JEPPESEN
JeppView 3.5.2.0

GCLA/SPC
LA PALMA

JEPPESEN

26 OCT 07 (10-1R)

LA PALMA, CANARY IS
RADAR MINIMUM ALTITUDES

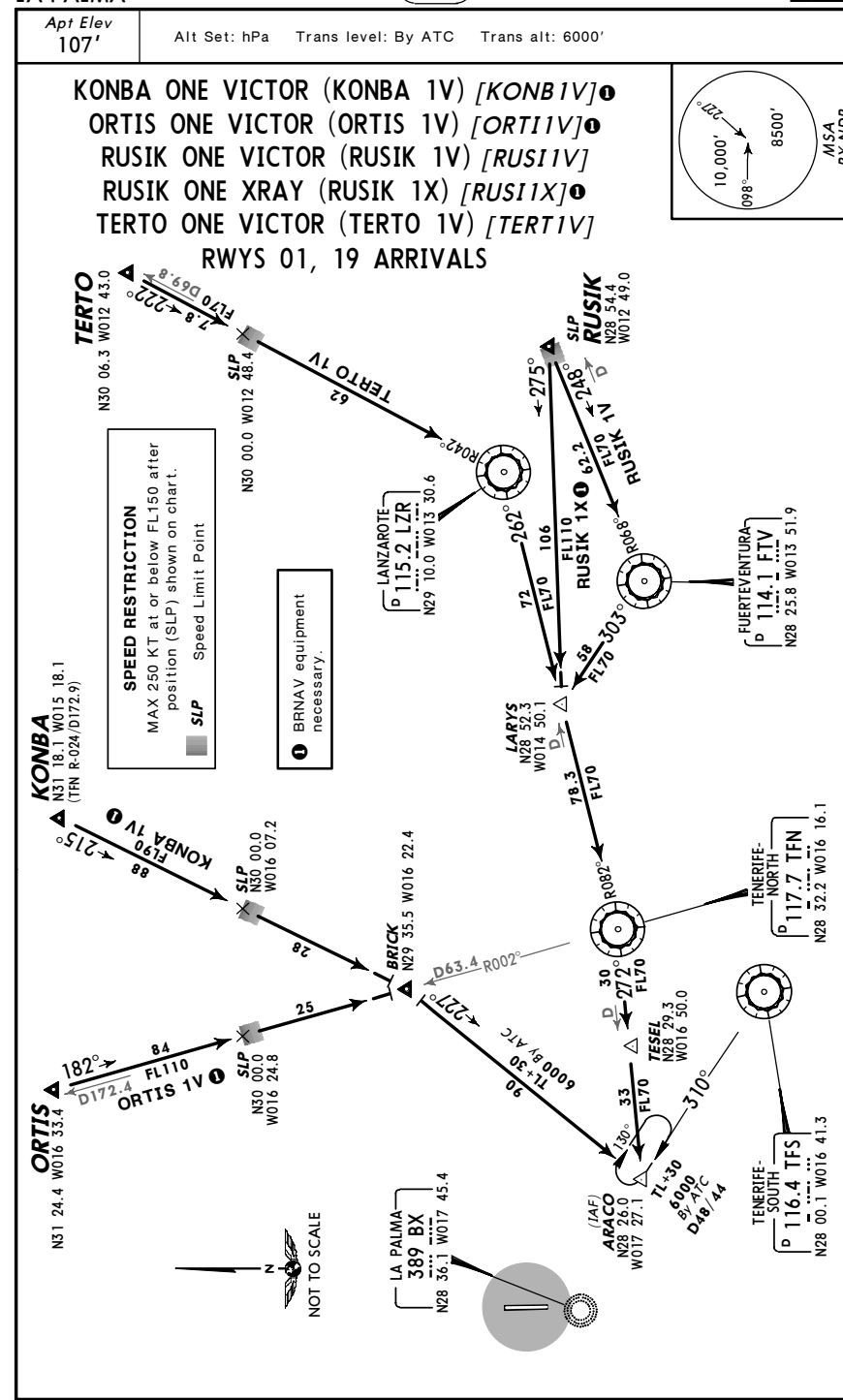| Apt Elev 107' | Alt Set: hPa | Trans level: By ATC | Trans alt: 6000' |

CONTOUR INTERVALS
14000 12000 10000 8000 6000 4000 2000

CASABLANCA GMMM FIR (G)
MOROCCO
CANARIES GCCC FIR/UIR(C)
(Below FL195(G))

280NM
240NM
200NM
160NM
120NM
80NM
40NM

Lanzarote
LANZAROTE LZR VOR DME
LANZAROTE LTE VOR DME
Fuerteventura
FUERTEVENTURA FTV VOR DME
2329'

Gran Canaria
GRAN CANARIA GDV VOR DME
GRAN CANARIA LPC VOR DME
5922'
8500'

Tenerife-North
TENERIFE-NORTH TFN VOR DME
12198'
14500'
Tenerife-South (Reina Sofía)
TENERIFE-SOUTH TFS VOR DME

4000
3000
6000
7000

La Gomera
LA GOMERA LGM VOR DME

La Palma
7956'
10000

Hierro
LA PALMA BX NDB BV DME
4347'
7000
HIERRO HIE NDB HR DME

FL150
FL300
6000

200'

12-30
13-00
13-30
14-00
14-30
15-00
15-30
16-00
16-30
17-00
17-30
18-00
18-30
19-00

WN280°
WN240°
WN200°
WN160°
WN120°
WN80°
WN40°

30-00 29-30 29-00 28-30 28-00 27-30 27-00

JEPPESEN
JeppView 3.5.2.0

GCLA/SPC
LA PALMA

JEPPESEN

7 APR 06 (10-2) **Eff 13 Apr**

LA PALMA, CANARY IS
STAR

| Apt Elev 107' | Alt Set: hPa | Trans level: By ATC | Trans alt: 6000' |

KONBA ONE VICTOR (KONBA 1V) [KONB1V] ❶
ORTIS ONE VICTOR (ORTIS 1V) [ORTI1V] ❶
RUSIK ONE VICTOR (RUSIK 1V) [RUSI1V]
RUSIK ONE XRAY (RUSIK 1X) [RUSI1X] ❶
TERTO ONE VICTOR (TERTO 1V) [TERT1V]
RWYS 01, 19 ARRIVALS

MSA
BX NDB
10,000' 8500'
227° 098°

SPEED RESTRICTION
MAX 250 KT at or below FL150 after
position (SLP) shown on chart.
SLP Speed Limit Point

❶ BRNAV equipment necessary.

TERTO
N30 06.3 W012 43.0
FL170 D69.8
7.8 222°
SLP N30 0.0 W012 48.4
62 TERTO 1V
R042°

RUSIK
N28 54.4 W012 49.0
SLP
D
275°
21° 48°
62.2
RUSIK 1V
FL170
FL110
RUSIK 1X ❶
262° 106
72 FL170
58 303° FL70
R066°

FUERTEVENTURA
D 114.1 FTV
N28 25.8 W013 51.9

LANZAROTE
D 115.2 LZR
N29 10.0 W013 30.6

KONBA
N31 18.1 W015 18.1
(TFN R-024/D172.9)

KONBA 1V ❶
215°
FL190
88
SLP N30 00.0 W016 07.2

28
BRICK
N29 35.5 W016 22.4
D63.4 R002°

LARYS
N28 52.3 W014 50.1
D
78.3 FL70

R082°

TENERIFE-NORTH
D 117.7 TFN
N28 32.2 W016 16.1

D 30 272° FL70
TESEL
N28 29.3 W016 50.0
310°
FL70

ORTIS
N31 24.4 W016 33.4

ORTIS 1V ❶
182°
84 FL110
D172.4
SLP N30 00.0 W016 24.8

25
227°
TL+30
6000 BY ATC
90
33 FL70
130° 310°
TL+30
6000 BY ATC
D48/44

(IAF)
ARACO
N28 26.0 W017 27.1

TENERIFE-SOUTH
D 116.4 TFS
N28 00.1 W016 41.3

LA PALMA
389 BX
N28 36.1 W017 45.4

Z
NOT TO SCALE

Licensed to Elefant air. Printed on 15 Jun 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN
JeppView 3.5.2.0

GCLA/SPC
LA PALMA

JEPPESEN LA PALMA, CANARY IS

1 JUL 05 (10-3) **Eff 7 Jul** **SID**

Apt Elev 107'	Trans level: By ATC Trans alt: 6000'

10,000' — 227°
098°
8500'
MSA BX NDB

BIMBO ONE TANGO (BIMBO 1T) *[BIMB1T]*
BIMBO ONE UNIFORM (BIMBO 1U) *[BIMB1U]*
GRAN CANARIA ONE TANGO (LPC 1T)
GRAN CANARIA ONE UNIFORM (LPC 1U)
RWYS 01, 19 DEPARTURES

BIMBO ▲ N31 25.3 W016 02.0

D202.6   87

KASAS △ N29 59.2 W015 46.1

357°

BIMBO 1T, 1U   D

90.7   023°

N28 49.6 W017 26.4 ✕   64   113°   R293°

BIMBO 1T LPC 1T

058°

14.6 128°   LPC 1T, 1U   D

ARTEM △ N28 24.5 W016 02.0

38   R308°

238°

BIMBO 1U LPC 1U

TENERIFE-NORTH
D 117.7 TFN
N28 32.2 W016 16.1

GRAN CANARIA
D 112.9 GDV
N28 04.6 W015 25.7

187°   15   R007°

LA PALMA 389 BX
N28 36.1 W017 45.4

GRAN CANARIA
D 115.0 LPC
N27 49.7 W015 25.9

N
NOT TO SCALE

Initial ATC clearance: Maintain **FL90** and await further clearance.	
SID	**RWY**	**ROUTING**
BIMBO 1T	01	Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN, TFN R-023 to KASAS, turn LEFT, intercept GDV R-357 to BIMBO.
BIMBO 1U	19	Turn LEFT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN, TFN R-023 to KASAS, turn LEFT, intercept GDV R-357 to BIMBO.
LPC 1T	01	Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN, TFN R-128 via ARTEM to GDV, GDV R-187 to LPC.
LPC 1U	19	Turn LEFT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN, TFN R-128 via ARTEM to GDV, GDV R-187 to LPC.

Licensed to Elefant air. Printed on 15 Jun 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN
JeppView 3.5.2.0

GCLA/SPC
LA PALMA

JEPPESEN LA PALMA, CANARY IS

1 JUL 05 (10-3A) **Eff 7 Jul** **SID**

Apt Elev 107'	Trans level: By ATC Trans alt: 6000'

10,000' — 227°
098°
8500'
MSA BX NDB
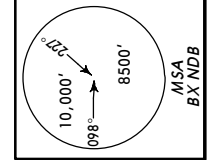
KORAL ONE TANGO (KORAL 1T) *[KORA1T]*
KORAL ONE UNIFORM (KORAL 1U) *[KORA1U]*
LANZAROTE ONE TANGO (LTE 1T)
LANZAROTE ONE UNIFORM (LTE 1U)
RWYS 01, 19 DEPARTURES

KORAL ▲ N29 43.9 W012 34.7

59   D

090°

LANZAROTE
D 115.2 LZR
N29 10.0 W013 30.6

R262°   R273°

LANZAROTE
D 113.7 LTE
N28 56.5 W013 37.0

18.8   D

LANZA △ N28 55.4 W013 58.3

KORAL 1T, 1U   45.5   LTE 1T, 1U

093°   D64.3

72

LARYS △ N28 52.3 W014 50.1

78

R293°   082°

N
NOT TO SCALE

TENERIFE-NORTH
D 117.7 TFN
N28 32.2 W016 16.1

N28 49.6 W017 26.4 ✕   113°   64

058°

238°

KORAL 1T LTE 1T   **KORAL 1U LTE 1U**

LA PALMA 389 BX
N28 36.1 W017 45.4

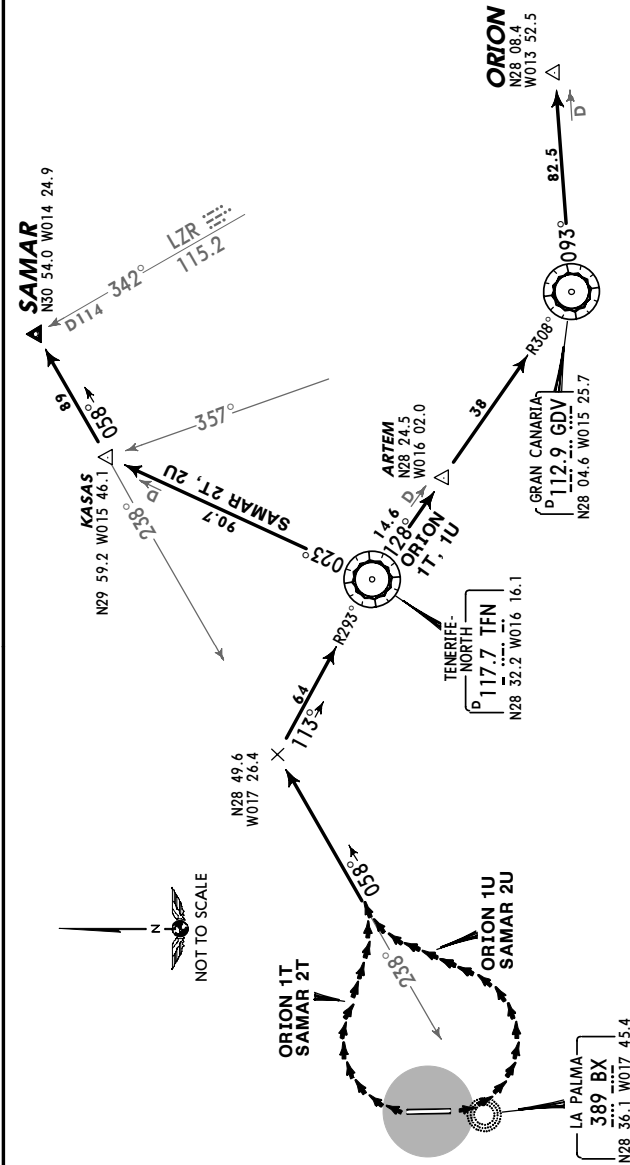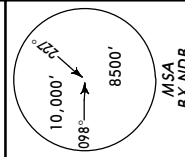|	Initial ATC clearance: Maintain **FL90** and await further clearance.	
		ROUTING
SID	**RWY**	
KORAL 1T	01	Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-082 via LARYS to LZR, LZR R-061 to KORAL. TFN R-293 inbound to TFN,
KORAL 1U	19	Turn LEFT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-082 via LARYS to LZR, LZR R-061 to KORAL. TFN R-293 inbound to TFN,
LTE 1T	01	Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept LTE R-273 inbound via LANZA to LTE. TFN R-293 inbound to TFN, TFN R-082 to LARYS, turn RIGHT,
LTE 1U	19	Turn LEFT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept LTE R-273 inbound via LANZA to LTE. TFN R-293 inbound to TFN, TFN R-082 to LARYS, turn RIGHT,

Apt Elev 107'   Trans level: By ATC   Trans alt: 6000'

ORION ONE TANGO (ORION 1T) [ORIO1T]
ORION ONE UNIFORM (ORION 1U) [ORIO1U]
SAMAR TWO TANGO (SAMAR 2T) [SAMA2T]
SAMAR TWO UNIFORM (SAMAR 2U) [SAMA2U]
RWYS 01, 19 DEPARTURES

10,000'   222°
098°   8500'
MSA
BX NDB

ORION
N28 08.4
W013 52.5

SAMAR
N30 54.0 W014 24.9

LZR
115.2

D114 342°

89 058°

357°

KASAS
N29 59.2 W015 46.1   238°

238°

90.7   SAMAR 2T, 2U   023°

14.6   128°   ORION
1T, 1U

ARTEM
N28 24.5
W016 02.0

38   R308°   82.5

093°

GRAN CANARIA
112.9 GDV
N28 04.6 W015 25.7

64   113°   R293°

N28 49.6
W017 26.4

058°

258°

TENERIFE-
NORTH
117.7 TFN
N28 32.2 W016 16.1

ORION 1U
SAMAR 2U

ORION 1T
SAMAR 2T

LA PALMA
389 BX
N28 36.1 W017 45.4

Z   NOT TO SCALE

Initial ATC clearance: Maintain **FL90** and await further clearance.

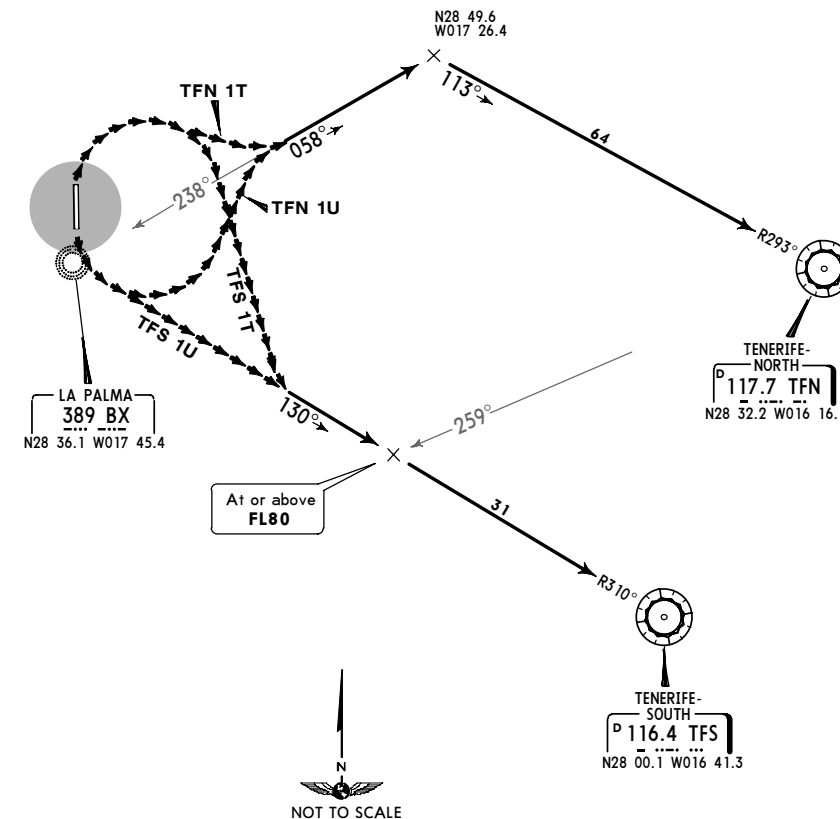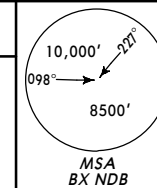| SID	RWY	ROUTING
ORION 1T	01	Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN, TFN R-128 via ARTEM to GDV, GDV R-093 to ORION.
ORION 1U	19	Turn LEFT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN, TFN R-128 via ARTEM to GDV, GDV R-093 to ORION.
SAMAR 2T	01	Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-023 to KASAS, turn RIGHT, intercept 058° bearing from BX to SAMAR.
SAMAR 2U	19	Turn LEFT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-023 to KASAS, turn RIGHT, intercept 058° bearing from BX to SAMAR.

Apt Elev 107'   Trans level: By ATC   Trans alt: 6000'

TENERIFE NORTH ONE TANGO (TFN 1T)
TENERIFE NORTH ONE UNIFORM (TFN 1U)
TENERIFE SOUTH ONE TANGO (TFS 1T)
TENERIFE SOUTH ONE UNIFORM (TFS 1U)
RWYS 01, 19 DEPARTURES

10,000'   222°
098°   8500'
MSA
BX NDB

N28 49.6
W017 26.4

TFN 1T   113°

058°   238°   64

TFN 1U

TFS 1T

TFS 1U   130°   R293°

259°

TENERIFE-
NORTH
117.7 TFN
N28 32.2 W016 16.1

LA PALMA
389 BX
N28 36.1 W017 45.4

At or above
FL80

31   R310°

TENERIFE-
SOUTH
116.4 TFS
N28 00.1 W016 41.3

N   NOT TO SCALE

Initial ATC clearance: Maintain **FL90** and await further clearance.

SID	RWY	ROUTING
TFN 1T	01	Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN.
TFN 1U	19	Turn LEFT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN.
TFS 1T	01	Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept TFS R-310 inbound to TFS.
TFS 1U	19	Turn LEFT visually in accordance with aerodrome traffic circuit, intercept TFS R-310 inbound to TFS.

Licensed to Elefant air. Printed on 15 Jun 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN
JeppView 3.5.2.0

GCLA/SPC
LA PALMA

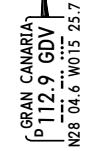7 APR 06 (10-3D) **Eff 13 Apr** **SID**

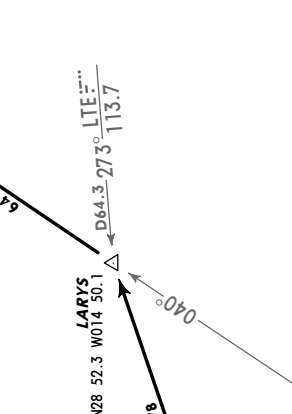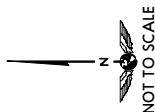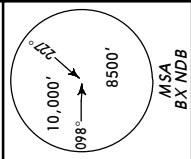JEPPESEN LA PALMA, CANARY IS

| Apt Elev 107' | Trans level: By ATC | Trans alt: 6000' |

VASTO ONE TANGO (VASTO 1T) [VAST1T]
VASTO ONE UNIFORM (VASTO 1U) [VAST1U]
RWYS 01, 19 DEPARTURES

MSA
BX NDB
10,000' 8500'
227° 098°

NOT TO SCALE

VASTO
N30 30.6 W013 34.4
D175.1

SARAY
N29 45.5 W014 09.4
54.2 D120.9

LTEE ¨¨¨
113.7
D64.3 273°

LARYS
N28 52.3 W014 50.1
040°
78 64

TENERIFE-NORTH
D 117.7 TFN
N28 32.2 W016 16.1

R293° 082°

GRAN CANARIA
D 112.9 GDV
N28 04.6 W015 25.7

113° 64

N28 49.6 W017 26.4

058° 238°

VASTO 1U
VASTO 1T

LA PALMA
389 BX
N28 36.1 W017 45.4

ROUTING

Initial ATC clearance: Maintain **FL90** and await further clearance.

SID	RWY	ROUTING
VASTO 1T	01	Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN, TFN R-082 to LARYS, turn LEFT, intercept GDV R-040 via SARAY to VASTO.
VASTO 1U	19	Turn LEFT visually in accordance with aerodrome traffic circuit, intercept 058° bearing from BX, intercept TFN R-293 inbound to TFN, TFN R-082 to LARYS, turn LEFT, intercept GDV R-040 via SARAY to VASTO.

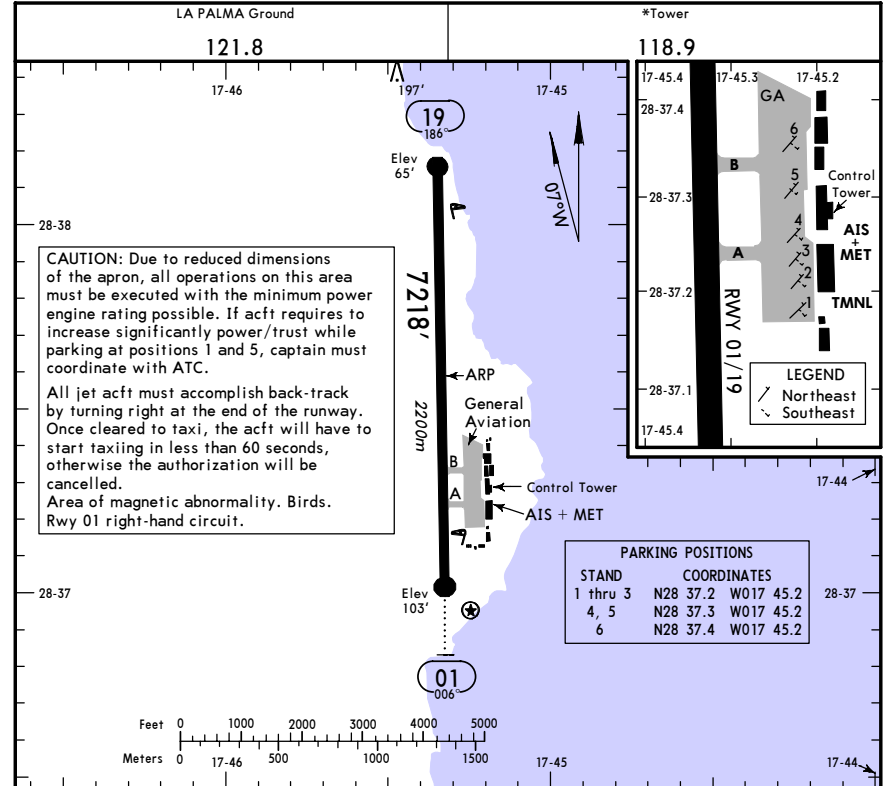CHANGES: New procedures at this airport. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 15 Jun 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN
JeppView 3.5.2.0

GCLA/SPC
Apt Elev **107'**
N28 37.6 W017 45.3

25 NOV 05 (10-9)

JEPPESEN LA PALMA, CANARY IS

LA PALMA

LA PALMA Ground	*Tower
121.8	118.9

19 186° 197'
Elev 65'
07°W
7218' 2200m
ARP
General Aviation
Control Tower
AIS + MET
Elev 103'
01 006'

GA
Control Tower
AIS + MET
TMNL
RWY 01/19

LEGEND
Northeast
Southeast

CAUTION: Due to reduced dimensions of the apron, all operations on this area must be executed with the minimum power engine rating possible. If acft requires to increase significantly power/trust while parking at positions 1 and 5, captain must coordinate with ATC.
All jet acft must accomplish back-track by turning right at the end of the runway. Once cleared to taxi, the acft will have to start taxiing in less than 60 seconds, otherwise the authorization will be cancelled.
Area of magnetic abnormality. Birds.
Rwy 01 right-hand circuit.

PARKING POSITIONS

STAND	COORDINATES
1 thru 3	N28 37.2 W017 45.2
4, 5	N28 37.3 W017 45.2
6	N28 37.4 W017 45.2

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL (50m) CL (15m) ALS REIL PAPI (3.0°)				148' 45m
19	HIRL (50m) CL (15m) REIL PAPI (3.0°)				

PREFERENTIAL RUNWAY SYSTEM:
Whenever tail wind component does not exceed 10 KT and/or cross wind 25 KT, use rwy 01.

JAR-OPS TAKE-OFF **1**

All Rwys

LVP must be in Force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	200m	250m		
C			400m	500m
D	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Notes. © JEPPESEN SANDERSON, INC., 1999, 2005. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 15 Jun 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN
JeppView 3.5.2.0

GCLA/SPC

JEPPESEN LA PALMA, CANARY IS

25 NOV 05 (10-9A) LA PALMA

LOW VISIBILITY PROCEDURES (LVP)

GENERAL

LVP for ground will be applied when the following meteorological minimum established as follows:
  - RVR to Rwy 01/19
  - general VIS in the movement area is 500m or below.
TWR will inform pilots about application of LVP.

GROUND MOVEMENT

Pilots will proceed to verify at every moment the aircraft position, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop aircraft and immediately notify TWR.

ARRIVALS

Aircraft, that have already landed, will notify:
- Rwy vacated and
- Twy used.
At the apron entry, they must wait for the arrival of a "FOLLOW ME" vehicle, in order to be guided to the assigned stand.

DEPARTURES

Pilots will avoid requesting clearance for starting-up, push-back or taxiing when the RVR values or the meteorological visibility are below their operational minimum. When the RVR/VIS is lower than 500m, the movement of only one aircraft at the same time will be authorized in the manoeuvring area.

MINIMUM RUNWAY OCCUPANCY TIME

Aircraft shall be able to initiate the take-off immediately after alignment with the corresponding runway centre line. Pilots unable to comply shall notify ATC before entering the runway to taxi.

WIND PHENOMENA

Hillside wind generates strong turbulence in an area of up to 10 NM, within altitudes of 1000' to 1500'. It is produced for rwy 01 by wind direction btn 210° and 310°, with an intensity of 15 kts or more and QNH less than 1008 hPa. Additionally hillside wind can be found with QNH of 1000-1003 hPa with intensities less than 15 kts.
A strong windshear effect can be produced in short final position (of up to 50') with variations of direction and intensity of 10 kts and 10° btn the airport's anemometers. Under such circumstances, when wind direction is close to 330°, the effects of windshear and turbulence can appear to be combined. When the hillside wind has a direction of 210°-310° and an intensity higher than 15 kts, an approach is not recommended.
It is recommended that aircrews have a basic level of recent experience in the airport.

Licensed to Elefant air. Printed on 15 Jun 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN
JeppView 3.5.2.0

GCLA/SPC
LA PALMA

JEPPESEN LA PALMA, CANARY IS

29 JUL 05 (16-1) **Eff 4 Aug**   NDB Rwy 01

*CANARIAS Approach 126.1	*LA PALMA Tower 118.9	Ground 121.8

NDB BX 389	Final Apch Crs 352°	Minimum Alt D8.0 BV 3000' (2893')	MDA(H) Refer to Minimums	Apt Elev 107'

MISSED APCH: Turn RIGHT (MAX IAS CAT A, B 130 KT, CAT C 160 KT, CAT D 185 KT) onto 129° from BX NDB climbing to TL + 30 to ARACO and join holding.

Alt Set: hPa   Apt Elev: 4 hPa   Trans level: By ATC   Trans alt: 6000'
1. DME required.   2. Final approach track offset 14° from rwy centerline.

MSA BX NDB

10,000' / 227° / 098° / 8500'

BV DME	4.0	5.0	6.0	7.0
ALTITUDE	1720'	2040'	2360'	2680'

Gnd speed-Kts	70	90	100	120	140	160		ALS
Descent gradient 5.29% or Descent angle [3.03°]	375	482	536	643	750	858		REIL PAPI : PAPI
MAP at D3.0 BV								Refer to Missed Apch above

JAR-OPS   STRAIGHT-IN LANDING RWY 01

MDA(H) AB:**1540'**(1433')
C:**1850'**(1743')   D:**2050'**(1943')
ALS out

	RVR 1500m		
A			
B			
C	RVR 2000m		
D			

CIRCLE-TO-LAND

Not authorized West of rwy

Max Kts.	MDA(H)	VIS
100	1780' (1673')	1500m
135	2070' (1963')	1600m
180	2170' (2063')	2400m
205	2860' (2753')	3600m

PANS OPS 4