

GENERAL**Operational Hours**

ATS Hours / AD Hours: 0800-2130‡ PS 2HR PPR.

Airport Information

RFF: CAT 7, CAT 8 O/R with MNM 3HR in advance

PCN: RWY 18/36: 60/F/A/W/T. RWY 18 first 300m / 984ft 90/F/A/W/T.

Operation**Low Visibility Procedure**

LVP not AVBL at AD.

Standstill Operation Procedure AVBL in movement area when RVR below 550m.

Preferential RWY

TKOF/LDG RWY 36 whenever tailwind component does not exceed 10KT and/or crosswind 25KT.

RWY Restriction

All Jet ACFT must accomplish back-track at the end of RWY following the taxiing guidance sign.

Taxi/Parking

Use MNM power on APN.

When cleared to taxi, start taxiing within 60sec, otherwise authorization will be cancelled.

Taxi from/to stands 1-4 via TWY B only when stands 4-6 are vacated. Guided by follow-me.

If increase of thrust required on stands 1-5, this must be coordinated with ATC and the manoeuvre must be supervised by a signalman.

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.

Engine Run-up Area

REQ permission from CEOPS.

ENG test at idle with a duration less than 2min may be performed on stands 4A, 6A, 5-9.

ENG test at idle with a duration longer than 2min may be performed on stands 12A, 14A, 2-4, 10-14.

ENG test higher than idle must be performed on THRs.

Warnings

BV DME unusable: R245-R300.

BX NDB unusable: 320°-360°.

Seagulls resting at THR 18 and overflying from 50m / 164ft to 100m / 328ft.

Wind phenomena

Hillside wind generates strong TURB which manifests in a area of up to 10NM, within ALTs of 1000-1500ft. It is produced when wind for RWY 36 oscilates between 210-310° with an intensity 15KT or above and QNH below than 1008. Additionaly hillside wind can be found with QNH of 1000-1003 with intensity below 15KT.

ARRIVAL**Speed**

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

Arrival Procedure**VFR Traffic Pattern**

RWY 36 right-hand circuit.

Warnings

PAPI RWY 36 not AVBL for A333.

Obstacle lighting system 500m / 1640ft from THR 36 up to 4000m / 13123ft on the left side in the APCH direction AVBL O/R.

Wind phenomena

Expect strong windshear on short final (up to 50ft) with variations of direction and intensity of 10KT and 10° between AD anemometers. Under such circumstances, when wind direction is close to 330° effects of windshear and TURB can appear to be combined.

When hillside wind has a direction 210-310° and intensity above 15KT, APCH is not recommended.

DEPARTURE**Take-off Minima**

RWY		18	
All ACFT	ft - m/km	0 - 550R/550V	-
RWY		36	
All ACFT	ft - m/km	0 - 550V	-

Speed

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

Departure Procedure**All SID****RWY 36**

If unable to comply with MNM climb gradient, on pilot request and only with previous ATC CLR, turn right in AD traffic circuit, visual conditions (VMC), to follow MAG HDG 095°, to follow MAG track 056° BX NDB direct to VANUR, to join relevant DEP PROC.

No turns are permitted before DEP end of RWY.

RWY 18

If unable to comply with MNM climb gradient, on pilot request and only with previous ATC CLR, turn left in AD traffic circuit, visual conditions (VMC), to follow MAG track 127° BX NDB direct to ARACO, to join relevant DEP PROC.

No turns are permitted before DEP end of RWY.

ATC Slot, CLR

Initiate TKOF immediately after alignment with RWY CL. If unable to comply, notify ATC.

Code letter D or E ACFT OPS

OPS of ACFT 4D (up to B767-300 and B767-400) and 4E (up to A330-200 and A330-300) are permitted.

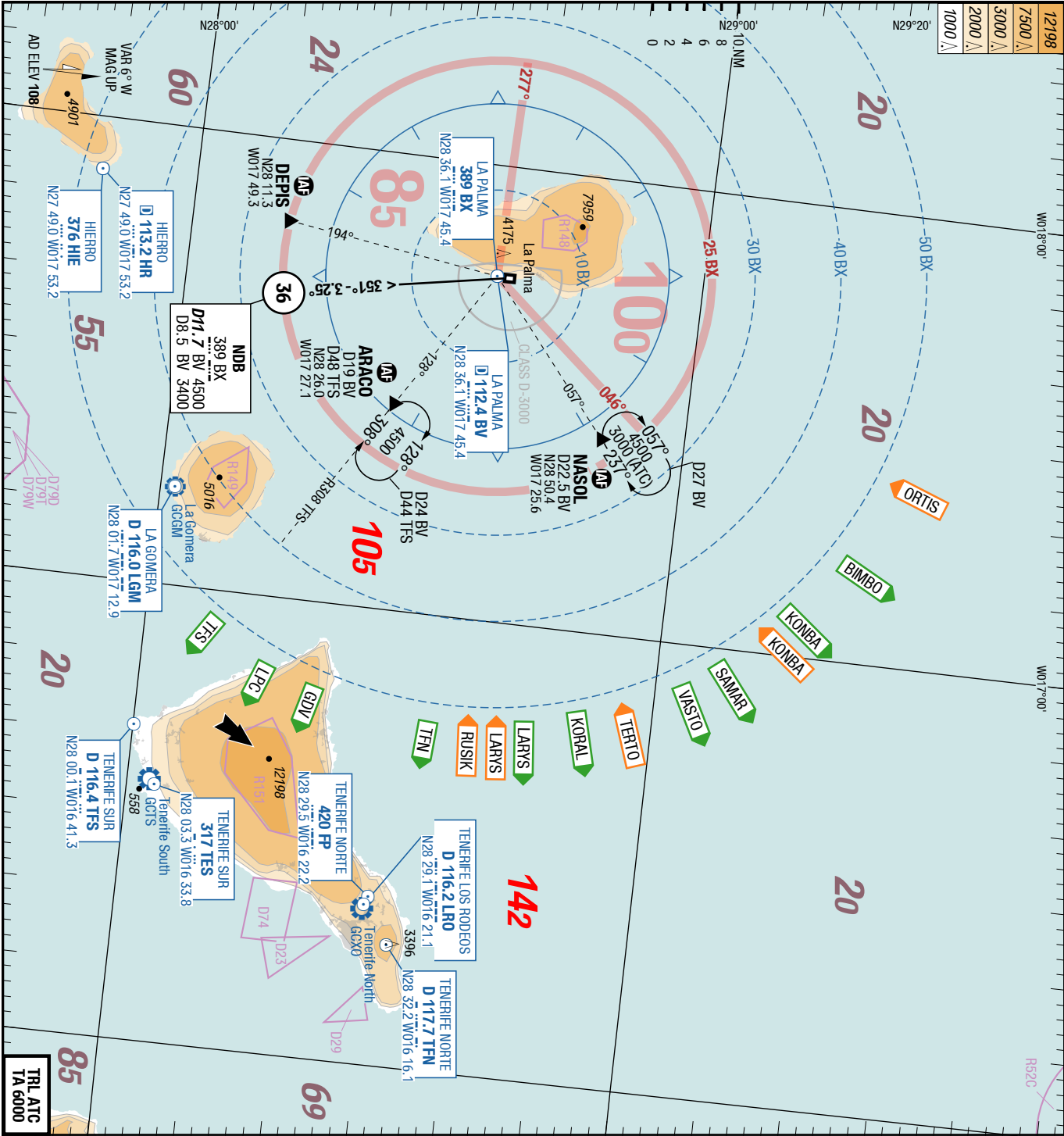
Taxi/Parking

Entry and exit for RWY 18/36 via TWY A, B and C.

Code letter D and E ACFT shall taxi at low speed, with idle ENG PWR and whenever possible and for 4ENG ACFT with outer ENG switched off.

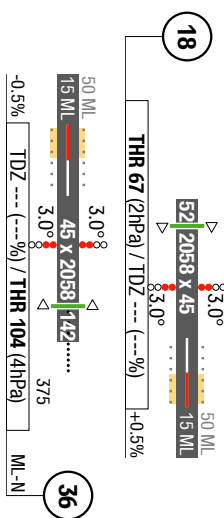
Code letter E ACFT must perform oversteering manoeuvre on exiting the RWY via TWY A, B or C.

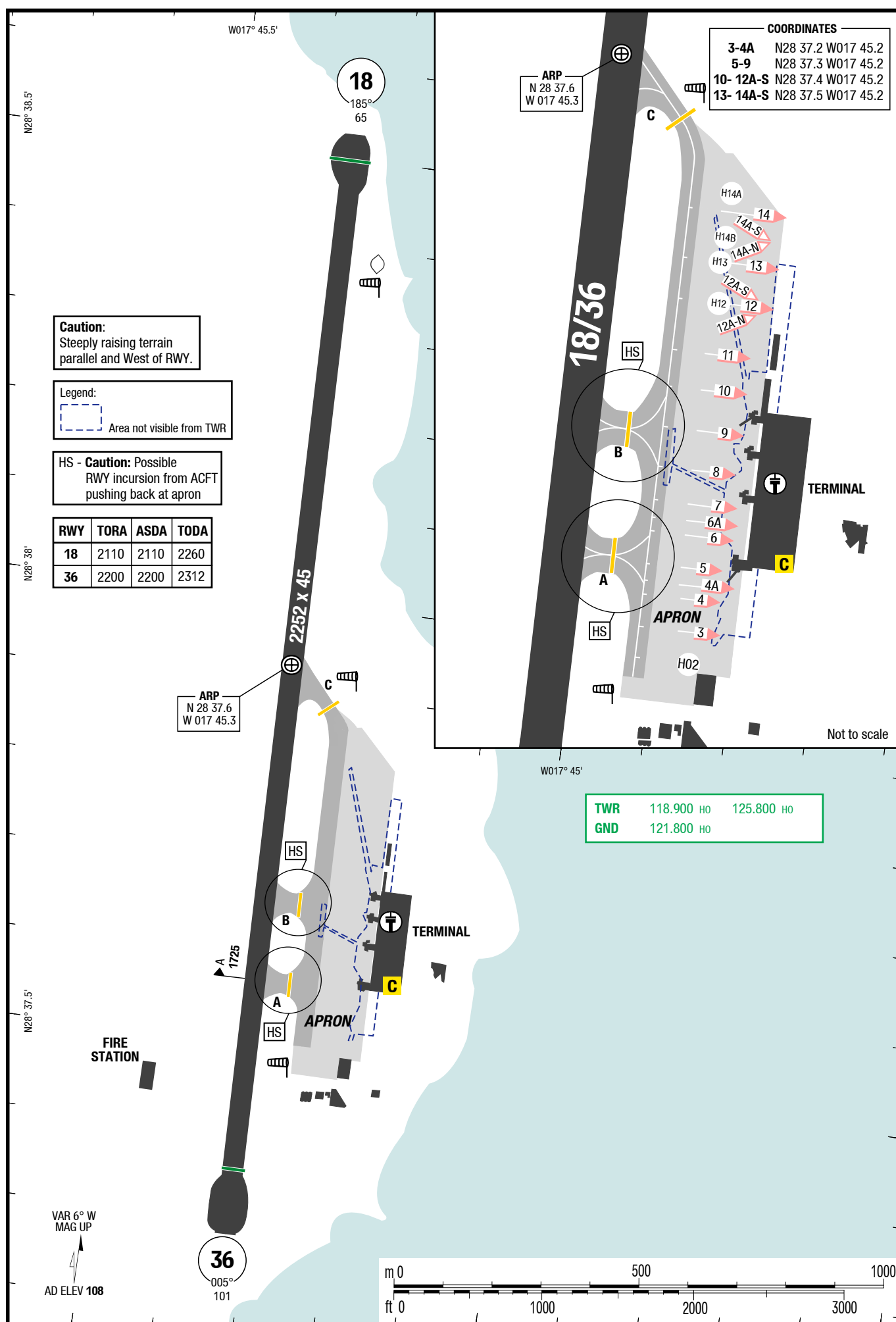
Code letter D and E ACFT shall be guided from TWYs to stands where there is no docking guidance.



Canarias APP 126.100 HO
133.675 HO
TWR 118.900 HO ARCAL
125.800 HO ARCAL
GND 121.800 HO

Landing RWY system:





SPC-GCLA

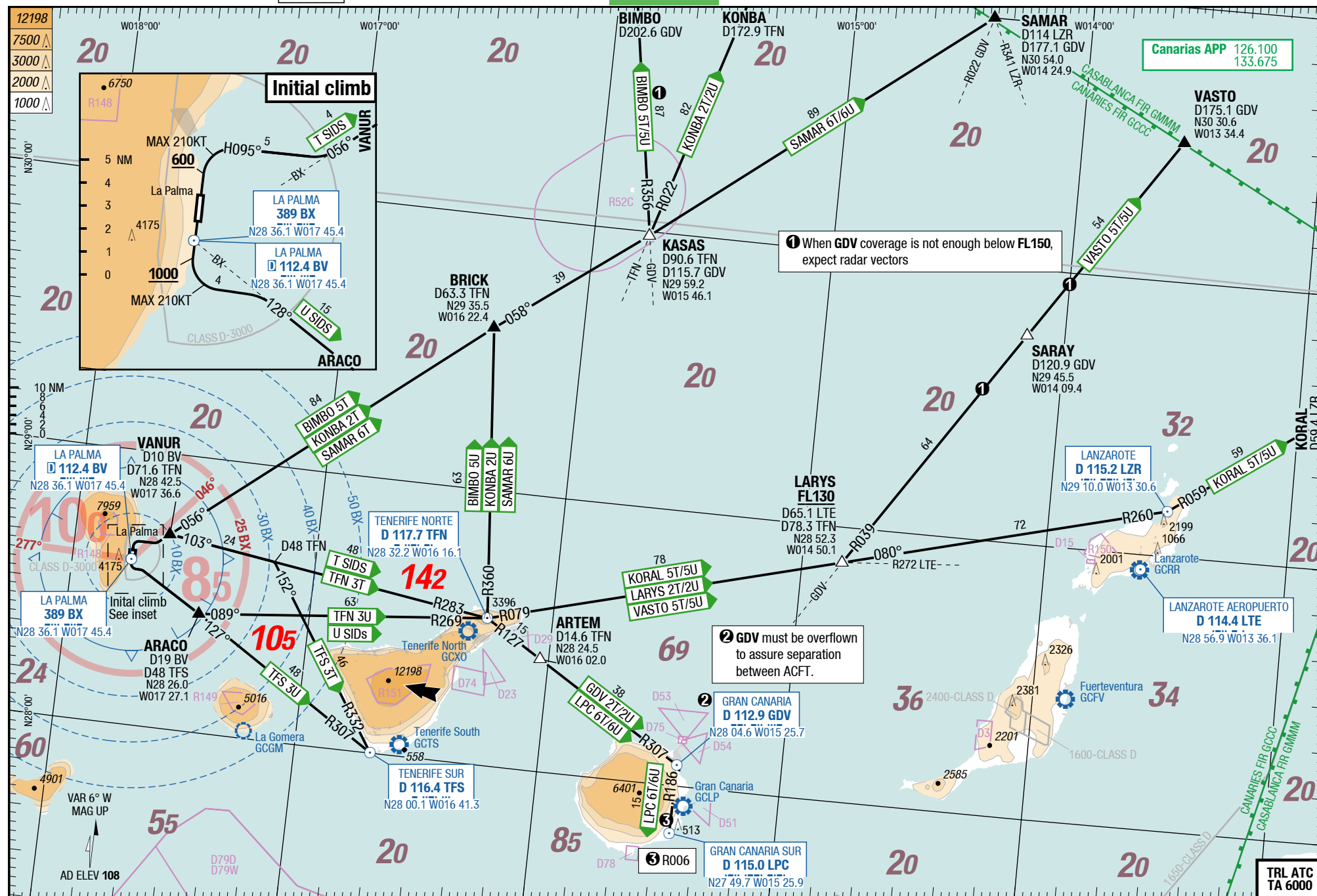
SIDs

SID

SID

NIL
SIDs

4-10



Changes: MGA, ALT, ASP, Track, PROC renumbered, AD ELEV

© Lido 2017

BIMBO 5U / GRAN CANARIA 2U / GRAN CANARIA SUR 6U / KONBA 2U / KORAL 5U / LARYS 2U / SAMAR 6U

RWY 18 (185°)

	GS	120	150	180	210	240	270
10.6%	ft/MIN	1300	1700	2000	2300	2600	2900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
BIMBO 5U 10.6% to 1000 126.100 ②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO LT intercept R269 TFN to TFN - R360 TFN - at BRICK RT intercept QDR 058 BX - at KASAS LT intercept R356 GDV to BIMBO	initial climb FL90
GRAN CANARIA 2U GDV 2U 10.6% to 1000 126.100 ①②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO LT intercept R269 TFN to TFN - R127 TFN to ARTEM - GDV	initial climb FL90
GRAN CANARIA SUR 6U LPC 6U 10.6% to 1000 126.100 ①②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO LT intercept R269 TFN to TFN - R127 TFN to ARTEM - GDV - R186 GDV to LPC	initial climb FL90
KONBA 2U 10.6% to 1000 126.100 ②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO LT intercept R269 TFN to TFN - R360 TFN - at BRICK RT intercept QDR 058 BX - at KASAS LT intercept R022 TFN to KONBA	initial climb FL90
KORAL 5U 10.6% to 1000 126.100 ②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO LT intercept R269 TFN to TFN - R079 TFN - at LARYS intercept R260 LZR to LZR - R059 LZR to KORAL	LARYS MNM FL130 initial climb FL90
LARYS 2U 10.6% to 1000 126.100 ②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO LT intercept R269 TFN to TFN - R079 TFN to LARYS	LARYS MNM FL130 initial climb FL90
SAMAR 6U 10.6% to 1000 126.100 ②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO LT intercept R269 TFN to TFN - R360 TFN - at BRICK RT intercept QDR 058 BX to KASAS - SAMAR	initial climb FL90

① GDV must be overflown to assure separation between ACFT.

② Close-in obstacles up to 279ft ALT.

TENERIFE NORTE 3U / TENERIFE SUR 3U / VASTO 5U / BIMBO 5T / GRAN CANARIA 2T / GRAN CANARIA SUR 6T

RWYs 18 (185°) / 36 (005°)

	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700
10.6%	ft/MIN	1300	1700	2000	2300	2600	2900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
TENERIFE NORTE 3U TFN 3U 10.6% to 1000 126.100 ②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO LT intercept R269 TFN to TFN	initial climb FL90
TENERIFE SUR 3U TFS 3U 10.6% to 1000 126.100 ②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO intercept R307 TFS to TFS	initial climb FL90
VASTO 5U 10.6% to 1000 126.100 ②	at MNM 1000 LT (MAX 210KT) intercept QDR 128 BX - at ARACO LT intercept R269 TFN to TFN - R079 TFN - at LARYS LT intercept R039 GDV to SARAY - VASTO	LARYS MNM FL130 initial climb FL90
	Runway 36	
BIMBO 5T 6.2% to 5500 126.100 ③	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX to VANUR - BRICK - at KASAS LT intercept R356 GDV to BIMBO	initial climb FL90
GRAN CANARIA 2T GDV 2T 6.2% to 2000 126.100 ①③	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX - at VANUR RT intercept R283 TFN to TFN - R127 TFN to ARTEM - GDV	initial climb FL90
GRAN CANARIA SUR 6T LPC 6T 6.2% to 2000 126.100 ①③	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX - at VANUR RT intercept R283 TFN to TFN - R127 TFN to ARTEM - GDV - R186 GDV to LPC	initial climb FL90

① GDV must be overflown to assure separation between ACFT.

② Close-in obstacles up to 279ft ALT.

③ Close-in obstacles up to 202ft ALT.

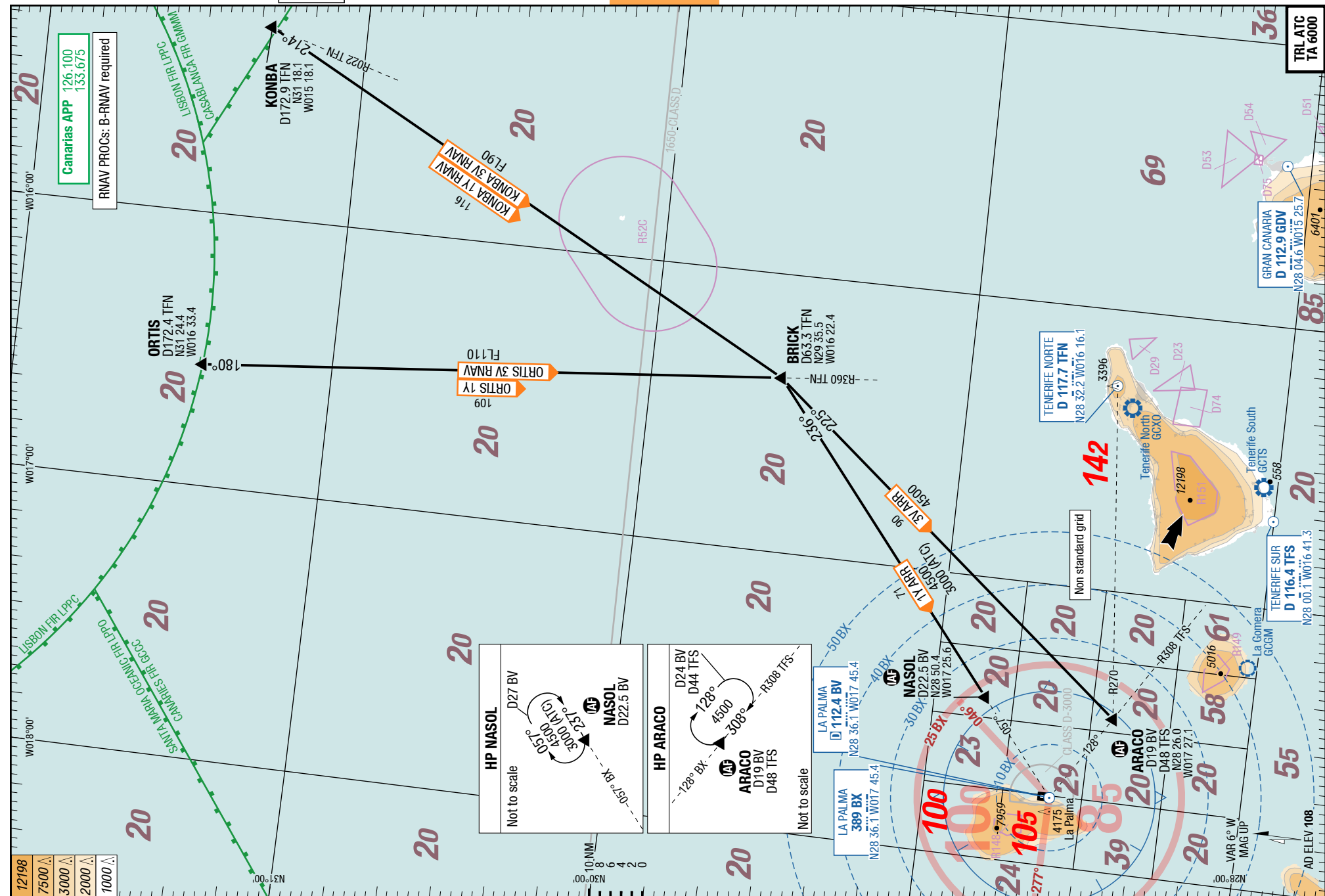
KONBA 2T / KORAL 5T / LARYS 2T / SAMAR 6T / TENERIFE NORTE 3T / TENERIFE SUR 3T / VASTO 5T

RWY 36 (005°)

	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

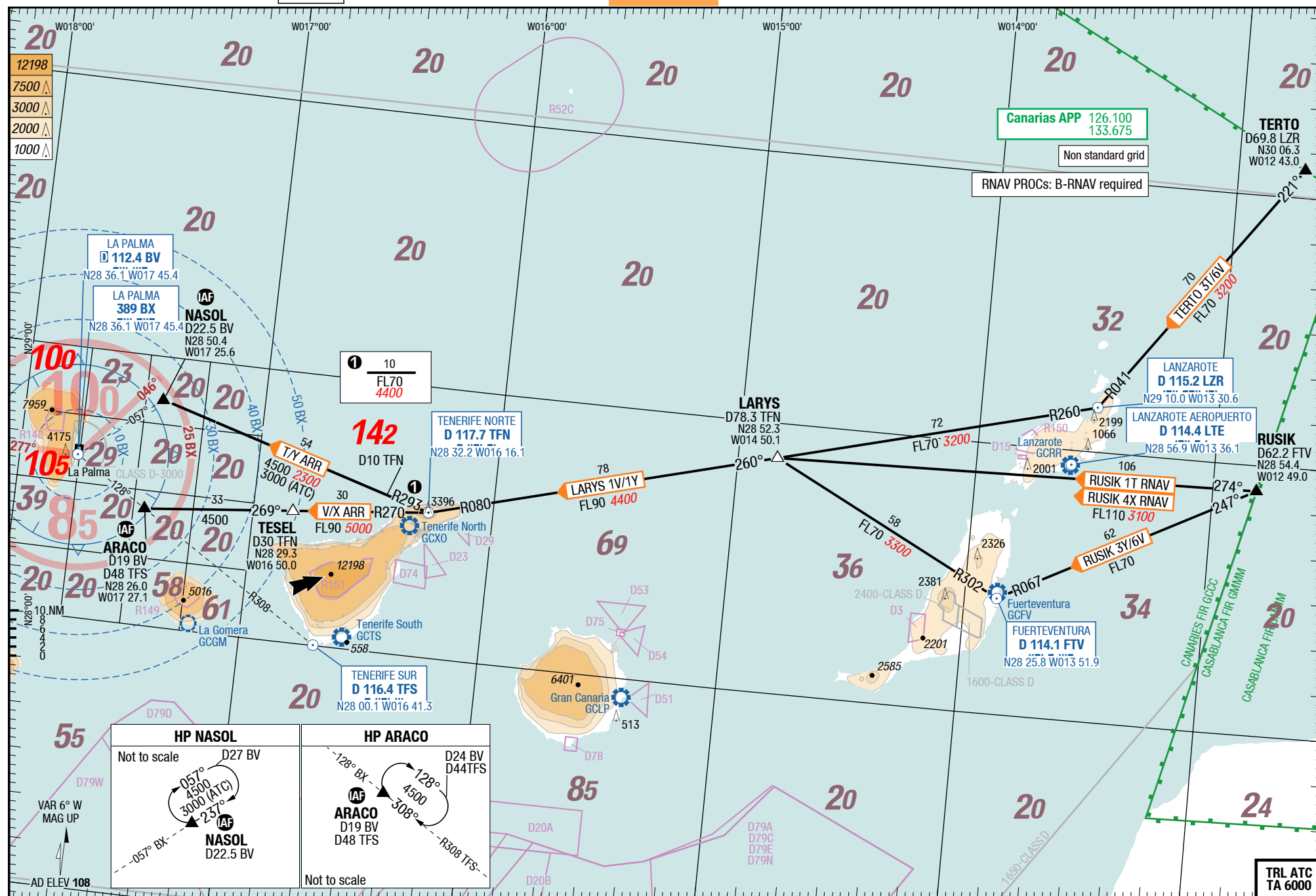
DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
KONBA 2T 6.2% to 5500 126.100 ①	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX to VANUR - BRICK - at KASAS LT intercept R022 TFN to KONBA	initial climb FL90
KORAL 5T 6.2% to 2000 126.100 ①	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX - at VANUR RT intercept R283 TFN to TFN - R079 TFN - at LARYS intercept R260 LZR to LZR - R059 LZR to KORAL	LARYS MNM FL130 initial climb FL90
LARYS 2T 6.2% to 2000 126.100 ①	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX - at VANUR RT intercept R283 TFN to TFN - R079 TFN to LARYS	LARYS MNM FL130 initial climb FL90
SAMAR 6T 6.2% to 5500 126.100 ①	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX to VANUR - BRICK - KASAS - SAMAR	initial climb FL90
TENERIFE NORTE 3T TFN 3T 6.2% to 2000 126.100 ①	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX - at VANUR RT intercept R283 TFN to TFN	initial climb FL90
TENERIFE SUR 3T TFS 3T 6.2% to 2000 126.100 ①	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX - at VANUR RT intercept R283 TFN inbound - at D48 TFN RT intercept R332 TFS to TFS	initial climb FL90
VASTO 5T 6.2% to 2000 126.100 ①	at MNM 600 RT (MAX 210KT) HDG 095° - intercept QDR 056 BX - at VANUR RT intercept R283 TFN to TFN - R079 TFN - at LARYS LT intercept R039 GDV to SARAY - VASTO	LARYS MNM FL130 initial climb FL90

① Close-in obstacles up to 202ft ALT.



6-20

STARS/RNAV STARS East



13-JUL-2017

SPC-GCLA

Spain La Palma

CDA STARs East (ATC)

CDA STARs North (ATC)

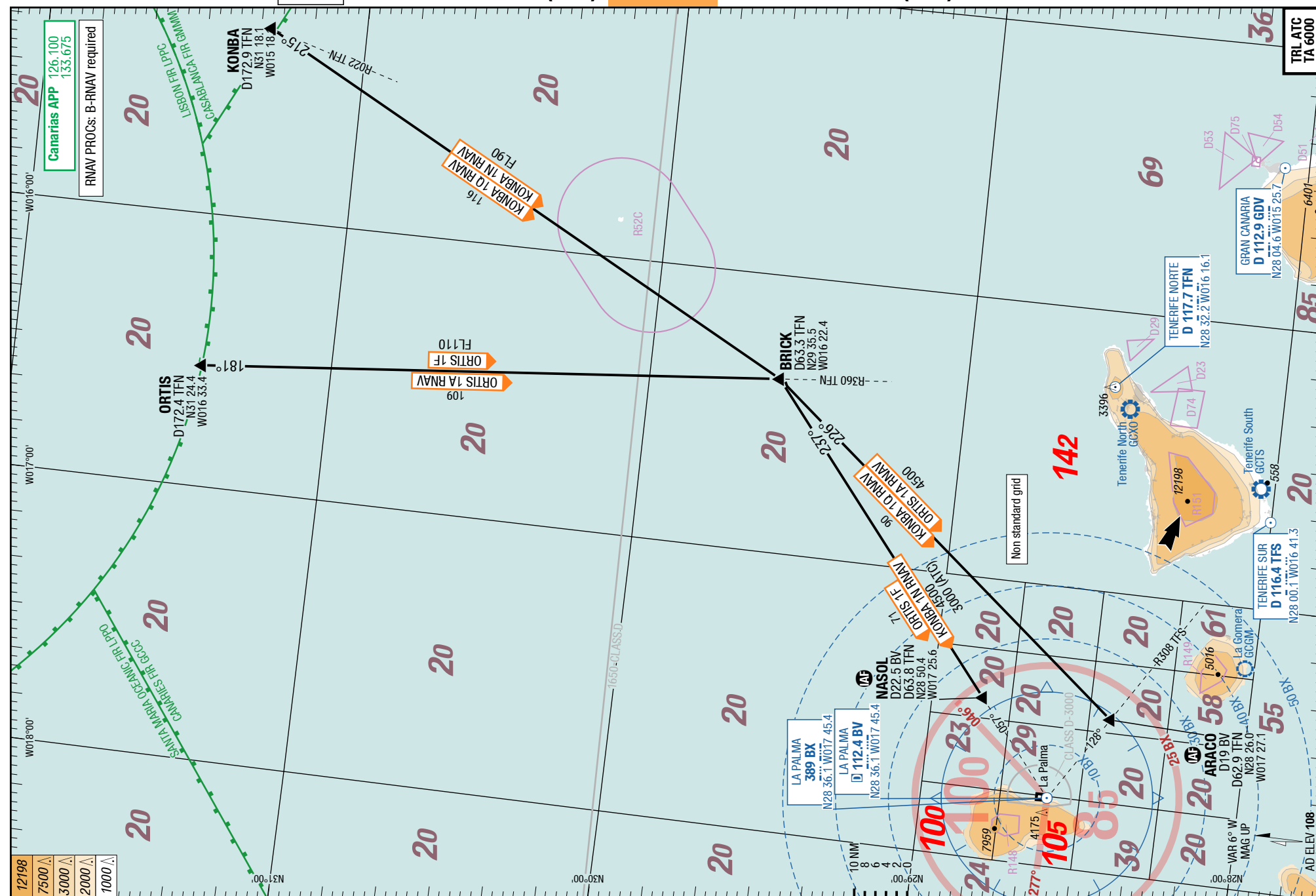
STAR

STAR

La Palma Spain

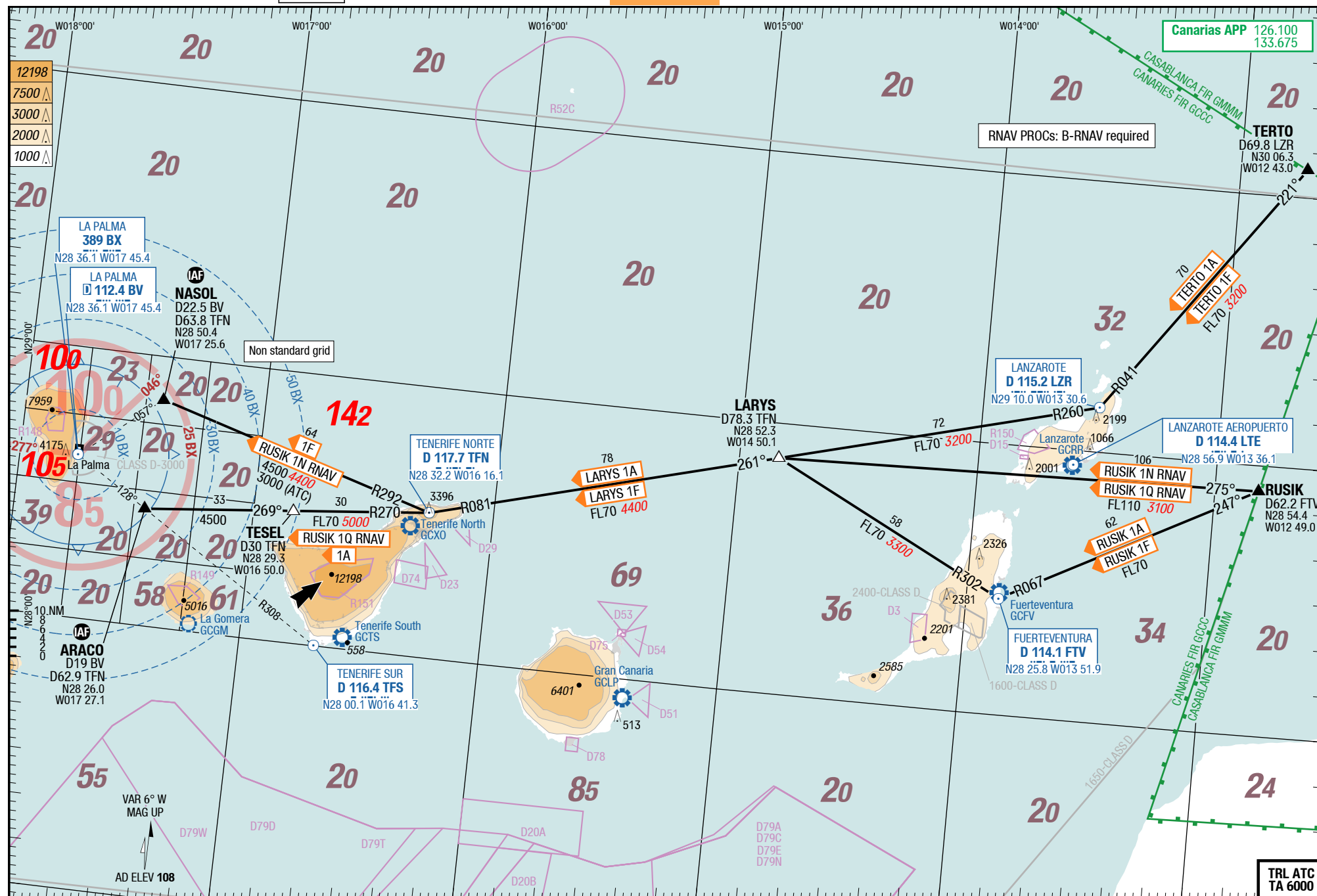
CDA STARs East (ATC)

CDA STARs North (ATC)



6-40

CDA STARs East (ATC)



Changes: PROC renamed

TRL ATC
TA 6000

© Lido 2017

18-JAN-2018

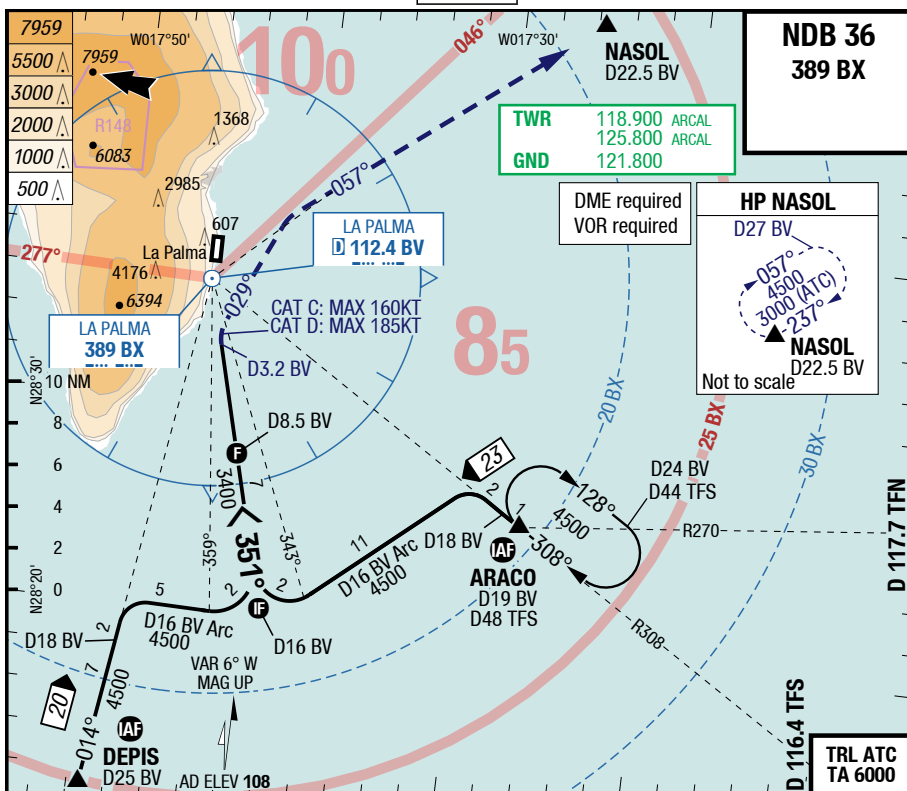
SPC-GCLA

7-10

Spain La Palma

NDB 36

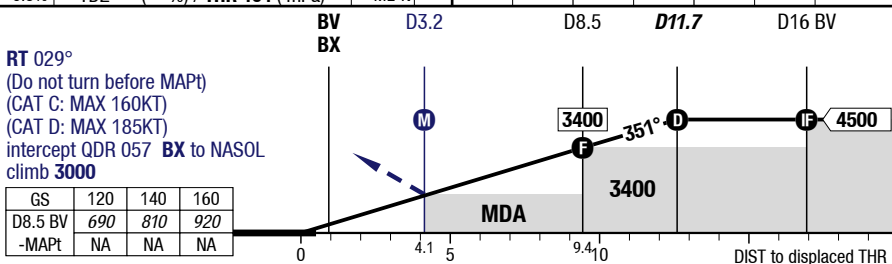
IAC



50 ML 3.0° 8
15 ML 45 x 2058 142
-0.5% TDZ --- (---%) / THR 104 (4hPa)

36

4	5	6	8	10	11.7	3.25°
1860	2210	2550	3240	3930	4500	D BV 351°
						RWY 005°



36	NDB DME BV					Circling ¹⁾
C	ft - m/km ft	1500 - 5.0 1600				2090 - 5.0V 2190
D	ft - m/km ft	1640 - 5.0 1740				2760 - 5.0V 2860

1) BTN 356°-194° of RWY only

Changes: Note, OBST

18-JAN-2018

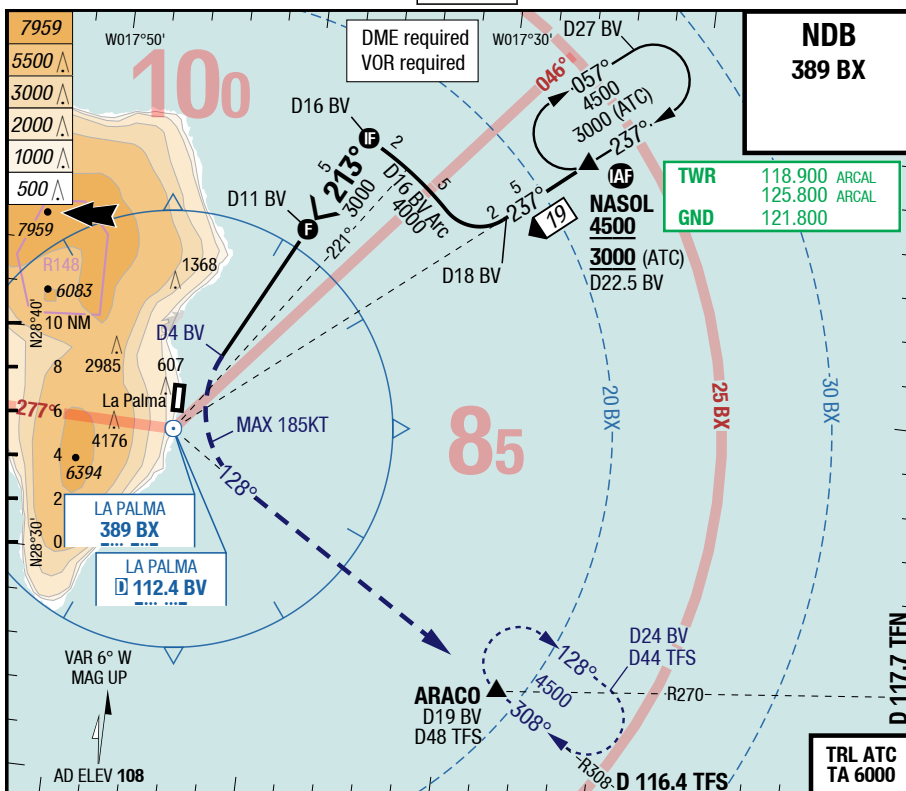
SPC-GCLA

Spain La Palma

IAC

7-20

NDB



Changes: OBST