

## List of pages in this Trip Kit

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Airport Information For GCRR

Terminal Charts For GCRR

Revision Letter For Cycle 03-2020

Change Notices

Notebook

## General Information

Location: LANZAROTE XJE  
 ICAO/IATA: GCRR / ACE  
 Lat/Long: N28° 56.73', W013° 36.32'  
 Elevation: 47 ft

Airport Use: Public  
 Daylight Savings: Observed  
 UTC Conversion: +0:00 = UTC  
 Magnetic Variation: 4.0° W

Fuel Types: 100 Octane (LL), Jet A-1  
 Customs: Yes  
 Airport Type: IFR  
 Landing Fee: Yes  
 Control Tower: Yes  
 Jet Start Unit: No  
 LLWS Alert: No  
 Beacon: No

Sunrise: 0740 Z  
 Sunset: 1838 Z

## Runway Information

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

Runway: 03  
 Length x Width: 7874 ft x 148 ft  
 Surface Type: asphalt  
 TDZ-Elev: 26 ft  
 Lighting: Edge, ALS, Centerline, REIL  
 Displaced Threshold: 295 ft

## Communication Information

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

GCRR/ACE  
LANZAROTE

JEPPesen

15 NOV 19

10-1P

LANZAROTE, CANARY IS  
AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

\*D-ATIS 118.62

### 1.2. STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE (PPOAM)

#### 1.2.1. GENERAL

"Standstill of Operations in the Movement Area Procedure for VIS lower than 800m" for maintaining safety in the movement area in low visibility conditions, consisting of the following phases:

##### Phase I: Warning

This will be initiated when:

VIS is 800m or greater but 900m or less, or when the prevailing VIS is greater than 900m, but the VIS in the direction NNE-SSW is lower. In this phase, all the services and users involved will be informed for the purposes of preparation.

##### Phase II: Standstill of Operations

This will be initiated when:

VIS is less than 800m, or when the prevailing VIS is greater than 800m, but the VIS in the direction NNE-SSW is lower. While these conditions prevail, TWR will not clear operations, except for special operations envisaged in the procedure.

##### Phase III: Resumption of Operations

This will be initiated when:

VIS is 900m or greater, and there is a firm improving trend. Pilots will be informed about the meteorological minima defined for the procedure.

#### 1.2.2. COMMUNICATIONS FAILURE

ACFT shall continue by the designated route up to the limit of ATC clearance, where they shall hold and await the arrival of the TOAM vehicle which will guide them to the assigned stand or holding bay.

### 1.3. RWY OPERATIONS

#### Preferential RWY System

GP signal may fluctuate while traffic aligns with RWY 03 from E4.

Crews will be provided with information on the RWY conditions according to the procedures applicable.

Take-offs from RWY intersections are not permitted. The access to RWY holding position for RWY 03 is located on TWY E4 while the RWY holding position for RWY 21 is located on TWY E1.

### 1.4. TAXI PROCEDURES

#### 1.4.1. GENERAL

For wingspan restrictions refer to 10-9 charts.

Oversteering maneuver shall be used by MD11 ACFT when entering gate A from TWY R1 or R2, gate B from TWY R2 or R3, or gate C from TWY R3 or R4 and the curved connection from TWY E2 to TWY R2.

ACFT B767-300 shall use oversteering maneuver to enter or exit by gate B, to enter by gate C when coming from TWY R4, or exit by gate C when going to TWY R4.

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10-1P1

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## 1. GENERAL

### 1.4.2. CODE E ACFT TAXI PROCEDURES

Prior permission required for Code E ACFT operations.

If a Code E ACFT is at the intermediate holding position of gate A and/or gate C, simultaneous taxiing is not allowed for any ACFT in the area of inner TWY crossing gate A and/or gate C.

Taxiing through inner TWY on apron is not allowed, entering and exiting shall be performed via the nearest to the assigned stand gate (gate C for stands T1 or T7 and gate A for stand 14).

Four-engine ACFT shall taxi at reduced speed with the minimum possible power. Twin-engine ACFT shall proceed as directed by ATC. Whenever possible, ACFT shall taxi with outer engines off.

### 1.5. PARKING INFORMATION

Oversteering maneuver shall be used by B753 ACFT when entering stand 11 from TWY inner on apron from gate A or B.

Oversteering maneuver shall be used by B752 ACFT when entering stand 15 from TWY R1 from E1.

Oversteering maneuver shall be used by A320 ACFT when entering stand 18 from TWY R2.

On stands T1 thru T7, 7, 10 thru 13A and 14 push-back required. On stands 8, 9, 13B and 13C push-back possible.

Stands T1 thru T6 equipped with Visual Docking Guidance System.

Stands 15, 16, 19 and 24 are available for helicopters. Helicopters shall minimize turns at the stands.

Use of chocks is mandatory.

Turns of 180° shall not be performed in the stand. On the general aviation apron, the ACFT must be taken out to the TWY with engines off or using powerback. On the commercial aviation apron, the standard published maneuvering shall be used.

### 1.6. REGULATIONS FOR GENERAL AVIATION FLIGHTS

#### 1.6.1. HANDLING SERVICES

Handling mandatory for:

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

#### 1.6.2. RESTRICTIONS FOR STANDS T1 THRU T7

The use of the 400Hz supply facility is mandatory.

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

The ACFT APU may only be used when the 400Hz supply facility, the air-conditioning facility or respective mobile units are not available.

The use of the APU is forbidden within 2 minutes after blocks-on for arrivals and 5 minutes before blocks-off for departures.

### 1.7. OTHER INFORMATION

RWY 03 right-hand circuit.

Birds.

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18 JAN 19

10-1P2

Eff 31 Jan

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## **2. ARRIVAL**

### **2.1. SHORT COMMUNICATION PROCEDURE**

In transfers of communications from CANARIAS sector NORTHEAST to CANARIAS Approach, the initial call shall be limited to callsign to avoid congestion on the frequency:

"Approach + Aeroflot 321"

### **2.2. RWY OPERATIONS**

Do not exit the RWY via TWY E3, except if cleared.

With RWY 21 operational, only daytime use of this exit TWY may be cleared.

### **2.3. TAXI PROCEDURES**

#### **2.3.1. GENERAL**

Unless otherwise cleared, ACFT vacating the RWY after landing via HST-E2 or TWY E3 shall taxi to TWY R without stopping at the intersection between the exit TWY and TWY R.

TWY EM available for MAX ACFT B757-300.

Unless otherwise indicated by ATC, ATR type ACFT arriving on RWY 03 will enter via gate A.

Unless otherwise indicated by ATC, ATR type ACFT arriving on RWY 21 will enter via gate B.

Oversteering maneuver shall be used by B752 and B753 ACFT when taxiing from RWY to TWY EM and taxiing from TWY EM to TWY R4 or TWY R5.

Oversteering maneuver shall be used by B764 ACFT when taxiing from TWY A3, in the enters maneuver to TWY E3 and taxiing later to TWY R3, and when taxiing from TWY E2 to TWY R2.

#### **2.3.2. GUIDANCE AND PARKING**

Guidance and parking service assisted by a Follow-me vehicle will be provided to all traffic during the operational hours of the APT, for access to the stands on the commercial aviation and general aviation aprons.

The allocation of stands will be made by the CEOPS unit, which will communicate this to the guidance and parking service assisted by a Follow-me vehicle and ATC service.

The transfer points between ATC and Follow-me vehicle for arriving ACFT, unless otherwise indicated by ATC shall be:

- Intermediate holding position R4-2 for ACFT vacating RWY via TWY E3, EM or E4.
- E2 holding position signal ("RWY vacated") for ACFT vacating RWY via this TWY.
- Intermediate holding position on TWY R1 for ACFT vacating RWY via TWY E1.

In the apron saturation procedure is activated, the transfer points shall be, unless otherwise indicated by ATC, the signals of RWY vacated points of exit TWYs.

#### **2.3.3. CODE E ACFT TAXI PROCEDURES**

When landing on RWY 03, exit via TWY E2 or E1.

When landing on RWY 21, exit via TWY E4.

In both cases taxi out via outer TWY R to gate C for stands T1 or T7, or to gate A for stand 14. In the gate wait for Follow-me car to be guided to the stand.

The RWY exit TWY EM is not usable for Code E ACFT.

An oversteering maneuver must be made:

- From TWY R1 to enter via gate A;
- To exit via TWY E2 and go to TWY R2;
- From TWY R3 or R4 to enter via gate C;
- To access stand T1.

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18 JAN 19 (10-1P3)**LANZAROTE, CANARY IS**  
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### 3. DEPARTURE

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#### 3.1. GENERAL

ACFT without RNAV1 GNSS authorization and with destination outside Canary Islands shall notify Tower at the start-up time.

#### 3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

##### 3.2.1. START-UP AND PUSH-BACK

Pilots will request clearance for engine start-up, towed push-back maneuvering and taxiing from LANZAROTE Tower (GND), reporting the occupied stand.

When requesting this clearance, the ACFT must be completely ready or able to start-up within MAX 5 minutes.

ATC will indicate engine start-up time when delays are expected.

Towed push-back maneuvers will be accomplished according to paragraph PARKING INFORMATION unless LANZAROTE Tower (GND) advises otherwise.

Engine start-up at higher than idle is prohibited at all stands in contact with the Terminal until the ACFT is lined up on the TWY.

The use of reverse thrust or any maneuvers other than towing to leave the stands that normally require the use of push-back are prohibited, unless otherwise directed.

Stands 7 to 10 are exempt from this rule, reverse thrust is allowed for ATR type ACFT or below.

Autonomous exits will be carried out using the minimum power possible during start-up.

##### 3.2.1.1. EXCHANGE OF DATA WITH NMOC - ADVANCED ATC TOWER

If an ACFT has to abort taxiing for technical reasons, the APT shall send a C-DPI message to the NMOC (cancellation message of departure flight planning information). The result of the C-DPI is that the flight plan shall be suspended by informing the operator via an FLS message with the comment 'Suspended by Departure APT'. The flight plan can be activated again by updating the EOBT with a DLA or CHG message.

##### 3.2.2. TAXI PROCEDURES

##### 3.2.2.1. GENERAL

Autonomous exits will be carried out in a way that minimum power idle speed will not be exceeded during the turn.

No 180° turn may be carried out at the stands; pay special attention to stands 15, 16, 20 and 23.

Exit from stands 20 and 21 must be completed nosing to SW for ACFT B733, B734 and B735.

Exit from stand 23 must be completed nosing to NE for ACFT B752.

Oversteering maneuver shall be used by MD11 ACFT exiting by gate B or C from TWY inner on apron.

Oversteering maneuver shall be used for B764 ACFT when taxiing from TWY R5 to TWY E4.

##### 3.2.2.2. CODE E ACFT TAXI PROCEDURES

Apron exit from stands T1 or T7 via gate C or from stand 14 via gate A and taxiing on outer TWY R until TWY E1 or E4 depending on RWY in use.

The holding bays are not usable for Code E ACFT.

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20 APR 18

**10-1P4**

**Eff 26 Apr**

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### 3. DEPARTURE

#### 3.2.3. HOLDING BAY RESTRICTIONS FOR FIXED-WING ACFT

**Holding Bay at RWY 21. Intermediate Holding Position RA and RB - MAX wingspan 118'/36m**

ACFT nosed to North (under normal operation):

- MAX ACFT A321-200 with sharklets or B737-800W in holding position RB, and simultaneously ACFT ATR72 in holding position RA;
- ACFT MD81, MD83 or MD87 in holding position RB.

**Holding Bay at RWY 03. Intermediate Holding Position RC and RD - MAX wingspan 125'/38m**

ACFT nosed to South (under normal operation):

- Simultaneously ACFT A321-200 with sharklets or B737-800W in holding position RC, and ACFT A321-200 without sharklets or B737-800W without winglets in holding position RD;
- ACFT B757-300 without winglets in holding position RC.

ACFT nosed to North (in the case of apron saturation):

- B737-600 at RC and A321-200 with sharklets or B737-800W at RD, or else a single B757-300 ACFT without winglets at RD.

#### 3.3. RWY OPERATIONS

##### Minimum RWY Occupancy Time

ATC will consider that every ACFT at the holding position is able to commence line-up and take-off roll immediately after take-off clearance has been issued. Pilots unable to comply with this requirement shall notify ATC before reaching the holding position.

#### 3.4. SHORT COMMUNICATION PROCEDURE

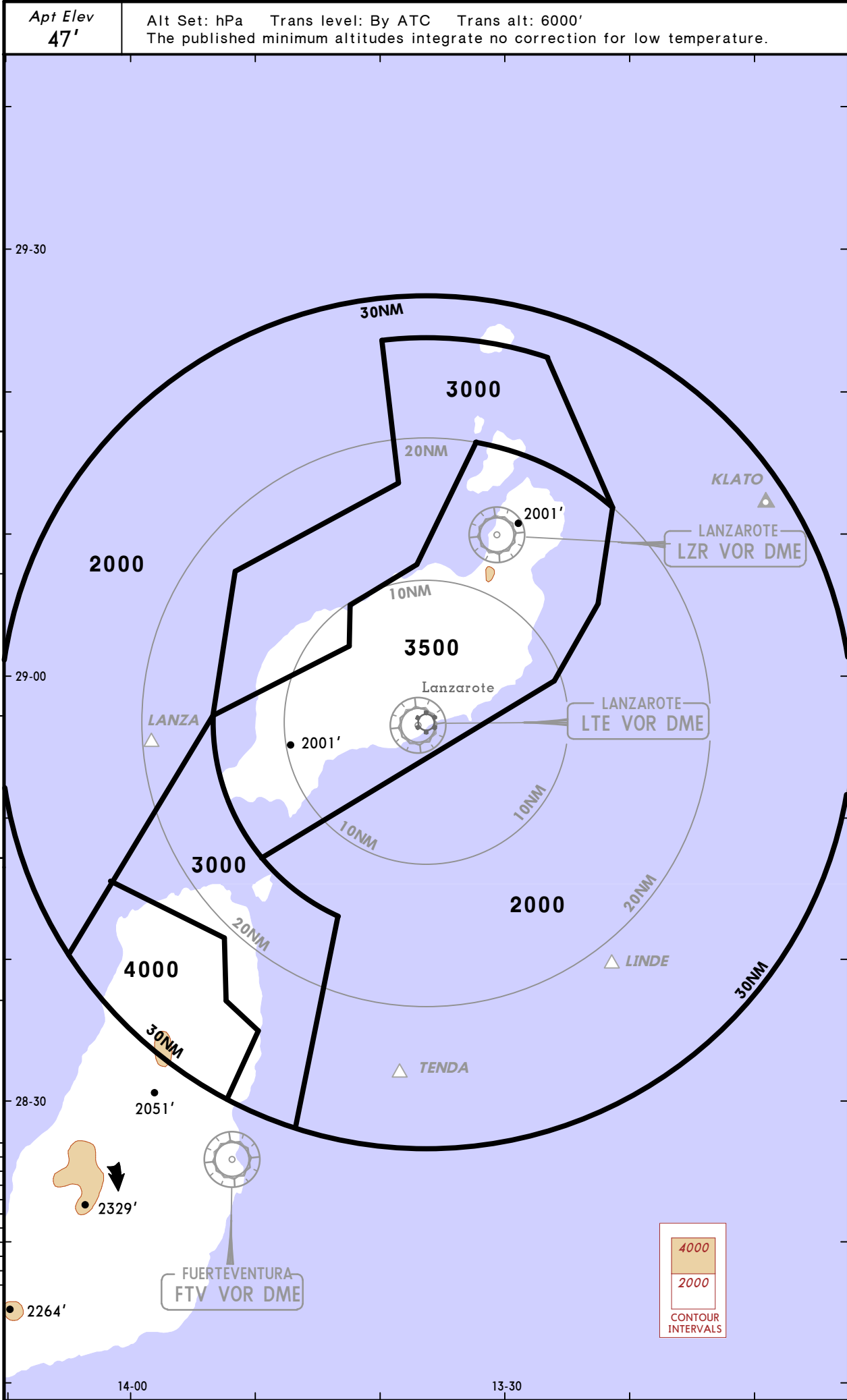
To avoid congestion on the frequency in transfers of communications of traffic taking off from LANZAROTE Tower to CANARIAS Approach, the initial call shall be the name of the unit being called and the callsign:

"Canarias, Aeroflot 321, from GCRR"

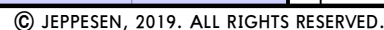
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12 MAR 10 (10-1R)

LANZAROTE, CANARY IS  
RADAR MINIMUM ALTITUDES



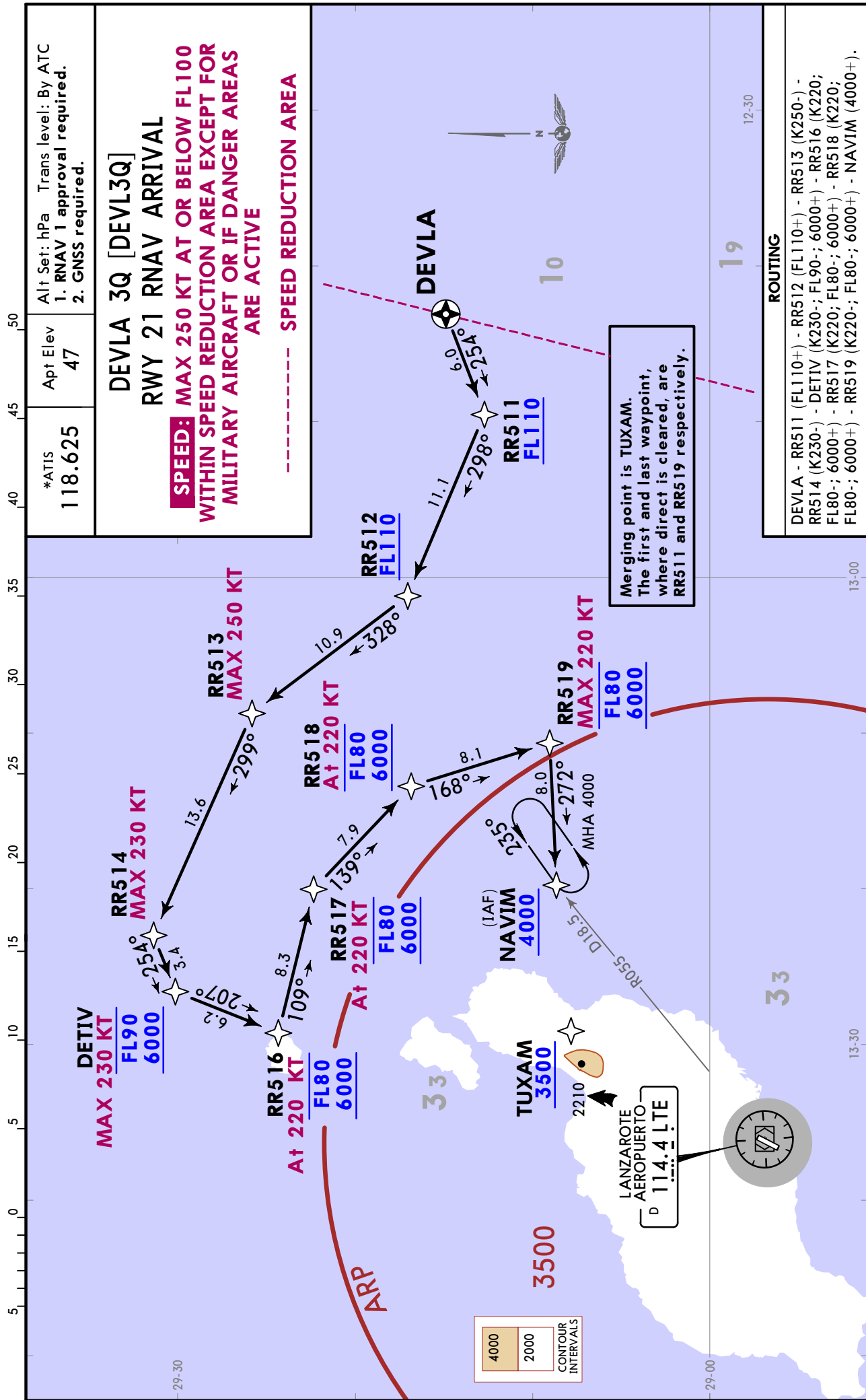




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1 FEB 19 10-2A

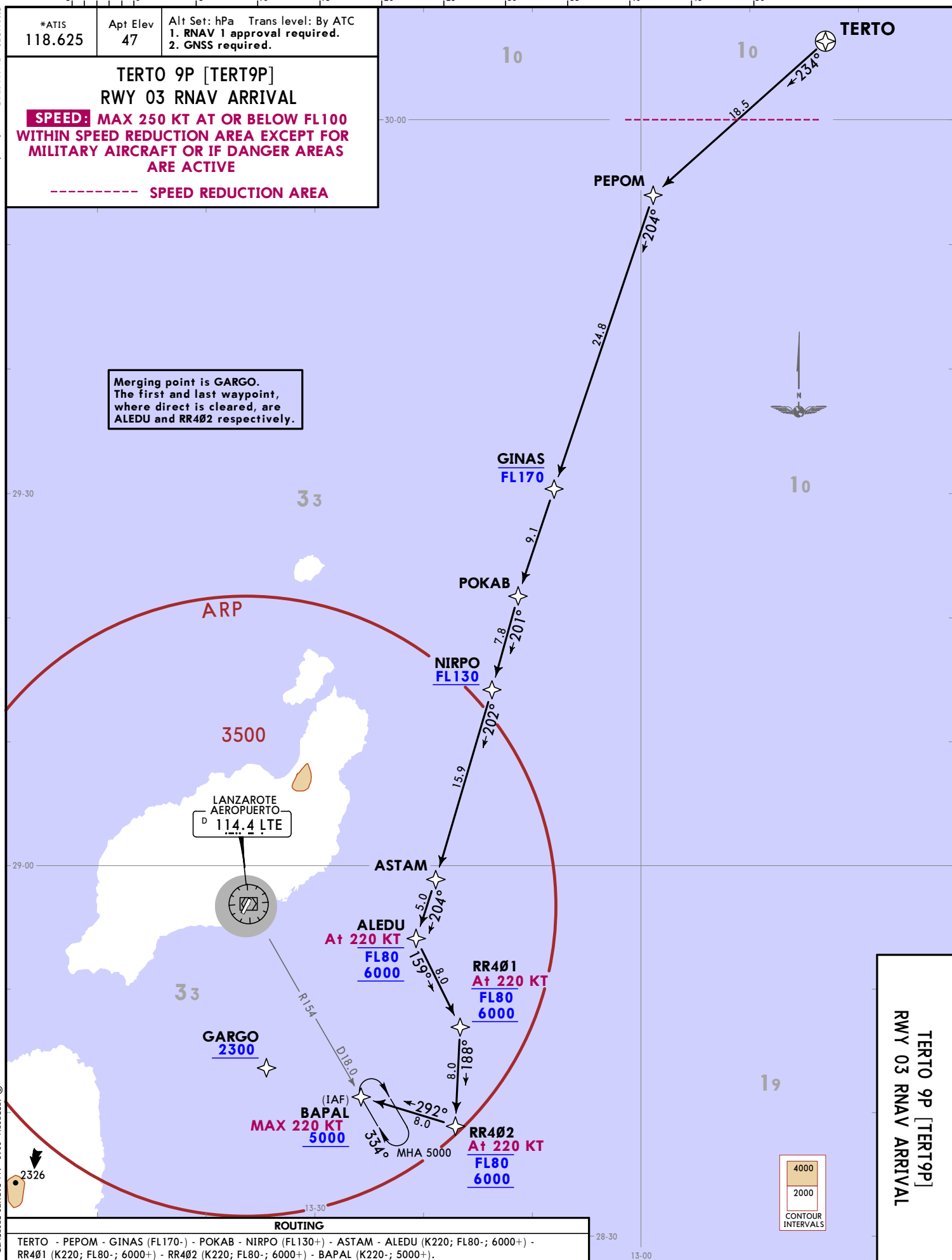
LANZAROTE, CANARY IS  
RNAV STAR



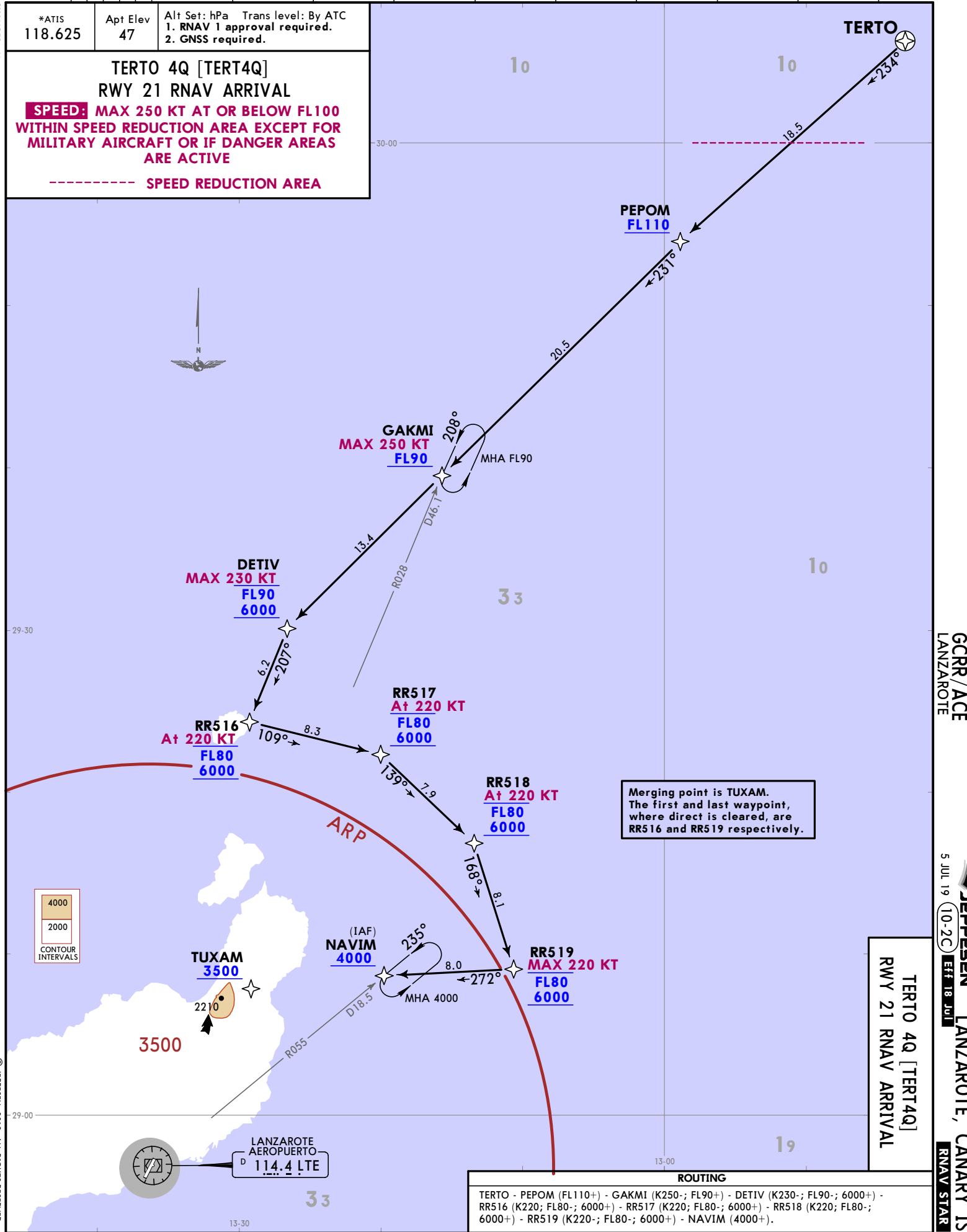
CHANGES: RNAV STAR renumbered.

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JEPPESSEN  
5 JUL 19  
10-2B  
EFF 18 JUL

LANZAROTE, CANARY IS  
RNAV STAR



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RNAV STAR

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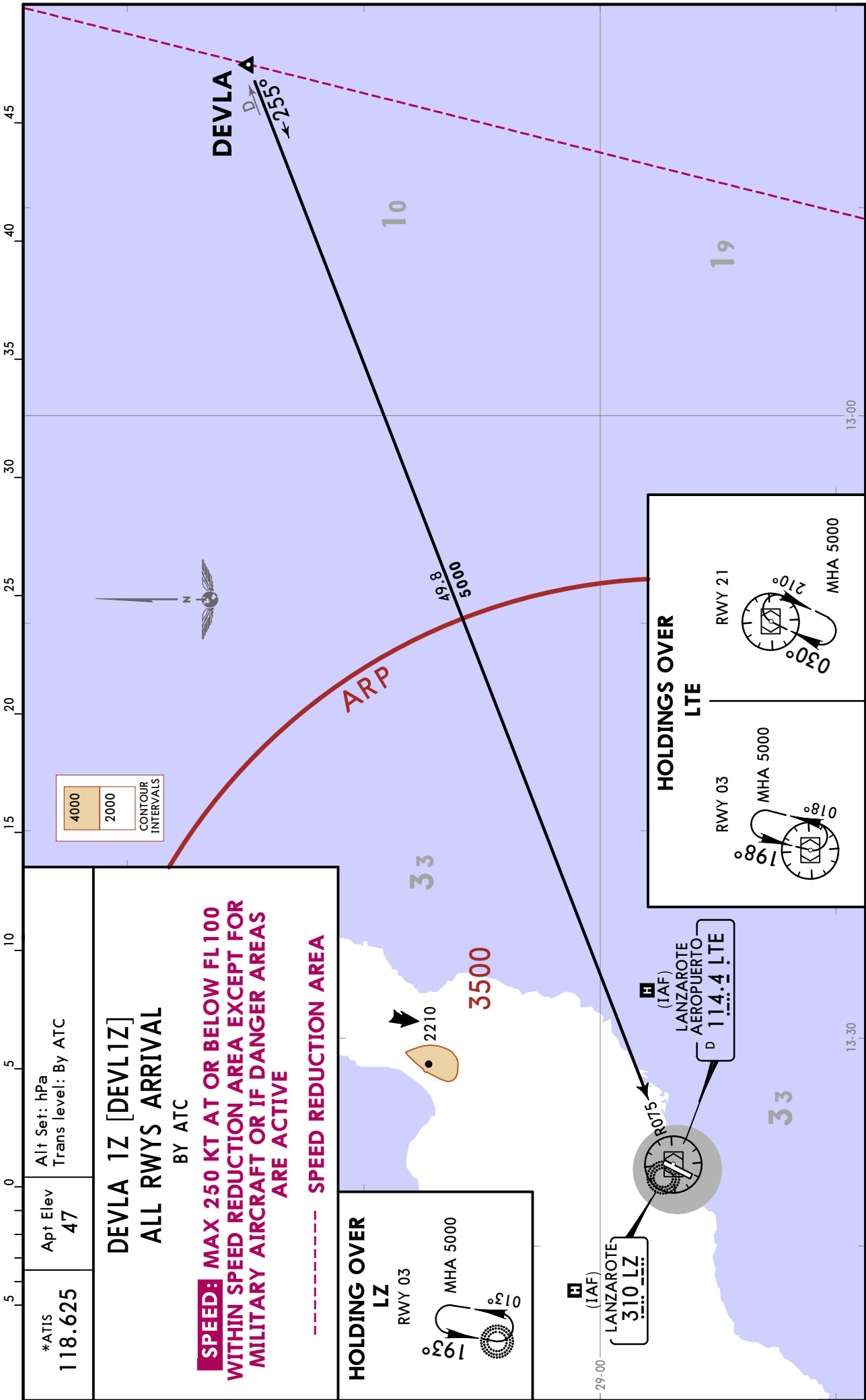


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1 FEB 19 10-2F

LANZAROTE, CANARY IS

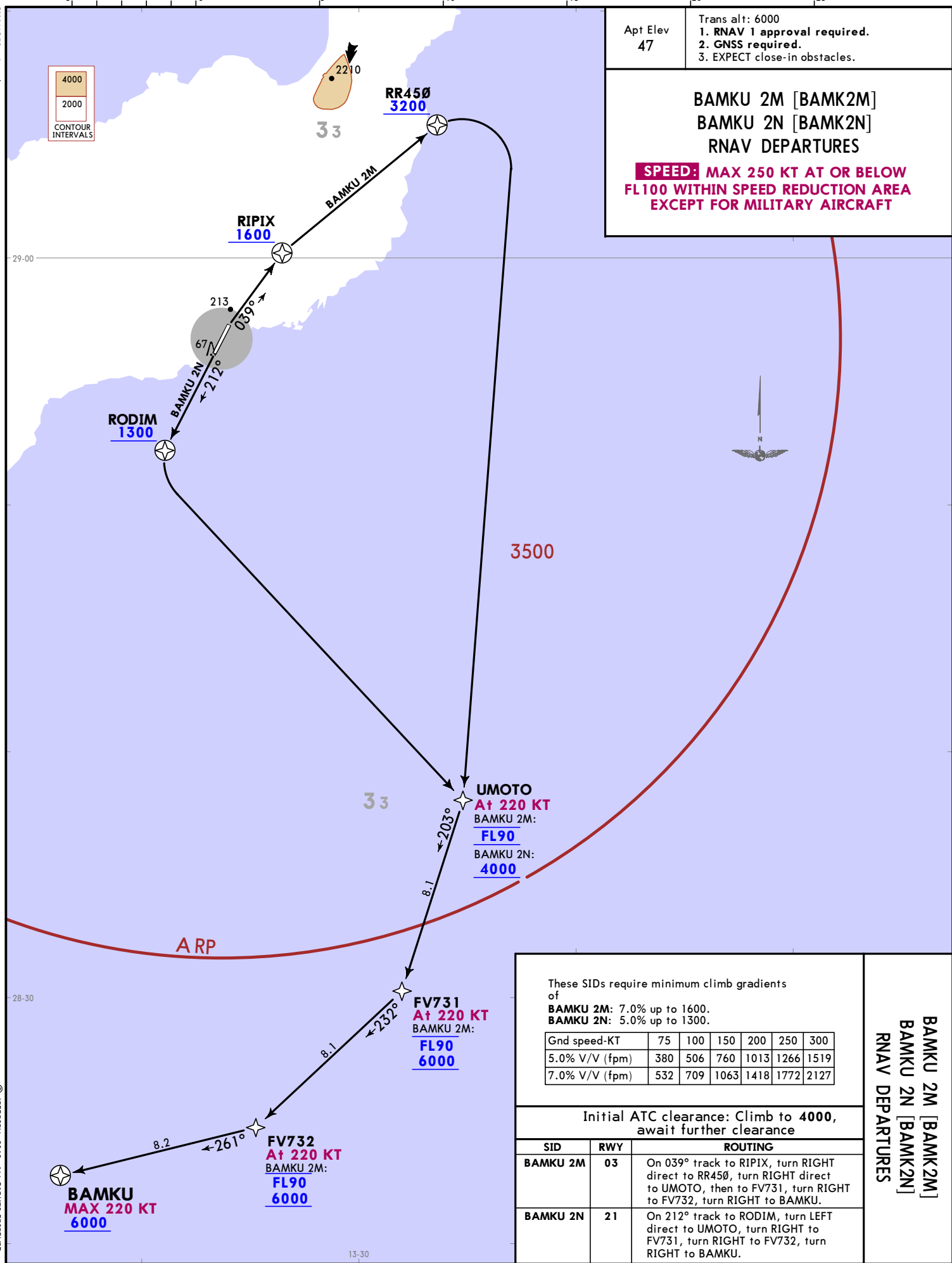
STAR



CHANGES: Speed restriction note.

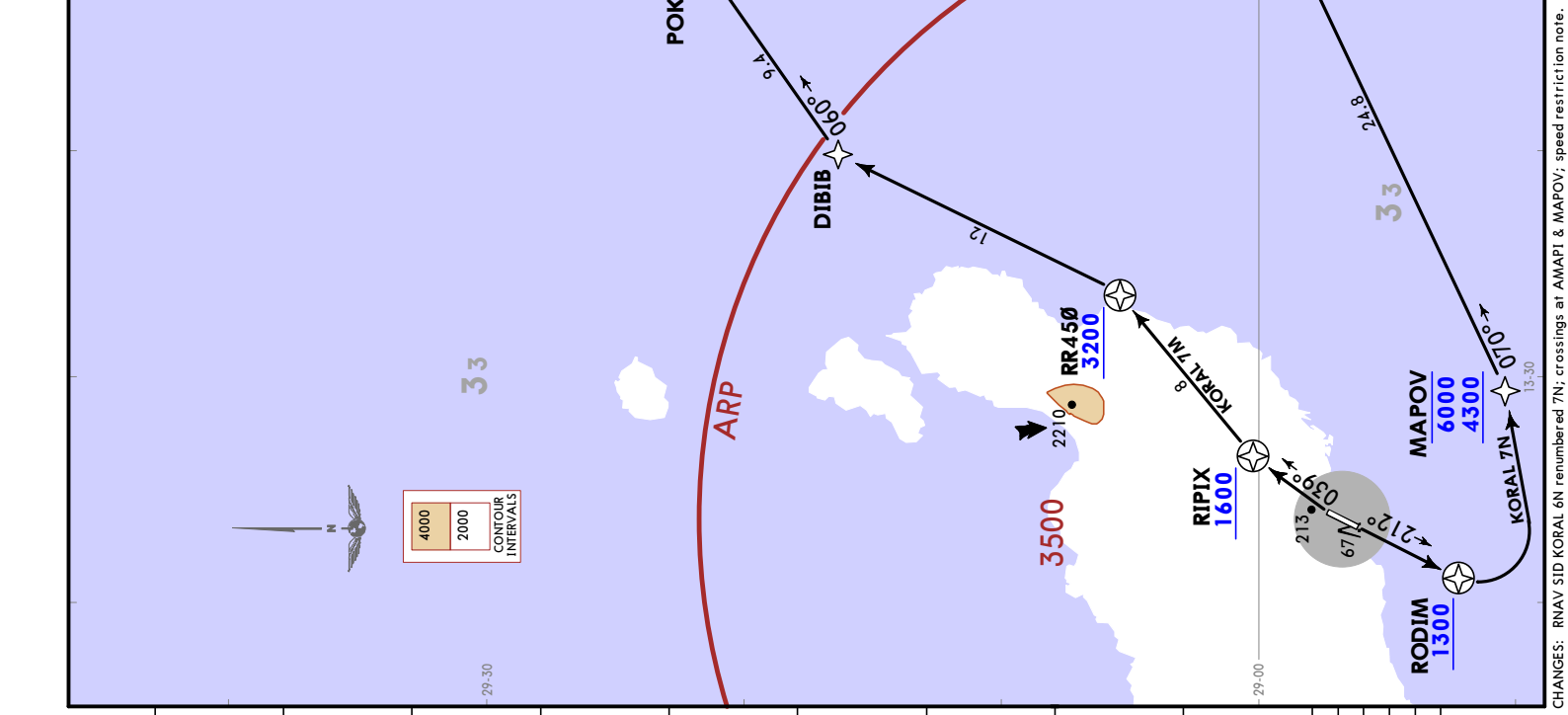
GCR/ACE  
LANZAROTE  
JEPPESSEN  
25 OCT 19  
10-3  
EET 7 Nov

LANZAROTE, CANARY IS  
RNAV SID



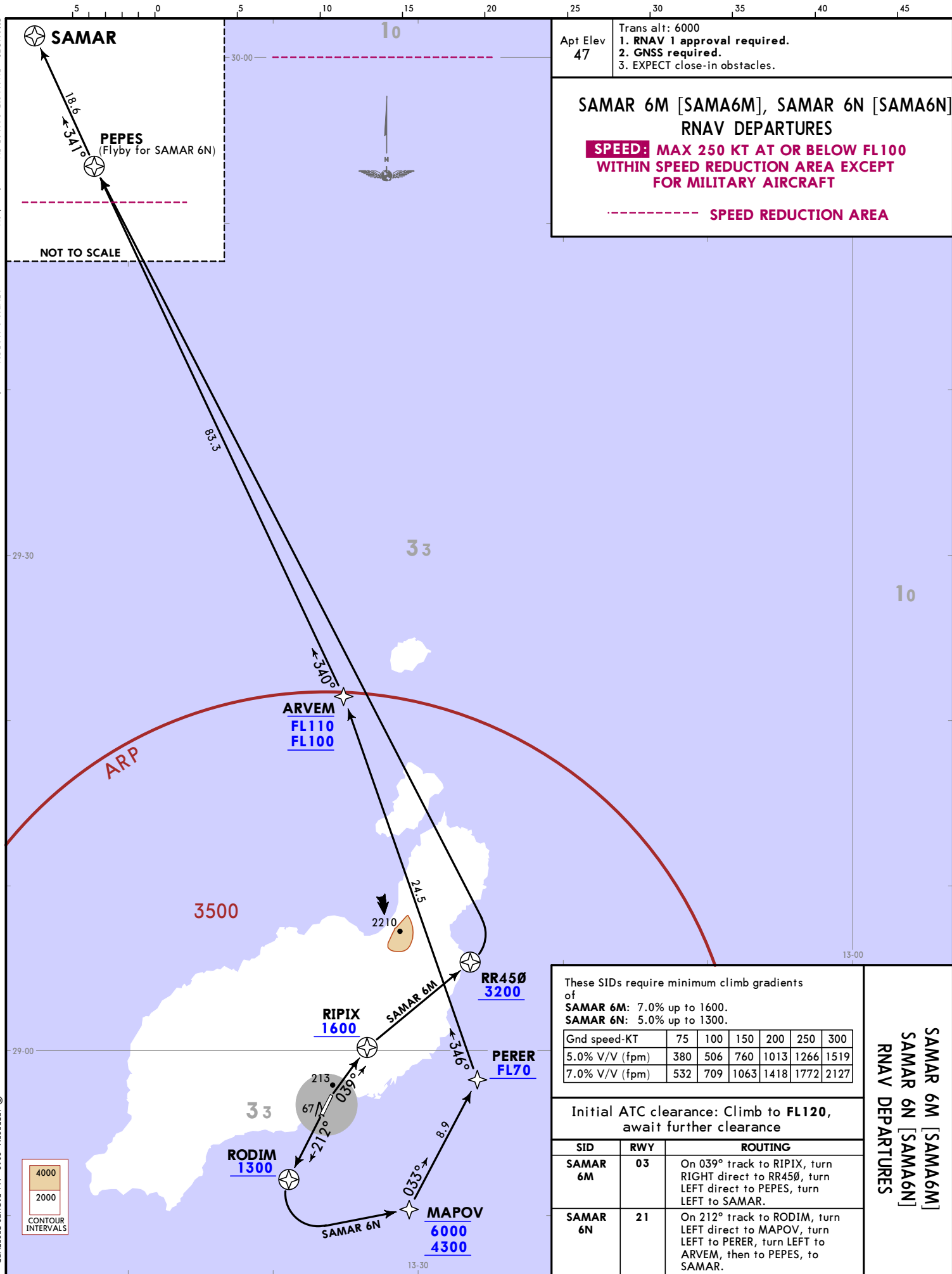
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CHANGES: RNAV SID SAMAR 5N (renumbered 6N; crossings at ARVEM & MAPOV); speed restriction note.

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25 OCT 19 (10-3B) EFF 7 Nov



Apt Elev  
47

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

SAMAR 6M [SAMA6M], SAMAR 6N [SAMA6N]  
RNAV DEPARTURES

**SPEED: MAX 250 KT AT OR BELOW FL100  
WITHIN SPEED REDUCTION AREA EXCEPT  
FOR MILITARY AIRCRAFT**

----- SPEED REDUCTION AREA

These SIDs require minimum climb gradients of  
**SAMAR 6M:** 7.0% up to 1600.  
**SAMAR 6N:** 5.0% up to 1300.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance: Climb to **FL120**,  
await further clearance

SID	RWY	ROUTING
<b>SAMAR 6M</b>	<b>03</b>	On 039° track to RIPIX, turn RIGHT direct to RR450, turn LEFT direct to PEPES, turn LEFT to SAMAR.
<b>SAMAR 6N</b>	<b>21</b>	On 212° track to RODIM, turn LEFT direct to MAPOV, turn LEFT to PERER, turn LEFT to ARVEM, then to PEPES, to SAMAR.

SAMAR 6M [SAMA6M]  
SAMAR 6N [SAMA6N]  
RNAV DEPARTURES

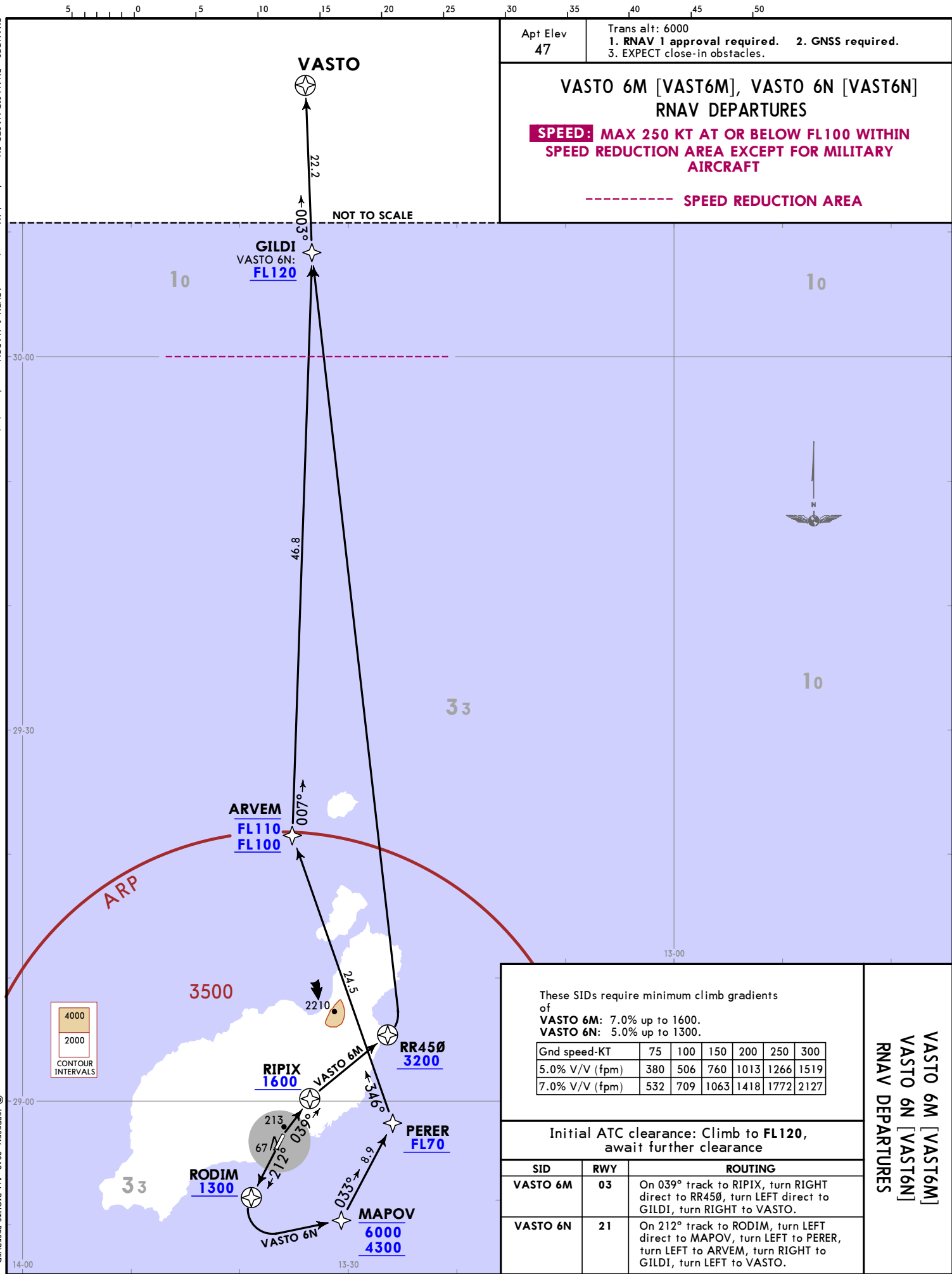
LANZAROTE, CANARY IS  
RNAV SID



JEPPESSEN LANZAROTE, CANARY IS  
25 OCT 19 10-3C Eff 7 Nov RNAV SID

CHANGES: RNAV SID VASTO 6N renumbered 6N; crossings at ARVEM & MAPOV; speed restriction note.

GCRR/ACE  
LANZAROTE  
JEPPESSEN  
25 OCT 19  
10-3D  
EET 7 Nov



These SIDs require minimum climb gradients of

**VASTO 6M:** 7.0% up to 1600.  
**VASTO 6N:** 5.0% up to 1300.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

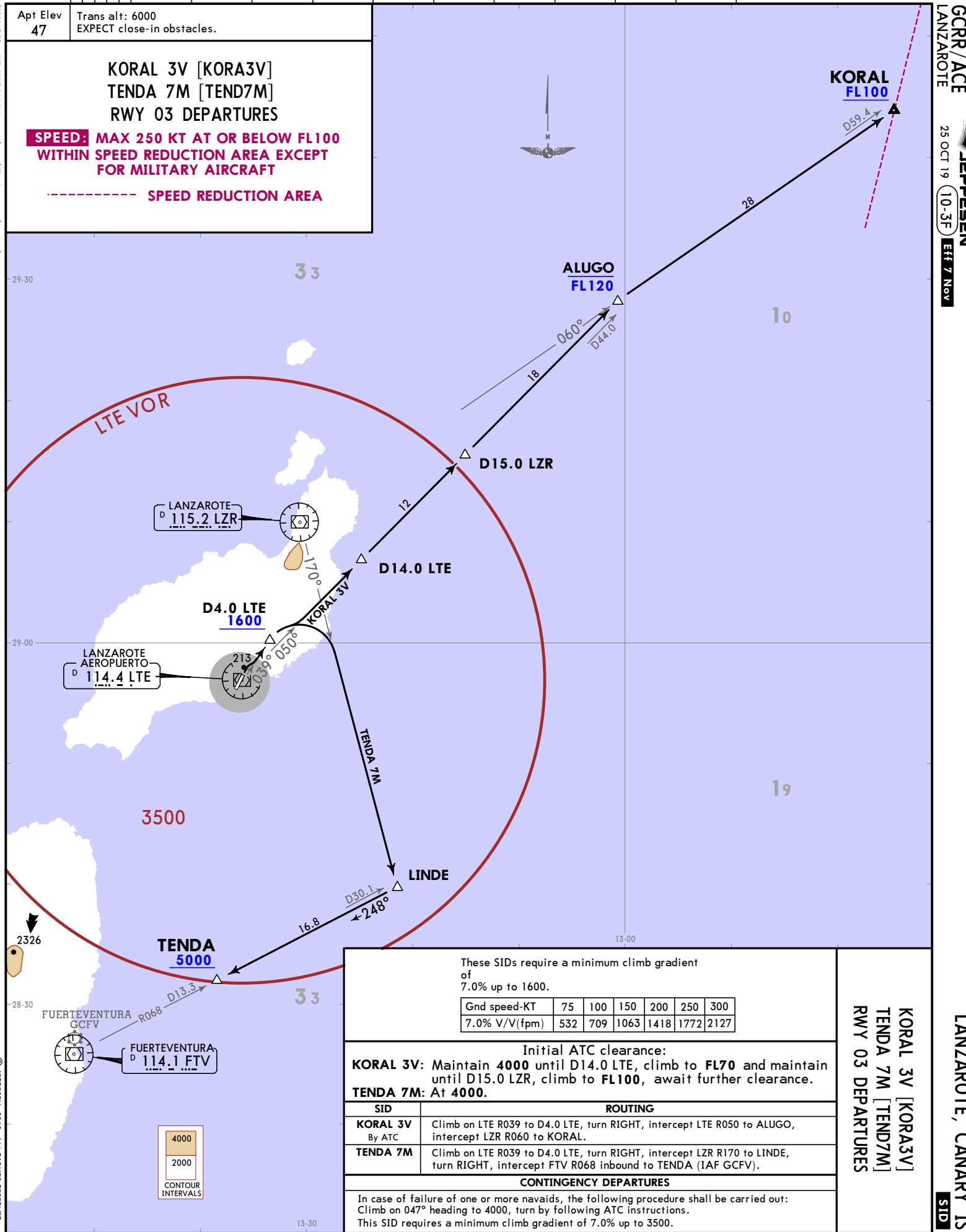
Initial ATC clearance: Climb to **FL120**, await further clearance

SID	RWY	ROUTING
<b>VASTO 6M</b>	<b>03</b>	On 039° track to RIPIX, turn RIGHT direct to RR450, turn LEFT direct to GILDI, turn RIGHT to VASTO.
<b>VASTO 6N</b>	<b>21</b>	On 212° track to RODIM, turn LEFT direct to MAPOV, turn LEFT to PERER, turn LEFT to ARVEM, turn RIGHT to GILDI, turn LEFT to VASTO.

**VASTO 6M [VAST6M]  
VASTO 6N [VAST6N]  
RNAV DEPARTURES**

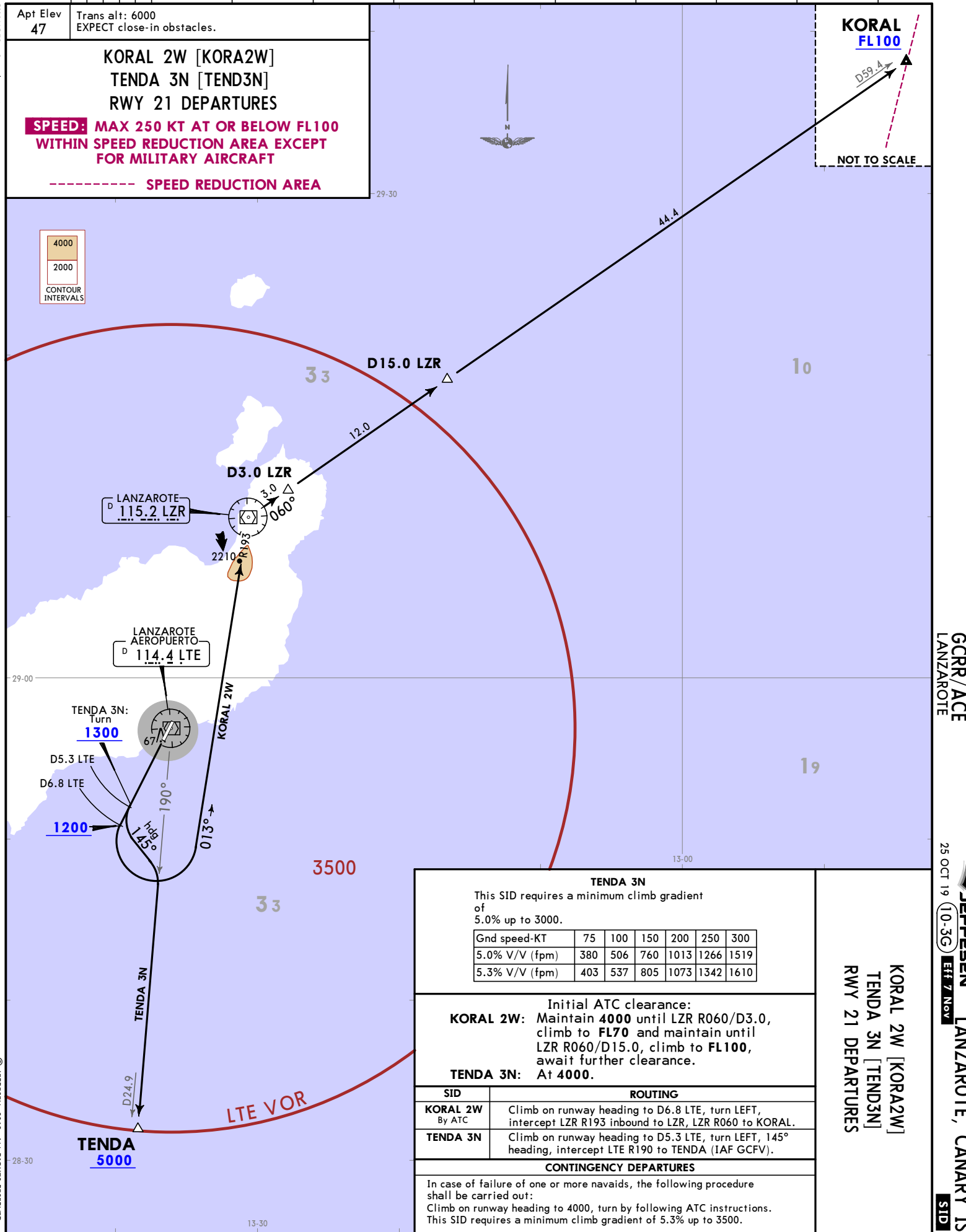
LANZAROTE, CANARY IS  
RNAV SID





CHANGES: SID KORAV 2V renubered 3V & revised; speed restriction note.

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CHANGES: Speed restriction note.

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25 OCT 19  
10-3G  
EFF 7 Nov  
LANZAROTE, CANARY IS  
SID

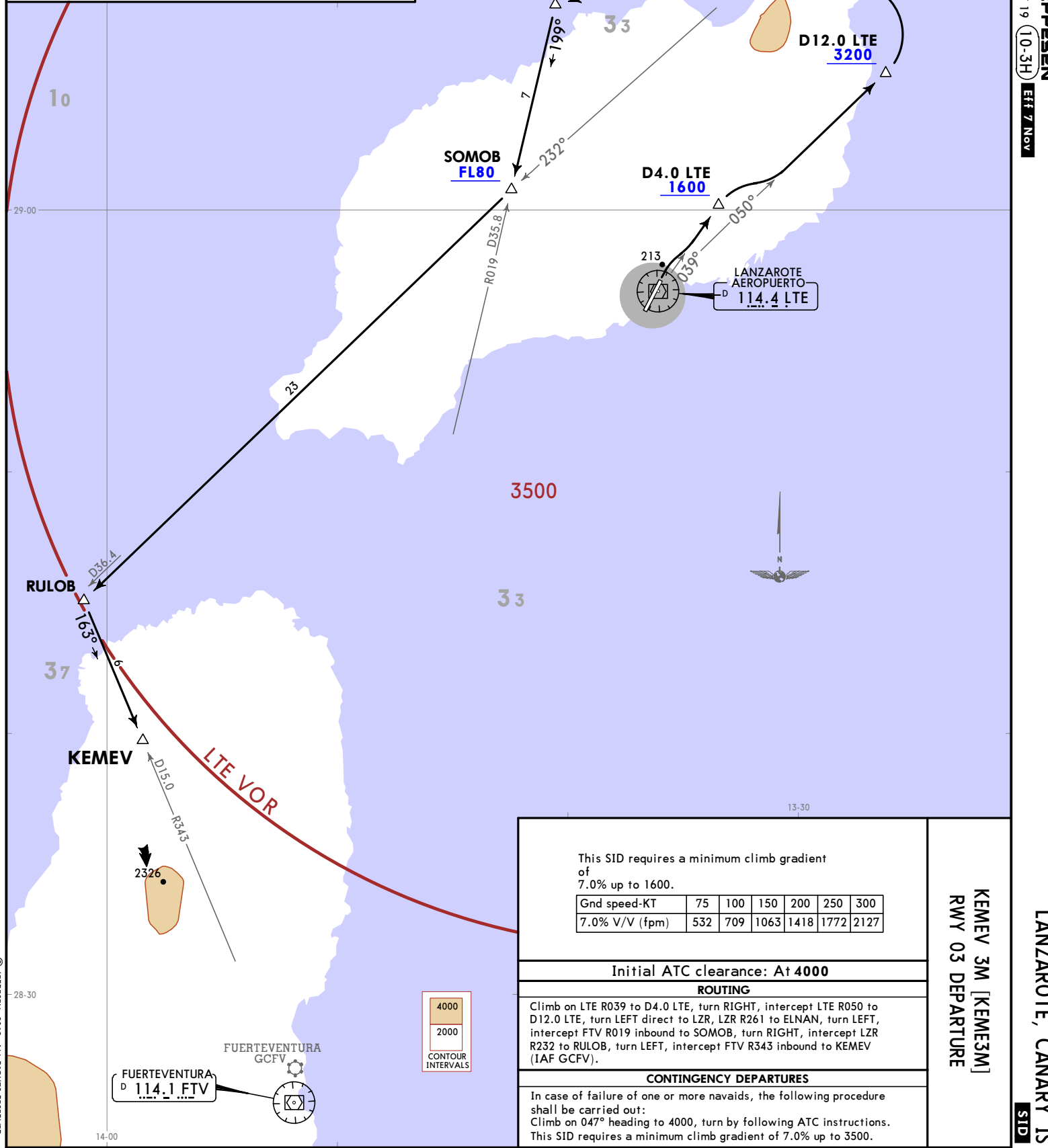
Appt Elev  
47

Trans alt: 6000  
EXPECT close-in obstacles.

KEMEV 3M [KEME3M]  
RWY 03 DEPARTURE

SPEED: MAX 250 KT AT OR BELOW FL100

WITHIN SPEED REDUCTION AREA EXCEPT  
FOR MILITARY AIRCRAFT



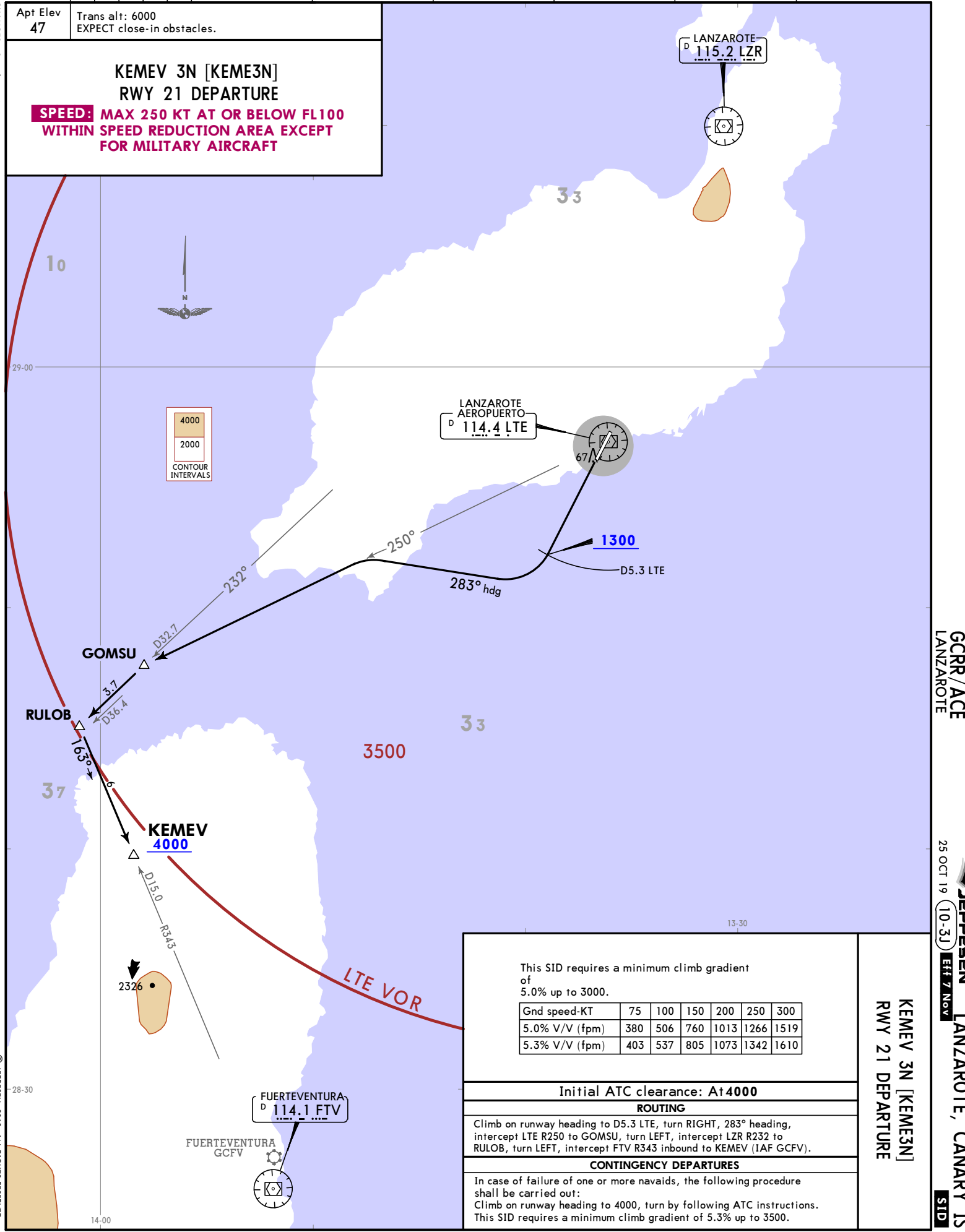
CHANGES: Speed restriction note.

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GCR/ACE  
LANZAROTE  
25 OCT 19  
JEPPESSEN  
10-3H  
EFF 7 Nov

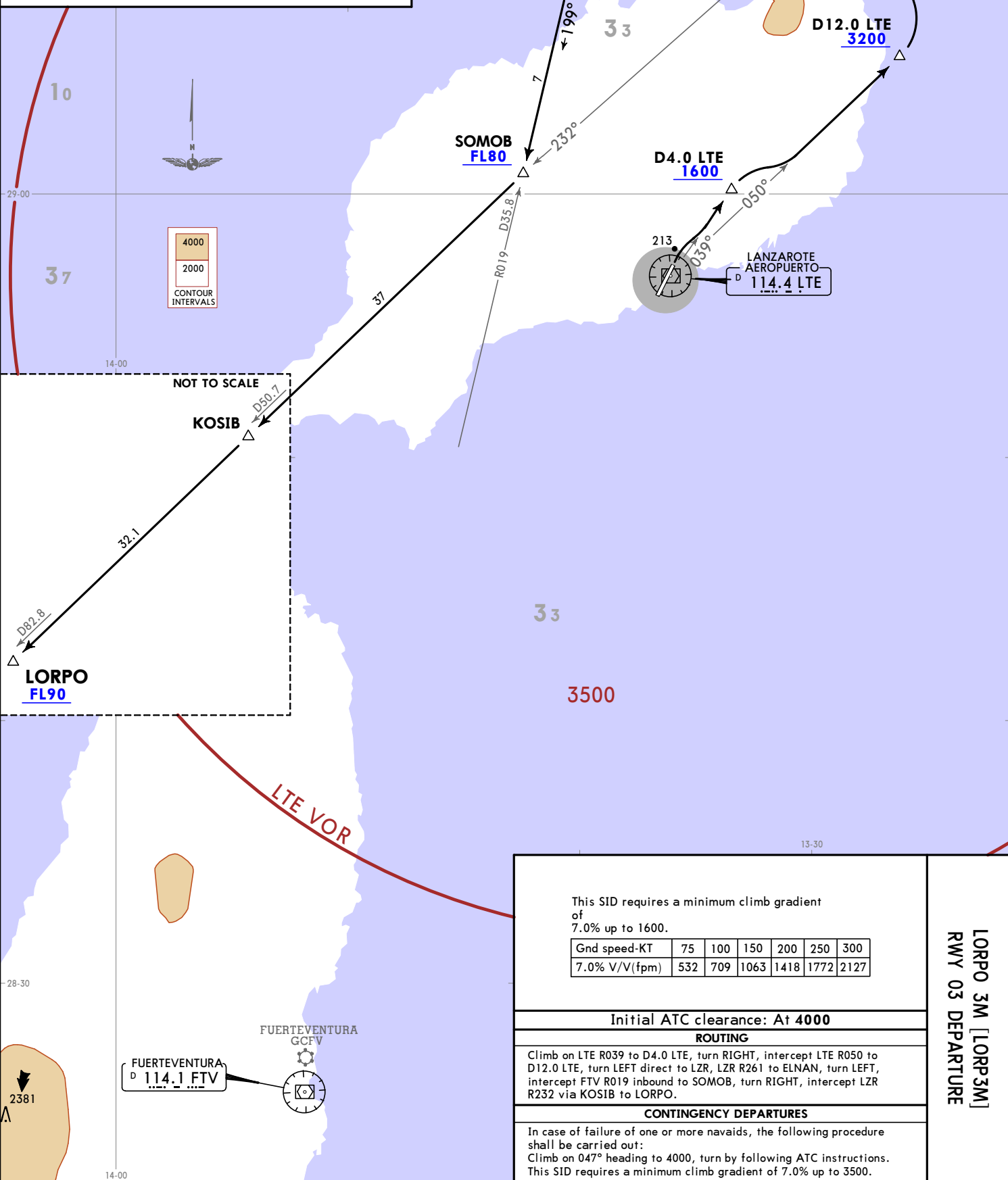
LANZAROTE, CANARY IS  
SID



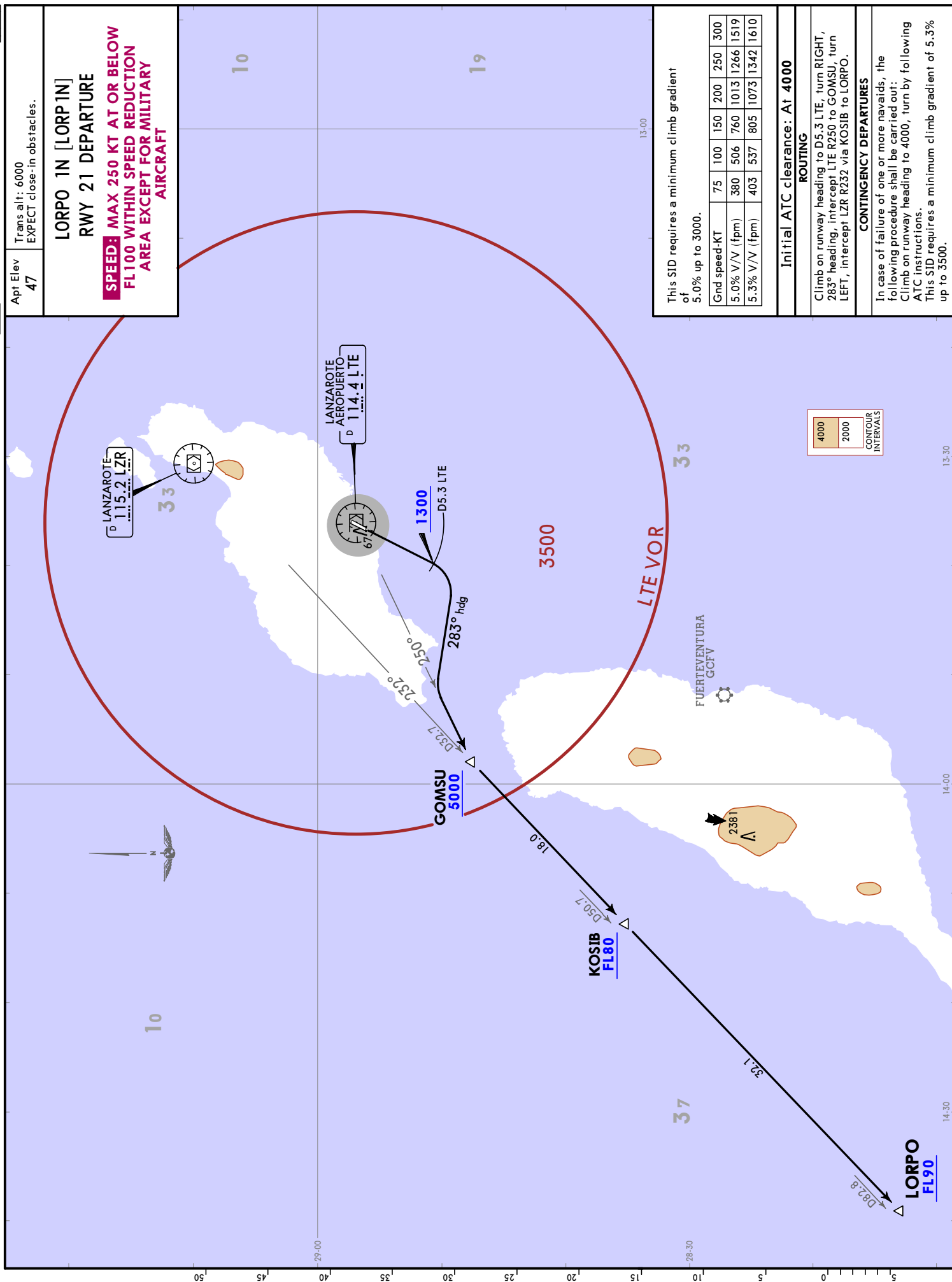


Apt Elev 47	Trans alt: 6000 EXPECT close-in obstacles.
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**SPEED:** MAX 250 KT AT OR BELOW FL100  
WITHIN SPEED REDUCTION AREA EXCEPT  
FOR MILITARY AIRCRAFT



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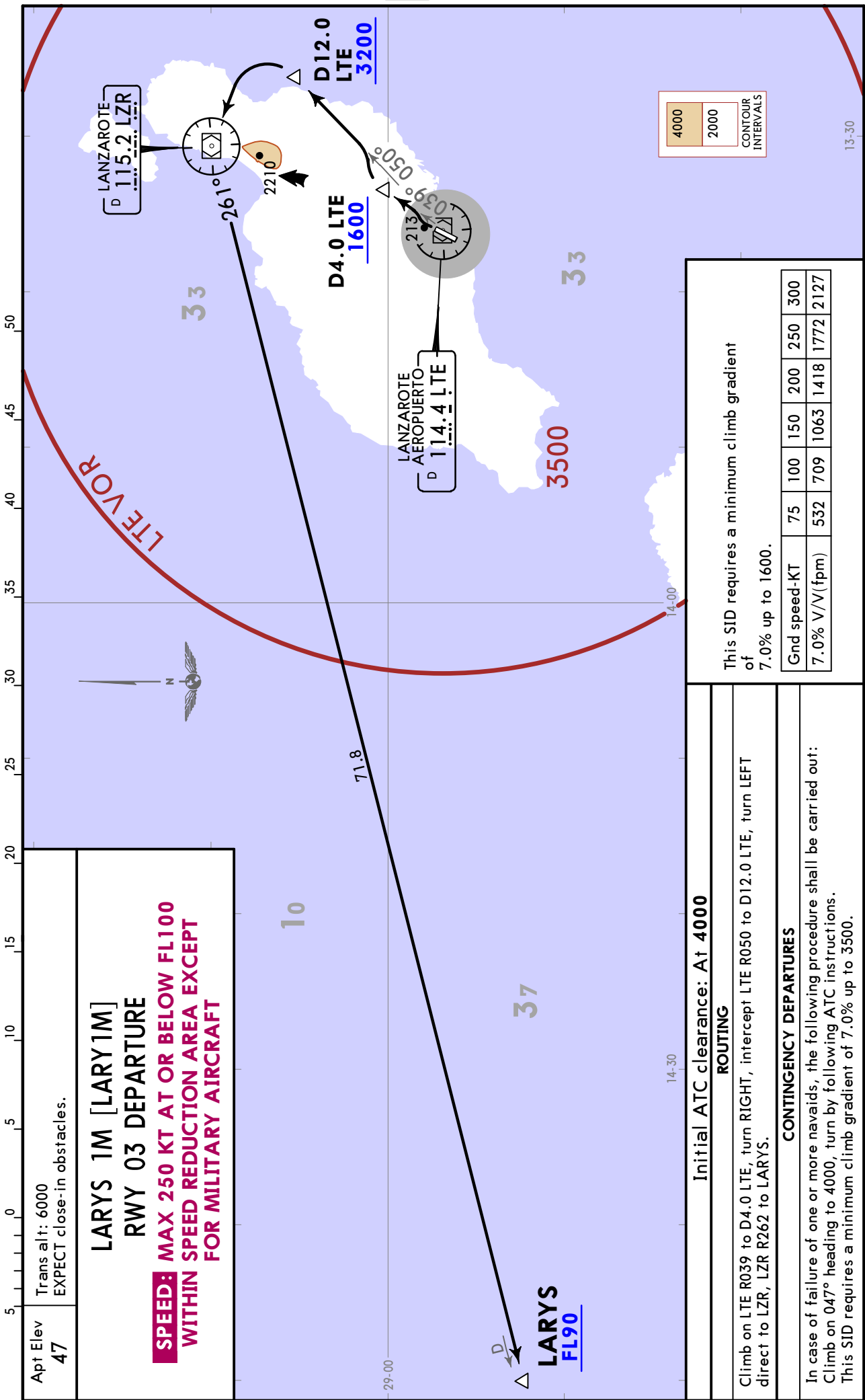


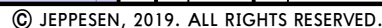
GCCR/ACE  
LANZAROTE

JEPPesen  
25 OCT 19 10-3M Eff 7 Nov

LANZAROTE, CANARY IS

SID





GCRR/ACE

Apt Elev 47'  
N28 56.7 W013 36.3

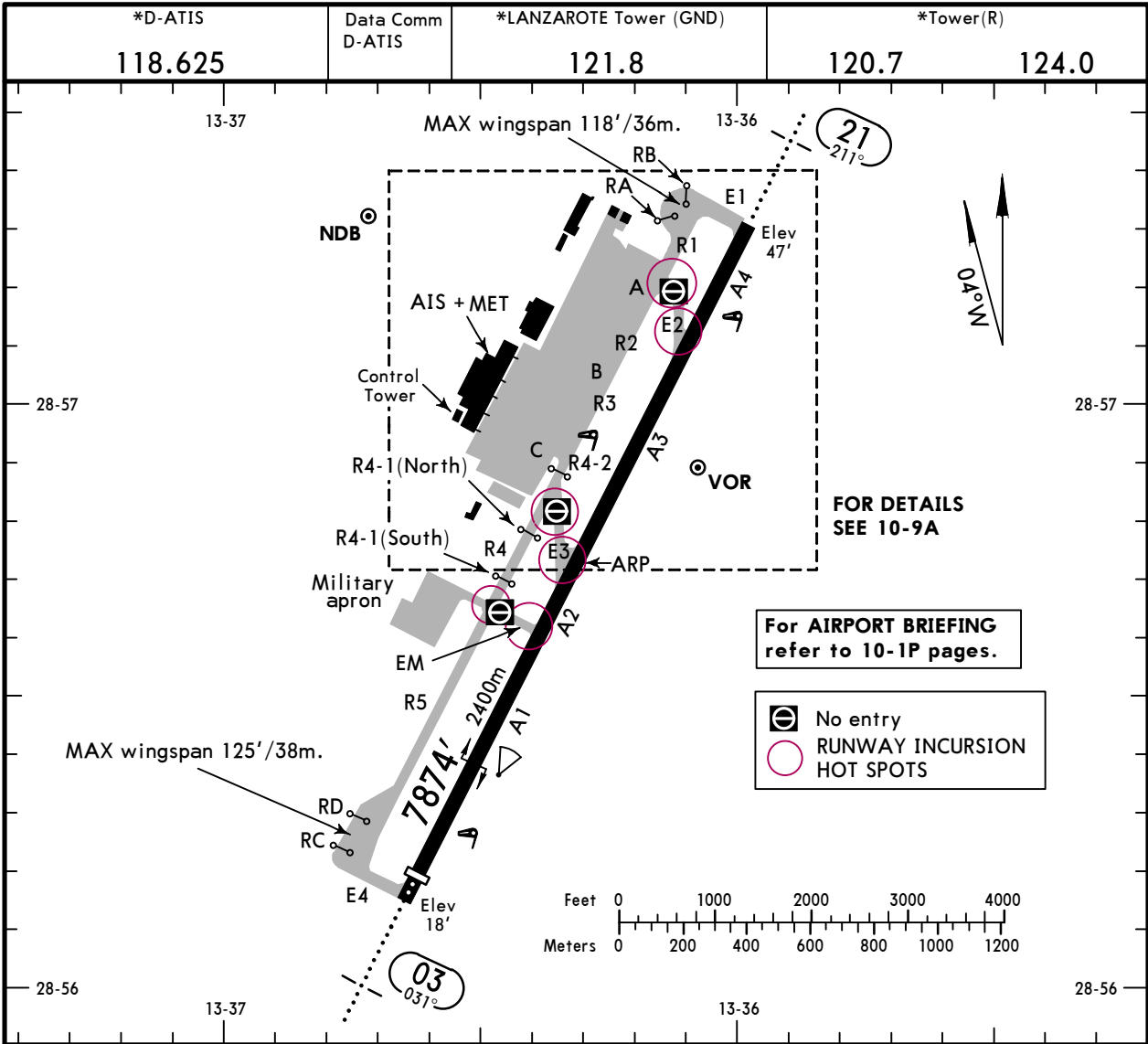


JEPPesen

LANZAROTE, CANARY IS

15 NOV 19 (10-9)

LANZAROTE



ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS				WIDTH
					LANDING BEYOND		TAKE-OFF		
					Threshold	Glide Slope			
03 21	HIRL (50m) CL (15m) HIALS REIL PAPI(3.0°) ① RVR				7579' 2310m	6486' 1977m			148' 45m
	HIRL (50m) CL (15m) HIALS REIL PAPI-L(3.7°)						7579' 2310m		

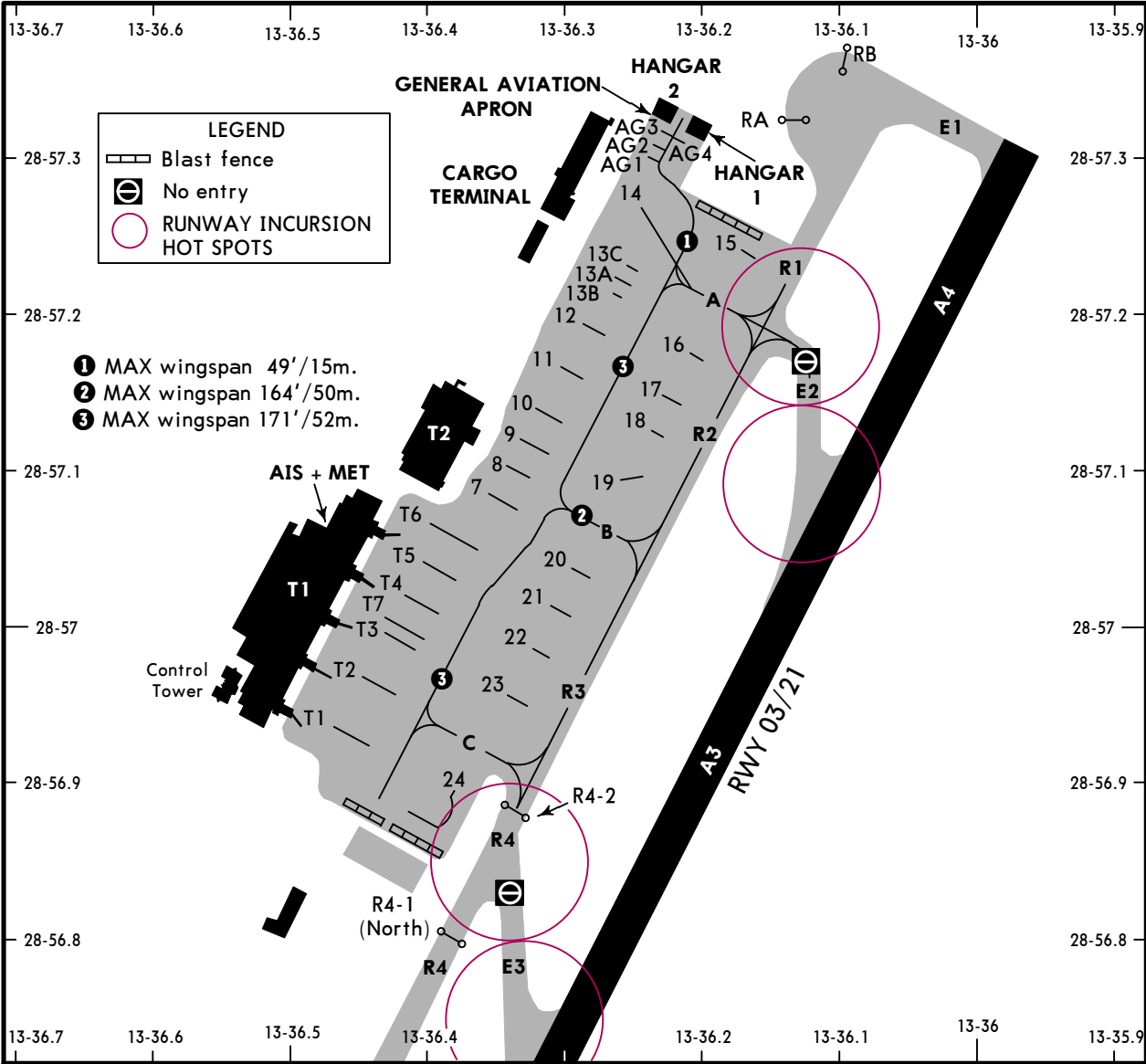
① HSTIL-E2.

Standard		TAKE-OFF
A		
B		
C		
D		

GCCR/ACE

JEPPesen  
15 NOV 19 10-9A

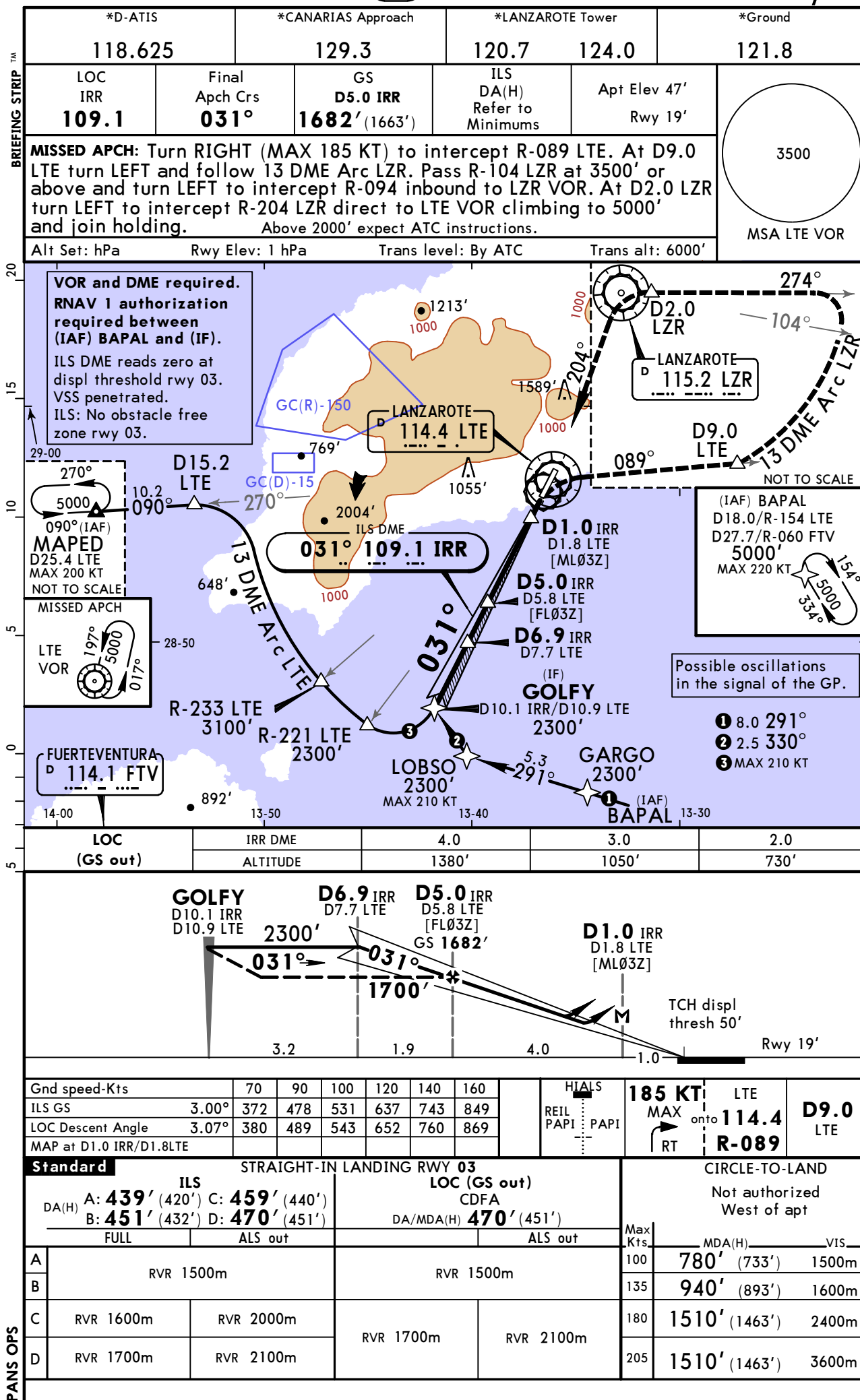
LANZAROTE, CANARY IS  
LANZAROTE



# GCCR/ACE LANZAROTE

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15 NOV 19 (11-1)

# LANZAROTE, CANARY IS ILS Z or LOC Z Rwy 03

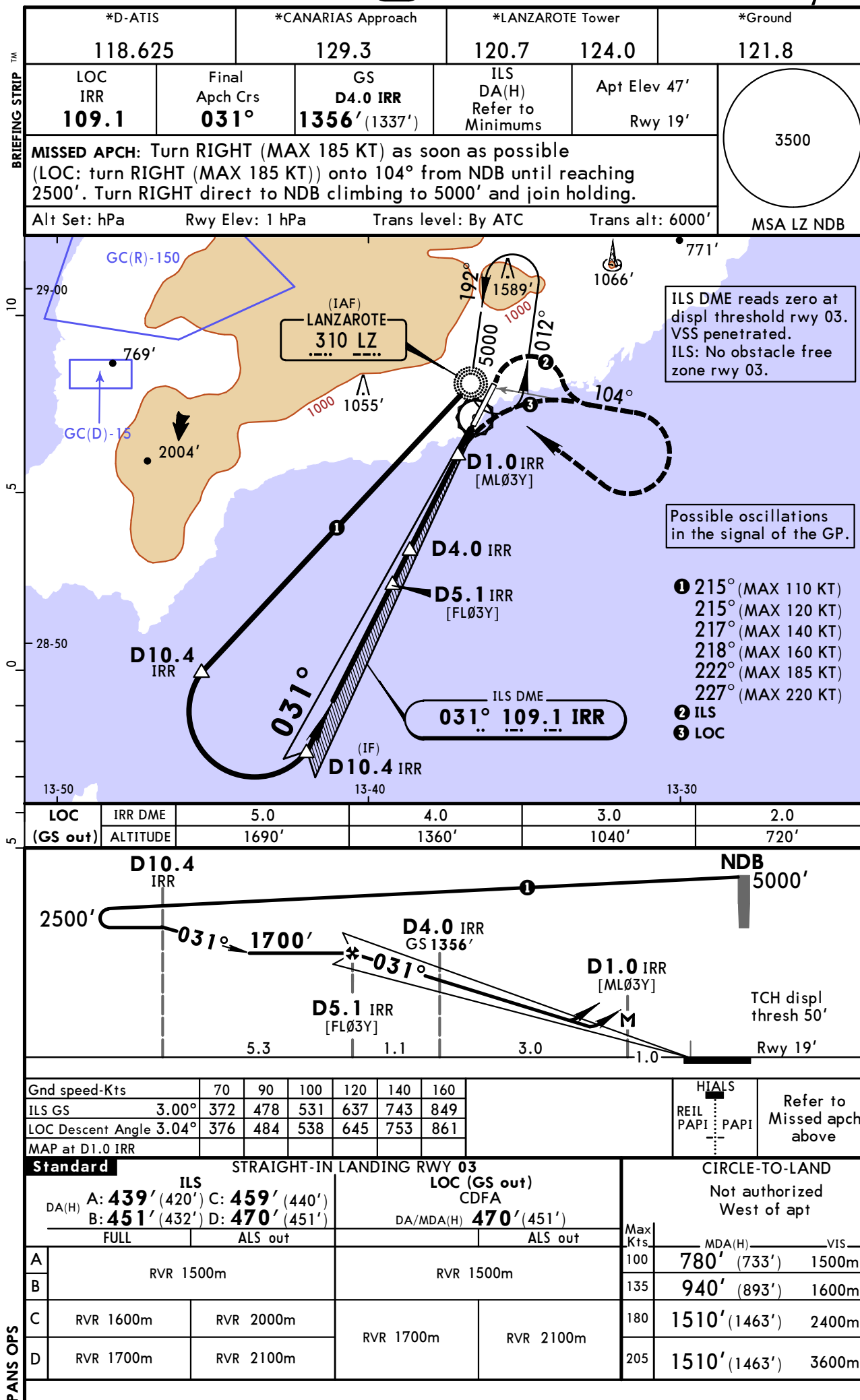




**GCCR/ACE**  
**LANZAROTE**

**JEPPesen**  
15 NOV 19 **(11-2)**

**LANZAROTE, CANARY IS**  
**ILS Y or LOC Y Rwy 03**



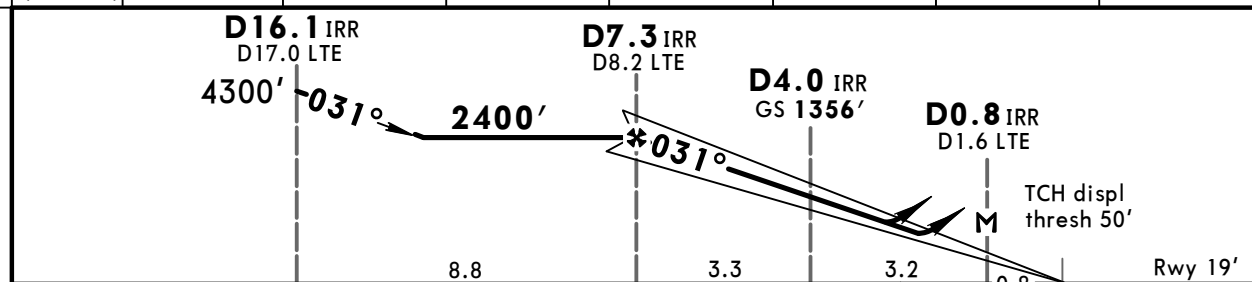
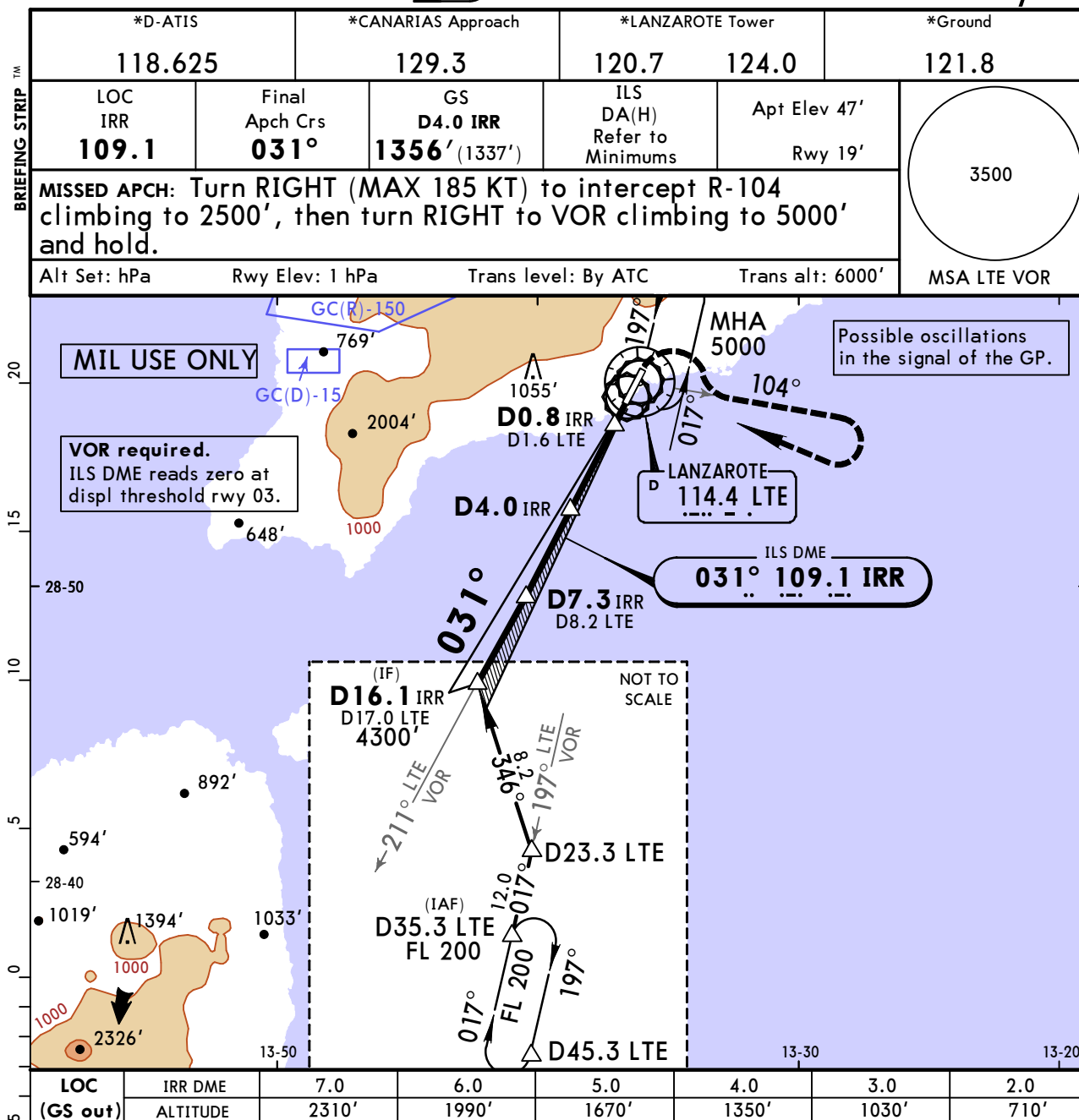
CHANGES: D-ATIS established.

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**GCRR/ACE**  
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**JEPPESSEN**  
15 NOV 19 **11-3**

**LANZAROTE, CANARY IS**  
**HI-ILS DME or HI-LOC DME Rwy 03**



Gnd speed-Kts	70	90	100	120	140	160	HIALS	185 KT	LTE	2500'
ILS GS or	3.00°	372	478	531	637	743	849	MAX	114.4	
LOC Descent Angle	3.01°	373	479	532	639	745	852	RT	R-104	
MAP at D0.8 IRR/D1.6 LTE										

Standard				STRAIGHT-IN LANDING RWY 03		CEILING REQUIRED	CIRCLE-TO-LAND	
ILS				LOC (GS out)			Not authorized West of apt	
DA(H)				CDFA				
A: 440' (421') C: 460' (441')				DA/MDA(H) 470' (451')				
B: 452' (433') D: 471' (452')								
FULL				ALS out				
A				500'-1500m		Max Kts		
B				500'-1600m		100	890' (843')	900'-1600m
C				500'-1700m		135	940' (893')	900'-2000m
D				500'-2000m		180	1510' (1463') 1500'-4800m	
						205		

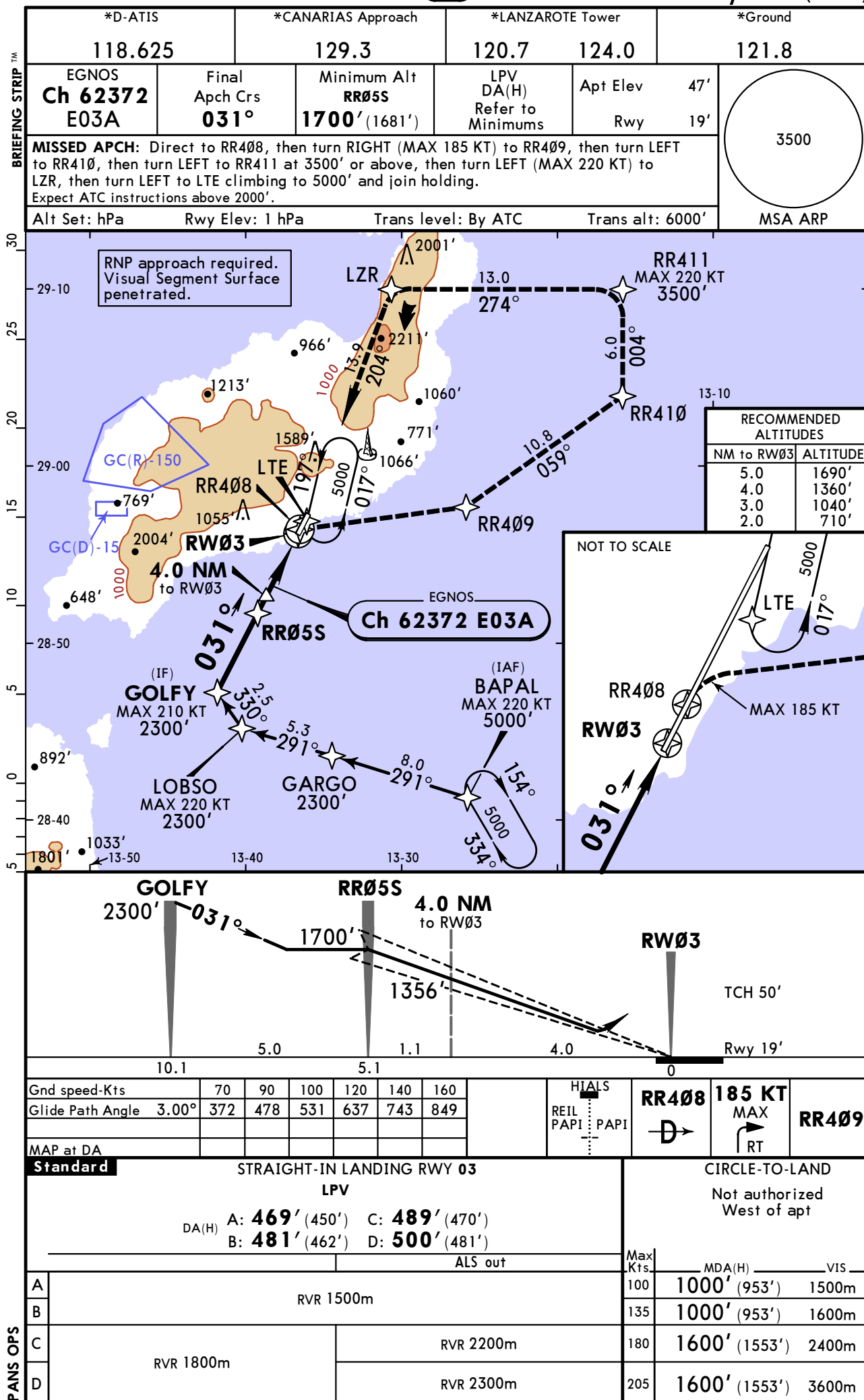
CHANGES: D-ATIS established.

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**GCCR/ACE**  
**LANZAROTE**

**JEPPesen**  
15 NOV 19 (12-1)

**LANZAROTE, CANARY IS**  
**RNP Z Rwy 03 (LPV)**

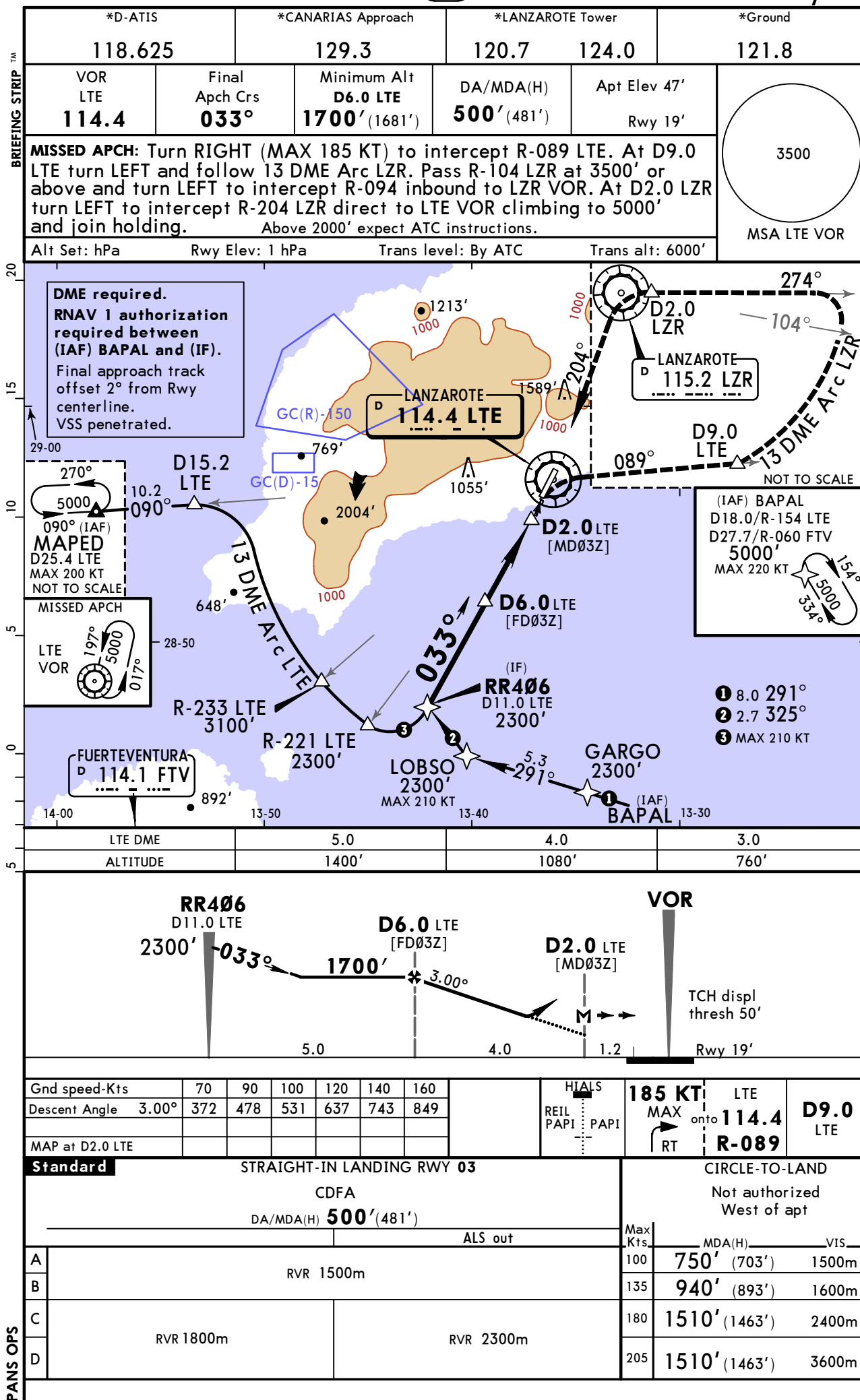


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# GCCR/ACE LANZAROTE

JEPPESSEN  
15 NOV 19 (13-1)

# LANZAROTE, CANARY IS VOR Z Rwy 03

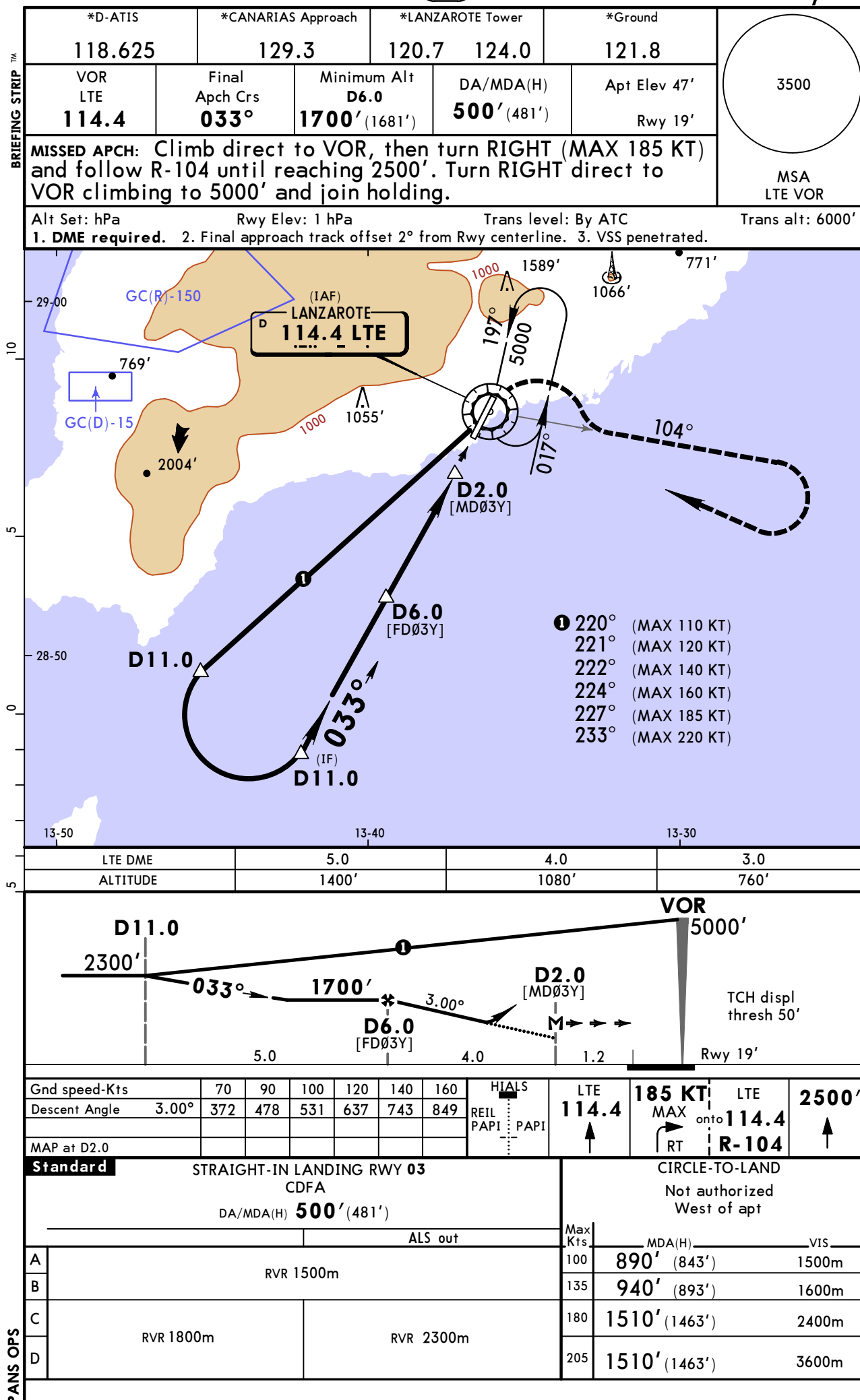




**GCCR/ACE**  
**LANZAROTE**

**JEPPesen**  
15 NOV 19 **(13-2)**

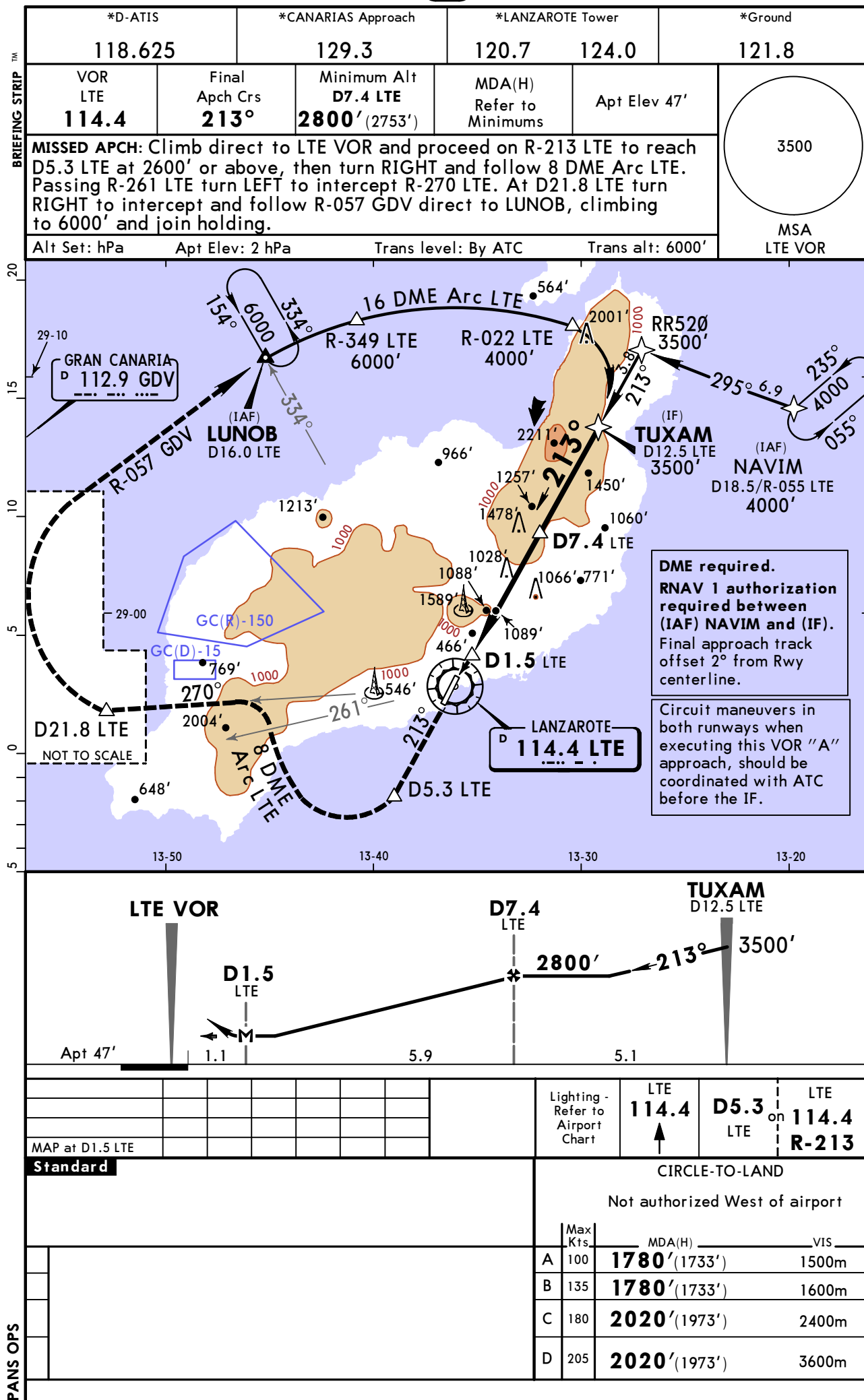
**LANZAROTE, CANARY IS**  
**VOR Y Rwy 03**



**GCRR/ACE**  
**LANZAROTE**

**JEPPESSEN**  
15 NOV 19 **(13-3)**

**LANZAROTE, CANARY IS**  
**VOR A**



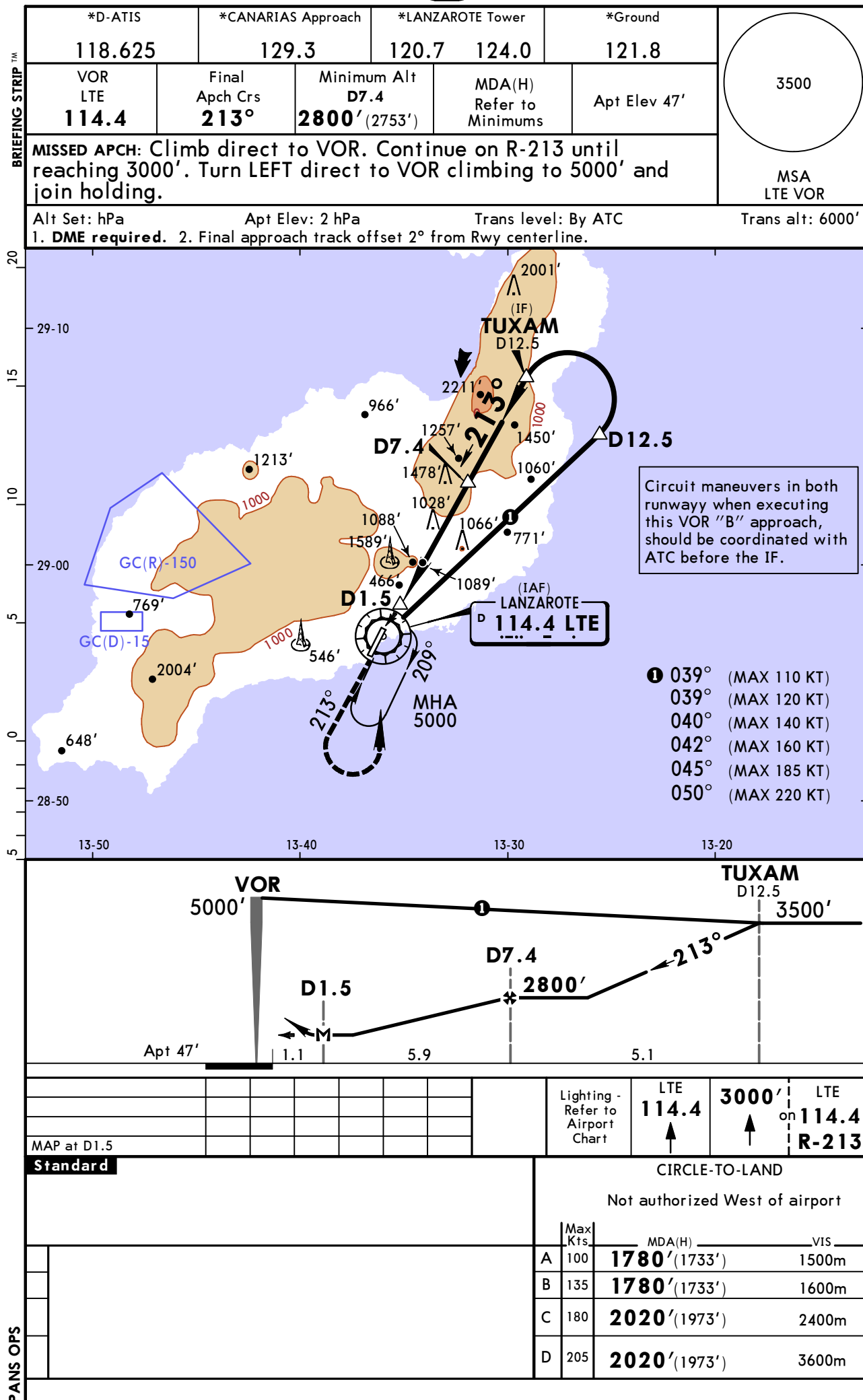
CHANGES: D-ATIS established.

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GCRR/ACE  
LANZAROTE

JEPPESSEN  
15 NOV 19 (13-4)

LANZAROTE, CANARY IS  
VOR B

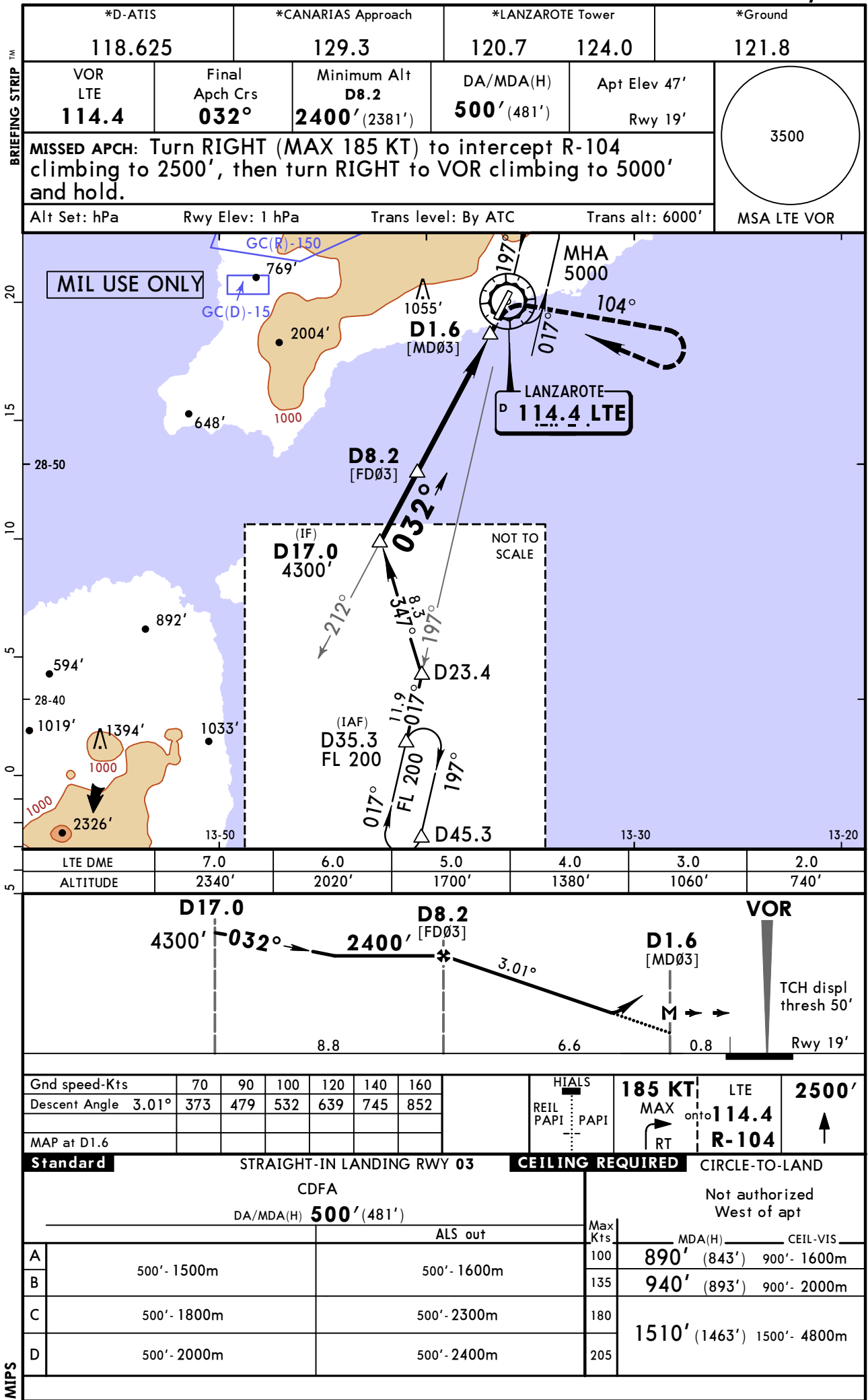




GCCR/ACE  
LANZAROTE

JEPPESSEN  
15 NOV 19 13-5

LANZAROTE, CANARY IS  
HI-VOR DME Rwy 03



Standard		STRAIGHT-IN LANDING RWY 03		CEILING REQUIRED		CIRCLE-TO-LAND	
		CDFA				Not authorized West of apt	
		DA/MDA(H) <b>500'</b> (481')					
		ALS out		Max Kts		MDA(H) CEIL-VIS	
A	500' - 1500m	500' - 1600m		100		<b>890'</b> (843')	900' - 1600m
B				135		<b>940'</b> (893')	900' - 2000m
C	500' - 1800m	500' - 2300m		180		<b>1510'</b> (1463')	1500' - 4800m
D	500' - 2000m	500' - 2400m		205			

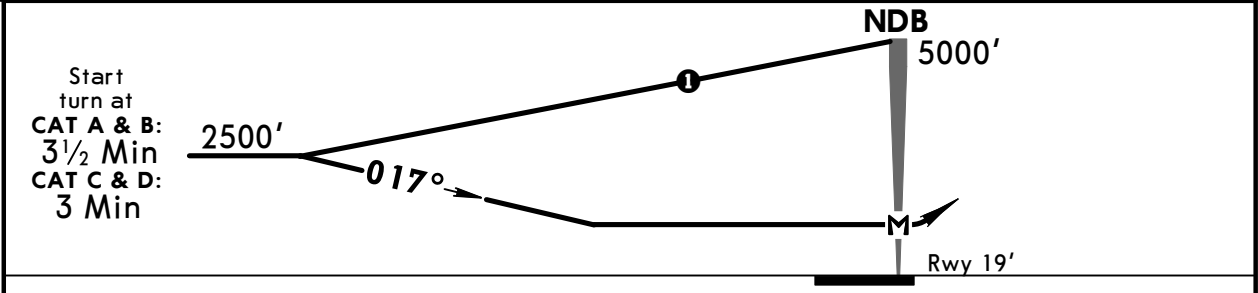
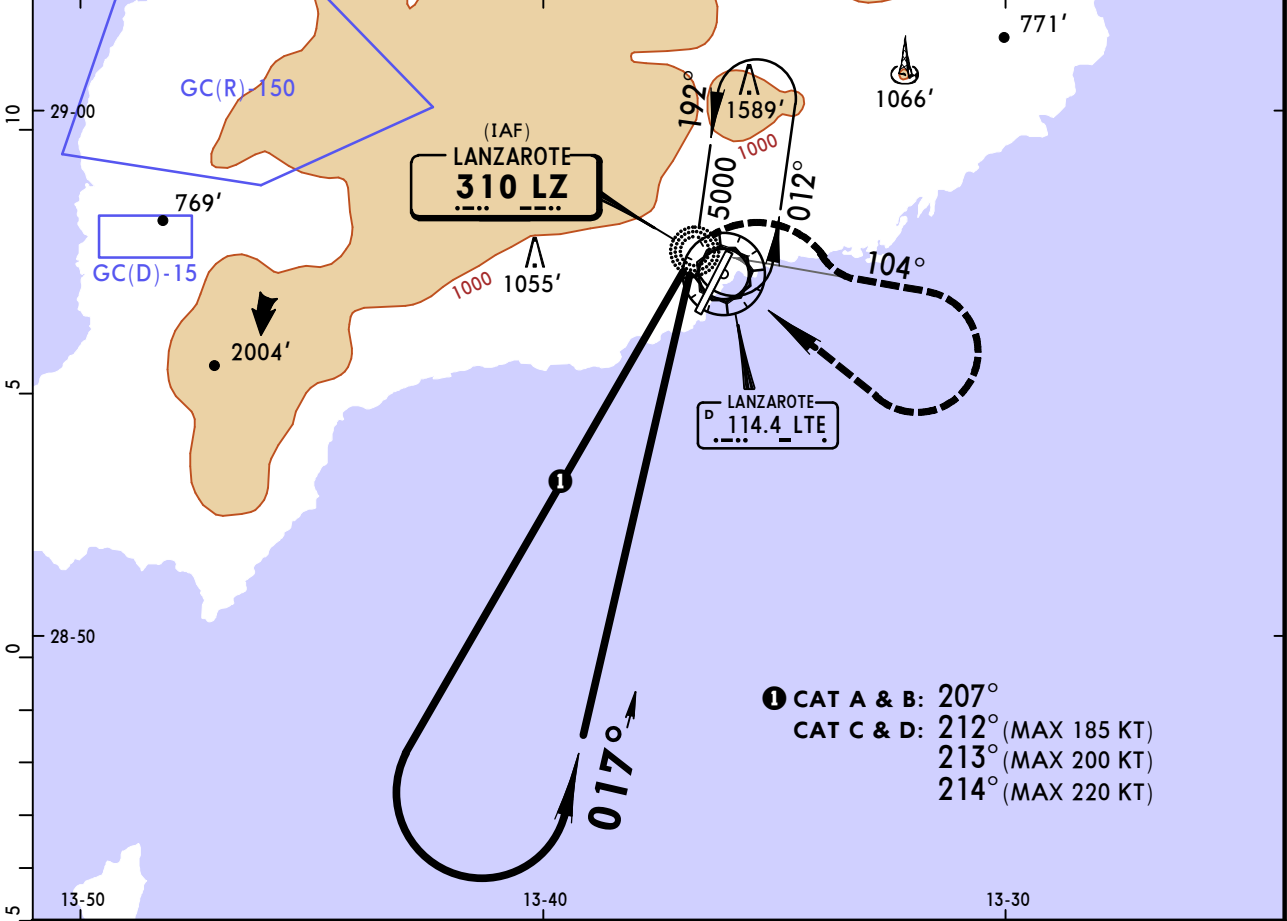
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GCCR/ACE  
LANZAROTE

15 NOV 19 **16-1**

JEPPESSEN LANZAROTE, CANARY IS  
NDB Rwy 03

*D-ATIS	*CANARIAS Approach	*LANZAROTE Tower	*Ground
118.625	129.3	120.7 124.0	121.8
NDB LZ <b>310</b>	Final Apch Crs <b>017°</b>	Minimum Alt No FAF	MDA(H) Refer to Minimums
Apt Elev 47' Rwy 19'			
<b>MISSED APCH:</b> Turn RIGHT (MAX 185 KT) onto 104° from NDB until reaching 2500'. Turn RIGHT direct to NDB climbing to 5000' and join holding.			
Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: By ATC    Trans alt: 6000'			
1. Final approach track offset 14° from Rwy centerline. 2. VSS penetrated.			
3500			
MSA LZ NDB			



Start turn at CAT A & B: 3½ Min CAT C & D: 3 Min	2500'	017°	NDB 5000'	Rwy 19'
MAP at NDB				

STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND	
Missed apch climb gradient min 5.0%	Missed apch climb gradient min 2.5%	Not authorized West of apt	
MDA(H) <b>1660'</b> (1641')	MDA(H) <b>1800'</b> (1781')		
ALS out	ALS out	Max Kts	MDA(H) VIS
NOT APPLICABLE		100	1800' (1753') 1500m
		135	1800' (1753') 1600m
RVR 5000m		180	2200' (2153') 5000m
		205	2200' (2153') 5000m

**LANZAROTE, (LANZAROTE - GCRR)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport GCRR

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20190718

**End Date:** 20210101

REIL RWY 03 unserviceable (based on SUP 61-19, with eff date 2 JAN 20 based on SUP 03/20).