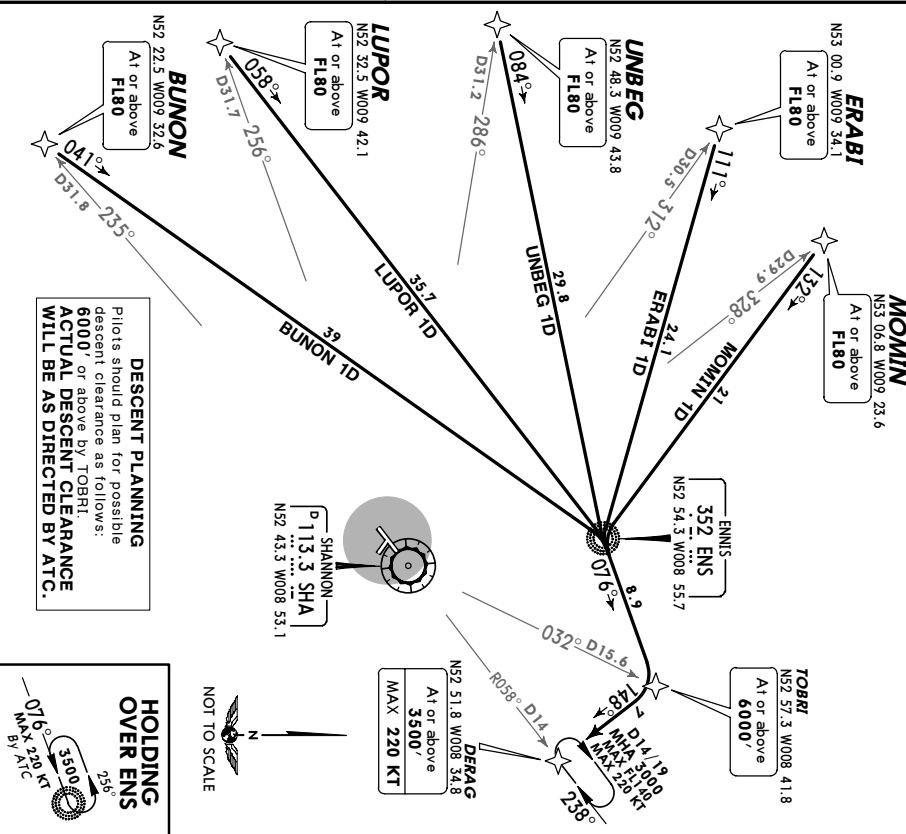




EINN/SNN RNAV (DME/DME) 15 SEP 06 **JEPPESSEN** SHANNON, IRELAND  
 SHANNON GNSS, VOR/DME 10-2B **EFF 28 Sep** RNAV STAR

*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.
-------------------	-----------------	--

BUNON 1D [BUNO1D], ERABI 1D [ERAB1D]  
 LUPOR 1D [LUPO1D], MOMIN 1D [MOM11D]  
 UNBEG 1D [UNBE1D]  
 RWY 24 RNAV ARRIVALS  
 FROM WEST  
**SPEEDS MAX 250 KT BELOW FL100**



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-).

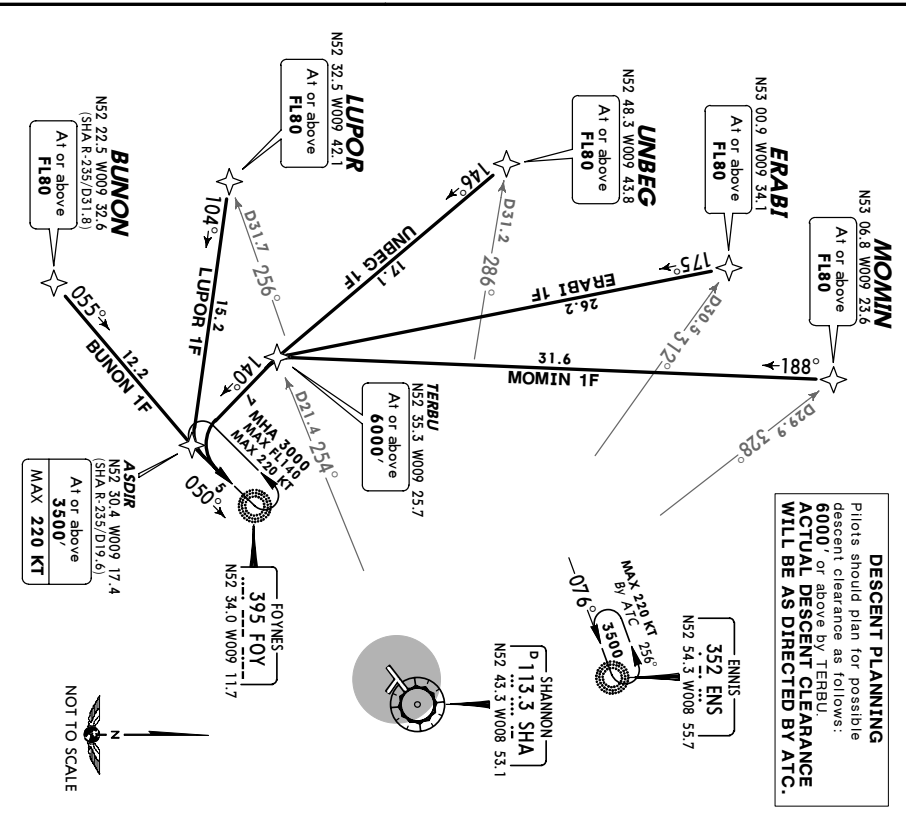
CHANGES: New chart.

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EINN/SNN RNAV (DME/DME) 15 SEP 06 **JEPPESSEN** SHANNON, IRELAND  
 SHANNON GNSS, VOR/DME 10-2C **EFF 28 Sep** 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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BUNON 1F [BUNO1F], ERABI 1F [ERAB1F]  
 LUPOR 1F [LUPO1F], MOMIN 1F [MOM11F]  
 UNBEG 1F [UNBE1F]  
 RWY 06 RNAV ARRIVALS  
 FROM WEST  
**SPEEDS MAX 250 KT BELOW FL100**



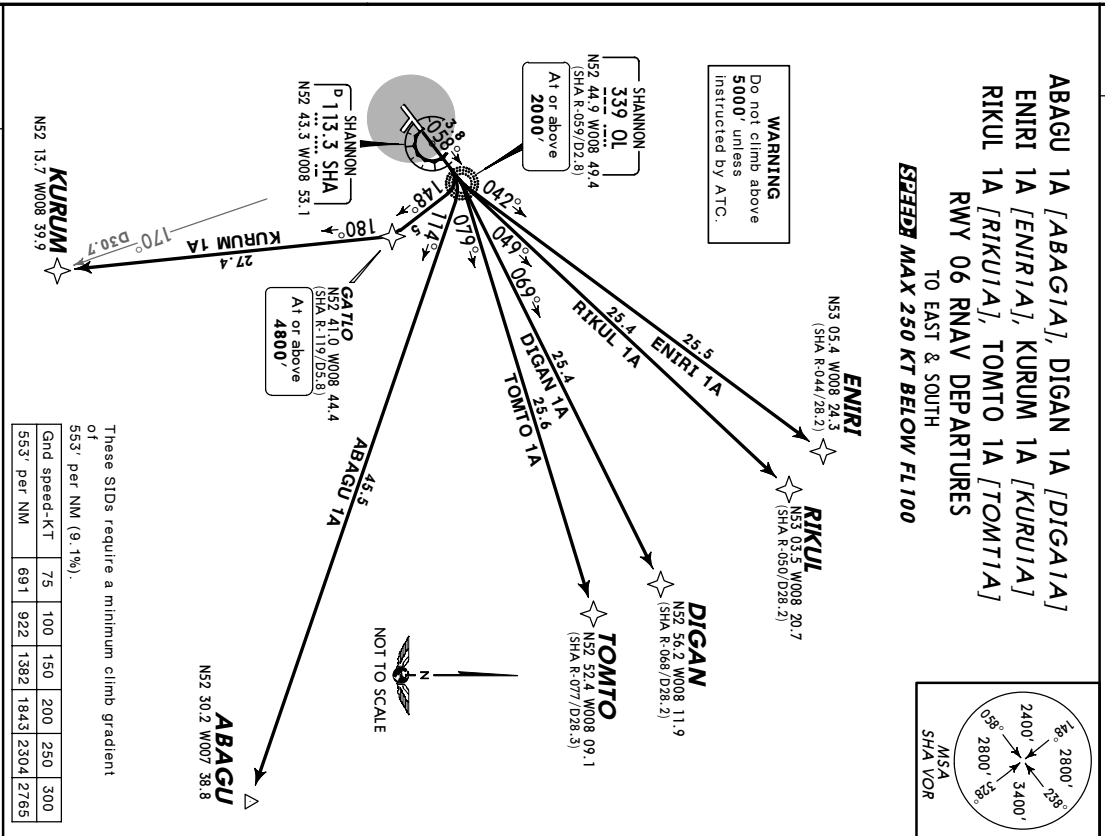
STAR	ROUTING
BUNON 1F	BUNON (FL80+) - ASDIR (3500'+; K220-) - FOY.
ERABI 1F	ERABI (FL80+) - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY.
LUPOR 1F	LUPOR (FL80+) - ASDIR (3500'+; K220-) - FOY.
MOMIN 1F	MOMIN (FL80+) - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY.
UNBEG 1F	UNBEG (FL80+) - TERBU (6000'+) - ASDIR (3500'+; K220-) - FOY.

CHANGES: New chart.

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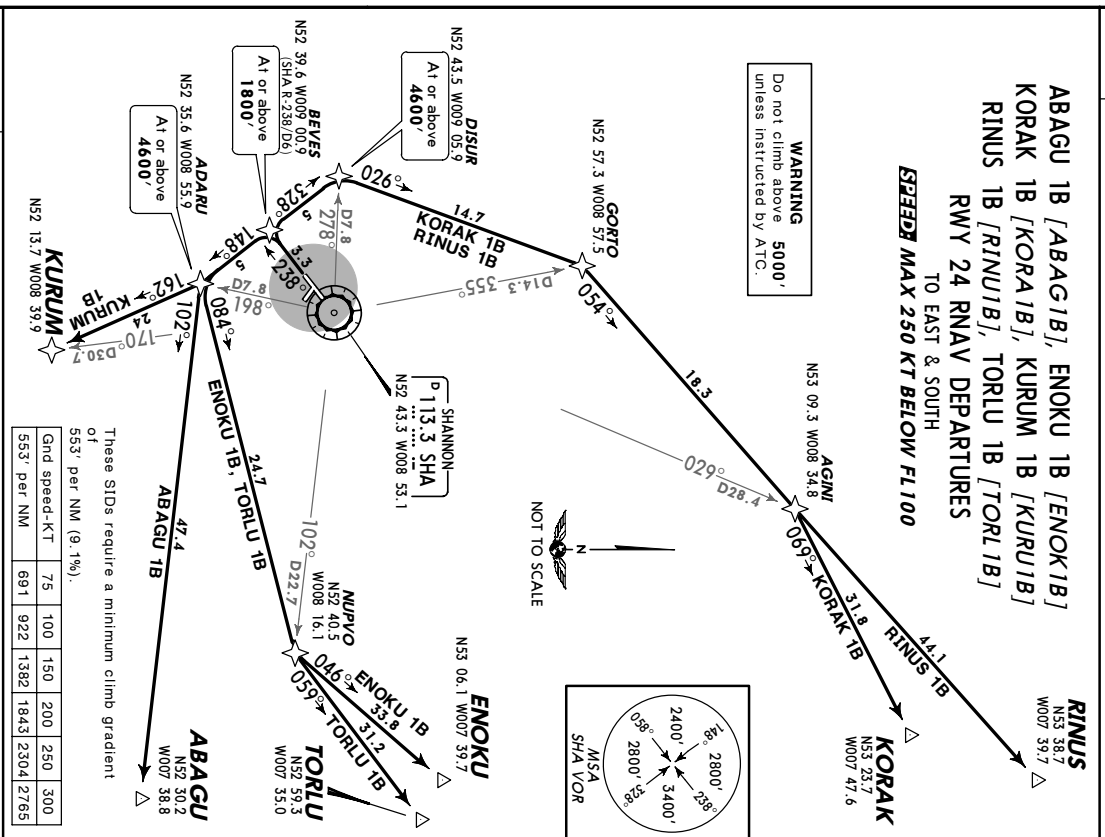
**EINN/SNN** **RNAV (DME/DME)** **JEPPENSEN** **SHANNON, IRELAND**  
**SHANNON** **GNS5, VOR/DME** 15 SEP 06 **(10-3)** **EFT 28 Sep** **RNAV SID**

Trans level: By ATC Trans alt: 5000'  
Apt Elev 46'  
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.



**EINN/SNN** **RNAV (DME/DME)** **JEPPENSEN** **SHANNON, IRELAND**  
**SHANNON** **GNS5, VOR/DME** 15 SEP 06 **(10-3A)** **EFT 28 Sep** **RNAV SID**

Trans level: By ATC Trans alt: 5000'  
Apt Elev 46'  
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.

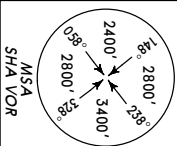


**EINN/SNN** **RNAV (DME/DME)** **JEPPENSEN** **SHANNON, IRELAND**  
**SHANNON** **GNSS, VOR/DME** 15 SEP 06 **(10-3B)** **EFF 28 Sep** **RNAV SID**

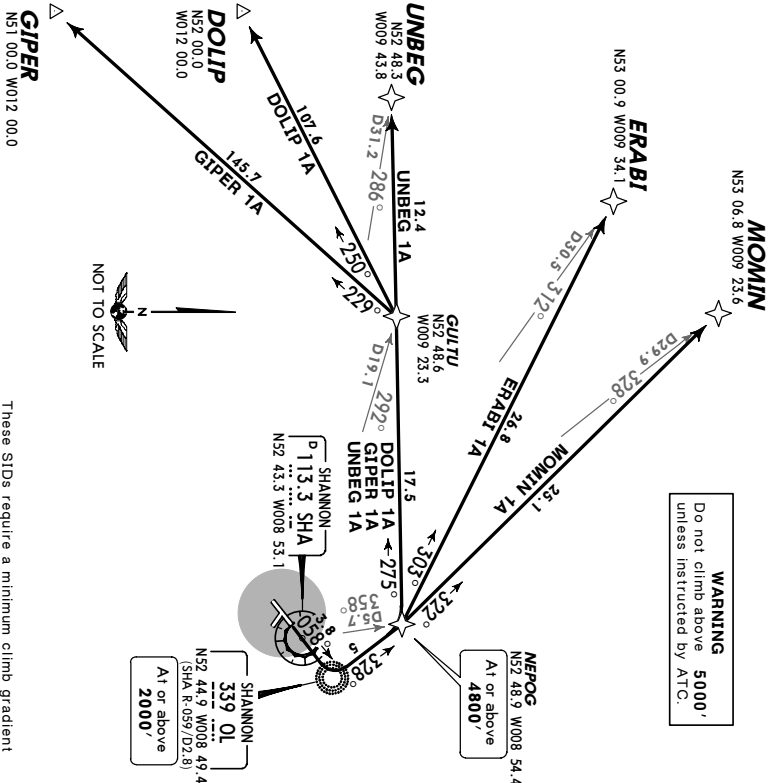
Trans level: By ATC Trans alt: 5000'  
1. SHA VOR/DME must be serviceable. 2. Use of DME/DME may not be available below 6000'. 3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.  
4. Non RNAV equipped ACFT will be cleared via omnidirectional departures (refer to 10-9). 5. If unable to comply with SIDs advise ATC.

Ap'l Elev  
46'

**DOLIP 1A [DOL1A], ERABI 1A [ERAB1A]  
GIPER 1A [GIP1A], MOMIN 1A [MOM1A]  
UNBEG 1A [UNBE1A]  
RWY 06 RNAV DEPARTURES  
TO WEST  
SPEEDS MAX 250 KT BELOW FL100**



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



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

**SID**

<b>DOLIP 1A</b>	OL (2000'+) - NEPOG (4800'+) - GULTU - DOLIP.
<b>ERABI 1A</b>	OL (2000'+) - NEPOG (4800'+) - ERABI.
<b>GIPER 1A</b>	OL (2000'+) - NEPOG (4800'+) - GULTU - GIPER.
<b>MOMIN 1A</b>	OL (2000'+) - NEPOG (4800'+) - MOMIN.
<b>UNBEG 1A</b>	OL (2000'+) - NEPOG (4800'+) - GULTU - UNBEG.

CHANGES: New chart.

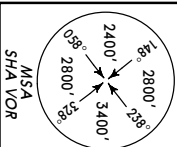
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**EINN/SNN** **RNAV (DME/DME)** **JEPPENSEN** **SHANNON, IRELAND**  
**SHANNON** **GNSS, VOR/DME** 15 SEP 06 **(10-3C)** **EFF 28 Sep** **RNAV SID**

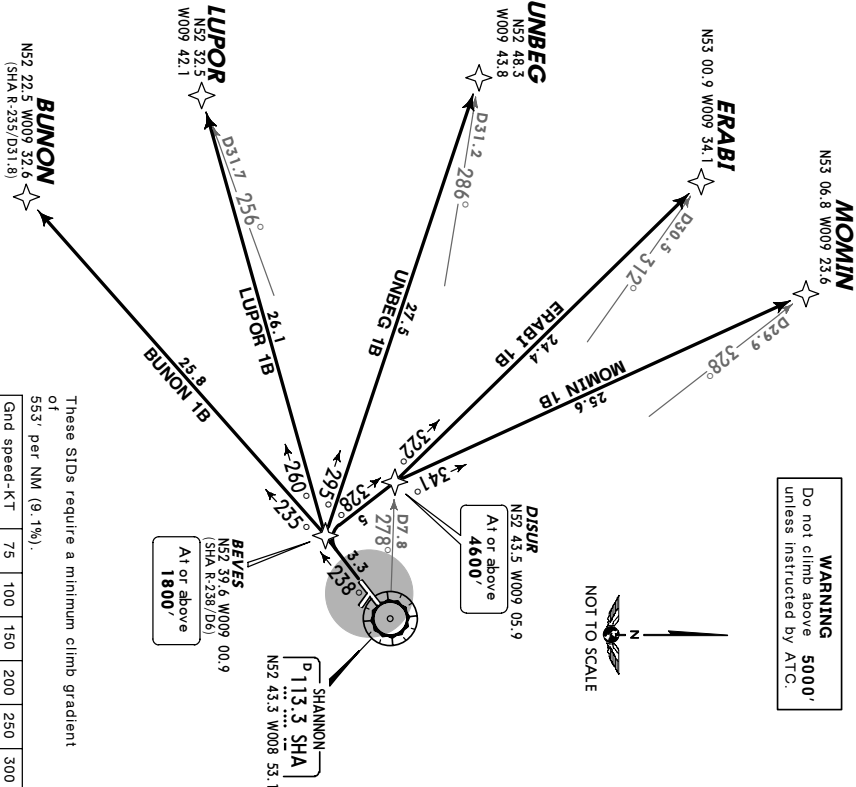
Trans level: By ATC Trans alt: 5000'  
1. SHA VOR/DME must be serviceable. 2. Use of DME/DME may not be available below 6000'. 3. If RNAV equipment fails or navigation accuracy of +/-1NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.  
4. Non RNAV equipped ACFT will be cleared via omnidirectional departures (refer to 10-9). 5. If unable to comply with SIDs advise ATC.

Ap'l Elev  
46'

**BUNON 1B [BUNO1B], ERABI 1B [ERAB1B]  
LUPOR 1B [LUPO1B], MOMIN 1B [MOM1B]  
UNBEG 1B [UNBE1B]  
RWY 24 RNAV DEPARTURES  
TO WEST  
SPEEDS MAX 250 KT BELOW FL100**



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



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

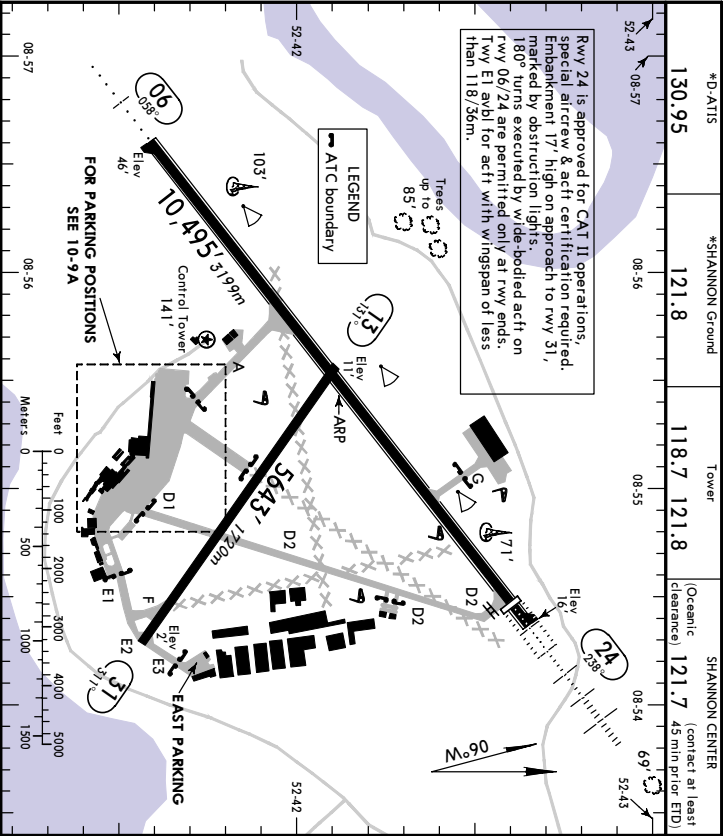
Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1382	1843	2304	2765

**SID**

<b>BUNON 1B</b>	BEVES (1800'+) - BUNON.
<b>ERABI 1B</b>	BEVES (1800'+) - DISUR (4600'+) - ERABI.
<b>LUPOR 1B</b>	BEVES (1800'+) - LUPOR.
<b>MOMIN 1B</b>	BEVES (1800'+) - DISUR (4600'+) - MOMIN.
<b>UNBEG 1B</b>	BEVES (1800'+) - UNBEG.

CHANGES: New chart.

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ADDITIONAL RUNWAY INFORMATION			
RWY		USABLE LENGTHS	
		LANDING BEYOND	TAKE-OFF
06	HIRL (60m) CL (15m) HIALS PAPI (3.0°)	RVR	148'
24	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR	10,037' 3059m 8821' 2689m	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	PAPI (angle 3.0°)		148'
31			45m

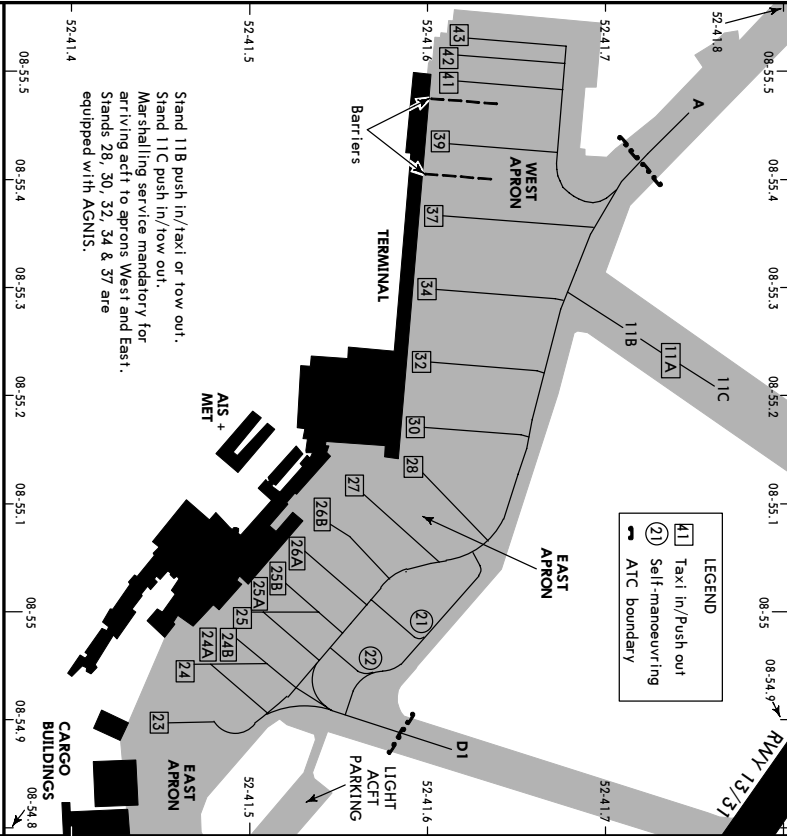
2 Pavement does not conform with ICAO recommendations.  
 Rwy may be used for landing and take-off at pilot's discretion with acft not exceeding AUVW 25 mt.  
 Rwy closed for landing at NIGHT and by DAY when visibility is less than 2000m.

JAR OPS TAKE-OFF 1 & OMNIDIRECTIONAL DEPARTURE PROCEDURE

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

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 Rwys: 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) Rwy 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 ATIS in good time for alternative clearances.



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 TWY's D1 and D2  
 - Arriving aircraft shall normally use TWY A.  
 Pilots will be informed by ATIS broadcast or RTF when Low Visibility Procedures are in operation.

## EINN/SNN SHANNON

15 SEP 06 11-2 EFF. 28 SEP

## SHANNON, IRELAND ILS or LOC Rwy 24

**JEPPesen**

*D-ATIS	SHANNON Approach (R)	SHANNON Tower	*Ground
130.95	121.4	118.7 121.8	121.8
<div style="display: flex; justify-content: space-between;"> <div>LOC 1SW</div> <div>Final Apch Crs</div> </div> <div style="display: flex; justify-content: space-between;"> <div>109.5</div> <div>238°</div> </div>	<div style="display: flex; justify-content: space-between;"> <div>GS</div> <div>LOM</div> </div> <div style="display: flex; justify-content: space-between;"> <div>1300' (1285')</div> <div>215' (200')</div> </div>	<div style="display: flex; justify-content: space-between;"> <div>ILS DA(H)</div> <div>Ap. Elev</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Rwy 15'</div> <div>46'</div> </div>	

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

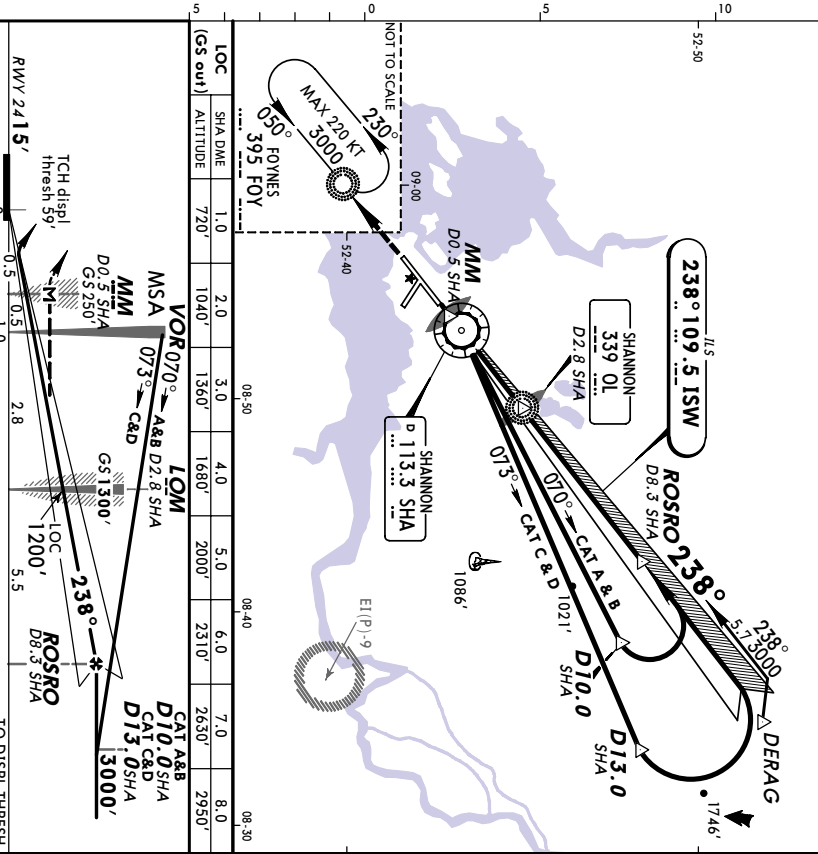
**Alt Set:** hPa      Rwy Elev: 1 hPa      Trans level: By ATC      Trans alt: 5000'

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 restricted to MAX 210 KT.

MSA

SHA VOR

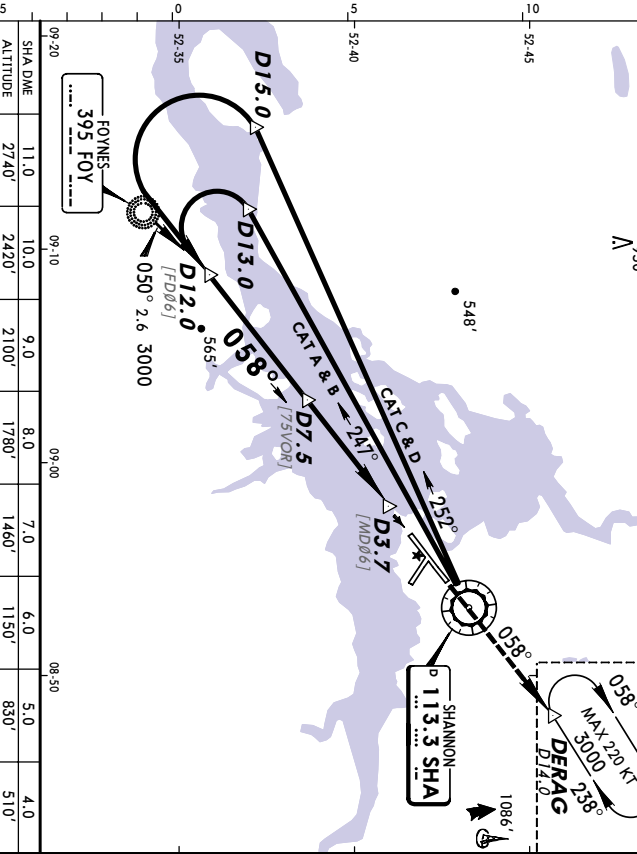


PLANS OPS 4									
End speed/Kts	70	90	100	120	140	160	HALS II TO DISPL (INCHES)		
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	3500' FOY ↑ 395		
MAP at MM/D.O. 3 after SPA							PAR1 PAR1		
<div> <div>JAR-OPS</div> <div> <div>ILS</div> <div>STRAIGHT-IN LANDING RWY 24</div> <div>LOC (GS out)</div> </div> <div>CIRCLE-TO-LAND</div> </div>									
DA(H) 215' (200')		MDA(H) 450' (435')				Max Kts			
FULL		ALS out				ALS out		V/S	
A				RVR 900m			100	MDA(H) 480' (454')	1500m
B							135	550' (504')	1600m
C	RVR 550m	RVR 1000m		RVR 1000m		180		650' (604')	2400m
D		RVR 1400m		RVR 2000m		205		920' (874')	3600m



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
VOR SHA 113.3	Final Appch Crs 058°	Procedure Alt D12.0 3000' (2954')	MDA(H) 360' (314')	App Elev 46' RWY 46'		
<p><b>MISSED APCH: Climb STRAIGHT AHEAD to reach DERAG at 3500'</b>  <b>and contact ATC.</b></p>						
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		
<p>1. DME REQUIRED. 2. Initial apch restricted to MAX 210 KT. Trans alt: 5000'</p>						
<p>MSA SHA VOR</p>						



<p>CAT C &amp; D <b>D15.0</b> CAT A &amp; B <b>D13.0</b></p> <p>3000'</p> <p>0.58%</p> <p>1400'</p> <p>D12.0</p> <p>1500' VOR</p> <p>3.00%</p> <p>1020'</p> <p>D7.5</p> <p>D3.7</p> <p>CAT C &amp; D ← 25% VOR CAT A &amp; B ← 24%</p> <p>MSA</p> <p>46'</p> <p>RWY 06</p>																																						
<p>Grnd speed kts</p> <table border="1"> <tr> <td>70</td> <td>90</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td colspan="2">HIAS</td> <td>3500'</td> <td rowspan="2">DEROG</td> </tr> <tr> <td colspan="6">Descent Gradient 5.24% or [3.00%]</td> <td colspan="2">PA1 PA1</td> <td>↓</td> </tr> <tr> <td colspan="6">Descent angle [3.00%]</td> <td colspan="2">PA1 PA1</td> <td></td> <td></td> </tr> </table> <p>MAP at D3.7</p>										70	90	100	120	140	160	HIAS		3500'	DEROG	Descent Gradient 5.24% or [3.00%]						PA1 PA1		↓	Descent angle [3.00%]						PA1 PA1			
70	90	100	120	140	160	HIAS		3500'	DEROG																													
Descent Gradient 5.24% or [3.00%]						PA1 PA1		↓																														
Descent angle [3.00%]						PA1 PA1																																

CIRCLE-TO-LAND

115' (100')  
DA(H)

RVR 300m I

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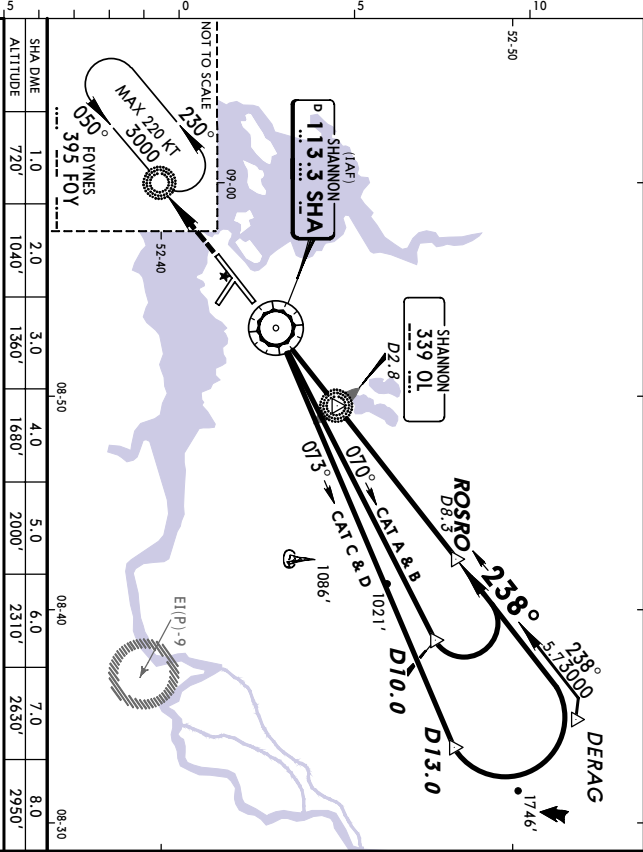
EINN/SNN  
SHANNON

JEPPRESEN  
15 SEP 06 **13-2** **EFF 28 SEP**

SHANNON, IRELAND  
VOR Rwy 24

*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'	
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 wind/shear may be experienced on approach when wind direction lies in sector from 266° cw with wind speeds of more than 15 KT.						
2. DME REQUIRED. 3. Initial apch restricted to MAX 210 KT.						

BRIEFING STRIP™



PANS OPS 4											
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'											
VOR 070° CAT A & B MSA 073° CAT C & D LOM D2.8 1200' 238° ROSRO 2300' CAT A & B D10.0 CAT C & D D13.0											
RWY 24 15' [TCH disp] thresh 59' MDA 2.8 5.5 TO DISPLACED THRESHOLD											
Grnd speed Kts 70 90 100 120 140 160											
Descent Gradient 5.24% or 372 478 531 637 743 849											
Descent angle 3.00°											
MAP at VOR STRAIGHT-IN LANDING RWY 24											
JAR OPS											
CIRCLE-TO-LAND											
MDA(H) 450' (435')											
AIS out											
Max Kts											
MDA(H) 480' (434') 1500m											
VIS											
RVR 900m											
RVR 1500m											
RVR 1000m											
RVR 1800m											
RVR 2000m											
RVR 1400m											
RVR 2000m											
205 920' (874') 3600m											
HIALS-II 3500'											
FOY 395											
PAPI 1 1 1 1											
FAPI 1											