

List of pages in this Trip Kit

Trip Kit Index

Airport Information For GCTS

Terminal Charts For GCTS

Revision Letter For Cycle 01-2014

Change Notices

Notebook

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: 0759 Z
Sunset: 1825 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 Tower 121.9
Tenerife-South Tower 121.75
Tenerife-South Tower 119.0
Tenerife-South Approach Control 128.125 Secondary
Tenerife-South Approach Control 127.7

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 ACFT's 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. TAXI PROCEDURES

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.

Entry to stands F8 for ACFT code D or higher will be carried out via gates D-1 or D-2.

Entry to stand F5A will be carried out via gates D-1 or D-2.

1.4. PARKING INFORMATION

1.4.1. 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.

1.4.2. 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. ACFT with inoperative APU must communicate it to CEOPS.

1.5. OTHER INFORMATION

RWY 08 right-hand circuit.

Birds.

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 TWY B-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 wind shear on final approach.

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 minutes before the calculated take-off time.

Clearance will be issued as soon as requested. When delays are expected to exceed 15 minutes, 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 nearest gate, 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. ACFT will always exit with nose to the nearest gate, except from stands E13 and H14 where it will always exit with nose 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

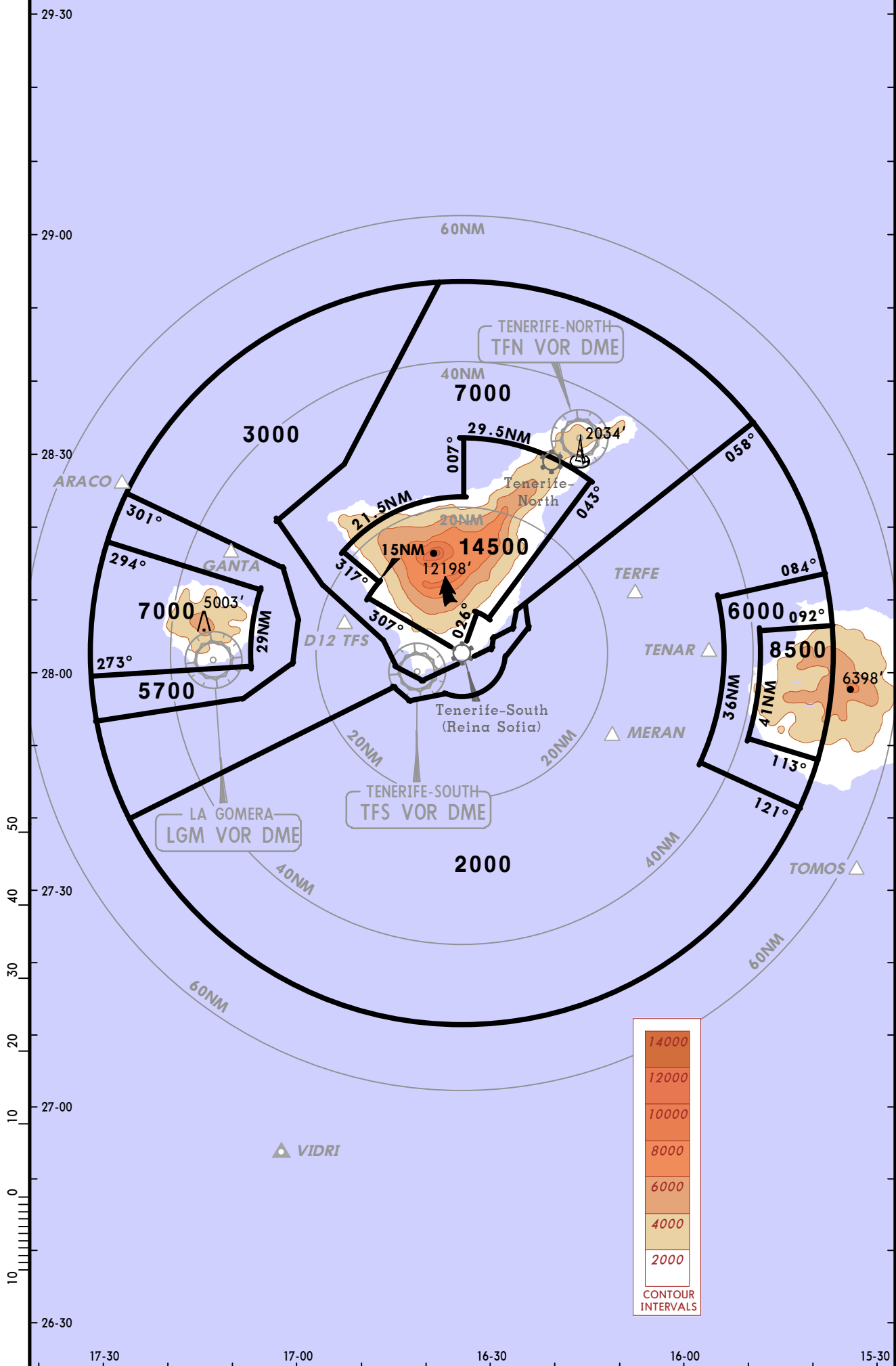
Take-off	Take-off power. Take-off flaps/slats. Climb at $V_2 + 10$ KT to 1500' AGL.
At 1500'	Accelerate to zero flap minimum safe manoeuvring speed (VZF) + 10 KT maintaining minimum rate of climb 500'. Retract flaps/slats as needed.
Up to FL60	Do not exceed 250 KT and continue SID in force, except ATC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

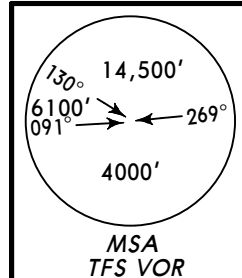
ACFT taking off from RWY 08 shall maintain TFS R-076 up to TFS 10 DME before initiating any Right turn.

ACFT taking off from RWY 26 and overflying TFS VORDME must not turn Right before overflying this navigation facility.

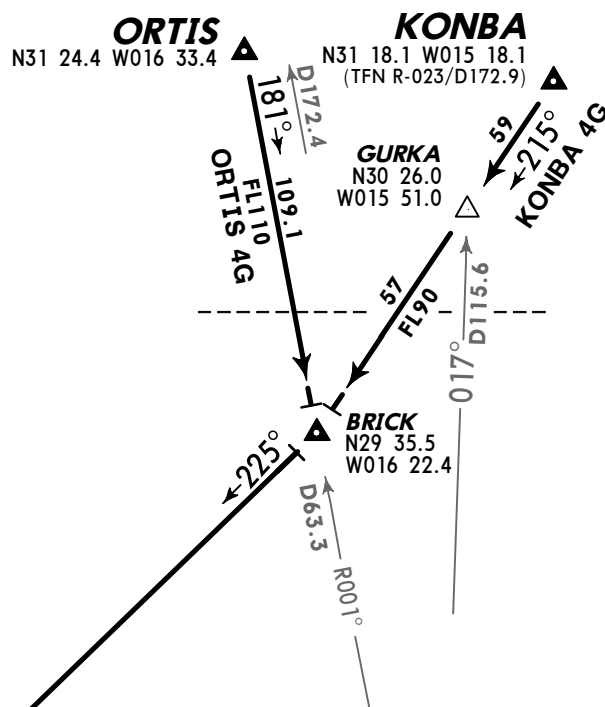
Apt Elev
209'

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



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

KONBA FOUR GOLF
(KONBA 4G)[KONB4G]
ORTIS FOUR GOLF
(ORTIS 4G)[ORTI4G]
VIDRI FOUR GOLF
(VIDRI 4G)[VIDR4G]
RWY 08 ARRIVALS



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

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

ARACO
N28 26.0
W017 27.1

GANTA
N28 16.5 W017 10.2
129° 17.6
FL70
D48.0

(IAF) BAMEL
N28 06.7 W016 52.6
18.4
FL70
D30.4
6000
D12.0/17.0
D
12.0
FL70
R309°

(IAF) TENERIFE-SOUTH
317 TES
N28 03.3 W016 33.8

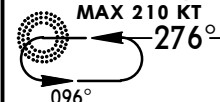


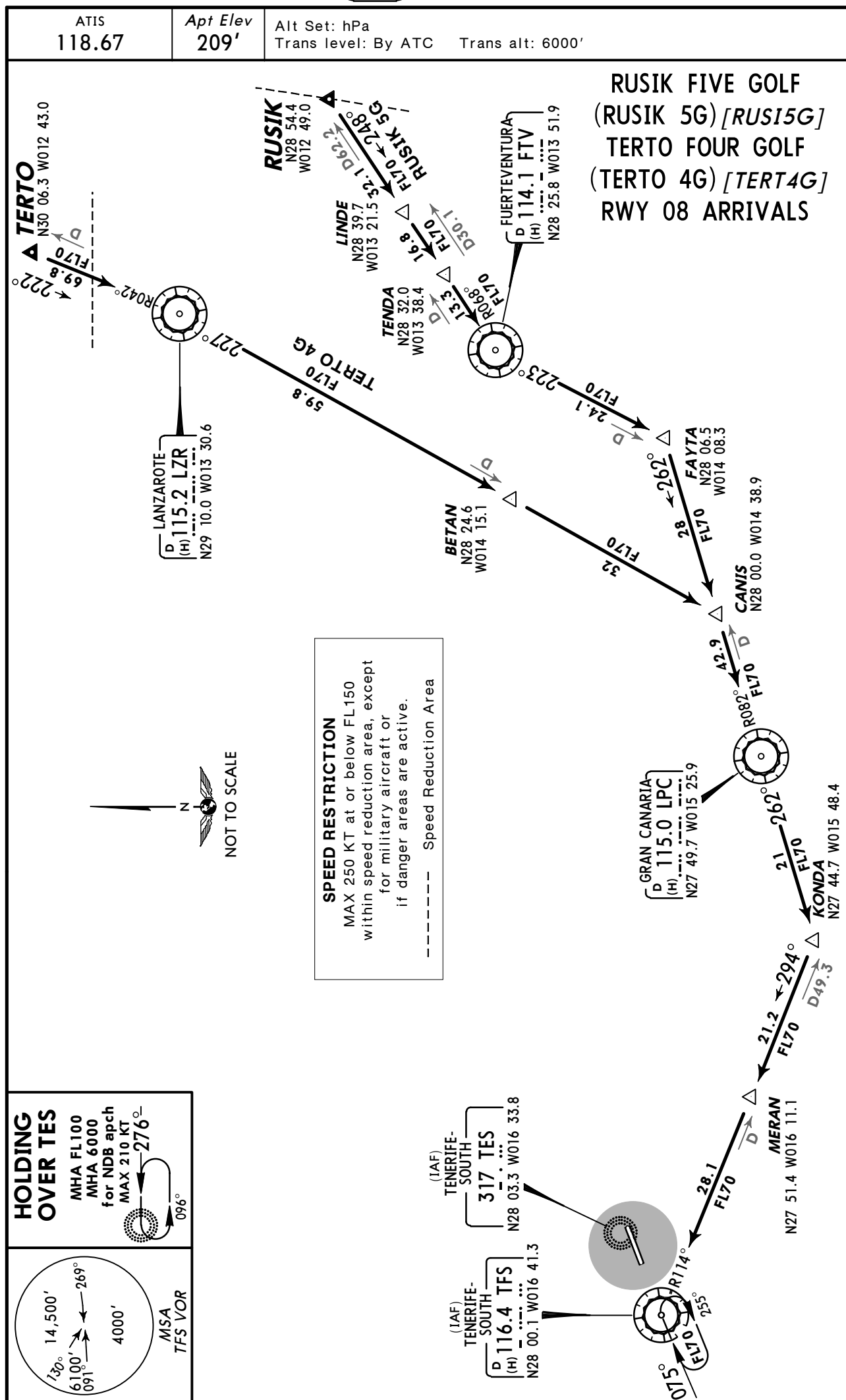
(IAF) TENERIFE-SOUTH
D 116.4 TFS
(H) N28 00.1 W016 41.3
075°
FL70
R202°
255°

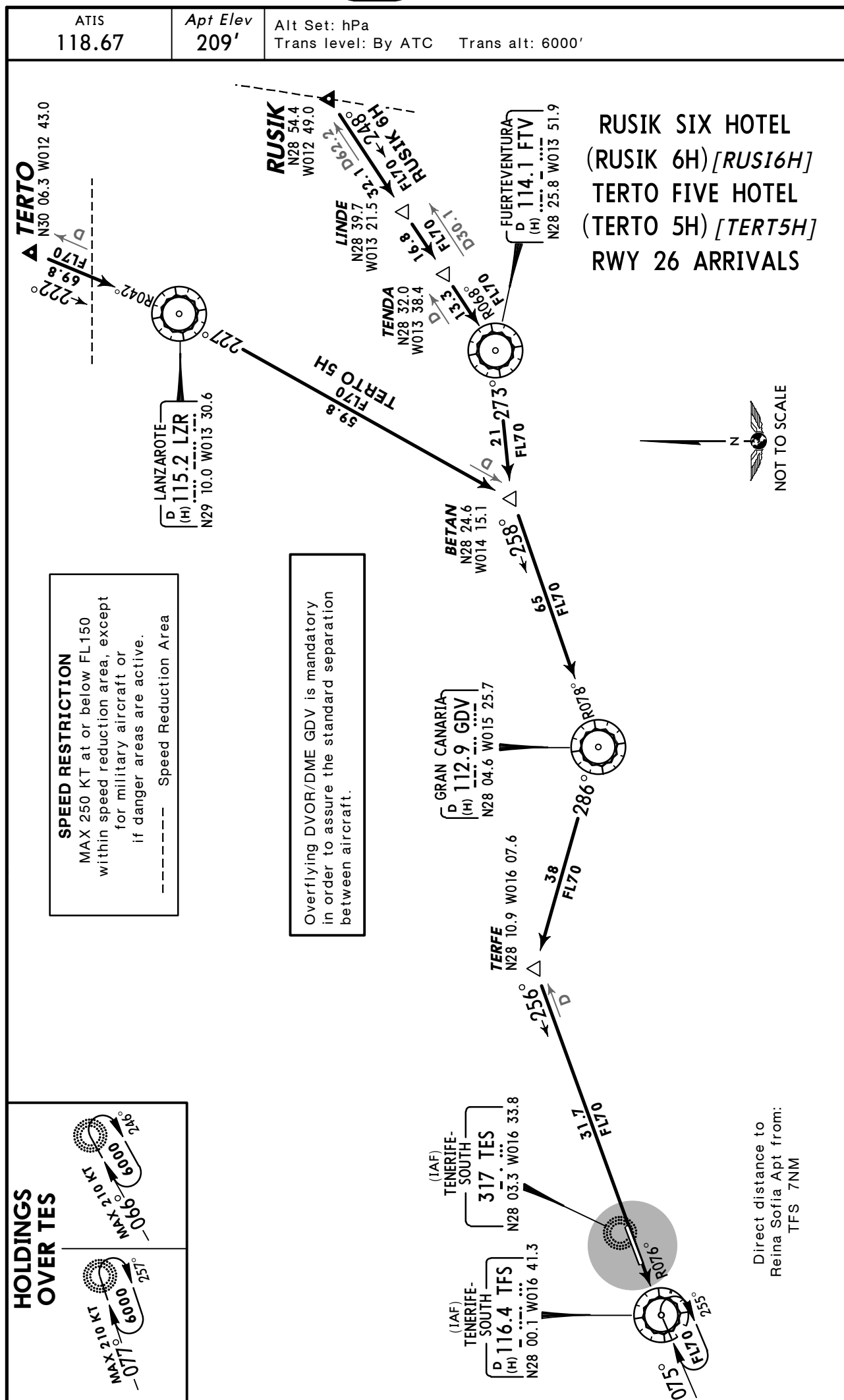
VIDRI
N26 53.7 W017 02.4
022°
FL70
VIDRI 4G
D 68.9
D

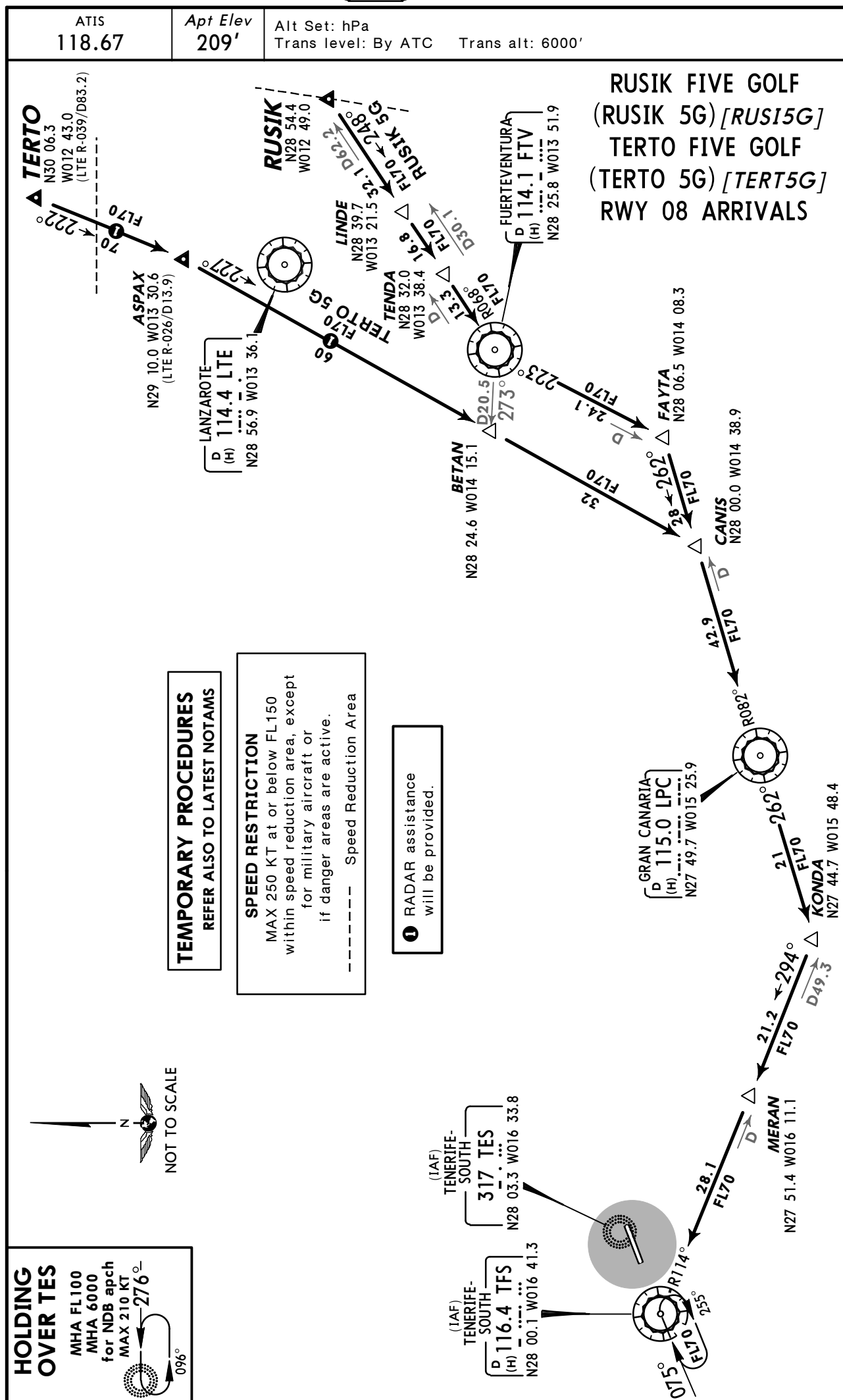
HOLDING OVER TES

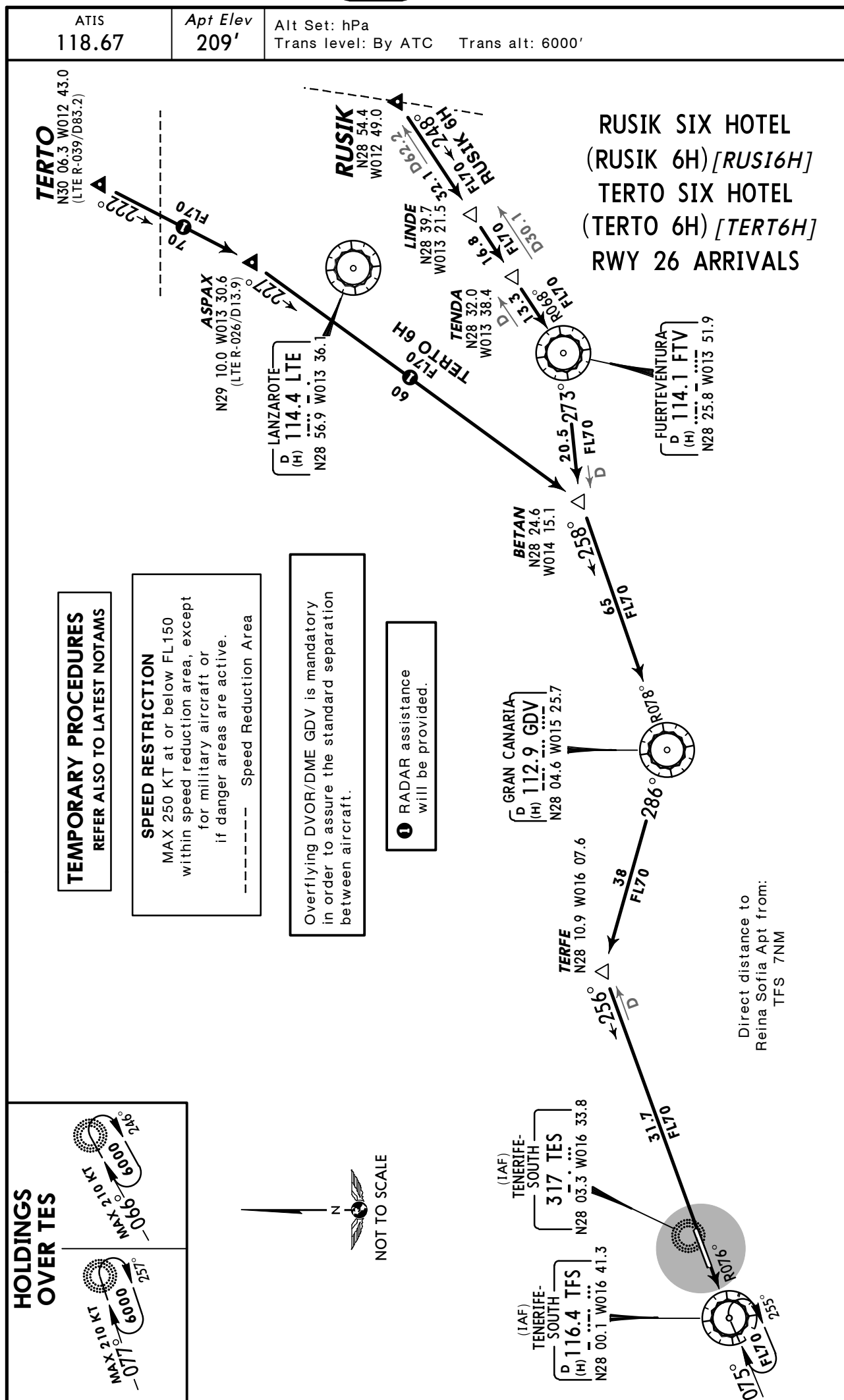
MHA FL100
MHA 6000
for NDB apch
MAX 210 KT

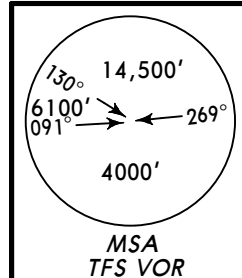




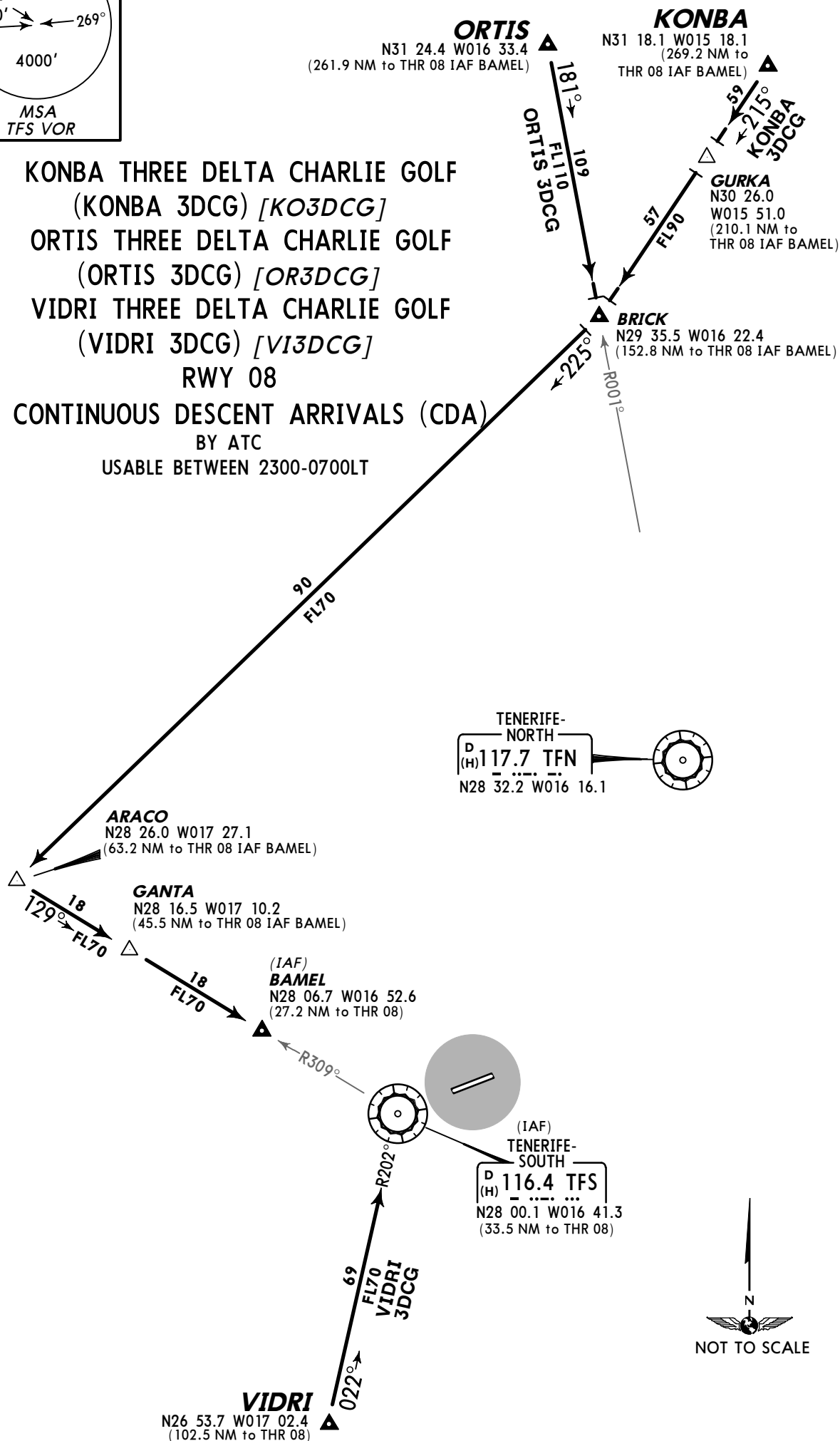


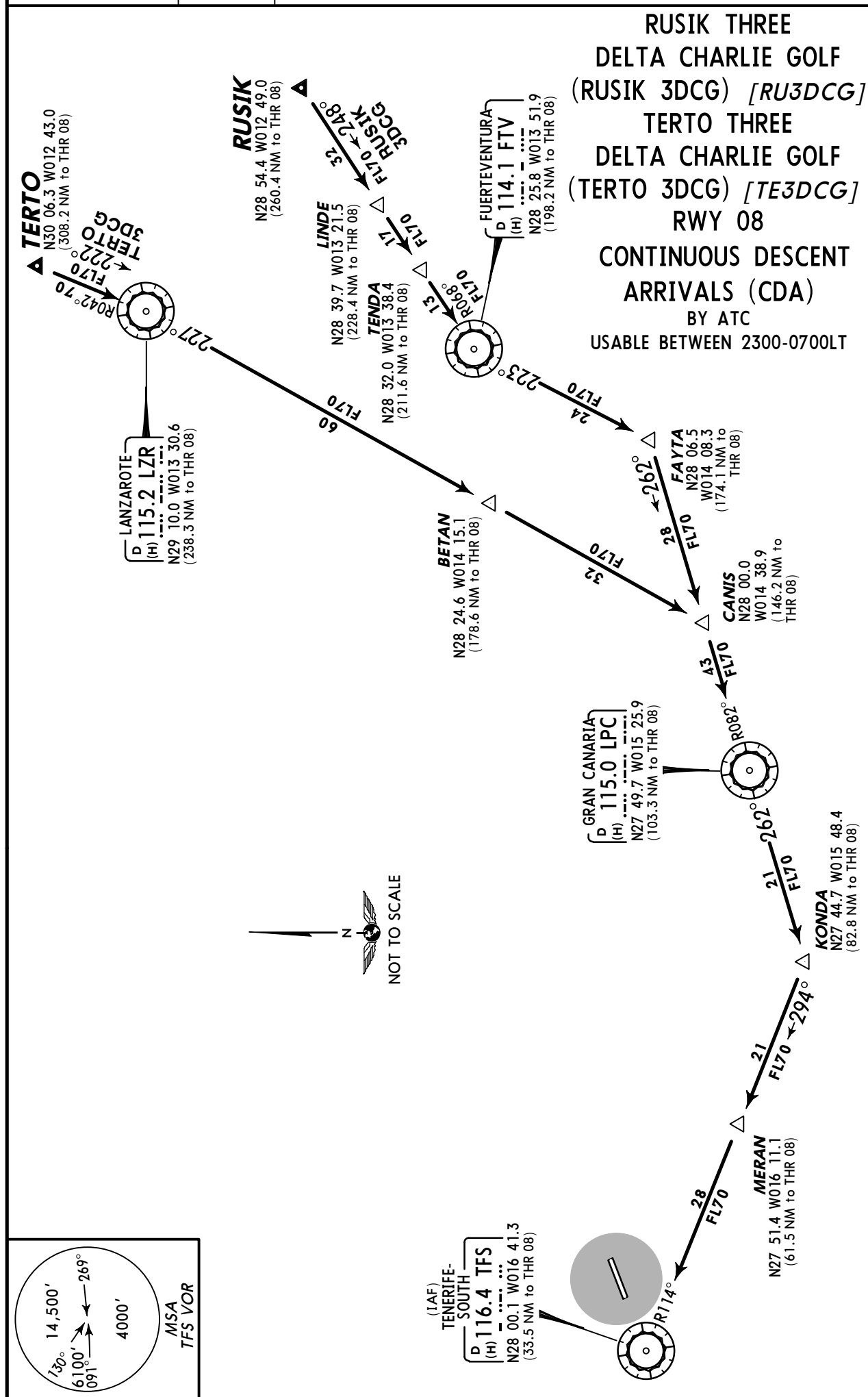


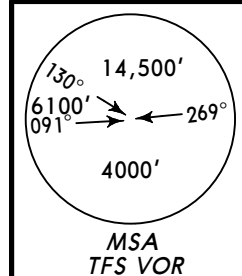


ATIS
118.67Apt Elev
209'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

KONBA THREE DELTA CHARLIE GOLF
(KONBA 3DCG) [KO3DCG]
ORTIS THREE DELTA CHARLIE GOLF
(ORTIS 3DCG) [OR3DCG]
VIDRI THREE DELTA CHARLIE GOLF
(VIDRI 3DCG) [VI3DCG]
RWY 08
CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



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

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

KONBA THREE DELTA CHARLIE HOTEL
(KONBA 3DCH) [KO3DCH]
ORTIS THREE DELTA CHARLIE HOTEL
(ORTIS 3DCH) [OR3DCH]
VIDRI THREE DELTA CHARLIE GOLF
(VIDRI 3DCG) [VI3DCG]
RWY 26
CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

ORTIS
N31 24.4 W016 33.4
(265.1 NM to THR 26 IAF TFS)
(219.2 NM to THR 26 DCT FM TERFE)

KONBA
N31 18.1 W015 18.1
(272.5 NM to
THR 26 IAF TFS)
(226.5 NM to
THR 26 DCT FM TERFE)

GURKA
N30 26.0
W015 51.0
(213.4 NM to
THR 26 IAF TFS)
(167.4 NM to
THR 26 DCT FM TERFE)

BRICK
N29 35.5 W016 22.4
(156.0 NM to THR 26 IAF TFS)
(110.1 NM to
THR 26 DCT FM TERFE)

TENERIFE-NORTH
D(H) 117.7 TFS
N28 32.2 W016 16.1
(92.7 NM to THR 26 IAF TFS)
(46.7 NM to THR 26 DCT FM TERFE)

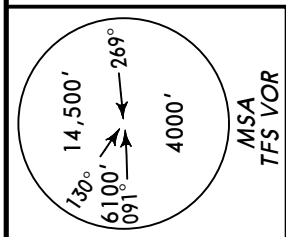
(IAF)
TENERIFE-SOUTH
D(H) 116.4 TFS
N28 00.1 W016 41.3
(38.5 NM to THR 26)

TERFE
N28 10.9 W016 07.6
(70.2 NM to THR 26 IAF TFS)
(24.2 NM to THR 26 DCT)

VIDRI
N26 53.7 W017 02.4
(107.4 NM to THR 26)



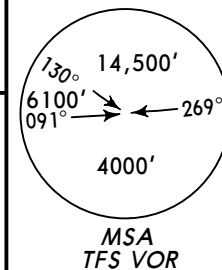
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



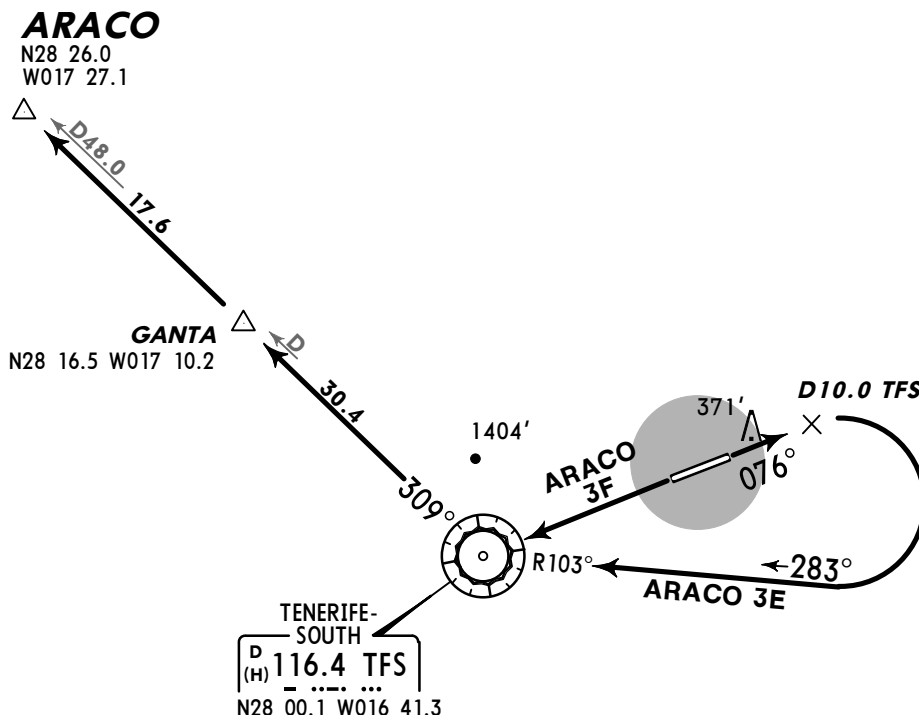
© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

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'.

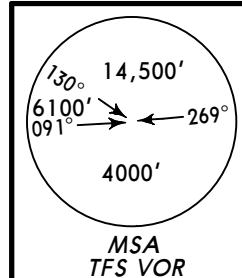
Gnd speed-KT	75	100	150	200	250	300
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160
4.5% V/V (fpm)	342	456	684	911	1139	1367

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.

Apt Elev
209'

Trans level: By ATC Trans alt: 6000'

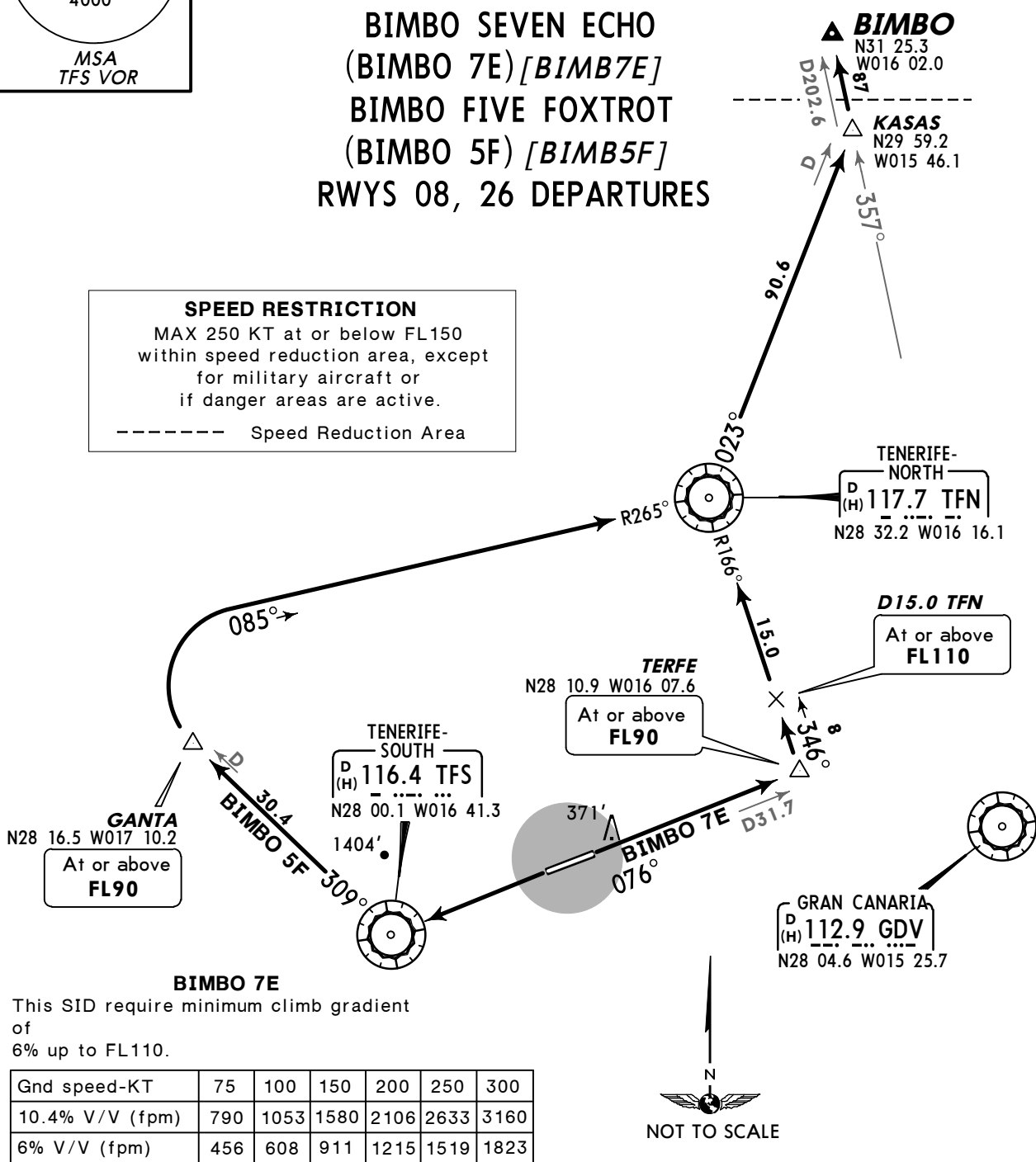
1. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, radar vectoring guidance will be provided.
2. EXPECT close-in obstacles.

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 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

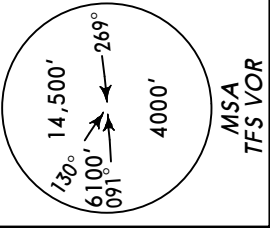
SID	RWY	ROUTING
BIMBO 7E	08	Intercept TFS R-076 to TERFE, turn LEFT, intercept TFN R-166 inbound to TFN, TFN R-023 to KASAS, turn LEFT, intercept GDV R-357 to BIMBO.
BIMBO 5F	26	Climb on runway heading to TFS, TFS R-309 to GANTA, turn RIGHT, intercept TFN R-265 inbound to TFN, TFN R-023 to KASAS, turn LEFT, intercept GDV R-357 to BIMBO.

CONTINGENCY DEPARTURE

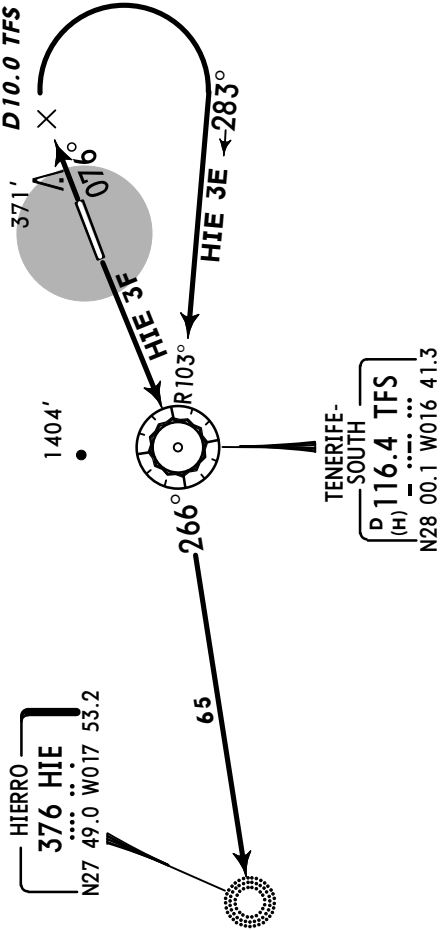
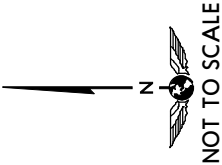
In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

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



HIE 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 **FL70** await further clearance

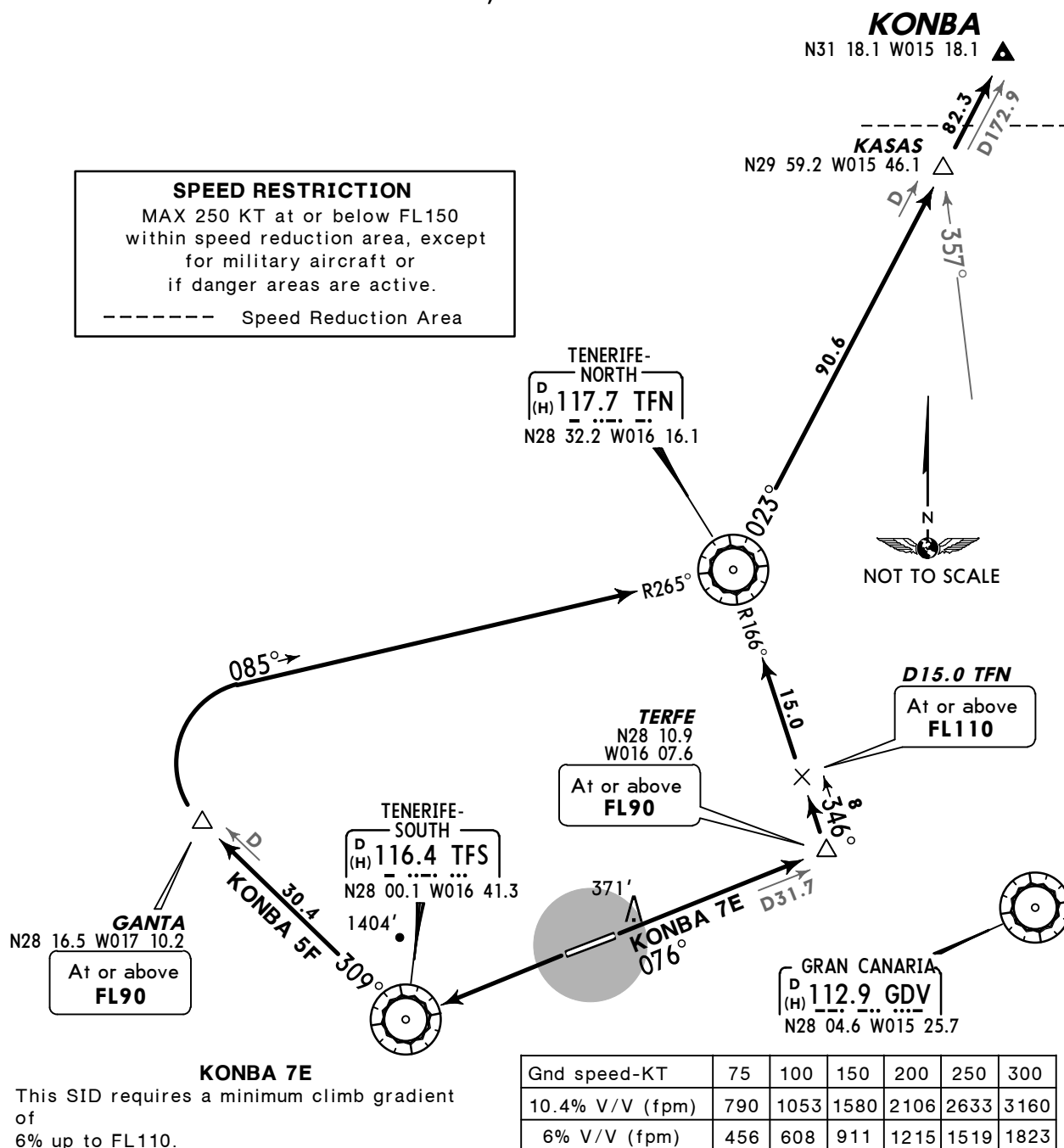
SID	RWY	ROUTING
HIE 3E	08	Intercept TFS R-076 to D10.0 TFS, turn RIGHT, intercept TFS R-103 inbound to TFS, TFS R-266 to HIE.
HIE 3F	26	Climb on runway heading to TFS, TFS R-266 to HIE.

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.

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

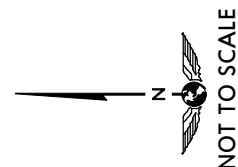


Initial ATC clearance:
KONBA 7E: Maintain **FL200**, await further clearance
KONBA 5F: Cross GANTA at or above **FL90**, climb to **FL150**,
 await further clearance

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.

Apt Elev
209'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.**KORAL FIVE ECHO (KORAL 5E) [KORA5E] ①**
KORAL FOUR FOXTROT (KORAL 4F) [KORA4F] ②
RWYS 08, 26 DEPARTURES**KORAL**
N29 43.9 W012 34.7Overflying DVOR/DME GDV ① / LPC ②
is mandatory in order to assure the
standard separation between aircraft.LANZAROTE
D 115.2 LZR
(H) 10.0 W013 30.6FUERTEVENTURA
D 114.1 FTV
(H) 25.8 W013 51.9GRAN CANARIA
D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

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**ROUTING**

SID	RWY	ROUTING
KORAL 5E ①	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 ②	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

D10.0 TFS

371'

016°

3.0 DME

1404'

114°

TENERIFE-SOUTH

D 116.4 TFS
(H) 00.1 W016 41.3At or above
FL90

D40.0

092°

TENAR

N28 02.9 W015 56.2

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 112.9 GDV
(H) 04.6 W015 25.7At or above
FL140

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

098°

40

R278°

GRAN CANARIA

D 115.0 LPC
(H) 49.7 W015 25.9At or above
FL220

R272°

KORAL 5E

①

27

KORAL 4F ②

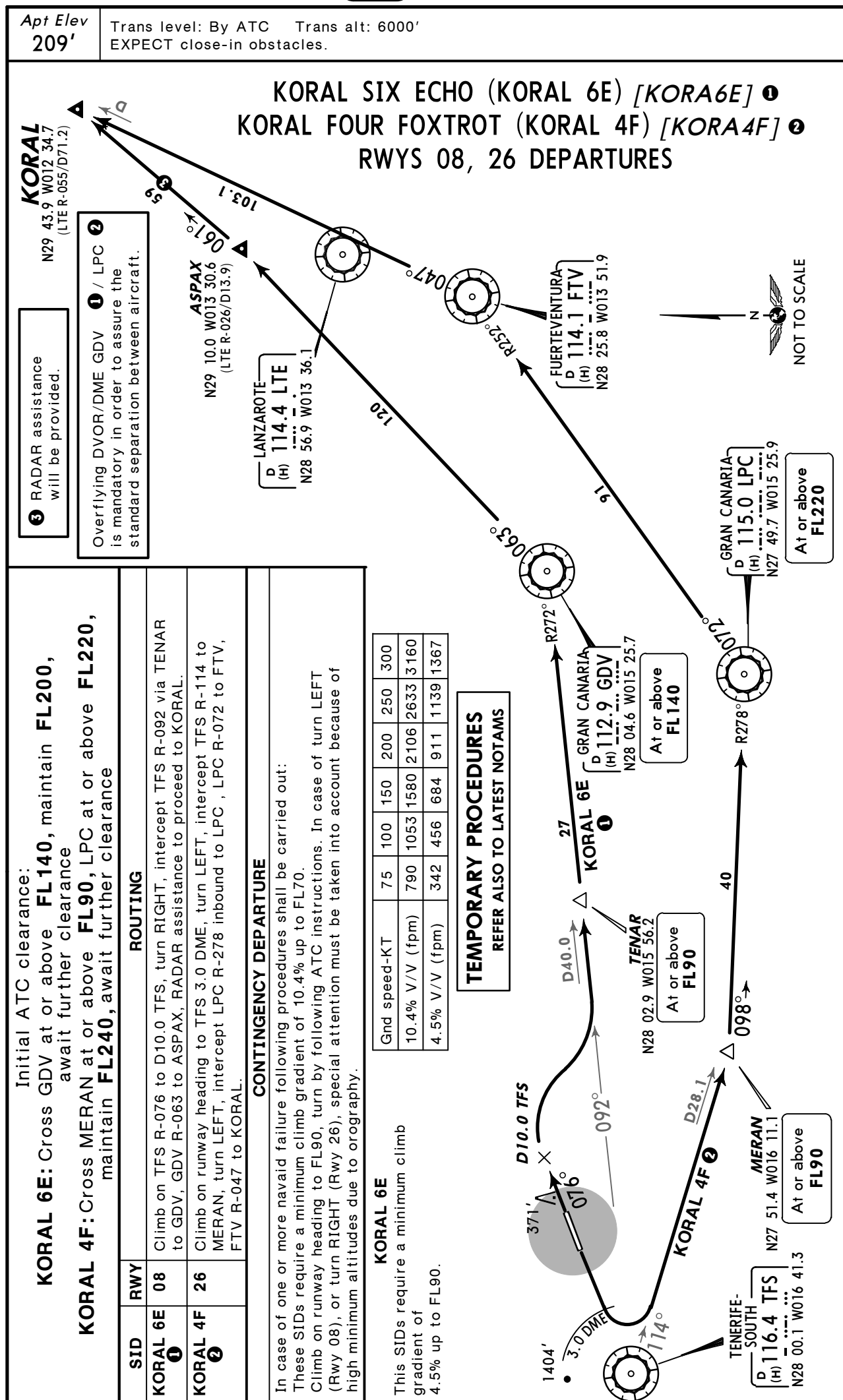
D28.1

098°

MERAN

N27 51.4 W016 11.1

At or above
FL90

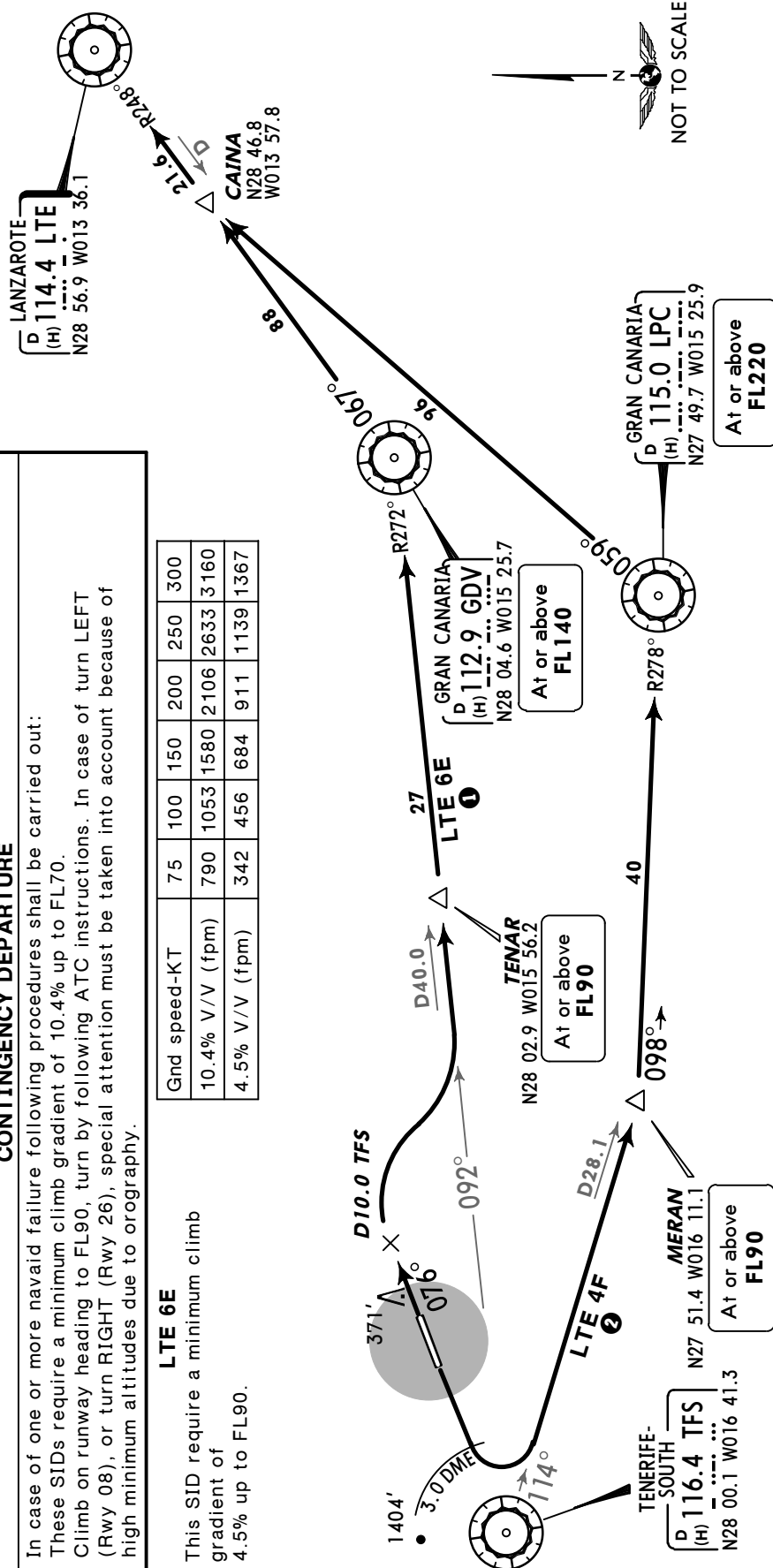


Apt Elev
209'

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

LANZAROTE SIX ECHO (LTE 6E) ①
LANZAROTE FOUR FOXTROT (LTE 4F) ②
RWYS 08, 26 DEPARTURES

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



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

ROUTING

LTE 6E ① RWY 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 ② RWY 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

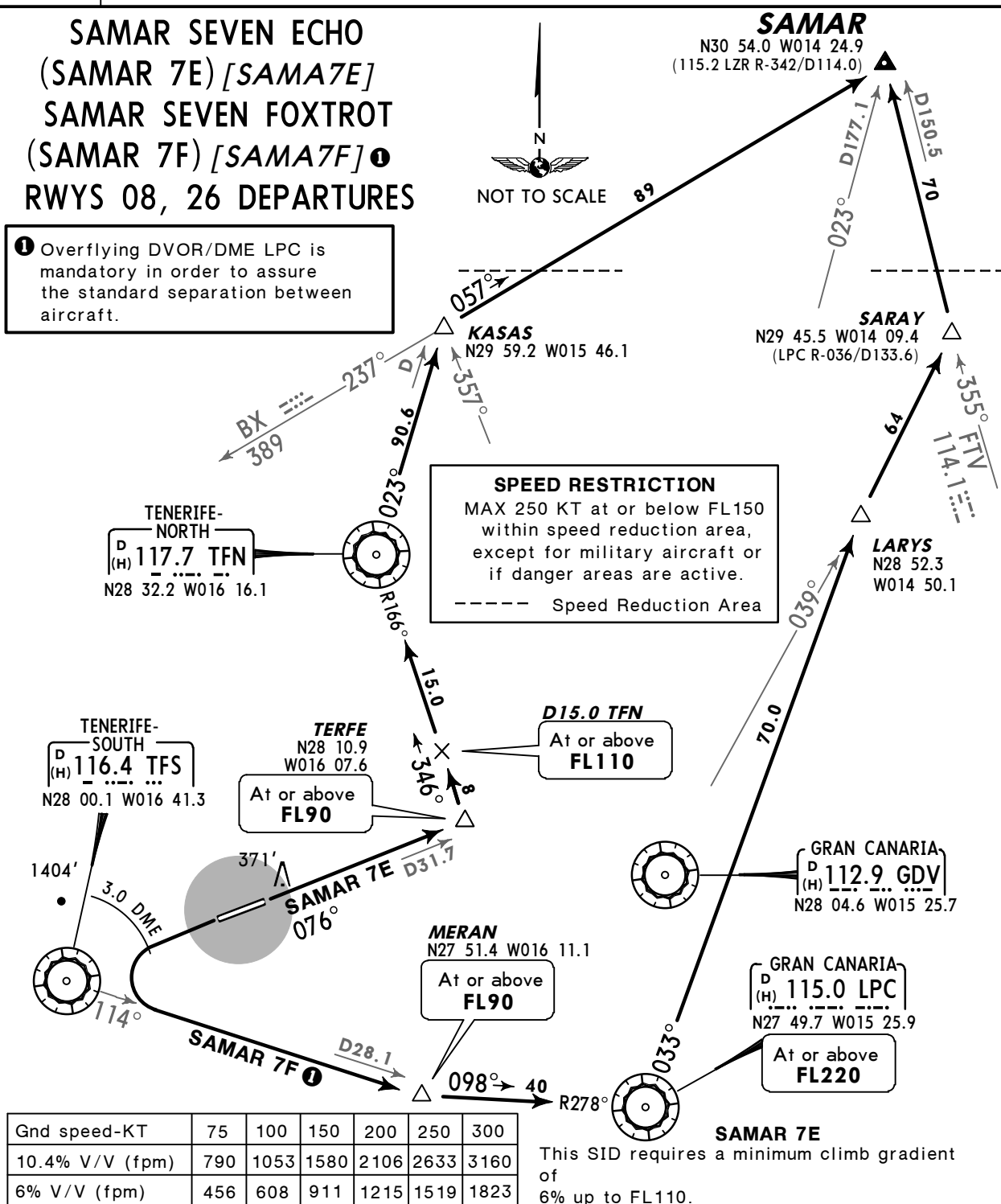
In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken 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.

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] ①
RWYS 08, 26 DEPARTURES

① Overflying DVOR/DME LPC is mandatory in order to assure the standard separation between aircraft.



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 ①	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.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

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

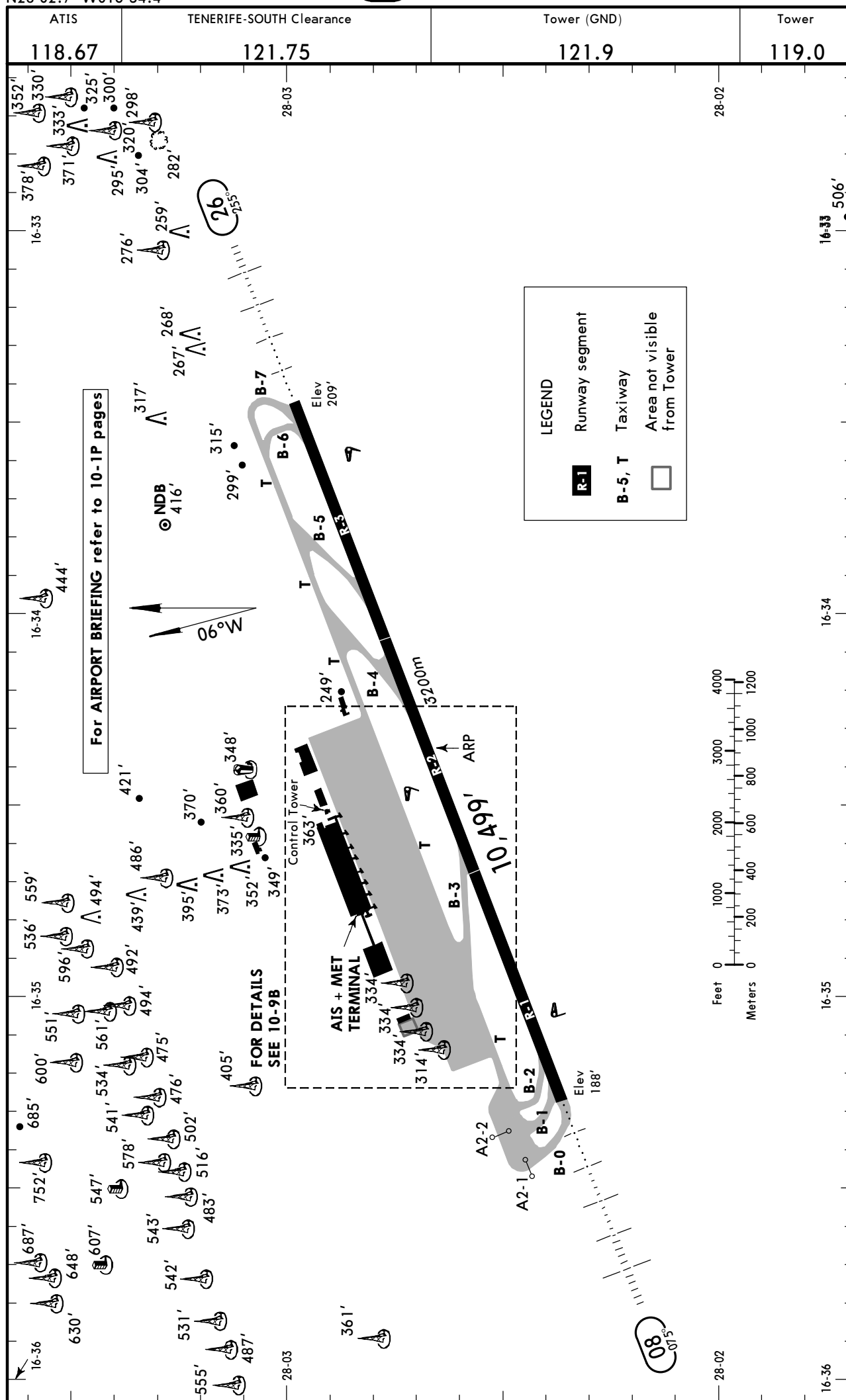
Take-off	Take-off power. Take-off flaps/slats. Climb at $V_2 + 10$ KT to 1500' AGL.
At 1500'	Reduce to power of ascent. Accelerate to zero flap minimum safe manoeuvring speed (VZF) + 10 KT maintaining minimum rate of climb 500'. Retract flaps/slats as needed.
Up to FL60	Do not exceed 250 KT and continue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



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	Glide Slope			
08	HIRL (50m) CL (15m) HIALS PAPI(3.0°) HSTIL-B4&B5		9269' 2825m	①	148'	
26	HIRL (50m) CL (15m) HIALS PAPI(3.0°) HSTIL-B3		9345' 2848m		45m	

① TAKE-OFF RUN AVAILABLE

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

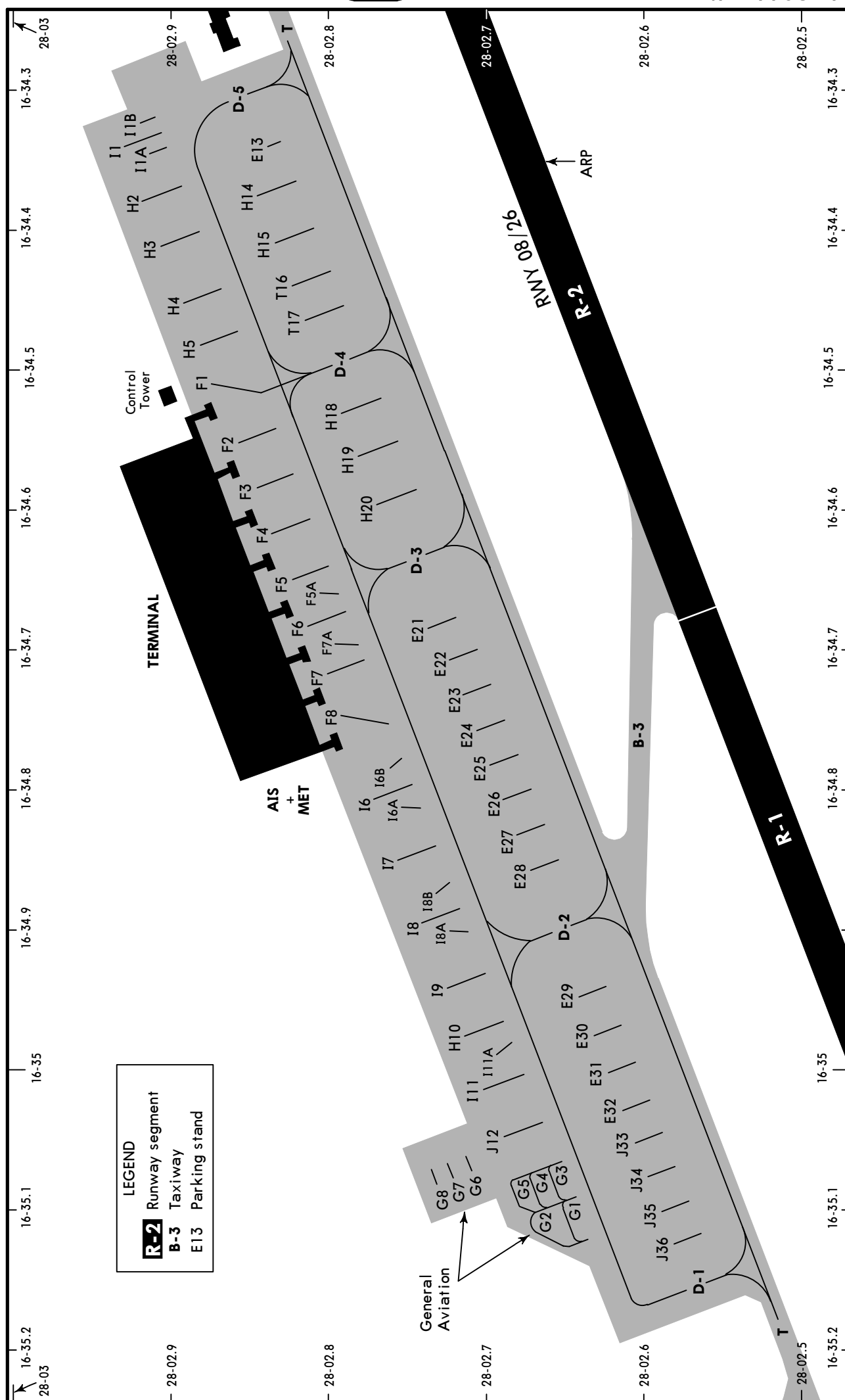
RWY 26: From rwy head 10,499' (3200m)
twy B6 int 9843' (3000m)

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

	RCLM (DAY only) or RL	NIL (DAY only)
A		
B	400m	500m
C		
D		



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.

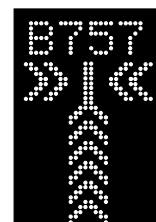
1. DOCKING START

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

2. CAPTURE

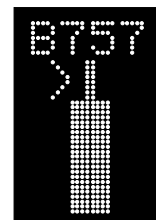
When the system is working in capture way, looking for the approaching acft, the system shows vertical floating arrows. The first line of the display unit will show the 'ACFT TYPE'.

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

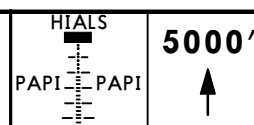
When the system visibility is reduced due to any reason, the display unit will show 'DOWN GRADE'. As soon as the system identifies the acft, the display unit will show the rate approach bar in order to continue the docking routine.

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

MSA
TFS VOR

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'

CAUTION: Severe wind shear may occur during approach.



PANS OPS

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP

ATIS

118.67

LOC

TRS

109.7

TENERIFE-SOUTH Approach (R)

127.7

Final

Apch Crs

075°

GS

D4.0 TRS

1526' (1338')

ILS

DA(H)

Refer to Minimums

Ground

121.9

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'

CAUTION: Severe wind shear may occur during approach.

14,500'

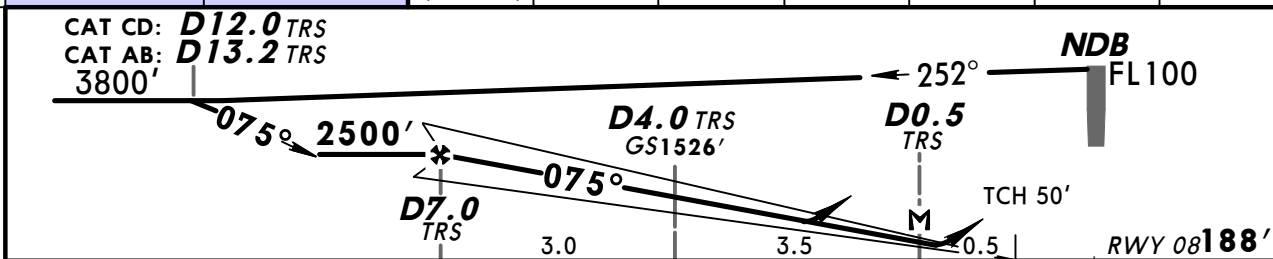
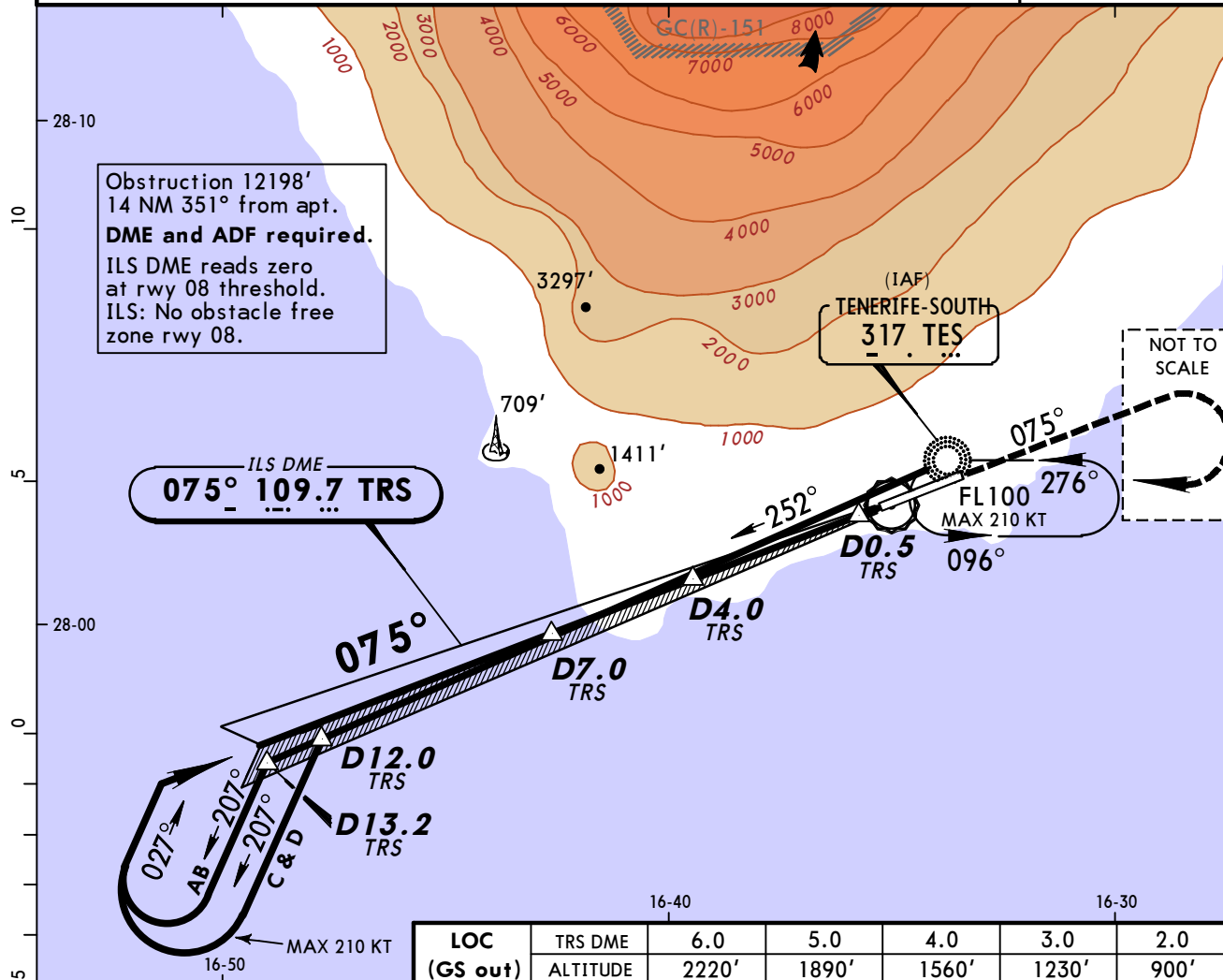
079°

243°

5700'

MSA

TES NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 5500'
ILS GS	3.00°	377	484	538	646	753	
LOC Desc Angle	3.10°	383	492	547	656	765	
MAP at D0.5 TRS							

STRAIGHT-IN LANDING RWY 08						CIRCLE-TO-LAND				
Missed Apch climb gradient mim 3.0 % DA(H) 1 C: 435' (247') D: 446' (258')			ILS Missed Apch climb gradient mim 2.5 % DA(H) 2 C: 448' (260') D: 459' (271')			LOC (GS out) DA(H) 800' (612')		Not authorized North of rwy		
FULL		Limited	ALS out	FULL		Limited	ALS out	Max Kts	MDA(H) _____ VIS _____	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	1180'(971') 1500m
B			RVR 600m	RVR 1300m		CMV 2100m CMV 2400m		135	1250'(1041') 1600m	
C								180	1350'(1141') 2400m	
D								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').										

ATIS 118.67	TENERIFE-SOUTH Approach (R) 127.7	TENERIFE-SOUTH Tower 119.0	Ground 121.9
LOC ISUR 110.9	Final Apch Crs 255°	GS D3.0 ISUR 1223' (1014')	ILS DA(H) Refer to Minimums Apt Elev 209' RWY 209'

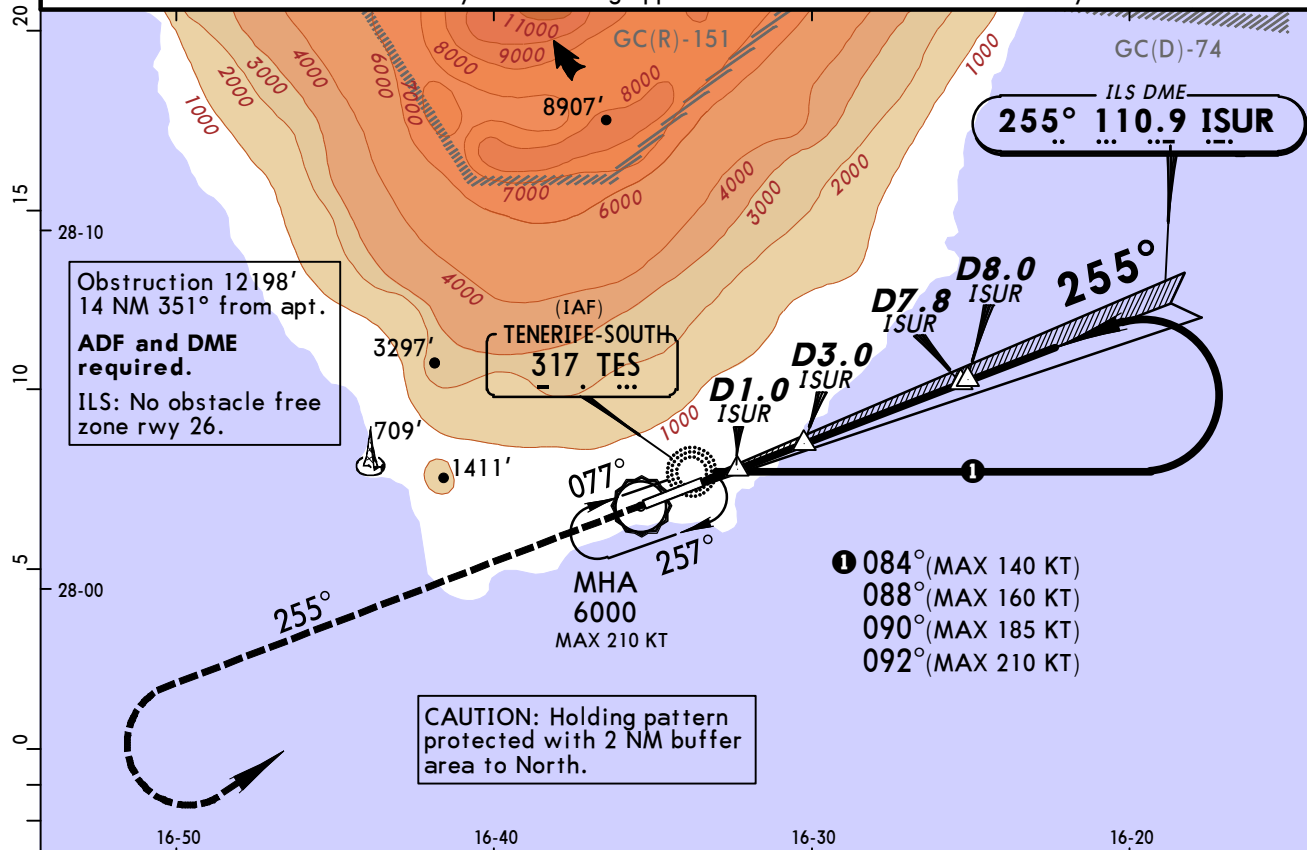
BRIEFING STRIP 14,500' 243°
079° 5700'

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

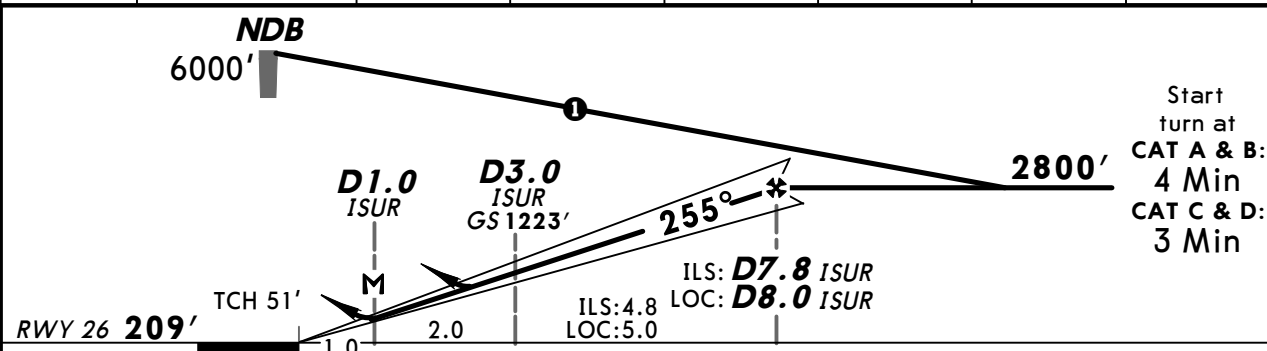
MSA TES NDB

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'



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

HIALS

PAPI

PAPI

4000' on 255°

Standard STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
ILS A: 426' (217') C: 446' (237') B: 438' (229') D: 456' (247')		LOC (GS out) DA(H) 710' (501')		Not authorized North of rwy	
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	1620' (1411') 1500m
B				135	1620' (1411') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	1720' (1511') 2400m
D			RVR 1300m	205	1720' (1511') 3600m

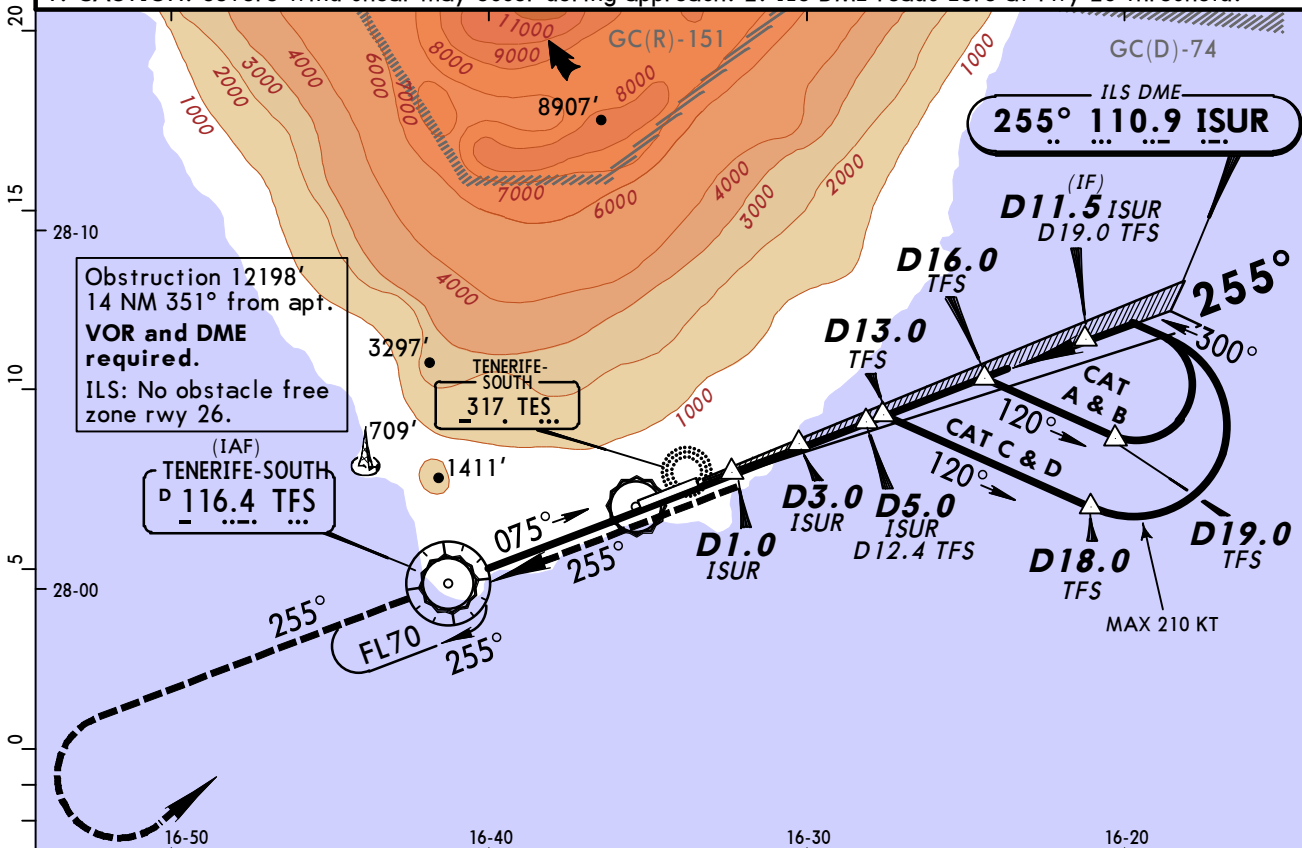
ATIS 118.67	TENERIFE-SOUTH Approach (R) 127.7	TENERIFE-SOUTH Tower 119.0	Ground 121.9
LOC ISUR 110.9	Final Apch Crs 255°	GS D3.0 ISUR 1223' (1014')	ILS DA(H) Refer to Minimums Apt Elev 209' RWY 209'

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

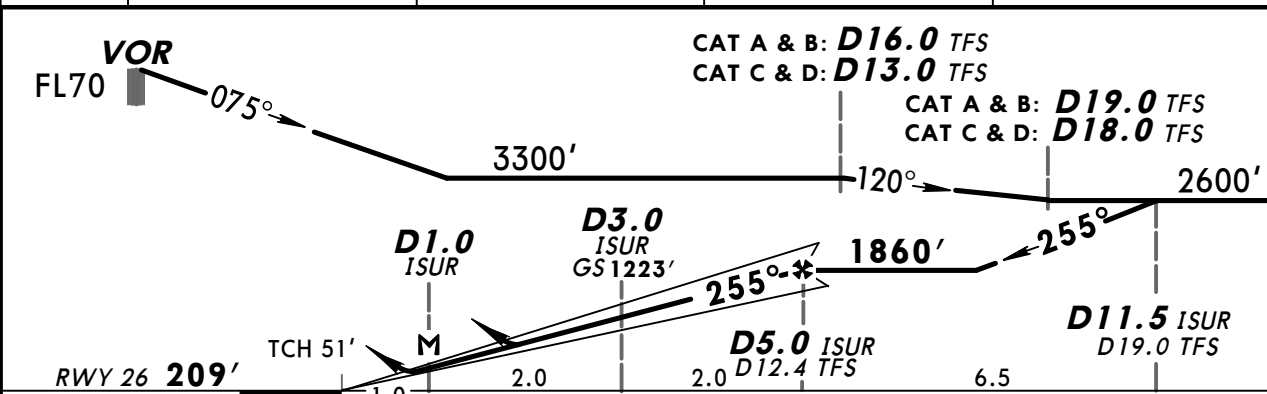
MSA TFS VOR

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.

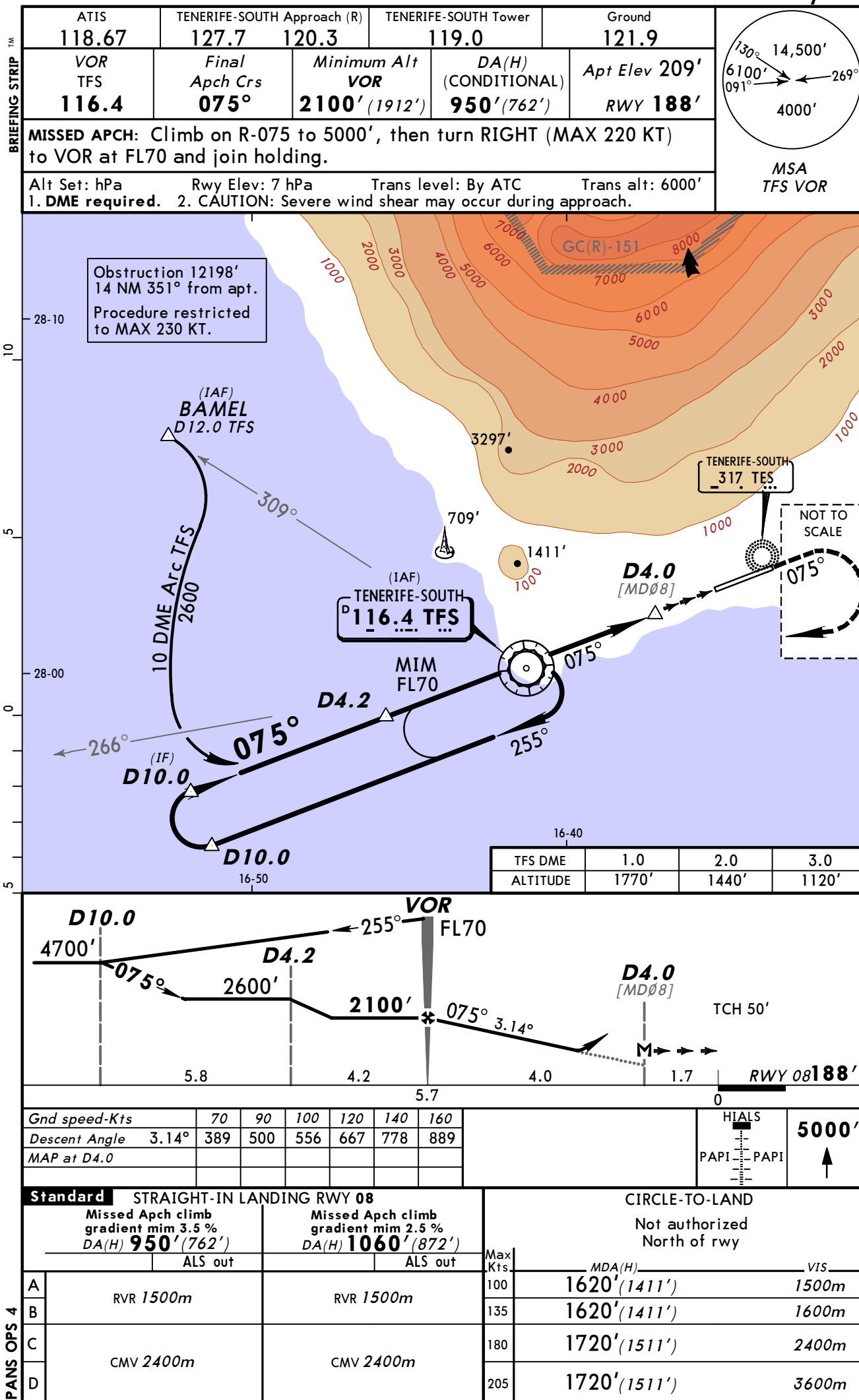


LOC (GS out)	ISUR DME	2.0	3.0	4.0
	ALTITUDE	920'	1250'	1580'

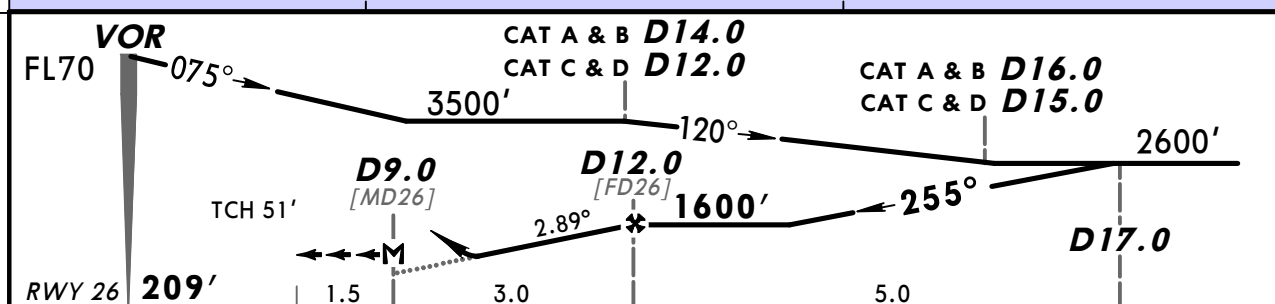
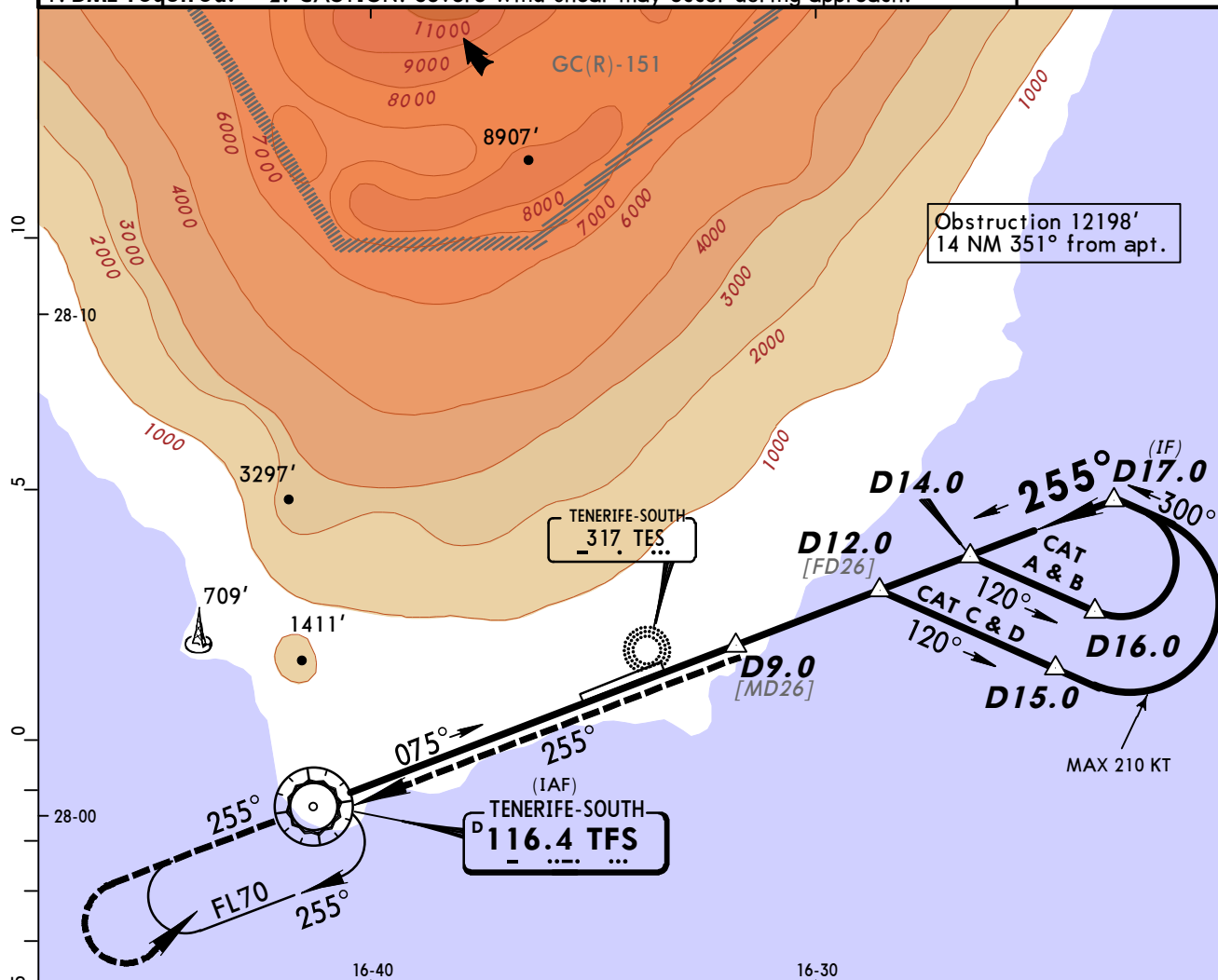


Gnd speed-Kts	70	90	100	120	140	160		HIALS	5000'	TFS
ILS GS	3.00°	377	484	538	646	753	861			on 116.4
LOC Descent Angle	3.10°	383	492	547	656	765	875			R-075
MAP at D1.0 ISUR										

Standard				STRAIGHT-IN LANDING RWY 26		LOC (GS out)		CIRCLE-TO-LAND	
				ILS				Not authorized North of rwy	
				A: 409' (200') C: 418' (209')		DA(H) 720' (511')			
				B: 410' (201') D: 428' (219')					
				FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A								100	1620' (1411') 1500m
B								135	1620' (1411') 1600m
C	RVR 550m	RVR 750m	RVR 1200m					180	1720' (1511') 2400m
D								205	1720' (1511') 3600m

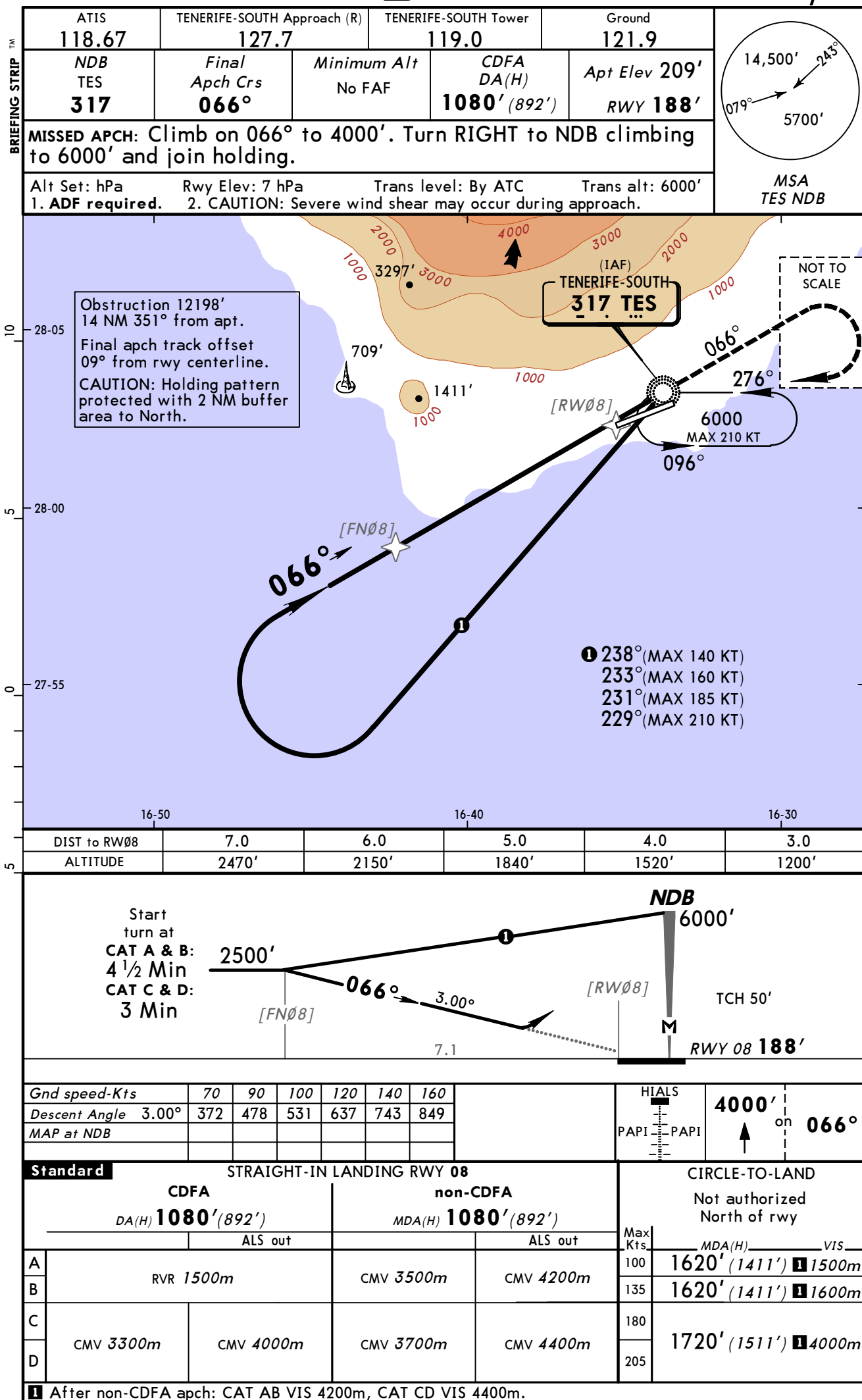


BRIEFING STRIP™	ATIS 118.67	TENERIFE-SOUTH Approach (R) 127.7 120.3		TENERIFE-SOUTH Tower 119.0	Ground 121.9	 MSA TFS VOR	
	VOR TFS 116.4	Final Apch Crs 255°	Minimum Alt D12.0 1600' (1391')	DA(H) 1330' (1121')	Apt Elev 209' RWY 209'		
	MISSED APCH: Climb on R-075 inbound to 5000', then direct to VOR 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.				

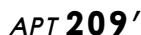
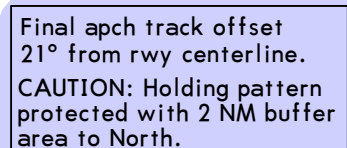


Gnd speed-Kts	70	90	100	120	140	160	 5000'
Descent Angle 2.89°	358	460	511	613	716	818	
MAP at D9.0							

PANS OPS 4	Standard STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND Not authorized North of rwy	
	DA(H) 1330' (1121')		Max Kts	
	ALS out		MDA(H)	
	RVR 1500m		VIS	
	CMV 2400m			
A			100	1620' (1411') 1500m
B			135	1620' (1411') 1600m
C			180	1720' (1511') 2400m
D			205	1720' (1511') 3600m



MSA
TES NDB

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

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TENERIFE-SOUTH, (REINA SOFIA - GCTS)				
DEL	AIRPORT BRIEFING (GEN)	10-1P	06 Dec 2013	12 Dec 2013
ADD	AIRPORT BRIEFING (GEN, AR...	10-1P	06 Dec 2013	12 Dec 2013
DEL	AIRPORT BRIEFING (ARR)	10-1P1	06 Dec 2013	12 Dec 2013
ADD	AIRPORT BRIEFING (DEP)	10-1P1	06 Dec 2013	12 Dec 2013
DEL	AIRPORT BRIEFING (DEP)	10-1P2	06 Dec 2013	12 Dec 2013
REV	AIRPORT	10-9	06 Dec 2013	12 Dec 2013
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	06 Dec 2013	12 Dec 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport GCTS