

EINN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EINN –SHANNON/International

EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	524207N 0085529W Mid Point RWY 06/24
2	Direction and distance from the CITY	25KM (13.5NM) WNW of Limerick City
3	Elevation/Reference temperature	46ft AMSL/20.2°C (Max Temp) 0.7°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	189ft
5	MAG VAR/Annual change	04° W (2017)/11' decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Shannon Airport Authority Shannon Airport Co Clare Phone: + 353 61 712 000 Fax: + 353 61 471 719 Telex: SAF EI72016 AFS: EINNYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EINN AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Nil

EINN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	AVBL from Servisair (IRL) Ltd and Sky Handling Partners
2	Fuel/oil types	JET A1Fuel, Oil Grades: 80, 100, 120; Turbo Oils: 300, 390, 2380; Hydraulic Oils: 500B; Others PN
3	Fuelling facilities/capacity	1HR PN required for operators not having standing arrangements
4	De-icing facilities	Contact Airport Operations

5	Hangar space available for visiting aircraft	Contact Airport Operations
6	Repair facilities for visiting aircraft	AVBL from Transaero Engineering Ireland, Shannon Aerospace, Eirtech, Signature, Aer Lingus, and Westair Aviation
7	Remarks	Nil

EINN AD 2.5 PASSENGER FACILITIES

1	Hotels	At Airport
2	Restaurants	300 seats
3	Transportation	Buses, Taxis, Car Hire
4	Medical facilities	RFFS trained Cardiac and Emergency first responders, First Aid at Airport Hospitals – Limerick, Ennis Doctor on request, call out charge Cardiac ambulance available on request
5	Bank and Post Office	ATM's and Bureau de Change at Airport Post Office, Shannon Town Centre – 2M
6	Tourist Office	At Airport
7	Remarks	Short term Car Parking - 310 spaces Long term Car Parking - 4900 spaces

EINN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Required CAT9 Available CAT9
2	Rescue equipment	Equipment to meet ICAO requirements.
3	Capability for removal of disabled aircraft	70,000kg capability on site. Additional equipment available from Dublin Airport. Contact the Coordinator Phone:+ 353 61 712 497
4	Remarks	Communication with Rescue and Fire Fighting Service Frequency 121.600MHz AVBL for direct communication between ACFT and Rescue and Fire Fighting Service. 121.600MHz should be requested initially via ATC. Call sign for the Rescue and Fire Fighting Service is "Shannon Fire". It is mandatory for both ACFT and Rescue and Fire Fighting Service to maintain contact with ATC at all times. ATC do not have access to 121.600MHz. Frequency 121.600MHz is H24 and is AVBL within 8NM radius of Shannon Airport.

EINN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	2 De-icing Vehicles, 1 Sweeper
2	Clearance priorities	Contact Airport Operations
3	Remarks	Refer to Aerodrome Manual/Airport Operations Phone:+ 353 61 712 497

EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	West Apron	Surface: Strength:	CONC PCN 75/R/C/W/U	
		East Apron	Surface: Strength:	CONC PCN 60/R/C/W/U	
		East Parking Area	Surface: Strength:	CONC PCN 60/R/C/W/U	
		Long Term Parking Area	Surface: Strength:	CONC PCN 60/R/C/W/U	
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN75/R/C/W/U
		C	23 M	ASPH	PCN60/F/D/W/T
		D1	23 M	ASPH	PCN75/R/C/W/U
		D2	23 M	ASPH	PCN75/R/C/W/U
		E3	23 M	CONC	PCN60/R/C/W/U
		G	23 M	CONC/ASPH	PCN55/R/C/W/T
		H1	23 M	CONC	PCN17/R/D/W/U
H2	23 M	CONC	PCN17/R/D/W/U		
3	Altimeter checkpoint location and elevation	Location: Terminal Apron / Elevation: 9ft AMSL			
4	VOR checkpoint	Nil			
5	INS checkpoint	EINN AD 2.24-2			
6	Remarks	Nil			

EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>Taxiing guidance signs at all intersections and at all holding points</p> <p>Mandatory signs lighted.</p> <p>AGNIS at stands 30, 32, 34 and 37.</p> <p>Guidelines on aprons and taxiways.</p> <p>Taxiway information markings.</p> <p>Marshalling at aircraft stands.</p>
2	RWY/TWY markings and LGT	<p>RWY 06/24 Designation THR, TDZ, centreline, edge, aiming point, Displaced Threshold RWY 24.</p> <p>TWY Centreline, Edge, Holding Positions, Intersection Markings</p> <p>APRON Stand lead-in lines and markings, Wing-tip clearance lines</p>
3	Stop bars	<p>Controllable stop-bar on TWY D2</p> <p>Fixed stop-bars on TWY A, TWY C, TWY G, disused RWY 13, disused RWY 09</p> <p>Runway guard lights configuration A on TWY C and TWY D2</p> <p>Intermediate holding position lights on TWY A</p> <p>Intermediate holding position lights on TWY D2</p>
4	Remarks	See also EINN 2.14 and EINN 2.15 for lighting

EINN AD 2.10AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
06/APCH 24/TKOF	Tree 28.5M/94ft Nil	524121.8N 0085720.24W	Tree 53.5M/176ft Nil	524346.99N 0085438.93W	
			Mast 71.5M/235ft LGTD	524436.86N 0085538.80W	
			Pole 75.5M/248ft Nil	524219.36N 0084906.26W	
			Tree 103.0M/338ft Nil	524202.81N 0090457.85W	
			Tree 68.0M/223ft Nil	524443.36N 0085338.48W	
			Tree 69.0M/227ft Nil	524430.78N 0085259.60W	
			Mast 72.0M/236ft LGTD	524434.86N 0085538.80W	
			Glide Path 24 21.5M/71ft Nil	524232.13N 0085447.67W	
			Glide Path 06 31.5M/103ft Nil	524147.22N 0085623.10W	
			Mast 331.0M/1086ft LGTD	524339.24N 0084222.21W	
			Mast 329.0M/1078ft LGTD	524327.74N 0084236.49W	
			Camera Mast 27.0M/89ft LGTD	524150.44N 0085545.50W	
24/APCH 06/TKOF	DVOR/DME 39.5M/130ft LGTD	524315.64N 0085306.77W	Mast 307.0M/1006ft LGTD	524326.12N 0084308.63W	
			Mast 311.5M/1021ft Nil	523747.54N 0082721.29W	

EINN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Shannon Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR respectively
4	Type of landing forecast Interval of issuance.	METAR, TREND. 30 Minutes.
5	Briefing/consultation provided	Internet-based self-briefing facility. Personal briefing by telephone from Central Aviation Office, Shannon
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	6-hourly Synoptic Chart; 6-hourly prognostic chart (surface); Prognostic chart of significant weather; Prognostic chart of wind/temperature at upper levels; Prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Weather surveillance radar IRVR RWY 06 and 24 – touchdown, midpoint, stop-end
9	ATS units provided with information	EISN FIX/ACC Shannon TWR
10	Additional information (limitation of service, etc.)	Refer to GEN 3.5.4.2 to request additional information.

EINN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

DesignationsR WYNR	TRUE BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	052.22°	3199M x 45M	75 R/C/W/U ASPH	524135.42N 0085636.67W 524238.80N 0085421.98W 189ft	THR 46ft
24	232.25°	3199M x 45M	75 R/C/W/U ASPH	524236.03N 0085427.87W 524135.42N 0085636.67W 189ft	THR 15ft

Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
Refer to Aerodrome Obstruction Chart Type A	Nil	61M x 150M	3321M x 300M		ASPH overlay on RWY 06/24 commences 20m from THR RWY 06 and extends for full length of runway. RWY 06/24 has 8m wide shoulders.
	Nil	61M x 150M	3321M x 300M		

EINN AD 2.13DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	3199 M	3260 M	3199 M	3199 M	Nil
24	3199 M	3260 M	3199 M	3059 M	

INTERSECTION TAKE-OFF					
RWY Designator	TWY	TORA	TODA	ASDA	Remarks
06	A	2067 M	2128 M	2067 M	see EINN 2.20
24	C	2703 M	2764 M	2703 M	
24	D2	3046 M	3107 M	3046 M	

EINN AD 2.14APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	SALS 470M LIH	Green LIH -	PAPI Both sides/3° MEHT 20.6M (545M)	Nil	3200M 15M coded 02300M White, 2300-2900M Red/White, 2900-3200M Red LIH	3200M 60M nom White (last 600M Yellow) LIH	Red LIH -	Nil	Nil
24	CAT II 900M LIH	Displaced Green LIH Green LIH	PAPI Both sides/3° MEHT 22.6M (463M)	900M 30M LIH	3060M 15M coded 0- 2160M White, 2160-2760M Red/White, 2760-3060M Red LIH	3060M 60M nom White (last 600M Yellow) RWY edge lights on APCH side of displaced THR 24 coded Red for 140M	Red LIH -	Nil	Nil

EINN AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN on Tower Flashing White/Green, 24 flashes per Min
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2	LDI location and LGT Anemometer location and LGT	Nil 2 Nr. Adjacent TWY C and south of TWR
3	TWY edge and centre line lighting	Edge blue all TWY's except TWY's C, G and H2 Edge blue retro-reflective markers TWY's C, G and H2 and blue lights at intersection with RWY 06/24 Coloured coded centreline lights on TWY's A, D1 and D2
4	Secondary power supply/switch-over time	Secondary power supply provided, switch-over time 15 SEC (1 SEC in Low Visibility Procedures) Electric battery lamps
5	Remarks	Apron: Floodlighting Apron edge: Blue omni- directional, elevated and inset Obstacles: Fixed Red WDI's 4Nr, (1 lighted). See Aerodrome Chart EINN AD 2.24-1

EINN AD 2.16HELICOPTER LANDING AREA

Nil

EINN AD 2.17ATS AIRSPACE

1	Designation and lateral limits	Shannon Control Zone Circle, Radius 15NM 524207N 0085529W (Shannon ARP) (See Remarks)
2	Vertical limits	5000ft AMSL
3	Airspace classification	C (See Remarks)
4	ATS unit call sign Language(s)	Shannon Tower English
5	Transition altitude	5000ft
6	Remarks	The following airspace within the Shannon Control Zone is uncontrolled <ul style="list-style-type: none"> Circle, radius 1.5 NM 523958N 0084053W, SFC to 1000ft AMSL. Area within bearings from 045° True BRG clockwise to 180°True BRG from 523958N 0084053W to INT with boundary

EINN AD 2.18ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
GND	Shannon Ground	121.800 MHz	1000-1600 Local Time	Nil
TWR	Shannon Tower	118.700 MHz	H24	Nil
		121.800 MHz		
APP	Shannon Approach	121.400 MHz	H24	Nil
		120.200 MHz		
APP (RADAR)	Shannon Approach RADAR	121.400 MHz	H24	Nil
ATIS	Shannon Information	130.955 MHz	H24	Nil

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	4
D-ATIS	Shannon Information		H24	Operators equipped with AEEC623 compliant ACARS-MU can interface with the service through ARINC and SITA service provider's network.

EINN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 4° W 2017	SHA	113.300 MHz	H24	524315.6N 0085306.8W	200ft	Designated Operational Coverage 300 NM/70,000ft 180° True BRG to 360° True BRG. Designated Operational Coverage 100 NM/50,000ft.
NDB	ENS	352 kHz	H24	525418.6N 0085540.0W		Designated Operational Coverage 40 NM
NDB	FOY	395 kHz	H24	523358.5N 0091143.5W		Designated Operational Coverage 50 NM
ILS LLZ RWY 06 CAT 1 4° W 2017	ISE	109.5 MHz	H24	524245.3N 0085408.2W		Coverage restricted to 35° either side of course line. Signals received outside coverage sector, (including back beam radiation), should be ignored.
ILS GP RWY 06		332.6MHz	H24	524147.2N 0085623.1W		GP Angle 3° RDH 55ft Full scale fly down indication may not be maintained when above GP sector. Full scale fly up indication may not be maintained when left of LLZ sector and below GP.
ILS DME RWY 06	ISE	CH32X (109.5 MHz)	H24	524147.2N 0085623.1W	100ft	DME Zero ranged to THR 06. DME zero range is displaced from DME antenna by 445M.
ILS LLZ RWY 24 CAT II 4° W 2017	ISW	110.95MHz	H24	524129.4N 0085649.6W*		Coverage restricted to 35° either side of the course line. Signals received outside coverage sector, (including back beam radiation), should be ignored. No LLZ coverage below 3000ft MSL AT 25 NM EINN *Data whose accuracy has not been quality assured.
ILS GP RWY 24		330.65MHz	H24	524232.1N 0085447.7W		GP Angle 3° RDH 59ft
LO RWY 24	OL	339 kHz	H24	524456.4N 0084926.0W		Designated Operational Coverage 15NM
OM RWY 24	2 Dashes per sec	75 MHz	H24	524455.5N 0084927.0W		
MM RWY 24	Dots and Dashes	75 MHz	H24	524254.8N 0085347.9W		

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS DME RWY 24	ISW	CH46Y (110.95 MHz)	H24	524232.1N 0085447.7W	100ft	DME Zero ranged to THR 24. DME zero range is displaced from DME antenna by 391M.

EINN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing Restrictions
180° turns executed by wide-bodied aircraft on RWY 06/24 are permitted only at runway ends.

Aircraft using the turn pads should follow the marked taxiing guidance lines and use the minimum speed necessary to complete the turning manoeuvre.
2. Marshalling Services
Marshalling Service is mandatory for all arriving aircraft intending to park on either the West, Central or East Aprons. Marshalling Service is otherwise available on request from the Airport Operations Office

Phone:+ 353 61 712 240
or
Phone:+ 353 61 712 241

Use of the Marshalling Service does not imply the necessity to avail of full handling services.
3. Availability of Intersection Take-Off's
 - 3.1 Take-off's using less than the full length of the runway are available from TWY/RWY intersections as listed in [EINN AD 2.13 DECLARED DISTANCES](#)
The datum from which the reduced declared distances on Runway 06/24 are measured is the intersection of the extended downwind edge of the specific taxiway with the runway edge, projected perpendicular to the runway centreline.
 - 3.2 The take-off run available (TORA) is displayed on an illuminated sign adjacent to the taxiway.
 - 3.3 Intersection take-off's are subject at all times to pilots' discretion and aircraft operational requirements. Pilots should advise as early as possible of their ability to accept intersection take-off's.
 - 3.4 Approval for intersection take-off's is subject to the air traffic situation.

EINN AD 2.21 NOISE ABATEMENT PROCEDURES

Aircraft operators shall ensure, at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

EINN AD 2.22 FLIGHT PROCEDURES

1. Holding areas
Protected airspace is provided for Holding Areas in accordance with the criteria contained in PANS –OPS ICAO Doc 8168, Volume II to facilitate navigation using VOR, NDB and DME navigation aids.
2. SID and STAR
 - 2.1 RNAV Equipped Aircraft

SIDs and STARs for RWY24 and RWY06 have been developed in accordance with ICAO Doc 8168 (PANS OPS) and comply with EUROCONTROL guidelines for the design of Terminal Procedures for Area Navigation.

The supporting navigation infrastructure includes the choice of DME/DME, GNSS, VOR/DME (for reversionary navigation purposes) and INS/IRS as permitted by the Aircraft Flight Manual (AFM) and/or approved by the appropriate regulatory authority.

Use of DME/DME may not be available below about 6000ft where terrain may obstruct line of sight with the DME infrastructure.

Operators which have obtained operational and airworthiness approval, from their regulatory authority, may operate the RNAV SID and STAR procedures in accordance with the conditions of approval including

- P-RNAV certificated aircraft;
- B-RNAV certificated aircraft only above MSA;

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

If the RNAV equipment fails, or navigation accuracy of +1 NM can not be maintained, inform ATC as soon as possible. Radar vectoring will be provided.

2.2 RTF Phraseology

Phraseology used will be as provided in the European Regional Supplementary Procedures (ICAO Doc 7030) and outlined in EUROCONTROL Guidance material for RNAV SID and STAR.

Examples of phraseology for ATC are:

{CALLSIGN} CLEARED {STAR designator} ARRIVAL, RUNWAY {designator}.

Note: On such a clearance flight crew shall continue on route until reaching start point of the STAR.

{CALLSIGN} ADVISE IF ABLE {designator} DEPARTURE [or ARRIVAL].

If ATC are unable to issue a requested SID or STAR:

{CALLSIGN} UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE [Reason]

Examples of pilot phraseology in the event of being unable to accept SID or STAR

UNABLE (designator) DEPARTURE [or ARRIVAL] DUE TO RNAV TYPE.

UNABLE RNAV DUE EQUIPMENT

2.3 Non RNAV Equipped aircraft

Non RNAV equipped aircraft will be assigned a departure clearance based on the omni directional procedures referenced in [EINN AD 2.22.6](#).

3. Visual Manoeuvring Approaches

Visual manoeuvring (circling) approaches are permissible, on request, to all runways.

4. Speed Control – General Provisions Speed Restrictions

General	Routeing to Holds	Initial Segment	Final Approach	REMARKS
Below FL100, Max IAS 250KT	At DERAG and ELPOM, Max IAS 220KT	Max IAS 210KT	Recommended IAS 160 KT from FAF to OM	1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints. 2. If unable to comply with the above, advise ATC as soon as possible

5. Arrival Procedures

5.1 Clearance to enter the CTA and CTR

Arriving Aircraft capable of flying STAR will normally be cleared on a STAR appropriate to the route by ATC. On occasions ATC may radar vector aircraft for arrival (Due traffic or technical reasons).

Standard Arrivals Routes used in the Shannon CTA are based on Holding Patterns at [DERAG](#) and [ELPOM](#).

5.2 Initial Approach Procedures.

5.2.1 With Radar Control

In order to expedite the flow of traffic, aircraft may be cleared on STAR, or may receive radar vectors on to final approach track from the hold or earlier on the Standard Arrival Route.

Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate hold.

Actual descent clearance will be as directed by ATC.

5.2.2 Without Radar Control.

When RADAR is not serviceable, aircraft will be cleared to join the instrument approach procedure appropriate to the landing direction from the appropriate hold.

5.2.3 Communications failure procedures for arriving aircraft.

Aircraft experiencing communications failure in the Shannon CTR/CTA shall set transponder code A7600 and comply with standard ICAO procedures.

Supplemented by the following:

Traffic cleared on STAR

Aircraft cleared on a STAR and experiencing a Communications failure shall follow the route of the STAR at the last cleared level or altitude. On reaching the appropriate hold fix, descend to 3000ft and complete the instrument approach procedure appropriate to the Runway in use.

Traffic Radar vectored to final approach

Aircraft being radar vectored to final approach should join, in the most expeditious manner, and complete the Instrument Approach procedure appropriate to the Runway in use.

If unable to comply with above, or uncertain of position, climb to 3000ft QNH, proceed in the most expeditious manner to the hold appropriate to the Runway in use and complete the Instrument Approach Procedure appropriate to the Runway in Use

6. Departure Procedures

6.1 RWY's 06 and 24

Aircraft capable of complying with Standard Instrument Departures will proceed in accordance with the SID.

If an aircraft is unable to comply with Standard Instrument Departure the phraseology "Unable to comply with {departure} due {reasons}"

Pilots who cannot comply with Standard Instrument Departures shall advise ATC in good time using the phraseology "Unable to comply with {departure} due {reasons}, so that alternative clearances can be issued.

6.2 RWY's 06 and 24 -Omnidirectional departures

Pilots who cannot comply with any of the Omnidirectional Departure procedures must inform ATC in good time so that alternative clearances can be issued.

Note: CAT A, B aircraft may be assigned an Omnidirectional Departure appropriate to CAT C, D aircraft at the discretion of ATC

6.3 Communications failure procedures for departing aircraft.

Aircraft experiencing communications failure in Shannon CTA/CTR shall set transponder code A7600 and comply with the following procedures:

RFL below **FL080**: Departing traffic cleared by ATC to a level/altitude below the RFL, shall comply with Communication failure procedures as outlined in ICAO Annex 2.

RFL FL080 or above: Departing traffic cleared by ATC to a level or altitude below FL080 shall maintain the cleared level for a period of three minutes following the time the altitude/level is reached and thereafter adjust level and speed in accordance with filed flight plan.

Departing Traffic experiencing a communications failure above FL080 shall comply with communications failure procedures as outlined in ICAO Annex 2

7. Low Visibility Procedures

7.1 Low Visibility Procedures apply when the cloud ceiling is below 200ft (60M) and/or the IRVR is less than 550M.

7.2 Only RWY 24 may be used for CAT II operations. The CAT II holding position on TWY D2 must be used.

7.3 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.

7.4 TWY/Stop-bar/Centreline lighting/lead on/lead off will be in use.

7.5 At **no time** shall an aircraft or vehicle cross an illuminated stop bar and any instruction to do so should be challenged. In exceptional circumstances when the stop bar cannot be extinguished the authorisation to cross the illuminated stop bar may be given by ATS. This shall always be challenged and confirmation received that this instruction is part of a contingency arrangement due to a failure of the stop bar. All aircraft and vehicles operators shall request for the instruction to cross an illuminated stop bar to be reconfirmed by ATS and read back before proceeding.

7.6 Pilots will be informed by ATIS broadcast or RTF when Low Visibility Procedures are in operation

7.7 Full details of Low Visibility Procedures are available on request from Aerodrome Administration (see [EINN AD 2.3.1](#))

8. Holding Procedures

A standard rate of descent of 1000ft per min in holding patterns will be used unless otherwise instructed by ATC. Pilots must advise ATC if unable to comply with the standard rate of descent.

All turns are to be made at a bank angle of 25° or a rate of 3° per second, whichever requires the lesser bank

Holding Point	LOC	Co-ordinates	MAG Track Inbound	Dir of Turn	Limiting Outbound Direction	Holding Level	
						MNM	MAX
DERAG		See STAR Chart RWY 24	238°	Right Hand	19D SHA	3000	FL140
ELPOM		See STAR Chart RWY 06	058°	Left Hand	20D SHA	3000	FL140
FOYNES (FOY) (Contingency)		See STAR Chart RWY 24	050°	Left Hand		3000	FL140
ENNIS (ENS) (Contingency)		SEE EINN AD 2-19	076°	Left Hand		3500	

Holding Point	Outbound Time		Max IAS (Race-track Decent on IAP)			REMARKS
	At or Below FL140	Above FL140	Below FL060	FL060-FL140	Above FL140	
DERAG			220KT	220KT		Rate 1 Turn

Holding Point	Outbound Time		Max IAS (Racetack Decent on IAP)			REMARKS
	At or Below FL140	Above FL140	Below FL060	FL060-FL140	Above FL140	
ELPOM	ELPOM	ELPOM	220KT	220KT	220KT	Rate 1 Turn
FOYNES (FOY) (Contingency)		1 Min	220KT	220KT		Rate 1 Turn FOY Hold is an alternative Hold for use at the discretion of ATC.
ENNIS (ENS) (Contingency)		1 Min (after below 14,000ft)	220KT	220KT		Rate 1 Turn ENS Hold is an alternative hold for use at the discretion of ATC

9. SHANNON OMNIDIRECTIONAL DEPARTURES

9.1 Aircraft Categories CAT A, B (Non Jet)

RWY	TRACK	Aircraft Category	Minimum Climb Gradient	Routing
24	238°	A,B	Climb Gradient of 4.5% for airspace (275ft/NM) Climb Gradient of 3.3% for Obstacle Clearance	Climb straight ahead until passing 500ft QNH and then as directed by ATC.
06	058°	A,B		

GND Speed KT	120	140	160
275ft/NM	550	640	730

9.2 Aircraft Categories CAT C,D (Jet)

RWY	TRACK	Aircraft Category	Minimum Climb Gradient	Routing
24	238°	C,D	Climb Gradient of 9.1% for airspace (550ft/NM) Climb Gradient of 3.3% for Obstacle Clearance	Climb straight ahead until passing 1800ft QNH and then as directed by ATC.
06	058°			Climb straight ahead until passing 2000ft QNH and then as directed by ATC.

GND Speed KT	150	200	250
275ft/NM	1375	1835	2290

EINN AD 2.23 ADDITIONAL INFORMATION

Refer to [ENR 5.6](#) for bird hazard information.

EINN AD 2.24CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EINN AD 2.24-1
Aircraft Parking/Docking Chart – ICAO	EINN AD 2.24-2
Aerodrome Obstacle Chart RWY 06/24 – ICAO TYPE A	EINN AD 2.24-4
Precision Approach Terrain Chart RWY 24 – ICAO	EINN AD 2.24-5
RNAV Standard Departure Chart RWY 24 – ICAO	EINN AD 2.24-7A
RNAV Standard Departure Chart RWY 06 – ICAO	EINN AD 2.24-8A
RNAV Standard Terminal Arrival Chart RWY 24 – ICAO	EINN AD 2.24-9A
RNAV Standard Terminal Arrival Chart RWY 06 – ICAO	EINN AD 2.24-10A
Instrument Approach Chart ILS CAT I & II or LLZ RWY 24	EINN AD 2.24-11
Instrument Approach Chart ILS or LLZ RWY 06 – ICAO	EINN AD 2.24-12
Instrument Approach Chart VOR RWY 24 – ICAO	EINN AD 2.24-13
Instrument Approach Chart VOR RWY 06 – ICAO	EINN AD 2.24-14
Visual Approach Chart – ICAO	EINN AD 2.24-15