

LANZAROTE (ACE/GCRR)

Elevation 47ft

CATEGORY B

AV brief – required

BAV AV brief – not yet available

A32N

- Check Performance Manual for coding of EO SID.

ALL

REGULATION**BA Requirements**

- Captain only take off on Rwy 03.
- RWY21 Night Landing – PAPI's MUST be serviceable.

GENERAL

- Airfield located at the Southern end of the island.

Threats

Controlled Flight Into Terrain (CFIT)

- High terrain from the W through N to the NE.
- Terrain 5 miles W, is 1,978ft with other peaks of 1,955ft and 1,453ft only 2.7 miles to the NW and NE.
- Ridge up to 300ft AAL extends across the approach to RWY 21 at 1 nm from the threshold.
- ETP from RWY 03 uses FMGC coded EO SID. See procedure in DEPARTURE section.

Ground Collision

- Multiple Hot Spots. Refer LIDO AGC.
- After landing note exit restriction.
 - 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.
- Note intermediate holding point with aircraft passing restrictions.

Loss of Control

- Windshear possible due strong prevailing winds interacting with terrain.

Special Considerations

- VOR/DME RWY 21 approach needs careful planning and flying due to the steep final approach path and the underlying terrain. See Approach section.
- Hard landings are possible on RWY 21 due to the steep approach path.

ROUTE

It is possible that the routing to ACE 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

Diversions Airports

TENERIFE SUR	TFS/GCTS	166 nm/251°T	CAT B
TENERIFE NORTE	TFN/GCXO	147 nm/259°T	CAT B
GRAN CANARIA	LPA/GCLP	112 nm/237°T	CAT A
FUERTEVENTURA	FUE/GCFV	33 nm/205°T	CAT B
MARRAKECH Menara	RAK/GMMX	330 nm/061°T	CAT B
AGADIR	AGA/GMAD	234 nm/069°T	CAT A

- Radar is available, however expect to fly procedural approaches.
- ATC preferred landing and departure is RWY 03.

Approach

- RWY 03 is recommended for Landing, especially at night.
- VOR/DME RWY 21;
 - VOR A and B coding is provided in the Nav Db.
 - The VOR approach design is “old” as the MAP is not at the THR. FD guidance approaching the THR may not be accurate. Refer to FCTM – Normal Operations – SOP – Approach using FINAL APP Guidance for information on FD accuracy below MDA for these types of old approach where the MAPt is not at the THR.
 - When FD guidance is not being followed turn the FD’s OFF.
 - Approach slope is 3.7°, it is strongly recommend to fly an early stabilised approach (Vapp prior to the Final descent Point).
 - Do not descend below the nominal glidepath due to a large area of unlit terrain below the final approach.
 - PAPI for RWY 21 is difficult to see making the judgment of the final approach challenging.
 - Tabulated check altitudes are provided on the approach plate to monitor the approach path.
- Visual approaches may be carried out to the SE over the sea.
- Limited approach lighting.

GROUND

- Arrestor gear installation is located 1600ft (488 m) inset from RWY 03 threshold. Normal operation is with arrestor gear removed. Crew must confirm the status of the arrestor gear on first contact with ATC. Refer to OM A – Runways Equipped with Arrestor Cables when operating on RWYs equipped with arrestor gear.

Taxiing

- Standard taxi routings published.

Parking

- Follow-me vehicles are used to guide arriving aircraft on to stand from the apron boundary.

DEPARTURE

- Due to the ridge of high terrain in the initial climb out from RWY 03, TOPL from RWY 03 will be significantly limiting, therefore a departure from RWY 21 may be necessary. ATC will permit the use of RWY 21 if requested on initial contact, however takeoff may be delayed due to traffic landing on RWY 03.
- SIDs from Lanzarote have step climbs. Careful reading of the SID 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.

Engine Out SID

A350 A380 B747 B777 B787

Not Applicable

A32N

Aircraft Serviceability

- Flight Directors must be available for departure.
- NAV Accuracy must be HIGH prior to take-off.

Procedures

- Refer to DSC22_20-60-40 Engine Out SID to review EO SID functionality.
- EO SID is automatically selected for RWY03 departures.
- Check EO SID on ND using PLAN Mode – EO SID waypoints are available:
 - On the LIDO EO SID Chart, or,
 - In the Performance Manual GCRR ETP Section.
- Departure briefing must include reference to the EO SID and actions required in the event of an engine failure before or after the EORR1 point:
 - In the event of an EFATO, PM may activate the EO SID without PF Command to ensure EO SID is tracked accurately.

Note: If the EO SID is not activated by EORR1 it cannot be activated. In this instance HDG must be selected immediately and a right turn instigated as described in the ETP.

ALL

WEATHER

- If the EO SID is not activated by EORR1 it cannot be activated. In this instance HDG must be selected immediately and aWeather is generally good but strong winds are common and can cause turbulence and windshear on take-off and on landing.
- Visibility can be reduced due to sand and dust from the African desert.

OPERATIONAL INFORMATION

Handling Agent	GHA SWISSPORT HANDLING
Handling Agent VHF	131.75
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use at all times. (If airport equipment not available use APU.)