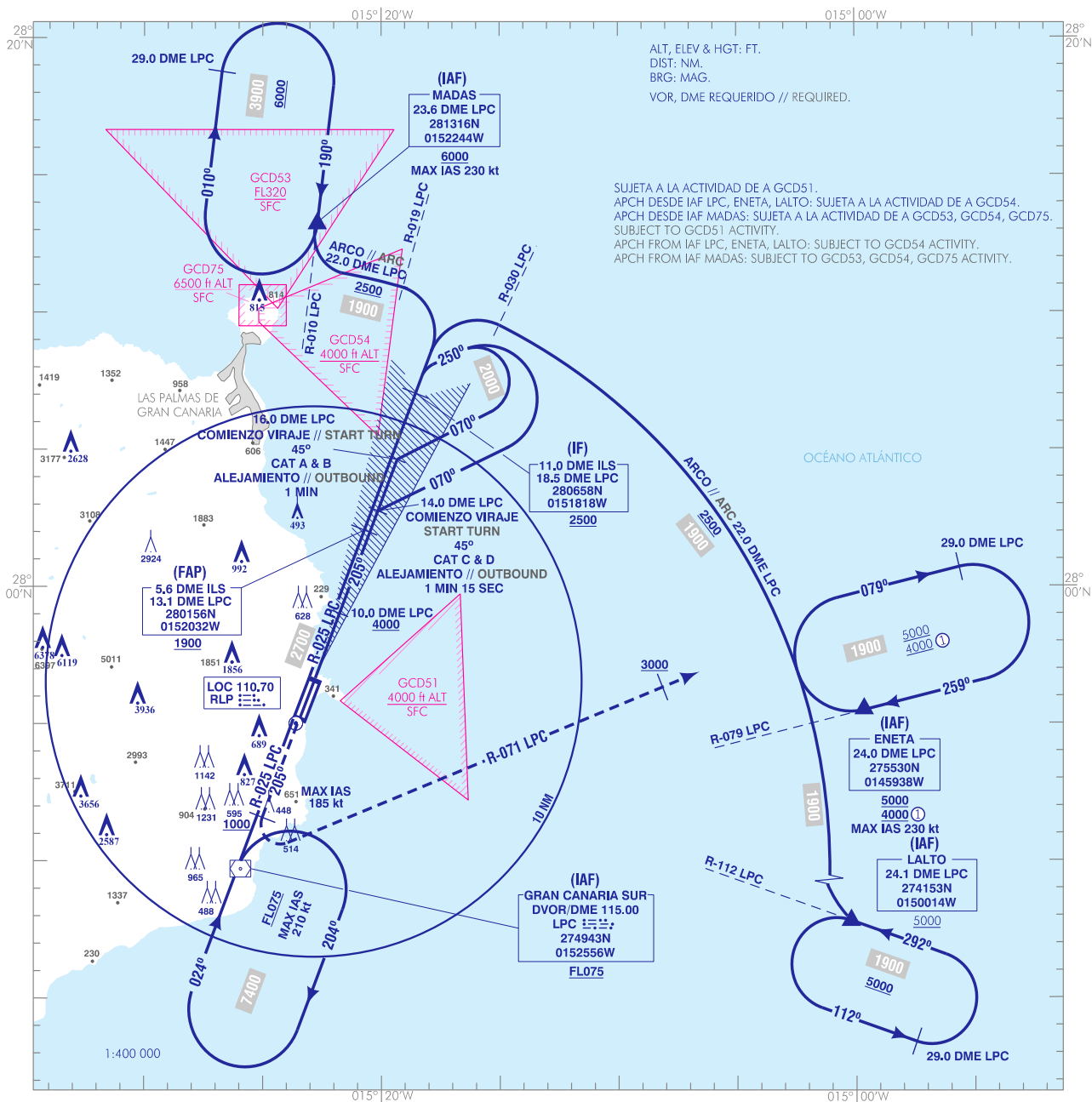


ELEV AD
77 ft
VAR 3°W (2025)

APP	124.300 MHz
TWR	118.300 MHz
GMC	121.700 MHz
ATIS	118.600 MHz

GRAN CANARIA
ILS Y
RWY 21R



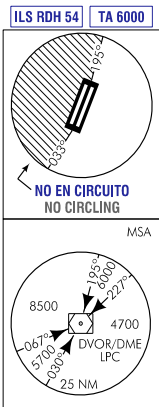
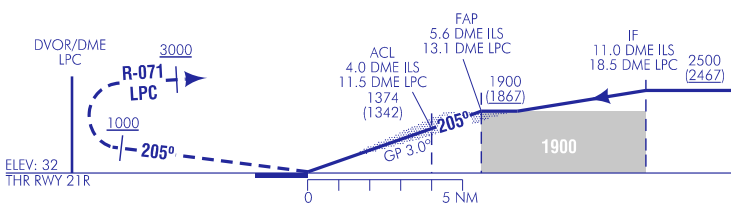
FRUSTRADA: SUBIR EN RUMBO MAGNÉTICO 205° HASTA ALCANZAR 1000. VIRAR A LA IZQUIERDA (NO ANTES DE 5.4 DME LPC, IAS MAX 185 kt) PARA INTERCEPTAR Y SEGUIR R-071 LPC HASTA ALCANZAR 3000 Y ESPERAR INSTRUCCIONES ATC.

FRUSTRADA FALLO DE COMUNICACIONES: SUBIR EN RUMBO MAGNÉTICO 205° HASTA ALCANZAR 1000. VIRAR A LA IZQUIERDA (NO ANTES DE 5.4 DME LPC, IAS MAX 185 kt) PARA INTERCEPTAR Y SEGUIR R-071 LPC DIRECTO A 29.0 DME LPC, ASCENDIENDO A 4000 PARA INTEGRARSE A LA ESPERA EN IAF ENETA.

MISSED APCH: CLIMB ON MAGNETIC HEADING 205° UP TO REACH 1000. TURN LEFT (NOT BEFORE 5.4 DME LPC, MAX IAS 185 kt) TO INTERCEPT AND FOLLOW R-071 LPC UP TO REACH 3000 AND WAIT FOR ATC INSTRUCTIONS.

MISSED APCH COMMUNICATIONS FAILURE: CLIMB ON MAGNETIC HEADING 205° UP TO REACH 1000. TURN LEFT (NOT BEFORE 5.4 DME LPC, MAX IAS 185 kt) TO INTERCEPT AND FOLLOW R-071 LPC DIRECT TO 29.0 DME LPC, CLIMBING TO 4000 TO JOIN THE HOLDING OVER IAF ENETA.

NOTAS:
① EXCEPTO AUTORIZACIÓN ATC.
NOTES:
① EXCEPT ATC CLEARANCE.



OCA/H		A	B	C	D
STA	CAT I	316 (284)	328 (296)	337 (305)	347 (315)
En circuito (H) sobre Circling (H) over 77		1040 (970)		1280 (1210)	

GS		kt	80	100	120	140	160	180
FAP-THR: 5.6 NM		min:s	4:12	3:22	2:48	2:24	2:06	1:52
FAF-MAPT:		min:s						
ROD: 5.2 %		ft/min	425	531	637	743	849	955

ALT/HGT DME (ILS) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
								1710 (1670)	1380 (1350)	1050 (1020)	730 (700)	410 (380)

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES
ILS Y RWY 21R

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
DVOR/DME LPC (IAF)	274942.7N	0152556.1W	–	–
ENETA (IAF)	275529.6N	0145938.4W	076.00° (LPC)	24.00 DME LPC
LALTO (IAF)	274153.2N	0150014.3W	108.80° (LPC)	24.10 DME LPC
MADAS (IAF)	281315.5N	0152244.1W	006.86° (LPC)	23.64 DME LPC
IF	280657.6N	0151818.1W	021.44° (LOC RLP)	11.00 DME ILS
FAP	280155.7N	0152032.0W	021.44° (LOC RLP)	5.61 DME ILS
Precision final approach - Slope (Descent angle)				5.24% (3.00°)

NOTES APPLICABLE TO ALL APPROACHES:

- Speed control:
- a. Unless otherwise instructed by ATC, cross:
 - 12.0 DME ILS at IAS 210 KT;
 - 9.0 DME ILS at 190 KT; and
 - 4.0 DME ILS at IAS 160 kt.
 - b. If unable to comply, advise ATC on initial contact.