**INITIAL ATC CLEARANCE:** Maintain FL90 and await further clearance.

**BIMBO ONE TANGO (BIMBO 1T) [BIMBO1T]**
**BIMBO ONE UNIFORM (BIMBO 1U) [BIMBO1U]**
**GRAN CANARIA ONE TANGO (LPC 1T)**
**GRAN CANARIA ONE UNIFORM (LPC 1U)**

**RWYS 01, 19 DEPARTURES**

**TRANSPORT LEVEL:** By ATC    **TRANS ALT:** 6000'

**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 ARTYM 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 ARTYM to GDV, GDV R-187 to LPC.**
CHANGES: La Palma NDB (ident).

Initial ATC clearance: Maintain FL90 and await further clearance.

<table>
<thead>
<tr>
<th>SID</th>
<th>Rwy</th>
<th>Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>TFN 1T</td>
<td>01</td>
<td>Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept 008° bearing from BX, intercept TFN R-293 inbound to TFN.</td>
</tr>
<tr>
<td>TFN 1U</td>
<td>19</td>
<td>Turn LEFT visually in accordance with aerodrome traffic circuit, intercept 008° bearing from BX, intercept TFN R-293 inbound to TFN.</td>
</tr>
<tr>
<td>TFS 1T</td>
<td>01</td>
<td>Turn RIGHT visually in accordance with aerodrome traffic circuit, intercept TFS R-310 inbound to TFS.</td>
</tr>
<tr>
<td>TFS 1U</td>
<td>19</td>
<td>Turn LEFT visually in accordance with aerodrome traffic circuit, intercept TFS R-310 inbound to TFS.</td>
</tr>
</tbody>
</table>

Rwys 01, 19 Departures
CAUTION: Due to reduced dimensions of the apron, all operations on this area must be executed with the minimum power engine rating possible. If aircraft requires to increase significantly power/trust while parking at positions 1 and 5, captain must coordinate with ATC.

All aircraft must accomplish back-track by turning right at the end of the runway. Once cleared to taxi, the aircraft 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.

VASTO ONE TANGO (VASTO 1T) [VASTOT]
VASTO ONE UNIFORM (VASTO 1U) [VASTOU]
RWYS 01, 19 DEPARTURES
LOW VISIBILITY PROCEDURES (LVP)

GENERAL
LVP for ground will be applied when the following meteorological minimums are 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
- Taxi 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 between 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° 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.