1. GENERAL

1.1. ATIS
   ATIS 118.6

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL
   LVP will be applied when the meteorological minimum will be 600m or below. Tower will inform pilots about application of LVP via ATIS. Tower will also inform pilots, when visibility is above 1000m and there is a strong improvement tendency of meteorological conditions, the cancellation of LVP.

1.2.2. EXITS/ENTRIES OF RWY
   When RWYs 03L and 03R are in service, the entry to the RWY will be only authorized via TWY R1. TWYs S1, S2, S5 and S6 will be closed.
   When RWYs 21L and 21R are in service, the entry to the RWY will be only authorized via TWY R9. TWYs S2, S3, S5 and S6 will be closed.

1.2.3. GROUND MOVEMENT
   Pilots will proceed to verify at every moment the ACFT position, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop ACFT and immediately will notify Tower.
   Usually, when LVP are in force, Tower will only clear the movement of one ACFT at the same time.

1.2.4. DESCRIPTION
   In order to establish a better traffic sequence, pilots will avoid requesting clearance for start-up, push-back or taxiing when RVR or visibility are below their own operational minimum.

1.2.5. COMMUNICATION FAILURE
   Whenever an ACFT in the manoeuvring area experiences a communications failure, it will comply with the following procedure:
   Departing ACFT will continue via the assigned route to its ATC clearance limit taking extreme caution. Once at this point, ACFT must hold position and wait for the arrival of a Follow-me car in order to be guided to the assigned stand position or holding bay.

1.3. OTHER INFORMATION
   Area of magnetic abnormality.
   RWYs 03L and 03R right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS
   MAX 250 KT at or below FL 150 after SLP.

2.2. OTHER INFORMATION

2.2.1. LANDING CLEARANCE BASED ON ANTICIPATED SEPARATION
   Although the RWY is temporarily occupied by other traffic, landing clearance may be issued to an arriving ACFT if the controller is satisfied 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’, ATC shall issue clearance to the succeeding ACFT with the following instructions:
   ‘...(Call sign) BEHIND LANDING/DEPARTING (ACFT type) CLEARED TO LAND RUNWAY (number)’
   This procedure may be used between sunrise and sunset.

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 125.0 between 0800-1500LT or Ground otherwise. On requesting start-up clearance, pilots will report to ATC the complete ACFT call sign, ACFT type and series, parking position occupied and the ATIS message received.
   Clearance will be issued as soon as requested. When delays are expected to exceed 15 minutes, ATC will provide the appropriate engine start-up time. Once engine start-up clearance or expected time has been provided, GRAN CANARIA Clearances will issue the corresponding ATC clearance.

3.1.2. PUSH-BACK & TAXIING
   ACFT must be ready for towed push-back or taxiing within the next 5 minutes to the approved start-up time, pilots will contact ATC if otherwise. In all stand positions with autonomous exit, the exit manoeuvre will be carried out at the minimum regime to initiate taxiing.
   All ACFT will observe ATC instructions to reach the holding point of the RWY or RWYs in use.
   ACFT when vacating RWY will report the ATC, where GMC will inform their parking position and any further instruction if required to reach the stand.
   ATC clearances and instructions must be completely read back.

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 rolling immediately after the clearance is issued.
**ARACO ONE ALFA (ARACO 1A) [ARAC1A]**
**ARACO ONE BRAVO (ARACO 1B) [ARAC1B]**
**RWYS 03L/R, 21R/L DEPARTURES**

1. **GCLP/LPA GRAN CANARIA, CANARY IS**
   - **10 SEP 03**
   - **Eff: 2 Oct**

2. **TRANS LEVEL:** By ATC
   - **TRANS ALT:** 6000'

3. **SID ROUTING**
   - **ARACO 1A**
     - **CAT A & B:** A1 ECKOS turn LEFT to GDV, GDV R-309 via ARTEM to TFN, TFN R-272 via TESEL to ARACO. Maintain 6000', await further clearance.
     - **CAT C & D:** A1 ECKOS turn LEFT to GDV, GDV R-309 via ARTEM to TFN, TFN R-272 via TESEL to ARACO. Maintain 6000', await further clearance.

4. **ARACO 1B**
   - **SID ROUTING**
     - **CAT A & B:** A1 ECKOS turn LEFT to GDV, GDV R-309 via ARTEM to TFN, TFN R-272 via TESEL to ARACO. Maintain 6000', await further clearance.
     - **SID ROUTING**
       - **FINDS & INITIAL CLIMB**
         - **ARACO 1A**
           - **03L** To ECKOS.
           - **03R** Turn LEFT in VMC, then to ECKOS.
         - **ARACO 1B**
           - **21L** To LPC.
           - **21R** Turn RIGHT in VMC, then to LPC.

5. **NOT TO SCALE**

6. **These SIDs require minimum climb gradients of:**
   - **ARACO 1A (CAT A & B):**
     - **243' per NM (4%) until leaving 2700'**
   - **ARACO 1B:**
     - **304' per NM (5%) until leaving 3300'**

7. **Gnd speed-KT**
   - **75 100 150 200 250 300**

8. **SID ROUTING**
   - **BIMBO 1A**
     - **03L** To ECKOS.
     - **03R** Turn LEFT in VMC, then to ECKOS.
   - **BIMBO 1B**
     - **21L** To LPC.
     - **21R** Turn RIGHT in VMC, then to LPC.

9. **SID ROUTING**
   - **BIMBO 1A**
     - **03L** To ECKOS.
     - **03R** Turn LEFT in VMC, then to ECKOS.
   - **BIMBO 1B**
     - **21L** To LPC.
     - **21R** Turn RIGHT in VMC, then to LPC.

10. **CHANGES:** TFN frequency.
CABOJ ONE ALFA (CABOJ 1A)
CABOJ ONE BRAVO (CABOJ 1B)
COSTI ONE ALFA (COSTI 1A)
COSTI ONE BRAVO (COSTI 1B)

RWYS 03L/R, 21R/L DEPARTURES

These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving 1300'.

Gnd speed-KT
304' per NM

304' to 3000'
To ECKOS.

3000' to 6000'
To LPC.

HIERRO ONE ALFA (HIE 1A)
HIERRO ONE BRAVO (HIE 1B)

RWYS 03L/R, 21R/L DEPARTURES

This SID requires a minimum climb gradient of 304' per NM (5%) until leaving 1300'.

Gnd speed-KT
304' to 3000'
To ECKOS.

3000' to 6000'
To LPC.

CHANGES: None.

CHANGES: HR SIDs & NDB ident HR renamed HIE.
KONBA ONE ALFA (KONBA1A) [KONB1A]
KONBA ONE BRAVO (KONBA1B) [KONB1B]
RWYS 03L/R, 21R/L
RNAV DEPARTURES
BRNAV EQUIPMENT REQUIRED

KORAL ONE BRAVO (KORAL1B) [KORA1B]
LANZAROTE ONE ALFA (LTE1A) [LTER1A]
LANZAROTE ONE BRAVO (LTE1B) [LTER1B]
RWYS 03L/R, 21R/L DEPARTURES

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

These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving 1300'.

CHANGES: SIDs LT 1A, 1B renamed LTE 1A, 1B & revised.
GRAN CANARIA, CANARY IS

SID

ORION 1A, 1B

These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving 1300'.

304' per NM

Gnd speed-KT

75 100 150 200 250 300

304' per NM

380 506 760 1012 1266 1519

SID

ROYAL 1A

To ECKOS.

03L

SAMAR 1A

03R

SAMAR 1B

03R

ROYAL 1B

To LPC.

21L

21R

ROYAL 1B

To LPC.

21L

21R

SAMAR 1B

To ECKOS.

03L

SID

INITIAL CLIMB

3000' 6000', await further clearance.

3000' 6000', await clearance.

3000' 6000', await clearance.

At LPC turn RIGHT in VMC, then to ECKOS.

At LPC turn RIGHT in VMC, then to ECKOS.

At LPC turn RIGHT in VMC, then to ECKOS.

At LPC turn RIGHT, intercept GDV R-122 to D23 GDV, turn RIGHT, maintain 3000' until intercepting GDV 26 DME arc, climb to 6000', await further clearance, along arc to DRANO, 282° track, intercept GDV R-220 to LIMAL.

At LPC, LPC R-208, intercept GDV R-193 to ROYAL. Maintain 6000', await clearance.

At LPC turn LEFT, intercept GDV R-093 to ORION. Maintain 5000', await further clearance.

At ECKOS turn RIGHT, intercept GDV R-093 to ORION. Maintain 5000', await further clearance.

At ECKOS turn RIGHT, intercept GDV R-193 to ROYAL. Maintain 6000', await further clearance.

From ECKOS to ISLET, then to COLON, turn RIGHT, maintain FL100 until intercepting GDV R-040, climb to FL120, await further clearance, proceed via LARYS to SARAY. turn LEFT, intercept FTV R-355 to SAMAR.

At LPC turn LEFT, along GDV 18 DME arc to COLON. turn RIGHT, maintain until intercepting GDV R-040, climb to FL120, await further clearance, proceed via LARYS to SARAY. turn LEFT, intercept FTV R-355 to SAMAR.

CHANGES: ORION SIDs established, ROYAL SIDs transferred; new format.

CHANGES: ROYAL SIDs transferred, FTV INS coordinates; new format.
TENERIFE NORTH ONE ALFA (TFN 1A)
TENERIFE NORTH ONE BRAVO (TFN 1B)
RWYS 03L/R, 21R/L DEPARTURES

TENERIFE SOUTH ONE ALFA (TFS 1A)
TENERIFE SOUTH ONE BRAVO (TFS 1B)
VASTO ONE ALFA (VASTO 1A)
VASTO ONE BRAVO (VASTO 1B)
RWYS 03L/R, 21R/L DEPARTURES

These SIDs require minimum climb gradients of:

TFN 1A (CAT A & B):
- 243' per NM (4%) until leaving 2700'.
- 304' per NM (5%) until leaving 1300'.

TFN 1B:
- 243' per NM (4%) until leaving 2700'.
- 304' per NM (5%) until leaving 1300'.

These SIDs require a minimum climb gradient of:

304' per NM (5%) until leaving 1300'.

CHANGES: See other side.
Works for Apron Extension and TWY Rebuilding

Refer also to Latest NOTAMS

Twys R5, R4, R3 and S1 and Gate E to access apron closed.
Stands P-34 and P-36 out of service.

Twys R3, R4, R5 and S1 and Gate E to access apron closed.
Stands P-34 and P-36 out of service.

Twys R10 closed between parking positions T-17 and T-18.
Stands T-17 thru T-19 out of service.

Twys R10 closed between parking positions T-20 and T-22.
Stands T-19 thru T-22 out of service.

Twy R10 closed between parking positions T-17 and T-18.
Stands T-17 thru T-19 out of service.

Twy S2 closed.

Twy S2 closed.

Twy S2 and T-22.

Stands T-17 thru T-19 out of service.

Twy R1 and R2 and Gate J to access apron closed.

Twy R10 and T-22.

Twy R10 closed between parking positions T-20 and T-22.
Stands L-34 thru L-36 and T-22 out of service.

Twy S2 and T-22.

Stands L-34 thru L-36 and T-22 out of service.
Climb on 208° to LPC VOR, proceed on R-178 LPC to 4500', then turn RIGHT to LPC VOR climbing to 5000' and join holding.

ATIS: 118.6 118.3 121.7

Final approach track offset 1° from runway centerline.

ILS DME reads zero at rwy 21R threshold.

GND speed: Kts
V1: 90 100 120 140 160 170 190 210

Descent Gradient 3.59°
Descent angle 5.39°

MAP at D1.0 RLP

JEPPESEN

CIRCLE-TO-LAND
Not authorized West of airport

CIRCLE-TO-LAND
Not authorized West of airport
GRAN CANARIA APPROACH

Minimum Alt: 1013.0 Hpa
Altitude: 3000' (APCH CRS)
Final Approach Track Offset 3° from Runway Centerline.

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

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

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

MDA(H) 1550' (4000 by ATC)
Entry into pattern is restricted to depicted arrival routes only and is protected with 3 NM buffer area to NORTHWEST.

Gnd speed-Kts
RVR 1200m
RVR 1500m
RVR 1800m
RVR 2000m

CAT A & B: 2 Min
CAT C & D: 5 Min

Missed Approach Text: PM NDB withdrawn.

CHANGES: Missed apch text. PM NDB withdrawn.
GRAN CANARIA, CANARY IS
NDB DME Rwy 21R

18 MAR 05

ATIS
118.6
124.3 120.9 121.3
118.3
121.7

Final
APCH CRS
MDA(H)
APR Elev

VR
365
208°
D6.0
78'

Minimum Alt
2000' (1967')
1300' (1267')

Lctr

073°
028°

Descent Gradient
5.3% 483 537 644 751 859

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN
JeppView 3.5.2.0

VOR Lctr holding pattern protected with 3 NM buffer area to NORTHWEST.

MISSING APCH: Climb STRAIGHT AHEAD to Lctr, proceed on 178° from Lctr to 4500', then turn RIGHT to Lctr climbing to 5000' and join holding.

Trans level: By ATC
Trans alt: 6000'

ILS DME reads zero at rwy 21R threshold.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN
JeppView 3.5.2.0

VOR Lctr holding pattern protected with 3 NM buffer area to NORTHWEST.

MISSING APCH: Climb STRAIGHT AHEAD to Lctr, proceed on 178° from Lctr to 4500', then turn RIGHT to Lctr climbing to 5000' and join holding.

Trans level: By ATC
Trans alt: 6000'

ILS DME reads zero at rwy 21R threshold.