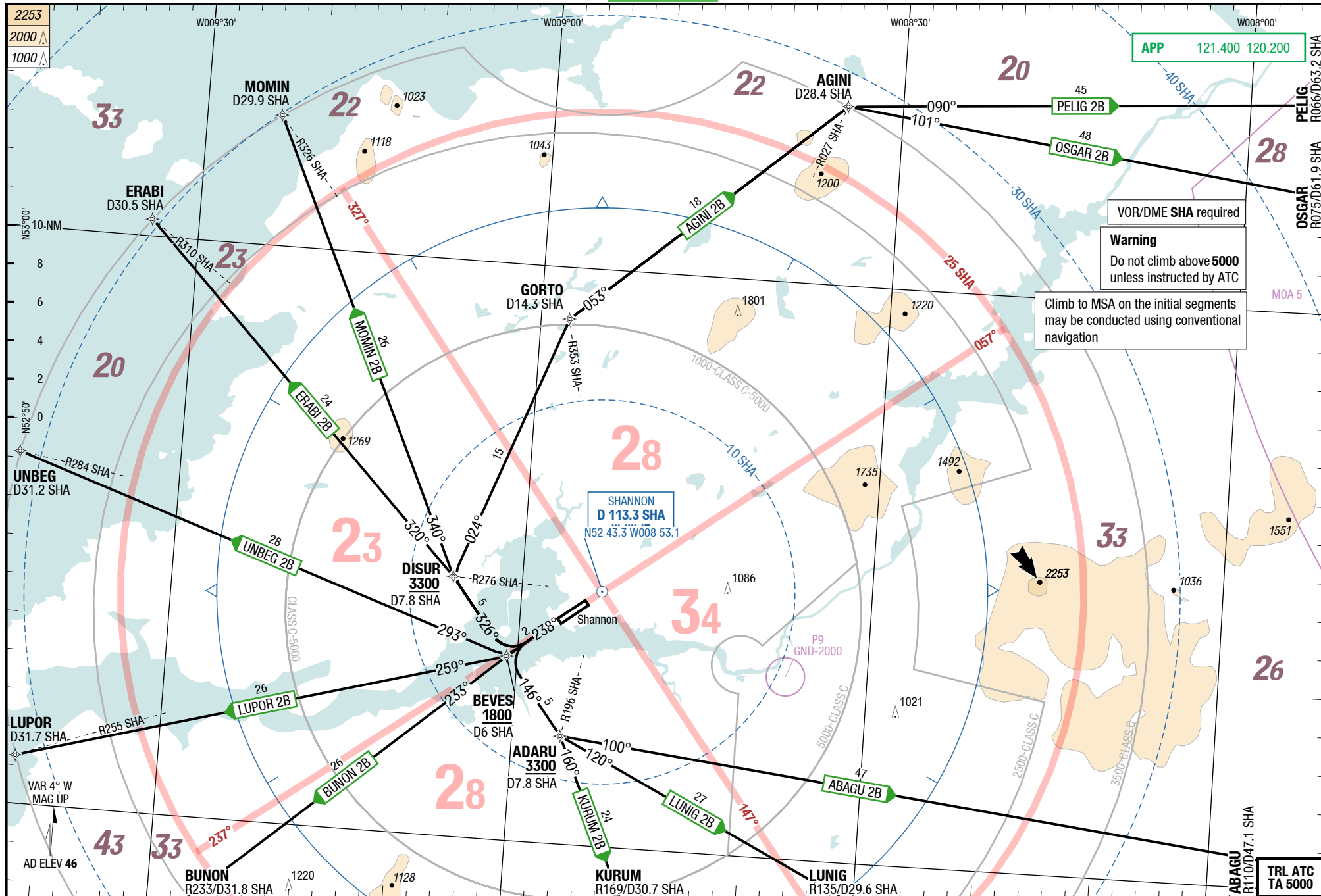
Ireland **Shannon**  
**RNAV SIDs RWY 24**

SID

SID

# Shannon Ireland

## RNAV SIDs RWY 24



Changes: MGA, Track, RWY polygon, VAR, OBST

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26-OCT-2017

SNN-EINN

5-10

RNAV SIDs RWY 06

ABAGU 2A / AGINI 2A / DIGAN 2A / ERABI 2A / KURUM 2A / LUNIG 2A / MOMIN 2A /  
TOMTO 2A / UNBEG 2A

RWY 06 (058°)

	GS	120	150	180	210	240	270
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
<b>ABAGU 2A</b> 9.1% <b>121.400</b>	RW06 058° [A450+] - DCT OL - ABAGU	OL MNM <b>2000</b> <b>initial climb 5000</b>
<b>AGINI 2A</b> 9.1% <b>121.400</b>	RW06 058° [A450+] - DCT OL - AGINI	OL MNM <b>2000</b> <b>initial climb 5000</b>
<b>DIGAN 2A</b> 9.1% <b>121.400</b>	RW06 058° [A450+] - DCT OL - DIGAN	OL MNM <b>2000</b> <b>initial climb 5000</b>
<b>ERABI 2A</b> 9.1% <b>121.400</b>	RW06 058° [A450+] - DCT OL - NEPOG - ERABI	OL MNM <b>2000</b> NEPOG MNM <b>3400</b> <b>initial climb 5000</b>
<b>KURUM 2A</b> 9.1% <b>121.400</b>	RW06 058° [A450+] - DCT OL - GATLO - KURUM	OL MNM <b>2000</b> GATLO MNM <b>3400</b> <b>initial climb 5000</b>
<b>LUNIG 2A</b> 9.1% <b>121.400</b>	RW06 058° [A450+] - DCT OL - GATLO - LUNIG	OL MNM <b>2000</b> GATLO MNM <b>3400</b> <b>initial climb 5000</b>
<b>MOMIN 2A</b> 9.1% <b>121.400</b>	RW06 058° [A450+] - DCT OL - NEPOG - MOMIN	OL MNM <b>2000</b> NEPOG MNM <b>3400</b> <b>initial climb 5000</b>
<b>TOMTO 2A</b> 9.1% <b>121.400</b>	RW06 058° [A450+] - DCT OL - TOMTO	OL MNM <b>2000</b> <b>initial climb 5000</b>
<b>UNBEG 2A</b> 9.1% <b>121.400</b>	RW06 058° [A450+] - DCT OL - NEPOG - GULTU - UNBEG	OL MNM <b>2000</b> NEPOG MNM <b>3400</b> <b>initial climb 5000</b>

Changes: New

26-OCT-2017

SNN-EINN

5-20

RNAV SIDs RWY 24

ABAGU 2B / AGINI 2B / BUNON 2B / ERABI 2B / KURUM 2B / LUNIG 2B / LUPOR 2B /  
MOMIN 2B / OSGAR 2B

RWY 24 (238°)

	GS	120	150	180	210	240	270
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>ABAGU 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - ADARU - ABAGU	BEVES MNM <b>1800</b> ADARU MNM <b>3300</b> <b>initial climb 5000</b>
<b>AGINI 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - DISUR - GORTO - AGINI	BEVES MNM <b>1800</b> DISUR MNM <b>3300</b> <b>initial climb 5000</b>
<b>BUNON 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - BUNON	BEVES MNM <b>1800</b> <b>initial climb 5000</b>
<b>ERABI 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - DISUR - ERABI	BEVES MNM <b>1800</b> DISUR MNM <b>3300</b> <b>initial climb 5000</b>
<b>KURUM 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - ADARU - KURUM	BEVES MNM <b>1800</b> ADARU MNM <b>3300</b> <b>initial climb 5000</b>
<b>LUNIG 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - ADARU - LUNIG	BEVES MNM <b>1800</b> ADARU MNM <b>3300</b> <b>initial climb 5000</b>
<b>LUPOR 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - LUPOR	BEVES MNM <b>1800</b> <b>initial climb 5000</b>
<b>MOMIN 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - DISUR - MOMIN	BEVES MNM <b>1800</b> DISUR MNM <b>3300</b> <b>initial climb 5000</b>
<b>OSGAR 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - DISUR - GORTO - AGINI - OSGAR	BEVES MNM <b>1800</b> DISUR MNM <b>3300</b> <b>initial climb 5000</b>

Changes: New

26-OCT-2017

Ireland **Shannon****SNN-EINN****5-30****RNAV SIDs RWY 24****SIDPT****PELIG 2B / UNBEG 2B**

RWY 24 (238°)

	GS	120	150	180	210	240	270
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>PELIG 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - DISUR - GORTO - AGINI - PELIG	BEVES MNM <b>1800</b> DISUR MNM <b>3300</b> <b>initial climb 5000</b>
<b>UNBEG 2B</b> 9.1% <b>121.400</b>	RW24 238° [A450+] - DCT BEVES - UNBEG	BEVES MNM <b>1800</b> <b>initial climb 5000</b>

Changes: New

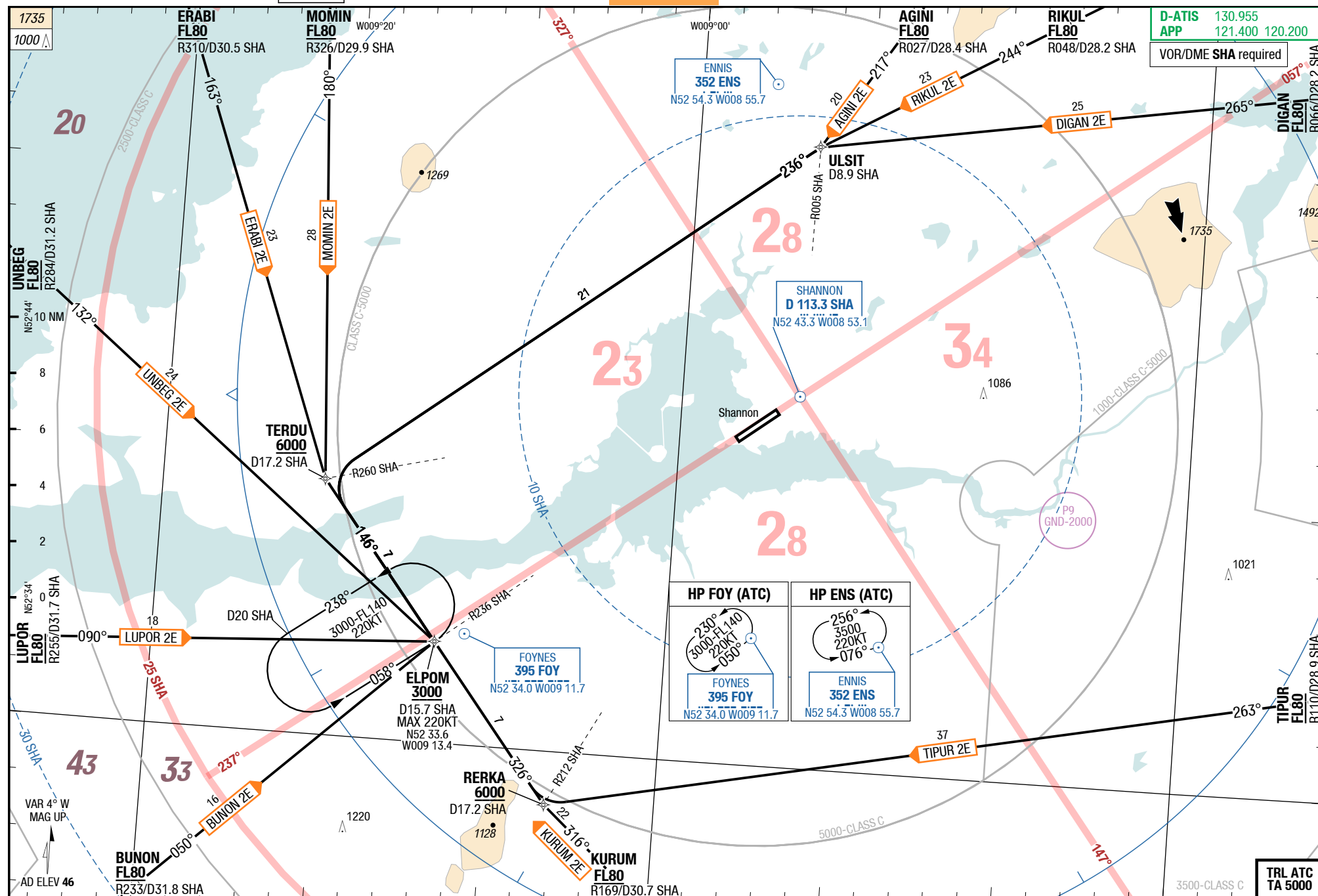
## SNN-EINN

## RNAV STARs RWY 06

# STAR

# STAR

## RNAV STARs RWY 06



Changes: FREQ, Track, RWY polygon, Speed RESTR, OBST, VAR

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Effective 09-NOV-2017

02-NOV-2017

SNN-EINN

Ireland Shannon

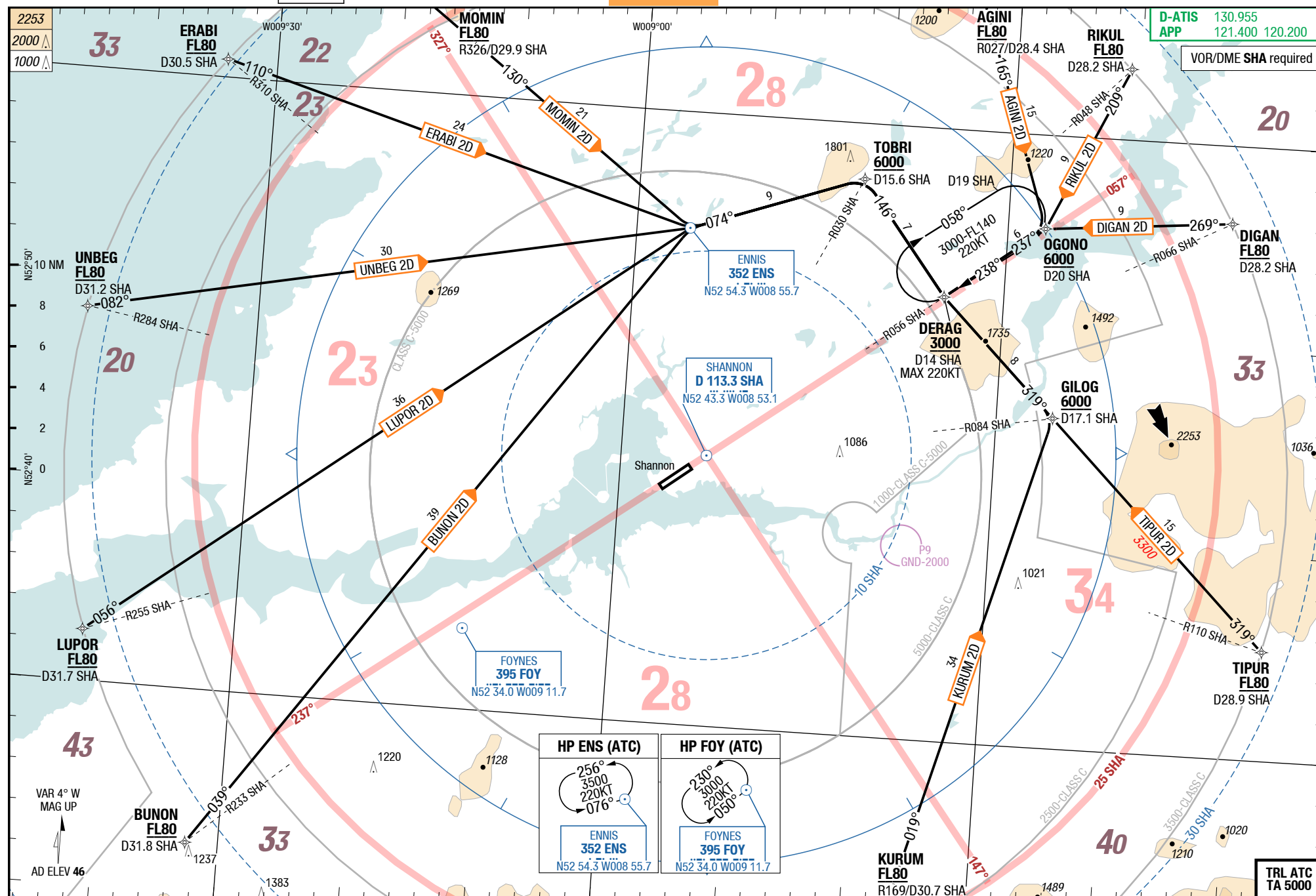
RNAV STARs RWY 24

STAR

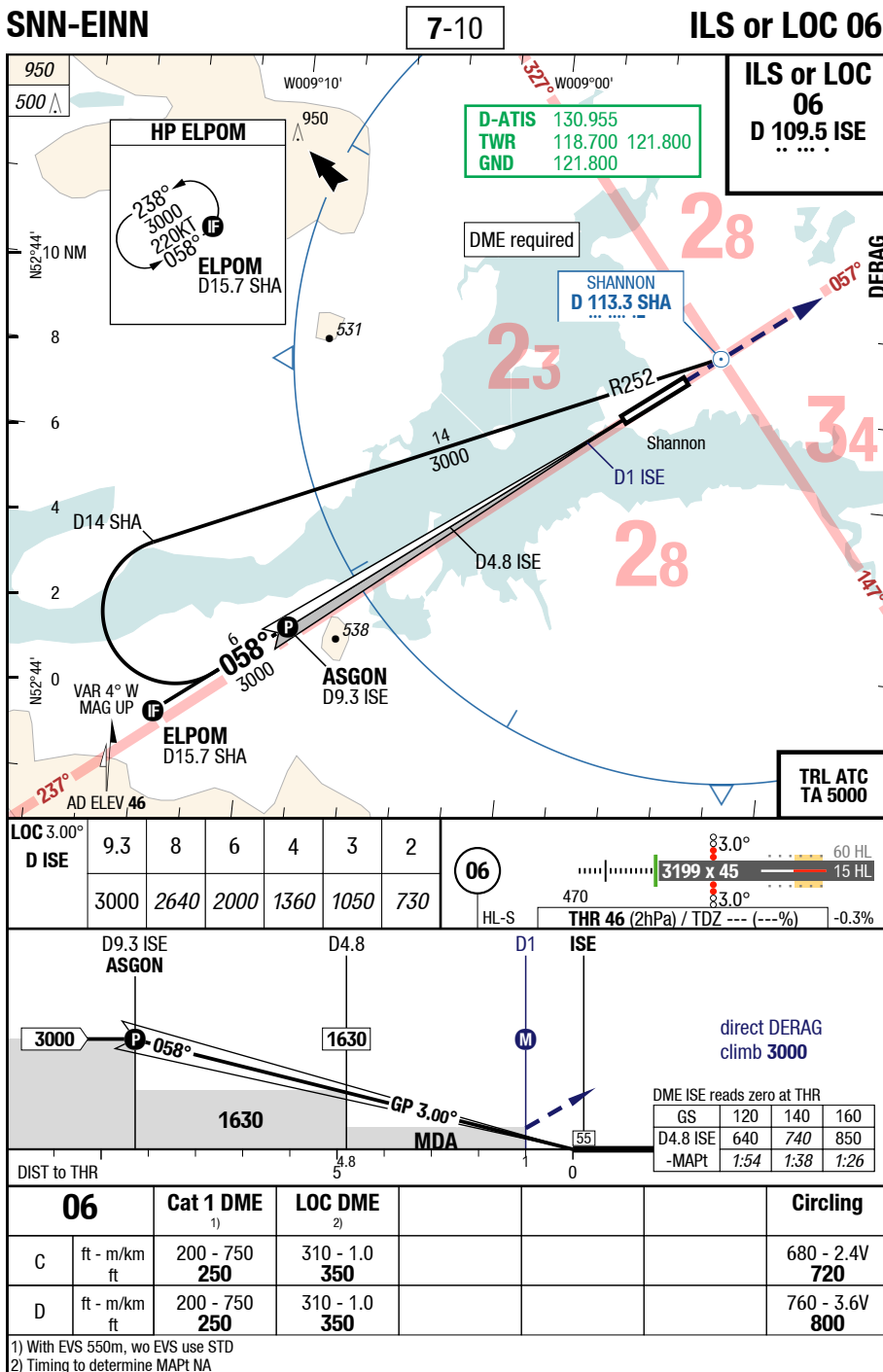
STAR

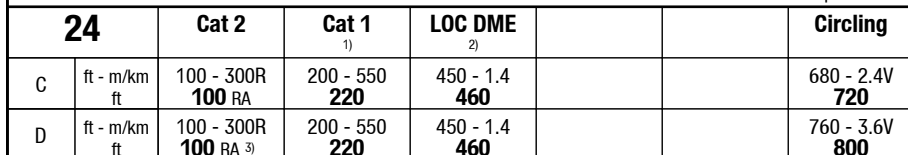
Shannon Ireland

RNAV STARs RWY 24

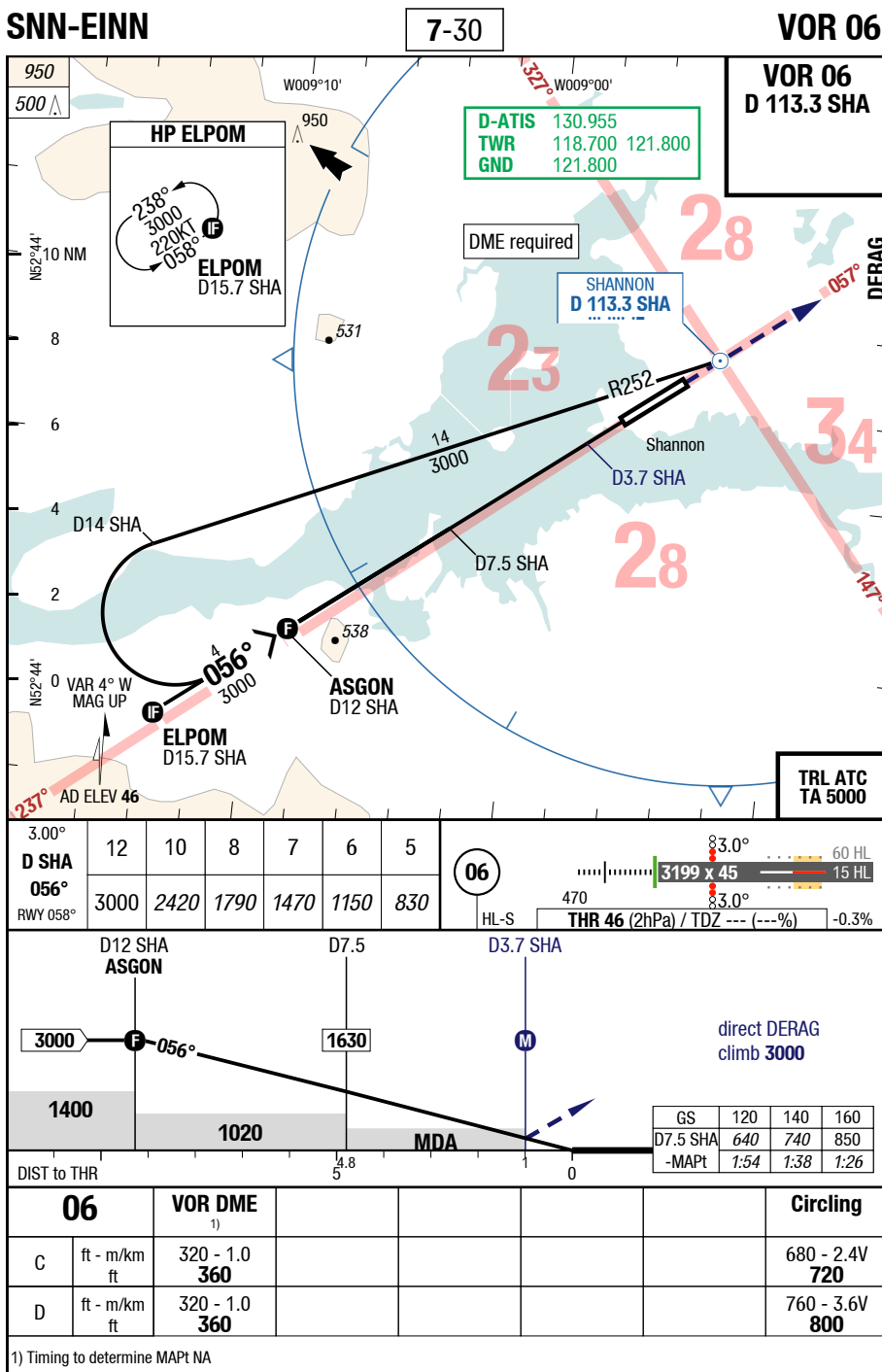


Changes: RWY polygon, FREQ, Speed RESTR, VAR, OBST





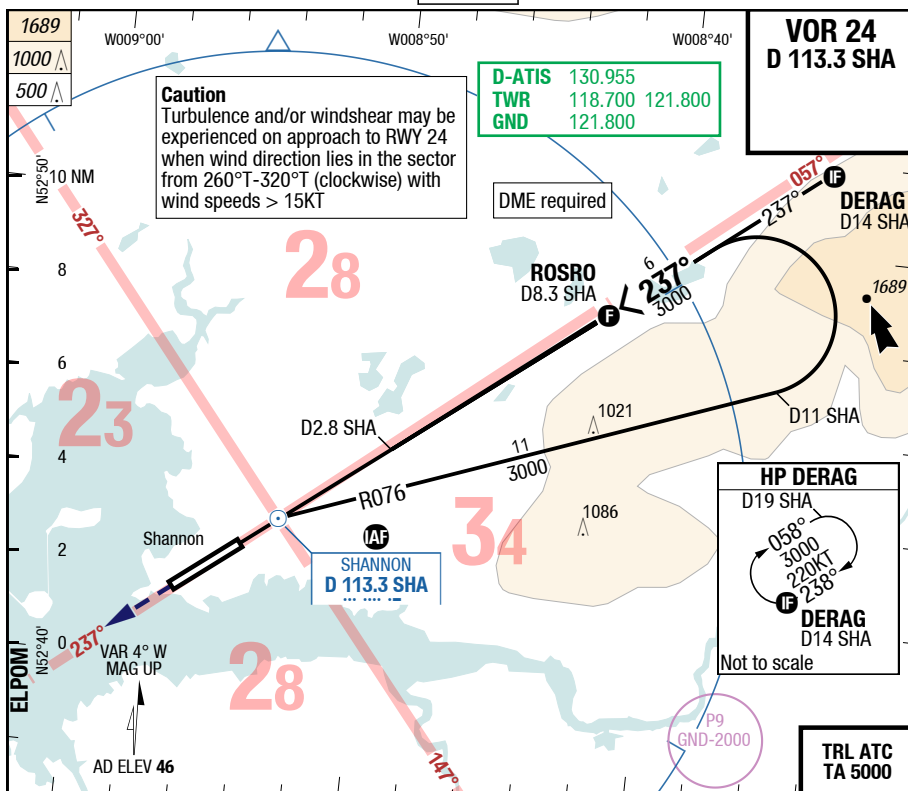
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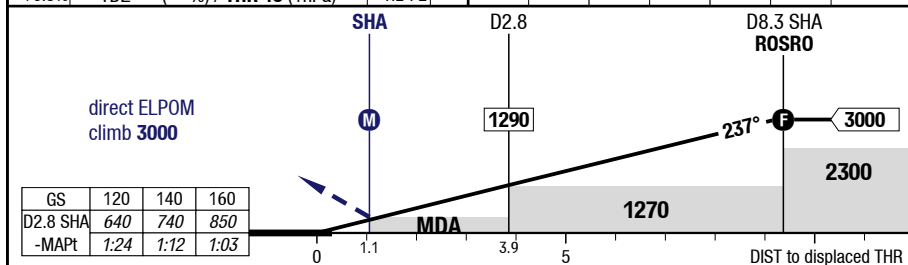


7-40

VOR 24



60 HL	3.0°8	1	2	4	5	6	8.3	3.00°
15 HL	45 x 3059 140	720	1040	1680	2000	2320	3000	D SHA
+0.3%	TDZ --- (---%) / THR 15 (1hPa)							237°
								RWY 238°



24	VOR DME						Circling
	1)						
C	ft - m/km ft	450 - 1.4 460					680 - 2.4V 720
D	ft - m/km ft	450 - 1.4 460					760 - 3.6V 800

1) Timing to determine MAPt NA