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Airport Information For GCLP

Terminal Charts For GCLP

Revision Letter For Cycle 01-2014

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: 5.2°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: 0754 Z
Sunset: 1821 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 133.675
- 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 T01 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: GRAN CANARIA Clearance 125.0 or Ground 121.7. When clearance frequency is in service it will be reported by ATIS.

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 AND HOLD MANOEUVRE

When the ACFT is completely ready to operate (start-up) and has advanced the allocated slot, the pilot can request a 'Push and Hold' from Tower where a push-back equipment will take the ACFT out of the stand T, and once in the TWY, signalman will guide it to a remote parking position with autonomous exit, so that if the company has granted its improved SLOT (REA), it can exit of the parking position and in this way shorten the time of arrival at the threshold. When the ACFT requests 'Push and Hold', the CECO, subject to availability, will assign an intermediate parking position in a remote position prior to its final exit. Possible remote parking positions to perform this manoeuvre are:

- THR 03 in service: P36 thru P56;
- THR 21 in service: P00 thru P24.

3.1.3. 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 stands 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 position of the RWY or RWYs in use.

ACFT will report 'RWY vacated' to ATC and will be informed of their parking position and receive any further instruction to reach the stand.

ATC clearances and instructions must be completely read back.

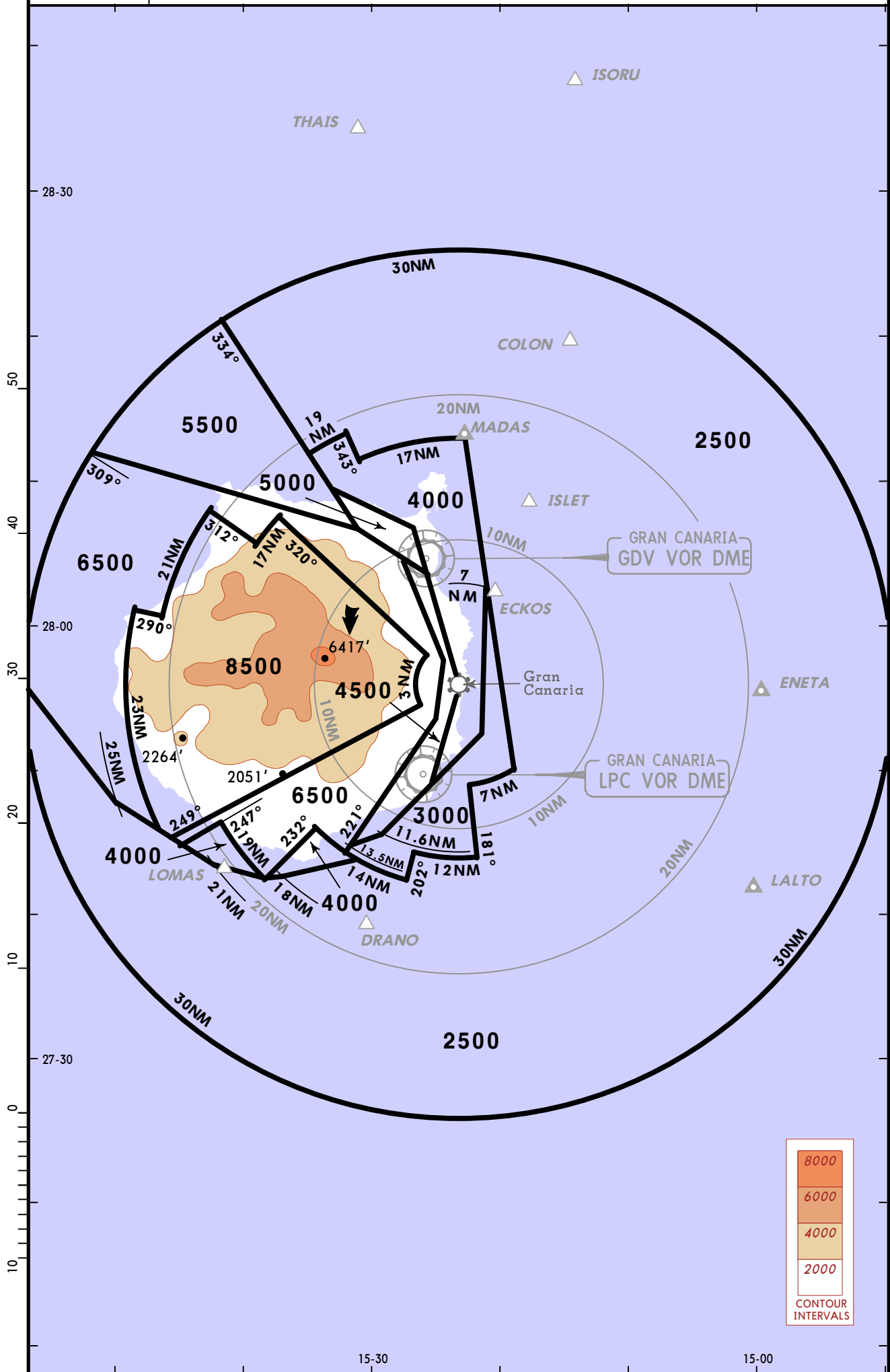
3.2. RUNWAY OPERATIONS

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.

Apt Elev
78'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
The published minimum altitudes integrate no correction for low temperature.



ATIS
118.6

Apt Elev
78'

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

KONBA FOUR CHARLIE (KONBA 4C) [KONB4C] ①
ORTIS FOUR CHARLIE (ORTIS 4C) [ORTI4C] ①
RWYS 03L/R ARRIVALS

KONBA FOUR DELTA (KONBA 4D) [KONB4D] ②
ORTIS FOUR DELTA (ORTIS 4D) [ORTI4D] ②
RWYS 21L/R RNAV ARRIVALS

ORTIS

N31 24.4
W016 33.4



KONBA

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



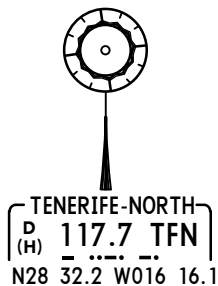
- ① Overflying DVOR/DME GDV is mandatory in order to assure the standard separation between aircraft.
- ② B-RNAV equipment required.

SPEED RESTRICTION

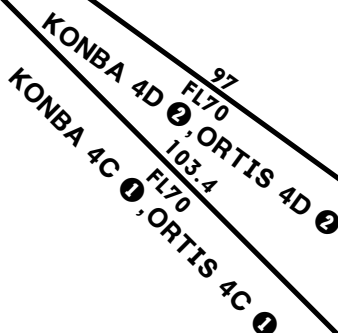
MAX 250 KT at or below FL150 within speed reduction area except for military aircraft or if danger areas are active.

--- Speed Reduction Area

BRICK
N29 35.5
W016 22.4



Direct distance to
Gran Canaria Apt from:
LPC 7NM
MADAS 17NM
VR 5NM



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

LPC 29.0
DME

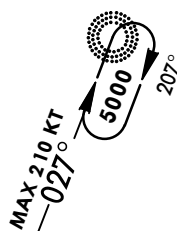


(IAF Rwy 21L/R)
MADAS
N28 13.3
W015 22.7

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

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

HOLDING OVER VR



ATIS
118.6Apt Elev
78'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

SAMAR FOUR CHARLIE (SAMAR 4C)[SAMA4C]①②

RWYS 03L/R ARRIVAL

SAMAR FOUR DELTA (SAMAR 4D)[SAMA4D]

RWYS 21L/R ARRIVAL

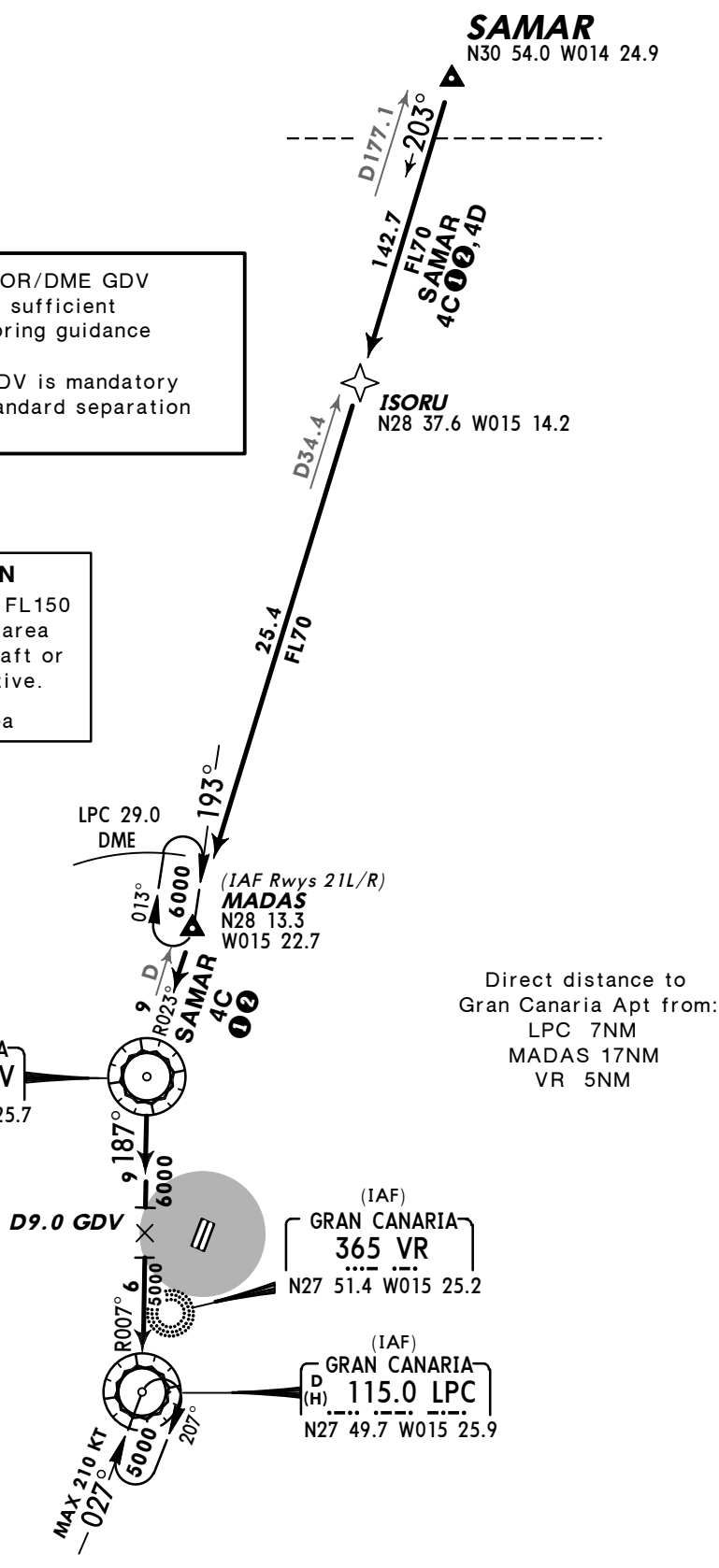
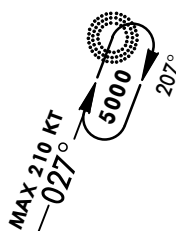


- ① Due to restrictions in DVOR/DME GDV and when coverage is not sufficient below FL150, radar vectoring guidance will be provided.
- ② Overflying DVOR/DME GDV is mandatory in order to assure the standard separation between aircraft.

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**

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Trans alt: 6000'

RWYS 03L/R, 21L/R RNAV ARRIVAL

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

ATIS
118.6

Apt Elev
78'

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



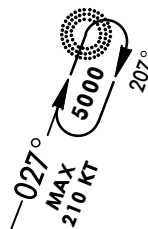
Direct distance to
Gran Canaria Apt from:
LPC 7NM
VR 5NM

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

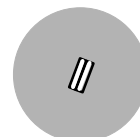
**HOLDING OVER
VR**



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



(IAF)
GRAN CANARIA
365 VR
N27 51.4 W015 25.2

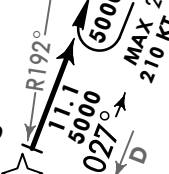


(IAF)
GRAN CANARIA
D (H) 115.0 LPC
N27 49.7 W015 25.9



DRANO
N27 39.3 W015 30.4

11.1
5000
027°
MAX 210 KT



196
FL90
LIMAL 1C

160
FL90
ROYAL 1C



LIMAL
N25 00.0 W017 37.5

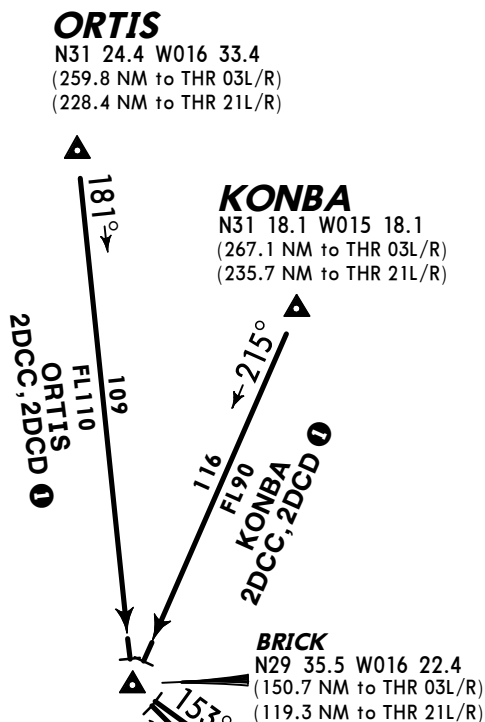


ROYAL
N25 00.0 W015 47.2

ATIS
118.6

Apt Elev
78'

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



KONBA TWO DELTA CHARLIE CHARLIE
(KONBA 2DCC) [KO2DCC]

ORTIS TWO DELTA CHARLIE CHARLIE
(ORTIS 2DCC) [OR2DCC]

RWYS 03L/R

CONTINUOUS DESCENT ARRIVALS (CDA)

KONBA TWO DELTA CHARLIE DELTA
(KONBA 2DCD) [KO2DCD] ①

ORTIS TWO DELTA CHARLIE DELTA
(ORTIS 2DCD) [OR2DCD] ①

RWYS 21L/R

CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT

① B-RNAV equipment required.

KONBA 2DCD
KONBA 2DCC, ORTIS 2DCC

LPC 29.0
DME

(IAF Rwy 21L/R)

MADAS

N28 13.3 W015 22.7
(22.0 NM to THR 21L/R)

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

D9.0 GDV

(IAF)

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] ①
RWYS 03L/R

SAMAR TWO DELTA CHARLIE DELTA
(SAMAR 2DCD) [SA2DCD]
RWYS 21L/R
CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

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



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

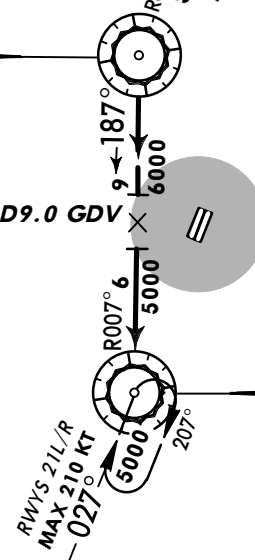
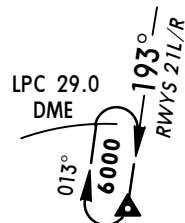
ISORU
N28 37.6 W015 14.2
(81.7 NM to THR 03L/R SAMAR 2DCC)
(47.4 NM to THR 21L/R IAF MADAS)

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

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

D9.0 GDV

**HOLDING
OVER MADAS**



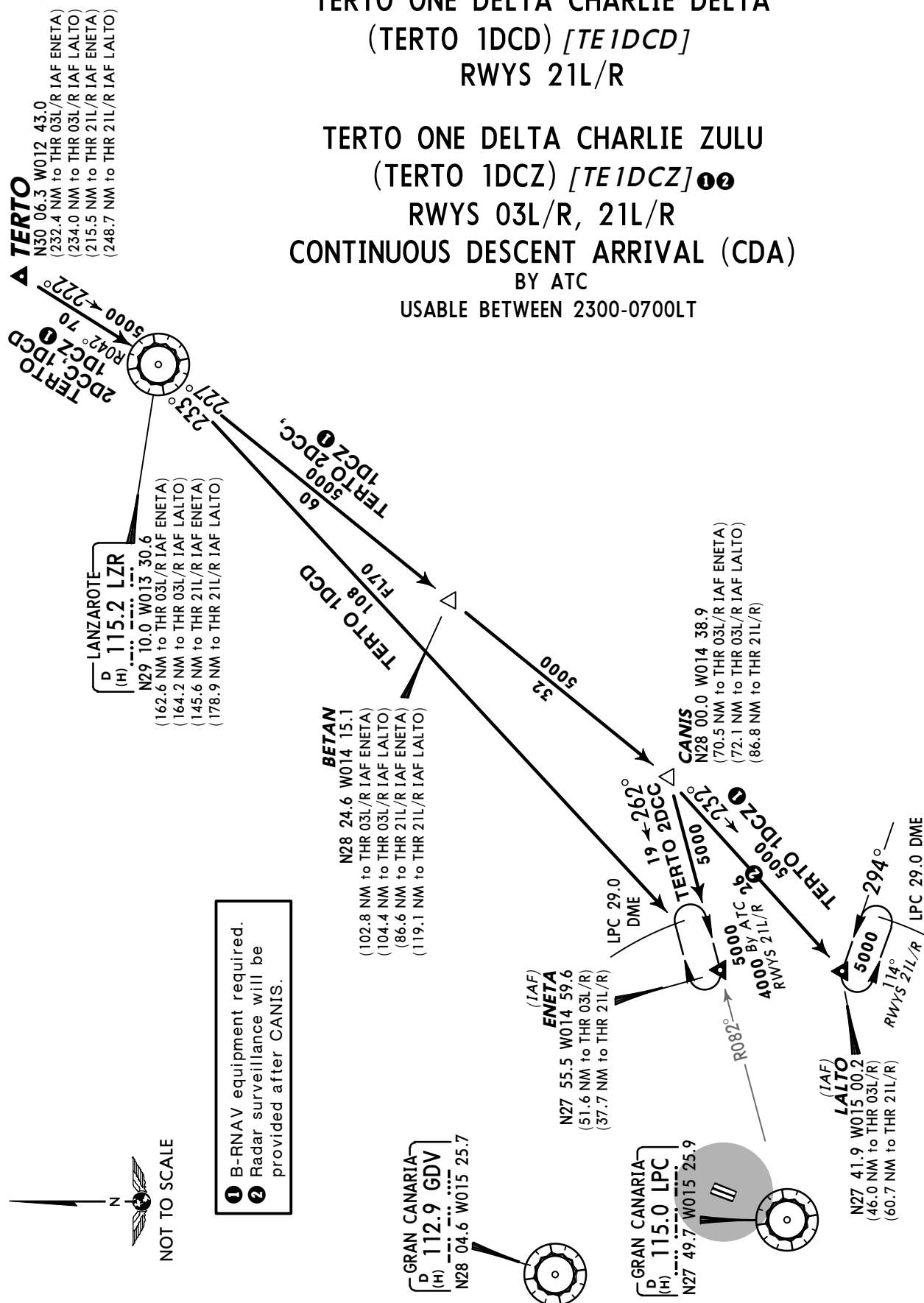
(IAF)
GRAN CANARIA
D (H) 115.0 LPC
N27 49.7 W015 25.9
(32.4 NM to THR 03L/R)
(35.5 NM to THR 21L/R)

ATIS
118.6Apt 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

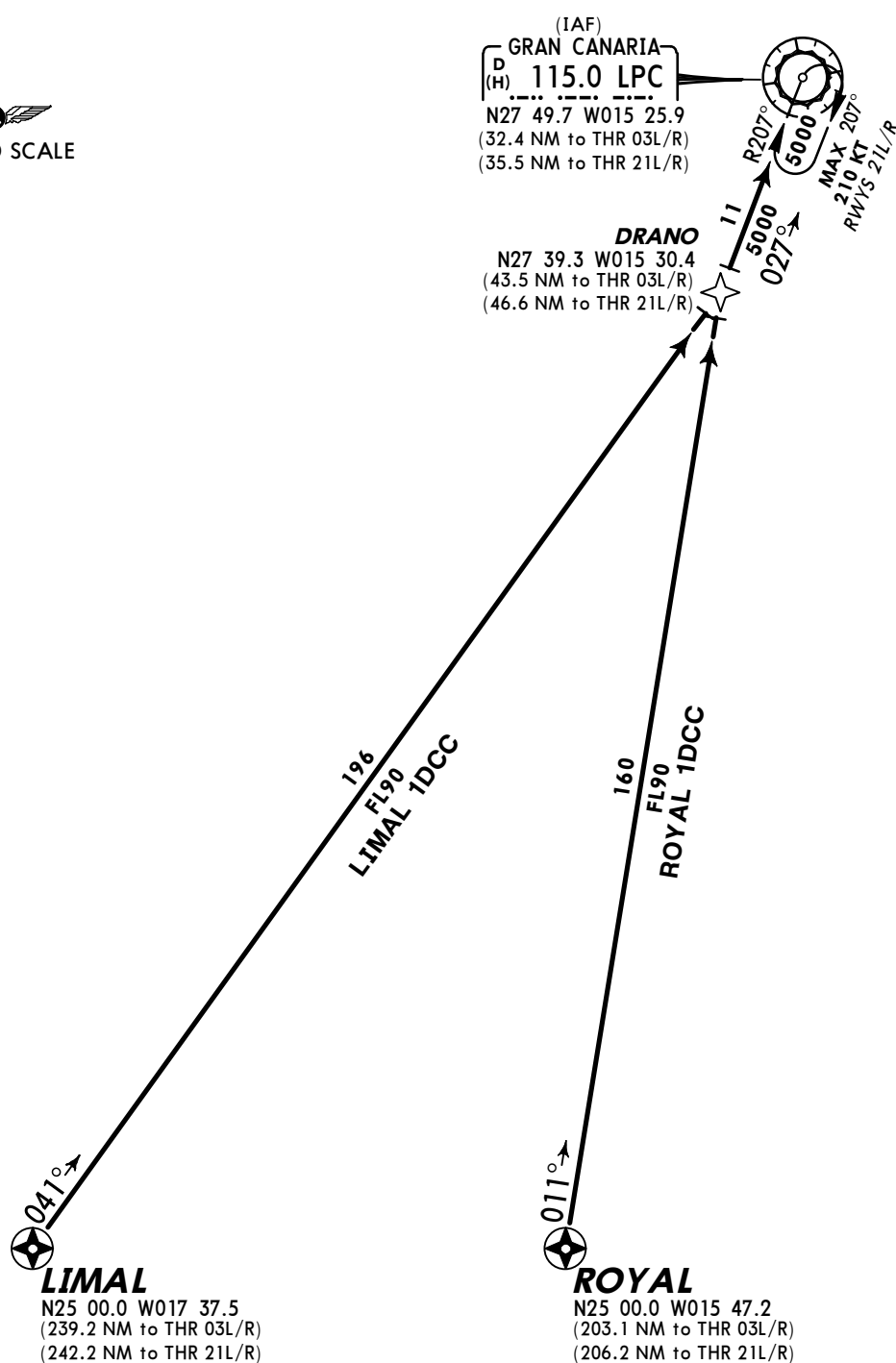
TERTO ONE DELTA CHARLIE ZULU
(TERTO 1DCZ) [TE1DCZ] ①②
RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVAL (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

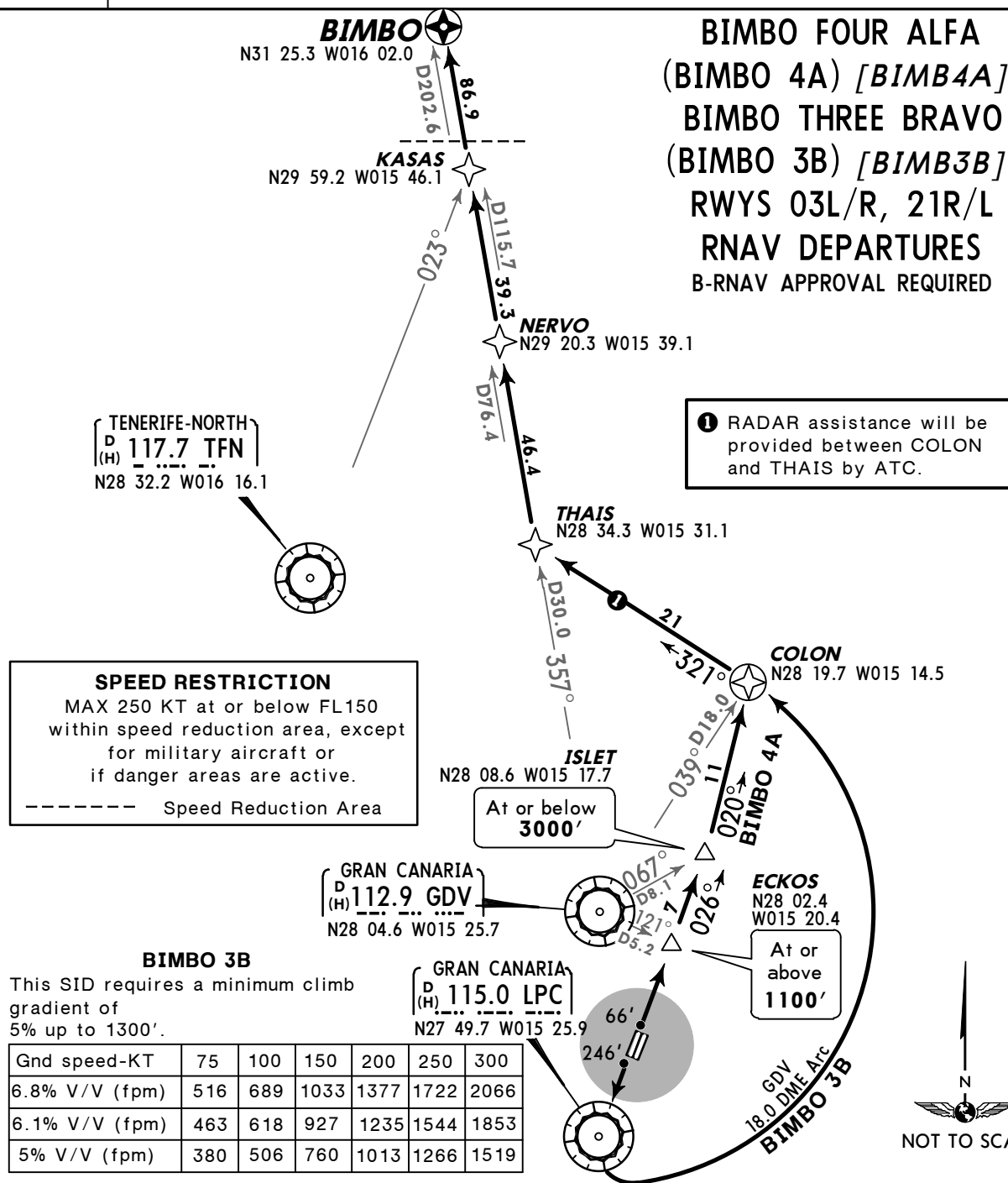


B-RNAV equipment required.
Radar surveillance will be
provided after CANIS.

ATIS
118.6Apt 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
B-RNAV EQUIPMENT REQUIRED



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.	

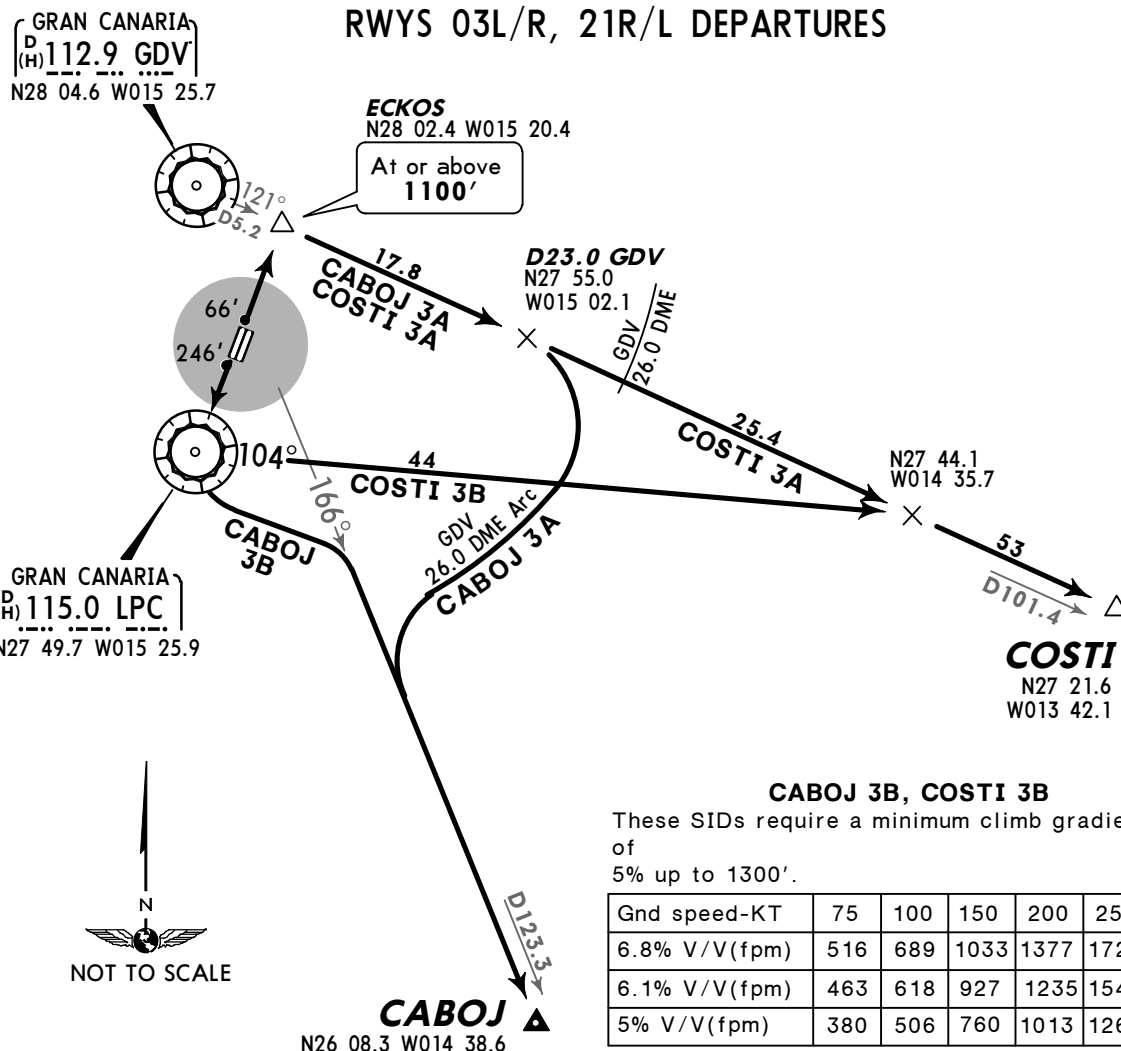
CONTINGENCY DEPARTURES

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 COSTI 3A	03L	Climb on runway heading to ECKOS.
	03R	Turn LEFT in VMC, then to ECKOS.
CABOJ 3B 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.

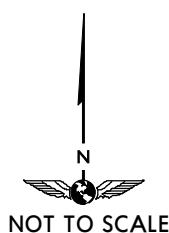
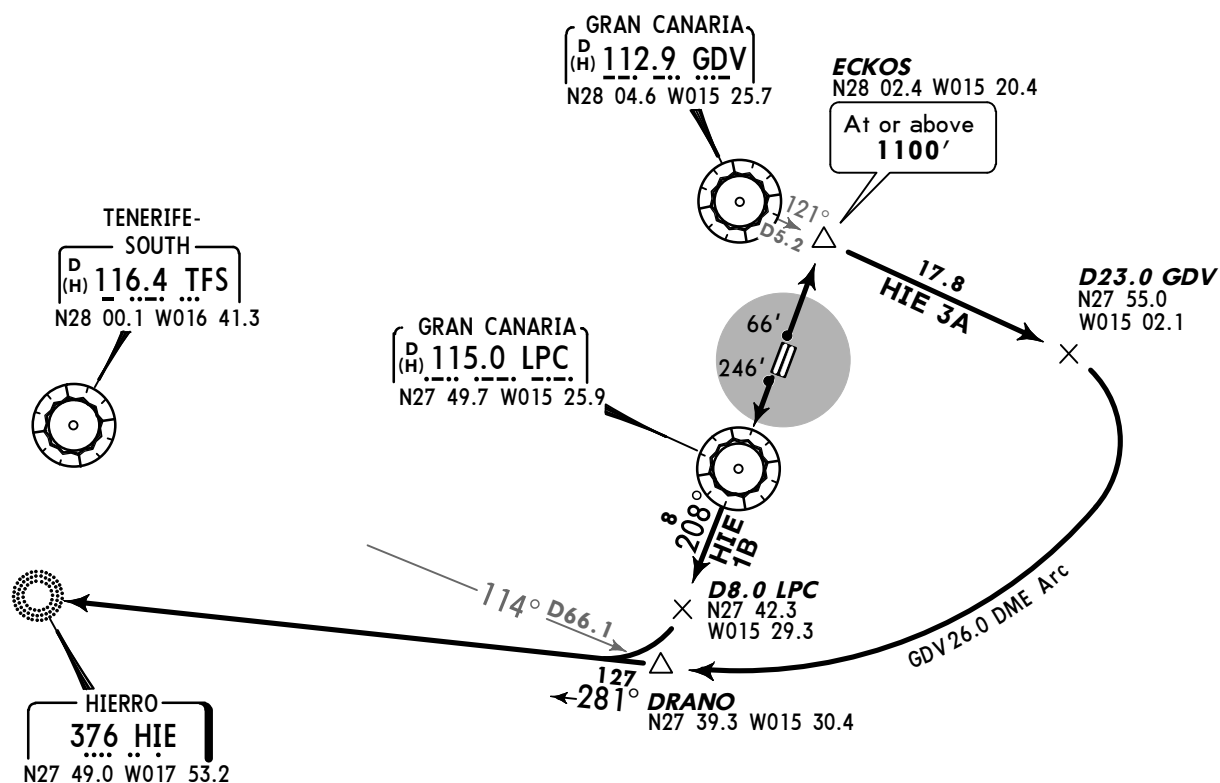
These SIDs require a minimum climb gradient of 6.1%.

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



HIE 1B

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:
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'.

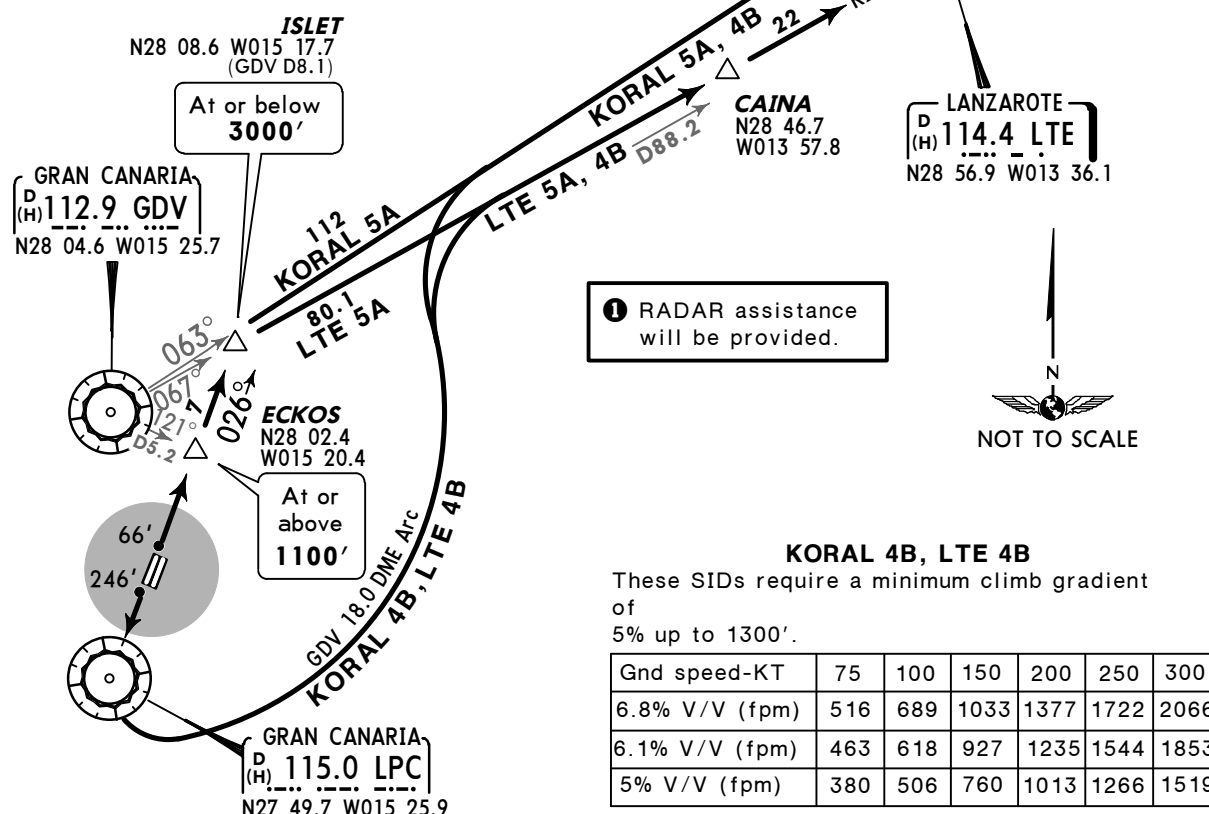
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Apt Elev
78'

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

**KORAL FIVE ALFA (KORAL 5A) [KORA5A]
KORAL FOUR BRAVO (KORAL 4B) [KORA4B]
LANZAROTE FIVE ALFA (LTE 5A)
LANZAROTE FOUR BRAVO (LTE 4B)
RWYS 03L/R, 21R/L DEPARTURES**

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



Initial ATC clearance:

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

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

SID	RWY	INITIAL CLIMB
KORAL 5A LTE 5A	03L	Climb on runway heading to ECKOS.
	03R	Turn LEFT in VMC, then to ECKOS.
KORAL 4B LTE 4B	21R	Climb on runway heading to LPC.
	21L	Turn RIGHT in VMC, then to LPC.
SID	ROUTING	
KORAL 5A	From ECKOS to ISLET, turn RIGHT, intercept GDV R-063 to ASPAX, RADAR assistance to proceed to KORAL.	
KORAL 4B	At LPC turn LEFT, along GDV 18.0 DME arc, intercept GDV R-063 to ASPAX, RADAR assistance to proceed 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'.

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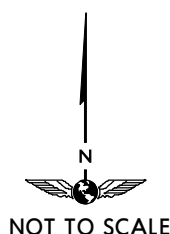
Apt Elev 78' Trans level: By ATC Trans alt: 6000'
 1. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.
 2. EXPECT close-in obstacles.

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.

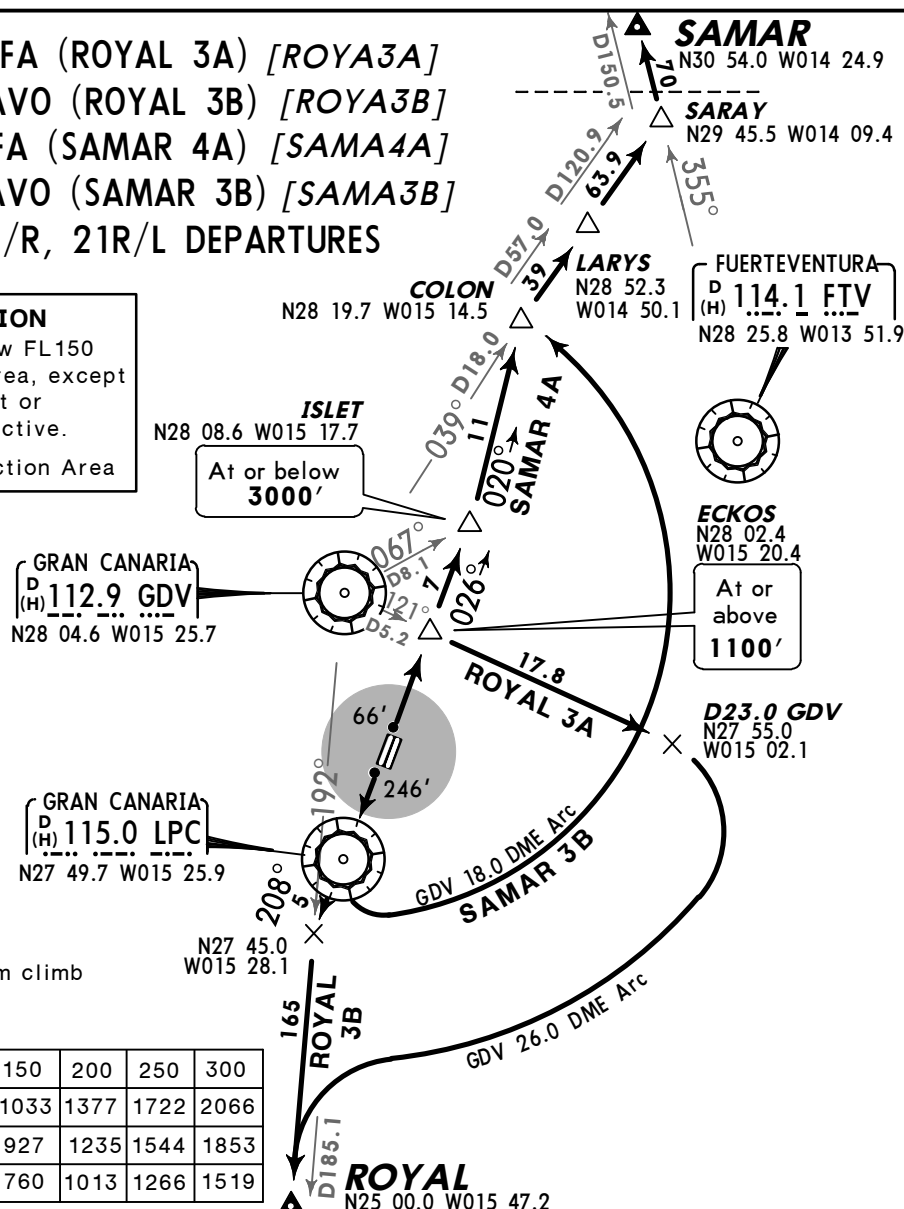
----- Speed Reduction Area



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:

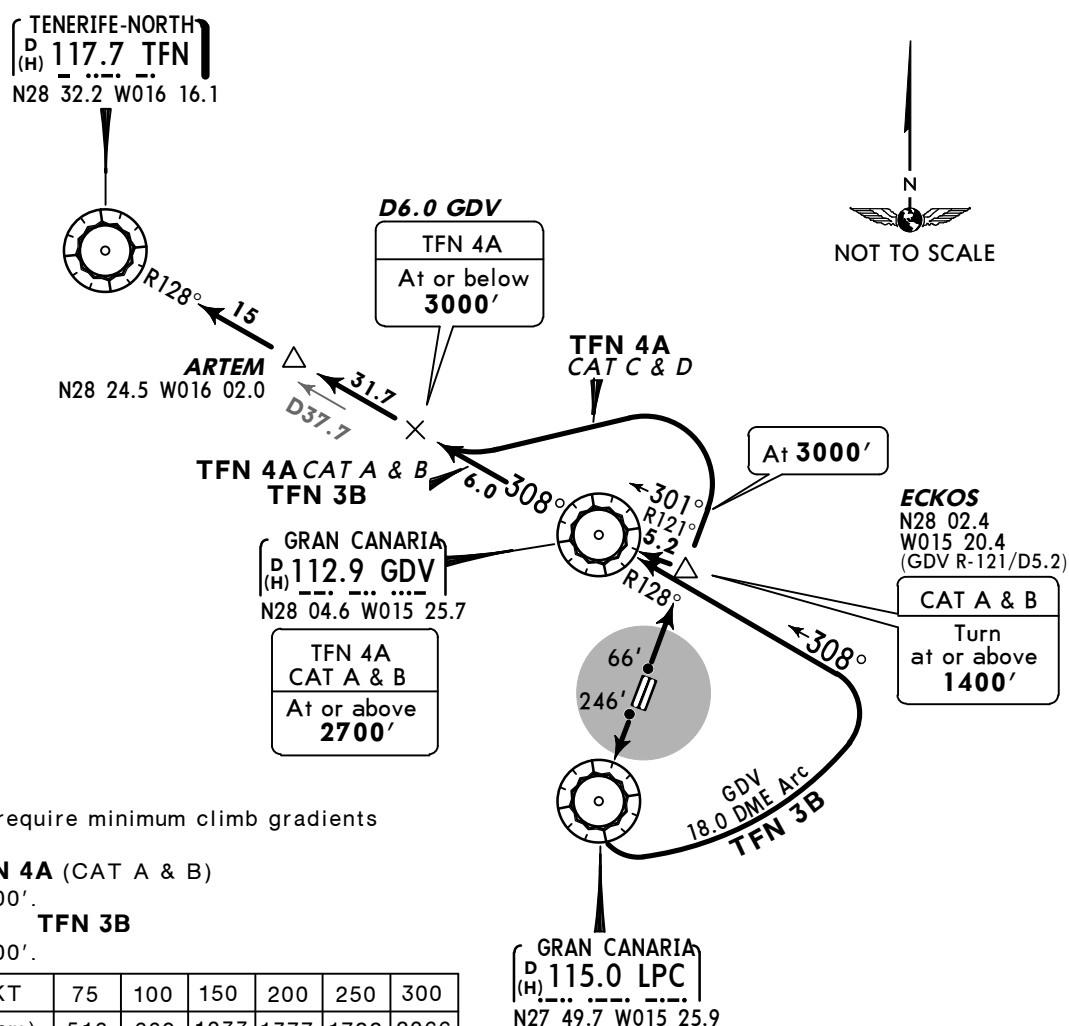
Rwys 03L/R: Climb on runway heading to 4000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.1%.

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	CAT A & B: At ECKOS turn LEFT to GDV, GDV R-308 via ARTEM to TFN.	
	CAT C & D: 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'.

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

TENERIFE SOUTH THREE ALFA (TFS 3A)
TENERIFE SOUTH ONE BRAVO (TFS 1B)
VASTO FOUR ALFA (VASTO 4A) [VAST4A] ①
VASTO THREE BRAVO (VASTO 3B) [VAST3B] ①
RWYS 03L/R, 21R/L DEPARTURES

TFS 1B, VASTO 3B

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

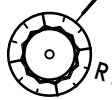
Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066
6.1% V/V (fpm)	463	618	927	1235	1544	1853
5% V/V (fpm)	380	506	760	1013	1266	1519

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 SOUTH
D(H) 116.4 TFS
N28 00.1 W016 41.3



MERAN
N27 51.4
W016 11.1

LOMAS
N27 43.2
W015 41.5

D8.0 LPC
N27 42.3
W015 29.3

DRANO
N27 39.3 W015 30.4

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

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

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

TFS 1B

ISLET
N28 08.6
W015 17.7

COLON
N28 19.7 W015 14.5

VASTO
N30 30.6 W013 34.4

SARAY
N29 45.5
W014 09.4

LARYS
N28 52.3
W014 50.1

ECKOS
N28 02.4
W015 20.4

D23.0 GDV
N27 55.0
W015 02.1

NOT TO SCALE

Initial ATC clearance:

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

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

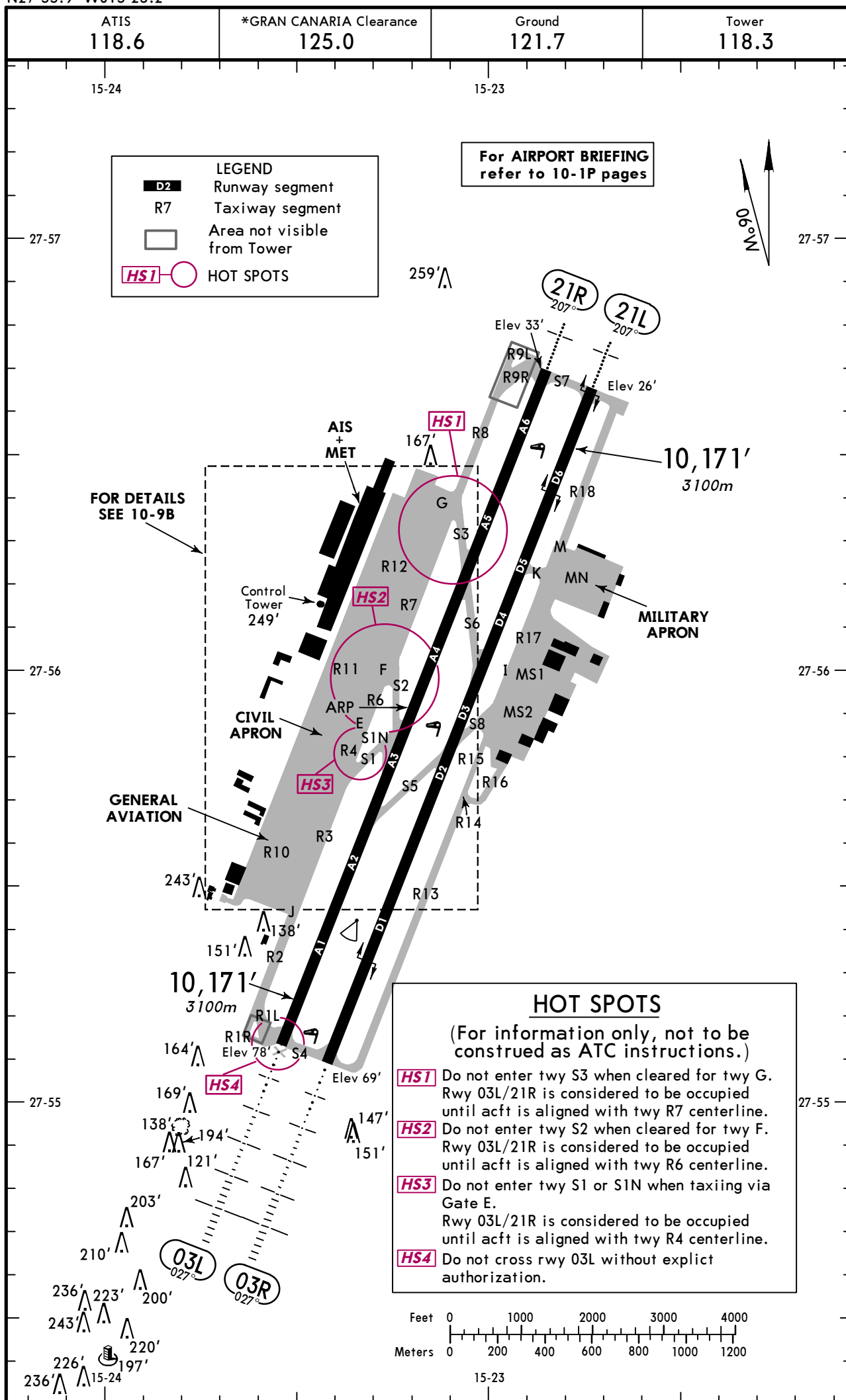
SID	RWY	INITIAL CLIMB
TFS 3A	03L	Climb on runway heading to ECKOS.
VASTO 4A ①	03R	Turn LEFT in VMC, then to ECKOS.
TFS 1B	21R	Climb on runway heading to LPC.
VASTO 3B ①	21L	Turn RIGHT in VMC, then to LPC.
SID	ROUTING	
TFS 3A	At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc to DRANO, turn RIGHT, intercept TFS R-114 inbound via LOMAS and MERAN to TFS.	
TFS 1B	At LPC, LPC R-208 to D8.0 LPC, turn RIGHT, intercept TFS R-114 inbound via LOMAS and MERAN to TFS.	
VASTO 4A ①	From ECKOS via ISLET to COLON, turn RIGHT, intercept GDV R-039 via LARYS and SARAY to VASTO.	
VASTO 3B ①	At LPC turn LEFT, along GDV 18.0 DME arc to COLON, turn RIGHT, intercept GDV R-039 via LARYS and SARAY to VASTO.	

CONTINGENCY DEPARTURES

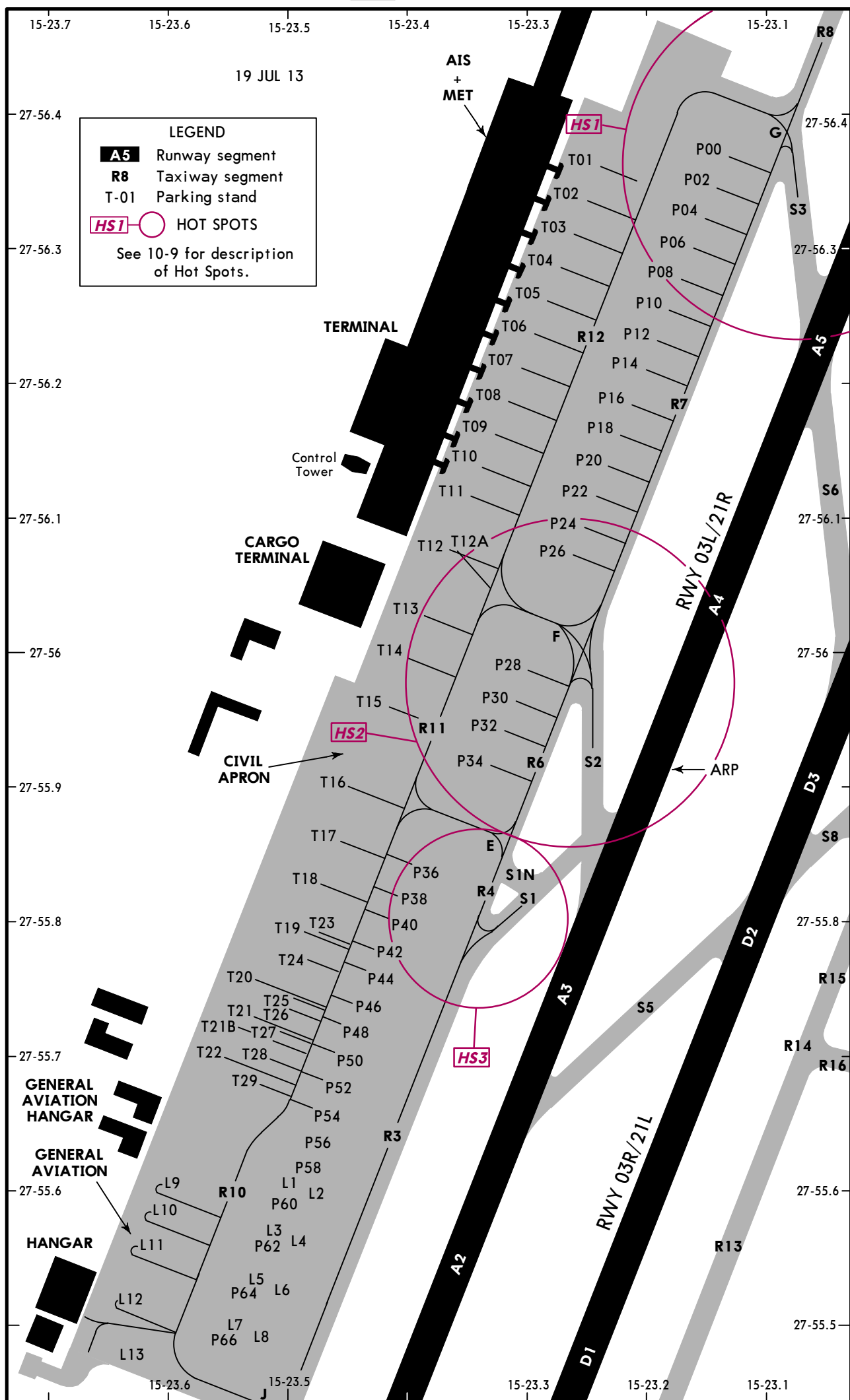
In case of one or more navaid failures, the following procedures shall be carried out:

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'.



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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.

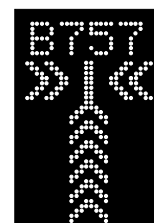
1. DOCKING START

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

2. CAPTURE

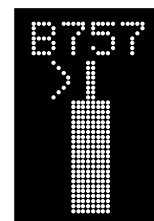
When the system is working in capture way, looking for the approaching acft, the system shows vertical floating arrows. The first line of the display unit will show the 'ACFT TYPE'.

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

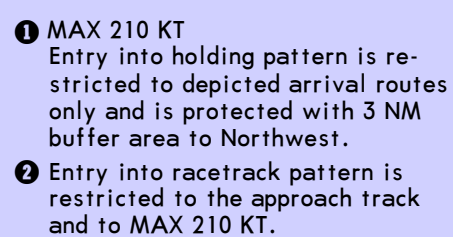
When the detected acft is lost during the docking routine, 39'/12m before the stop point, the display unit will show 'WAIT'. The routine will continue when the system detects the acft again.

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.

GRAN CANARIA, CANARY IS
ILS Z or LOC Z Rwy 03L



Profile view showing the runway and taxiway layout. Key points and elevations include:

- D9.0 LPC** at 3800'
- D8.8 ILP** at 3000'
- D7.5 ILP** at 2500'
- D3.9 ILP** at 1386'
- D0.6 ILP** at 53' (TCH)

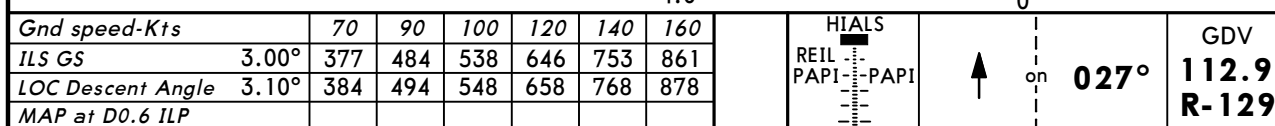
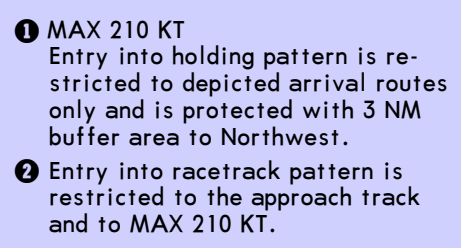
Distances along the profile are marked as 5.0, 1.3, 1.7, 5.8, 3.3, and 0.6. Angles of 207° and -027° are indicated. The runway is labeled **RWY 03L 78'**.

HIALS
 REIL
 PAPI
 PAPI

D15.0
 LPC on **027°**
 ↑

PANS OPS

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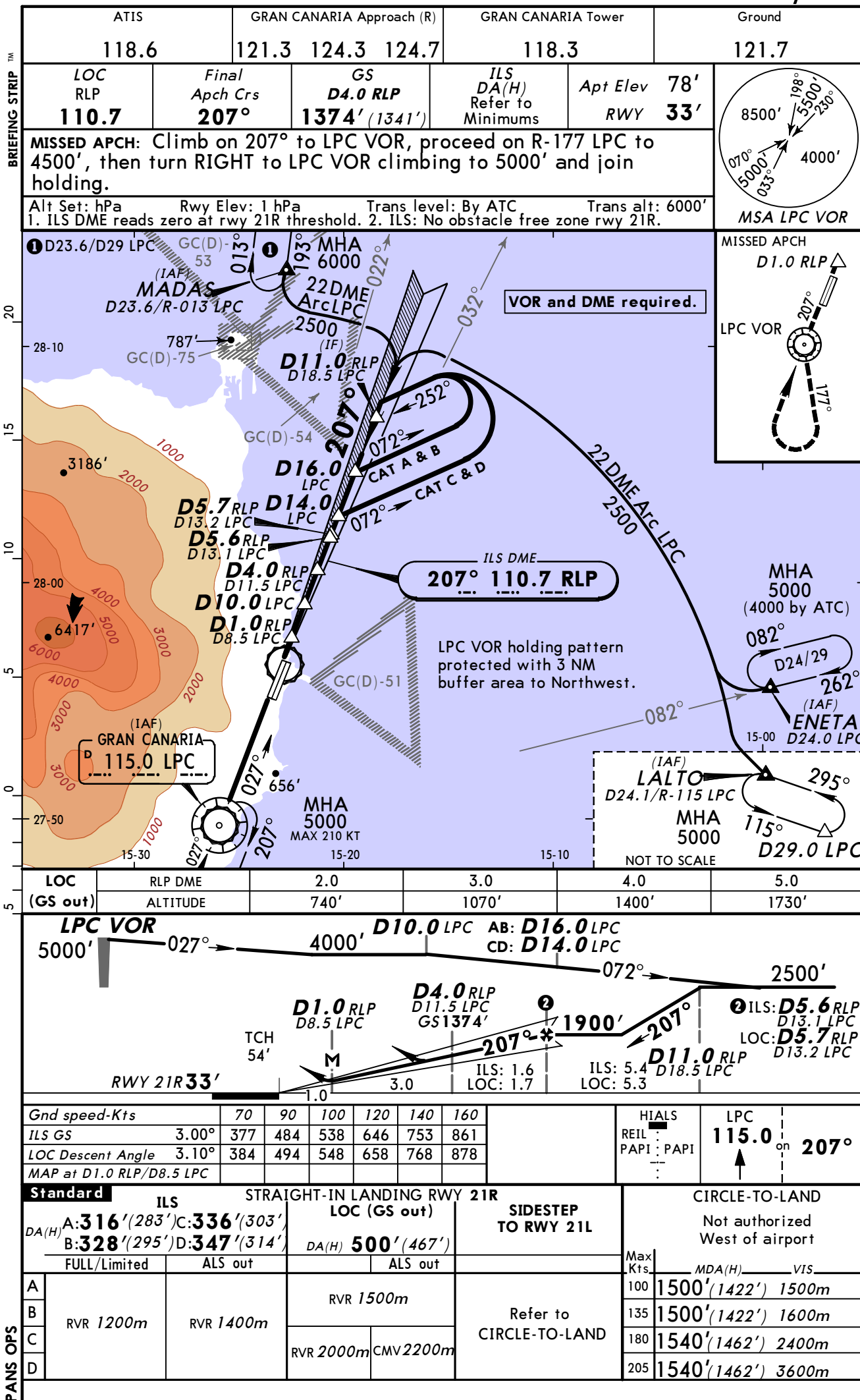


Standard		STRAIGHT-IN LANDING RWY 03L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		SIDESTEP TO RWY 03R		Not authorized West of airport	
DA(H) A: 327'(249') C: 349'(271') B: 339'(261') D: 358'(280')		DA(H) 730'(652')				Max Kts	MDA(H) VIS
FULL		Limited	ALS out	ALS out			
A	RVR 550m	RVR 750m	RVR 1300m	RVR 1500m		Refer to CIRCLE-TO-LAND	100 980'(902') 1500m
B	RVR 600m						135 980'(902') 1600m
C							180 1150'(1072') 2400m
D				CMV 2300m	CMV 2400m		205 1150'(1072') 3600m

GCLP/LPA GRAN CANARIA

25 JAN 13 (11-3)

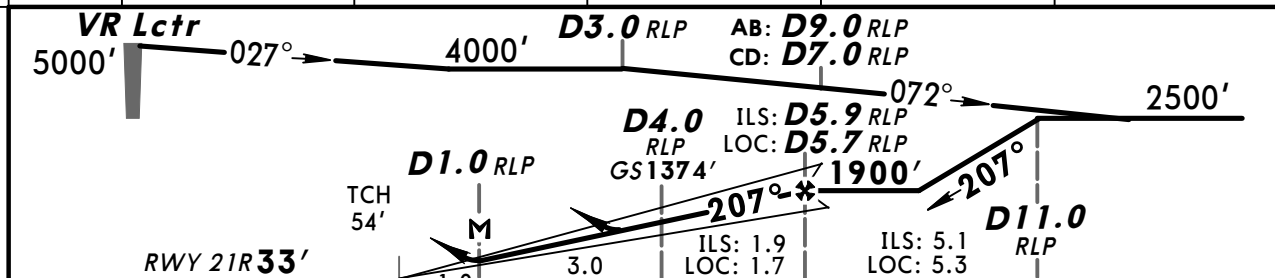
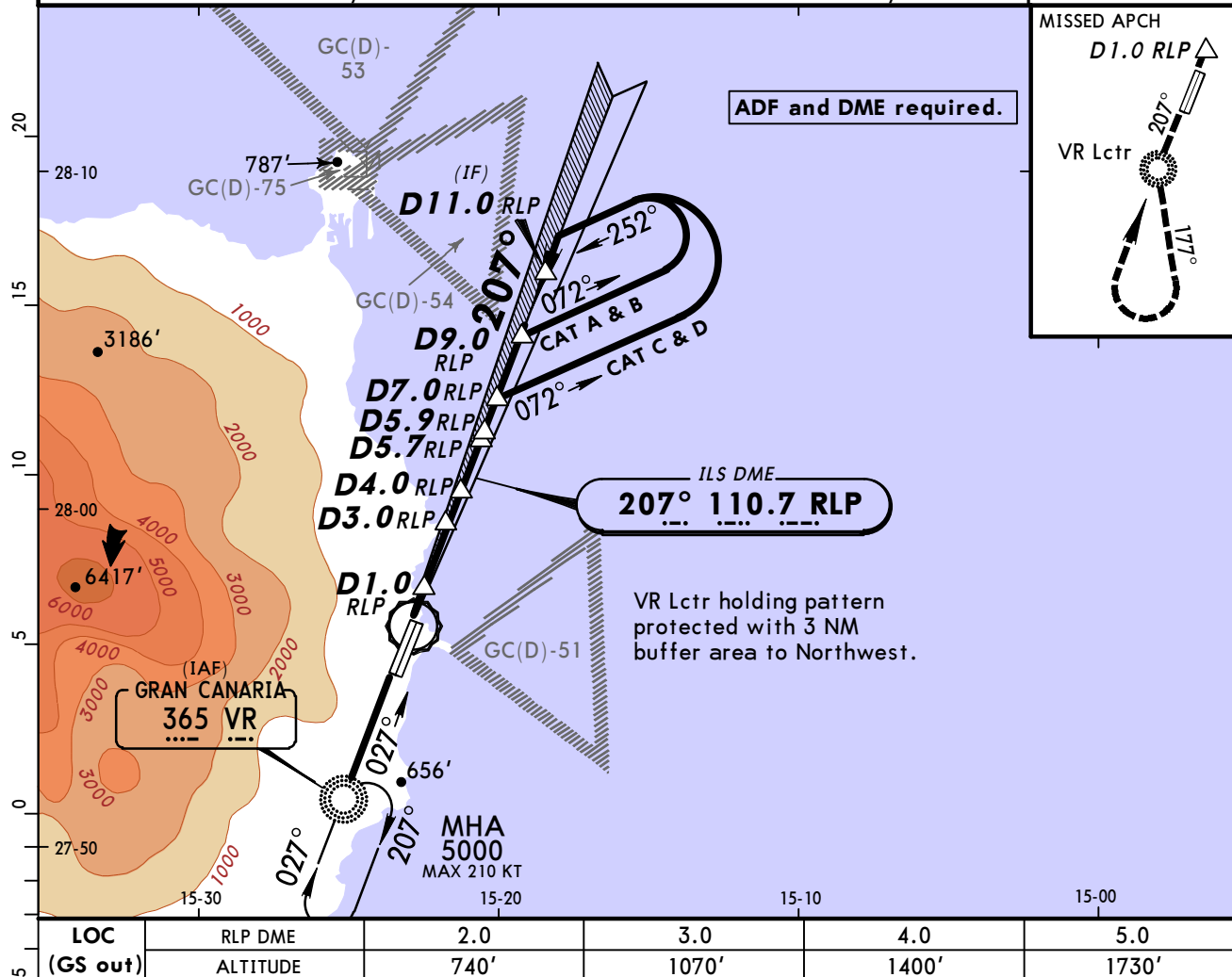
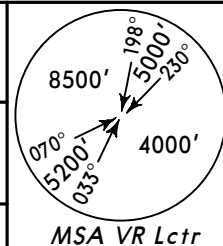
GRAN CANARIA, CANARY IS
ILS Z or LOC Z Rwy 21R



ATIS		GRAN CANARIA Approach (R)		GRAN CANARIA Tower		Ground	
118.6		121.3 124.3 124.7		118.3		121.7	
LOC RLP 110.7	Final Apch Crs 207°	GS D4.0 RLP 1374' (1341')	ILS DA(H) Refer to Minimums	Apt Elev RWY 78' 33'			

MISSED APCH: Climb on 207° to VR Lctr, proceed on 177° to 4500', then turn RIGHT to VR Lctr climbing to 5000' and join holding.

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.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS REIL : PAPI : PAPI VR 365 ↑ on 207°
<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</i>							

Standard		ILS		STRAIGHT-IN LANDING RWY 21R		CIRCLE-TO-LAND	
		LOC (GS out)		SIDESTEP TO RWY 21L		Not authorized West of airport	
DA(H) A:316'(283') C:336'(303') 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 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'

198°

5300'

230°

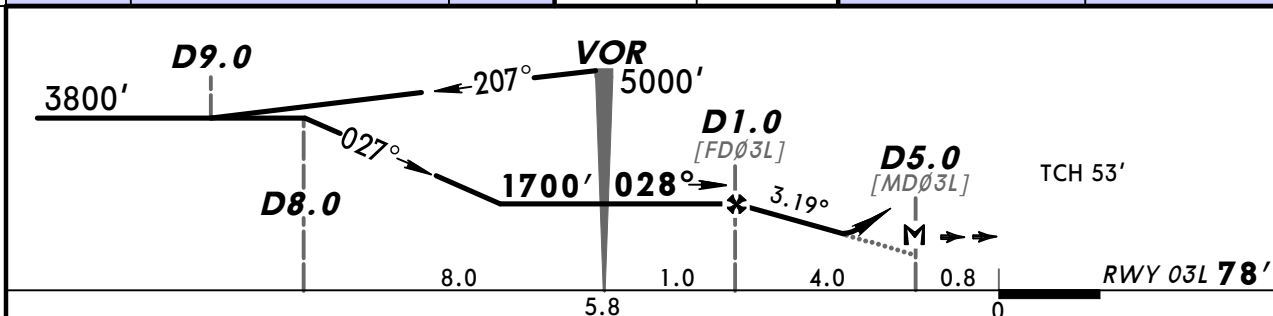
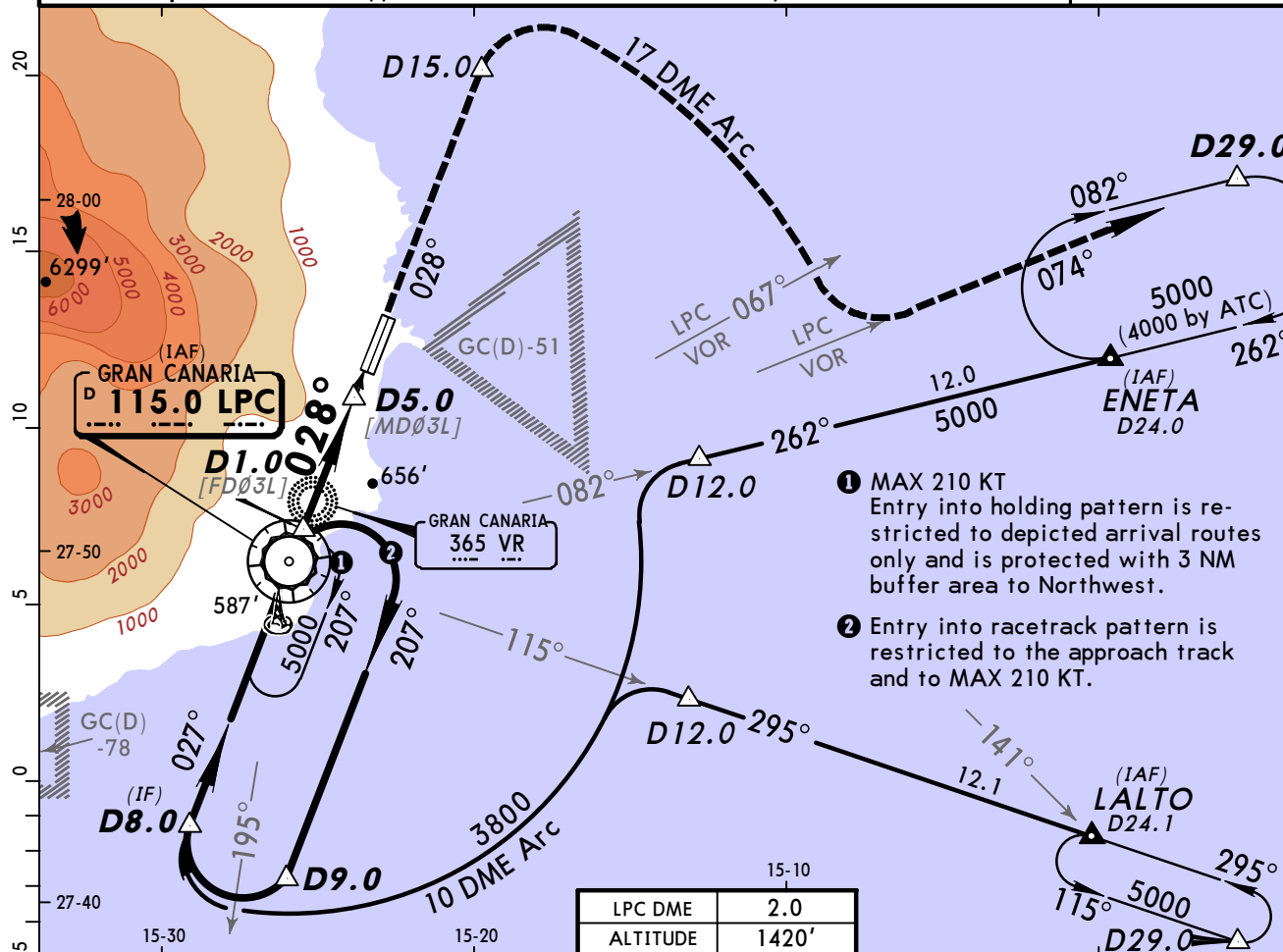
4000'

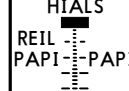
070°

5000'

033°

MSA LPC VOR



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

Standard STRAIGHT-IN LANDING RWY 03L				CIRCLE-TO-LAND			
DA(H) 1100' (1022')		SIDESTEP TO RWY 03R MDA(H) 1100' (1022')		Not authorized West of airport			
ALS out		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 1500m	CMV 4300m		100	1300' (1222')	1500m	1
B				135	1560' (1482')	1600m	1
C	CMV 2400m	CMV 4500m	CMV 5000m	180	1660' (1582')	2400m	1
D				205	1660' (1582')	3600m	1

1 After SIDESTEP RWY 03R: VIS 5000m.

CHANGES: Missed approach.

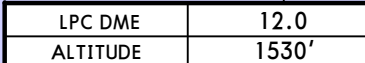
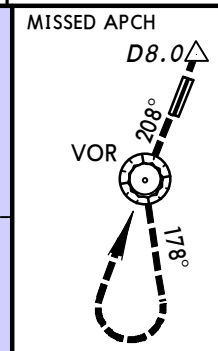
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Diagram of a VOR station circle (MSA LPC VOR) showing bearings and distances to various points:

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

MSA LPC VOR

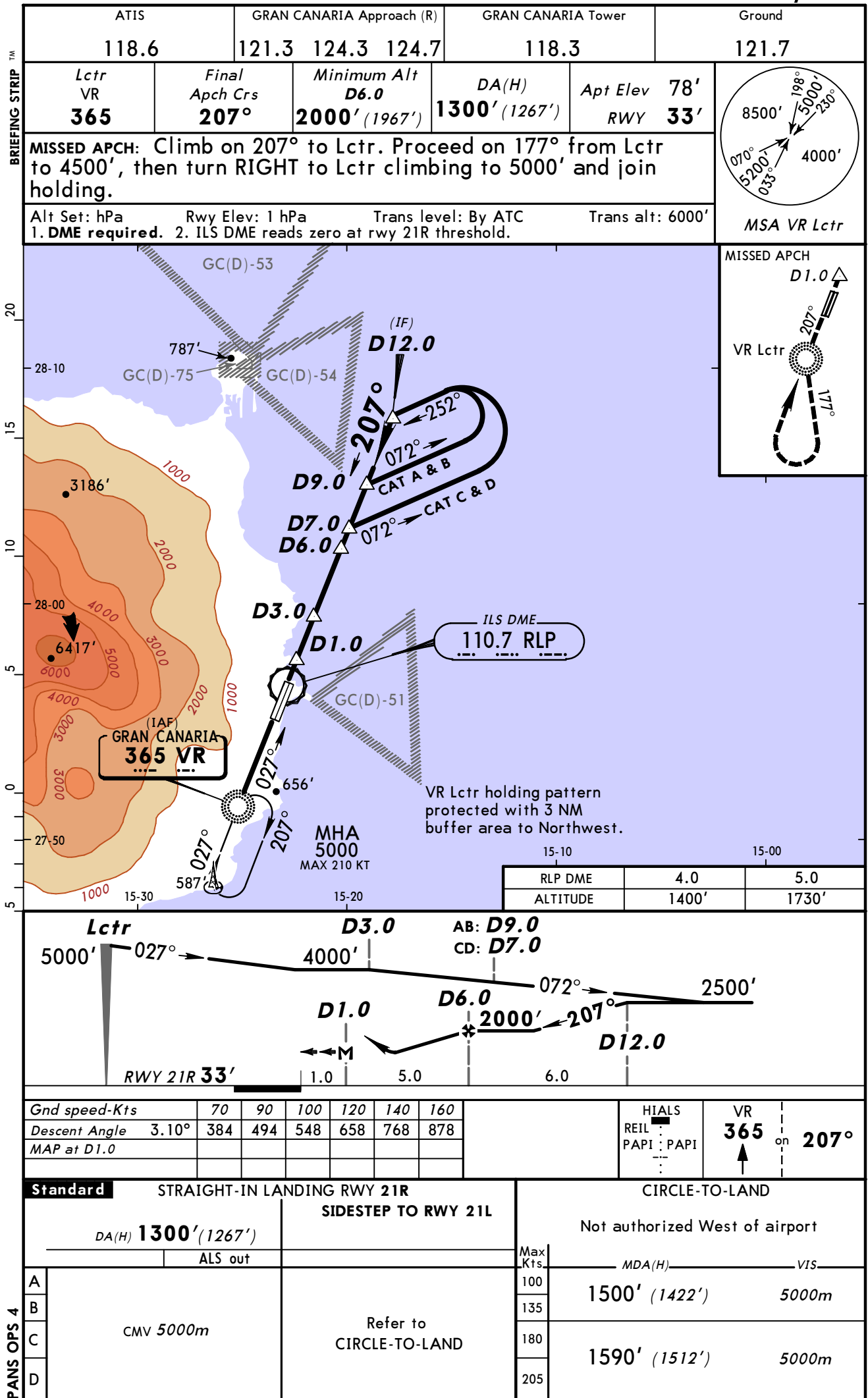
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
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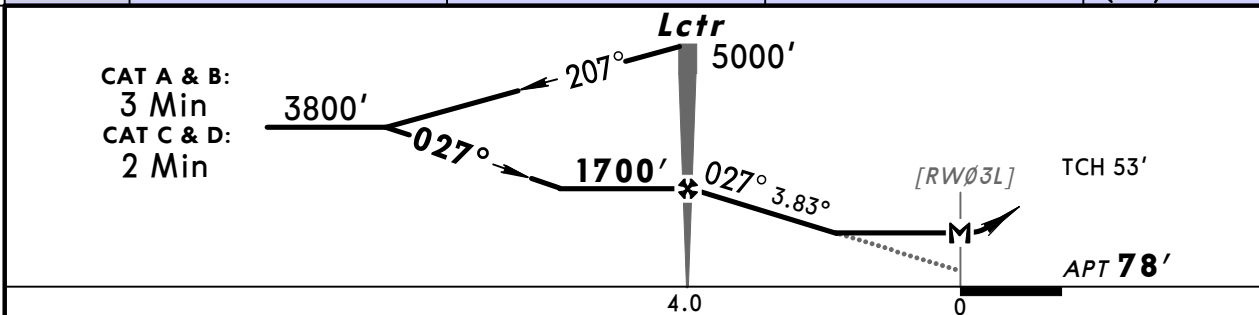
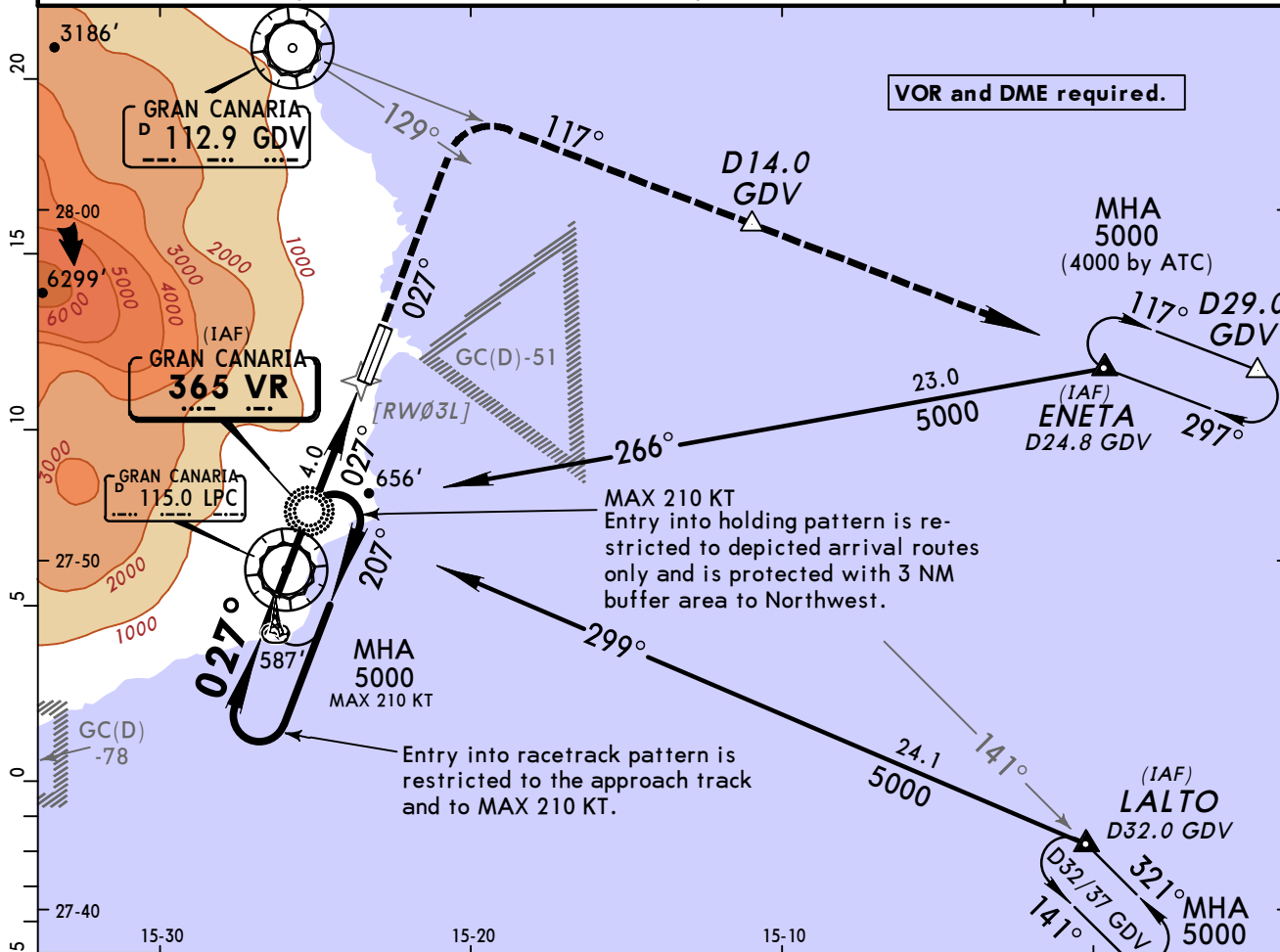
HIALS REIL : PAPI : PAPI : :	LPC 115.0 ↑	LPC 115.0 on R-028
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PANS OPS 4

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BRIEFING STRIP™	ATIS 118.6		GRAN CANARIA Approach (R) 121.3 124.3 124.7		GRAN CANARIA Tower 118.3		Ground 121.7	
	Lctr VR 365	Final Apch Crs 027°	Minimum Alt Lctr 1700' (1622')		MDA(H) Refer to 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 - Refer to Airport Chart	↑ on 027°	GDV 112.9 R-129
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) VIS
	B			100	1280' (1202') 1500m
	C			135	1550' (1472') 1600m
	D			180	1650' (1572') 2400m
				205	1650' (1572') 3600m

GRAN CANARIA, (GRAN CANARIA - GCLP)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCLP

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(13-1) Disregard R-141 leading to (IAF) LALTO.