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Airport Information For GCTS

Terminal Charts For GCTS

Revision Letter For Cycle 25-2019

Change Notices

Notebook

General Information

Location: TENERIFE-SOUTH XJE
ICAO/IATA: GCTS / TFS
Lat/Long: N28° 02.7', W016° 34.3'
Elevation: 209 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 5.0° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0757 Z
Sunset: 1819 Z

Runway Information

Runway: 07
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 188 ft
Lighting: Edge, ALS, Centerline

Runway: 25
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 209 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 118.675
Tenerife-South Tower: 120.300 Secondary
Tenerife-South Tower: 119.000
Tenerife-South Ground: 121.900
Tenerife-South Clearance Delivery: 121.750
Tenerife-South Approach: 127.700
Tenerife-South Approach: 128.125 Secondary

1. GENERAL

1.1. ATIS

D-ATIS 118.675

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. RUN-UP TESTS**

Idle power engine tests may be authorized on the apron only on the following second line parking stands: E-49 thru E-70 and AG-1 thru AG-5.

First line idle and average power engine tests are not authorized.

Engine tests can be performed on apron and A-2 holding bay. Action depends on category of ACFT and engine speed requested.

Engine tests higher than idle regime are forbidden between 0000-0600LT.

Exceptions are allowed only, if it is essential for the ACFT of the departing flight and its estimated take-off time is scheduled between 0400-0600LT.

Clearance for engine testing must be requested to the operations centre (CEOPS).

1.3. STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE (PPOAM)**1.3.1. CRITERIA FOR APPLICATION AND CANCELLATION**

Standstill of operations in the movement area procedure is available when RVR is below 800m with the following phases:

Phase I: When visibility is equal to or more than 800m and less than 1000m, warning on operations.

Phase II: When visibility is less than 800m, standstill of operations.

Phase III: When visibility is equal to or more than 800m and trend towards improvement, resumption of operations.

1.3.2. UNCERTAINTY ABOUT POSITION IN THE MANEUVERING AREA

When in doubt about the position of the ACFT in relation to the maneuvering area:

- If a pilot recognizes that the ACFT is not on a RWY, he shall immediately stop the ACFT and notify this circumstance to ATC.
- If a pilot recognizes that the ACFT is on a RWY, he shall immediately notify this circumstance to ATC (including the last known position) and vacate the RWY as soon as possible, if it is possible to locate an appropriate TWY nearby, unless ATC indicates otherwise and then shall stop the ACFT.

1.3.3. BREAKDOWN OF AN ACFT

Notify the situation to ATC and await the arrival of assistance. In case the ACFT is on a RWY, if possible and unless ATC should indicate otherwise, a pilot shall vacate the RWY.

1.3.4. LOSS OF VISUAL CONTACT BETWEEN MOVING ELEMENTS

In the event of loss of visual contact with another ACFT or a vehicle with which own separation is maintained, ATC shall be informed immediately and the ACFT shall stop.

1.3.5. COMMUNICATIONS FAILURE**Arriving ACFT**

If the ACFT has just landed, it shall maintain position while vacating the RWY and await the arrival of an assistance vehicle.

Departing ACFT

The ACFT shall continue by the assigned route and stop at the limit of ATC clearance, taking extreme caution, where it shall maintain position and await the arrival of an assistance vehicle.

If the ACFT already has an ATC taxiing clearance, it shall continue by the assigned route to the limit of that clearance, taking extreme caution, where it shall maintain its position and await the arrival of an assistance vehicle.

1. GENERAL

1.4. TAXI PROCEDURES

ACFT vacating RWY take precedence over those taxiing on TWY T.

1.5. PARKING INFORMATION

1.5.1. GENERAL

Stands G-2, G-4, G-6, J-1 thru J-8 and R-5A equipped with visual docking guidance system.

On stands AG-21, G-2 thru G-48, H-37 thru H-46, J-1 thru J-24, R-19 thru R-47, R-5A and S-41 push-back required.

Stands AG-2, AG-5, E-49, J-22 and R-19 available for helicopter.

1.5.2. USE OF APU

Use of APU is forbidden on stands G-2, G-4, G-6, J-1 thru J-8 and R-5A in the period between 2 minutes after blocks for ARR and 5 minutes before off-blocks for DEP.

APU may only be used when 400 Hz facilities and mobile units are not operative.

ACFT with inoperative APU must communicate it to CEOPS.

1.6. OTHER INFORMATION

RWY 07 right-hand circuit.

Birds.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Landing and approach procedures on visual meteorological conditions shall be performed with an angle equal to or higher than the ILS GP or PAPI of each RWY.

At night time, visual approaches shall avoid overflying inhabited areas and visual approaches to RWY 25 from West via Ganta Int or TFS VORDME shall not initiate the left turn before TFS 10 DME.

2.2. RWY OPERATIONS

ACFT shall report to ATC RWY vacated.

Four-engined wide-bodied ACFT shall leave RWY 07 via TWY B-7 and RWY 25 via TWY B-1.

2.2.1. MINIMUM RWY OCCUPANCY TIME

To minimize the RWY occupancy time and the possibility of "go-around", pilots are reminded:

- Whenever the conditions of the RWY allow, they should use the following exit TWYs/Rapid Exit TWYs (RET) or earlier ones, unless otherwise instructed by ATC.

Otherwise, they must notify ATC in the first communication with TWR.

ACFT CATEGORY DUE TO WAKE TURBULENCE	RWY 07 Dist THR - RET	RWY 25 Dist THR - RET
FOUR-ENGINED WITH WIDE BODY (1)	B-7 (2)(3) 10499'/3200m	B-1 (2)(3) 10499'/3200m
HEAVY	B-5 7546'/2300m	B-2 (3) 10039'/3060m
MEDIUM (JET)	B-4 5906'/1800m	B-3 6562'/2000m
MEDIUM (PROP) + LIGHT		

(1) Even not being an ACFT category due to wake turbulence, these ACFT must be treated differently.

(2) Mandatory for four-engined ACFT with wide body.

(3) Non-RET exit TWY.

2. ARRIVAL

- To vacate the RWY rapidly and at the highest possible speed without prejudice to safety.
- To adjust the taxiing speed on the RWY after touchdown if they are sure they will not be able to use the planned exit TWY/RET, avoiding low speeds on the RWY.
- To vacate the RWY completely before stopping. Should they not be able to contact GMC, after leaving the RWY free, they should hold position until they establish that communication.

2.3. TAXI PROCEDURES

In general, taxiing between the apron gate and the stand shall be carried out accompanied by Follow-me car. The supervision of this vehicle is essential for docking or parking.

2.4. OTHER INFORMATION

2.4.1. WIND SHEAR

Caution: Risk of wind shear on final APCH.

Low level wind shear alert system (LLWAS) available.

Orographical wind shear in trade regime, mainly affecting RWY 07

Under trade wind conditions (NE-E), due to the topography of the island, the occurrence of orographical wind shear is frequent.

Wind shear is appreciable on final APCH (below 1600') to the RWY 07 or on RWY, being positive and more frequent in the summer. The surface wind intensities must be around 15 KT and NE-E direction, for the effect to appear (positive wind shear of 15 to 35 KT). On APCH to RWY 07, below 2100', the wind is usually variable or with intensities of the order of 5-10 KT and SW-NW direction (tailwind), becoming NE-E direction (headwind) and with intensities of at least 10 KT when wind shear encountered, around 1000-500' AGL.

This wind shear effect is most obvious in trade wind (NE-E) situations with incoming air from Sahara, when there may also occur turbulence on final approach.

Values of temperature above 30° C can give an indication of these situations.

It is important to be aware of possible inversion warnings, which usually also indicate these advections of warm air.

With wind intensities over 25 KT, occurrence of mechanical turbulence is usually more frequent than the wind shear on final APCH.

Orographical wind shear situation of low pressure system at the surface (storm), mainly affecting RWY 25.

In situations of low pressure affecting the islands, with synoptic wind SW-NW, the orographical wind shear pattern can be reversed, appearing on final approach to the RWY 25 below 1600', with wind intensities in RWY higher than 15 KT and SW-NW direction. The wind shear is usually positive and in the range of 15 to 30 KT. These situations may also generate gust fronts in the vicinity of the aerodrome, associated with convective activity.

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

3.1.1. START-UP

Pilots shall request clearance to start-up from TENERIFE-SOUTH Ground. On requesting this clearance, ACFT must be completely ready to start up, considering that the ACFT must leave stand 10 minutes before the calculated take-off time.

Clearance shall be issued as soon as requested. When delays are expected to exceed 15 minutes, ATC shall provide appropriate start-up time. At that moment, ATC clearance shall be issued.

3.1.1.1. INTERCHANGE OF DATA WITH NMOC - ADVANCED ATC TOWER

If an ACFT has to abort taxiing due to technical reasons, the APT will send a C-DPI (Cancel Departure Planning Information message) to NMOC. As a result of that C-DPI, the flight plan will be suspended and the operator will be informed by a FLS message with the remark 'Suspended by departure APT'. The flight plan can be activated again by means of an updated EOBT with a DLA message.

3.1.2. TAXIING

Pilots shall contact Tower to request permission for towing and/or taxiing.

Towed push-back is mandatory at all front stands and shall be carried out in such a way as to nose to the THR in use, with the following exceptions:

- ATC indicates the opposite;
- Existing engine start-up limitations, that shall be previously communicated to ATC.
- From stands AG-21, G-20, J-22 and R-19, towed push-back shall be carried out nosing to THR 25.

Autonomous exits shall be carried out using the minimum start-up engine power and in such a way as when making the turn, the engine power shall not be higher than IDLE. ACFT shall always exit with nose to the THR in use, unless otherwise directed.

3.2. RWY OPERATIONS

3.2.1. MINIMUM OCCUPANCY TIME

- Pilots shall be ready for departure when they reach the RWY holding position.
- When they receive clearance to line up, pilots must be ready to taxi and line up on the RWY as soon as the preceding ACFT has started its take-off run or landing roll.
- Pilots who require additional separation (because of wake turbulence or some other reason), shall notify ATC as soon as possible, and always before entering the RWY.
- Pilots shall start the take-off run immediately after receiving clearance for take-off.
- Pilots who cannot comply with this requirement shall inform ATC as soon as possible and await instructions. If necessary, ATC may cancel the clearance and instruct the ACFT to vacate the RWY.

GCTS/TFS
REINA SOFIA

JEPPESEN

TENERIFE-SOUTH, CANARY IS

12 APR 19

10-1P4

Eff 25 Apr

AIRPORT BRIEFING

3. DEPARTURE

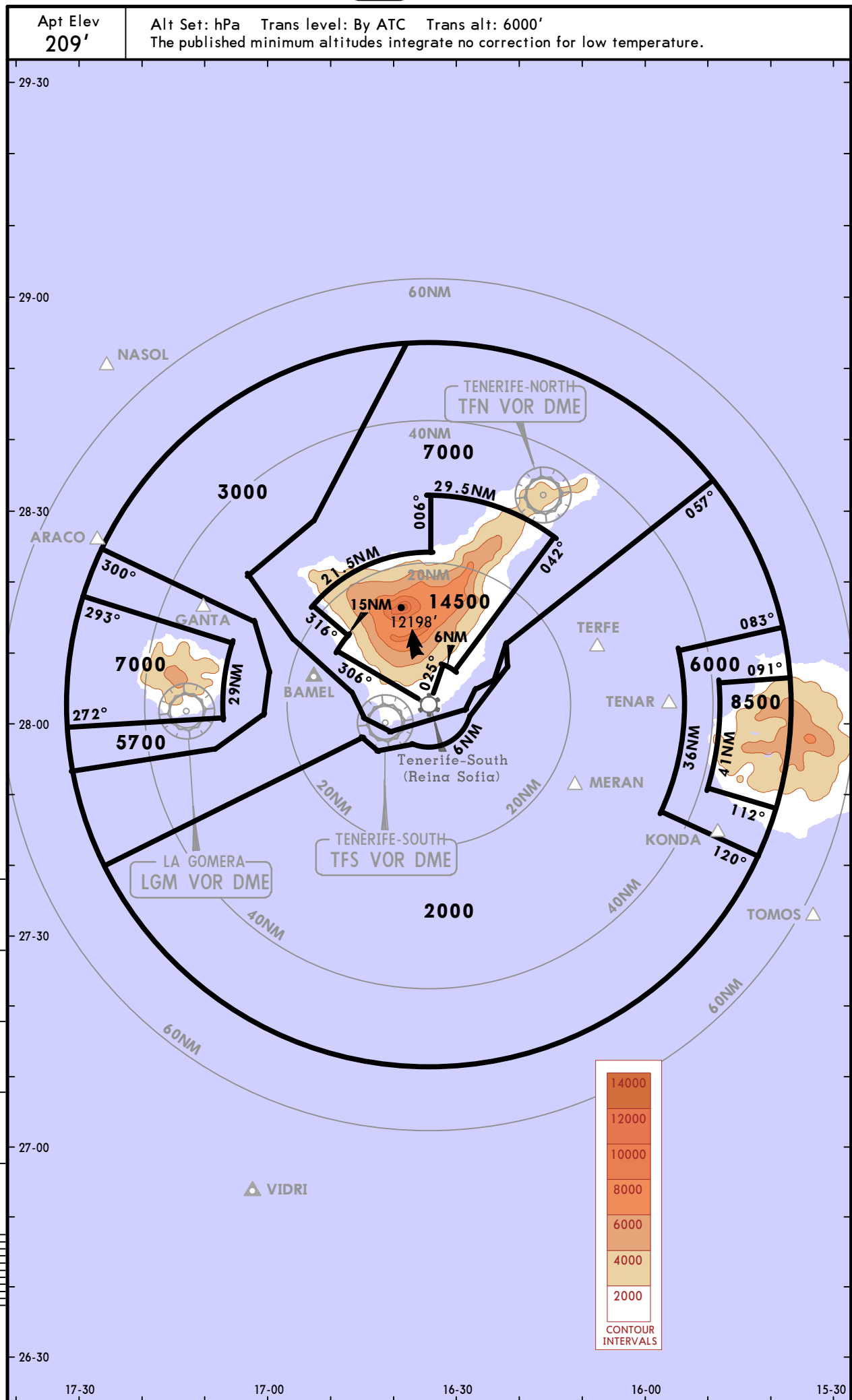
3.3. NOISE ABATEMENT PROCEDURES

- Take-off - Take-off power.
- Take-off flaps/slats.
- Climb at $V_2 + 10$ KT to 1500' AGL.
- At 1500' - Accelerate to zero flap minimum safe maneuvering speed (VZF) + 10 KT maintaining minimum rate of climb 500'.
- Retract flaps/slats as needed.
- Up to FL60 - Do not exceed 250 KT and continue SID in force, except ATC clearance.

| ACFT taking off from RWY 07 shall maintain TFS R-074 up to TFS 10 DME before initiating any Right turn.

ACFT taking off from RWY 25 and overflying TFS VORDME must not turn Right before overflying this navigation facility.

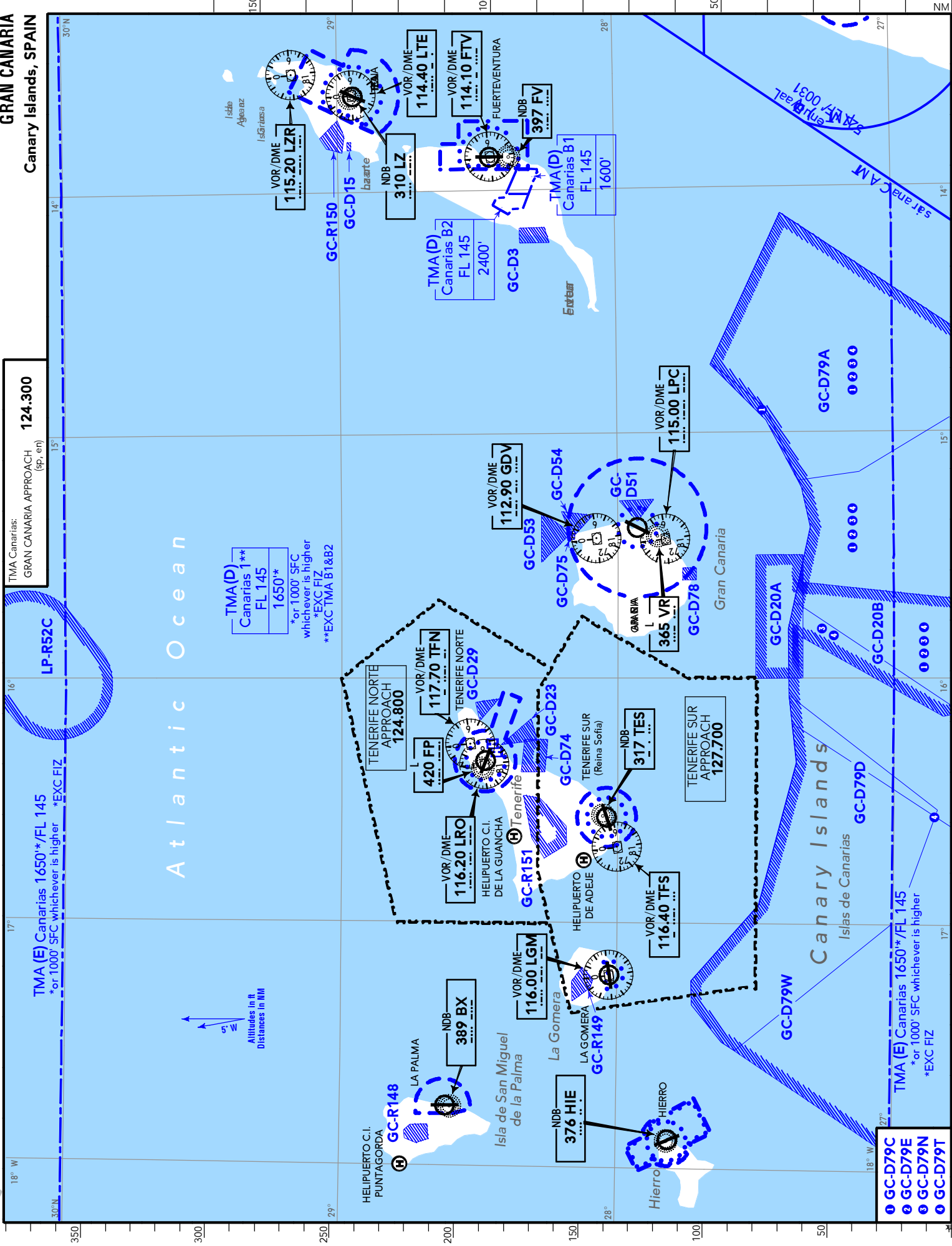
GCTS/TFS REINA SOFIA



AREA

GRAN CANARIA
Canary Islands, Spain

10-1V



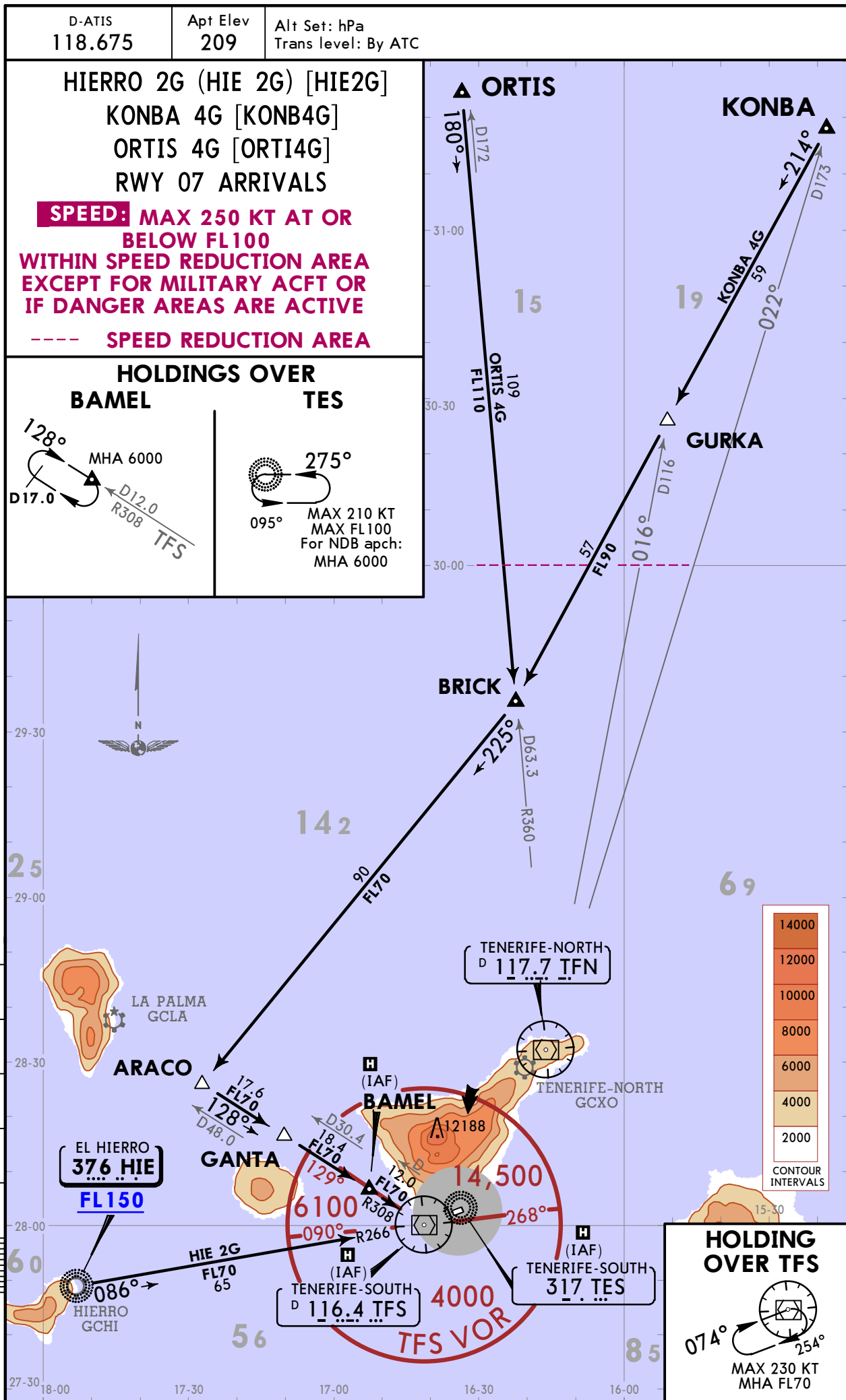
JEPPESEN 13 JAN 17

GCTS/TFS
REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS

5 APR 19 **10-2**

STAR

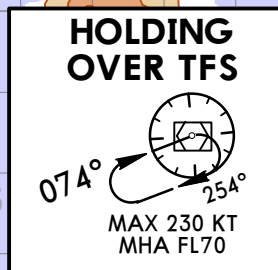
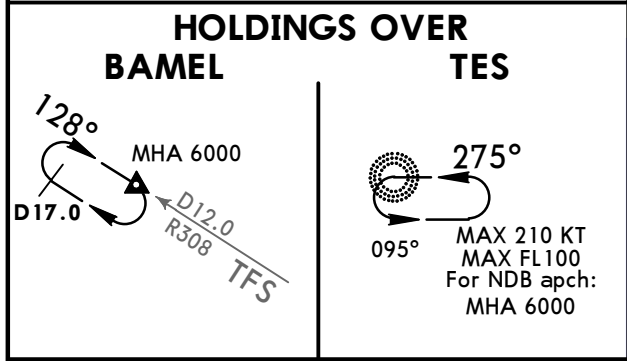


D-ATIS: 118.675
Apt Elev: 209
Alt Set: hPa
Trans level: By ATC

HIERRO 2G (HIE 2G) [HIE2G]
KONBA 4G [KONB4G]
ORTIS 4G [ORTI4G]
RWY 07 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

----- **SPEED REDUCTION AREA**



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STAR

5 APR 19 (10-2A)

D-ATIS 118.675	Apt Elev 209	Alt Set: hPa Trans level: By ATC
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HIERRO 2G (HIE 2G) [HIE2G]
KONBA 5H [KONB5H]
ORTIS 5H [ORTI5H]
 BY ATC

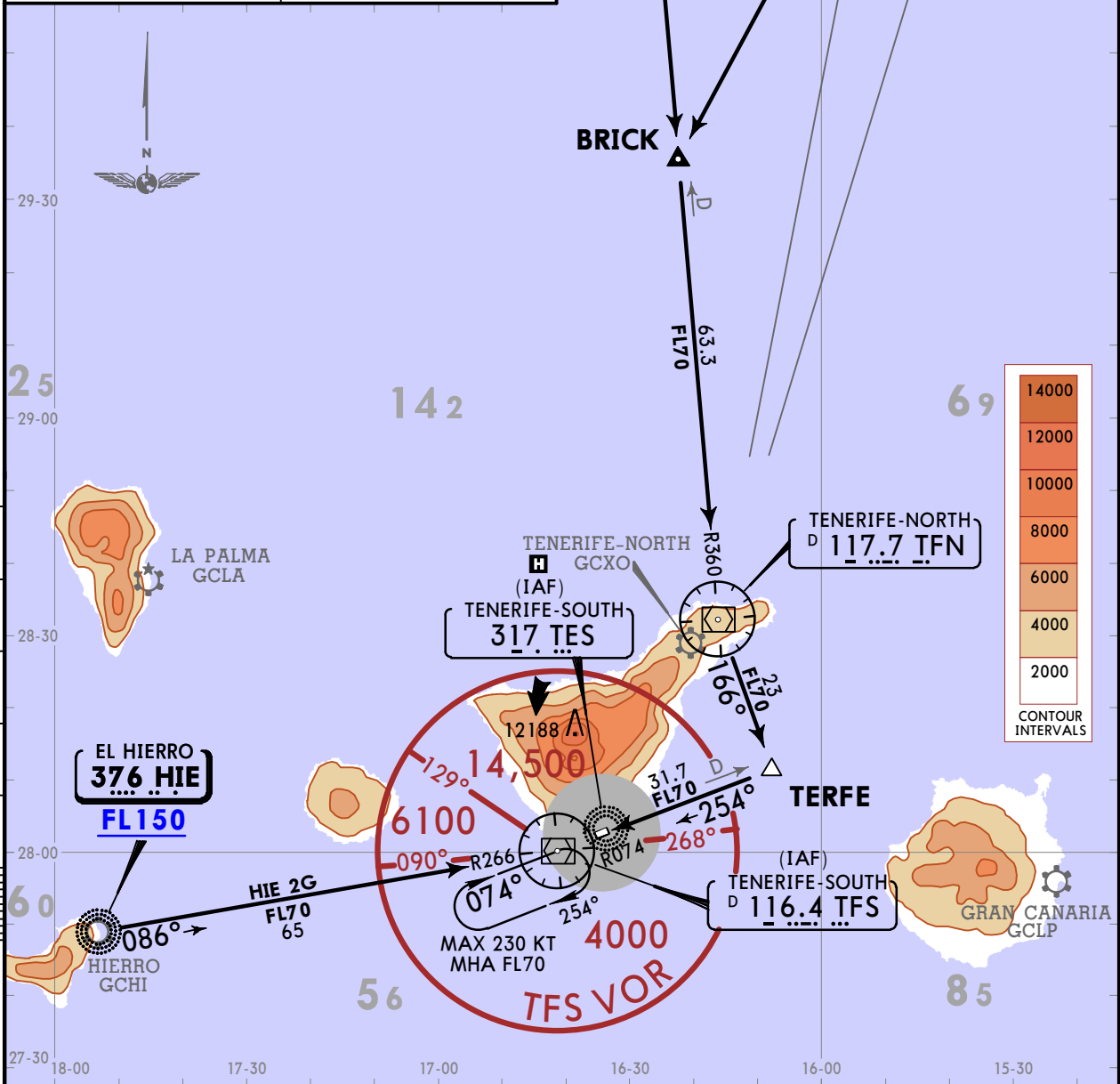
RWY 25 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

--- SPEED REDUCTION AREA

HOLDINGS OVER TES

MAX 210 KT MHA 6000 	MAX 210 KT MHA 6000
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TENERIFE-SOUTH, CANARY IS

STAR

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REINA SOFIA
22 MAR 19 (10-2B) Eff 28 Mar

JEPPESSEN
22 MAR 19 (10-2B) Eff 28 Mar

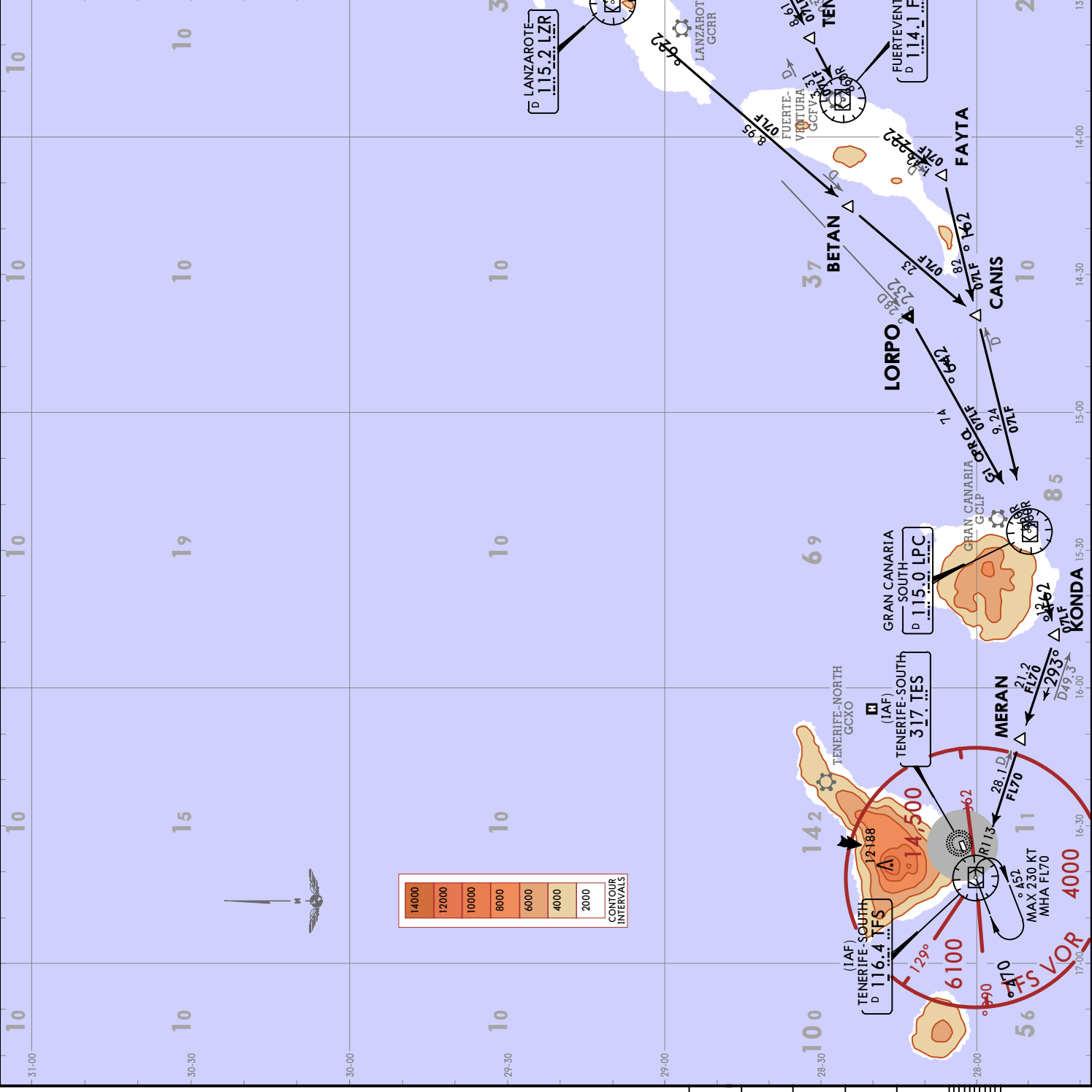
D-ATIS 118.675
Alt Elev 209
Trans level: By ATC

LORPO 1G [LORP1G]
FROM GCFV & GCRR

RUSIK 7G [RUSI7G]
TERTO 7G [TERT7G]
RWY 07 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

--- SPEED REDUCTION AREA

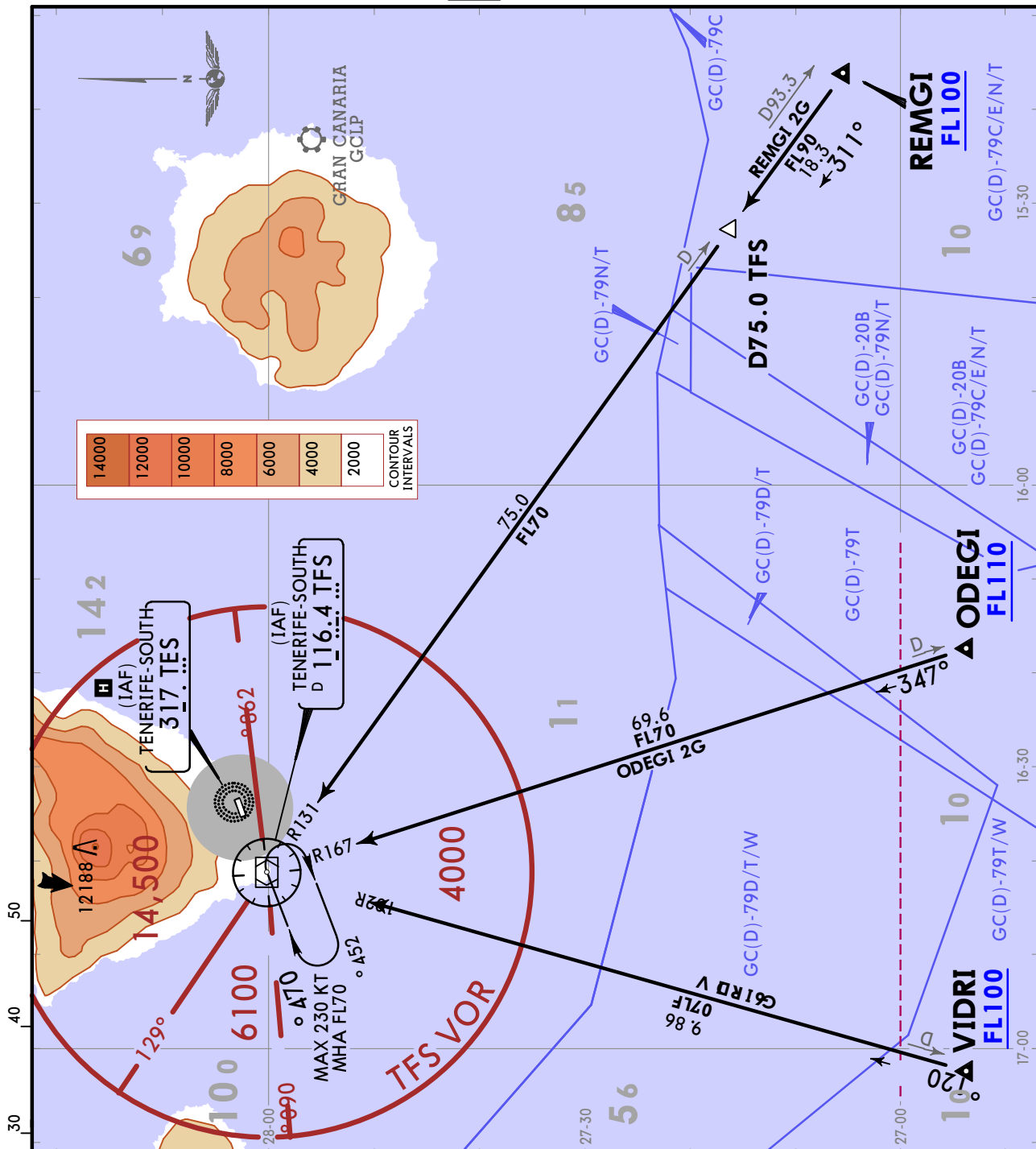


GCTS/TFS
REINA SOFIA

22 MAR 19 **10-2D** Eff 28 Mar

JEPPESEN TENERIFE-SOUTH, CANARY IS

STAR



D-ATIS 118.675	Apt Elev 209	Alt Set: hPa Trans level: By ATC
<p>ODEGI 2G [ODEG2G] VIDRI 6G [VIDR6G] SUBJECT TO GC(D)-79D/T/W ACTIVITY</p> <p>REMG 2G [REMG2G] SUBJECT TO GC(D)-20B & GC(D)-79C/E/N/T ACTIVITY</p> <p>RWYS 07, 25 ARRIVALS SPEED: MAX 250 KT AT OR BELOW FL100 WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE - - - - - SPEED REDUCTION AREA</p>		
<p>HOLDINGS OVER TFS</p> <p>RWY 07 275° 095° MAX 210 KT MHA FL100 For NDB apch: MHA 6000</p> <p>RWY 25 670 142° 52° MAX 210 KT MHA 6000</p> <p>ODEGI 2G 347° 120° MAX 210 KT MHA 6000</p>		

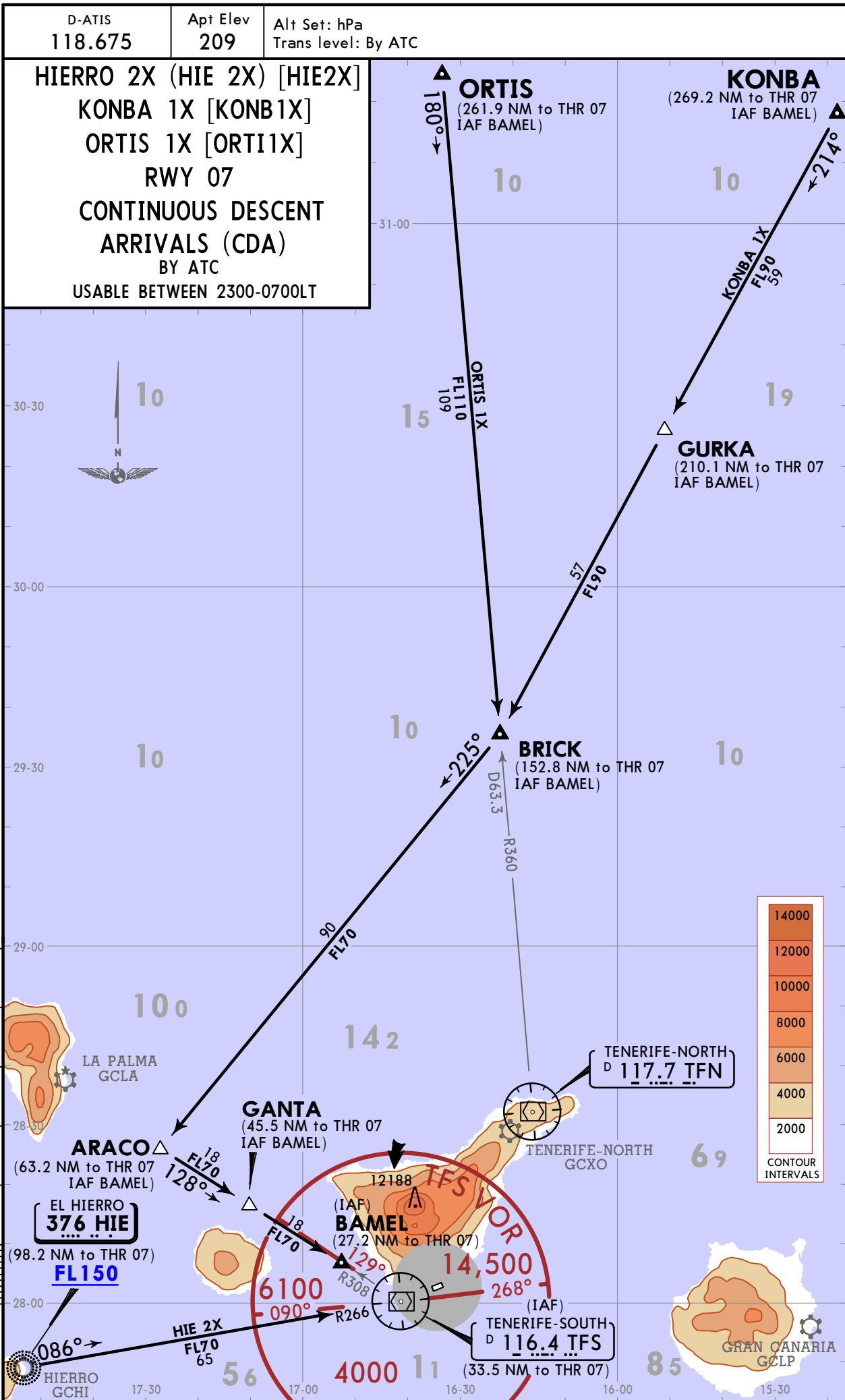
GCTS/TFS REINA SOFIA

22 MAR 19

10-2E

Eff 28 Mar

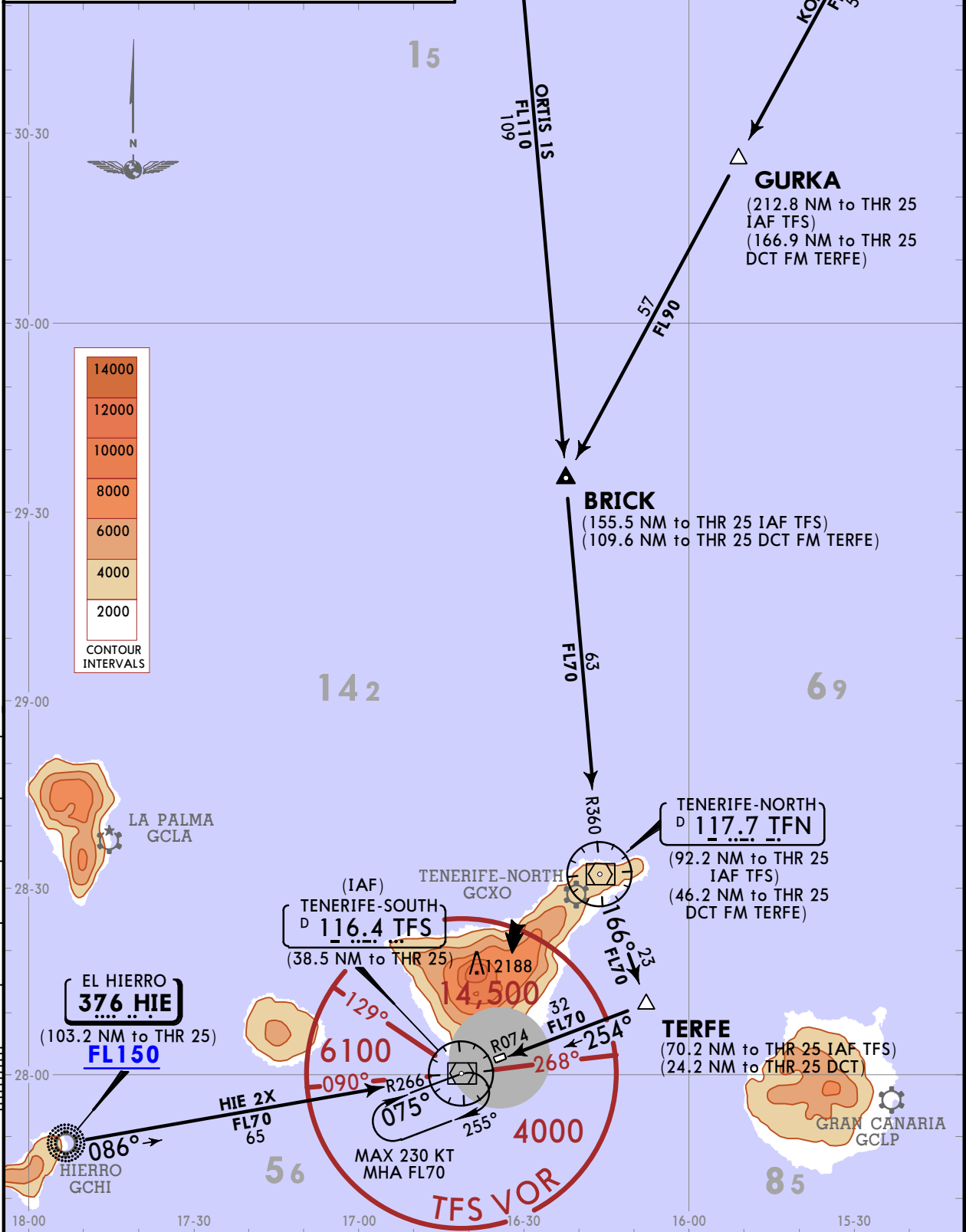
STAR



CHANGES: Crossing at HIERRO established. STAR HIERRO 1X renumbered to 2X.

GCTS/TFS REINA SOFIA

D-ATIS 118.675	Apt Elev 209	Alt Set: hPa Trans level: By ATC
HIERRO 2X (HIE 2X) [HIE2X] KONBA 1S [KONB1S] ORTIS 1S [ORTI1S] RWY 25 CONTINUOUS DESCENT ARRIVALS (CDA) BY ATC USABLE BETWEEN 2300-0700LT		



CHANGES: Crossing at HIERRO established. STAR HIERRO 1X renumbered to 2X.

GCTS/TFS
REINA SOFIA



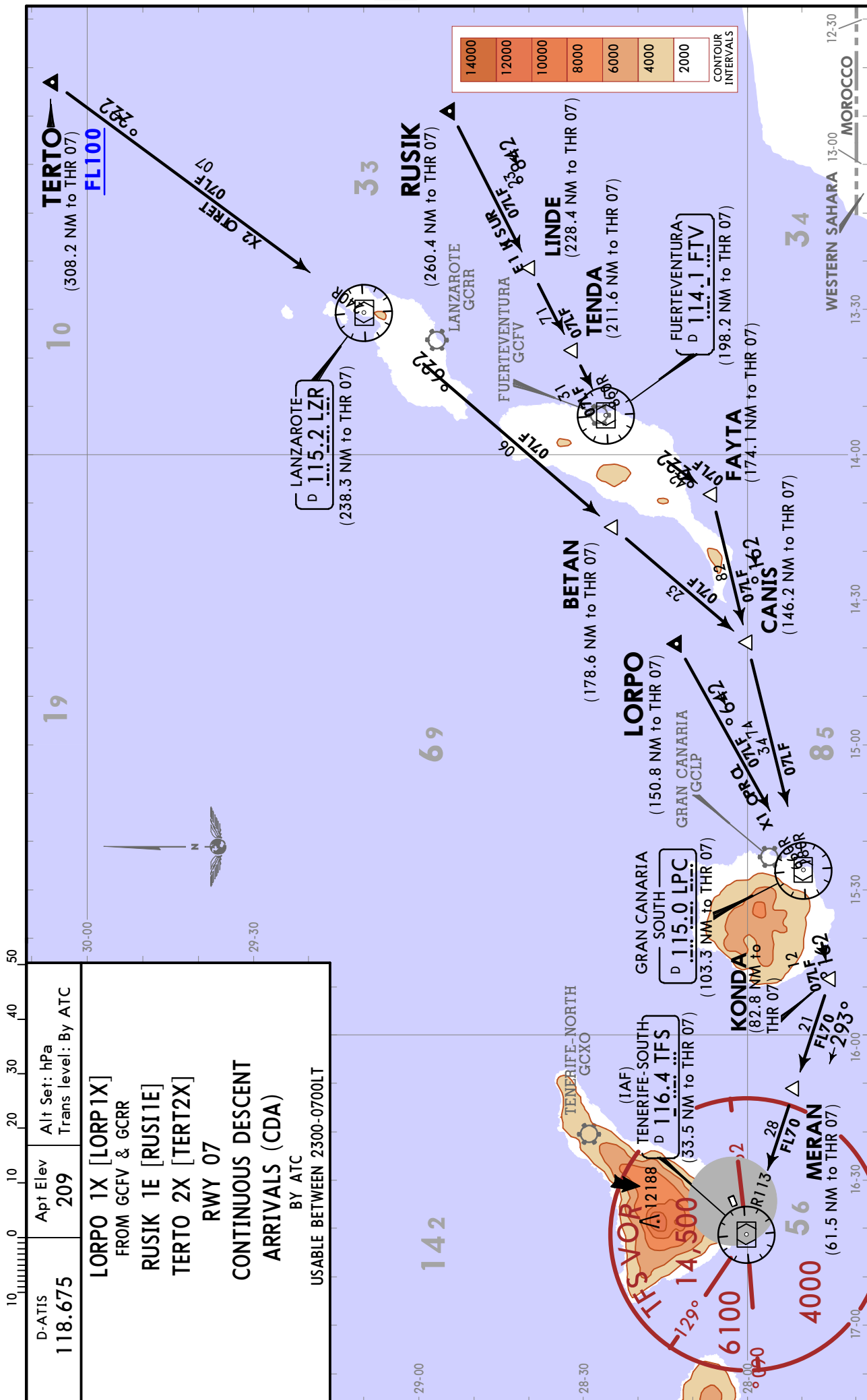
JEPPESEN TENERIFE-SOUTH, CANARY IS

22 MAR 19

10-2G

Eff 28 Mar

STAR



D-ATIS 118.675	Apt Elev 209	Alt Set: hPa Trans level: By ATC
LORPO 1X [LORP1X] FROM GCFV & GRRR RUSIK 1E [RUSI1E] TERTO 2X [TERT2X] RWY 07 CONTINUOUS DESCENT ARRIVALS (CDA) BY ATC USABLE BETWEEN 2300-0700LT		

CHANGES: Crossing at TERTO established. STAR TERTO 1X renumbered to 2X.

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22 MAR 19 **10-2J** Eff 28 Mar

JEPPESEN TENERIFE-SOUTH, CANARY IS

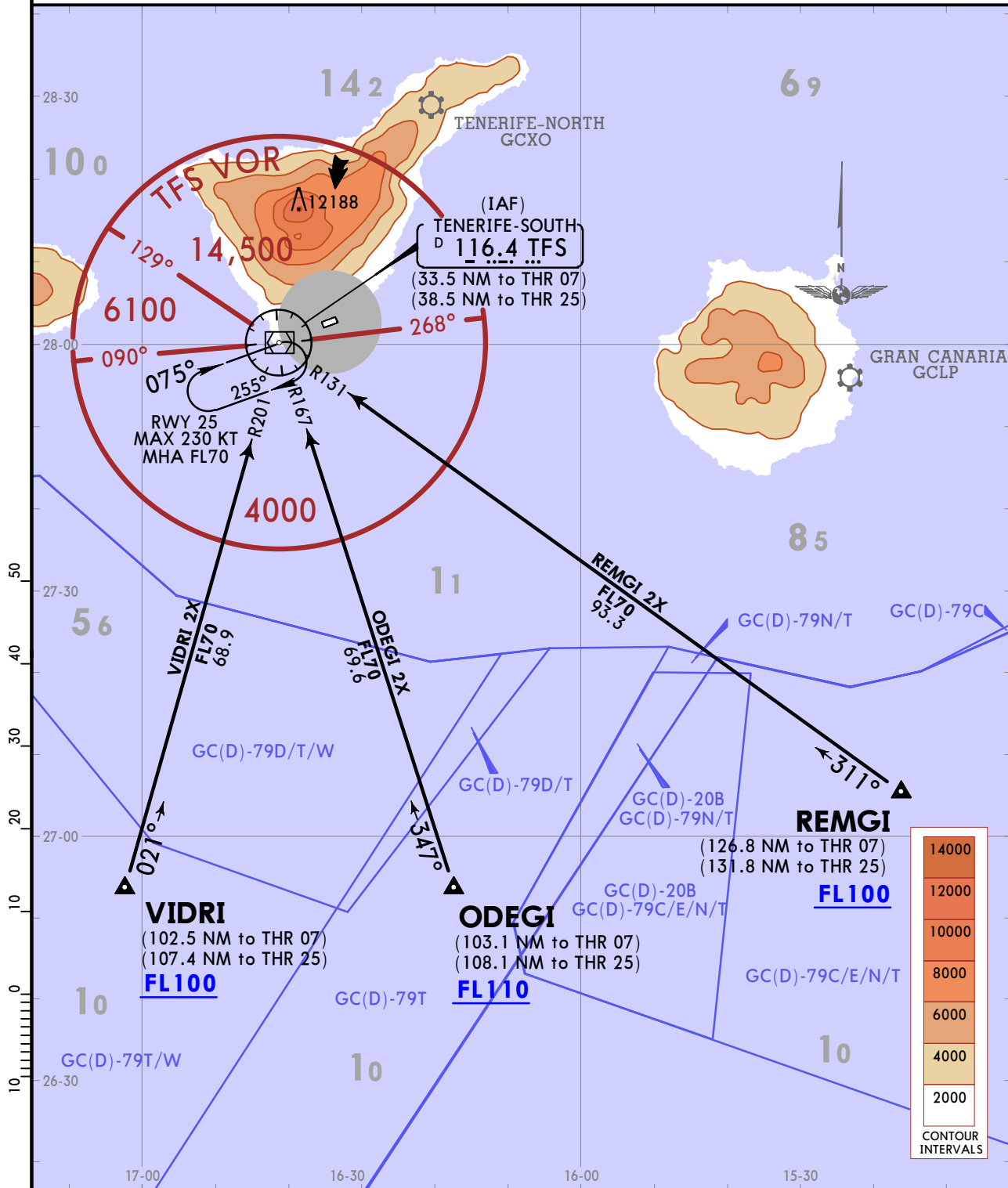
STAR

D-ATIS 118.675	Apt Elev 209	Alt Set: hPa Trans level: By ATC
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ODEGI 2X [ODEG2X]
VIDRI 2X [VIDR2X]
 SUBJECT TO GC(D)-79D/T/W ACTIVITY

REMGI 2X [REMG2X]
 SUBJECT TO GC(D)-20B &
 GC(D)-79C/E/N/T ACTIVITY

RWYS 07, 25
CONTINUOUS DESCENT ARRIVALS (CDA)
 BY ATC
 USABLE BETWEEN 2300-0700LT



TENERIFE-SOUTH, CANARY IS

SID

GCTS/TFS
REINA SOFIA
22 MAR 19 10-3 Eff 28 Mar

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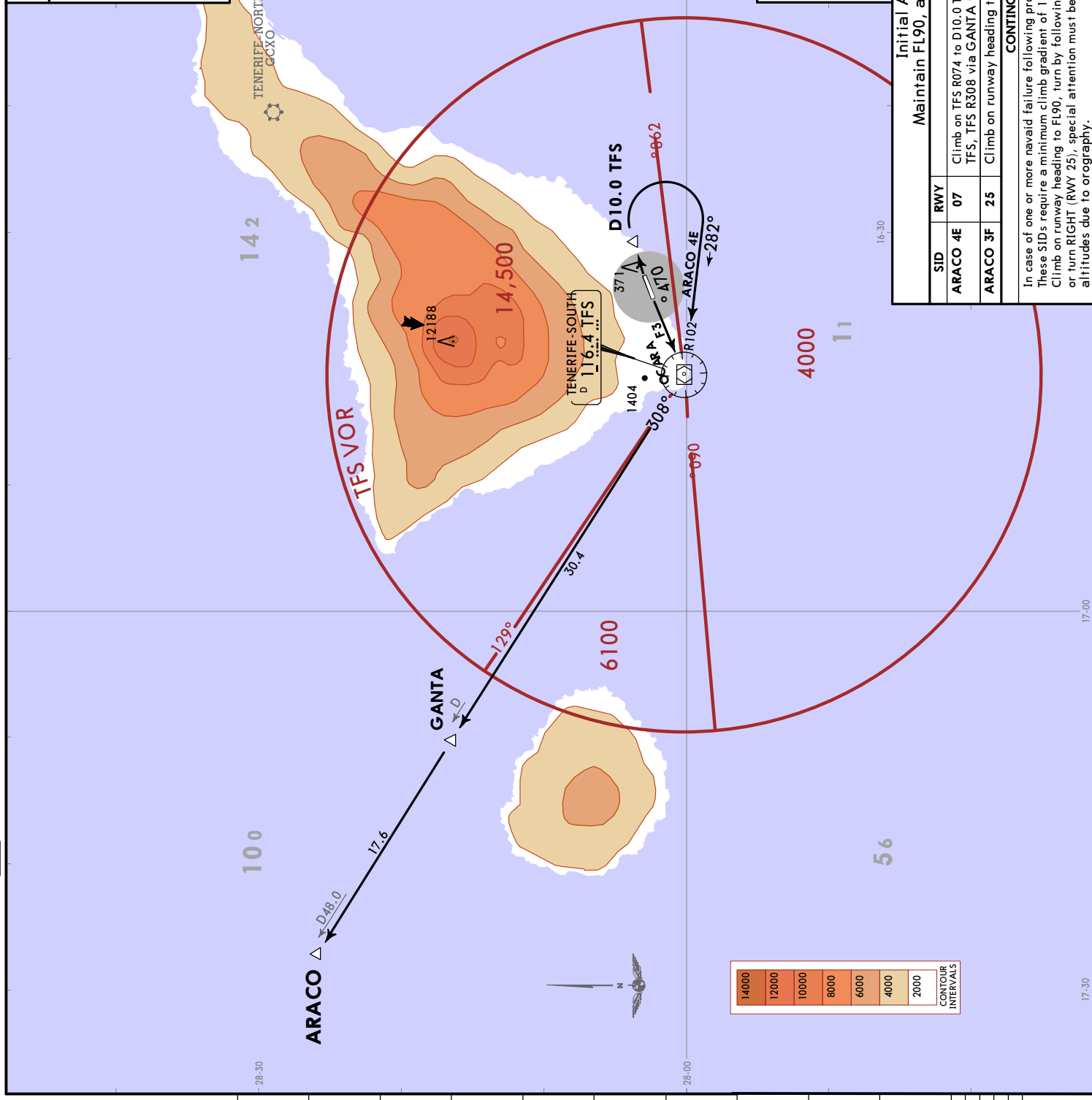
Apt Elev
209

Trans alt: 6000
EXPECT close-in obstacles.

ARACO 4E [ARAC4E]
ARACO 3F [ARAC3F]

DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE



ARACO 4E

This SID requires a minimum climb gradient of 4.5% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial ATC clearance:
Maintain FL90, await further clearance

SID	RWY	ROUTING
ARACO 4E	07	Climb on TFS R074 to D10.0 TFS, turn RIGHT, intercept TFS R102 inbound to TFS, TFS R308 via GANTA to ARACO.
ARACO 3F	25	Climb on runway heading to TFS, TFS R308 via GANTA to ARACO.

CONTINGENCY DEPARTURE

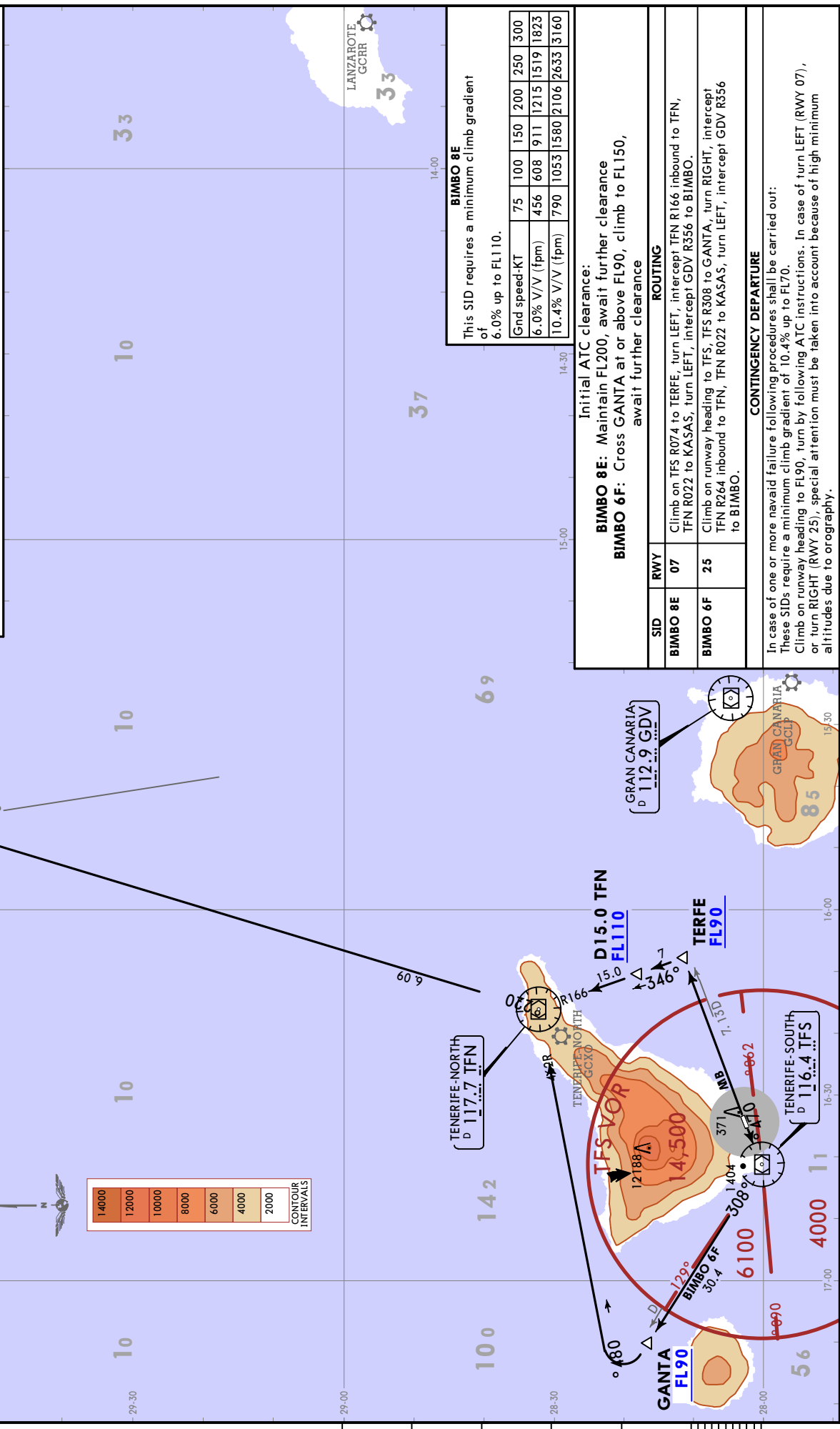
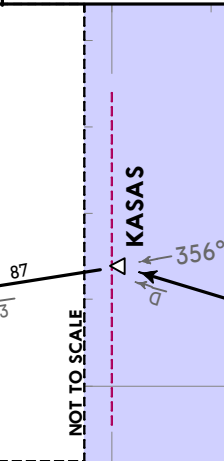
In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.

Trans alt: 6000
 1. Due to restrictions of GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.
 2. EXPECT close-in obstacles.

BIMBO 8E [BIMB8E], BIMBO 6F [BIMB6F]
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA
EXCEPT FOR MILITARY ACFT OR
IF DANGER AREAS ARE ACTIVE
----- SPEED REDUCTION AREA

BIMBO 6F: FL100
 NOT TO SCALE



BIMBO 8E
 This SID requires a minimum climb gradient of 6.0% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial ATC clearance:
BIMBO 8E: Maintain FL200, await further clearance
BIMBO 6F: Cross GANTA at or above FL90, climb to FL150, await further clearance

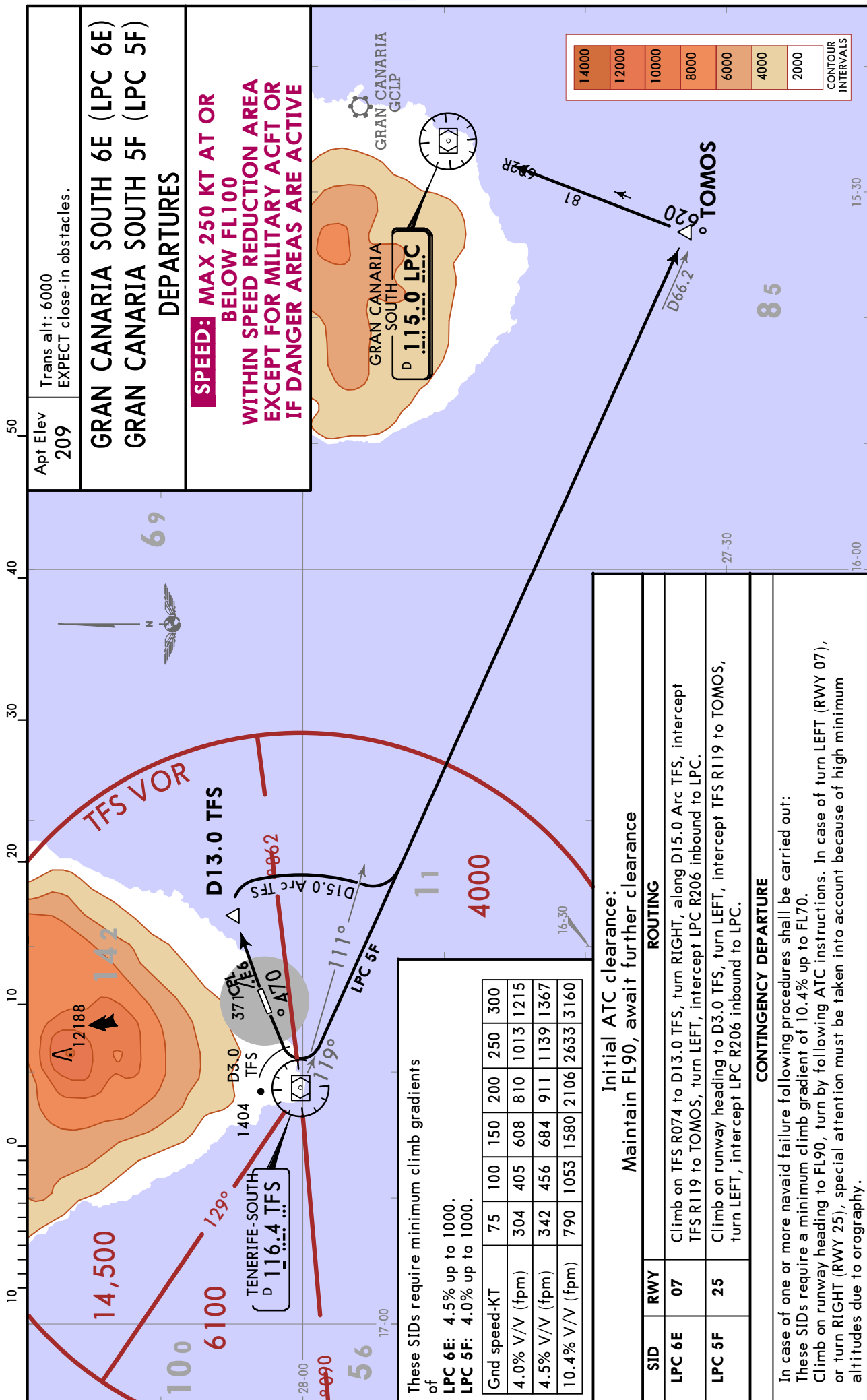
SID	RWY	ROUTING
BIMBO 8E	07	Climb on TFS R074 to TERFE, turn LEFT, intercept TFN R166 inbound to TFN, TFN R022 to KASAS, turn LEFT, intercept GDV R356 to BIMBO.
BIMBO 6F	25	Climb on runway heading to TFS, TFS R308 to GANTA, turn RIGHT, intercept TFN R264 inbound to TFN, TFN R022 to KASAS, turn LEFT, intercept GDV R356 to BIMBO.

CONTINGENCY DEPARTURE
 In case of one or more navaid failure following procedures shall be carried out:
 These SIDs require a minimum climb gradient of 10.4% up to FL70.
 Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.

GCTS/TFS
REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS
5 JUL 19 10-3B Eff 18 Jul

SID



Apt Elev 209
Trans alt: 6000
EXPECT close-in obstacles.

GRAN CANARIA SOUTH 6E (LPC 6E)
GRAN CANARIA SOUTH 5F (LPC 5F)
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

These SIDs require minimum climb gradients of

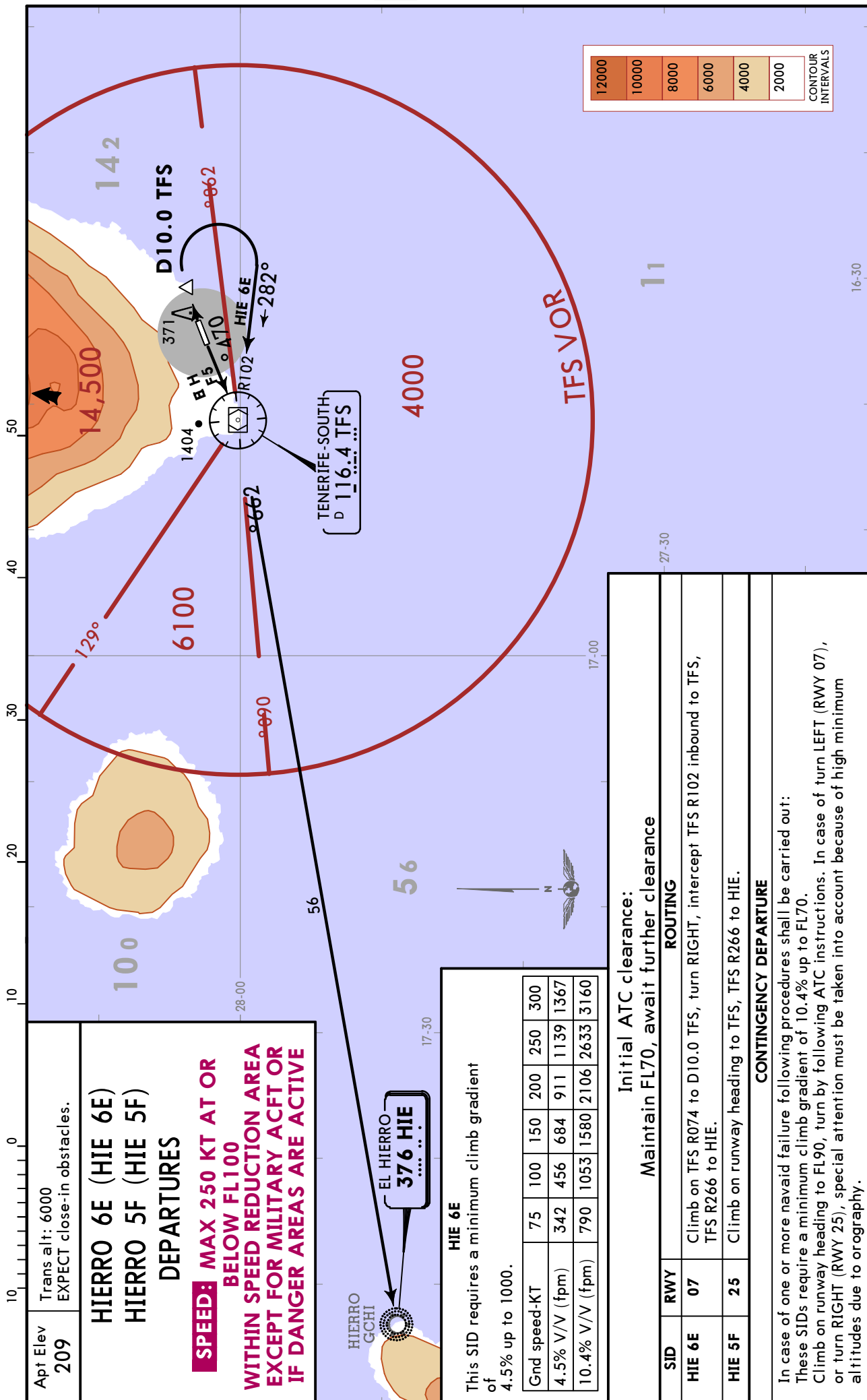
LPC 6E:	4.5% up to 1000.
LPC 5F:	4.0% up to 1000.
Gnd speed-KT	75 100 150 200 250 300
4.0% V/V (fpm)	304 405 608 810 1013 1215
4.5% V/V (fpm)	342 456 684 911 1139 1367
10.4% V/V (fpm)	790 1053 1580 2106 2633 3160

14000
12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

GCTS/TFS
REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS
5 JUL 19 (10-3C) Eff 18 Jul

SID



Apt Elev 209 Trans alt: 6000
EXPECT close-in obstacles.

HIERRO 6E (HIE 6E)
HIERRO 5F (HIE 5F)
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

HIERRO GOCHI
EL HIERRO
376 HIE

HIE 6E

This SID requires a minimum climb gradient of 4.5% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial ATC clearance:	
Maintain FL70, await further clearance	
ROUTING	
SID	RWY
HIE 6E	07
Climb on TFS R074 to D10.0 TFS, turn RIGHT, intercept TFS R102 inbound to TFS, TFS R266 to HIE.	
HIE 5F	25
Climb on runway heading to TFS, TFS R266 to HIE.	
CONTINGENCY DEPARTURE	
In case of one or more navaid failure following procedures shall be carried out: These SIDs require a minimum climb gradient of 10.4% up to FL70. Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.	

TENERIFE-SOUTH, CANARY IS

SID

Apt Elev
209

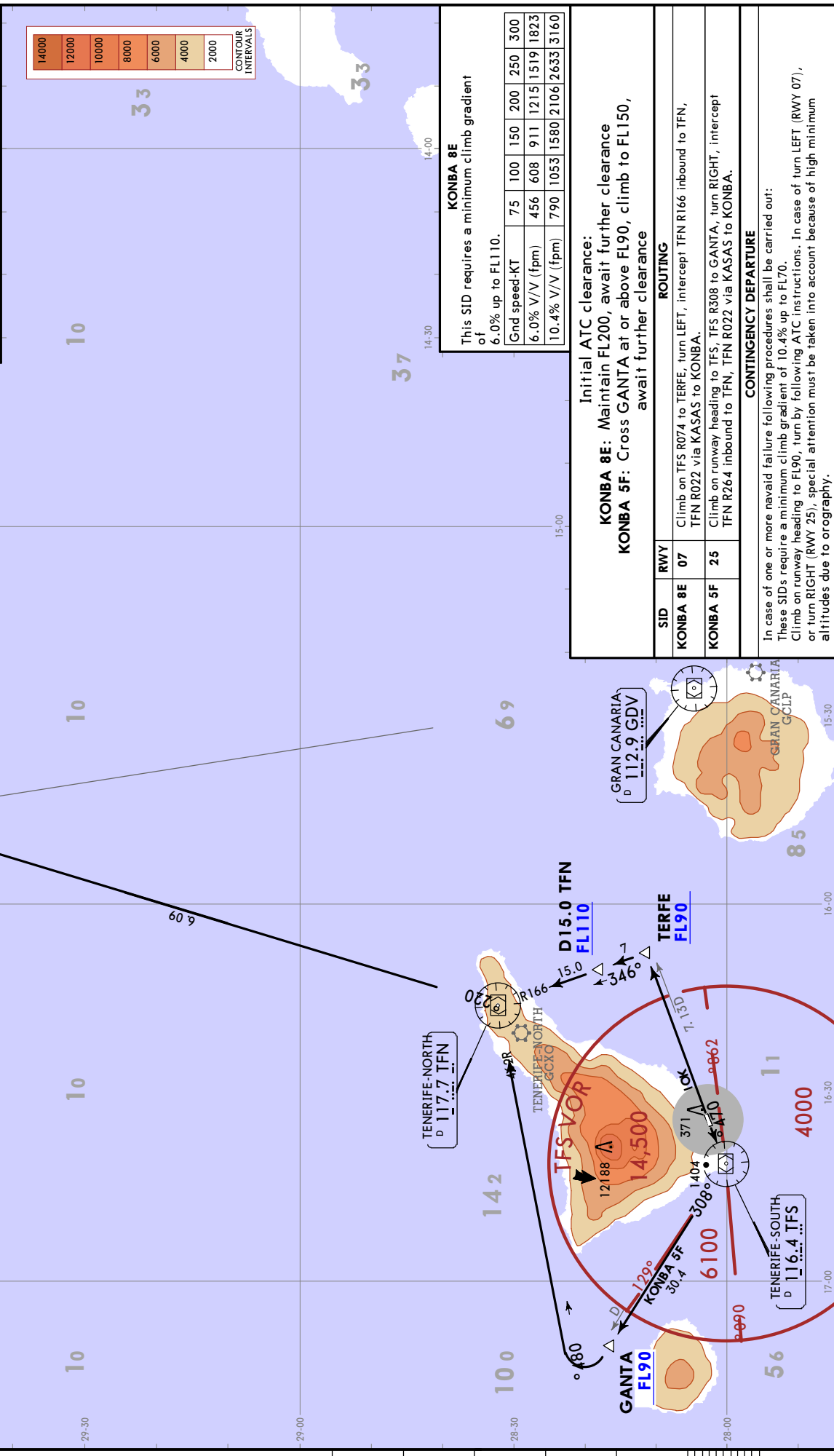
Trans alt: 6000
EXPECT close-in obstacles.

KONBA 8E [KONB8E]
KONBA 5F [KONB5F]

DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

----- SPEED REDUCTION AREA



GCTS/TFS
REINA SOFIA

JEPPESEN
8 FEB 19 (10-3D)

JEPPESEN
8 FEB 19 10-3E

TENERIFE-SOUTH, CANARY IS
SID

GCTS/TFS
REINA SOFIA

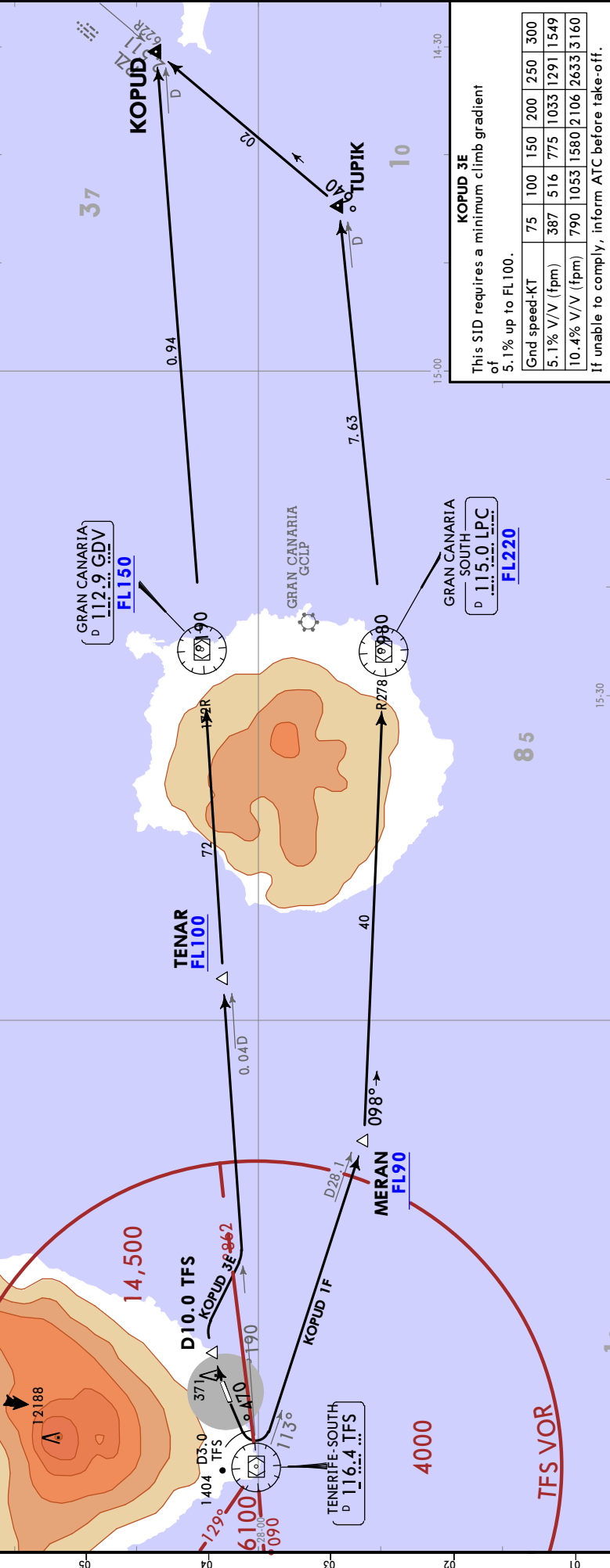
Apt Elev 209
Trans alt: 6000
EXPECT close-in obstacles.

KOPUD 3E [KOPU3E] ①③
KOPUD 1F [KOPU1F] ②
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

③ Due to restrictions of GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.

Overflying ① GDV/② LPC is mandatory in order to assure the standard separation between ACFT.



KOPUD 3E

This SID requires a minimum climb gradient of 5.1% up to FL100.

End speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

If unable to comply, inform ATC before take-off.

Initial ATC clearance:

KOPUD 3E: Cross GDV at or above FL150, maintain FL200, await further clearance

KOPUD 1F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

SID	RWY	ROUTING
KOPUD 3E ①③	07	Climb on TFS R074 to D10.0 TFS, turn RIGHT, intercept TFS R091 via TENAR to GDV, GDV R091 to KOPUD.
KOPUD 1F ②	25	Climb on runway heading to D3.0 TFS, turn LEFT, intercept TFS R113 to MERAN, turn LEFT, intercept LPC R278 inbound to LPC, LPC R089 to TUPIK, turn LEFT, intercept LZR R226 inbound to KOPUD.

CONTINGENCY DEPARTURE

In case of one or more navigational failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.

TENERIFE-SOUTH, CANARI IS

GCTS/TFS
REINA SOFIA 25 OCT 19 10-3F Eff 7 Nov

SID

KORAL 1E [KORA1E] ●
KORAL 6F [KORA6F] ●
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100 WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT
----- SPEED REDUCTION AREA

KORAL 1E

This SID requires a minimum climb gradient of 5.1% up to FL100.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

If unable to comply, inform ATC before take-off.

Initial ATC clearance:
KORAL 1E: Cross GDV at or above FL150, maintain FL200, await further clearance
KORAL 6F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

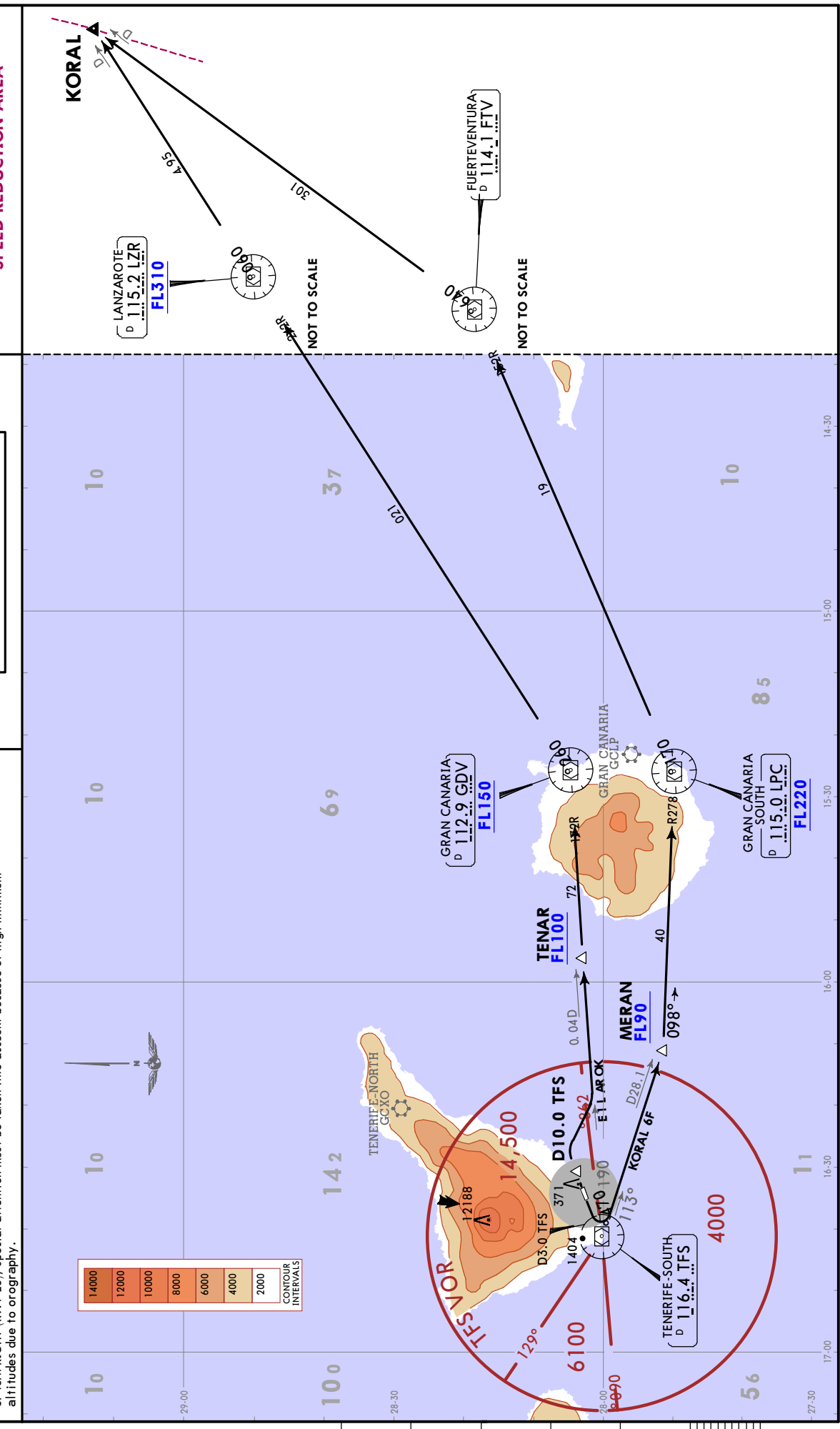
ROUTING

KORAL 1E 07 Climb on TFS R074 to D10.0 TFS, turn RIGHT, intercept TFS R091 via TENAR to GDV, GDV R062 to LZR, LZR R060 to KORAL.

KORAL 6F 25 Climb on runway heading to D3.0 TFS, turn LEFT, intercept TFS R113 to MERAN, turn LEFT, intercept LPC R278 inbound to LPC; LPC R071 to FTV, FTV R046 to KORAL.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
 These SIDs require a minimum climb gradient of 10.4% up to FL70.
 Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.



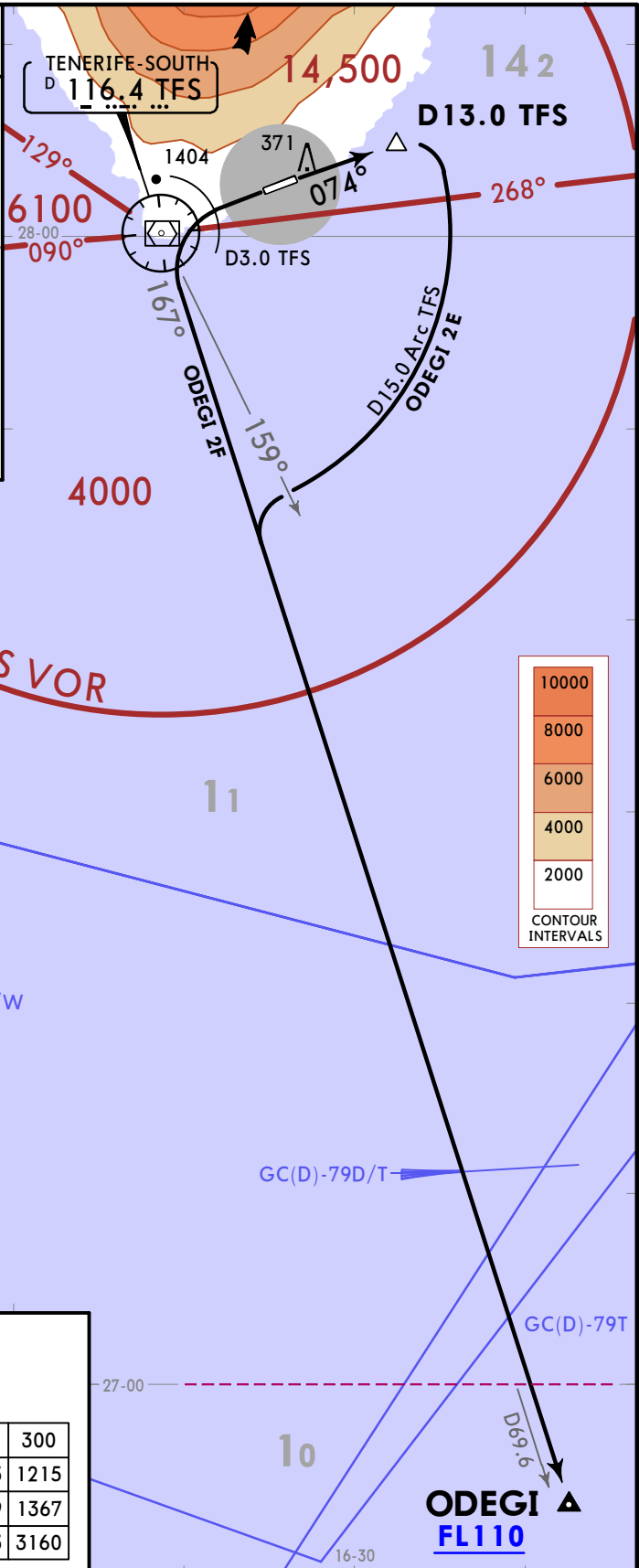
GCTS/TFS REINA SOFIA

Apt Elev 209 Trans alt: 6000
EXPECT close-in obstacles.

ODEGI 2E [ODEG2E]
ODEGI 2F [ODEG2F]
DEPARTURES
SUBJECT TO GC(D)-79D/T/W ACTIVITY

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT

----- **SPEED REDUCTION AREA**



50
40
30
20
10
0
10

These SIDs require minimum climb gradients of

ODEGI 2E: 4.5% up to 1000.
ODEGI 2F: 4.0% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial climb clearance: Maintain FL90, await further clearance

SID	RWY	ROUTING
ODEGI 2E	07	Climb on TFS R074 to D13.0 TFS, turn RIGHT, along D15.0 Arc TFS, intercept TFS R167 to ODEGI.
ODEGI 2F	25	Climb on runway heading to D3.0 TFS, turn LEFT, intercept TFS R167 to ODEGI.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.

Initial ATC clearance:
RASEP 3E: Cross GDV at or above FL150, maintain FL200, await further clearance
RASEP 1F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

ROUTING

SID	RWY	ROUTING
RASEP 3E ①	07	Climb on TFS R074 to D10.0 TFS, turn RIGHT, intercept TFS R091 via TENAR to GDV, GDV R060 to RASEP.
RASEP 1F ②	25	Climb on runway heading to D3.0 TFS, turn LEFT, intercept TFS R113 to MERAN, turn LEFT, intercept LPC R278 inbound to LPC, LPC R050 to RASEP.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.

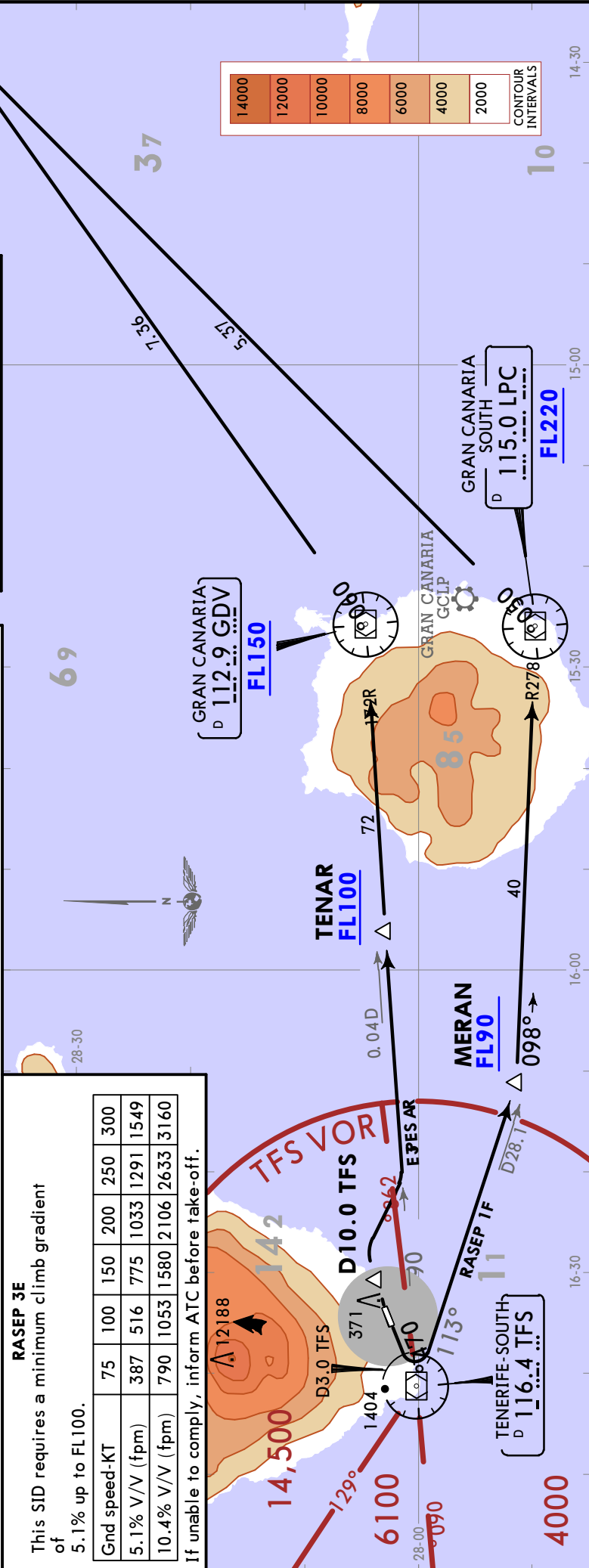
RASEP 3E
Trans alt: 6000
Apt Elev 209
EXPECT close-in obstacles.

RASEP 3E [RASE3E]①, RASEP 1F [RASE1F]② DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100 WITHIN SPEED REDUCTION AREA, EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

RASEP

Overflying ① GDV/ ② LPC is mandatory in order to assure the standard separation between ACFT.



RASEP 3E
This SID requires a minimum climb gradient of 5.1% up to FL100.

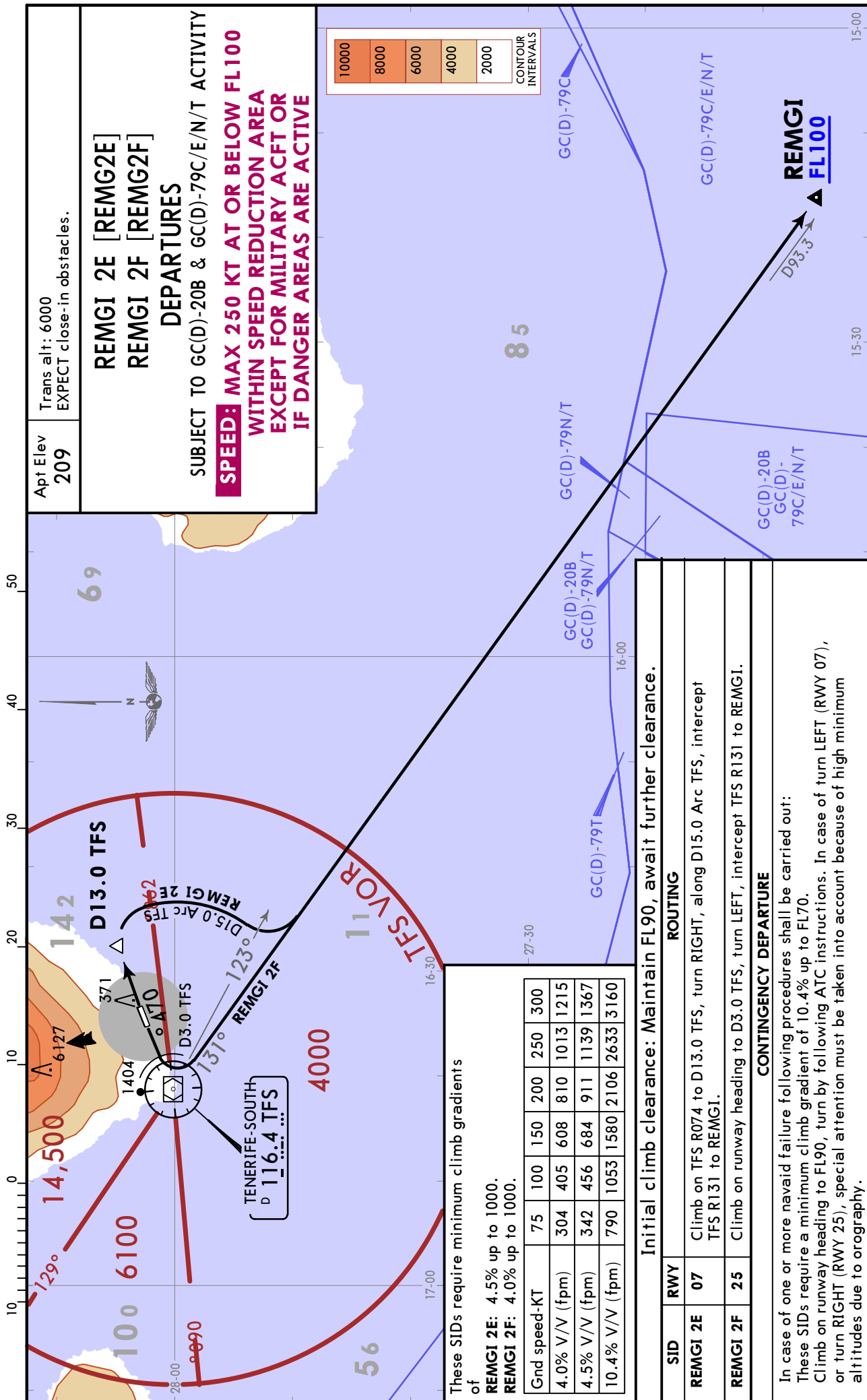
Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

If unable to comply, inform ATC before take-off.

GCTS/TFS
REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS
22 MAR 19 (10-3J) Eff 28 Mar

SID



Apt Elev
209

Trans alt: 6000
EXPECT close-in obstacles.

REMG I 2E [REMG 2E]
REMG I 2F [REMG 2F]
DEPARTURES

SUBJECT TO GC(D)-20B & GC(D)-79C/E/N/T ACTIVITY

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA
EXCEPT FOR MILITARY ACFT OR
IF DANGER AREAS ARE ACTIVE

10000
8000
6000
4000
2000

CONTOUR INTERVALS

These SIDs require minimum climb gradients of

REMG I 2E: 4.5% up to 1000.
REMG I 2F: 4.0% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial climb clearance: Maintain FL90, await further clearance.

SID	RWY	ROUTING
REMG I 2E	07	Climb on TFS R074 to D13.0 TFS, turn RIGHT, along D15.0 Arc TFS, intercept TFS R131 to REMGI.
REMG I 2F	25	Climb on runway heading to D3.0 TFS, turn LEFT, intercept TFS R131 to REMGI.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.

CHANGES: None

GCTS/TFS REINA SOFIA 27 SEP 19 10-3K EFF 10 OCT JEPPESEN TENERIFE-SOUTH, CANARY IS SID

Apt Elev 209 Trans alt: 6000 EXPECT close-in obstacles.

SAMAR 8E [SAMA8E], SAMAR 9F [SAMA9F] DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100 WITHIN SPEED REDUCTION AREA, EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

----- SPEED REDUCTION AREA

Initial ATC clearance:
SAMAR 8E: Maintain FL200, await further clearance
SAMAR 9F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

SID	RWY	ROUTING
SAMAR 8E	07	Climb on TFS R074 to TERFE, turn LEFT, intercept TFN R166 inbound to TFN, TFN R022 to KASAS, turn RIGHT, intercept 056° bearing from BX to SAMAR.
SAMAR 9F	25	Climb on runway heading to D3.0 TFS, turn LEFT, intercept TFS R113 to MERAN, turn LEFT, intercept LPC R278 inbound to LPC, LPC R032 to LARYS, turn RIGHT, intercept GDV R039 to SARAY, turn LEFT, intercept FTV R354 to SAMAR.

CONTINGENCY DEPARTURE

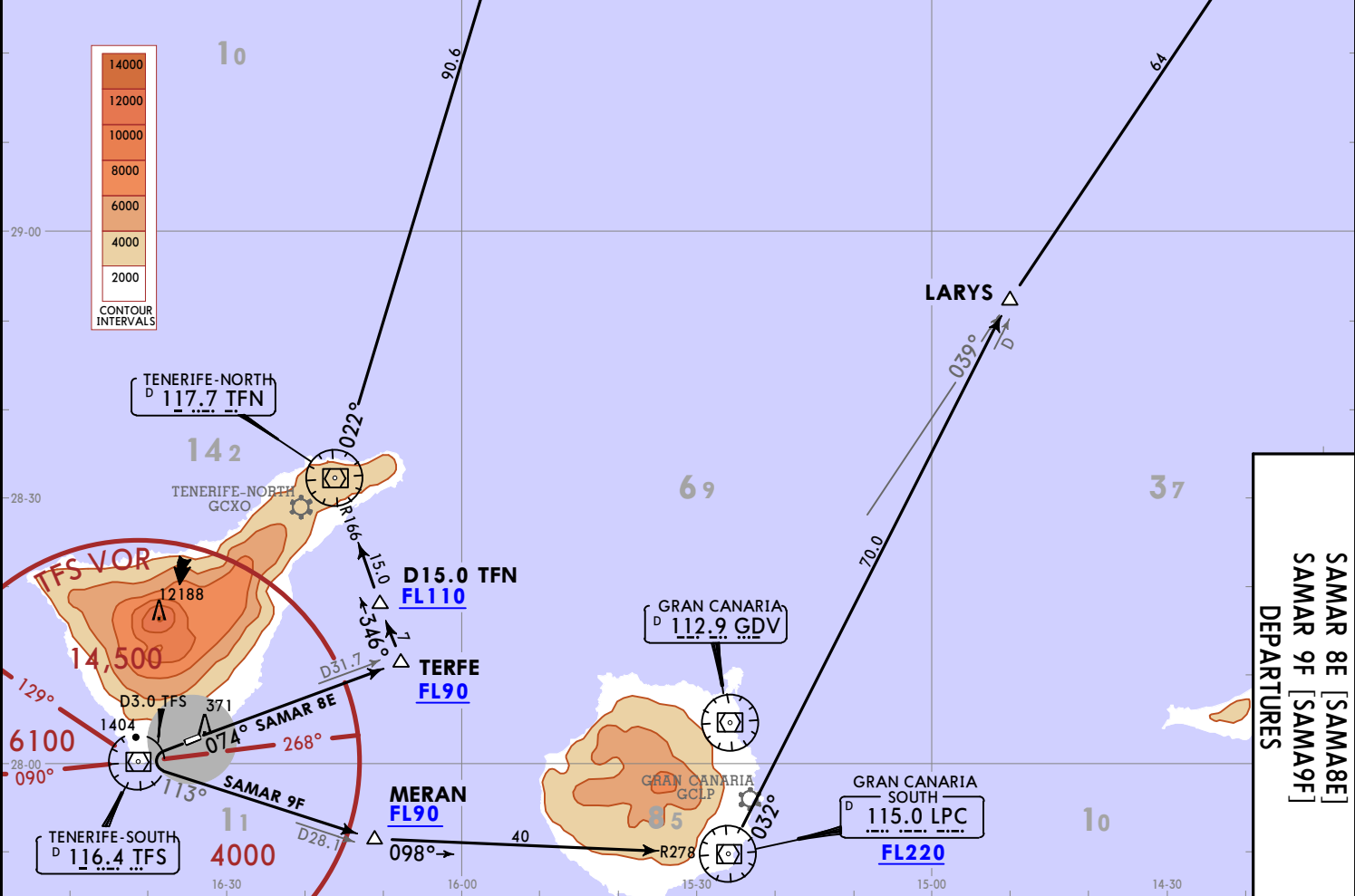
In case of one or more navaid failure following procedures shall be carried out:
 These SIDs require a minimum climb gradient of 10.4% up to FL70.
 Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitude due to orography.

SAMAR 8E

This SID requires a minimum climb gradient of 6.0% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Overflying LPC is mandatory in order to assure the standard separation between ACFT.



Trans alt: 6000
 1. Due to restrictions of GDV VOR, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.
 2. EXPECT close-in obstacles.

Apt Elev
209

SARAY 1E [SARAY 1E] ①
SARAY 1F [SARAY 1F] ②
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

Overlying ① GDV/② LPC is mandatory in order to assure the standard separation between ACFT.

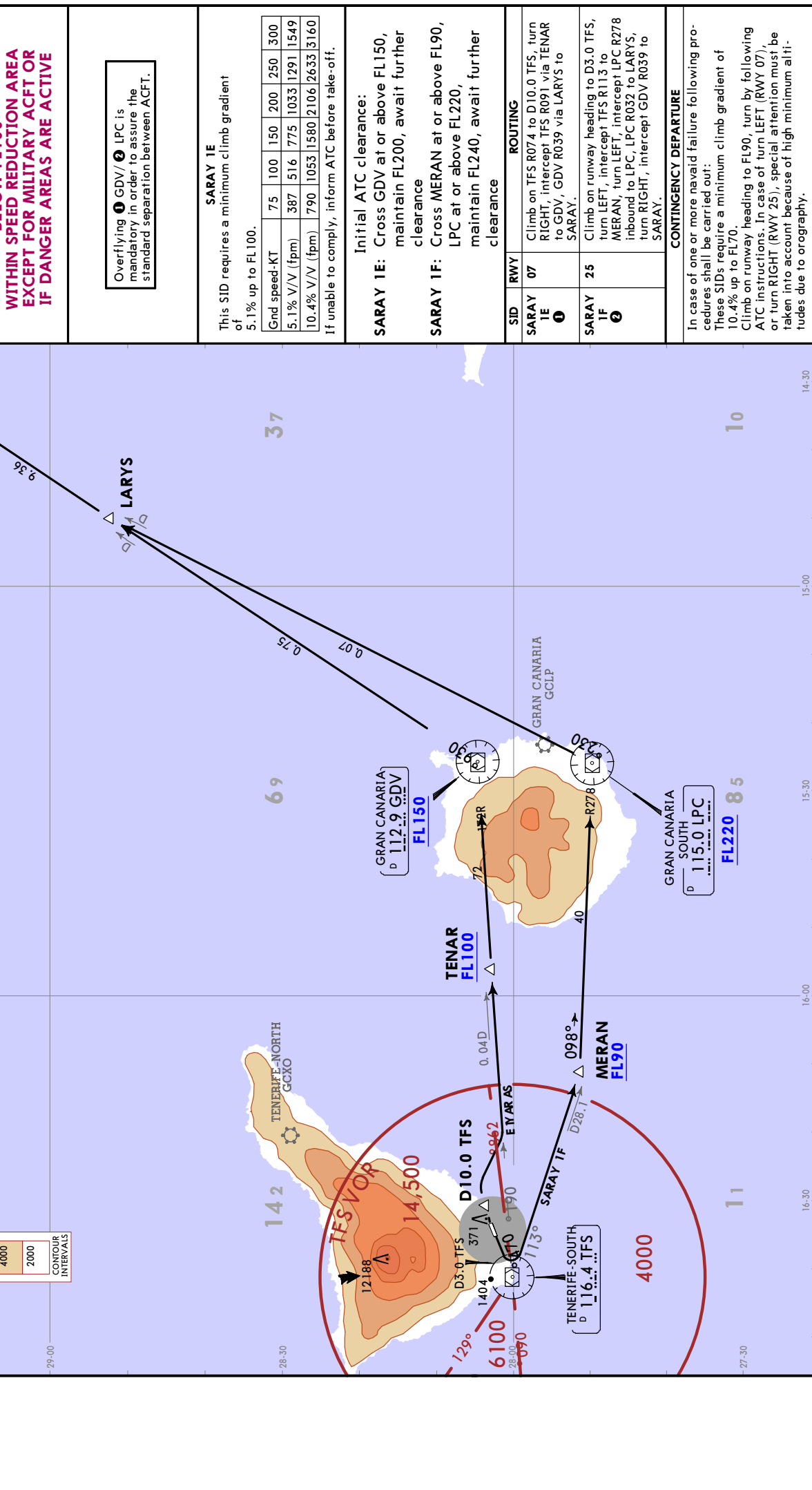
This SID requires a minimum climb gradient of 5.1% up to FL100.

Grnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial ATC clearance:
SARAY 1E: Cross GDV at or above FL150, maintain FL200, await further clearance
SARAY 1F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

SID	RWY	ROUTING
SARAY 1E ①	07	Climb on TFS R074 to D10.0 TFS, turn RIGHT, intercept TFS R091 via TENAR to GDV, GDV R039 via LARYS to SARAY.
SARAY 1F ②	25	Climb on runway heading to D3.0 TFS, turn LEFT, intercept TFS R113 to MERAN, turn LEFT, intercept LPC R278 inbound to LPC, LPC R032 to LARYS, turn RIGHT, intercept GDV R039 to SARAY.

CONTINGENCY DEPARTURE
 In case of one or more navaid failure following procedures shall be carried out:
 These SIDs require a minimum climb gradient of 10.4% up to FL70.
 Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.



GCTS/TFS REINA SOFIA

Apt Elev **209** Trans alt: 6000
EXPECT close-in obstacles.

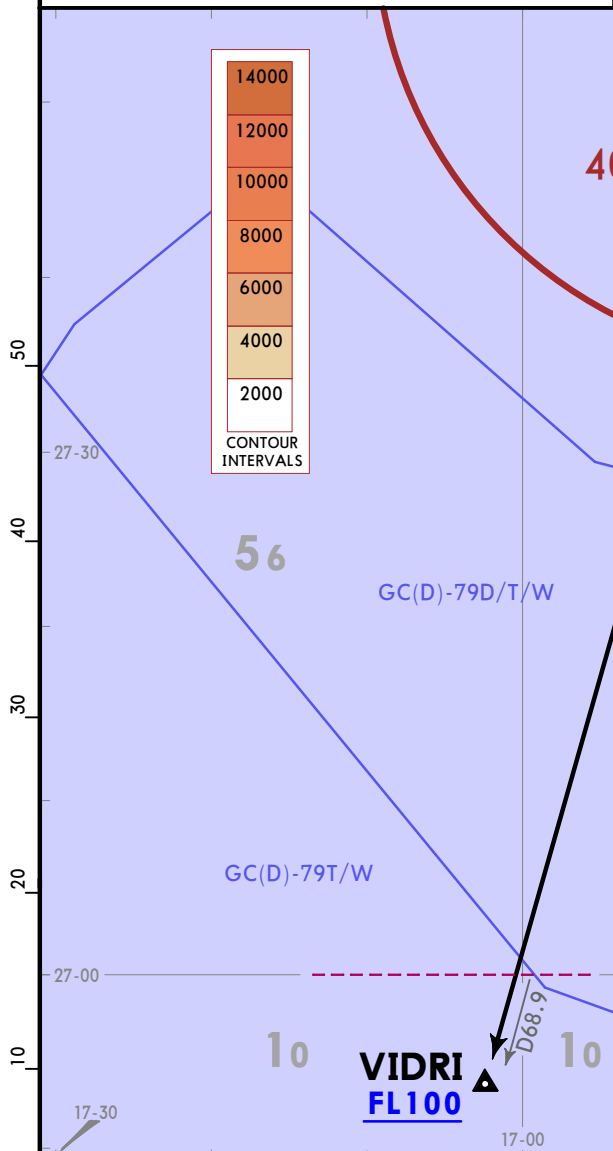
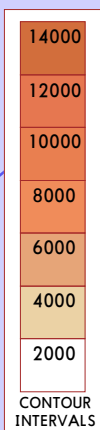
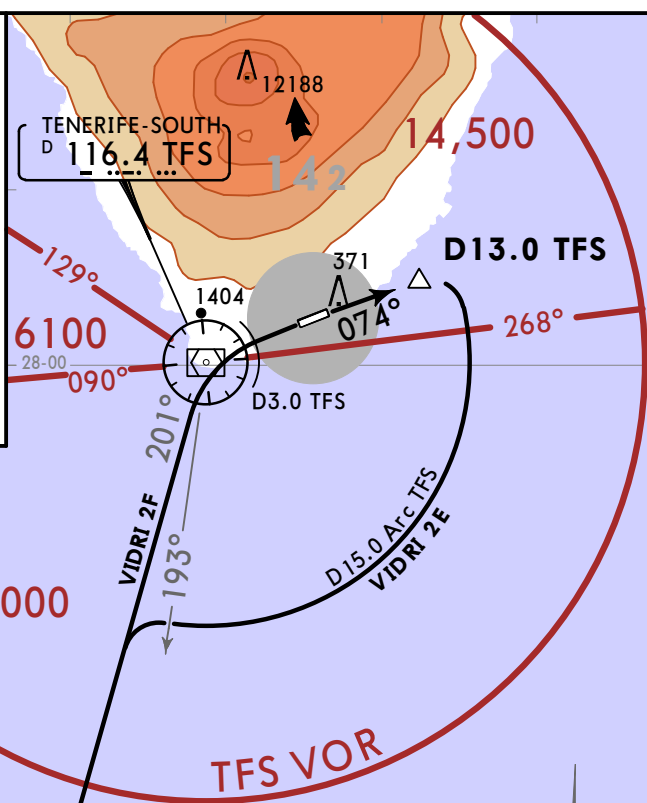
**VIDRI 2E [VIDR2E]
VIDRI 2F [VIDR2F]**

DEPARTURES

SUBJECT TO GC(D)-79D/T/W ACTIVITY

SPEED: MAX 250 KT AT OR BELOW FL100
WITHIN SPEED REDUCTION AREA EXCEPT FOR MILITARY ACFT OR IF DANGER AREAS ARE ACTIVE

--- SPEED REDUCTION AREA



These SIDs require minimum climb gradients of
VIDRI 2E: 4.5% up to 1000.
VIDRI 2F: 4.0% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial climb clearance:
VIDRI 2E: Maintain FL70, await further clearance.
VIDRI 2F: Maintain FL90, await further clearance.

SID	RWY	ROUTING
VIDRI 2E	07	Climb on TFS R074 to D13.0 TFS, turn RIGHT, along D15.0 Arc TFS, intercept TFS R201 to VIDRI.
VIDRI 2F	25	Climb on runway heading to D3.0 TFS, turn LEFT, intercept TFS R201 to VIDRI.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
 These SIDs require a minimum climb gradient of 10.4% up to FL70.
 Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken into account because of high minimum altitudes due to orography.

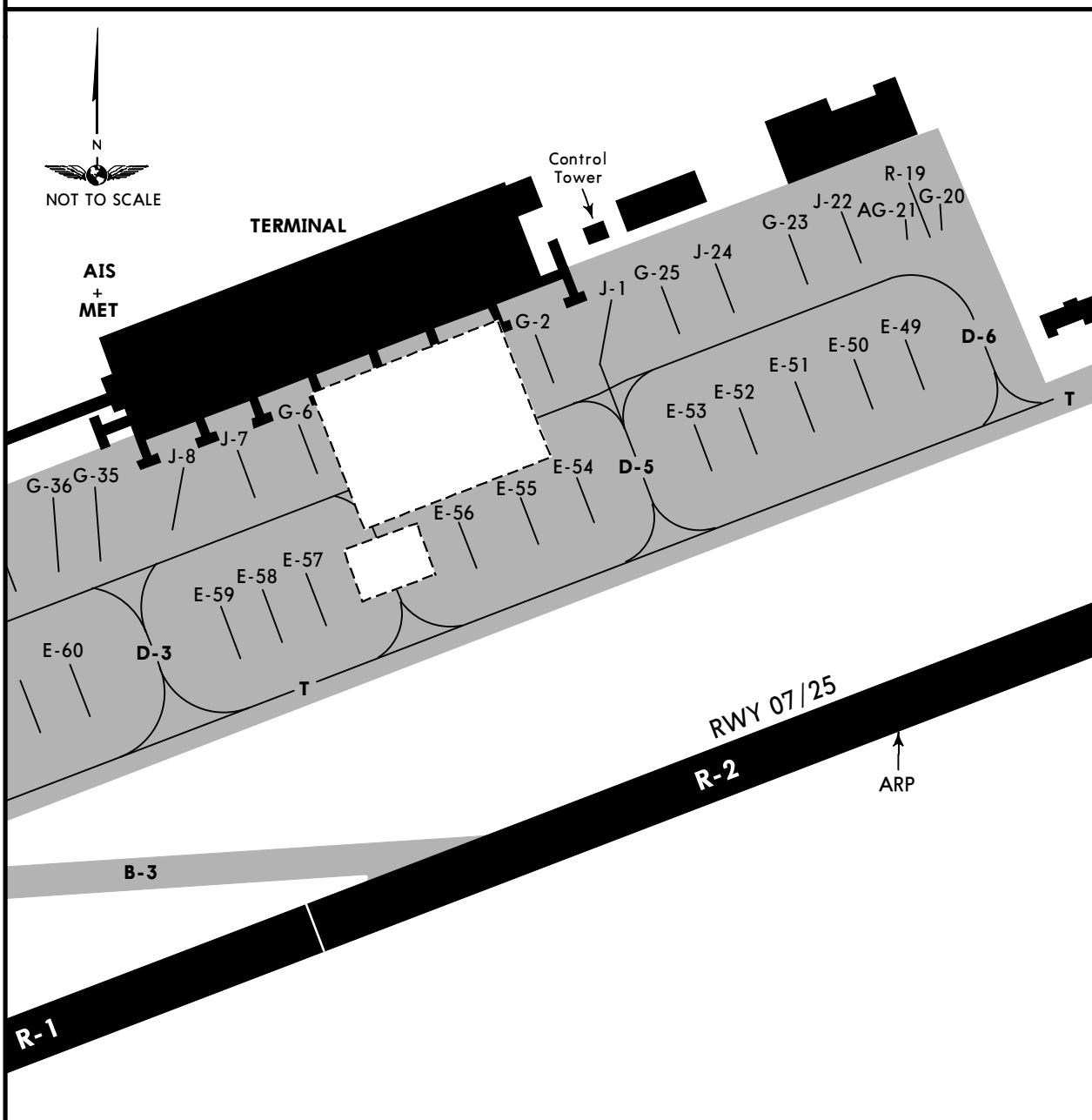
WORKS ON MOVEMENT AREA (Continued)
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
 REFER ALSO TO LATEST NOTAMS

PHASE 9

- Apron gate D-4 not usable in entry to apron direction.
- Stands J-3, G-4, J-5 and R-5A as well as the inner apron TWY lying behind them, shall remain closed.

Additional exit procedures:

- Towed exits from stands G-6, J-7, J-8, G-35 and G-36 by nosing to East, then leave the apron via D-3 or via the additional gate installed over stand E-58.
- Towed exits from stands G-25, J-1 and G-2 by nosing to West until vacating gate D-5, then leave the apron via this gate.



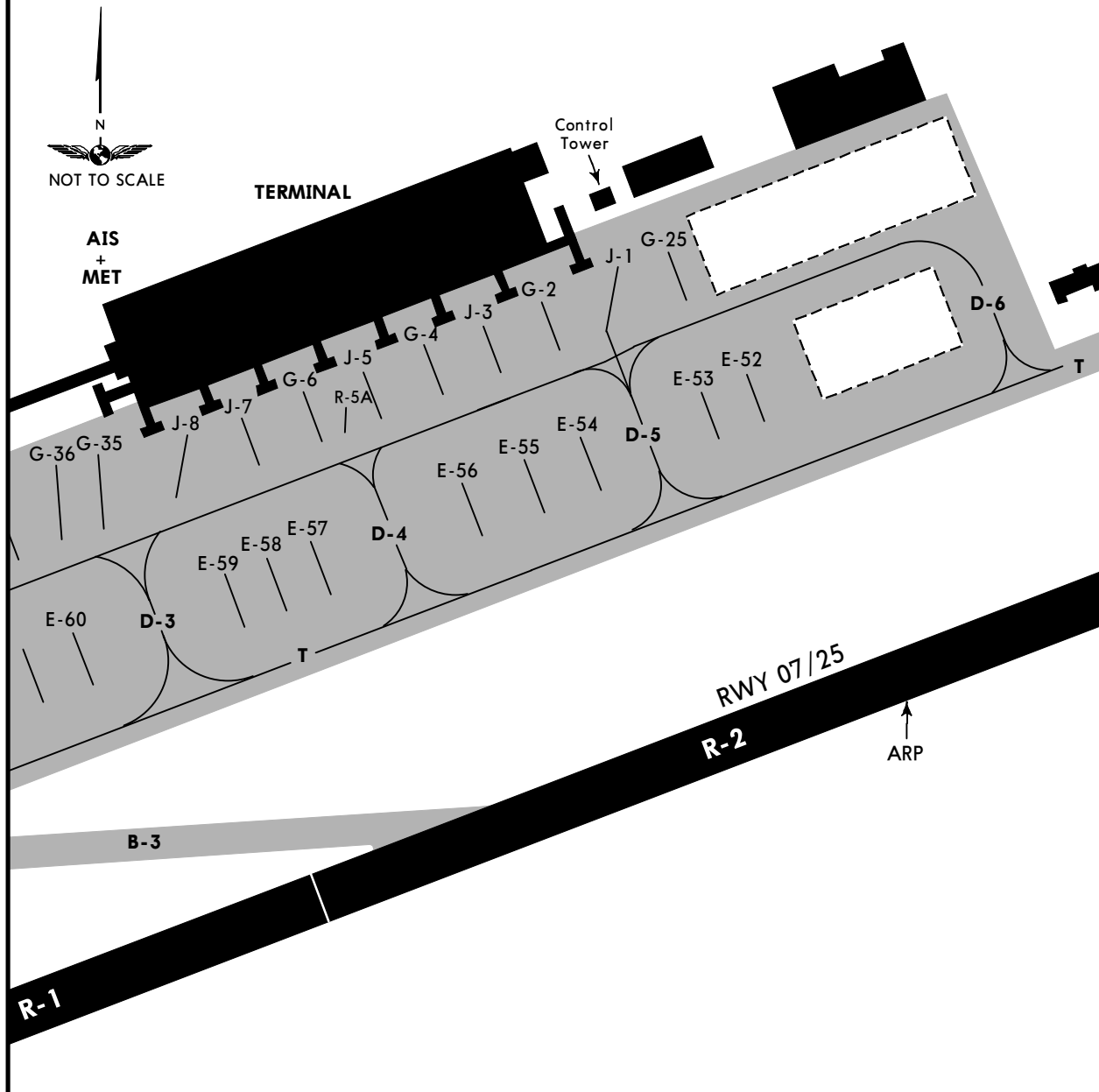
LEGEND

- Construction area
- J-8 Stands
- D-3 Taxiways
- R-2 Runway segment

WORKS ON MOVEMENT AREA (Continued)
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE 12

- Stands E-49, E-50, E-51, R-19, AG-21, G-20, J-22, G-23 and J-24 closed.



LEGEND

- Construction area
- J-8 Stands
- D-3 Taxiways
- R-2 Runway segment

GCTS/TFS

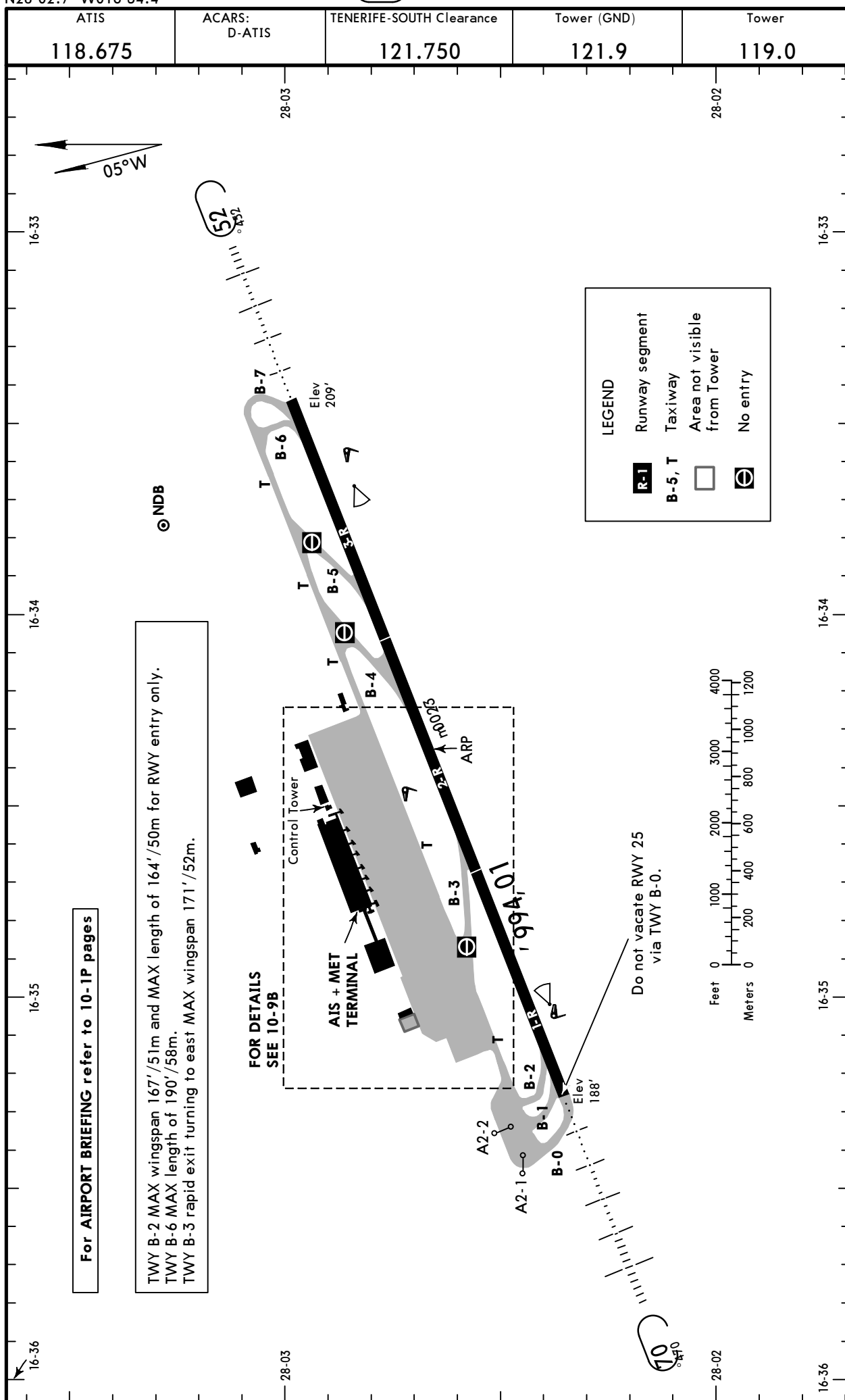
Apt Elev **209'**
N28 02.7 W016 34.4



TENERIFE-SOUTH, CANARY IS

30 AUG 19 **10-9** Eff 12 Sep

REINA SOFIA



GCTS/TFS



TENERIFE-SOUTH, CANARY IS

30 AUG 19

10-9A

Eff 12 Sep

REINA SOFIA

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
07	HIRL (50m) CL (15m) HIALS PAPI(3.0°) ① HSTIL-B4&B5		9269' 2825m	③	148' 45m
25	HIRL (50m) CL (15m) HIALS PAPI(3.0°) ② HSTIL-B3		9345' 2848m		

① not usable for code letter F acft, except A380.

② not usable for B747-400 and code letter F acft, except A380.

③ TAKE-OFF RUN AVAILABLE

RWY 07: From RWY head 10,499' (3200m)

TWY B2 int 10,039' (3060m)

RWY 25: From RWY head 10,499' (3200m)

TWY B6 int 10,187' (3105m)

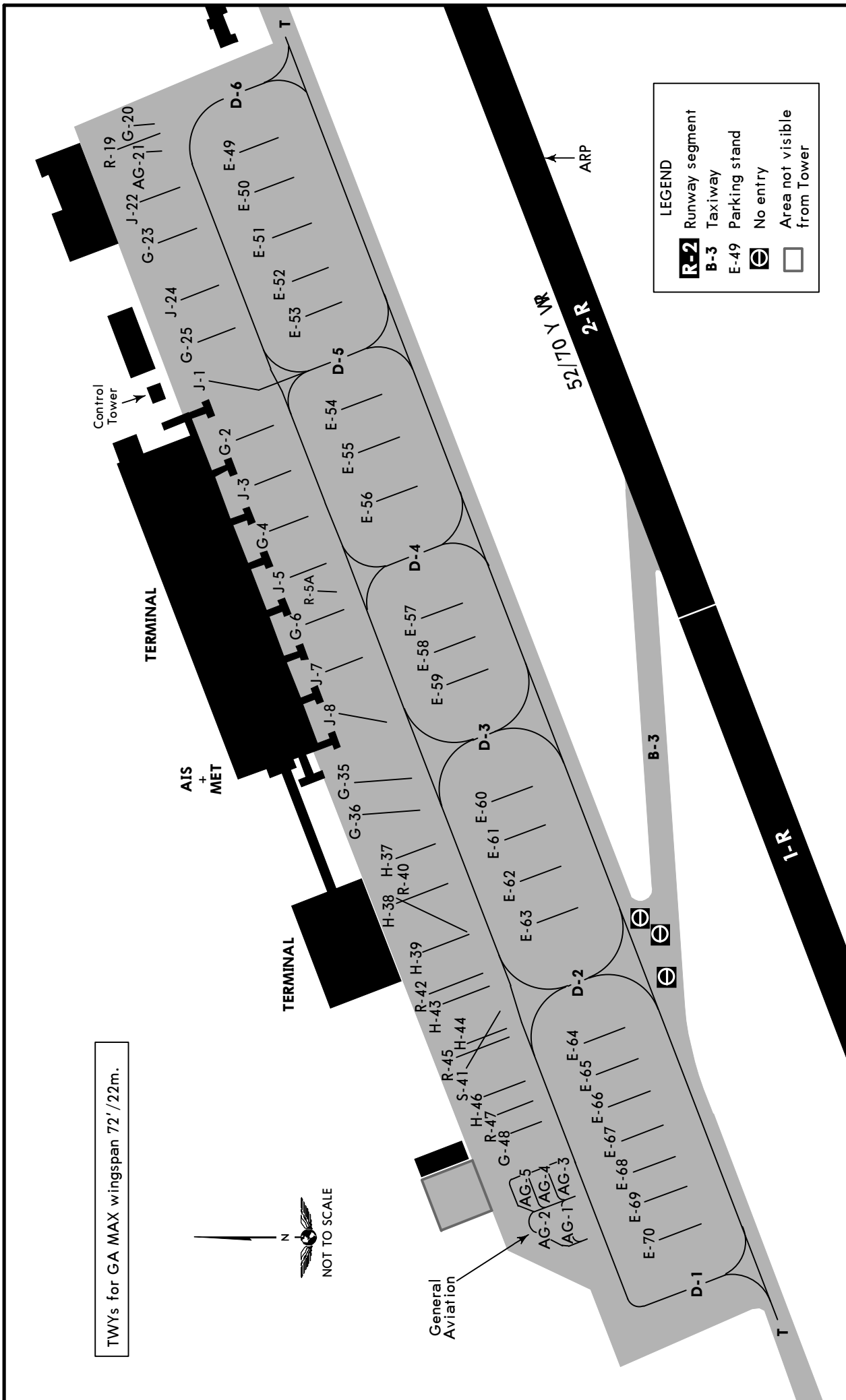
STAND No.	COORDINATES	STAND No.	COORDINATES
AG-1	N28 02.6 W016 35.1	G-48	N28 02.7 W016 35.0
AG-2 thru AG-5	N28 02.7 W016 35.1	H-37	N28 02.7 W016 34.8
AG-21	N28 02.9 W016 34.3	H-38 thru H-43	N28 02.7 W016 34.9
E-49	N28 02.8 W016 34.3	H-44, H-46	N28 02.7 W016 35.0
E-50 thru E-53	N28 02.8 W016 34.4	J-1	N28 02.9 W016 34.5
E-54, E-55	N28 02.8 W016 34.5	J-3, J-5	N28 02.8 W016 34.6
E-56	N28 02.7 W016 34.6	J-7, J-8	N28 02.8 W016 34.7
E-57 thru E-59	N28 02.7 W016 34.7	J-22, J-24	N28 02.9 W016 34.4
E-60, E-61	N28 02.7 W016 34.8	R-5A	N28 02.8 W016 34.6
E-62	N28 02.6 W016 34.8	R-19	N28 02.9 W016 34.3
E-63	N28 02.6 W016 34.9	R-40, R-42	N28 02.7 W016 34.9
E-64 thru E-68	N28 02.6 W016 35.0	R-45, R47	N28 02.7 W016 35.0
E-69, E-70	N28 02.6 W016 35.1	S-41	N28 02.7 W016 35.0
G-2	N28 02.8 W016 34.5		
G-4	N28 02.8 W016 34.6		
G-6	N28 02.8 W016 34.7		
G-20	N28 02.9 W016 34.3		
G-23	N28 02.9 W016 34.4		
G-25	N28 02.9 W016 34.5		
G-35, G-36	N28 02.8 W016 34.8		

Standard

TAKE-OFF

A
B
C
D

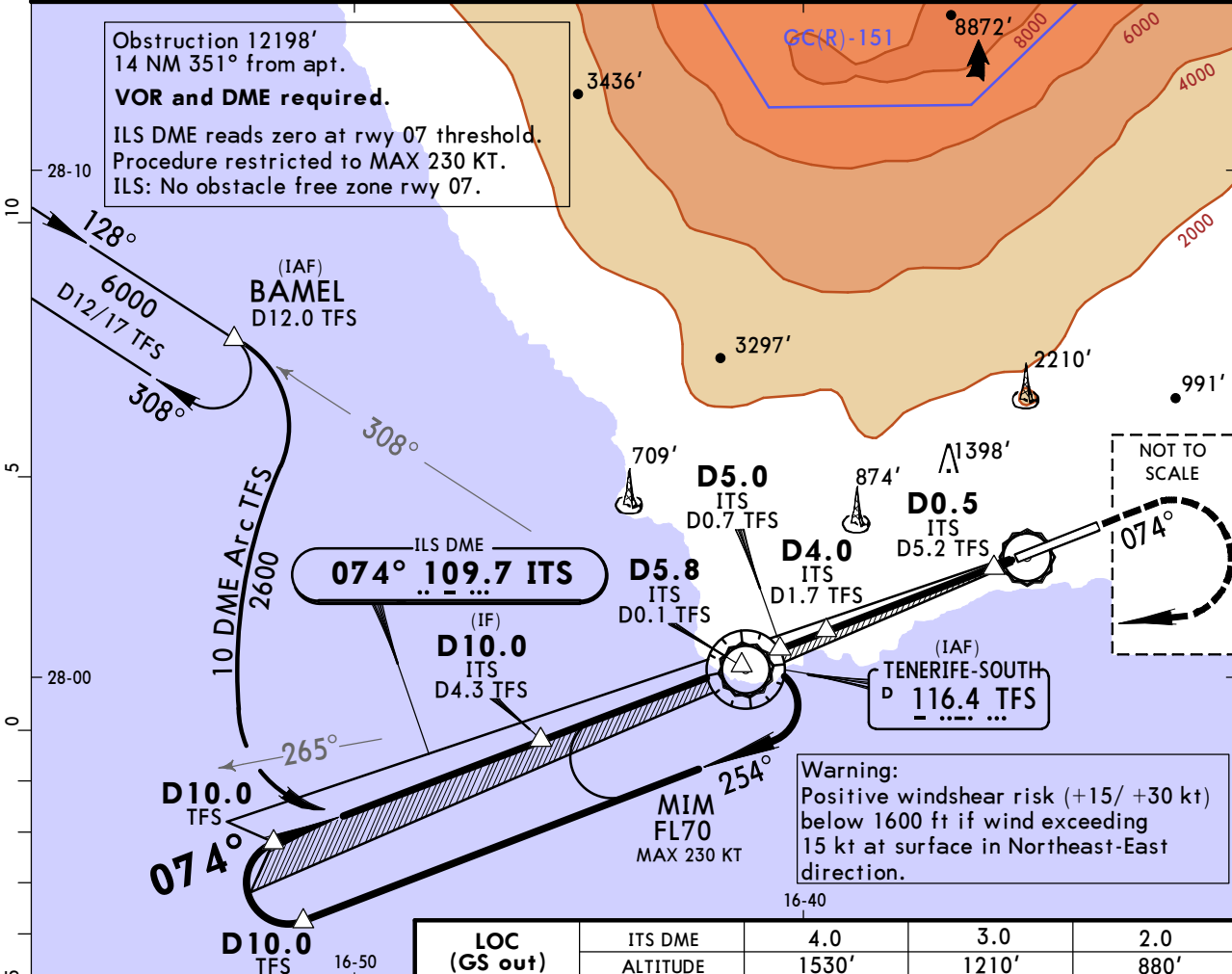
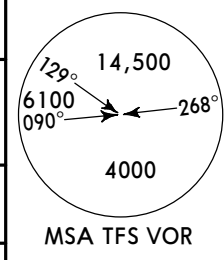
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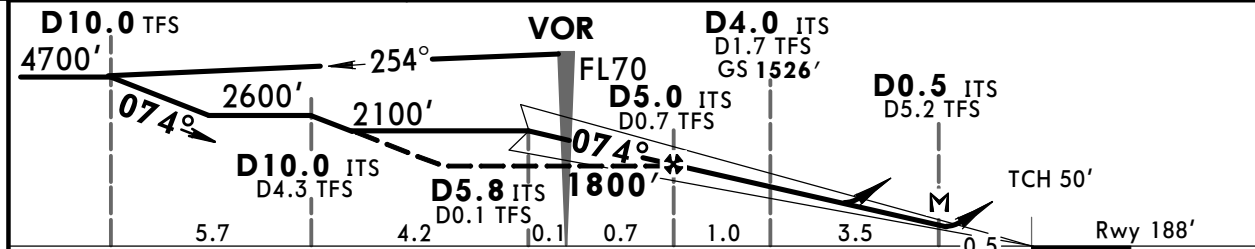
GCTS/TFS REINA SOFIA

JEPESEN TENERIFE-SOUTH, CANARY IS 17 FEB 17 (11-1) Eff 2 Mar ILS Z or LOC Z Rwy 07

D-ATIS 118.675		TENERIFE-SOUTH Approach (R) 127.7		TENERIFE-SOUTH Tower 119.0		Ground 121.9	
LOC ITS 109.7		Final Apch Crs 074°		GS D4.0 ITS 1526' (1338')		ILS DA(H) Refer to Minimums	
						Apt Elev 209' Rwy 188'	
MISSED APCH: Climb STRAIGHT AHEAD to 5000', then turn RIGHT (MAX 220 KT) to VOR at FL70 and join holding.							
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	



LOC (GS out)	ITS DME	4.0	3.0	2.0
	ALTITUDE	1530'	1210'	880'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI - PAPI 5000'
ILS GS	3.00°	372	478	531	637	849	
LOC Descent Angle	3.04°	376	484	538	645	861	

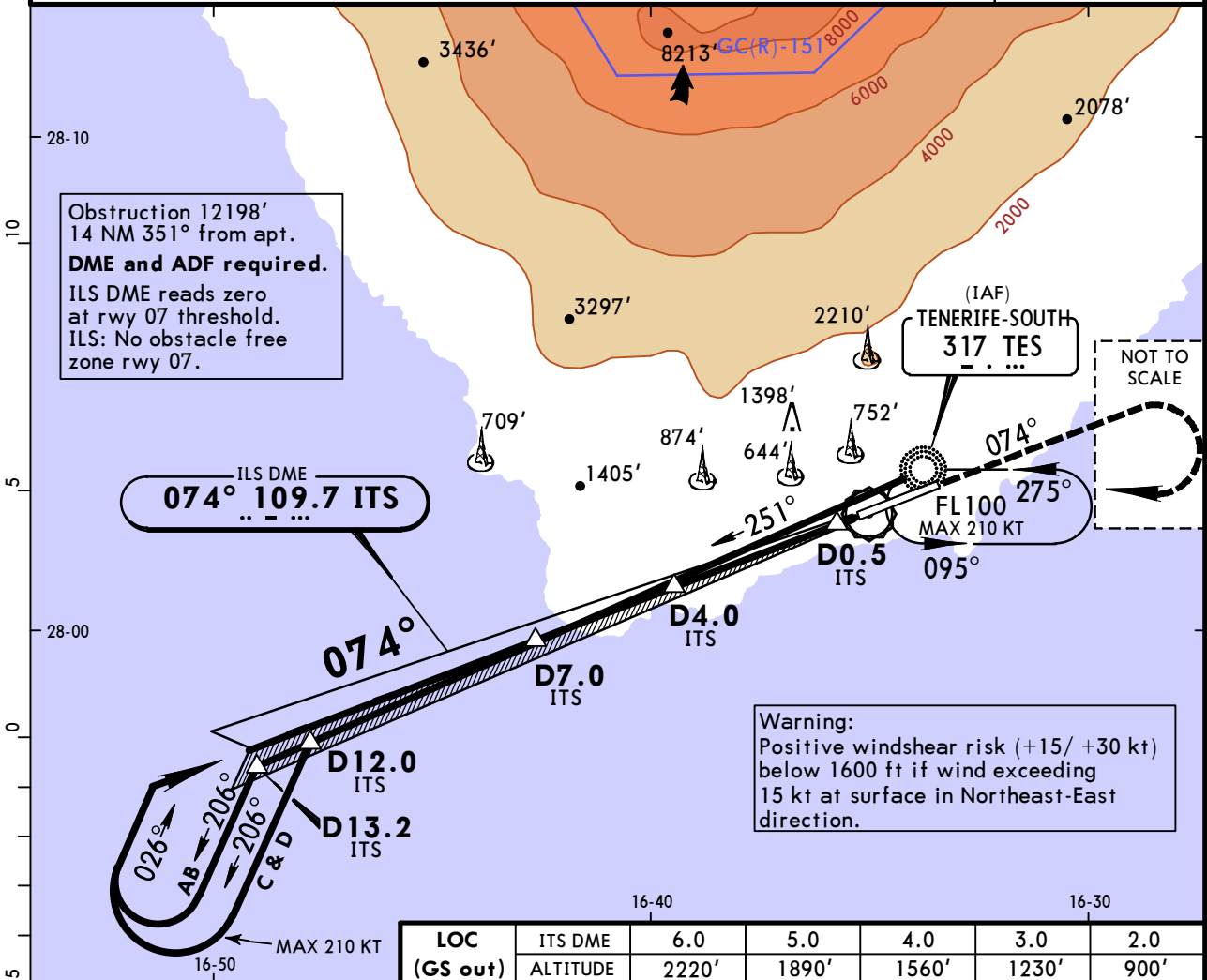
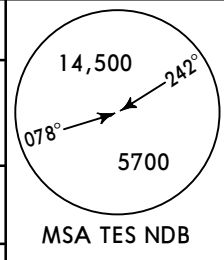
PANS OPS	Standard STRAIGHT-IN LANDING RWY 07 ILS				LOC (GS out)		CIRCLE-TO-LAND Not authorized North of rwy	
	Missed Apch climb gradient mim 3.0 % DA(H) 1 D: 446' (258')		Missed Apch climb gradient mim 2.5 % DA(H) 2 D: 459' (271')		DA(H) 700' (512')			
	FULL/Limited		ALS out		FULL/Limited		ALS out	
	A		RVR 1200m		RVR 1200m	RVR 1500m		Max Kts
	B	RVR 800m		RVR 800m			100	1180' (971') 1500m
C		RVR 1300m		RVR 1300m	RVR 1600m	135	1250' (1041') 1600m	
D					CMV 2400m	180	1350' (1141') 2400m	
						205	1350' (1141') 3600m	

1 DA(H) CAT A: 415' (227'), CAT B: 427' (239'), CAT C: 435' (247').
2 DA(H) CAT A: 428' (240'), CAT B: 440' (252'), CAT C: 448' (260').

GCTS/TFS REINA SOFIA

JEPESEN TENERIFE-SOUTH, CANARY IS 17 FEB 17 (11-2) Eff 2 Mar ILS Y or LOC Y Rwy 07

D-ATIS 118.675		TENERIFE-SOUTH Approach (R) 127.7		TENERIFE-SOUTH Tower 119.0		Ground 121.9	
LOC 109.7		Final Apch Crs 074°		GS D4.0 ITS 1526' (1338')		Apt Elev 209' Rwy 188'	
MISSED APCH: Climb STRAIGHT AHEAD to 5500', then turn RIGHT (MAX 220 KT) to NDB at FL100 and join holding.							
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	

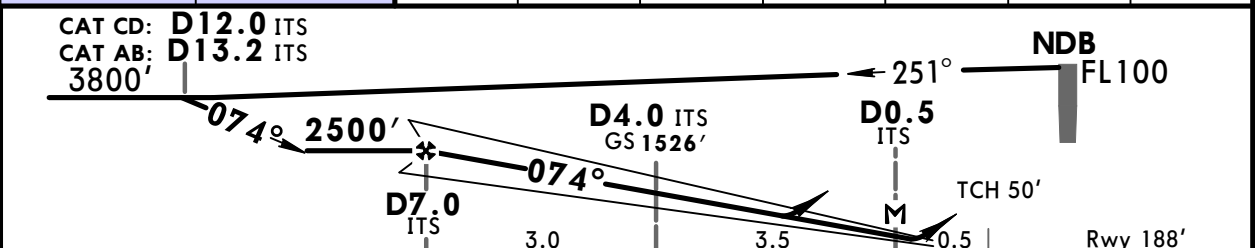


Obstruction 12198'
14 NM 351° from apt.
DME and ADF required.
ILS DME reads zero
at rwy 07 threshold.
ILS: No obstacle free
zone rwy 07.

ILS DME
074° .. 109.7 ITS

Warning:
Positive windshear risk (+15/ +30 kt)
below 1600 ft if wind exceeding
15 kt at surface in Northeast-East
direction.

LOC (GS out)	ITS DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2220'	1890'	1560'	1230'	900'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-PAPI 5500'
ILS GS	3.00°	372	478	531	637	849	
LOC Descent Angle	3.11°	385	495	550	660	880	

Standard STRAIGHT-IN LANDING RWY 07				LOC (GS out) DA(H) 800' (612')		CIRCLE-TO-LAND Not authorized North of rwy	
Missed Apch climb gradient mim 3.0 % DA(H) 1 C: 435' (247') D: 446' (258')		Missed Apch climb gradient mim 3.0 % DA(H) 2 C: 448' (260') D: 459' (271')		FULL/Limited ALS out		Max Kts MDA(H) _____ VIS _____	
A	RVR 800m	RVR 1200m	RVR 800m	RVR 1200m	RVR 1500m	100	1180' (971') 1500m
B						135	1250' (1041') 1600m
C						180	1350' (1141') 2400m
D						205	1350' (1141') 3600m

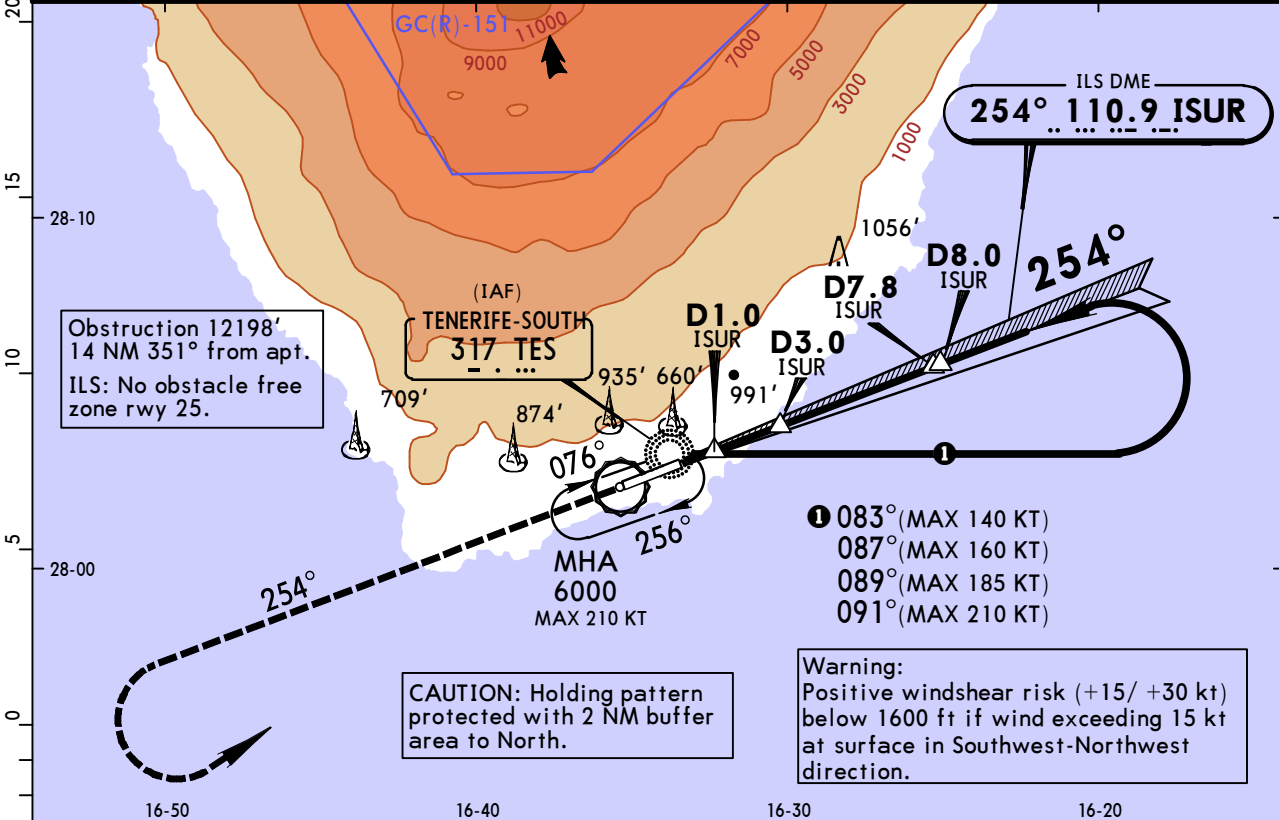
GCTS/TFS REINA SOFIA

14 SEP 18 (11-3)

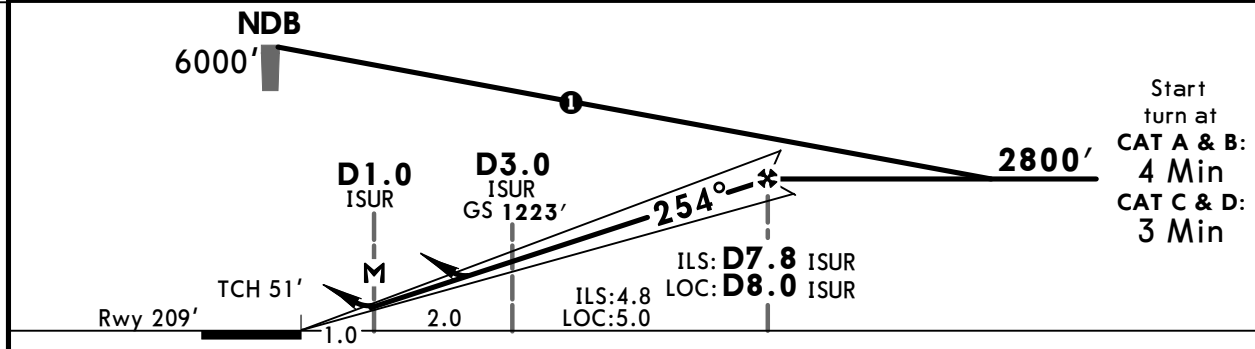
JEPPESEN TENERIFE-SOUTH, CANARY IS ILS Z or LOC Z Rwy 25

D-ATIS 118.675		TENERIFE-SOUTH Approach (R) 127.7		TENERIFE-SOUTH Tower 119.0		Ground 121.9			
LOC ISUR 110.9		Final Apch Crs 254°		GS D3.0 ISUR 1223' (1014')		ILS DA(H) Refer to Minimums			Apt Elev 209' Rwy 209'
MISSED APCH: Climb on 254° to 4000'. Turn LEFT to NDB climbing to 6000' and join holding.									

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'
 1. ADF and DME required. 2. ILS DME reads zero at rwy 25 threshold.



LOC (GS out)	ISUR DME ALTITUDE	2.0	3.0	4.0	5.0	6.0	7.0
		910'	1240'	1560'	1890'	2210'	2540'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS	3.00°	372	478	531	637	743		849
LOC Descent Angle	3.06°	379	487	541	650	758		866

Standard STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
ILS DA(H) A: 426' (217') C: 446' (237') B: 438' (229') D: 456' (247')		LOC (GS out) CDFA DA/MDA(H) 710' (501')		Not authorized North of rwy	
FULL		ALS out		Max Kts	MDA(H) VIS
A	RVR 800m	RVR 1200m	RVR 1500m	100	1620' (1411') 1500m
B				135	1620' (1411') 1600m
C				180	1720' (1511') 2400m
D				205	1720' (1511') 3600m

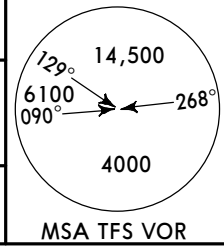
PANS OPS

GCTS/TFS REINA SOFIA

14 SEP 18 (11-4)

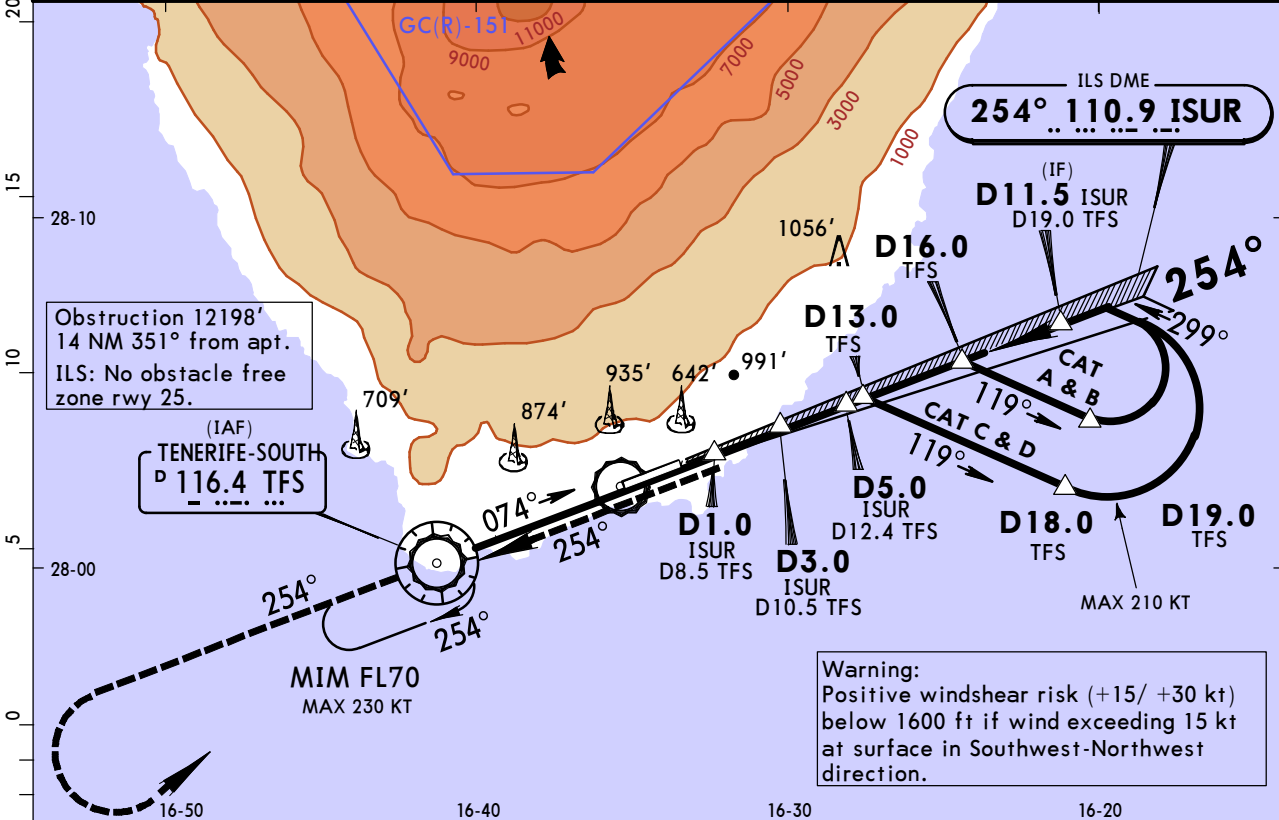
JEPPESEN TENERIFE-SOUTH, CANARY IS ILS Y or LOC Y Rwy 25

D-ATIS 118.675	TENERIFE-SOUTH Approach (R) 127.7	TENERIFE-SOUTH Tower 119.0	Ground 121.9
LOC ISUR 110.9	Final Apch Crs 254°	GS D3.0 ISUR 1223' (1014')	ILS DA(H) Refer to Minimums Apt Elev 209' Rwy 209'
MISSED APCH: Climb on R-074 inbound to 5000', then turn LEFT direct to VOR climbing to FL70 and join holding.			
MSA TFS VOR			

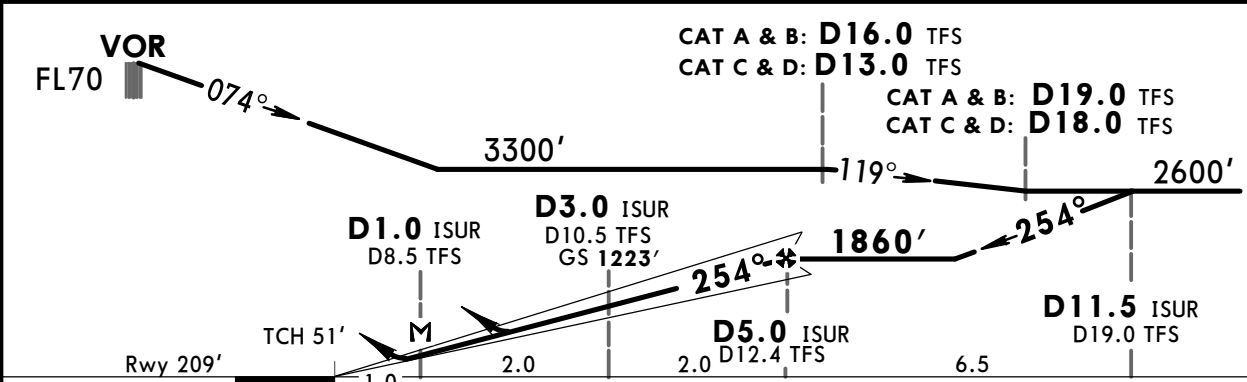


Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'

1. VOR and DME required. 2. ILS DME reads zero at rwy 25 threshold.



LOC (GS out)	ISUR DME	2.0	3.0	4.0
	ALTITUDE	920'	1250'	1580'



Gnd speed-Kts	70	90	100	120	140	160	HIALS 5000' TFS on 116.4 R-074
ILS GS	3.00°	372	478	531	637	849	
LOC Descent Angle	3.11°	385	495	550	660	880	
MAP at D1.0 ISUR / D8.5 TFS							

Standard STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized North of rwy	
DA(H) A: 409'(200') C: 418'(209')		CDFA DA/MDA(H) 720'(511')			
B: 410'(201') D: 428'(219')					
FULL		ALS out		Max Kts	
A		RVR 1500m		100	1620' (1411') 1500m
B				135	1620' (1411') 1600m
C	RVR 800m	RVR 1200m		180	1720' (1511') 2400m
D			RVR 1600m RVR 2400m	205	1720' (1511') 3600m

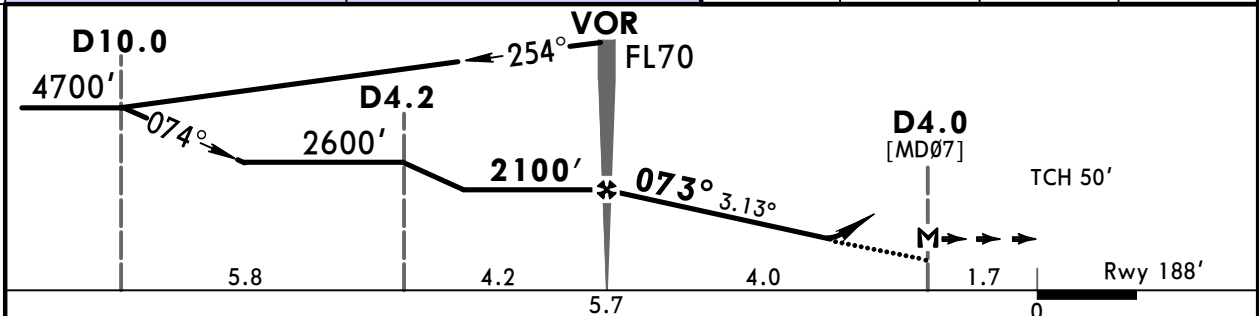
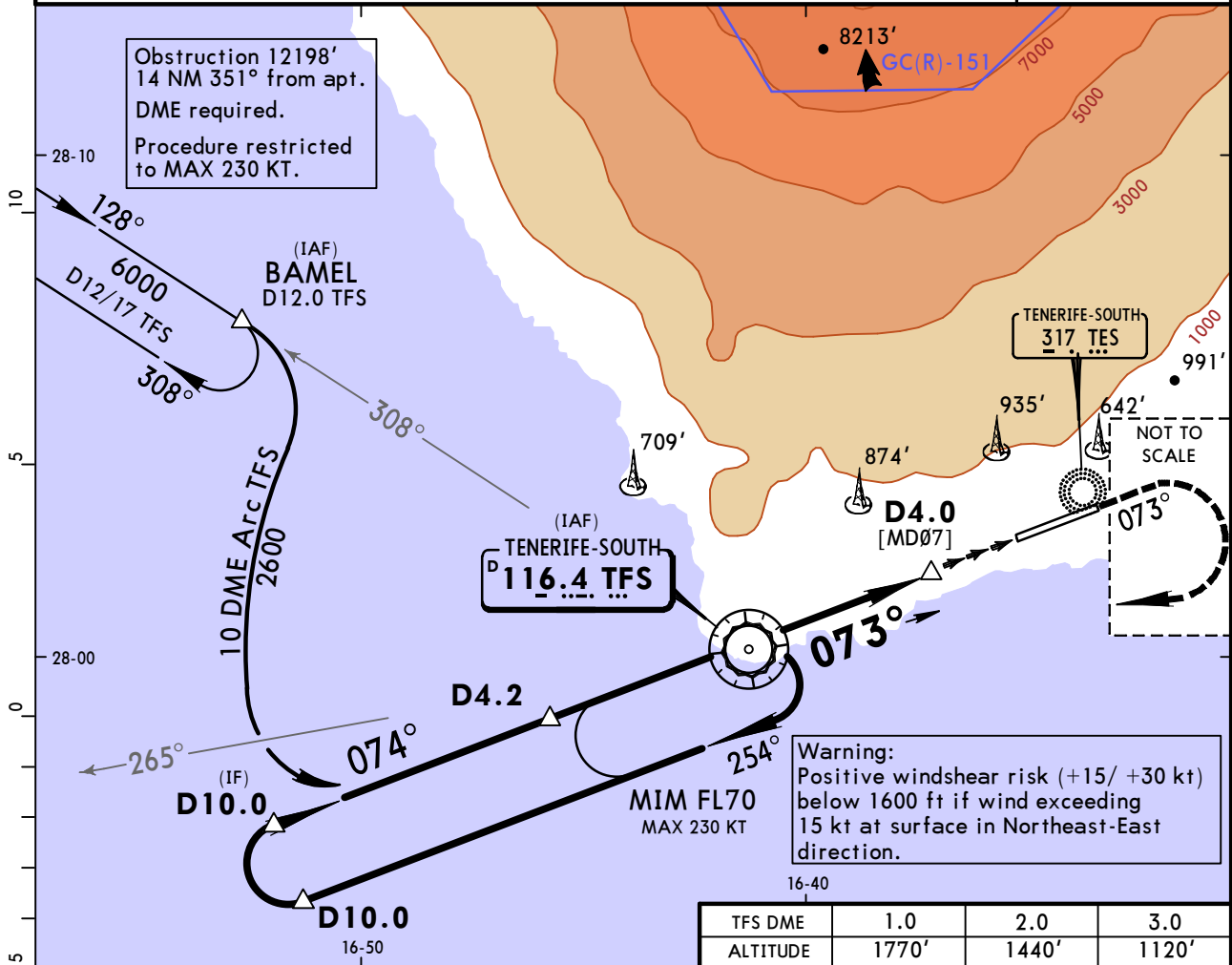
PANS OPS

GCTS/TFS REINA SOFIA

14 SEP 18 (13-1)

JEPPESEN TENERIFE-SOUTH, CANARY IS VOR Rwy 07

D-ATIS 118.675		TENERIFE-SOUTH Approach (R) 127.7		TENERIFE-SOUTH Tower 119.0		Ground 121.9	
VOR TFS 116.4	Final Apch Crs 073°	Minimum Alt VOR 2100' (1912')	DA(H) (CONDITIONAL) 950' (762')	Apt Elev 209' Rwy 188'			
MISSED APCH: Climb on R-073 to 5000', then turn RIGHT (MAX 220 KT) to VOR at FL70 and join holding.							
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	
							MSA TFS VOR



Gnd speed-Kts	70	90	100	120	140	160		5000'	
Descent Angle	3.13°	388	498	554	665	886			
MAP at D4.0									

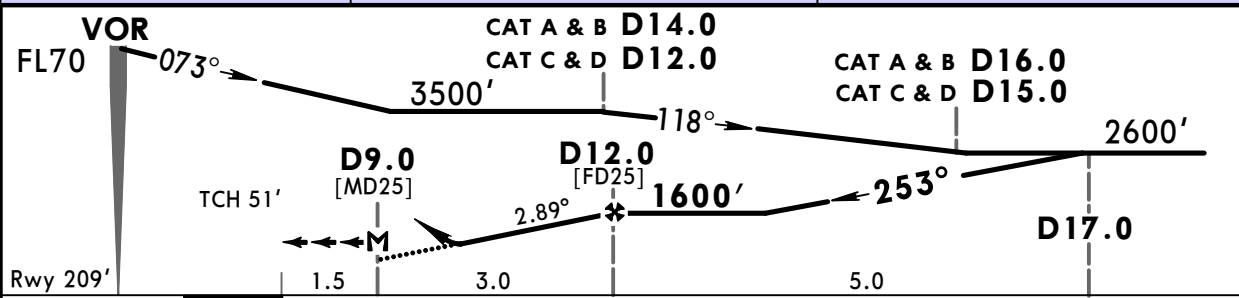
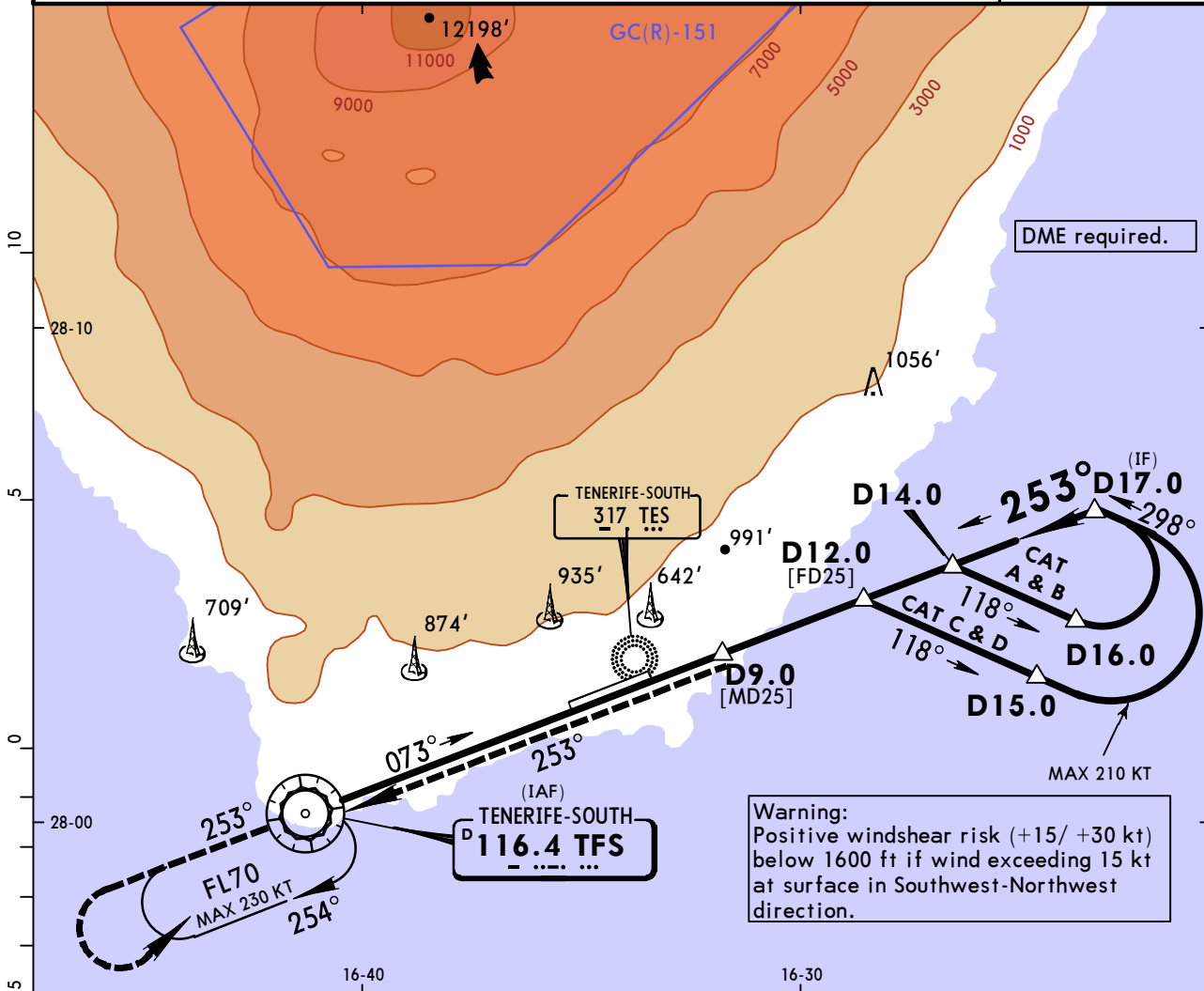
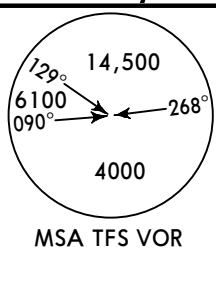
PANS OPS	Standard STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND Not authorized North of rwy			
	Missed Apch climb gradient mim 3.5% CDFA DA/MDA(H) 950' (762')		Missed Apch climb gradient mim 2.5% CDFA DA/MDA(H) 1060' (872')					
	ALS out		ALS out		Max Kts	MDA(H)	VIS	
	A	RVR 1500m	RVR 1500m		100	1620' (1411')	1500m	
B	RVR 1500m	RVR 1500m		135	1620' (1411')	1600m		
C	RVR 2400m	RVR 2400m		180	1720' (1511')	2400m		
D	RVR 2400m	RVR 2400m		205	1720' (1511')	3600m		

GCTS/TFS
REINA SOFIA

14 SEP 18 (13-2)

JEPESEN TENERIFE-SOUTH, CANARY IS
VOR Rwy 25

D-ATIS 118.675	TENERIFE-SOUTH Approach (R) 127.7	TENERIFE-SOUTH Tower 119.0	Ground 121.9
VOR TFS 116.4	Final Apch Crs 253°	Minimum Alt D 12.0 1600' (1391')	DA(H) 1330' (1121')
MISSED APCH: Climb on R-073 inbound to 5000', then direct to VOR at FL70 and join holding.			Apt Elev 209' Rwy 209'
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.89°	358	460	511	613	716	818
MAP at D9.0						



PANS OPS	Standard STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
	CDFA		Not authorized North of rwy	
	DA/MDA(H) 1330' (1121')			
	ALS out		Max Kts	MDA(H) VIS
	A	RVR 1500m	100	1620' (1411') 1500m
B		135	1620' (1411') 1600m	
C		180	1720' (1511') 2400m	
D	RVR 2400m	205	1720' (1511') 3600m	

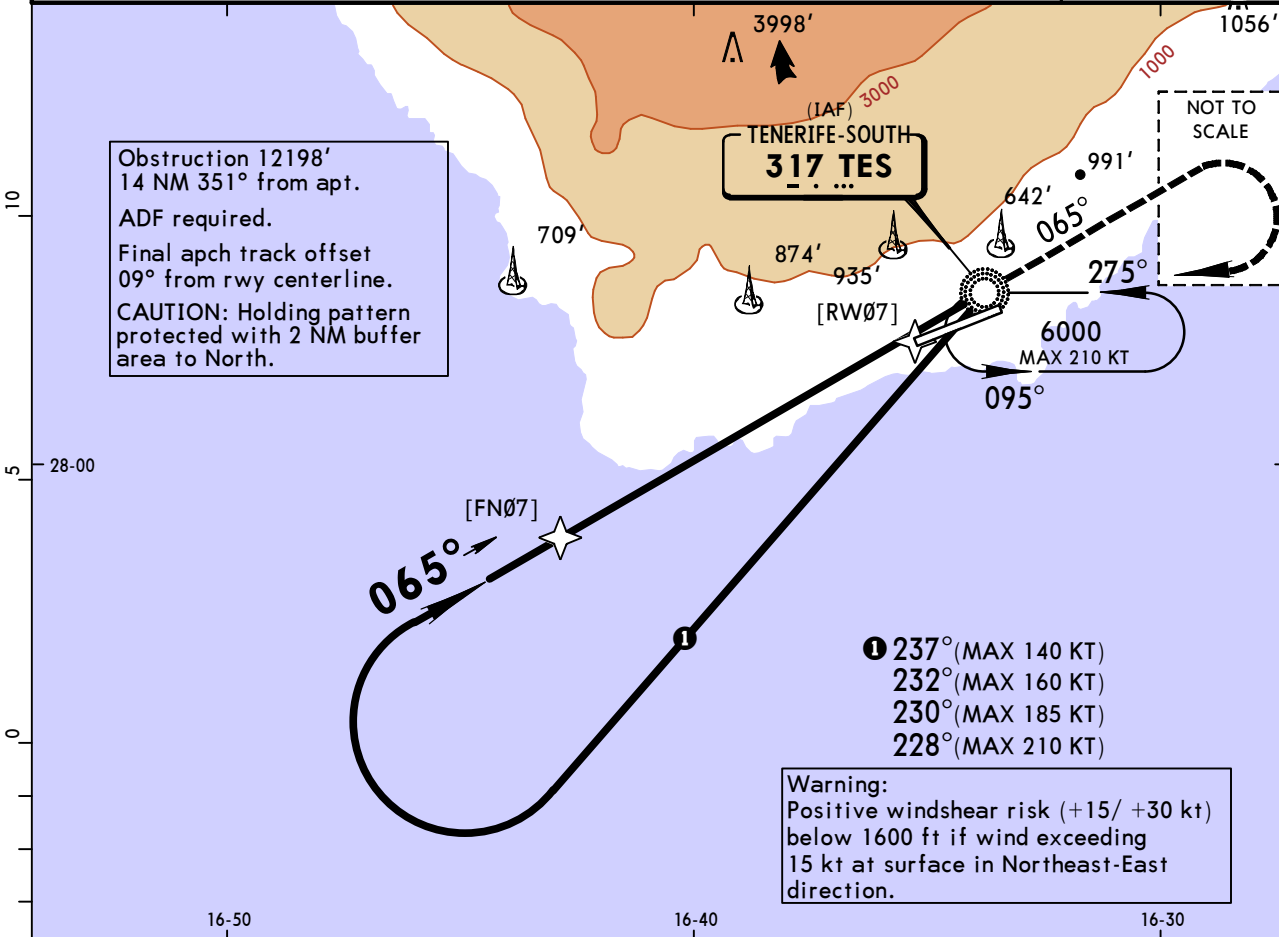
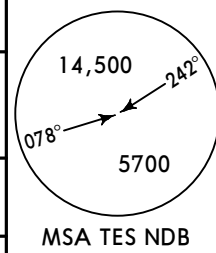
CHANGES: Wind direction in warning note changed.

GCTS/TFS
REINA SOFIA

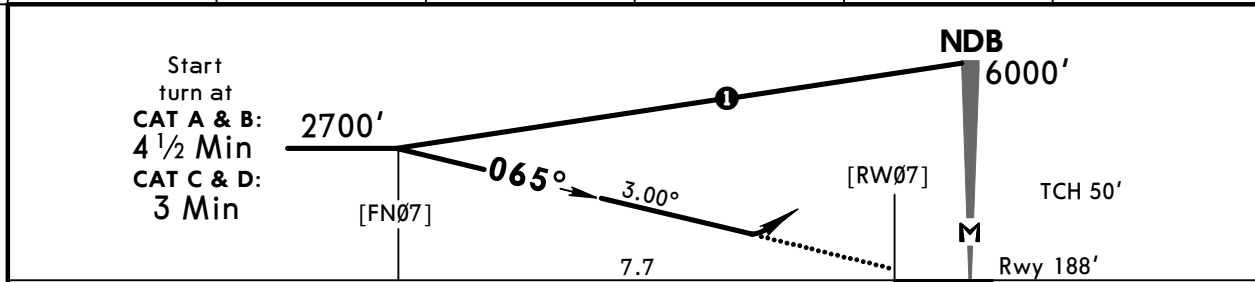
14 SEP 18 (16-1)

JEPPESEN TENERIFE-SOUTH, CANARY IS
NDB Rwy 07

D-ATIS 118.675		TENERIFE-SOUTH Approach (R) 127.7		TENERIFE-SOUTH Tower 119.0		Ground 121.9	
NDB TES 317	Final Apch Crs 065°	Minimum Alt No FAF	CDFA DA(H) 1080' (892')	Apt Elev 209' Rwy 188'			
MISSED APCH: Climb on 065° to 4000'. Turn RIGHT to NDB climbing to 6000' and join holding.							
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	



DIST to RW07	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2480'	2160'	1850'	1530'	1210'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI PAPI	4000' on 065°
Descent Angle 3.00°	372	478	531	637	743	849		

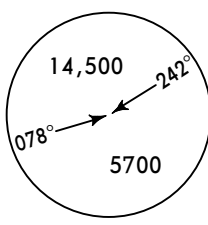
Standard				STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND Not authorized North of rwy	
CDFA DA/MDA(H) 1080' (892')		non-CDFA MDA(H) 1080' (892')		Max Kts		MDA(H) VIS	
ALS out		ALS out		100	1620' (1411')	1500m	
ALS out		ALS out		135	1620' (1411')	1600m	
ALS out		ALS out		180	1720' (1511')	1400m	
ALS out		ALS out		205			

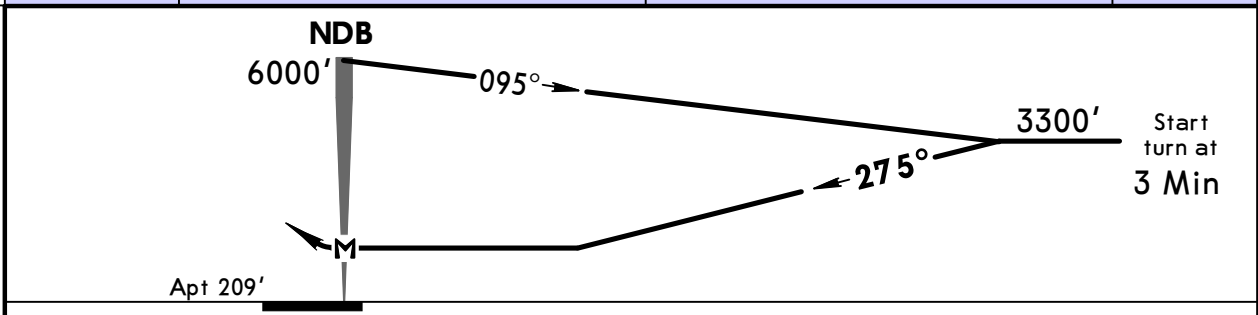
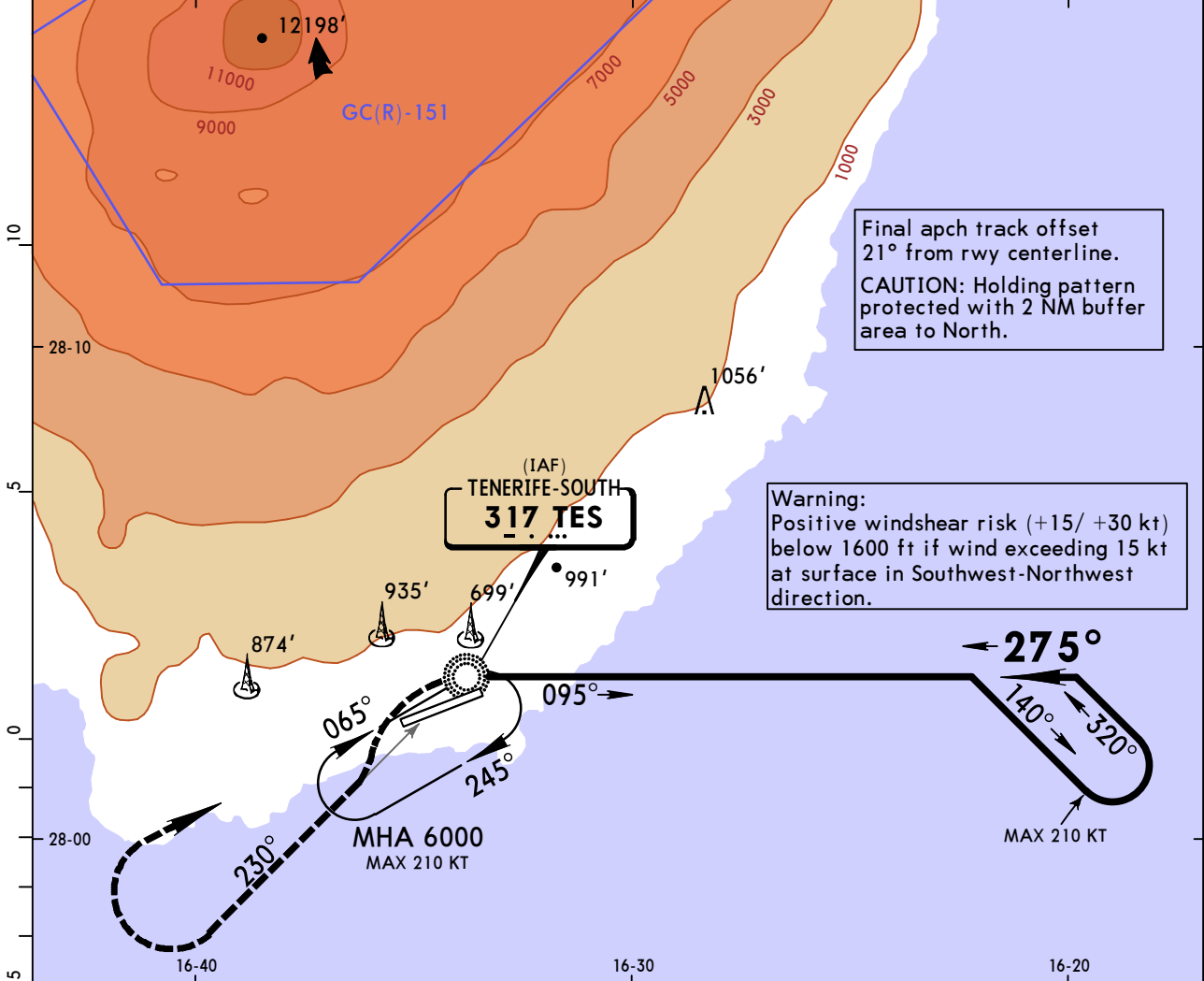
After non-CDFA apch: CAT AB VIS 4200m, CAT CD VIS 4400m.
CHANGES: None. © JEPPESEN, 2005, 2017. ALL RIGHTS RESERVED.

GCTS/TFS
REINA SOFIA

14 SEP 18 (16-2)

JEPPESEN TENERIFE-SOUTH, CANARY IS
NDB

BRIEFING STRIP™	D-ATIS 118.675	TENERIFE-SOUTH Approach (R) 127.7	TENERIFE-SOUTH Tower 119.0	Ground 121.9	
	NDB TES 317	Final Apch Crs 275°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 209'
	MISSED APCH: Turn LEFT (MAX 185 KT) to intercept and follow 230° from NDB climbing to 6000', then turn RIGHT to NDB and join holding.				 MSA TES NDB
Alt Set: hPa		Apt Elev: 8 hPa	Trans level: By ATC	Trans alt: 6000'	



MAP at NDB	Lighting - Refer to Airport Chart	185 KT MAX onto LT	TES 317 230°
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PANS OPS	CIRCLE-TO-LAND Not authorized North of runway			
		Max Kts	MDA(H)	VIS
	A	100	1460' (1251')	1500m
	B	135	1780' (1571')	1600m
	C	180	1880' (1671')	2400m
	D	205	1880' (1671')	3600m

CHANGES: Wind direction in warning note changed.

(APP) TMA (D) Canarias:
TENERIFE SUR APPROACH **127.700** (sp, en)

GCTS
Elev **209'** / 64 m
N28 02.7
W016 34.4 32 NM SW Santa Cruz de Tenerife

(TWR)
TENERIFE SUR TOWER **119.000** (sp, en)
TENERIFE SUR TOWER **121.900** (Ground)

ATIS **118.675**
*ILS/DME freq paired. DME reads zero at THR.
RWY ILS RWY ILS
07* 109.70 ITS 074° 25* 110.90 ISUR 254°



CAUTION:
High terrain N of AD
① Radio failure

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TENERIFE SUR

29-2 01 JUN 18

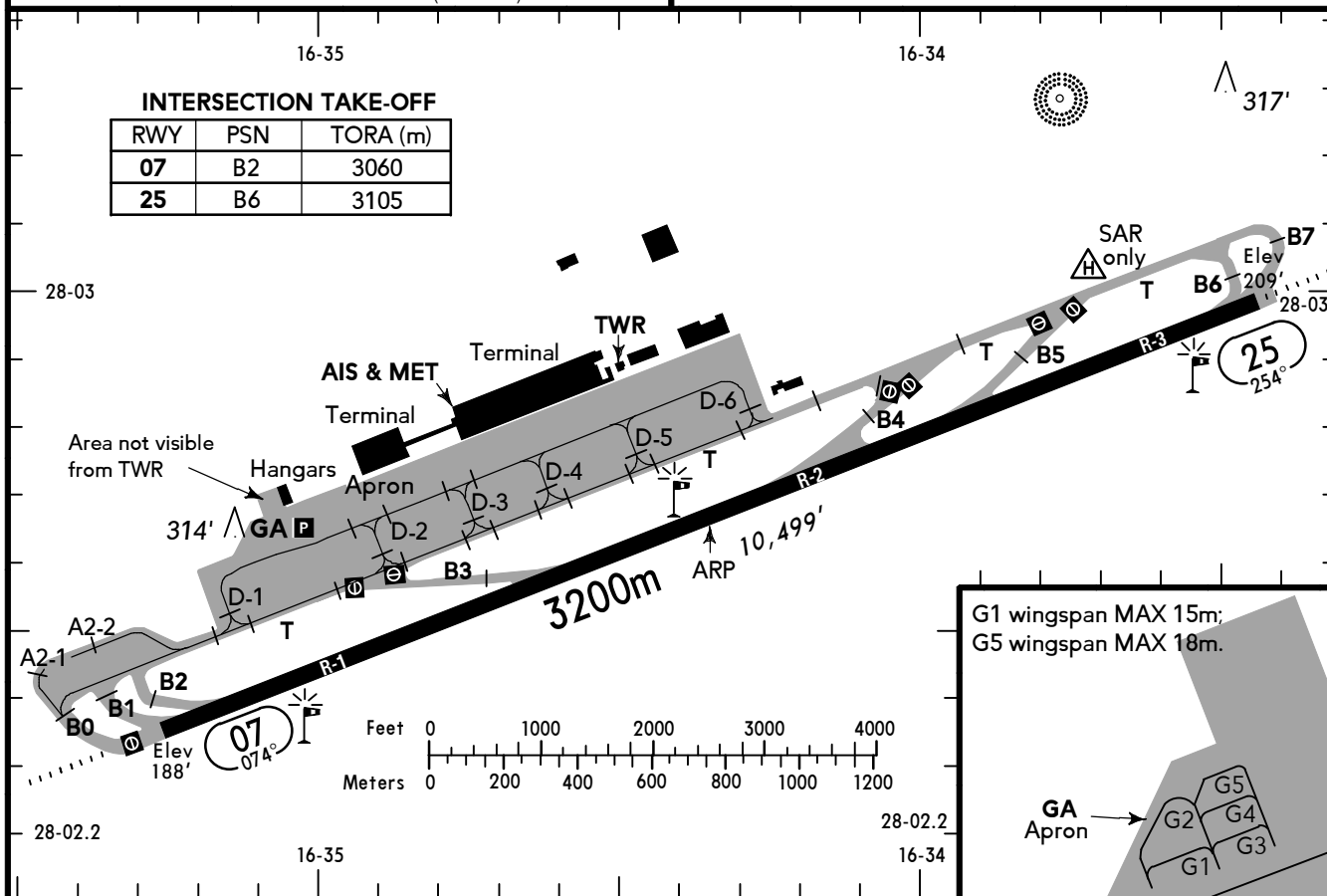


REINA SOFIA

SPAIN, Canary Islands

ATIS 118.675

TENERIFE SUR TOWER 121.900 (Ground)



ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07	3200 x 45 Asphalt	3200	3200	PCN 92/F/C/W/T	
25					

NOTE: See also GRAN CANARIA 10-1V.
 The RWY centre line or its extension shall never be crossed without TWR or APP permission.
 RWY 07 RH traffic circuit.
 It is forbidden to cross the taxiways in the apron on foot.

CAUTION: Risks of turbulences close to Montaña Roja.

WIND PHENOMENA
 Orographical conditions on the island of Tenerife and the airport situation favour the appearance, in certain circumstances, of wind shear and turbulence phenomena.
 There is a low level wind shear alert system (LLWAS) that generates wind shear alarms.

Arrivals
 ACFT are to establish radio contact with APP/TWR at the REPs E (Poris de Abona), W (Puerto Colón) or S (visual reference MONTAÑA ROJA) and request clearance to enter the CTR maintaining MAX 1000' SFC on route E, MAX 1000' on route S and MAX 1500' SFC on route W.
 When necessary, ACFT will be cleared by TWR to hold at the indicated REPs before a final clearance to enter CTR is granted.

Departures
 Pilots will report the DEP point to be used and will notify TWR when leaving CTR, maintaining permanent watch until leaving CTR.

Radio Failure
 ACFT are to proceed via specified routes as shown on 29-1, holding S of AD if they proceed from REP S (visual reference MONTAÑA ROJA) or holding N of TWR if they proceed from N (highway crossroads) maintaining MAX 500' while awaiting visual instructions from TWR.

Chart changes since cycle 24-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

TENERIFE-SOUTH, (REINA SOFIA - GCTS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCTS

Type: Terminal

Effectivity: Temporary

Begin Date: 20190523

End Date: 20200212

Works on movement area (based on SUP 051-19, with eff date 12 SEP 19 based on SUP 070-19). Refer to temporary charts 10-8B and 10-8C and latest NOTAMs.

Type: Terminal (VFR)

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Until APRX 01 MAR 20 Works on apron, TWY B2 and B7 takes place in 6 phases: Phases 0, 1 and 5 without any operational impact, phase 2 - TWY B2 and intersection with TWY T temporarily will be closed, phase 3 - TWY B7 will be closed, phase 4 - several stand will be closed temporarily. Caution is recommended due to the presence of personnel and machinery. The start and end dates of each phase, as well as any operational impact, will be announced by NOTAM.

Type: Terminal (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

CAUTION: Glare may be produced by hand-held lasers. Crew should report any such event and its possible location to ATC services. Birds on and in vicinity of AD.