

## GRAN CANARIA (LPA/GCLP)

Elevation 78ft

### CATEGORY B

AV brief – not required

### GENERAL

- The airfield is on the coast 12 nm SSE from the city of Las Palmas.
- Considerable delay likely during the peak season due to landing capacity being exceeded.

### Threats

#### CFIT

- Terrain rises steeply to the West. High ground to the West of the airfield rises steeply to a peak of ~6,400ft.
- Lighted obstruction 1,500 m to the East of the runways.
- Hill 682ft with a steady obstruction light ~3 nm South of the Rwy 03 threshold.

#### Runway Incursion

- ATC may offer either parallel Rwy at short notice. Caution is required to ensure the line up clearance and take-off Rwy is correct.

#### Loss of Control

- Arrestor cables (ESCO-500-S8) are located 506 m inset from Rwy 21L threshold and 560 m inset from Rwy 03R threshold for use during military operations. Confirm status of the arrestor cables on first contact with ATC. Refer to OM A – Runways Equipped with Arrestor Cables for information regarding operation on runways equipped with arrestor cables.

#### Mid Air Collision

- Traffic is particularly dense at peak periods and because of some shortcomings in CASA/CANARIES ATS, maximum alertness is recommended to crew approaching and departing from the Canaries.

#### Special Considerations

- There are three danger areas quite close to the airfield. See approach chart for details.

## ROUTE

It is possible that the routing to LPA may be along the “Tango Routes”, i.e. T9, T16. These lie within MNPS airspace, check the Operational Flight Plan carefully and refer to the relevant fleet information on operations in oceanic control areas.

A32N

- If route lies within MNPS airspace refer FCOM PRO-SPO-51 and QRH MNPS task list for route procedures.

ALL

## ARRIVAL

### Diversion Airports

TENERIFE SUR	TFS/GCTS	064 nm/276°T	CAT B
TENERIFE NORTE	TFN/GCXO	061 nm/303°T	CAT B
LANZAROTE	ACE/GCRR	112 nm/057°T	CAT B
MARRAKECH	RAK/GMMX	443 nm/060°T	CAT B
AGADIR	AGA/GMAD	345 nm/065°T	CAT A
CASABLANCA	CMN/GMMN	520 nm/051°T	CAT A
FUERTEVENTURA	FUE/GCFV	087 nm/068°T	CAT B

## Approach

- The preferred ATC runway for commercial traffic is Rwy 03L/21R.
- Expect radar vectors for an ILS approach. In good weather ATC may offer visual approaches.
- Circling prohibited in the sector 199° – 037° clockwise (West of aerodrome). Circling minima is higher than 1,000ft above aerodrome level.
- Note restricted area D51.
- ATC may ask aircraft to make a visual sidestep from the ILS to the parallel runway if weather conditions are suitable.

## GROUND

- Refuelling with passengers on board is only permitted when ATS and fire services informed. Requested through the tower will usually ensure compliance.

## DEPARTURE

- When take-off is from Rwy 03 care should be taken not to overfly the nitrogen factory 1.5 nm North of the airfield.
- Certain SIDs have step climbs. Careful reading of the SID vertical profile is required.
- There is a threat from altimeter scale mis-setting as some step climbs are altitudes and others are flight levels. If any doubt exists as to the cleared level, confirm it with ATC.

**WEATHER**

- Occasionally strong and directionally variable cross winds may prohibit take-off or landing.
- During moderate to strong cross wind conditions expect to encounter severe gusts.
- Visibility will be reduced when the Harmattan blows (strong dry Easterly wind, lying North of the ITCZ usually carrying sand and dust).

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	IBERIA AIRPORT SERVICES
<b>Handling Agent VHF</b>	131.775
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	<b>Use at all times</b>
<b>If BOTH electrical power and air conditioning is required:</b>	Use at all times (If airport fixed equipment is not available, use APU)