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Airport Information For GCTS
Terminal Charts For GCTS
Revision Letter For Cycle 08-2013
Change Notices
Notebook

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General Information

Location: Tenerife-South Xje
IATA Code: TFS
Lat/Long: N28° 02.7' W016° 34.3'
Elevation: 209 ft

Airport Use: Public
Magnetic Variation: 5.7°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: 0642 Z
Sunset: 1931 Z,

Runway Information

Runway: 08
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 188 ft
Lighting: Edge, ALS, Centerline

Runway: 26
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 Clearance Tower 121.75
Tenerife-South Tower 121.9
Tenerife-South Tower 119.0
Tenerife-South Tower 25.78 Military
Tenerife-South Approach Control 127.7
Tenerife-South Approach Control 119.7 Secondary

1. GENERAL

1.1. ATIS

ATIS 118.67

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

Engine tests higher than idle regime are forbidden between 0000-0600LT.
Exceptions are allowed only, if it is essential for ACFTs return to the origin APT, or when the planned and cleared flight takes off between 0400-0600LT.
Clearance for engine testing must be requested to the operations centre (CEOPS).

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be applied when RVR/VIS is 600m. Pilots will be informed about application of LVP by Tower or via ATIS. ATC will also inform pilots when LVP are going to be cancelled, when VIS is above 1000m and strong improvement tendency of MET conditions is expected. In case of being disoriented or in doubt, pilots will stop ACFT and immediately notify ATC.

1.3.2. DEPARTING ACFT

Pilots will notify ATC of stand position when requesting clearance for start-up.
When RVR or VIS is lower than 400m, and in case TWY CL lighting is out of service, taxiing ACFT will be guided by Follow-me car to apron exit gate, prior Tower or ACFT crew request.
When RVR or VIS is lower than 150m, and in case TWY CL lighting is out of service, it will be mandatory for ACFT to taxi with guidance of Follow-me car to the apron exit gate.

1.3.3. RWY ENTRIES

Entry to RWY 08 via TWY B-0, B-1 or B-2 only.
Entry to RWY 26 via TWY B-6 or B-7 only.

1.3.4. RWY HOLDING POINTS

For take-off, CAT I holding points must be used.

1.3.5. COMMUNICATION FAILURE FOR DEPARTING ACFT

ACFT will continue the assigned route to its ATC clearance limit, taking extreme CAUTION. Once at this point, ACFT must hold position and wait for a Follow-me car to be guided to assigned stand or holding bay.

1.4. TAXI PROCEDURES

Taxiing between holding point A2-2 and TWY B1 not allowed.
TWY B-2 MAX wingspan 167 '/51m and MAX length of 184'/56m.
Apron taxilane between gates D-3 and D-5 MAX wingspan 171 '/52m.
TWY B-6 MAX length of 190'/58m.

1.5. PARKING INFORMATION

1.5.1. GENERAL

Stands F1 thru F8 equipped with visual docking guidance system.
On stands F1 thru F8, H2 thru H10, I1 thru I11A and J12 push-back required.

1.5.2. USE OF APU

Use of APU is forbidden on stands F1 thru F8 in the period between 2 min after blocks for ARR and 5 min before off-blocks for DEP.
APU will only be able to use when 400 Hz facilities and mobile units are not operative.

1.6. OTHER INFORMATION

RWY 08 right-hand circuit.
Birds.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Landing and approach procedures on visual meteorological conditions will 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 26 from west via Ganta Int or TFS VORDME shall not initiate the left turn before TFS 10 DME.

2.2. RWY OPERATIONS

ACFT will report vacating RWY.
Four engined wide-bodied ACFT shall leave RWY 08 via TWY B-7 and RWY 26 via TWYB-1.

2.3. TAXI PROCEDURES

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

2.4. OTHER INFORMATION

CAUTION: Risk of windshear on final approach.

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3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

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

Clearance will be issued as soon as requested. When delays are expected to exeed 15 min, ATC will provide appropriate start-up time. In that moment, ATC clearance will be issued.

3.1.2. TAXIING

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

Towed push-back is mandatory at all front stands and will be carried out in order to nose to the RWY in use with the exception of:
- ATC indicates the opposite,
- Existing engine start-up limitations, that shall be previously communicated to ATC,
- Stands F1, F5A, F8, H2, I1, I1A and I1B, where they will nose to THR 26 and stand I11A to THR 08.

Autonomous exits will be carried out using the minimum start-up engine power and in a way where making the turn, the engine power will not be higher than IDLE. Exit from stands E13, H14 and J36 will always nose to THR 08.
Push-back from stand I8 nosing to THR 08.
Exits will not be carried out from stands E28 and E29 via gate D-2, from H20 and E21 via gate D-3 and from T17 and H18 via gate D-4.

3.2. NOISE ABATEMENT PROCEDURES

Take-off	Take-off power. Take-off flaps/slats. Climb at V_2 + 10 KT to 1500' AGL.
At 1500'	Reduce to power of ascent. Accelerate to zero flap minimum safe manoeuvring 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 08 shall maintain RWY heading until TFS 10 DME before initiating any Right turn.
ACFT taking-off from RWY 26 and overflying TFS VORDME must not turn Right before overflying this navigation facility.

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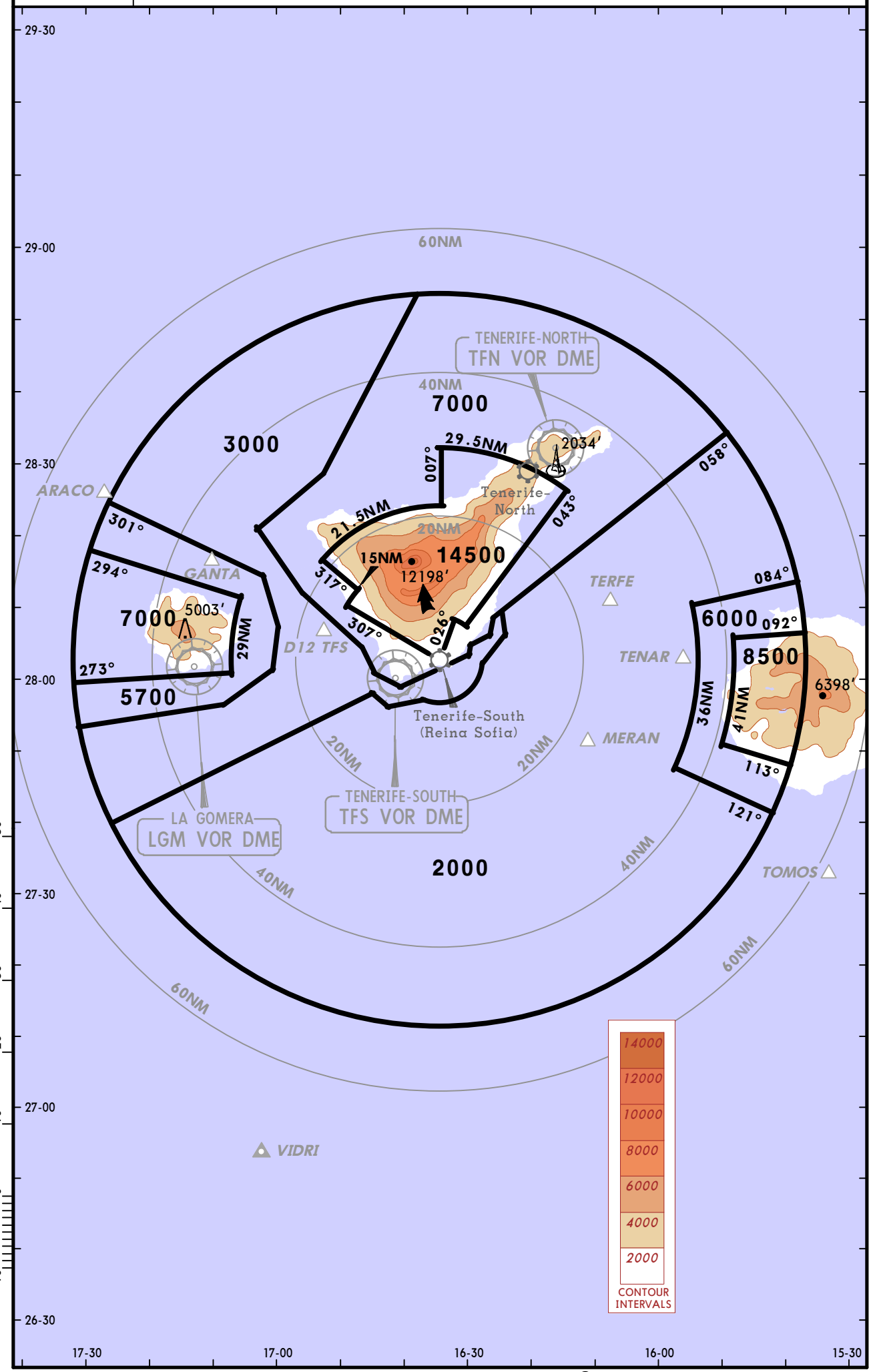
Apt Elev	
209′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ The published minimum altitudes integrate no correction for low temperature.



CHANGES: Sectors and altitudes completely revised.

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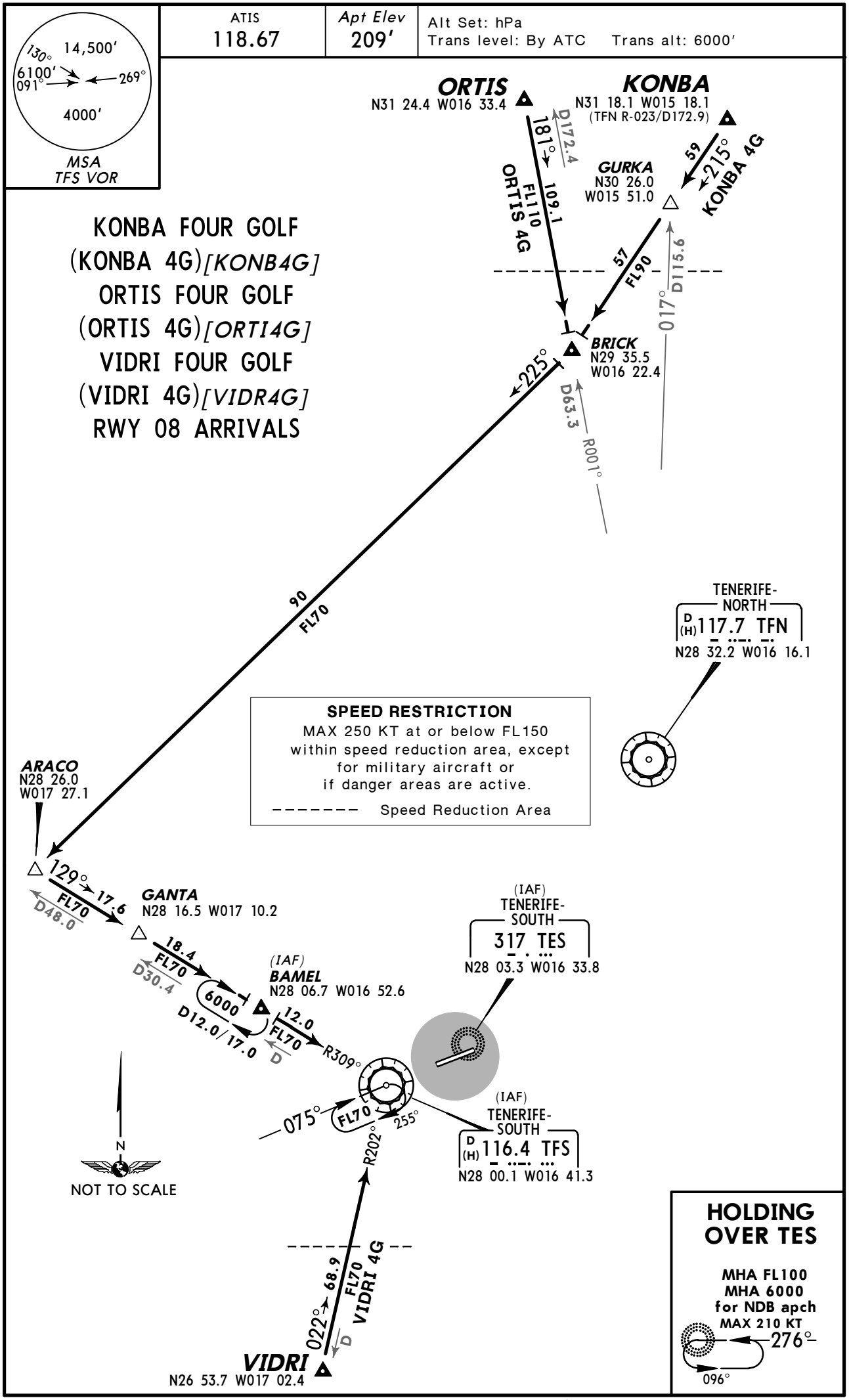
ATIS	Apt Elev	
118.67	209′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



CHANGES: STARs transferred and renumbered.

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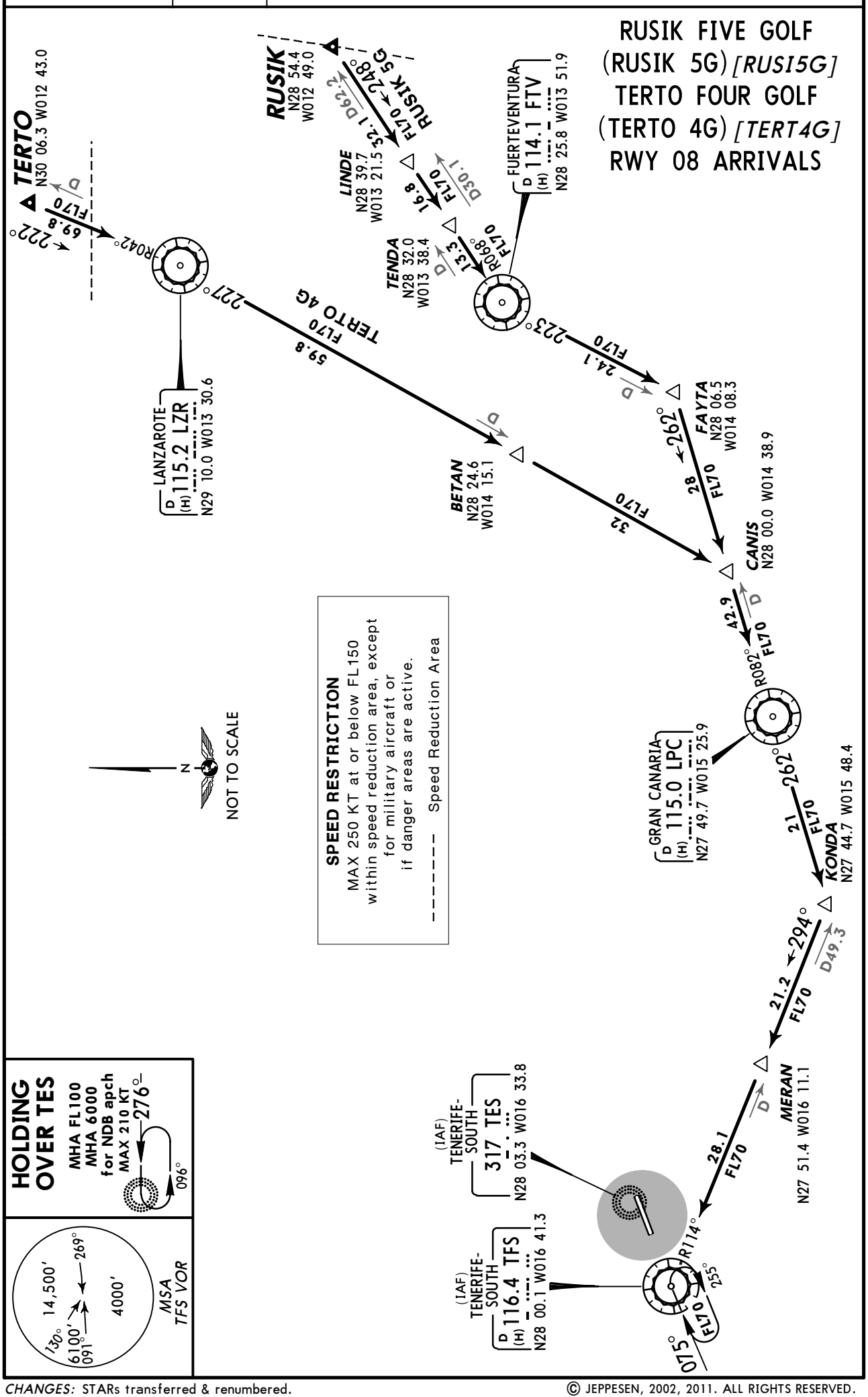
ATIS	Apt Elev	
118.67	209′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

RUSIK FIVE GOLF (RUSIK 5G) *[RUSI5G]* TERTO FOUR GOLF (TERTO 4G) *[TERT4G]* RWY 08 ARRIVALS



CHANGES: STARs transferred & renumbered.

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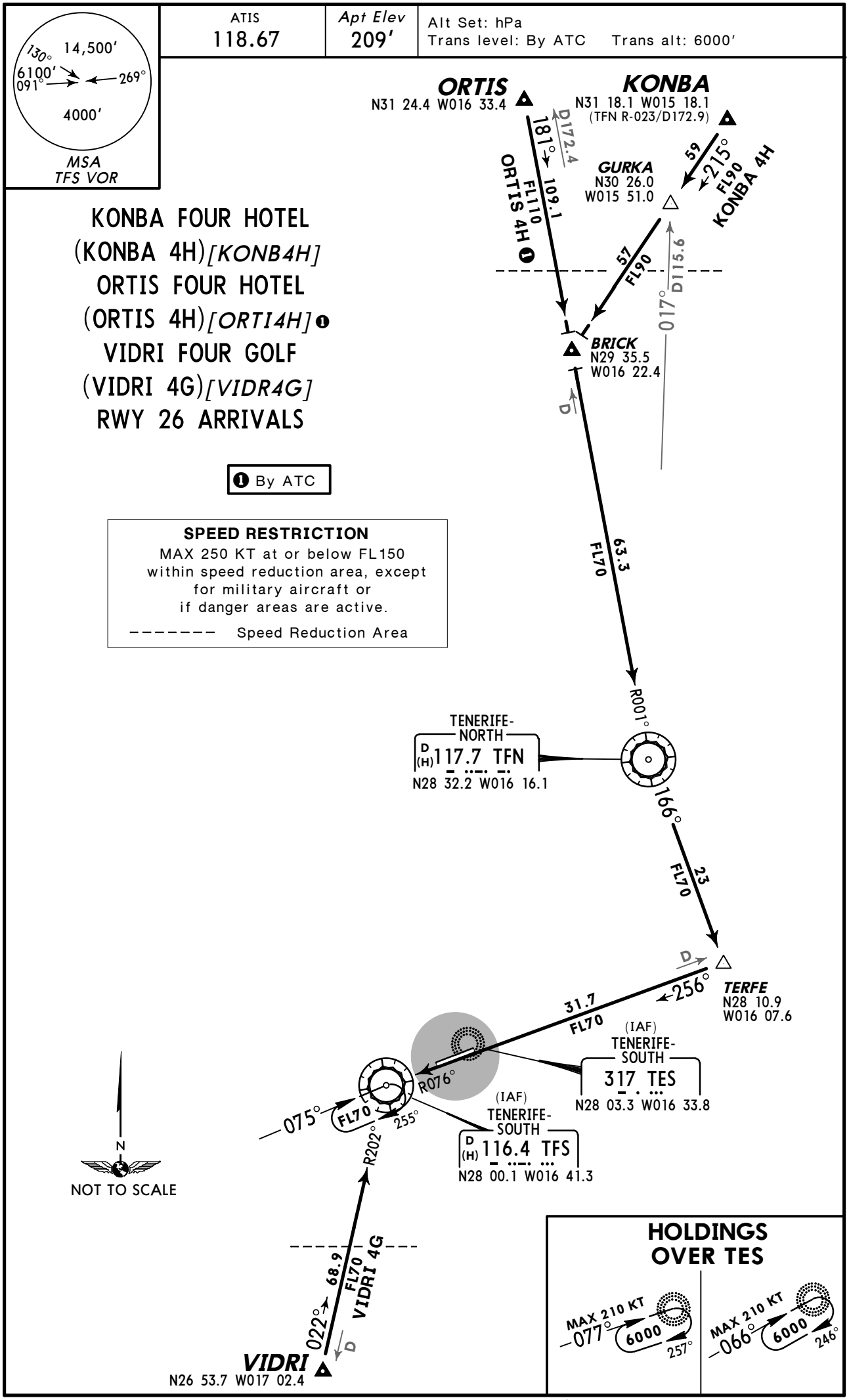

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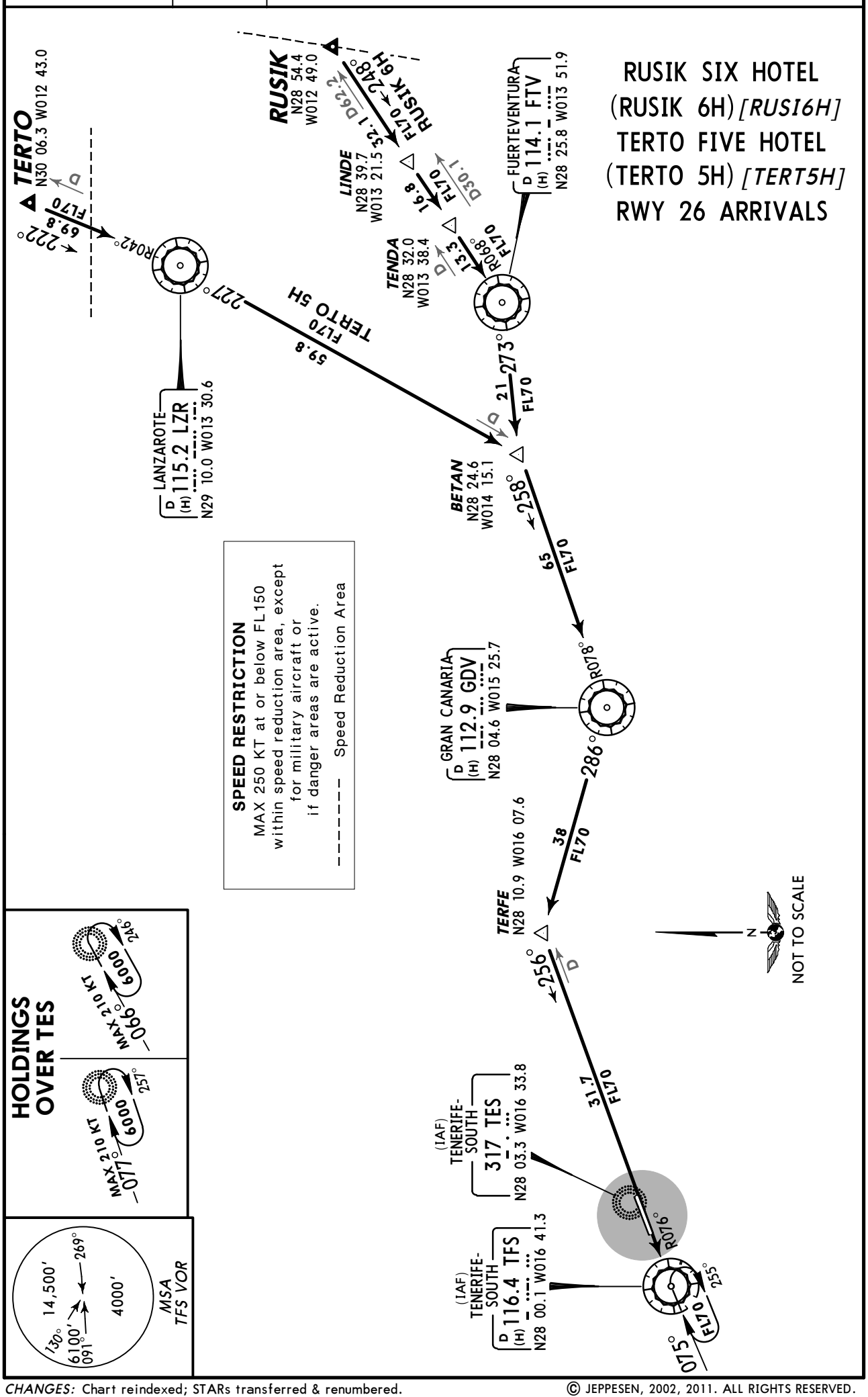
TENERIFE-SOUTH, CANARY IS

STAR

ATIS	Apt Elev	
118.67	209′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



CHANGES: Chart reindexed; STARs transferred & renumbered.

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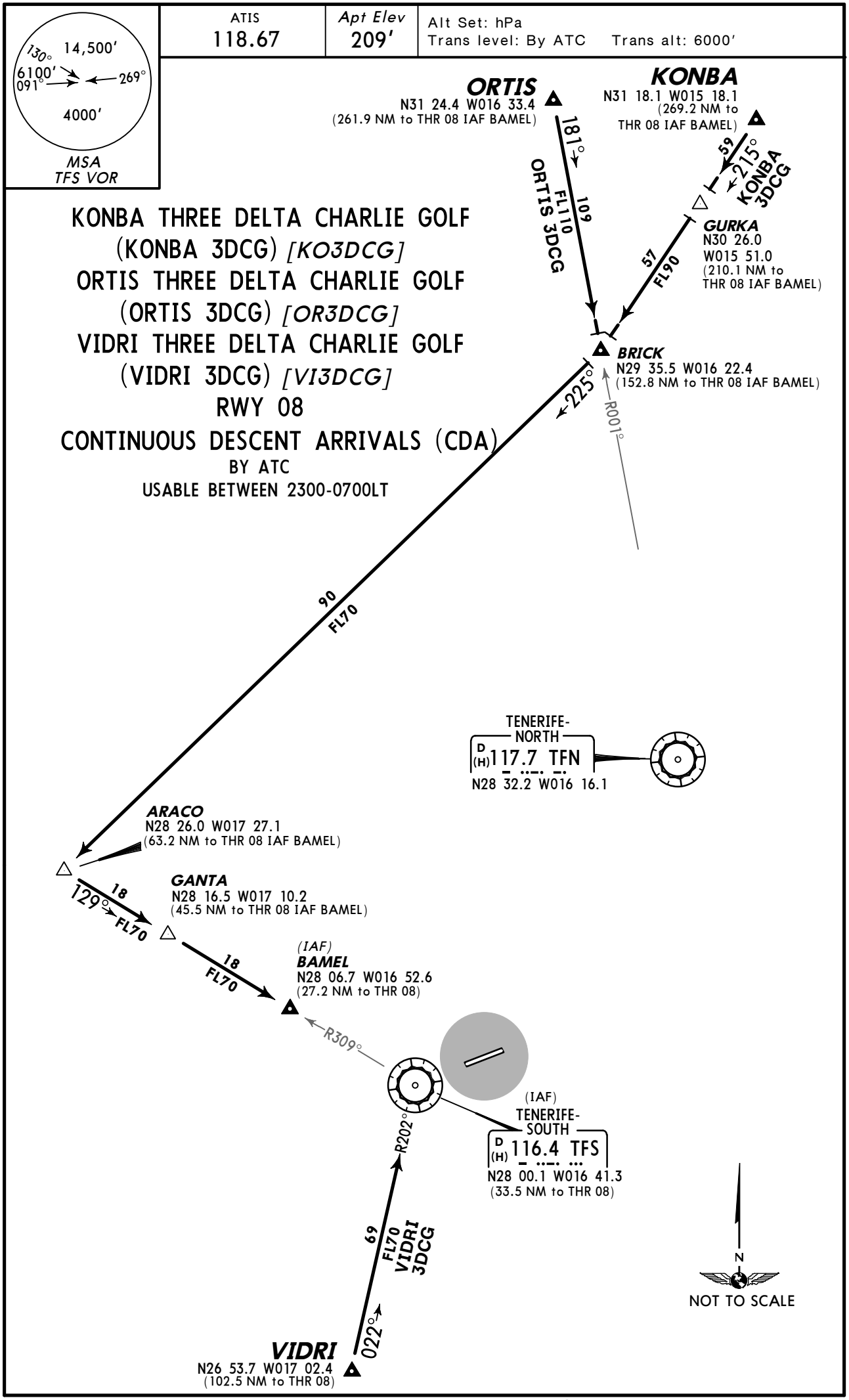
ATIS	Apt Elev	
118.67	209′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



CHANGES: Chart reindexed; STARs renumbered; holdings withdrawn.

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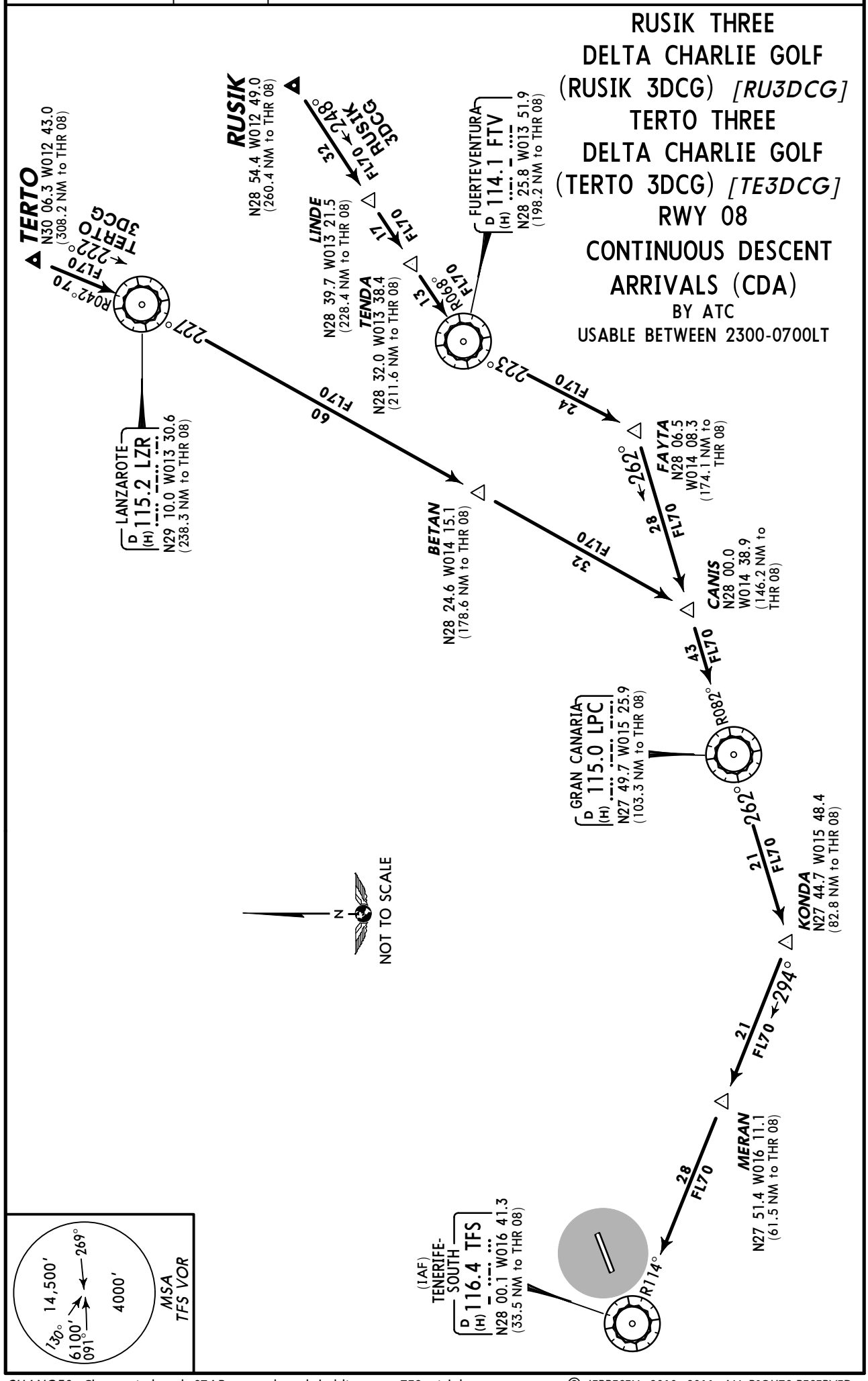
ATIS	Apt Elev	
118.67	209′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

RUSIK THREE DELTA CHARLIE GOLF (RUSIK 3DCG) *[RU3DCG]*
TERTO THREE DELTA CHARLIE GOLF (TERTO 3DCG) *[TE3DCG]*
RWY 08 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: Chart reindexed; STARs renumbered; holding over TFS withdrawn.

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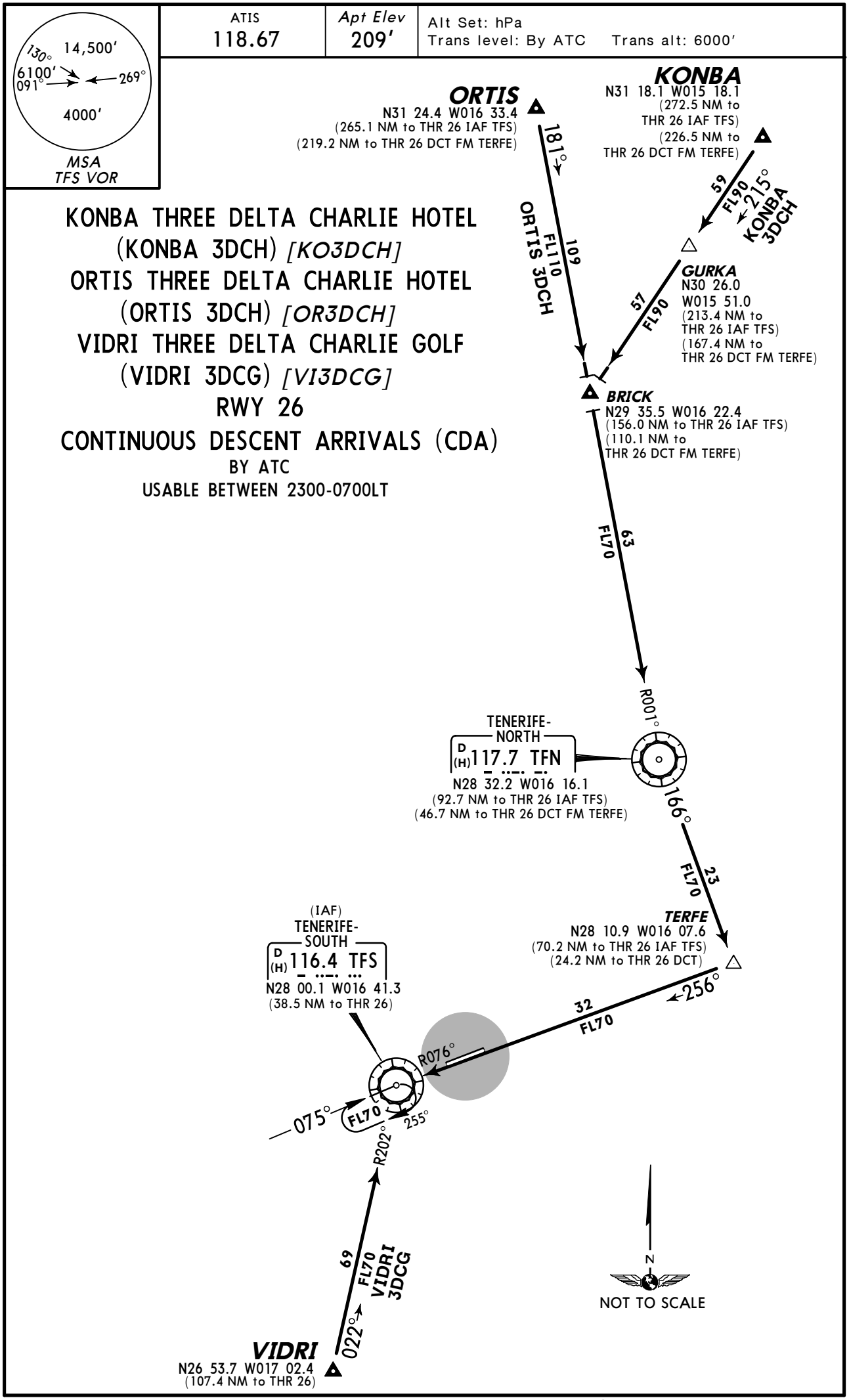
ATIS	Apt Elev	
118.67	209′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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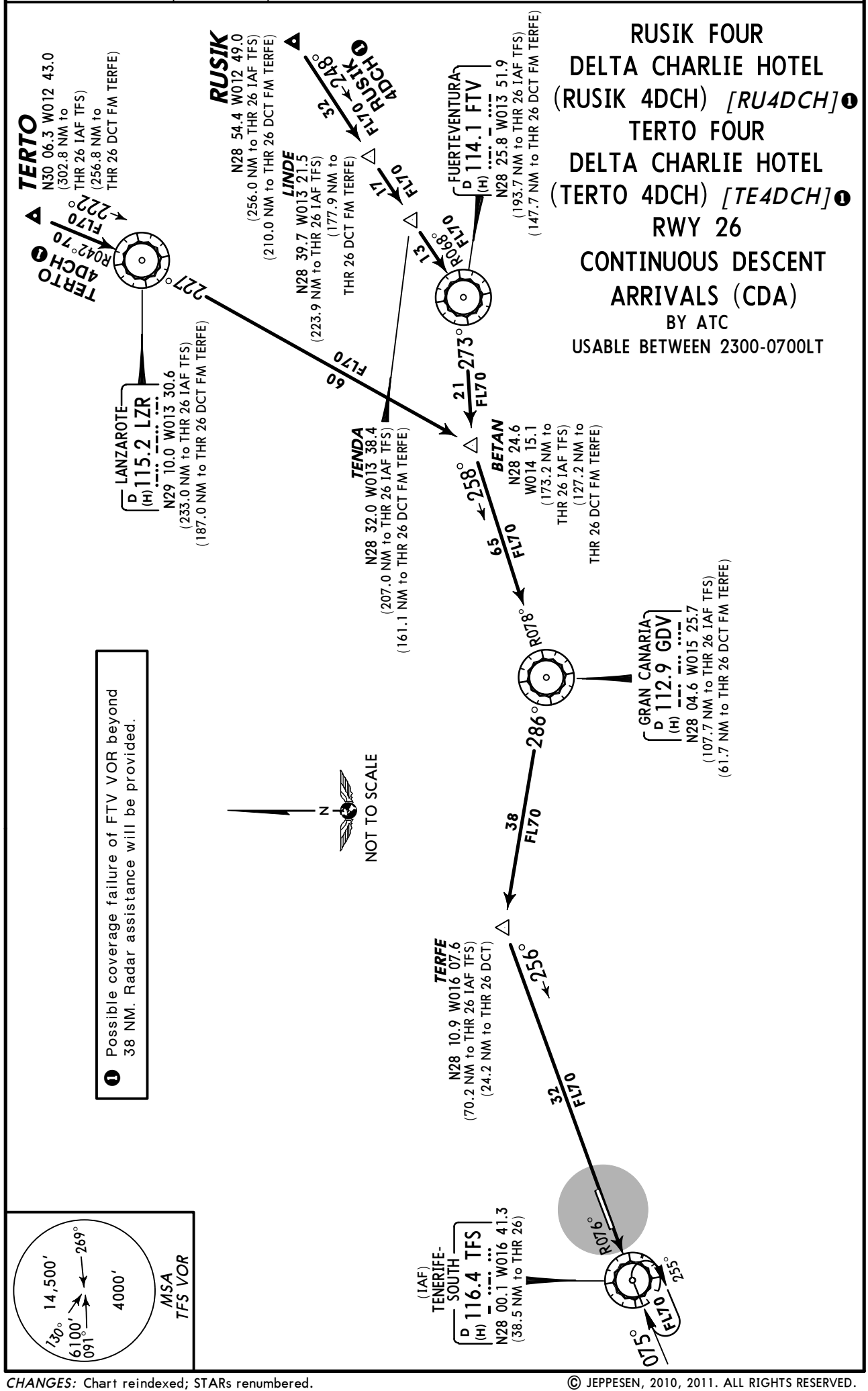
ATIS	Apt Elev	
118.67	209′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

RUSIK FOUR DELTA CHARLIE HOTEL (RUSIK 4DCH) [RU4DCH]❶
TERTO FOUR DELTA CHARLIE HOTEL (TERTO 4DCH) [TE4DCH]❶
RWY 26
CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



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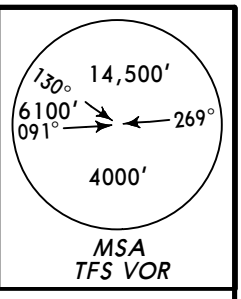
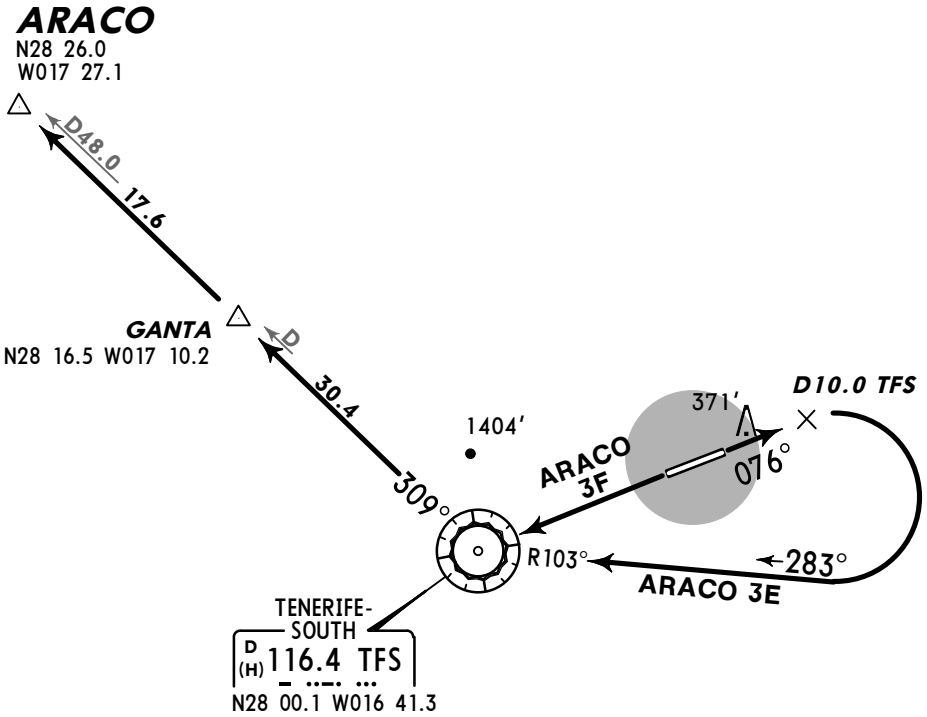
Apt Elev 209′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



ARACO THREE ECHO (ARACO 3E) *[ARAC3E]* ARACO THREE FOXTROT (ARACO 3F) *[ARAC3F]* RWYS 08, 26 DEPARTURES



ARACO 3E
This SID require minimum climb gradient of
4.5% up to 1000′.

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

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

SID	RWY	ROUTING
ARACO 3E	**08**	Intercept TFS R-076 to D10.0 TFS, turn RIGHT, intercept TFS R-103 inbound to TFS, TFS R-309 via GANTA to ARACO.
ARACO 3F	**26**	Climb on runway heading to TFS, TFS R-309 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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

CHANGES: SIDs transferred & renumbered.

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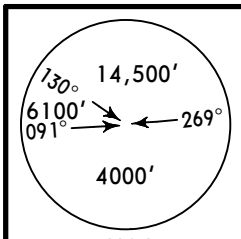

MSA
TFS VOR

Apt Elev
209'

Trans level: By ATC Trans alt: 6000'
1. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, radar vectoring guidance will be provided.
2. EXPECT close-in obstacles.

BIMBO SEVEN ECHO (BIMBO 7E) *[BIMB7E]*
BIMBO FIVE FOXTROT (BIMBO 5F) *[BIMB5F]*
RWYS 08, 26 DEPARTURES

SPEED RESTRICTION
MAX 250 KT at or below FL150 within speed reduction area, except for military aircraft or if danger areas are active.
- - - - - - - Speed Reduction Area

BIMBO
N31 25.3
W016 02.0

KASAS
N29 59.2
W015 46.1

D202.6
87
D
357°
90.6
023°
R265°
R166°
15.0
085°
D15.0 TFN
At or above
FL110

TERFE
N28 10.9 W016 07.6
At or above
FL90

8
346°

TENERIFE-NORTH
D (H) 117.7 TFN
N28 32.2 W016 16.1

TENERIFE-SOUTH
D (H) 116.4 TFS
N28 00.1 W016 41.3

GANTA
N28 16.5 W017 10.2
At or above
FL90

D
30.4
BIMBO 5F
309°
1404'
371'
BIMBO 7E
076°
D31.7

GRAN CANARIA
D (H) 112.9 GDV
N28 04.6 W015 25.7

N
NOT TO SCALE

BIMBO 7E
This SID require minimum climb gradient of
6% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160
6% V/V (fpm)	456	608	911	1215	1519	1823

Initial ATC clearance:
BIMBO 7E: Maintain **FL200,** await further clearance
BIMBO 5F: Cross GANTA at or above **FL90,** climb to **FL150,** await further clearance

SID	RWY	ROUTING
BIMBO 7E	**08**	Intercept TFS R-076 to TERFE, turn LEFT, intercept TFN R-166 inbound to TFN, TFN R-023 to KASAS, turn LEFT, intercept GDV R-357 to BIMBO.
BIMBO 5F	**26**	Climb on runway heading to TFS, TFS R-309 to GANTA, turn RIGHT, intercept TFN R-265 inbound to TFN, TFN R-023 to KASAS, turn LEFT, intercept GDV R-357 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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

CHANGES: SIDs transferred, renumbered & revised.

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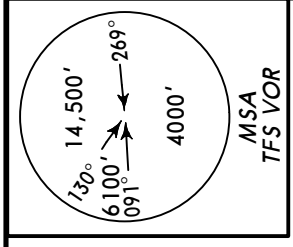
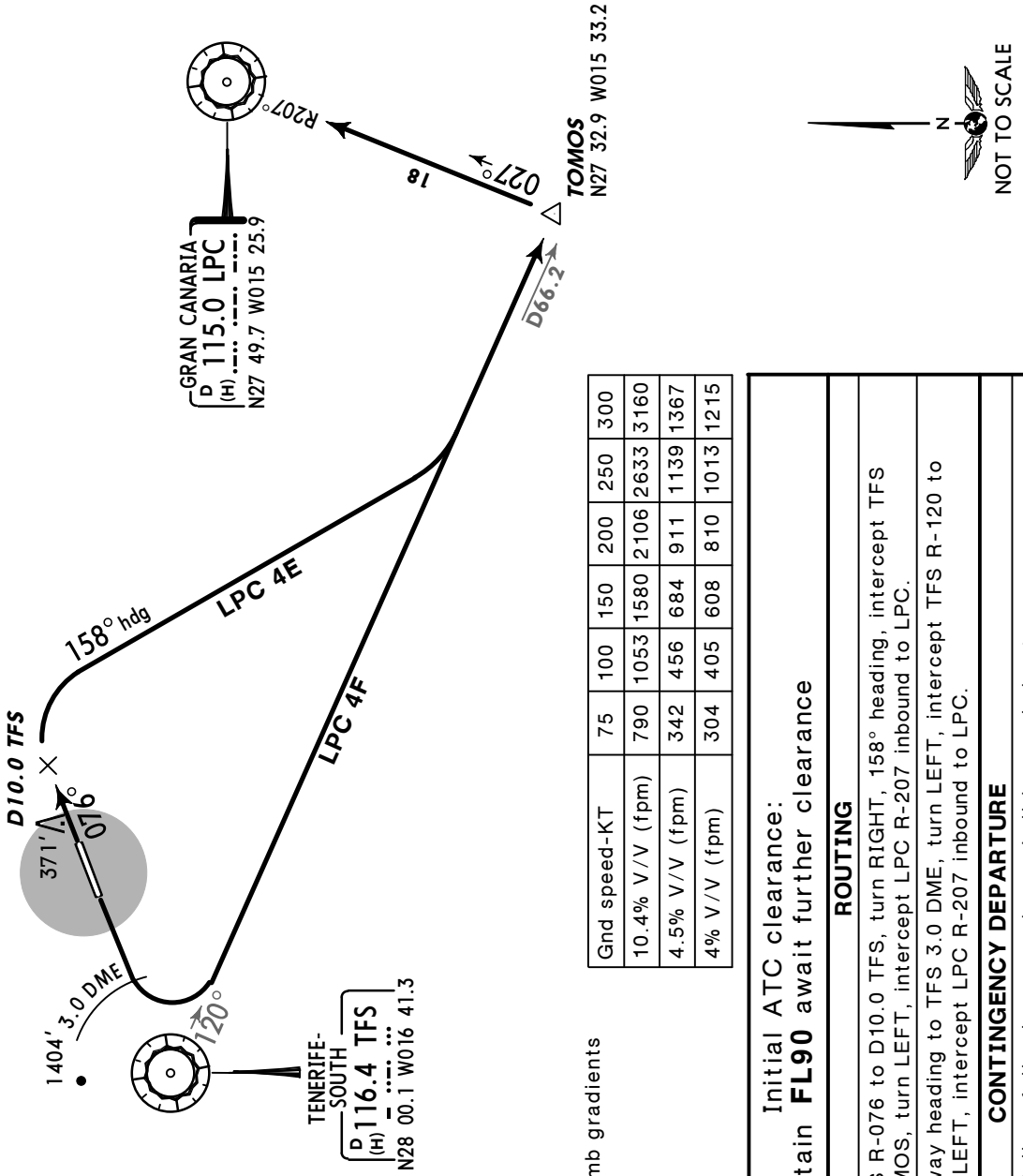
Apt Elev	
209′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



GRAN CANARIA FOUR ECHO (LPC 4E)
GRAN CANARIA FOUR FOXTROT (LPC 4F)
RWYS 08, 26 DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160
4.5% V/V (fpm)	342	456	684	911	1139	1367
4% V/V (fpm)	304	405	608	810	1013	1215

These SIDs require minimum climb gradients of

LPC 4E 4.5% up to 1000′.

LPC 4F 4% up to 1000′.

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

SID	RWY	ROUTING
LPC 4E	**08**	Intercept TFS R-076 to D10.0 TFS, turn RIGHT, 158° heading, intercept TFS R-120 to TOMOS, turn LEFT, intercept LPC R-207 inbound to LPC.
LPC 4F	**26**	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-120 to TOMOS, turn LEFT, intercept LPC R-207 inbound to LPC.

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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

CHANGES: Chart reindexed; SIDs transferred & renumbered.

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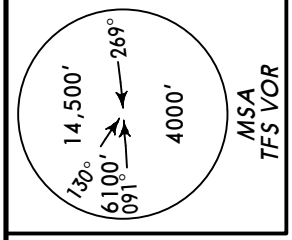
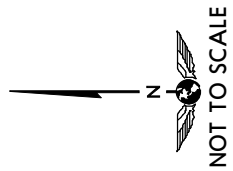
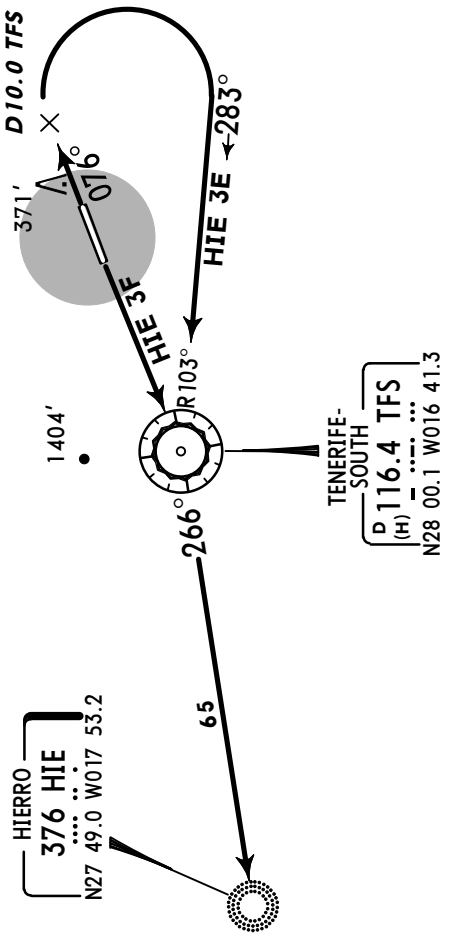
Apt Elev	
209′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



HIERRO THREE ECHO (HIE 3E)
HIERRO THREE FOXTROT (HIE 3F)
RWYS 08, 26 DEPARTURES





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

HIE 3E

This SID require minimum climb gradient of 4.5% up to 1000′.

Initial ATC clearance:
Maintain **FL70** await further clearance

SID	RWY	ROUTING
HIE 3E	08	Intercept TFS R-076 to D10.0 TFS, turn RIGHT, intercept TFS R-103 inbound to TFS, TFS R-266 to HIE.
HIE 3F	26	Climb on runway heading to TFS, TFS R-266 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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

CHANGES: SIDs transferred & renumbered.

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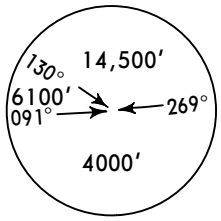
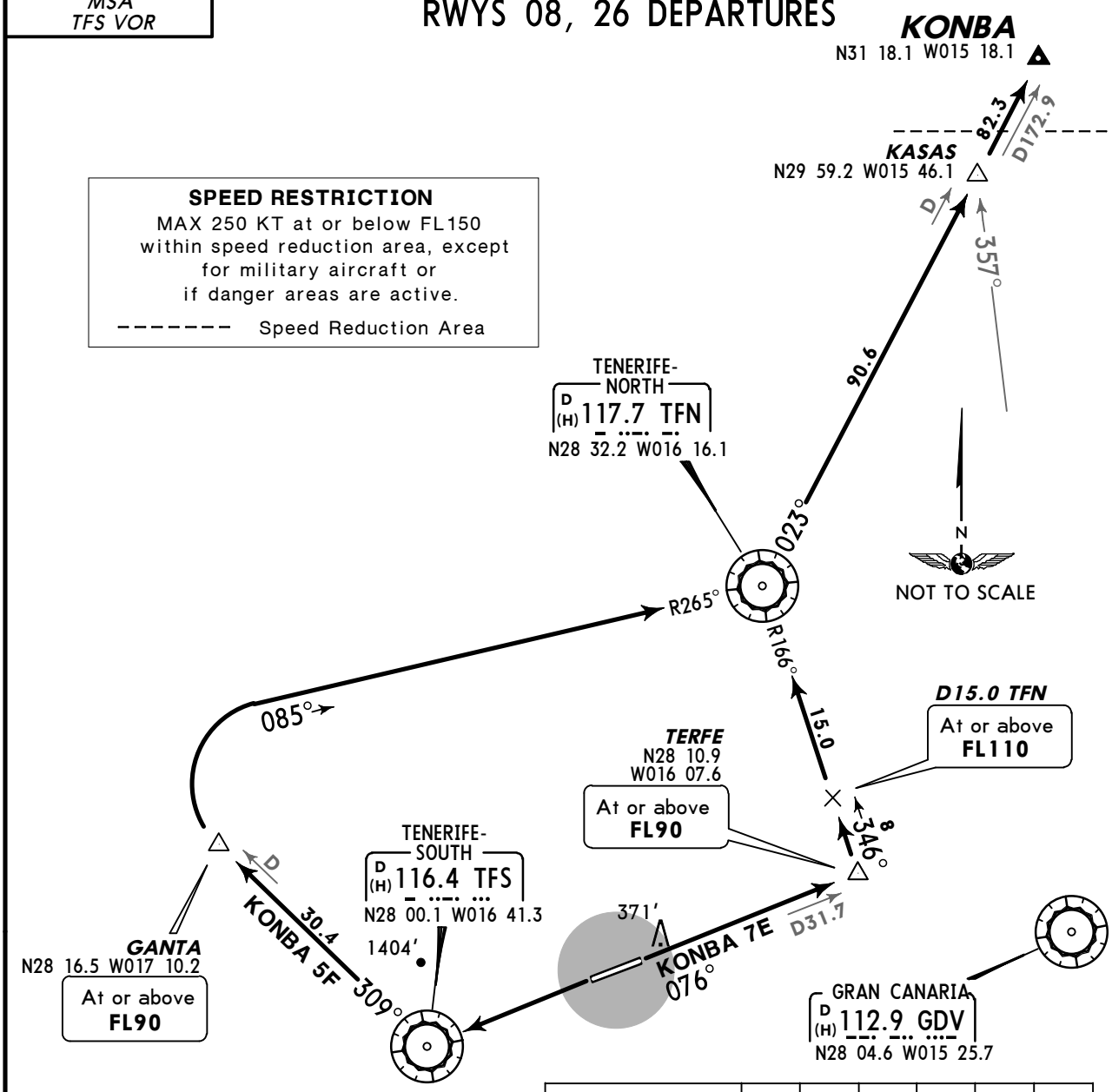


MSA
TFS VOR

Apt Elev
209'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

KONBA SEVEN ECHO (KONBA 7E) [KONB7E]
KONBA FIVE FOXTROT (KONBA 5F) [KONB5F]
RWYS 08, 26 DEPARTURES



SPEED RESTRICTION
MAX 250 KT at or below FL150 within speed reduction area, except for military aircraft or if danger areas are active.
-------- Speed Reduction Area

KONBA 7E
This SID requires a minimum climb gradient of
6% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160
6% V/V (fpm)	456	608	911	1215	1519	1823

Initial ATC clearance:
KONBA 7E: Maintain **FL200,** await further clearance
KONBA 5F: Cross GANTA at or above **FL90,** climb to **FL150,** await further clearance

SID	RWY	ROUTING
KONBA 7E	08	Intercept TFS R-076 to TERFE, turn LEFT, intercept TFN R-166 inbound to TFN, TFN R-023 via KASAS to KONBA.
KONBA 5F	26	Climb on runway heading to TFS, TFS R-309 to GANTA, turn RIGHT, intercept TFN R-265 inbound to TFN, TFN R-023 via KASAS to KONBA.

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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

CHANGES: Chart reindexed; SIDs renumbered.

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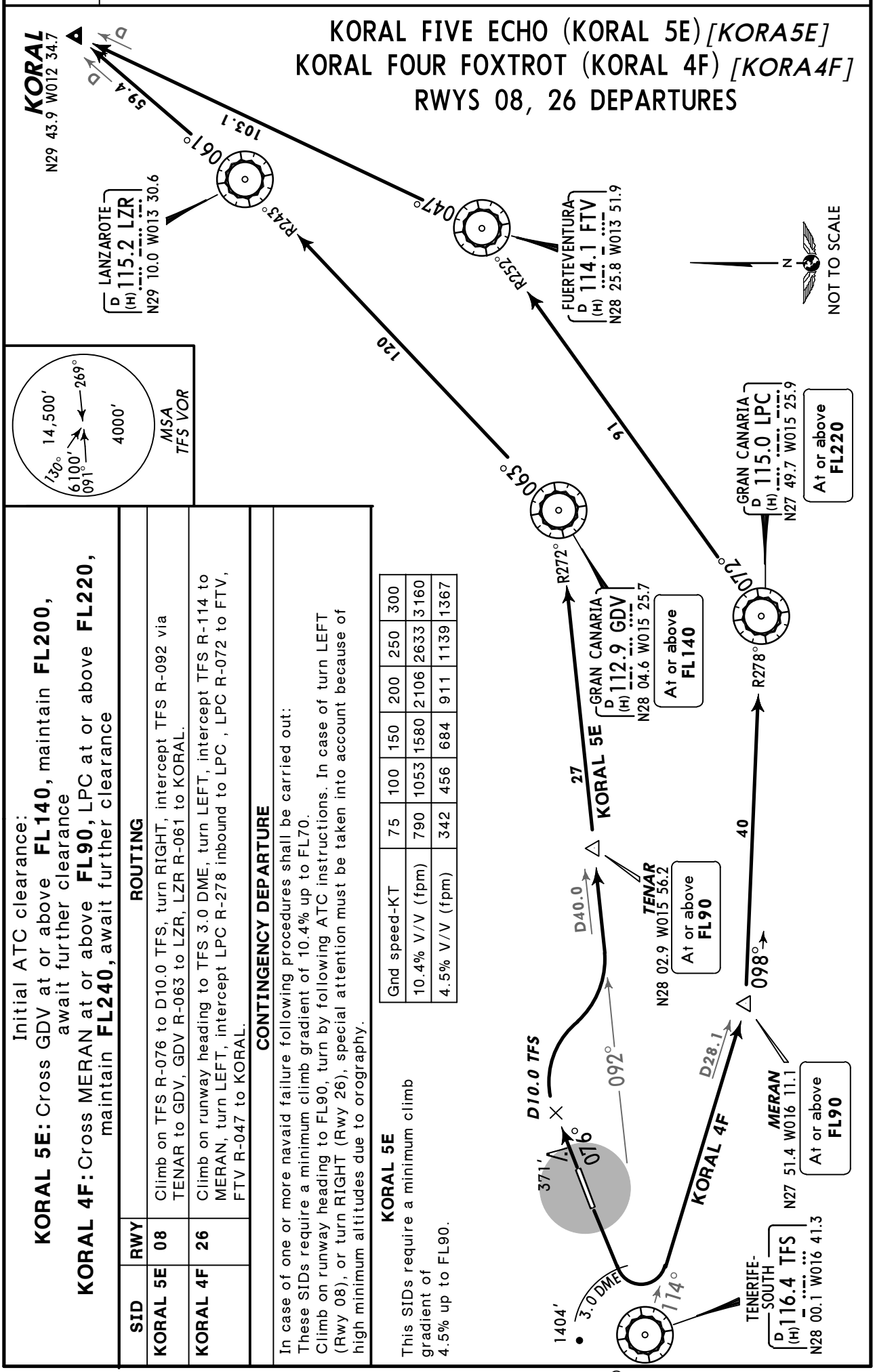
Apt Elev 209'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

KORAL FIVE ECHO (KORAL 5E) *[KORA5E]*
KORAL FOUR FOXTROT (KORAL 4F) *[KORA4F]*
RWYS 08, 26 DEPARTURES



Initial ATC clearance:
KORAL 5E: Cross GDV at or above **FL140**, maintain **FL200**, await further clearance
KORAL 4F: Cross MERAN at or above **FL90**, LPC at or above **FL220**, maintain **FL240**, await further clearance

SID	RWY	ROUTING
KORAL 5E	08	Climb on TFS R-076 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-063 to LZR, LZR R-061 to KORAL.
KORAL 4F	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC , LPC R-072 to FTV, FTV R-047 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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

KORAL 5E
This SIDs require a minimum climb gradient of 4.5% up to FL90.

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

CHANGES: Chart reindexed; SIDs transferred & renumbered.

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Apt Elev 209′

Trans level: By ATC Trans alt: 6000′
EXPECT close-in obstacles.

MSA TFS VOR: 130° 14,500′; 091° 6100′; 269° 4000′

LANZAROTE SIX ECHO (LTE 6E)
LANZAROTE FOUR FOXTROT (LTE 4F)
RWYS 08, 26 DEPARTURES

Initial ATC clearance:
LTE 6E: Cross GDV at or above **FL140**, maintain **FL200**, await further clearance
LTE 4F: Cross MERAN at or above **FL90**, LPC at or above **FL220**, maintain **FL240**, await further clearance

SID	RWY	ROUTING
LTE 6E	08	Climb on TFS R-076 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-067 via CAINA to LTE.
LTE 4F	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-059 to CAINA, turn RIGHT, intercept LTE R-248 inbound to LTE.

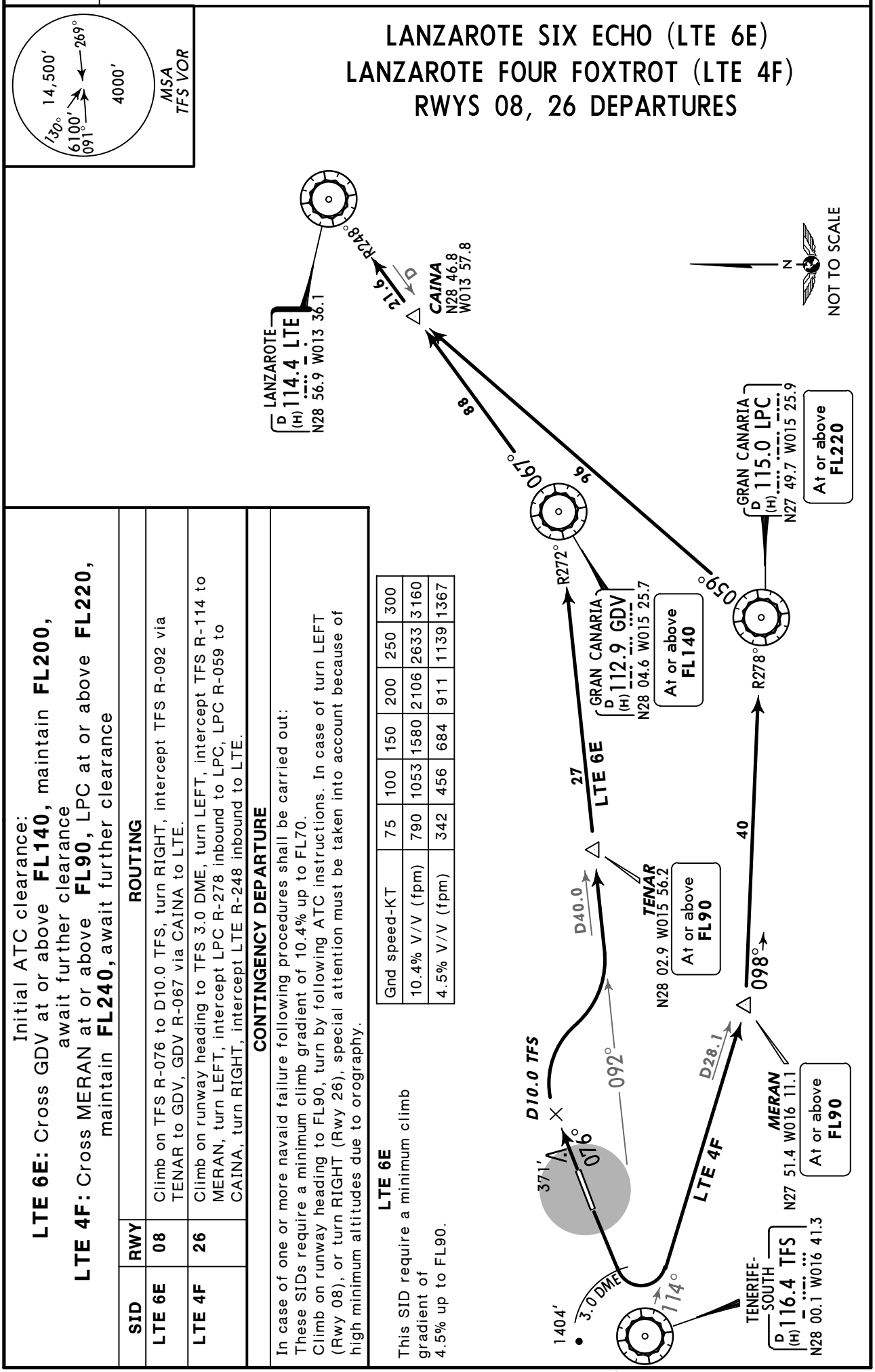
CONTINGENCY DEPARTURE

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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

LTE 6E

This SID require a minimum climb gradient of 4.5% up to FL90.

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



CHANGES: SIDs transferred & renumbered.

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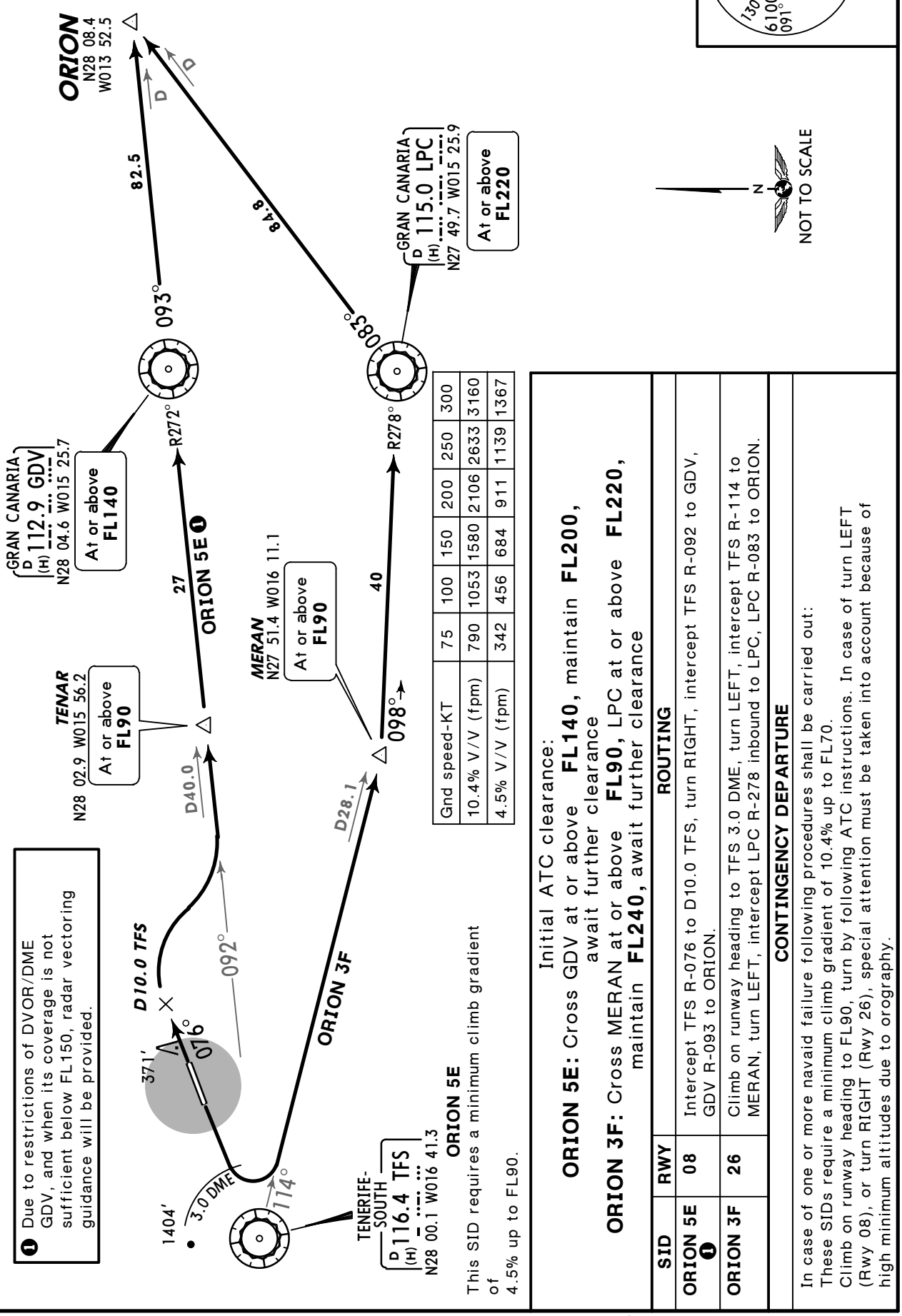
Apt Elev 209′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

ORION FIVE ECHO (ORION 5E) *[ORIO5E]*❶
ORION THREE FOXTROT (ORION 3F) *[ORIO3F]*
RWYS 08, 26 DEPARTURES



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

❶ Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, radar vectoring guidance will be provided.

Initial ATC clearance:
ORION 5E: Cross GDV at or above **FL140**, maintain **FL200**, await further clearance
ORION 3F: Cross MERAN at or above **FL90**, LPC at or above **FL220**, maintain **FL240**, await further clearance

SID	RWY	ROUTING
ORION 5E ❶	08	Intercept TFS R-076 to D10.0 TFS, turn RIGHT, intercept TFS R-092 to GDV, GDV R-093 to ORION.
ORION 3F	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-083 to ORION.

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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

CHANGES: New chart (SIDs transferred & renumbered).

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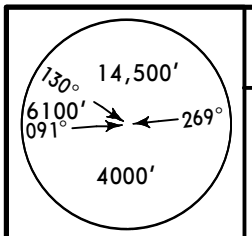
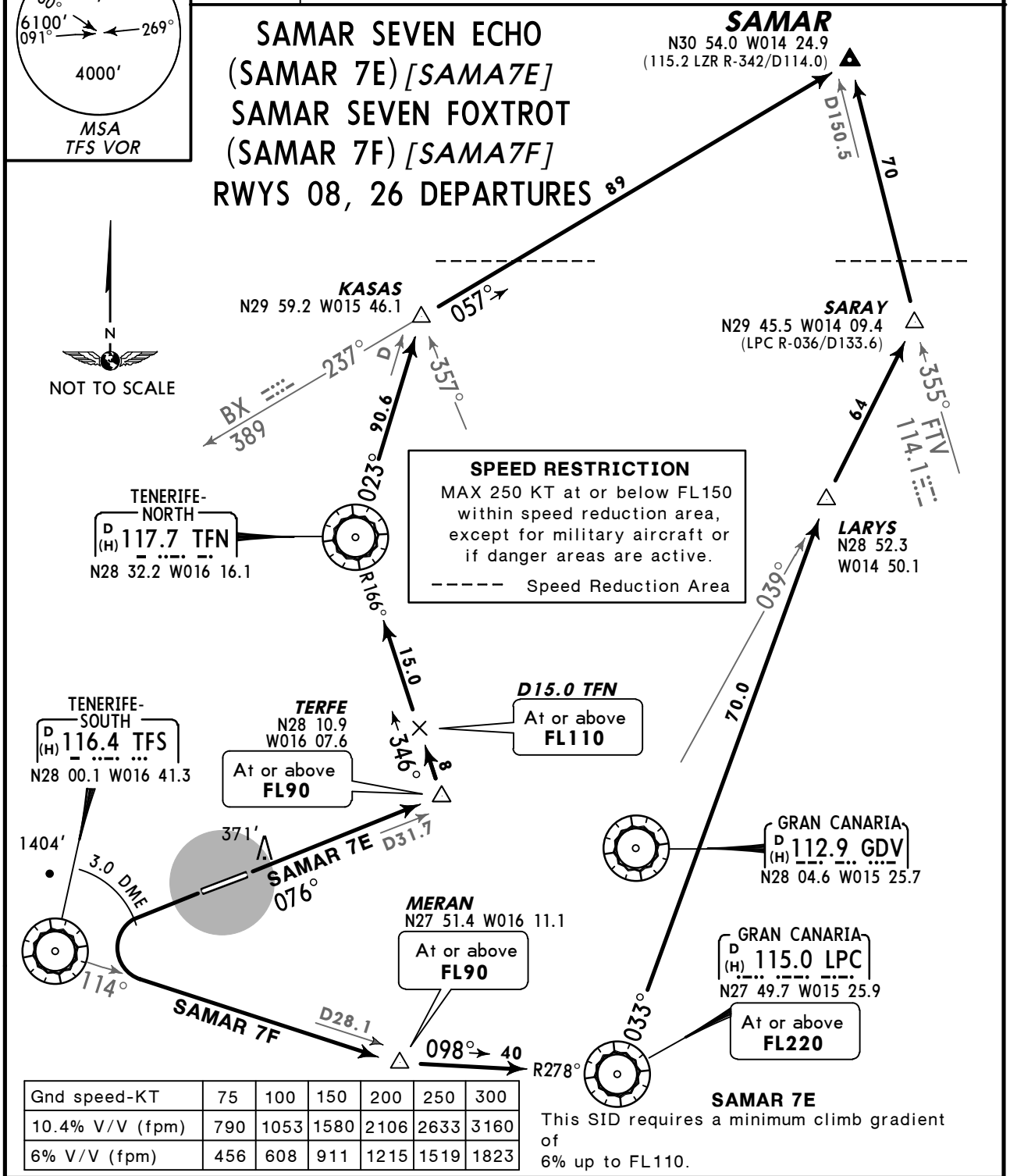


Apt Elev 209'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

SAMAR SEVEN ECHO (SAMAR 7E) [SAMA7E]
SAMAR SEVEN FOXTROT (SAMAR 7F) [SAMA7F]
RWYS 08, 26 DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160
6% V/V (fpm)	456	608	911	1215	1519	1823

SAMAR 7E
This SID requires a minimum climb gradient of
6% up to FL110.

Initial ATC clearance:
SAMAR 7E: Maintain **FL200,** await further clearance
SAMAR 7F: Cross MERAN at or above **FL90,** LPC at or above **FL220,** maintain **FL240,** await further clearance

SID	RWY	ROUTING
SAMAR 7E	08	Intercept TFS R-076 to TERFE, turn LEFT, intercept TFN R-166 inbound to TFN, TFN R-023 to KASAS, turn RIGHT, intercept 057° bearing from BX to SAMAR.
SAMAR 7F	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-033 to LARYS, turn RIGHT, intercept GDV R-039 to SARAY, turn LEFT, intercept FTV R-355 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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

CHANGES: Chart reindexed; SIDs renumbered.

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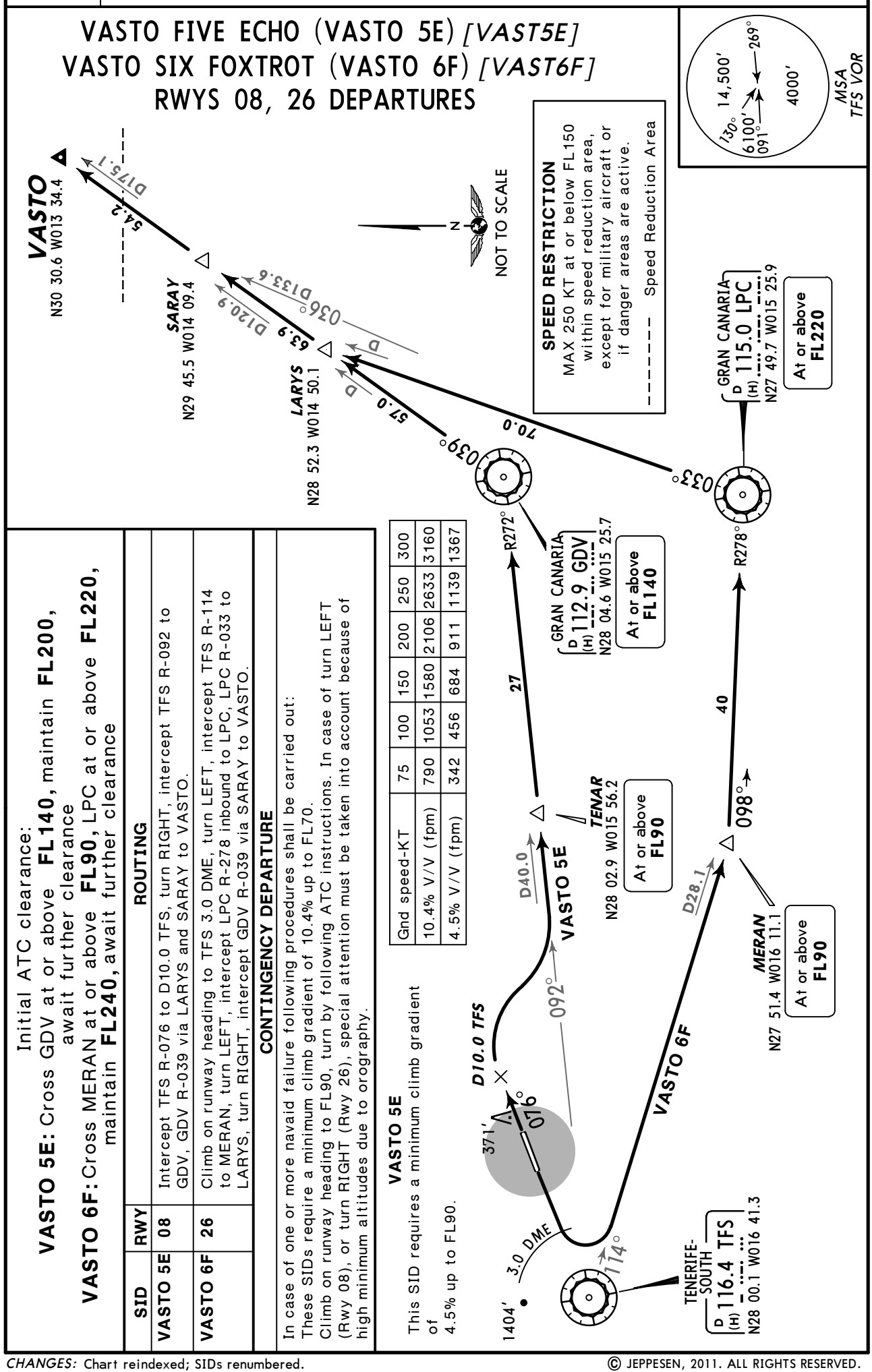
Apt Elev 209'

Trans level: By ATC Trans alt: 6000'
1. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, radar vectoring guidance will be provided.
2. EXPECT close-in obstacles.

VASTO FIVE ECHO (VASTO 5E) *[VAST5E]*
VASTO SIX FOXTROT (VASTO 6F) *[VAST6F]*
RWYS 08, 26 DEPARTURES



Initial ATC clearance:
VASTO 5E: Cross GDV at or above **FL140**, maintain **FL200**, await further clearance
VASTO 6F: Cross MERAN at or above **FL90**, LPC at or above **FL220**, maintain **FL240**, await further clearance

SID	RWY	ROUTING
VASTO 5E	08	Intercept TFS R-076 to D10.0 TFS, turn RIGHT, intercept TFS R-092 to GDV, GDV R-039 via LARYS and SARAY to VASTO.
VASTO 6F	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-033 to LARYS, turn RIGHT, intercept GDV R-039 via SARAY to VASTO.

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 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

VASTO 5E

This SID requires a minimum climb gradient of 4.5% up to FL90.

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

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NOISE ABATEMENT

SUMMER: LT minus 1 HOUR = UTC(Z)
WINTER: LT . . . . . = UTC(Z)

ARRIVALS

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

At night time, visual approaches shall avoid overflying inhabited areas and visual approaches to runway 26 from west via Ganta Int or TFS VORDME shall not initiate the left turn before TFS 10 DME.

DEPARTURES

Take-off	Take-off power. Take-off flaps/slats. Climb at V_2+ 10 KT to 1500′ AGL.
At 1500′	Reduce to power of ascent. Accelerate to zero flap minimum safe manoeuvring 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.

Aircraft taking-off from runway 08 shall maintain runway heading until TFS 10 DME before initiating any right turn.

Aircraft taking-off from runway 26 and overflying TFS VORDME must not turn right before overflying this navigation facility.

RUN-UP TESTS

Engine tests higher than idle regime are forbidden between 0000-0600LT. Exceptions are allowed only, if it is essential for aircrafts return to the origin airport, or when the planned and cleared flight takes off between 0400-0600LT.

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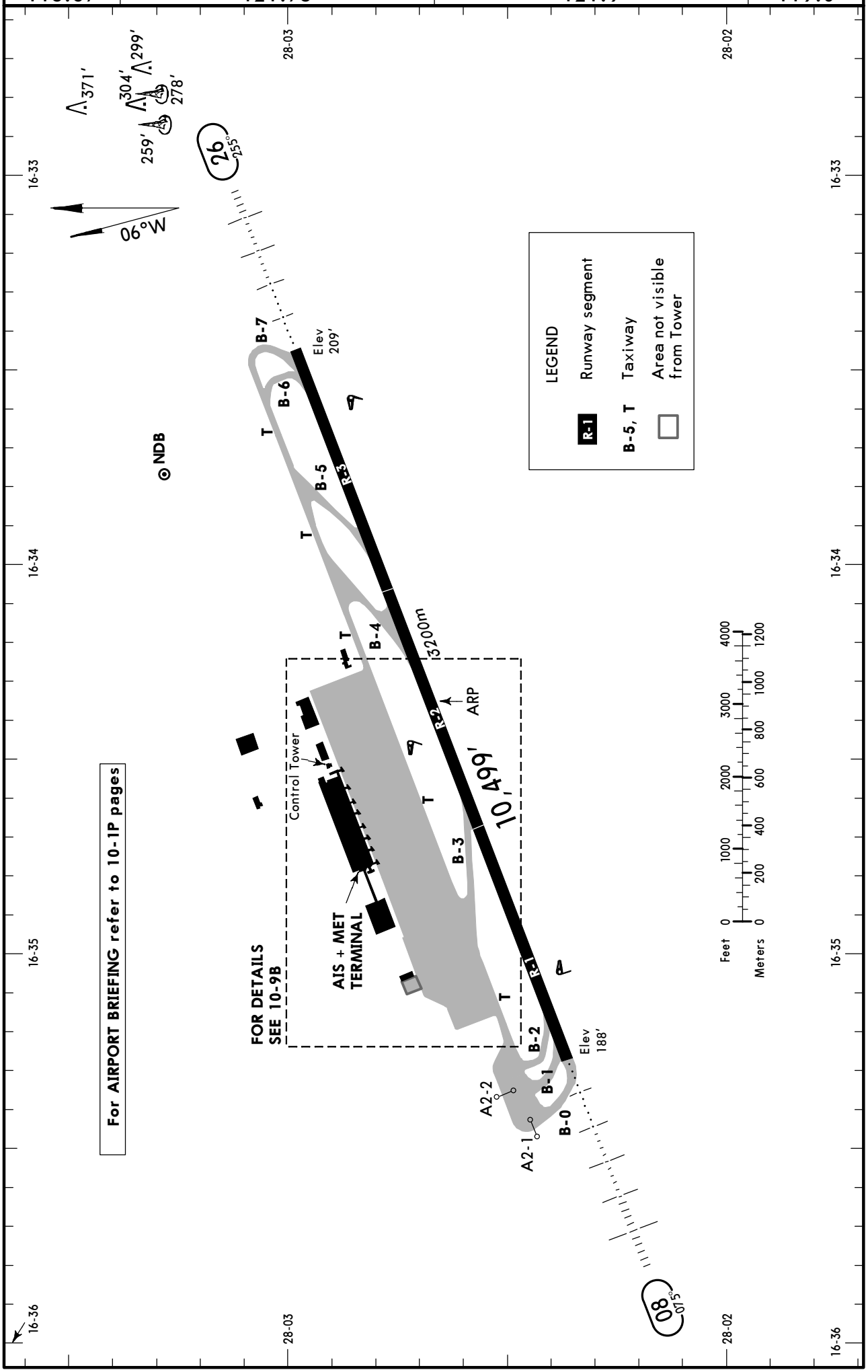
ATIS	TENERIFE-SOUTH Clearance	Tower (GND)	Tower
118.67	121.75	121.9	119.0



For AIRPORT BRIEFING refer to 10-1P pages

CHANGES: Communications.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL *(50m)* CL *(15m)* HIALS PAPI(3.0°) HSTIL-B4&B5		9269' *2825m*	❶	148' *45m*
26	HIRL *(50m)* CL *(15m)* HIALS PAPI(3.0°) HSTIL-B3		9341' *2847m*		

❶ TAKE-OFF RUN AVAILABLE

RWY 08: From rwy head 10,499' (3200m)
twy B2 int 9678' (2950m)
twy B3 int 6234' (1900m)

RWY 26: From rwy head 10,499' (3200m)
twy B6 int 9843' (3000m)
twy B5 int 7300' (2225m)

STAND No.	COORDINATES	STAND No.	COORDINATES
E13	N28 02.8 W016 34.3	H14	N28 02.9 W016 34.4
E21 thru E23	N28 02.7 W016 34.7	H15	N28 02.8 W016 34.4
E24 thru E27	N28 02.7 W016 34.8	H18	N28 02.8 W016 34.5
E28	N28 02.7 W016 34.9	H19, H20	N28 02.8 W016 34.6
E29	N28 02.6 W016 34.9	I1, I1A, I1B	N28 02.9 W016 34.3
E30 thru E32	N28 02.6 W016 35.0	I6, I6A, I6B	N28 02.8 W016 34.8
F1	N28 02.9 W016 34.5	I7	N28 02.9 W016 34.8
F2, F3	N28 02.9 W016 34.6	I8 thru I9	N28 02.7 W016 34.9
F4	N28 02.8 W016 34.6	I11, I11A, J12	N28 02.7 W016 35.0
F5 thru F8	N28 02.8 W016 34.7	J33 thru J36	N28 02.6 W016 35.1
G1	N28 02.6 W016 35.1	T16	N28 02.8 W016 34.4
G2 thru G8	N28 02.7 W016 35.1	T17	N28 02.8 W016 34.5
H2, H3	N28 02.9 W016 34.4		
H4, H5	N28 02.9 W016 34.5		
H10	N28 02.7 W016 35.0		

Standard TAKE-OFF [1]

	LVP must be in force				
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*150m*	*200m*	*250m*	*400m*	*500m*
B					
C					
D	*200m*	*250m*	*300m*		

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

CHANGES: None.

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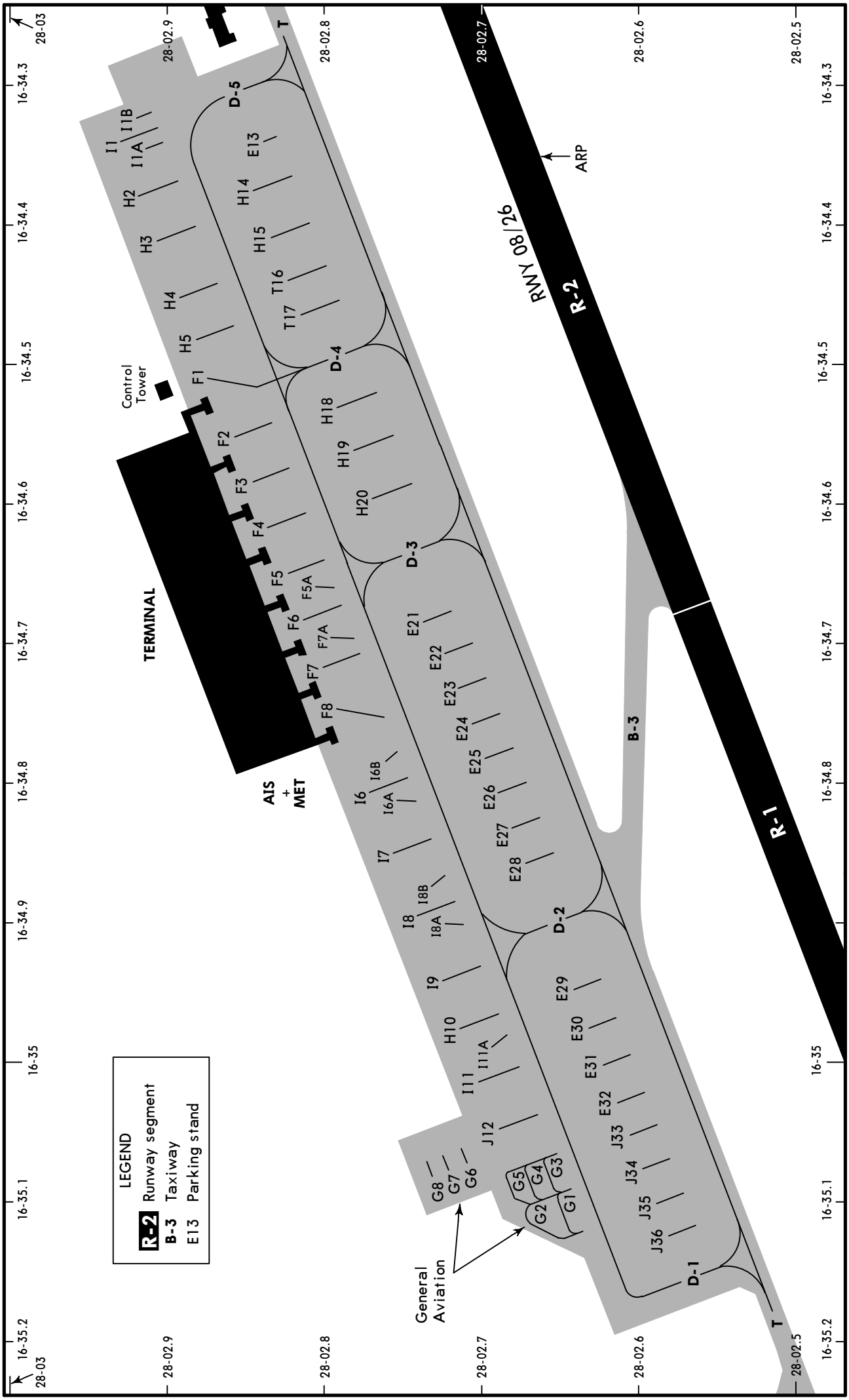

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VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position, (based on a laser radar measurement), that is provided by a display unit, in front of the cockpit.

DISPLAY UNIT

Consists of:

1. One alphanumeric presentation line of 4 characters, composed by yellow LED, which can indicate several information: 'ACFT TYPE, STOP, OK, TOO FAR, SLOW DOWN, WAIT TEST, ID FAIL and DOWN GRADE'.
2. One line with a unit of yellow LED and 2 units of red/yellow LED for indication of acft azimuth and stop indication.
3. One column of 3 units of yellow LED in the center to indicate the distance to the stop position.

PILOT INSTRUCTIONS

GENERAL ADVICE

When the pilot is not sure about the information shown in the display unit, he must immediately stop the acft and obtain more information to proceed.

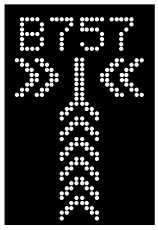
1. DOCKING START

When the system starts (manually operated by an operator in ground), it shows the flashing message: 'WAIT TEST'.

2. CAPTURE

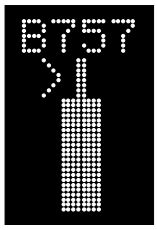
When the system is working in capture way, looking for the approaching acft, the system shows vertical floating arrows. The first line of the display unit will show the 'ACFT TYPE'.

ADVICE: If the system does not show vertical arrows in movement and an acft type like the approaching acft, the pilot must not enter into the stand point area.



3. MONITORING

When the acft has been captured by the laser, the floating arrows are substituted by the yellow indicator in the centerline. A flashing red arrow shows the pilot the direction of turn in order to line-up along the stand edge. If the system does not show the direction arrows, it means the acft is over the centerline.



4. APPROACH RATE

When the acft is less than 52'/16m from the stop point, the approach rate is shown by one LED line turn-off from the centerline each 2'/0,7m covered when the acft moves until the stop position.

5. SPEED REDUCTION

When the acft exceeds the programmed approach speed, the display unit will show 'SLOW DOWN' such as advice to pilot.

6. REACHING STOP POINT

When the correct stop point is reached, the display unit shows STOP and red bar lights turn on.

7. DOCKING FINISHED

When the acft is parked, the display unit shows 'OK'.

8. EXCEEDED

When the acft exceeds the stop point, the display unit shows 'TOO FAR'.

9. WAIT

When the detected acft is lost during the docking routine, 39'/12m before the stop point, the display unit will show 'WAIT'. The routine will continue when the system detects the acft again.

10. ADVERSE METEOROLOGICAL CONDITIONS

When the system visibility is reduced due to any reason, the display unit will show 'DOWN GRADE'. As soon as the system identifies the acft, the display unit will show the rate approach bar in order to continue the docking routine.

ADVICE: The pilot must not exceed the boarding bridge unless the message 'DOWN GRADE' had been substituted by the rate approach bar.

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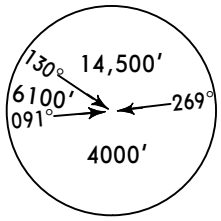
BRIEFING STRIP

ATIS	TENERIFE-SOUTH Approach (R)	TENERIFE-SOUTH Tower	Ground
118.67	127.7	119.0	121.9

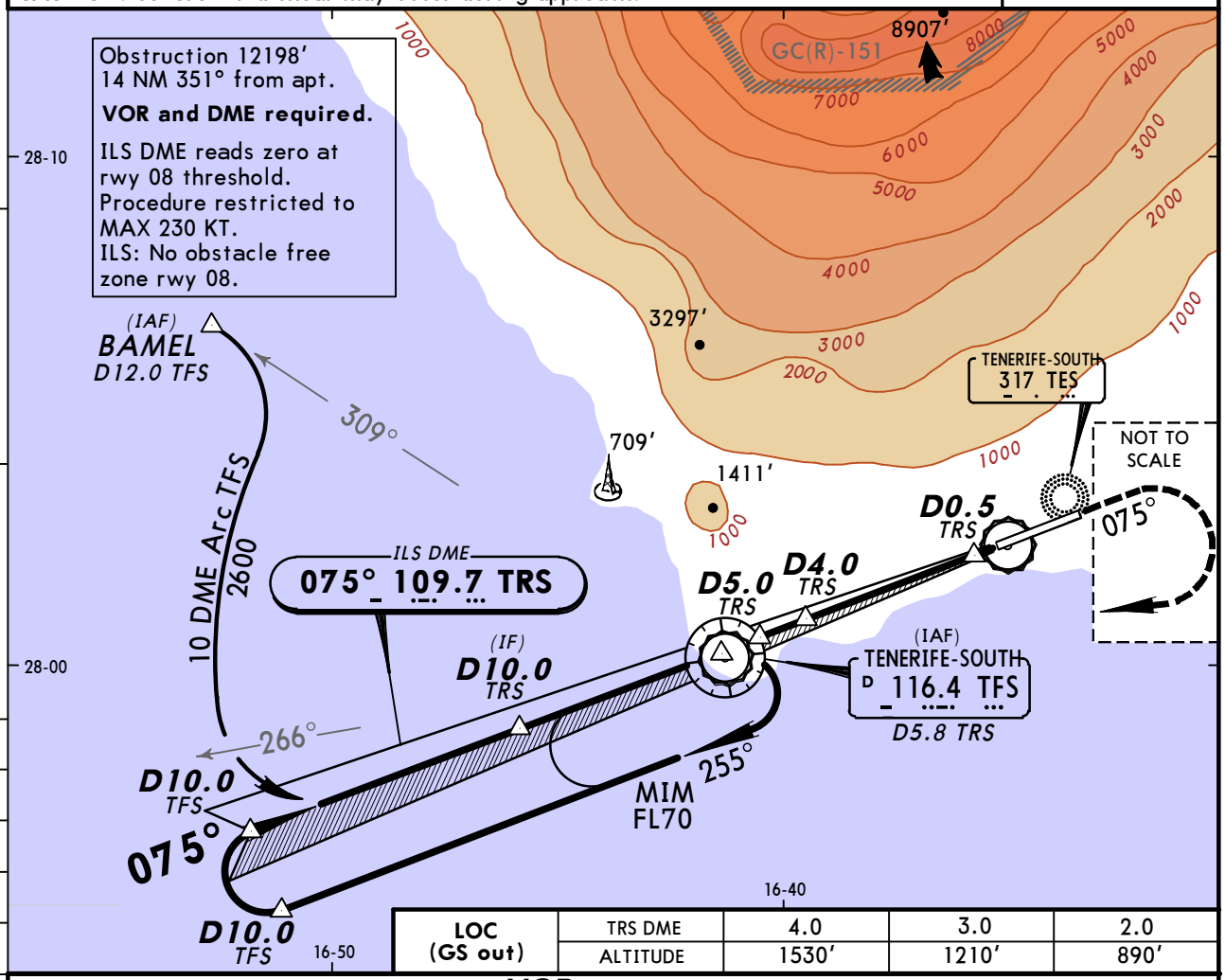
LOC TRS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 209'
109.7	075°	D4.0 TRS 1526' (1338')	Refer to Minimums	RWY 188'

MISSED APCH: Climb STRAIGHT AHEAD to 5000', then turn RIGHT (MAX 220 KT) to VOR at FL70 and join holding.

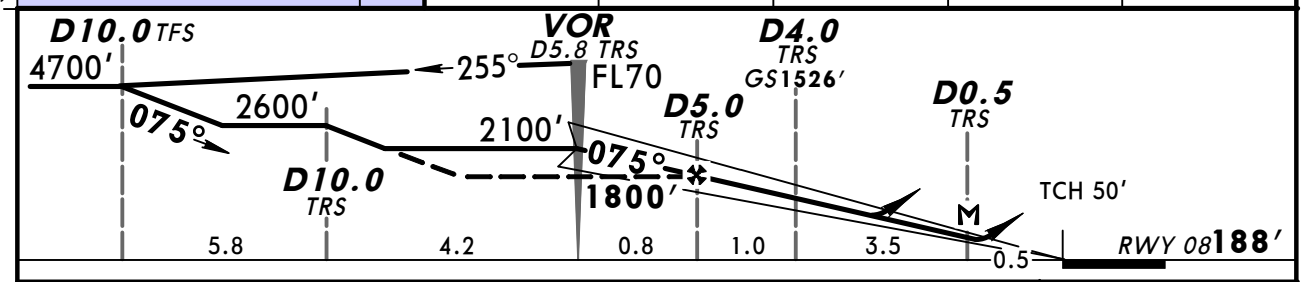
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'
CAUTION: Severe wind shear may occur during approach.



MSA
TFS VOR



LOC (GS out)	TRS DME	4.0	3.0	2.0
	ALTITUDE	1530'	1210'	890'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at D0.5 TRS							

HIALS
PAPI PAPI
5000'

Standard STRAIGHT-IN LANDING RWY 08

	ILS Missed Apch climb gradient mim 3.0 % DA(H) 1 D: 446' (258')			ILS Missed Apch climb gradient mim 2.5 % DA(H) 2 D: 459' (271')			LOC (GS out) DA(H) 700' (512')	
	FULL	Limited	ALS out	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B				RVR 600m		RVR 1300m		
C			RVR 1300m				RVR 1600m	CMV 2400m
D	RVR 600m							

CIRCLE-TO-LAND
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	1180' (971')	1500m
135	1250' (1041')	1600m
180	1350' (1141')	2400m
205	1350' (1141')	3600m

PANS OPS

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').

CHANGES: None.

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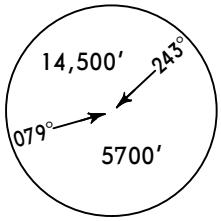
BRIEFING STRIP

ATIS	TENERIFE-SOUTH Approach (R)	TENERIFE-SOUTH Tower	Ground
118.67	127.7	119.0	121.9

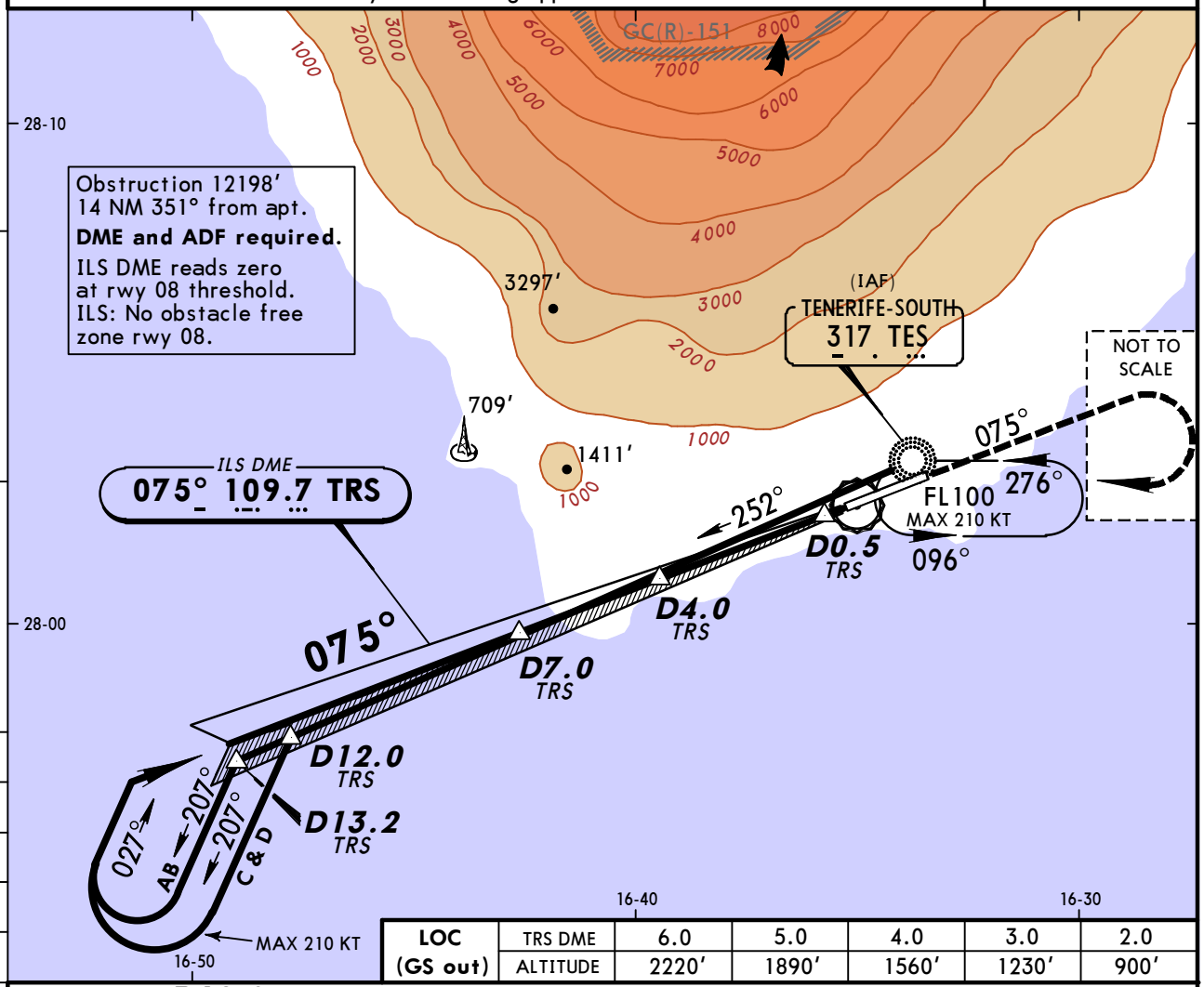
LOC TRS	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
109.7	075°	D4.0 TRS 1526′ (1338′)	Refer to Minimums	209′ / 188′

MISSED APCH: Climb STRAIGHT AHEAD to 5500′, then turn RIGHT (MAX 220 KT) to NDB at FL100 and join holding.

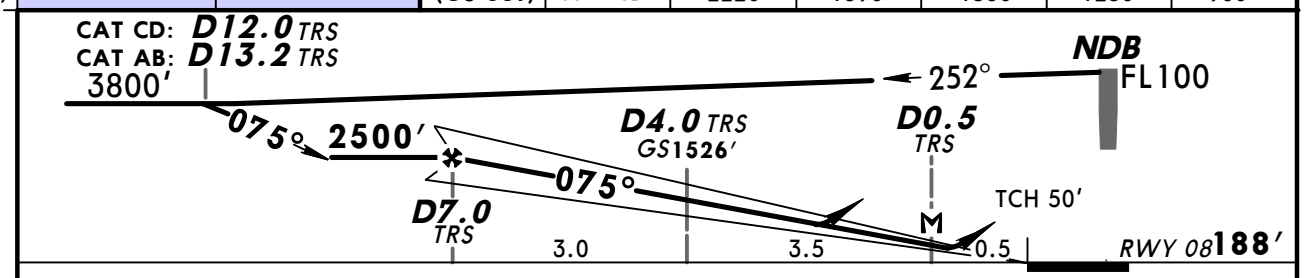
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′
CAUTION: Severe wind shear may occur during approach.



MSA
TES NDB



LOC (GS out)						
	TRS 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
ILS GS	3.00°	377	484	538	646	753	861
LOC Desc Angle	3.10°	383	492	547	656	765	875
MAP at D0.5 TRS							

HIALS
PAPI PAPI
5500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 08

	ILS FULL	ILS Limited	ILS ALS out	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
Missed Apch climb gradient mim	3.0 %			2.5 %				
DA(H)	1 C: 435′(247′) D: 446′(258′)			2 C: 448′(260′) D: 459′(271′)			DA(H) 800′(612′)	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B				RVR 600m		RVR 1300m		
C			RVR 1300m				CMV 2100m	CMV 2400m
D	RVR 600m							

CIRCLE-TO-LAND
Not authorized North of rwy

Max Kts	MDA(H)	VIS
100	1180′ (971′)	1500m
135	1250′(1041′)	1600m
180	1350′(1141′)	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′).

CHANGES: Minimums.

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GCTS/TFS
REINA SOFIA

JEPPESEN 14 OCT 11 (11-3) Eff 20 Oct

TENERIFE-SOUTH, CANARY IS
ILS Z or LOC Z Rwy 26

BRIEFING STRIP ™

ATIS	TENERIFE-SOUTH Approach (R)	TENERIFE-SOUTH Tower	Ground
118.67	127.7	119.0	121.9

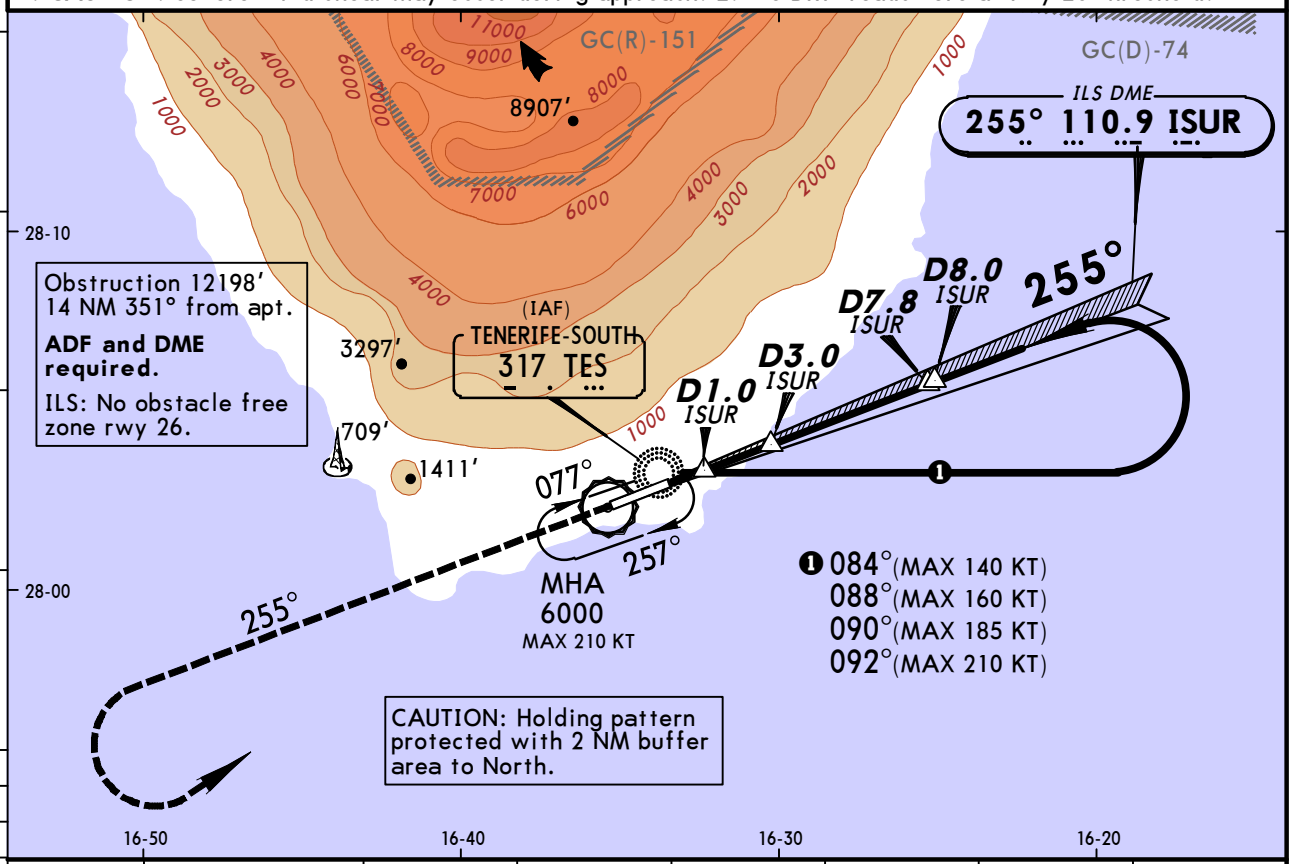
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 209′
ISUR 110.9	255°	D3.0 ISUR 1223′ (1014′)	Refer to Minimums	RWY 209′

MISSED APCH: Climb on 255° to 4000′. Turn LEFT to NDB climbing to 6000′ and join holding.

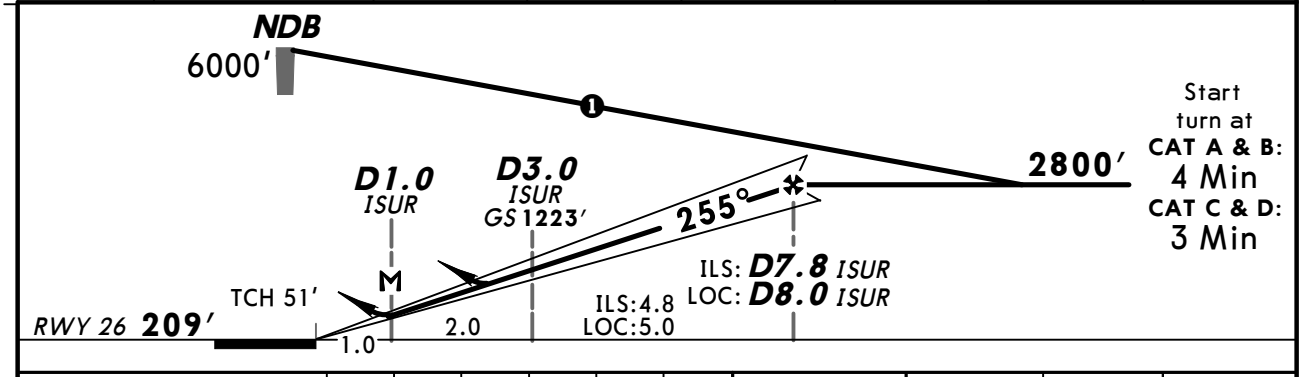
14,500′ 243° 079° 5700′
MSA TES NDB

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

1. CAUTION: Severe wind shear may occur during approach. 2. ILS DME reads zero at rwy 26 threshold.



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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861
LOC Descent Angle	3.10°	383	492	547	656	765	875
MAP at D1.0 ISUR							

HIALS PAPI PAPI 4000′ on 255°

Standard STRAIGHT-IN LANDING RWY 26

	ILS	LOC (GS out)
DA(H)	A: 426′(217′) C: 446′(237′) B: 438′(229′) D: 456′(247′)	710′(501′)

PANS OPS 4	FULL	Limited	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1600m	CMV 2400m
D			RVR 1300m		

CIRCLE-TO-LAND
Not authorized North of rwy

Max Kts	MDA(H)	VIS
100	1620′ (1411′)	1500m
135	1620′ (1411′)	1600m
180	1720′ (1511′)	2400m
205	1720′ (1511′)	3600m

CHANGES: Communications. Speed restriction.

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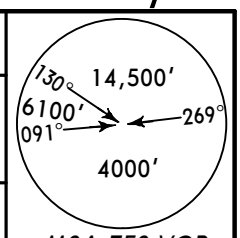
TENERIFE-SOUTH, CANARY IS
ILS Y or LOC Y Rwy 26

BRIEFING STRIP ™

ATIS	TENERIFE-SOUTH Approach (R)	TENERIFE-SOUTH Tower	Ground
118.67	127.7	119.0	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 209′
ISUR 110.9	255°	D3.0 ISUR 1223′ (1014′)	Refer to Minimums	RWY 209′

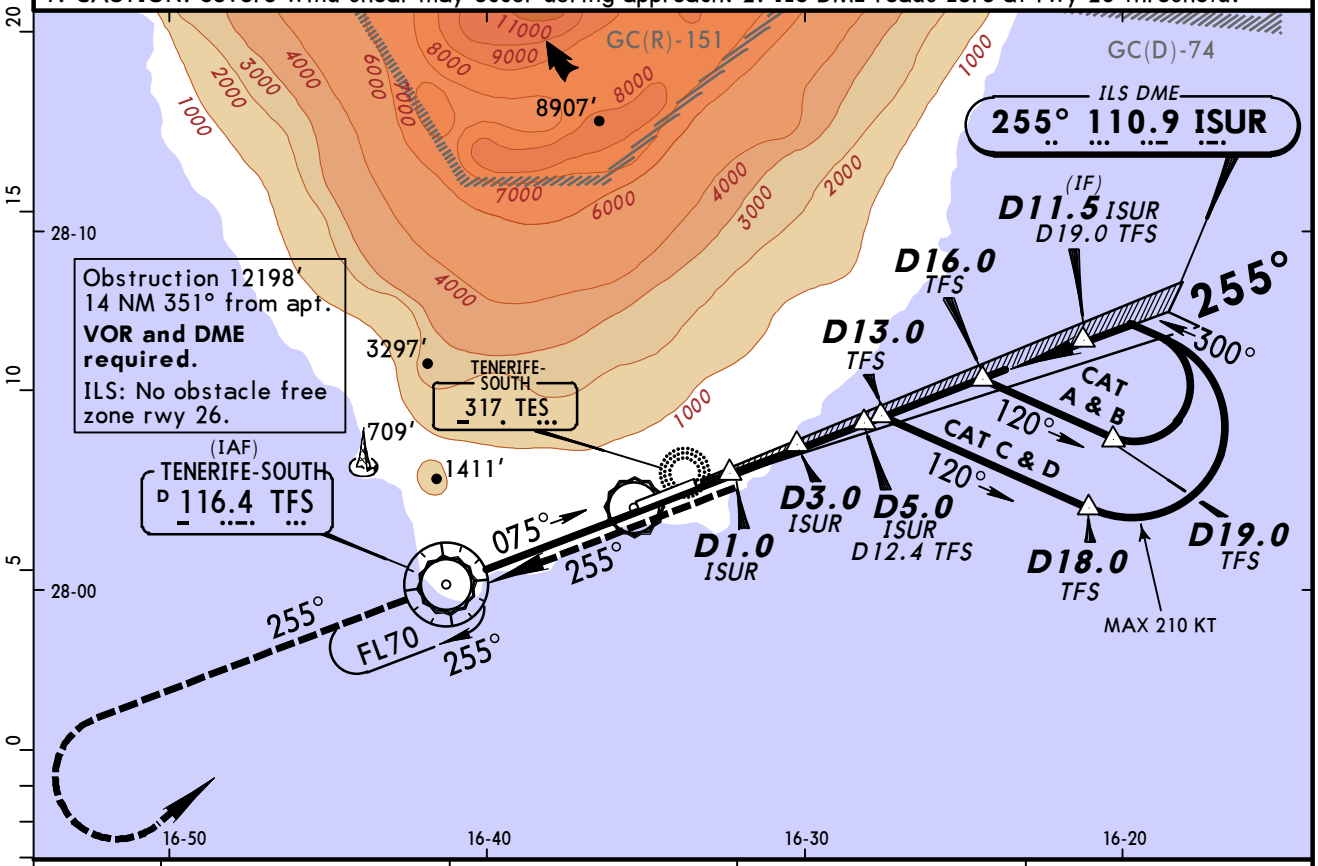
MISSED APCH: Climb on R-075 inbound to 5000′, then turn LEFT direct to VOR climbing to FL70 and join holding.



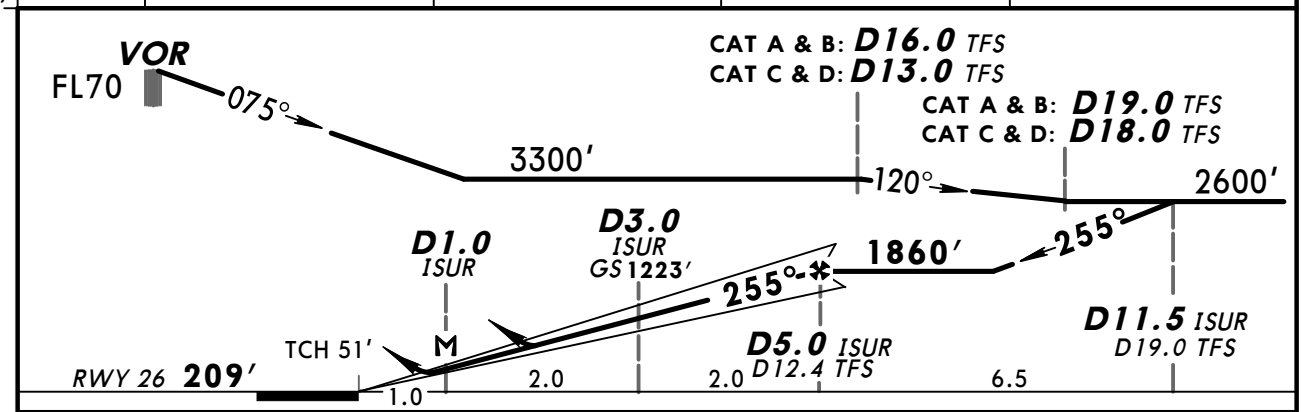
MSA TFS VOR

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

1. CAUTION: Severe wind shear may occur during approach. 2. ILS DME reads zero at rwy 26 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°	377	484	538	646	753	861
LOC Descent Angle	3.10°	383	492	547	656	765	875
MAP at D1.0 ISUR							

HIALS PAPI PAPI

5000′ on TFS 116.4 R-075

Standard STRAIGHT-IN LANDING RWY 26

	ILS			LOC (GS out)	
DA(H)	A: 409′(200′) C: 418′(209′) B: 410′(201′) D: 428′(219′)			DA(H) 720′(511′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1600m	CMV 2400m
D					

CIRCLE-TO-LAND

Not authorized North of rwy

Max Kts	MDA(H)	VIS
100	1620′ (1411′)	1500m
135	1620′ (1411′)	1600m
180	1720′ (1511′)	2400m
205	1720′ (1511′)	3600m

PANS OPS 4

CHANGES: Communications. Minimums.

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GCTS/TFS
REINA SOFIA

JEPPESEN 31 DEC 10 (13-1) Eff 13 Jan

TENERIFE-SOUTH, CANARY IS
VOR Rwy 08

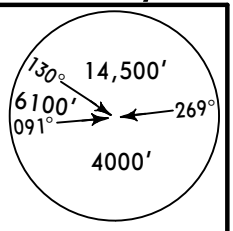
BRIEFING STRIP TM

ATIS	TENERIFE-SOUTH Approach (R)		TENERIFE-SOUTH Tower	Ground
118.67	127.7	120.3	119.0	121.9

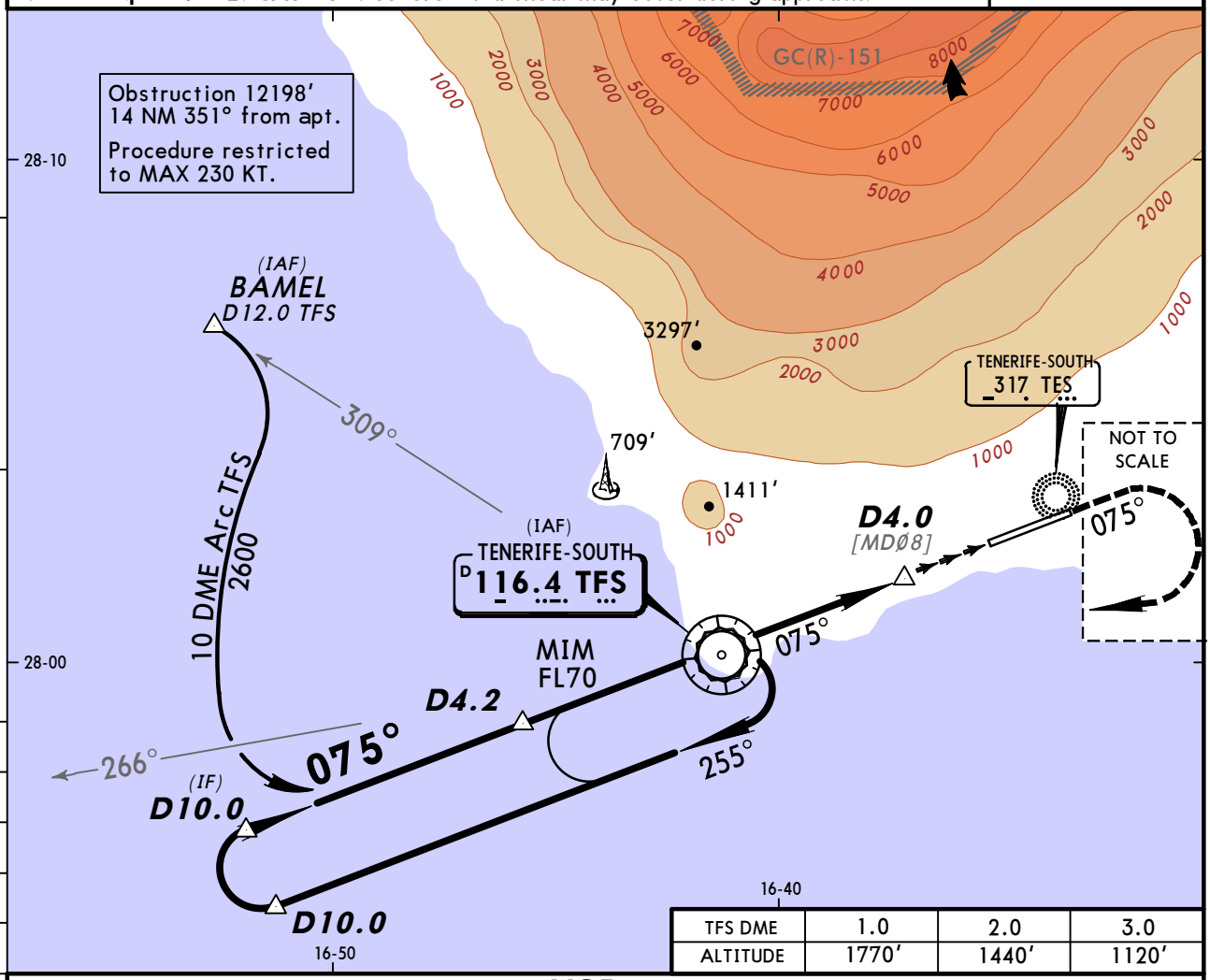
VOR TFS	Final Apch Crs	Minimum Alt VOR	DA(H) (CONDITIONAL)	Apt Elev 209'
116.4	075°	2100' (1912')	950' (762')	RWY 188'

MISSED APCH: Climb on R-075 to 5000', then turn RIGHT (MAX 220 KT) to VOR at FL70 and join holding.

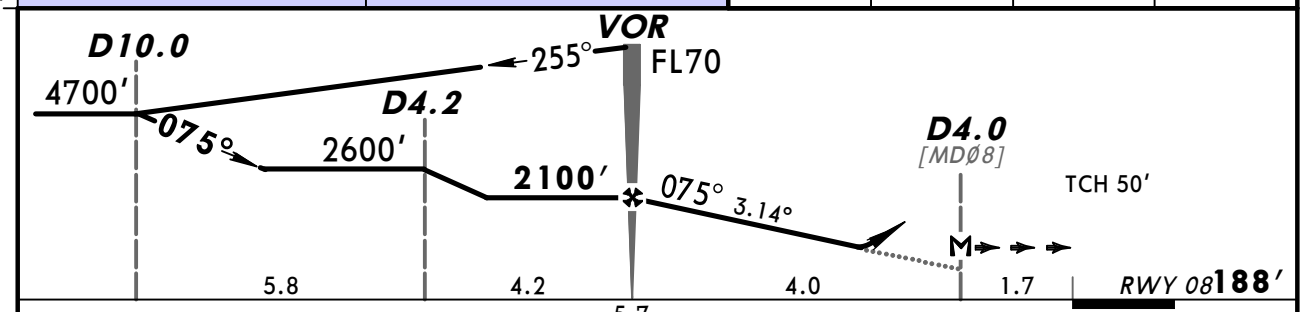
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'
1. **DME required.** 2. CAUTION: Severe wind shear may occur during approach.



MSA
TFS VOR



TFS DME	1.0	2.0	3.0
ALTITUDE	1770'	1440'	1120'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.14°	389	500	556	667	778	889
MAP at D4.0							

HIALS
PAPI PAPI
5000'

Standard STRAIGHT-IN LANDING RWY **08**

	Missed Apch climb gradient mim 3.5 % DA(H) 950' (762') ALS out	Missed Apch climb gradient mim 2.5 % DA(H) 1060' (872') ALS out
A	RVR 1500m	RVR 1500m
B		
C	CMV 2400m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	1620' (1411')	1500m
135	1620' (1411')	1600m
180	1720' (1511')	2400m
205	1720' (1511')	3600m

PANS OPS 4

CHANGES: Procedure.

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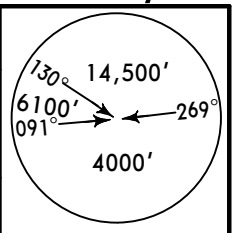
BRIEFING STRIP ™

ATIS	TENERIFE-SOUTH Approach (R)		TENERIFE-SOUTH Tower	Ground
118.67	127.7	120.3	119.0	121.9

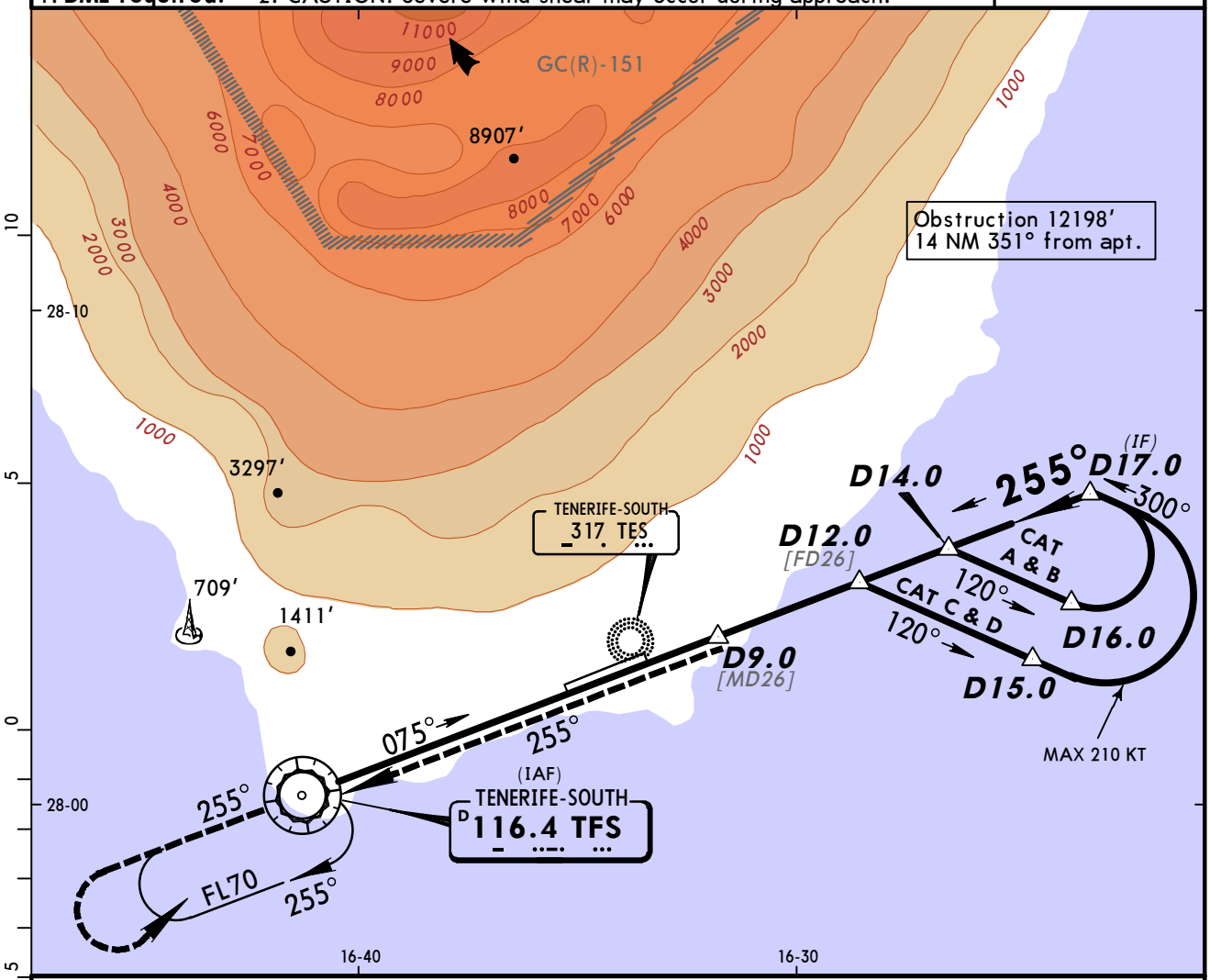
VOR TFS	Final Apch Crs	Minimum Alt D12.0	DA(H)	Apt Elev 209′
116.4	255°	1600′ (1391′)	1330′ (1121′)	RWY 209′

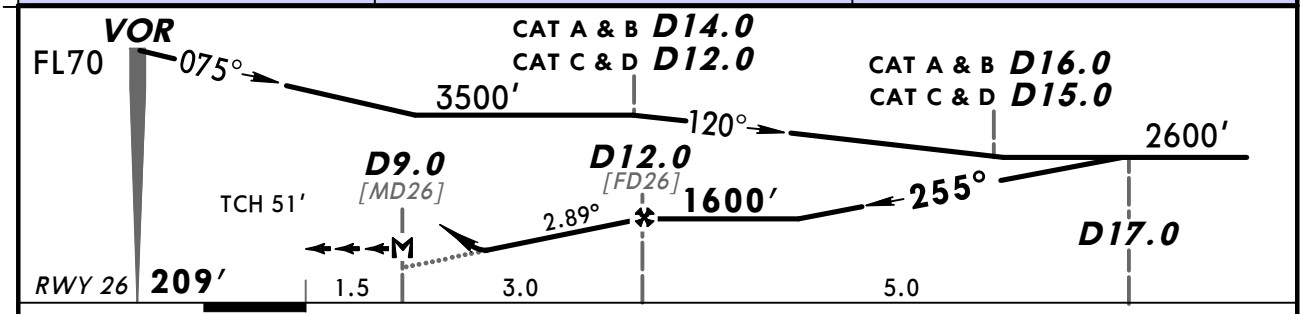
MISSED APCH: Climb on R-075 inbound to 5000′, then direct to VOR at FL70 and join holding.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000′
1. **DME required.** 2. CAUTION: Severe wind shear may occur during approach.



MSA
TFS VOR





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

HIALS
PAPI PAPI
5000′

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 26

DA(H) 1330′ (1121′)
ALS out

A	RVR 1500m
B	
C	CMV 2400m
D	

CIRCLE-TO-LAND
Not authorized North of rwy

Max Kts	MDA(H)	VIS
100	1620′ (1411′)	1500m
135	1620′ (1411′)	1600m
180	1720′ (1511′)	2400m
205	1720′ (1511′)	3600m

CHANGES: Missed approach. Holding altitude.

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GCTS/TFS
REINA SOFIA

JEPPESEN 14 OCT 11 (16-1) Eff 20 Oct

TENERIFE-SOUTH, CANARY IS
NDB Rwy 08

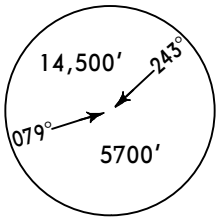
BRIEFING STRIP ™

ATIS	TENERIFE-SOUTH Approach (R)	TENERIFE-SOUTH Tower	Ground
118.67	127.7	119.0	121.9

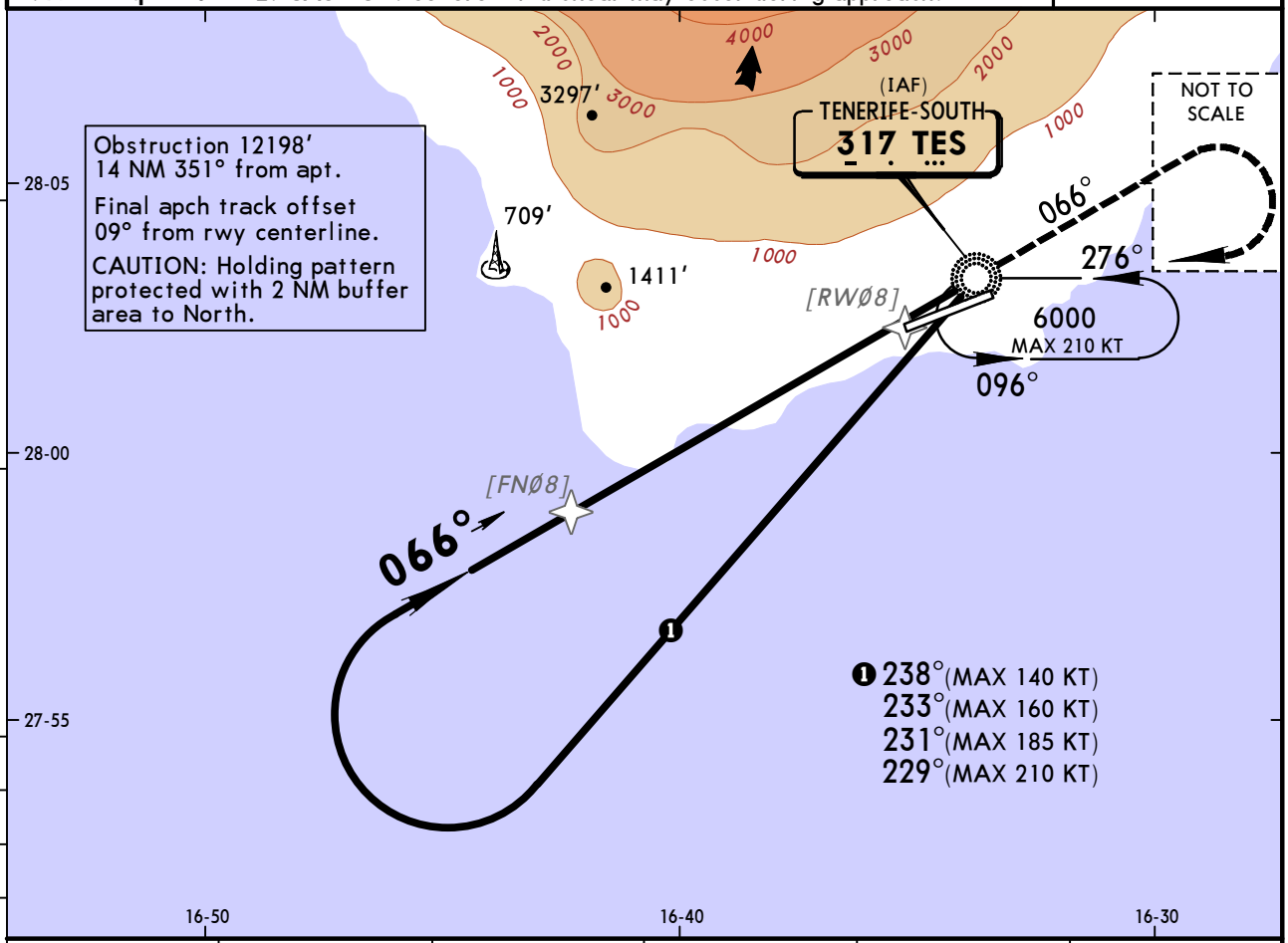
NDB TES	Final Apch Crs	Minimum Alt	CDFA DA(H)	Apt Elev 209′
317	066°	No FAF	1080′ (892′)	RWY 188′

MISSED APCH: Climb on 066° to 4000′. Turn RIGHT to NDB climbing to 6000′ and join holding.

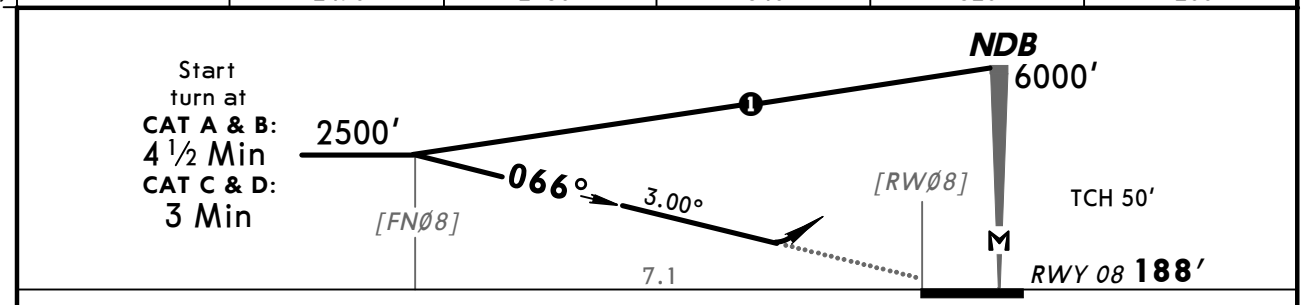
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′
1. **ADF required.** 2. CAUTION: Severe wind shear may occur during approach.



MSA
TES NDB



DIST to RWØ8	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2470′	2150′	1840′	1520′	1200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB							

HIALS
PAPI PAPI
4000′ on 066°

Standard STRAIGHT-IN LANDING RWY 08

	CDFA DA(H) 1080′(892′)		non-CDFA MDA(H) 1080′(892′)	
		ALS out		ALS out
A	RVR 1500m		CMV 3500m	CMV 4200m
B				
C	CMV 3300m	CMV 4000m	CMV 3700m	CMV 4400m
D				

CIRCLE-TO-LAND
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	1620′ (1411′)	1500m
135	1620′ (1411′)	1600m
180	1720′ (1511′)	4000m
205		

1 After non-CDFA apch: CAT AB VIS 4200m, CAT CD VIS 4400m.

CHANGES: Communications. Speed restriction. Minimums.

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BRIEFING STRIP TM

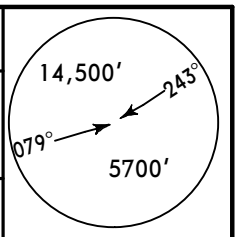
ATIS	TENERIFE-SOUTH Approach (R)	TENERIFE-SOUTH Tower	Ground
118.67	127.7	119.0	121.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 209′
TES 317	276°	No FAF	Refer to Minimums	

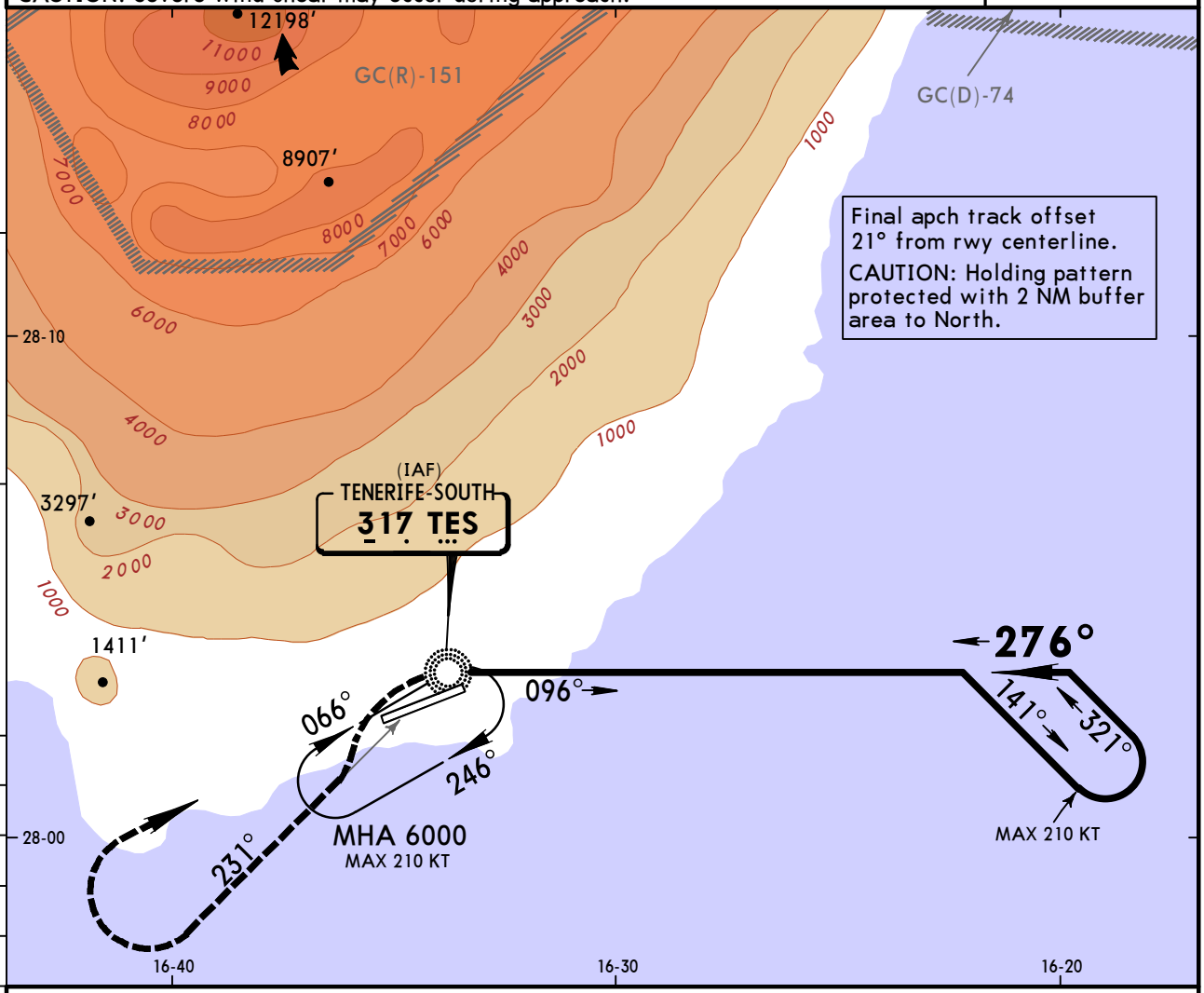
MISSED APCH: Turn LEFT (MAX 185 KT) to intercept and follow 231° from NDB climbing to 6000′, then turn RIGHT to NDB and join holding.

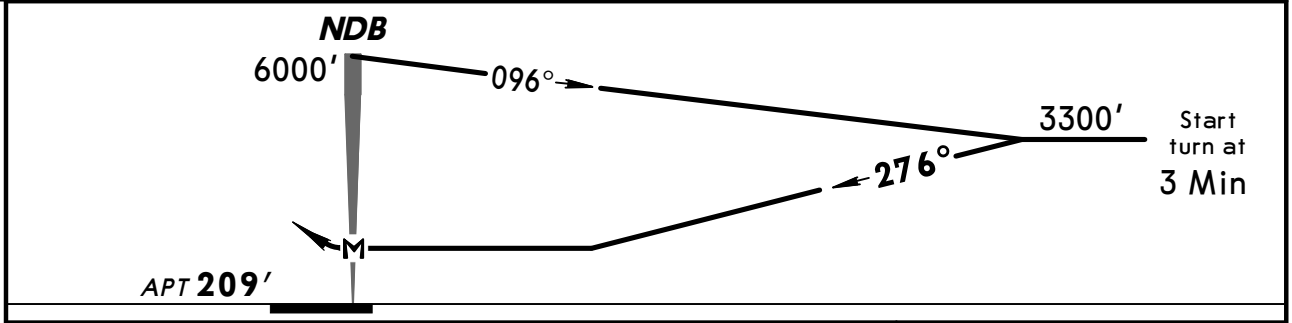
Alt Set: hPa Apt Elev: 8 hPa Trans level: By ATC Trans alt: 6000′

CAUTION: Severe wind shear may occur during approach.



MSA
TES NDB





MAP at NDB						

Lighting - Refer to Airport Chart

185 KT MAX onto TES 317 231° LT

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

PANS OPS 4

CHANGES: Procedure title. Communications.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TENERIFE-SOUTH, (REINA SOFIA - GCTS)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCTS

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-1P) Eff 13 DEC 12, paragraph 1.2.1: For engine test, clearance must be requested to the operations centre (CEOPS).