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

*D-ATIS 130.95 Apt Elev

Alt Set: IPR 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.

KURUM 1D [KURU1D] RIKUL 1D [RIKU1D] DIGAN 1D [DIGA1D], ENIRI 1D [ENIRID] STEEDE MAX 250 KT BELOW FL 100 **RWY 24 RNAV ARRIVALS** TIPUR 1D [TIPU1D] FROM EAST & SOUTH

2400′ 2800′ ູ 2800′ 3400'

DERAG N52 51.8 W008 34.8 MAX 220 KT At or above **3500**′ OGONO N52 55.4 W008 27.0 **ENIRI** N53 05.4 W008 24.3 (SHA R-044/28.2) At or above 6000' At or above **FL80** -086° D17.1 DIGAN 1D 068 028.2 At or above 6000' **GILOG** N52 46.2 W008 25.4 **RIKUL** N53 03.5 W008 20.7 (SHA R-050/D28.2) At or above At or above FL80 DIGAN 56.2 W008 11.9 NOT TO SCALE MSA SHA VOR

N52 54.3 W008 55.7 352 ENS

-ENNIS-

N52 13.7 W008 At or above FL80 KURUM (FL80+) - GILOG (6000'+) - DERAG (3500'+; K220-) ENIRI (FL80+) - OGONO (6000'+) - DERAG (3500'+; K220-) DIGAN (FL80+) - OGONO (6000'+) - DERAG (3500'+; K220-) **KURUM** 7 W008 39.9 1.050 01 021% ROUTING Pilots should plan for possible descent clearance as follows: 6000' or above by GILOG.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. DESCENT PLANNING N52 43.3 W008 53.1 D 113.3 SHA

At or above FL80

W008 07.5

KURUM 1D DIGAN 1D

STAR

RIKUL 1D ENIRI 1D

RIKUL

TIPUR 1D

TIPUR (FL80+) - GILOG (6000'+) - DERAG (3500'+; K220-).

(FL80+) - OGONO (6000'+) - DERAG

(3500'+; K220-)

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HANGES: New chart

TIPUR 1F

TIPUR (FL80+) - RERKI (6000'+) - ASDIR (3500'+; K220-) - FOY.

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FL80+) - ENS - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY (FL80+) - RERKI (6000'+) - ASDIR (3500'+; K220-) - FOY DIGAN (FL80+) - ENS - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY

ROUTING

\$375° <>

At or above FL80

ENIRI (FL80+) - ENS - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY

KURUM 1F RIKUL 1F ENIRI 1F DIGAN 1F

KURUM

RIKUL

STAR

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SHANNON GNSS, VOR/DME) 15 SEP 06 (10-2A) Eff 28 Sep U **A SDIR** N52 30.4 W009 17.4 (SHA R-235/D19.6) **TERBU** N52 35.3 W009 25.7 130.95 At or above 6000' KURUM 1F DIGAN 1F [DIGA1F], ENIRI 1F [ENIR1F] *D-ATIS At or above **3500**′ MAX 220 KT NOT TO SCALE STEEDE MAX 250 KT BELOW FL100 Apt Elev 46 **RWY 06 RNAV ARRIVALS** 050 [KURU1F], RIKUL 1F [RIKU1F] TIPUR 1F [TIPU1F] FROM EAST & SOUTH 020 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 within operational constraints. accurate spacing. Comply with speed adjustments as promptly as feasible N52 34.0 W009 11.7 395 FOY FOYNES-At or above **6000**′ **RERKI** N52 26.6 W009 11.0 N52 54.3 W008 55.7 352 ENS ENNIS NaSaddar # P 113.3 SHA N52 43.3 W008 53.1 7.05Q TIPUR 1F RIVIL Pilots should plan for possible descent clearance as follows: 6000' or above by RERKI or TERBU. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. **ENIRI** N53 05.4 W008 24.3 KURUM N52 13.7 W008 39.5 DESCENT PLANNING At or above FL80 DIGAN 1F 0500 SHANNON, IRELAND 068 028.2 TIPUR N52 35.4 W008 07.5 **DIGAN** N52 56.2 W008 11.9 2400′ At or above **FL80** At or above FL80 RNAV STAR 2800' 2800′ **RIKUL** N53 03.5 W008 20.7 At or above **FL80** 3400′

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

RNAV STAR

Alt Set: IPR 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.

*D-ATIS 130.95

Apt Elev

BUNON N52 22.5 W009 32.6 At or above FL80 **ERABI** N53 00.9 W009 34.1 **LUPOR** N52 32.5 W009 42.1 1 256° At or above FL80 STAR At or above FL80 **UNBEG** N52 48.3 W009 43.8 At or above FL80 D31.2 286 LUPOR 1D [LUPO1D], MOMIN 1D [MOM11D] BUNON 1D [BUNO1D], ERABI 1D [ERAB1D] 0 de 100 OA13 STATE MAX 250 KT BELOW FL 100 **RWY 24 RNAV ARRIVALS** UNBEG 1D [UNBEID] UNBEG 10 ERABI 1D At or above FL80 FROM WEST **MOMIN** N53 06.8 W009 23.6 BUNONTO Pilots should plan for possible descent clearance as follows: 6000° or above by TOBRI.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. DESCENT PLANNING ROUTING N52 54.3 W008 55.7 352 ENS P113.3 SHA | #076× **DERAG** N52 51.8 W008 34.8 At or above 6000' TOBRI N52 57.3 W008 41.8 At or above **3500**′ 076° 220 KT MAX 220 KT HOLDING OVER ENS NOT TO SCALE 2400' MSA SHA VOR 2800′ ູ 2800′ 3500 3400'

UNBEG (FL80+) - ENS - TOBRI (6000'+) - DERAG (3500'+; K220-) © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

LUPOR 1D BUNON 1D

UNBEG 1D MOMIN 1D ERABI 1D

MOMIN (FL80+) - ENS - TOBRI

LUPOR (FL80+) - ENS - TOBRI (6000'+) - DERAG (3500'+; K220-) ERABI (FL80+) - ENS - TOBRI (6000'+) - DERAG (3500'+; K220-) BUNON (FL80+) - ENS - TOBRI (6000'+) - DERAG (3500'+; K220-)

(6000'+) - DERAG (3500'+; K220-)

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SHANNON GNSS, VOR/DME) 15 SEP 06 (10-2C) Eff 28 Sep

130.95

46

*D-ATIS

Apt Elev

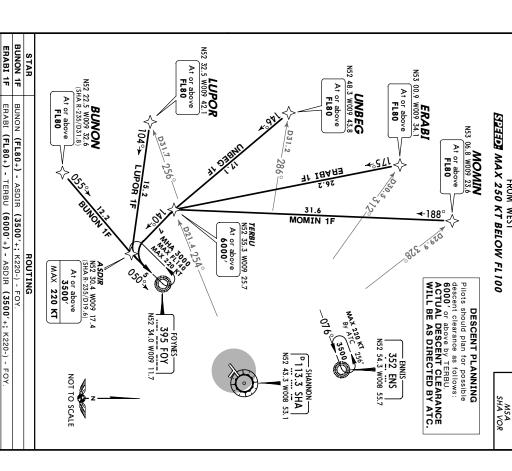
NaSaddar #

SHANNON, IRELAND RNAV STAR

LUPOR 1F [LUPO1F], MOMIN 1F [MOM11F] BUNON 1F [BUNO1F], ERABI 1F [ERAB1F] 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. **RWY 06 RNAV ARRIVALS** UNBEG 1F [UNBE1F] FROM WEST 2400′ 8°, 2800′ 2800' 3400′



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UNBEG (FL80+) - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY

(6000'+) - ASDIR (3500'+; K220-) - FOY

UNBEG 1F

MOMIN 1F LUPOR 1F

MOMIN (FL80+) - TERBU

LUPOR (FL80+) - ASDIR (3500'+; K220-) -

SHANNON GNSS, VOR/DME, 15 SEP 06

NaSaddar 1 10-3) Eff 28 Sep

NONNAHS

IRELAND RNAV SID

Apt Elev

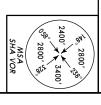
Trans level: By ATC Trans alt: 5000'

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 RIKUL ENIRI 1A [ABAGIA], DIGAN 1A [DIGAIA] 1A [RIKUIA], TOMTO 1A [TOMTIA] **RWY 06 RNAV DEPARTURES** [ENIRIA], KURUM 1A [KURUIA] TO EAST & SOUTH

STEEDE MAX 250 KT BELOW FL 100



SHANNON 339 OL N52 44.9 W008 49.4 (SHA R-059/D2.8) WARNING
Do not climb above
5000' unless
instructed by ATC. At or above **2000**′ N52 43.3 W008 P 113.3 SHA **KURUM** N52 13.7 W008 39.9 53. 1.050 OT AT MURUX Pindi in **ENIRI** N53 05.4 W008 24.3 (SHA R-044/28.2) GATLO N52 41.0 W008 44.4 (SHA R-119/D5.8) At or above **4800**′ DIGAN ? ENIAT 14 TOMTO TA 553' per NM (9.1%) These SIDs require a minimum climb gradient Gnd speed-KT 553' per NM **RIKUL** N53 03.5 W008 20.7 (SHA R-050/D28.2) 691 N52 56.2 W008 11.9 (SHA R-068/D28.2) TOMTO N52 52.4 W008 09.1 (SHA R-077/D28.3) DIGAN 922 1382 1843 2304 2765 NOT TO SCALE 150 **ABAGU** N52 30.2 W007 38.8 200 250 300 D

HANGES: New chart TOMTO 1A

2 OL 읻 오

(2000'+) - TOMTO (2000'+) - GATLO (2000'+) - ENIRI (2000'+) - RIKUL

KURUM 1A

(4800'+) - KURUM

RIKUL 1A

ENIRI 1A DIGAN 1A ABAGU 1A

> OL (2000'+) - DIGAN OL (2000'+) - ABAGU

SID

ROUTING

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SHANNON GNSS, VOR/DME, 15 SEP 06 (10-3A) 1. SHA VOR/DME must be serviceable. 2. Use of DME/DME may not be available below 6000: 3. If RNAV equipment falls or navigation accuracy of +/-INM 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. Trans level: By ATC Trans alt: 5000' NaSaddar # Eff 28 Sep SHANNON **IRELAND** RNAV SID

MEVES N52 39.6 W009 00.9 (SHA R-238/D6) N52 43.5 W009 05.9 ENOKU 1B KORAK 1B ABAGU 1B At or above 1800' At or above **4600**′ SID WARNING
Do not climb above 5000'
unless instructed by ATC. ADARU N52 35.6 W008 55.9 KORAK **ABAGU** RINUS At or above **4600**' **GORTO** N52 57.3 W008 57.5 BEVES (1800'+) - ADARU (4600'+) - NUPVO - ENOKU BEVES (1800'+) - DISUR (4600'+) - GORTO - AGINI - KORAK BEVES (1800'+) - ADARU (4600'+) - ABAGU 026% STEEDE MAX 250 KT BELOW FL 100 퓹 1B [ABAG18], ENOKU 1B [RINUIB], TORLU 1B [TORLIB] RWY 24 RNAV DEPARTURES **KURUM** N52 13.7 W008 39.9 ♦ [KORA1B], KURUM 1B [KURU1B] 1<u>B</u> TO EAST & SOUTH 170°D30. 102° ENOKU 1B, TORLU 1B **AGINI** N53 09.3 W008 34.8 P 113.3 SHA N52 43.3 W008 53.1 553' per NM (9.1%) These SIDs require a minimum climb gradient 553' per NM Gnd speed-KT 029° 028.4 1B [ENOK 1B ROUTING ABAGU 1B NOT TO SCALE 1029 N52 40.5 W008 16.1 691
 100
 150
 200
 250
 300

 922
 1382
 1843
 2304
 2765
 PHUS **ENOKU** N53 06.1 W007 39.7 **RINUS** N53 38.7 W007 39.7 △ TORIUE 2400′ **ABA GU** N52 30.2 W007 38.8 KORAK N53 23.7 W007 47.6 N52 59.3 W007 35.0 2800′ 2800′

HANGES: New chart © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

BEVES (1800'+) - ADARU (4600'+) - NUPVO - TORLU.

BEVES (1800'+) - DISUR (4600'+) - GORTO - AGINI - RINUS

(4600'+) - KURUM

KURUM 1B

BEVES (1800'+) - ADARU

TORLU 1B RINUS 1B

SHANNON GNSS, VOR/DME) 15 SEP 06 (10-3B)

NaSaddar 1 Eff 28 Sep

NONNAHS IRELAND RNAV SID

Apt Elev

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 +/-INM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.
4. Non RNAV equipmed ACFT will be cleared via omnicities to 10-9).
5. If unable to comply with SIDs advise ATC.

GIPER 1A [GIPEIA], MOMIN 1A [MOMIIA] DOLIP 1A [DOLIIA], ERABI 1A [ERABIA] **RWY 06 RNAV DEPARTURES** UNBEG 1A [UNBEIA]

STEETE MAX 250 KT BELOW FL 100

TO WEST

2400' MSA SHA VOR 2800' 2800′ 3400′ `~;

UNBEG **GIPER** N51 00.0 W012 00.0 DOLIP N52 48.3 ₩009 43.8 **ERABI** N53 00.9 W009 34.1. D31.2 286 N53 06.8 W009 23.4 VINON NOT TO SCALE **GULTU** N52 48.6 W009 23.3 D19. 1 292° 553' per NM (9.1%) These SIDs require a minimum climb gradient Gnd speed-KT F113.3 SHA N52 43.3 W008 53.1 GIPER 1A UNBEG 1A WARNING
Do not climb above 5000'
unless instructed by ATC. 100 150 N52 At or above **4800**' **NEPOG** N52 48.9 W008 54.4 At or above **2000**' 339 OL 52 44.9 W008 49.4 (SHA R-059/D2.8) 200 250 300

HANGES: New chart

2

(2000'+) - NEPOG (4800'+) - GULTU - UNBEG. (2000'+) - NEPOG (4800'+) - GULTU - GIPER (2000'+) - NEPOG (4800'+) - ERABI (**2000**'+) - NEPOG **(4800**'+) - MOMIN

OL 읻 읻

GIPER 1A **UNBEG 1A** MOMIN 1A ERABI 1A DOLIP 1A

SID

OL (2000'+) - NEPOG (4800'+) - GULTU - DOLIP.

553' per NM

691

922 | 1382 | 1843 | 2304 | 2765

ROUTING

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SHANNON GNSS, VOR/DME, 15 SEP 06 (10-3C)

Trans level: By ATC

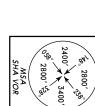
Trans alt: 5000'

Eff 28 Sep

NaSaddar #

SHANNON **IRELAND** RNAV SID

LUPOR 1B [LUPO1B], MOMIN 1B BUNON 1B [BUNO1B], ERABI 1. SHA VOR/DME must be serviceable.
2. Use of DME/DME may not be available below 6000:
3. If RNAV equipment falls or navigation accuracy of +/-INM 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. SIZIAI MAX 250 KT BELOW FL 100 RWY 24 RNAV DEPARTURES JNBEG 1B [UNBE1B] TO WEST В [ERAB 1B] [MOMI1B 2400'



UNBEGN52 48.3
W009 43.8 BUNON 1B SID N53 00.9 W009 34.1 BUNON N52 22.5 W009 32.6 (SHA R-235/D31.8) D31.2 286° BEVES (1800'+) - BUNON **MOMIN** N53 06.8 W009 23.6 818° 553' per NM (9.1%) These SIDs require a minimum climb gradient 553' per NM Gnd speed-KT ROUTING WARNING
Do not climb above 5000'
unless instructed by ATC. At or above **4600**′ **DISUR** N52 43.5 W009 05.9 **BEVES** N52 39.6 W009 00.9 (SHA R-238/D6) 691 At or above **1800**′ 922 1382 1843 2304 2765 100 NOT TO SCALE 150 D 113.3 SHA N52 43.3 W008 53.1 200 MONNAHS 250 300

HANGES: New chart UNBEG 1B BEVES (1800'+) - UNBEG © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

MOMIN 1B LUPOR 1B ERABI 1B

BEVES (1800'+) - DISUR BEVES (1800'+) - LUPOR

(4600'+) - MOMIN

BEVES (1800'+) - DISUR (4600'+) - ERABI

EINN/SNN

Apt Elev 46'
N52 42.1 W008 55.5 • 13 • 31 Pavement does not conform with ICAO recommendations. ■ TAKE-OFF RUN AVAILABLE ■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m. Rwy 24 is approved for CAT II operations, special alrerew. & actr certification required. Embankment 17 high on approach to rwy 31, marked by obstruction lights.

180° turns executed by wide-bodied actr on rwy 06/24 are permitted only at rwy ends.

Twy E1 avbi for actr with wingspan of less than 18/36m. 52-43 JAR-OPS - 52-42 Rwy may be used for landing and take-off at pilot's discretion with acft not exceeding AUW 25 mt. Rwy closed for landing at NIGHT and by DAY when visibility is less than 2000m. CAT A & B (Non Jet) all Rwys: Climb STRAIGHT AHEAD with mim 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 (Let) Rwys 06/24: Climb STRAIGHT AHEAD with mim 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. From rwy head 10,495′ (3199m) twy A int 6782′ (2067m) 08-57 if unable to comply, inform ATC in good time for alternative clearances. Approved
Operators
HIRL, CL
mult. RVR req 130.95 HIRL(60m) CL(15m) HIALS-II TDZ HIRL (60m) CL (15m) HIALS PAPI (3.0°) PAPI (angle 3.0°) ATC boundary 103′ FOR PARKING POSITIONS SEE 10-9A 85' U U U U LEGEND RL, CL mult. RVR req 150m 200m D LVP must be in Force AKE-OFF SHANNON Ground 08-56 08-56 Control Tower 121.8 ADDITIONAL RUNWAY INFORMATION OMNIDIRECTIONAL DEPARTURE PROCEDURE RL & CL 250m 15 SEP 06 I (3.0°) RVR 9097' 2773m PAPI (3.0°) RVR 10,037' 3059m 8821' 2689m & OMNIDIRECTIONAL DEPARTURE PROCEDURE NaSaddar 1 Rwy 06/24 (10-9) Eff 28 Sep RCLM (DAY only) Meters Feet From rwy head 10,495′ (3199m) twy D2 int 9993′ (3046m) 250m 300m 18.7 121.8 Threshold USABLE LENGTHS RCLM (DAY only) or RL 500 400m 2000 9097' Glide Slope NONNAHS NIL (DAY only 121.7 (contact at least 500m SHANNON CENTER 4000 08-54 AKE-OFF EAST PARKING 0 IRELAND 1500 69 SHANNON M.90 Rwy 13/31 2000m 52-43 148' 45m 148' 45m

CHANGES: Comm. Var. Rwy bearings. Usable lengths. Dep proc. © JEPPESEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

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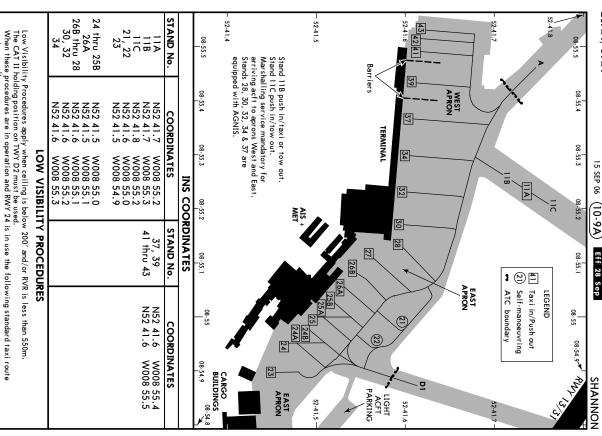
EINN/SNN

15 SEP 06 (10-9A)

EIF 28 SQD

SHANNON, IRELAND

SHANNON



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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.

system applies:

ISE Apch Crs 1625 (1579') 246' (200') |

Massed Apch Crs 246' (200') |

Massed Apch Crs 3500'

Massed Apch Crs 350 SHANNON Gnd speed-Kts
ILS GS 3.00° or - 52-35 - 52-45 Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'.

1. Full scale fly down indications may not be maintained when high above 65 sector.

Full scale fly up indications may not be maintained when left of localizer sector.

2. ILS DME reads zero at runway 06 threshold. 3. DME REQUIRED. 4. Initial apch restricted to MAX 210 KT. 09-20 LOC Descent Gradient
MAP at D1.0 ISE (GS out) ALTITUDE AR-OPS g CAT C & D D15.0SHA CAT A & B D13.0SHA R ₩ 130.95 3000′ 700m 395 FOY *D-ATIS ISE DME DA(H) 246' (200') ILS 2960′ STRAIGHT-IN LANDING RWY 06 À 950′ RVR 1000m ALS out 377 **D9.3** ISE 70 ■ 050° 2.9 3000 *-058° 1SE 365' 2650′ 485 90 100 120 140 160 548′ SHANNON Approach (R) 539 15 SEP 06 (11-1) 1500′ RVR 1600m RVR 1400m RVR 1300m RVR 1200m MIEDDESEN 647 **D4.8** ISE GS1625' MDA(H) 360' (314') 755 6.0 2010' LOC (GS out) 862 058° 109.5 ISE ILS or LOC Rwy 06 118.7 121.8 D1.0ISE 1690′ SHANNON Tower RVR 1500m RVR 2000m RVR 1800m ILS DME. ALS out CAT A & B - 247° CAT C & D 4.0 1370 Apt Elev 46' 205 SHANNON 135 100 Max Kts 180 ≠ 252° RWY 46' TCH 55' PAPI : PAPI 3.0 1050′ 920'(874') 650'(604') 480' (434') 550'(504') P 113.3 SHA RWY 06 46' CIRCLE-TO-LAND 3500′ VOR 2400' 2.0 740' 121.8 MSA SHA VOR MSA 2800′ کی **IRELAND** 2800′ 3400° DERAG 3600m 2400m 1600m 1500m 1.0 420' VIS **▶**

CHANGES: Communications. Procedure. Minimums

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CHANGES: Communications. Procedure. Minimums

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	ANS OPS	<u>4</u>		> 2 2 C		5		<u>z!</u>		10		IEFING STRIP	<u></u>	ŞШ
	RVR 550m		[E] "	0 Gnd speed-Kts ILS GS 3.00° or LOC Descent Gradient 5.2% MAP at MM/D0.5 after SHA	RWY 2415'	LOC SHA DME (GS out) ALTITUDE	1395 FOYN	NOT TO SCALE 30		52-50	MISSED APCH: CALL Alt Set: hPa 1. CAUTION: Turdirection lies in section lies i	109.5	*D-ATIS	EINN/SNN SHANNON
	RVR 1000m		ILS DA(H) 215'(200') ALS out	70 70 77 77 77 77 77 77 77 77 77 77 77 7	DO. G	√E 1.0 ⊃E 720′	FOYNES FOYNES	09.00 D0.5 \$H		2:	Climb to reach FOY NDB Rwy Elev: 1 hPa Trans Tr	Final Apch Crs 238°		_
	RVR 1000m	RVR 900m	(200') ALS out MDA(H)	7 0	073	2.0 3.0 1040' 1360'	08-50		SHANNON—339 OL. D2.8 SHA	238° 109.5_ISW	ch FOY NDB at Trans leve indshear may be existed to 326° cw with wire restricted to MAX		121.4	15 SEP 06 (
L	m RVR 1800m	RVR 15	LOC (GS out) (H) 450 ′ (435′) ALS out	140 160	C&B D2.8 SHA C&B C31300' C31300' C31300' C31300' C31300' C31300'	4.0 5.0 1680' 2000'		SHANNON B 113.3 SHA	DB.3 SHA GIO CAT C& D		al: By ATC perienced on apperienced of many of the speeds of the	DA(H) 215'(200')	118.7 121	NJEPPESEN [1-2] EHF 28 Sep
F	180	100	Max Kts M	PAPI HIALS-II	238° — # — — — — — — — — — — — — — — — — —	$\mathbf{I} \cap \mathbf{I}$	88.40 E.	1086	P & B D 10.0		Trans alt: 5000 proach when wind ore than 15 KT.	Apt Elev 46' RWY 15'	121.8	SHANNON, ILS or LOC
		14')	. WDA(H)	3500°	710.08H CAT C&D 713.08H 300	7.0 1 2630' 20	Mountain	5	D13.0 0.0 SHA	DERAG	05% 2800' MSA SHA V	2400', 2800	*Ground 121.8	ION, IRELAND
30	2400m	1500m	.VIS	FOY 395	P P	8.0 2950'	08-30			★	3 Sagar	3400		AND / 24

PANS OPS EINN/SNN SHANNON Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. - 52-50 MISSED APCH: Climb to reach FOY NDB at 3500' and contact ATC NOT TO SCALE 1. Special Aircrew & Arth 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. Gnd speed-Kts
GS 3.00° IAR-OPS RWY 2415' 100 ISW **109.5** 130.95 *D-ATIS 395 FOY Apch Crs **238°** 485 238° 109.5 ISW 100 120 140 160 539 647 755 862 **MM** D0.5 SH, GS 250' ASM HANNON Approach (R) 1300′ (1285′) **10R** 070° **A&B** D2.8 SHA 15 SEP 06 (11-2A) Eff 28 Sep. CAT II ILS Rwy 24 073°-- C&D STRAIGHT-IN LANDING RWY 24 339 OL W07 GS Nacabe Sen DA(H) 115'(100') 08-50 RVR 300m CAT II ILS ABCD RA 99' SHANNON D 113.3 SHA ROSRO PARA DE SA SHA RA 99' RA 99' DA(H) 1115' (100') 1300 118.7 121.8 SHANNON Tower TC& D 1021' -238°-Apt Elev 46' 1086 Trans alt: 5000 08-40 SHANNON, RWY 15' PAPI E PAP ROSRO D8.3 SHA D10.0 CAT A&B D10.0SHA CAT C&D D13.0SHA 3500 D13.0 O DISPL THRESH 121.8 DERAG MSA SHA VOR **IRELAND** 2800′ کې 2800′ **395** 3400 08-30

CHANGES: Communications. Procedure

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CHANGES: Communications. Procedure. Minimums

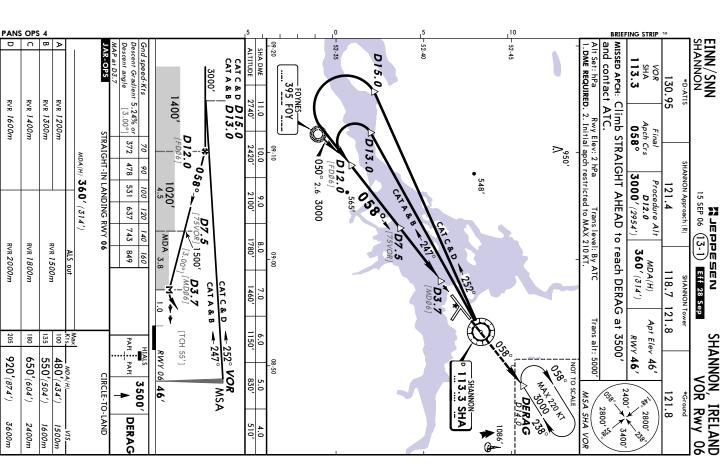
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EINN/SNN

15 SEP 06 (13.1) Effective

SHANNON, I



BRIEFING STRIP TM SHANNON CHANGES: Communications. Procedure. Minimums Descent angle
MAP at VOR NOT TO SCALE - 52-50 Alt Set; hPa Rwy Elev: 1 hPa Trans level: By ATC 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 restricted to MAX 210 KT. Gnd speed-Kts 70
Descent Gradient 5.24% or 372 MISSED APCH: Climb to reach FOY NDB at 3500' and contact ATC. RWY 24 15' VOR SHA 113.3 130.95 [TCH displ thresh 59'] *D-ATIS 395 FOYNES °113.3 SHA 720' R K RVR 1400m R√R 1000m 900m Final Apch Crs 238° MSA 073° __ c&p STRAIGHT-IN LANDING RWY 24 70 90 100 120 140 160 1040′ VOR 070° - CAT A&B MDA(H) 450' (435') 478 SHANNON Approach (R) Procedure Alt **ROSRO 3000**′(2985′) 531 15 SEP 06 (13-2) EHF 2 3.0 4.0 1360' 1680' 637 MDA 08-50 743 MDA(H) **450'** (435') RVR 1500m RVR 2000m RVR 1800m 849 ALS out 81200'_238° © JEPPESEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED Eff 28 Sep 118.7 121.8 CAT C & D 1021' 1130′ 5.0 2000' 1086′ Apt Elev 46' 6.0 2310' ROSRO D8.3 08-40 Max K†s 100 205 NONNAHS RWY 15' PAPI E PAPI 0.0 TO DISPLACED THRESHOLD 920'(874') 650'(604') 480' (434') 550'(504') CAT A&B D10.0 CAT C&D D13.0 2300′ 7.0 2630' VOR Rwy 24 CIRCLE-TO-LAND 3500′ DERAG 121.8 D13.0 MSA SHA VOR 2800′ کې 2800′ 3400 3000′ 8.0 2950' 3600m 2400m 1500m 1600m FOY **395** VIS 08-30

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