GCLA AD 2 AERODROME DATA

GCLA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GCLA - LA PALMA

GCLA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	283736N 0174520W. See AD 2-GCLA ADC.
2	Distance and direction from the city	8 km S.
3	Elevation	33 m / 107 ft.
4	Geoid undulation	43.10 m ± 0.05 m (1).
5	Reference temperature	27°C.
6	Low average temperature	17°C.
7	Magnetic variation	4° W (2025).
8	Annual change	9.9' E.
9	AD administration	Aena.
10	Address	Aeropuerto de La Palma. E-38730 Villa de Mazo. Sta. Cruz de Tenerife.
11	TEL	+34-922 426 100/101/103
12	FAX	+34-922 426 142/141/143
13	AFTN	GCLA
14	E-mail	spcaeropuerto@aena.es
15	Approved traffic	IFR/VFR. (2)
16	Remarks	SITA: SPCYPYA. (1) For all AD points. (2) General Aviation IFR/VFR traffic (except hospital, military, search and rescue and state aircraft) restricted unless clearance requested 24 HR prior from: Oficina de Operaciones • TEL: +34-922 426 101/103 • SITA: SPCYPYA

GCLA AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0600–2200; I: 0700–2300. PS 1 HR PPR.
2	Customs and Immigration	HR AD.
3	Medical and Health Services	No.
4	AIS/ARO	H24. (1)

5	MET briefing	V: 0600–2200; I: 0700–2300. PS 1 HR PPR.
6	ATS	HR AD.
7	Fuelling	HR AD.
8	Handling	HR AD.
9	Security	HR AD.
10	De-icing	No.
11	Remarks	(1) Centralised ARO office, geographical area 15. • TEL: +34-918 603 570 ; +34-672 344 494 (only for communications contingency). • E-mail: arocentralizada@enaire.es • GCLA AFTN address for flight plan management: GCLAZPZX. Centralised AIO Office - International NOTAM Office. • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es

GCLA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No limitations.
2	Fuel types	JET A-1.
3	Oil types	No.
4	Refuelling capacity	JET A-1: 3 tanks 40000 L, 23.30 L/s.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	Ramp agents: SOUTH • TEL: +34-922 426 165 ; +34-630 408 432 • FAX: +34-922 428 187 • E-mail: spckk@iberia.es • SITA: SPCKPIB AVIAPARTNER • TEL: +34-687 829 699 • E-mail: roberto.rodriguez@aviapartner.aero Ramp agents may attend both commercial aviation and general aviation. Fuelling agents: MOEVE AVIATION S.L.U. • TEL: +34-922 426 180 • E-mail: esaspc@moeveglobal.com

GCLA AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Buses, taxis and car hire.
4	Medical facilities	First aid.
5	Bank/Post Office	Cash dispenser/No.
6	Tourist information	Yes.
7	Remarks	None.

GCLA AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	7. (1) (2)
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	(3) At the airport: High pressure lifting bags, blocks and wedges, lifting jacks, 1 recovery dolly rated for 5 TM and auxiliary material, and 2 recovery dollies rated for 10 TM and auxiliary material. External company: Cranes with maximum rated load capacity from 1 TM to 400 TM.
4	Remarks	(1) 8 on request (see item 20, "Procedure for the request of protection level on demand"). (2) The response time of the rescue and fire fighting service is less than 3 MIN, with an operational objective of less than 2 MIN. (3) Local contact data for disabled aircraft movement operations: CEOPS Office (AENA Operations Centre – SPC). • TEL: +34-922 426 101/103 • FAX: +34-922 426 141 • E-mail: spc.foaa@aena.es

GCLA AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Materials used	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

GCLA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron	Surface: PRKG H2 to 10: Asphalt. PRKG 11 to 16: Asphalt on reinforced concrete. Strength: PRKG H2 to 10: PCN 88/F/A/W/T. PRKG 11 to 16: PCN 113/R/A/W/T.
2	Taxiways	Width: TWY A, B: 39 m; C: 24.5 m. Surface: Asphalt paving mixtures. TWY R1 and R2: Asphalt. TWY R3: Asphalt on reinforced concrete. Strength: TWY A: PCN 64/F/A/W/T. TWY B, C: PCN 105/F/A/W/T. TWY R1 and R2: PCN 88/F/A/W/T. TWY R3: PCN 105/F/A/W/T.
3	Check locations	Altimeter: Apron ELEV 32 m/104 ft. VOR: No. INS: See AD 2-GCLA PDC.
4	Remarks	At all the stands there are slopes between 1% and 1.5% EXC PRKG 07.

GCLA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Horizontal and vertical marking, boards, runway-holding positions and stands.
2	RWY markings	Designators, threshold, displaced threshold, centre line, side stripe, transverse stripe, aiming point, touchdown zone and pre-threshold area.
3	TWY markings	Centre line and side stripe.
4	Remarks	None.

GCLA AD 2.10 AERODROME OBSTACLES

1	Obstacles which penetrate Approach, Take-off climb, Conical, Inner Horizontal, Transitional and Inner Transitional Surfaces contained in Annex 14 of ICAO; and areas 2A and 3 contained inAnnex 15 of ICAO:	See Item 10 and Digital Data section.
2	Remarks	See AD 2-GCLA AOC.

GCLA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	La Palma EMAe.
2	HR	HR V:0600-2200; I: 0700-2300 PS 1 HR PPR. Outside these hours, a halfhourly METAR AUTO will be issued.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	No.

6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Significant forecasted and wind and temperature in altitude maps.
9	Supplementary equipment	No.
10	ATS unit served	TWR.
11	Additional information	Las Palmas OMAe (GCGC); H24 • TEL: +34-928 430 603 La Palma EMAe: HR AD • TEL: +34-922 428 006
12	Remarks	Aerodrome weather summary available. Aerodrome warnings available. There is a book about La Palma AD weather

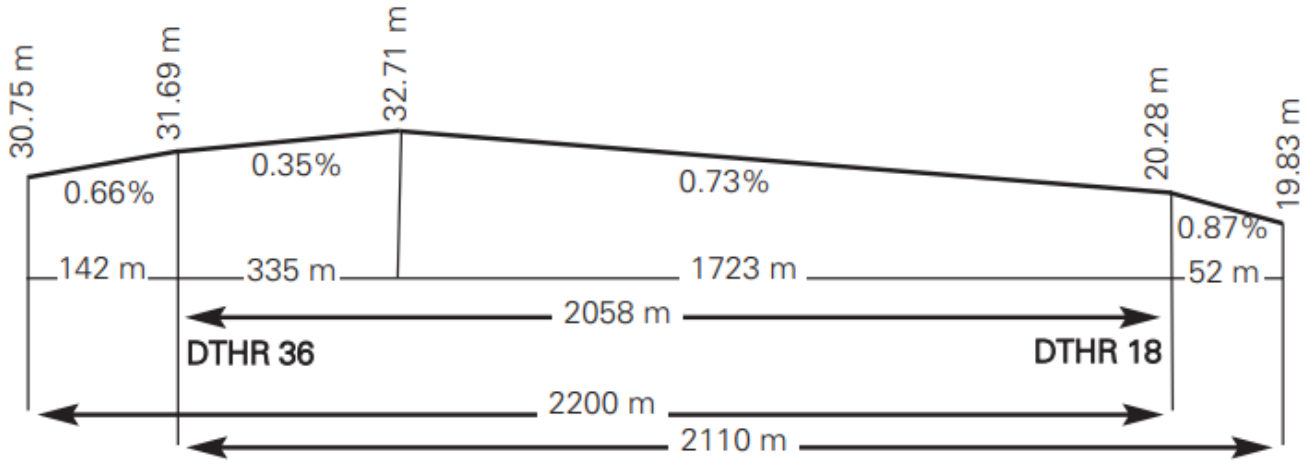
GCLA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
18 (1) (2)	179.01° GEO 183° MAG	2110 x 45	283809.36N 0174520.85W	THR: 20.3 m / 67 ft TDZ: No	No	150 x 150	2230 x 150	No	90 x 90	RWY: ASPH PCN 60/F/A/W/T (3) SWY: No
36 (4) (5)	359.01° GEO 003° MAG	2200 x 45	283702.55N 0174519.55W	THR: 31.7 m / 104 ft TDZ: No	No	112 x 150	2260 x 150 (6)	No	90 x 90	RWY: ASPH PCN 60/F/A/W/T (3) SWY: No

Remarks:

(1) THR 18 displaced 52 m. Coordinates of the start of the RWY 18 take-off run: 283811.04N 0174520.91W.
(2) The last 142 m of RWY 18 are not usable for take-off and landing, belong to CWY. End of RWY 18 coordinates: 283702.55N 0174519.55W.
(3) 500 m from start of the RWY 18 take-off run: PCN 87/F/A/W/T.
(4) THR 36 displaced 142 m. Coordinates of the start of the RWY 36 take-off run: 283657.94N 0174519.48W.
(5) The last 52 m of RWY 36 are not usable for take-off and landing, belong to CWY. End of RWY 36 coordinates: 283809.36N 0174520.85W.
(6) The strip of RWY 36 begins at the start of the take-off run.

12.1 PROFILE:



GCLA AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
18 (1)(2)	2110	2260	2110	2058
36 (3)(4)	2200	2312	2200	2058
18 INT A (5)	405	555	405	—
18 INT C (5)	1002	1152	1002	—
36 INT A (5)	1693	1805	1693	—
36 INT C (5)	1093	1205	1093	—

Remarks:

(1) THR 18 displaced 52 m.

(2) The last 142 m of RWY 18 are not usable for take-off and landing, belong to CWY.

(3) THR 36 displaced 142 m.

(4) The last 52 m of RWY 36 are not usable for take-off and landing, belong to CWY.

(5) Only for helicopters.

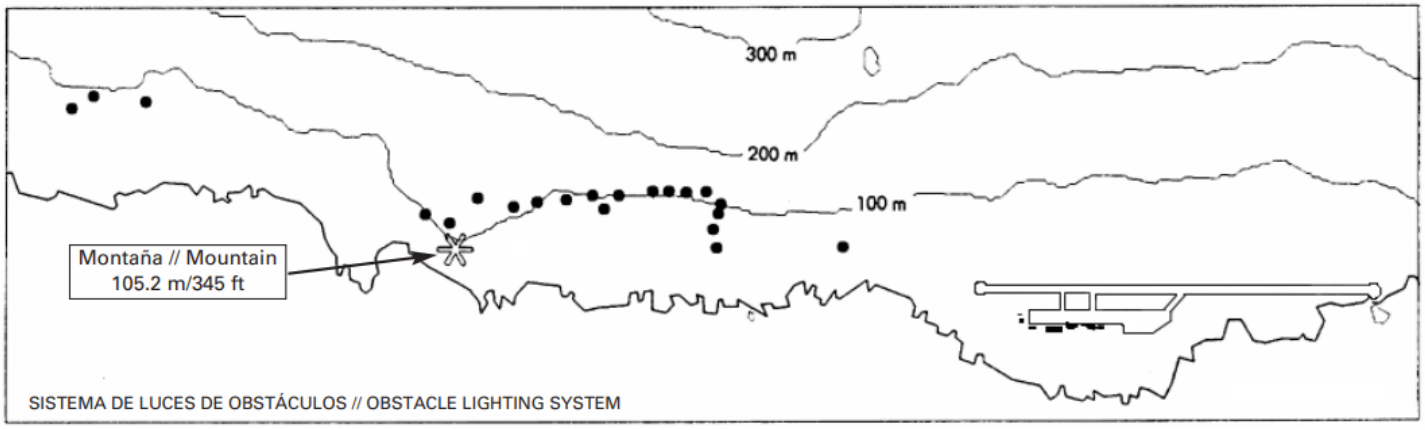
GCLA AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	18
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	3° (18.15 m / 60 ft).
4	Threshold	Green (1).
5	Touchdown zone	No.
6	Runway centre line	2110 m: 1210 m white + 600 m white and red + 300 m red. (1)(2). Distance between lights: 15 m.
7	Runway edge	2110 m: 52 m red + 1458 m white + 600 m yellow. (1)(2). Distance between lights: 50 m.
8	Runway end	Red (1).
9	Stopway	No.
10	Remarks	Switch on of lights by radio (TWR frequency). (1) LED lighting system. (2) Adjustable light intensity.
1	Runway	36
2	Approach	Simple (1), 360 m, LIH. Threshold identification lights.
3	PAPI (MEHT)	3° (17.64 m / 58 ft).
4	Threshold	Green (1).
5	Touchdown zone	No.
6	Runway centre line	2200 m: 1300 m white + 600 m white and red + 300 m red. (1)(2). Distance between lights: 15 m.
7	Runway edge	2200 m: 142 m red + 1458 m white + 600 m yellow. (1)(2). Distance between lights: 50 m.
8	Runway end	Red (1).

9	Stopway	No.
10	Remarks	Switch on of lights by radio (TWR frequency). (1) LED lighting system. (2) Adjustable light intensity.

GCLA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN	ALTN FLG W/G EV 5 s. See AD 2-GCLA ADC. (1).
2	WDI	1 near THR 18, 1 near THR 36, 1 near TWY C. LGTD.
3	TWY lighting	Edge.
4	Apron lighting	Edge and floodlighting poles.
5	Secondary power supply	Continuity equipment for the runway lighting systems and standby equipment that provide a maximum switch-over (light) time of 23 seconds for the rest of the lighting systems.
6	Remarks	Obstacle lighting system 500 m from THR 36 up to 4000 m on the left side in the approach direction. OPR AVBL O/R to TWR. LED lighting system in edge and centre line of the turn pad. (1) ABN only available O/R.



GCLA AD 2.16 HELICOPTER LANDING AREA

1	Position	Geoid undulation: see item 2. FATO: RWY 18/36, coordinates THR 18 and THR 36, see item 12. Ground taxiing: TLOF same as RWY 18/36, see item 12. Air taxiing: TLOF same as assigned stands. Helicopter based in the airport PRKG H2, H3A and H3B.
2	Elevation	FATO: RWY 18/36, elevation THR 18 and THR 36, see item 12. Ground taxiing: TLOF same as RWY 18/36, see item 12. Air taxiing: TLOF in PRKG 11, 13, 15 and 16. Helicopter based in the airport PRKG H2, H3A and H3B. ELEV: 33 m.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 18/36. Ground taxiing: TLOF same as RWY 18/36, see item 12. Air taxiing: TLOF same as assigned stands. Helicopter based in the airport PRKG H2

4	Direction	No.
5	Declared distances	See item 13.
6	Lighting	See items 14 and 15.
7	Remarks	Apron lighting.

GCLA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR LA PALMA
2	Lateral limits	Space comprised within the line joining: A – 284323N 0174712W; B – 283518N 0174706W; C – 283141N 0174606W; D – 283038N 0174614W; arc of 7 NM radius centred on ARP GCLA joining D to E; E – 283102N 0174233W; F – 283157N 0174256W; arc of 6 NM radius centred on ARP GCLA joining F to G; G – 284149N 0174030W; H – 284255N 0173943W; I – 284411N 0174231W; J – 284313N 0174257W; arc of 6 NM radius centred on ARP GCLA joining J to A.
3	Vertical limits	SFC-3000 ft AMSL (1).
4	Airspace class	D.
5	Unit Language	LA PALMA TWR. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	
8	Remarks	(1) Or 1000 ft AGL, whichever is greater.

GCLA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

1	Service	APP	TWR	ATIS	D-ATIS	
2	Call sign	Canarias APP	La Palma TWR	La Palma Información	La Palma Information	
3	FREQ	126.100 MHz 133.675 MHz	118.900 MHz 125.800 MHz 121.800 MHz 121.500 MHz 243.000 MHz 257.800 MHz	118.250 MHz	NIL	

4	HR	HR AD HR AD	HR AD HR AD HR AD HR AD HR AD HR AD	HR AD	HR ATS
5	Remarks	BACK-UP	Secondary GMC. Reserve EMERG EMERG MIL		Provision of ATIS information via data link.

GCLA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV/DME	Remarks
NDB (4° W)	BX	389.000 kHz	H24	283606.1N 0174524.6W	—	COV 45 NM. U/S BTN 320°/360° 139°: power lower than recommended, oscillations greater than +-10 BTN 50 and 58 NM.
DME	BV	112.400 MHz / CH 71X	H24	283606.3N 0174524.3W	60 m	U/S BTN 245°/300° 139°: signal loss BTN 66 and 73 NM.

GCLA AD 2.20 LOCAL AERODROME REGULATIONS

TWR telephone for use in case of communications failure TEL: +34-922 967 043

All aircraft, except AT72, CN35, C295 and those whose wingspan is less than 27.05 m, must accomplish back-track at the end of the runway by following the taxiing guidance markings.

Once cleared to taxi, the aircraft must start taxiing in less than 60 seconds. Otherwise, authorisation will be cancelled

20.1 STANDARD TAXIING PROCEDURES

20.1.1 GROUND MOVEMENT

20.1.1.1 Departures

The performance of powered pushback manoeuvres (powerback) requires prior clearance from Airport Management and shall be performed under the full responsibility of the aircraft operator.

The company representative must request this operation in advance by e-mail:
seguridad_operacional_spc@aena.es
The airport shall analyze the safety of the operation and the noise pollution caused by it.

20.2 HELICOPTER OPERATIONS

20.2.1 GENERAL

- This section defines only the operation for helicopters that have no exemption letter under the terms set forth in article 4 of the SERA and RD 552/14 Chapter VIII.
- For landing and take-off, the FATO defined on RWY 18/36 shall be employed.

- Helicopters shall perform air taxiing or ground taxiing, as determined by the type of helicopter, using the taxiways for fixed-wing aircraft.

20.2.2 MANOEUVRING DESCRIPTION

20.2.2.1 RWY 18 in use:

- Departures: Helicopters shall taxi either by air or on the ground (as appropriate) via TWY C, B or A as indicated by ATC to access the runway and perform the take-off manoeuvre.
- Arrivals: Helicopters will complete the final approach to the runway and will vacate it via TWY C, B or A as indicated by ATC.

20.2.2.2 RWY 36 in use:

- Departures: Helicopters shall taxi either by air or on the ground (as appropriate) via TWY A, B or C indicated by ATC to access the runway and perform the take-off manoeuvre.
- Arrivals: Helicopters will complete the final approach to the runway and will vacate it via TWY A, B or C as indicated by ATC.

Once on the apron, taxiing, either by air or on the ground, shall be via the access taxiway to the stand, following the alignment signalled by its centre line marking for both arrival and departure.

20.2.3 STANDS

- PRKGs: H2, 11, 13, 15 and 16.
- Helicopter based in the airport, parking in PRKG H2.
- Both entries and exits into/from the stands shall be carried out minimising the turns within the stand itself and employing the minimum power possible.
- Within PRKG H2, 13 and 15, aircraft cannot turn on the ground if the adjacent stands are occupied by fixed-wing aircraft.

20.3 PREFERENTIAL RUNWAYS

RWY 36 shall be used for take-off and landing whenever the tail wind does not exceed 10 kt and/or a crosswind of 25 kt.

20.4 MINIMUN RUNWAY OCCUPANCY TIME

ATC shall consider that any aircraft which arrives at the holding position is completely ready to taxi to position on the runway and start take-off immediately after receiving the corresponding clearance. Aircraft which cannot comply with this requirement shall inform ATC before reaching that holding position.

20.5 PROCEDURE FOR OPERATION OF CODE LETTER D OR E AIRCRAFT

20.5.1 GENERAL

The operation of aircraft 4D and 4E (up to A330-900 NEO) is permitted.

20.5.2 STANDS

- For code letter D aircraft: PRKG 09, 12, 15 and 16.
- For code letter E aircraft: PRKG 4A, 6A, 11 and 14.

20.5.3 TAXIING ROUTES

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

20.5.4 RESTRICTIONS

- Requests for permission to access the manoeuvring area for code letter D or E aircraft shall not be cleared during the take-off and landing operations for a code letter E aircraft (for these purposes by landing is understood the final phase of approach (8.5 NM from the DME) up to touchdown and exit from the taxiways which give access to the runway).
- Requests for permission to access the manoeuvring area for code letter E aircraft shall not be cleared during the take-off and landing operations for a code letter D aircraft.
- Code letter D and E aircraft shall taxi at low speed, with engines idling, and whenever possible and in the case of a four-engine aircraft, with the outer engines switched off.
- Code letter E aircraft must perform the oversteering manoeuvre on exiting the runway via TWY A, B or C.
- The presence of aircraft halted at the runway holding positions during any phase of the operation of higher code letter aircraft which are taking off or landing shall be permitted.
- All code letter D and E aircraft shall be guided from the taxiways to their stands, in those cases where there is no docking guidance.
- Separation distance between runway and taxiway centre lines is 107.5 m.
- In autonomous stand 14, the need for aircraft to accomplish a 130° turn to access the stand from the taxiway shall be avoided whenever possible. Should this case arise, during this manoeuvre and until the zone has been reviewed by the TOAM to verify that no FOD has been generated by the jet blast of the engines, no operations by other aircraft, either landing or taking off, will be cleared.

20.6 STAND RESTRICTIONS

At PRKG 04, 4A, 05, 06, 07, 08, 09:

- Use of the 400 Hz facilities is mandatory.
- Use of the aircraft APU (Auxiliary Power Unit) is prohibited at these stands in the period between 2 minutes after blocks-on for arrivals and 5 minutes before blocks-off for departures.
- The aircraft APU may only be used when not operating the 400 Hz facilities or mobile units.

20.7 PROCEDURE FOR REQUESTING PROTECTION LEVEL ON DEMAND

Airlines must request protection level 8 from the airport, in writing by e-mail spc.foaa@aena.es and/or fax to CEOPS TEL: +34 922 426 141, a minimum of 3 hours in advance to ensure the activation of human and material resources.

20.8 OPERATIONAL SAFETY REPORTS

Pilots/operator shall report to the airport as soon as possible regarding any accidents, incidents, occurrences or events that may have a potential operational impact in which they have been involved or have witnessed.

The purpose of these reports is to compile information in order to improve operational safety, independently of the compulsory report of the occurrence to the appropriate aeronautical authority.

Data may be sent in any format, including at least the following information

- Date and time.
- Location.
- Parties involved (data used to identify vehicles, aircraft, etc. involved).
- Companies implicated.

- Description of facts.
- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as take-off/landing/stopover, pavement conditions, etc).

The airport e-mail address for operational safety reports is the following:
Seguridad_Operacional_SPC@aena.es
In addition to notifying the airport by the means indicated, at least basic details of the accident, incident, occurrence or event must be sent to the air traffic control service provider (ATC).

20.9 POINT OF ENTRY FOR PASSENGERS WUTH PET ANIMALS FROM THIRD COUNTRIES

To guarantee compliance with the Regulation (EU) No 576/2013 of the European Parliament and of the Council of 12 June 2013 on the noncommercial movement of pet animals and repealing Regulation (EC) No 998/2003, any Air Carrier wishing to operate at the Airport and transport the animals (pets) set out in part A of Annex I to the cited Regulation (dogs, cats and ferrets) in the cabin, as part of passenger hand baggage, must have engaged a handling agent who is to be responsible for handling the same in those cases where, during the checks undertaken by the Resguardo Fiscal of the Guardia Civil or Customs Personnel of the Passenger Terminals of La Palma Airport, some breach of the health requirements established in the cited regulations is detected, prompting the animal's rejection at the point of entry. The management for the animal rejected at the border shall include, at least, transport to the designated facilities for its temporary stay at the airport, its subsistence, veterinary care and animal welfare, and even its return to origin within the periods stipulated by the public health authorities.

GCLA AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GROUND ENGINE TEST

Request for engine testing clearance at any speed, as well as any question regarding engine testing procedures, must be addressed to:

- CEOPS
  - *Outer phone:* +34-922 426 101/103
  - *House phone:* 26101/26103
  - *FAX:* +34-922 426 141
  - *SITA*: SPCAPYA
- Engine performance testing at idle speed with a duration of less than 2 minutes may be performed at PRKG H2, 4A, 05, 06, 6A, 07, 08 and 09.
- Engine performance testing at idle speed with a duration longer than 2 minutes may be performed at PRKG 03, 04, 10, 11, 12, 13, 14, 15 and 16.
- If the testing is not at idle speed, it must take place at the thresholds.
- In the case of helicopters, if the test is not at idling power, or it is at idling power but is expected to last longer than two minutes, it must be conducted on the taxiway or at the runway thresholds, subject to clearance from TWR.

GCLA AD 2.22 FLIGHT PROCEDURES

22.1 RADAR DISPLAY SYSTEM

Above 500 ft AMSL, ATS surveillance systems may be used in supplying the aerodrome control service, for the following purposes:

a. Supervision of the flight path of aircraft on final approach;

b. Supervision of the flight path of other aircraft in the vicinity of the aerodrome, except for transits operating to the South of

or in the vicinity of the point S, which will be provided with the service above 2100 ft;

c. Provision of navigation assistance to VFR flights, except for transits operating to the South of or in the vicinity of the point S, which will be provided with the service above 2100 ft.

The aerodrome controllers shall maintain all the operations taking place at or in the vicinity of the aerodrome under constant visual surveillance, with access to an ATS surveillance system to support that visual observation, as stipulated in article 4.5.1.3. of the Reglamento de la Circulación Aérea. All of the foregoing shall depend on the limitations of the equipment.

In the case of failure of the radar on the island of La Palma, it will not be possible to provide the ATS surveillance system service as part of the aerodrome control service.

22.2 LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures (LVP) are not available at La Palma airport.

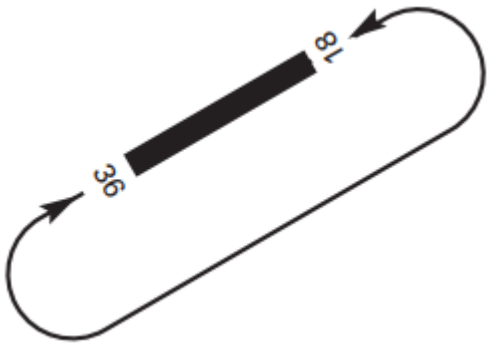
At La Palma Airport a Standstill Operations Procedure in the Movement Area is available when RVR is below 550 m with the following phases:

- PHASE 0: NOTICE Conditions of RVR below 800 m: notification to all concerned services and users to prepare.
- PHASE I: STANDSTILL OF OPERATIONS RVR is below 550 m: TWR shall not authorise operations while these conditions persist, except special operations provided for in the procedure.
- PHASE II - RENEWAL OF OPERATIONS RVR is 600 m or above with a steady trend towards improvement, after checking the status of the facilities and especially the movement area, if appropriate.

22.3 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrumental procedure (IAC), in order to allow a continuous descent operation.

22.4 AD TRAFFIC CIRCUIT



22.5 ADDITIONAL INFORMATION ABOUT RNP Z RWY 36 (LPV ONLY) MANOEUVRE

According to the most recent version of the EGNOS SoL SDD, La Palma Airport is located within an area lie with a continuity risk that is acceptable, but higher than that committed for APV-I service in the greater part of the territory (mainland and islands) of the member states of the European Civil Aviation Conference (ECAC).

Taking into account the stated above circumstance, aircraft with capacity to use the EGNOS system might suffer losses of continuity more frequently than normal on the final section of RNP Z RWY 36 (LPV ONLY) approach procedure. Nevertheless, in the event of unavailability of the EGNOS system, RNP approaches with other types of minima (LNAV/VNAV, LNAV, present in the RNP Y RWY 36 and the RNP A) and conventional approaches would be available.

Crews are reminded of the importance of checking during pre-flight whether the EGNOS signal availability predictions are appropriate for the operation envisaged at the destination.

Consult the AIC "Implementation of RNP APCH manoeuvres published under the title RNP" for more details. For further information about predictions of EGNOS availability, consult the AIC "Means of notification of the availability/operational status of satellite navigation systems (GNSS) and instrument procedures with authorized use of GNSS".

GCLA AD 2.23 ADDITIONAL INFORMATION

Fauna Control Service (SCF) from sunrise to sunset.

23.1 WIND PHENOMENA

The relief of the island of La Palma and the airport's situation propitiate the appearance, in certain circumstances, of a downslope wind over the airport, which can be gusting and accompanied by windshear and turbulence phenomena.

This downslope wind can produce strong turbulence, which is seen in an area of 10 NM and altitudes of up to 1500 ft. It is usually encountered when the surface wind direction over the island is between 210º and 330º, with intensity of 15 kt or more, and generally with QNH below 1010 hPa.

Under these conditions, a strong windshear effect can be produced in short final position (up to 50 ft), and there may be large variations in the intensity and direction indicated by the airport anemometers, depending on their exposure and the strength and direction of the wind at each level and at each moment. Indeed, it may even occur that the anemometers , or some of them, indicate light winds of variable direction when they are temporarily in the lee of the relief, while the intense downslope flow, accompanied by turbulence, is maintained at low altitude.

It is recommended not to perform an approach when there is a downslope wind of direction 210º-330º and average intensity of 15 kt or more, and maximum of 20 knots or more.

GCLA AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

The list of charts related to the aerodrome can be found on the link below:

https://aip.enaire.es/AIP/#GCLA

GCLA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 3 NDB RWY 36: Direct approach.