

**EINN AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EINN –SHANNON/International

**EINN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP and its site	524207N 0085529W Mid Point RWY 06/24
2	Direction and distance from (city)	25KM (13.5NM) WNW of Limerick City
3	AD Elevation, Reference Temperature & Mean Low 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 (2019)/11' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	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 Operator	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 for scheduled operations, otherwise PN required
12	Remarks	Nil

**EINN AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities:	AVBL from Swissport 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	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 Atlantic Aviation, LTSL, Signature, Aer Lingus, and Westair Aviation
7	Remarks	Nil

### EINN AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of AD	At Airport
2	Restaurant(s) at or in the vicinity of AD	1200 seats
3	Transportation possibilities	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 at or in the vicinity of AD	ATM's and Bureau de Change at Airport
		Post Office, Shannon Town Centre – 2M
6	Tourist Office	Tourist Information Provided
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	Category 9 available Daily 0600-2200 UTC Category 7 available Daily 2200-0600 UTC Category 9 available by arrangement 12HR PN
2	Rescue equipment	Equipment to meet ICAO requirements.
3	Capability for removal of disabled aircraft	Up to Code C aircraft (Utilising equipment available externally). Contact the Co-ordinator Phone: + 353 61 712 497/+353 87 242 3371
4	Remarks	<b>Communication with Rescue and Fire Fighting Service</b> 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 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	Aerodrome is serviceable during all seasons, 2 De-icing Vehicles, 1 Sweeper
2	Clearance priorities	1. Duty Runway and associated taxiways, aircraft parking stands and apron areas. 2. Other Airside areas.
3	Use of material for movement area surface treatment	1. Urea 2. Potassium Acetate Fluids KAC

4	Specially prepared winter runways	Not applicable
5	<b>Remarks</b>	Annual snow plan available for SAA Operations Maintenance on request. Refer to Aerodrome Manual or contact Airport Operations: Phone:+ 353 61 712 497

**EINN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA**

1	<b>Apron surface and strength</b>	West Apron	Surface:	CONC	
			Strength:	PCN 75/R/C/W/U	
		East Apron	Surface:	CONC	
			Strength:	PCN 60/R/C/W/U	
2	<b>Taxiway width, surface and strength</b>	East Parking Area	Surface:	CONC	
			Strength:	PCN 60/R/C/W/U	
		Long Term Parking Area	Surface:	CONC	
			Strength:	PCN 60/R/C/W/U	
3	<b>Altimeter checkpoint location and elevation</b>	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	23 M	ASPH	PCN75/R/C/W/U
		B	23 M	CONC/ASPH	PCN75/R/C/W/T
		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		
4	<b>VOR checkpoint</b>	Nil			
5	<b>INS checkpoint</b>	EINN AD 2.24-2			
6	<b>Remarks</b>	Nil			

**EINN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	<b>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</b>	Taxiing guidance signs at all intersections and at all holding points Mandatory signs lighted. AGNIS at stands 30, 32, 34 and 37. Guidelines on aprons and taxiways. Taxiway information markings. Marshalling at aircraft stands.
2	<b>RWY/TWY markings and LGT</b>	RWY 06/24 Designation THR, TDZ, centreline, edge, aiming point, Displaced Threshold RWY 24. TWY Centreline, Edge, Holding Positions, Intersection Markings APRON Stand lead-in lines and markings, Wing-tip clearance lines

3	Stop bars	Controllable stop-bar on TWY D2 Fixed stop-bars on TWY A, TWY B, TWY C, TWY G, disused RWY 13, disused RWY 09 Runway guard lights configuration A on TWY C and TWY D2 Intermediate holding position lights on TWY A Intermediate holding position lights on TWY D2
4	Other RWY Protection measures	-
5	Remarks	See also <a href="#">EINN 2.14</a> and <a href="#">EINN 2.15</a> for lighting

## EINN AD 2.10 AERODROME 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	3
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	

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	3
a	b	c	a	b	
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	<b>Associated MET Office</b>	Shannon Airport
2	<b>Hours of service</b>	H24
3	<b>Office responsible for TAF preparation</b> <b>Periods of validity</b> <b>Interval of issuance.</b>	Met Eireann Central Aviation Office, Shannon. 24 HR 6 HR respectively
4	<b>Type of landing forecast</b> <b>Interval of issuance.</b>	METAR, TREND. 30 Minutes.
5	<b>Briefing/consultation provided</b>	Internet-based self-briefing facility. Personal briefing by telephone from Central Aviation Office, Shannon
6	<b>Flight documentation</b> <b>Language(s) used</b>	Charts and Tabular English
7	<b>Charts and other information available for briefing or consultation</b>	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	<b>Supplementary equipment available for providing information</b>	Weather surveillance radar IRVR RWY 06 and 24 – touchdown, midpoint, stop-end
9	<b>ATS units provided with information</b>	EISN FIX/ACC Shannon TWR
10	<b>Additional information (limitation of service, etc.)</b>	Refer to <a href="#">GEN 3.5.4.2</a> to request additional information.

**EINN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	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	82 R/C/X/T ASPH	524135.42N 0085636.67W  524238.80N 0085421.98W  189ft	THR 46ft

Designations RWY NR	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
24	232.25°	3199M x 45M	82 R/C/X/T ASPH	524236.03N 0085427.87W  524135.42N 0085636.67W  189ft	THR 15ft

Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	RWY End Safety Area dimensions	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstruction Chart Type A	Nil	61M x 150M	3321M x 300M	240M x 150M	-	-	Grooved ASPH on RWY 06/24. RWY 06/24 has 8m wide shoulders.
	Nil	61M x 150M	3321M x 300M	240M x 150M	-	-	

### EINN AD 2.13 DECLARED 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	<a href="#">see EINN 2.20</a>
24	C	2703 M	2764 M	2703 M	
24	D2	3046 M	3107 M	3046 M	

**EINN AD 2.14 APPROACH 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 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

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

**EINN AD 2.16 HELICOPTER LANDING AREA**

NIL

### EINN AD 2.17 ATS AIRSPACE

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

### EINN AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel(s)	SAT VOICE No	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
GND	Shannon Ground	121.800 MHz			H24	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			H24	8.33 kHz Channel
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/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
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	FOY	395 kHz	H24	523358.5N 0091143.5W			Designated Operational Coverage 50 NM
ILS LOC 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 LOC 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 LOC 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 LOC 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			
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.

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna or SBAS: ellipsoid height of LTP/FTP	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
SBAS (LPV, LNAV/VNAV, LNAV RWY 06)	GPS & EGNOS	1575.42 MHz CH 69761	H24	N/A	LTP/FTP Ellipsoid Height 72.2 M	N/A	Transmitting antennas are satellite based.
SBAS (LPV, LNAV/VNAV, LNAV RWY 24)	GPS & EGNOS	1575.42 MHz CH 89920	H24	N/A	LTP/FTP Ellipsoid Height 62.8 M	N/A	Transmitting antennas are satellite based.

## 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.

Location	Situation	Restriction
East Apron	All Operations	Movement between East Apron from intersection of Taxiway D1 and Hanger 20 or vice versa is restricted to aircraft under power with a wingspan less than 36m (Code C) All other aircraft are to be towed, contact airport operations in advance.
Twy C	All Operations	Restricted to daylight hours only and aircraft with wingspan less than 36m. No left turn permitted from TWY C onto TWY D2. No right turn permitted from TWY D2 (southbound) onto TWY C

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

3. Visual Manoeuvring Approaches  
Visual manoeuvring (circling) approaches are permissible, on request, to all runways.
4. Speed Control – General Provisions  
Speed Restrictions

General	Routing 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	<ol style="list-style-type: none"> <li>1. ATC may request specific speeds for accurate spacing. Comply with speed adjustments as promptly as feasible within operational constraints.</li> <li>2. If unable to comply with the above, advise ATC as soon as possible</li> </ol>

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 Shannon (EINN) Arrivals - Caution - Shannon Approach Airspace is a Level Bust Hotspot Area. Ensure altimeter set to Hectopascals (HPA) when instructed by Shannon Approach.

5.2.2.1 Surveillance Minimum Altitude Chart (EINN AD 2.24-16.1)  
ALTITUDE TEMPERATURE CORRECTION TO 0°C is taken into account in determining minimums. For temperatures below 0°C altitude correction will be managed by ATC.

5.2.3 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.

5.2.4 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 Non-Standard Departure Instructions: Pilots who cannot comply with any of the standard instrument departure procedures must inform ATC in good time so that alternative clearances can be issued. A minimum climb gradient of 3.7 per cent applies to all alternate clearances.

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 During LVP Operations, LVTOs are permitted from Runway 24. It is at the discretion of the PIC to depart based on their airline operating procedures in LVP conditions. Take-offs are not available in IRVR conditions below 125M. All IRVR readings must show 125M or greater. ATC shall inform departing pilots if and when any IRVR value falls below 125M.

7.5 TWY/Stop-bar/Centreline lighting/Lead on/Lead off will be in use. 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](#))

7.8 Visual Approach Chart (VAC)

Chart EINN AD 2.24-15 (VAC) provides data for VFR pilots.

Visual Reporting Point (VRP) Holds:

- Bunratty Castle Hold: 524156.74N 0084855.35W (WGS-84). Left-hand pattern, based on Bunratty village. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 236°M. Minimum holding altitude is 1500ft QNH.
- Coney Island Hold: 524244.87N 0090006.36W (WGS-84). Left-hand pattern, based on Coney Island, Shannon Estuary. Outbound leg is 1 minute, flown at 120KT TAS. Inbound track 056°M. Minimum holding altitude is 1500ft QNH.

Other VRP's: (All co-ordinates WGS-84)

- VRP Gortglass Lough 524104.36N 0090857.89W
- VRP Killadysert Church 524011.59N 0090616.55W
- VRP Dromore Castle 523802.53N 0085014.42W
- VRP Dromoland Castle 524704.32N 0085407.07W

## EINN AD 2.23 ADDITIONAL INFORMATION

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

## EINN AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart – ICAO	EINN AD 2.24-1
Aircraft Parking/Docking Chart – ICAO	EINN AD 2.24-2
Precision Approach Terrain Chart RWY 24 – ICAO	EINN AD 2.24-3
Aerodrome Obstacle Chart RWY 06/24 – ICAO TYPE A	EINN AD 2.24-4
RNAV Standard Instrument Departure Chart RWY 06 – ICAO	EINN AD 2.24-5
RNAV Standard Instrument Departure Chart RWY 24 – ICAO	EINN AD 2.24-6
RNAV Standard Arrival Chart RWY 06 – ICAO	EINN AD 2.24-7
RNAV Standard Arrival Chart RWY 24 – ICAO	EINN AD 2.24-8
Instrument Approach Chart ILS or LOC RWY 06 – ICAO	EINN AD 2.24-10
Instrument Approach Chart VOR RWY 06 – ICAO	EINN AD 2.24-11
Instrument Approach Chart ILS CAT I & II or LOC 24 – ICAO	EINN AD 2.24-13
Instrument Approach Chart VOR RWY 24 – ICAO	EINN AD 2.24-14
Visual Approach Chart – ICAO	EINN AD 2.24-15
ATC Surveillance Minimum Chart - ICAO	EINN AD 2.24-16.1