

List of pages in this Trip Kit

Trip Kit Index

Airport Information For GCTS

Terminal Charts For GCTS

Revision Letter For Cycle 11-2020

Change Notices

Notebook

General Information

Location: TENERIFE-SOUTH XJE
ICAO/IATA: GCTS / TFS
Lat/Long: N28° 02.67', W016° 34.35'
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: 0610 Z
Sunset: 1958 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: 119.000
Tenerife-South Tower: 120.300 Secondary
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: E49 thru E70 and AG1 thru AG5.

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 center (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 G2, G4, G6, J1 thru J8 and R5A equipped with visual docking guidance system.

On stands AG21, G2 thru G48, H37 thru H46, J1 thru J24, R19 thru R47, R5A and S41 push-back required.

Stands AG2, AG5, E49, J22 and R19 available for helicopter.

1.5.2. USE OF APU

Use of APU is forbidden on stands G2, G4, G6, J1 thru J8 and R5A 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.

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), 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	B4 5906' / 1800m	B3 6562' / 2000m
HEAVY		
MEDIUM (JET)		

- 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.

GCTS/TFS

+ J E P P E S E N

TENERIFE-SOUTH, CANARY IS

REINA SOFIA

8 MAY 20

(10-1P2)

.Eff.21.May.

.AIRPORT.BRIEFING.

2. ARRIVAL

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.

GCTS/TFS

+ J E P P E S E N

TENERIFE-SOUTH, CANARY IS

REINA SOFIA

8 MAY 20

10-1P3

.Eff.21.May.

.AIRPORT.BRIEFING.

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 AG21, G20, J22 and R19, towed push-back shall be carried out nosing to THR 25;
- Incompatibility between simultaneous towed push-back in stands J8 and G35A.

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.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

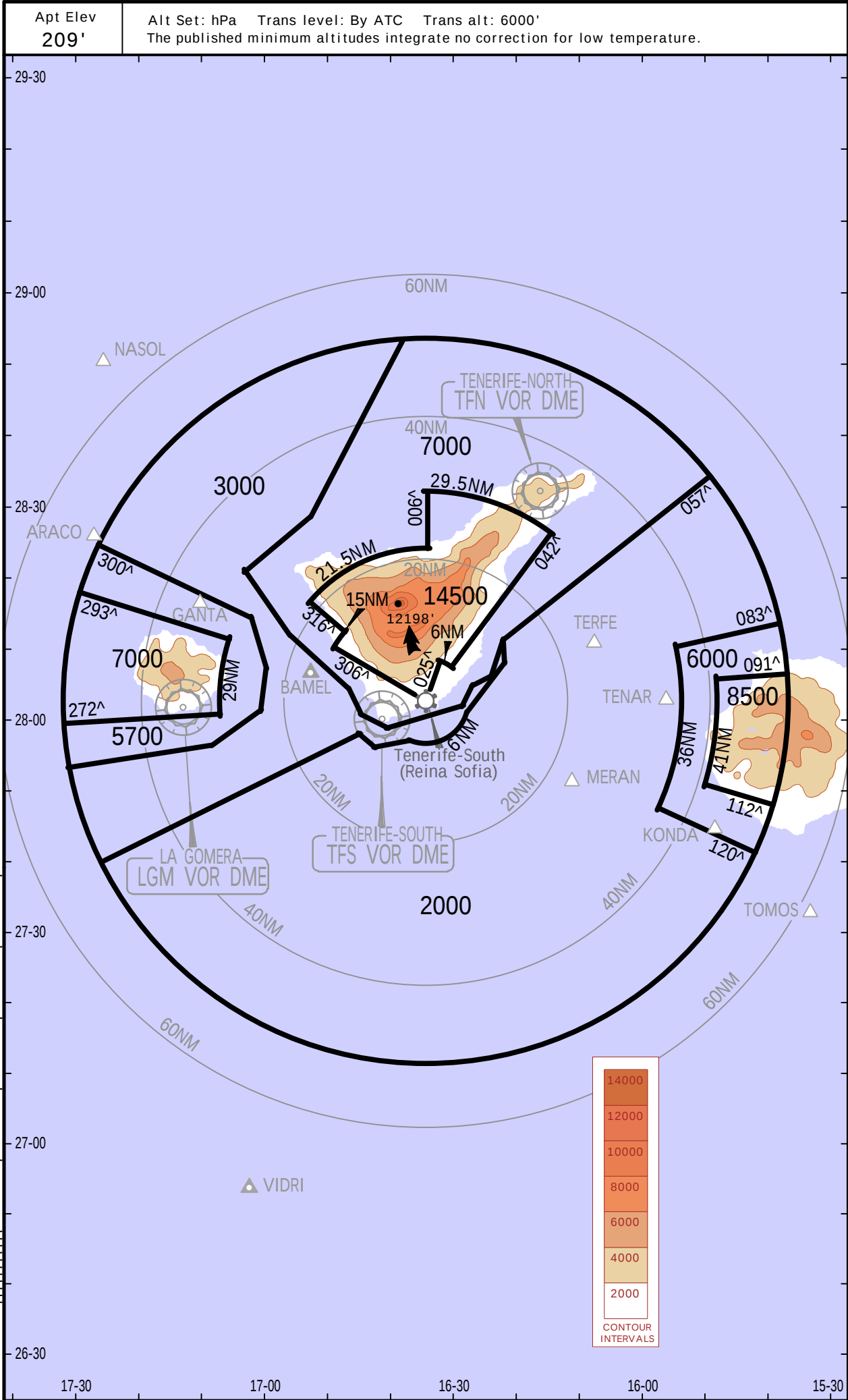
- Take-off
 - Take-off power.
 - Take-off flaps/slats.
 - Climb at $V_2 + 10$ KT to 1500' AGL.
- At 1500'
 - Accelerate to zero flap minimum safe maneuvering speed (VZF) + 10 KT maintaining minimum rate of climb 500'.
 - Retract flaps/slats as needed.
- Up to FL60
 - Do not exceed 250 KT and continue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

JEPPesen TENERIFE-SOUTH, CANARY IS
23 DEC 16 (10-1R).Eff.5.Jan. .RADAR.MINIMUM.ALTITUDES.





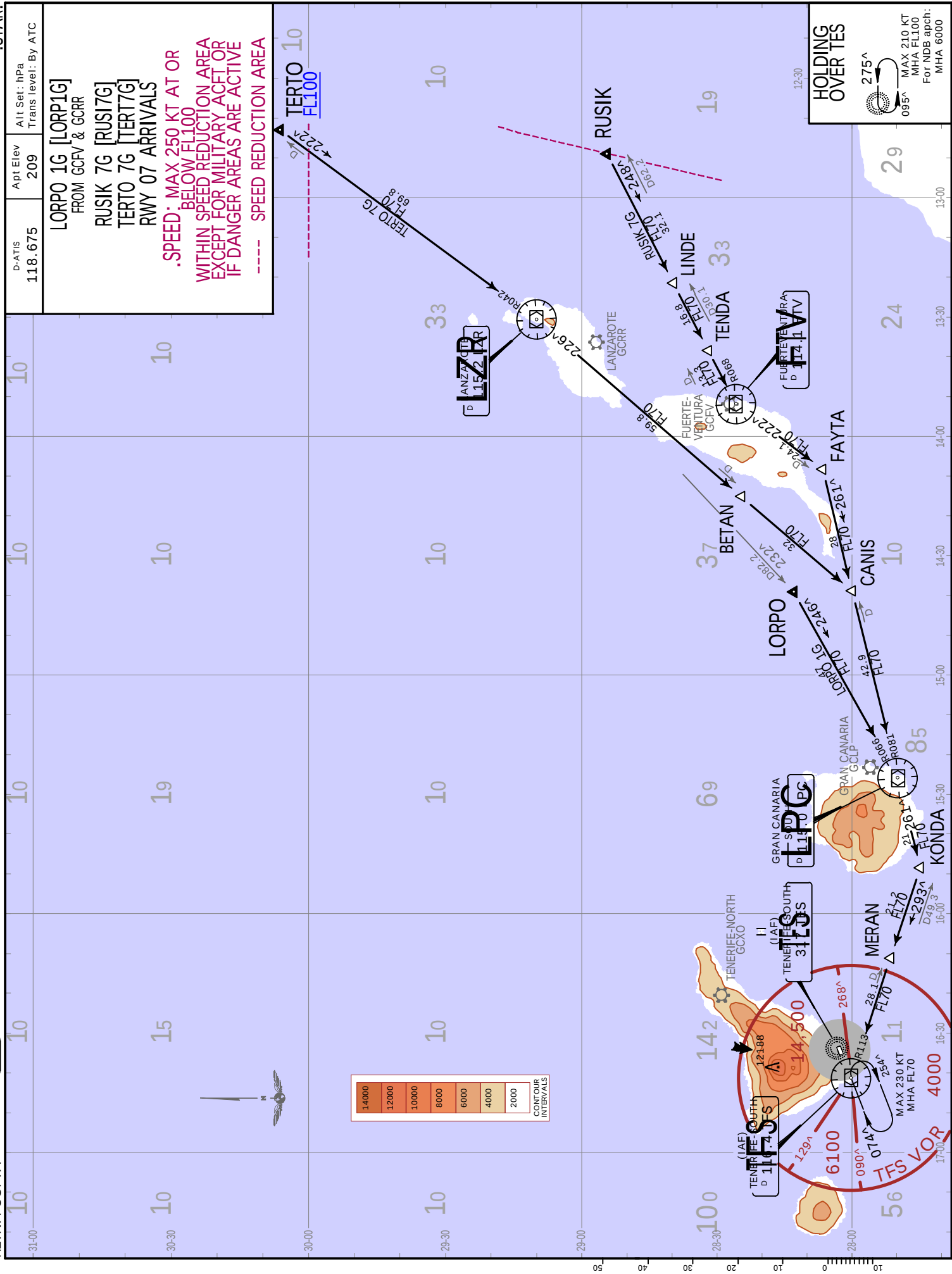
EPPESEN. 1999. 2017. ALL RIGHTS RESERVED.

Alt Set: hPa
Trans level: By ATC

A diagram showing a circular path with a central point. Two angles are labeled: 065° and 245°.

SCLP

| JEPPESEN, 2019. ALL RIGHTS RESERVED.

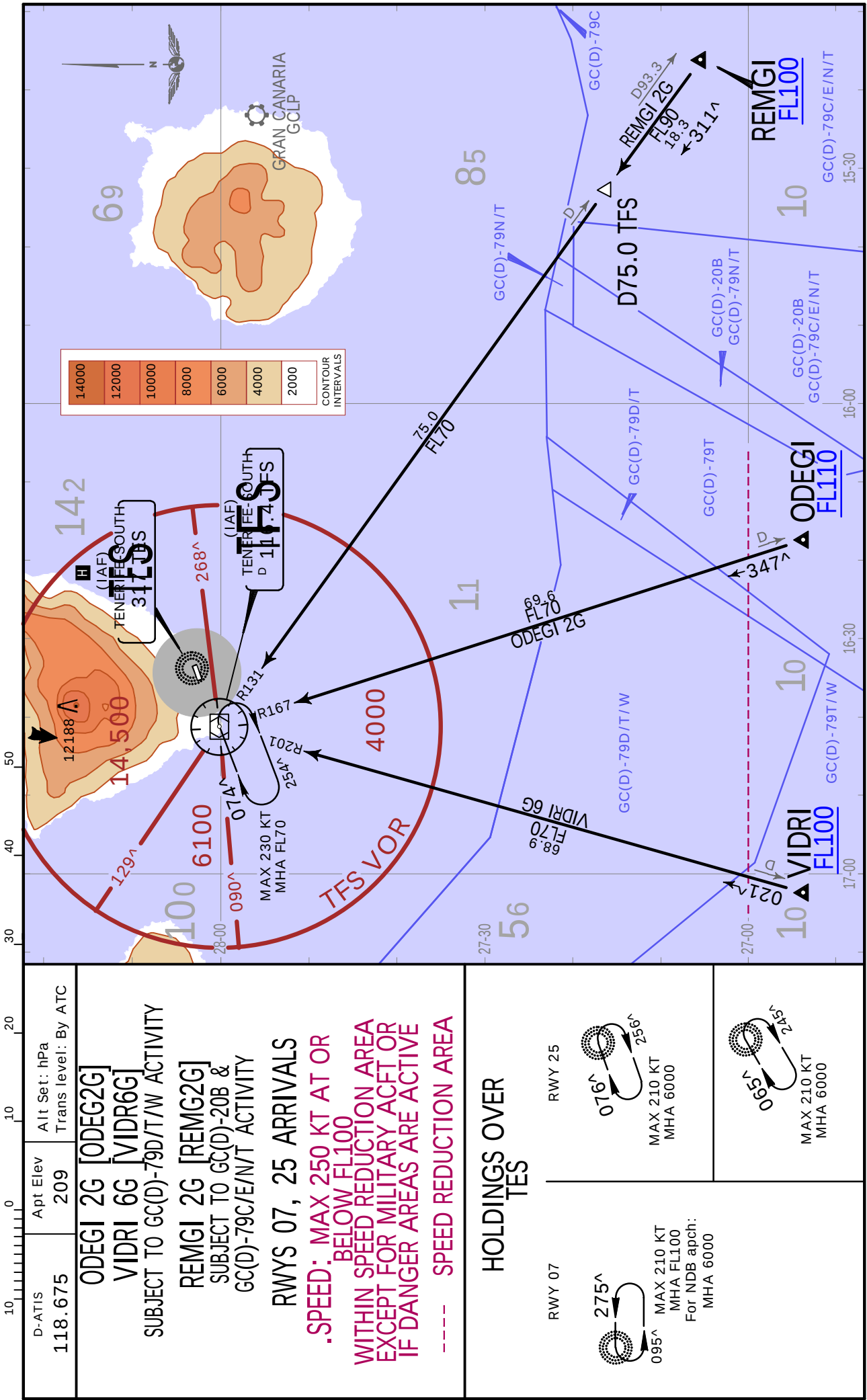




GCTS/TFS
REINA SOFIA

JEPPESSEN TENERIFE-SOUTH, CANARY IS
22 MAR 19 10-2D .Eff.28.Mar.

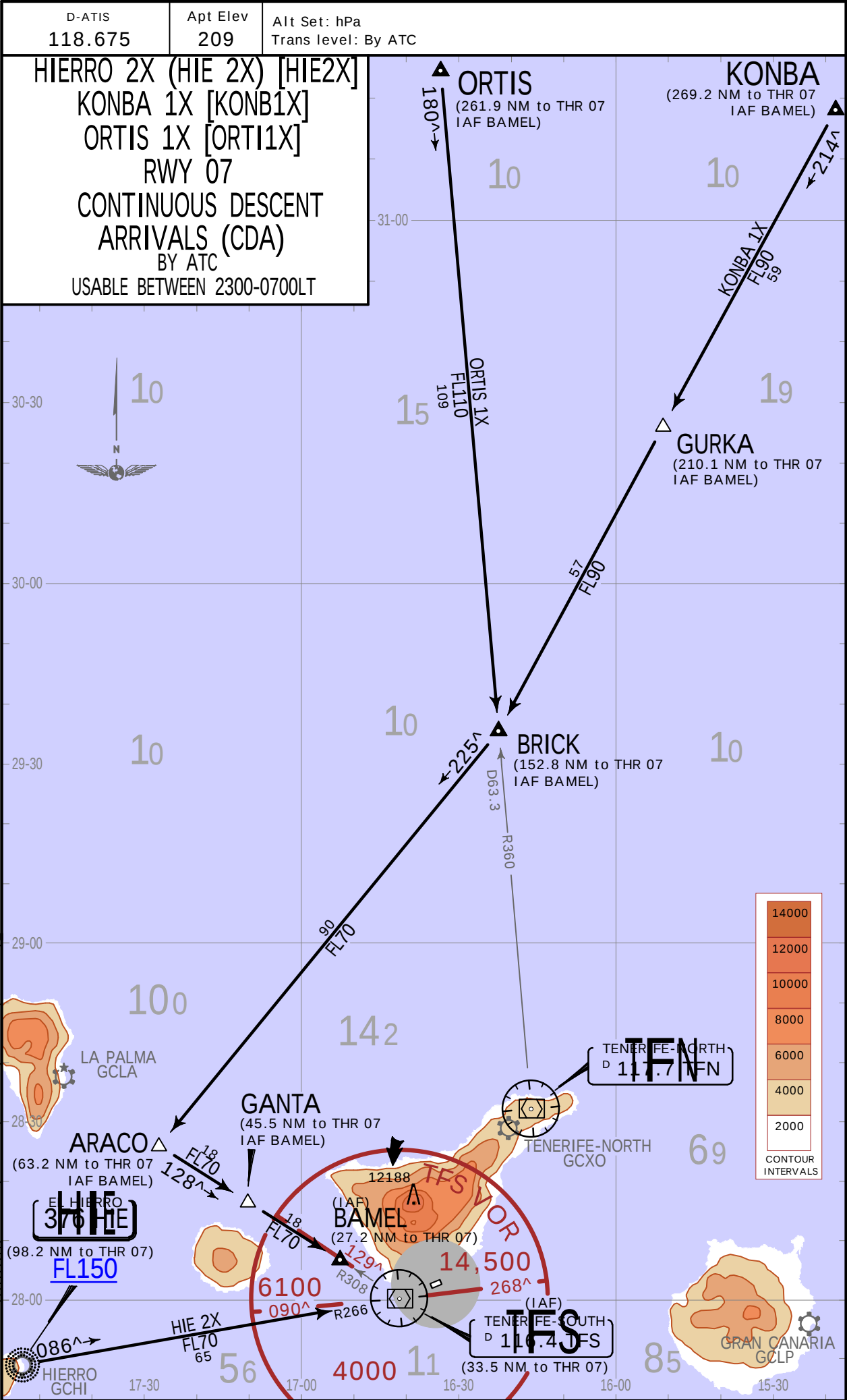
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REINA SOFIA

22 MAR 19 10-2E .Eff.28.Mar.

JEPPESEN TENERIFE-SOUTH, CANARY IS
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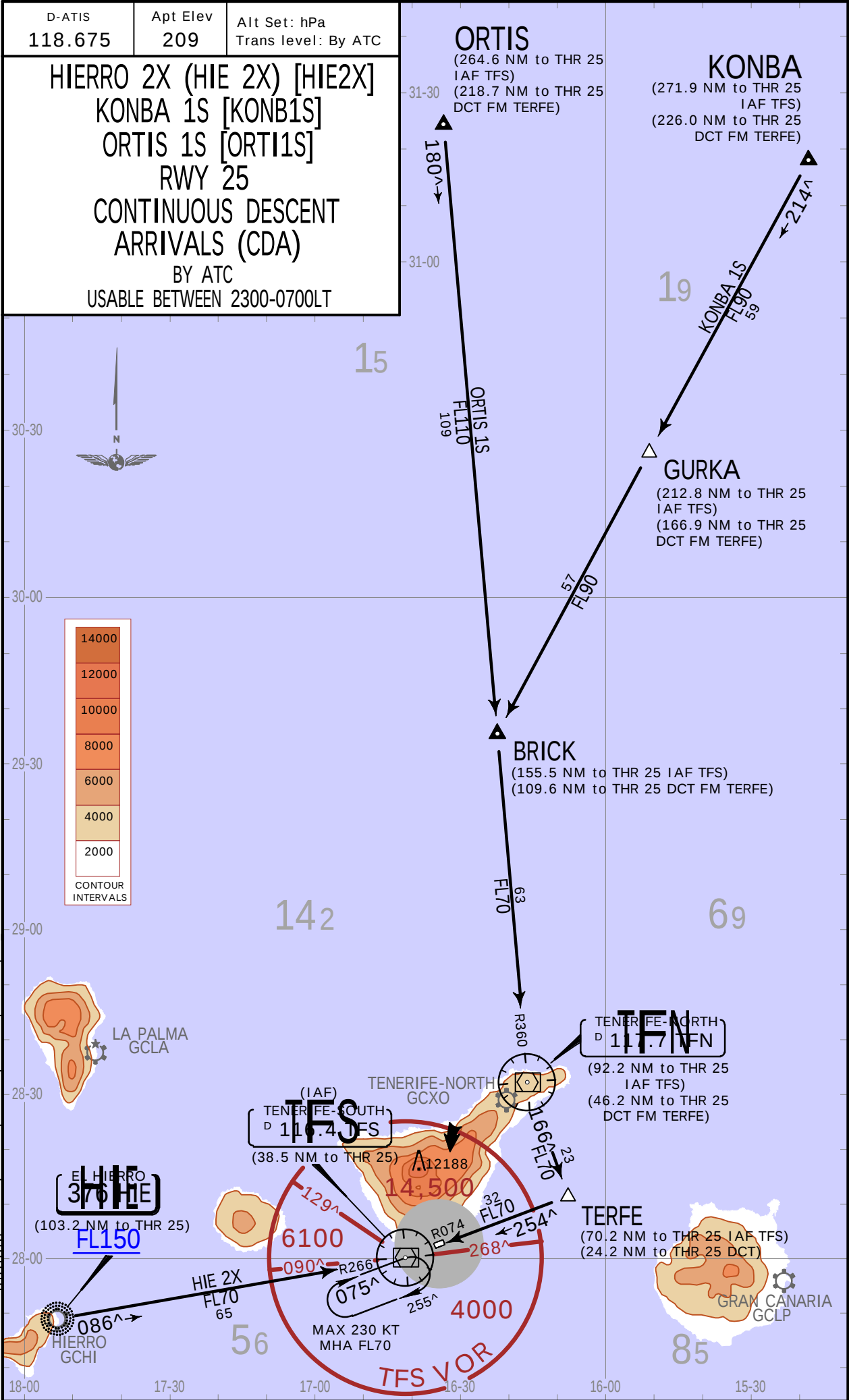
GCTS/TFS
REINA SOFIA

22 MAR 19 10-2F .Eff.28.Mar.

TENERIFE-SOUTH, CANARY IS
.STAR.

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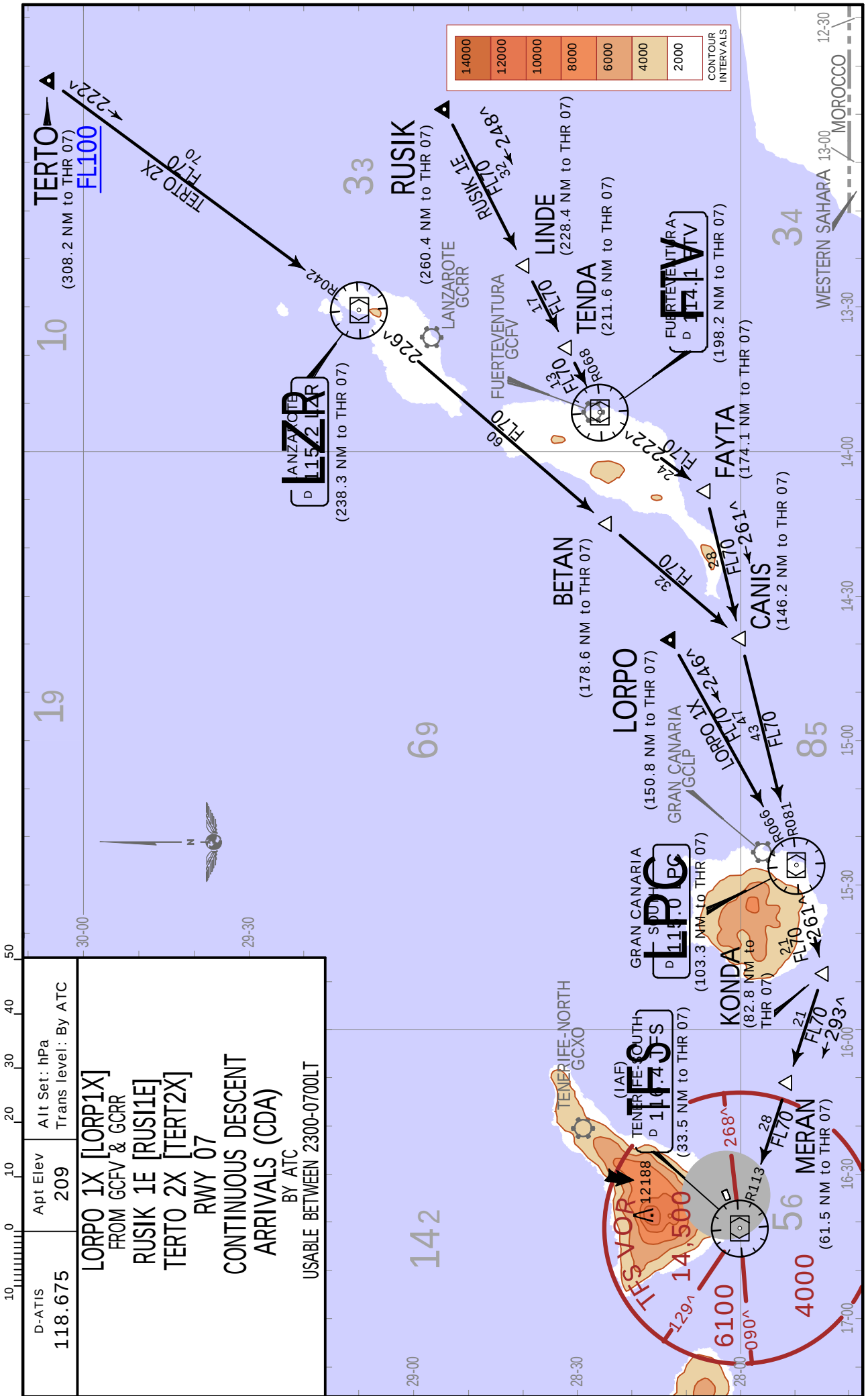
HIERRO 2X (HIE 2X) [HIE2X]
KONBA 1S [KONB1S]
ORTIS 1S [ORTI1S]
RWY 25
CONTINUOUS DESCENT
ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



GCTS/TFS
REINA SOFIA

JEPPESSEN TENERIFE-SOUTH, CANARY IS
22 MAR 19 10-2G .Eff.28.Mar.

.STAR.



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

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REINA SOFIA

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

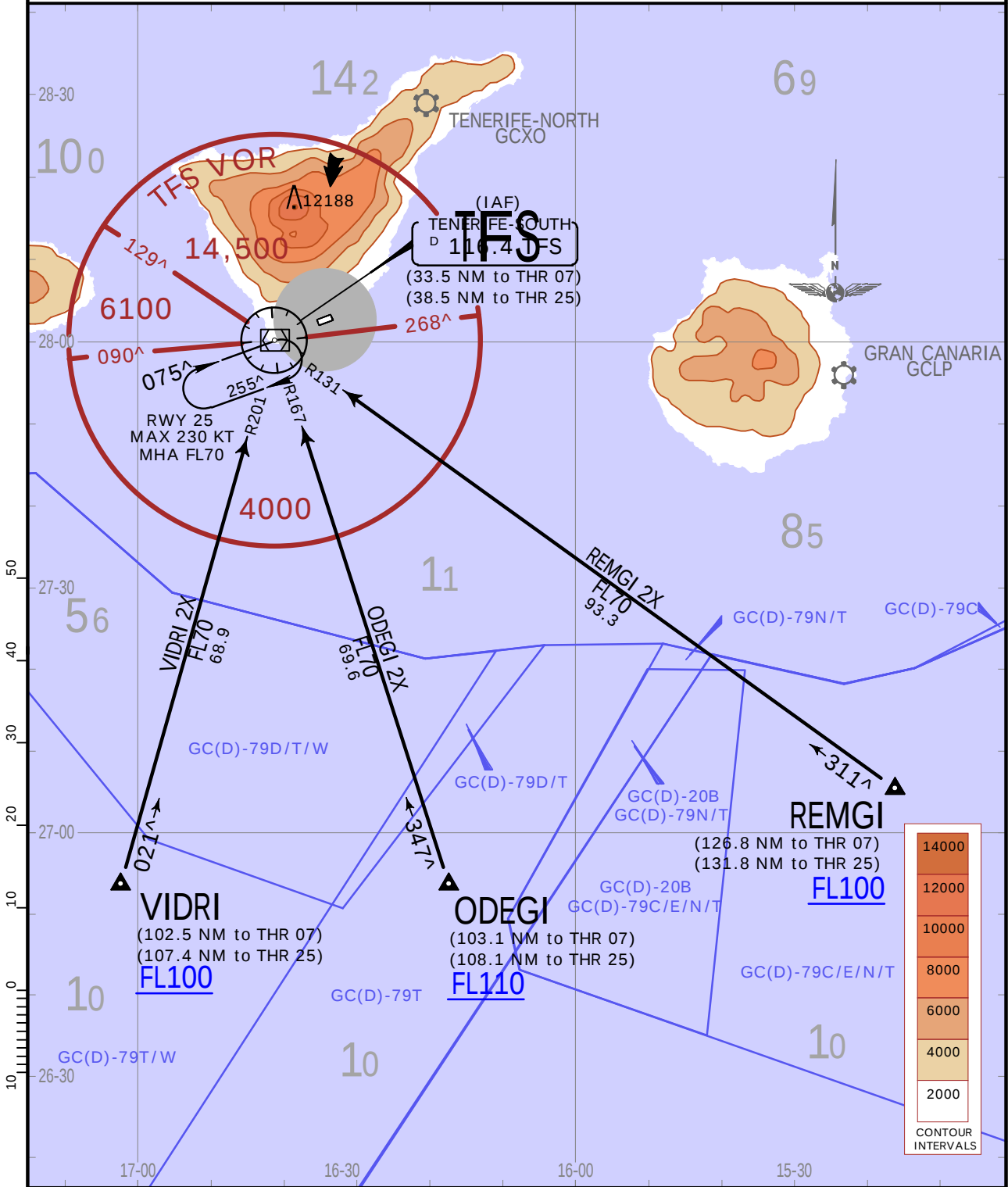
JEPPesen TENERIFE-SOUTH, CANARY IS
.STAR.

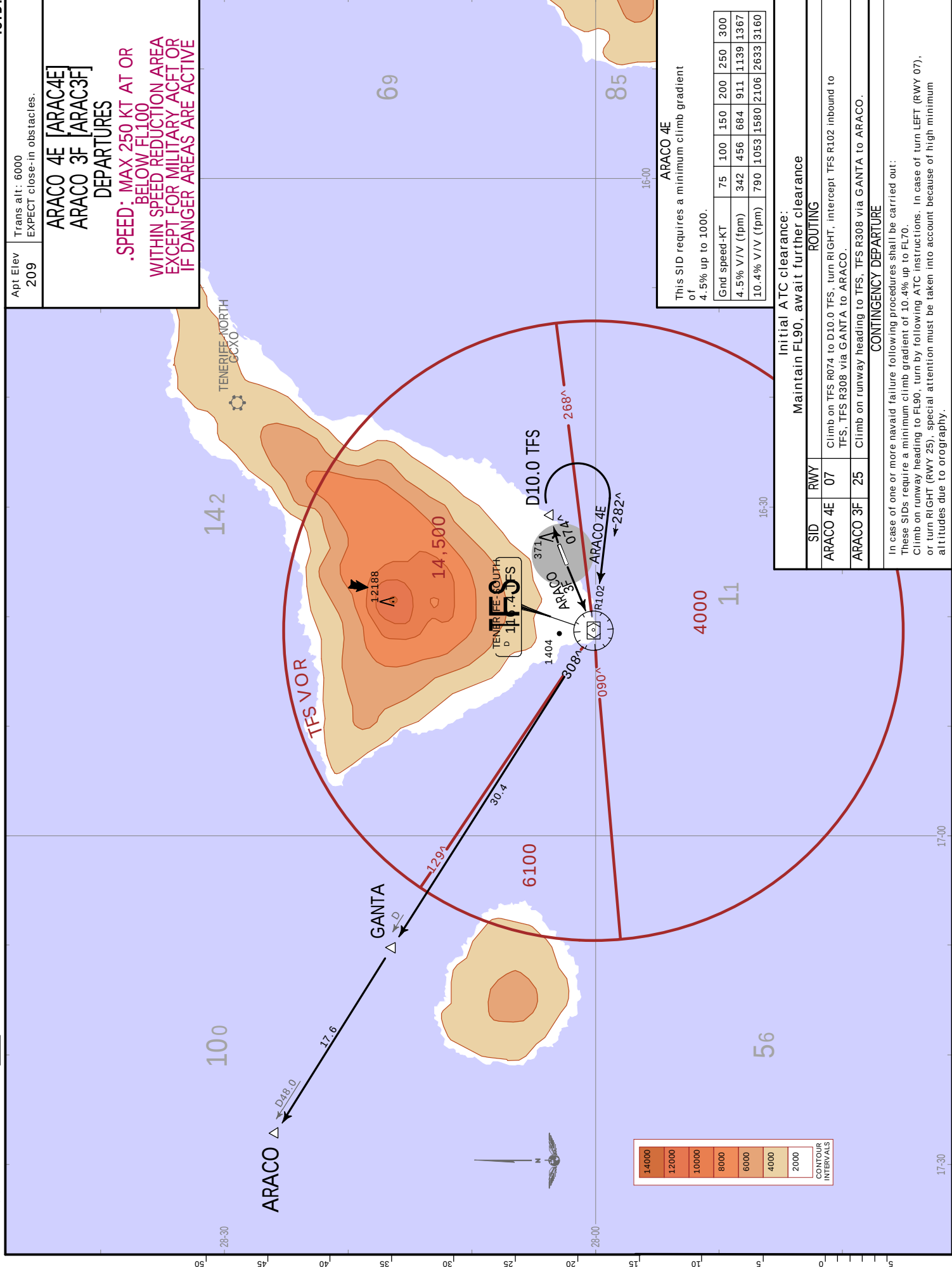
D-ATIS 118.675	Apt Elev 209	Alt Set: hPa Trans level: By ATC
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ODEGI 2X [ODEG2X]
VIDRI 2X [VIDR2X]
SUBJECT TO GC(D)-79D/T/W ACTIVITY

REMG1 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





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.

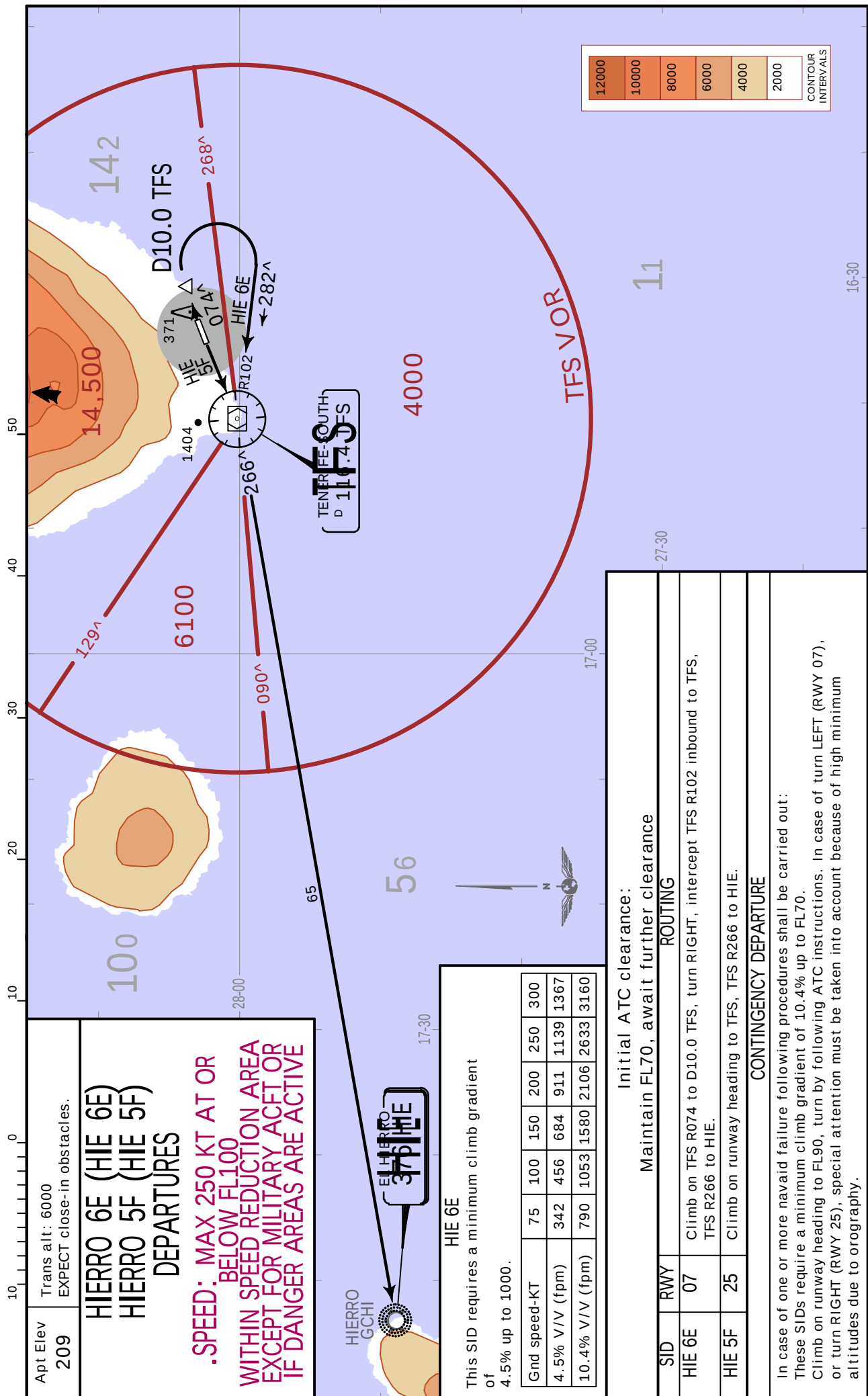
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

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.

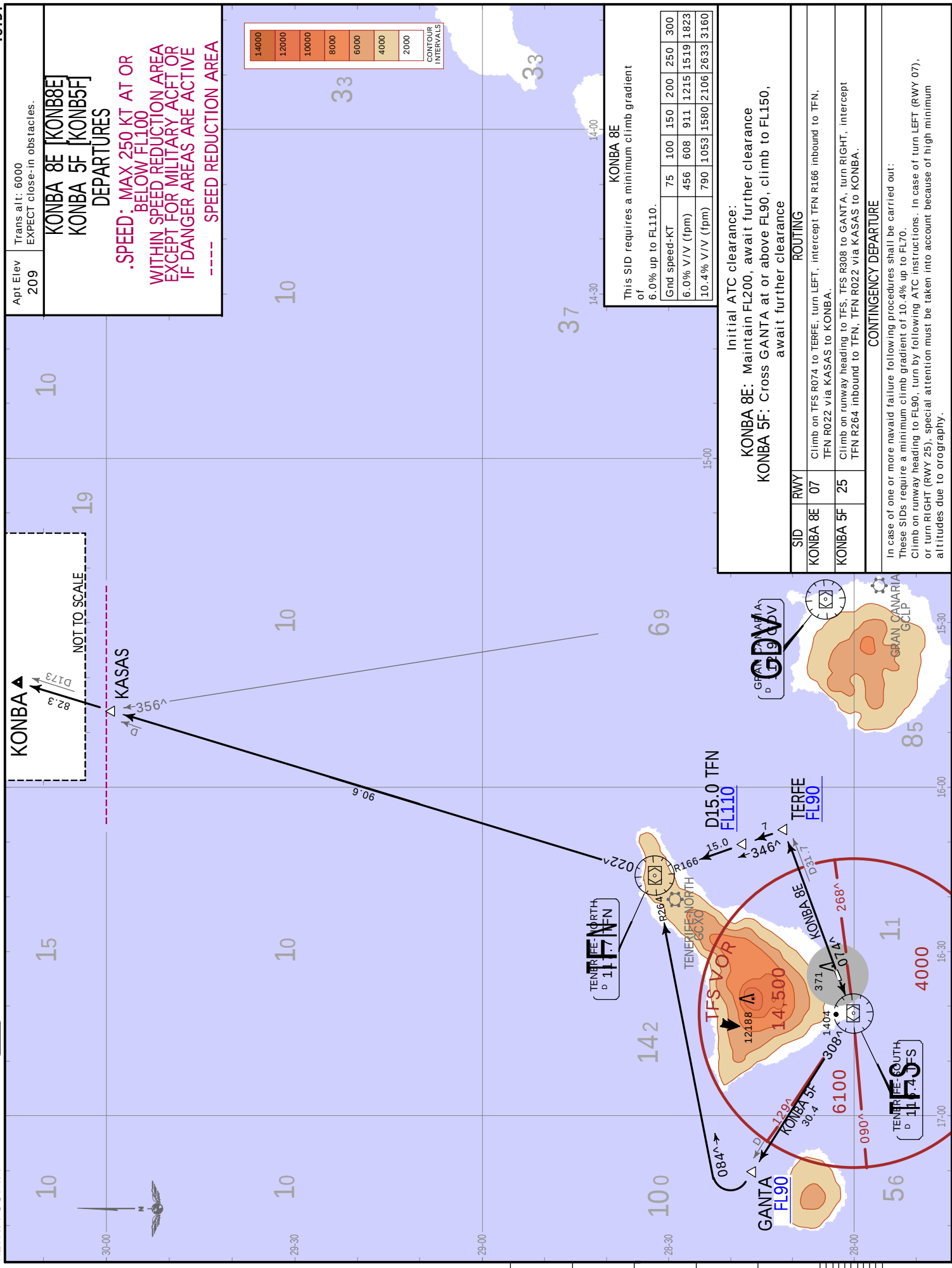


TENERIFE-SOUTH, CANARY IS

.SID.

JEPPESSEN
8 FEB 19 10-3D

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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

SID	RWY	ROUTING
KORAL 1E 1	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 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 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.

Trans alt: 6000
EXPECT close-in obstacles.

KORAL 1E [KORAL1E] 1
KORAL 6F [KORAL6F] 2
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.

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

CHANGES: SID KORAL 9E renumbered 1E; crossing at LZR; chart redrawn. | JEPPESEN, 2019. ALL RIGHTS RESERVED.

GCTS/TFS
REINA SOFIA

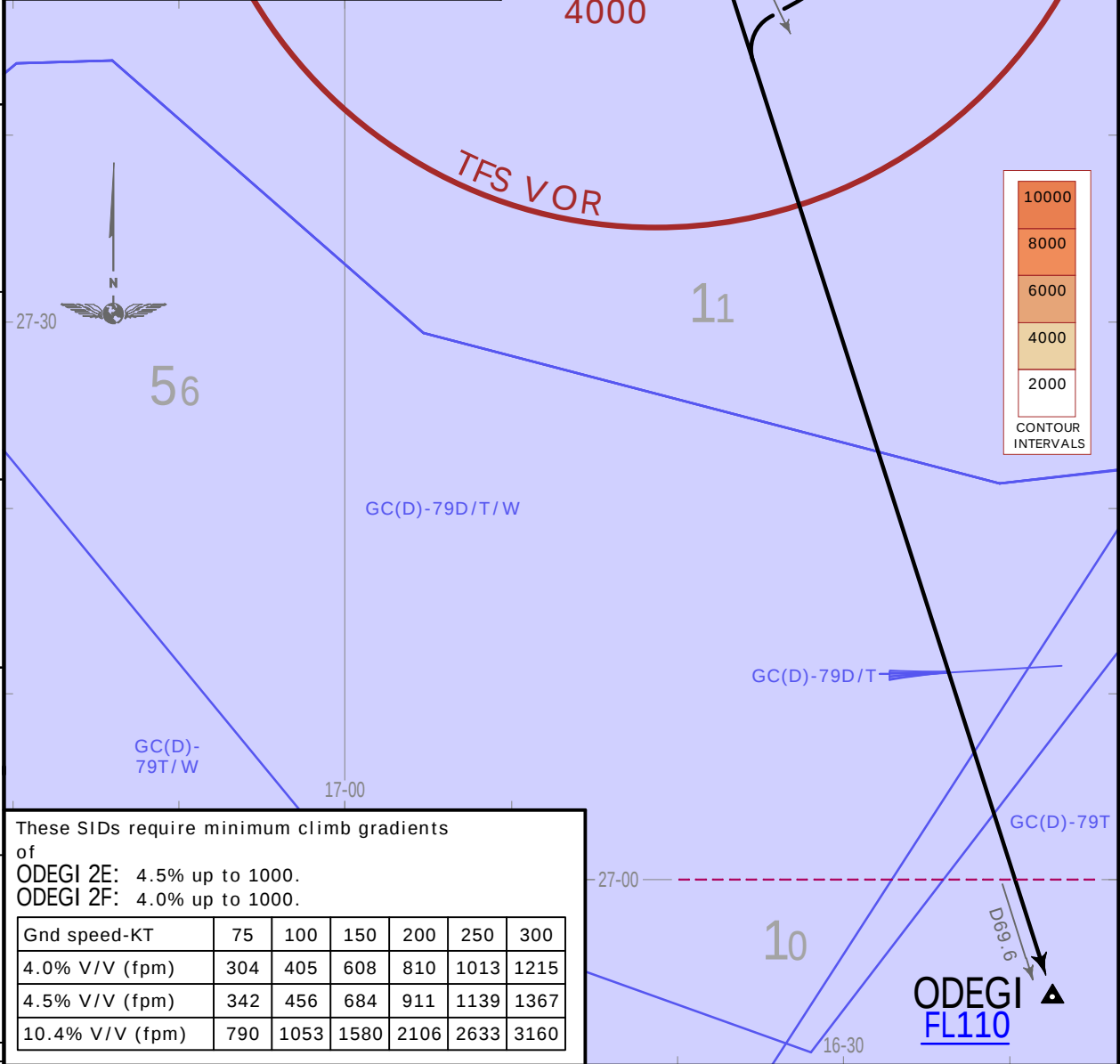
25 OCT 19 (10-3G) .Eff.7.Nov.

TENERIFE-SOUTH, CANARY IS
.SID.

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



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.		

GCTS/TFS
REINA SOFIA

22 MAR 19 10-3H .Eff.28.Mar.

TENERIFE-SOUTH, CANARY IS
.SID.

Apt Elev
209

Trans alt: 6000
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

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

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.

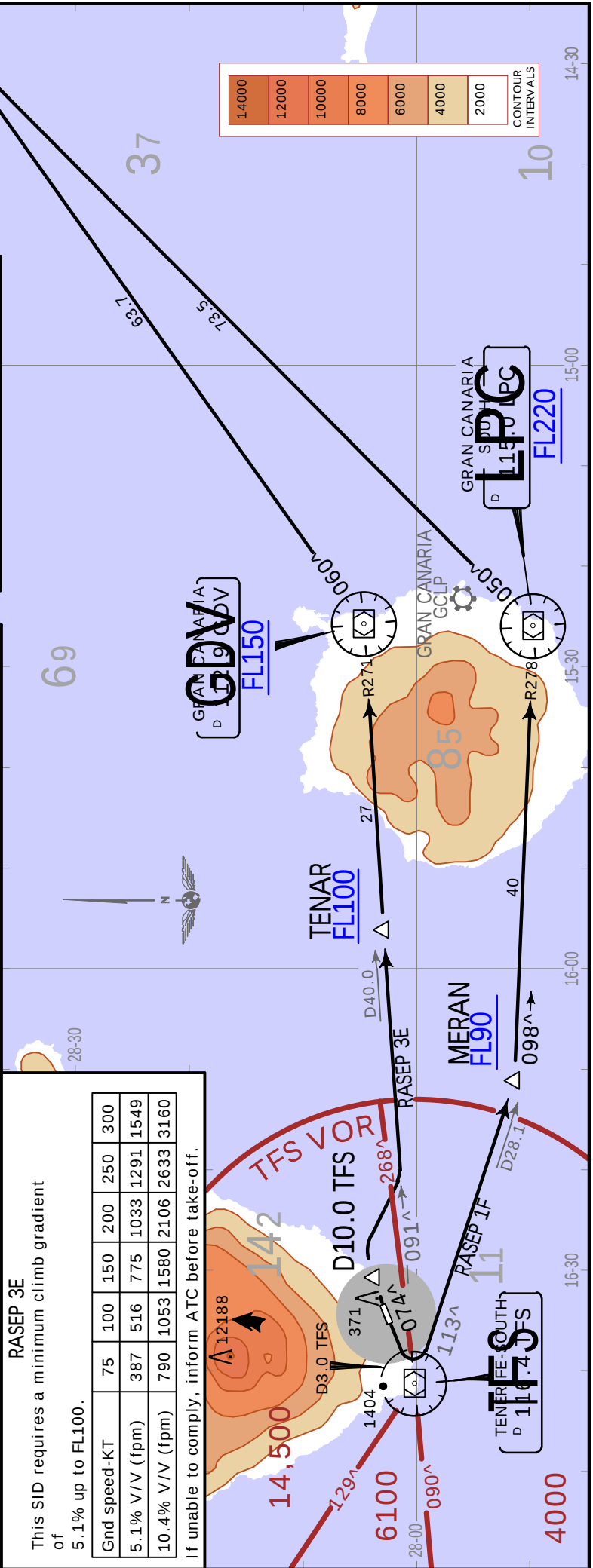
RASEP 3E

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.

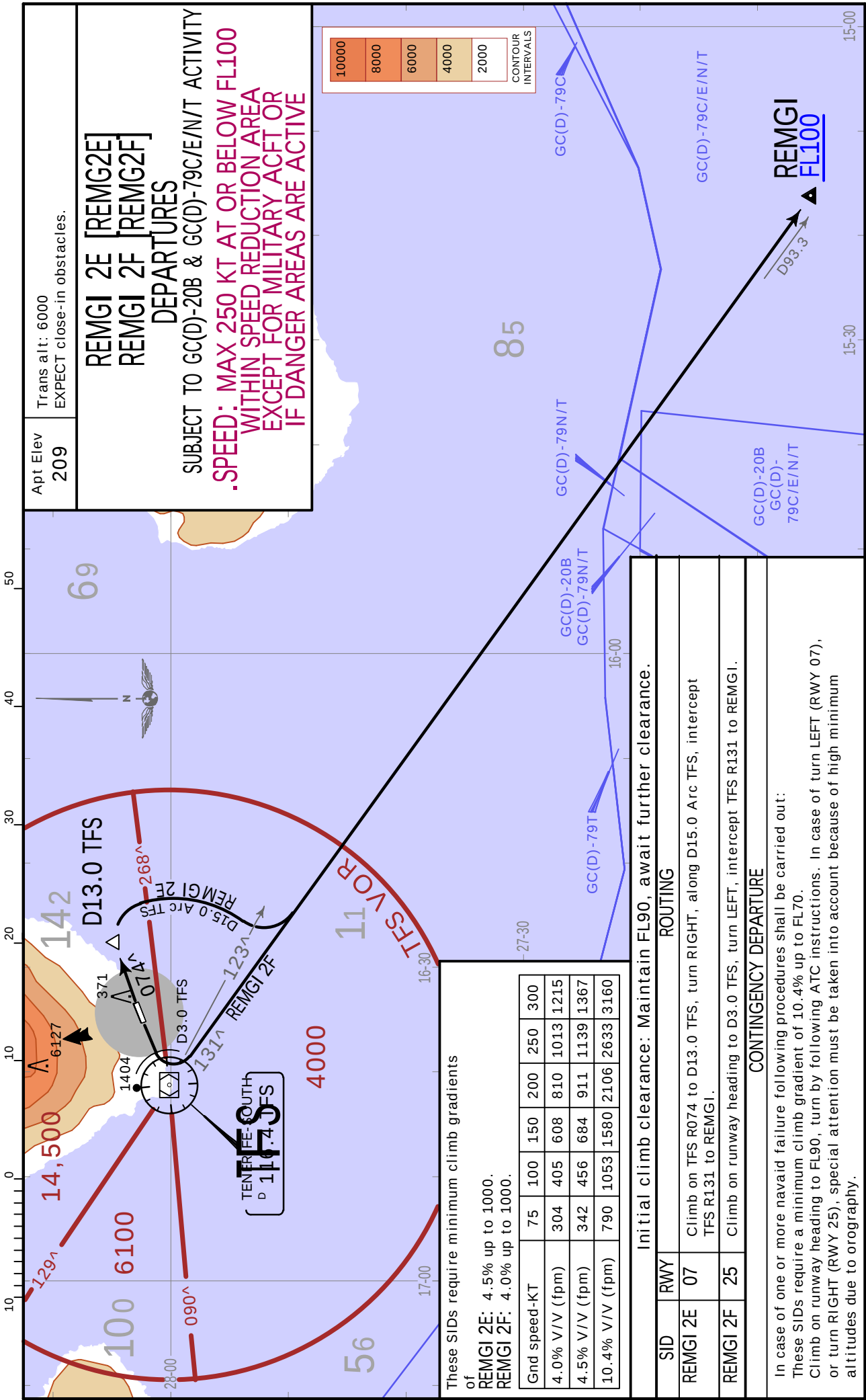
Overflying 1 GDV/ 2 LPC is mandatory in order to assure the standard separation between ACFT.



GCTS/TFS
REINA SOFIA

22 MAR 19 (10-3J) .Eff.28.Mar.

TENERIFE-SOUTH, CANARY IS
.SID.



CHANGES: Crossing at REMGI established. SIDS renumbered.

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Apt Elev 209	Trans alt: 6000 EXPECT close-in obstacles.
SAMAR 8E [SAMA8E], SAMAR 9F [SAMA9F] 1 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

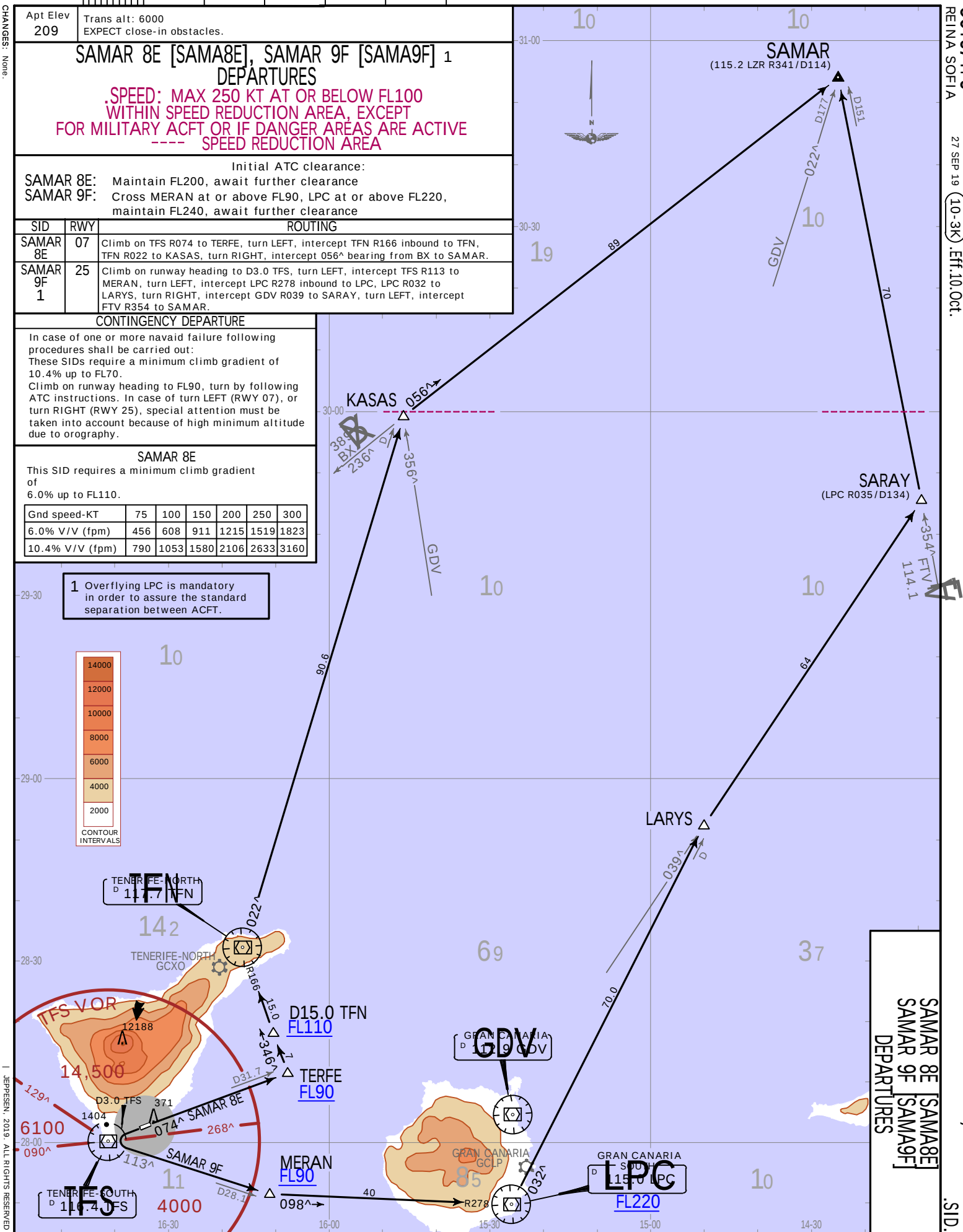
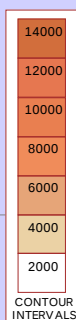
SID	RWY	ROUTING
SAMAR 8E	07	Climb on TFS R074 to TERFE, turn LEFT, intercept TFN R166 inbound to TFN, TFN R022 to KASAS, turn RIGHT, intercept 056° bearing from BX to SAMAR.
SAMAR 9F 1	25	Climb on runway heading to D3.0 TFS, turn LEFT, intercept TFS R113 to MERAN, turn LEFT, intercept LPC R278 inbound to LPC, LPC R032 to LARYS, turn RIGHT, intercept GDV R039 to SARAY, turn LEFT, intercept FTV R354 to SAMAR.

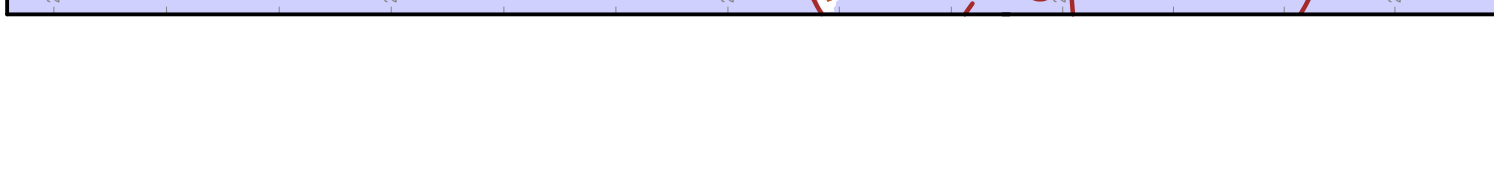
In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (RWY 07), or turn RIGHT (RWY 25), special attention must be taken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

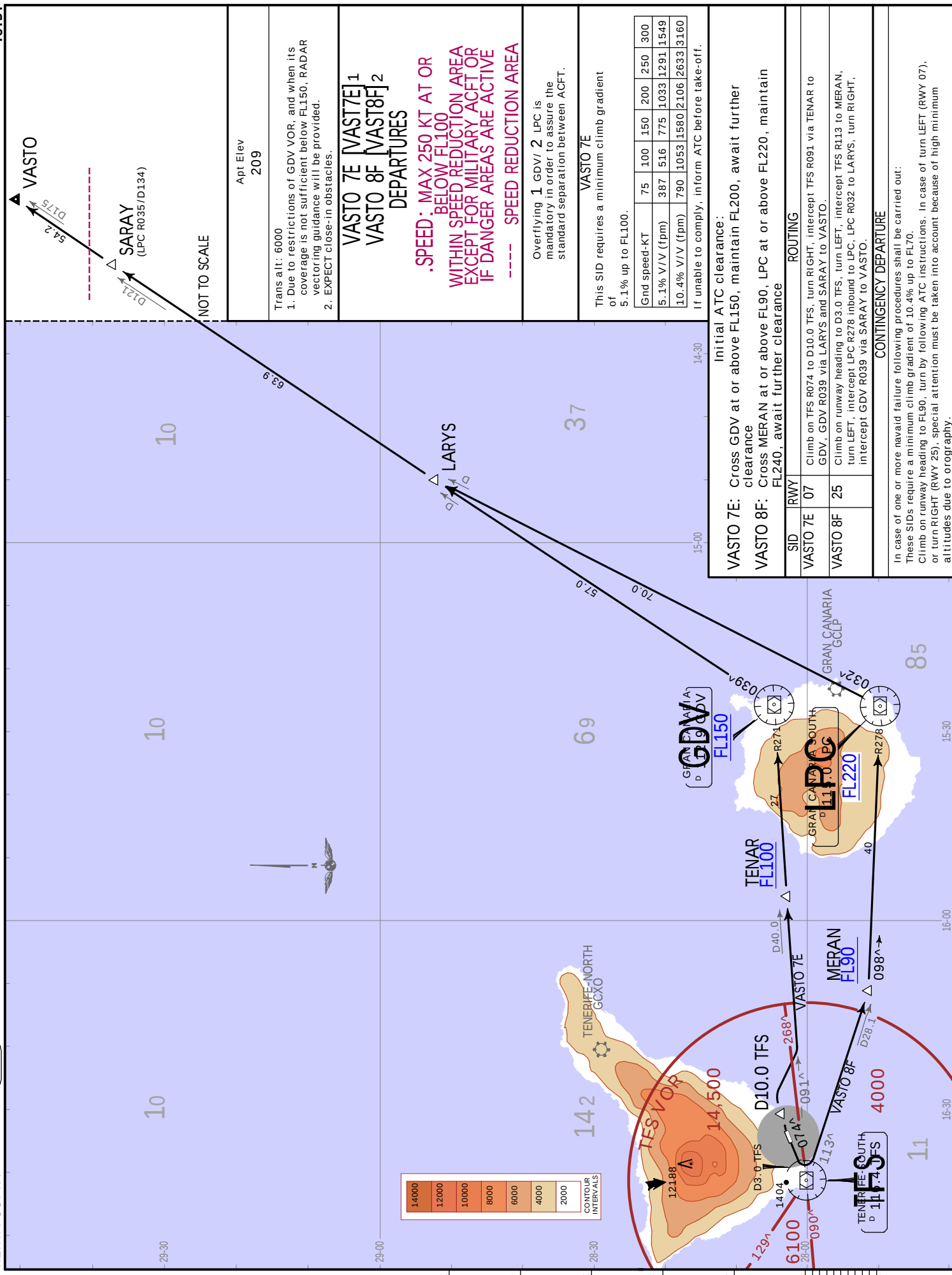
This SID requires a minimum climb gradient of 6.0% up to FL110.

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

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



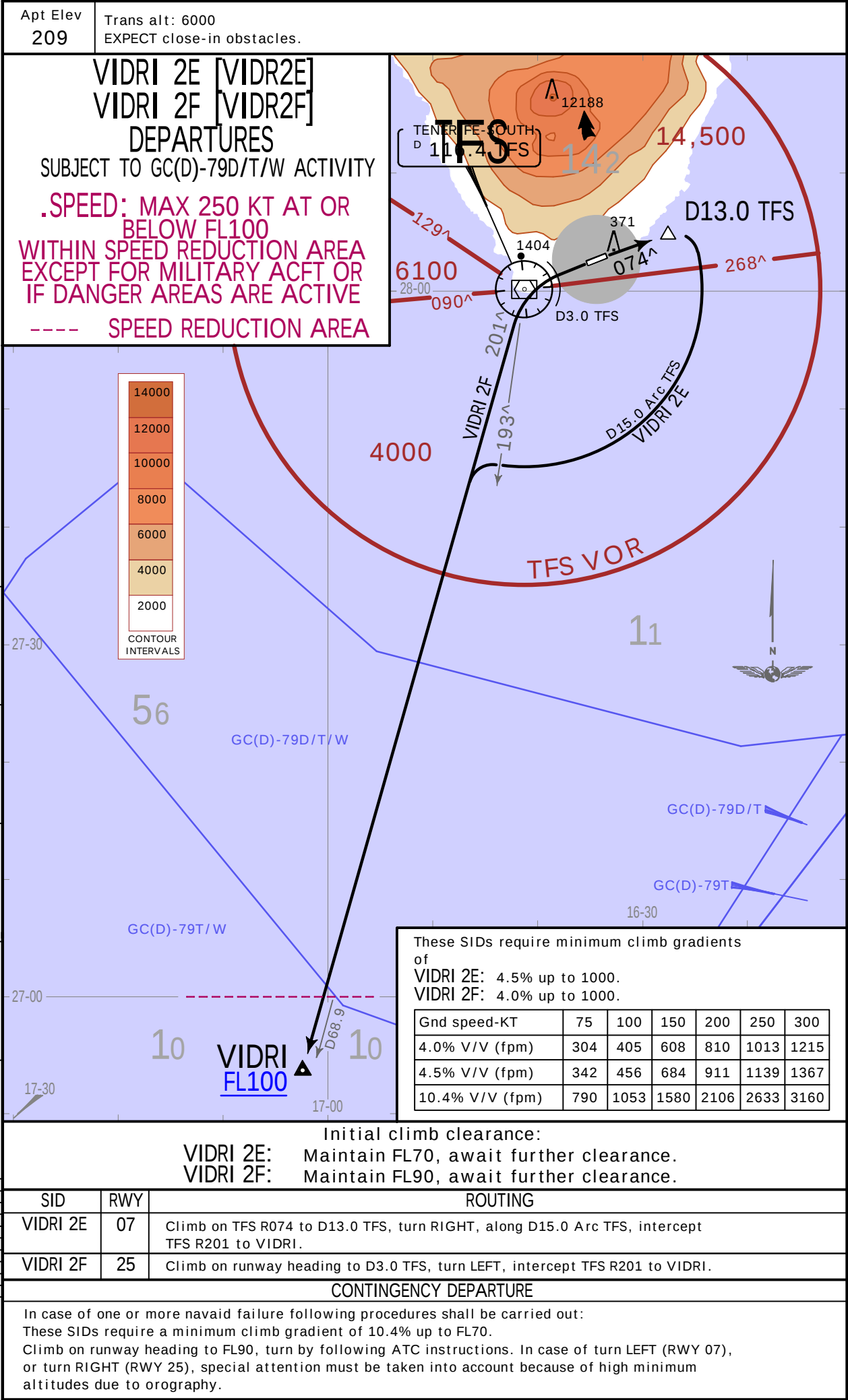




GCTS/TFS
REINA SOFIA

JEPPESSEN
4 OCT 19 (10-3N) .Eff.10.Oct.

TENERIFE-SOUTH, CANARY IS
.SID.



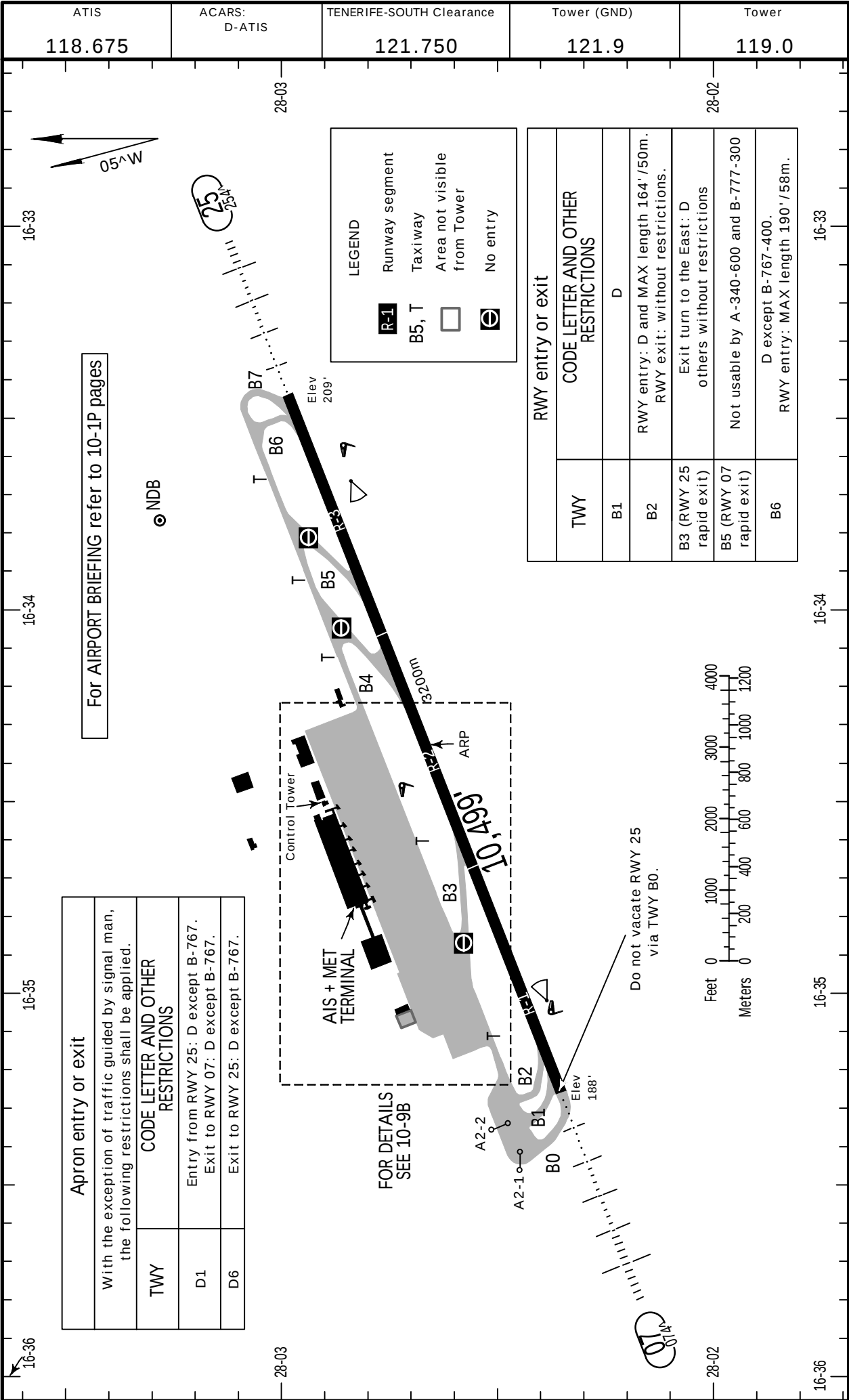
GCTS/TFS
Apt Elev 209'
N28 02.7 W016 34.4



TENERIFE-SOUTH, CANARY IS

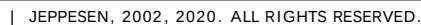
8 MAY 20 10-9 .Eff.21.May.

REINA SOFIA



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		
	<u>RWY 07:</u> From RWY head 10,499' (3200m)	<u>RWY 25:</u> From RWY head 10,499' (3200m)	
	TWY B2 int 10,039' (3060m)	TWY B6 int 10,187' (3105m)	

.Eff.21.May.



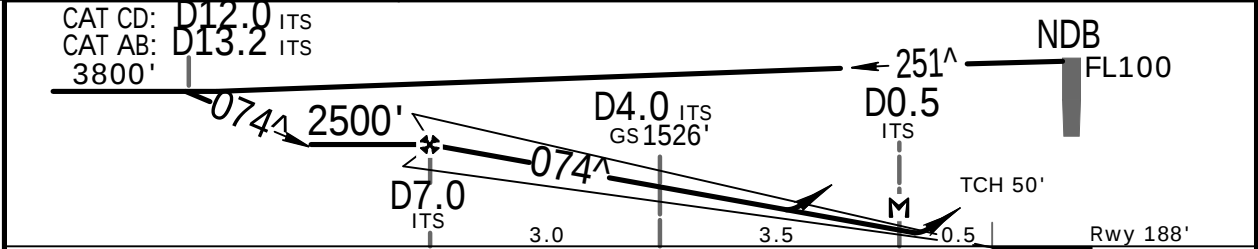
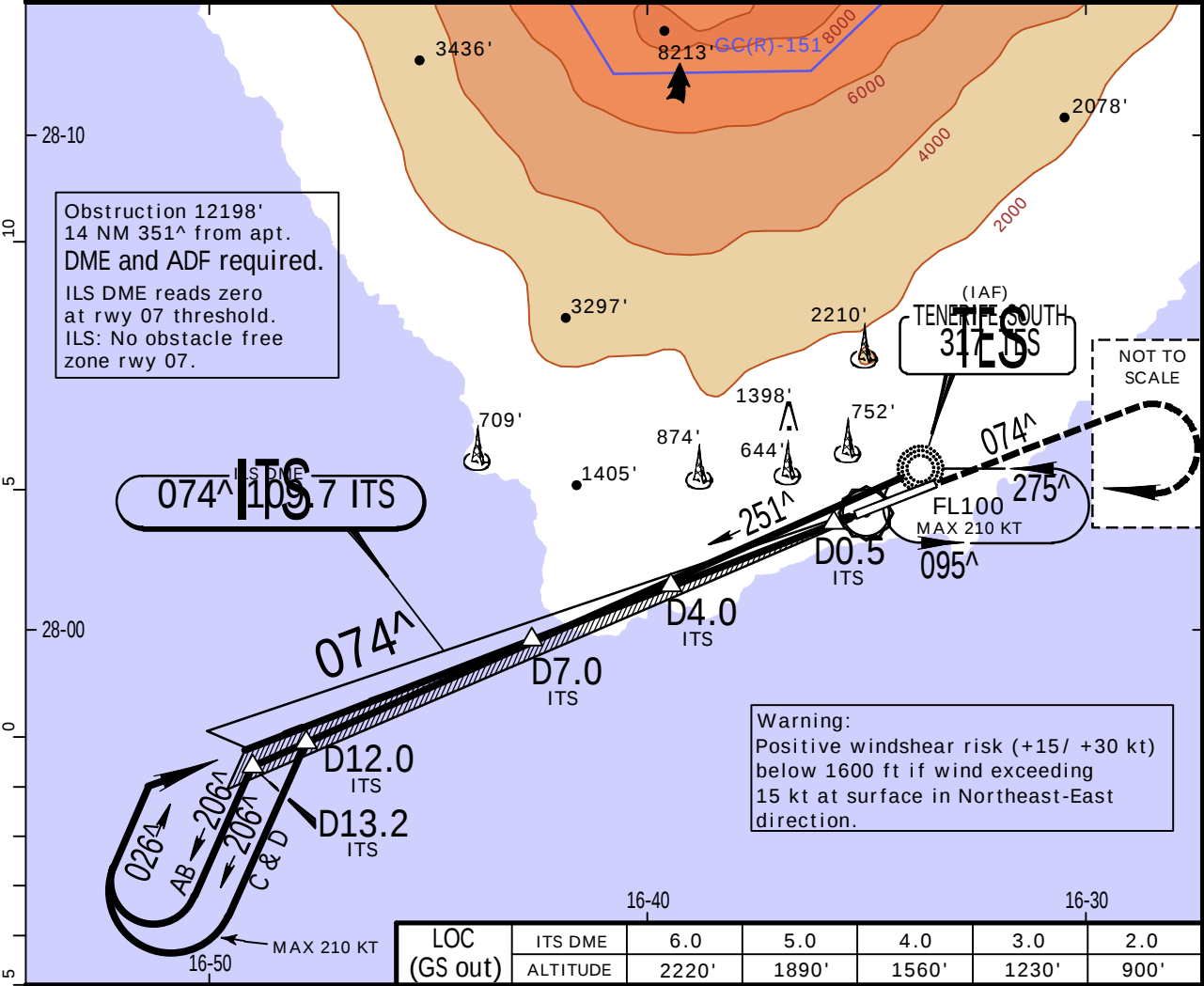
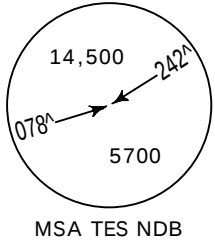
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GCTS/TFS
REINA SOFIA

JEPPesen
17 FEB 17 (11-2) .Eff.2.Mar.

TENERIFE-SOUTH, CANARY IS
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 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 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'

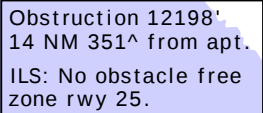


Gnd speed-Kts	70	90	100	120	140	160
ILS GS	3.00 [^]	372	478	531	637	849
LOC Descent Angle	3.11 [^]	385	495	550	660	880
MAP at D0.5 ITS						

Standard.				STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND				
Missed Apch climb gradient mim 3.0 %				Missed Apch climb gradient mim 2.5 %				LOC (GS out)				
DA(H) 1 C: 435' (247') D: 446' (258')				DA(H) 2 C: 448' (260') D: 459' (271')				DA(H) 800' (612')				
FULL/Limited		ALS out		FULL/Limited		ALS out		ALS out		Max Kts.		
A	RVR 800m		RVR 1200m		RVR 1200m		RVR 1500m		100		MDA(H) 1180' (971') VIS 1500m	
B			RVR 800m		RVR 1300m		RVR 1500m		135		1250' (1041') 1600m	
C					RVR 1300m		CMV 2100m CMV 2400m		180		1350' (1141') 2400m	
D					RVR 1300m		CMV 2100m CMV 2400m		205		1350' (1141') 3600m	
1 DA(H) CAT A: 415' (227'), CAT B: 427' (239'). 2 DA(H) CAT A: 428' (240'), CAT B: 440' (252').												

MSA TES NDB

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



CAUTION: Holding pattern protected with 2 NM buffer area to North.

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

Start
turn at
CAT A & B:
4 Min
CAT C & D:
3 Min

4000' on 254^

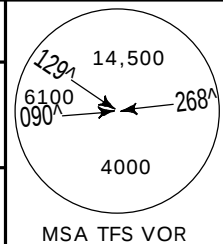
| JEPPESEN, 2005, 2018. ALL RIGHTS RESERVED.

GCTS/TFS
REINA SOFIA

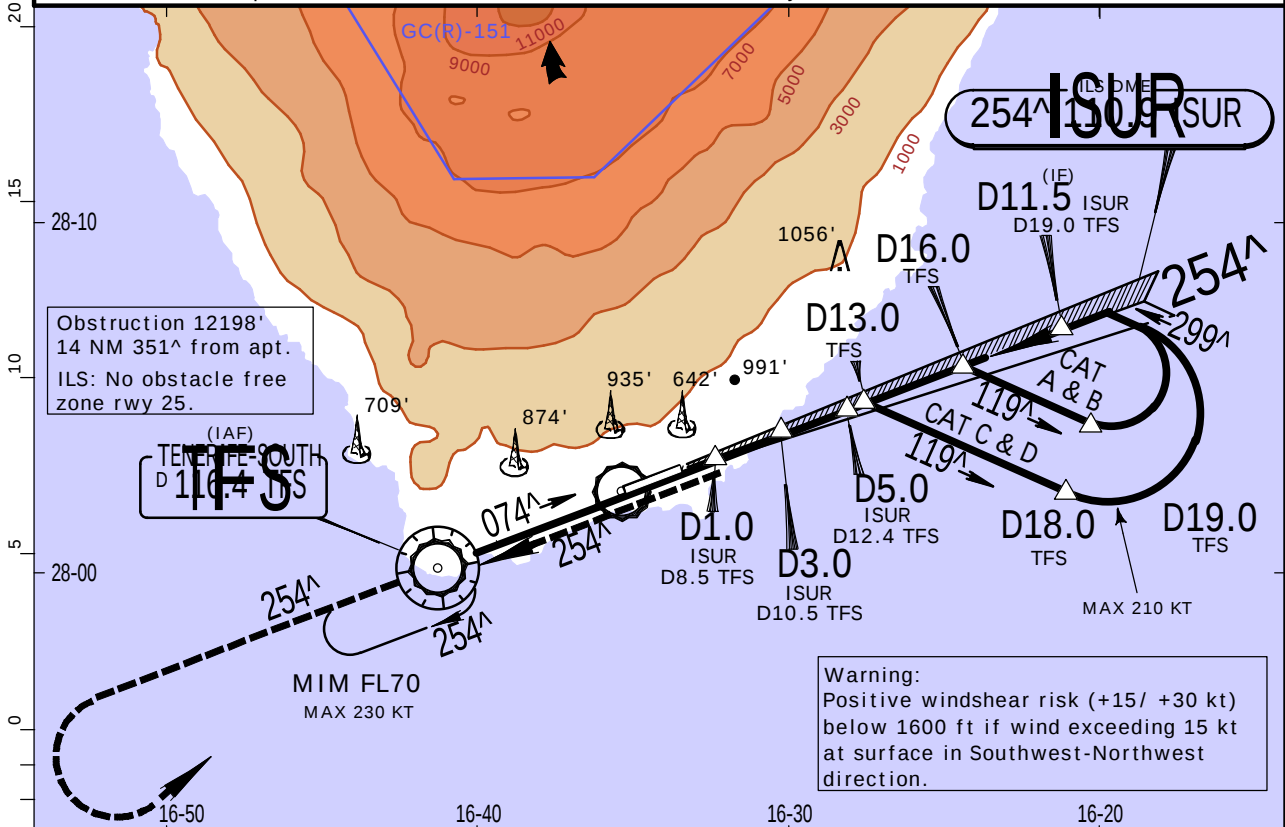
JEPPESSEN
14 SEP 18 (11-4)

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

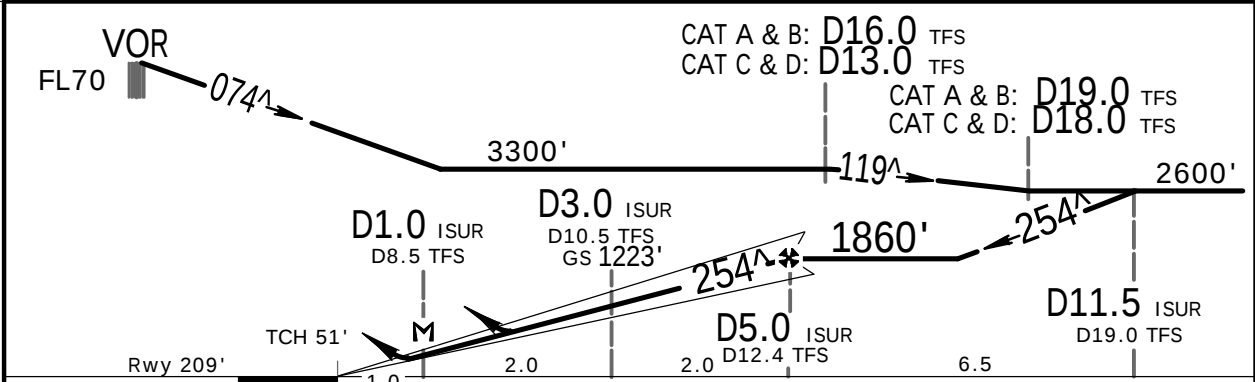
D-ATIS 118.675	TENERIFE-SOUTH Approach (R) 127.7	TENERIFE-SOUTH Tower 119.0	Ground 121.9
LOC ISUR 110.9	Final Apch Crs 254 [^]	GS D3.0 ISUR 1223' (1014')	ILS DA(H) Refer to Minimums
MISSED APCH: Climb on R-074 inbound to 5000', then turn LEFT direct to VOR climbing to FL70 and join holding.			Apt Elev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



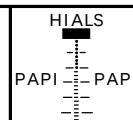
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'
1. VOR and DME required. 2. ILS DME reads zero at rwy 25 threshold.



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



Gnd speed-Kts	70	90	100	120	140	160
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						



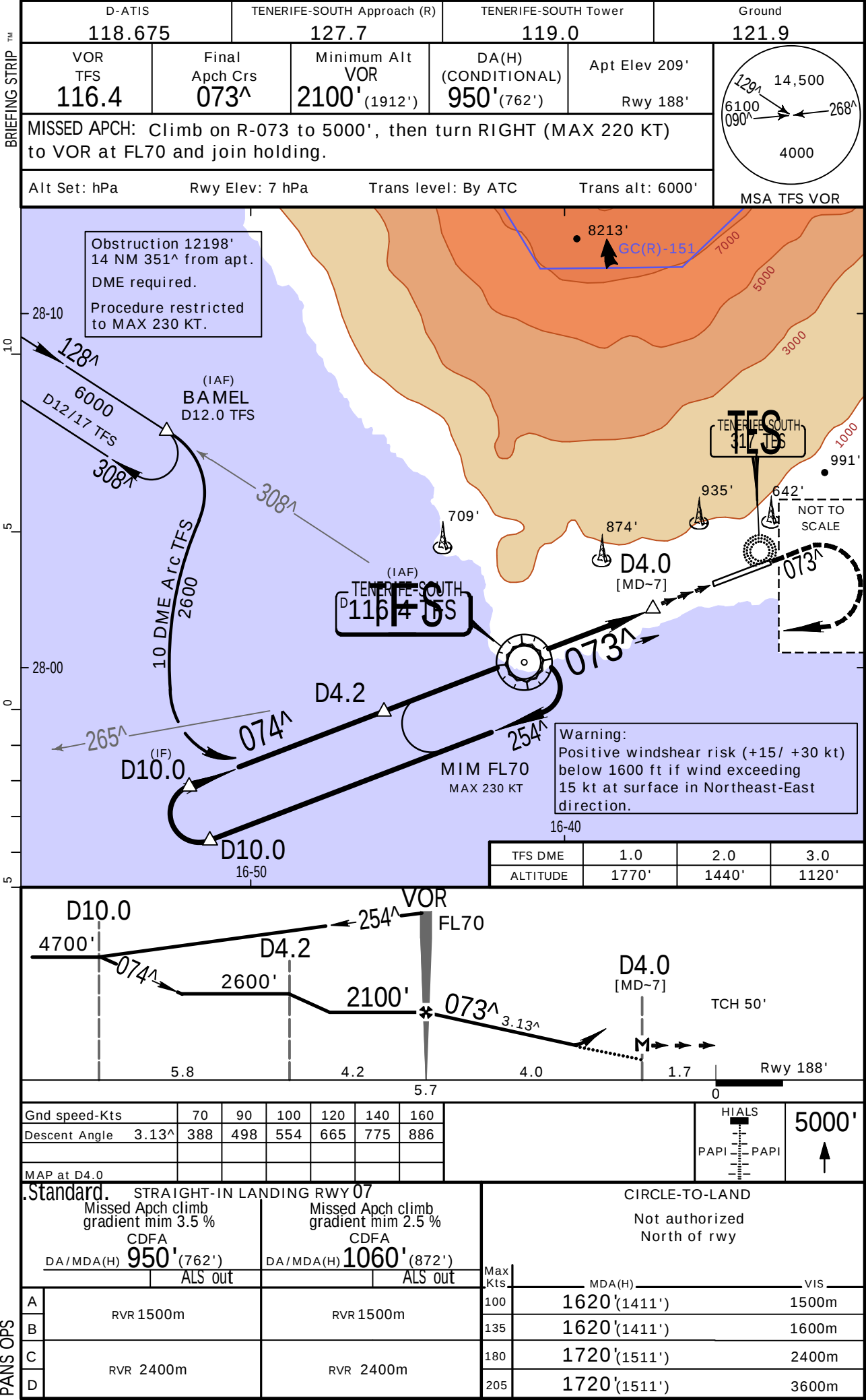
5000' on TFS
116.4 R-074

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

GCTS/TFS
REINA SOFIA

JEPPESEN
14 SEP 18 (13-1)

TENERIFE-SOUTH, CANARY IS
VOR Rwy 07



GCTS/TFS
REINA SOFIA

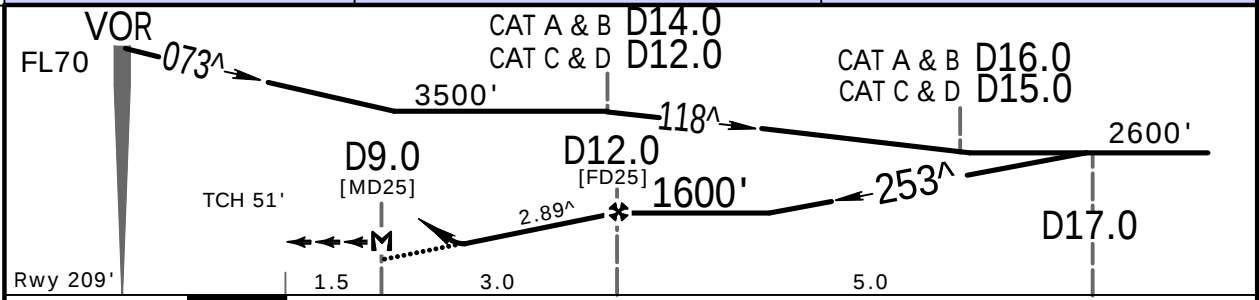
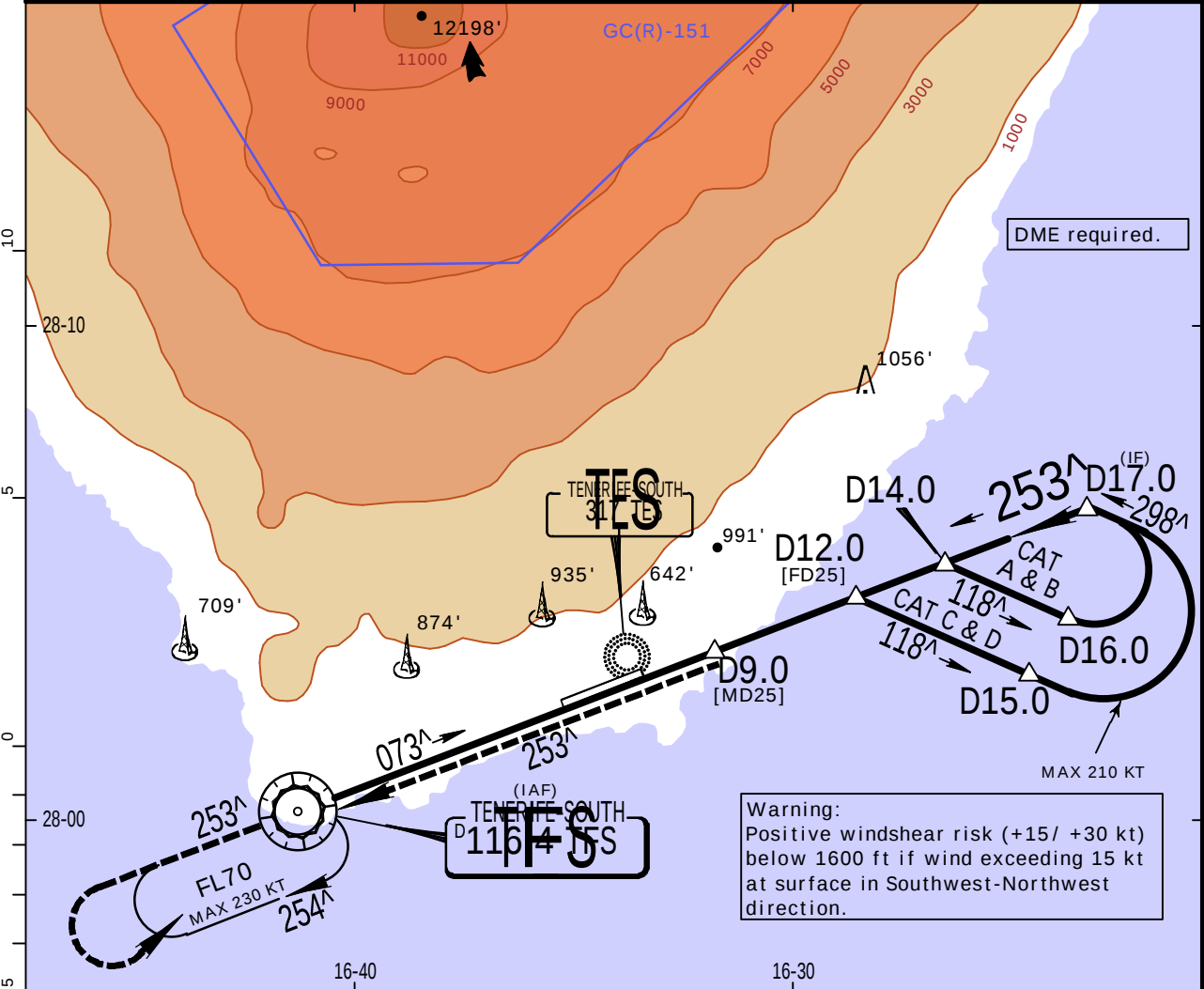
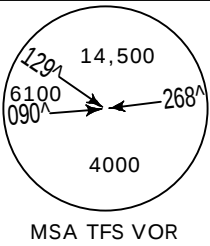
JEPPesen
14 SEP 18 (13-2)

TENERIFE-SOUTH, CANARY IS
VOR Rwy 25

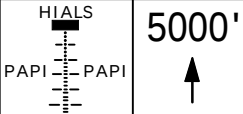
BRIEFING STRIP™

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 D12.0 1600' (1391')	DA(H) 1330' (1121')		Apt Elev 209' Rwy 209'
MISSED APCH: Climb on R-073 inbound to 5000', then direct to VOR at FL70 and join holding.					
Alt Set: hPa		Rwy Elev: 8 hPa	Trans level: By ATC		Trans alt: 6000'

MSA TFS VOR



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



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

GCTS/TFS
REINA SOFIA

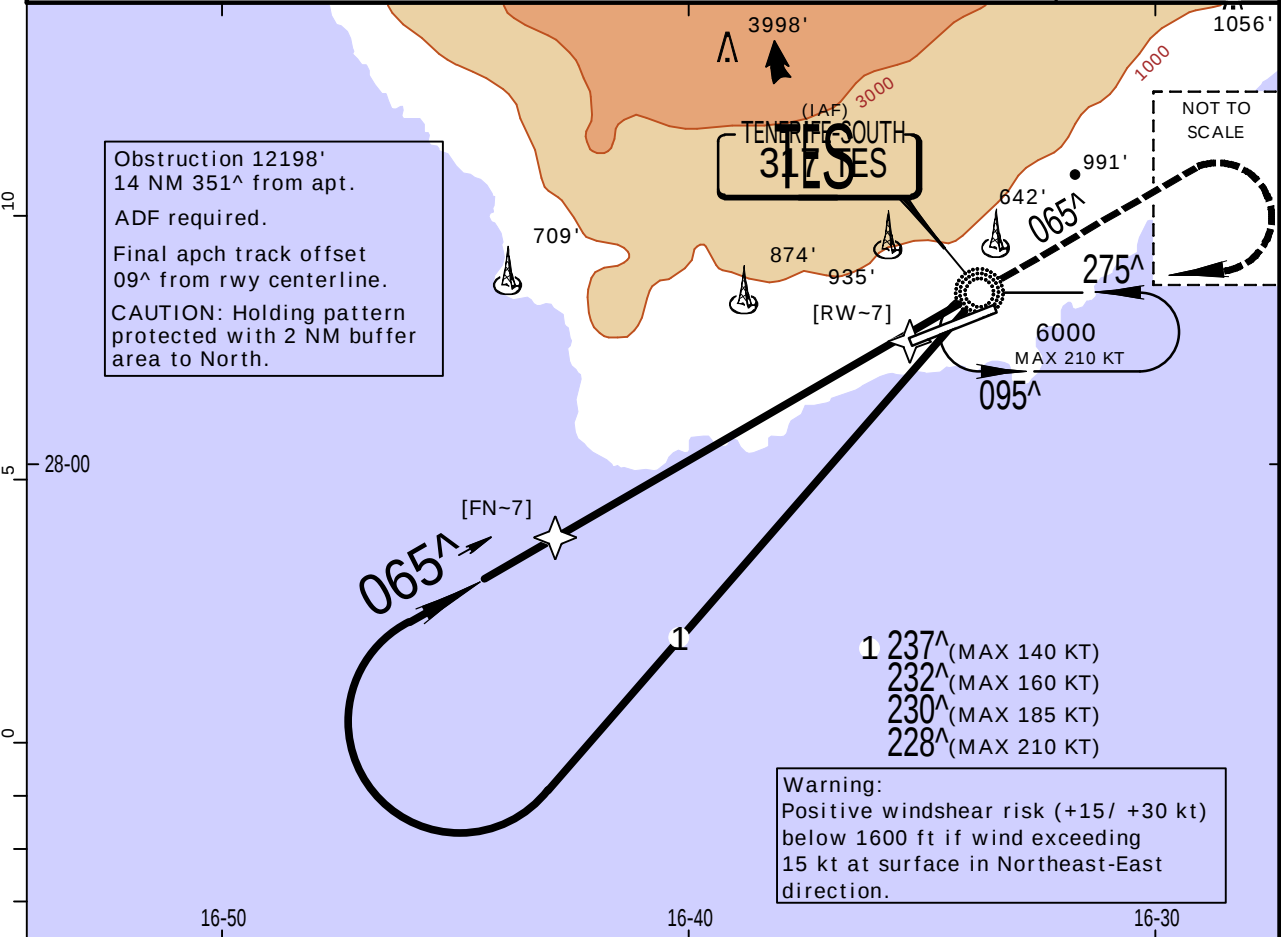
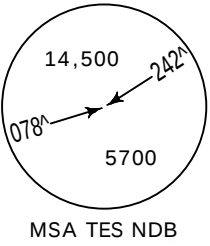
JEPPesen
14 SEP 18 (16-1)

TENERIFE-SOUTH, CANARY IS
NDB Rwy 07

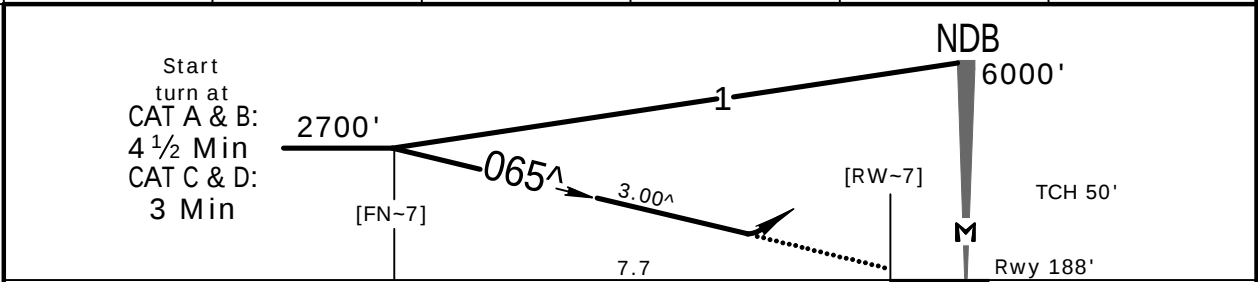
BRIEFING STRIP™	D-ATIS 118.675		TENERIFE-SOUTH Approach (R) 127.7		TENERIFE-SOUTH Tower 119.0		Ground 121.9			
	NDB TES 317		Final Apch Crs 065^		Minimum Alt No FAF		CDFA DA(H) 1080' (892')		Apt Elev 209' Rwy 188'	
	MISSED APCH: Climb on 065^ to 4000'. Turn RIGHT to NDB climbing to 6000' and join holding.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

14,500
078°
242°
5700

MSA TES NDB



DIST to RW-7	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
Descent Angle 3.00^	372	478	531	637	743	849
MAP at NDB						

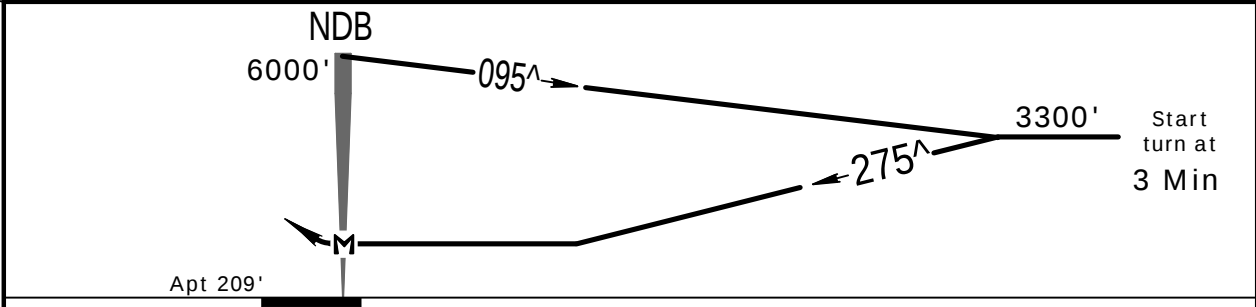
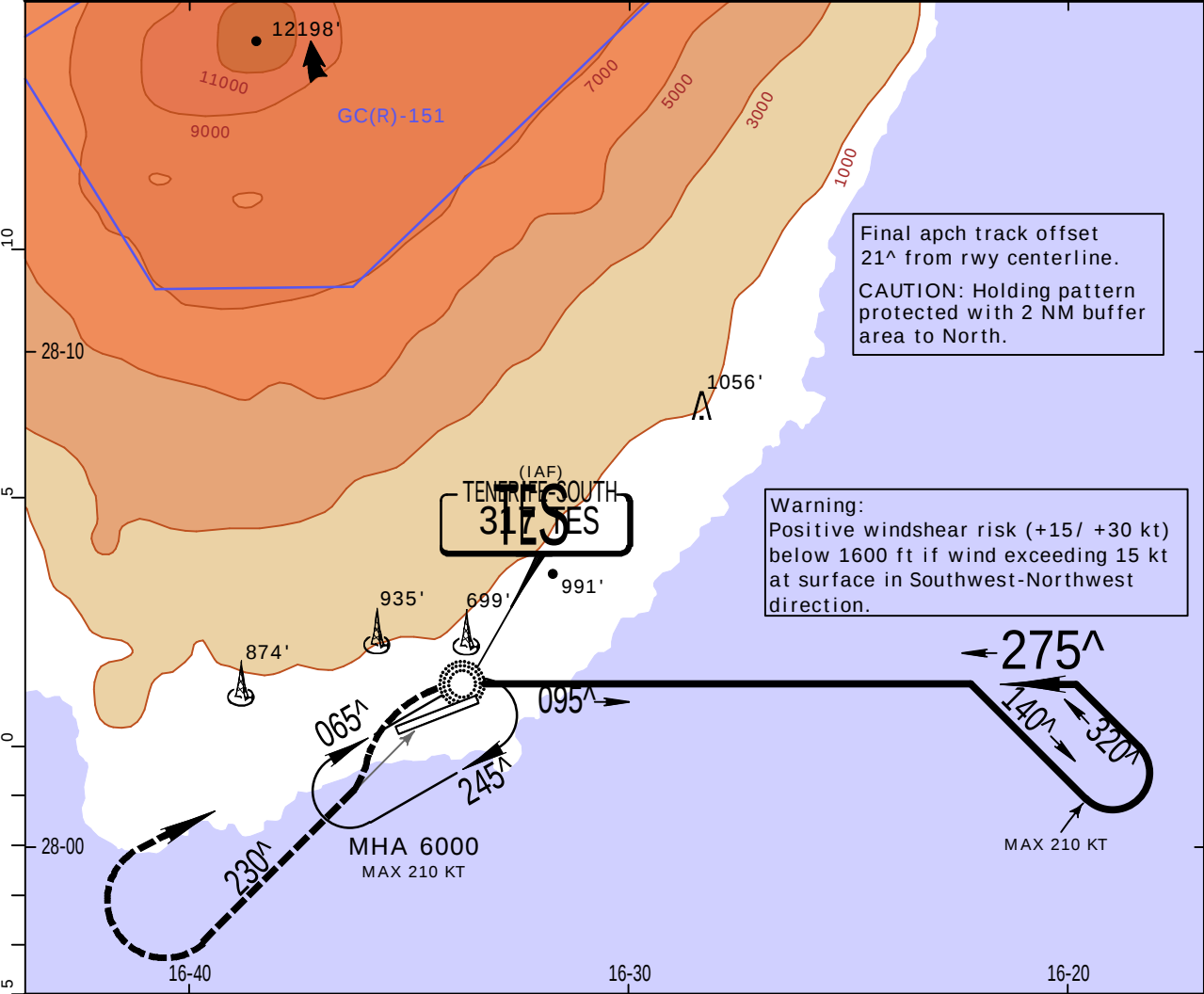
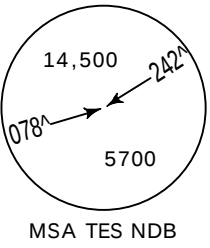
Standard.				STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
CDFA				non-CDFA		Not authorized	
DA/MDA(H) 1080' (892')				MDA(H) 1080' (892')		North of rwy	
ALS out				ALS out		Max Kts.	MDA(H) VIS
A	RVR 1500m		RVR 3500m		RVR 4200m	100	1620' (1411') 11500m
B	RVR 1500m		RVR 3500m		RVR 4200m	135	1620' (1411') 11600m
C	RVR 3300m	RVR 4000m	RVR 3700m	RVR 4400m		180	1720' (1511') 14000m
D	RVR 3300m		RVR 3700m		RVR 4400m	205	

GCTS/TFS
REINA SOFIA

14 SEP 18
(16-2)

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



						Lighting - Refer to Airport Chart	185 KT MAX LT	TES 317 230^
MAP at NDB								

Standard.				CIRCLE-TO-LAND Not authorized North of rwy			
				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	

JEPPesen

01 JUN 18

29-1

TENERIFE SUR

REINA SOFIA

Canary Islands

SPAIN

(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)

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°

TENERIFE SUR TOWER 121.900 (Ground)

TMA (D)
Canarias 1
FL 145
1650*

*or 1000' SFC
whichever is higher

CAUTION:
High terrain N of AD

1 Radio failure



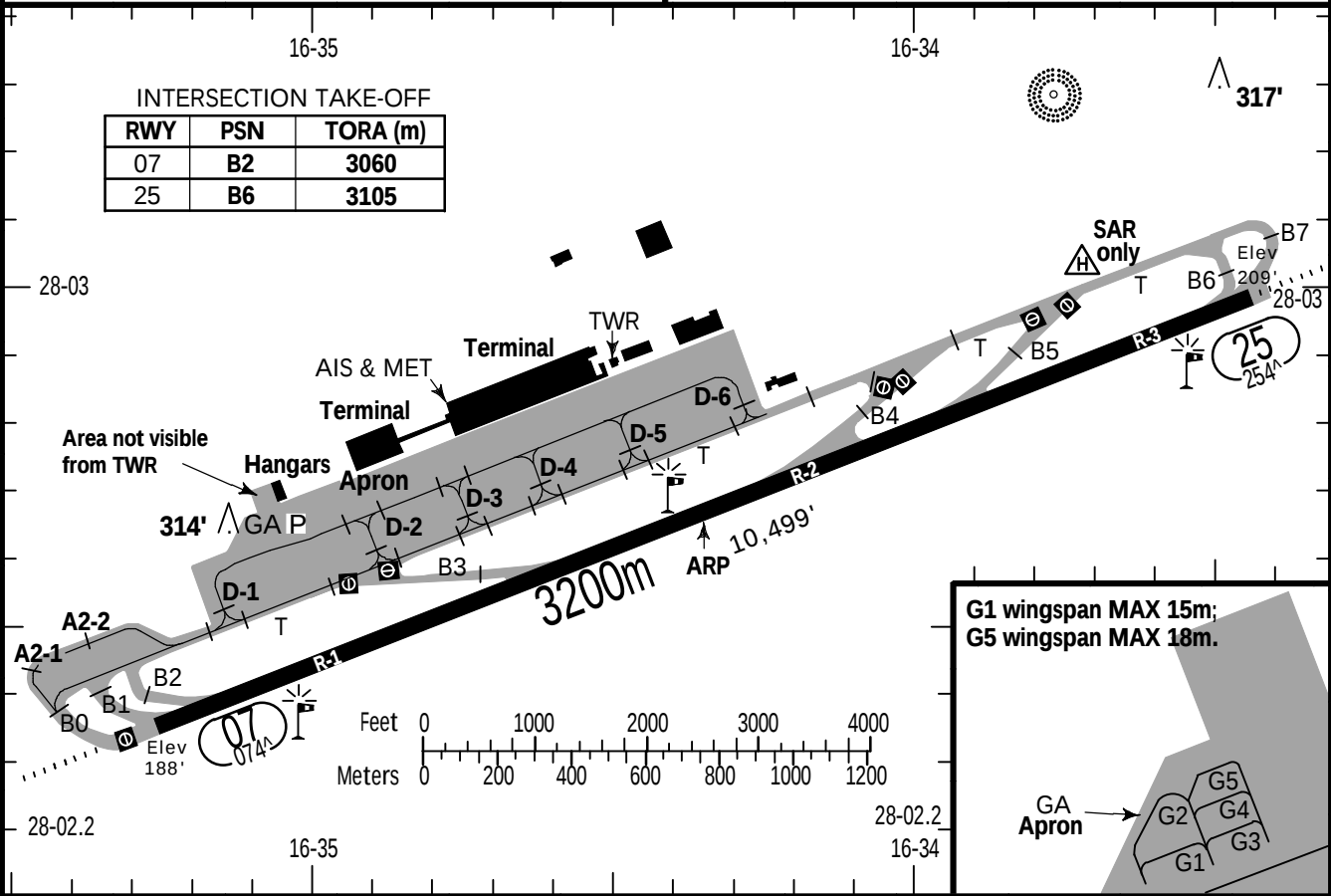
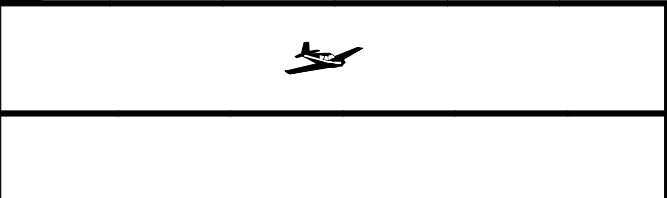
TENERIFE SUR

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 25	3200 x 45 Asphalt	3200	3200	PCN 92/F/C/W/T	

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.

TENERIFE-SOUTH, (REINA SOFIA - GCTS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCTS

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.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TEL Apt 922759000, Fax 922759247. Ops 922759233, Fax 922759188. ARO 922759338.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT