DEPARTURE (GQNN -> GCLP): GQNN (Nouakchott)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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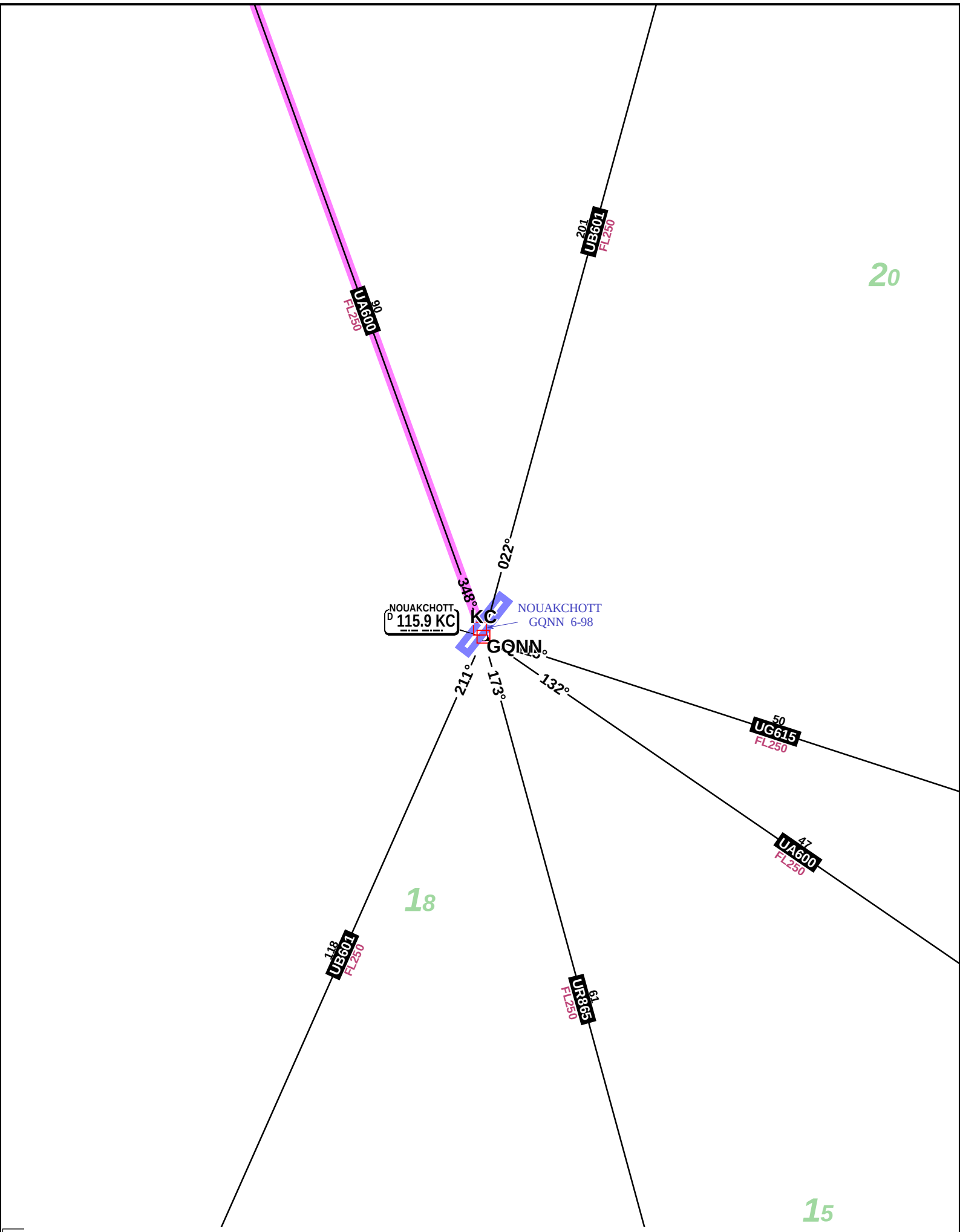
JeppView 3.6.2.0



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DESTINATION (GQNN -> GCLP): GCLP (Gran Canaria)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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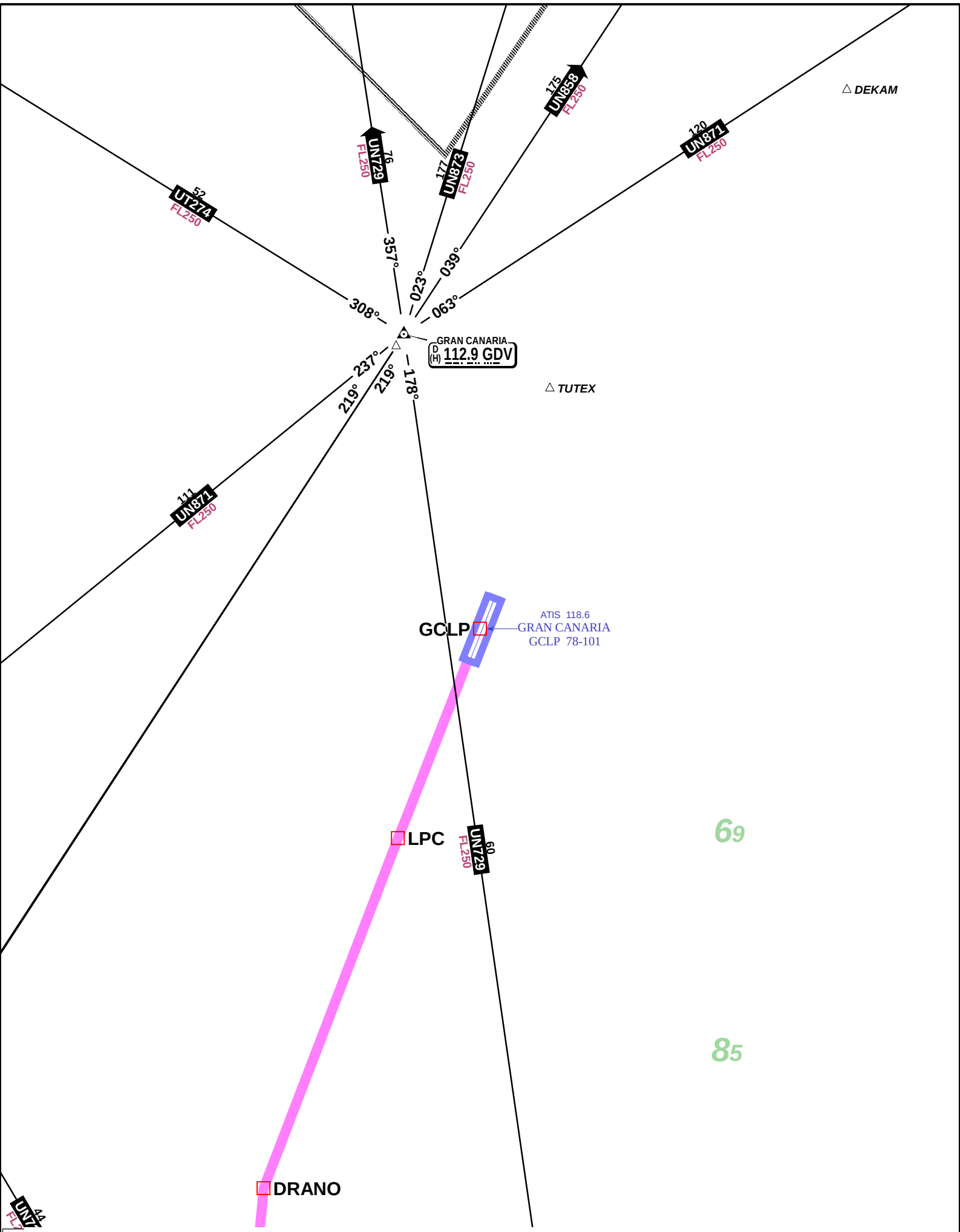

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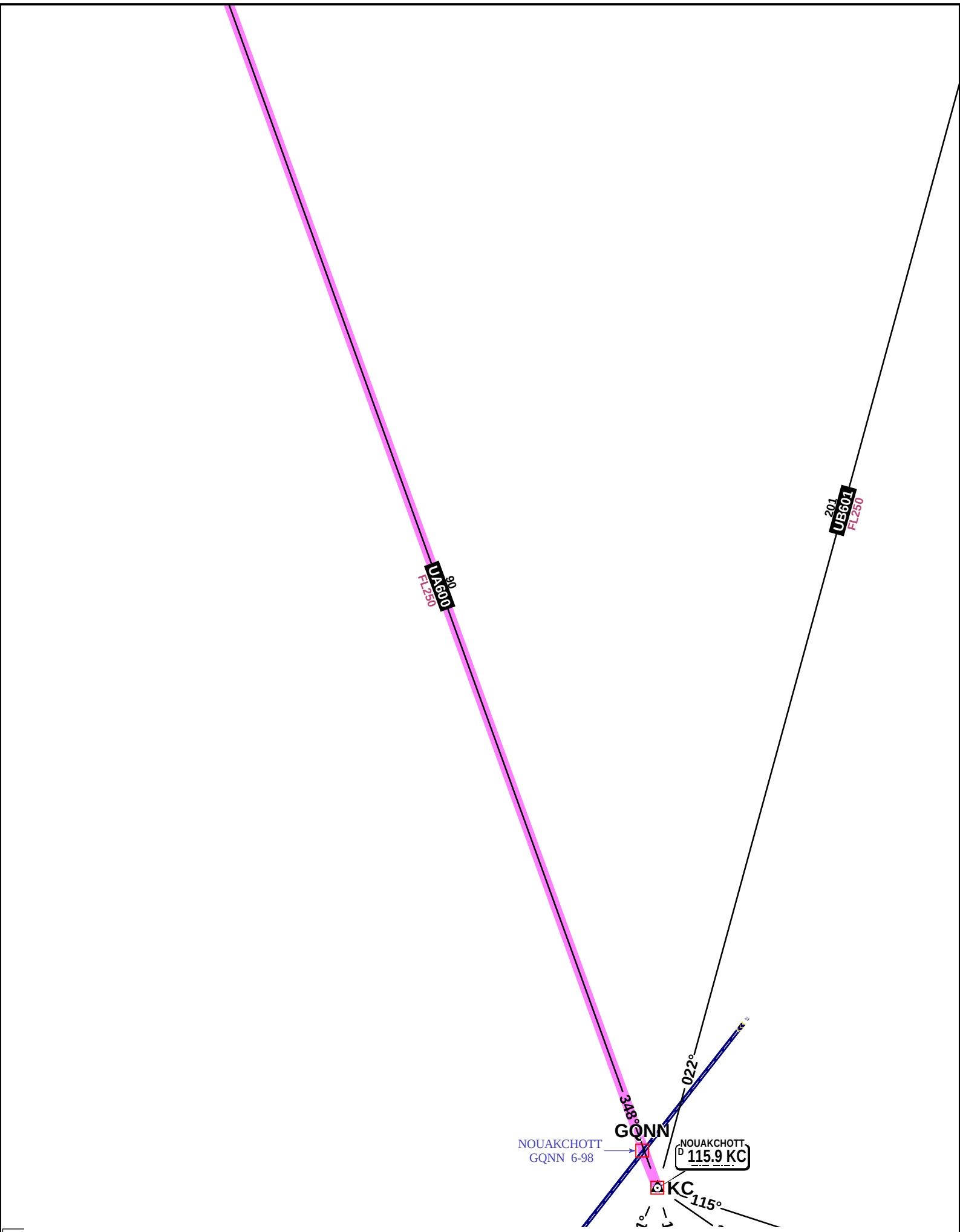

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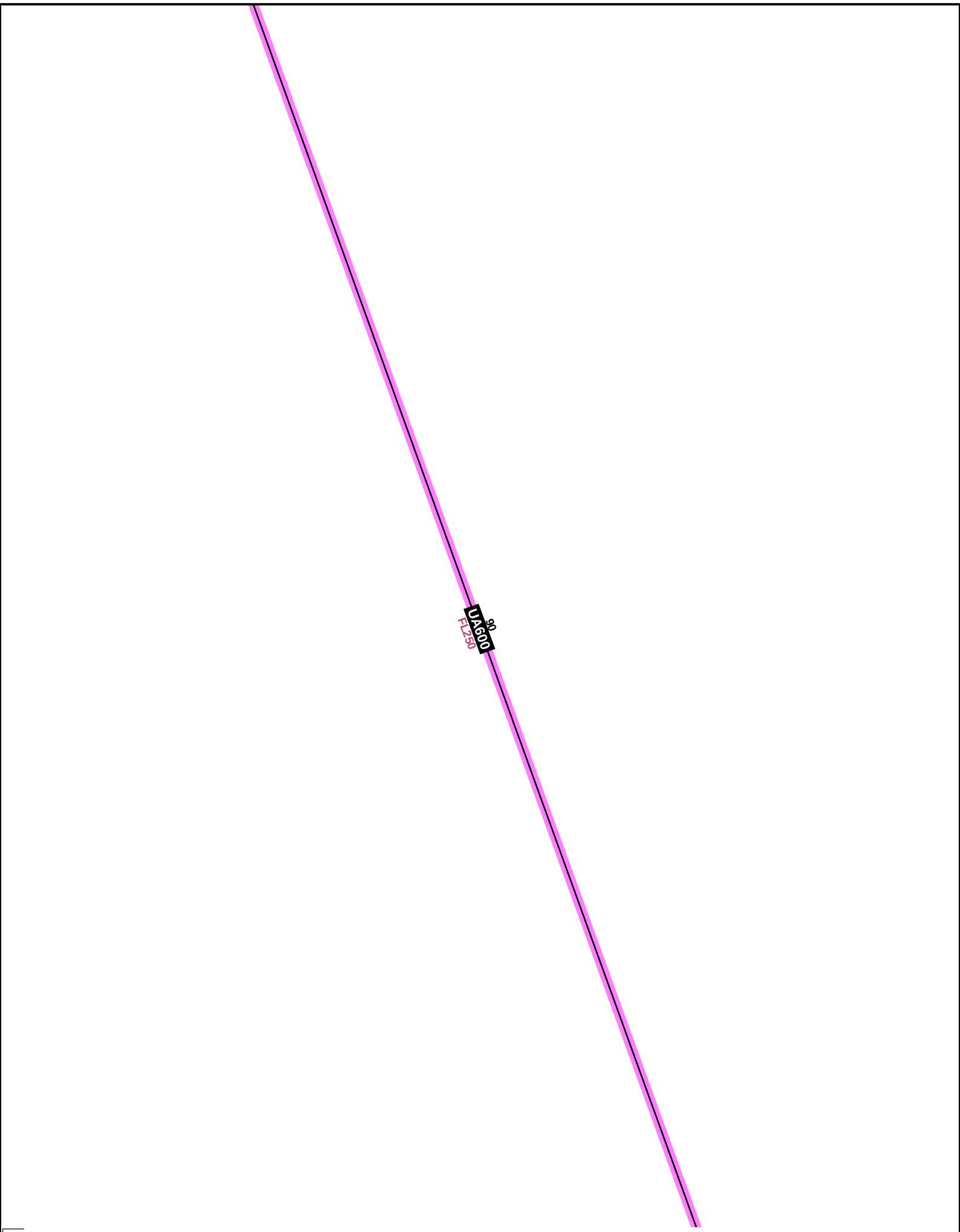

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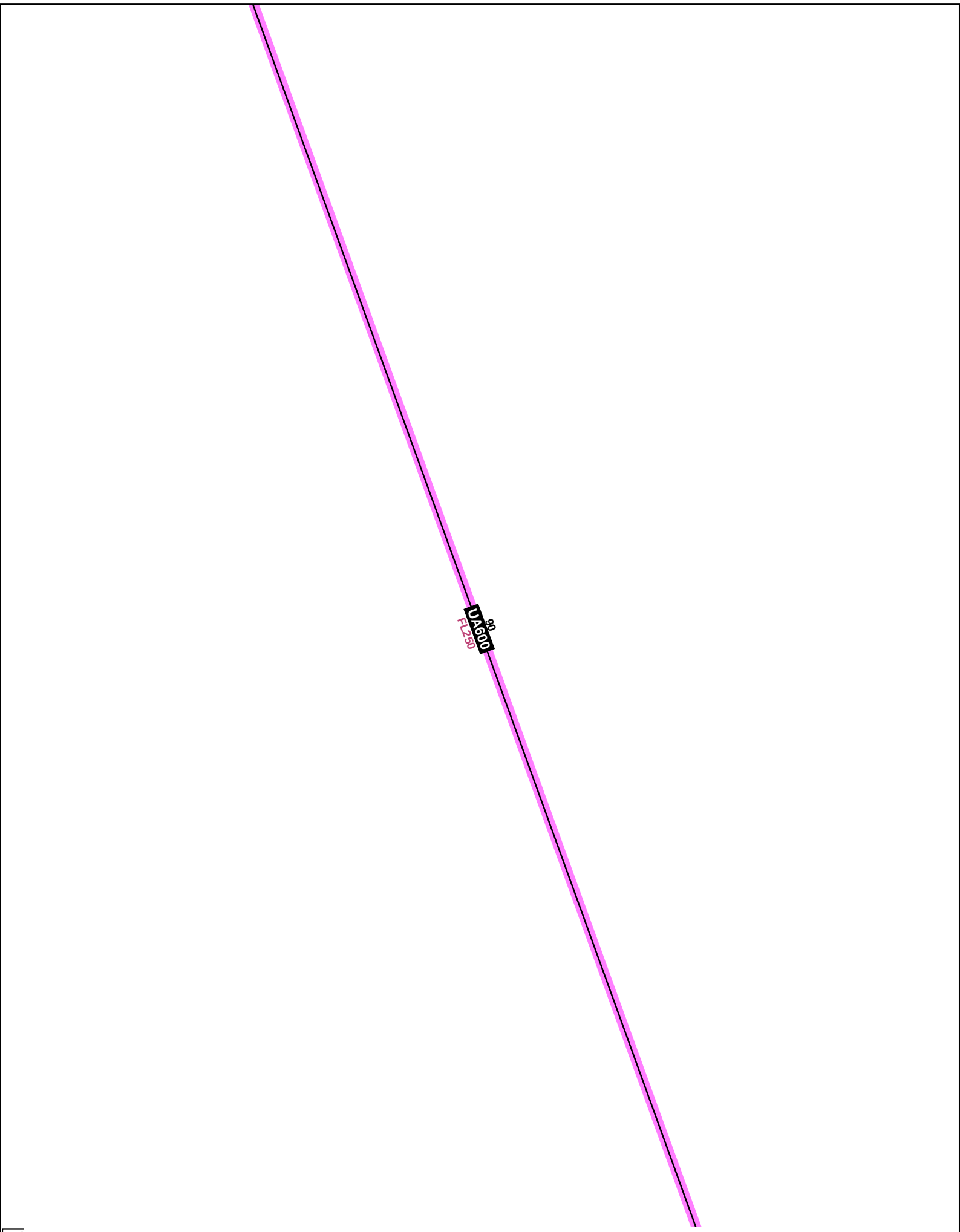

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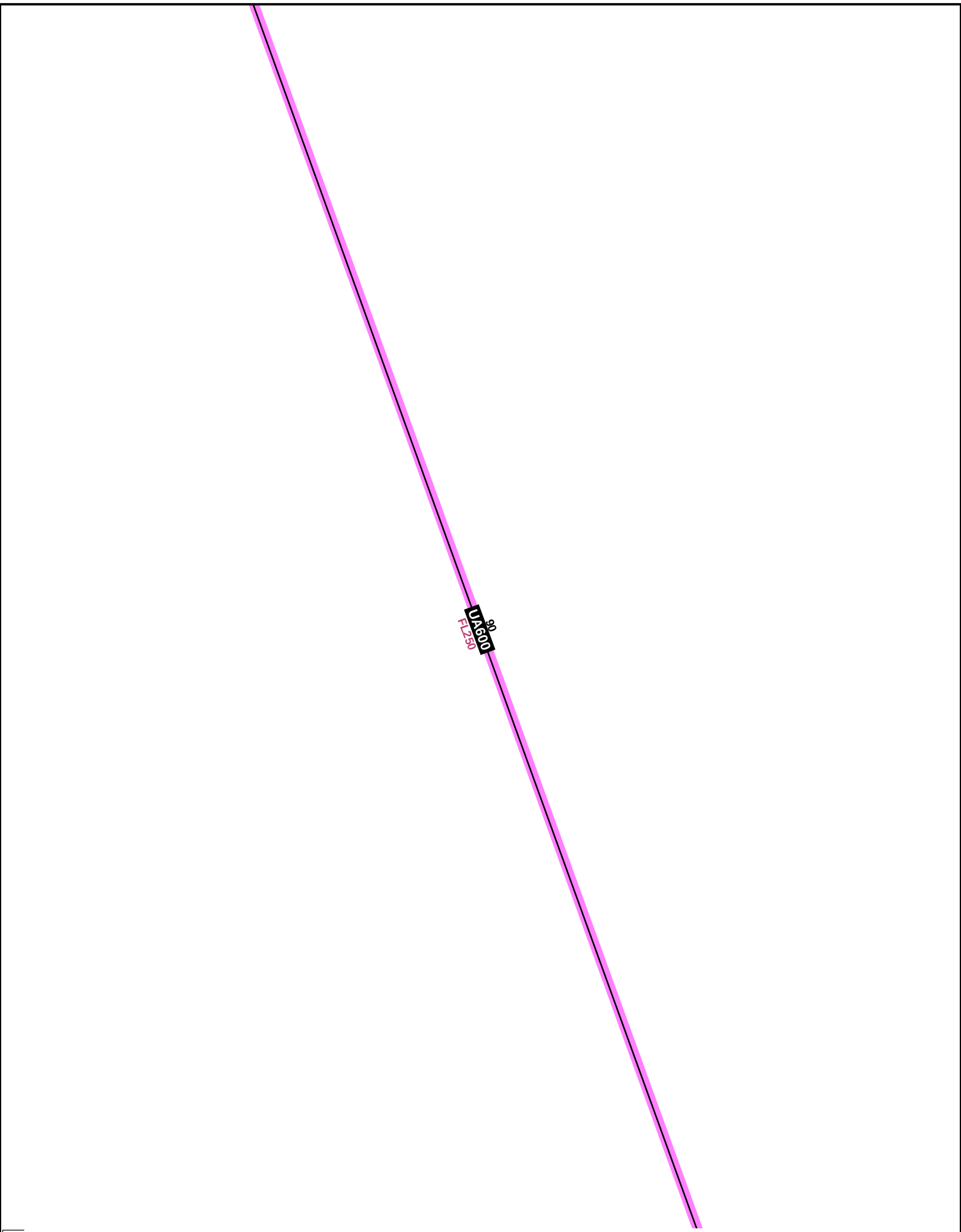

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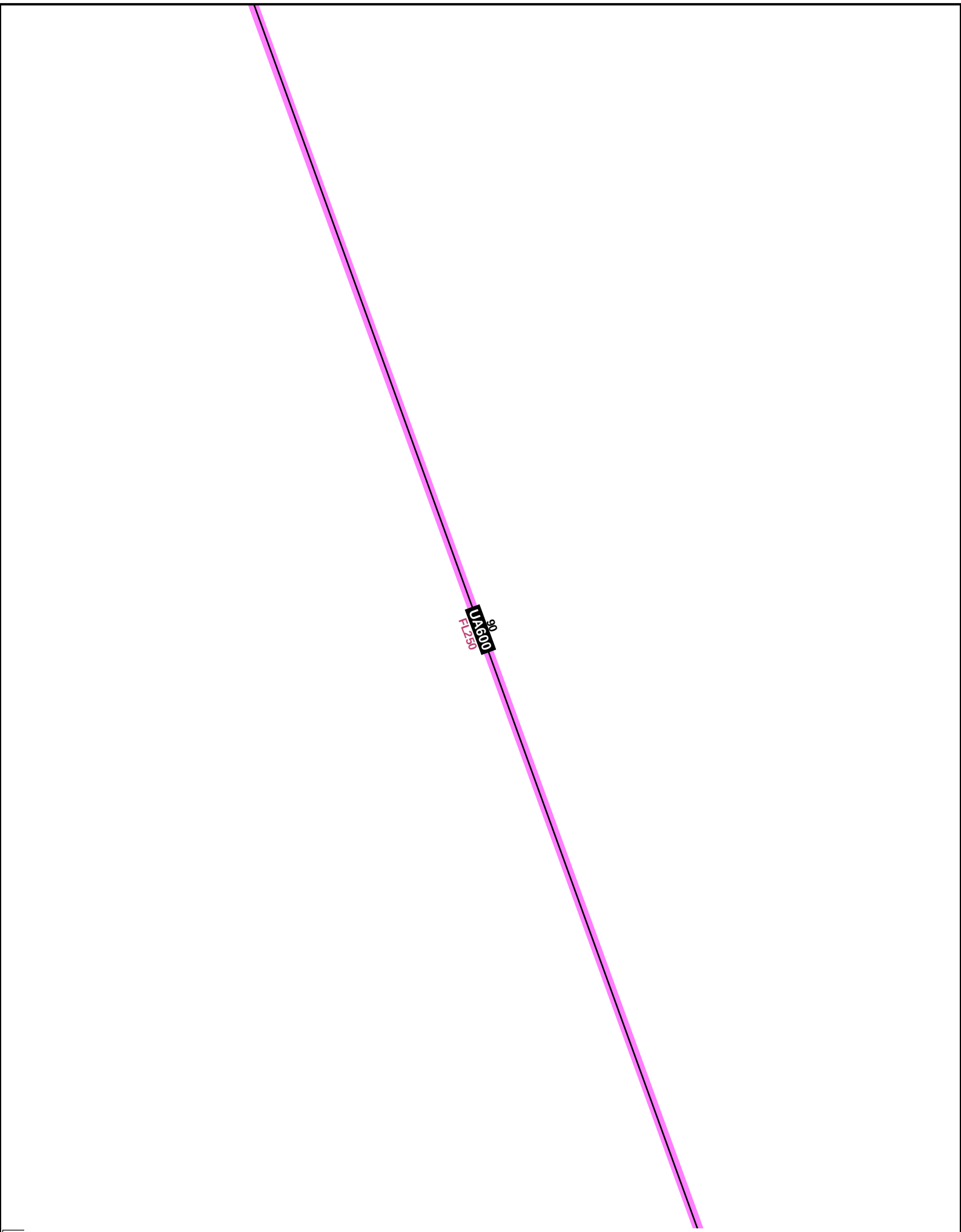

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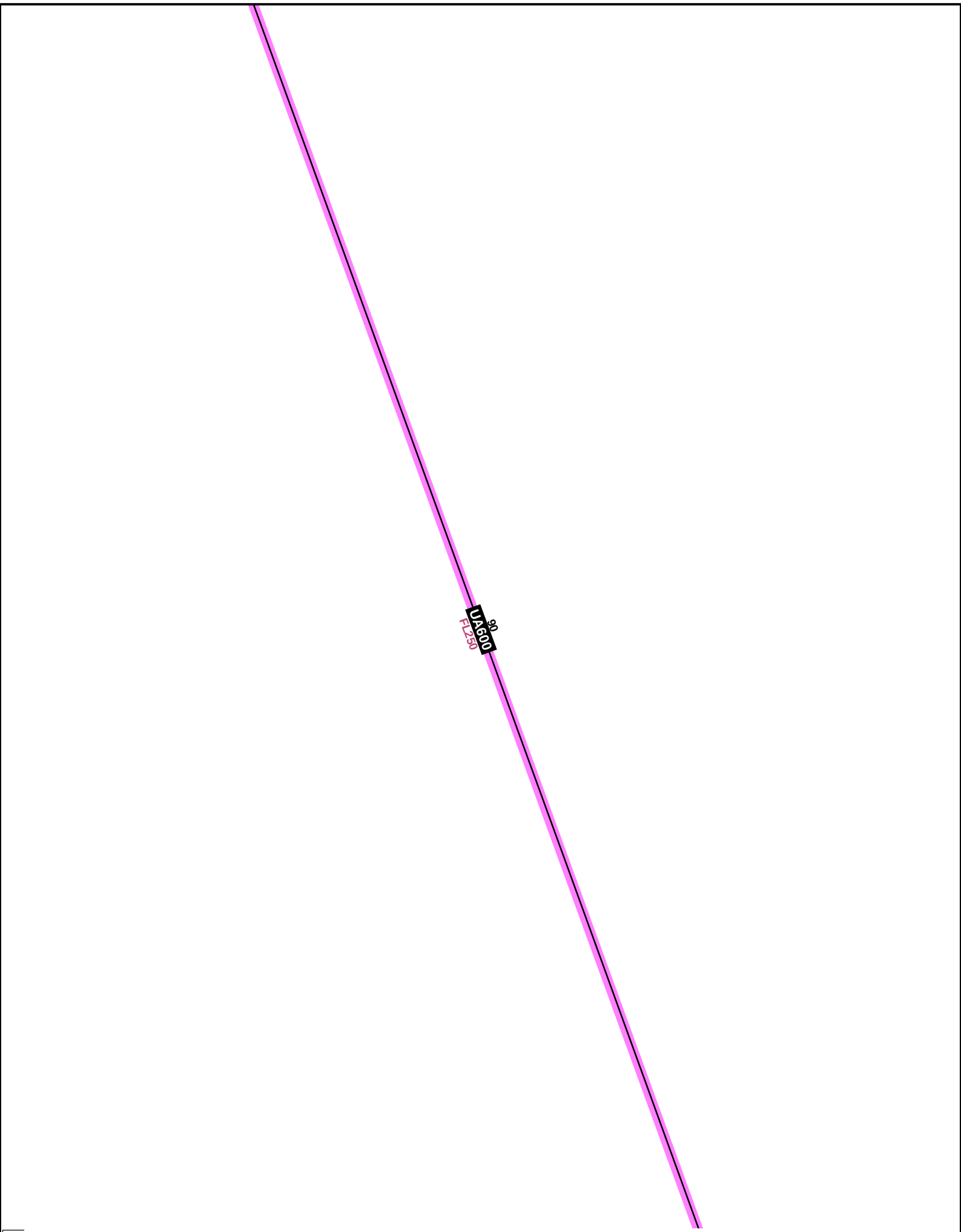

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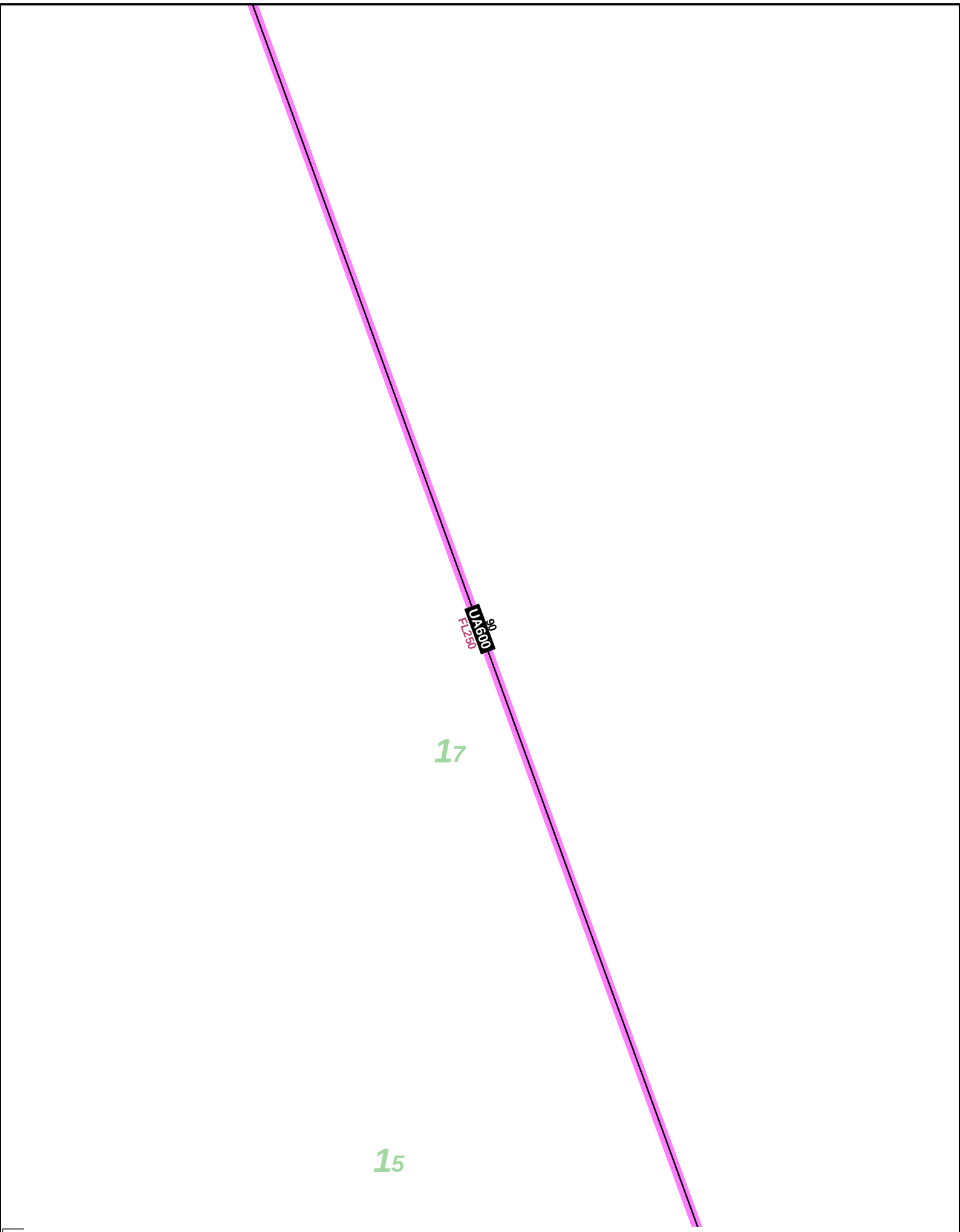

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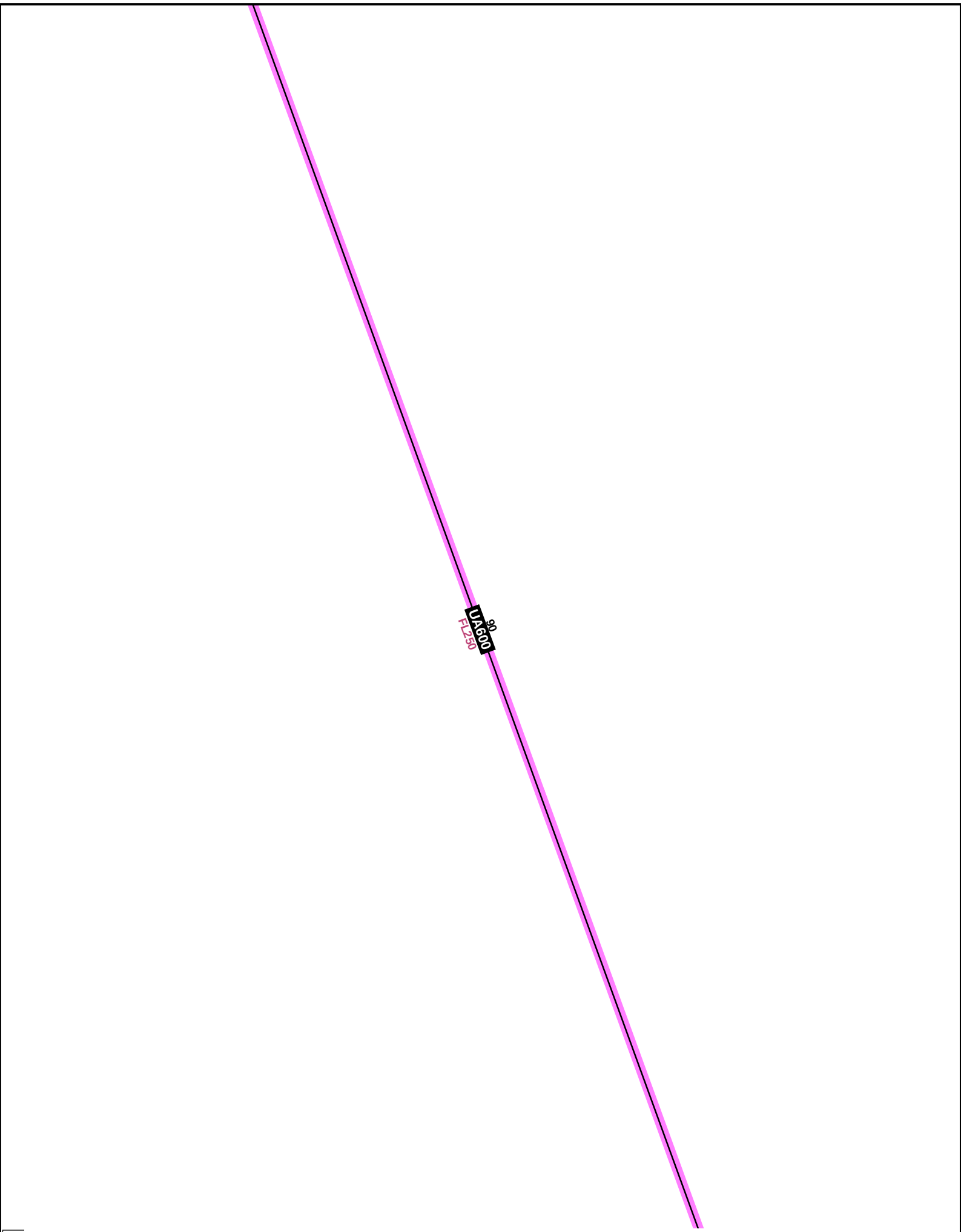

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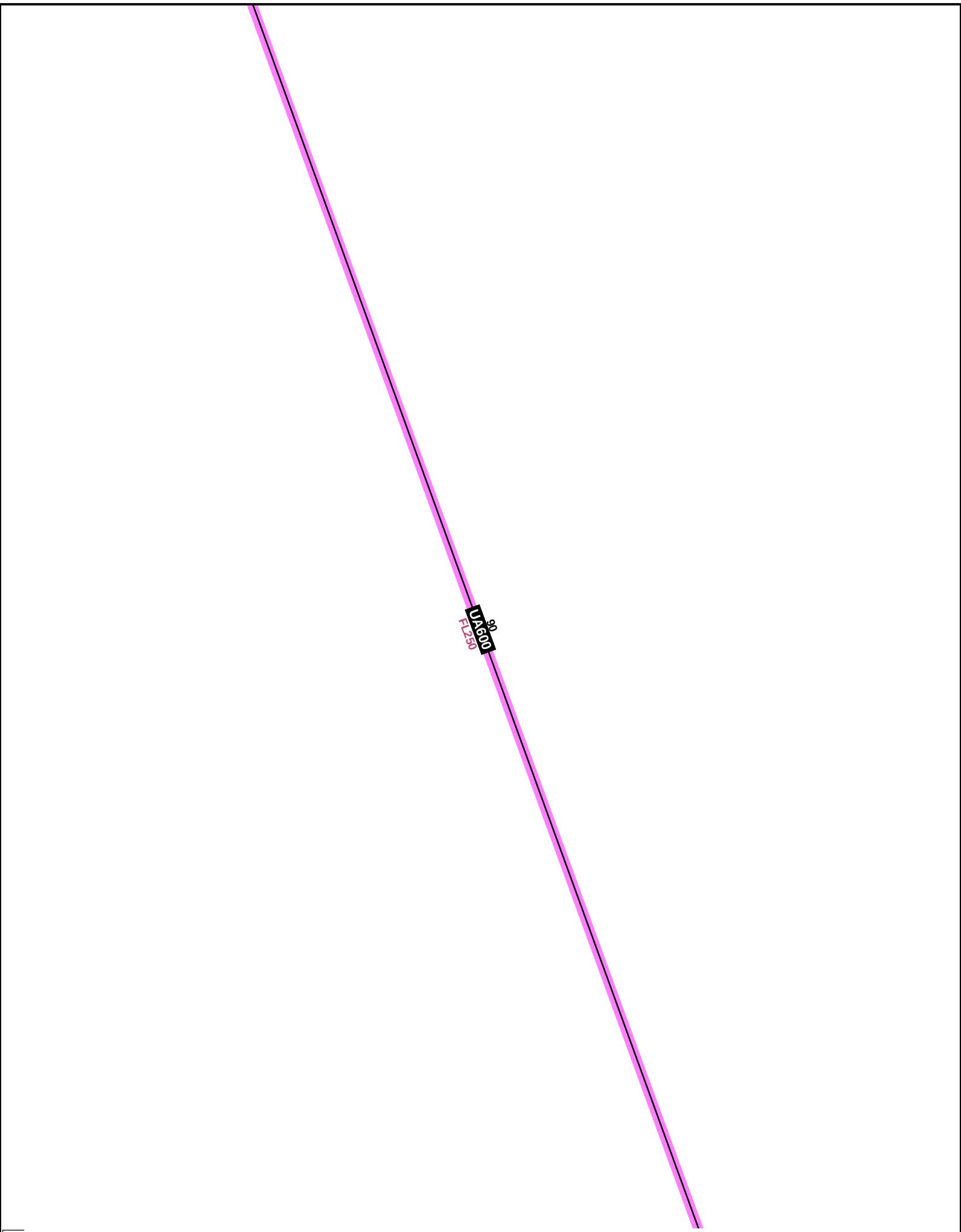

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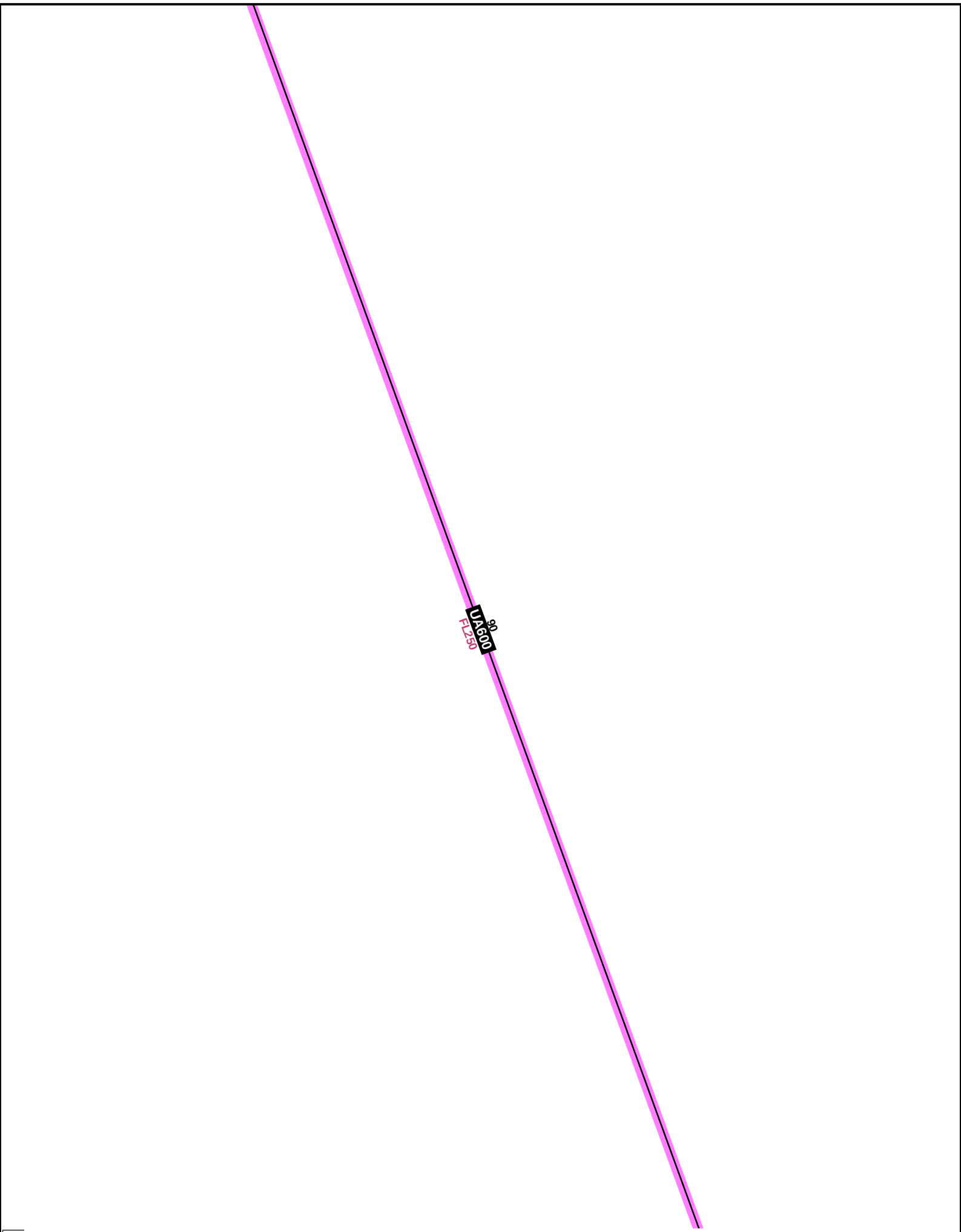

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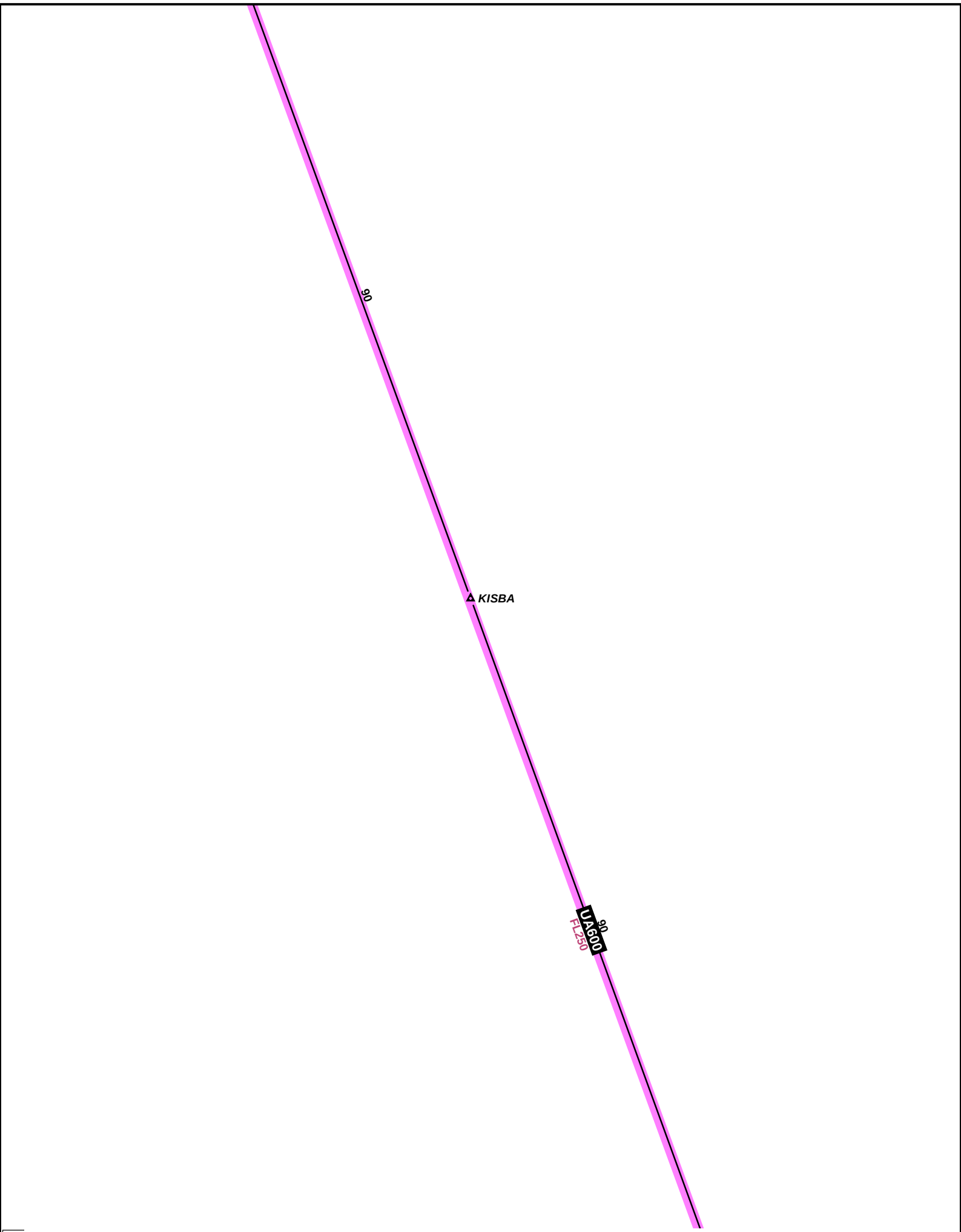

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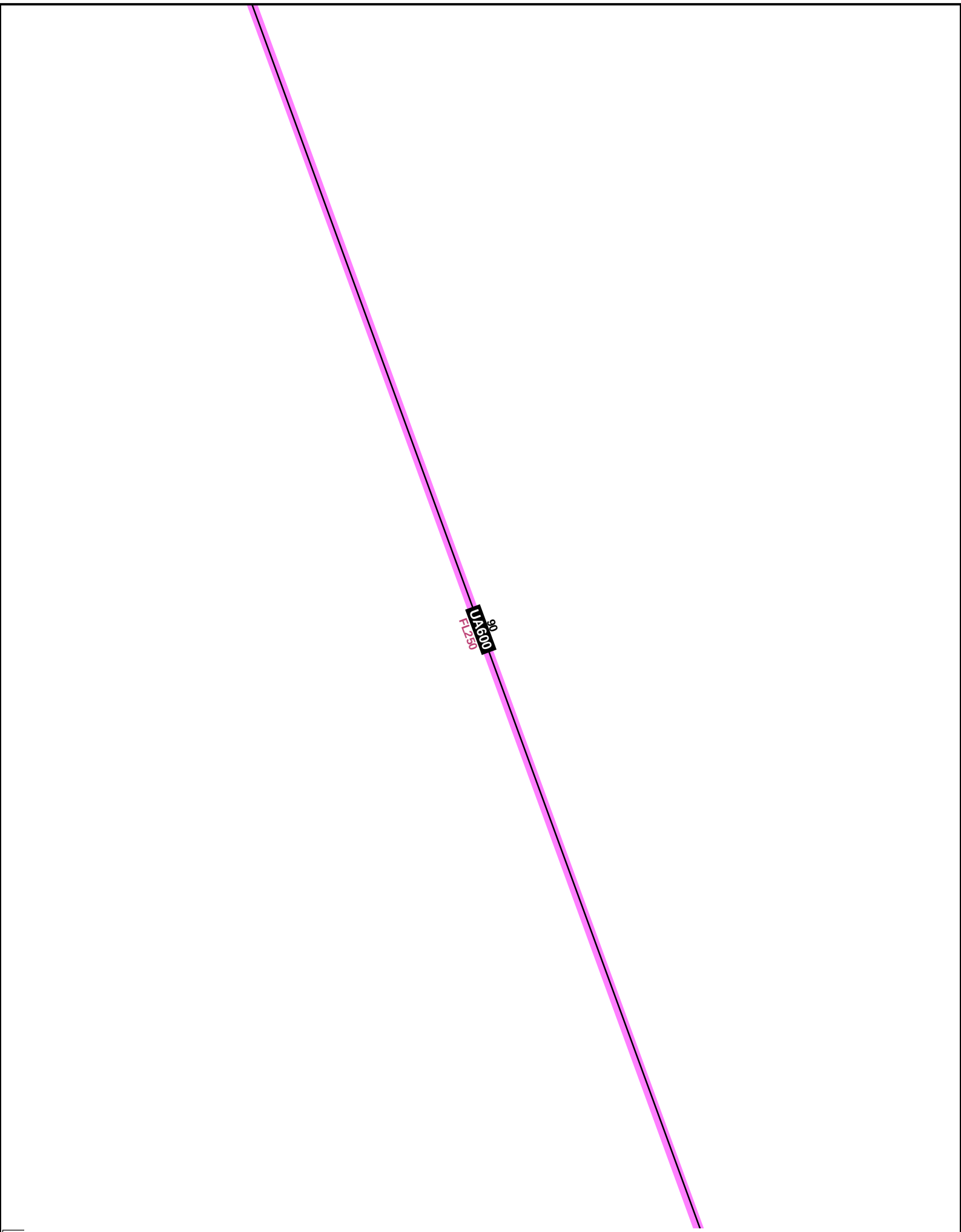

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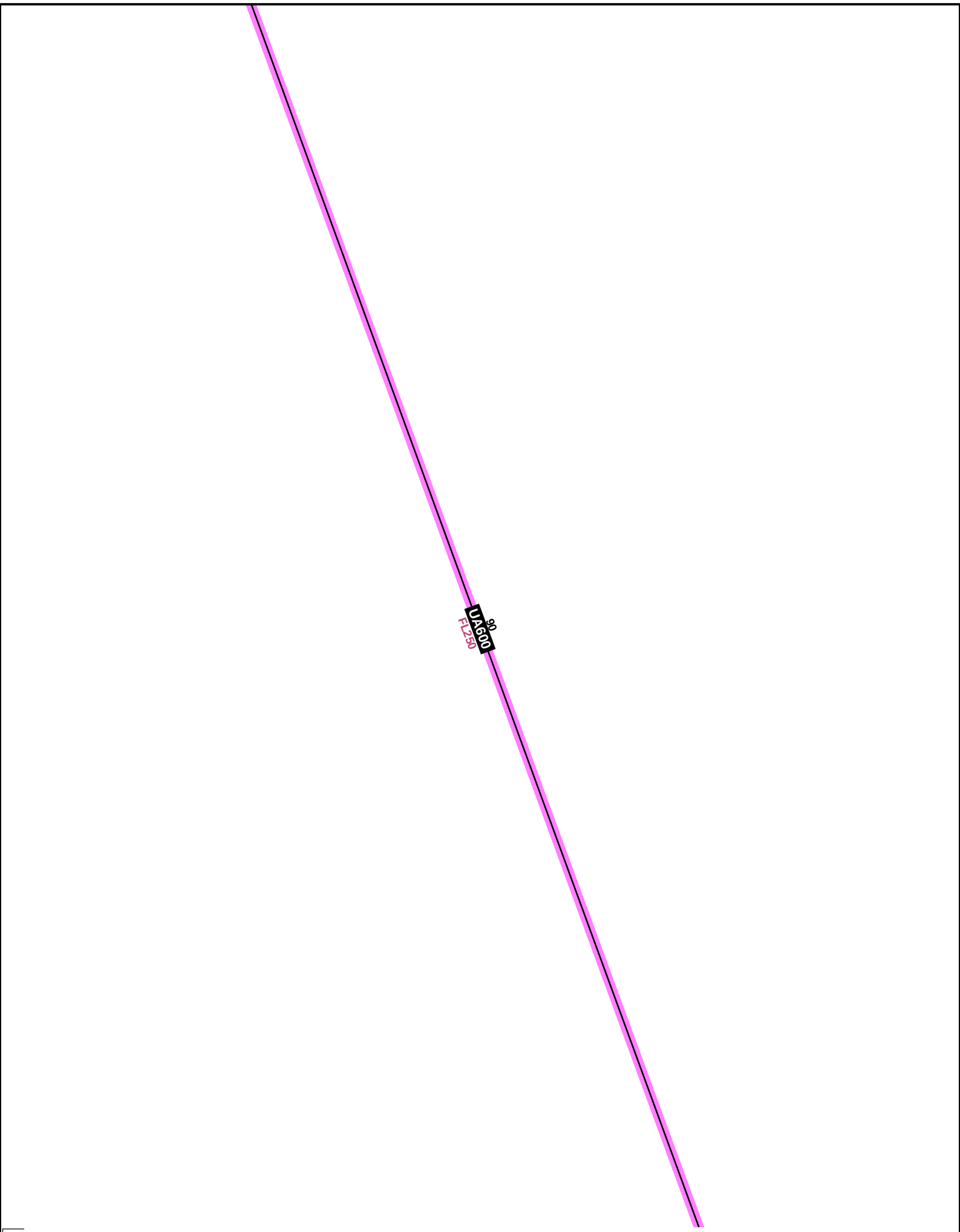

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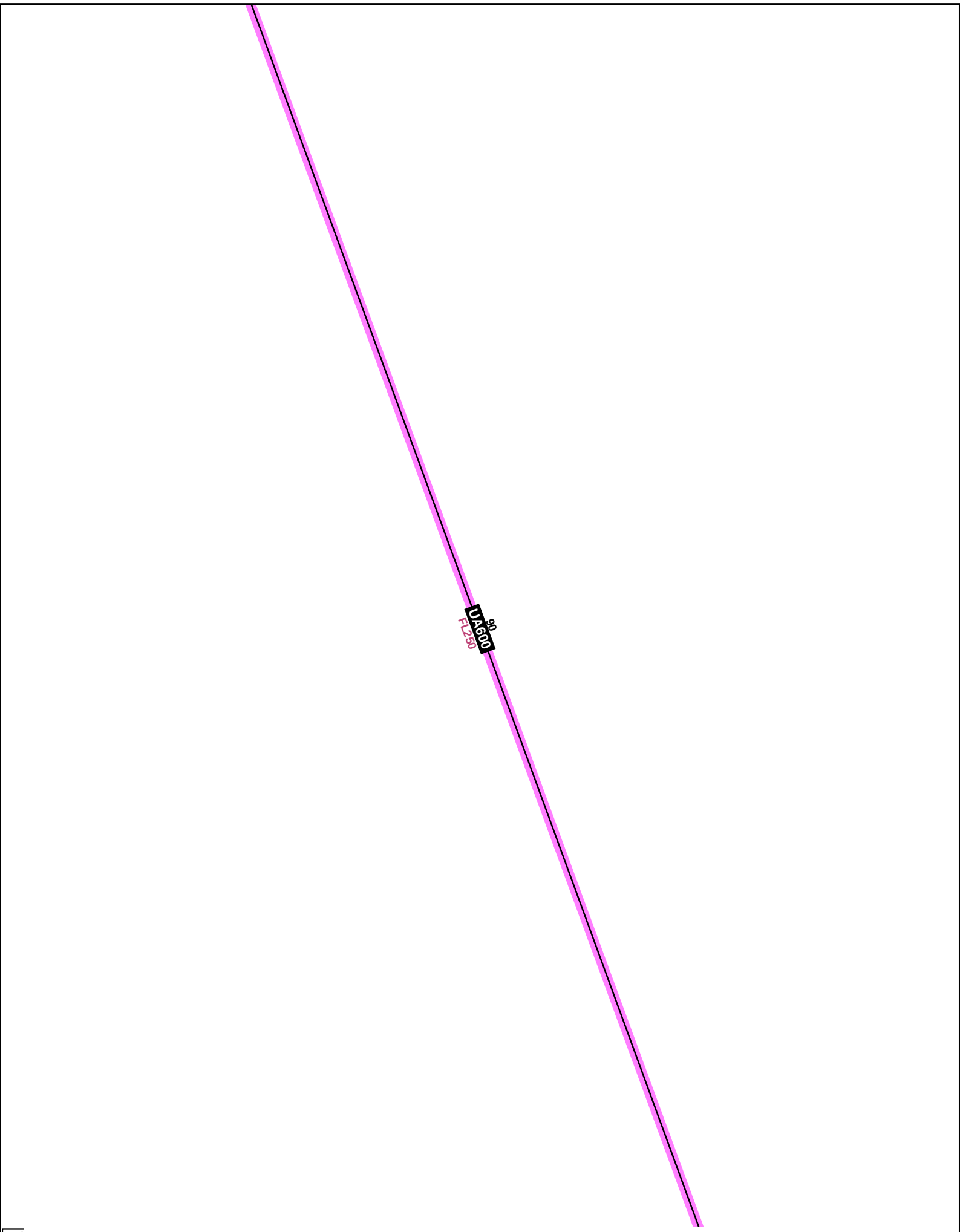

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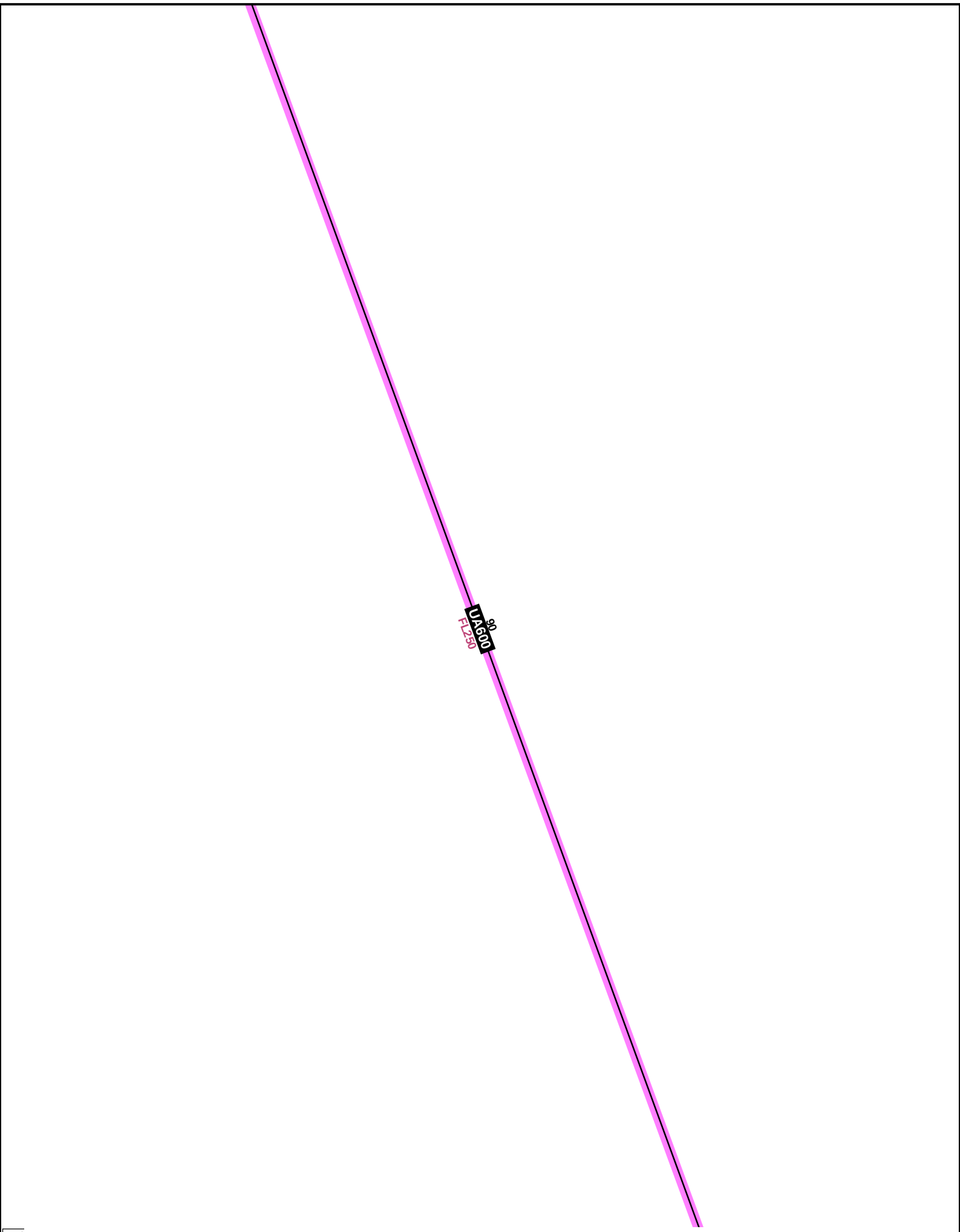

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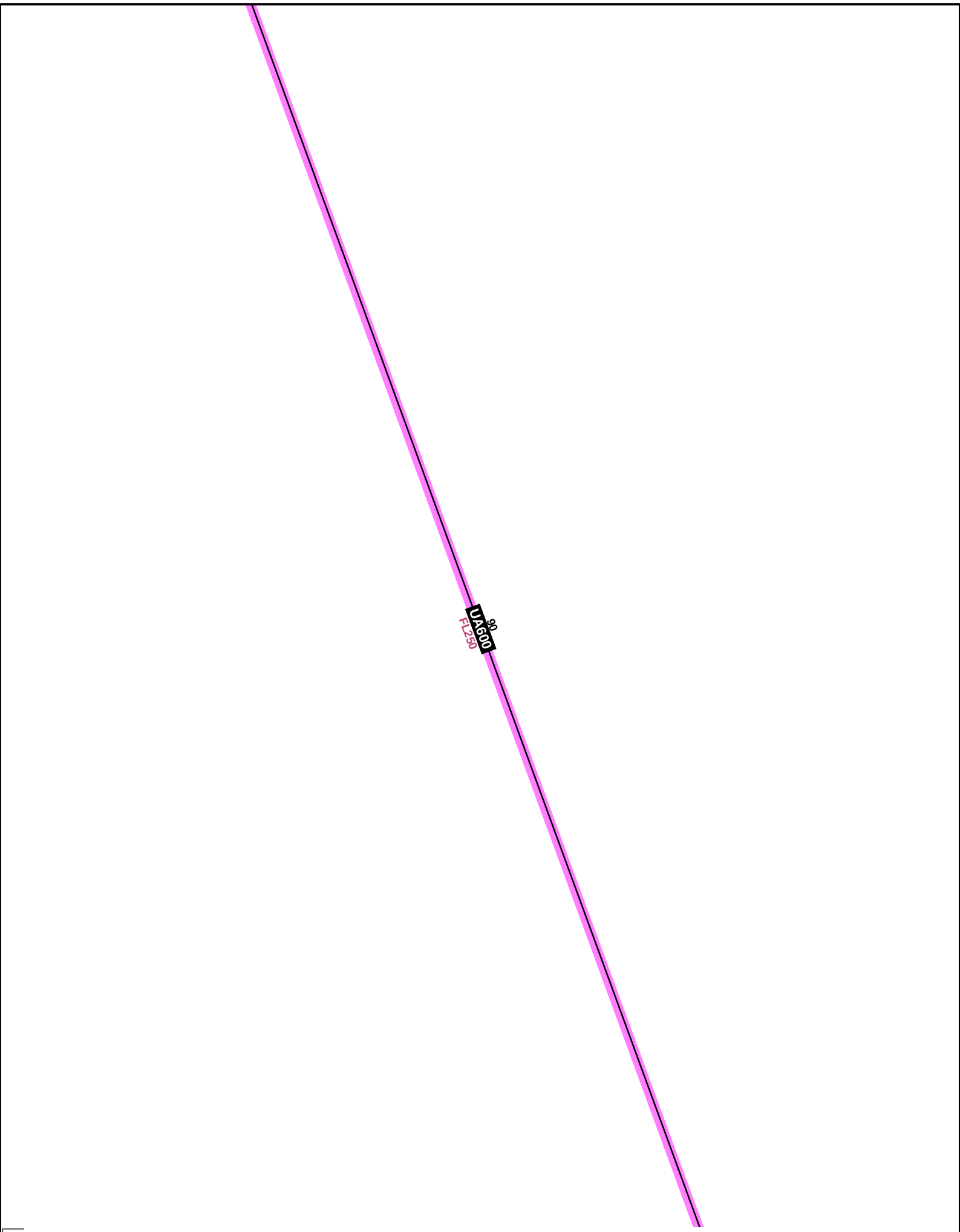

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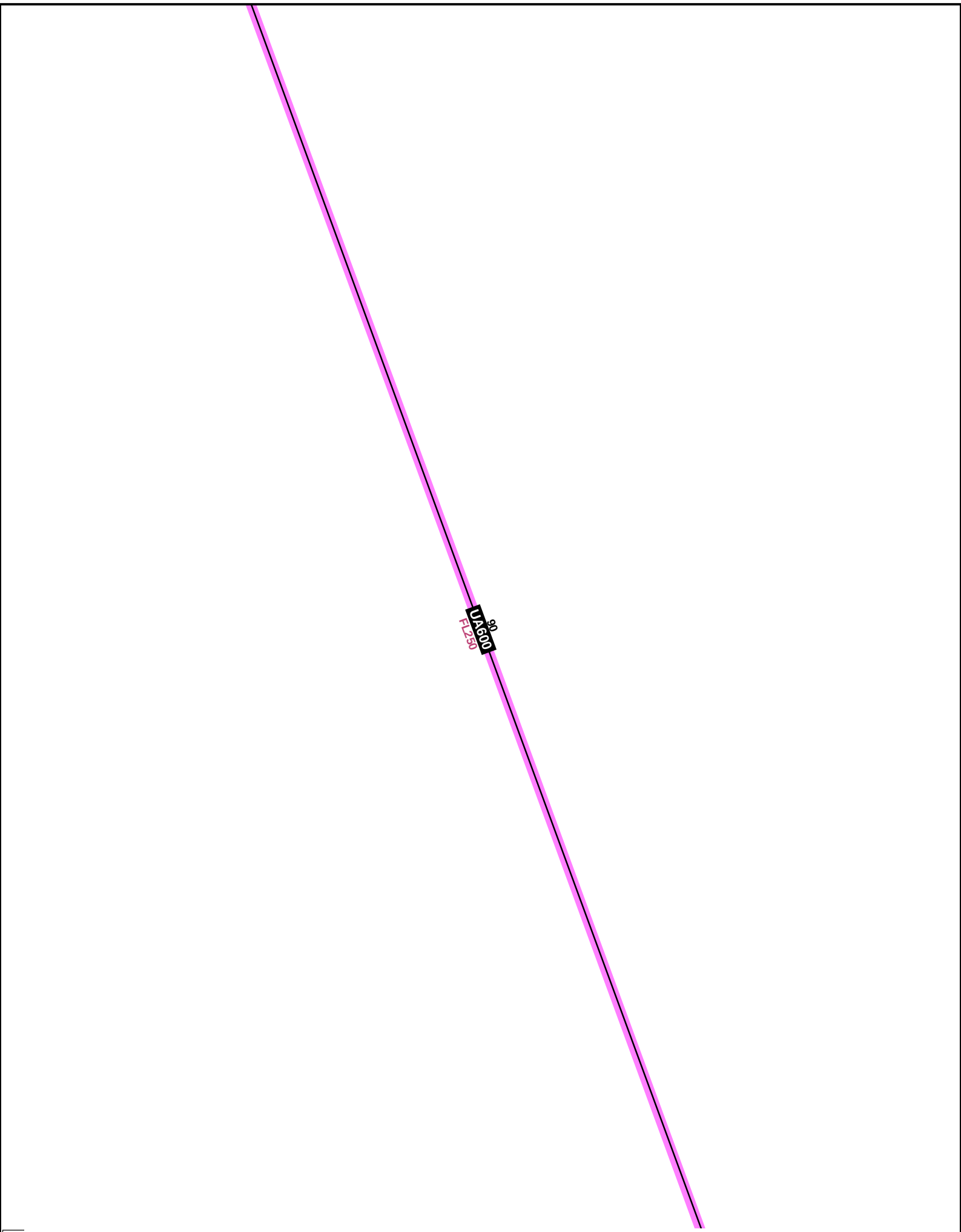

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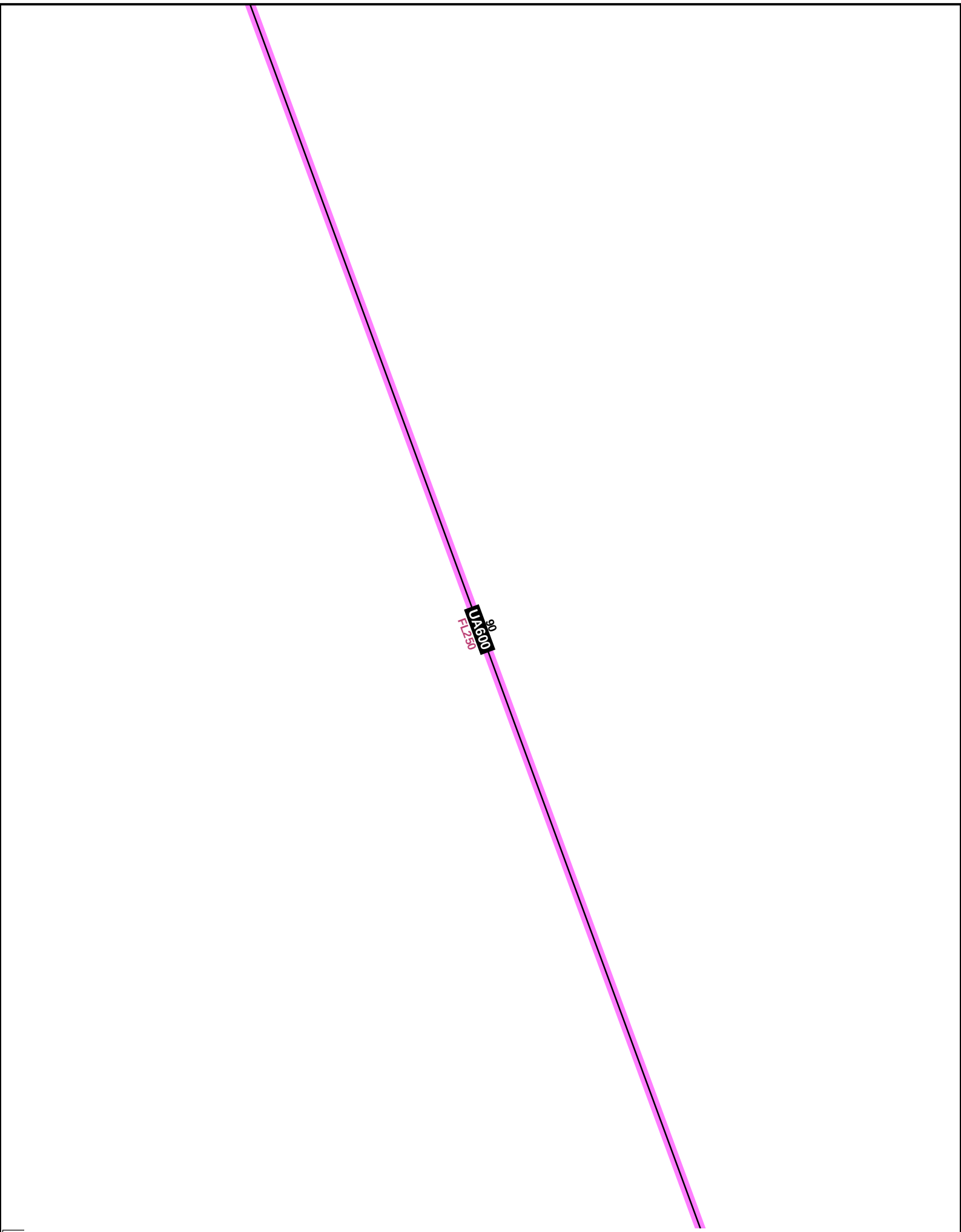

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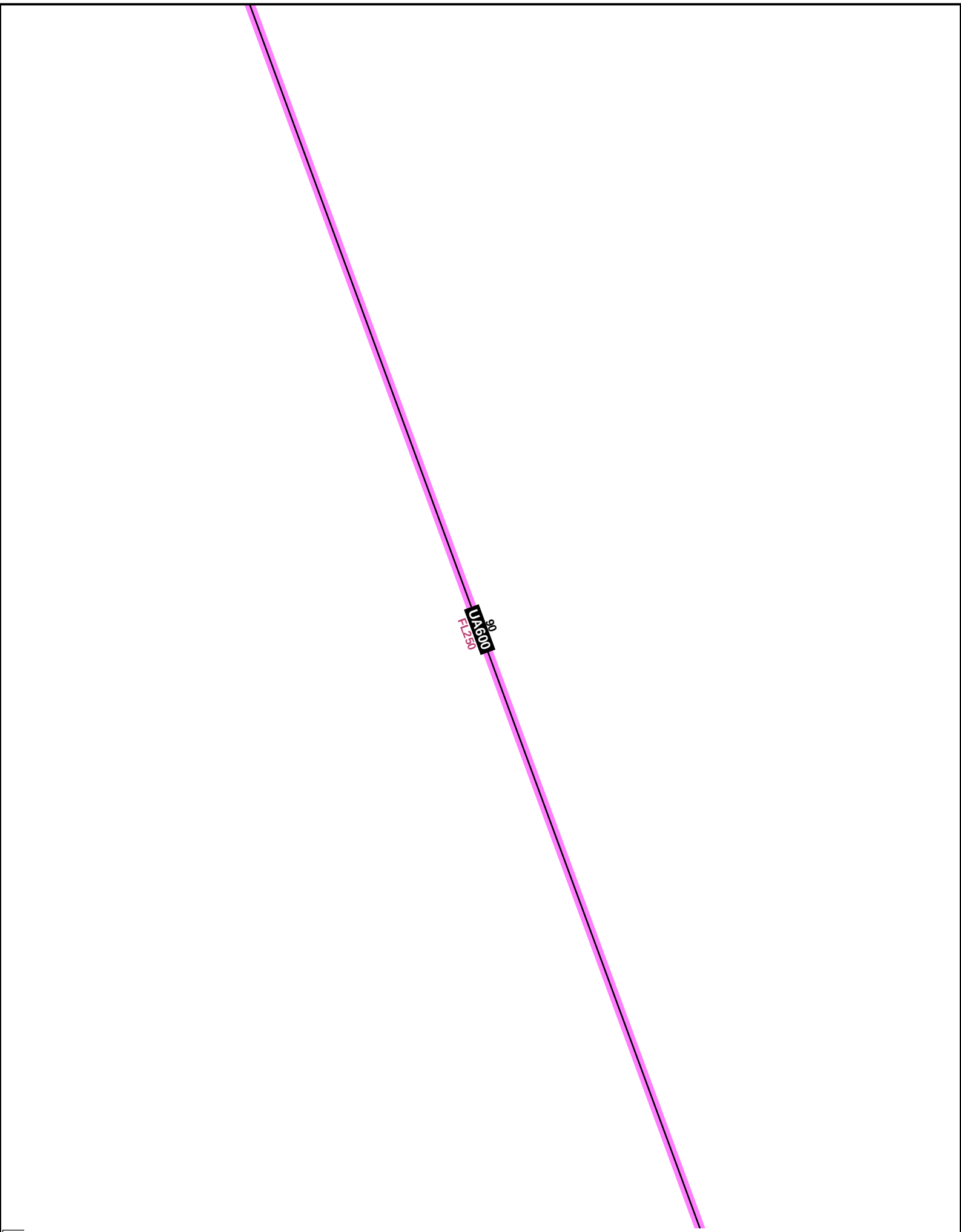

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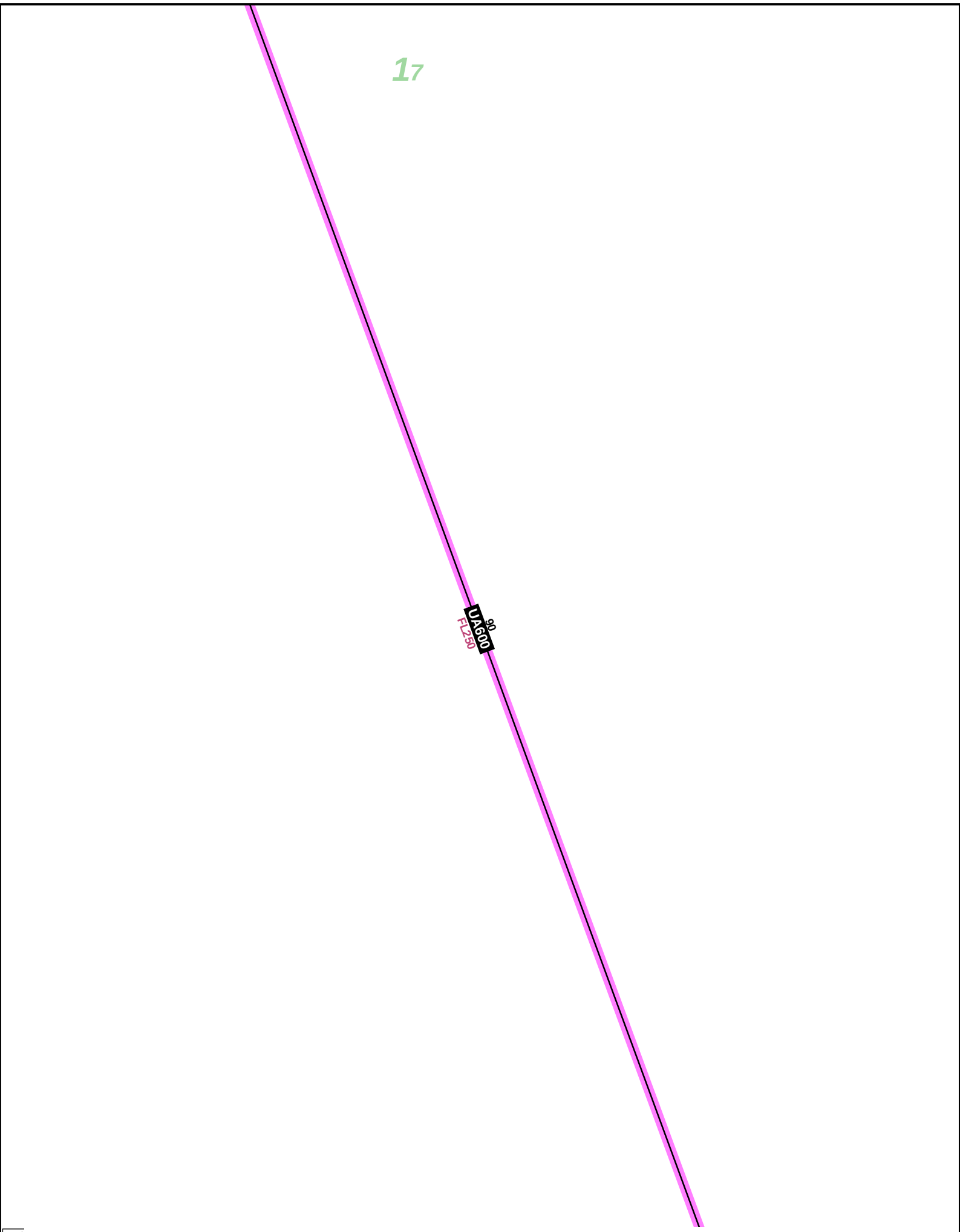

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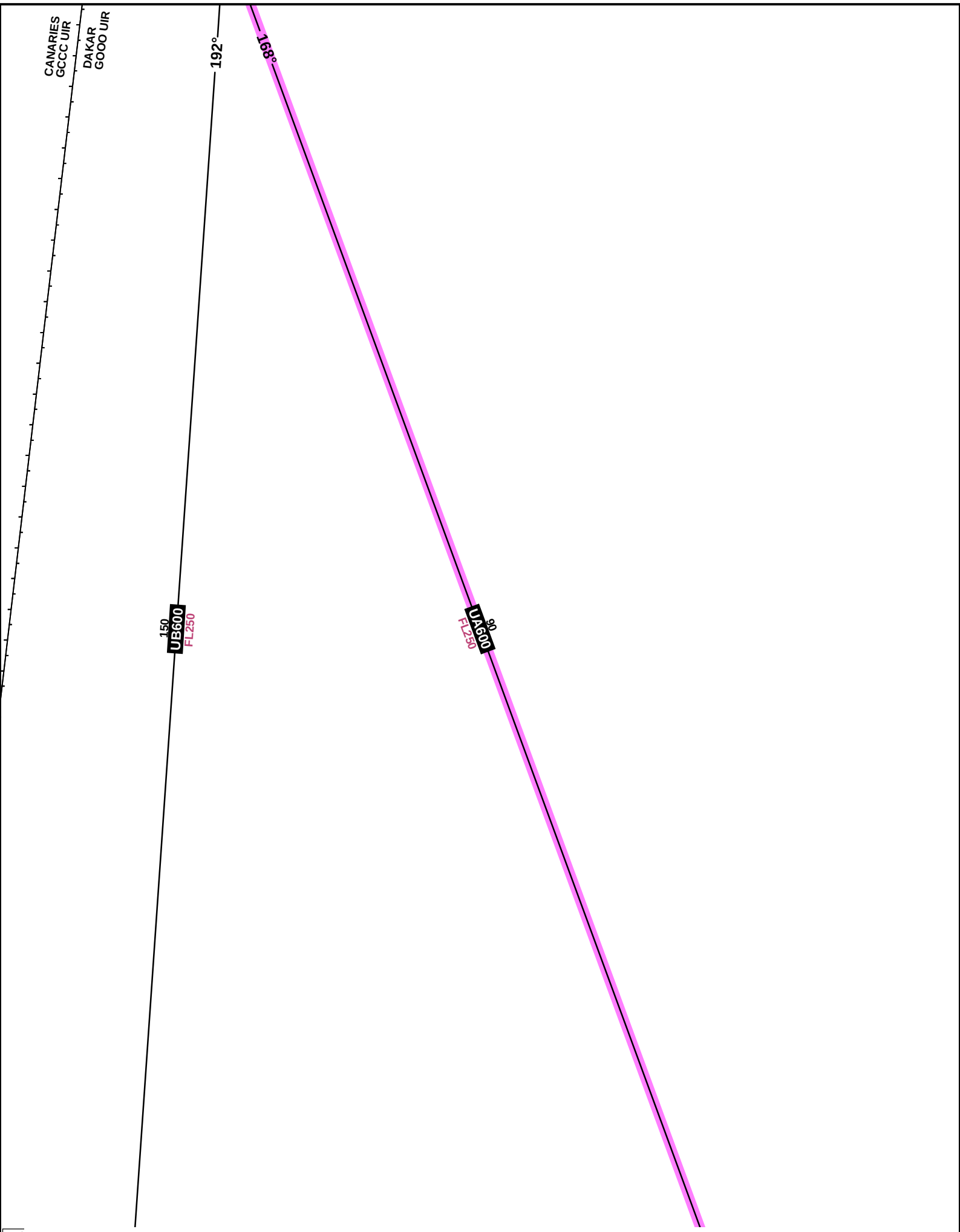

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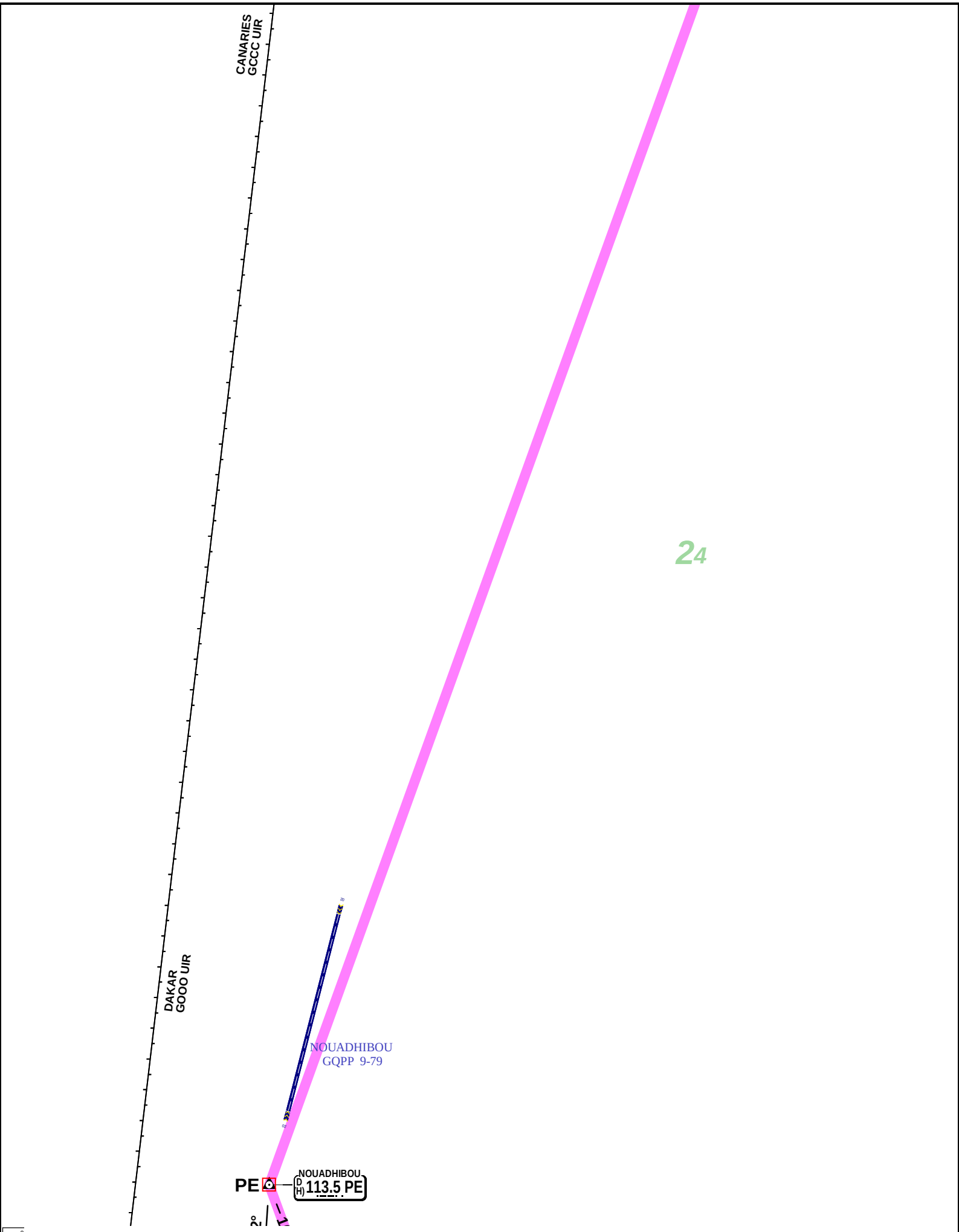

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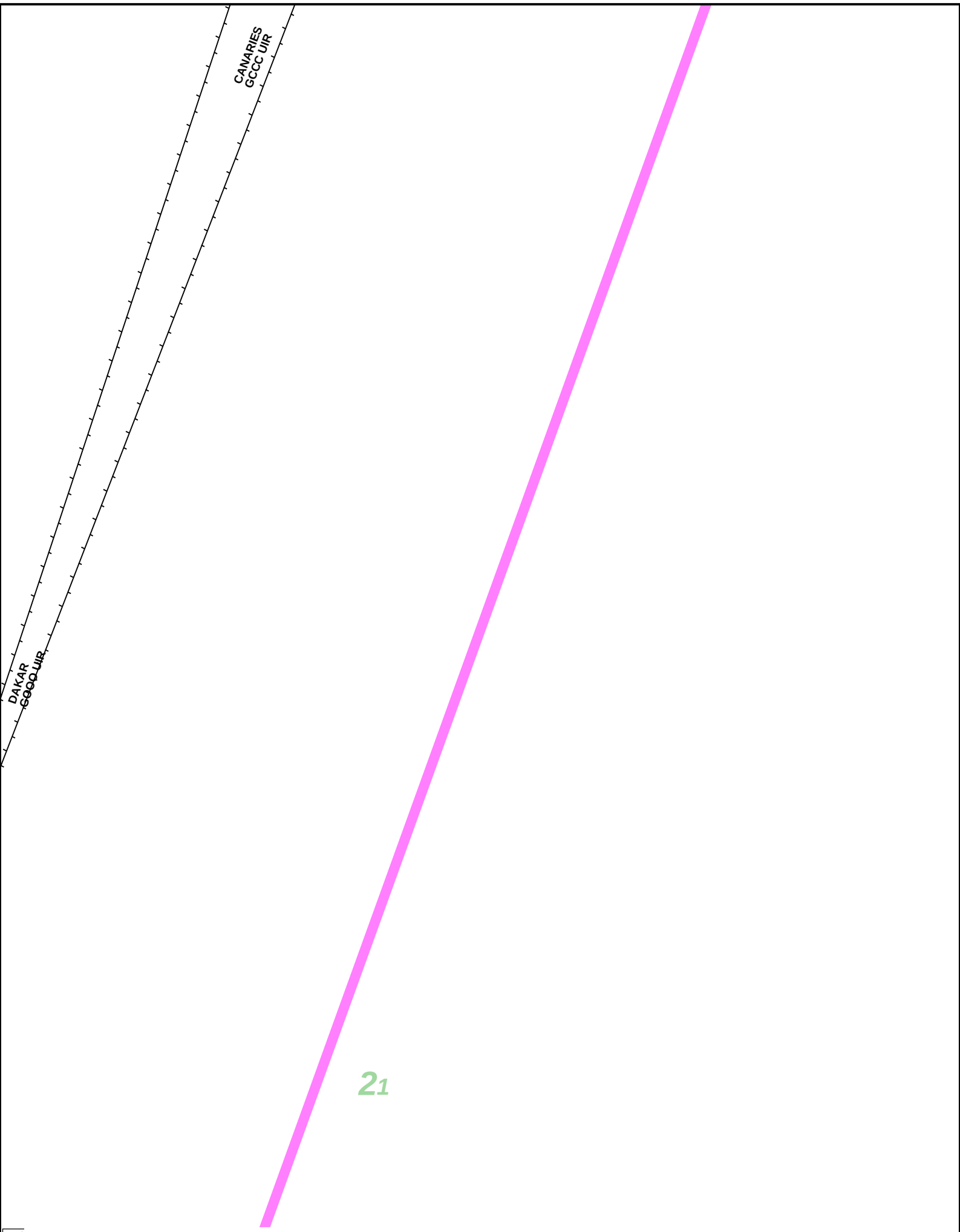

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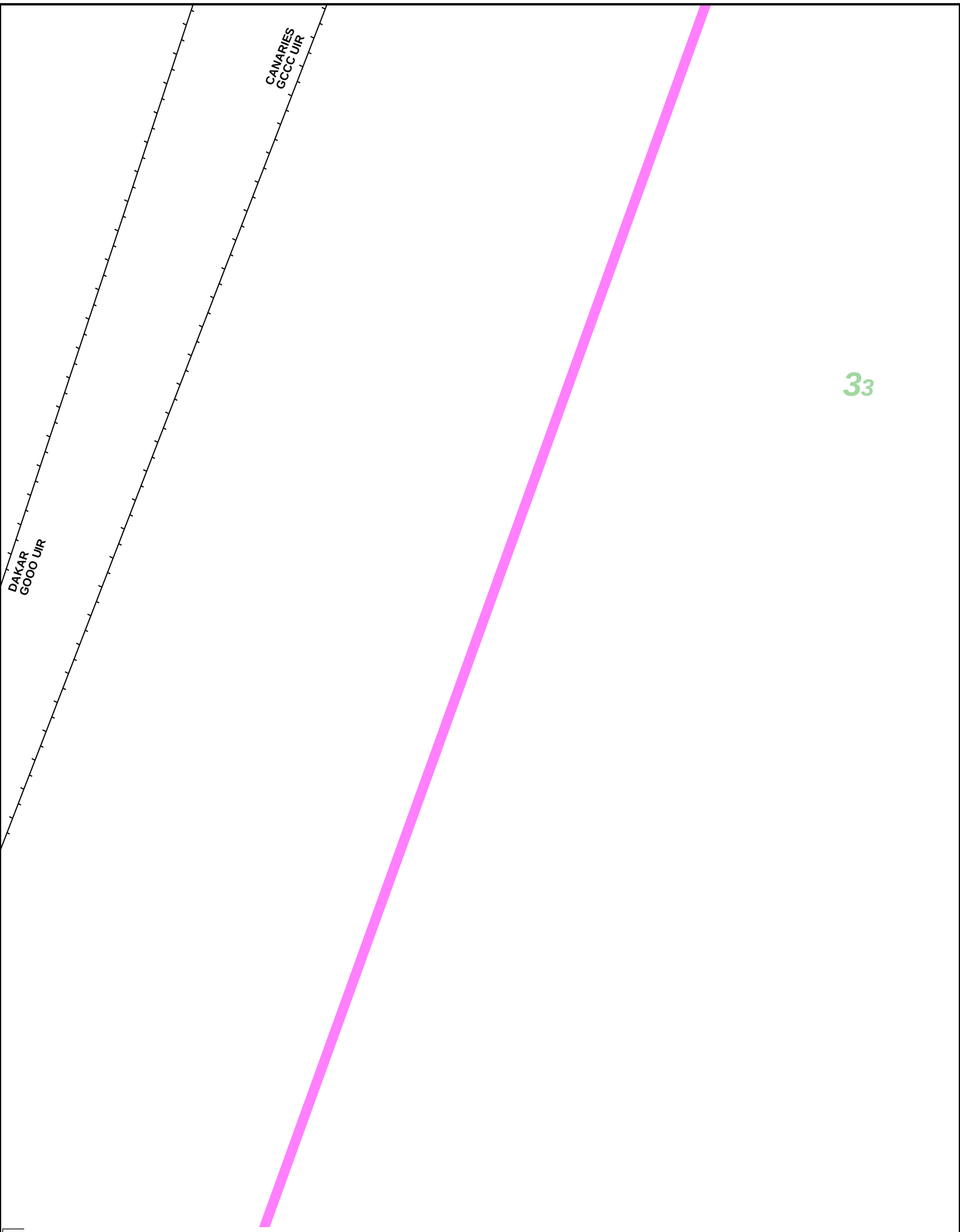

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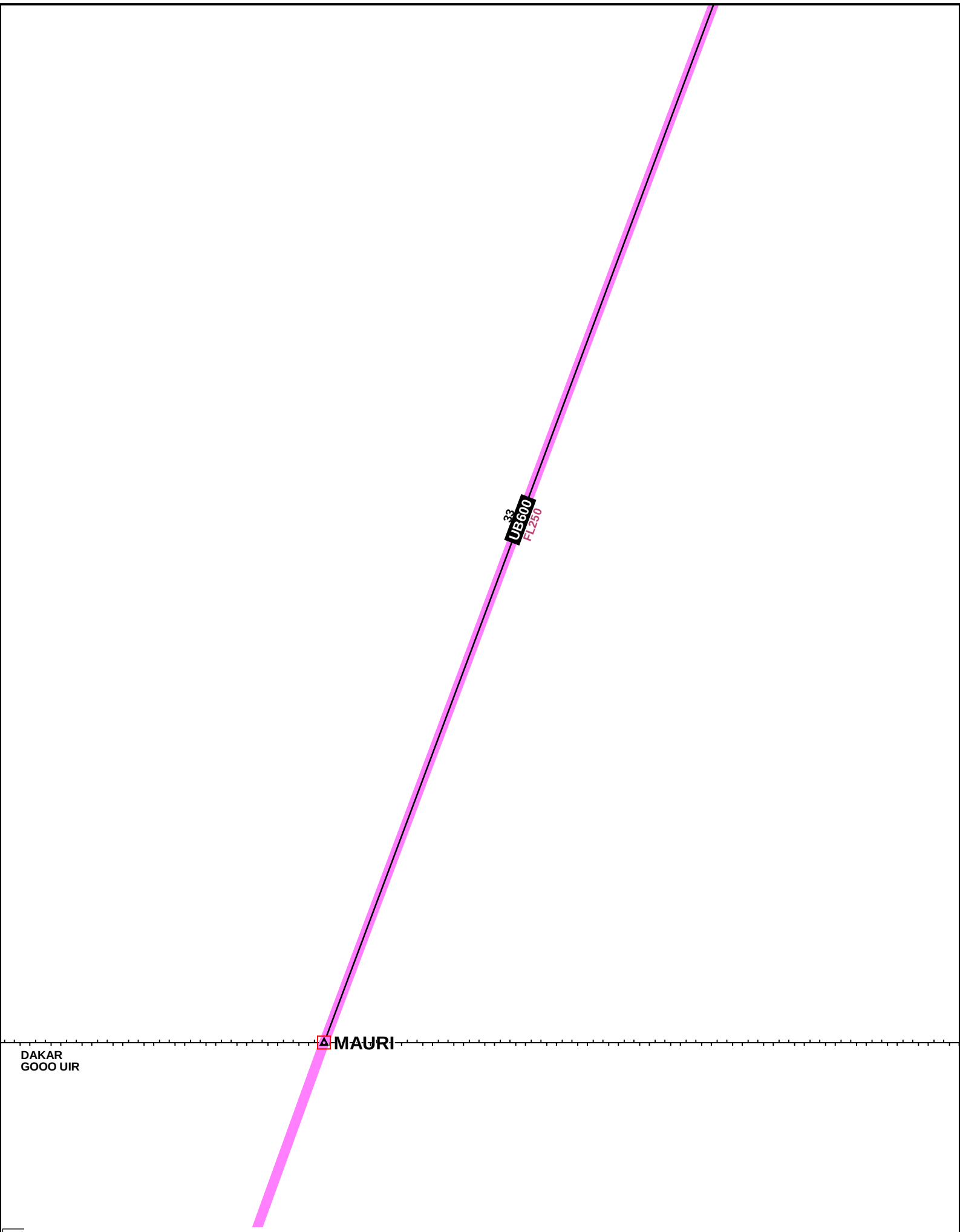

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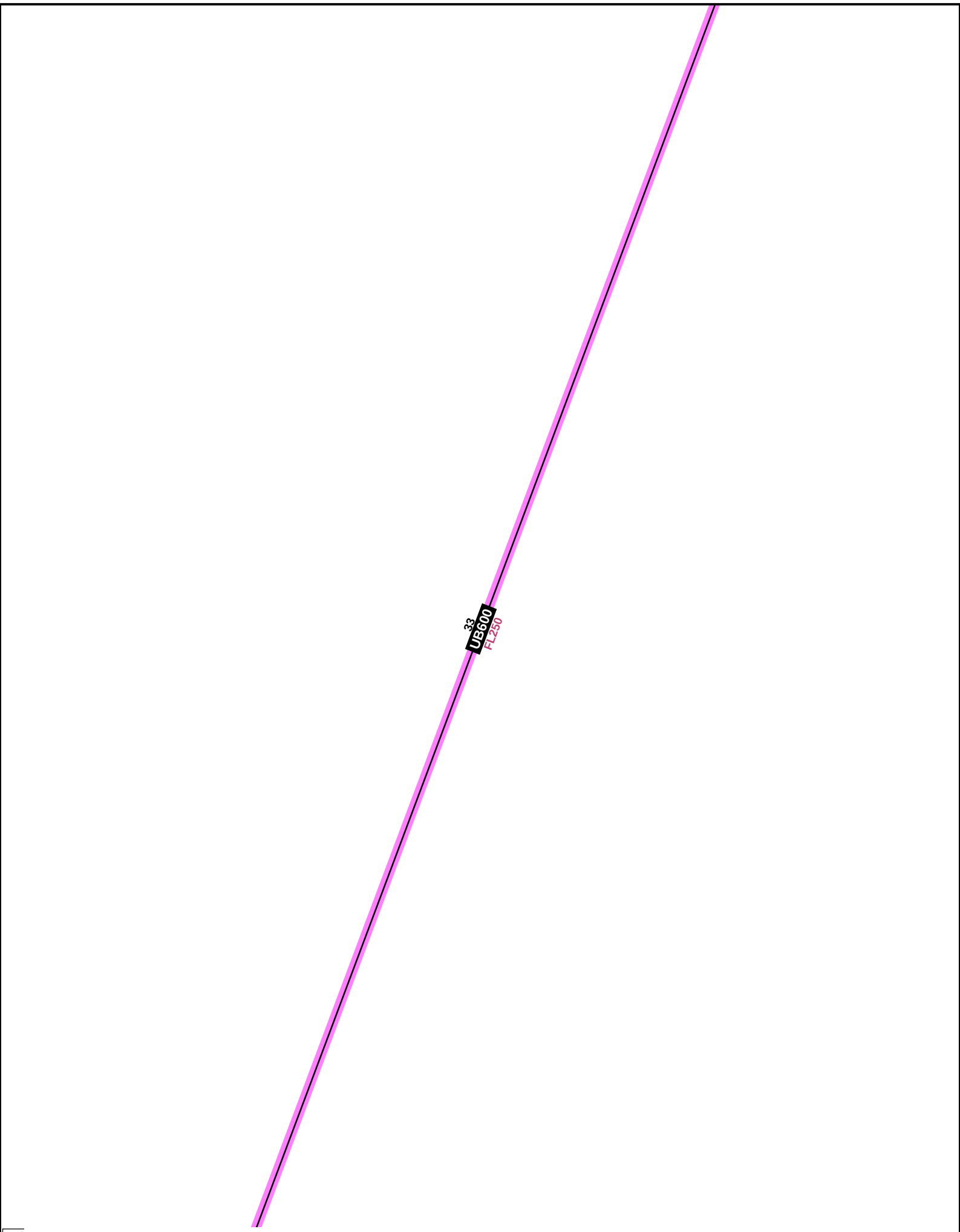

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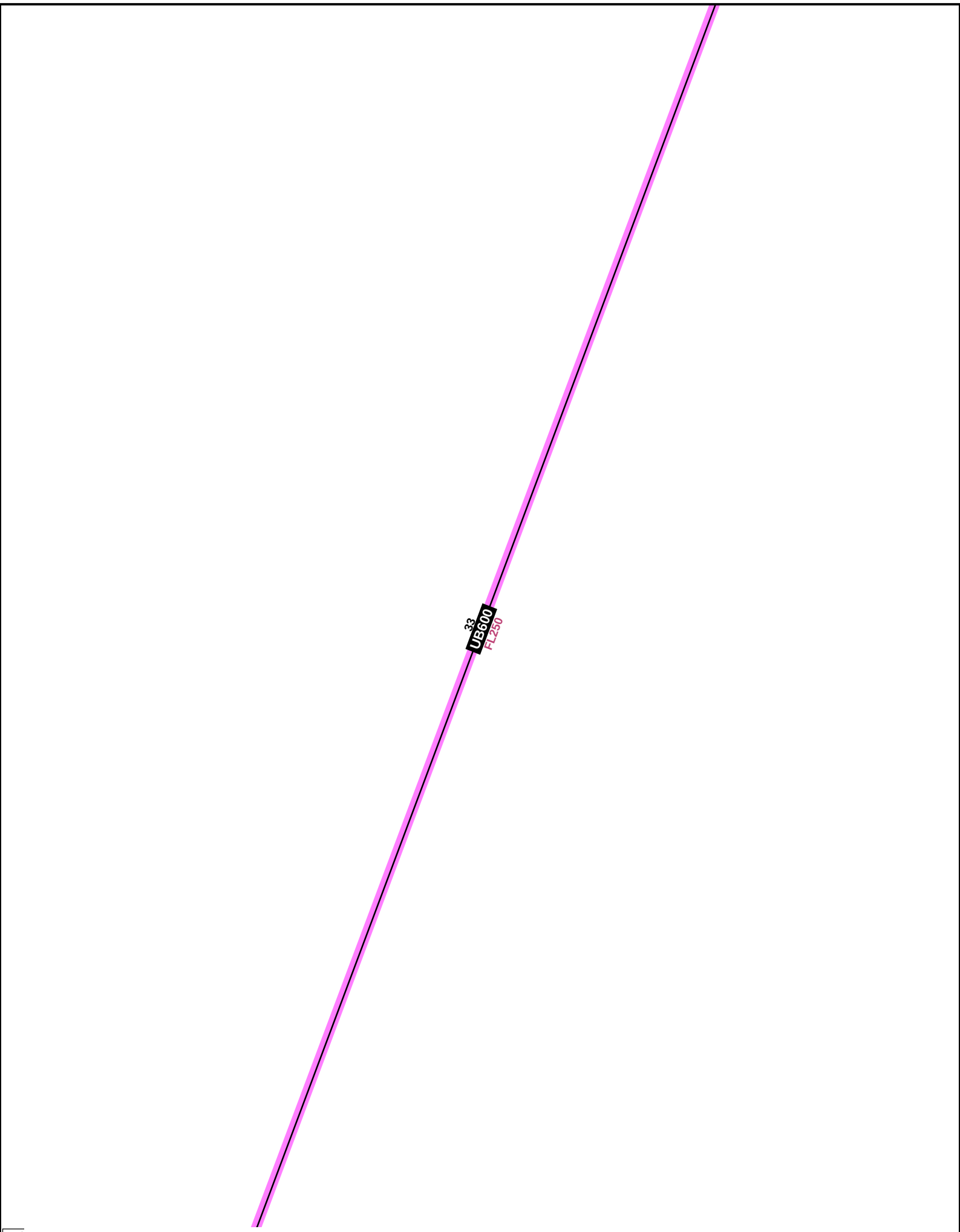

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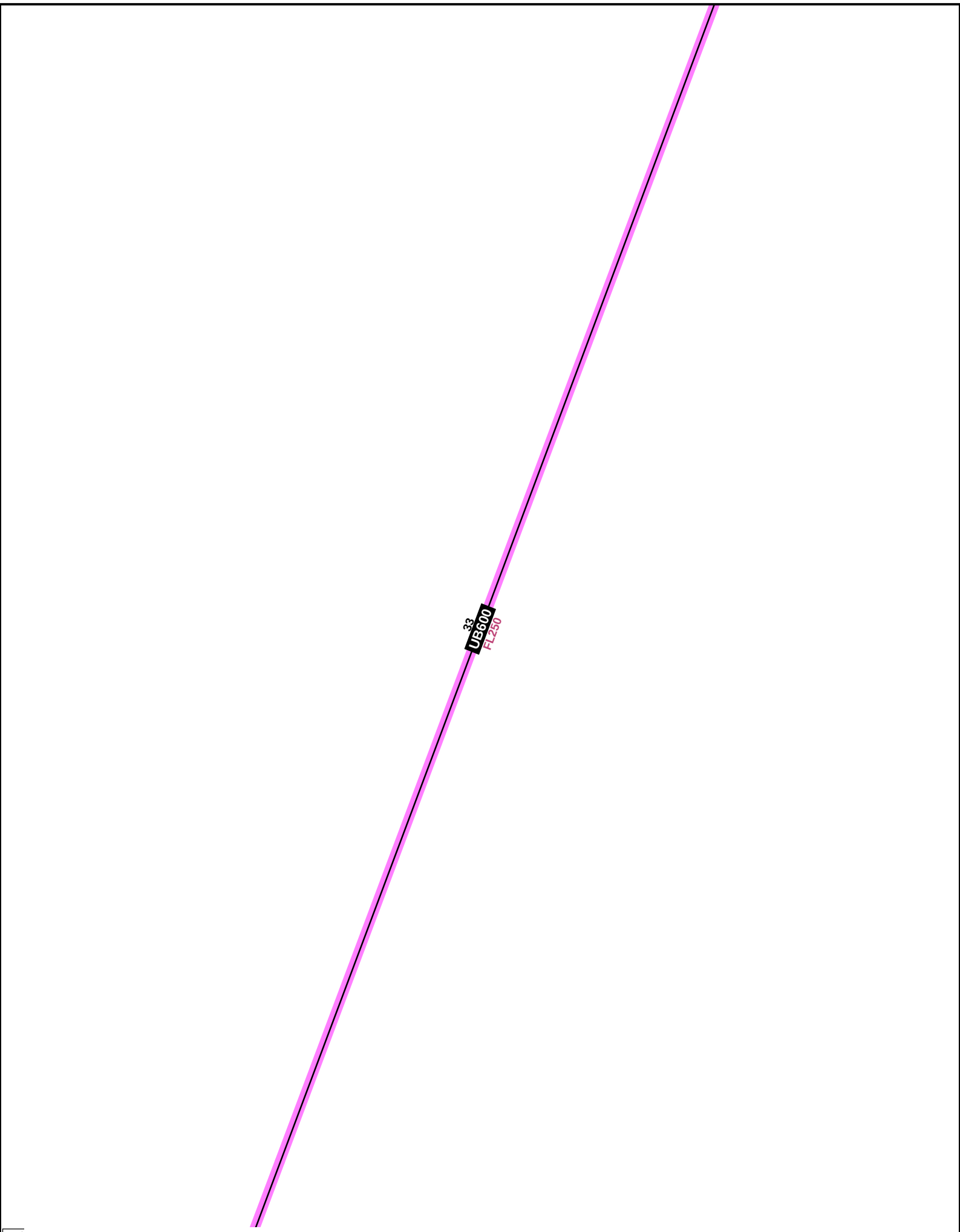

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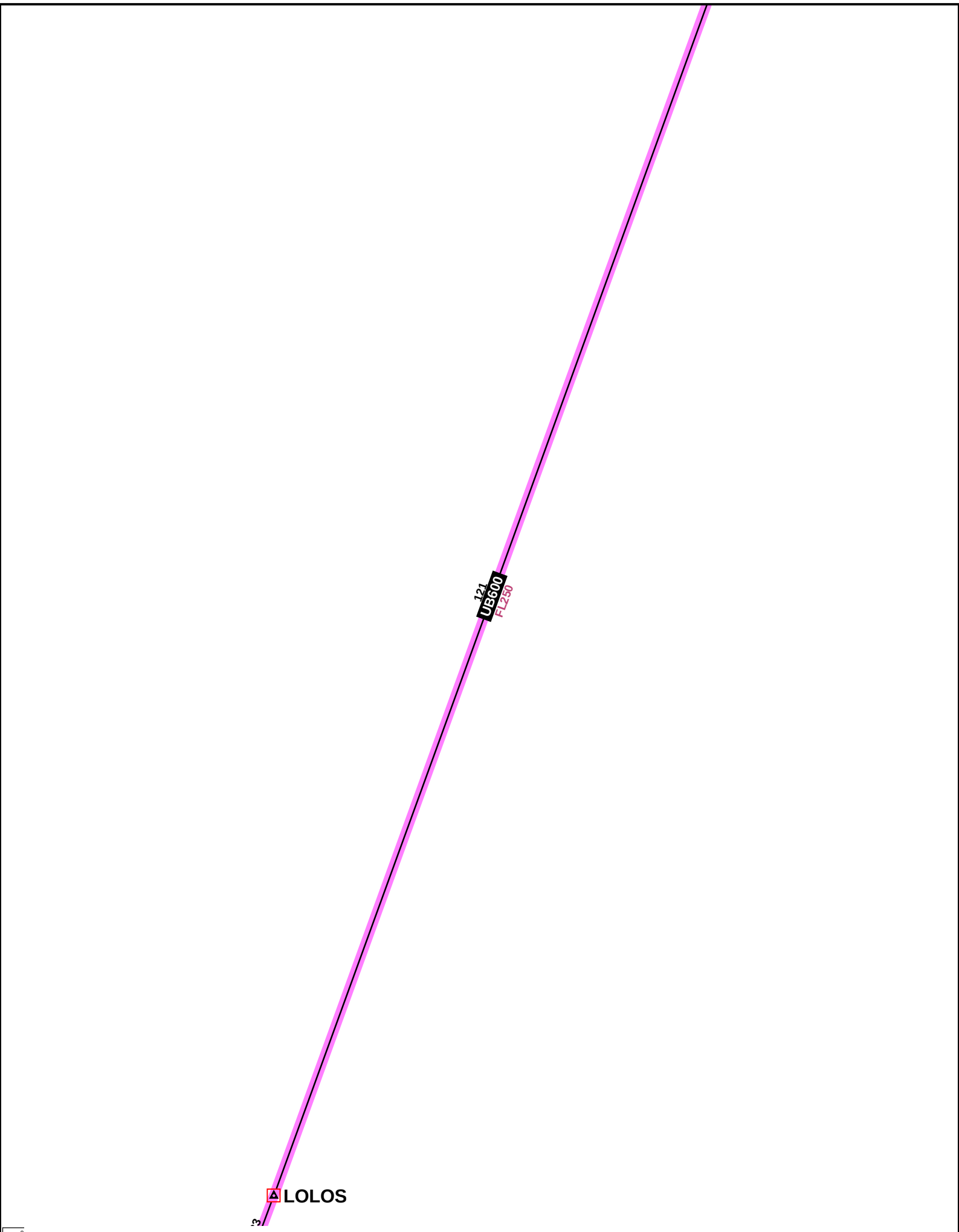

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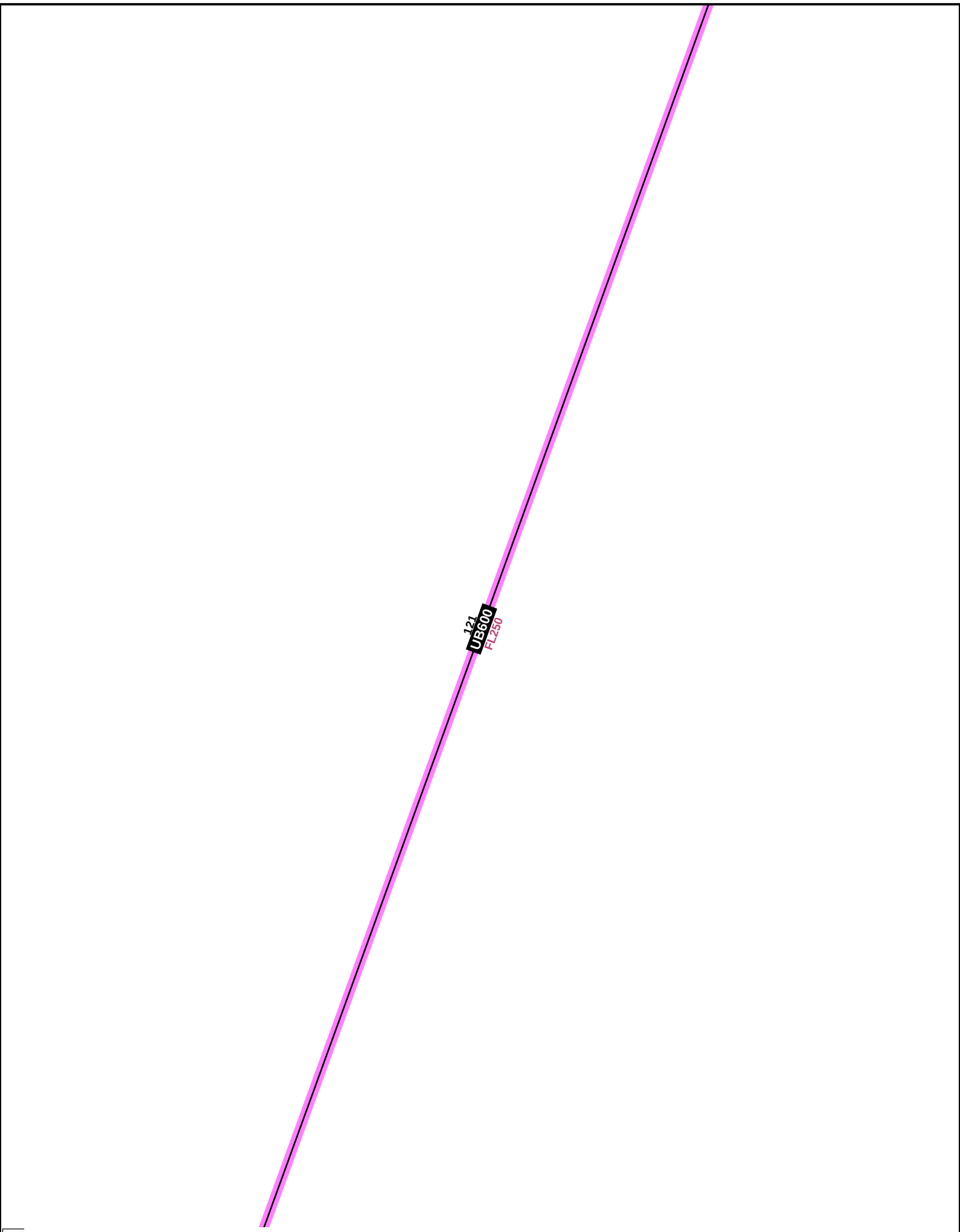

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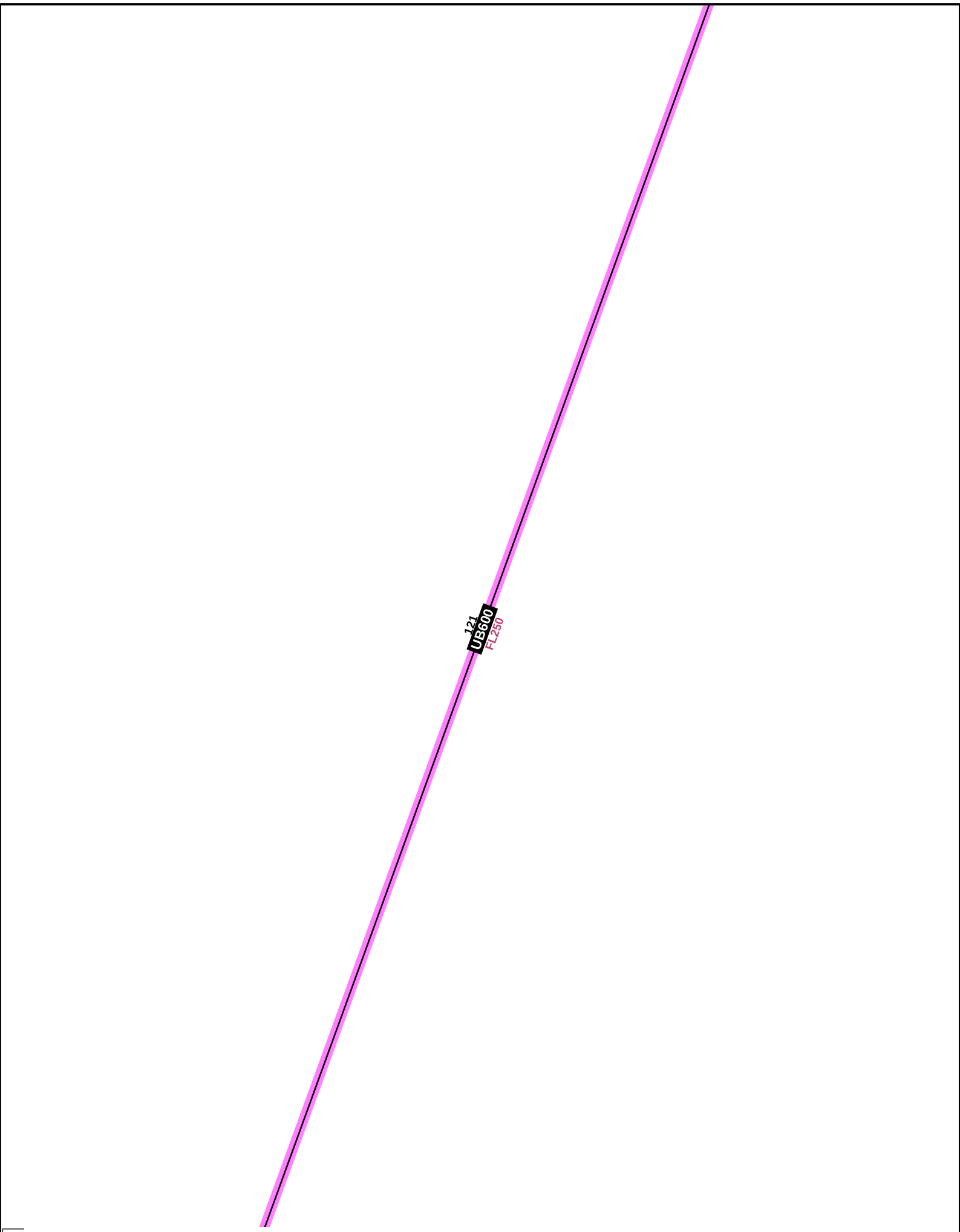

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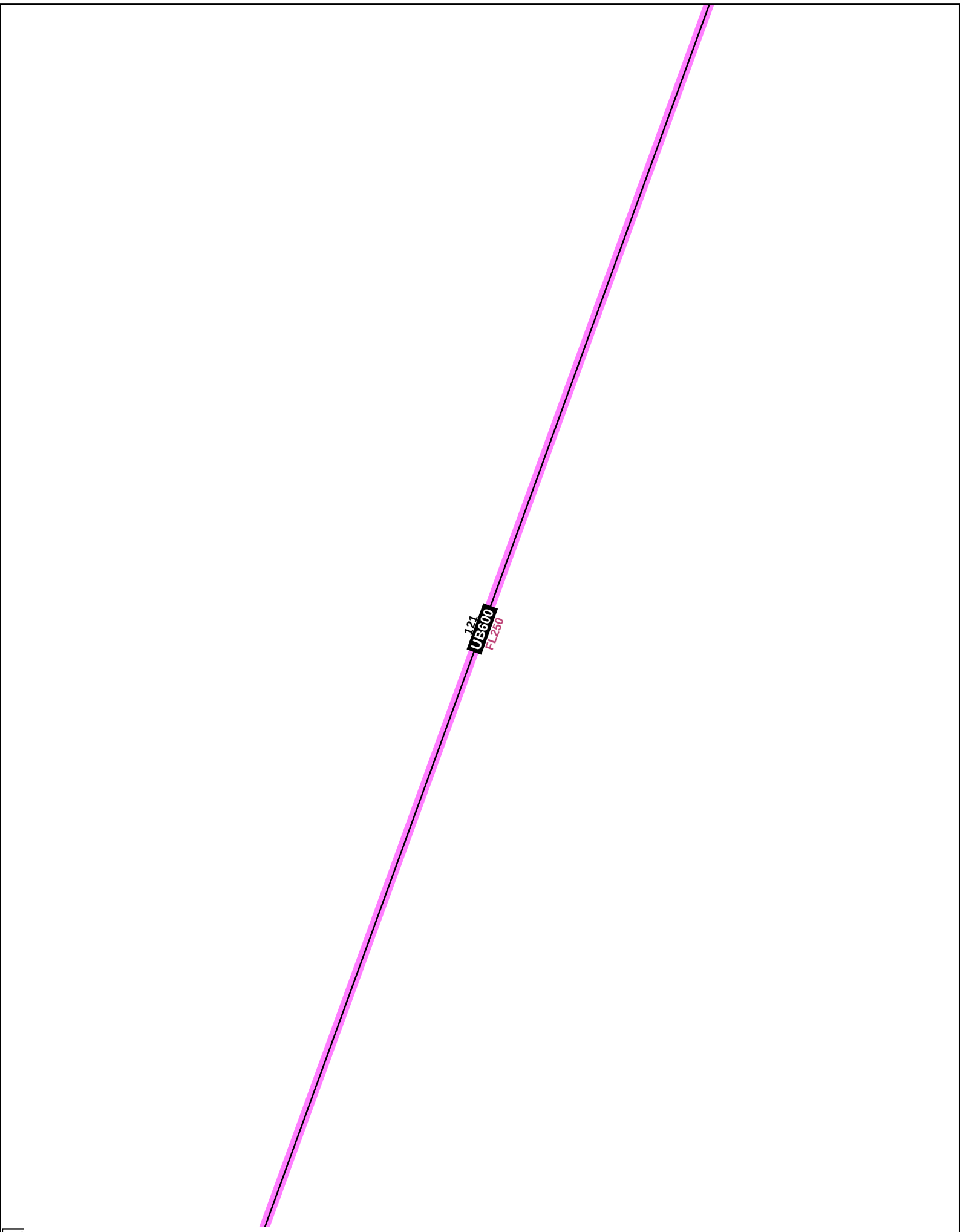

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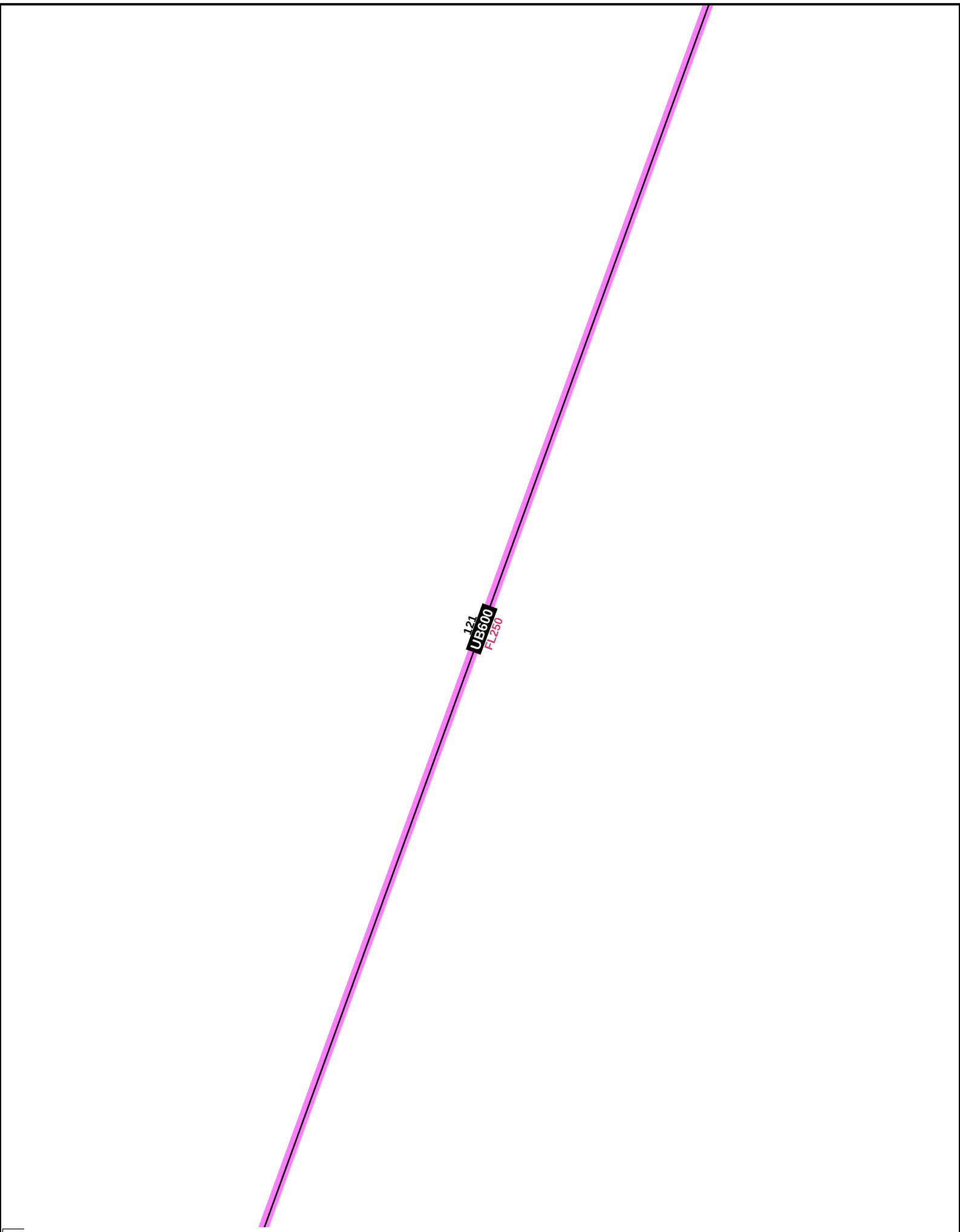

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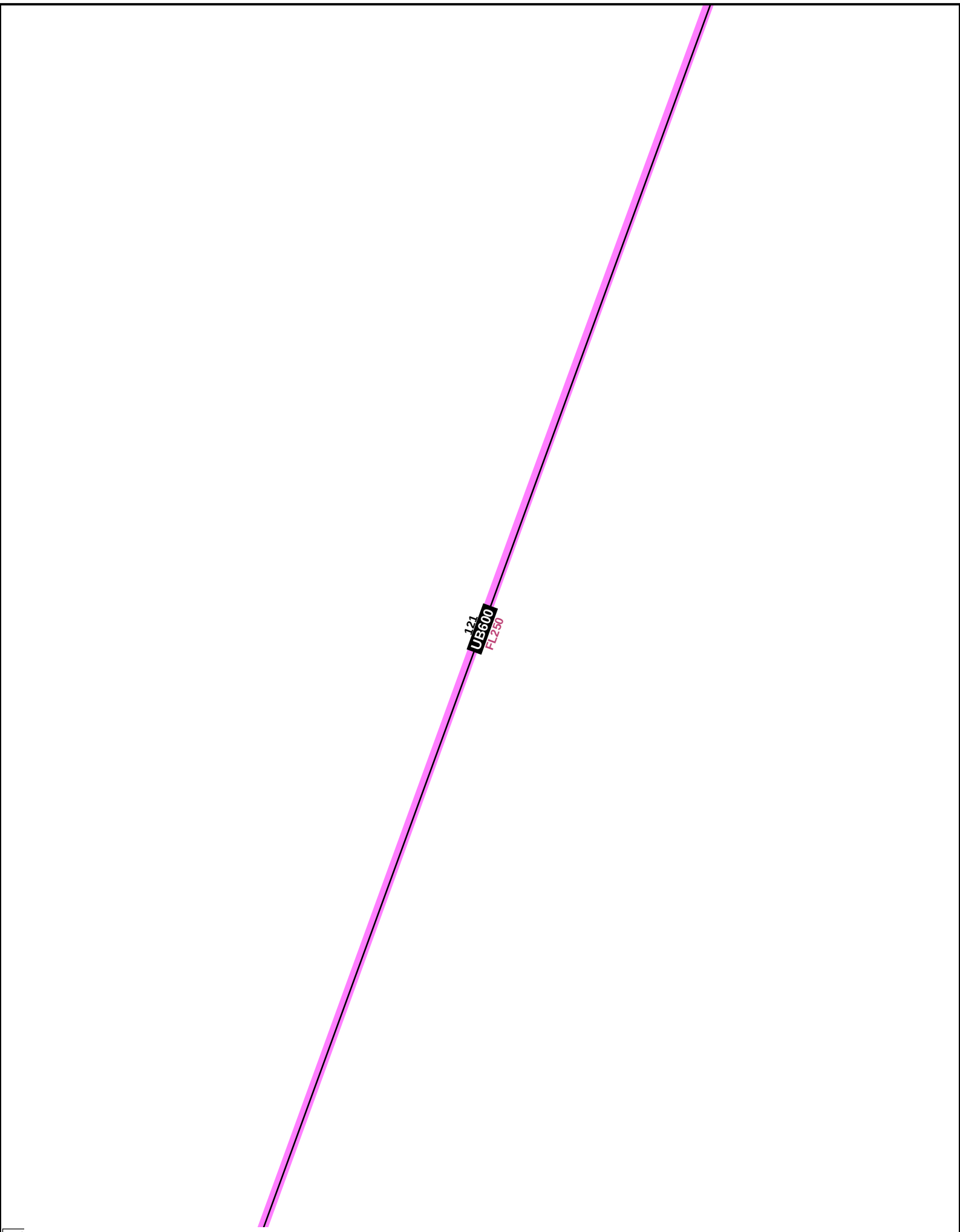

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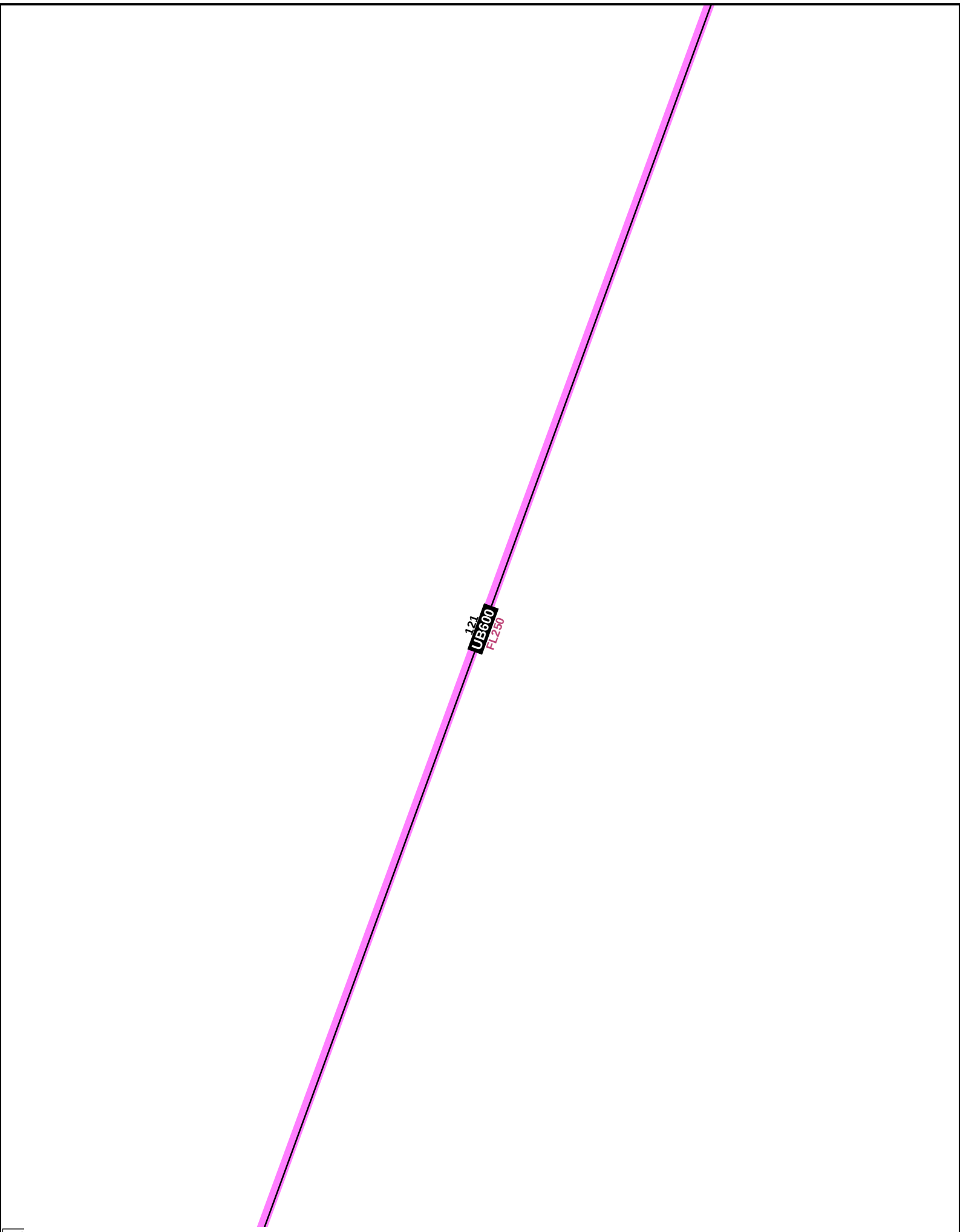

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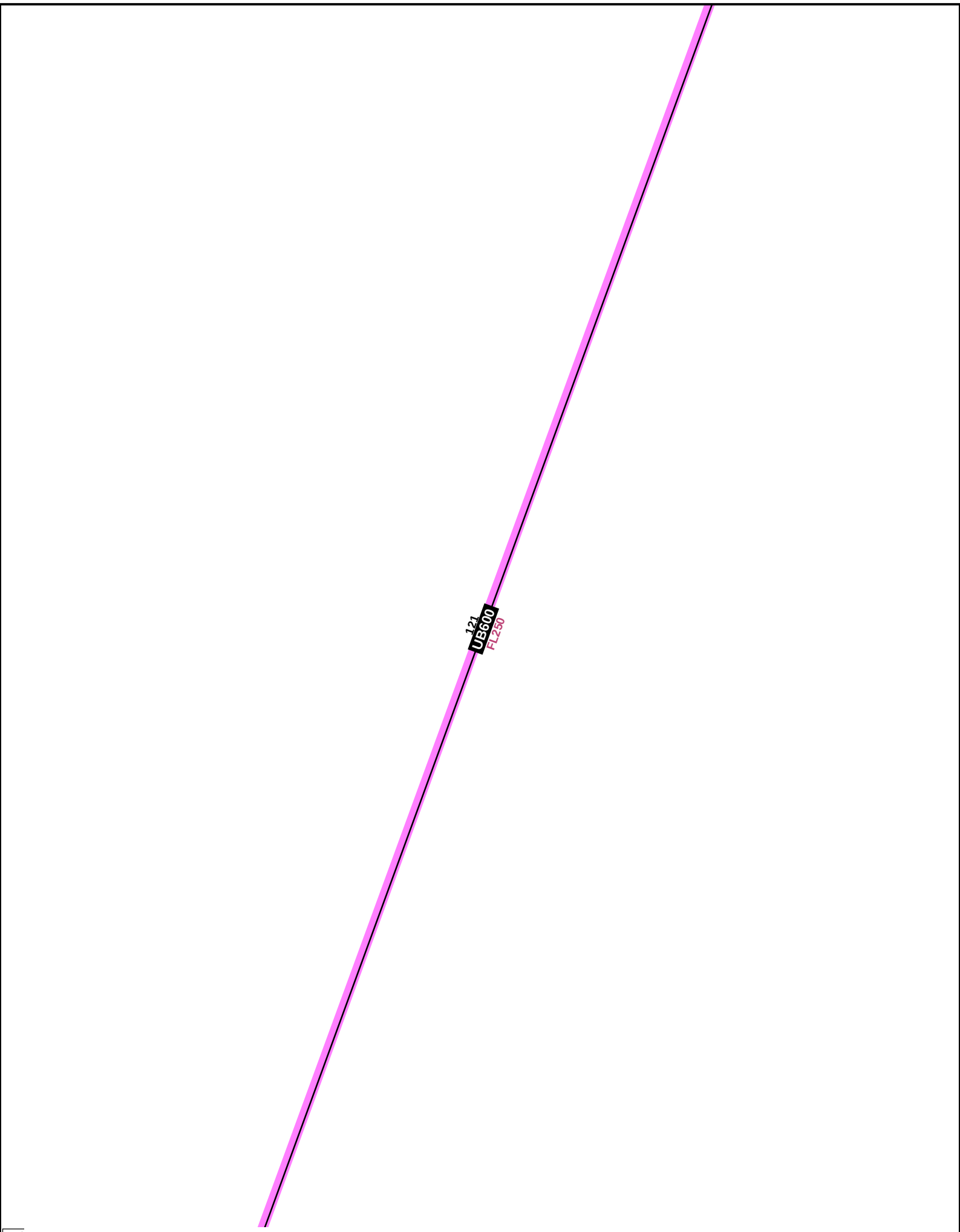

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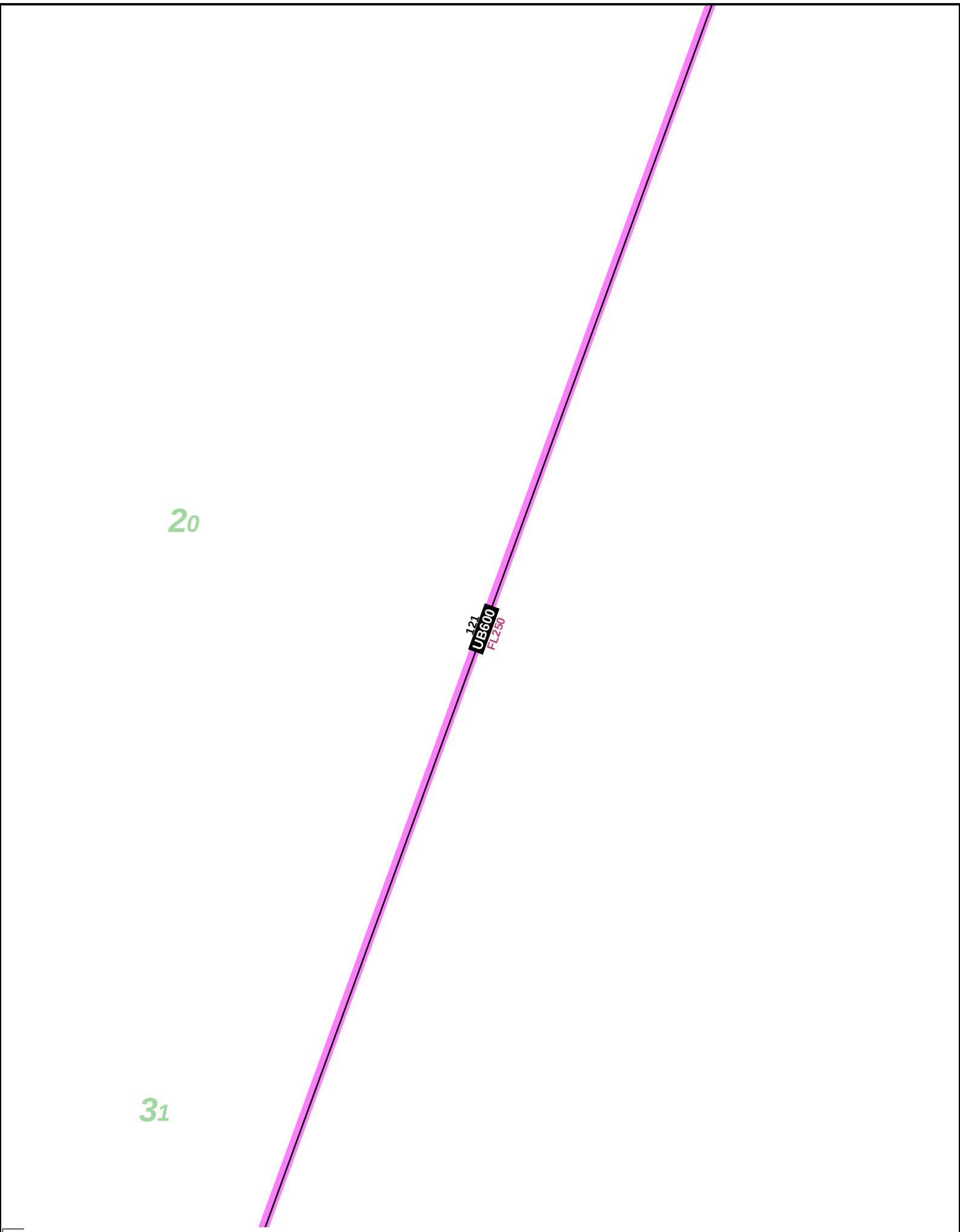

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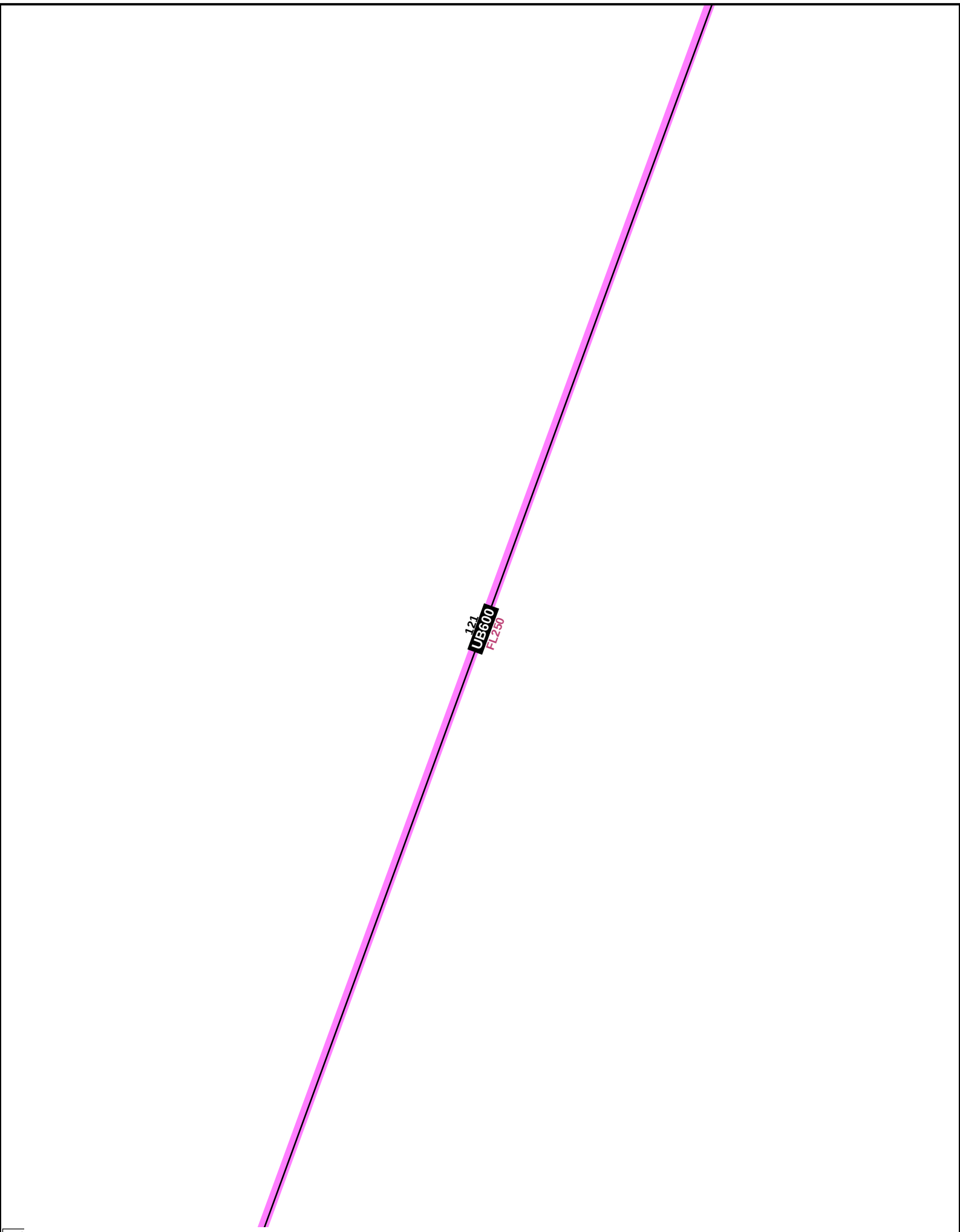

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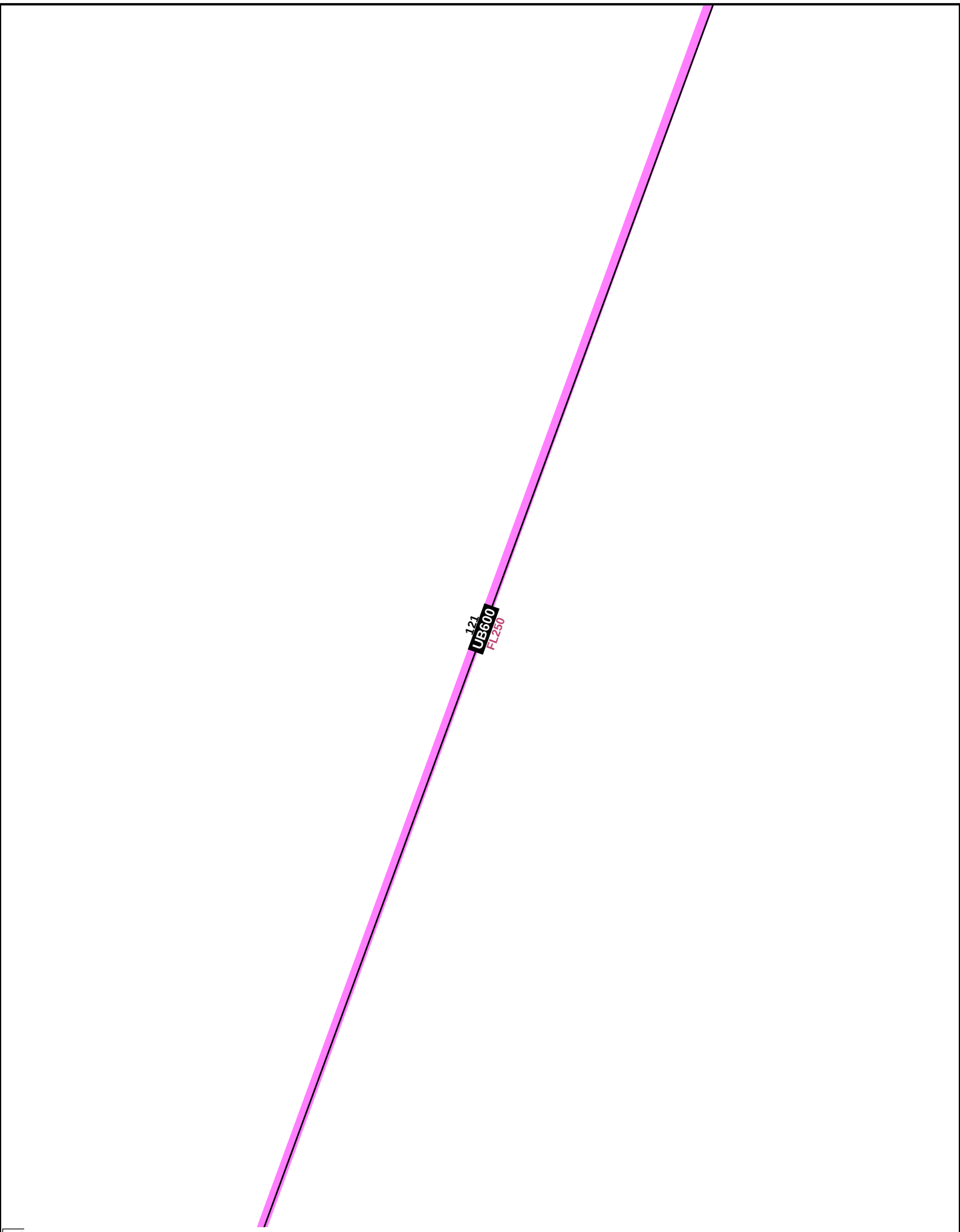

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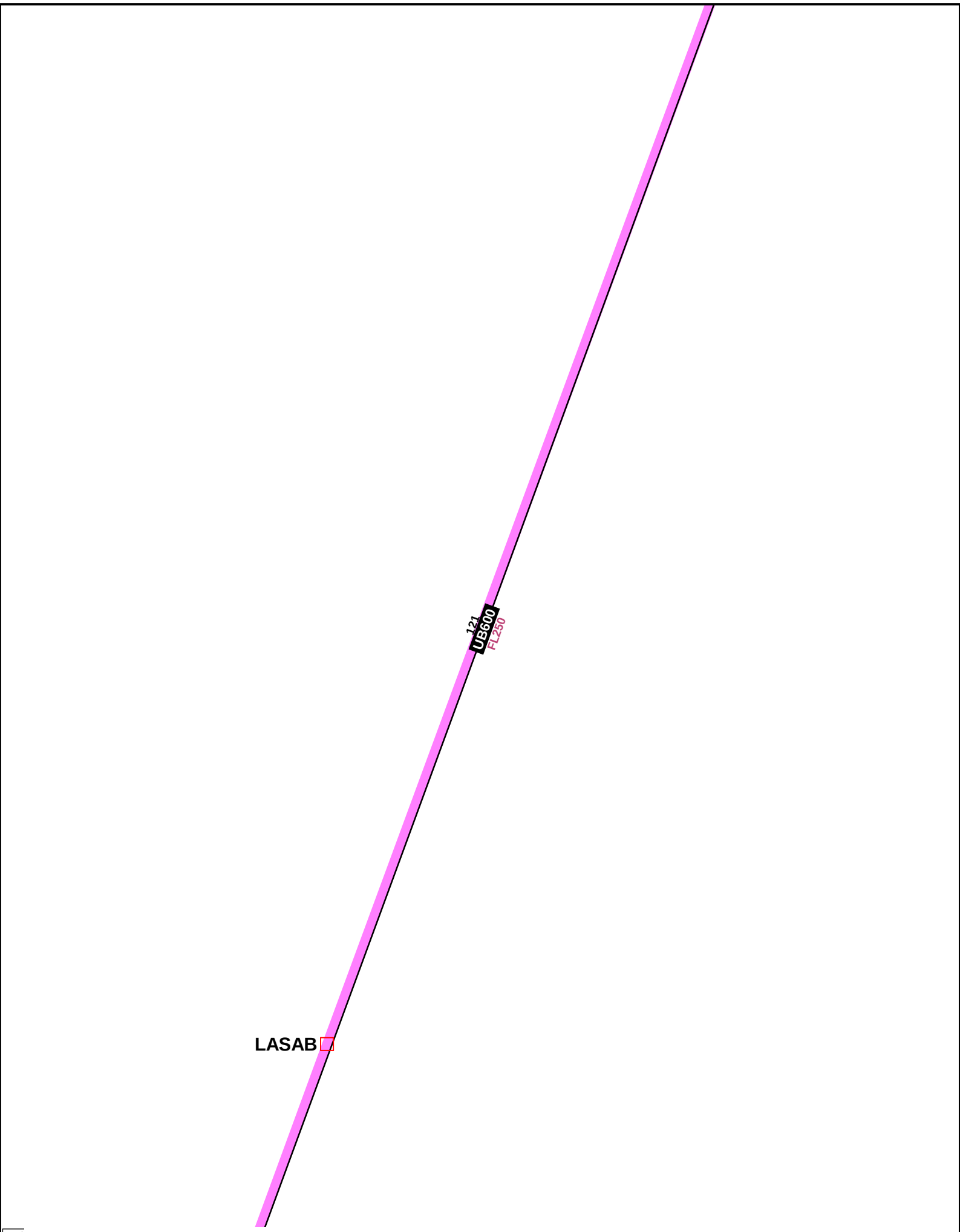

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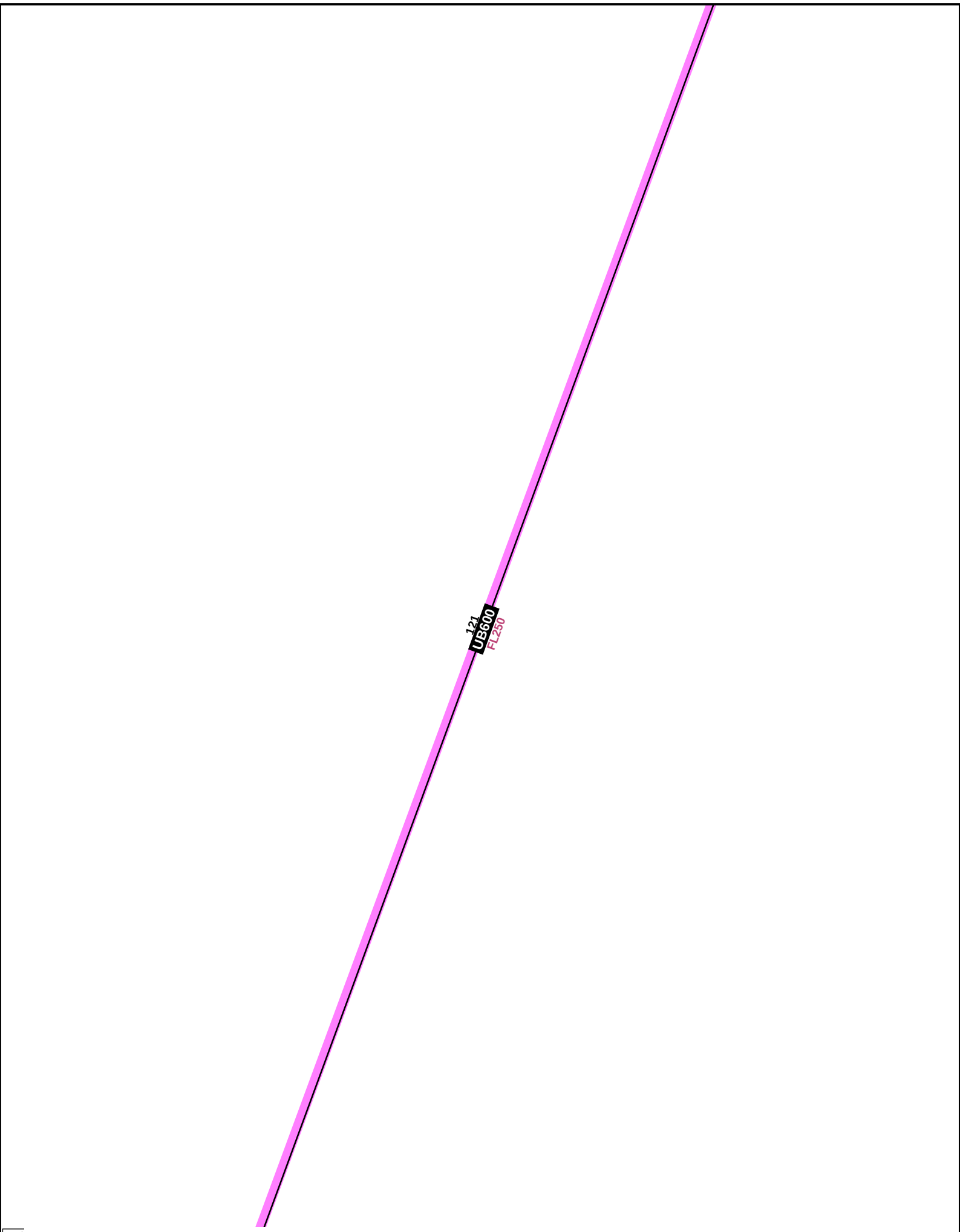

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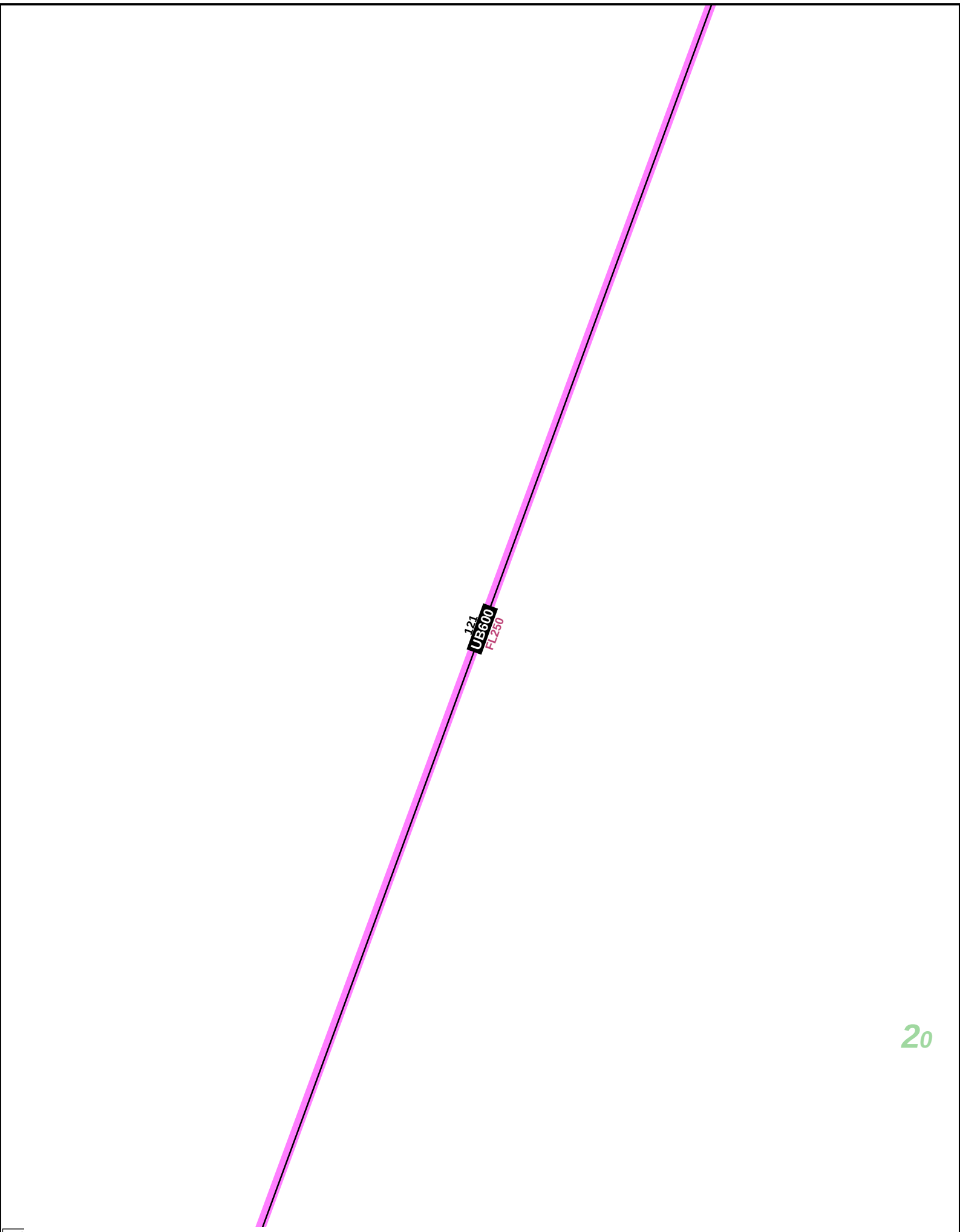

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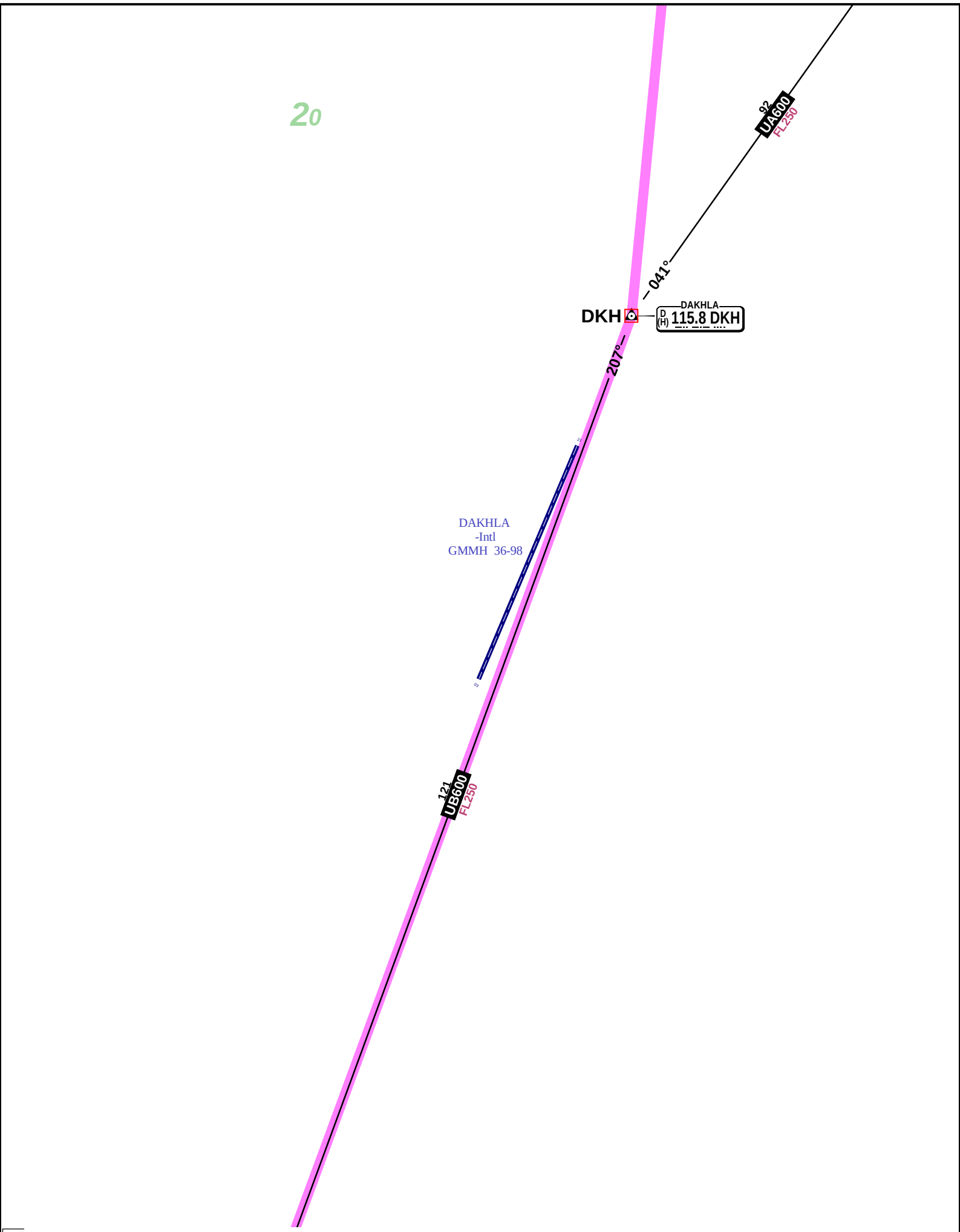

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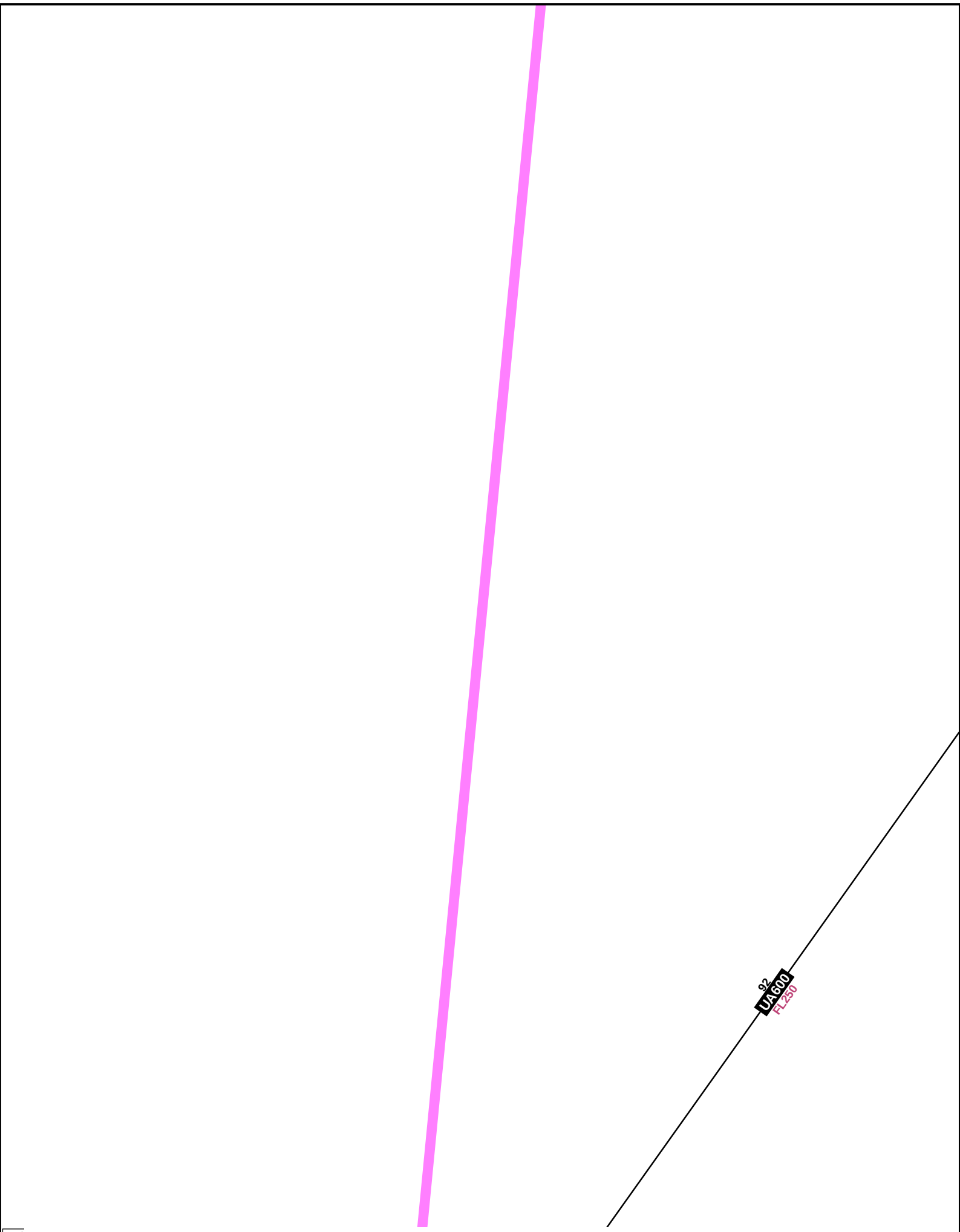

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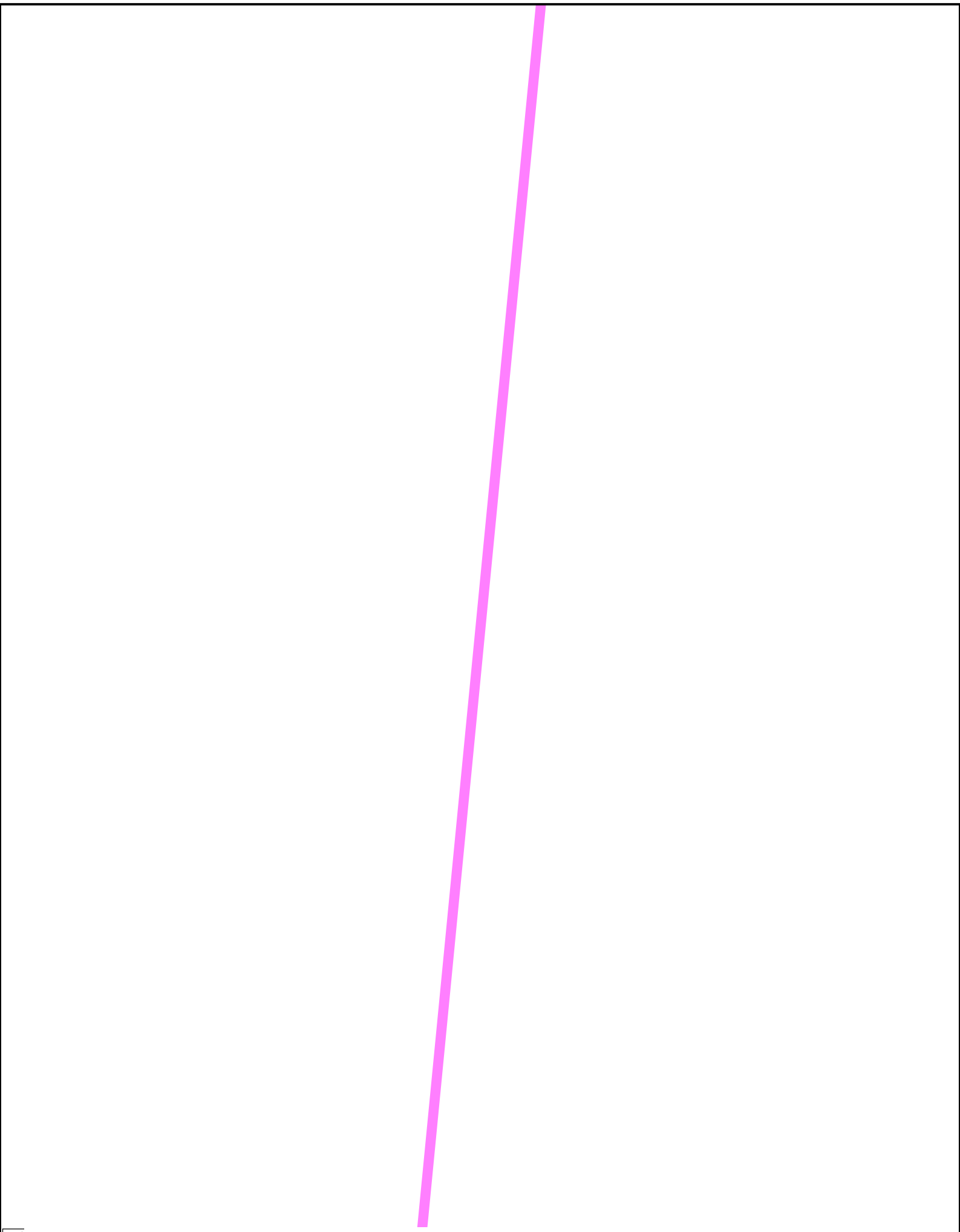

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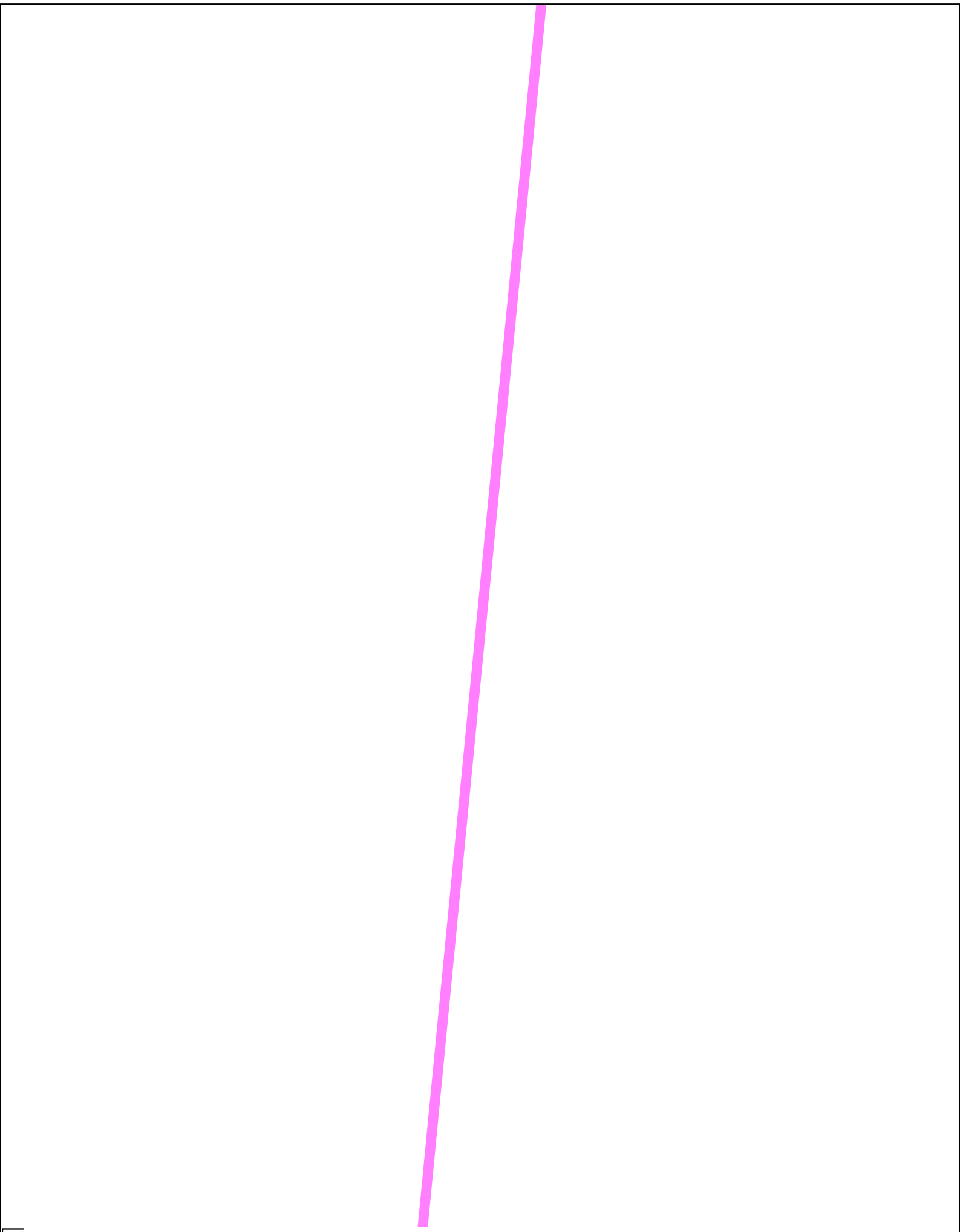

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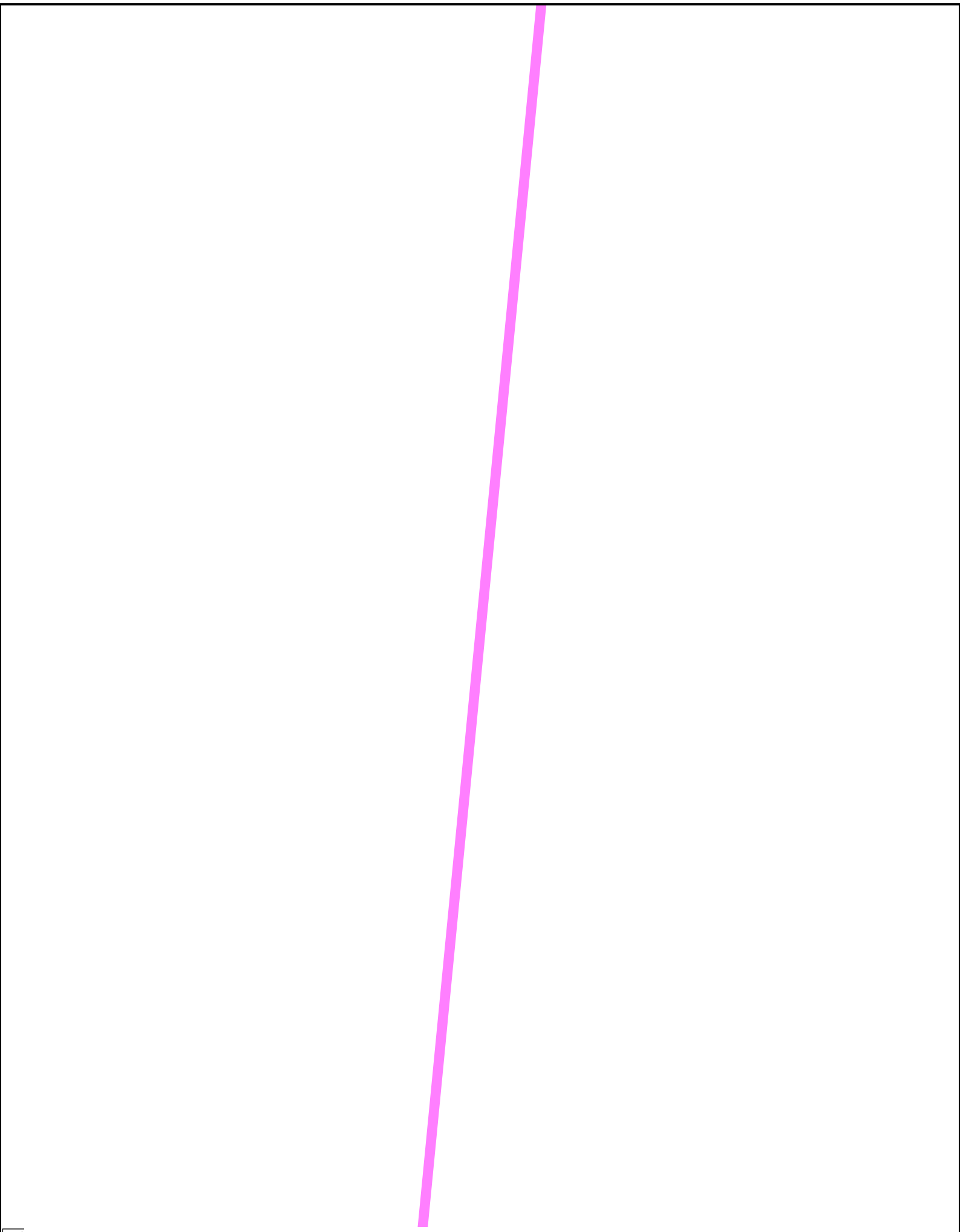

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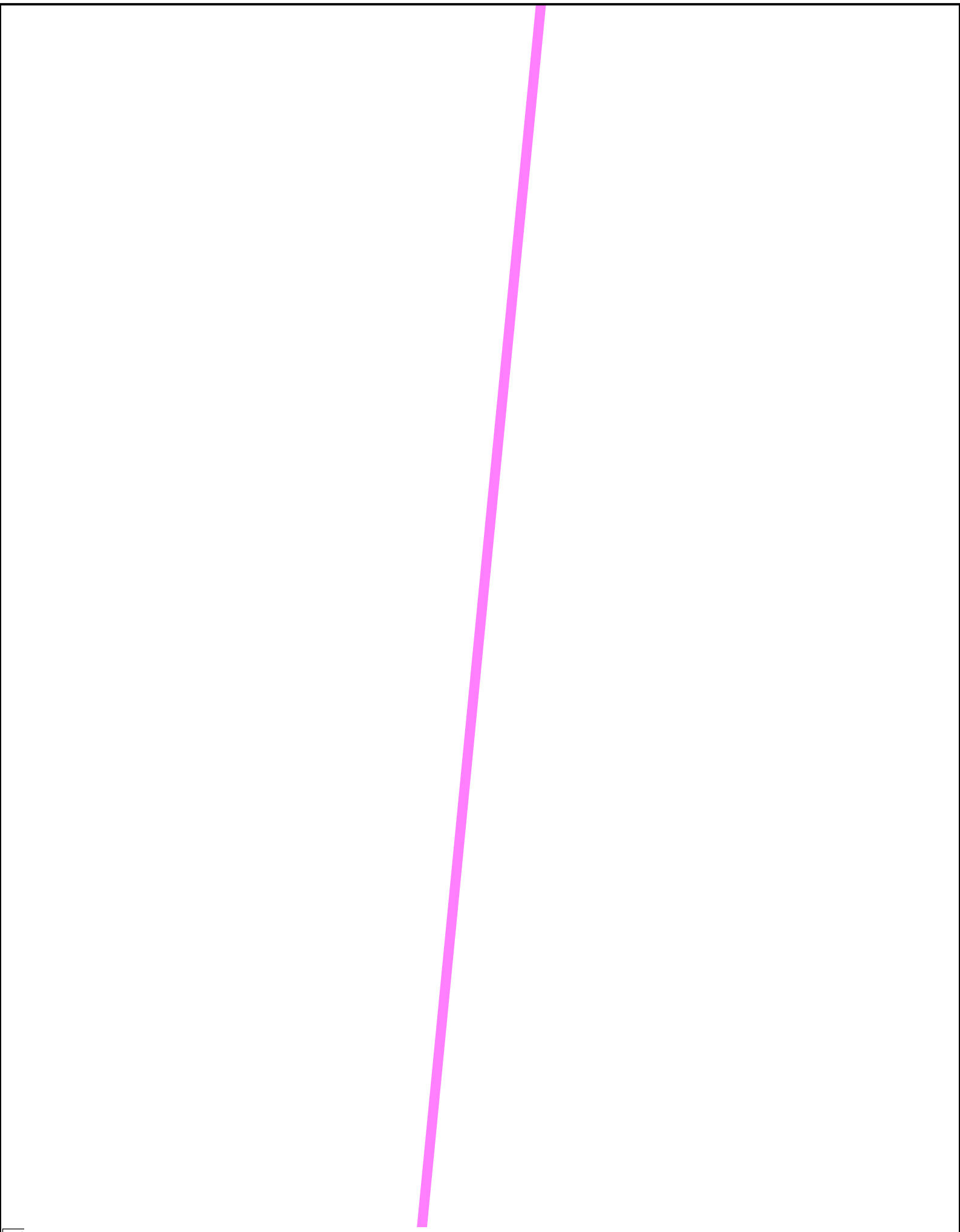

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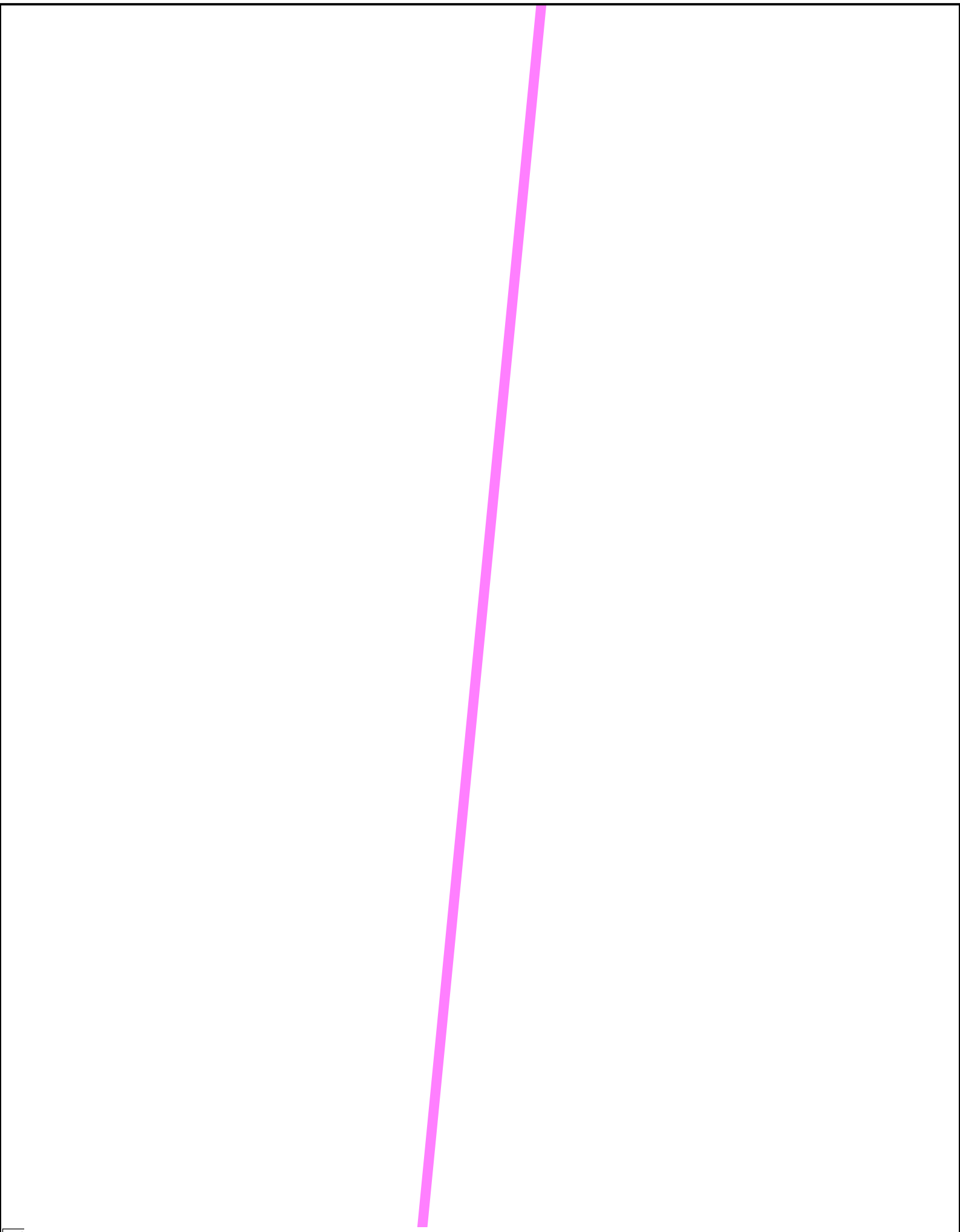

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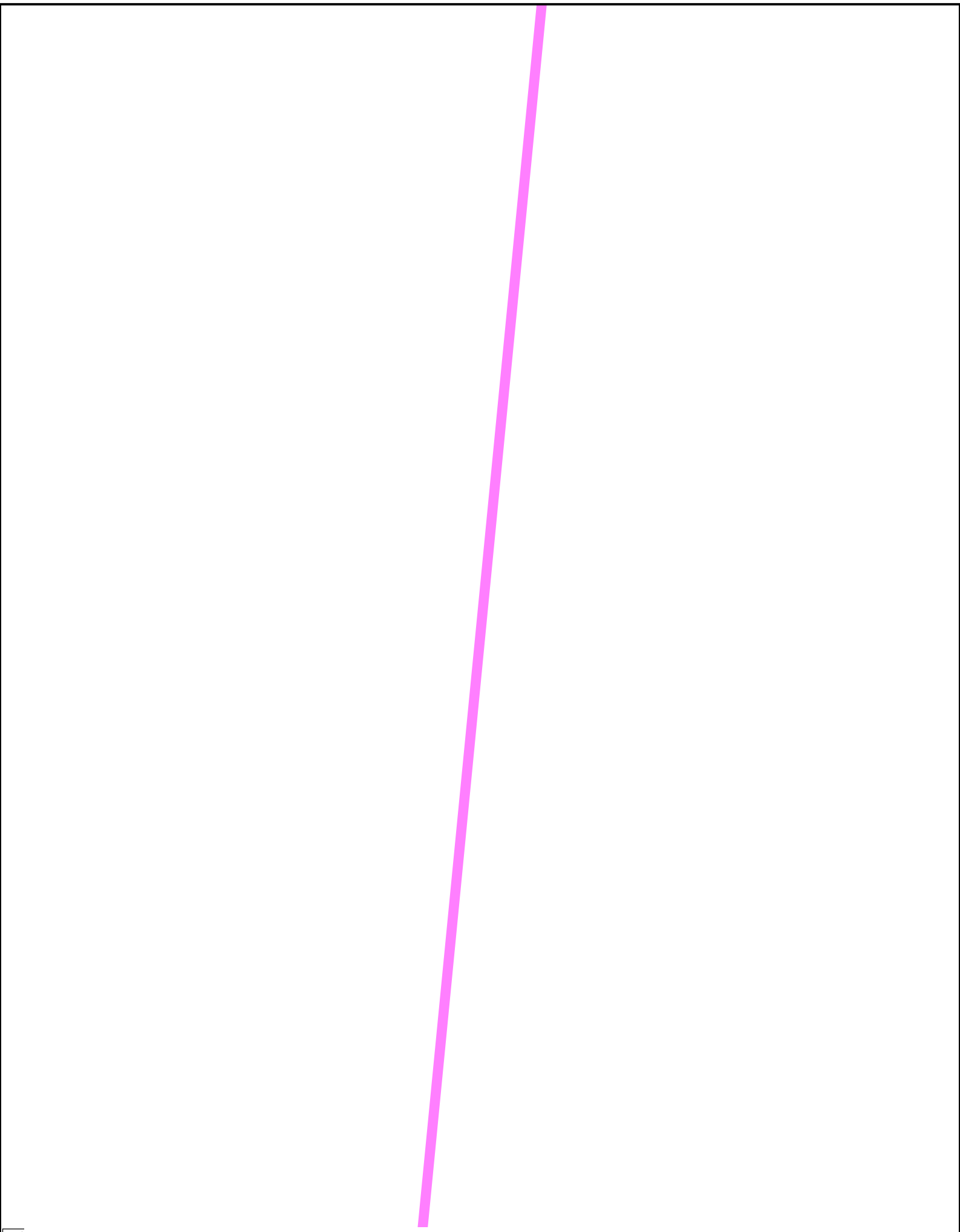

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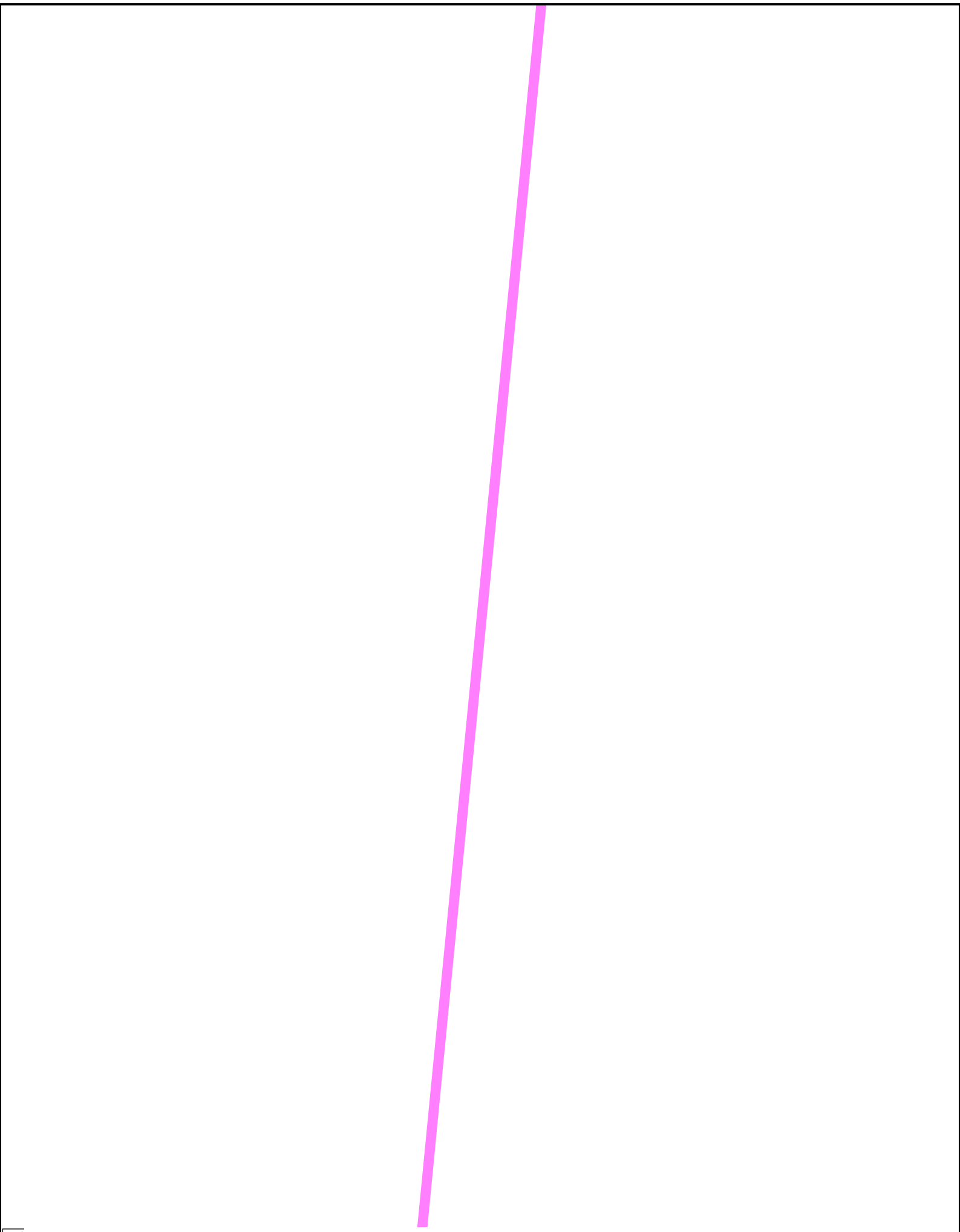

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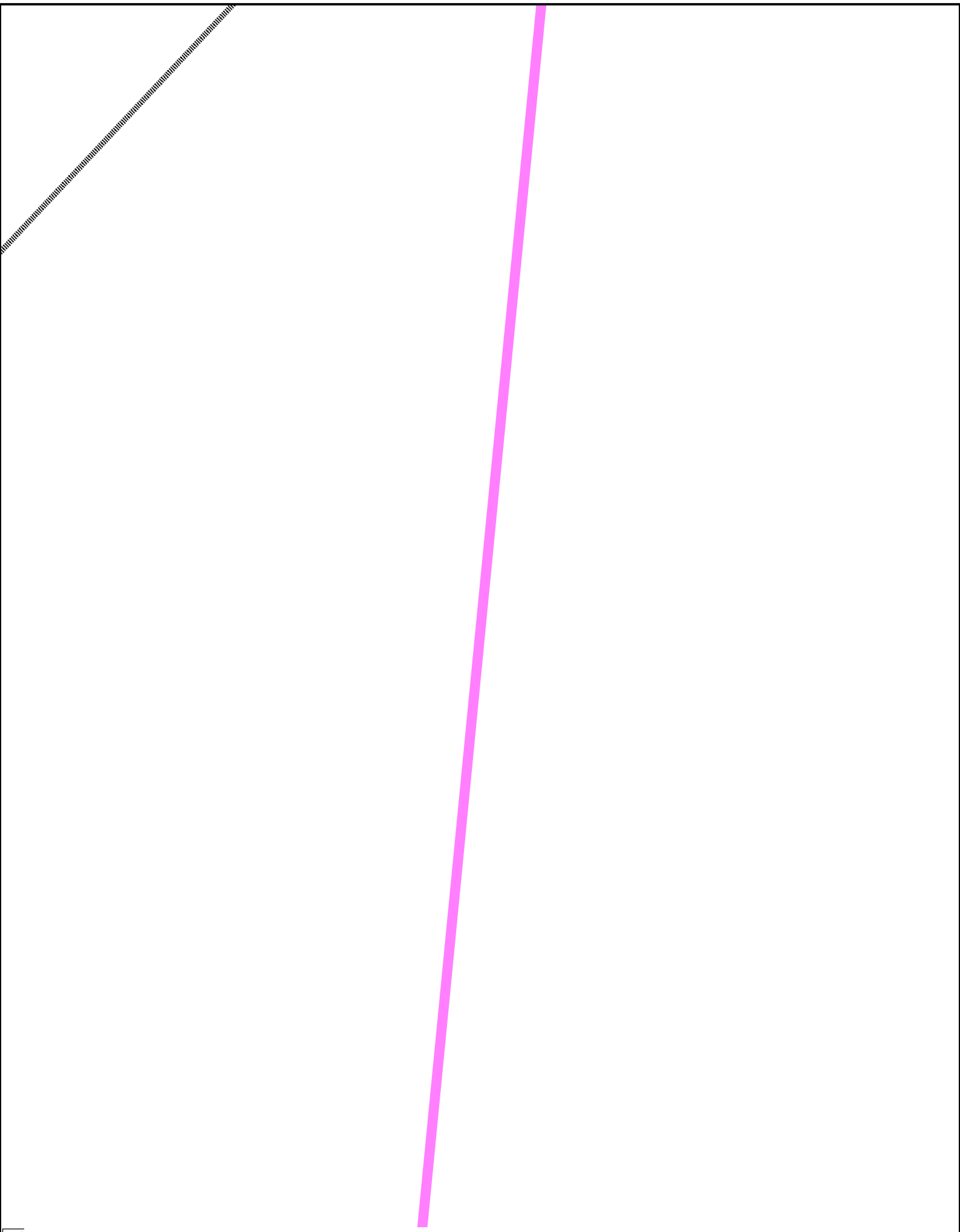

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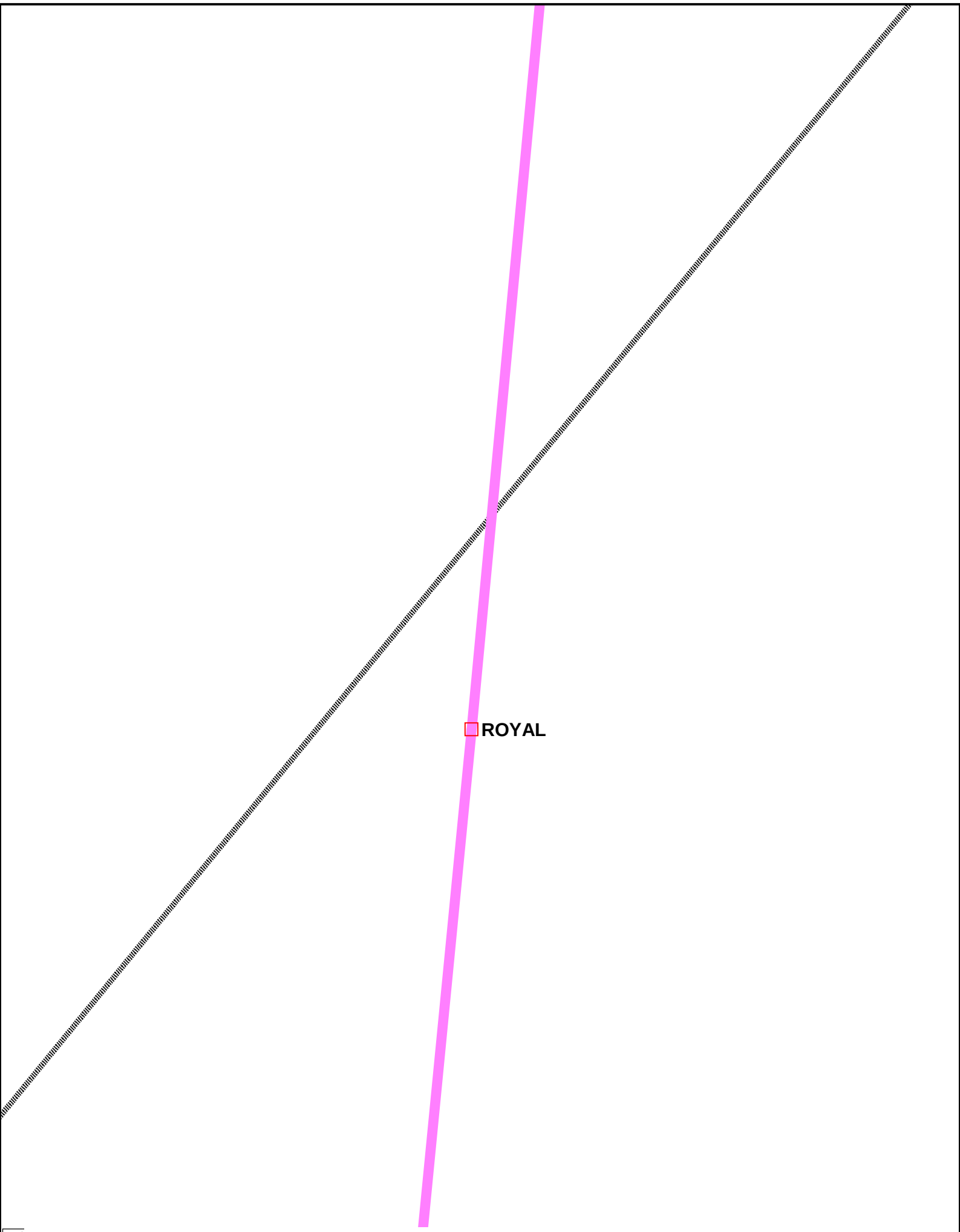

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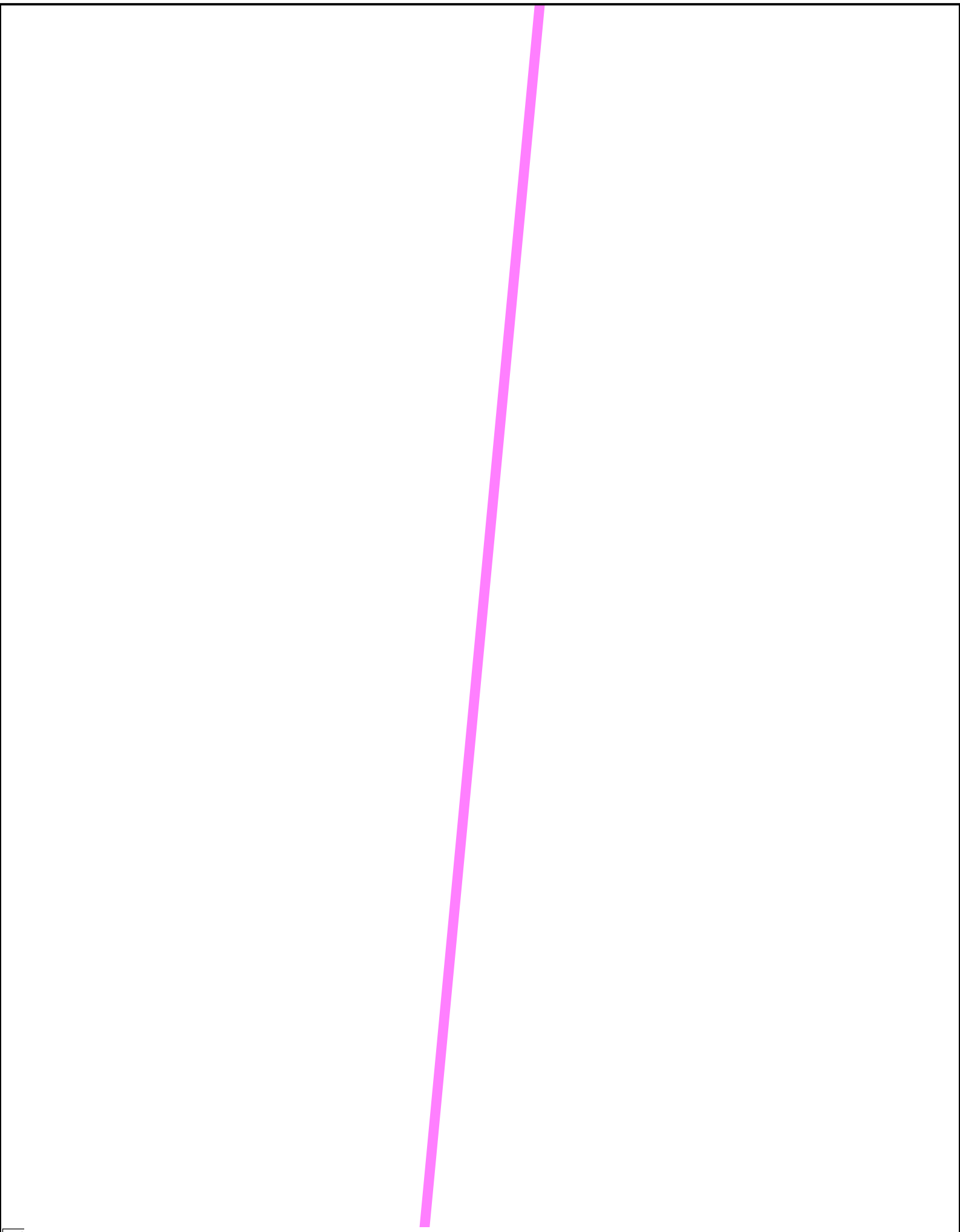

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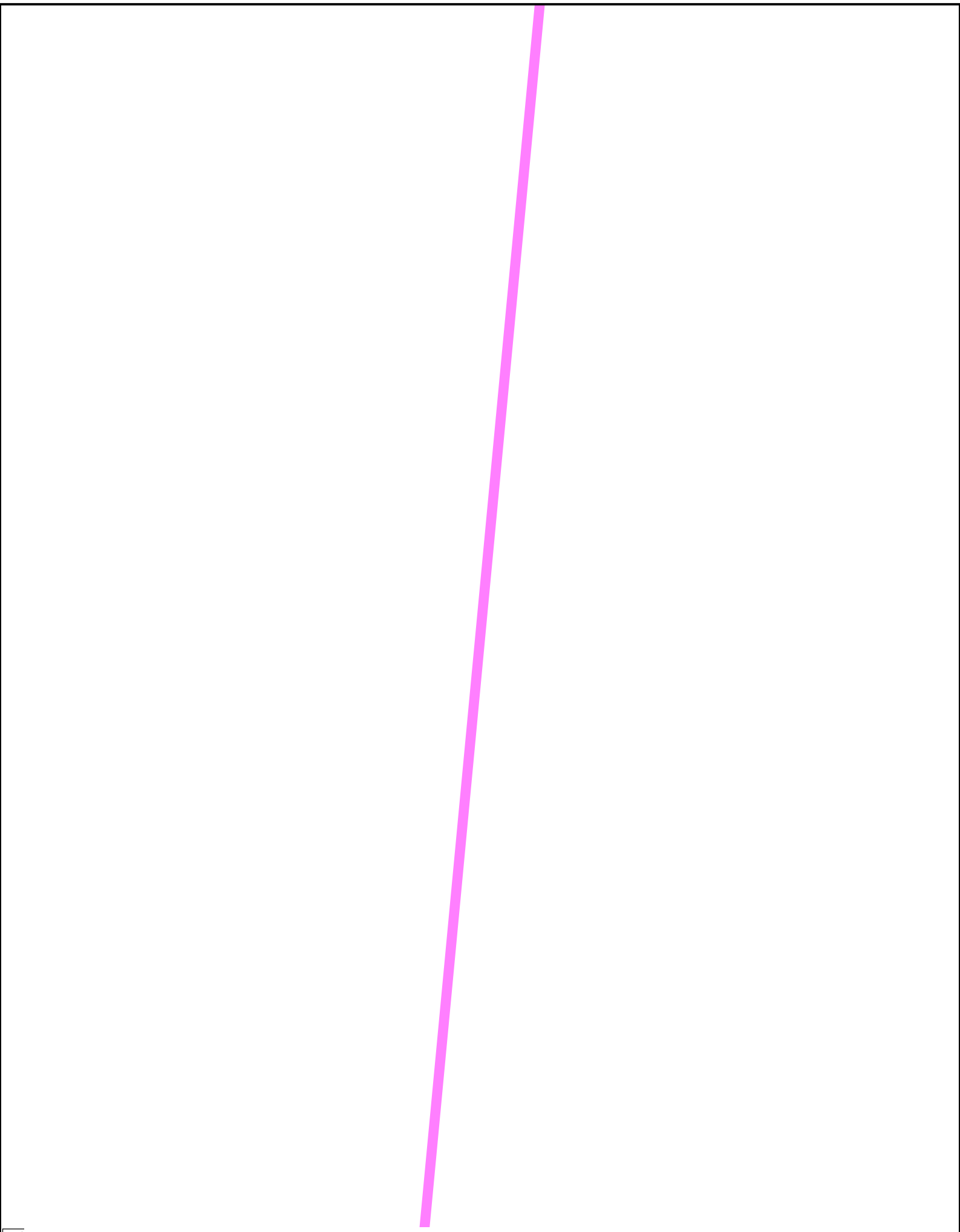

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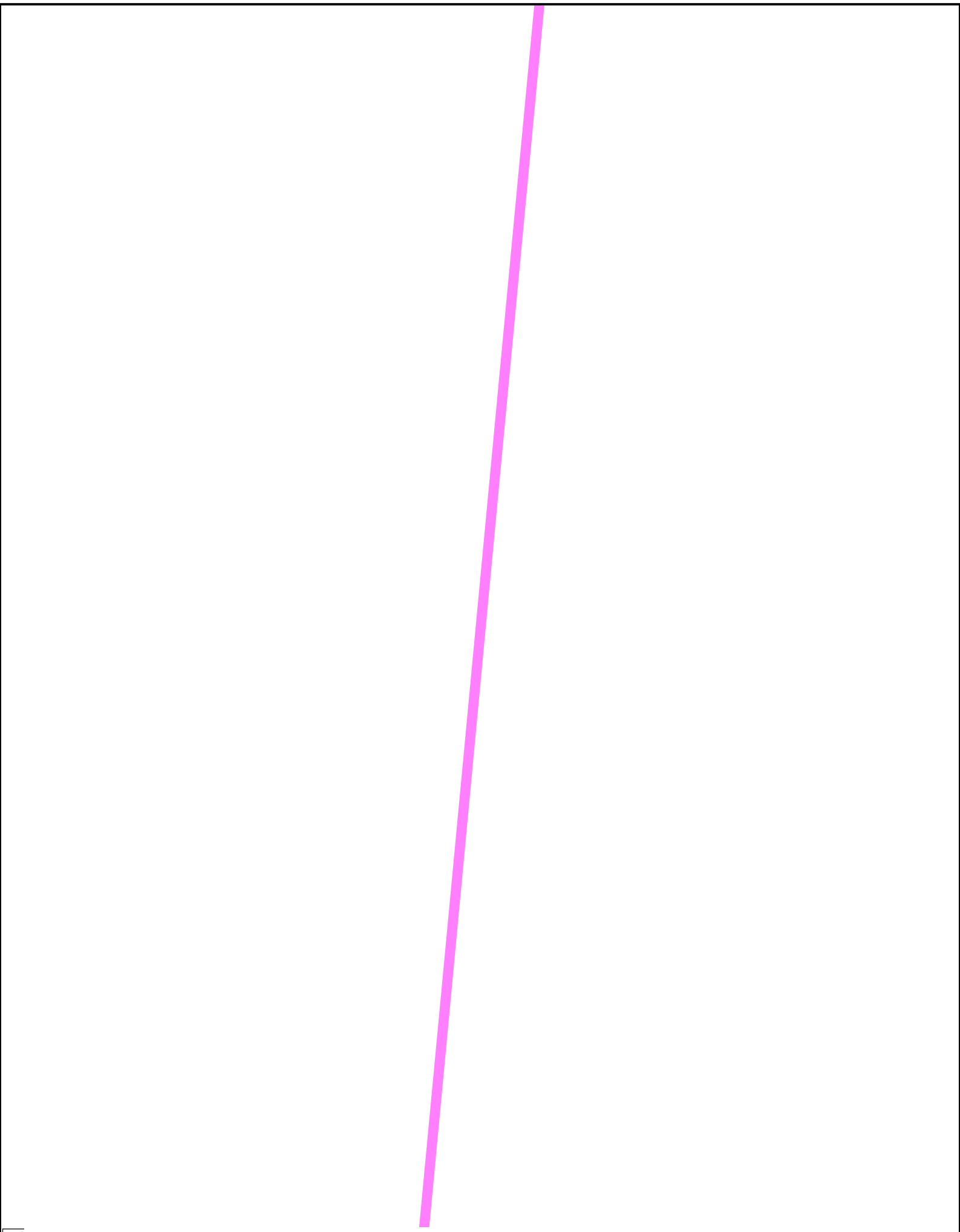

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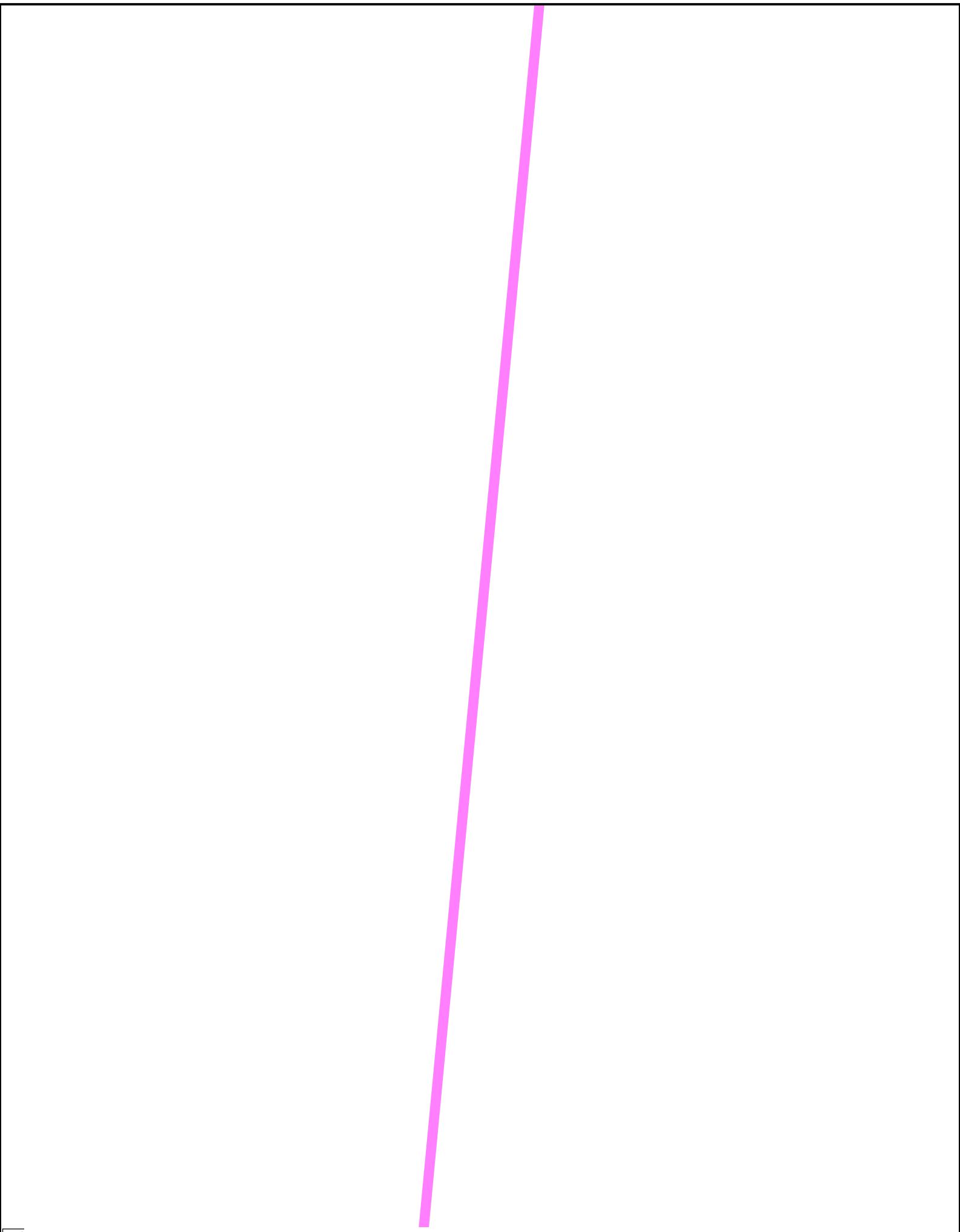

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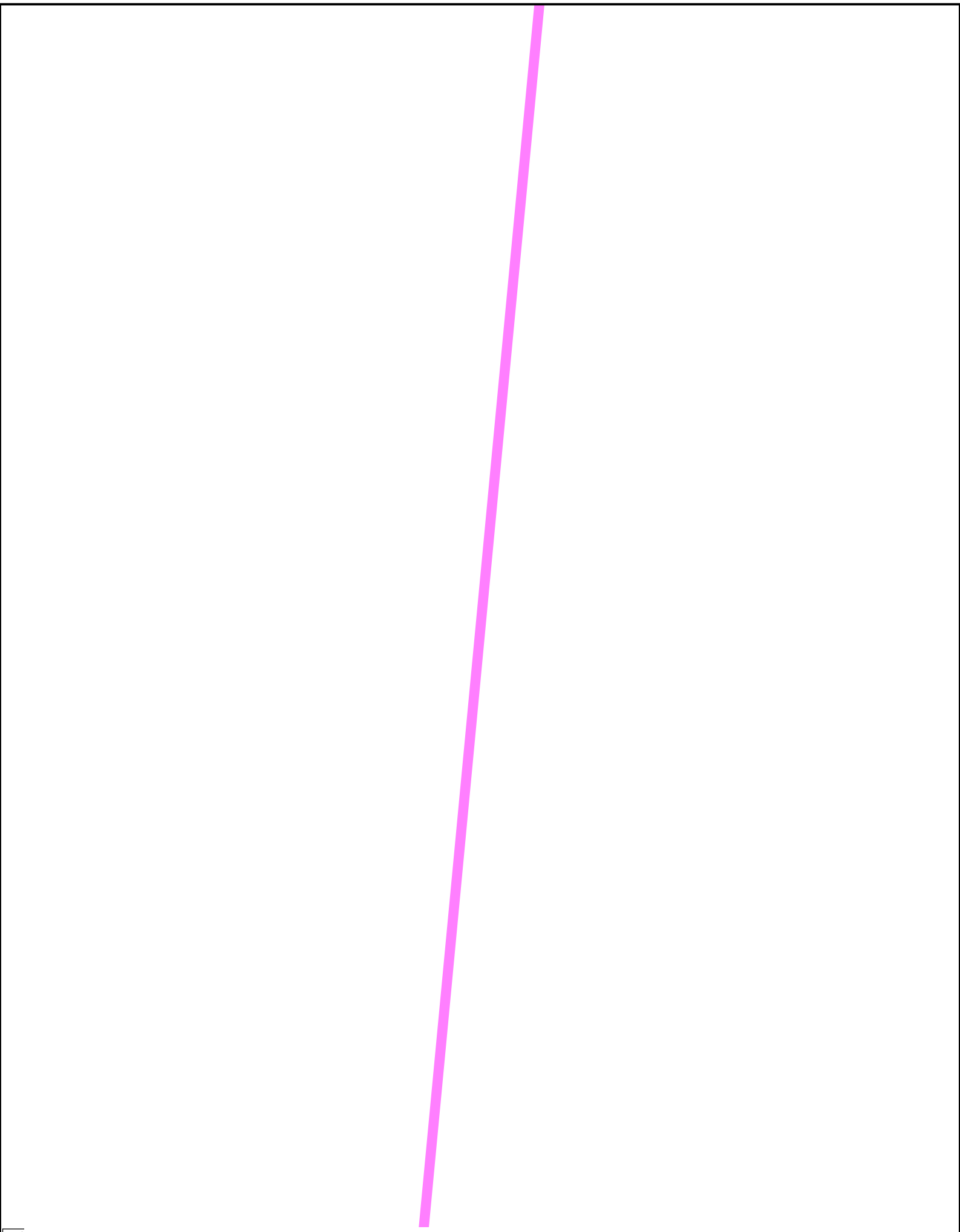

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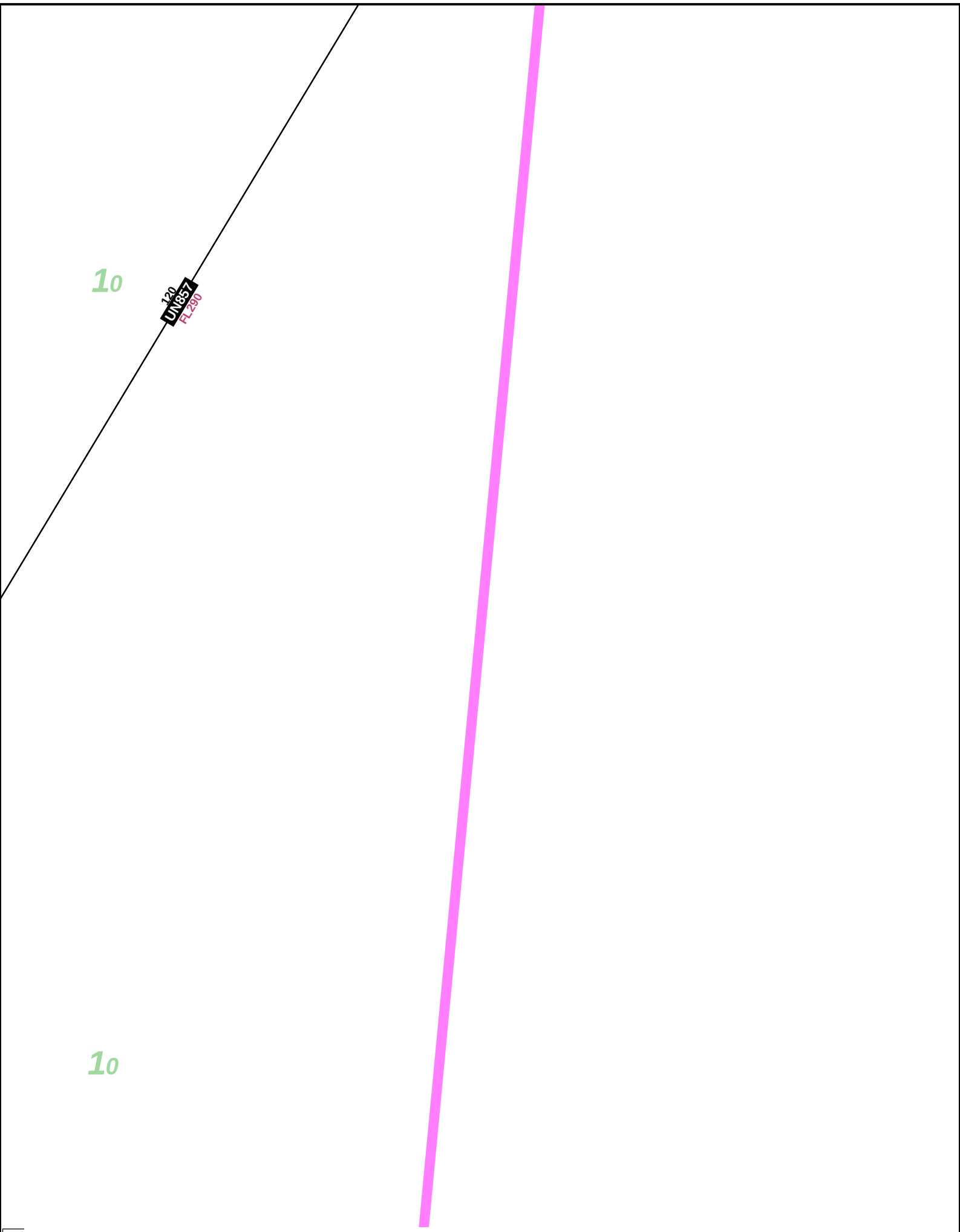

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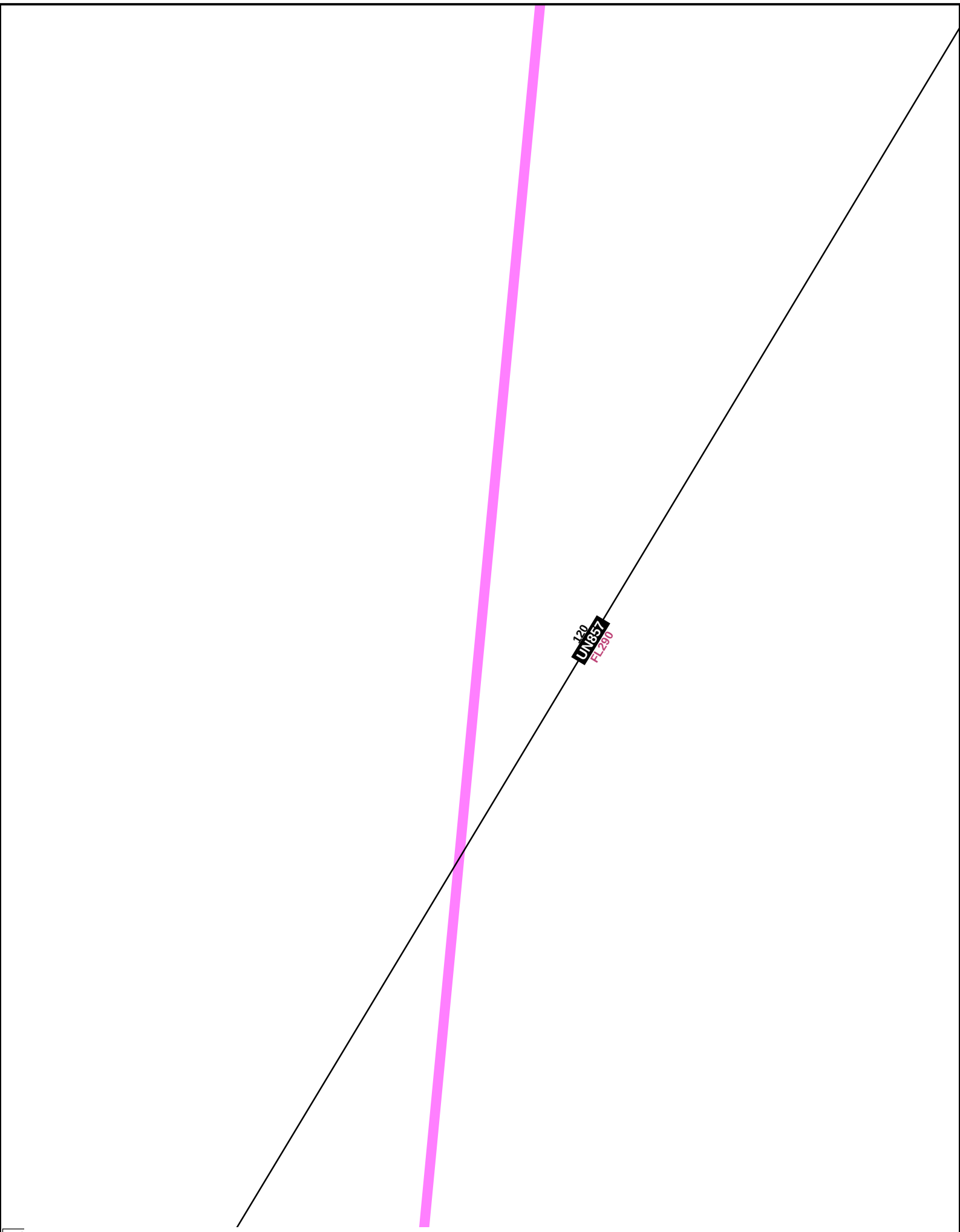

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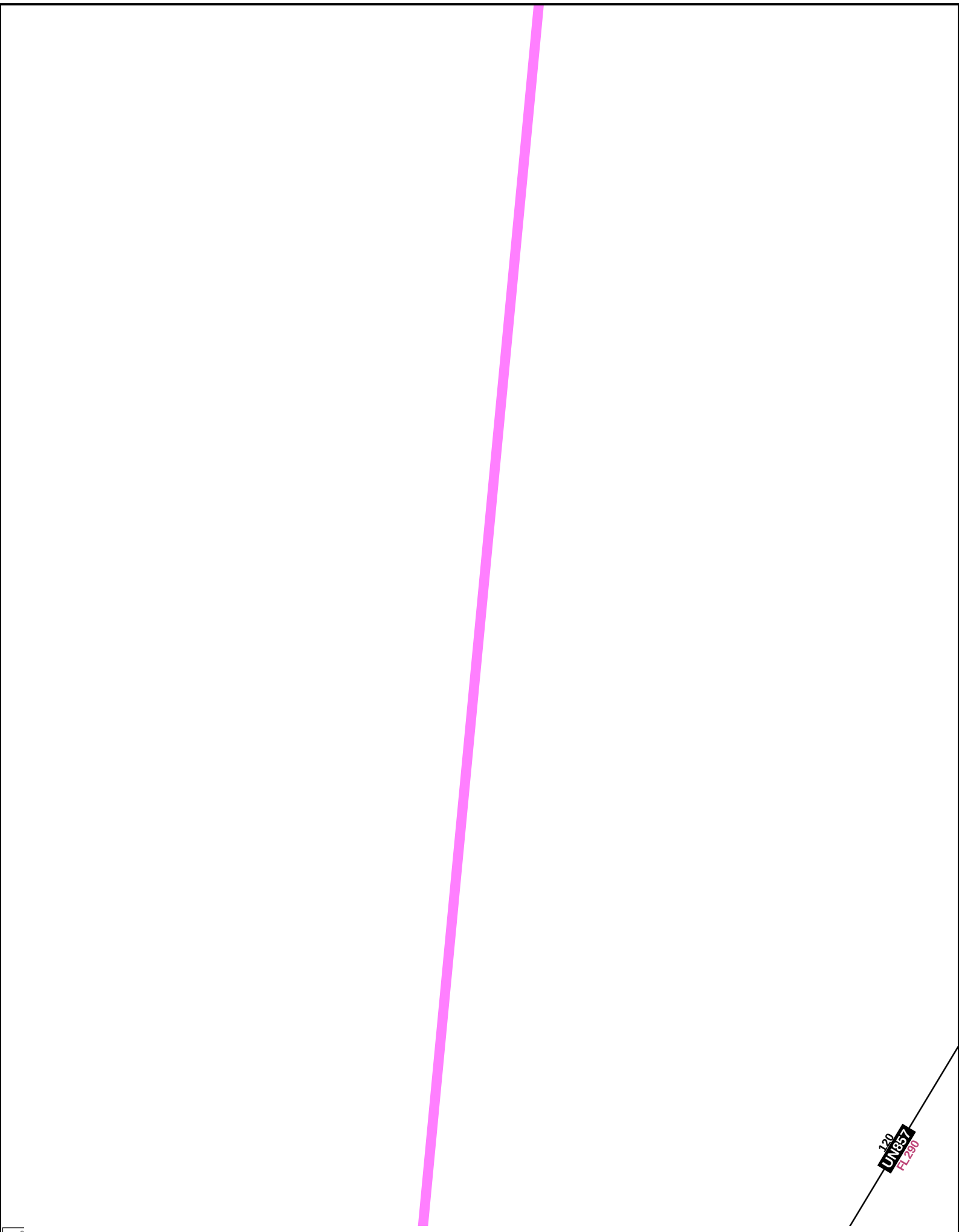

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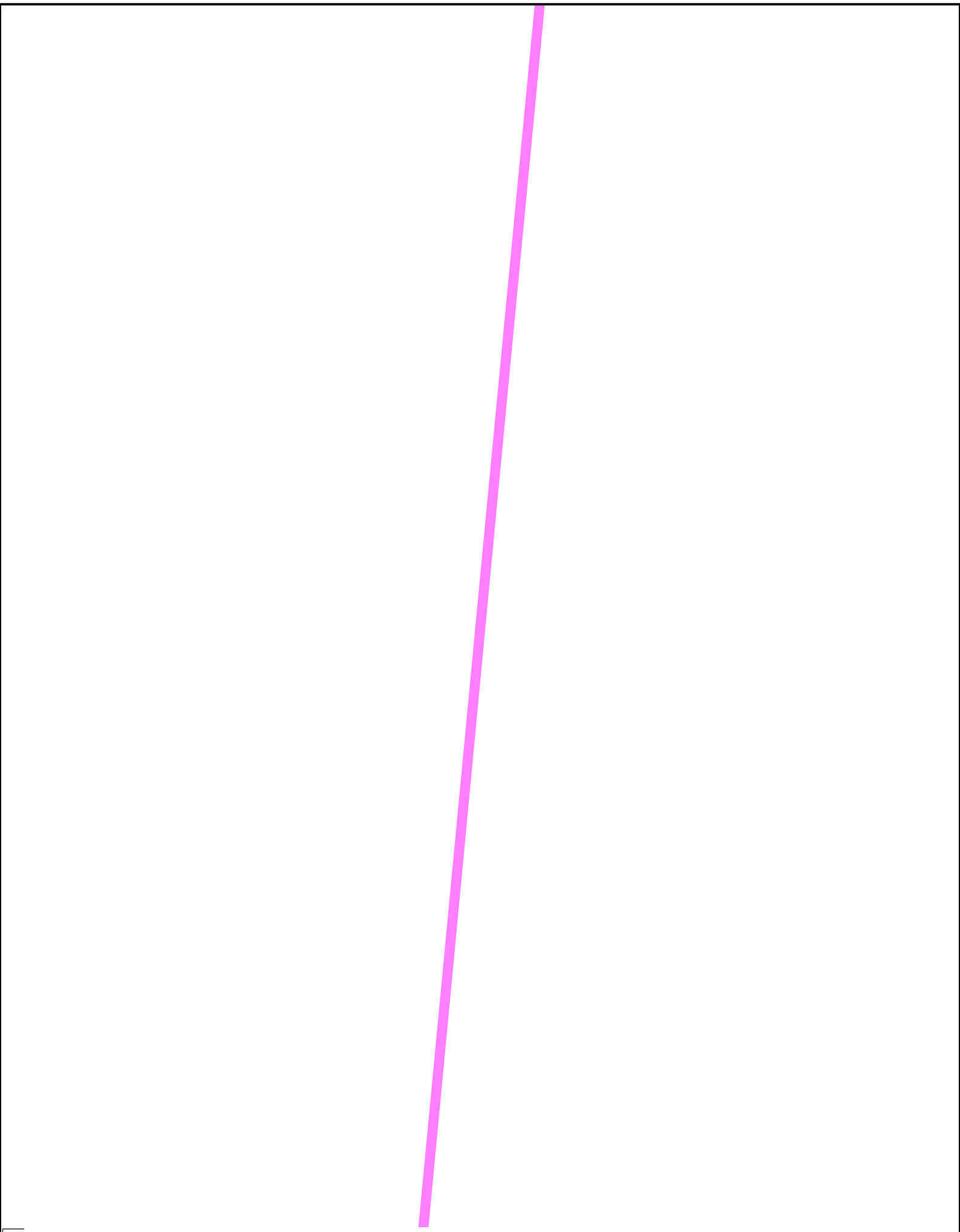

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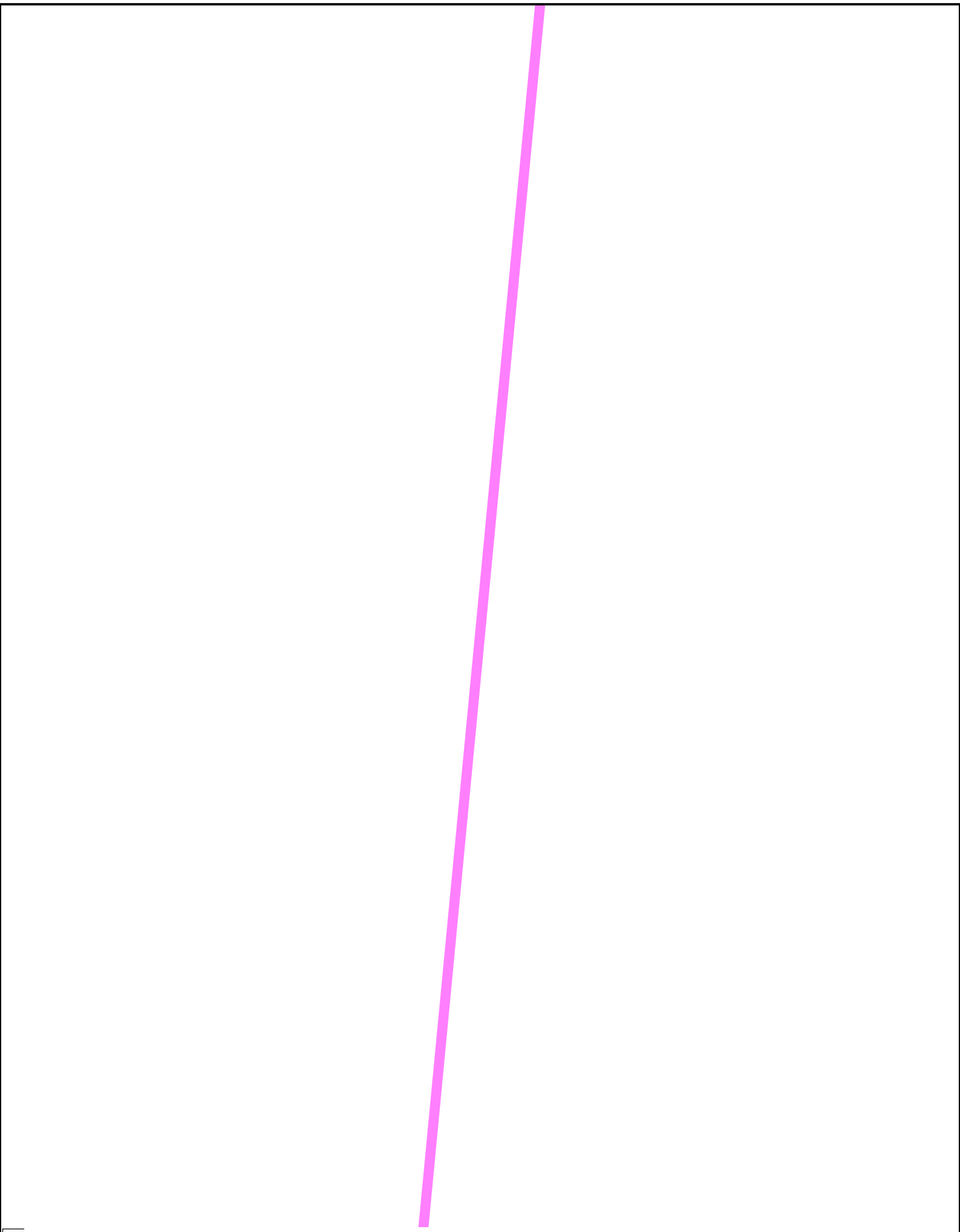

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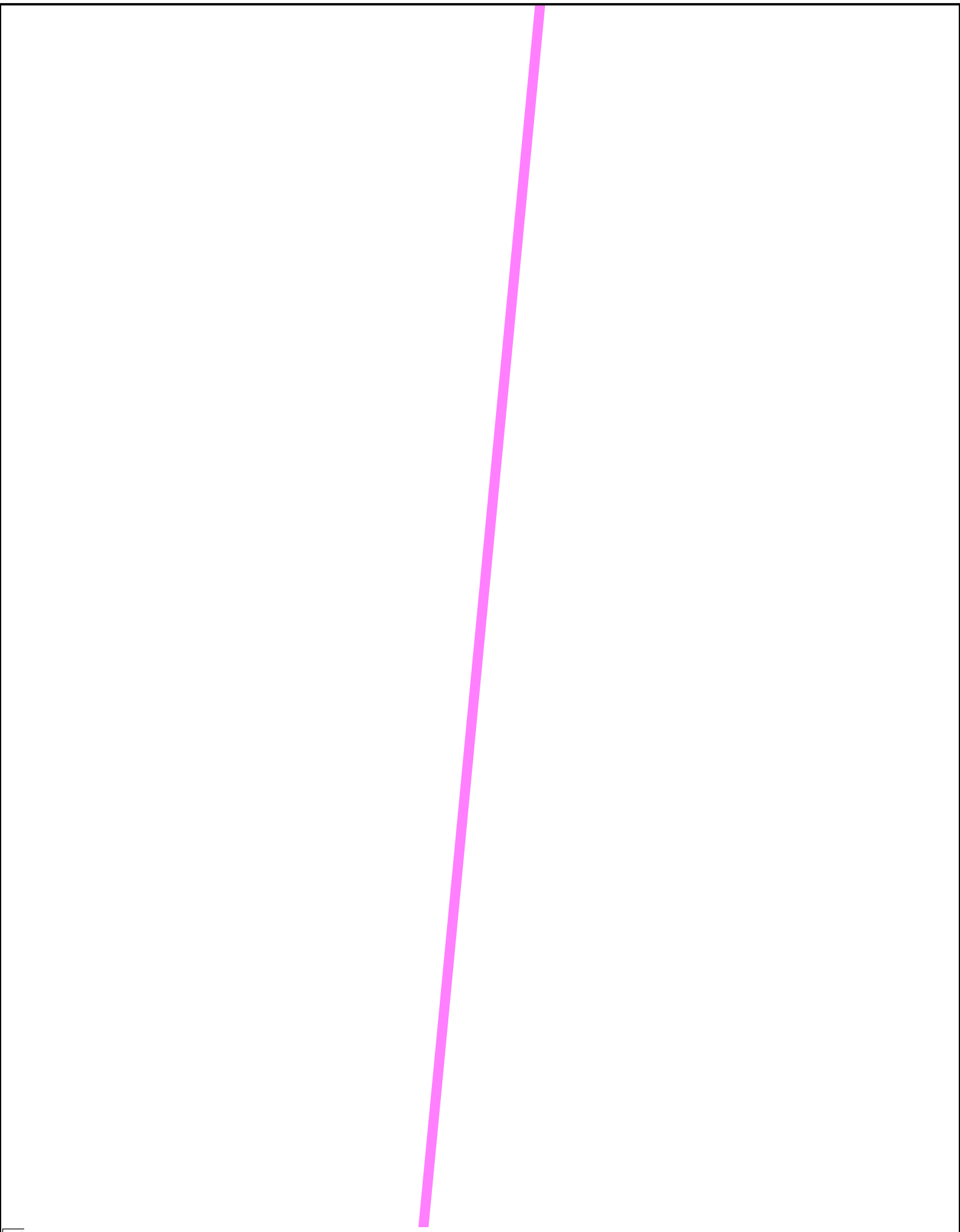

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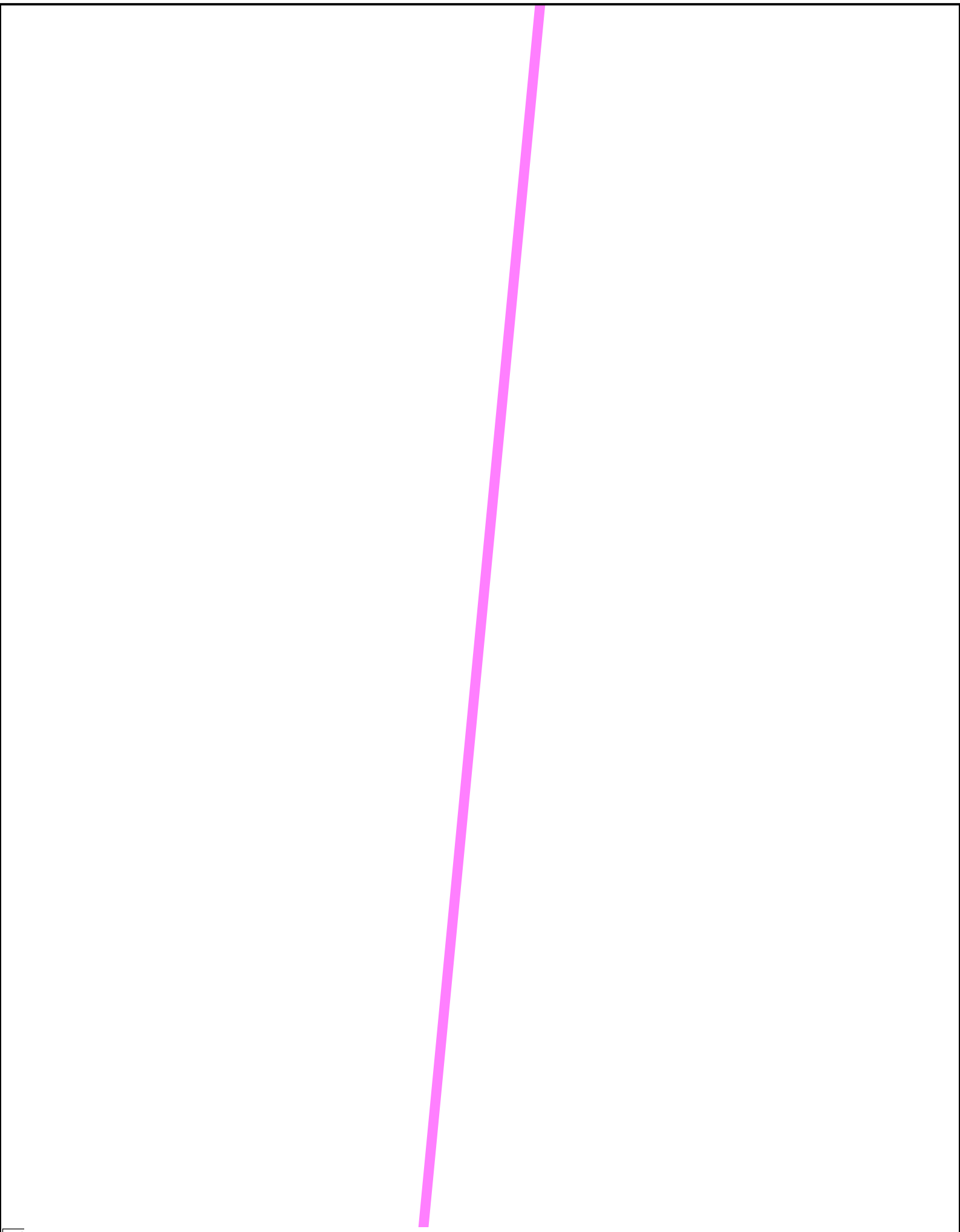

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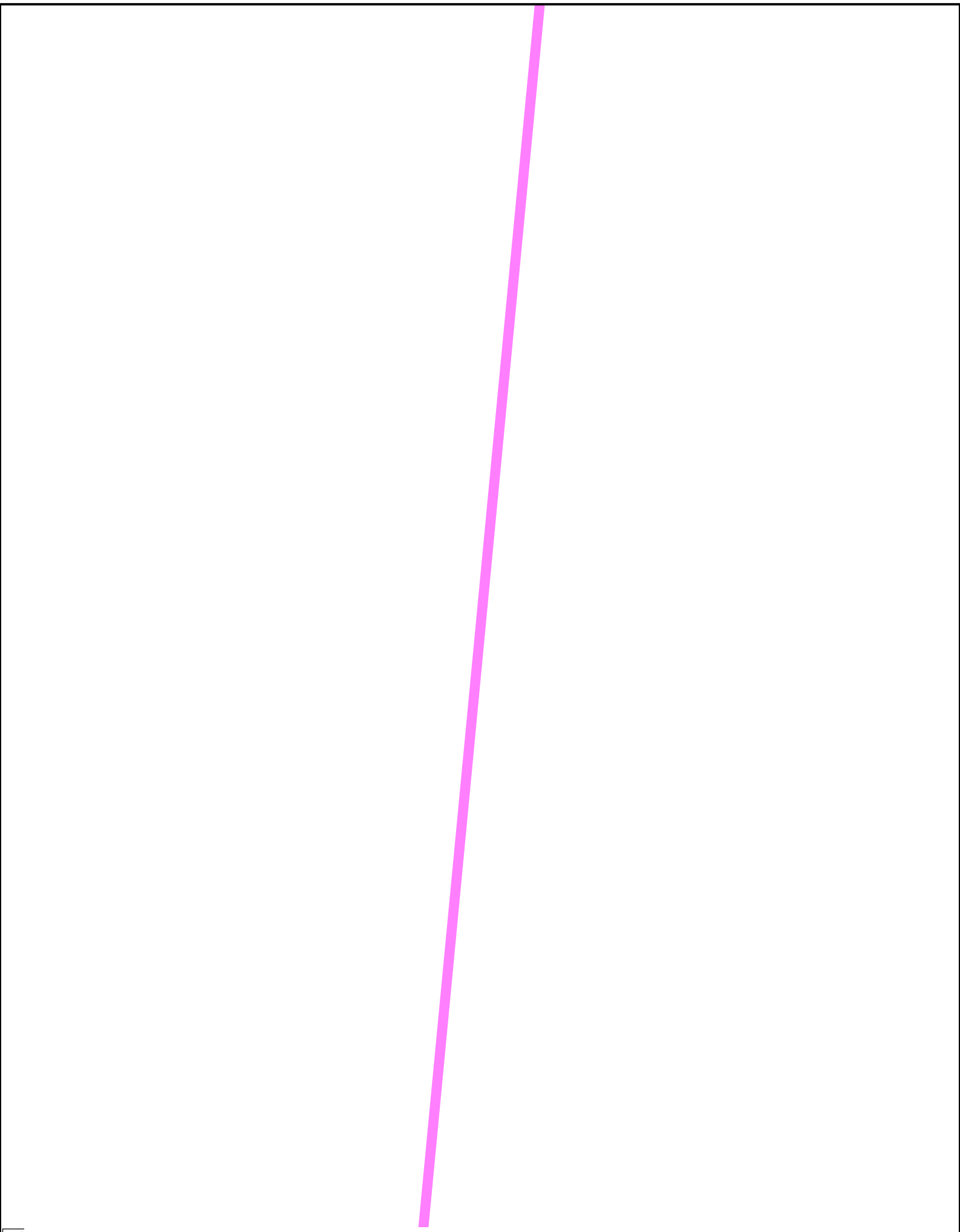

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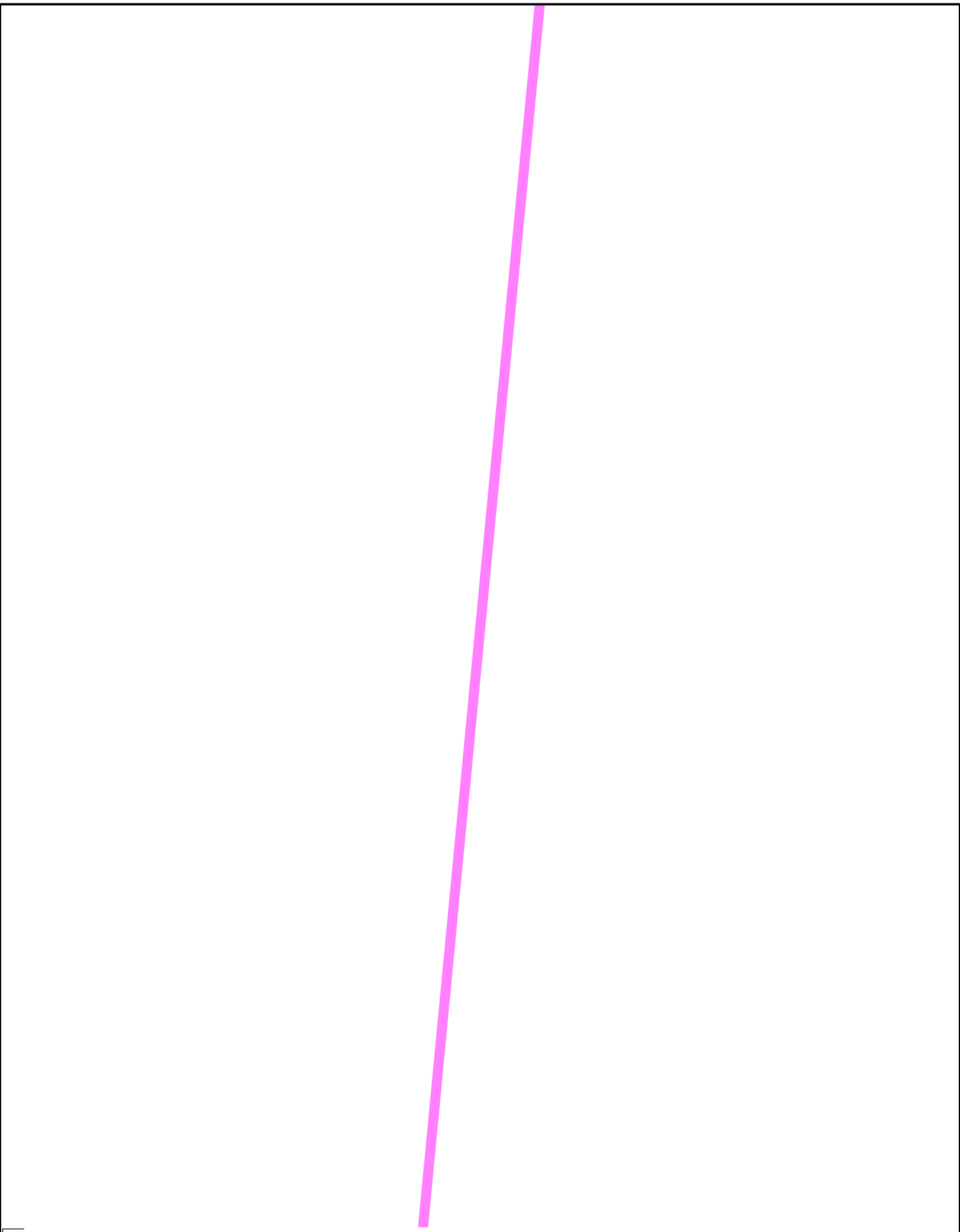

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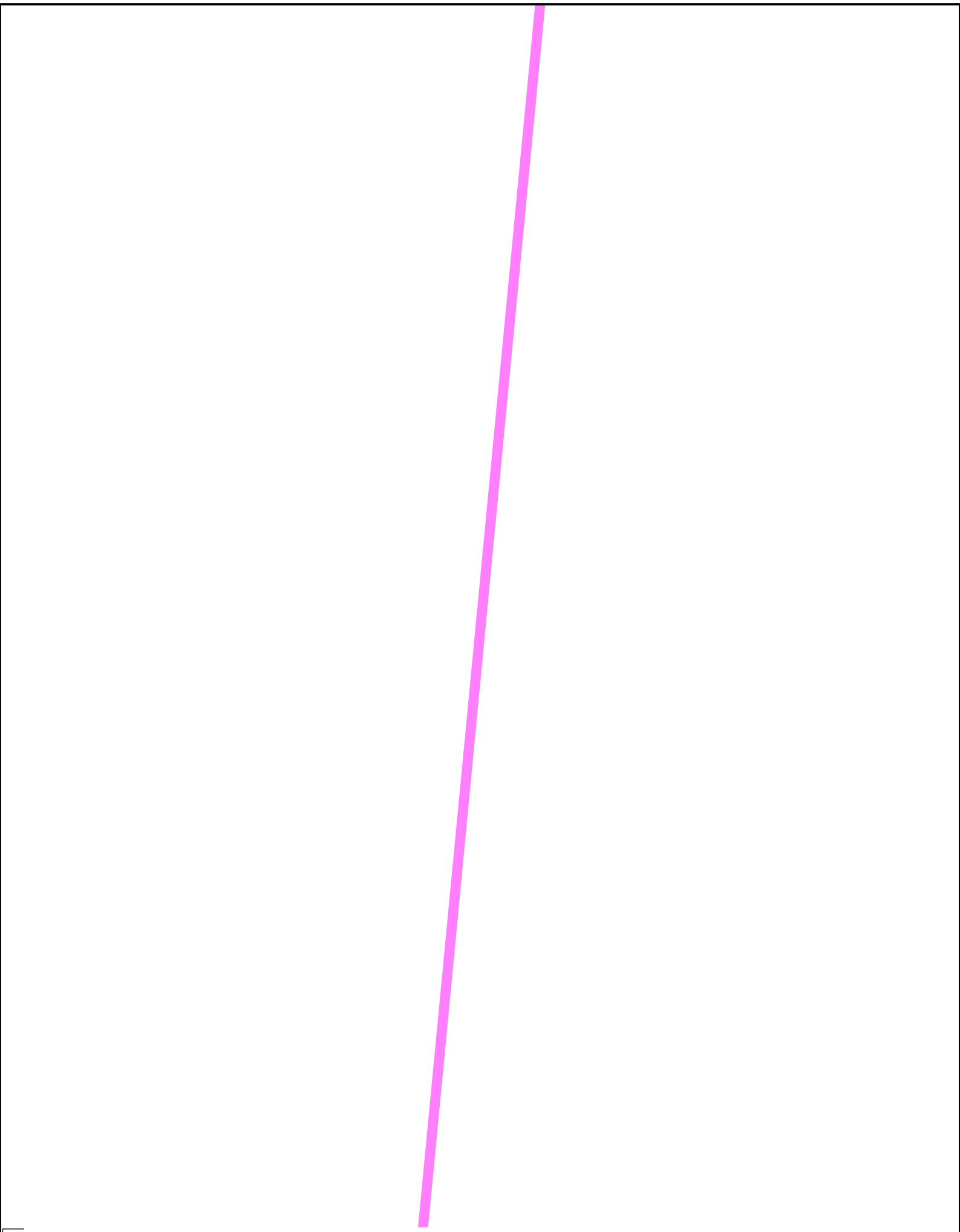

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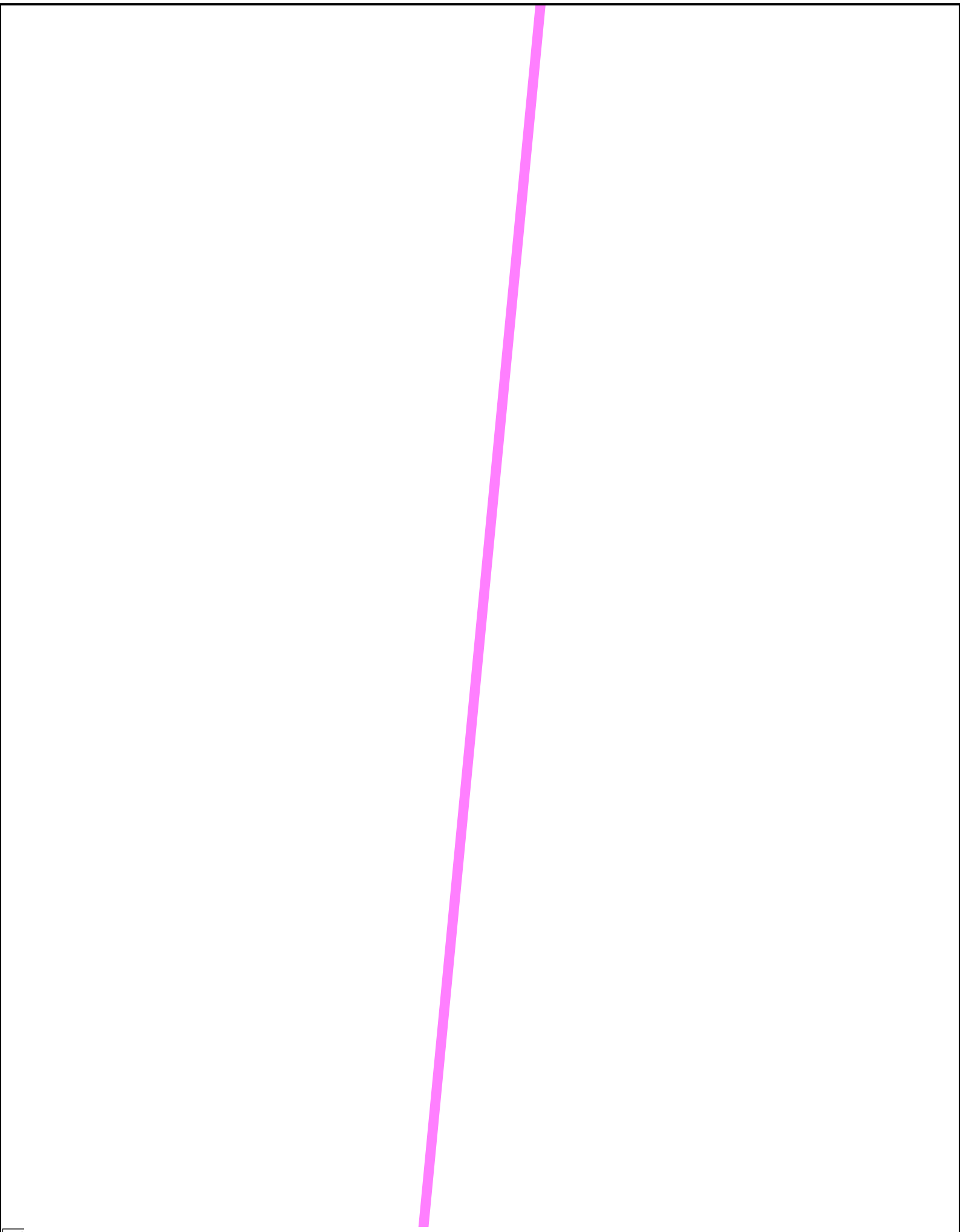

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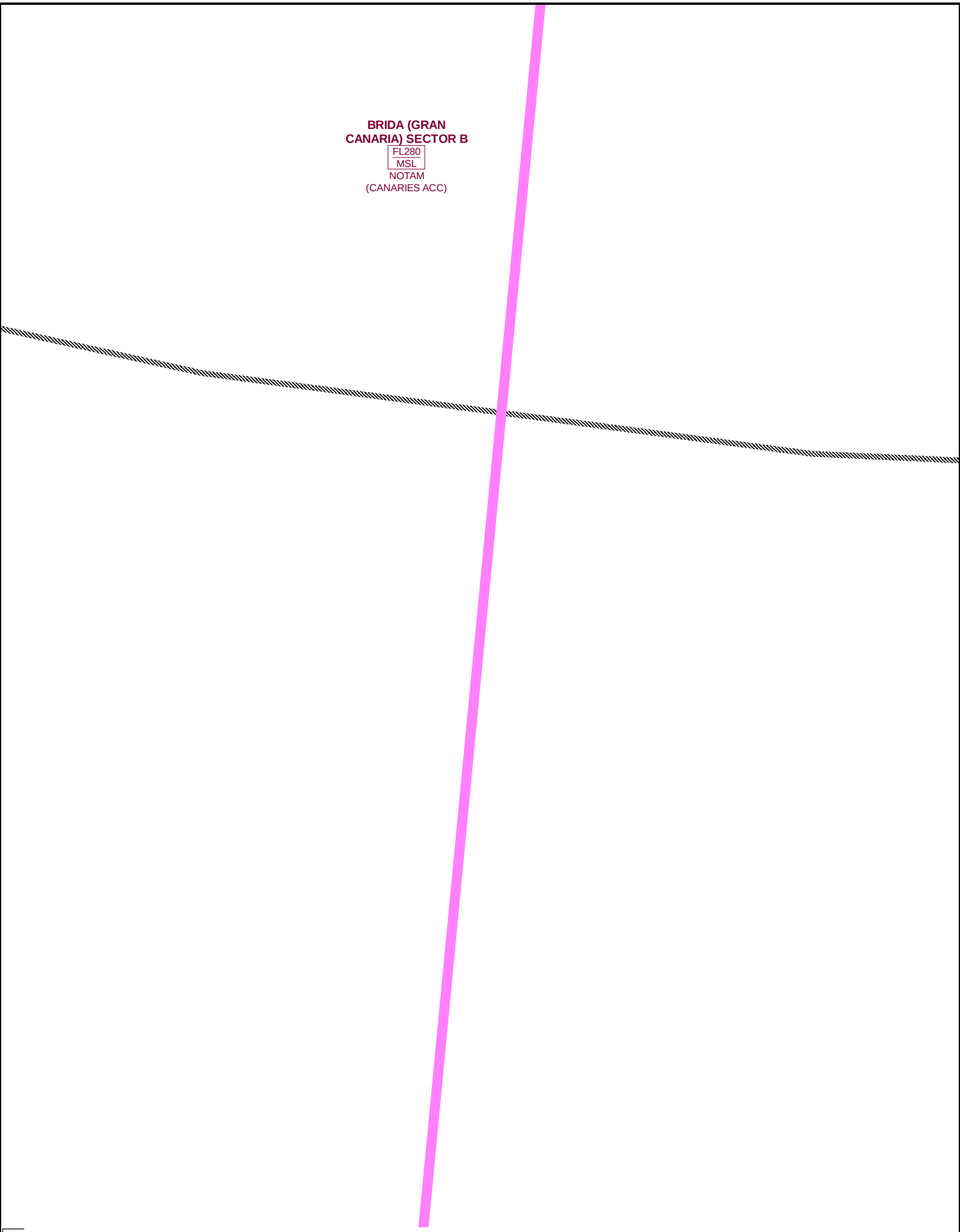

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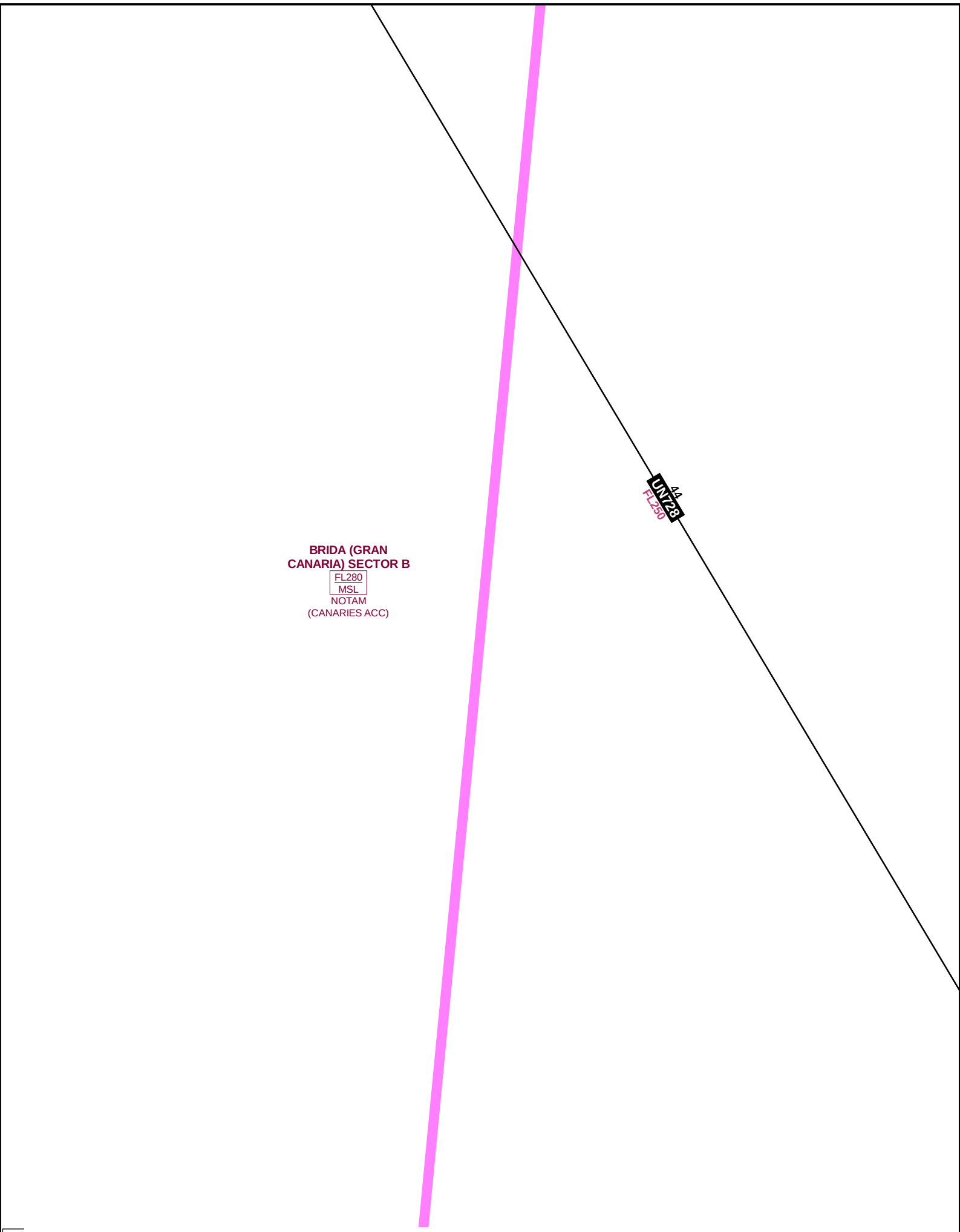

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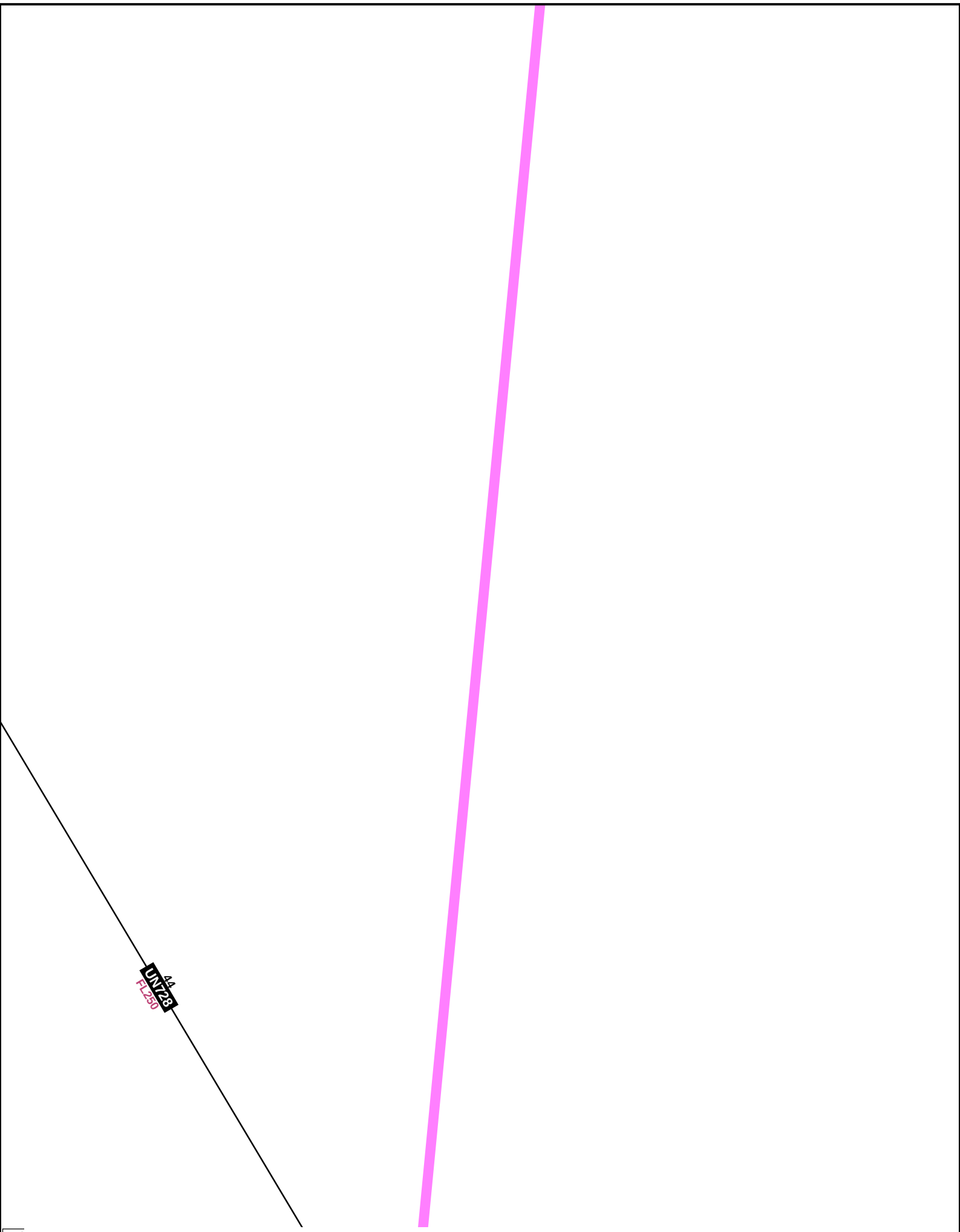

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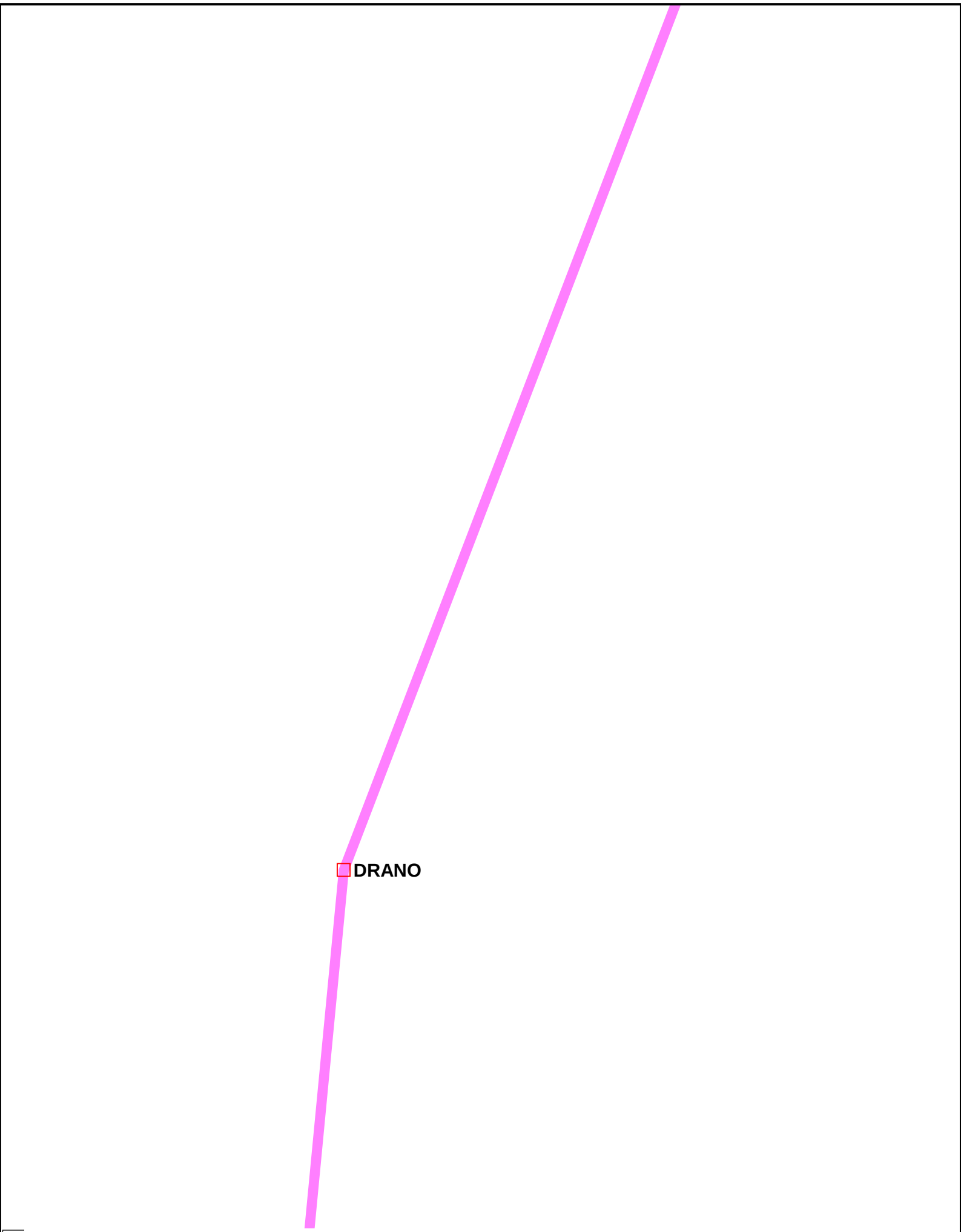

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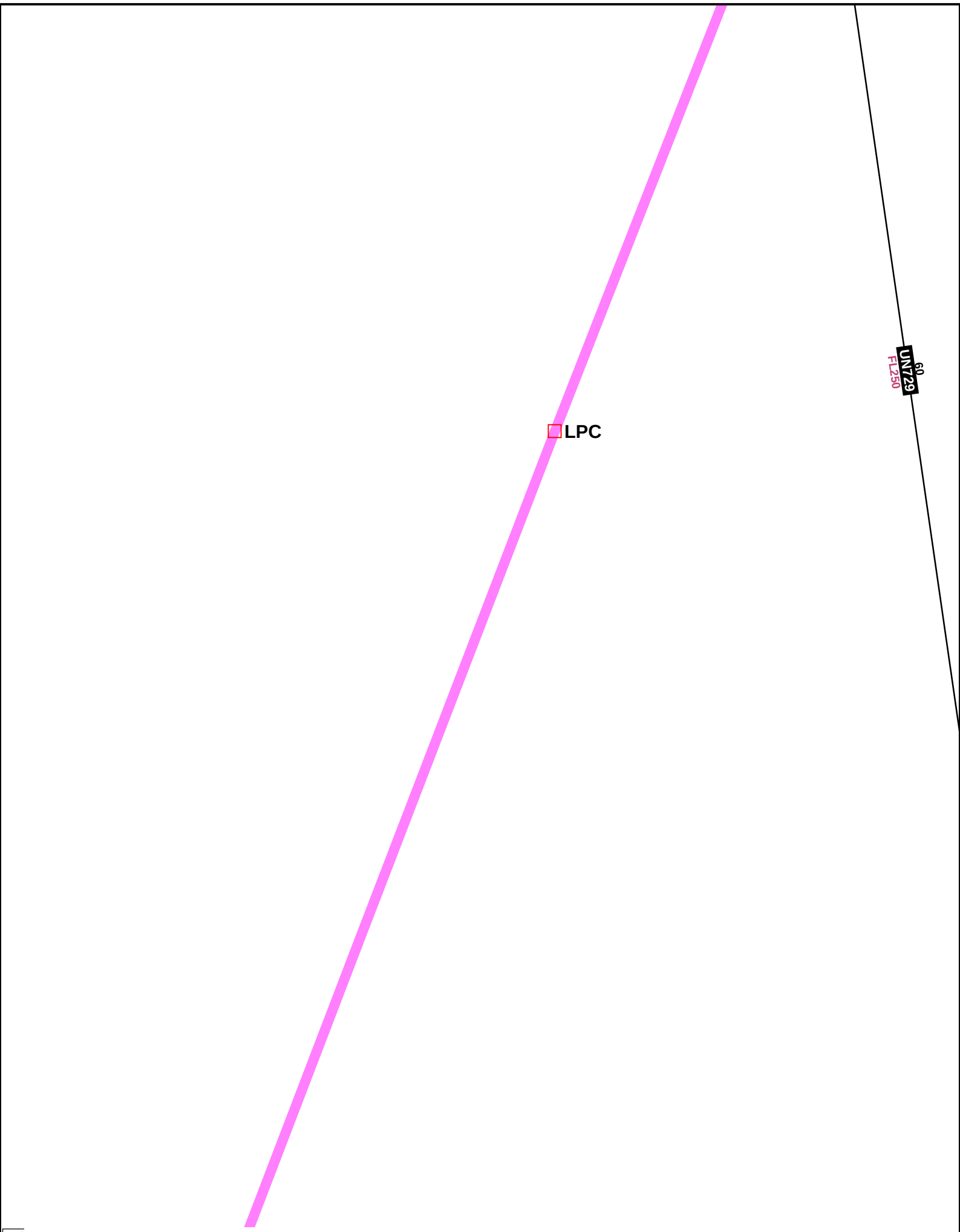

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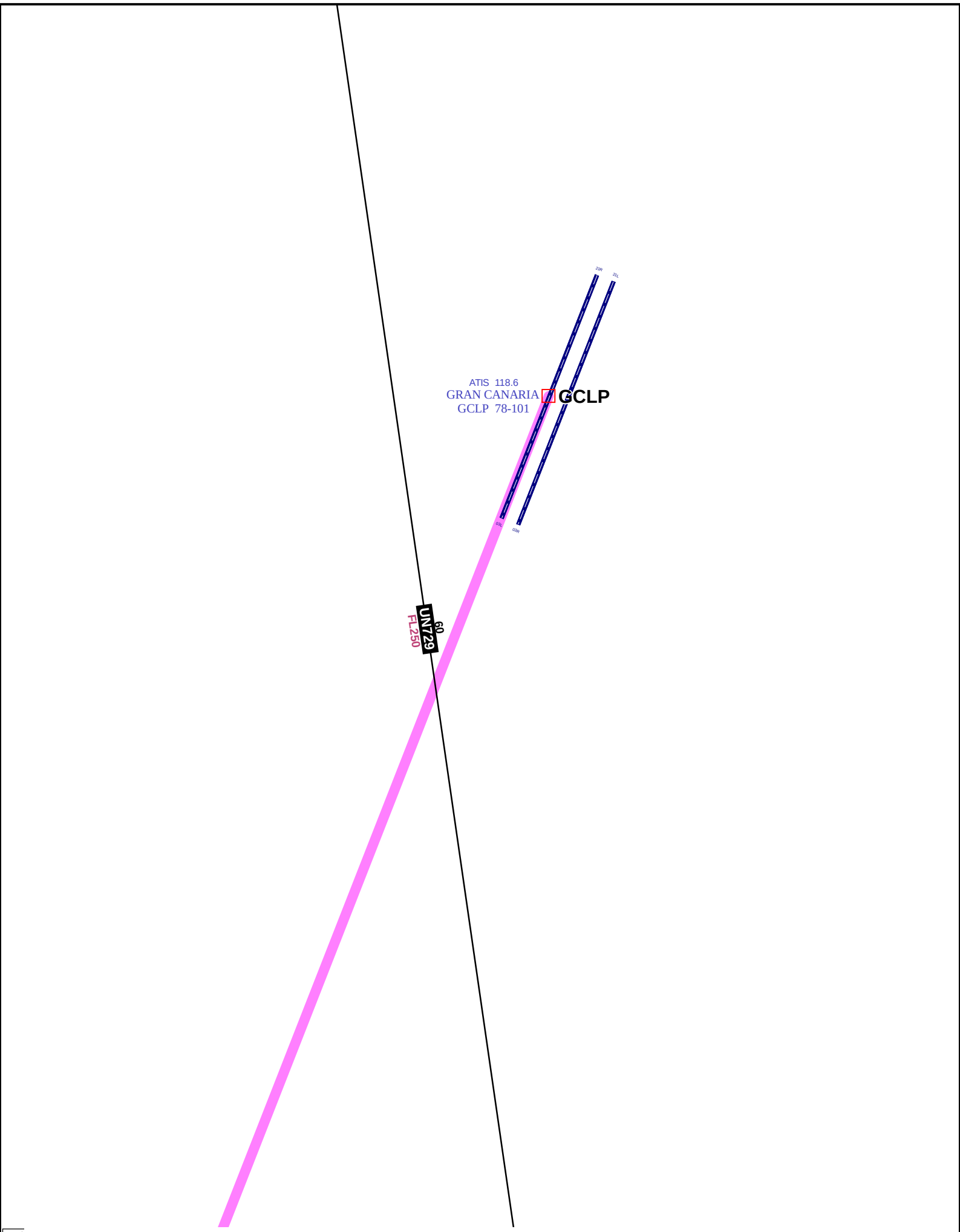

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GQNN/NKC
NOUAKCHOTT

JEPPESEN 30 SEP 05 10-2

NOUAKCHOTT, MAURITANIA
.STAR.

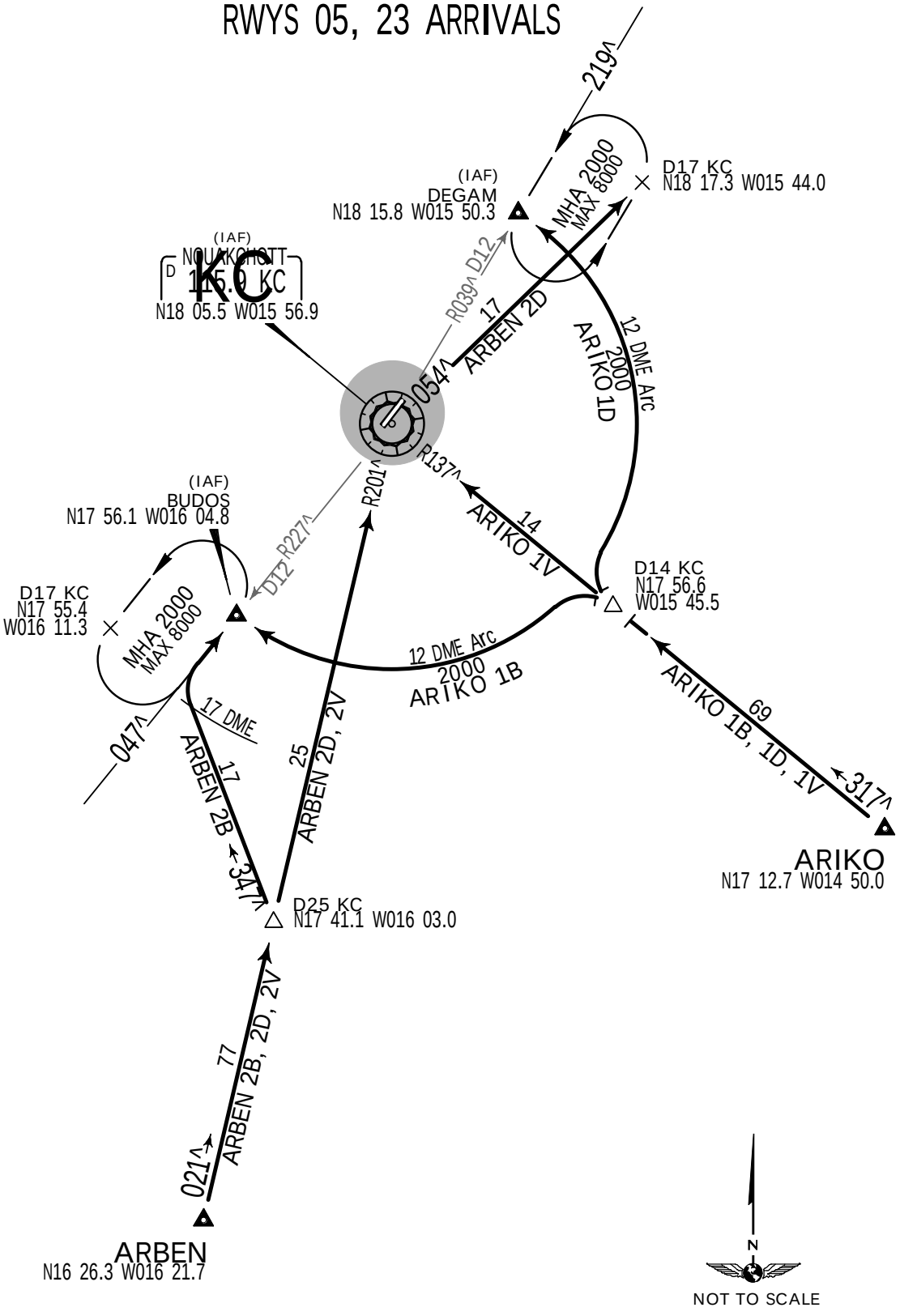
Apt Elev 6'	Alt Set: hPa	Trans level: By ATC	Trans alt: 2000'

2000'
MSA
KC VOR

ARBEN 2B [ARBE2B]
ARIKO 1B [ARIK1B]
RWY 05 ARRIVALS

ARBEN 2D [ARBE2D]
ARIKO 1D [ARIK1D]
RWY 23 ARRIVALS

ARBEN 2V [ARBE2V]
ARIKO 1V [ARIK1V]
RWYS 05, 23 ARRIVALS



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GQNN/NKC
NOUAKCHOTT

JEPPESEN 30 SEP 05 10-2A

NOUAKCHOTT, MAURITANIA
.STAR.

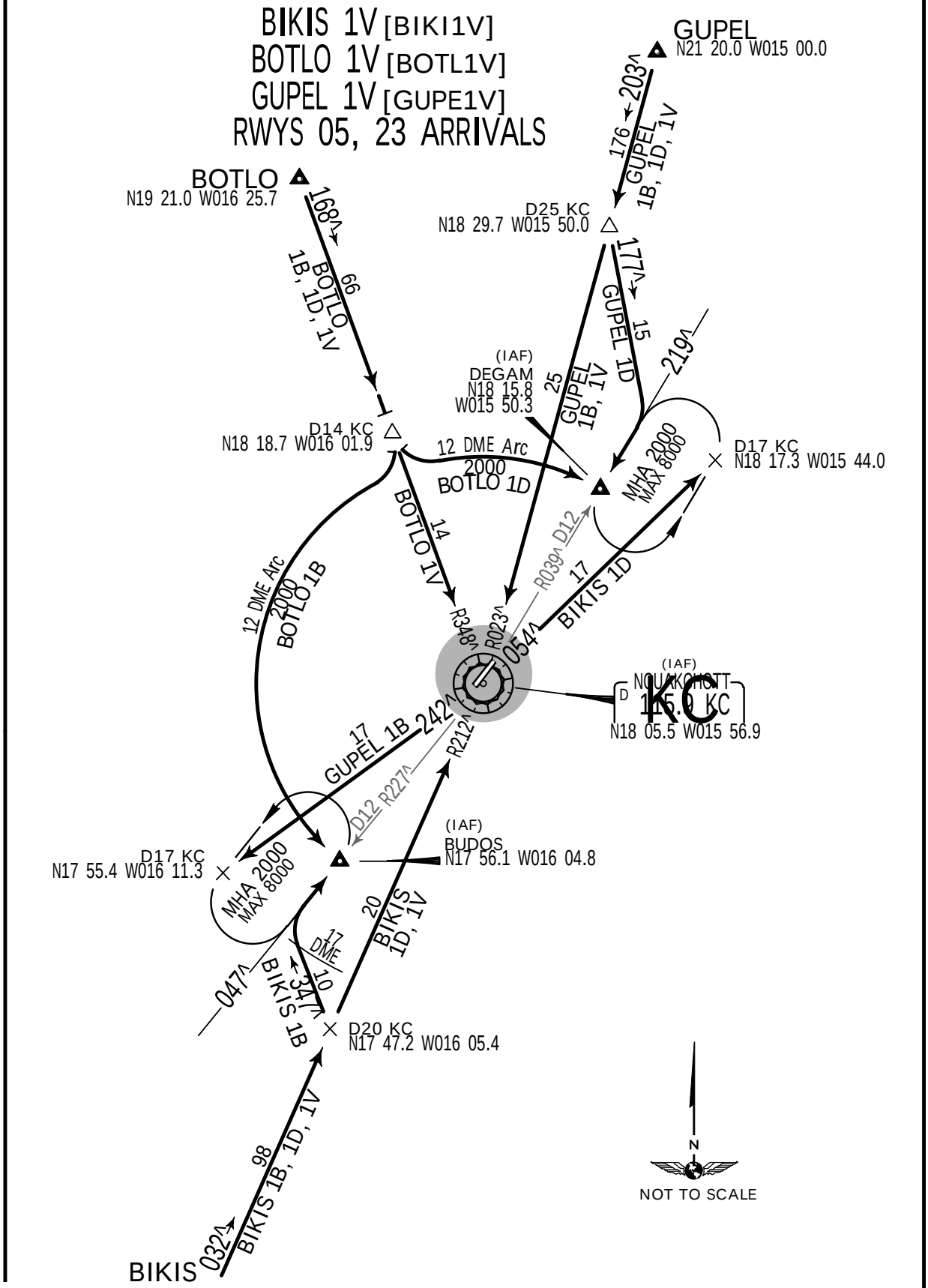
Apt Elev 6'	Alt Set: hPa	Trans level: By ATC	Trans alt: 2000'

2000'
MSA
KC VOR

BIKIS 1B [BIKI1B]
BOTLO 1B [BOTL1B]
GUPEL 1B [GUPE1B]
RWY 05 ARRIVALS

BIKIS 1D [BIKI1D]
BOTLO 1D [BOTL1D]
GUPEL 1D [GUPE1D]
RWY 23 ARRIVALS

BIKIS 1V [BIKI1V]
BOTLO 1V [BOTL1V]
GUPEL 1V [GUPE1V]
RWYS 05, 23 ARRIVALS



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GQNN/NKC
NOUAKCHOTT

JEPPESEN 30 SEP 05 10-2B

NOUAKCHOTT, MAURITANIA
.STAR.

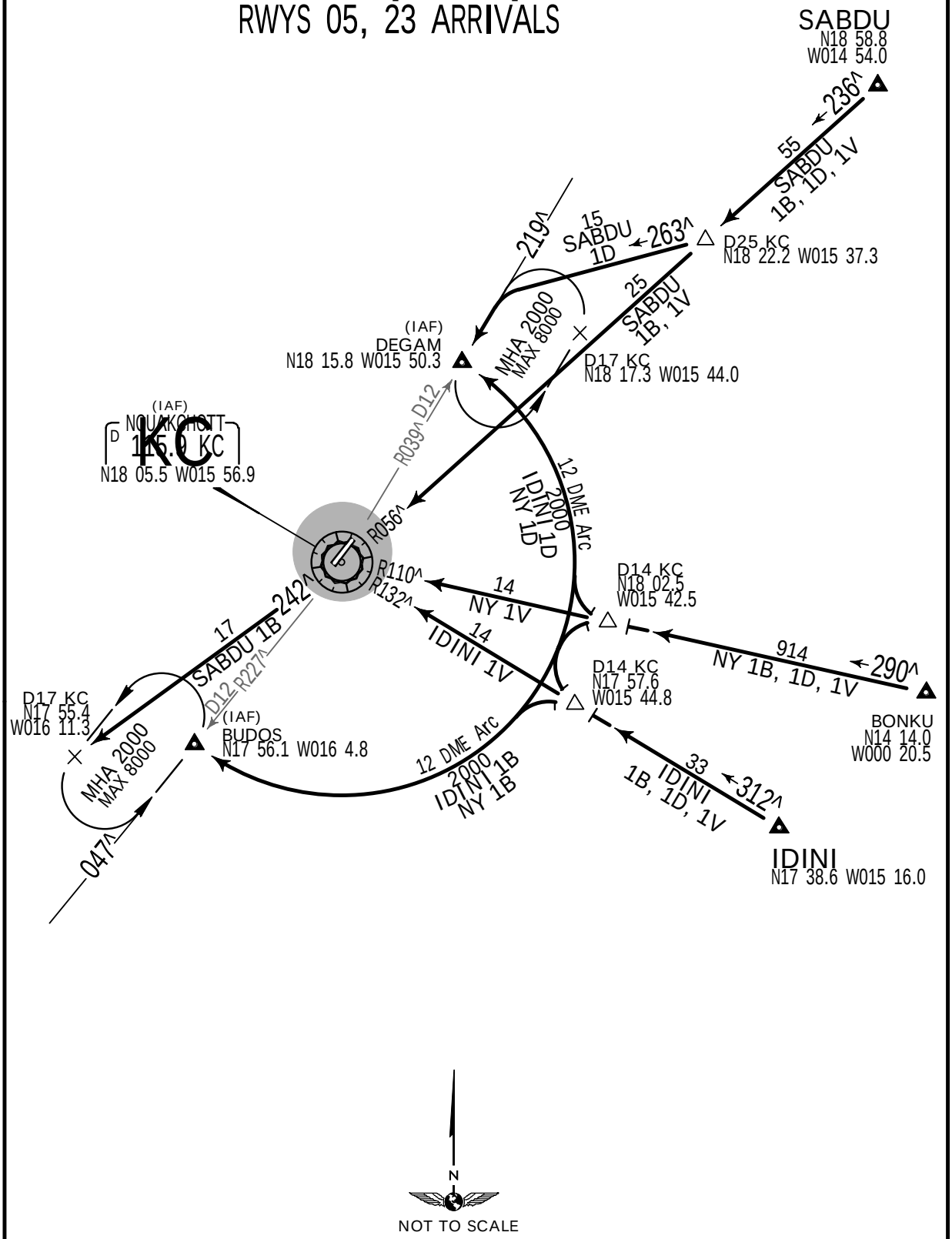
Apt Elev 6'	Alt Set: hPa	Trans level: By ATC	Trans alt: 2000'

2000'
MSA
KC VOR

IDINI 1B [IDIN1B], NY 1B
SABDU 1B [SABD1B]
RWY 05 ARRIVALS

IDINI 1D [IDIN1D], NY 1D
SABDU 1D [SABD1D]
RWY 23 ARRIVALS

IDINI 1V [IDIN1V], NY 1V
SABDU 1V [SABD1V]
RWYS 05, 23 ARRIVALS



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GQNN/NKC
NOUAKCHOTT

JEPPESEN
30 SEP 05 10-2C

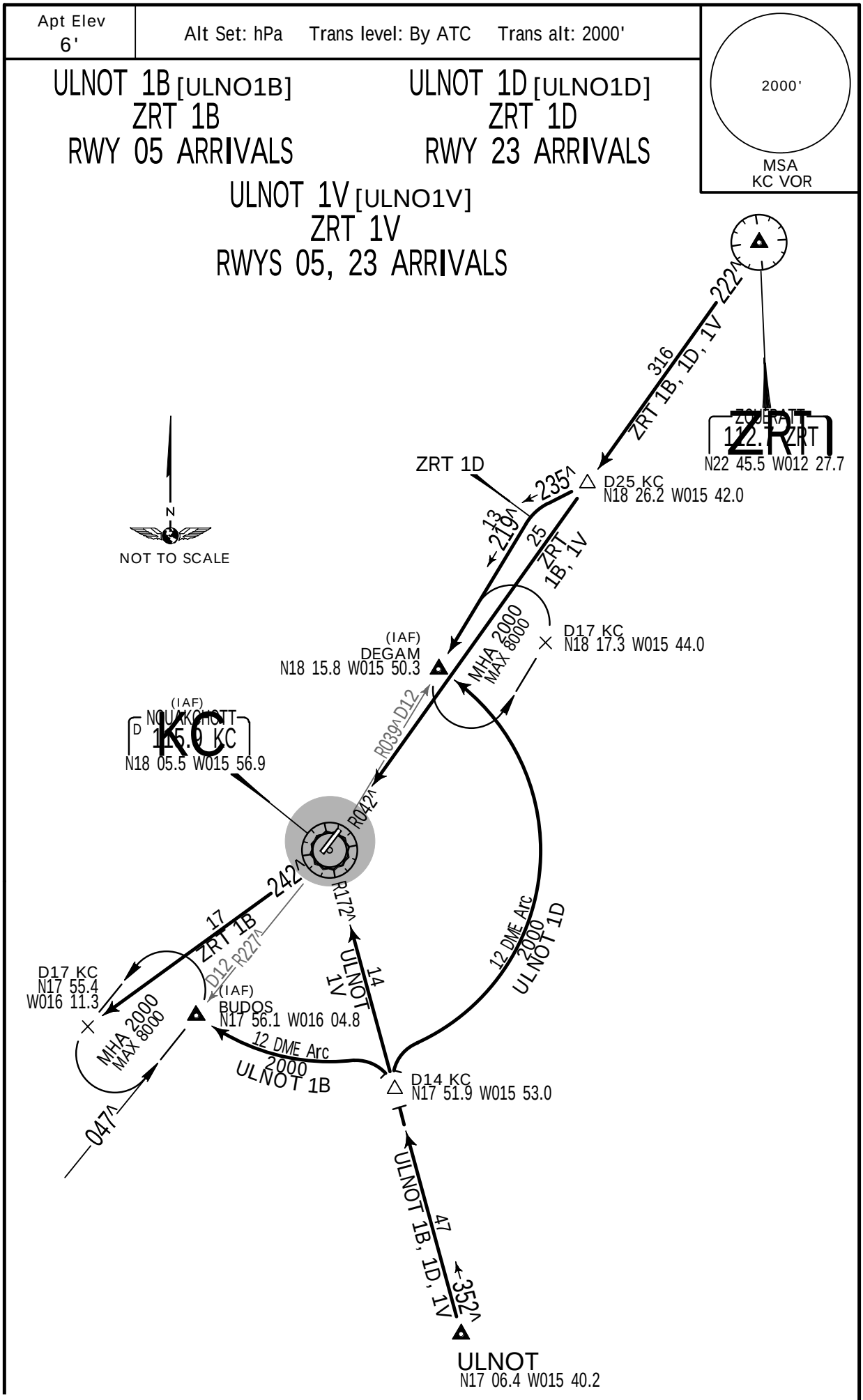
NOUAKCHOTT, MAURITANIA
.STAR.

Apt Elev 6'	Alt Set: hPa	Trans level: By ATC	Trans alt: 2000'

ULNOT 1B [ULNO1B]
ZRT 1B
RWY 05 ARRIVALS

ULNOT 1D [ULNO1D]
ZRT 1D
RWY 23 ARRIVALS

ULNOT 1V [ULNO1V]
ZRT 1V
RWYS 05, 23 ARRIVALS



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GQNN/NKC NOUAKCHOTT, MAURITANIA

NOUAKCHOTT

JEPPESEN

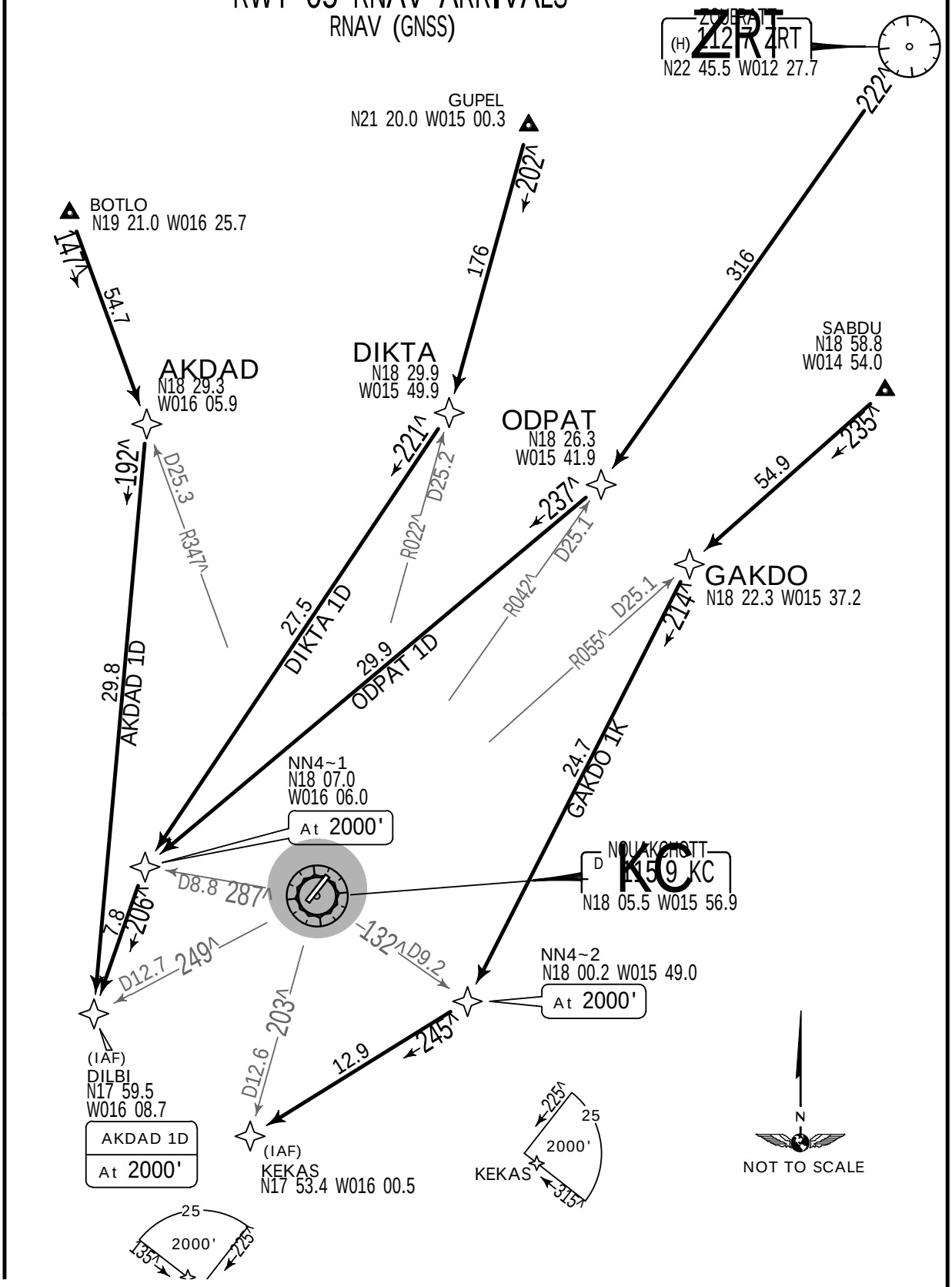
30 MAY 14 (10-2D)

.RNAV.STAR.

Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 2000'
6'	

TAA
25 NM
IAF/IF

AKDAD 1D [AKDA1D]
DIKTA 1D [DIKT1D]
GAKDO 1K [GAKD1K]
ODPAT 1D [ODPA1D]
RWY 05 RNAV ARRIVALS
RNAV (GNSS)



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GQNN/NKC
NOUAKCHOTT

JEPPESEN

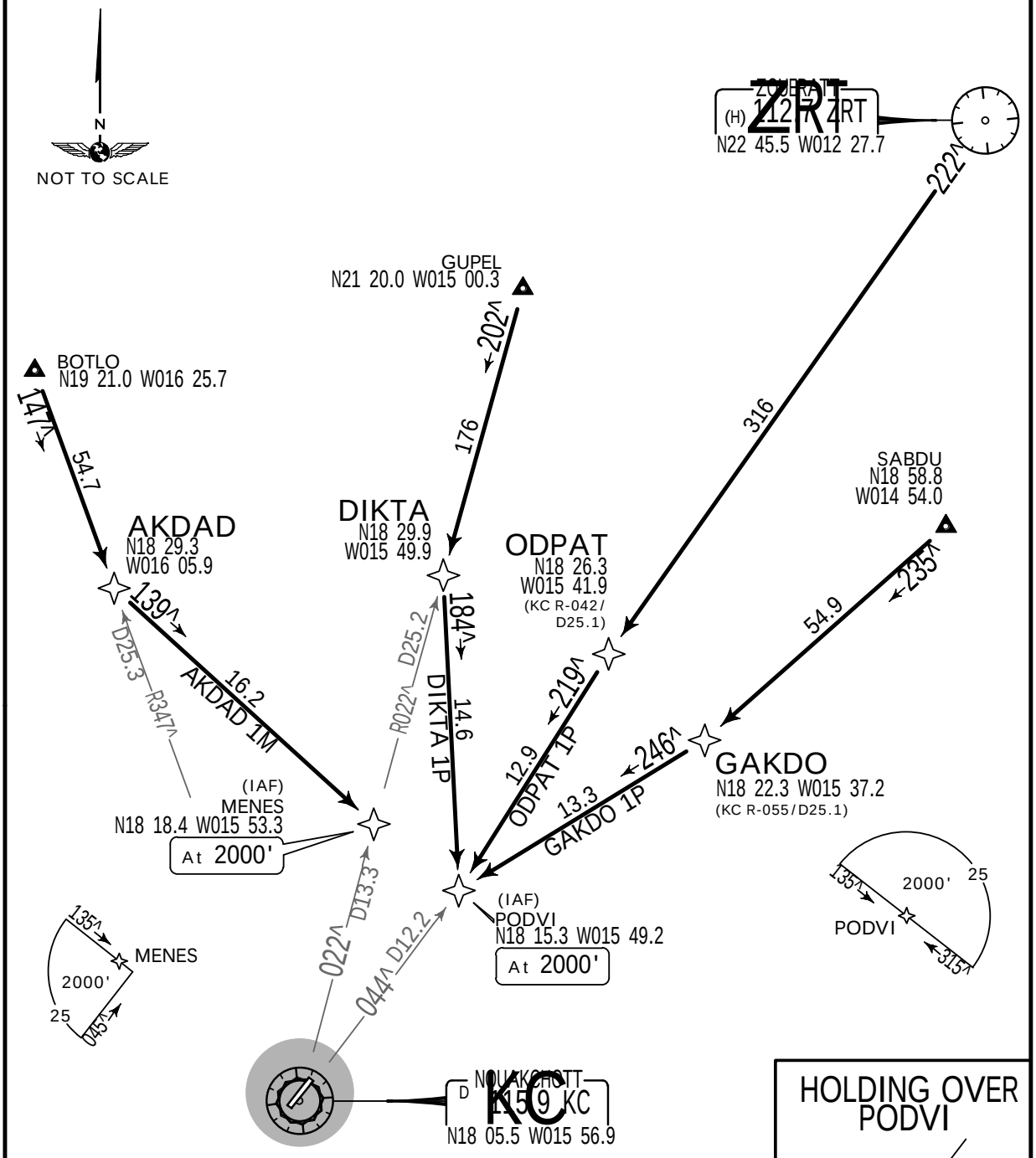
30 MAY 14 (10-2E)

NOUAKCHOTT, MAURITANIA
.RNAV.STAR.

Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 2000'
6'	

TAA
25 NM
IAF/IF

AKDAD 1M [AKDA1M]
DIKTA 1P [DIKT1P]
GAKDO 1P [GAKD1P]
ODPAT 1P [ODPA1P]
RWY 23 RNAV ARRIVALS
RNAV (GNSS)



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GQNN/NKC
NOUAKCHOTT

JEPPESEN

30 MAY 14

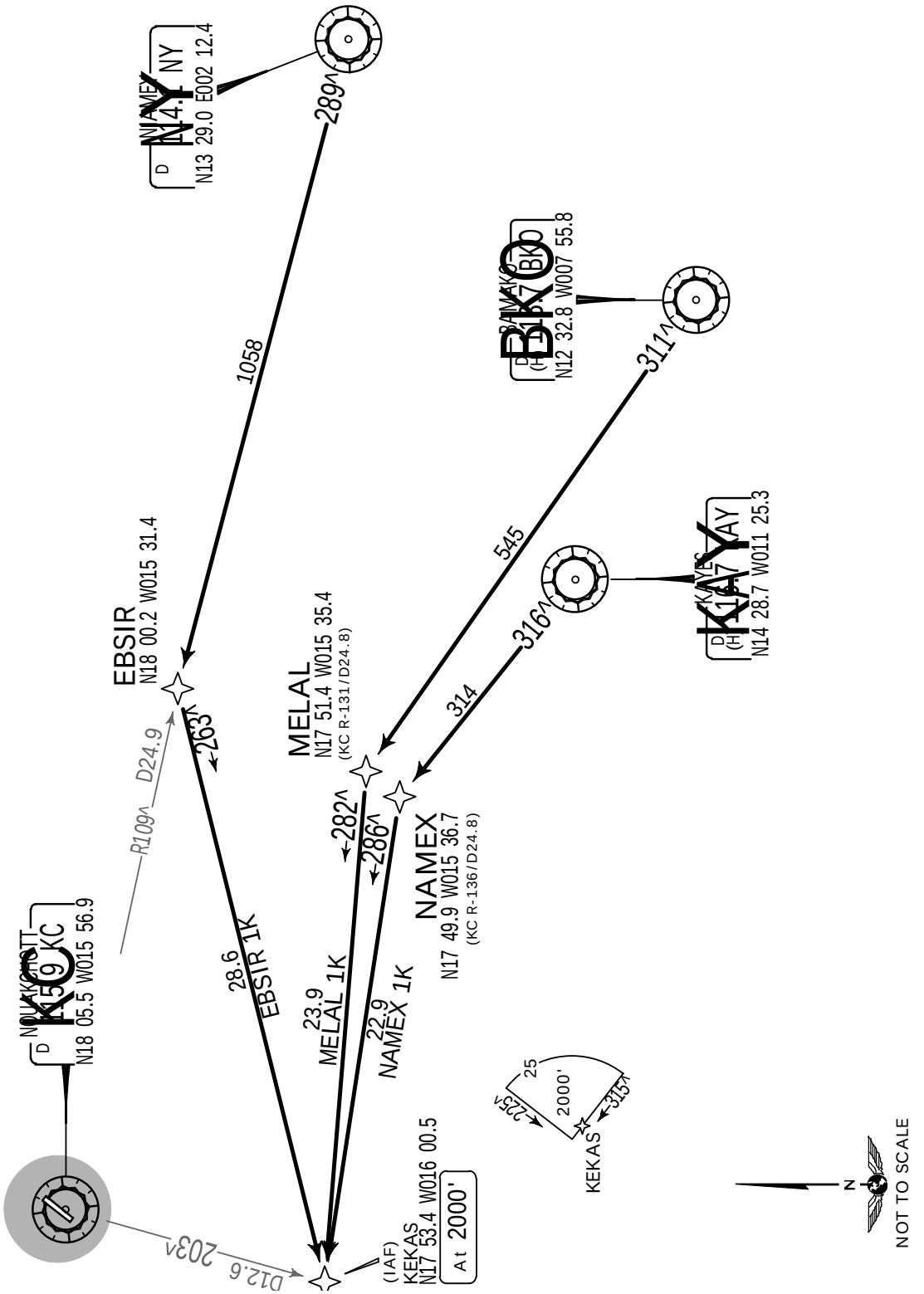
10-2F

NOUAKCHOTT, MAURITANIA
.RNAV.STAR.

Apt Elev	Alt Set: hPa
6'	Trans level: By ATC Trans alt: 2000'

EBSIR 1K [EBSI1K]
MELAL 1K [MELA1K]
NAMEX 1K [NAME1K]
RWY 05 RNAV ARRIVALS
RNAV (GNSS)

TAA
25 NM
IAF/IF



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GQNN/NKC
NOUAKCHOTT

JEPPESEN

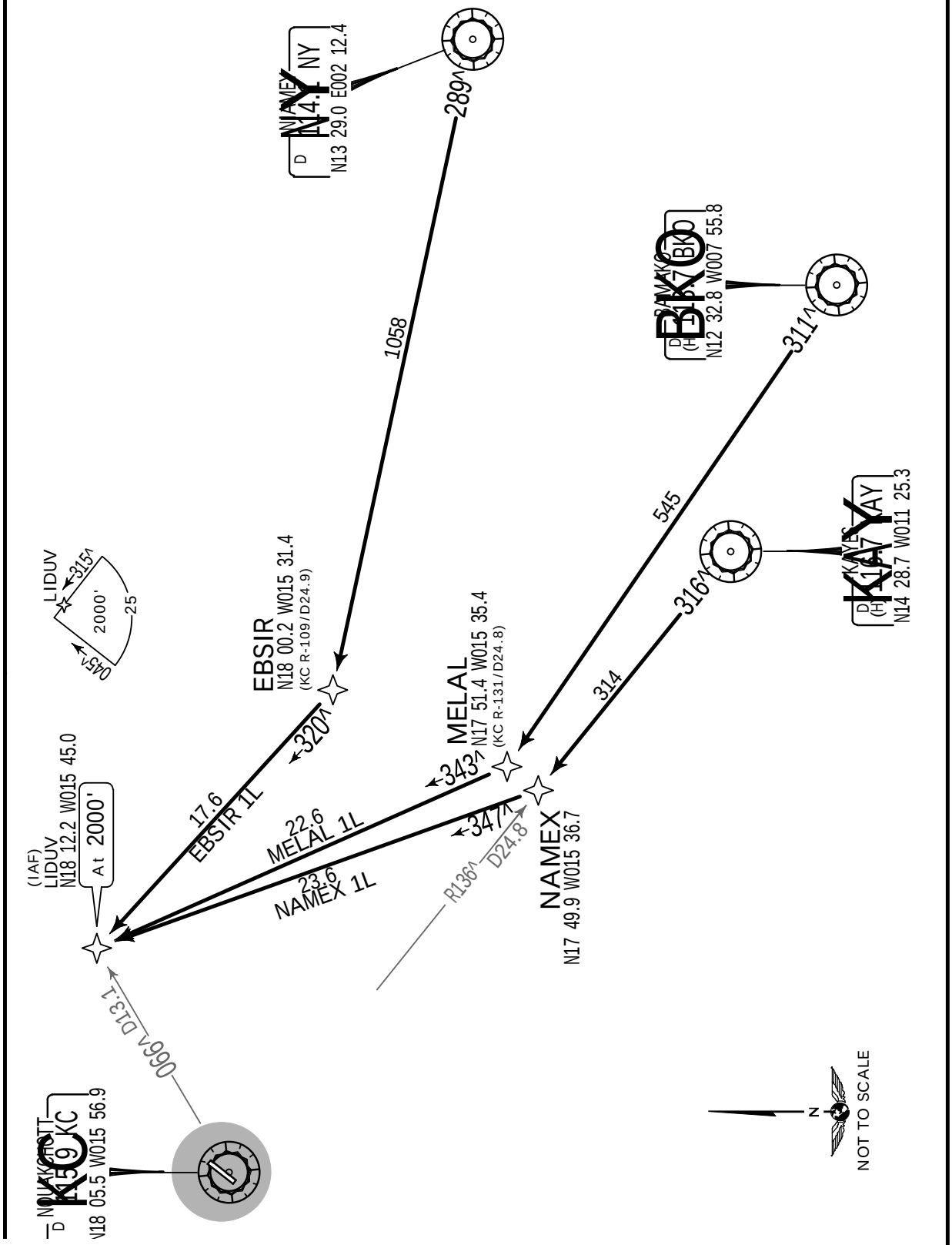
30 MAY 14 (10-2G)

NOUAKCHOTT, MAURITANIA
.RNAV.STAR.

Apt Elev	Alt Set: hPa
6'	Trans level: By ATC Trans alt: 2000'

EBSIR 1L [EBSI1L]
MELAL 1L [MELA1L]
NAMEX 1L [NAME1L]
RWY 23 RNAV ARRIVALS
RNAV (GNSS)

TAA
25 NM
IAF/IF



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GQNN/NKC
NOUAKCHOTT

JEPPESEN

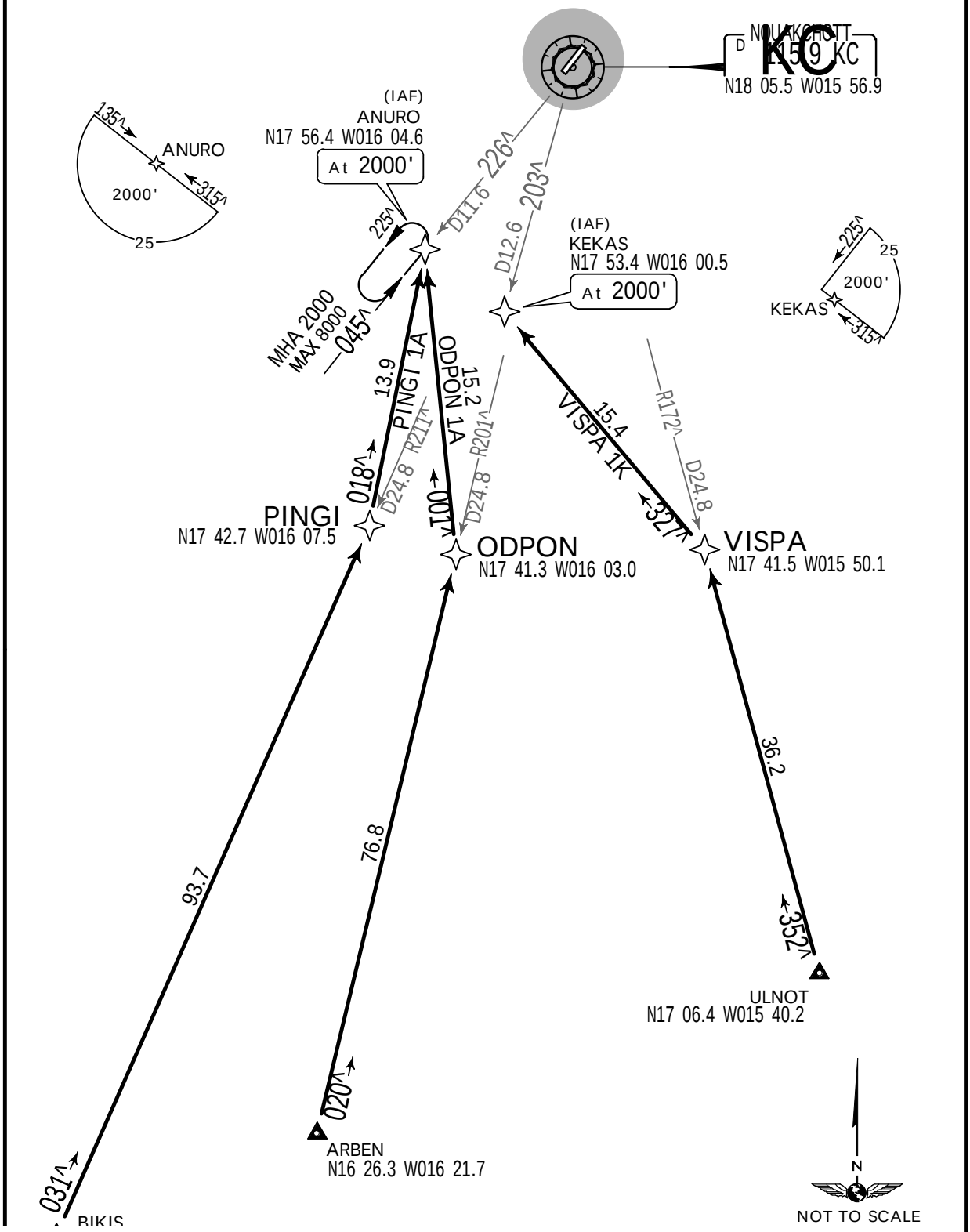
30 MAY 14 (10-2H)

NOUAKCHOTT, MAURITANIA
.RNAV.STAR.

Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 2000'
6'	

TAA
25 NM
IAF/IF

ODPON 1A [ODPO1A]
PINGI 1A [PING1A]
VISPA 1K [VISP1K]
RWY 05 RNAV ARRIVALS
RNAV (GNSS)



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CHANGES: RNAV STARs completely revised.

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GQNN/NKC
NOUAKCHOTT

JEPPESEN

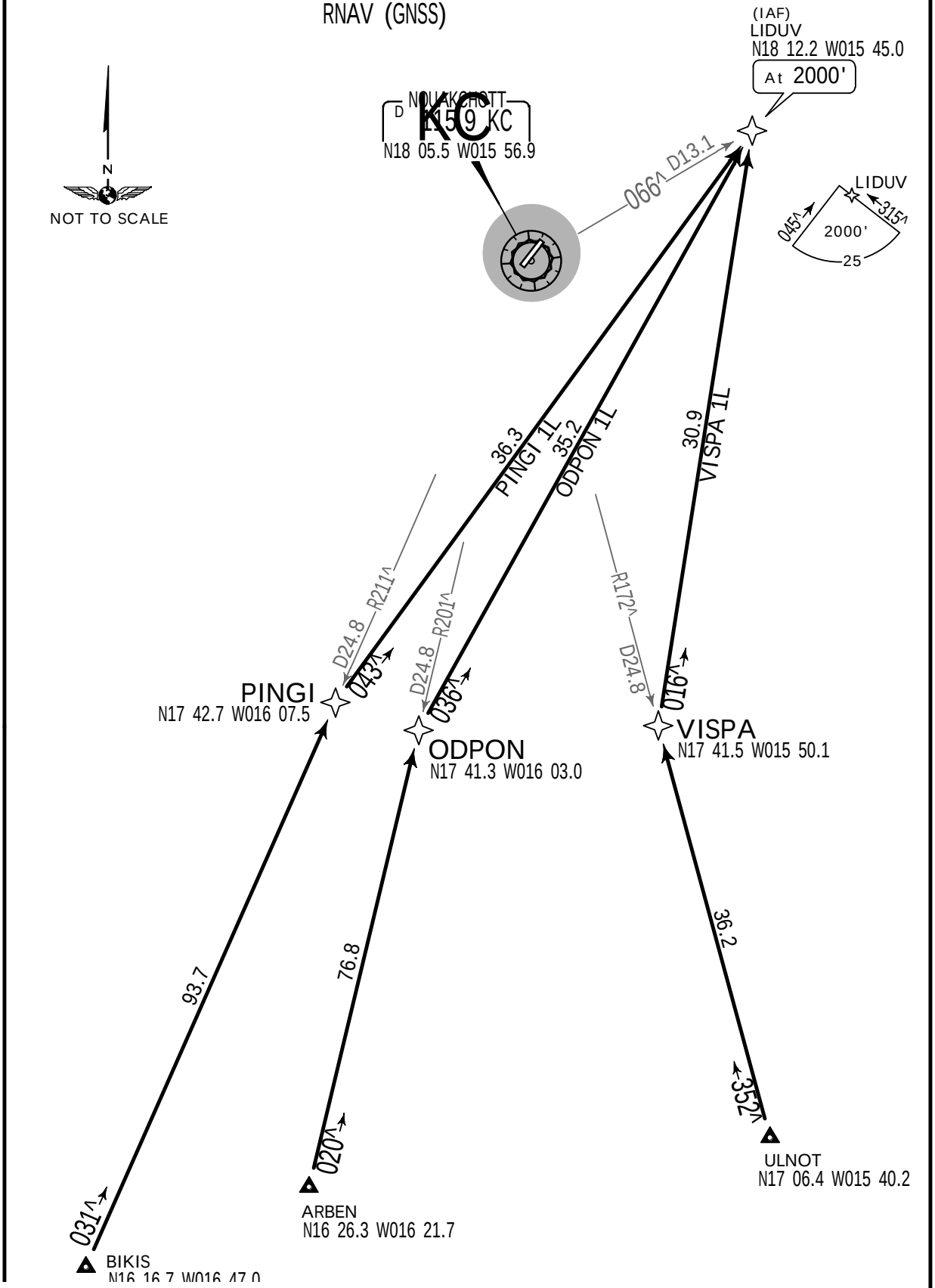
30 MAY 14 (10-2J)

NOUAKCHOTT, MAURITANIA
.RNAV.STAR.

Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 2000'
6'	

TAA
25 NM
IAF/IF

ODPON 1L [ODPO1L]
PINGI 1L [PING1L]
VISPA 1L [VISP1L]
RWY 23 RNAV ARRIVALS
RNAV (GNSS)



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GQNN/NKC

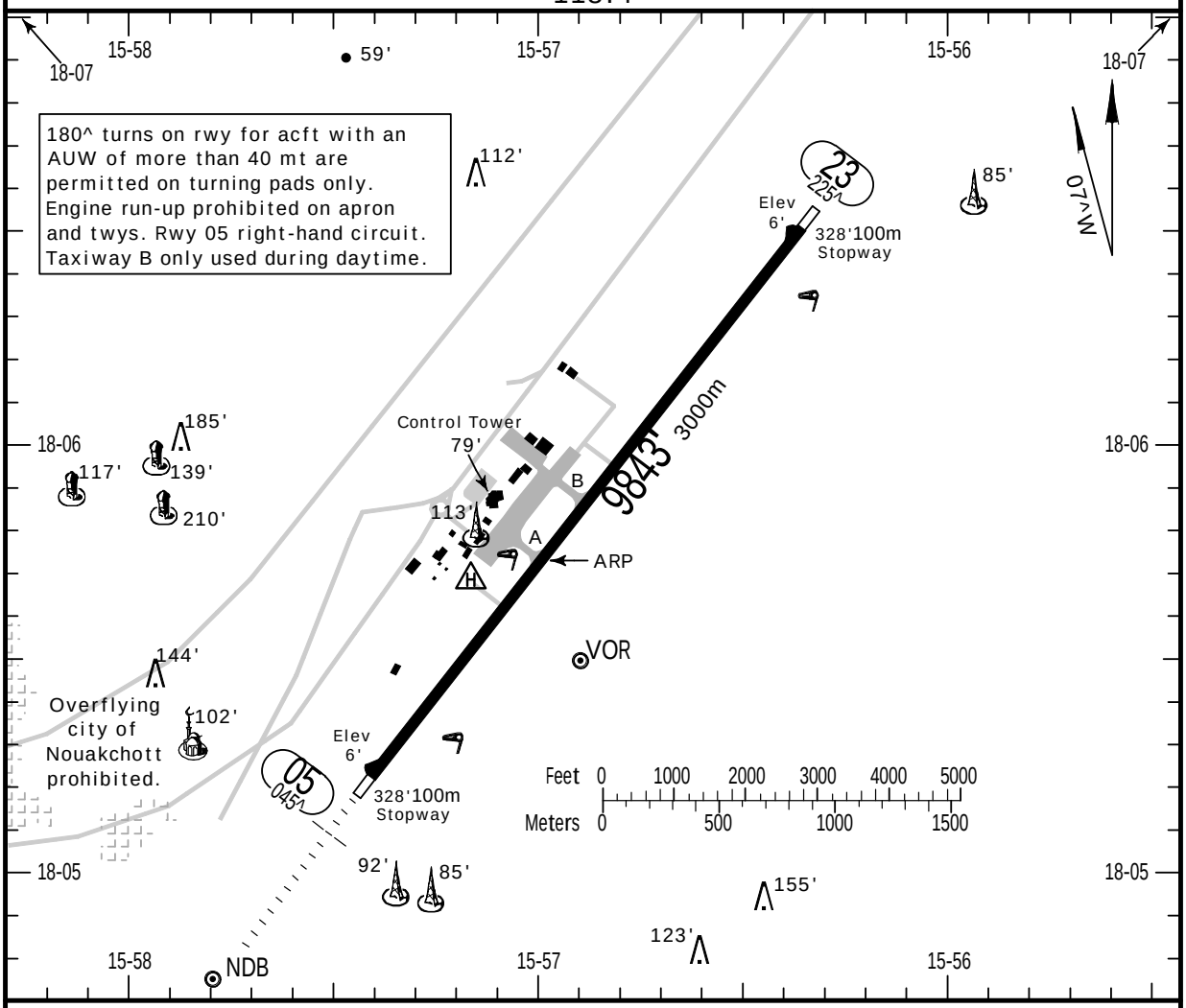
Apt Elev 6'
N18 05.7 W015 57.0

JEPPESEN 30 MAY 14 (10-9)

NOUAKCHOTT, MAURITANIA

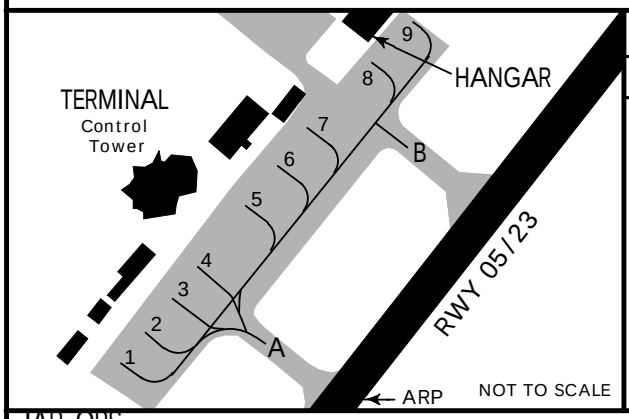
NOUAKCHOTT

NOUAKCHOTT Tower
118.4



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL (60m)	HIALS	PAPI-L (angle 3.0^)	RVR		8907' 2715m		148' 45m
23	HIRL (60m)	REIL	PAPI-L (angle 3.0^)	RVR				



INS COORDINATES

STAND No.	COORDINATES		Elev.
1 thru 3	N18 05.8	W015 57.1	6'
4	N18 05.8	W015 57.1	5'
5	N18 05.9	W015 57.0	5'
6 thru 8	N18 05.9	W015 57.0	
9	N18 06.0	W015 56.9	

.JAR-OPS.

TAKE-OFF 1

All Rwys

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	400m		500m
C			
D			

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STRAIGHT-IN RWY		A	B	C	D
05	ILS Z or Y FULL	226'(220') R600m	236'(230') R600m	246'(240') R600m	256'(250') R600m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1300m
	ILS X FULL	226'(200') R550m	236'(200') R550m	246'(210') R600m	256'(220') R600m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1300m
	LOC Z or Y 1	390'(384') R1100m	390'(384') R1100m	390'(384') R1100m	390'(384') R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	LOC X 1	360'(354') R900m	360'(354') R1000m	360'(354') R1000m	360'(354') R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV LNAV/VNAV	340'(334') R900m	340'(334') R1000m	340'(334') R1000m	340'(334') R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV 1 LNAV	380'(374') R1000m	380'(374') R1000m	380'(374') R1000m	380'(374') R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR 1	390'(384') R1100m	390'(384') R1100m	390'(384') R1200m	390'(384') R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB 1	440'(434') R1300m	440'(434') R1300m	440'(434') R1300m	440'(434') R1400m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	440'(434') R1500m	440'(434') R1500m	440'(434') R1700m	440'(434') R1700m
	ALS out	C2200m	C2200m	C2400m	C2400m
23	RNAV LNAV/VNAV	350'(344') R1500m	350'(344') R1500m	350'(344') R1800m	350'(344') R2000m
	RNAV 1 LNAV	360'(354') R1500m	360'(354') R1500m	360'(354') R1800m	360'(354') R2000m
	VOR Z 1	330'(324') R1500m	330'(324') R1500m	330'(324') R1800m	330'(324') R2000m
	VOR Y 1	410'(404') R1500m	410'(404') R1500m	410'(404') R1900m	410'(404') R2000m
	VOR Y	410'(404') C2100m	410'(404') C2100m	410'(404') C2300m	410'(404') C2300m
	NDB 1	440'(434') R1500m	440'(434') R1500m	440'(434') R2000m	440'(434') R2000m
	NDB	440'(434') C2200m	440'(434') C2200m	440'(434') C2400m	440'(434') C2400m

1 Continuous Descent Final Approach.

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GQNN/NKC

JEPPESEN

30 MAY 14 10-9S1

NOUAKCHOTT, MAURITANIA

Standard

NOUAKCHOTT

CIRCLE-TO-LAND 1 2	100 KT	135 KT	180 KT	205 KT
	450'(444') V1500m 3	510'(504') V1600m 3	610'(604') V2400m	710'(704') V3600m

1 NIGHT: NOT AUTHORIZED.
2 Not authorized Northwest of airport.
3 or higher minimums of preceding straight-in approach.

CIRCLE-TO-LAND 4	100 KT	135 KT	180 KT	205 KT
After ILS X or LOC X 05, RNAV 05, RNAV 23	510'(504') V1500m	510'(504') V1600m	880'(874') V2400m	880'(874') V3600m

4 NIGHT: NOT AUTHORIZED.

TAKE-OFF RWY 05, 23

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	400m		500m

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GQNN/NKC NOUAKCHOTT

JEPPESEN 30 MAY 14 (11-1)

NOUAKCHOTT, MAURITANIA
ILS Z or LOC Z Rwy 05

BRIEFING STRIP ™

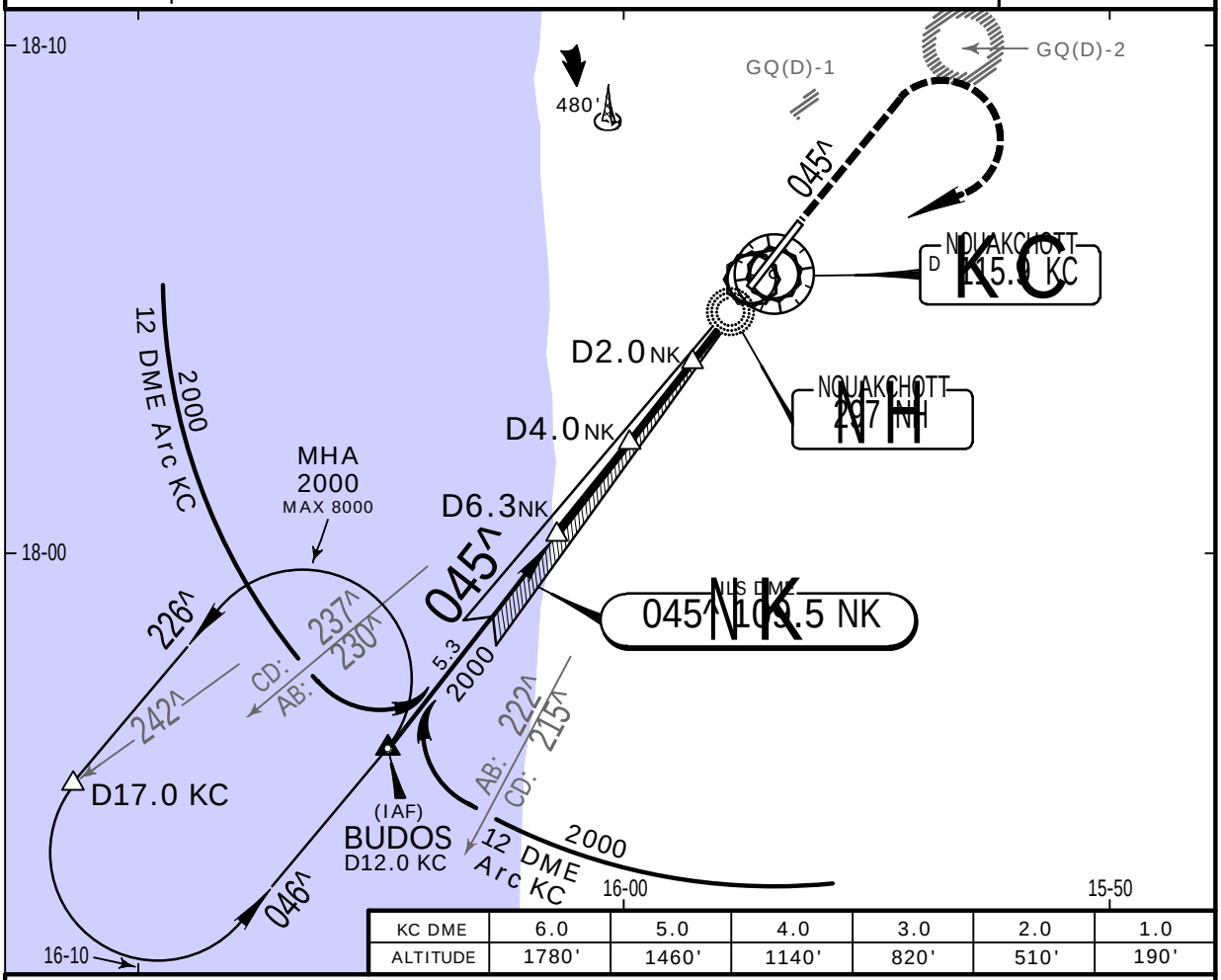
Approach Control through Tower
NOUAKCHOTT Tower
118.4

LOC NK	Final Apch Crs	GS D4.0 NK	ILS DA(H)	Apt Elev 6'
109.5	045^	1270' (1264')	Refer to Minimums	RWY 6'

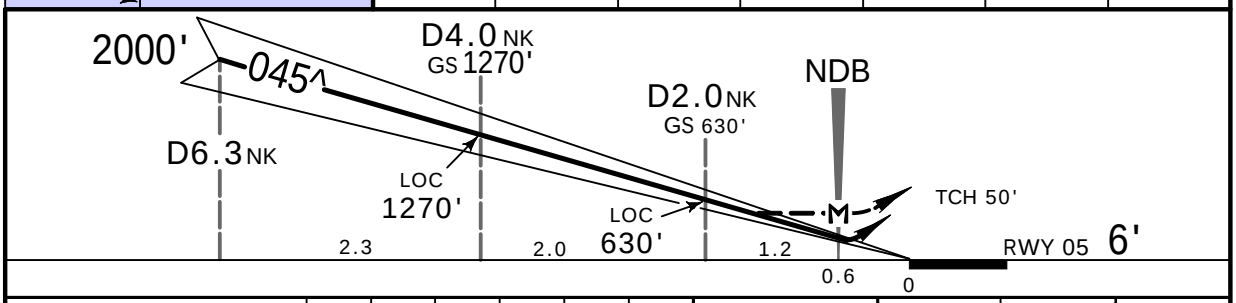
MISSED APCH: Climb on 045^ to 1500', then turn RIGHT climbing to 2000' and follow R-242 to rejoin BUDOS.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 2000'
VOR DME required.

2000'
MSA KC VOR



KC DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1780'	1460'	1140'	820'	510'	190'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at NDB						

HIALS
PAPI
1500' on 045^

JAR-OPS.

STRAIGHT-IN LANDING RWY 05

	ILS FULL	ILS ALS out	LOC (GS out)	NDB out	ALS out
DA(H)	A: 226' (220') C: 246' (240') B: 236' (230') D: 256' (250')		MDA(H) 390' (384')		
A	RVR 600m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B			RVR 1000m		
C					RVR 1800m

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	450' (444')	1500m	NOT AUTH
135	510' (504')	1600m	
180	610' (604')	2400m	

DAY: Not authorized Northwest of airport

NS OPS

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GQNN/NKC NOUAKCHOTT

JEPPESEN 30 MAY 14 (11-2)

NOUAKCHOTT, MAURITANIA
ILS Y or LOC Y Rwy 05

BRIEFING STRIP ™

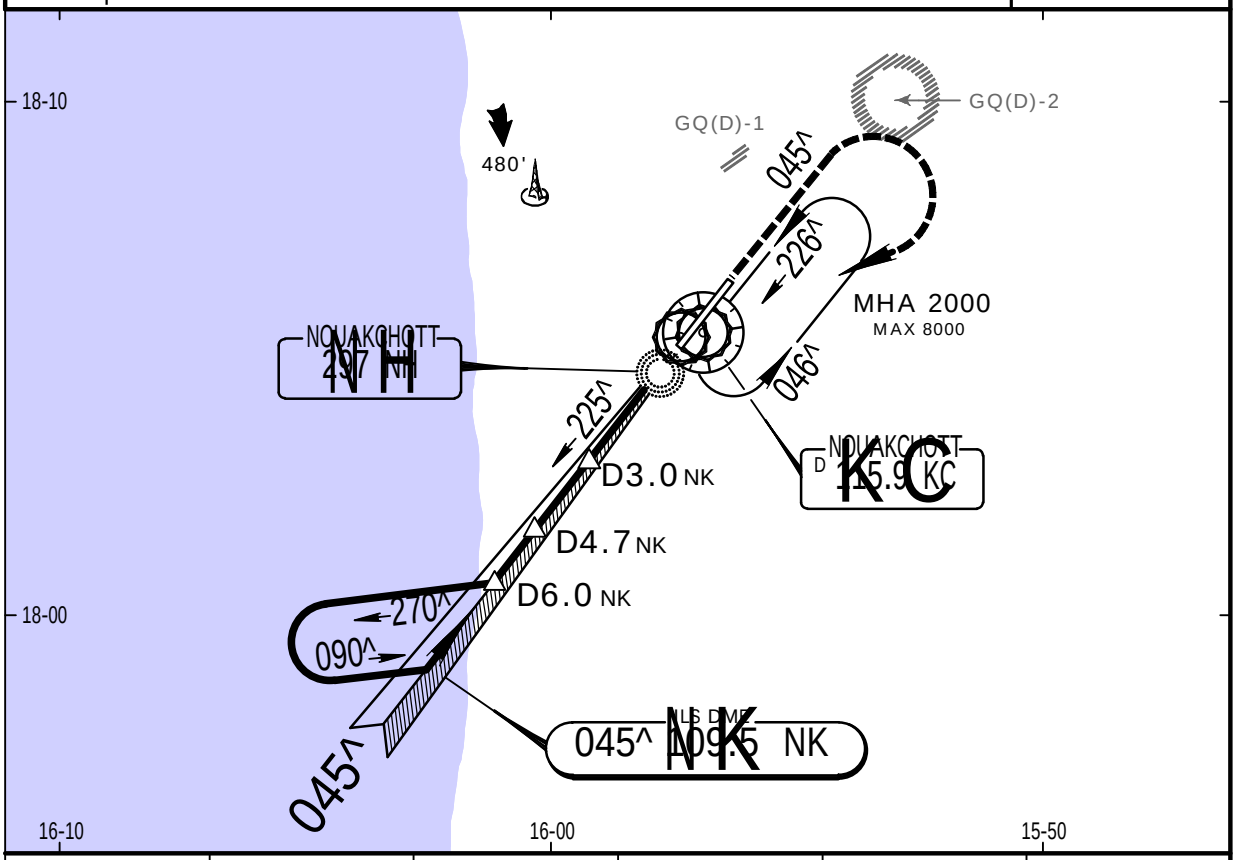
Approach Control through Tower
NOUAKCHOTT Tower
118.4

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 6'
NK 109.5	045^	D3.0 NK 950' (944')	Refer to Minimums	RWY 6'

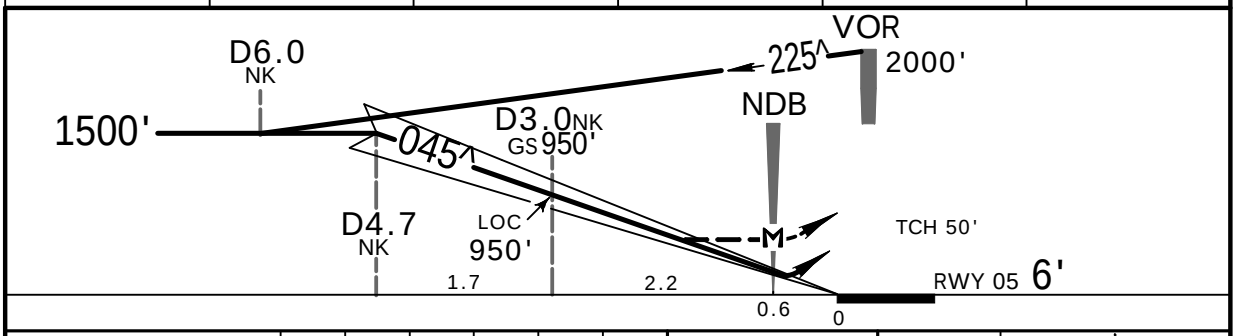
MISSED APCH: Climb on 045^ to 1500', then climbing turn RIGHT to rejoin VOR at 2000'.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 2000'
VOR required.

2000'
MSA KC VOR



KC DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1460'	1140'	820'	510'	190'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at NDB						

HIALS
PAPI
1500' on 045^

.JAR-OPS.

STRAIGHT-IN LANDING RWY 05

ILS DA(H) A: 226' (220') B: 236' (230') C: 246' (240') D: 256' (250')

LOC (GS out) MDA(H) 390' (384')

	ILS FULL	ILS ALS out	LOC (GS out)	LOC NDB out	LOC ALS out
A	RVR 600m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B			RVR 1000m		
C					RVR 1800m
D			RVR 1400m		RVR 2000m

CIRCLE-TO-LAND
DAY
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS	NIGHT
100	450' (444')	1500m	NOT AUTH
135	510' (504')	1600m	
180	610' (604')	2400m	
205	710' (704')	3600m	

NS OPS

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GQNN/NKC NOUAKCHOTT

JEPPESEN 30 MAY 14 (11-3)

NOUAKCHOTT, MAURITANIA
ILS X or LOC X Rwy 05

Approach Control through Tower
NOUAKCHOTT Tower
118.4

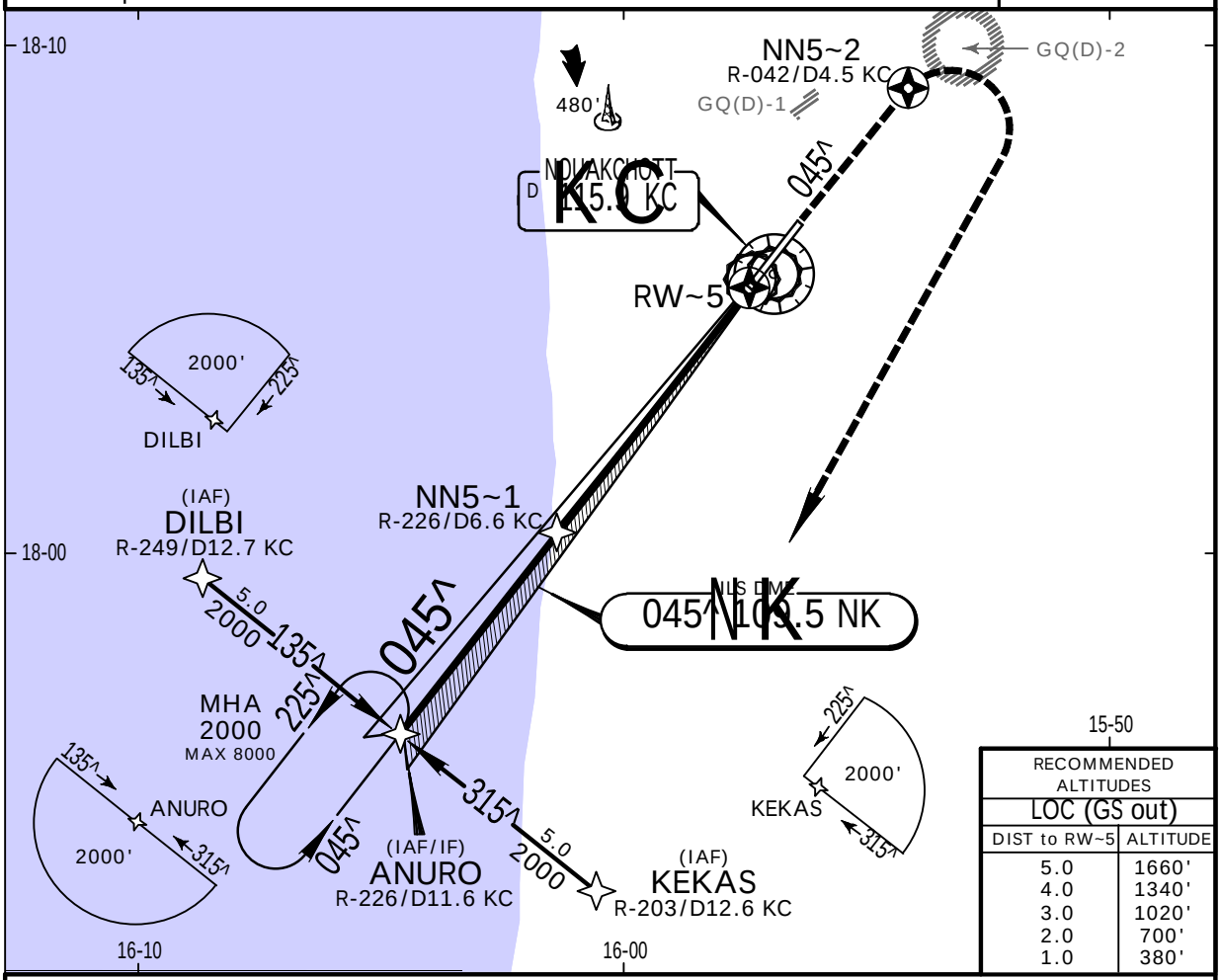
BRIEFING STRIP ™

LOC	Final	GS	ILS	Apt Elev 6'
NK	Apch Crs	NN5~1	DA(H)	RWY 6'
109.5	045^	2000' (1994')	Refer to Minimums	

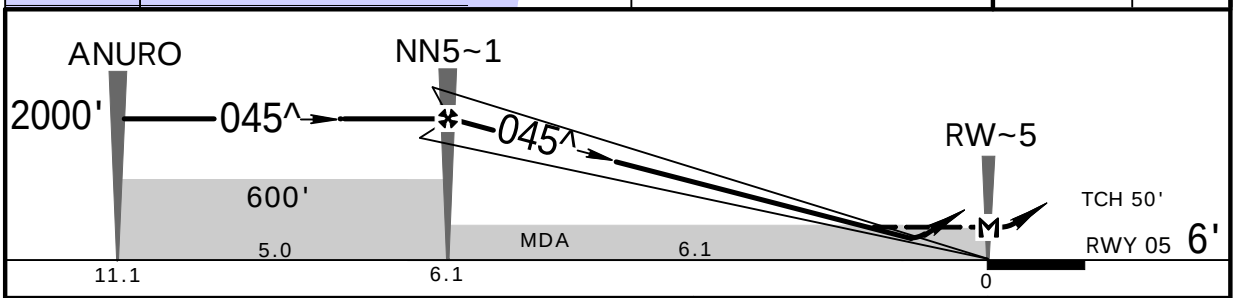
MISSED APCH: Climb STRAIGHT AHEAD. At NN5~2 turn RIGHT climbing to 2000' direct to KEKAS.

TAA 25 NM IF/IAF

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 2000'
GNSS required.



RECOMMENDED ALTITUDES	
LOC (GS out)	
DIST to RW~5	ALTITUDE
5.0	1660'
4.0	1340'
3.0	1020'
2.0	700'
1.0	380'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW~5						

HIALS PAPI NN5~2

.JAR-OPS. STRAIGHT-IN LANDING RWY 05

ILS DA(H) AB: 206' (200') C: 216' (210') D: 226' (220')

LOC (GS out) MDA(H) 360' (354')

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C	RVR 600m			RVR 1800m

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	510' (504')	1500m	NOT AUTH
135	510' (504')	1600m	
180	880' (874')	2400m	

NS OPS

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GQNN/NKC NOUAKCHOTT

JEPPESEN 30 MAY 14 (12-1)

NOUAKCHOTT, MAURITANIA RNAV (GNSS) Rwy 05

BRIEFING STRIP ™

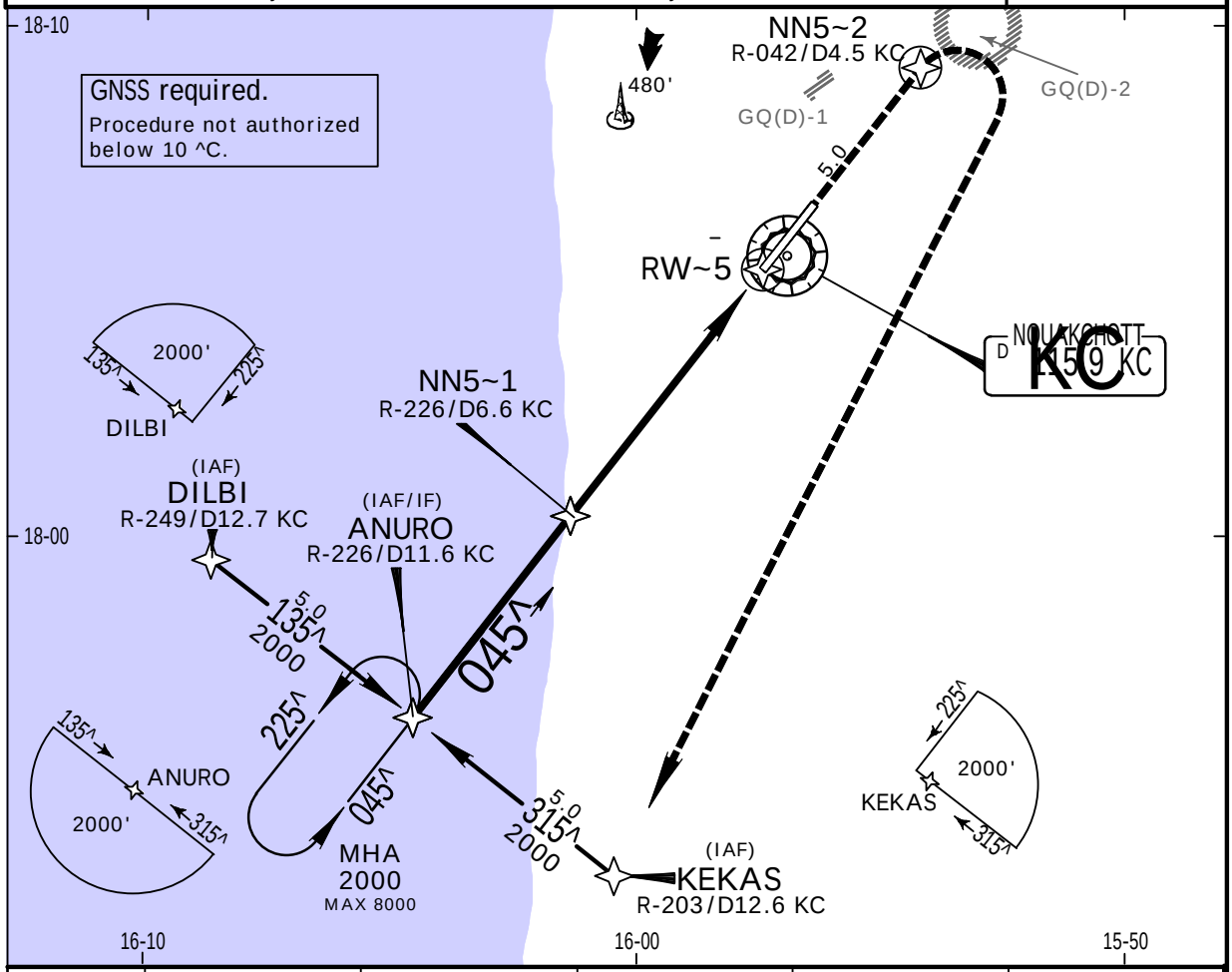
Approach Control through Tower
NOUAKCHOTT Tower
118.4

RNAV	Final Apch Crs	Minimum Alt ANURO	LNAV/VNAV DA(H)	Apt Elev 6'
	045^	2000' (1994')	340' (334')	RWY 6'

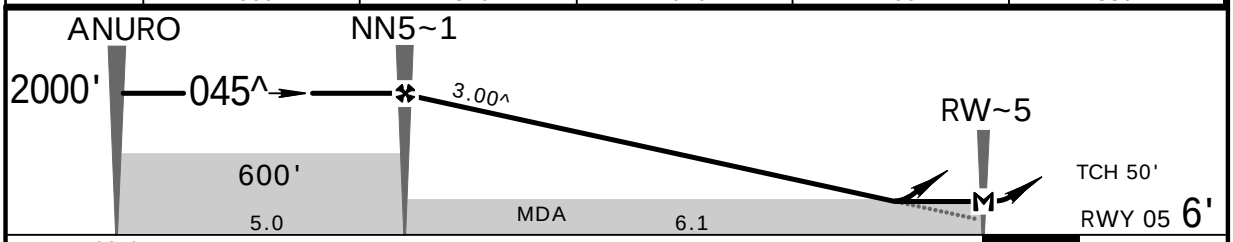
TAA 25 NM IAF

MISSED APCH: Climb STRAIGHT AHEAD. At NN5~2 turn RIGHT climbing to 2000' direct to KEKAS.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 2000'



DIST to RW~5	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1660'	1340'	1020'	700'	380'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at RW~5						

HIALS
PAPI
NN5~2

JAR-OPS.

STRAIGHT-IN LANDING RWY 05

	LNAV/VNAV DA(H) 340' (334') FULL	LNAV/VNAV DA(H) 340' (334') ALS out	LNAV MDA(H) 380' (374')	LNAV MDA(H) 380' (374') ALS out
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m
B	RVR 1000m		RVR 1000m	
C		RVR 1800m		RVR 1800m

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	510' (504')	1500m	NOT AUTH
135	510' (504')	1600m	
180	880' (874')	2400m	

NS OPS

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GQNN/NKC NOUAKCHOTT

JEPPESEN 30 MAY 14 (12-2)

NOUAKCHOTT, MAURITANIA RNAV (GNSS) Rwy 23

BRIEFING STRIP ™

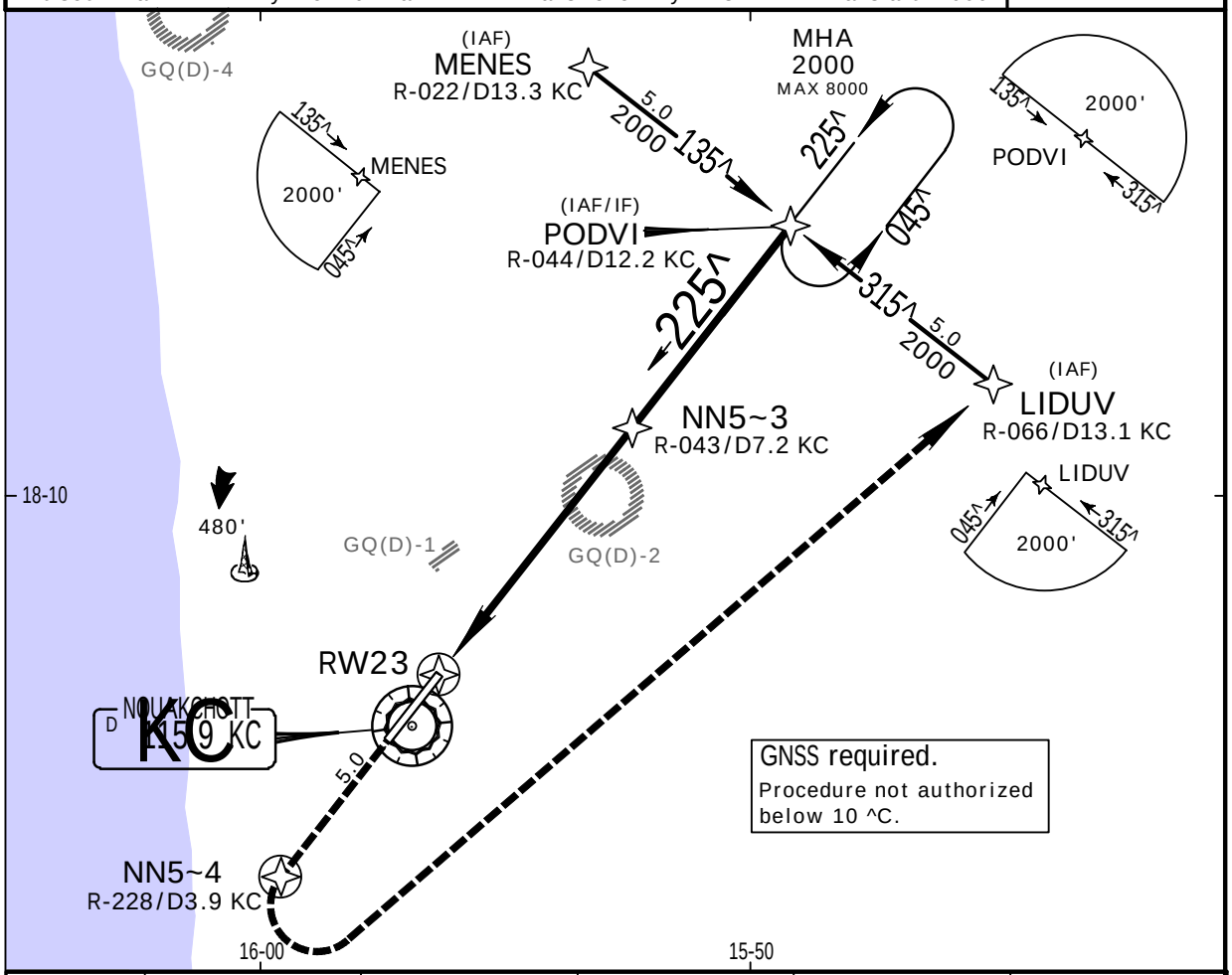
Approach Control through Tower
NOUAKCHOTT Tower
118.4

RNAV	Final Apch Crs	Minimum Alt NN5~3	LNAV/VNAV DA(H)	Apt Elev 6'
	225^	2000' (1994')	350' (344')	RWY 6'

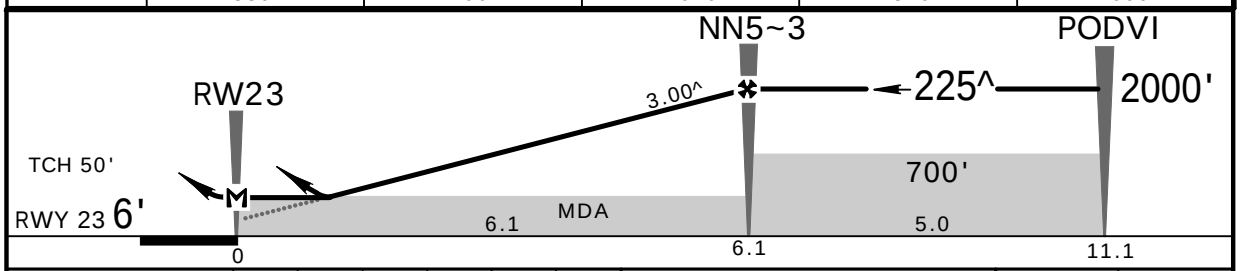
TAA 25 NM IAF

MISSED APCH: Climb STRAIGHT AHEAD. At NN5~4 turn LEFT climbing to 2000' direct to LIDUV.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 2000'



DIST to RW23	1.0	2.0	3.0	4.0	5.0
ALTITUDE	380'	700'	1020	1340'	1660'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at RW23						

REIL
PAPI-L

NN5~4

.JAR-OPS.

STRAIGHT-IN LANDING RWY 23

	LNAV/VNAV DA(H) 350' (344')	LNAV MDA(H) 360' (354')
A	RVR 1500m	RVR 1500m
B		
C	RVR 1800m	RVR 1800m

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	510' (504')	1500m	NOT AUTH
135	510' (504')	1600m	
180	880' (874')	2400m	

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GQNN/NKC NOUAKCHOTT

JEPPESEN 30 MAY 14 (13-1)

NOUAKCHOTT, MAURITANIA VOR Rwy 05

BRIEFING STRIP ™

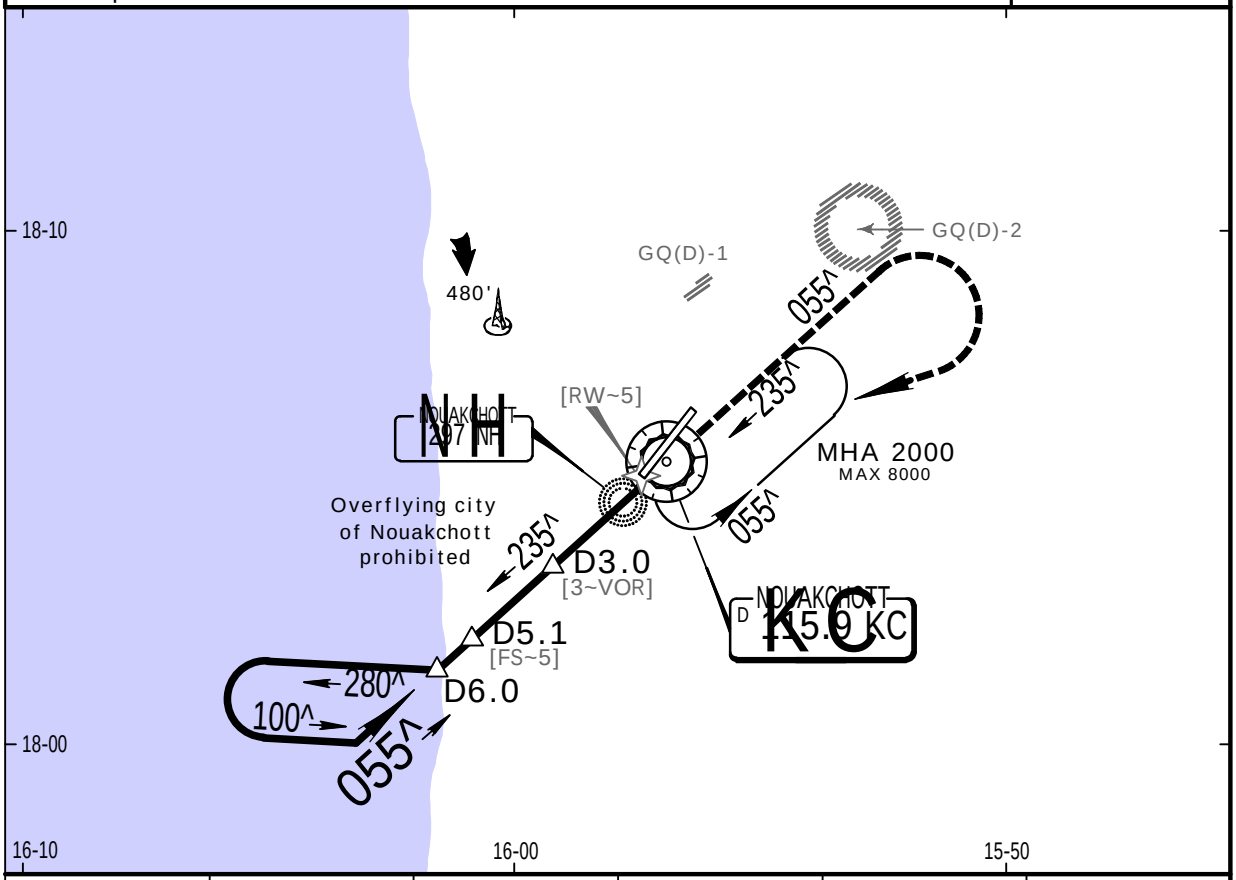
Approach Control through Tower
NOUAKCHOTT Tower
118.4

VOR KC	Final Apch Crs	Minimum Alt D5.1	MDA(H)	Apt Elev 6'
115.9	055^	1500' (1494')	390' (384')	RWY 6'

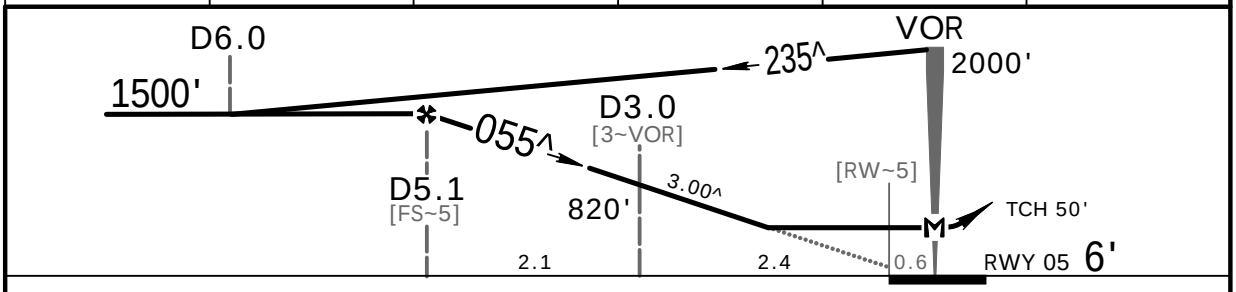
MISSED APCH: Climb on R-055 to 1500', then climbing turn RIGHT to rejoin VOR at 2000'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 2000'
DME required.

2000'
MSA KC VOR



KC DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1460'	1140'	820'	510'	190'



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

HIALS
PAPI

1500' on KC 115.9 R-055

.JAR-OPS.

STRAIGHT-IN LANDING RWY 05

MDA(H) 390' (384')

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

	DAY Not authorized Northwest of airport		NIGHT
Max Kts	MDA(H)	VIS	
100	450' (444')	1500m	NOT AUTH
135	510' (504')	1600m	
180	610' (604')	2400m	
205	710' (704')	3600m	

NS OPS

CHANGES: PAPI established.

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NOUAKCHOTT, MAURITANIA VOR Z Rwy 23

BRIEFING STRIP ™

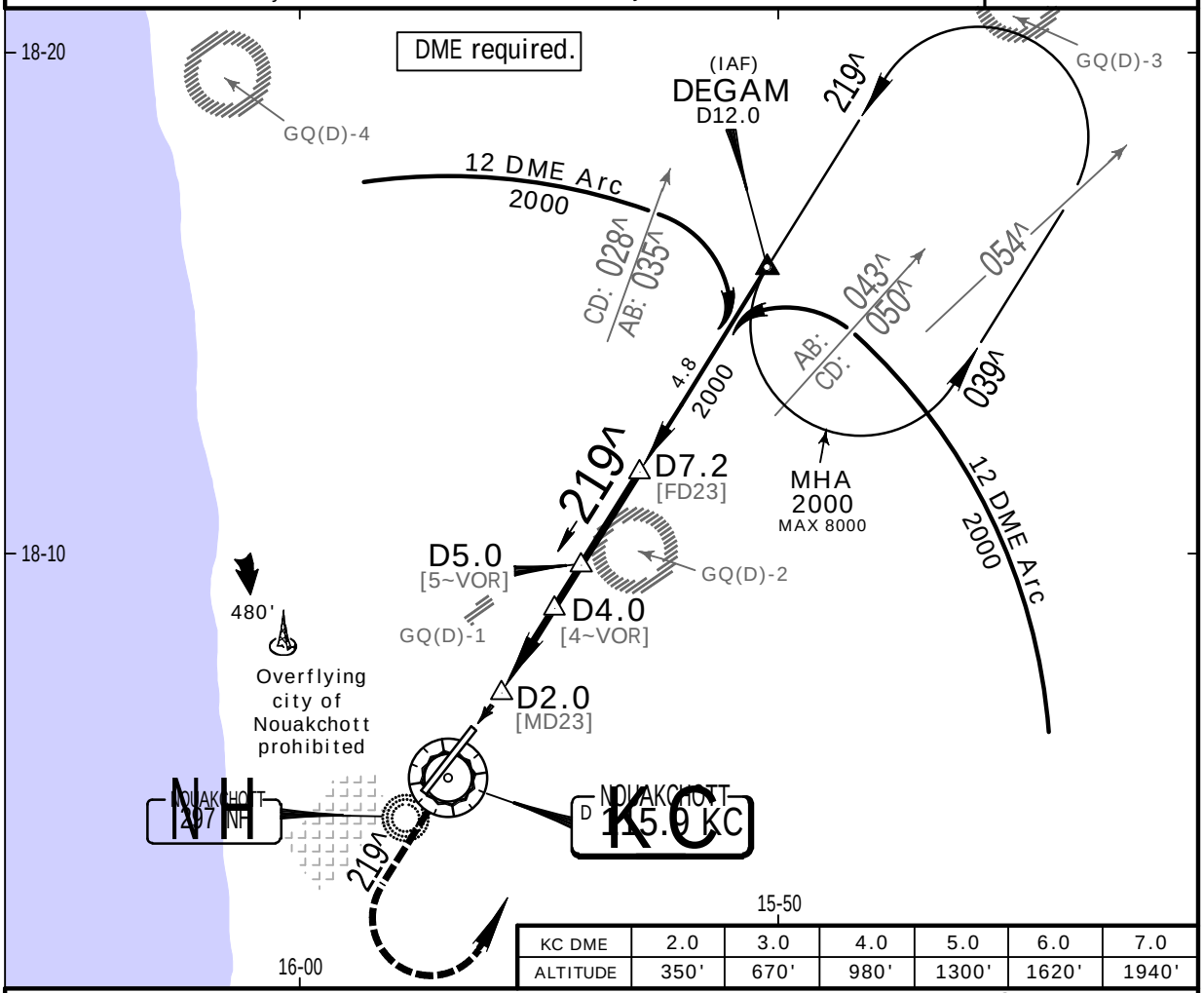
Approach Control through Tower
NOUAKCHOTT Tower
118.4

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 6'
KC 115.9	219^	D7.2 2000' (1994')	330' (324')	RWY 6'

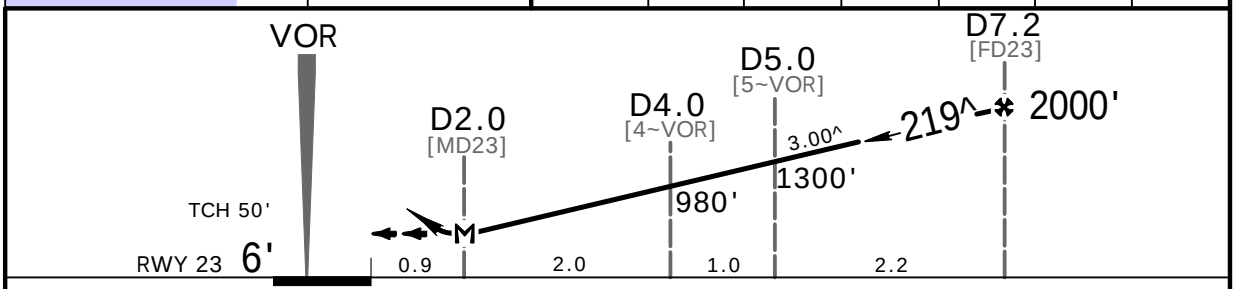
MISSED APCH: Climb on R-219 to 1500', then turn LEFT climbing to 2000' and follow R-054 to rejoin DEGAM.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 2000'

MSA KC VOR: 2000'



KC DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	350'	670'	980'	1300'	1620'	1940'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at D2.0						

REIL
PAPI-L

1500' ↑ on KC 115.9 R-219

.JAR-OPS. STRAIGHT-IN LANDING RWY 23

MDA(H) 330' (324')

A	RVR 1500m	
B		
C	RVR 1800m	

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	450' (444')	1500m	NOT AUTH
135	510' (504')	1600m	
180	610' (604')	2400m	

Not authorized Northwest of airport

NS OPS

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GQNN/NKC NOUAKCHOTT

JEPPESEN 15 JUN 12 (13-3) .Eff.28.Jun.

NOUAKCHOTT, MAURITANIA VOR Y Rwy 23

BRIEFING STRIP ™

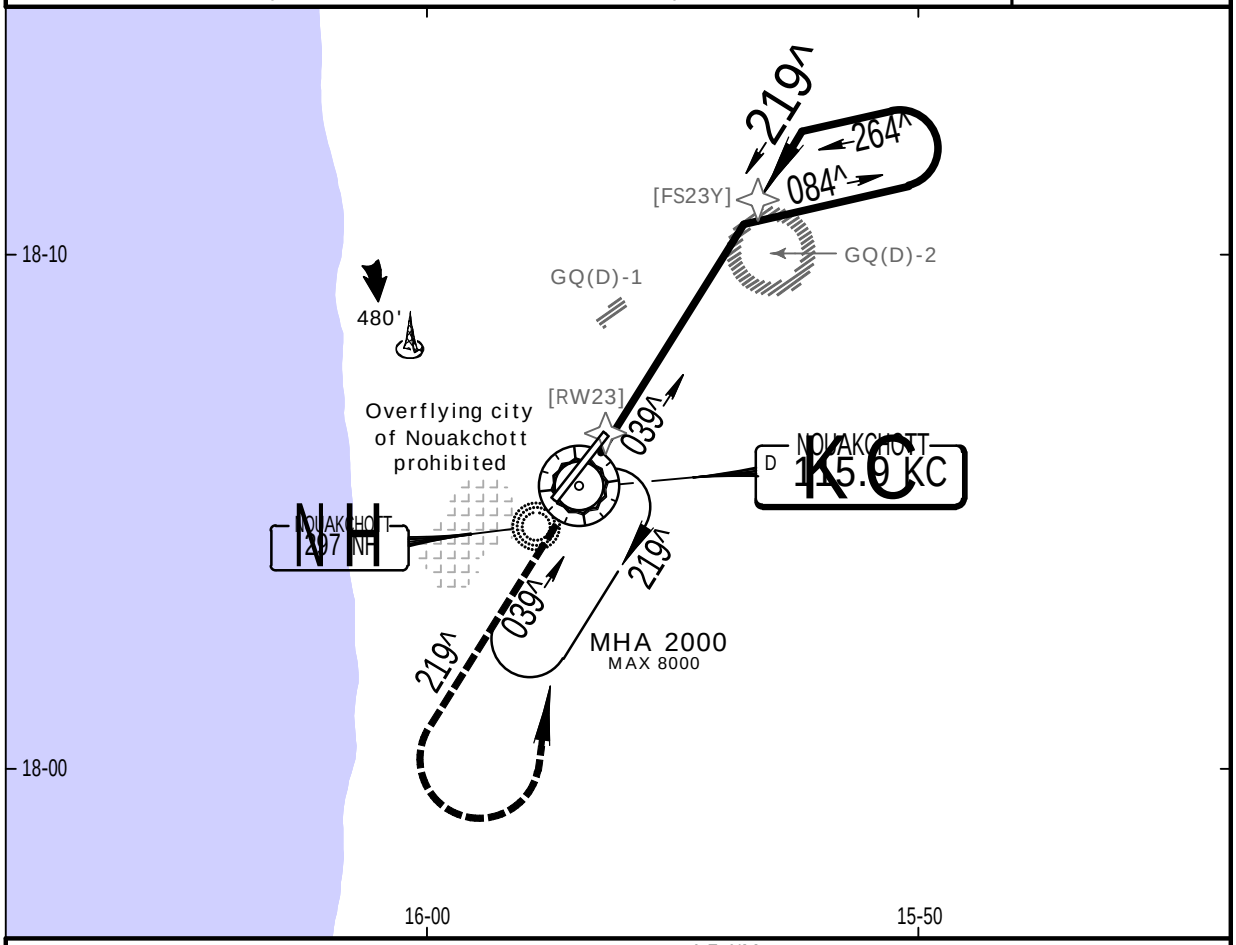
Approach Control through Tower
NOUAKCHOTT Tower
118.4

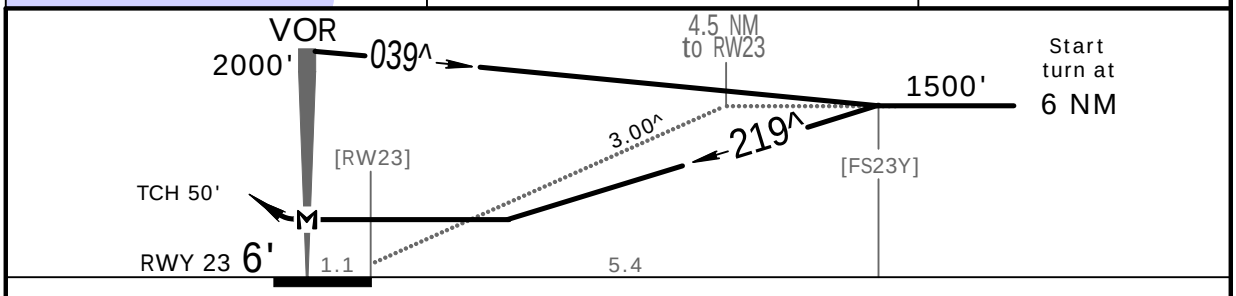
VOR KC 115.9	Final Apch Crs 219^	Minimum Alt No FAF	MDA(H) 410' (404')	Apt Elev 6' RWY 6'

MISSED APCH: Climb on R-219 to 1500', then climbing turn LEFT to rejoin VOR at 2000'.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 2000'

2000'
MSA KC VOR





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

REIL
PAPI-L

1500' ↑ on KC 115.9 R-219

.JAR-OPS. STRAIGHT-IN LANDING RWY 23

MDA(H) 410' (404')

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	450' (444')	1500m
B		135	510' (504')	1600m
C	RVR 1800m	180	610' (604')	2400m
D	RVR 2000m	205	710' (704')	3600m

CIRCLE-TO-LAND
DAY
Not authorized
Northwest of airport

NIGHT: NOT AUTH

NS OPS

CHANGES: Procedure ident. Descent angle.

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NOUAKCHOTT, MAURITANIA NDB Rwy 05

BRIEFING STRIP ™

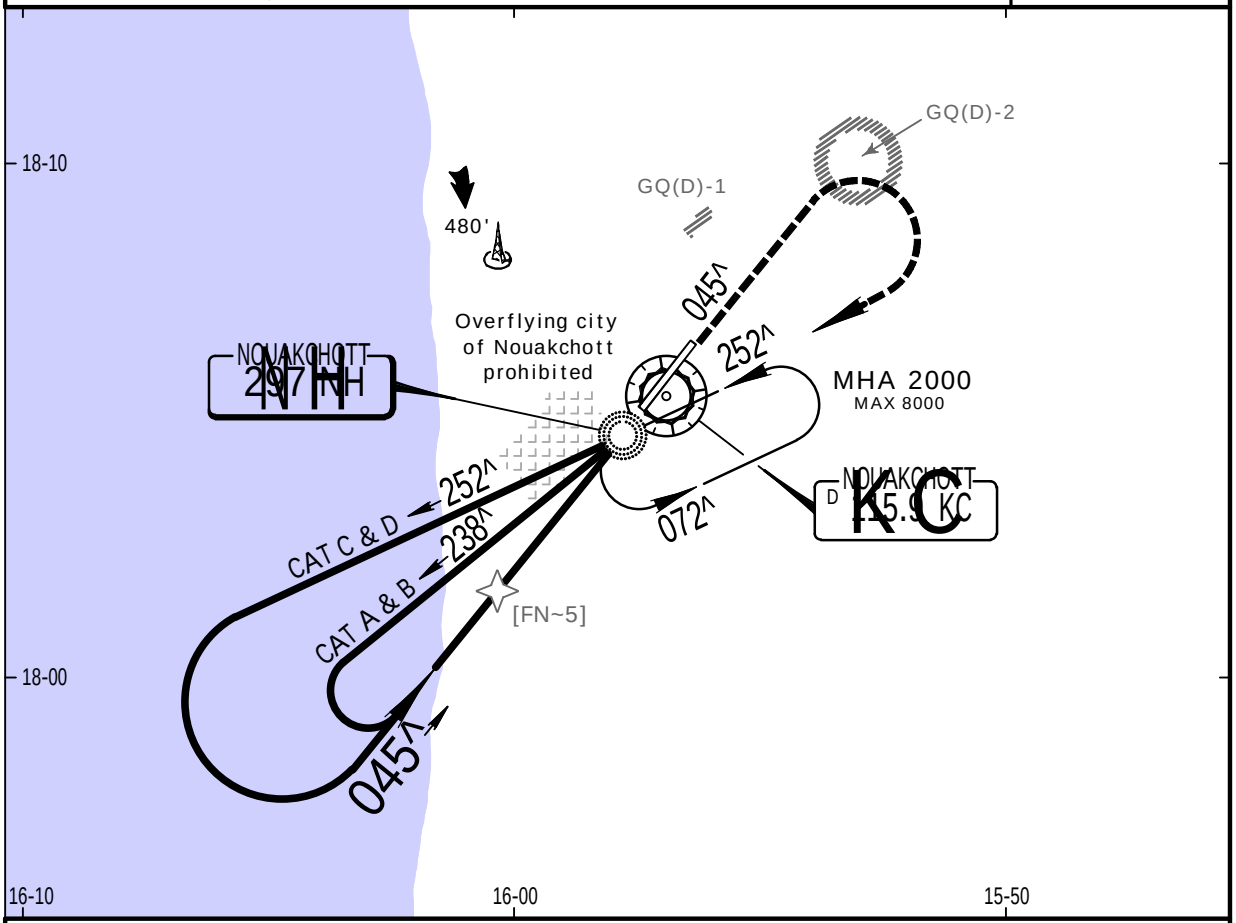
Approach Control through Tower
NOUAKCHOTT Tower
118.4

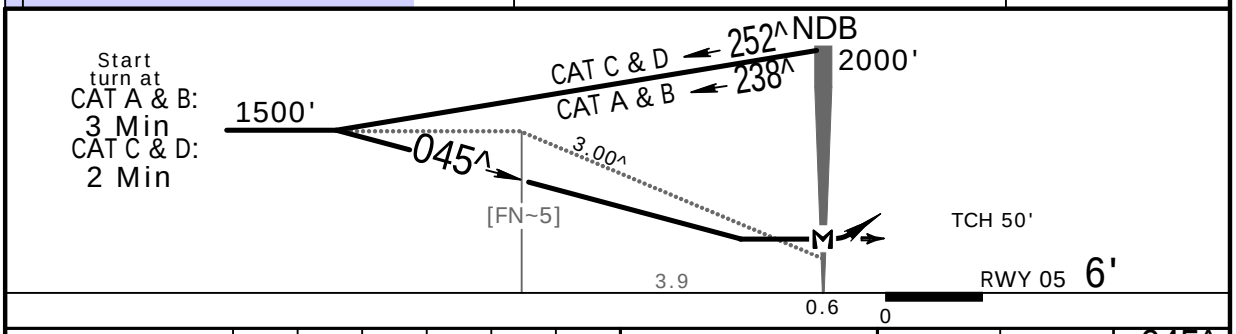
NDB NH	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 6'
297	045^	No FAF	440' (434')	RWY 6'

MISSED APCH: Climb on 045^ from NDB to 1500', then climbing turn RIGHT to rejoin NDB at 2000'.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 2000'

2000'
MSA KC VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at NDB						

HIALS

1500' on 045^ from NH 297

.JAR-OPS. STRAIGHT-IN LANDING RWY 05

MDA(H) 440' (434')

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

DAY
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS	NIGHT
100	450' (444')	1500m	NOT AUTH
135	510' (504')	1600m	
180	610' (604')	2400m	
205	710' (704')	3600m	

NS OPS

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GQNN/NKC NOUAKCHOTT

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NOUAKCHOTT, MAURITANIA NDB Rwy 23

BRIEFING STRIP ™

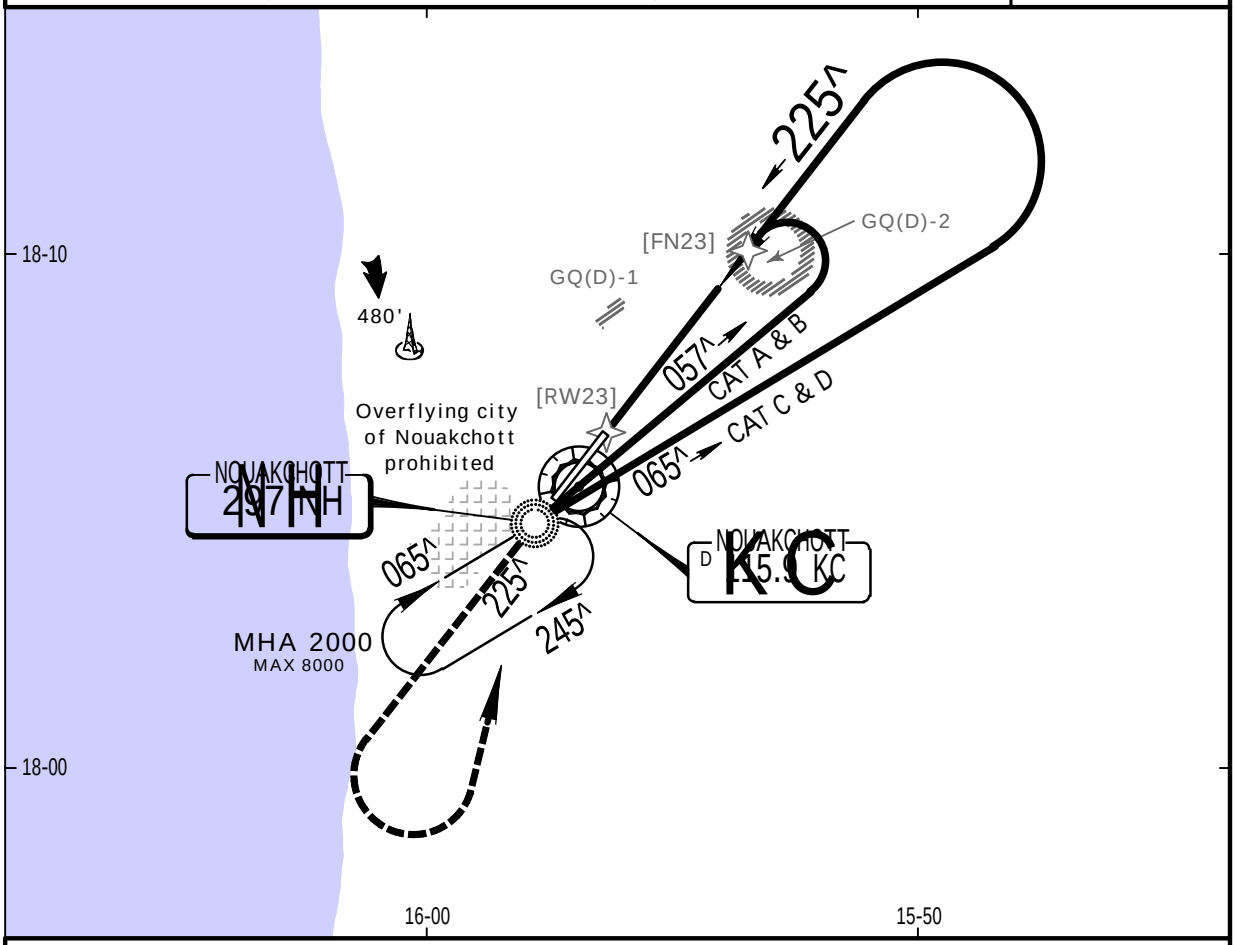
Approach Control through Tower
NOUAKCHOTT Tower
118.4

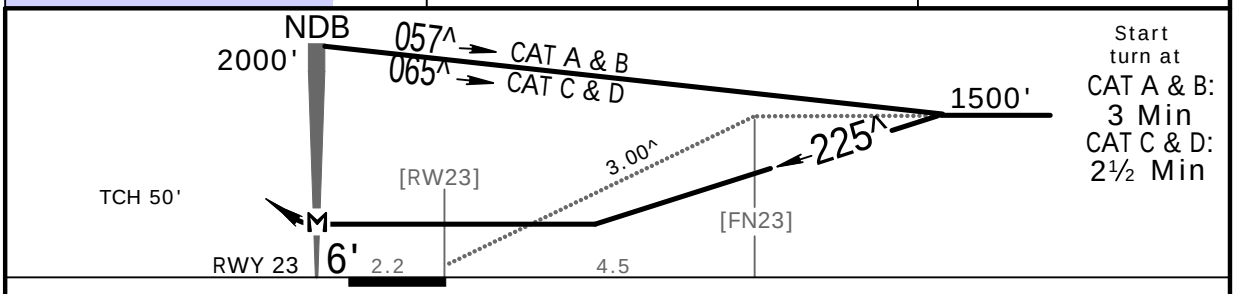
NDB NH	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
297	225^	No FAF	440' (434')	Apt Elev 6' / RWY 6'

MISSED APCH: Climb on 225^ from NDB to 1500', then climbing turn LEFT to rejoin NDB at 2000'.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 2000'

2000'
MSA KC VOR





Start turn at
CAT A & B: 3 Min
CAT C & D: 2½ Min

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at NDB						

REIL
PAPI-L

1500' on 225^ from NH 297

.JAR-OPS. STRAIGHT-IN LANDING RWY 23

MDA(H) 440' (434')

A	RVR 1500m	100	450' (444')	1500m	NOT AUTH
B		135	510' (504')	1600m	
C	RVR 1800m	180	610' (604')	2400m	
D	RVR 2000m	205	710' (704')	3600m	

CIRCLE-TO-LAND
DAY
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS

NIGHT

NS OPS

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1. GENERAL

1.1. ATIS

D-ATIS 118.6

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

Request for engine testing clearance at any type of regime, as well as any question regarding engine testing procedures, must be addressed to:

CECOA/CEOPS
Phone: +34-928 579 097 / internal: 79097
Fax: +34-928 579 424
SITA: LPAAPYF

Engine performance testing idle regime will be authorized in schedule H24, they may be conducted at any remote ACFT parking position excluding T01 to T11.

Run-up tests will be authorized only between 0600-2300LT at TWY R1R or R9L cleared by TWR.

Exceptionally run-up tests will be authorized between 2300-0600LT with previous request by telex or fax to CECOA/CEOPS. These testings will only be conducted at TWY R9L, with ACFT noising to the prevailing wind at the moment of conducting.

1.2.2. USE OF 400HZ/APU

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

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

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

1.2.3. AUTONOMOUS PARKING STANDS

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

1.3. RWY OPERATIONS

1.3.1. GENERAL

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

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

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

1.3.2. PREFERENTIAL RWYS

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

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

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

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

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1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. TAXI RESTRICTIONS

1.4.1.1. GENERAL

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

1.4.1.2. RWY 03L/R IN USE

Incompatibilities of TWY R1L with TWYs R2 and R1R:

ACFT code letter holding at R1L	Max ACFT allowed to taxi from R2 to R1R
A	ALL
B	B763
C	B763
D	B738/A321
E	NONE

Code F ACFT shall follow their own procedure.

In order to avoid these incompatibilities, Code D or E ACFT will be explicitely authorized to RWY 03L/R holding position R1R.

1.4.1.3. RWY 21L/R IN USE

Incompatibilities of TWY R9R with TWYs R8 and R9L.

ACFT code letter holding at R9R	Max ACFT allowed to taxi from R8 to R9L
A	ALL
B	B763
C	B763
D	B738/A321
E	NONE

Code F ACFT shall follow their own procedure.

In order to avoid these incompatibilities, Code D or E ACFT will be explicitely authorized to RWY 21L/R holding position R9L.

1.4.2. CODE F ACFT TAXI PROCEDURES

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

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

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

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

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

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

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1. GENERAL

1.5. PARKING INFORMATION

Stands T03 thru T11 and T13 equipped with visual docking guidance system.

On stands T01 thru T22 push-back required.

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

1.6. OTHER INFORMATION

Helicopter operations.

RWYs 03L and 03R right-hand circuit.

2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. MINIMUM RWY OCCUPANCY TIME

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

2.2. TAXI PROCEDURES

2.2.1. GENERAL

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

ATC clearances and instructions must be completely read back.

2.2.2. STANDARD TAXI ROUTES

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

2.2.2.1. NORTH CONFIGURATION

ACFT instructed to land on RWY 03R, shall vacate it via S6 or S7 and hold short of RWY 03L until being authorized to cross this RWY.

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.

ACFT leaving the RWY via S7, shall cross RWY 03L when authorized to do so, and shall 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	proceed via Gate G and R12
	to stands T12 thru T29 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 T29 and L9 thru L12	proceed via Gate F and R11, R10
via S1	to stands P36 thru P66 and L1 thru L8	proceed via outer TWY (R3, R4)
	to stands P00 thru P34	proceed via outer TWY (R6, R7)
	to stands T01 thru T11	proceed via R7, Gate G and R12
	to stands T12 thru T29 and L9 thru L12	proceed via R6, Gate F and R11, R10

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2. ARRIVAL

2.2.2.2. SOUTH CONFIGURATION

ACFT instructed to land on RWY 21L, shall vacate it via S4, and hold short of RWY 21R until being authorized 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 T29 and L9 thru L12	proceed via Gate J and R10
	to stands T01 thru T15	proceed via R3, R4, Gate E and R11, R12
via S1	to stands P00 thru P66 and L1 thru L8	proceed via outer TWY (R3 thru R7)
	to stands T01 thru T29 and L9 thru L12	proceed via Gate E and R10 thru R12
via S2	to stands P00 thru P66 and L1 thru L8	proceed via outer TWY (R3 thru R7)
	to stands T01 thru T29 and L9 thru L12	proceed via Gate E and R10 thru R12
via S3	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 E and R12
	to stands T12 thru T29 and L9 thru L12	proceed via R7, R6, Gate E and R11, R10

2.2.3. TAXI ROUTES FOR CODE F ACFT

2.2.3.1. NORTH CONFIGURATION

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

2.2.3.2. SOUTH CONFIGURATION

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

2.3. OTHER INFORMATION

2.3.1. LANDING CLEARANCE BASED ON ANTICIPATED SEPARATION

Even if the RWY is temporarily occupied by other traffic, landing clearance may be issued to an arriving ACFT if the controller is certain that at the time the ACFT crosses the THR of the RWY in use, prescribed separation from the preceding ACFT will exist.

When issuing a "Landing Clearance based on Anticipated Separation", the following phraseology shall be used:

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

This procedure may be used:

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

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

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3. DEPARTURE

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

3.1.1. START-UP

ACFT must be ready to start-up before calling on the appropriate frequency: GRAN CANARIA Clearance, Ground or Local (same frequency as TWR). When clearance frequency is in service or frequencies are unified into TWR, it will be reported by ATIS.

On requesting start-up clearance, pilots will report to ATC the complete ACFT call sign, ACFT type and series, stand occupied and the ATIS message received.

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

Start-up clearance will be issued as soon as requested, unless delays are expected to exceed 15 min, in which case ATC will provide the appropriate engine start-up time.

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

3.1.2. PUSH AND HOLD MANOEUVRE

When an ACFT is completely ready to operate (start-up) before the allocated slot, the pilot may request a 'Push and Hold' from Tower where a push-back equipment will take the ACFT out of the stand T, and once in the TWY, marshaller will guide it to a remote parking position with autonomous exit, so that if the company is granted an improved SLOT (REA), it may exit the stand and in this way shorten the time to get to the threshold. When the ACFT requests 'Push and Hold', an intermediate stand in a remote position prior to its final exit will be assigned if available. Possible remote stands to perform this manoeuvre are:

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

3.1.3. PUSH-BACK & 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.

3.1.4. POWERBACK OPERATIONS

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

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

lpaopestructura@aena.es

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

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3. DEPARTURE

3.1.5. STANDARD TAXI ROUTES

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

3.1.5.1. NORTH CONFIGURATION

To RWY 03L		
from stands T01 thru T12, T15 and P00 thru P34	to RWY 03L holding position	proceed via Gate E
from stands T13 and T14		proceed via Gate F
from stands P36 thru P66, L1 thru L12 and T16 thru T29		proceed via Gate J

3.1.5.2. SOUTH CONFIGURATION

To RWY 21R		
from stands T01 thru T11, P00 thru P26	to RWY 21R holding position	proceed via Gate G
from stands T12 thru T29, P28 thru P66 and L1 thru L12		proceed via Gate F

3.1.6. TAXI ROUTES FOR CODE F ACFT

3.1.6.1. NORTH CONFIGURATION

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

3.1.6.2. SOUTH CONFIGURATION

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

3.2. RUNWAY OPERATIONS

3.2.1. MINIMUM RWY OCCUPANCY TIME

All ACFT reaching the holding point of RWY in use must have made their previous checks and will be totally ready to line up on the RWY and to start the take-off run immediately after the clearance is issued. Pilots unable to comply shall notify ATC before reaching the holding positions.

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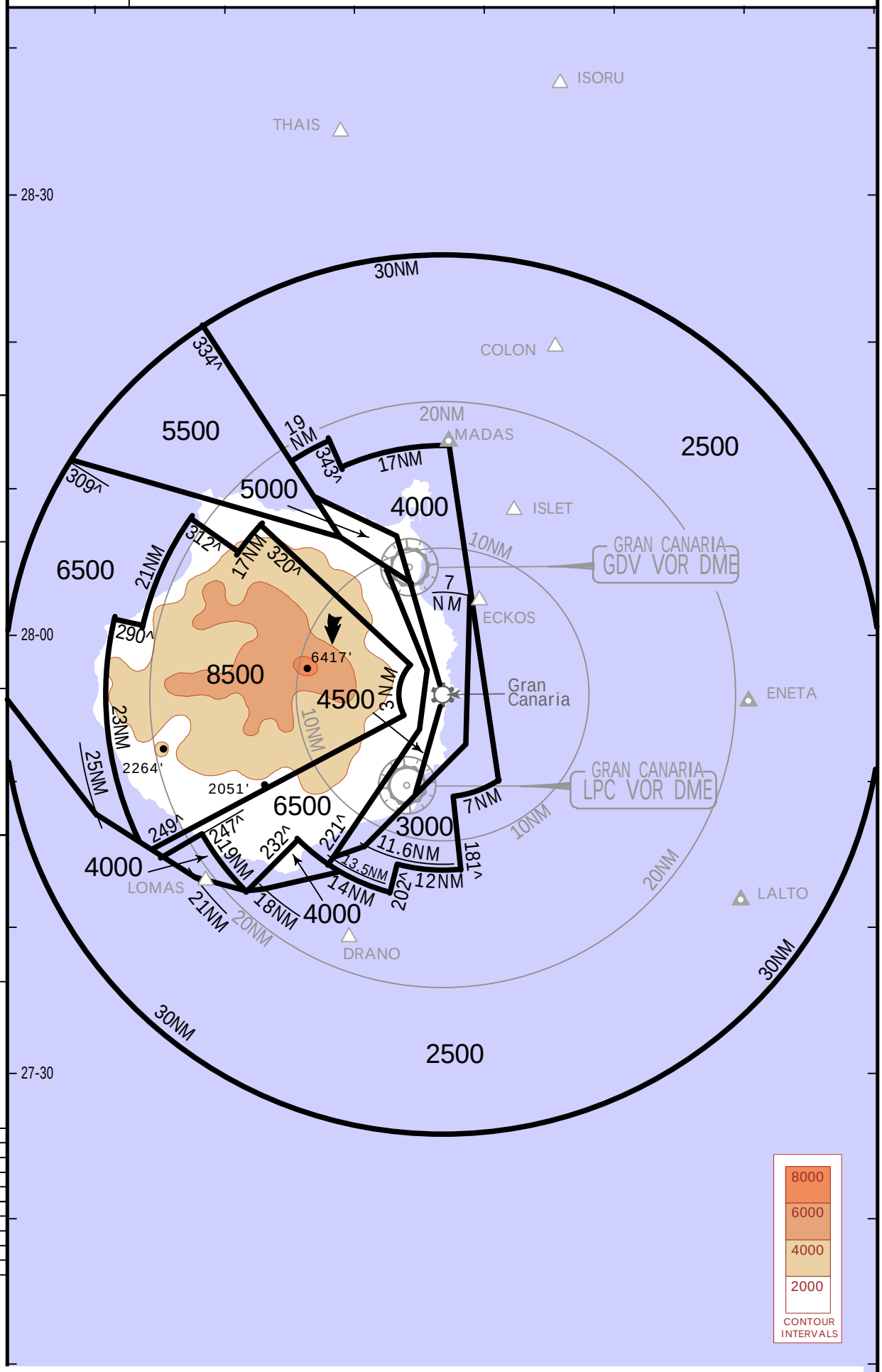
GCLP/LPA GRAN CANARIA

JEPPESEN 12 MAR 10 (10-1R)

GRAN CANARIA, CANARY IS .RADAR.MINIMUM.ALTITUDES.

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



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GCLP/LPA GRAN CANARIA, CANARY IS

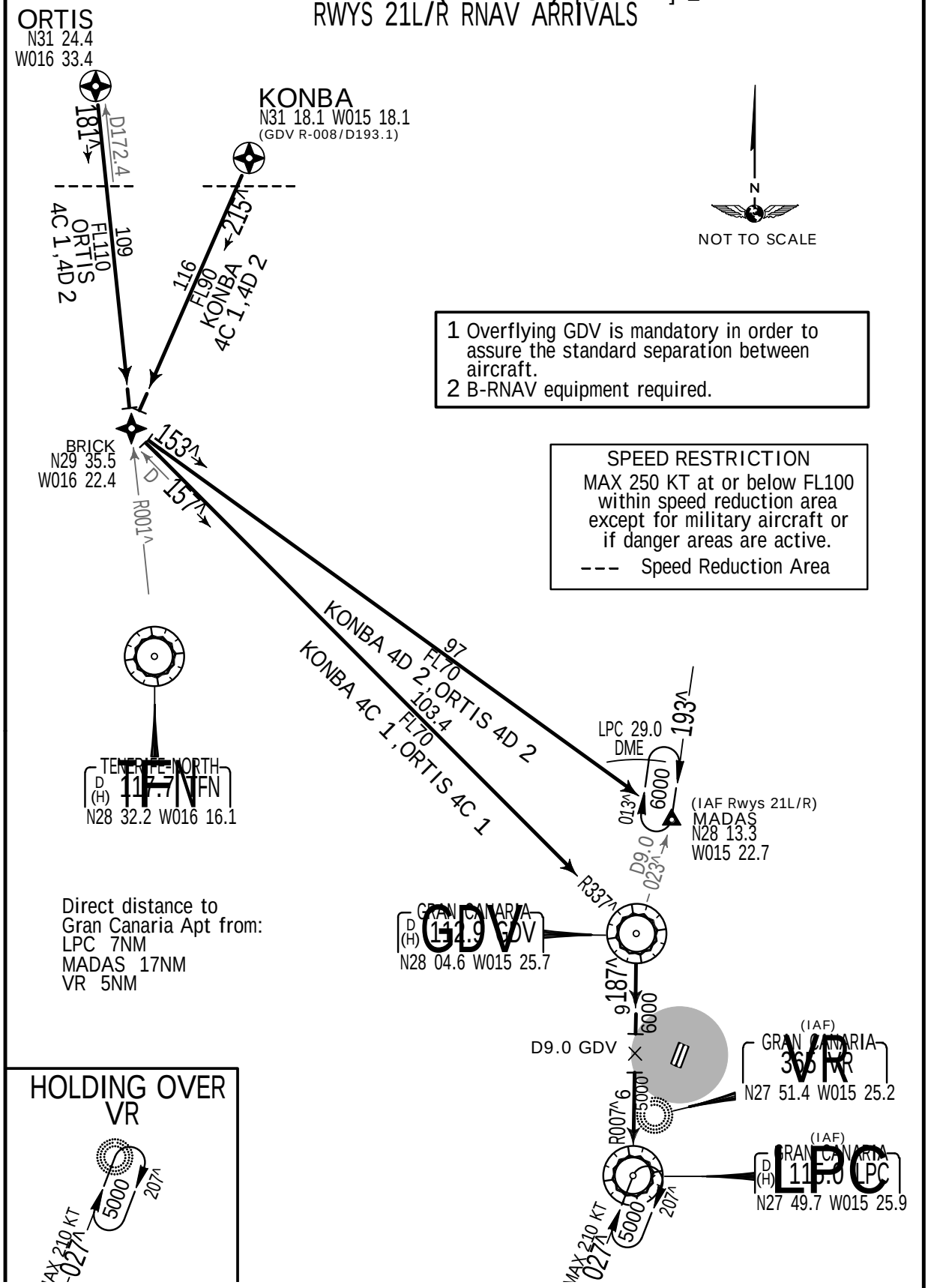
GRAN CANARIA

JEPPESEN 12 SEP 14 (10-2) .Eff.18.Sep. .STAR.

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

KONBA FOUR CHARLIE (KONBA 4C) [KONB4C] 1
ORTIS FOUR CHARLIE (ORTIS 4C) [ORTI4C] 1
RWYS 03L/R ARRIVALS

KONBA FOUR DELTA (KONBA 4D) [KONB4D] 2
ORTIS FOUR DELTA (ORTIS 4D) [ORTI4D] 2
RWYS 21L/R RNAV ARRIVALS



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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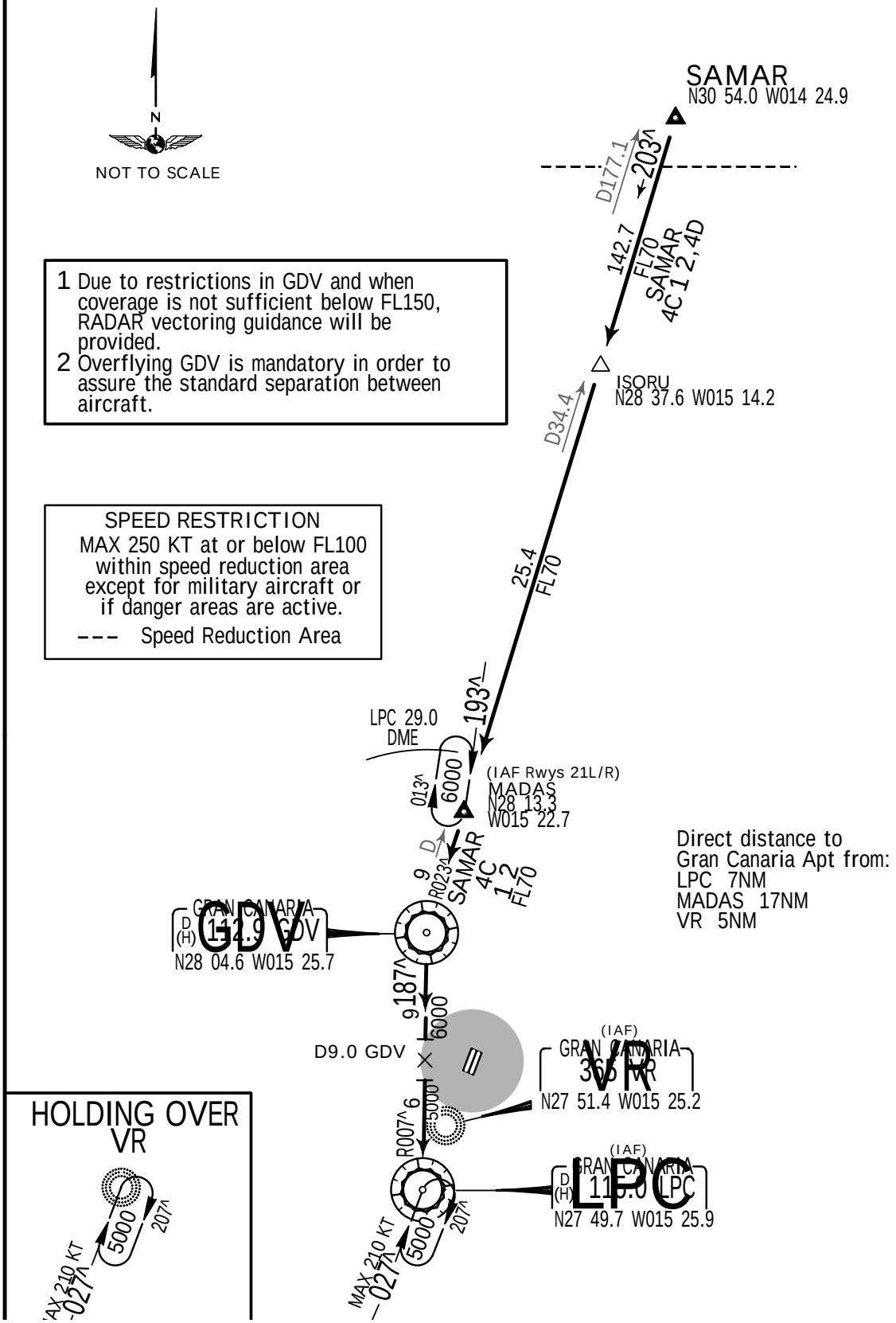
GCLP/LPA
GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-2A) .Eff.18.Sep. .STAR.

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

SAMAR FOUR CHARLIE (SAMAR 4C)[SAMA4C] 1 2
RWYS 03L/R ARRIVAL
SAMAR FOUR DELTA (SAMAR 4D) [SAMA4D]
RWYS 21L/R ARRIVAL



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

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

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GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-2B) .Eff.18.Sep. .STAR.

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

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

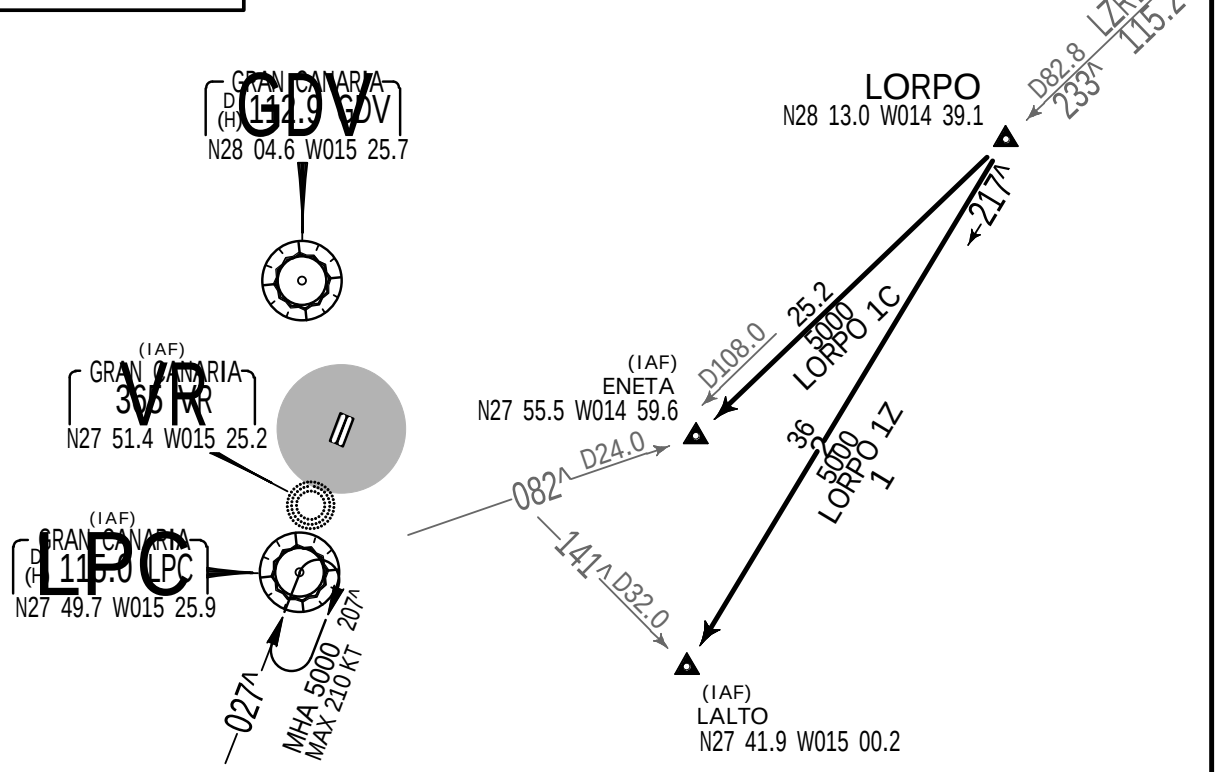
LORPO ONE ZULU (LORPO 1Z)[LORP1Z] 1
RWYS 03L/R, 21L/R RNAV ARRIVAL

FOR FLIGHTS FROM GCFV & GCRR

HOLDING OVER VR

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

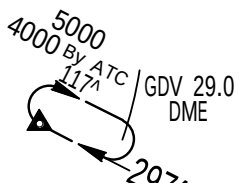
SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area except for military aircraft or if danger areas are active.



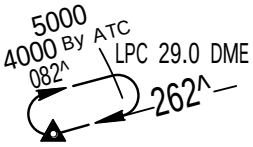
Direct distance to
Gran Canaria Apt from:
ENETA 21NM
LALTO 25NM
LPC 7NM
VR 5NM

HOLDINGS OVER ENETA

RWYS 03L/R



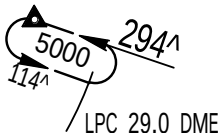
RWYS 03L/R & 21L/R



HOLDINGS OVER LALTO

RWYS 03L/R

RWYS 03L/R & 21L/R



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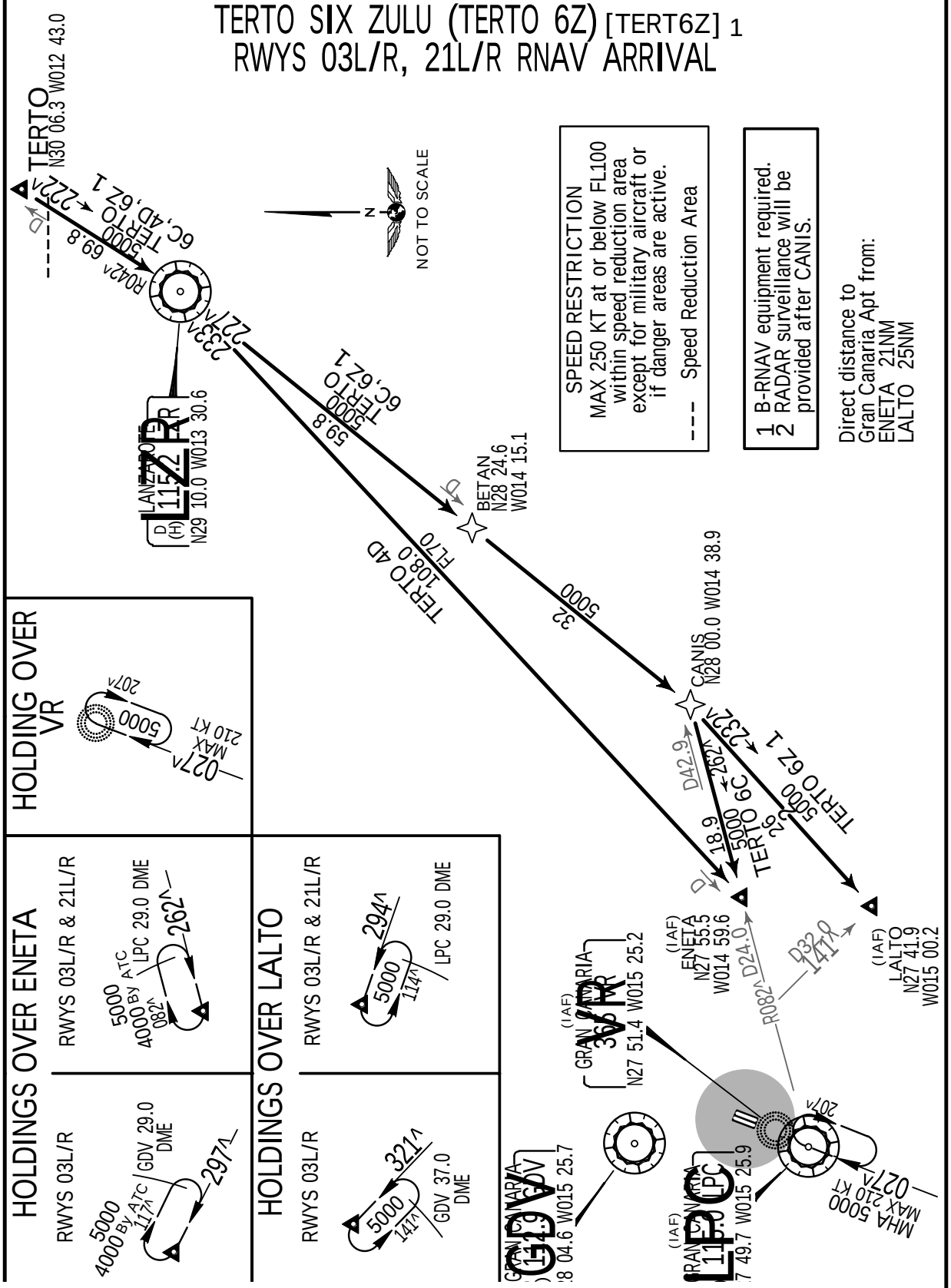
GRAN CANARIA

JEPPESEN 12 SEP 14 (10-2C) .Eff.18.Sep. .STAR.

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

TERTO SIX CHARLIE (TERTO 6C) [TERT6C]
RWYS 03L/R ARRIVAL
TERTO FOUR DELTA (TERTO 4D) [TERT4D]
RWYS 21L/R ARRIVAL
TERTO SIX ZULU (TERTO 6Z) [TERT6Z] 1
RWYS 03L/R, 21L/R RNAV ARRIVAL



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GRAN CANARIA

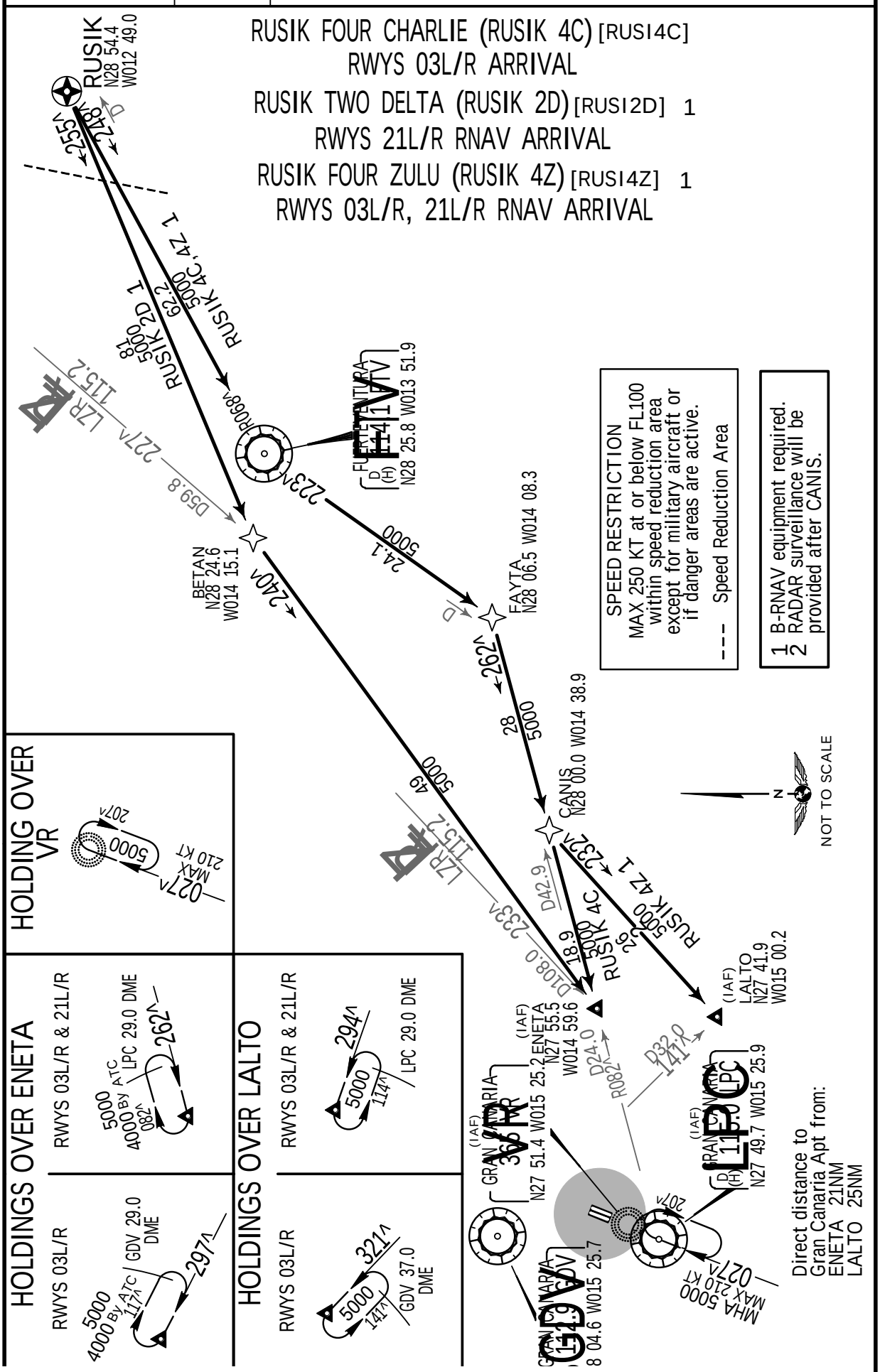
JEPPESEN 12 SEP 14 (10-2D) .Eff.18.Sep. .STAR.

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

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

RUSIK TWO DELTA (RUSIK 2D) [RUSI2D] 1
RWYS 21L/R RNAV ARRIVAL

RUSIK FOUR ZULU (RUSIK 4Z) [RUSI4Z] 1
RWYS 03L/R, 21L/R RNAV ARRIVAL



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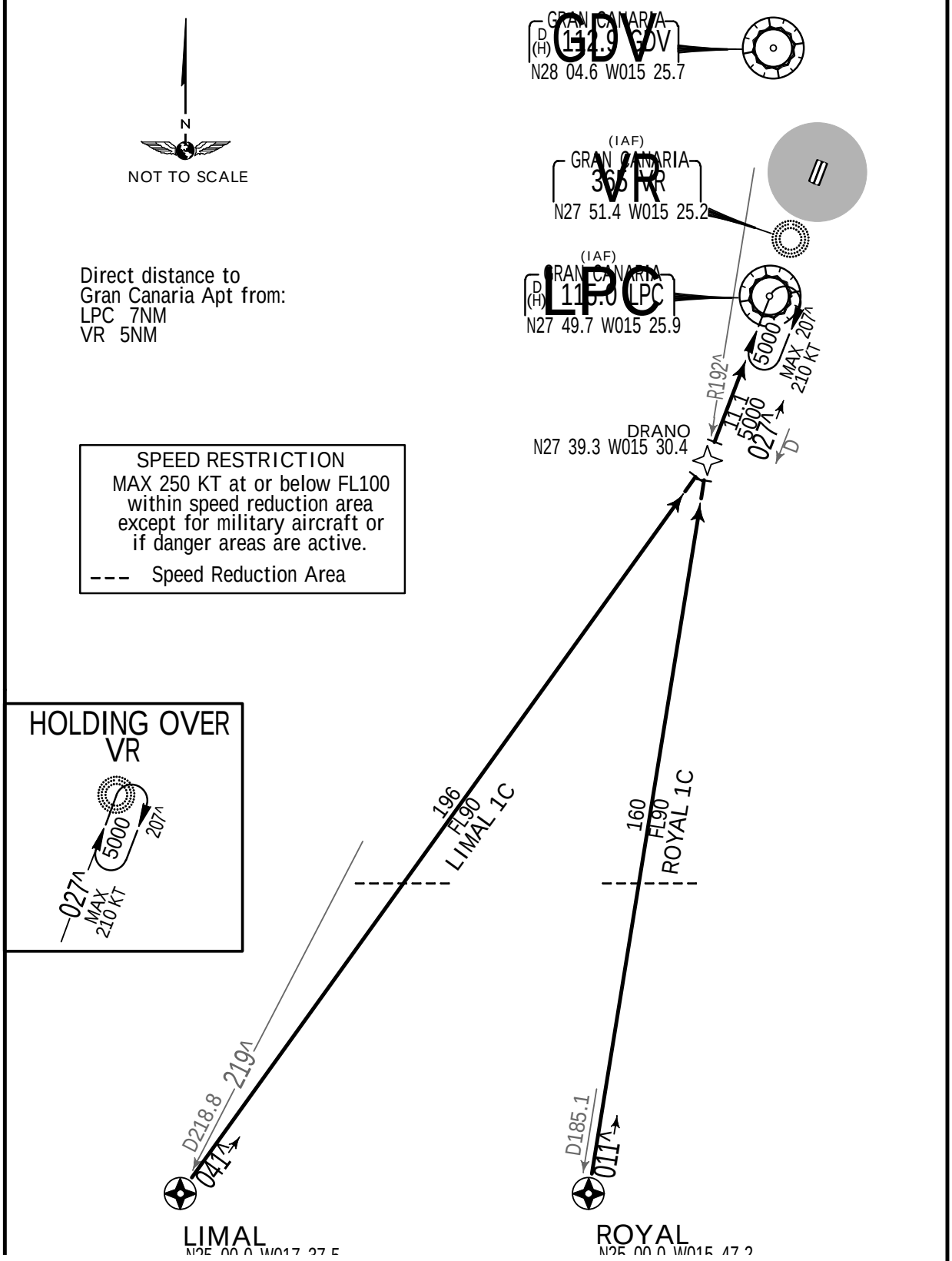
GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-2E) .Eff.18.Sep. .RNAV.STAR.

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

LIMAL ONE CHARLIE (LIMAL 1C) [LIMA1C]
ROYAL ONE CHARLIE (ROYAL 1C) [ROYA1C]
RWYS 03L/R, 21L/R RNAV ARRIVALS
B-RNAV EQUIPMENT REQUIRED



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JEPPESEN GRAN CANARIA, CANARY IS

12 SEP 14 (10-2F) .Eff.18.Sep. .STAR.

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

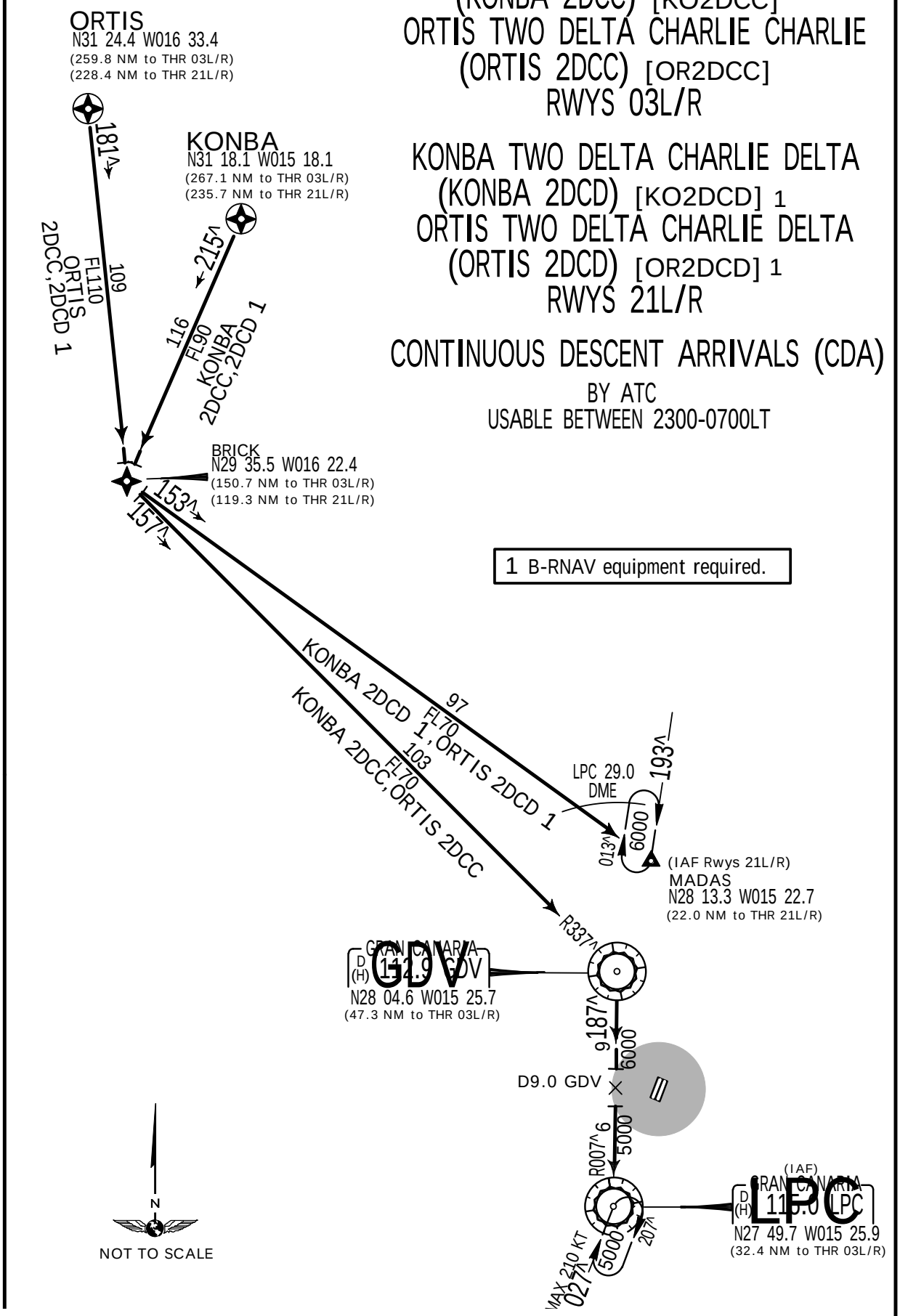
KONBA TWO DELTA CHARLIE CHARLIE (KONBA 2DCC) [KO2DCC] ORTIS TWO DELTA CHARLIE CHARLIE (ORTIS 2DCC) [OR2DCC] RWYS 03L/R

KONBA TWO DELTA CHARLIE DELTA (KONBA 2DCD) [KO2DCD] 1 ORTIS TWO DELTA CHARLIE DELTA (ORTIS 2DCD) [OR2DCD] 1 RWYS 21L/R

CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT

1 B-RNAV equipment required.



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GRAN CANARIA

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12 SEP 14 (10-2G) .Eff.18.Sep. .STAR.

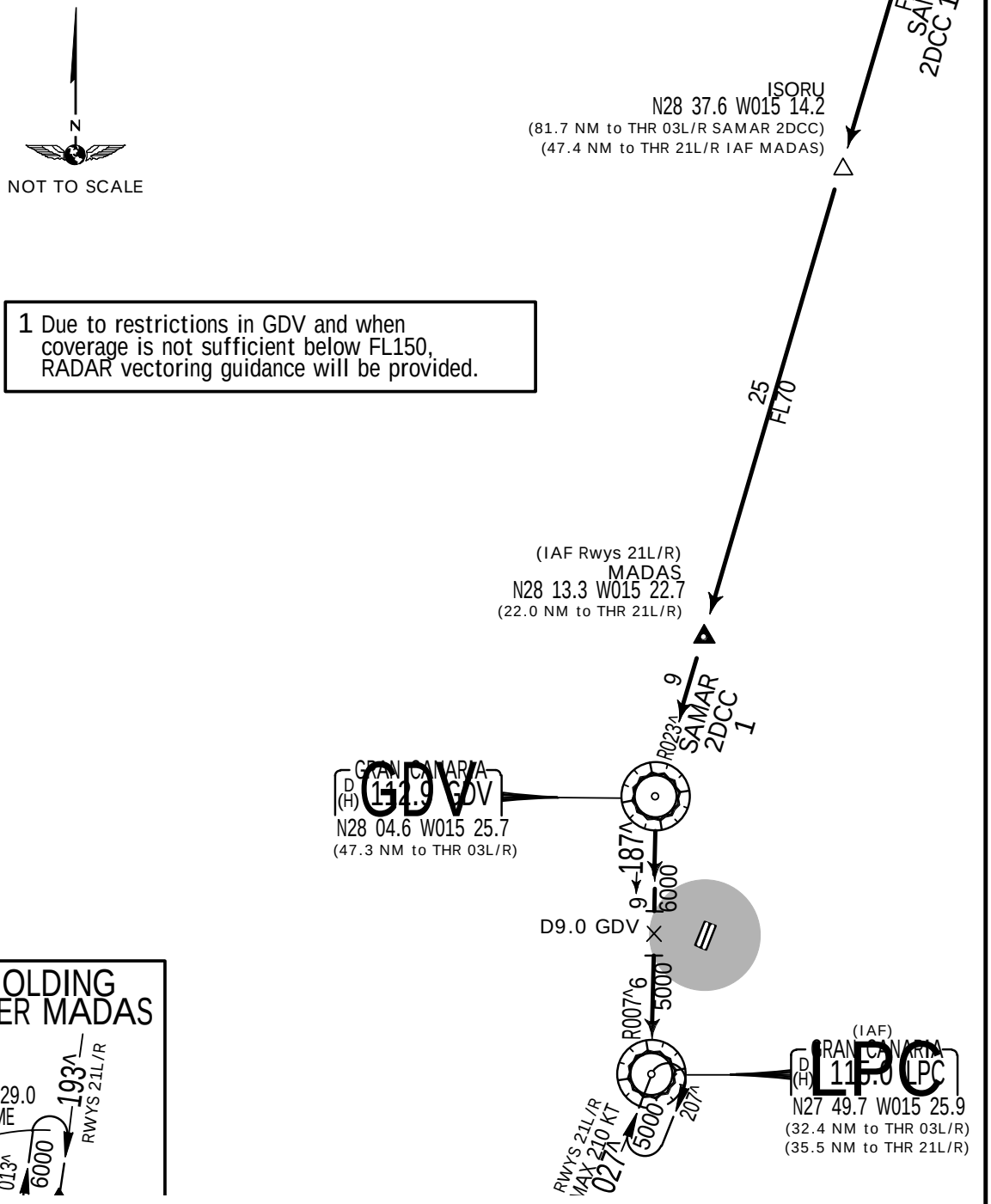
D-ATIS	Apt Elev	Alt Set: hPa
118.6	78'	Trans level: By ATC Trans alt: 6000'

SAMAR TWO DELTA CHARLIE CHARLIE (SAMAR 2DCC) [SA2DCC] 1 RWYS 03L/R

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

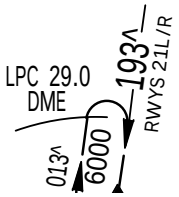
CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



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

HOLDING OVER MADAS



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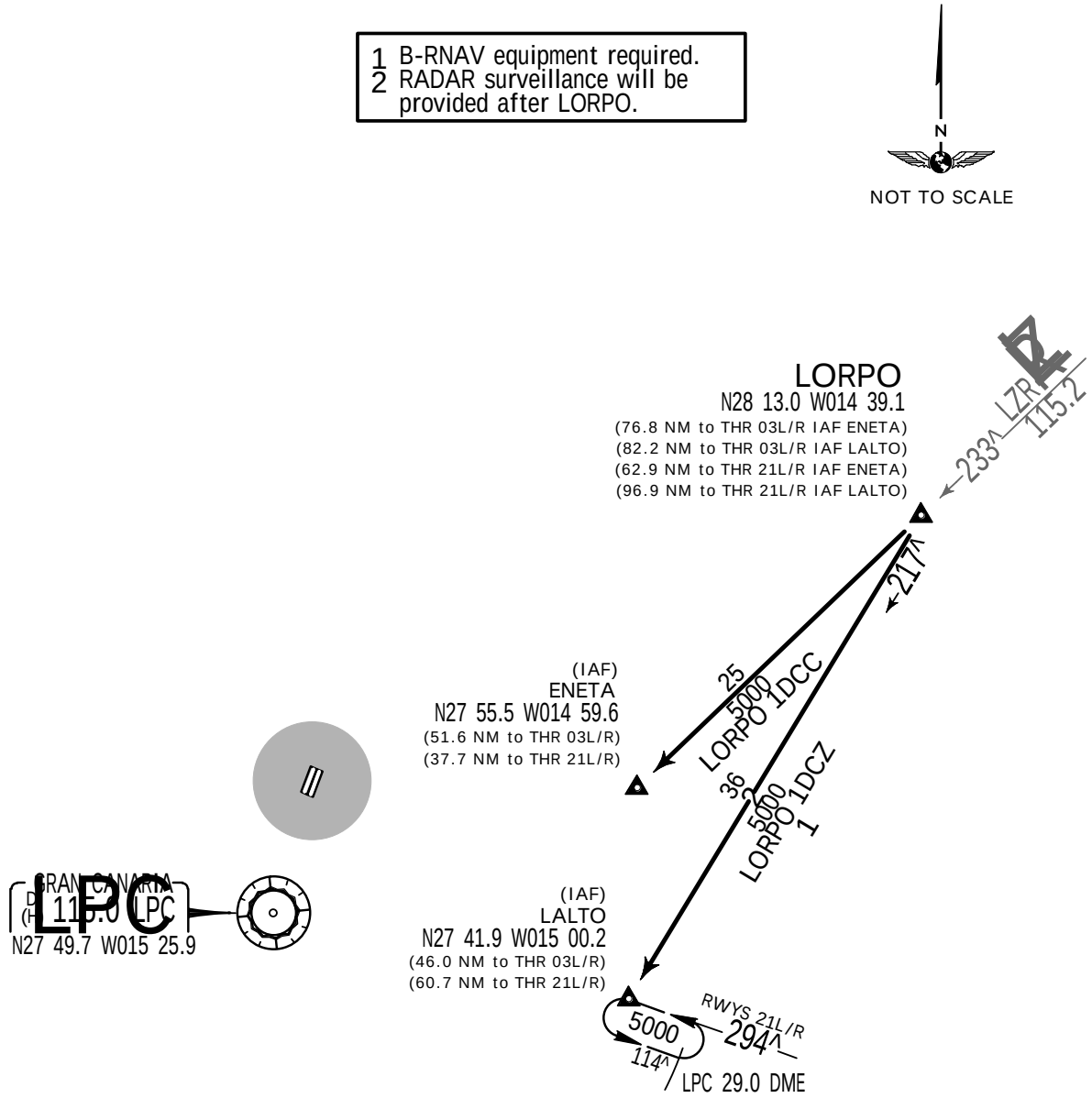
GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-2H) .Eff.18.Sep. .STAR.

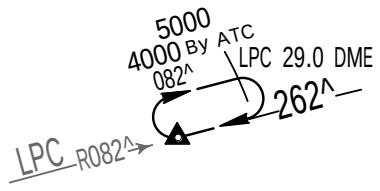
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
118.6	78'	

LORPO ONE DELTA CHARLIE CHARLIE (LORPO 1DCC) [LO1DCC]
LORPO ONE DELTA CHARLIE ZULU (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
RWYS 21L/R



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GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-2J) .Eff.18.Sep. .STAR.

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

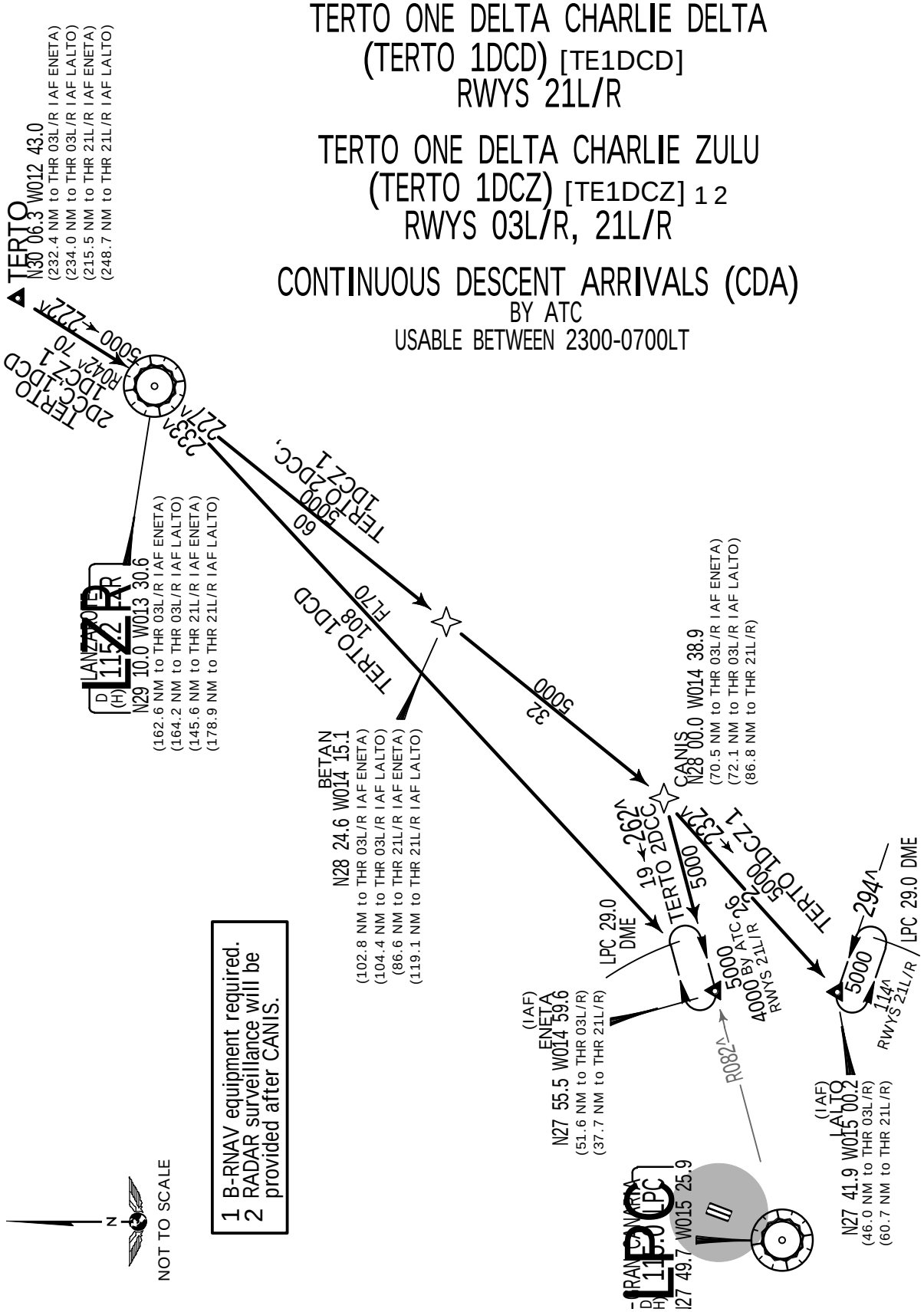
TERTO TWO DELTA CHARLIE CHARLIE (TERTO 2DCC) [TE2DCC] RWYS 03L/R

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

TERTO ONE DELTA CHARLIE ZULU (TERTO 1DCZ) [TE1DCZ] 1 2 RWYS 03L/R, 21L/R

CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



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GCLP/LPA
GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-2K) .Eff.18.Sep. .STAR.

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

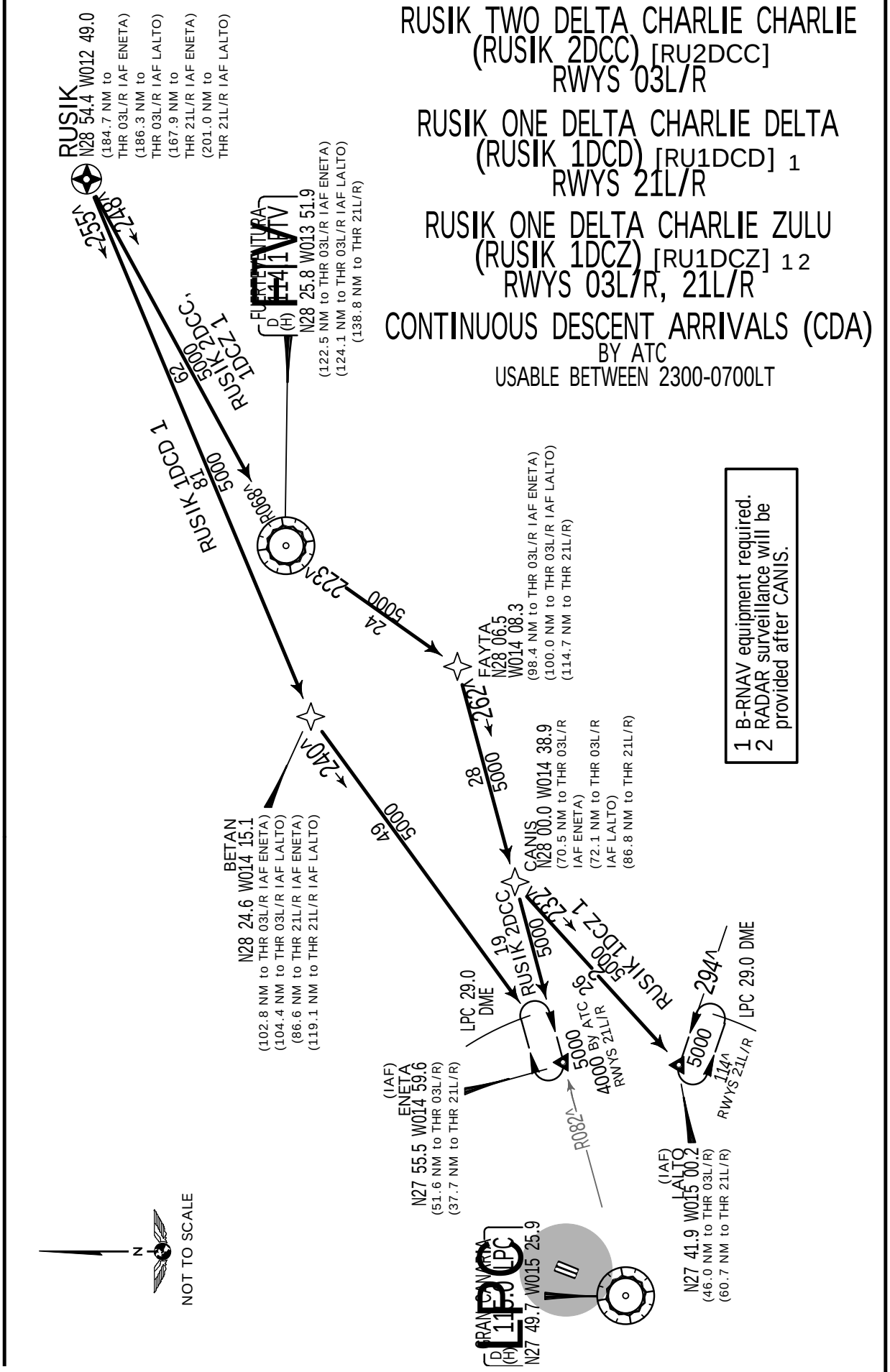
RUSIK TWO DELTA CHARLIE CHARLIE (RUSIK 2DCC) [RU2DCC] RWYS 03L/R

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

RUSIK ONE DELTA CHARLIE ZULU (RUSIK 1DCZ) [RU1DCZ] 1 2 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 CANIS.

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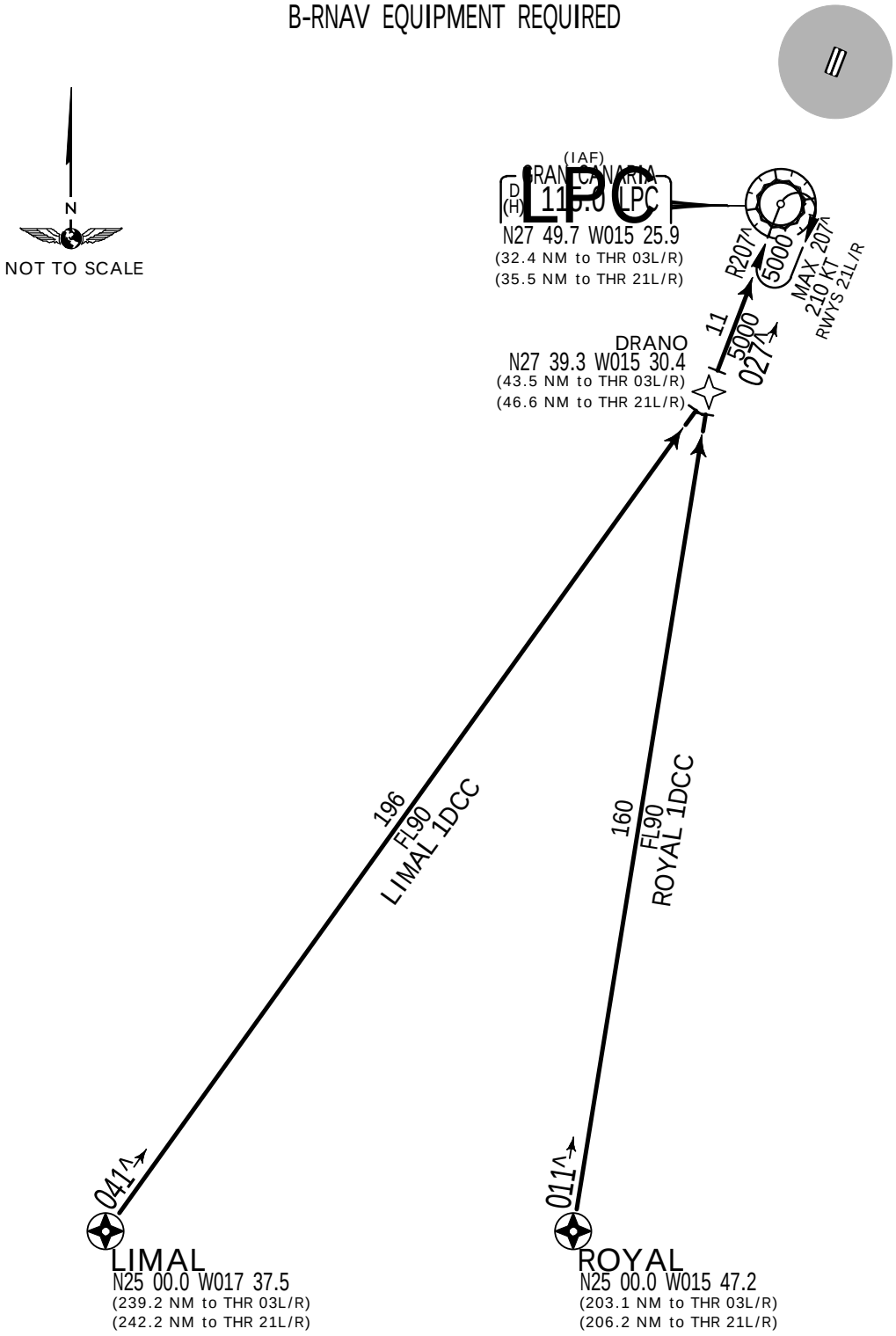
GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-2L) .Eff.18.Sep. .STAR.

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

LIMAL ONE DELTA CHARLIE CHARLIE (LIMAL 1DCC) [LI1DCC]
ROYAL ONE DELTA CHARLIE CHARLIE (ROYAL 1DCC) [RO1DCC]
RWYS 03L/R, 21L/R
CONTINUOUS DESCENT ARRIVALS (CDA)

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



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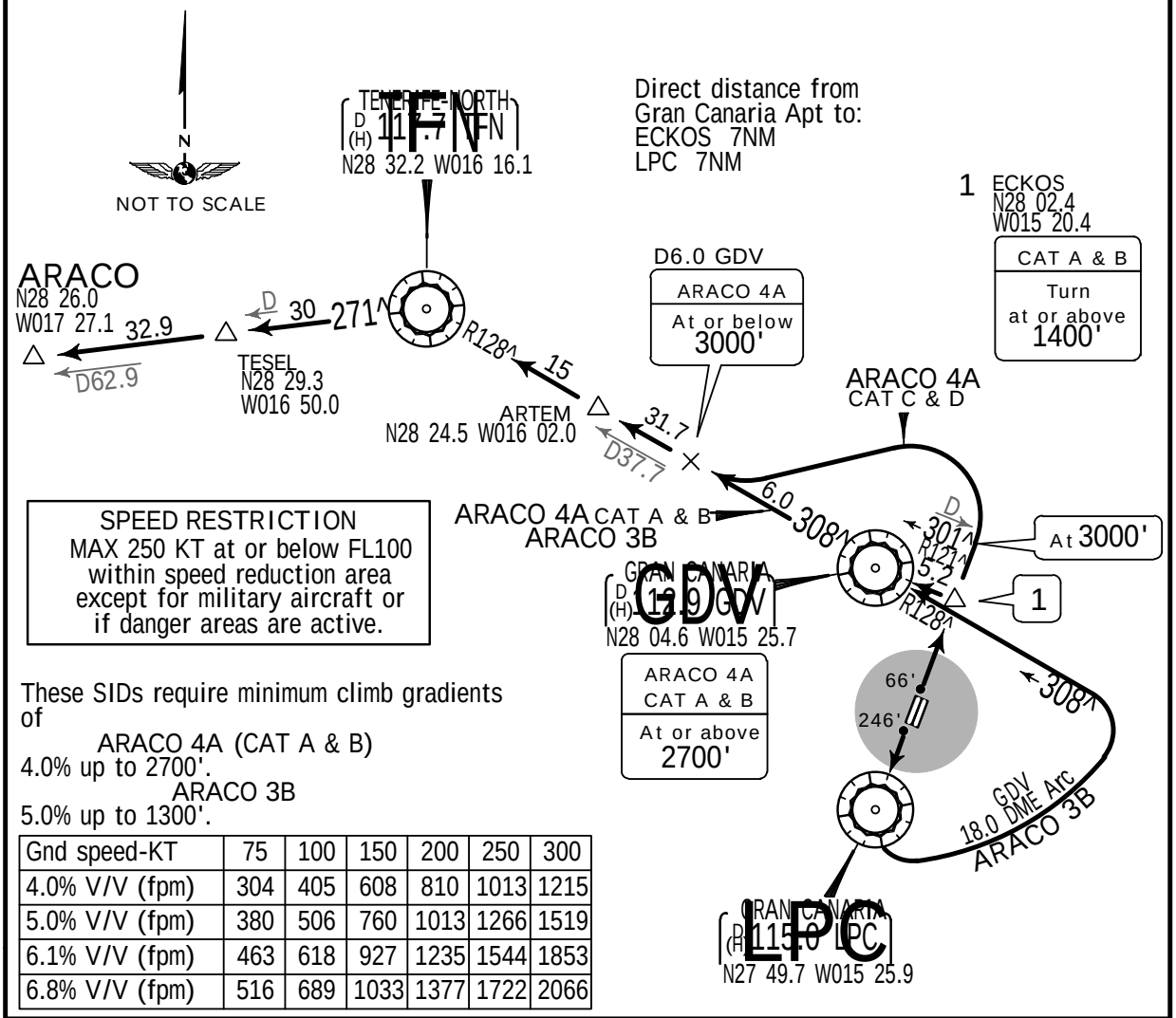
GCLP/LPA
GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-3) .Eff.18.Sep. .SID.

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

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



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

These SIDs require minimum climb gradients of
ARACO 4A (CAT A & B)
4.0% up to 2700'.
ARACO 3B
5.0% up to 1300'.

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

Initial ATC clearance:
ARACO 4A: Maintain 3000' until D6.0 GDV/GDV R-308, maintain 6000' and await further clearance.
ARACO 3B: Maintain 6000', await further clearance.

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

SID	ROUTING
ARACO 4A	CAT A & B: At ECKOS turn LEFT to GDV, GDV R-308 via ARTEM to TFN, TFN R-271 via TESEL to ARACO.
	CAT C & D: At ECKOS continue climb on runway heading to 3000', turn LEFT, intercept GDV R-308 via ARTEM to TFN, TFN R-271 via TESEL to ARACO.
ARACO 3B	At LPC turn LEFT, along GDV 18.0 DME arc, intercept GDV R-128 inbound to GDV, GDV R-308 via ARTEM to TFN, TFN R-271 via TESEL to ARACO.

CONTINGENCY DEPARTURES

In case of one or more navaid failures, the following procedures shall be carried out:
Rwys 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
These SIDs require a minimum climb gradient of 6.1%.
Rwys 21L/R: Climb on 192^ heading to 5000', turn by following ATC instructions.

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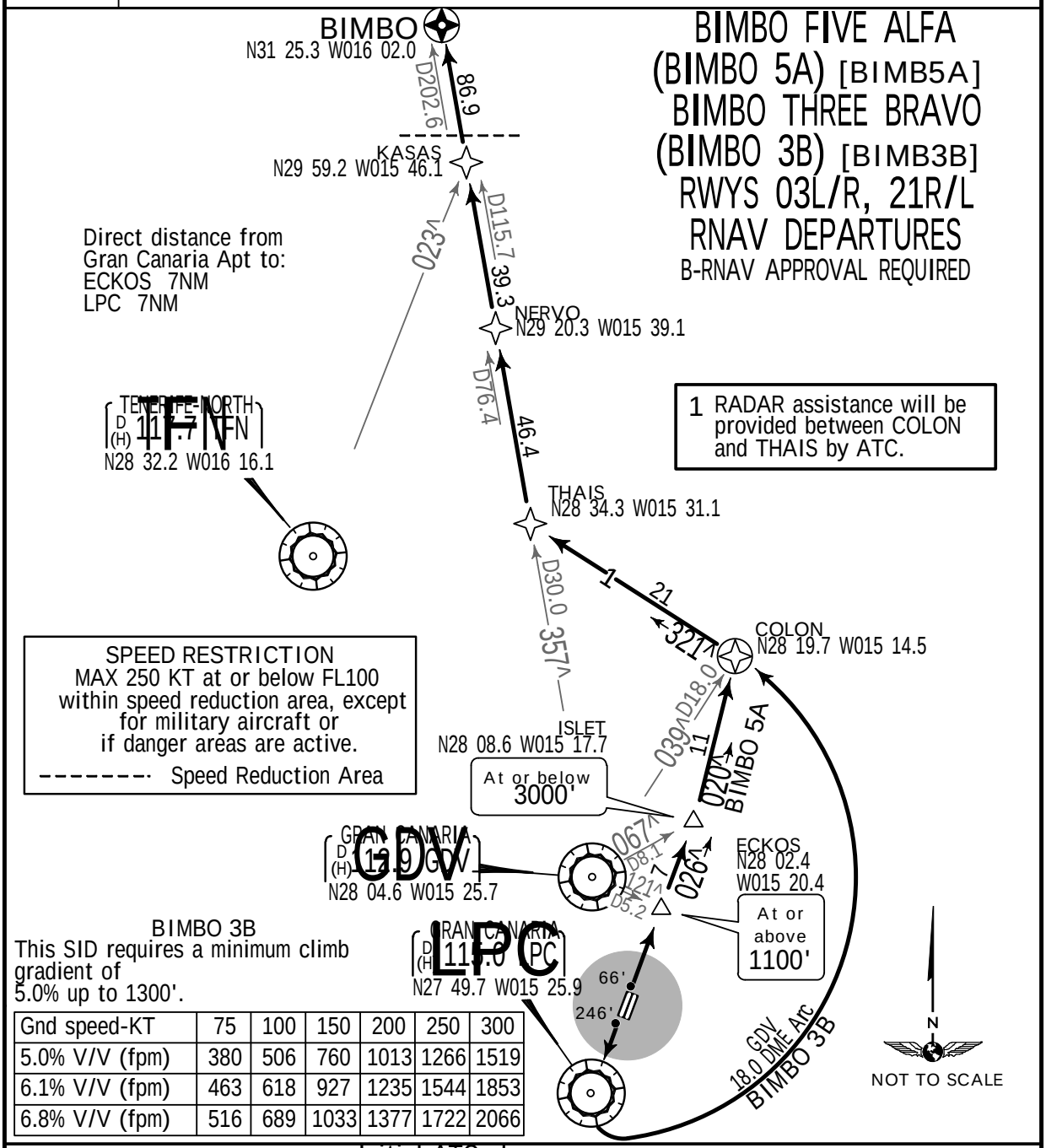
GCLP/LPA GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS

12 SEP 14 (10-3A) .Eff.18.Sep. .RNAV.SID.

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



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

B-RNAV APPROVAL REQUIRED

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

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

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

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

Initial ATC clearance:
BIMBO 5A: Cross ISLET at or below 3000', climb to FL120, await further clearance.
BIMBO 3B: Maintain FL100 until intercepting GDV R-357, climb to FL120, await further clearance.

SID	RWY	INITIAL CLIMB
BIMBO 5A	03L	Climb on runway heading to ECKOS.
	03R	Turn LEFT in VMC, then to ECKOS.
BIMBO 3B	21R	Climb on runway heading to LPC.
	21L	Turn RIGHT in VMC, then to LPC.

SID	ROUTING
BIMBO 5A	From ECKOS to ISLET, then to COLON, turn LEFT, 321^ track to THAIS, turn RIGHT, intercept GDV R-357 via NERVO and KASAS to BIMBO.
BIMBO 3B	At LPC turn LEFT, along GDV 18.0 DME arc to COLON, turn LEFT, 321^ track to THAIS, turn RIGHT, intercept GDV R-357 via NERVO and KASAS to BIMBO.

CONTINGENCY DEPARTURES

In case of one or more navaid failures, the following procedures shall be carried out:
Rwys 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
These SIDs require a minimum climb gradient of 6.1%.
Rwys 21L/R: Climb on 192^ heading to 5000', turn by following ATC instructions.

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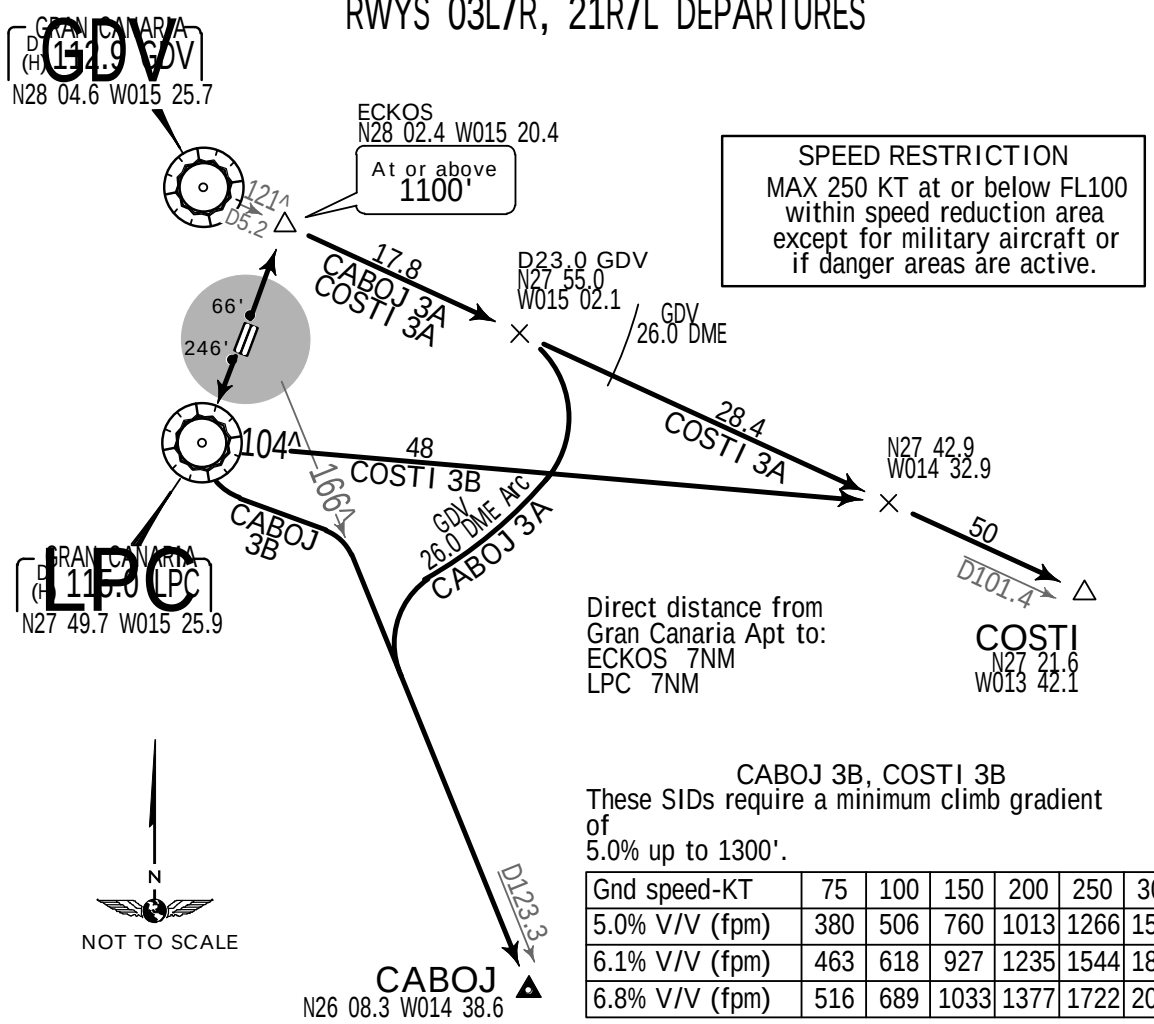
GCLP/LPA GRAN CANARIA, CANARY IS

GRAN CANARIA

JEPPESEN 12 SEP 14 (10-3B) .Eff.18.Sep. .SID.

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

CABOJ THREE ALFA (CABOJ 3A) [CABO3A]
CABOJ THREE BRAVO (CABOJ 3B) [CABO3B]
COSTI THREE ALFA (COSTI 3A) [COST3A]
COSTI THREE BRAVO (COSTI 3B) [COST3B]
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.

CABOJ 3B, COSTI 3B
These SIDs require 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:
CABOJ 3A: Maintain 3000'until intercepting GDV 26.0 DME arc, climb to 6000', await further clearance.
COSTI 3A: Maintain 3000'until GDV 26.0 DME, climb to 6000', await further clearance.
CABOJ 3B, COSTI 3B: Maintain 6000', await further clearance.

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

SID	ROUTING
CABOJ 3A	At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc, intercept GDV R-166 to CABOJ.
CABOJ 3B	At LPC turn LEFT, intercept GDV R-166 to CABOJ.
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.

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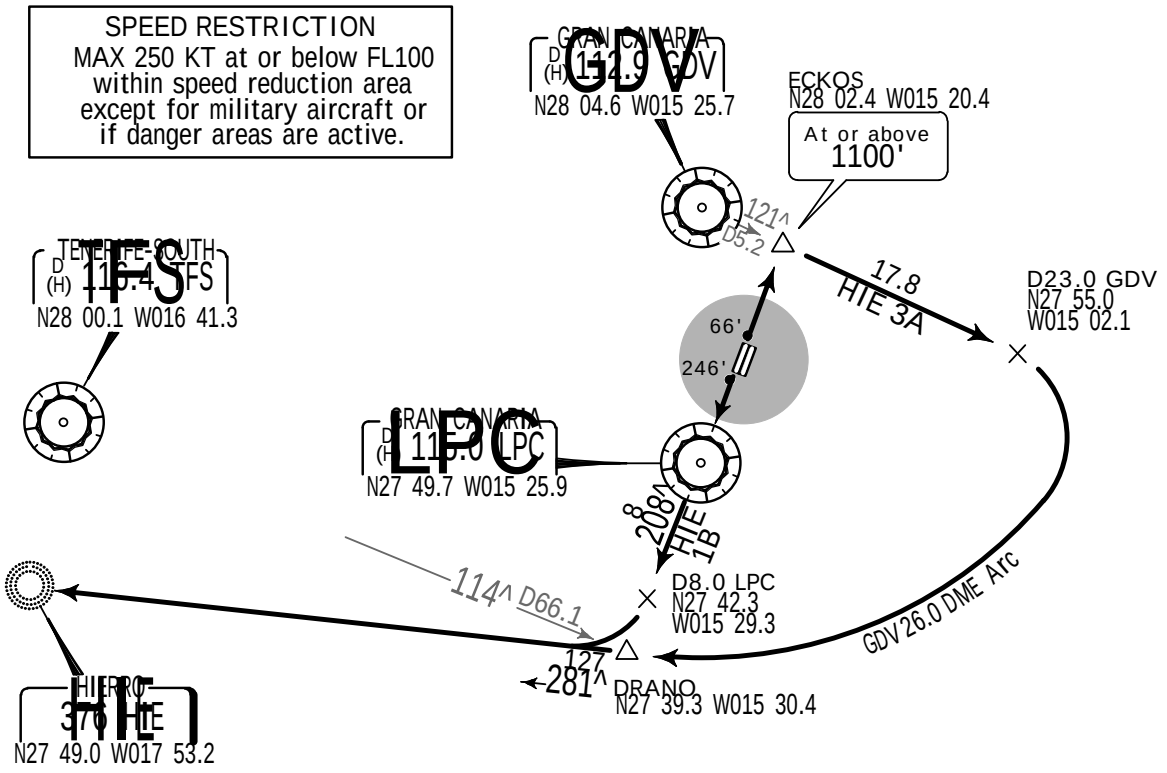
GCLP/LPA
GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS

12 SEP 14 (10-3C) .Eff.18.Sep. .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



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

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

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

Initial ATC clearance:
HIE 3A: Maintain 3000' until intercepting GDV 26.0 DME arc, climb to 6000', await further clearance.
HIE 1B: Maintain 6000', await further clearance.

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

SID	ROUTING
HIE 3A	At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc to DRANO, turn LEFT, intercept 281^ bearing to HIE.
HIE 1B	At LPC, LPC R-208 to D8.0 LPC, turn RIGHT, intercept 281^ bearing to HIE.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:
Rwys 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
These SIDs require a minimum climb gradient of 6.1%.
Rwys 21L/R: Climb on 192^ heading to 5000', turn by following ATC instructions.

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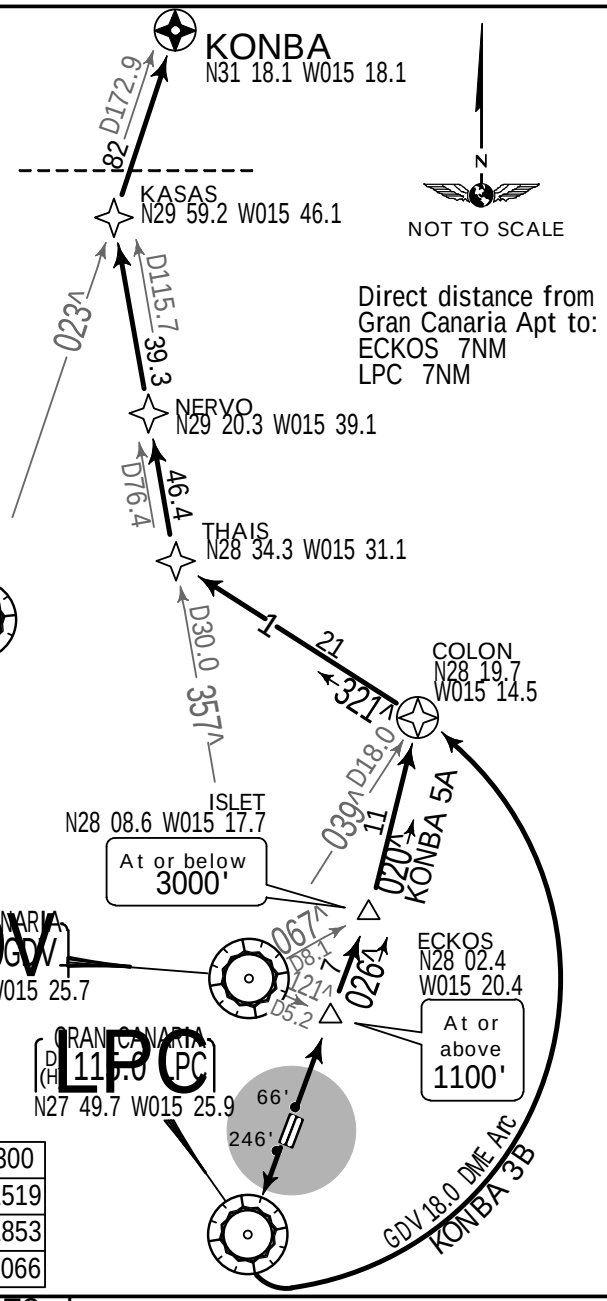
GCLP/LPA GRAN CANARIA, CANARY IS

GRAN CANARIA — JEPPESEN — 12 SEP 14 — 10-3D — .Eff.18.Sep. — .RNAV.SID.

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

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

B-RNAV APPROVAL REQUIRED



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

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

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

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

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

Initial ATC clearance:
KONBA 5A: Cross ISLET at or below 3000', climb to FL120, await further clearance.
KONBA 3B: Maintain FL100 until intercepting GDV R-357, climb to FL120, await further clearance.

SID	RWY	INITIAL CLIMB
KONBA 5A	03L	Climb on runway heading to ECKOS.
	03R	Turn LEFT in VMC, then to ECKOS.
KONBA 3B	21R	Climb on runway heading to LPC.
	21L	Turn RIGHT in VMC, then to LPC.

SID	ROUTING
KONBA 5A	From ECKOS to ISLET, then to COLON, turn LEFT, 321^ track to THAIS, turn RIGHT, intercept GDV R-357 via NERVO to KASAS, turn RIGHT, intercept TFN R-023 to KONBA.
KONBA 3B	At LPC turn LEFT, along GDV 18.0 DME arc to COLON, turn LEFT, 321^ track to THAIS, turn RIGHT, intercept GDV R-357 via NERVO to KASAS, turn RIGHT, intercept TFN R-023 to KONBA.

CONTINGENCY DEPARTURES

In case of one or more navaid failures, the following procedures shall be carried out:
Rwys 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
These SIDs require a minimum climb gradient of 6.1%.
Rwys 21L/R: Climb on 192^ heading to 5000', turn by following ATC instructions.

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GCLP/LPA GRAN CANARIA

GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS

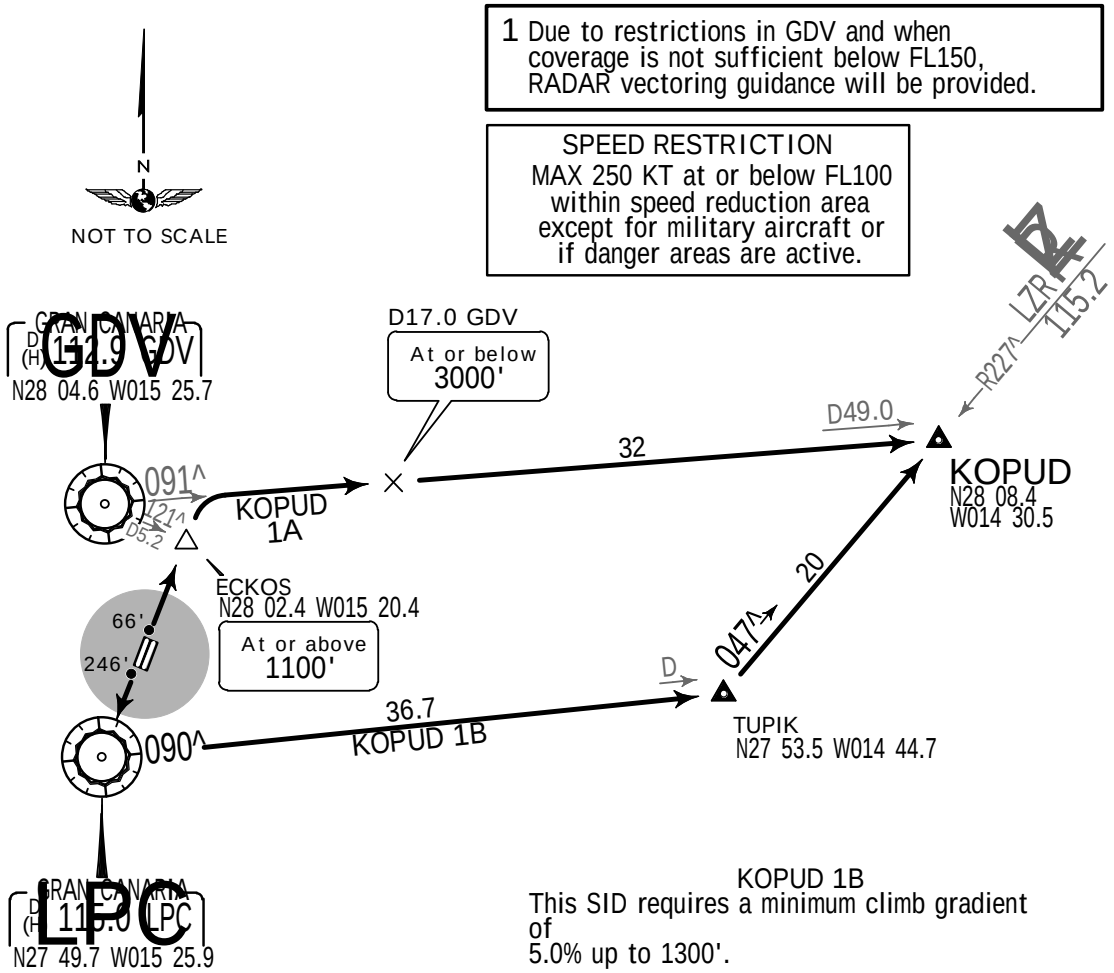
12 SEP 14 (10-3E) .Eff.18.Sep. .SID.

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

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

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.



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

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

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

Initial ATC clearance:
KOPUD 1A: Maintain 3000' to D17.0 GDV/GDV R-091, maintain 5000', await further clearance.
KOPUD 1B: Maintain 5000', await further clearance.

SID	RWY	INITIAL CLIMB
KOPUD 1A 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-090 to TUPIK, turn LEFT, intercept LZR R-227 inbound to KOPUD.

CONTINGENCY DEPARTURES

In case of one or more navaid failures, the following procedures shall be carried out:
Rwys 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
These SIDs require a minimum climb gradient of 6.1%.
Rwys 21L/R: Climb on 192^ heading to 5000', turn by following ATC instructions.

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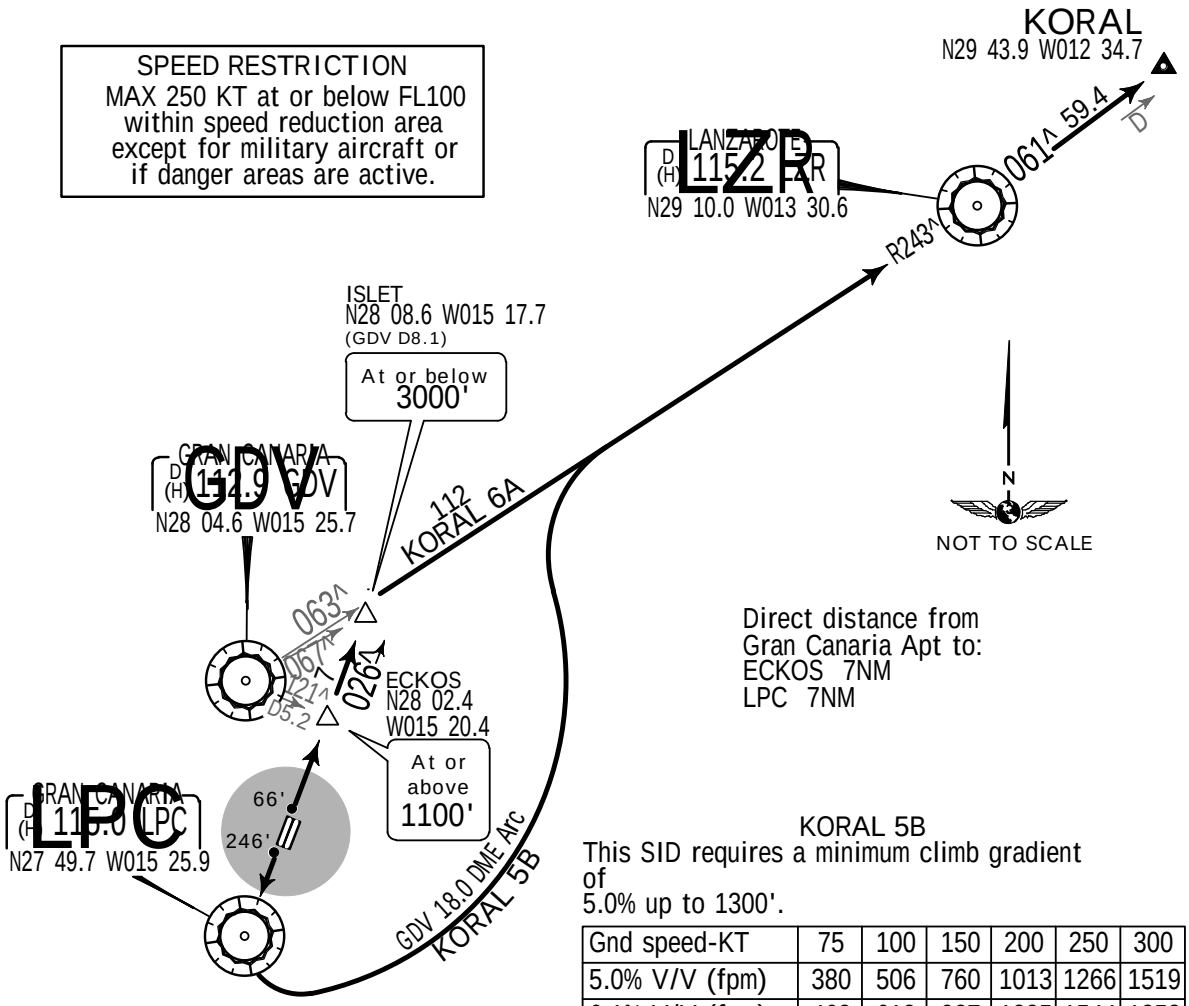
GCLP/LPA
GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-3F) .Eff.18.Sep. .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.



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.

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CHANGES: LTE SIDs withdrawn, speed restriction, chart reindexed.

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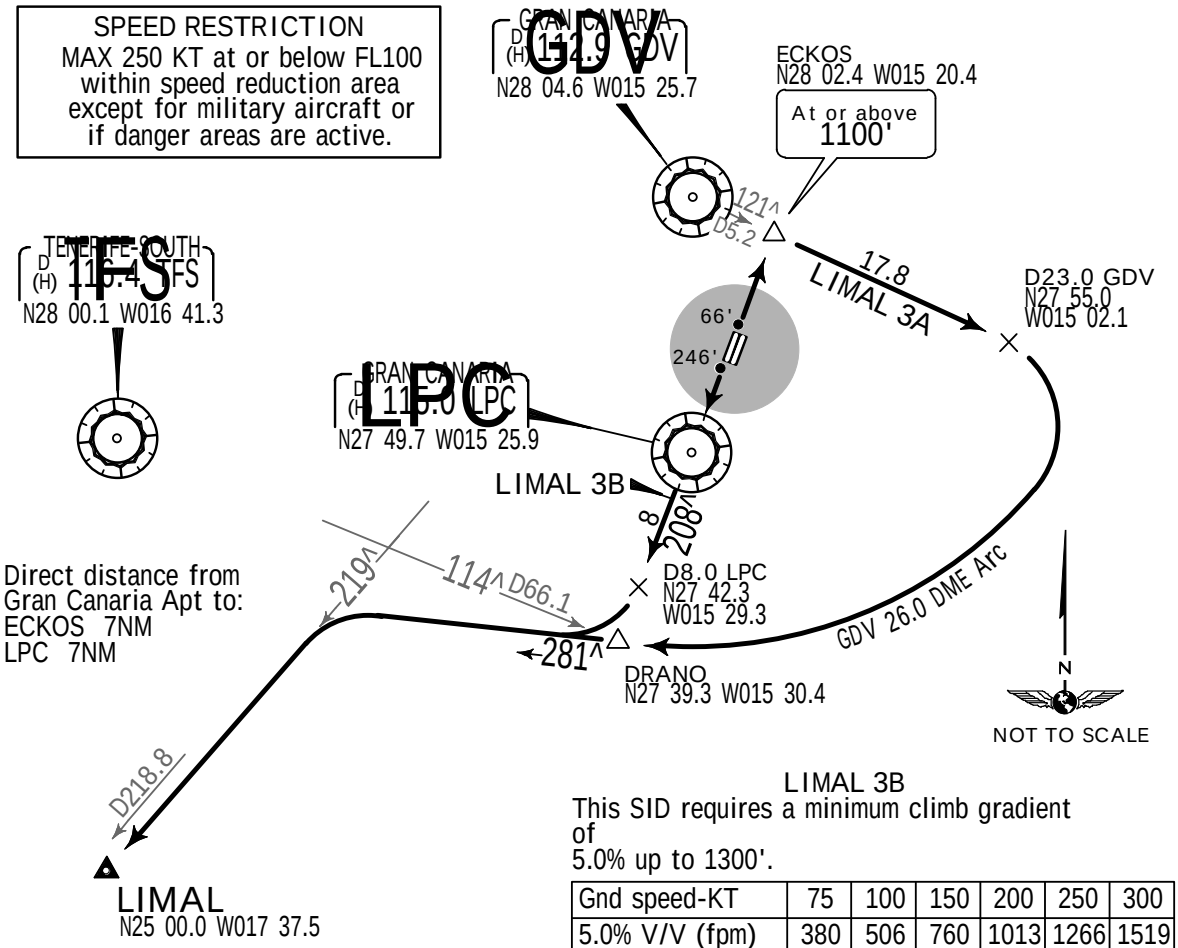
Apt Elev 78'	Trans level: By ATC Trans alt: 6000' 1. Due to restrictions of GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided. 2. EXPECT close-in obstacles.

LIMAL THREE ALFA (LIMAL 3A) [LIMA3A]
LIMAL THREE BRAVO (LIMAL 3B) [LIMA3B]
RWYS 03L/R, 21R/L DEPARTURES



LIMAL 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:
LIMAL 3A: Maintain 3000' until intercepting GDV 26.0 DME arc, climb to 6000', await further clearance.
LIMAL 3B: Maintain 6000', await further clearance.

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

SID	ROUTING
LIMAL 3A	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 LIMAL.
LIMAL 3B	At LPC, LPC R-208 to D8.0 LPC, turn RIGHT, intercept GDV R-219 to LIMAL.

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.

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GCLP/LPA GRAN CANARIA

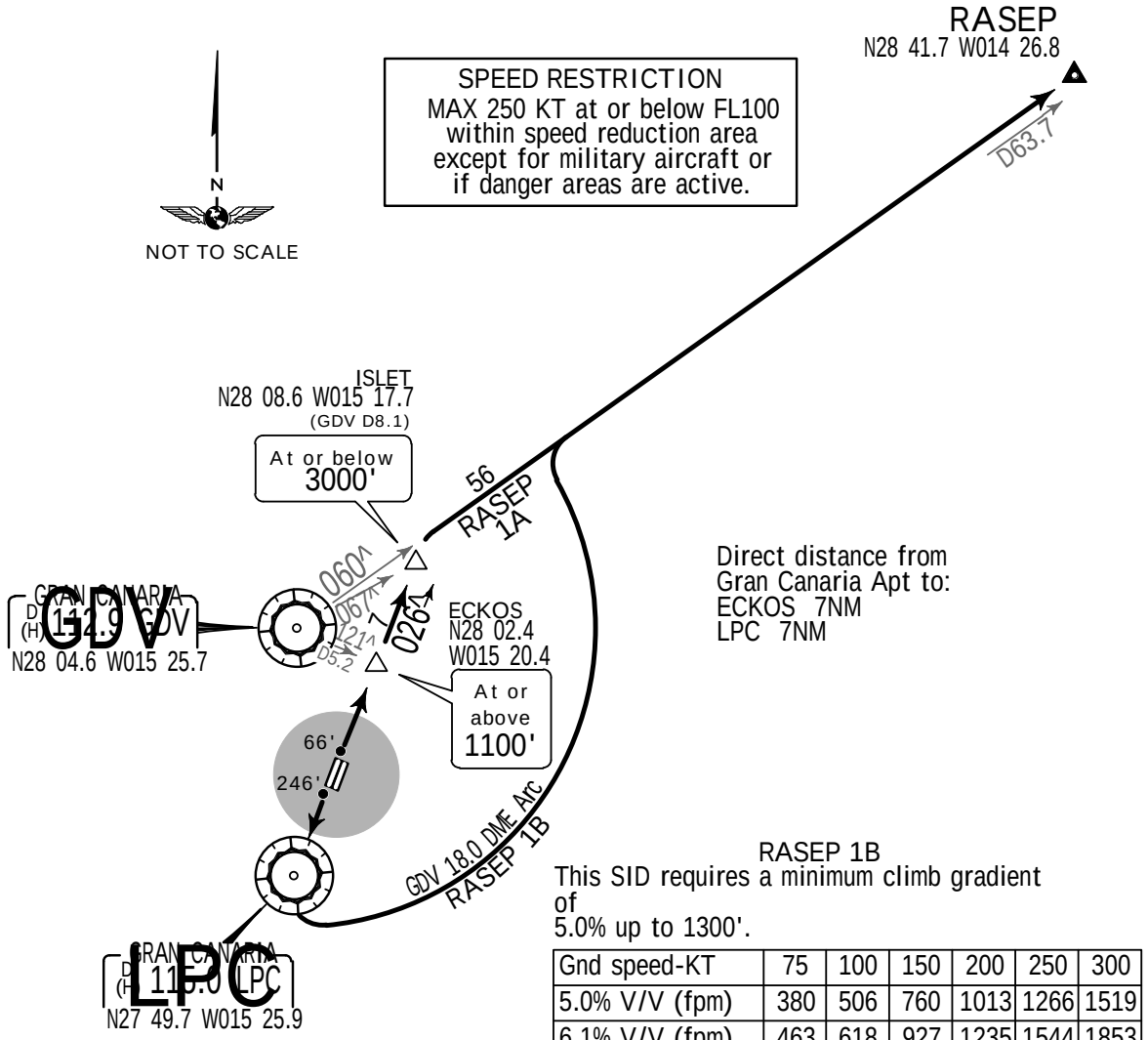
GRAN CANARIA

JEPPESEN 12 SEP 14 (10-3H) .Eff.18.Sep.

GRAN CANARIA, CANARY IS .SID.

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

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



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

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

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

Initial ATC clearance:

RASEP 1A: Cross ISLET at or below 3000', maintain FL100, await further clearance.
RASEP 1B: Maintain 6000', await further clearance.

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

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

CONTINGENCY DEPARTURES

In case of one or more navaid failures, the following procedures shall be carried out:
Rwys 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
These SIDs require a minimum climb gradient of 6.1%.
Rwys 21L/R: Climb on 192^ heading to 5000', turn by following ATC instructions.

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GCLP/LPA GRAN CANARIA

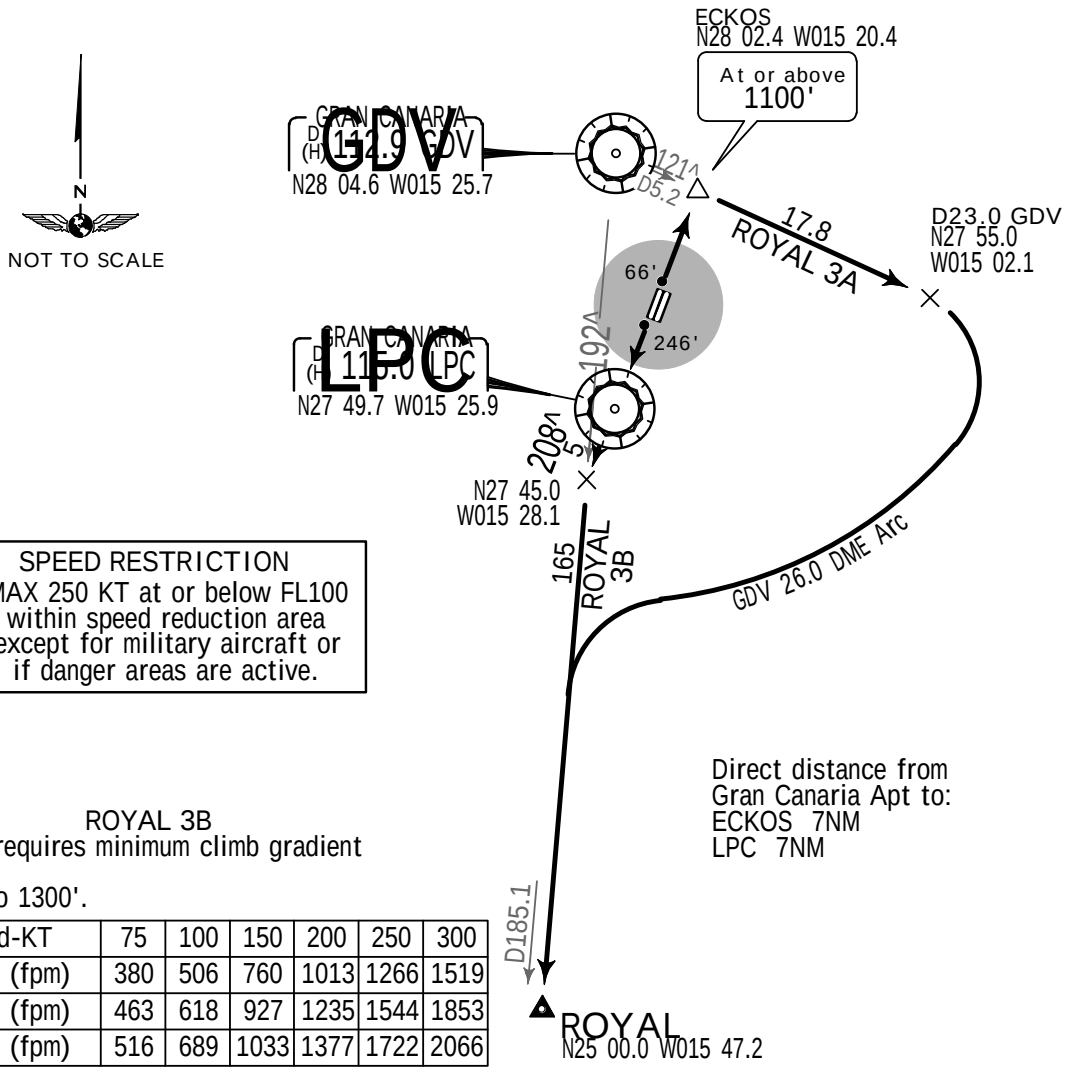
GRAN CANARIA

JEPPESEN 12 SEP 14 (10-3J) .Eff.18.Sep.

GRAN CANARIA, CANARY IS .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.

ROYAL THREE ALFA (ROYAL 3A) [ROYA3A]
ROYAL THREE BRAVO (ROYAL 3B) [ROYA3B]
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

ROYAL 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:
ROYAL 3A: Maintain 3000' until intercepting GDV 26.0 DME arc, climb to 6000', await further clearance.
ROYAL 3B: Maintain 6000', await further clearance.

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

SID	ROUTING
ROYAL 3A	At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc, intercept GDV R-192 to ROYAL.
ROYAL 3B	At LPC, LPC R-208, intercept GDV R-192 to ROYAL.

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.

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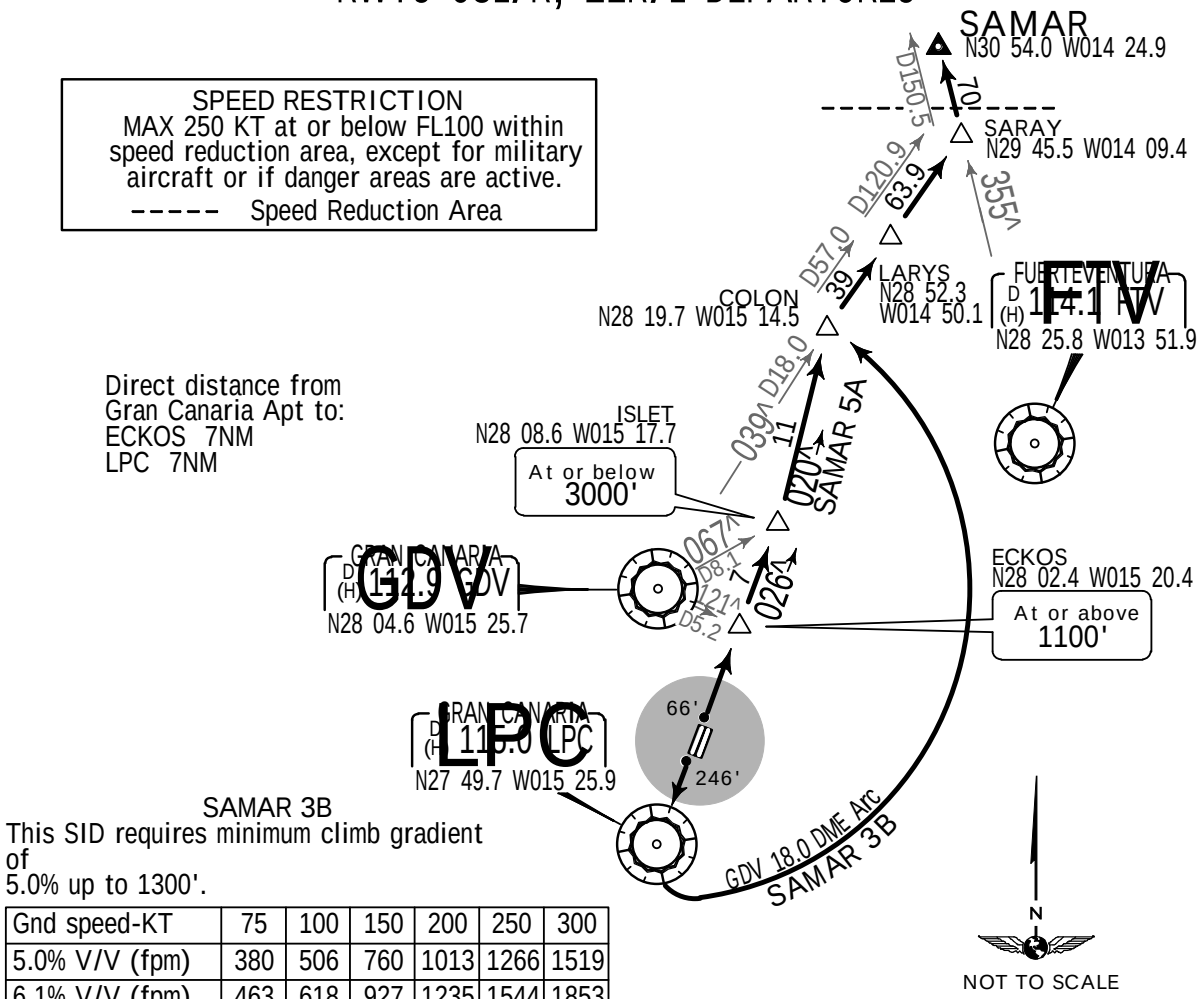
GCLP/LPA GRAN CANARIA, CANARY IS

GRAN CANARIA

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



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.

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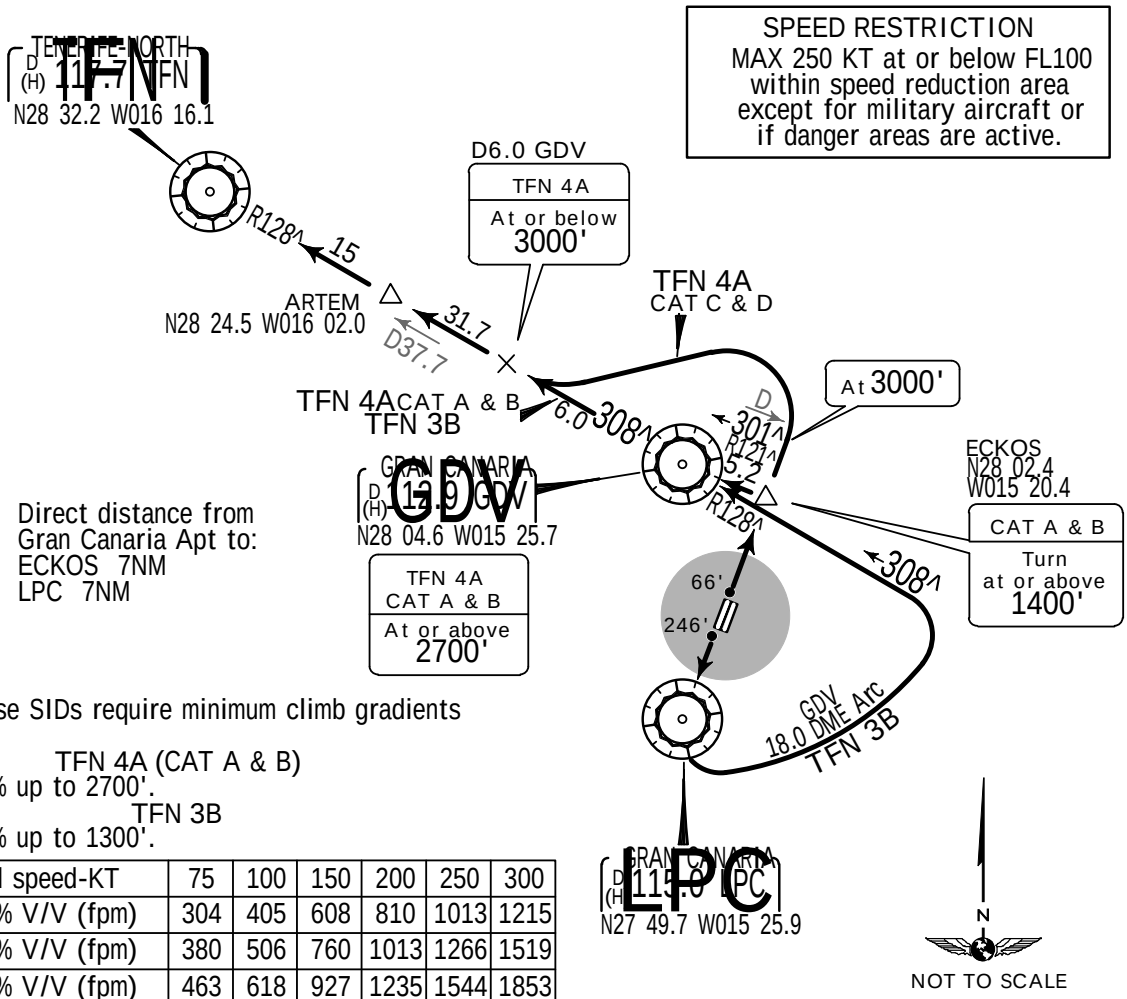
GCLP/LPA GRAN CANARIA, CANARY IS

GRAN CANARIA 12 SEP 14 (10-3L) .Eff.18.Sep. .SID.

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

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



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

These SIDs require minimum climb gradients of
TFN 4A (CAT A & B)
4.0% up to 2700'.
TFN 3B
5.0% up to 1300'.

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

Initial ATC clearance:
TFN 4A: Maintain 3000' to D6.0 GDV/GDV R-308, maintain 6000', await further clearance.
TFN 3B: Maintain 6000' and await further clearance.

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

SID	ROUTING
TFN 4A	CAT A & B: At ECKOS turn LEFT to GDV, GDV R-308 via ARTEM to TFN.
	CAT C & D: At ECKOS continue climb on runway heading to 3000', turn LEFT, intercept GDV R-308 via ARTEM to TFN.
TFN 3B	At LPC turn LEFT, along GDV 18.0 DME arc, intercept GDV R-128 inbound to GDV, GDV R-308 via ARTEM to TFN.

CONTINGENCY DEPARTURES

In case of one or more navaid failures, the following procedures shall be carried out:
Rwys 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
These SIDs require a minimum climb gradient of 6.1%.
Rwys 21L/R: Climb on 192^ heading to 5000', turn by following ATC instructions.

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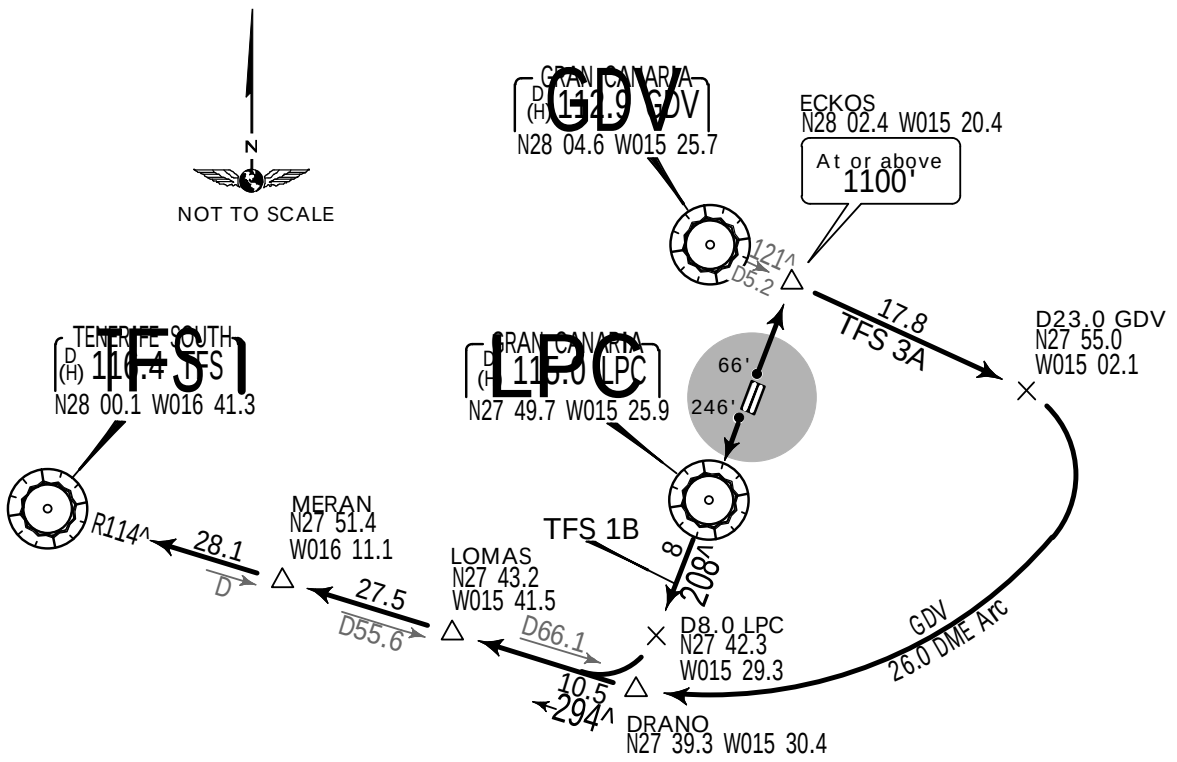
GCLP/LPA GRAN CANARIA, CANARY IS

GRAN CANARIA

JEPPESEN 12 SEP 14 (10-3M) .Eff.18.Sep. .SID.

Apt Elev	Trans level: By ATC Trans alt: 6000'
78'	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.

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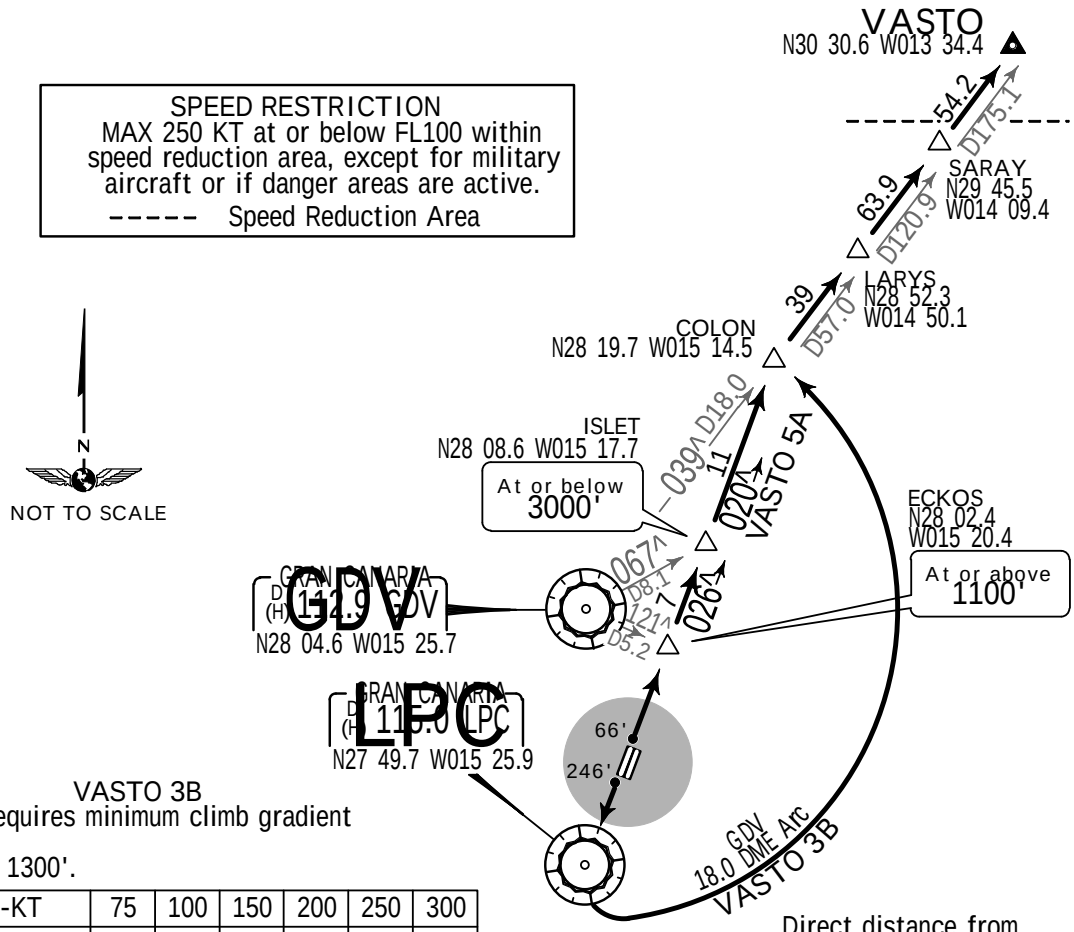
GCLP/LPA
GRAN CANARIA

JEPPESEN GRAN CANARIA, CANARY IS
12 SEP 14 (10-3N) .Eff.18.Sep. .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.

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.

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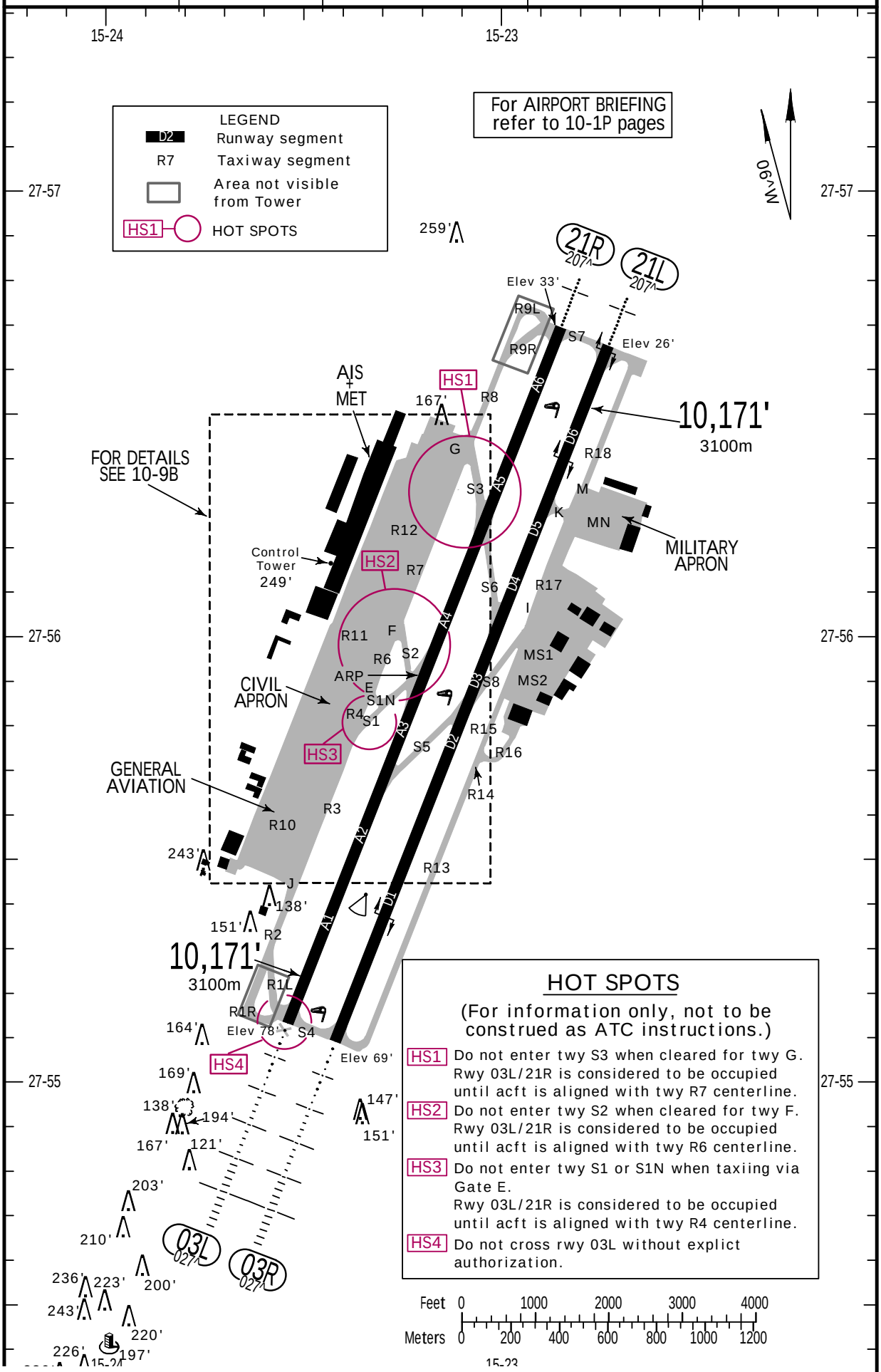
GCLP/LPA GRAN CANARIA, CANARY IS

Apt Elev 78
N27 55.9 W015 23.2

JEPPESEN 25 APR 14 (10-9) .Eff.1.May.

GRAN CANARIA

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



HOT SPOTS

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

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

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

HS3 Do not enter twy S1 or S1N when taxiing via Gate E. Rwy 03L/21R is considered to be occupied until acft is aligned with twy R4 centerline.

HS4 Do not cross rwy 03L without explict authorization.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03L	HIRL (50m) CL (15m) HIALS REIL 1 2 RVR		8858' 2700m		148' 45m
21R	HIRL (50m) CL (15m) HIALS REIL 1 3		9276' 2827m		
03R	HIRL (50m) CL (15m) HIALS REIL 1 4 RVR				148' 45m
21L	HIRL (50m) CL (15m) HIALS REIL 1 5				

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	T01, T02	N27 56.4 W015 23.3
L6	N27 55.5 W015 23.5	T03 thru T06	N27 56.3 W015 23.3
L7	N27 55.5 W015 23.6	T07, T08	N27 56.2 W015 23.3
L8	N27 55.5 W015 23.5	T09, T10	N27 56.2 W015 23.4
L9	N27 55.6 W015 23.6	T11 thru T13	N27 56.1 W015 23.4
L10	N27 55.6 W015 23.5	T14, T15	N27 56.0 W015 23.4
L11, L12	N27 55.6 W015 23.6	T16 thru T18	N27 55.9 W015 23.5
P00 thru P04	N27 56.4 W015 23.2	T19 thru T21	N27 55.8 W015 23.5
P06 thru P12	N27 56.3 W015 23.2	T21B, T22	N27 55.7 W015 23.6
P14 thru P18	N27 56.2 W015 23.2	T23 thru T26	N27 55.8 W015 23.5
P20	N27 56.2 W015 23.3	T27 thru T29	N27 55.7 W015 23.5
P22 thru P26	N27 56.1 W015 23.3		
P28 thru P32	N27 56.0 W015 23.3		
P34, P36	N27 55.9 W015 23.4		
P38 thru P46	N27 55.8 W015 23.4		
P48	N27 55.7 W015 23.4		
P50 thru P56	N27 55.7 W015 23.5		
P58 thru P64	N27 55.6 W015 23.5		
P66	N27 55.5 W015 23.6		

.Standard.

TAKE-OFF

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

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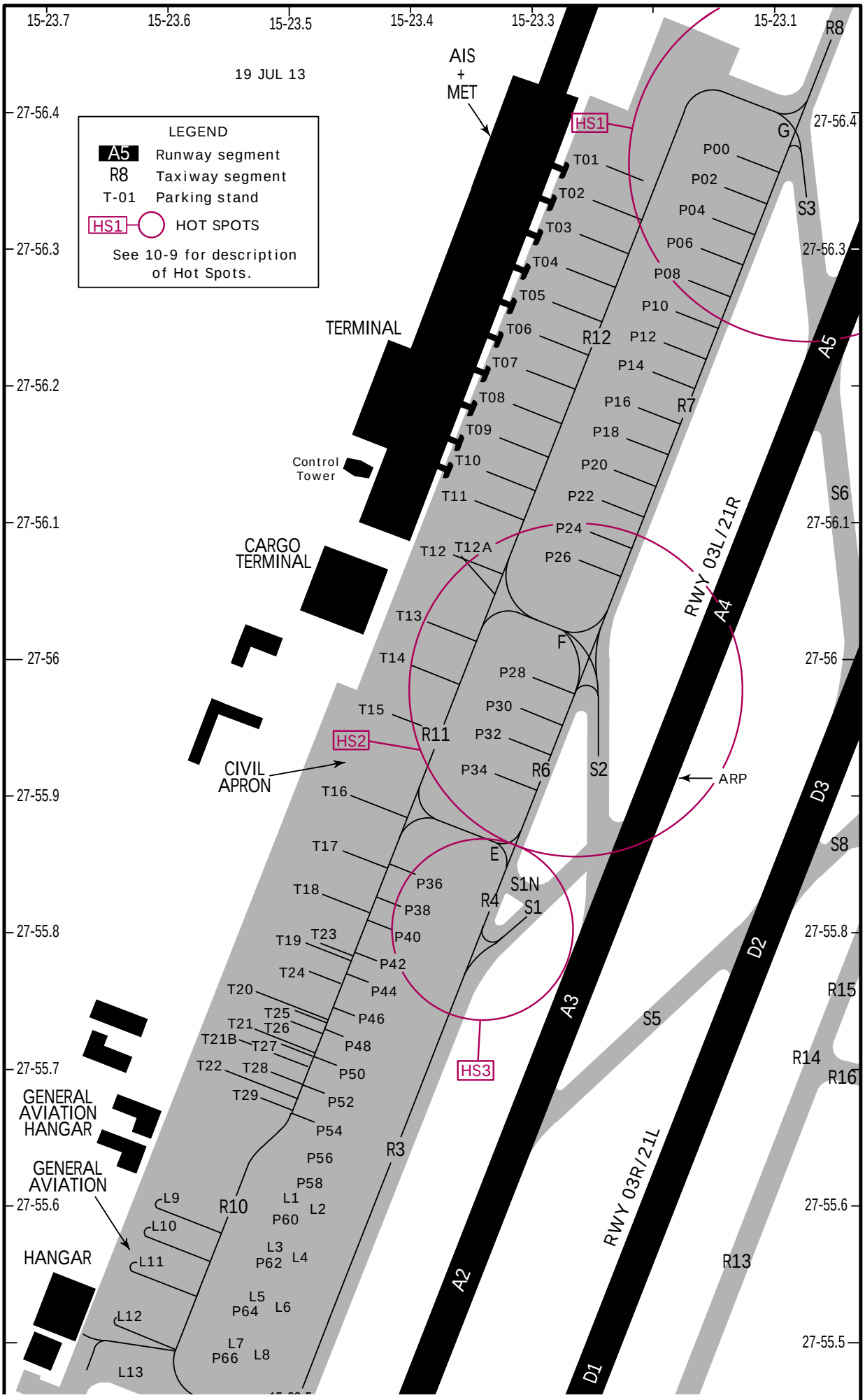
GCLP/LPA GRAN CANARIA, CANARY IS

JEPPESEN 19 JUL 13 (10-9B) .Eff.25.Jul.

GRAN CANARIA



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VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

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

DISPLAY UNIT

Consists of:

1. One alphanumeric presentation line of 4 characters, composed by yellow LED, which can indicate several information: 'ACFT TYPE, STOP, OK, TOO FAR, SLOW DOWN, WAIT TEST, ID FAIL and DOWN GRADE'.
2. One line with a unit of yellow LED and 2 units of red/yellow LED for indication of acft azimuth and stop indication.
3. One column of 3 units of yellow LED in the center to indicate the distance to the stop position.

PILOT INSTRUCTIONS

GENERAL ADVICE

When the pilot is not sure about the information shown in the display unit, he must immediately stop the acft and obtain more information to proceed.

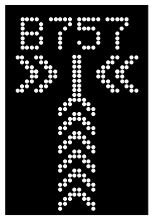
1. DOCKING START

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

2. CAPTURE

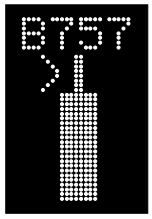
When the system is working in capture way, looking for the approaching acft, the system shows vertical floating arrows. The first line of the display unit will show the 'ACFT TYPE'.

ADVICE: If the system does not show vertical arrows in movement and an acft type like the approaching acft, the pilot must not enter into the stand point area.



3. MONITORING

When the acft has been captured by the laser, the floating arrows are substituted by the yellow indicator in the centerline. A flashing red arrow shows the pilot the direction of turn in order to line-up along the stand edge. If the system does not show the direction arrows, it means the acft is over the centerline.



4. APPROACH RATE

When the acft is less than 52'/16m from the stop point, the approach rate is shown by one LED line turn-off from the centerline each 2'/0,7m covered when the acft moves until the stop position.

5. SPEED REDUCTION

When the acft exceeds the programmed approach speed, the display unit will show 'SLOW DOWN' such as advice to pilot.

6. REACHING STOP POINT

When the correct stop point is reached, the display unit shows STOP and red bar lights turn on.

7. DOCKING FINISHED

When the acft is parked, the display unit shows 'OK'.

8. EXCEEDED

When the acft exceeds the stop point, the display unit shows 'TOO FAR'.

9. WAIT

When the detected acft is lost during the docking routine, 39'/12m before the stop point, the display unit will show 'WAIT'. The routine will continue when the system detects the acft again.

10. ADVERSE METEOROLOGICAL CONDITIONS

When the system visibility is reduced due to any reason, the display unit will show 'DOWN GRADE'. As soon as the system identifies the acft, the display unit will show the rate approach bar in order to continue the docking routine.

ADVICE: The pilot must not exceed the boarding bridge unless the message 'DOWN GRADE' had been substituted by the rate approach bar.

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GCLP/LPA
GRAN CANARIA

JEPPESEN 25 JAN 13 (11-1)

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

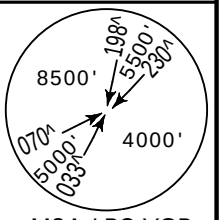
BRIEFING STRIP™

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

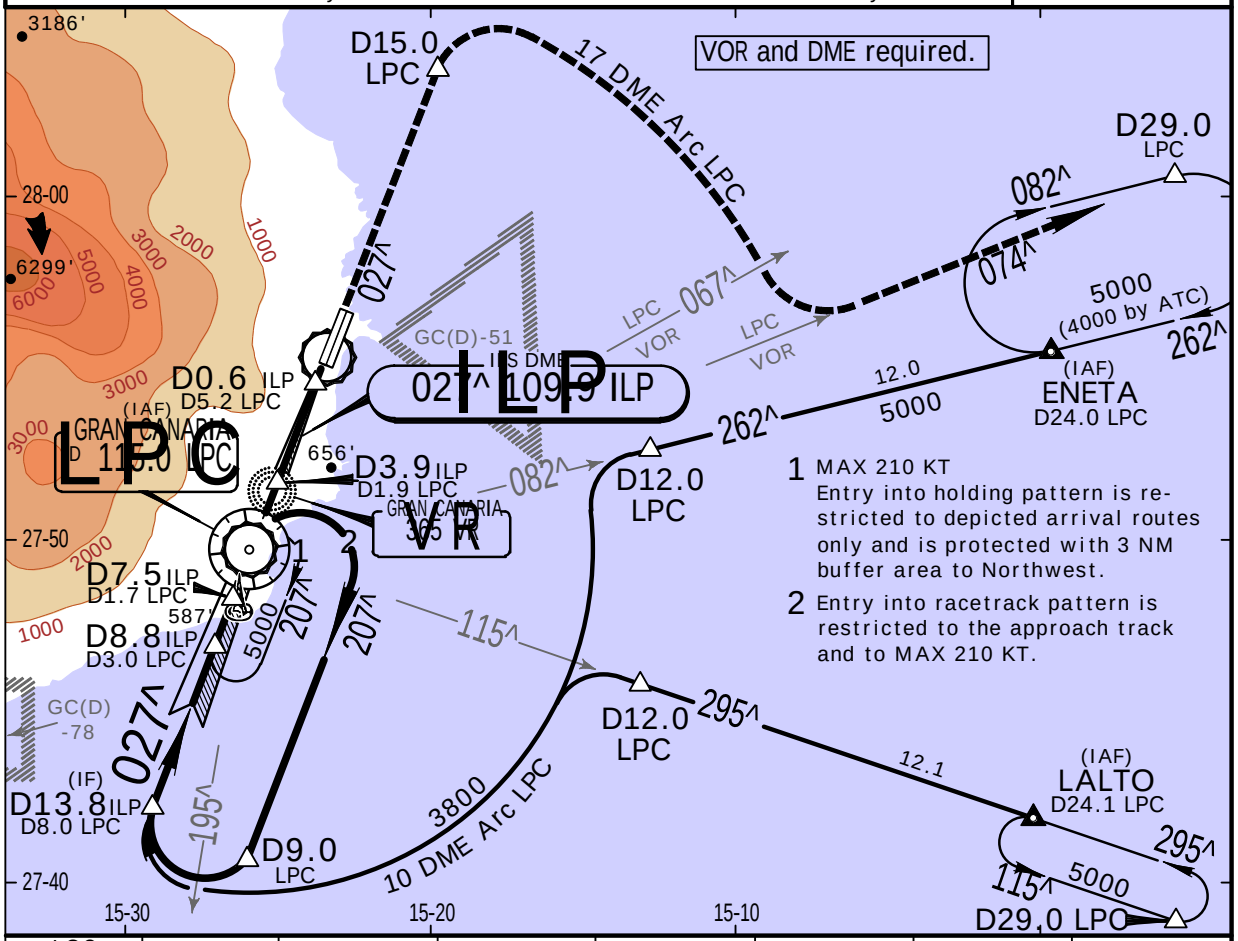
LOC ILP	Final Apch Crs	GS D3.9 ILP	ILS DA(H)	Apt Elev / RWY
109.9	027^	1386' (1308')	Refer to Minimums	78' / 78'

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

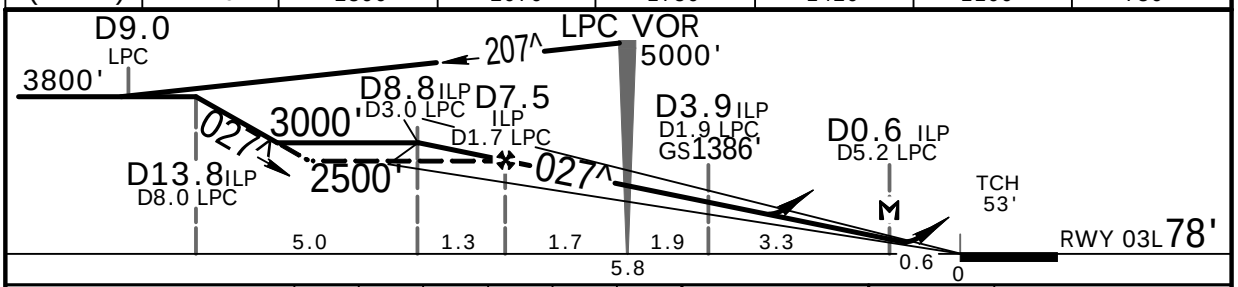
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'
1. ILS DME reads zero at rwy 03L threshold. 2. ILS: No obstacle free zone rwy 03L.



MSA LPC VOR



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



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

HIALS REIL PAPI PAPI

D15.0 LPC on 027^

STRAIGHT-IN LANDING RWY 03L

.Standard.

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

CIRCLE-TO-LAND
Not authorized West of airport

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

VS OPS

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GCLP/LPA
GRAN CANARIA

JEPPESEN 25 JAN 13 (11-2)

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

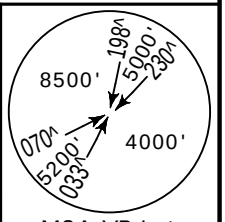
BRIEFING STRIP™

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

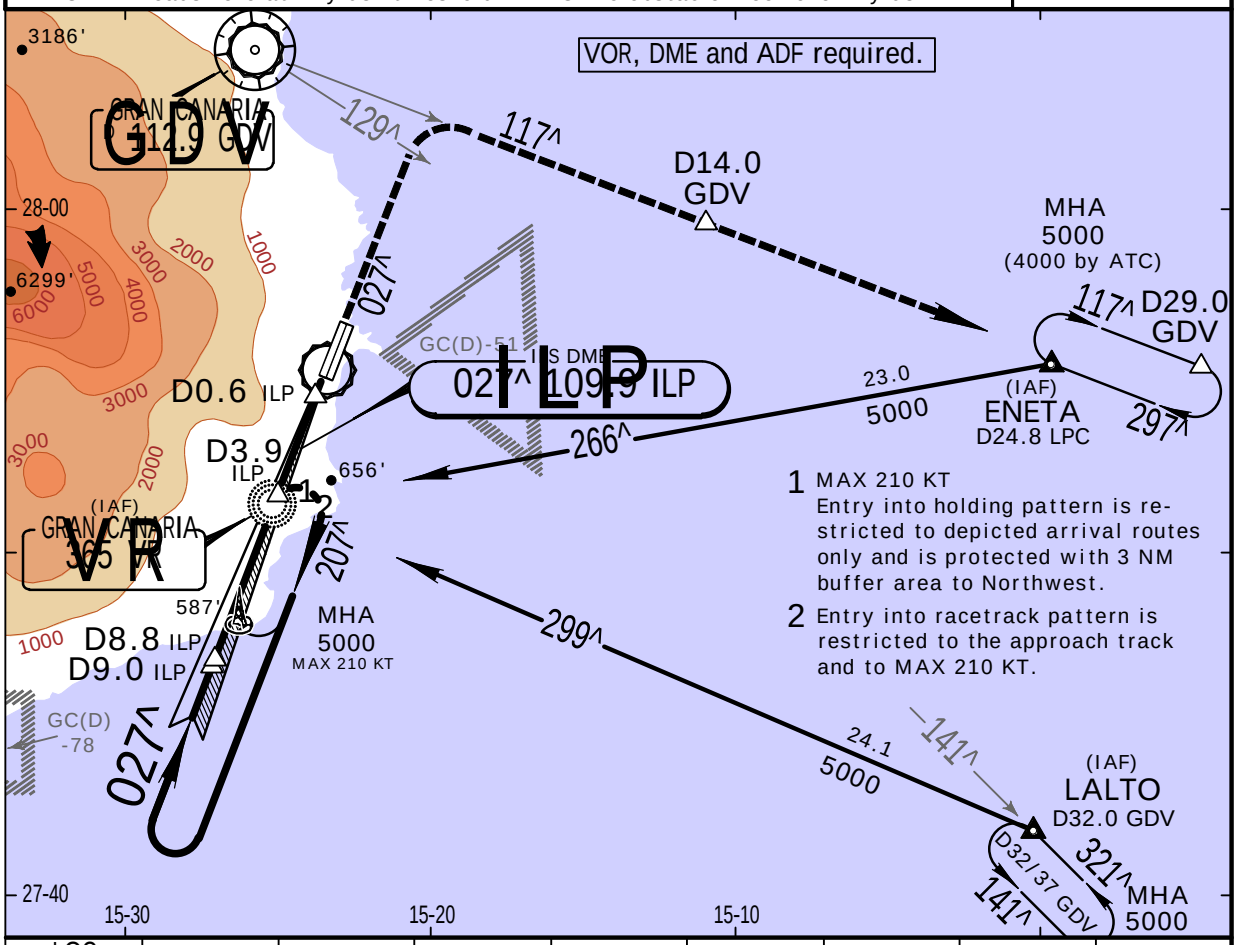
LOC ILP	Final Apch Crs	GS D3.9 ILP	ILS DA(H)	Apt Elev / RWY
109.9	027^	1386' (1308')	Refer to Minimums	78' / 78'

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

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



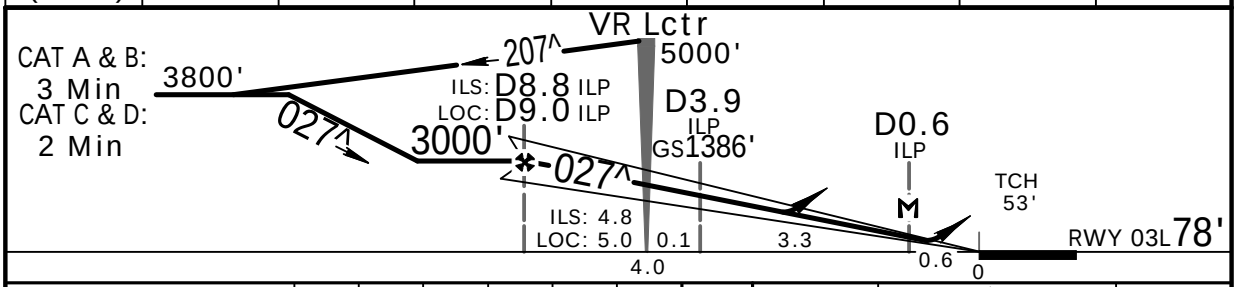
MSA VR Lctr



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

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

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



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

HIALS
REIL
PAPI PAPI

on 027^

GDV 112.9
R-129

.Standard.

STRAIGHT-IN LANDING RWY 03L

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

CIRCLE-TO-LAND
Not authorized West of airport

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

NS OPS

CHANGES: None.

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GCLP/LPA
GRAN CANARIA

JEPPESEN 25 JAN 13 (11-3)

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

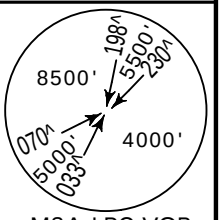
BRIEFING STRIP ™

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

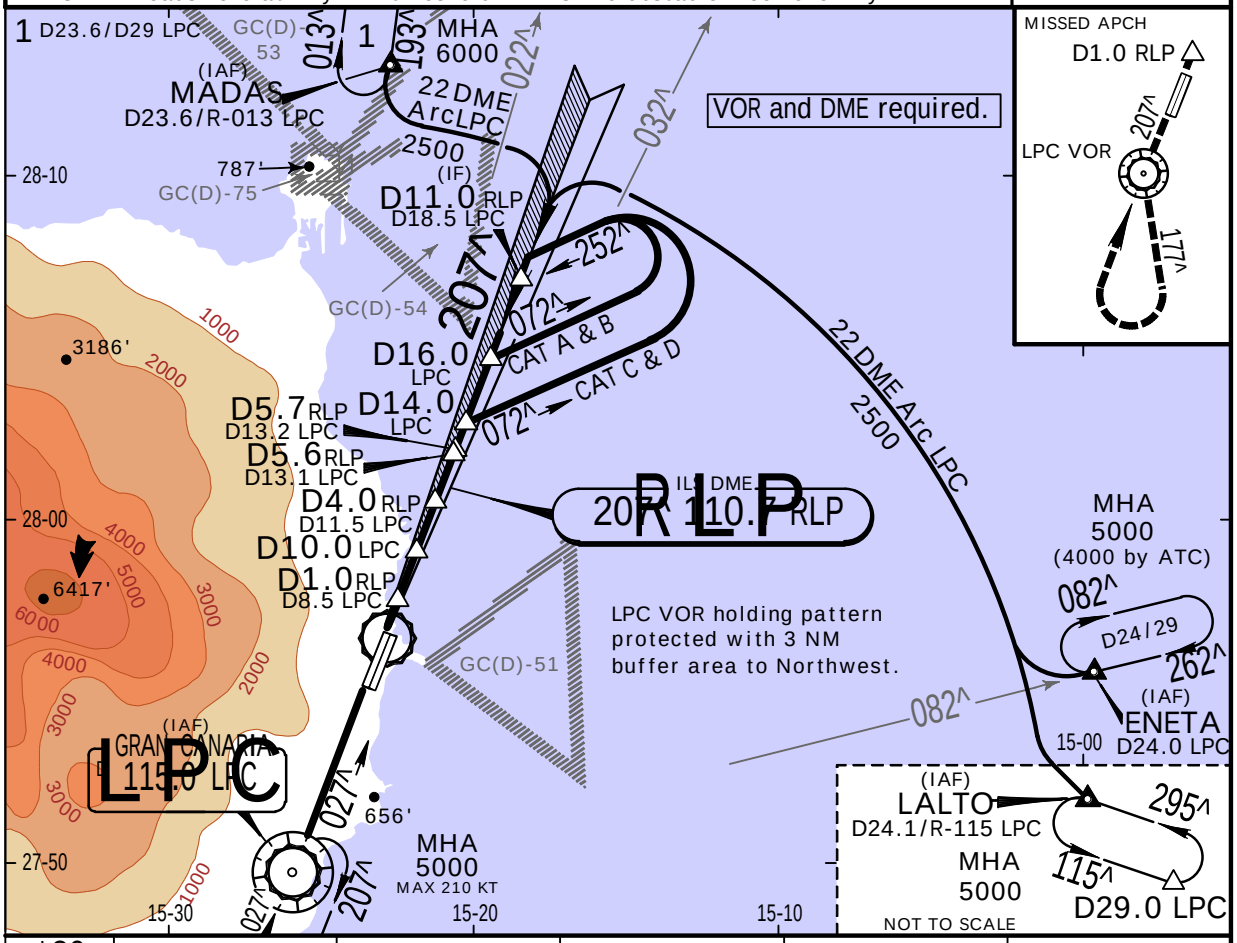
LOC RLP	Final Apch Crs	GS D4.0 RLP	ILS DA(H) Refer to Minimums	Apt Elev / RWY
110.7	207^	1374' (1341')		78' / 33'

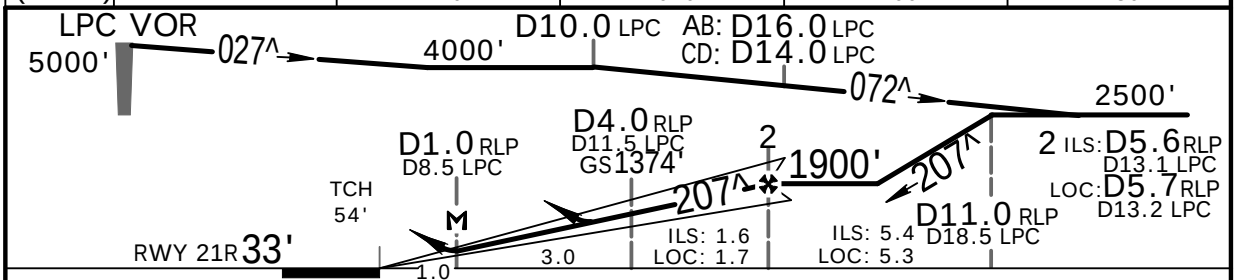
MISSED APCH: Climb on 207^ to LPC VOR, proceed on R-177 LPC to 4500', then turn RIGHT to LPC VOR climbing to 5000' and join holding.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
1. ILS DME reads zero at rwy 21R threshold. 2. ILS: No obstacle free zone rwy 21R.



MSA LPC VOR





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

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

HIALS
REIL
PAPI PAPI

LPC 115.0 on 207^

STRAIGHT-IN LANDING RWY 21R

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

Standard.

CIRCLE-TO-LAND

Not authorized West of airport

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

NS OPS

CHANGES: Fix designations.

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GCLP/LPA
GRAN CANARIA

JEPPESEN 25 JAN 13 (11-4)

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

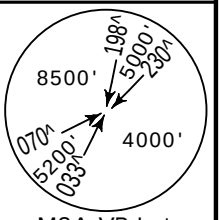
BRIEFING STRIP ™

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

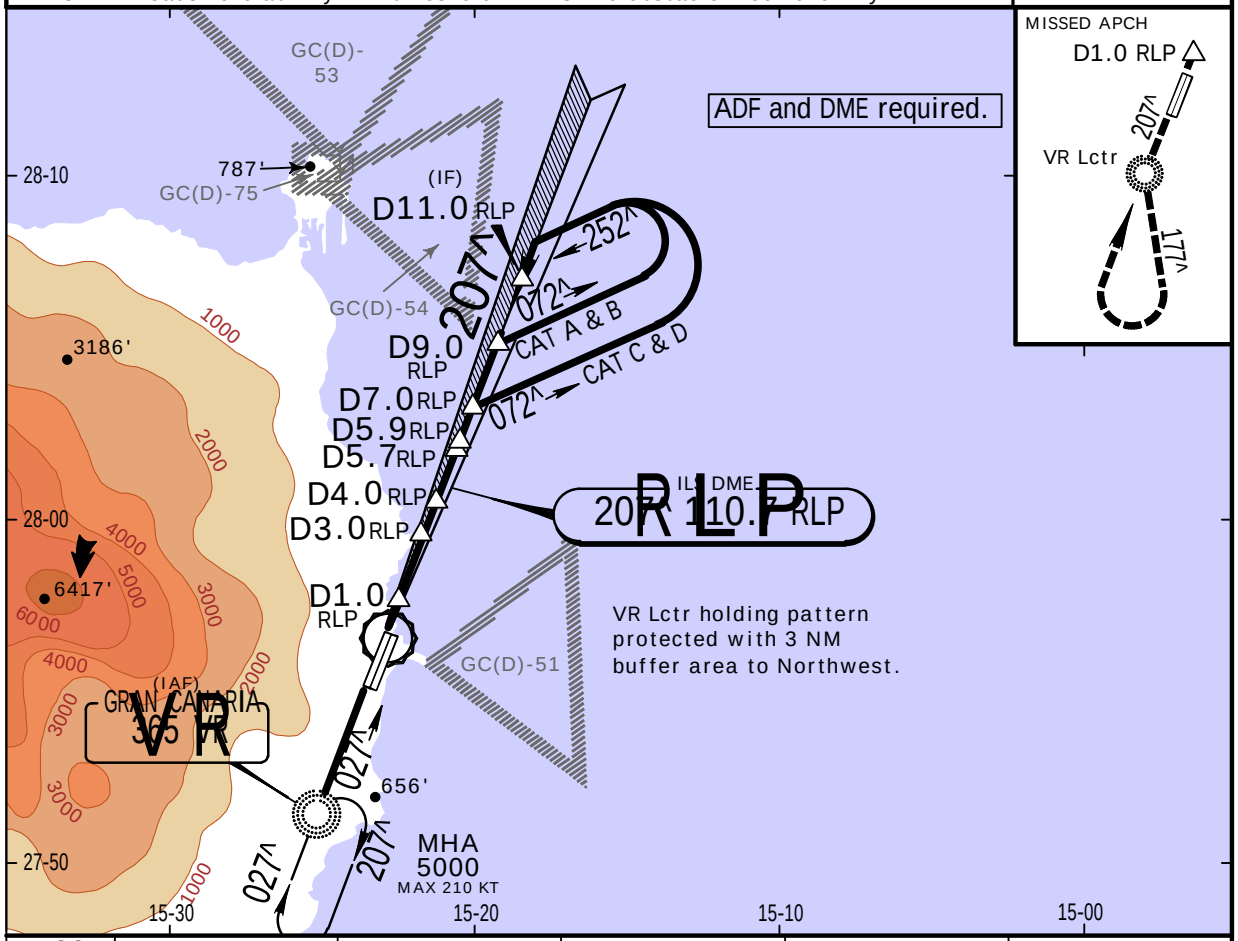
LOC RLP	Final Apch Crs	GS D4.0 RLP	ILS DA(H) Refer to Minimums	Apt Elev / RWY
110.7	207^	1374' (1341')		78' / 33'

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

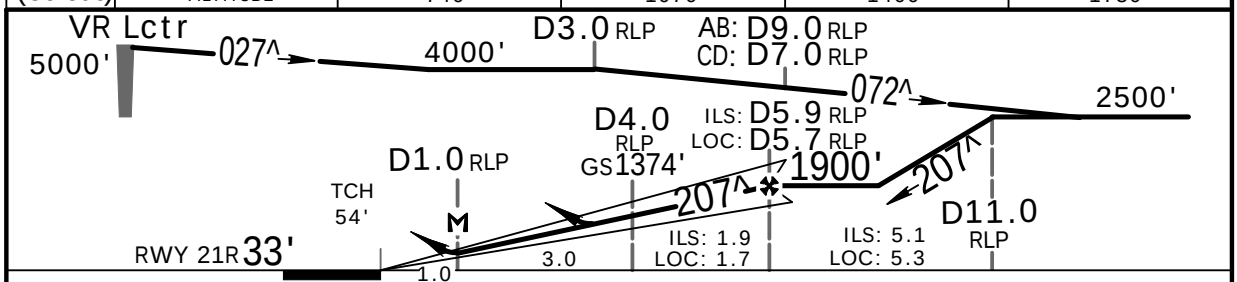
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
1. ILS DME reads zero at rwy 21R threshold. 2. ILS: No obstacle free zone rwy 21R.



MSA VR Lctr



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



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

HIALS REIL PAPI PAPI — VR 365 on 207^

Standard.

STRAIGHT-IN LANDING RWY 21R

ILS DA(H)	LOC (GS out) DA(H)	SIDESTEP TO RWY 21L
A: 316' (283') C: 336' (303') B: 328' (295') D: 347' (314')	500' (467')	

	ILS FULL/Limited	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out	SIDESTEP TO RWY 21L
A	RVR 1200m	RVR 1400m	RVR 1500m		Refer to CIRCLE-TO-LAND
B					
C			RVR 2000m	CMV 2200m	
D					

CIRCLE-TO-LAND
Not authorized West of airport

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

NS OPS

CHANGES: None.

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GCLP/LPA GRAN CANARIA

JEPPESEN 9 MAY 14 (13-1)

GRAN CANARIA, CANARY IS VOR Rwy 03L

BRIEFING STRIP ™

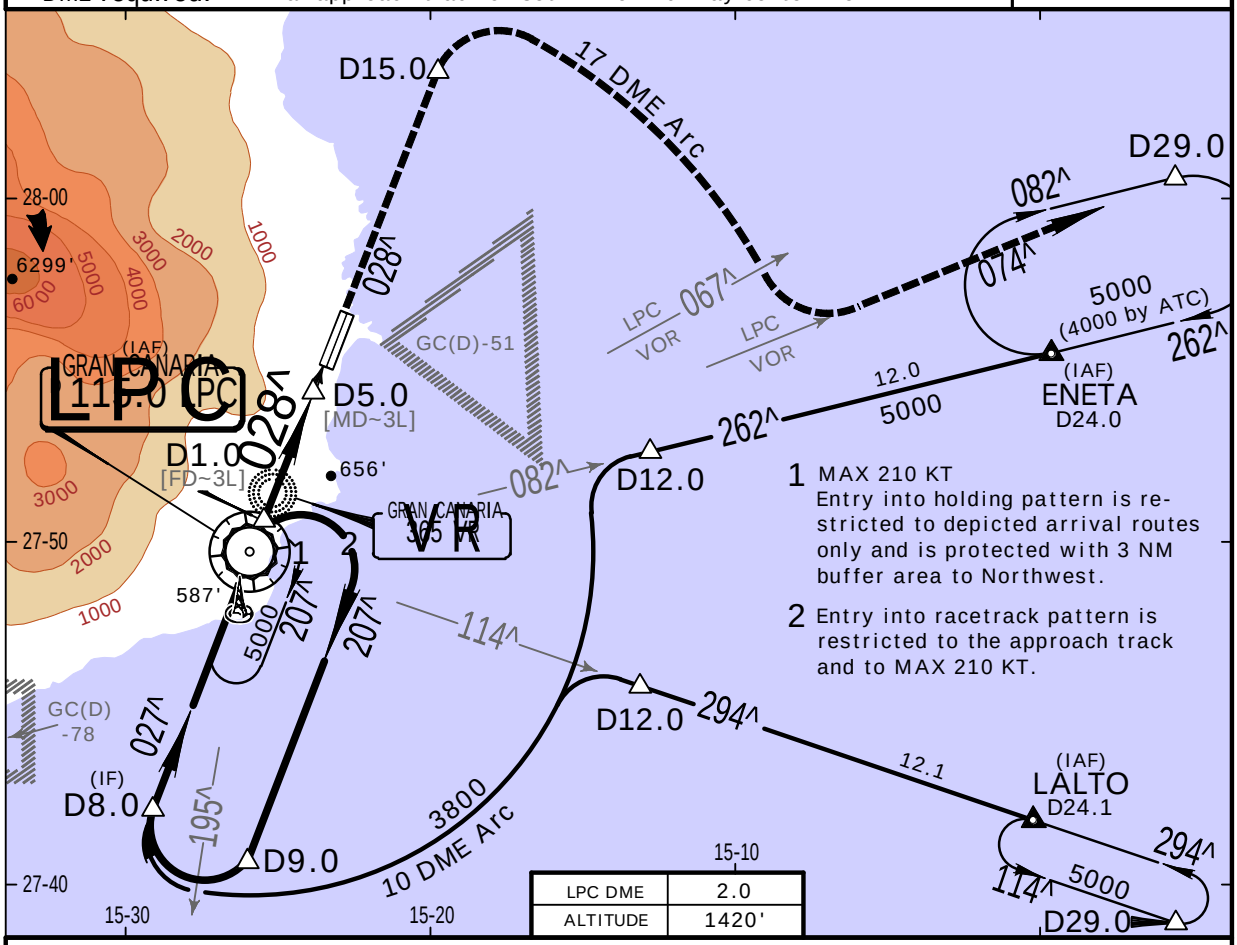
D-ATIS	GRAN CANARIA Approach (R)	GRAN CANARIA Tower	Ground
118.6	121.3 124.3 124.7	118.3	121.7

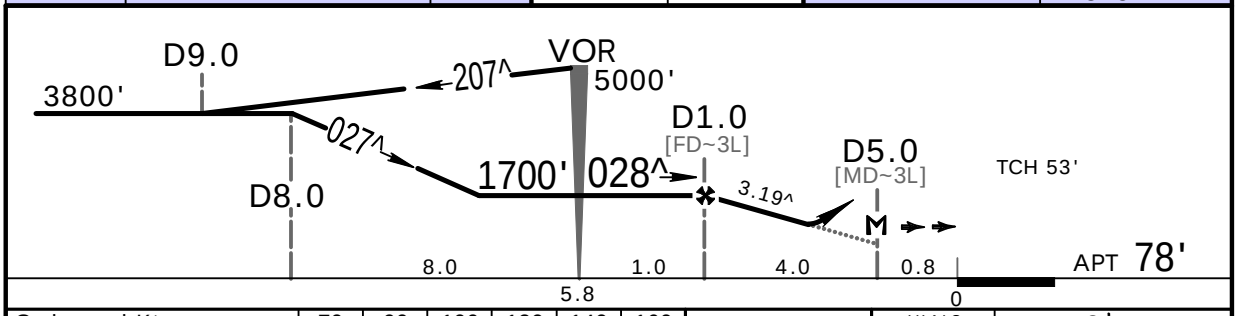
VOR LPC	Final Apch Crs	Minimum Alt D1.0	MDA(H)	Apt Elev
115.0	028^	1700' (1622')	Refer to Minimums	78'

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

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 6000'
1. DME required. 2. Final approach track offset 1^ from runway centerline.

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





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

HIALS REIL PAPI PAPI

D15.0 on LPC 115.0 R-028

.Standard.

CIRCLE-TO-LAND

Not authorized West of airport

	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

NS OPS

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GCLP/LPA GRAN CANARIA

JEPPESEN 9 MAY 14 (13-2)

GRAN CANARIA, CANARY IS VOR Rwy 21R

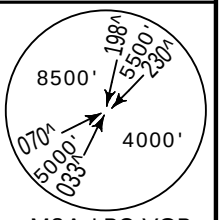
BRIEFING STRIP ™

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

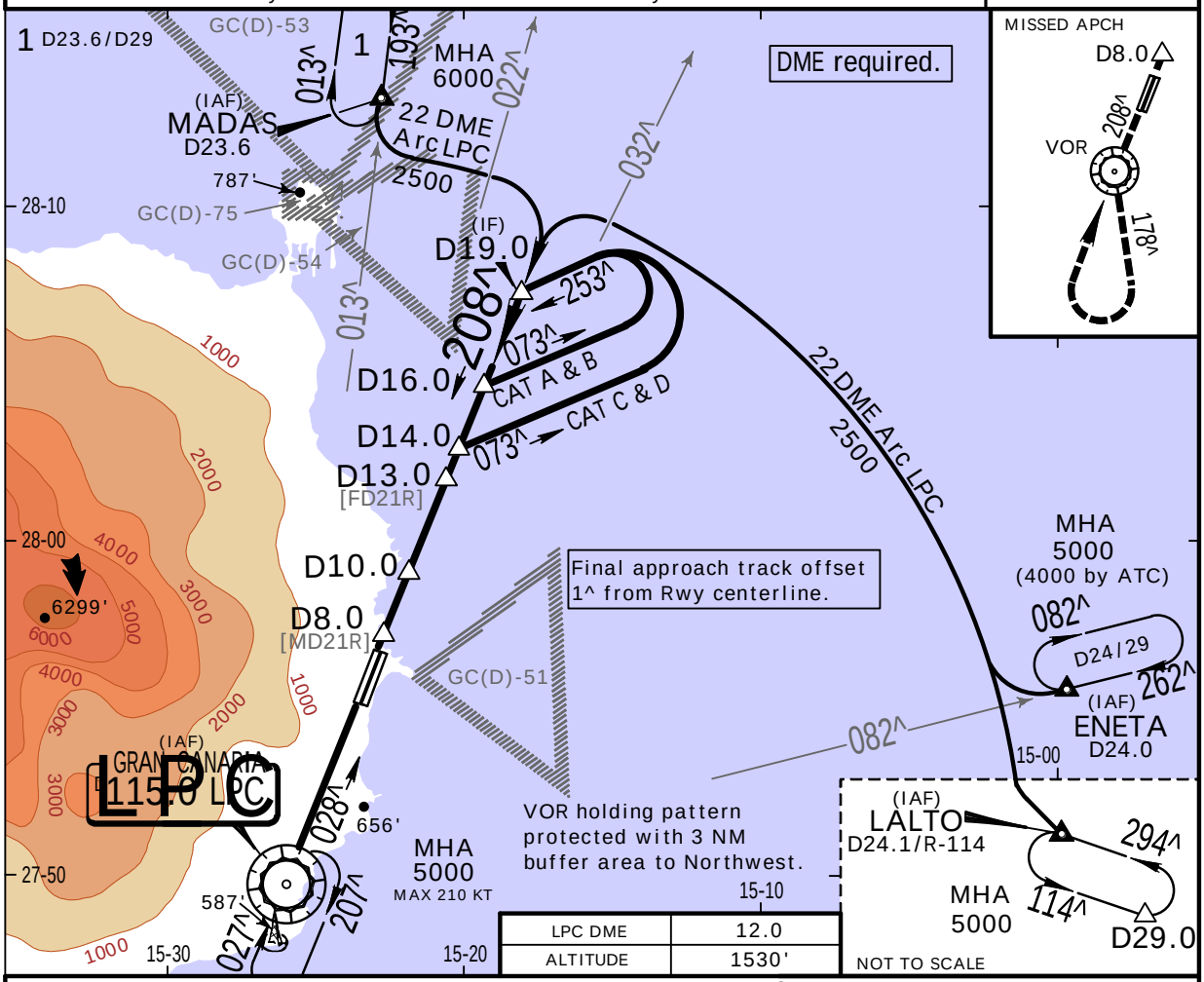
VOR LPC	Final Apch Crs	Minimum Alt D13.0	DA(H)	Apt Elev 78'
115.0	208^	1800' (1767')	1200' (1167')	RWY 33'

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

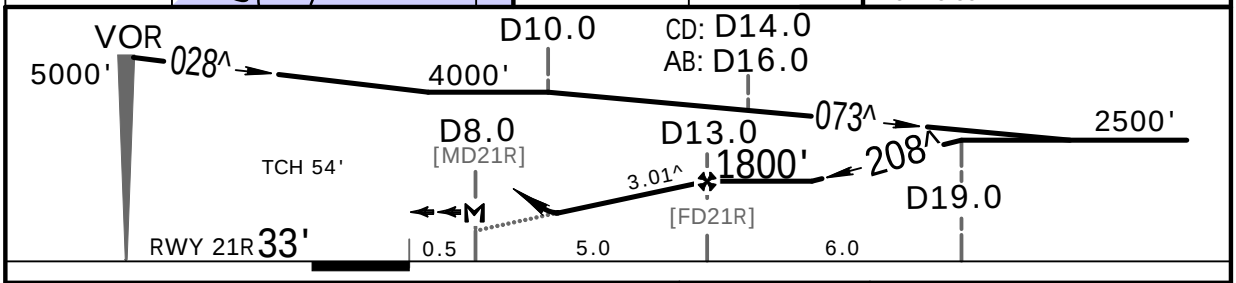
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000'



MSA LPC VOR



LPC DME	12.0
ALTITUDE	1530'



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

HIALS REIL PAPI PAPI | LPC 115.0 | LPC 115.0 on R-028

Standard.

STRAIGHT-IN LANDING RWY 21R

DA(H) 1200' (1167') ALS out

SIDESTEP TO RWY 21L

MDA(H) 1200' (1167') ALS out

A	RVR 1500m	CMV 5000m
B		
C	CMV 2400m	
D		

CIRCLE-TO-LAND

Not authorized West of airport

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

CHANGES: Communications. LALTO holding.

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GCLP/LPA GRAN CANARIA

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

GRAN CANARIA, CANARY IS NDB Rwy 21R

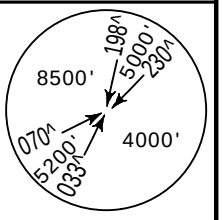
BRIEFING STRIP ™

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

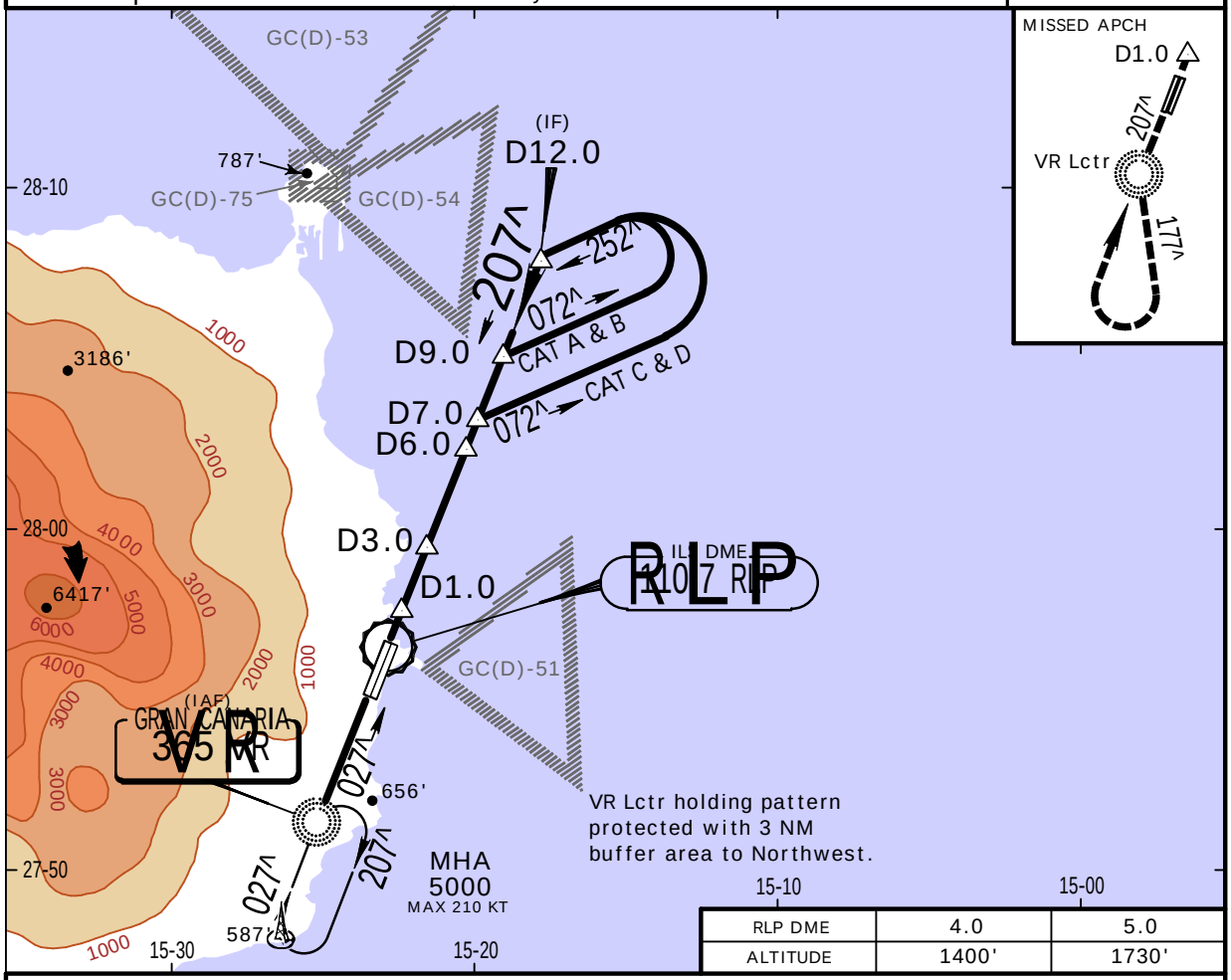
Lctr VR	Final Apch Crs	Minimum Alt D6.0	DA(H)	Apt Elev / RWY
365	207^	2000' (1967')	1300' (1267')	78' / 33'

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

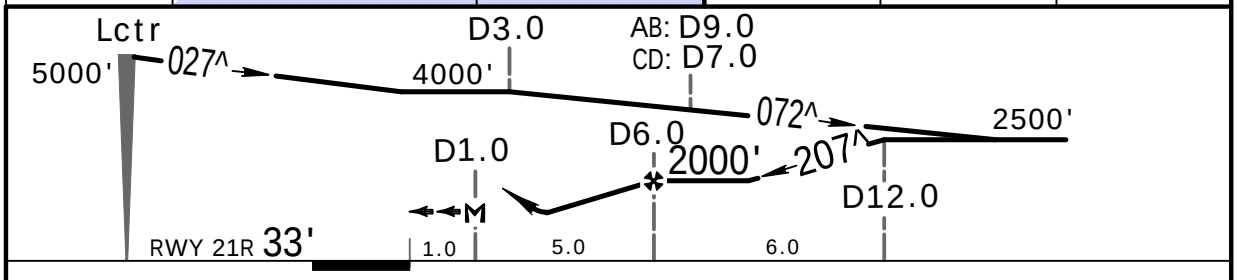
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
1. DME required. 2. ILS DME reads zero at rwy 21R threshold.



MSA VR Lctr



RLP DME	4.0	5.0
ALTITUDE	1400'	1730'



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

HIALS REIL PAPI PAPI VR 365 on 207^

.Standard. STRAIGHT-IN LANDING RWY 21R

DA(H) 1300' (1267') ALS out

SIDESTEP TO RWY 21L

A	CMV 5000m	Refer to CIRCLE-TO-LAND
B		
C		

CIRCLE-TO-LAND

Not authorized West of airport

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

NS OPS 4

CHANGES: Minimums.

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GCLP/LPA GRAN CANARIA

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

GRAN CANARIA, CANARY IS NDB

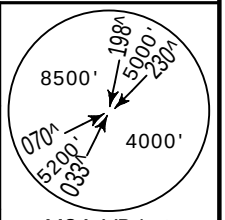
BRIEFING STRIP ™

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

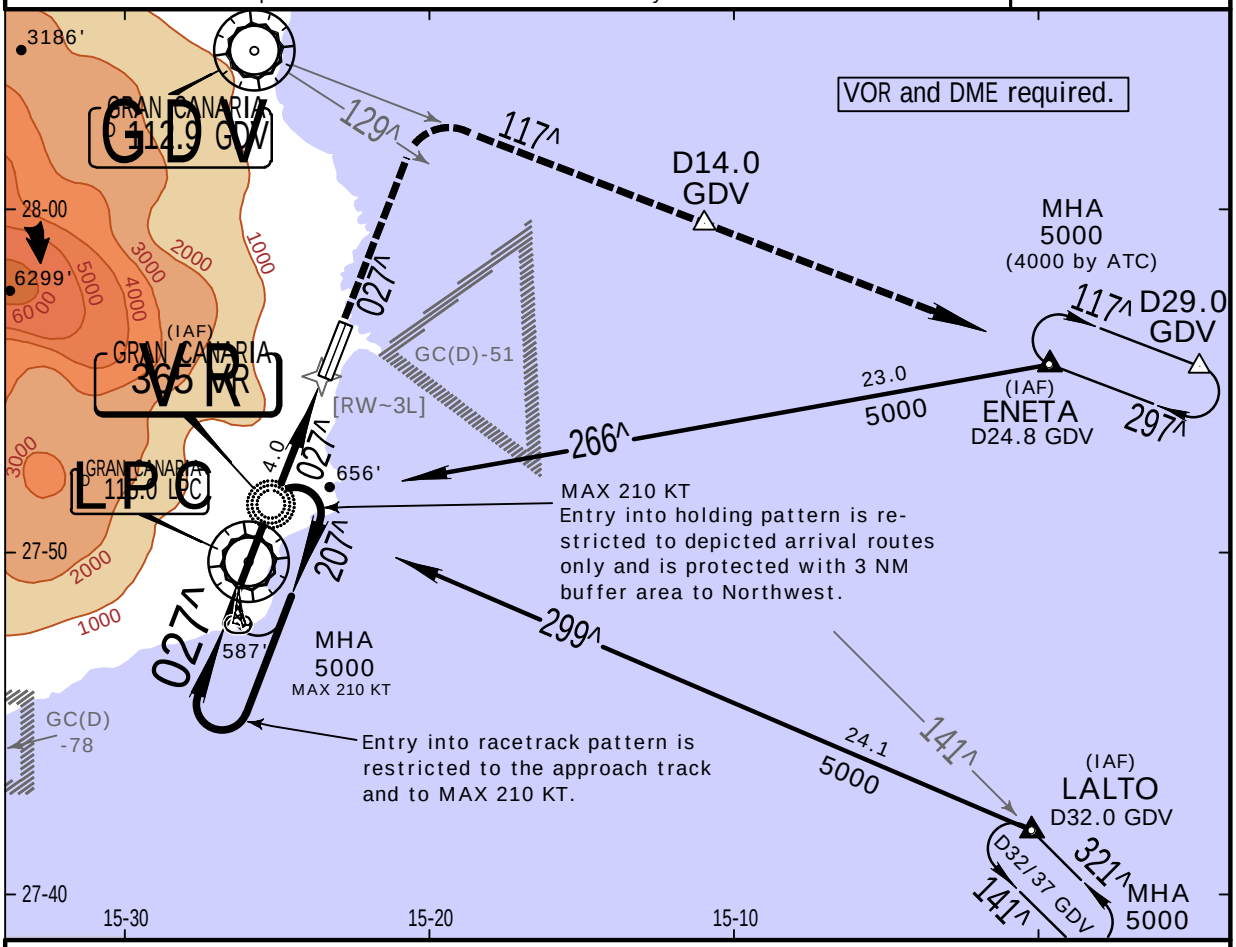
Lctr VR	Final Apch Crs	Minimum Alt Lctr	MDA(H)	Apt Elev
365	027^	1700' (1622')	Refer to Minimums	78'

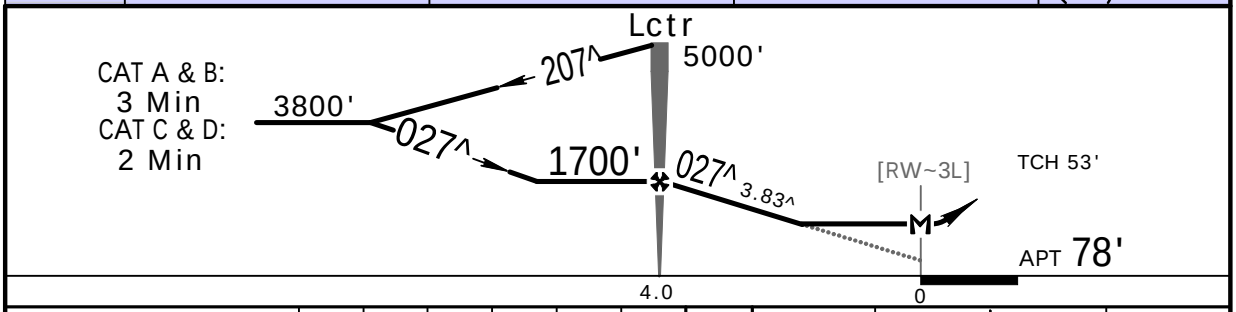
MISSED APCH: Climb on 027^ to R-129 GDV. Turn RIGHT (MAX 185 KT) to intercept R-117 GDV. Maintain 3000' until D14.0 GDV. Climb to 4000' and join holding.

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



MSA VR Lctr





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.83^	475	610	678	814	949	1085
Lctr to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

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

.Standard.

STRAIGHT-IN LANDING

A	NOT AUTHORIZED
B	
C	
D	

CIRCLE-TO-LAND

Not authorized West of airport

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

NS OPS 4

CHANGES: None.

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