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Trip Kit Index

Airport Information For GCRR

Terminal Charts For GCRR

Revision Letter For Cycle 08-2013

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: 0629 Z
Sunset: 1920 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. OPERATIONAL RESTRICTIONS DUE TO MINIMUM VISIBILITY
600M OR BELOW**

Procedure will be applied when:

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

The following message will be announced via ATIS: "Finger and handling service is not supplied".

It will be cancelled when:

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

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, 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. For graphic refer to 10-9 charts.

1.6. OTHER INFORMATION

RWY 03 right-hand circuit.

Birds.

2. ARRIVAL

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

Entering stand 11 from TWY INNER and comes from Gate A or B, an oversteering manoeuvre will be made for ACFT B753.

Entering stand 12 from TWY INNER and comes from Gate A or B, an oversteering manoeuvre will be made for ACFT B763.

Entering stand 15 from TWY R1 and comes from E1, an oversteering manoeuvre will be made for ACFT B752.

Entering stand 18 from TWY R2 an oversteering manoeuvre will be made for ACFT A320.

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, an oversteering manoeuvre will be made for ACFT MD11.

Do not exit the RWY via TWY E3, 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.

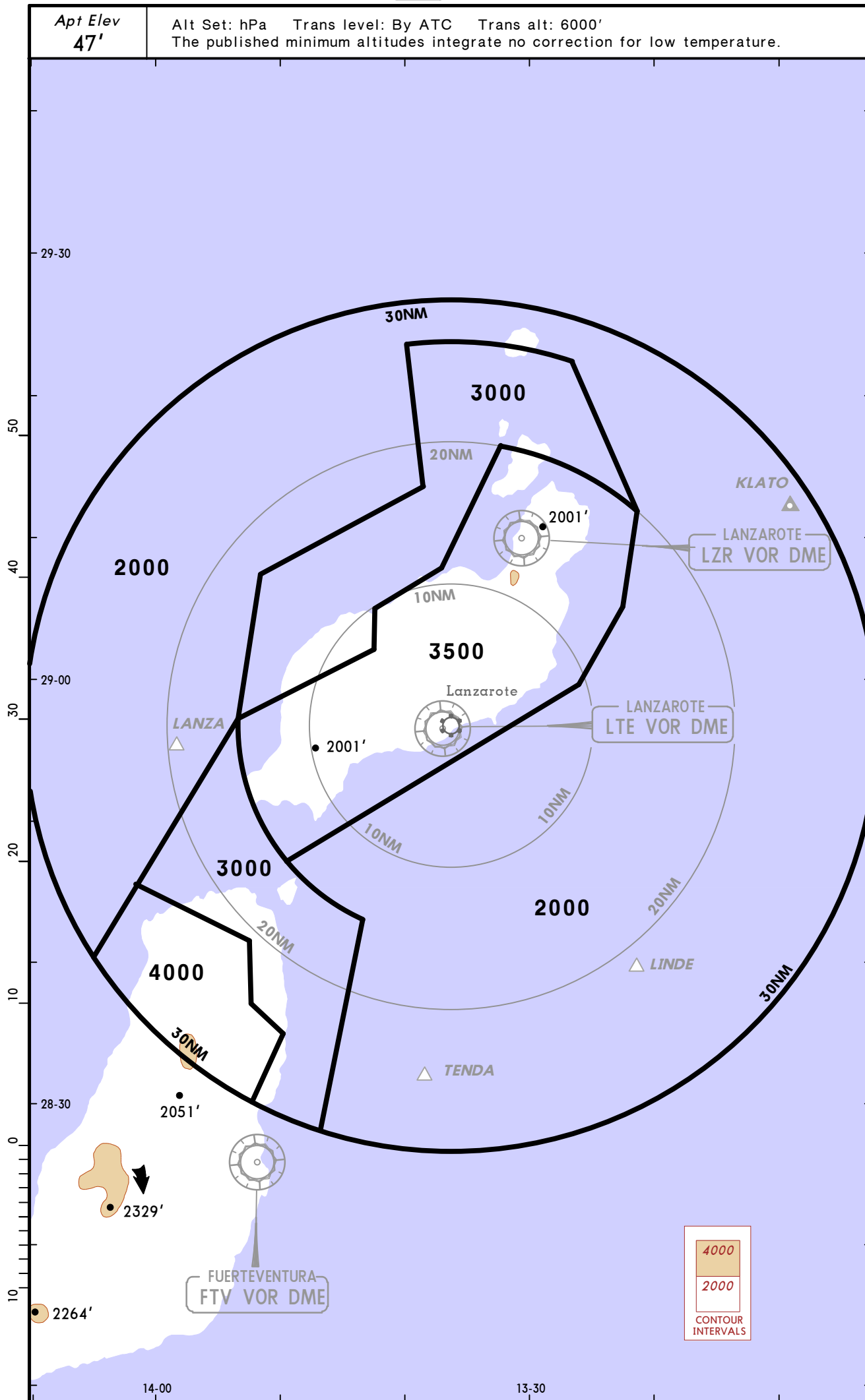
3. DEPARTURE

3.1. TAXI PROCEDURES

Exit from stands 20 and 21 will be compulsory accomplished nosing to SW for ACFT B733, B734 and B735.

Exit from stand 23 will be accomplished nosing to NE for ACFT B752.

Exit from Gate B or C from TWY INNER an oversteering manoeuvre will be made for ACFT MD11.



*ATIS
118.62

Apt Elev
47'

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

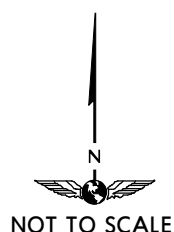
DEVLA TWO PAPA (DEVLA 2P) [DEVL2P]
TERTO TWO PAPA (TERTO 2P) [TERT2P]
RWY 03 ARRIVALS

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.



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

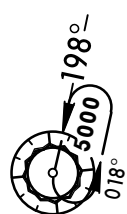
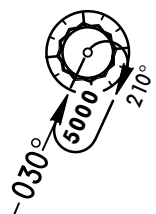
(IAF)
LANZAROTE
310 LZ
N28 57.3 W013 36.7

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

HOLDINGS OVER

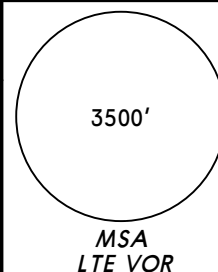
LTE

LZ



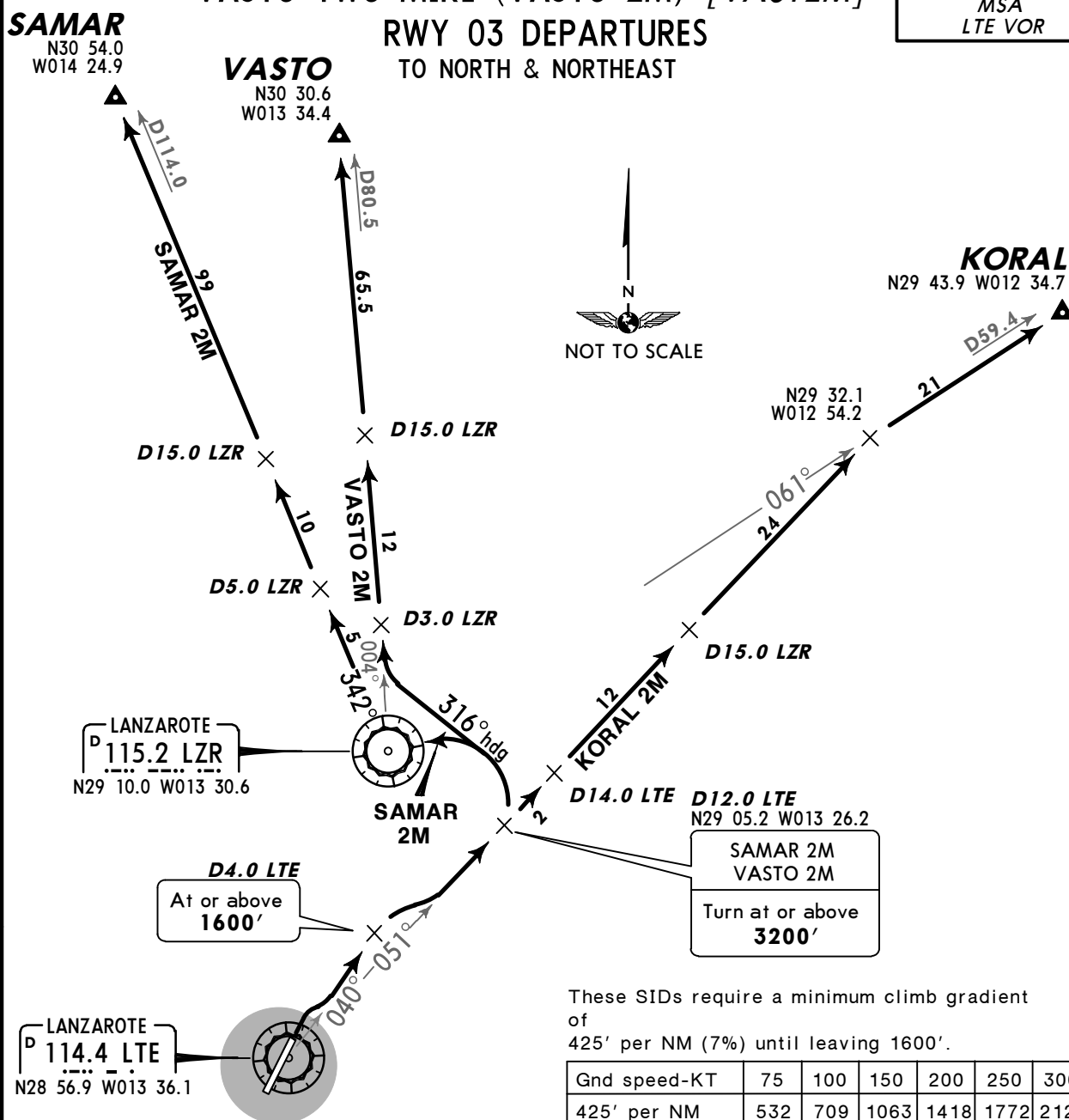
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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



These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving 1600'.

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

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.

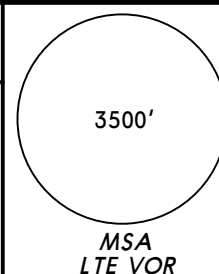
SID	ROUTING
KORAL 2M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051, intercept LZR R-061 to KORAL.
SAMAR 2M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept LTE R-051 to D12.0 LTE, turn LEFT to LZR, LZR R-342 to SAMAR.
VASTO 2M	Climb on LTE R-040 to D4.0 LTE, turn RIGHT, intercept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

CONTINGENCY DEPARTURES

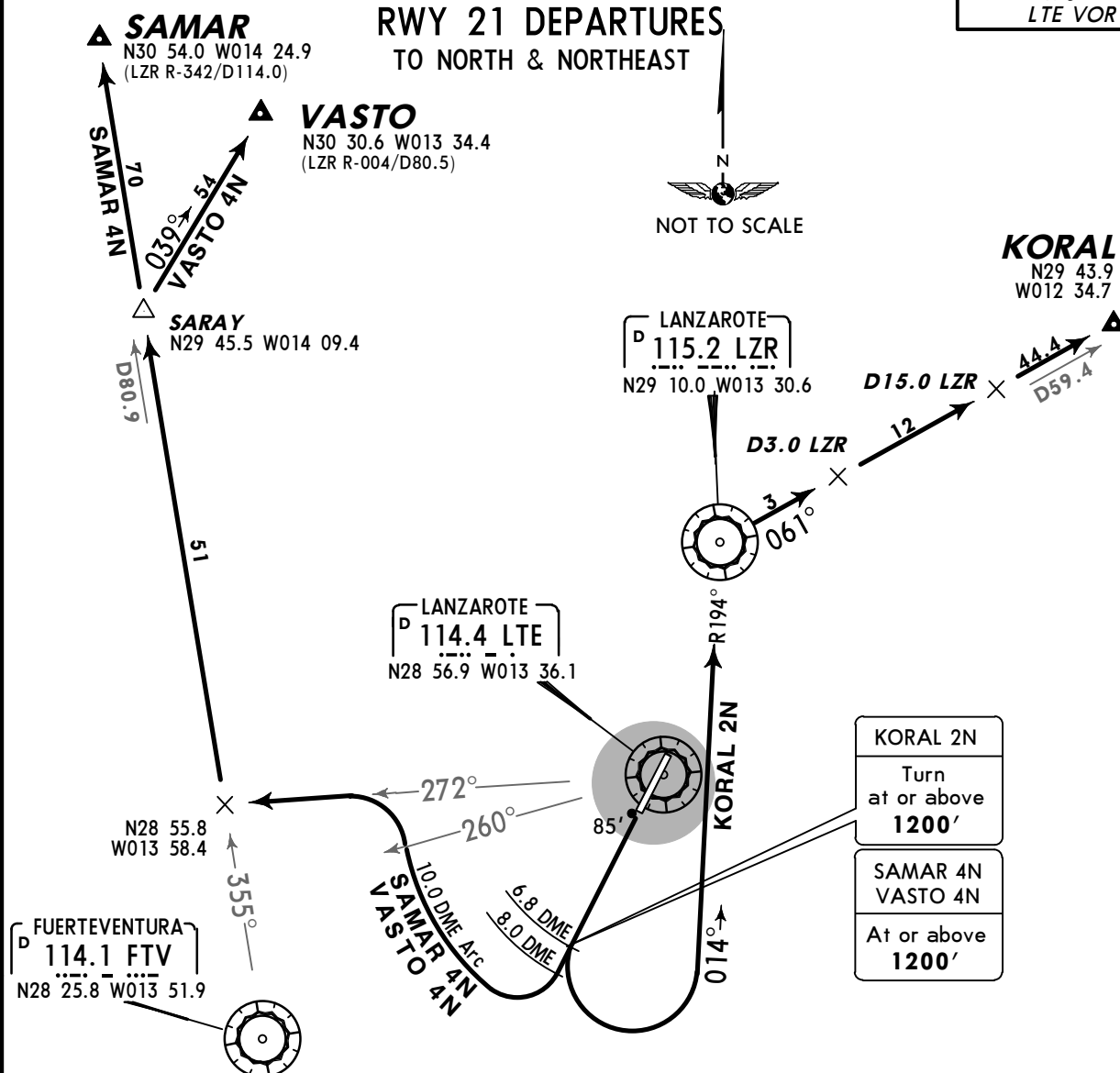
In case of one or more navaid failure following procedure shall be carried out:

Climb on 048° heading to 4000', turn by following ATC instructions.

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

KORAL TWO NOVEMBER (KORAL 2N) [KORA2N]
SAMAR FOUR NOVEMBER (SAMAR 4N) [SAMA4N]
VASTO FOUR NOVEMBER (VASTO 4N) [VAST4N]

RWY 21 DEPARTURES
TO NORTH & NORTHEAST

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
213' per NM	266	354	532	709	886	1063

SAMAR 4N, VASTO 4N

These SIDs require a minimum climb gradient of 213' per NM (3.5%) until leaving 3000'.

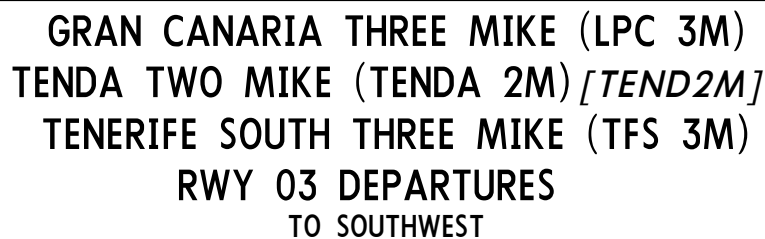
Initial ATC clearance:
KORAL 2N: Maintain **4000'** until LZR R-061/D3.0, climb to **FL70** and maintain until LZR R-061/D15.0, climb to **FL100**, await further clearance.
SAMAR 4N, VASTO 4N: Maintain **4000'** until LTE 8.0 DME, climb to **FL100**, await further clearance.

SID	ROUTING
KORAL 2N	Climb on runway heading to LTE 6.8 DME, turn LEFT, intercept LZR R-194 inbound to LZR, LZR R-061 to KORAL.
SAMAR 4N	Climb on runway heading via LTE 6.8 DME to LTE 8.0 DME, turn RIGHT, along LTE 10.0 DME arc, when passing LTE R-260 turn LEFT, intercept LTE R-272, intercept FTV R-355 via SARAY to SAMAR.
VASTO 4N	Climb on runway heading via LTE 6.8 DME to LTE 8.0 DME, turn RIGHT, along LTE 10.0 DME arc, when passing LTE R-260 turn LEFT, intercept LTE R-272, intercept FTV R-355 to SARAY, turn RIGHT, 039° track to VASTO.

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'.

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



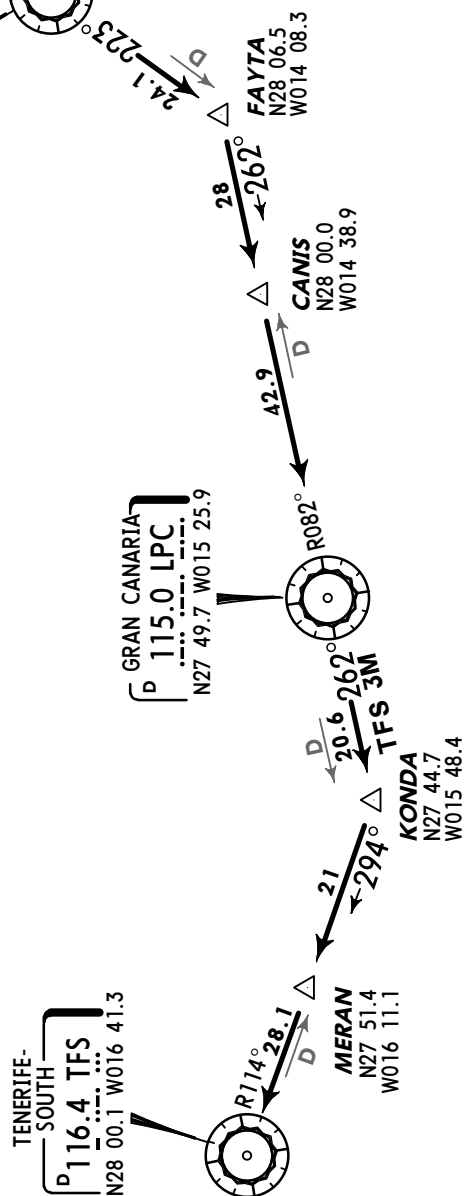
ROUTING

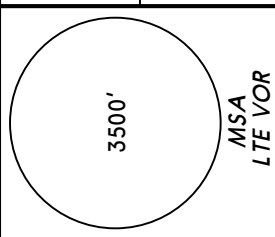
CONTINGENCY DEPARTURES

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. This SID requires a minimum climb gradient of 425' per NM (7%) up to 3500'.

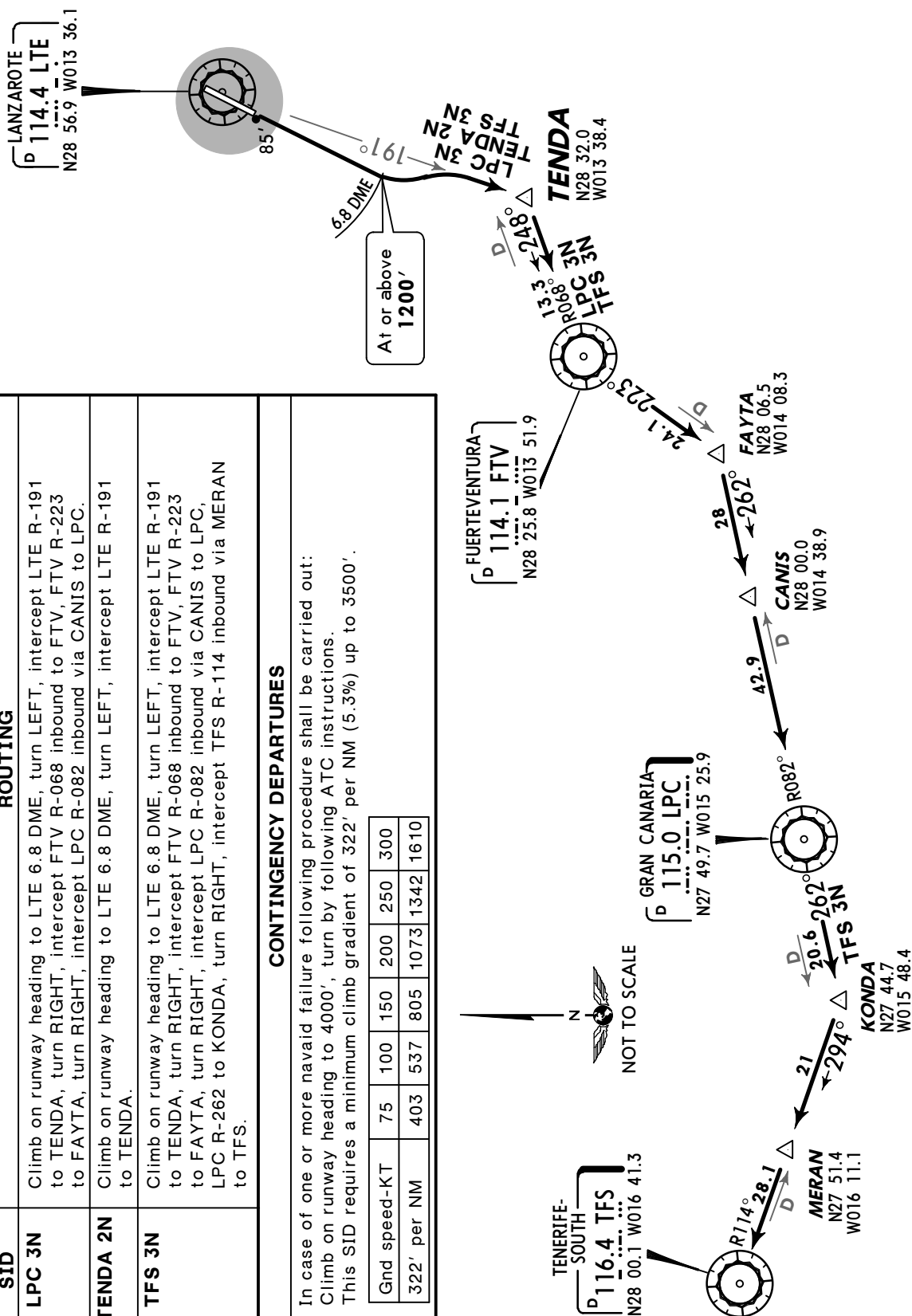
These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving 1600'

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



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



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

ROUTING

SID	
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.
TENDA 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.

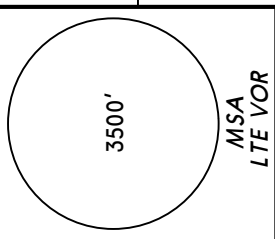
CONTINGENCY DEPARTURES

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'.

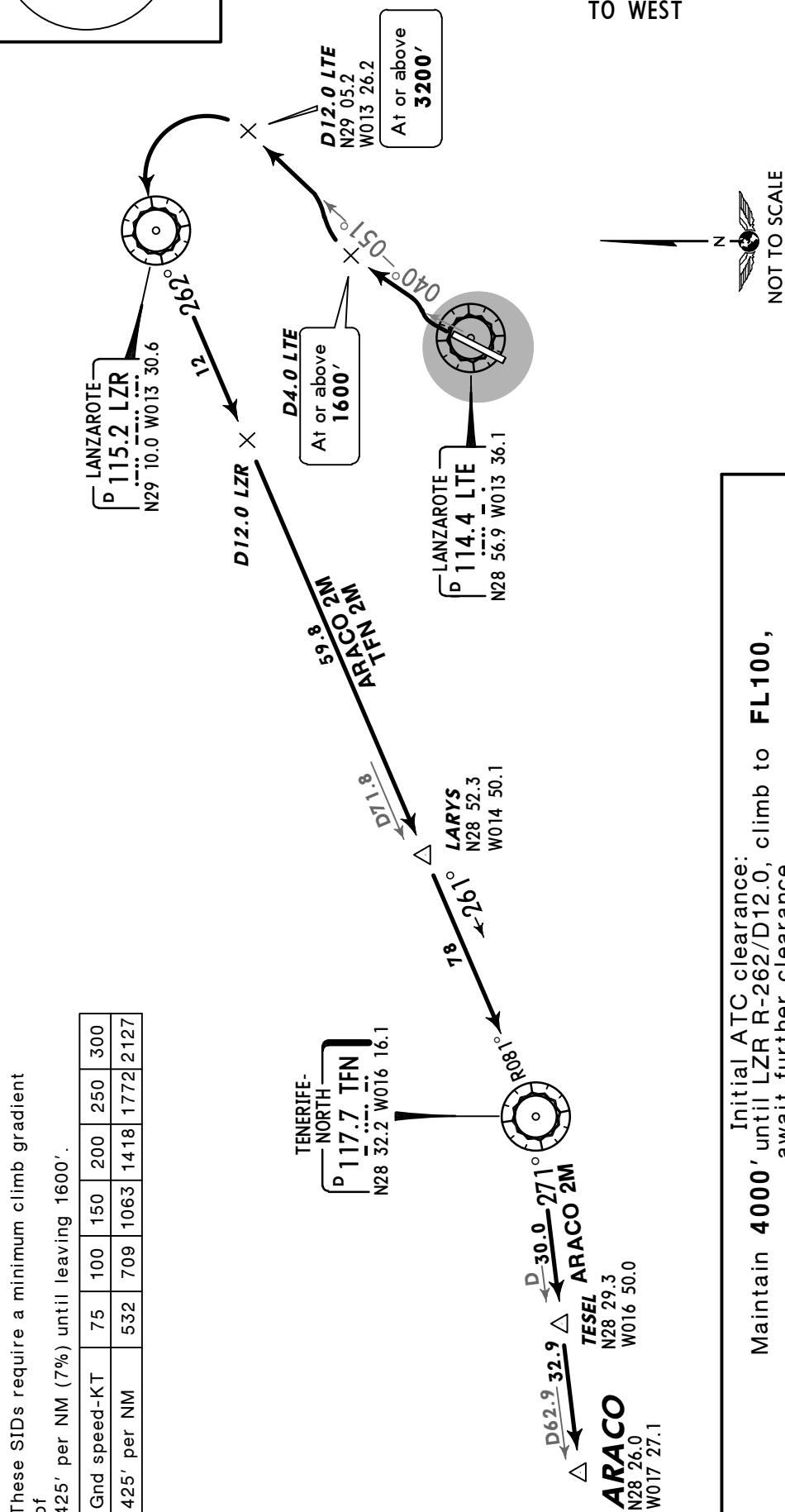
Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610

Apt Elev
47'

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



ARACO TWO MIKE (ARACO 2M) [ARAC2M]
TENERIFE NORTH TWO MIKE (TFN 2M)
RWY 03 DEPARTURES
TO WEST

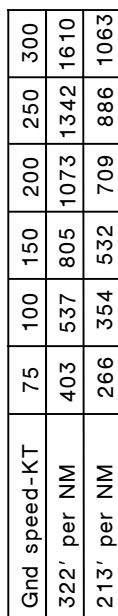
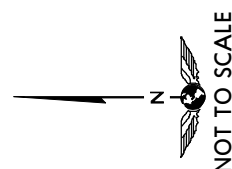
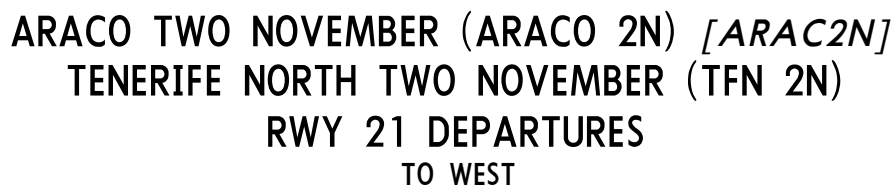


These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving 1600'.

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

Initial ATC clearance: Maintain 4000' until LZR R-262/D12.0, climb to FL100, await further clearance.	
SID	ROUTING
ARACO 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-262 via LARYS to TFN, TFN R-271 via TESEL to ARACO.
TFN 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-262 via LARYS to TFN.
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. This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3500'.	

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



Initial ATC clearance:
Maintain **4000'** until LTE 8.0 DME, climb to **FL100**,
await further clearance.

ROUTING

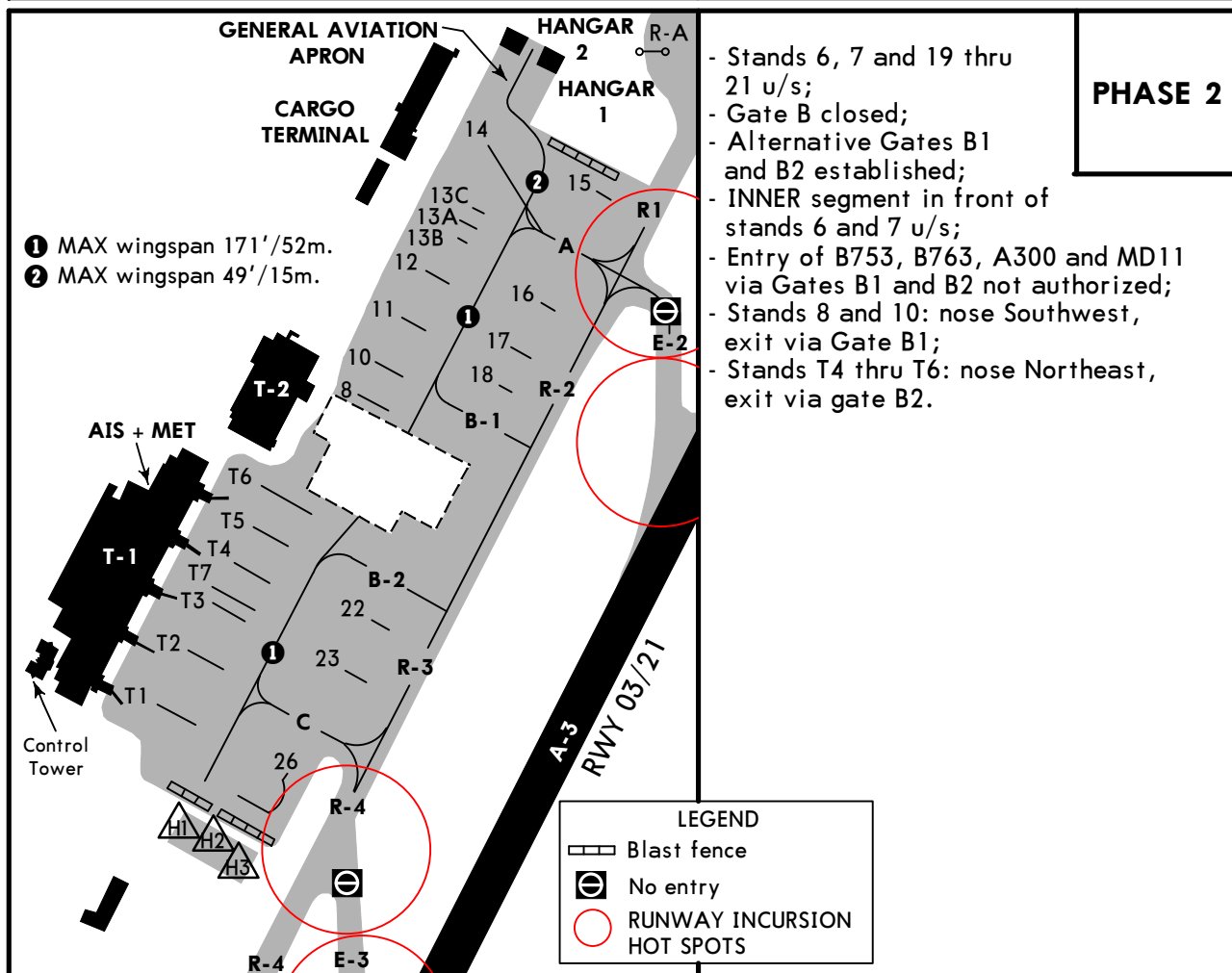
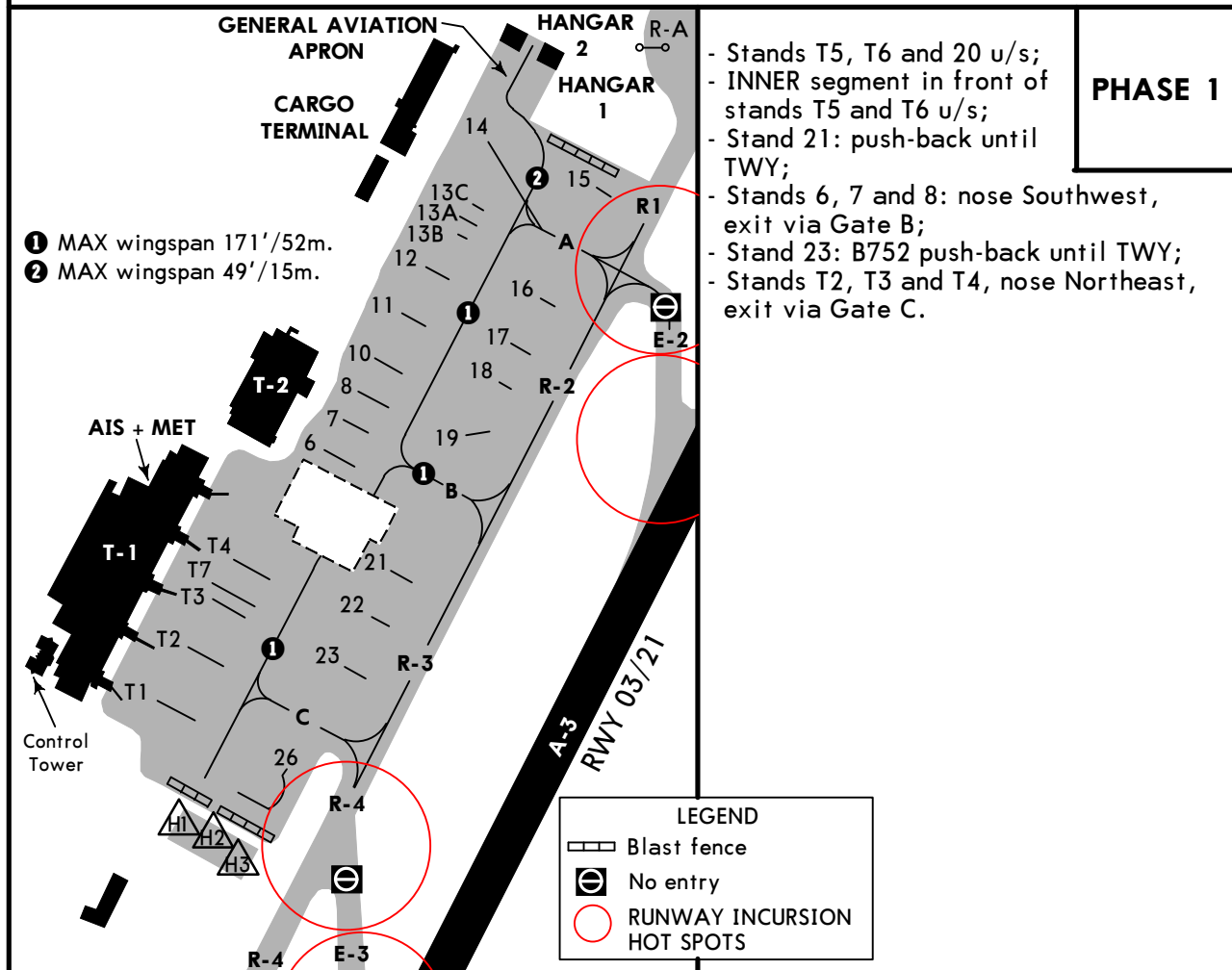
ARACO 2N	Climb on runway heading via LTE 6.8 DME to 8.0 DME, turn RIGHT, along LTE 10.0 DME arc, when passing LTE R-260 turn LEFT, intercept LTE R-272 to via TADEK to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN, TFN R-271 via TESEL to ARACO.
TFN 2N	Climb on runway heading via LTE 6.8 DME to LTE 8.0 DME, turn RIGHT, along LTE 10.0 DME arc, when passing LTE R-260 turn LEFT, intercept LTE R-272 to via TADEK to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN.

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'.

WIP FOR APRON IMPROVEMENT

REFER ALSO TO LATEST NOTAMS

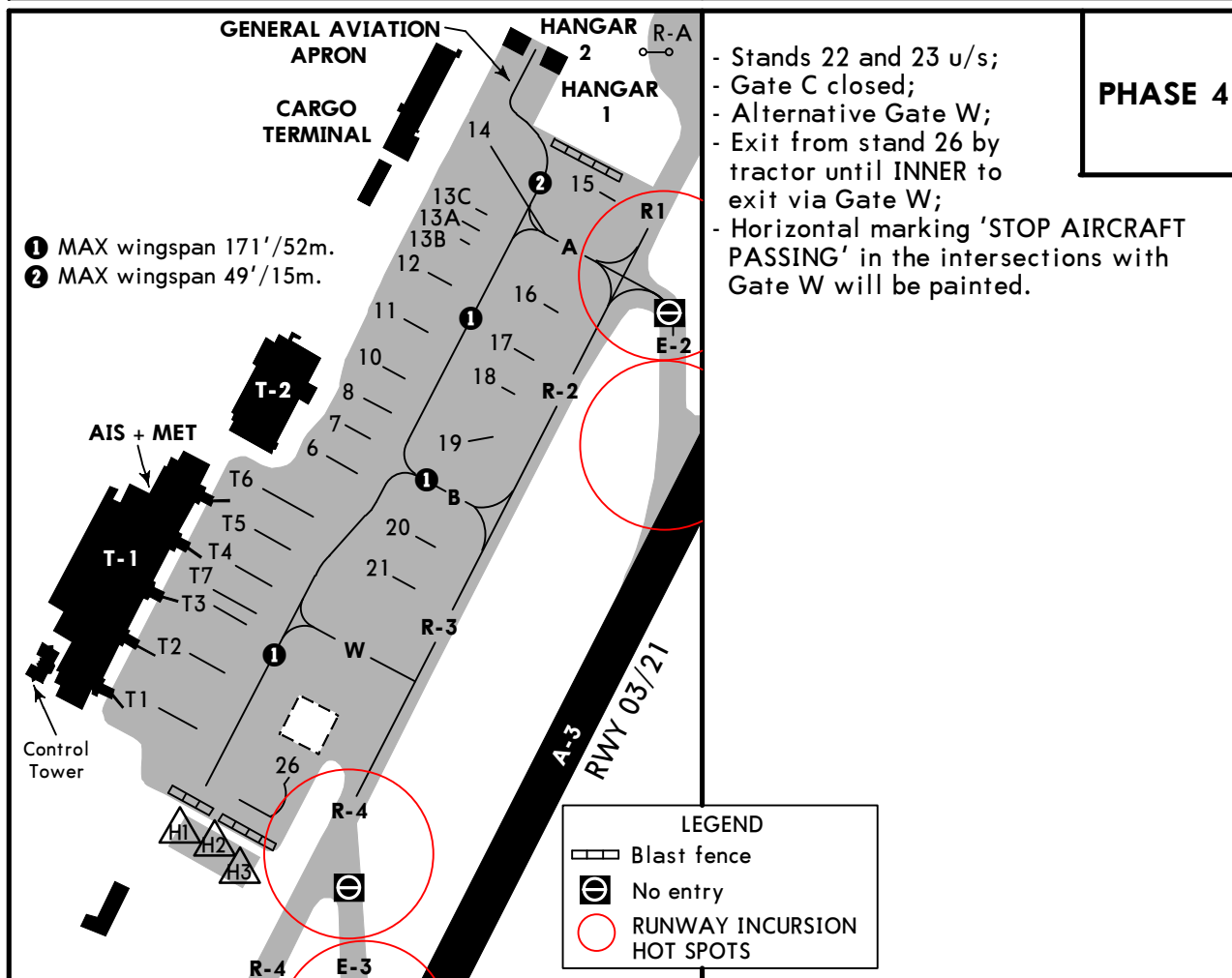
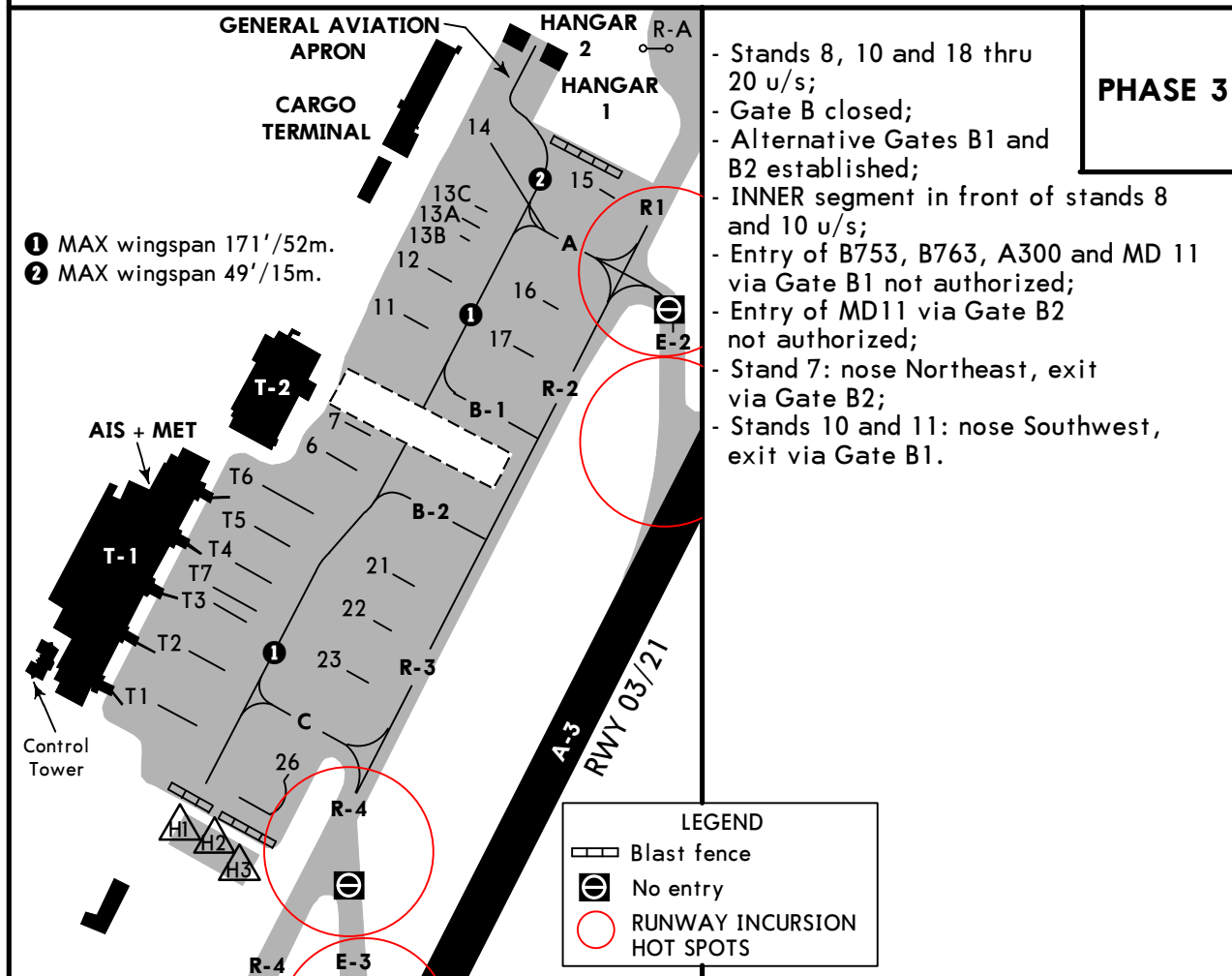


CHANGES: No entry signs added.

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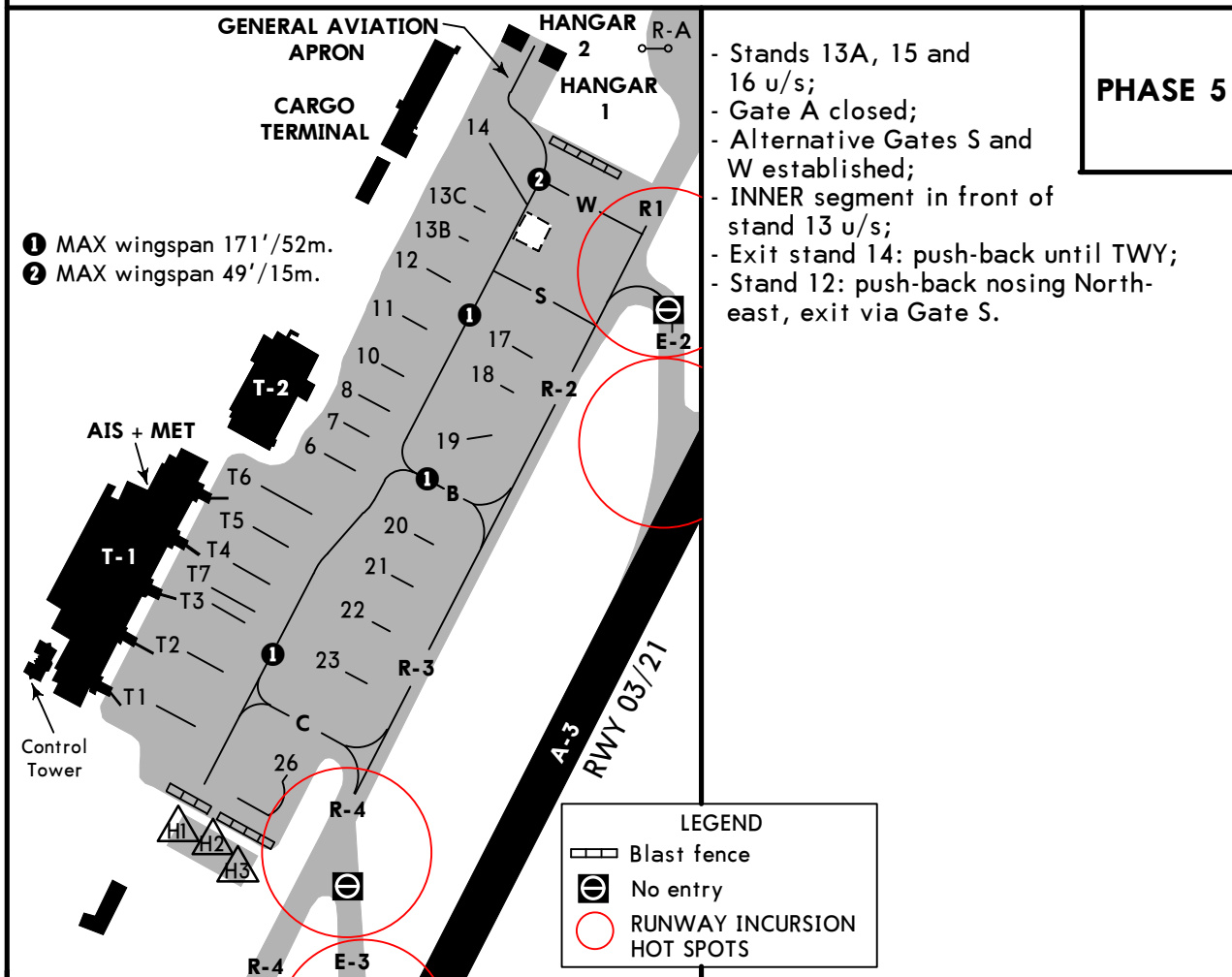
WIP FOR APRON IMPROVEMENT

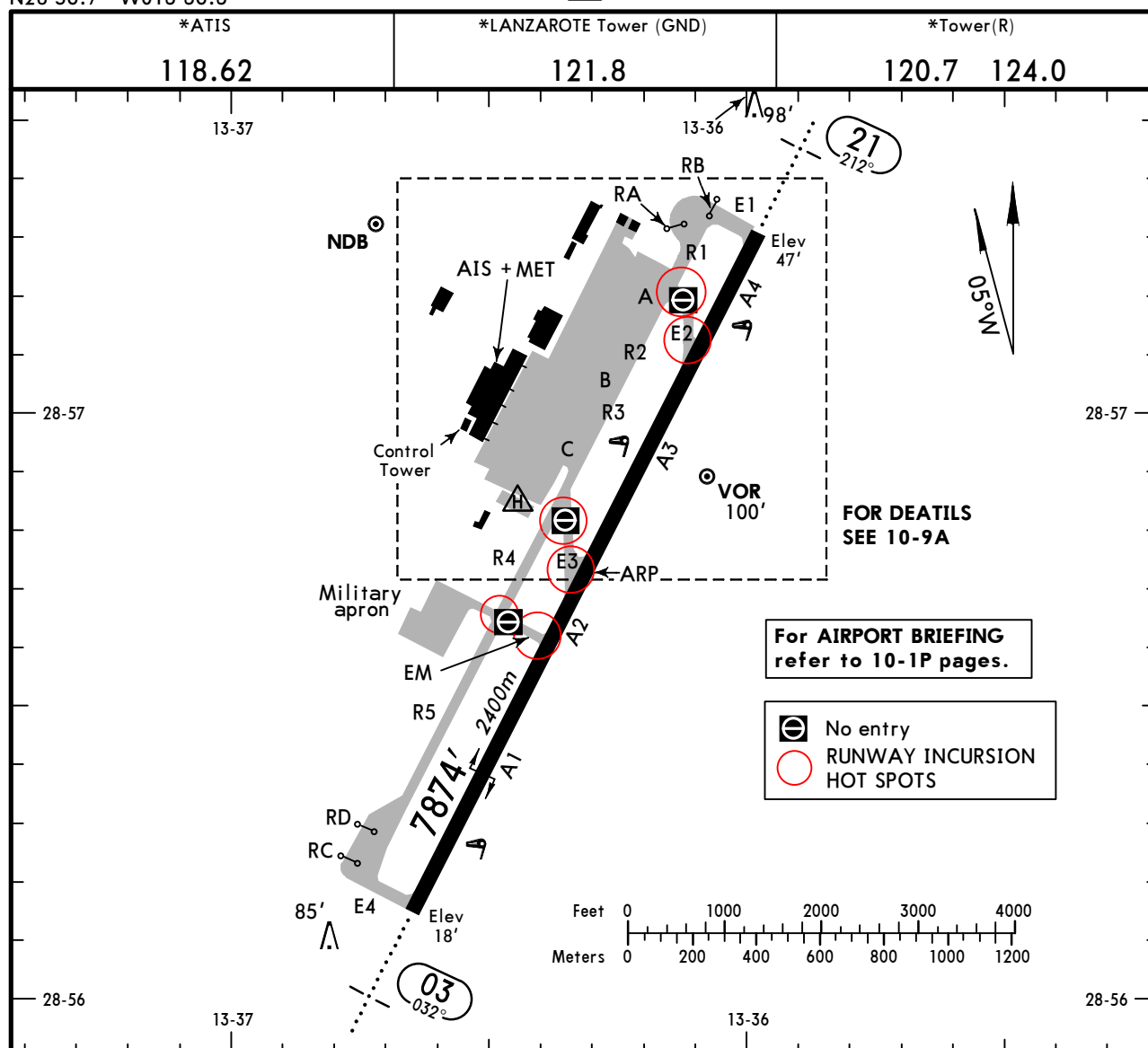
REFER ALSO TO LATEST NOTAMS



WIP FOR APRON IMPROVEMENT

REFER ALSO TO LATEST NOTAMS





ADDITIONAL RUNWAY INFORMATION

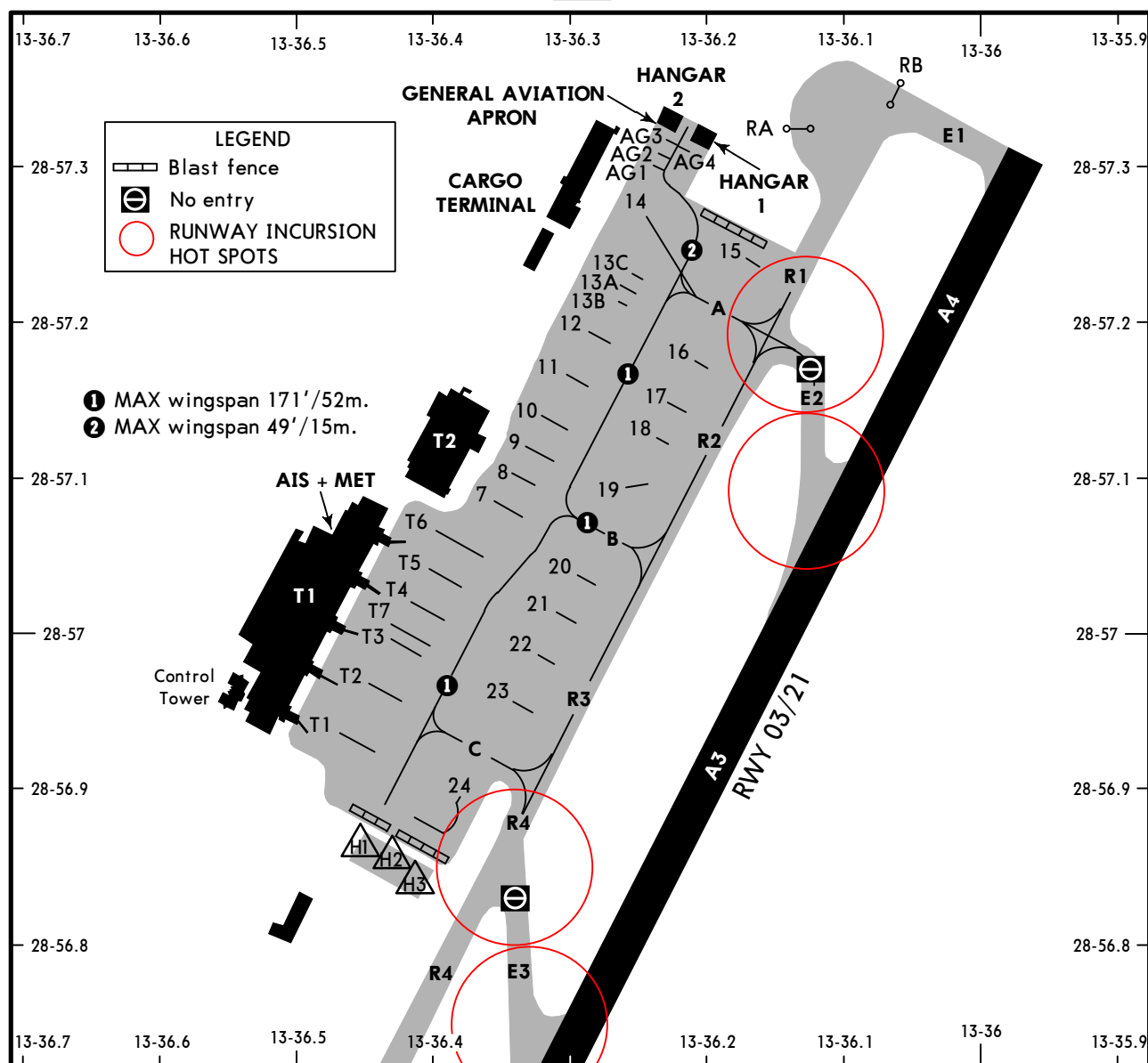
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
03	HIRL (50m) CL (15m) HIALS REIL PAPI (3.0°) ①		6903' 2104m		148'
21	HIRL (50m) CL (15m) HIALS REIL PAPI-L (3.7°)				45m

① HSTIL-E2.

Standard

TAKE-OFF

	RCLM (DAY only) or RL	NIL (DAY only)
A		
B		
C	400m	500m
D		



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
AG1 thru AG3	N28 57.3 W013 36.3	16, 17	N28 57.2 W013 36.2
AG4	N28 57.3 W013 36.2	18	N28 57.1 W013 36.2
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		

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.

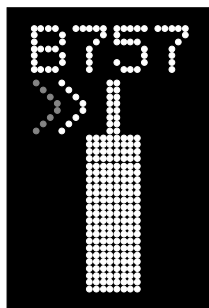
DISPLAY UNIT

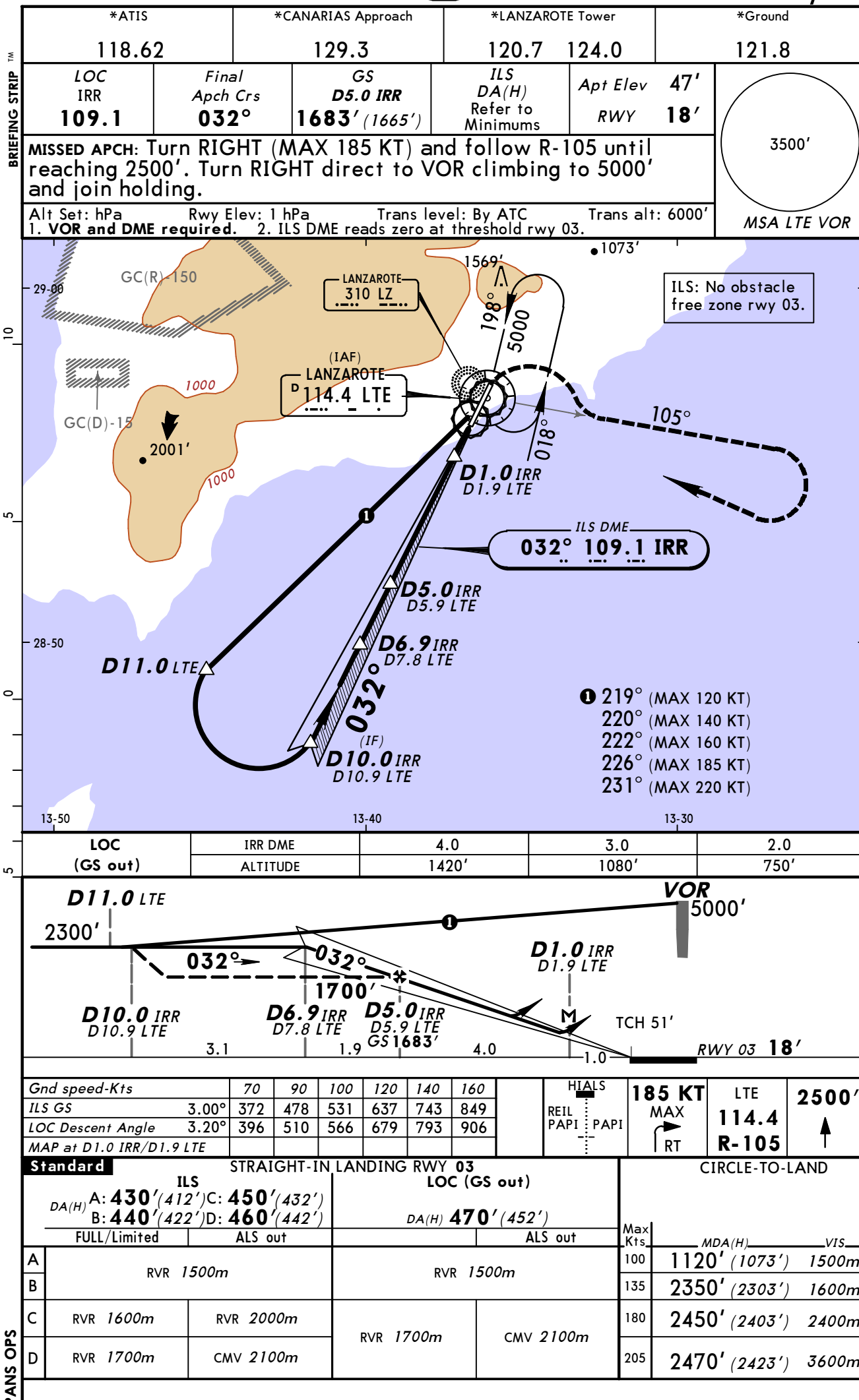
Consists of:

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".



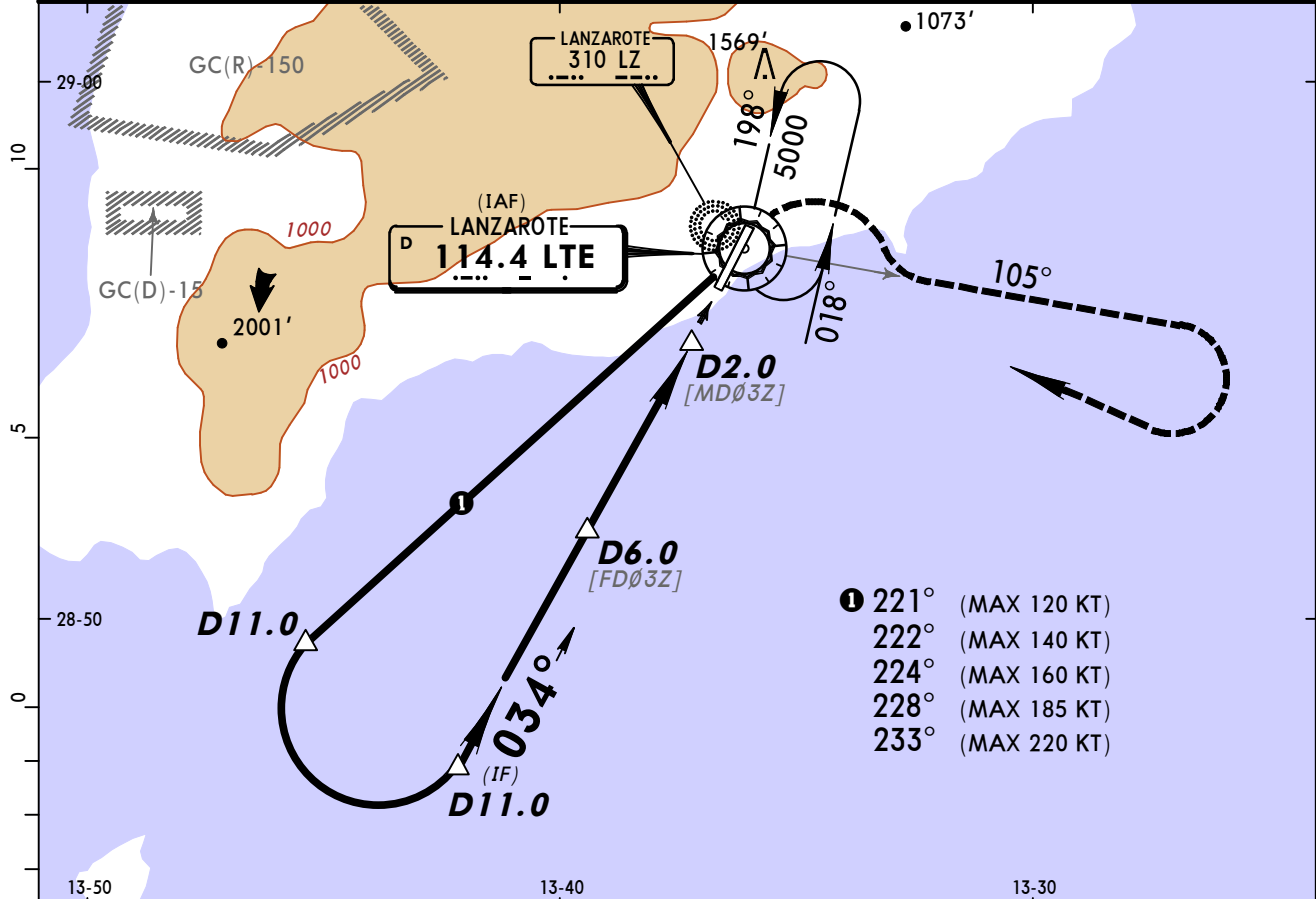


BRIEFING STRIP™

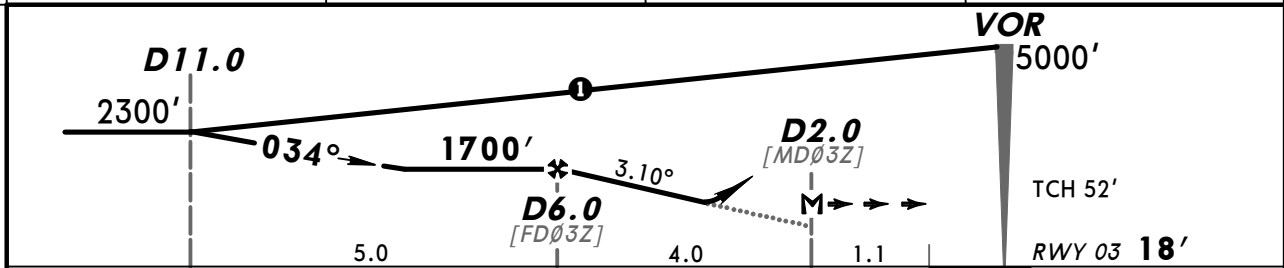
*ATIS 118.62	*CANARIAS Approach 129.3	*LANZAROTE Tower 120.7 124.0	*Ground 121.8	3500' MSA LTE VOR
VOR LTE 114.4	Final Aptch Crs 034°	Minimum Alt D6.0 1700' (1682')	DA(H) 500' (482')	
			Apt Elev 47' RWY 18'	

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. Trans alt: 6000'



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



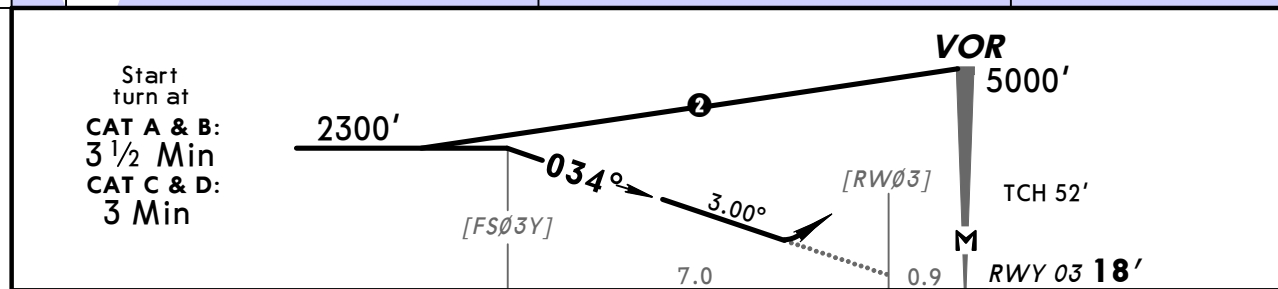
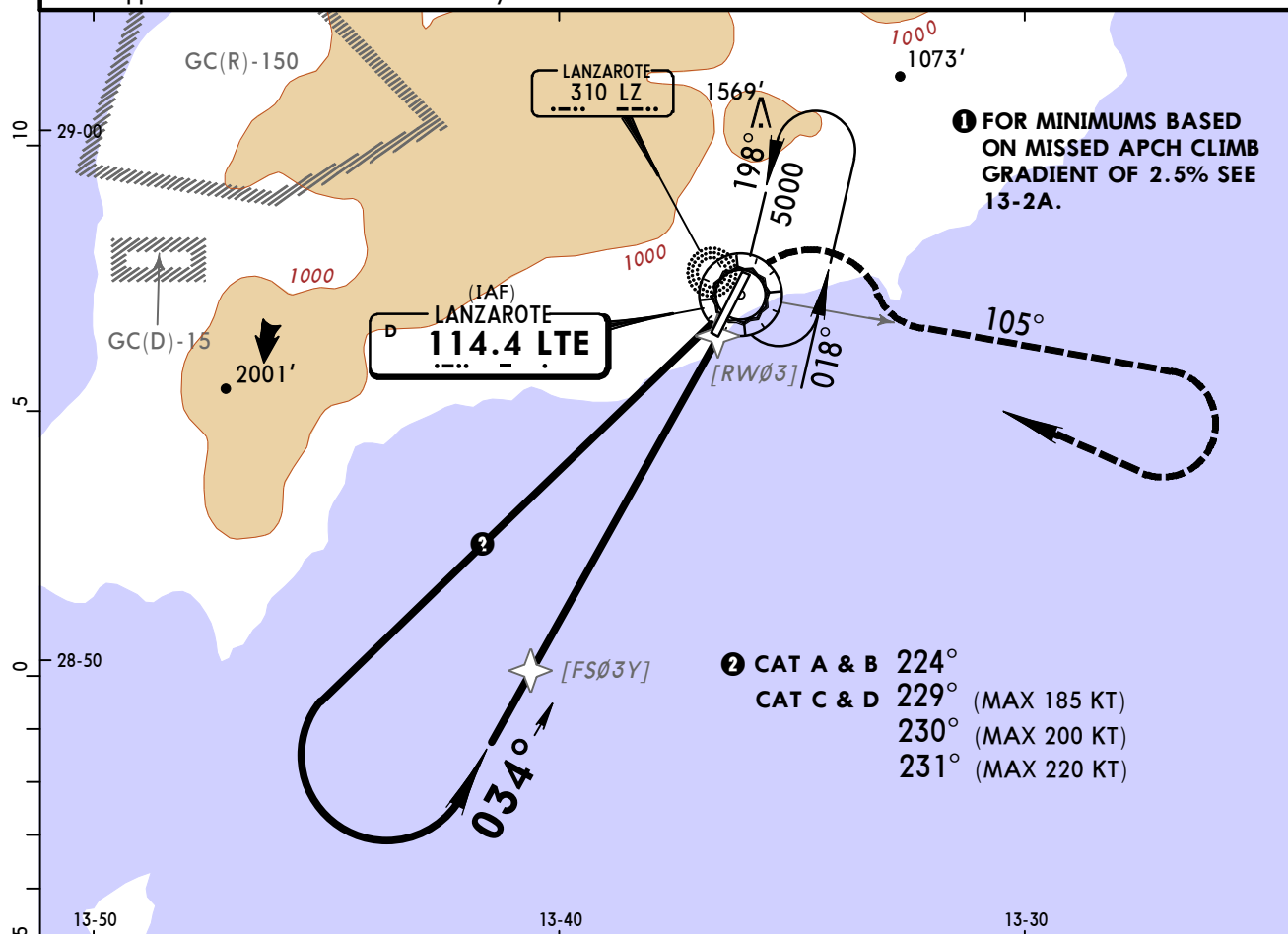
Gnd speed-Kts	70	90	100	120	140	160	HIALS	LTE	185 KT	LTE	2500'
Descent Angle	3.10°	384	494	548	658	768	REIL PAPI PAPI	114.4	MAX	114.4	
MAP at D2.0									RT	R-105	

Standard STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
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	

PANS OPS

BRIEFING STRIP

*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			
CDFA		non-CDFA					
DA(H) 620' (602')		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	

After non-CDFA apch: CAT AB VIS 3000m, CAT C VIS 3200m.

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

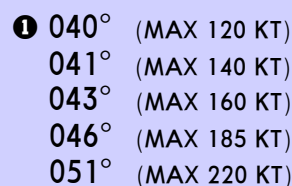
Standard		STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
		CDFA		non-CDFA					
		DA(H) 970' (952')		MDA(H) 970' (952')					
		ALS out		ALS out		Max Kts	MDA(H)		VIS
A	RVR 1500m	CMV 2400m	CMV 4300m	CMV 4700m	100	1120'(1073')		1 2400m	
B					135	2350'(2303')		1 2400m	
C			CMV 4500m	CMV 4900m	180	2450'(2403')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

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

BRIEFING STRIPTM

MSA
LTE VOR

Trans alt: 6000'

MAP at D1.5 LTE

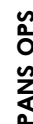
CIRCLE-TO-LAND

Not authorized West of airport

PANS OPS

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BRIEFING STRIP TM



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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.