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Airport Information For GCRR

Terminal Charts For GCRR

Revision Letter For Cycle 13-2016

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: 4.0° 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: 0556 Z
Sunset: 1955 Z

Runway Information

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

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

Communication Information

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

GCRR/ACE
LANZAROTE

22 JUN 16

JEPPesen

10-1P

Eff 4 Feb

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.

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10-1P1

Eff 4 Feb

LANZAROTE, CANARY IS

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1. GENERAL

1.6. REGULATIONS FOR GENERAL AVIATION FLIGHTS

1.6.1. HANDLING SERVICES

Handling mandatory for:

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

1.6.2. RESTRICTIONS FOR STANDS T1 THRU T7

The use of the 400Hz supply facility is mandatory.

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

The ACFT APU may only be used when the 400Hz supply facility, the air-conditioning facility or 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.

Oversteering manoeuvre must be made taxiing from RWY to TWY EM and taxiing from TWY EM to TWY R4 or TWY R5, for ACFT B752 and B753.

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.

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LANZAROTE

1 JAN 16

JEPPesen

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.

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1 JAN 16

JEPPESSEN

10-1P3

Eff 7 Jan

LANZAROTE, CANARY IS

AIRPORT BRIEFING

3. DEPARTURE

3.3. RWY OPERATIONS

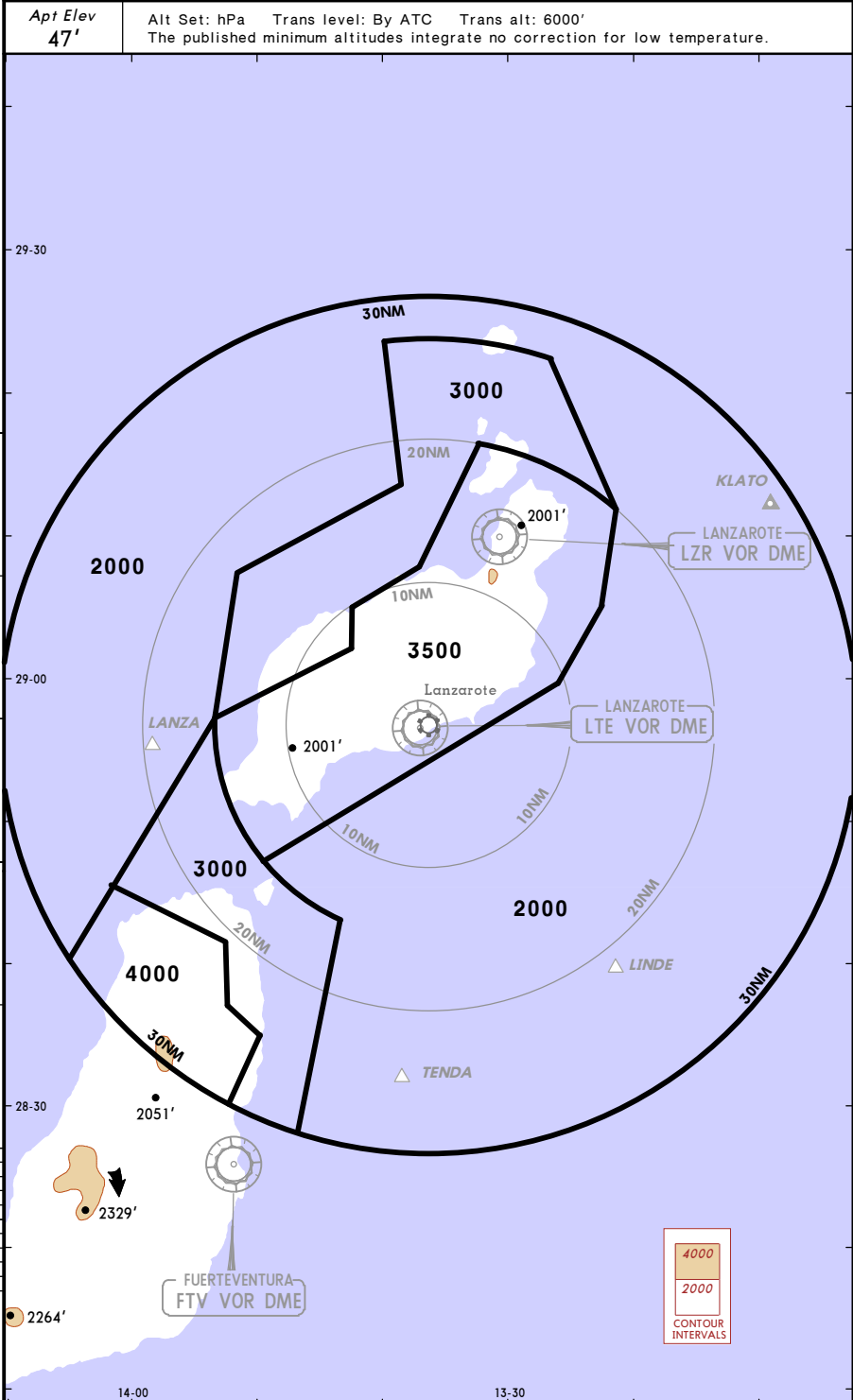
Minimum RWY Occupancy Time

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.

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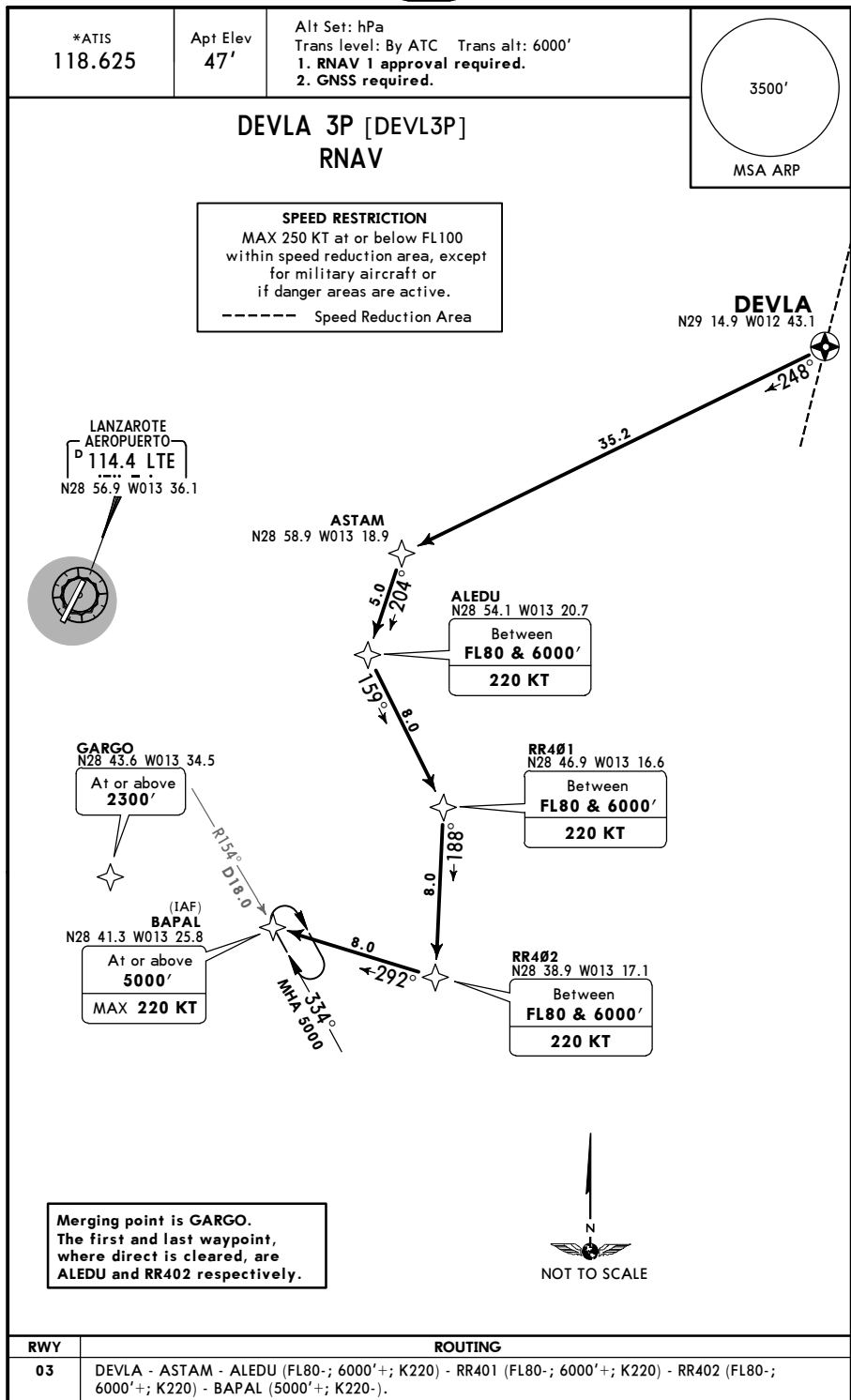
JEPPesen
12 MAR 10 (10-1R)

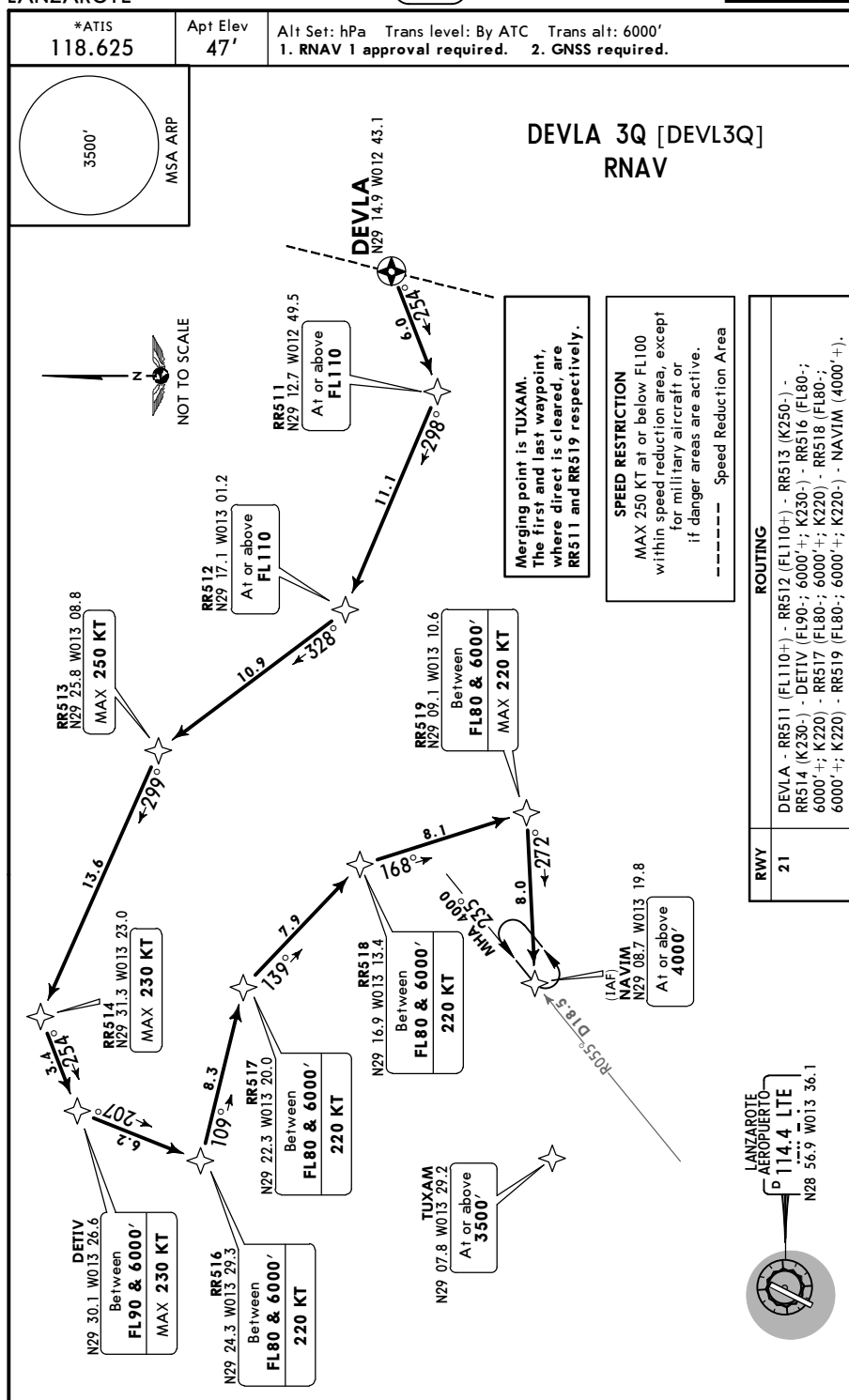
LANZAROTE, CANARY IS
RADAR MINIMUM ALTITUDES



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JEPPESSEN LANZAROTE, CANARY IS
22 JAN 16 10-2 Eff 4 Feb RNAV STAR





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LANZAROTE

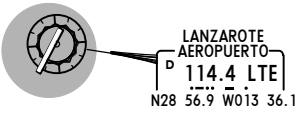
22 JAN 16 **10-2B** **JEPPESSEN LANZAROTE, CANARY IS**
Eff 4 Feb **RNAV STAR**

*ATIS 118.625	Apt Elev 47'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. RNAV 1 approval required. 2. GNSS required.
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**TERTO 6P [TERT6P]
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

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



GARGO
N28 43.6 W013 34.5
At or above
2300'

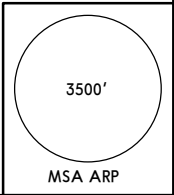
(IAF)
BAPAL
N28 41.3 W013 25.8
At or above
5000'
MAX 220 KT

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



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

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JEPPESSEN LANZAROTE, CANARY IS
22 JAN 16 10-2C Eff 4 Feb RNAV STAR

*ATIS
118.625

Apt Elev
47'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
1. RNAV 1 approval required. 2. GNSS required.

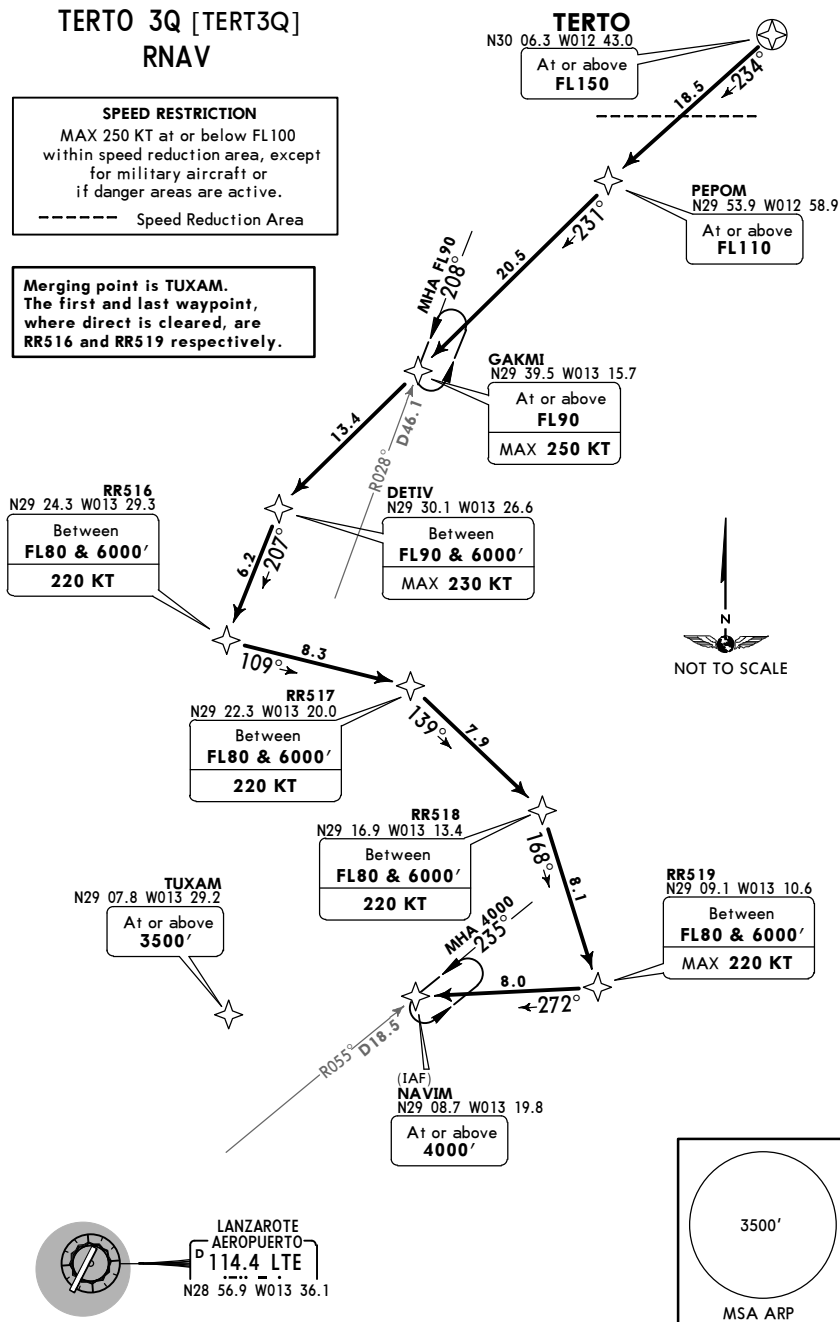
TERTO 3Q [TERT3Q] RNAV

SPEED RESTRICTION

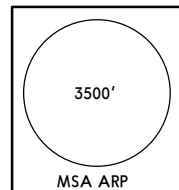
MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- Speed Reduction Area

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



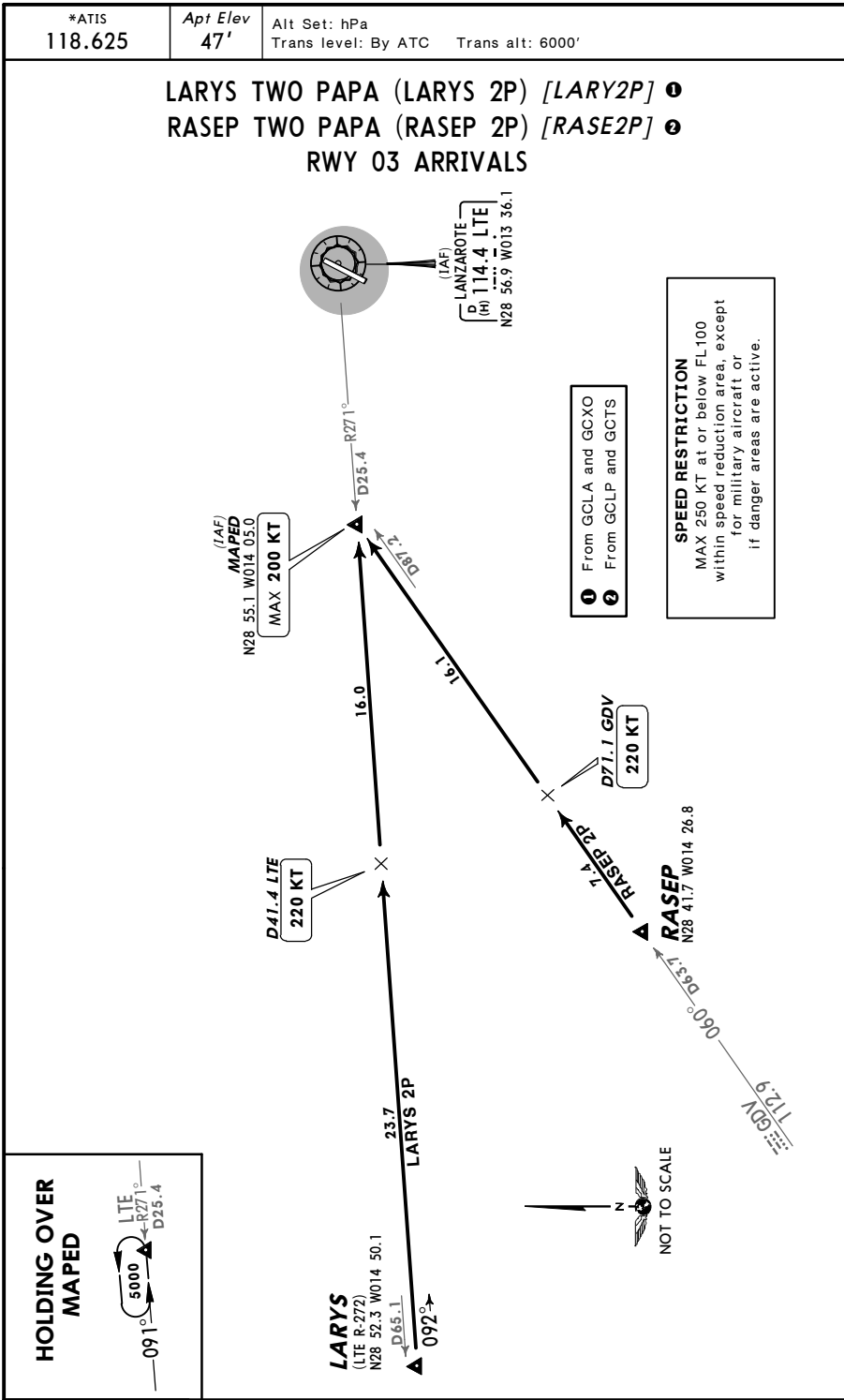
LANZAROTE
AEROPUERTO
D 114.4 LTE
N28 56.9 W013 36.1



RWY	ROUTING
21	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'+).

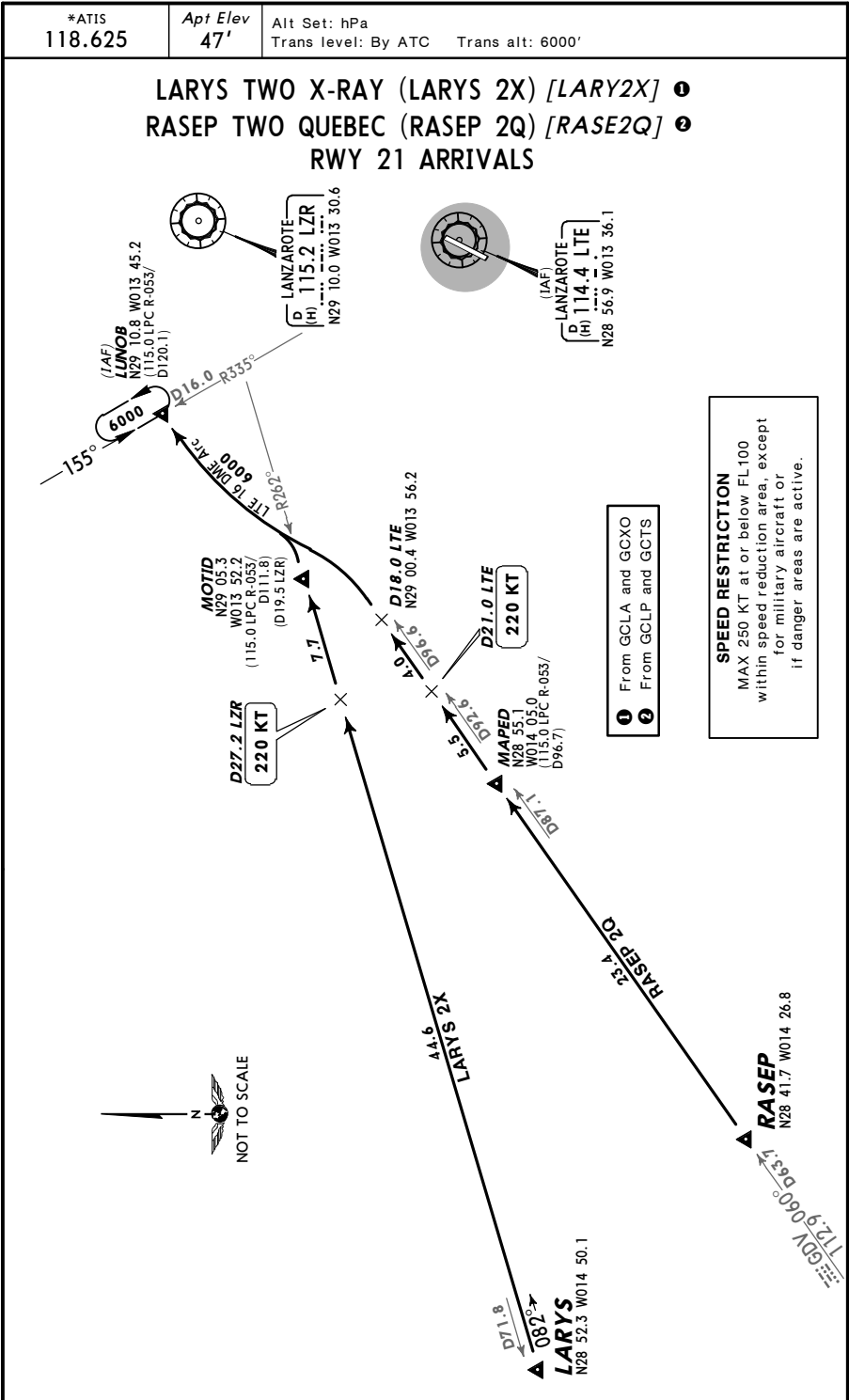
GCR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
2 JAN 15 (10-2D) Eff 8 Jan STAR



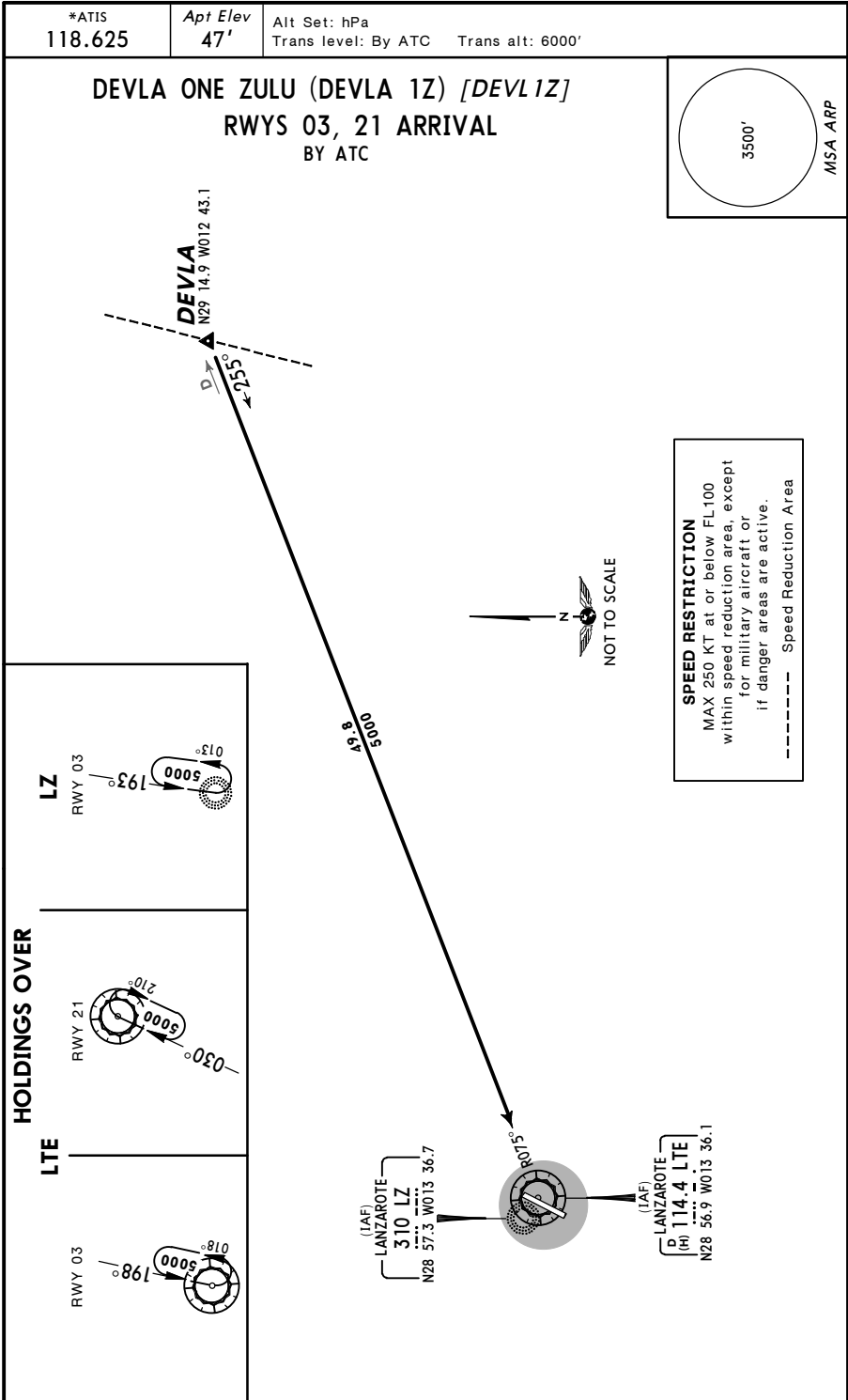
GCRR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
2 JAN 15 (10-2E) Eff 8 Jan STAR



GCRR/ACE
LANZAROTE

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



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22 JAN 16

JEPPESSEN

LANZAROTE, CANARY IS

(10-3)

Eff 4 Feb

RNAV SID

Apt Elev
47'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1 approval required.
2. GNSS required.
3. EXPECT close-in obstacles

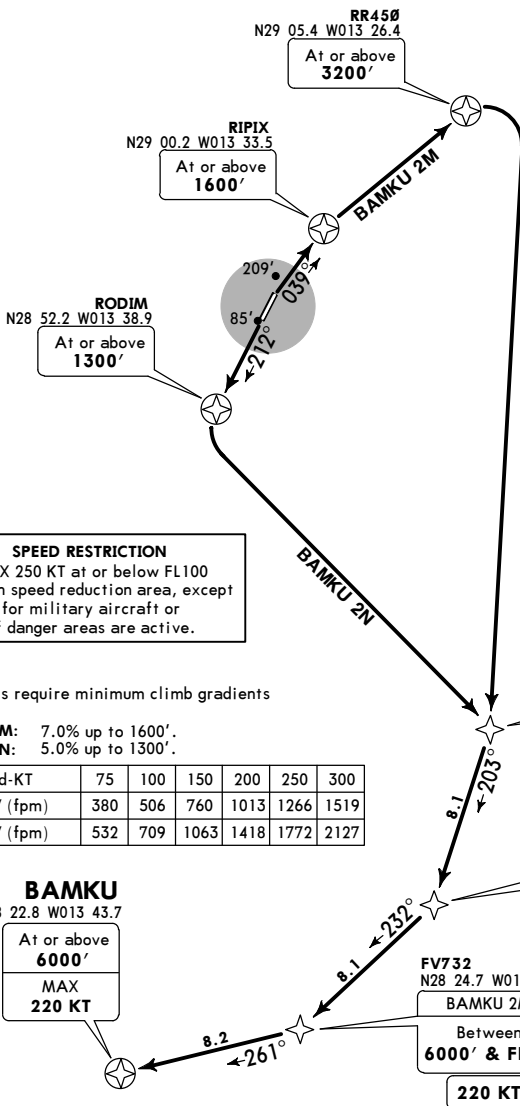
3500'

MSA ARP

BAMKU 2M [BAMK2M]
BAMKU 2N [BAMK2N]
RNAV



Direct distance from
Lanzarote Apt to:
RIPIX 4 NM
RODIM 5 NM



Initial ATC clearance: Climb to 4000', await further clearance

SID	RWY	ROUTING
BAMKU 2M	03	RIPIX (1600'+) - RR450 (3200'+) - UMOTO (FL90; K220) - FV731 (6000'+; FL90-; K220) - FV732 (6000'+; FL90-; K220) - BAMKU (6000'+; K220-).
BAMKU 2N	21	RODIM (1300'+) - UMOTO (4000'+; K220) - FV731 (K220) - FV732 (K220) - BAMKU (6000'+; K220-).

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LANZAROTE

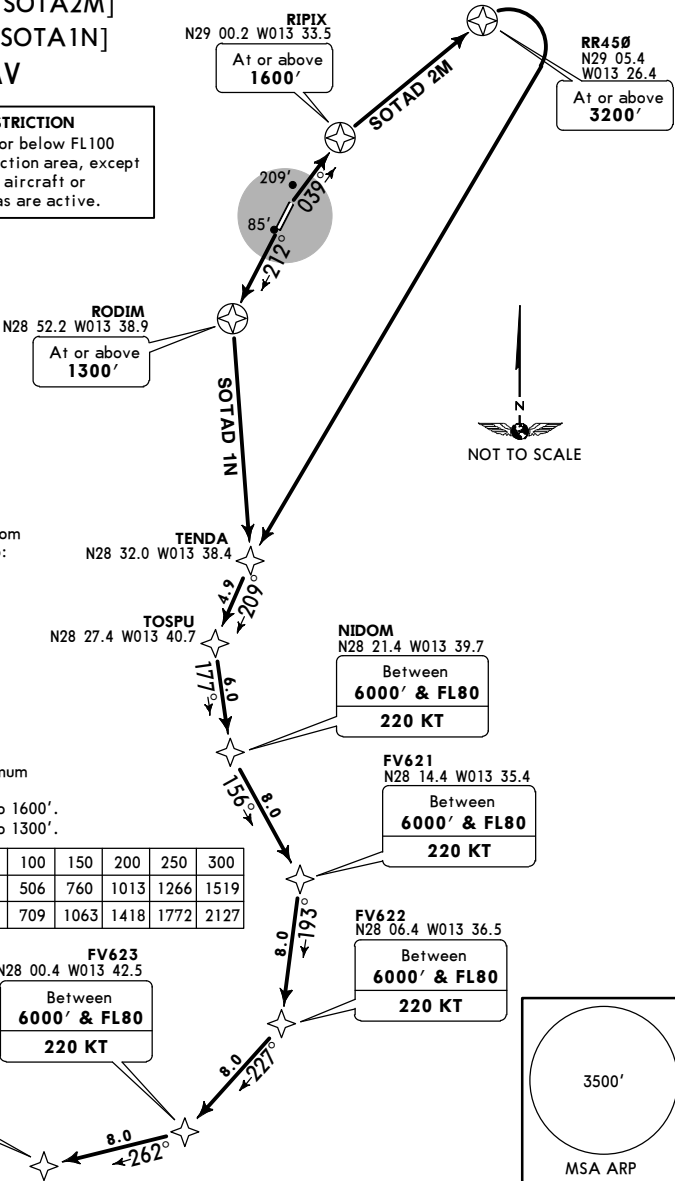
JEPPesen LANZAROTE, CANARY IS
22 JAN 16 (10-3C) Eff 4 Feb RNAV SID

Apt Elev
47'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1 approval required.
2. GNSS required.
3. EXPECT close-in obstacles

SOTAD 2M [SOTA2M]
SOTAD 1N [SOTA1N]
RNAV

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
Lanzarote Apt to:
RIPIX 4 NM
RODIM 5NM

These SIDs require minimum
climb gradients of
SOTAD 2M: 7.0% up to 1600'.
SOTAD 1N: 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
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SOTAD

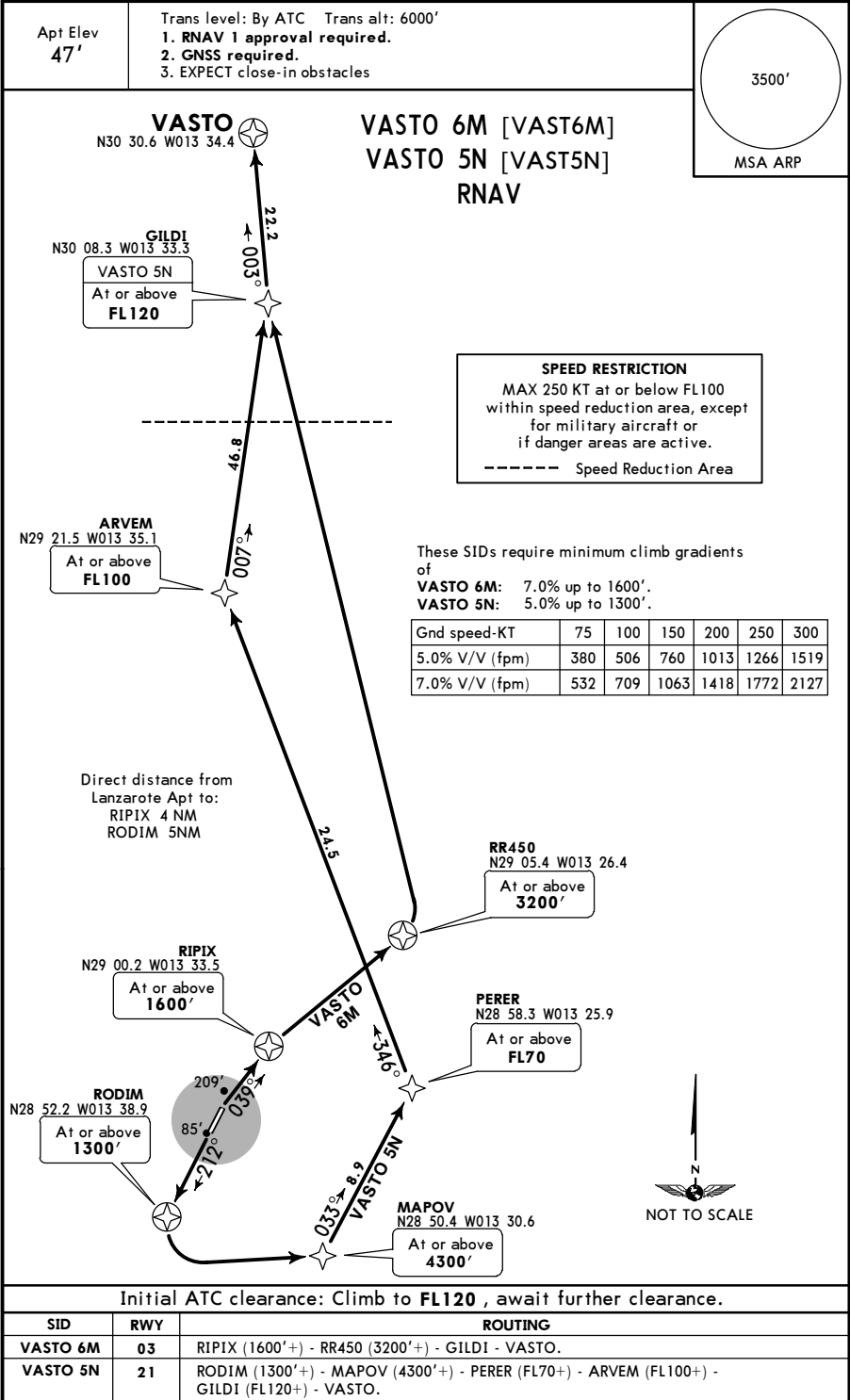
N27 58.5 W013 51.3
At or above
5000'
MAX 220 KT

Initial ATC clearance: Climb to 4000', await further clearance

SID	RWY	ROUTING
SOTAD 2M	03	RIPIX (1600'+) - RR450 (3200'+) - TENDA - TOSPU - NIDOM (6000'+; FL80-; K220) - FV621 (6000'+; FL80-; K220) - FV622 (6000'+; FL80-; K220) - FV623 (6000'+; FL80-; K220) - SOTAD (5000'+; K220-).
SOTAD 1N	21	RODIM (1300'+) - TENDA - TOSPU - NIDOM (6000'+; FL80-; K220) - FV621 (6000'+; FL80-; K220) - FV622 (6000'+; FL80-; K220) - FV623 (6000'+; FL80-; K220) - SOTAD (5000'+; K220-).

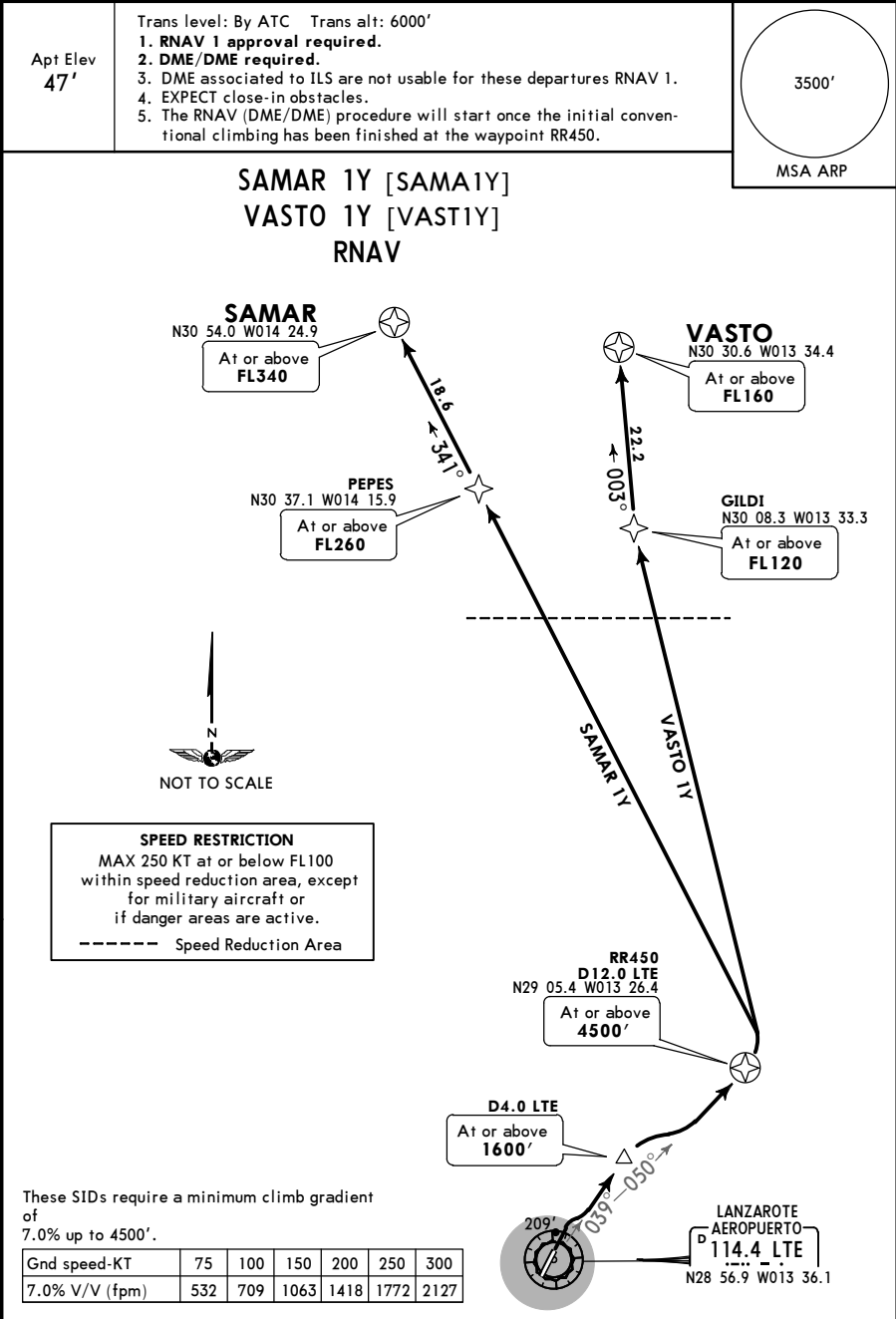
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JEPPesen LANZAROTE, CANARY IS
22 JAN 16 (10-3D) Eff 4 Feb RNAV SID



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LANZAROTE

JEPPesen LANZAROTE, CANARY IS
22 JAN 16 (10-3E) Eff 4 Feb RNAV SID



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JEPPesen LANZAROTE, CANARY IS
12 JUN 15 (10-3F) Eff 25 Jun

SID

Apt Elev
47'

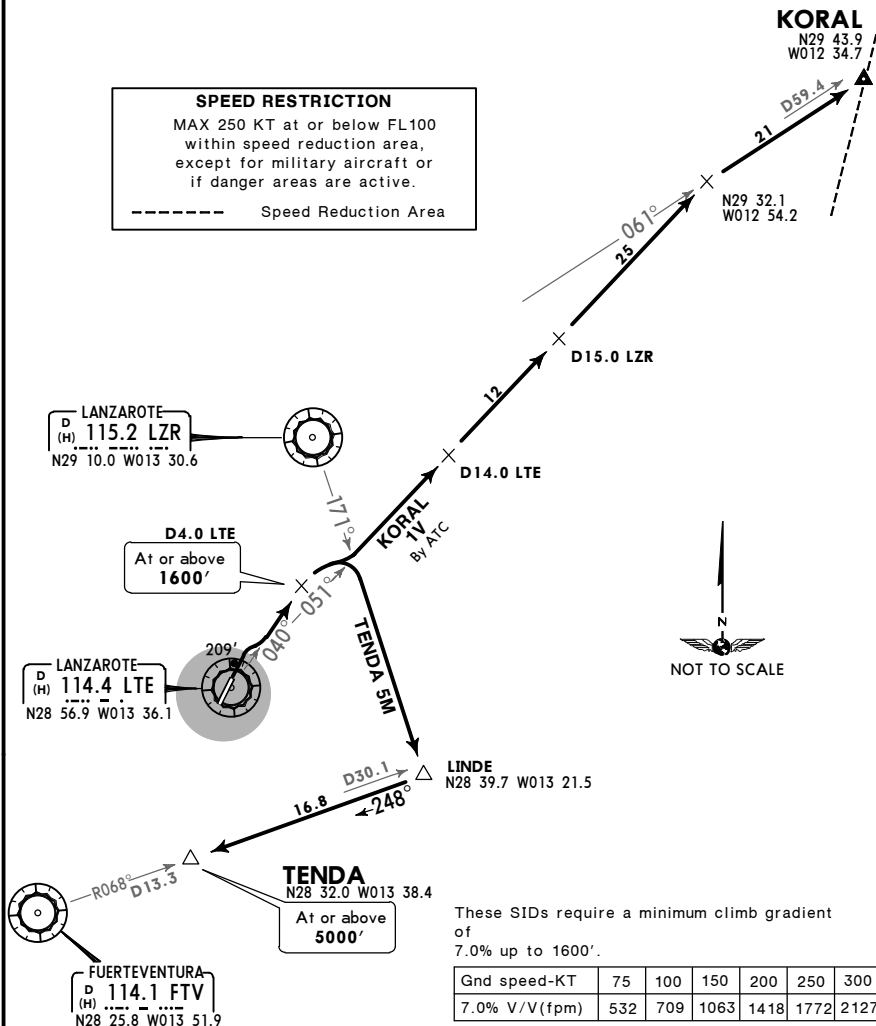
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

KORAL ONE VICTOR (KORAL 1V) [KORA1V]
TENDA FIVE MIKE (TENDA 5M) [TEND5M]
RWY 03 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



Initial ATC clearance:
KORAL 1V: Maintain **4000'** until D14.0 LTE, climb to **FL70** and maintain until D15.0 LZR, climb to **FL100**, await further clearance.
TENDA 5M: At **4000'**

SID	ROUTING
KORAL 1V By ATC	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051, intercept LZR R-061 to KORAL.
TENDA 5M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LZR R-171 to LINDE, turn RIGHT, intercept FTV R-068 inbound to TENDA (IAF GCFV).

CONTINGENCY DEPARTURES

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

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 **JEPPESSEN LANZAROTE, CANARY IS**
12 JUN 15 **(10-3G)** **Eff 25 Jun** **SID**

Apt Elev
47'

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

**KORAL ONE WHISKY (KORAL 1W) [KORA1W]
TENDA THREE NOVEMBER (TENDA 3N) [TEND3N]
RWY 21 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

KORAL
N29 43.9
W012 34.7

D15 LZR

D3 LZR

LANZAROTE
D (H) **115.2 LZR**
N29 10.0 W013 30.6

LANZAROTE
D (H) **114.4 LTE**
N28 56.9 W013 36.1

5.3 DME

6.8 DME

At or above
1200'

TENDA 3N
Turn
at or above
1300'

TENDA
N28 32.0 W013 38.4
At or above
5000'

NOT TO SCALE

TENDA 3N

This SID requires a minimum climb gradient
of
5.0% up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.3% V/V (fpm)	403	537	805	1073	1342	1610

Initial ATC clearance:
KORAL 1W: Maintain **4000'** until LZR R-061/D3, climb to **FL70** and maintain
until LZR R-061/D15, climb to **FL100**, await further clearance.
TENDA 3N: At **4000'**

SID

ROUTING

KORAL 1W
By ATC

Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LZR R-194 inbound
to LZR, LZR R-061 to KORAL.

TENDA 3N

Climb on runway heading to LTE 5.3 DME, turn LEFT, 146° heading, intercept
LTE R-191 to TENDA (IAF GCFV).

CONTINGENCY DEPARTURES

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

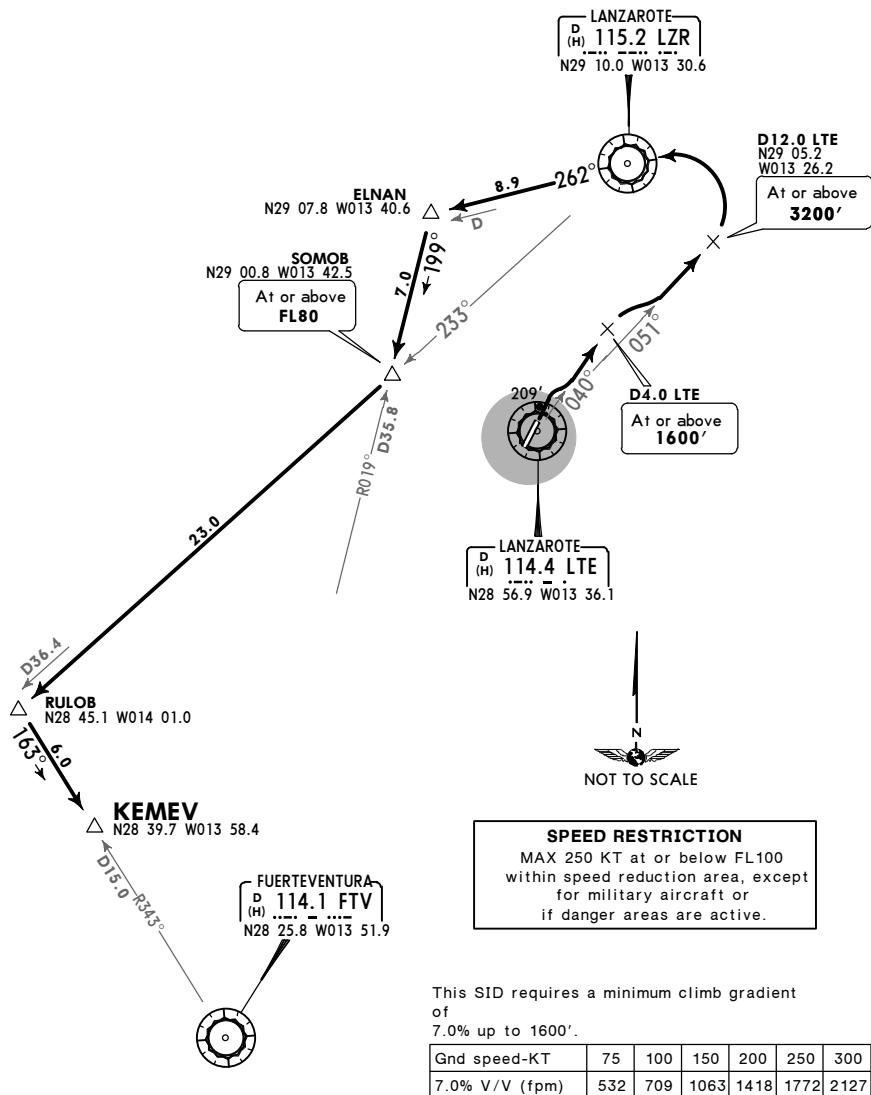
GCRR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
12 JUN 15 **(10-3H)** **Eff 25 Jun** **SID**

Apt Elev
47'

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

KEMEV ONE MIKE (KEMEV 1M) [KEME1M] RWY 03 DEPARTURE



Initial ATC clearance: At **4000'**

ROUTING

Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051 to D12.0 LTE, turn LEFT direct to LZR, LZR R-262 to ELNAN, turn LEFT, intercept FTV R-019 inbound to SOMOB, turn RIGHT, intercept LZR R-233 to RULOB, turn LEFT, intercept FTV R-343 inbound to KEMEV (IAF GCFV).

CONTINGENCY DEPARTURES

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

GCRR/ACE
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JEPPesen LANZAROTE, CANARY IS
12 JUN 15 **10-3J** **Eff 25 Jun** **SID**

Apt Elev
47'

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

KEMEV ONE NOVEMBER (KEMEV 1N)[KEME1N]
RWY 21 DEPARTURE



LANZAROTE
D (H) **115.2 LZR**
N29 10.0 W013 30.6



LANZAROTE
D (H) **114.4 LTE**
N28 56.9 W013 36.1



At or above
1300'

GOMSU
N28 47.6 W013 58.0

D36.4
3.7

RULOB
N28 45.1 W014 01.0

163°
6.0

KEMEV
N28 39.7 W013 58.4

At or above
4000'

D15.0 R343°

FUERTEVENTURA
D (H) **114.1 FTV**
N28 25.8 W013 51.9



SPEED RESTRICTION

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

This SID requires a minimum climb gradient
of
5.0% up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.3% V/V (fpm)	403	537	805	1073	1342	1610

Initial ATC clearance: At **4000'**

ROUTING

Climb on runway heading to LTE 5.3 DME, turn RIGHT, 283° heading, intercept LTE R-250 to GOMSU, turn LEFT, intercept LZR R-233 to RULOB, turn LEFT, intercept FTV R-343 inbound to KEMEV (IAF GCFV).

CONTINGENCY DEPARTURES

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

GCR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
15 APR 16 (0-3L1) Eff 28 Apr SID

Apt Elev
47'

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

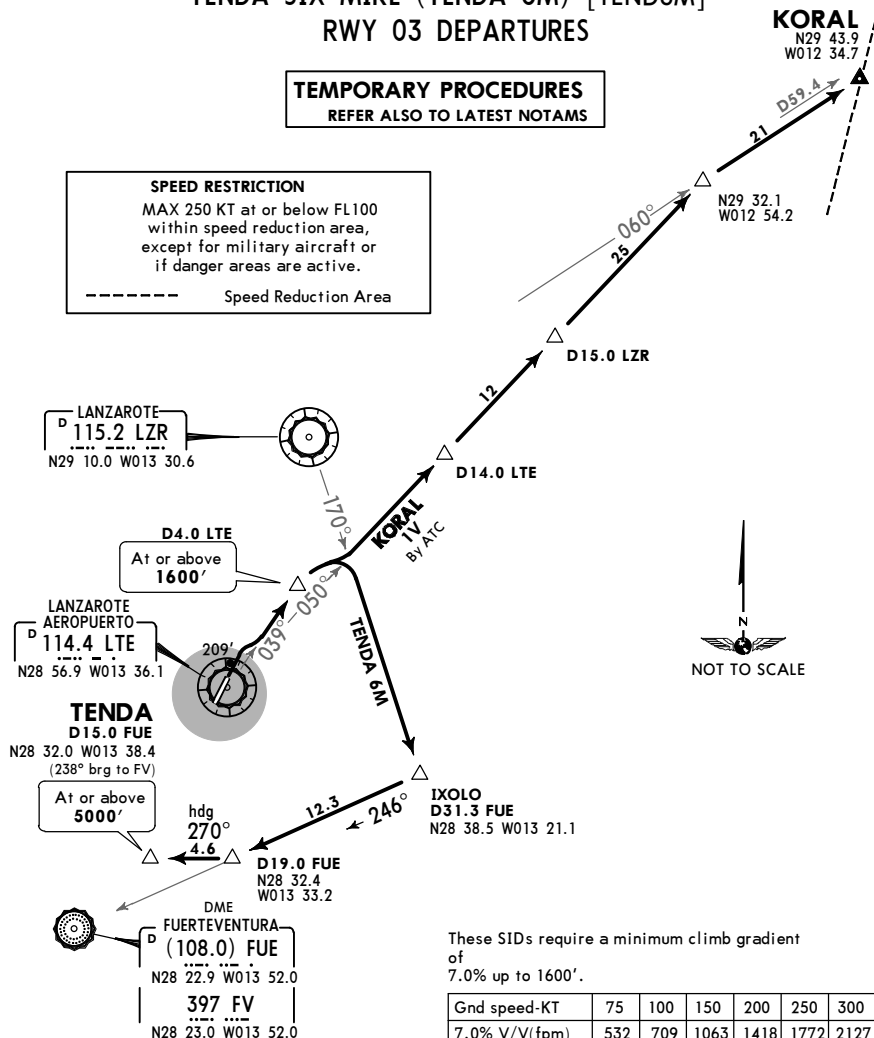
KORAL ONE VICTOR (KORAL 1V) [KORA1V]
TENDA SIX MIKE (TENDA 6M) [TEND6M]
RWY 03 DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

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



KORAL 1V: Initial ATC clearance: Maintain **4000'** until D14.0 LTE, climb to **FL70** and maintain until D15.0 LZR, climb to **FL100**, await further clearance.
TENDA 6M: At **4000'**

SID	ROUTING
KORAL 1V By ATC	Climb on LTE R-039 to D4.0 LTE, turn RIGHT, intercept LTE R-050, intercept LZR R-060 to KORAL.
TENDA 6M	Climb on LTE R-039 to D4.0 LTE, turn RIGHT, intercept LZR R-170 to IXOLO, turn RIGHT, intercept 246° bearing towards FV to D19.0 FUE, turn RIGHT, 270° heading to TENDA (IAF GCFV).

CONTINGENCY DEPARTURES

In case of failure of one or more nav aids, the following procedure shall be carried out:
Climb on 047° heading to 4000', turn by following ATC instructions.
This SID requires a minimum climb gradient of 7.0% up to 3500'.

GCR/ACE
LANZAROTE

JEPPesen LANZAROTE, CANARY IS
15 APR 16 (10-3L2) Eff 28 Apr

SID

Apt Elev
47'

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

KORAL ONE WHISKY (KORAL 1W) [KORA1W]
TENDA THREE NOVEMBER (TENDA 3N) [TEND3N]
RWY 21 DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

KORAL
N29 43.9
W012 34.7

D15.0 LZR

44.4
D59.4

D3.0 LZR

12

3

LANZAROTE
D 115.2 LZR
N29 10.0 W013 30.6

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

LANZAROTE
AEROPUERTO
D 114.4 LTE
N28 56.9 W013 36.1

5.3 DME

6.8 DME

At or above
1200'

TENDA 3N
Turn
at or above
1300'



TENDA
N28 32.0 W013 38.4
At or above
5000'

TENDA 3N

This SID requires a minimum climb gradient
of
5.0% up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.3% V/V (fpm)	403	537	805	1073	1342	1610

Initial ATC clearance:
KORAL 1W: Maintain 4000' until LZR R-060/D3.0, climb to **FL70** and maintain
until LZR R-060/D15.0, climb to **FL100**, await further clearance.
TENDA 3N: At 4000'

SID	ROUTING
KORAL 1W By ATC	Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LZR R-193 inbound to LZR, LZR R-060 to KORAL.
TENDA 3N	Climb on runway heading to LTE 5.3 DME, turn LEFT, 145° heading, intercept LTE R-190 to TENDA (IAF GCFV).
CONTINGENCY DEPARTURES	
In case of failure of one or more nav aids, the following procedure shall be carried out: Climb on runway heading to 4000', turn by following ATC instructions. This SID requires a minimum climb gradient of 5.3% up to 3500'.	

GCCR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
15 APR 16 (10-3L3) Eff 28 Apr

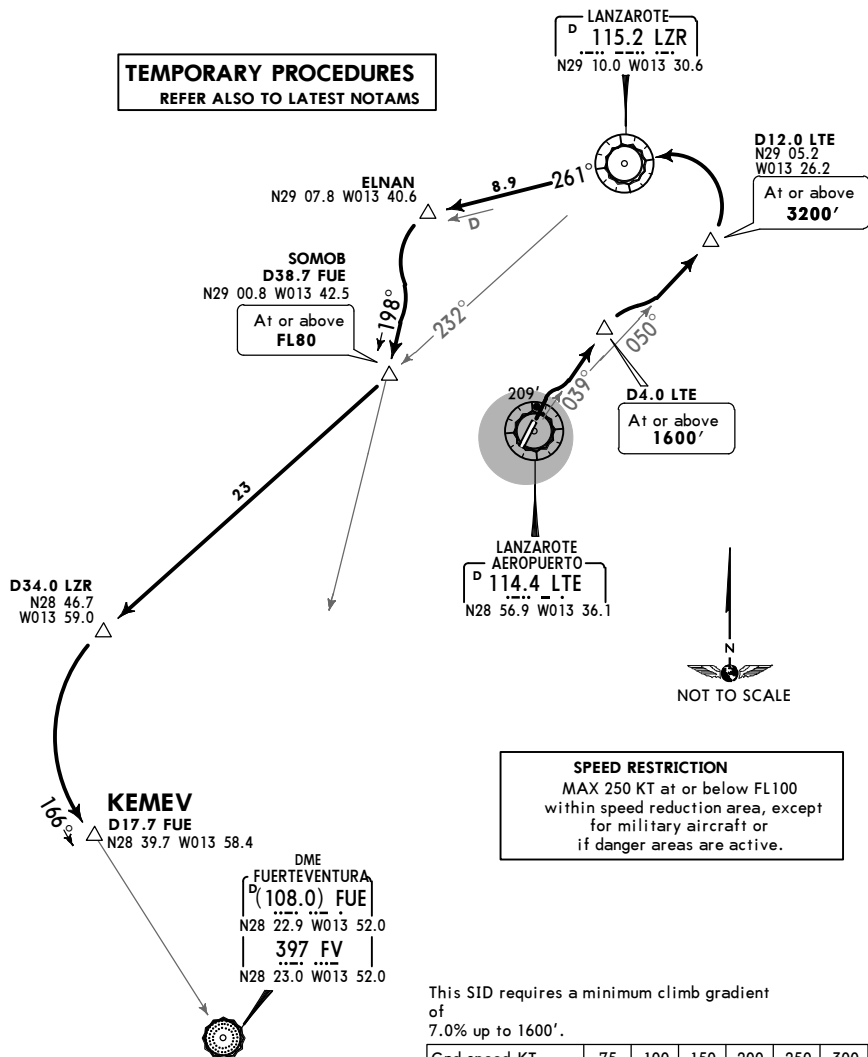
SID

Apt Elev
47'

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

KEMEV TWO MIKE (KEMEV 2M)[KEME2M] RWY 03 DEPARTURE

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



Initial ATC clearance: At 4000'

ROUTING

Climb on LTE R-039 to D4.0 LTE, turn RIGHT, intercept LTE R-050 to D12.0 LTE, turn LEFT direct to LZR, LZR R-261 to ELNAN, turn LEFT, intercept 198° bearing towards FV to SOMOB, turn RIGHT, intercept LZR R-232 to D34.0 LZR, turn LEFT, intercept 166° bearing towards FV to KEMEV (IAF GCFV).

CONTINGENCY DEPARTURES

In case of failure of one or more nav aids, the following procedure shall be carried out:
Climb on 047° heading to 4000', turn by following ATC instructions.
This SID requires a minimum climb gradient of 7.0% up to 3500'.

GCR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
15 APR 16 10-3L4 Eff 28 Apr

SID

Apt Elev
47'

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

KEMEV TWO NOVEMBER (KEMEV 2N)[KEME2N] RWY 21 DEPARTURE

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

LANZAROTE
D 115.2 LZR
N29 10.0 W013 30.6



LANZAROTE
AEROPUERTO
D 114.4 LTE
N28 56.9 W013 36.1



At or above
1300'

283°_{hdg}

250°

232°

GOMSU
N28 47.6
W013 58.0

D36.4
3.7

RULOB
N28 45.1 W014 01.0

166°
9

KEMEV
D17.7 FUE
N28 39.7 W013 58.5

At or above
4000'

DME
FUERTEVENTURA
D (108.0) FUE
N28 22.9 W013 52.0
397 FV
N28 23.0 W013 52.0



SPEED RESTRICTION

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

This SID requires a minimum climb gradient
of
5.0% up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.3% V/V (fpm)	403	537	805	1073	1342	1610

Initial ATC clearance: At 4000'

ROUTING

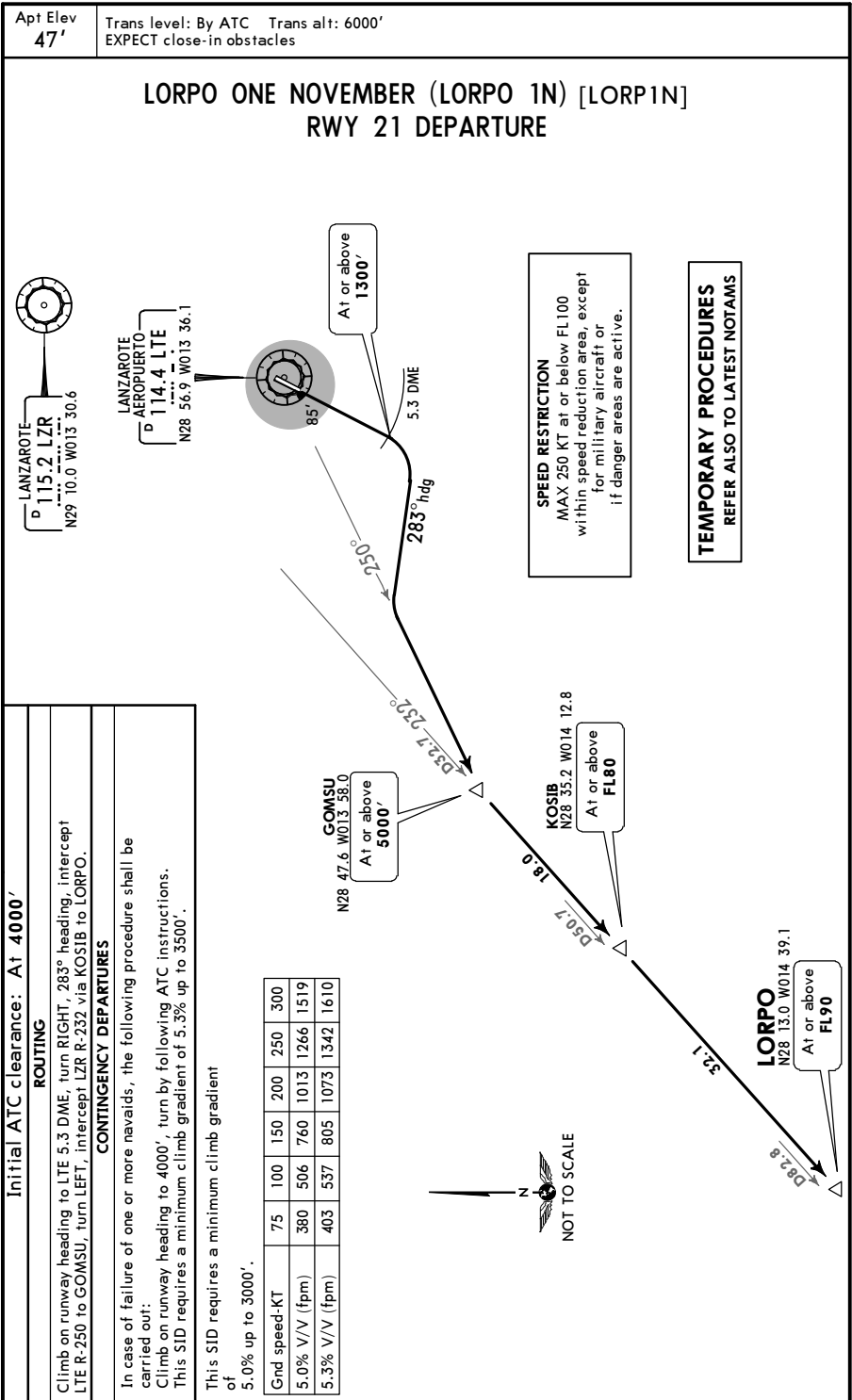
Climb on runway heading to LTE 5.3 DME, turn RIGHT, 283° heading, intercept LTE R-250 to GOMSU, turn LEFT, intercept LZR R-232 to RULOB, turn LEFT, intercept 166° bearing towards FV to KEMEV (IAF GCFV).

CONTINGENCY DEPARTURES

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

GCRR/ACE
LANZAROTE

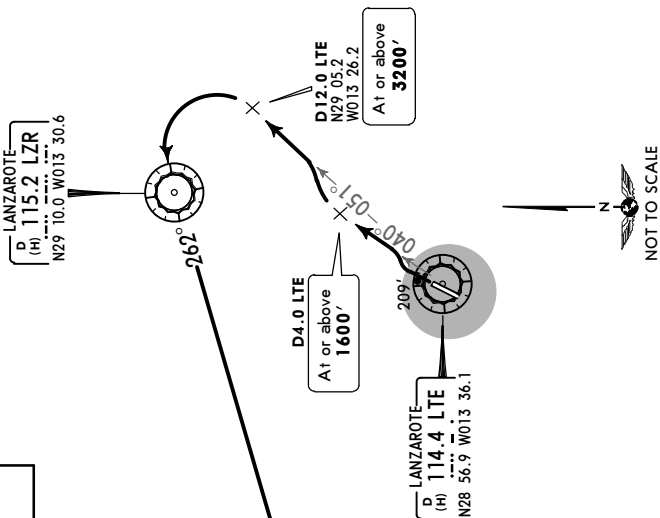
JEPPESSEN LANZAROTE, CANARY IS
15 APR 16 10-3L6 Eff 28 Apr SID



Apt Elev
47'

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

LARYS ONE MIKE (LARYS 1M) [LARY1M]
RWY 03 DEPARTURE



SPEED RESTRICTION
X 250 KT at or below FL 250 in speed reduction area, for military aircraft or if danger areas are active

Initial ATC clearance: At 4000'

ROUTING

Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051 to D12.0 LTE, turn LEFT direct to LZR, LZR R-262 to LARYS.

CONTINGENCY DEPARTURES

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

This SID requires a minimum climb gradient of 7.0% up to 1600'.

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

LARYS
N28 52.3 W014 50.1
At or above

GCRR/ACE

Apt Elev 47'
N28 56.7 W013 36.3



JEPPESSEN

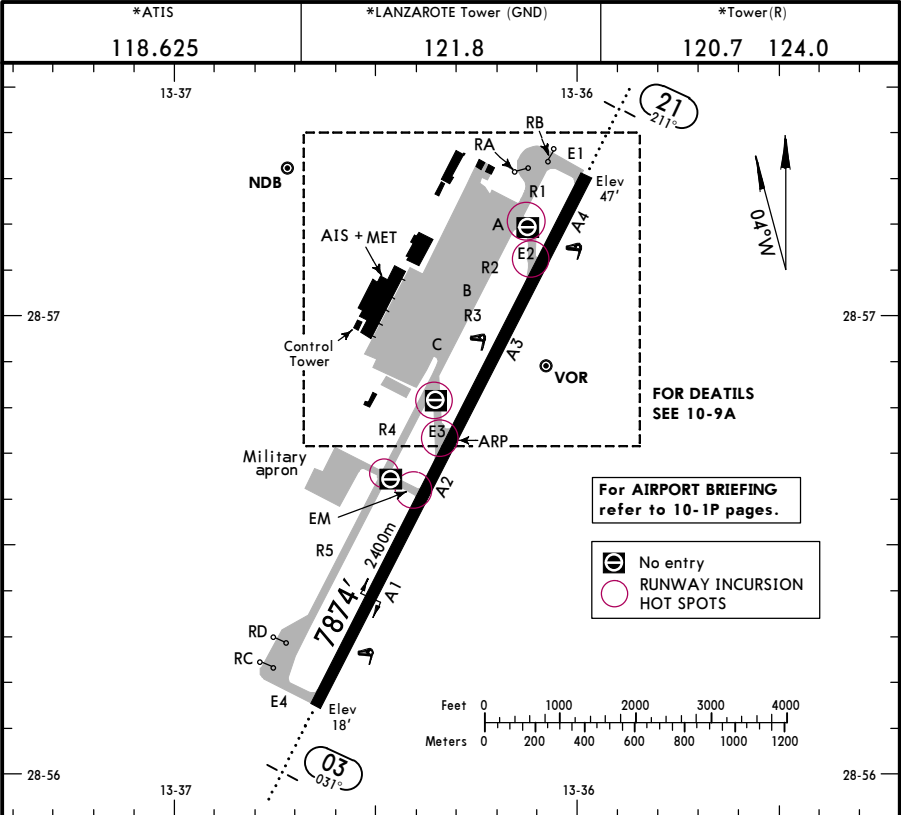
22 JAN 16

(10-9)

Eff 4 Feb

LANZAROTE, CANARY IS

LANZAROTE

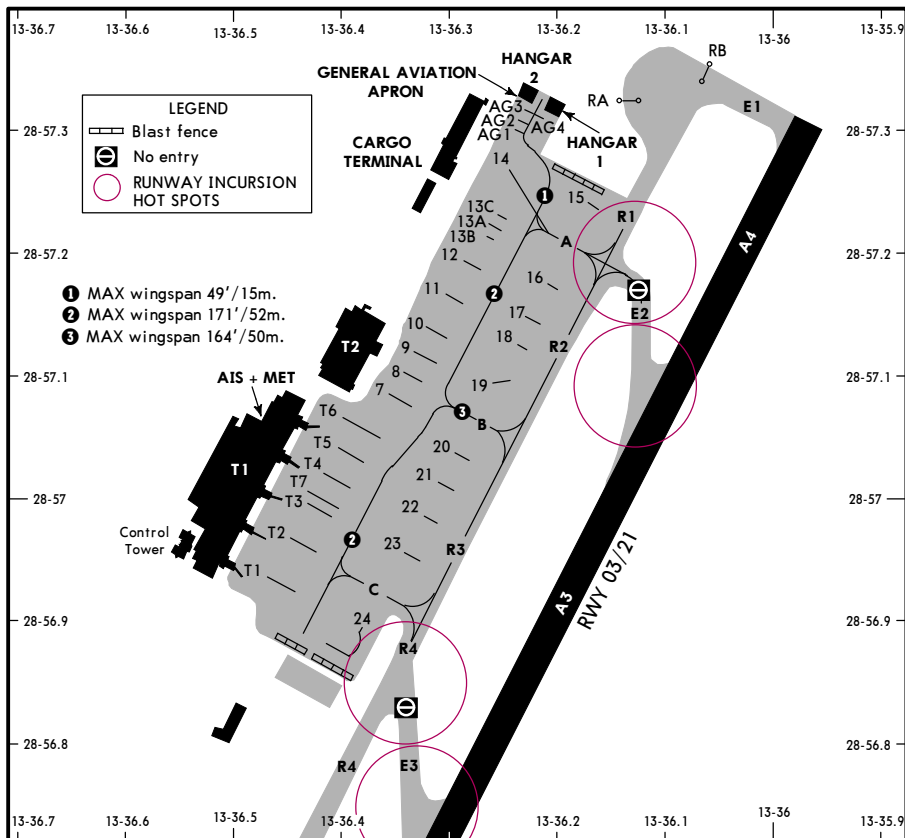


ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
	Threshold	Glide Slope							
03	HIRL (50m) CL (15m) HIALS REIL PAPI(3.0°) ①	6903' 2104m						148' 45m	
21	HIRL (50m) CL (15m) HIALS REIL PAPI-L(3.7°)								

① HSTIL-E2.

Standard		TAKE-OFF	
RCLM (DAY only) or RL		NIL (DAY only)	
A			
B			
C	400m		500m
D			



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 22	N28 57.0 W013 36.3
T5, T6	N28 57.1 W013 36.4	23	N28 57.0 W013 36.4
T7	N28 57.0 W013 36.5	24	N28 56.9 W013 36.4
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		

GCRR/ACE



JEPPESSEN

LANZAROTE, CANARY IS
LANZAROTE

1 APR 11

10-9B

Eff 7 Apr

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.

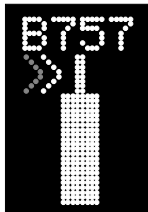
DISPLAY UNIT

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".

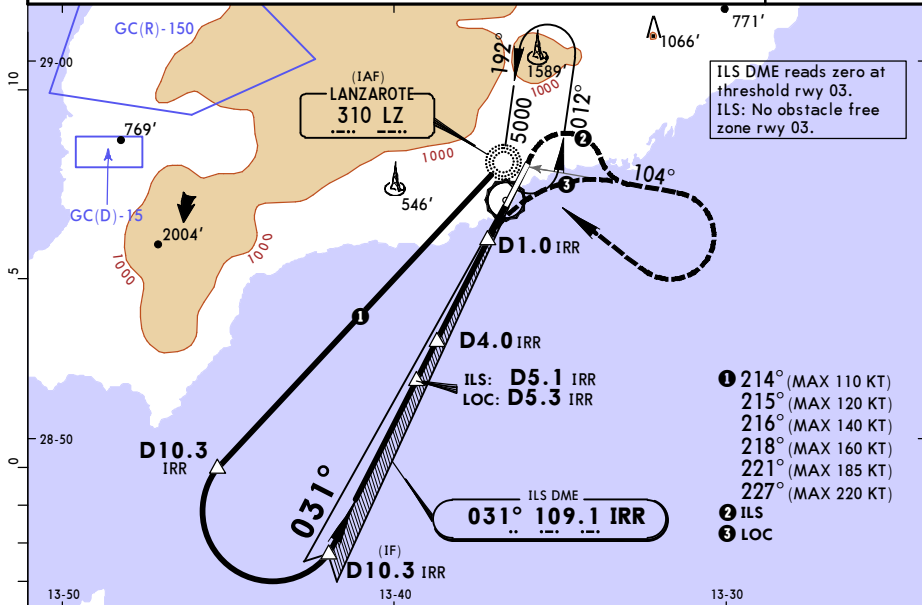


GCR/AC
LANZAROTE

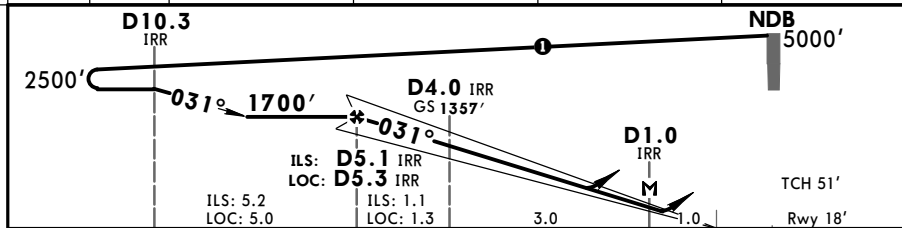
JEPPesen
4 MAR 16 (1-2)

LANZAROTE, CANARY IS
ILS Y or LOC Y Rwy 03

*ATIS		*CANARIAS Approach		*LANZAROTE Tower		*Ground
118.625		129.3		120.7	124.0	121.8
LOC IRR	Final Apch Crs	GS D4.0 IRR	ILS DA(H) Refer to Minimums	Apt Elev 47'		3500'
109.1	031°	1357' (1339')		Rwy 18'		
MISSED APCH: Turn RIGHT (MAX 185 KT) as soon as possible (LOC: turn RIGHT (MAX 185 KT)) onto 104° 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'
MSA LZ NDB						



LOC (GS out)	IRR DME ALTITUDE	5.0	4.0	3.0	2.0
		1690'	1360'	1040'	710'



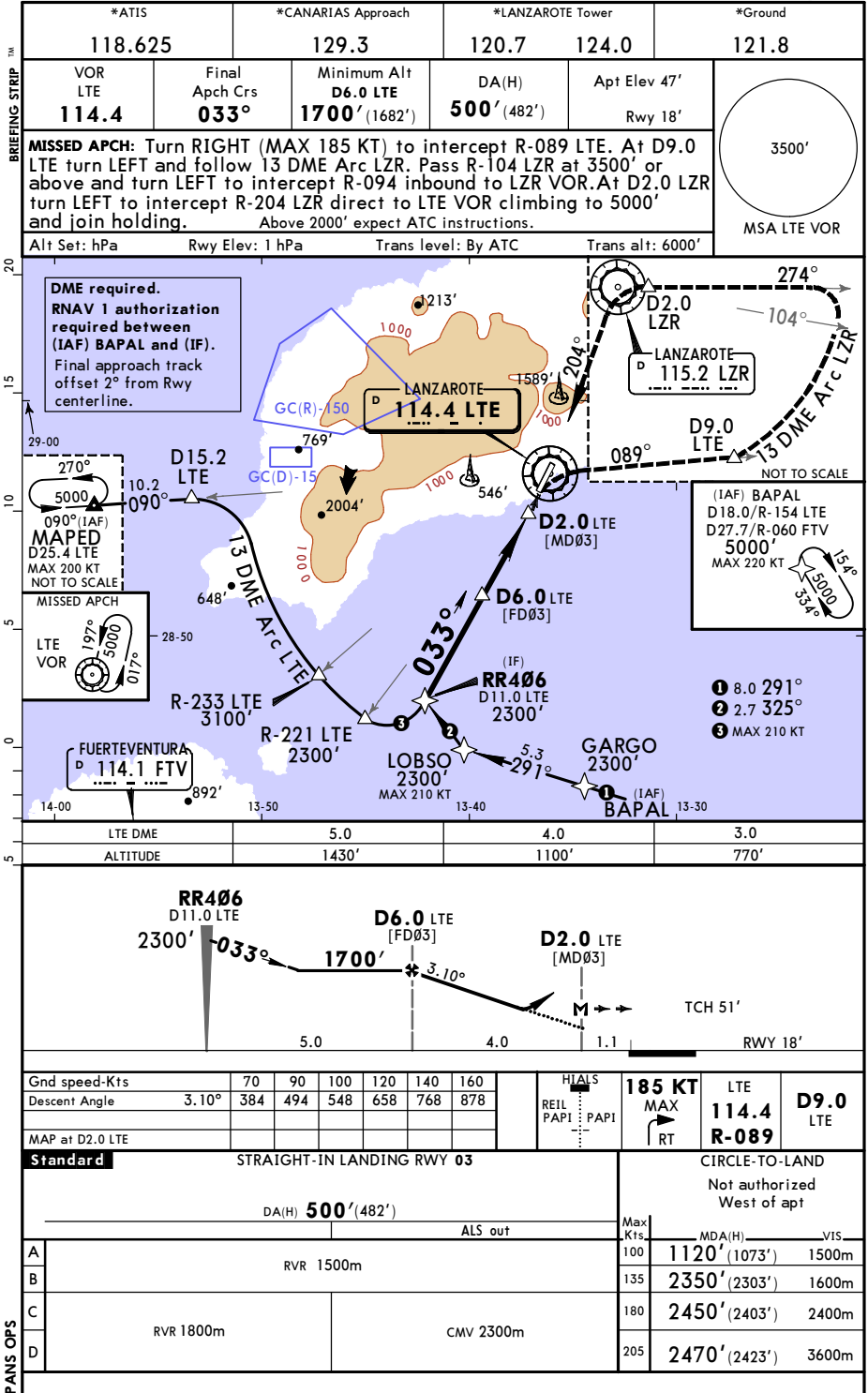
Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	PAPI
MAP at D1.0 IRR							Refer to Missed apch above	

Standard				STRAIGHT-IN LANDING Rwy 03		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized West of apt	
DA(H) A: 439' (421') C: 459' (441') B: 451' (433') D: 470' (452')				DA(H) 470' (452')			
FULL/Limited		ALS out		ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 1500m		RVR 1500m			100	1120' (1073') 1500m
B						135	2350' (2303') 1600m
C	RVR 1700m	CMV 2100m	RVR 1700m	CMV 2100m		180	2450' (2403') 2400m
D						205	2470' (2423') 3600m

GCRR/ACE
LANZAROTE

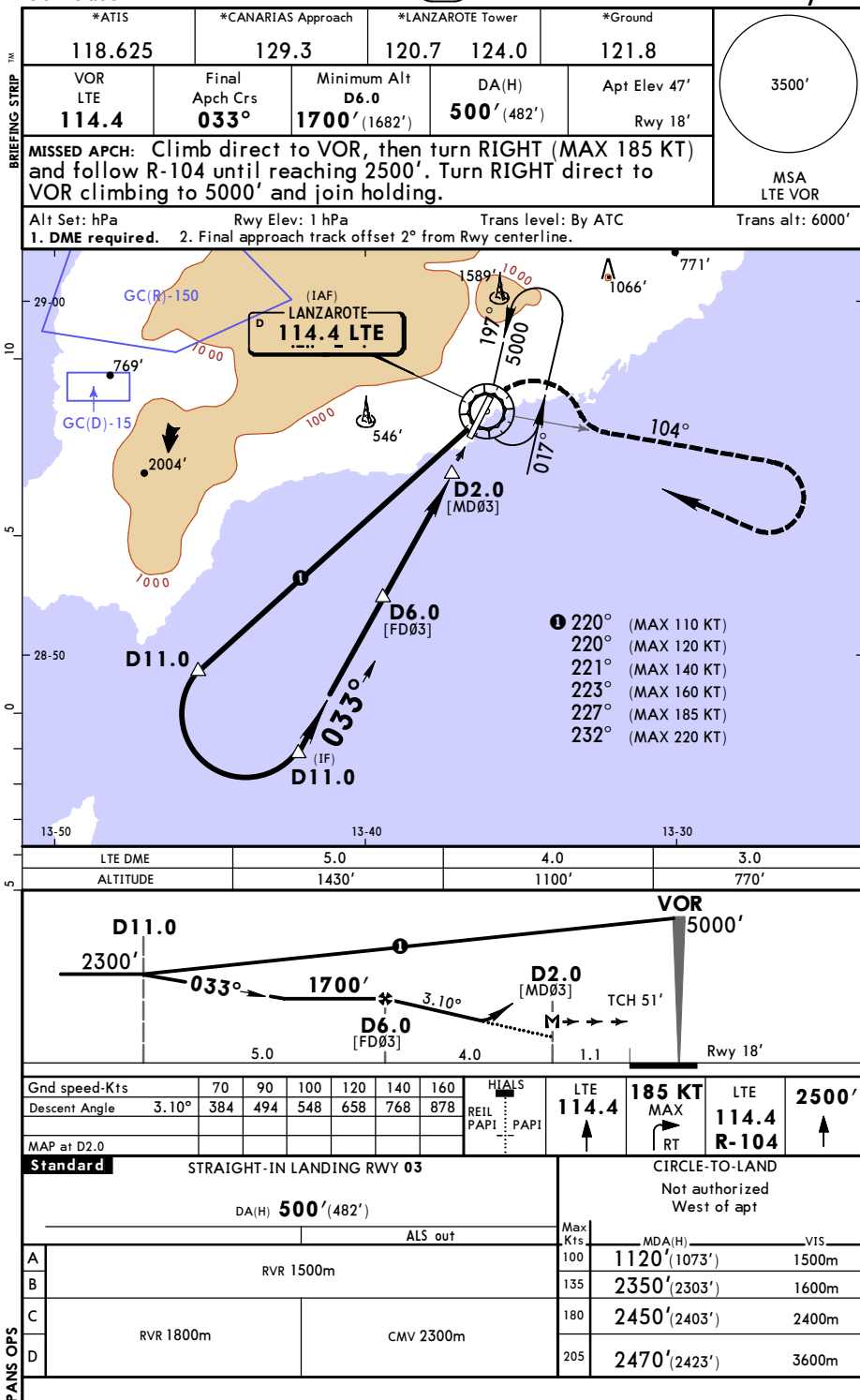
JEPPesen
4 MAR 16 13-1

LANZAROTE, CANARY IS
VOR Z Rwy 03



GCR/ACE
LANZAROTE

JEPPesen LANZAROTE, CANARY IS
4 MAR 16 (13-2)
VOR Y Rwy 03



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

GCR/ACE
LANZAROTE

JEPPESN

22 JAN 16

Eff 4 Feb

(14-1)

CAT C & D

LANZAROTE, CANARY IS
HI-TACAN Rwy 03

BRIEFING STRIP™

*ATIS 118.625		*CANARIAS Approach 129.3		*LANZAROTE Tower 120.7 124.0		*Ground 121.8
TACAN TLZ CH 94	Final Apch Crs 030°	Procedure Alt D8.0 TLZ TAC 2400' (2382')		DA(H) 480' (462')	Apt Elev 47' Rwy 18'	3500'
MISSED APCH: Turn RIGHT onto R-104 TLZ climbing to 4000'. Contact ATC.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		
MSA TLZ TAC						

TLZ TAC	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2090'	1770'	1460'	1140'	830'	510'

D17.0 TLZ TAC 4300'

D8.0 TLZ TAC 2400'

D1.4 TLZ TAC

TACAN

Rwy 18'

030° 3.00°

9.0 6.6 0.5

Gnd speed-Kts	70	90	100	120	140	160	HLAS REIL PAPI PAPI 4000' TLZ RT onto CH 94 R-104
Descent Angle	3.00°	372	478	531	637	849	
MAP at D1.4 TLZ TAC							
Standard STRAIGHT-IN LANDING RWY 03 CDFA DA(H) 480' (462')							CEILING REQUIRED
ALS out							Max Kts
A	NOT APPLICABLE						A
B	NOT APPLICABLE						B
C	500'- 1800m		500'- 2200m		180	2460' (2413') 2500'- 4800m	
D	500'- 2000m		500'- 2400m		205	2480' (2433') 2500'- 4800m	

CHANGES: Bearings.

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GCRR/ACE
LANZAROTE

JEPPESSEN LANZAROTE, CANARY IS
22 JAN 16 (16-1) Eff 4 Feb
NDB Rwy 03

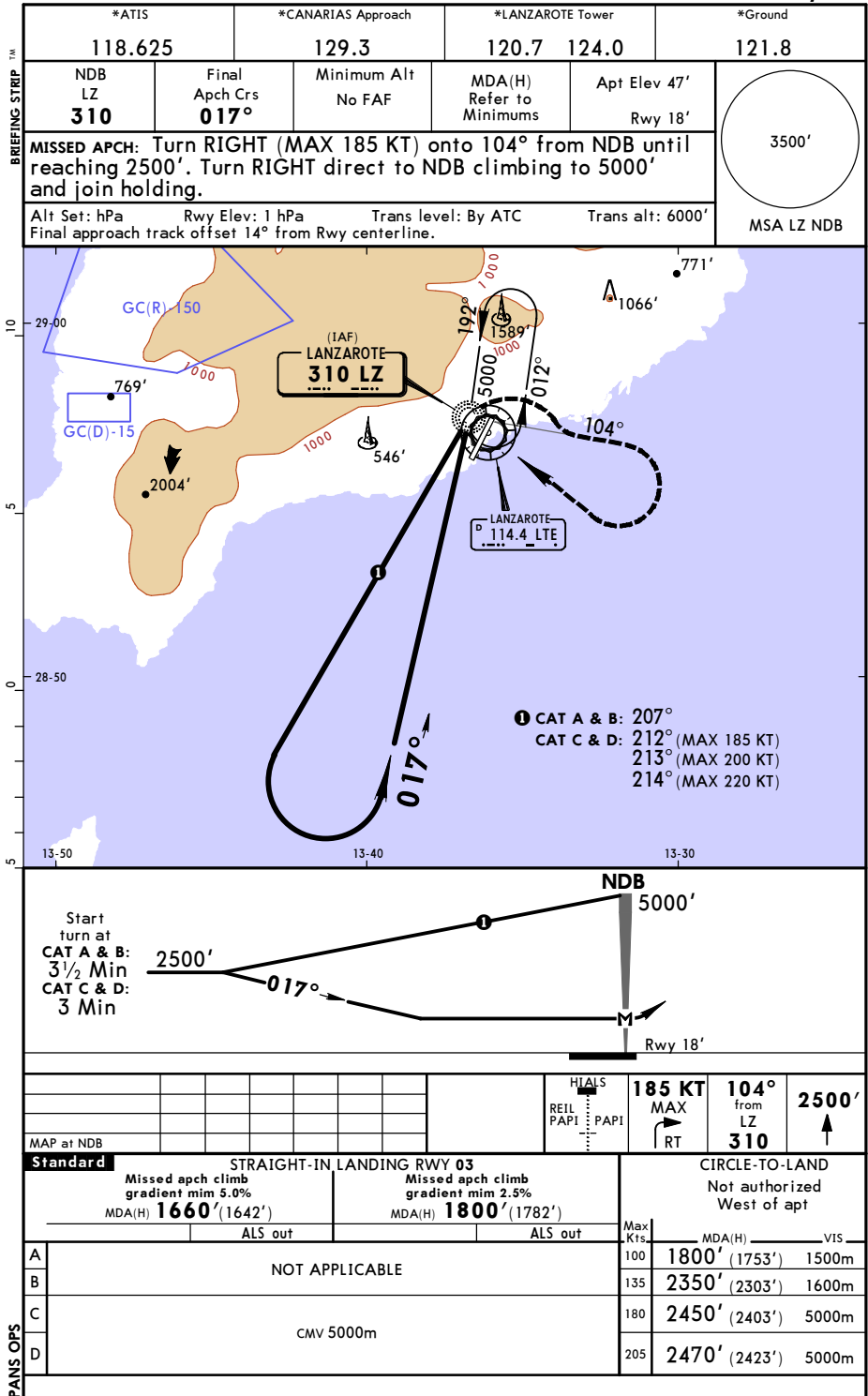


Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LANZAROTE, (LANZAROTE - GCRR)				
REV	AIRPORT BRIEFING (GEN)	10-1P	10 Jun 2016	23 Jun 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	10 Jun 2016	23 Jun 2016
REV	AIRPORT BRIEFING (DEP)	10-1P2	10 Jun 2016	23 Jun 2016
REV	AIRPORT BRIEFING (DEP CON...	10-1P3	10 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCRR

Type: Terminal

Effectivity: Temporary

Begin Date: 20160331

End Date: 20161130

TWY E2 closed due to WIP (based on SUP 18-16). Refer also to 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.