

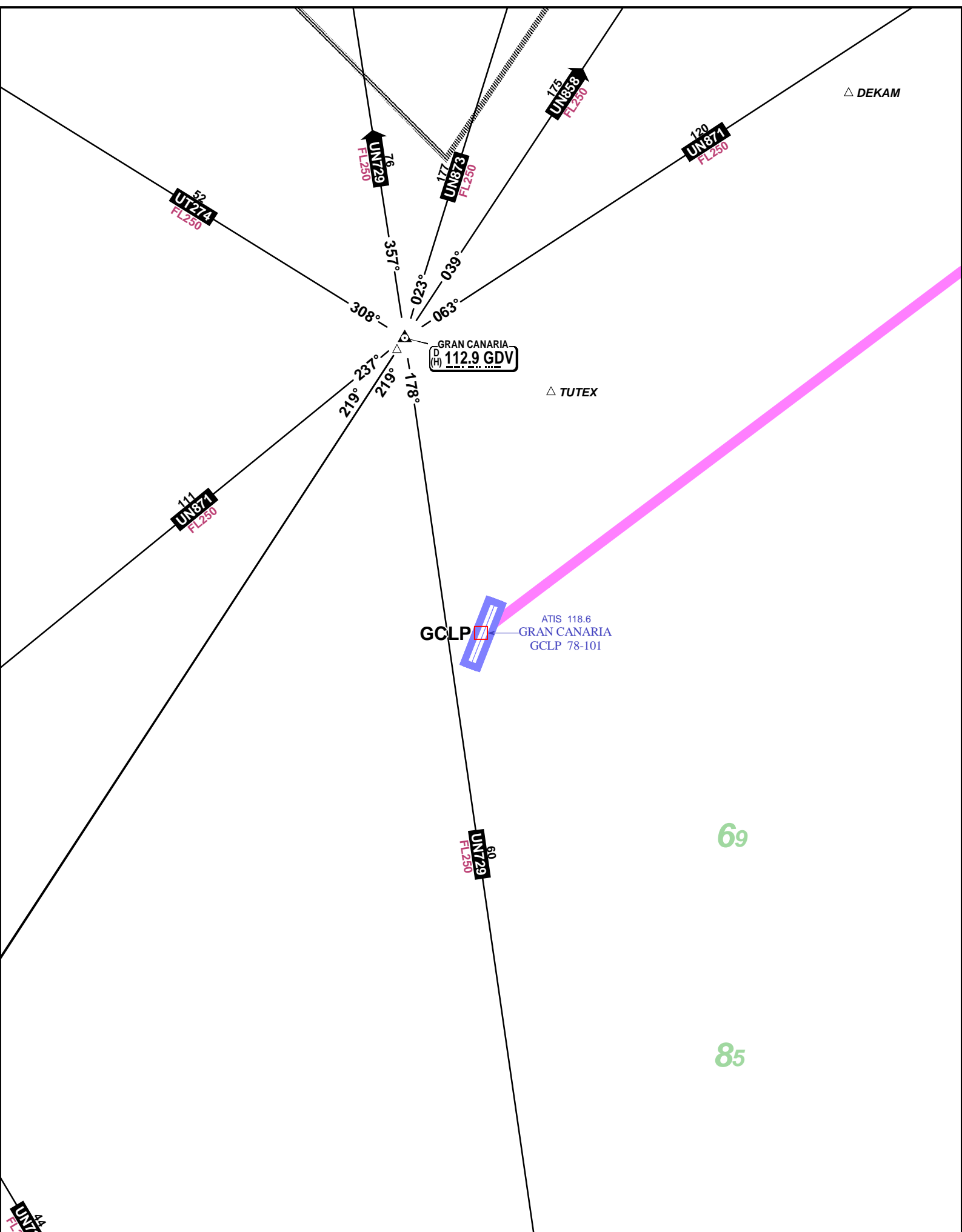
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NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



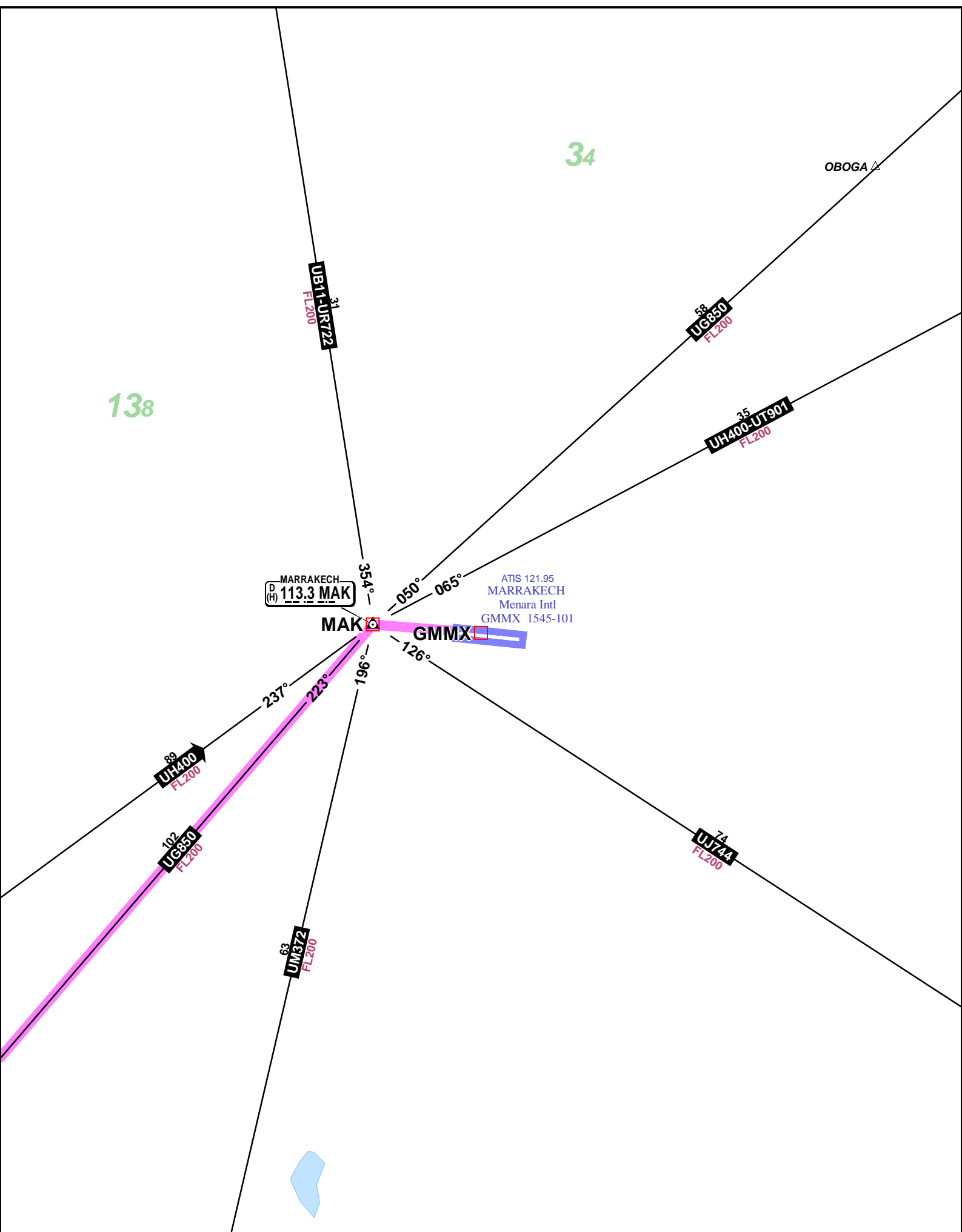
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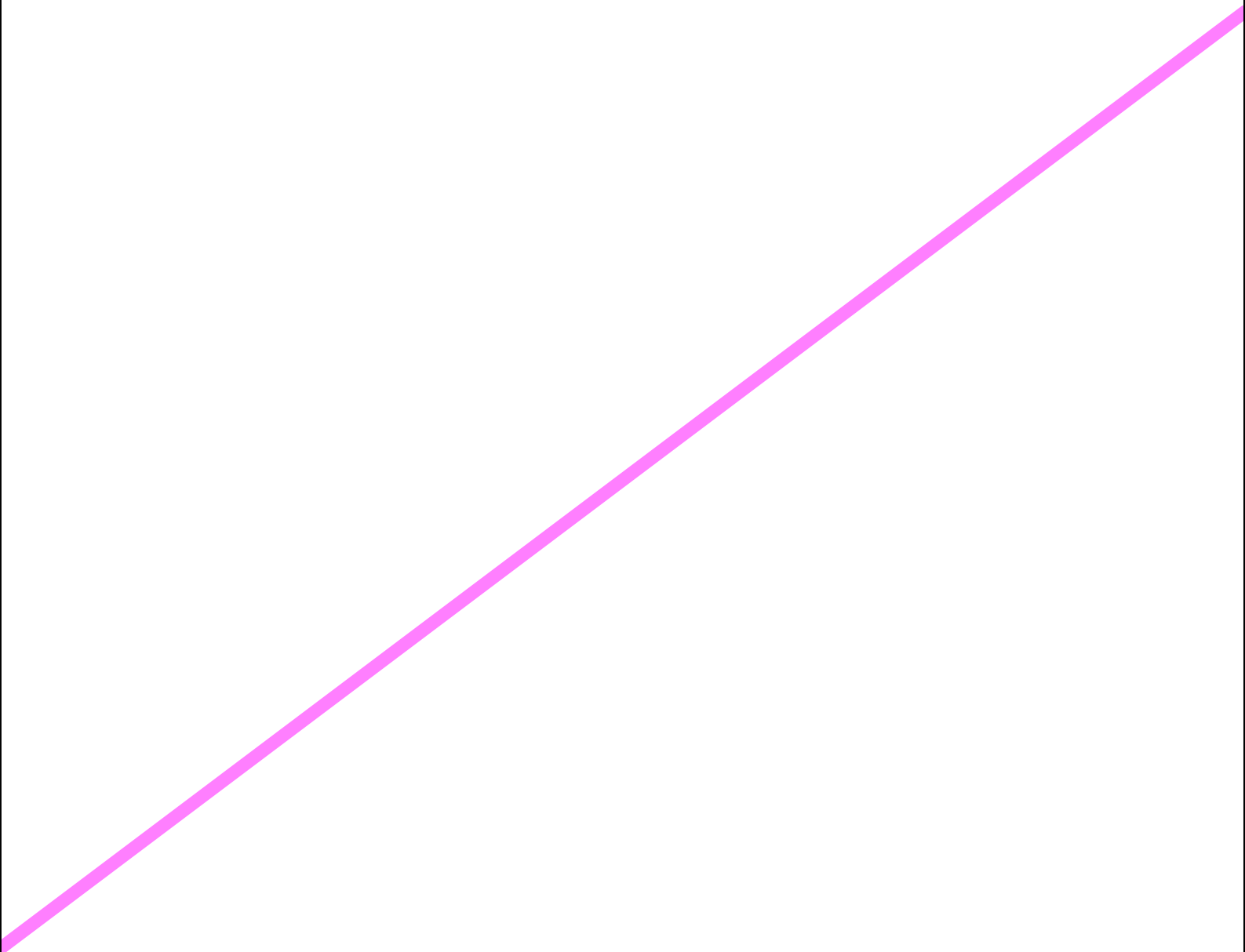
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GCLP 78-101

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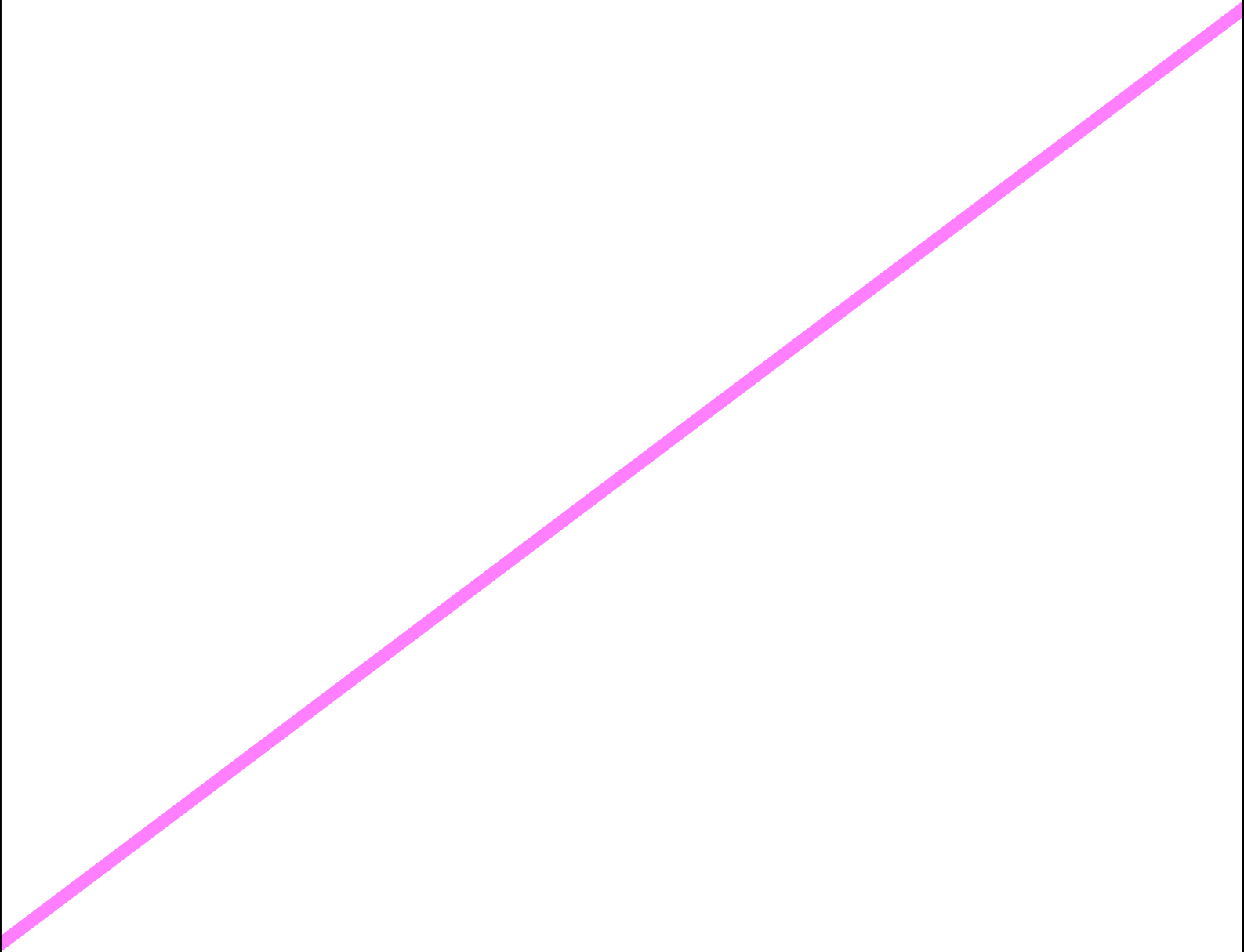
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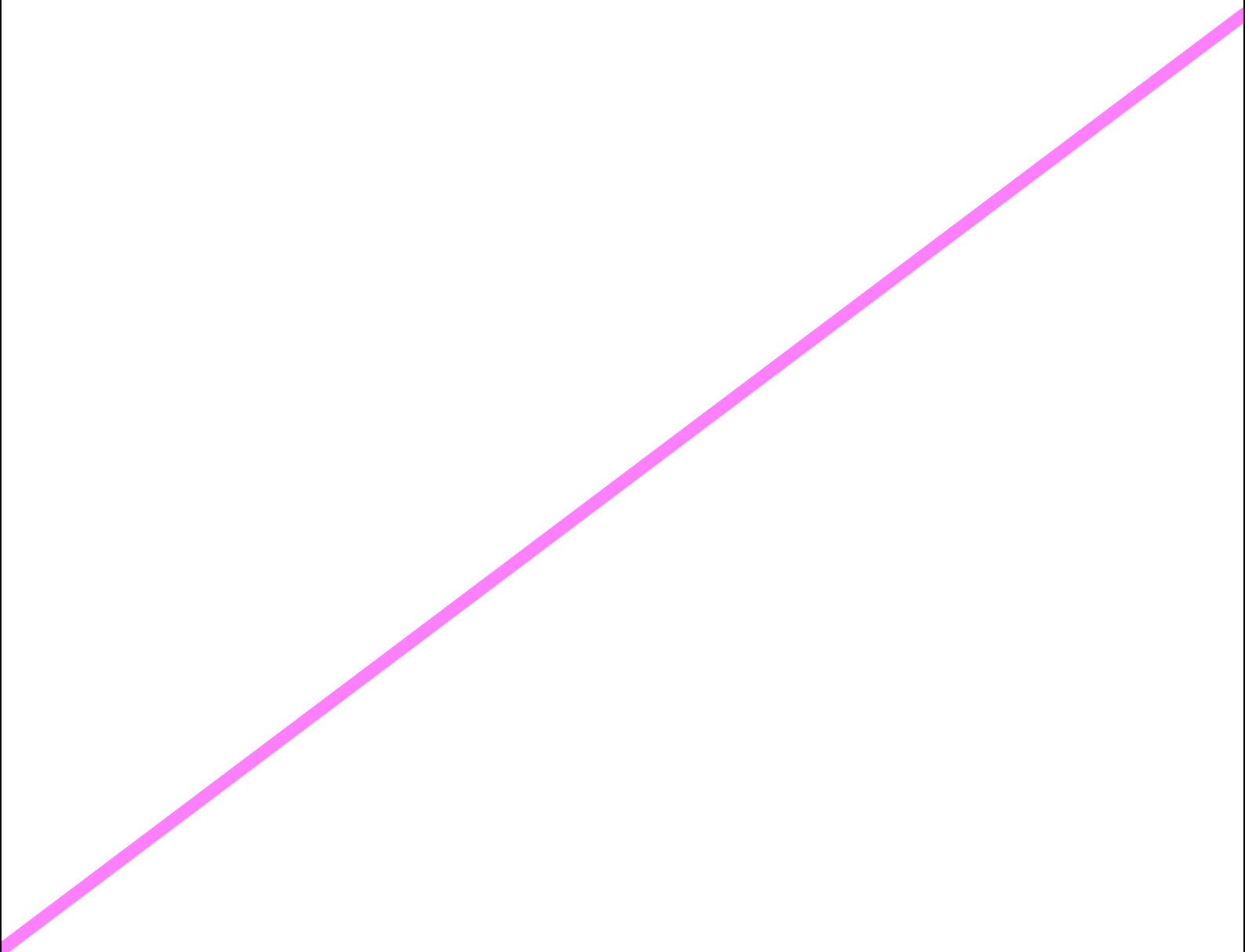
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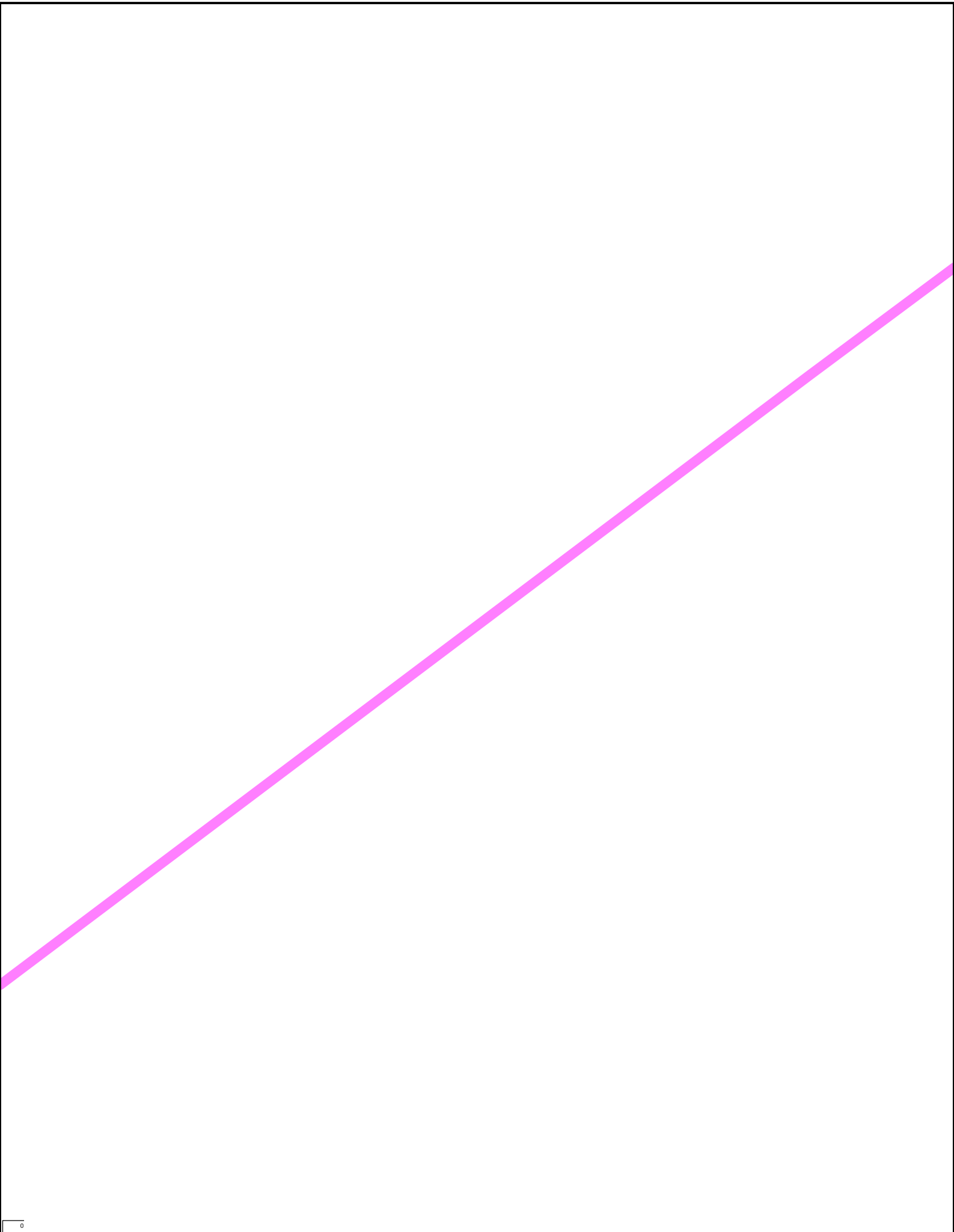
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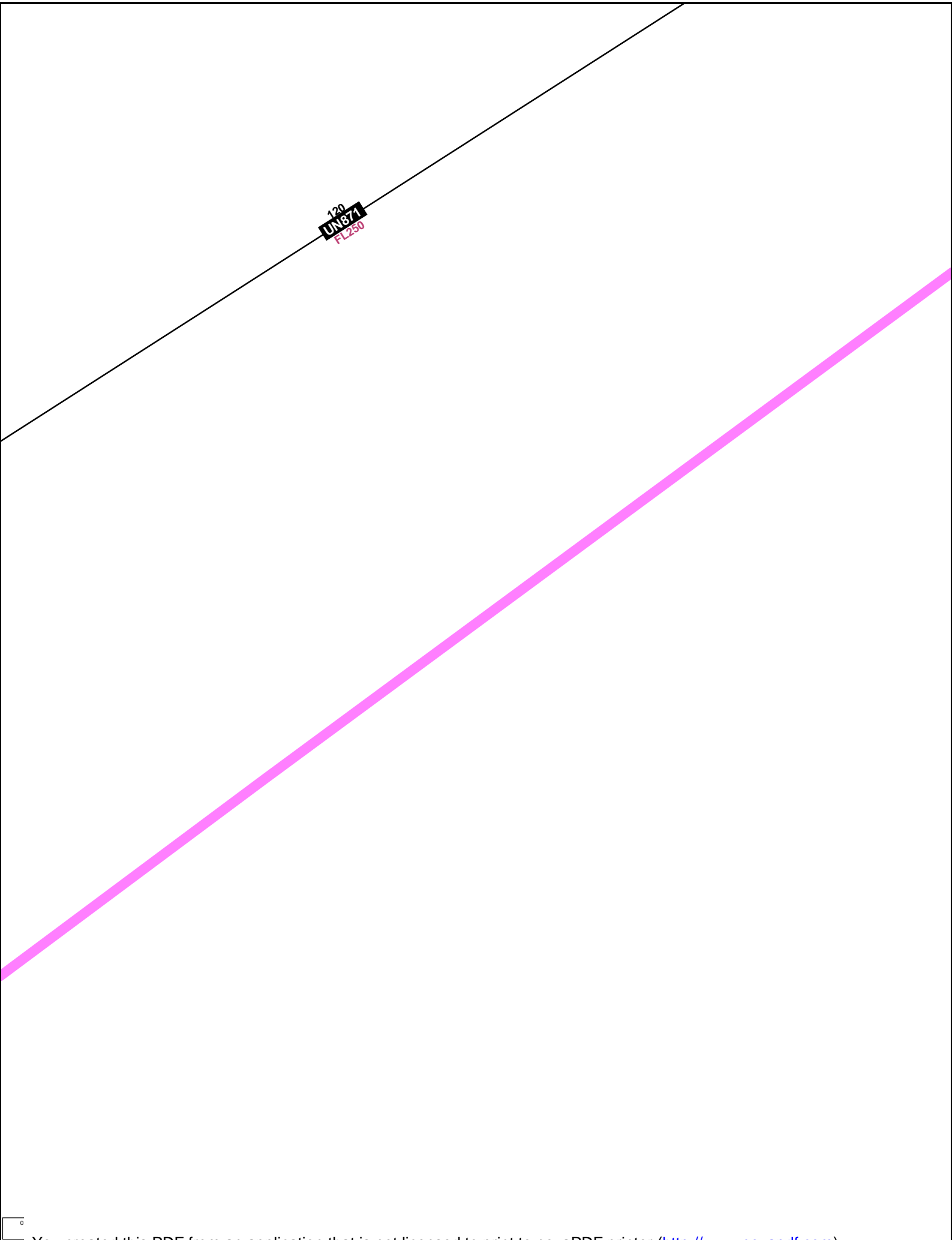
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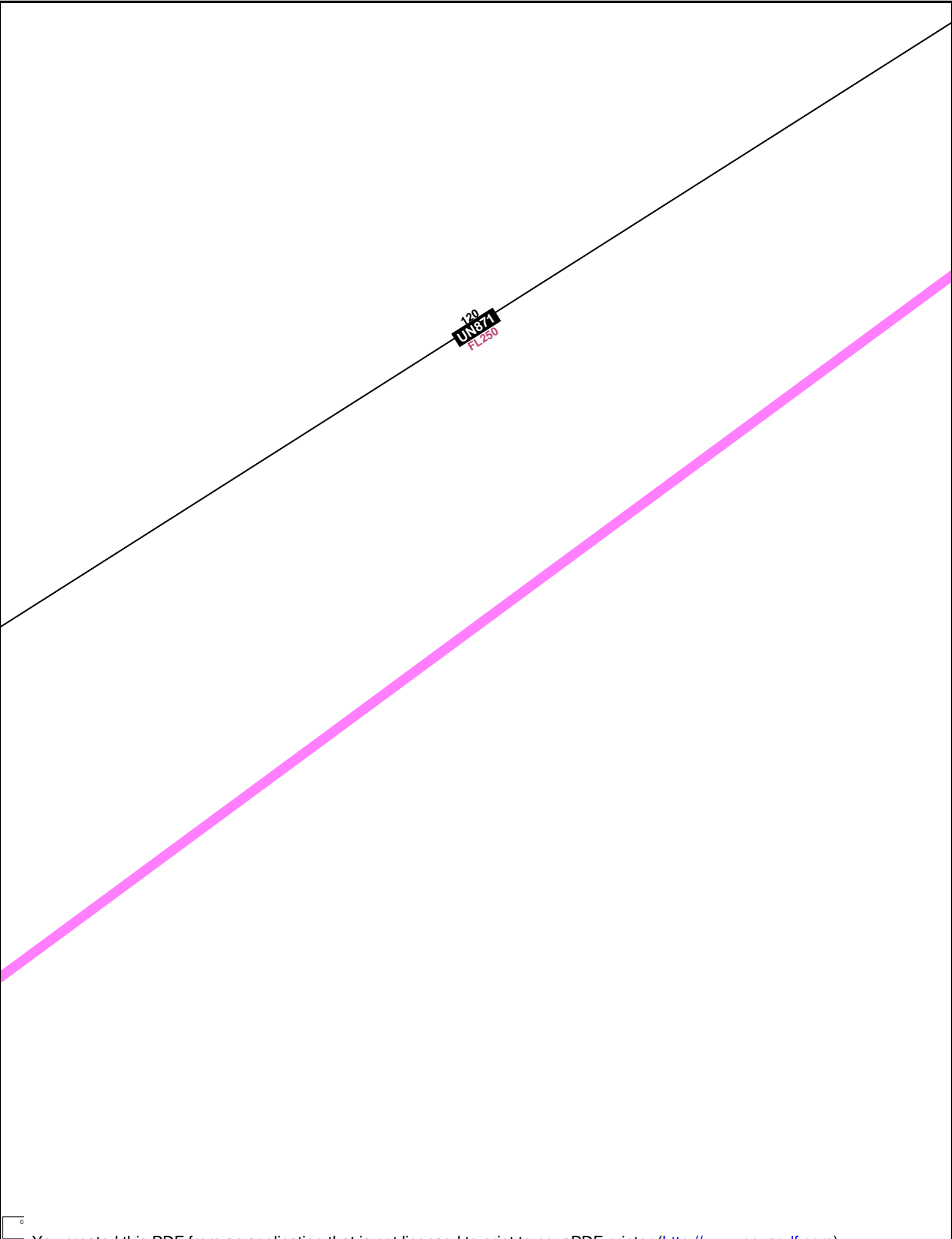
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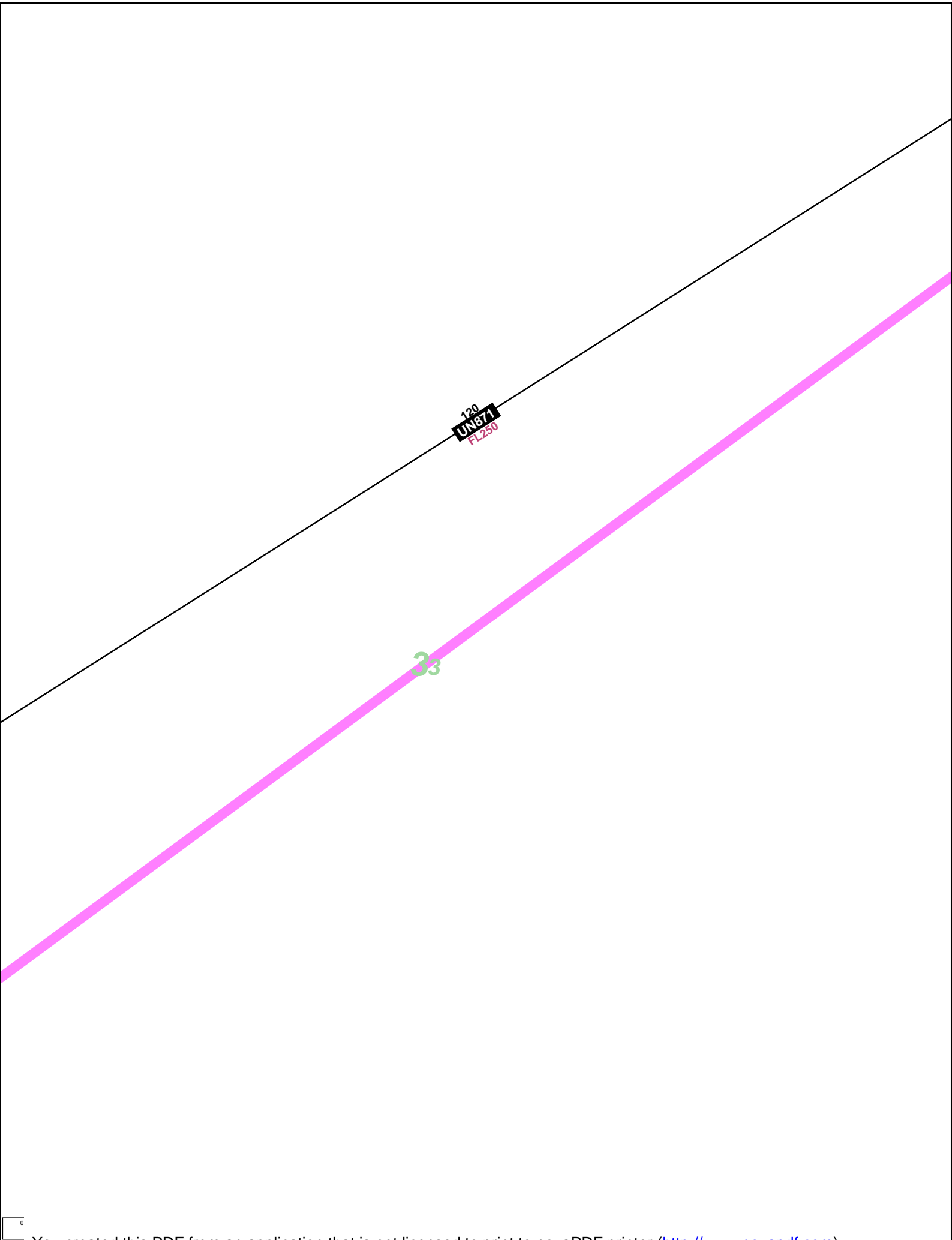
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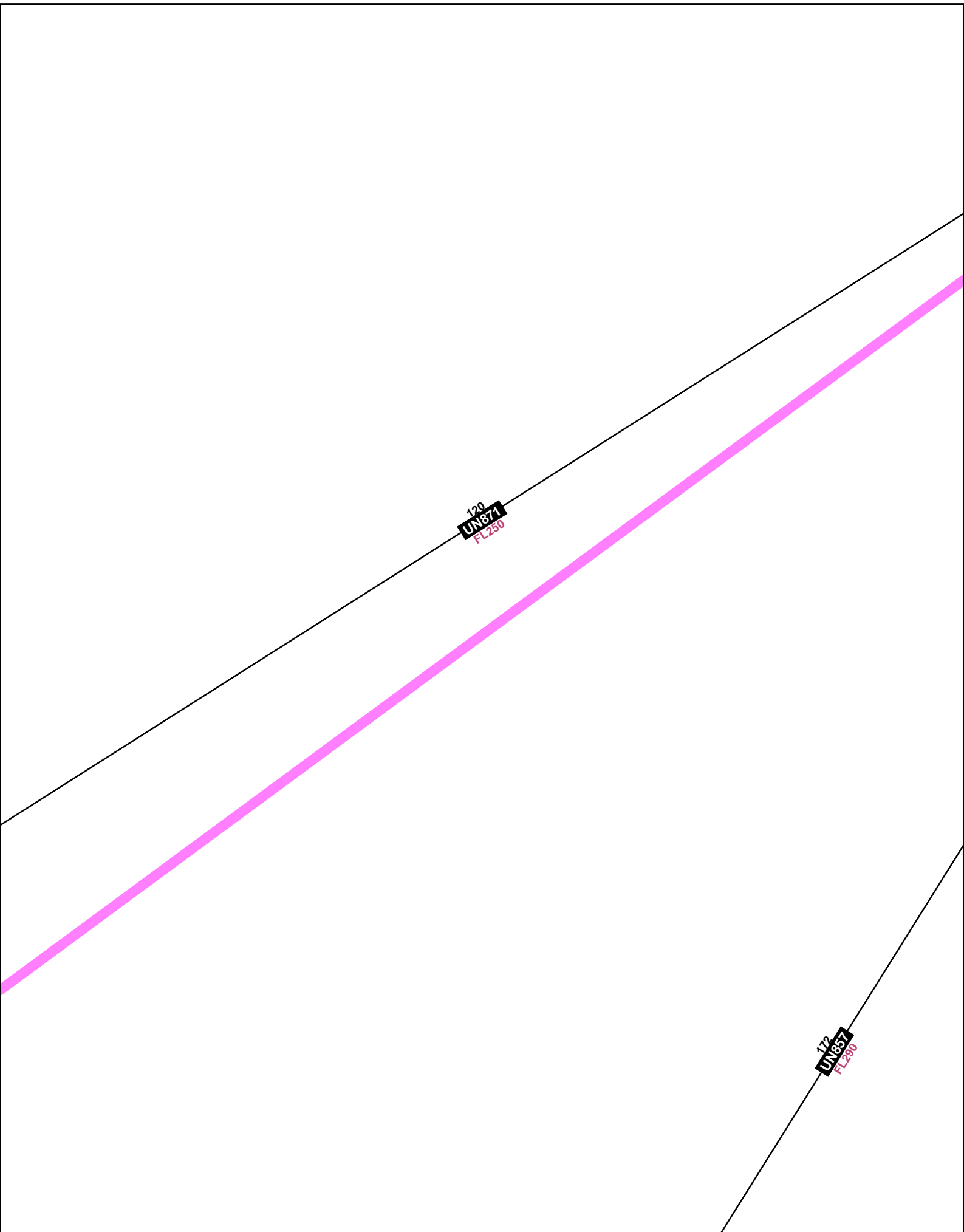
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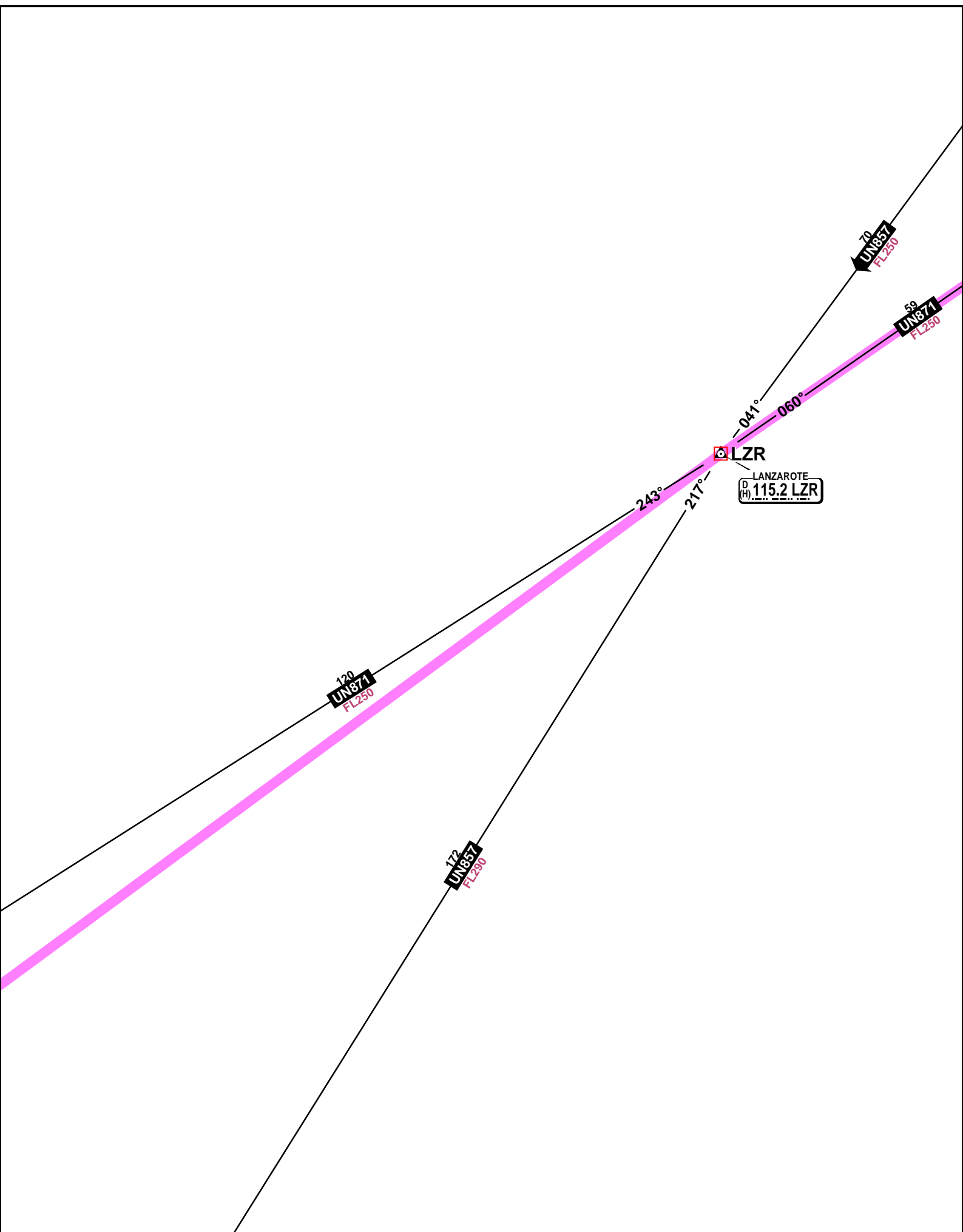


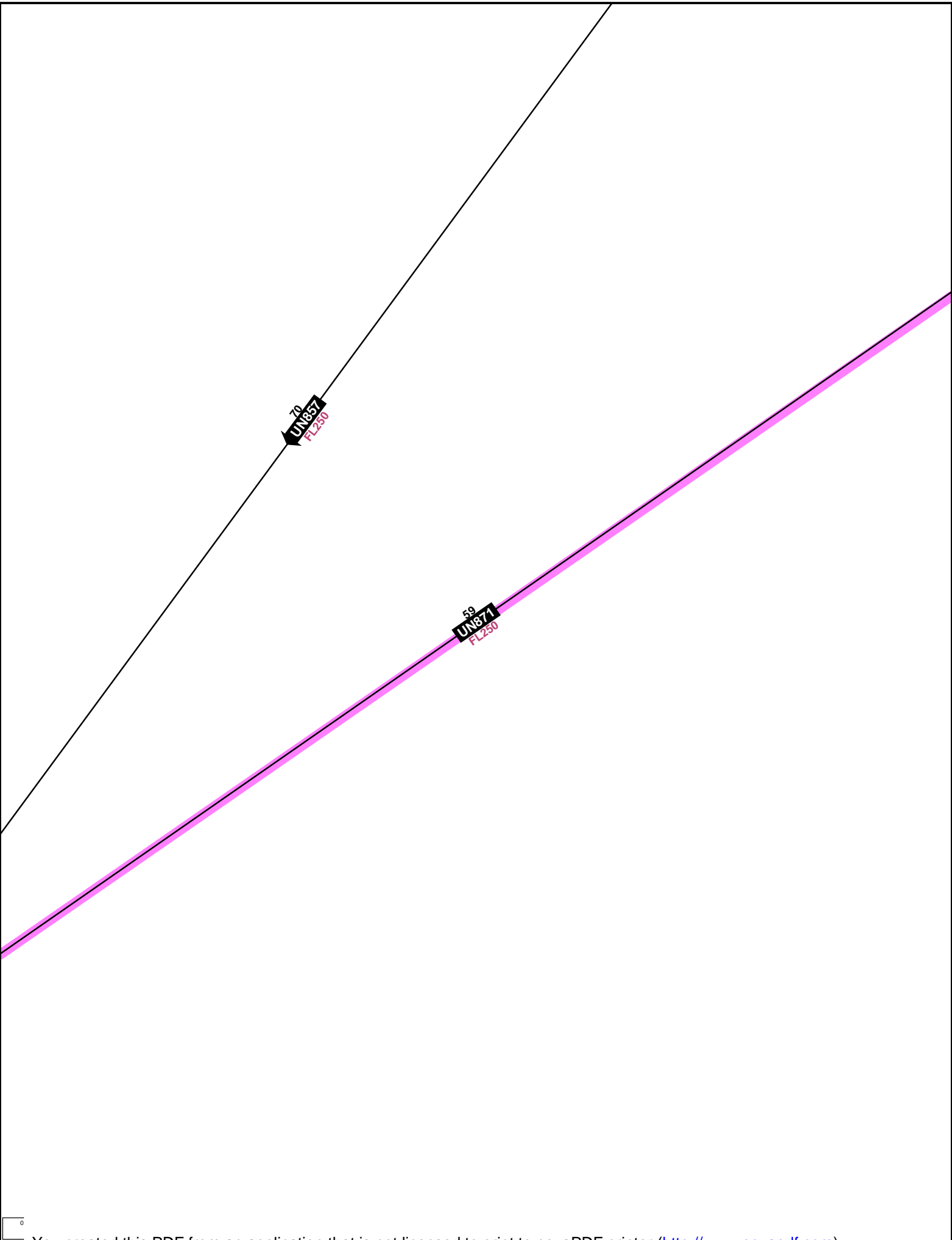
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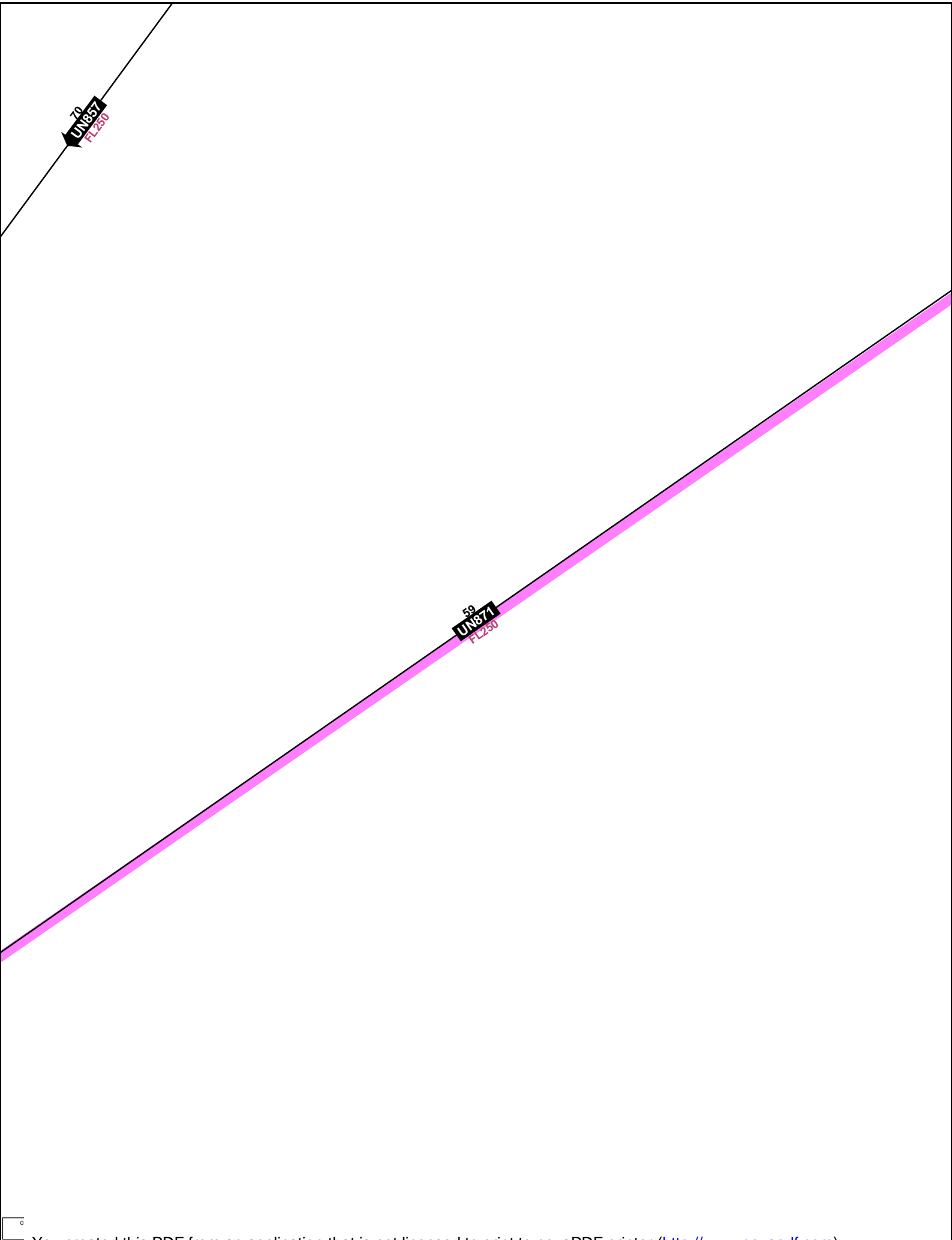


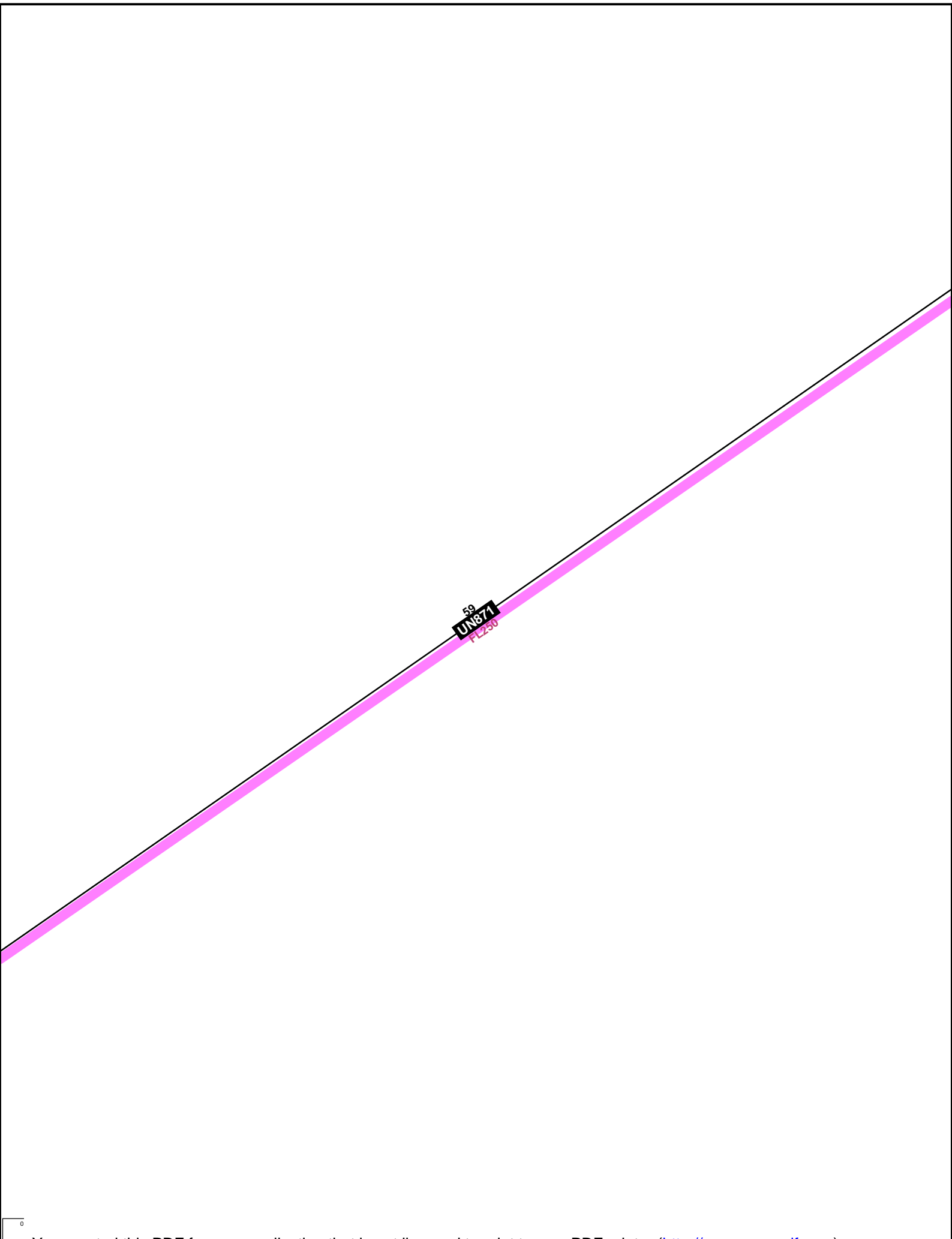


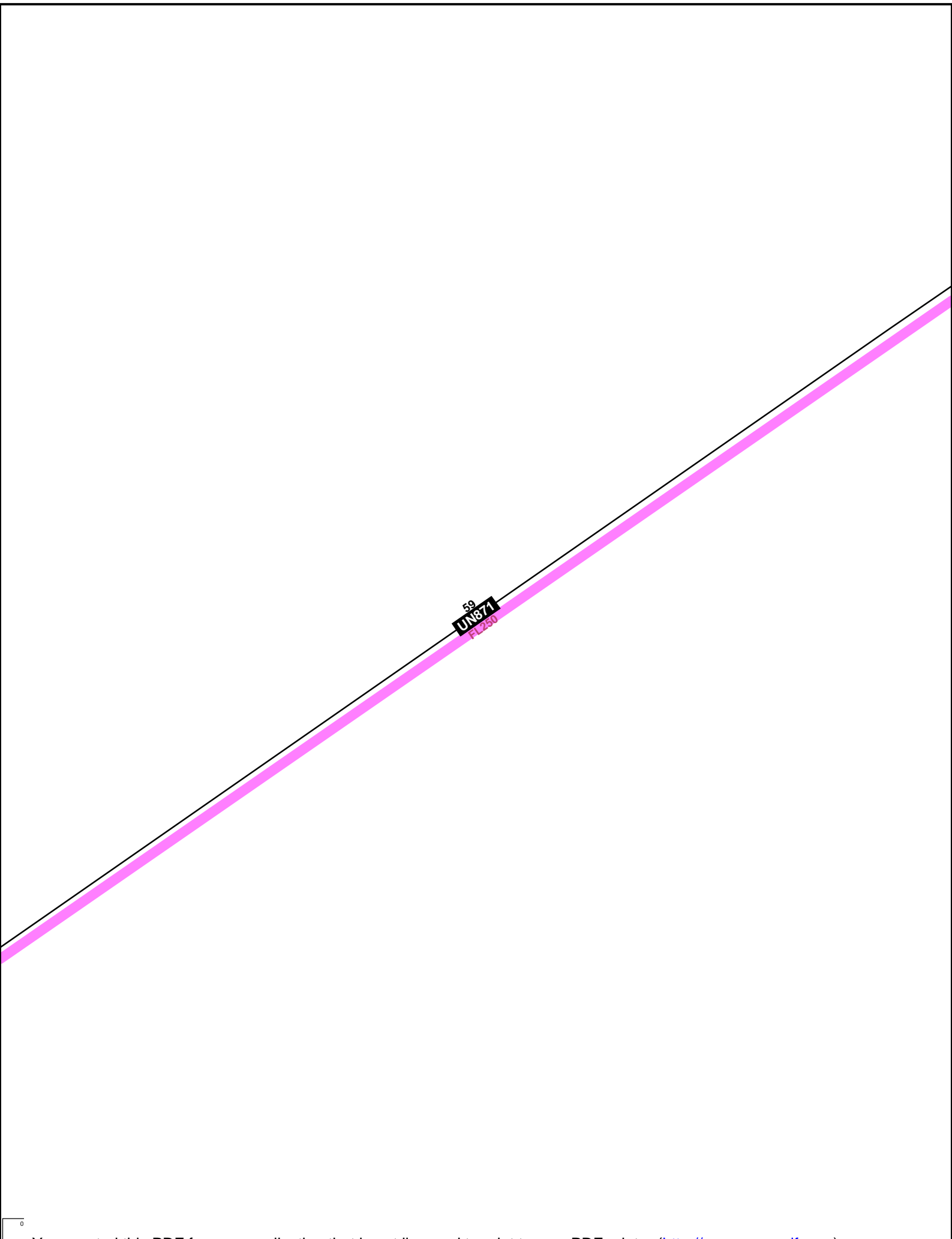


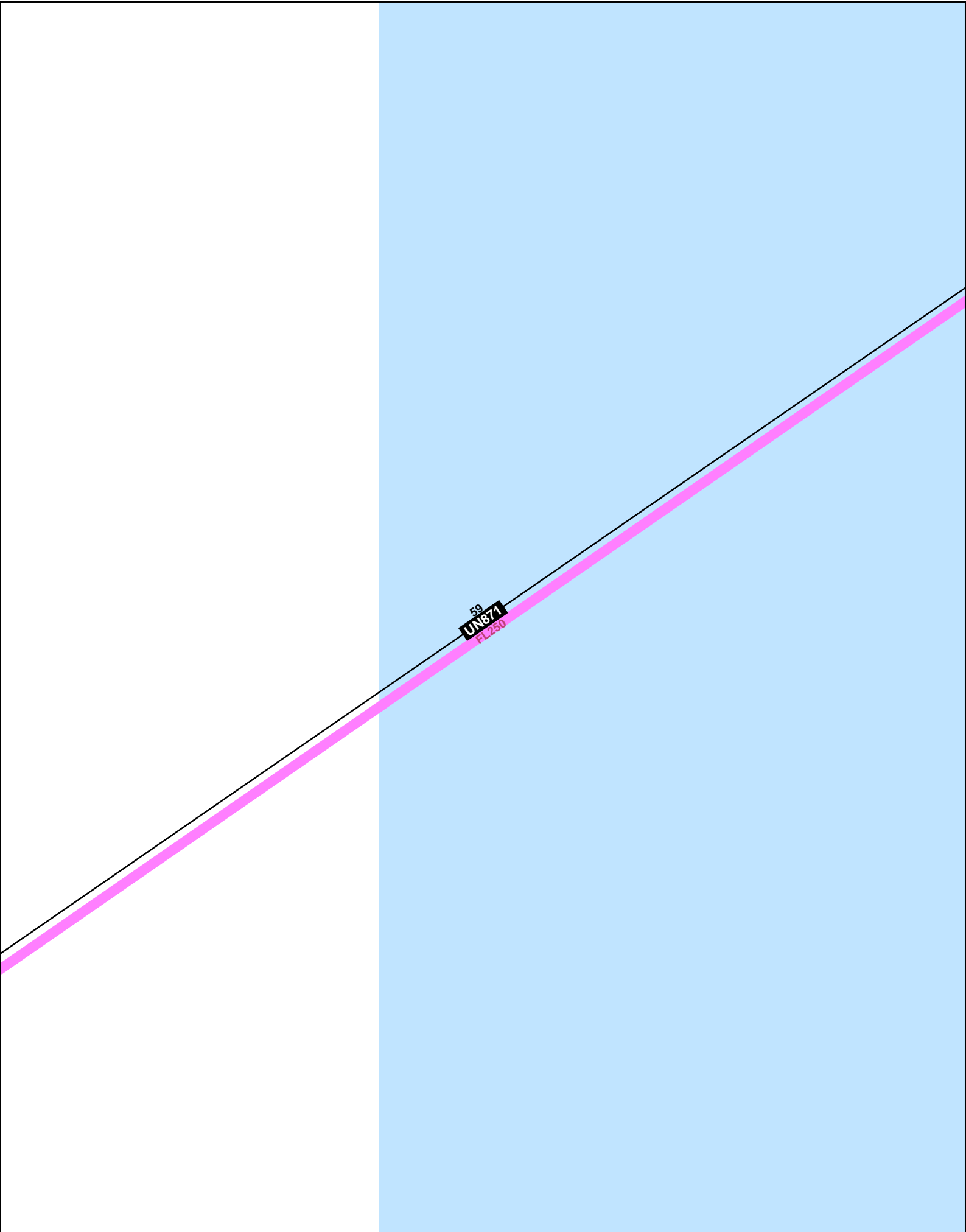


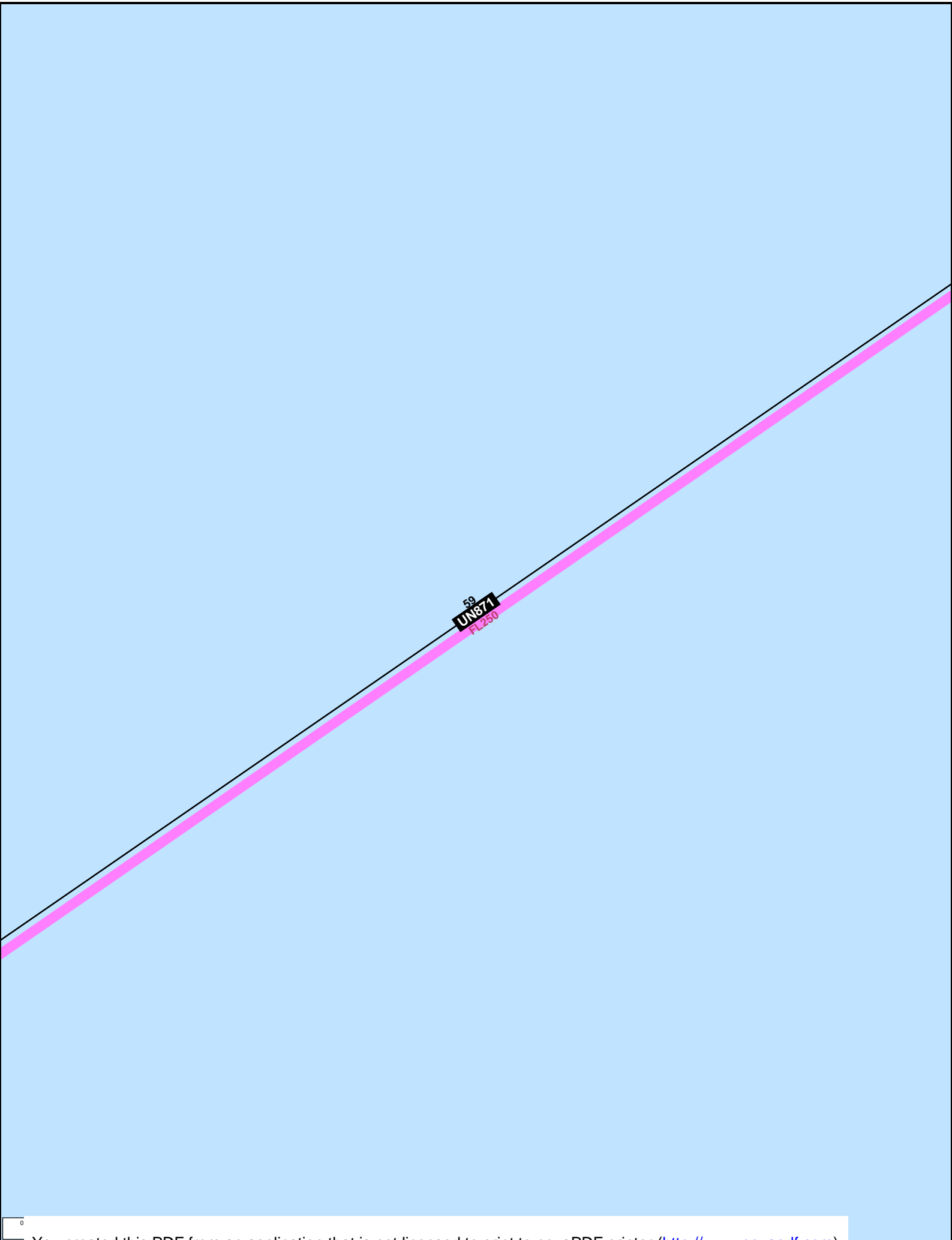


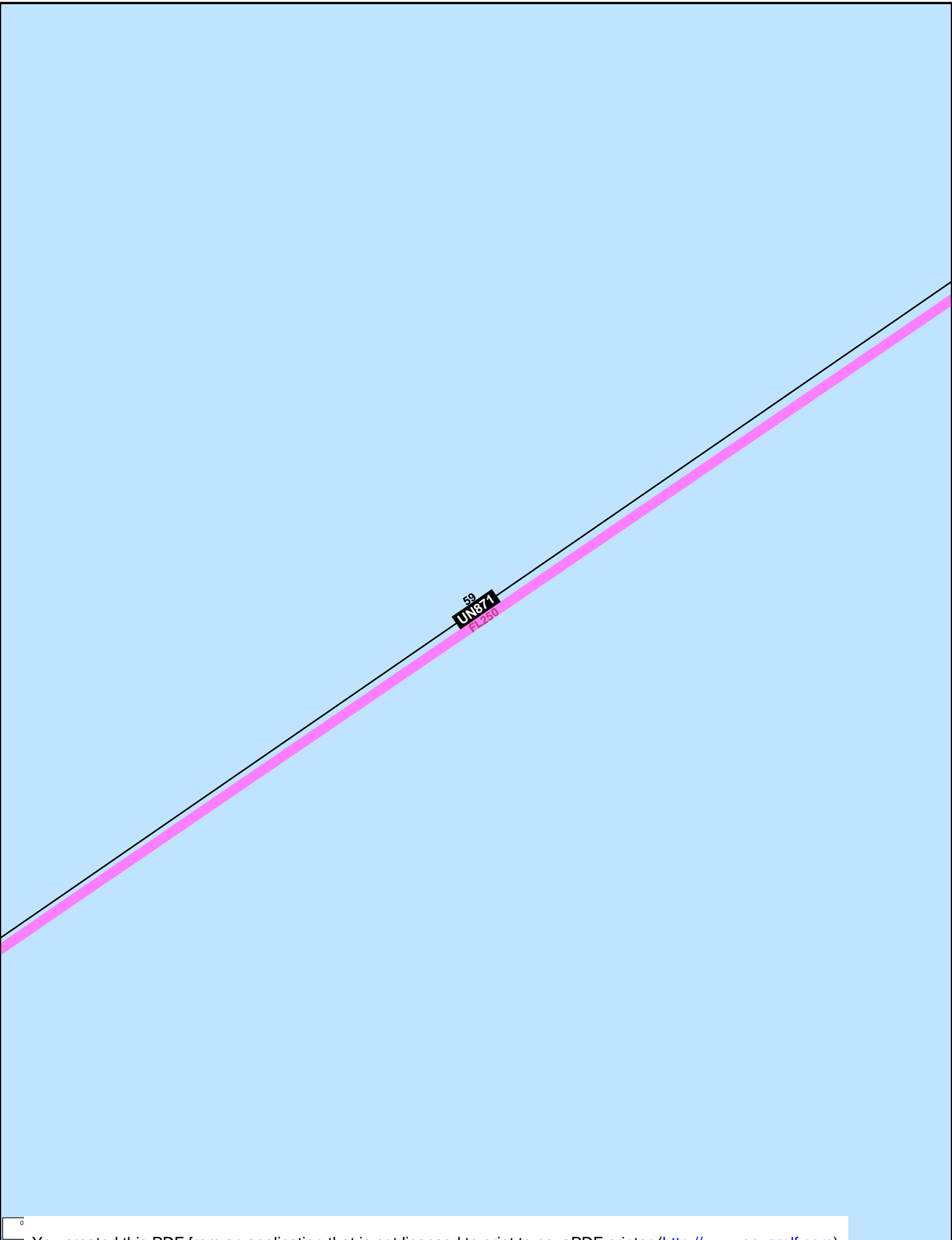


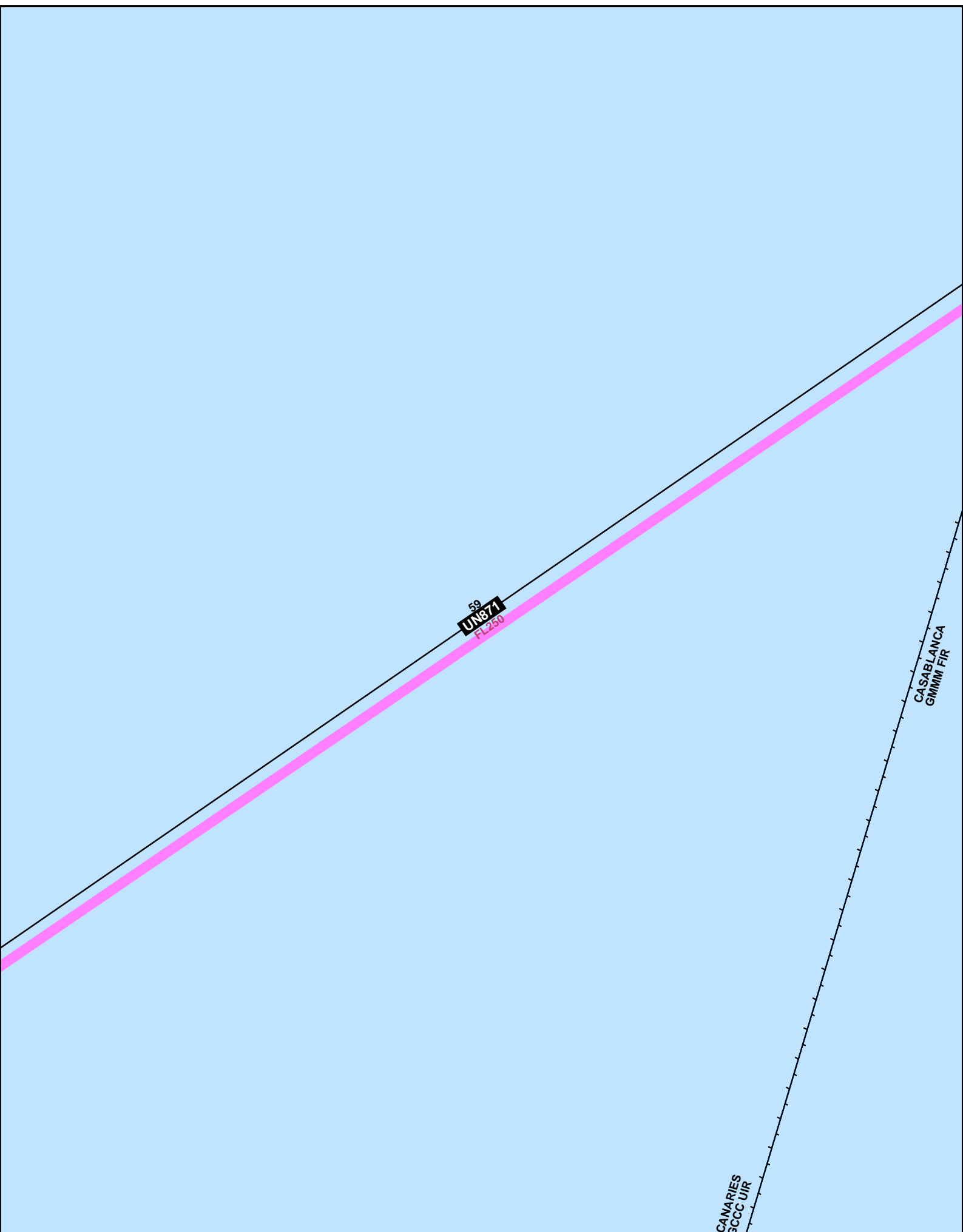


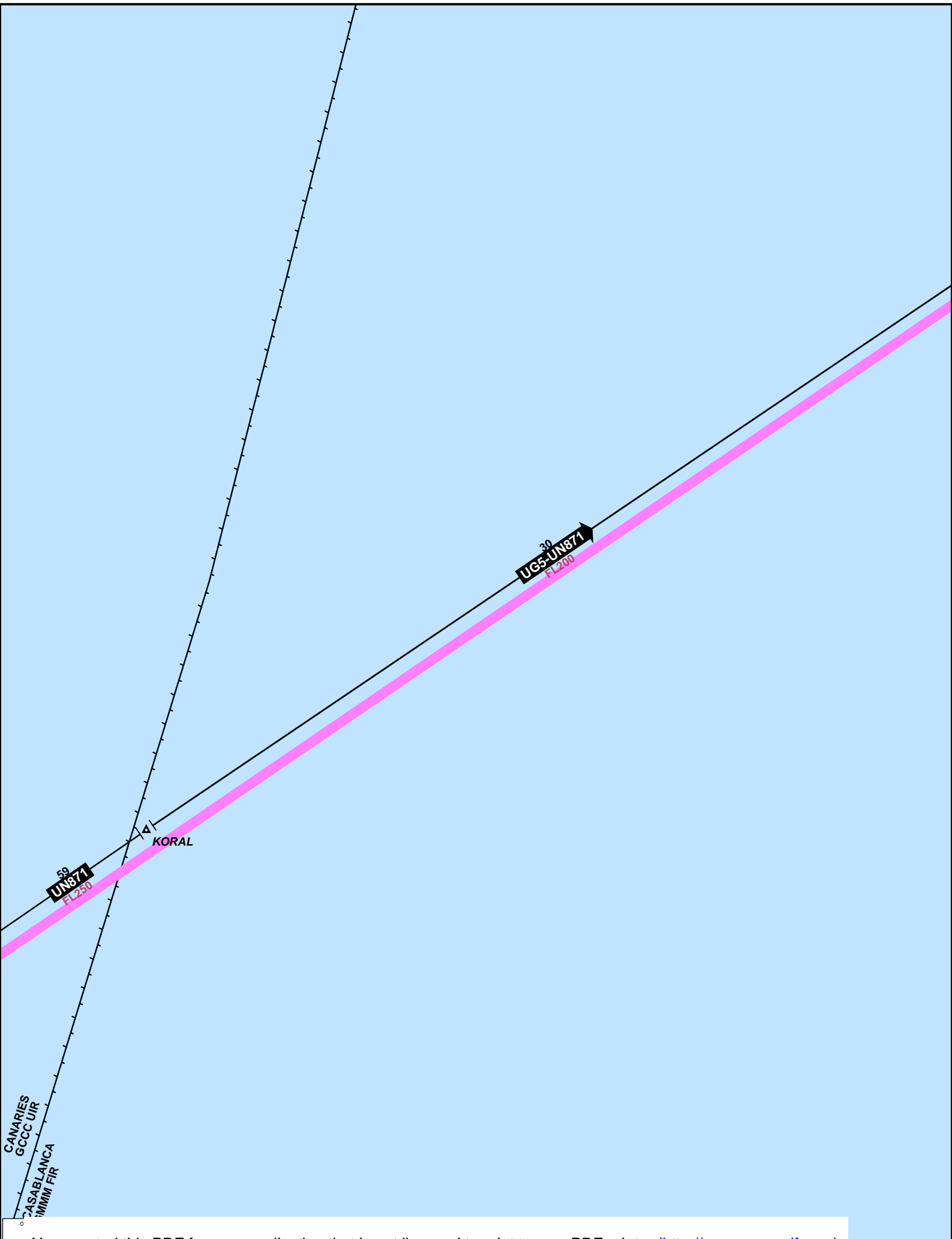


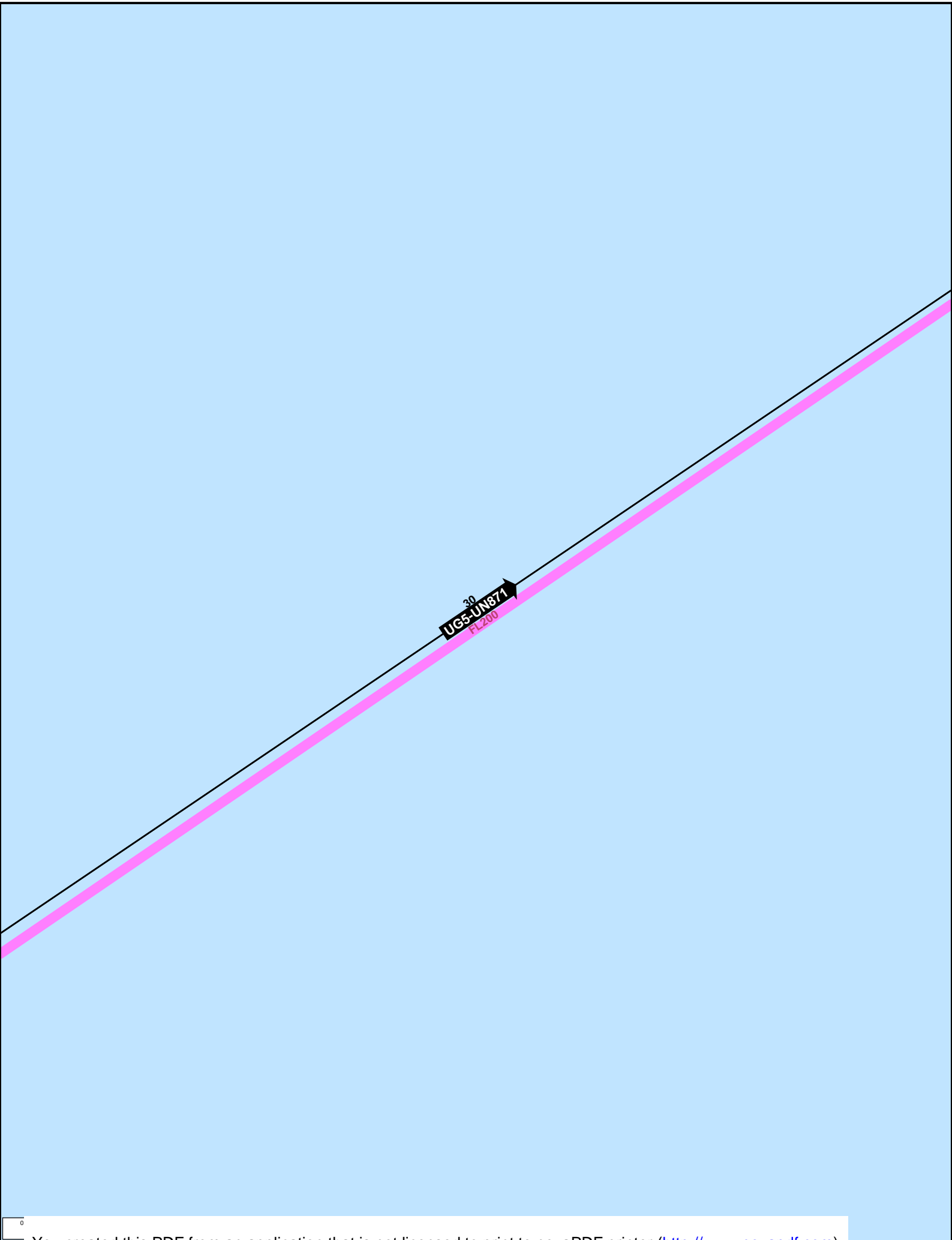


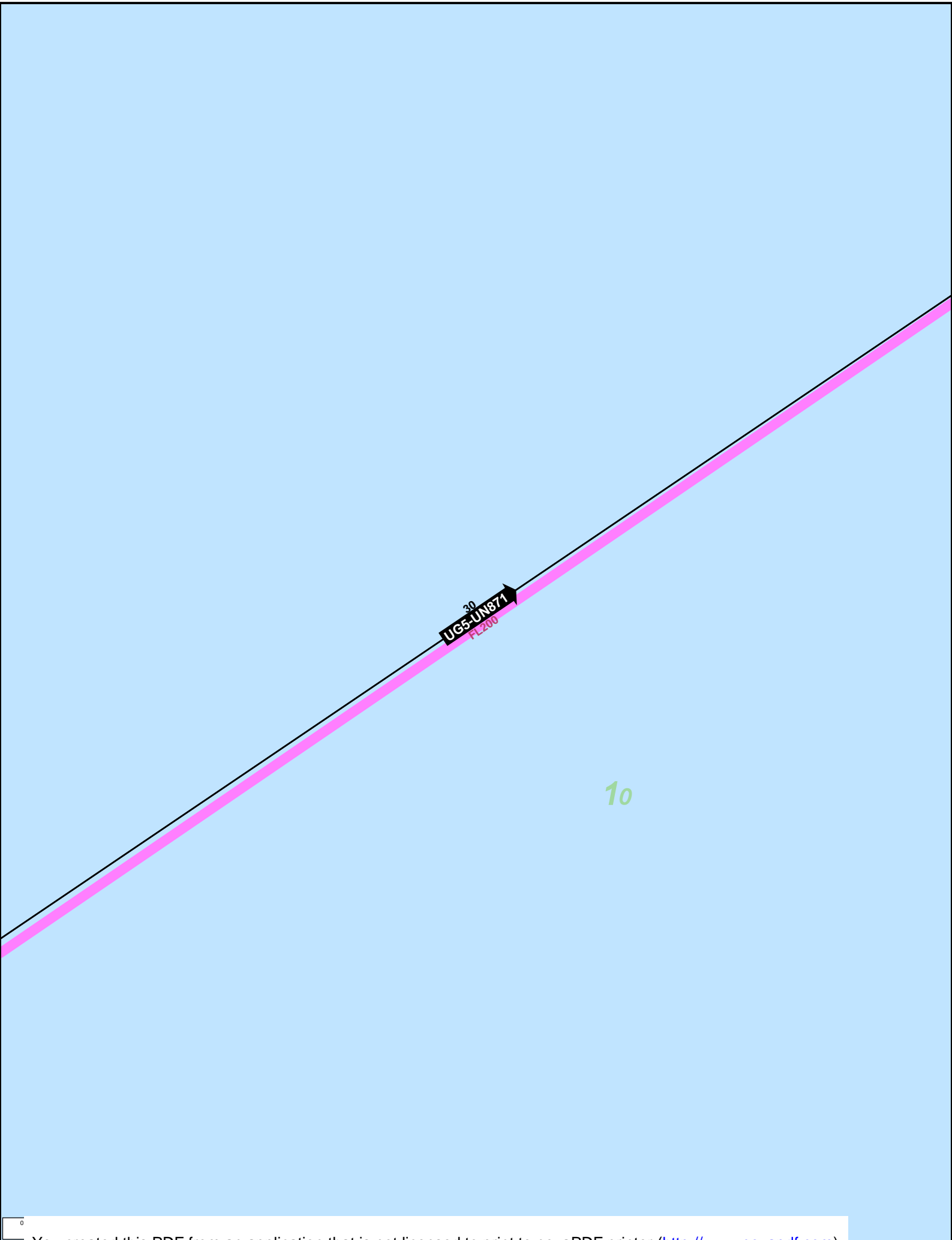




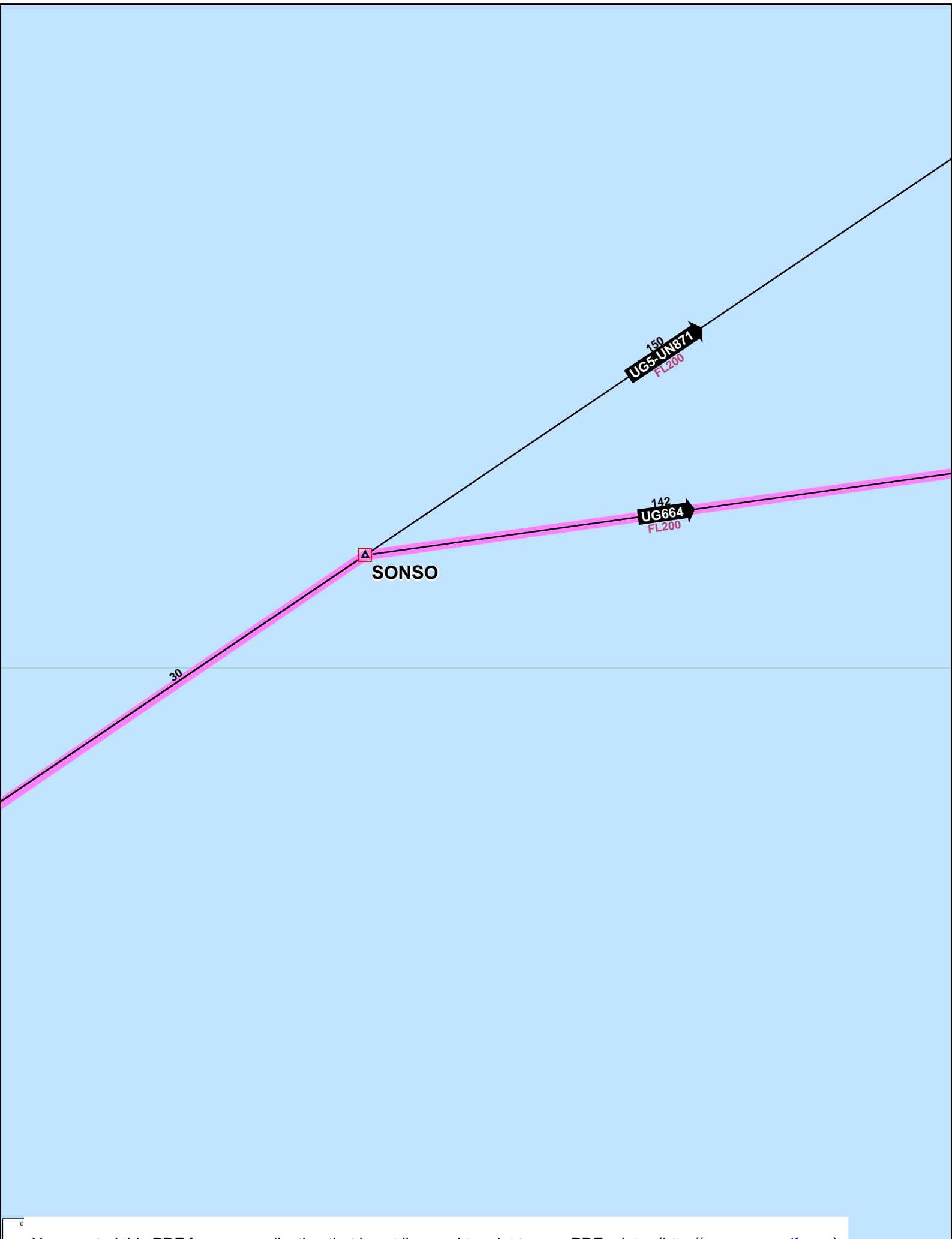


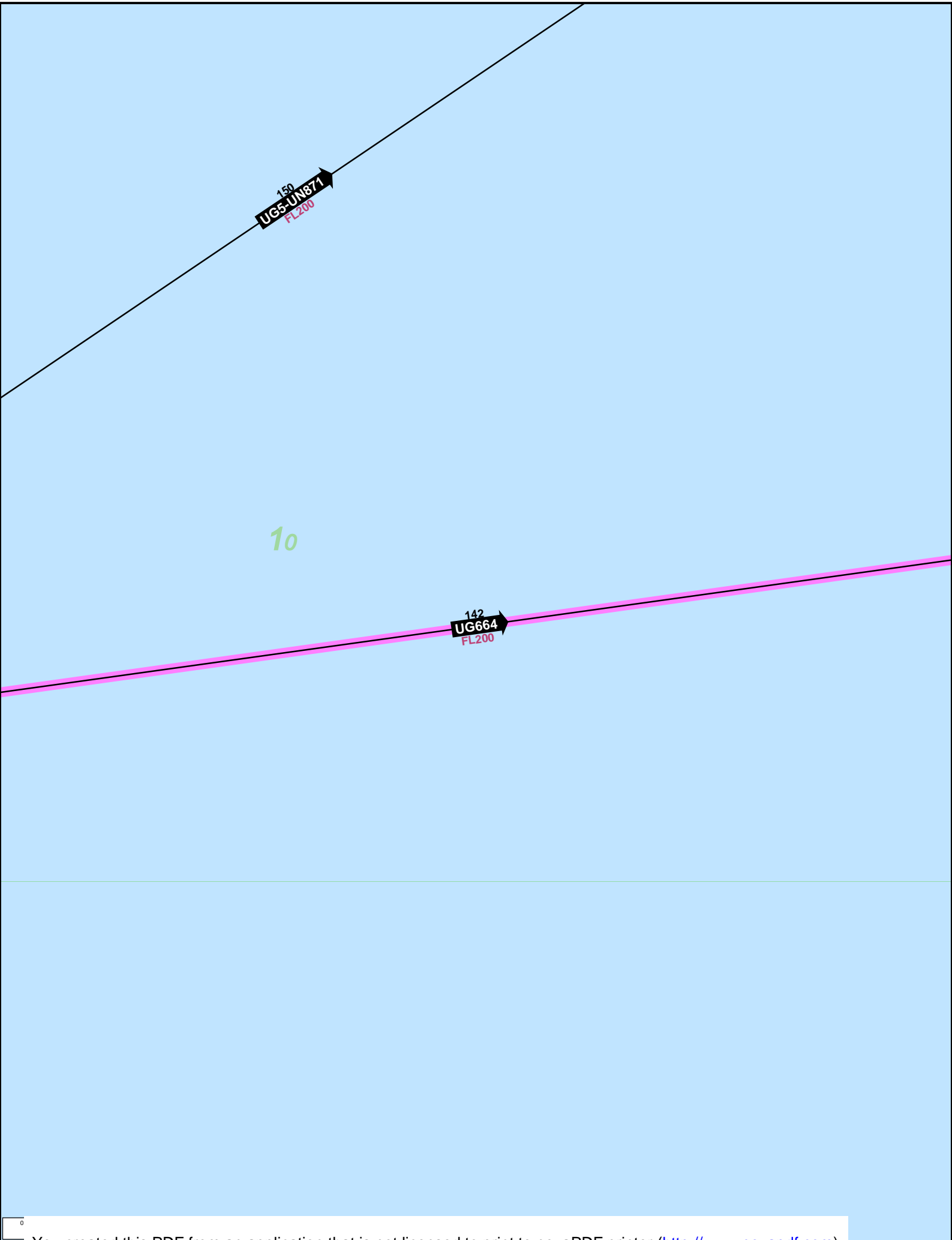


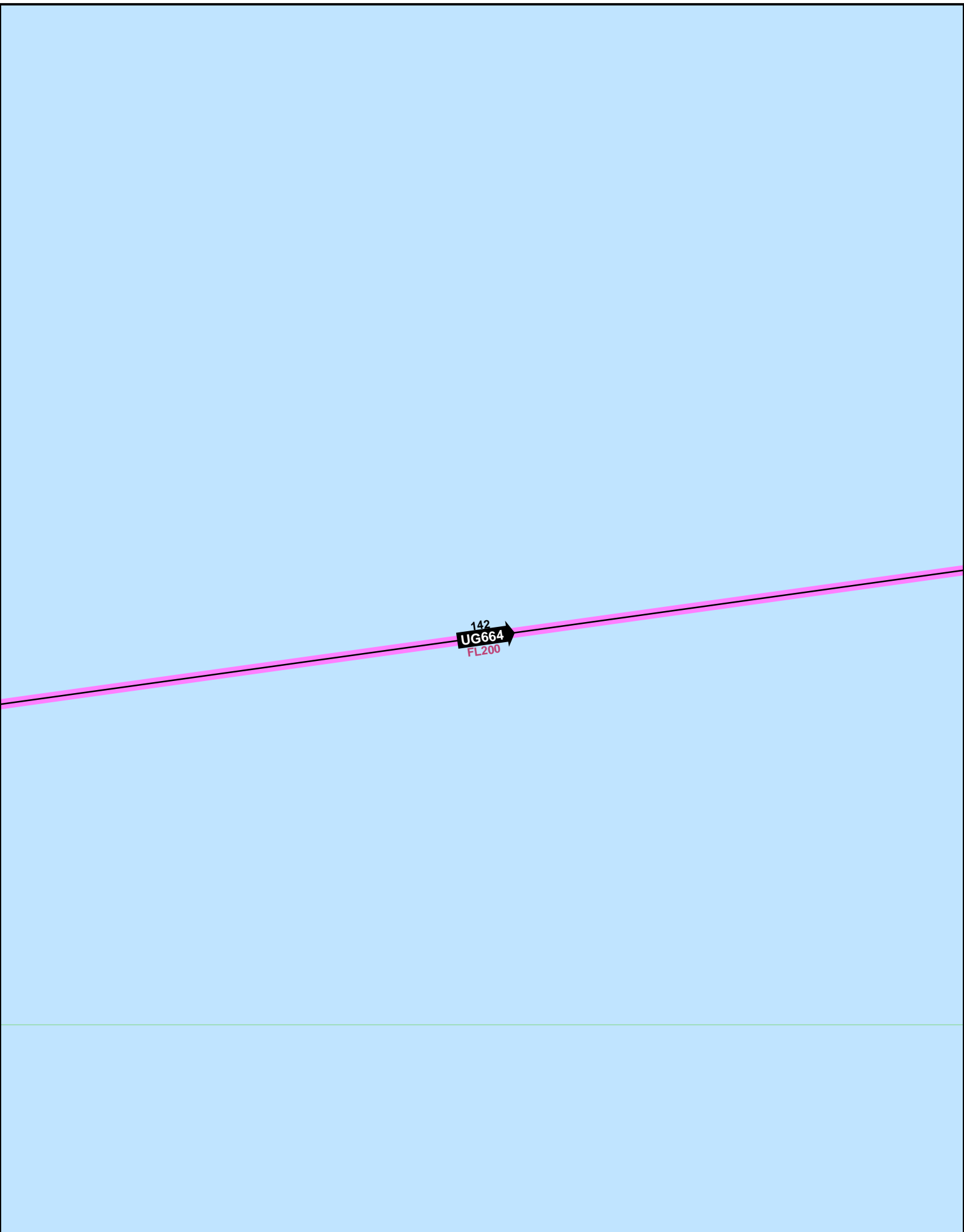


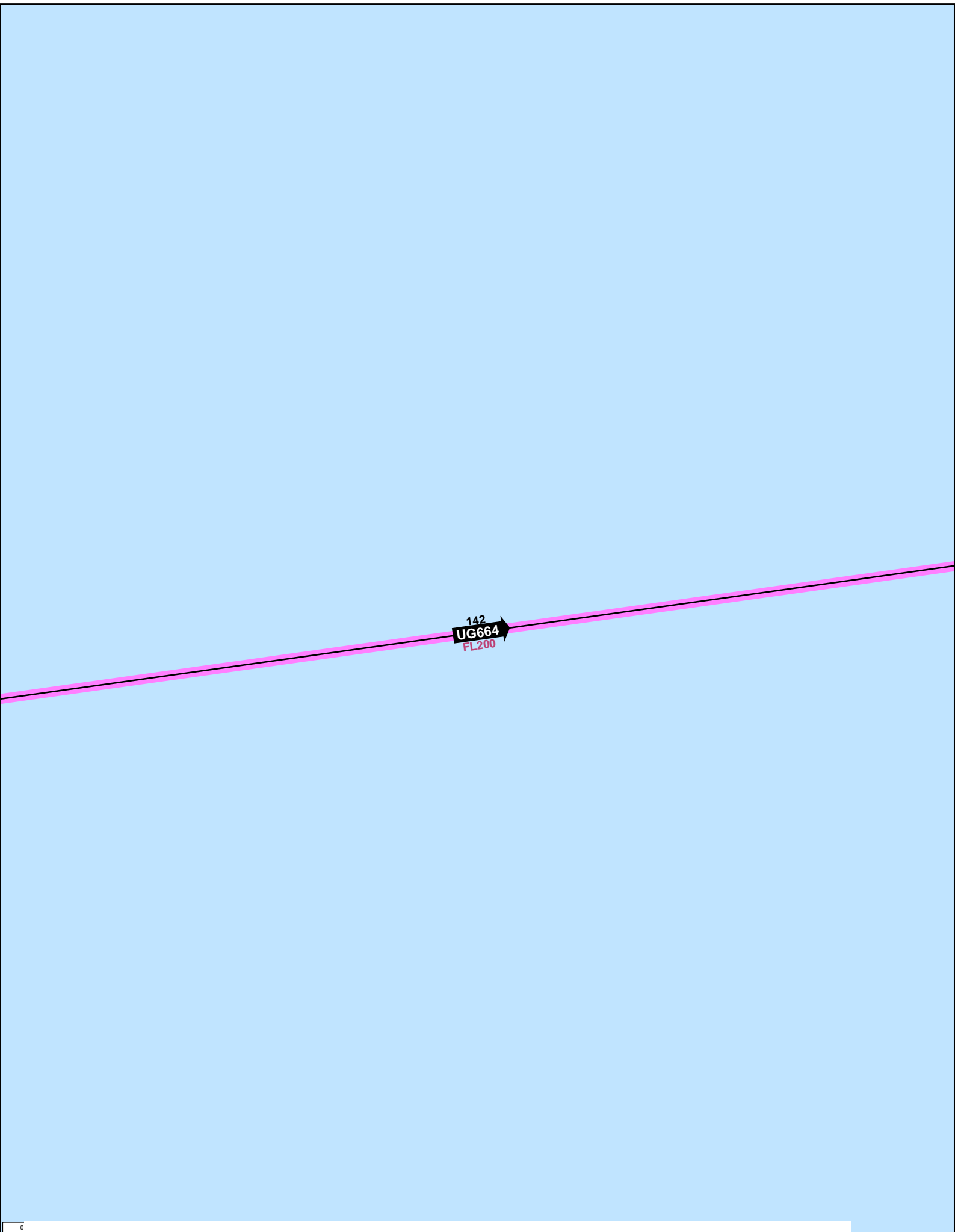


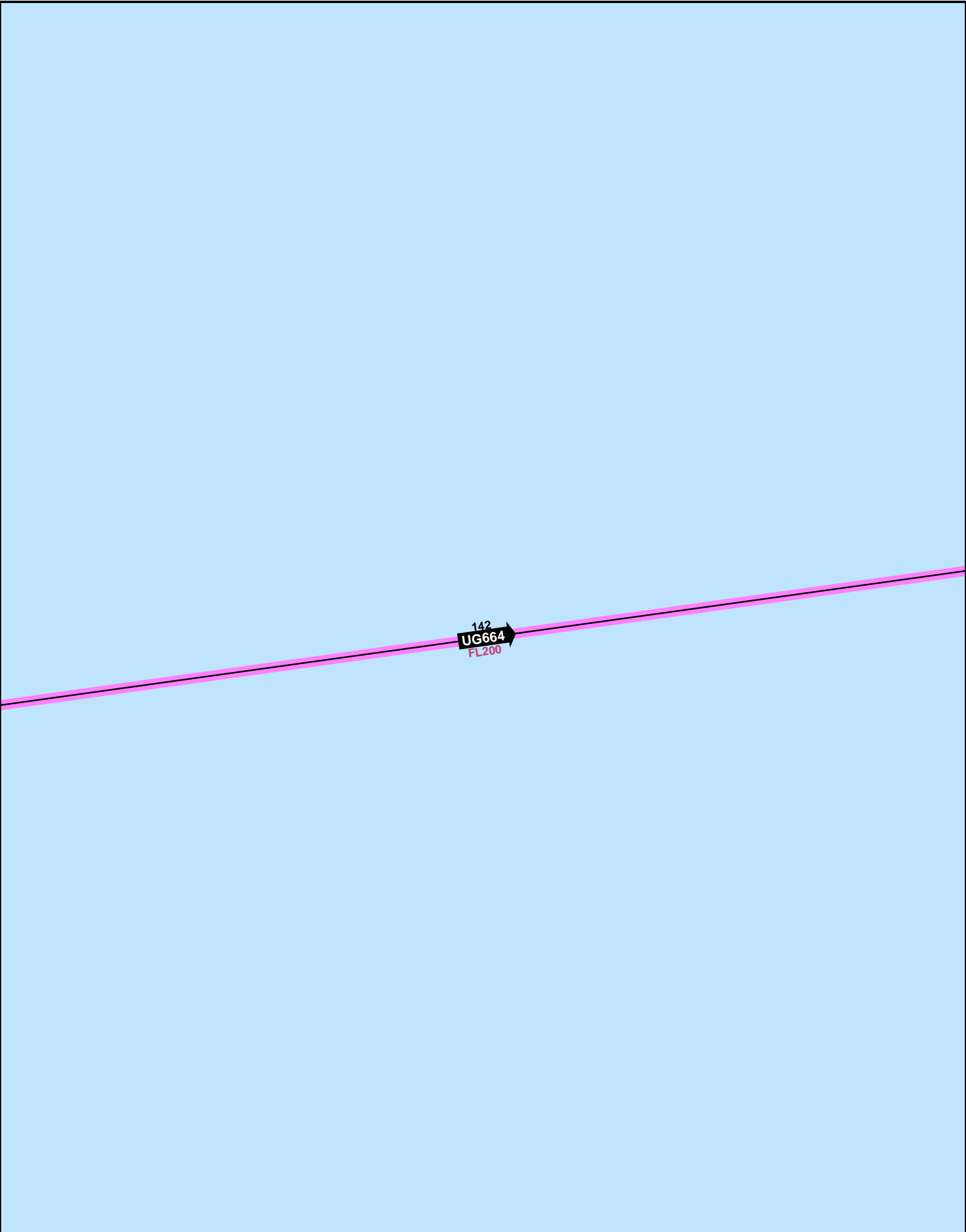


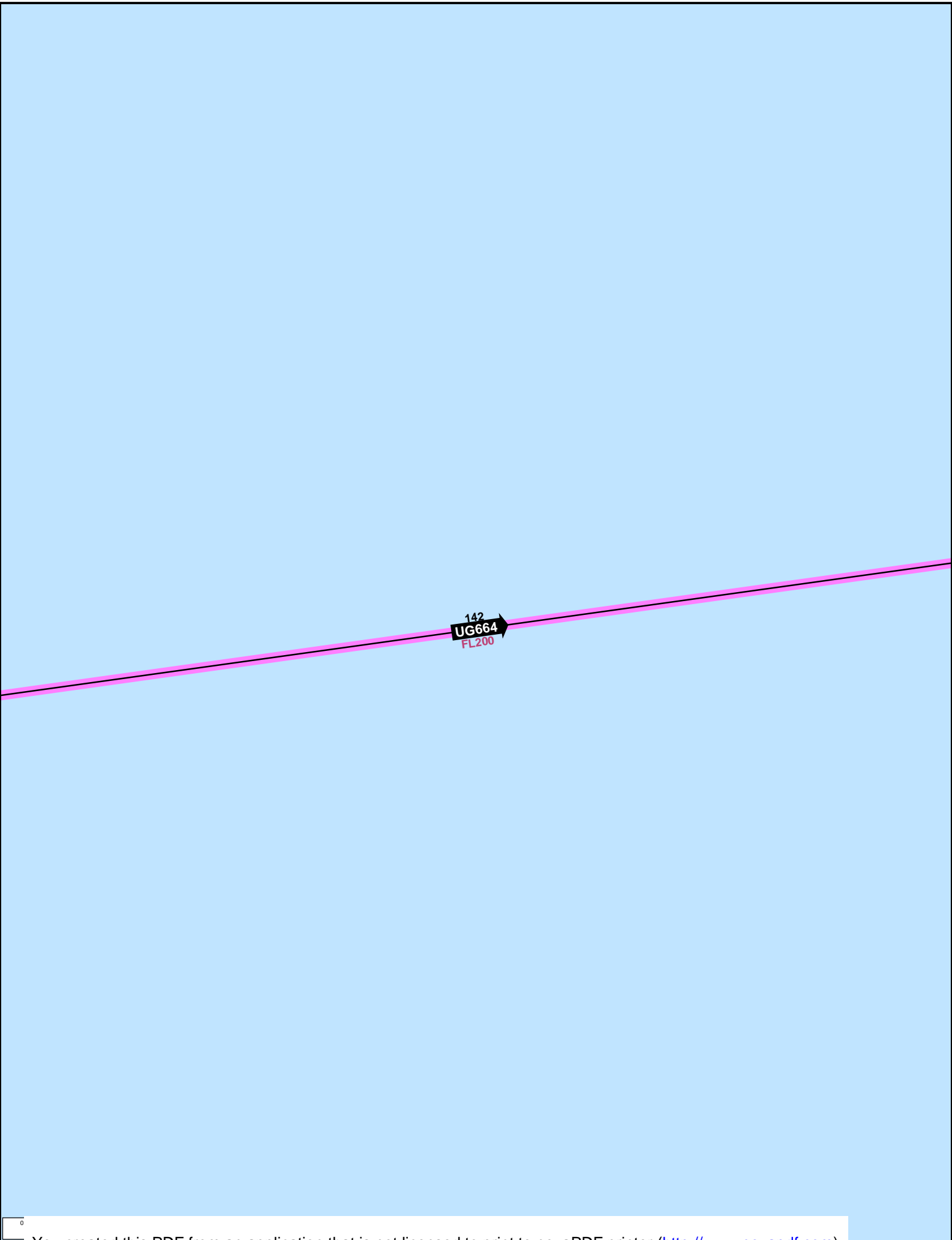


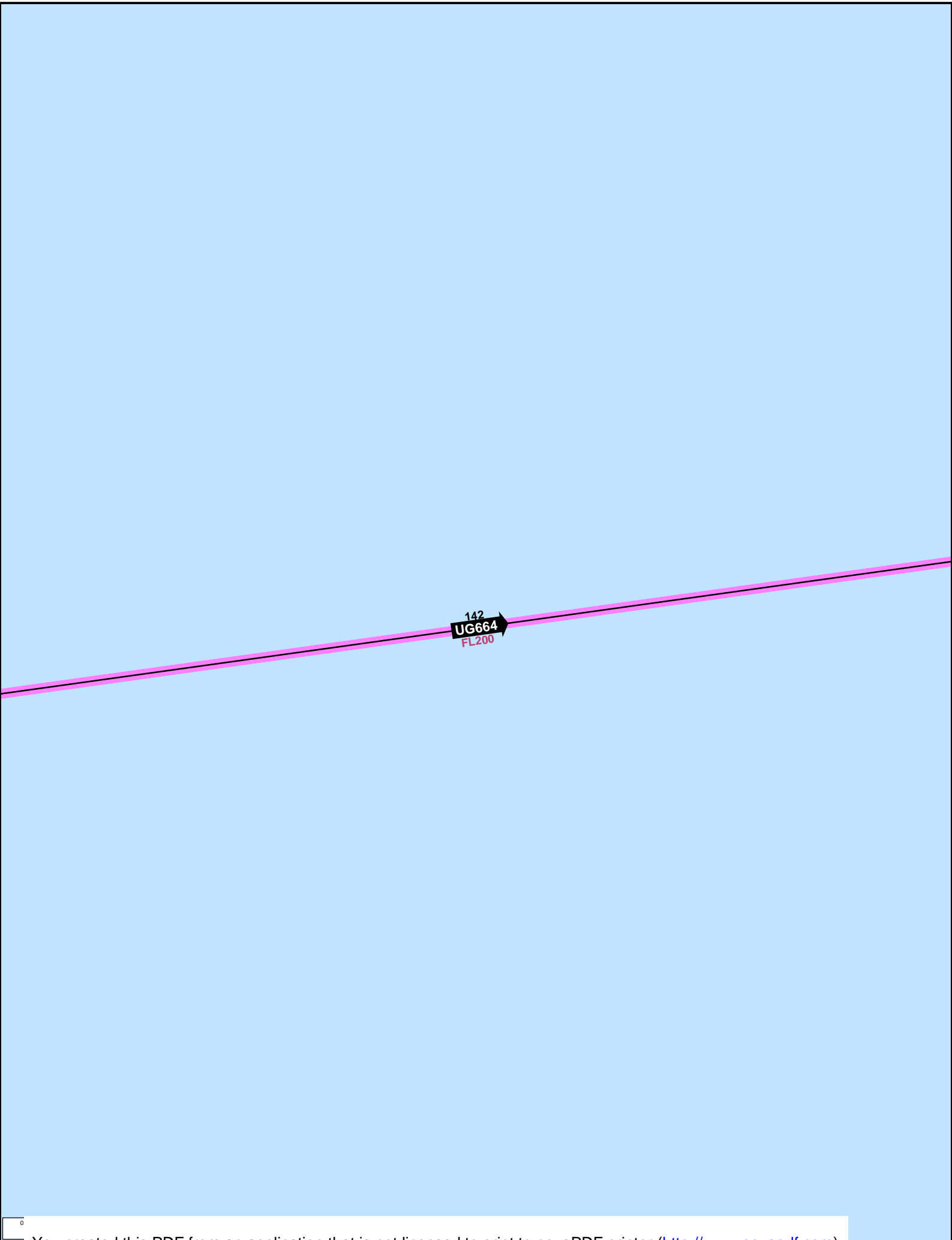


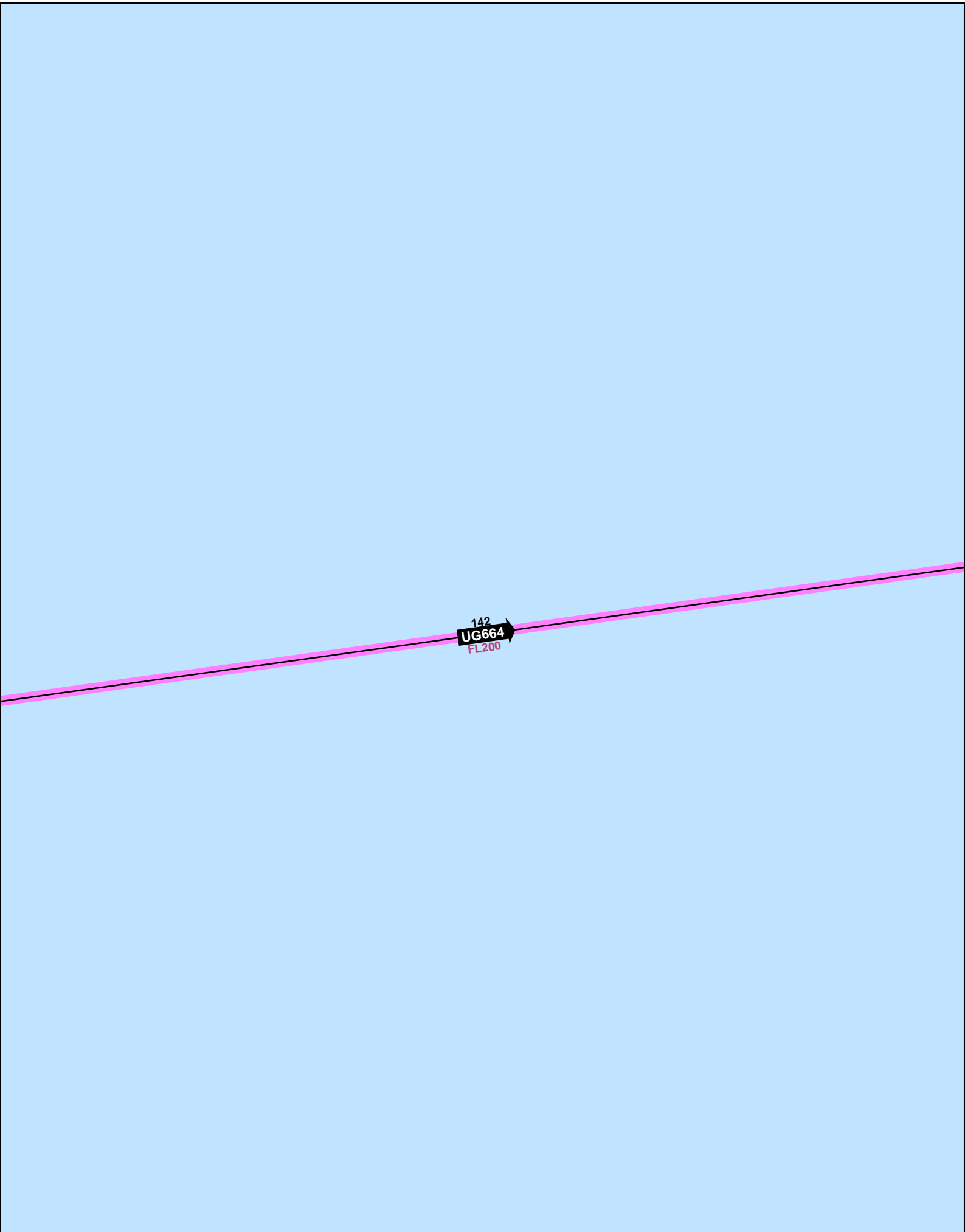


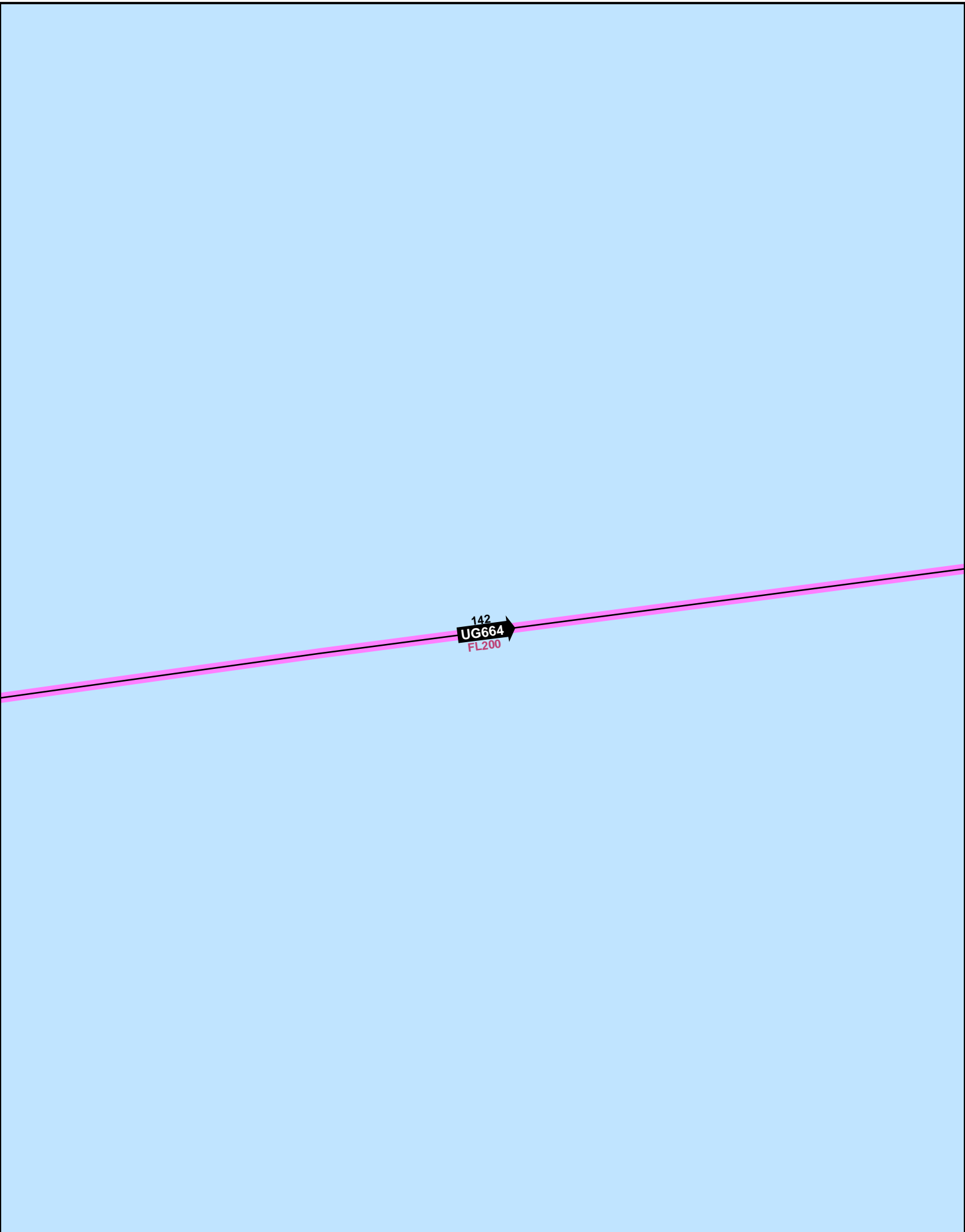




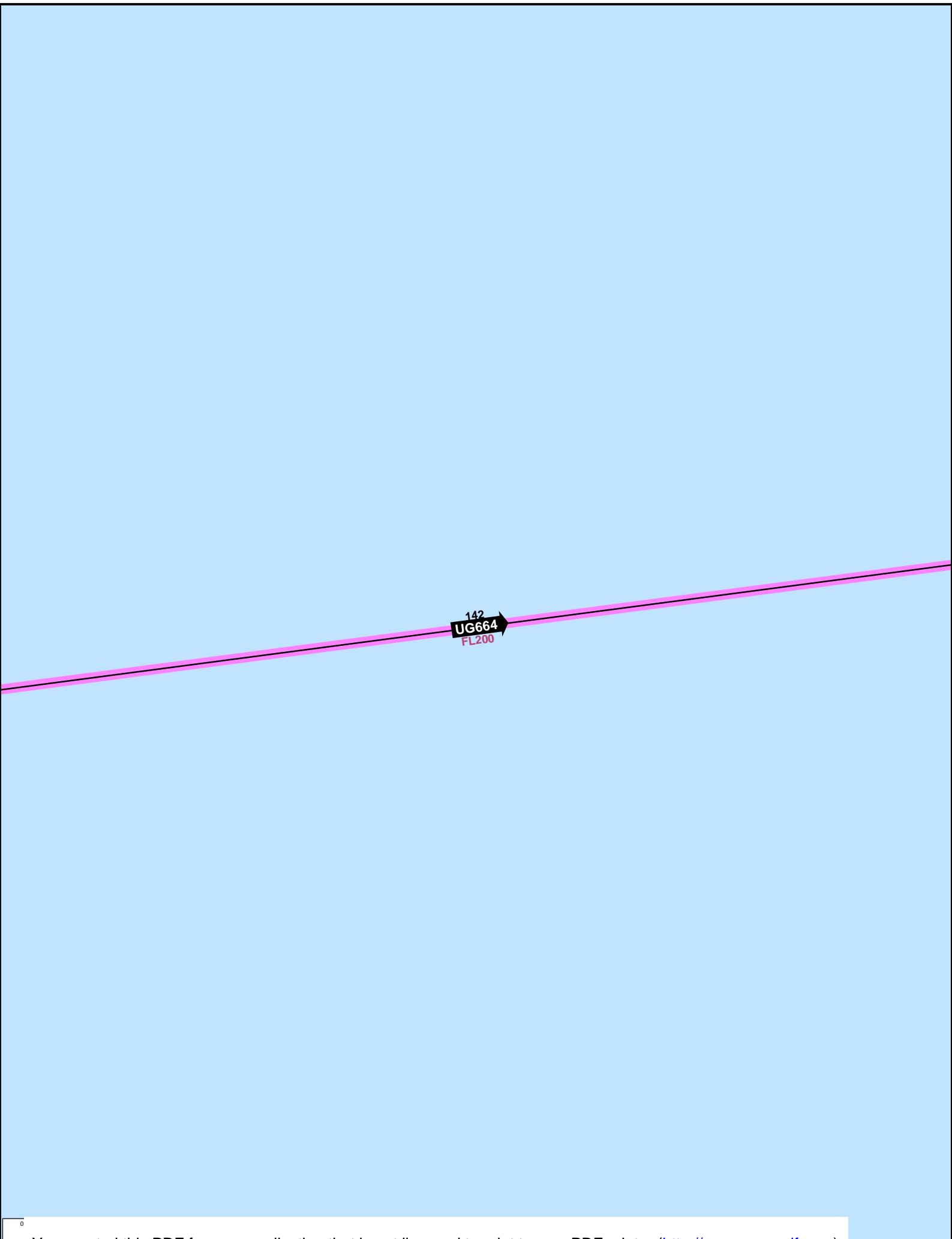


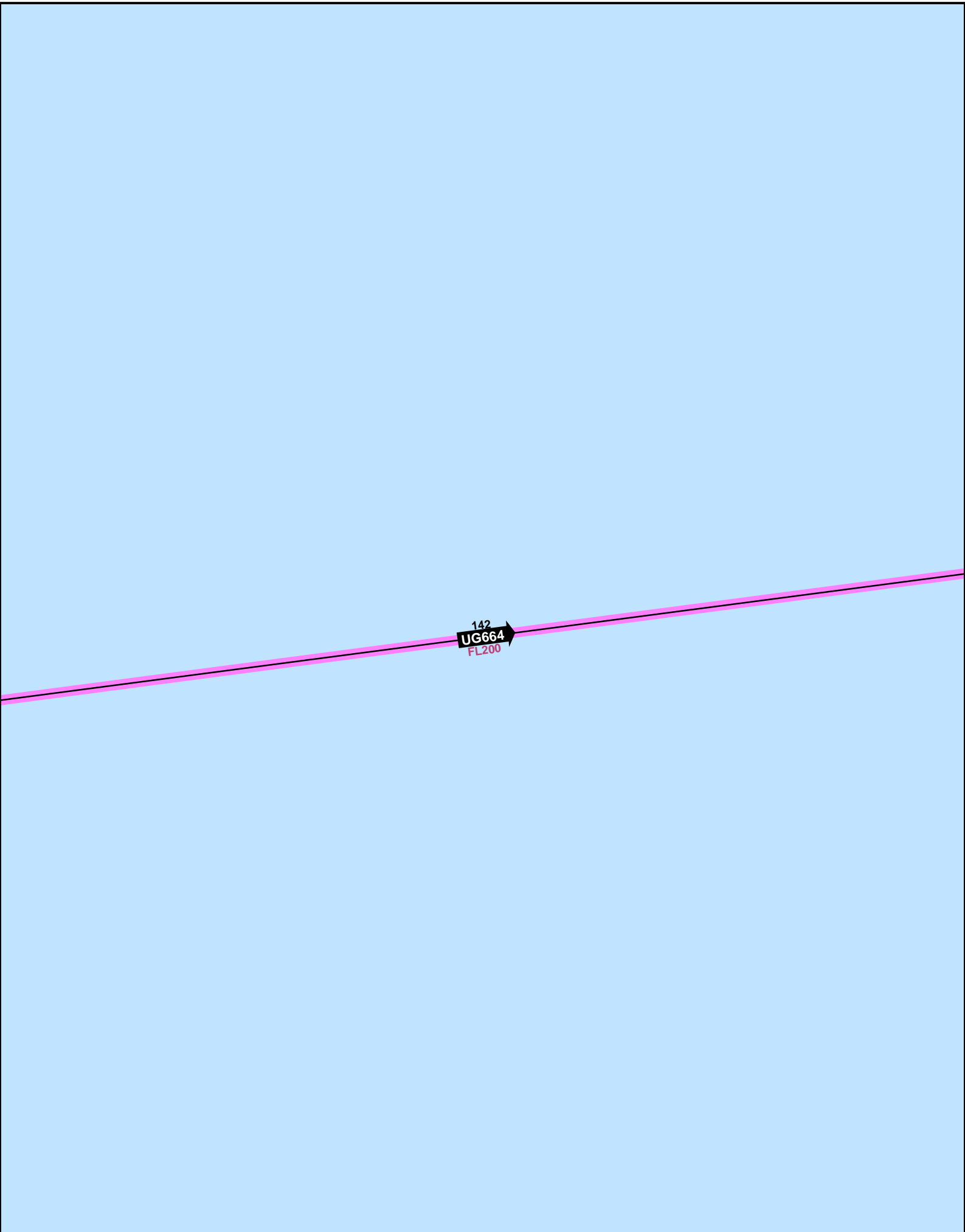


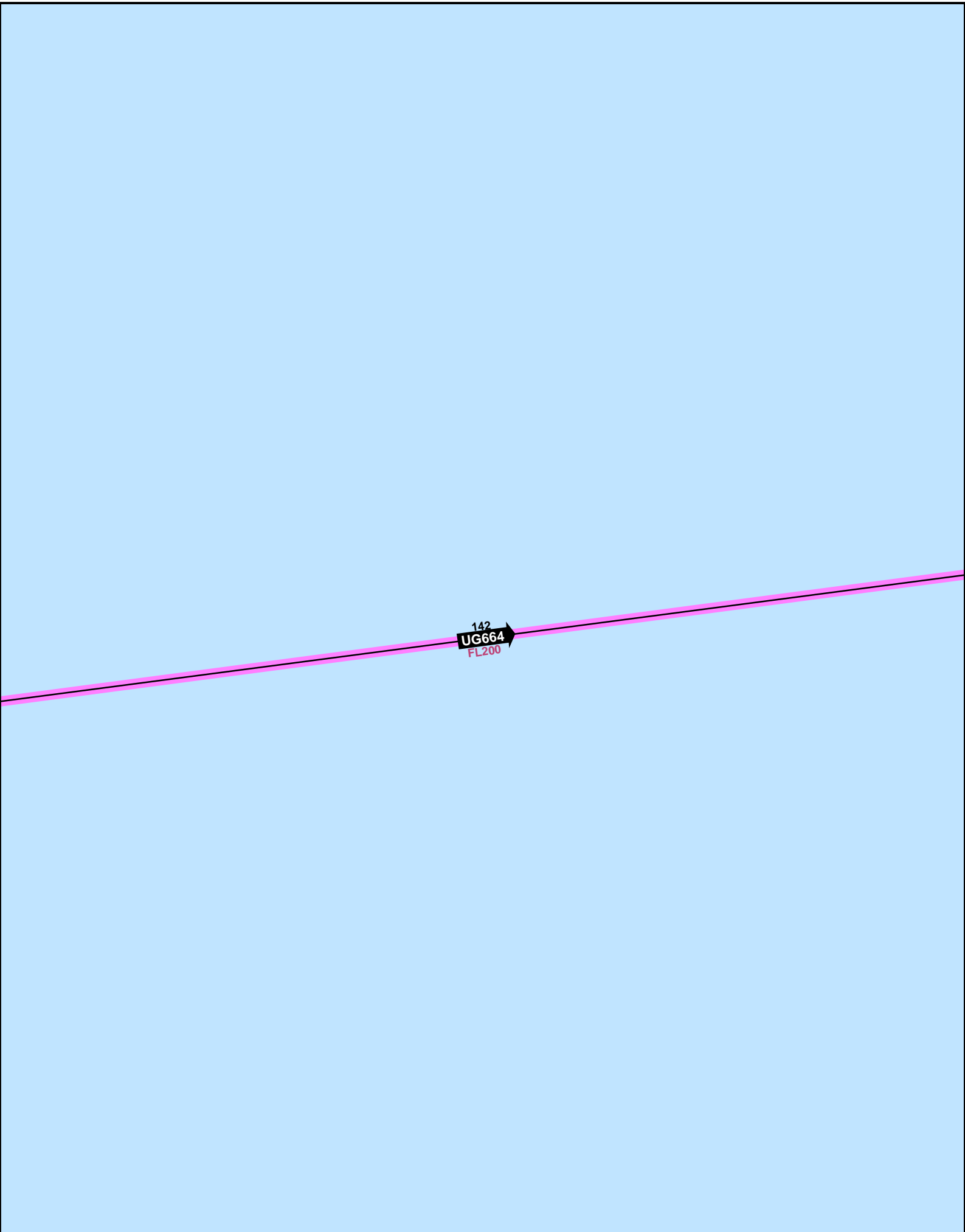


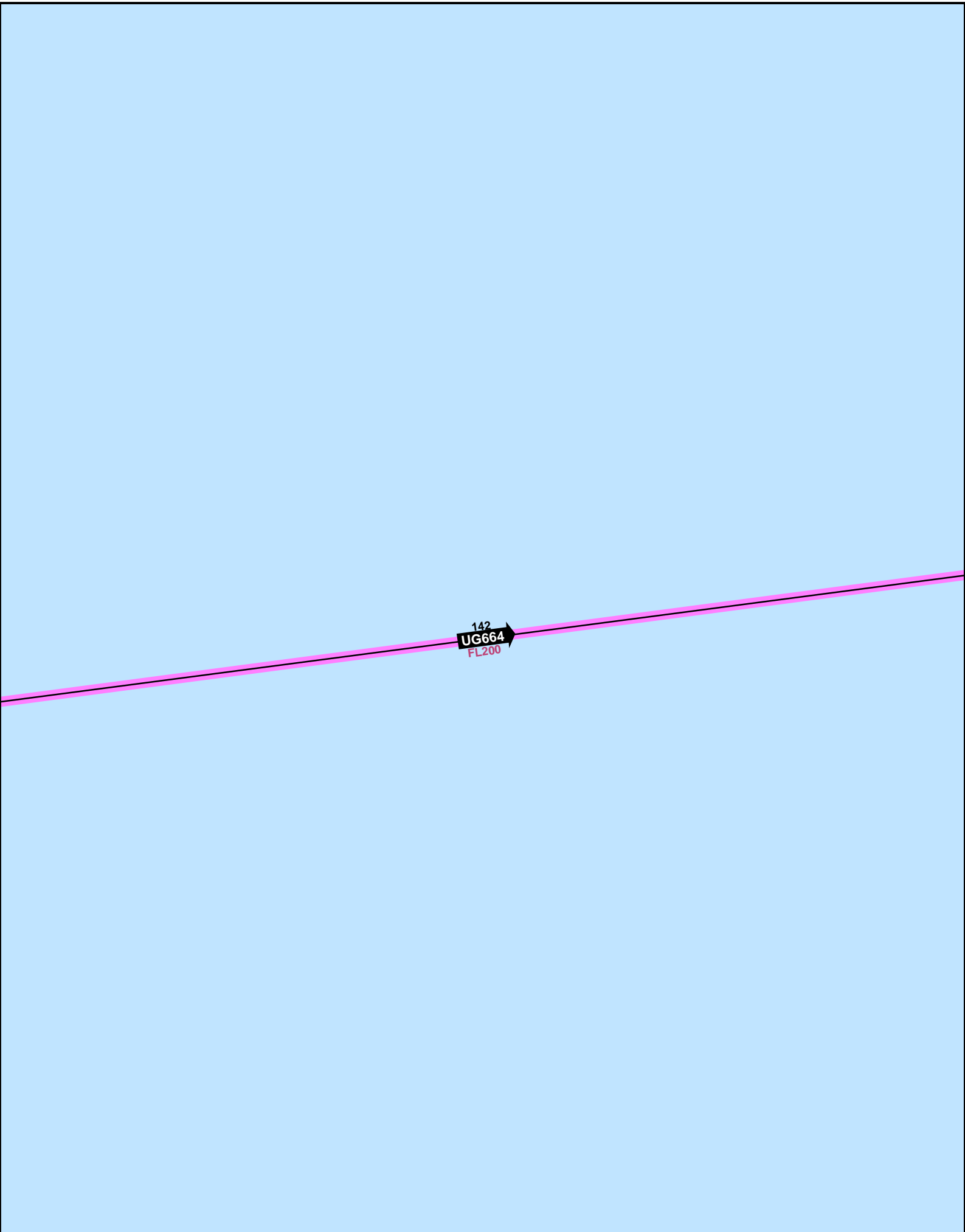


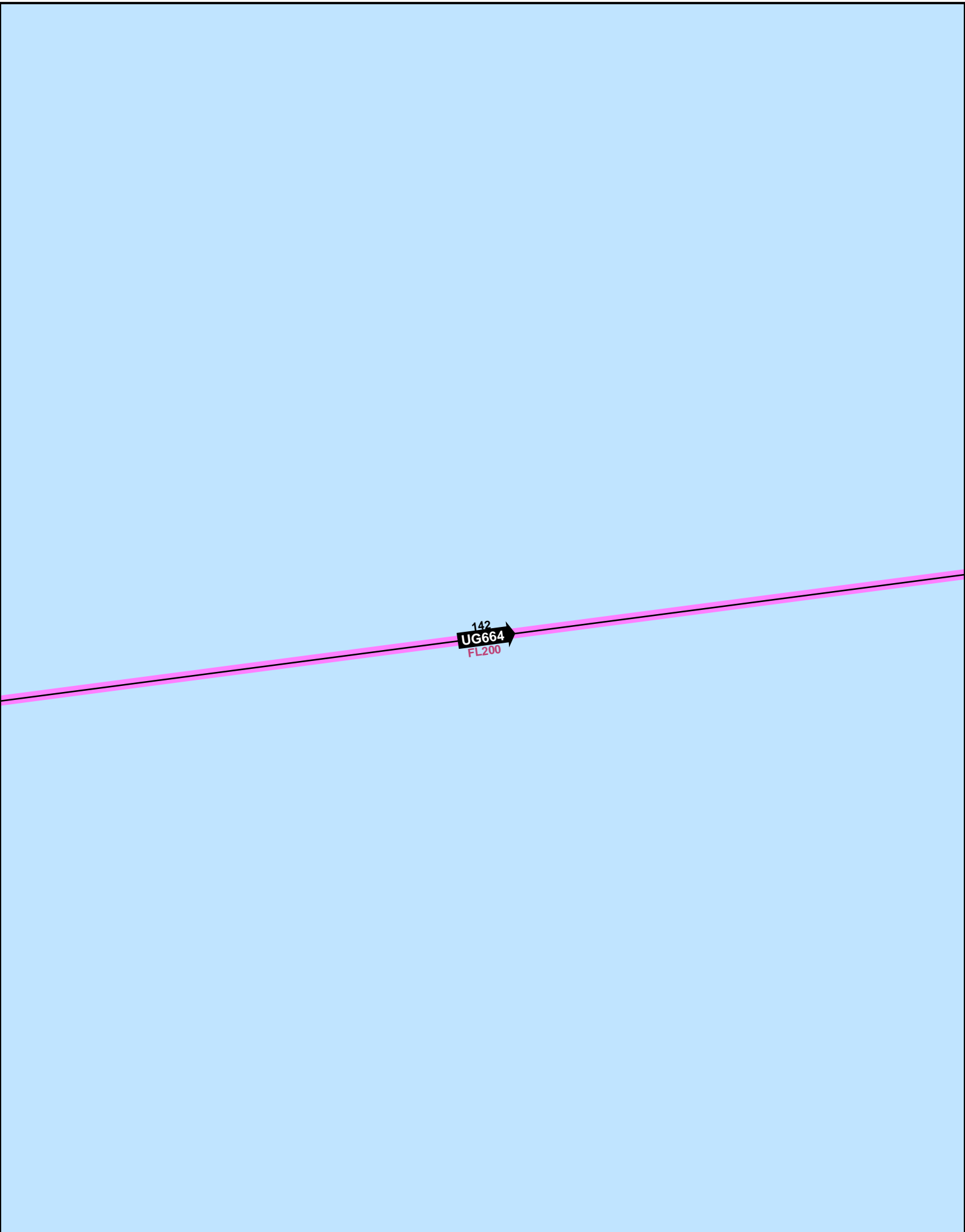
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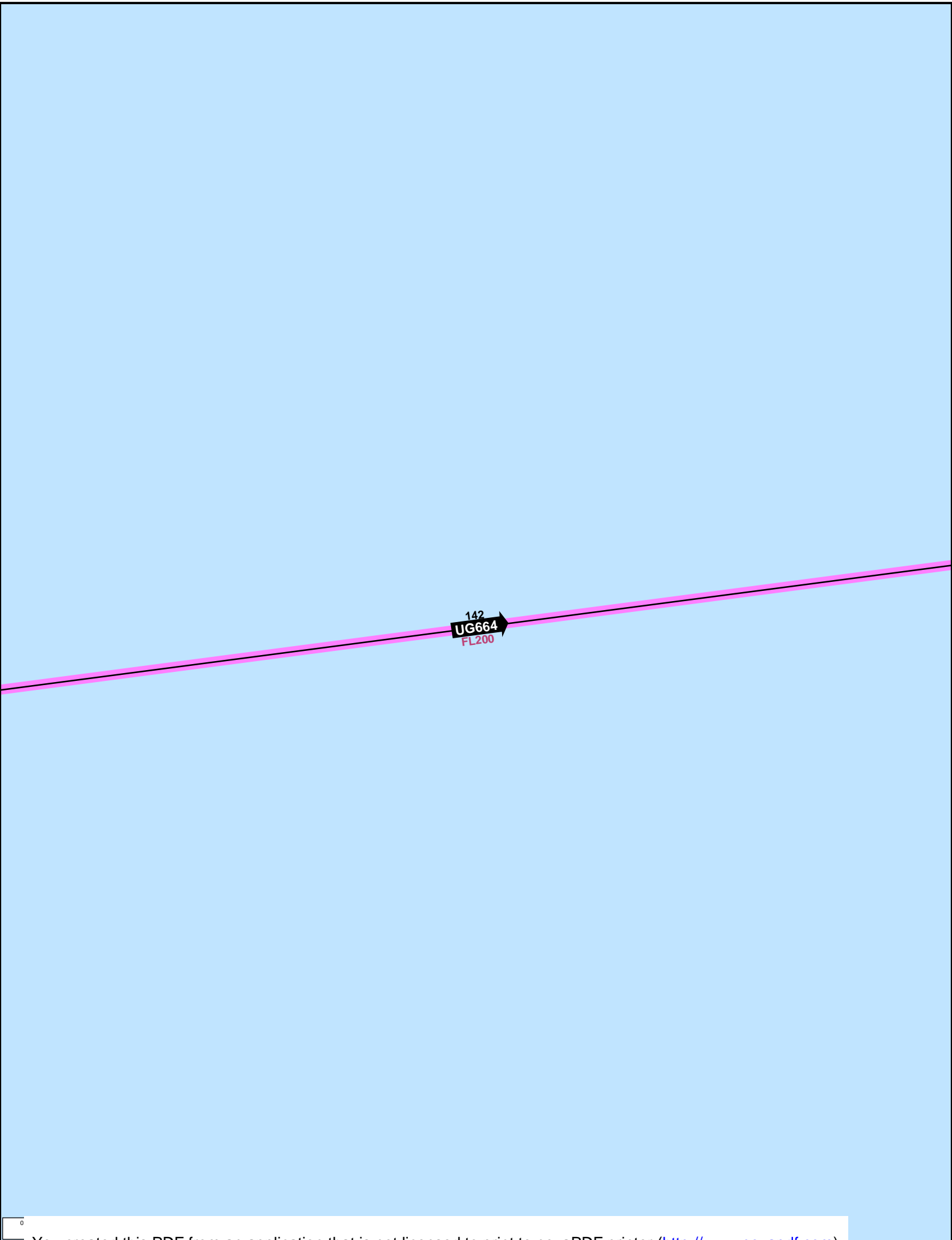


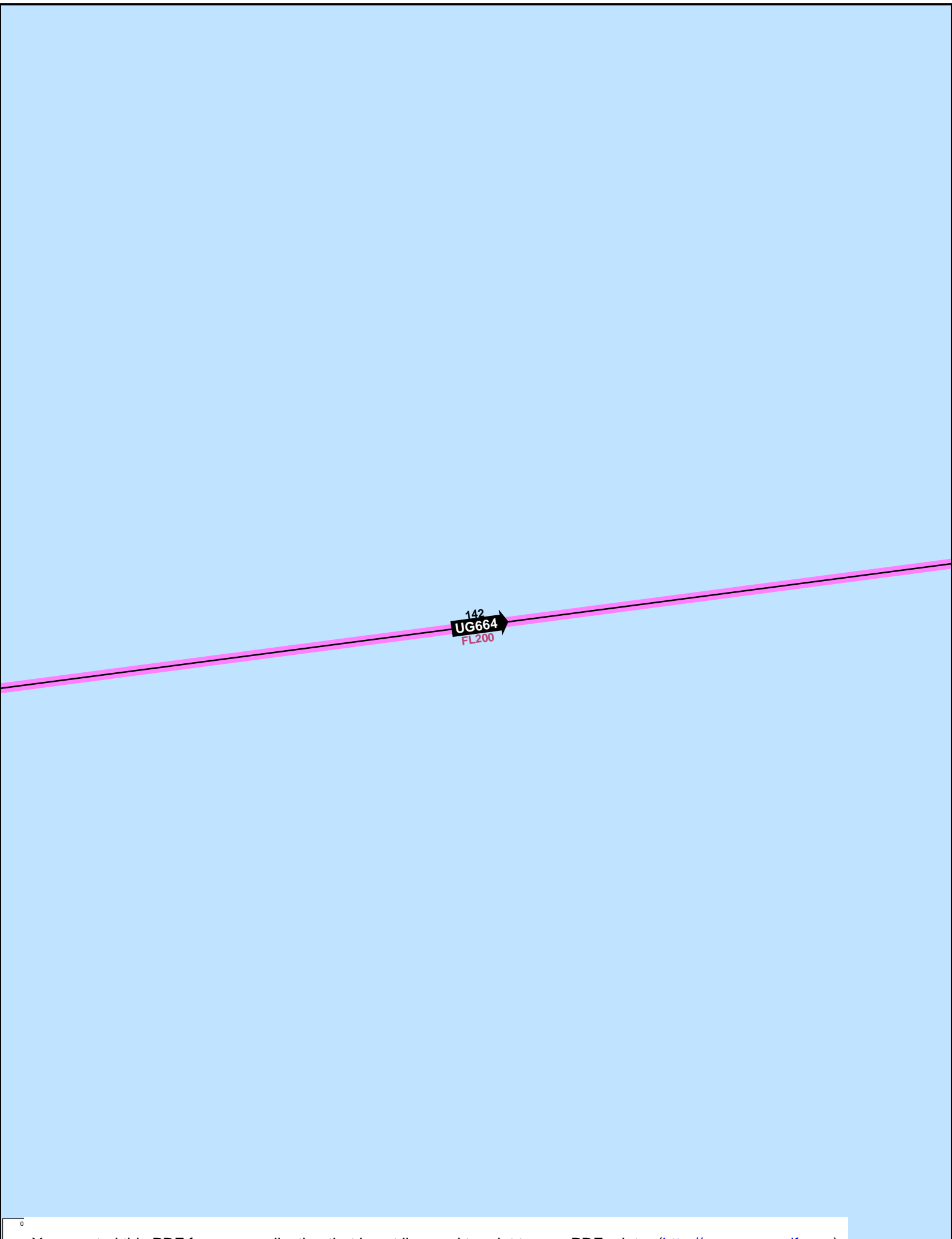


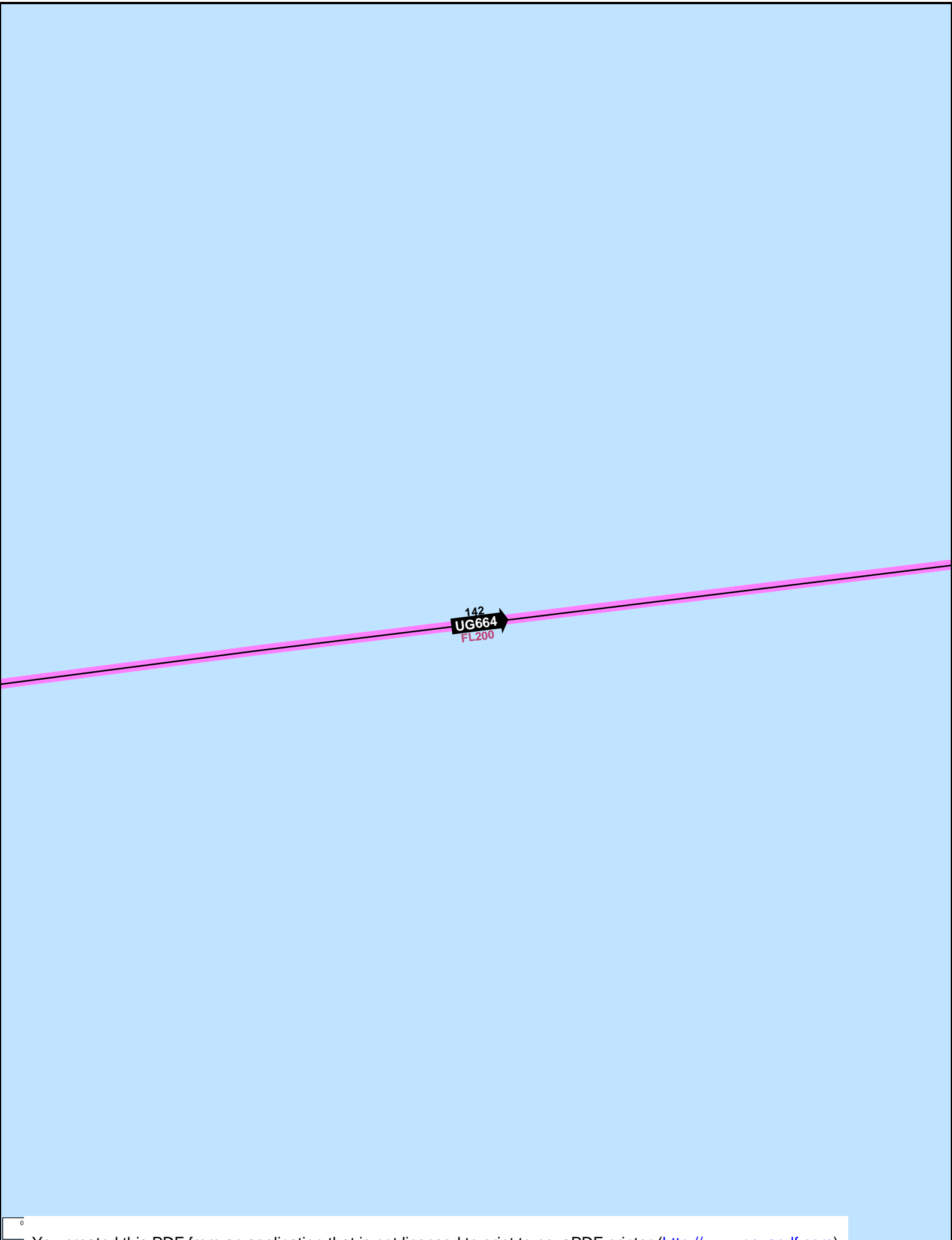


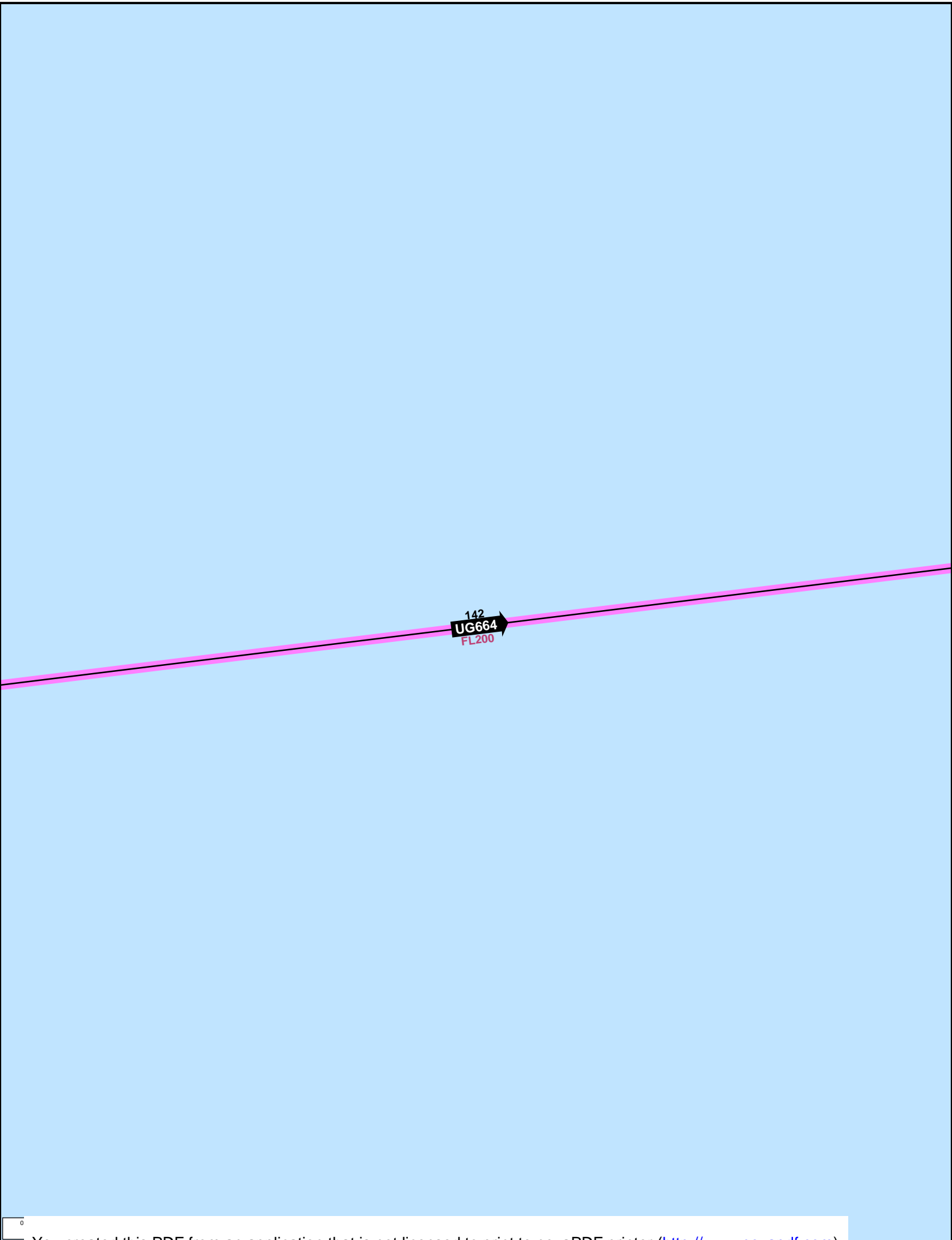


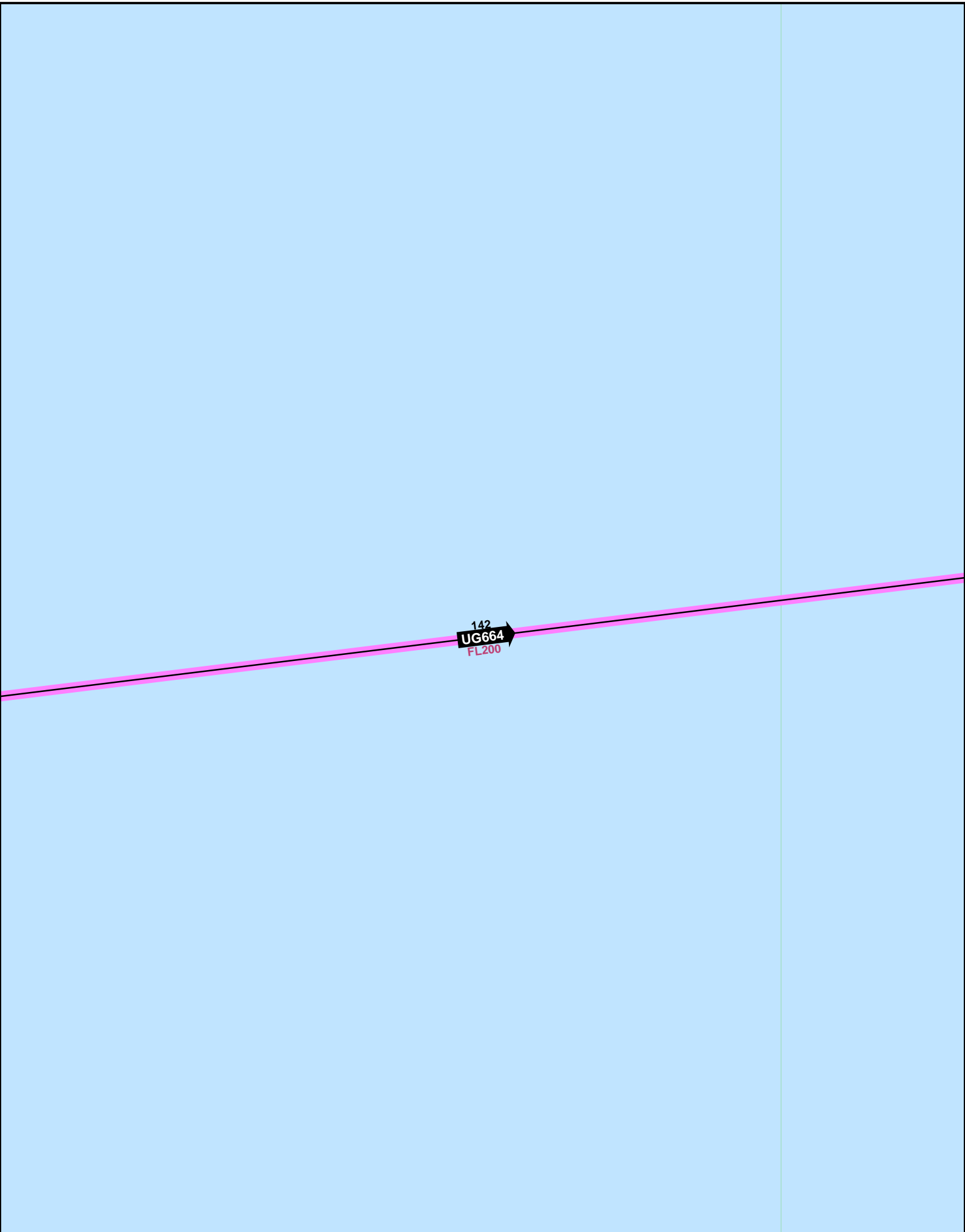






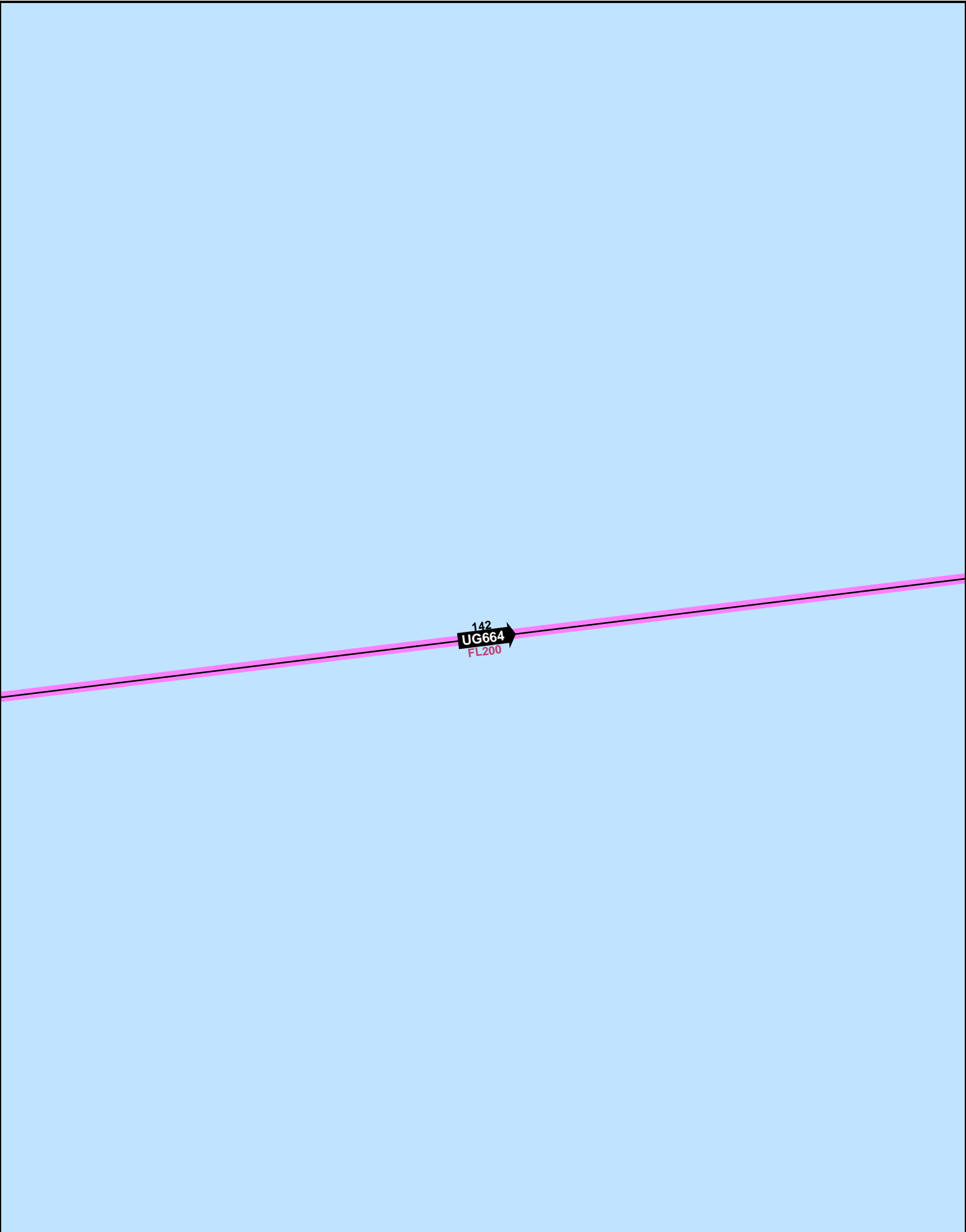


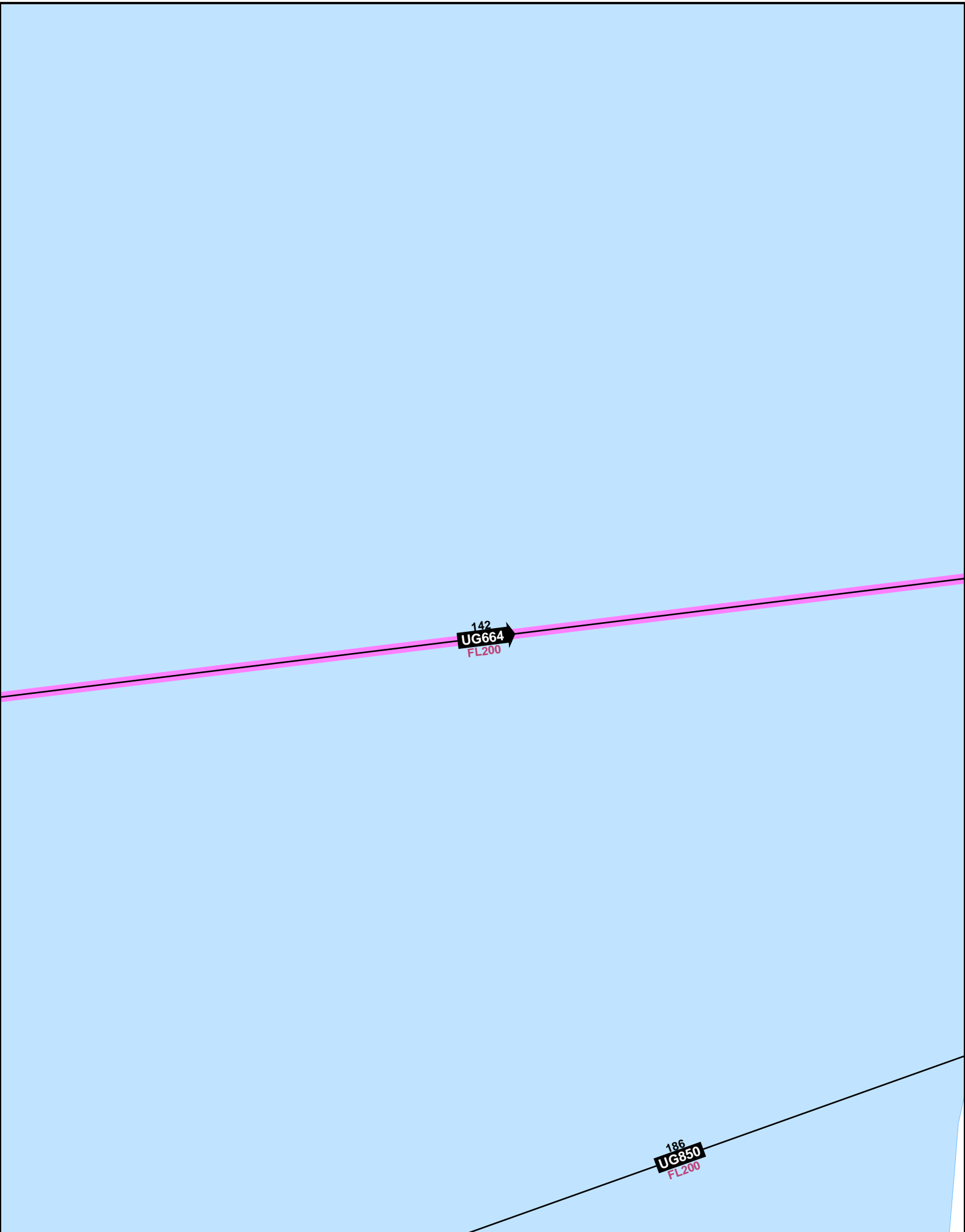


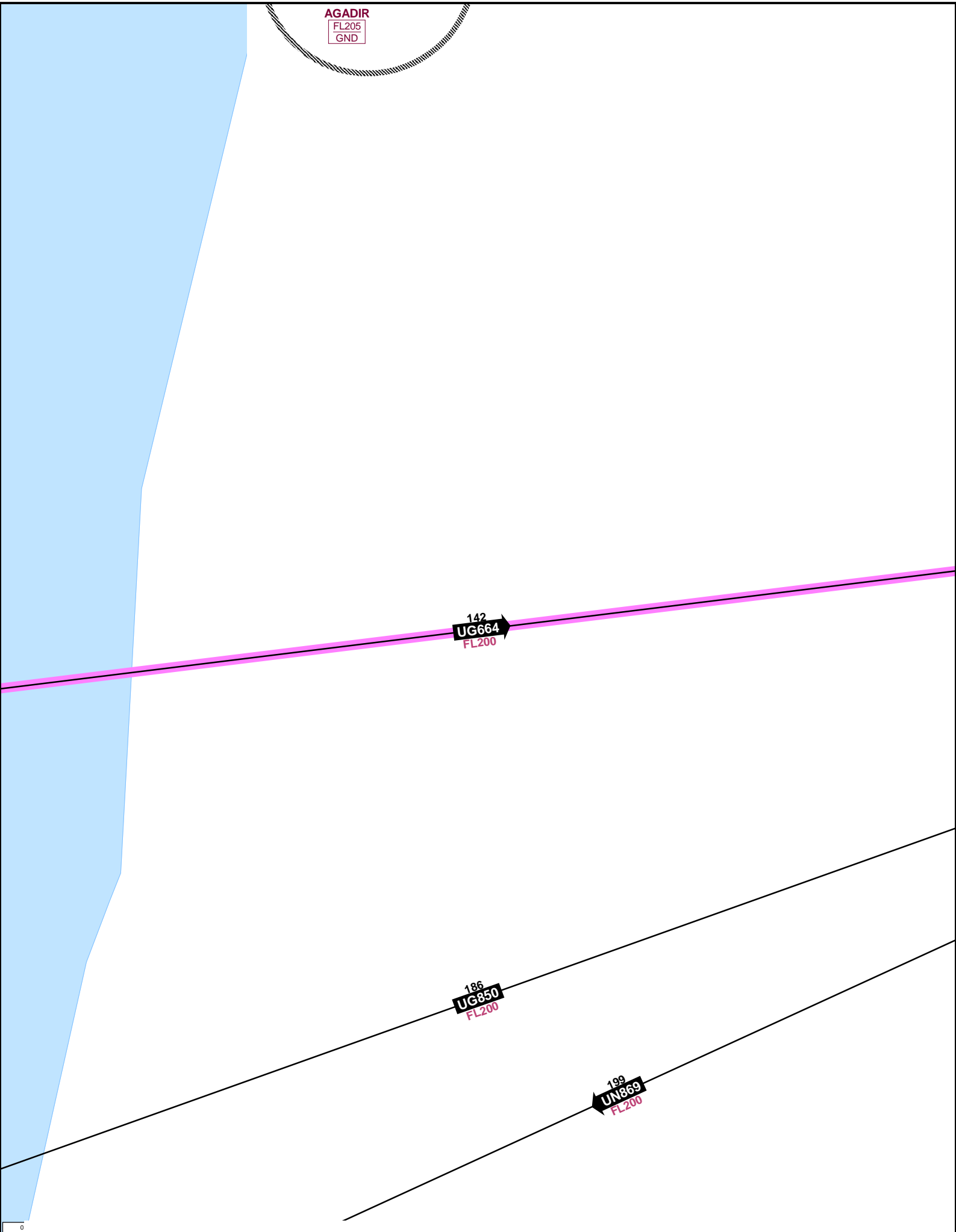


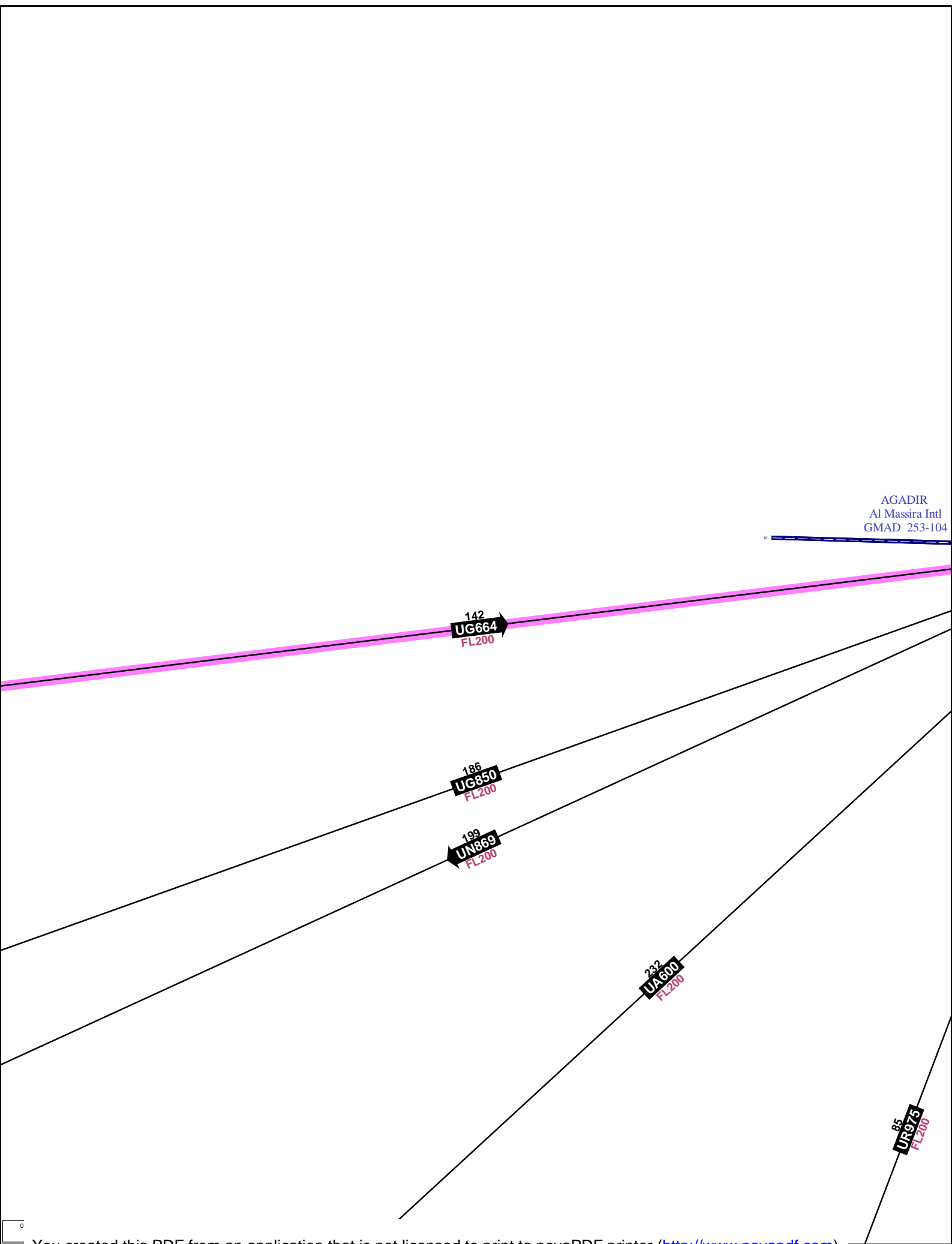
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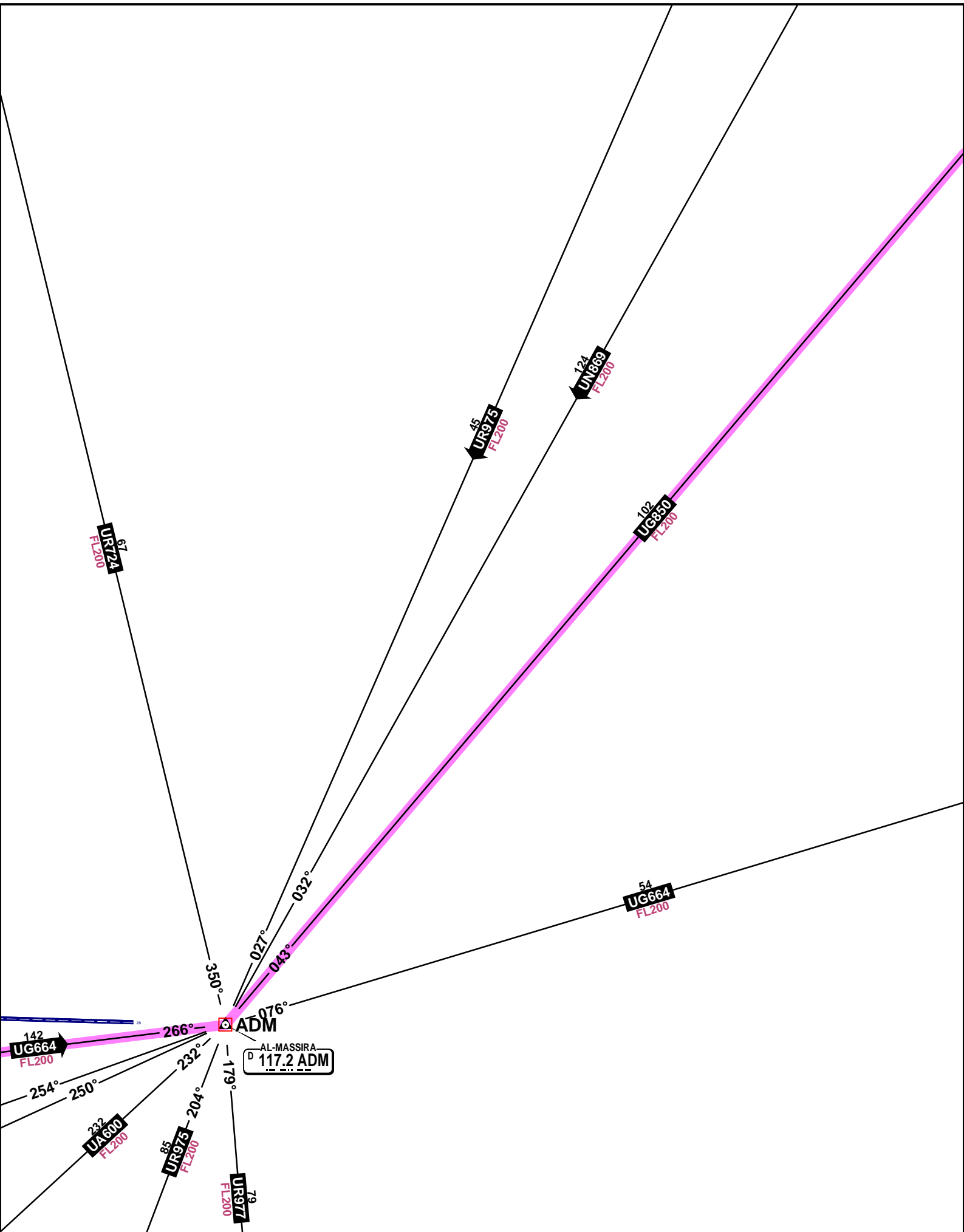
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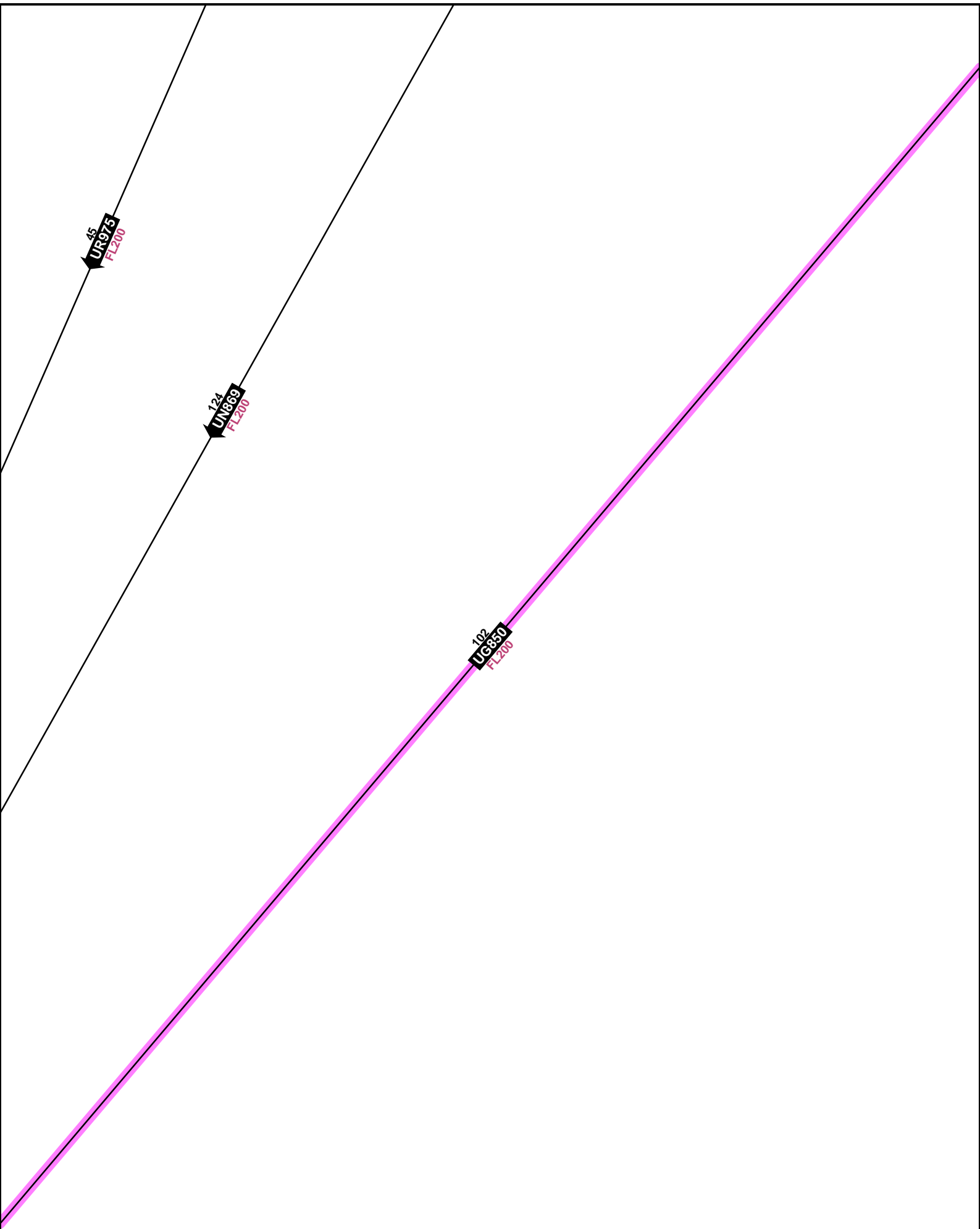


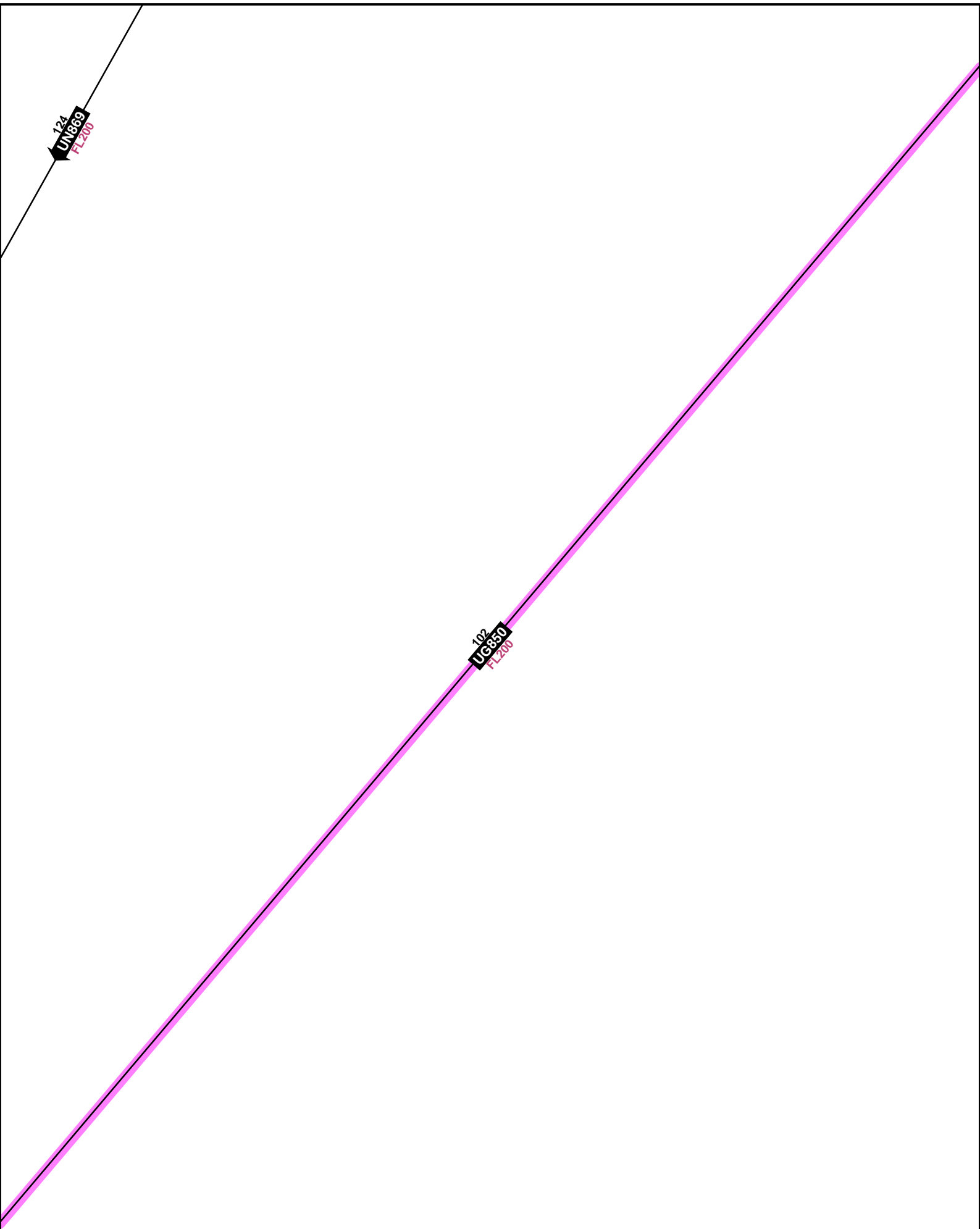


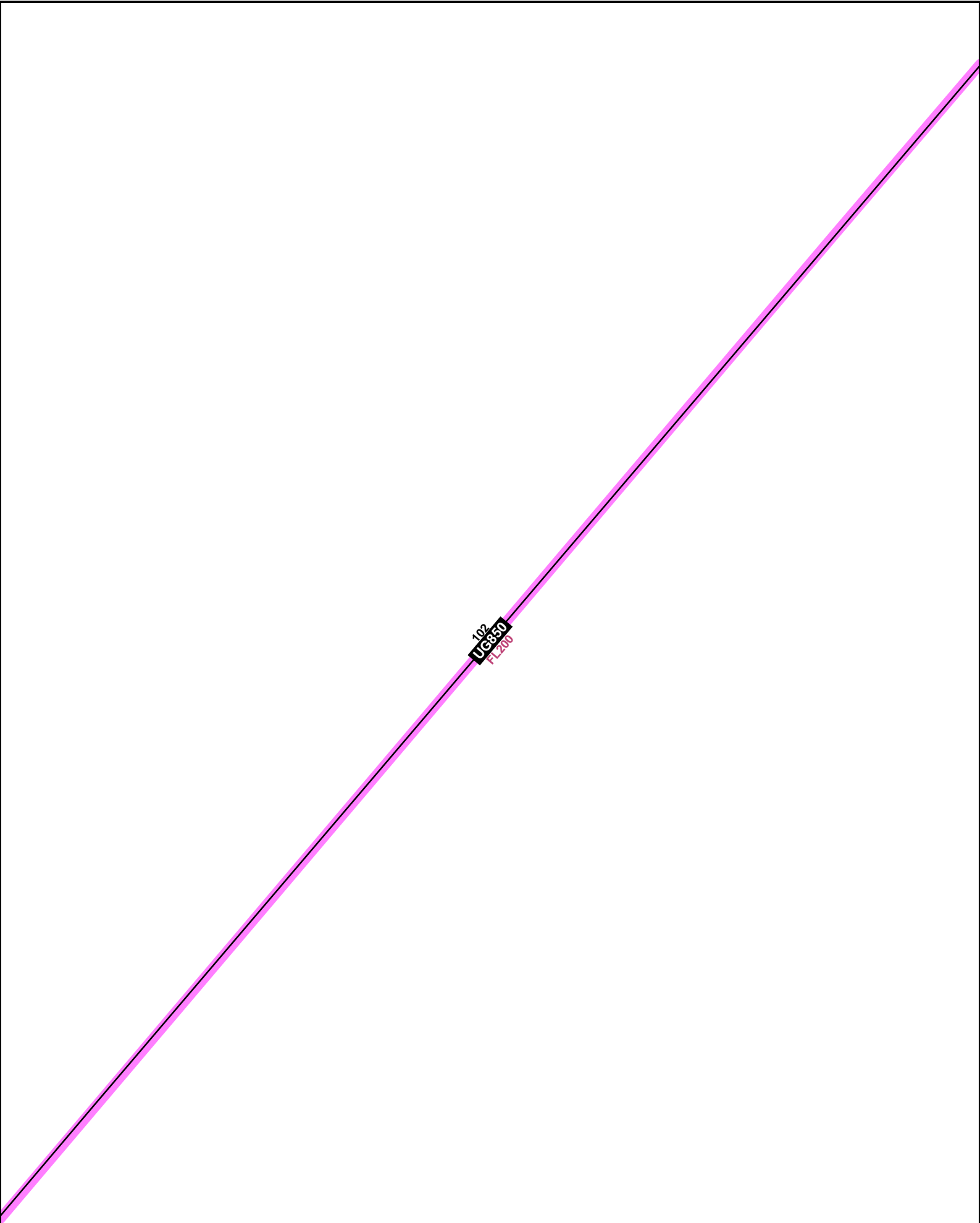


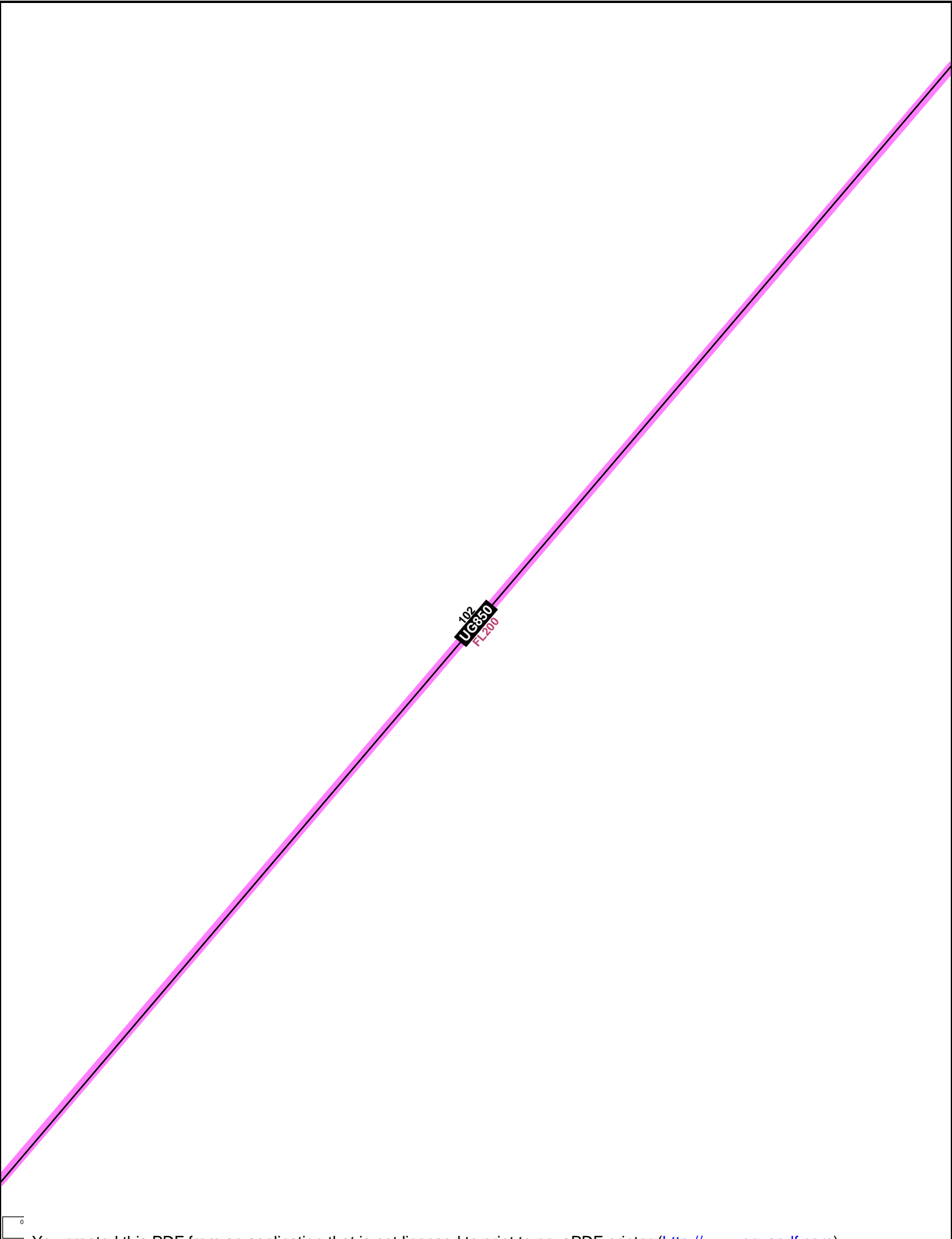








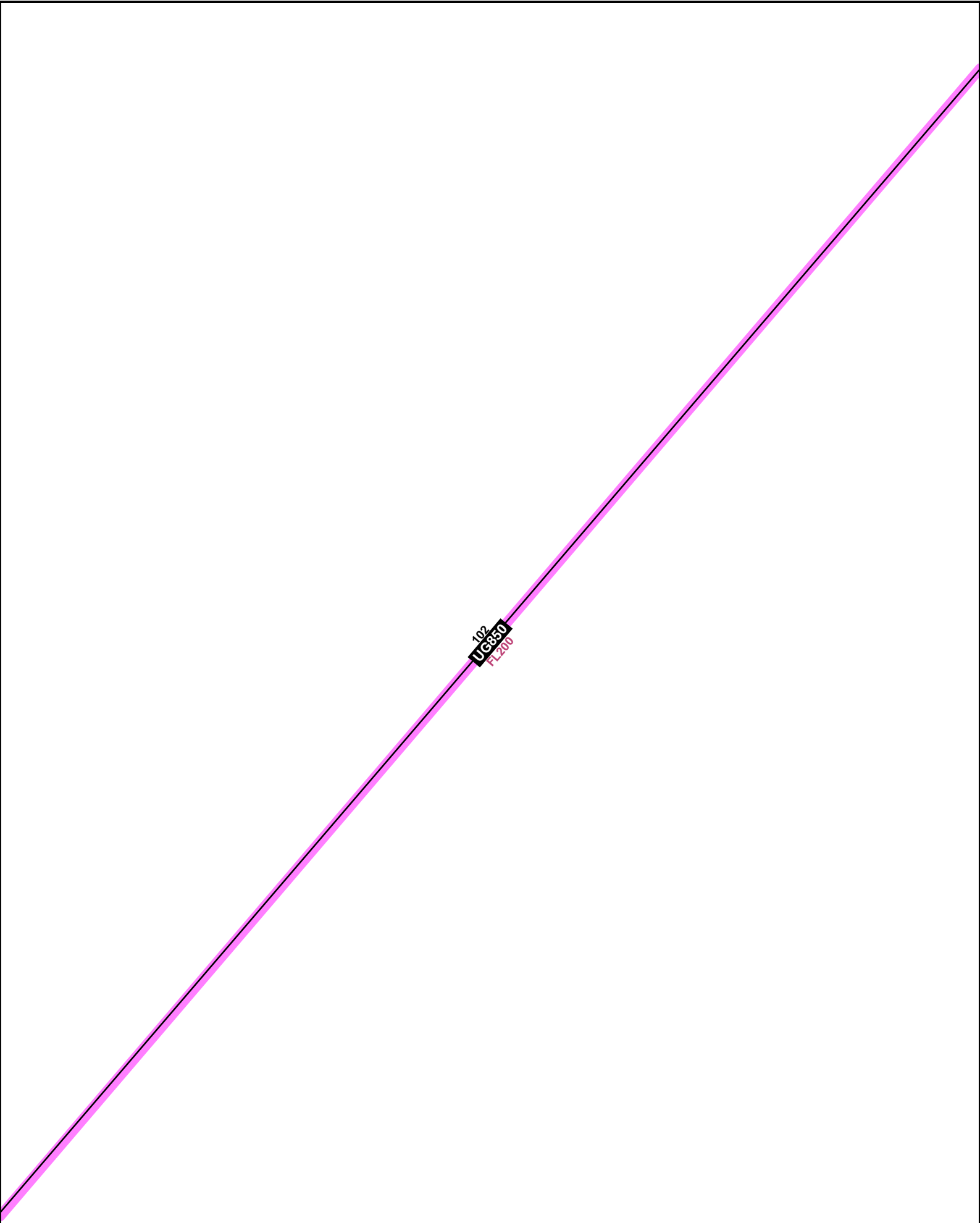


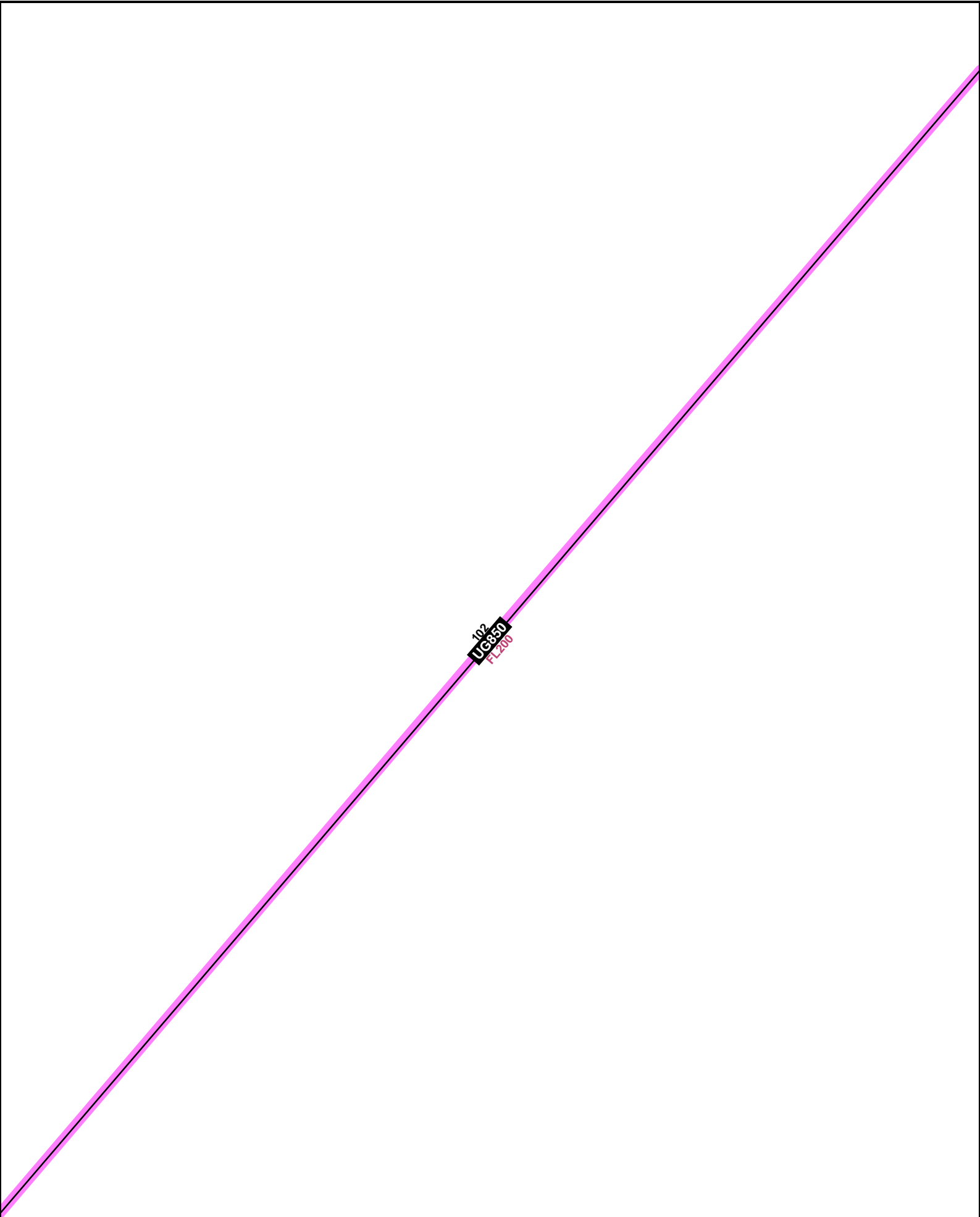


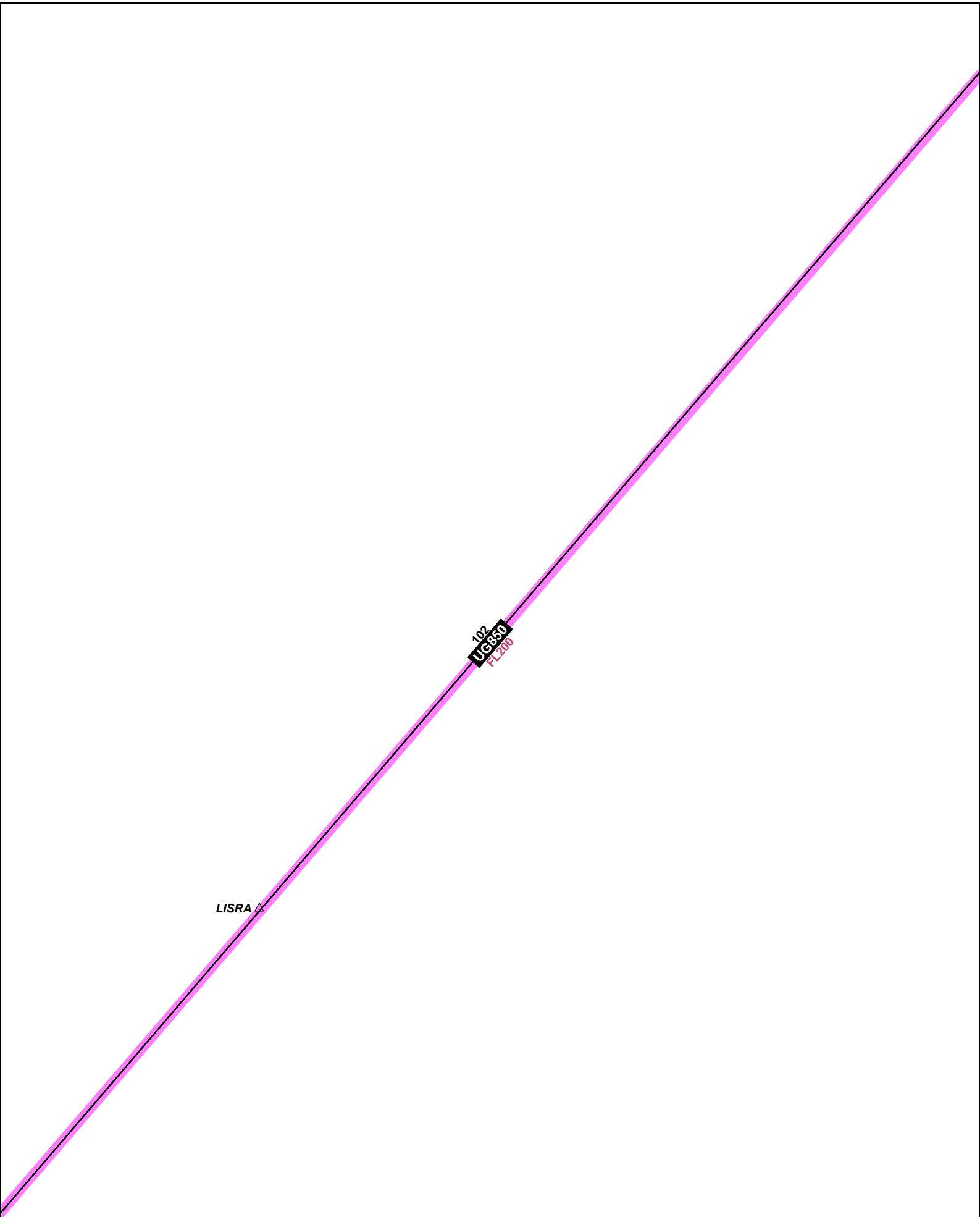
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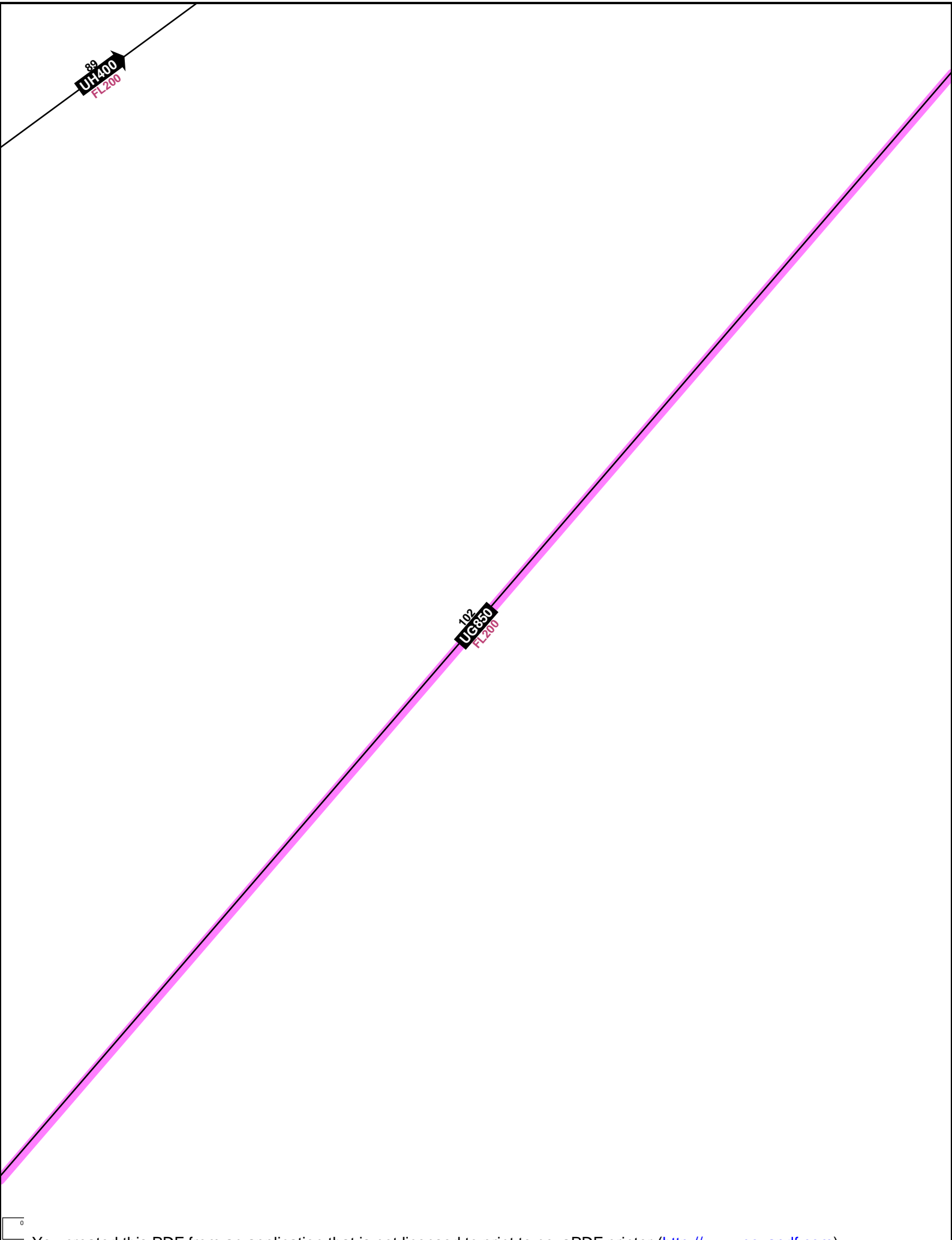
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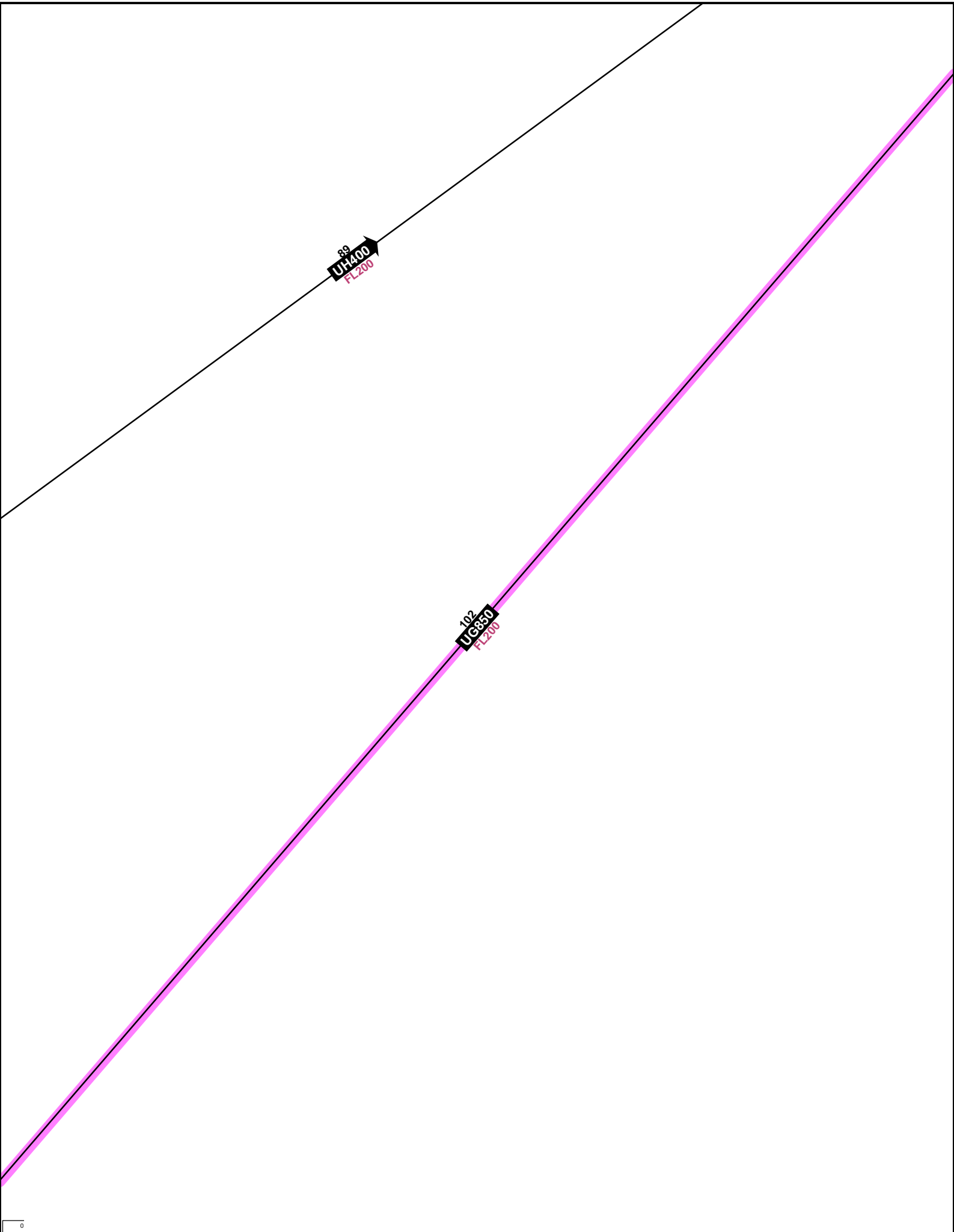
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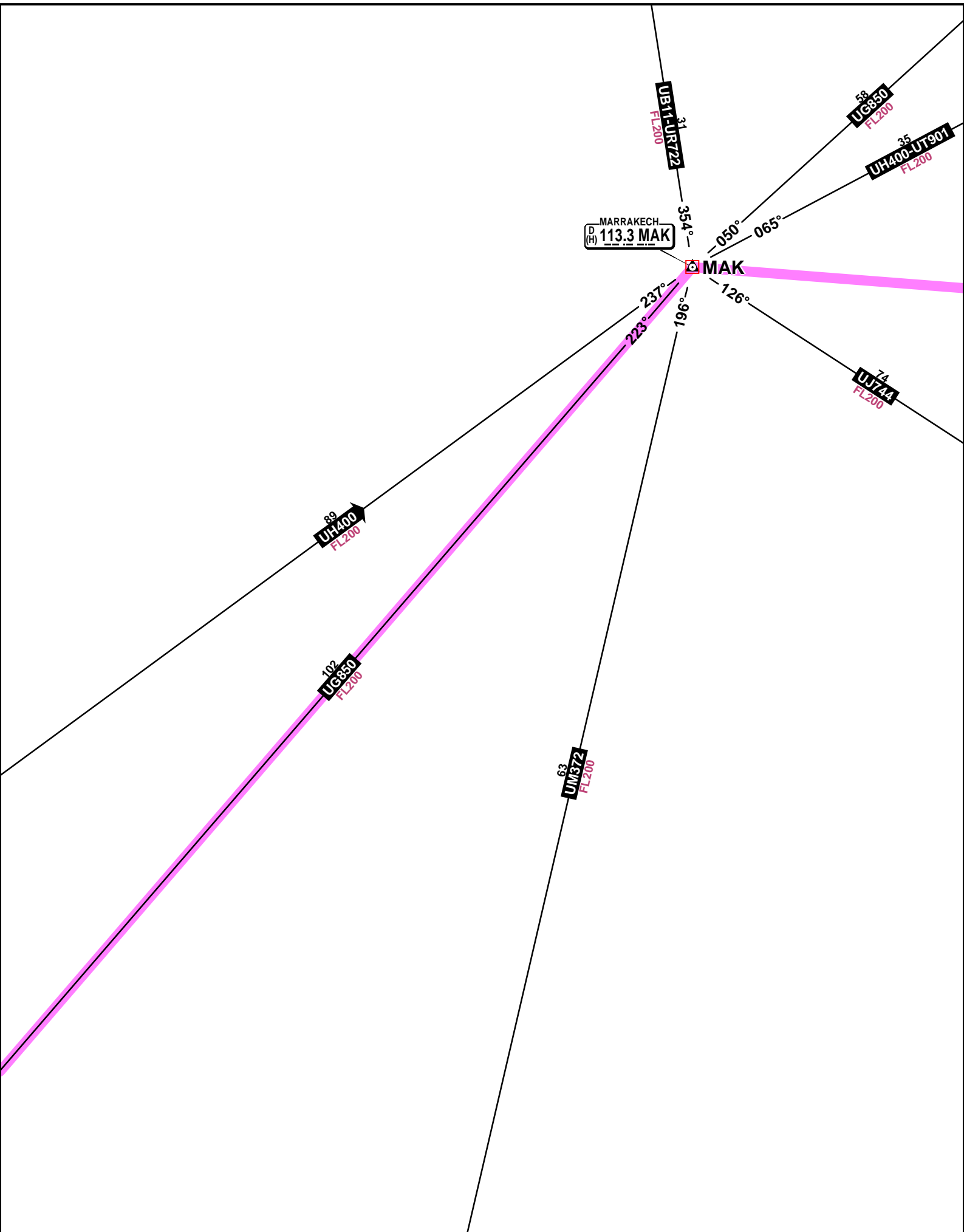


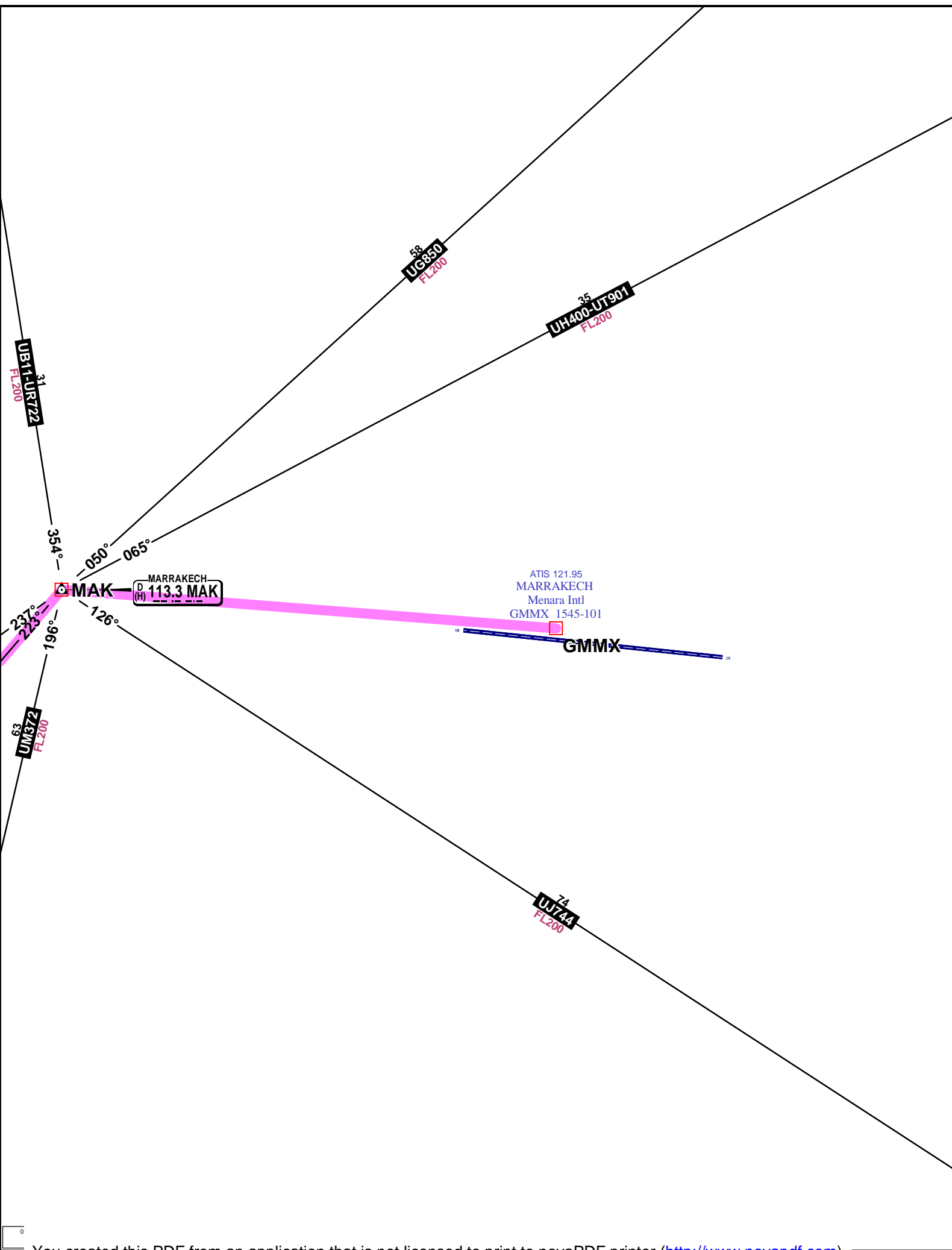












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GRAN CANARIA, CANARY IS

GRAN CANARIA

8 AUG 14

(10-1P)

.Eff.21.Aug.

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS 118.6

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

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

CECOA/CEOPS

Phone: +34-928 579 097 / internal: 79097

Fax: +34-928 579 424

SITA: LPAAPYF

Engine performance testing idle regime will be authorized in schedule H24, they may be conducted at any 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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(10-1P1)

.Eff.21.Aug.

.AIRPORT.BRIEFING.

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 explicitly 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 explicitly 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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8 AUG 14

(10-1P2)

.Eff. 21. Aug.

.AIRPORT BRIEFING.

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 03		
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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8 AUG 14

(10-1P3)

.Eff.21.Aug.

.AIRPORT.BRIEFING.

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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(10-1P4)

.Eff.21.Aug.

.AIRPORT.BRIEFING.

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:

lpaoestructura@aena.es

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

GCLP/LPA

+ JEPPESEN

GRAN CANARIA, CANARY IS

GRAN CANARIA

8 AUG 14

(10-1P5)

.Eff.21.Aug.

.AIRPORT.BRIEFING.

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.

GCLP/LPA

GRAN CANARIA

12 MAR 10

(10-1R)

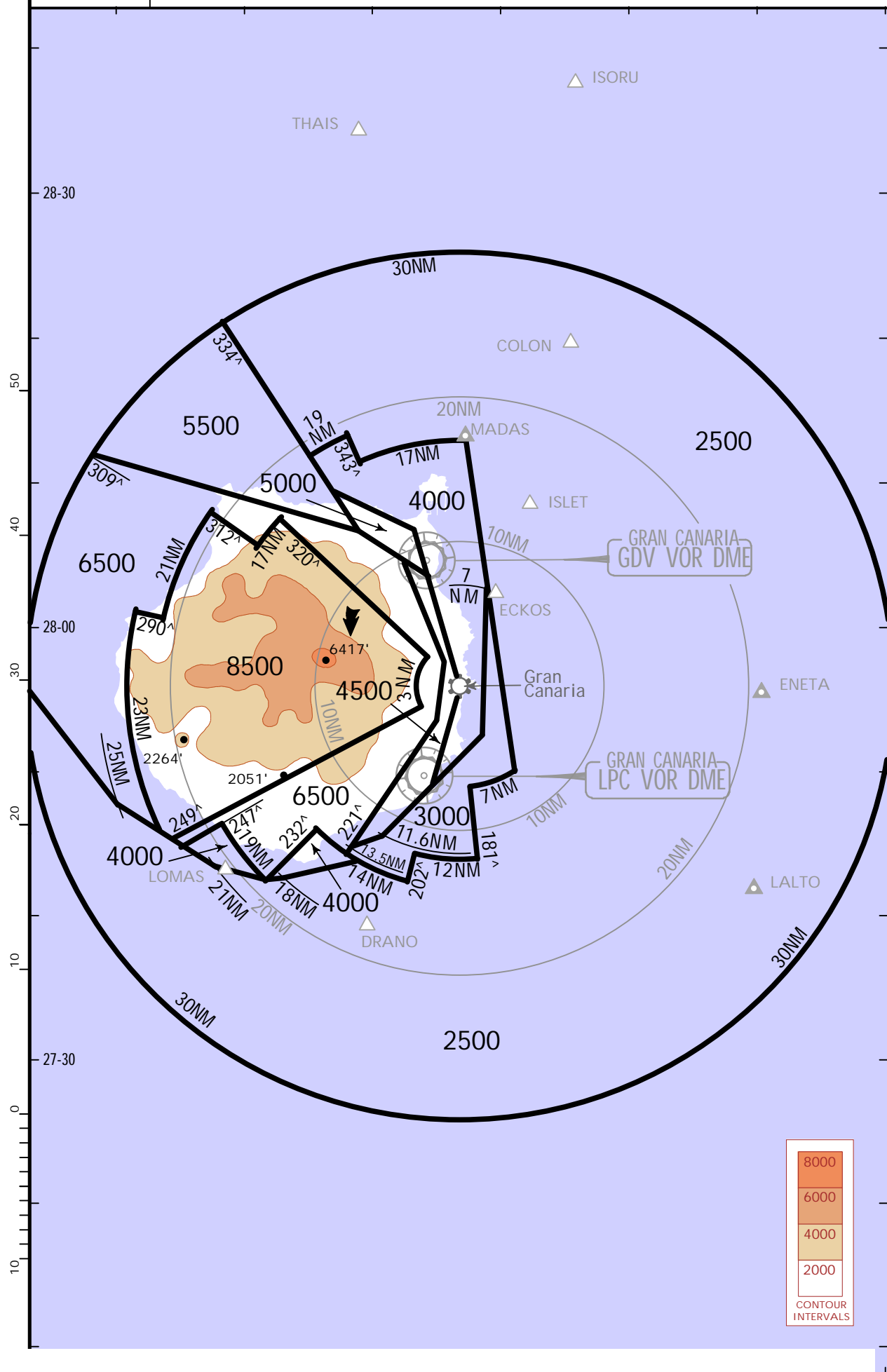


JEPPESEN

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

Apt Elev
78'

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



GCLP/LPA
GRAN CANARIA

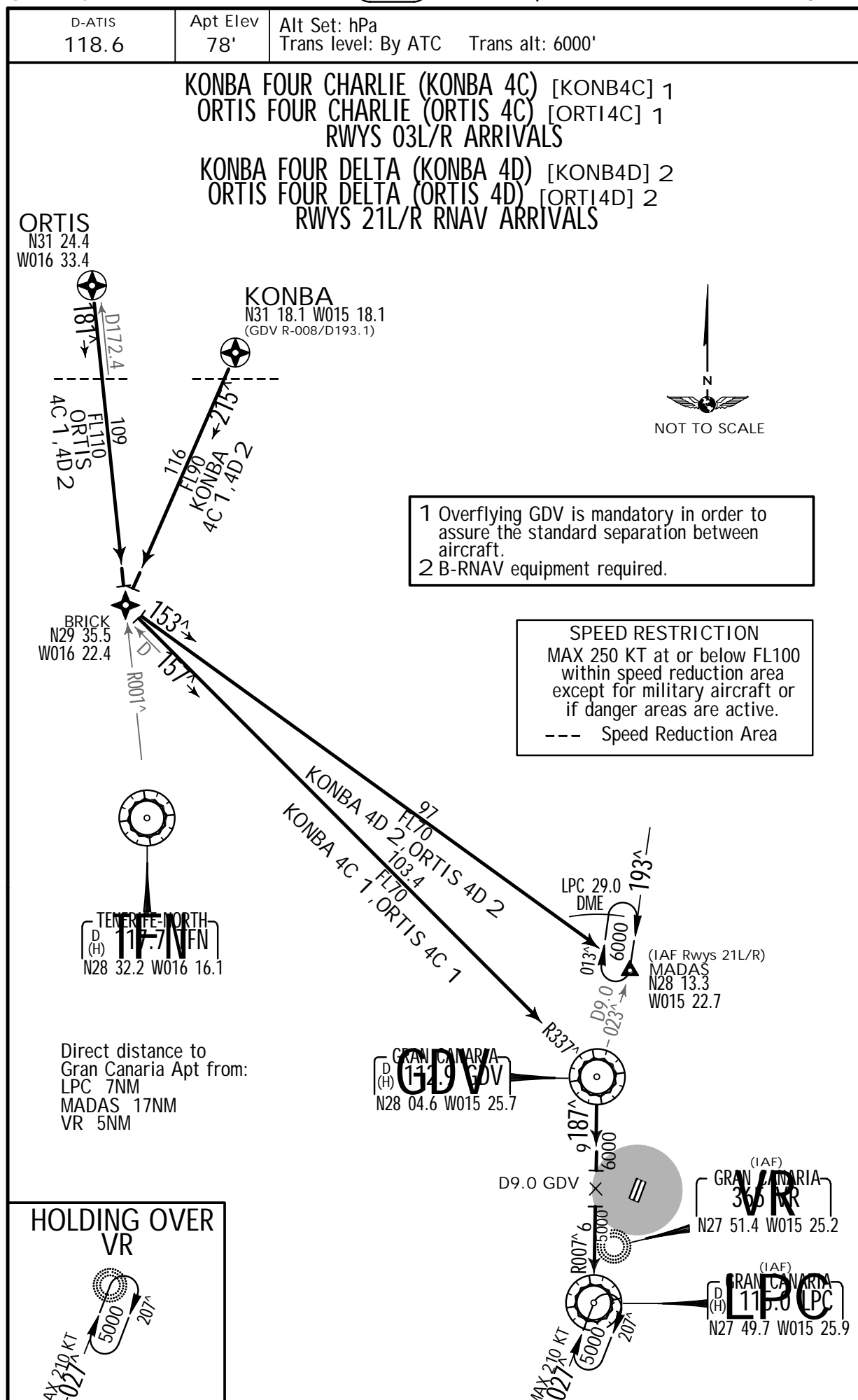
12 SEP 14

10-2

.Eff.18.Sep.

.STAR.

JEPPESSEN GRAN CANARIA, CANARY IS



GCLP/LPA
GRAN CANARIA

12 SEP 14

(10-2A)

.Eff.18.Sep.

.STAR.

D-ATIS
118.6

Apt Elev
78'

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

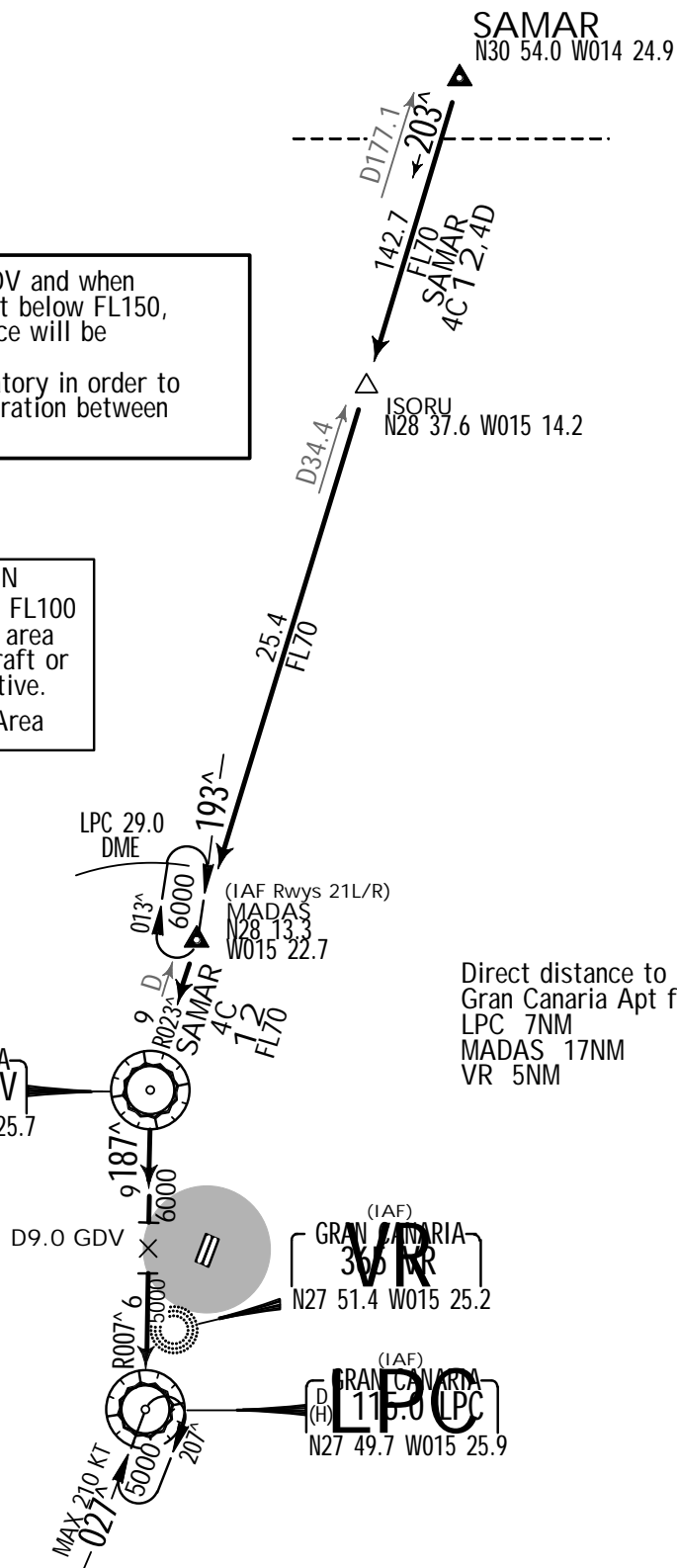
SAMAR FOUR CHARLIE (SAMAR 4C)[SAMA4C] 1 2
RWYS 03L/R ARRIVAL
SAMAR FOUR DELTA (SAMAR 4D)[SAMA4D]
RWYS 21L/R ARRIVAL



- 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

HOLDING OVER
VR



GCLP/LPA
GRAN CANARIA

12 SEP 14

(10-2B)

.Eff.18.Sep.

.STAR.

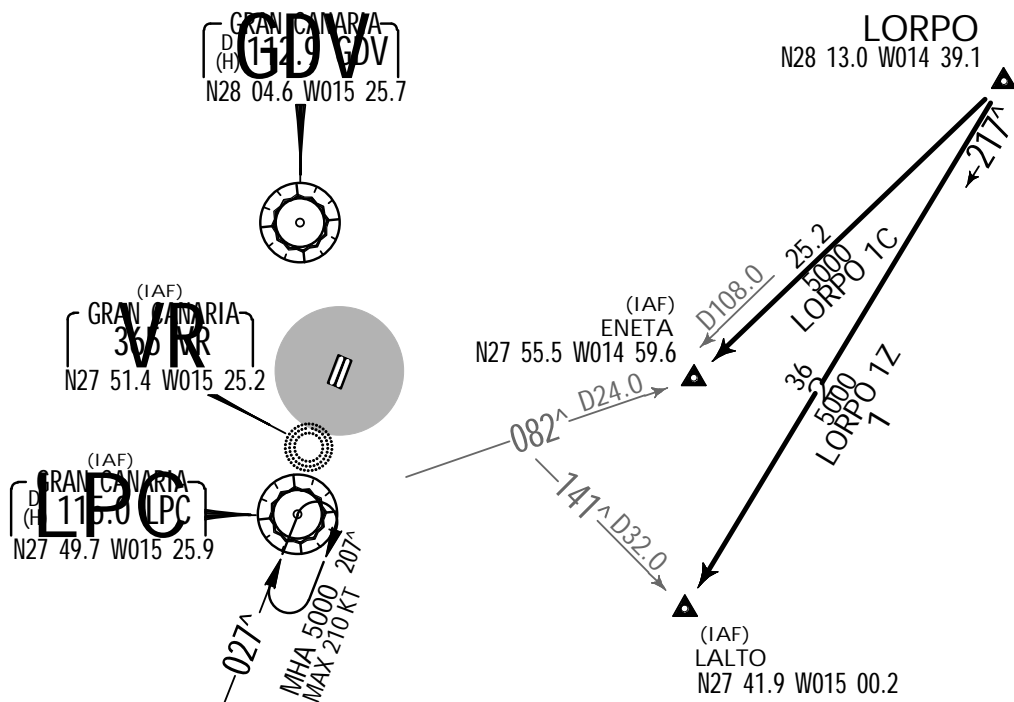
D-ATIS
118.6Apt Elev
78'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'LORPO ONE CHARLIE (LORPO 1C)[LORP1C]
RWYS 03L/R, 21L/R ARRIVALLORPO ONE ZULU (LORPO 1Z)[LORP1Z] 1
RWYS 03L/R, 21L/R RNAV ARRIVAL

FOR FLIGHTS FROM GCFV & GCRR

HOLDING
OVER VR

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

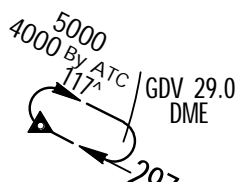
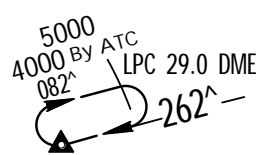
SPEED RESTRICTION
MAX 250 KT at or below FL100
within speed reduction area
except for military aircraft or
if danger areas are active.



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

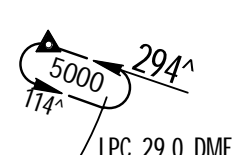
HOLDINGS OVER ENETA

RWYS 03L/R

RWYS
03L/R & 21L/R

HOLDINGS OVER LALTO

RWYS 03L/R

RWYS
03L/R & 21L/R

GCLP/LPA
GRAN CANARIA

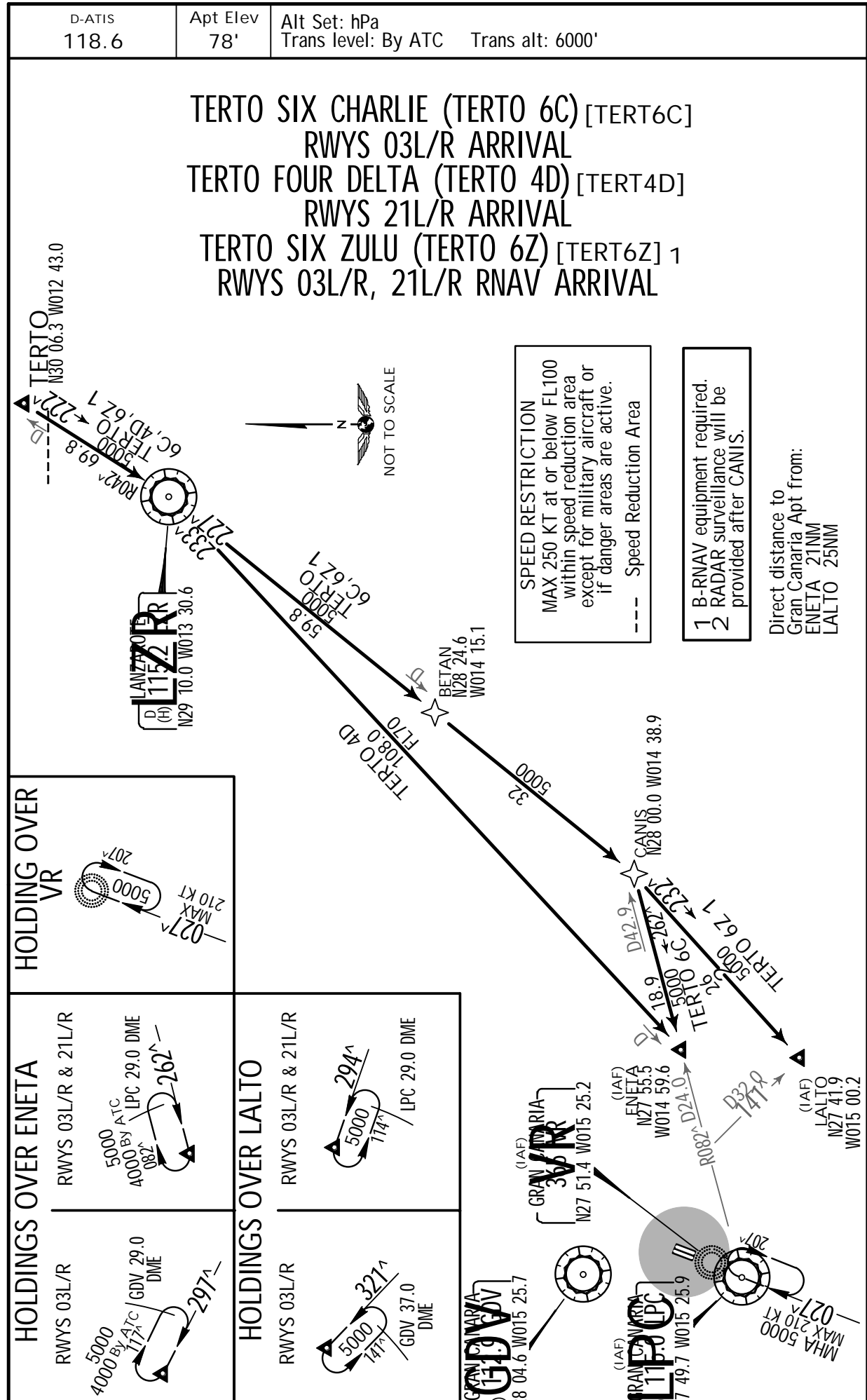
12 SEP 14

(10-2C)

.Eff.18.Sep.

GRAN CANARIA, CANARY IS

.STAR.



GCLP/LPA

GRAN CANARIA

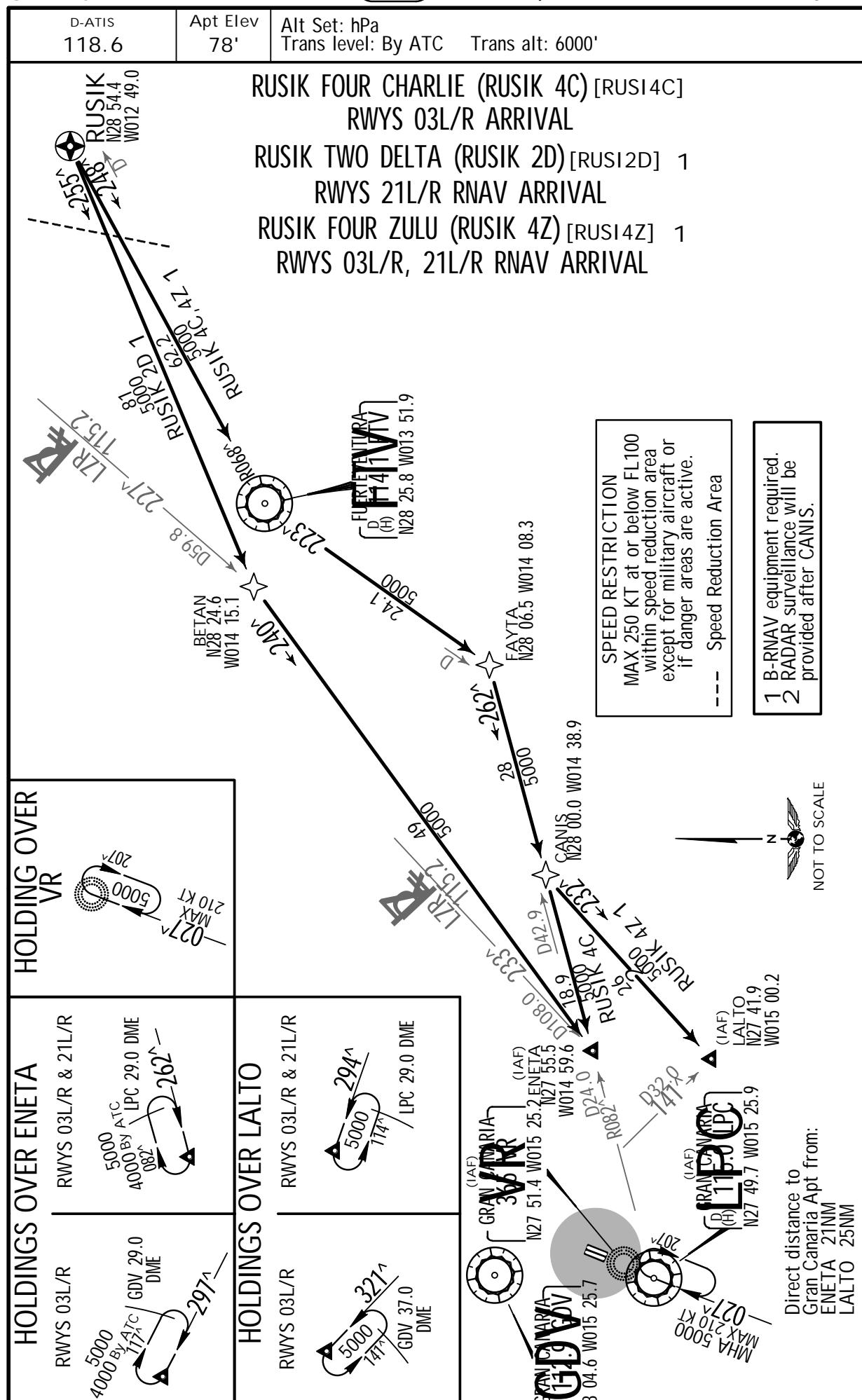
12 SEP 14

(10-2D)

.Eff.18.Sep.

GRAN CANARIA, CANARY IS

.STAR.



GCLP/LPA
GRAN CANARIA

12 SEP 14

(10-2E)

.Eff.18.Sep.

GRAN CANARIA, CANARY IS
.RNAV.STAR.

D-ATIS
118.6

Apt Elev
78'

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

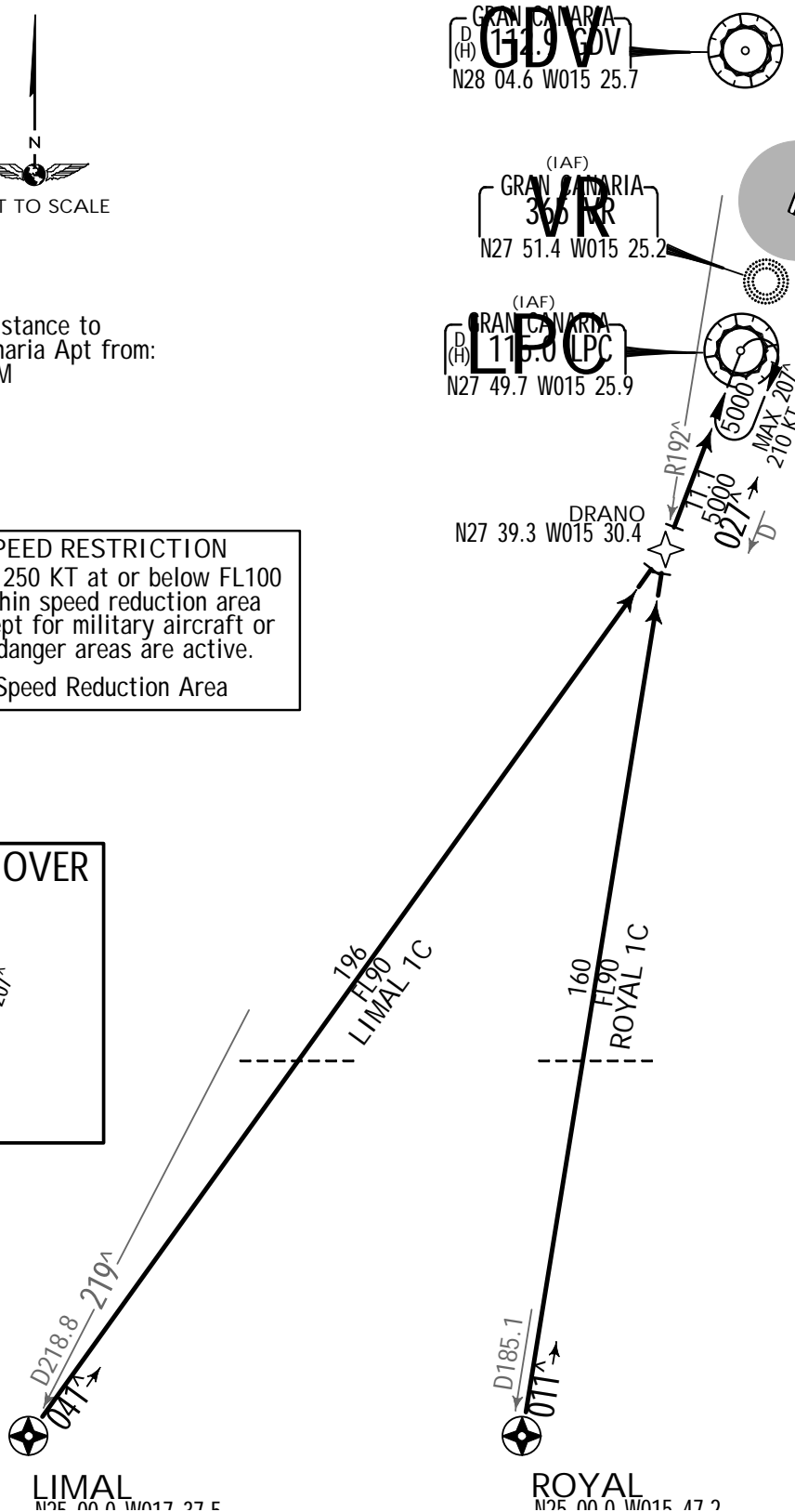
LIMAL ONE CHARLIE (LIMAL 1C) [LIMA1C]
ROYAL ONE CHARLIE (ROYAL 1C) [ROYA1C]
RWYS 03L/R, 21L/R RNAV ARRIVALS
B-RNAV EQUIPMENT REQUIRED



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

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

**HOLDING OVER
VR**



LIMAL

N25 00.0 W017 27.5

ROYAL

N25 00.0 W015 17.2

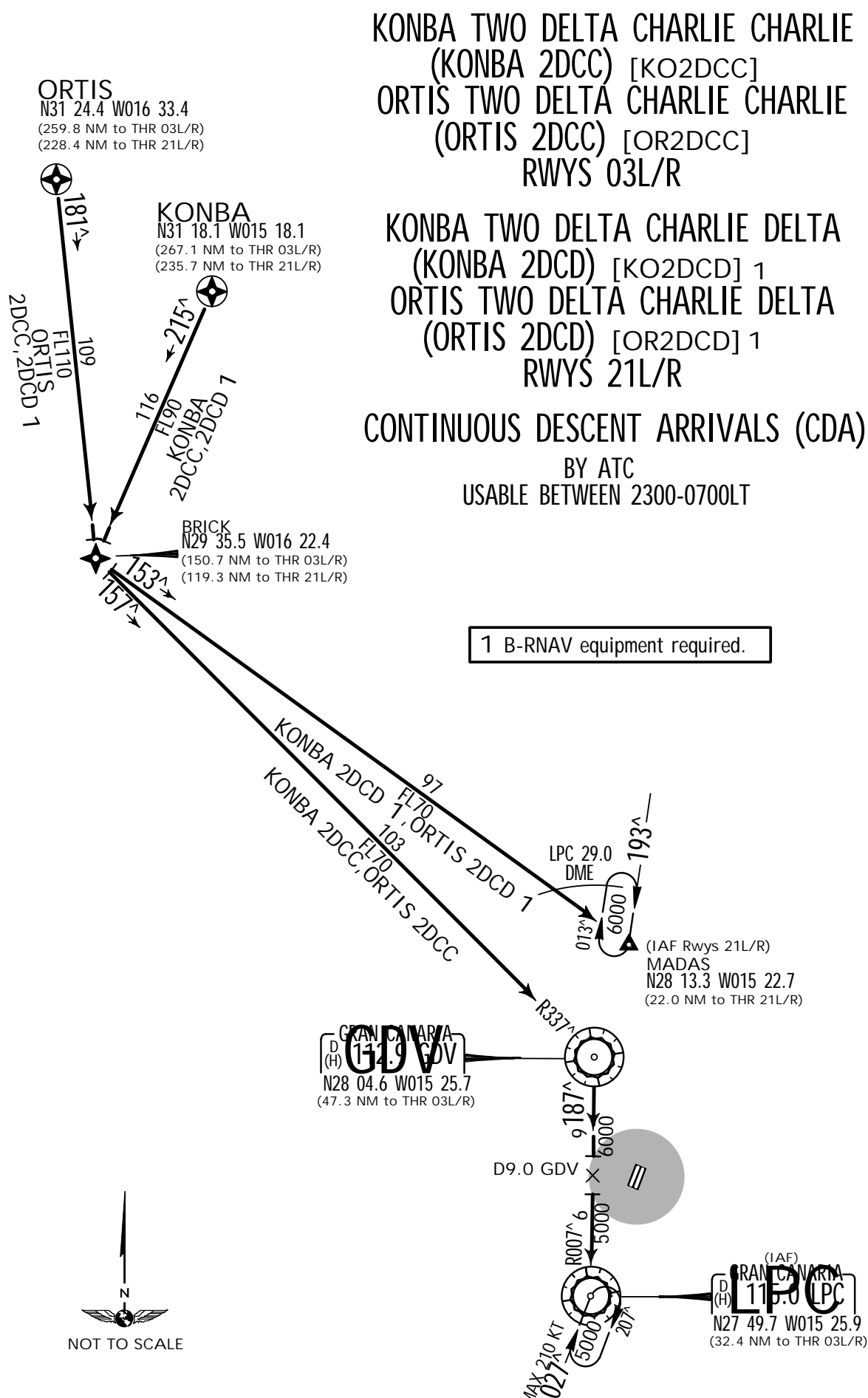
GCLP/LPA
GRAN CANARIA

12 SEP 14

10-2F

.Eff.18.Sep.

.STAR.

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

GCLP/LPA
GRAN CANARIA

12 SEP 14

10-2G

Eff.18.Sep.

GRAN CANARIA, CANARY IS
.STAR.

D-ATIS
118.6

Apt Elev
78'

Alt Set: hPa
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.

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

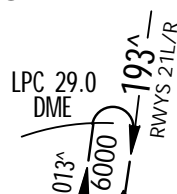
ISORU
N28 37.6 W015 14.2
(81.7 NM to THR 03L/R SAMAR 2DCC)
(47.4 NM to THR 21L/R IAF MADAS)

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

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

D9.0 GDV

HOLDING
OVER MADAS



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

GCLP/LPA
GRAN CANARIA

12 SEP 14

(10-2H)

.Eff.18.Sep.

GRAN CANARIA, CANARY IS

.STAR.

D-ATIS
118.6

Apt Elev
78'

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

LORPO ONE DELTA CHARLIE CHARLIE (LORPO 1DCC)[LO1DCC]
LORPO ONE DELTA CHARLIE ZULU (LORPO 1DCZ)[LO1DCZ] 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.



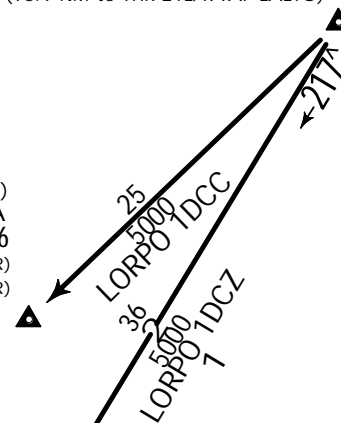
NOT TO SCALE

GRAN CANARIA
D-ATIS
118.6
N27 49.7 W015 25.9

(IAF)
ENETA
N27 55.5 W014 59.6
(51.6 NM to THR 03L/R)
(37.7 NM to THR 21L/R)

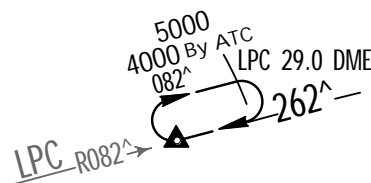
(IAF)
LALTO
N27 41.9 W015 00.2
(46.0 NM to THR 03L/R)
(60.7 NM to THR 21L/R)

LORPO
N28 13.0 W014 39.1
(76.8 NM to THR 03L/R IAF ENETA)
(82.2 NM to THR 03L/R IAF LALTO)
(62.9 NM to THR 21L/R IAF ENETA)
(96.9 NM to THR 21L/R IAF LALTO)



HOLDING OVER
ENETA

RWYS 21L/R



GCLP/LPA
GRAN CANARIA

12 SEP 14

10-2J

Eff. 18.Sep.

GRAN CANARIA, CANARY IS
STAR.

ATIS
118.6

Apt Elev
78'

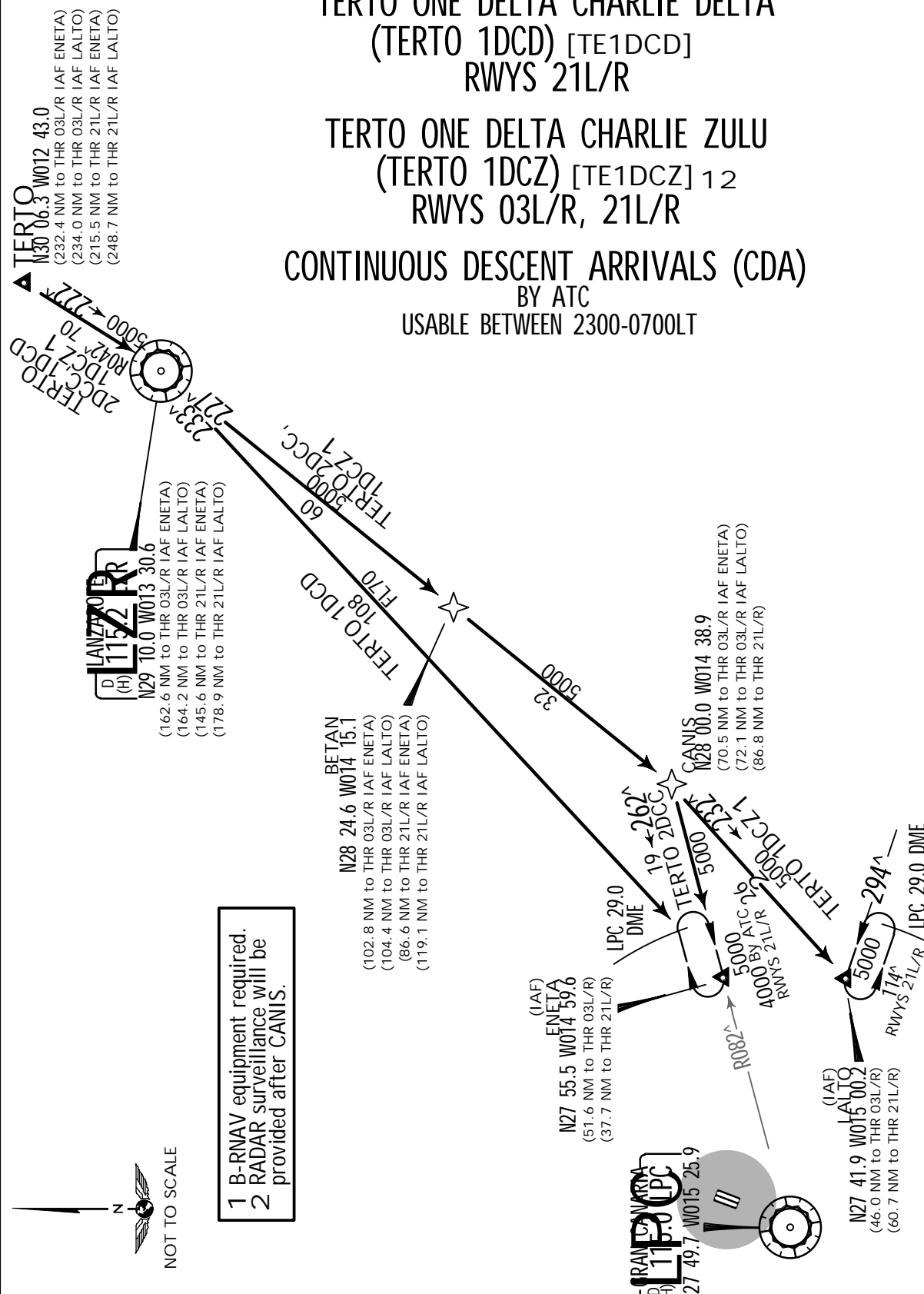
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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

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

TERTO ONE DELTA CHARLIE ZULU
(TERTO 1DCZ) [TE1DCZ] 12
RWYS 03L/R, 21L/R

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



GCLP/LPA
GRAN CANARIA

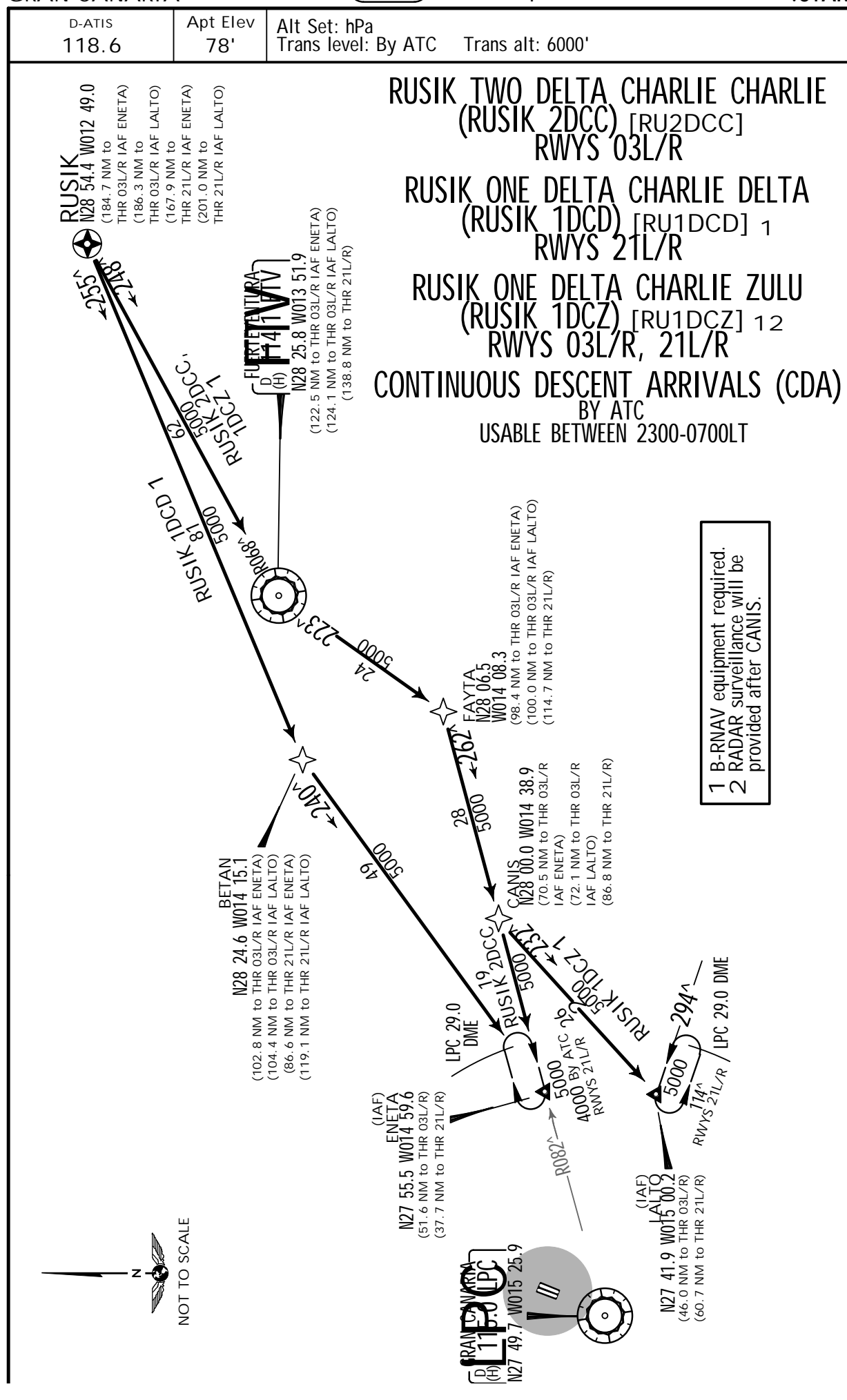
12 SEP 14

10-2K

.Eff.18.Sep.

GRAN CANARIA, CANARY IS

.STAR.



GCLP/LPA
GRAN CANARIA

12 SEP 14

(10-2L)

.Eff.18.Sep.

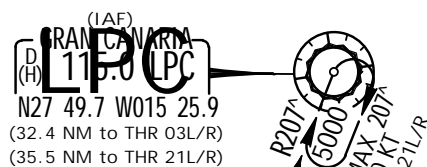
GRAN CANARIA, CANARY IS
.STAR.

D-ATIS
118.6

Apt Elev
78'

Alt Set: hPa
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



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

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

LIMAL
N25 00.0 W017 37.5
(239.2 NM to THR 03L/R)
(242.2 NM to THR 21L/R)

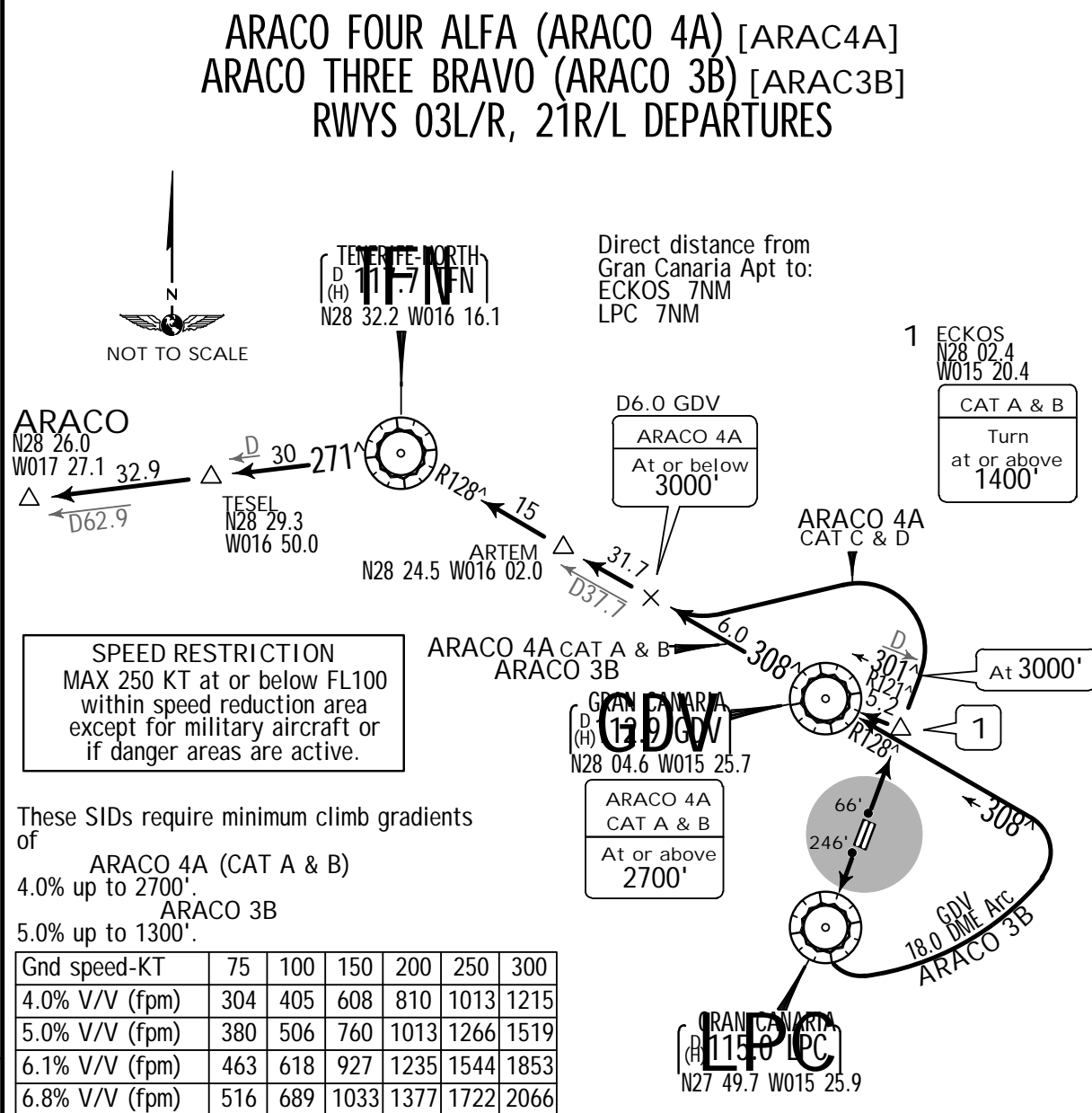
ROYAL
N25 00.0 W015 47.2
(203.1 NM to THR 03L/R)
(206.2 NM to THR 21L/R)

GCLP/LPA
GRAN CANARIA

12 SEP 14

10-3

.Eff.18.Sep.

GRAN CANARIA, CANARY IS
.SID.Apt Elev
78'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

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:
 Rwy 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
 These SIDs require a minimum climb gradient of 6.1%.
 Rwy 21L/R: Climb on 192° heading to 5000', turn by following ATC instructions.

GCLP/LPA

GRAN CANARIA

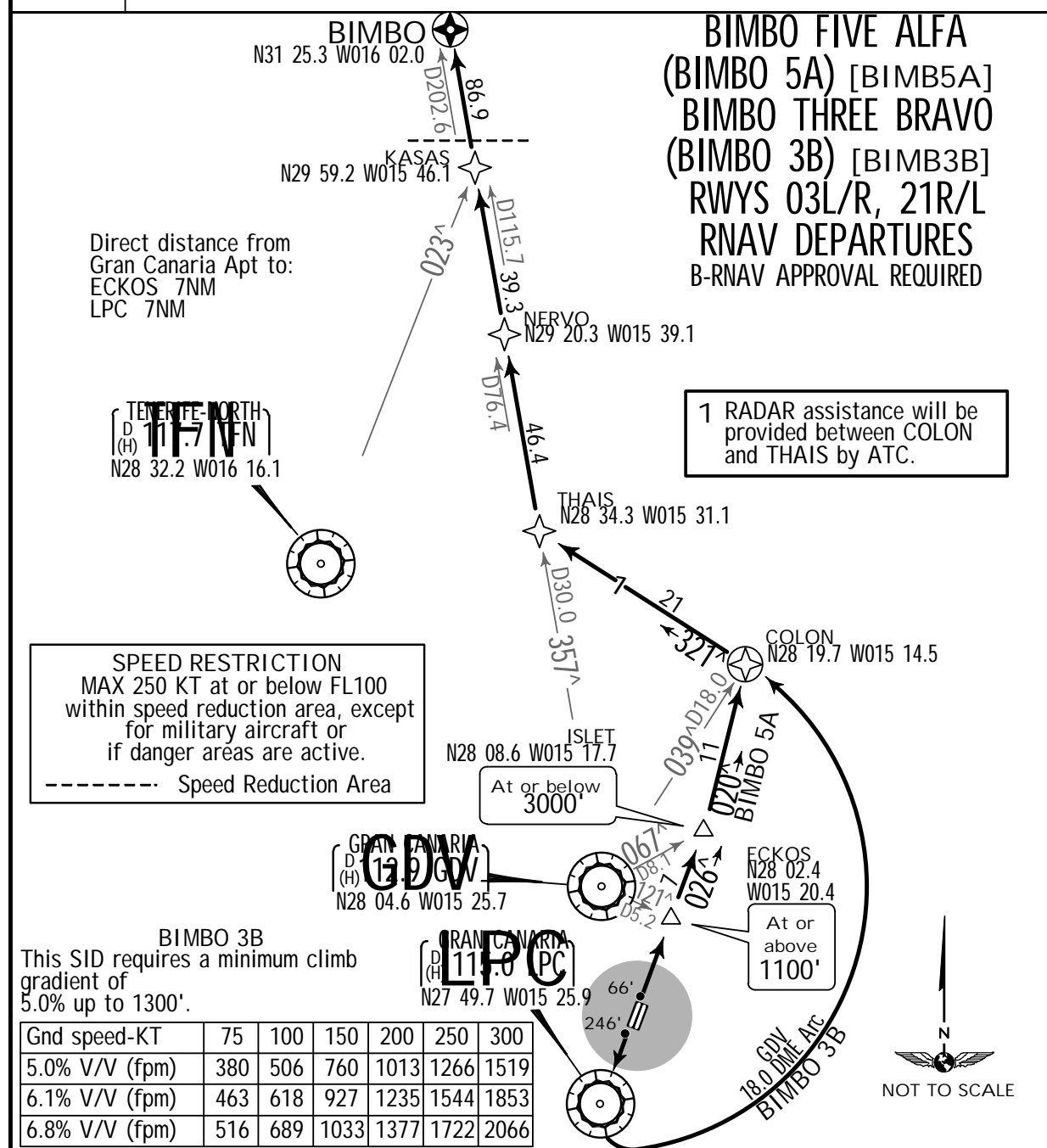
12 SEP 14

(10-3A)

.Eff.18.Sep.

GRAN CANARIA, CANARY IS

.RNAV.SID.

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

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.		

GCLP/LPA

GRAN CANARIA

12 SEP 14

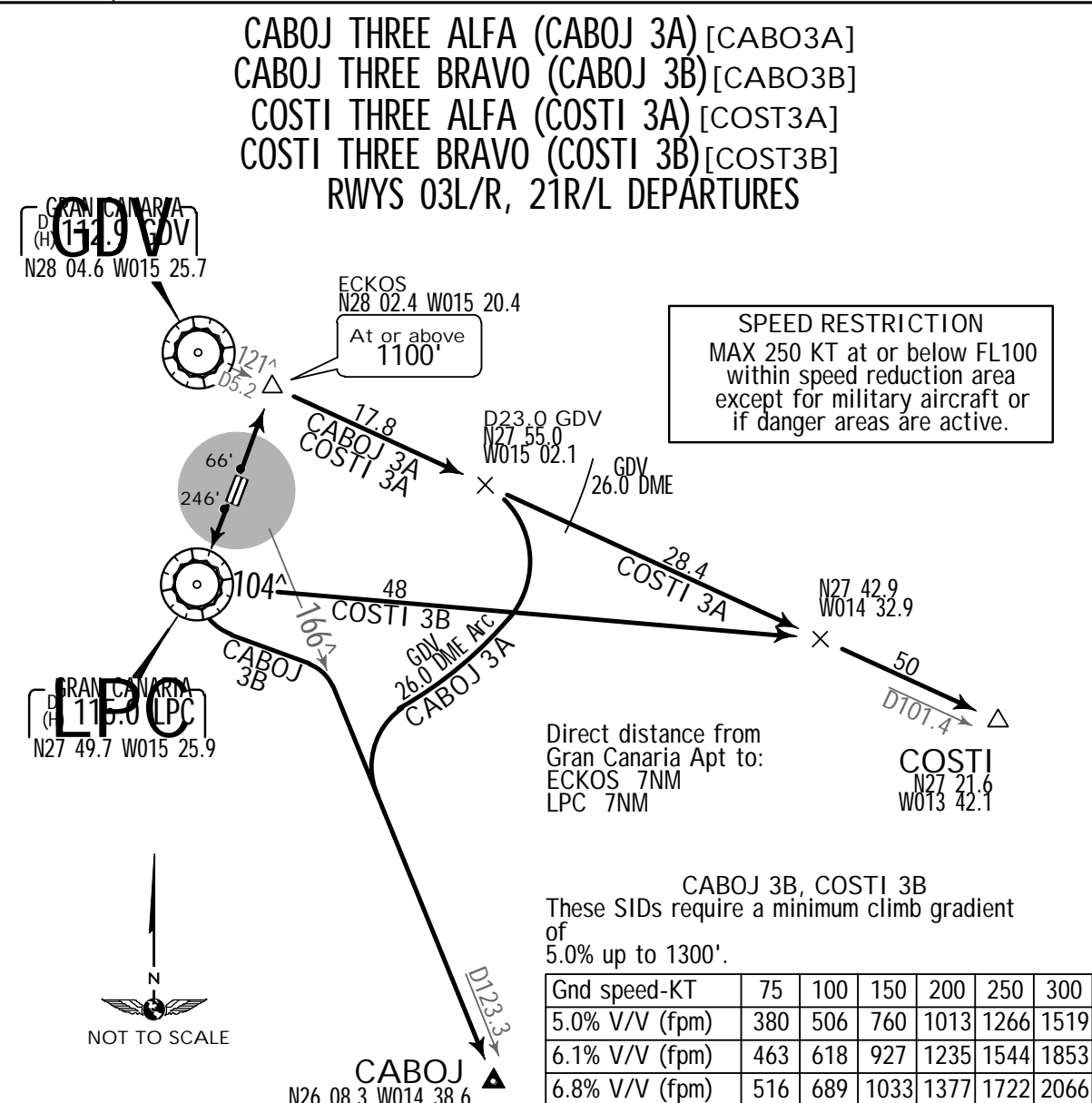
JEPPESEN

10-3B

GRAN CANARIA, CANARY IS

.Eff.18.Sep.

.SID.

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

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	03L	Climb on runway heading to ECKOS.
COSTI 3A	03R	Turn LEFT in VMC, then to ECKOS.
CABOJ 3B	21R	Climb on runway heading to LPC.
COSTI 3B	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:
 Rwy 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
 These SIDs require a minimum climb gradient of 6.1%.
 Rwy 21L/R: Climb on 192° heading to 5000', turn by following ATC instructions.

GCLP/LPA
GRAN CANARIA

12 SEP 14

JEPPESEN

GRAN CANARIA, CANARY IS

.Eff.18.Sep.

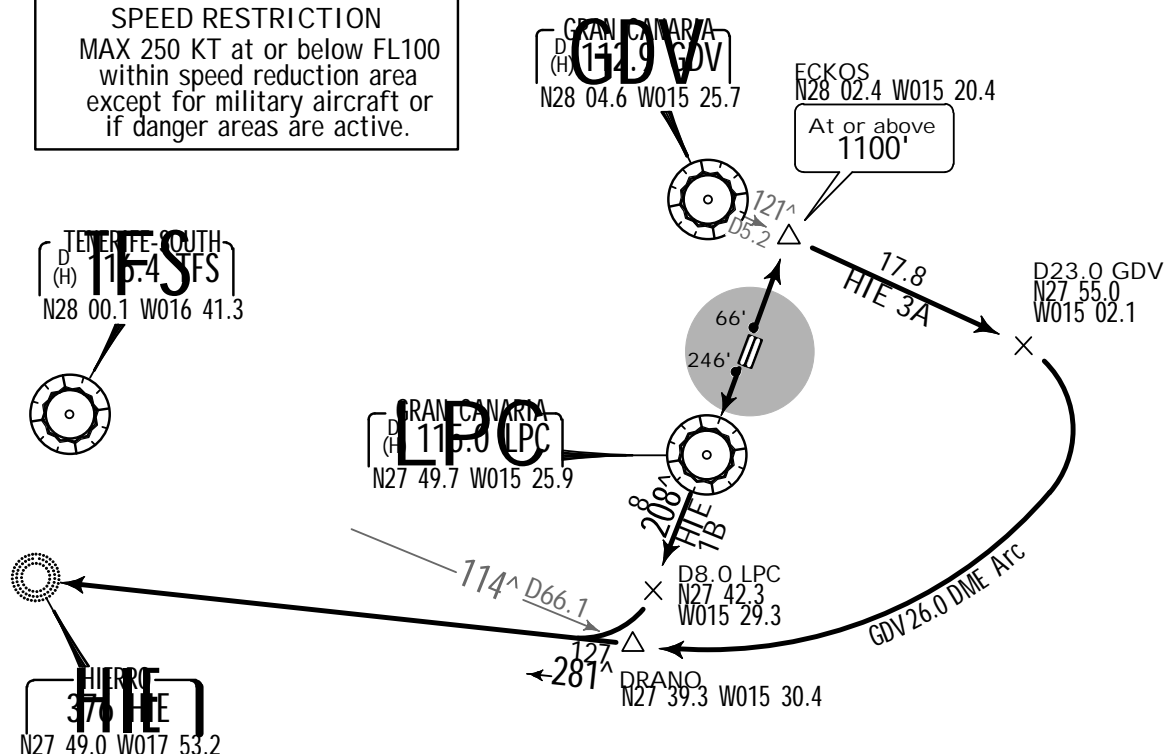
.SID.

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

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



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

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

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

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

SID	RWY	INITIAL CLIMB
HIE 3A	03L	Climb on runway heading to ECKOS.
	03R	Turn LEFT in VMC, then to ECKOS.
HIE 1B	21R	Climb on runway heading to LPC.
	21L	Turn RIGHT in VMC, then to LPC.
SID	ROUTING	
HIE 3A	At ECKOS turn RIGHT, intercept GDV R-121 to D23.0 GDV, turn RIGHT, along GDV 26.0 DME arc to DRANO, turn LEFT, intercept 281° bearing to HIE.	
HIE 1B	At LPC, LPC R-208 to D8.0 LPC, turn RIGHT, intercept 281° bearing to HIE.	

CONTINGENCY DEPARTURES

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

GCLP/LPA

GRAN CANARIA

12 SEP 14

JEPPESEN

(10-3D)

.Eff.18.Sep.

GRAN CANARIA, CANARY IS

.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

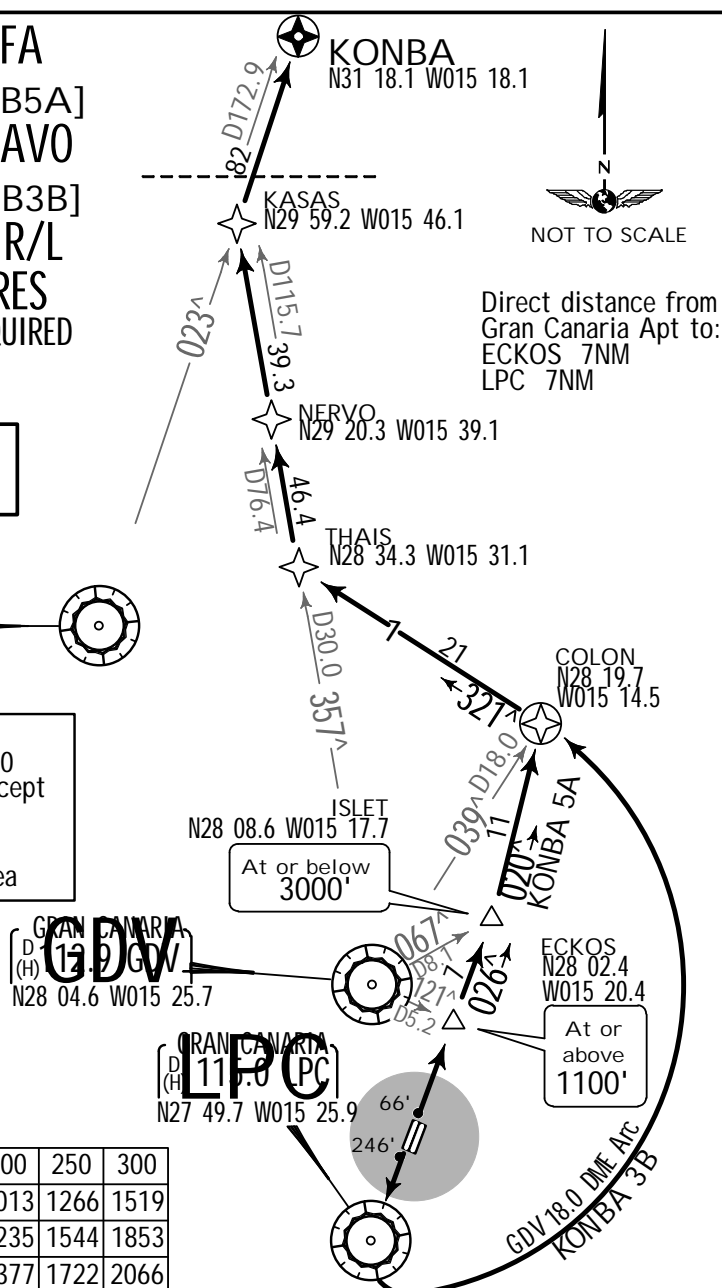
1 RADAR assistance will be
provided between COLON
and THAIS by ATC.

TEFIFE-NORTH
(D)
(H) 11.7
N28 32.2 W016 16.1

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.

GCLP/LPA

GRAN CANARIA

12 SEP 14

(10-3E)

.Eff.18.Sep.

.SID.

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

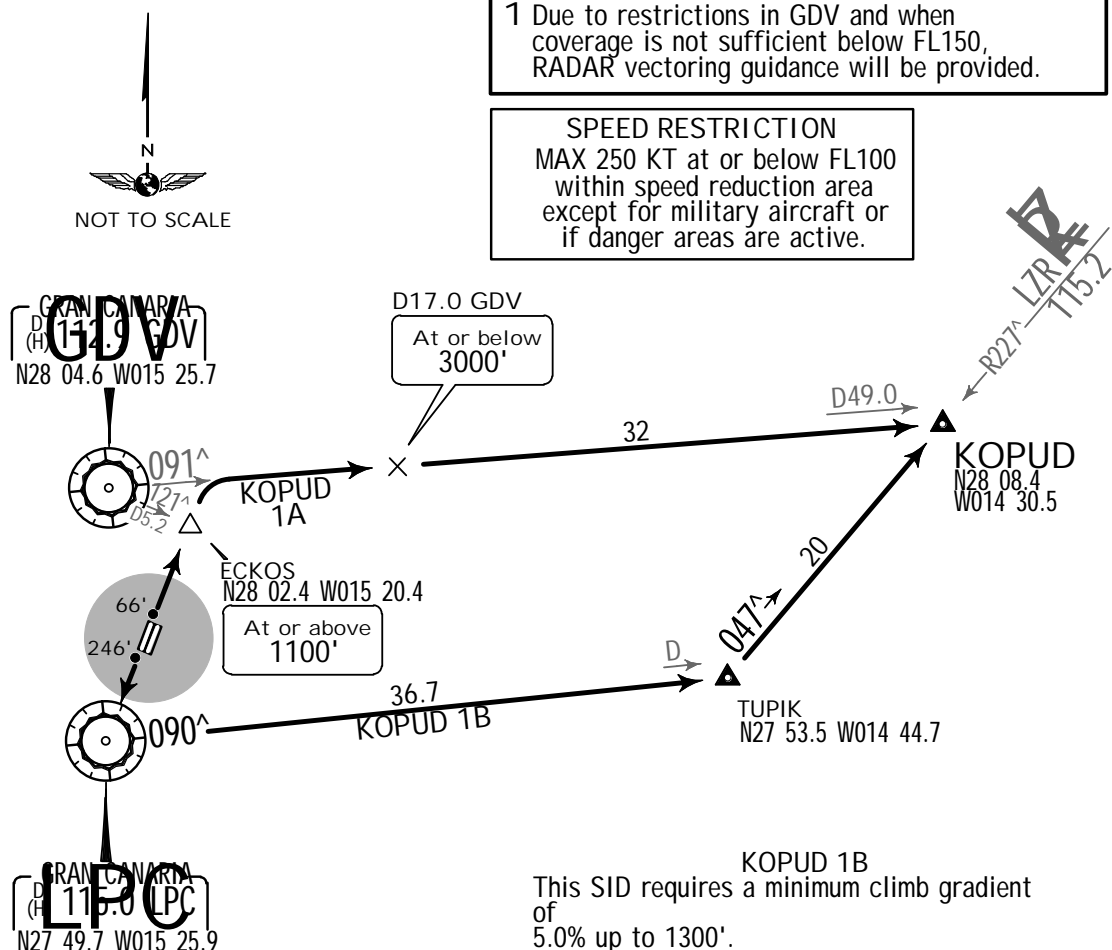
KOPUD ONE ALFA (KOPUD 1A) [KOPU1A] 1

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

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.

GCLP/LPA

GRAN CANARIA

12 SEP 14

10-3F

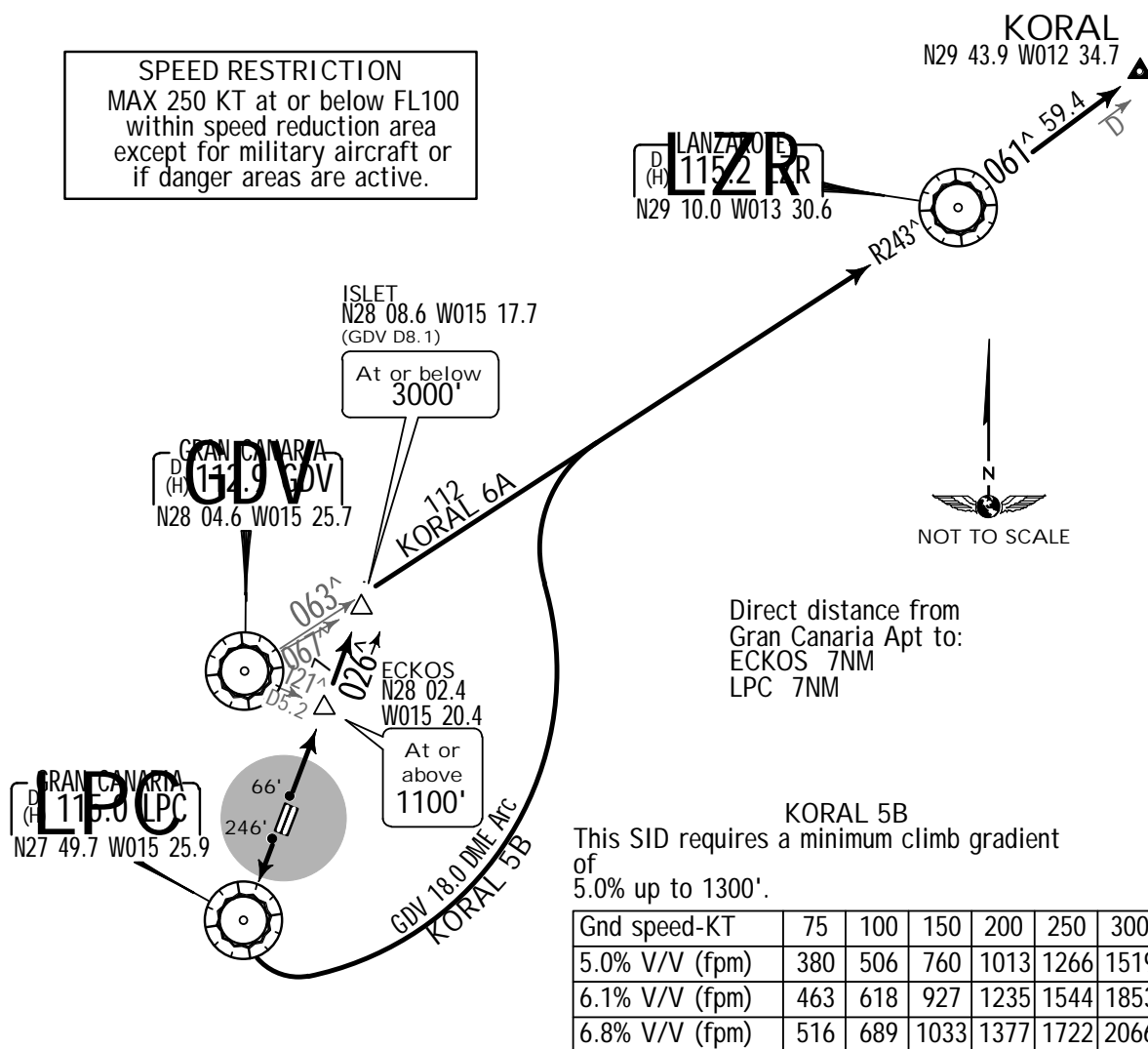
.Eff.18.Sep.

.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.



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.

GCLP/LPA

GRAN CANARIA

12 SEP 14

JEPPESEN

10-3G

GRAN CANARIA, CANARY IS

.Eff.18.Sep.

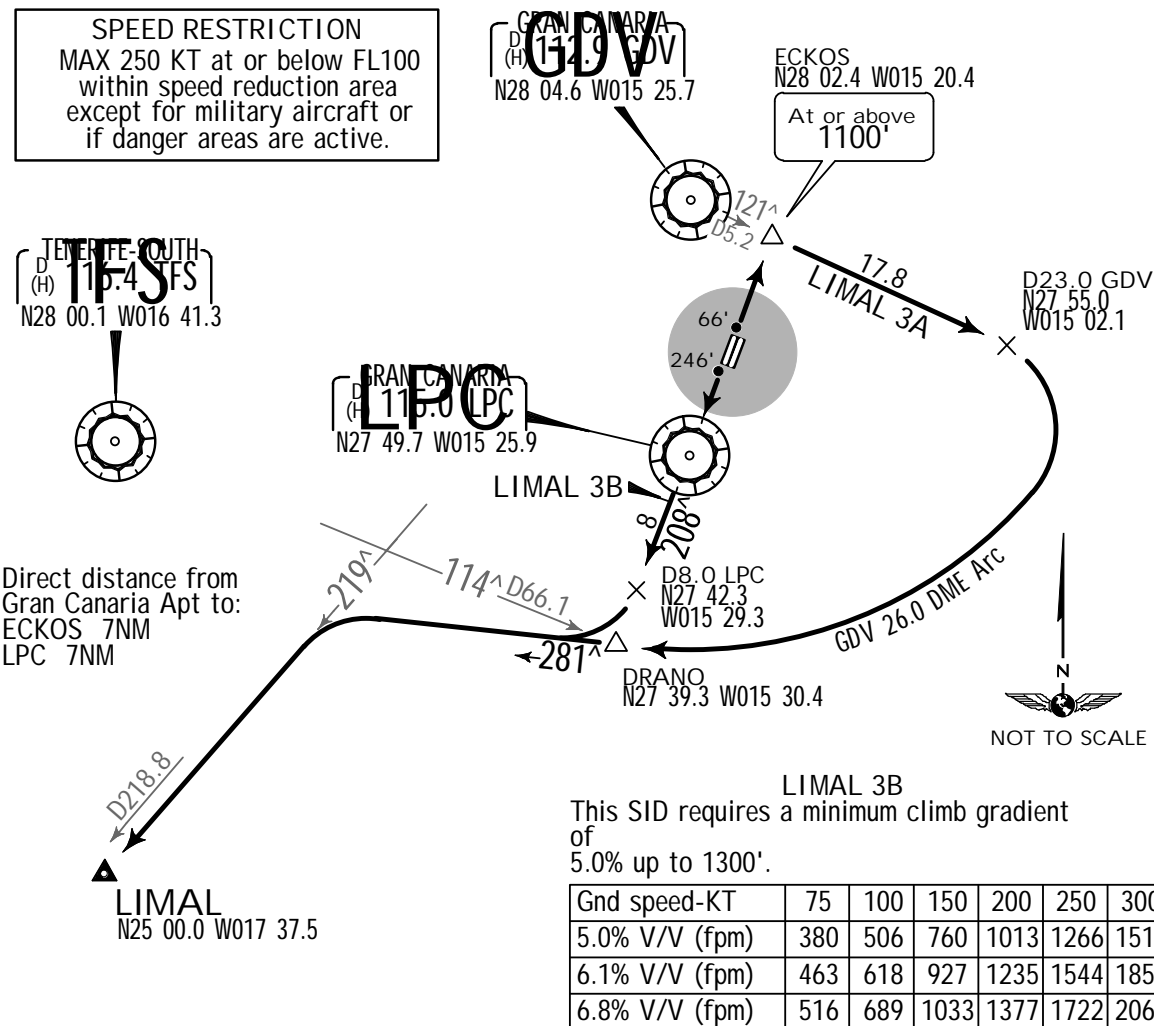
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Apt Elev
78'

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



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:
 Rwy 03L/R: Climb on runway heading to 4000', turn by following ATC instructions.
 These SIDs require a minimum climb gradient of 6.1%.
 Rwy 21L/R: Climb on 192° heading to 5000', turn by following ATC instructions.

GCLP/LPA

GRAN CANARIA

12 SEP 14

(10-3H)

.Eff.18.Sep.

.SID.

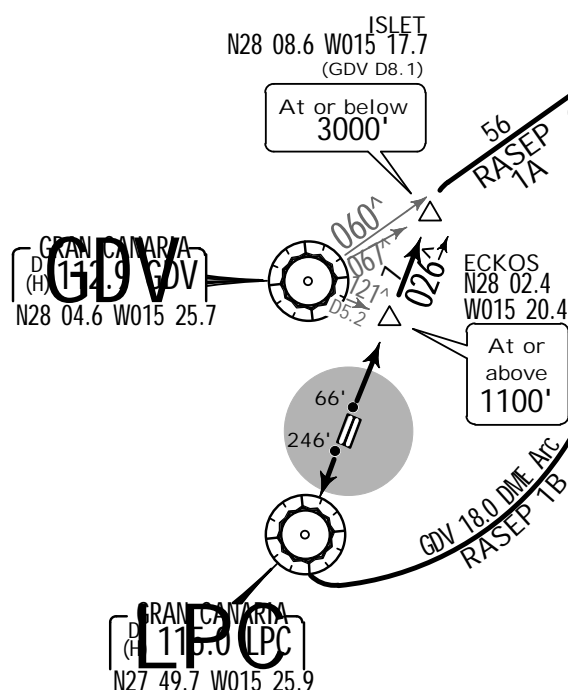
Apt Elev
78'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

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



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

RASEP
N28 41.7 W014 26.8



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.

GCLP/LPA

GRAN CANARIA

12 SEP 14

10-3J

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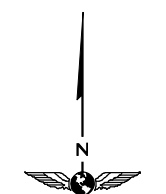
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Apt Elev
78'

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.

ROYAL THREE ALFA (ROYAL 3A) [ROYA3A] ROYAL THREE BRAVO (ROYAL 3B) [ROYA3B] RWYS 03L/R, 21R/L DEPARTURES



NOT TO SCALE

GRAN CANARIA
D 114.9 GDV
(H) N28 04.6 W015 25.7

GRAN CANARIA
D 1115.0 LPC
(H) N27 49.7 W015 25.9

ECKOS
N28 02.4 W015 20.4

At or above
1100'

D23.0 GDV
N27 55.0
W015 02.1

N27 45.0
W015 28.1

165

ROYAL
3B

GDV 26.0 DME Arc

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

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

D185.1

ROYAL
N25 00.0 W015 47.2

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

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.

GCLP/LPA
GRAN CANARIA

12 SEP 14

JEPPESEN

SEN GRAN CANARIA, CANARY IS

.SID.

Apt Elev
78'

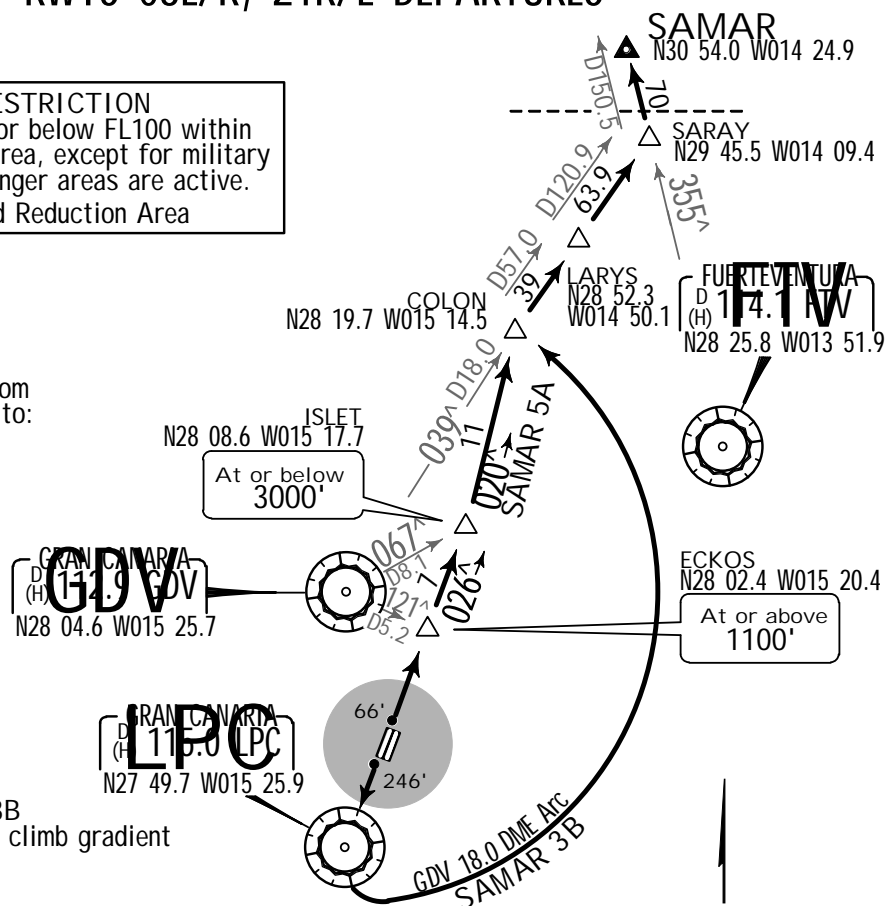
Trans level: By ATC Trans alt: 6000'

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.

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

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

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



NOT TO SCALE

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.

GCLP/LPA

GRAN CANARIA

12 SEP 14

10-3L

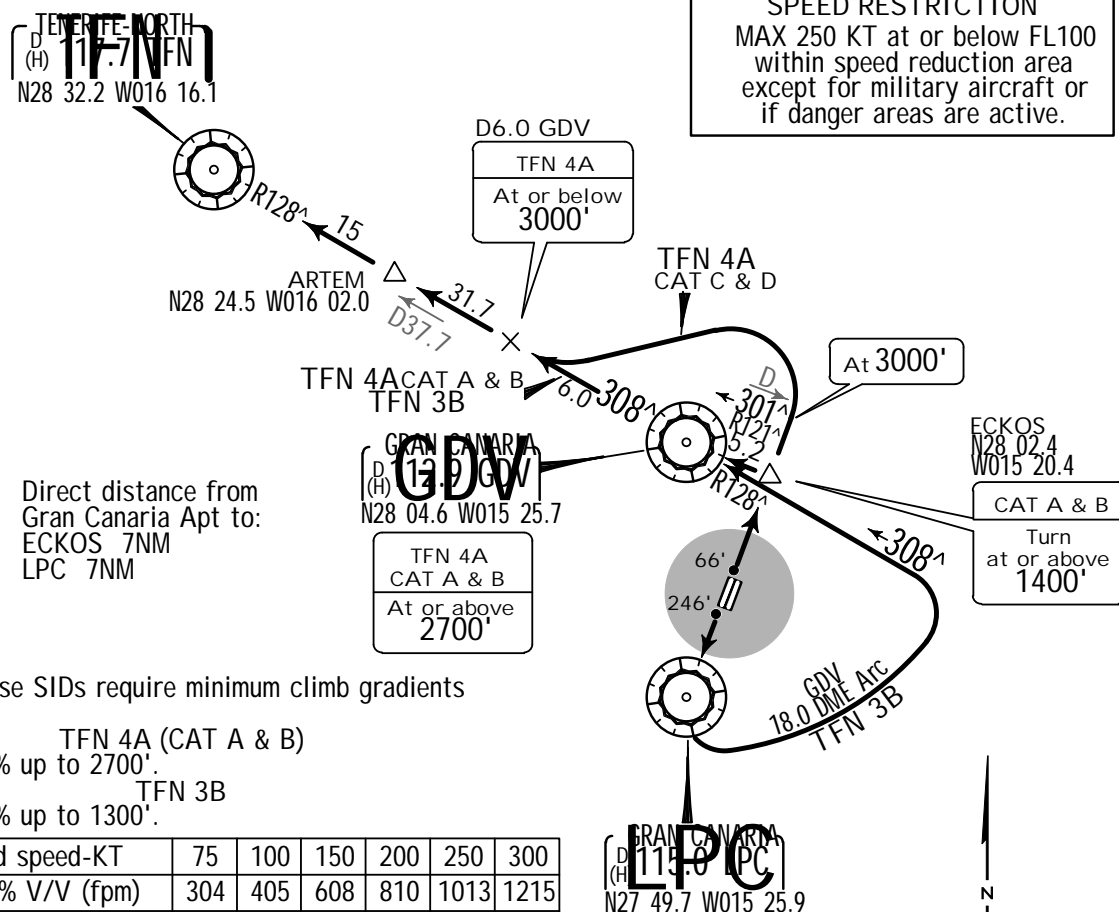
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.SID.

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



These SIDs require minimum climb gradients of

TFN 4A (CAT A & B)
4.0% up to 2700'.

5.0% up to 1300'. TFN 3B

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.

GCLP/LPA

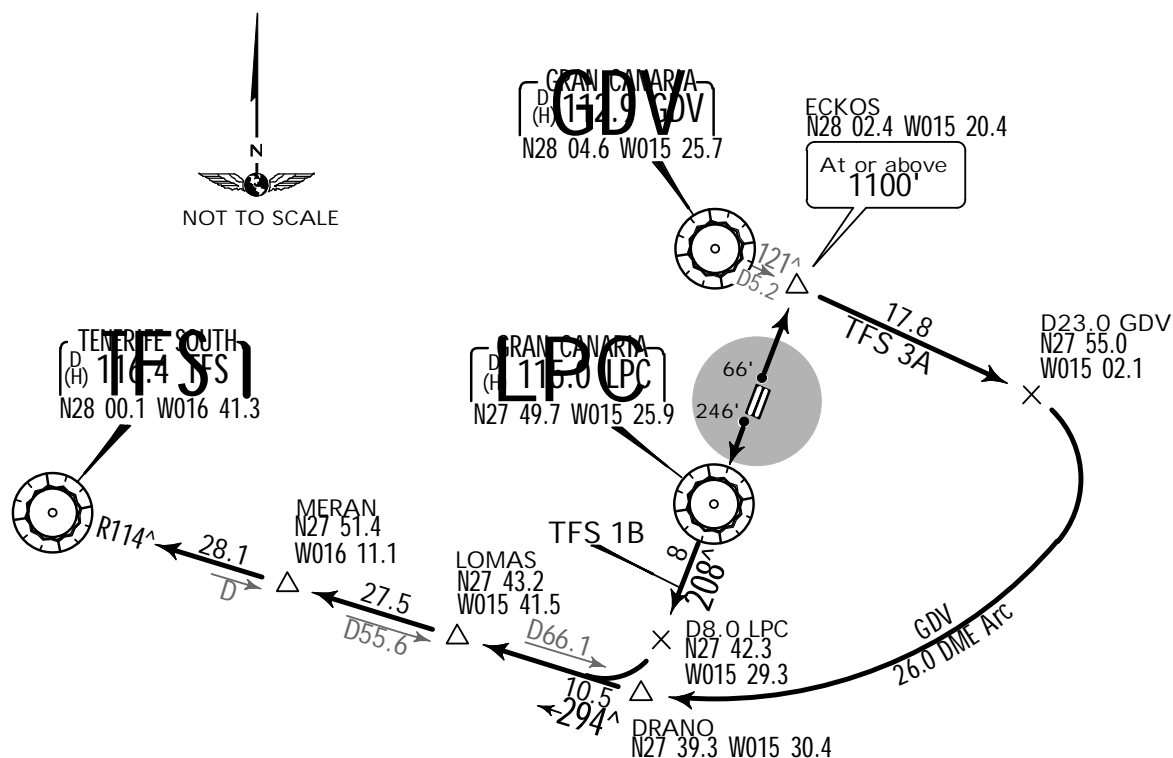
GRAN CANARIA

12 SEP 14

(10-3M)

.Eff.18.Sep.

.SID.

Apt Elev
78'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.TENERIFE SOUTH THREE ALFA (TFS 3A)
TENERIFE SOUTH ONE BRAVO (TFS 1B)
RWYS 03L/R, 21R/L DEPARTURES

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

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

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

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

Initial ATC clearance:

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.

GCLP/LPA

GRAN CANARIA

12 SEP 14

10-3N

.Eff.18.Sep.

.SID.

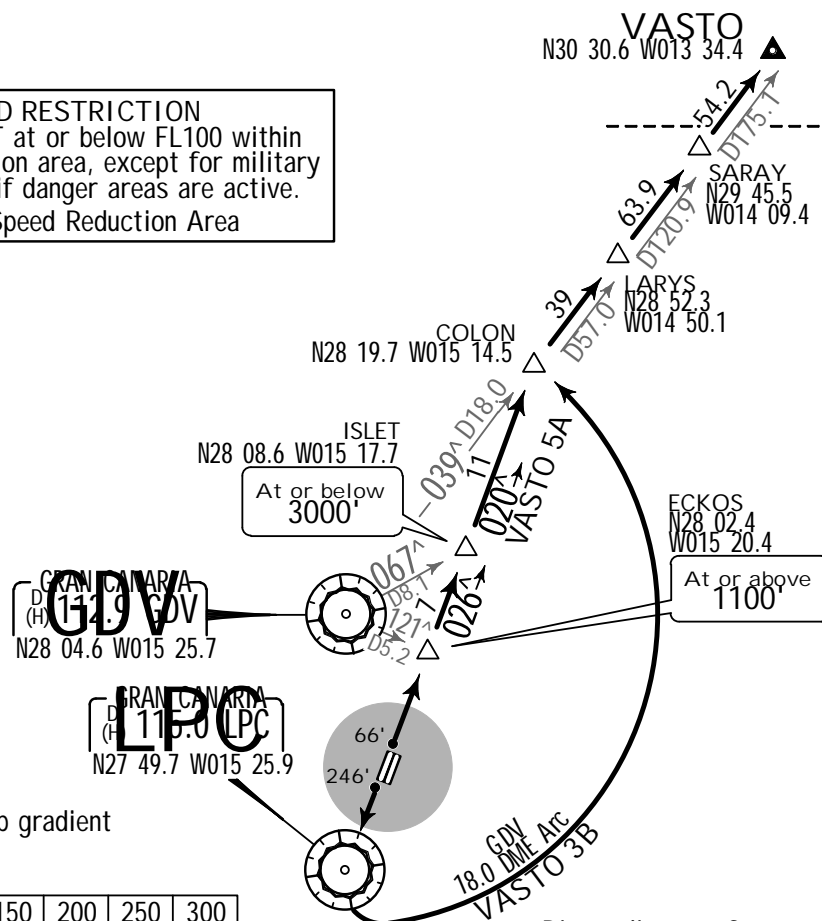
Apt Elev
78'

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.

GCLP/LPA

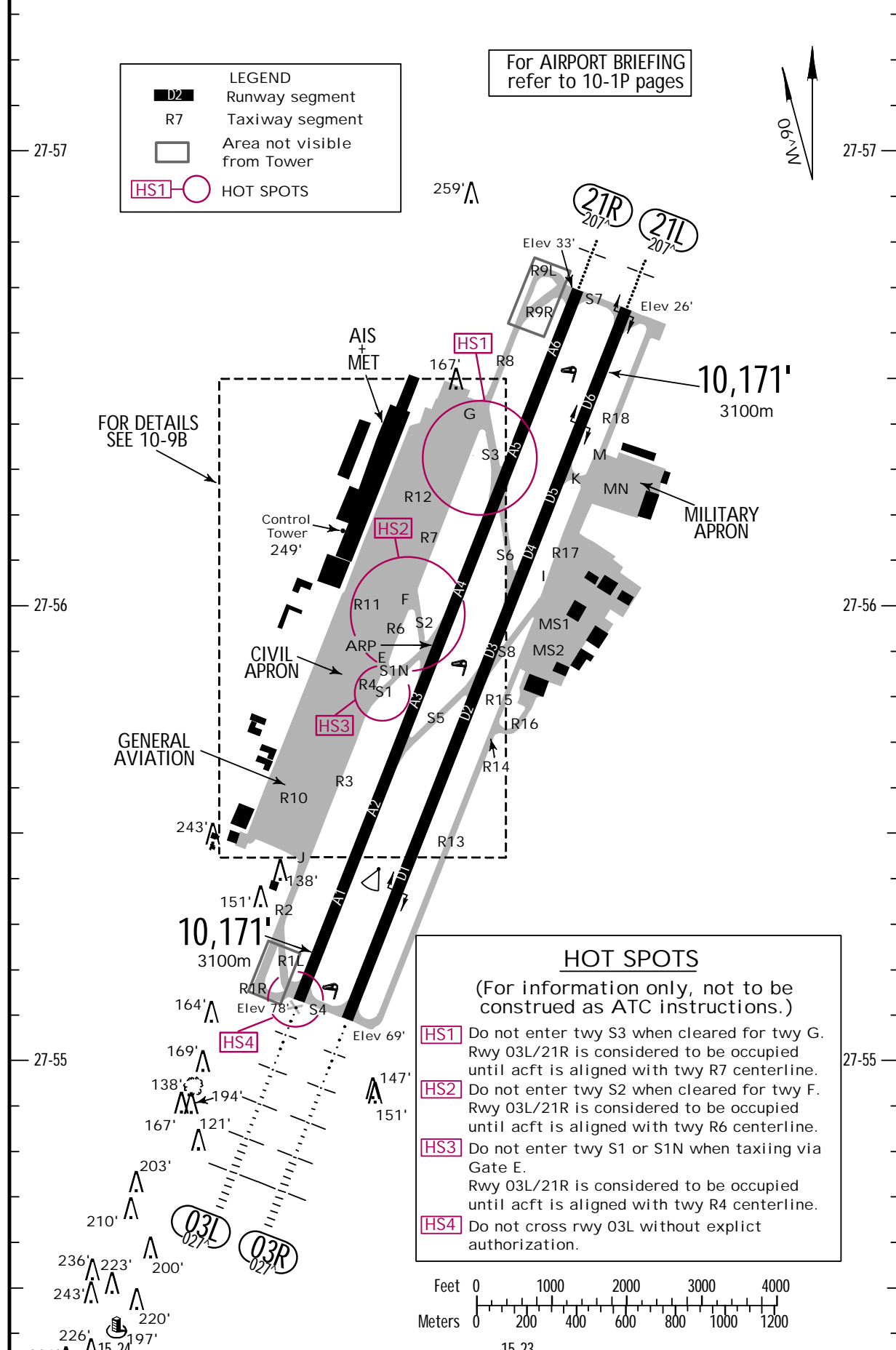
Apt Elev **78'**
N27 55.9 W015 23.2

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

GRAN CANARIA, CANARY IS

GRAN CANARIA

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

**JEPPESEN**

GRAN CANARIA, CANARY IS

25 APR 14

10-9A

.Eff.1.May.

GRAN CANARIA

ADDITIONAL RUNWAY INFORMATION										
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH	
						LANDING	BEYOND			
						Threshold	Glide Slope			
03L 21R	HIRL (50m) CL (15m) HIALS REIL 1 2 RVR						8858' 2700m		148'	
	HIRL (50m) CL (15m) HIALS REIL 1 3						9276' 2827m		45m	
03R 21L	HIRL (50m) CL (15m) HIALS REIL 1 4 RVR								148'	
	HIRL (50m) CL (15m) HIALS REIL 1 5								45m	
1 PAPI (3.0°)										
2 HSTIL-S2, S3.										
3 HSTIL-S1.										
4 HSTIL-S6.										
5 HSTIL-S5.										
INS COORDINATES										
STAND No.		COORDINATES			STAND No.		COORDINATES			
L1 thru L5		N27 55.6 W015 23.5			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	400m					500m				
B										
C										
D										

GCLP/LPA

**JEPPESEN**

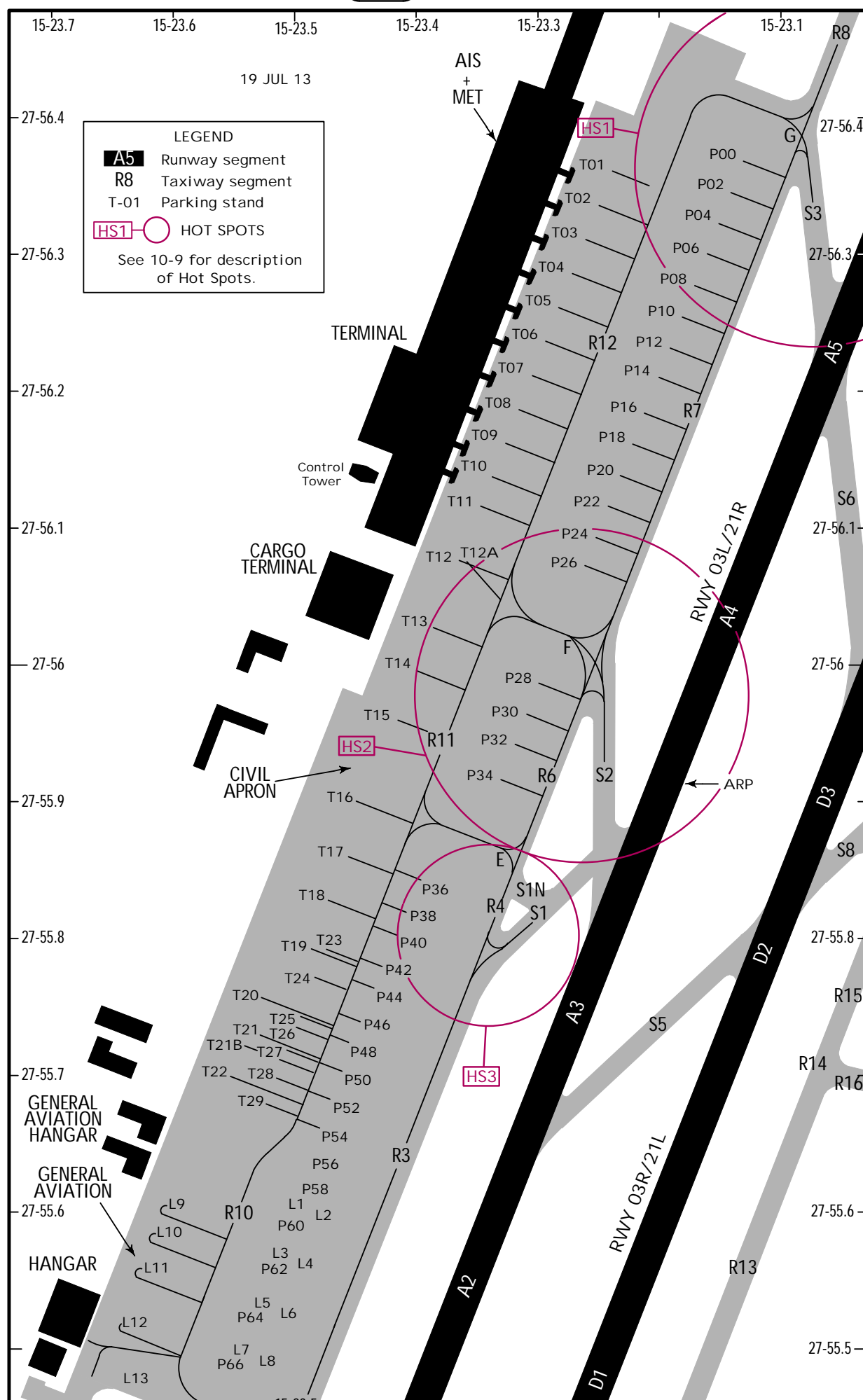
GRAN CANARIA, CANARY IS

19 JUL 13

10-9B

.Eff.25.Jul.

GRAN CANARIA



GCLP/LPA



JEPPESEN

19 JUL 13

10-9C

.Eff.25.Jul.

GRAN CANARIA, CANARY IS

GRAN CANARIA

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

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

DISPLAY UNIT

Consists of:

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

PILOT INSTRUCTIONS

GENERAL ADVICE

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

1. DOCKING START

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

2. CAPTURE

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

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

3. MONITORING

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

4. APPROACH RATE

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

5. SPEED REDUCTION

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

6. REACHING STOP POINT

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

7. DOCKING FINISHED

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

8. EXCEEDED

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

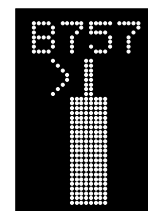
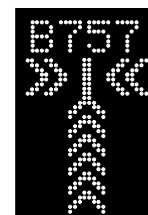
9. WAIT

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

10. ADVERSE METEOROLOGICAL CONDITIONS

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

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

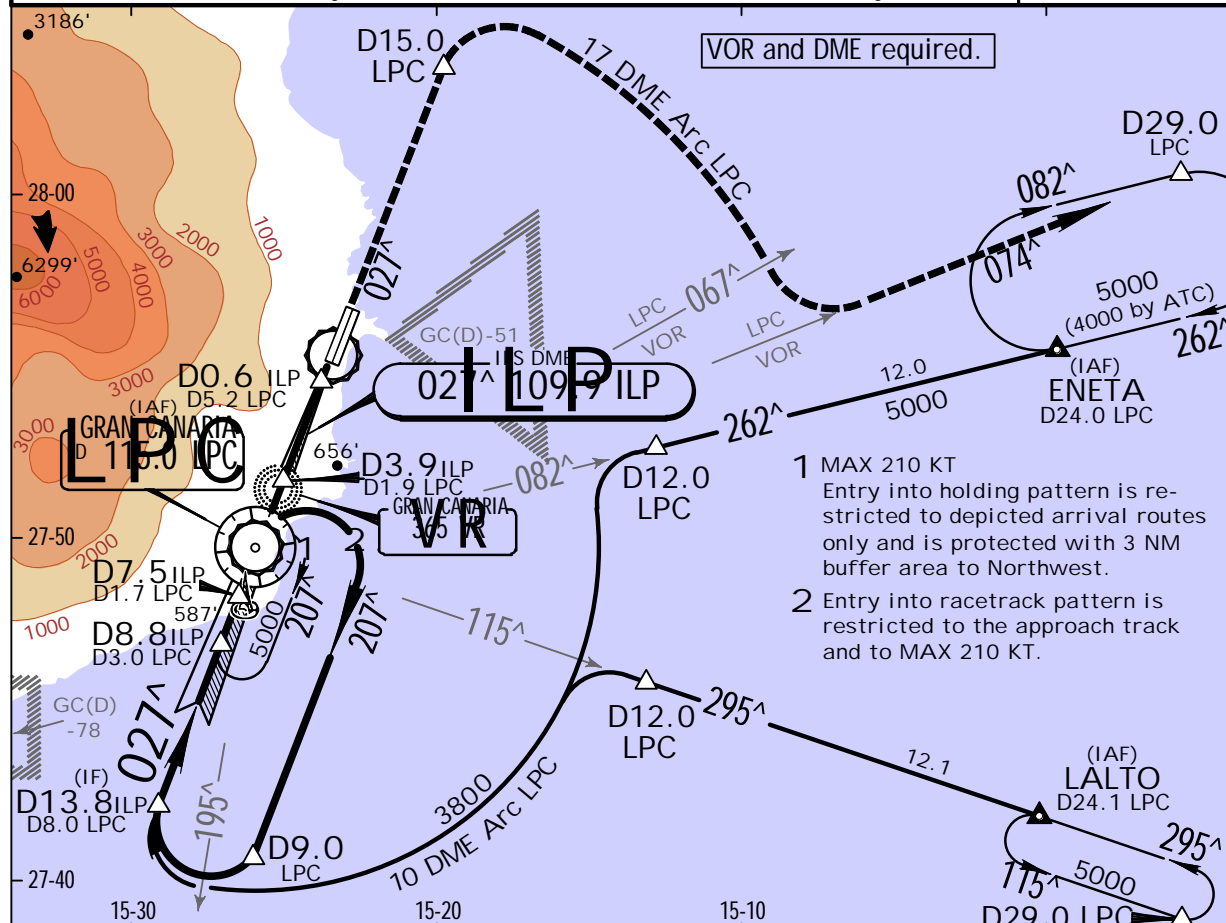


GCLP/LPA
GRAN CANARIA

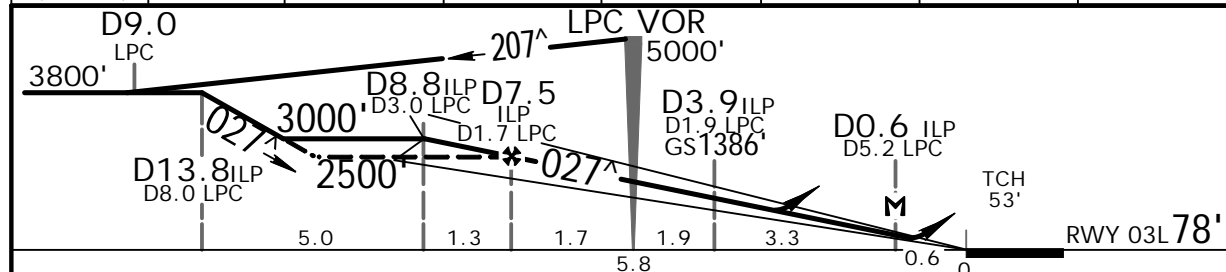
JEPPESEN
25 JAN 13 11-1

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

ATIS 118.6		GRAN CANARIA Approach (R) 121.3 124.3 124.7		GRAN CANARIA Tower 118.3		Ground 121.7	
LOC ILP 109.9	Final Apch Crs 027^	GS D3.9 ILP 1386' (1308')	ILS DA(H) Refer to Minimums	Apt Elev RWY 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.							



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							

Standard.		ILS		STRAIGHT-IN LANDING RWY 03L		03L		CIRCLE-TO-LAND	
A: 327'(249')		C: 349'(271')		LOC (GS out)		SIDESTEP TO RWY 03R		Not authorized West of airport	
DA(H) B: 339'(261')		D: 358'(280')		DA(H) 730'(652')					
FULL		Limited		ALS out				Max Kts _____ MDA(H) _____ VIS _____	
A	RVR 550m	RVR 750m		RVR 1300m		RVR 1500m		Refer to CIRCLE-TO-LAND	
B	RVR 600m								
C									
D									
				CMV2300m		CMV2400m		100	980'(902') 1500m
								135	980'(902') 1600m
								180	1150'(1072') 2400m
								205	1150'(1072') 3600m

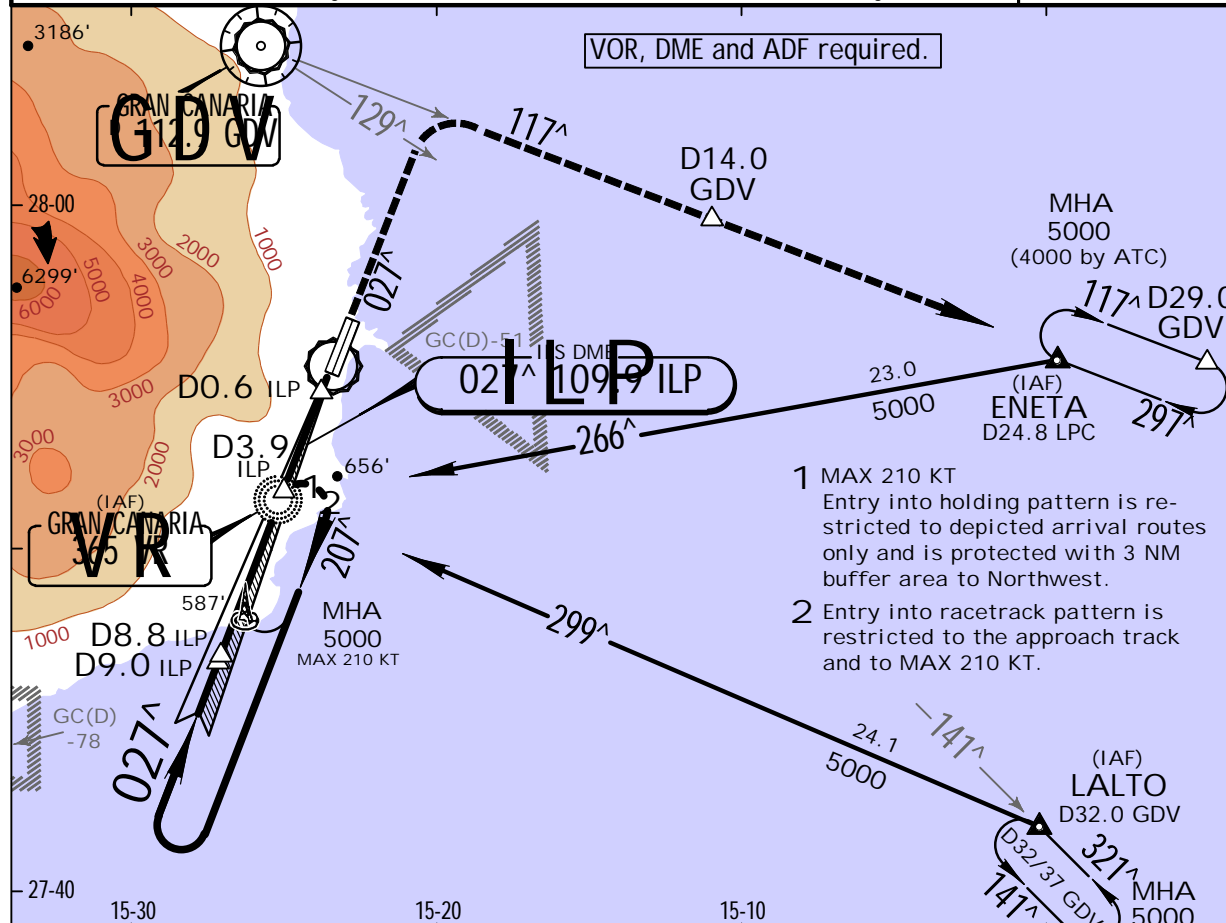
GCLP/LPA GRAN CANARIA

JEPPESSEN
25 JAN 13 (11-2)

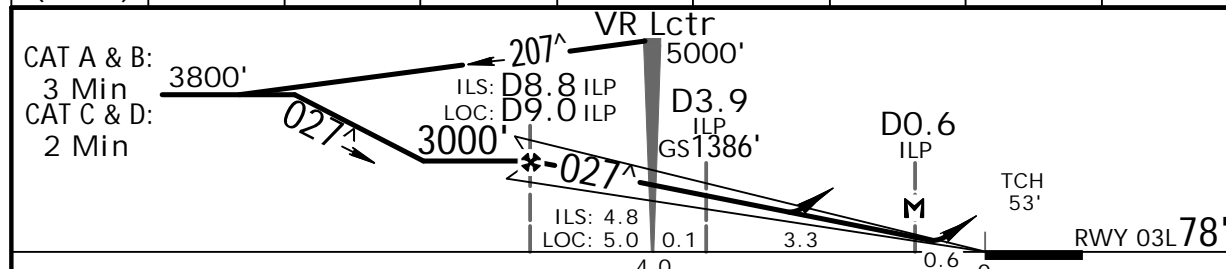
GRAN CANARIA, CANARY IS ILS Y or LOC Y Rwy 03L

BRIEFING STRIP™

ATIS 118.6		GRAN CANARIA Approach (R) 121.3 124.3 124.7		GRAN CANARIA Tower 118.3		Ground 121.7	
LOC ILP 109.9	Final Apch Crs 027^	GS D3.9 ILP 1386' (1308')	ILS DA(H) Refer to Minimums	Apt Elev RWY 78'	78'	 MSA VR Lctr	
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.							



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									

Standard.		ILS		STRAIGHT-IN LANDING RWY 03L		CIRCLE-TO-LAND	
DA(H) A: 327' (249') C: 349' (271')		LOC (GS out)		SIDESTEP TO RWY 03R		Not authorized West of airport	
B: 339' (261') D: 358' (280')		DA(H) 730' (652')					
FULL		Limited	ALS out	ALS out			
A	RVR 550m			RVR 1500m		Max Kts	MDA(H) VIS
B		RVR 750m	RVR 1300m			100	980' (902') 1500m
C	RVR 600m					135	980' (902') 1600m
D				CMV 2300m CMV 2400m		180	1150' (1072') 2400m
						205	1150' (1072') 3600m

IS OPS

GCLP/LPA
GRAN CANARIA

JEPPESEN
25 JAN 13 11-3

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

ATIS

118.6

GRAN CANARIA Approach (R)

121.3 124.3 124.7

GRAN CANARIA Tower

118.3

Ground

121.7

LOC RLP

110.7

Final Apch Crs

207^

GS D4.0 RLP

1374' (1341')

ILS DA(H) Refer to Minimums

Apt Elev

78'

RWY

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.

1 D23.6/D29 LPC

GC(D)-53

(IAF)

MADAS

D23.6/R-013 LPC

787'

GC(D)-75

1 MHA

6000

22 DME Arc LPC

2500 (IF)

D11.0 RLP

D18.5 LPC

GC(D)-54

D16.0 LPC

D14.0 LPC

D5.7 RLP

D13.2 LPC

D5.6 RLP

D13.1 LPC

D4.0 RLP

D11.5 LPC

D10.0 LPC

D1.0 RLP

D8.5 LPC

20R ILS DME RLP

GC(D)-51

22 DME Arc LPC

2500

MHA 5000 (4000 by ATC)

D24/29

262^

(IAF)

ENETA

D24.0 LPC

15-00

(IAF)

LALTO

D24.1/R-115 LPC

MHA 5000

295^

175^

D29.0 LPC

28-10

28-00

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15-30

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GCLP/LPA
GRAN CANARIA

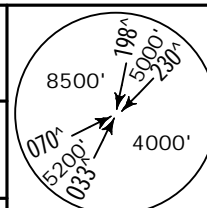
JEPPESEN
25 JAN 13 11-4

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

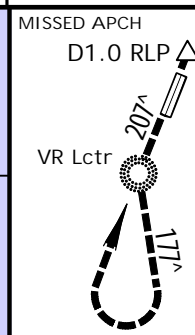
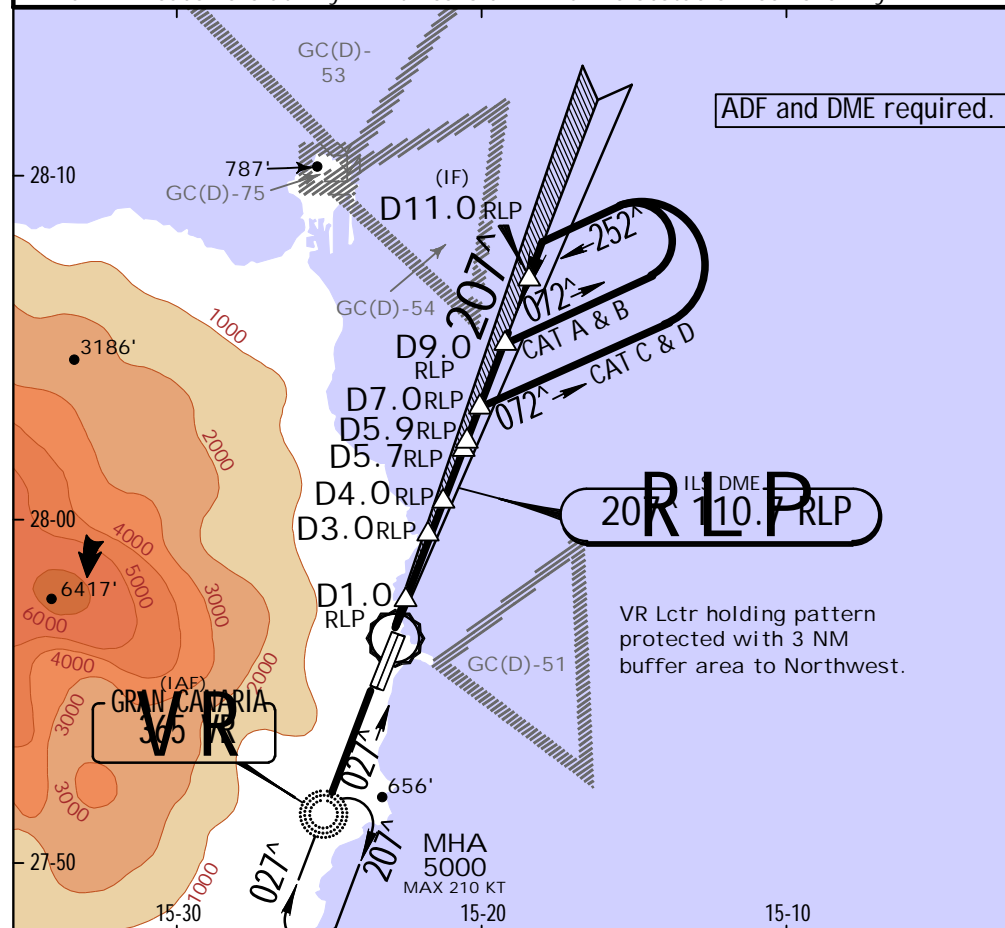
ATIS		GRAN CANARIA Approach (R)			GRAN CANARIA Tower		Ground	
118.6		121.3	124.3	124.7	118.3		121.7	
LOC RLP 110.7	Final Apch Crs 207 [^]	GS D4.0 RLP 1374' (1341')		ILS DA(H) Refer to Minimums		Apt Elev RWY	78' 33'	

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.

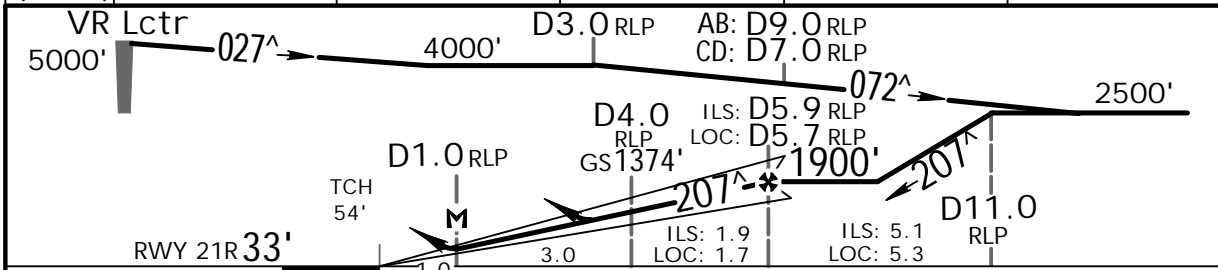
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
1. ILS DME reads zero at rwy 21R threshold.		2. ILS: No obstacle free zone rwy 21R.	



MSA VR Lctr



LOC (GS out)	R/LP 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 : PA
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VR
365
↑
on 207^

Standard.		ILS		STRAIGHT-IN LANDING RWY 21R	
A: 316' (283')		C: 336' (303')		LOC (GS out)	
DA(H)	B: 328' (295')	D: 347' (314')		DA(H)	500' (467')
FULL/Limited		ALS out		ALS out	

SIDESTEP
TO RWY 21L

CIRCLE-TO-LAND
Not authorized
West of airport

	Full/limited	RES sat	RES sat	
A	RVR 1200m	RVR 1400m	RVR 1500m	
B				
C			RVR 2000m	CMV2200m
D				

Refer to
CIRCLE-TO-LAND

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

GCLP/LPA
GRAN CANARIA

9 MAY 14

(13-1)

JEPPESSEN

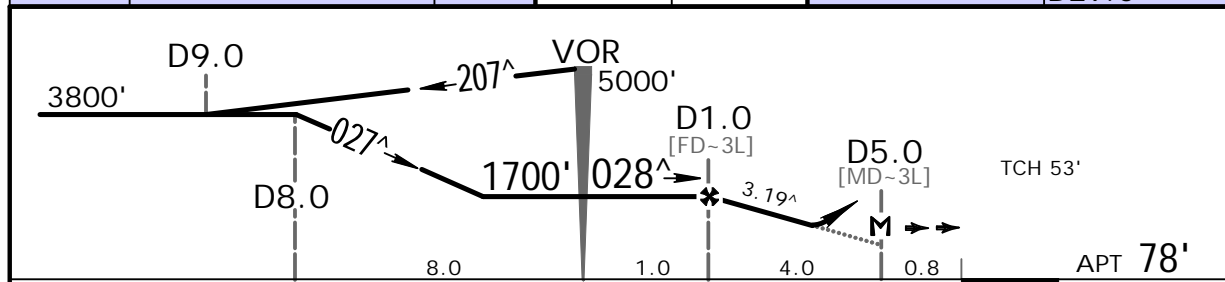
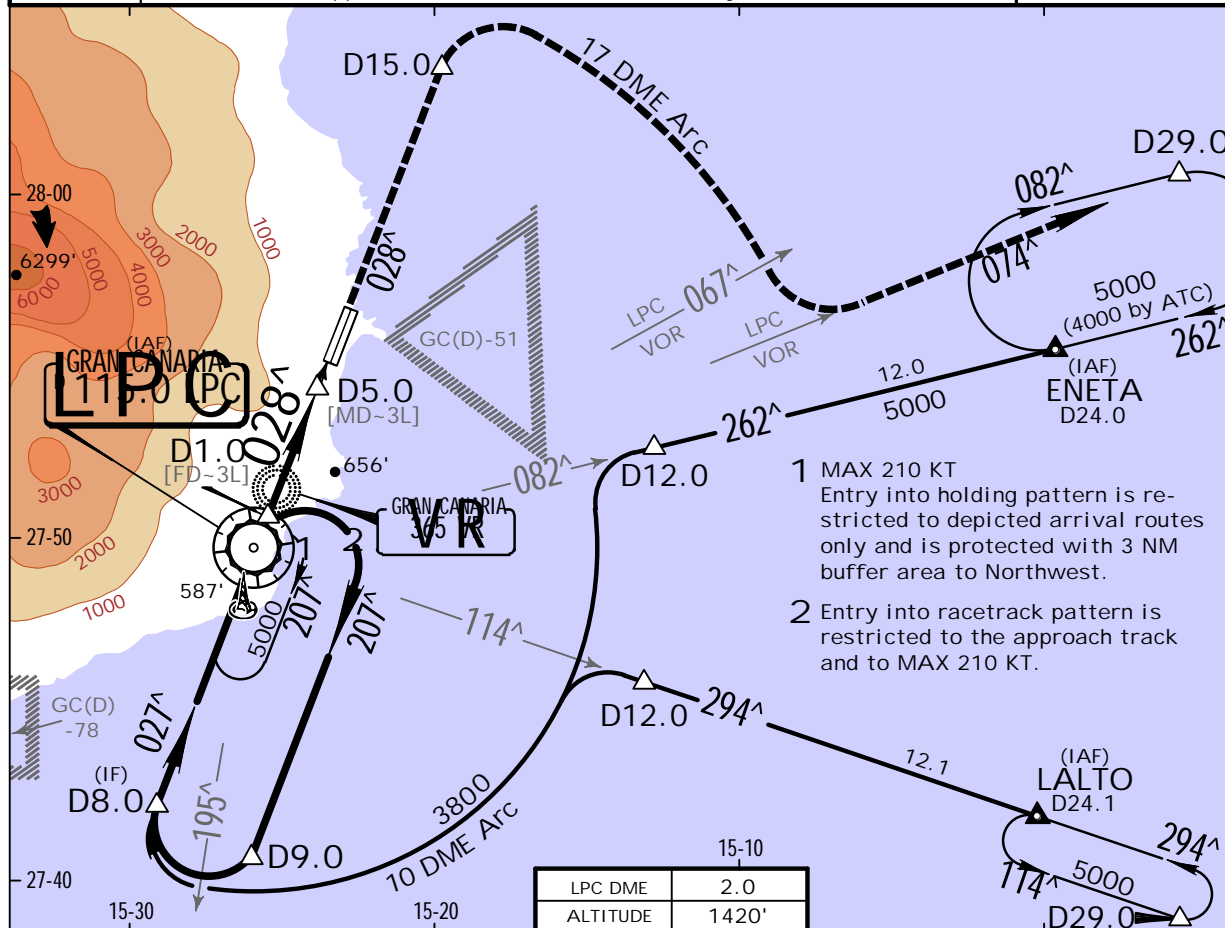
GRAN CANARIA, CANARY IS
VOR Rwy 03L

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

A circular diagram representing a VOR station. It includes three frequency labels: 115.0, 118.3, and 121.7. It also features three altitude labels: 78', 1700', and 1622'. The diagram is part of a larger information block that includes flight instructions and a table of frequencies.

MSA LPC VOR



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

Standard.		CIRCLE-TO-LAND	
		Not authorized West of airport	
	Max Kts	MDA(H)	VIS
A	100	1300' (1222')	1500m
B	135	1560' (1482')	1600m
C	180	1660' (1582')	2400m
D	205	1660' (1582')	3600m

GCLP/LPA
GRAN CANARIA

9 MAY 14

(13-2)

JEPPESSEN

GRAN CANARIA, CANARY IS
VOR Rwy 21R

D-ATIS 118.6		GRAN CANARIA Approach (R) 121.3 124.3 124.7		GRAN CANARIA Tower 118.3		Ground 121.7	
VOR LPC 115.0	Final Apch Crs 208 [^]	Minimum Alt D13.0 1800' (1767')	DA(H) 1200' (1167')	Apt Elev 78' 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.

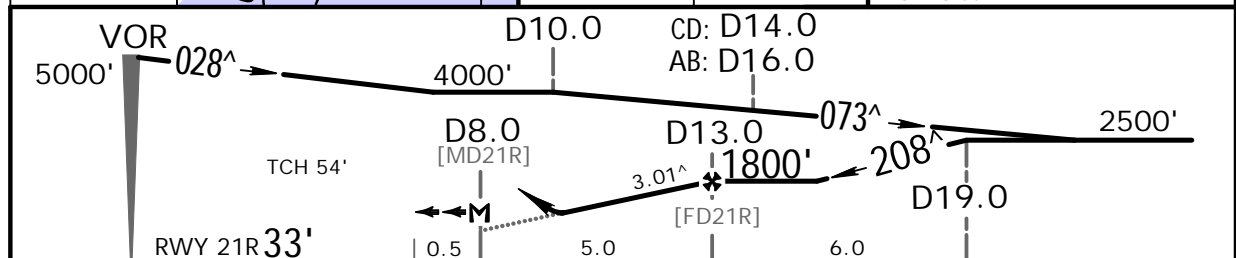
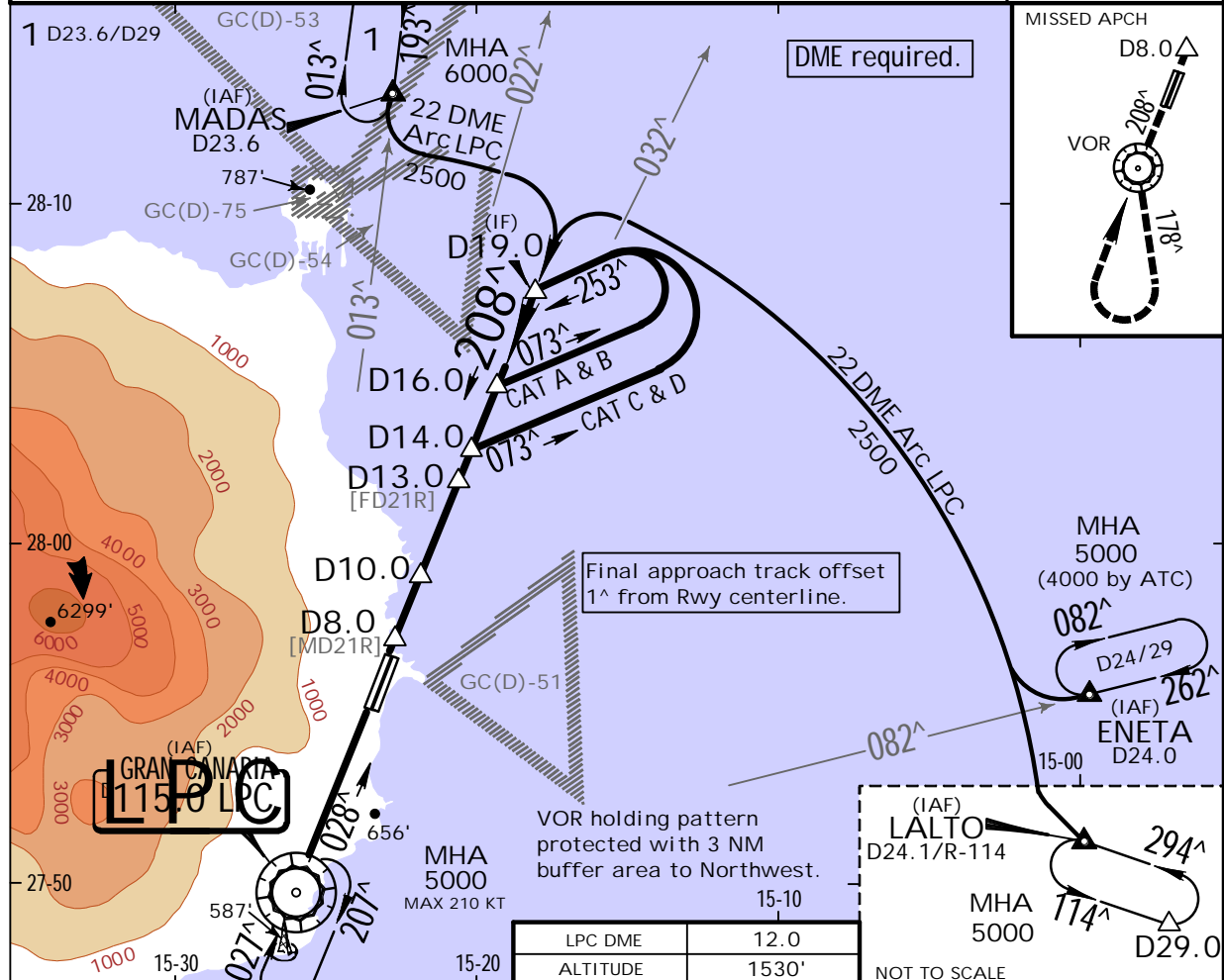
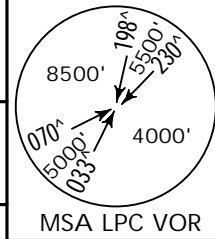
Alt Set: hPa

Rwy Elev: 1 hPa

Trans level: By ATC

Trans alt: 6000'

MSA LPC VOR



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>HIALS</div> <div>REIL : <div></div></div> <div>PAPI : PAPI</div> <div></div> </div>	<div> <div>LPC</div> <div>115.0</div> <div>on</div> <div>↑</div> </div>	<div> <div>LPC</div> <div>115.0</div> <div>R-028</div> </div>
Descent Angle 3.01°	373	479	532	639	745	852			
MAP at D8.0									

Standard.

STRAIGHT-IN LANDING RWY 21R

CIRCLE-TO-LAND

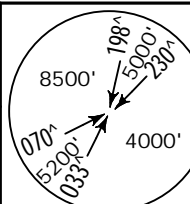
STRAIGHT-IN LANDING RWY 21R		SIDESTEP TO RWY 21L		CIRCLE-TO-LAND	
DA(H) 1200' (1167')		MDA(H) 1200' (1167')		Not authorized West of airport	
ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m	CMV 5000m		100	1500' (1422') 1500m
B				135	1500' (1422') 1600m
C	CMV 2400m			180	1540' (1462') 2400m
D				205	1540' (1462') 3600m

GCLP/LPA
GRAN CANARIA

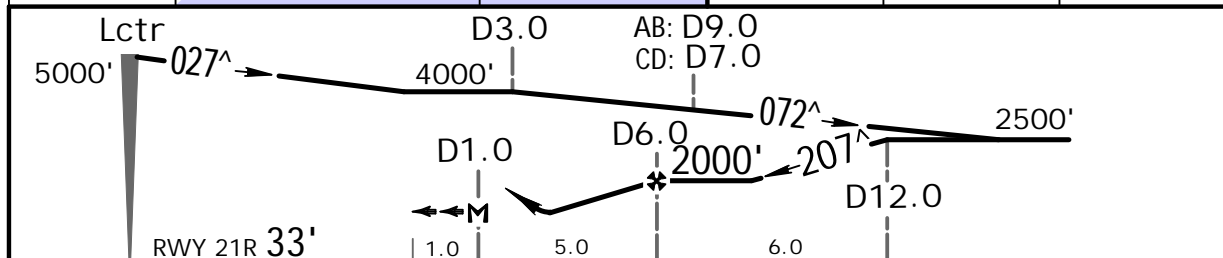
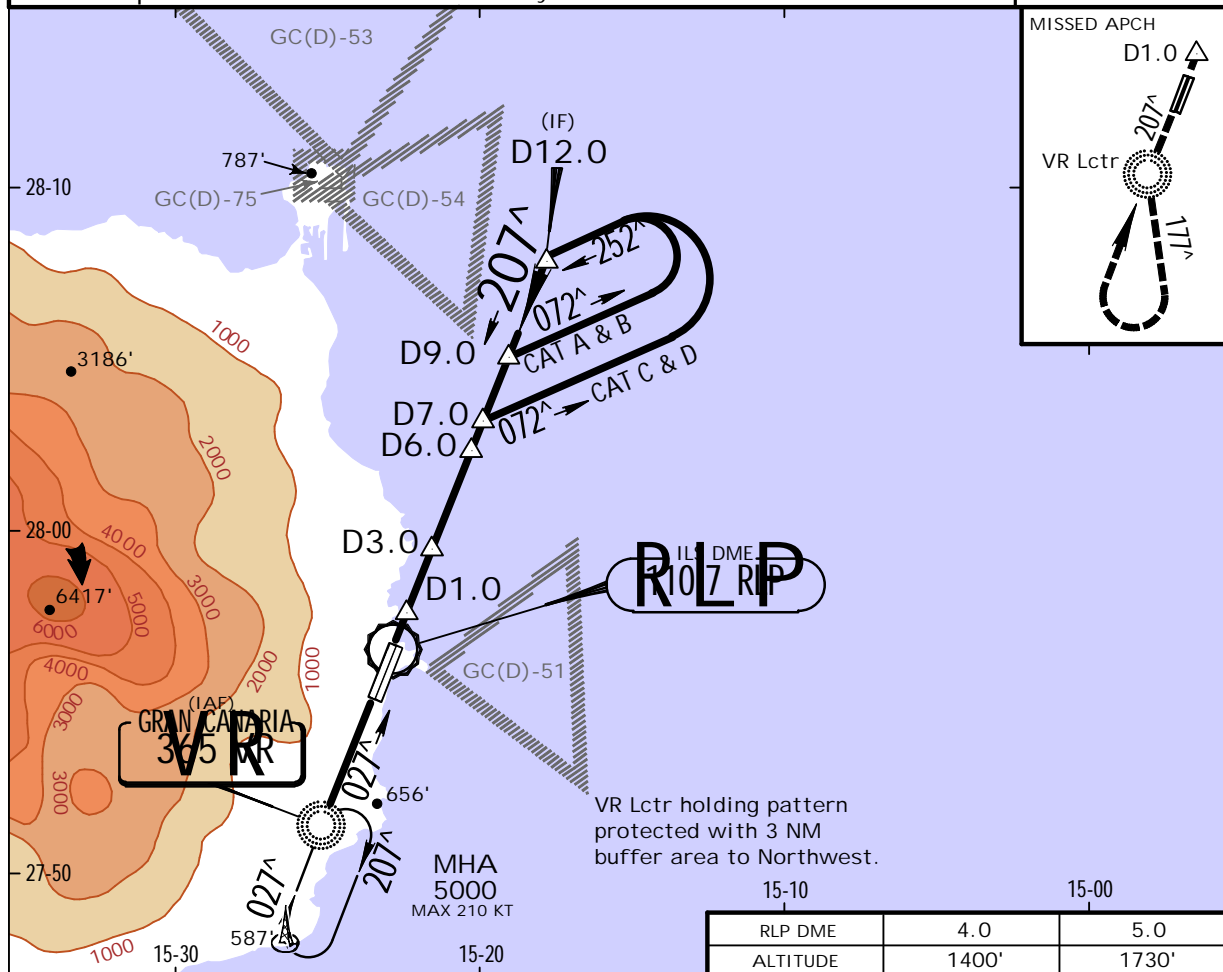
JEPPESSEN
27 APR 12 (16-1) .Eff.3.May.

GRAN CANARIA, CANARY IS
NDB Rwy 21R

BRIEFING STRIP

ATIS 118.6		GRAN CANARIA Approach (R) 121.3 124.3 124.7		GRAN CANARIA Tower 118.3		Ground 121.7	
Lctr VR 365	Final Apch Crs 207^	Minimum Alt D6.0 2000' (1967')	DA(H) 1300' (1267')		Apt Elev RWY 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



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>HIALS</div> <div>REIL</div> <div>PAPI</div> <div>PAPI</div> </div>	<div> <div>VR</div> <div>365</div> <div>on</div> <div>207[^]</div> </div>
Descent Angle 3.10 [^]	384	494	548	658	768	878		
MAP at D1.0								

Standard.		STRAIGHT-IN LANDING RWY 21R SIDESTEP TO RWY 21L		CIRCLE-TO-LAND Not authorized West of airport	
DA(H) 1300' (1267')		ALS out		Max Kts.	
A		B		100	
B		C		135	
C		CMV 5000m		180	
Refer to CIRCLE-TO-LAND		MDA(H)		VIS	
		1500' (1422')		5000m	
		1590' (1512')		5000m	

GCLP/LPA

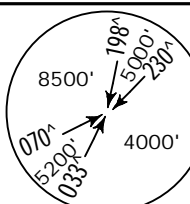
GRAN CANARIA

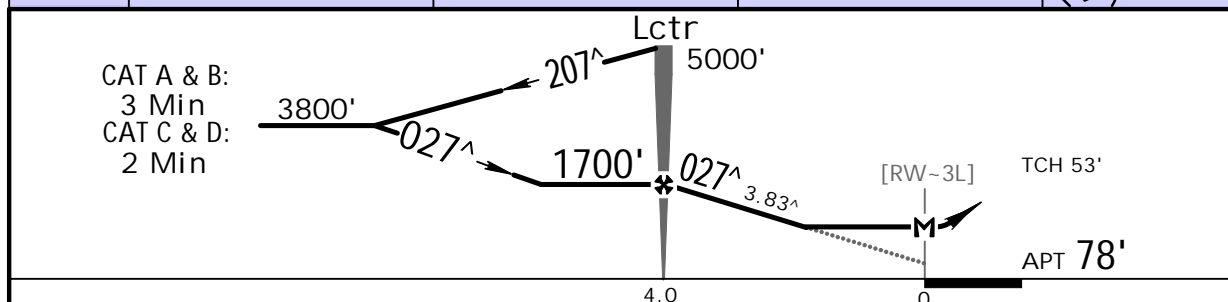
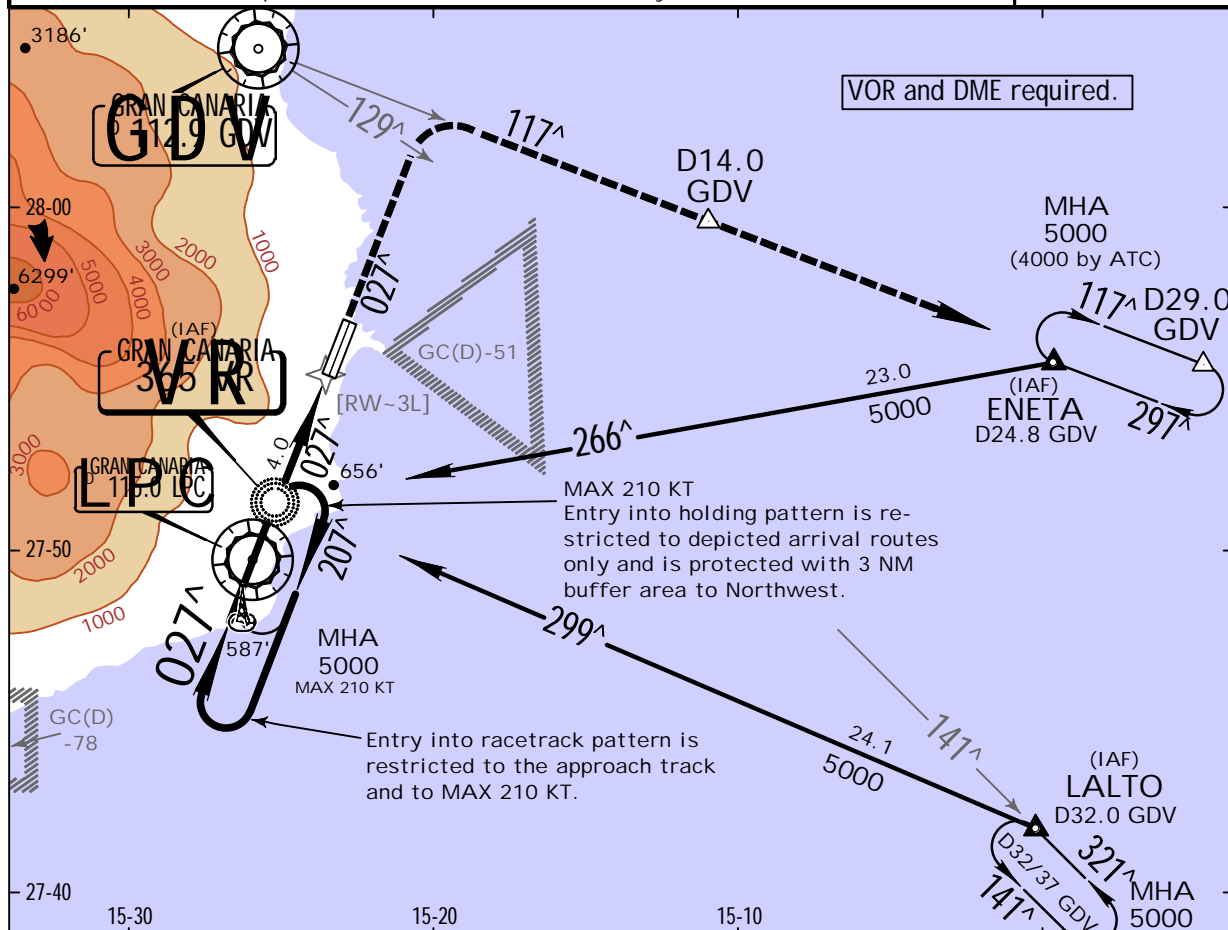
27 APR 12 **(16-2)** .Eff.3.May.

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



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	↑ on 027°	GDV 112.9 R-129
Descent Angle	3.83°	475	610	678	814	949			
Lctr to MAP	4.0	3:26	2:40	2:24	2:00	1:43			

Standard.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
				Not authorized West of airport		
				Max Kts.	MDA(H)	VIS
A	NOT AUTHORIZED			100	1280' (1202')	1500m
B				135	1550' (1472')	1600m
C				180	1650' (1572')	2400m
D				205	1650' (1572')	3600m

GMMX/RAK
MENARA INTL

23 NOV 12

10-2

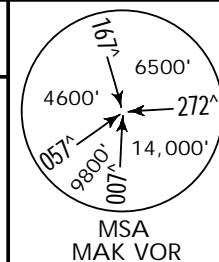
JEPPESEN

MARRAKECH, MOROCCO
.STAR.

* ATIS
121.95

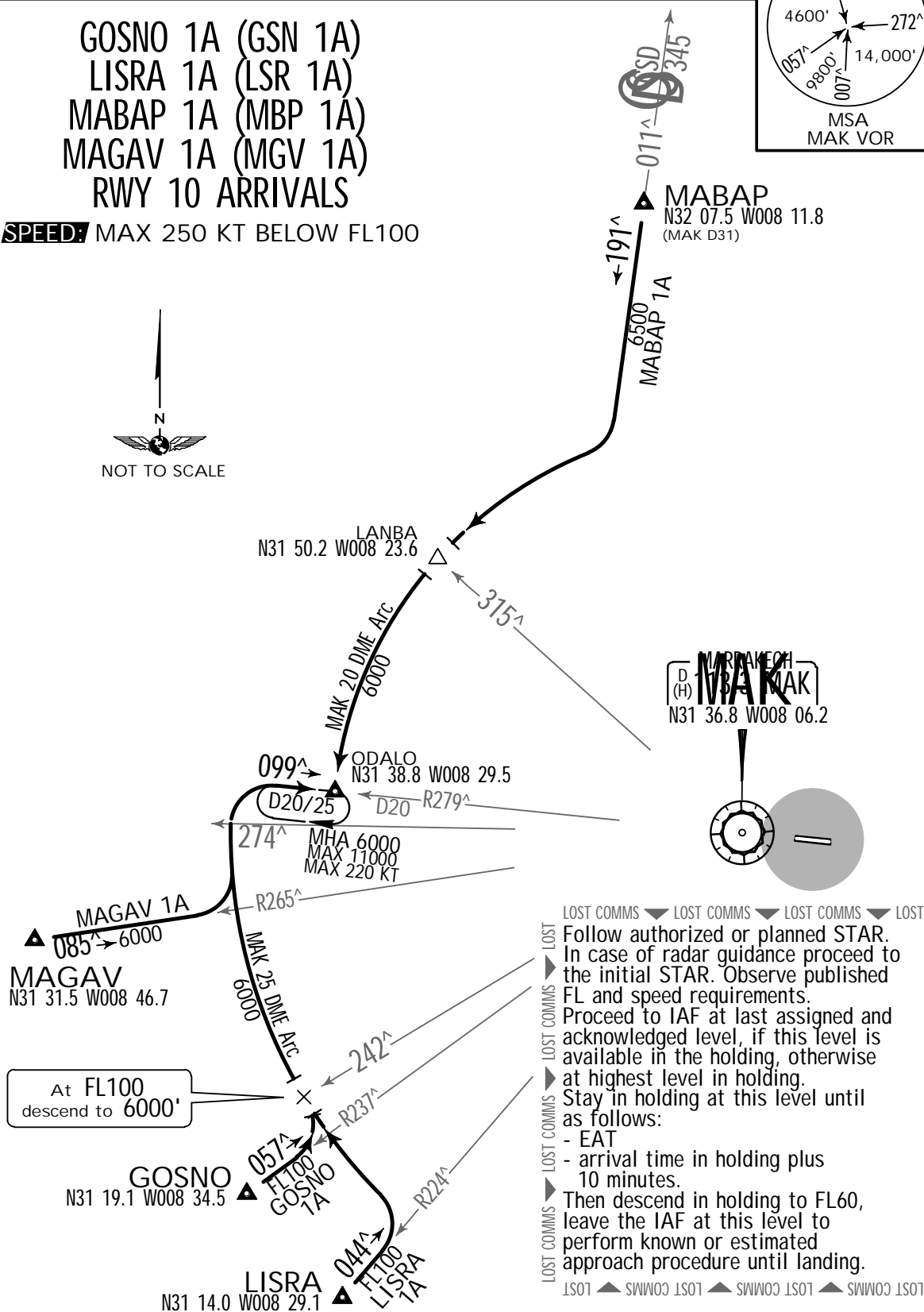
Apt Elev
1545'

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



GOSNO 1A (GSN 1A)
LISRA 1A (LSR 1A)
MABAP 1A (MBP 1A)
MAGAV 1A (MGV 1A)
RWY 10 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



LOST COMMS
Follow authorized or planned STAR. In case of radar guidance proceed to the initial STAR. Observe published FL and speed requirements. Proceed to IAF at last assigned and acknowledged level, if this level is available in the holding, otherwise at highest level in holding. Stay in holding at this level until as follows:
- EAT
- arrival time in holding plus 10 minutes.
Then descend in holding to FL60, leave the IAF at this level to perform known or estimated approach procedure until landing.

MAX 230 KT during turns and along MAK DME arcs.

STAR	ROUTING
GOSNO 1A	Intercept MAK R-237 inbound, along MAK 25 DME arc, intercept MAK R-279 inbound to ODALO.
LISRA 1A	Intercept MAK R-224 inbound, along MAK 25 DME arc, intercept MAK R-279 inbound to ODALO.
MABAP 1A	Intercept 191° bearing from CSD, along MAK 20 DME arc to ODALO.
MAGAV 1A	Intercept MAK R-265 inbound, along MAK 25 DME arc, intercept MAK R-279

GMMX/RAK

MENARA INTL

**JEPPESEN**

23 NOV 12

10-2A

MARRAKECH, MOROCCO

.STAR.

* ATIS
121.95

Apt Elev
1545'

Alt Set: hPa
Trans level: By ATC

Trans alt: 6000'

GOSNO 2A (GSN 2A)
LISRA 2A (LSR 2A)
MABAP 2A (MBP 2A)
MAGAV 2A (MGV 2A)
RWY 28 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

STAR	ROUTING
GOSNO 2A	Intercept MAK R-237 inbound, along MAK 25 DME arc, intercept MAK R-279 inbound to ODALO.
LISRA 2A	Intercept MAK R-224 inbound, along MAK 25 DME arc, intercept MAK R-279 inbound to ODALO.
MABAP 2A	Intercept 191° bearing from CSD, along MAK 20 DME arc to ODALO.
MAGAV 2A	Intercept MAK R-265 inbound, along MAK 25 DME arc, intercept MAK R-279 inbound to ODALO.

GMMX/RAK
MENARA INTL

8 APR 11

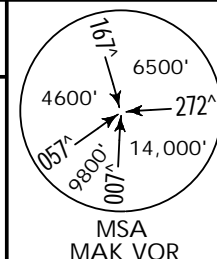
JEPPESEN
(10-2B)

MARRAKECH, MOROCCO
.STAR.

* ATIS
121.95

Apt Elev
1545'

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



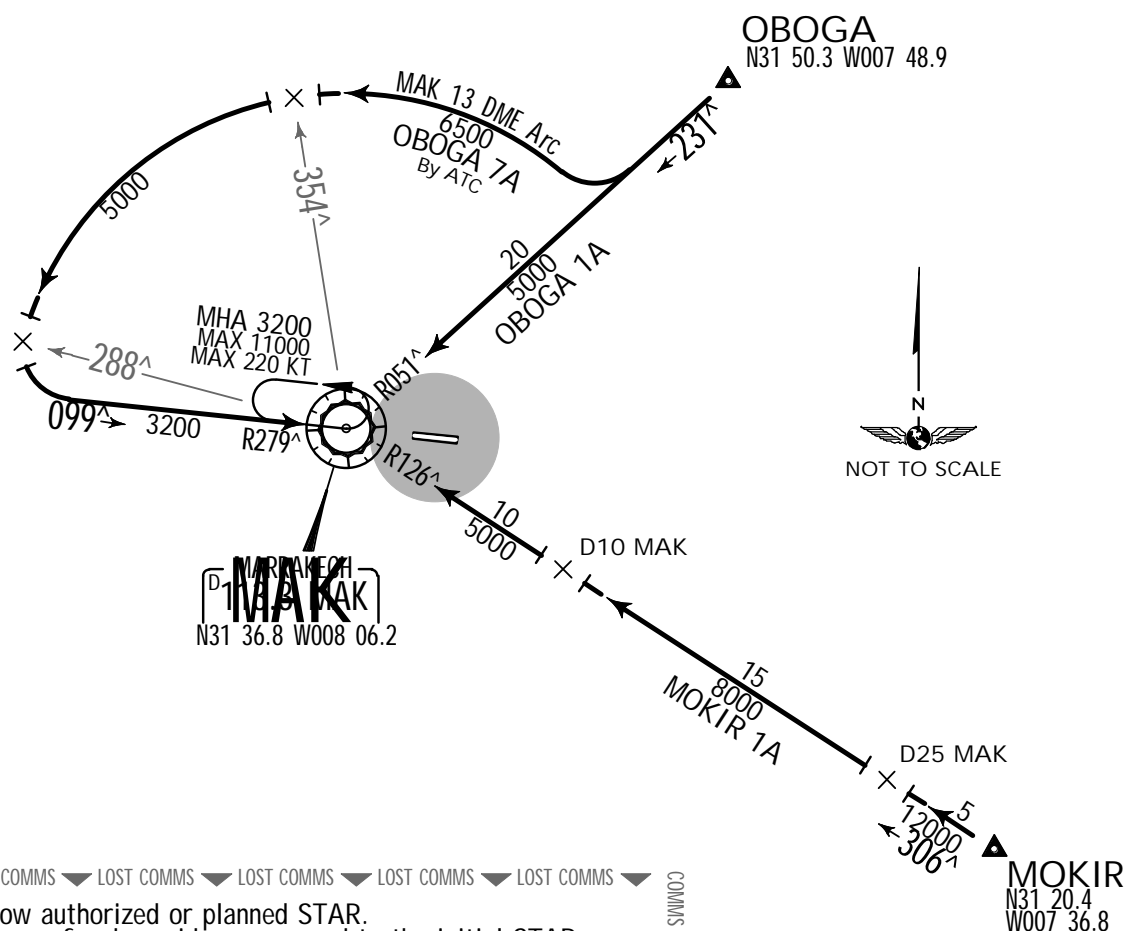
MOKIR 1A [MKR1A], OBOGA 1A [BGA1A]

OBOGA 7A [BGA7A]

BY ATC

RWY 10 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Follow authorized or planned STAR.
In case of radar guidance proceed to the initial STAR.
Observe published FL and speed requirements.
Proceed to IAF at last assigned and acknowledged level, if this level is available in the holding, otherwise at highest level in holding.
Stay in holding at this level until as follows:
- HAP
- arrival time in holding plus 10 minutes.
Then descend in holding to FL60, leave the IAF at this level to perform known or estimated approach procedure until landing.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

MAX 230 KT during turns and along MAK DME arcs.

STAR	ROUTING
MOKIR 1A	Intercept MAK R-126 inbound to MAK.
OBOGA 1A	Intercept MAK R-051 inbound to MAK
OBOGA 7A	Intercept MAK R-051 inbound. along MAK 13 DME arc. intercept MAK R-279

GMMX/RAK
MENARA INTL

8 APR 11

10-2C

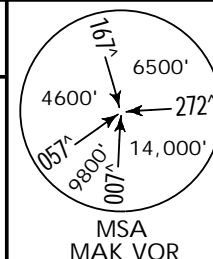
JEPPESEN

MARRAKECH, MOROCCO
.STAR.

*ATIS
121.95

Apt Elev
1545'

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



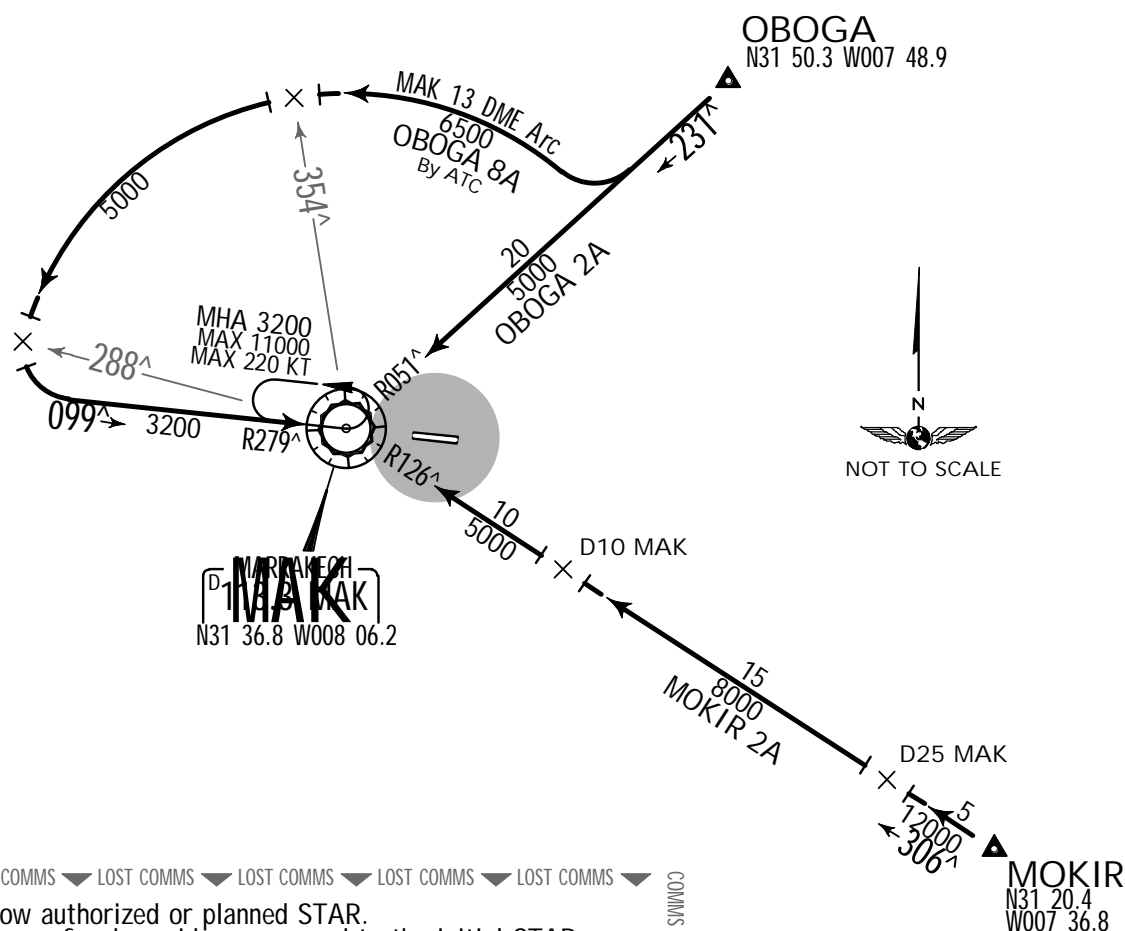
MOKIR 2A [MKR2A], OBOGA 2A [BGA2A]

OBOGA 8A [BGA8A]

BY ATC

RWY 28 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Follow authorized or planned STAR.
In case of radar guidance proceed to the initial STAR.
Observe published FL and speed requirements.
Proceed to IAF at last assigned and acknowledged level, if this level is available in the holding, otherwise at highest level in holding.
Stay in holding at this level until as follows:
- HAP
- arrival time in holding plus 10 minutes.
Then descend in holding to FL60, leave the IAF at this level to perform known or estimated approach procedure until landing.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

MAX 230 KT during turns and along MAK DME arcs.

STAR	ROUTING
MOKIR 2A	Intercept MAK R-126 inbound to MAK.
OBOGA 2A	Intercept MAK R-051 inbound to MAK
OBOGA 8A	Intercept MAK R-051 inbound. along MAK 13 DME arc. intercept MAK R-279

GMMX/RAK
MENARA INTL

12 JUL 13

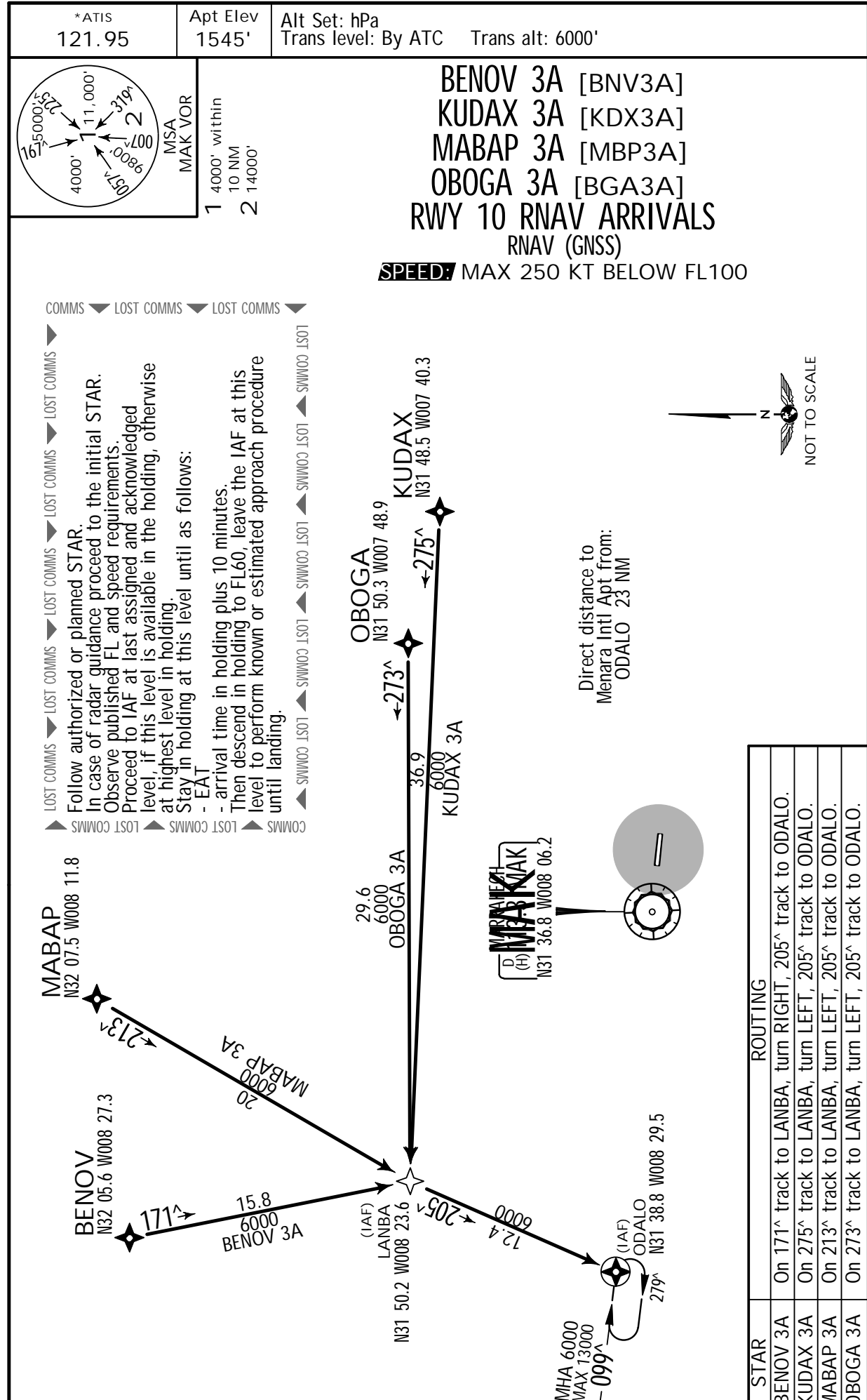


JEPPESEN

(10-2D)

.Eff.25.Jul.

MARRAKECH, MOROCCO
.RNAV.STAR.



COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Follow authorized or planned STAR.
 In case of radar guidance proceed to the initial STAR.
 Observe published FL and speed requirements.
 Proceed to IAF at last assigned and acknowledged level, if this level is available in the holding, otherwise at highest level in holding.
 Stay in holding at this level until as follows:
 - EAT
 - arrival time in holding plus 10 minutes.
 Then descend in holding to FL60, leave the IAF at this level to perform known or estimated approach procedure until landing.

COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Direct distance to Menara Intl Apt from: ODALO 23 NM

MNA VOR
113.5 115 117 119 121 123 125 127 129 131 133 135 137 139 141 143 145 147 149 151 153 155 157 159 161 163 165 167 169 171 173 175 177 179 181 183 185 187 189 191 193 195 197 199 201 203 205 207 209 211 213 215 217 219 221 223 225 227 229 231 233 235 237 239 241 243 245 247 249 251 253 255 257 259 261 263 265 267 269 271 273 275 277 279 281 283 285 287 289 291 293 295 297 299 301 303 305 307 309 311 313 315 317 319 321 323 325 327 329 331 333 335 337 339 341 343 345 347 349 351 353 355 357 359 361 363 365 367 369 371 373 375 377 379 381 383 385 387 389 391 393 395 397 399 401 403 405 407 409 411 413 415 417 419 421 423 425 427 429 431 433 435 437 439 441 443 445 447 449 451 453 455 457 459 46

GMMX/RAK
MENARA INTL

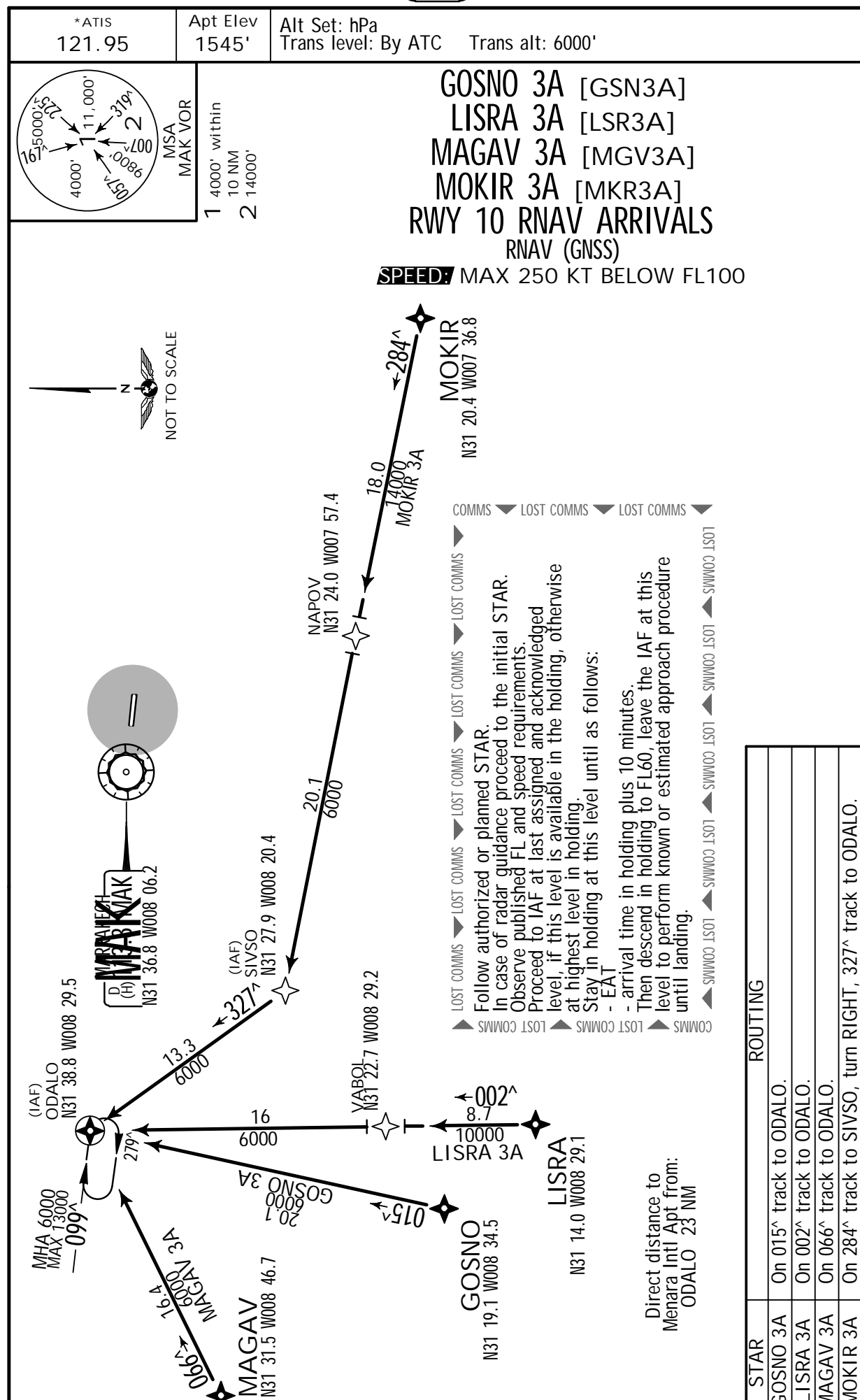
12 JUL 13

JEPPESEN

10-2E

.Eff.25.Jul.

MARRAKECH, MOROCCO
.RNAV.STAR.



GMMX/RAK

MENARA INTL

3 MAY 13

10-3

JEPPESEN

MARRAKECH, MOROCCO

.SID.

Apt Elev
1545'

Trans level: By ATC Trans alt: 6000'

LISRA 3D (LSR 3D), MABAP 3D (MBP 3D) MAGAV 3D (MGV 3D) RWY 10 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

In VMC: turn back to land on the aerodrome.
In IMC: pursue the flight in accordance with
the departure route, climb until assigned FL
or minimum flight altitude if higher, then
comply with current flight plan.

▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

These SIDs require minimum climb gradients
of

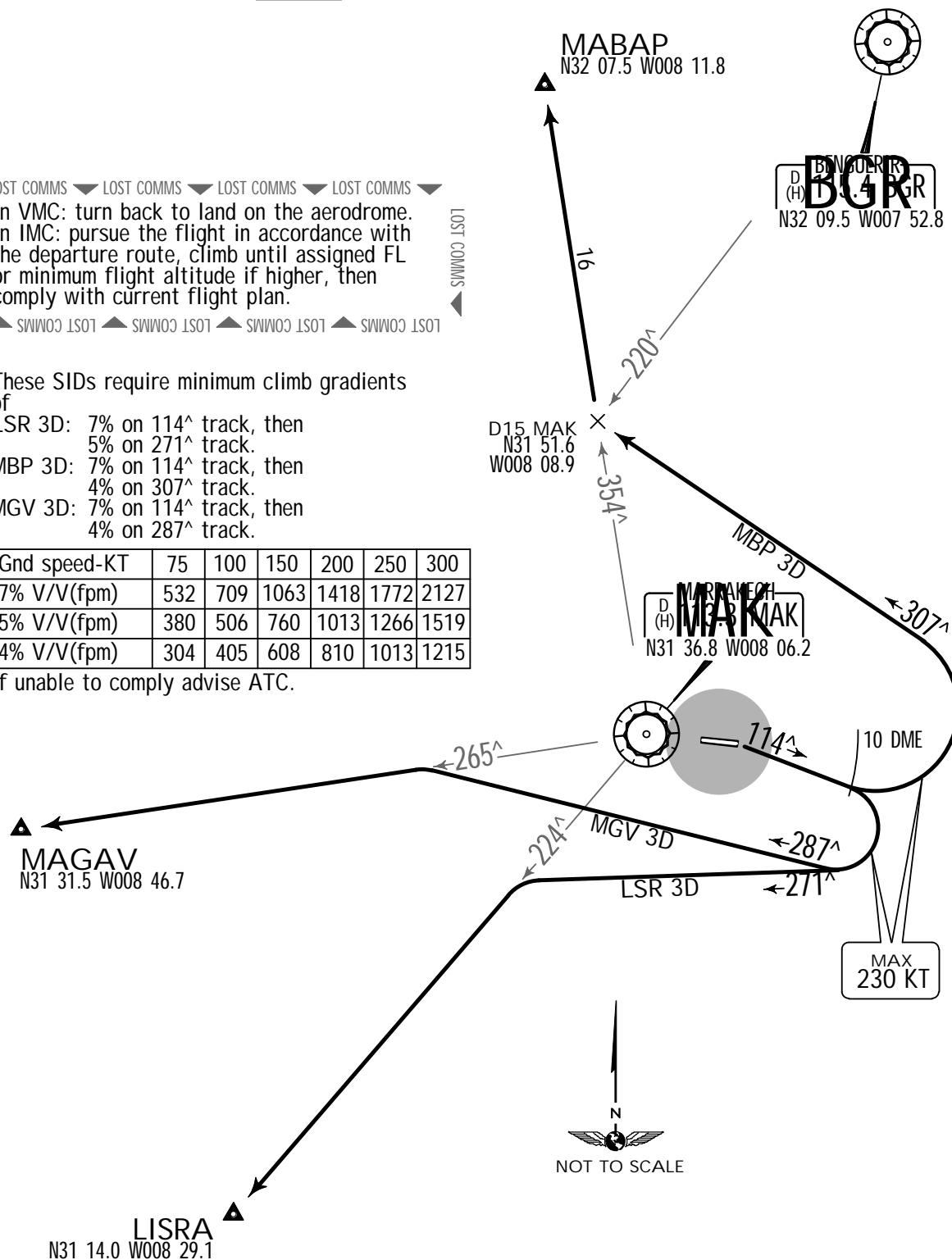
LSR 3D: 7% on 114° track, then
5% on 271° track.

MBP 3D: 7% on 114° track, then
4% on 307° track.

MGV 3D: 7% on 114° track, then
4% on 287° track.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127
5% V/V(fpm)	380	506	760	1013	1266	1519
4% V/V(fpm)	304	405	608	810	1013	1215

If unable to comply advise ATC.



SID	ROUTING
LISRA 3D	Climb on 114° track to MAK 10 DME, turn RIGHT, 271° track, intercept MAK R-224 to LISRA and FPL route.
MABAP 3D	Climb on 114° track to MAK 10 DME, turn LEFT, 307° track, intercept MAK R-354 to MABAP and FPL route.
MAGAV 3D	Climb on 114° track to MAK 10 DME, turn RIGHT, 287° track, intercept MAK R-271 to MAGAV and FPL route.

GMMX/RAK
 MENARA INTL

JEPPESEN
 3 MAY 13 (10-3A)

MARRAKECH, MOROCCO
 .SID.

Apt Elev
 1545'
 Trans level: By ATC Trans alt: 6000'

LISRA 4D (LSR 4D), MABAP 4D (MBP 4D) MAGAV 4D (MGV 4D) RWY 28 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 In VMC: turn back to land on the aerodrome.
 In IMC: pursue the flight in accordance with
 the departure route, climb until assigned FL
 or minimum flight altitude if higher, then
 comply with current flight plan.
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients
 of

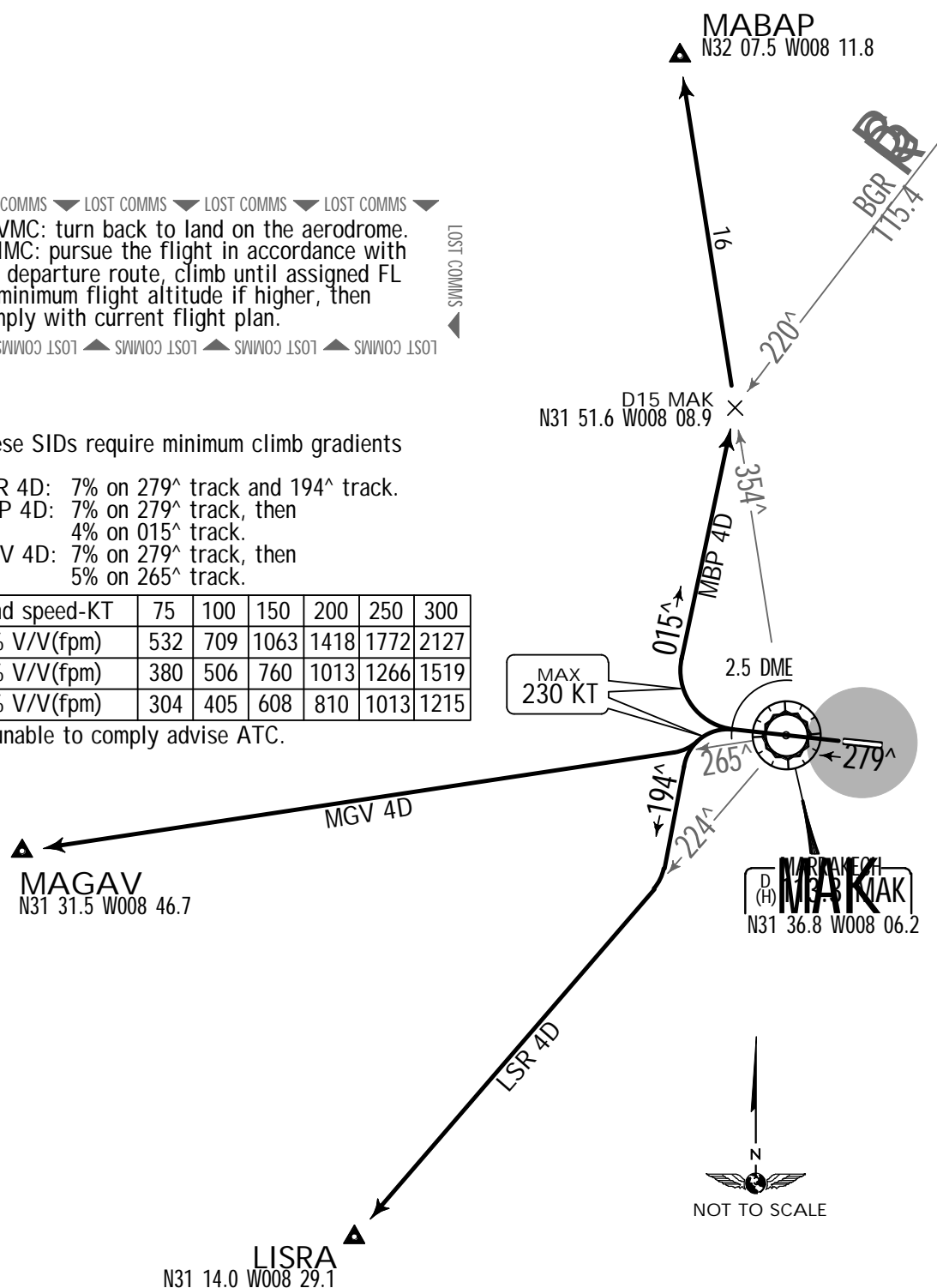
LSR 4D: 7% on 279° track and 194° track.

MBP 4D: 7% on 279° track, then
 4% on 015° track.

MGV 4D: 7% on 279° track, then
 5% on 265° track.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127
5% V/V(fpm)	380	506	760	1013	1266	1519
4% V/V(fpm)	304	405	608	810	1013	1215

If unable to comply advise ATC.



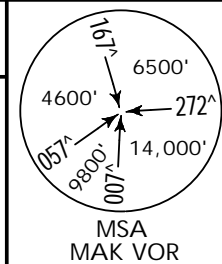
SID	ROUTING
LISRA 4D	Climb on 279° track to MAK 2.5 DME outbound, turn LEFT, 194° track, intercept MAK R-224 to LISRA and FPL route.
MABAP 4D	Climb on 279° track to MAK 2.5 DME outbound, turn RIGHT, 015° track, intercept MAK R-354 to MABAP and FPL route.
MAGAV 4D	Climb on 279° track to MAK 2.5 DME outbound, turn LEFT, intercept MAK R-265

GMMX/RAK
 MENARA INTL

JEPPESEN
 8 APR 11 (10-3B)

MARRAKECH, MOROCCO
 .SID.

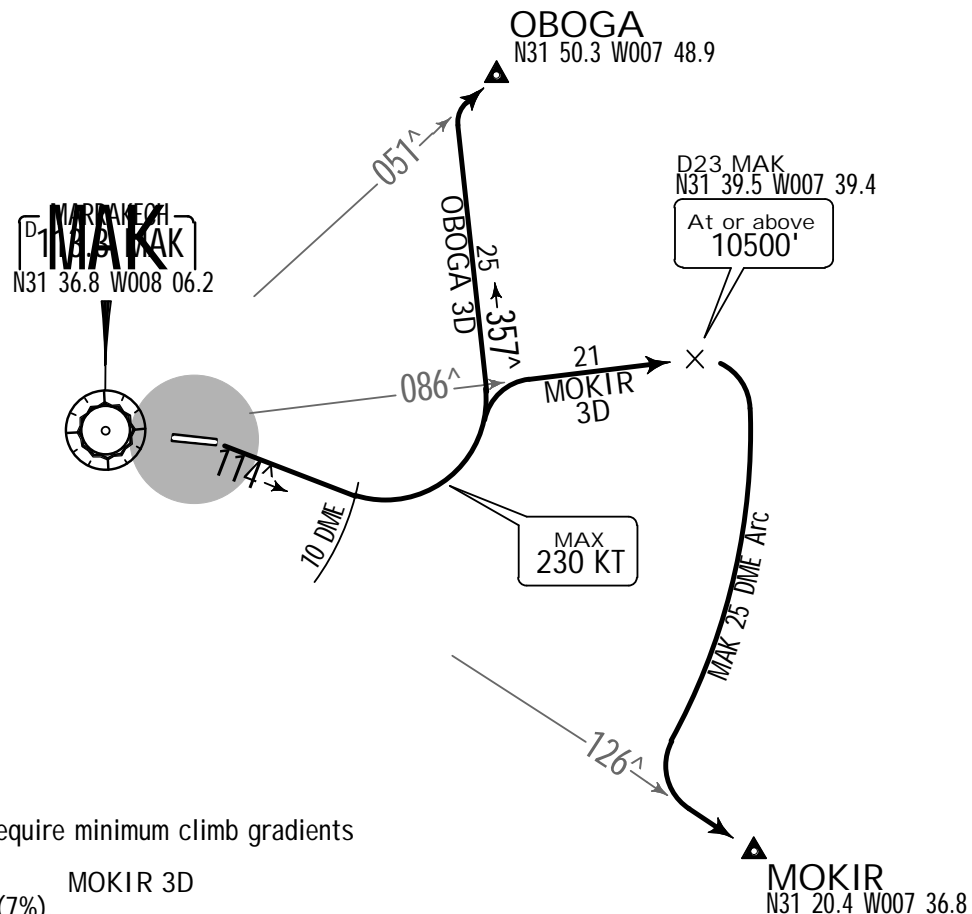
Apt Elev 1545'
 Trans level: By ATC Trans alt: 6000'



MOKIR 3D [MKR3D], OBOGA 3D [BGA3D]
 RWY 10 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 In VMC: turn back to land on the aerodrome.
 In IMC: pursue the flight in accordance with
 the departure route, climb until assigned FL
 or minimum flight altitude if higher, then
 comply with current flight plan.
 ▲ SMMWOC JSOT ▲ SMMWOC JSOT ▲ SMMWOC JSOT ▲ SMMWOC JSOT



These SIDs require minimum climb gradients
 of

MOKIR 3D
 425' per NM (7%).
 OBOGA 3D
 425' per NM (7%) on 114° track, then
 304' per NM (5%) on 357° track.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
304' per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC.

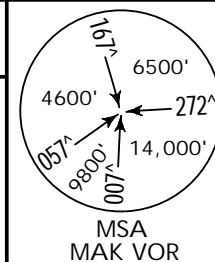
SID	ROUTING
MOKIR 3D	Climb on 114° track to MAK 10 DME, turn LEFT, intercept MAK R-086 to D23 MAK, turn RIGHT, along MAK 25 DME arc, intercept MAK R-126 to MOKIR and FPL route.
OBOGA 3D	Climb on 114° track to MAK 10 DME. turn LEFT. 357° track. intercept MAK

GMMX/RAK
MENARA INTL

JEPPESEN
8 APR 11 (10-3C)

MARRAKECH, MOROCCO
.SID.

Apt Elev
1545'
Trans level: By ATC Trans alt: 6000'



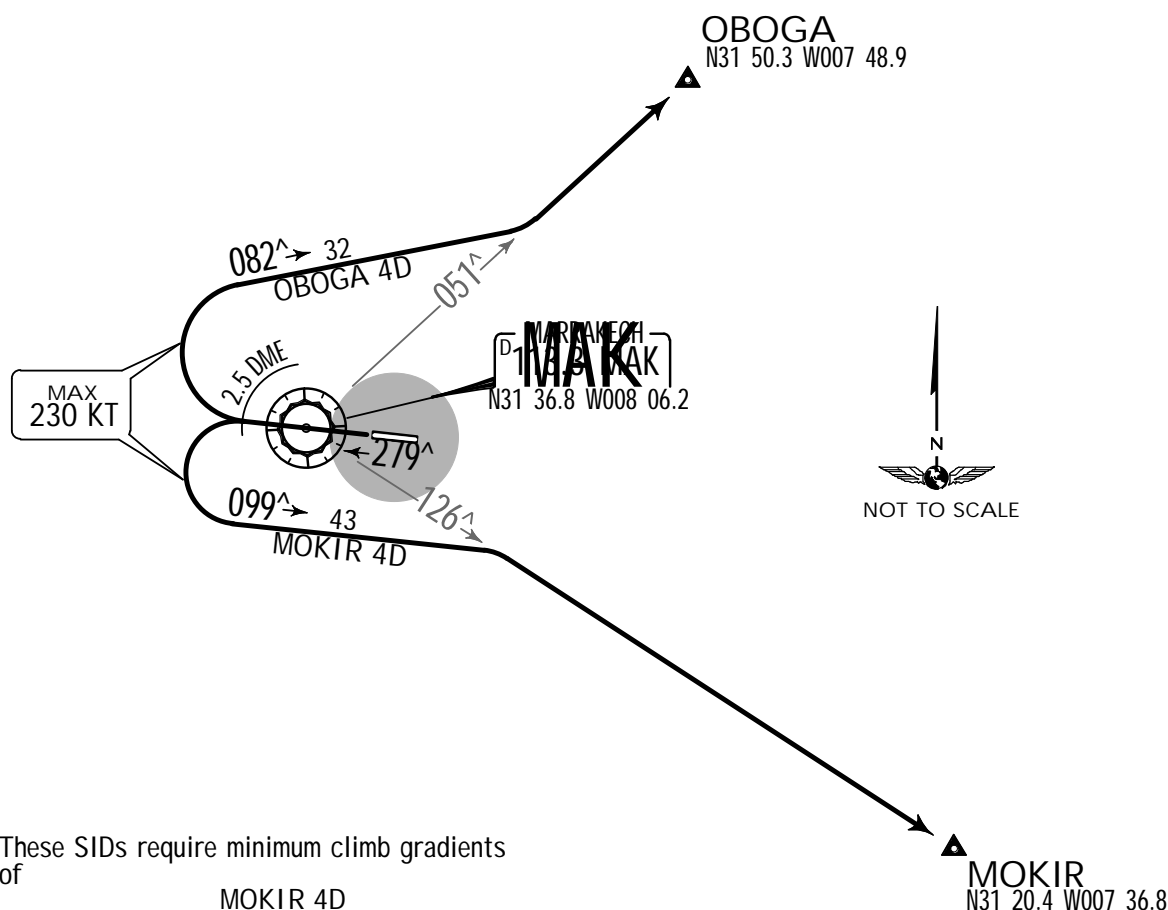
MOKIR 4D [MKR4D], OBOGA 4D [BGA4D] RWY 28 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

In VMC: turn back to land on the aerodrome.
In IMC: pursue the flight in accordance with
the departure route, climb until assigned FL
or minimum flight altitude if higher, then
comply with current flight plan.

▲ SWWOC JSOT ▲ SWWOC JSOT ▲ SWWOC JSOT ▲ SWWOC JSOT



These SIDs require minimum climb gradients
of

MOKIR 4D
425' per NM (7%) on 279° track, then
365' per NM (6%) on 099° track.
OBOGA 4D
425' per NM (7%) on 279° track, then
304' per NM (5%) on 082° track.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
365' per NM	456	608	911	1215	1519	1823
304' per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC.

SID	ROUTING
MOKIR 4D	Climb on 279° track to MAK 2.5 DME outbound, turn LEFT, 099° track, intercept MAK R-126 to MOKIR and FPL route.
OBOGA 4D	Climb on 279° track to MAK 2.5 DME outbound. turn RIGHT. 082° track. intercept

GMMX/RAK

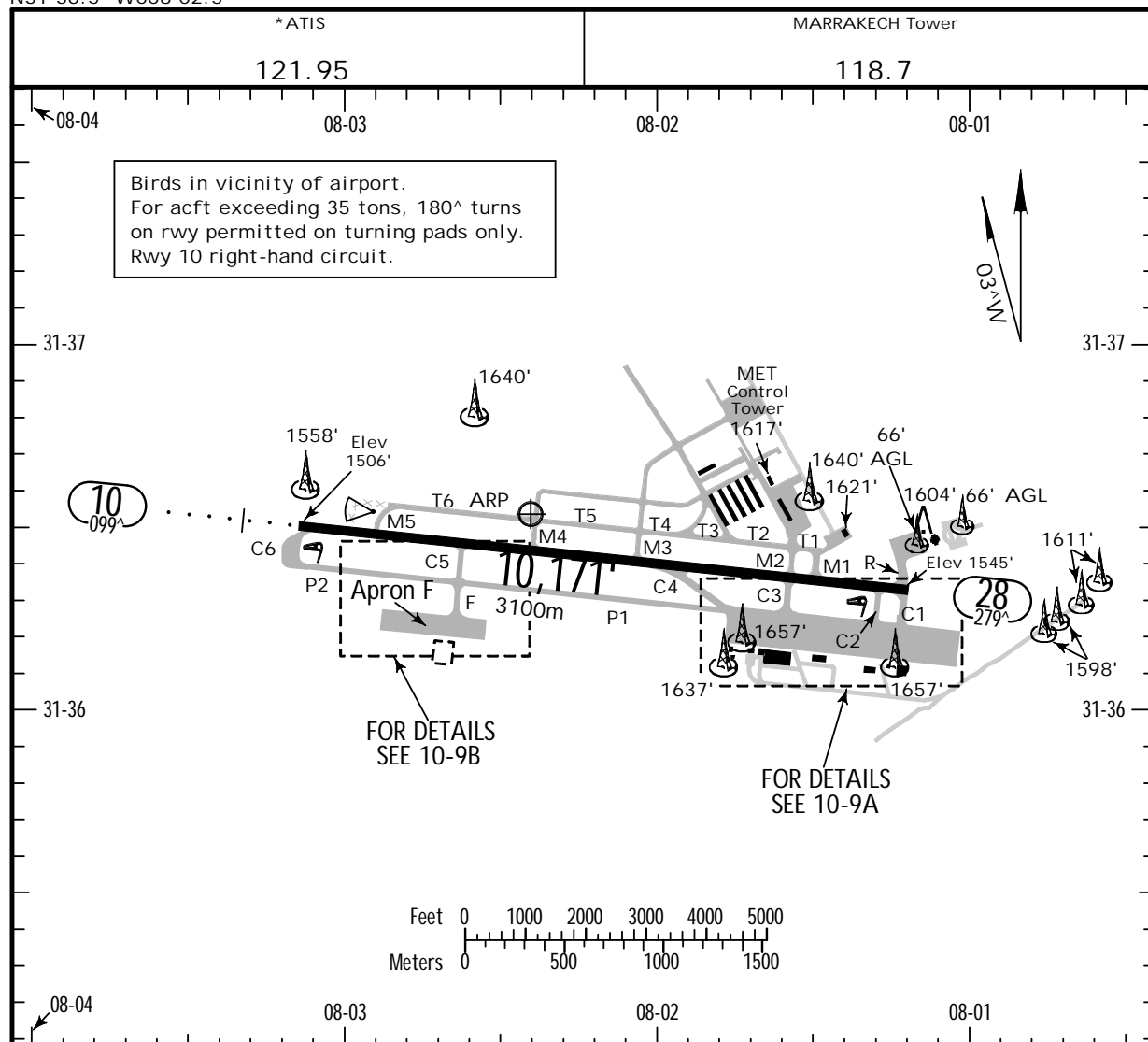
Apt Elev 1545'
N31 36.5 W008 02.5

20 DEC 13

10-9

MARRAKECH, MOROCCO

MENARA INTL



ADDITIONAL RUNWAY INFORMATION

							USABLE LENGTHS		TAKE-OFF	WIDTH
							LANDING BEYOND			
RWY							Threshold	Glide Slope		
10	HIRL(60m) CL(15m) HIALS TDZ PAPI-L 1 RVR							9199' 2804m		148' 45m
28	HIRL(60m) CL(15m) PAPI-L (angle 2.5^)									

1 (angle 3.0°)

TAKE-OFF

AIR CARRIER (JAA)		All Rws	
LVP must be in force		RCLM (DAY only) or RL	
A			
B	250m		400m
C			
D	300m		

NOISE ABATEMENT PROCEDURES

TAKE-OFF RWY 10:

As soon as practicable turn RIGHT to MAK VOR, then as directed.

TAKE-OFF RWY 28:

As soon as practicable turn LEFT to MAK VOR, then as directed.

GMMX/RAK

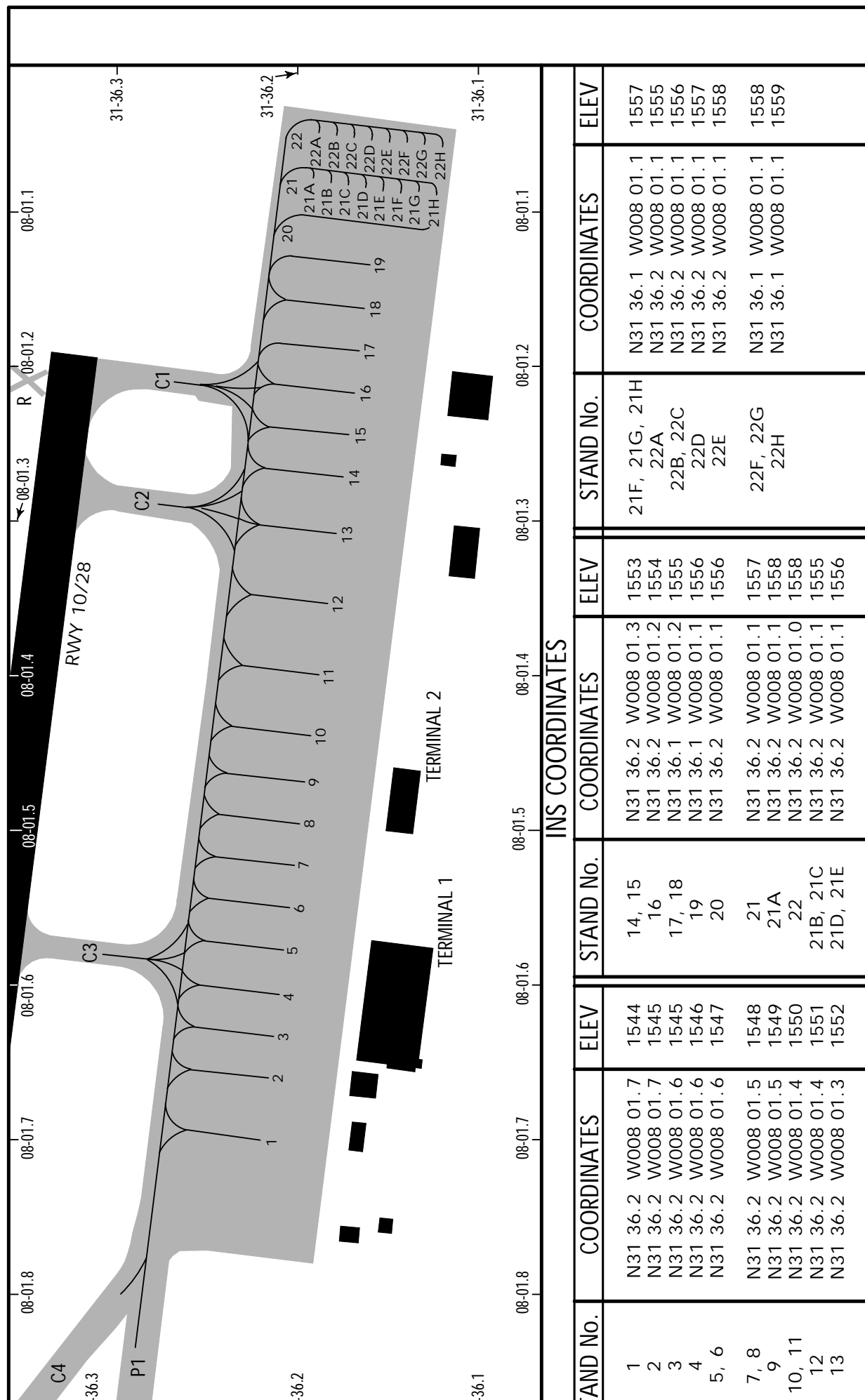


MARRAKECH, MOROCCO

20 DEC 13

10-9A

MENARA INTL

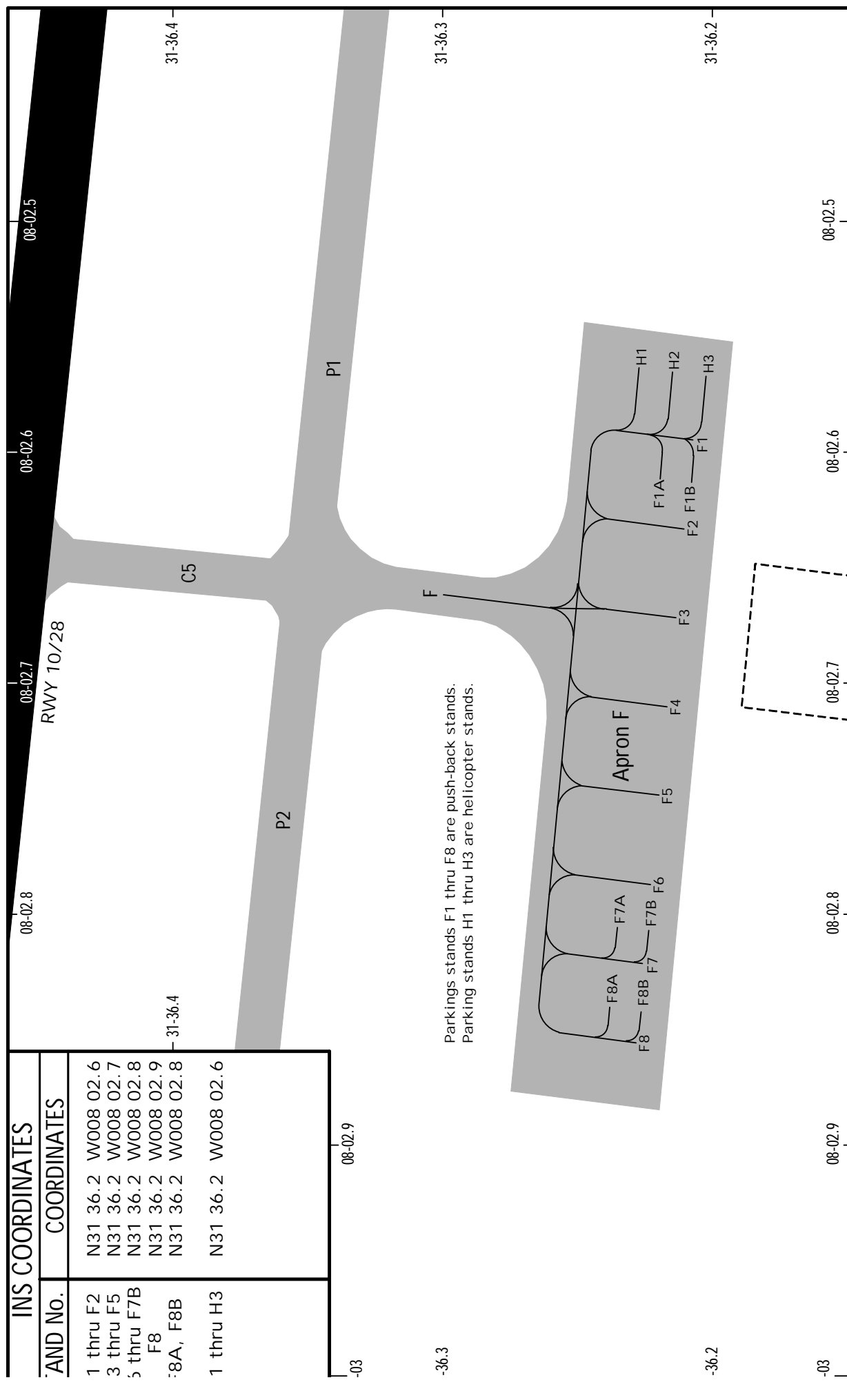


GMMX/RAK

20 DEC 13 10-9B

MARRAKECH, MOROCCO

MENARA INTL



GMMX/RAK



8 AUG 14

10-9S

.Eff.21.Aug.

Standard
MARRAKECH, MOROCCO
MENARA INTL

STRAIGHT-IN RWY		A	B	C	D
10	ILS	1810' (304') R1000m	1820' (314') R1000m	1830' (324') R1100m	1840' (334') R1100m
	ALS out	R1400m	R1400m	R1500m	R1500m
	LOC 1	1890' (384') R1400m	1890' (384') R1400m	1890' (384') R1400m	1890' (384') R1400m
	ALS out	R1500m	R1500m	R1800m	R1800m
	RNAV 1	1890' (384') R1400m	1890' (384') R1400m	1890' (384') R1400m	1890' (384') R1400m
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR DME 1	1890' (384') R1400m	1890' (384') R1400m	1890' (384') R1400m	1890' (384') R1400m
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR 1	1940' (434') R1600m	1940' (434') R1600m	1940' (434') R1600m	1940' (434') R1600m
	ALS out	R2000m	R2000m	R2000m	R2000m
28	VOR 1	1990' (445') R1500m	1990' (445') R1500m	1990' (445') C2100m	1990' (445') C2100m

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
with prescribed flight tracks to Rwy 28	2120' (575') V1500m 2	2120' (575') V1600m 2	2420' (875') V2400m	2420' (875') V3600m

2 or higher minimums of preceding straight-in approach

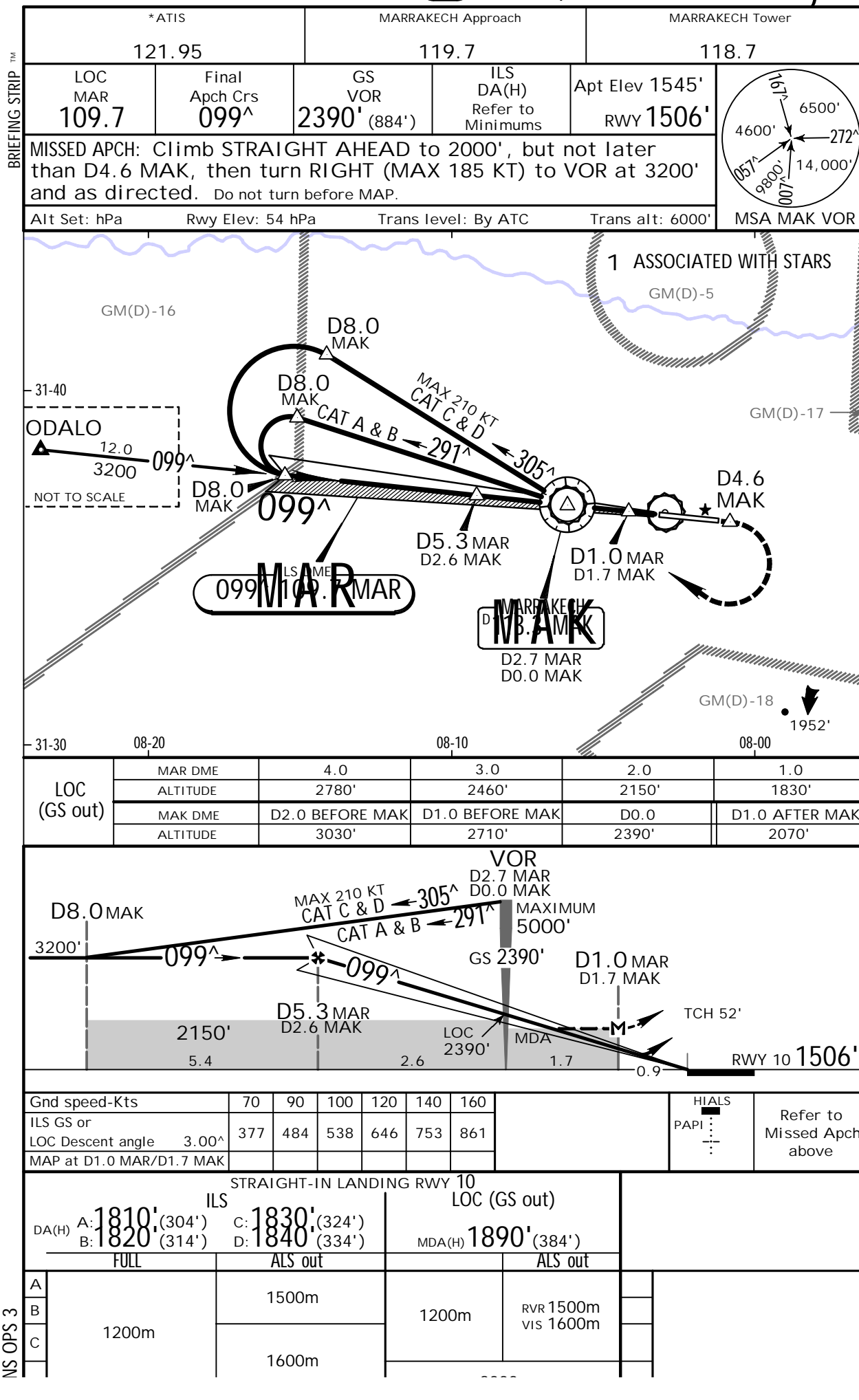
TAKE-OFF RWY 10, 28

Approved Operators HIRL, CL & mult. RVR req		LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

GMMX/RAK
MENARA INTL

JEPPesen
1 APR 11 (11-1) Eff. 7 Apr. 1

MARRAKECH, MOROCCO
ILS or LOC Rwy 10



GMMX/RAK
MENARA INTL

JEPPESSEN
1 APR 11
Eff. 7 Apr. (11-2)

MARRAKECH, MOROCCO
RACETRACK ILS or LOC Rwy 10

BRIEFING STRIP™

* ATIS		MARRAKECH Approach			MARRAKECH Tower	
121.95		119.7			118.7	
LOC MAR 109.7	Final Apch Crs 099 [^]	GS VOR 2390' (884')	ILS DA(H) Refer to Minimums	Apt Elev 1545'	RWY 1506'	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', but not later than D4.6 MAK, then turn RIGHT (MAX 185 KT) to VOR at 3200' and as directed. Do not turn before MAP.						

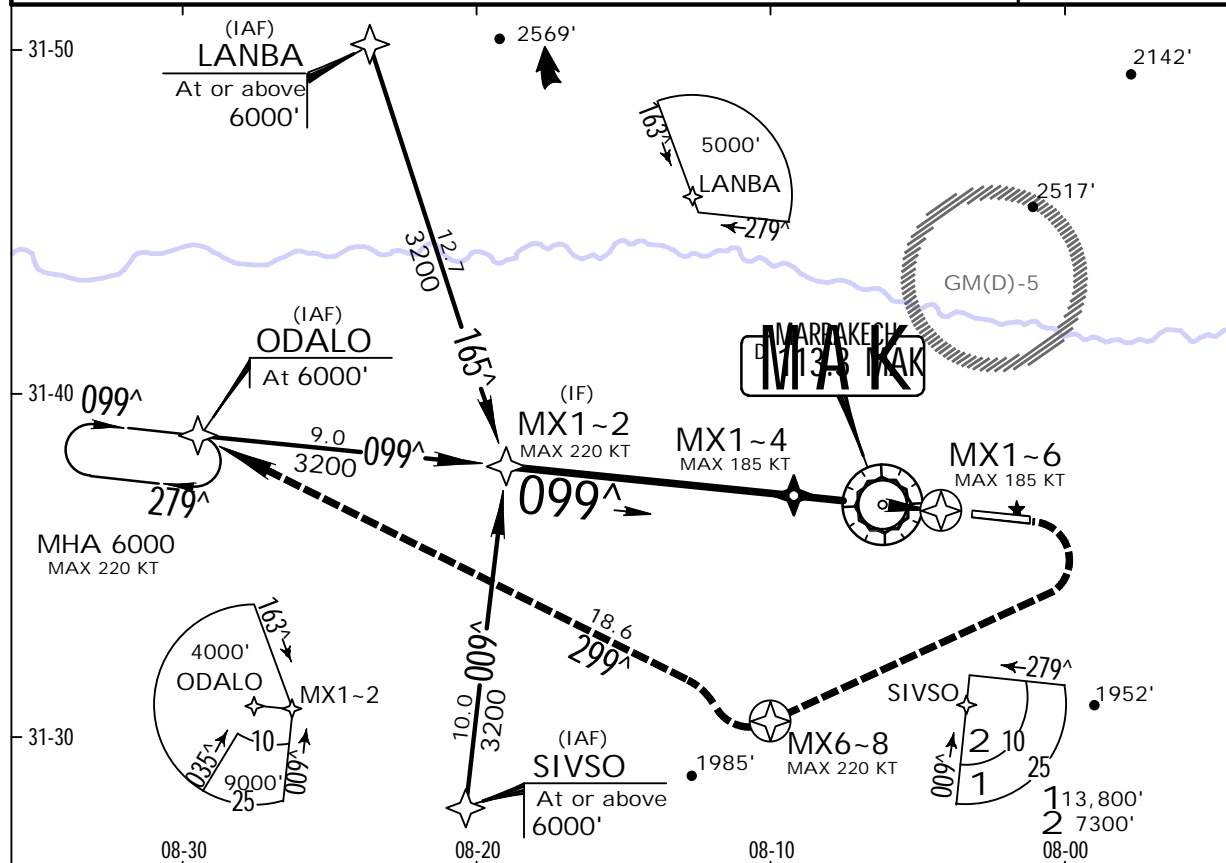
GMMX/RAK
MENARA INTL

JEPPesen
11 OCT 13 (12-1) .Eff.17.Oct.

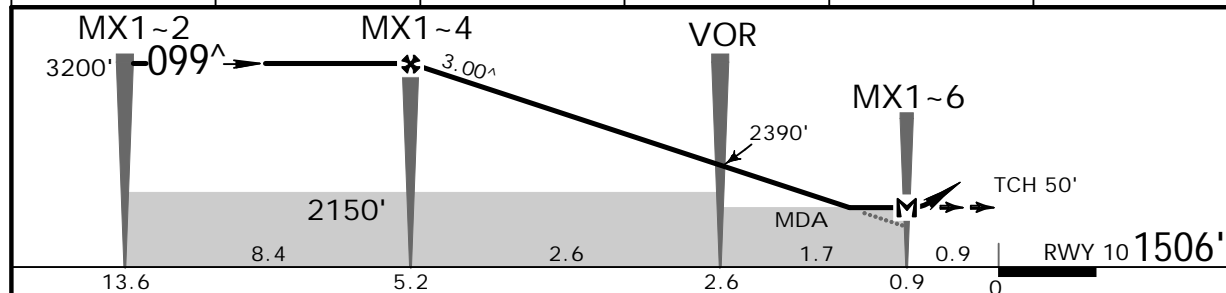
MARRAKECH, MOROCCO
RNAV (GNSS) Rwy 10

BRIEFING STRIP

* ATIS		MARRAKECH Approach			MARRAKECH Tower
121.95		119.7			118.7
RNAV	Final Apch Crs 099[^]	Procedure Alt MX1~4 3200' (1694')	LNAV MDA(H) 1890' (384')	Apt Elev 1545' RWY 1506'	TAA 25 NM IAF/IF
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT (MAX 185 KT) to MX6~8 and climb to 4500'. At MX6~8 turn RIGHT and continue to holding at ODALO, or as directed.					
Alt Set: hPa		Rwy Elev: 54 hPa	Trans level: By ATC		Trans alt: 6000'



DIST to RWY10	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3150'	2830'	2510'	2200'	1880'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00 [^]	372	478	531	637	743
MAP at MX1~6						

STRAIGHT-IN LANDING RWY 10		ALS out	
LNAV		ALS out	
MDA(H) 1890' (384')		ALS out	
A	1200m	B	RVR 1500m VIS 1600m
C		D	
D	2000m	E	

NS OPS

GMMX/RAK
MENARA INTL

JEPPESSEN
1 APR 11
Eff. 7 Apr. (13-1) 1

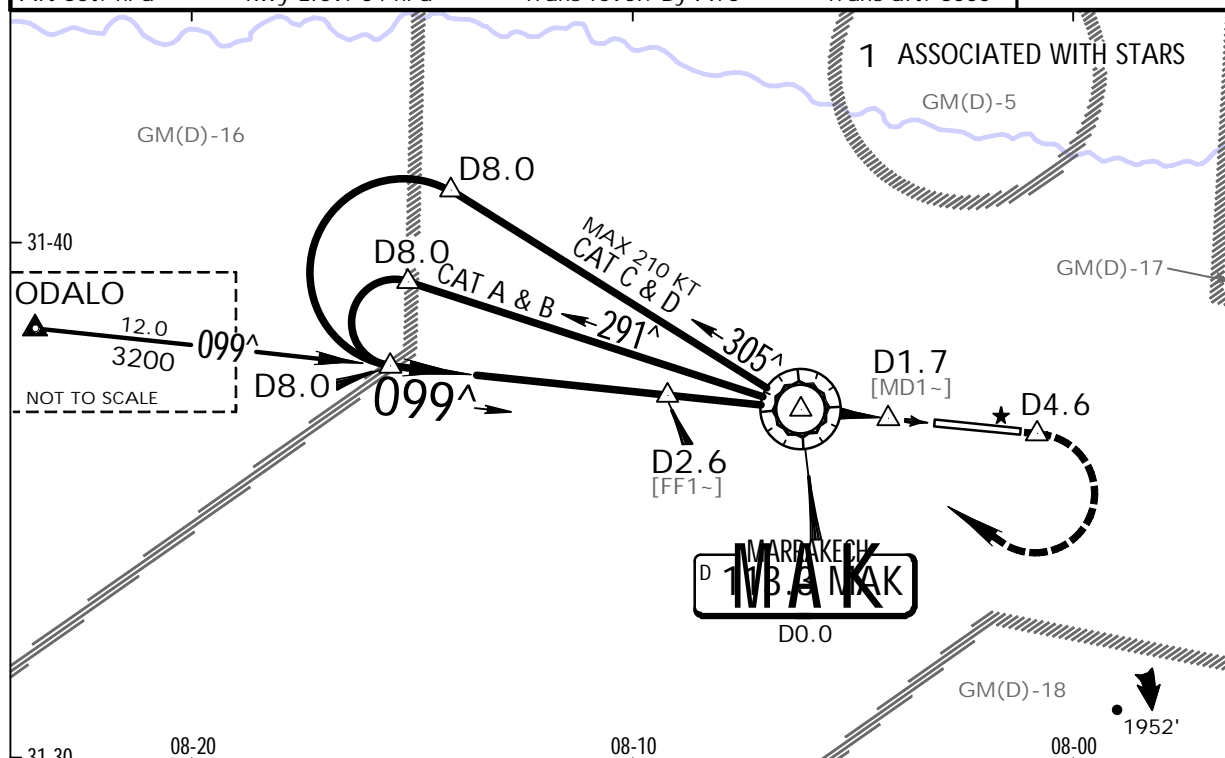
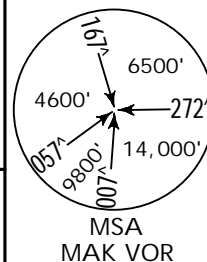
MARRAKECH, MOROCCO
VOR DME or VOR Rwy 10

BRIEFING STRIP™

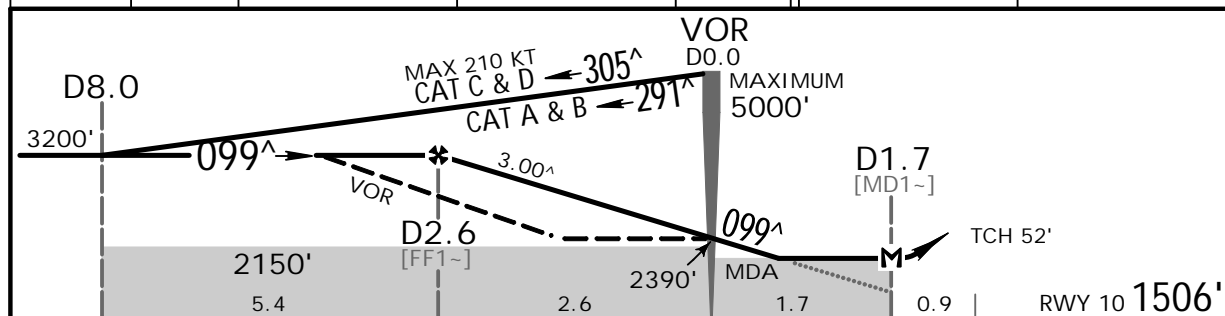
* ATIS		MARRAKECH Approach		MARRAKECH Tower	
121.95		119.7		118.7	
VOR MAK 113.3	Final Apch Crs 099^	VOR DME Procedure Alt D2.6 3200' (1694')	VOR DME MDA(H) 1890' (384')	Apt Elev 1545'	
		VOR Procedure Alt VOR 2390' (884')	VOR MDA(H) 1940' (434')	RWY 1506'	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', but not later than D4.6, then turn RIGHT (MAX 185 KT) to VOR at 3200' and as directed. Do not turn before MAP.					
Alt Set: hPa		Rwy Elev: 54 hPa		Trans level: By ATC	
				Trans alt: 6000'	

161'
6500'
272'
14,000'
007'
9800'
057'
4600'

MSA
MAK VOR



VOR DME	MAK DME	D2.0 BEFORE MAK	D1.0 BEFORE MAK	D0.0	D1.0 AFTER MAK	D1.5 AFTER MAK
	ALTITUDE	3030'	2710'	2390'	2070'	1910'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent angle 3.00°	372	478	531	637	743	849	PAPI	
MAP at D1.7							Refer to Missed Apch above	

STRAIGHT-IN LANDING RWY 10					
VOR DME		VOR			
MDA(H) 1890' (384')		MDA(H) 1940' (434')			
ALS out		ALS out			
A					
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
C			2000m		

NS OPS 3

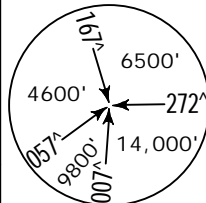
GMMX/RAK
MENARA INTL

JEPPESSEN
1 APR 11
Eff. 7 Apr. (13-2) 1

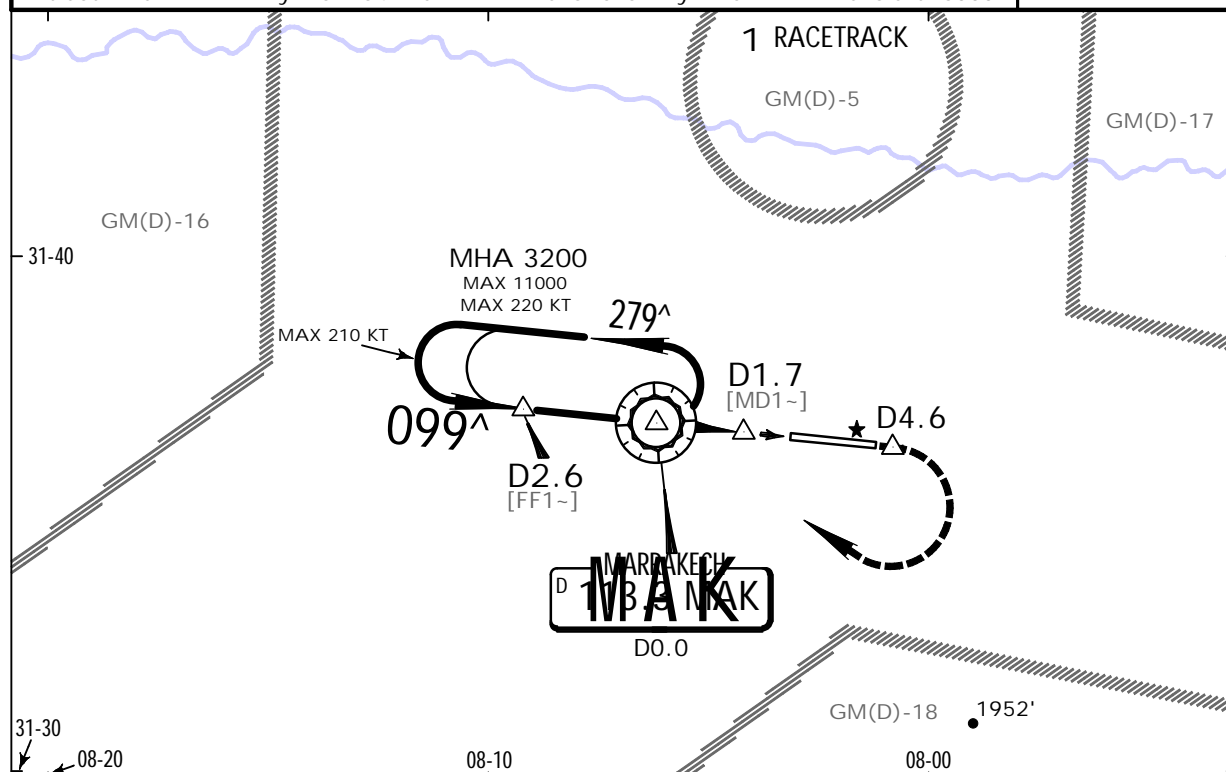
MARRAKECH, MOROCCO
VOR DME or VOR Rwy 10

BRIEFING STRIP™

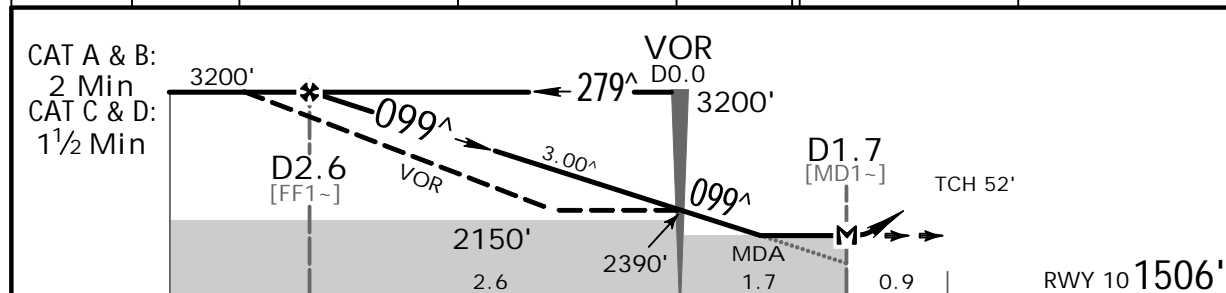
* ATIS		MARRAKECH Approach		MARRAKECH Tower	
121.95		119.7		118.7	
VOR MAK 113.3	Final Apch Crs 099^	VOR DME Procedure Alt D2.6 3200' (1694')	VOR DME MDA(H) 1890' (384')	Apt Elev 1545'	
		VOR Procedure Alt VOR 2390' (884')	VOR MDA(H) 1940' (434')	RWY 1506'	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', but not later than D4.6, then turn RIGHT (MAX 185 KT) to VOR at 3200' and as directed. Do not turn before MAP.					
Alt Set: hPa Rwy Elev: 54 hPa Trans level: By ATC Trans alt: 6000'					



MSA
MAK VOR



VOR DME	MAK DME	D2.0 BEFORE MAK	D1.0 BEFORE MAK	D0.0	D1.0 AFTER MAK	D1.5 AFTER MAK
	ALTITUDE	3030'	2710'	2390'	2070'	1910'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent angle 3.00 [^]	372	478	531	637	743	849	PAPI	
MAP at D1.7							Refer to Missed Apch above	

STRAIGHT-IN LANDING RWY 10			
VOR DME		VOR	
MDA(H) 1890' (384')		MDA(H) 1940' (434')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			2000m

NS OPS 3

GMMX/RAK
MENARA INTL



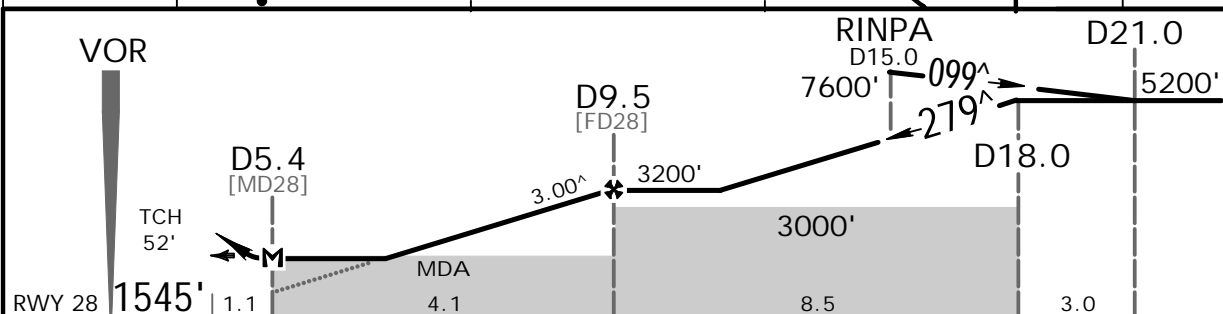
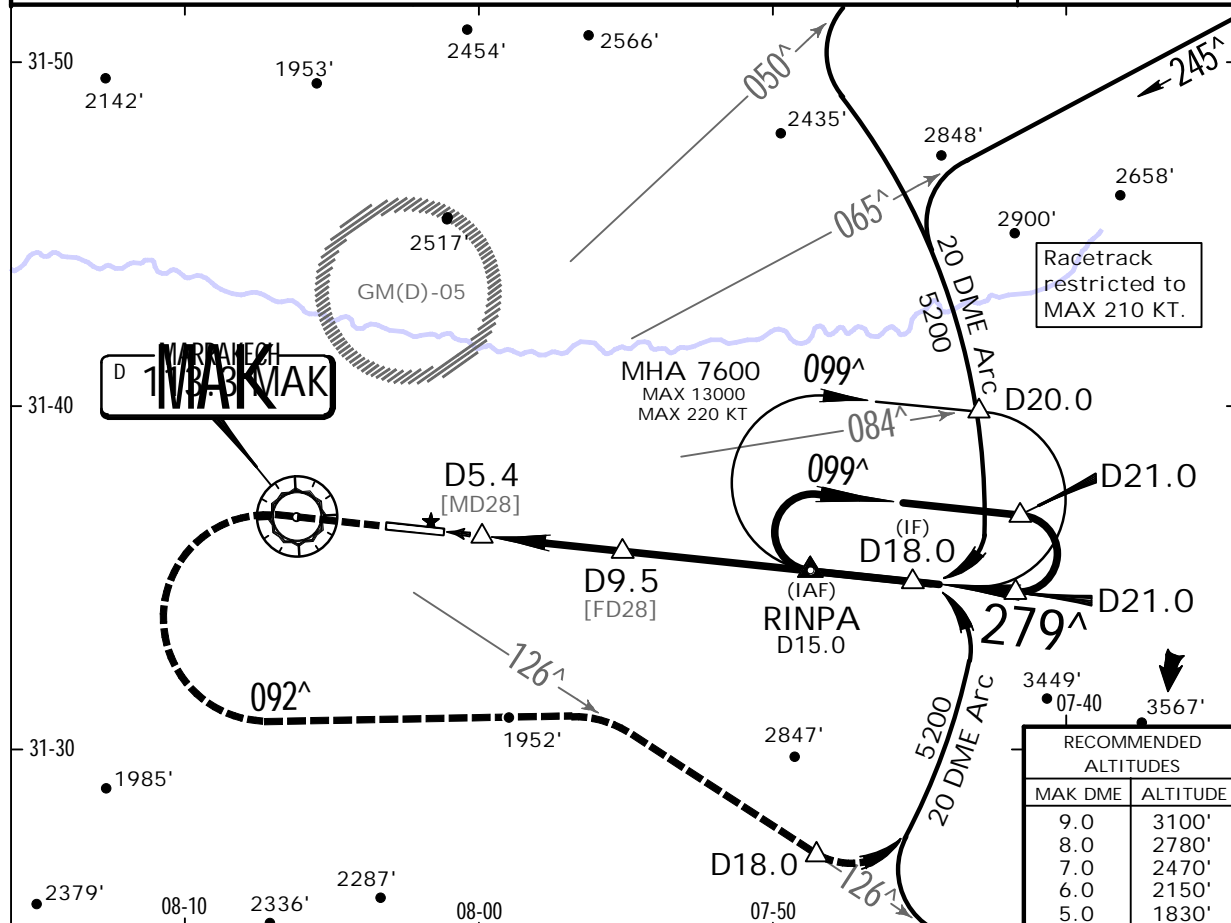
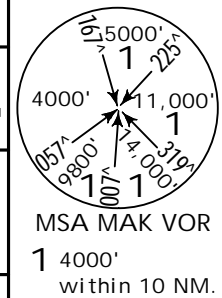
8 AUG 14 (13-3) .Eff.21.Aug.

MARRAKECH, MOROCCO
Aug. VOR Z Rwy 28

*ATIS 121.95		MARRAKECH Approach 119.7		MARRAKECH Tower 118.7	
VOR MAK 113.3	Final Apch Crs 279 [^]	Procedure Alt D9.5 3200' (1655')	MDA(H) 1990' (445')	Apt Elev 1545' RWY 1545'	

MISSED APCH: Climb STRAIGHT AHEAD to 3200', then turn LEFT (MAX 210 KT) onto 092° to intercept and follow R-126 MAK climbing to 7600'. At D18.0 MAK turn LEFT onto 20 DME Arc MAK to RINPA and hold or as directed.

Alt Set: hPa	Rwy Elev: 55 hPa	Trans level: By ATC	Trans alt: 6000'
--------------	------------------	---------------------	------------------



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at D5.4						

PAPI-L

3200'

STRAIGHT-IN LANDING RWY 28

MDA(H) 1990' (445')

A	1600m
B	
C	2000m

VS OPS

GMMX/RAK
MENARA INTL

JEPPESSEN MA
8 AUG 14 (13-4) .Eff.21.Aug.

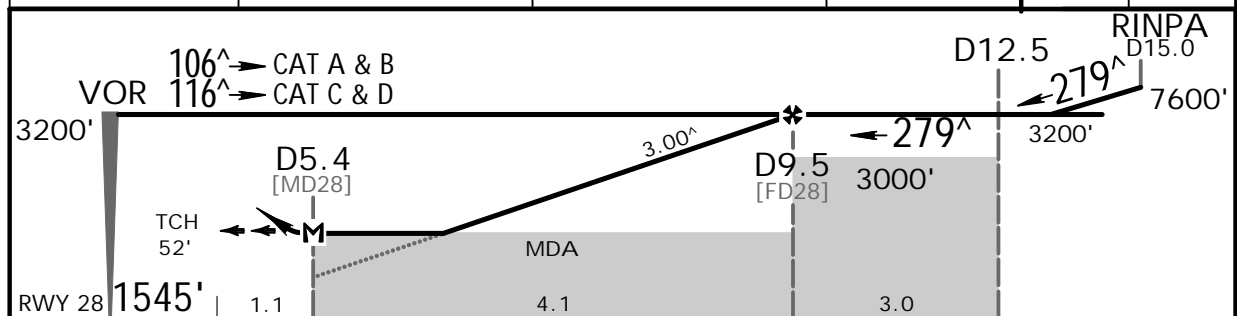
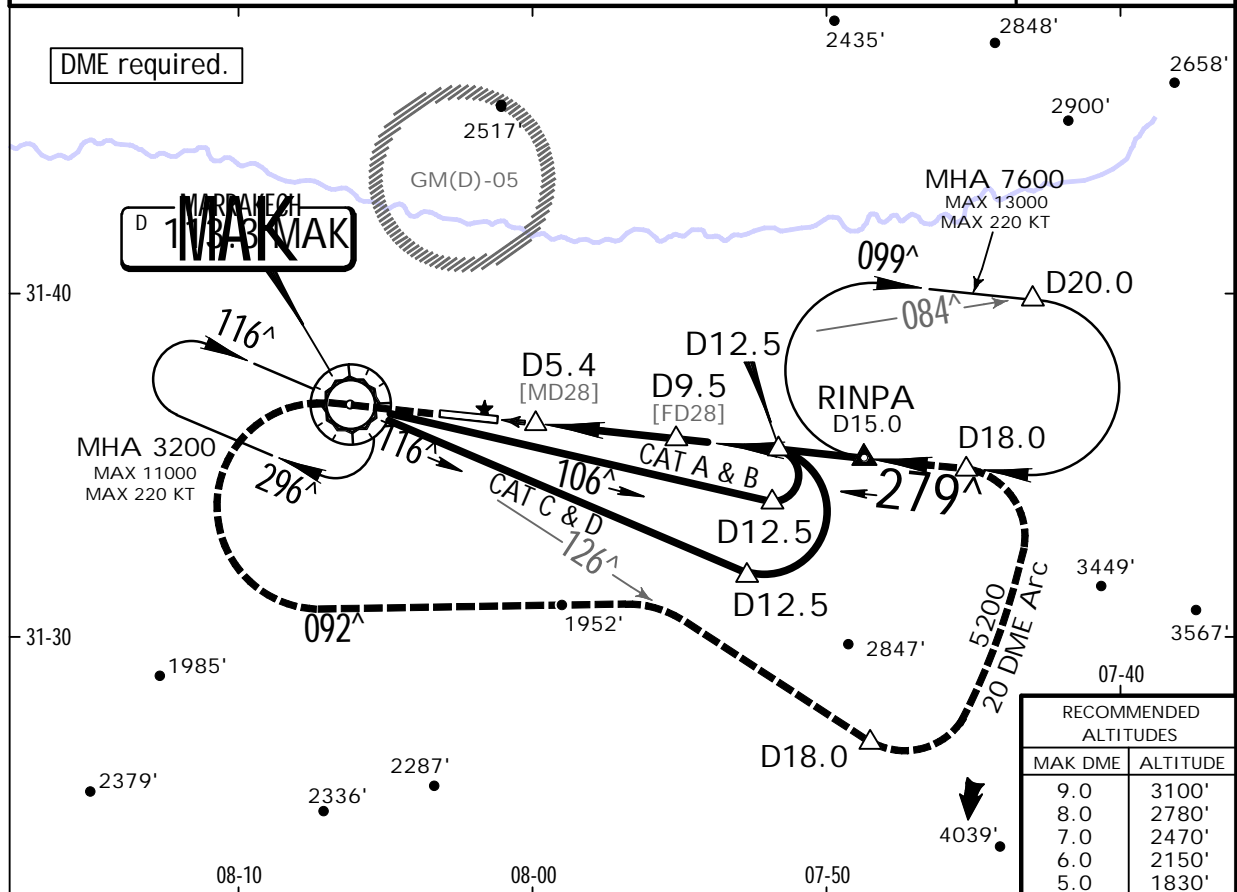
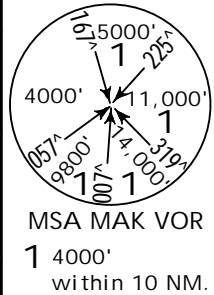
MARRAKECH, MOROCCO
Aug. VOR Y Rwy 28

* ATIS 121.95		MARRAKECH Approach 119.7		MARRAKECH Tower 118.7	
VOR MAK 113.3	Final Apch Crs 279^	Procedure Alt D9.5 3200' (1655')	MDA(H) 1990' (445')	Apt Elev 1545' RWY 1545'	

MISSD APCH: Climb STRAIGHT AHEAD to 3200', then turn LEFT (MAX 210 KT) onto 092° to intercept and follow R-126 MAK climbing to 7600'. At D18.0 MAK turn LEFT onto 20 DME Arc MAK to RINPA and hold or as directed.

Alt Set: hPa Rwy Elev: 55 hPa Trans level: By ATC Trans alt: 6000'

Baseturn restricted to MAX 220 KT.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at D5.4						

PAPI-L

3200'

STRAIGHT-IN LANDING RWY 28

MDA(H) 1990' (445')

A	1600m
B	
C	2000m

GMMX/RAK

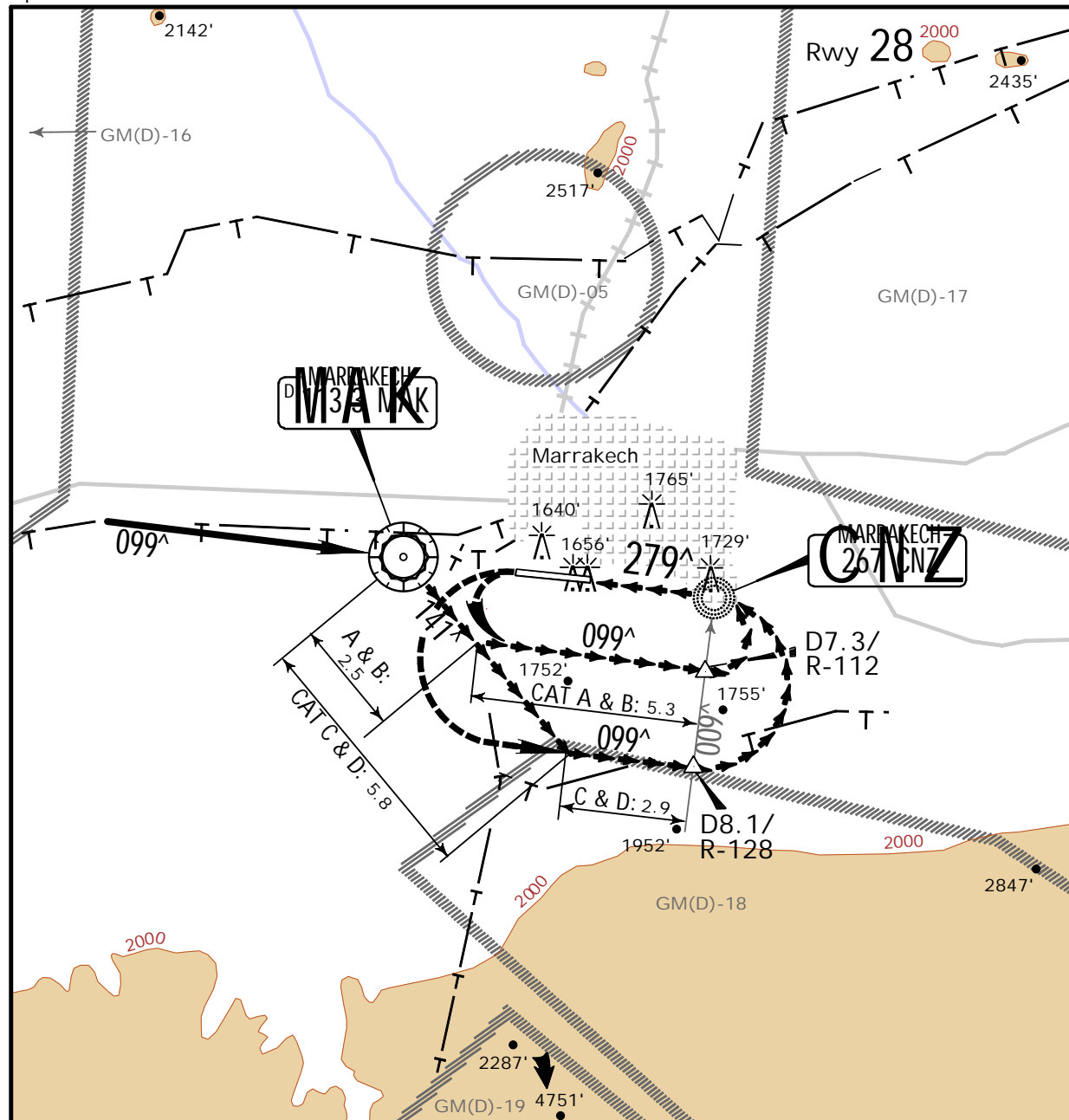
JEPPESEN
1 AUG 08 (19-10)

MARRAKECH, MOROCCO

MENARA INTL

Apt Elev 1545'

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS



	Max Kts	MDA(H)	
A	100	2120' (575')	1600m
B	135	2420' (875')	4000m
C	180	2420' (875')	4400m
D	205	2420' (875')	4400m