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Revision Letter For Cycle 13-2016

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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: 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: 0605 Z
Sunset: 2000 Z

Runway Information

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

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

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

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

Communication Information

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

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8 JAN 16

JEPPesen

10-1P

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AIRPORT BRIEFING

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 CECO/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. STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE

Standstill of Operations in the Movement Area Procedure is available, when RVR is below 550m with the following phases:

PHASE 1: NOTICE

RVR/VIS is equal to or less than 800m, or, when VIS is above 800m, VIS in NNE/SSW direction is less than that value: Notification to all concerned services and users to prepare.

PHASE 2: STANDSTILL OF OPERATIONS

RVR/VIS is less than 550m, or, when VIS is above 550m, VIS in NNE/SSW direction is less than that value: TWR shall not authorize operations while these conditions persist, except special operations provided for in the procedure.

PHASE 3: RENEWAL OF OPERATIONS

RVR/VIS in NNE/SSW direction equal to or above 800m with a steady trend towards improvement after checking the status of the facilities and especially the movement area.

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1. GENERAL

1.4. RWY OPERATIONS

1.4.1. 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.

1.4.2. 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.

1.5. TAXI PROCEDURES

1.5.1. TAXI RESTRICTIONS

1.5.1.1. 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.

1.5.1.2. 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.

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1. GENERAL

1.5.1.3. 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.

1.5.2. 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.

1.6. 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.

1.7. OTHER INFORMATION

Helicopter operations.

RWYs 03L and 03R right-hand circuit.

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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.

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 and hold 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:

lpaoestructura@aena.es

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

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(10-1P6)

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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.

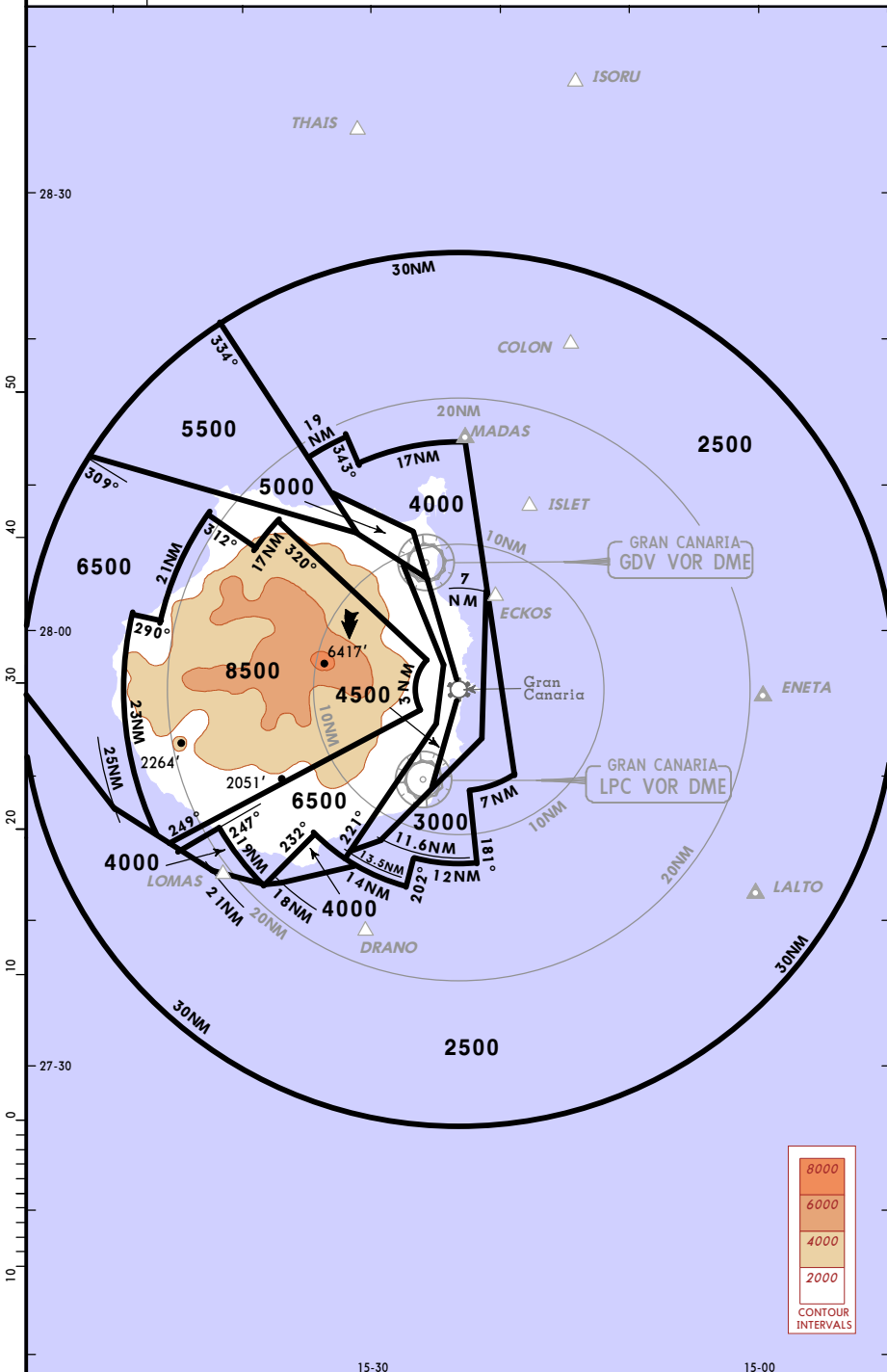
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12 MAR 10 (10-1R)

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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.



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GRAN CANARIA

 **JEPPESSEN** GRAN CANARIA, CANARY IS

22 JAN 16 **(10-2)** **Eff 4 Feb**

STAR

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

KONBA 4C [KONB4C] ①
ORTIS 4C [ORTI4C] ①
RWYS 03L/R

KONBA 4D [KONB4D] ②
ORTIS 4D [ORTI4D] ②
RWYS 21L/R RNAV

ORTIS
N31 24.4
W016 33.4

KONBA
N31 18.1 W015 18.1
(GDV R-007/D193.1)

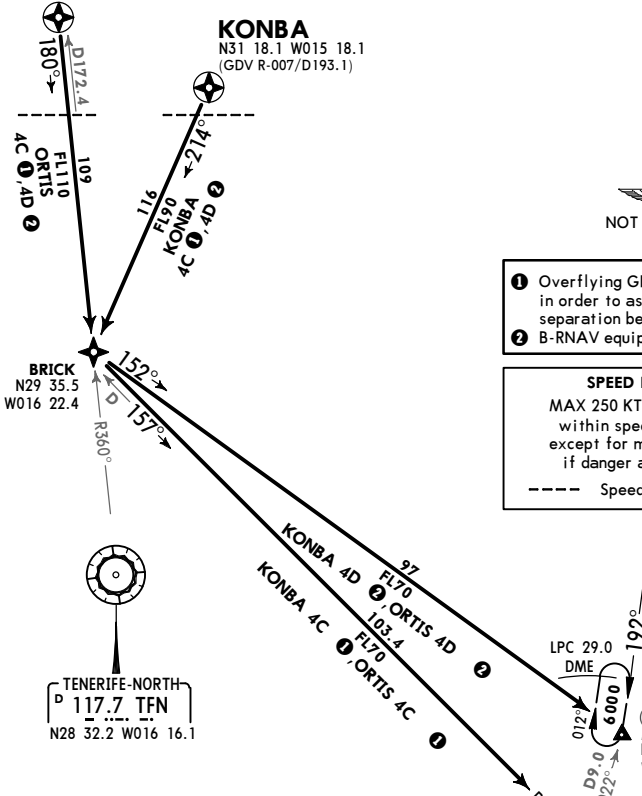


- ① Overflying GDV is mandatory in order to assure the standard separation between aircraft.
- ② B-RNAV equipment required.

SPEED RESTRICTION

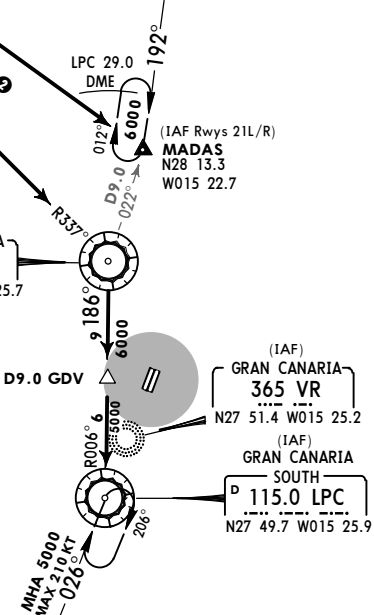
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.

----- Speed Reduction Area



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

HOLDING OVER VR



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GRAN CANARIA

22 JAN 16

(10-2A)

Eff 4 Feb

STAR

D-ATIS
118.6

Apt Elev
78'

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

SAMAR 4C [SAMA4C] 10
RWYS 03L/R
SAMAR 4D [SAMA4D]
RWYS 21L/R



- 1 Due to restrictions in GDV and when coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.
- 2 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

SAMAR
N30 54.0 W014 24.9

D177.1
142.7
FL70
SAMAR
4C 00 4D

ISORU
N28 37.6 W015 14.2

D34.4

25.4
FL70

LPC 29.0
DME

012°

6000

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

022°

6000

FL70

GRAN CANARIA
D 112.9 GDV
N28 04.6 W015 25.7

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

D9.0 GDV

006°

6000

(IAF)
GRAN CANARIA
365 VR
N27 51.4 W015 25.2

006°

6000

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

**HOLDING OVER
VR**



MHA 5000
MAX 210 KT
020°

GCLP/LPA
GRAN CANARIA

JEPPSEN GRAN CANARIA, CANARY IS
22 JAN 16 **(10-2B)** **Eff 4 Feb** **STAR**

D-ATIS
118.6

Apt Elev
78'

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

LORPO 1C [LORP1C]
RWYS 03L/R, 21L/R

LORPO 1Z [LORP1Z]①
RWYS 03L/R, 21L/R RNAV

FOR FLIGHTS FROM GCFV & GCRR

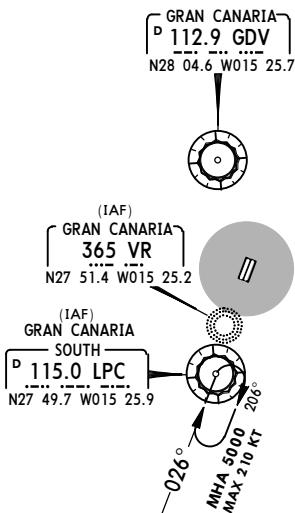
HOLDING OVER VR



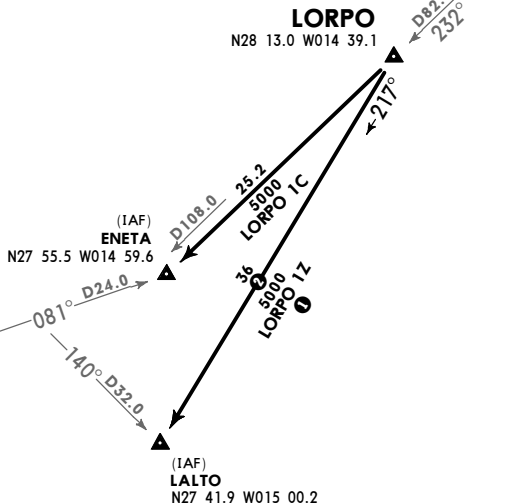
- ① B-RNAV equipment required.
- ② RADAR surveillance will be provided after LORPO.

SPEED RESTRICTION

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



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

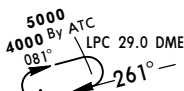


HOLDINGS OVER ENETA

Runways 03L/R



Runways
03L/R & 21L/R

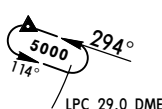


HOLDINGS OVER LALTO

Runways 03L/R



Runways
03L/R & 21L/R



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Alt Set: hPa Trans level: By ATC Trans alt: 6000'
B-RNAV equipment required.

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22 JAN 16 **10-2F** Eff 4 Feb

JEPPESEN GRAN CANARIA, CANARY IS

STAR

D-ATIS
118.6

Apt Elev
78'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
B-RNAV equipment required.

REMG1 1C [REMG1C]
RWYS 03L/R, 21L/R
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.

GRAN CANARIA
D 112.9 GDV
N28 04.6 W015 25.7



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



(IAF)
GRAN CANARIA
365 VR
N27 51.4 W015 25.2

DRANO
N27 39.3 W015 30.4

Direct distance to
Gran Canaria Apt
from LPC: 7NM

GC(D)-79C

GC(D)-79T

GC(D)-
79N/T

FL100

GDV

177°

D59.7

34.5°

REMG1

N27 05.4 W015 16.2

GC(D)-79C/E/N/T

**HOLDING OVER
VR**



**HOLDING OVER
LPC**



GCLP/LPA
GRAN CANARIA

22 JAN 16

10-2G

Eff 4 Feb

STAR

TERMINAL GRAN CANARIA, CANARY IS

D-ATIS
118.6

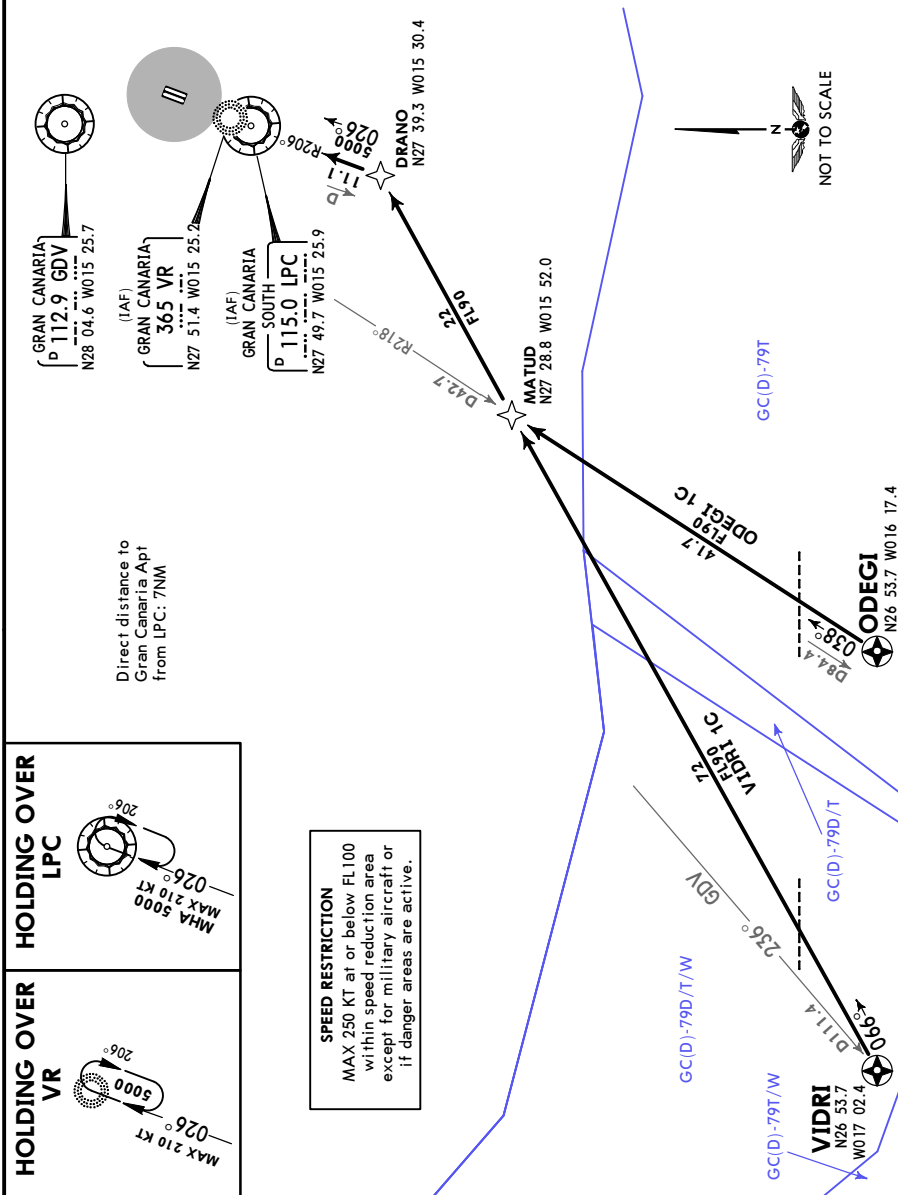
Apt Elev
78'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
B-RNAV equipment required.

ODEGI 1C [ODEG1C]
SUBJECT TO GC(D)-79T ACTIVITY

VIDRI 1C [VIDR1C]
SUBJECT TO GC(D)-79D/T/W ACTIVITY

RWYS 03L/R, 21L/R



GCLP/LPA
GRAN CANARIA

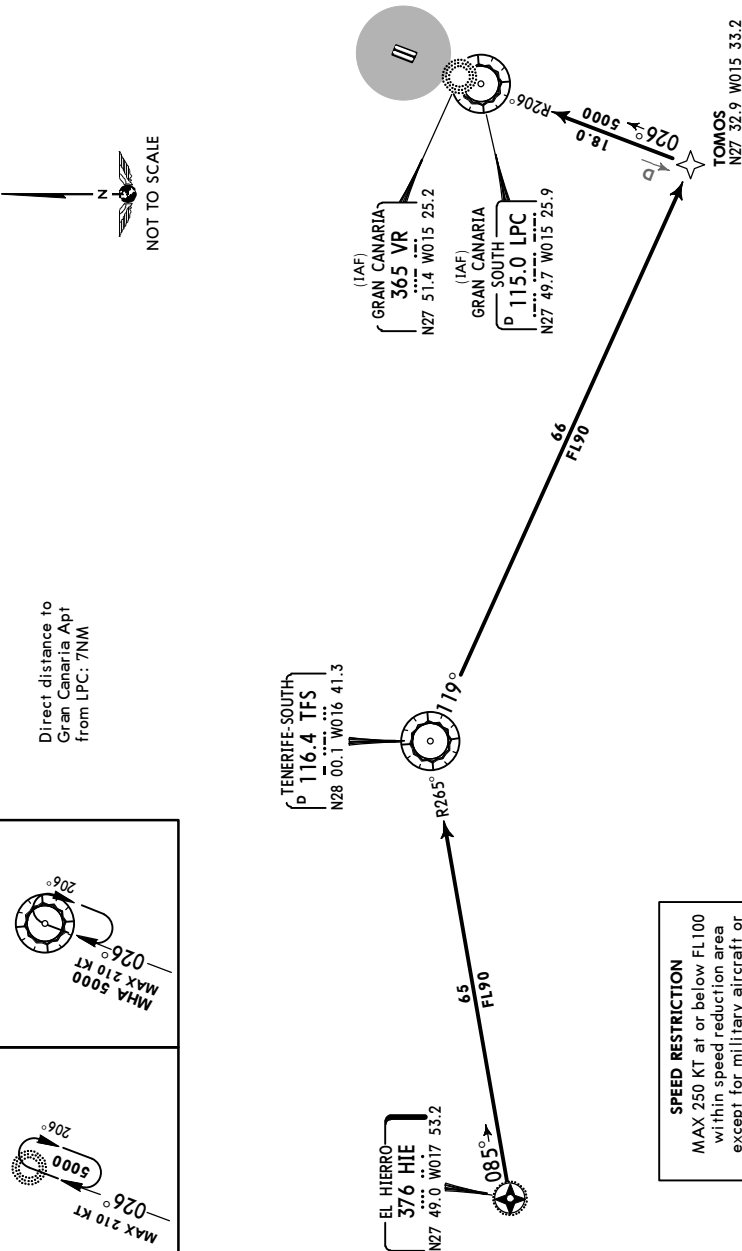
22 JAN 16 **10-2H** Eff 4 Feb
STAR

D-ATIS
118.6

Apt Elev
78'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
B-RNAV equipment required.

HIERRO 1C (HIE 1C)
RWYS 03L/R, 21L/R



GCLP/LPA
GRAN CANARIA

 **JEPPESSEN GRAN CANARIA, CANARY IS**
22 JAN 16 **(10-2J)** **Eff 4 Feb** **STAR**

D-ATIS
118.6

Apt Elev
78'

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

ORTIS

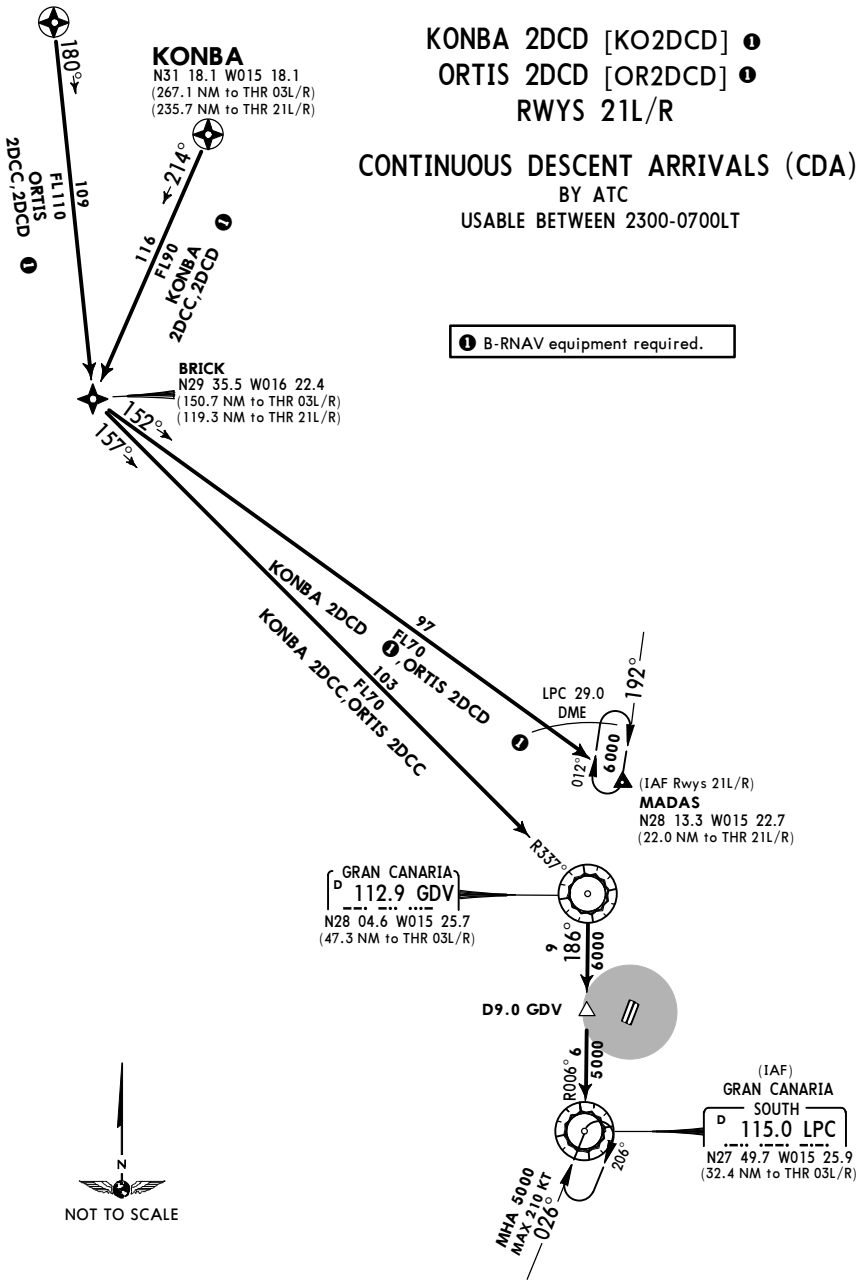
N31 24.4 W016 33.4
(259.8 NM to THR 03L/R)
(228.4 NM to THR 21L/R)

**KONBA 2DCC [KO2DCC]
ORTIS 2DCC [OR2DCC]
RWYS 03L/R**

**KONBA 2DCD [KO2DCD] ①
ORTIS 2DCD [OR2DCD] ①
RWYS 21L/R**

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

① B-RNAV equipment required.



GCLP/LPA
GRAN CANARIA

22 JAN 16

10-2K

Eff 4 Feb

JEPPESSEN GRAN CANARIA, CANARY IS

STAR

D-ATIS
118.6

Apt Elev
78'

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

SAMAR 2DCC [SA2DCC] ①
RWYS 03L/R

SAMAR 2DCD [SA2DCD]
RWYS 21L/R

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

SAMAR

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



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

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

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

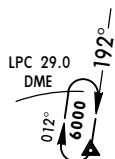
GRAN CANARIA
D 112.9 GDV
N28 04.6 W015 25.7
(47.3 NM to THR 03L/R)

D9.0 GDV

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

HOLDING OVER MADAS

Runways 21L/R



RWYS 21L/R
MAX 210 KT
020°

CHANGES: Radial update.

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GCLP/LPA
GRAN CANARIA

JEPPESSEN GRAN CANARIA, CANARY IS
22 JAN 16 (10-2L) Eff 4 Feb STAR

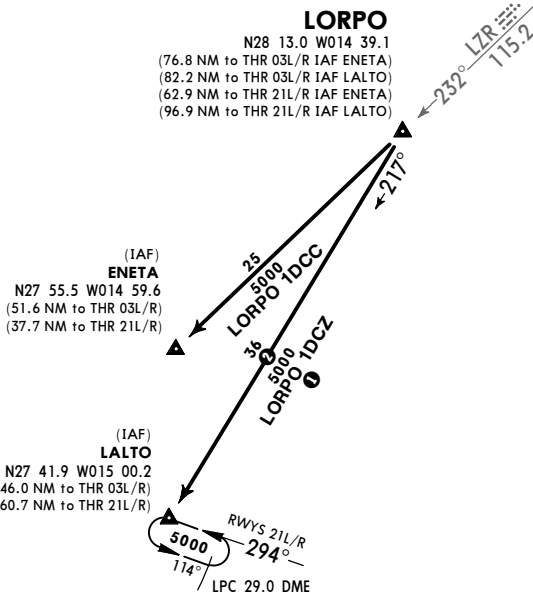
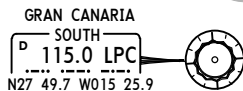
D-ATIS
118.6

Apt Elev
78'

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

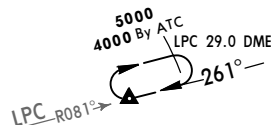
LORPO 1DCC [LO1DCC]
LORPO 1DCZ [LO1DCZ] ①
RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

- ① B-RNAV equipment required.
- ② RADAR surveillance will be provided after LORPO.

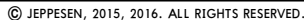


HOLDING OVER ENETA

Runways 21L/R



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



Trans level: By ATC Trans alt: 6000'

GCLP/LPA
GRAN CANARIA

22 JAN 16

10-2P

Eff 4 Feb

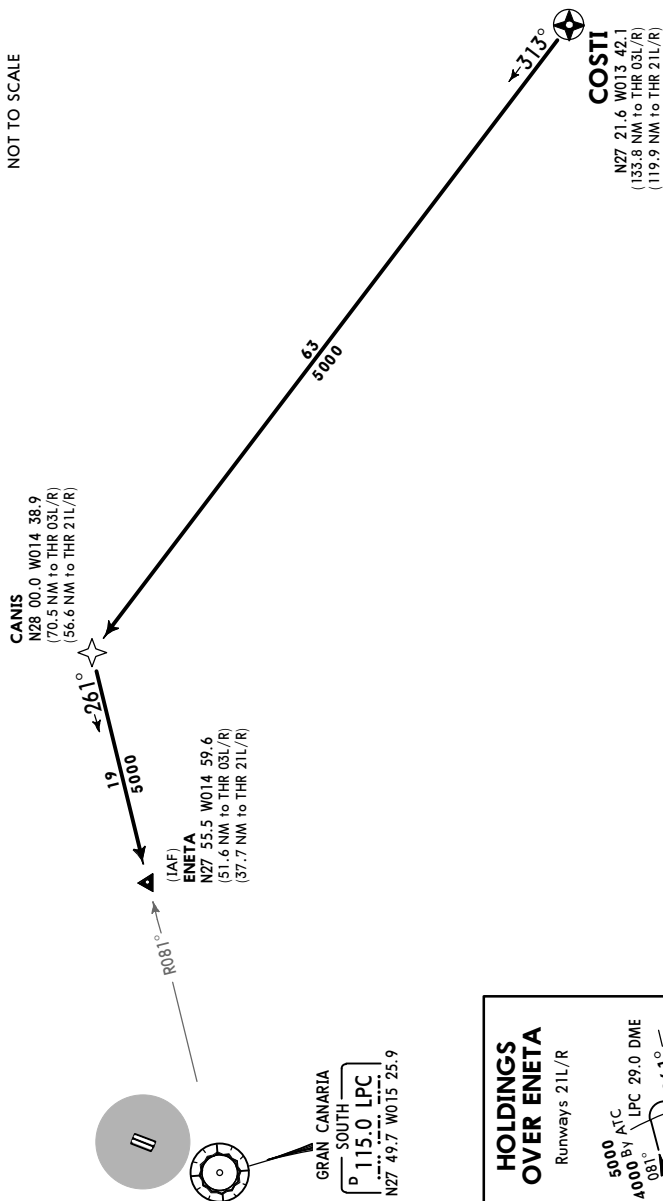
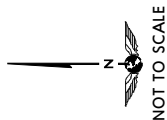
STAR

D-ATIS
118.6

Apt Elev
78'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
B-RNAV equipment required.

COSTI 1DCC [CO1DCC]
RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVAL (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



**HOLDINGS
OVER ENETA**
Runways 21L/R



GCLP/LPA
GRAN CANARIA

JEPPESSEN GRAN CANARIA, CANARY IS
22 JAN 16 10-2Q Eff 4 Feb STAR

D-ATIS 118.6	Apt Elev 78'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' B-RNAV equipment required.
-----------------	-----------------	---

REMGI 1DCC [RE1DCC]
RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVAL (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT
SUBJECT TO GC(D)-79C/E/N/T ACTIVITY



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

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

REMGI
N27 05.4 W015 16.2
(79.6 NM to THR 03L/R)
(82.7 NM to THR 21L/R)

HOLDING OVER
LPC
Runways 21L/R



GC(D)-79C

GC(D)-79T

GC(D)-
79N/T

GC(D)-79C/E/N/T

GCLP/LPA
GRAN CANARIA

22 JAN 16

10-2S

Eff 4 Feb

STAR

D-ATIS
118.6

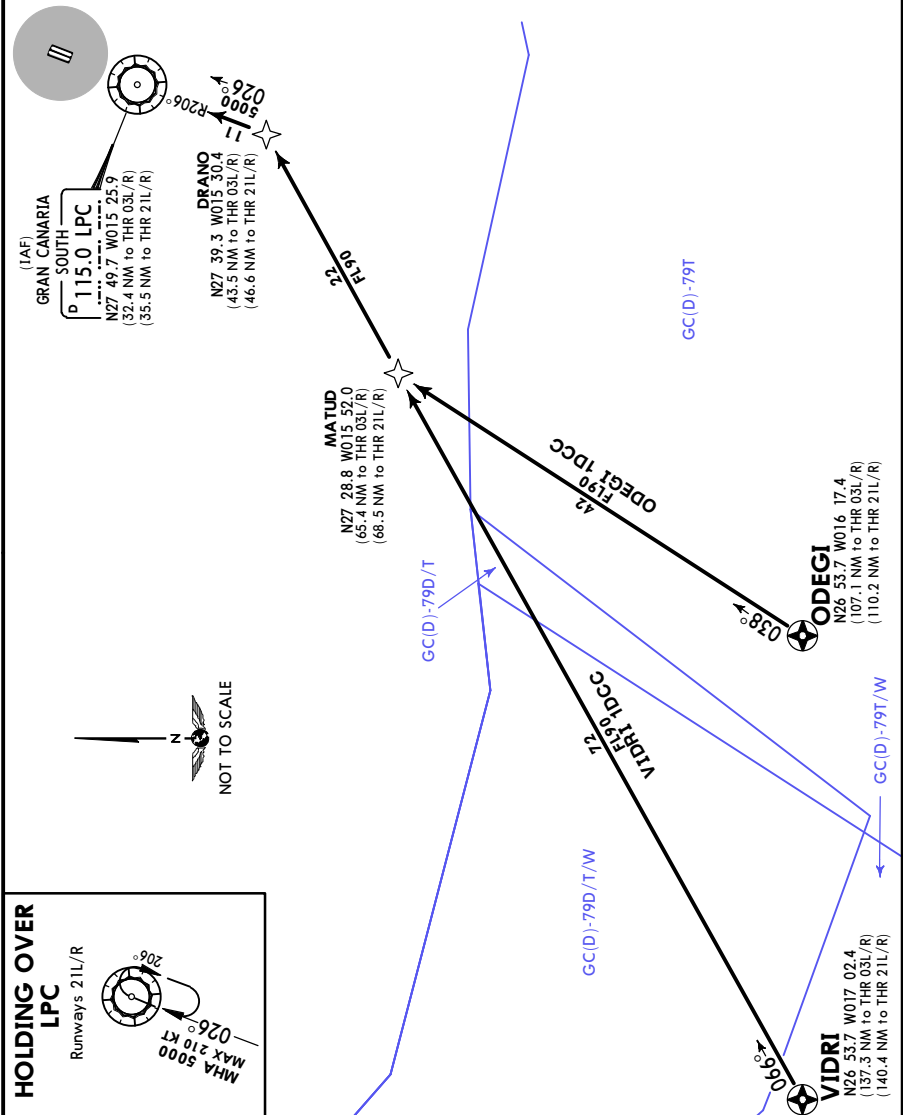
Apt Elev
78'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
B-RNAV equipment required.

ODEGI 1DCC [OD1DCC]
SUBJECT TO GC(D)-79T ACTIVITY

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



GCLP/LPA
GRAN CANARIA

22 JUN 16

10-2T

Eff 4 Feb

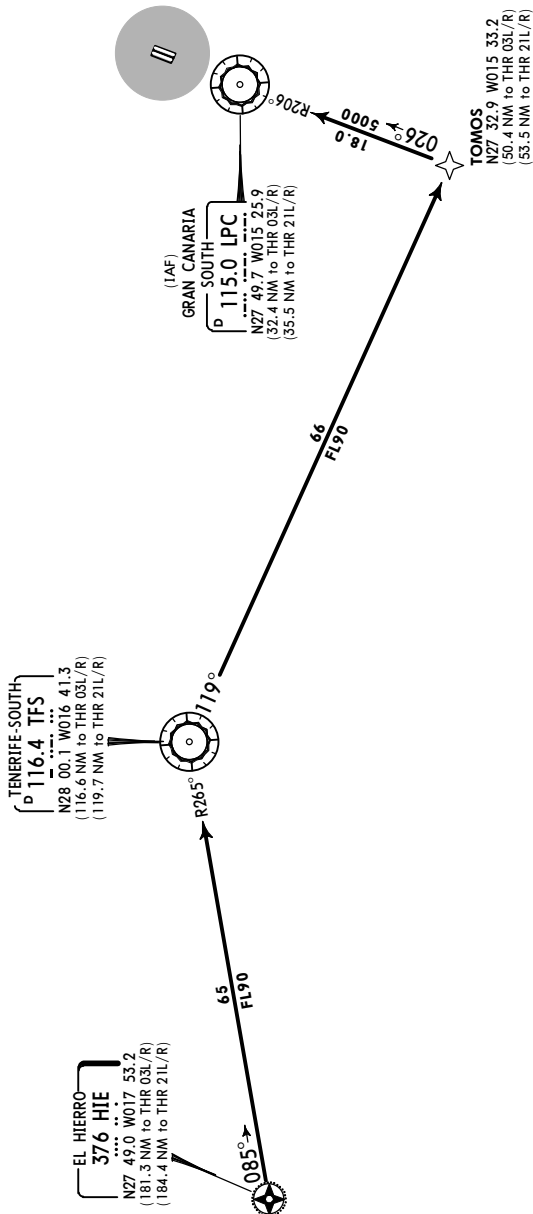
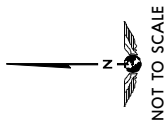
STAR

D-ATIS
118.6

Apt Elev
78'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
B-RNAV equipment required.

HIERRO 1DCC (HIE 1DCC) [HI1DCC]
RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVAL (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



HOLDING OVER
LPC

Runways 21L/R



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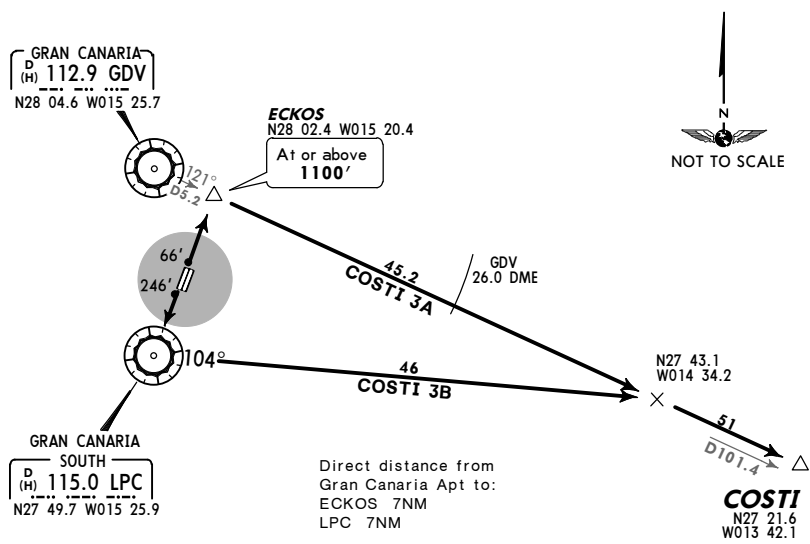
Apt Elev
78'

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



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'.

GCLP/LPA
GRAN CANARIA

27 FEB 15 **10-3C** Eff 5 Mar **SID**

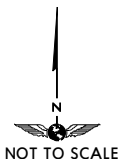
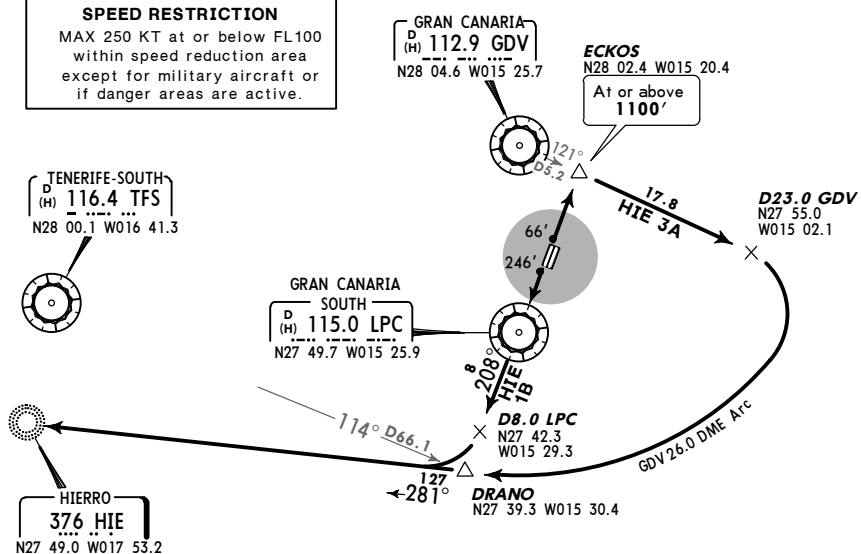
Apt Elev
78'

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.



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

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

GCLP/LPA
GRAN CANARIA

JEPPESSEN GRAN CANARIA, CANARY IS
22 JAN 16 10-3D Eff 4 Feb RNAV SID

Apt Elev
78'

Trans level: By ATC Trans alt: 6000'
1. B-RNAV equipment required. 2. EXPECT close-in obstacles.

KONBA 5A [KONB5A]
KONBA 3B [KONB3B]
RNAV

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

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

TENERIFE-NORTH
P 117.7 TFN
N28 32.2 W016 16.1

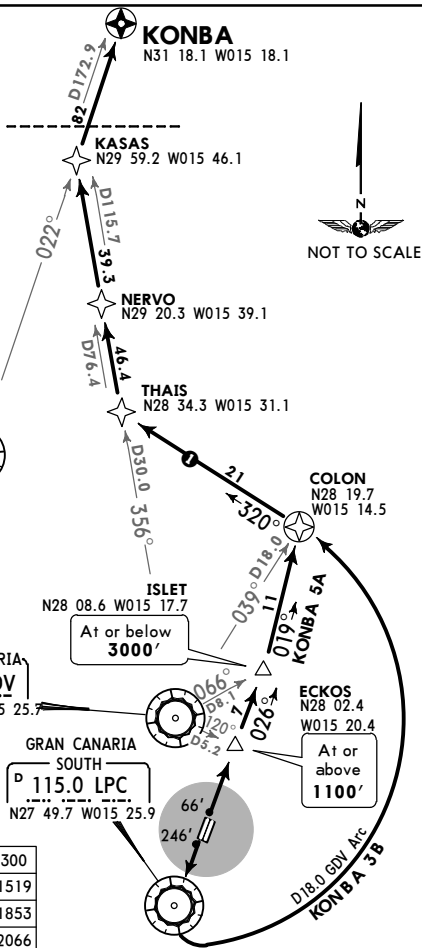
Direct distance from
Gran Canaria Apt to:
ECKOS 7NM
LPC 7NM

GRAN CANARIA
P 112.9 GDV
N28 04.6 W015 25.7

GRAN CANARIA
SOUTH
P 115.0 LPC
N27 49.7 W015 25.9

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-356, 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, 320° track to THAIS, turn RIGHT, intercept GDV R-356 via NERVO to KASAS, turn RIGHT, intercept TFN R-022 to KONBA.	
KONBA 3B	At LPC turn LEFT, along D18.0 GDV Arc to COLON, turn LEFT, 320° track to THAIS, turn RIGHT, intercept GDV R-356 via NERVO to KASAS, turn RIGHT, intercept TFN R-022 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'.

GCLP/LPA
GRAN CANARIA

 JEPPESSEN GRAN CANARIA, CANARY IS

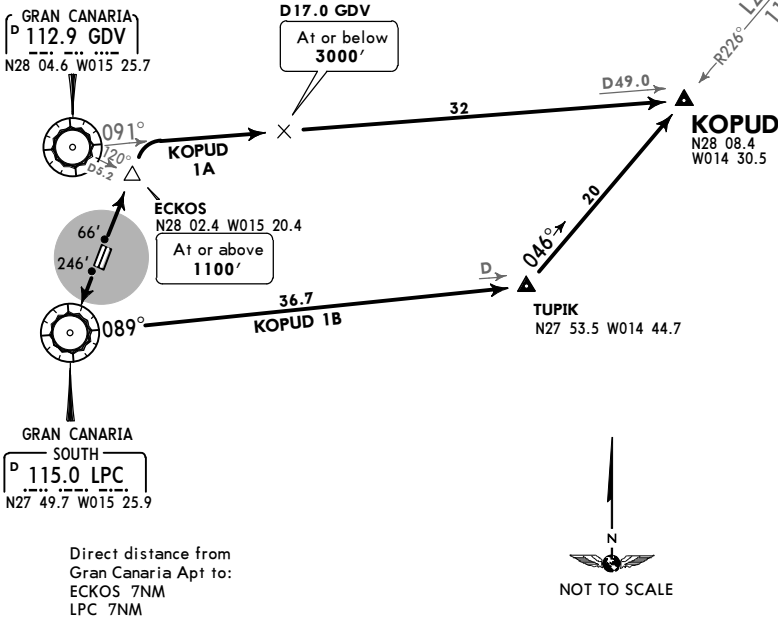
22 JAN 16 **(10-3E)** **Eff 4 Feb**

SID

Apt Elev
78'

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

KOPUD 1A [KOPU1A] ①, KOPUD 1B [KOPU1B]



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

① 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.

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 ①	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 ①	At ECKOS turn RIGHT, intercept GDV R-091 to KOPUD.	
KOPUD 1B	At LPC turn LEFT, LPC R-089 to TUIPIK, turn LEFT, intercept LZR R-226 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'.

GCLP/LPA
GRAN CANARIA

 **JEPPESSEN GRAN CANARIA, CANARY IS**
27 FEB 15 **(10-3F)** **Eff 5 Mar** **SID**

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

SPEED RESTRICTION

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

KORAL
N29 43.9 W012 34.7

LANZAROTE
D(H) 115.2 LZR
N29 10.0 W013 30.6

ISLET
N28 08.6 W015 17.7
(GDV D8.1)

At or below
3000'

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

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

ECKOS
N28 02.4
W015 20.4

At or above
1100'

NOT TO SCALE

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

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'.

GCLP/LPA
GRAN CANARIA

27 FEB 15

10-3G

Eff 5 Mar

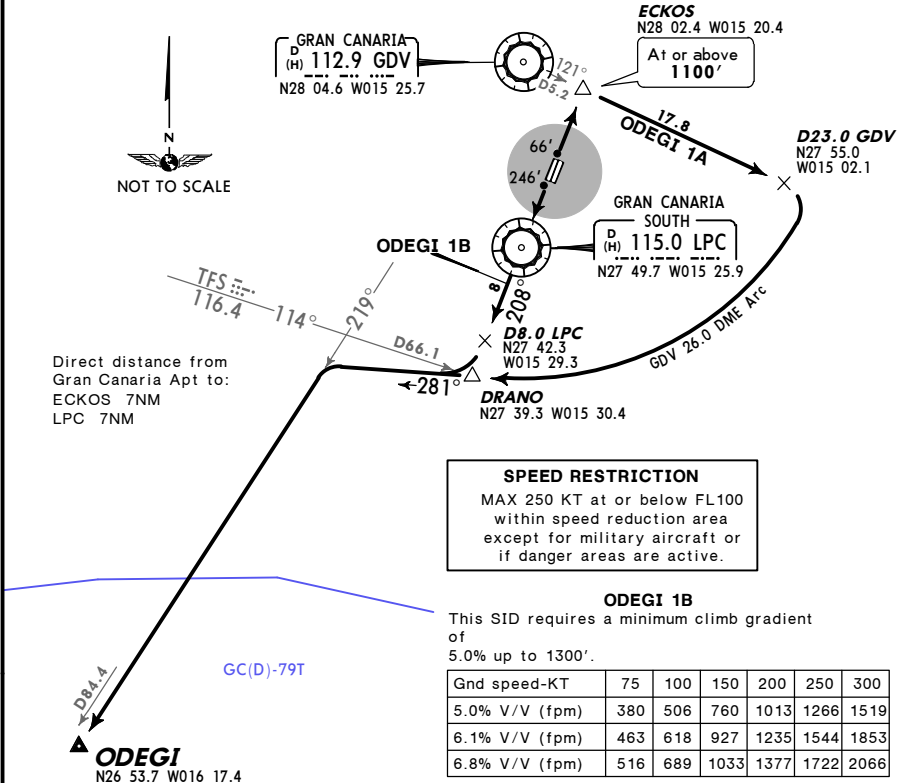
SID

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



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'.

Apt Elev
78'

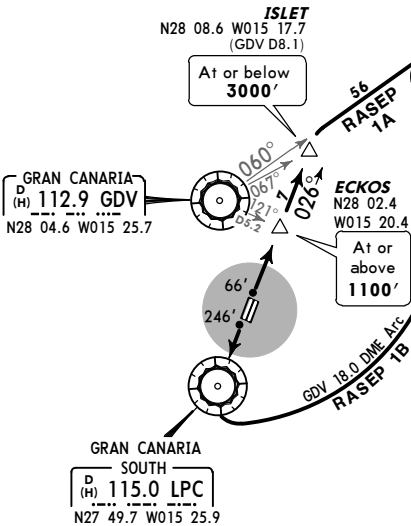
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

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



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

RASEP
N28 41.7 W014 26.8
D63.7



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'.

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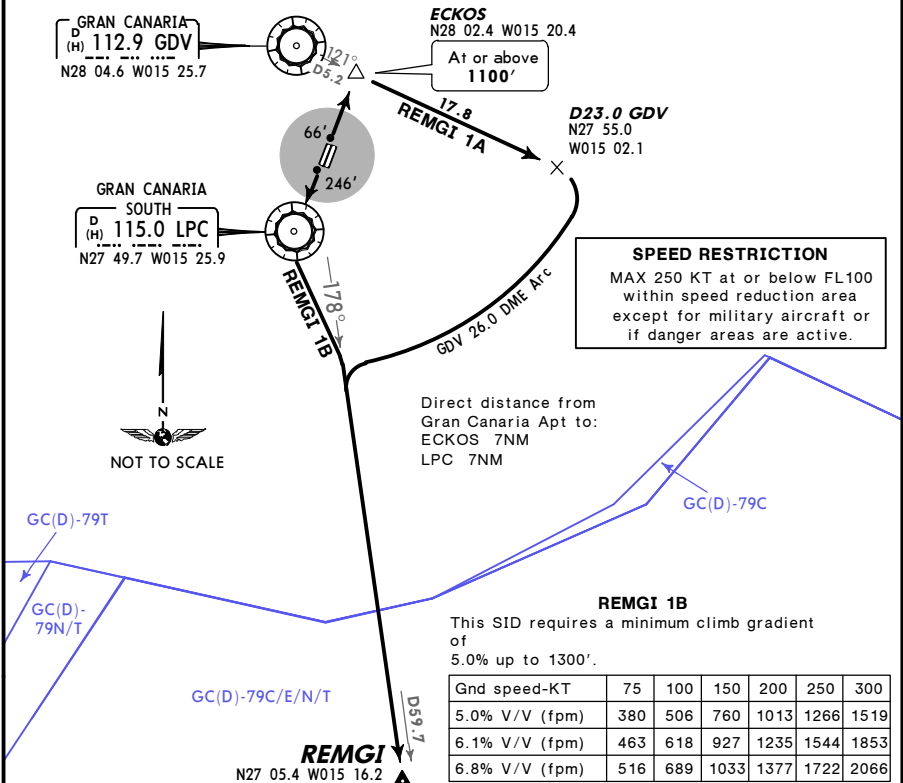
27 FEB 15 (10-3J) Eff 5 Mar

SID

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



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'.

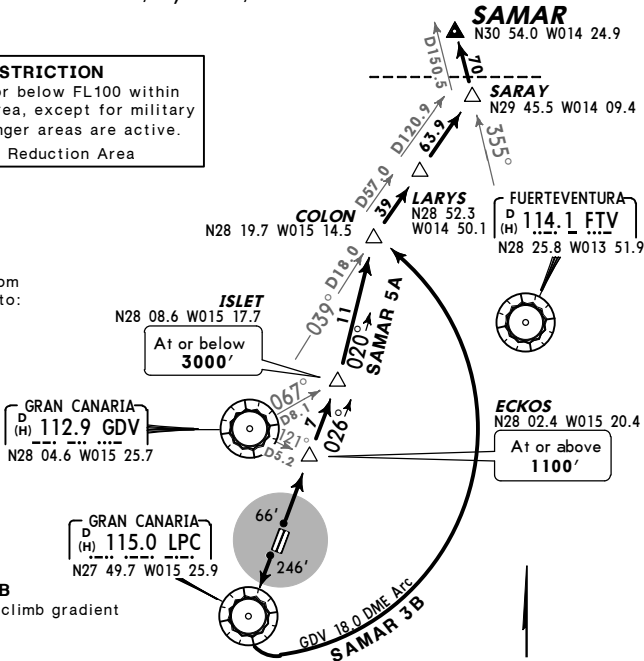
Apt Elev
78'

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'.

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12 SEP 14 **10-3M** Eff 18 Sep

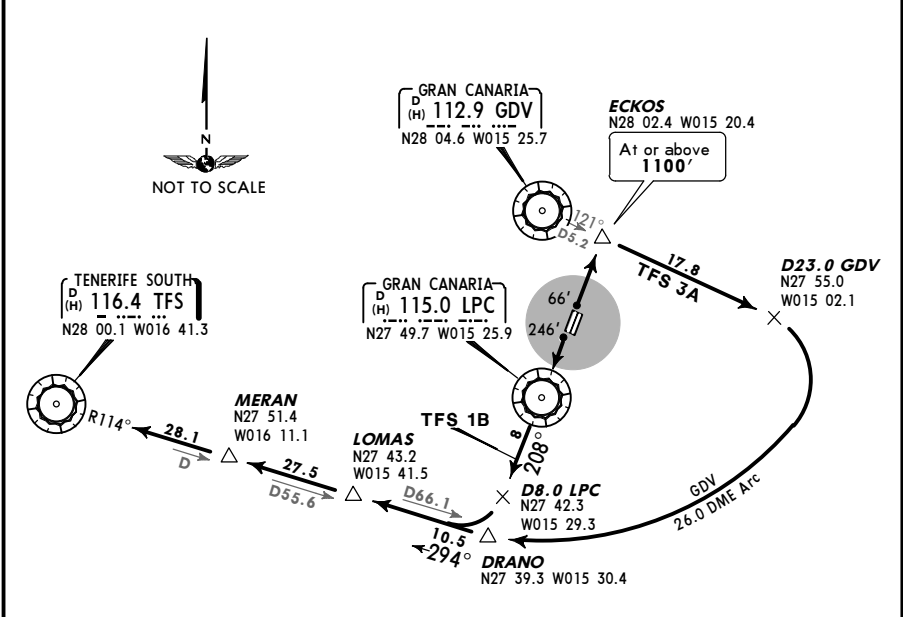
JEPPESEN GRAN CANARIA, CANARY IS

SID

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'.

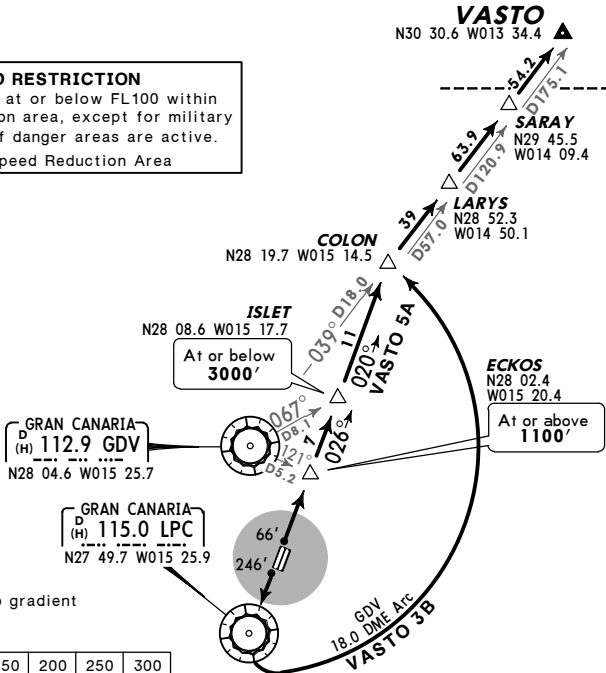
Apt Elev
78'

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

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



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'.

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15 APR 16 **(10-3N2)** Eff 28 Apr

SID

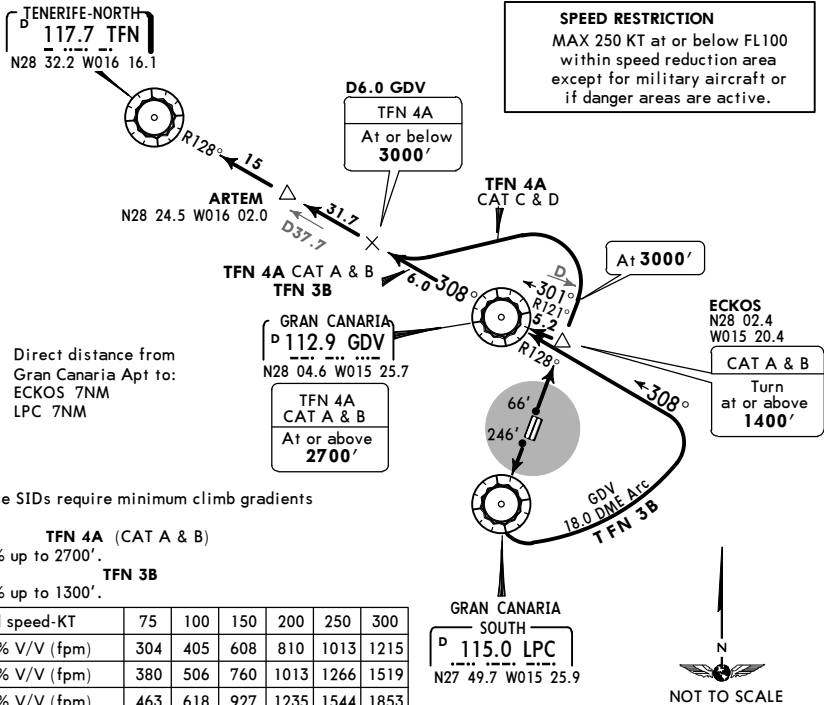
Apt Elev
78'

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

TFN 4A, TFN 3B
RWYS 03L/R, 21R/L

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

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



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 191° heading to 5000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.8% to 4500'.

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GRAN CANARIA

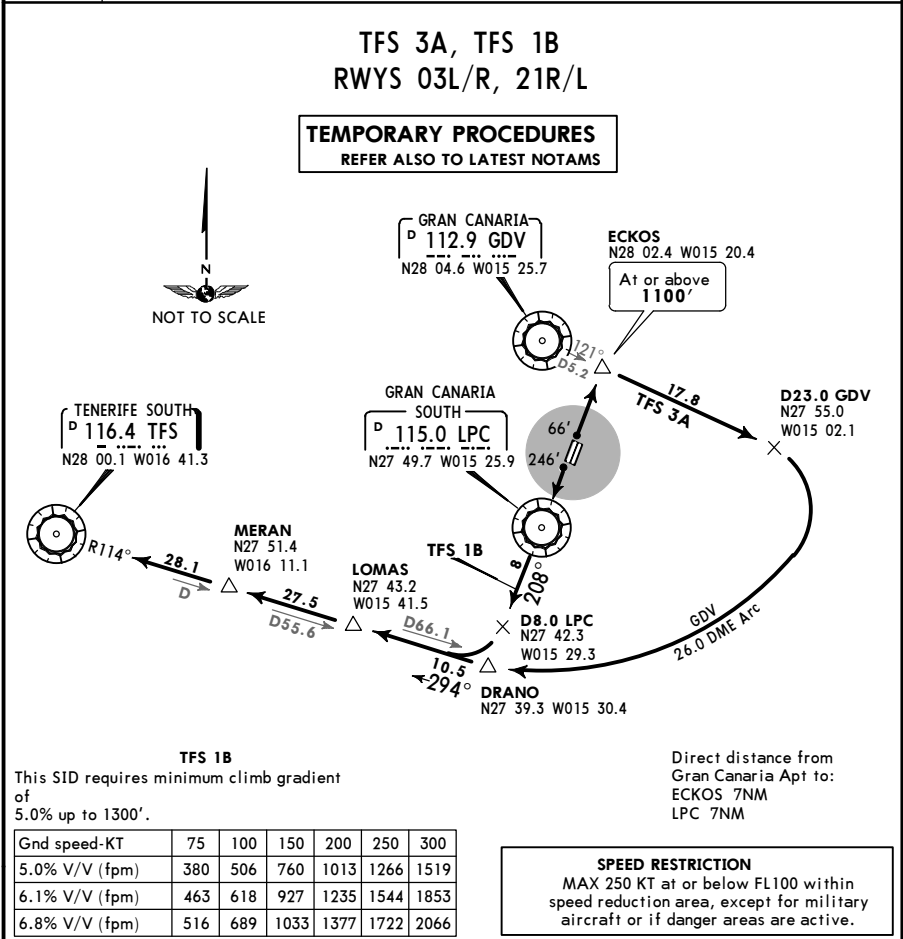
15 APR 16 (10-3N3) Eff 28 Apr

JEPPESEN GRAN CANARIA, CANARY IS

SID

Apt Elev
78'

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



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%.

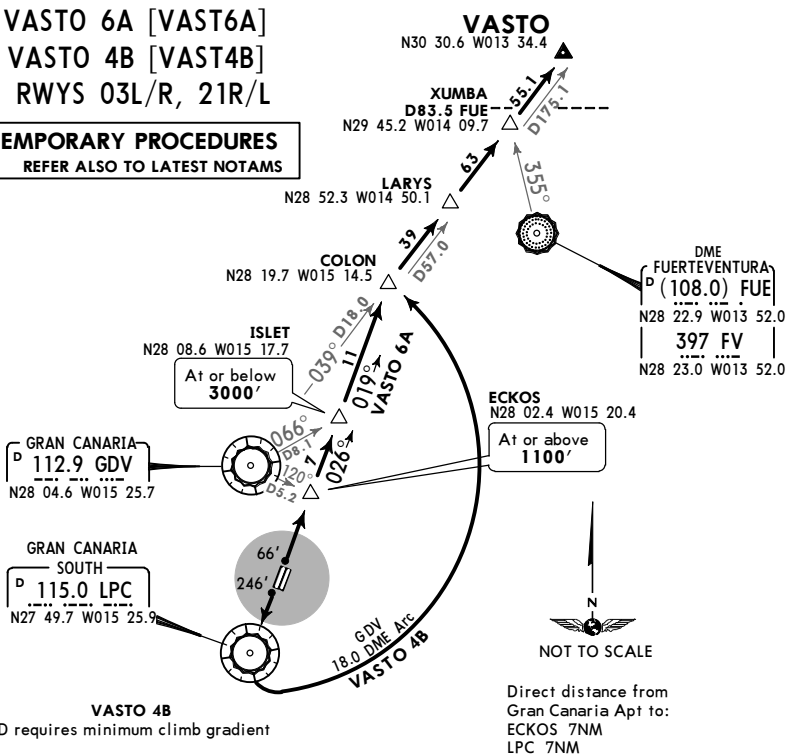
Rwys 21L/R: Climb on 191° heading to 5000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.8% to 4500'.

Apt Elev
78'

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

VASTO 6A [VAST6A]
VASTO 4B [VAST4B]
RWYS 03L/R, 21R/L

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



VASTO 4B

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

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

Initial ATC clearance:

VASTO 6A: Cross ISLET at or below **3000'**, climb to **FL120**, await further clearance.

VASTO 4B: Maintain **FL100** until intercepting GDV R-039, climb to **FL120**, await further clearance.

SID	RWY	INITIAL CLIMB
VASTO 6A	03L	Climb on runway heading to ECKOS.
	03R	Turn LEFT in VMC, then to ECKOS.
VASTO 4B	21R	Climb on runway heading to LPC.
	21L	Turn RIGHT in VMC, then to LPC.

SID	ROUTING
VASTO 6A	From ECKOS via ISLET to COLON, turn RIGHT, intercept GDV R-039 via LARYS and XUMBA to VASTO.
VASTO 4B	At LPC turn LEFT, along GDV 18.0 DME arc to COLON, turn RIGHT, intercept GDV R-039 via LARYS and XUMBA 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 191° heading to 5000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.8% to 4500'.

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JEPPESSEN GRAN CANARIA, CANARY IS
21 AUG 15 **(10-8)**
GRAN CANARIA

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

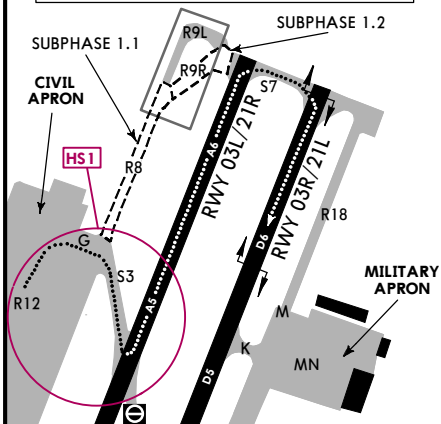
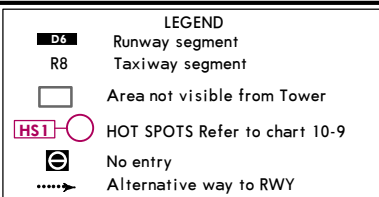
Works will be realized at DAY without effects on operations.

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JEPPESSEN GRAN CANARIA, CANARY IS
2 OCT 15 10-8A Eff 15 Oct GRAN CANARIA

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.

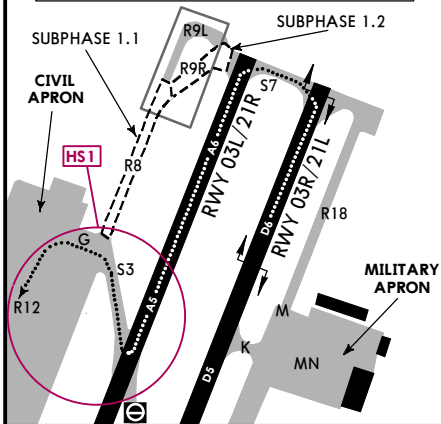
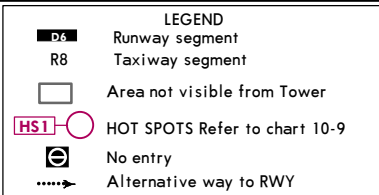
Subphase 1.2:
Works in TWY R9R.

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.

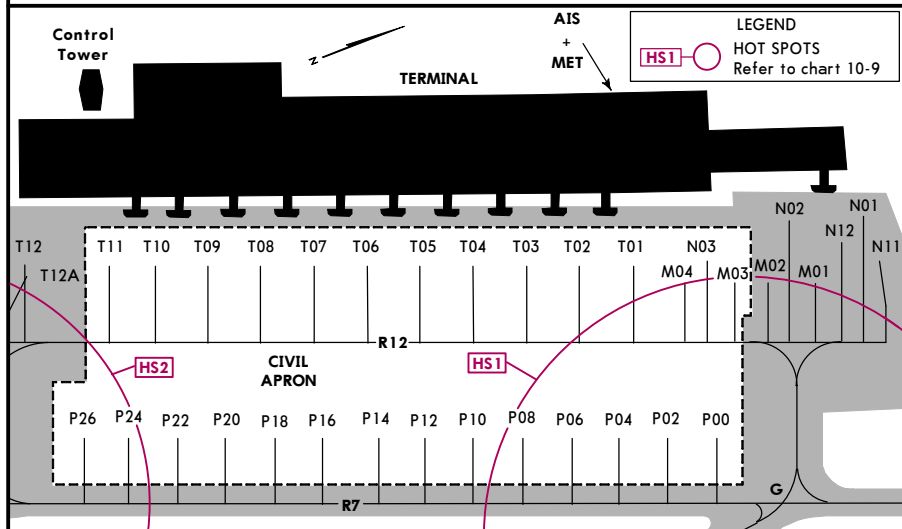
Works shall be carried out during different hours depending on the phase in execution, and in permanent coordination with TWR.

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JEPPESSEN GRAN CANARIA, CANARY IS
2 OCT 15 (10-8B) Eff 15 Oct GRAN CANARIA

WORKS ON AIRPORT AREA 2

REFER ALSO TO LATEST NOTAMS



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

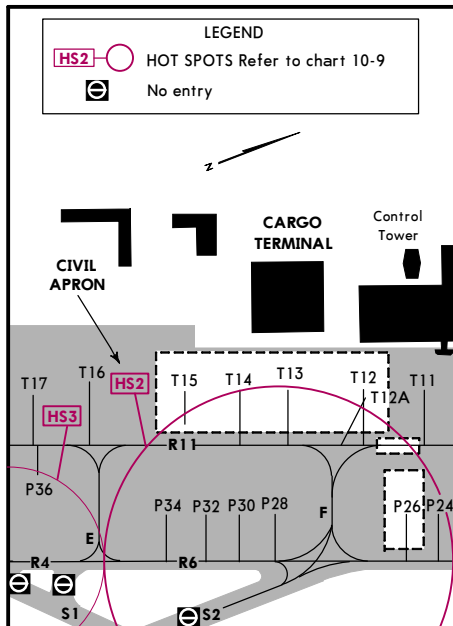
Closure of TWY segment affected by works, rest of TWY will be operative.

Interruptions will occur in TWY R12 circulation according to the repairment 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.

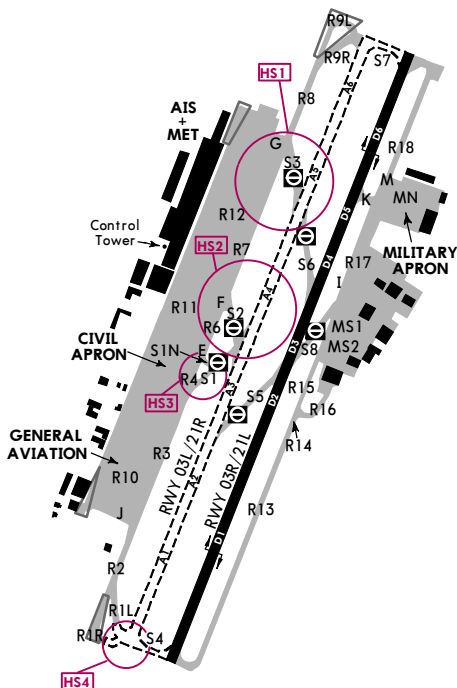
Closed stands or stands out of service will be announced by NOTAM.

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JEPPESSEN GRAN CANARIA, CANARY IS
25 MAR 16 10-8C Eff 31 Mar GRAN CANARIA

WORKS IN RWY 03L/21R

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY
REFER ALSO TO LATEST NOTAMS



LEGEND	
	D2 Runway segment
	R7 Taxiway segment
	Area not visible from Tower
	HOT SPOTS
	Refer to chart 10-9
	No entry

PHASE 0: Topographical survey on RWY 03L/21R and TWYs R1R, R1L, S4 and S7

Working hours by night.

RWY 03L/21R and 03R/21L with occasional closures, but not simultaneous.

In the case of closure of RWY 03L/21R, simultaneous closure of both thresholds will not take place, at least one of them will be operational at all times, a safety distance of 156'/47.5m shall be maintained for TWYs S4 or S7 as appropriate.

When only RWY 03R/21L is operational, only non-precision instrument approaches will be in effect.

TWYs S1, S2, S3, S4, S5, S6, S7, R1, R2, R8 and R9 will be affected by occasional closures, not simultaneous.

Diversions and variations in the standard taxiing routes:

Departure RWY 03R:

Access to RWY by S4 or S7 (backtrack on the operational RWY will be carried out if necessary)

Arrival RWY 03R:

Exit by S4, S6 or S7 as appropriate.

Departure RWY 21L:

Access to RWY by S4 or S7 (backtrack on the operational RWY will be carried out if necessary)

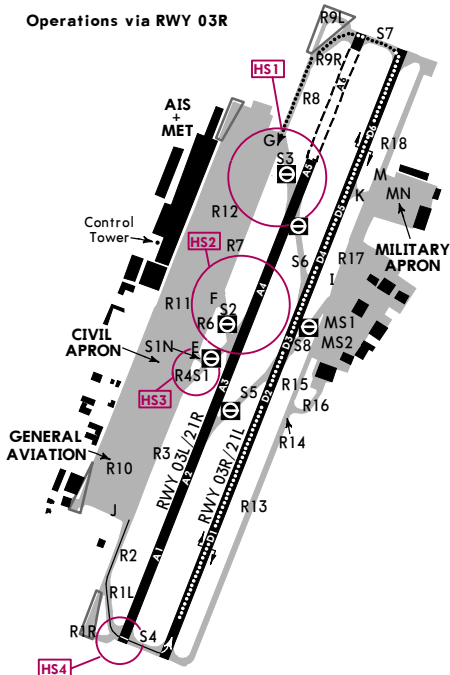
Arrival RWY 21L:

Exit by S4, S5 or S7 as appropriate.

WORKS IN RWY 03L/21R

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY
REFER ALSO TO LATEST NOTAMS

Operations via RWY 03R



PHASE 1: Regeneration of pavement on RWY 03L/21R

Subphase 1.A Section A6

Works 8 hours between sunset and sunrise,
RWY closure 24 hours.

RWY 03L/21R closed, except thresholds,
a safety distance of 156'/47.5m shall be
maintained for TWYs S4 or S7.

All operations shall be carried out by
RWY 03R/21L.

Operation: non-precision approaches.

TWYs S1, S2, S3, S5 and S6 shall remain closed.
TWY S1 enabled for vehicle access to the
working area.

General aviation stands T18, T19, P40 and P42 are closed for passage of work traffic through the apron.

Diversions and variations in the standard taxiing routes:

Departure RWY 03R:

Access to RWY by R1L and S4 via THR 03L.

Arrival RWY 03R:

Exit by S7, crossing by THR 21R and access to apron by R9R.

Departure RWY 21L:

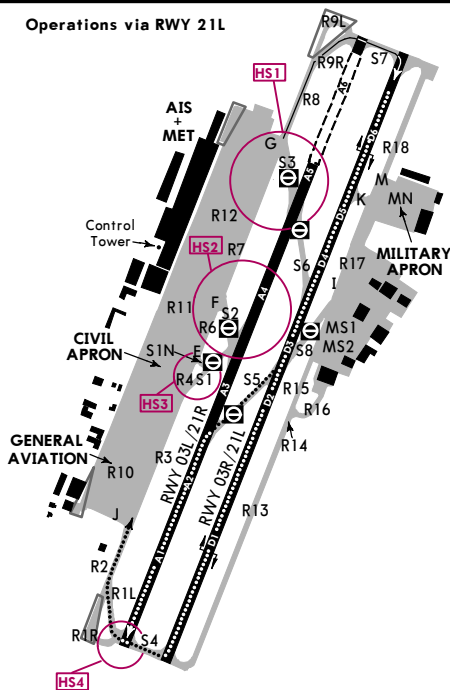
Access by R9R and S7, crossing by THR 21R.

Arrival RWY 21L:

Exit by THR 03R or S5 and access to apron by S4, THR 03L, R1L and R2.

The working area breaches the Safety Zone of RLP DME at THR 21R and therefore non-precision instrument operations on RWY 03R/21L might be affected.

Operations via RWY 21L

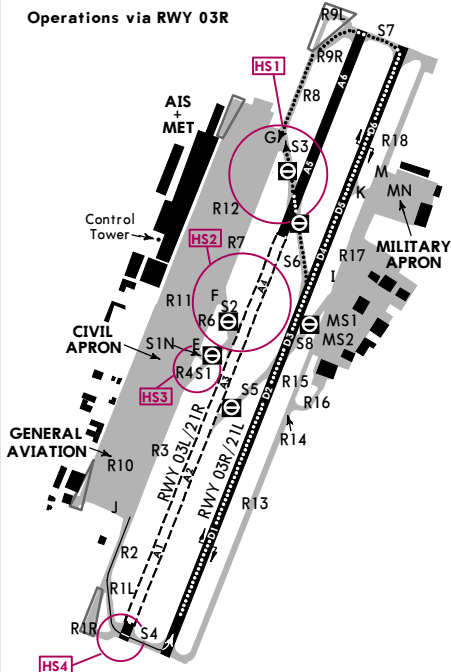


LEGEND

- | | |
|---|-----------------------------|
| D2 | Runway segment |
| R7 | Taxiway segment |
|  | Area not visible from Tower |
|  | HOT SPOTS |
|  | Refer to chart 10-9 |
| | No entry |
|  | Path to leave RWY |
|  | Path to THR |

WORKS IN RWY 03L/21R

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY
REFER ALSO TO LATEST NOTAMS



PHASE 1: Regeneration of pavement on RWY 03L/21R

Subphase 1.B Section A1, A2, A3 and A4

Works 8 hours between sunset and sunrise,
RWY closure 24 hours.

RWY 03L/21R closed, except thresholds and section A5, a safety distance of 156'/47.5m shall be maintained for TWYs S4 and S7.

All operations shall be carried out by
RWY 03R/21L.

Operation: non-precision approaches.

TWYs S1, S2, S3, S5 and S6 shall remain closed.
TWY S1 enabled for vehicle access to the
working area.

General aviation stands T18, T19, P40 and P42 are closed for passage of work traffic through the apron.

Diversions and variations in the standard taxiing routes:

Departure RWY 03R:

Access to RWY by R1L and S4 via THR 03L.

Arrival RWY 03R:

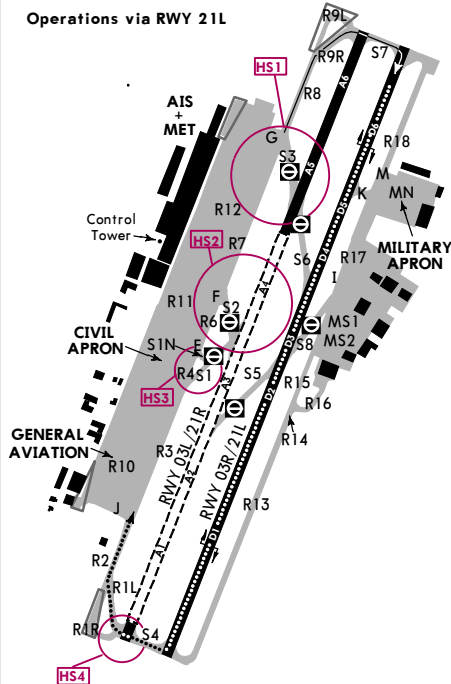
Exit by S7, crossing by THR 21R and access to apron by R9R or S6, crossing THR 21R and S3.

Departure RWY 21L:

Access by R9R and S7, crossing by THR 21R.

Arrival RWY 21L:

Exit by THR 03R and access to apron by S4, THR 03L, R1L and R2.

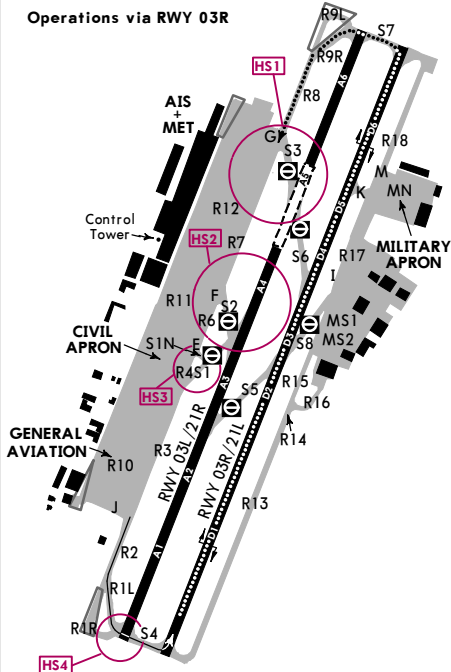


LEGEND

	Runway segment
R7	Taxiway segment
	Area not visible from Tower
	HOT SPOTS
	Refer to chart 10-9
	No entry
	Path to leave RWY
	Path to THR

WORKS IN RWY 03L/21R

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY
REFER ALSO TO LATEST NOTAMS



PHASE 1: Regeneration of pavement on RWY 03L/21R

Subphase 1.C Section A5

Works 8 hours between sunset and sunrise.

RWY 03L/21R closed, except thresholds, a safety distance of 156' / 47.5m shall be maintained for TWYs S4 and S7.

All operations shall be carried out by
RWY 03R/21L.

Operation: non-precision approaches.

TWYs S1, S2, S3, S5 and S6 shall remain closed.
TWY S1 enabled for vehicle access to the
working area.

General aviation stands T18, T19, P40 and P42 are closed for passage of work traffic through the apron.

Diversions and variations in the standard taxiing routes:

Departure RWY 03R:

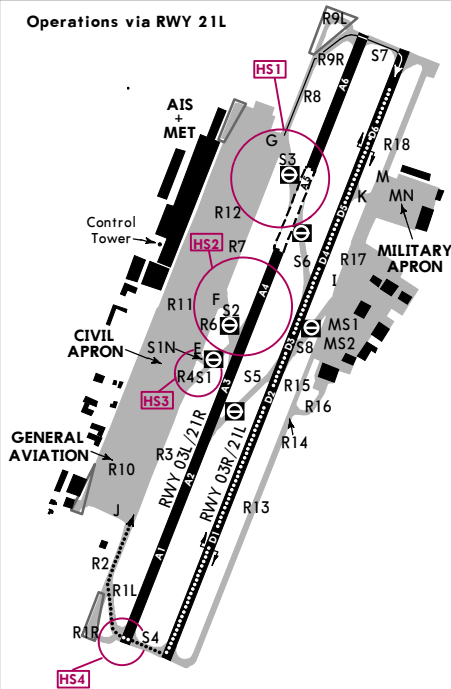
Access to RWY by R1L and S4 via THR 03L.

Arrival RWY 03R:

Exit by S7, crossing by 21R and access to apron by R9R.

Departure RWY 21L:

Access by R9R and S7, crossing by 21R.



LEGEND

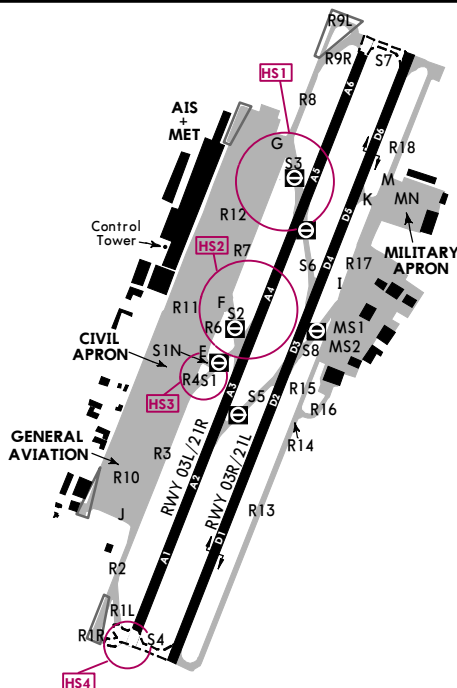
- | | |
|---|----------------------------------|
|  | Runway segment |
|  | Taxiway segment |
|  | Area not visible from Tower |
|  | HOT SPOTS
Refer to chart 10-9 |
|  | No entry |
|  | Path to leave RWY |
|  | Path to THR |

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JEPPESSEN GRAN CANARIA, CANARY IS
25 MAR 16 10-8G Eff 31 Mar GRAN CANARIA

WORKS IN RWY 03L/21R

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY
REFER ALSO TO LATEST NOTAMS



LEGEND	
D2	Runway segment
R7	Taxiway segment
	Area not visible from Tower
HS1	HOT SPOTS Refer to chart 10-9
E	No entry

PHASE 2: Screeding TWYs S4 and S7, regeneration of THR 03L and 21R, and TWYs R1L and R1R.

Working hours by night.

RWY 03L/21R closed and RWY 03R/21L closed, not simultaneously.

While RWY 03L/21R is not operational, simultaneous closure of its two thresholds will not take place, at least one of them will be operational at all times, a safety distance of 156'/47.5m shall be maintained for TWYs S4 or S7 as appropriate.

When only RWY 03R/21L is operational, non-precision instrument approaches will be in effect.

TWYs S1, S2, S3, S4, S5, S6, S7, R1, R2, R8 and R9 will be affected by non-simultaneous closures. TWY R9L enabled for vehicle access during work on THR 21R.

Diversions and variations in the standard taxiing routes:

Departure RWY 03R:

Access to RWY by S4 or S7, backtrack on RWY 03R/21L.

Arrival RWY 03R:

Exit by S4 (backtrack on RWY 03R/21L will be carried out), S6 or S7 as appropriate.

Departure RWY 21L:

Access to RWY by S4 (backtrack on RWY 03R/21L) or S7.

Arrival RWY 21L:

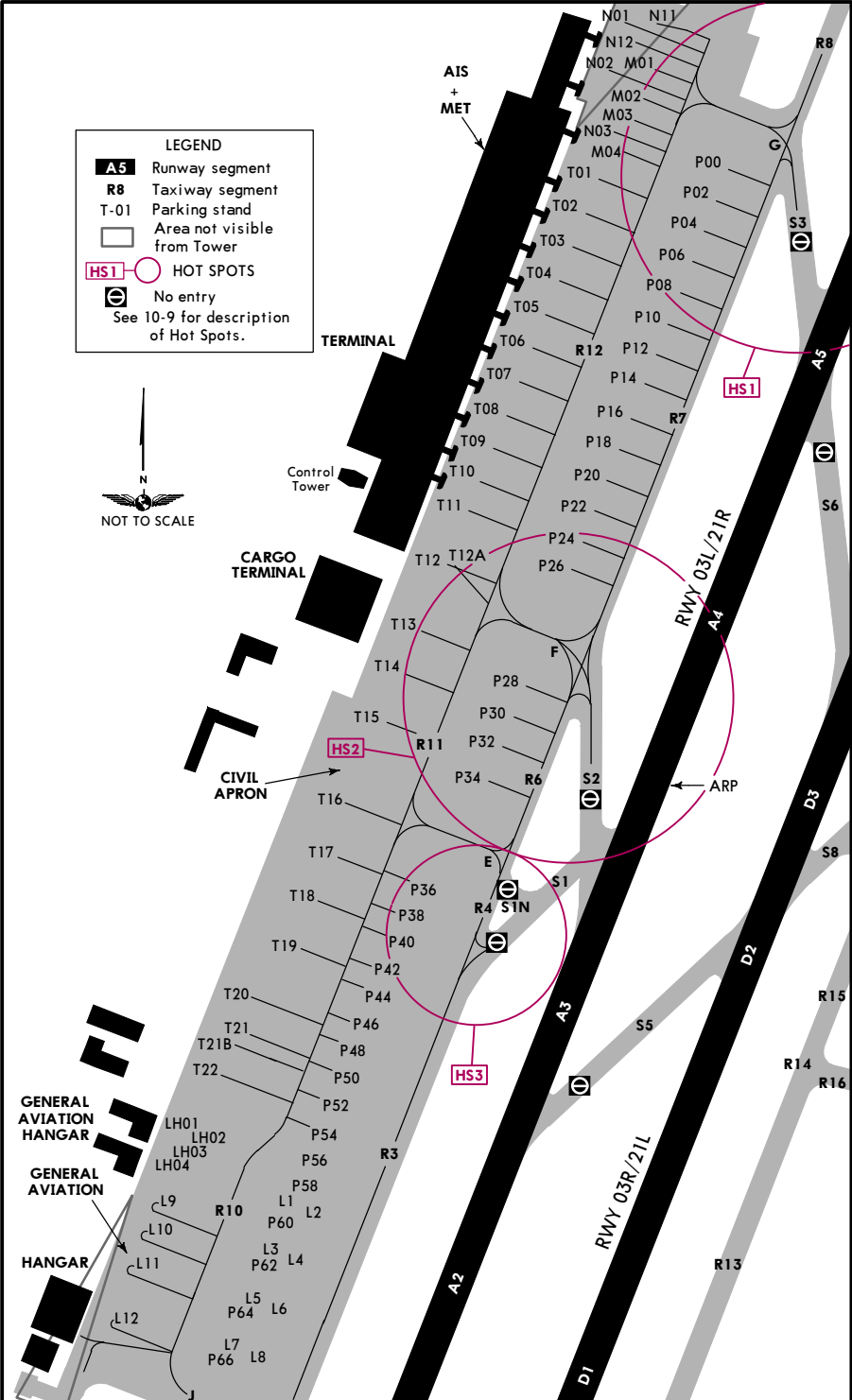
Exit by S4 or S7 (backtrack on RWY 03R/21L will be carried out), as appropriate.

ADDITIONAL RUNWAY INFORMATION														
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH					
						LANDING BEYOND								
						Threshold	Glide Slope							
03L	HIRL (50m)	CL (15m)	HIALS	REIL ① ②	RVR		8836' 2693m		148'					
	21R	HIRL (50m)	CL (15m)	HIALS	REIL ① ③		9276' 2827m		45m					
03R	HIRL (50m)	CL (15m)	HIALS	REIL ① ④	RVR				148'					
	21L	HIRL (50m)	CL (15m)	HIALS	REIL ① ⑤				45m					
① PAPI (3.0°) ② HSTIL-S2, S3. ③ HSTIL-S1. ④ HSTIL-S6. ⑤ 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														

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JEPPESSEN
30 OCT 15 **10-9B** Eff 12 Nov

GRAN CANARIA, CANARY IS
GRAN CANARIA



CHANGES: Areas not visible from tower added.

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JEPPESSEN GRAN CANARIA, CANARY IS
 30 OCT 15 **(10-9C)** **Eff 12 Nov**
GRAN CANARIA

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.

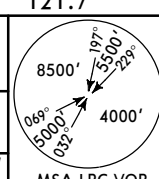


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GRAN CANARIA

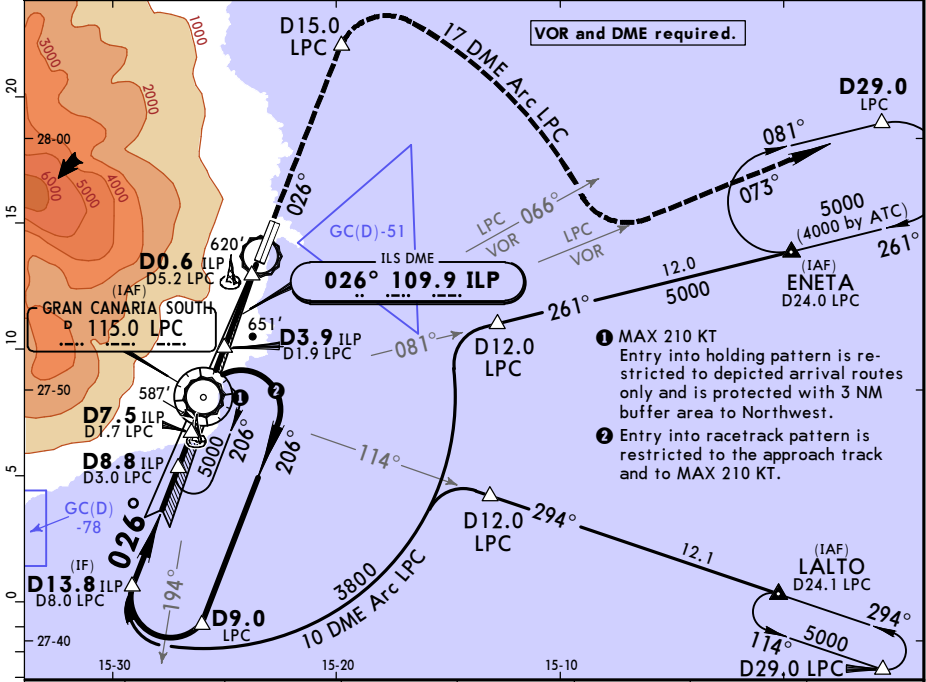
JEPPESSEN
22 JAN 16
Eff 4 Feb (11-1)

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

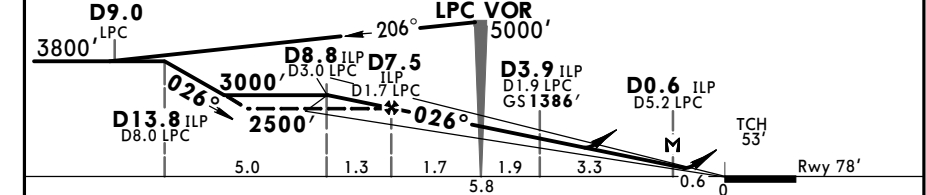
BREIFING STRIP™

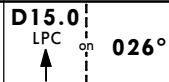
D-ATIS		GRAN CANARIA Approach (R)			GRAN CANARIA Tower		Ground	
118.6		121.3	124.3	124.7	118.3		121.7	
LOC ILP 109.9	Final Apch Crs 026°	GS D3.9 ILP 1386' (1308')		ILS DA(H) Refer to Minimums		Apt Elev 78' Rwy 78'		
MISSED APCH: Climb on 026° to D15.0 LPC. Turn RIGHT (MAX 185 KT) and follow 17 DME Arc LPC to MAX 3000'. Turn LEFT to intercept R-073 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	861	
MAP at D0.6 ILP/D5.2 LPC							

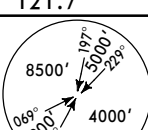
Standard		ILS		STRAIGHT-IN LANDING Rwy 03L		LOC (GS out)		SIDESTEP TO RWY 03R		CIRCLE-TO-LAND	
DA(H) A: 327' (249') C: 349' (271')		B: 339' (261') D: 358' (280')		DA(H) 730' (652')		ALS out		Refer to CIRCLE-TO-LAND		Not authorized West of airport	
A	RVR 550m	Limited	ALS out	RVR 1500m		Max Kts		MDA(H) 980' (902') VIS 1500m			
B		RVR 750m	RVR 1300m			100		135		1600m	
C	RVR 600m			CMV2300m CMV2400m		180		205		2400m	
D										3600m	

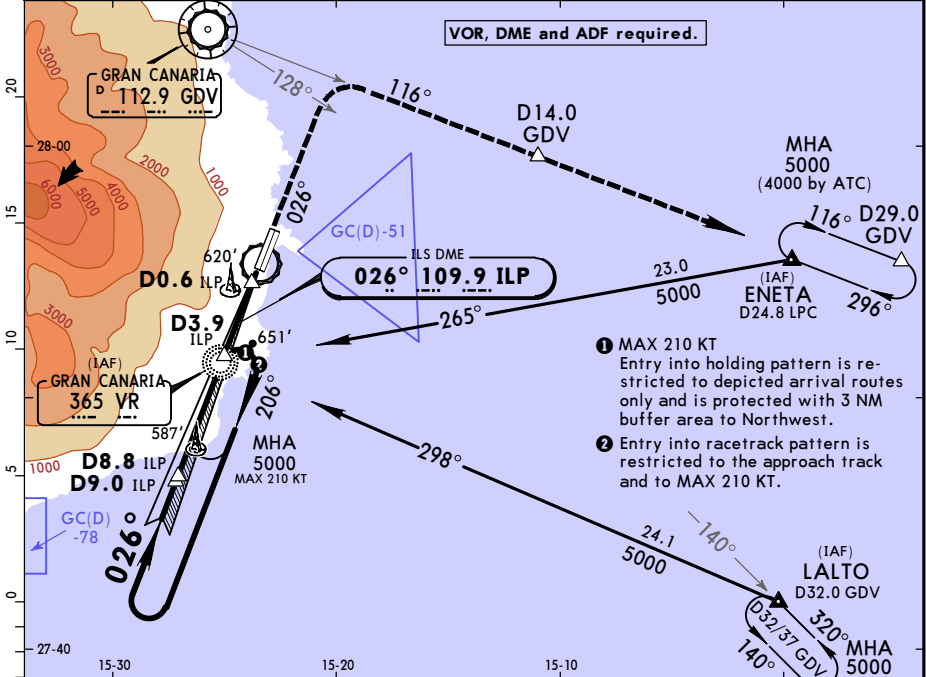
PANS OPS

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GRAN CANARIA

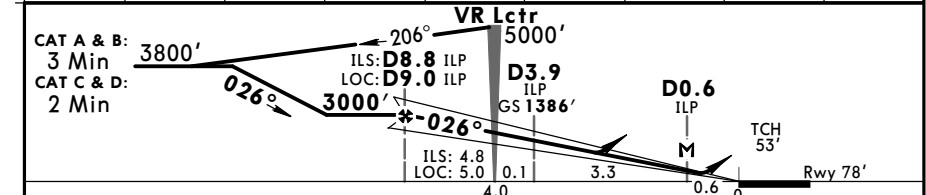
JEPPESSEN
22 JAN 16
Eff 4 Feb (11-2)

GRAN CANARIA, CANARY IS
ILS Y or LOC Y 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	
	LOC ILP	Final Aptch Crs	GS D3.9 ILP		ILS DA(H)		Apt Elev 78'		
	109.9	026°	1386' (1308')		Refer to Minimums		Rwy 78'		
	MISSED APCH: Climb on 026° until R-128 GDV. Turn RIGHT (MAX 185 KT) to intercept R-116 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'		MSA VR Lctr	
1. ILS DME reads zero at rwy 03L threshold. 2. ILS: No obstacle free zone rwy 03L.									



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



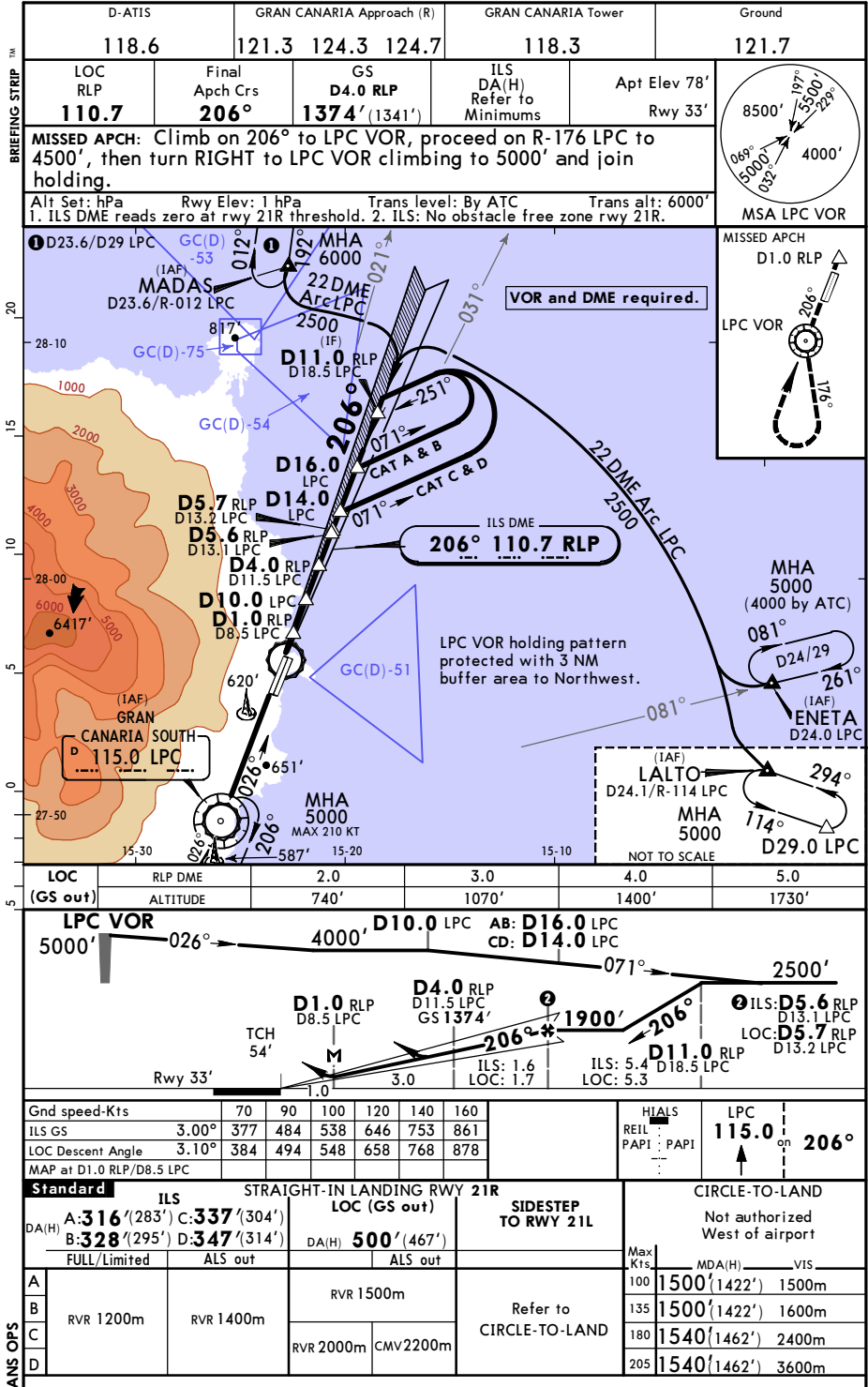
Gnd speed-Kts	70	90	100	120	140	160	HIALS		GDV
ILS GS	3.00°	377	484	538	646	753	REIL PAPI		112.9
LOC Descent Angle	3.10°	384	494	548	658	768	PAPI		R-128
MAP at D0.6 ILP							on 026°		

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

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JEPPESSEN
22 JAN 16
Eff 4 Feb (11-3)

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



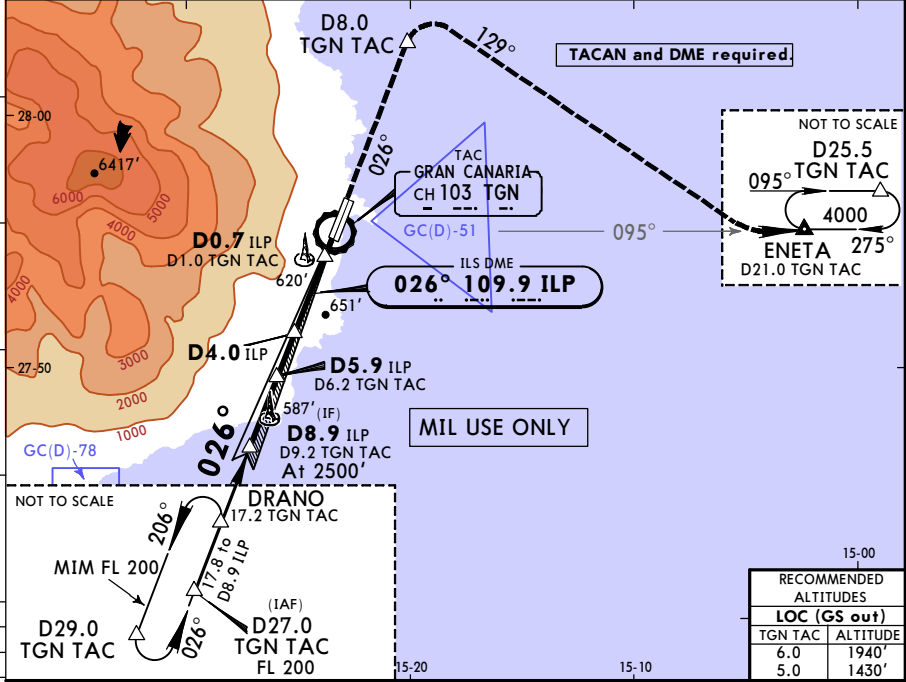
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GRAN CANARIA

22 JAN 16
Eff 4 Feb

(11-5) CAT C & D

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

D-ATIS 118.6		GRAN CANARIA Approach (R) 121.3 124.3 124.7		GRAN CANARIA Tower 118.3		Ground 121.7	
For UHF see MIL-101 listing							
LOC ILP 109.9	Final Apch Crs 026°	GS D4.0 ILP 1419' (1341')	ILS DA(H) Refer to Minimums	Apt Elev Rwy 78'	8500' MSA TGN TAC		
MISSED APCH: Climb to D8.0 TGN TAC, then turn RIGHT (MAX 185 KT) on 129° to intercept R-095 TGN TAC climbing to 4000' to join ENETA holding.							
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC				
ILS DME reads zero at rwy 03L threshold.							



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

D8.9 ILP D9.2 TGN TAC MANDATORY 2500'	D5.9 ILP D6.2 TGN TAC	D4.0 ILP GS 1419'	D0.7 ILP D1.0 TGN TAC	TCH 53'
3.0	1.9	3.3	0.7	Rwy 78'

Gnd speed-Kts	70	90	100	120	140	160	HIALS		D8.0 TGN TAC
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL	PAPI	
MAP at D0.7 ILP/D1.0 TGN TAC									

Standard		STRAIGHT-IN LANDING RWY 03L		CEILING REQUIRED		CIRCLE-TO-LAND	
DA(H) C: 350' (272')	LOC (GS out) CDFA	DA(H) 580' (502')	SIDESTEP TO RWY 03R	MDA(H) 580' (502')	Max Kts	MDA(H)	CEIL-VIS
D: 360' (282')	FULL/Limited	ALS out	ALS out	ALS out	A	NOT APPLICABLE	
NOT APPLICABLE		NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	B		
C	300'- 1200m	300'- 1600m	500'- 1600m	500'- 2400m	180	1570' (1492') 1500'- 4800m	
D					205		

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GRAN CANARIA 22 JAN 16 **11-6** **CAT C & D** **GRAN CANARIA, CANARY IS**
Eff 4 Feb **HI-ILS Y or HI-LOC Y Rwy 03L**

D-ATIS 118.6	GRAN CANARIA Approach (R) 121.3 124.3 124.7	GRAN CANARIA Tower 118.3	Ground 121.7
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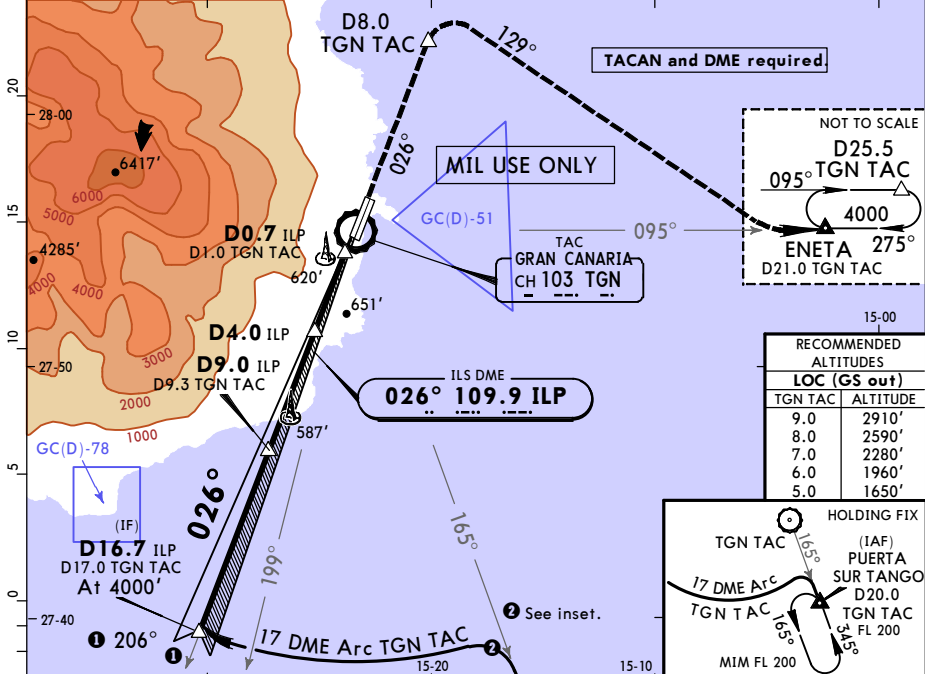
For UHF see MIL-101 listing

LOC ILP 109.9	Final Apch Crs 026°	GS D4.0 ILP 1419' (1341')	ILS DA(H) Refer to Minimums	Apt Elev 78' Rwy 78'	8500'
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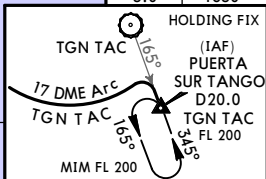
MISSED APCH: Climb to D8.0 TGN TAC, then turn RIGHT (MAX 185 KT) on 129° to intercept R-095 TGN TAC climbing to 4000' to join ENETA holding.

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

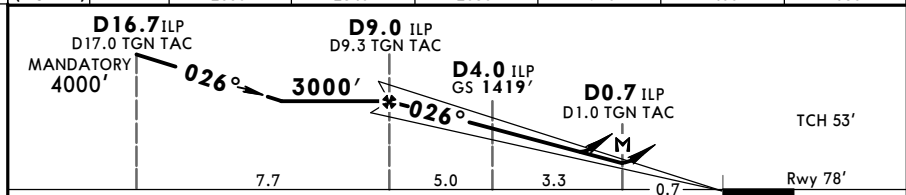
MSA TGN TAC



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'

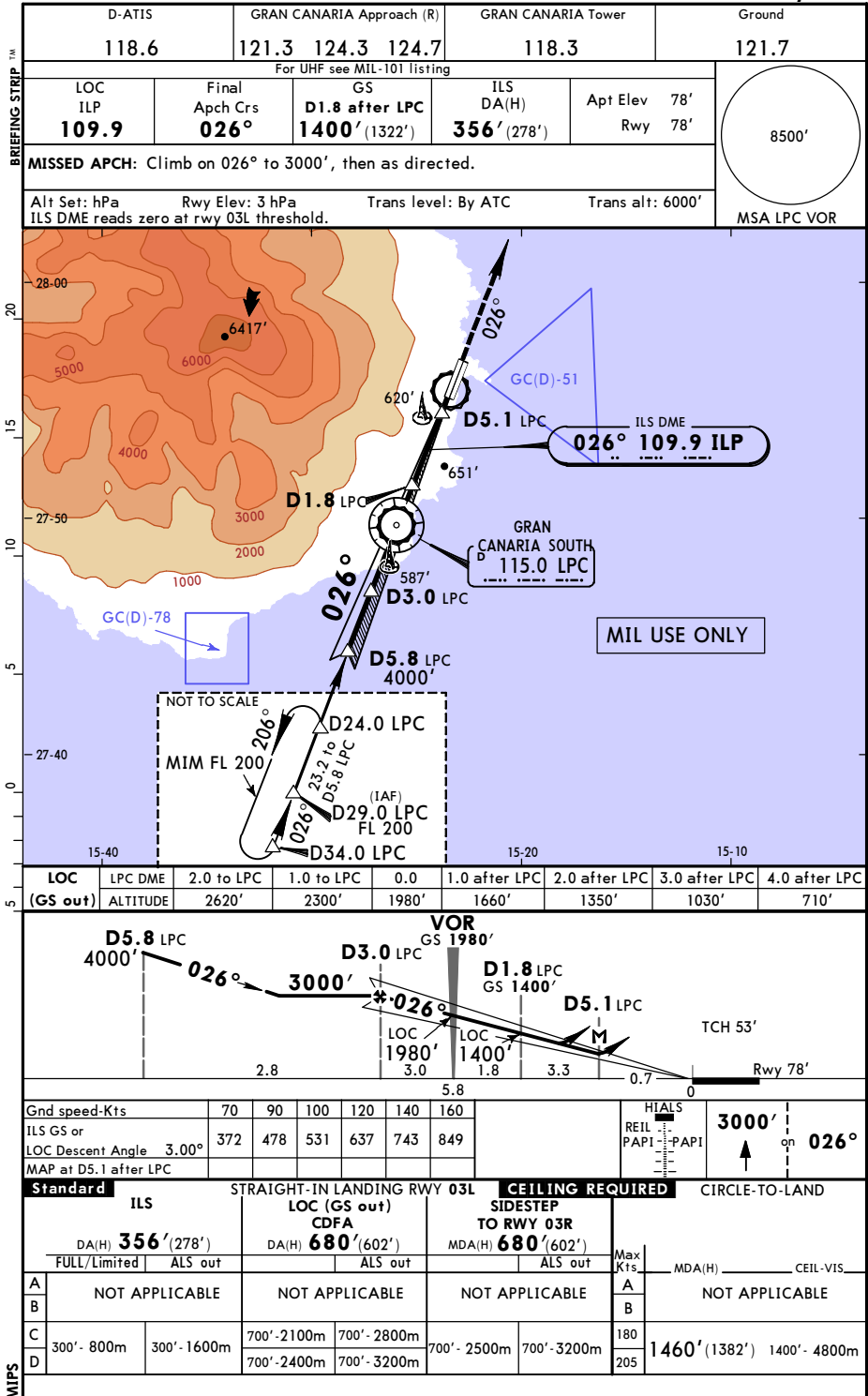


Gnd speed-Kts	70	90	100	120	140	160	HIALS	D8.0 TGN TAC
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI PAPI	
MAP at D0.7 ILP/D1.0 TGN TAC								

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

GCLP/LPA
GRAN CANARIA

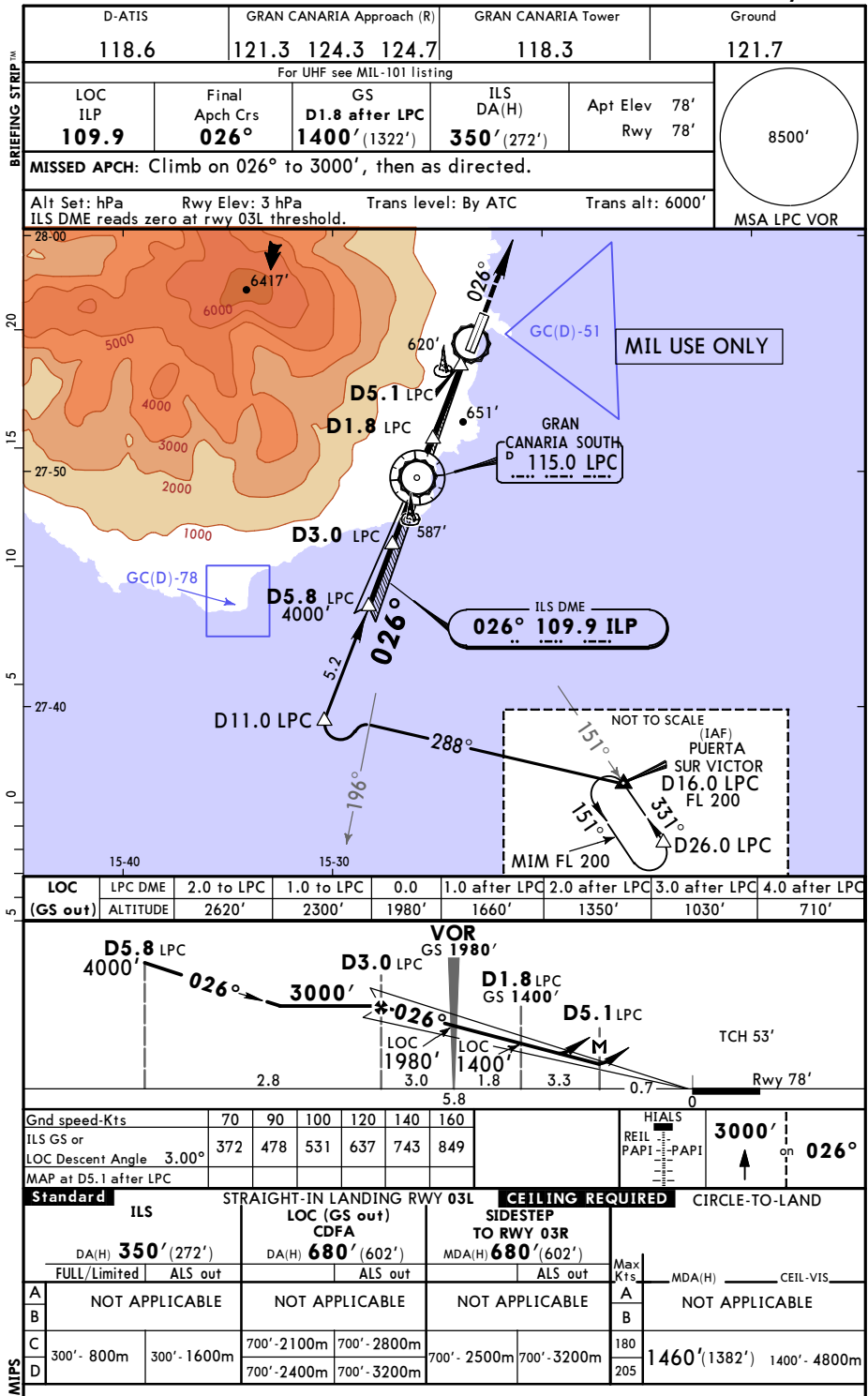
22 JAN 16
Eff 4 Feb 11-7 CAT C & D
JEPPESSEN GRAN CANARIA, CANARY IS
HI-ILS DMÉ A Rwy 03L



GCLP/LPA
GRAN CANARIA

22 JAN 16
Eff 4 Feb
11-8
CAT C & D

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



GCLP/LPA
GRAN CANARIA

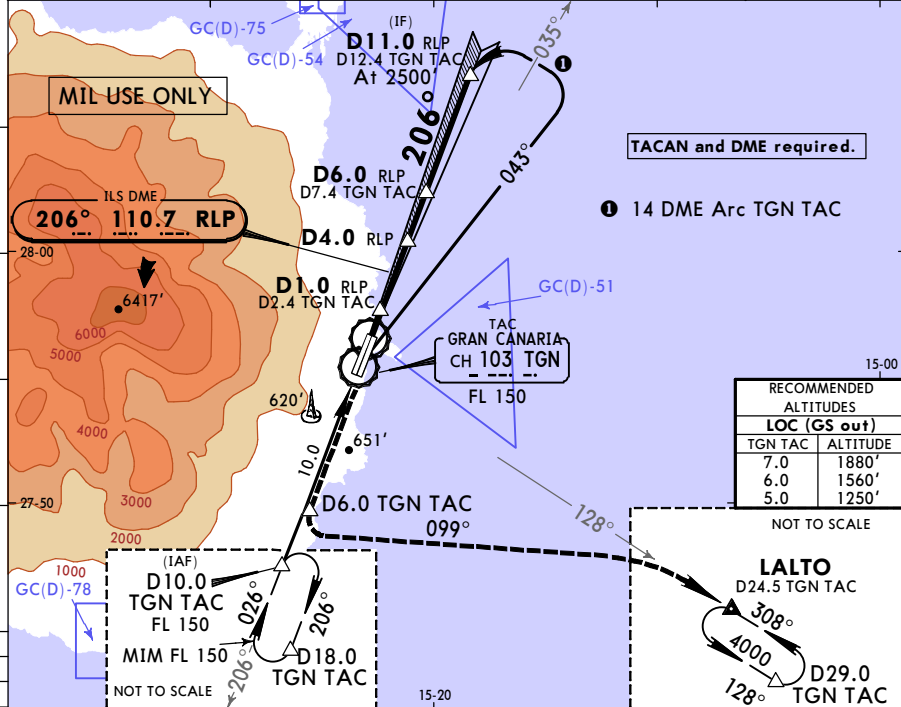
22 JAN 16
Eff 4 Feb

11-9 CAT C & D

JEPPESSEN GRAN CANARIA, CANARY IS

HI-ILS Z or HI-LOC Z Rwy 21R

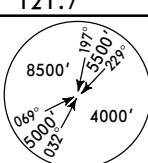
D-ATIS 118.6		GRAN CANARIA Approach (R) 121.3 124.3 124.7		GRAN CANARIA Tower 118.3		Ground 121.7				
For UHF see MIL-101 listing										
LOC RLP 110.7		Final Apch Crs 206°		GS D4.0 RLP 1375' (1342')		ILS DA(H) Refer to Minimums		Apt Elev 78' Rwy 33'		8500' MSA TGN TAC
MISSED APCH: Climb to D6.0 TGN TAC, then turn LEFT on 099° to intercept R-128 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.										

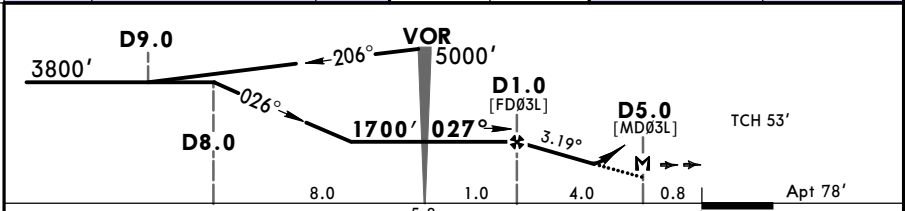
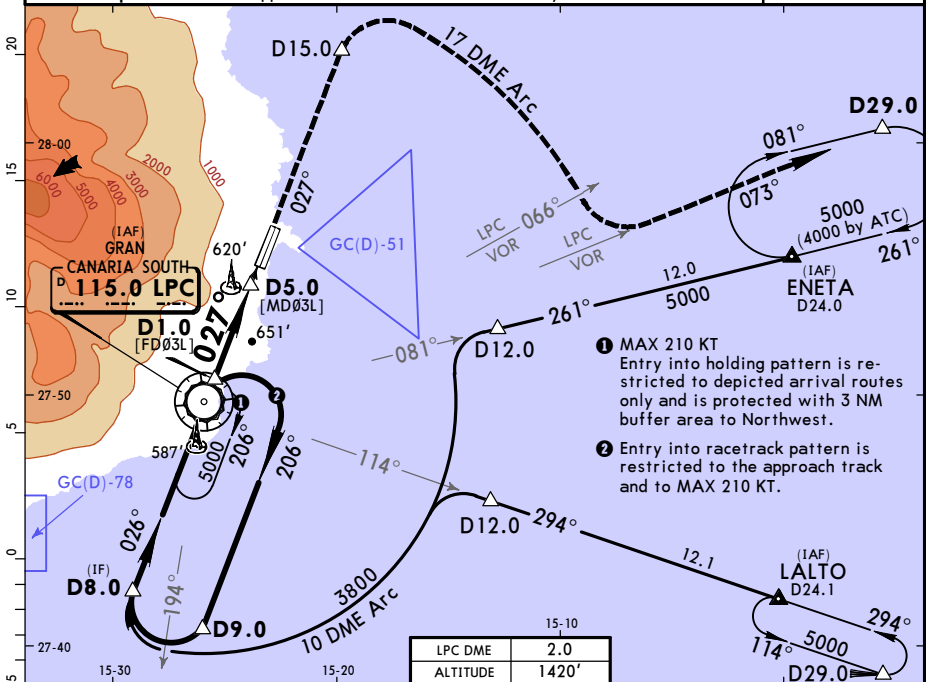


GCLP/LPA
GRAN CANARIA

22 JAN 16 **13-1** Eff 4 Feb

JEPPESSEN
GRAN CANARIA, CANARY IS
VOR Rwy 03L

D-ATIS		GRAN CANARIA Approach (R)		GRAN CANARIA Tower		Ground	
118.6		121.3	124.3 124.7	118.3		121.7	
VOR LPC 115.0	Final Apch Crs 027°	Minimum Alt D1.0 1700' (1622')	MDA(H) Refer to Minimums		Apt Elev 78'		
MISSED APCH: Climb on R-027 to D15.0. Turn RIGHT (MAX 185 KT) and follow 17 DME Arc to MAX 3000' to R-066. Turn LEFT to intercept R-073 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
MAP at D5.0						

Standard						
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HIALS						
REIL						
PAPI						

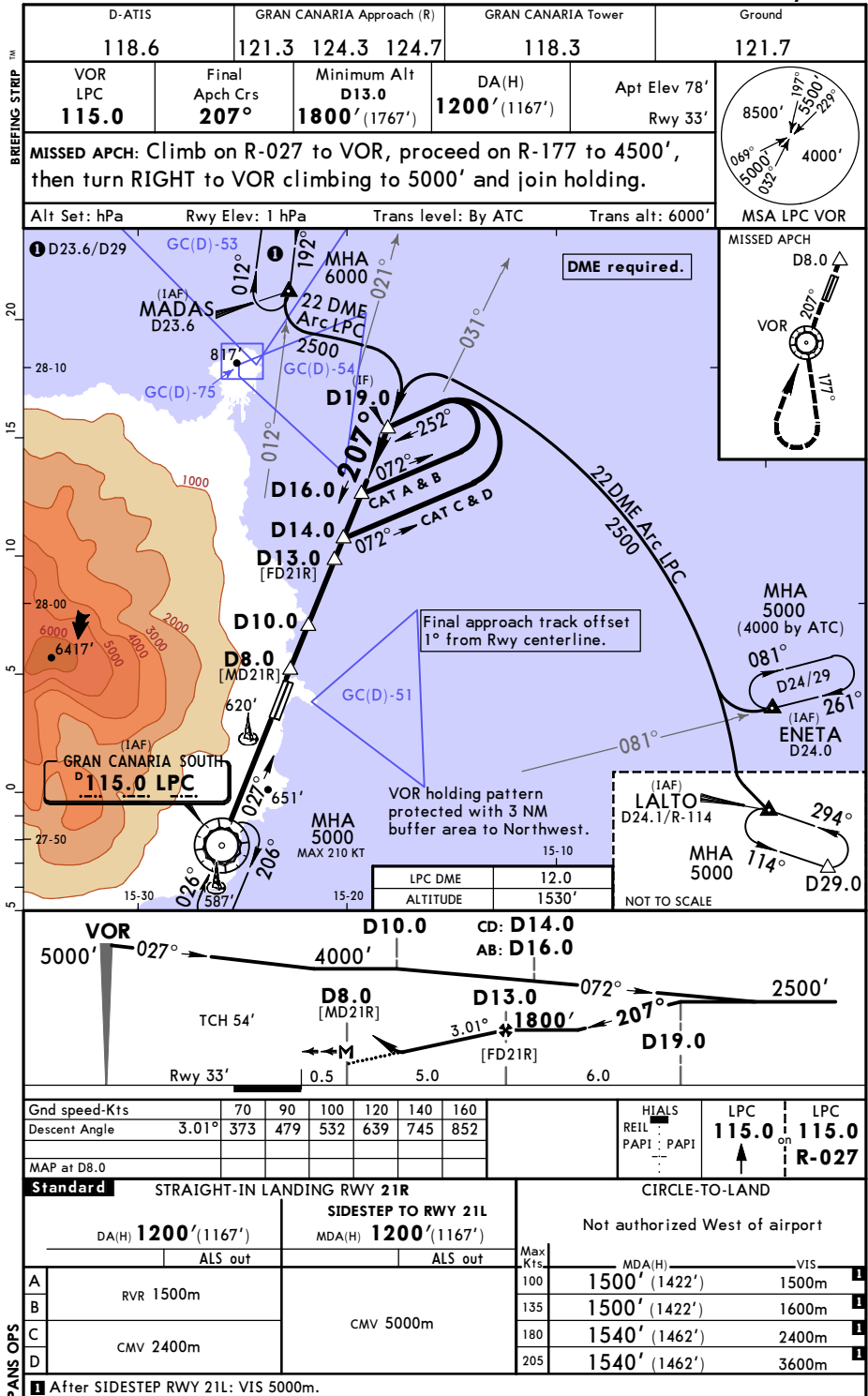
D15.0	LPC
↑	115.0
	R-027

CIRCLE-TO-LAND			
Not authorized West of airport			
	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

GCLP/LPA
GRAN CANARIA

22 JAN 16 **13-2** Eff 4 Feb

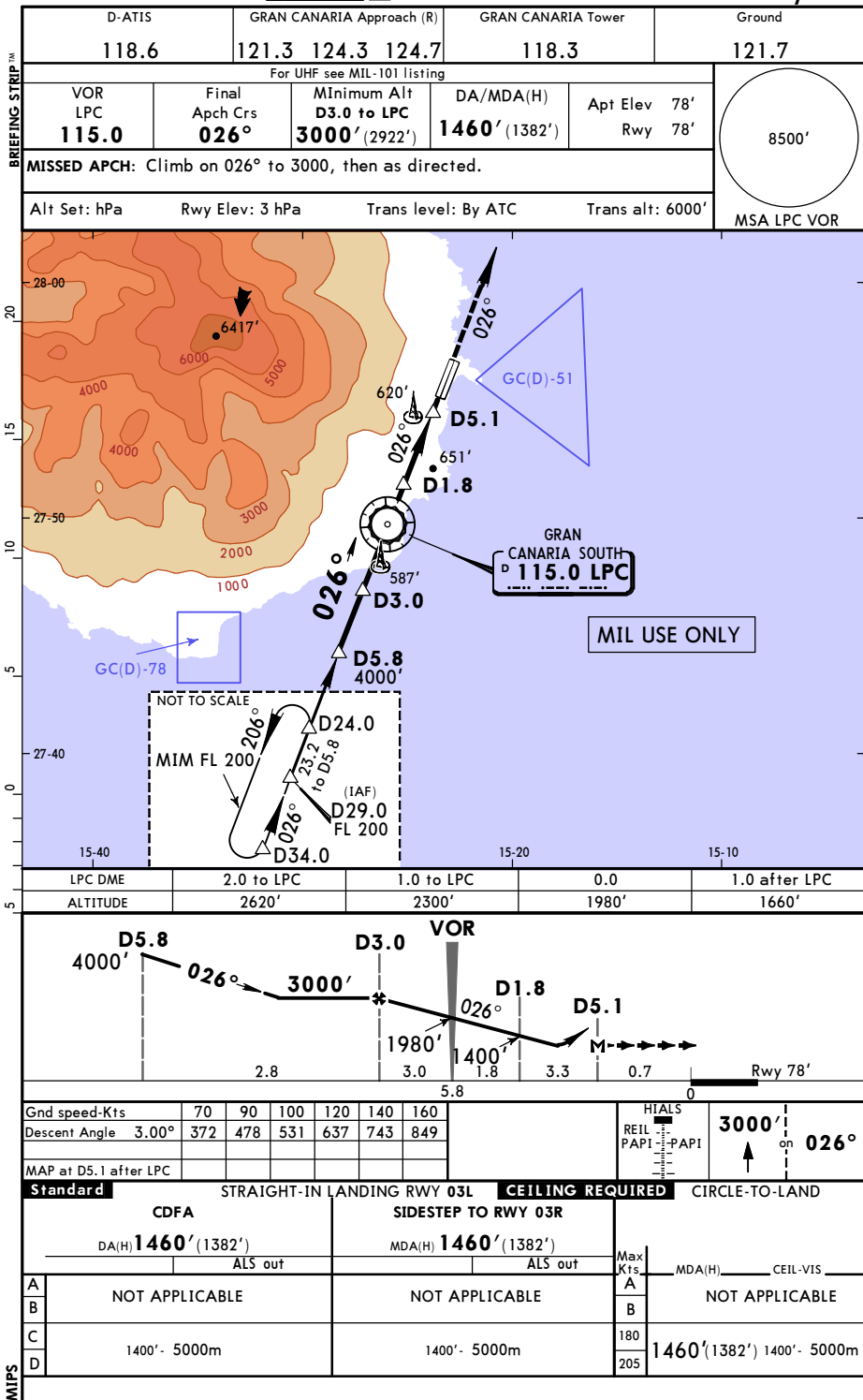
GRAN CANARIA, CANARY IS
VOR Rwy 21R



GCLP/LPA
GRAN CANARIA

22 JAN 16
Eff 4 Feb
JEPPESEN
13-3
CAT C & D

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

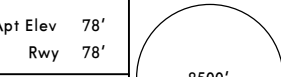


GCLP/LPA
GRAN CANARIA

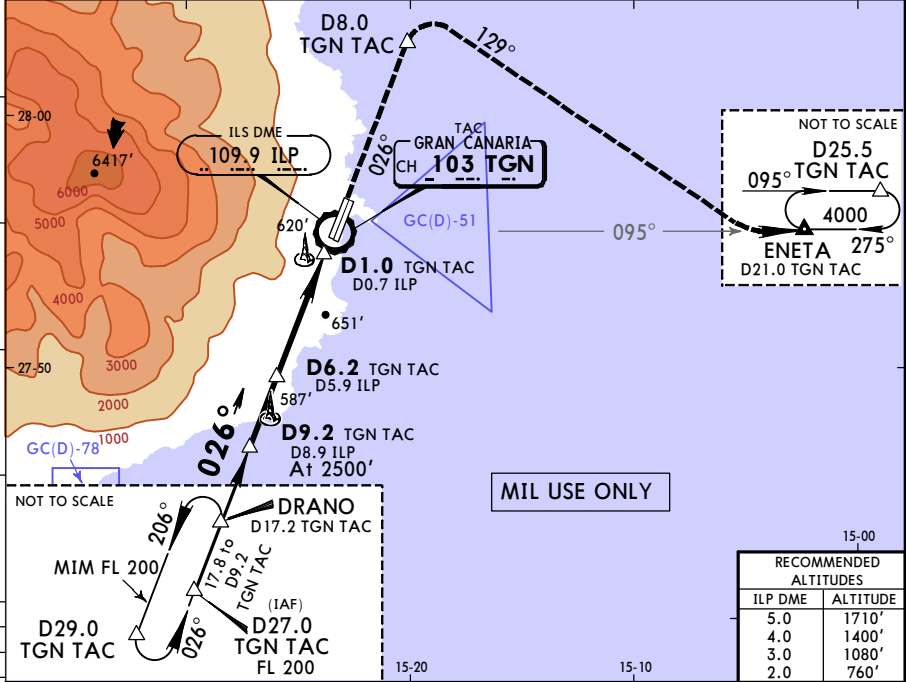
22 JAN 16
Eff 4 Feb
14-1 CAT C & D

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

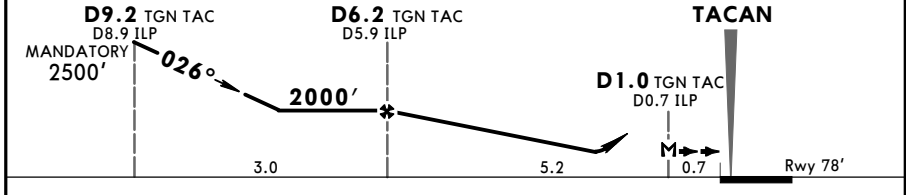
D-ATIS 118.6	GRAN CANARIA Approach (R) 121.3 124.3 124.7	GRAN CANARIA Tower 118.3	Ground 121.7
For UHF see MIL-101 listing			

TACAN TGN CH 103	Final Apch Crs 026°	Minimum Alt D6.2 TGN TAC 2000' (1922')	DA/MDA(H) 1460' (1382')	Apt Elev 78' Rwy 78'	
MISSED APCH: Climb to D8.0 TGN TAC, then turn RIGHT (MAX 185 KT) on 129° to intercept R-095 TGN TAC climbing to 4000' to join ENETA holding.					
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'					

MISSED APCH: Climb to D8.0 TGN TAC, then turn RIGHT (MAX 185 KT) on 129° to intercept R-095 TGN TAC climbing to 4000' to join ENETA holding.				6000 MSA TGN TAC
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC	
ILS DME reads zero at rwy 03L threshold.				



TGN TAC	6.0	5.0
ALTITUDE	1940'	1630'



Gnd speed-Kts	70	90	100	120	140	160		D8.0 TGN TAC
Descent Angle	3.00°	372	478	531	637	849		
MAP at D1.0 TGN TAC/D0.7 ILP								

Standard		STRAIGHT-IN LANDING RWY 03L		CEILING REQUIRED		CIRCLE-TO-LAND	
CDFA DA(H) 1460' (1382')		SIDESTEP TO RWY 03R MDA(H) 1460' (1382')		Max Kts		MDA(H) CEIL-VIS	
ALS out		ALS out		A		NOT APPLICABLE	
A		NOT APPLICABLE		B			
B				180			
C		1400' - 5000m		205		1570' (1492') 1500' - 5000m	
D							

CHANGES: Bearings.

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GCLP/LPA
GRAN CANARIA

22 JAN 16
Eff 4 Feb
JEPPESEN
(14-2) CAT C & D

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

D-ATIS 118.6	GRAN CANARIA Approach (R) 121.3 124.3 124.7	GRAN CANARIA Tower 118.3	Ground 121.7
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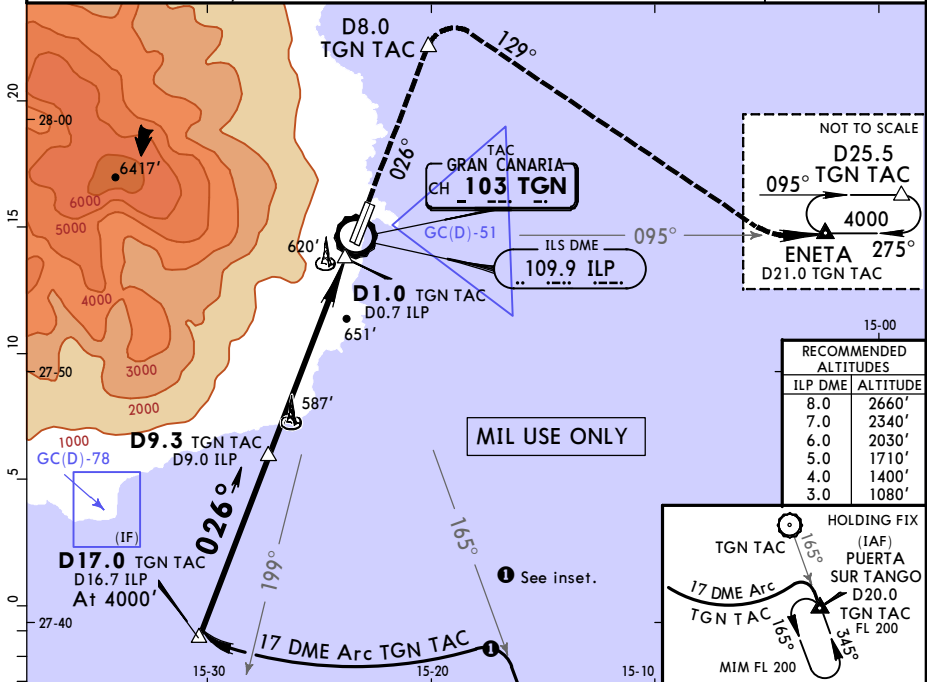
For UHF see MIL-101 listing

TACAN TGN CH 103	Final Apcr Crs 026°	Minimum Alt D9.3 TGN TAC 3000' (2922')	DA/MDA(H) 1460' (1382')	Apt Elev 78' Rwy 78'	
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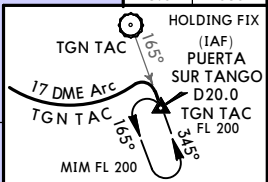
MISSED APCH: Climb to D8.0 TGN TAC, then turn RIGHT (MAX 185 KT) on 129° to intercept R-095 TGN TAC climbing to 4000' to join ENETA holding.

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

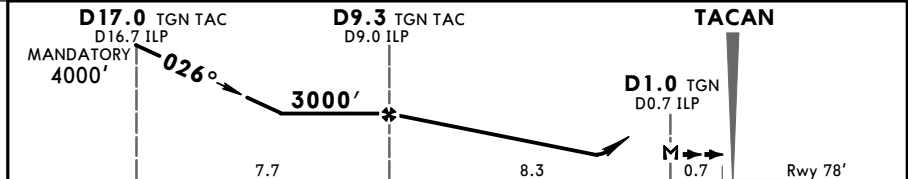
MSA TGN TAC



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		D8.0 TGN TAC
Descent Angle	3.00°	372	478	531	637	849		
MAP at D1.0 TGN TAC/D0.7 ILP								

Standard		STRAIGHT-IN LANDING RWY 03L		CEILING REQUIRED		CIRCLE-TO-LAND	
CDFA DA(H) 1460' (1382')		SIDESTEP TO RWY 03R MDA(H) 1460' (1382')		Max Kts		MDA(H) CEIL-VIS	
ALS out		ALS out		A		NOT APPLICABLE	
NOT APPLICABLE		NOT APPLICABLE		B		NOT APPLICABLE	
C		C		180		1570' (1492')	
1400' - 5000m		1400' - 5000m		205		1500' - 5000m	
D		D					

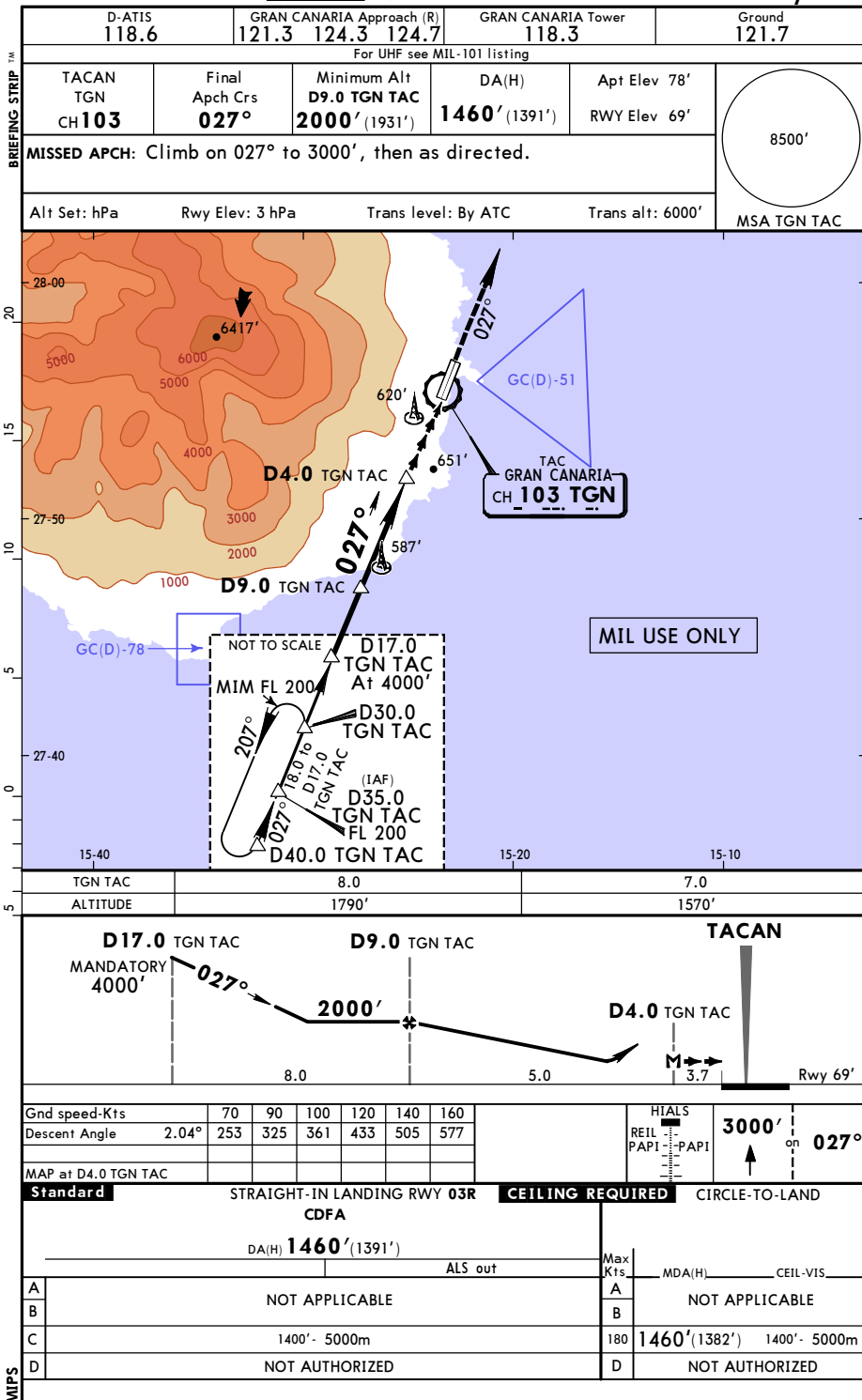
CHANGES: Bearings.

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GCLP/LPA
GRAN CANARIA

22 JAN 16
Eff 4 Feb 14-3 CAT C

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

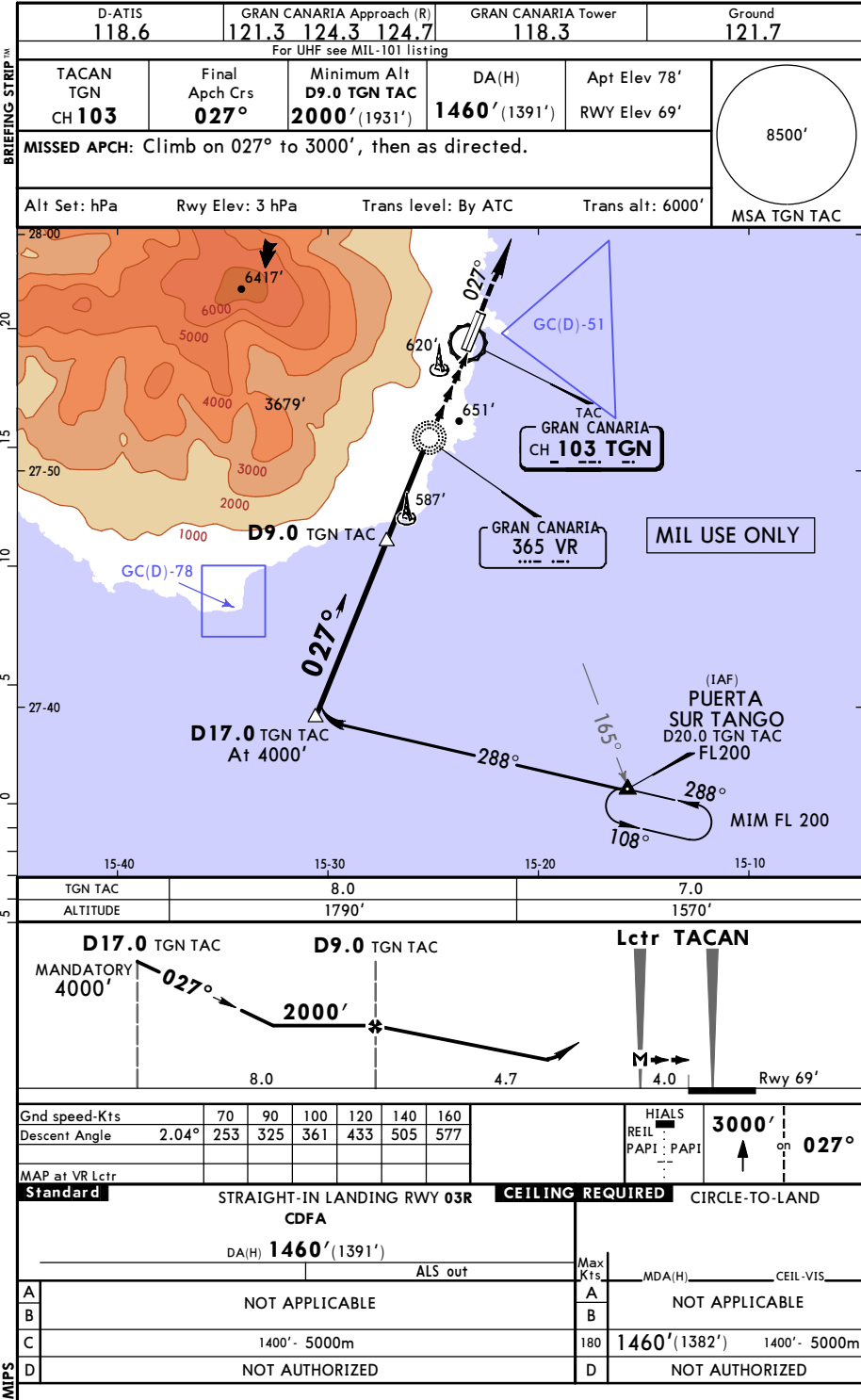


GCLP/LPA
GRAN CANARIA

22 JAN 16
Eff 4 Feb

14-4
CAT C

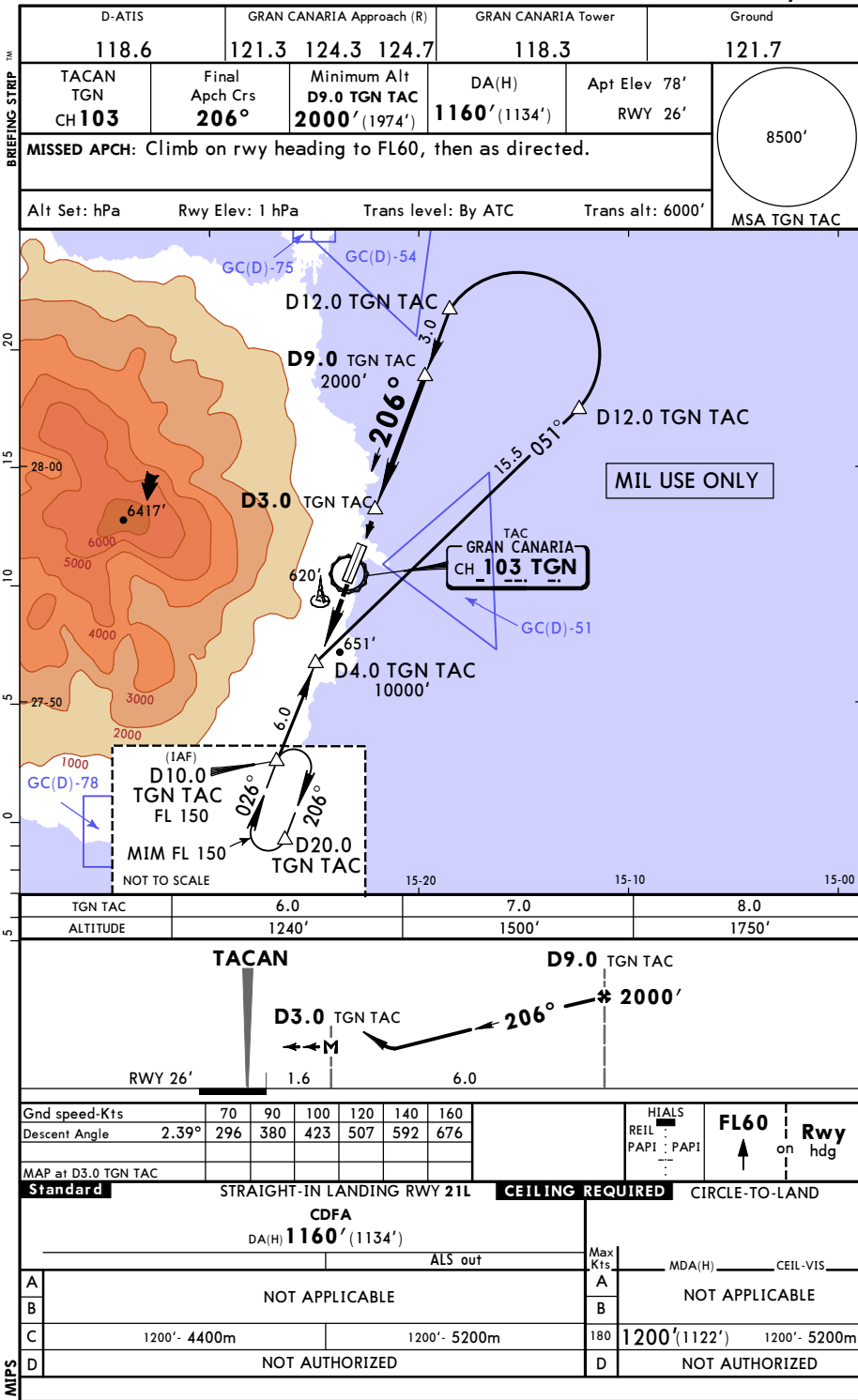
GRAN CANARIA, CANARY IS
HI-TACAN B Rwy 03R



GCLP/LPA
GRAN CANARIA

JEPPesen
22 JAN 16
Eff 4 Feb (14-5) CAT C

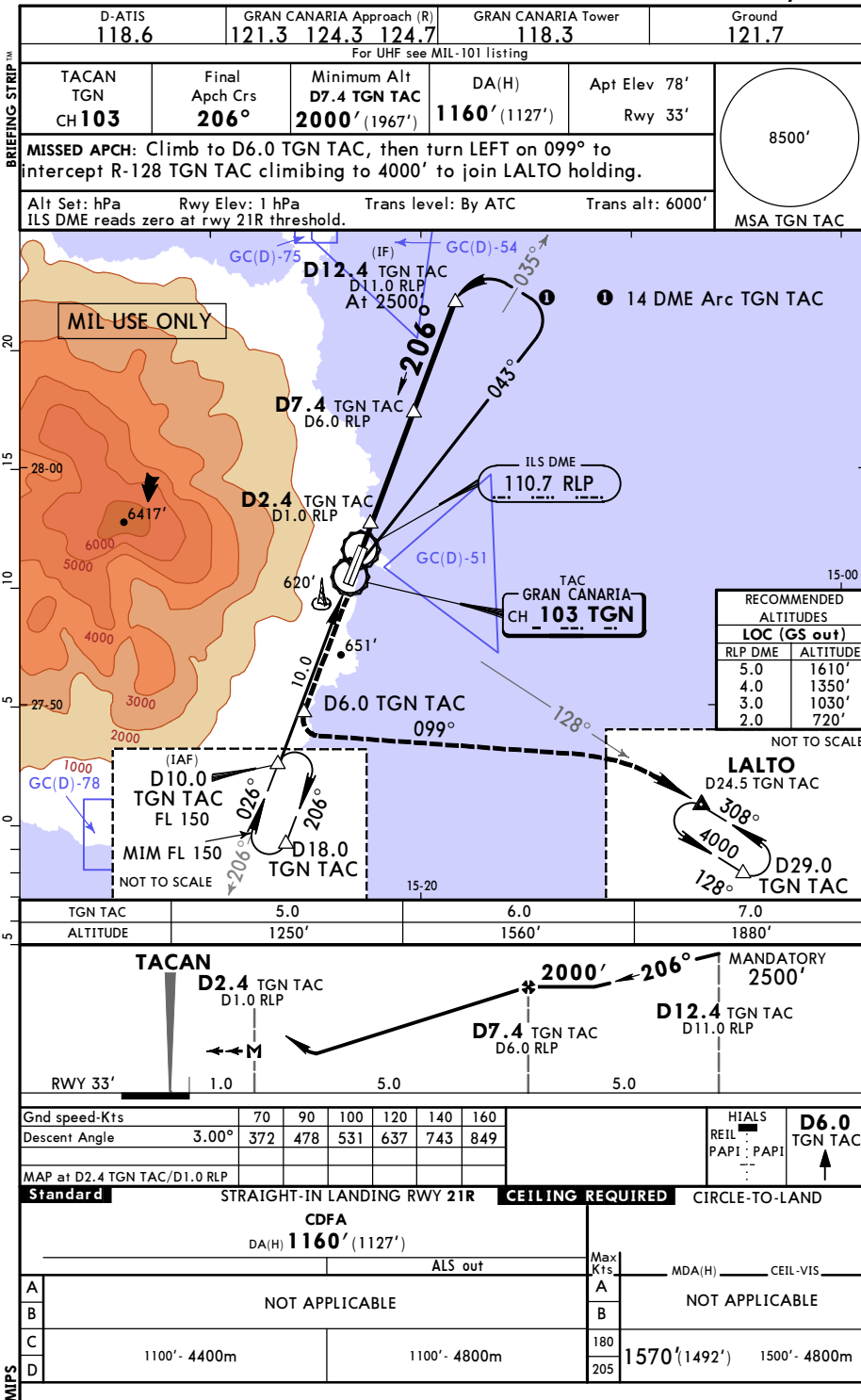
GRAN CANARIA, CANARY IS
HI-TACAN Rwy 21L



GCLP/LPA
GRAN CANARIA

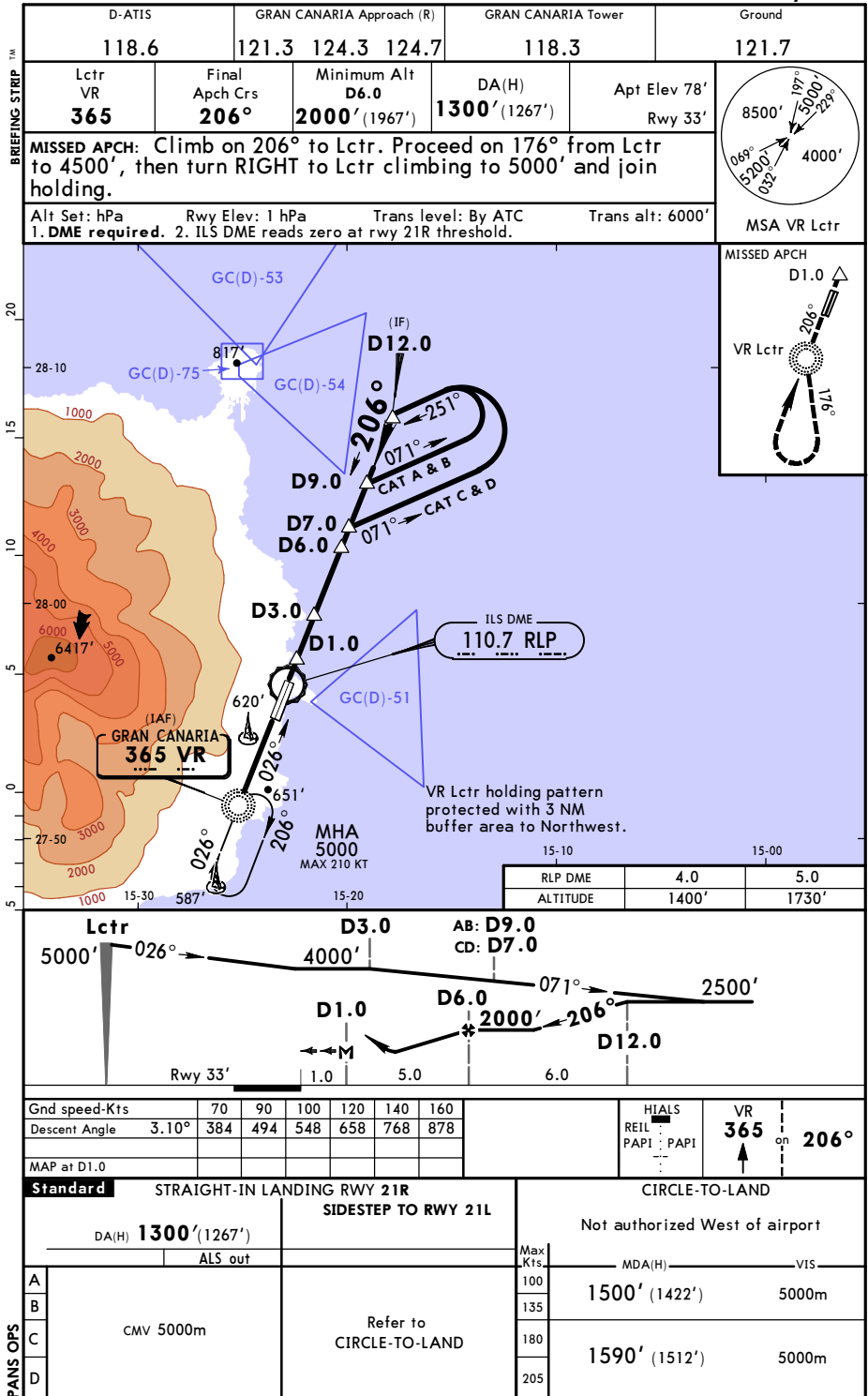
22 JAN 16
Eff 4 Feb
JEPPSEN GRAN CANARIA
(14-6) CAT C & D

CANARIA, CANARY IS
HI-TACAN Z Rwy 21R



GCLP/LPA
GRAN CANARIA

JEPPESSEN GRAN CANARIA, CANARY IS
22 JAN 16 16-1 Eff 4 Feb
NDB Rwy 21R



TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCLP

Type: Terminal

Effectivity: Temporary

Begin Date: 20160331

End Date: Until Further Notice

Construction works on airport area (based on SUP 19-16). Refer to temp charts 10-8C thru 10-8G and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20150108

End Date: Until Further Notice

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

Type: Terminal

Effectivity: Temporary

Begin Date: 20160428

End Date: 20161110

Eff 28 APR 16 due to temporary unavailability of FTV VORDME, STARs RUSIK 2DCC and RUSIK 1DCZ not usable. Refer to temp charts and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20150402

End Date: 20170428

TWY S1N closed, except in South configuration.

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.

Chart Change Notices for Country XJE

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: 20160428

End Date: 20161110

With eff 28 APR 16 FTV VORDME unserviceable. Temporary SIDs/STARs established. Refer to temp charts and latest NOTAMs.