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Terminal Charts For GCRR
Revision Letter For Cycle 13-2014
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Notebook

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General Information

Location: Lanzarote Xje
IATA Code: ACE
Lat/Long: N28° 56.7' W013° 36.3'
Elevation: 47 ft

Airport Use: Public
Magnetic Variation: 4.4°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: 0557 Z
Sunset: 1956 Z,

Runway Information

Runway: 03
Length x Width: 7874 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 21
Length x Width: 7874 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 47 ft
Lighting: Edge, ALS, Centerline, REIL

Communication Information

ATIS 118.625
Lanzarote Tower 25.78 Military
Lanzarote Tower 124.0
Lanzarote Tower 120.7
Lanzarote Tower Ground Control 121.8
Canarias Approach Control 129.3

1. GENERAL

1.1. ATIS

*ATIS 118.62

1.2. OPERATIONAL RESTRICTIONS DUE TO MINIMUM VISIBILITY 600M OR BELOW

Procedure will be applied when:

- Minimum visibility at any RWY is 600m or below;
- Ceiling is 200' or below.

The following message will be announced via ATIS: "Finger and handling service is not supplied".

It will be cancelled when:

- Minimum visibility is higher than 600m for 20 min at least and forecast to improve and
- Ceiling is equal to or higher than 300'.

1.3. RWY OPERATIONS

Preferential RWY System

Whenever tail wind component does not exceed 10 KT with braking action good, use RWY 03.

1.4. TAXI PROCEDURES

For wingspan restrictions refer to 10-9 charts.

Entering Gate A from TWY R1 or R2, Gate B from TWY R2 or R3 or Gate C from TWY R3 or R4 and the curved connection from TWY E2 to TWY R2, an oversteering manoeuvre will be made for ACFT MD11.

ACFT B767-300 must accomplish oversteering procedure to enter or exit by Gate B, to enter by Gate C when coming from TWY R4, or exit by Gate C when going to TWY R4.

1.5. PARKING INFORMATION

Entering stand 11 from TWY INNER and comes from Gate A or B, an oversteering manoeuvre will be made for ACFT B753.

Entering stand 15 from TWY R1 and comes from E1, an oversteering manoeuvre will be made for ACFT B752.

Entering stand 18 from TWY R2 an oversteering manoeuvre will be made for ACFT A320.

On stands T1 thru T7, 7, 10 thru 13A and 14 push-back required. On stands 8, 9, 13B and 13C push-back possible.

Stands T1 thru T6 equipped with Visual Docking Guidance System. For graphic refer to 10-9 charts.

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1. GENERAL

1.6. REGULATIONS FOR GENERAL AVIATION FLIGHTS

1.6.1. HANDLING SERVICES

Handling mandatory for:

- all ACFT not parked in the General Aviation Apron;
- ACFT with wingspan of more than 49'/15m;
- ACFT with MTOW of more than 7T;
- jet ACFT.

1.6.2. RESTRICTIONS FOR STANDS T1 THRU T7

The use of the 400Hz supply facility is mandatory.

If an ACFT needs to be air-conditioned, the use of the air-conditioning facility is compulsory.

The ACFT APU may only be used when the 400Hz supply facility, the air-conditioning facility or respecitive mobile units are not available.

The use of the APU is forbidden within 2 minutes after blocks-on for arrivals and 5 minutes before blocks-off for departures.

1.7. OTHER INFORMATION

RWY 03 right-hand circuit.

Birds.

2. ARRIVAL

2.1. RWY OPERATIONS

Do not exit the RWY via TWY E3, except if cleared.

2.2. TAXI PROCEDURES

Unless otherwise cleared, ACFT which exit RWY after landing via HST-E2 or TWY E3 will taxi to TWY R without stopping at the intersection between the exit TWY and TWY R.

TWY EM available for MAX ACFT B757-300.

ATR type ACFT arriving on RWY 03 will enter via Gate A.

ATR type ACFT arriving on RWY 21 will enter via Gate B.

An oversteering manoeuvre must be made during entering and exiting TWY EM for ACFT B752 and B753, except when exiting TWY EM straight to the Military Apron.

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3. DEPARTURE

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

3.1.1. START-UP & PUSH-BACK

Pilots will request clearance to start-up engines, push-back manoeuvring and taxiing from LANZAROTE Tower (GND), reporting the apron stand number.

When requesting this clearance the ACFT must be ready to start-up or in a condition to do so within MAX 5 minutes.

When a delay will be predictable ATC will indicate the hour of start-up.

Push-back manoeuvres shall be accomplished unless LANZAROTE Tower (GND) advises differently.

It is forbidden to run engines at higher than idle at all stand positions in contact with the Terminal until the ACFT is lined-up on the TWY.

It is forbidden to use reverse thrust or execute other manoeuvres to leave stands that normally require push-back, unless otherwise directed.

Stands 7 and 10 are exempt from this rule, reverse thrust is allowed for ATR type ACFT or below.

Autonomous exits will be carried out with minimum regime possible during start-up.

3.1.2. TAXI PROCEDURES

Autonomous exits will be carried out that way that minimum power idle regime will not be exceeded during the turn.

180° turns cannot be accomplished in the stands; pay special attention to stands 15, 16, 20 and 23.

Exit from stands 20 and 21 will be compulsory accomplished nosing to SW for ACFT B733, B734 and B735.

Exit from stand 23 will be accomplished nosing to NE for ACFT B752.

Exit from Gate B or C from TWY INNER an oversteering manoeuvre will be made for ACFT MD11.

3.1.3. HOLDING BAY RESTRICTIONS FOR FIXED-WING ACFT

Holding Bay at RWY 21 THR

ACFT nosed to North (under normal operation):

- MAX ACFT A321-200 with sharklets or B737-800W in holding position RB, and simultaneously ACFT ATR72 in holding position RA.
- ACFT MD82, MD83 or MD87 in holding position RB.

Holding Bay at RWY 03 THR

ACFT nosed to South (under normal operation):

- Simultaneously ACFT A321-200 with sharklets or B737-800W in holding position RC, and ACFT A321-200 without sharklets or B737-800 without winglets in holding position RD.
- ACFT B757-300 without winglets in holding position RC.

3.2. RWY OPERATIONS

Minimum RWY Occupancy Time

ATC will consider that every ACFT at the holding position is able to commence line-up and take-off roll immediately after take-off clearance has been issued. Pilots unable to comply with this requirement shall notify ATC before reaching the holding position.

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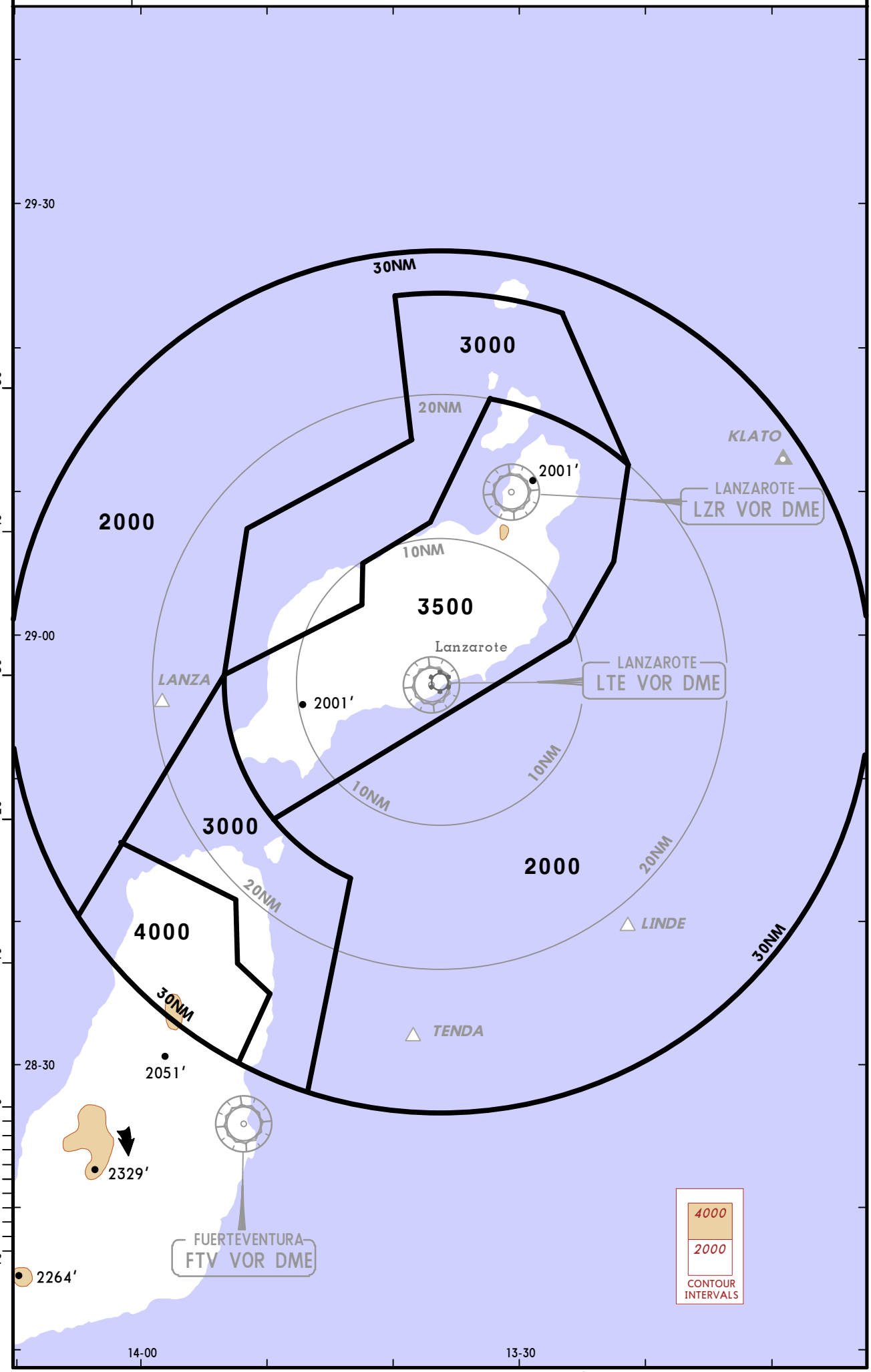
LANZAROTE, CANARY IS

RADAR MINIMUM ALTITUDES

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



CHANGES: Sectors and altitudes completely revised; chart redrawn.

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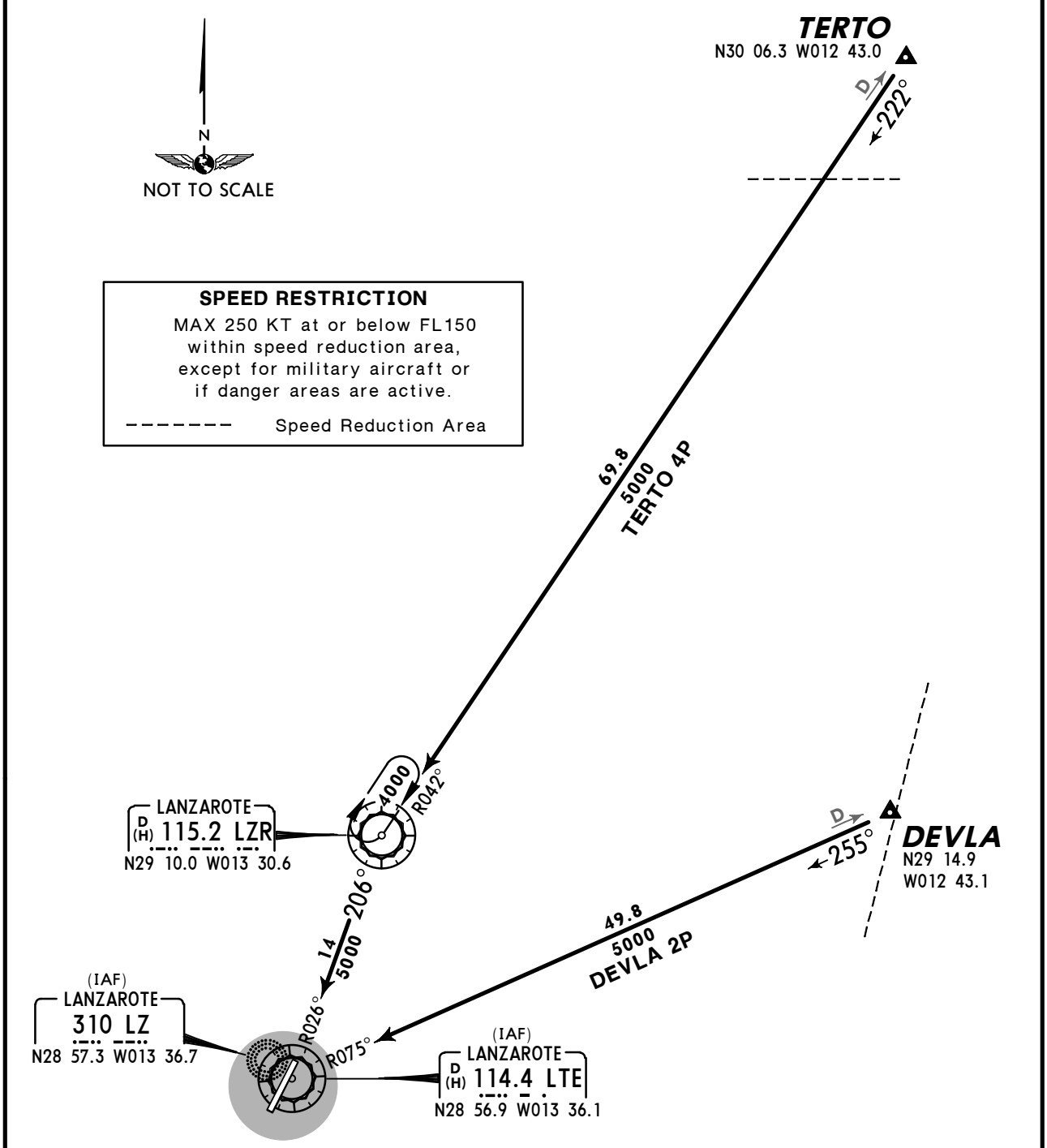
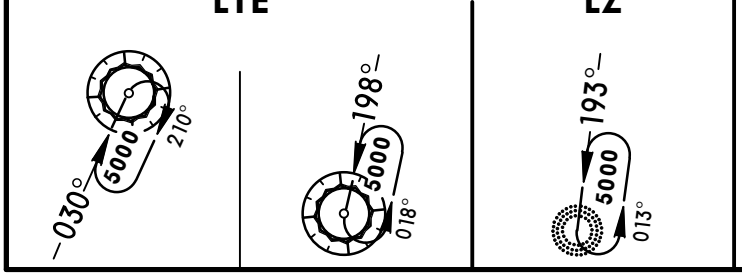
*ATIS	Apt Elev	
118.62	47′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

DEVLA TWO PAPA (DEVLA 2P) *[DEVL2P]*
TERTO FOUR PAPA (TERTO 4P) *[TERT4P]*
RWY 03 ARRIVALS



HOLDINGS OVER



CHANGES: STAR TERTO 2P renumbered 4P.

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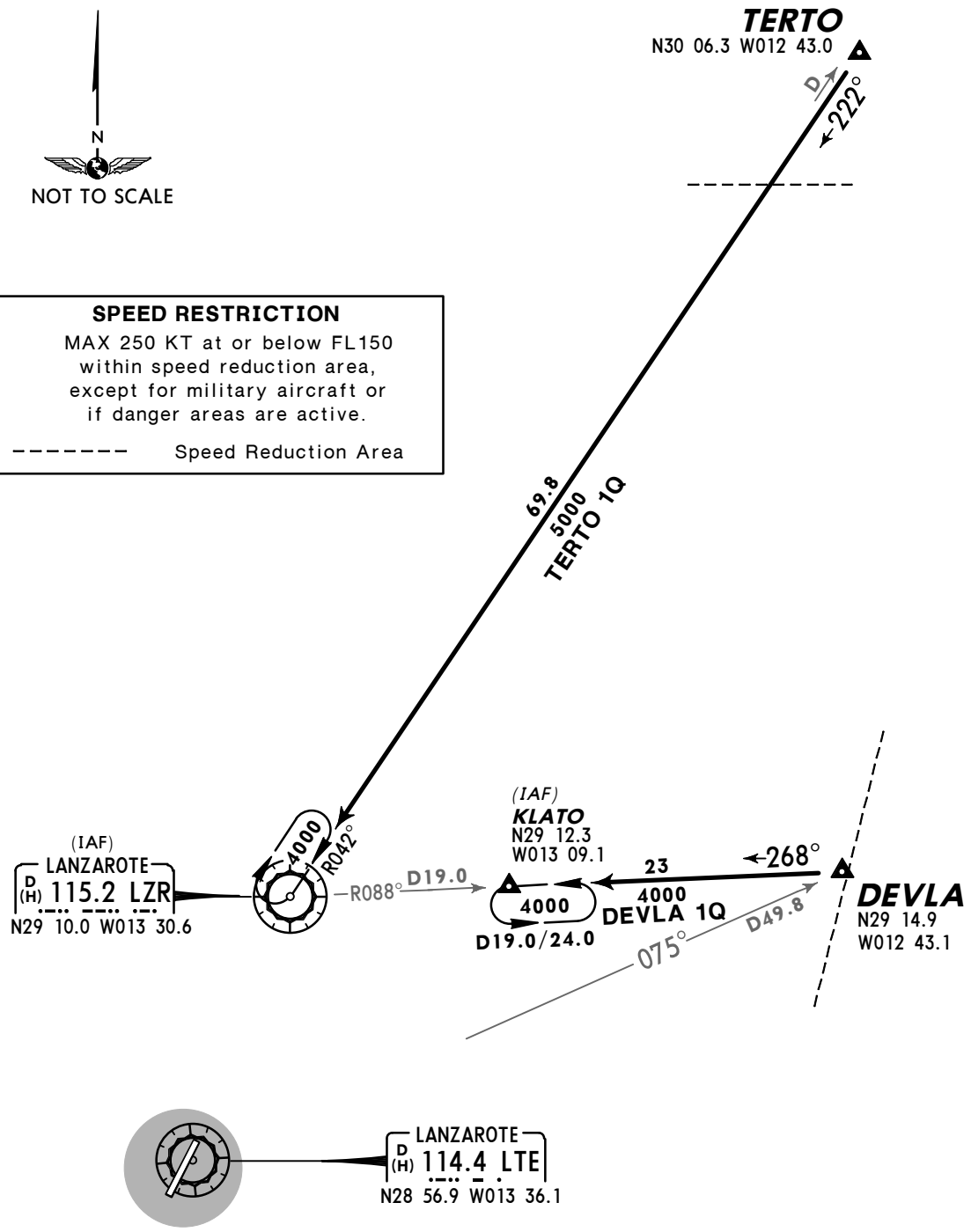
*ATIS	Apt Elev	
118.62	47′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

DEVLA ONE QUEBEC (DEVLA 1Q) *[DEVL1Q]*
TERTO ONE QUEBEC (TERTO 1Q) *[TERT1Q]*
RWY 21 ARRIVALS



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

Direct distances to Lanzarote Apt from:
KLATO 28NM
LZR 14NM

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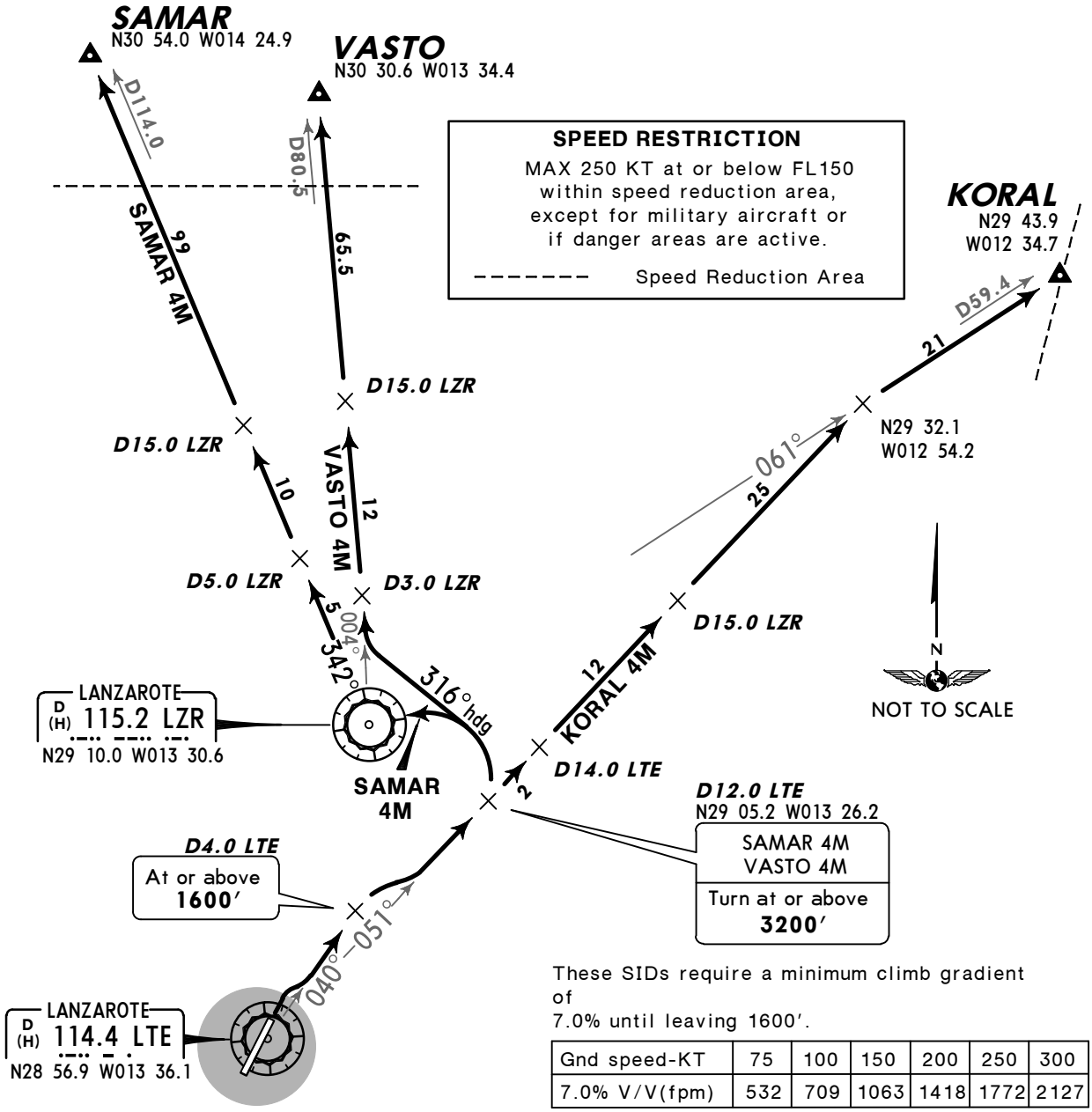
Apt Elev 47′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles

KORAL FOUR MIKE (KORAL 4M) *[KORA4M]*
SAMAR FOUR MIKE (SAMAR 4M) *[SAMA4M]*
VASTO FOUR MIKE (VASTO 4M) *[VAST4M]*
RWY 03 DEPARTURES



These SIDs require a minimum climb gradient of 7.0% until leaving 1600′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:

KORAL 4M: Maintain **4000′** until D14.0 LTE, climb to **FL70** and maintain until D15.0 LZR, climb to **FL100**, await further clearance.

SAMAR 4M: Maintain **4000′** until LZR R-342/D5.0, climb to **FL70** and maintain until LZR R-342/D15.0, climb to **FL100**, await further clearance.

VASTO 4M: Maintain **4000′** until LZR R-004/D3.0, climb to **FL70** and maintain until LZR R-004/D15.0, climb to **FL100**, await further clearance.

SID	ROUTING
KORAL 4M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051, intercept LZR R-061 to KORAL.
SAMAR 4M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051 to D12.0 LTE, turn LEFT to LZR, LZR R-342 to SAMAR.
VASTO 4M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051 to D12.0 LTE, turn LEFT, 316° heading, intercept LZR R-004 to VASTO.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedure shall be carried out:
Climb on 048° heading to 4000′, turn by following ATC instructions.
This SID requires a minimum climb gradient of 7.0% up to 3500′.

CHANGES: SIDs renumbered.

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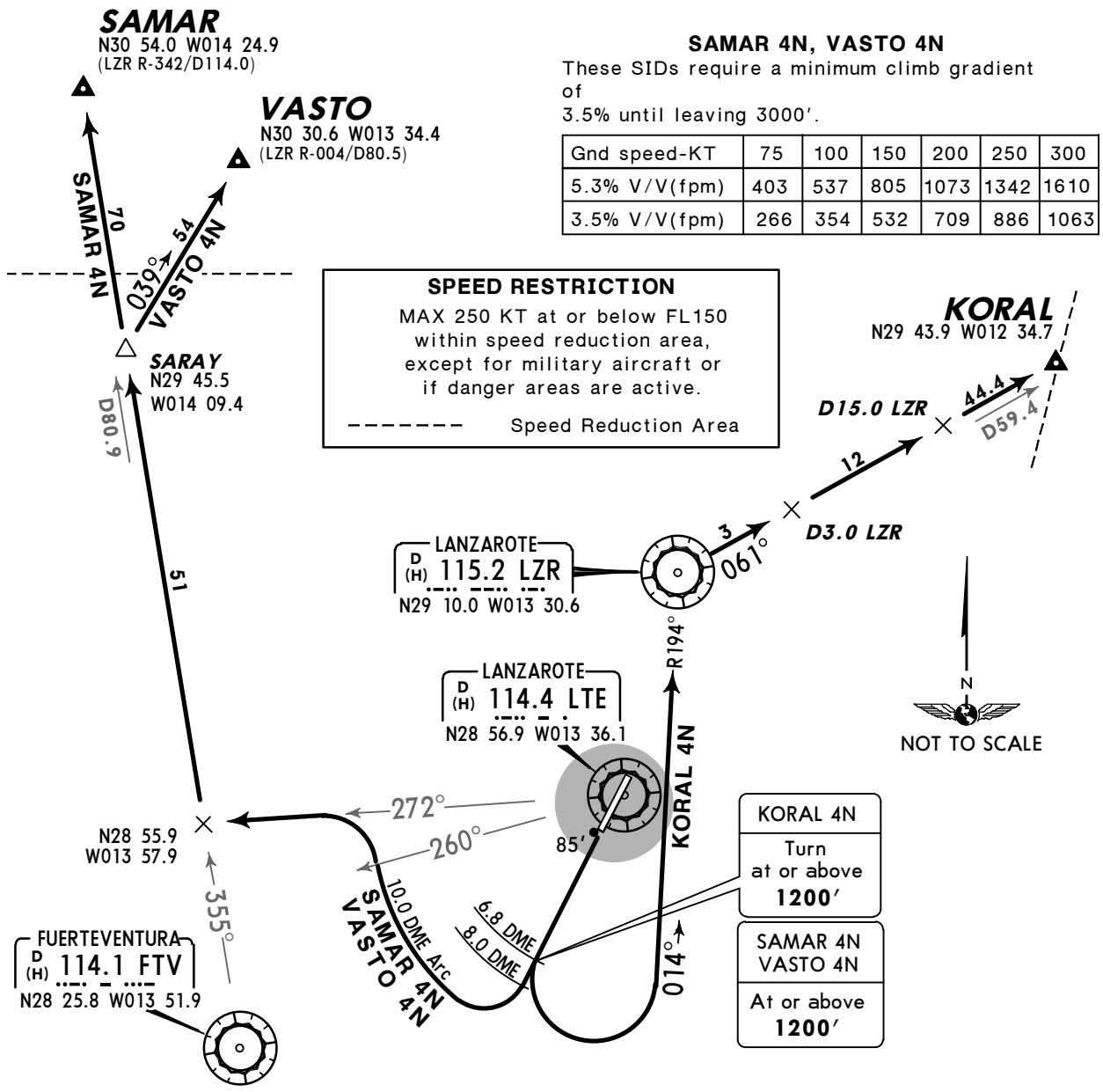
Apt Elev 47′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles

KORAL FOUR NOVEMBER (KORAL 4N) *[KORA4N]*
SAMAR FOUR NOVEMBER (SAMAR 4N) *[SAMA4N]*
VASTO FOUR NOVEMBER (VASTO 4N) *[VAST4N]*
RWY 21 DEPARTURES



SAMAR 4N, VASTO 4N

These SIDs require a minimum climb gradient of
3.5% until leaving 3000′.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V(fpm)	403	537	805	1073	1342	1610
3.5% V/V(fpm)	266	354	532	709	886	1063

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

Initial ATC clearance:

KORAL 4N: Maintain **4000′** until LZR R-061/D3.0, climb to **FL70** and maintain until LZR R-061/D15.0, climb to **FL100**, await further clearance.

SAMAR 4N, VASTO 4N: Maintain **4000′** until LTE 8.0 DME, climb to **FL100**, await further clearance.

SID	ROUTING
KORAL 4N	Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LZR R-194 inbound to LZR, LZR R-061 to KORAL.
SAMAR 4N	Climb on runway heading via LTE 6.8 DME to LTE 8.0 DME, turn RIGHT, along LTE 10.0 DME arc, when passing LTE R-260 turn LEFT, intercept LTE R-272, intercept FTV R-355 via SARAY to SAMAR.
VASTO 4N	Climb on runway heading via LTE 6.8 DME to LTE 8.0 DME, turn RIGHT, along LTE 10.0 DME arc, when passing LTE R-260 turn LEFT, intercept LTE R-272, intercept FTV R-355 to SARAY, turn RIGHT, 039° track to VASTO.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedure shall be carried out:
Climb on runway heading to 4000′, turn by following ATC instructions.
This SID requires a minimum climb gradient of 5.3% up to 3500′.

CHANGES: SID KORAL 2N renumbered 4N.

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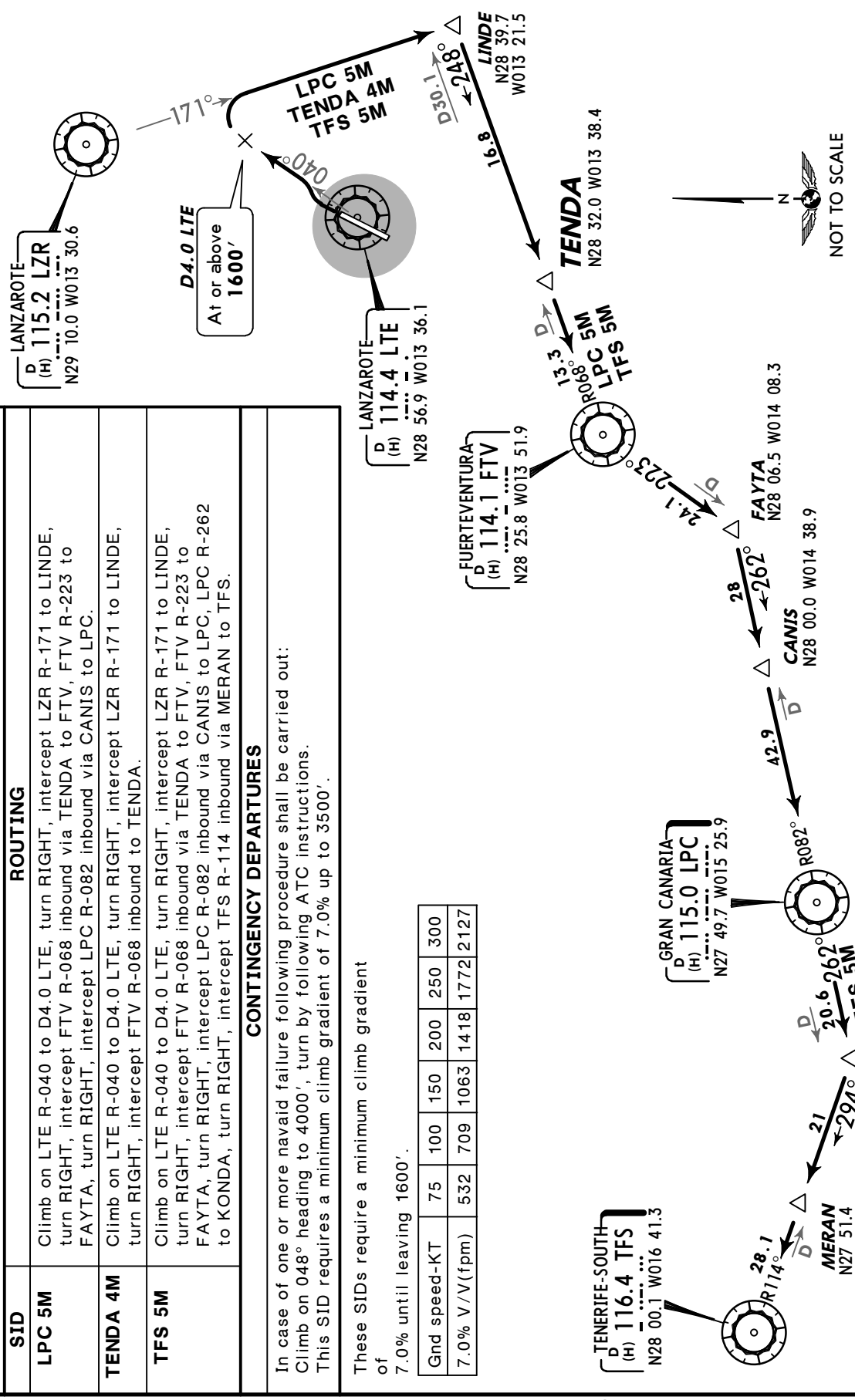
Apt Elev 47′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles

GRAN CANARIA FIVE MIKE (LPC 5M)
TENDA FOUR MIKE (TENDA 4M) *[TEND4M]*
TENERIFE SOUTH FIVE MIKE (TFS 5M)
RWY 03 DEPARTURES



Initial ATC clearance:
Maintain **4000′** until LINDE, climb to **FL100**, await further clearance.

SID	ROUTING
LPC 5M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LZR R-171 to LINDE, turn RIGHT, intercept FTV R-068 inbound via TENDA to FTV, FTV R-223 to FAYTA, turn RIGHT, intercept LPC R-082 inbound via CANIS to LPC.
TENDA 4M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LZR R-171 to LINDE, turn RIGHT, intercept FTV R-068 inbound to TENDA.
TFS 5M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LZR R-171 to LINDE, turn RIGHT, intercept FTV R-068 inbound via TENDA to FTV, FTV R-223 to FAYTA, turn RIGHT, intercept LPC R-082 inbound via CANIS to LPC, LPC R-262 to KONDA, turn RIGHT, intercept TFS R-114 inbound via MERAN to TFS.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedure shall be carried out:
Climb on 048° heading to 4000′, turn by following ATC instructions.
This SID requires a minimum climb gradient of 7.0% up to 3500′.

These SIDs require a minimum climb gradient of 7.0% until leaving 1600′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127

CHANGES: SIDs renumbered.

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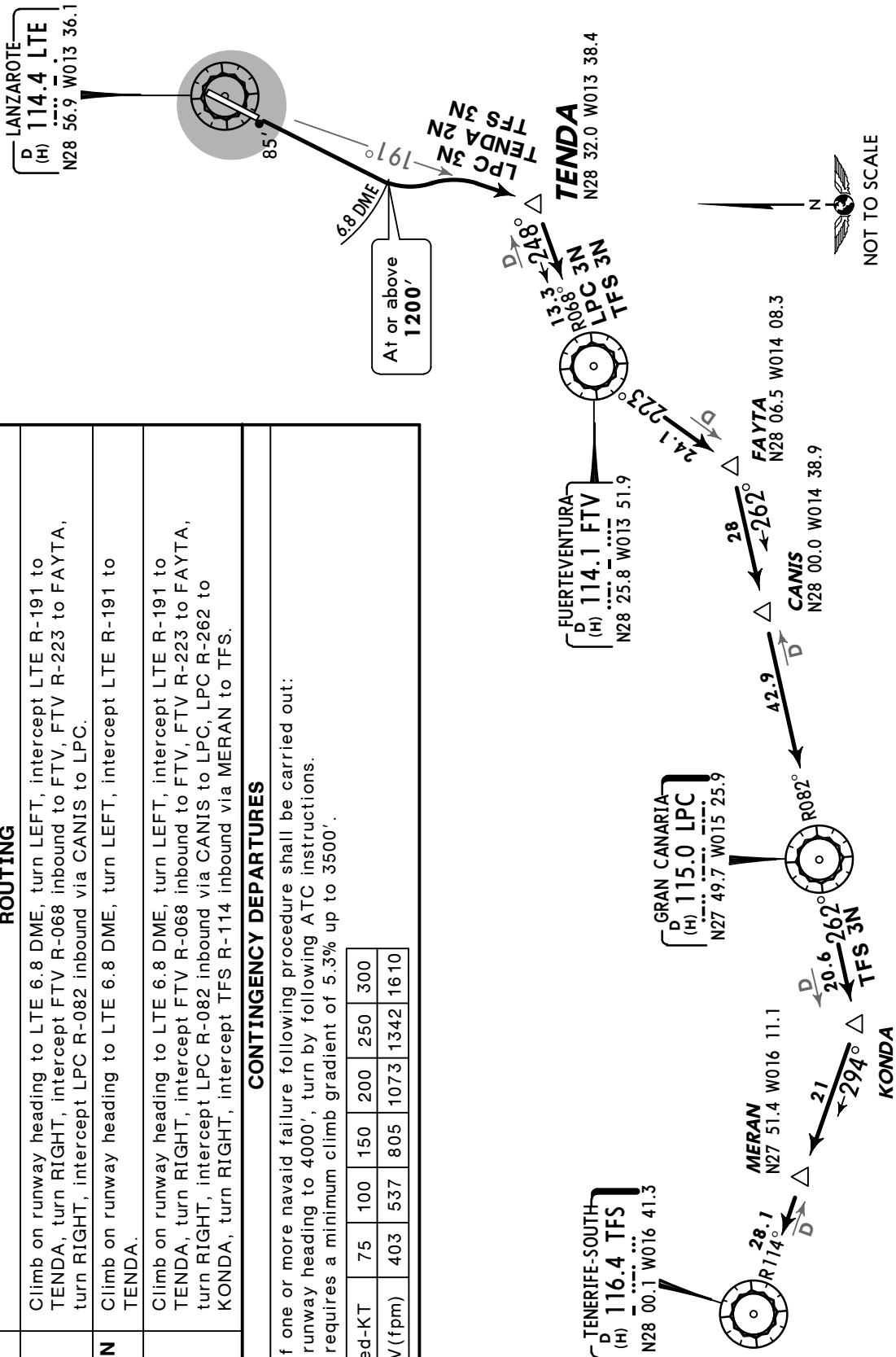
Apt Elev 47′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles

GRAN CANARIA THREE NOVEMBER (LPC 3N)
TENDA TWO NOVEMBER (TENDA 2N) *[TEND2N]*
TENERIFE SOUTH THREE NOVEMBER (TFS 3N)
RWY 21 DEPARTURES



Initial ATC clearance:
Maintain **4000′**, await further clearance.

SID	ROUTING
LPC 3N	Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LTE R-191 to TENDA, turn RIGHT, intercept FTV R-068 inbound to FTV, FTV R-223 to FAYTA, turn RIGHT, intercept LPC R-082 inbound via CANIS to LPC.
TENDA 2N	Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LTE R-191 to TENDA.
TFS 3N	Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LTE R-191 to TENDA, turn RIGHT, intercept FTV R-068 inbound to FTV, FTV R-223 to FAYTA, turn RIGHT, intercept LPC R-082 inbound via CANIS to LPC, LPC R-262 to KONDA, turn RIGHT, intercept TFS R-114 inbound via MERAN to TFS.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedure shall be carried out:
Climb on runway heading to 4000′, turn by following ATC instructions.
This SID requires a minimum climb gradient of 5.3% up to 3500′.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V(fpm)	403	537	805	1073	1342	1610

CHANGES: None.

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Apt Elev 47′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles

ARACO FOUR MIKE (ARACO 4M) *[ARAC4M]*
TENERIFE NORTH FOUR MIKE (TFN 4M)
RWY 03 DEPARTURES

Initial ATC clearance:
Maintain **4000′** until LZR R-262/D12.0, climb to **FL100**, await further clearance.

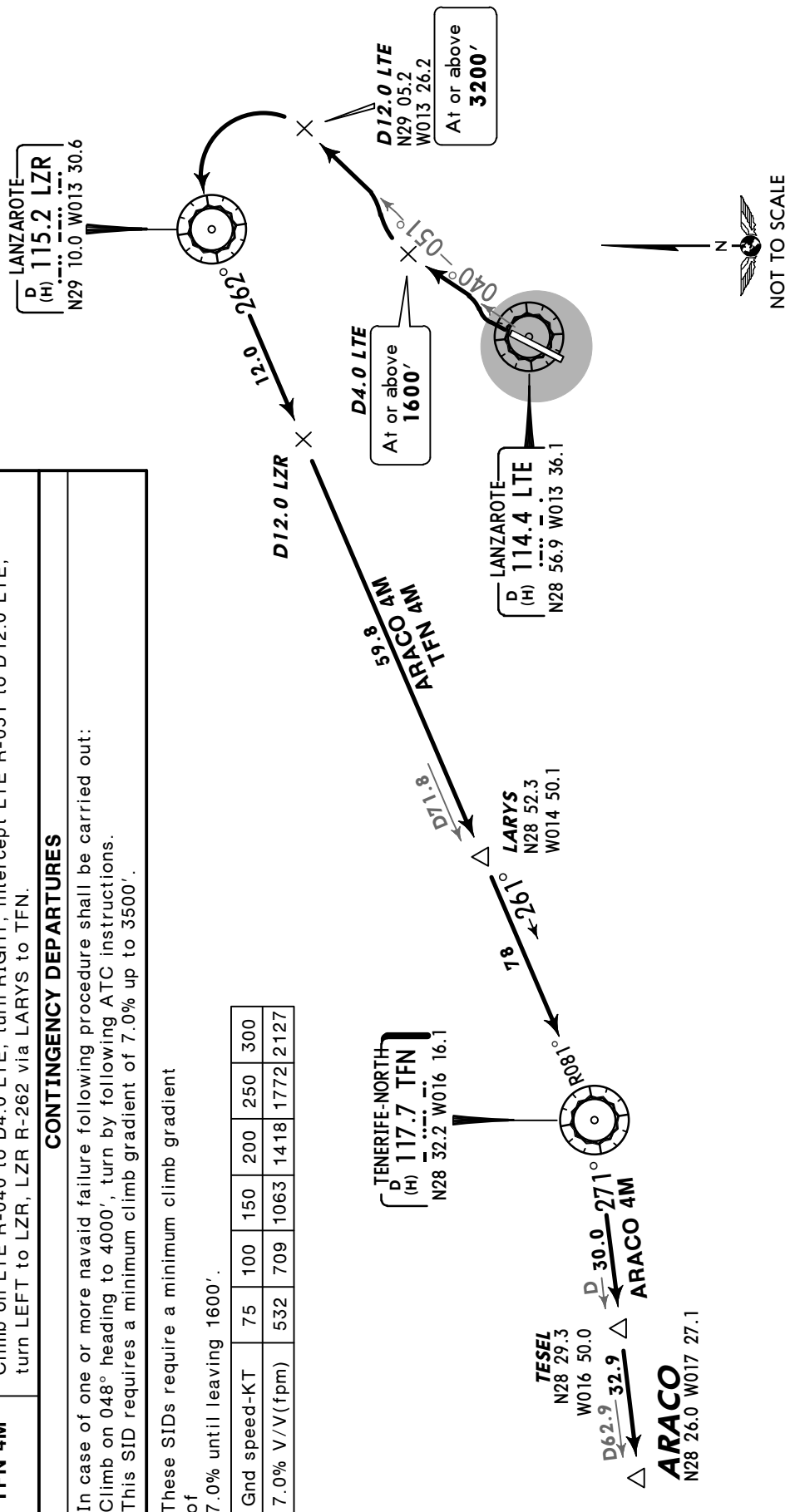
SID	ROUTING
ARACO 4M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051 to D12.0 LTE, turn LEFT to LZR, LZR R-262 via LARYS to TFN, TFN R-271 via TESEL to ARACO.
TFN 4M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051 to D12.0 LTE, turn LEFT to LZR, LZR R-262 via LARYS to TFN.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedure shall be carried out:
Climb on 048° heading to 4000′, turn by following ATC instructions.
This SID requires a minimum climb gradient of 7.0% up to 3500′.

These SIDs require a minimum climb gradient of 7.0% until leaving 1600′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127



CHANGES: SIDs renumbered.

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Apt Elev 47′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles

ARACO TWO NOVEMBER (ARACO 2N) *[ARAC2N]*
TENERIFE NORTH TWO NOVEMBER (TFN 2N)
RWY 21 DEPARTURES

Initial ATC clearance:
Maintain **4000′** until LTE 8.0 DME, climb to **FL100**, await further clearance.

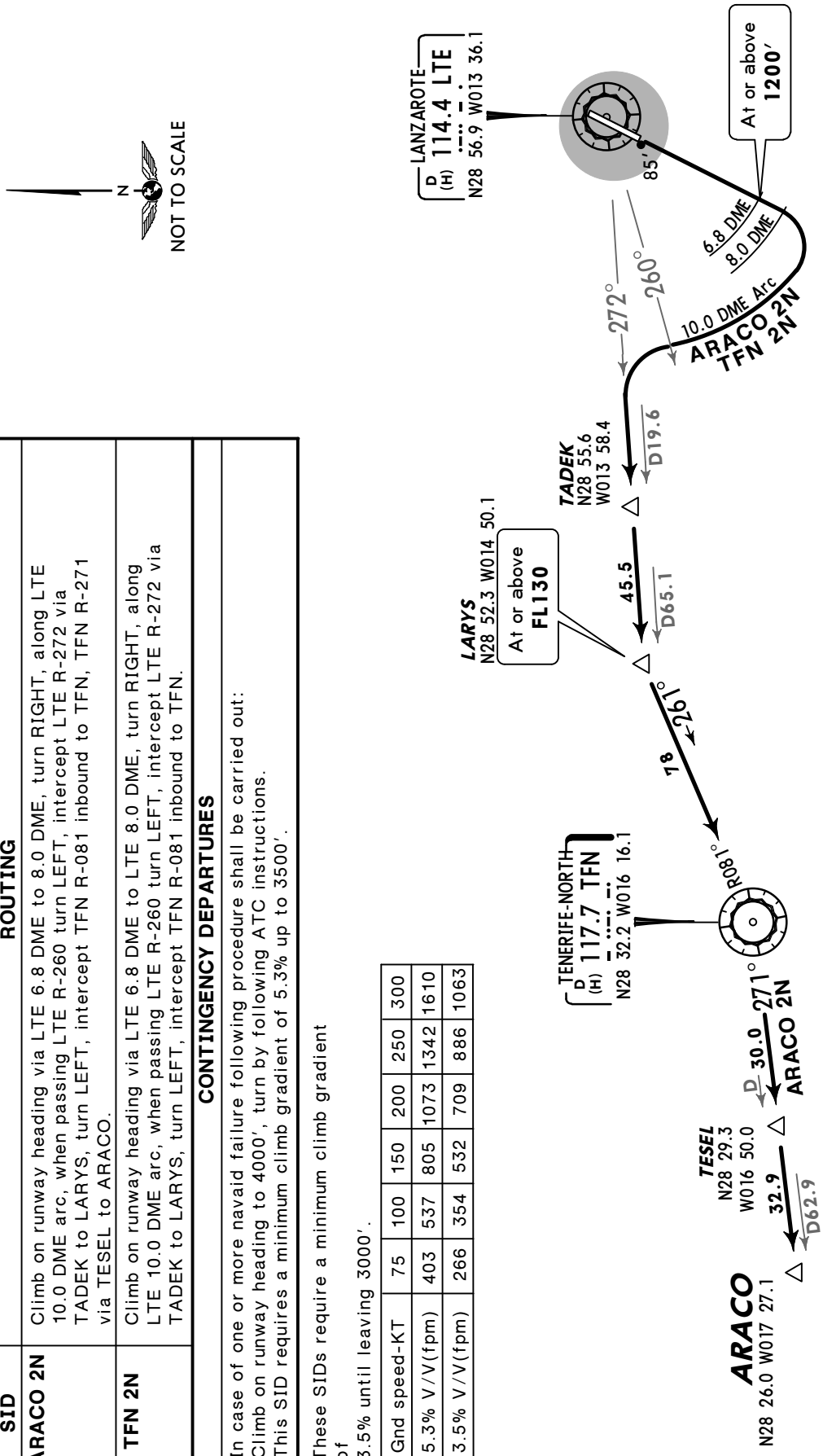
SID	ROUTING
ARACO 2N	Climb on runway heading via LTE 6.8 DME to 8.0 DME, turn RIGHT, along LTE 10.0 DME arc, when passing LTE R-260 turn LEFT, intercept LTE R-272 via TADEK to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN, TFN R-271 via TESEL to ARACO.
TFN 2N	Climb on runway heading via LTE 6.8 DME to LTE 8.0 DME, turn RIGHT, along LTE 10.0 DME arc, when passing LTE R-260 turn LEFT, intercept LTE R-272 via TADEK to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedure shall be carried out:
Climb on runway heading to 4000′, turn by following ATC instructions.
This SID requires a minimum climb gradient of 5.3% up to 3500′.

These SIDs require a minimum climb gradient of
3.5% until leaving 3000′.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V(fpm)	403	537	805	1073	1342	1610
3.5% V/V(fpm)	266	354	532	709	886	1063



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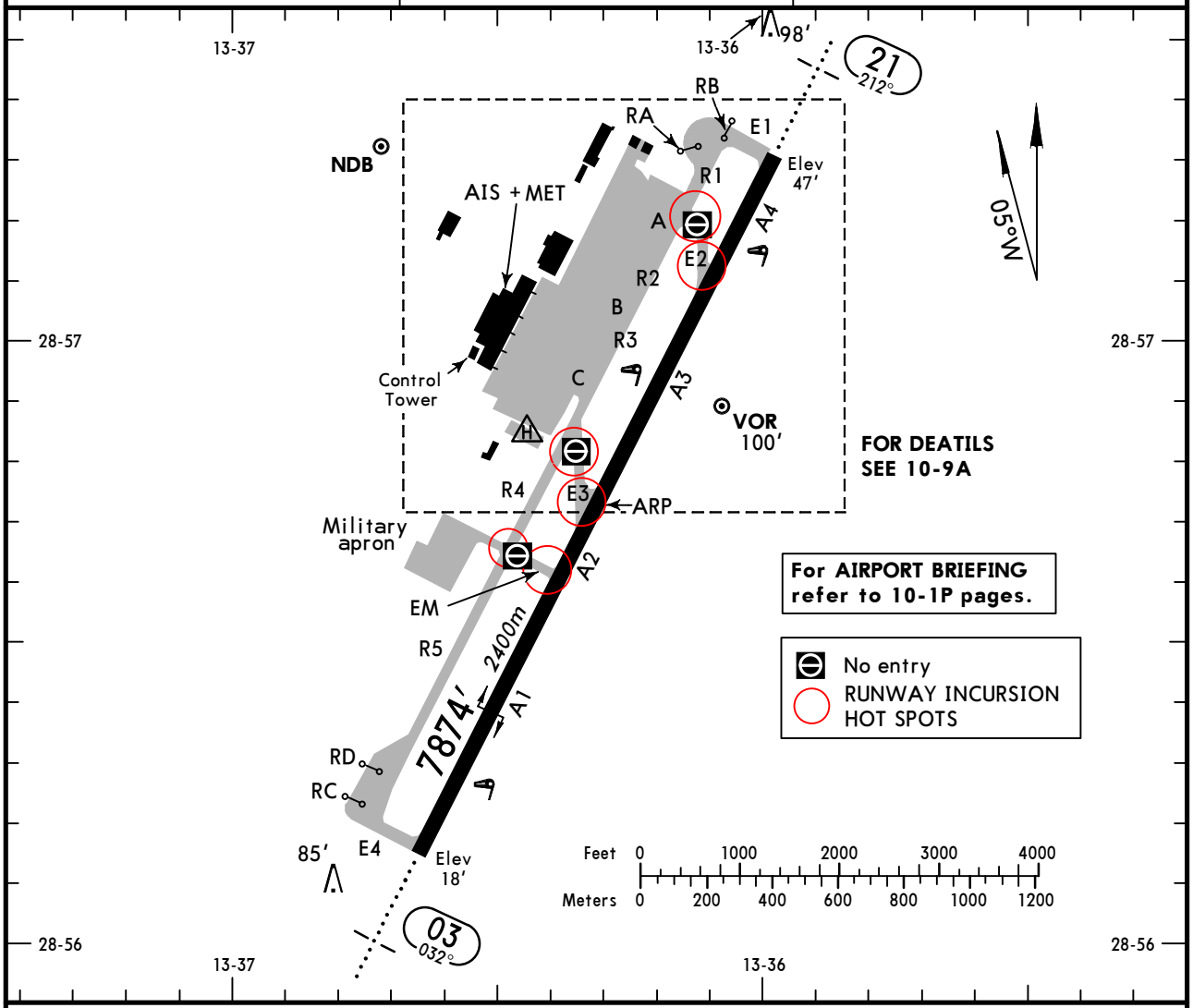
*ATIS	*LANZAROTE Tower (GND)	*Tower(R)
118.62	121.8	120.7 124.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03	HIRL *(50m)* CL *(15m)* HIALS REIL PAPI(3.0°) ❶		6903′ *2104m*		148′ *45m*
21	HIRL *(50m)* CL *(15m)* HIALS REIL PAPI-L(3.7°)				

❶ HSTIL-E2.

Standard

TAKE-OFF

	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	*400m*	*500m*

CHANGES: No entry signs added.

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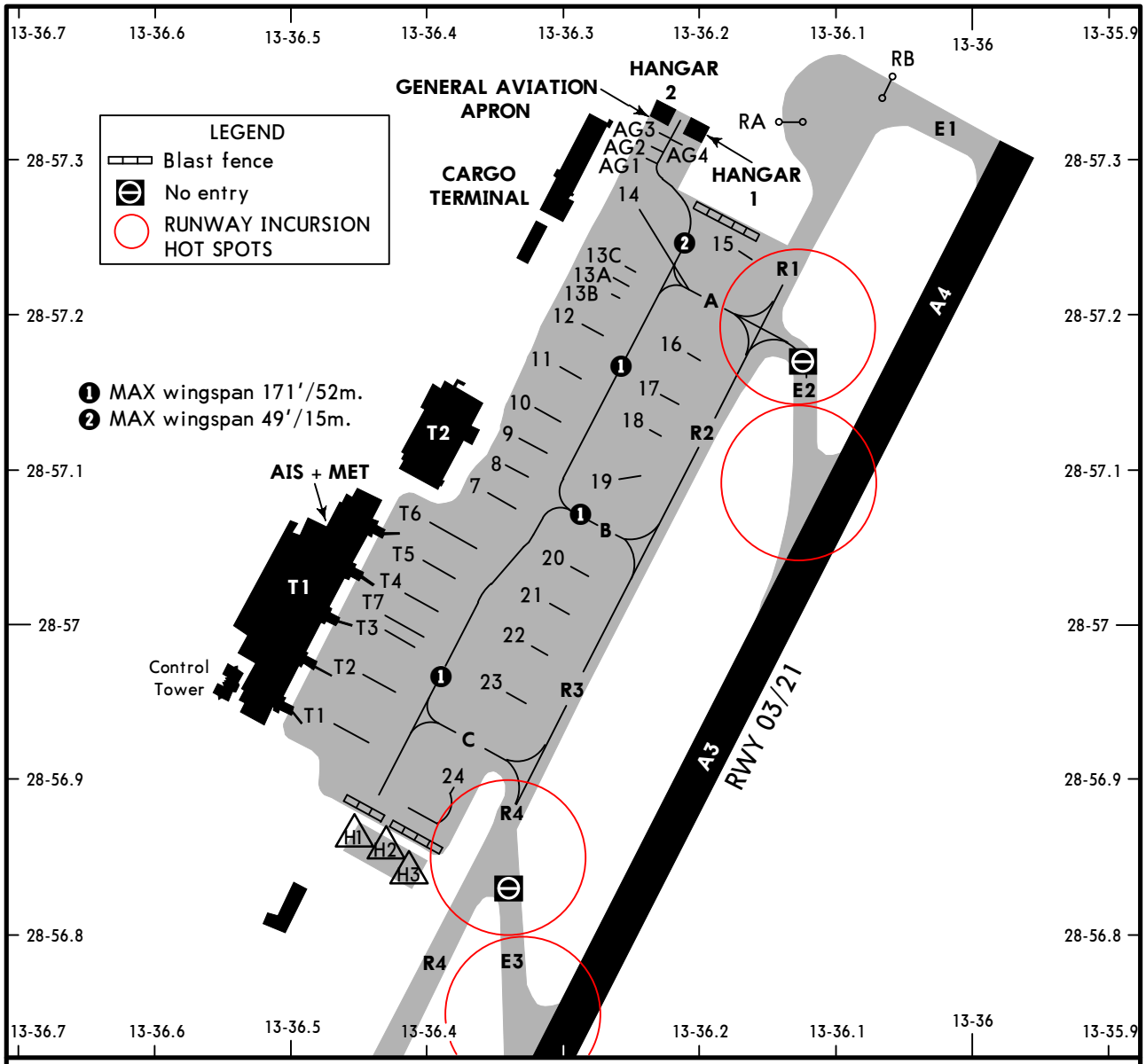

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
AG1 thru AG3	N28 57.3 W013 36.3	16, 17	N28 57.2 W013 36.2
AG4	N28 57.3 W013 36.2	18	N28 57.1 W013 36.2
T1 thru T3	N28 57.0 W013 36.5	19	N28 57.1 W013 36.3
T4	N28 57.0 W013 36.4	20 thru 23	N28 57.0 W013 36.3
T5, T6	N28 57.1 W013 36.4	24	N28 56.9 W013 36.4
T7	N28 57.0 W013 36.5		
7 thru 9	N28 57.1 W013 36.4		
10 thru 13B	N28 57.2 W013 36.3		
13C, 14	N28 57.3 W013 36.3		
15	N28 57.3 W013 36.2		

CHANGES: No entry signs added.

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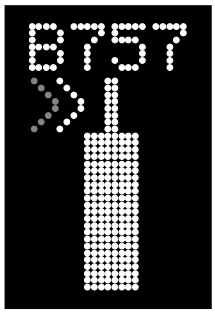
VISUAL DOCKING GUIDANCE SYSTEM

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, that is provided by a display unit, in front of the cockpit.

DISPLAY UNIT
Consists of:
1. One alphanumeric presentation line, composed by yellow indicators, which can indicate the following information: aircraft type, airport code, flight number, stand position (″STND″), stop position (″STOP″), aircraft parked in the exact position (″OK″), surpassed stop position (″TOO FAR″), speed exceeding in the approach (″SLOW DOWN″), lost of detected aircraft (″WAIT″) and reduction of system visibility (″DOWN GRADE″).
2. Azimuth guidance display with centerline indicator (centered guidance and design of yellow and red deviation arrows), as well as red bars when stop aircraft is indicated.
3. Distance indicator to the stop position composed by yellow and black lines located in a centred vertical column.

PILOT INSTRUCTIONS
1. Check that the indicated aircraft type is the appropriate.
2. Taxi in-line watching centerline guidance.
3. Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
4. Observe the yellow arrow located in the centerline guidance indicator to follow the correct position and direction. A flashing red arrow indicates the direction to turn.
5. If the aircraft speed exceeds the programmed one, the unit display indicates ″SLOW DOWN″; the taxi speed must be reduced.
6. The distance indicator is activated at 52′/16m before the stop position changing gradually from yellow to black and shows the rest distances to the stop position when yellow lines go out (each line indicates 2′/0.7m run).
7. At the stop position the distance indicator is shown completely black and ″STOP″ will appear in the upper presentation line.
8. If the parking is correct, it shows ″OK″ and red bars will be lighted. If the aircraft exceeds the stop position the indicator will show ″TOO FAR″.



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LANZAROTE, CANARY IS
ILS or LOC Rwy 03

BRIEFING STRIP

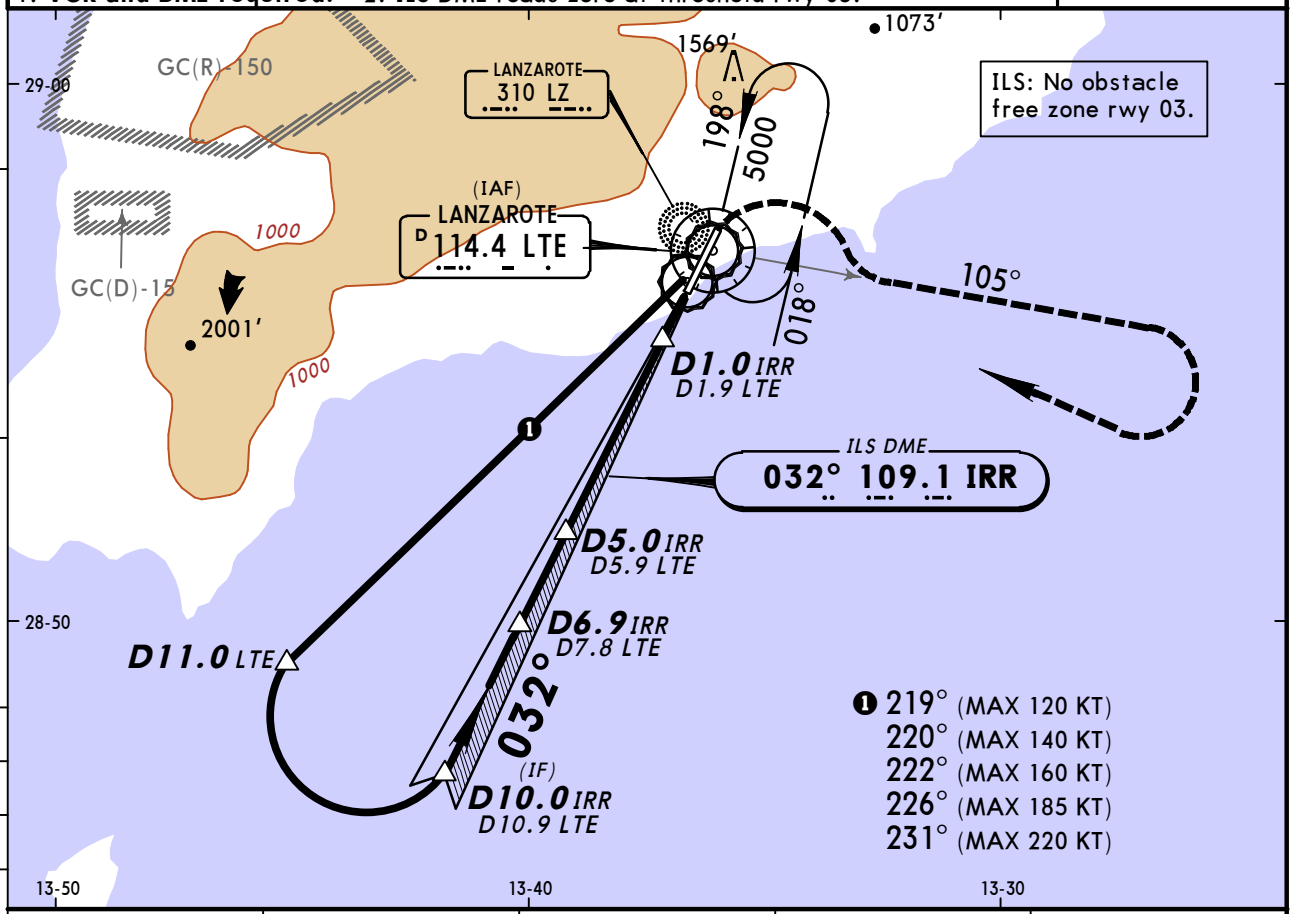
*ATIS	*CANARIAS Approach	*LANZAROTE Tower	*Ground
118.62	129.3	120.7 124.0	121.8

LOC IRR	Final Apch Crs	GS D5.0 IRR	ILS DA(H)	Apt Elev	47′
109.1	032°	1683′ (1665′)	Refer to Minimums	RWY	18′

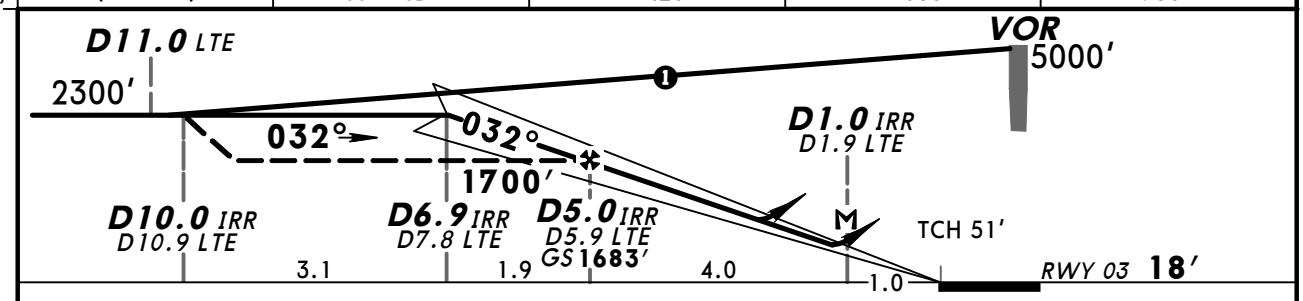
MISSED APCH: Turn RIGHT (MAX 185 KT) and follow R-105 until reaching 2500′. Turn RIGHT direct to VOR climbing to 5000′ and join holding.

3500′
MSA LTE VOR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
1. **VOR and DME required.** 2. ILS DME reads zero at threshold rwy 03.



LOC (GS out)	IRR DME	4.0	3.0	2.0
	ALTITUDE	1420′	1080′	750′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.20°	396	510	566	679	793	906
MAP at D1.0 IRR/D1.9 LTE							

HIALS
REIL PAPI PAPI

185 KT MAX
RT

LTE 114.4 R-105

2500′

Standard STRAIGHT-IN LANDING RWY 03

	ILS		LOC (GS out)	
DA(H)	A: 430′(412′) C: 450′(432′) B: 440′(422′) D: 460′(442′)		DA(H) 470′(452′)	
	FULL/Limited	ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	RVR 2000m	RVR 1700m	CMV 2100m
D	RVR 1700m	CMV 2100m		

CIRCLE-TO-LAND
Not authorized West of apt

Max Kts	MDA(H)	VIS
100	1120′ (1073′)	1500m
135	2350′ (2303′)	1600m
180	2450′ (2403′)	2400m
205	2470′ (2423′)	3600m

PANS OPS

CHANGES: Procedure designation. Circling restriction.

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BRIEFING STRIP

*ATIS	*CANARIAS Approach	*LANZAROTE Tower	*Ground
118.62	129.3	120.7 124.0	121.8

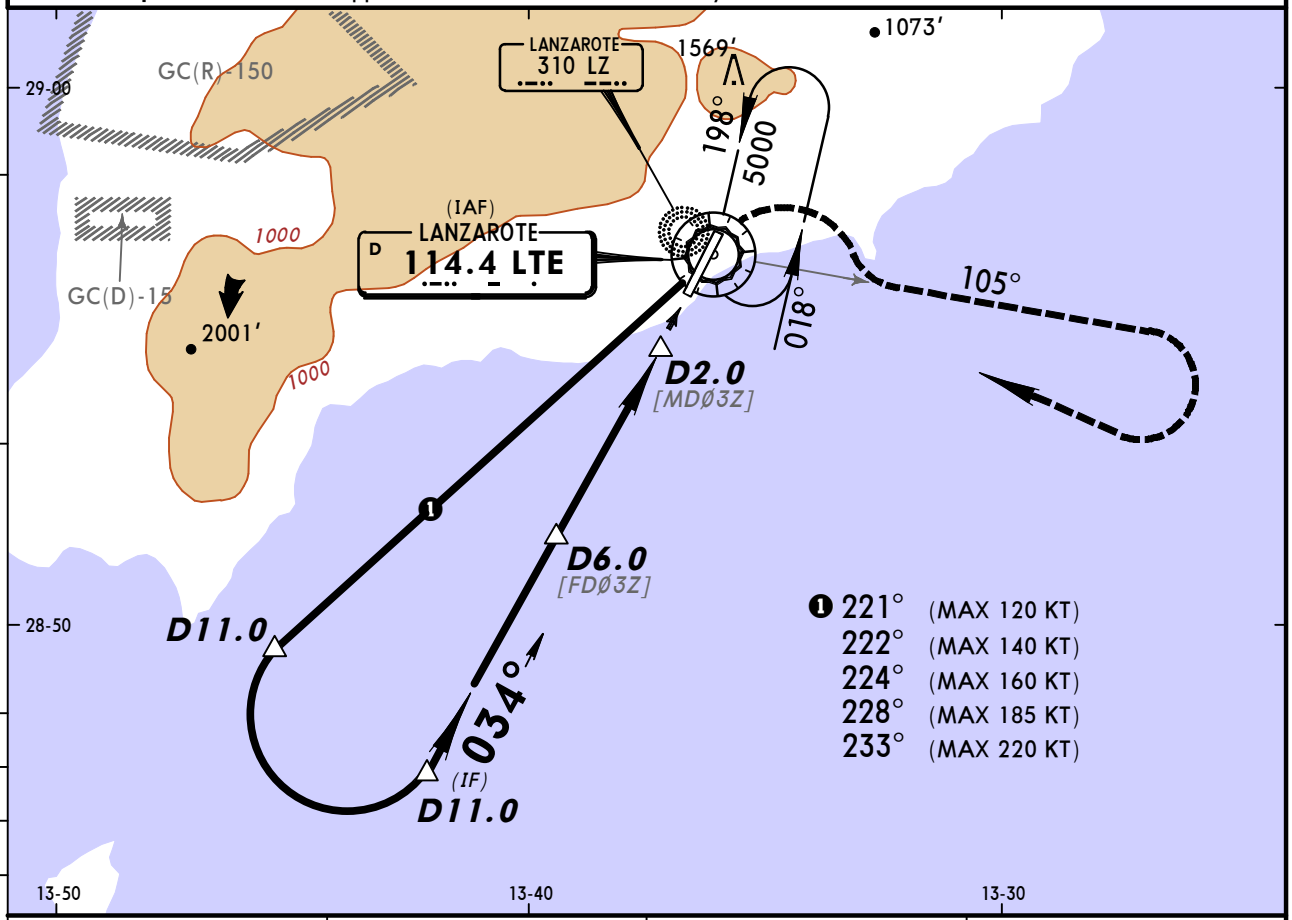
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 47′
LTE 114.4	034°	D6.0 1700′ (1682′)	500′ (482′)	RWY 18′

MISSED APCH: Climb direct to VOR, then turn RIGHT (MAX 185 KT) and follow R-105 until reaching 2500′. Turn RIGHT direct to VOR climbing to 5000′ and join holding.

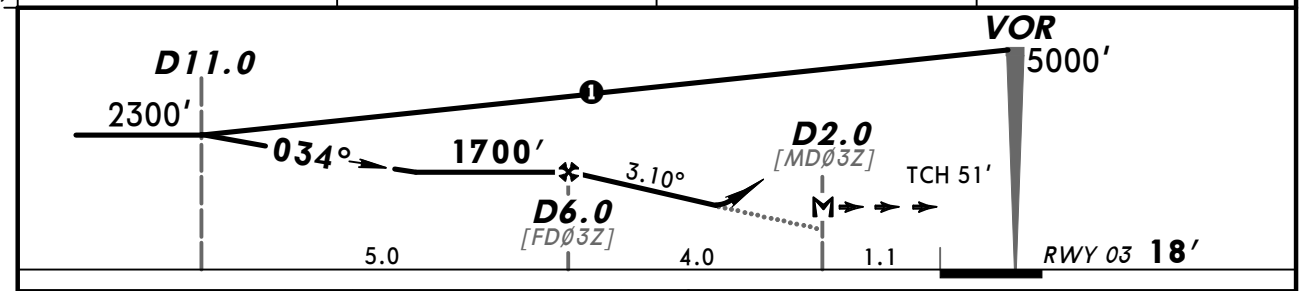
3500′
MSA
LTE VOR

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

1. DME required. 2. Final approach track offset 2° from Rwy centerline.



LTE DME	5.0	4.0	3.0
ALTITUDE	1430′	1100′	770′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D2.0							

HIALS
REIL PAPI PAPI

LTE 114.4 ↑ | 185 KT MAX ↱ RT | LTE 114.4 R-105 | 2500′ ↑

PANS OPS

Standard STRAIGHT-IN LANDING RWY 03

DA(H) 500′(482′)

ALS out

A	RVR 1500m	
B		
C	RVR 1800m	CMV 2300m
D		

CIRCLE-TO-LAND
Not authorized
West of apt

Max Kts	MDA(H)	VIS
100	1120′ (1073′)	1500m
135	2350′ (2303′)	1600m
180	2450′ (2403′)	2400m
205	2470′ (2423′)	3600m

CHANGES: Circling restriction.

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BRIEFING STRIP ™

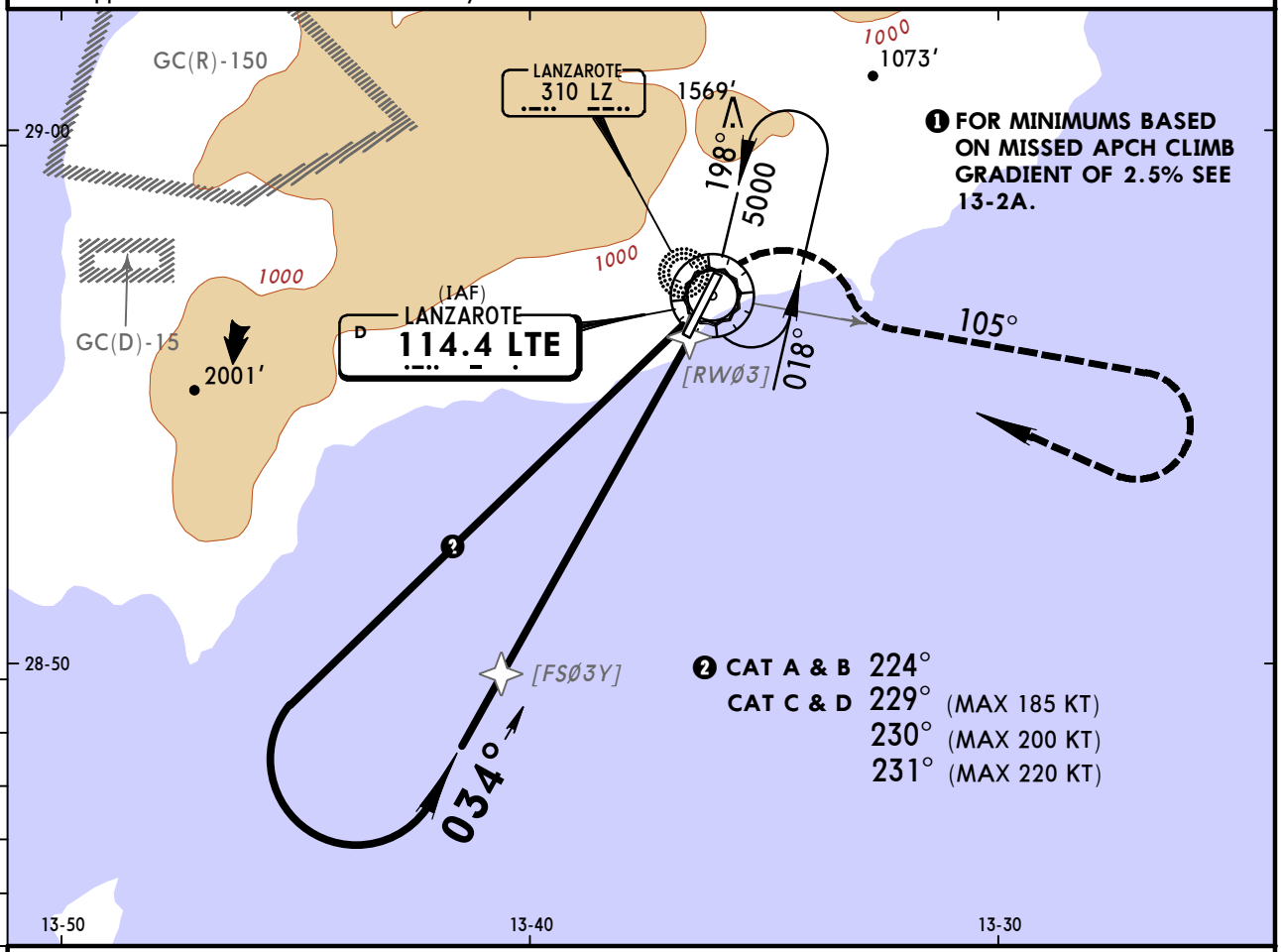
*ATIS	*CANARIAS Approach	*LANZAROTE Tower	*Ground
118.62	129.3	120.7 124.0	121.8

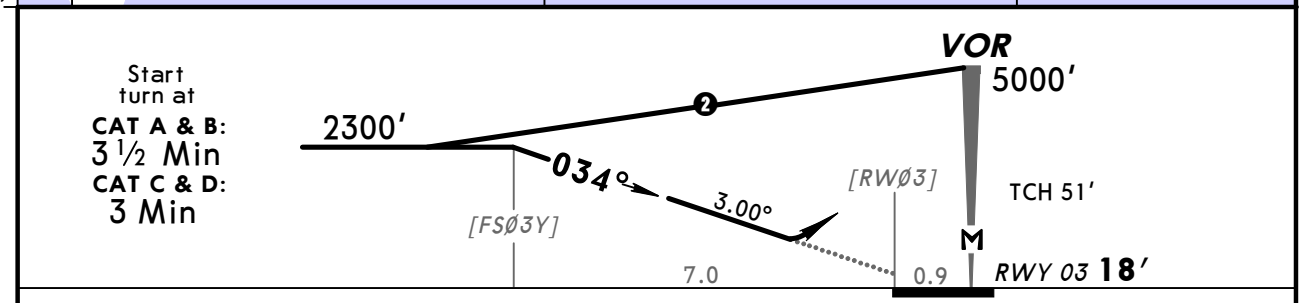
VOR	Final Apch Crs	Minimum Alt	CDFA DA(H)	Apt Elev 47′
LTE 114.4	034°	No FAF	620′ (602′)	RWY 18′

3500′ MSA LTE VOR

MISSED APCH: Turn RIGHT (MAX 185 KT) and follow R-105 until reaching 2500′. Turn RIGHT direct to VOR climbing to 5000′ and join holding.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
Final approach track offset 2° from Rwy centerline.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS REIL PAPI PAPI | 185 KT MAX RT | LTE 114.4 R-105 | 2500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 03
Missed apch climb gradient mim 5.0%

	CDFA DA(H) 620′ (602′)		non-CDFA MDA(H) 620′ (602′)	
		ALS out		ALS out
A	RVR 1500m		CMV 2600m	CMV 3000m
B				
C	CMV 2400m		CMV 2800m	CMV 3200m
D				

CIRCLE-TO-LAND
Not authorized
West of apt

Max Kts	MDA(H)	VIS
100	1120′ (1073′)	❶ 1500m
135	2350′ (2303′)	❶ 1600m
180	2450′ (2403′)	❶ 2400m
205	2470′ (2423′)	3600m

❶ After non-CDFA apch: CAT AB VIS 3000m, CAT C VIS 3200m.

CHANGES: Circling restriction.

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VOR Y RWY 03 MINIMUMS

BASED ON MISSED APCH CLIMB GRADIENT OF 2.5%

Standard STRAIGHT-IN LANDING RWY **03**

	CDFA DA(H) **970'** (952')		non-CDFA MDA(H) **970'** (952')	
		ALS out		ALS out
A	RVR 1500m	CMV 2400m	CMV 4300m	CMV 4700m
B				
C			CMV 4500m	CMV 4900m
D				

CIRCLE-TO-LAND
Not authorized
West of apt

Max Kts	MDA(H)	VIS
100	1120' (1073')	[1] 2400m
135	2350' (2303')	[1] 2400m
180	2450' (2403')	[1] 2400m
205	2470' (2423')	[1] 3600m

[1] After non-CDFA apch: CAT AB VIS 4700m, CAT CD VIS 4900m.

CHANGES: Circling restriction.

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LANZAROTE, CANARY IS VOR

BRIEFING STRIP ™

*ATIS	*CANARIAS Approach	*LANZAROTE Tower	*Ground
118.62	129.3	120.7 124.0	121.8

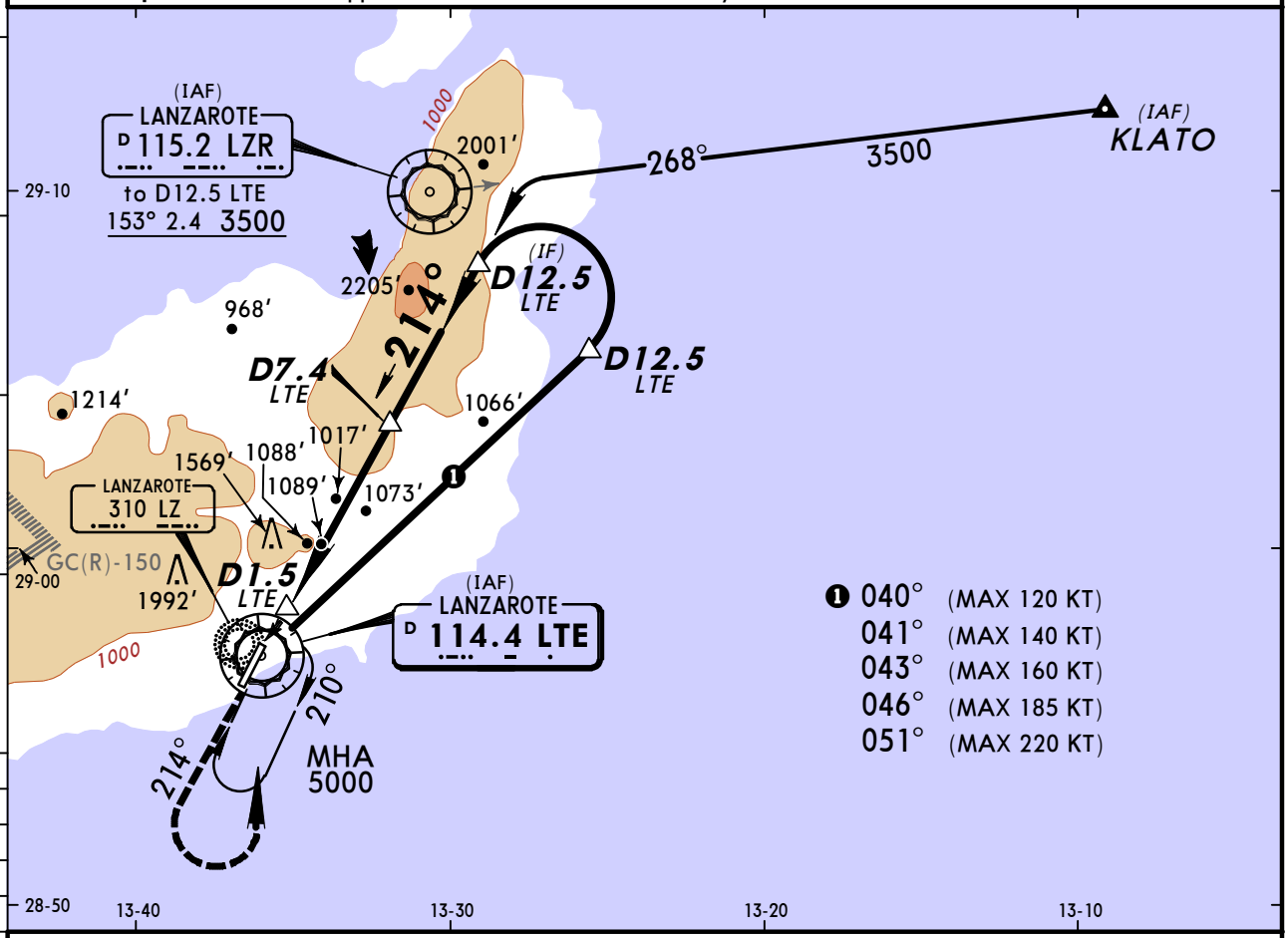
VOR LTE	Final Apch Crs	Minimum Alt D7.4 LTE	MDA(H) Refer to Minimums	Apt Elev
114.4	214°	2800′ (2753′)		47′

3500′
MSA LTE VOR

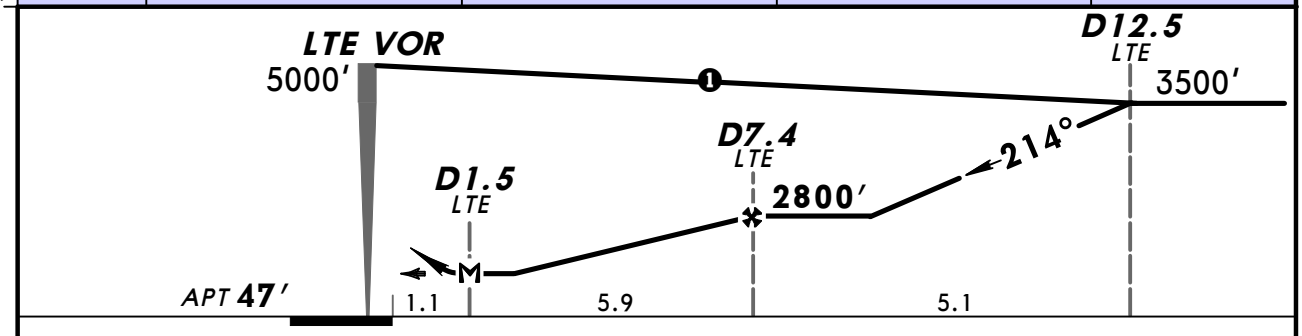
MISSED APCH: Climb direct to LTE VOR. Continue on R-214 LTE until reaching 3000′. Turn LEFT direct to LTE VOR climbing to 5000′ and join holding.

Alt Set: hPa Apt Elev: 2 hPa Trans level: By ATC Trans alt: 6000′

1. **DME required.** 2. Final approach track offset 2° from Rwy centerline.



❶ 040° (MAX 120 KT)
041° (MAX 140 KT)
043° (MAX 160 KT)
046° (MAX 185 KT)
051° (MAX 220 KT)



MAP at D1.5 LTE

Lighting - Refer to Airport Chart

LTE 114.4 ↑

3000′ ↑ on LTE 114.4 R-214

Standard

CIRCLE-TO-LAND

Not authorized West of airport

	Max Kts	MDA(H)	VIS
A	100	1780′ (1733′)	1500m
B	135	1780′ (1733′)	1600m
C	180	2020′ (1973′)	2400m
D	205	2020′ (1973′)	3600m

PANS OPS

CHANGES: Obstacles.

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BRIEFING STRIP ™

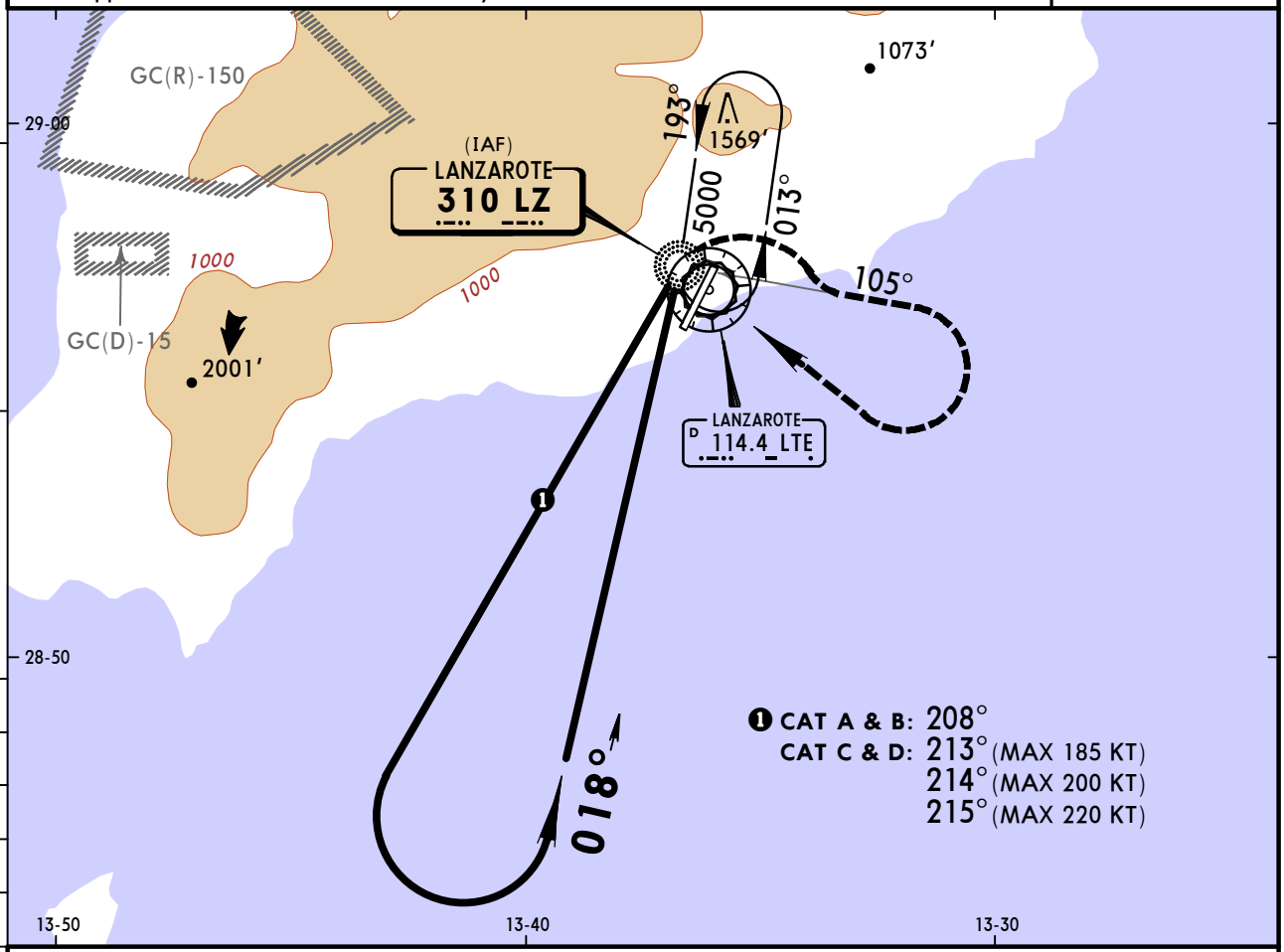
*ATIS	*CANARIAS Approach	*LANZAROTE Tower	*Ground
118.62	129.3	120.7 124.0	121.8

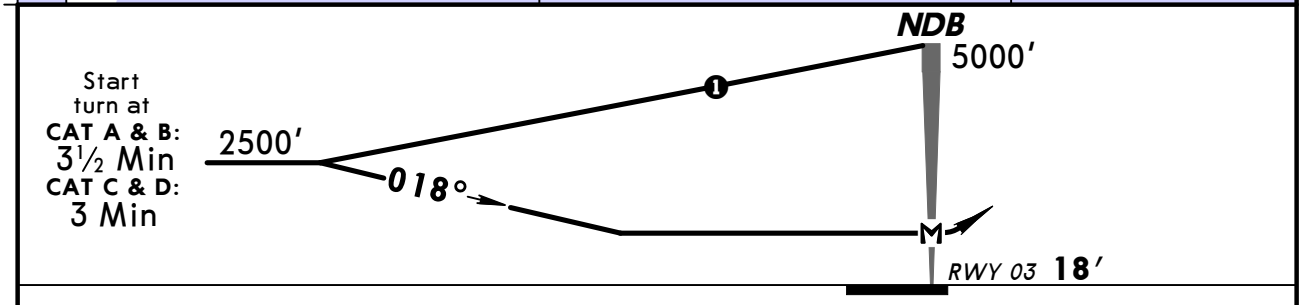
NDB LZ	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
310	018°	No FAF	Refer to Minimums	47′ / 18′

MISSED APCH: Turn RIGHT (MAX 185 KT) onto 105° from NDB until reaching 2500′. Turn RIGHT direct to NDB climbing to 5000′ and join holding.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
Final approach track offset 14° from Rwy centerline.

3500′
MSA LZ NDB





MAP at NDB								HIALS / REIL PAPI / PAPI	185 KT MAX RT	105° from LZ 310	2500′

Standard

STRAIGHT-IN LANDING RWY 03

Missed apch climb gradient mim 5.0%	Missed apch climb gradient mim 2.5%
MDA(H) 1660′ (1642′)	MDA(H) 1800′ (1782′)
ALS out	ALS out

CIRCLE-TO-LAND
Not authorized
West of apt

PANS OPS

		Max Kts	MDA(H)	VIS
A	NOT APPLICABLE	100	1800′ (1753′)	1500m
B		135	2350′ (2303′)	1600m
C	CMV 5000m	180	2450′ (2403′)	5000m
D		205	2470′ (2423′)	5000m

CHANGES: None.

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Chart changes since cycle 12-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LANZAROTE, (LANZAROTE - GCRR)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCRR

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-3B/C/D/E) Speed restriction MAX 250 KT at or below FL150 within Speed Reduction Area of Canarias TMA except for military aircraft or if danger areas are active.