

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For GCLP

Terminal Charts For GCLP

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Gran Canaria Xje  
IATA Code: LPA  
Lat/Long: N27° 55.9' W015° 23.2'  
Elevation: 78 ft

Airport Use: Public  
Magnetic Variation: 5.3°W

Fuel Types: 100 Octane (LL), Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0637 Z  
Sunset: 1926 Z,

Runway Information

Runway: 03L  
Length x Width: 10171 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 78 ft  
Lighting: Edge, ALS, Centerline, REIL

Runway: 03R  
Length x Width: 10171 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 69 ft  
Lighting: Edge, ALS, Centerline, REIL

Runway: 21L  
Length x Width: 10171 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 27 ft  
Lighting: Edge, ALS, Centerline, REIL

Runway: 21R  
Length x Width: 10171 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 33 ft  
Lighting: Edge, ALS, Centerline, REIL

**Communication Information**

- ATIS 118.6
- Gran Canaria Tower 125.0 Secondary
- Gran Canaria Tower 127.175
- Gran Canaria Tower 121.7
- Gran Canaria Tower 118.3
- Gran Canaria Tower 25.78 Military
- Gran Canaria Approach Control 129.3
- Gran Canaria Approach Control 126.1
- Gran Canaria Approach Control 125.35
- Gran Canaria Approach Control 124.7
- Gran Canaria Approach Control 124.3
- Gran Canaria Approach Control 121.3
- Gran Canaria Approach Control 36.23 Military

---

## 1. GENERAL

---

### 1.1. ATIS

ATIS 118.6

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. RUN-UP TESTS

Request for engine testing clearance at any type of regime, as well as any question regarding engine testing procedures, must be addressed to:

CECOA/CEOPS

phone: +34-928 579 097 / internal: 79097

Fax: +34-928 579 424

SITA: LPAAPYF

Engine performance testing idle regime will be authorized in schedule H24, they may be conducted at any remote aircraft parking position excluding T03 to T10.

Run-up tests will be authorized only between 0600-2300LT at TWY R1R or R9L cleared by TWR.

Exceptionally run-up tests will be authorized between 2300-0600LT with previous request by telex or fax to CECOA/CEOPS. These testing will only be conducted at TWY R9L, with ACFTs noising to the prevailing wind at the moment of conducting.

### 1.3. PARKING INFORMATION

Stands T02 thru T13 equipped with visual docking guidance system.

On stands T01 thru T22 push-back required.

### 1.4. OTHER INFORMATION

RWYs 03L and 03R right-hand circuit.

---

## 2. ARRIVAL

---

### 2.1. OTHER INFORMATION

#### 2.1.1. LANDING CLEARANCE BASED ON ANTICIPATED SEPARATION

Although the RWY is temporarily occupied by other traffic, landing clearance may be issued to an arriving ACFT if the controller is satisfied that at the time the ACFT crosses the THR of the RWY in use, prescribed separation from the preceding ACFT will exist.

When issuing a "Landing Clearance based on Anticipated Separation ", ATC shall issue clearance to the succeeding ACFT with the following instructions:

"...(Call sign) **BEHIND LANDING/DEPARTING (ACFT type) CLEARED TO LAND RUNWAY (number)**"

This procedure may be used between SR and SS.

### 3. DEPARTURE

#### 3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

##### 3.1.1. START-UP

ACFT must be ready to start-up before calling on the appropriate frequency 125.0 between 0800-1500LT or GRAND CANARIA Ground otherwise.

On requesting start-up clearance, pilots will report to ATC the complete ACFT call sign, ACFT type and series, parking position occupied and the ATIS message received.

Clearance will be issued as soon as requested. When delays are expected to exceed 15 min, ATC will provide the appropriate engine start-up time.

Once engine start-up clearance or expected time has been provided, GRAN CANARIA Clearances will issue the corresponding ATC clearance.

##### 3.1.2. PUSH-BACK & TAXIING

ACFT must be ready for towed push-back or taxiing within the next 5 min to the approved start-up time, pilots will contact ATC if otherwise.

In all stand positions with autonomous exit, the exit manoeuvre will be carried out at the minimum regime to initiate taxiing.

All ACFT will observe ATC instructions to reach the holding point of the RWY or RWYs in use.

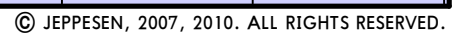
ACFT when vacating RWY will report the ATC, where GMC will inform their parking position and any further instruction if required to reach the stand.

ATC clearances and instructions must be completely read back.

#### 3.2. RUNWAY OPERATIONS

##### 3.2.1. MINIMUM RWY OCCUPANCY TIME

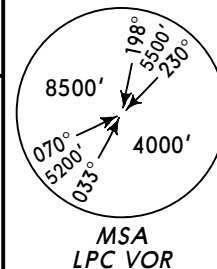
All ACFT reaching the holding point of RWY in use must have made their previous checks and will be totally ready to line up on the RWY and to start the take-off rolling immediately after the clearance is issued.



ATIS  
118.6

Apt Elev  
78'

Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

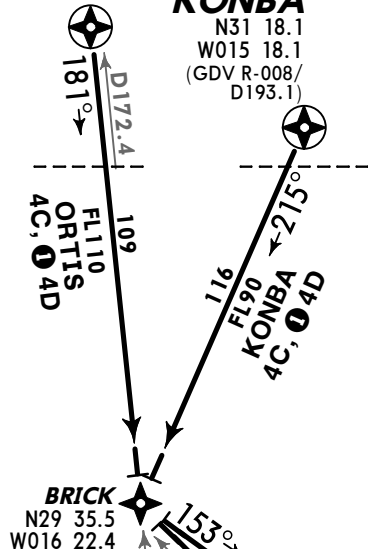


KONBA FOUR CHARLIE (KONBA 4C) [KONB4C]  
ORTIS FOUR CHARLIE (ORTIS 4C) [ORTI4C]  
RWYS 03L/R ARRIVALS

KONBA FOUR DELTA (KONBA 4D) [KONB4D] ①  
ORTIS FOUR DELTA (ORTIS 4D) [ORTI4D] ①  
RWYS 21L/R RNAV ARRIVALS

**ORTIS**  
N31 24.4  
W016 33.4

**KONBA**  
N31 18.1  
W015 18.1  
(GDV R-008/  
D193.1)



① BRNAV equipment required.

**SPEED RESTRICTION**

MAX 250 KT at or below FL150  
within speed reduction area  
except for military aircraft or  
if danger areas are active.

--- Speed Reduction Area

TENERIFE-NORTH  
D 117.7 TFN  
(H) N28 32.2 W016 16.1

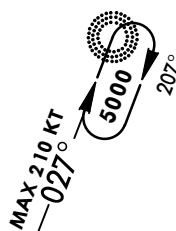
GRAN CANARIA  
D 112.9 GDV  
(H) N28 04.6 W015 25.7

(IAF Rwy 21L/R)  
**MADAS**  
N28 13.3  
W015 22.7

(IAF)  
GRAN CANARIA  
**365 VR**  
N27 51.4 W015 25.2

(IAF)  
GRAN CANARIA  
D 115.0 LPC  
(H) N27 49.7 W015 25.9

**HOLDING OVER  
VR**





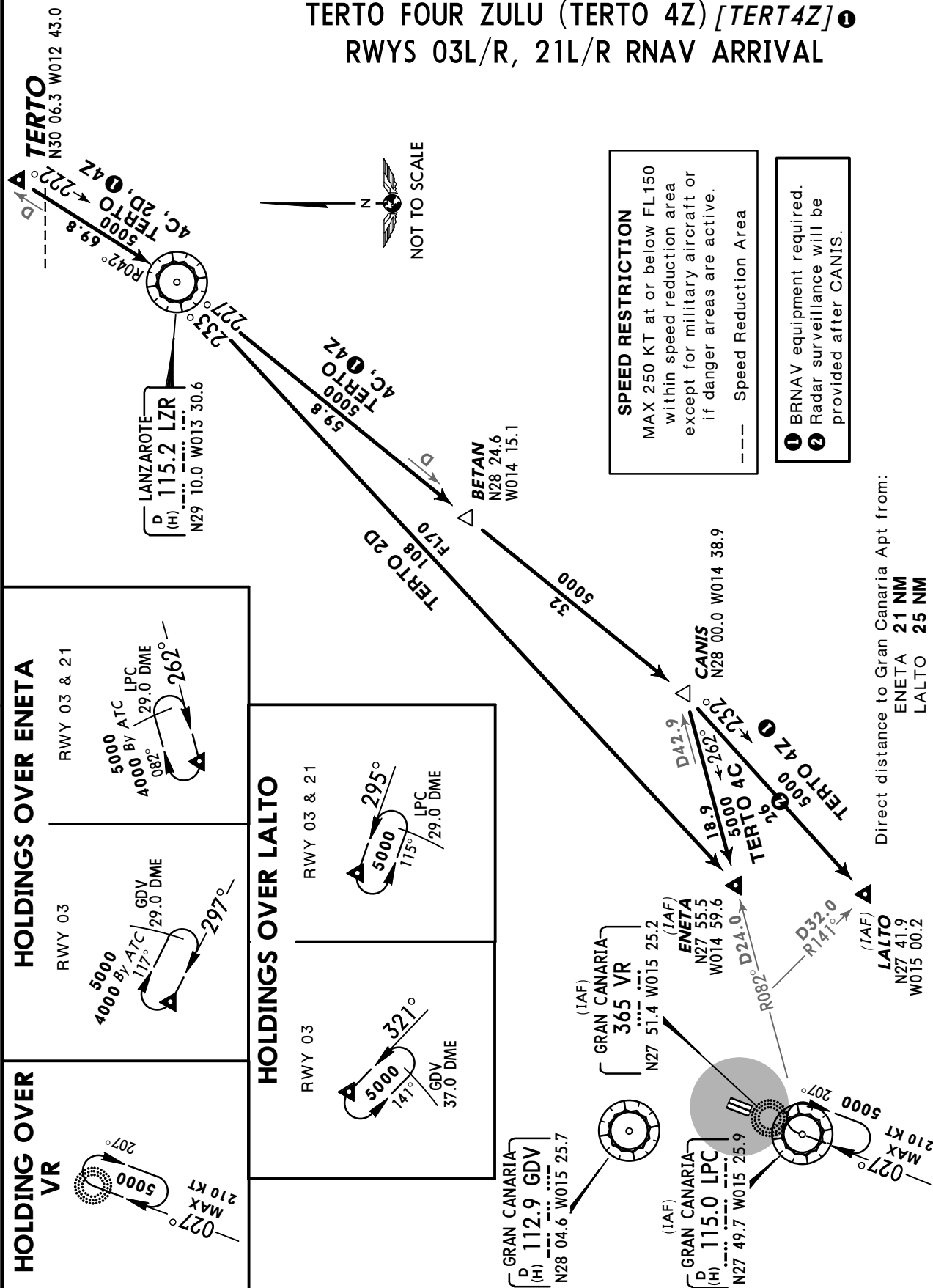


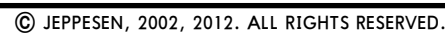
ATIS  
118.6

Apt Elev  
78'

Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

**TERTO FOUR CHARLIE (TERTO 4C) [TERT4C]**  
RWYS 03L/R ARRIVAL  
**TERTO TWO DELTA (TERTO 2D) [TERT2D]**  
RWYS 21L/R ARRIVAL  
**TERTO FOUR ZULU (TERTO 4Z) [TERT4Z] ①**  
RWYS 03L/R, 21L/R RNAV ARRIVAL

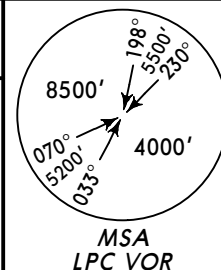




ATIS  
118.6

Apt Elev  
78'

Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'



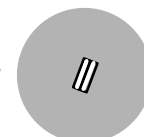
LIMAL ONE CHARLIE (LIMAL 1C) [LIMA1C]  
ROYAL ONE CHARLIE (ROYAL 1C) [ROYA1C]  
RWYS 03L/R, 21L/R RNAV ARRIVALS  
BRNAV EQUIPMENT REQUIRED



GRAN CANARIA  
D(H) 112.9 GDV  
N28 04.6 W015 25.7



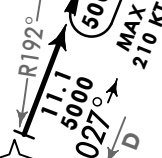
(IAF)  
GRAN CANARIA  
365 VR  
N27 51.4 W015 25.2



(IAF)  
GRAN CANARIA  
D(H) 115.0 LPC  
N27 49.7 W015 25.9



DRANO  
N27 39.3 W015 30.4

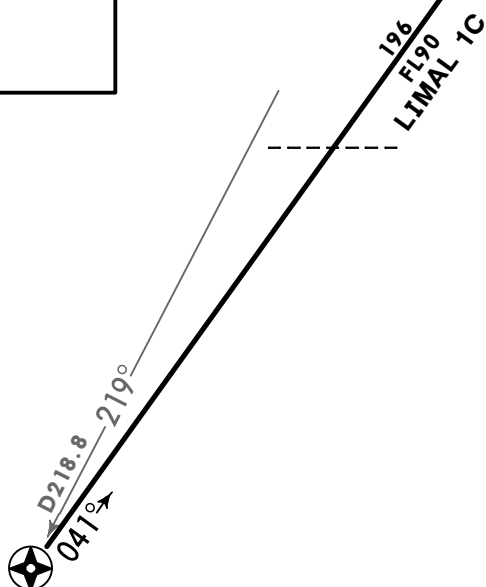
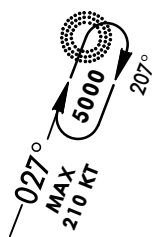


**SPEED RESTRICTION**

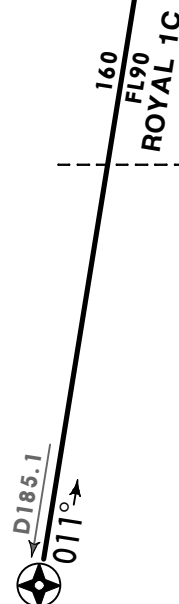
MAX 250 KT at or below FL150  
within speed reduction area  
except for military aircraft or  
if danger areas are active.

--- Speed Reduction Area

**HOLDING OVER  
VR**



**LIMAL**  
N25 00.0 W017 37.5



**ROYAL**  
N25 00.0 W015 47.2

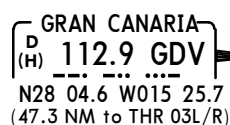
Alt Set: hPa  
Trans level: By ATC    Trans alt: 6000'

N29 35.5 W016 22.4  
(150.7 NM to THR 03L/R)  
(119.3 NM to THR 21L/R)

USABLE BETWEEN 2300-0700LT

**1** BRNAV equipment required.

NOT TO SCALE



**D9 c**

GRAN CANARIA  
D 115.0 LPC  
(H) ... ..  
N27 49.7 W015 25.9  
(32.4 NM to THR 03L/R)

ATIS  
118.6

Apt Elev  
78'

Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

**SAMAR TWO DELTA CHARLIE CHARLIE**

(SAMAR 2DCC) [SA2DCC] ④

RWYS 03L/R

**SAMAR TWO DELTA CHARLIE DELTA**

(SAMAR 2DCD) [SA2DCD]

RWYS 21L/R

**SAMAR ONE DELTA CHARLIE ZULU**

(SAMAR 1DCZ) [SA1DCZ] ①②③

RWYS 03L/R, 21L/R

**CONTINUOUS DESCENT ARRIVALS (CDA)**

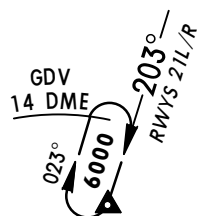
BY ATC

USABLE BETWEEN 2300-0700LT



- ① BRNAV equipment required.
- ② To be used when GC(D)-53 active.
- ③ Radar surveillance will be provided between ISORU, COLON and LPC.
- ④ Due to restrictions in GDV DME and when coverage is not sufficient below FL150, radar vectoring guidance will be provided.

**HOLDING  
OVER MADAS**



**SAMAR**

N30 54.0 W014 24.9  
(224.3 NM to THR 03L/R SAMAR 2DCC)  
(224.5 NM to THR 03L/R SAMAR 1DCZ)  
(227.5 NM to THR 21L/R IAF LPC)  
(190.0 NM to THR 21L/R IAF MADAS)

**ISORU**

N28 37.6 W015 14.2  
(81.7 NM to THR 03L/R SAMAR 2DCC)  
(81.8 NM to THR 03L/R SAMAR 1DCZ)  
(84.9 NM to THR 21L/R IAF LPC)  
(47.4 NM to THR 21L/R IAF MADAS)

(IAF Rwy 21L/R)  
**MADAS**  
N28 13.3 W015 22.7  
(22.0 NM to THR 21L/R)

**COLON**

N28 19.7 W015 14.5  
(64.0 NM to THR 03L/R)  
(67.0 NM to THR 21L/R)

GRAN CANARIA  
(H) 112.9 GDV  
N28 04.6 W015 25.7  
(47.3 NM to THR 03L/R)

D9.0 GDV

(IAF)

GRAN CANARIA  
(H) 115.0 LPC  
N27 49.7 W015 25.9  
(32.4 NM to THR 03L/R)  
(35.5 NM to THR 21L/R)

RWYS 21L/R  
MAX 210 KT  
-027°

ATIS  
118.6

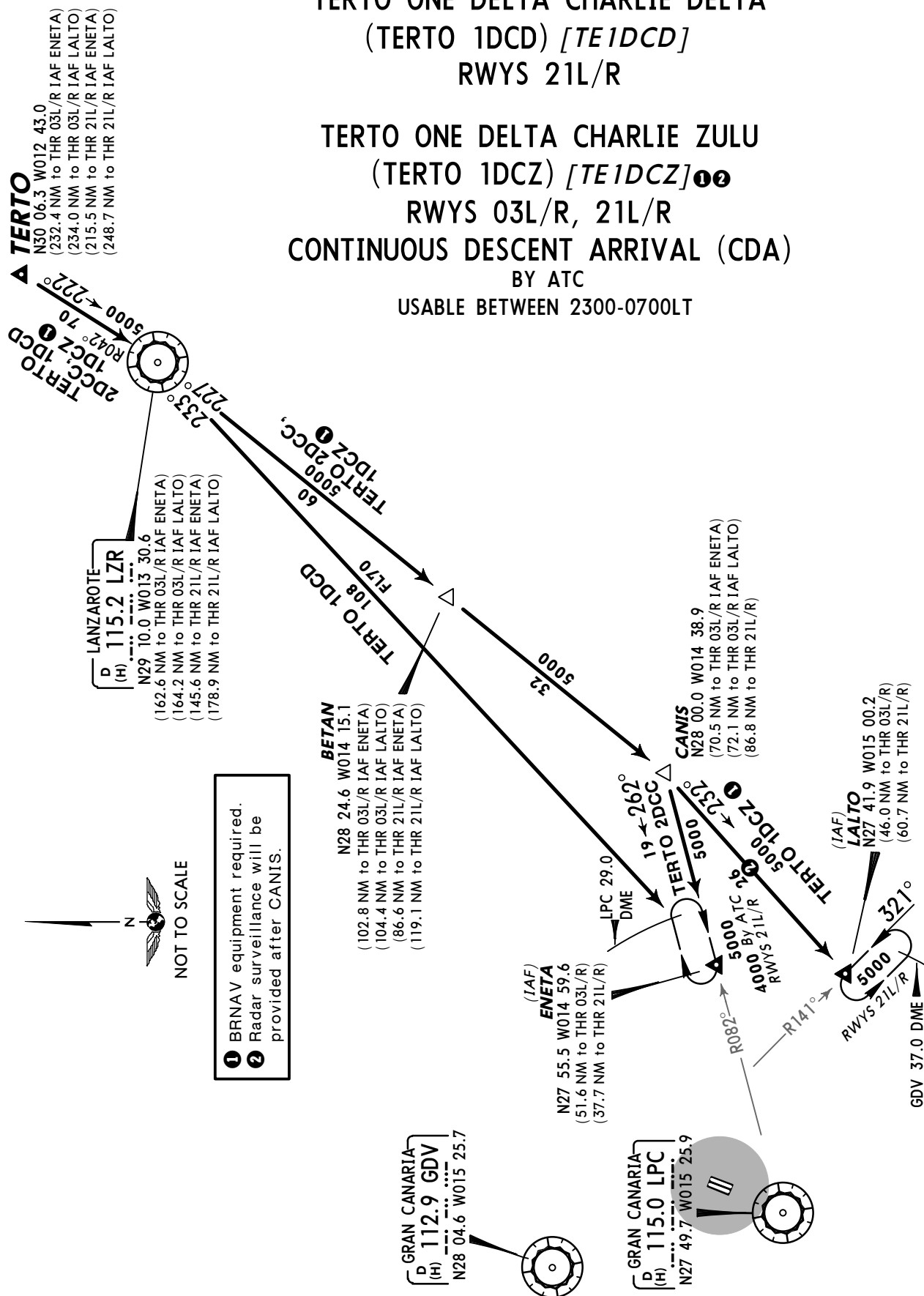
Apt Elev  
78'

Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

TERTO TWO DELTA CHARLIE CHARLIE  
(TERTO 2DCC) [TE2DCC]  
RWYS 03L/R

TERTO ONE DELTA CHARLIE DELTA  
(TERTO 1DCD) [TE1DCD]  
RWYS 21L/R

TERTO ONE DELTA CHARLIE ZULU  
(TERTO 1DCZ) [TE1DCZ] 10  
RWYS 03L/R, 21L/R  
CONTINUOUS DESCENT ARRIVAL (CDA)  
BY ATC  
USABLE BETWEEN 2300-0700LT



ATIS  
118.6

Apt Elev  
78'

Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

**RUSIK**  
N28 54.4 W012 49.0  
(184.7 NM to  
THR 03L/R IAF ENETA)  
(186.3 NM to  
THR 03L/R IAF LALTO)  
(167.9 NM to  
THR 21L/R IAF ENETA)  
(201.0 NM to  
THR 21L/R IAF LALTO)

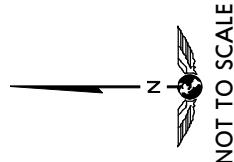
**RUSIK 2DCC**  
5000  
6.2  
R068°

**FUERTEVENTURA**  
D 114.1 FTV  
(H)  
N28 25.8 W013 51.9  
(122.5 NM to THR 03L/R IAF ENETA)  
(124.1 NM to THR 03L/R IAF LALTO)  
(138.8 NM to THR 21L/R)

**RUSIK TWO DELTA CHARLIE CHARLIE**  
(RUSIK 2DCC) [RU2DCC]  
RWYS 03L/R

**RUSIK ONE DELTA CHARLIE DELTA**  
(RUSIK 1DCD) [RU1DCD] ①  
RWYS 21L/R

**RUSIK ONE DELTA CHARLIE ZULU**  
(RUSIK 1DCZ) [RU1DCZ] ①②  
RWYS 03L/R, 21L/R  
**CONTINUOUS DESCENT ARRIVAL (CDA)**  
BY ATC  
USABLE BETWEEN 2300-0700LT



**BETAN**  
N28 24.6 W014 15.1  
(102.8 NM to THR 03L/R IAF ENETA)  
(104.4 NM to THR 03L/R IAF LALTO)  
(86.6 NM to THR 21L/R IAF ENETA)  
(119.1 NM to THR 21L/R IAF LALTO)

**RUSIK 1DCD**  
5000  
4.9  
R240°

**FAYTA**  
N28 06.5  
W014 08.3  
(98.4 NM to THR 03L/R IAF ENETA)  
(100.0 NM to THR 03L/R IAF LALTO)  
(114.7 NM to THR 21L/R)

**CANIS**  
N28 00.0 W014 38.9  
(70.5 NM to THR 03L/R IAF ENETA)  
(72.1 NM to THR 03L/R IAF LALTO)  
(86.8 NM to THR 21L/R)

**LALTO**  
(IAF)  
N27 41.9 W015 00.2  
(46.0 NM to THR 03L/R)  
(60.7 NM to THR 21L/R)

**ENETA**  
(IAF)  
N27 55.5 W014 59.6  
(51.6 NM to THR 03L/R)  
(37.7 NM to THR 21L/R)

**RUSIK 2DCC**  
5000  
19  
R082°

**RUSIK 1DCZ**  
5000  
3.9  
R141°

**RUSIK 1DCD**  
5000  
4000 By ATC  
RWYS 21L/R

**GDV**  
37.0 DME

**GRAN CANARIA**  
D 112.9 GDV  
(H)  
N28 04.6 W015 25.7

**GRAN CANARIA**  
(IAF)  
D 115.0 LPC  
(H)  
N27 49.7 W015 25.9

- ① BRNAV equipment required.
- ② Radar surveillance will be provided after CANIS.

ATIS  
118.6

Apt Elev  
78'

Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

LIMAL ONE DELTA CHARLIE CHARLIE  
(LIMAL 1DCC) [LI1DCC]

ROYAL ONE DELTA CHARLIE CHARLIE  
(ROYAL 1DCC) [RO1DCC]

RWYS 03L/R, 21L/R

CONTINUOUS DESCENT ARRIVALS (CDA)  
BY ATC

USABLE BETWEEN 2300-0700LT  
BRNAV EQUIPMENT REQUIRED



**LIMAL**  
N25 00.0 W017 37.5  
(239.2 NM to THR 03L/R)  
(242.2 NM to THR 21L/R)

**ROYAL**  
N25 00.0 W015 47.2  
(203.1 NM to THR 03L/R)  
(206.2 NM to THR 21L/R)

(IAF)  
**GRAN CANARIA**  
D (H) 115.0 LPC  
N27 49.7 W015 25.9  
(32.4 NM to THR 03L/R)  
(35.5 NM to THR 21L/R)

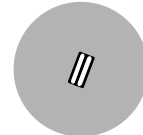
**DRANO**  
N27 39.3 W015 30.4  
(43.5 NM to THR 03L/R)  
(46.6 NM to THR 21L/R)

11  
5000  
027°

R207°  
5000  
MAX 207°  
210 KT  
RWYS 21L/R

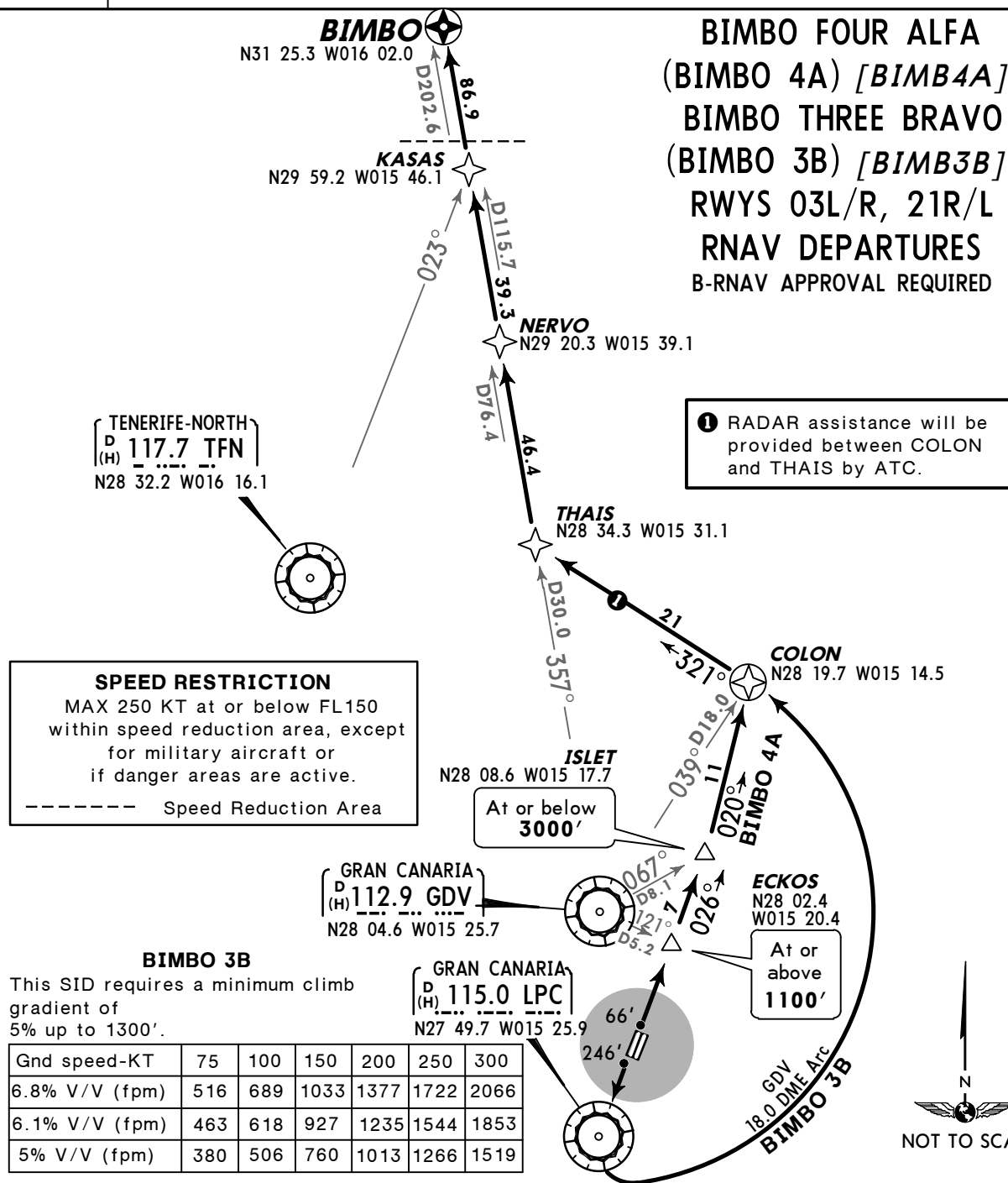
196  
FL90  
LIMAL 1DCC

160  
FL90  
ROYAL 1DCC







Apt Elev  
78'Trans level: By ATC Trans alt: 6000'  
EXPECT close-in obstacles.

Initial ATC clearance:  
**BIMBO 4A:** Cross ISLET at or below **3000'**, maintain **FL100** until intercepting  
GDV R-357, climb to **FL120** await further clearance. **BIMBO 3B:** Maintain **FL100**  
until intercepting GDV R-357, climb to **FL120** await further clearance.

| SID      | RWY                                                                                                                                              | INITIAL CLIMB                     |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| BIMBO 4A | 03L                                                                                                                                              | Climb on runway heading to ECKOS. |
|          | 03R                                                                                                                                              | Turn LEFT in VMC, then to ECKOS.  |
| BIMBO 3B | 21R                                                                                                                                              | Climb on runway heading to LPC.   |
|          | 21L                                                                                                                                              | Turn RIGHT in VMC, then to LPC.   |
| SID      | ROUTING                                                                                                                                          |                                   |
| BIMBO 4A | From ECKOS to ISLET, then to COLON, turn LEFT, 321° track to THAIS, turn RIGHT, intercept GDV R-357 via NERVO and KASAS to BIMBO.                |                                   |
| BIMBO 3B | At LPC turn LEFT, along GDV 18.0 DME arc to COLON, turn LEFT, 321° track to THAIS, turn RIGHT, intercept GDV R-357 via NERVO and KASAS to BIMBO. |                                   |

**CONTINGENCY DEPARTURES**

In case of one or more navaid failures, the following procedures shall be carried out:

**Rwys 03L/R:** Climb on runway heading to 4000', turn by following ATC instructions.

These SIDs require a minimum climb gradient of 6.1%.

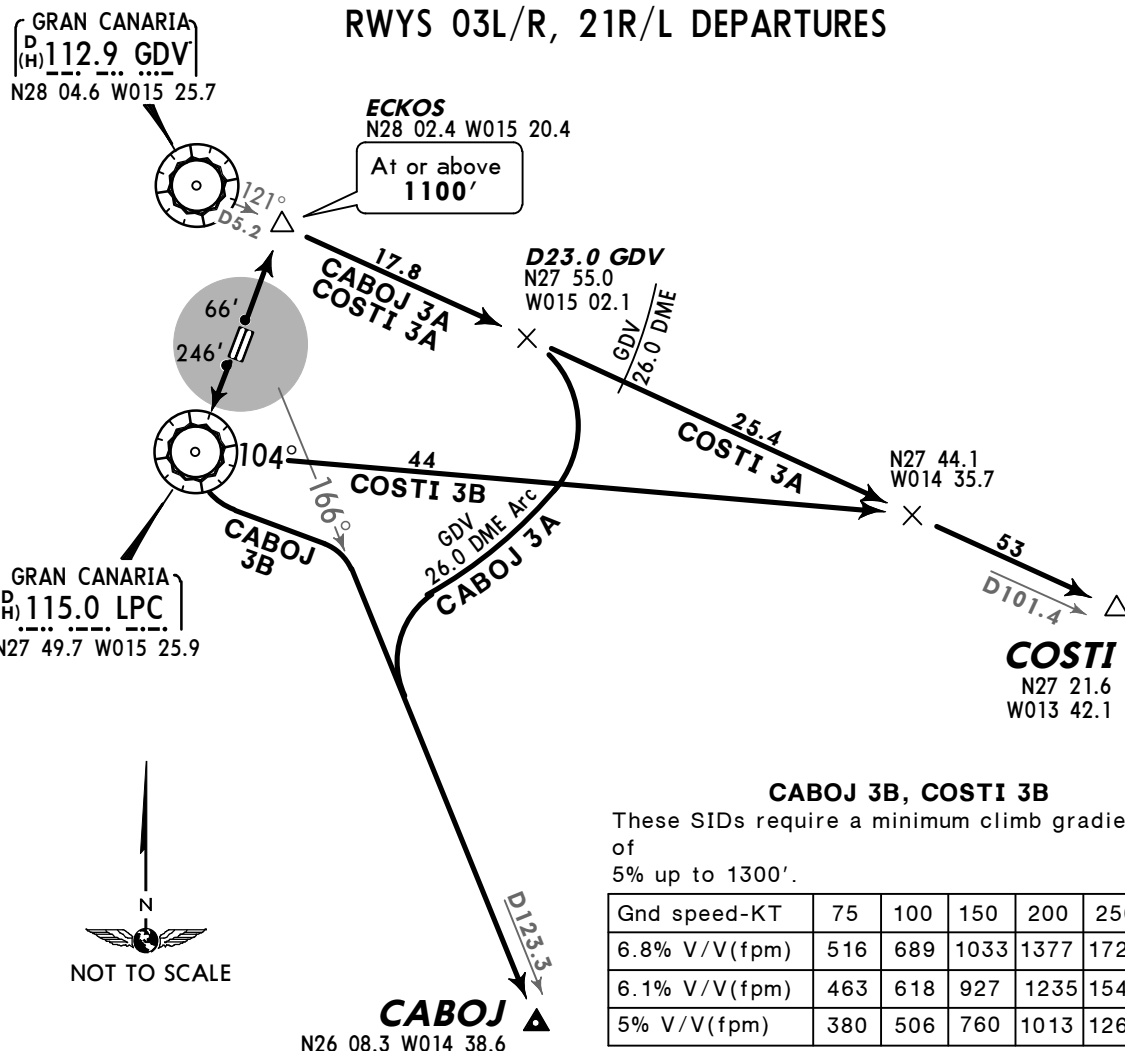
**Rwys 21L/R:** Climb on 192° heading to 5000', turn by following ATC instructions.

These SIDs require a minimum climb gradient of 6.8% to 4500'.

Apt Elev  
78'

Trans level: By ATC    Trans alt: 6000'  
EXPECT close-in obstacles.

CABOJ THREE ALFA (CABOJ 3A) [CABO3A]  
CABOJ THREE BRAVO (CABOJ 3B) [CABO3B]  
COSTI THREE ALFA (COSTI 3A) [COST3A]  
COSTI THREE BRAVO (COSTI 3B) [COST3B]  
RWYS 03L/R, 21R/L DEPARTURES



Initial ATC clearance:  
**CABOJ 3A:** Maintain 3000' until intercepting GDV 26.0 DME arc, climb to 6000', await further clearance.  
**COSTI 3A:** Maintain 3000' until GDV 26.0 DME, climb to 6000', await further clearance.  
**CABOJ 3B, COSTI 3B:** Maintain 6000', await further clearance.

| SID                  | RWY                                                                                                                      | INITIAL CLIMB                     |
|----------------------|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| CABOJ 3A<br>COSTI 3A | 03L                                                                                                                      | Climb on runway heading to ECKOS. |
|                      | 03R                                                                                                                      | Turn LEFT in VMC, then to ECKOS.  |
| CABOJ 3B<br>COSTI 3B | 21R                                                                                                                      | Climb on runway heading to LPC.   |
|                      | 21L                                                                                                                      | Turn RIGHT in VMC, then to LPC.   |
| SID                  | ROUTING                                                                                                                  |                                   |
| CABOJ 3A             | At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc, intercept GDV R-166 to CABOJ. |                                   |
| CABOJ 3B             | At LPC turn LEFT, intercept GDV R-166 to CABOJ.                                                                          |                                   |
| COSTI 3A             | At ECKOS turn RIGHT, intercept GDV R-121 to COSTI.                                                                       |                                   |
| COSTI 3B             | At LPC, LPC R-104, intercept GDV R-121 to COSTI.                                                                         |                                   |

#### CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:  
**Rwys 03L/R:** Climb on runway heading to 4000', turn by following ATC instructions.  
 These SIDs require a minimum climb gradient of 6.1%.  
**Rwys 21L/R:** Climb on 192° heading to 5000', turn by following ATC instructions.  
 These SIDs require a minimum climb gradient of 6.8% to 4500'.

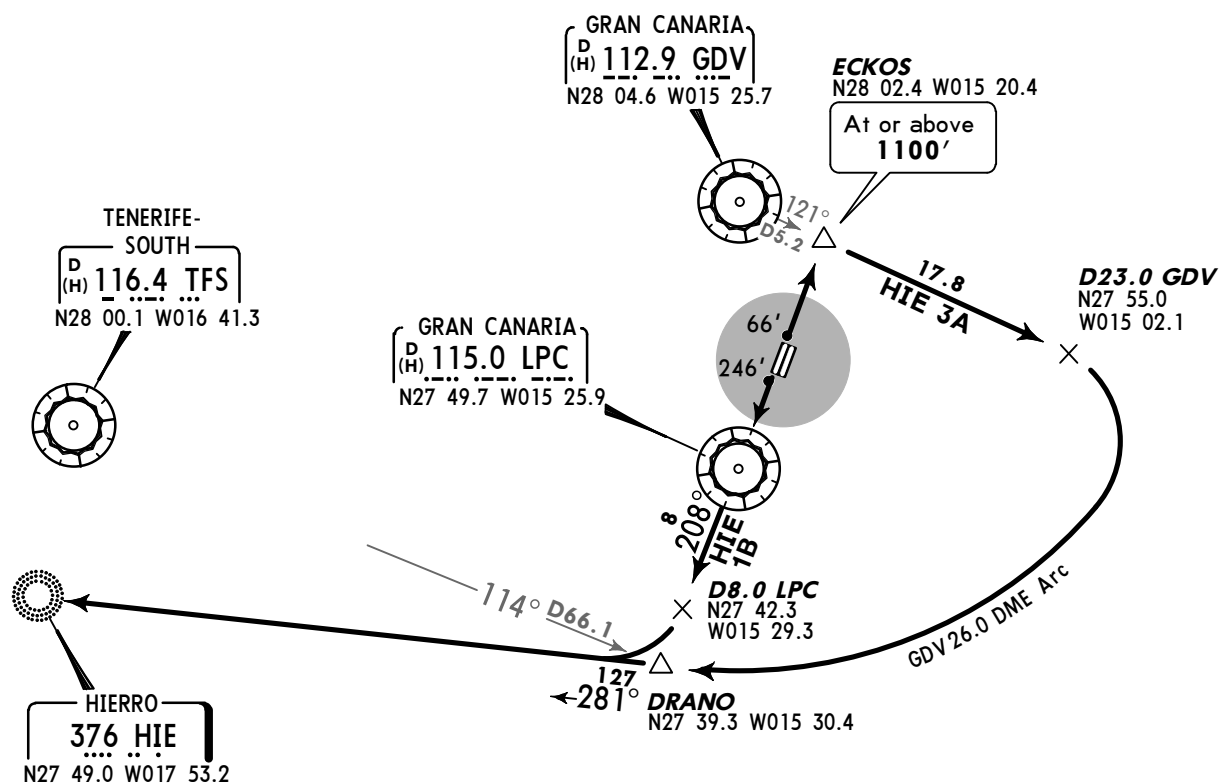
Apt Elev  
78'

Trans level: By ATC    Trans alt: 6000'  
EXPECT close-in obstacles.

HIERRO THREE ALFA (HIE 3A)

HIERRO ONE BRAVO (HIE 1B)

RWYS 03L/R, 21R/L DEPARTURES



Initial ATC clearance:  
**HIE 3A:** Maintain 3000' until intercepting GDV 26.0 DME arc, climb to 6000', await further clearance.  
**HIE 1B:** Maintain 6000', await further clearance.

| SID    | RWY | INITIAL CLIMB                     |
|--------|-----|-----------------------------------|
| HIE 3A | 03L | Climb on runway heading to ECKOS. |
|        | 03R | Turn LEFT in VMC, then to ECKOS.  |
| HIE 1B | 21R | Climb on runway heading to LPC.   |
|        | 21L | Turn RIGHT in VMC, then to LPC.   |

| SID    | ROUTING                                                                                                                                       |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| HIE 3A | At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc to DRANO, turn LEFT, intercept 281° bearing to HIE. |
| HIE 1B | At LPC, LPC R-208 to D8.0 LPC, turn RIGHT, intercept 281° bearing to HIE.                                                                     |

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:  
**Rwys 03L/R:** Climb on runway heading to 4000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.1%.  
**Rwys 21L/R:** Climb on 192° heading to 5000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.8% to 4500'.

Apt Elev  
78'Trans level: By ATC Trans alt: 6000'  
EXPECT close-in obstacles.

**KONBA FOUR ALFA**  
(KONBA 4A) [KONB4A]  
**KONBA THREE BRAVO**  
(KONBA 3B) [KONB3B]  
**RWYS 03L/R, 21R/L**  
**RNAV DEPARTURES**  
B-RNAV APPROVAL REQUIRED

① RADAR assistance will be provided between COLON and THAIS by ATC.

TENERIFE-NORTH  
D 117.7 TFN  
(H) N28 32.2 W016 16.1

**SPEED RESTRICTION**

MAX 250 KT at or below FL150  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

----- Speed Reduction Area

**KONBA 3B**

This SID requires a minimum climb  
gradient of  
5% up to 1300'.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 6.1% V/V (fpm) | 463 | 618 | 927  | 1235 | 1544 | 1853 |
| 5% V/V (fpm)   | 380 | 506 | 760  | 1013 | 1266 | 1519 |



Initial ATC clearance:

**KONBA 4A:** Cross ISLET at or below **3000'**, maintain **FL100** until intercepting GDV R-357, climb to **FL120** await further clearance. **KONBA 3B:** Maintain **FL100** until intercepting GDV R-357, climb to **FL120** await further clearance.

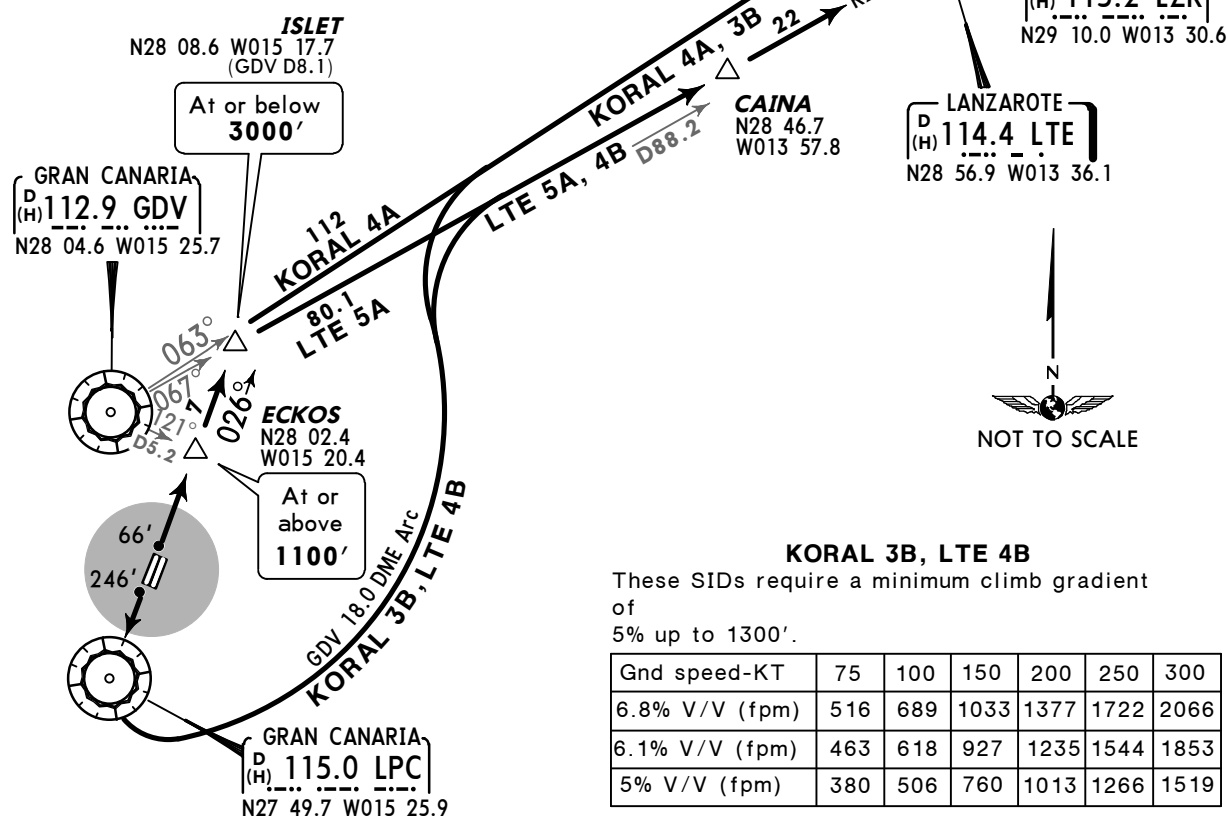
| SID      | RWY                                                                                                                                                                              | INITIAL CLIMB                     |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| KONBA 4A | 03L                                                                                                                                                                              | Climb on runway heading to ECKOS. |
|          | 03R                                                                                                                                                                              | Turn LEFT in VMC, then to ECKOS.  |
| KONBA 3B | 21R                                                                                                                                                                              | Climb on runway heading to LPC.   |
|          | 21L                                                                                                                                                                              | Turn RIGHT in VMC, then to LPC.   |
| SID      | ROUTING                                                                                                                                                                          |                                   |
| KONBA 4A | From ECKOS to ISLET, then to COLON, turn LEFT, 321° track to THAIS, turn RIGHT, intercept GDV R-357 via NERVO to KASAS, turn RIGHT, intercept TFN R-023 to KONBA.                |                                   |
| KONBA 3B | At LPC turn LEFT, along GDV 18.0 DME arc to COLON, turn LEFT, 321° track to THAIS, turn RIGHT, intercept GDV R-357 via NERVO to KASAS, turn RIGHT, intercept TFN R-023 to KONBA. |                                   |

**CONTINGENCY DEPARTURES**

In case of one or more navaid failures, the following procedures shall be carried out:  
**Rwys 03L/R:** Climb on runway heading to 4000', turn by following ATC instructions.  
These SIDs require a minimum climb gradient of 6.1%.  
**Rwys 21L/R:** Climb on 192° heading to 5000', turn by following ATC instructions.  
These SIDs require a minimum climb gradient of 6.8% to 4500'.

Apt Elev 78' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.

KORAL FOUR ALFA (KORAL 4A) [KORA4A]  
KORAL THREE BRAVO (KORAL 3B) [KORA3B]  
LANZAROTE FIVE ALFA (LTE 5A)  
LANZAROTE FOUR BRAVO (LTE 4B)  
RWYS 03L/R, 21R/L DEPARTURES



Initial ATC clearance:

**KORAL 4A, LTE 5A:** Cross ISLET at or below 3000', maintain FL100, await further clearance.

**KORAL 3B, LTE 4B:** Maintain 6000', await further clearance.

| SID                | RWY                                                                                       | INITIAL CLIMB                     |
|--------------------|-------------------------------------------------------------------------------------------|-----------------------------------|
| KORAL 4A<br>LTE 5A | 03L                                                                                       | Climb on runway heading to ECKOS. |
|                    | 03R                                                                                       | Turn LEFT in VMC, then to ECKOS.  |
| KORAL 3B<br>LTE 4B | 21R                                                                                       | Climb on runway heading to LPC.   |
|                    | 21L                                                                                       | Turn RIGHT in VMC, then to LPC.   |
| SID                | ROUTING                                                                                   |                                   |
| KORAL 4A           | From ECKOS to ISLET, turn RIGHT, intercept GDV R-063 to LZR, LZR R-061 to KORAL.          |                                   |
| KORAL 3B           | At LPC turn LEFT, along GDV 18.0 DME arc, intercept GDV R-063 to LZR, LZR R-061 to KORAL. |                                   |
| LTE 5A             | From ECKOS to ISLET, turn RIGHT, intercept GDV R-067 via CAINA to LTE.                    |                                   |
| LTE 4B             | At LPC turn LEFT, along GDV 18.0 DME arc, intercept GDV R-067 via CAINA to LTE.           |                                   |

#### CONTINGENCY DEPARTURES

In case of one or more navaid failures, the following procedures shall be carried out:  
**Rwys 03L/R:** Climb on runway heading to 4000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.1%.  
**Rwys 21L/R:** Climb on 192° heading to 5000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.8% to 4500'.

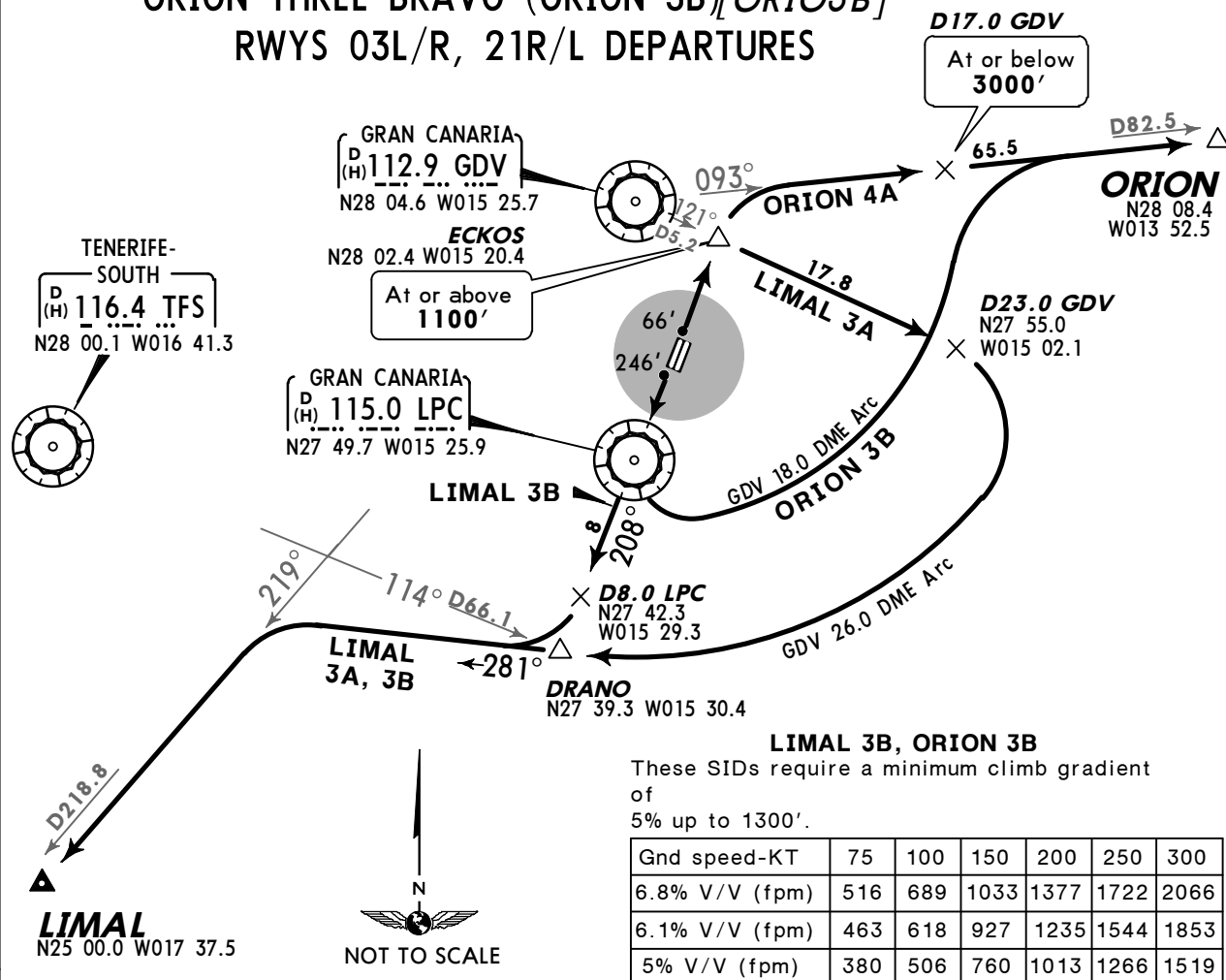
Apt Elev  
78'

Trans level: By ATC    Trans alt: 6000'

1. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.

2. EXPECT close-in obstacles.

LIMAL THREE ALFA (LIMAL 3A) [LIMA3A]  
LIMAL THREE BRAVO (LIMAL 3B) [LIMA3B]  
ORION FOUR ALFA (ORION 4A) [ORIO4A]  
ORION THREE BRAVO (ORION 3B) [ORIO3B]  
RWYS 03L/R, 21R/L DEPARTURES



Initial ATC clearance:  
**LIMAL 3A:** Maintain 3000' until intercepting GDV 26.0 DME arc, climb to 6000', await further clearance.  
**LIMAL 3B, ORION 3B:** Maintain 6000', await further clearance.  
**ORION 4A:** Maintain 3000' until to GDV 17.0 DME, maintain 5000', await further clearance.

| SID      | RWY | INITIAL CLIMB                     |
|----------|-----|-----------------------------------|
| LIMAL 3A | 03L | Climb on runway heading to ECKOS. |
| ORION 4A | 03R | Turn LEFT in VMC, then to ECKOS.  |
| LIMAL 3B | 21R | Climb on runway heading to LPC.   |
| ORION 3B | 21L | Turn RIGHT in VMC, then to LPC.   |

| SID      | ROUTING                                                                                                                                       |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| LIMAL 3A | At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc to DRANO, 281° track, intercept GDV R-219 to LIMAL. |
| LIMAL 3B | At LPC, LPC R-208 to D8.0 LPC, turn RIGHT, intercept GDV R-219 to LIMAL.                                                                      |
| ORION 4A | At ECKOS turn RIGHT, intercept GDV R-093 to ORION.                                                                                            |
| ORION 3B | At LPC, turn LEFT, along GDV 18.0 DME arc to intercept GDV R-093 to ORION.                                                                    |

#### CONTINGENCY DEPARTURES

In case of one or more navaid failures, the following procedures shall be carried out:  
**Rwys 03L/R:** Climb on runway heading to 4000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.1%.  
**Rwys 21L/R:** Climb on 192° heading to 5000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.8% to 4500'.

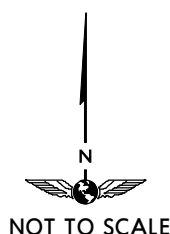
**Apt Elev 78'** Trans level: By ATC Trans alt: 6000'  
 1. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.  
 2. EXPECT close-in obstacles.

ROYAL THREE ALFA (ROYAL 3A) [ROYA3A]  
 ROYAL THREE BRAVO (ROYAL 3B) [ROYA3B]  
 SAMAR FOUR ALFA (SAMAR 4A) [SAMA4A]  
 SAMAR THREE BRAVO (SAMAR 3B) [SAMA3B]  
 RWYS 03L/R, 21R/L DEPARTURES

# **SPEED RESTRICTION**

MAX 250 KT at or below FL150  
 within speed reduction area, except  
 for military aircraft or  
 if danger areas are active.

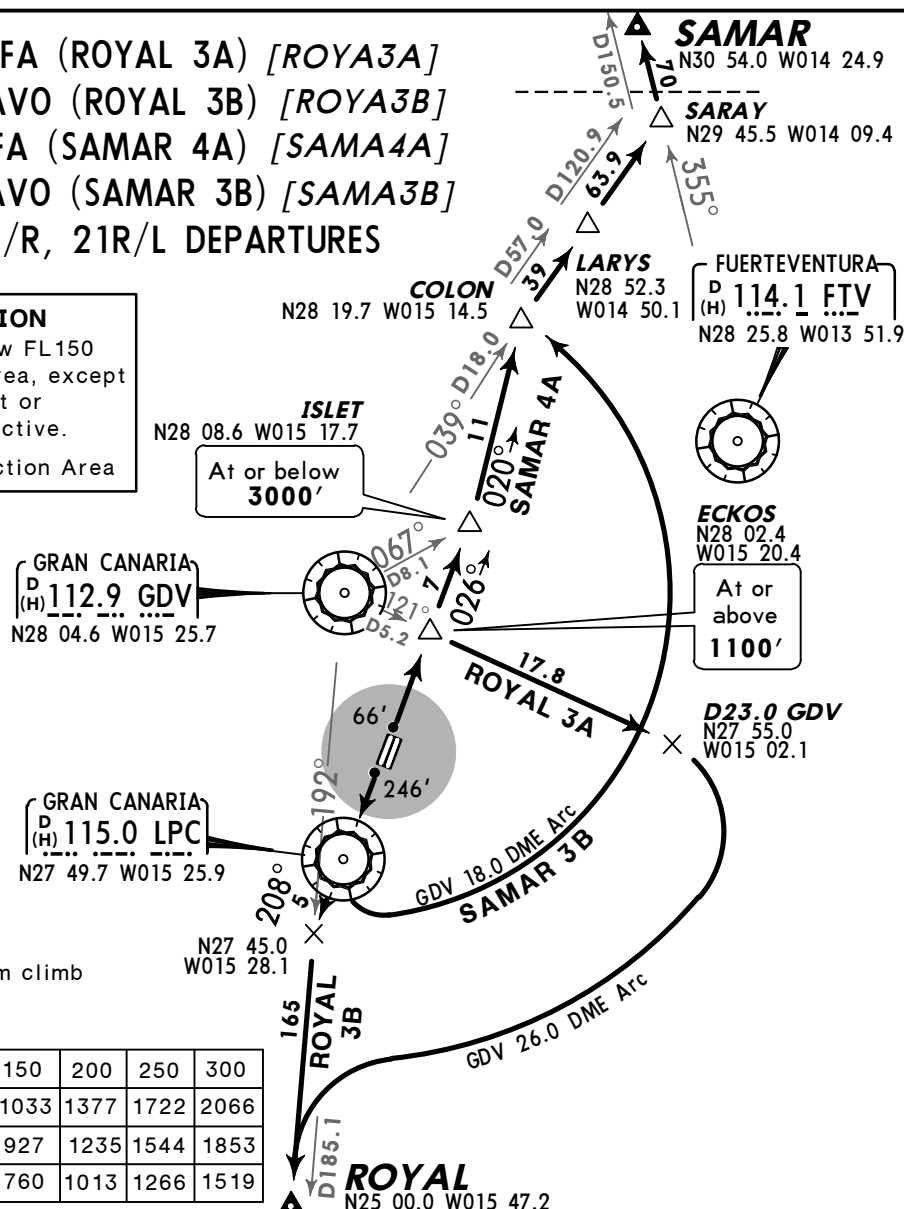
----- Speed Reduction Area



## **ROYAL 3B, SAMAR 3B**

These SIDs require a minimum climb  
 gradient of  
 5% up to 1300'.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 6.1% V/V (fpm) | 463 | 618 | 927  | 1235 | 1544 | 1853 |
| 5% V/V (fpm)   | 380 | 506 | 760  | 1013 | 1266 | 1519 |



## **Initial ATC clearance:**

**ROYAL 3A:** Maintain 3000' until intercepting GDV 26.0 DME arc, climb to 6000', await further clearance. **ROYAL 3B:** Maintain 6000', await further clearance.

**SAMAR 4A:** Cross ISLET at or below 3000', maintain FL100 until intercepting GDV R-039, climb to FL120, await further clearance. **SAMAR 3B:** Maintain FL100 until intercepting GDV R-039, climb to FL120, await further clearance.

| SID      | RWY | INITIAL CLIMB                     |
|----------|-----|-----------------------------------|
| ROYAL 3A | 03L | Climb on runway heading to ECKOS. |
| SAMAR 4A | 03R | Turn LEFT in VMC, then to ECKOS.  |
| ROYAL 3B | 21R | Climb on runway heading to LPC.   |
| SAMAR 3B | 21L | Turn RIGHT in VMC, then to LPC.   |

| SID      | ROUTING                                                                                                                                         |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| ROYAL 3A | At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc, intercept GDV R-192 to ROYAL.                        |
| ROYAL 3B | At LPC, LPC R-208, intercept GDV R-192 to ROYAL.                                                                                                |
| SAMAR 4A | From ECKOS to ISLET, then to COLON, turn RIGHT, intercept GDV R-039 via LARYS to SARAY, turn LEFT, intercept FTV R-355 to SAMAR.                |
| SAMAR 3B | At LPC turn LEFT, along GDV 18.0 DME arc to COLON, turn RIGHT, intercept GDV R-039 via LARYS to SARAY, turn LEFT, intercept FTV R-355 to SAMAR. |

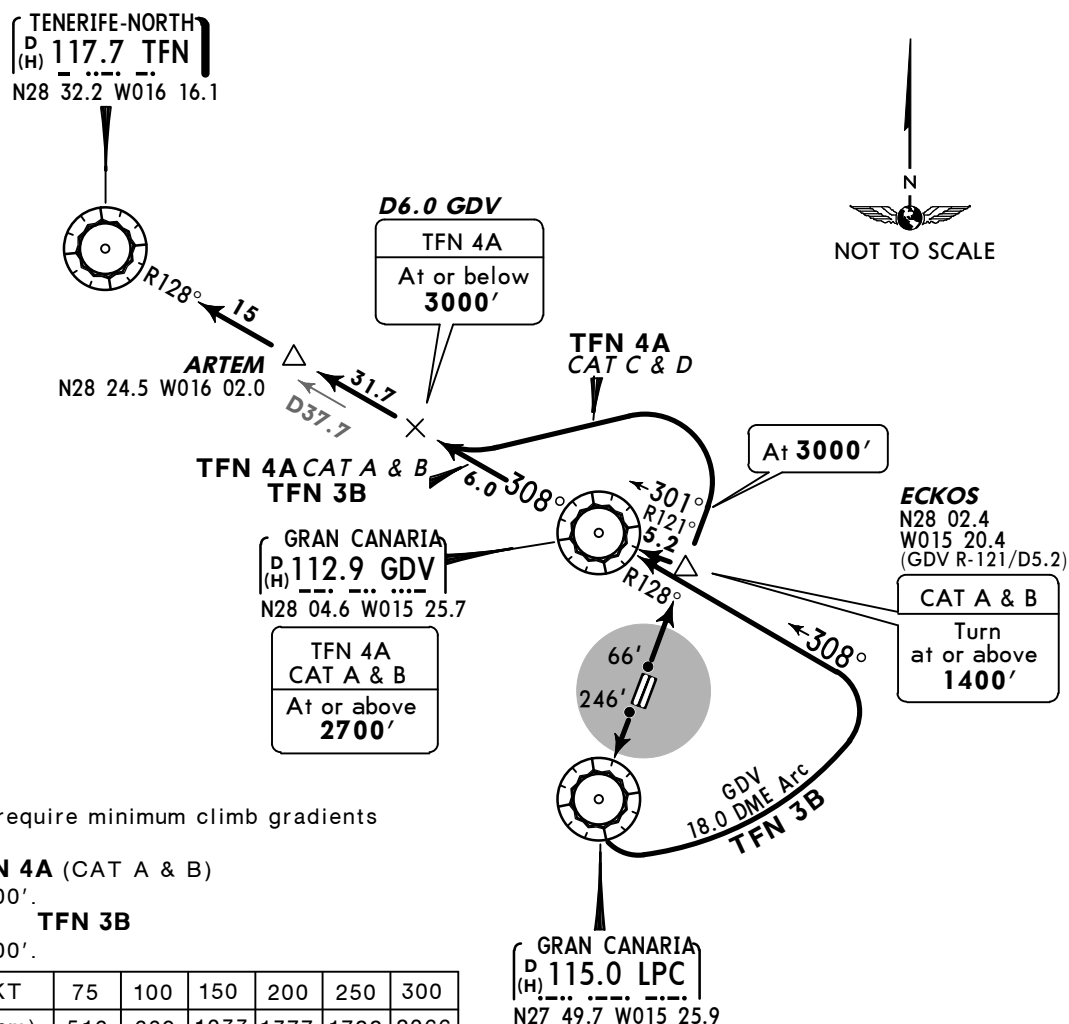
## **CONTINGENCY DEPARTURES**

In case of one or more navaid failures, the following procedures shall be carried out:

**Rwys 03L/R:** Climb on runway heading to 4000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.1%.

**Rwys 21L/R:** Climb on 192° heading to 5000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.8% to 4500'.



Apt Elev  
78'Trans level: By ATC    Trans alt: 6000'  
EXPECT close-in obstacles.**TENERIFE NORTH FOUR ALFA (TFN 4A)  
TENERIFE NORTH THREE BRAVO (TFN 3B)  
RWYS 03L/R, 21R/L DEPARTURES**

These SIDs require minimum climb gradients of

**TFN 4A (CAT A & B)**  
4% up to 2700'.**TFN 3B**  
5% up to 1300'.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 6.1% V/V (fpm) | 463 | 618 | 927  | 1235 | 1544 | 1853 |
| 5% V/V (fpm)   | 380 | 506 | 760  | 1013 | 1266 | 1519 |
| 4% V/V (fpm)   | 304 | 405 | 608  | 810  | 1013 | 1215 |

**Initial ATC clearance:****TFN 4A:** Maintain 3000' to D6.0 GDV/GDV R-308, maintain 6000', await further clearance. **TFN 3B:** Maintain 6000' and await further clearance.

| SID    | RWY                                                                                                                        | INITIAL CLIMB                     |
|--------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| TFN 4A | 03L                                                                                                                        | Climb on runway heading to ECKOS. |
|        | 03R                                                                                                                        | Turn LEFT in VMC, then to ECKOS.  |
| TFN 3B | 21R                                                                                                                        | Climb on runway heading to LPC.   |
|        | 21L                                                                                                                        | Turn RIGHT in VMC, then to LPC.   |
| SID    | ROUTING                                                                                                                    |                                   |
| TFN 4A | <b>CAT A &amp; B:</b> At ECKOS turn LEFT to GDV, GDV R-308 via ARTEM to TFN.                                               |                                   |
|        | <b>CAT C &amp; D:</b> At ECKOS continue climb on runway heading to 3000', turn LEFT, intercept GDV R-308 via ARTEM to TFN. |                                   |
| TFN 3B | At LPC turn LEFT, along GDV 18.0 DME arc, intercept GDV R-128 inbound to GDV, GDV R-308 via ARTEM to TFN.                  |                                   |

**CONTINGENCY DEPARTURES**

In case of one or more navaid failures, the following procedures shall be carried out:

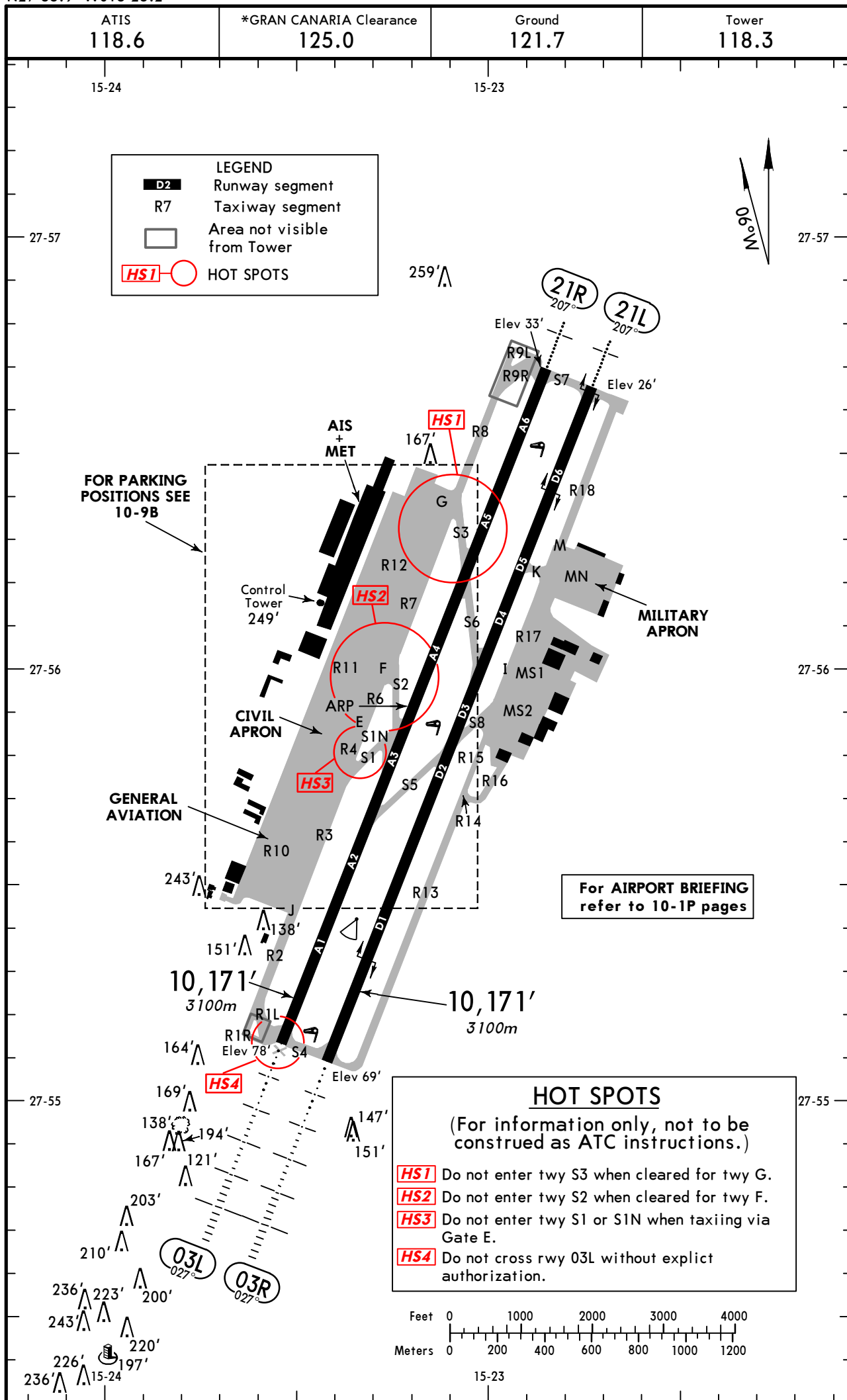
**Rwys 03L/R:** Climb on runway heading to 4000', turn by following ATC instructions.

These SIDs require a minimum climb gradient of 6.1%.

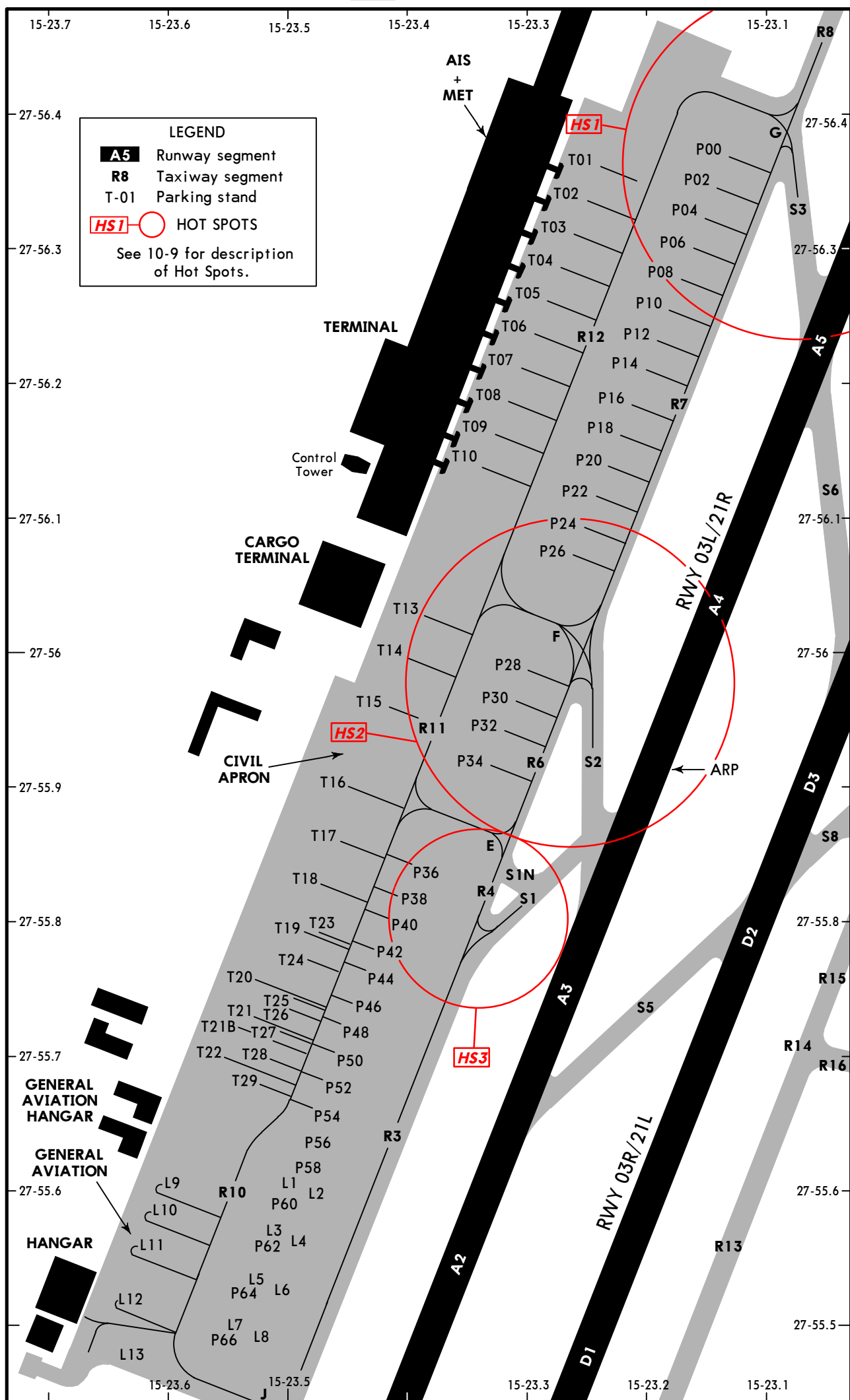
**Rwys 21L/R:** Climb on 192° heading to 5000', turn by following ATC instructions.

These SIDs require a minimum climb gradient of 6.8% to 4500'.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.



© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.



## VISUAL DOCKING GUIDANCE SYSTEM

### GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position (based on a laser radar measurement), that is provided by a display unit, in front of the cockpit.

### DISPLAY UNIT

Consists of:

1. One alphanumeric presentation line of 4 characters, composed by yellow LED, which can indicate several information: 'ACFT TYPE, STOP, OK, TOO FAR, SLOW DOWN, WAIT TEST, ID FAIL and DOWN GRADE'.
2. One line with a unit of yellow LED and 2 units of red/yellow LED for indication of acft azimuth and stop indication.
3. One column of 3 units of yellow LED in the center to indicate the distance to the stop position.

### PILOT INSTRUCTIONS

#### GENERAL ADVICE

When the pilot is not sure about the information shown in the display unit, he must immediately stop the acft and obtain more information to proceed.

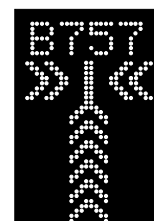
#### 1. DOCKING START

When the system starts (manually operated by an operator in ground), it shows the flashing message: 'WAIT TEST'.

#### 2. CAPTURE

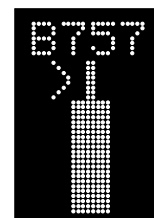
When the system is working in capture way, looking for the approaching acft, the system shows vertical floating arrows. The first line of the display unit will show the 'ACFT TYPE'.

ADVICE: If the system does not show vertical arrows in movement and an acft type like the approaching acft, the pilot must not enter into the stand point area.



#### 3. MONITORING

When the acft has been captured by the laser, the floating arrows are substituted by the yellow indicator in the centerline. A flashing red arrow shows the pilot the direction of turn in order to line-up along the stand edge. If the system does not show the direction arrows, it means the acft is over the centerline.



#### 4. APPROACH RATE

When the acft is less than 52'/16m from the stop point, the approach rate is shown by one LED line turn-off from the centerline each 2'/0,7m covered when the acft moves until the stop position.

#### 5. SPEED REDUCTION

When the acft exceeds the programmed approach speed, the display unit will show 'SLOW DOWN' such as advice to pilot.

#### 6. REACHING STOP POINT

When the correct stop point is reached, the display unit shows STOP and red bar lights turn on.

#### 7. DOCKING FINISHED

When the acft is parked, the display unit shows 'OK'.

#### 8. EXCEEDED

When the acft exceeds the stop point, the display unit shows 'TOO FAR'.

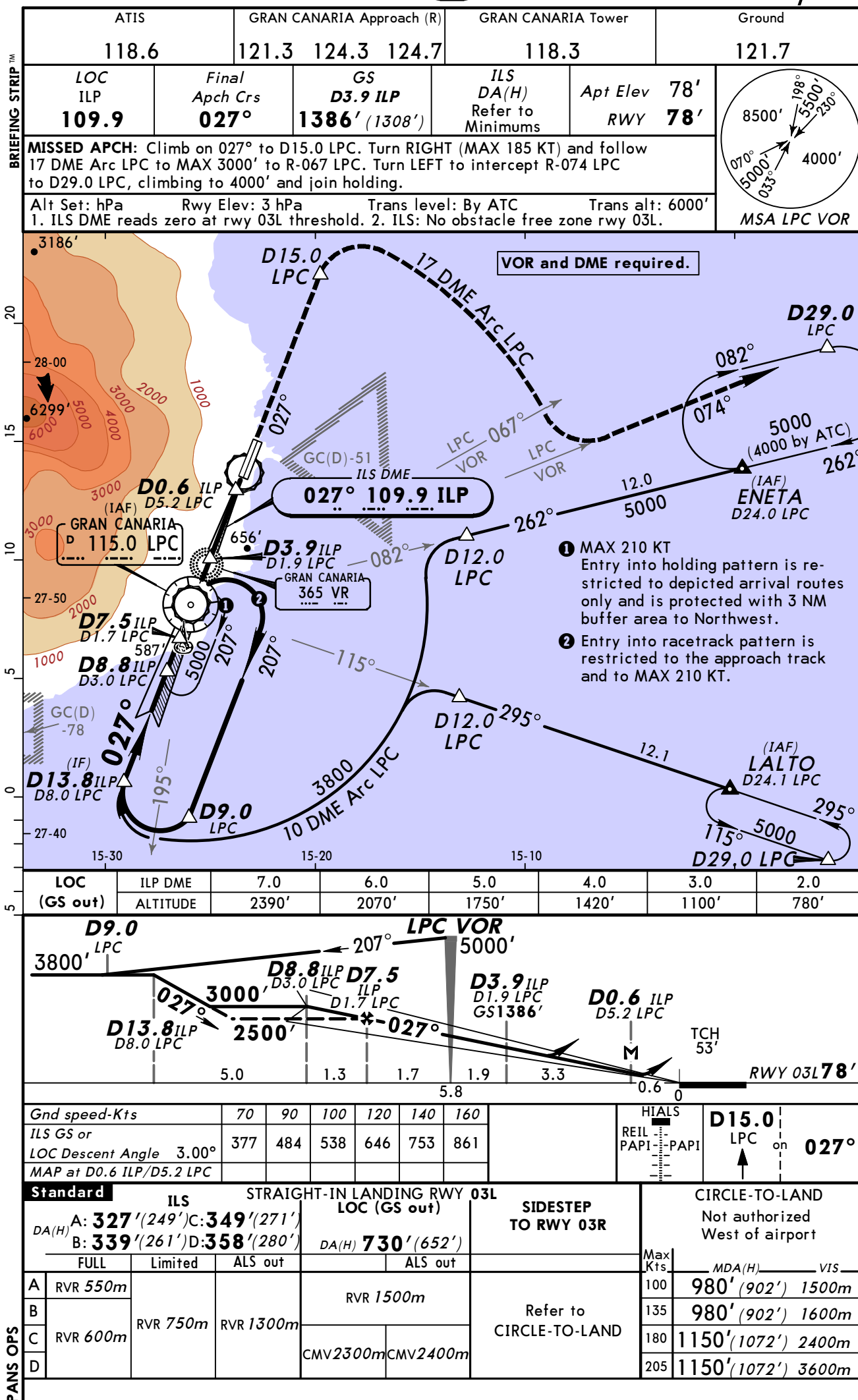
#### 9. WAIT

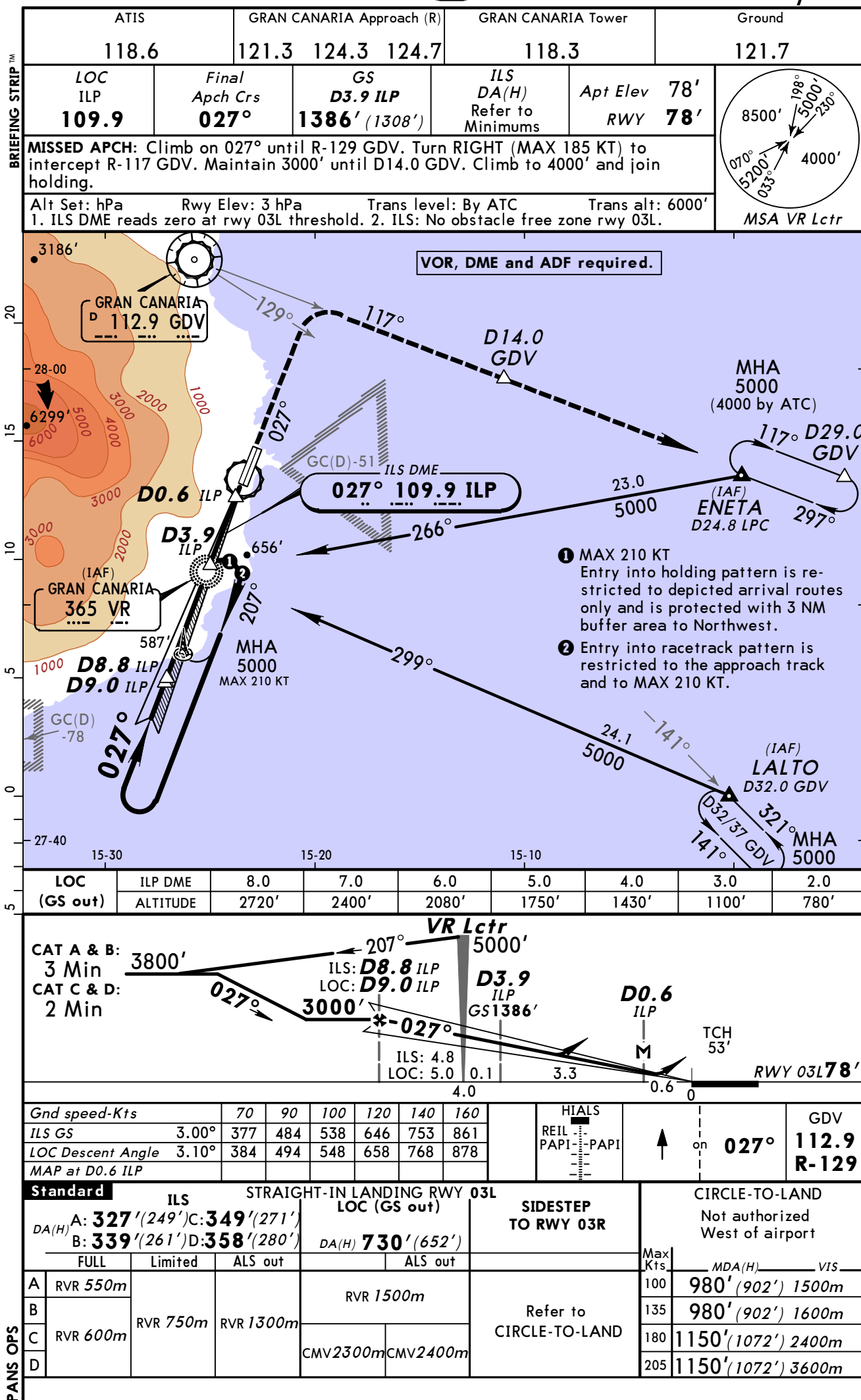
When the detected acft is lost during the docking routine, 39'/12m before the stop point, the display unit will show 'WAIT'. The routine will continue when the system detects the acft again.

#### 10. ADVERSE METEOROLOGICAL CONDITIONS

When the system visibility is reduced due to any reason, the display unit will show 'DOWN GRADE'. As soon as the system identifies the acft, the display unit will show the rate approach bar in order to continue the docking routine.

ADVICE: The pilot must not exceed the boarding bridge unless the message 'DOWN GRADE' had been substituted by the rate approach bar.

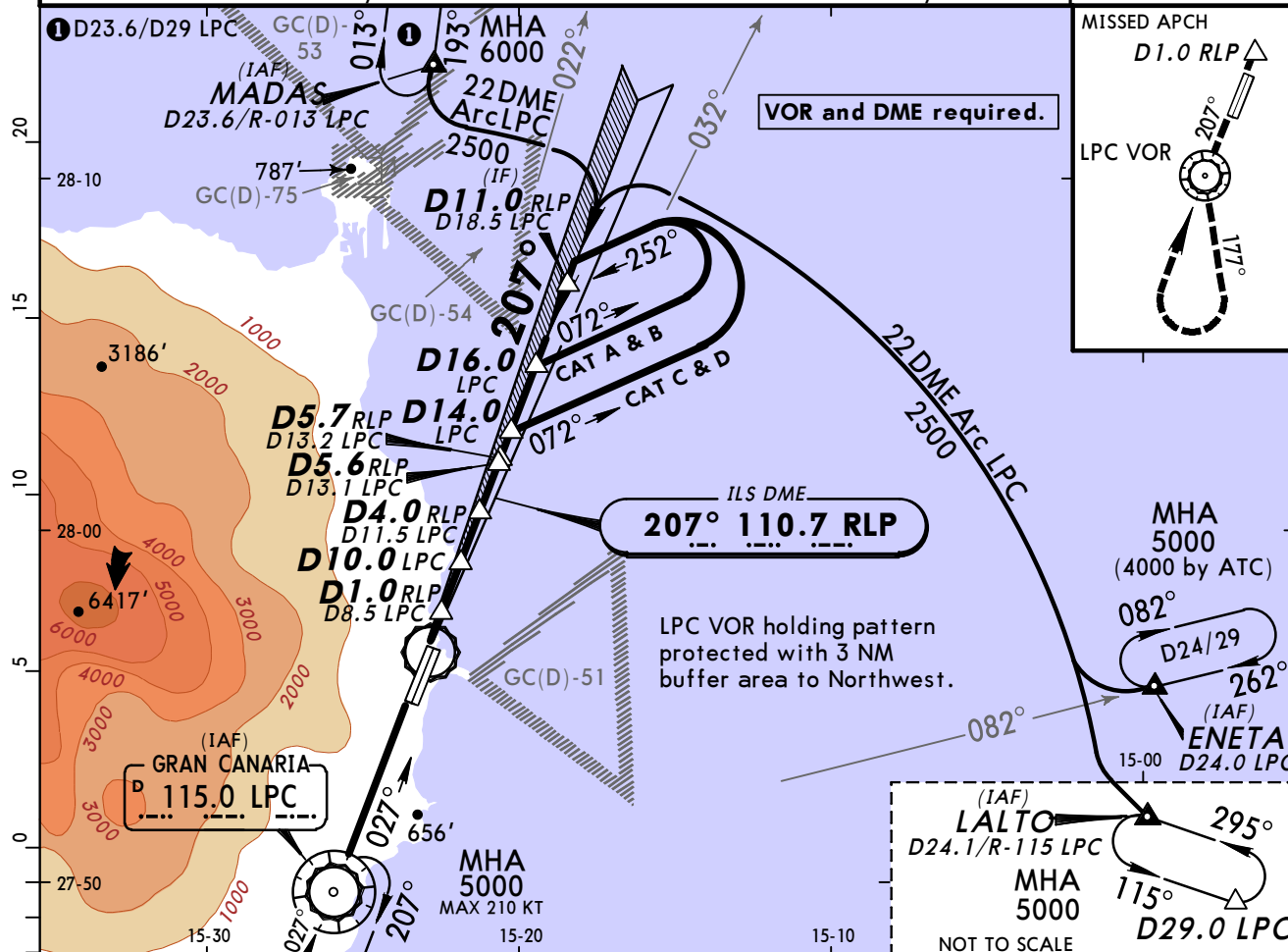




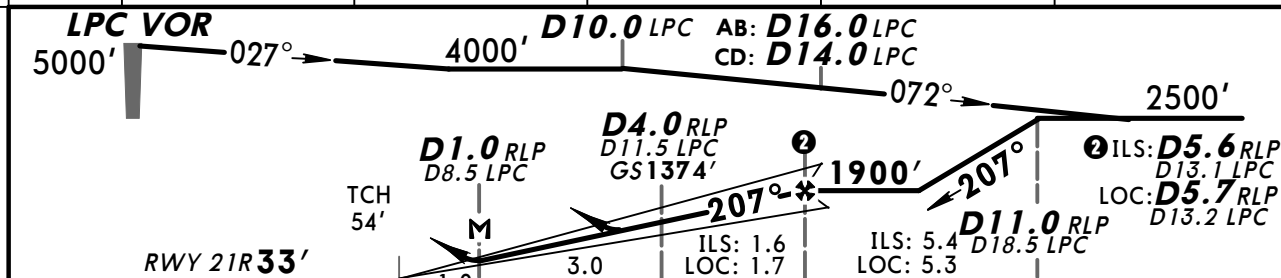


Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: By ATC      Trans alt: 6000'  
1. ILS DME reads zero at rwy 21R threshold.      2. ILS: No obstacle free zone rwy 21R.

MSA LPC VOR

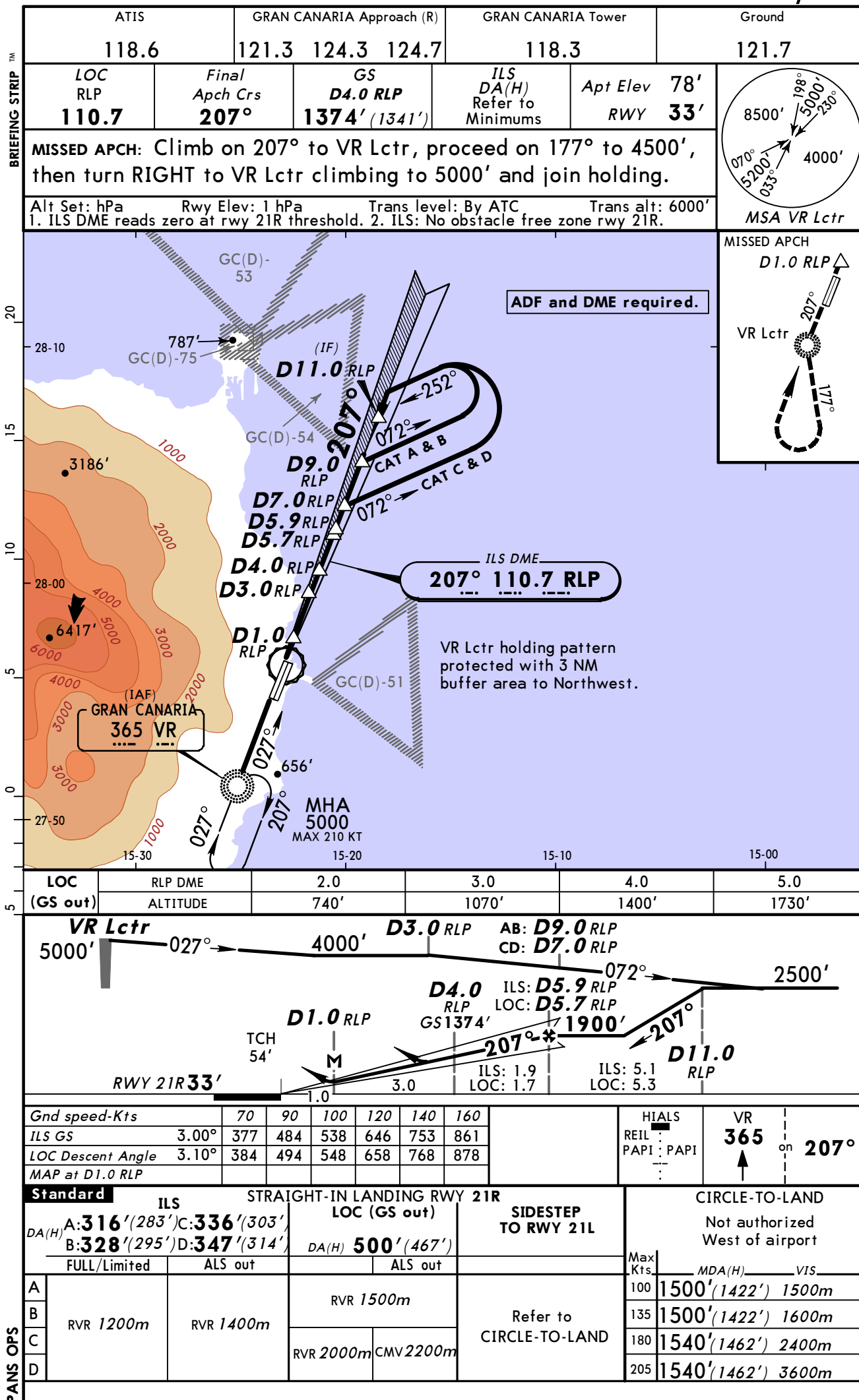


|                 |                 |             |              |              |              |
|-----------------|-----------------|-------------|--------------|--------------|--------------|
| <b>LOC</b>      | <b>RLP DME</b>  | <b>2.0</b>  | <b>3.0</b>   | <b>4.0</b>   | <b>5.0</b>   |
| <b>(GS out)</b> | <b>ALTITUDE</b> | <b>740'</b> | <b>1070'</b> | <b>1400'</b> | <b>1730'</b> |



|                                 |     |     |     |     |     |     |                                                                                                                                                                                                                                              |
|---------------------------------|-----|-----|-----|-----|-----|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Gnd speed-Kts</i>            | 70  | 90  | 100 | 120 | 140 | 160 | <div style="display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;"> HIALS<br/> REIL :<br/> PAPI : PAPI<br/> </div> <div style="margin: 0 10px;"> LPC<br/> <b>115.0</b> on <b>207°</b> </div> </div> |
| <i>ILS GS</i> 3.00°             | 377 | 484 | 538 | 646 | 753 | 861 |                                                                                                                                                                                                                                              |
| <i>LOC Descent Angle</i> 3.10°  | 384 | 494 | 548 | 658 | 768 | 878 |                                                                                                                                                                                                                                              |
| <i>MAP at D1.0 RLP/D8.5 LPC</i> |     |     |     |     |     |     |                                                                                                                                                                                                                                              |
|                                 |     |     |     |     |     |     |                                                                                                                                                                                                                                              |

| Standard                                                     |           | STRAIGHT-IN LANDING RWY 21R |                     |                     |                            | CIRCLE-TO-LAND                       |                    |
|--------------------------------------------------------------|-----------|-----------------------------|---------------------|---------------------|----------------------------|--------------------------------------|--------------------|
| ILS                                                          |           | LOC (GS out)                |                     | SIDESTEP TO RWY 21L |                            | Not authorized<br>West of airport    |                    |
| DA(H) A:316'(283') C:336'(303')<br>B:328'(295') D:347'(314') |           | DA(H) 500'(467')            |                     |                     |                            |                                      |                    |
| FULL/Limited                                                 |           | ALS out                     |                     | ALS out             |                            | Max Kts _____ MDA(H) _____ VIS _____ |                    |
| A                                                            | RVR 1200m | RVR 1400m                   | RVR 1500m           |                     | Refer to<br>CIRCLE-TO-LAND | 100                                  | 1500'(1422') 1500m |
| B                                                            |           |                             |                     |                     |                            | 135                                  | 1500'(1422') 1600m |
| C                                                            |           |                             | RVR 2000m CMV 2200m |                     |                            | 180                                  | 1540'(1462') 2400m |
| D                                                            |           |                             |                     |                     |                            | 205                                  | 1540'(1462') 3600m |



BRIEFING STRIP

ATIS

118.6

GRAN CANARIA Approach (R)

121.3 124.3 124.7

GRAN CANARIA Tower

118.3

Ground

121.7

VOR LPC

115.0

Final Apch Crs

028°

Minimum Alt D1.0

1700' (1622')

DA(H)

1100' (1022')

Apt Elev 78'

RWY 78'

MISSED APCH:

Climb on R-028 to D15.0. Turn RIGHT (MAX 185 KT) and follow 17 DME Arc to MAX 3000' to R-067. Turn LEFT to intercept R-074 to D29.0, climbing to 4000' and join holding.

Alt Set: hPa

Rwy Elev: 3 hPa

Trans level: By ATC

Trans alt: 6000'

1. DME required.

2. Final approach track offset 1° from runway centerline.

8500'

4000'

070°

033°

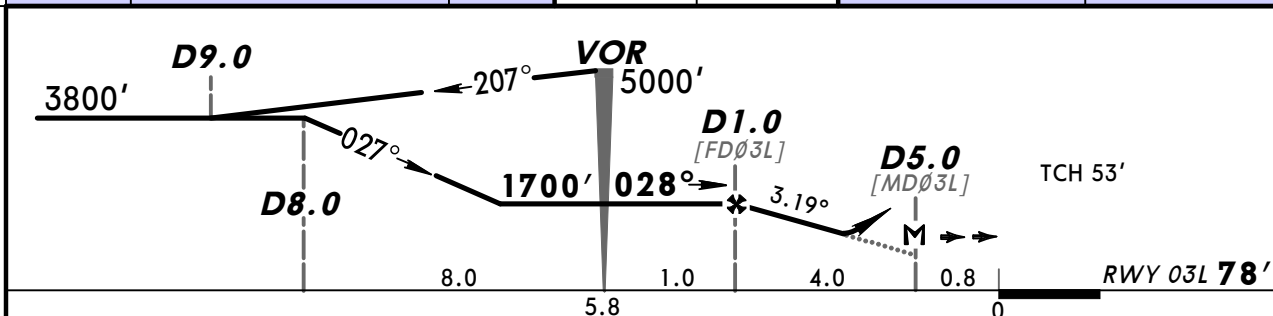
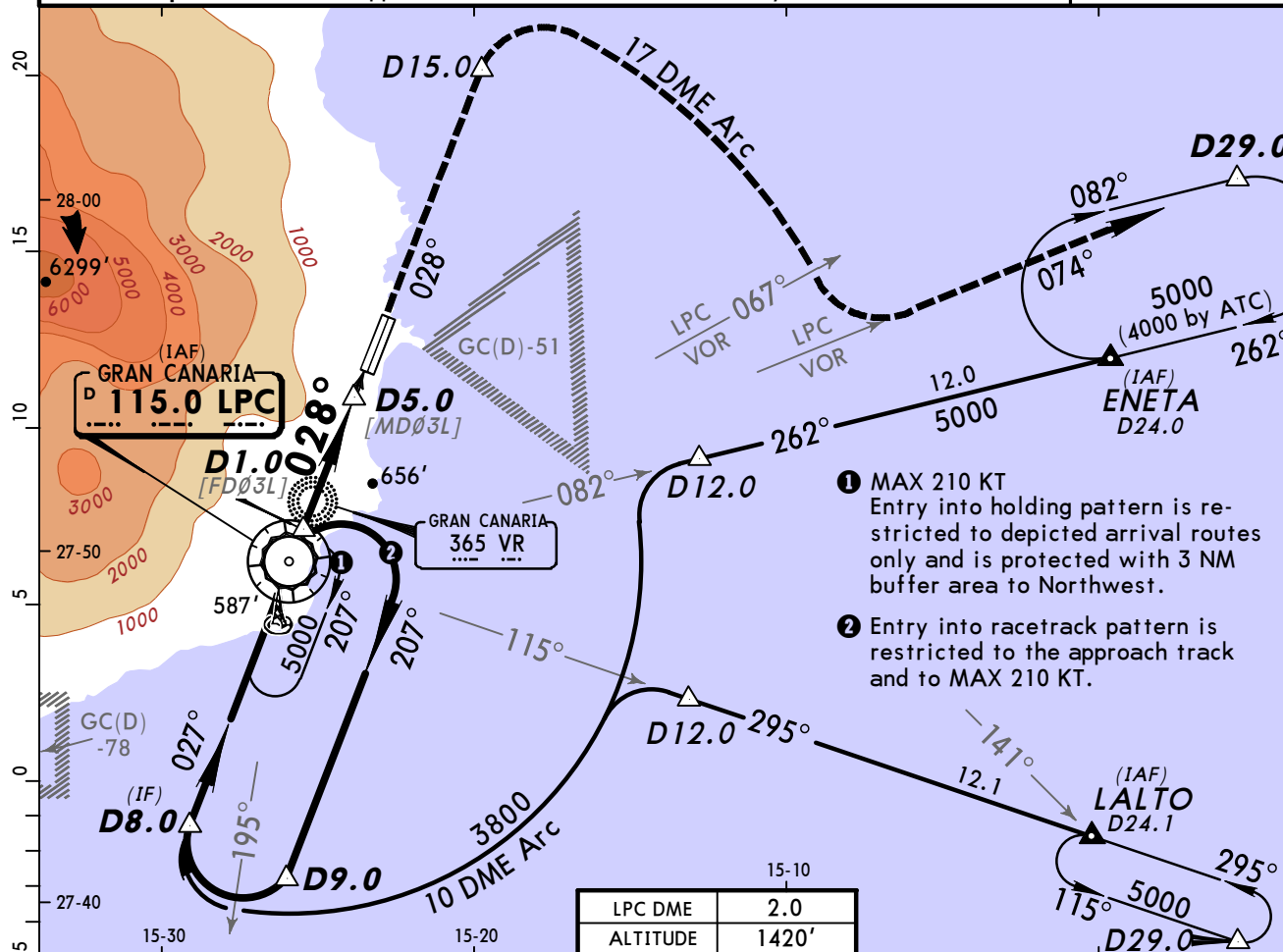
198°

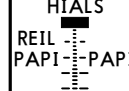
5000'

5300'

250°

MSA LPC VOR



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  |  | <b>D15.0</b> LPC<br>on <b>115.0</b><br><b>R-028</b> |  |
|---------------|-------|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|--|-----------------------------------------------------|--|
| Descent Angle | 3.19° | 395 | 508 | 564 | 677 | 790 |                                                                                       |  |                                                     |  |
| MAP at D5.0   |       |     |     |     |     |     |                                                                                       |  |                                                     |  |

| Standard            |           |         |  | STRAIGHT-IN LANDING RWY 03L |  |           |  | CIRCLE-TO-LAND                 |              |       |  |
|---------------------|-----------|---------|--|-----------------------------|--|-----------|--|--------------------------------|--------------|-------|--|
|                     |           |         |  | SIDESTEP TO RWY 03R         |  |           |  |                                |              |       |  |
| DA(H) 1100' (1022') |           |         |  | MDA(H) 1100' (1022')        |  |           |  | Not authorized West of airport |              |       |  |
|                     |           | ALS out |  |                             |  | ALS out   |  | Max Kts                        | MDA(H)       | VIS   |  |
| A                   | RVR 1500m |         |  | CMV 4300m                   |  | CMV 5000m |  | 100                            | 1300'(1222') | 1500m |  |
| B                   |           |         |  |                             |  |           |  | 135                            | 1560'(1482') | 1600m |  |
| C                   | CMV 2400m |         |  | CMV 4500m                   |  |           |  | 180                            | 1660'(1582') | 2400m |  |
| D                   |           |         |  |                             |  |           |  | 205                            | 1660'(1582') | 3600m |  |

1 After SIDESTEP RWY 03R: VIS 5000m.

CHANGES: Missed approach.

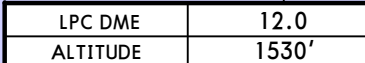
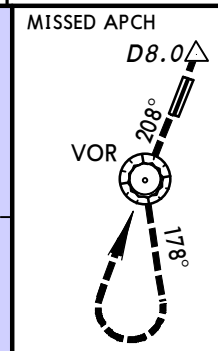
© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

Diagram of a VOR station circle (MSA LPC VOR) showing bearings and distances to various points:

- 8500'
- 198°
- 5500'
- 230°
- 4000'
- 070°
- 5000'
- 033°

MSA LPC VOR

|              |                 |                     |                  |
|--------------|-----------------|---------------------|------------------|
| Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000' |
|--------------|-----------------|---------------------|------------------|



|                                          |                          |                                    |
|------------------------------------------|--------------------------|------------------------------------|
| HIALS<br>REIL :<br>PAPI : PAPI<br>:<br>: | LPC<br><b>115.0</b><br>↑ | LPC<br>115.0<br>on<br><b>R-028</b> |
|------------------------------------------|--------------------------|------------------------------------|

## PANS OPS 4

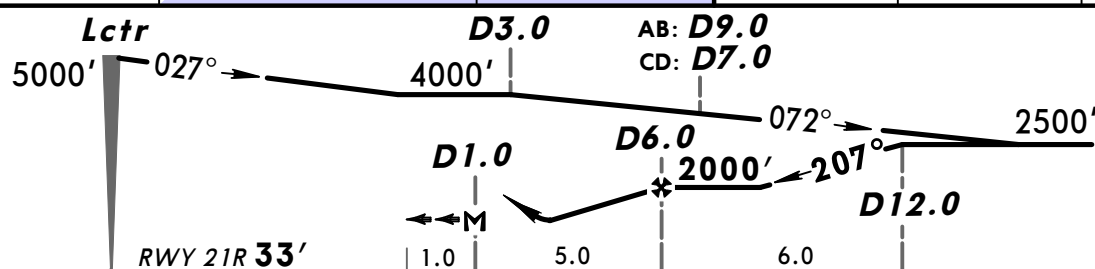
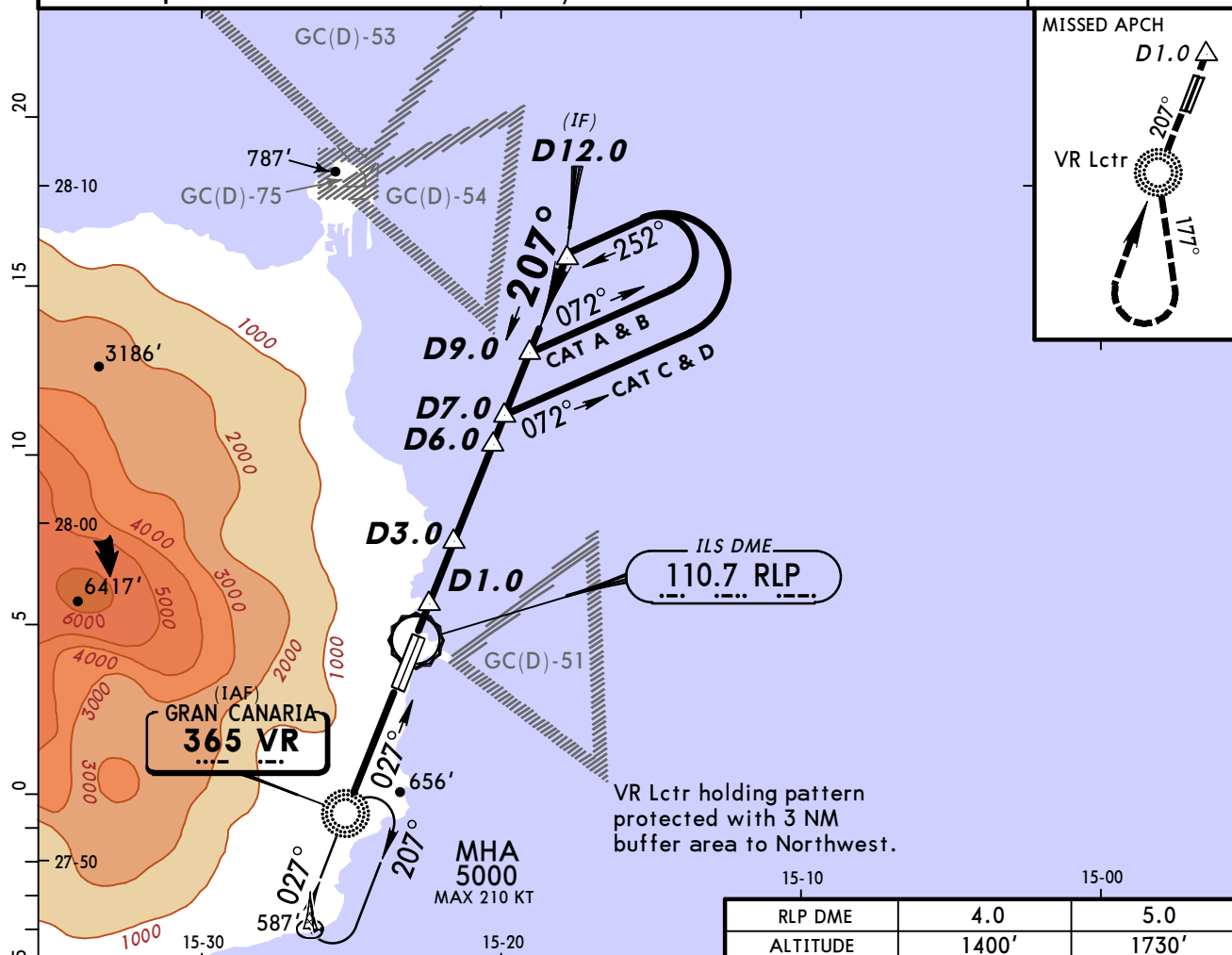
**CHANGES:** None.



Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: By ATC      Trans alt: 6000'

1. **DME required.** 2. ILS DME reads zero at rwy 21R threshold.

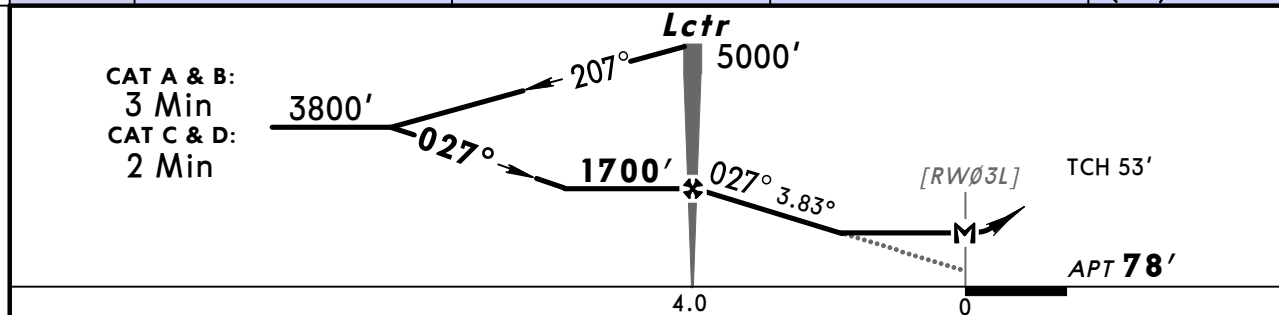
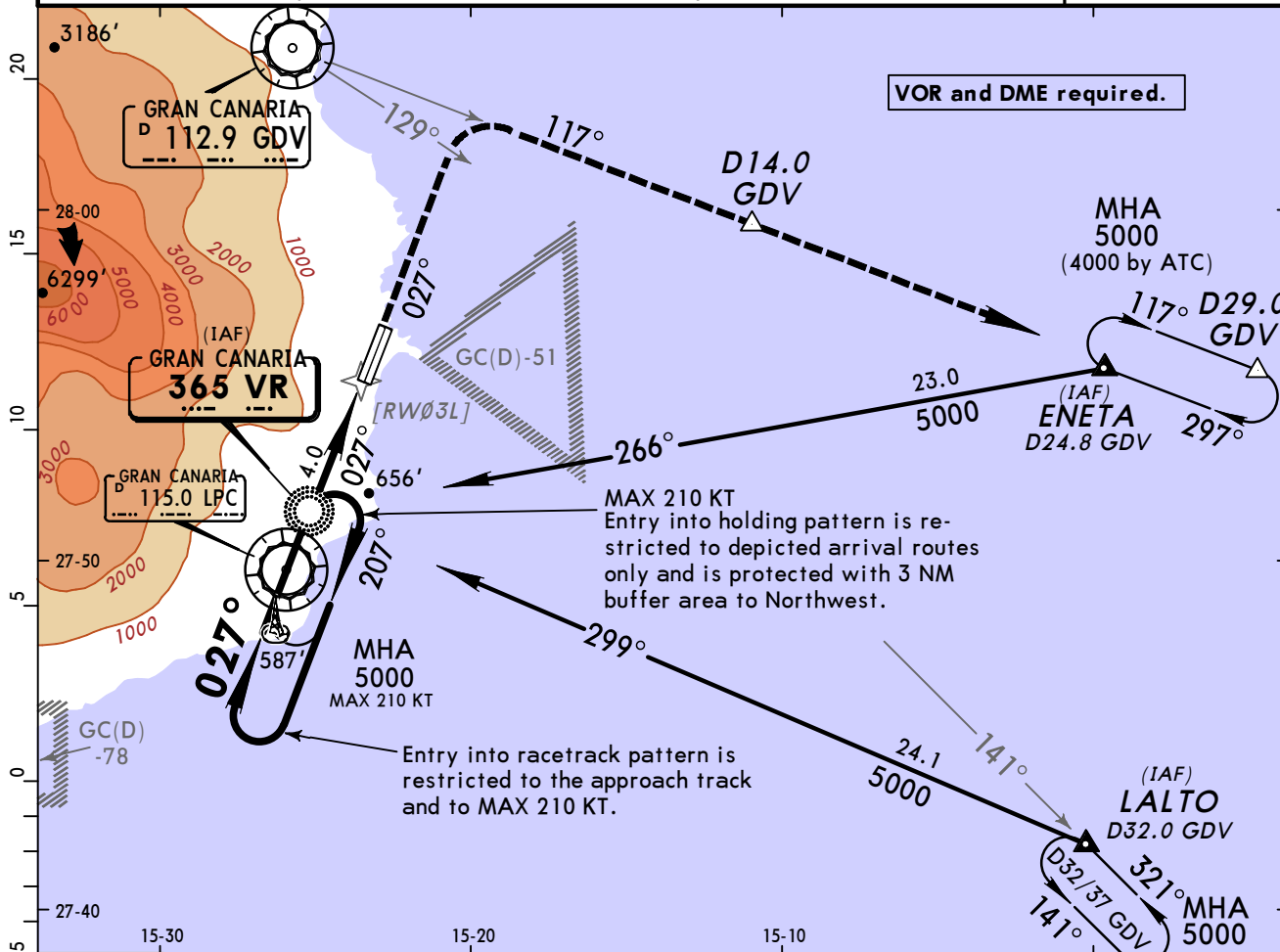
*MSA VR Lctr*



|                                |                       |                |
|--------------------------------|-----------------------|----------------|
| HIALS<br>REIL :<br>PAPI : PAPI | VR<br><b>365</b><br>↑ | on <b>207°</b> |
|--------------------------------|-----------------------|----------------|

| Standard            |           | STRAIGHT-IN LANDING RWY 21R |                            | CIRCLE-TO-LAND                 |                     |
|---------------------|-----------|-----------------------------|----------------------------|--------------------------------|---------------------|
|                     |           | SIDESTEP TO RWY 21L         |                            | Not authorized West of airport |                     |
| DA(H) 1300' (1267') |           |                             |                            | Max Kts.                       | MDA(H) VIS          |
| ALS out             |           |                             |                            | 100                            | 1500' (1422') 5000m |
| A                   | CMV 5000m |                             | Refer to<br>CIRCLE-TO-LAND | 135                            | 1590' (1512') 5000m |
| B                   |           |                             |                            | 180                            |                     |
| C                   |           |                             |                            | 205                            |                     |
| D                   |           |                             |                            |                                |                     |

|                 |                                                                                                                                                           |                           |                                                |  |                                |              |                 |                                                                                     |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------------------|--|--------------------------------|--------------|-----------------|-------------------------------------------------------------------------------------|
| BRIEFING STRIP™ | ATIS<br>118.6                                                                                                                                             |                           | GRAN CANARIA Approach (R)<br>121.3 124.3 124.7 |  | GRAN CANARIA Tower<br>118.3    |              | Ground<br>121.7 |                                                                                     |
|                 | Lctr<br>VR<br>365                                                                                                                                         | Final<br>Apch Crs<br>027° | Minimum Alt<br>Lctr<br>1700' (1622')           |  | MDA(H)<br>Refer to<br>Minimums | Apt Elev 78' |                 |  |
|                 | MISSED APCH: Climb on 027° to R-129 GDV. Turn RIGHT (MAX 185 KT) to intercept R-117 GDV. Maintain 3000' until D14.0 GDV. Climb to 4000' and join holding. |                           |                                                |  |                                |              |                 |                                                                                     |
|                 | Alt Set: hPa                                                                                                                                              | Apt Elev: 3 hPa           | Trans level: By ATC                            |  | Trans alt: 6000'               |              | MSA VR Lctr     |                                                                                     |



| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  | Lighting -<br>Refer to<br>Airport<br>Chart |  | GDV<br><b>112.9</b><br><b>R-129</b> |
|---------------|-------|------|------|------|------|------|--------------------------------------------|--|-------------------------------------|
| Descent Angle | 3.83° | 475  | 610  | 678  | 814  | 949  |                                            |  |                                     |
| Lctr to MAP   | 4.0   | 3:26 | 2:40 | 2:24 | 2:00 | 1:43 |                                            |  |                                     |

| Standard   |   | STRAIGHT-IN LANDING |  | CIRCLE-TO-LAND                 |               |
|------------|---|---------------------|--|--------------------------------|---------------|
|            |   |                     |  | Not authorized West of airport |               |
| PANS OPS 4 | A | NOT AUTHORIZED      |  | Max Kts                        | MDA(H)        |
|            | B |                     |  | 100                            | 1280' (1202') |
|            | C |                     |  | 135                            | 1550' (1472') |
|            | D |                     |  | 180                            | 1650' (1572') |
|            |   |                     |  | 205                            | 1650' (1572') |

**GRAN CANARIA, (GRAN CANARIA - GCLP)**

## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport GCLP**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(STARs) MSA based on LPC sector 033°-070° inbound lowered to 5000'.