

List of pages in this Trip Kit

Trip Kit Index

Airport Information For GCRR

Terminal Charts For GCRR

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: LANZAROTE XJE
ICAO/IATA: GCRR / ACE
Lat/Long: N28° 56.73', W013° 36.32'
Elevation: 47 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 5.0° 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: 0749 Z
Sunset: 1814 Z

Runway Information

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

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

Communication Information

ATIS: 118.625
Lanzarote Tower: 120.700
Lanzarote Tower: 124.000
Lanzarote Tower: 25.780 Military
Lanzarote Tower Ground: 121.800
Canarias Approach: 129.300

GCCR/ACE
LANZAROTE

JEPPESEN
12 JUN 15 **10-1P**

LANZAROTE, CANARY IS
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 118.62

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

Procedure will be applied when:

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

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

It will be cancelled when:

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

1.3. RWY OPERATIONS

Preferential RWY System

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

GP signal may fluctuate while traffic aligns with RWY 03 from E4.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

For wingspan restrictions refer to 10-9 charts.

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

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

1.4.2. CODE E ACFT TAXI PROCEDURES

Prior permission required for Code E ACFT operations.

If a Code E ACFT is on the intermediate holding point of Gate A and/or Gate C, simultaneous taxiing is not allowed for any ACFT in the area of inner TWY crossing Gate A and/or Gate C.

Taxiing through inner TWY is not allowed, entering and exiting shall be performed via the nearest to the assigned stand gate (Gate C for stands T1 or T7 and Gate A for stands 14).

Four-engined ACFT, and twin-engined ACFT by ATC, shall taxi with reduced speed with the minimum possible regime. Whenever possible, ACFT shall taxi with the outboard engines off.

1.5. PARKING INFORMATION

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

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

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

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

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

Stands 15, 16, 19 and 24 are available for helicopters.

GCCR/ACE
LANZAROTE

JEPPESEN

12 JUN 15

10-1P1

Eff 25 Jun

LANZAROTE, CANARY IS

AIRPORT BRIEFING

1. GENERAL

1.6. REGULATIONS FOR GENERAL AVIATION FLIGHTS

1.6.1. HANDLING SERVICES

Handling mandatory for:

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

1.6.2. RESTRICTIONS FOR STANDS T1 THRU T7

The use of the 400Hz supply facility is mandatory.

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

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

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

1.7. OTHER INFORMATION

RWY 03 right-hand circuit.

Birds.

2. ARRIVAL

2.1. RWY OPERATIONS

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

2.2. TAXI PROCEDURES

2.2.1. GENERAL

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

TWY EM available for MAX ACFT B757-300.

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

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

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

2.2.2. CODE E ACFT TAXI PROCEDURES

When landing on RWY 03, exit via TWY E2 or E1.

When landing on RWY 21, exit via TWY E4.

In both cases taxi out via outer TWY R to Gate C for stands T1 or T7, or to Gate A for stand 14. In the gate wait for follow-me car to be guided to the stand.

The RWY exit TWY EM is not usable for Code E ACFT.

An oversteering manoeuvre must be made:

- from TWY R1 to enter via Gate A;
- to exit via TWY E2 and go to R2;
- from TWY R3 or R4 to enter via Gate C;
- to access stand T1.

GCRR/ACE
LANZAROTE

JEPPESEN

1 JAN 16

10-1P2

Eff 7 Jan

LANZAROTE, CANARY IS

AIRPORT BRIEFING

3. DEPARTURE

3.1. GENERAL

ACFT without RNAV1 GNSS authorization and with destination outside Canary Islands shall notify Tower at the start-up time.

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

3.2.1. START-UP & PUSH-BACK

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

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

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

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

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

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

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

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

3.2.2. TAXI PROCEDURES

3.2.2.1. GENERAL

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

180° turns cannot be accomplished in the stands; pay special attention to stands 15, 16, 20 and 23. Helicopters use minimum turn radius when performing turns in the stands.

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

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

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

3.2.2.2. CODE E ACFT TAXI PROCEDURES

Apron exit from stands T1 or T7 via Gate C or from stand 14 via Gate A and taxiing via outer TWY R until TWY E1 or E4 depending on RWY in use.

The holding bays are not usable for Code E ACFT.

3.2.3. HOLDING BAY RESTRICTIONS FOR FIXED-WING ACFT

Holding Bay at RWY 21 THR

ACFT nosed to North (under normal operation):

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

Holding Bay at RWY 03 THR

ACFT nosed to South (under normal operation):

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

GCRR/ACE
LANZAROTE

JEPPESEN

1 JAN 16

10-1P3

Eff 7 Jan

LANZAROTE, CANARY IS

AIRPORT BRIEFING

3. DEPARTURE

3.3. RWY OPERATIONS

Minimum RWY Occupancy Time

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

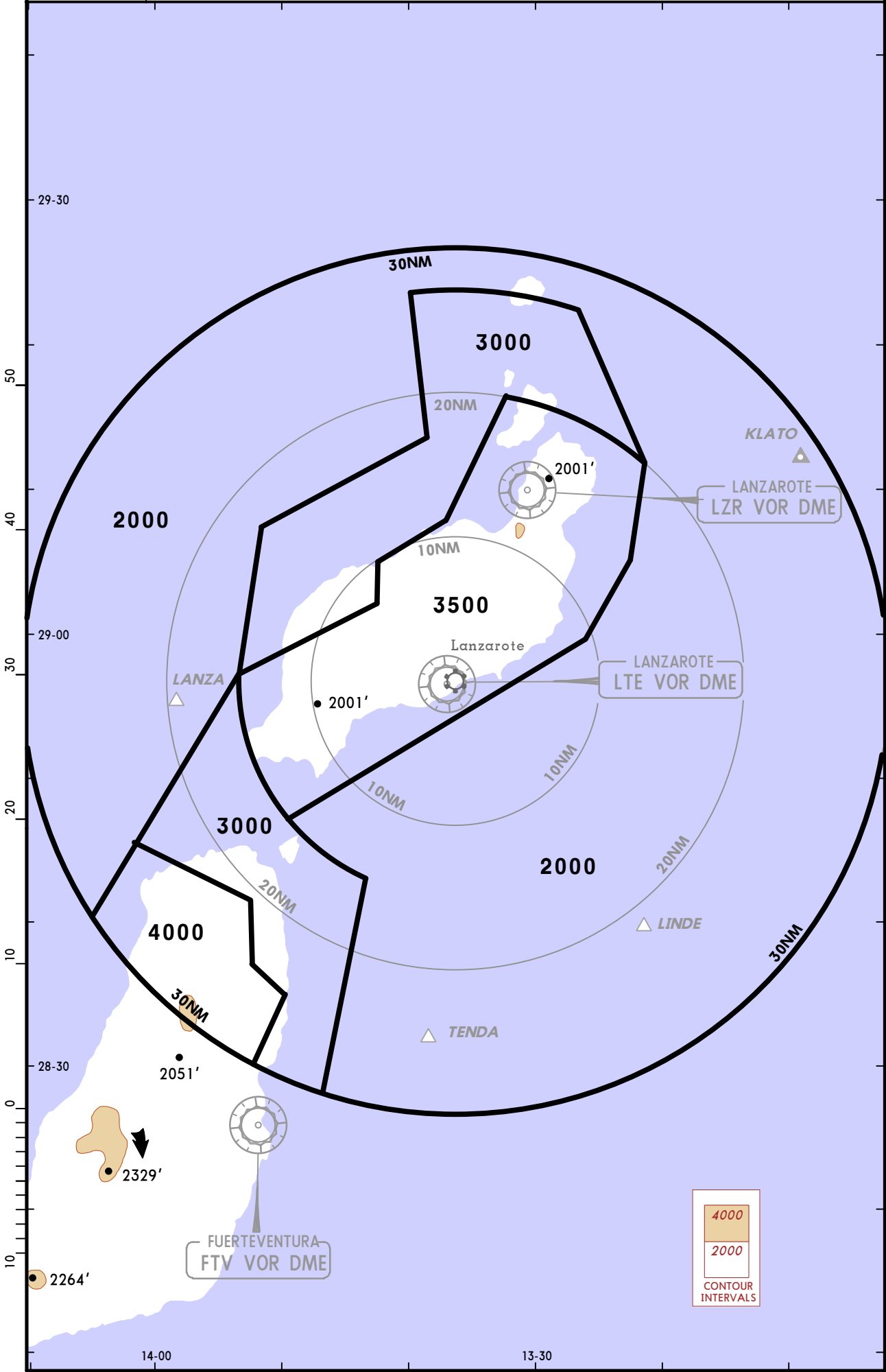
GRR/ACE
LANZAROTE

JEPPESEN
12 MAR 10 10-1R

LANZAROTE, CANARY IS
RADAR MINIMUM ALTITUDES

Apt Elev
47'

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

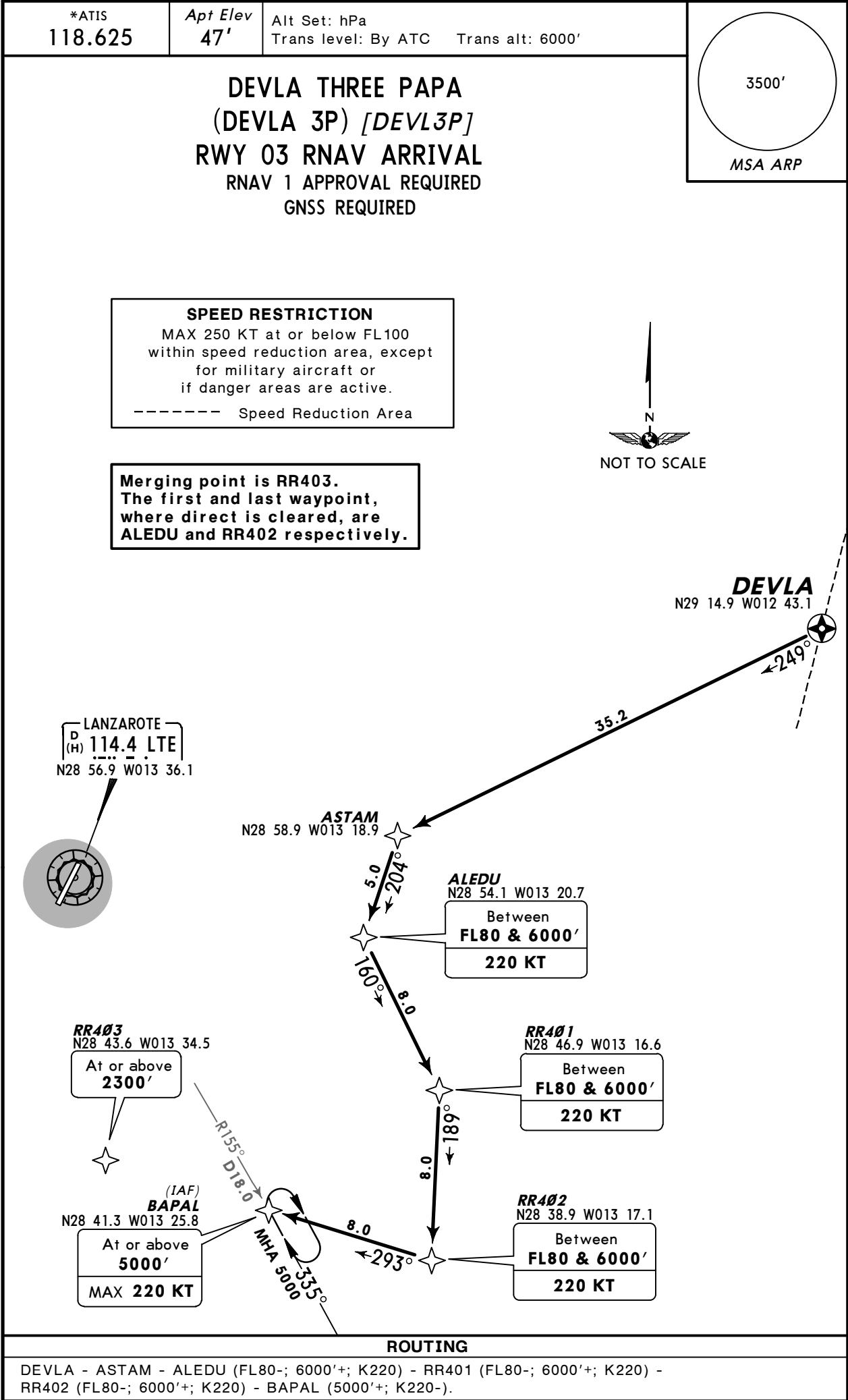


CHANGES: Sectors and altitudes completely revised; chart redrawn.

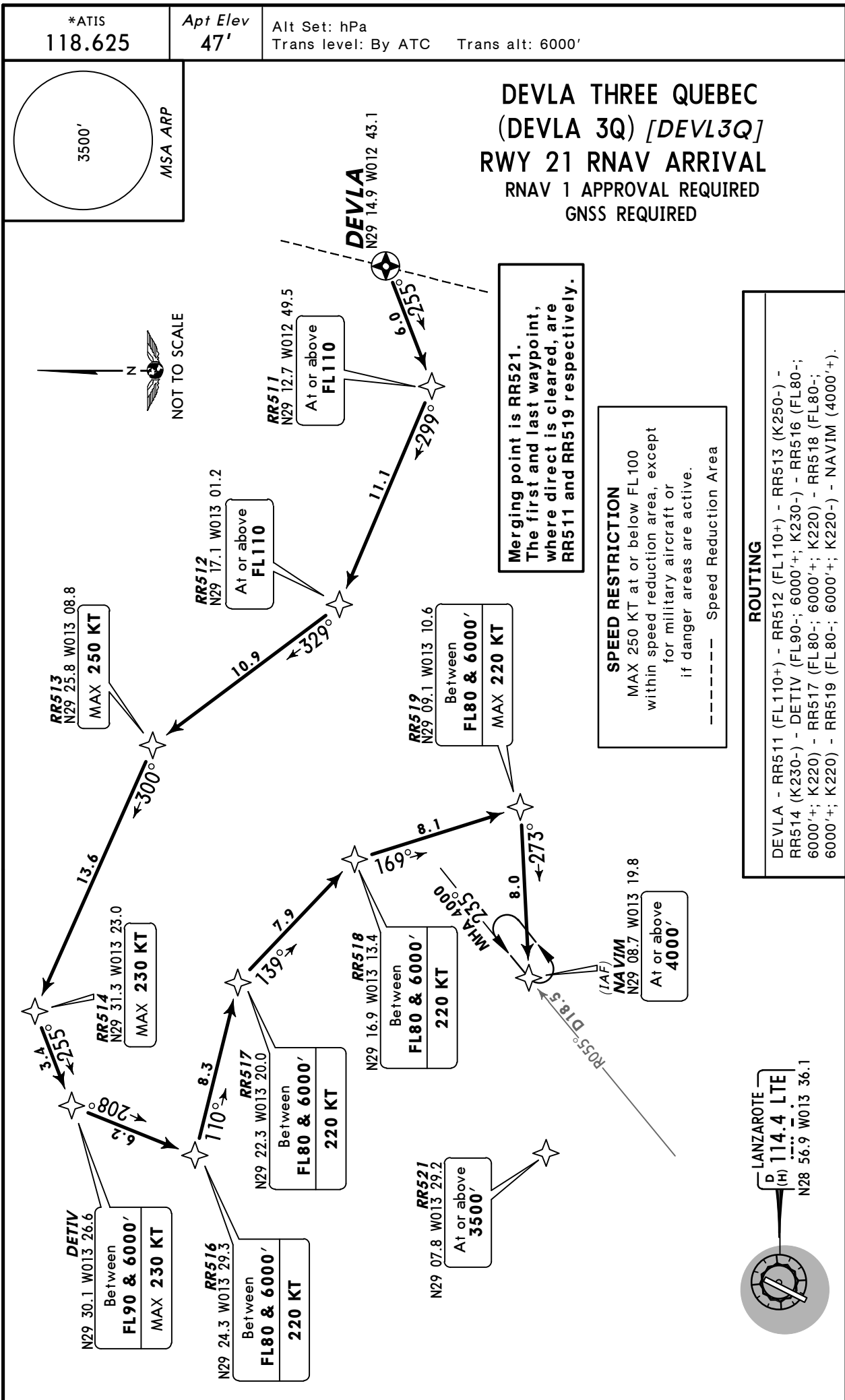
© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

GCR/ACE
LANZAROTE

JEPPesen LANZAROTE, CANARY IS
2 JAN 15 10-2 Eff 8 Jan RNAV STAR



GCCR/ACE
LANZAROTE



GCCR/ACE
LANZAROTE

2 JAN 15 (10-2B)

Eff 8 Jan

JEPPESSEN LANZAROTE, CANARY IS

RNAV STAR

*ATIS
118.625

Apt Elev
47'

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

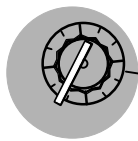
TERTO SIX PAPA
(TERTO 6P) [TERT6P]
RWY 03 RNAV ARRIVAL
RNAV 1 APPROVAL REQUIRED
GNSS REQUIRED

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

Merging point is RR403.
The first and last waypoint,
where direct is cleared, are
ALEDU and RR402 respectively.



LANZAROTE
D (H) 114.4 LTE
N28 56.9 W013 36.1

RR403
N28 43.6 W013 34.5
At or above
2300'

(IAF)
BAPAL
N28 41.3 W013 25.8
At or above
5000'
MAX 220 KT

ASTAM
N28 58.9 W013 18.9

ALEDU
N28 54.1 W013 20.7
Between
FL80 & 6000'
220 KT

RR401
N28 46.9 W013 16.6
Between
FL80 & 6000'
220 KT

RR402
N28 38.9 W013 17.1
Between
FL80 & 6000'
220 KT

TERTO
N30 06.3 W012 43.0

At or above
FL150

PEPOM
N29 53.9 W012 58.9

GINAS
N29 30.4 W013 08.0

POKAB
N29 21.7 W013 11.3

NIRPO
N29 14.2 W013 13.7
At or above
FL130



ROUTING

TERTO (FL150+) - PEPOM - GINAS - POKAB - NIRPO (FL130+) - ASTAM -
ALEDU (FL80-; 6000'+; K220) - RR401 (FL80-; 6000'+; K220) - RR402 (FL80-; 6000'+; K220) -
BAPAL (5000'+; K220-).

GCCR/ACE
LANZAROTE

2 JAN 15

10-2C

Eff 8 Jan

RNAV STAR

*ATIS
118.625

Apt Elev
47'

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

TERTO THREE QUEBEC
(TERTO 3Q) [TERT3Q]
RWY 21 RNAV ARRIVAL
RNAV 1 APPROVAL REQUIRED
GNSS 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

Merging point is RR521.
The first and last waypoint,
where direct is cleared, are
RR516 and RR519 respectively.

RR516
N29 24.3 W013 29.3

Between
FL80 & 6000'

220 KT

DETIV
N29 30.1 W013 26.6

Between
FL90 & 6000'

MAX 230 KT

RR517
N29 22.3 W013 20.0

Between
FL80 & 6000'

220 KT

RR518
N29 16.9 W013 13.4

Between
FL80 & 6000'

220 KT

RR521
N29 07.8 W013 29.2

At or above
3500'

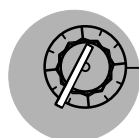
RR519
N29 09.1 W013 10.6

Between
FL80 & 6000'

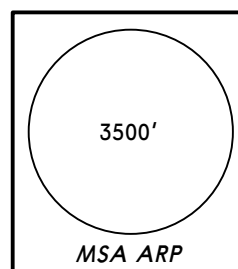
MAX 220 KT

NAVIM
N29 08.7 W013 19.8

At or above
4000'



LANZAROTE
D (H) 114.4 LTE
N28 56.9 W013 36.1



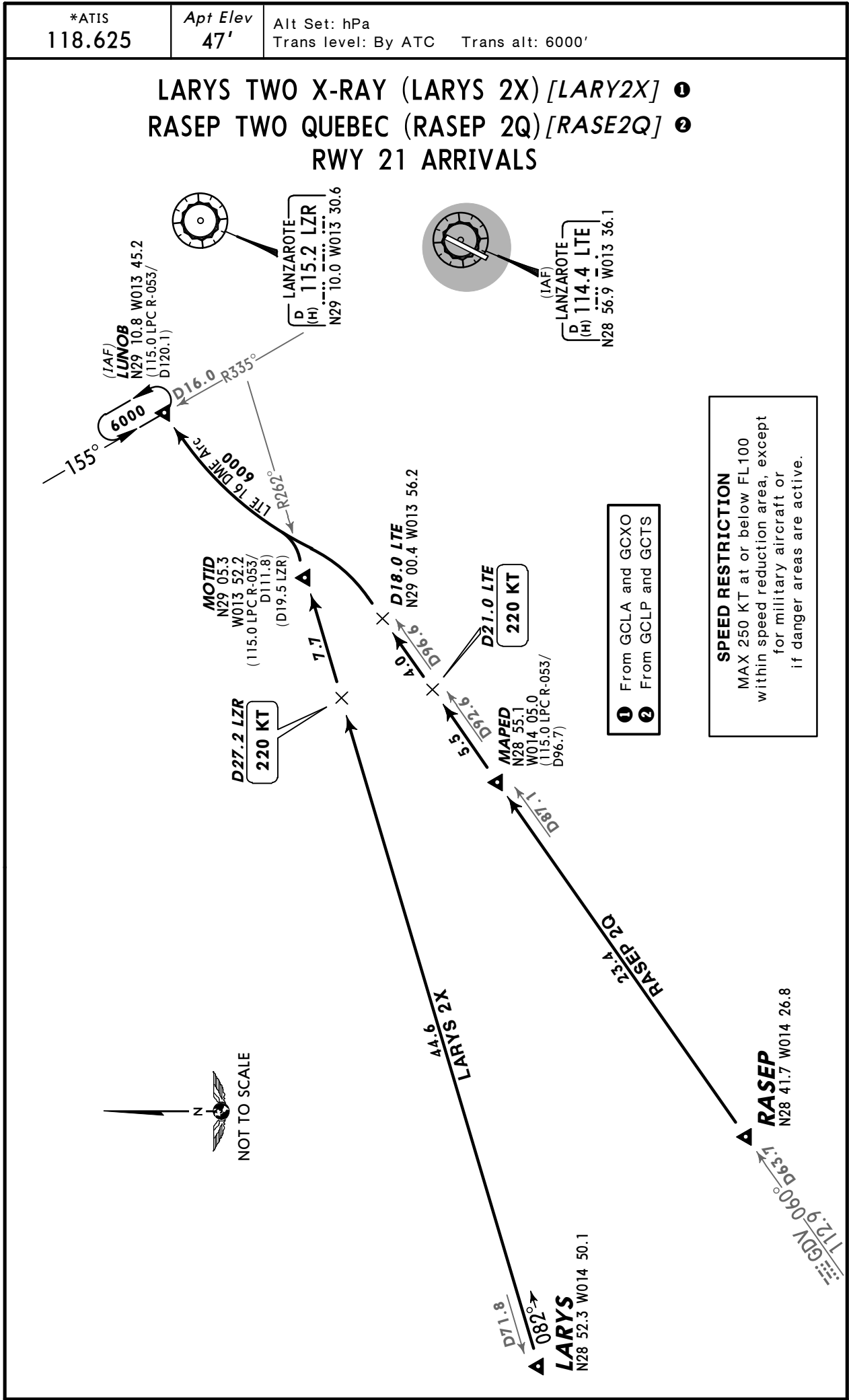
ROUTING

TERTO (FL150+) - PEPOM (FL110+) - GAKMI (FL90+; K250-) - DETIV (FL90-; 6000'+; K230-) -
RR516 (FL80-; 6000'+; K220) - RR517 (FL80-; 6000'+; K220) - RR518 (FL80-; 6000'+; K220) -
RR519 (FL80-; 6000'+; K220-) - NAVIM (4000'+).

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

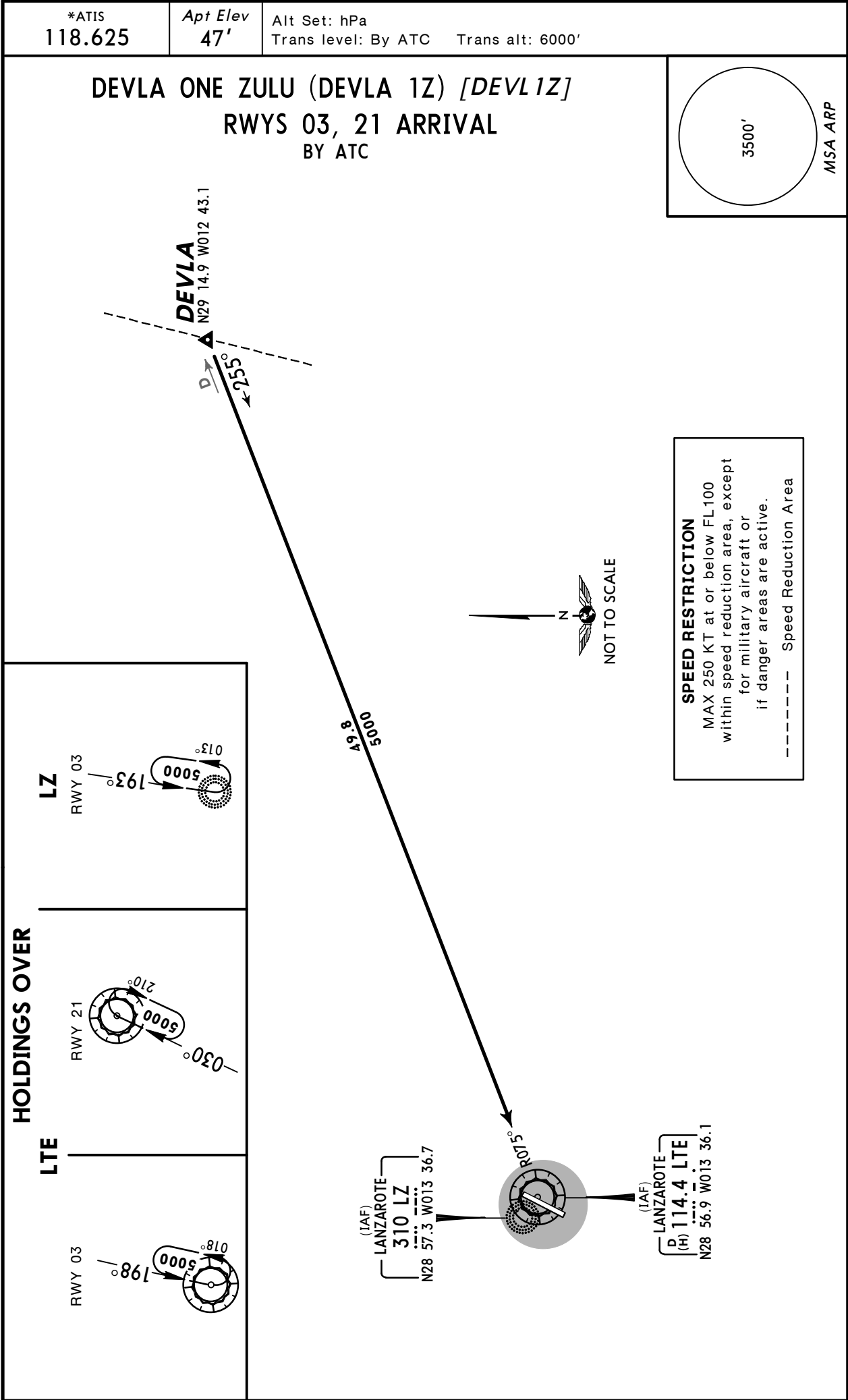
GCCR/ACE
LANZAROTE

2 JAN 15 10-2E Eff 8 Jan STAR



GCCR/ACE
LANZAROTE

JEPPesen LANZAROTE, CANARY IS
2 JAN 15 10-2F Eff 8 Jan STAR

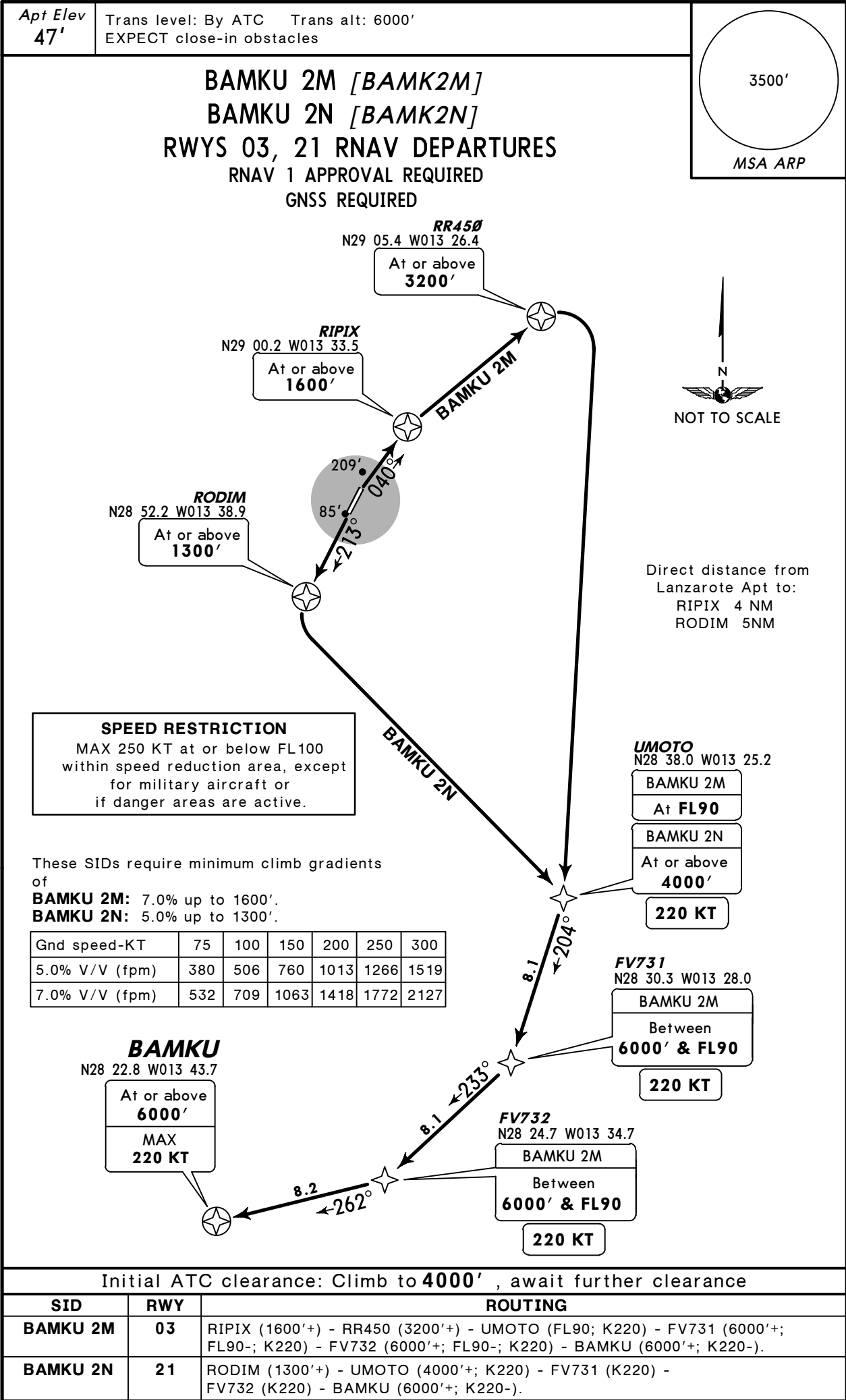


CHANGES: None.

© JEPPesen, 2014. ALL RIGHTS RESERVED.

GCR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
2 JAN 15 10-3 Eff 8 Jan RNAV SID



© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

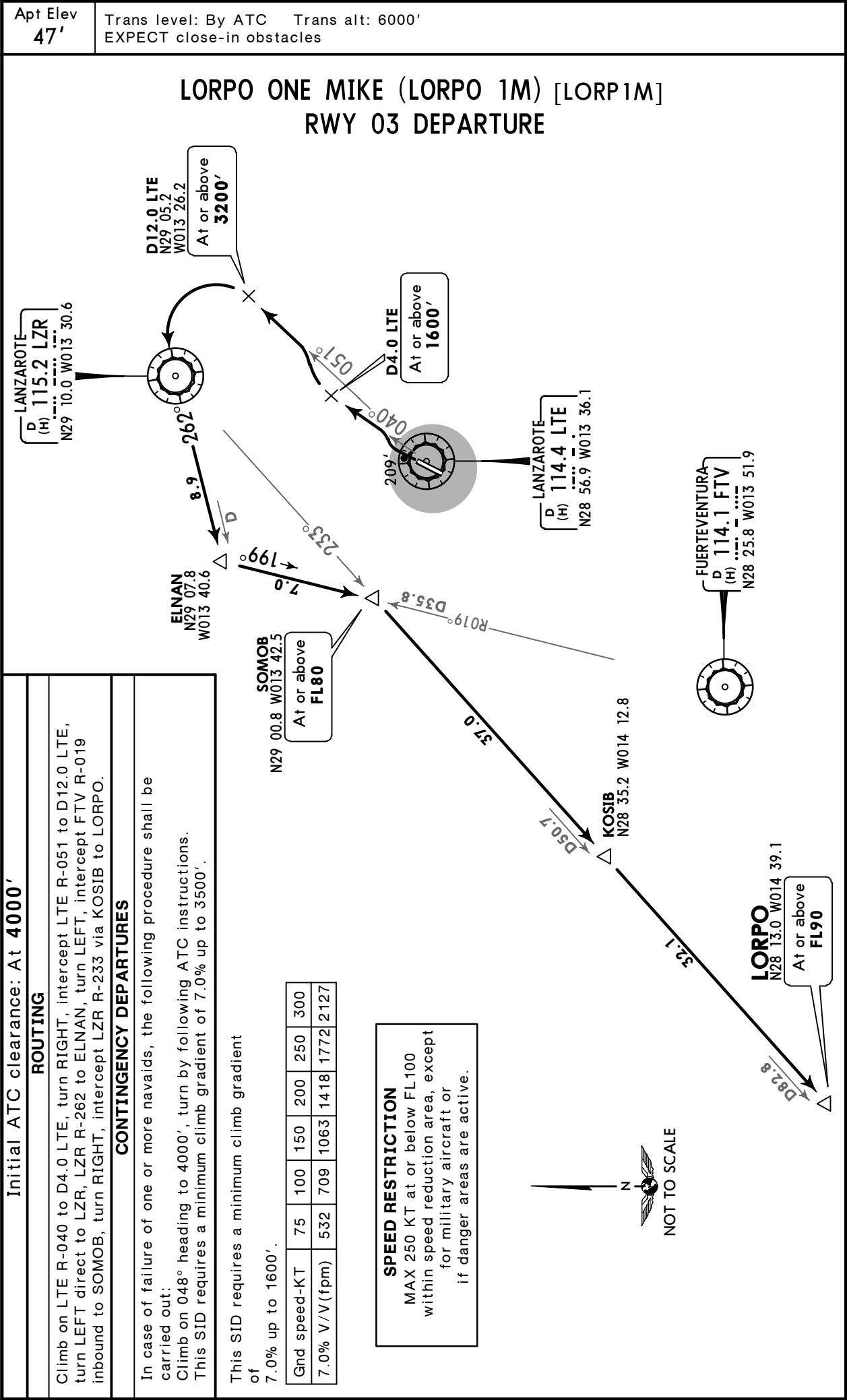
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

GCCR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
12 JUN 15 10-3K Eff 25 Jun SID



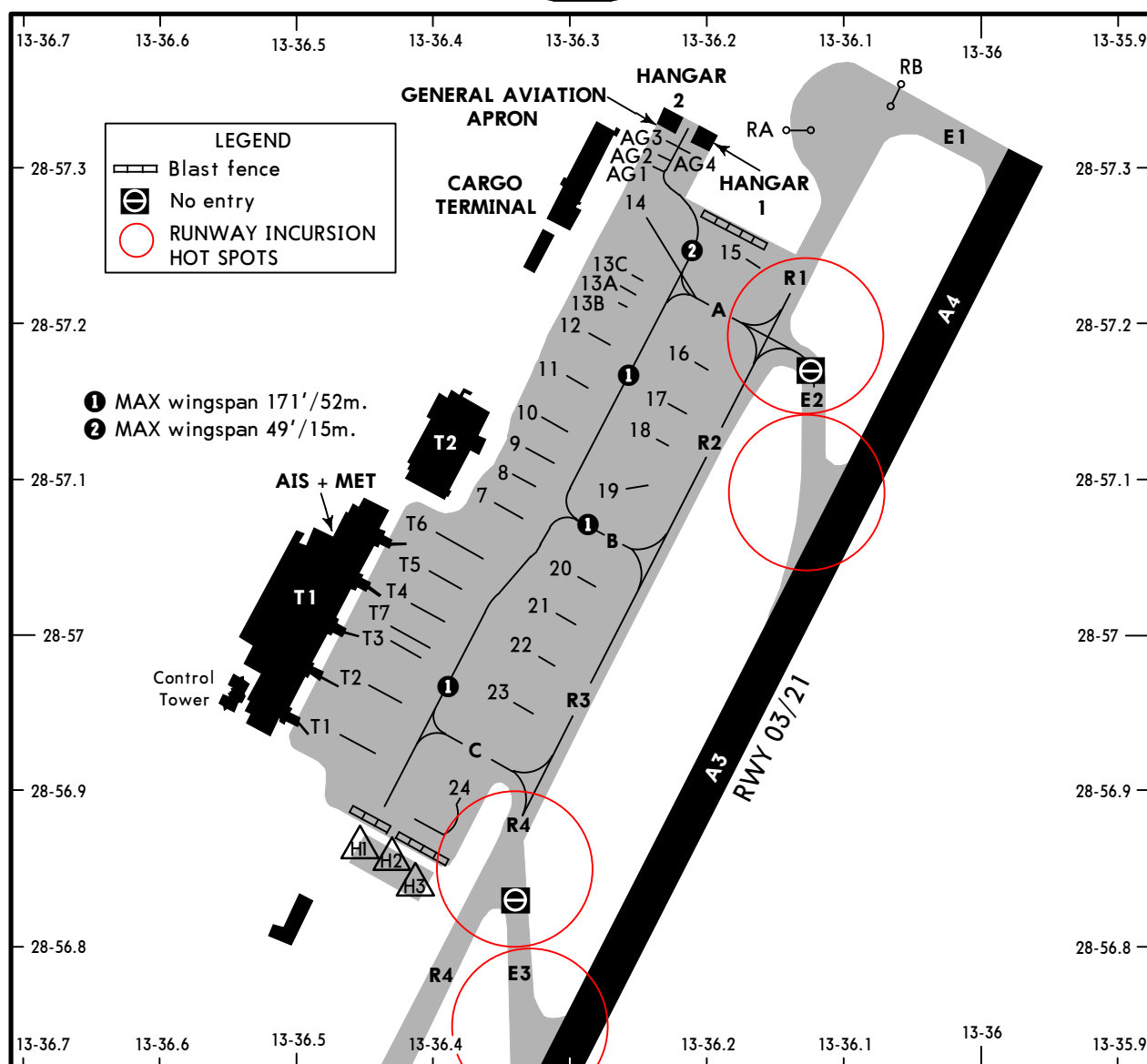
© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

GCCR/ACE

5 APR 13 10-9A

JEPPesen LANZAROTE, CANARY IS

LANZAROTE



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

CHANGES: No entry signs added.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.



VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

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

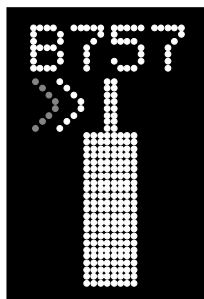
DISPLAY UNIT

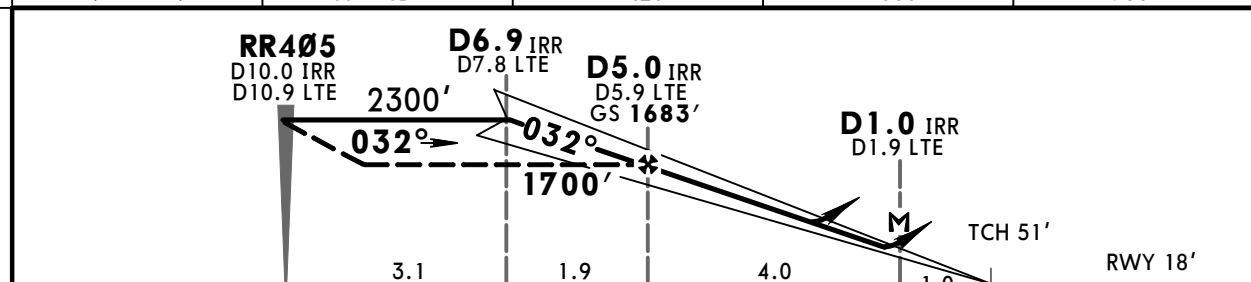
Consists of:

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

PILOT INSTRUCTIONS

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





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	372	478	531	637	743	849
LOC Descent Angle 3.17°	393	505	561	673	785	897
MAP at D1.0 IRR/D1.9 LTE						

HIALS

REIL PAPI PAPI

185 KT

MAX
RT

LTE

114.4

R-090

D9.0

LTE

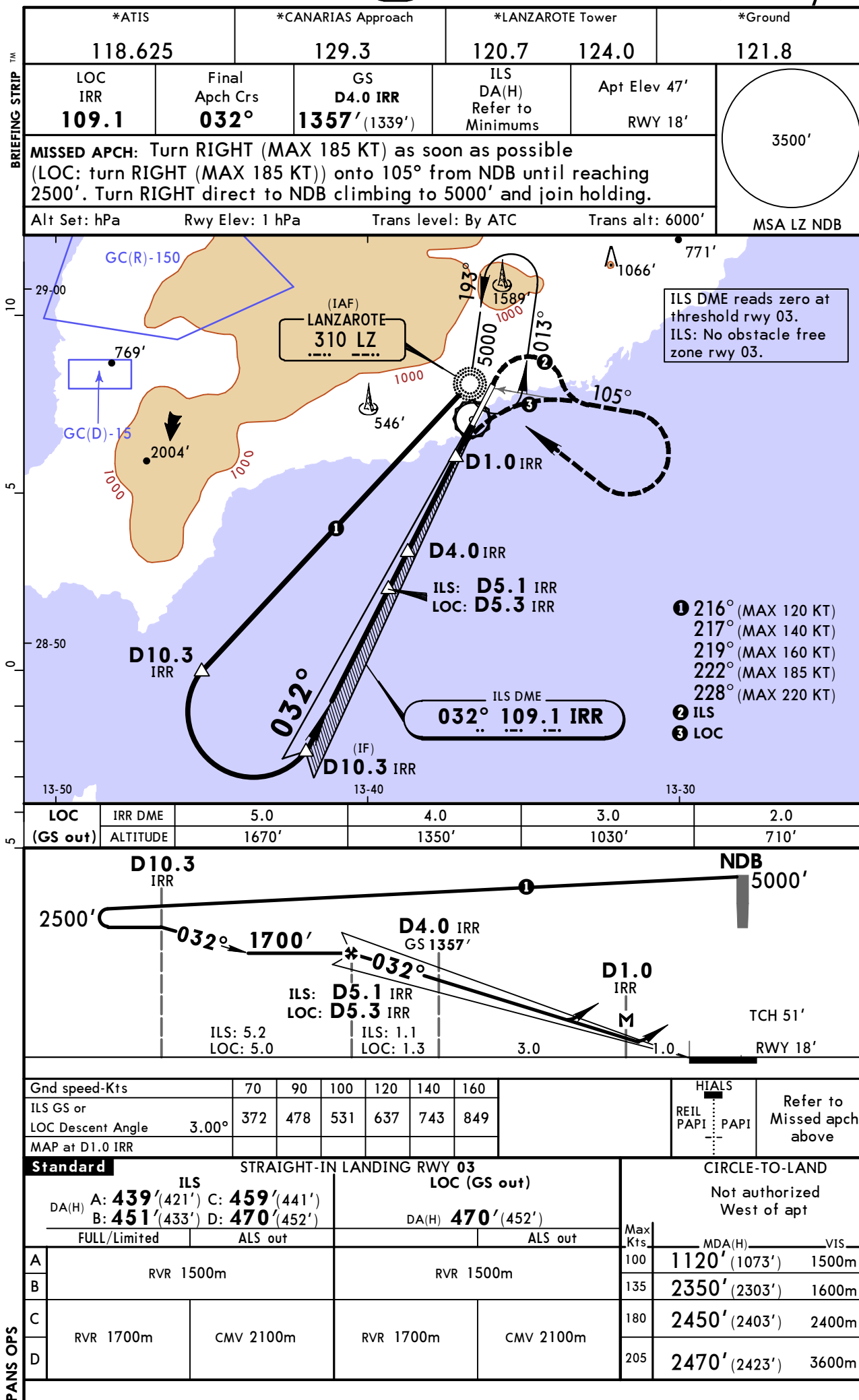
Standard		STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND	
ILS DA(H) A: 430' (412') C: 450' (432') B: 440' (422') D: 460' (442')		LOC (GS out) DA(H) 470' (452')		Not authorized West of apt			
FULL/Limited		ALS out		ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 1500m		RVR 1500m		100	1120' (1073')	1500m
B	RVR 1500m		RVR 1500m		135	2350' (2303')	1600m
C	RVR 1600m	RVR 2000m	RVR 1700m	CMV 2100m	180	2450' (2403')	2400m
D	RVR 1700m	CMV 2100m			205	2470' (2423')	3600m

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

GCCR/ACE
LANZAROTE

JEPPesen
29 MAY 15 **(11-2)**

LANZAROTE, CANARY IS
ILS Y or LOC Y Rwy 03



CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

GCCR/ACE
LANZAROTE

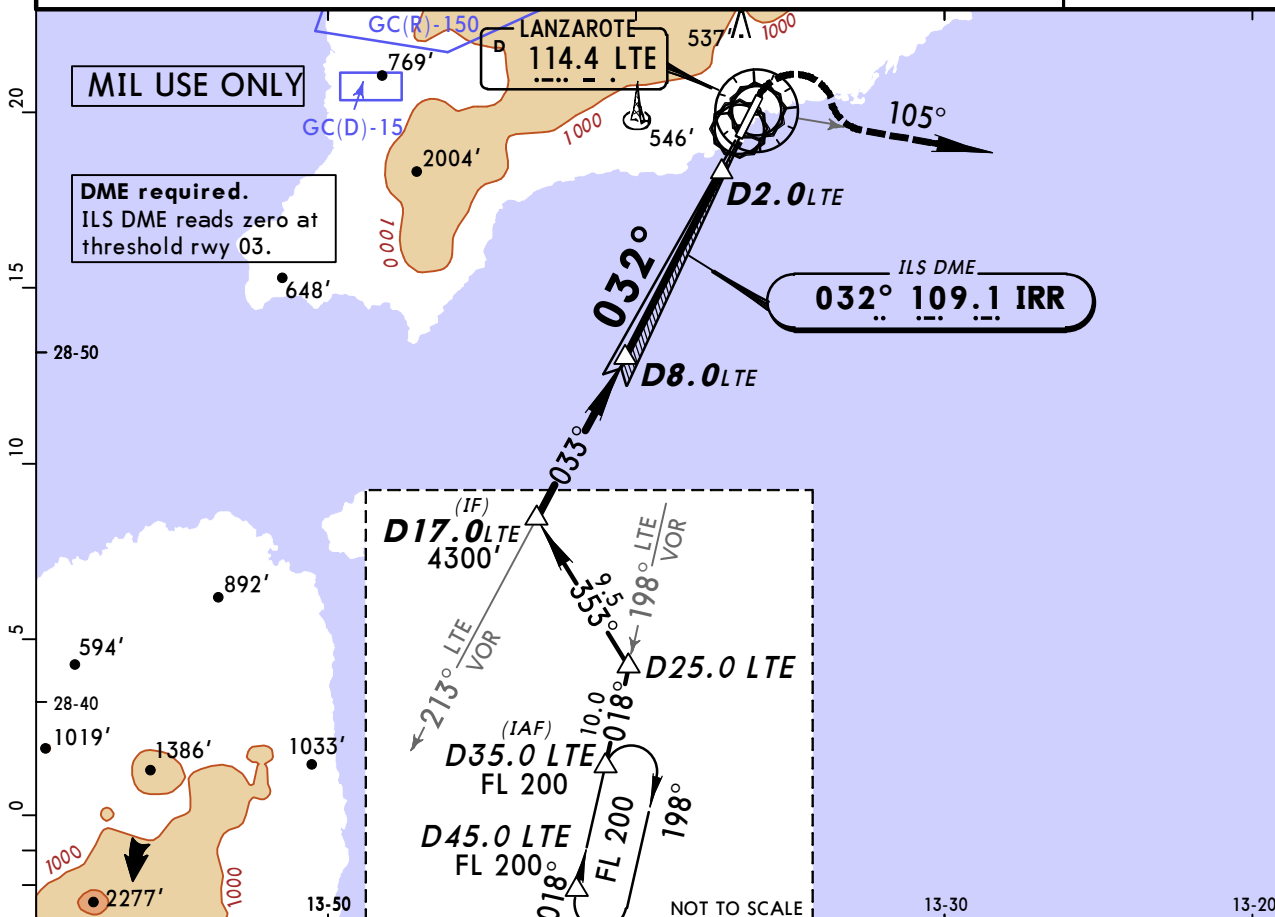
JEPPesen
27 FEB 15
Eff 5 Mar **11-3** CAT C & D

LANZAROTE, CANARY IS
HI-ILS or HI-LOC Rwy 03

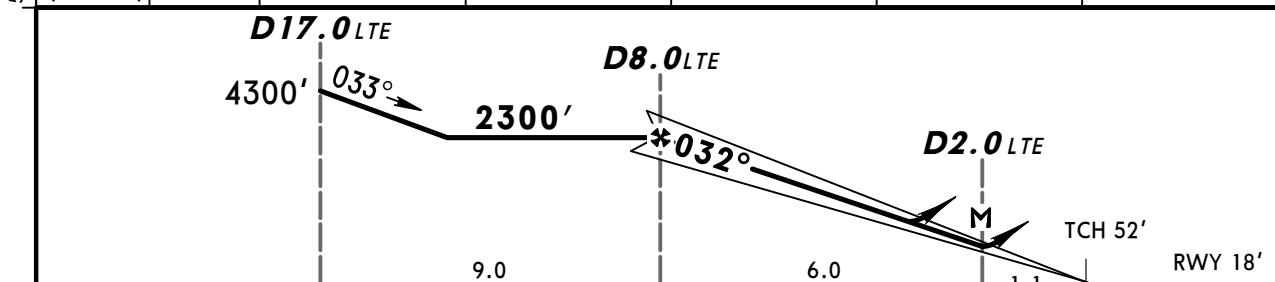
TM

BRIEFING STRIP

*ATIS		*CANARIAS Approach		*LANZAROTE Tower		*Ground	
118.625		129.3		120.7 124.0		121.8	
LOC IRR 109.1	Final Apch Crs 032°	GS D8.0 LTE 2300' (2282')	ILS DA(H) Refer to Minimums	Apt Elev 47' RWY 18'		3500' MSA LTE VOR	
MISSED APCH: Turn RIGHT onto R-105 LTE climbing to 4000'. Contact ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			



LOC	IRR DME	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	1970'	1650'	1340'	1020'	700'



Gnd speed-Kts	70	90	100	120	140	160	4000' on to 114.4 RT R-105
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D2.0 LTE							

Standard		STRAIGHT-IN LANDING RWY 03		CEILING REQUIRED	CIRCLE-TO-LAND	
ILS		LOC (GS out)			Not authorized West of apt	
DA(H) 460' (442')		DA(H) 480' (462')			MDA(H) CEIL-VIS	
FULL/Limited	ALS out		ALS out	Max Kts		
A	NOT APPLICABLE		NOT APPLICABLE	A	NOT APPLICABLE	
B	NOT APPLICABLE		NOT APPLICABLE	B	NOT APPLICABLE	
C	500' - 1700m	500' - 2100m	500' - 1800m	500' - 2200m	180	2460' (2413') 2500' - 4800m
D	500' - 2000m	500' - 2400m	500' - 2000m	500' - 2400m	205	2480' (2433') 2500' - 4800m

CHANGES: New procedure.

© JEPPesen, 2015. ALL RIGHTS RESERVED.

DME required.
RNAV 1 authorization
required between
(IAF) BAPAL and (IF).
 Final approach track
 offset 2° from Rwy
 centerline.

29-00
 271°
 5000
 091° (IAF)
MAPED
 D25.4 LTE
 MAX 200 KT
 NOT TO SCALE

MISSED APCH
 LTE
 VOR
 198°
 5000
 018°

28-50
 13 DME Arc LTE
 R-234 LTE
 3100'

14-00
FUERTEVENTURA
 D 114.1 FTV
 892'

13-50
 R-222 LTE
 2300'

13-40
 RR404
 2300'
 MAX 210 KT

13-30
BAPAL
 13-30

LANZAROTE
 D 114.4 LTE

LANZAROTE
 D 115.2 LZR

D2.0 LZR

D9.0 LTE

13 DME Arc LZR

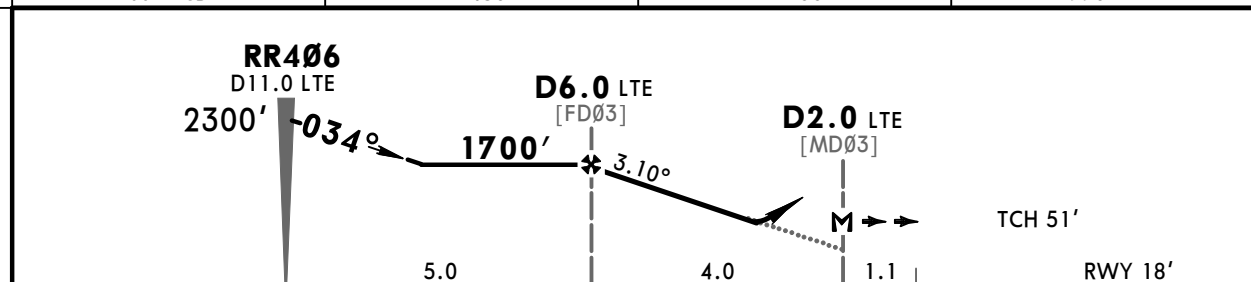
NOT TO SCALE

(IAF) BAPAL
 D18.0/R-155 LTE
 D27.7/R-061 FTV
 5000'
 MAX 220 KT

155°
 5000
 335°

1 8.0 292°
 2 2.7 326°
 3 MAX 210 KT

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

[illegible]

CIRCLE-TO-LAND

DA(H) 500' (482')			Not authorized West of apt	
ALS out			Max Kts.	MDA(H) VIS
A	RVR 1500m		100	1120' (1073') 1500m
B			135 2350' (2303') 1600m	
C	RVR 1800m	CMV 2300m	180	2450' (2403') 2400m
D			205 2470' (2423') 3600m	

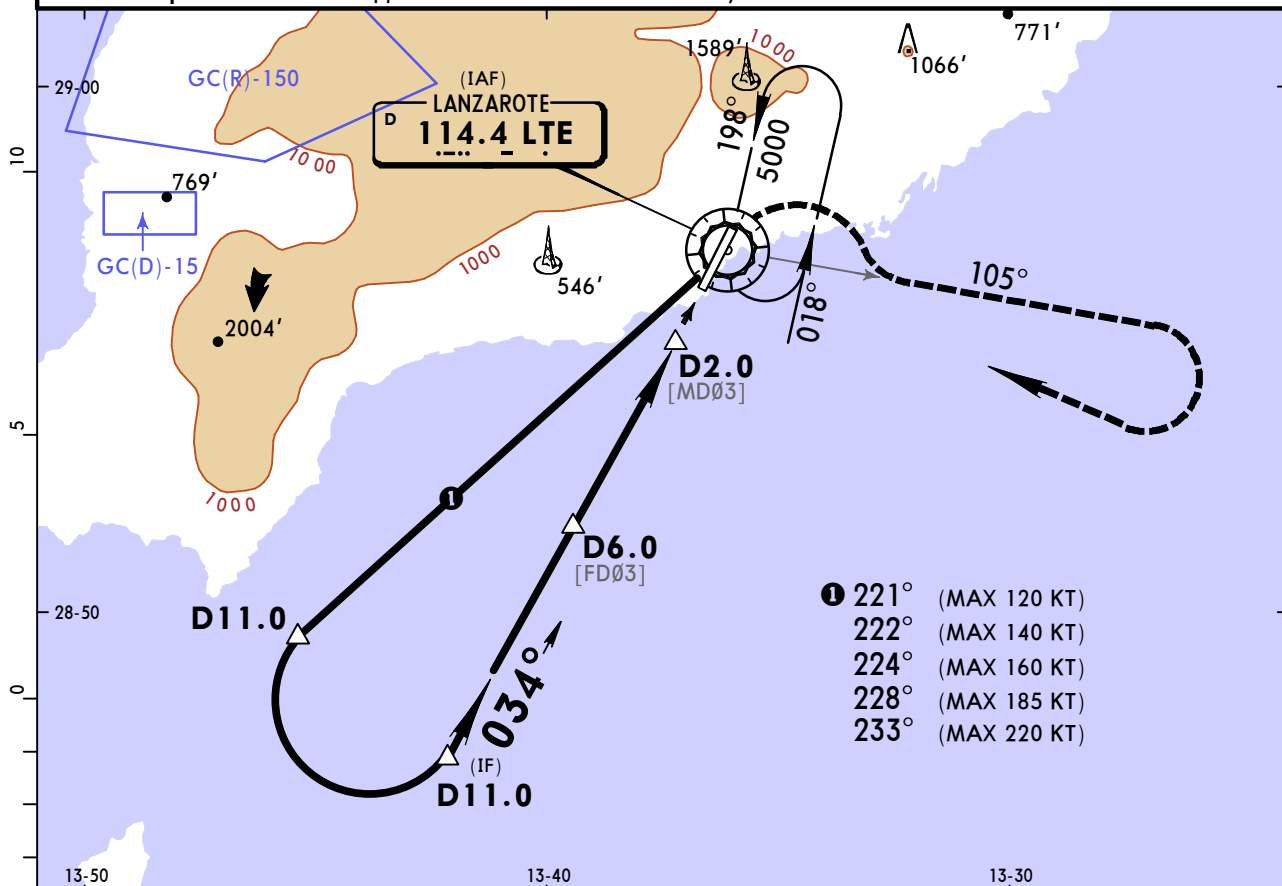
GCCR/ACE
LANZAROTE

JEPPESSEN
29 MAY 15 (13-2)

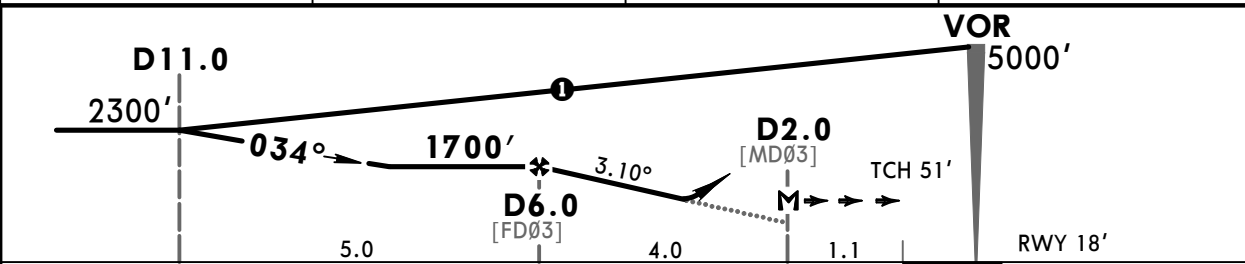
LANZAROTE, CANARY IS
VOR Y Rwy 03

*ATIS	*CANARIAS Approach	*LANZAROTE Tower		*Ground	3500' MSA LTE VOR
118.625	129.3	120.7	124.0	121.8	
VOR LTE 114.4	Final Apch Crs 034°	Minimum Alt D6.0 1700' (1682')	DA(H) 500' (482')	Appt Elev 47' RWY 18'	
MISSED APCH: Climb direct to VOR, then turn RIGHT (MAX 185 KT) and follow R-105 until reaching 2500'. Turn RIGHT direct to VOR climbing to 5000' and join holding.					

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



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	LTE	185 KT	LTE	2500'
Descent Angle	3.10°	384	494	548	658	768	REIL PAPI	114.4	MAX RT	114.4	
MAP at D2.0											

Standard				STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
DA(H) 500' (482')				ALS out				Not authorized West of apt			
A	RVR 1500m				Max Kts	MDA(H)		VIS			
B					100	1120' (1073')		1500m			
C					135	2350' (2303')		1600m			
D					180	2450' (2403')		2400m			
					205	2470' (2423')		3600m			

CHANGES: None.

© JEPPESSEN, 2001, 2014. ALL RIGHTS RESERVED.

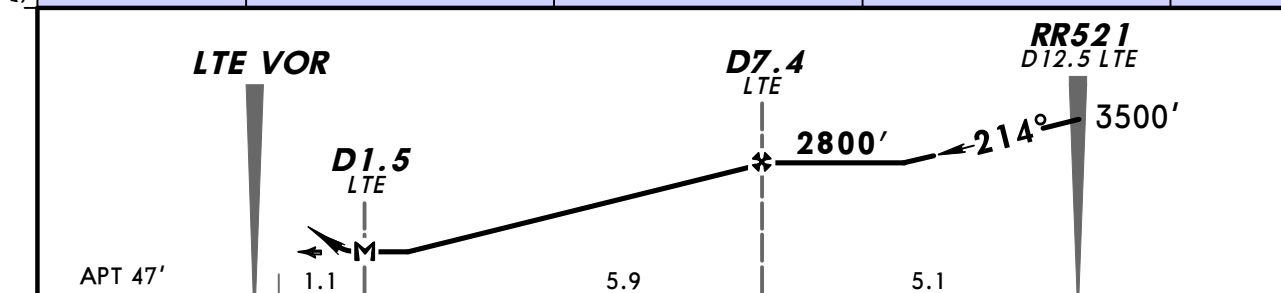
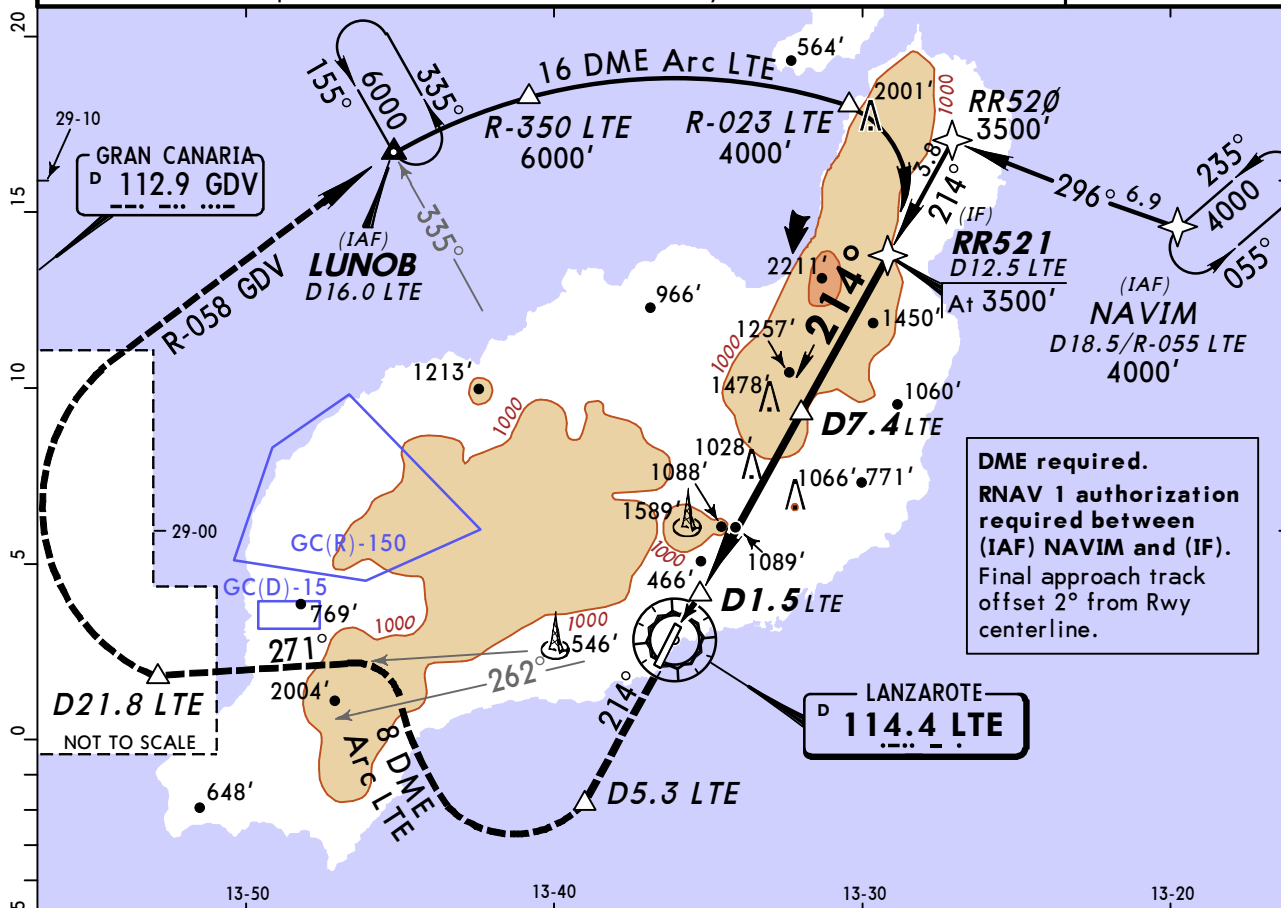
GCCR/ACE LANZAROTE

27 FEB 15 **13-3**

Eff 5 Mar

LANZAROTE, CANARY IS VOR A

*ATIS	*CANARIAS Approach	*LANZAROTE Tower	*Ground
118.625	129.3	120.7 124.0	121.8
VOR LTE 114.4	Final Apt Crs 214°	Minimum Alt D7.4 LTE 2800' (2753')	MDA(H) Refer to Minimums
Apt Elev 47'			3500'
MISSED APCH: Climb direct to LTE VOR and proceed on R-214 LTE to reach D5.3 LTE at 2600' or above, then turn RIGHT and follow 8 DME Arc LTE. Passing R-262 LTE turn LEFT to intercept R-271 LTE. At D21.8 LTE turn RIGHT to intercept and follow R-058 GDV direct to LUNOB, climbing to 6000' and join holding.			MSA LTE VOR
Alt Set: hPa	Apt Elev: 2 hPa	Trans level: By ATC	Trans alt: 6000'



MAP at D1.5 LTE					Lighting - Refer to Airport Chart	LTE 114.4	D5.3 LTE	LTE 114.4 R-214
Standard					CIRCLE-TO-LAND			
					Not authorized West of airport			
					Max Kts	MDA(H)	VIS	
					A 100	1780' (1733')	1500m	
					B 135	1780' (1733')	1600m	
					C 180	2020' (1973')	2400m	
					D 205	2020' (1973')	3600m	

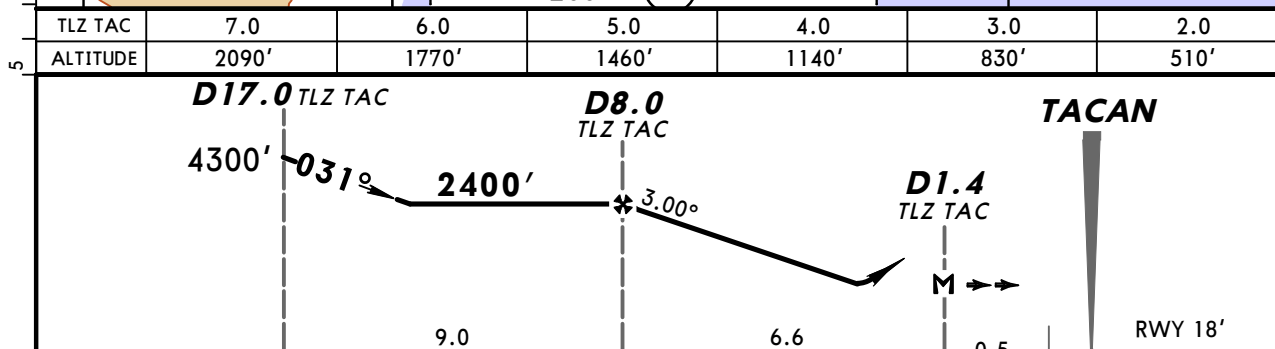
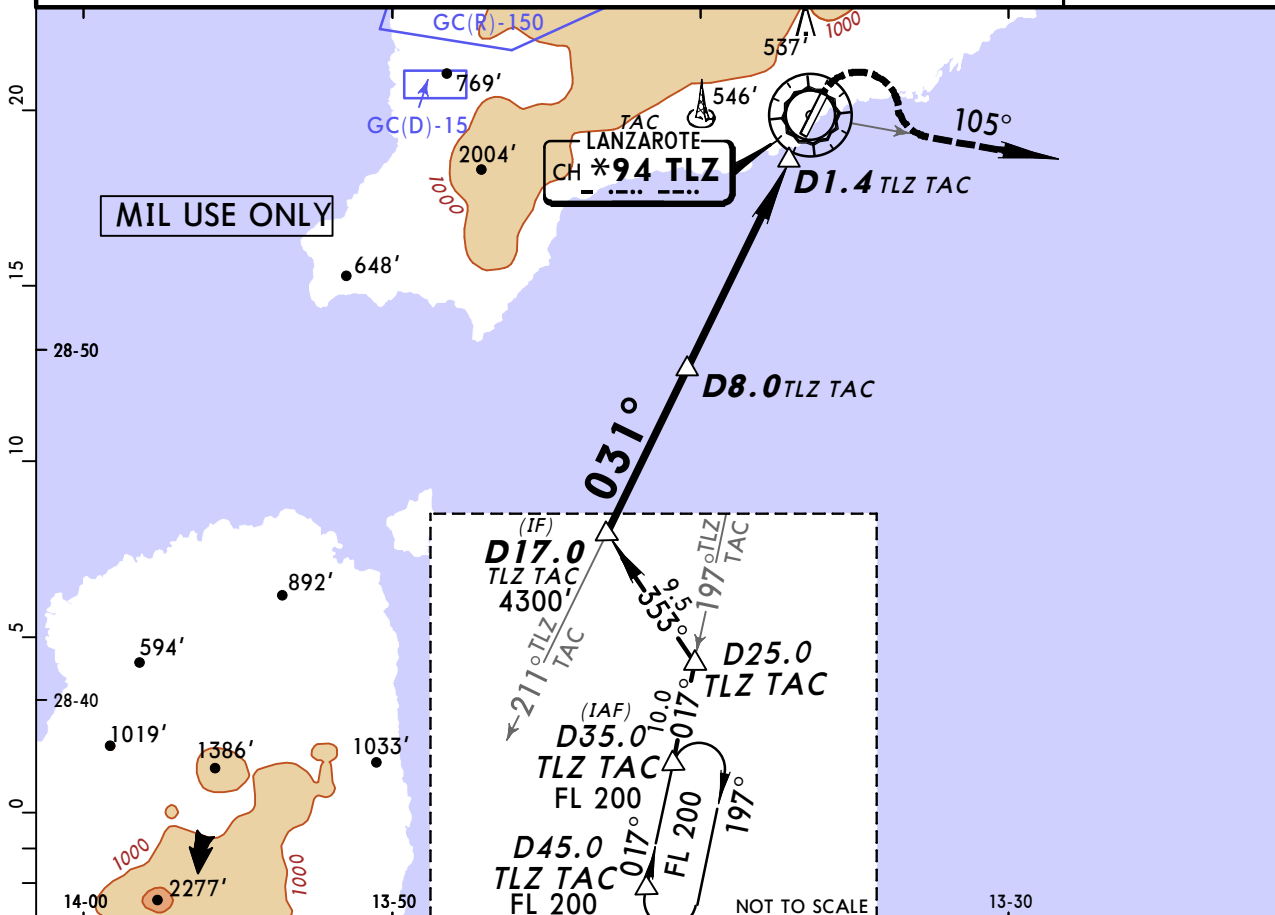
GCCR/ACE
LANZAROTE

JEPPesen
27 FEB 15
Eff 5 Mar 14-1 CAT C & D

LANZAROTE, CANARY IS
HI-TACAN Rwy 03

BRIEFING STRIP

*ATIS		*CANARIAS Approach		*LANZAROTE Tower		*Ground	
118.625		129.3		120.7 124.0		121.8	
TACAN TLZ CH *94	Final Apch Crs 031°	Procedure Alt D8.0 TLZ TAC 2400' (2382')	DA(H) 480' (462')	Apt Elev 47' RWY 18'		3500'	
MISSED APCH: Turn RIGHT onto R-105 TLZ climbing to 4000'. Contact ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
						MSA TLZ TAC	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	4000' TLZ onto CH 94 RT R-105
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.4 TLZ TAC								

Standard		STRAIGHT-IN LANDING RWY 03		CEILING REQUIRED		CIRCLE-TO-LAND	
CDFA		DA(H) 480' (462')		ALS out		Not authorized West of apt	
A		NOT APPLICABLE		Max Kts		MDA(H) CEIL-VIS	
B		NOT APPLICABLE		A		NOT APPLICABLE	
C		500' - 1800m		180		2460' (2413') 2500' - 4800m	
D		500' - 2000m		205		2480' (2433') 2500' - 4800m	

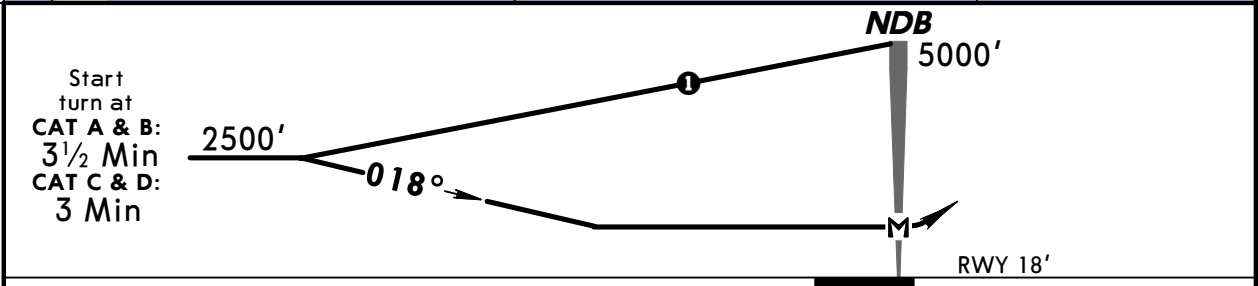
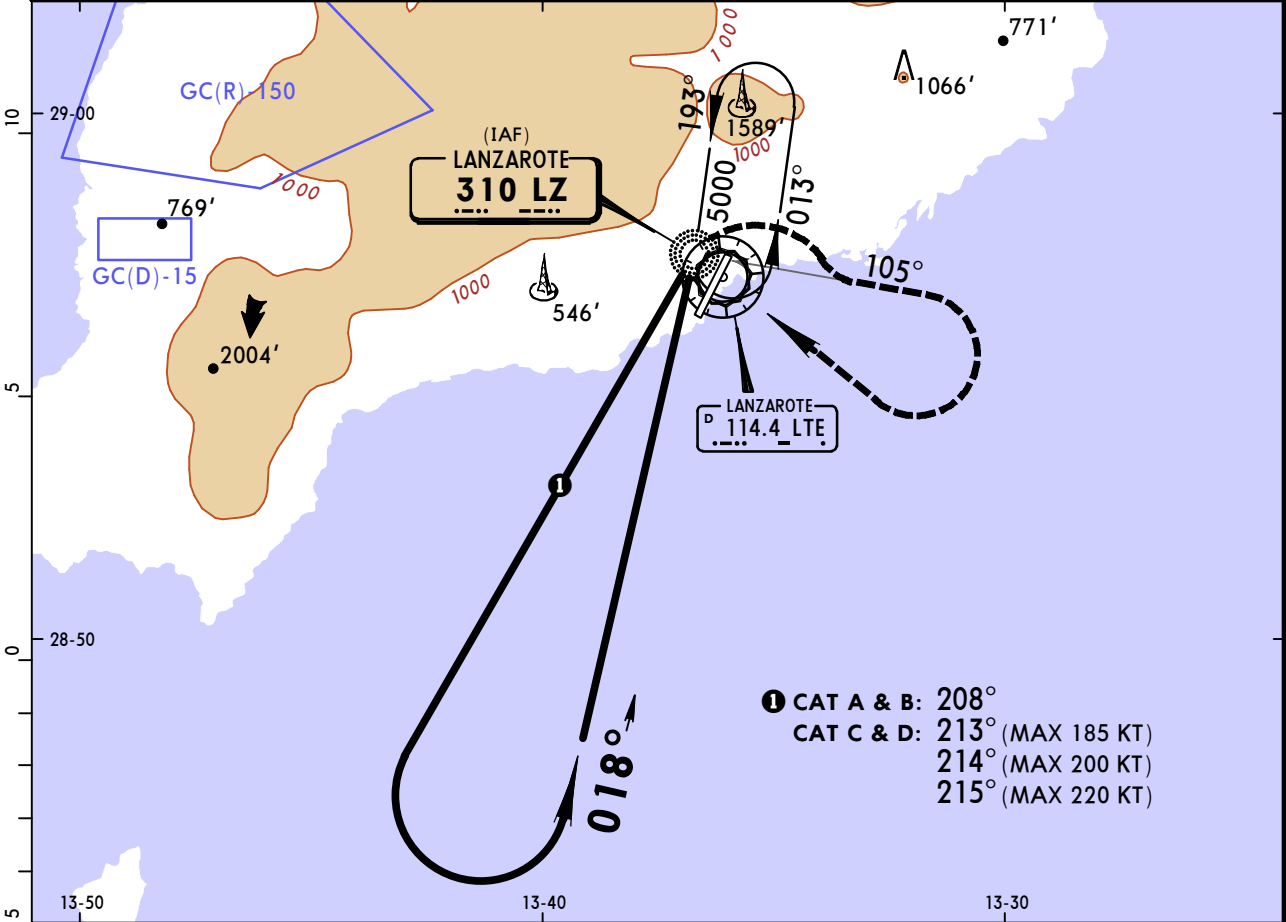
CHANGES: New procedure.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

GCCR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
27 FEB 15 16-1 Eff 5 Mar NDB Rwy 03

*ATIS 118.625		*CANARIAS Approach 129.3		*LANZAROTE Tower 120.7 124.0		*Ground 121.8
NDB LZ 310	Final Apch Crs 018°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 47' RWY 18'	3500' MSA LZ NDB	
MISSED APCH: Turn RIGHT (MAX 185 KT) onto 105° from NDB until reaching 2500'. Turn RIGHT direct to NDB climbing to 5000' and join holding.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' Final approach track offset 14° from Rwy centerline.						



Start turn at CAT A & B: 3½ Min CAT C & D: 3 Min				NDB 5000'		RWY 18'	
MAP at NDB				HIALS REIL PAPI PAPI	185 KT MAX RT	105° from LZ 310	2500' ↑

Standard		STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND	
Missed apch climb gradient mim 5.0%		Missed apch climb gradient mim 2.5%		Not authorized West of apt	
MDA(H) 1660' (1642')		MDA(H) 1800' (1782')		Max Kts	
ALS out		ALS out		100	1800' (1753') 1500m
A		NOT APPLICABLE		135	2350' (2303') 1600m
B		CMV 5000m		180	2450' (2403') 5000m
C				205	2470' (2423') 5000m
D					

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LANZAROTE, (LANZAROTE - GCRR)				
REV	AIRPORT BRIEFING (DEP)	10-1P2	01 Jan 2016	07 Jan 2016
ADD	AIRPORT BRIEFING (DEP CON...	10-1P3	01 Jan 2016	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport GCRR