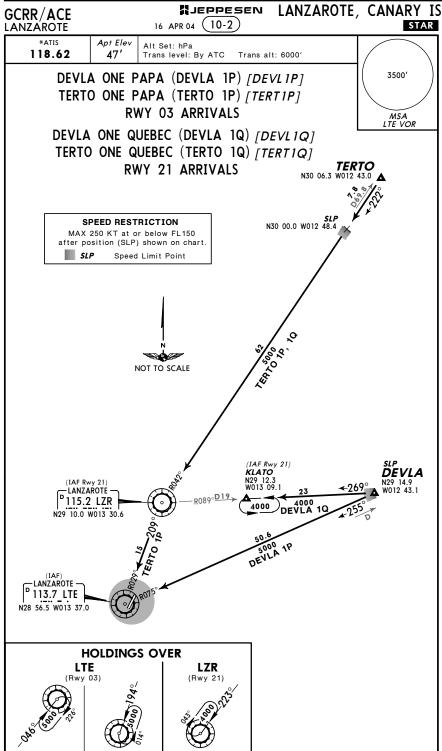
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LANZAROTE, CANARY IS **¼**JEPPESEN GCRR/ACE 26 OCT 07 (10-1R) RADAR MINIMUM ALTITUDES LANZÁROTE Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 6000' TURA VOR DME 270° - GRAN GDV \ 0910 D200 D200 D240 D240 0000 FL300

CHANGES: New chart.

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MJEPPESEN LANZAROTE, CANARY IS GCRR/ACE 19 JAN 07 (10-3) LANZAROTE Trans level: By ATC Trans alt: 6000' KORAL ONE MIKE (KORAL 1M) [KORA 1M] 3500' SAMAR ONE MIKE (SAMAR 1M) [SAMA1M] VASTO ONE MIKE (VASTO 1M) [VAST1M] MSA LTE VOR RWY 03 DEPARTURES TO NORTH & NORTHEAST **SAMAR** N30 54.0 W014 24.9 **VASTO** N30 30.6 W013 34.4 **KORAL** NOT TO SCALE D15 LZR D15 LZR X D5 LZR imesŹ D3 LZR D15 LZR - LANZAROTE D115.2 LZR N29 10.0 W013 30.6 SAMAR **D13 LTE** N29 06.0 W013 26.9 D5 LTE At or above SAMAR 1M 1600' VASTO 1M Turn at or above 3200 LANZAROTE -113.7 LTE N28 56.5 W013 37.0 These SIDs require a minimum climb gradient 407' per NM (6.7%) until leaving 1600'. 75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT

407' per NM

Initial ATC clearance:

KORAL 1M: Maintain 4000' until D15 LTE, climb to FL70 and maintain until D15 LZR, climb to FL100, await further clearance.

SAMAR 1M: Maintain 4000' until LZR R-342/D5, climb to FL70 and maintain until LZR R-342/D15, climb to FL100, await further clearance.

VASTO 1M: Maintain 4000' until LZR R-004/D3, climb to FL70 and maintain until LZR R-004/D15, climb to FL100, await further clearance.

	anti Ezit it 6047 B 16, 611115 to 12100, await faither ofcarance.
SID	ROUTING
KORAL 1M	Climb on LTE R-049, intercept LZR R-061 to KORAL.
SAMAR 1M	Climb on LTE R-049 to D13 LTE, turn LEFT to LZR, LZR R-342 to SAMAR.
VASTO 1M	Climb on LTE R-049 to D13 LTE, turn LEFT, 328° heading, intercept LZR R-004 to VASTO.

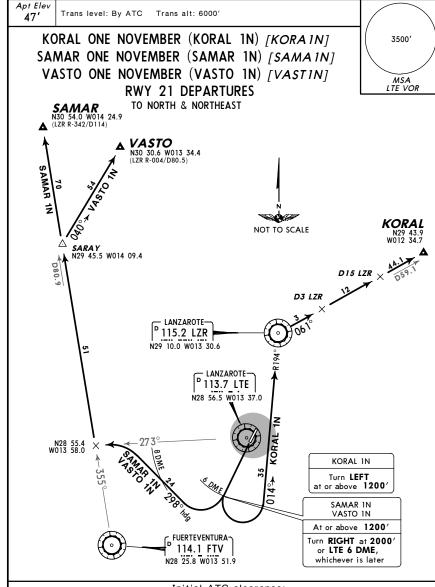
CHANGES: None.

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MJEPPESEN LANZAROTE, CANARY IS GCRR/ACE 19 JAN 07 (10-3A) LANZAROTE



Initial ATC clearance:

KORAL 1N: Maintain 4000' until LZR R-061/D3, climb to FL70 and maintain until LZR R-061/D15, climb to FL100, await further clearance.

SAMAR 1N, VASTO 1N: Maintain 4000' until LTE 8 DME, climb to FL100, await further clearance.

SID	ROUTING				
KORAL 1N	Climb on runway heading to LTE 6 DME, turn LEFT, intercept LZR R-194 inbound to LZR, LZR R-061 to KORAL.				
SAMAR 1N	Climb on runway heading, at 2000', or LTE 6 DME, whichever is later, turn RIGHT, 298° heading, intercept LTE R-273, intercept FTV R-355 via SARAY to SAMAR.				
VASTO 1N	Climb on runway heading, at 2000', or LTE 6 DME, whichever is later, turn RIGHT, 298° heading, intercept LTE R-273, intercept FTV R-355 to SARAY, turn RIGHT, 040° track to VASTO.				

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MJEPPESEN LANZAROTE, CANARY IS

GCRR/ACE LANZAROTE (10-3B)16 APR 04 Trans level: By ATC Trans alt: 6000' GRAN CANARIA TWO MIKE (LPC 2M) TENDA ONE MIKE (TENDA 1M) [TEND1M] TENERIFE SOUTH TWO MIKE (TFS 2M) **RWY 03 DEPARTURES** TO SOUTHWEST At or above **1600**′ D 113.7 LTE tercept I IGHT, int IGHT, int IGHT, int Maintain These SIDs roof 407' per NM TFS 2M

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MJEPPESEN LANZAROTE, CANARY IS GCRR/ACE LANZAROTE 16 APR 04 (10-3C) Apt Elev Trans level: By ATC Trans alt: 6000 GRAN CANARIA TWO NOVEMBER (LPC 2N) TENDA ONE NOVEMBER (TENDA 1N) [TEND1N] TENERIFE SOUTH TWO NOVEMBER (TFS 2N) **RWY 21 DEPARTURES** TO SOUTHWEST to TENDA, turn turn RIGHT, clearance: On runway heading t RIGHT, intercept FT intercept LPC R-083 SID LPC 2N

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CHANGES: Initial ATC clearance.

CHANGES: Initial ATC clearance.

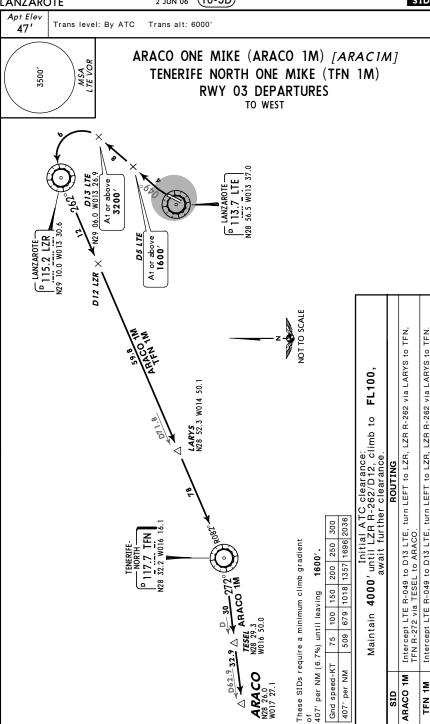
GCRR/ACE
LANZAROTE

SID

CONTROL

LANZAROTE, CANARY IS

SID

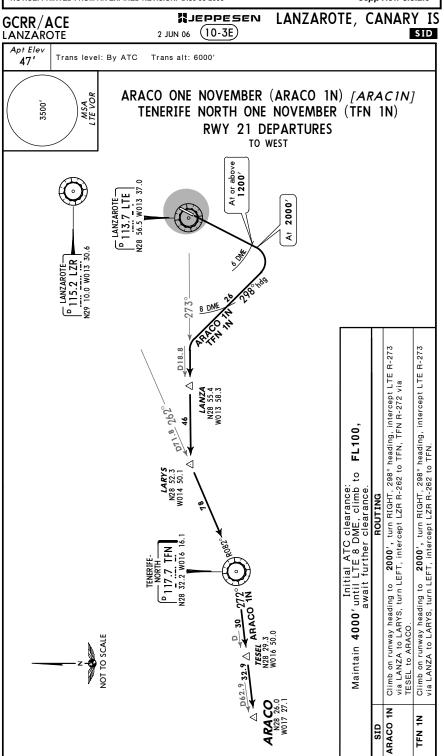


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CHANGES: None.

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MJEPPESEN LANZAROTE, CANARY IS GCRR/ACE Apt Elev 47 12 AUG 05 (10-9) LANZAROTE N28 56.7 W013 36.3 \*LANZAROTE Tower (GND) \*Tower(R) 118.62 121.8 120.7 124.0 13-35 13-37 13-36 PARKING POSITIONS Stands T1 and T7 available COORDINATES STAND for acft up to B-747. T1 thru T3, T7 N28 57.0 W013 36.5 MAX wingspan 171'/52m. T4, 23 thru 25 N28 57.0 W013 36.4 T5, T6, 6, 7, 8 N28 57.1 W013 36.4 Visual Docking Guidance system 9 thru 11B N28 57.2 W013 36 3 avbl on stands T1 thru T6. 11C, 12 N28 57.3 W013 36.3 N28 57 3 W013 36 2 14 thru 16 N28 57.2 W013 36.2 17 20 N28 57.1 W013 36.3 21 thru 22 N28 57.0 W013 36.3 13-36.4 13-36.2 26 N28 56.9 W013 36.4 GENERAL AVIATION 28-57.3 APRON - 28-57 28-57 LEGEND (9) Push-back stand 7 Push-back or self Military manoeuvring stand apron Self manoeuvring stand <sup>⊚</sup> vor 28-57. Rwy 03 righthand circuit. 28-56 - 28-56 13-36,4 R-4 13-37 13-36 13-36.2 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND -RWY Threshold Glide Slope TAKE-OFF WIDTH HIRL (50m) CL(15m) HIALS SFL REIL PAPI(3.0°) 6903' 2104m 148' 21 HIRL (50m) CL(15m) HIALS REIL PAPI-L(3.7°) 45m

# PREFERENTIAL RUNWAY SYSTEM:

Whenever tail wind component do not exceed 10 KT with braking action good, use rwy 03.

# LOW VISIBILITY PROCEDURES (LVP)

LVP will be applied when VIS will be below 500m. Tower will inform pilots about application of LVP. GROUND MOVEMENT:

Pilots will proceed to verify at every moment the aircraft position, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop aircraft and immediately will notify Tower.

#### ARRIVALS:

Aircraft that have already landed, will notify runway vacated and taxiway used. At the apron entry, they must wait for the arrival of a Follow-me vehicle in order to be guided to the assigned stand.

Pilots will avoid requesting clearance for starting-up, push-back or taxiing when the visibility values are below the aerodrome operational minimum.

JAR-OPS	TAKE-OFF ■					
		All	Rwys			
	LVP mus	t be in Force	1			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
\ 3 2	200m	250m	400m	500m		
D	250m	300m				

CHANGES: Radar, Helipad, Parking positions.

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LANZAROTE

# MINIMUM RUNWAY OCCUPANCY TIME

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

## STANDARD TAXIING PROCEDURES

Start-up of engines/turbines

A- Pilots will request clearance to start-up engines, push-back manoeuvring and taxiing to LANZAROTE Tower (GND) reporting the apron stand number.

12 AUG 05 (10-9A)

- B- On requesting this clearance, the aircraft must be ready to start-up or in condition to do so in a maximum period of 5 minutes.
- C- ATC will indicate the hour to start-up the engine when the delay will be predictable.
- D- Push-back manoeuvres shall be accomplished unless LANZAROTE Tower (GND) advises differently.

## VISUAL DOCKING GUIDANCE SYSTEM

GCRR/ACE

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

### **DISPLAY UNIT**

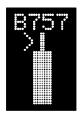
Consists of:

- 1. One alphanumeric presentation line, composed by yellow indicators, which can indicate the following information: aircraft type, airport code, flight number, stand position ("STND"), stop position ("STOP"), aircraft parked in the exact position ("OK"), surpassed stop position ("TOO FAR"), speed exceeding in the approach ("SLOW DOWN"), lost of detected aircraft ("WAIT") and reduction of system visibility ("DOWN GRADE").
- 2. Azimuth guidance display with centre line indicator (centred guidance and design of yellow and red deviation arrows), as well as red bars when stop aircraft is
- 3. Distance indicator to the stop position composed by yellow and black lines located in a centred vertical column.

### PILOT INSTRUCTIONS

CHANGES: None.

- 1. Check that the indicated aircraft type is the appropriate.
- 2. Taxi-in-line watching centre line guidance.
- 3. Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
- 4. Observe the yellow arrow located in the centre line guidance indicator to follow the correct position and direction. A flashing red arrow indicates the direction to turn.
- 5. If the aircraft speed exceeds the programmed one, the unit display indicates "SLOW DOWN"; the taxi speed must be reduced.
- 6. The distance indicator is activated at 52'/16m before the stop position changing gradually from yellow to black and shows the rest distances to the stop position when yellow lines go out (each line indicates 2'/0.7m run).
- 7. At the stop position the distance indicator is shown completely black and "STOP" will appear in the upper presentation line.
- 8. If the parking is correct, it shows "OK" and red bars will be lighted. If the aircraft exceeds the stop postion the indicator will show "TOO FAR".



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MJEPPESEN LANZAROTE, CANARY IS GCRR/ACE 16 APR 04 (11-1) VOR DME ILS DME Rwy 03 LANZÁROTE \*CANARIAS Approach \*LANZAROTE Tower 118.62 129.3 120.7 124.0 121.8 ILS LOC Final GS Apt Elev 47' DA(H) IRR Apch Crs D7.0 IRR Refer to 033° 2300' (2282') RWY18 109.1 Minimums MISSED APCH: Turn RIGHT (MAX IAS 185 KT) and follow R-106 until reaching 2500'. Turn RIGHT direct to VOR climbing to 3500' 5000' and join holding. Alt Set: hPa Rwy Elev: 1 hPa ILS DME reads zero at threshold rwy 03. Alt Set: hPa Trans level: By ATC Trans alt: 6000 MSA LTE VOR 771′ 1073 - 29-00 5000 GC(D)-15 1953 - LANZAROTE-D 113.7 LTE 106° 2503' D1.0 IRR ILS DME. 033° 109.1 IRR **D7.0** IRR D7.2 LTE 28-50 D10.0 LTE **●** 220° (MAX IAS 110 KT) 221° (MAX IAS 120 KT) 222° (MAX IAS 140 KT) 224° (MAX IAS 160 KT) MAX IAS 220 KT **D10.0** IRR 228° (MAX IAS 185 KT) 234° (MAX IAS 220 KT) 13-50 13-40 13-30 IRR DME 7.0 5.0 4.0 3.0 2.0 LOC 6.0 (GS out) ALTITUDE 2300 1980' 1660' 1350' 1030' 710′ **VOR** 5000 **D10.0** LTE 2300 D10.00330= D1.0 IRR -033 **D7.0** IRR D7.2 LTE TCH 52' 6.0 RWY 03 18' Gnd speed-Kts 90 100 120 140 160 185 KT! LTE 2500 ILS GS 3.00° or max onto 113.7 REIL PAPI PAPI 377 485 | 539 | 647 | 755 | 862 LOC Descent Gradient 5.2% R-106 RT MAP at D1.0 IRR STRAIGHT-IN LANDING RWY 03 CIRCLE-TO-LAND ILS DA(H) A: **430** '(412')C: **450** '(432') B: **440** '(422')D: **460** '(442') LOC (GS out) MDA(H) 470'(452') ALS out ALS out MDA(H) RVR 1400m 1120' (1073') 1500m RVR 1500m RVR 1500m 2350' (2303') 1600m RVR 900m RVR 1200m 2450' (2403') 2400m RVR 1600m RVR 2000m RVR 1800m 2470' (2423') 3600m

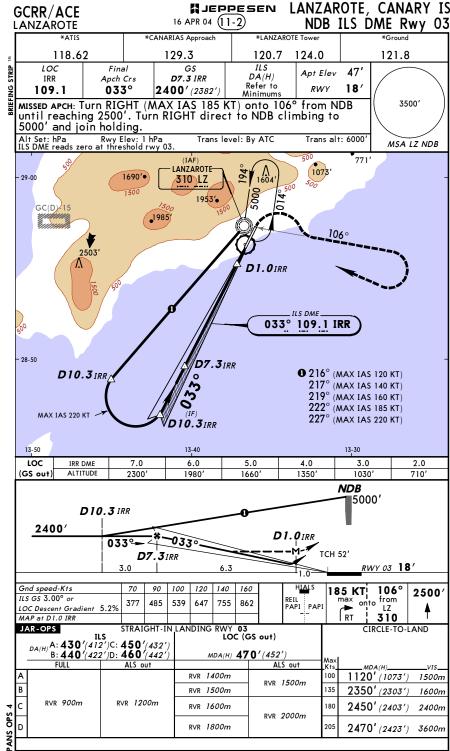
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MJEPPESEN LANZAROTE CANARY IS GCRR/ACE 16 APR 04 (13-1) VOR DME Rwy 03 LANZÁROTE \*LANZAROTE Tower \*ATIS \*CANARIAS Approach 118.62 129.3 120.7 124.0 121.8 VOR Final Minimum Alt Apt Elev 47' 3500' MDA(H) LTE Apch Crs D5.0 Refer to 113.7 019° 1500' (1482') Minimums **RWY 18** MISSED APCH: Climb direct to VOR, then turn RIGHT (MAX IAS 185 KT) and follow R-106 until reaching 2500'. Turn RIGHT MSAdirect to VOR climbing to 5000' and join holding. LTE VOR Alt Set: hPa Rwy Elev: 1 hPa Final approach track offset 14° from Rwy centerline. Trans level: By ATC Trans alt: 6000' 7711 1073 29-00 1953 GC(D)-15 LANZAROTE-2503 106° 113.7 LTE D2.0 D5.0 **1** 206° (MAX IAS 110 KT) 207° (MAX IAS 120 KT) 28-50 208° (MAX IAS 140 KT) 210° (MAX IAS 160 KT) 019 214° (MAX IAS 185 KT) D10.0 220° (MAX IAS 220 KT) D10.0 MAX IAS 220 KT 13-50 13-30 LTE DME 4.0 ALTITUDE 1200' VOR D10.0 5000 2300 ·0190\_ 1500 D2.0 D5.0 RWY 03 18' 70 90 100 120 140 160 Gnd speed-Kts LTE 185 KT 2500 Descent Gradient 5.0% 354 456 506 608 709 810 REIL 113.7 max onto 113.7 MAP at D2.0 PAPI PAPI R-106 RT JAR-OPS STRAIGHT-IN LANDING RWY 03 CIRCLE-TO-LAND Missed apch climb Missed apch climb MDA(H) 710'(692') MDA(H) 920'(902') ALS out ALS out 1120'(1073') 1500m RVR 1500m RVR 1500m 2350'(2303') 1600m RVR 1800m 2450'(2403') RVR 1800m 2400m RVR 2000m RVR 2000m RVR 2000m RVR 2000m 2470'(2423') 3600m

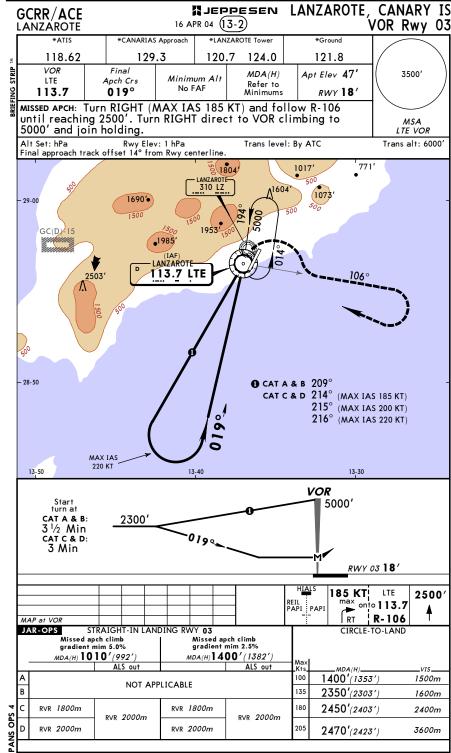
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MJEPPESEN LANZAROTE CANARY IS GCRR/ACE 16 APR 04 (13-3) VOR DME Rwy 21 LANZÁROTE \*ATIS \*CANARIAS Approach \*LANZAROTE Tower \*Ground 118.62 129.3 120.7 124.0 121.8 VOR Final Minimum Alt MDA(H) Apt Elev 47' 3500' LTE Apch Crs D6.0 LTE 226° 2000' (1953') 1640' (1593') 113.7 RWY 47 MISSED APCH: Climb direct to LTE VOR. Continue on R-226 LTE until reaching 3000'. Turn LEFT direct to LTE VOR climbing to 5000' MSA LTE VOR and join holding. Alt Set: hPa Rwy Elev: 2 hPa Final approach track offset 13° from Rwy centerline. Trans level: By ATC Trans alt: 6000 558 (IAF) - LANZAROTE — KLATO <sup>D</sup> 115.2 LZR 3000 - 29-10 <sup>968</sup> D3.0 LZR™ *■DÌÍ.0* D6.0 1158' MAXIAS **D11.0** LTE **1** 053° (MAX IAS 120 KT) 1985 054° (MAX IAS 140 KT) LANZAROTE -(MAX IAS 160 KT) 113.7 LTE 060° (MAX IAS 185 KT) 065° (MAX IAS 220 KT) MHA 5000 28-50 13-40 13-30 13-20 13-10 LTE VOR **D 1 1.0**LTE 5000' 3000 2400' 226' D6.0 D2.0 2000' D9.0 LTE RWY 21 47' 0.8 2.0 Gnd speed-Kts 70 90 100 120 140 160 LTE 3000'! LTE Descent Gradient 6.5% 461 592 658 790 922 1053 REIL PAPI on 113.7 113.7 MAP at D2.0 LTE R-226 JAR-OPS STRAIGHT-IN LANDING RWY 21 CIRCLE-TO-LAND MDA(H) 1640'(1593') ALS out \_VIS 1640'(1593') 1500m RVR 1500m 135 2350'(2303' 1600m 180 2450'(2403') RVR 1800m RVR 2000m 2400m RVR 2000m 2470 (24231) 3600m

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