

## SHANNON (SNN/EINN)

Elevation 46ft

### CATEGORY A

AV brief – not required

### ARRIVAL

#### Diversion Airports

CORK	ORK/EICK	55 nm/162°T	CAT A
DUBLIN	DUB/EIDW	105 nm/066°T	CAT A
CARDIFF	CWL/EGFF	221 nm/110°T	CAT A
LONDON Heathrow	LHR/EGLL	321 nm/103°T	CAT A

### Approach

A32N A350 B747 B777 B787

Not Applicable

A380

- Dependant on landing runway, use a turn pad as required and expect a taxi routing of D2 – H2 – Stand 11A/B/C (which is a taxiway used as a stand). A tug is not required in Shannon as Stand 11 enables remote taxi-in, taxi-out operations.

**CAUTION:** Care must be taken when making the left turn from H2 onto Stand 11 A/B/C. The paved surface of both taxiways is extremely wide, however painted taxiway edge markings have been used to proscribe a standard-width taxiway without fillets for the turn. The left wing gear may reach the taxiway edge marking as the turn is made, however several meters of paved surface exist beyond this painted line and there is no risk of taxiway excursion if the standard FCOM taxi technique is followed.

#### BAV Crew Report

- Despite SNN being verified as A380 compatible during the Entry Into Service visit, the following has also been experienced, following a weather diversion: Landed on runway 24 and selected BTV for the intersection of Twy A. This way between the Wet and Dry stop lines but using Max Reverse, easily managed to stop before Twy A. Taxied down Twy A to the beginning of the West Apron where aircraft was met by a tug crew. Shutdown at the end of Twy A and towed on stand 42 where a set of steps were provided (airbridge on stand 42 doesn't reach an A380). On departure, aircraft pushed back into the West Apron and pulled forward to the beginning of Twy A. Departed from the full length Rwy 24 following a 180 turn on the runway turn pad.

**GROUND**

A32N A350 B747 B777 B787

Not Applicable

A380

- The A380 visited Shannon during the Entry Into Service phase to verify airport compatibility. Shannon is Code F compatible and has hosted aircraft up to an AN-225 in size.
- Turn-pads exist at each end of Runway 06/24. Both are suitable for the A380 and the standard FCOM 'Turn on turning pad' procedure can be used.

**DEPARTURE**

A350 B747 B777 B787

Not Applicable

A32N

- Take-off performance data not included in performance manual for maintenance flights. Use full CARD (without code 55) to obtain performance and Emergency Turn Procedures.

A380

- The departure routing is a right turn from Stand 11 onto Taxiway A, followed by an entry onto Runway 06/24 to back-track to a turn-pad.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	SWISSPORT
<b>Handling Agent VHF</b>	131.45
<b>Potable Water</b>	Permitted