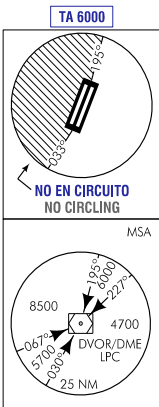
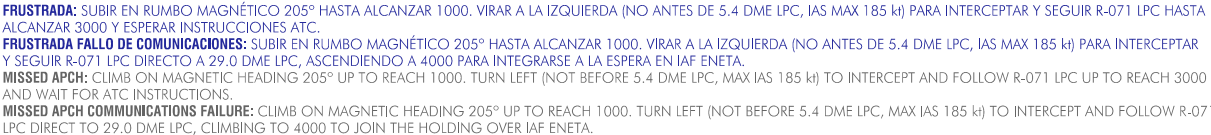


GRAN CANARIA
LOC Y
RWY 21R



OCA/H		A	B	C	D
STA	2.5%	500 (470)			
En circuito (H) sobre Circling (H) over 77		1040 (970)		1280 (1210)	

GS		kt	80	100	120	140	160	180
FAF-THR: 5.7 NM		min:s	4:16	3:25	2:51	2:26	2:08	1:54
FAF-MAPT:		min:s	NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORISED					
ROD: 5.3 %		ft/min	426	532	639	745	852	958

ALT/HGT DME (ILS) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
								1680 (1650)	1370 (1330)	1050 (1010)	730 (690)	

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES
LOCY 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
FAF	280200.3N	0152029.9W	021.44 (LOC RLP)	5.69 DME ILS
MAPT	275737.7N	0152226.2W	021.44 (LOC RLP)	1.00 DME ILS
Non-precision final approach - Slope (Descent angle)				5.26% (3.01)

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.