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General Information

Location: GRAN CANARIA XJE
ICAO/IATA: GCLP / LPA
Lat/Long: N27° 55.92', W015° 23.20'
Elevation: 78 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 6.0° 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: 1824 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

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Communication Information

ATIS: 118.600
Gran Canaria Tower: 25.780 Military
Gran Canaria Tower: 118.300
Gran Canaria Tower: 121.700
Gran Canaria Tower: 125.000 Secondary
Gran Canaria Tower: 127.175
Gran Canaria Approach: 125.625 Secondary
Gran Canaria Approach: 126.100
Gran Canaria Approach: 126.825
Gran Canaria Approach: 125.350
Gran Canaria Approach: 124.700
Gran Canaria Approach: 124.300
Gran Canaria Approach: 121.300
Gran Canaria Approach: 36.230 Military
Gran Canaria Approach: 133.675
Gran Canaria Approach: 129.300

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1. GENERAL

1.1. ATIS

D-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 ACFT parking position excluding N01 thru N03, N11, N12, M01 thru M04 and T01 thru T12.

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 testings will only be conducted at TWY R9L, with ACFT noising to the prevailing wind at the moment of conducting.

1.2.2. USE OF 400HZ/APU

The use of 400Hz facilities is mandatory at every stand where this service is available.

The use of the ACFT APU is forbidden in all stands where the 400Hz/air-conditioning service is available, from 2 minutes after on-block to 5 minutes before off-block.

ACFT APU may only be used when the 400Hz current supply facilities or mobile units are non-operational, or when the air-conditioning service is required and the equipment is not available.

1.2.3. AUTONOMOUS PARKING STANDS

ACFT operating at autonomous stands shall do it at the minimum regime required.

1.3. RWY OPERATIONS

1.3.1. GENERAL

ACFT at S4 or S7 holding short of RWY 03R/21L disables the use of RWY 03L/21R.

If an ACFT is located at S5 or S6, holding short of RWY 03L/21R, RWY 03R/21L is considered occupied.

When a Code F ACFT is taxiing on outer TWY, landing on or take-off from RWY 03L/21R is not permitted.

1.3.2. PREFERENTIAL RWYS

North configuration will be preferential. Unless otherwise directed, the following allocation applies:

- **North configuration:**
  Arrivals: RWY 03L,
  Departures: RWY 03R.
- **South configuration:**
  Arrivals: RWY 21R,
  Departures: RWY 21L.

The described use of RWYs involves a possible invasion of the ILS-critical area, so signal fluctuations may be observed on final approach.

Pilots asking for a different RWY than the one assigned, shall consider the possible delays.

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1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. TAXI RESTRICTIONS

1.4.1.1. GENERAL

When a Code F ACFT is operating on the RWY, the taxiing of any ACFT on outer TWY (R1 thru R9) is not allowed.

1.4.1.2. RWY 03L/R IN USE

Incompatibilities of TWY R1L with TWYs R2 and R1R:

ACFT code letter holding at R1L	Max ACFT allowed to taxi from R2 to R1R
A MAX wingspan 47.8'/14.57m	ALL MAX wingspan 211.3'/64.4m
B MAX wingspan 77.8'/23.72m	ALL MAX wingspan 211.3'/64.4m
C MAX wingspan 117.5'/35.8m	ALL MAX wingspan 211.3'/64.4m
D MAX wingspan 170.3'/51.9m	B738/A321 MAX wingspan 117.5'/35.8m
E MAX wingspan 211.3'/64.4m	B738/A321 MAX wingspan 117.5'/35.8m

Code F ACFT shall follow their own procedure.

In order to avoid these incompatibilities, code letter D or E ACFT shall usually be authorized to RWY 03 holding position at R1R. It should be checked that there is no ACFT positioned at holding position R1L.

1.4.1.3. RWY 21L/R IN USE

Incompatibilities of TWY R9R with TWYs R8 and R9L.

ACFT code letter holding at R9R	Max ACFT allowed to taxi from R8 to R9L
A MAX wingspan 47.8'/14.57m	ALL MAX wingspan 211.3'/64.4m
B MAX wingspan 77.8'/23.72m	ALL MAX wingspan 211.3'/64.4m
C MAX wingspan 117.5'/35.8m	B764 MAX wingspan 170.3'/51.9m
D MAX wingspan 170.3'/51.9m	B738/A321 MAX wingspan 117.5'/35.8m
E MAX wingspan 211.3'/64.4m	LJ55/C421 MAX wingspan 47.8'/14.57m

Code F ACFT shall follow their own procedure.

In order to avoid these incompatibilities, code letter D or E ACFT shall usually be authorized to RWY 21 holding position at R9L. It should be checked that there is no ACFT positioned in holding position R9R.

1.4.2. CODE F ACFT TAXI PROCEDURES

Prior permission required for the arrival or stay of any Code F ACFT.

RWY 03L/21R shall be used for take-off and landing. RWY 03R/21L shall be used only in emergency.

Code F ACFT shall always be guided by a Follow-me vehicle which shall assist them from holding position to stand during arrival and from stand to holding position during departure.

A Code F ACFT will under no circumstances vacate the RWY via a HST. It is only authorized to vacate the RWY via RWY end (R1L/R9R).

The entrance to and exit from the apron shall be performed via Gate E.

In TWYs R10 and R11 Code F ACFT must be guided by a marshaller.

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1. GENERAL

1.5. PARKING INFORMATION

Stands N01, N11, N12, T01 thru T12 and T13 equipped with visual docking guidance system.

On stands M01 thru M04, N01 thru N12 and T01 thru T22 push-back required.

Stands LH01 thru LH04 are available for helicopters.

Use extreme CAUTION when manoeuvring in all stands due to proximity of service roads. Access to stands from TWYs may require oversteer manoeuvres.

1.6. OTHER INFORMATION

Helicopter operations.

RWYs 03L and 03R right-hand circuit.

2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. MINIMUM RWY OCCUPANCY TIME

In order to minimize the occurrence of 'go-around', lessen the RWY occupancy time and, therefore, get the maximum RWY utilization, pilots shall exit the RWY as soon as possible if this will not affect the ACFT safety and standard operations.

2.2. TAXI PROCEDURES

2.2.1. GENERAL

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

ATC clearances and instructions must be completely read back.

2.2.2. STANDARD TAXI ROUTES

Unless otherwise directed, ACFT will taxi following the standard taxi routes defined below. ACFT going to stand without signalman guidance must hold short of this point in all cases, and wait for the arrival of a marshaller.

2.2.2.1. NORTH CONFIGURATION

Traffic that was instructed to land at RWY 03R and go to civil apron, shall leave the RWY whenever possible via S6. If this is not possible, it shall keep position at the end of the RWY (at thresh 21L) until authorized by ATC to cross RWY 03L.

ACFT leaving the RWY via S6, shall cross RWY 03L when authorized to do so, and shall leave via S3, following the routing defined for RWY 03L.

Traffic that keeps position at the end of the RWY shall await ATC authorization to leave via S7, cross RWY 03L and leave via R8, following the routing defined for RWY 03L.

From RWY 03L		
via S3 or R8	to stands P00 thru P66 and L1 thru L8	proceed via outer TWY (R3 thru R7)
	to stands T01 thru T11, M01 thru M04, N01 thru N03, N11 and N12	proceed via Gate G and R12
	to stands T12 thru T22 and L9 thru L12	proceed via R7, Gate F and R11, R10
via S2	to stands P00 thru P66 and L1 thru L8	proceed via outer TWY (R3 thru R7)
	to stands T01 thru T11	proceed via R7, Gate G and R12
	to stands T12 thru T22 and L9 thru L12	proceed via Gate F and R11, R10

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2. ARRIVAL

2.2.2.2. SOUTH CONFIGURATION

ACFT instructed to land on RWY 21L and proceed to civil apron shall keep position at the end of the RWY (at thresh 03R) until being authorized by ATC to cross this RWY, and leave via R2, following the routing defined for RWY 21R.

From RWY 21R		
via R2	to stands P00 thru P66 and L1 thru L8	proceed via outer TWY (R3 thru R7)
	to stands T16 thru T22 and L9 thru L12	proceed via Gate J and R10
	to stands N01 thru N03, N11, N12, M01 thru M04 and T01 thru T15	proceed via R3, R4, Gate E and R11, R12
via S1 and S1N	to stands P00 thru P66 and L1 thru L8	proceed via outer TWY (R3 thru R7)
	to stands N01 thru N03, N11, N12, M01 thru M04 and T01 thru T15	proceed via Gate E, R11 and R12
	to stands T16 thru T22 and L9 thru L12	proceed via Gate E and R10

2.2.3. TAXI ROUTES FOR CODE F ACFT

2.2.3.1. NORTH CONFIGURATION

From RWY 03L		
via threshold 21R	to stands T16, T20 and T21B	proceed via outer TWY (R9 thru R6) to Gate E

2.2.3.2. SOUTH CONFIGURATION

From RWY 21R		
via threshold 03L	to stands T16, T20 and T21B	proceed via outer TWY (R1 thru R4) to Gate E

2.3. OTHER INFORMATION

2.3.1. LANDING CLEARANCE BASED ON ANTICIPATED SEPARATION

Even if the RWY is temporarily occupied by other traffic, landing clearance may be issued to an arriving ACFT if the controller is certain 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", the following phraseology shall be used:

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

This procedure may be used:

- between SR and SS;
- while VMC prevail in the APT.

Wake turbulence separation minima must be maintained when following this procedure.

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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, Ground or Local (same frequency as TWR). When clearance frequency is in service or frequencies are unified into TWR, 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, stand occupied and the ATIS message received.

Pilots shall additionally report if ACFT has code letter E or F.

Pilots or ACFT operators that consider that their take-off run may be less than 984'/300m should notify ATC (by the appropriate radio frequency) as soon as possible and should do so in any case before accessing the RWY in service.

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

During the start-up and simultaneous push-back with autonomous APU manoeuvre, ACFT shall maintain the idle regime until being lined-up with the Apron TWY.

Prior approval required for start-up manoeuvre with GPU at stands with boarding bridges. ACFT shall ensure the boarding bridge is disconnected. Unless otherwise authorized by TWR, they shall start up the engine located on the opposite side of the boarding bridge, shall accomplish the push-back manoeuvre maintaining the idle regime, and once lined-up with the Apron TWY, they may increase the power to start-up the rest of the engines.

3.1.2. PUSH AND HOLD MANOEUVRE

When an ACFT is completely ready to operate (start-up) before the allocated slot, the pilot may 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, marshaller will guide it to a remote parking position with autonomous exit, so that if the company is granted an improved SLOT (REA), it may exit the stand and in this way shorten the time to get to the threshold. When the ACFT requests 'Push and Hold', an intermediate stand in a remote position prior to its final exit will be assigned if available. Possible remote stands to perform this manoeuvre are:

- THR03L/R in service: P36 thru P56;
- THR21L/R in service: P00 thru P24.

3.1.3. PUSH-BACK AND TAXIING

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

In all stands with autonomous exit, the exit manoeuvre shall be carried out at the minimum regime to initiate taxiing.

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

ATC clearances and instructions must be completely read back.

Exits from stands N01, N11, N12 in north configuration to RWY 03L/R: after towed push-back, a pull-forward manoeuvre should be performed, for which express authorization from ATC is required.

3.1.4. POWERBACK OPERATIONS

Powerback operations will require prior authorization and will be executed under the sole responsibility of the ACFT operator. The company agent must request this operation in advance.

This type of operation is only allowed for turboprop ACFT smaller than or equal to AT72 dimensions. For turboprop ACFT larger than AT72 dimensions, feasibility of this operations must be requested in advance via e-mail to:

lpaopestructura@aena.es

The APT will analyze the safety of the operation and the noise pollution caused by it.

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3. DEPARTURE

3.1.5. STANDARD TAXI ROUTES

Unless otherwise directed, ACFT will taxi following the standard taxi routes defined below.

3.1.5.1. NORTH CONFIGURATION

To RWY 03L		
from stands N01 thru N03, N11, N12, M01 thru M04, T01 thru T12, T15, P00 thru P34	to RWY 03L holding position (R1R, R1L)	proceed via R12, R11, Gate E and R4 thru R2 **CAUTION:** Do not enter S1N or S1 if instructed to taxi via Gate E.
from stands T13 and T14		proceed via R11, Gate F and R6 thru R2 **CAUTION:** Do not enter S2 if instructed to taxi via Gate F.
from stands L1 thru L12, P36 thru P66 and T16 thru T22		proceed via R11 and R10, Gate J and R2.

3.1.5.2. SOUTH CONFIGURATION

To RWY 21R		
from stands N01 thru N03, N11, N12, M01 thru M04, T01 thru T11 and P00 thru P26	to RWY 21R holding position (R9R, R9L)	proceed via R12, Gate G and R8 **CAUTION:** Do not enter S3 if instructed to taxi via Gate G.
from stands L1 thru L12, P28 thru P66 and T12 thru T22		proceed via R10, R11, R12 Gate F, R7 and R8 **CAUTION:** Do not enter S2 if instructed to taxi via Gate F.

3.1.6. TAXI ROUTES FOR CODE F ACFT

3.1.6.1. NORTH CONFIGURATION

To RWY 03L		
from stands T16, T20 and T21B	to RWY 03L holding position	proceed via R10, Gate E and outer TWY (R4 thru R1)

3.1.6.2. SOUTH CONFIGURATION

To RWY 21R		
from stands T16, T20 and T21B	to RWY 21R holding position	proceed via R10, Gate E and outer TWY (R6 thru R9)

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 run immediately after the clearance is issued. Pilots unable to comply shall notify ATC before reaching the holding positions.

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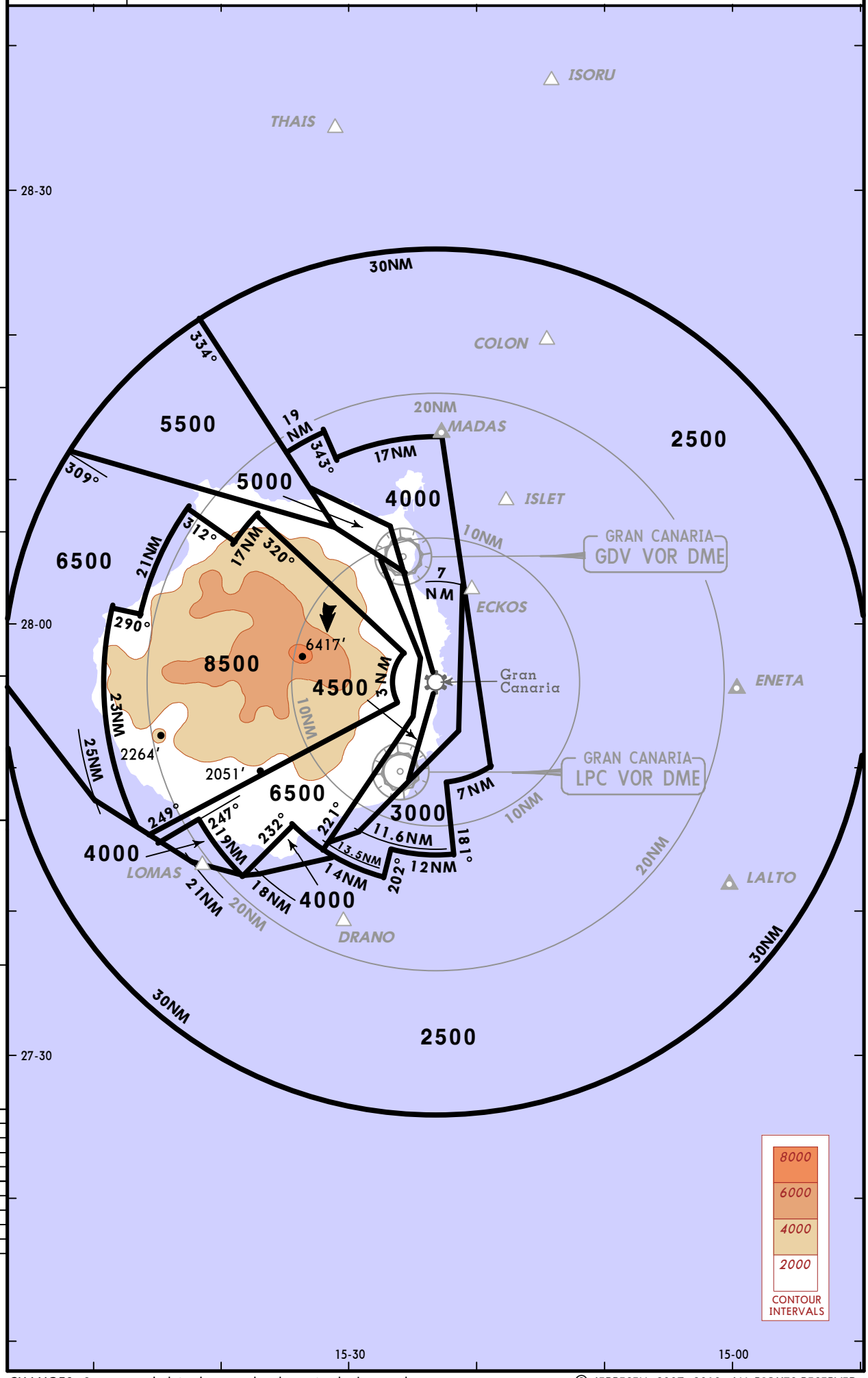
GCLP/LPA
GRAN CANARIA

JEPPESEN 12 MAR 10 (10-1R)

GRAN CANARIA, CANARY IS
RADAR MINIMUM ALTITUDES

Apt Elev 78′

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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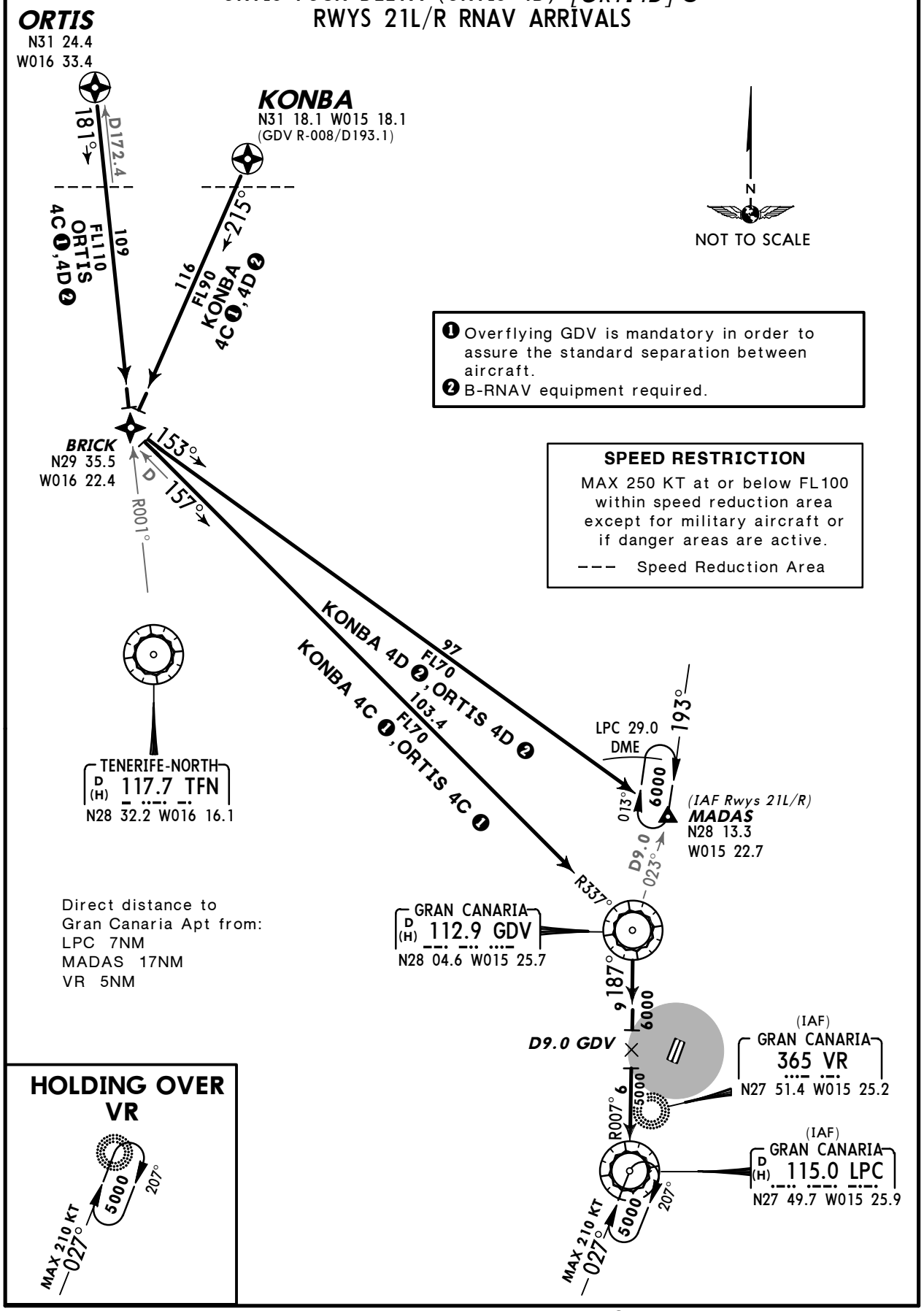
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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

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



❶ Overflying GDV is mandatory in order to assure the standard separation between aircraft.
❷ B-RNAV equipment required.

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.
--- Speed Reduction Area

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

CHANGES: Speed restriction revised.

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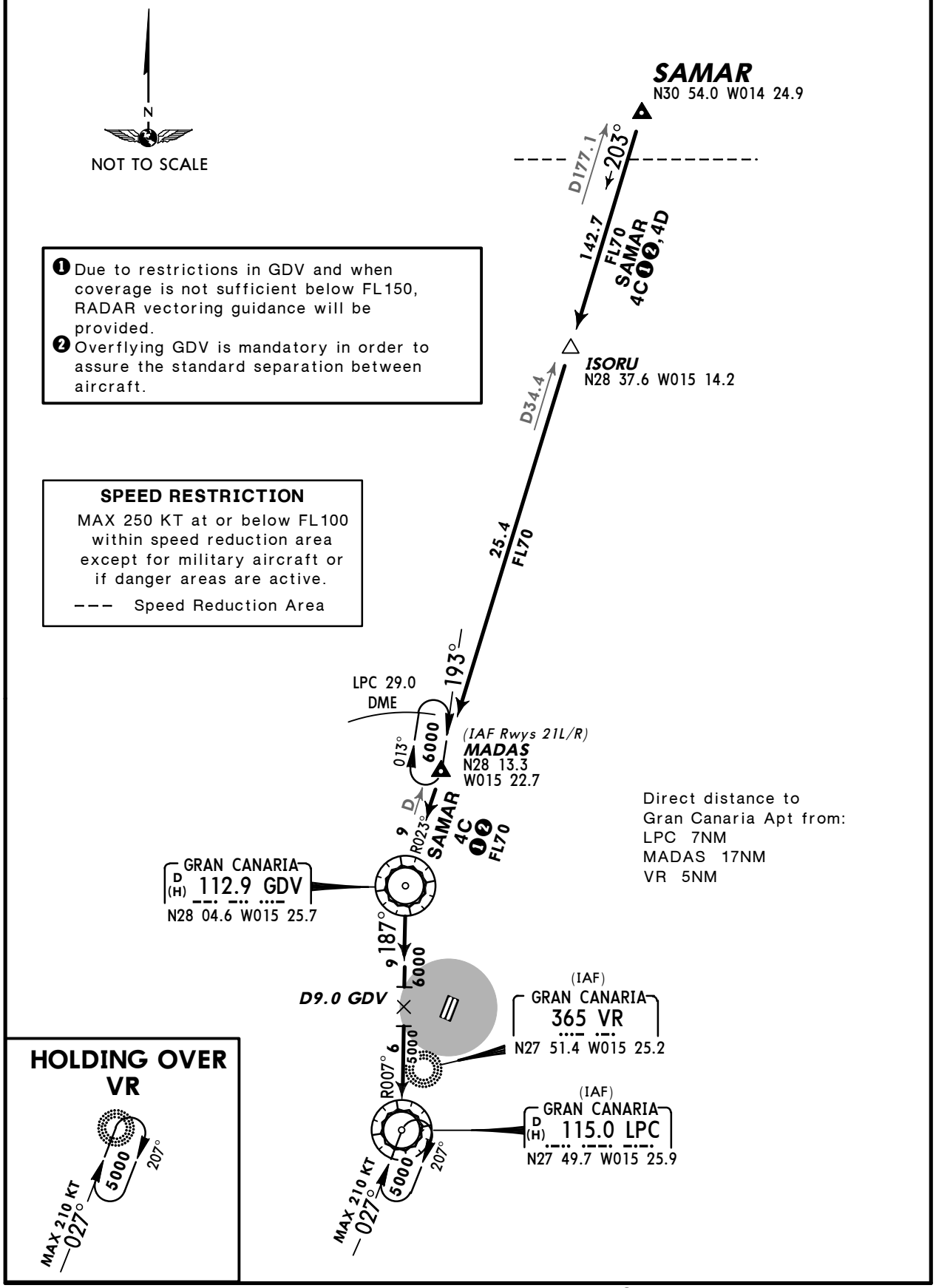
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

SAMAR FOUR CHARLIE (SAMAR 4C)[SAMA4C]❶❷
RWYS 03L/R ARRIVAL
SAMAR FOUR DELTA (SAMAR 4D)[SAMA4D]
RWYS 21L/R ARRIVAL



❶ Due to restrictions in GDV and when coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.
❷ Overflying GDV is mandatory in order to assure the standard separation between aircraft.

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.
--- Speed Reduction Area

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

CHANGES: Speed restriction revised.

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D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

LORPO ONE CHARLIE (LORPO 1C)[LORP1C]
RWYS 03L/R, 21L/R ARRIVAL

LORPO ONE ZULU (LORPO 1Z)[LORP1Z]❶
RWYS 03L/R, 21L/R RNAV ARRIVAL

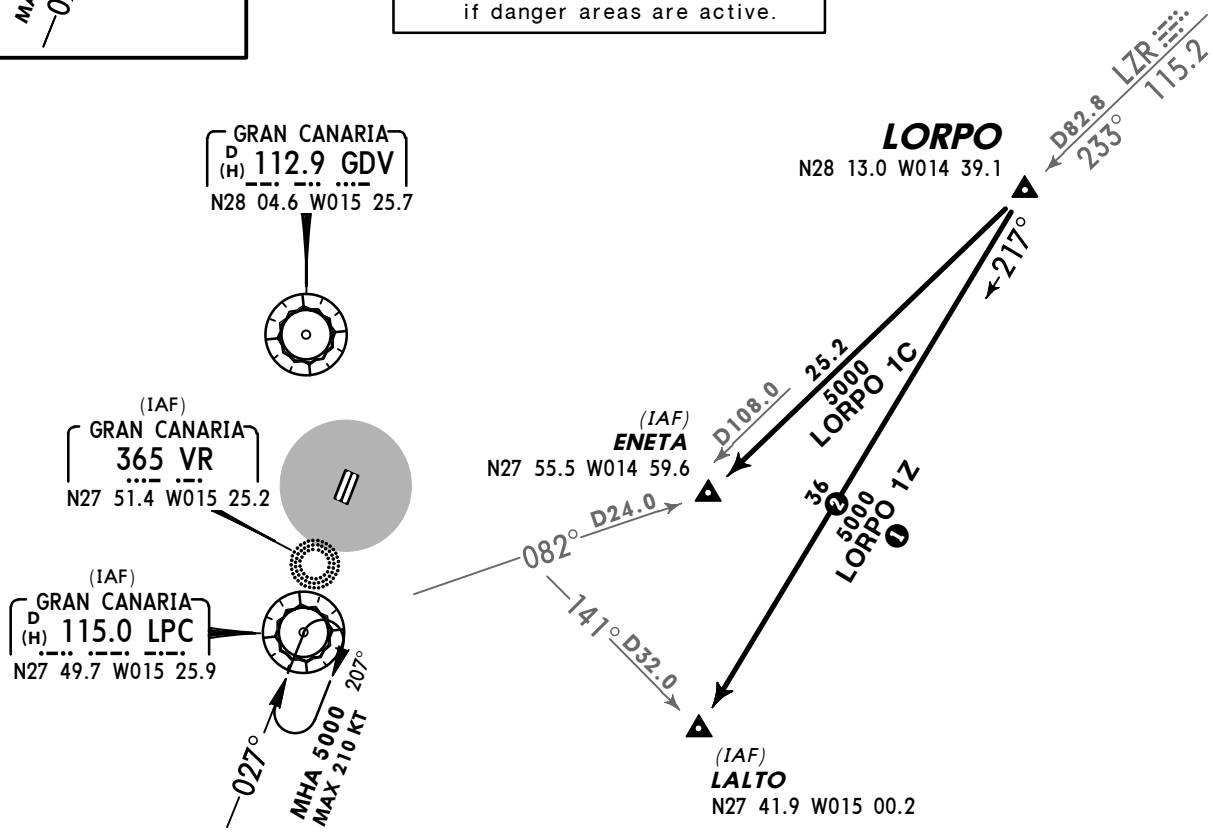
FOR FLIGHTS FROM GCFV & GCRR

HOLDING OVER VR

❶ B-RNAV equipment required.
❷ RADAR surveillance will be provided after LORPO.

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.

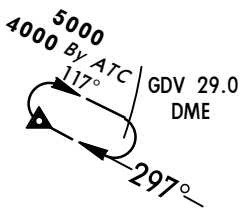
NOT TO SCALE



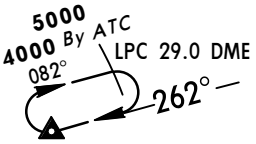
Direct distance to
Gran Canaria Apt from:
ENETA 21NM
LALTO 25NM
LPC 7NM
VR 5NM

HOLDINGS OVER ENETA

RWYS 03L/R

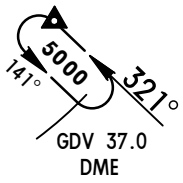


RWYS 03L/R & 21L/R

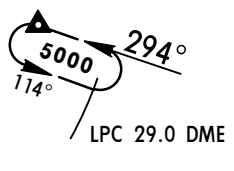


HOLDINGS OVER LALTO

RWYS 03L/R



RWYS 03L/R & 21L/R



CHANGES: RNAV STAR & STAR transferred & established.

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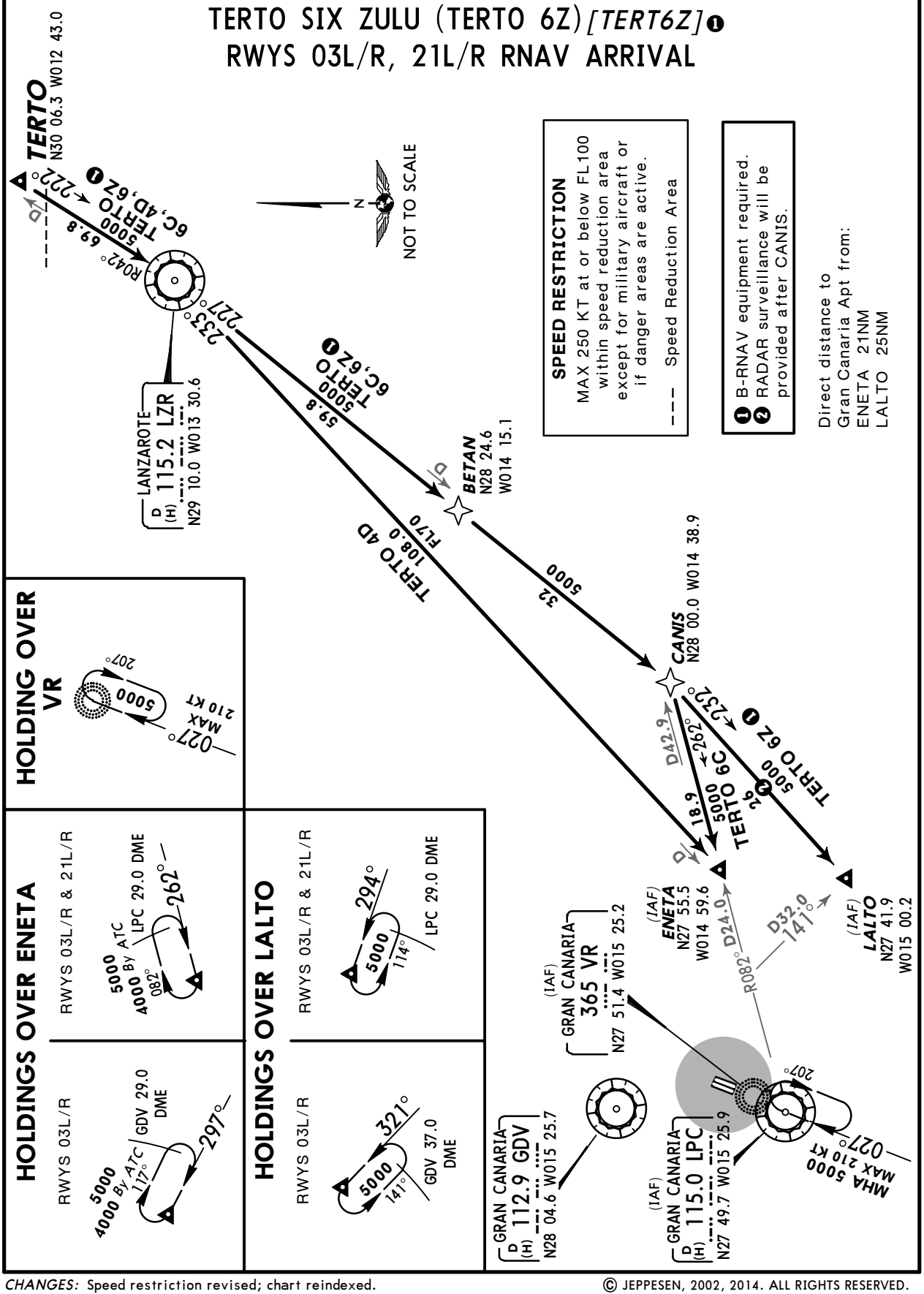
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

TERTO SIX CHARLIE (TERTO 6C)[TERT6C]
RWYS 03L/R ARRIVAL
TERTO FOUR DELTA (TERTO 4D)[TERT4D]
RWYS 21L/R ARRIVAL
TERTO SIX ZULU (TERTO 6Z)[TERT6Z]❶
RWYS 03L/R, 21L/R RNAV ARRIVAL



CHANGES: Speed restriction revised; chart reindexed.

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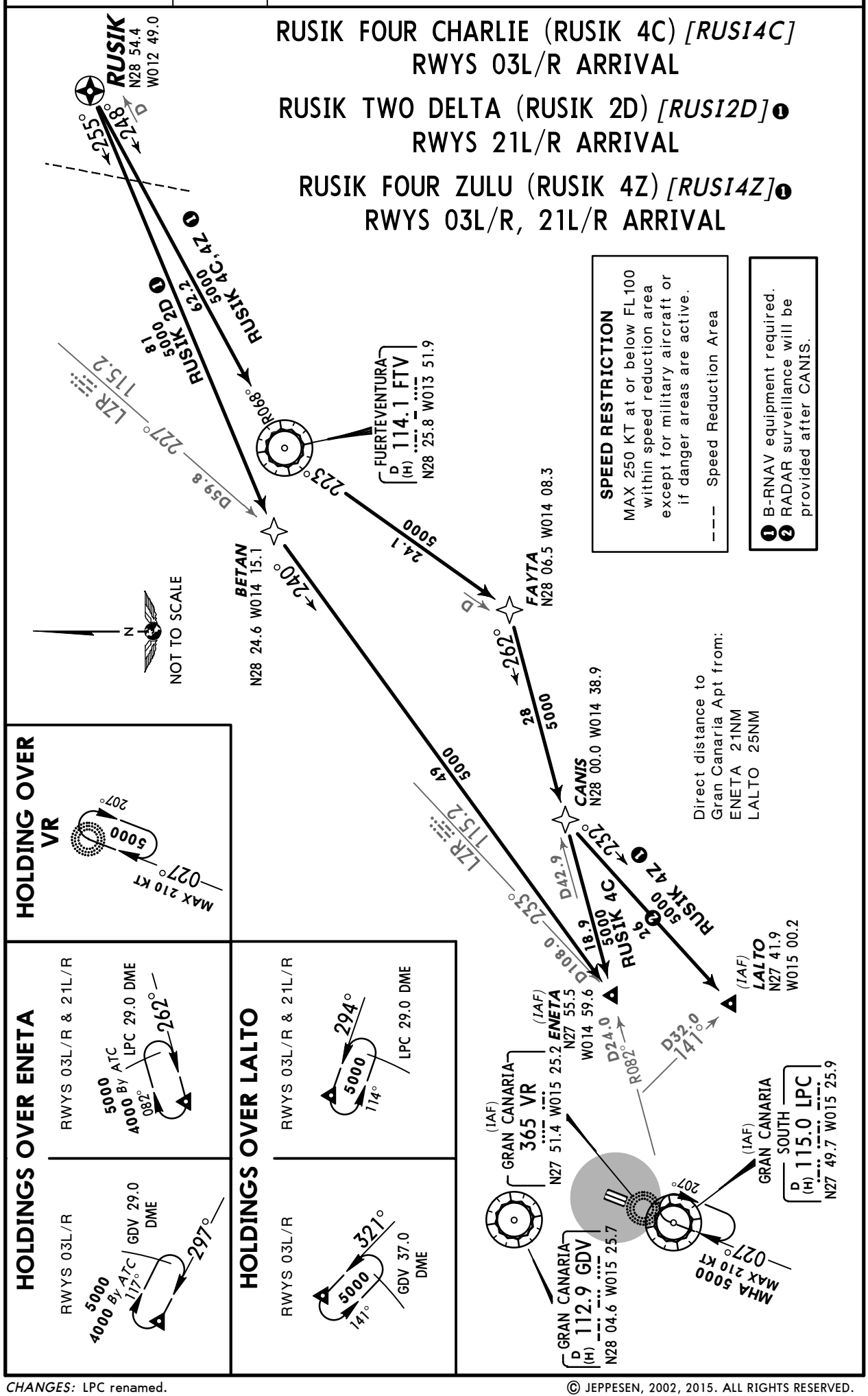
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

RUSIK FOUR CHARLIE (RUSIK 4C) *[RUSI4C]*
RWYS 03L/R ARRIVAL

RUSIK TWO DELTA (RUSIK 2D) *[RUSI2D]* ❶
RWYS 21L/R ARRIVAL

RUSIK FOUR ZULU (RUSIK 4Z) *[RUSI4Z]* ❶
RWYS 03L/R, 21L/R ARRIVAL



CHANGES: LPC renamed.

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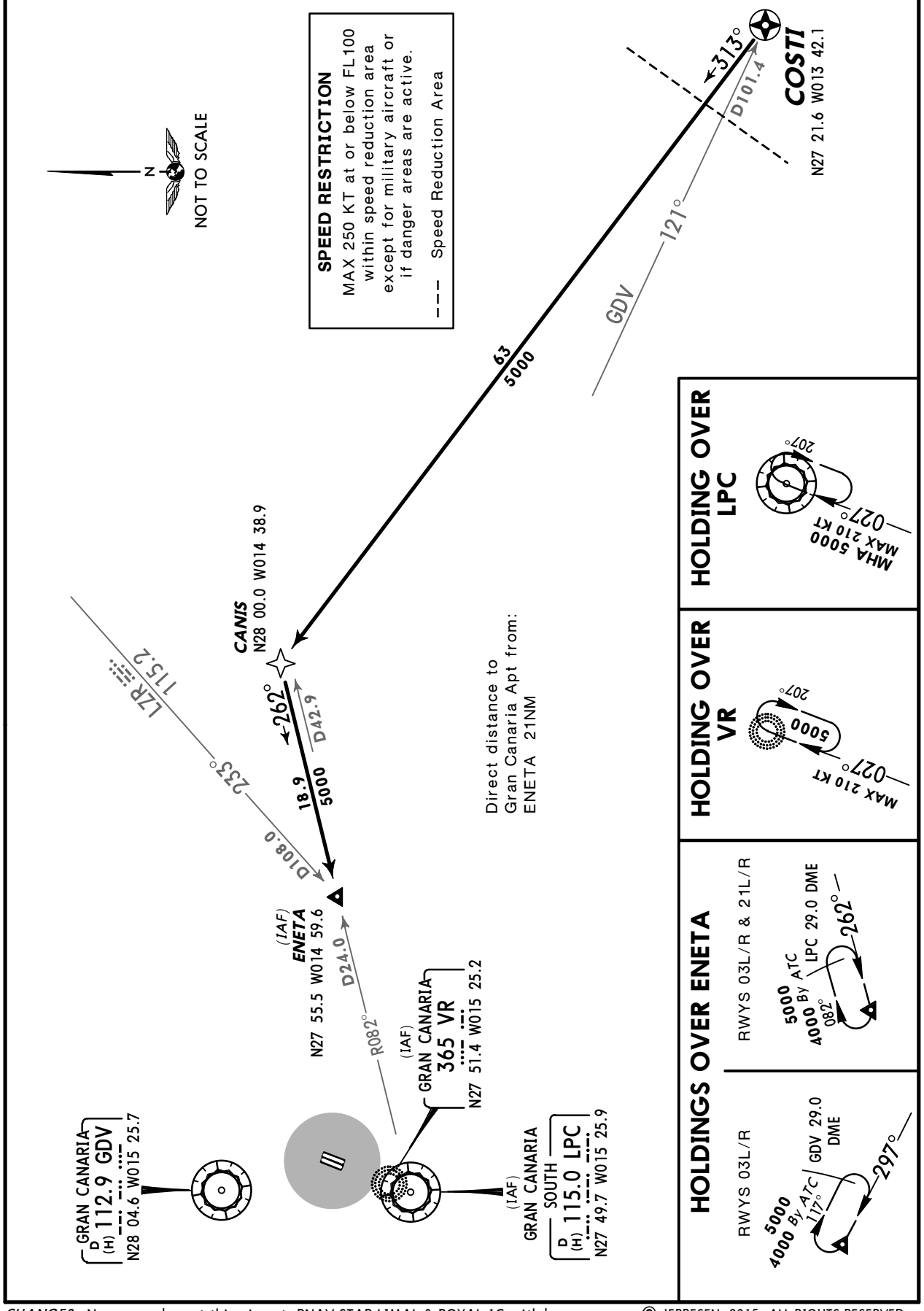
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

COSTI ONE CHARLIE (COSTI 1C) *[COST1C]*
RWYS 03L/R, 21L/R ARRIVAL
B-RNAV EQUIPMENT REQUIRED



CHANGES: New procedure at this airport; RNAV STAR LIMAL & ROYAL 1C withdrawn.

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D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

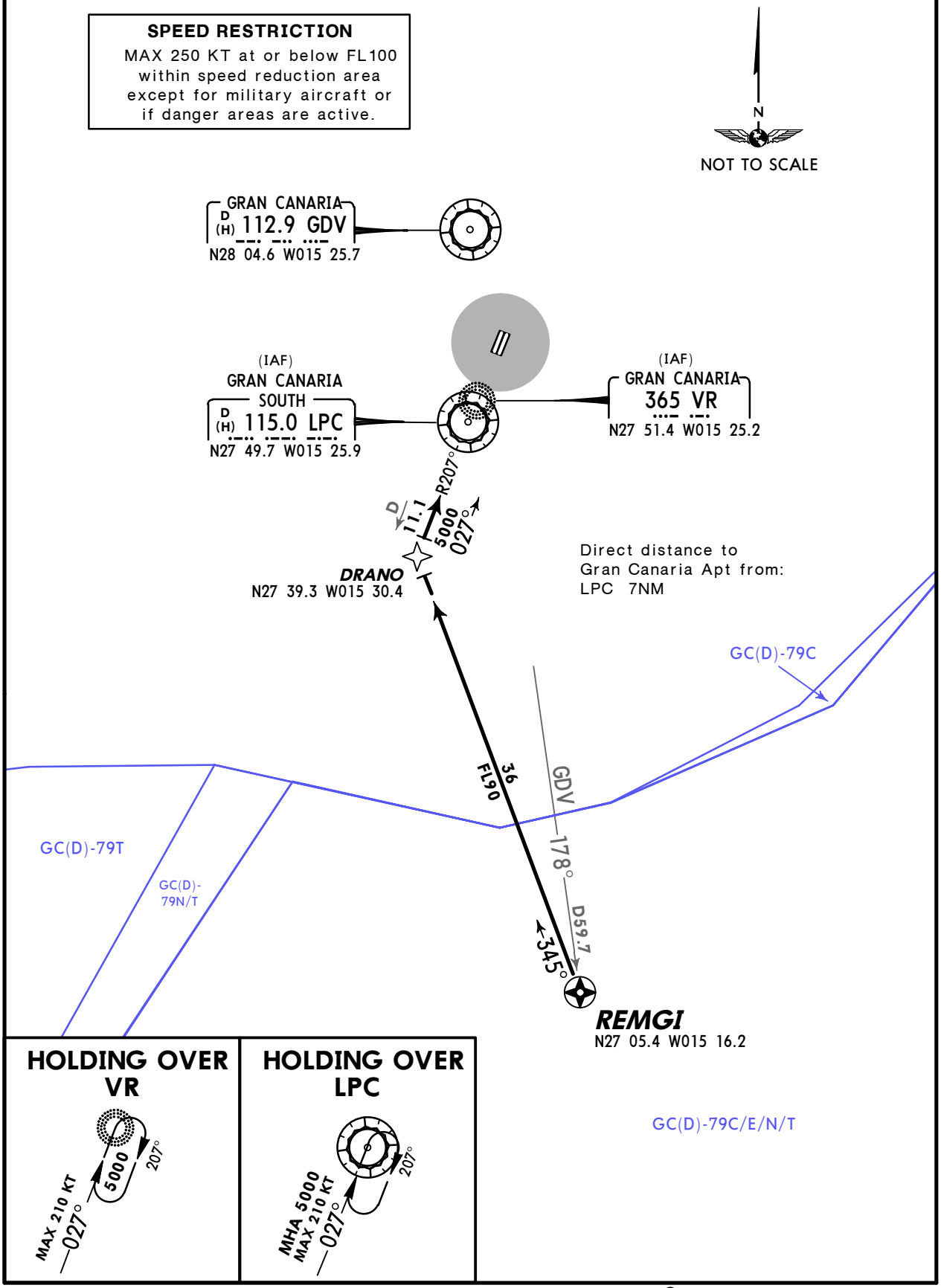
REMGI ONE CHARLIE (REMGI 1C) *[REMG1C]*

RWYS 03L/R, 21L/R ARRIVAL

B-RNAV EQUIPMENT REQUIRED

SUBJECT TO GC(D)-79C/E/N/T ACTIVITY

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.



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D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ODEGI ONE CHARLIE (ODEGI 1C) *[ODEG1C]*

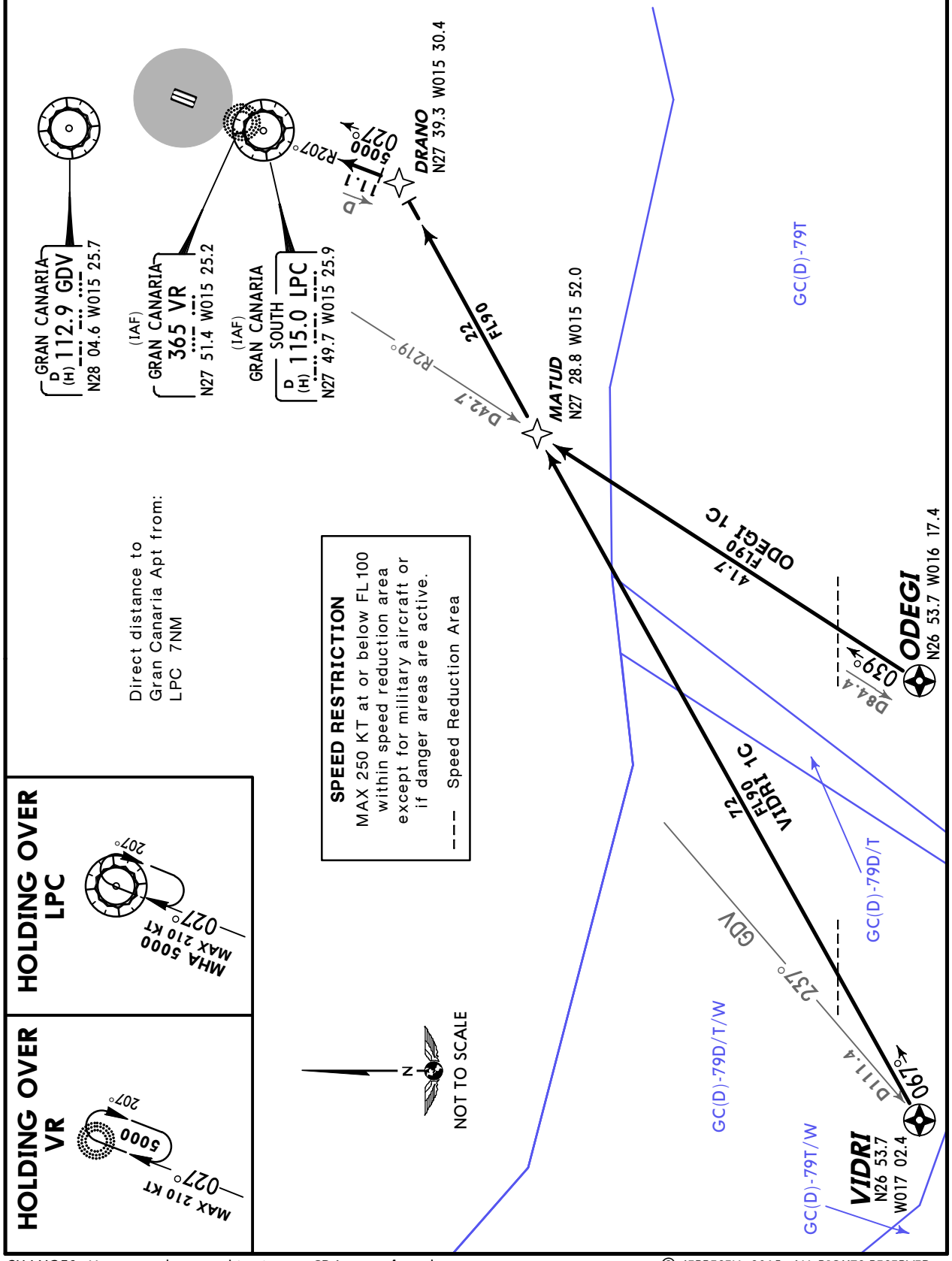
SUBJECT TO GC(D)-79T ACTIVITY

VIDRI ONE CHARLIE (VIDRI 1C) *[VIDR1C]*

SUBJECT TO GC(D)-79D/T/W ACTIVITY

RWYS 03L/R, 21L/R ARRIVALS

B-RNAV EQUIPMENT REQUIRED



CHANGES: New procedures at this airport; CDAs transferred.

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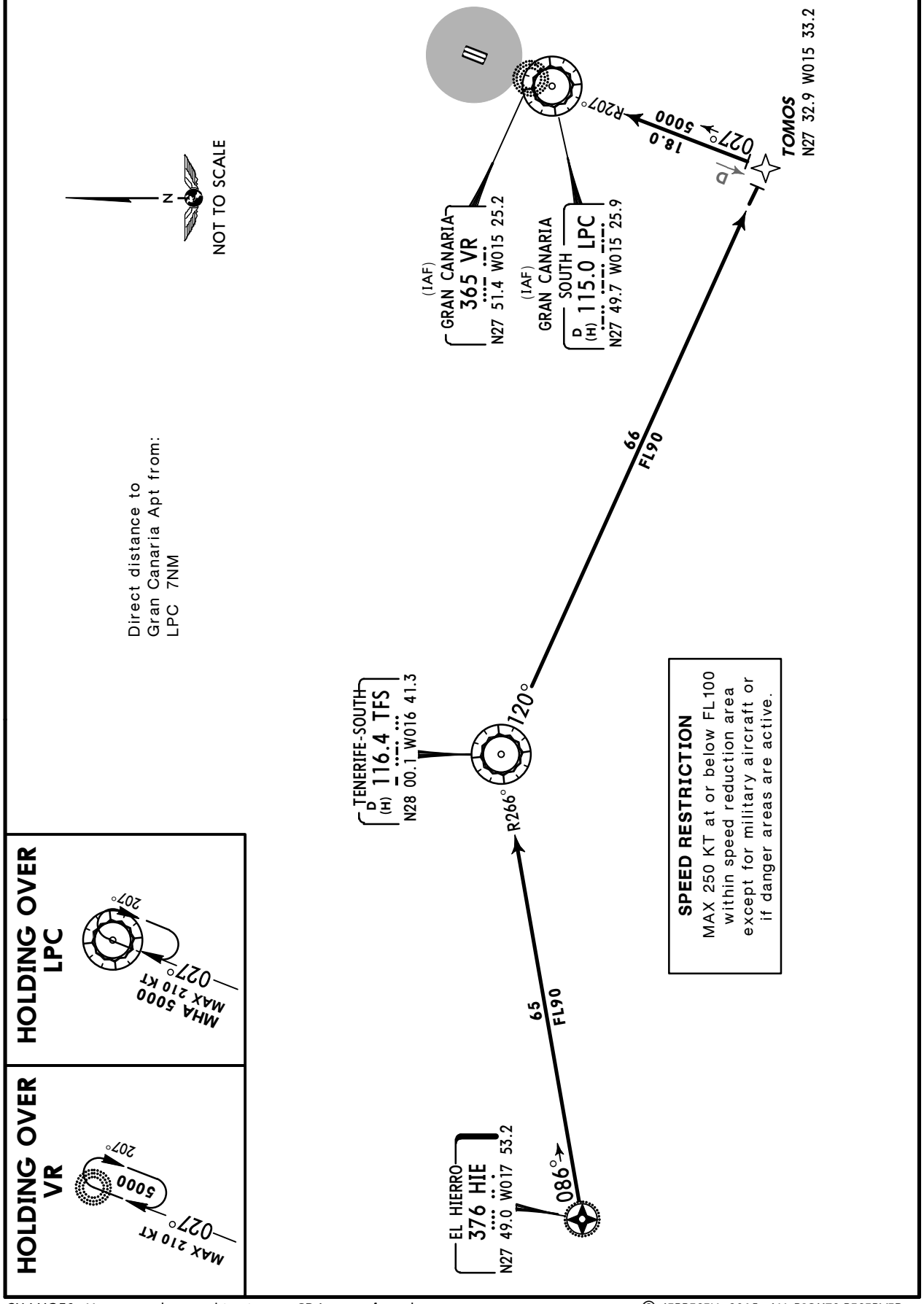
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

HIERRO ONE CHARLIE (HIE 1C)
RWYS 03L/R, 21L/R ARRIVAL
B-RNAV EQUIPMENT REQUIRED



CHANGES: New procedure at this airport; CDAs transferred.

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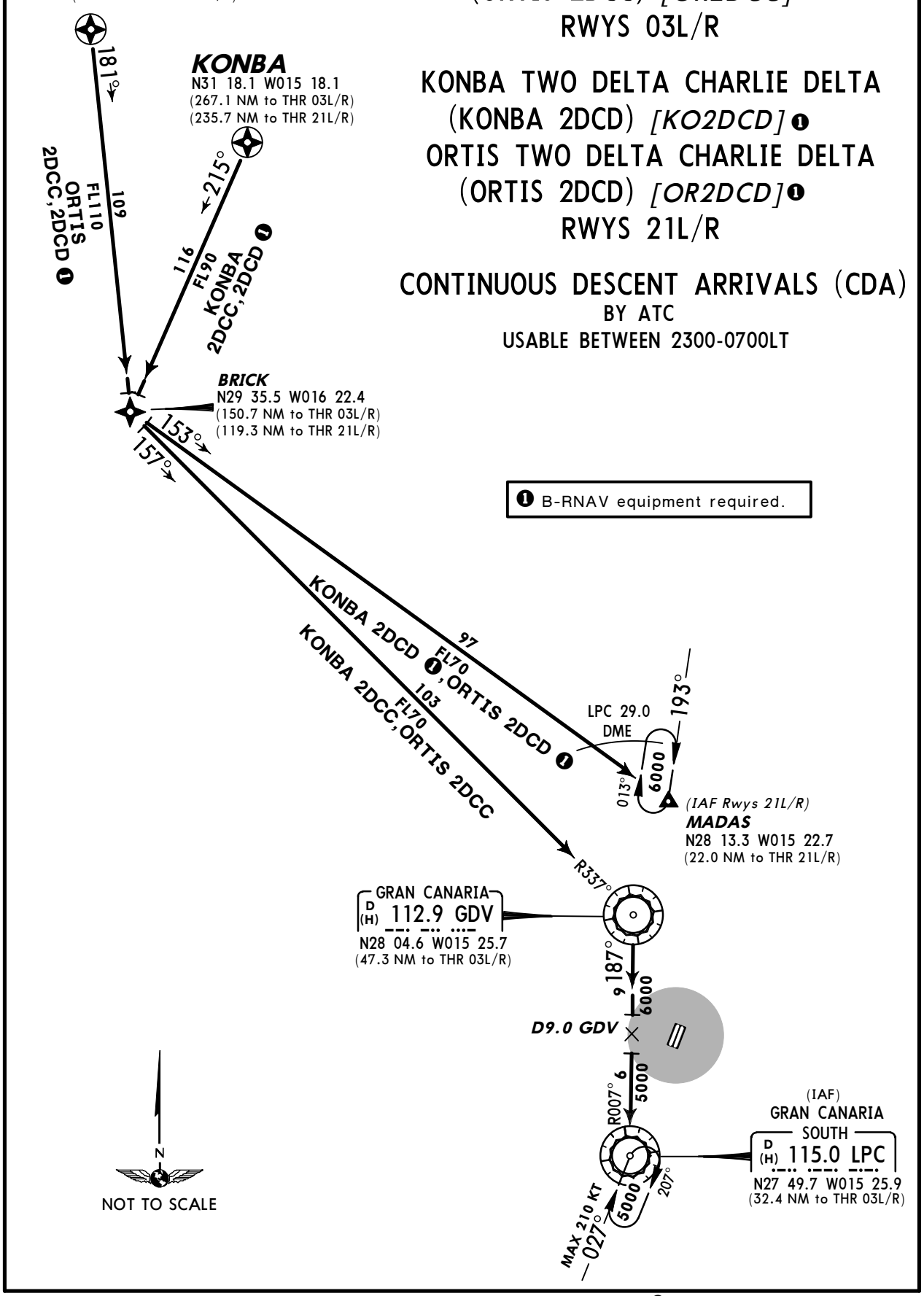
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

KONBA TWO DELTA CHARLIE CHARLIE (KONBA 2DCC) *[KO2DCC]*
ORTIS TWO DELTA CHARLIE CHARLIE (ORTIS 2DCC) *[OR2DCC]*
RWYS 03L/R

KONBA TWO DELTA CHARLIE DELTA (KONBA 2DCD) *[KO2DCD]* ❶
ORTIS TWO DELTA CHARLIE DELTA (ORTIS 2DCD) *[OR2DCD]* ❶
RWYS 21L/R

CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: Chart reindexed; LPC renamed.

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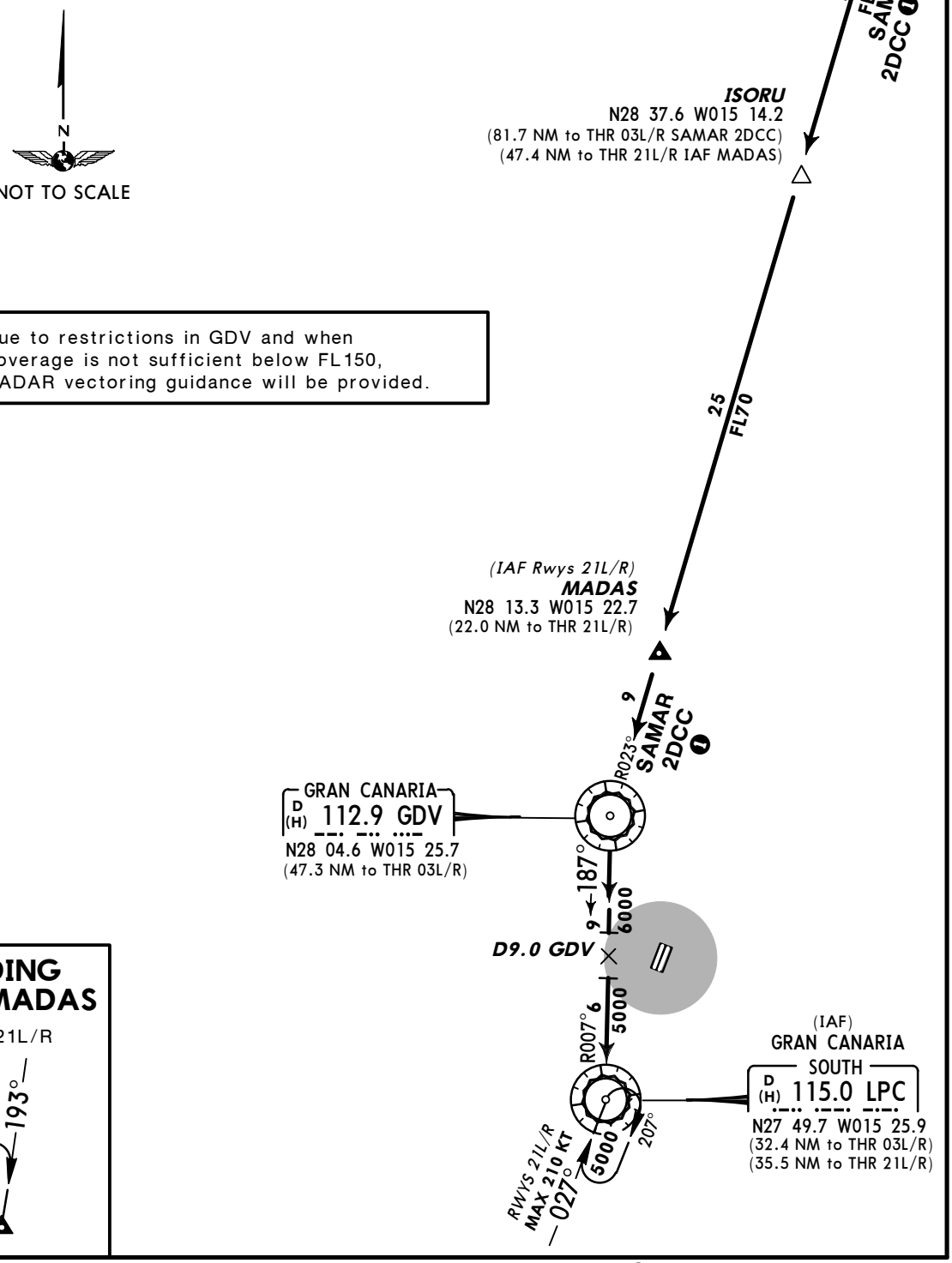
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

SAMAR TWO DELTA CHARLIE CHARLIE (SAMAR 2DCC) *[SA2DCC]* ❶ RWYS 03L/R

SAMAR TWO DELTA CHARLIE DELTA (SAMAR 2DCD) *[SA2DCD]* RWYS 21L/R

CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



❶ Due to restrictions in GDV and when coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.

CHANGES: Chart reindexed; LPC renamed.

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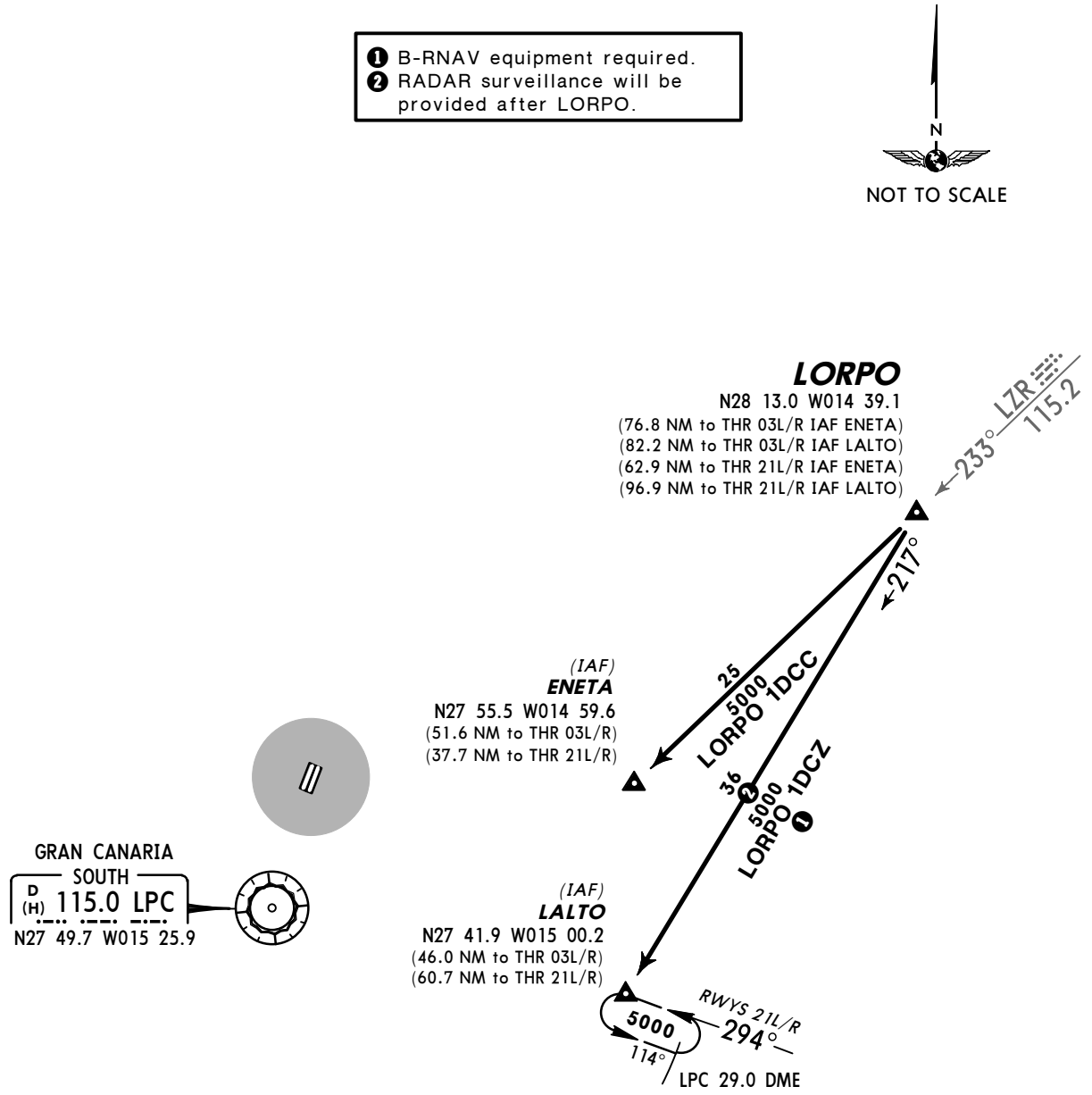
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

LORPO ONE DELTA CHARLIE CHARLIE (LORPO 1DCC) [LO1DCC]
LORPO ONE DELTA CHARLIE ZULU (LORPO 1DCZ) [LO1DCZ] ❶
RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

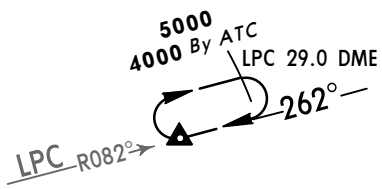
USABLE BETWEEN 2300-0700LT

❶ B-RNAV equipment required.
❷ RADAR surveillance will be provided after LORPO.



HOLDING OVER ENETA

RWYS 21L/R



CHANGES: Chart reindexed; LPC renamed.

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

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

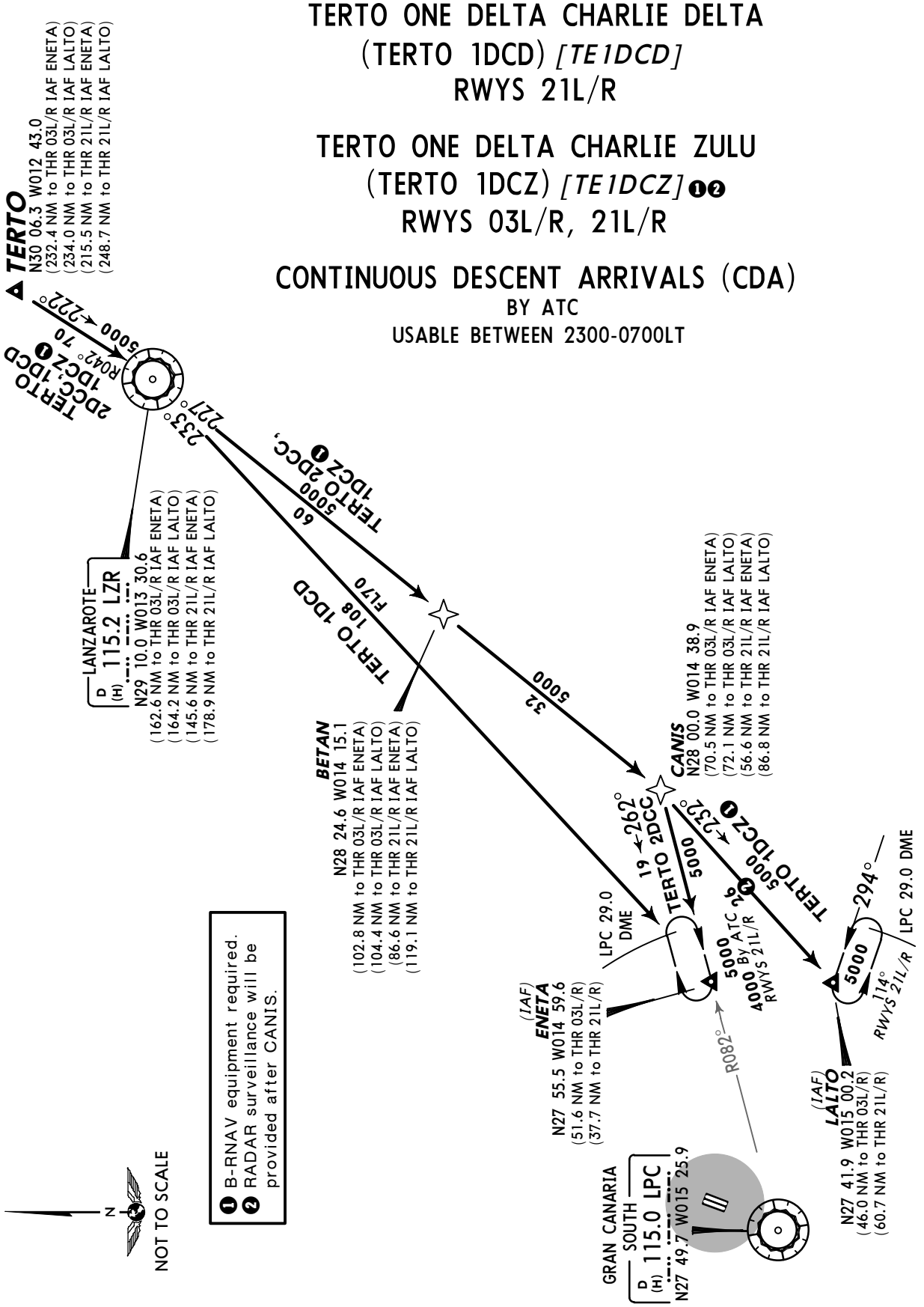
TERTO ONE DELTA CHARLIE DELTA (TERTO 1DCD) *[TE1DCD]* RWYS 21L/R

TERTO ONE DELTA CHARLIE ZULU (TERTO 1DCZ) *[TE1DCZ]* ❶❷ RWYS 03L/R, 21L/R

CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



CHANGES: New chart.

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GCLP/LPA
GRAN CANARIA

JEPPESEN **GRAN CANARIA, CANARY IS**

27 FEB 15 (10-2N) **Eff 5 Mar** **STAR**

D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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

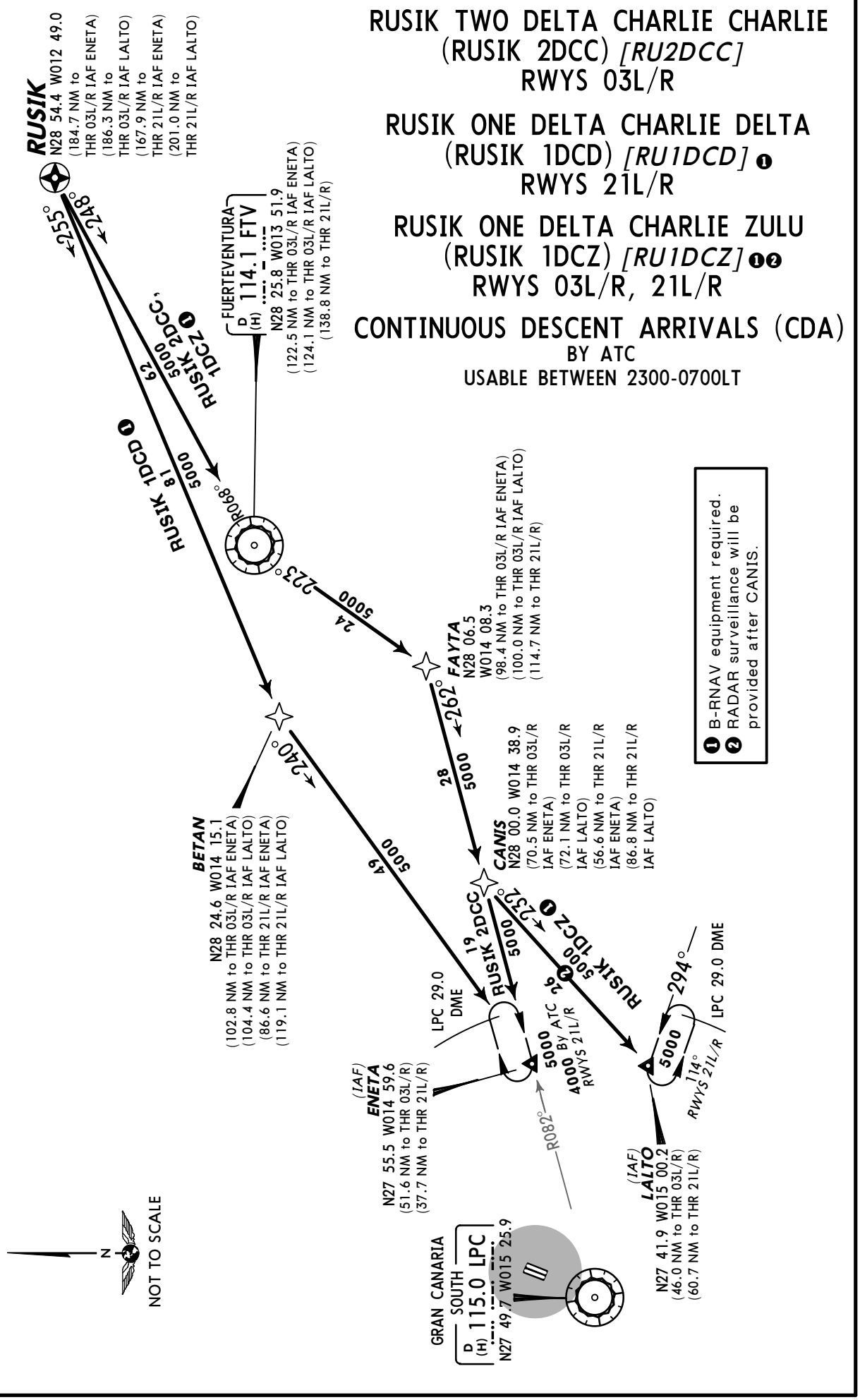
RUSIK ONE DELTA CHARLIE DELTA (RUSIK 1DCD) *[RU1DCD]* ❶ RWYS 21L/R

RUSIK ONE DELTA CHARLIE ZULU (RUSIK 1DCZ) *[RU1DCZ]* ❶❷ RWYS 03L/R, 21L/R

CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



❶ B-RNAV equipment required.
❷ RADAR surveillance will be provided after CANIS.

CHANGES: New chart.

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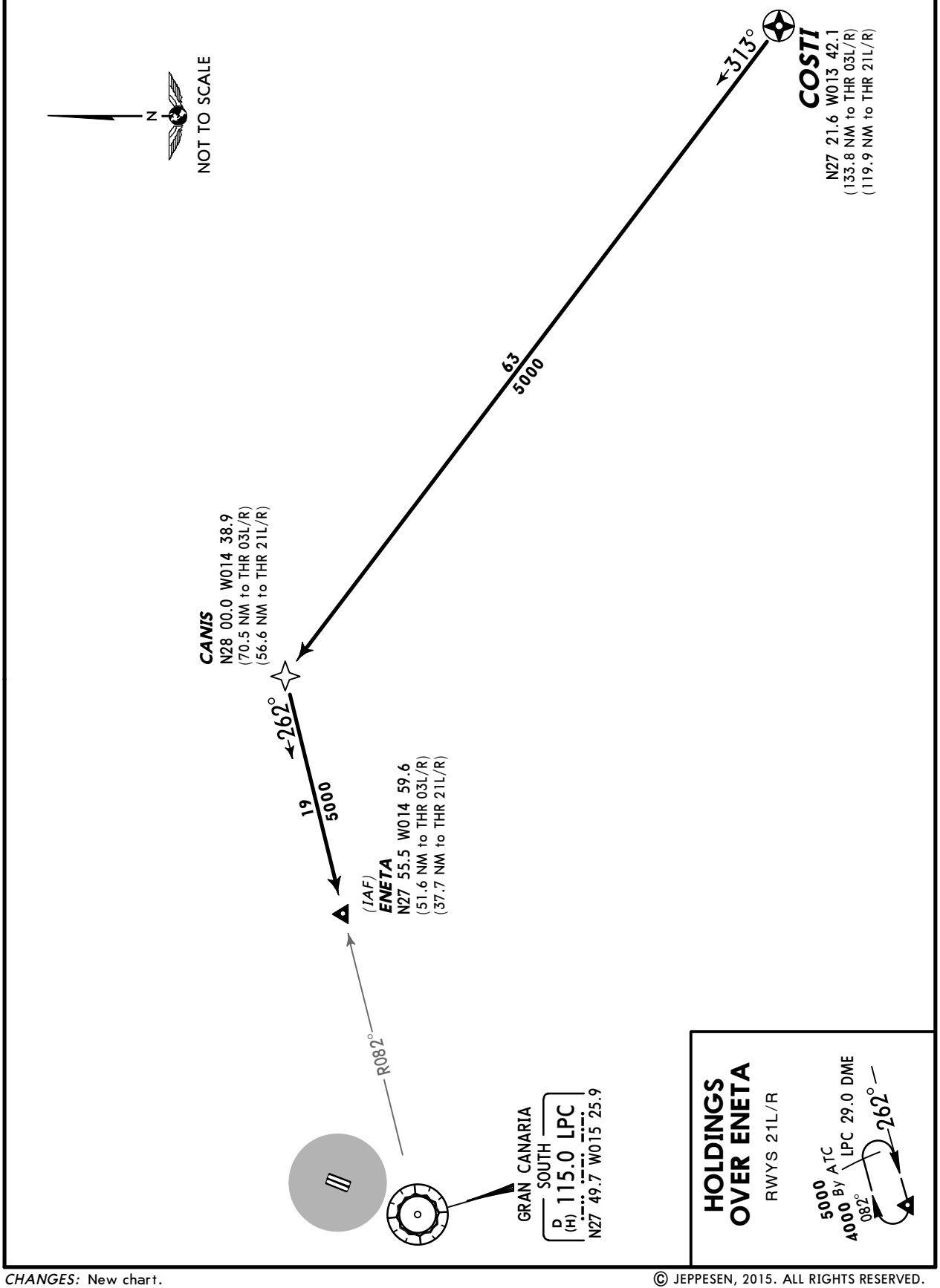
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

COSTI ONE DELTA CHARLIE CHARLIE (COSTI 1DCC) *[CO1DCC]*
RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT
B-RNAV EQUIPMENT REQUIRED



CHANGES: New chart.

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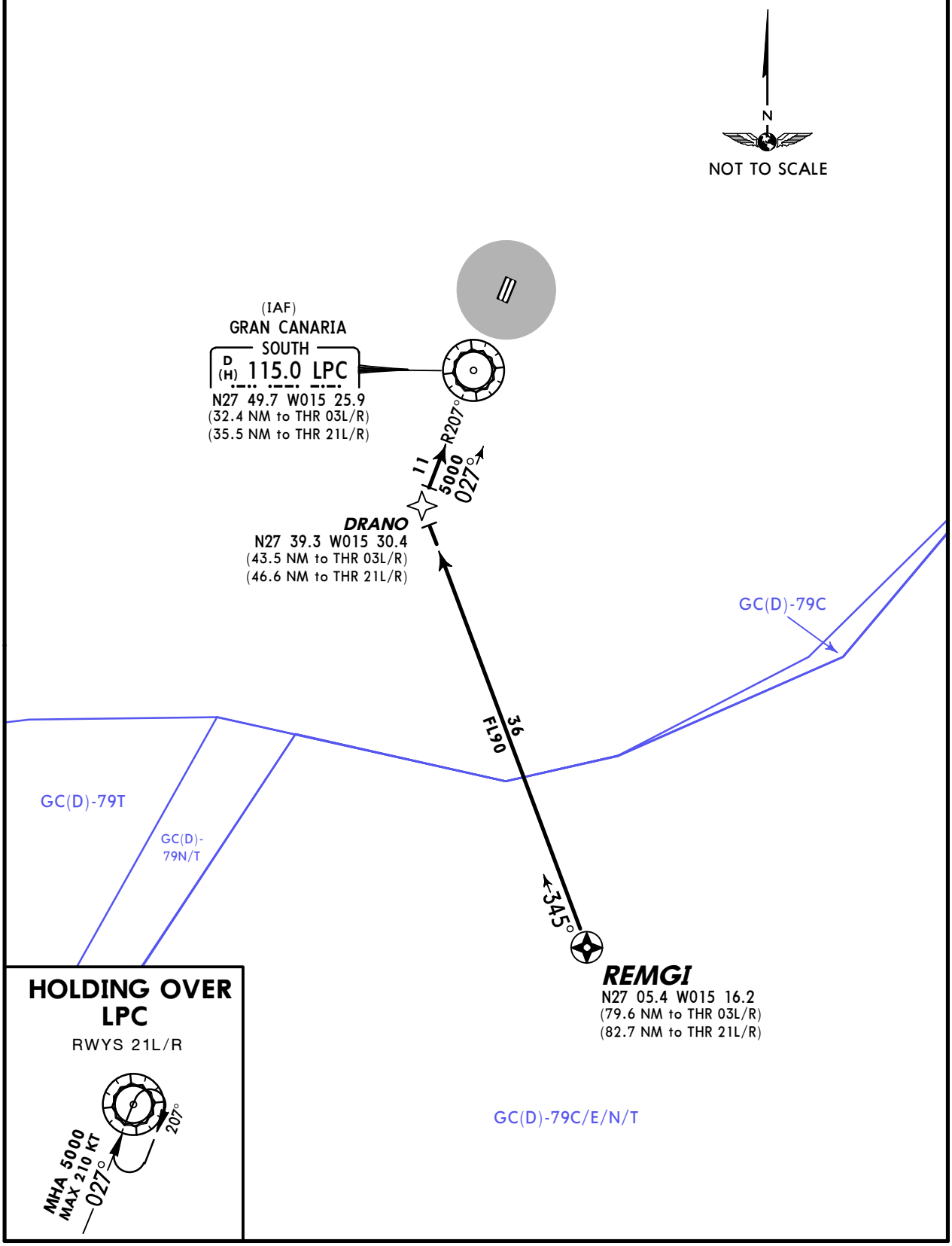
D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

REMGI ONE DELTA CHARLIE CHARLIE (REMGI 1DCC) *[RE1DCC]*
RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT
B-RNAV EQUIPMENT REQUIRED
SUBJECT TO GC(D)-79C/E/N/T ACTIVITY



CHANGES: New chart.

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D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ODEGI ONE DELTA CHARLIE CHARLIE (ODEGI 1DCC) *[OD1DCC]*

SUBJECT TO GC(D)-79T ACTIVITY

VIDRI ONE DELTA CHARLIE CHARLIE (VIDRI 1DCC) *[VI1DCC]*

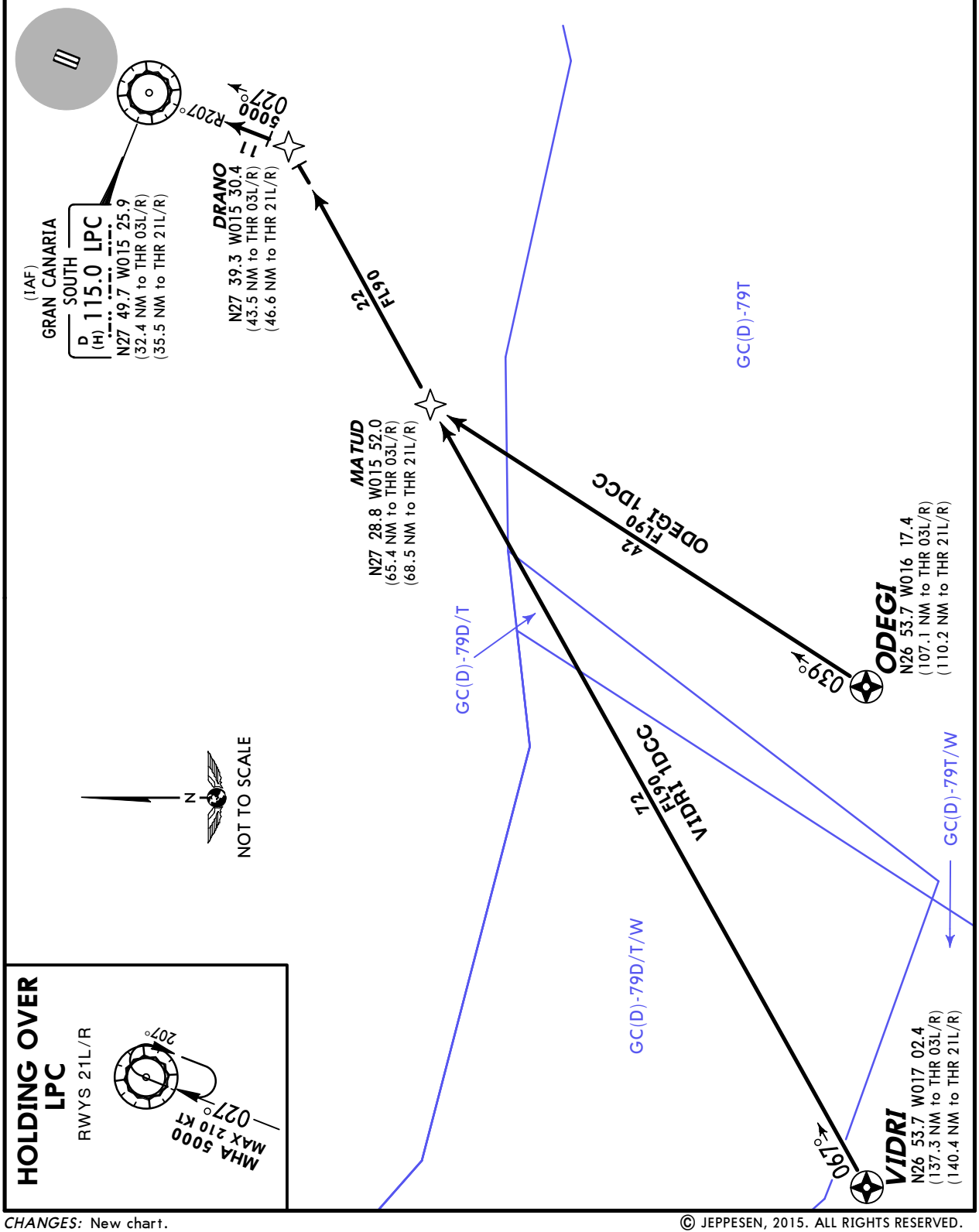
SUBJECT TO GC(D)-79D/T/W ACTIVITY

RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT

B-RNAV EQUIPMENT REQUIRED



CHANGES: New chart.

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D-ATIS	Apt Elev	
118.6	78′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

HIERRO ONE DELTA CHARLIE CHARLIE (HIE 1DCC) *[HI1DCC]*

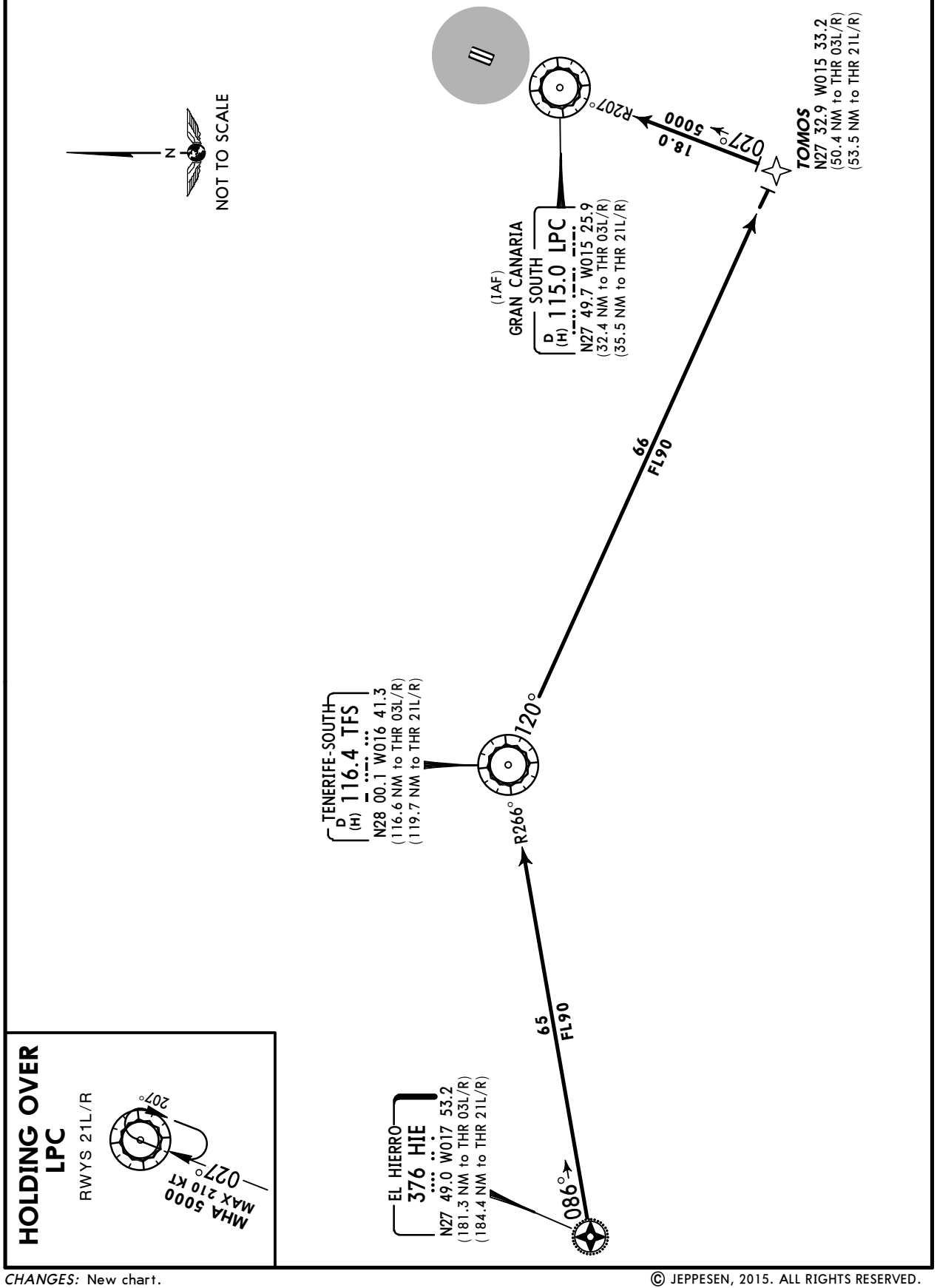
RWYS 03L/R, 21L/R

CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT

B-RNAV EQUIPMENT REQUIRED



CHANGES: New chart.

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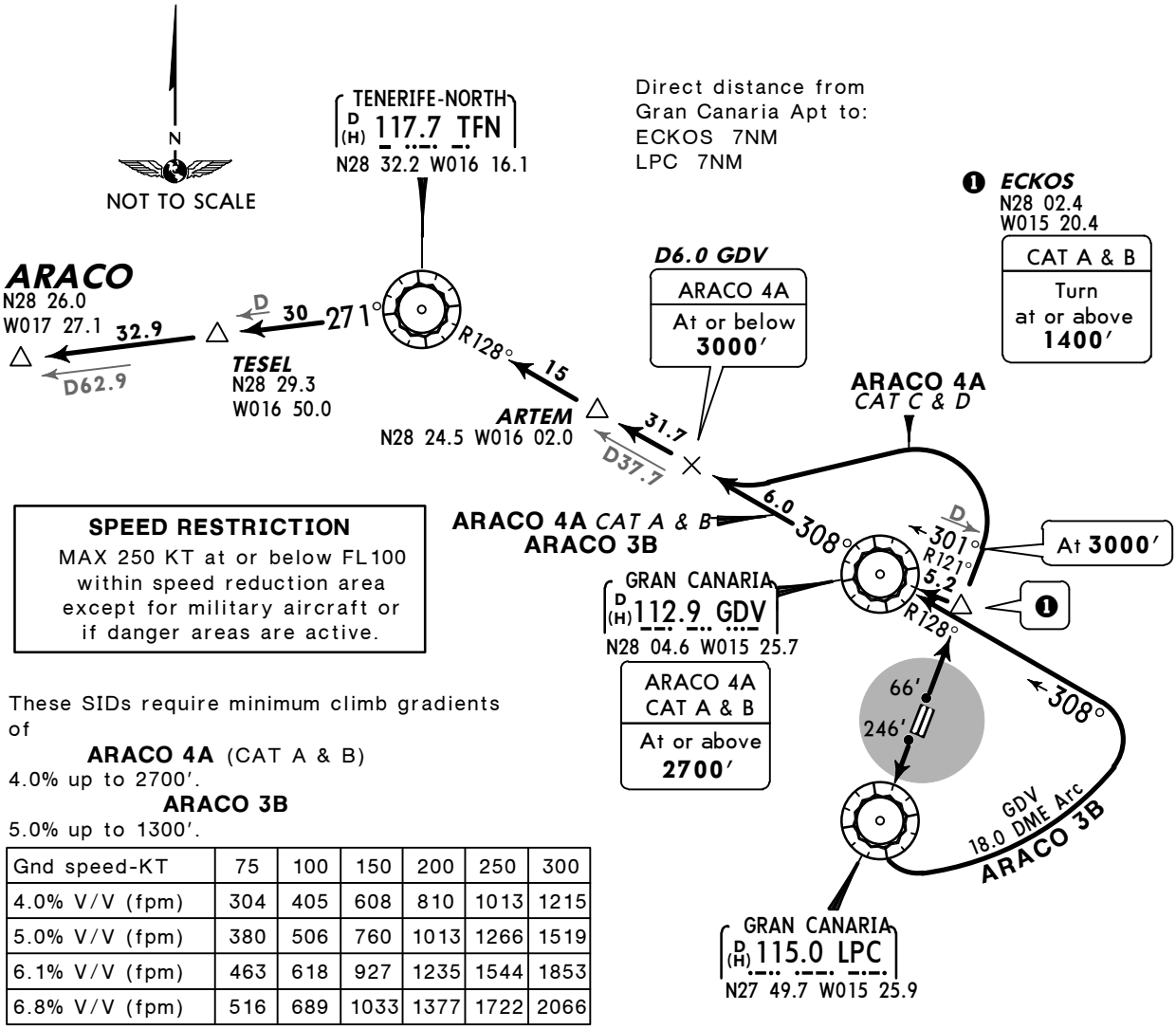
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

ARACO FOUR ALFA (ARACO 4A) *[ARAC4A]*
ARACO THREE BRAVO (ARACO 3B) *[ARAC3B]*
RWYS 03L/R, 21R/L DEPARTURES



SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.

These SIDs require minimum climb gradients of

ARACO 4A (CAT A & B)
4.0% up to 2700′.

ARACO 3B
5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Initial ATC clearance:

ARACO 4A: Maintain **3000′** until D6.0 GDV/GDV R-308, maintain **6000′** and await further clearance.

ARACO 3B: Maintain **6000′**, await further clearance.

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

SID	ROUTING
ARACO 4A	**CAT A & B:** At ECKOS turn LEFT to GDV, GDV R-308 via ARTEM to TFN, TFN R-271 via TESEL to ARACO.
	CAT C & D: At ECKOS continue climb on runway heading to 3000′, turn LEFT, intercept GDV R-308 via ARTEM to TFN, TFN R-271 via TESEL to ARACO.
ARACO 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, TFN R-271 via TESEL to ARACO.

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′.

CHANGES: Speed restriction revised.

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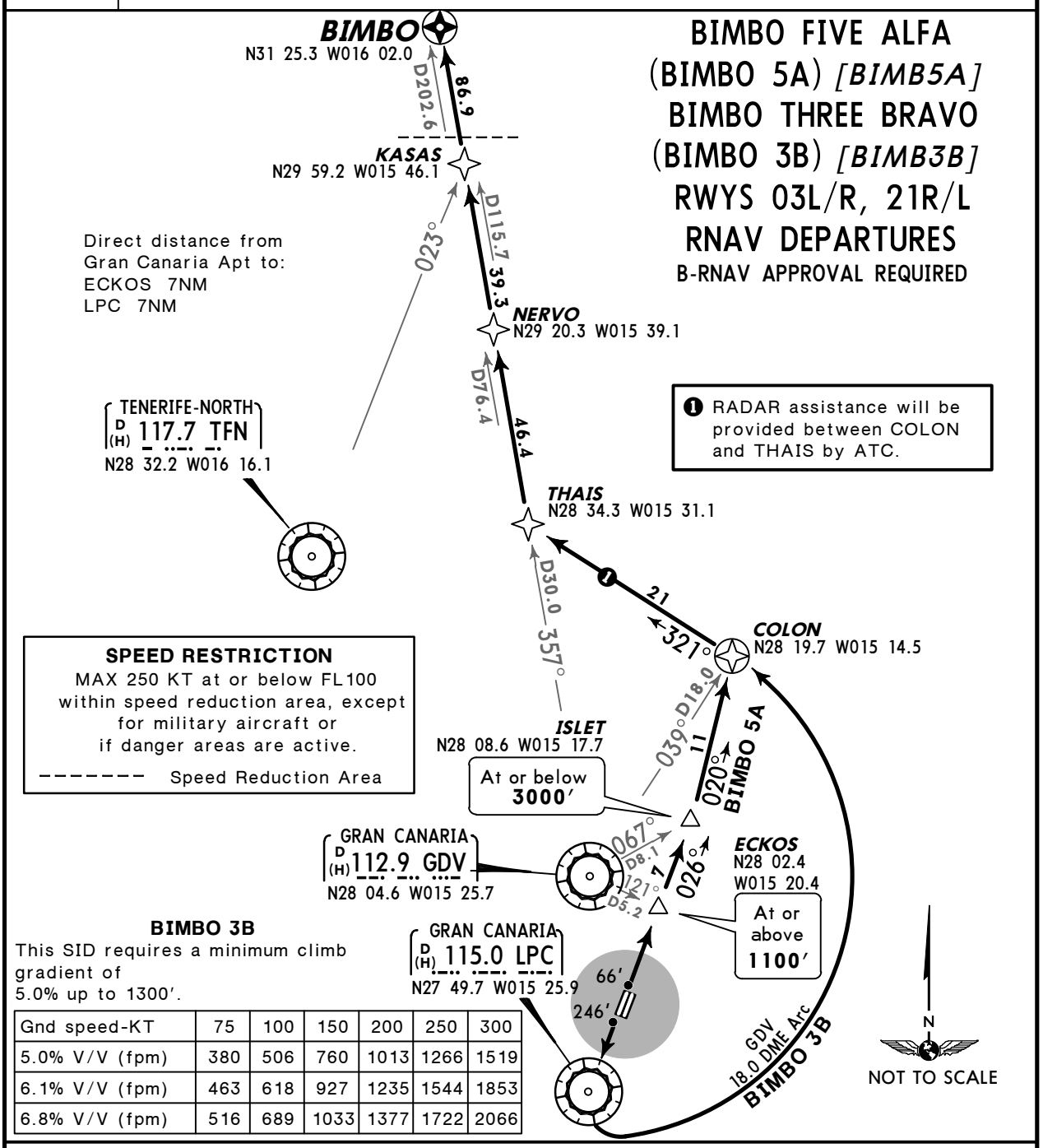
Apt Elev	
78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



BIMBO FIVE ALFA (BIMBO 5A) *[BIMB5A]*
BIMBO THREE BRAVO (BIMBO 3B) *[BIMB3B]*
RWYS 03L/R, 21R/L RNAV DEPARTURES

B-RNAV APPROVAL REQUIRED

Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

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

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area, except for military aircraft or if danger areas are active.
- - - - - - - Speed Reduction Area

BIMBO 3B
This SID requires a minimum climb gradient of 5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Initial ATC clearance:
BIMBO 5A: Cross ISLET at or below **3000′**, 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 5A	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 5A	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′.

CHANGES: RNAV SID BIMBO 4A renumbered 5A; speed restriction.

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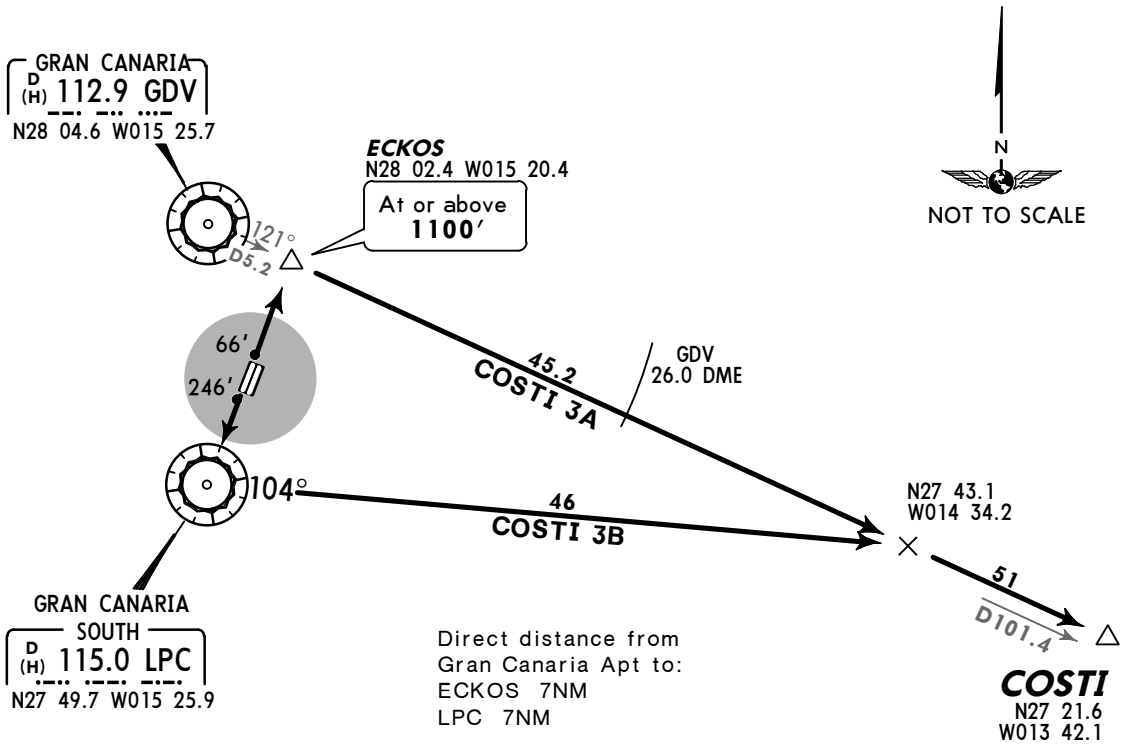
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

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



Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

COSTI 3B

This SID requires a minimum climb gradient of 5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.

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

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

SID	ROUTING
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′.

CHANGES: SIDs CABOJ 3A & 3B withdrawn; LPC renamed.

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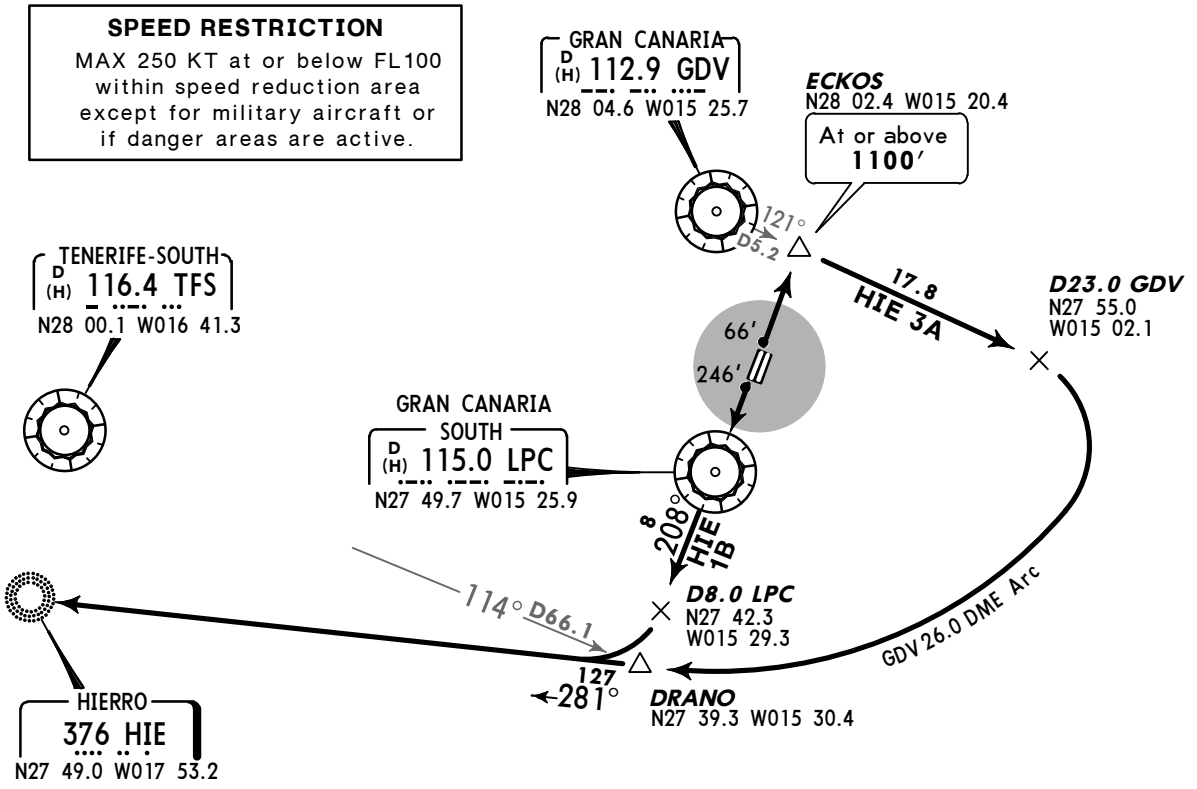
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

HIERRO THREE ALFA (HIE 3A)
HIERRO ONE BRAVO (HIE 1B)
RWYS 03L/R, 21R/L DEPARTURES

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.



NOT TO SCALE

Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

HIE 1B
This SID requires a minimum climb gradient of
5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

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′.

CHANGES: LPC renamed.

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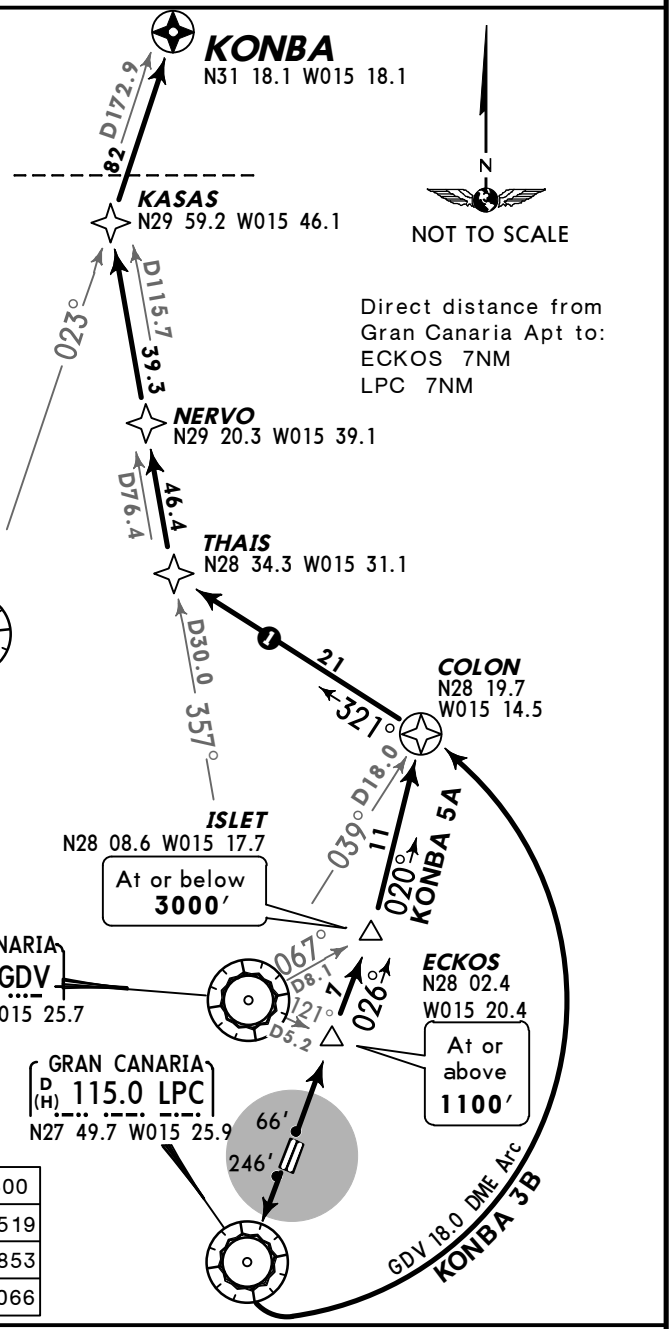
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

KONBA FIVE ALFA (KONBA 5A) *[KONB5A]* KONBA THREE BRAVO (KONBA 3B) *[KONB3B]* RWYS 03L/R, 21R/L RNAV DEPARTURES

B-RNAV APPROVAL REQUIRED



Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

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

SPEED RESTRICTION
MAX 250 KT at or below FL100 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 5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Initial ATC clearance:
KONBA 5A: Cross ISLET at or below **3000′**, 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 5A	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 5A	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′.

CHANGES: RNAV SID KONBA 4A renumbered 5A; speed restriction.

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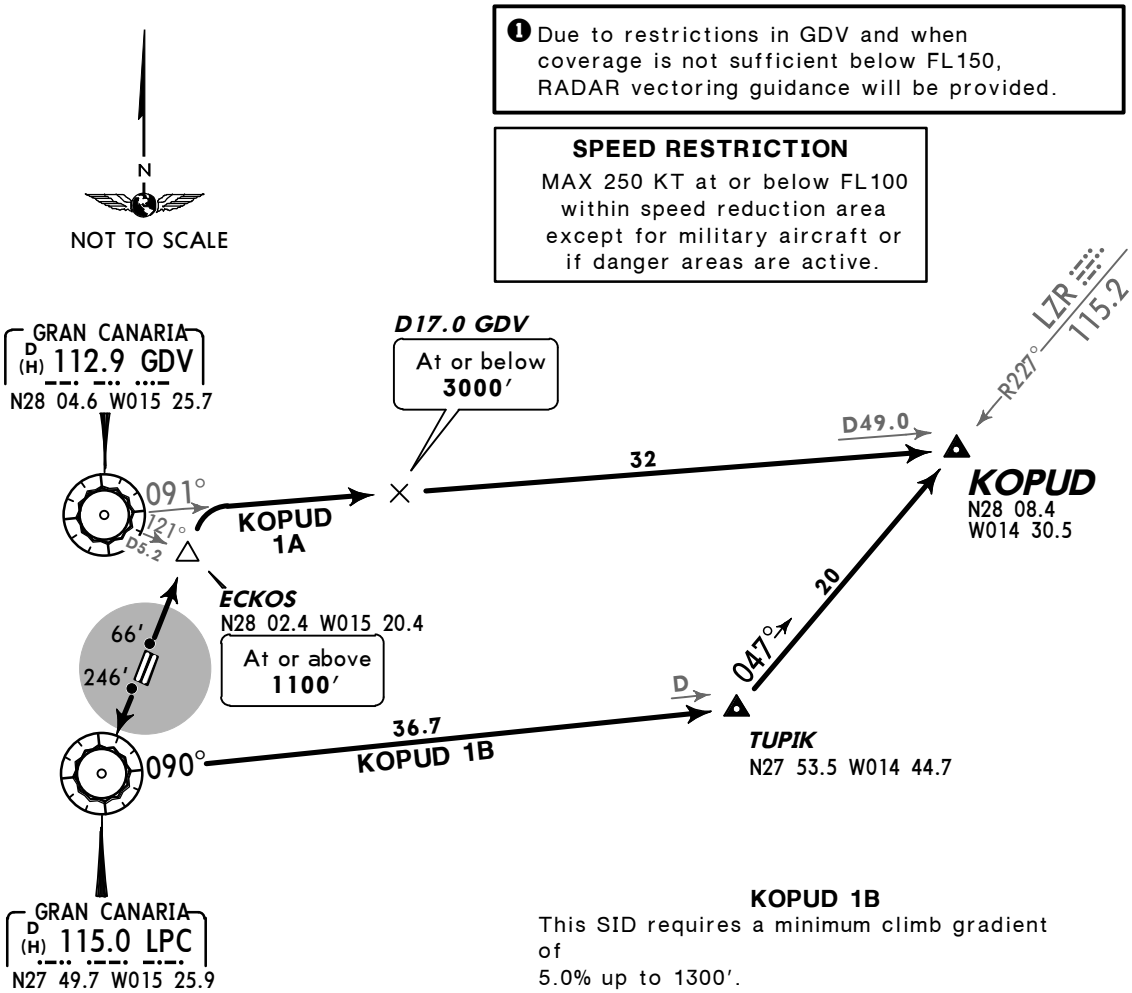
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

KOPUD ONE ALFA (KOPUD 1A) *[KOPU1A]* ❶
KOPUD ONE BRAVO (KOPUD 1B) *[KOPU1B]*
RWYS 03L/R, 21R/L DEPARTURES

❶ Due to restrictions in GDV and when coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.



Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

KOPUD 1B
This SID requires a minimum climb gradient of
5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Initial ATC clearance:

KOPUD 1A: Maintain **3000′** to D17.0 GDV/GDV R-091, maintain **5000′**, await further clearance.

KOPUD 1B: Maintain **5000′**, await further clearance.

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

SID	ROUTING
KOPUD 1A ❶	At ECKOS turn RIGHT, intercept GDV R-091 to KOPUD.
KOPUD 1B	At LPC turn LEFT, LPC R-090 to TUPIK, turn LEFT, intercept LZR R-227 inbound to KOPUD.

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′.

CHANGES: New procedures at this airport.

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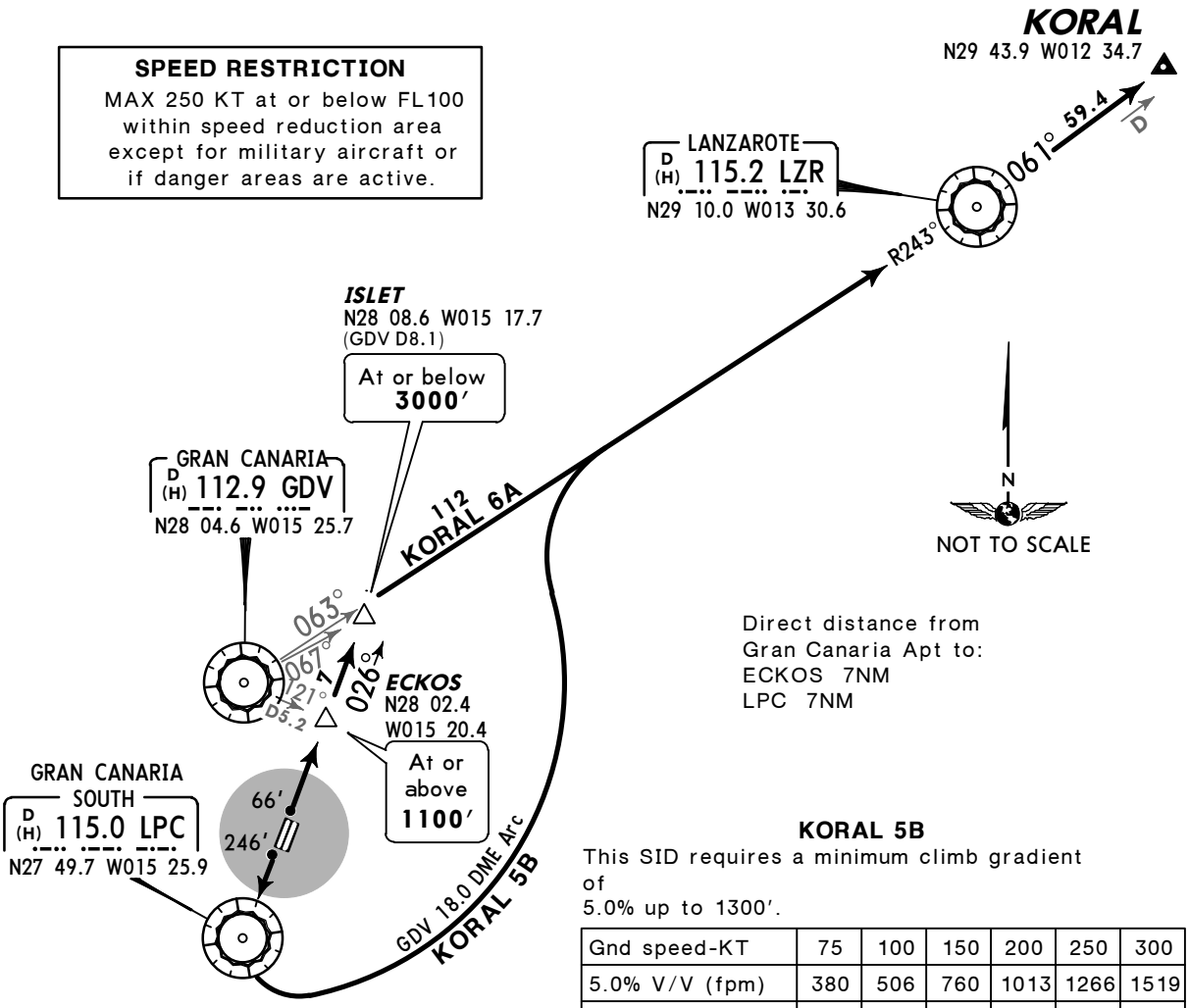
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

KORAL SIX ALFA (KORAL 6A) *[KORA6A]*
KORAL FIVE BRAVO (KORAL 5B) *[KORA5B]*
RWYS 03L/R, 21R/L DEPARTURES



KORAL 5B

This SID requires a minimum climb gradient of 5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Initial ATC clearance:

KORAL 6A: Cross ISLET at or below **3000′**, maintain **FL100**, await further clearance.

KORAL 5B: Maintain **6000′**, await further clearance.

SID	RWY	INITIAL CLIMB
KORAL 6A	**03L**	Climb on runway heading to ECKOS.
	03R	Turn LEFT in VMC, then to ECKOS.
KORAL 5B	**21R**	Climb on runway heading to LPC.
	21L	Turn RIGHT in VMC, then to LPC.

SID	ROUTING
KORAL 6A	From ECKOS to ISLET, turn RIGHT, intercept GDV R-063 to LZR, LZR R-061 to KORAL.
KORAL 5B	At LPC turn LEFT, along GDV 18.0 DME arc, intercept GDV R-063 to LZR, LZR R-061 to KORAL.

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′.

CHANGES: LPC renamed.

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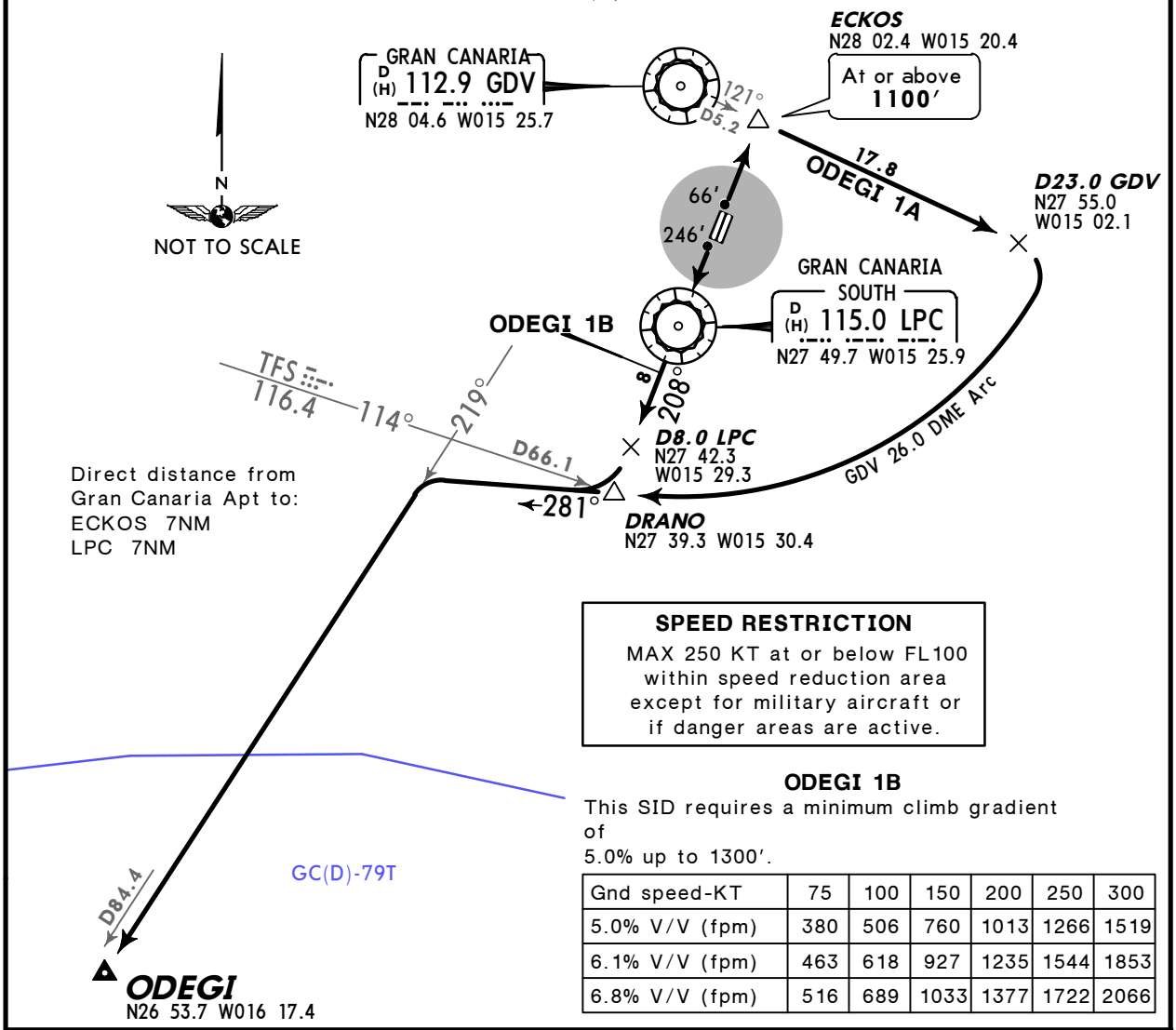
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ 1. Due to restrictions of GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided. 2. EXPECT close-in obstacles.

ODEGI ONE ALFA (ODEGI 1A) *[ODEG1A]*
ODEGI ONE BRAVO (ODEGI 1B) *[ODEG1B]*
RWYS 03L/R, 21R/L DEPARTURES
SUBJECT TO GC(D)-79T ACTIVITY



SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.

ODEGI 1B
This SID requires a minimum climb gradient of
5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

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

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

SID	ROUTING
ODEGI 1A	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 ODEGI.
ODEGI 1B	At LPC, LPC R-208 to D8.0 LPC, turn RIGHT, intercept GDV R-219 to ODEGI.

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′.

CHANGES: New procedures at this airport; SIDs LIMAL withdrawn.

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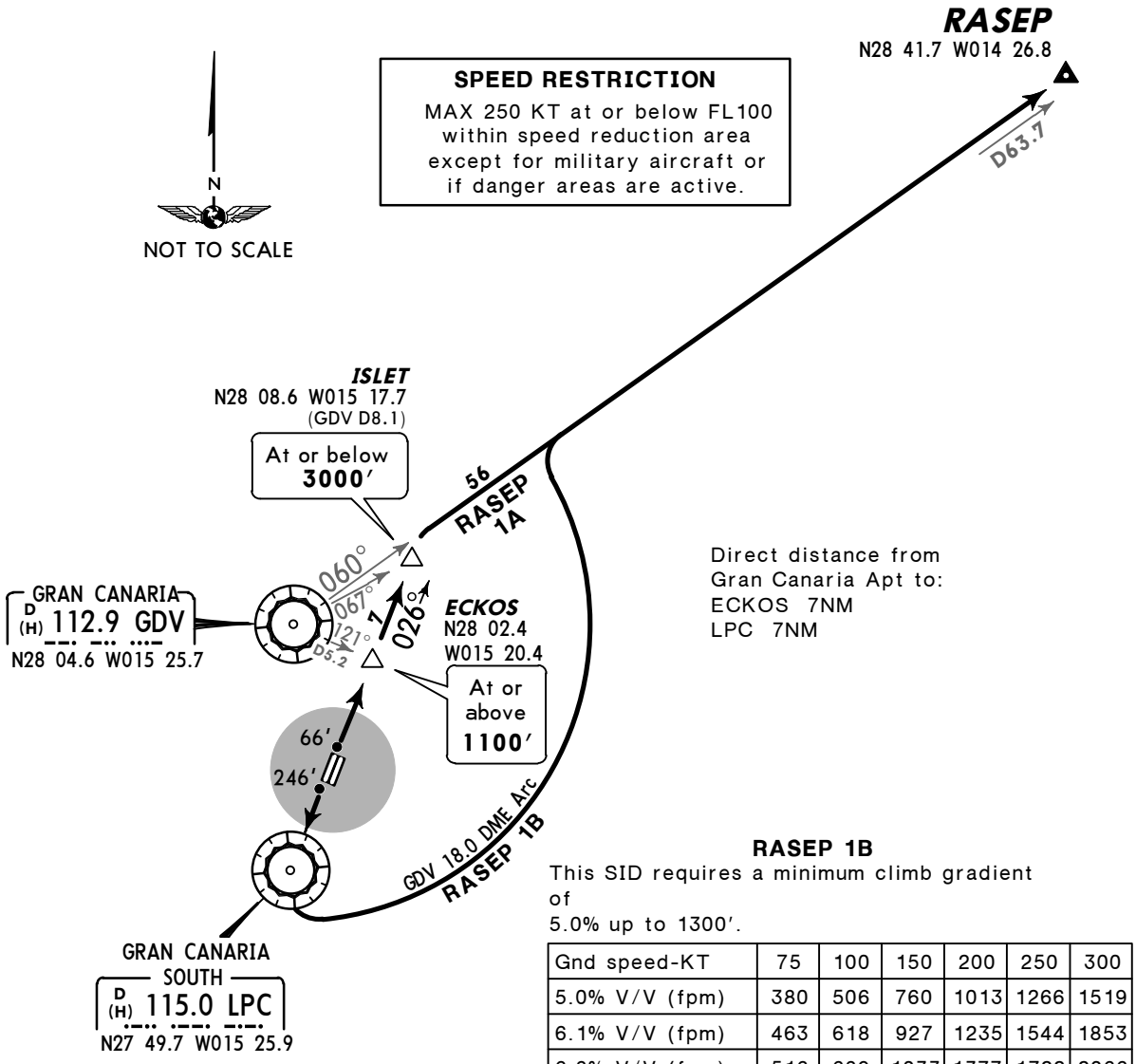
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

RASEP ONE ALFA (RASEP 1A) *[RASE1A]*
RASEP ONE BRAVO (RASEP 1B) *[RASE1B]*
RWYS 03L/R, 21R/L DEPARTURES



Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

RASEP 1B
This SID requires a minimum climb gradient of
5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Initial ATC clearance:

RASEP 1A: Cross ISLET at or below **3000′**, maintain **FL100**, await further clearance.

RASEP 1B: Maintain **6000′**, await further clearance.

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

SID	ROUTING
RASEP 1A	From ECKOS to ISLET, turn RIGHT, intercept GDV R-060 to RASEP.
RASEP 1B	At LPC turn LEFT, along GDV 18.0 DME arc, intercept GDV R-060 to RASEP.

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′.

CHANGES: LPC renamed.

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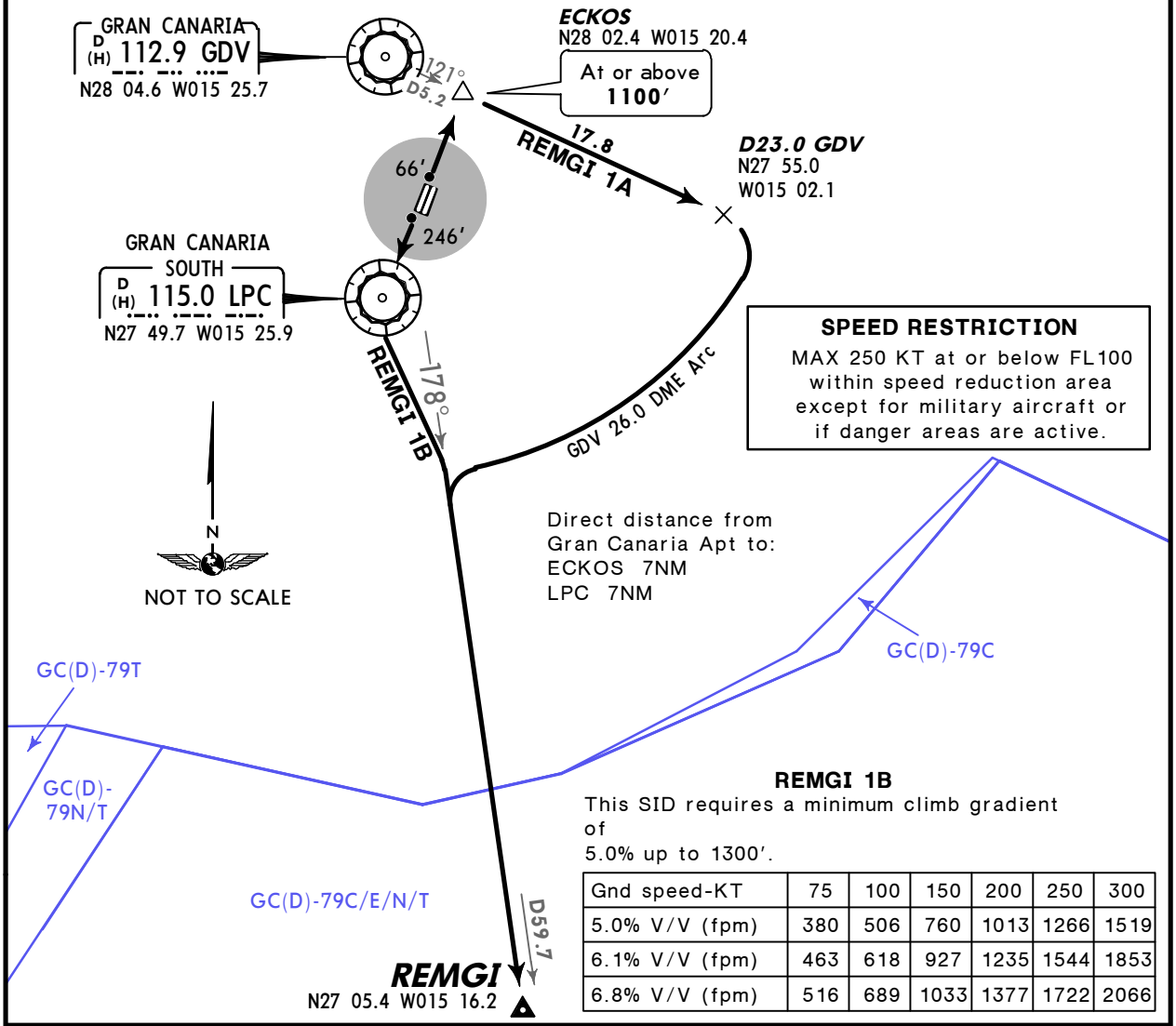
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ 1. Due to restrictions of GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided. 2. EXPECT close-in obstacles.

REMGI ONE ALFA (REMGI 1A) *[REMG1A]*
REMGI ONE BRAVO (REMGI 1B) *[REMG1B]*
RWYS 03L/R, 21R/L DEPARTURES
SUBJECT TO GC(D)-79C/E/N/T ACTIVITY



REMGI 1B
This SID requires a minimum climb gradient of
5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Initial ATC clearance:

REMGI 1A: Maintain **3000′** until intercepting GDV 26.0 DME arc, climb to **6000′**, await further clearance.

REMGI 1B: Maintain **6000′**, await further clearance.

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

SID	ROUTING
REMGI 1A	At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc, intercept GDV R-178 to REMGI.
REMGI 1B	At LPC turn LEFT, intercept GDV R-178 to REMGI.

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′.

CHANGES: New procedures at this airport; SIDs ROYAL 3A & 3B withdrawn.

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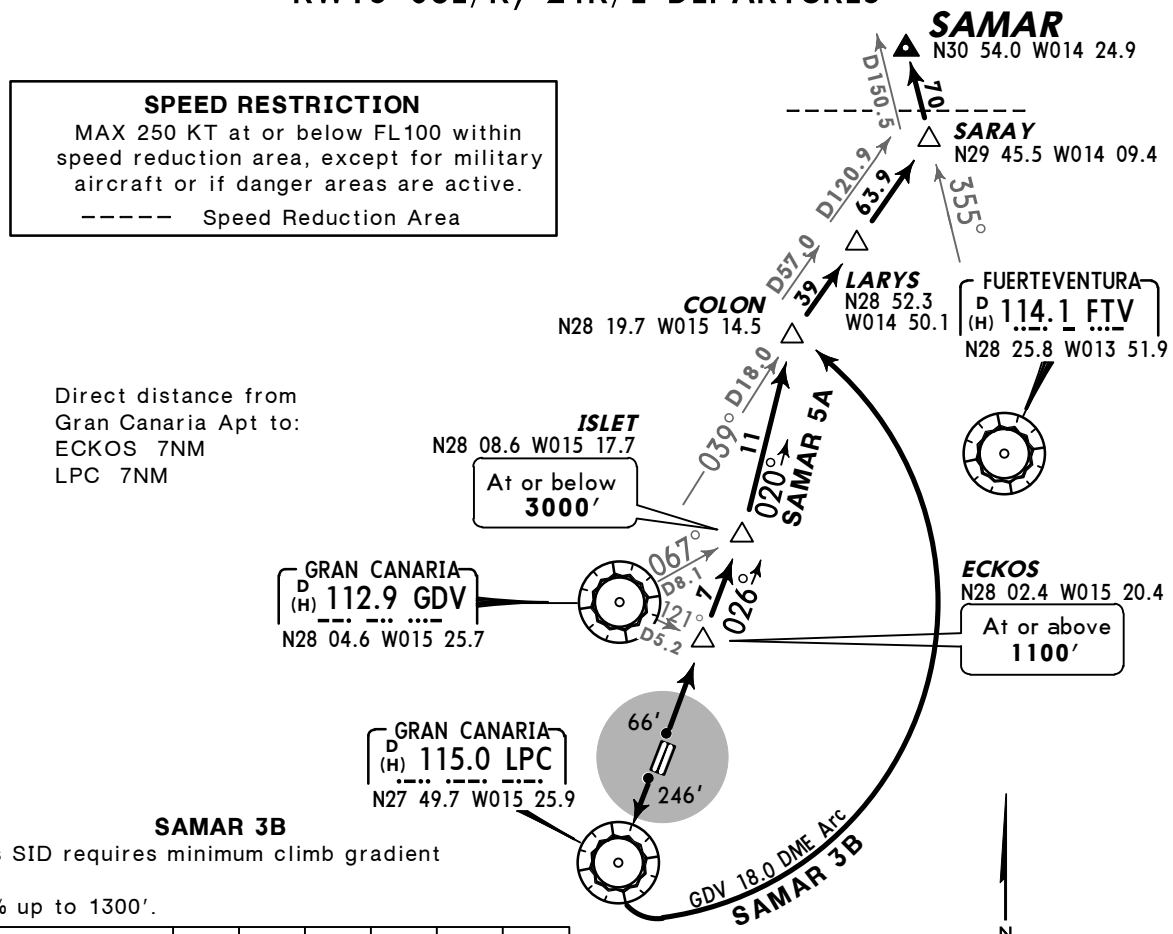
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ 1. Due to restrictions of GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided. 2. EXPECT close-in obstacles.

SAMAR FIVE ALFA (SAMAR 5A) *[SAMA5A]*
SAMAR THREE BRAVO (SAMAR 3B) *[SAMA3B]*
RWYS 03L/R, 21R/L DEPARTURES



SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area, except for military aircraft or if danger areas are active.
– – – – – Speed Reduction Area

Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

SAMAR 3B
This SID requires minimum climb gradient of
5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Initial ATC clearance:

SAMAR 5A: Cross ISLET at or below **3000′**, 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
SAMAR 5A	**03L**	Climb on runway heading to ECKOS.
	03R	Turn LEFT in VMC, then to ECKOS.
SAMAR 3B	**21R**	Climb on runway heading to LPC.
	21L	Turn RIGHT in VMC, then to LPC.

SID	ROUTING
SAMAR 5A	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′.

CHANGES: New chart (SIDs transferred & revised).

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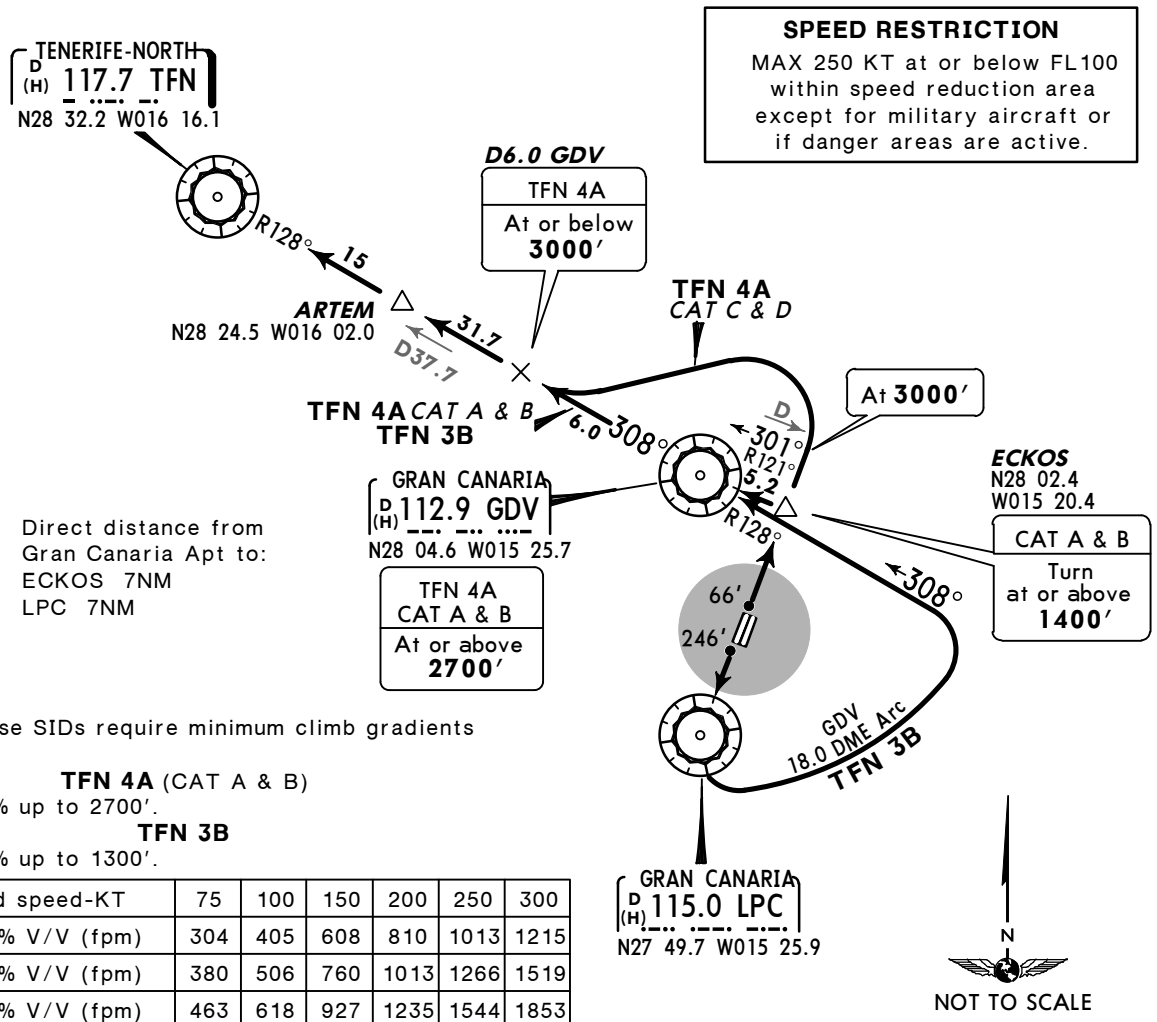
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

TENERIFE NORTH FOUR ALFA (TFN 4A)
TENERIFE NORTH THREE BRAVO (TFN 3B)
RWYS 03L/R, 21R/L DEPARTURES



Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

These SIDs require minimum climb gradients of

TFN 4A (CAT A & B)
4.0% up to 2700′.

TFN 3B
5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

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′.

CHANGES: New chart (SIDs transferred).

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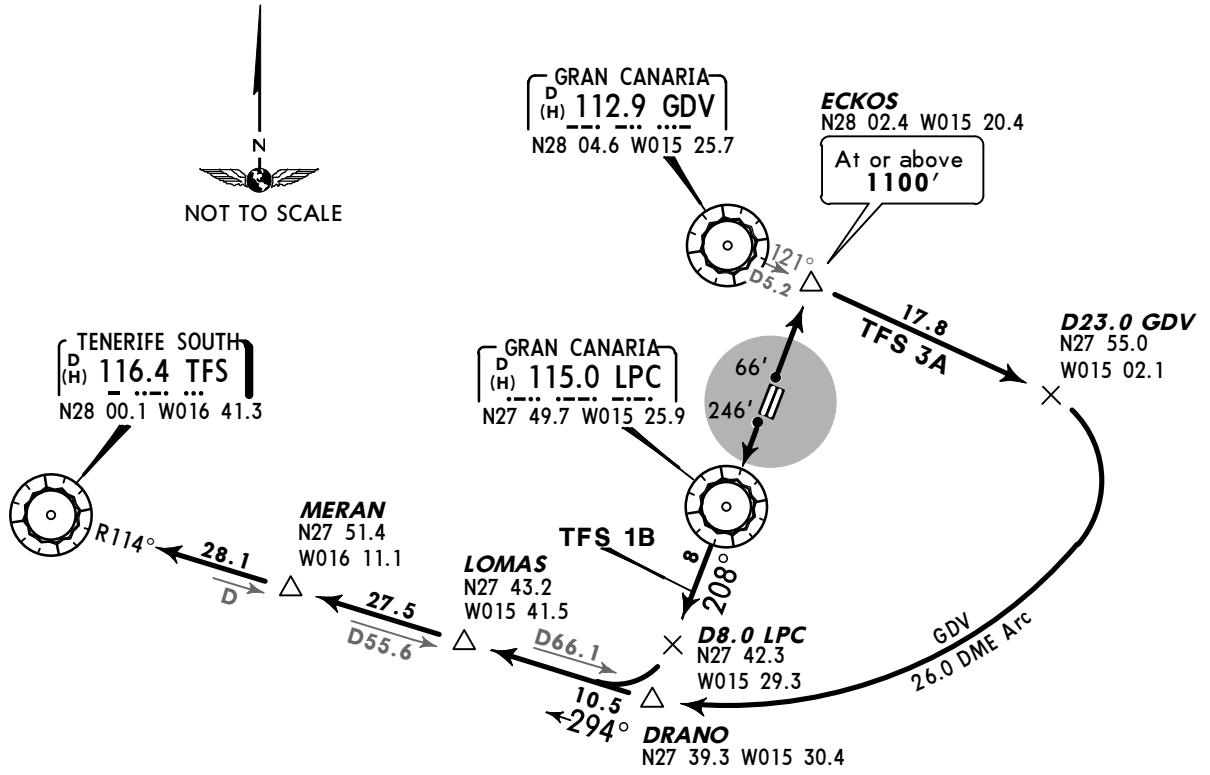
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

TENERIFE SOUTH THREE ALFA (TFS 3A)
TENERIFE SOUTH ONE BRAVO (TFS 1B)
RWYS 03L/R, 21R/L DEPARTURES



TFS 1B

This SID requires minimum climb gradient of 5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area, except for military aircraft or if danger areas are active.

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.

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

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′.

CHANGES: New chart (SIDs transferred).

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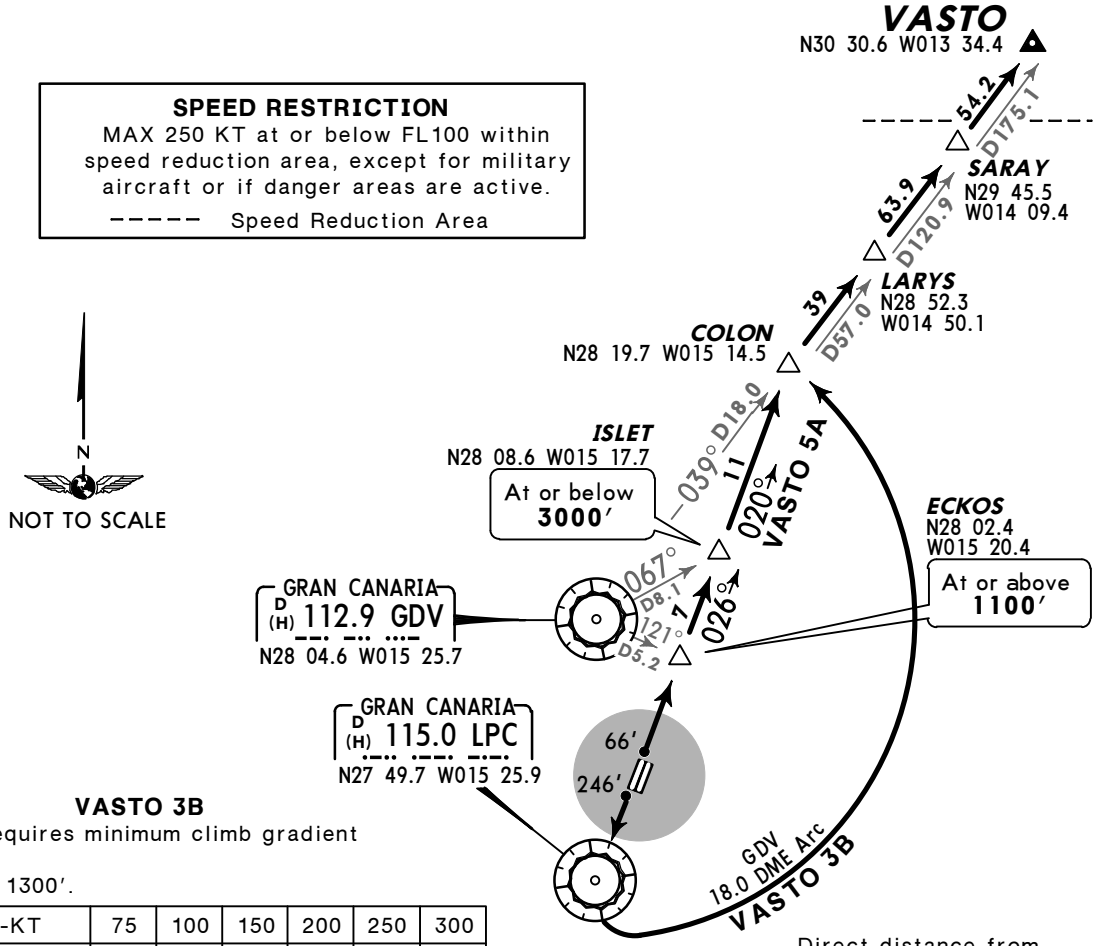
Apt Elev 78′	Trans level: By ATC Trans alt: 6000′ 1. Due to restrictions of GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided. 2. EXPECT close-in obstacles.

VASTO FIVE ALFA (VASTO 5A) *[VAST5A]*
VASTO THREE BRAVO (VASTO 3B) *[VAST3B]*
RWYS 03L/R, 21R/L DEPARTURES



VASTO 3B

This SID requires minimum climb gradient of 5.0% up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Direct distance from Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

Initial ATC clearance:

VASTO 5A: Cross ISLET at or below **3000′**, 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
VASTO 5A	**03L**	Climb on runway heading to ECKOS.
	03R	Turn LEFT in VMC, then to ECKOS.
VASTO 3B	**21R**	Climb on runway heading to LPC.
	21L	Turn RIGHT in VMC, then to LPC.

SID	ROUTING
VASTO 5A	From ECKOS via ISLET to COLON, turn RIGHT, intercept GDV R-039 via LARYS and SARAY to VASTO.
VASTO 3B	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′.

CHANGES: New chart (SIDs transferred).

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WORKS ON AIRPORT AREA

REFER ALSO TO LATEST NOTAMS

PHASE 0: WORKS SETTING UP AND STOCKPILING

Activities without effects on operations.

PHASE 1: WORKS ON RWY 03R/21L STRIP

Phase 1.1: Works on Twy S4

Works will be realized at NIGHT with RWY closed.
TWY S4 will be closed. The access to RWY 03L/21R from the military area will be accomplished through TWY R18 and S7.

Phase 1.2: Works on RWY 03R/21L strip and THR 21L

Works will be realized at DAY and NIGHT with RWY closed.
TWY S5, S6, S7 and S8 will be closed. The access to RWY 03L/21R from the military area will be accomplished through TWY R13 and S4.

PHASE 2: WORKS ON RWY 03L/21R GRADED STRIP

Phase 2.1: Lighting works on THR 03L

Works will be realized at NIGHT with RWY closed.

Phase 2.2: Lighting works on THR 21R

Works will be realized at NIGHT with RWY closed.

PHASE 3: WORKS NEAR THR 21R

Works will be realized at DAY without effects on operations.

PHASE 4: WORKS ON ILS 21R FACILITIES

Phase 4.1: Constructions of new facilities for GP 21R

Works will be realized at DAY on the non-graded area of the strip.
New antenna mast will be established at NIGHT without operations in course and in coordination with TWR.

Phase 4.2: GP 21R equipment move

Works will be realized at DAY and NIGHT on the non-graded area of strip.
Following procedures are unusable:
(11-3) ILS Z Rwy 21R
(11-4) ILS Y or LOC Y Rwy 21R
(11-9) HI-ILS Z or HI-LOC Z Rwy 21R
(14-6) HI-TACAN Z Rwy 21R
(16-1) NDB Rwy 21R

Phase 4.3: LOC 21R equipment move

Works will be realized at DAY outside the strip and RESA.
Following procedures are unusable:
(11-3) ILS Z or LOC Z Rwy 21R
(11-4) ILS Y or LOC Y Rwy 21R
(11-9) HI-ILS Z or HI-LOC Z Rwy 21R
(14-6) HI-TACAN Z Rwy 21R
(16-1) NDB Rwy 21R

PHASE 5: HORIZONTAL MARKING WORKS

Works will be realized at NIGHT without operations in course and in coordination with TWR.

PHASE 6: WORKS ON RWY 03L/21R NON-GRADED STRIP

Phase 6.1: East area of RWY 03L/21R non-graded strip

Works will be realized at DAY and NIGHT without effects on operations.

Phase 6.2: West area of RWY 03L/21R non-graded strip

Works will be realized at NIGHT without effects on operations.

PHASE 7: WORKS ON ILS 03L FACILITIES

Works will be realized at NIGHT without operations in course and in coordination with TWR.

PHASE 8: WORKS FINISHING

Works will be realized at DAY without effects on operations.

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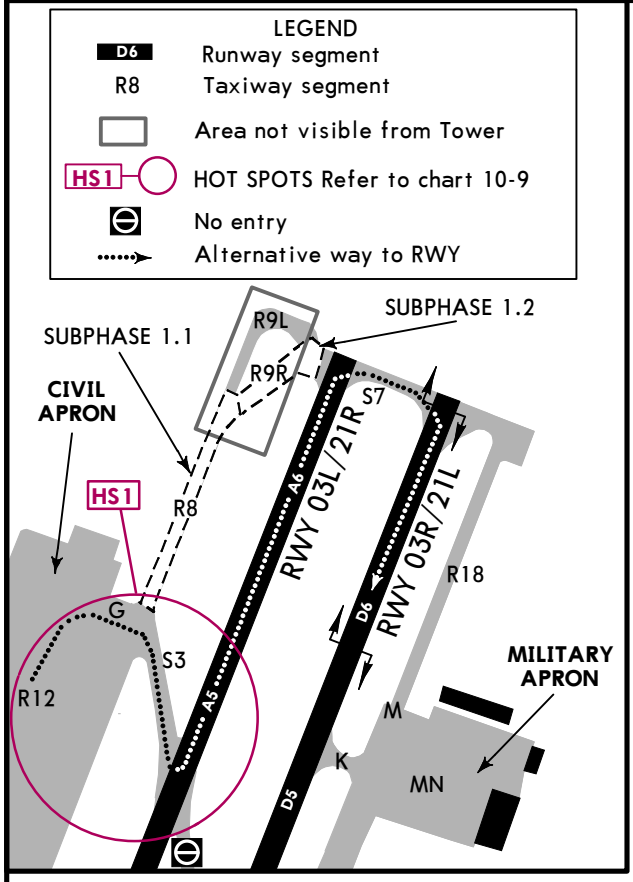
WORKS ON AIRPORT AREA 2

REFER ALSO TO LATEST NOTAMS



PHASE 1: Works on TWY R8 and R9R

DEPARTURE

Subphase 1.1:
Works in TWY R8.

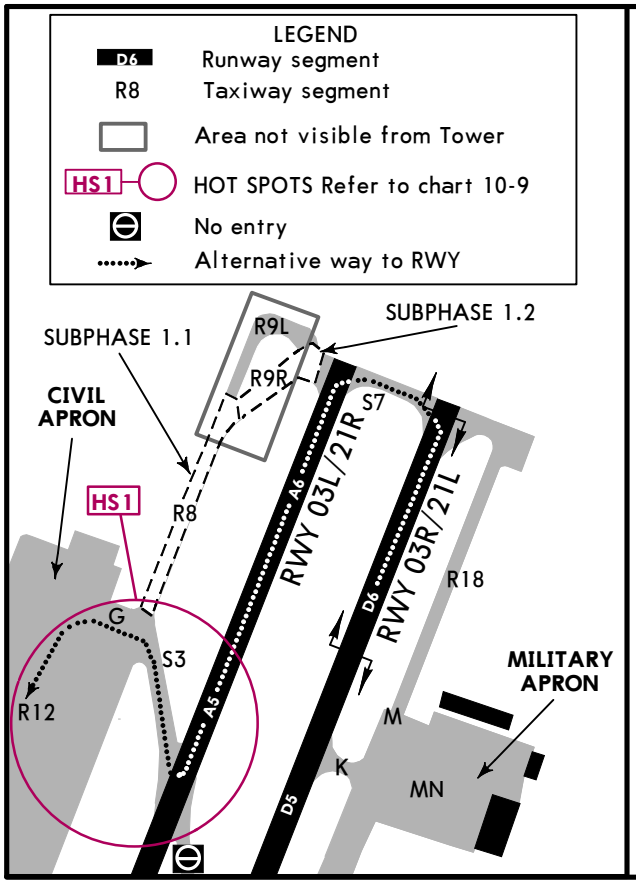
Subphase 1.2:
Works in TWY R9R.

Closure of TWYs R8, R9L and R9R.

Take off from RWY 21R or 21L ACFT shall access via TWY S3 and taxi to the appropriated RWY THR.

All working areas will be properly marked and lit. Caution is recommended due to presence of personnel and machinery.

Works shall be carried out during different hours depending on the phase in execution, and in permanent coordination with TWR.



PHASE 1: Works on TWY R8 and R9R

ARRIVAL

Subphase 1.1:
Works in TWY R8.

Subphase 1.2:
Works in TWY R9R.

Closure of TWYs R8, R9L and R9R.

Landing on RWY 03R or 03L and in the event of leaving RWY via TWY S6 or S3 cannot be realized, as appropriate, ACFT shall taxi to the end of RWY and turn to exit via TWY S3.

All working areas will be properly marked and lit. Caution is recommended due to presence of personnel and machinery.

Works shall be carried out during different hours depending on the phase in execution, and in permanent coordination with TWR.

CHANGES: New temporary chart.

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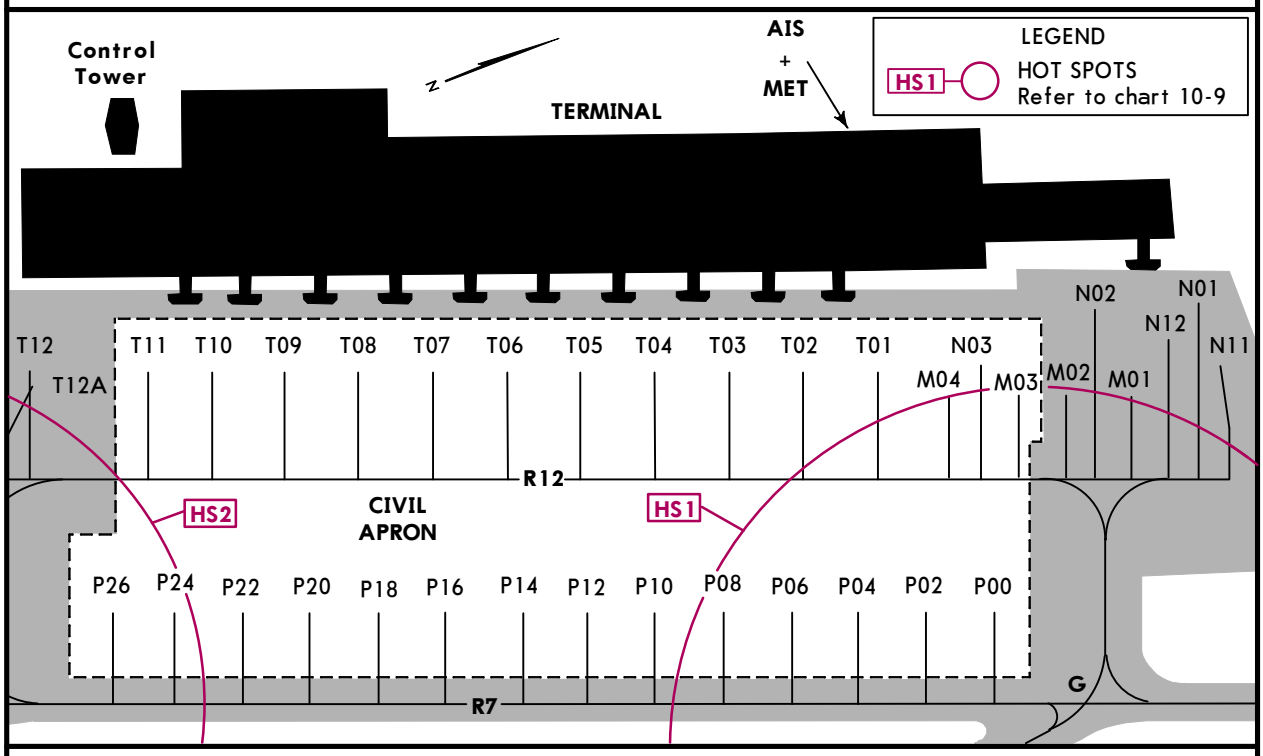
WORKS ON AIRPORT AREA 2

REFER ALSO TO LATEST NOTAMS



PHASE 2: Works on TWY R12 and stands T05 thru T11

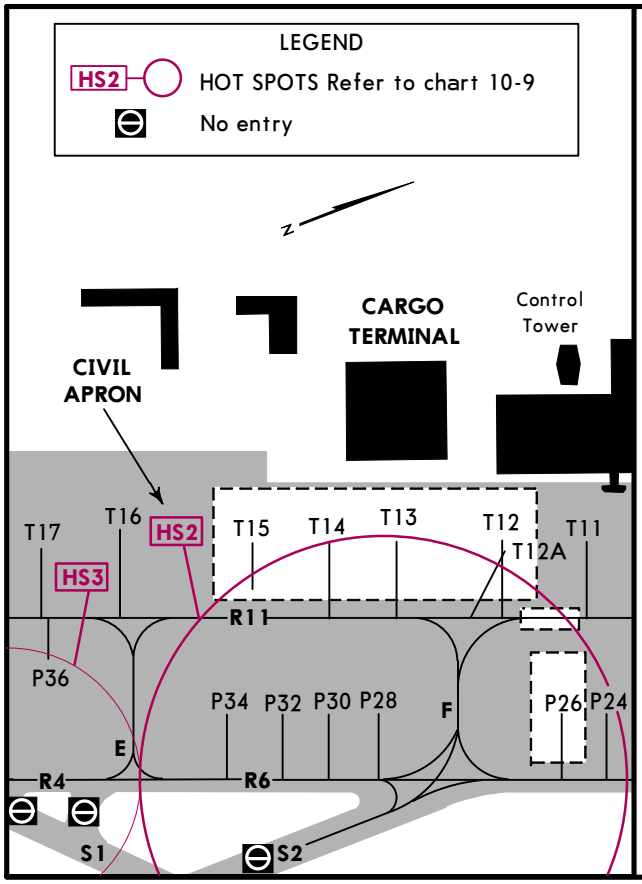
Closure of TWY segment affected by works, rest of TWY will be operative.

Interruptions will occur in TWY R12 circulation according to the reparation segment. These interruptions will be solved by a bypass to R7 across the stands P, out of service.

Closed stands or stands out of service will be announced by NOTAM.

All working areas will be properly marked and lit. Caution is recommended due to presence of personnel and machinery.

Works shall be carried out during different hours depending on the phase in execution, and in permanent coordination with TWR.



PHASE 3: Works on TWY R12 and stands T12 to T15

Closure of TWY segment affected by works, rest of TWY will be operative.

All working areas will be properly marked and lit. Caution is recommended due to presence of personnel and machinery.

Works shall be carried out during different hours depending on the phase in execution, and in permanent coordination with TWR.

Closed stands or stands out of service will be announced by NOTAM.

CHANGES: New temporary chart.

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GCLP/LPA

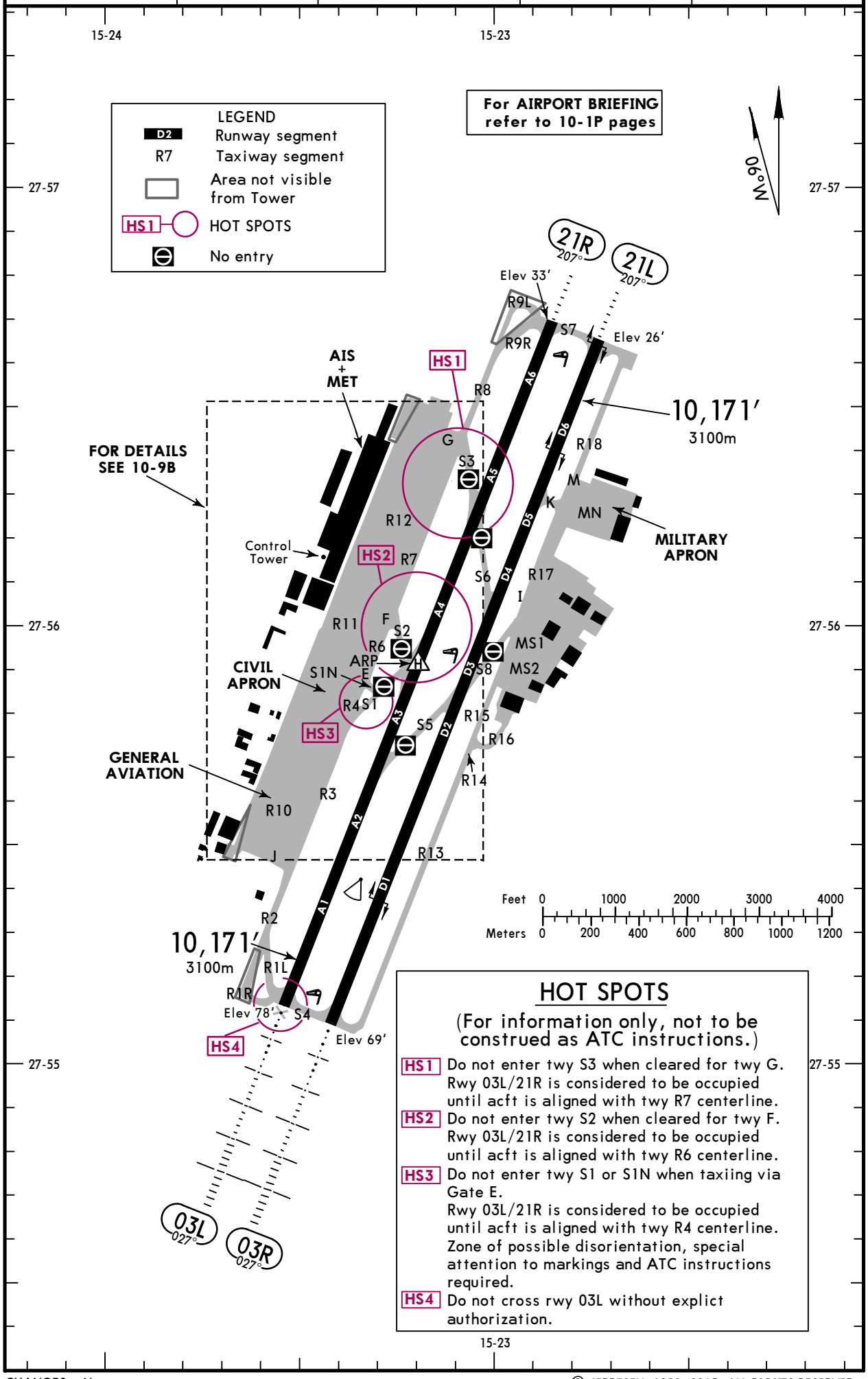
Apt Elev **78′**
N27 55.9 W015 23.2

JEPPESEN **GRAN CANARIA, CANARY IS**

1 JAN 16 (10-9) **Eff 7 Jan**

GRAN CANARIA

ATIS	ACARS: D-ATIS	*GRAN CANARIA Clearance	Ground	Tower
118.6		125.0	121.7	118.3



HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Do not enter twy S3 when cleared for twy G. Rwy 03L/21R is considered to be occupied until acft is aligned with twy R7 centerline.

HS2 Do not enter twy S2 when cleared for twy F. Rwy 03L/21R is considered to be occupied until acft is aligned with twy R6 centerline.

HS3 Do not enter twy S1 or S1N when taxiing via Gate E. Rwy 03L/21R is considered to be occupied until acft is aligned with twy R4 centerline. Zone of possible disorientation, special attention to markings and ATC instructions required.

HS4 Do not cross rwy 03L without explict authorization.

CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03L	HIRL (50m) CL (15m) HIALS REIL ❶ ❷ RVR		8836′ 2693m		148′ 45m
21R	HIRL (50m) CL (15m) HIALS REIL ❶ ❸		9276′ 2827m		
03R	HIRL (50m) CL (15m) HIALS REIL ❶ ❹ RVR				148′ 45m
21L	HIRL (50m) CL (15m) HIALS REIL ❶ ❺				

❶ PAPI (3.0°)
❷ HSTIL-S2, S3.
❸ HSTIL-S1.
❹ HSTIL-S6.
❺ HSTIL-S5.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
L1 thru L5	N27 55.6 W015 23.5	P34, P36	N27 55.9 W015 23.4
L6	N27 55.5 W015 23.5	P38 thru P46	N27 55.8 W015 23.4
L7	N27 55.5 W015 23.6	P48	N27 55.7 W015 23.4
L8	N27 55.5 W015 23.5	P50 thru P56	N27 55.7 W015 23.5
L9	N27 55.6 W015 23.6	P58 thru P64	N27 55.6 W015 23.5
L10	N27 55.6 W015 23.5	P66	N27 55.5 W015 23.6
L11, L12	N27 55.6 W015 23.6	T01, T02	N27 56.4 W015 23.3
LH01 thru LH03	N27 55.7 W015 23.6	T03 thru T06	N27 56.3 W015 23.3
LH04	N27 55.6 W015 23.6	T07, T08	N27 56.2 W015 23.3
M01,M02	N27 56.5 W015 23.2	T09, T10	N27 56.2 W015 23.4
M03, M04	N27 56.4 W015 23.2	T11 thru T13	N27 56.1 W015 23.4
N01, N02	N27 56.5 W015 23.2	T14, T15	N27 56.0 W015 23.4
N03	N27 56.4 W015 23.2	T16 thru T18	N27 55.9 W015 23.5
N11, N12	N27 56.5 W015 23.2	T19 thru T21	N27 55.8 W015 23.5
P00 thru P04	N27 56.4 W015 23.2	T21B thru T23	N27 55.7 W015 23.6
P06 thru P12	N27 56.3 W015 23.2		
P14 thru P18	N27 56.2 W015 23.2		
P20	N27 56.2 W015 23.3		
P22 thru P26	N27 56.1 W015 23.3		
P28 thru P32	N27 56.0 W015 23.3		

Standard TAKE-OFF

	RCLM (DAY only) or RL	NIL (DAY only)
A	550m	
B		
C		
D		

CHANGES: PAPI note.

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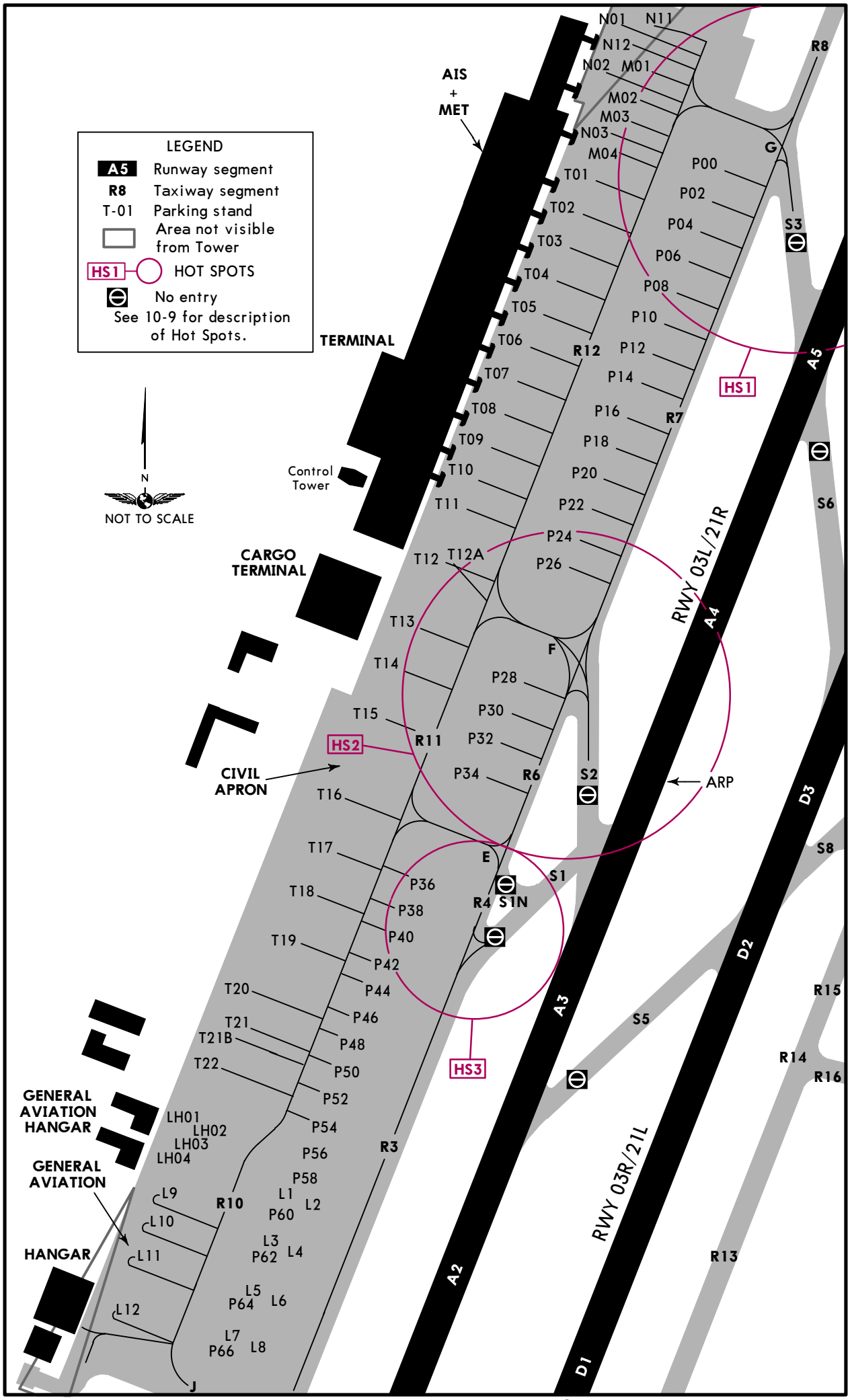

CHANGES: Areas not visible from tower added.

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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 (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.

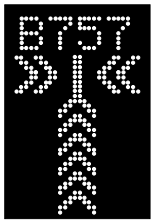
1. DOCKING START

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

2. CAPTURE

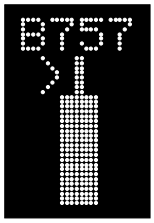
When the system is working in capture way, looking for the approaching acft, the system shows vertical floating arrows. The first line of the display unit will show the 'ACFT TYPE'.

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.

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GCLP/LPA
GRAN CANARIA

JEPPESEN 25 JAN 13 (11-1)

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

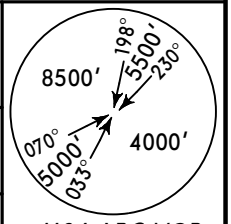
BRIEFING STRIP™

ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

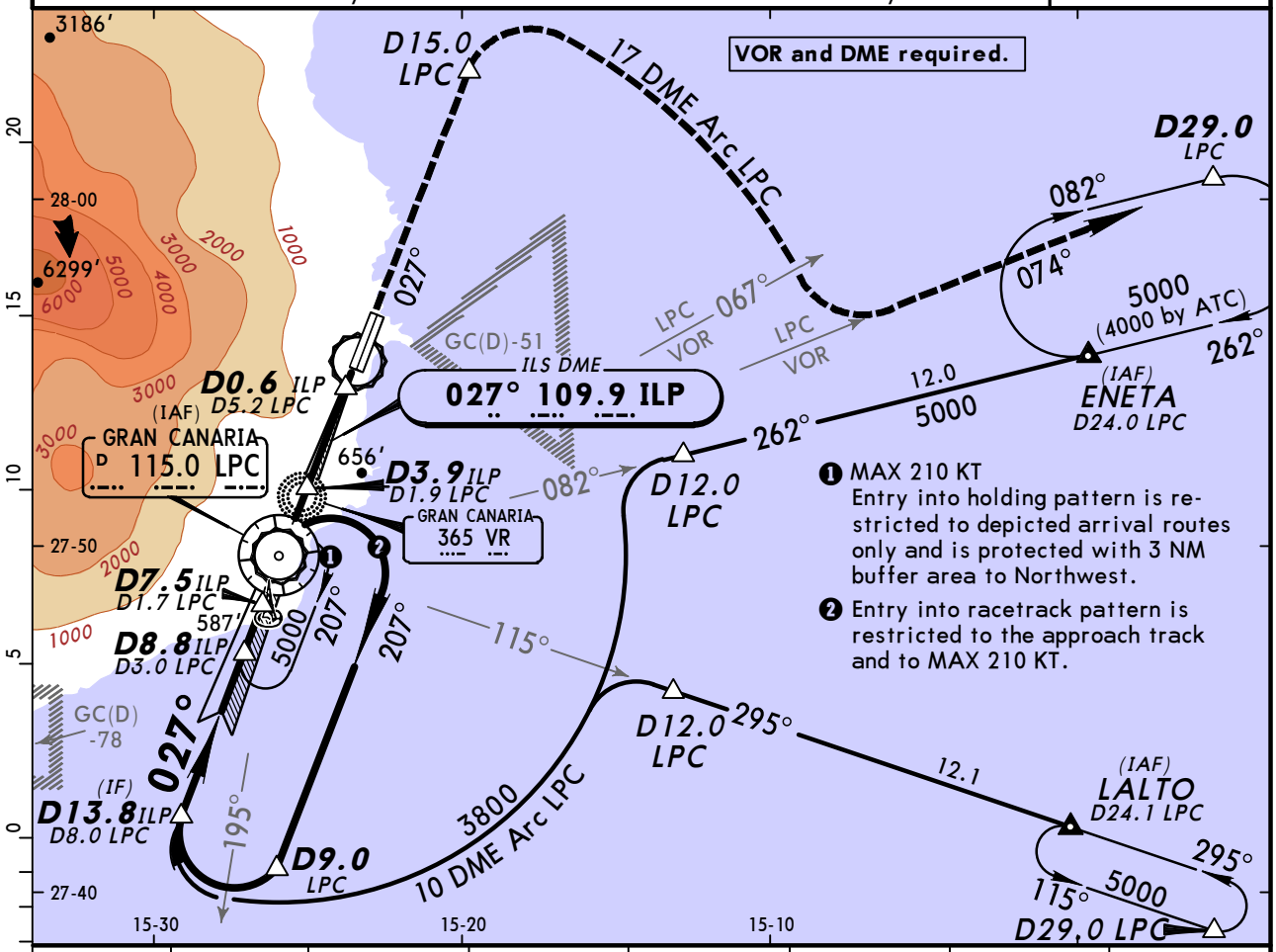
LOC ILP	Final Apch Crs	GS D3.9 ILP	ILS DA(H)	Apt Elev / RWY
109.9	027°	1386′ (1308′)	Refer to Minimums	78′ / 78′

MISSED APCH: Climb on 027° to D15.0 LPC. Turn RIGHT (MAX 185 KT) and follow 17 DME Arc LPC to MAX 3000′ to R-067 LPC. Turn LEFT to intercept R-074 LPC to D29.0 LPC, climbing to 4000′ and join holding.

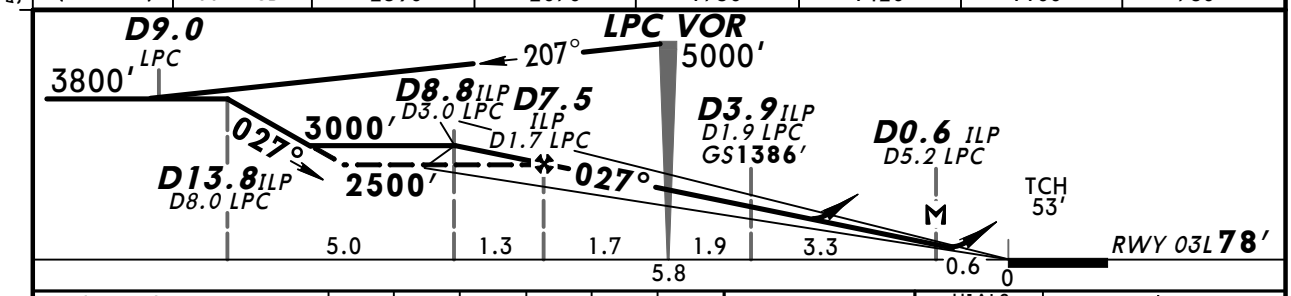
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 03L threshold. 2. ILS: No obstacle free zone rwy 03L.



MSA LPC VOR



LOC (GS out)	ILP DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2390′	2070′	1750′	1420′	1100′	780′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D0.6 ILP/D5.2 LPC						

HIALS REIL PAPI PAPI

D15.0 LPC on 027°

Standard STRAIGHT-IN LANDING RWY 03L

ILS			LOC (GS out)		SIDESTEP TO RWY 03R
DA(H) A: 327′(249′) C: 349′(271′) B: 339′(261′) D: 358′(280′)			DA(H) 730′(652′)		
FULL	Limited	ALS out		ALS out	
A RVR 550m	RVR 750m	RVR 1300m	RVR 1500m		Refer to CIRCLE-TO-LAND
B RVR 600m					
C			CMV 2300m	CMV 2400m	
D					

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	980′ (902′)	1500m
135	980′ (902′)	1600m
180	1150′ (1072′)	2400m
205	1150′ (1072′)	3600m

PANS OPS

CHANGES: Fix designations.

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GCLP/LPA
GRAN CANARIA

JEPPESEN 25 JAN 13 (11-2)

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

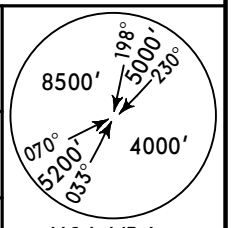
BRIEFING STRIP™

ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

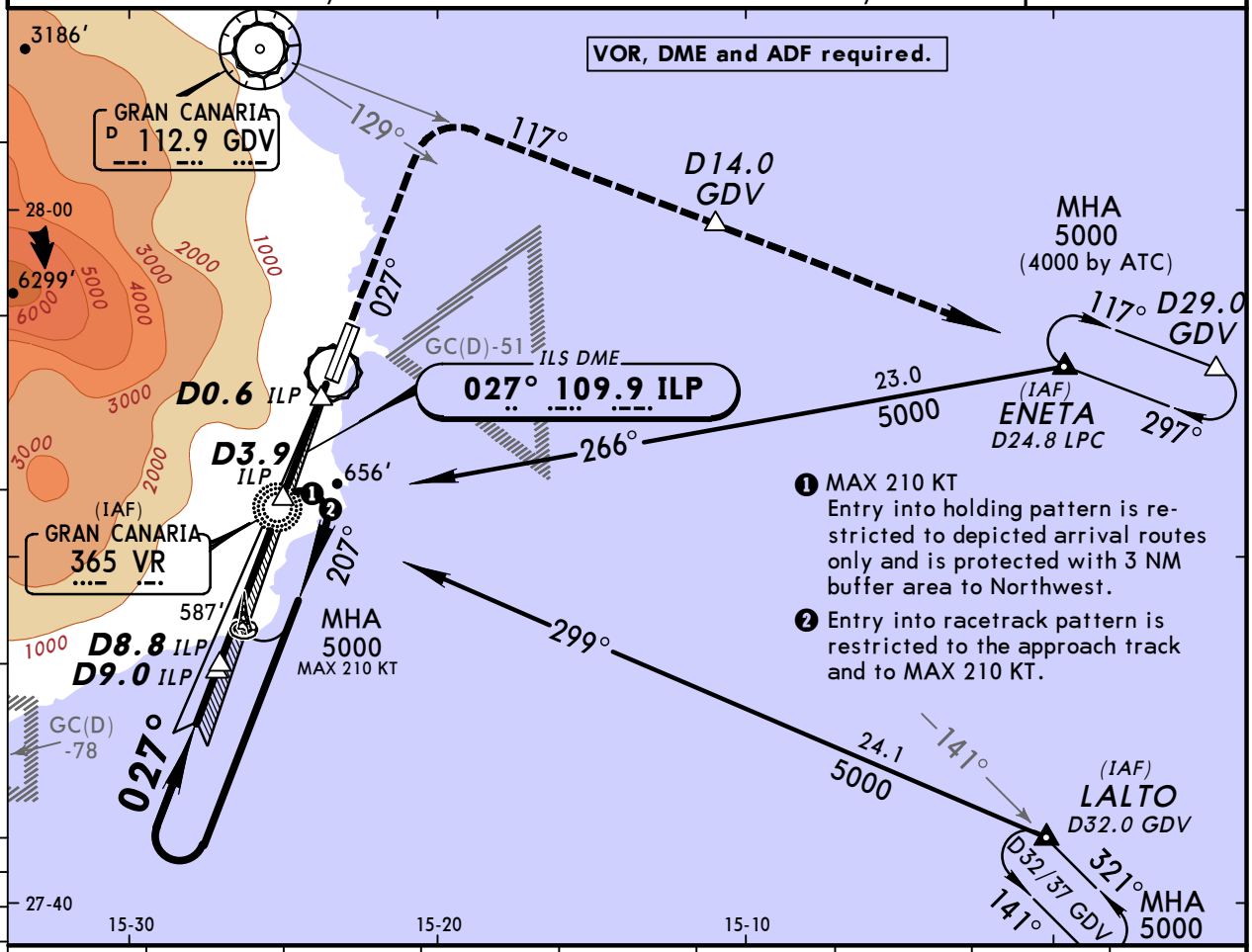
LOC ILP	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
109.9	027°	D3.9 ILP 1386′ (1308′)	Refer to Minimums	Apt Elev 78′ RWY 78′

MISSED APCH: Climb on 027° until 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 Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 03L threshold. 2. ILS: No obstacle free zone rwy 03L.



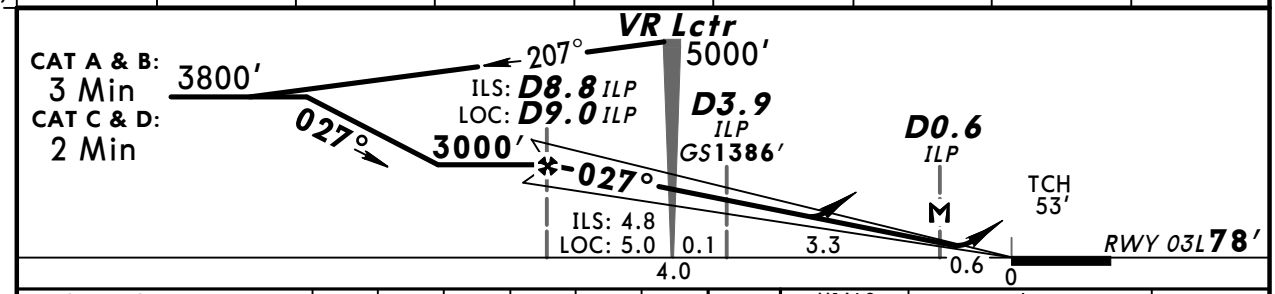
MSA VR Lctr



❶ MAX 210 KT
Entry into holding pattern is restricted to depicted arrival routes only and is protected with 3 NM buffer area to Northwest.

❷ Entry into racetrack pattern is restricted to the approach track and to MAX 210 KT.

LOC (GS out)	ILP DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720′	2400′	2080′	1750′	1430′	1100′	780′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D0.6 ILP							

HIALS
REIL
PAPI PAPI

on 027°

GDV
112.9
R-129

Standard STRAIGHT-IN LANDING RWY 03L

ILS	LOC (GS out)	SIDESTEP TO RWY 03R
DA(H) A: 327′(249′) C: 349′(271′) B: 339′(261′) D: 358′(280′)	DA(H) 730′(652′)	

PANS OPS

	FULL	Limited	ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1300m	RVR 1500m		Refer to CIRCLE-TO-LAND
B	RVR 600m					
C				CMV 2300m	CMV 2400m	
D						

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	980′(902′)	1500m
135	980′(902′)	1600m
180	1150′(1072′)	2400m
205	1150′(1072′)	3600m

CHANGES: None.

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GCLP/LPA
GRAN CANARIA

JEPPESEN
25 JAN 13 (11-3)

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

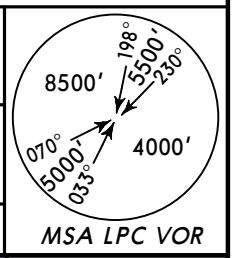
ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

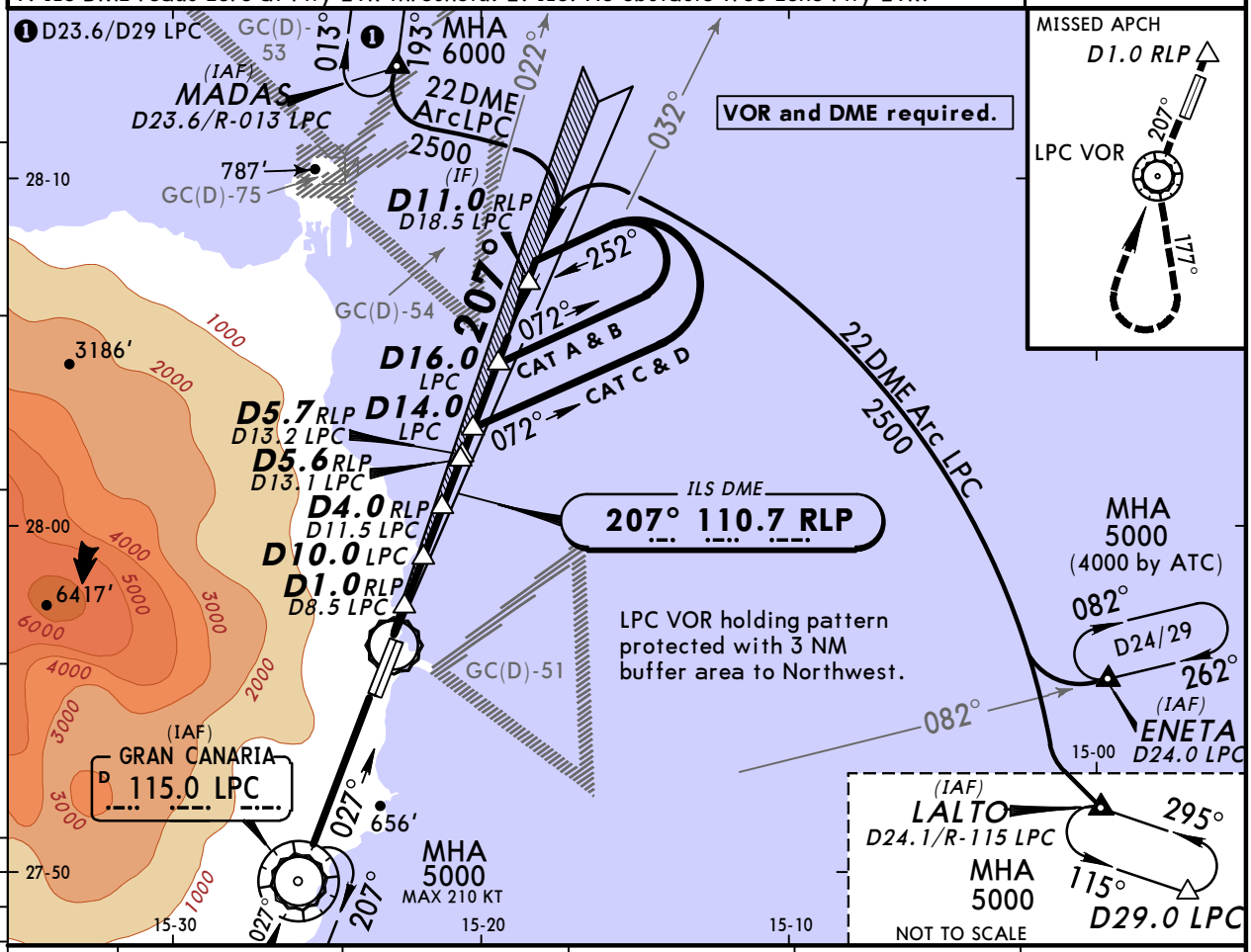
BRIEFING STRIP

LOC RLP	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.7	207°	D4.0 RLP 1374′ (1341′)	Refer to Minimums	78′ / 33′

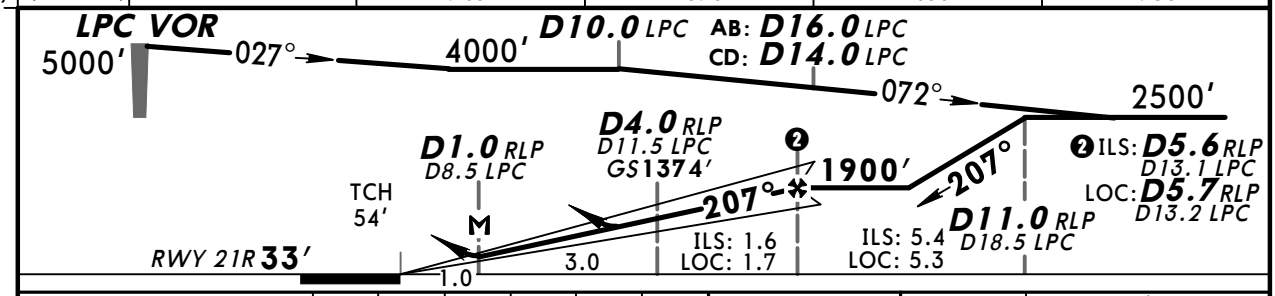
MISSED APCH: Climb on 207° to LPC VOR, proceed on R-177 LPC to 4500′, then turn RIGHT to LPC VOR climbing to 5000′ and join holding.

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.





LOC (GS out)	RLP DME	2.0	3.0	4.0	5.0
	ALTITUDE	740′	1070′	1400′	1730′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 RLP/D8.5 LPC							

HIALS
REIL
PAPI PAPI
LPC 115.0 on 207°

Standard STRAIGHT-IN LANDING RWY 21R

ILS		LOC (GS out)		SIDESTEP TO RWY 21L
DA(H) A:316′(283′) C:336′(303′) B:328′(295′) D:347′(314′)		DA(H) 500′(467′)		
FULL/Limited	ALS out		ALS out	
A	RVR 1200m	RVR 1400m	RVR 1500m		Refer to CIRCLE-TO-LAND
B					
C			RVR 2000m	CMV 2200m	
D					

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1500′(1422′)	1500m
135	1500′(1422′)	1600m
180	1540′(1462′)	2400m
205	1540′(1462′)	3600m

PANS OPS

CHANGES: Fix designations.

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GCLP/LPA
GRAN CANARIA

JEPPESEN
25 JAN 13 (11-4)

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

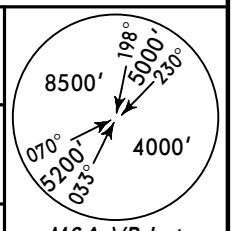
ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

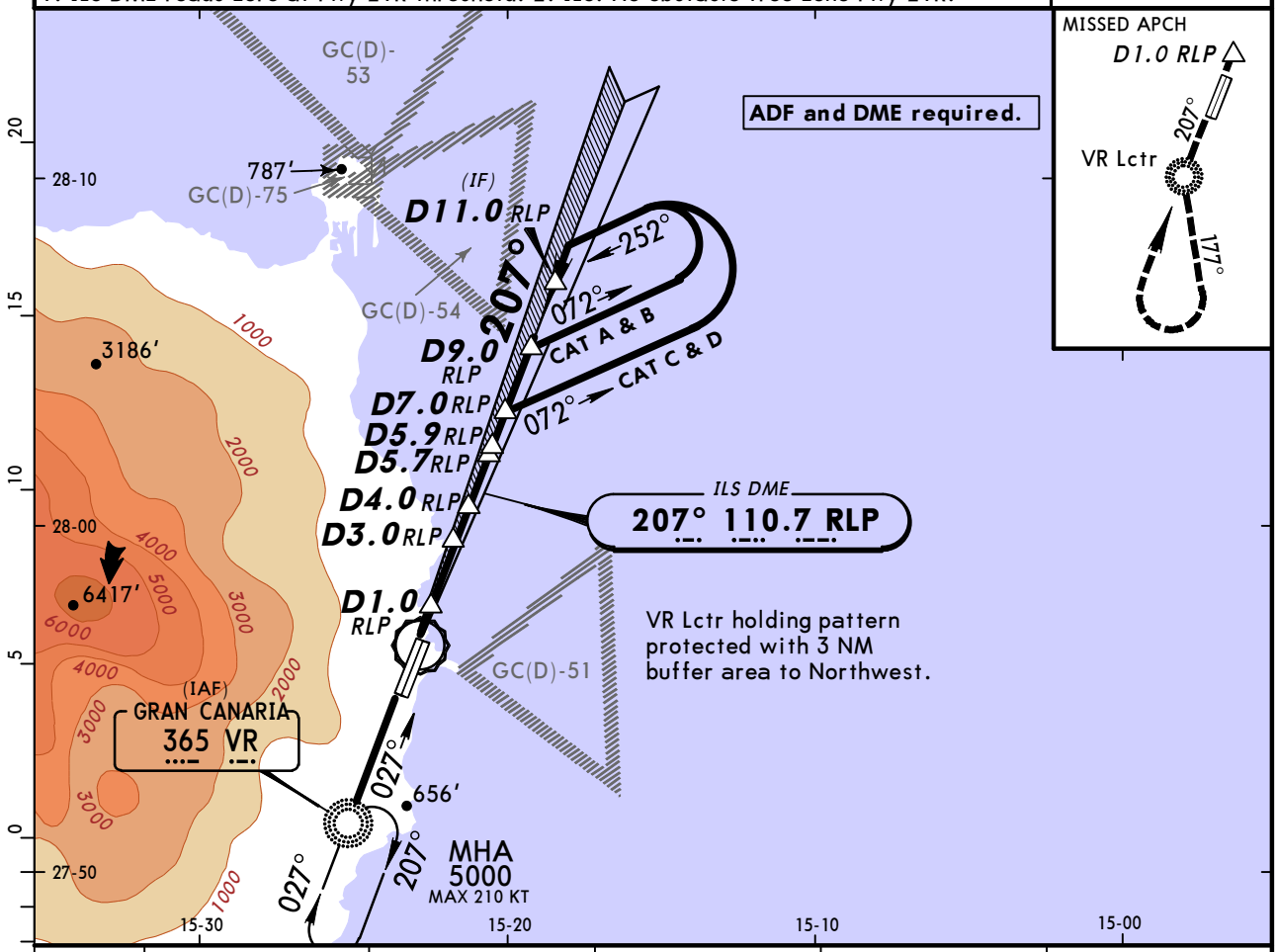
BRIEFING STRIP

LOC RLP	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.7	207°	D4.0 RLP 1374′ (1341′)	Refer to Minimums	78′ / 33′

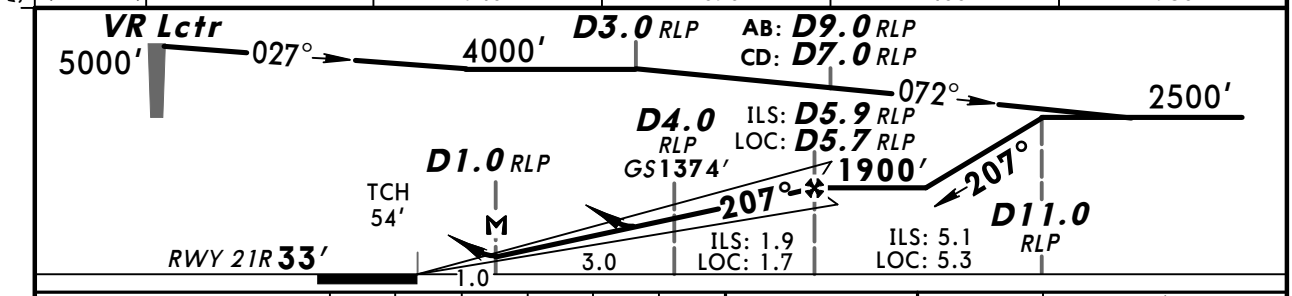
MISSED APCH: Climb on 207° to VR Lctr, proceed on 177° to 4500′, then turn RIGHT to VR Lctr climbing to 5000′ and join holding.

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.





LOC (GS out)					
	RLP DME	2.0	3.0	4.0	5.0
	ALTITUDE	740′	1070′	1400′	1730′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 RLP							

HIALS
REIL
PAPI PAPI
VR 365 on 207°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 21R

	ILS		LOC (GS out)		SIDESTEP TO RWY 21L
	DA(H) A:316′(283′) C:336′(303′) B:328′(295′) D:347′(314′)		DA(H) 500′(467′)		
	FULL/Limited	ALS out		ALS out	
A	RVR 1200m	RVR 1400m	RVR 1500m		Refer to CIRCLE-TO-LAND
B					
C			RVR 2000m	CMV 2200m	
D					

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1500′(1422′)	1500m
135	1500′(1422′)	1600m
180	1540′(1462′)	2400m
205	1540′(1462′)	3600m

CHANGES: None.

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GCLP/LPA GRAN CANARIA

10 APR 15 | 11-5 | CAT C & D

JEPPESEN

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

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

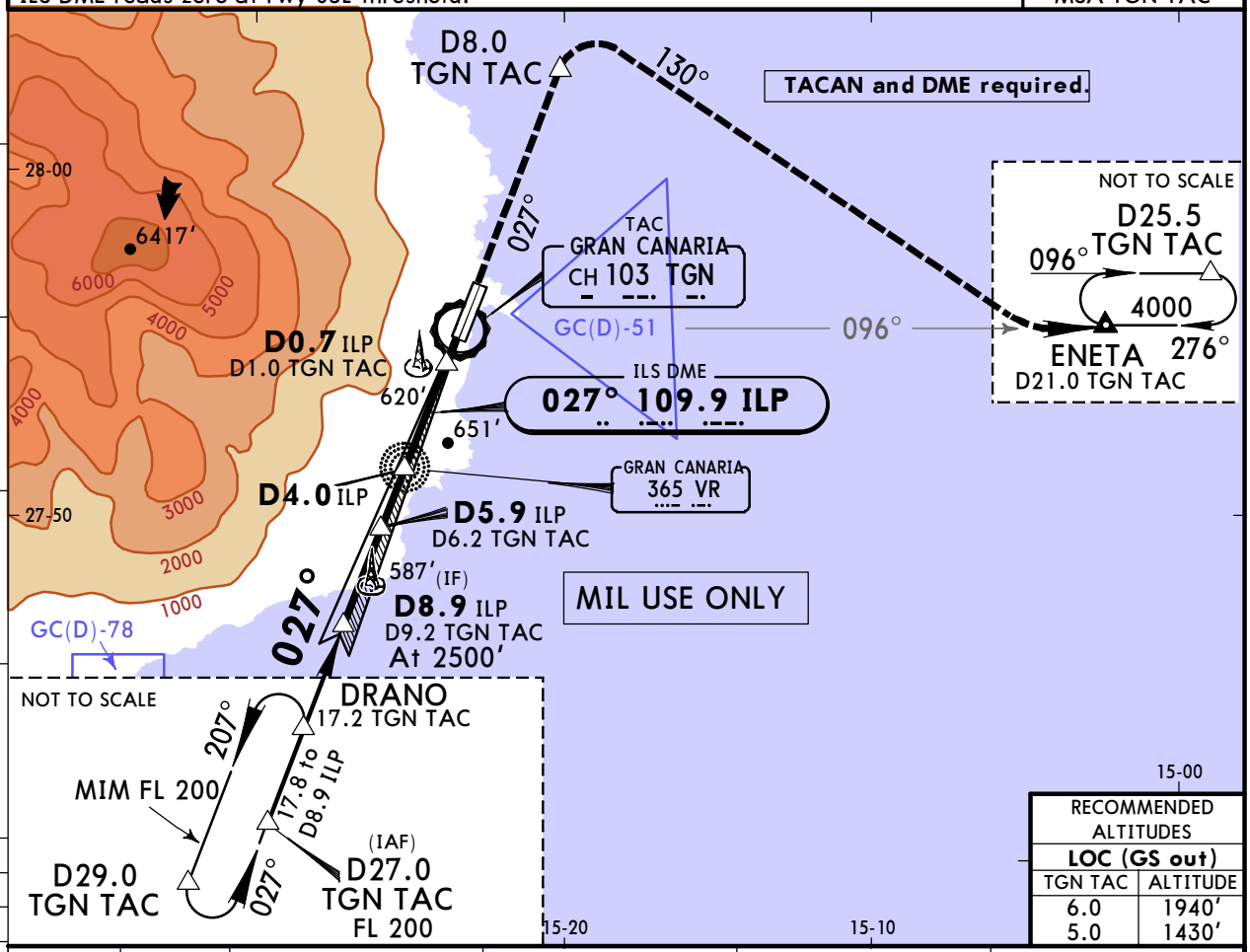
BRIEFING STRIP™

LOC ILP	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
109.9	027°	D4.0 ILP 1419′(1341′)	Refer to Minimums	78′ / 78′

MISSED APCH: Climb to D8.0 TGN TAC, then turn RIGHT (MAX 185 KT) on 130° to intercept R-096 TGN TAC climbing to 4000′ to join ENETA holding.

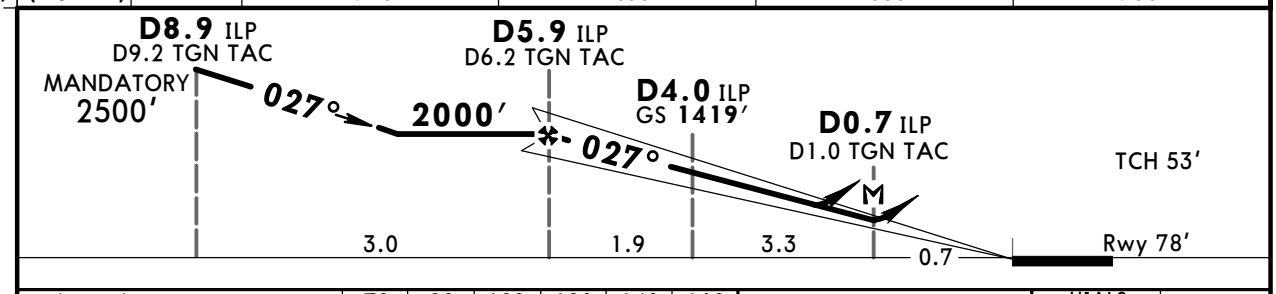
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 03L threshold.

8500′
MSA TGN TAC



RECOMMENDED ALTITUDES LOC (GS out)	
TGN TAC	ALTITUDE
6.0	1940′
5.0	1430′

LOC (GS out)	ILP DME	5.0	4.0	3.0	2.0
	ALTITUDE	1710′	1400′	1080′	760′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 ILP/D1.0 TGN TAC						

HIALS
REIL PAPI PAPI

D8.0 TGN TAC

Standard STRAIGHT-IN LANDING RWY 03L **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) C:350′(272′) D:360′(282′) FULL/Limited	ILS ALS out	LOC (GS out) CDFA DA(H) 580′(502′)	LOC (GS out) ALS out	SIDESTEP TO RWY 03R MDA(H) 580′(502′)	SIDESTEP ALS out
A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
B						
C	300′- 1200m	300′- 1600m	500′-1600m	500′-2400m	500′- 2000m	500′- 2800m
D						

Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE	
B		
180	1570′(1492′)	1500′- 4800m
205		

MIPS

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

10 APR 15 | 11-6 | CAT C & D

JEPPESEN

GRAN CANARIA, CANARY IS HI-ILS Y or HI-LOC Y Rwy 03L

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

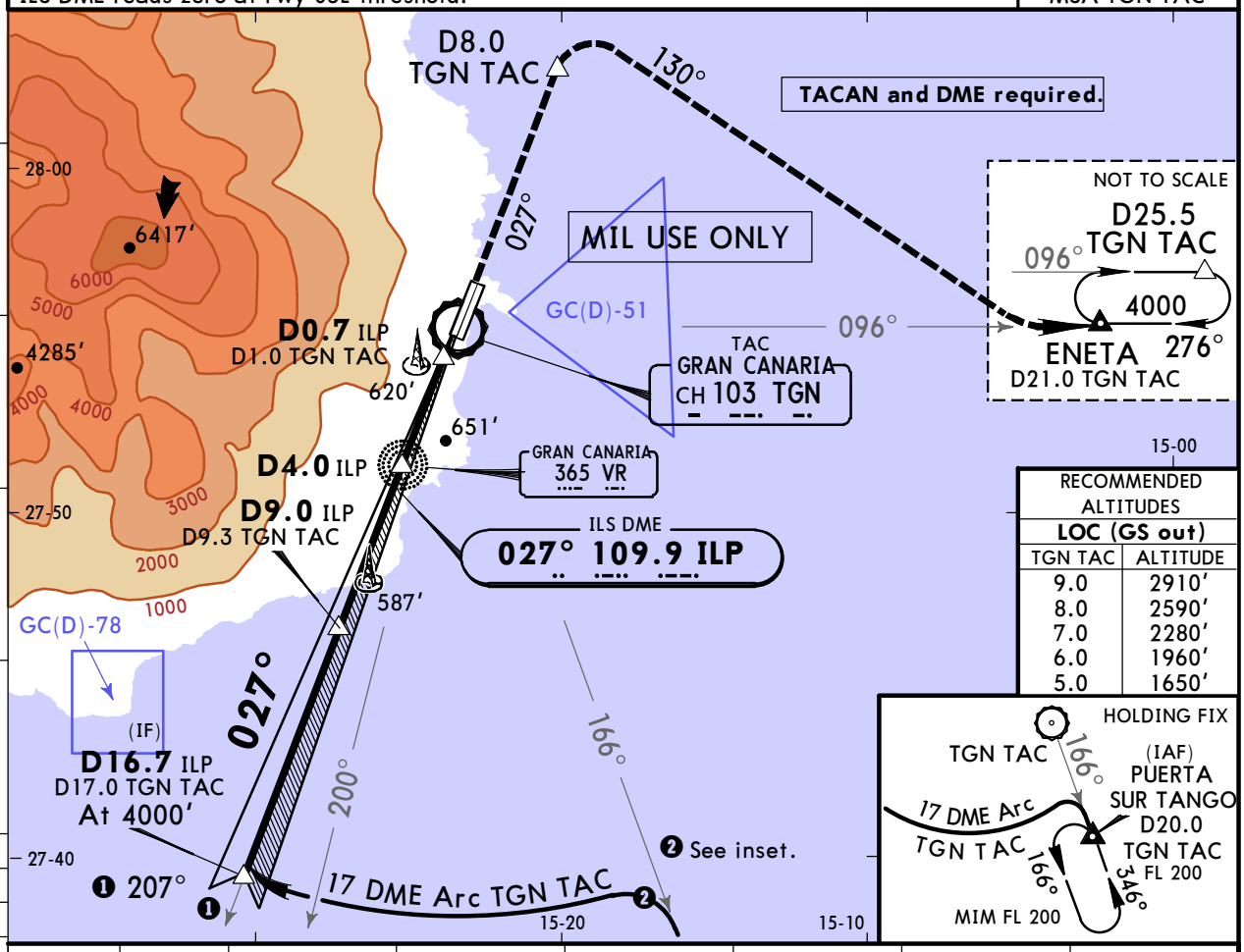
BRIEFING STRIP™

LOC ILP	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
109.9	027°	D4.0 ILP 1419′(1341′)	Refer to Minimums	Apt Elev 78′ Rwy 78′

MISSED APCH: Climb to D8.0 TGN TAC, then turn RIGHT (MAX 185 KT) on 130° to intercept R-096 TGN TAC climbing to 4000′ to join ENETA holding.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 03L threshold.

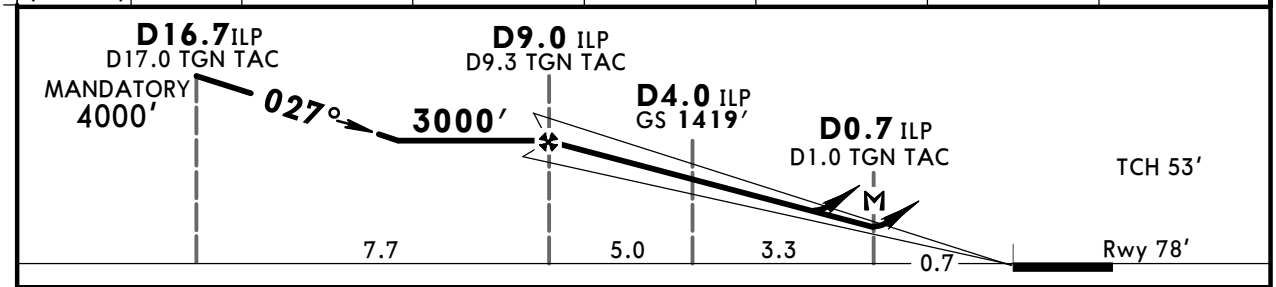
8500′ MSA TGN TAC



RECOMMENDED ALTITUDES

LOC (GS out) TGN TAC	ALTITUDE
9.0	2910′
8.0	2590′
7.0	2280′
6.0	1960′
5.0	1650′

LOC (GS out)	ILP DME	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2660′	2340′	2030′	1710′	1400′	1080′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 ILP/D1.0 TGN TAC						

HIALS REIL PAPI PAPI

D8.0 TGN TAC

Standard STRAIGHT-IN LANDING RWY 03L **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) C:350′(272′) D:360′(282′) FULL/Limited	ILS ALS out	LOC (GS out) CDFA DA(H) 980′(902′)	LOC (GS out) ALS out	SIDESTEP TO RWY 03R MDA(H) 980′(902′)	SIDESTEP TO RWY 03R ALS out	Max Kts	CIRCLE-TO-LAND MDA(H) CEIL-VIS
A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		A	NOT APPLICABLE
B							B	
C	300′- 1200m	300′- 1600m	900′-3600m	900′- 4400m	900′- 4000m	900′- 4700m	180	1570′(1492′) 1500′-4800m
D			900′-4000m	900′- 4800m		900′- 4800m	205	

MIPS

CHANGES: New procedure.

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GCLP/LPA
GRAN CANARIA

JEPPESEN 10 APR 15 11-7 CAT C & D

GRAN CANARIA, CANARY IS
HI-ILS DME A Rwy 03L

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

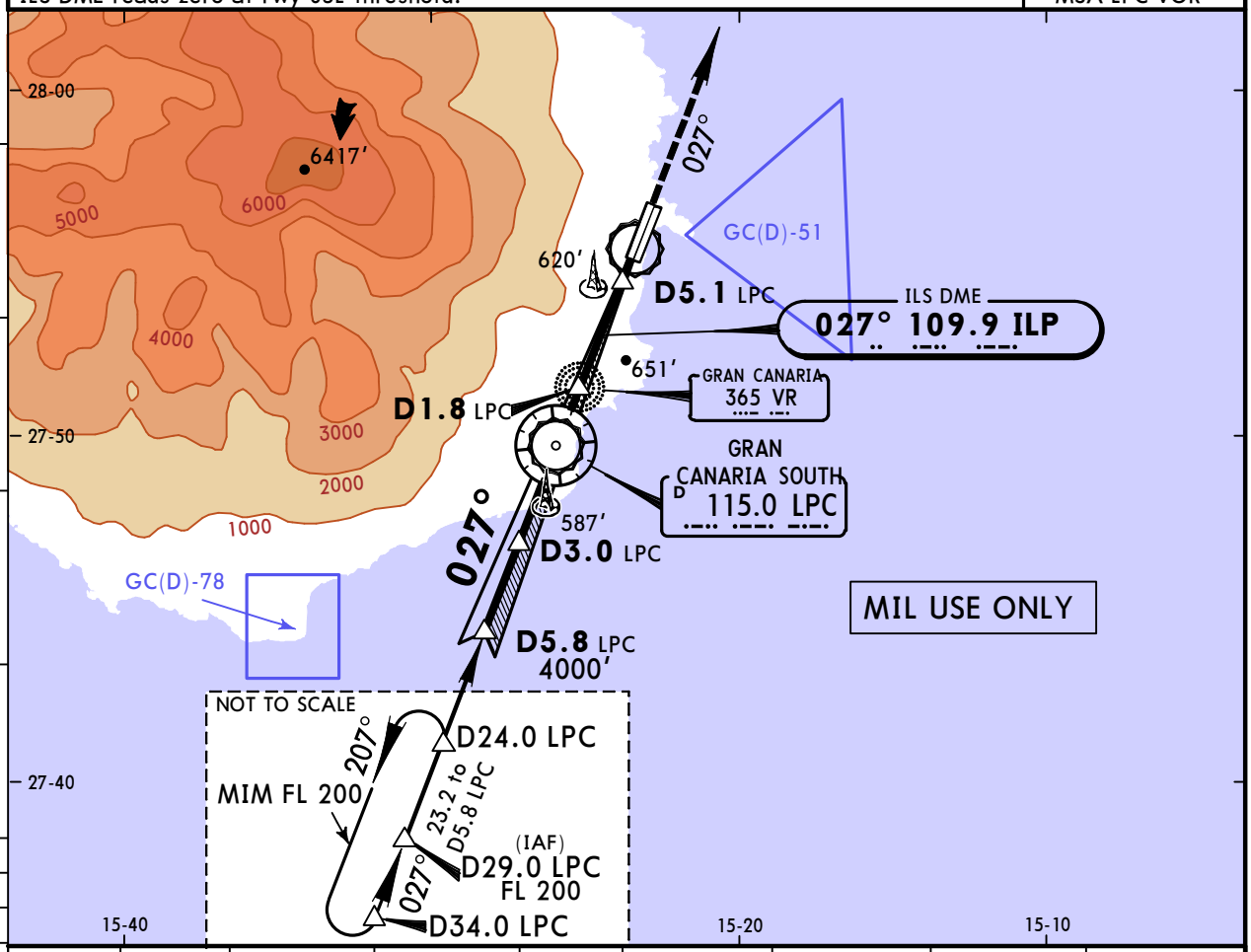
BRIEFING STRIP ™

LOC ILP	Final Apch Crs	GS	ILS DA(H)	
109.9	027°	D1.8 after LPC 1400′(1322′)	356′(278′)	Apt Elev 78′ Rwy 78′

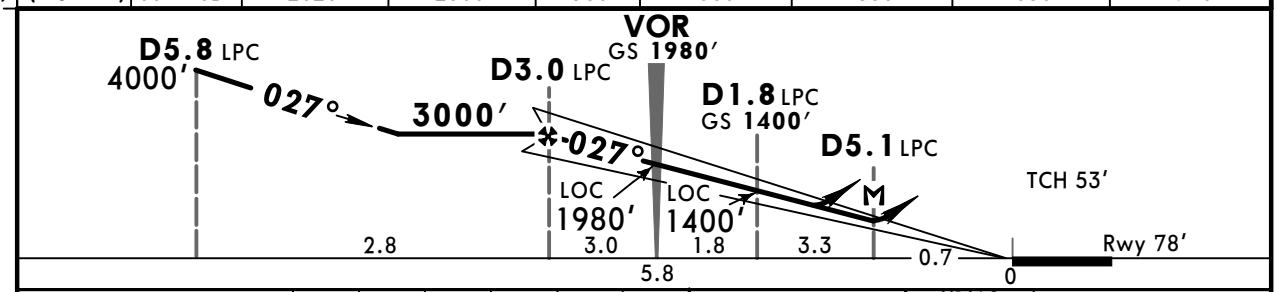
MISSED APCH: Climb on 027° to 3000′, then as directed.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 03L threshold.

8500′
MSA LPC VOR



LOC (GS out)	LPC DME	2.0 to LPC	1.0 to LPC	0.0	1.0 after LPC	2.0 after LPC	3.0 after LPC	4.0 after LPC
	ALTITUDE	2620′	2300′	1980′	1660′	1350′	1030′	710′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D5.1 after LPC						

HIALS
REIL
PAPI PAPI

3000′ on 027°

Standard STRAIGHT-IN LANDING RWY 03L **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 356′(278′) FULL/Limited	ILS DA(H) 356′(278′) ALS out	LOC (GS out) CDFA DA(H) 680′(602′)	LOC (GS out) CDFA DA(H) 680′(602′) ALS out	SIDESTEP TO RWY 03R MDA(H) 680′(602′)	SIDESTEP TO RWY 03R MDA(H) 680′(602′) ALS out
A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
B						
C	300′-800m	300′-1600m	700′-2100m	700′-2800m	700′-2500m	700′-3200m
D			700′-2400m	700′-3200m		

Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE	
B		
180	1460′(1382′)	1400′-4800m
205		

MIPS

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 10 APR 15 11-8 CAT C & D

GRAN CANARIA, CANARY IS HI-ILS DME B Rwy 03L

BRIEFING STRIP™

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

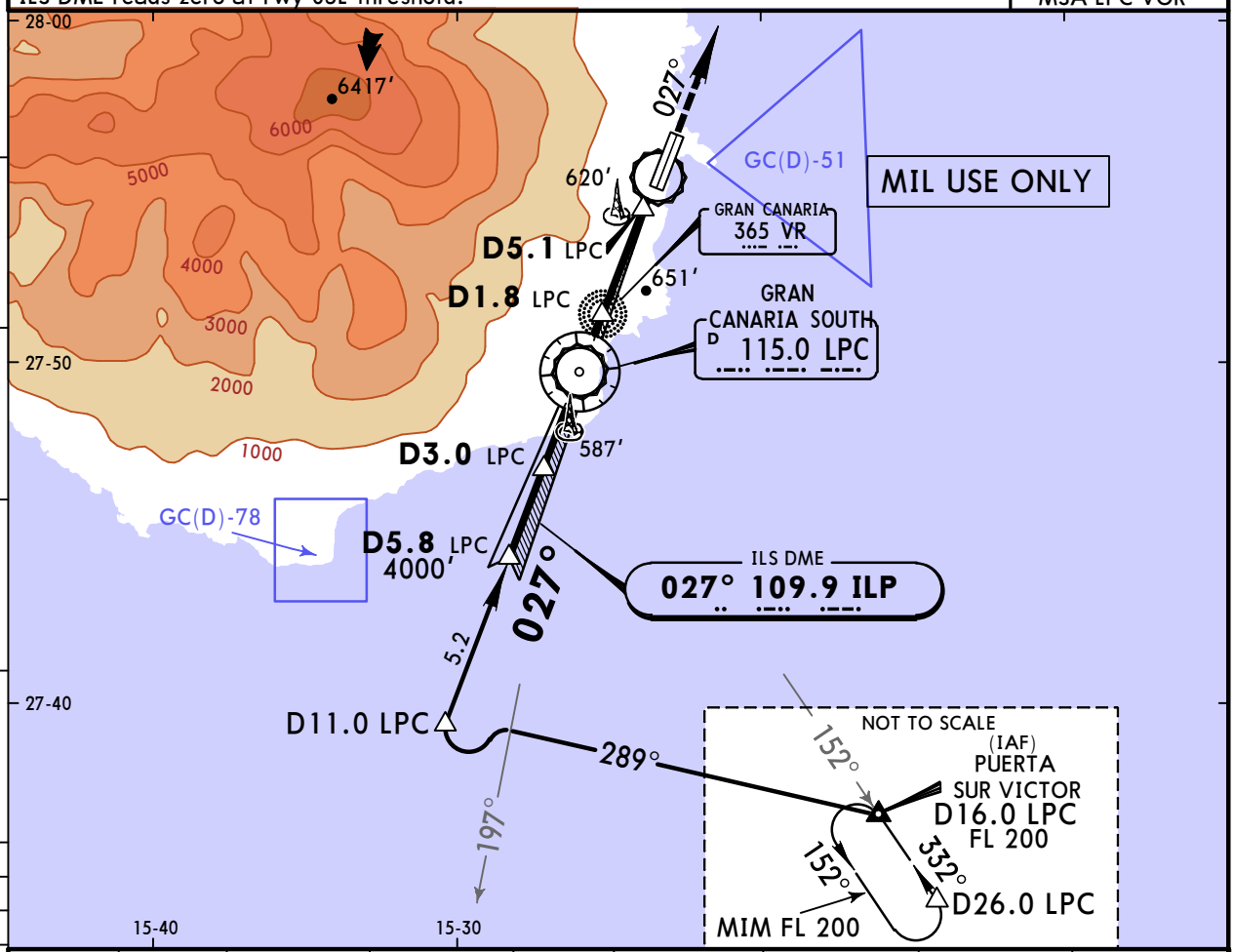
For UHF see MIL-101 listing

LOC ILP	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
109.9	027°	D1.8 after LPC 1400′(1322′)	350′(272′)	Apt Elev 78′ Rwy 78′

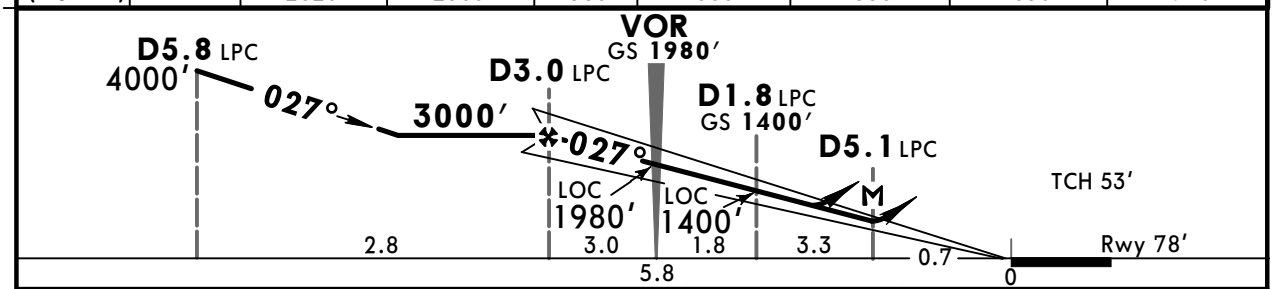
MISSED APCH: Climb on 027° to 3000′, then as directed.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 03L threshold.

8500′
MSA LPC VOR



LOC (GS out)	LPC DME	2.0 to LPC	1.0 to LPC	0.0	1.0 after LPC	2.0 after LPC	3.0 after LPC	4.0 after LPC
	ALTITUDE	2620′	2300′	1980′	1660′	1350′	1030′	710′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D5.1 after LPC						

HIALS REIL PAPI PAPI

3000′ on 027°

Standard STRAIGHT-IN LANDING RWY 03L **CEILING REQUIRED** CIRCLE-TO-LAND

MIPS	ILS DA(H) 350′(272′) FULL/Limited	ILS DA(H) 350′(272′) ALS out	LOC (GS out) CDFA DA(H) 680′(602′)	LOC (GS out) CDFA DA(H) 680′(602′) ALS out	SIDESTEP TO RWY 03R MDA(H) 680′(602′)	SIDESTEP TO RWY 03R MDA(H) 680′(602′) ALS out	Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		A	NOT APPLICABLE	
B							B		
C	300′- 800m	300′-1600m	700′-2100m	700′-2800m	700′- 2500m	700′-3200m	180	1460′(1382′)	1400′- 4800m
D			700′-2400m	700′-3200m			205		

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

10 APR 15 (11-9) CAT C & D

JEPPESEN

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

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

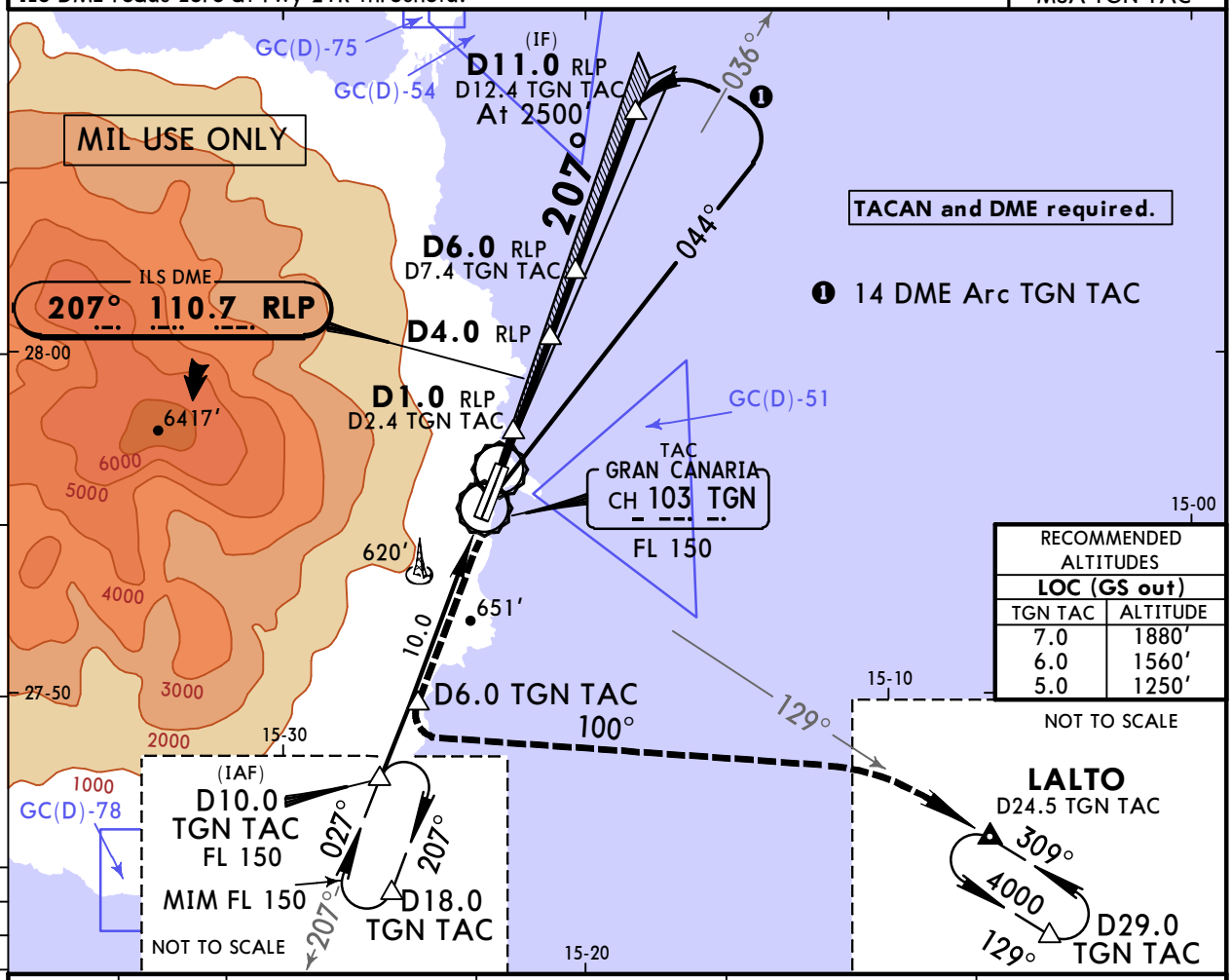
BRIEFING STRIP™

LOC RLP	Final Apch Crs	GS	ILS DA(H)	Apt Elev 78′
110.7	207°	D4.0 RLP 1375′(1342′)	Refer to Minimums	Rwy 33′

MISSED APCH: Climb to D6.0 TGN TAC, then turn LEFT on 100° to intercept R-129 TGN TAC climbing to 4000′ to join LALTO holding.

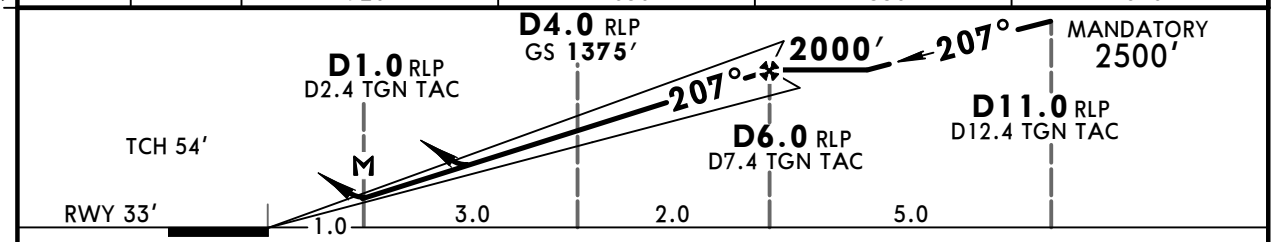
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 21R threshold.

8500′ MSA TGN TAC



RECOMMENDED ALTITUDES LOC (GS out)	
TGN TAC	ALTITUDE
7.0	1880′
6.0	1560′
5.0	1250′

LOC (GS out)	RLP DME	2.0	3.0	4.0	5.0
	ALTITUDE	720′	1030′	1350′	1610′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 RLP/D2.4 TGN TAC						

HIALS REIL PAPI PAPI

D6.0 TGN TAC

Standard STRAIGHT-IN LANDING RWY 21R **CEILING REQUIRED** CIRCLE-TO-LAND

MIPS	ILS DA(H) C: 337′(304′) D: 347′(314′) FULL/Limited	ALS out	LOC (GS out) CDFA DA(H) 500′(467′)	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE		NOT APPLICABLE		A	NOT APPLICABLE	
B					B		
C	300′- 1200m	300′- 1600m	500′- 2000m	500′- 2200m	180	1570′(1492′)	1500′- 4800m
D				500′- 2400m	205		

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 9 MAY 14 (13-1)

GRAN CANARIA, CANARY IS VOR Rwy 03L

BRIEFING STRIP

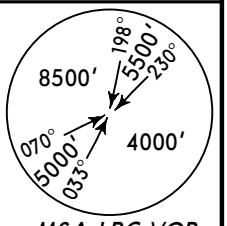
D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
LPC 115.0	028°	D1.0 1700′ (1622′)	Refer to Minimums	78′

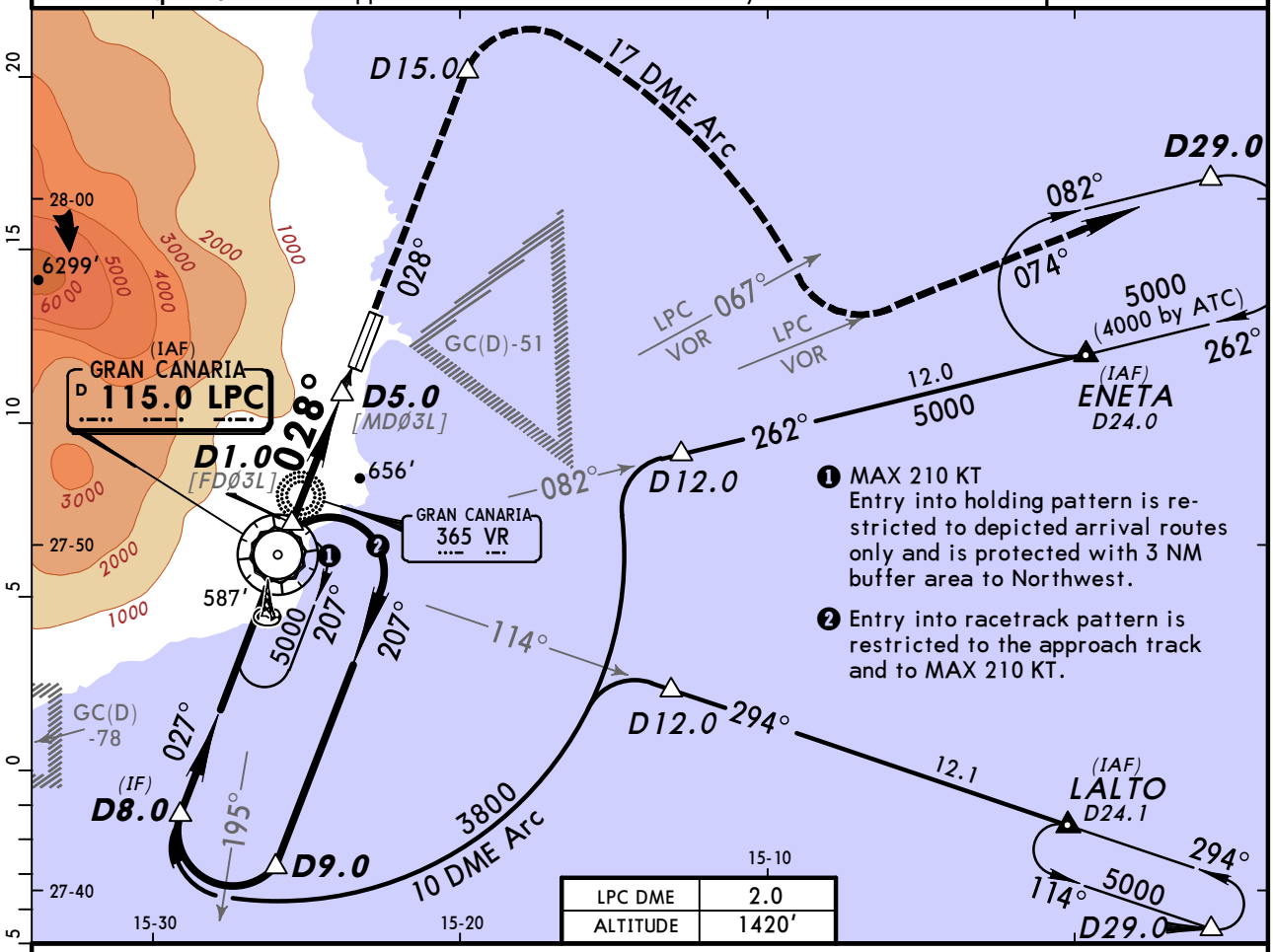
MISSED APCH: Climb on R-028 to D15.0. Turn RIGHT (MAX 185 KT) and follow 17 DME Arc to MAX 3000′ to R-067. Turn LEFT to intercept R-074 to D29.0, climbing to 4000′ and join holding.

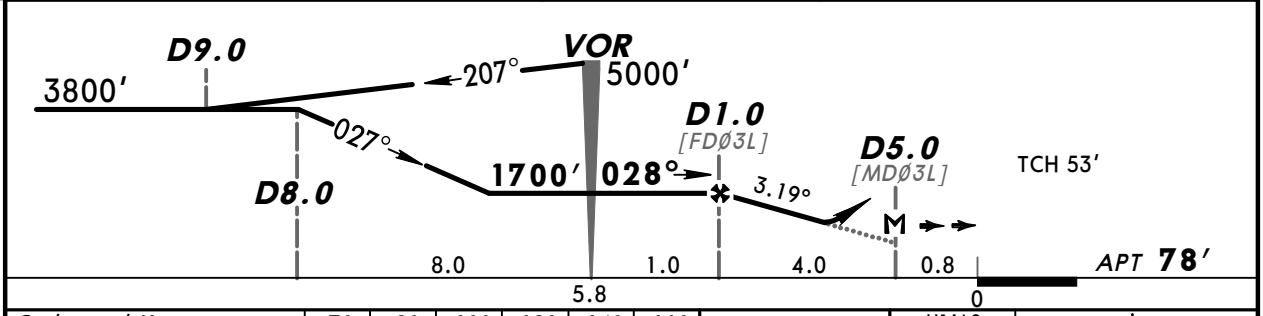
Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

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



MSA LPC VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.19°	395	508	564	677	790	903
MAP at D5.0							

HIALS REIL PAPI PAPI

D15.0 on LPC 115.0 R-028

Standard

CIRCLE-TO-LAND

Not authorized West of airport

PANS OPS

	Max Kts	MDA(H)	VIS
A	100	1300′ (1222′)	1500m
B	135	1560′ (1482′)	1600m
C	180	1660′ (1582′)	2400m
D	205	1660′ (1582′)	3600m

CHANGES: Communications. Bearings. Minimums.

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GCLP/LPA GRAN CANARIA

JEPPESEN 9 MAY 14 (13-2)

GRAN CANARIA, CANARY IS VOR Rwy 21R

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

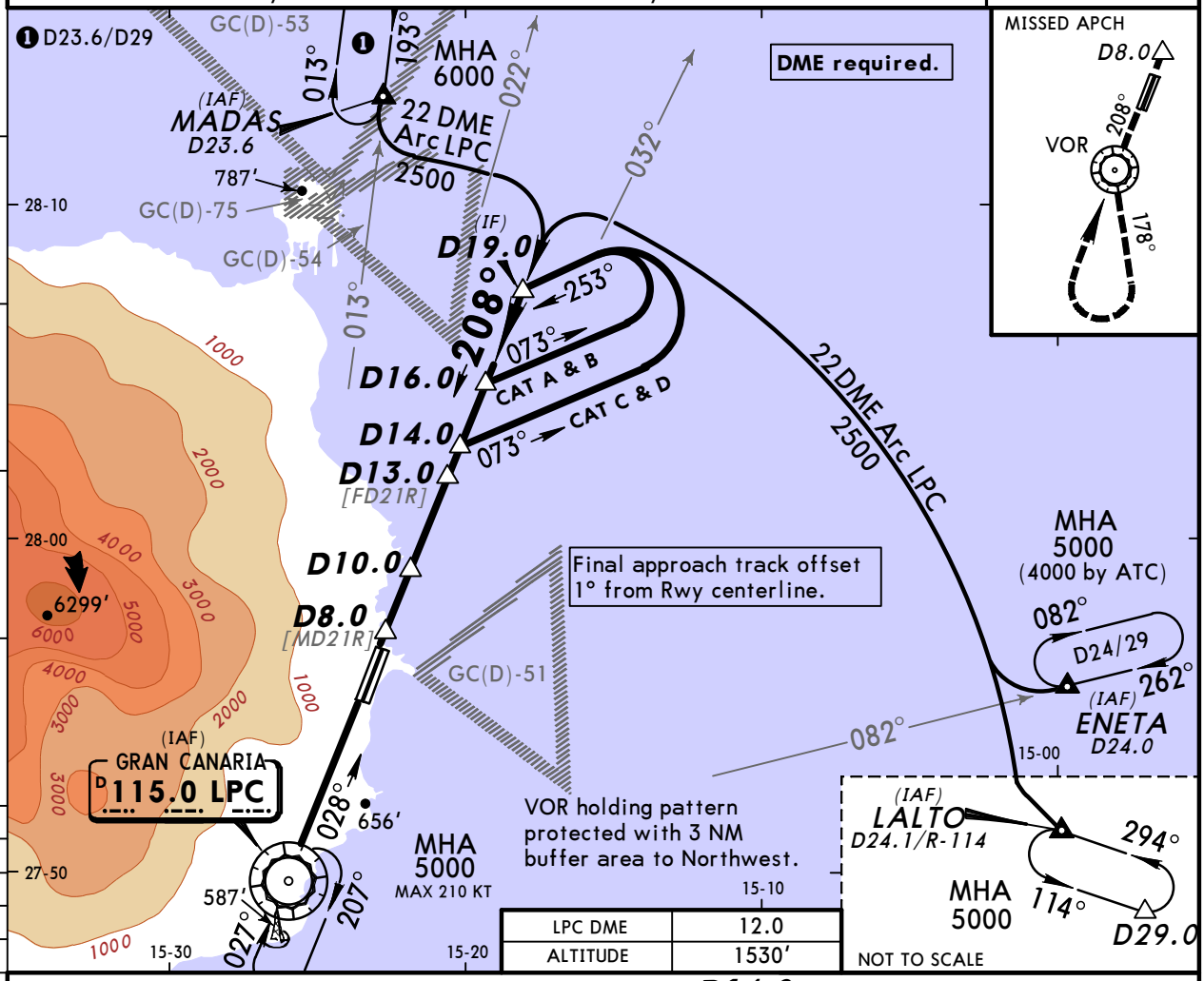
BRIEFING STRIP ™

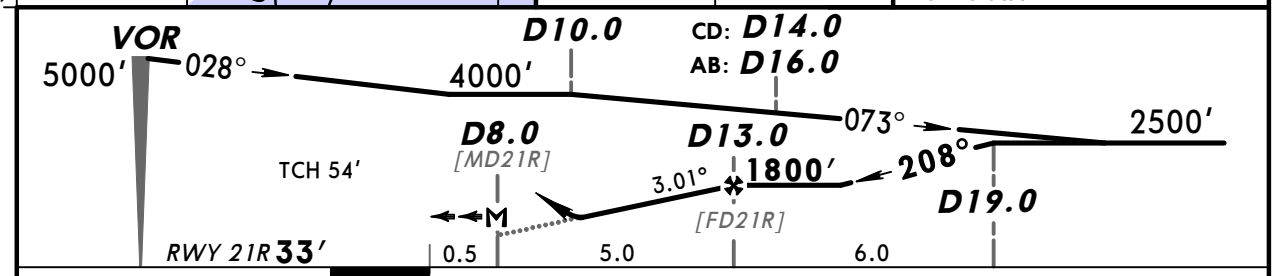
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 78'
LPC 115.0	208°	D13.0 1800' (1767')	1200' (1167')	RWY 33'

MISSED APCH: Climb on R-028 to VOR, proceed on R-178 to 4500', then turn RIGHT to VOR climbing to 5000' and join holding.

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

MSA LPC VOR: 8500' (198°–230°), 5500'; 4000' (070°–033°), 5000'





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745	852
MAP at D8.0							

HIALS REIL PAPI PAPI

LPC 115.0 ↑ on LPC 115.0 R-028

PANS OPS

Standard STRAIGHT-IN LANDING RWY 21R

	DA(H) 1200' (1167') ALS out	SIDESTEP TO RWY 21L MDA(H) 1200' (1167') ALS out
A	RVR 1500m	CMV 5000m
B		
C	CMV 2400m	
D		

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS	
100	1500' (1422')	1500m	1
135	1500' (1422')	1600m	1
180	1540' (1462')	2400m	1
205	1540' (1462')	3600m	1

1 After SIDESTEP RWY 21L: VIS 5000m.

CHANGES: Communications. LALTO holding.

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GCLP/LPA GRAN CANARIA

JEPPESEN 10 APR 15 13-3 CAT C & D

GRAN CANARIA, CANARY IS HI-VOR DME A Rwy 03L

BRIEFING STRIP™

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

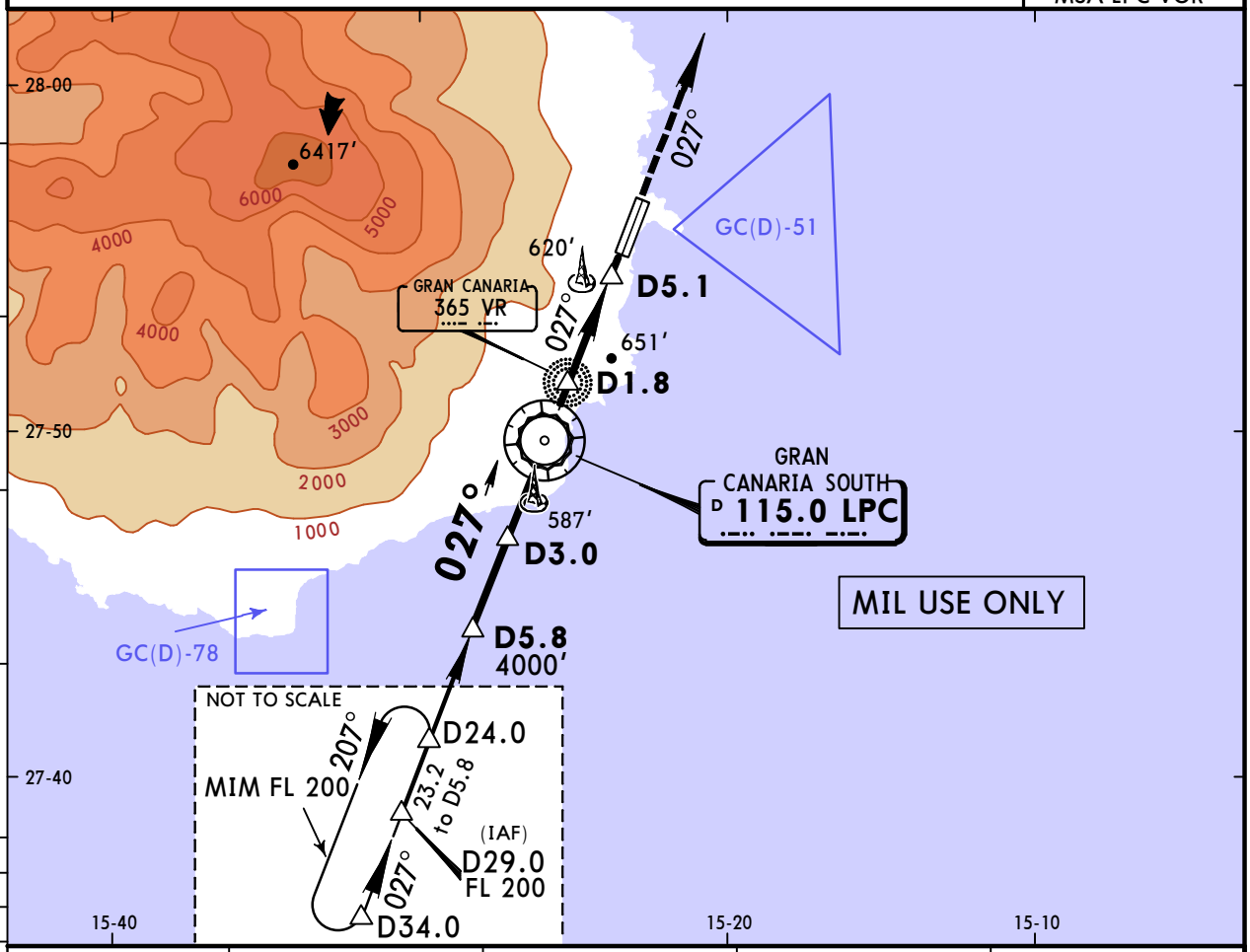
For UHF see MIL-101 listing

VOR LPC	Final Apch Crs	MInimum Alt D3.0 to LPC	DA/MDA(H)	Apt Elev 78′ Rwy 78′
115.0	027°	3000′ (2922′)	1460′ (1382′)	

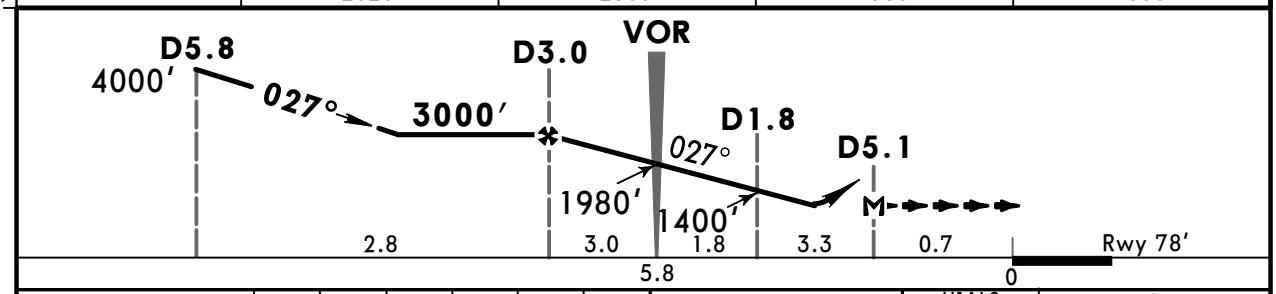
MISSED APCH: Climb on 027° to 3000, then as directed.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

8500′ MSA LPC VOR



LPC DME	2.0 to LPC	1.0 to LPC	0.0	1.0 after LPC
ALTITUDE	2620′	2300′	1980′	1660′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D5.1 after LPC						

HIALS REIL PAPI PAPI

3000′ on 027°

Standard STRAIGHT-IN LANDING RWY 03L **CEILING REQUIRED** CIRCLE-TO-LAND

	CDFA DA(H) 1460′ (1382′) ALS out	SIDESTEP TO RWY 03R MDA(H) 1460′ (1382′) ALS out	Max Kts	MDA(H) CEIL-VIS
A B	NOT APPLICABLE	NOT APPLICABLE	A B	NOT APPLICABLE
C D	1400′- 5000m	1400′- 5000m	180 205	1460′ (1382′) 1400′- 5000m

MIPS

CHANGES: New procedure.

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GCLP/LPA
GRAN CANARIA

JEPPESEN 10 APR 15 13-4 CAT C & D

GRAN CANARIA, CANARY IS
HI-VOR DME B Rwy 03L

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

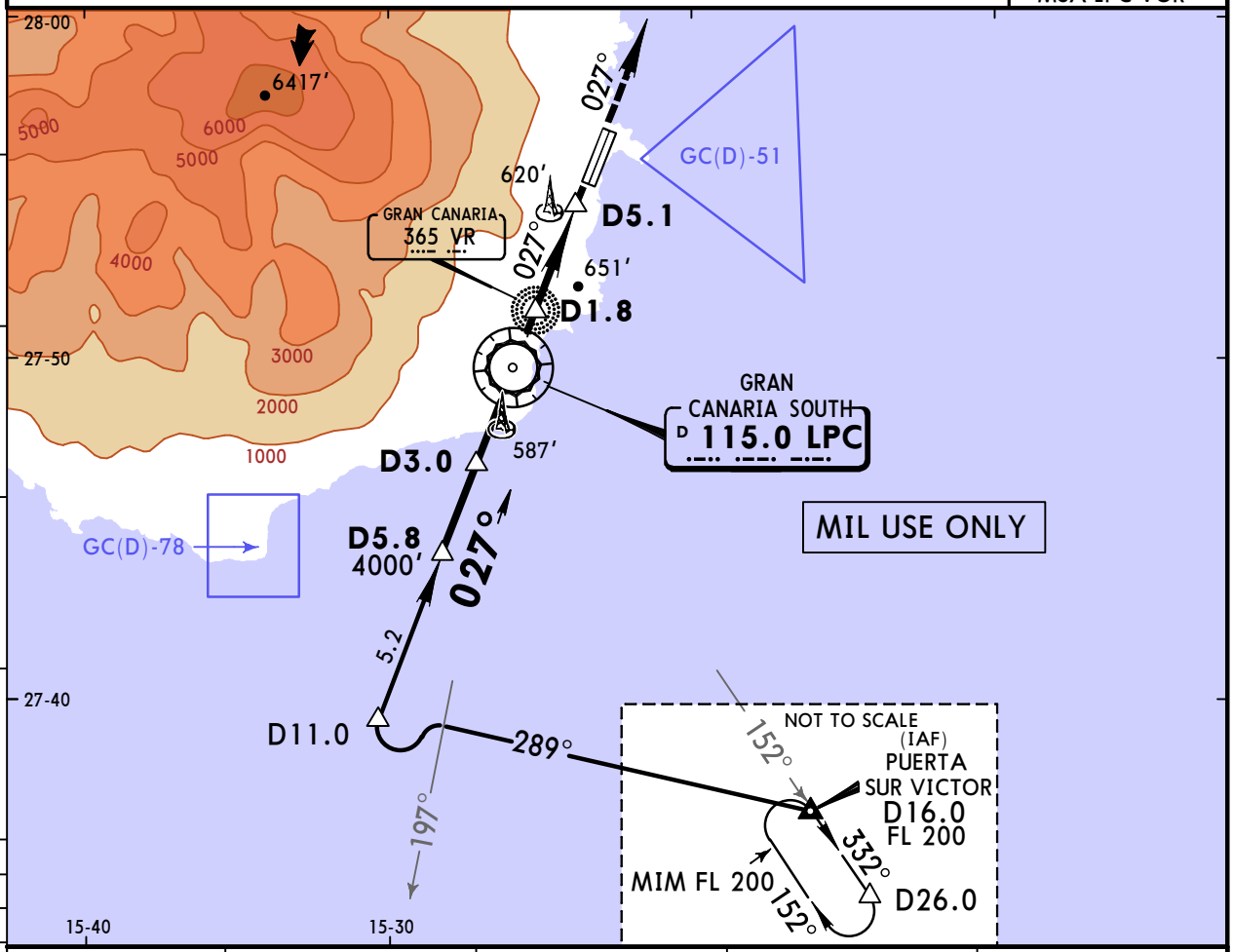
BRIEFING STRIP

VOR	Final	Minimum Alt	DA/MDA(H)	
LPC 115.0	Apch Crs 027°	D3.0 to LPC 3000′ (2922′)	1460′ (1382′)	Apt Elev 78′ Rwy 78′

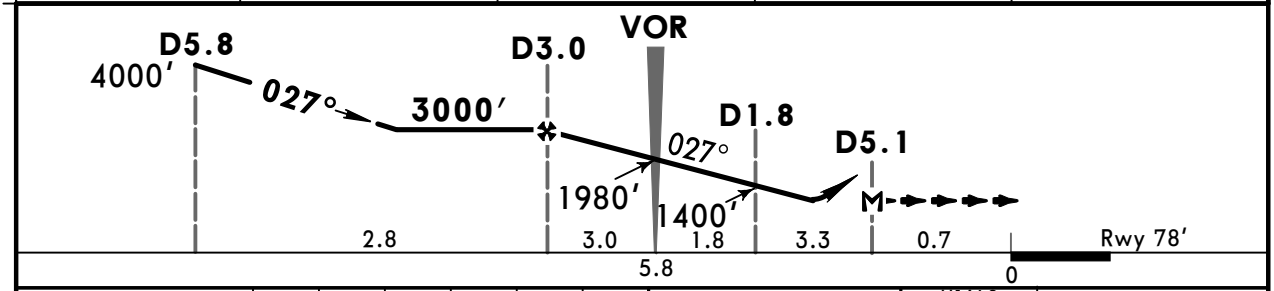
MISSED APCH: Climb on 027° to 3000′, then as directed.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

8500′
MSA LPC VOR



LPC DME	2.0 to LPC	1.0 to LPC	0.0	1.0 after LPC
ALTITUDE	2620′	2300′	1980′	1660′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D5.1 after LPC						

HIALS
REIL
PAPI PAPI

3000′ on 027°

Standard STRAIGHT-IN LANDING RWY 03L **CEILING REQUIRED** CIRCLE-TO-LAND

	DA(H) 1460′ (1382′) ALS out	SIDESTEP TO RWY 03R MDA(H) 1460′ (1382′) ALS out	Max Kts	MDA(H) CEIL-VIS
A	NOT APPLICABLE	NOT APPLICABLE	A	NOT APPLICABLE
B			B	
C	1400′- 5000m	1400′- 5000m	180	1460′(1382′) 1400′- 5000m
D			205	

MIPS

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 10 APR 15 13-5 CAT C & D

GRAN CANARIA, CANARY IS HI-VOR DME Rwy 21R

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

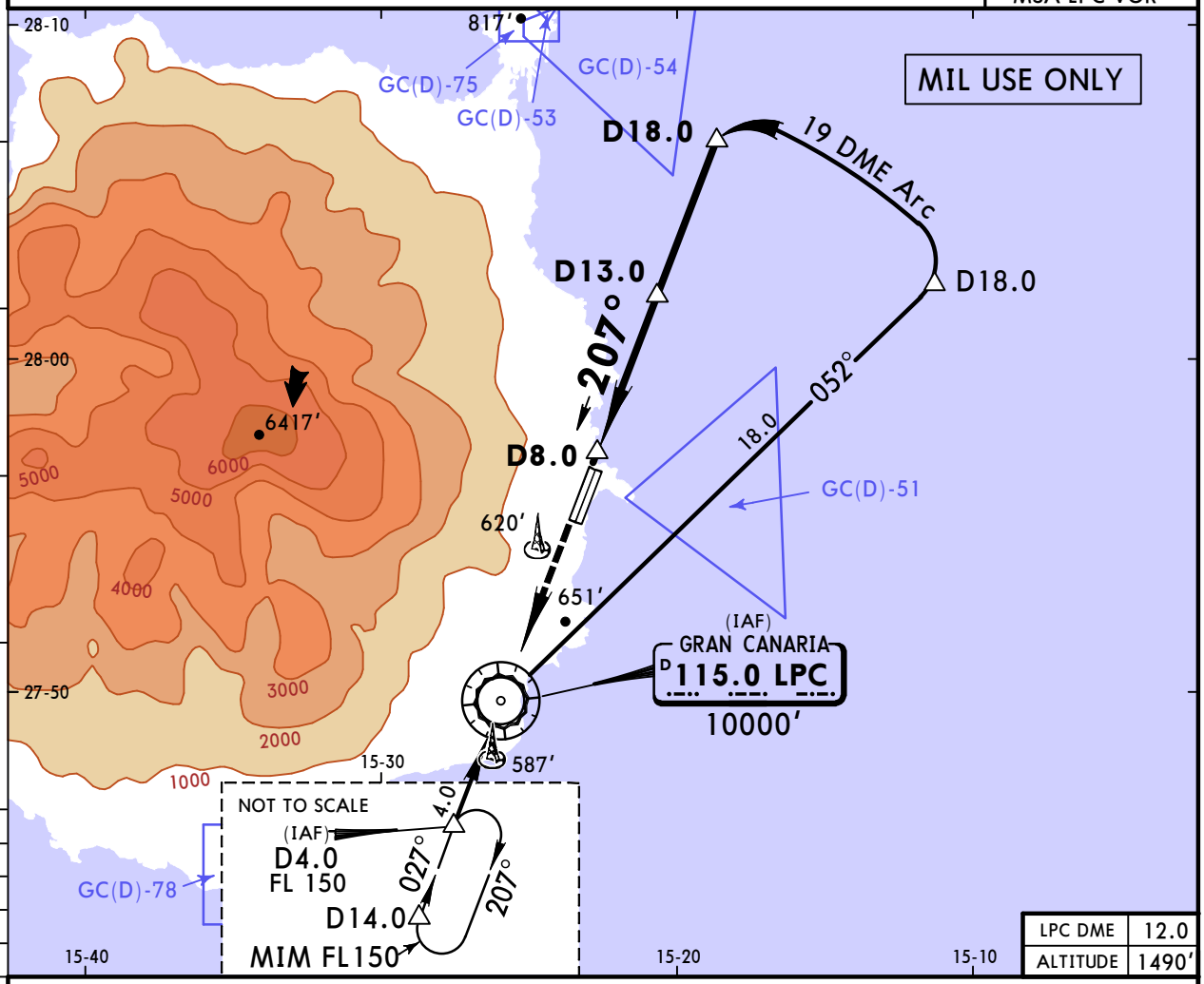
BRIEFING STRIP™

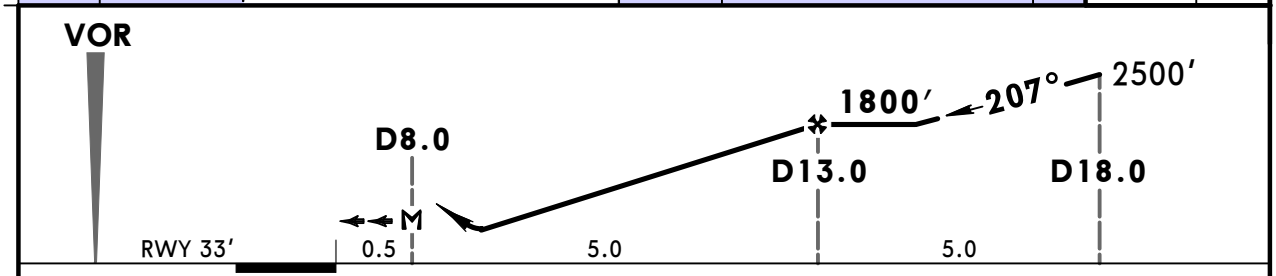
VOR LPC	Final Apch Crs	Minimum Alt D13.0	DA/MDA(H)	Apt Elev 78′ Rwy 33′
115.0	207°	1800′(1767′)	1200′(1167′)	

MISSED APCH: Climb on rwy heading to FL70. Contact Gran Canaria APPROACH.

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

8500′ MSA LPC VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.94°	364	468	520	624	728	832
MAP at D8.0						

HIALS REIL PAPI PAPI

FL70 on Rwy hdg

Standard STRAIGHT-IN LANDING RWY 21R **CEILING REQUIRED** CIRCLE-TO-LAND

	DA(H) 1200′(1167′)		SIDESTEP TO RWY 21L MDA(H) 1200′(1167′)		Max Kts	MDA(H)	CEIL-VIS
		ALS out		ALS out			
A	NOT APPLICABLE		NOT APPLICABLE		A	NOT APPLICABLE	
B					B		
C	1200′- 4400m	1200′- 5200m	1200′- 5000m	1200′- 5200m	180	1540′(1462′)	1500′- 5200m
D					205		

MIPS

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 10 APR 15 14-1 CAT C & D

GRAN CANARIA, CANARY IS HI-TACAN Z Rwy 03L

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

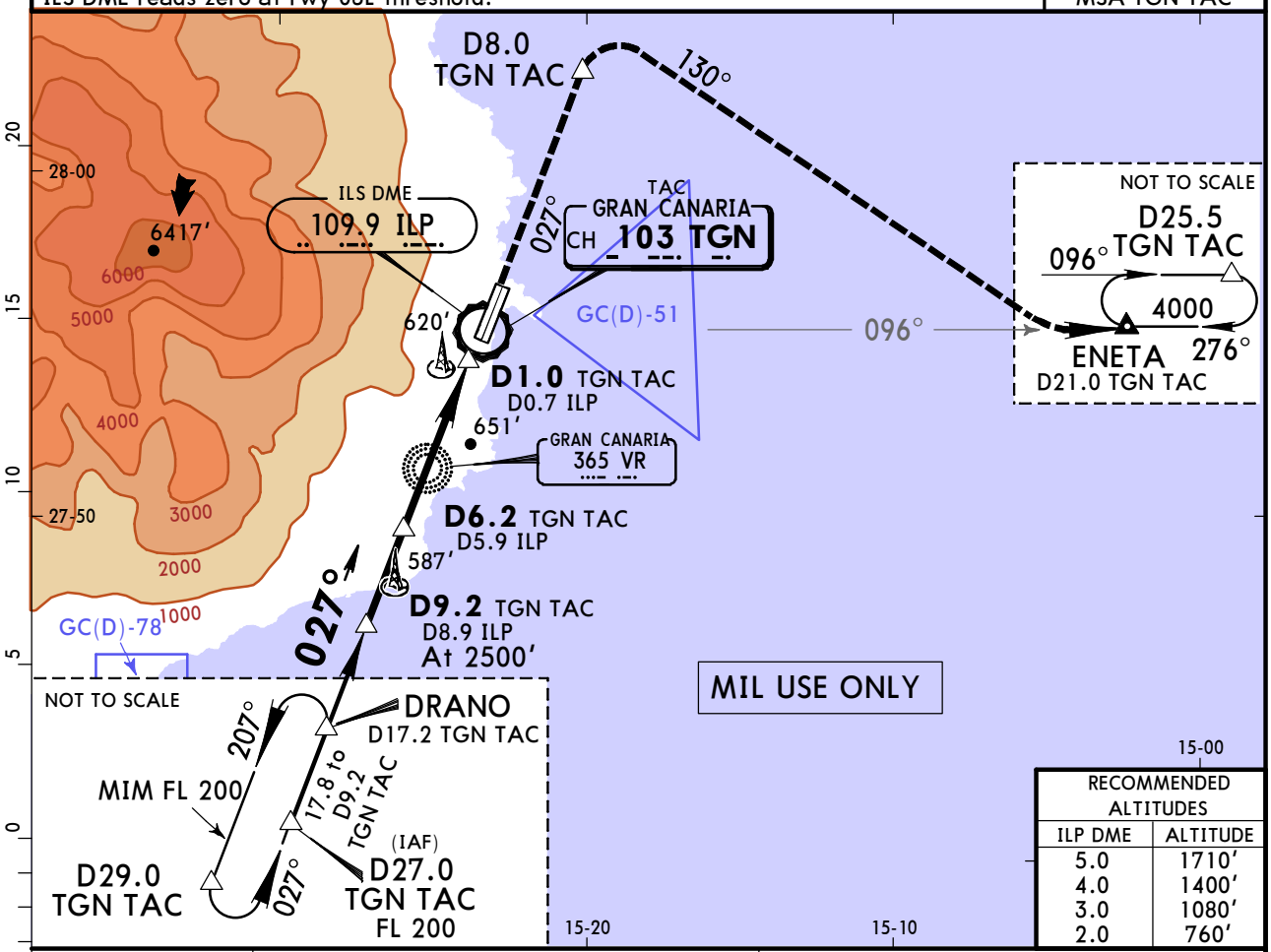
BRIEFING STRIP™

TACAN	Final	Minimum Alt	DA/MDA(H)	Apt Elev 78′
TGN CH103	Apch Crs 027°	D6.2 TGN TAC 2000′(1922′)	1460′(1382′)	Rwy 78′

MISSED APCH: Climb to D8.0 TGN TAC, then turn RIGHT (MAX 185 KT) on 130° to intercept R-096 TGN TAC climbing to 4000′ to join ENETA holding.

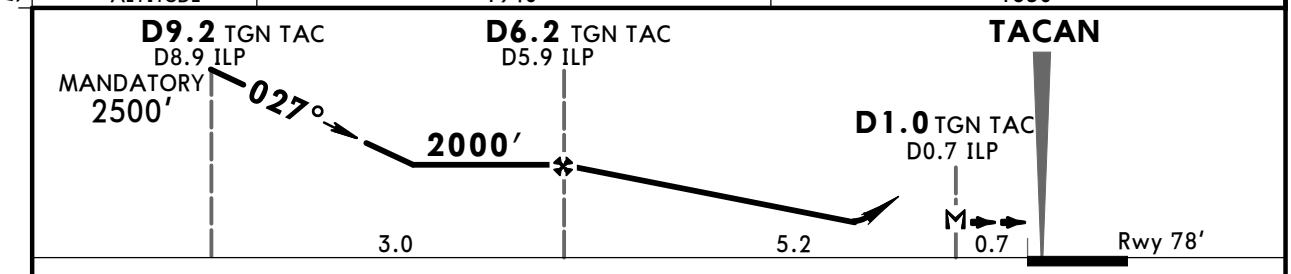
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 03L threshold.

8500′ MSA TGN TAC



RECOMMENDED ALTITUDES	
ILP DME	ALTITUDE
5.0	1710′
4.0	1400′
3.0	1080′
2.0	760′

TGN TAC	6.0	5.0
ALTITUDE	1940′	1630′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 TGN TAC/D0.7 ILP							

HIALS REIL PAPI PAPI

D8.0 TGN TAC

Standard STRAIGHT-IN LANDING RWY 03L **CEILING REQUIRED** CIRCLE-TO-LAND

MIPS

	CDFA DA(H) 1460′(1382′) ALS out	SIDESTEP TO RWY 03R MDA(H) 1460′(1382′) ALS out	Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE	NOT APPLICABLE	A	NOT APPLICABLE	
B			B		
C	1400′- 5000m	1400′- 5000m	180	1570′(1492′)	1500′- 5000m
D			205		

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 10 APR 15 14-2 CAT C & D

GRAN CANARIA, CANARY IS HI-TACAN Y Rwy 03L

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

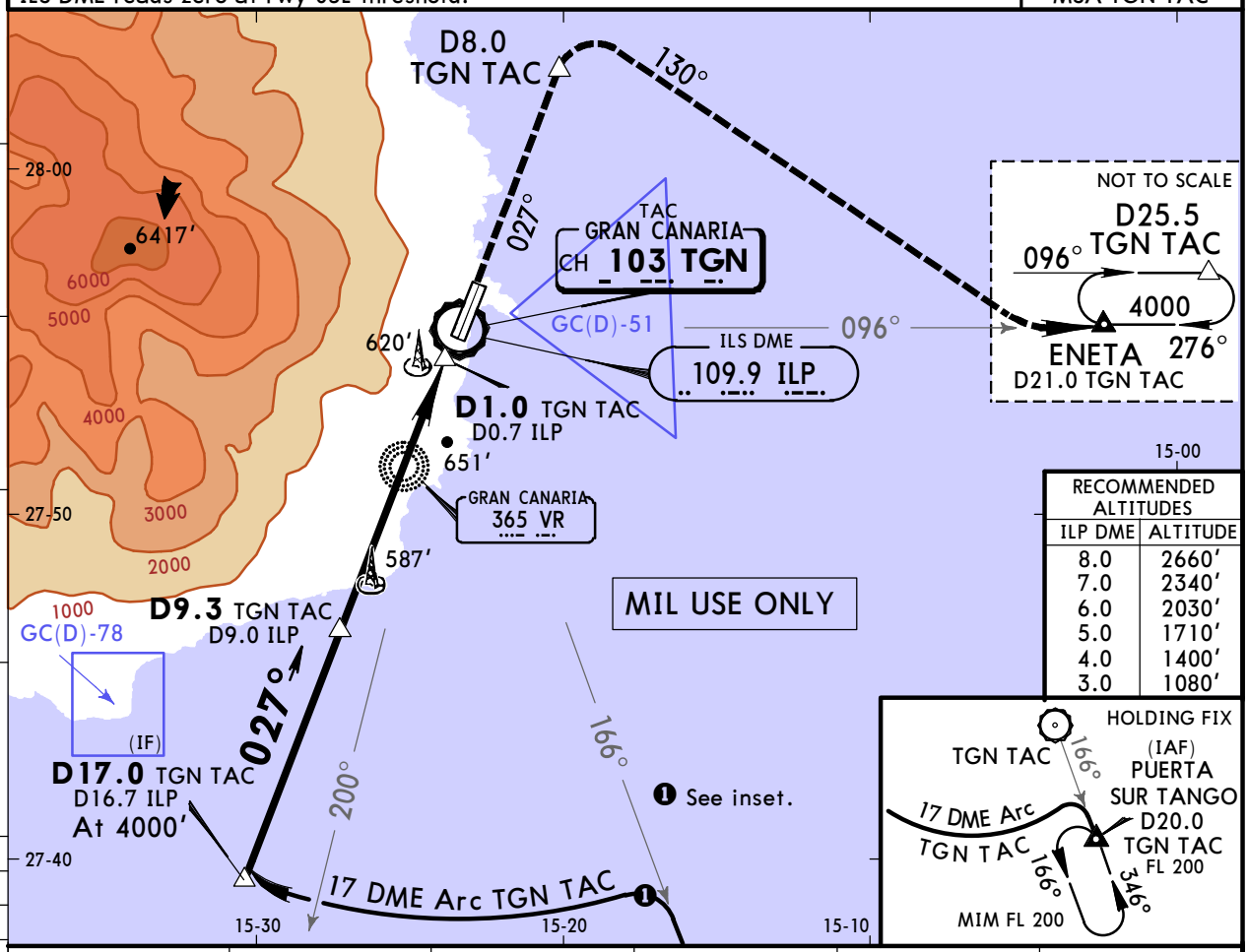
BRIEFING STRIP™

TACAN	Final	Minimum Alt	DA/MDA(H)	
TGN CH **103**	Apch Crs **027°**	**D9.3 TGN TAC** **3000′** (2922′)	**1460′** (1382′)	Apt Elev 78′ Rwy 78′

MISSED APCH: Climb to D8.0 TGN TAC, then turn RIGHT (MAX 185 KT) on 130° to intercept R-096 TGN TAC climbing to 4000′ to join ENETA holding.

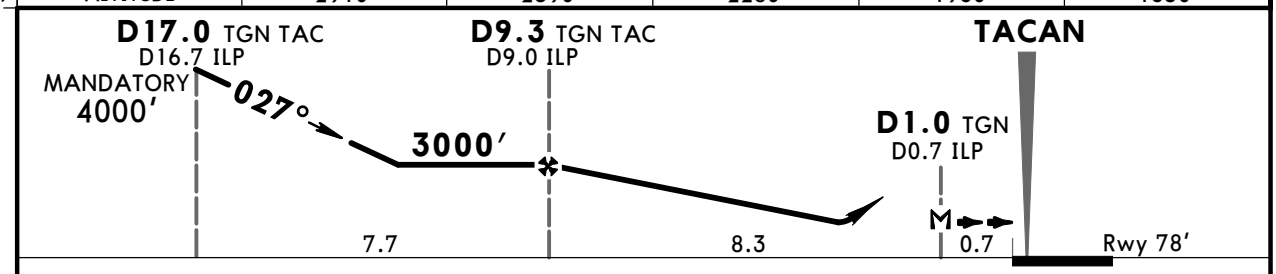
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 03L threshold.

8500′ MSA TGN TAC



RECOMMENDED ALTITUDES	
ILP DME	ALTITUDE
8.0	2660′
7.0	2340′
6.0	2030′
5.0	1710′
4.0	1400′
3.0	1080′

TGN TAC	9.0	8.0	7.0	6.0	5.0
ALTITUDE	2910′	2590′	2280′	1960′	1650′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 TGN TAC/D0.7 ILP							

HIALS REIL PAPI PAPI

D8.0 TGN TAC

Standard STRAIGHT-IN LANDING RWY **03L** **CEILING REQUIRED** CIRCLE-TO-LAND

	CDFA DA(H) **1460′** (1382′) ALS out	SIDESTEP TO RWY 03R MDA(H) **1460′** (1382′) ALS out	Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE	NOT APPLICABLE	A	NOT APPLICABLE	
B			B		
C	1400′- 5000m	1400′- 5000m	180	1570′ (1492′)	1500′- 5000m
D			205		

MIPS

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 10 APR 15 14-3 CAT C

GRAN CANARIA, CANARY IS HI-TACAN A Rwy 03R

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

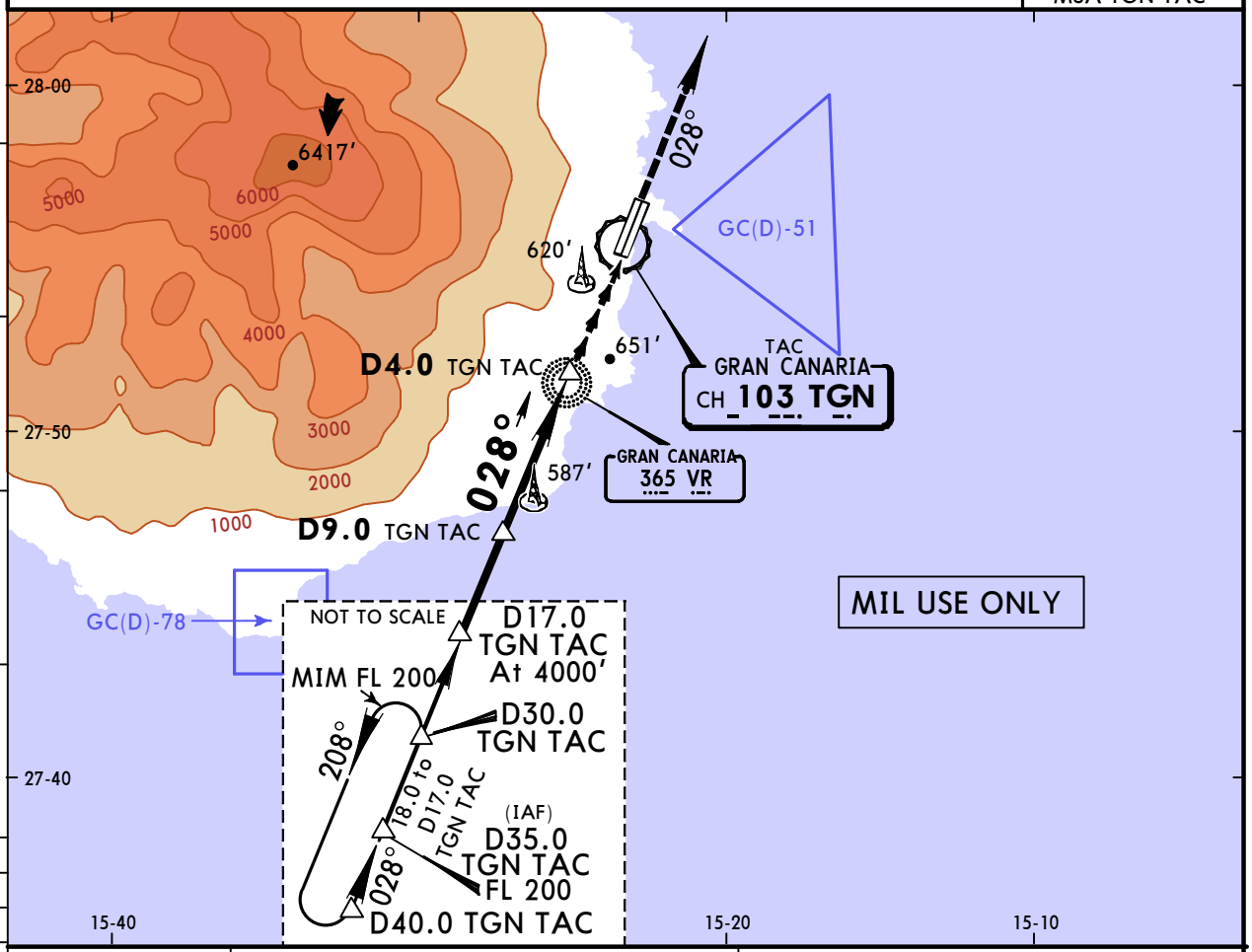
BRIEFING STRIP ™

TACAN	Final	Minimum Alt	DA(H)	Apt Elev 78′
TGN CH **103**	Apch Crs **028°**	**D9.0 TGN TAC** **2000′** (1931′)	**1460′** (1391′)	RWY Elev 69′

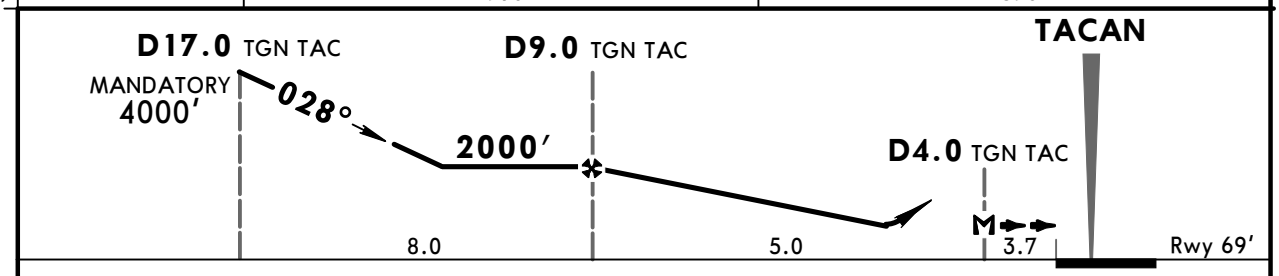
MISSED APCH: Climb on 028° to 3000′, then as directed.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

8500′ MSA TGN TAC



TGN TAC	8.0	7.0
ALTITUDE	1790′	1570′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.04°	253	325	361	433	505	577
MAP at D4.0 TGN TAC							

HIALS REIL PAPI PAPI **3000′** on **028°**

Standard STRAIGHT-IN LANDING RWY **03R** **CEILING REQUIRED** CIRCLE-TO-LAND

CDFA

DA(H) **1460′** (1391′)

ALS out

		Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE	A	NOT APPLICABLE	
B		B		
C	1400′- 5000m	180	**1460′** (1382′)	1400′- 5000m
D	NOT AUTHORIZED	D	NOT AUTHORIZED	

MIPS

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 10 APR 15 14-4 CAT C

GRAN CANARIA, CANARY IS HI-TACAN B Rwy 03R

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

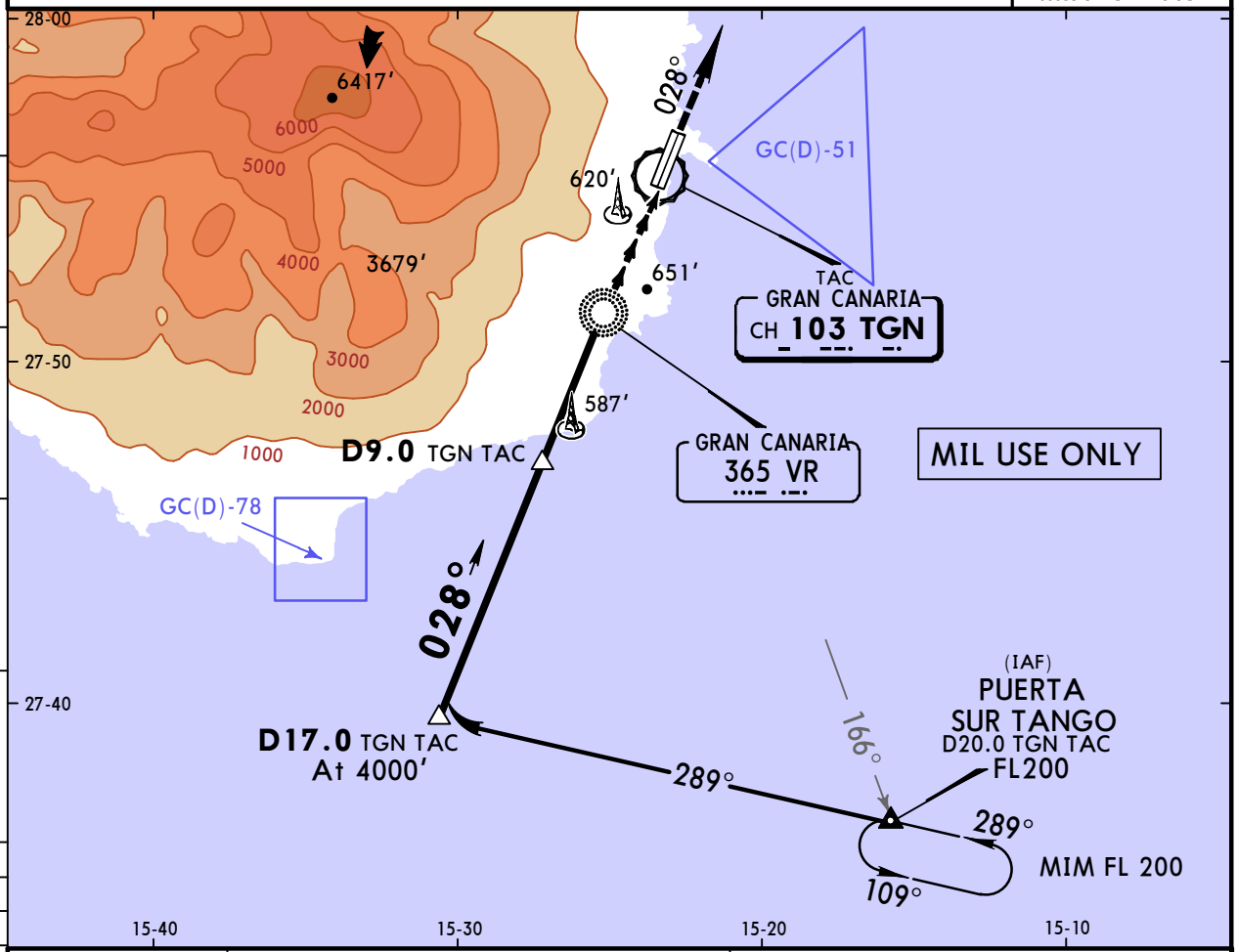
BRIEFING STRIP™

TACAN TGN	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 78′
CH **103**	**028°**	**D9.0 TGN TAC** **2000′**(1931′)	**1460′**(1391′)	RWY Elev 69′

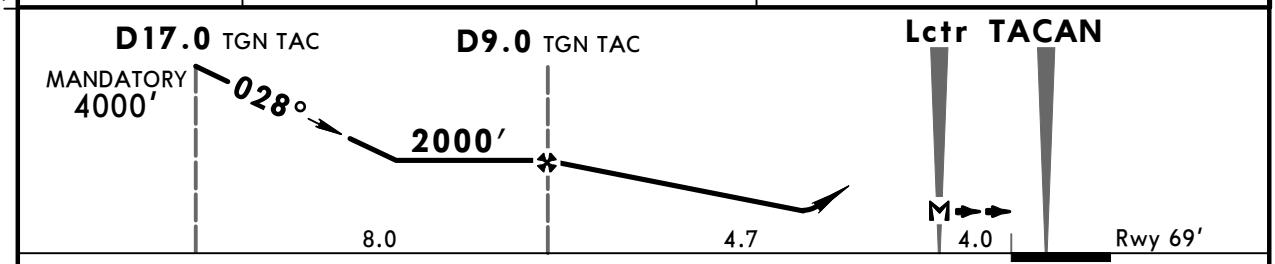
MISSED APCH: Climb on 028° to 3000′, then as directed.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

8500′ MSA TGN TAC



TGN TAC	8.0	7.0
ALTITUDE	1790′	1570′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.04°	253	325	361	433	505	577
MAP at VR Lctr							

HIALS REIL PAPI PAPI

3000′ on 028°

Standard STRAIGHT-IN LANDING RWY **03R**

CDFA

DA(H) **1460′**(1391′)

ALS out

CEILING REQUIRED CIRCLE-TO-LAND

MIPS		Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE	A	NOT APPLICABLE	
B		B		
C	1400′- 5000m	180	1460′(1382′)	1400′- 5000m
D	NOT AUTHORIZED	D	NOT AUTHORIZED	

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 10 APR 15 14-5 CAT C

GRAN CANARIA, CANARY IS HI-TACAN Rwy 21L

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

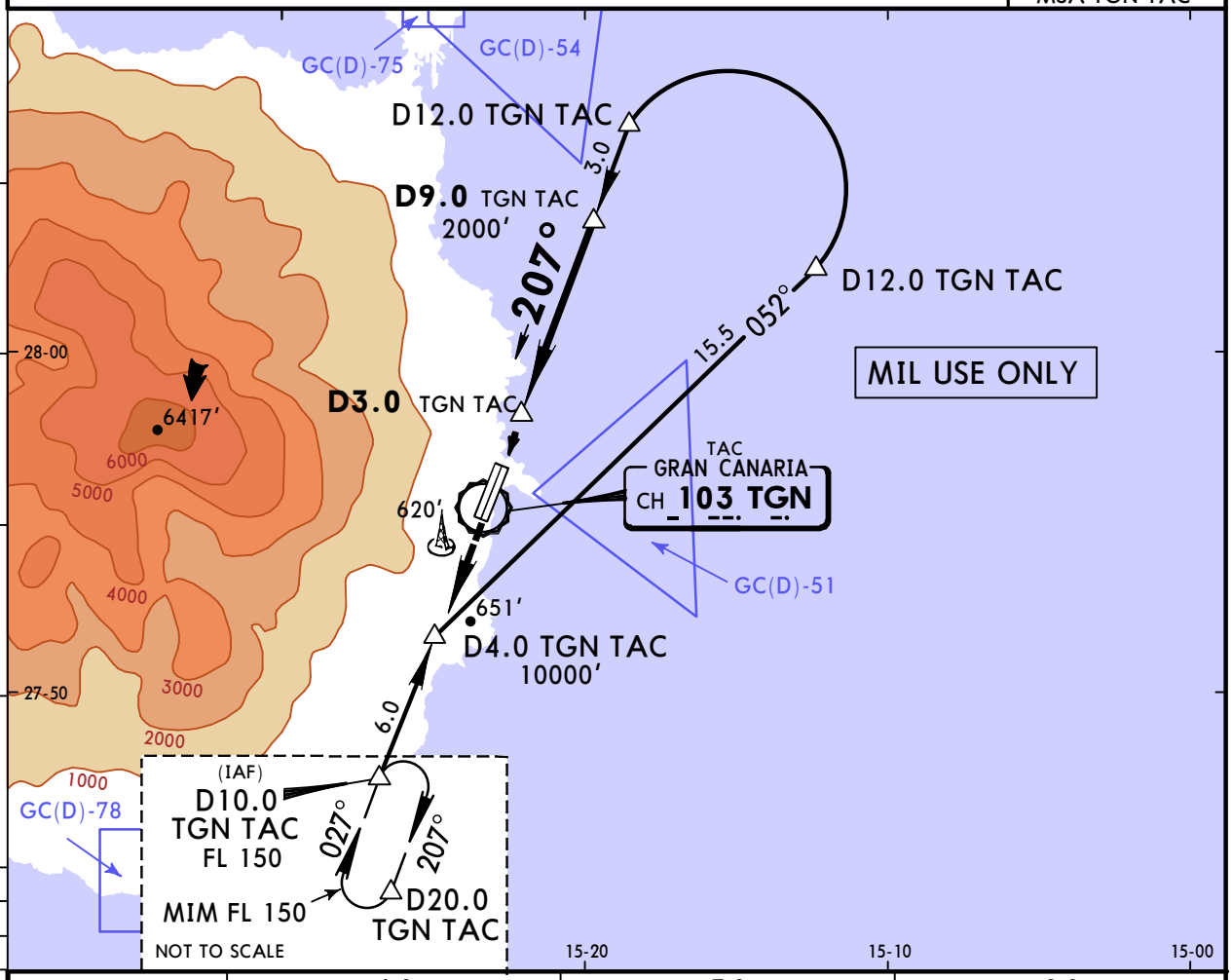
BRIEFING STRIP ™

TACAN TGN	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 78′
CH **103**	**207°**	**D9.0 TGN TAC** **2000′** (1974′)	**1160′** (1134′)	RWY 26′

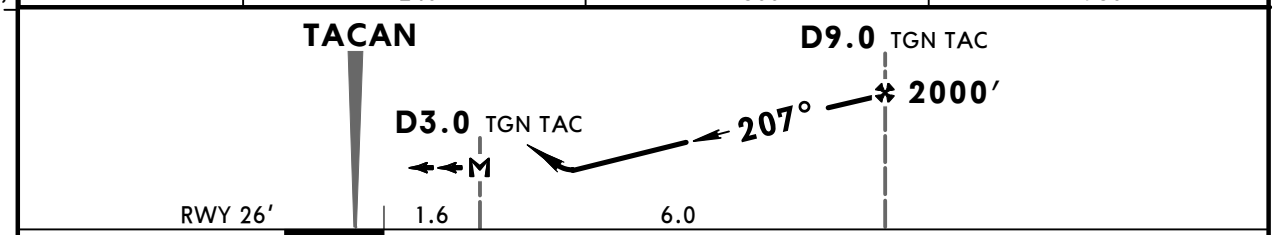
MISSED APCH: Climb on rwy heading to FL60, then as directed.

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

8500′ MSA TGN TAC



TGN TAC	6.0	7.0	8.0
ALTITUDE	1240′	1500′	1750′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.39°	296	380	423	507	592	676
MAP at D3.0 TGN TAC							

HIALS REIL PAPI PAPI FL60 on Rwy hdg

Standard STRAIGHT-IN LANDING RWY **21L** **CEILING REQUIRED** CIRCLE-TO-LAND

CDFA
DA(H) **1160′** (1134′)

		ALS out	Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE		A	NOT APPLICABLE	
B			B		
C	1200′- 4400m	1200′- 5200m	180	1200′(1122′)	1200′- 5200m
D	NOT AUTHORIZED		D	NOT AUTHORIZED	

MIPS

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 10 APR 15 14-6 CAT C & D

GRAN CANARIA, CANARY IS HI-TACAN Z Rwy 21R

D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

For UHF see MIL-101 listing

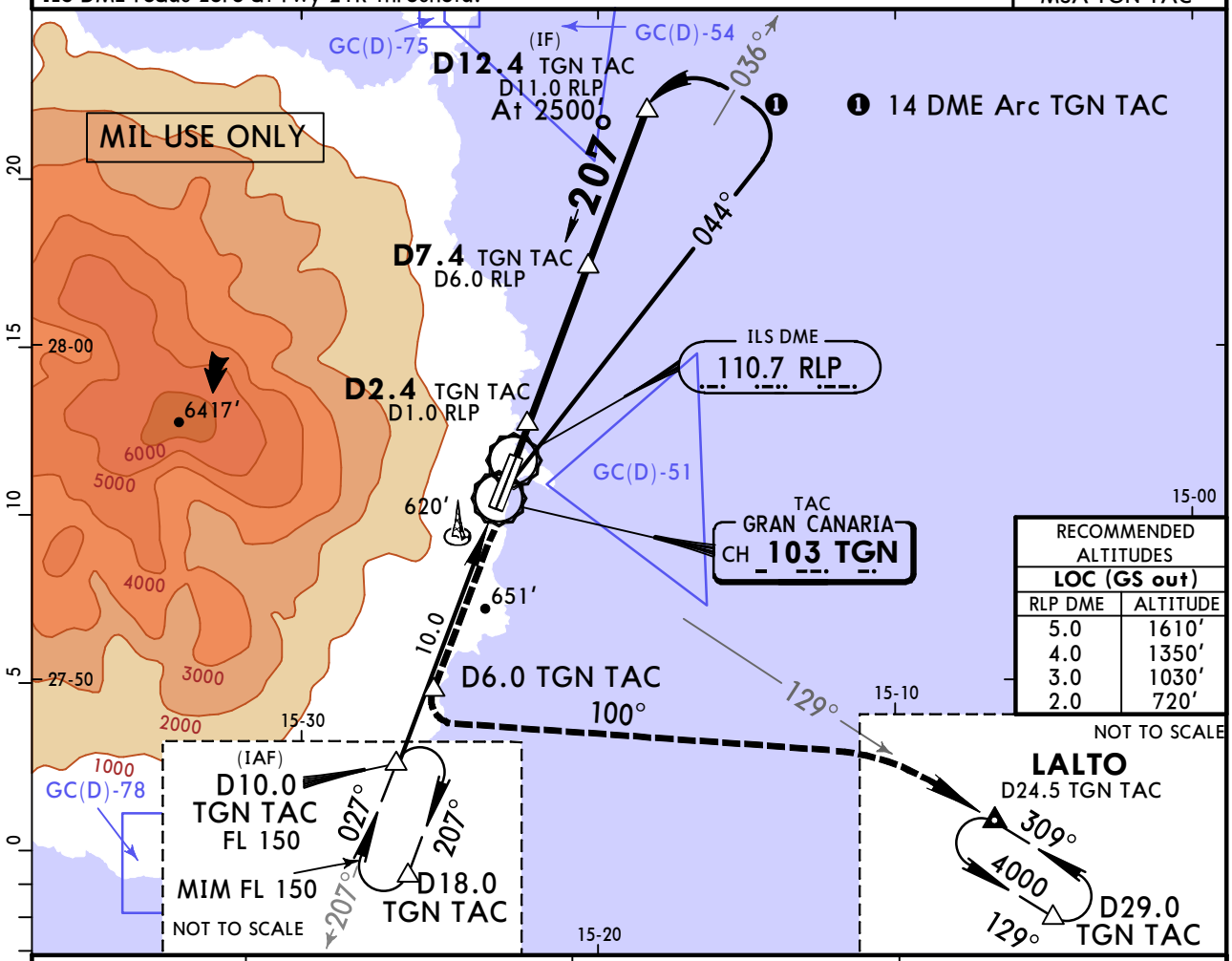
BRIEFING STRIP™

TACAN	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 78′
TGN CH103	207°	D7.4 TGN TAC 2000′ (1967′)	1160′ (1127′)	Rwy 33′

MISSED APCH: Climb to D6.0 TGN TAC, then turn LEFT on 100° to intercept R-129 TGN TAC climibing to 4000′ to join LALTO holding.

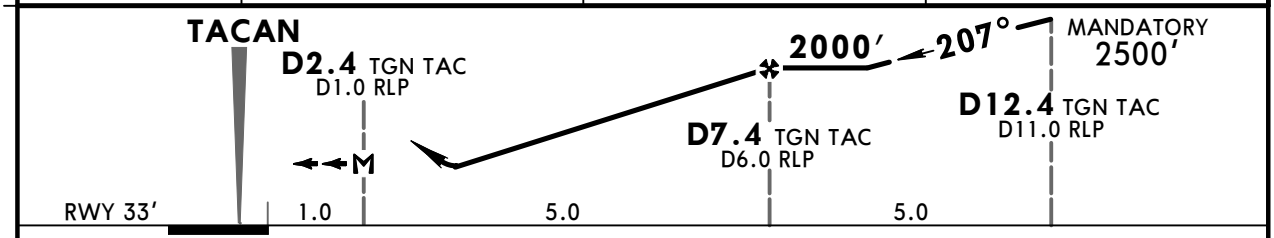
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 21R threshold.

8500′ MSA TGN TAC



RECOMMENDED ALTITUDES LOC (GS out)	
RLP DME	ALTITUDE
5.0	1610′
4.0	1350′
3.0	1030′
2.0	720′

TGN TAC	5.0	6.0	7.0
ALTITUDE	1250′	1560′	1880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.4 TGN TAC/D1.0 RLP							

HIALS REIL PAPI PAPI

D6.0 TGN TAC

Standard STRAIGHT-IN LANDING RWY 21R **CEILING REQUIRED** CIRCLE-TO-LAND

CDFA
DA(H) 1160′ (1127′)

		ALS out	Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE		A	NOT APPLICABLE	
B			B		
C	1100′- 4400m	1100′- 4800m	180	1570′ (1492′)	1500′- 4800m
D			205		

MIPS

CHANGES: New procedure.

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GCLP/LPA GRAN CANARIA

JEPPESEN 27 APR 12 (16-1) Eff 3 May

GRAN CANARIA, CANARY IS NDB Rwy 21R

BRIEFING STRIP ™

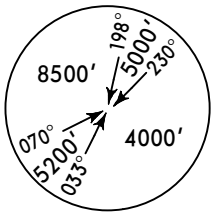
ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

Lctr VR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
365	207°	D6.0 2000′ (1967′)	1300′ (1267′)	Apt Elev 78′ RWY 33′

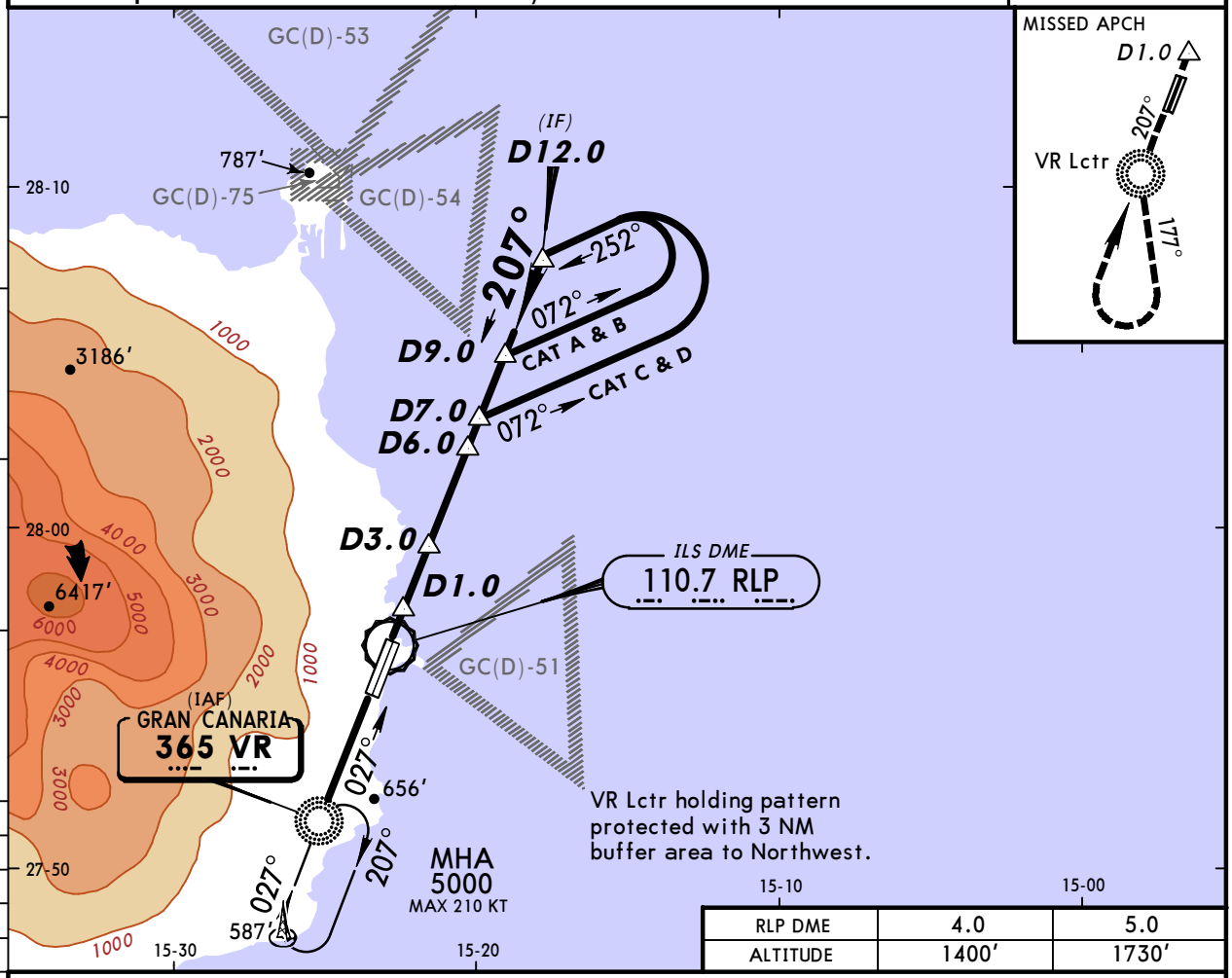
MISSED APCH: Climb on 207° to Lctr. Proceed on 177° from Lctr to 4500′, then turn RIGHT to Lctr climbing to 5000′ and join holding.

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

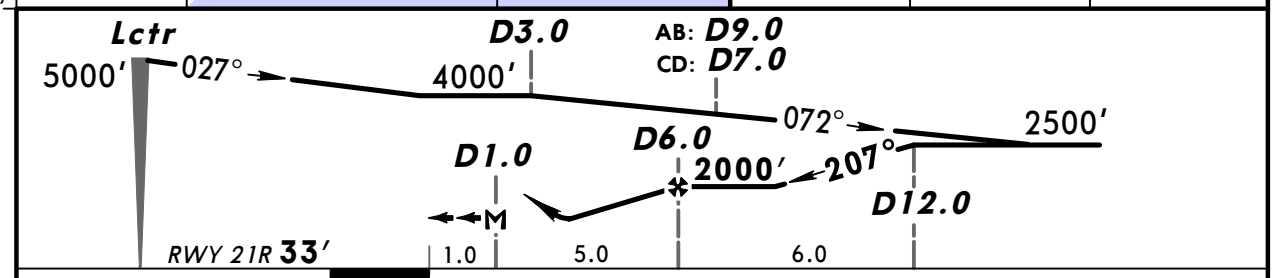
1. **DME required.** 2. ILS DME reads zero at rwy 21R threshold.



MSA VR Lctr



RLP DME	4.0	5.0
ALTITUDE	1400′	1730′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0							

HIALS REIL PAPI PAPI

VR 365 on 207°

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 21R

DA(H) 1300′ (1267′) — ALS out

		SIDESTEP TO RWY 21L
A	CMV 5000m	Refer to CIRCLE-TO-LAND
B		
C		
D		

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1500′ (1422′)	5000m
135		
180	1590′ (1512′)	5000m
205		

CHANGES: Minimums.

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GCLP/LPA GRAN CANARIA

JEPPESEN 27 APR 12 (16-2) Eff 3 May

GRAN CANARIA, CANARY IS NDB

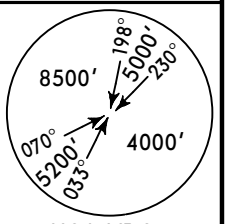
BRIEFING STRIP ™

ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

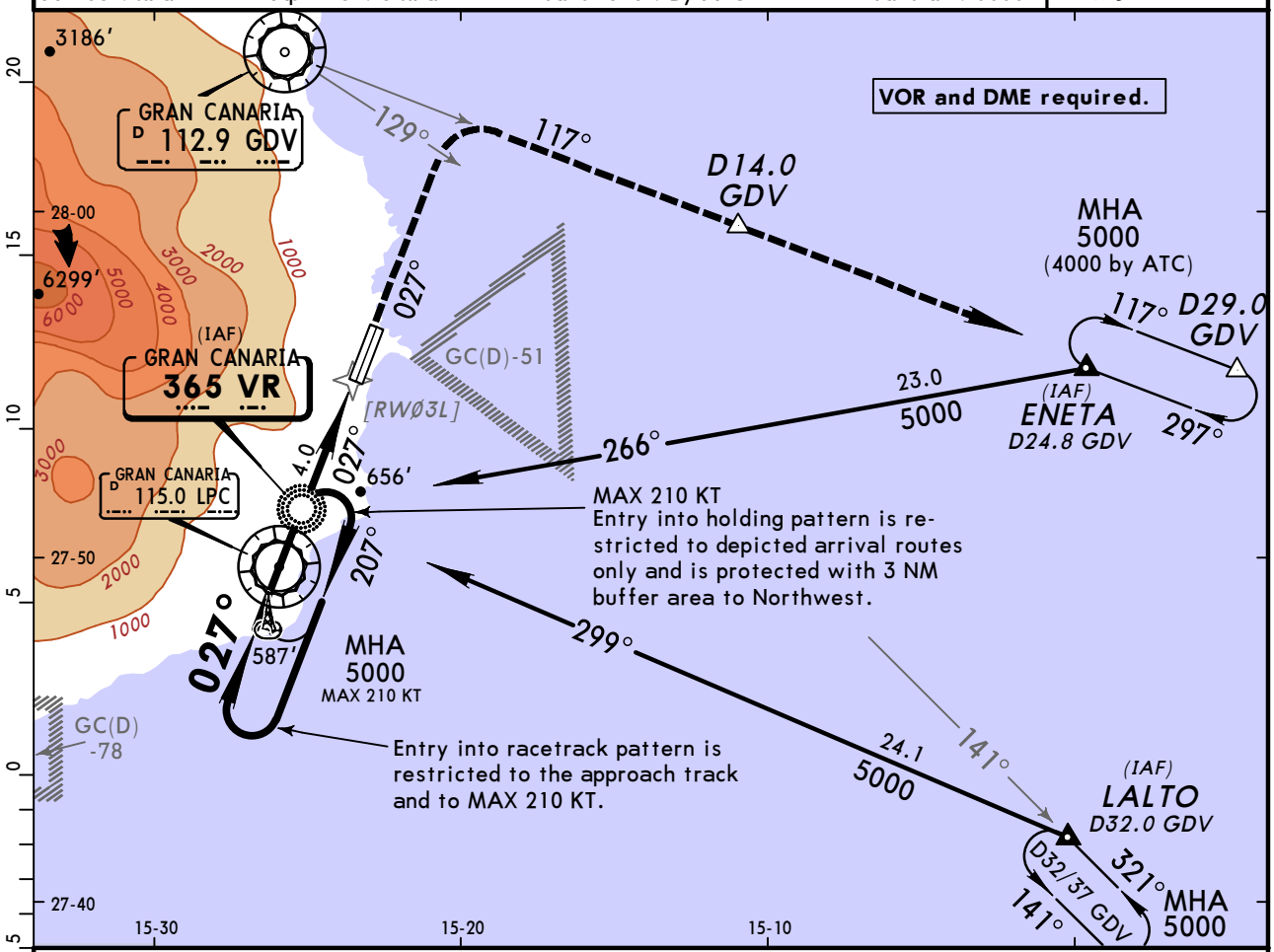
Lctr VR	Final Apch Crs	Minimum Alt Lctr	MDA(H)	Apt Elev
365	027°	1700′ (1622′)	Refer to Minimums	78′

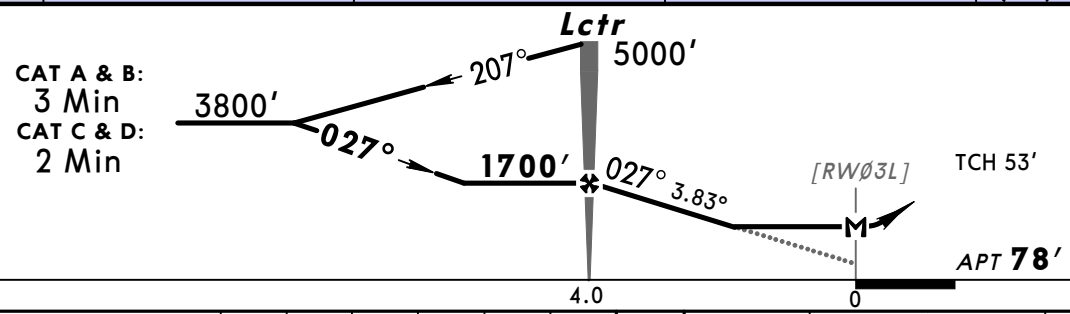
MISSED APCH: Climb on 027° to R-129 GDV. Turn RIGHT (MAX 185 KT) to intercept R-117 GDV. Maintain 3000′ until D14.0 GDV. Climb to 4000′ and join holding.

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
Descent Angle	3.83°	475	610	678	814	949	1085
Lctr to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

Lighting - Refer to Airport Chart | on 027° | GDV 112.9 R-129

Standard STRAIGHT-IN LANDING

A	NOT AUTHORIZED
B	
C	
D	

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1280′ (1202′)	1500m
135	1550′ (1472′)	1600m
180	1650′ (1572′)	2400m
205	1650′ (1572′)	3600m

PANS OPS 4

CHANGES: None.

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Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
GRAN CANARIA, (GRAN CANARIA - GCLP)				
REV	AIRPORT BRIEFING (GEN)	10-1P	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (ARR CON...	10-1P3	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (DEP)	10-1P4	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	10-1P5	01 Jan 2016	07 Jan 2016
REV	AIRPORT	10-9	01 Jan 2016	07 Jan 2016
REV	AIRPORT INFO, PARKING STA...	10-9A	01 Jan 2016	07 Jan 2016

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCLP

Type: Terminal
Effectivity: Temporary
Begin Date: 20150402
End Date: 20160331

TWY S1N closed, except in South configuration.

Type: Terminal
Effectivity: Permanent
Begin Date: 20140918
End Date: No end date

(11-3, 11-4) ILS DA(H) for CAT C raised to 337'(304').

Type: Terminal
Effectivity: Temporary
Begin Date: 20151015
End Date: Until Further Notice

Construction works on airport area. Refer to temp charts 10-8A and 10-8B and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20150820
End Date: Until Further Notice

Construction works on airport area. Refer to temp chart 10-8 and latest NOTAMs.

Type: Terminal
Effectivity: Permanent
Begin Date: 20150108
End Date: No end date

LPC VOR/DME "Gran Canaria" renamed "Gran Canaria South".