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Trip Kit Index

Airport Information For GCRR

Terminal Charts For GCRR

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Lanzarote Xje
IATA Code: ACE
Lat/Long: N28° 56.7' W013° 36.3'
Elevation: 47 ft

Airport Use: Public
Magnetic Variation: 4.6°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: 0749 Z
Sunset: 1813 Z,

Runway Information

Runway: 03
Length x Width: 7874 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Centerline, REIL

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

Communication Information

ATIS 118.625
Lanzarote Tower 25.78 Military
Lanzarote Tower 124.0
Lanzarote Tower 120.7
Lanzarote Tower Ground Control 121.8
Canarias Approach Control 129.3

1. GENERAL

1.1. ATIS

*ATIS 118.62

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVP will be applied when:

- Minimum visibility at any RWY is 600m or below.
- Ceiling is 200' or below.

Pilots will be informed of the application of LVP by ATC. The following message will be transmitted via ATIS: "Finger and handling service is not supplied".

LVP will be cancelled when:

- Minimum visibility is higher than 600m for 20 minutes and is forecast to improve.
- Ceiling is equal to or higher than 300'.

1.2.2. GROUND MOVEMENT

ARRIVALS

Landing clearance will be supplied prior to reaching 2 NM before TDZ. After landing

- only vacate the RWY via TWYs E-1 or E-4,
- notify 'RWY vacated',
- ACFT must wait for the arrival of a Follow-me car to be guided to the apron,
- notify ATC that the ACFT is being guided by a Follow-me car,
- ACFT will notify stand and frequency out.

DEPARTURES

Start-up, taxiing and take-off clearance will be issued on request.

TAXIING

When visibility is 600m or below, ATC will authorize only one ACFT movement at a time on the manoeuvring area, and ACFT authorized to taxi will always be guided by a Follow-me car.

1.2.3. COMMUNICATIONS FAILURE

Just landed ACFT must leave the RWY via the TWY located at RWY end and wait for a Follow-me car. If the ACFT has left the RWY, follow the Follow-me car to the stand. Departing ACFT will go to the limit of the assigned taxiing route preceded by a signal man. In that position it will wait for a Follow-me car that will guide it to the stand.

1.2.4. BEING DISORIENTED

In case of being disoriented during taxiing, the pilot will stop the ACFT immediately and notify Tower. The ACFT will wait for a Follow-me car.

1.3. RWY OPERATIONS

PREFERENTIAL RWY SYSTEM

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

1.4. TAXI PROCEDURES

For wingspan restrictions refer to 10-9 charts.

1.5. PARKING INFORMATION

On stands T1 thru T7, 6, 9 thru 13A and 14 push-back required. On stands 7, 8, 13B and 13C push-back possible.

Stands T1 thru T6 equipped with Visual Docking Guidance System. For graphic refer to 10-9 charts.

1.6. OTHER INFORMATION

RWY 03 right-hand circuit.

2. DEPARTURE

2.1. START-UP, PUSH-BACK & TAXI PROCEDURES

2.1.1. START-UP & PUSH-BACK

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

When requesting this clearance the ACFT must be ready to start-up or in a condition to do so within MAX 5 minutes.

When a delay will be predictable ATC will indicate the hour of start-up.

Push-back manoeuvres shall be accomplished unless LANZAROTE Tower (GND) advises differently.

It is forbidden to run engines at higher than idle at all stand positions in contact with the Terminal until the ACFT is lined-up on the TWY.

It is forbidden to use reverse thrust or execute other manoeuvres to leave stands that normally require push-back, unless otherwise directed.

Stands 6 and 9 are exempt from this rule, reverse thrust is allowed for ATR type ACFT or below.

2.1.2. TAXIING

Do not exit the RWY via TWY E-3, except if cleared.

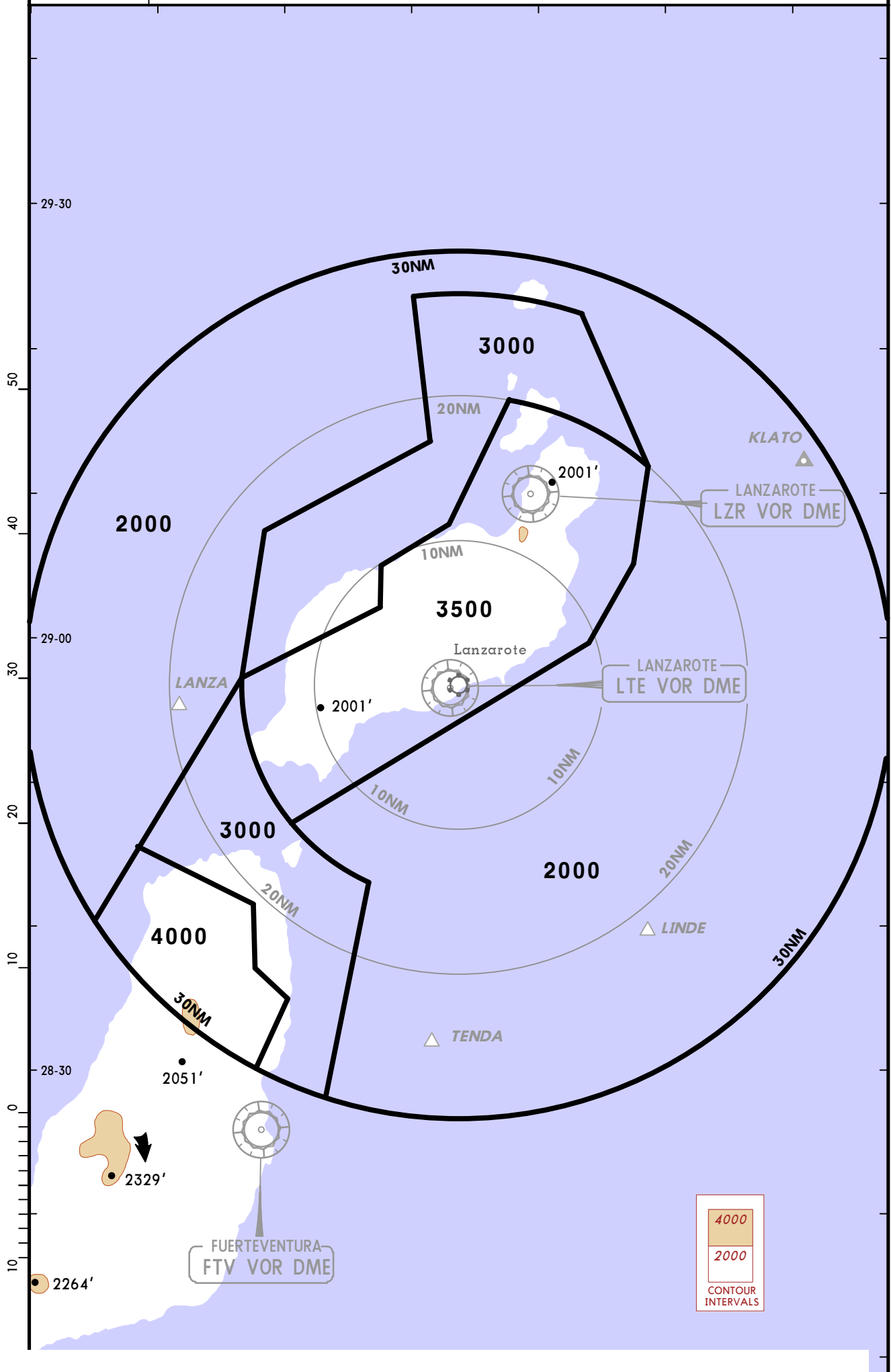
2.2. RWY OPERATIONS

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.

Apt Elev
47'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
The published minimum altitudes integrate no correction for low temperature.



*ATIS
118.62

Apt Elev
47'

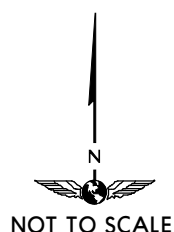
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

DEVLA TWO PAPA (DEVLA 2P) [DEVLA2P]
TERTO TWO PAPA (TERTO 2P) [TERT2P]
RWY 03 ARRIVALS

SPEED RESTRICTION

MAX 250 KT at or below FL150 after
position (SLP) shown on chart
except for military aircraft or
if danger areas are active.

■ SLP Speed Limit Point



TERTO
N30 06.3 W012 43.0

7.8
D69.8
222°

SLP
N30 00.0 W012 48.4

62
5000
TERTO 2P

SLP
DEVLA
N29 14.9
W012 43.1

D
255°

49.8
5000
DEVLA 2P

LANZAROTE
D(H) 115.2 LZR
N29 10.0 W013 30.6

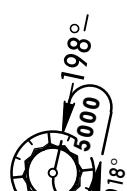
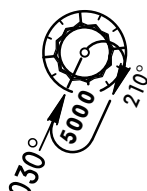
(IAF)
LANZAROTE
310 LZ
N28 57.3 W013 36.7

(IAF)
LANZAROTE
D(H) 114.4 LTE
N28 56.9 W013 36.1

HOLDINGS OVER

LTE

LZ



*ATIS
118.62

Apt Elev
47'

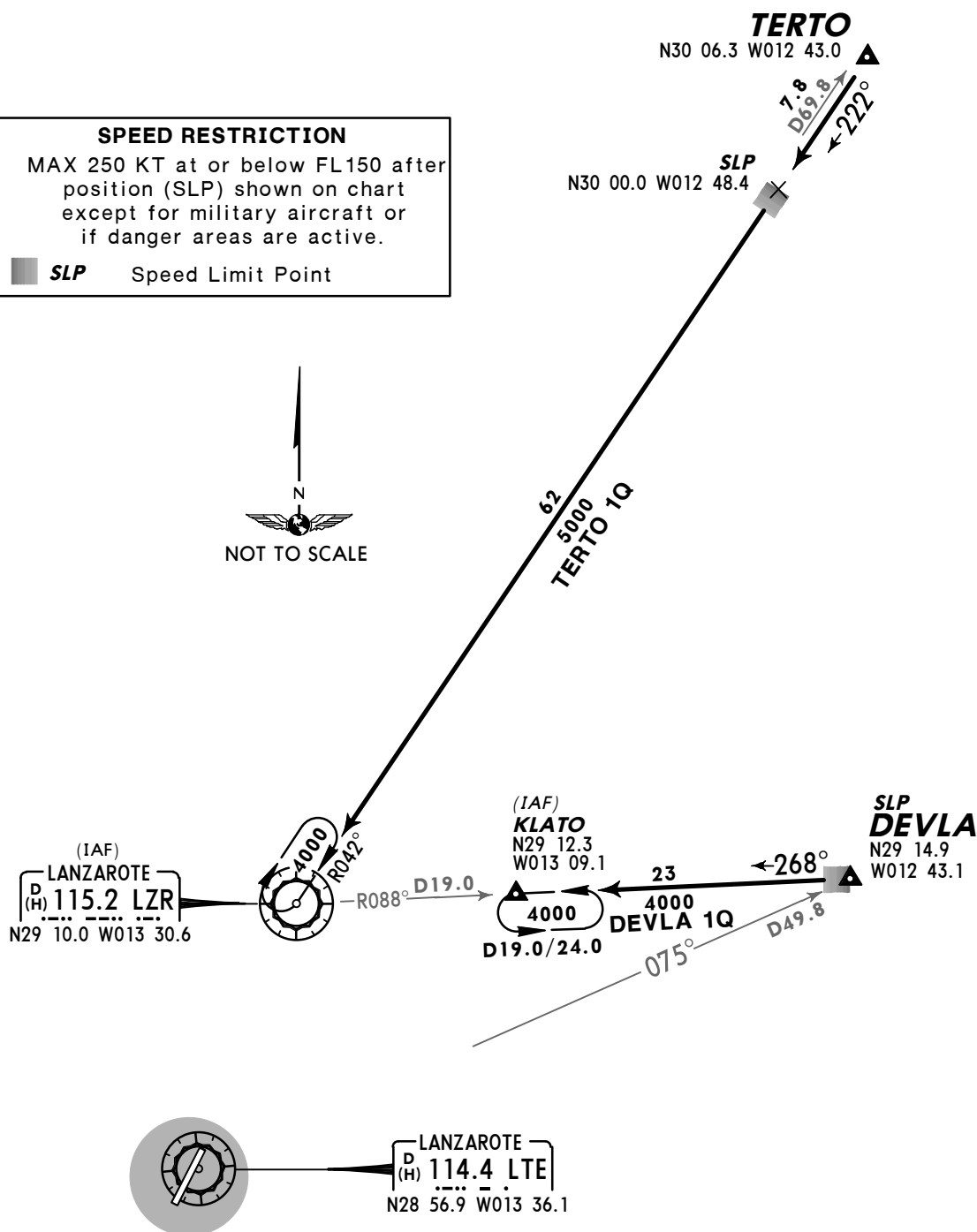
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

DEVLA ONE QUEBEC (DEVLA 1Q) [DEVL1Q]
TERTO ONE QUEBEC (TERTO 1Q) [TERT1Q]
RWY 21 ARRIVALS

SPEED RESTRICTION

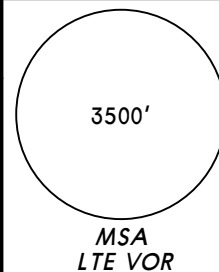
MAX 250 KT at or below FL150 after
position (SLP) shown on chart
except for military aircraft or
if danger areas are active.

■ SLP Speed Limit Point



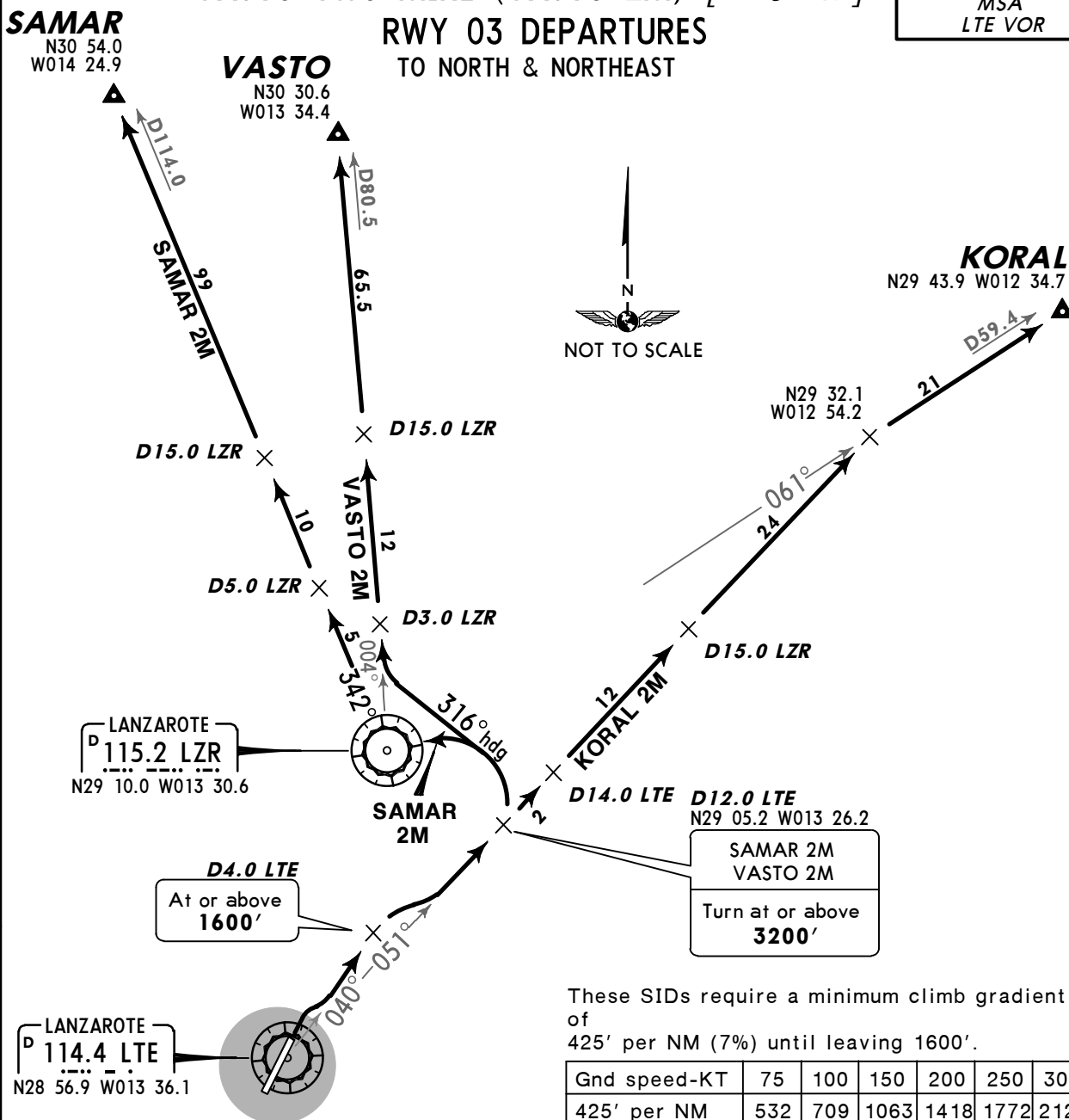
Direct distances to Lanzarote Apt from:

KLATO 28 NM
LZR 14 NM

Apt Elev
47'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

KORAL TWO MIKE (KORAL 2M) [KORA2M]
SAMAR TWO MIKE (SAMAR 2M) [SAMA2M]
VASTO TWO MIKE (VASTO 2M) [VAST2M]

RWY 03 DEPARTURES
TO NORTH & NORTHEAST



Initial ATC clearance:

KORAL 2M: Maintain **4000'** until D14.0 LTE, climb to **FL70** and maintain until D15.0 LZR, climb to **FL100**, await further clearance.

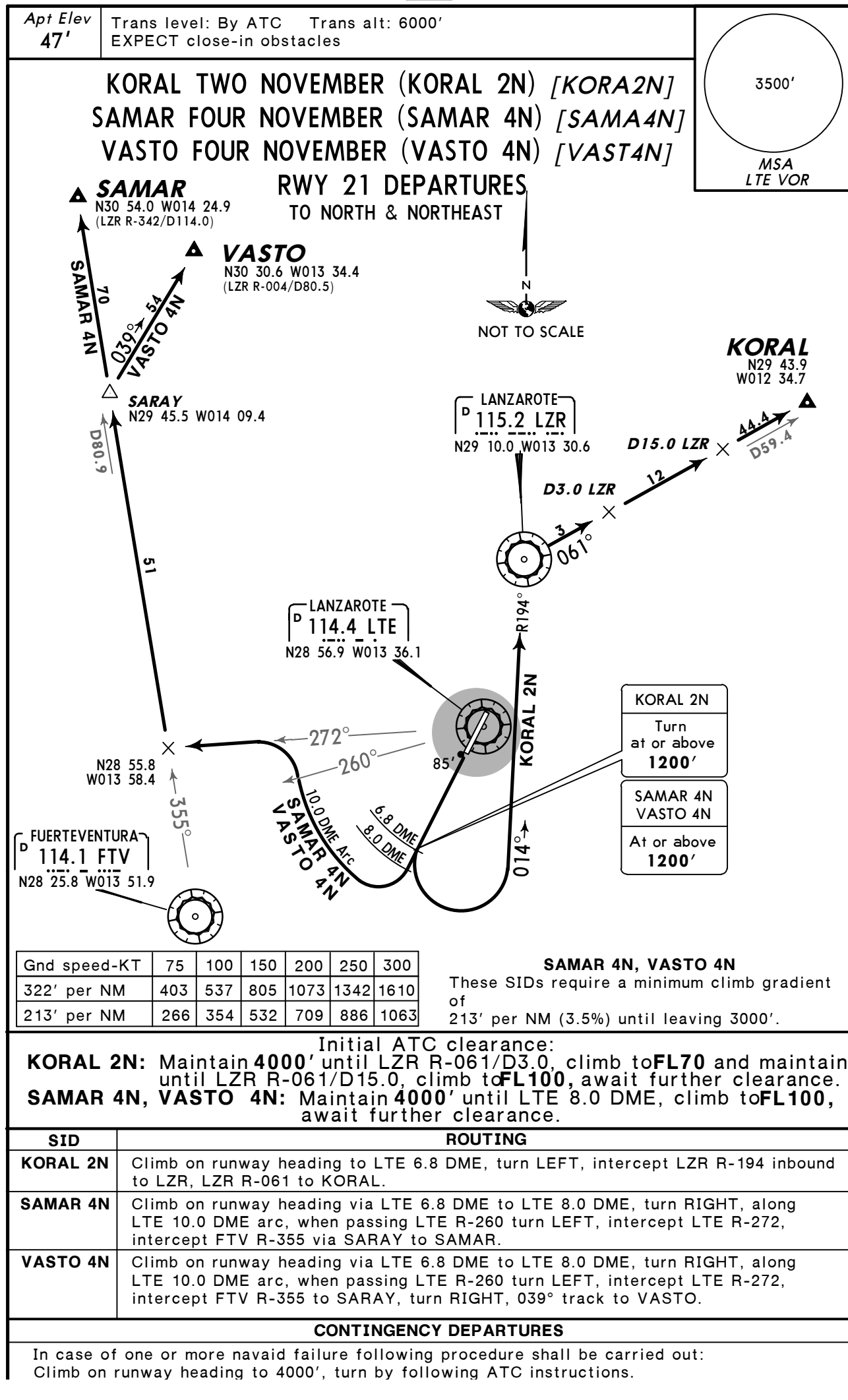
SAMAR 2M: Maintain **4000'** until LZR R-342/D5.0, climb to **FL70** and maintain until LZR R-342/D15.0, climb to **FL100**, await further clearance.

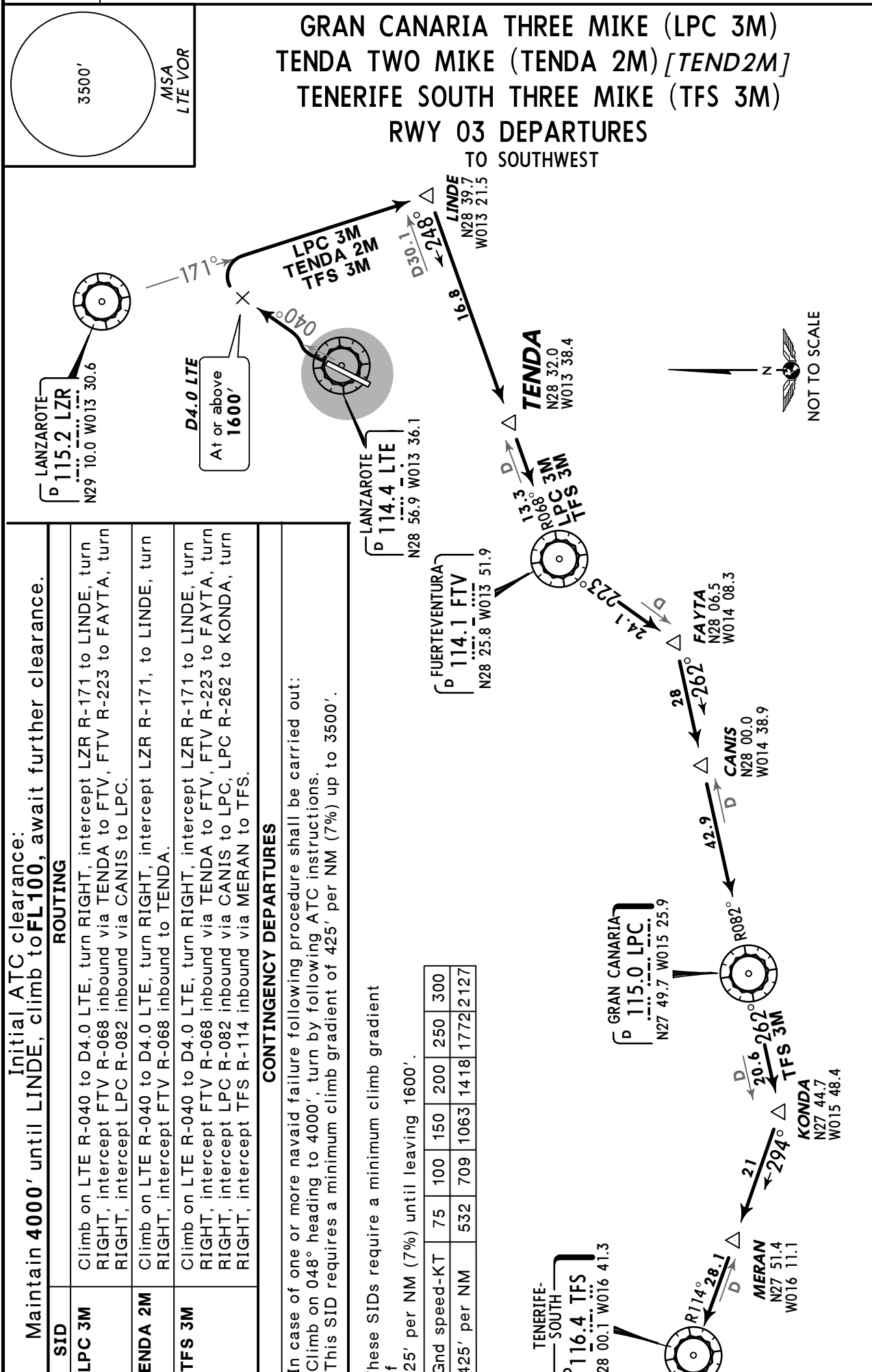
VASTO 2M: Maintain **4000'** until LZR R-004/D3.0, climb to **FL70** and maintain until LZR R-004/D15.0, climb to **FL100**, await further clearance.

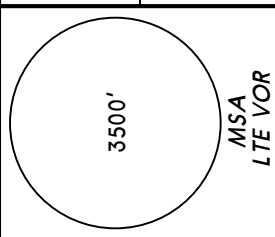
SID	ROUTING
KORAL 2M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051, intercept LZR R-061 to KORAL.
SAMAR 2M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051 to D12.0 LTE, turn LEFT to LZR, LZR R-342 to SAMAR.
VASTO 2M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051 to D12.0 LTE, turn LEFT, 316° heading, intercept LZR R-004 to VASTO.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedure shall be carried out:
Climb on 048° heading to 4000', turn by following ATC instructions.

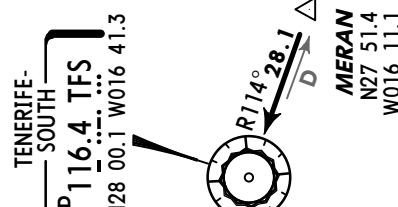
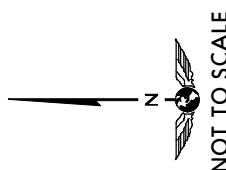
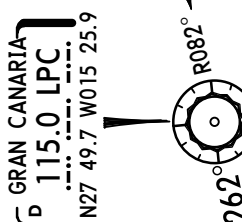
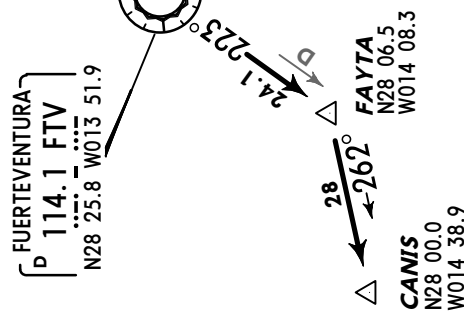
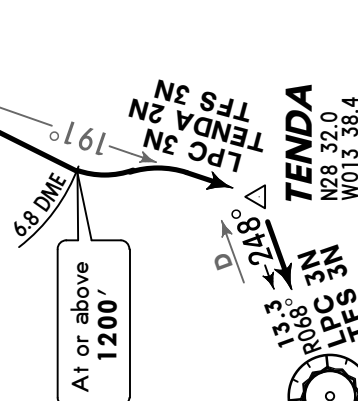


Apt Elev
47'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

Apt Elev
47'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

GRAN CANARIA THREE NOVEMBER (LPC 3N)
TENDA TWO NOVEMBER (TENDA 2N) [TEND2N]
TENERIFE SOUTH THREE NOVEMBER (TFS 3N)
RWY 21 DEPARTURES
TO SOUTHWEST

LANZAROTE
D 114.4 LTE
N28 56.9 W013 36.1



Initial ATC clearance:
Maintain 4000', await further clearance.

ROUTING

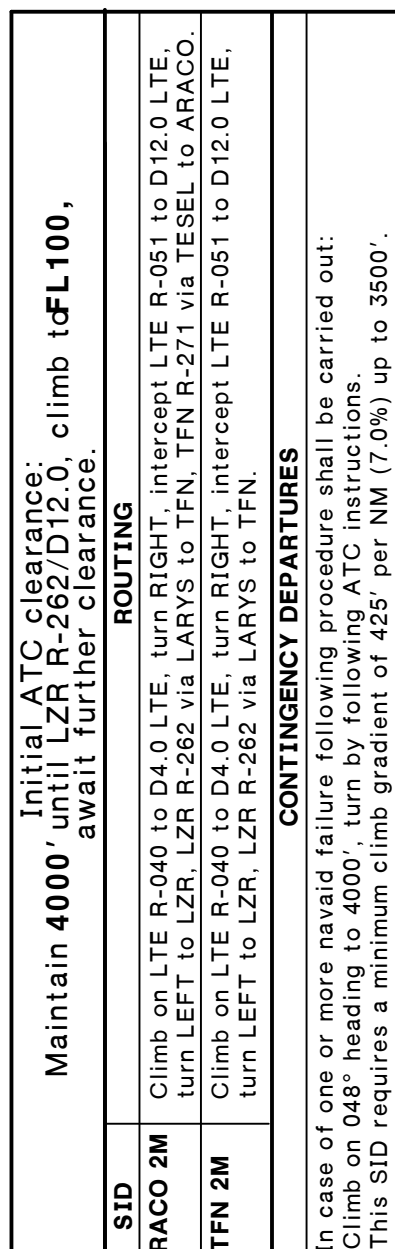
SID	ROUTING
LPC 3N	Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LTE R-191 to TENDA, turn RIGHT, intercept FTV R-068 inbound to FTV, FTV R-223 to FAYTA, turn RIGHT, intercept LPC R-082 inbound via CANIS to LPC.
ENDA 2N	Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LTE R-191 to TENDA.
TFS 3N	Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LTE R-191 to TENDA, turn RIGHT, intercept FTV R-068 inbound to FTV, FTV R-223 to FAYTA, turn RIGHT, intercept LPC R-082 inbound via CANIS to LPC, LPC R-262 to KONDA, turn RIGHT, intercept TFS R-114 inbound via MERAN to TFS.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedure shall be carried out:
Climb on runway heading to 4000', turn by following ATC instructions.
This SID requires a minimum climb gradient of 322' per NM (5.3%) up to 3500'.

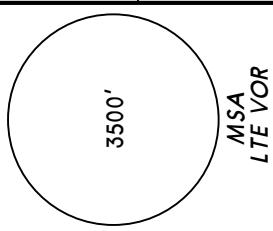
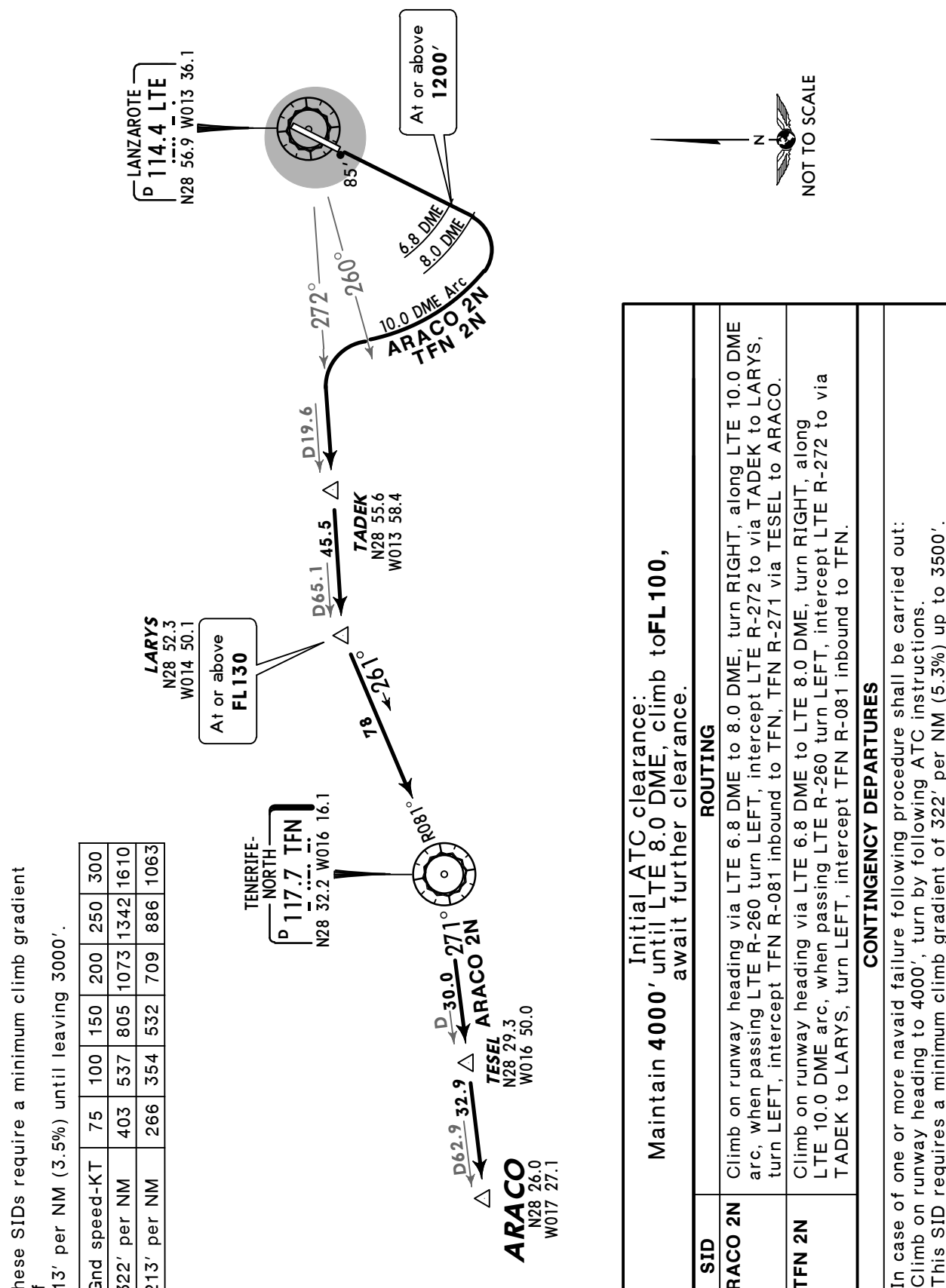
Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles



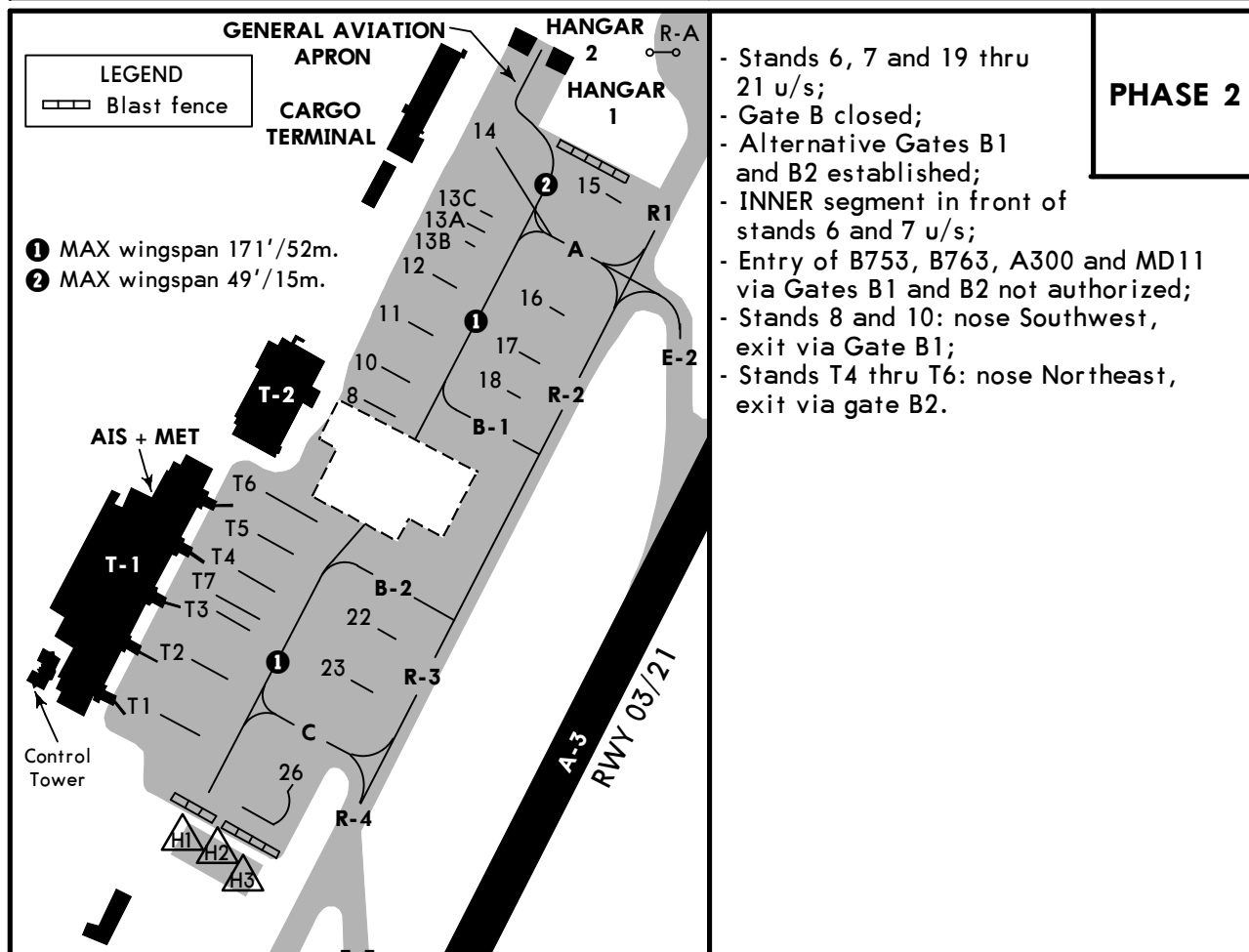
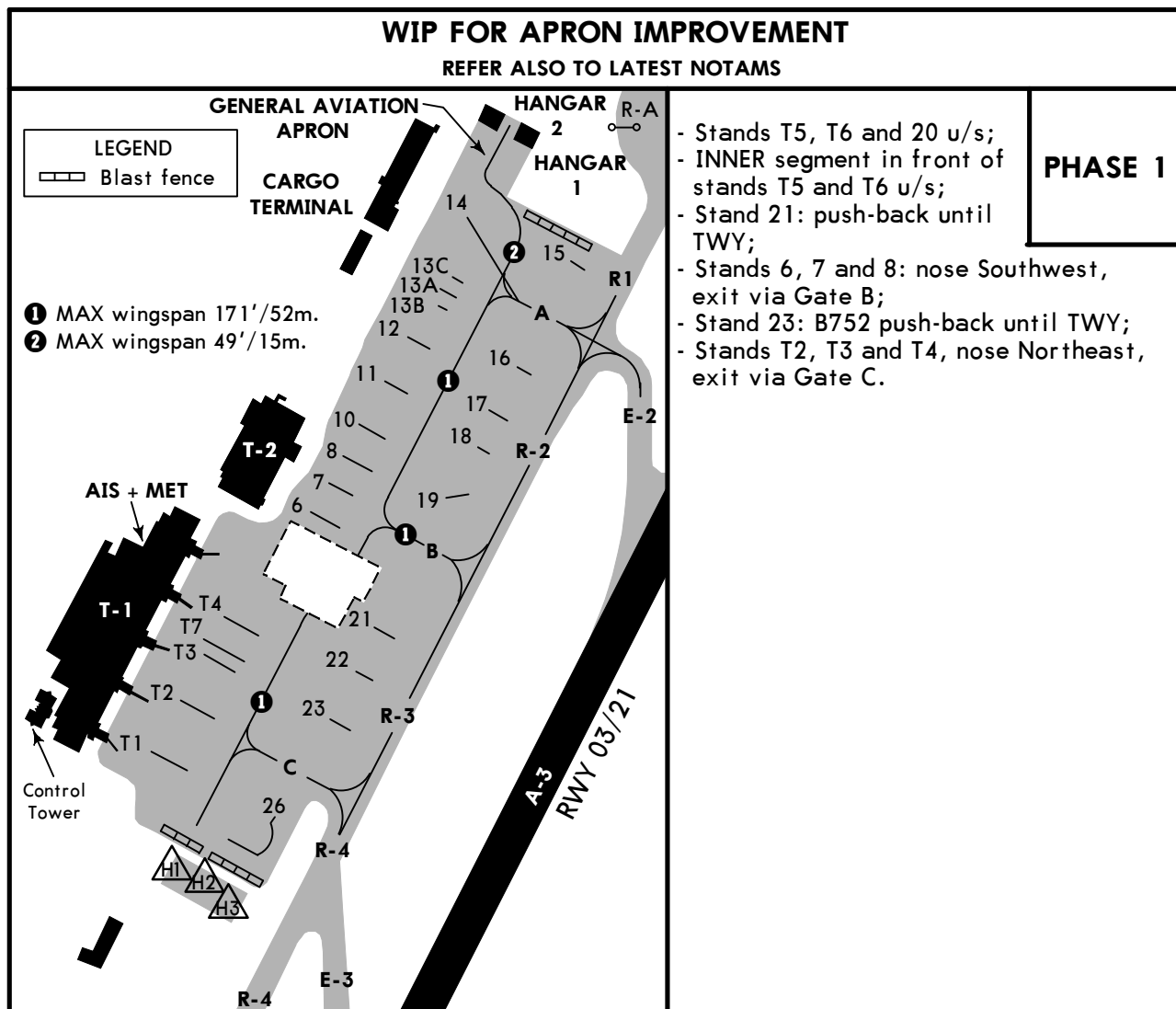
Band	speed-KT	75	100	150	200	250	300
25' per NM	532	709	1063	1418	1772	2127	

In case of one or more navaid failure following procedure shall be carried out: Climb on 048° heading to 4000', turn by following ATC instructions. This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3500'.

Apt Elev
47'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles**ARACO TWO NOVEMBER (ARACO 2N) [ARAC2N]
TENERIFE NORTH TWO NOVEMBER (TFN 2N)
RWY 21 DEPARTURES
TO WEST**

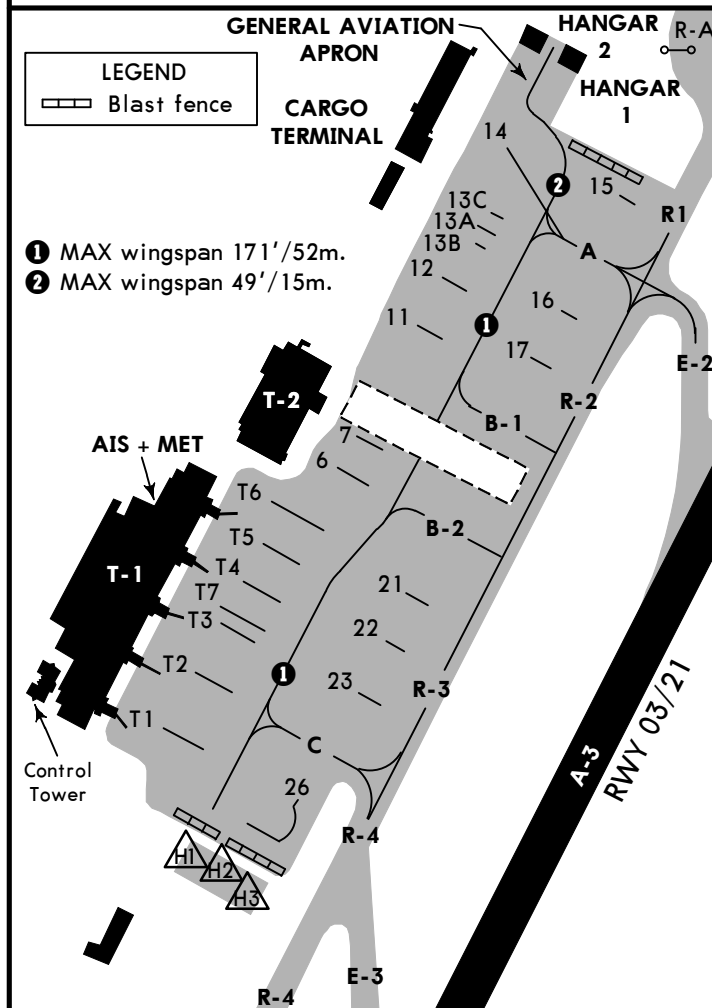
WIP FOR APRON IMPROVEMENT

REFER ALSO TO LATEST NOTAMS

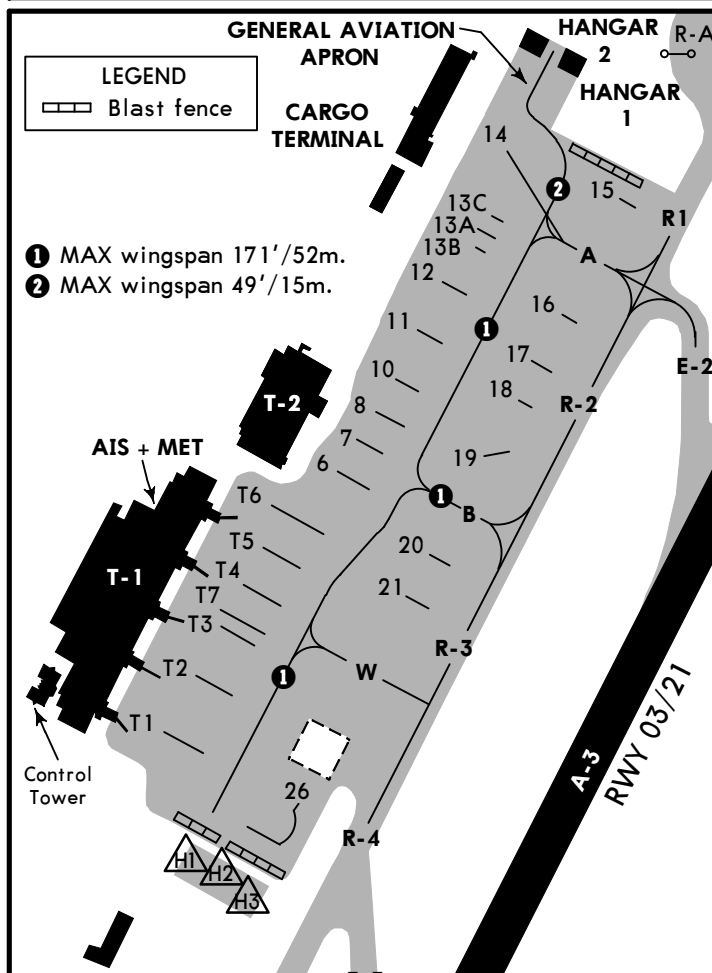


WIP FOR APRON IMPROVEMENT

REFER ALSO TO LATEST NOTAMS



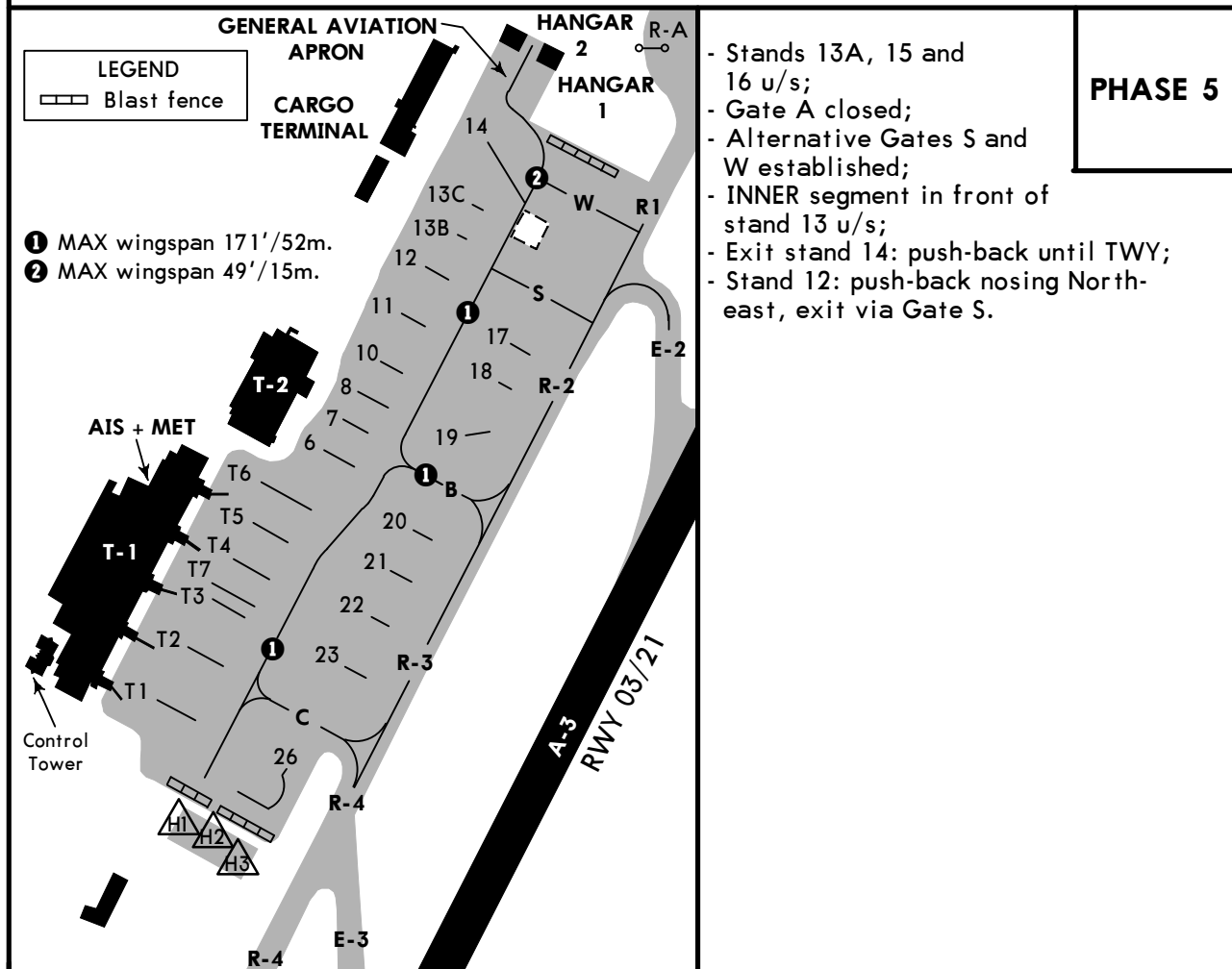
- PHASE 3**
- Stands 8, 10 and 18 thru 20 u/s;
 - Gate B closed;
 - Alternative Gates B1 and B2 established;
 - INNER segment in front of stands 8 and 10 u/s;
 - Entry of B753, B763, A300 and MD 11 via Gate B1 not authorized;
 - Entry of MD11 via Gate B2 not authorized;
 - Stand 7: nose Northeast, exit via Gate B2;
 - Stands 10 and 11: nose Southwest, exit via Gate B1.

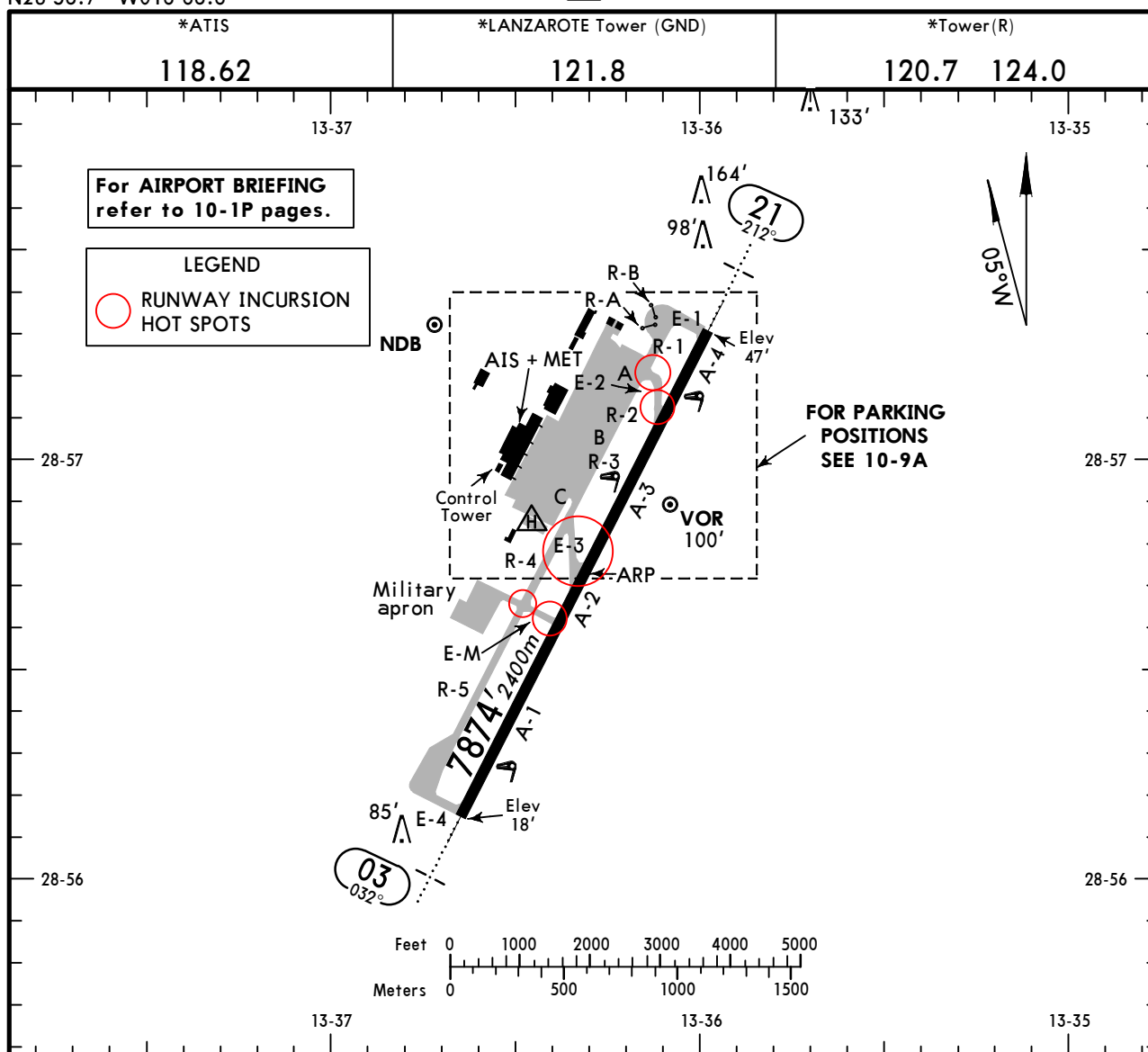


- PHASE 4**
- Stands 22 and 23 u/s;
 - Gate C closed;
 - Alternative Gate W;
 - Exit from stand 26 by tractor until INNER to exit via Gate W;
 - Horizontal marking 'STOP AIRCRAFT PASSING' in the intersections with Gate W will be painted.

WIP FOR APRON IMPROVEMENT

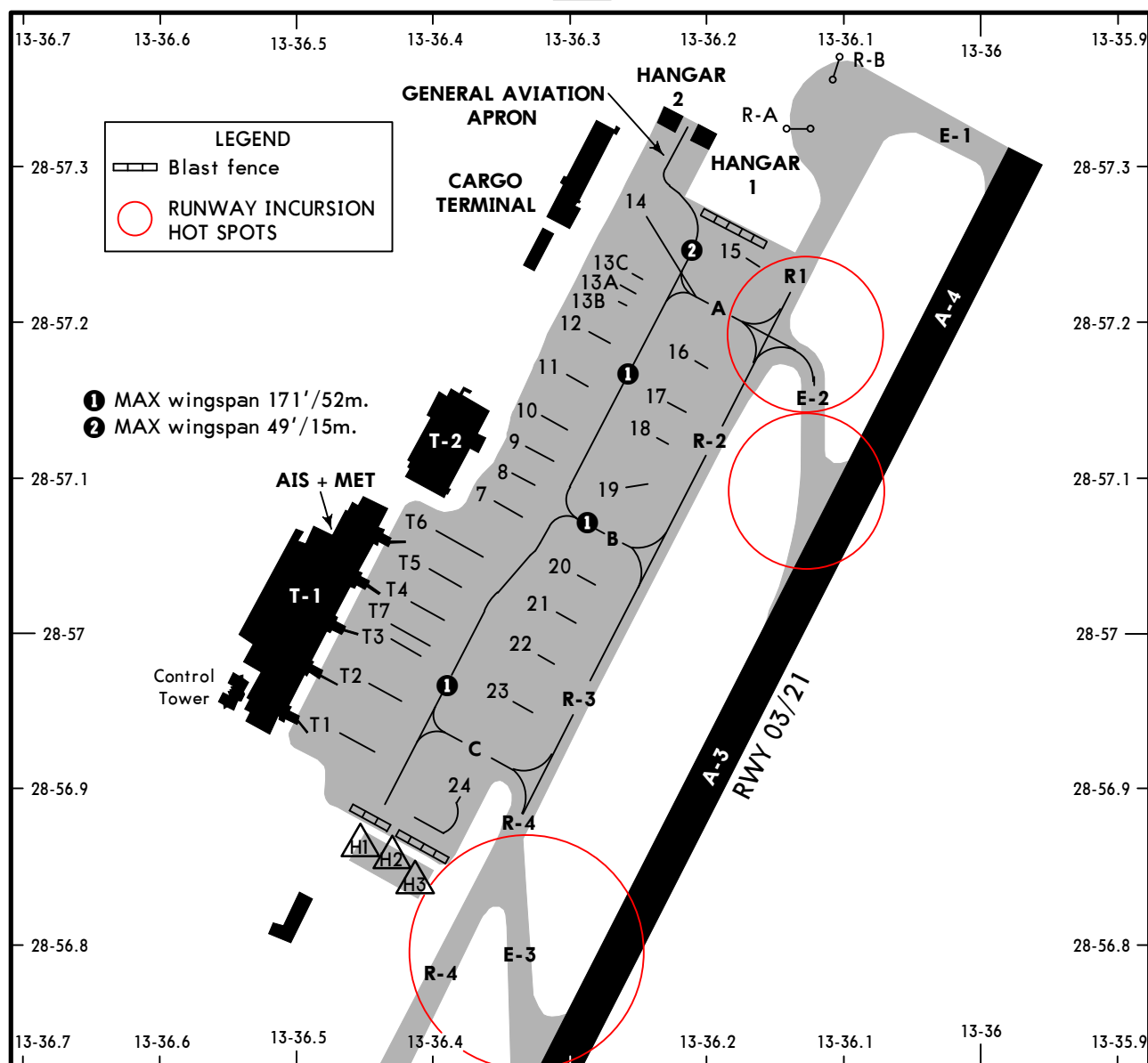
REFER ALSO TO LATEST NOTAMS



**Standard****TAKE-OFF 1**

	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

■ Operators applying U.S. Ops Specs: CL required below 300m; approved HIRL required below 150m.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
T1 thru T3	N28 57.0 W013 36.5	19	N28 57.1 W013 36.3
T4	N28 57.0 W013 36.4	20 thru 23	N28 57.0 W013 36.3
T5, T6	N28 57.1 W013 36.4	24	N28 56.9 W013 36.4
T7	N28 57.0 W013 36.5		
7 thru 9	N28 57.1 W013 36.4		
10 thru 13B	N28 57.2 W013 36.3		
13C, 14	N28 57.3 W013 36.3		
15	N28 57.3 W013 36.2		
16, 17	N28 57.2 W013 36.2		
18	N28 57.1 W013 36.2		

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

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

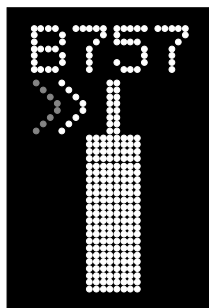
DISPLAY UNIT

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 centerline indicator (centered guidance and design of yellow and red deviation arrows), as well as red bars when stop aircraft is indicated.
3. Distance indicator to the stop position composed by yellow and black lines located in a centred vertical column.

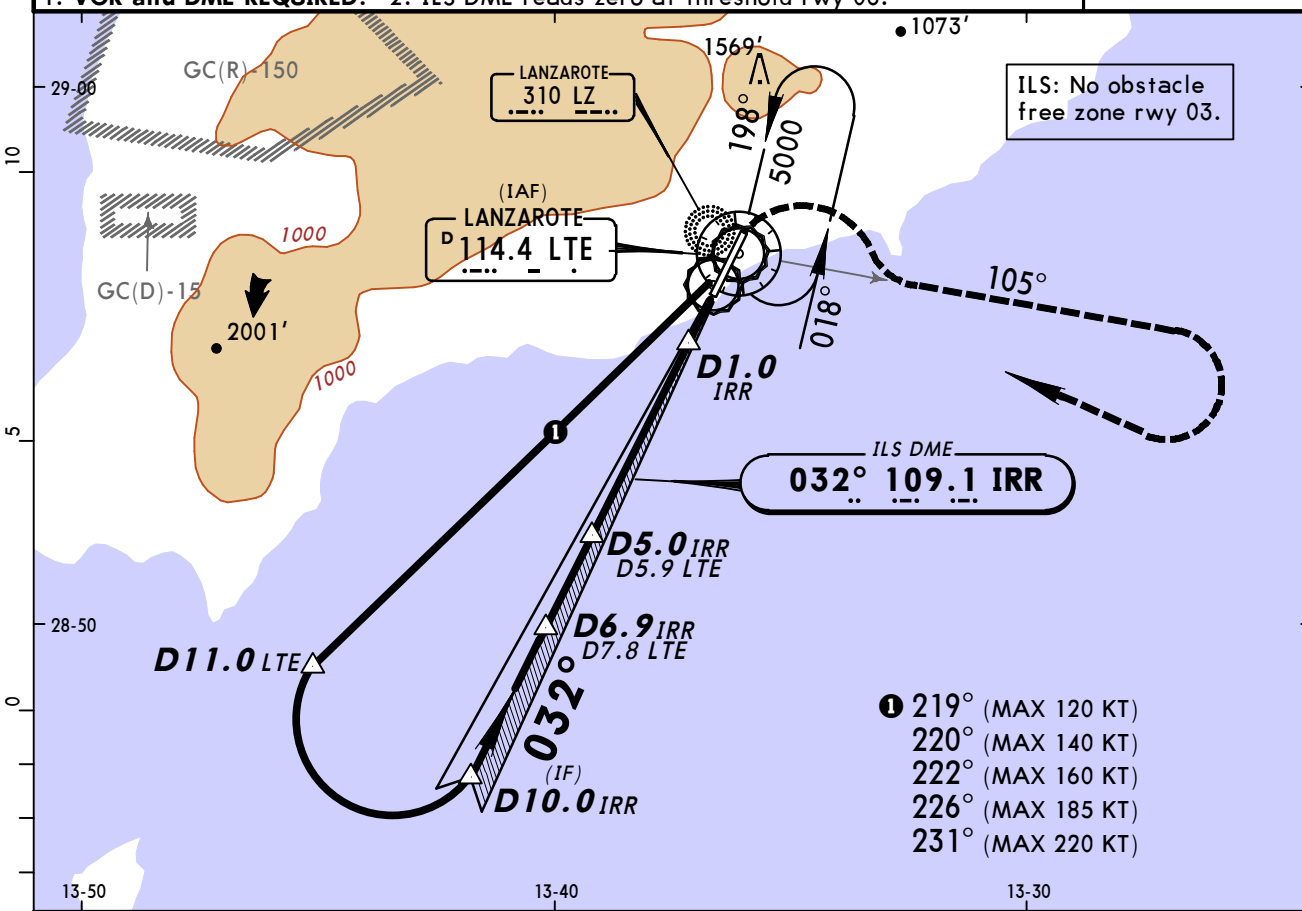
PILOT INSTRUCTIONS

1. Check that the indicated aircraft type is the appropriate.
2. Taxi in-line watching centerline 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 centerline 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 position the indicator will show "TOO FAR".

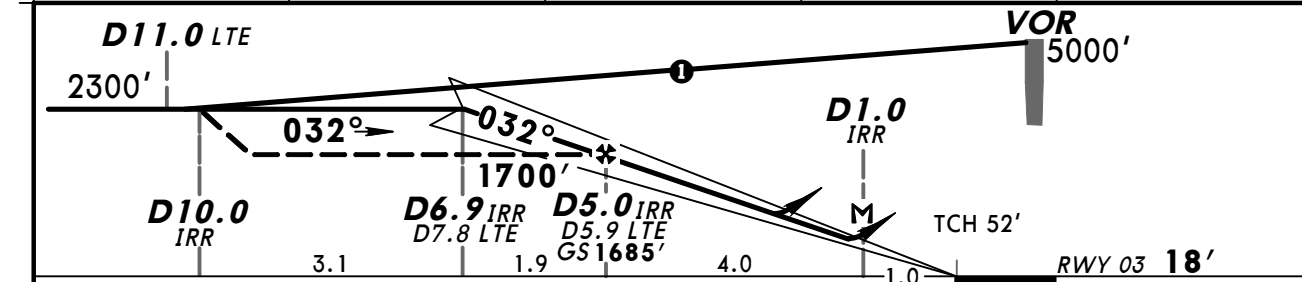


BRIEFING STRIP

*ATIS		*CANARIAS Approach		*LANZAROTE Tower		*Ground	
118.62		129.3		120.7 124.0		121.8	
LOC IRR 109.1	Final Apch Crs 032°	GS D5.0 IRR 1685' (1667')	ILS DA(H) Refer to Minimums	Apt Elev RWY	47' 18'	3500' MSA LTE VOR	
MISSED APCH: Turn RIGHT (MAX 185 KT) and follow R-105 until reaching 2500'. Turn RIGHT direct to VOR climbing to 5000' and join holding.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' 1. VOR and DME REQUIRED. 2. ILS DME reads zero at threshold rwy 03.							



LOC (GS out)	IRR DME	4.0	3.0	2.0
	ALTITUDE	1420'	1080'	750'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	185 KT	LTE	2500'
ILS GS	3.00°	377	485	539	647	755	862	REIL	MAX	114.4	
LOC Descent Angle	3.20°	396	510	566	679	793	906	PAPI	RT	R-105	
MAP at D1.0 IRR											

STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
A: 430' (412') C: 450' (432')		A: 470' (452')					
B: 440' (422') D: 460' (442')							
FULL/Limited		ALS out					
A	RVR 1500m					Max Kts	MDA(H) VIS
B	RVR 1500m					100	1120' (1073') 1500m
C	RVR 1600m RVR 2000m					135	2350' (2303') 1600m
D	RVR 1700m CMV 2100m					180	2450' (2403') 2400m
						205	2470' (2423') 3600m

BRIEFING STRIP TM

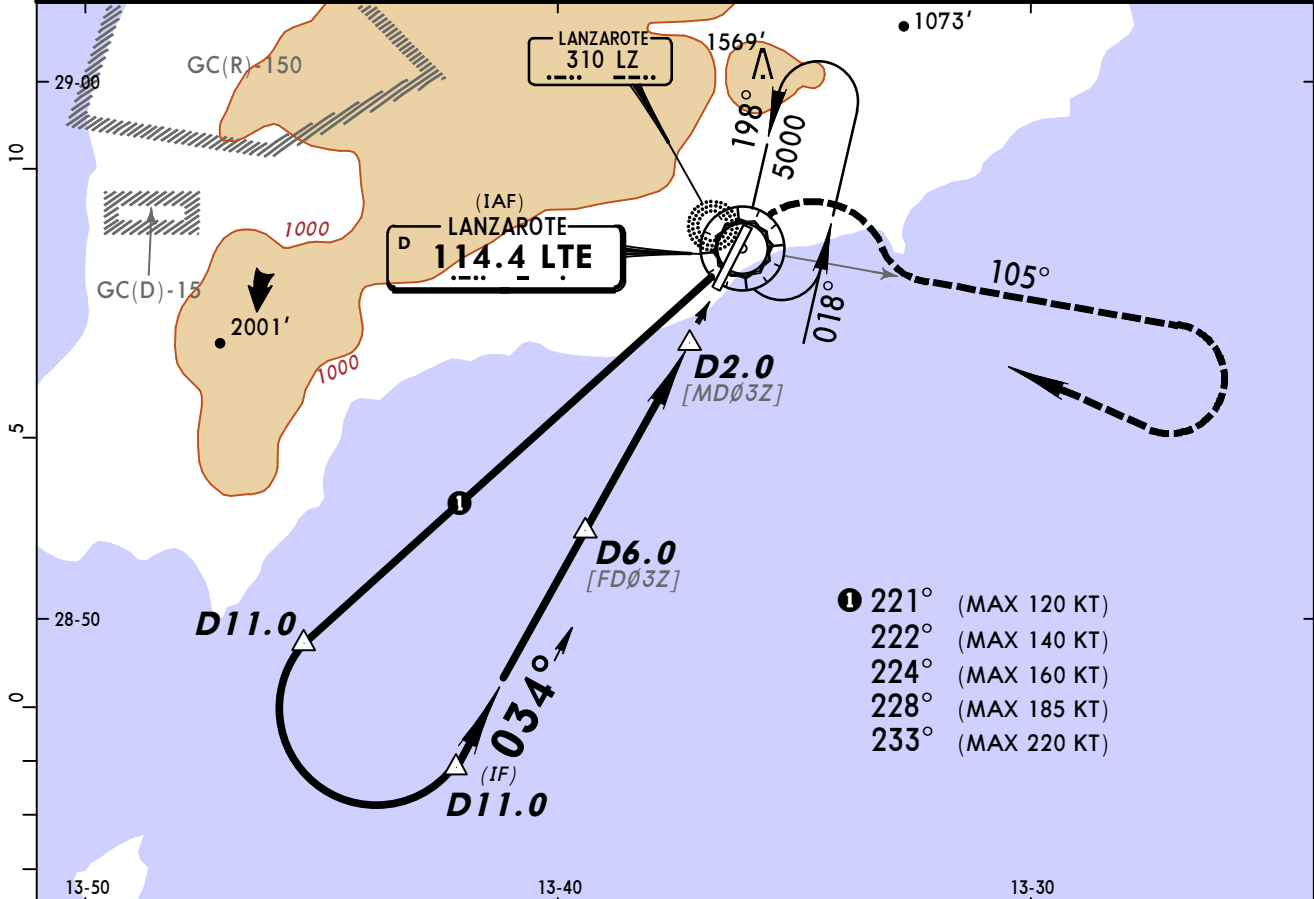


IS OPS 4

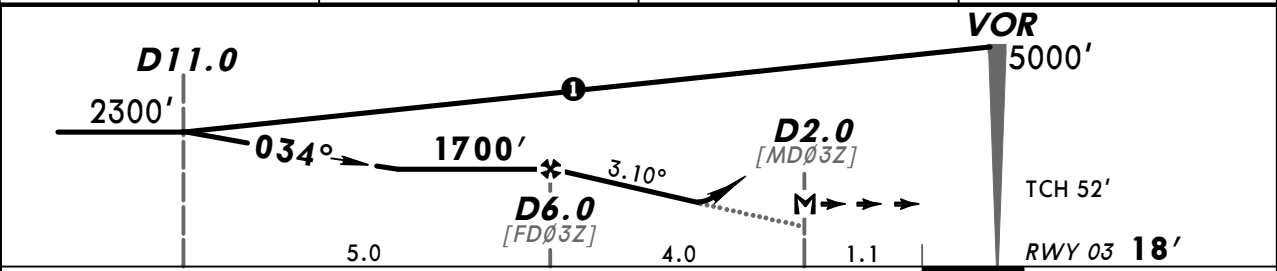
IS OPS 4

BRIEFING STRIP ™	*ATIS		*CANARIAS Approach		*LANZAROTE Tower		*Ground		3500' MSA LTE VOR
	118.62		129.3		120.7 124.0		121.8		
	VOR LTE	Final Apch Crs	Minimum Alt D6.0	DA(H)	Apt Elev 47'				
	114.4	034°	1700' (1682')	500' (482')	RWY 18'				
MISSED APCH: Climb direct to VOR, then turn RIGHT (MAX 185 KT) and follow R-105 until reaching 2500'. Turn RIGHT direct to VOR climbing to 5000' and join holding.									

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC
1. **DME REQUIRED.** 2. Final approach track offset 2° from Rwy centerline.



LTE DME	5.0	4.0	3.0
ALTITUDE	1430'	1100'	770'

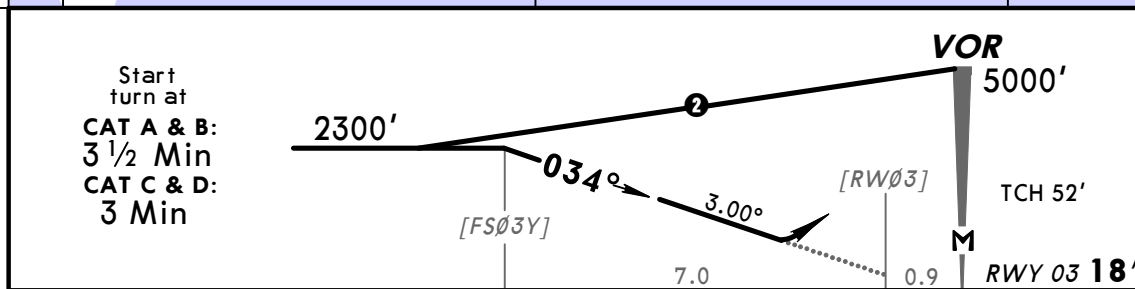
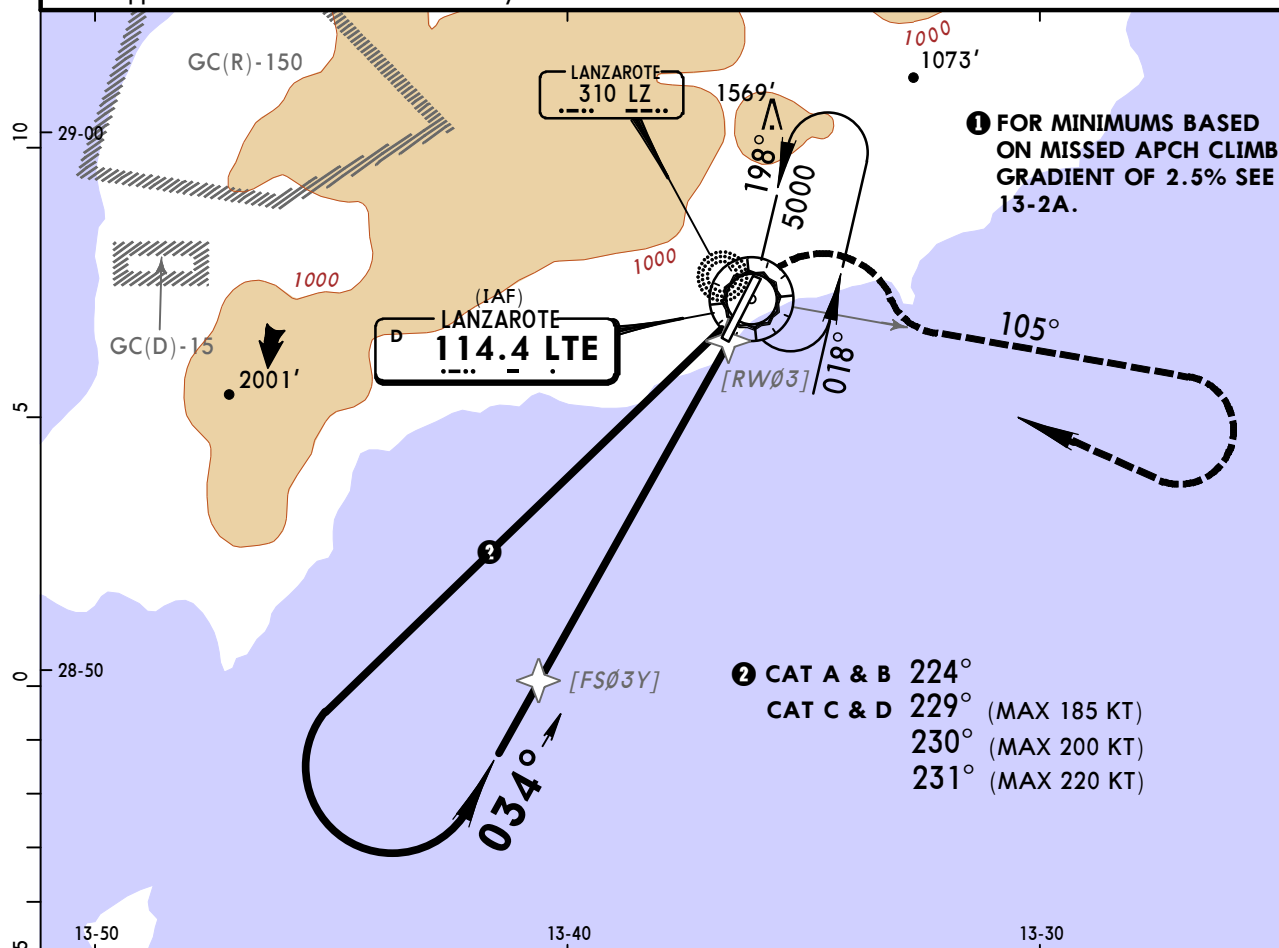


Gnd speed-Kts	70	90	100	120	140	160	HIALS	LTE	185 KT	LTE	2500'
Descent Angle	3.10°	384	494	548	658	768	REIL PAPI PAPI	114.4	MAX	114.4	
MAP at D2.0								↑	RT	R-105	↑

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 03							
DA(H) 500' (482')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	1120' (1073')	1500m	
B				135	2350' (2303')	1600m	
C	RVR 1800m			180	2450' (2403')	2400m	
D		CMV 2300m		205	2470' (2423')	3600m	

BRIEFING STRIP TM

*ATIS 118.62		*CANARIAS Approach 129.3		*LANZAROTE Tower 120.7 124.0		*Ground 121.8		3500' MSA LTE VOR
VOR LTE 114.4	Final Apch Crs 034°	Minimum Alt No FAF		CDFA DA(H) 620' (602')		Apt Elev 47' RWY 18'		
MISSED APCH: Turn RIGHT (MAX 185 KT) and follow R-105 until reaching 2500'. Turn RIGHT direct to VOR climbing to 5000' and join holding.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'								
Final approach track offset 2° from Rwy centerline.								



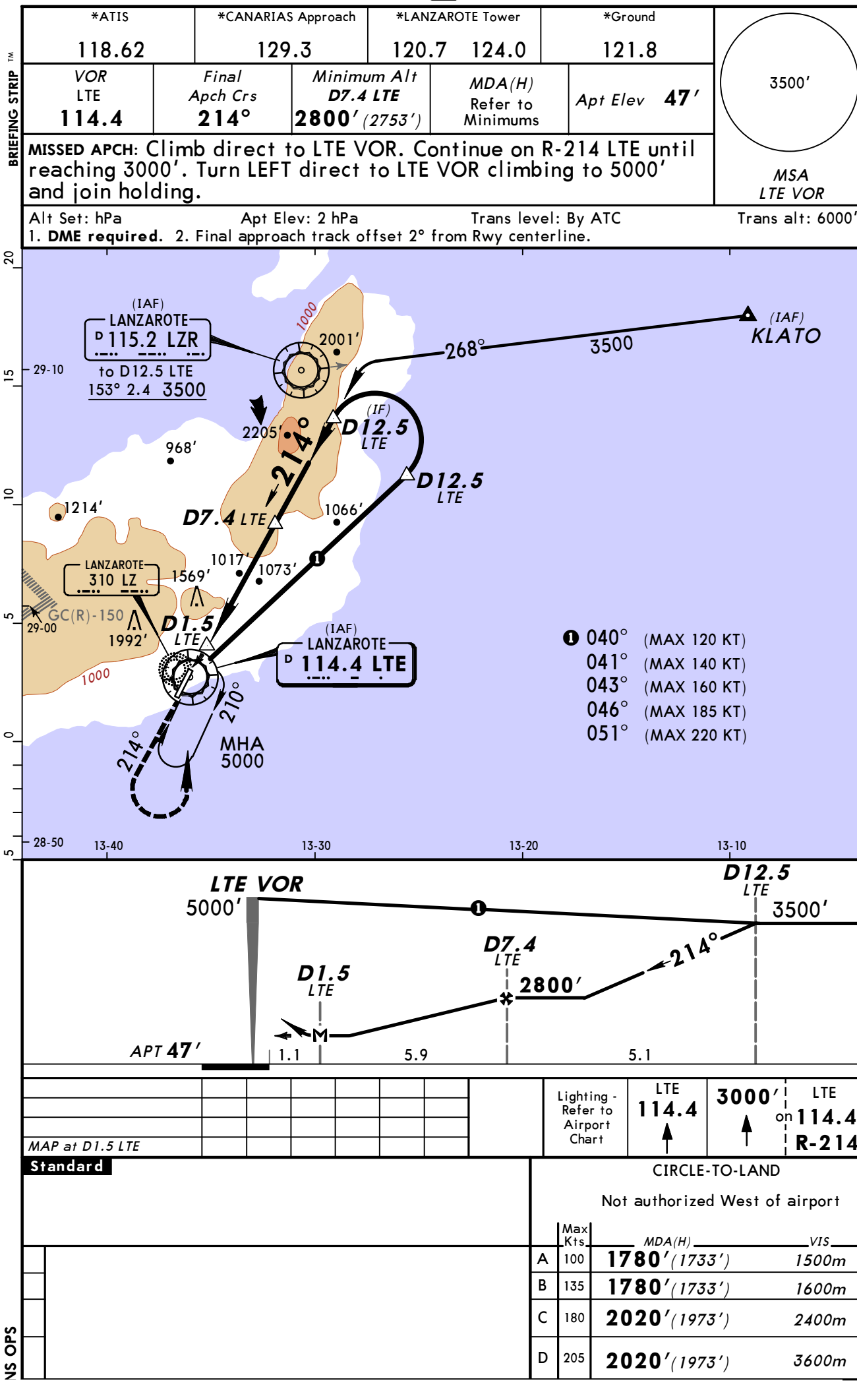
Gnd speed-Kts	70	90	100	120	140	160	HIALS	185 KT	LTE	2500'
Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	MAX	114.4	
MAP at VOR							PAPI	RT	R-105	↑

Standard STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND	
Missed apch climb gradient min 5.0%					
CDFA DA(H) 620' (602')		non-CDFA MDA(H) 620' (602')			
ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m	CMV 2600m	CMV 3000m	100	1120' (1073') 1500m
B				135	2350' (2303') 1600m
C				180	2450' (2403') 2400m
D	CMV 2400m	CMV 2800m	CMV 3200m	205	2470' (2423') 3600m

VOR Y RWY 03 MINIMUMS
BASED ON MISSED APCH CLIMB GRADIENT
OF 2.5%

Standard					STRAIGHT-IN LANDING RWY 03			CIRCLE-TO-LAND		
CDFA		non-CDFA								
DA(H) 970' (952')		MDA(H) 970' (952')								
		ALS out			ALS out	Max Kts	MDA(H)	VIS		
A	RVR 1500m	CMV 2400m	CMV 4300m		CMV 4700m	100	1120' (1073')	1 2400m		
B						135	2350' (2303')	1 2400m		
C			CMV 4500m		CMV 4900m	180	2450' (2403')	1 2400m		
D						205	2470' (2423')	1 3600m		

1 After non-CDFA apch: CAT AB VIS 4700m, CAT CD VIS 4900m.



BRIEFING STRIP TM



VS OPS

LANZAROTE, (LANZAROTE - GCRR)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCRR

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Ufn construction works affecting different parts of the movement area, exercise caution; eff 17 Nov new gates from/to apron established, refer to temp charts and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3/A/D/E) EFF 28 JUL 2011 speed restriction established: MAX 250 KT at or below FL150 within Speed Reduction Area of Canarias TMA except for military aircraft or if danger areas are active.