

GENERAL

Operational Hours

ATS Hours / AD OPS Hours: 0700-0100±

Airport Information

RFF: CAT 9

PCN: RWY 03/21: 103/F/A/W/T

Operation

Preferential RWY: LDG/TKOF RWY 03 whenever tail wind component at or below 10KT with good braking action.

Low Visibility Procedures

LVP not AVBL at Lanzarote AD.

Standstill Operations are in force when VIS is below 800m.

Minimum Runway Occupancy Time: Ensure standard MROT procedures.

TWY Restrictions

TWY EM width 22m / 72ft.

Use of exit TWY E3 must be CLR by TWR. With RWY 21 operational, only daytime use of this TWY may be CLR.

Unless otherwise indicated by ATC, ACFT vacating RWY via rapid exit TWY E2 and E3, taxi to TWY R without stopping at the intersection between those exit TWY and TWY R.

RWY exit TWY EM AVBL up to B753 ACFT.

Standard Taxi Routes for ATR

RWY 03 configuration: Enter by gate A unless otherwise instructed by ATC.

RWY 21 configuration: Enter by gate B unless otherwise instructed by ATC.

Taxi/Parking

Follow-me is mandatory for ARR.

Taxiing on APN between A and B gates, between B and C gates restricted to MAX wingspan 52m / 171ft.

Taxiing on APN via gate B restricted to MAX wingspan 50m / 164ft.

Made an oversteering manoeuvre to correct the trajectory:

- A320: Entering to stand 18 from TWY R2.
- B752: Entering to stand 15 from TWY R1 coming from E1.
From RWY to TWY EM and from TWY EM to TWY R4 or R5.
- B753: Entering to stand 11 from TWY INNER coming from gate A or B.
From RWY to TWY EM and from TWY EM to TWY R4 or R5.
- B763: Entry/Exit gate B or to enter by gate C from TWY R4 or to exit by gate C when taxi to TWY R4.
- MD11: Entering to gate A from TWY R1 or R2, to gate B from TWY R2 or R3 or to gate C from TWY R3 or R4.
In the curved connection from TWY E2 to TWY R2.
Exiting by gate B or C from TWY INNER.

Visual docking guidance system AVBL on stand T1-T6.

GENERAL

Holding bay at RWY 21:

Intermediate holding PSN RB, MAX ACFT facing north is A321-200 with sharklets or B737-800W and simultaneously ACFT ATR72 at the intermediate holding position RA. The intermediate holding position RB, can hold ACFT MD82, MD83, and MD87 facing north.

MAX wingspan 36m / 118ft.

Holding bay at RWY 03:

Intermediate holding PSN RC, MAX ACFT facing south is A321-200 with sharklets or B737-800W and simultaneously A321-200 without sharklets or B737-800W without winglets at the intermediate holding position RD.

MAX single ACFT at intermediate holding PSN RC is B757-300 without winglets.

MAX wingspan 38m / 125ft.

Exit stands 20 and 21 nosing to SW mandatory for B733, B734 and B735.

Exit stands 23 nosing to NE mandatory for B752.

180° turn can not be accomplished on stands. Pay special attention to stands 15, 16, 20 and 23.

APU: Use of APU restricted to 2min after on-block and 5min before off-block time.

Exceptions:

- if stand is not equipped with AC power (400Hz) and mobile GPU not AVBL.
- if air condition is required and no ACU AVBL

Warnings

GP signal may fluctuate while TFC aligns with RWY 03 from E4.

Arresting Gear Systems

Bidirectional cable barrier 398m / 1305ft from THR RWY 03, 1912m / 6273ft from THR RWY 21.

AVBL for SKED flights 10min after declaring EMERG; for non-SKED flights between 0730-1400± 10min, other times 1HR after declaring EMERG.

LTE VOR unusable:

R280-360 beyond 25NM and below 12000ft.

R310-325 beyond 10NM and below 5000ft.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT at or below FL100 within speed reduction area of TMA; unless operational requirements demand a higher speed.

Communication**Short Communications Procedure**

In transfers of communications from sector North-East of Canarias (129.100) to Approach Canarias (129.300), the initial call shall be limited to the call sign to avoid congestion on FREQ:

Example: "Approach + Call sign"

COM Failure during Standstill Operations

Taxi until CLR limit and wait for follow-me.

Arrival Procedure

VFR Traffic Pattern: RWY 03 right-hand circuit.

DEPARTURE

Take-off Minima

RWY		03	
All ACFT	ft - m/km	0 - 800R/800V	-
RWY		21	
All ACFT	ft - m/km	0 - 800V	-

Speed

MAX IAS 250KT at or below FL100 within speed reduction area of TMA; unless operational requirements demand a higher speed.

Communication

Short Communications Procedure

To avoid congestion on FREQ in transfers of communication of traffic taking off from GCRR TWR to Approach Canarias (129.300), the initial call shall be the name of the unit being called and the call sign of the calling ACFT.

Example: "Canarias, Call sign, from GCRR".

COM Failure during Standstill Operations

Taxi until CLR limit and wait for follow-me.

Departure Procedure

ACFT at HLDG PSN must be able to commence line-up on RWY and TKOF-roll immediately after TKOF CLR is issued. If unable to comply, notify ATC before reaching HLDG PSN.

Start-up/Push-back

Report stand number when REQ CLR to start-up, push-back, maneuvering or taxiing.

When requesting start-up CLR ACFT must be ready to start-up within 5min.

ACFT without RNAV1 GNSS authorization with destination outside Canary Islands, shall inform TWR at start-up time.

All stands: For ENG start-up do not use more than idle PWR until the ACFT is lined-up on TWY. It is forbidden to use reverser for push-back, except cleared by AD authority.

Stands 7-10 are excluded of this rule, use of reverse allowed for ATR ACFT and below.

Intersection TKOF

TKOFs from RWY intersections are not permitted.

Code Letter E Aircraft Operation

Operation of code letter E ACFT is allowed up to B747-400 ACFT, with PPR only.

TWY Restriction

RWY exit EM and HLDG bays not usable.

Taxi via TWY INNER prohibited.

4ENG ACFT taxi at reduced speed with MNM possible regime and whenever possible with outboard ENGS off.

Standard Taxi Routes**Arrival**

- RWY 03: vacate RWY via TWY E2 or E1
- RWY 21: vacate RWY via TWY E4

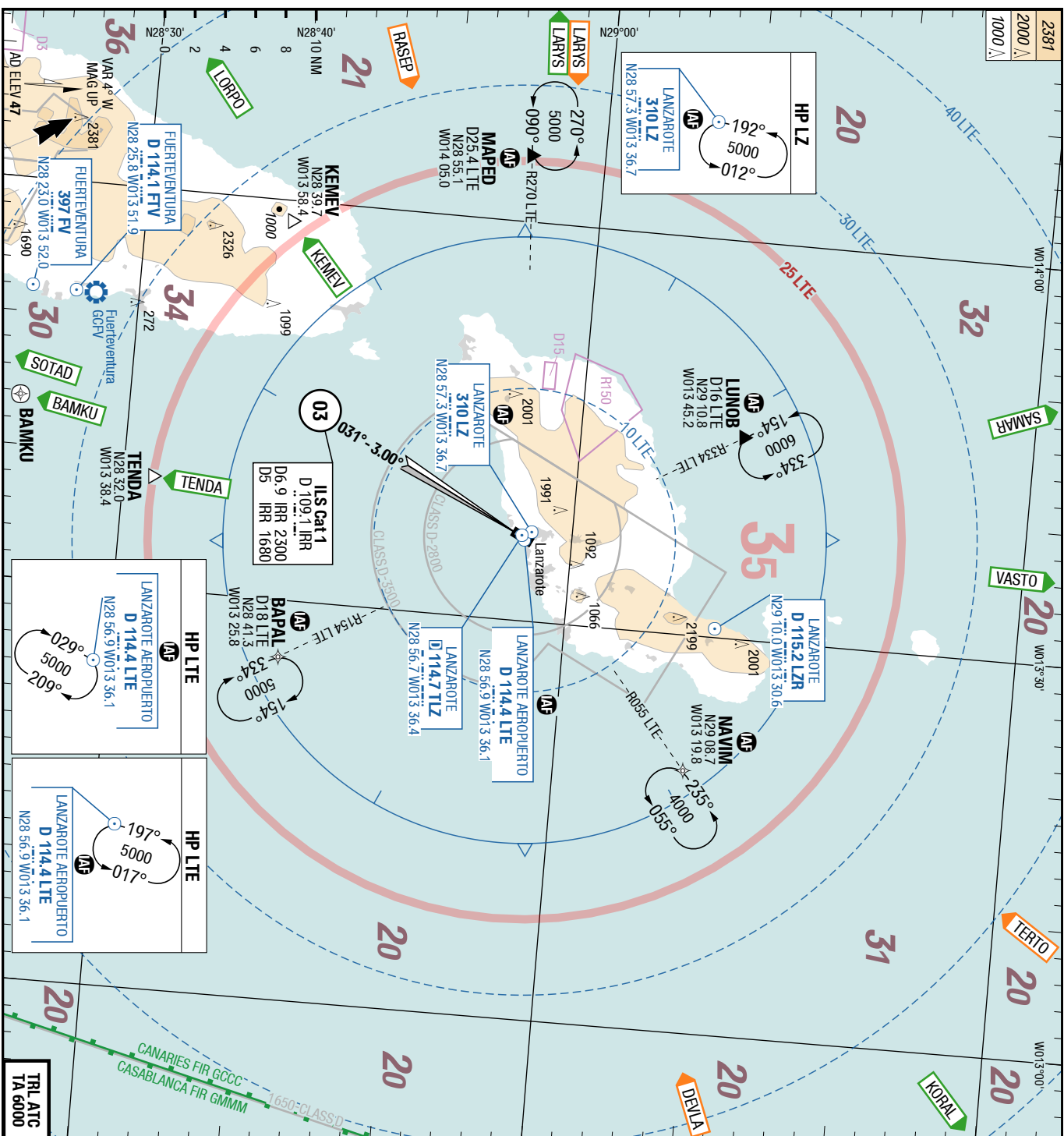
In both cases taxi via outer TWY R until gate C to stands T1 or T7 or until gate A to stand 14.

Wait for follow-me in the gate to access APN.

Departure

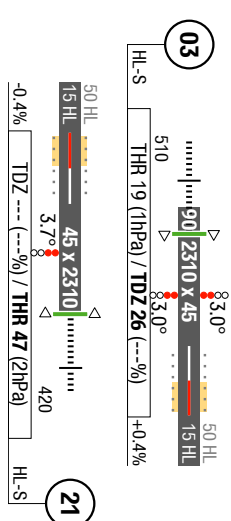
- Stands T1 and T7: exit APN via gate C
- Stand 14: exit APN via gate A

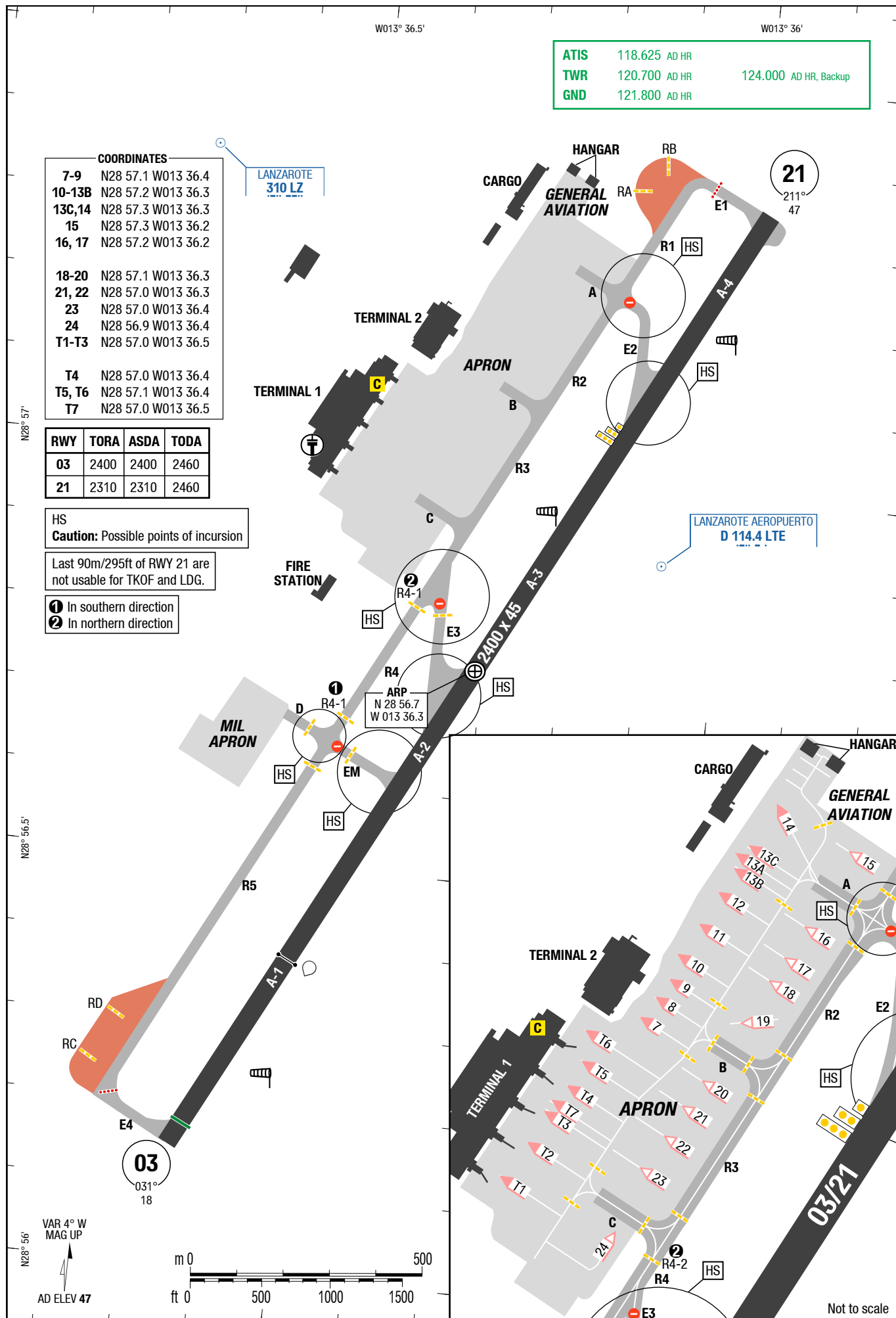
In both cases taxi via outer TWY R until E1 or E4 depending on DEP RWY.



ATIS	118.625	AD HR	129.300	AD HR
Canarias APP				
TWR	120.700	AD HR	124.000	AD HR, Backup
GND	121.800	AD HR		

Landing RWY system:





ATIS	118.625 AD HR	124.000 AD HR, Backup
TWR	120.700 AD HR	
GND	121.800 AD HR	

REF SUP 66/17

Phases activated by Notam

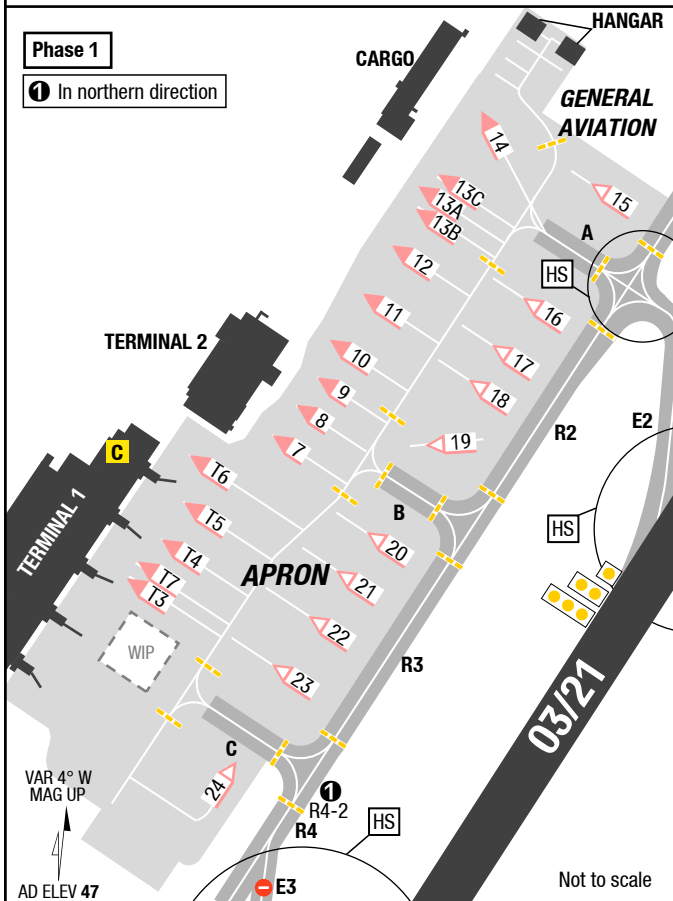
WIP phases will take place in and outside the operating schedule of the airport.

Caution:

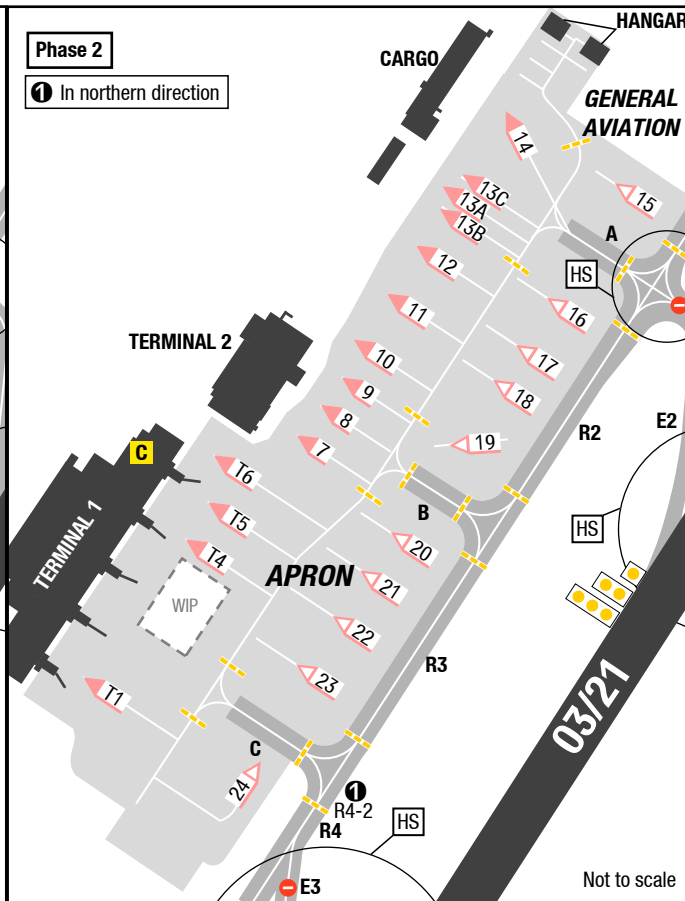
Presence of personnel and machinery in WIP area.

Phase 1

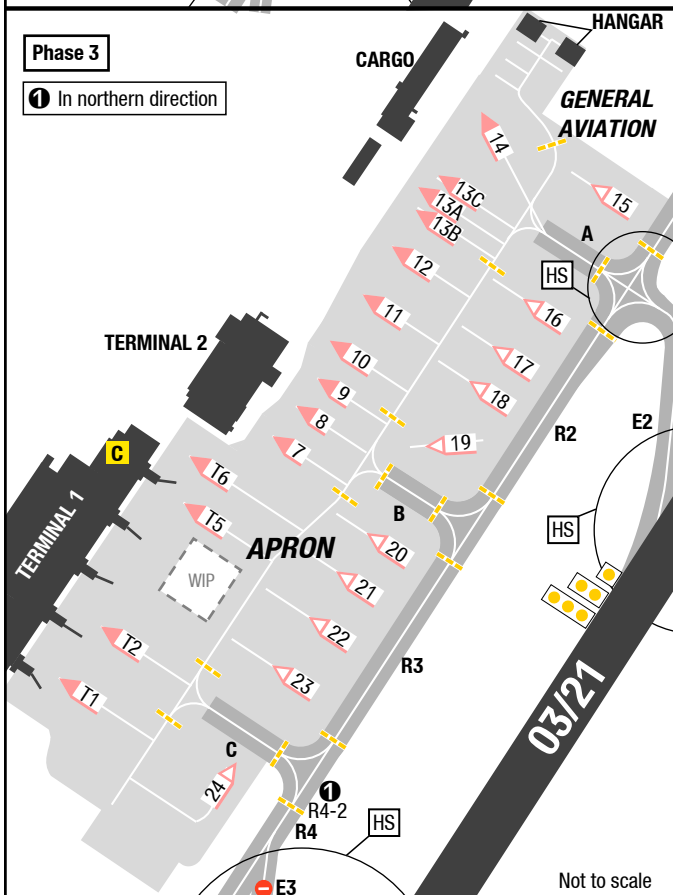
① In northern direction

**Phase 2**

① In northern direction

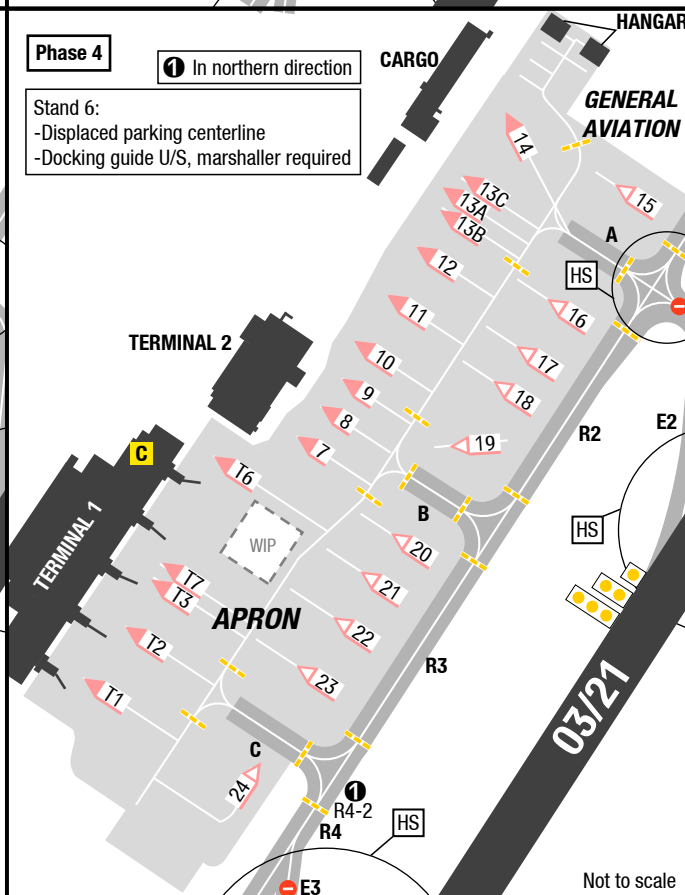
**Phase 3**

① In northern direction

**Phase 4**

① In northern direction

Stand 6:
 -Displaced parking centerline
 -Docking guide U/S, marshaller required



ATIS	118.625 AD HR	124.000 AD HR, Backup
TWR	120.700 AD HR	
GND	121.800 AD HR	

REF SUP 66/17

Phases activated by Notam

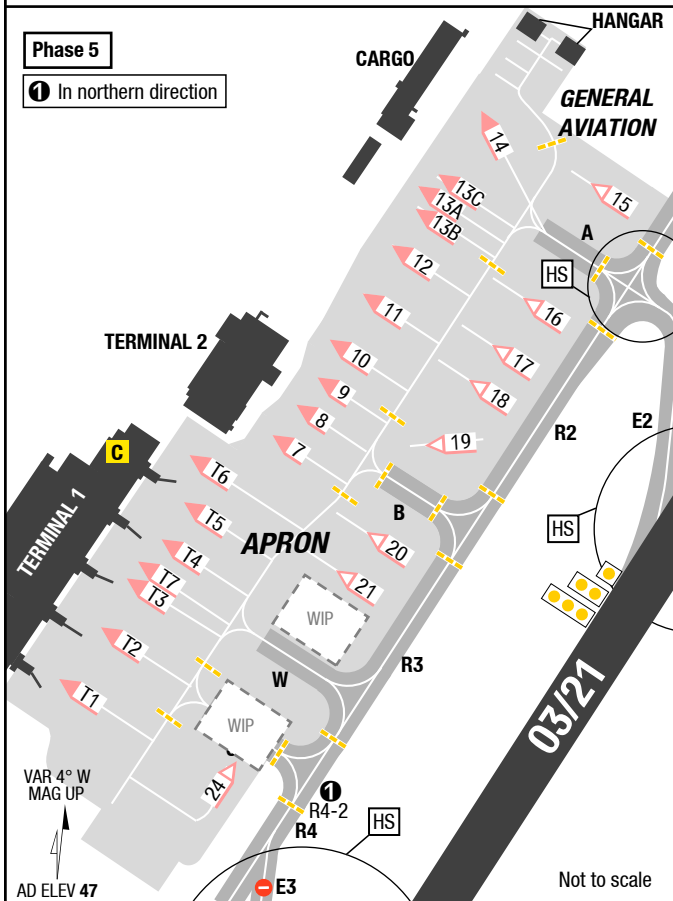
WIP phases will take place in and outside the operating schedule of the airport.

Caution:

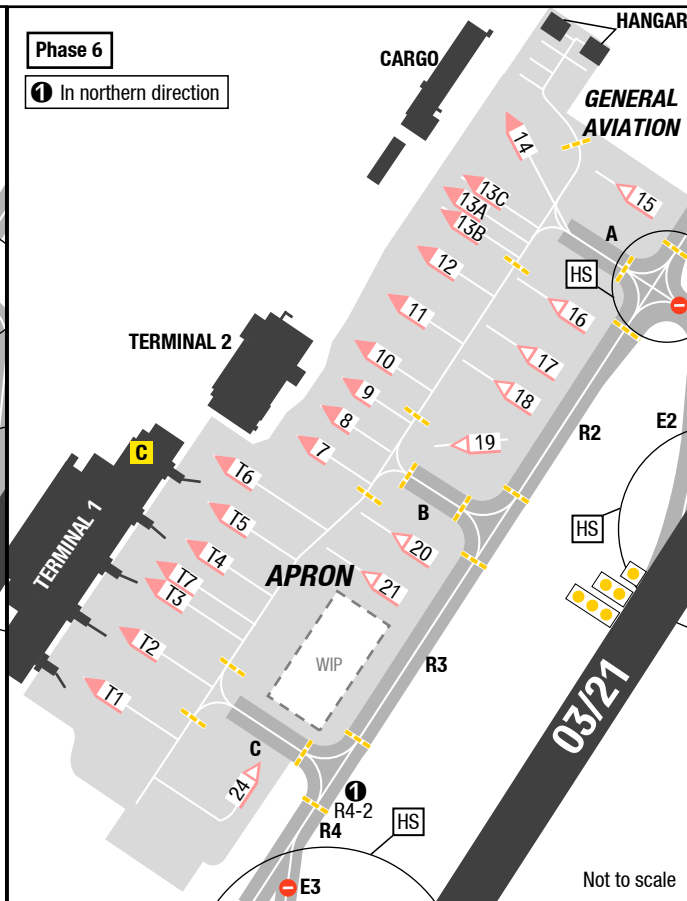
Presence of personnel and machinery in WIP area.

Phase 5

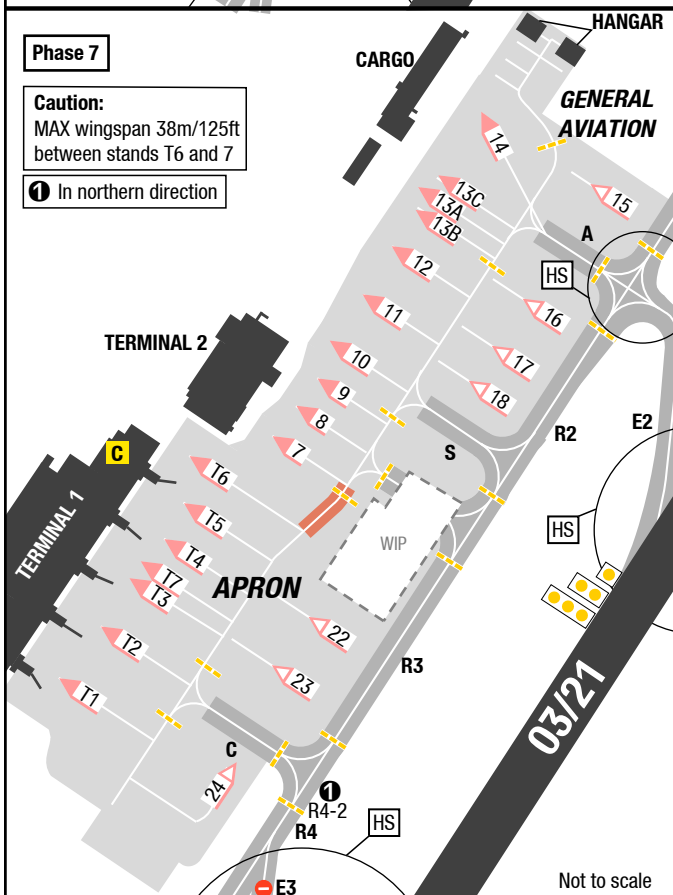
① In northern direction

**Phase 6**

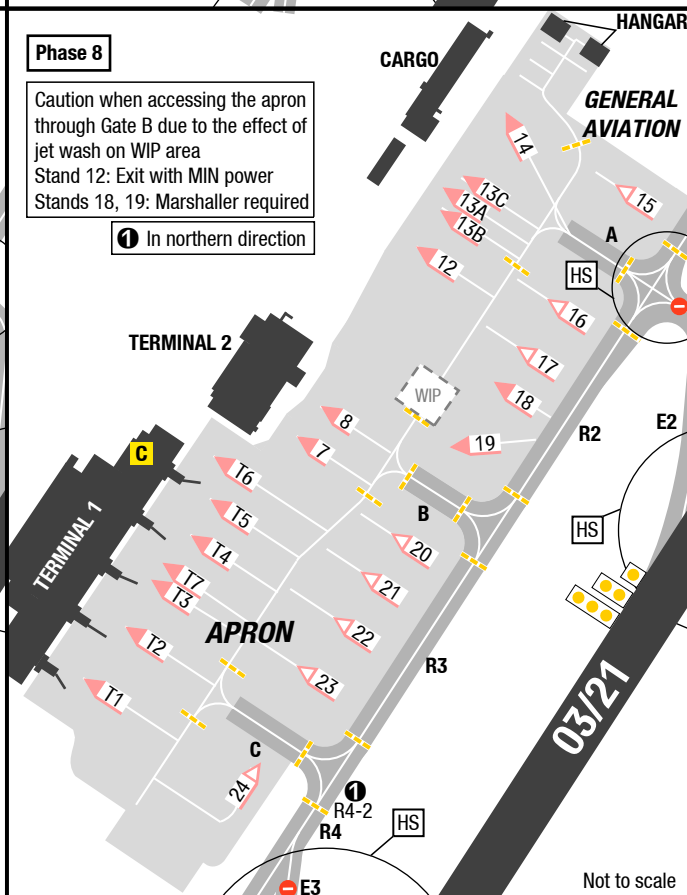
① In northern direction

**Phase 7****Caution:**
MAX wingspan 38m/125ft
between stands T6 and 7

① In northern direction

**Phase 8**Caution when accessing the apron
through Gate B due to the effect of
jet wash on WIP area
Stand 12: Exit with MIN power
Stands 18, 19: Marshaller required

① In northern direction



ATIS	118.625 AD HR	124.000 AD HR, Backup
TWR	120.700 AD HR	
GND	121.800 AD HR	

REF SUP 66/17

Phases activated by Notam

WIP phases will take place in and outside the operating schedule of the airport.

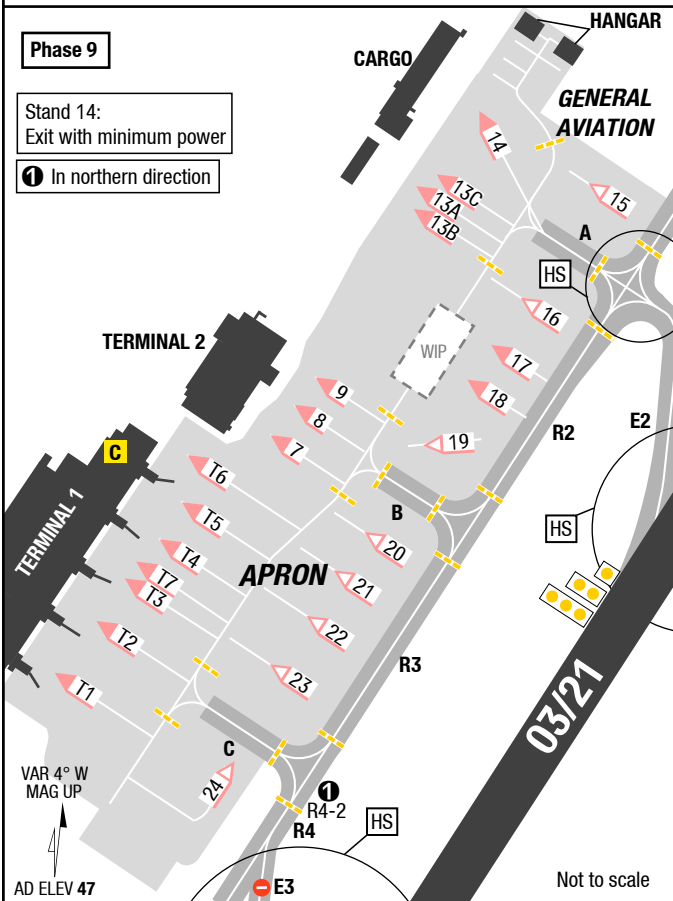
Caution:

Presence of personnel and machinery in WIP area.

Phase 9

Stand 14:
Exit with minimum power

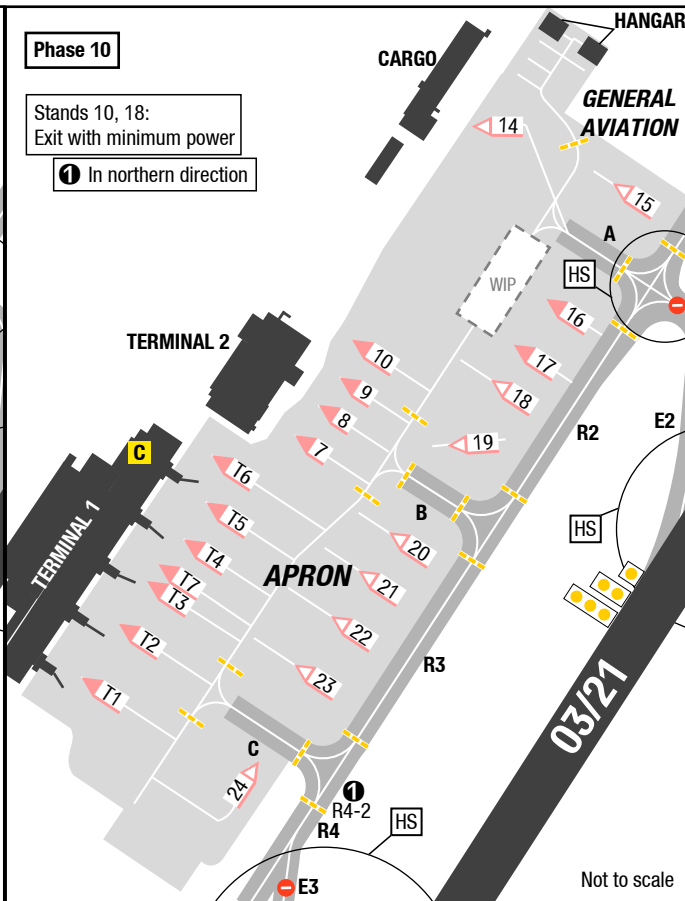
① In northern direction



Phase 10

Stands 10, 18:
Exit with minimum power

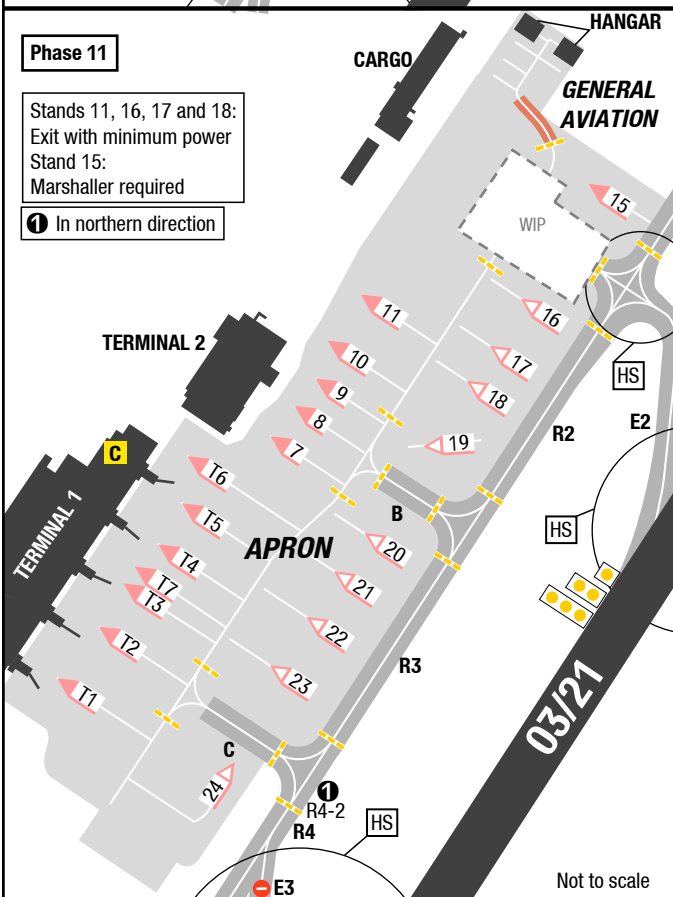
① In northern direction



Phase 11

Stands 11, 16, 17 and 18:
Exit with minimum power
Stand 15:
Marshaller required

① In northern direction



ATIS	118.625 AD HR	124.000 AD HR, Backup
TWR	120.700 AD HR	
GND	121.800 AD HR	

REF SUP 66/17

Phases activated by Notam

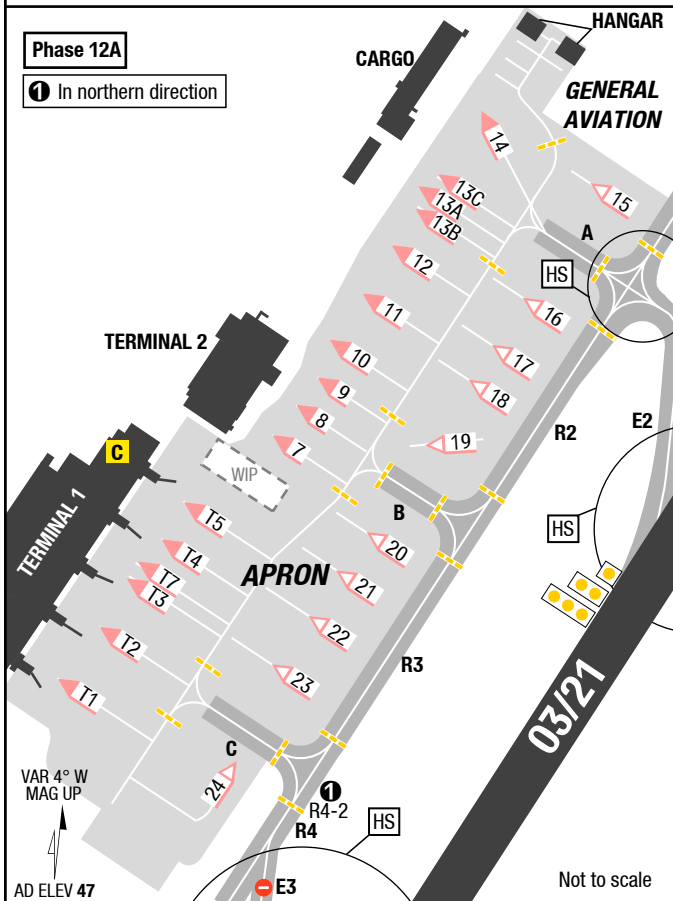
WIP phases will take place in and outside the operating schedule of the airport.

Caution:

Presence of personnel and machinery in WIP area.

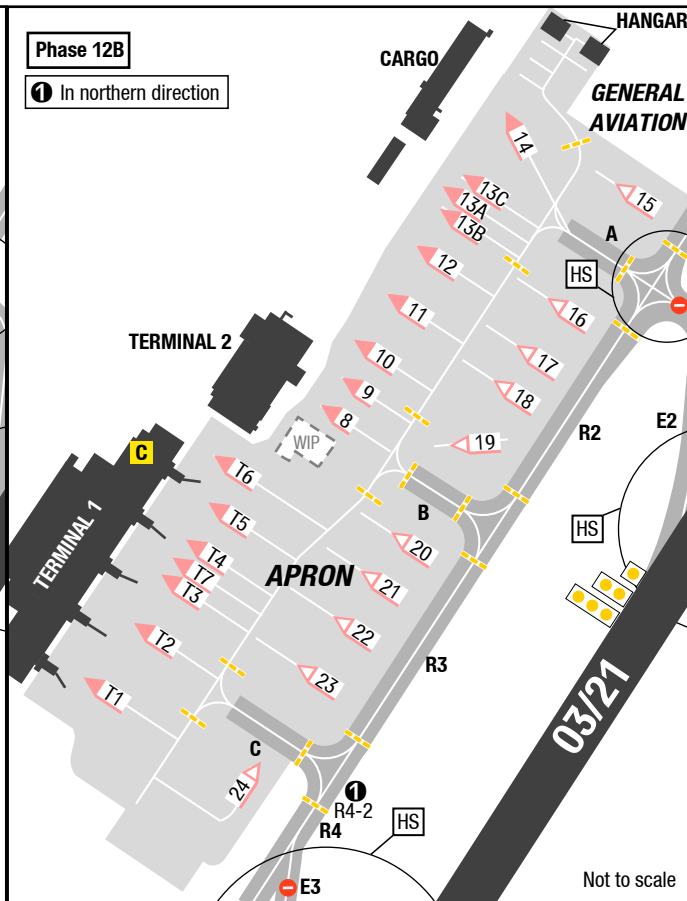
Phase 12A

① In northern direction



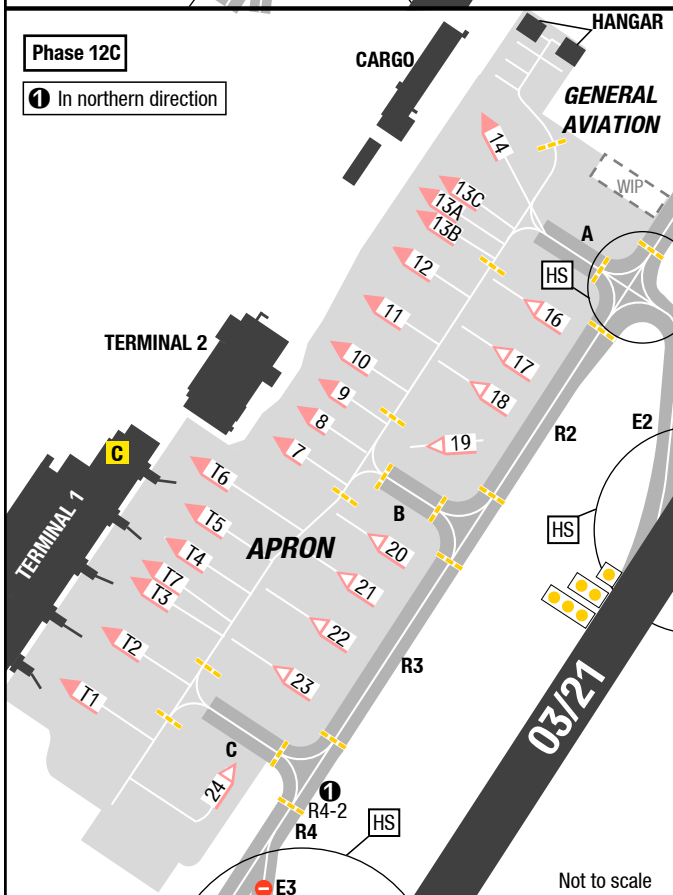
Phase 12B

① In northern direction



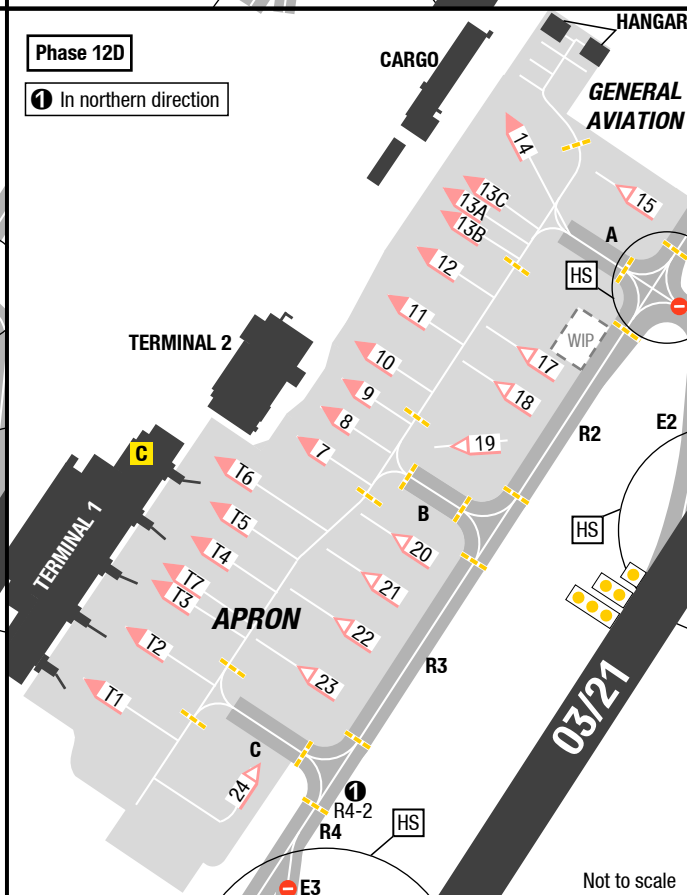
Phase 12C

① In northern direction



Phase 12D

① In northern direction



ATIS	118.625 AD HR	124.000 AD HR, Backup
TWR	120.700 AD HR	
GND	121.800 AD HR	

REF SUP 66/17

Phases activated by Notam

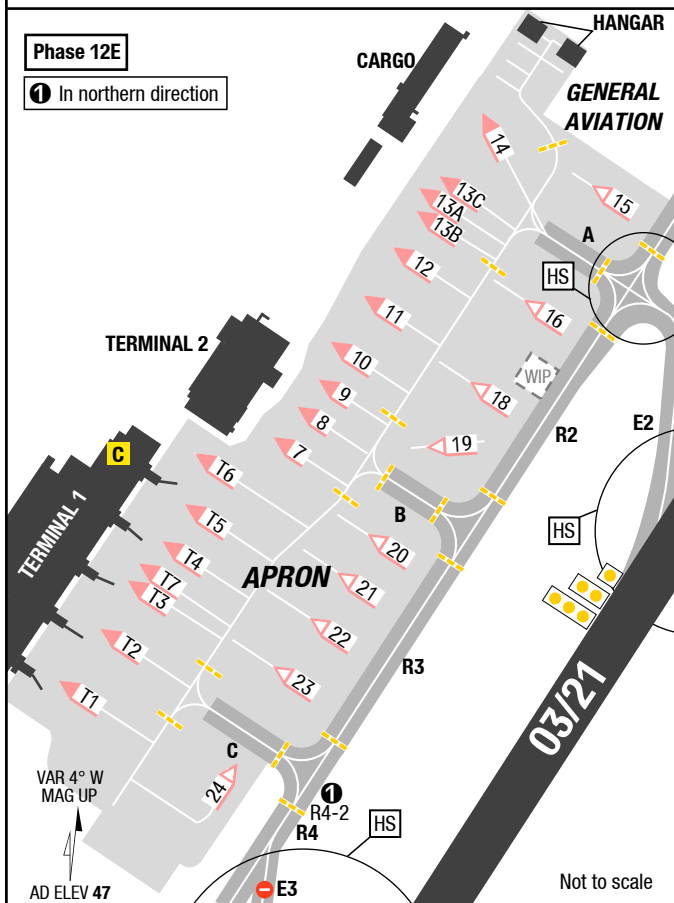
WIP phases will take place in and outside the operating schedule of the airport.

Caution:

Presence of personnel and machinery in WIP area.

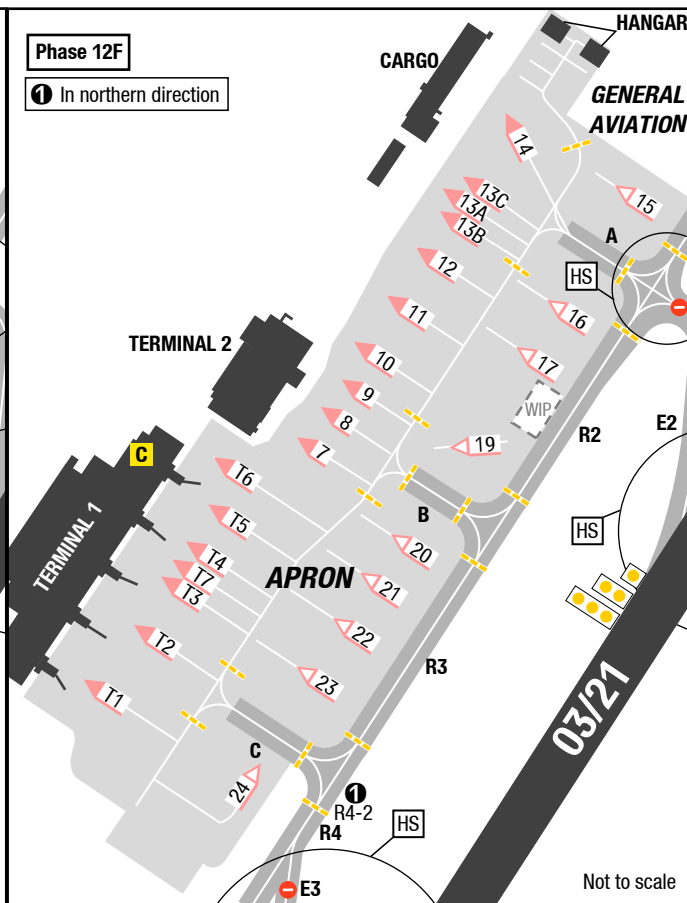
Phase 12E

① In northern direction



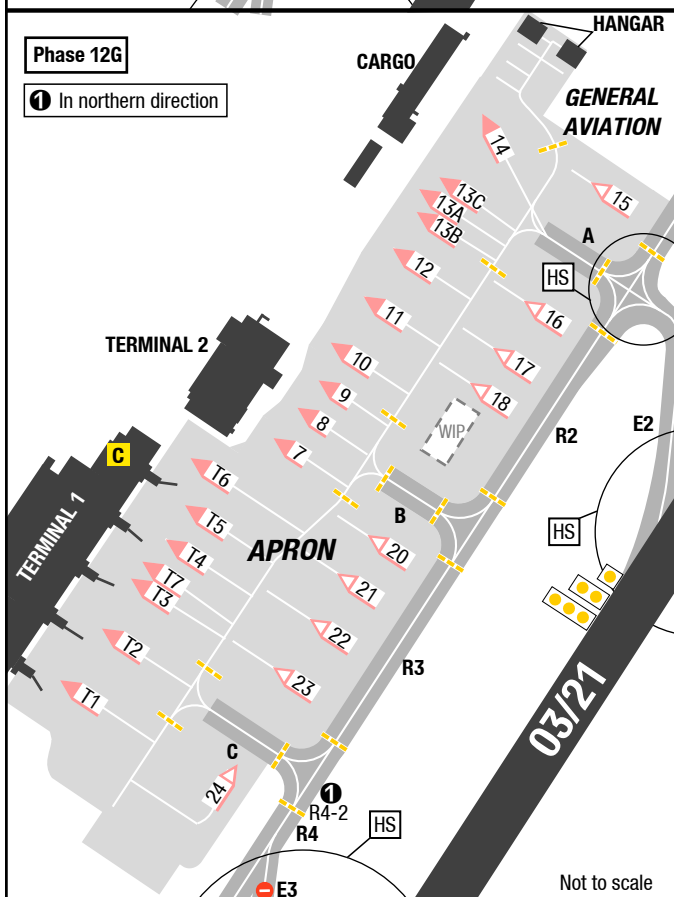
Phase 12F

① In northern direction



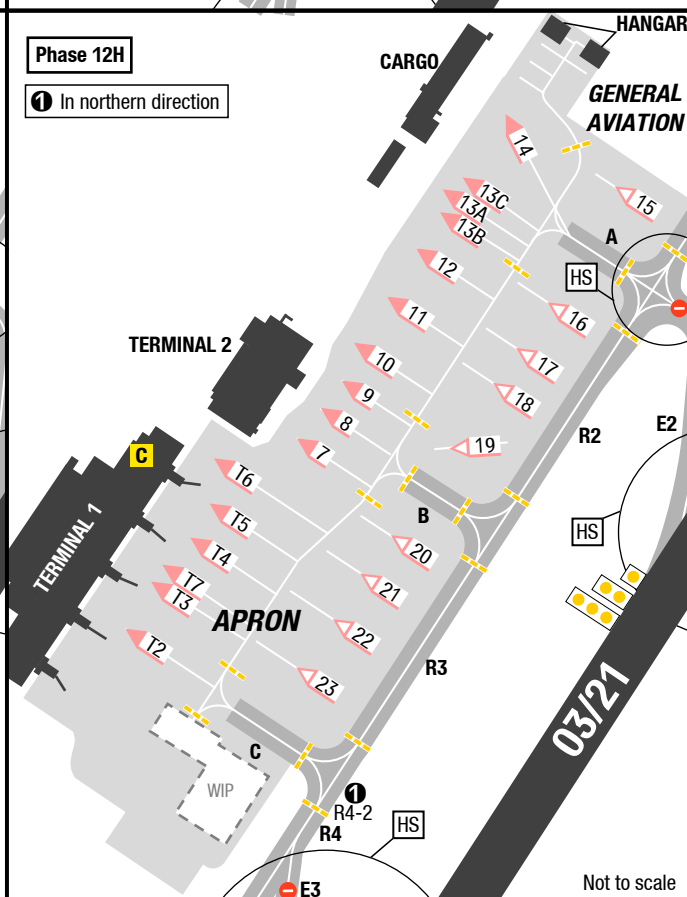
Phase 12G

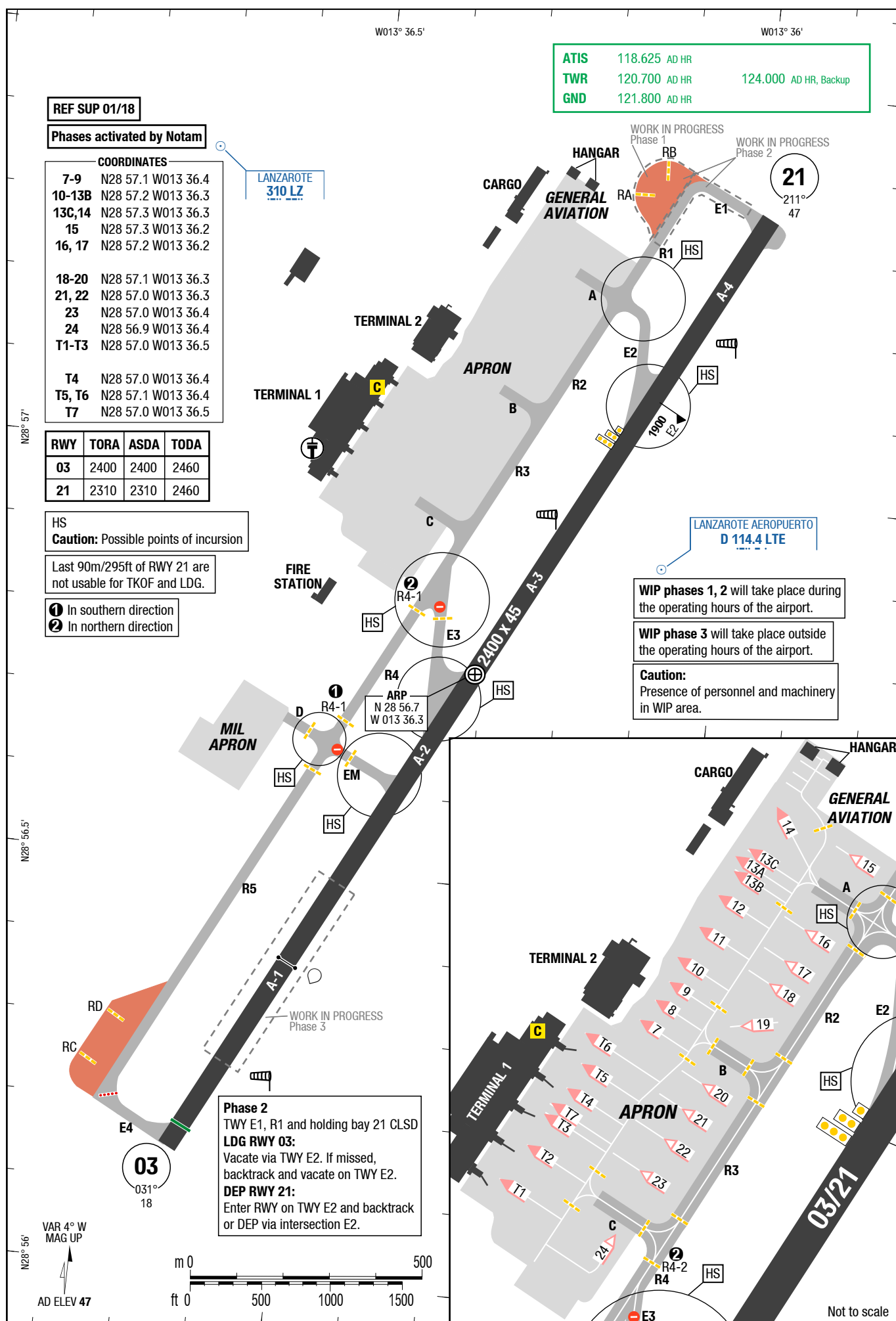
① In northern direction

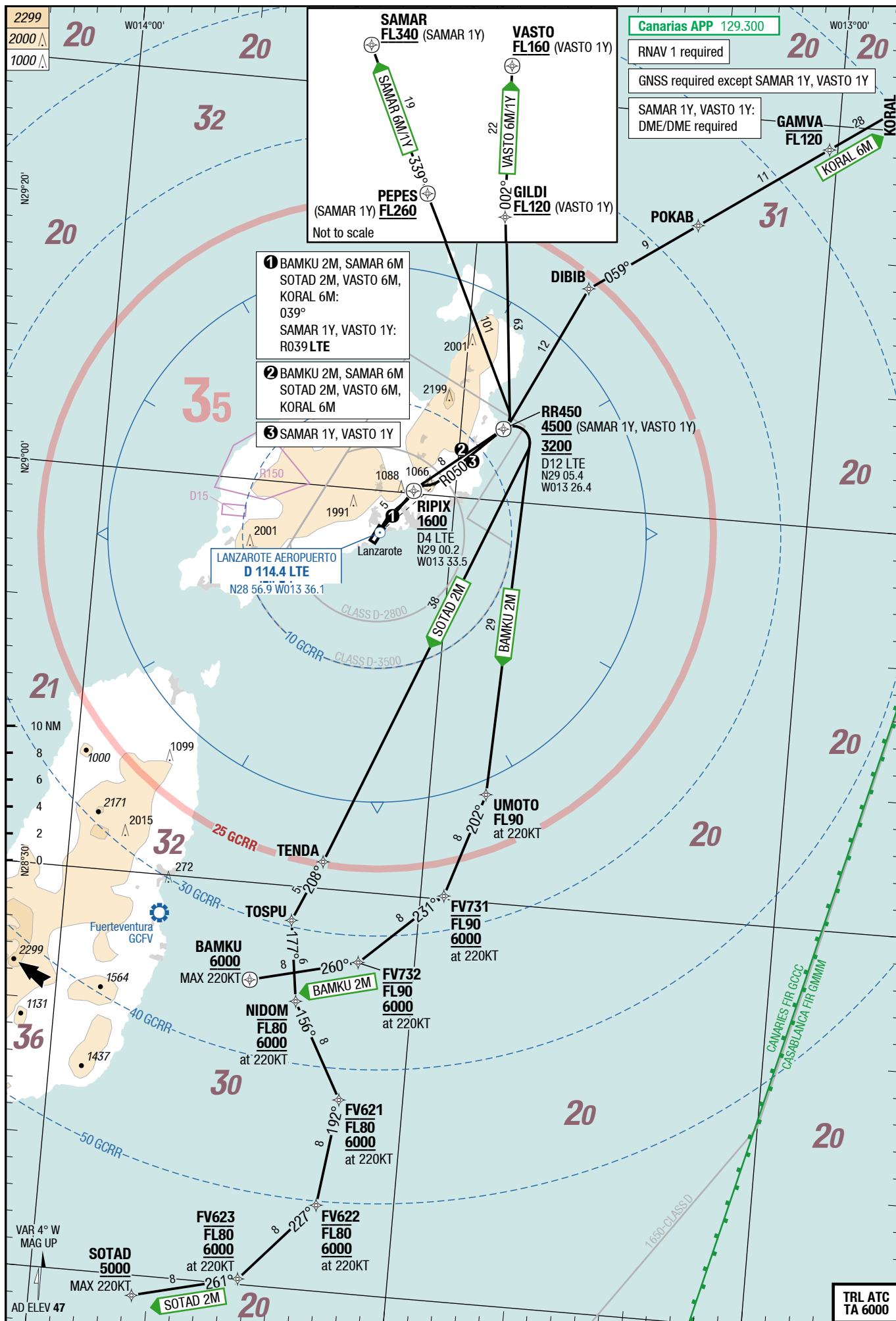


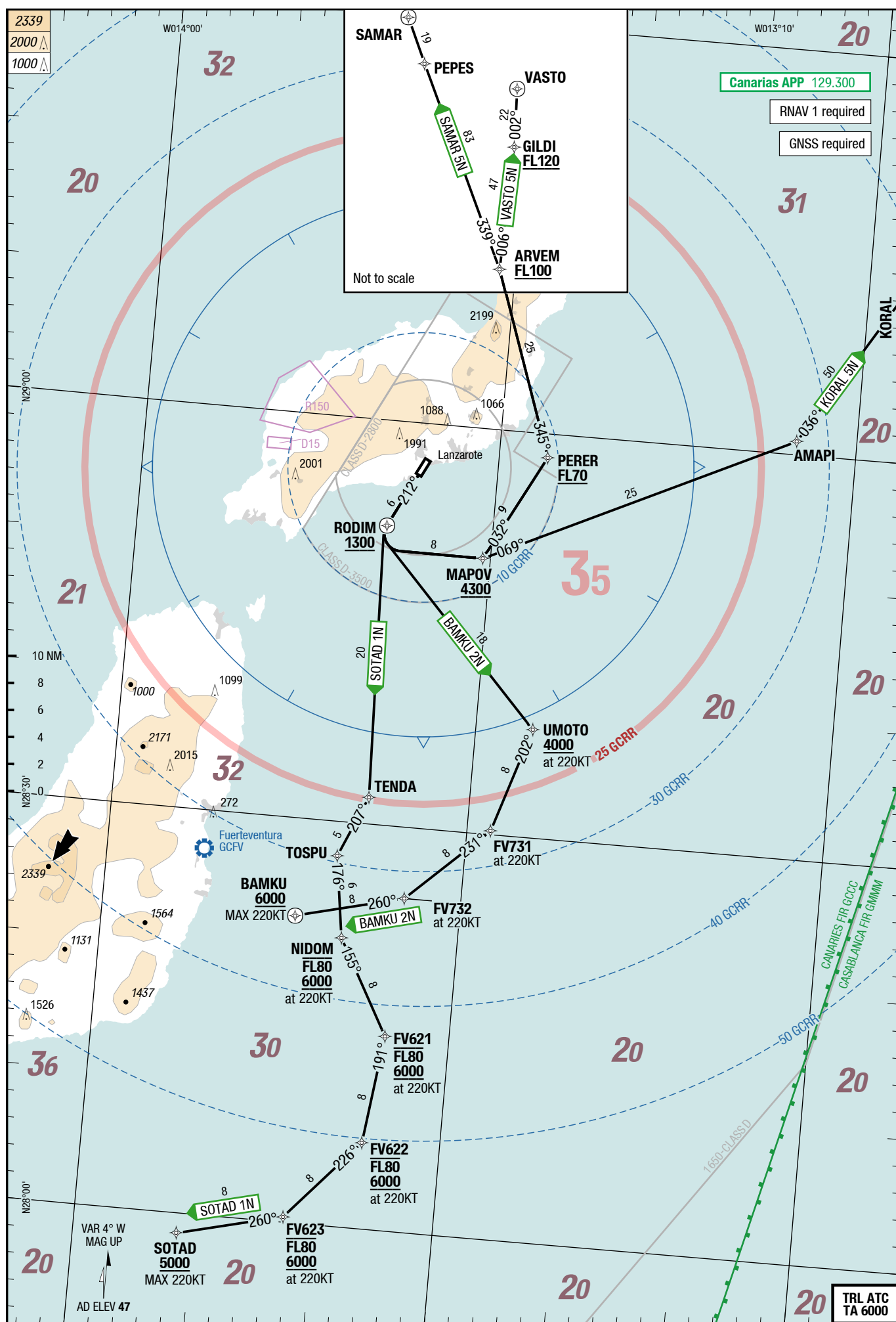
Phase 12H

① In northern direction









Effective 18-AUG-2016

11-AUG-2016

ACE-GCRR

4-30

Spain Lanzarote

SIDs RWY 21

SIDs RWY 03

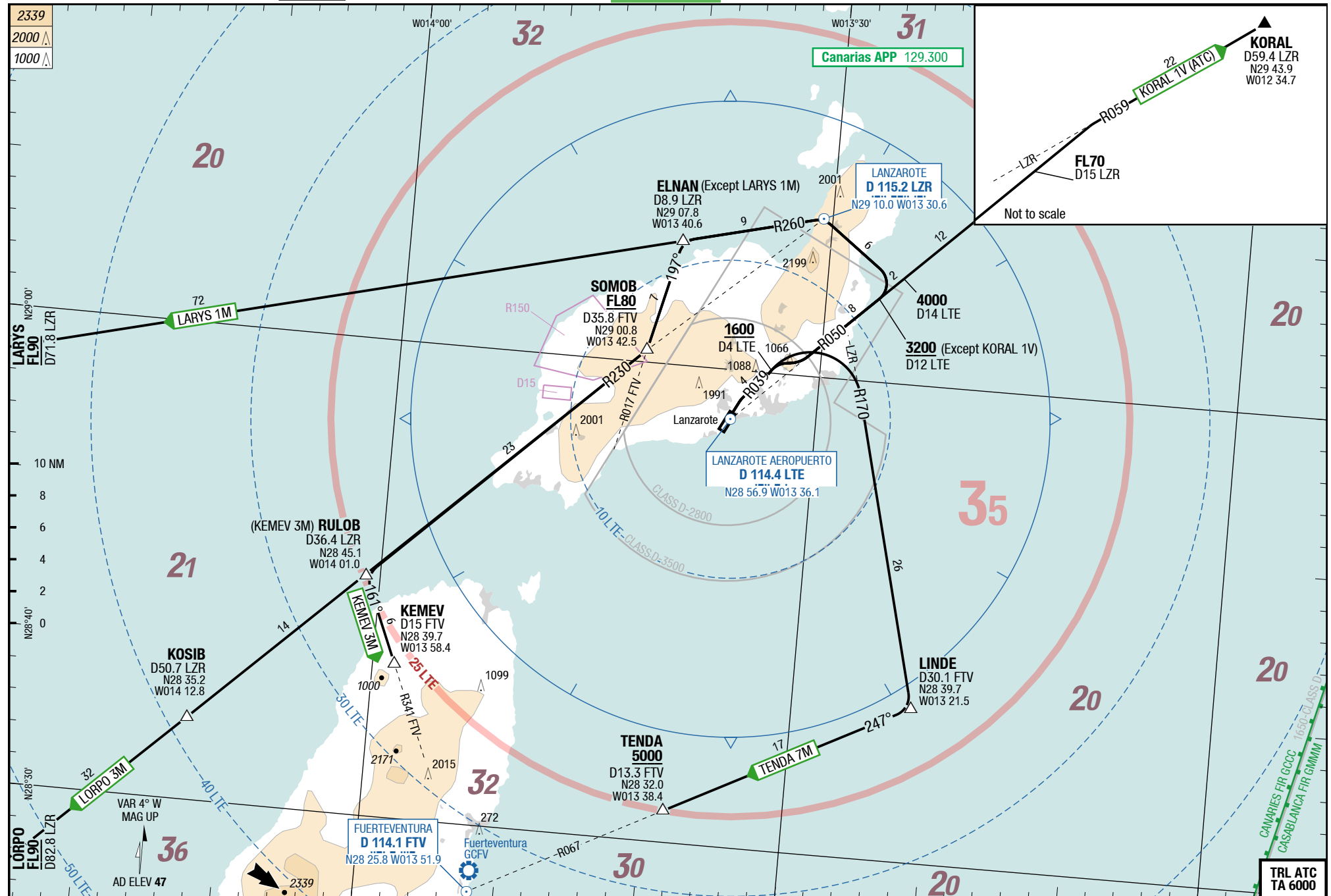
SID

SID

Lanzarote Spain

SIDs RWY 21

SIDs RWY 03



Changes: PROC renumbered, DIST

Effective 18-AUG-2016

11-AUG-2016

ACE-GCRR

4-40

Spain Lanzarote

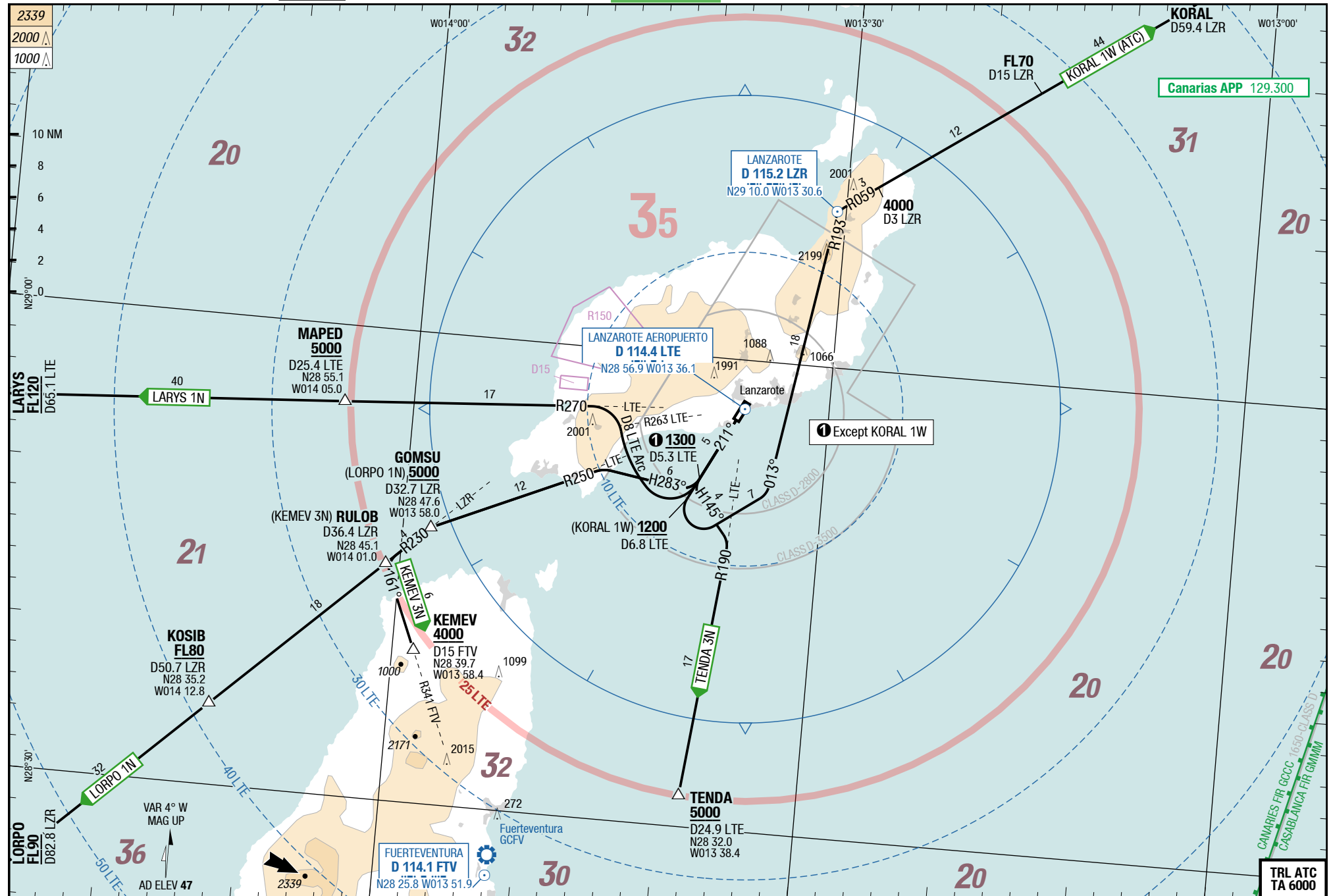
SIDs RWY 21

SID

SID

Lanzarote Spain

SIDs RWY 21



Changes: PROC renumbered

ACE-GCRR

5-10

RNAV SIDs RWY 03

SIDPT

BAMKU 2M / KORAL 6M / SAMAR 1Y / SAMAR 6M

RWY 03 (031°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
BAMKU 2M 129.300	<u>RIPIX</u> [M039 ;R] - <u>RR450</u> [R] - UMOTO [K220] - FV731 [K220 ;R] - FV732 [K220 ;R] - <u>BAMKU</u> [K220-]	RIPIX MNM 1600 RR450 MNM 3200 UMOTO at FL90 FV731 between 6000 and FL90 FV732 between 6000 and FL90 BAMKU MNM 6000 initial climb 4000
KORAL 6M 129.300	<u>RIPIX</u> [M039 ;R] - <u>RR450</u> [L] - DIBIB [R] - POKAB - GAMVA - <u>KORAL</u>	RIPIX MNM 1600 RR450 MNM 3200 GAMVA MAX FL120 initial climb FL120
SAMAR 1Y 7.0% to 4500 129.300	R039 LTE - at D4 LTE RT intercept R050 LTE to RR450 (R050/D12 LTE), then continue on RNAV according to FMS route. FMS <u>RR450</u> [L] - <u>PEPES</u> [L] - <u>SAMAR</u>	R039/D4 LTE MNM 1600 R050/D12 LTE MNM 4500 RR450 MNM 4500 PEPES MNM FL260 SAMAR MNM FL340 initial climb FL120
SAMAR 6M 129.300	<u>RIPIX</u> [M039 ;R] - <u>RR450</u> [L] - <u>PEPES</u> [L] - <u>SAMAR</u>	RIPIX MNM 1600 RR450 MNM 3200 initial climb FL120

ACE-GCRR

5-20

RNAV SIDs RWY 03

SIDPT

SOTAD 2M / VASTO 1Y / VASTO 6M

RWY 03 (031°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
SOTAD 2M 129.300	<u>RIPIX</u> [M039 ;R] - <u>RR450</u> [R] - TENDA - TOSPU [L] - NIDOM [K220 ;L] - FV621 [K220 ;R] - FV622 [K220 ;R] - FV623 [K220 ;R] - SOTAD [K220-]	RIPIX MNM 1600 RR450 MNM 3200 NIDOM between 6000 and FL80 FV621 between 6000 and FL80 FV622 between 6000 and FL80 FV623 between 6000 and FL80 SOTAD MNM 5000 initial climb 4000
VASTO 1Y 7.0% to 4500 129.300	R039 LTE - at D4 LTE RT intercept R050 LTE to RR450 (R050/D12 LTE), then continue on RNAV according to FMS route. FMS <u>RR450</u> [L] - GILDI [R] - <u>VASTO</u>	R039/D4 LTE MNM 1600 R050/D12 LTE MNM 4500 RR450 MNM 4500 GILDI MNM FL120 VASTO MNM FL160 initial climb FL120
VASTO 6M 129.300	<u>RIPIX</u> [M039 ;R] - <u>RR450</u> [L] - GILDI [R] - <u>VASTO</u>	RIPIX MNM 1600 RR450 MNM 3200 initial climb FL120

BAMKU 2N / KORAL 5N / SAMAR 5N / SOTAD 1N / VASTO 5N

RWY 21 (211°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
BAMKU 2N 129.300	RODIM [M212 ;L] - UMOTO [K220 ;R] - FV731 [K220 ;R] - FV732 [K220 ;R] - <u>BAMKU</u> [K220-]	RODIM MNM 1300 UMOTO MNM 4000 BAMKU MNM 6000 initial climb 4000
KORAL 5N 129.300	RODIM [M212 ;L] - MAPOV [L] - AMAPI [L] - <u>KORAL</u>	RODIM MNM 1300 MAPOV MNM 4300 initial climb FL120
SAMAR 5N 129.300	RODIM [M212 ;L] - MAPOV [L] - PERER [L] - ARVEM - PEPES - <u>SAMAR</u>	RODIM MNM 1300 MAPOV MNM 4300 PERER MNM FL70 ARVEM MNM FL100 initial climb FL120
SOTAD 1N 129.300	RODIM [M212 ;L] - TENDA [R] - TOSPU [L] - NIDOM [K220 ;L] - FV621 [K220 ;R] - FV622 [K220 ;R] - FV623 [K220 ;R] - SOTAD [K220-]	RODIM MNM 1300 NIDOM between 6000 and FL80 FV621 between 6000 and FL80 FV622 between 6000 and FL80 FV623 between 6000 and FL80 SOTAD MNM 5000 initial climb 4000
VASTO 5N 129.300	RODIM [M212 ;L] - MAPOV [L] - PERER [L] - ARVEM [R] - GILDI [L] - <u>VASTO</u>	RODIM MNM 1300 MAPOV MNM 4300 PERER MNM FL70 ARVEM MNM FL100 GILDI MNM FL120 initial climb FL120

ACE-GCRR

5-40

SIDs RWY 03

CONTINGENCY DEP / KEMEV 3M / KORAL 1V / LARYS 1M / LORPO 3M / TENDA 7M
RWY 03 (031°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
CONTINGENCY DEP 7.0% to 3500 129.300	HDG 047° to 4000	
KEMEV 3M 7.0% to 1600 129.300	R039 LTE - at D4 LTE RT intercept R050 LTE - at D12 LTE LT direct LZR - R260 LZR to ELNAN - LT intercept R017 FTV inbound to SOMOB - RT intercept R230 LZR to RULOB - LT intercept R341 FTV inbound to KEMEV	D4 LTE MNM 1600 D12 LTE MNM 3200 SOMOB MNM FL80 initial climb 4000
KORAL 1V (ATC) 7.0% to 1600 129.300	R039 LTE - at D4 LTE RT intercept R050 LTE outbound - intercept R059 LZR to KORAL	D4 LTE MNM 1600 D14 LTE at 4000 D15 LZR at FL70 initial climb FL100
LARYS 1M 7.0% to 1600 129.300	R039 LTE - at D4 LTE RT intercept R050 LTE - at D12 LTE LT direct LZR - R260 LZR to LARYS	D4 LTE MNM 1600 D12 LTE MNM 3200 LARYS MNM FL90 initial climb 4000
LORPO 3M 7.0% to 1600 129.300	R039 LTE - at D4 LTE RT intercept R050 LTE - at D12 LTE LT direct LZR - R260 LZR to ELNAN - LT intercept R017 FTV inbound to SOMOB - RT intercept R230 LZR to KOSIB - LORPO	D4 LTE MNM 1600 D12 LTE MNM 3200 SOMOB MNM FL80 LORPO MNM FL90 initial climb 4000
TENDA 7M 7.0% to 1600 129.300	R039 LTE - at D4 LTE RT intercept R170 LZR to LINDE - RT intercept R067 FTV inbound to TENDA	D4 LTE MNM 1600 TENDA MNM 5000 initial climb 4000

ACE-GCRR

5-50

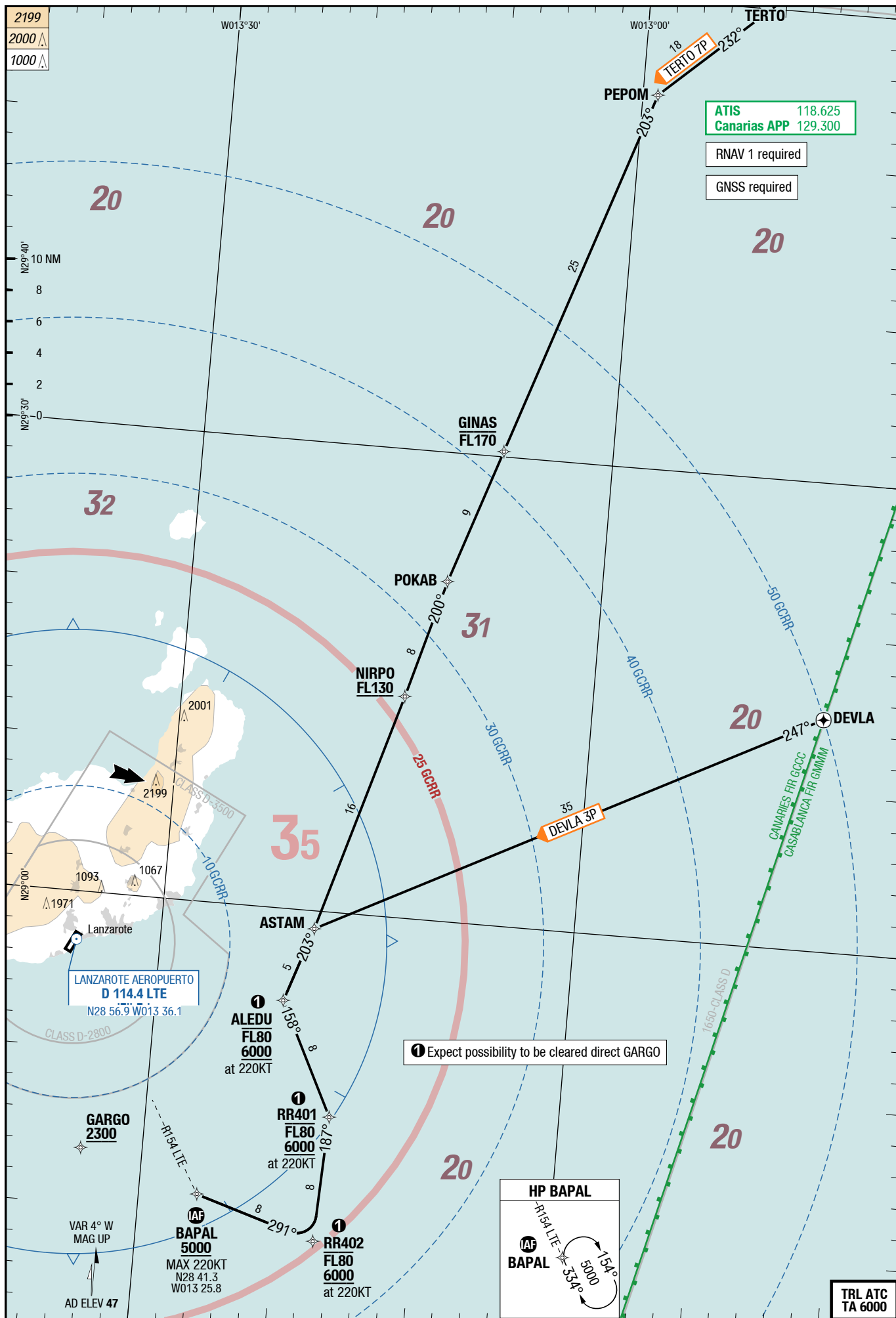
SIDs RWY 21

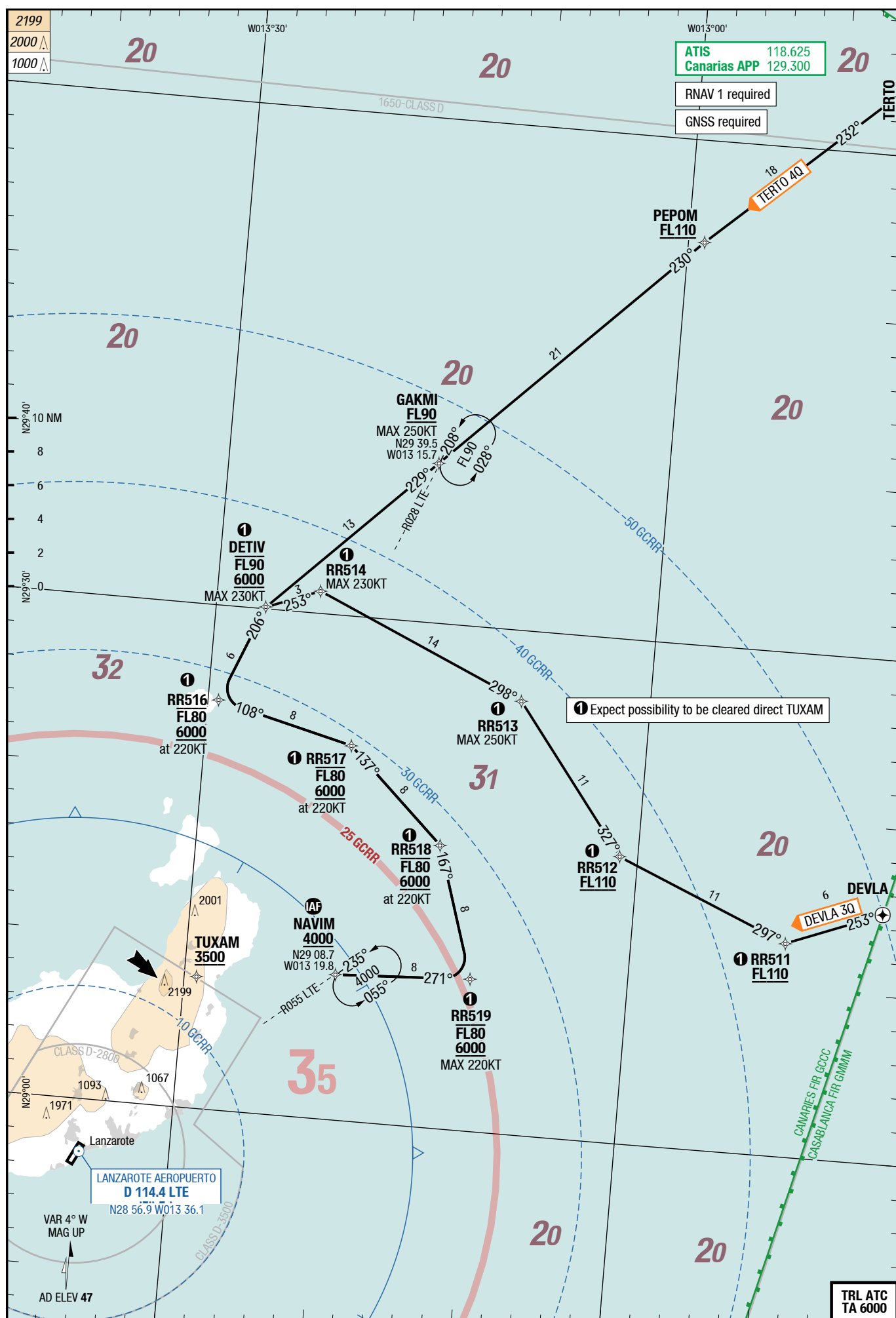
CONTINGENCY DEP / KEMEV 3N / KORAL 1W / LARYS 1N / LORPO 1N / TENDA 3N
RWY 21 (211°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
CONTINGENCY DEP 5.3% to 3500 129.300 ①	RWY HDG to 4000	
KEMEV 3N 5.0% to 3000 129.300 ①	at D5.3 LTE RT HDG 283° - intercept R250 LTE to GOMSU - LT intercept R230 LZR to RULOB - LT intercept R341 FTV inbound to KEMEV	D5.3 LTE MNM 1300 KEMEV MNM 4000 initial climb 4000
KORAL 1W (ATC) 129.300 ①	at D6.8 LTE LT intercept R193 LZR to LZR - R059 LZR to KORAL	D6.8 LTE MNM 1200 R059/D3 LZR at 4000 R059/D15 LZR at FL70 initial climb FL100
LARYS 1N 5.5% to 3000 129.300 ①	at D5.3 LTE RT follow D8 LTE Arc - crossing R263 LTE LT intercept R270 LTE to MAPED - LARYS	D5.3 LTE MNM 1300 MAPED MNM 5000 LARYS MNM FL120 initial climb 4000
LORPO 1N 5.0% to 3000 129.300 ①	at D5.3 LTE RT HDG 283° intercept R250 LTE to GOMSU - intercept R230 LZR to KOSIB - LORPO	D5.3 LTE MNM 1300 GOMSU MNM 5000 KOSIB MNM FL80 LORPO MNM FL90 initial climb 4000
TENDA 3N 5.0% to 3000 129.300 ①	at D5.3 LTE LT HDG 145° - RT intercept R190 LTE to TENDA	D5.3 LTE MNM 1300 TENDA MNM 5000 initial climb 4000

① Close-in obstacles from 50ft to 85ft





ACE-GCRR

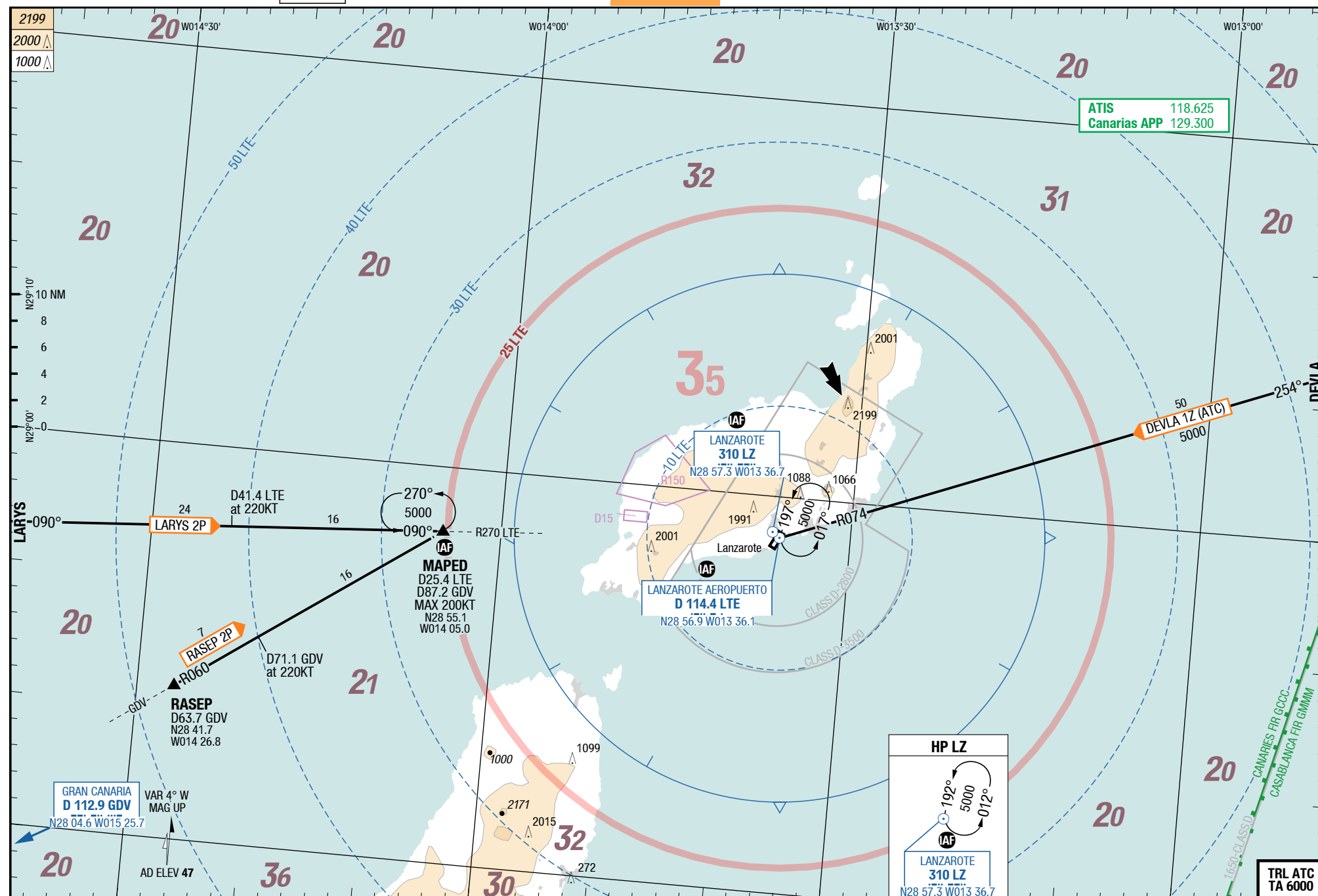
STARs RWY 03

STAR

STAR

STARs RWY 03

6-30



Changes: Track, Navaid LTE, HLDG, VAR, OBST

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ACE-GCRR

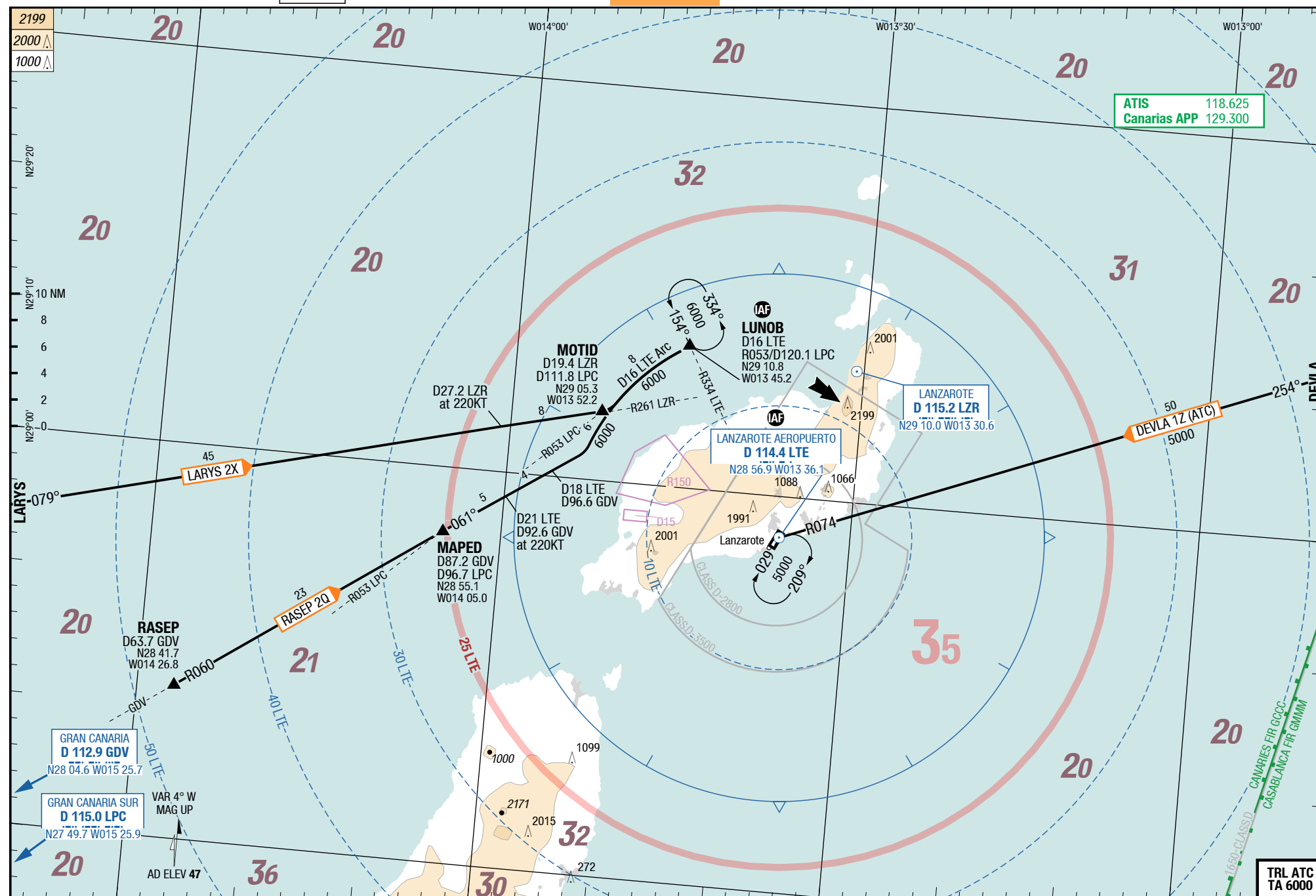
STARs RWY 21

STAR

STAR

STARs RWY 21

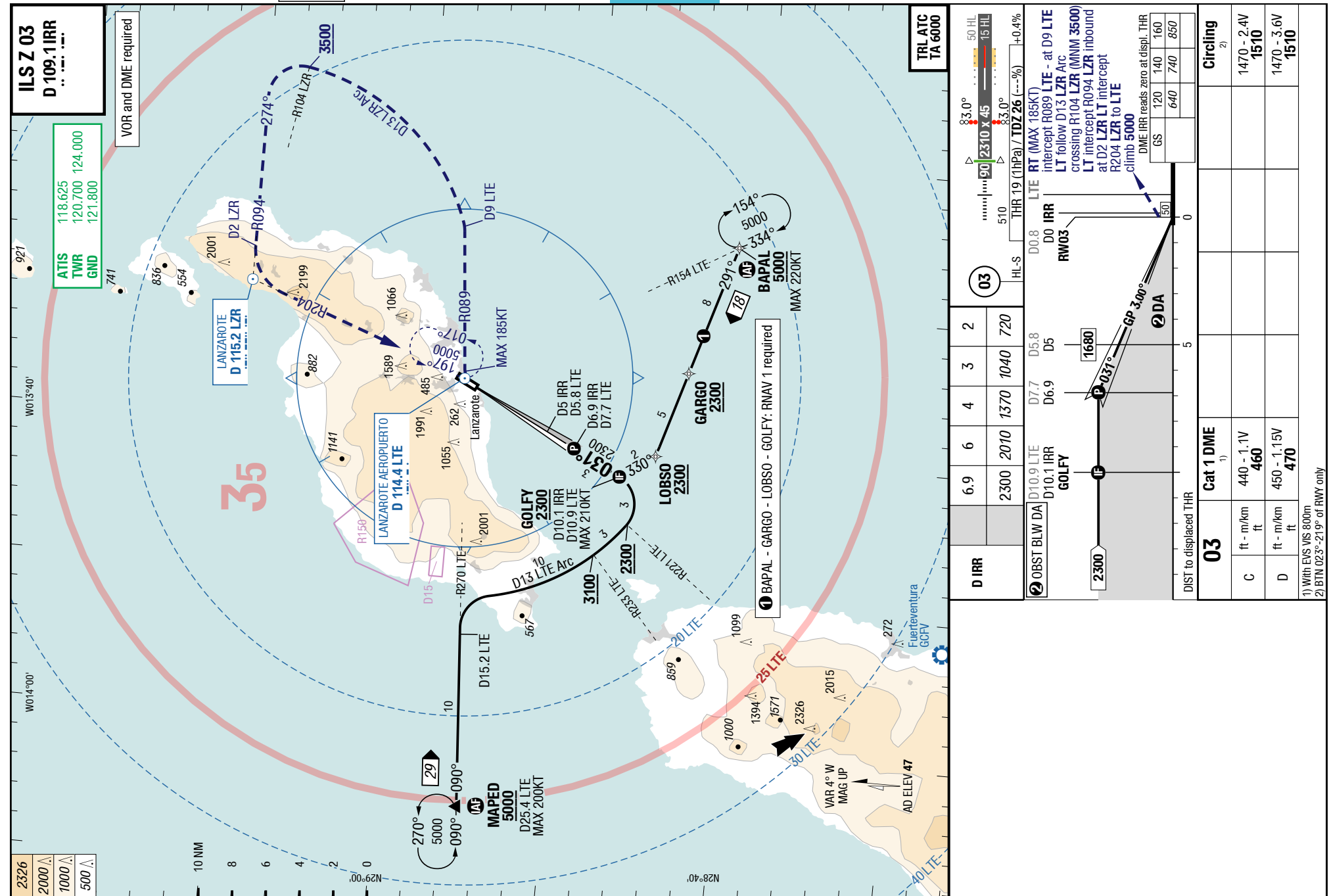
6-40



Changes: Track, Navaid LTE, LZR, VAR, OBST, HLDG

TRL ATC
TA 6000

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Spain Lanzarote

Lanzarote Spain

7-20

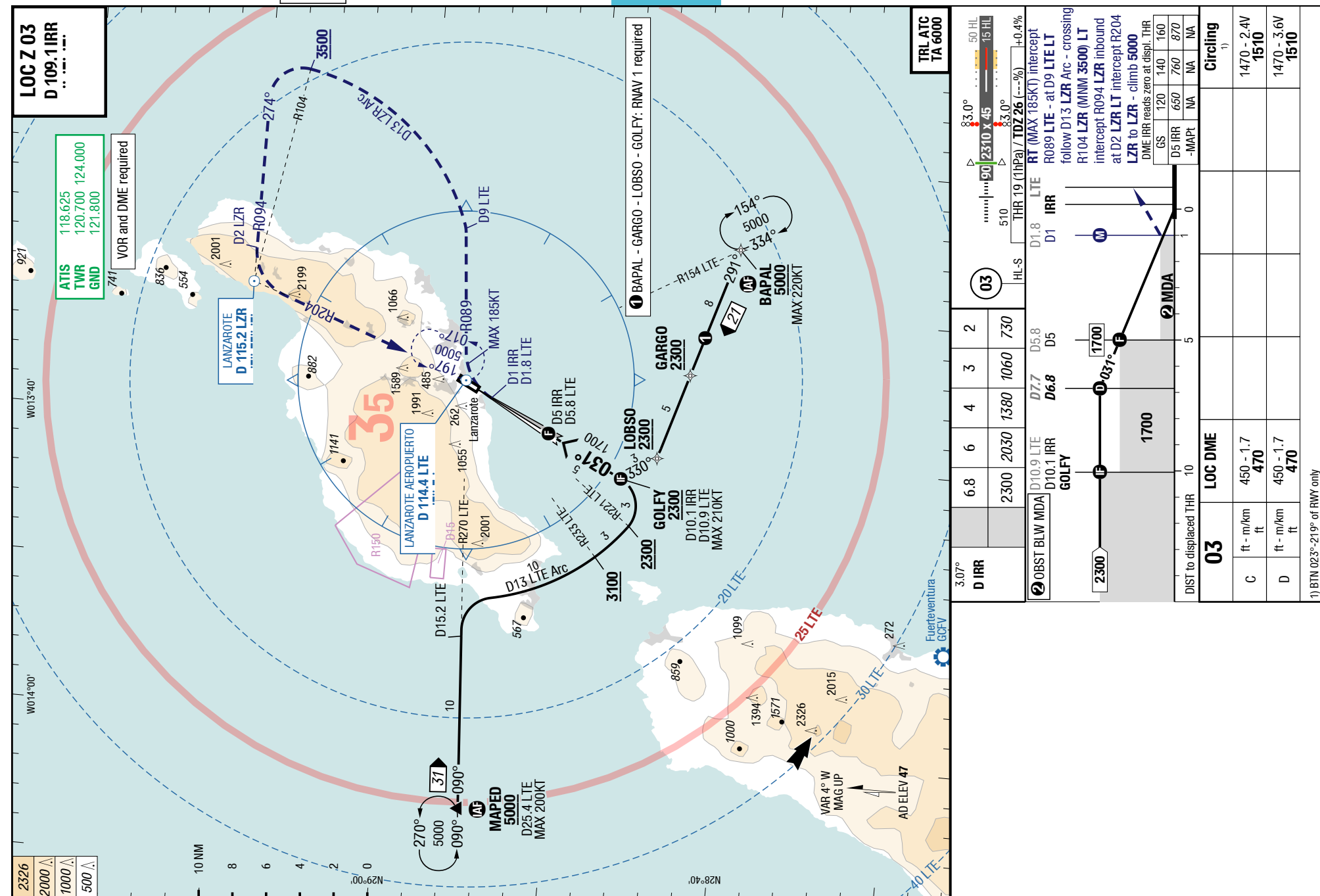
ILS Y 03

IAC

IAC

ILS Y 03





ACE-GCRR

7-40

LOC Y 03

IAC

IAC

LOC Y 03



D IRR		7.5	6	4	3	2
		2500	2020	1370	1050	720

03

50 ft HL

50°

2310 x 45

15 HL

HL-S

510

83.0°

THR 19 (1hPa) / TDZ 26 (---%)

+0.4%

D10.4 IRR	D7.5	D5.1	D1	IRR
-----------	------	------	----	-----

LZ

1

5000

2

OBST BLW MDA

3

1700

4

031°

5

1700

6

2

MDA

DIST to displaced THR

5.15

1

0

DME IRR reads zero at displ. THR	
GS	120 140 160
D5.1 IRR	650 750 860
-MAPt	NA NA NA

03		LOC DME		Circling ¹⁾	
C	ft - m/km	450 - 1.7			1470 - 2.4V
	ft	470			1510
D	ft - m/km	450 - 1.7			1470 - 3.6V
	ft	470			1510

RT (MAX 185KT)

intercept ODR 104° LZ

at MNM 2500 RT direct LZ

climb 5000

1) BTN 023°-219° of RWY

20-APR-2017

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Spain Lanzarote

VOR Y 03, NDB 03

VOR Z 03

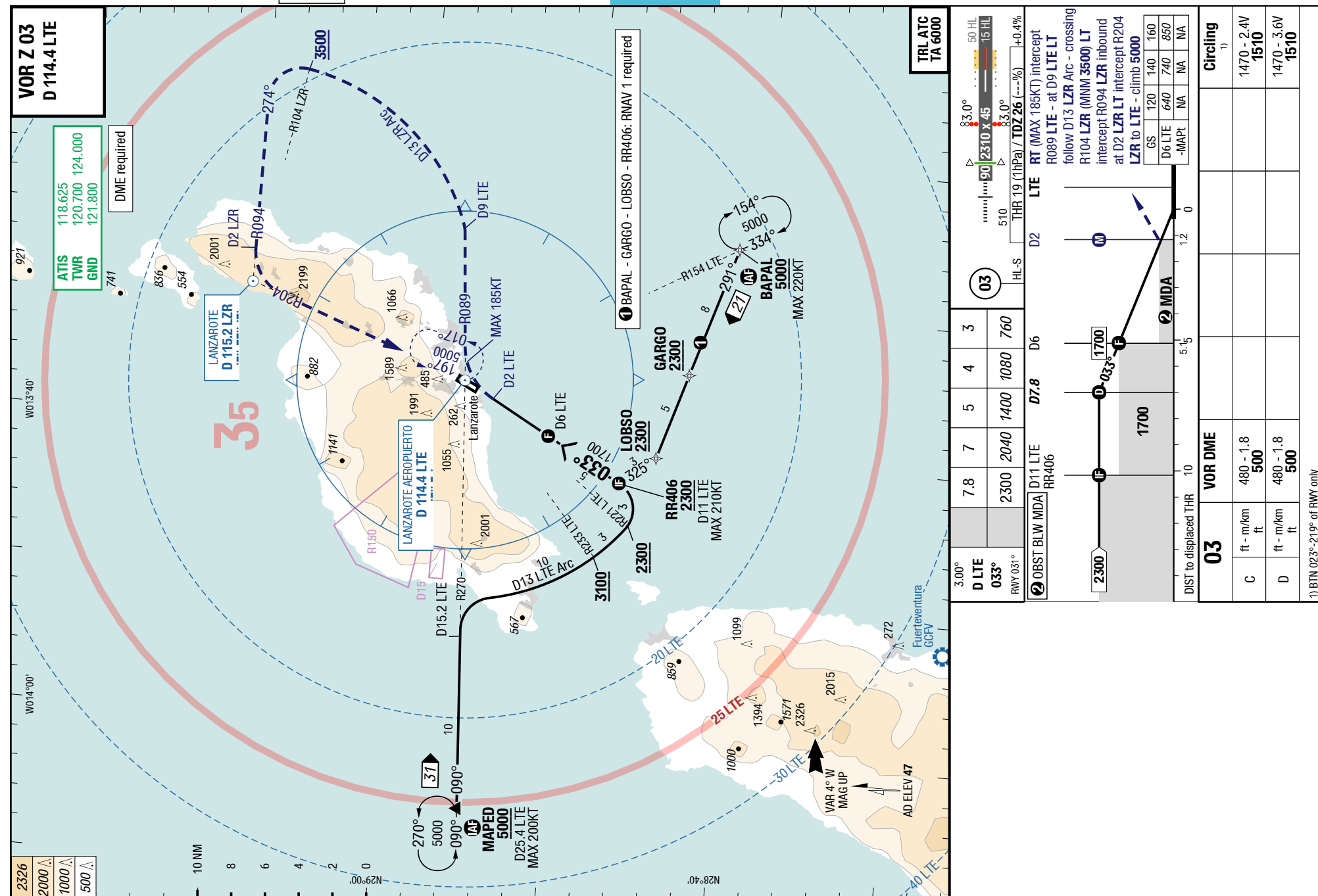
IAC

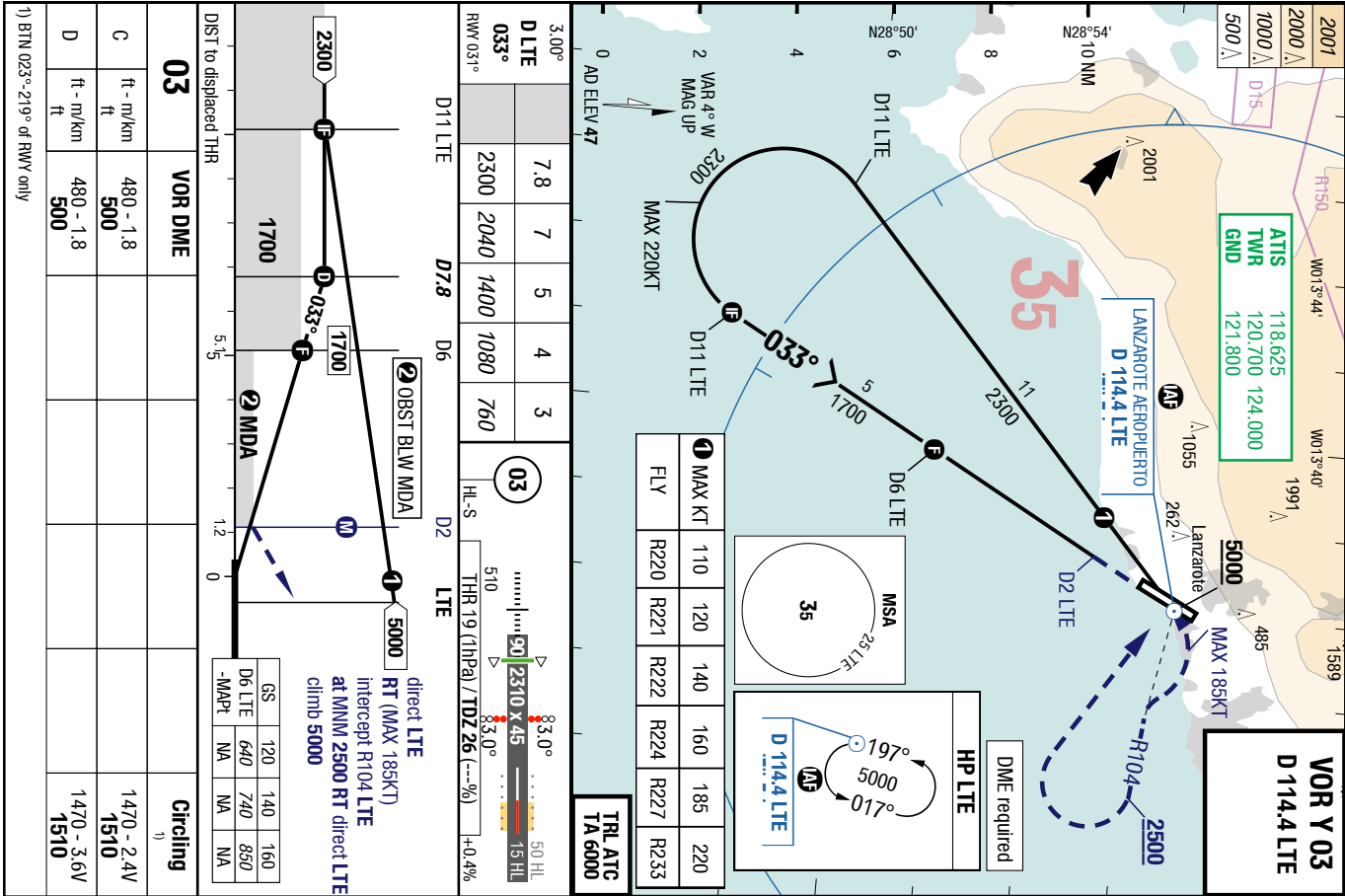
IAC

Lanzarote Spain

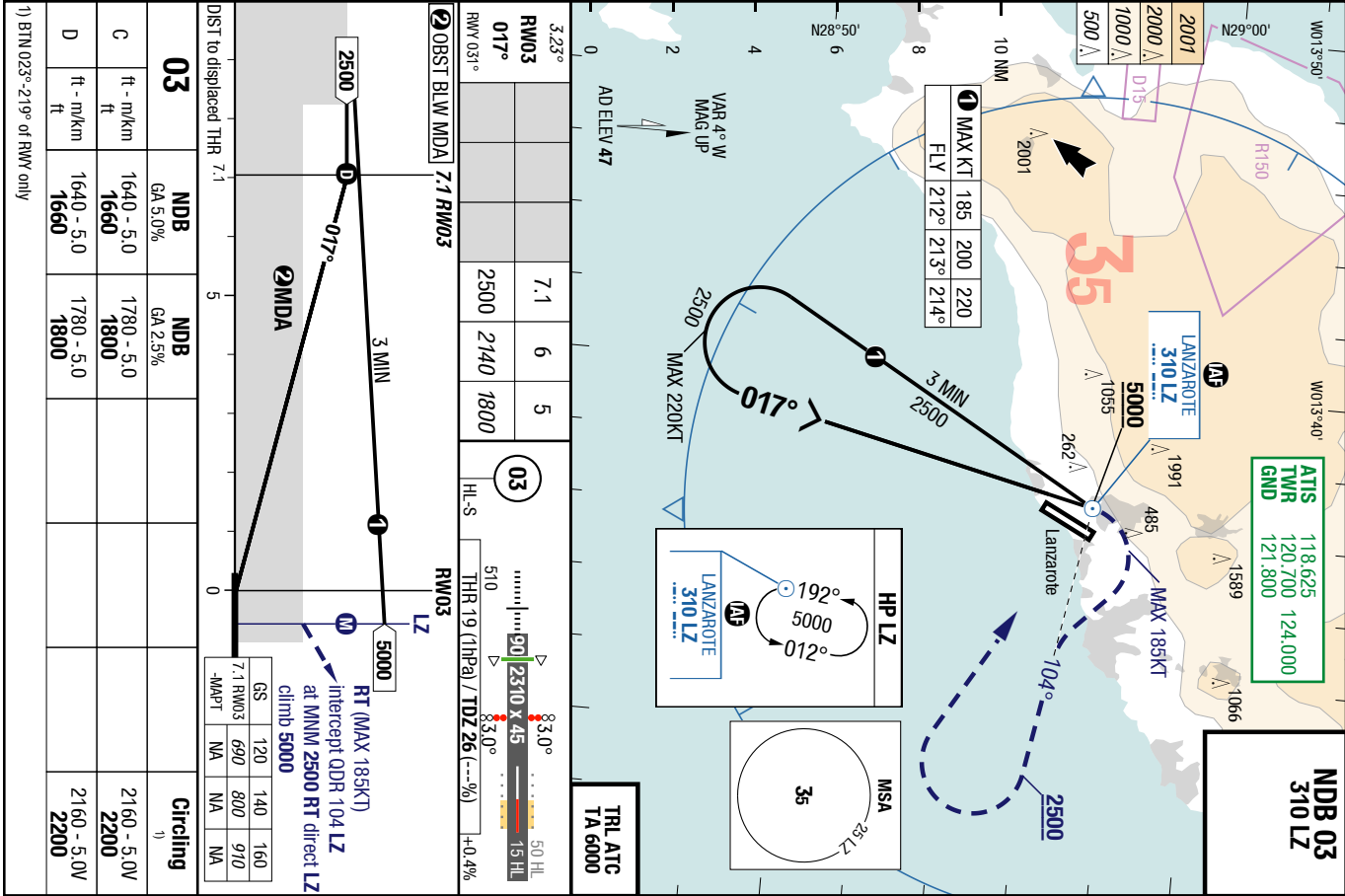
VOR Y 03, NDB 03

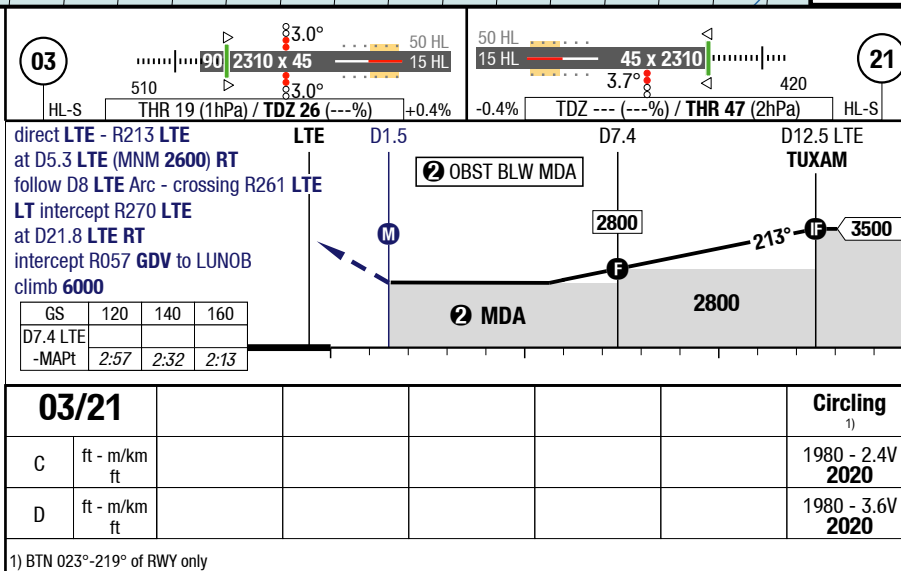
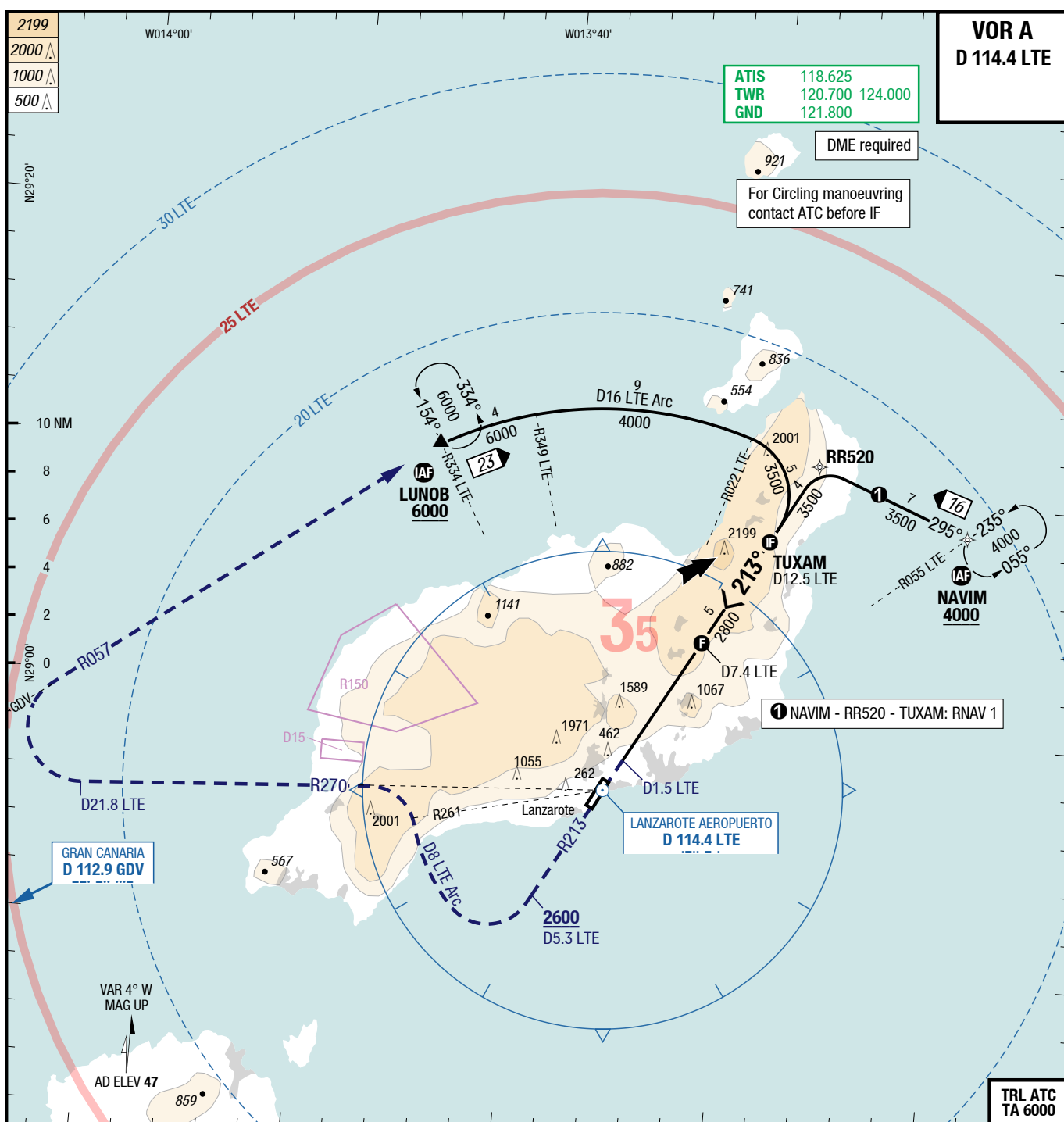
VOR Z 03

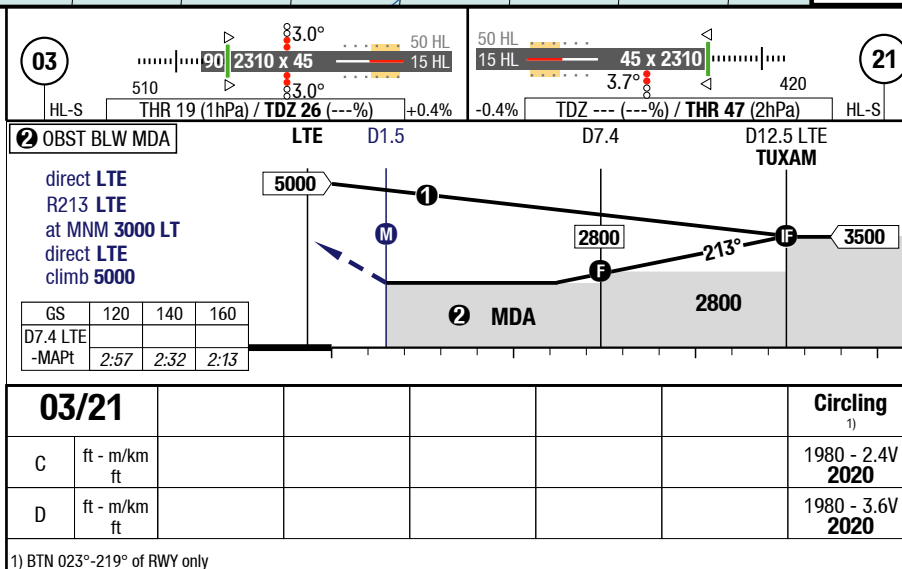
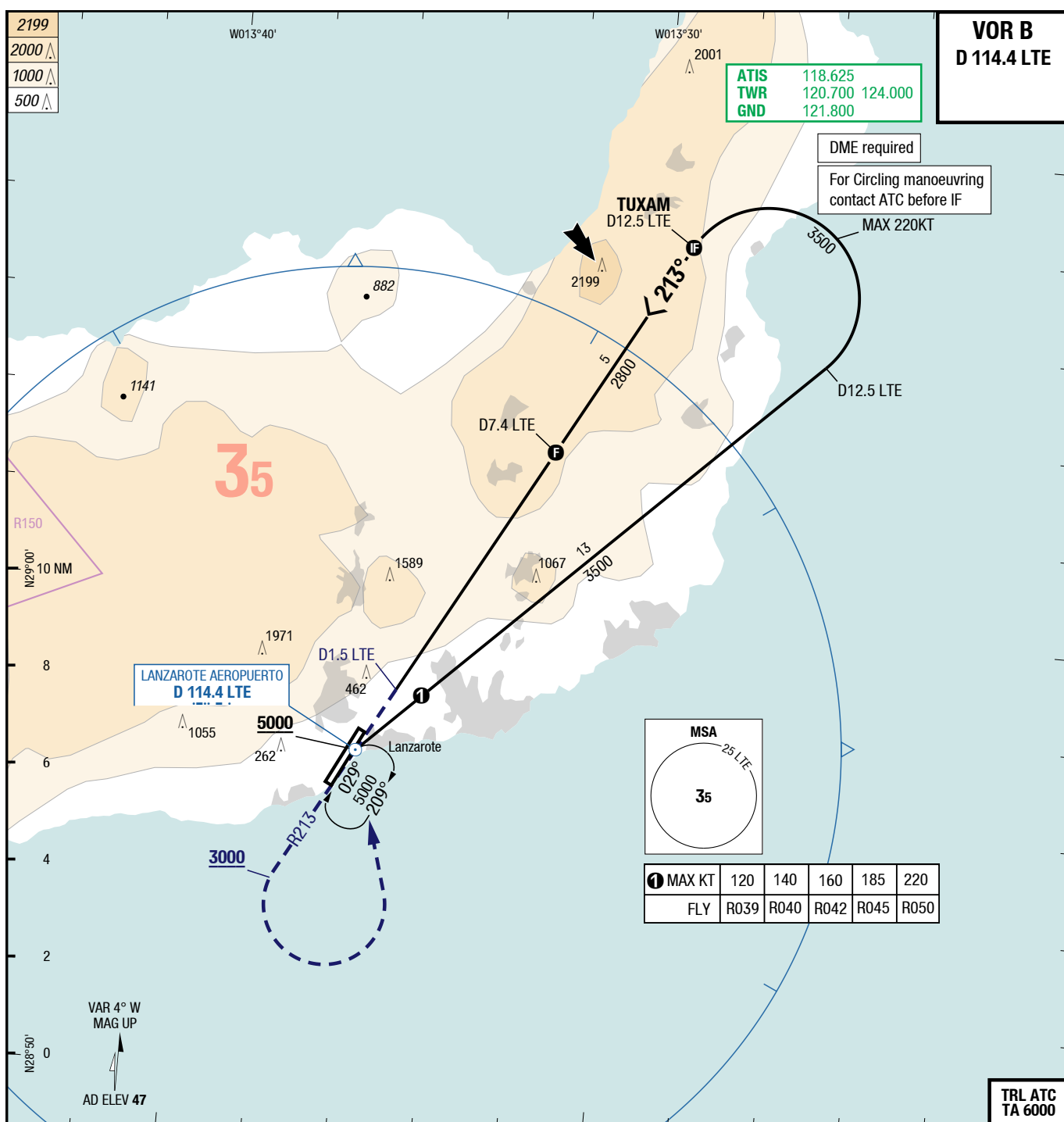




D I F F E R E N T S C A L E







Effective 04-FEB-2016

28-JAN-2016

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8-10

Spain Lanzarote

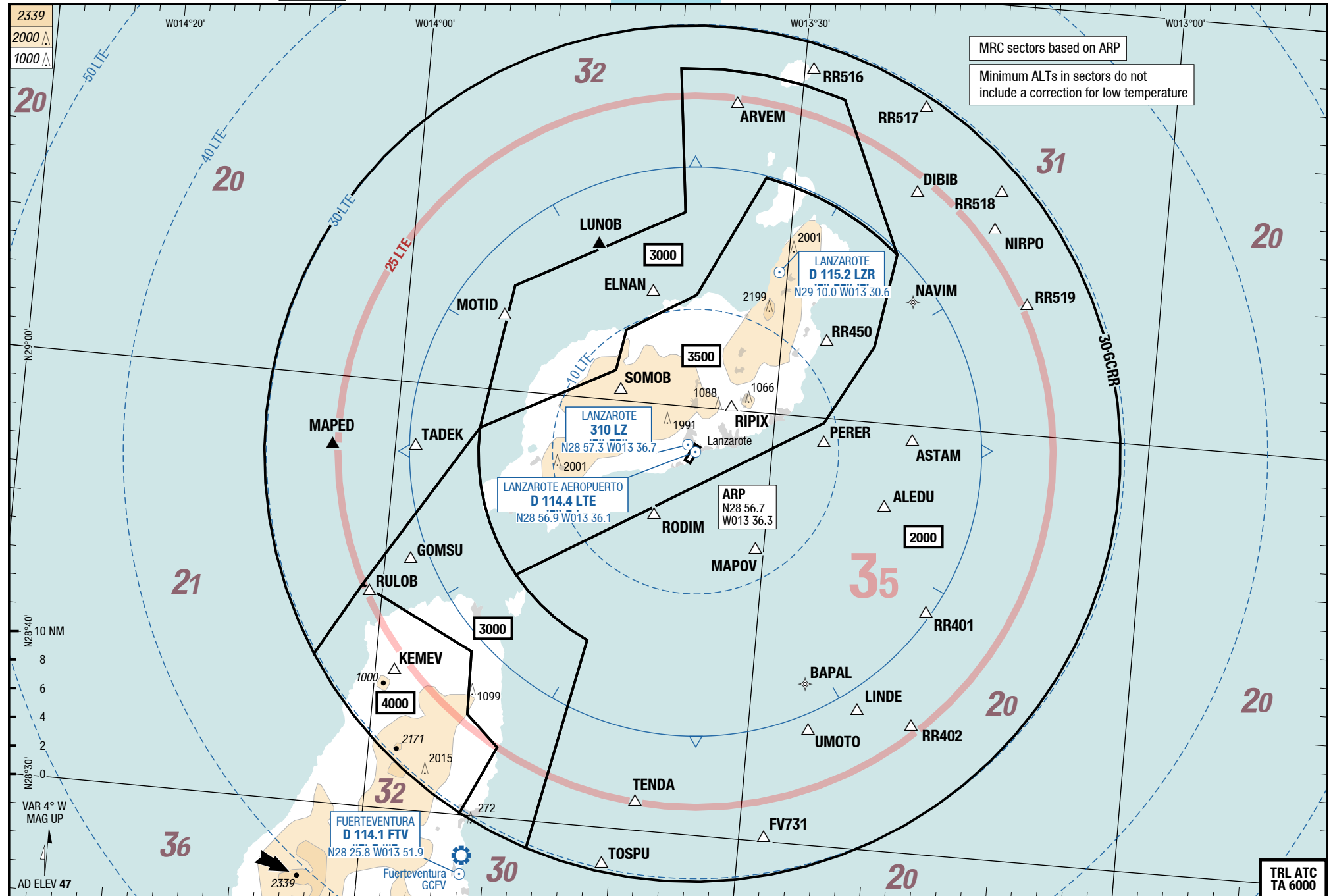
NIL
MRC

MRC

MRC

Lanzarote Spain

NIL
MRC



Changes: WPT , Note, VAR, OBST