

Gran Canaria Airport

IATA/ICAO CODE: LPA/GCLP
CITY: Telde
COUNTRY: Spain

AIRPORT CONTACT

Information updated by the airport 3/2011

Name: Isabel Junoy Pedrayes
Title: Safety Managerr
Airport: Gran Canaria Airport
Address: Departamento de Control de Sistemas de Gestión
A.E.N.A - Aeropuerto de Gran Canaria
35200 Telde (Gran Canaria)
Spain
Phone: +34 928 579 028
Fax: +34 928 579 118
Email: mijunoy@aena.es
Airport Web Site: www.aena.es

ELEVATION: 78 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
03L/21R	3100	-	3	45
03R/21L	3100	-	3	45

NOISE ABATEMENT PROCEDURES

Overflying urban areas should be avoided as far as possible. See [AIP Espana GCLP AD 2.21 through the European AIS Database](#) for map showing noise sensitive zones.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Request for engine testing clearance at any type of regime, as well as any questions regarding engine testing procedures must be addressed to:

CECOA / CEOPS
Outer phone: +34-928 579 097.
House phone: 79097.
Fax: +34-928 579 424.

SITA: LPAAPYF

Engine performance testing at idle regime will be authorized in schedule H24, they may be conducted at any remote aircraft parking position excluding T03 to T11.

Run-up testing will only be authorized between 0600-2300 hours at the turning area cleared by TWR: taxiway R-1/threshold runway 03L or R-9/threshold runway 21R.

Exceptionally, run-up testing will be authorized between 2300-0600 by previous request to CECO/CEOPS. These tests will only be conducted at taxiway R-9/threshold runway 21R with the aircraft nosing into the prevailing wind when conducting the run-up.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

6/2011 IATA Airport, ATC and Fuel Charges Monitor

Surcharges according to the noise level of the aircraft at Alicante, Barcelona, Gran Canaria, Madrid/Barajas, Málaga, Palma de Mallorca, Tenerife Sur and Valencia airports, for civil subsonic jet aeroplanes, the resulting quantities of the landing charges and will be increased in the following percentages on the basis of the time period in which the landing or take off takes place and the acoustic classification of each aircraft

Landing Fee - Based on maximum take-off weight

Landing Charge	Rate per Tonne	
Within EC & International Flights	EUR6.31	
Minimum		EUR 94.65

The acoustic category of an airplane is determined as per the following:

Category 1	cumulative margin relative to Chapter 3 of less than 5 EPNdB	
Category 2	cumulative margin relative to Chapter 3 of between 5-10 EPNdB	
Category 3	cumulative margin relative to Chapter 3 of between 10-15 EPNdB	
Category 4	cumulative margin relative to Chapter 3 of over 15 EPNdB	
Acoustic Category	from 0700 to 2259	from 2300 to 0659
Category 1	70%	140%
Category 2	20%	40%
Category 3	0%	0%
Category 4	0%	0%

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-

Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)