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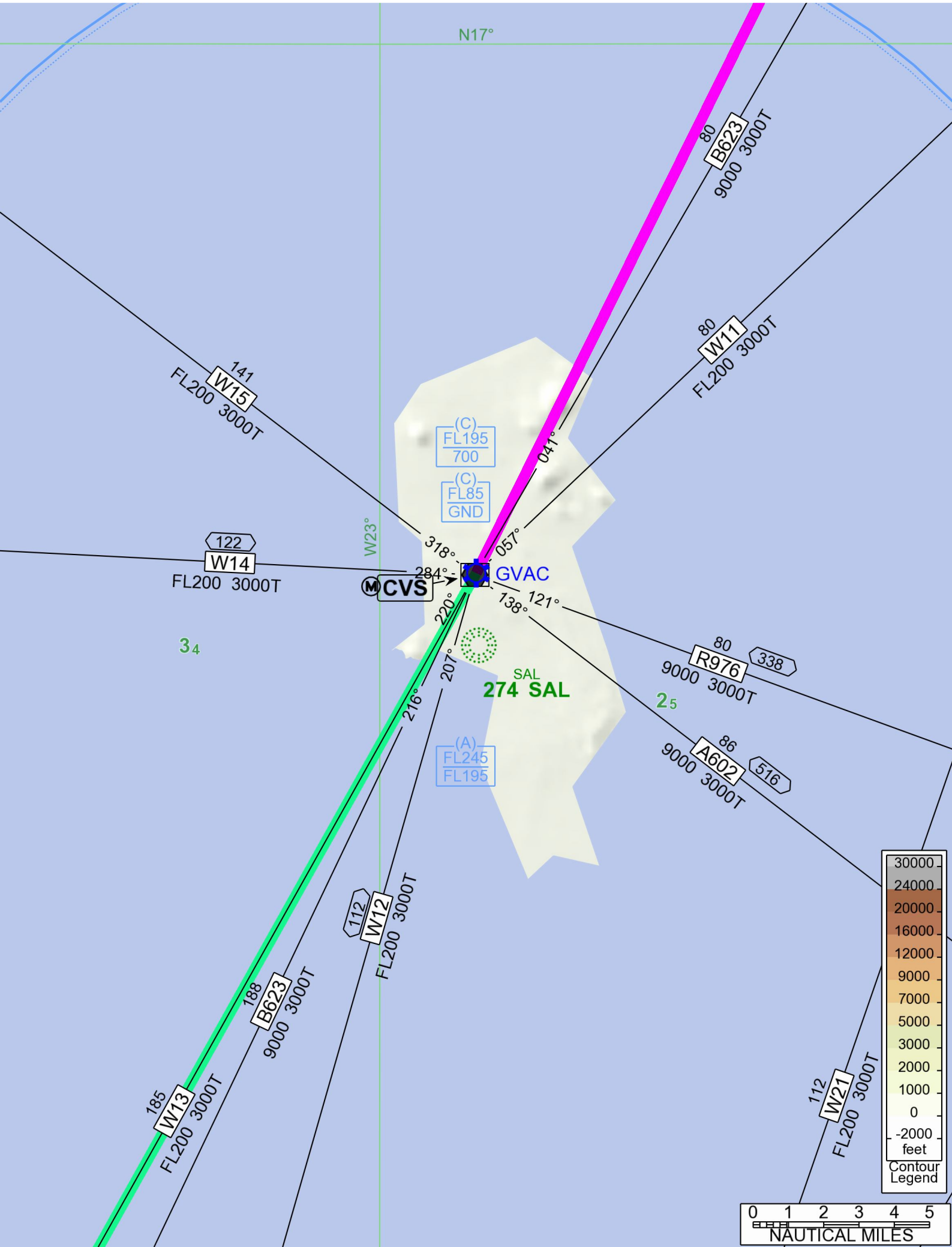
Airport Information For GCTS

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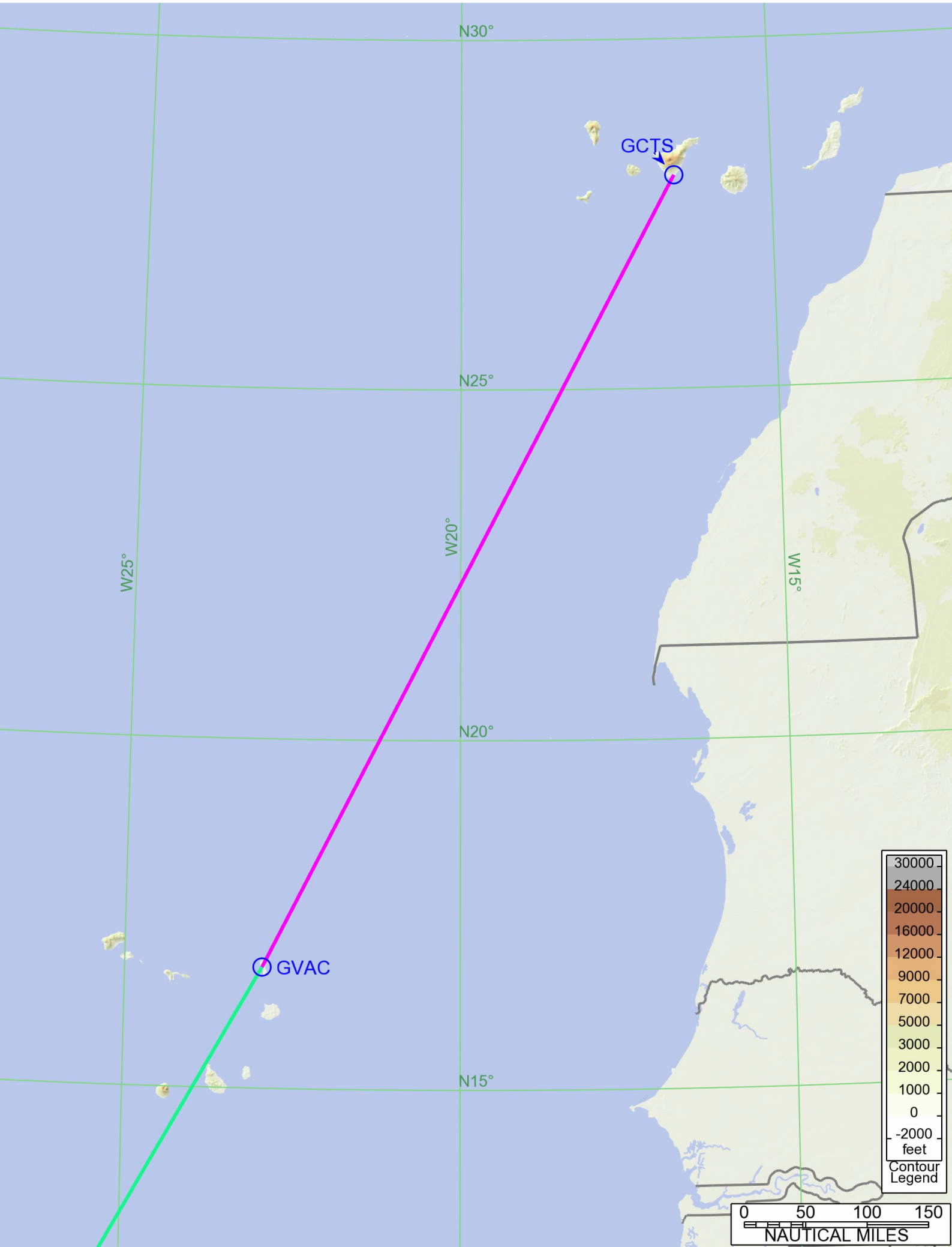
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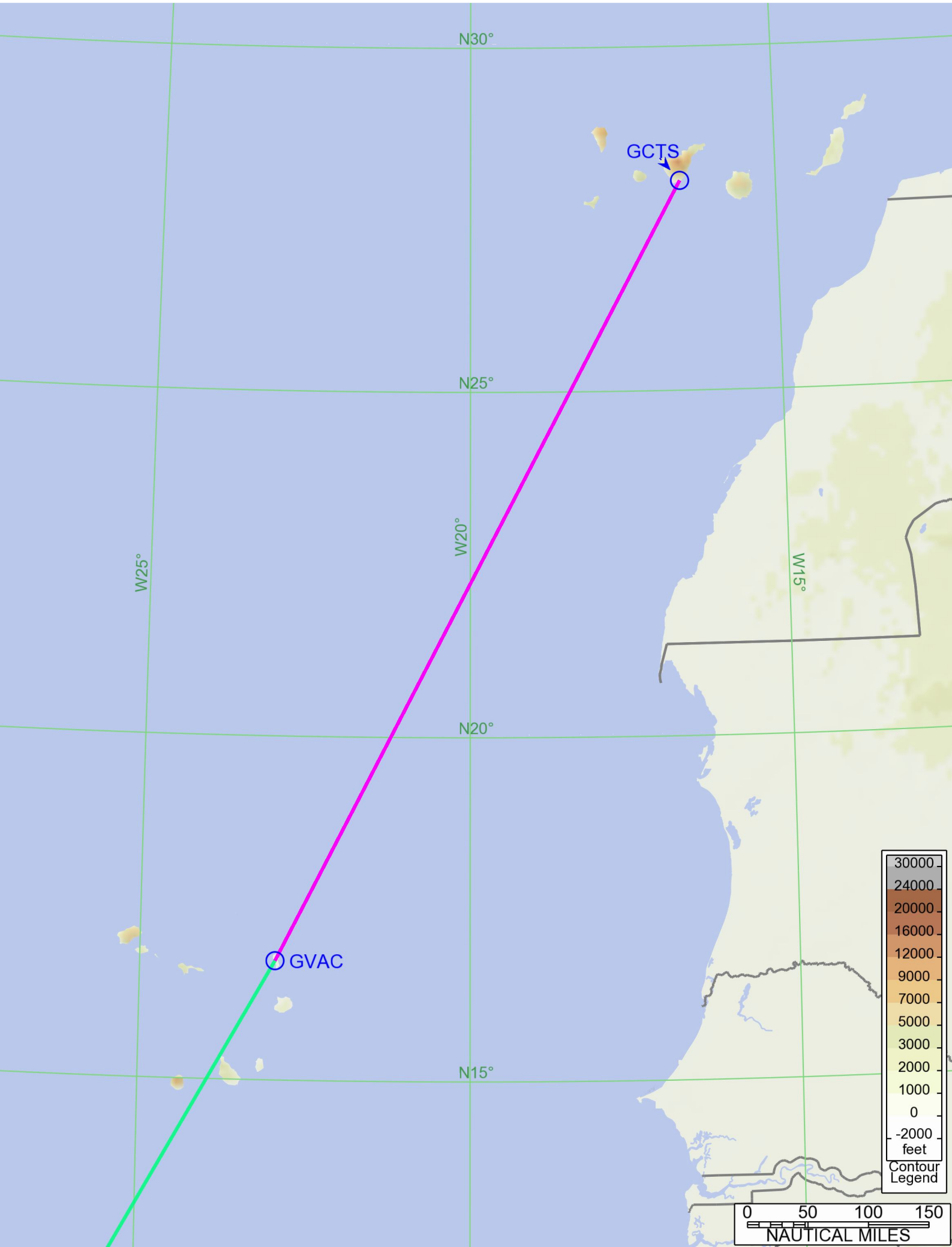
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## General Information

Location: SAL CPV  
ICAO/IATA: GVAC / SID  
Lat/Long: N16° 44.26', W022° 57.00'  
Elevation: 184 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: +1:00 = UTC  
Magnetic Variation: 10.0° 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: Yes

Sunrise: 0722 Z  
Sunset: 1919 Z

## Runway Information

Runway: 01  
Length x Width: 9843 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 185 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19  
Length x Width: 9843 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 178 ft  
Lighting: Edge, ALS, Centerline, TDZ

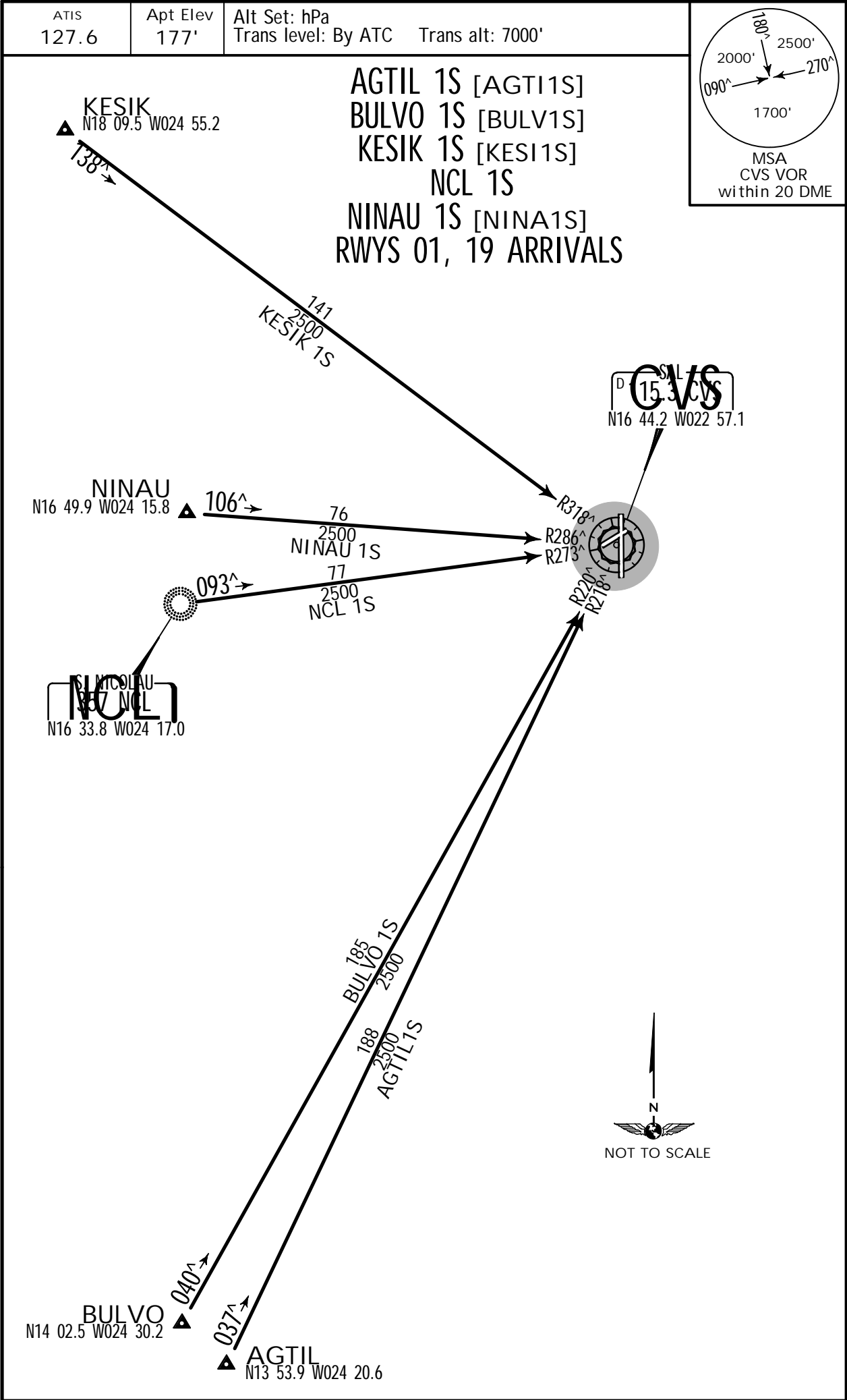
## Communication Information

ATIS: 127.600  
Amilcabral Tower: 119.700  
Sal Approach: 126.400

GVAC/SID  
AMILCAR CABRAL

JEPPESSEN  
8 JAN 10 10-2

SAL, CAPE VERDE  
.STAR.

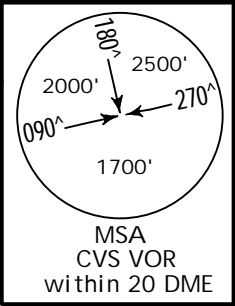


GVAC/SID  
AMILCAR CABRAL

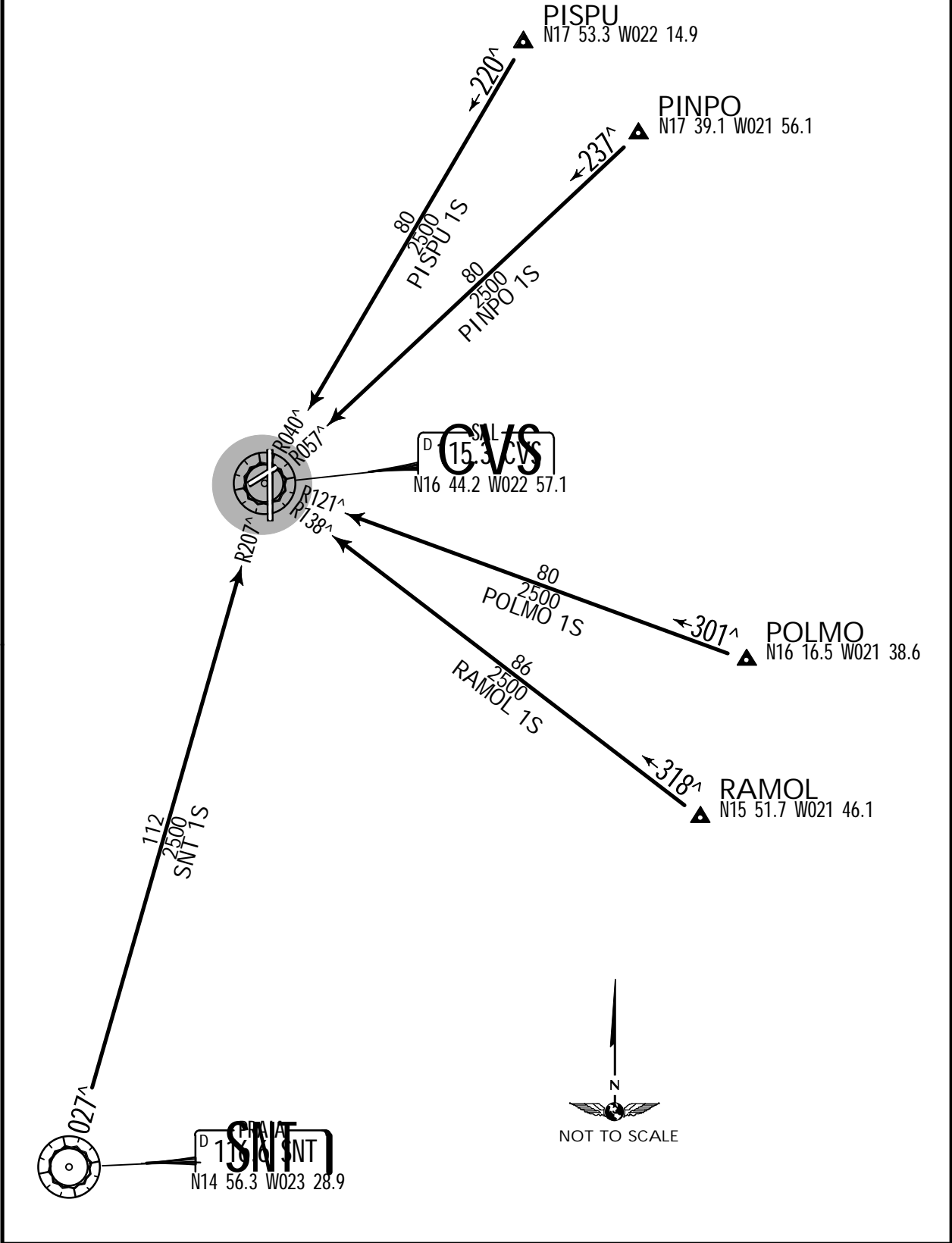
JEPPESEN  
8 JAN 10 10-2A

SAL, CAPE VERDE  
.STAR.

ATIS 127.6	Apt Elev 177'	Alt Set: hPa Trans level: By ATC	Trans alt: 7000'
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PINPO 1S [PINP1S]  
PISPU 1S [PISP1S]  
POLMO 1S [POLM1S]  
RAMOL 1S [RAMO1S]  
SNT 1S  
RWYS 01, 19 ARRIVALS

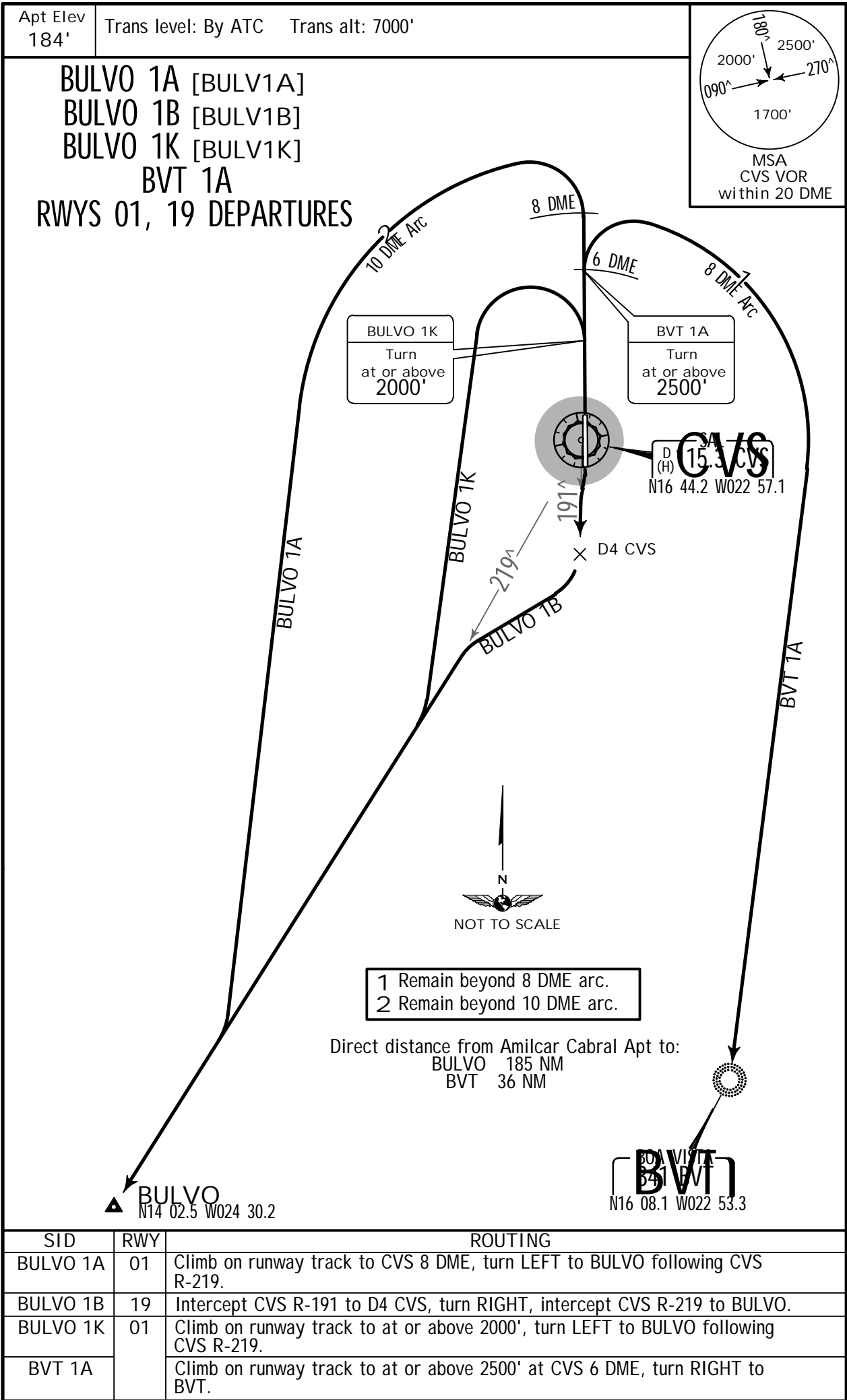




GVAC/SID  
AMILCAR CABRAL

JEPPESSEN  
30 MAY 14 10-3

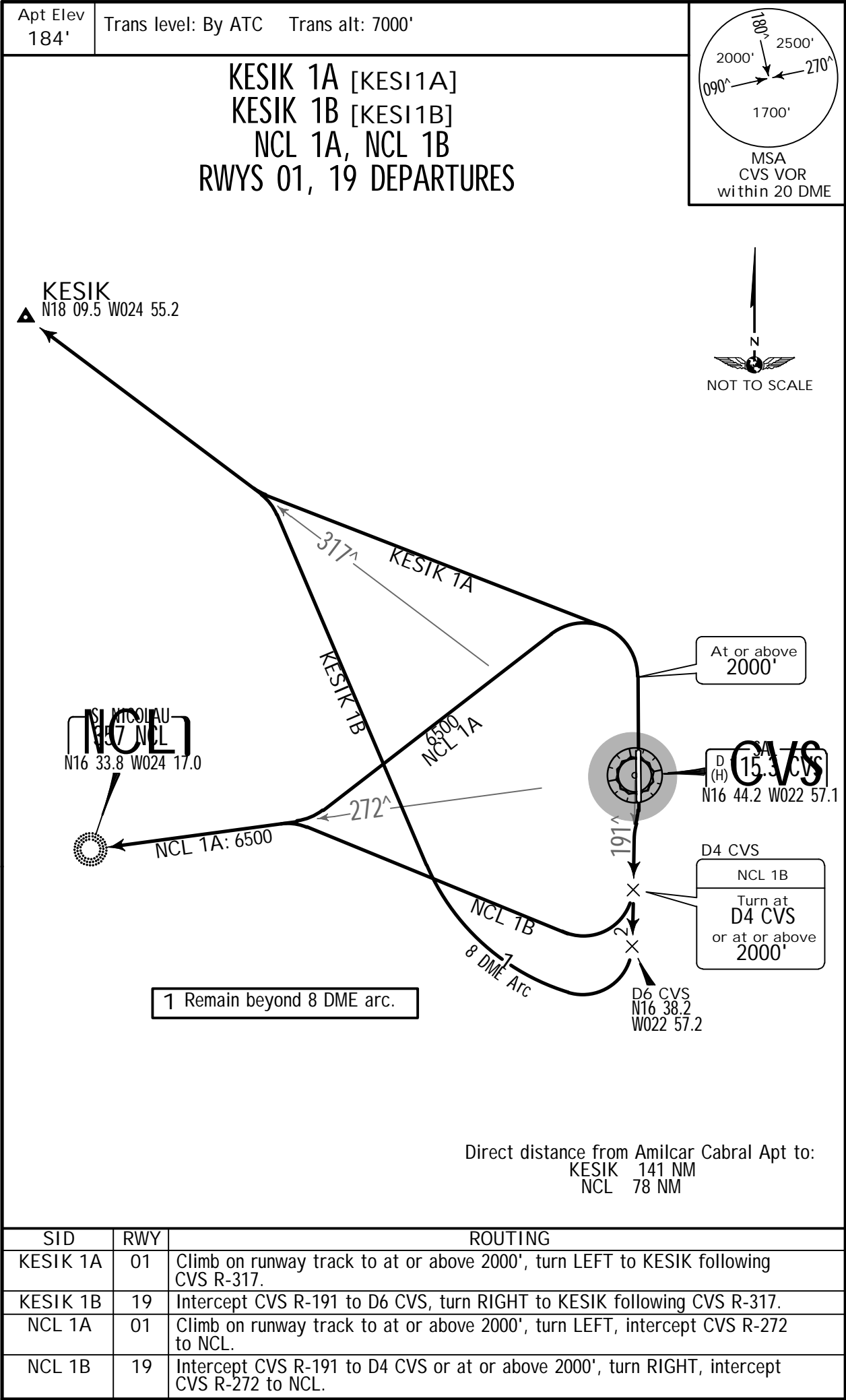
SAL, CAPE VERDE  
.SID.



GVAC/SID  
AMILCAR CABRAL

JEPPESSEN  
30 MAY 14 10-3A

SAL, CAPE VERDE  
.SID.

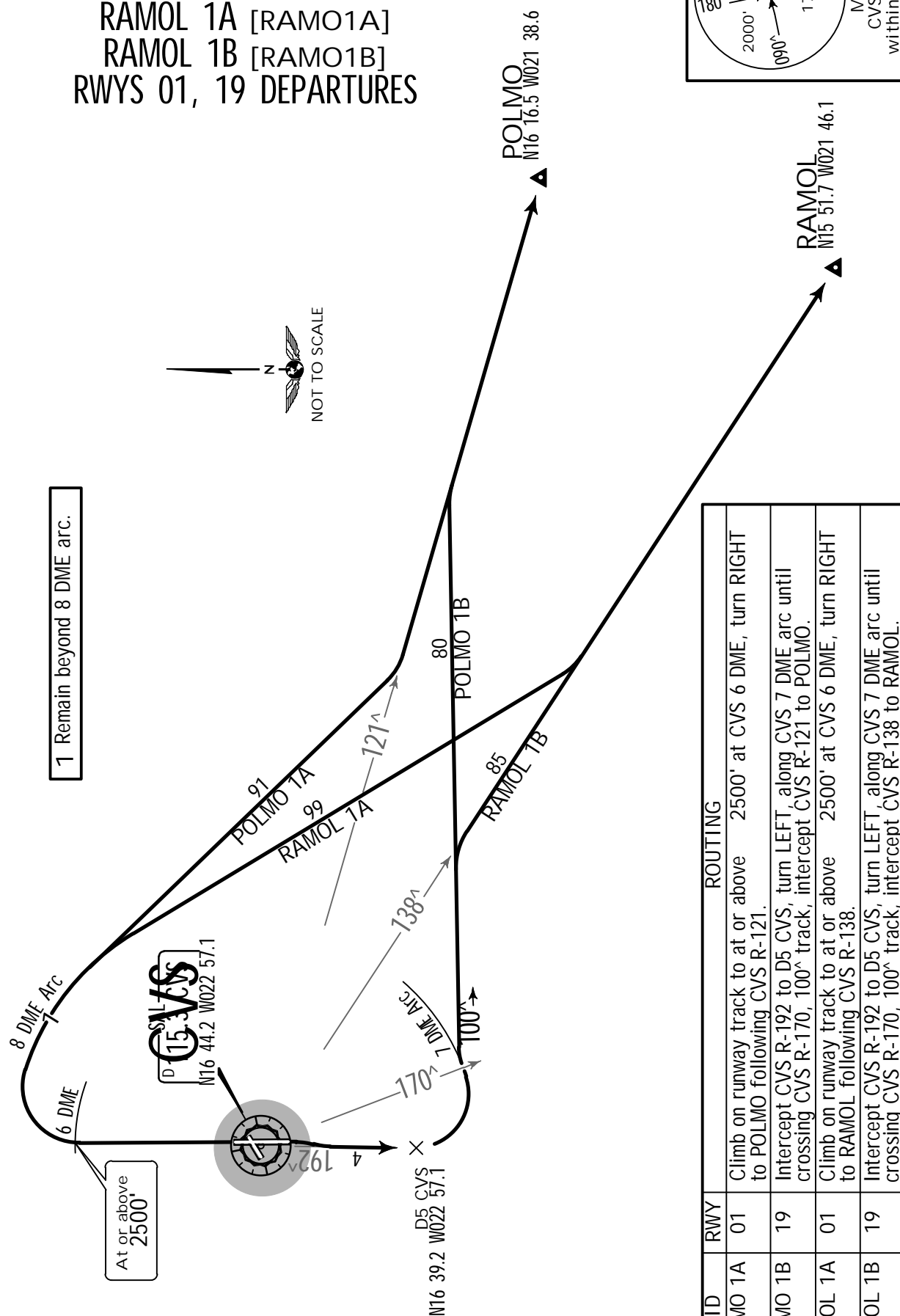


SAL, CAPE VERDE  
.SID.

Apt Elev  
177'

Trans level: By ATC    Trans alt: 7000'

POLMO 1A [POLM1A]  
POLMO 1B [POLM1B]  
RAMOL 1A [RAMO1A]  
RAMOL 1B [RAMO1B]  
RWYS 01, 19 DEPARTURES



SID	RWY	ROUTING
POLMO 1A	01	Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to POLMO following CVS R-121.
POLMO 1B	19	Intercept CVS R-192 to D5 CVS, turn LEFT, along CVS 7 DME arc until crossing CVS R-170, 100 <sup>h</sup> track, intercept CVS R-121 to POLMO.
RAMOL 1A	01	Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to RAMOL following CVS R-138.
RAMOL 1B	19	Intercept CVS R-192 to D5 CVS, turn LEFT, along CVS 7 DME arc until crossing CVS R-170, 100 <sup>h</sup> track, intercept CVS R-138 to RAMOL.



GVAC/SID

Apt Elev 184'

N16 44.3 W022 57.0

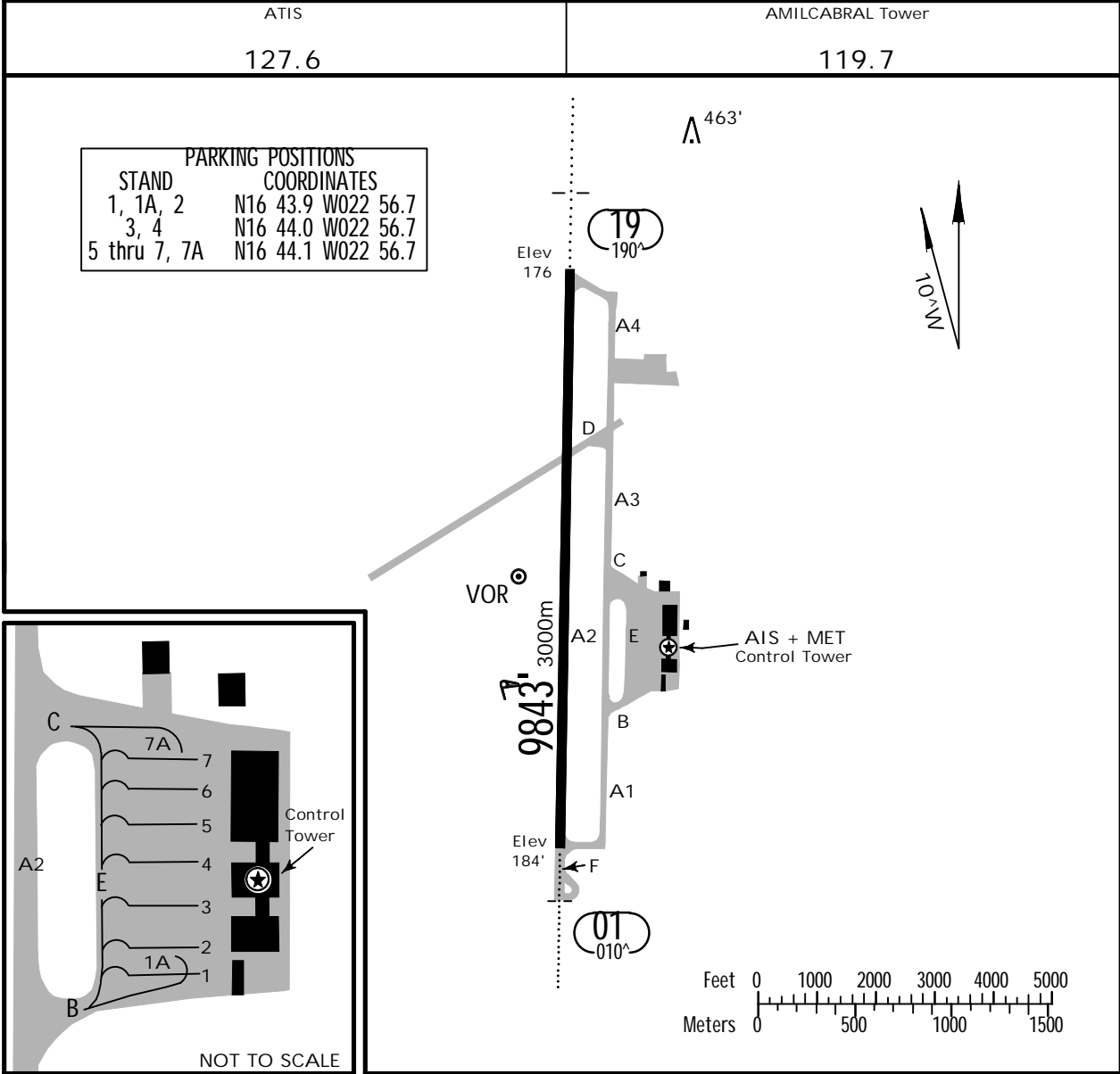
JEPPesen

30 MAY 14

10-9

SAL, CAPE VERDE

AMILCAR CABRAL



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
01		HIRL (30m)	CL(15m)	HIALS	TDZ	PAPI-L (3.0°)	8810' 2685m		148'
19									45m

TAKE-OFF

AIR CARRIER (JAA) Rwys 01, 19				AIR CARRIER (FAR 121) Rwys 01, 19	
LVP must be in force				Adequate Vis Ref	
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		2 Eng	vis 400m
A	200m	250m	400m	3 & 4 Eng	
B					
C					
D	250m	300m			

GVAC/SID



Standard  
SAL, CAPE VERDE  
AMILCAR CABRAL

STRAIGHT-IN RWY		A	B	C	D
01	ILS	378' (202')	378' (202')	378' (202')	378' (202')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1	540' (364')	540' (364')	540' (364')	540' (364')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR 1	540' (363')	540' (363')	540' (363')	540' (363')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB 1	550' (373')	550' (373')	550' (373')	550' (373')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1700m	R1700m	R1700m	R1700m
	NDB	550' (373')	550' (373')	550' (373')	550' (373')
		R1200m	R1200m	R1400m	R1400m
	ALS out	R1900m	R1900m	C2100m	C2100m
19	VOR 1	720' (550')	720' (550')	720' (550')	720' (550')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	C2400m	C2400m

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
West of rwy	930' (753')	930' (753')	1460' (1283')	1460' (1283')
East of rwy	930' (753')	1070' (893')	1560' (1383')	1930' (1753')
	V1500m 2	V1600m 2	V2400m	V3600m

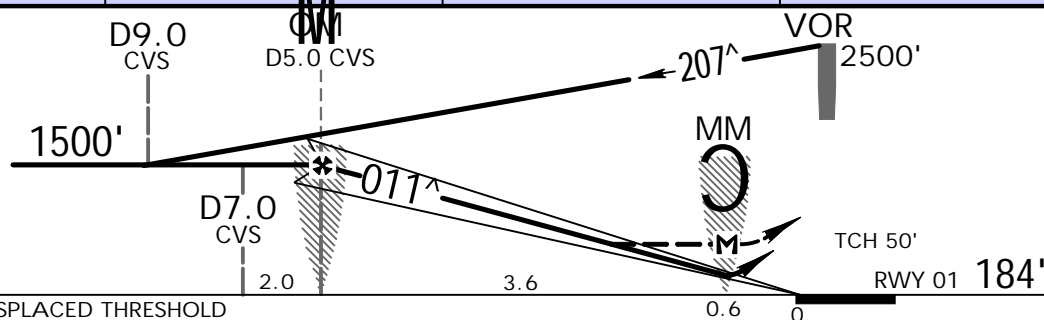
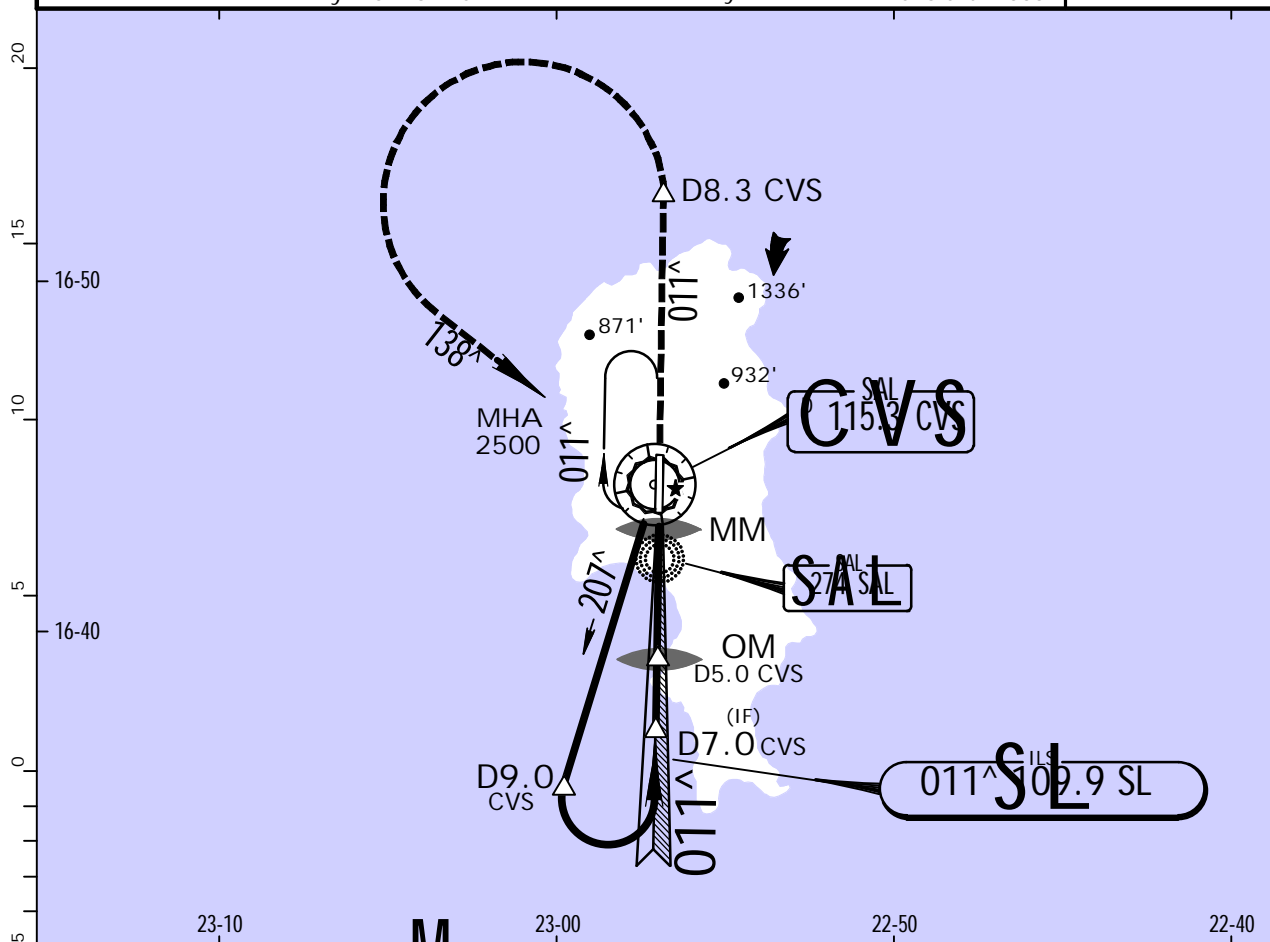
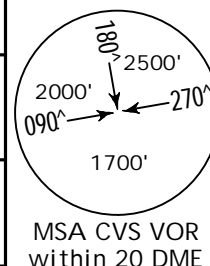
2 or higher minimums of preceding straight-in approach.


TAKE-OFF RWY 01, 07, 19, 25				
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
B				
C				
D	200m	250m	300m	500m



SAL CAPE VERDE  
VOR ILS Rwy 01

ATIS		SAL Approach (R)		AMILCABRAL Tower	
127.6		126.4		119.7	
LOC SL 109.9	Final Apch Crs 011^	GS OM 1500' (1324')	ILS DA(H) 378' (202')	Apt Elev 184'	RWY 184'
MISSED APCH: Climb to 2500', maintain rwy heading to D8.3 CVS, then turn LEFT back to VOR.					
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'



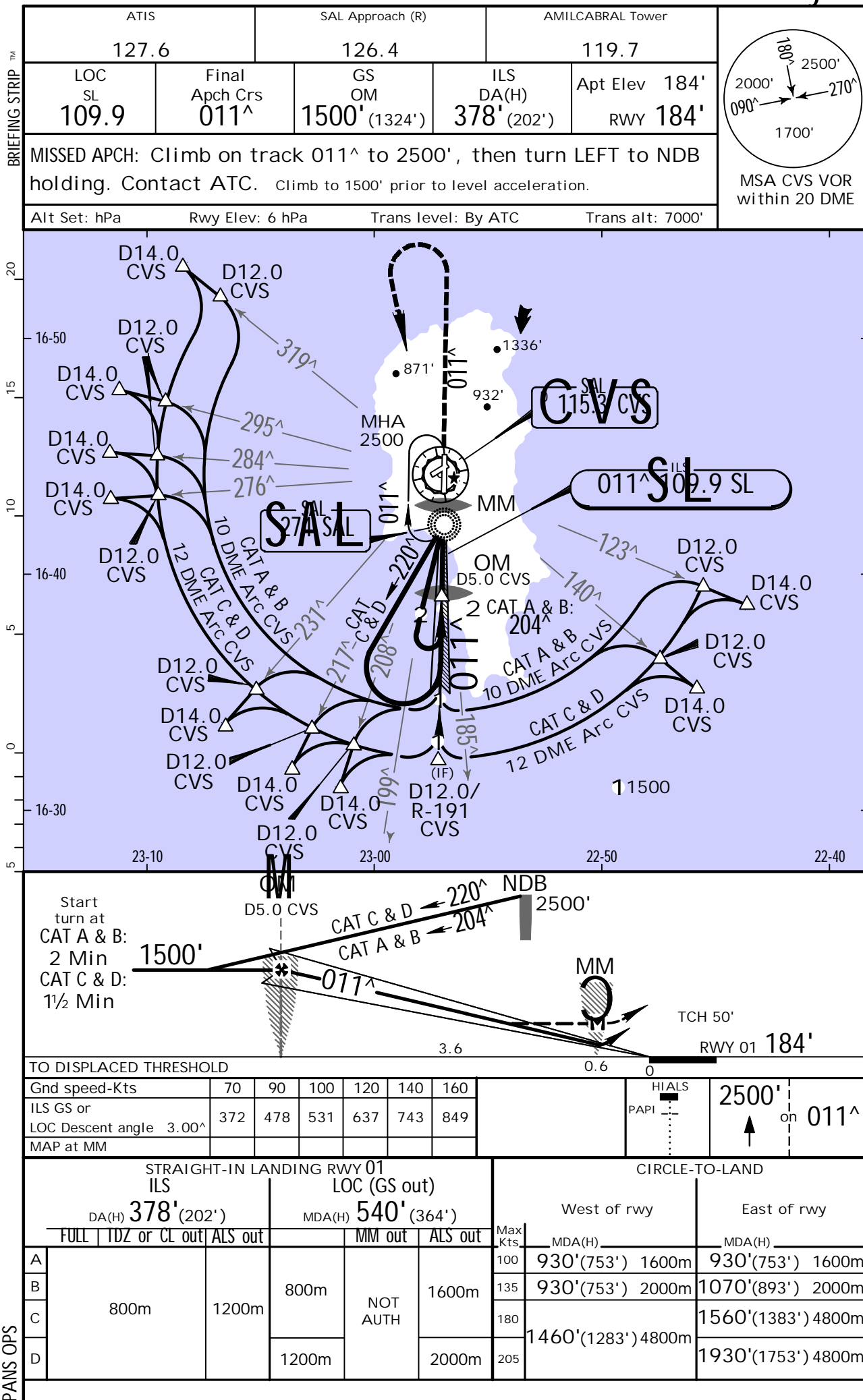
TO DISPLACED THRESHOLD							0.6	0			
Gnd speed-Kts	70	90	100	120	140	160					
ILS GS or	372	478	531	637	743	849					
LOC Descent angle 3.00^											
MAP at MM											

STRAIGHT-IN LANDING RWY 01						CIRCLE-TO-LAND			
ILS			LOC (GS out)			West of rwy		East of rwy	
DA(H) <b>378'</b> (202')			MDA(H) <b>540'</b> (364')						
FULL	TDZ or CL out	ALS out		MM out	ALS out	Max Kts	MDA(H)	MDA(H)	
A	800m	1200m	800m	NOT AUTH	1600m	100	930'(753') 1600m	930'(753') 1600m	
B						135	930'(753') 2000m	1070'(893') 2000m	
C						180	1460'(1283') 4800m	1560'(1383') 4800m	
D						205		1930'(1753') 4800m	

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AMILCAR CABRAL

**JEPPesen**  
22 NOV 13 (11-2)

**SAL CAPE VERDE**  
**NDB ILS Rwy 01**

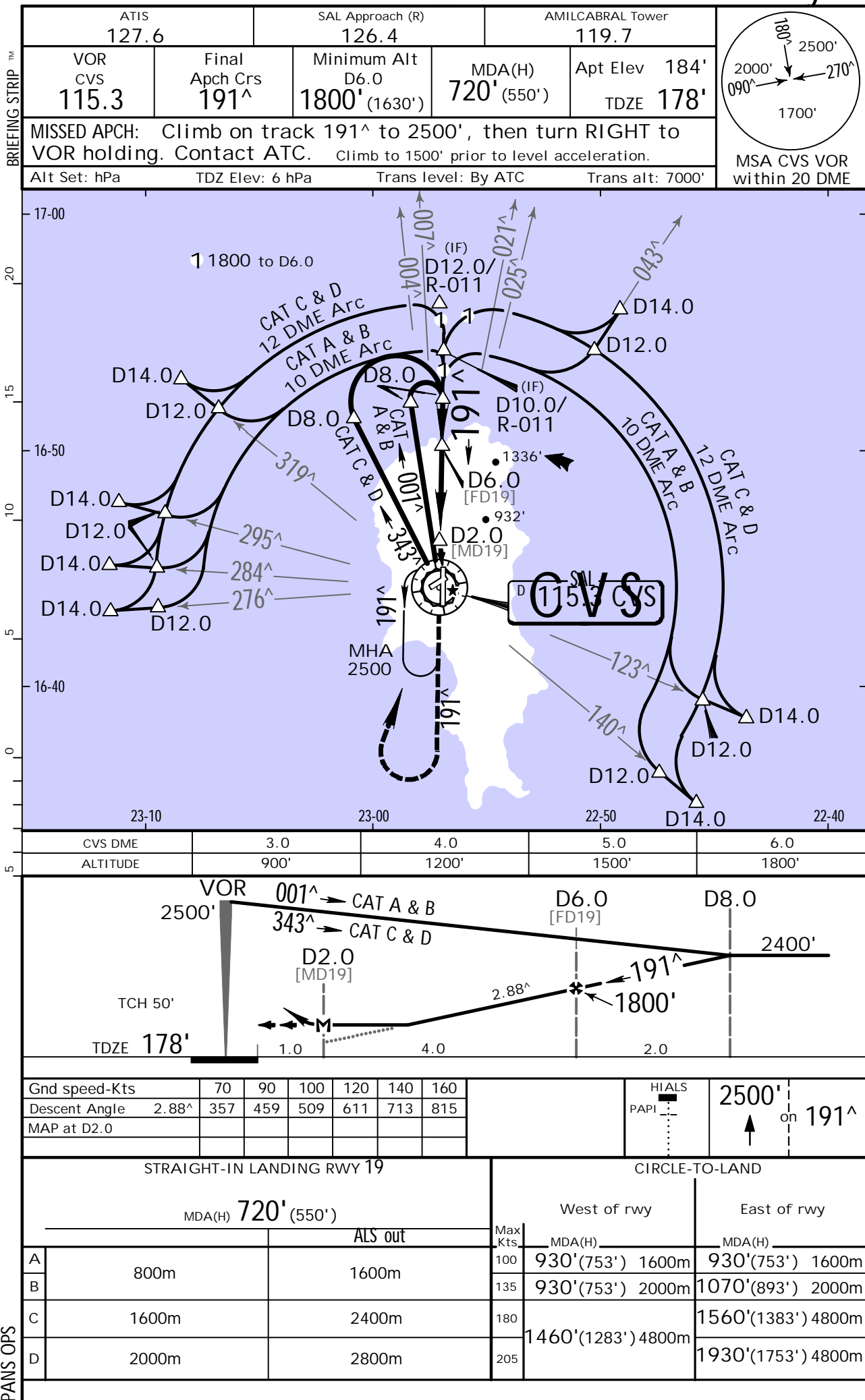




**GVAC/SID**  
AMILCAR CABRAL

**JEPPesen**  
22 NOV 13 (13-2)

**SAL, CAPE VERDE**  
**VOR DME Rwy 19**



GVAC/SID  
AMILCAR CABRAL

JEPPESSEN  
22 NOV 13 16-1

SAL, CAPE VERDE  
NDB Rwy 01

BRIEFING STRIP™

ATIS  
127.6

NDB  
SAL  
274

SAL Approach (R)  
126.4

Final  
Apch Crs  
011^

Minimum Alt  
No FAF

AMILCABRAL Tower  
119.7

MDA(H)  
550' (373')

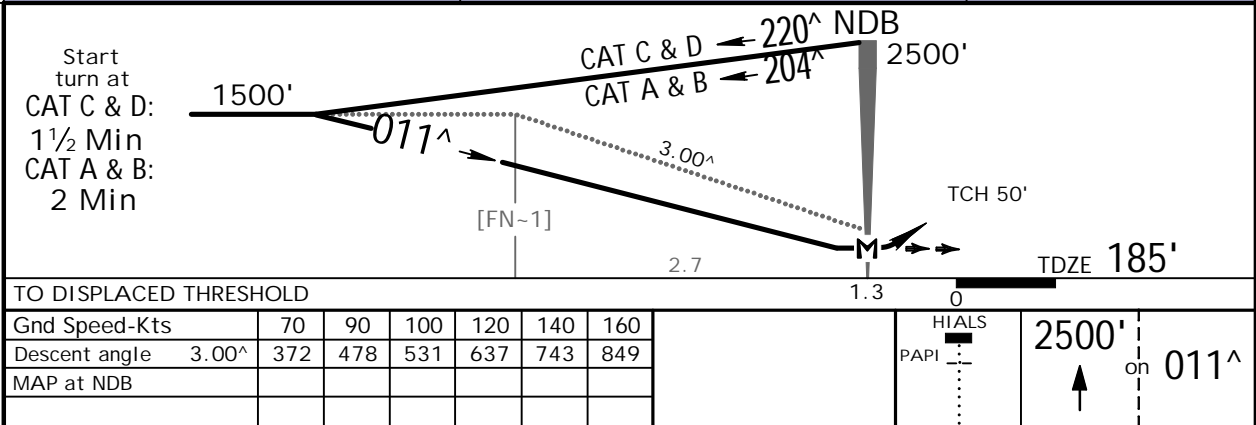
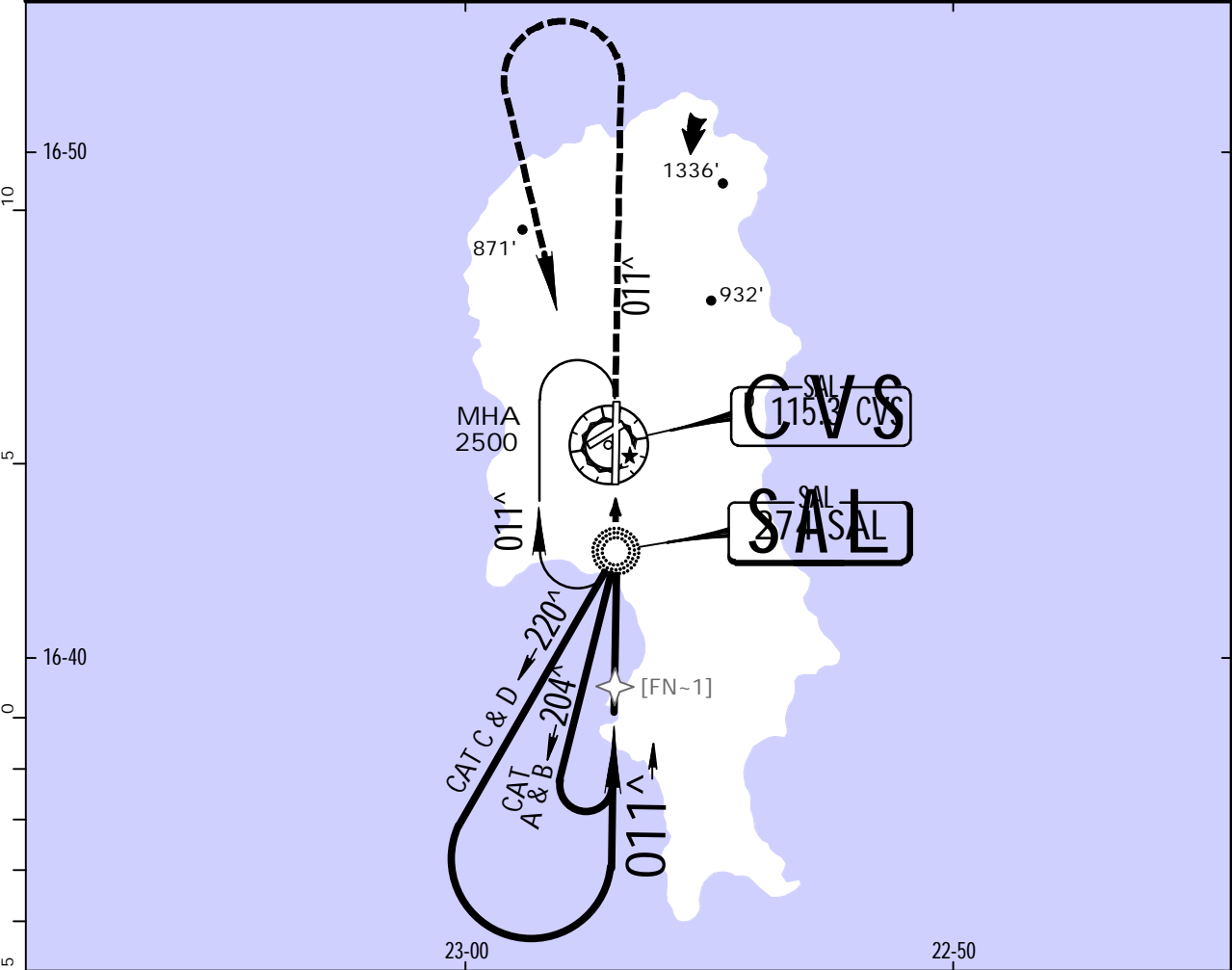
Apt Elev 184'  
TDZE 185'

MISSED APCH: Climb on track 011^ to 2500', then turn LEFT to NDB holding. Contact ATC. Climb to 1500' prior to level acceleration.

Alt Set: hPa      TDZ Elev: 6 hPa      Trans level: By ATC      Trans alt: 7000'

180°  
2500'  
2000'  
090°  
270°  
1700'

MSA CVS VOR  
within 20 DME



STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
MDA(H) 550' (373')				West of rwy		East of rwy	
ALS out				Max Kts	MDA(H)	MDA(H)	
A	1600m	2400m		100	930'(753') 2400m	930'(753') 2400m	
B				135		1070'(893') 2400m	
C				180		1560'(1383') 4800m	
D	2000m			205	1460'(1283') 4800m	1930'(1753') 4800m	

## 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: 0701 Z  
 Sunset: 1850 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: 119.000  
 Tenerife-South Tower: 121.900  
 Tenerife-South Tower: 121.750  
 Tenerife-South Approach: 128.125 Secondary  
 Tenerife-South Approach: 127.700

**GCTS/TFS**

REINA SOFIA

+ JEPPESEN

15 JUL 16

10-1P

**TENERIFE-SOUTH, CANARY IS**

.Eff.21.Jul.

**.AIRPORT.BRIEFING.**

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**1. GENERAL**

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**1.1. ATIS**

D-ATIS 118.675

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

All engine tests will be carried out at idle power, at all apron stands.

Engine tests at full power will only be made on the holding bay A2.

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

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

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

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

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

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

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

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

**1.3.2. UNCERTAINTY ABOUT POSITION IN THE MANOEUVRING AREA**

When in doubt about the position of the ACFT in relation to the manoeuvring 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.



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## 1. GENERAL

### 1.4. TAXI PROCEDURES

TWY B-2 MAX wingspan 167'/51m and MAX length of 164'/50m.

Gate D4 MAX wingspan 171'/52m, except ACFT to/from stand F1.

Gate D5 MAX wingspan 171'/52m, except ACFT to/from stand I1.

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 and F5A for ACFT code D or higher shall be carried out via gates D-1 or D-2.

The entry to stand F1 for code letter D ACFT or higher, shall be carried out via gate D-4.

TWYs for GA MAX wingspan 72'/22m.

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

### 1.5. PARKING INFORMATION

#### 1.5.1. GENERAL

Stands F1 thru F5A, F6, F7 and 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 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. OPERATION OF ACFT OF HIGHER CODE LETTER

#### 1.6.1. PARKING INFORMATION

Depending on the type of ACFT, the following stands shall be assigned:

- Stand I-11A or I-1 for B747-800 or AN124;
- Stand I-11A for A380;
- Between Stands I-11 and H-10 for AN225.

#### 1.6.2. OPERATIONAL RESTRICTIONS

PAPI not usable for ACFT of code letter F, except for A380.

Only one ACFT shall move into the movement area at a time when an ACFT of code letter F is operating at the APT.

ATC shall require any ACFT of code letter F to carry out taxiing at reduced speed, with the engines idling (whenever possible) and with the outer engines off so as to avoid the intake and generation of FOD.

Similarly, ATC shall remind the pilot-in-command of the route to the point where a Follow-me car will be waiting.

The ACFT will be required to perform oversteering manoeuvres to correct its path on the curved segments of the following TWYs:

- B1, B7, D-2 and D-5 for B747-800 and AN124;
- B1, B3, B6, B7, D-1 and D-2 for A380;
- B1, B6 and B7 for AN225.

### 1.7. OTHER INFORMATION

RWY 08 right-hand circuit.

Birds.

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10-1P2

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## 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 26 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 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 shall be carried out accompanied by Follow-me car. The supervision of this vehicle is essential for docking or parking.

### 2.4. OPERATION OF ACFT OF HIGHER CODE LETTER

#### 2.4.1. RWY 08

##### AN124/B747-800

The ACFT shall vacate the RWY via TWY B7 and ATC shall clear taxiing via TWY T up to the intermediate holding position before gate D-5, where a Follow-me car will be waiting.

It shall continue guided taxiing up to the assigned stand (I-11A via gate D-2 or I-1 via gate D-5).

##### A380

The ACFT shall vacate the RWY via TWY B7 and, once established on TWY T before TWY B6, it shall await a Follow-me car.

It shall continue guided taxiing via TWY B6, RWY 08/26, TWY B3 and gate D-2 up to the assigned stand.

##### AN225

The ACFT shall vacate the RWY via TWY B7 and, once established on TWY T before TWY B6, it shall await a Follow-me car.

It shall continue guided taxiing via TWY B6, RWY 08/26, TWY B3 and the centreline of stand E-32 up to assigned stand.

#### 2.4.2. RWY 26

##### AN124/B747-800

The ACFT shall vacate the RWY via TWY B1 and ATC shall clear taxiing via TWY T up to the intermediate holding position before gate D-1, where a Follow-me car will be waiting.

It shall continue guided taxiing up to the assigned stand (I-11A via gate D-2 or I-1 via gate D-5).

##### A380

The ACFT shall vacate the RWY via TWY B1 and ATC shall clear taxiing via TWY T up to the intermediate holding position before gate D-1, where a Follow-me car will be waiting.

It shall continue guided taxiing via gate D-2 up to the assigned stand.

##### AN225

The ACFT shall vacate the RWY via TWY B1 and ATC shall clear taxiing via TWY T up to the intermediate holding position before gate D-1, where a Follow-me car will be waiting.

It shall continue guided taxiing via TWY T and the centreline of stand E-32 up to assigned stand.

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15 JUL 16

10-1P3

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## 2. ARRIVAL

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### 2.5. OTHER INFORMATION

#### 2.5.1. 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 08**

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 08 or in RWY, positive and with greater frequency in the summer. The wind intensities in surface must be 15 KT and NE-E direction, for the effect (positive wind shear of 15 to 35 kt) to appear. On APCH to RWY 08, 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 (nose wind) and with intensities of at least 10 KT when finding wind shear, around 1000-500' AGL.

This wind shear effect is most obvious in trade wind (NE-E) situations with input of Saharan air, the effect of turbulence may also occur on final APCH.

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

It is important to notice potential signs of inversion, 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 26.**

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 26 below 1600ft, 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.

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(10-1P4)

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### 3. DEPARTURE

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#### 3.1. START-UP & 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.

##### 3.1.2. 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 nearest gate, with the following exceptions:

- ATC indicates the opposite;
- Existing engine start-up limitations, that shall be previously communicated to ATC;
- From stands F1, F5A and F8 this shall be carried out nosing to THR 26, for ACFT code letter D or higher;
- From stands H2, I1, I1A and I1B this shall be carried out nosing to THR 26;
- From stand I11A this shall be carried out nosing to THR 08.

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 nearest gate, unless otherwise directed, except from stand E13 where it shall always exit with nose to THR 08.

#### 3.2. NOISE ABATEMENT PROCEDURES

- |            |  |
|------------|--|
| Take-off   | <ul style="list-style-type: none"> <li>- Take-off power.</li> <li>- Take-off flaps/slats.</li> <li>- Climb at <math>V_2 + 10</math> KT to 1500' AGL.</li> </ul>  |
| At 1500'   | <ul style="list-style-type: none"> <li>- Accelerate to zero flap minimum safe manoeuvring speed (VZF) + 10 KT maintaining minimum rate of climb 500'.</li> <li>- Retract flaps/slats as needed.</li> </ul> |
| Up to FL60 | <ul style="list-style-type: none"> <li>- Do not exceed 250 KT and continue SID in force, except ATC clearance.</li> </ul>  |

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.

**GCTS/TFS**

REINA SOFIA

+ JEPPESEN

15 JUL 16

(10-1P5)

**TENERIFE-SOUTH, CANARY IS**

.Eff.21.Jul.

**.AIRPORT.BRIEFING.****3. DEPARTURE****3.3. OPERATION OF ACFT OF HIGHER CODE LETTER****3.3.1. RWY 08****AN124/B747-800**

It shall exit from the stand and carry out taxiing guided by a Follow-me car until it reaches the intersection of TWY T with gate D-1.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B0.

**A380**

It shall exit from the stand and carry out taxiing guided by a Follow-me car until it is established at the intersection of TWY T with gate D-1.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B0.

**AN225**

It shall exit from the stand and carry out taxiing guided by a Follow-me car via the centerline of stand E-29 until it is established at the intersection of TWY T with gate D-1.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B0.

**3.3.2. RWY 26****AN124/B747-800**

It shall exit from the stand and carry out taxiing guided by a Follow-me car until it is established at the intersection of TWY T with gate D-5.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B7.

**A380**

It shall exit from the stand and carry out taxiing guided by a Follow-me car via gate D-2, TWY B3, RWY 08/26 and TWY B5 until it is established on TWY T.

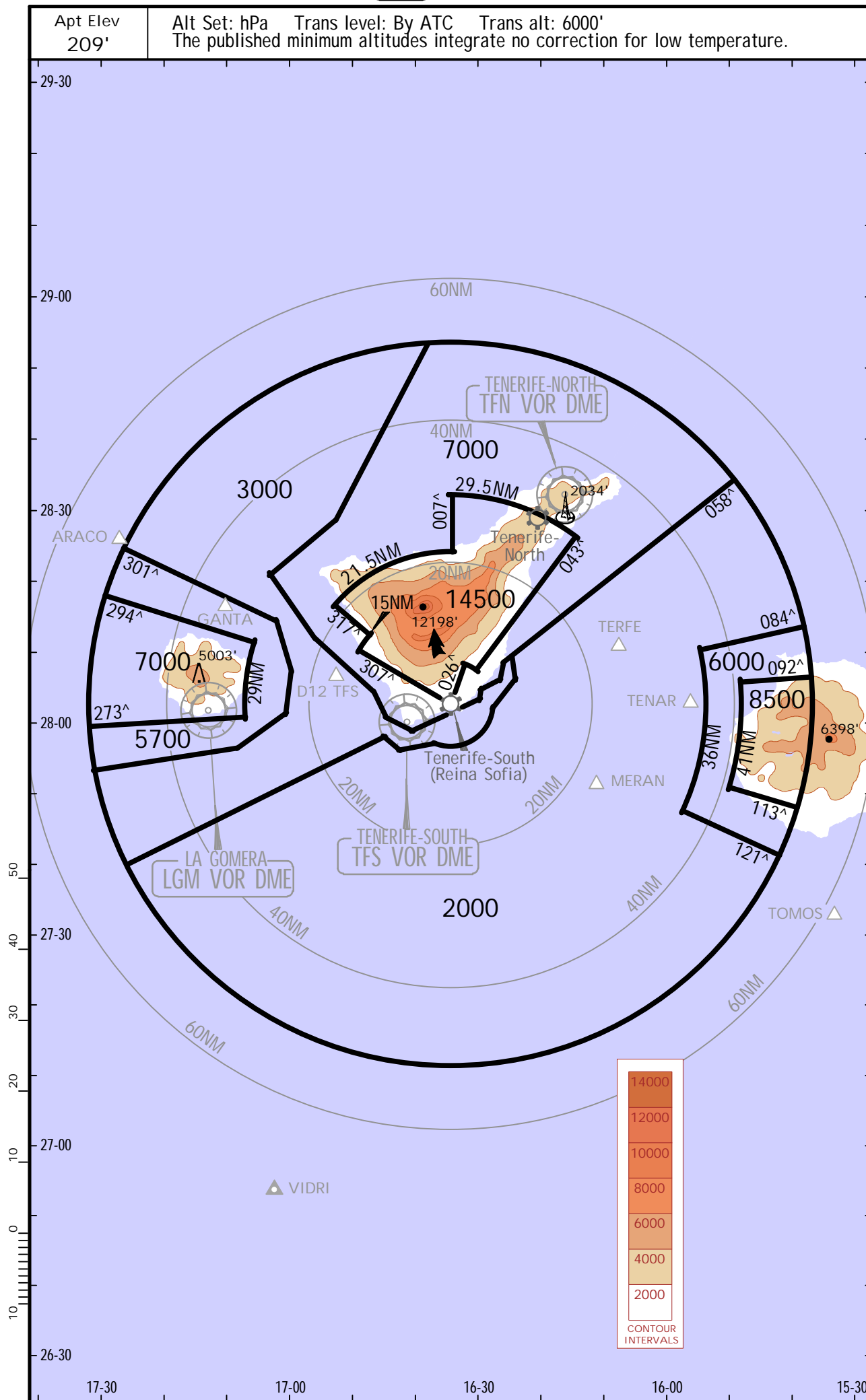
From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B7.

**AN225**

It shall exit from the stand and carry out taxiing guided by a Follow-me car via the centerline of stand E-29, TWY B3, RWY 08/26 and TWY B5 until it is established on TWY T.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B7.

**TENERIFE-SOUTH, CANARY IS**  
**.RADAR.MINIMUM.ALTITUDES.**



GCTS/TFS  
REINA SOFIA

27 FEB 15

10-2

.Eff.5.Mar.

JEPPESEN TENERIFE-SOUTH, CANARY IS  
.STAR.

D-ATIS  
118.675

Apt Elev  
209'

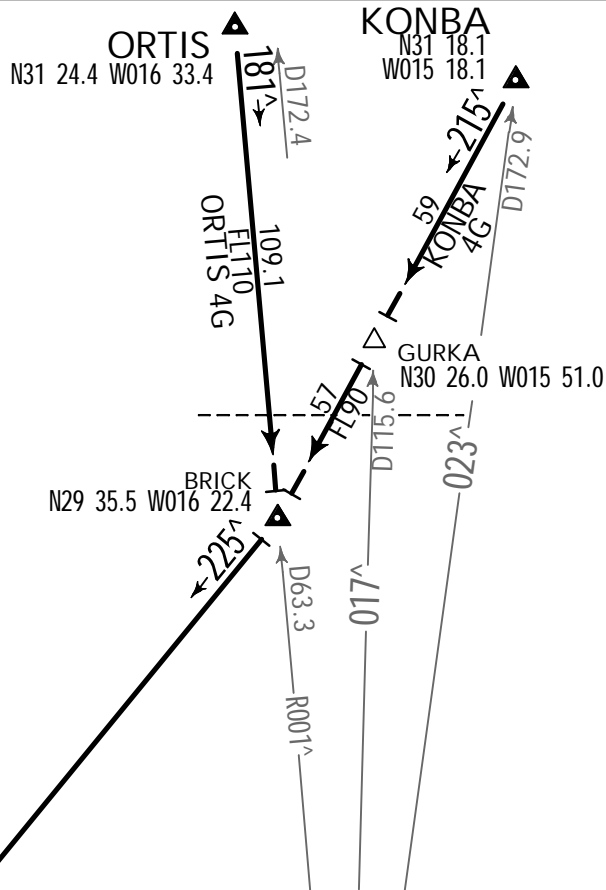
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

HIERRO ONE GOLF (HIE 1G)  
KONBA FOUR GOLF  
(KONBA 4G) [KONB4G]  
ORTIS FOUR GOLF  
(ORTIS 4G) [ORTI4G]  
RWY 08 ARRIVALS

SPEED RESTRICTION  
MAX 250 KT at or below FL100  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.  
----- Speed Reduction Area



Direct distance to  
Reina Sofia Apt from:  
TFS 7NM

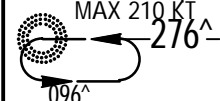


ARACO  
N28 26.0  
W017 27.1

TENERIFE-NORTH  
(H) TFSN  
N28 32.2 W016 16.1

HOLDING  
OVER TFS

MHA FL100  
MHA 6000  
for NDB apch  
MAX 210 KT



GANTA  
N28 16.5 W017 10.2

(IAF)  
BAMEL  
N28 06.7 W016 52.6

(IAF)  
TENERIFE-SOUTH  
TFS  
N28 03.3 W016 33.8

(IAF)  
HIERRO  
HIE  
N27 49.0 W017 53.2

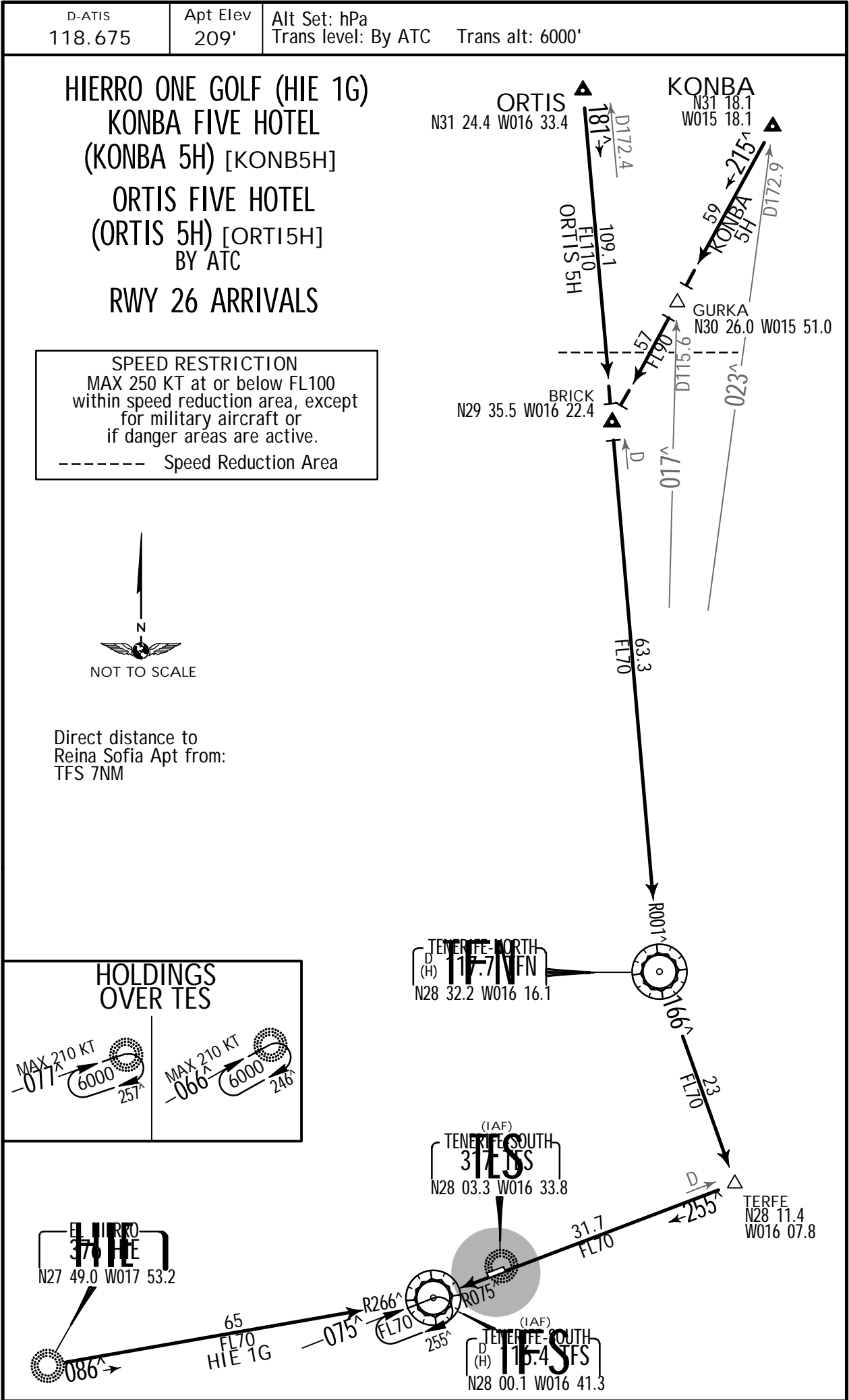
(IAF)  
TENERIFE-SOUTH  
(H) TFS  
N28 00.1 W016 41.3



GCTS/TFS  
REINA SOFIA

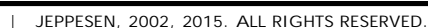
27 FEB 15  
(10-2A) .Eff.5.Mar.

TENERIFE-SOUTH, CANARY IS  
.STAR.





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





GCTS/TFS  
REINA SOFIA

15 APR 16

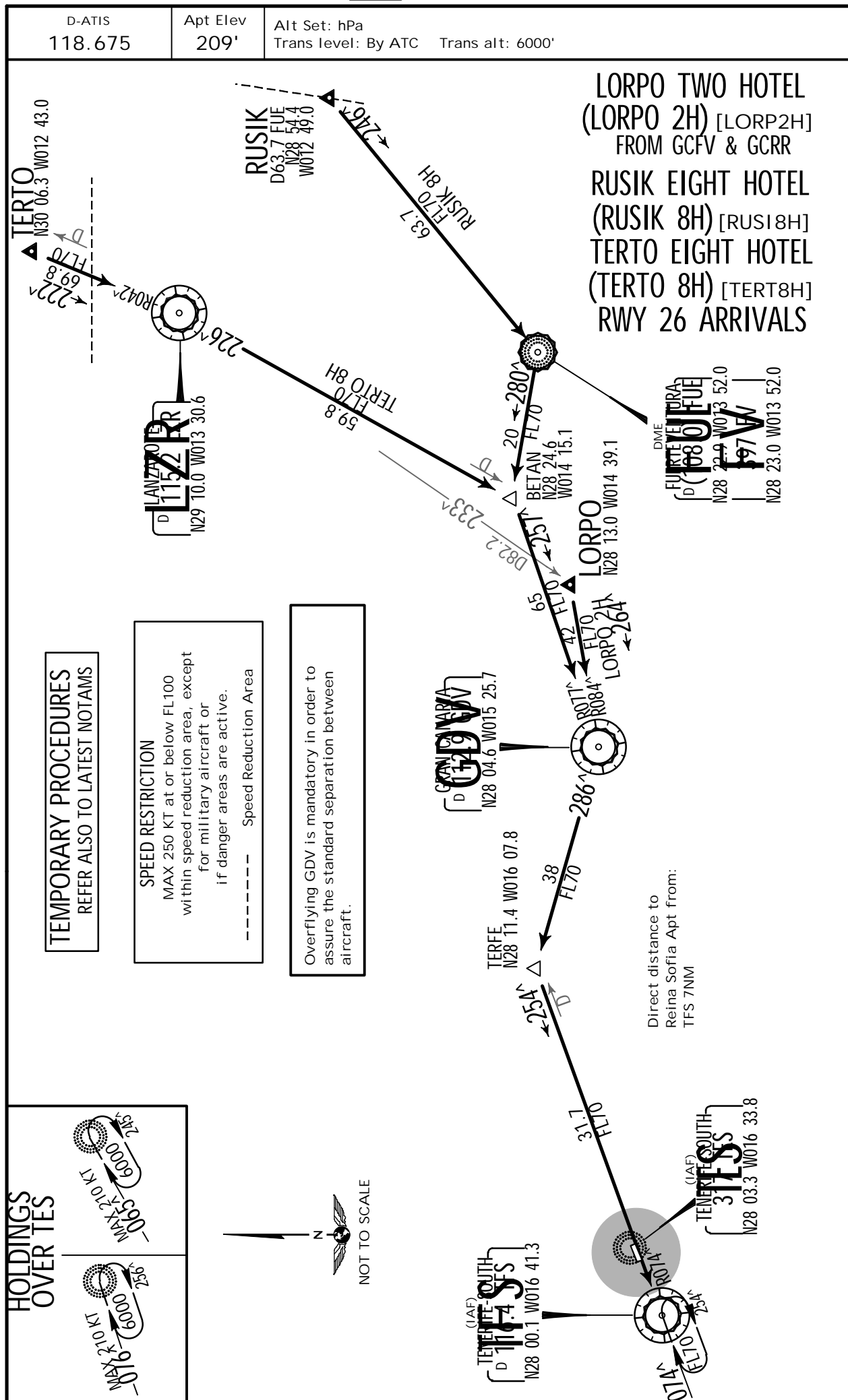
**JEPPESEN**

10-2C2

.Eff.28.Apr.

## TENERIFE-SOUTH, CANARY IS

**.STAR.**



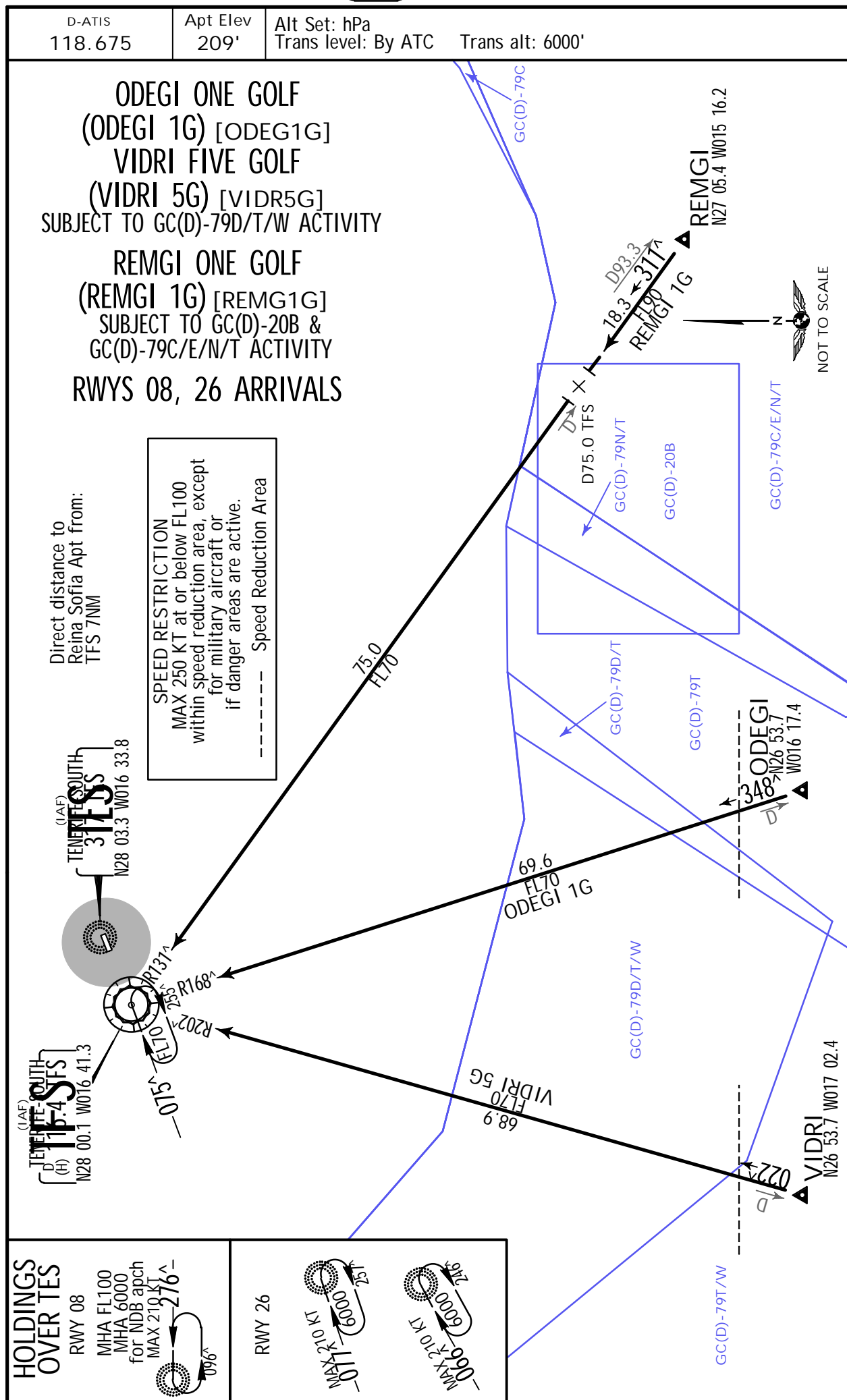
GCTS/TFS  
REINA SOFIA

6 MAR 15

10-2D

JEPPESSEN

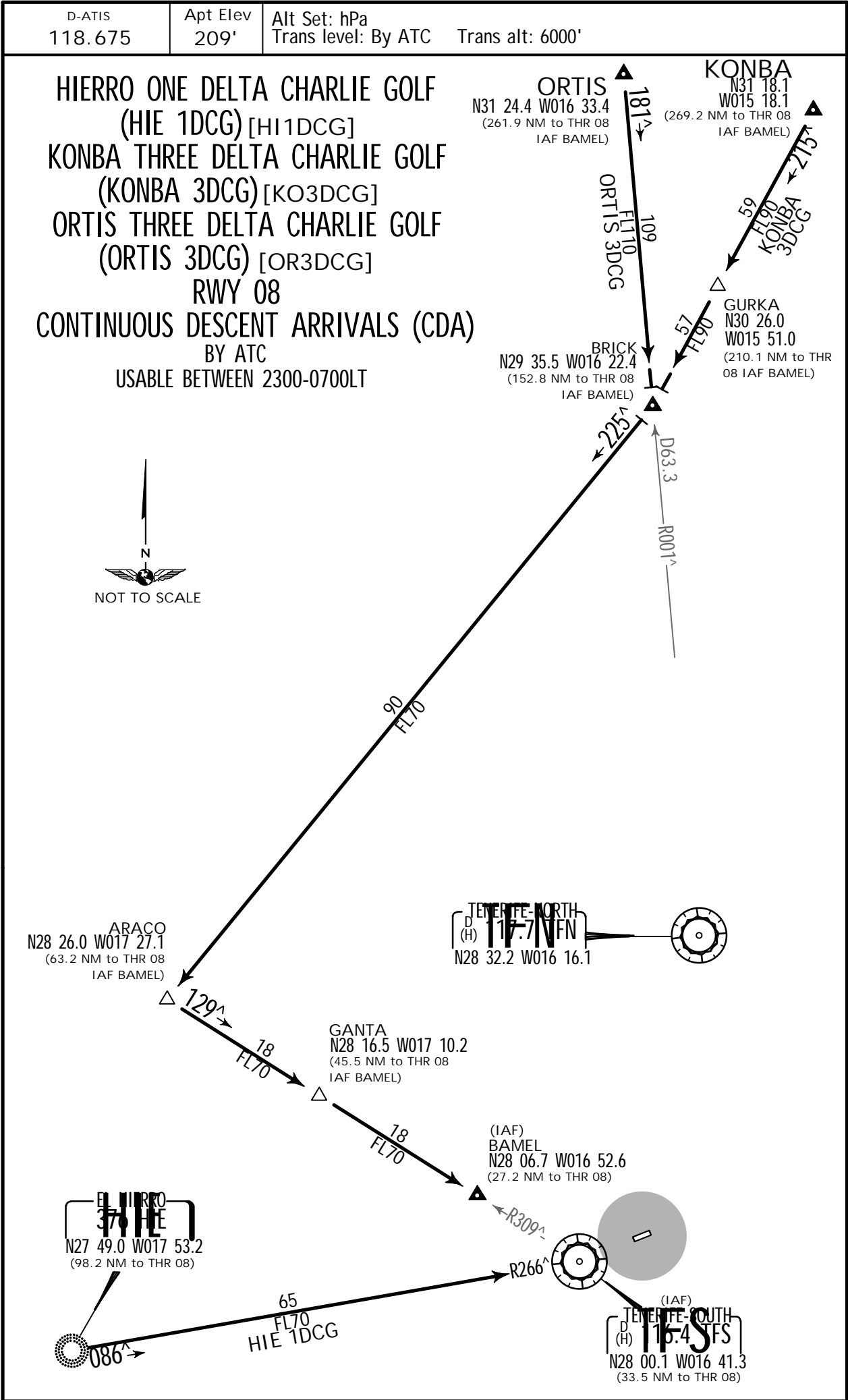
TENERIFE-SOUTH, CANARY IS  
.STAR.



GCTS/TFS  
REINA SOFIA

6 MAR 15  
10-2E

TENERIFE-SOUTH, CANARY IS  
.STAR.

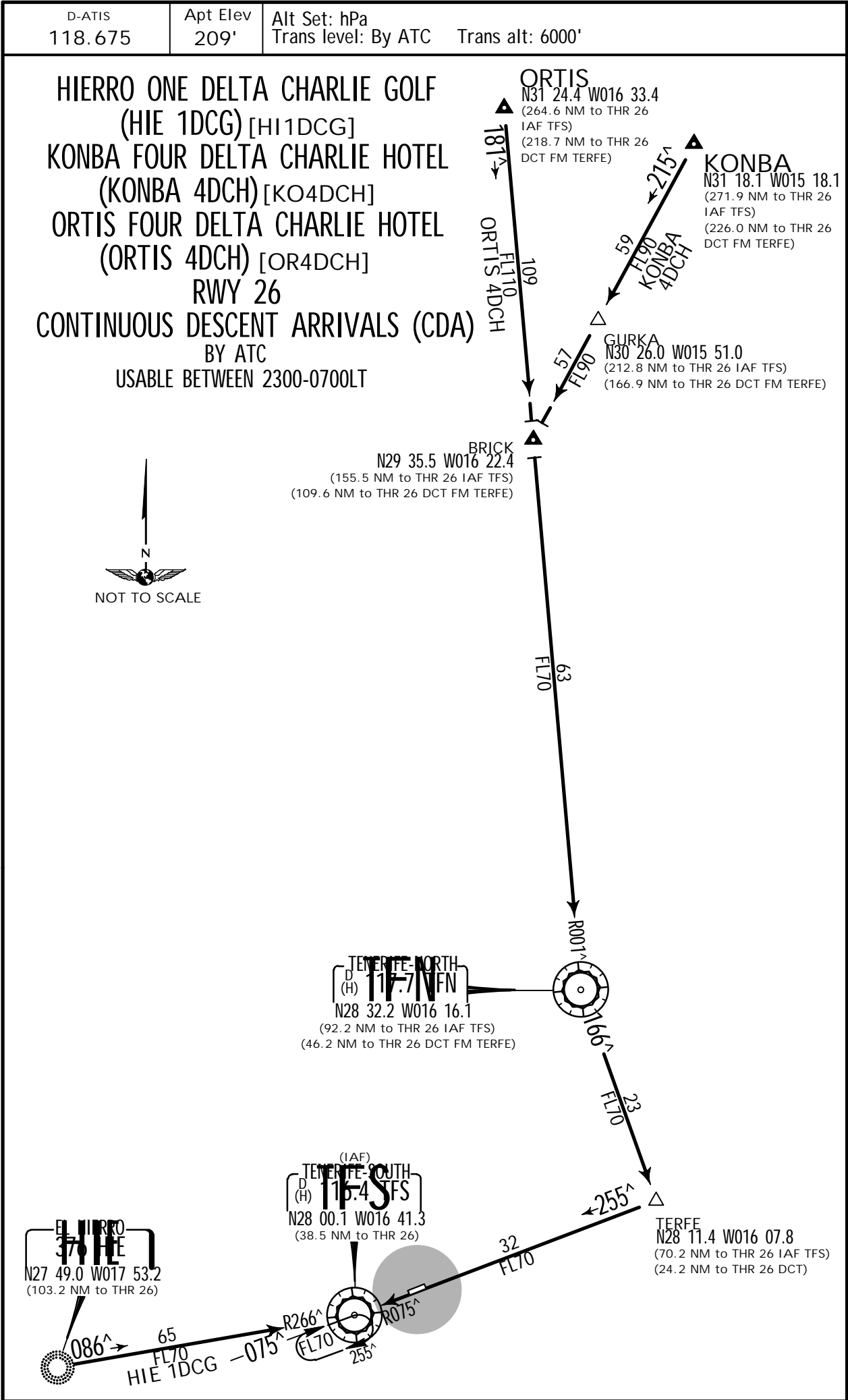




GCTS/TFS  
REINA SOFIA

27 FEB 15 10-2F .Eff.5.Mar.

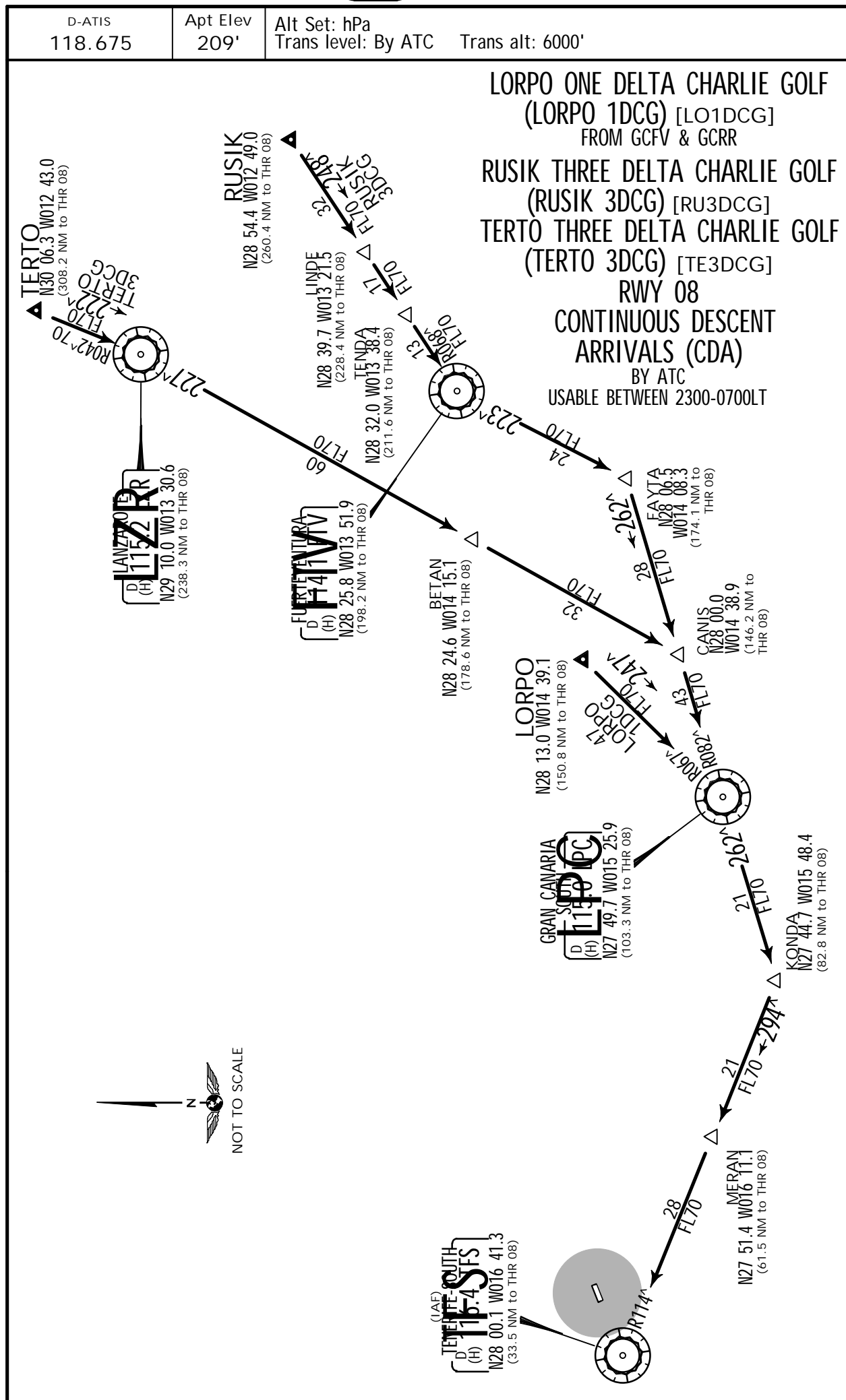
TENERIFE-SOUTH, CANARY IS  
.STAR.



GCTS/TFS  
REINA SOFIA

JEPPesen  
27 FEB 15 (10-2G) .Eff.5.Mar.

TENERIFE-SOUTH, CANARY IS  
.STAR.



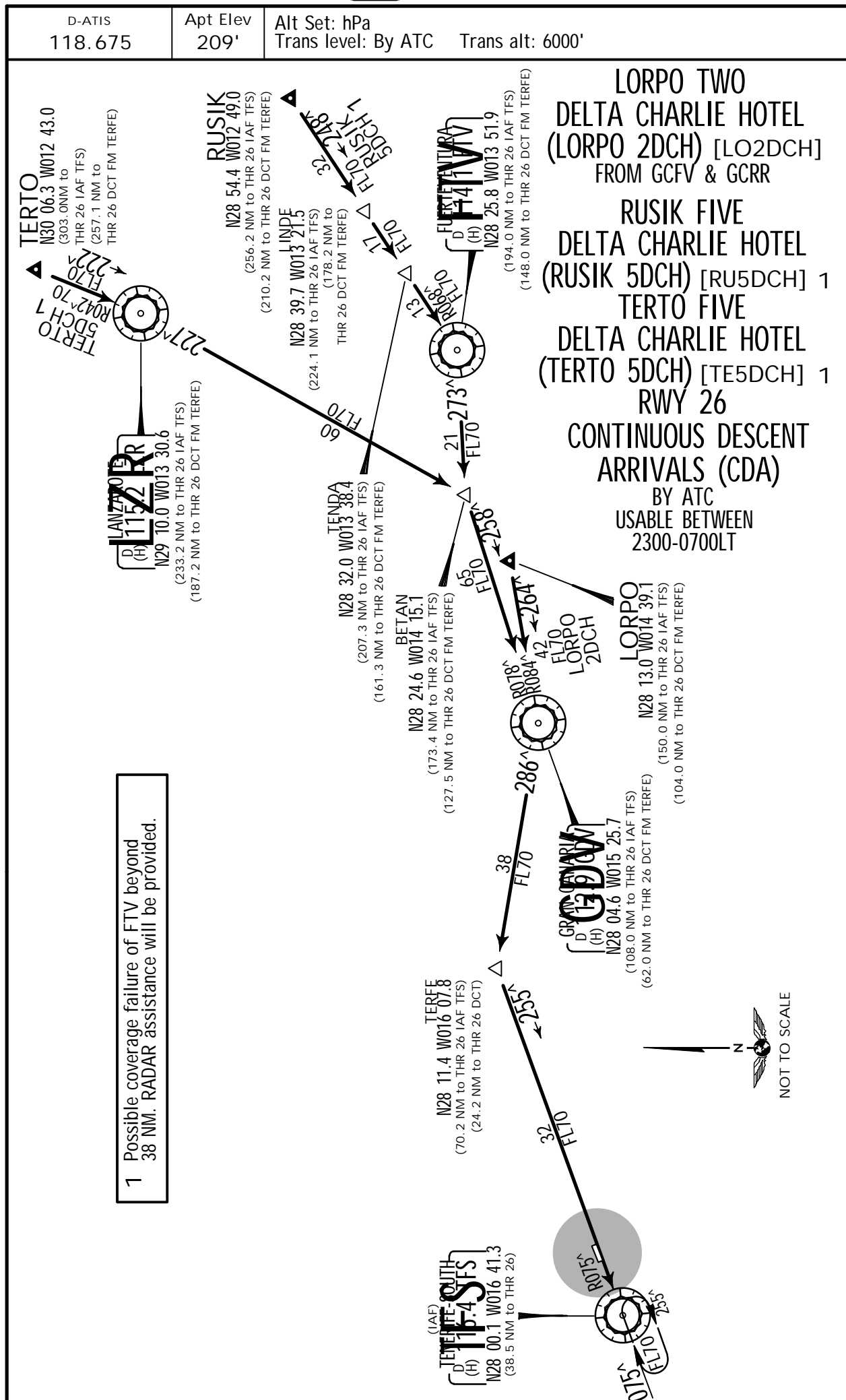
CHANGES: Chart reindexed.

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GCTS/TFS  
REINA SOFIA

JEPPESSEN  
27 FEB 15 10-2H .Eff.5.Mar.

TENERIFE-SOUTH, CANARY IS  
.STAR.



GCTS/TFS  
REINA SOFIA

27 FEB 15  
10-2J .Eff.5.Mar.

TENERIFE-SOUTH, CANARY IS  
.STAR.

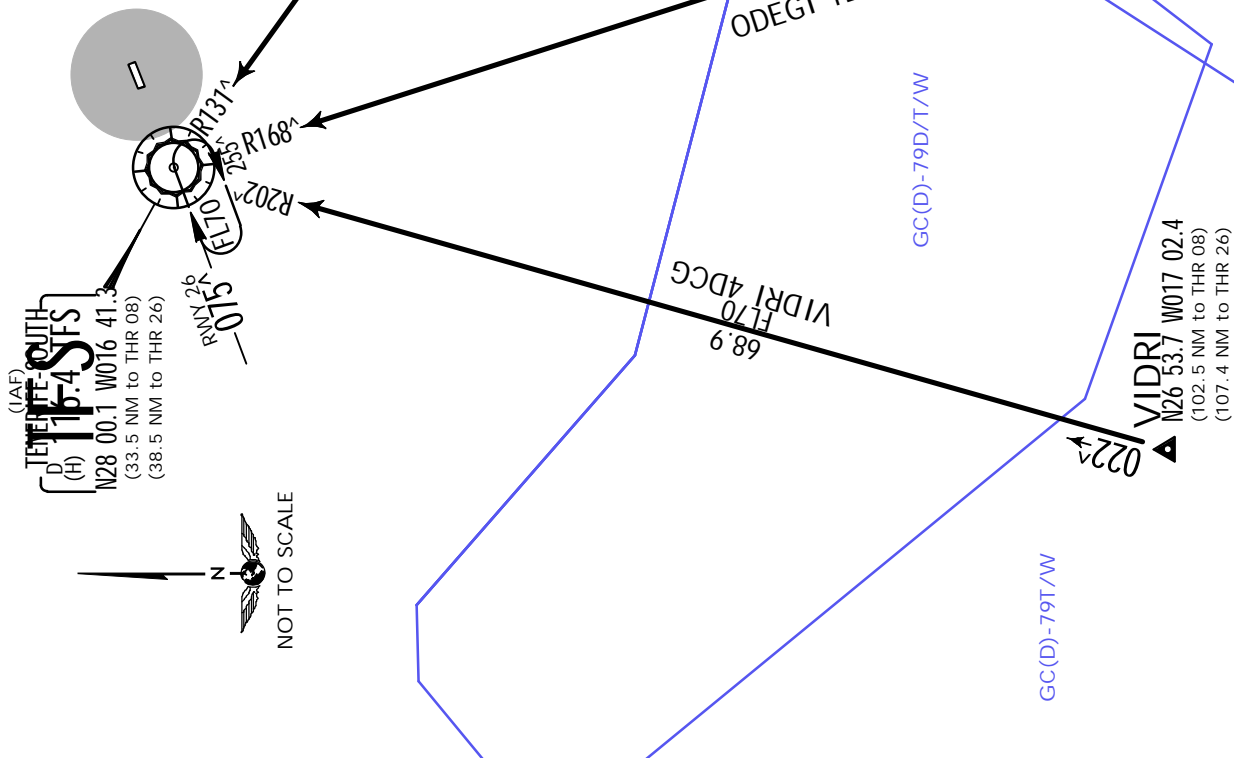
D-ATIS  
118.675

Apt Elev  
209'

Alt Set: hPa  
Trans level: By ATC

Trans alt: 6000'

ODEGI ONE DELTA CHARLIE GOLF  
(ODEGI 1DCG) [OD1DCG]  
VIDRI FOUR DELTA CHARLIE GOLF  
(VIDRI 4DCG) [VI4DCG]  
SUBJECT TO GC(D)-79D/T/W ACTIVITY  
REMGI ONE DELTA CHARLIE GOLF  
(REMGI 1DCG) [RE1DCG]  
SUBJECT TO GC(D)-20B &  
GC(D)-79C/E/N/T ACTIVITY  
RWYS 08, 26  
CONTINUOUS DESCENT ARRIVALS (CDA)  
BY ATC  
USABLE BETWEEN 2300-0700LT



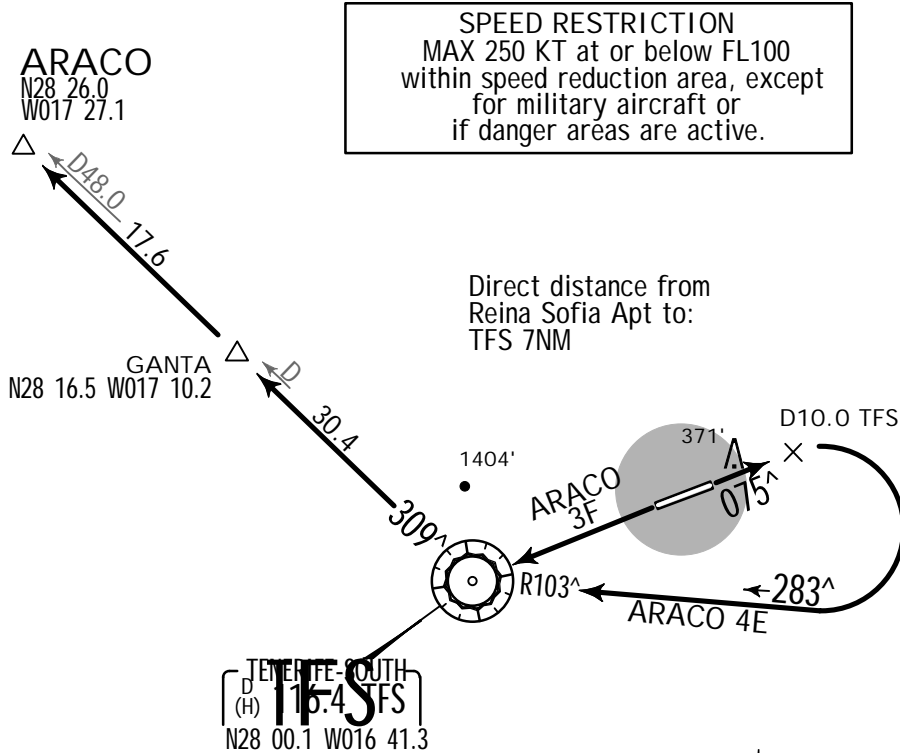
GCTS/TFS  
REINA SOFIA

JEPPESEN  
27 FEB 15 10-3 .Eff.5.Mar.

TENERIFE-SOUTH, CANARY IS  
.SID.

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

ARACO FOUR ECHO  
(ARACO 4E) [ARAC4E]  
ARACO THREE FOXTROT  
(ARACO 3F) [ARAC3F]  
RWYS 08, 26 DEPARTURES



ARACO 4E  
This SID require 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	08	Climb on TFS R-075 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.

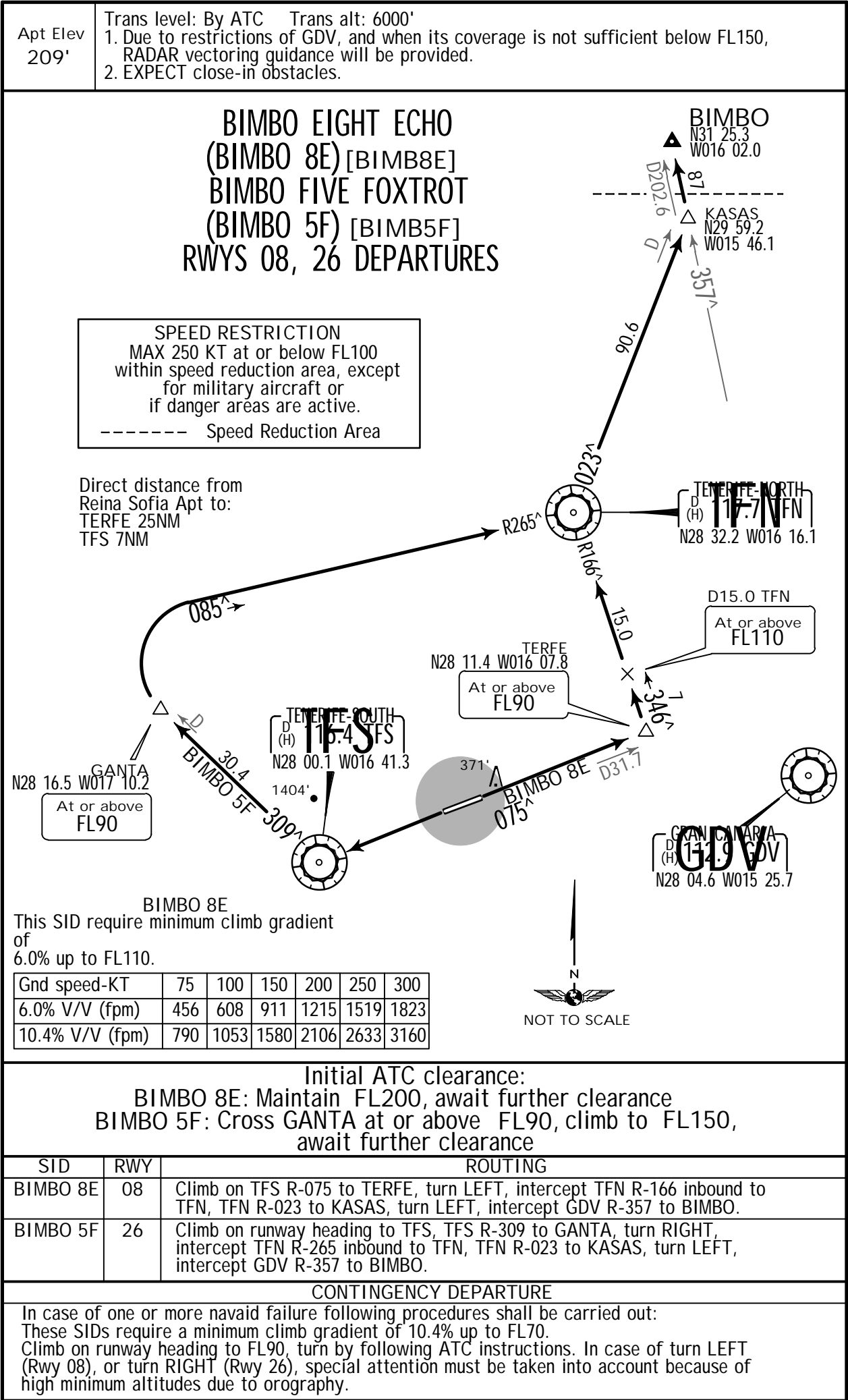
CONTINGENCY DEPARTURE

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.

GCTS/TFS  
REINA SOFIA

JEPPESEN  
27 FEB 15 10-3A .Eff.5.Mar.

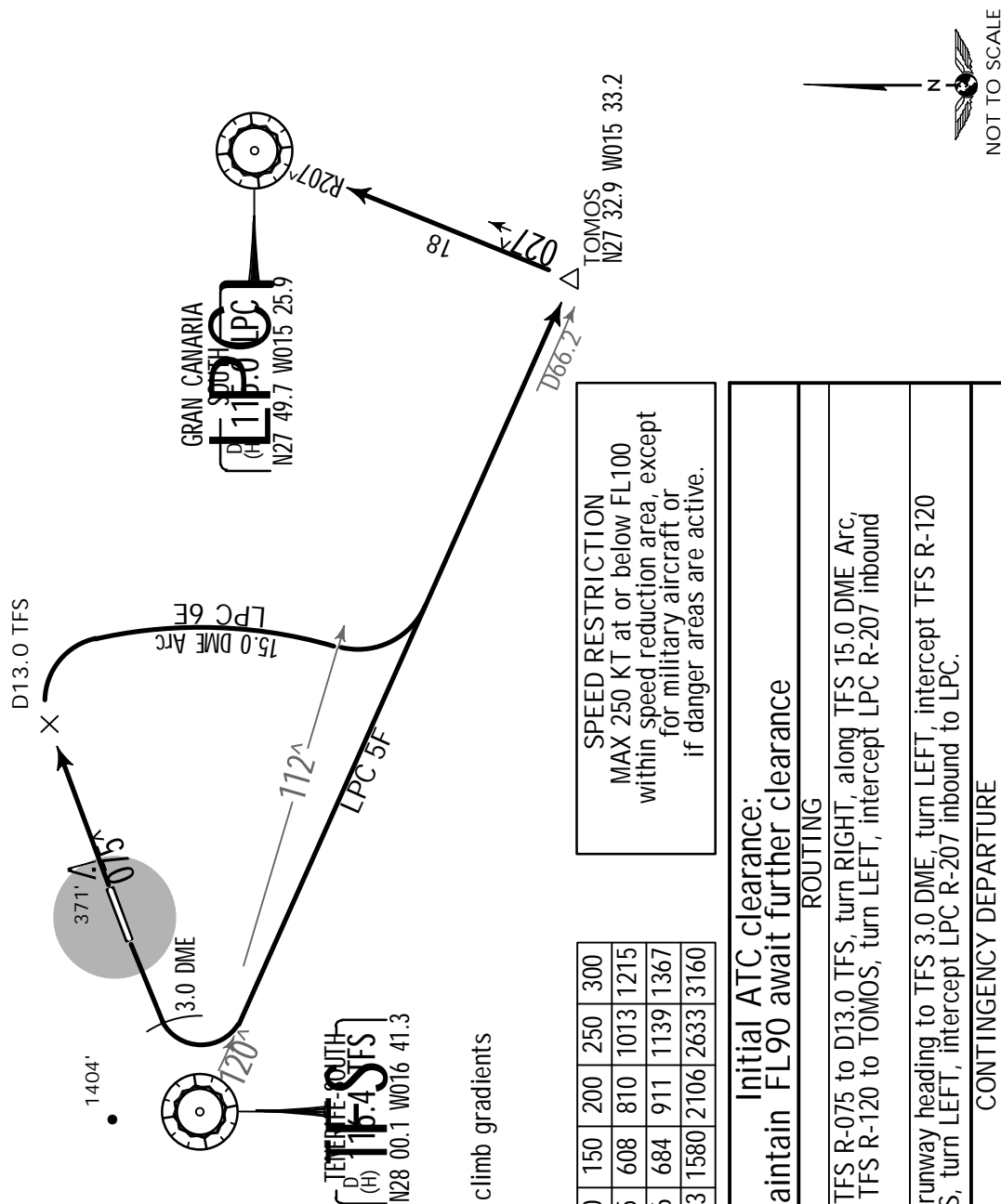
TENERIFE-SOUTH, CANARY IS  
.SID.



Apt Elev  
209'

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

GRAN CANARIA SOUTH SIX ECHO (LPC 6E)  
GRAN CANARIA SOUTH FIVE FOXTROT (LPC 5F)  
RWYS 08, 26 DEPARTURES



Direct distance from  
Reina Sofia Apt to:  
TOMOS 62NM

These SIDs require minimum climb gradients

LPC 6E: 4.5% up to 1000'.

LPC 5F: 4.0% up to 1000'.

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

**SPEED RESTRICTION**  
MAX 250 KT at or below FL100  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

Initial ATC clearance:

Maintain FL90 await further clearance

SID	RWY	ROUTING
LPC 6E	08	Climb on TFS R-075 to D13.0 TFS, turn RIGHT, along TFS 15.0 DME Arc, intercept TFS R-120 to TOMOS, turn LEFT, intercept LPC R-207 inbound to LPC.
LPC 5F	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 DEPARTMENT

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.

these SIDs require a minimum climb gradient of 10-14% up to 1270'. 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.

GCTS/TFS  
REINA SOFIA

27 FEB 15

10-3C

.Eff.5.Mar.

JEPPesen

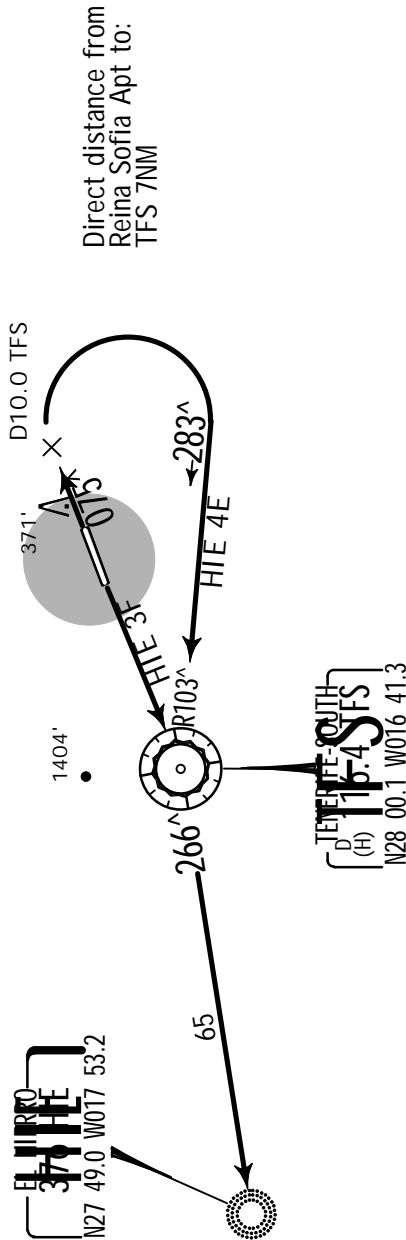
TENERIFE-SOUTH, CANARY IS

.SID.

Apt Elev  
209'

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

HIERRO FOUR ECHO (HIE 4E)  
HIERRO THREE FOXTROT (HIE 3F)  
RWYS 08, 26 DEPARTURES



SPEED RESTRICTION  
MAX 250 KT at or below FL100  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

HIE 4E  
This SID require minimum climb gradient  
of 4.5% up to 1000'.

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

Initial ATC clearance:

Maintain FL70 await further clearance

ROUTING

HIE 4E 08 Climb on TFS R-075 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.



GCTS/TFS

REINA SOFIA

27 FEB 15

10-3D

.Eff.5.Mar.



JEPPESSEN

TENERIFE-SOUTH, CANARY IS

.SID.

Apt Elev  
209'

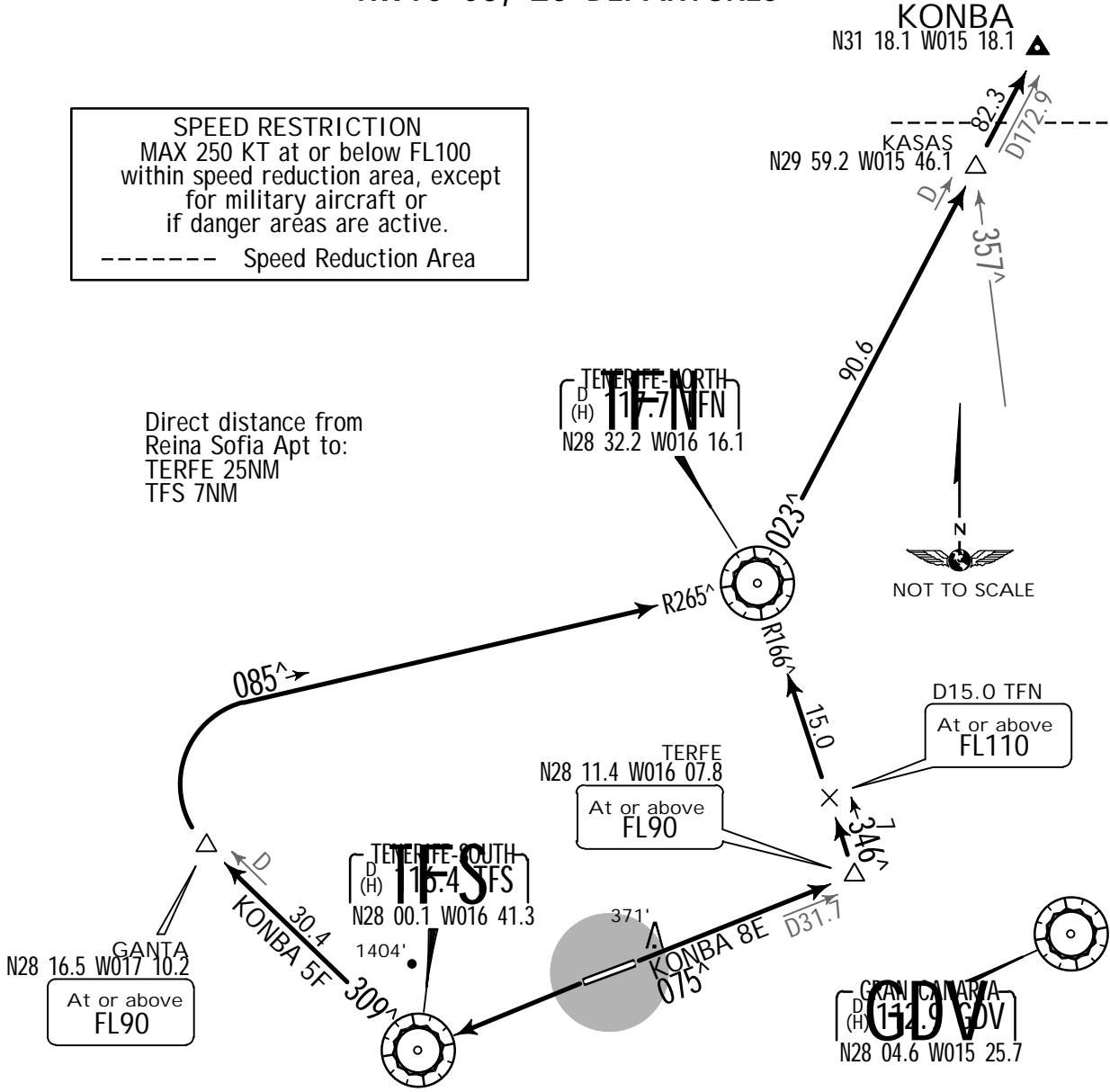
Trans level: By ATC    Trans alt: 6000'  
EXPECT close-in obstacles.

KONBA EIGHT ECHO (KONBA 8E)[KONB8E]  
KONBA FIVE FOXTROT (KONBA 5F)[KONB5F]  
RWYS 08, 26 DEPARTURES

SPEED RESTRICTION  
MAX 250 KT at or below FL100  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

----- Speed Reduction Area

Direct distance from  
Reina Sofia Apt to:  
TERFE 25NM  
TFS 7NM



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

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

Initial ATC clearance:  
KONBA 8E: Maintain FL200, await further clearance  
KONBA 5F: Cross GANTA at or above FL90, climb to FL150,  
await further clearance

SID	RWY	ROUTING
KONBA 8E	08	Climb on TFS R-075 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.

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GCTS/TFS

REINA SOFIA

27 FEB 15

10-3G

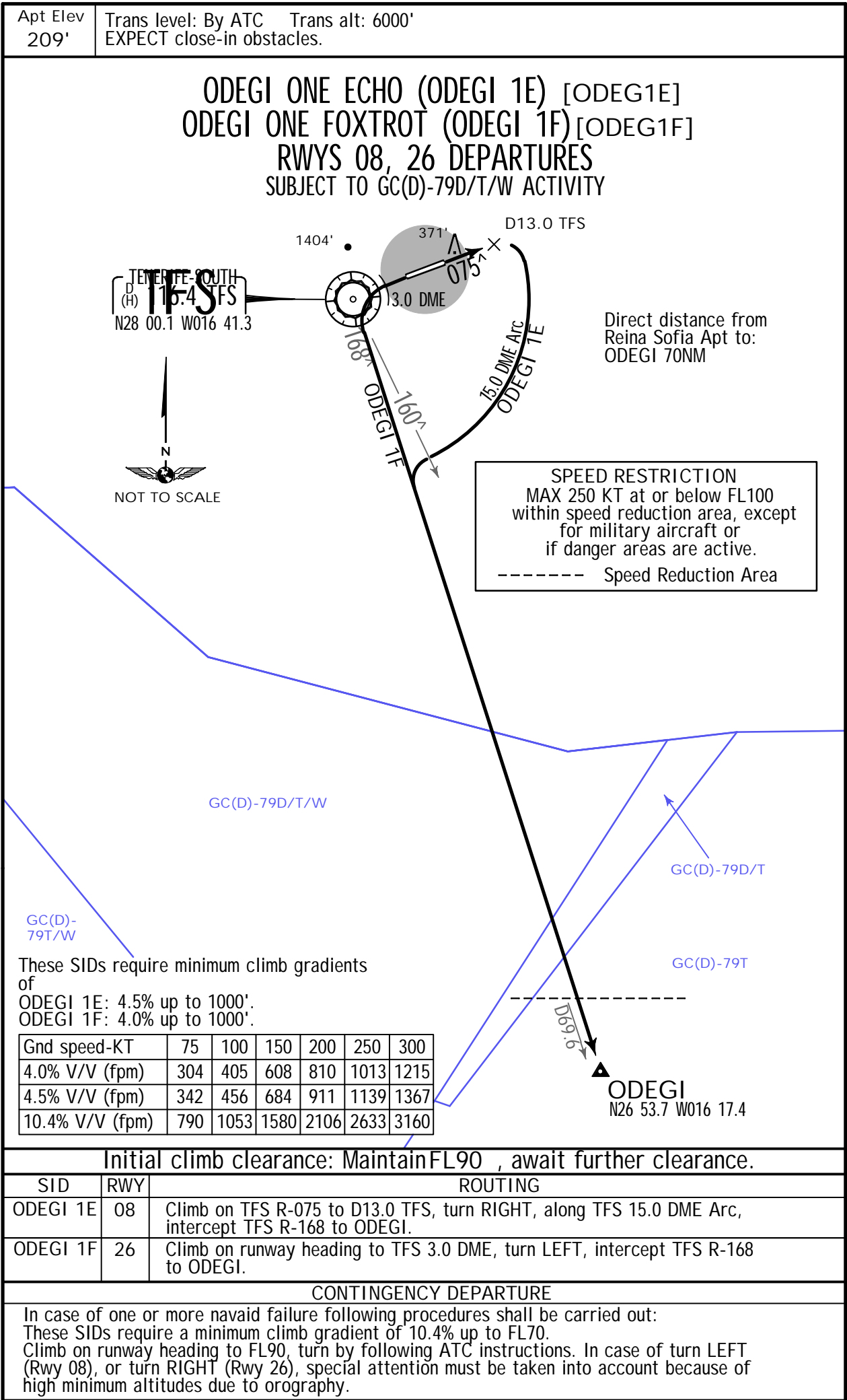
.Eff.5.Mar.



JEPPesen

TENERIFE-SOUTH, CANARY IS

.SID.





GCTS/TFS  
REINA SOFIA

15 APR 16



JEPPESSEN

10-3G2

.Eff.28.Apr.

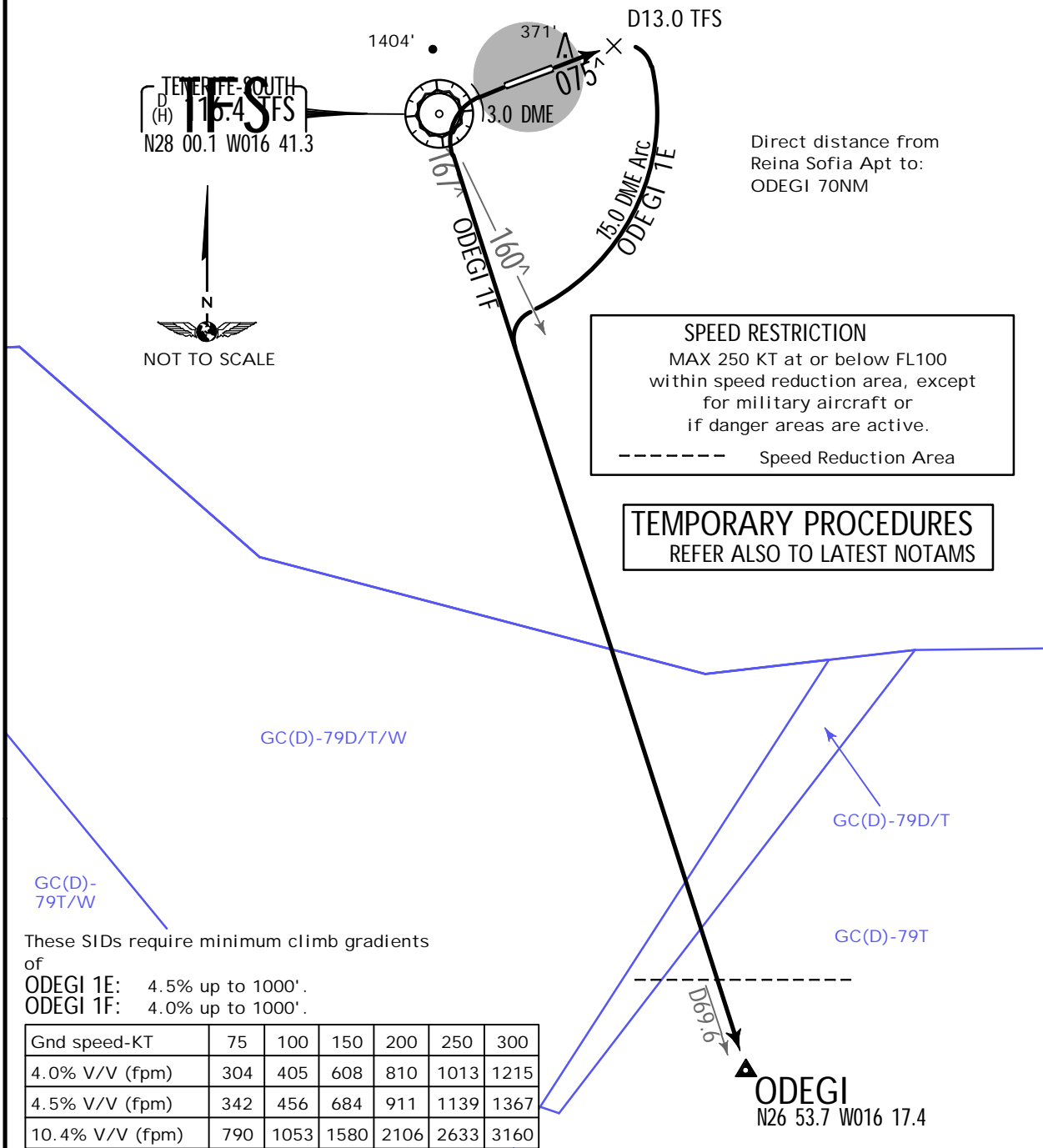
TENERIFE-SOUTH, CANARY IS

.SID.

Apt Elev  
209'

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

ODEGI ONE ECHO (ODEGI 1E) [ODEG1E]  
ODEGI ONE FOXTROT (ODEGI 1F) [ODEG1F]  
RWYS 08, 26 DEPARTURES  
SUBJECT TO GC(D)-79D/T/W ACTIVITY



Initial climb clearance: Maintain FL90, await further clearance.

SID	RWY	ROUTING
ODEGI 1E	08	Climb on TFS R-075 to D13.0 TFS, turn RIGHT, along TFS 15.0 DME Arc, intercept TFS R-167 to ODEGI.
ODEGI 1F	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-167 to ODEGI.

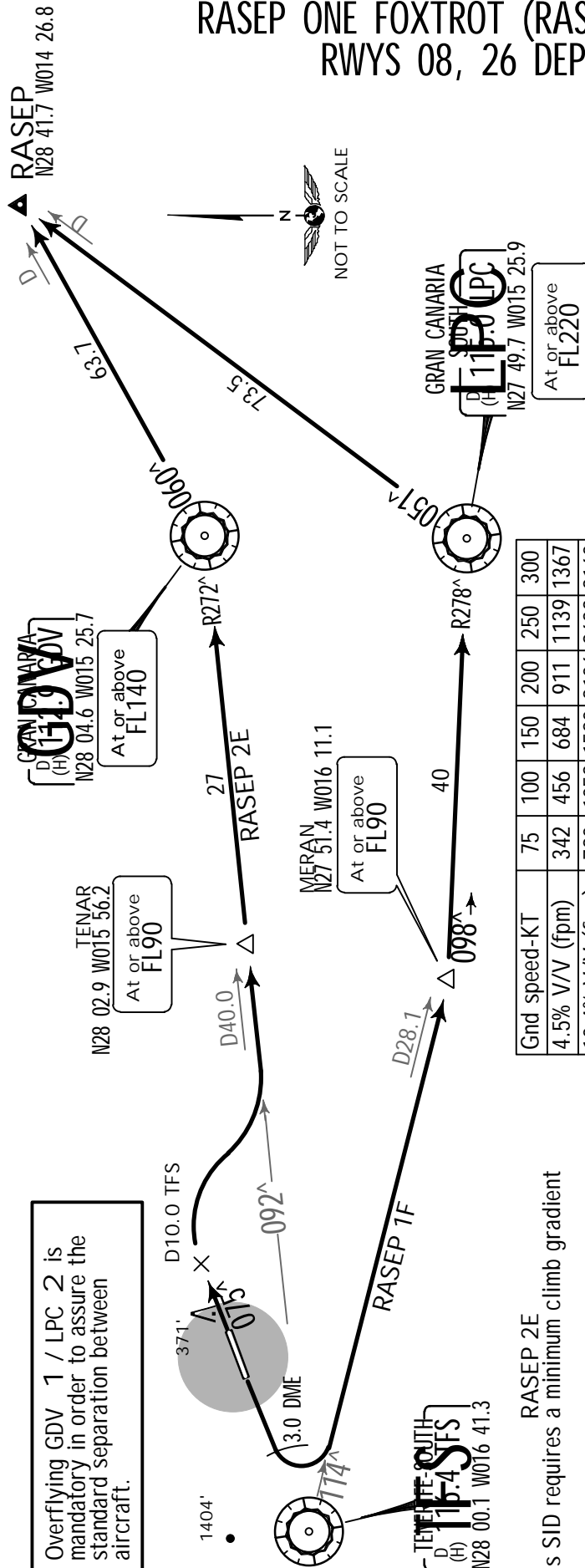
CONTINGENCY DEPARTURE

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 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.

RASEP TWO ECHO (RASEP 2E) [RASE2E] 1  
RASEP ONE FOXTROT (RASEP 1F) [RASE1F] 2  
RWYS 08, 26 DEPARTURES



Direct distance from  
Reina Sofia Apt to:  
MERAN 23NM  
TENAR 34NM

**SPEED RESTRICTION**  
MAX 250 KT at or below FL 100  
within speed reduction area,  
for military aircraft or  
if danger areas are active

**Initial ATC clearance:**

RASEP 2E: Cross GDV at or above. FL140, maintain FL200, initial ATC clearance.

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

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

## ROUTING

SID	RWY	ROUTING
RASEP 2E 1	08	Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-060 to RASEP.
RASEP 1F 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-051 to RASEP.

## CONTINGENCY DEPARTMENT

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.

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.

GCTS/TFS  
REINA SOFIA

27 FEB 15

10-3J

.Eff.5.Mar.



JEPPESSEN

TENERIFE-SOUTH, CANARY IS

.SID.

Apt Elev  
209'

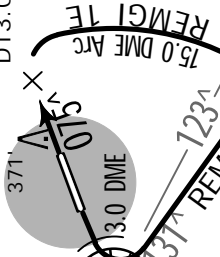
Trans level: By ATC Trans alt: 6000'  
EXPECT close-in obstacles.

REMG1 ONE ECHO (REMG1 1E) [REMG1E]  
REMG1 ONE FOXTROT (REMG1 1F) [REMG1F]  
RWYS 08, 26 DEPARTURES  
SUBJECT TO GC(D)-20B & GC(D)-79C/E/N/T ACTIVITY

SPEED RESTRICTION  
MAX 250 KT at or below FL100  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

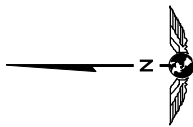
Direct distance from  
Reina Sofia Apt to:  
REMG1 90NM

D13.0 TFS



1404'

TENERIFE-SOUTH  
TFS  
(H)  
N28 00.1 W016 41.3



NOT TO SCALE

These SIDs require minimum climb gradients  
of  
REMG1 1E: 4.5% up to 1000'.  
REMG1 1F: 4.0% up to 1000'.

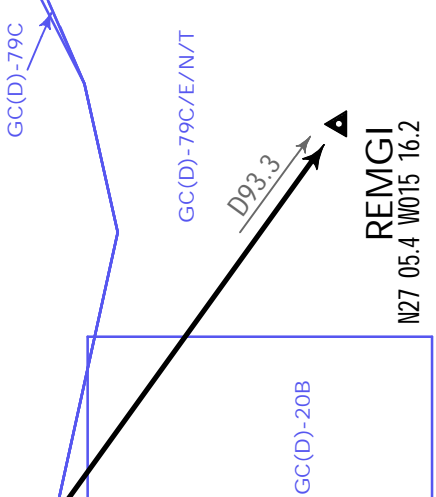
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial climb clearance: Maintain FL90 , await further clearance.

SID	RWY	ROUTING
REMG1 1E	08	Climb on TFS R-075 to D13.0 TFS, turn RIGHT, along TFS 15.0 DME Arc, intercept TFS R-131 to REMG1.
REMG1 1F	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-131 to REMG1.

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.



REMG1  
N27 05.4 W015 16.2



GCTS/TFS  
REINA SOFIA

27 FEB 15

10-3K

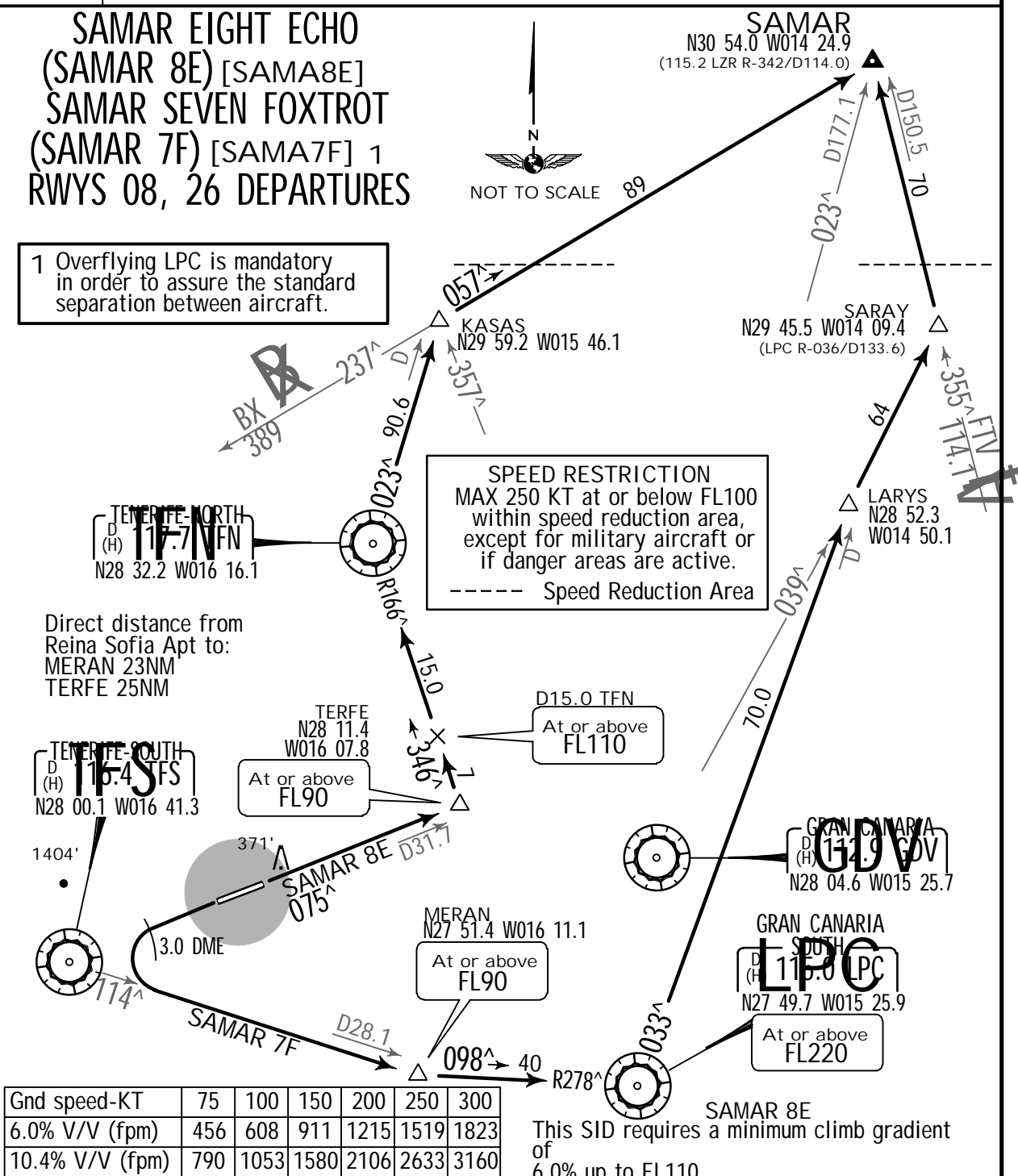
.Eff.5.Mar.

JEPPESSEN TENERIFE-SOUTH, CANARY IS  
.SID.

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

**SAMAR EIGHT ECHO**  
(SAMAR 8E) [SAMA8E]  
**SAMAR SEVEN FOXTROT**  
(SAMAR 7F) [SAMA7F] 1  
RWYS 08, 26 DEPARTURES

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



Initial ATC clearance:

SAMAR 8E: 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 8E	08	Climb on TFS R-075 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.

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27 FEB 15

10-3L

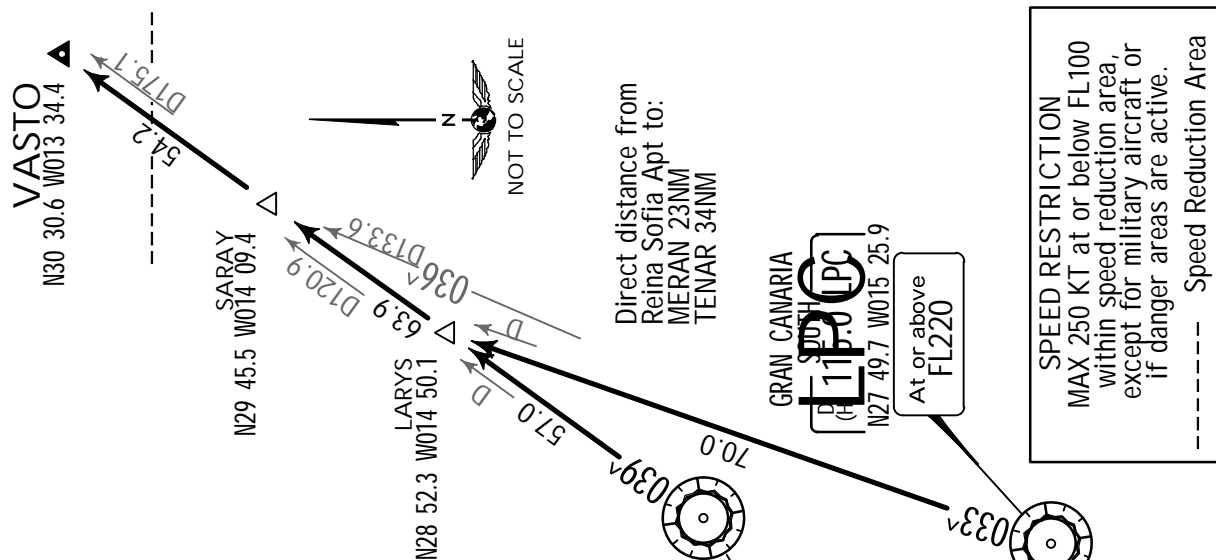
.Eff.5.Mar.

JEPPESEN TENERIFE-SOUTH, CANARY IS  
.SID.

Apt Elev  
209'

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

VASTO SIX ECHO (VASTO 6E) [VAST6E] 1  
VASTO SIX FOXTROT (VASTO 6F) [VAST6F] 2  
RWYS 08, 26 DEPARTURES



Initial ATC clearance:

VASTO 6E: 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

ROUTING

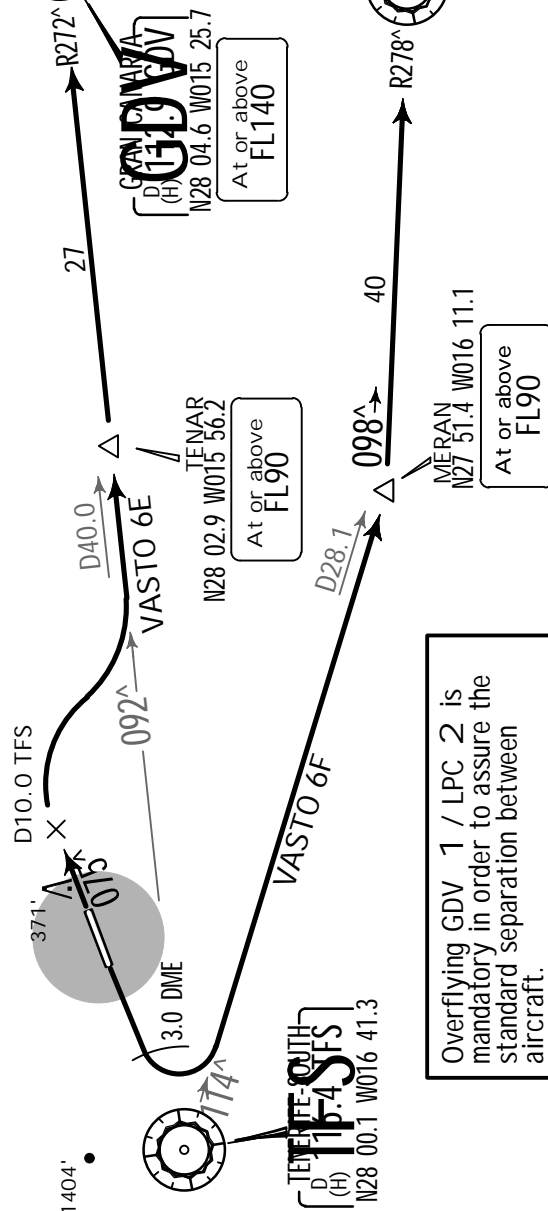
SID	RWY	ROUTING
VASTO 6E 1	08	Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-039 via LARYS and SARAY to VASTO.
VASTO 6F 2	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-033 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.

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

VASTO 6E  
This SID requires a minimum climb gradient of 4.5% up to FL90.



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REINA SOFIA

15 APR 16

10-3L1

.Eff.28.Apr.

JEPPESEN TENERIFE-SOUTH, CANARY IS  
.SID.

Apt Elev  
209'

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

**SAMAR EIGHT ECHO**  
(SAMAR 8E) [SAMA8E]  
**SAMAR EIGHT FOXTROT**  
(SAMAR 8F) [SAMA8F] 1  
**RWYS 08, 26 DEPARTURES**

- 1 Overflying LPC is mandatory in order to assure the standard separation between aircraft.
- 2 Between XUMBA-SAMAR any loss of signal and uncouplings of DME FUE RADAR assistance will be provided.

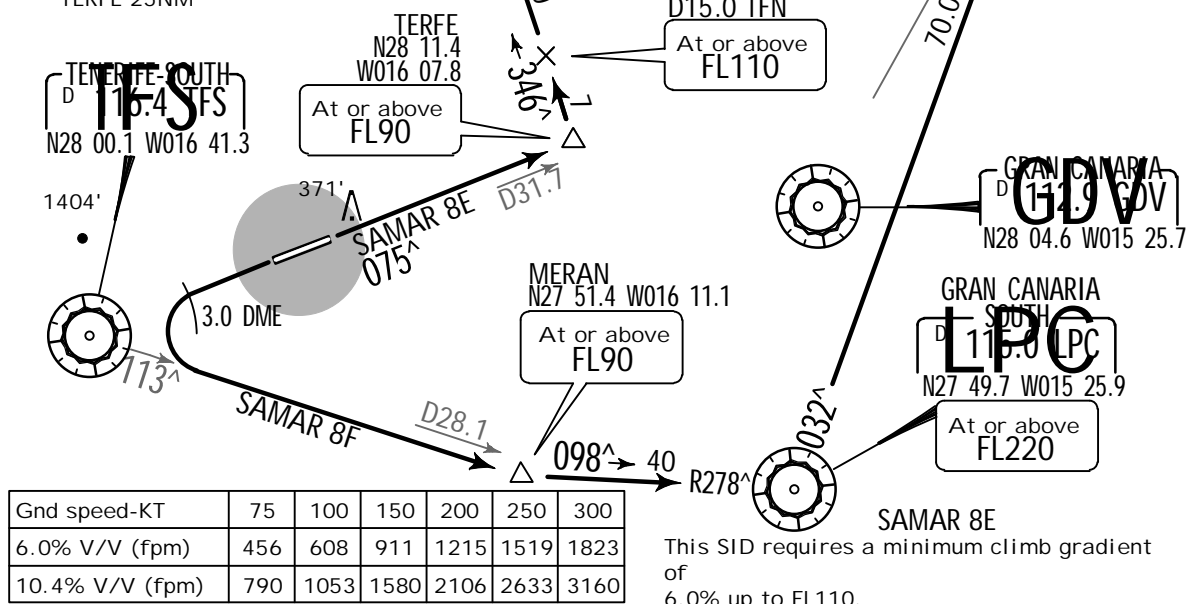
**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

**SPEED RESTRICTION**

MAX 250 KT at or below FL100  
within speed reduction area,  
except for military aircraft or  
if danger areas are active.

----- Speed Reduction Area

Direct distance from  
Reina Sofia Apt to:  
MERAN 23NM  
TERFE 25NM



Initial ATC clearance:

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

SID	RWY	ROUTING
SAMAR 8E	08	Climb on TFS R-075 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 8F 1	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-113 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-032 to LARYS, turn RIGHT, intercept GDV R-039 to XUMBA, turn LEFT, intercept 355° bearing from FV 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.

**VASTO SIX ECHO (VASTO 6E) [VAST6E] 1**

**VASTO SEVEN FOXTROT (VASTO 7F) [VAST7F] 2**

**RWYS 08, 26 DEPARTURES**

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:**

**VASTO 6E:** Cross GDV at or above FL140, maintain FL200, await further clearance

**VASTO 7F:** Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

**ROUTING**

**VASTO 6E** 08  
Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-039 via LARYS and SARAY to VASTO.

**VASTO 7F** 26  
Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-113 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-032 to LARYS, turn RIGHT, intercept GDV R-039 via XUMBA 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 6E**  
This SID requires a minimum climb gradient of 4.5% up to FL90.

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS

**SPEED RESTRICTION**  
MAX 250 KT at or below FL100 within speed reduction area, except for military aircraft, if danger areas are active.  
----- Speed Reduction Area

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

GCTS/TFS

REINA SOFIA

27 FEB 15

(10-3M)

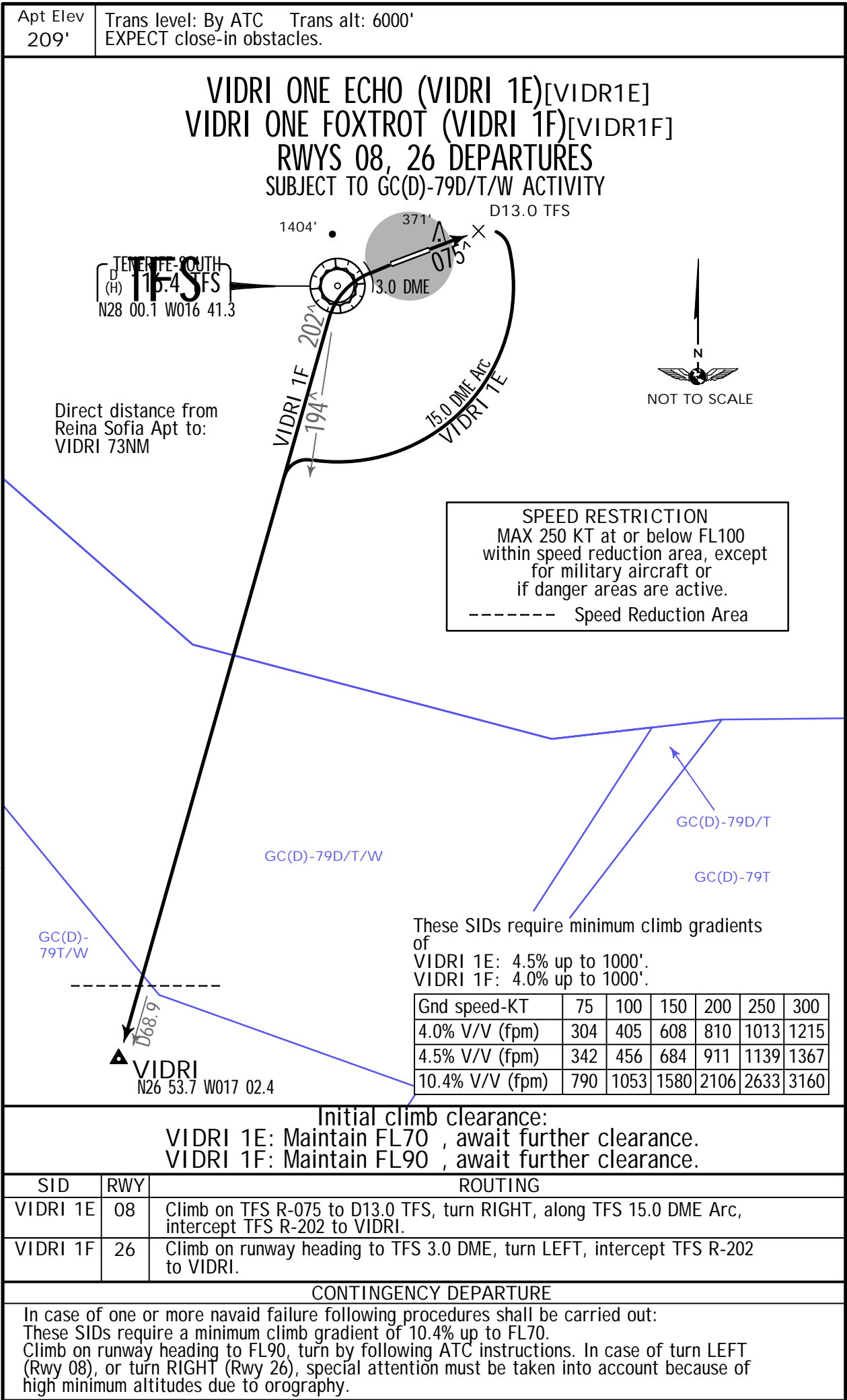
.Eff.5.Mar.



JEPPESSEN

TENERIFE-SOUTH, CANARY IS

.SID.



GCTS/TFS  
REINA SOFIA

JEPPESSEN  
19 NOV 99  
Eff. 2. Dec. 10-4

TENERIFE SOUTH, CANARY IS  
.NOISE.

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.

GCTS/TFS



JEPPESEN TENERIFE-SOUTH, CANARY IS

25 MAR 16

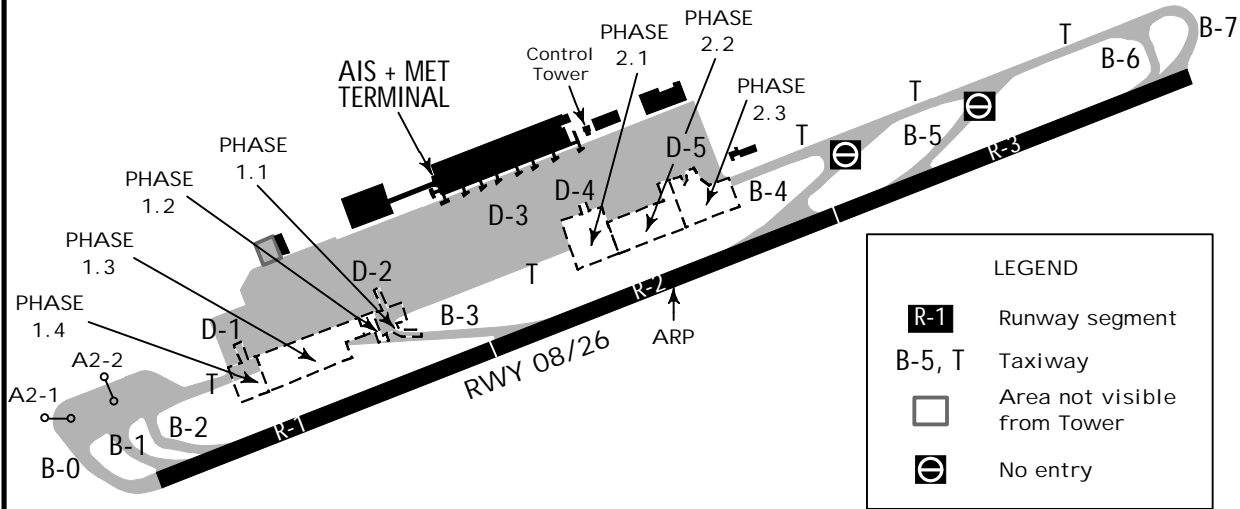
10-8

.Eff.31.Mar.

REINA SOFIA

## WORKS ON TWY T

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



### PHASE 1.1:

Gate D-2 and nearby TWY T unserviceable.  
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-3, D-4 or D-5 and from there via TWY T to TWY B-6 or B-7

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-3, D-4 or D-5 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1, B-2 or B-3 and taxi via TWY T to Gate D-1 to access the apron.

### PHASE 1.2:

HST B-3, nearby TWY T and parking stand E29 unserviceable.  
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway until they exit the apron via Gate D-2, D-3, D-4 or D-5 and from there via TWY T to TWY B-6 or B-7

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5, D-4, D-3 or D-2 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1 or B-2 and taxi via TWY T to Gate D-1 to access the apron.

### PHASE 1.3:

TWY T between HST B-3 and Gate D-1 as well as parking stands E29 thru E32 and J33 thru J36 unserviceable.  
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1 and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway until they exit the apron via Gate D-2, D-3, D-4 or D-5 and from there via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5, D-4, D-3 or D-2 to access the apron.

Landing RWY 26: ACFT shall vacate RWY either via TWY B-1 or B-2 and taxi via TWY T to Gate D-1 to access the apron, or via HST B-3 taxiing via TWY T to Gate D-2, D-3, D-4 or D-5 to access the apron.

GCTS/TFS



JEPPESSEN

25 MAR 16

10-8A

.Eff.31.Mar.

TENERIFE-SOUTH, CANARY IS

REINA SOFIA

## WORKS ON TWY T

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY

### PHASE 1.4:

Gate D-1 and nearby TWY T unserviceable.  
The following taxi routes shall be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-2, D-3, D-4 or D-5, and from there via TWY T to access RWY via TWY B-3, carrying out backtrack manoeuvre on RWY until vacating it via TWY B-2 and access the RWY again via TWY B-1.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-2, D-3, D-4 or D-5, and from there via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5, D-4, D-3 or D-2 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1 accessing the RWY again via TWY B-2, taxiing along the RWY until vacating it via HST B-3 and from there taxiing via TWY T to Gate D-2, D-3, D-4 or D-5 to access the apron.

### PHASE 2.1:

Gate D-4 and nearby TWY T as well as parking stands H18 and T17 unserviceable.  
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, D-2 or D-3 and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-5 and from there via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1, B-2 or B-3 and taxi via TWY T to Gate D-1, D-2 or D-3 to access the apron.

### PHASE 2.2:

TWY T between Gates D-4 and D-5 as well as parking stands E13, H14, H15, T16 and T17 unserviceable.  
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, D-2, D-3 or D-4 and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-5, and from there via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1, B-2 or B-3 and taxi via TWY T to Gate D-1, D-2, D-3 or D-4 to access the apron.

### PHASE 2.3:

Gate D-5 and nearby TWY T as well as stand E13 unserviceable.  
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, D-2, D-3 or D-4 and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-1, D-2, D-3 or D-4 and from there via TWY T to access the RWY via TWY B-3 taxiing along the RWY until vacating it via HST B-4, and from there, again via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-5, B-6 or B-7 taxiing via TWY T to enter the RWY via TWY B-4 taxiing along the RWY until vacating it via HST B-3, and from there, again via TWY T to Gate D-1, D-2, D-3 or D-4 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1, B-2 or B-3 and taxi via TWY T to Gate D-1, D-2, D-3 or D-4 to access the apron.



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Apt Elev 209'  
N28 02.7 W016 34.4



JEPPesen

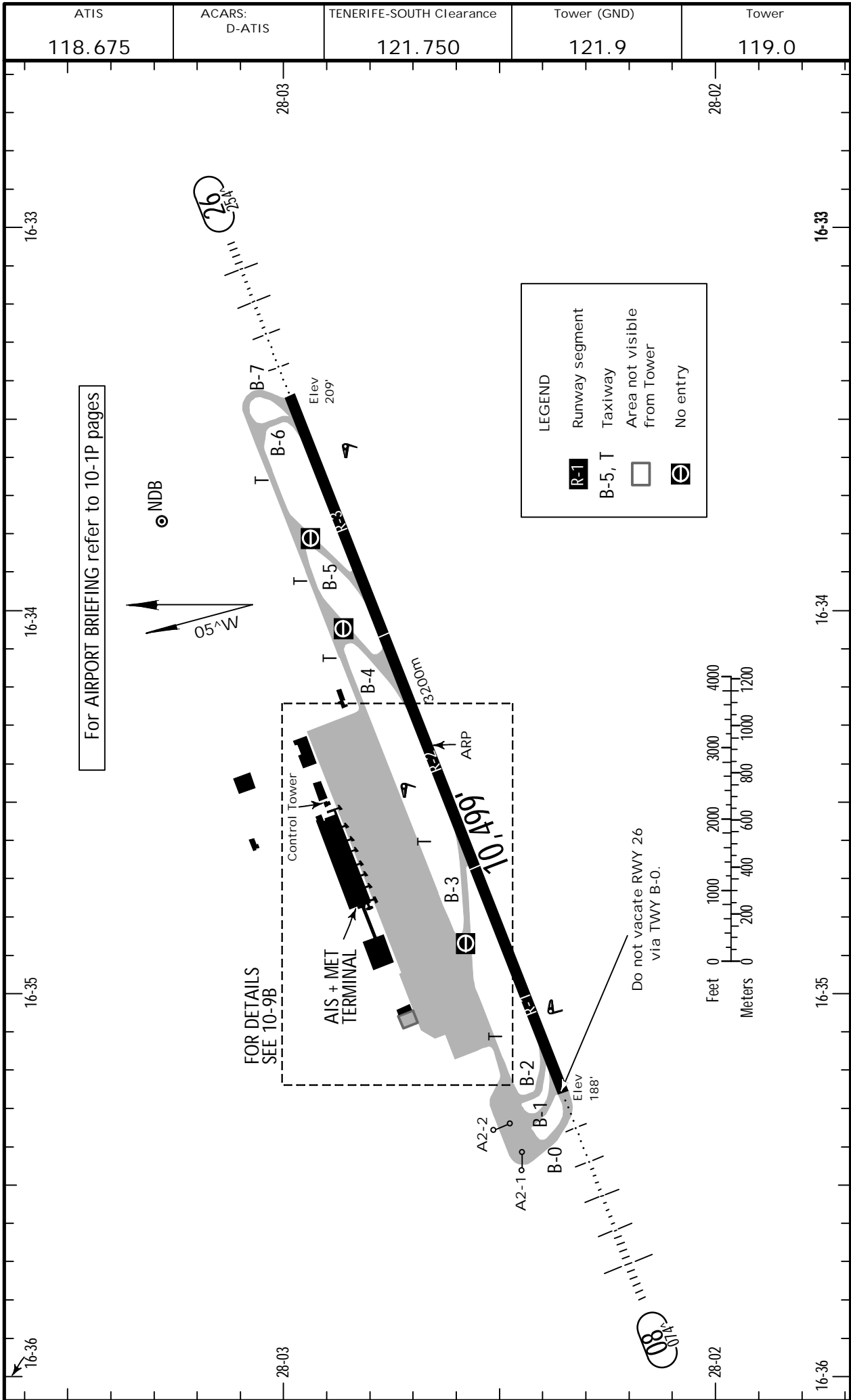
TENERIFE-SOUTH, CANARY IS

15 JUL 16

(10-9)

.Eff.21.Jul.

REINA SOFIA





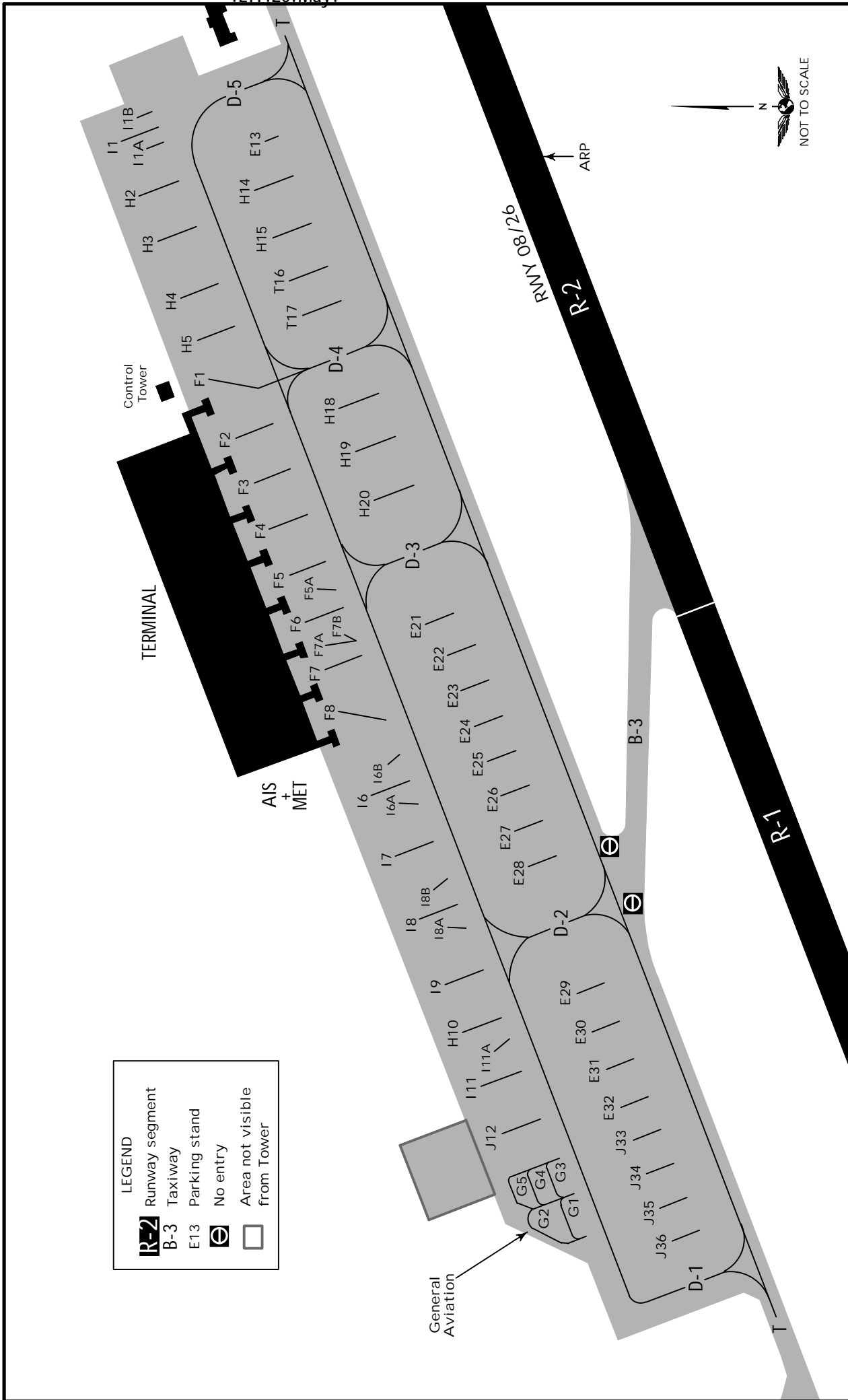
GCTS/TFS

JEPPESEN

TENERIFE-SOUTH, CANARY IS

REINA SOFIA

13 MAY 16  
Eff. 26 May. 10-9B



GCTS/TFS

13 MAY 16  
Eff. 26 May 10-9C  
JEPPesen

TENERIFE-SOUTH, CANARY IS  
REINA SOFIA

## 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'.

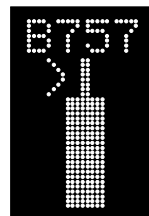
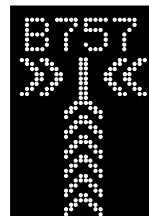
#### 9. WAIT

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.



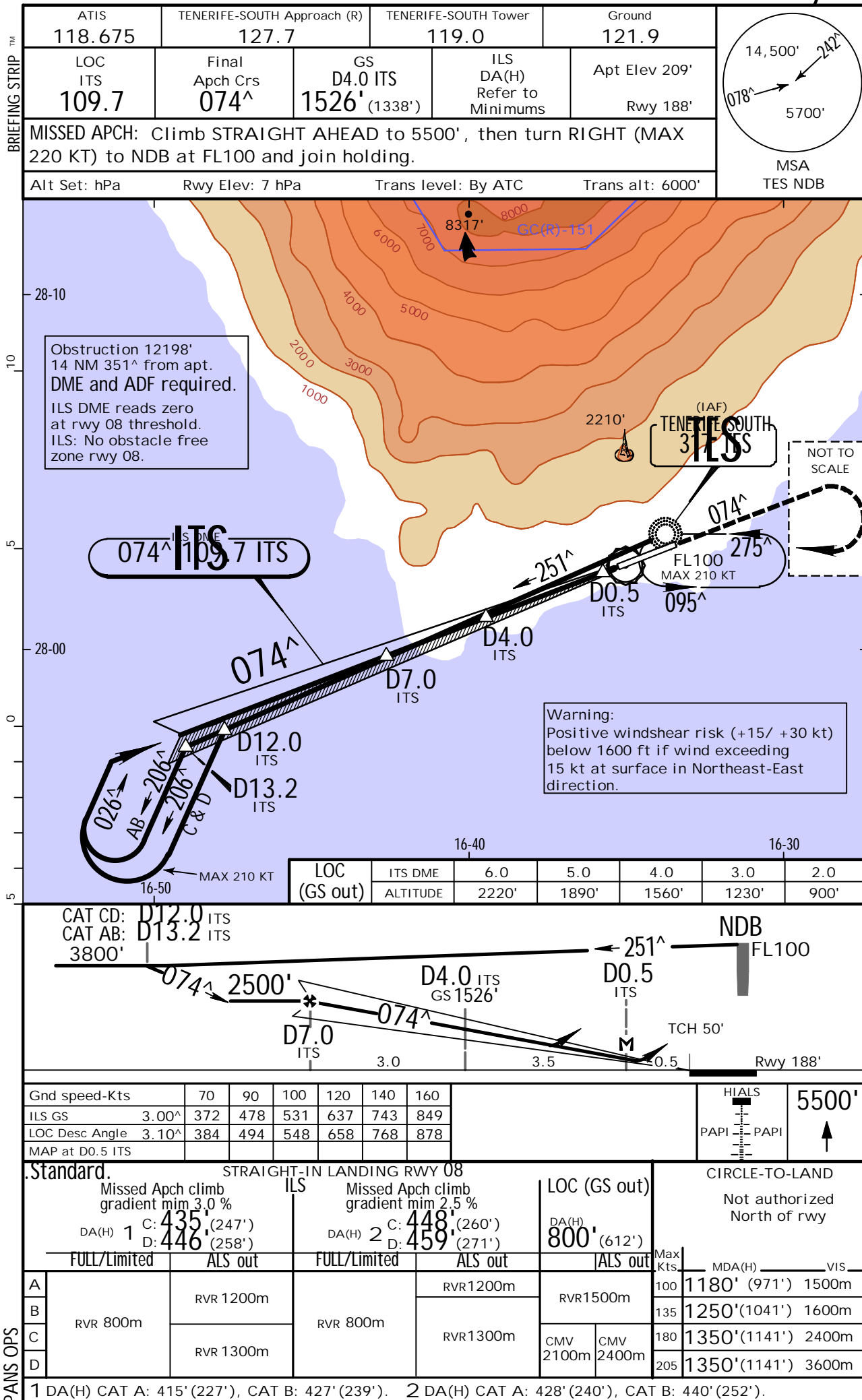
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GCTS/TFS  
REINA SOFIA

13 MAY 16

(11-2) .Eff.26.May.

JEPPesen TENERIFE-SOUTH, CANARY IS  
ILS Y or LOC Y Rwy 08

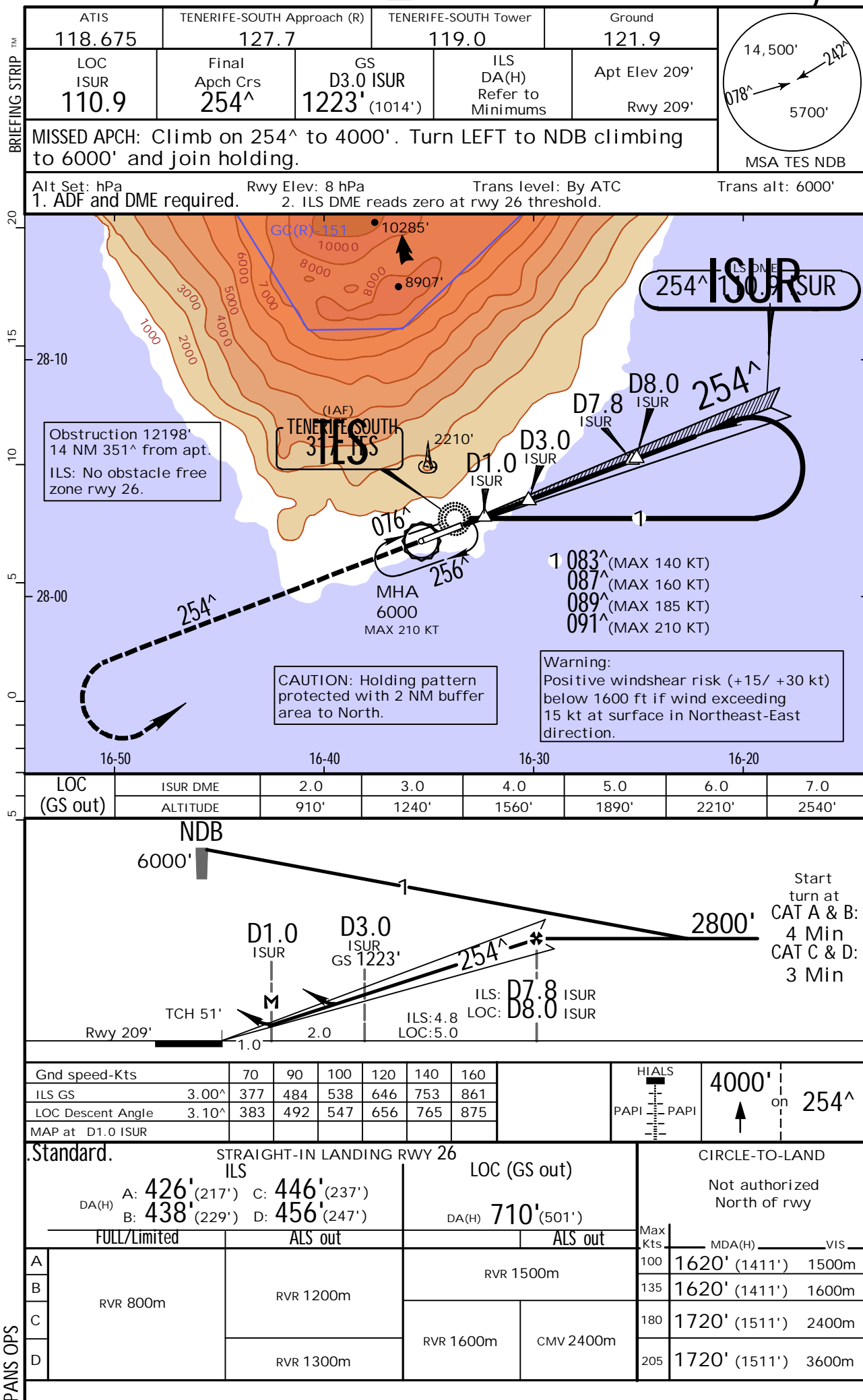


GCTS/TFS  
REINA SOFIA

13 MAY 16

(11-3) .Eff.26.May.

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



GCTS/TFS  
REINA SOFIA

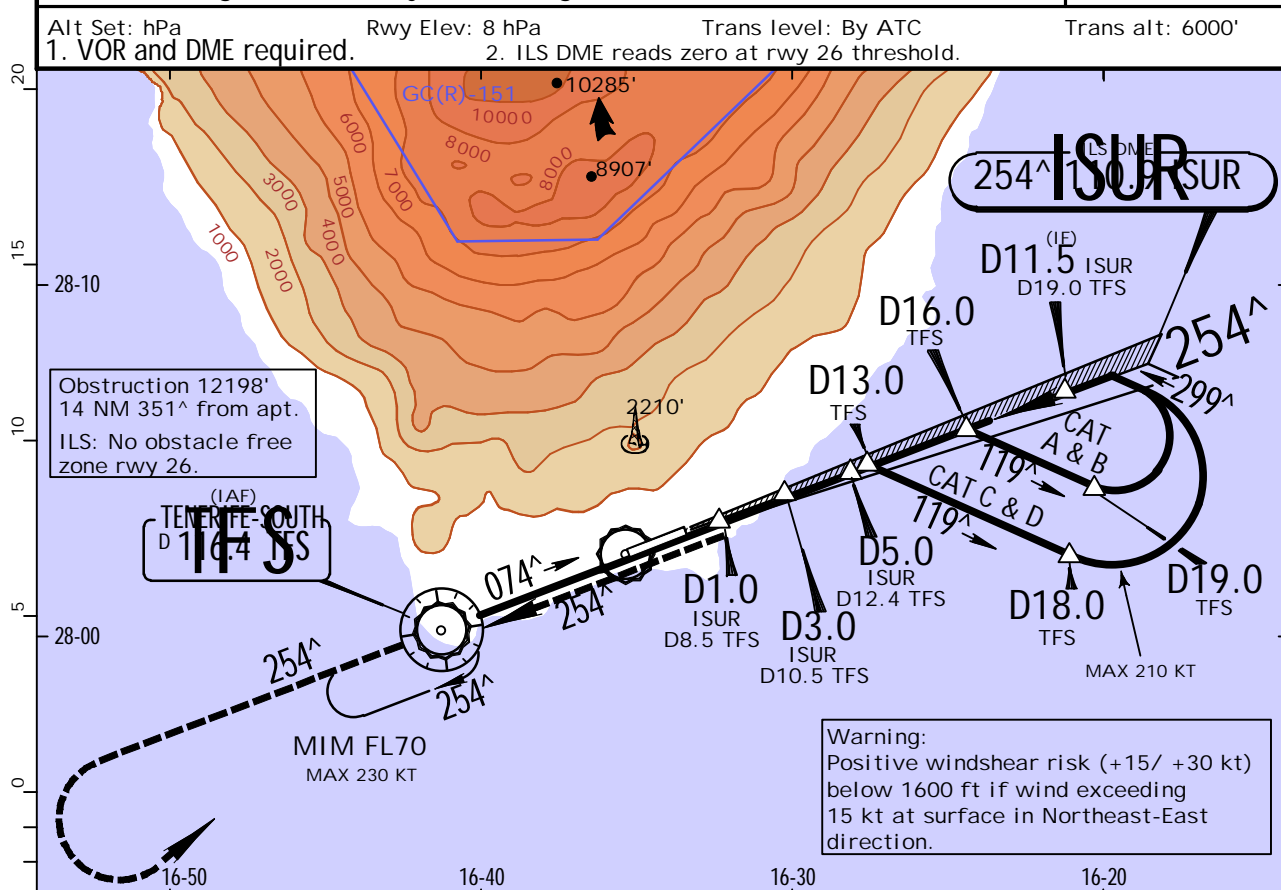
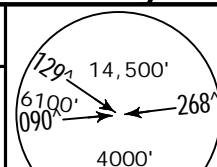
13 MAY 16

(11-4) .Eff.26.May.

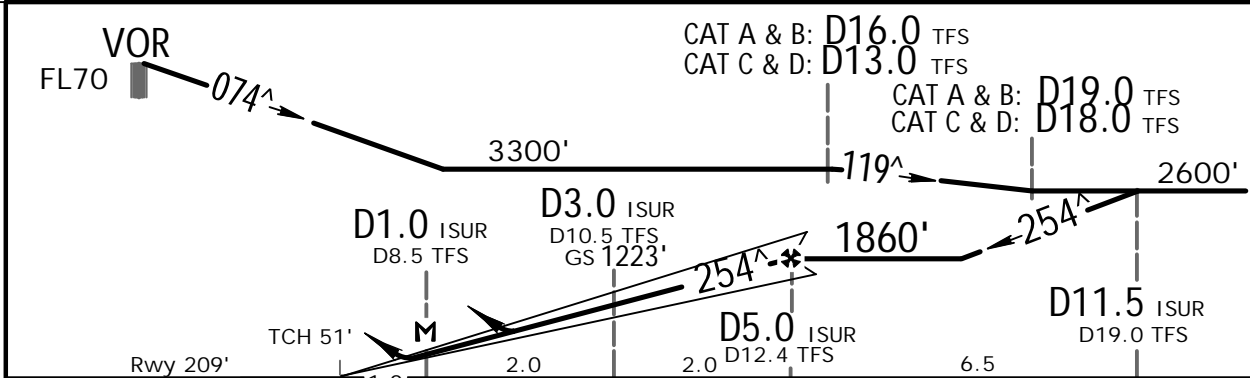
JEPPESSEN

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

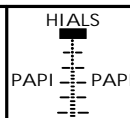
ATIS 118.675	TENERIFE-SOUTH Approach (R) 127.7	TENERIFE-SOUTH Tower 119.0	Ground 121.9
LOC ISUR 110.9	Final Apch Crs 254 <sup>^</sup>	GS D3.0 ISUR 1223' (1014')	ILS DA(H) Refer to Minimums
MISSED APCH: Climb on R-074 inbound to 5000', then turn LEFT direct to VOR climbing to FL70 and join holding.			Apt Elev 209' Rwy 209'
Alt Set: hPa 1. VOR and DME required.			Trans alt: 6000'



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 <sup>^</sup>	377	484	538	646	753
LOC Descent Angle	3.10 <sup>^</sup>	383	492	547	656	765
MAP at	D1.0 ISUR / D8.5 TFS					



5000' on 116.4 TFS  
R-074

Standard.		STRAIGHT-IN LANDING RWY 26		LOC (GS out)		CIRCLE-TO-LAND	
ILS		DA(H)		720' (511')		Not authorized North of rwy	
A: 409' (200') C: 418' (209')		B: 410' (201') D: 428' (219')		FULL/Limited		Max Kts	
RVR 800m		RVR 1200m		RVR 1500m		MDA(H) VIS	
A		B		C		100	
B		C		D		135	
C		D		RVR 1600m		180	
D		CMV 2400m		205		1720' (1511') 3600m	



GCTS/TFS  
REINA SOFIA

22 JAN 16

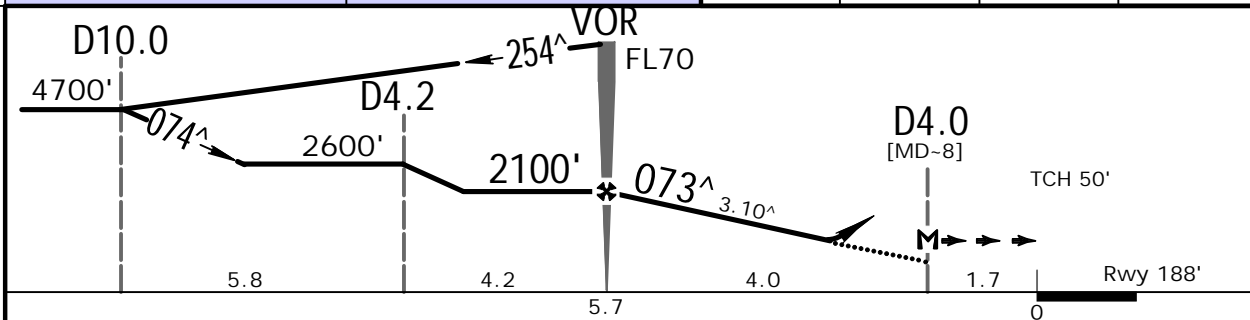
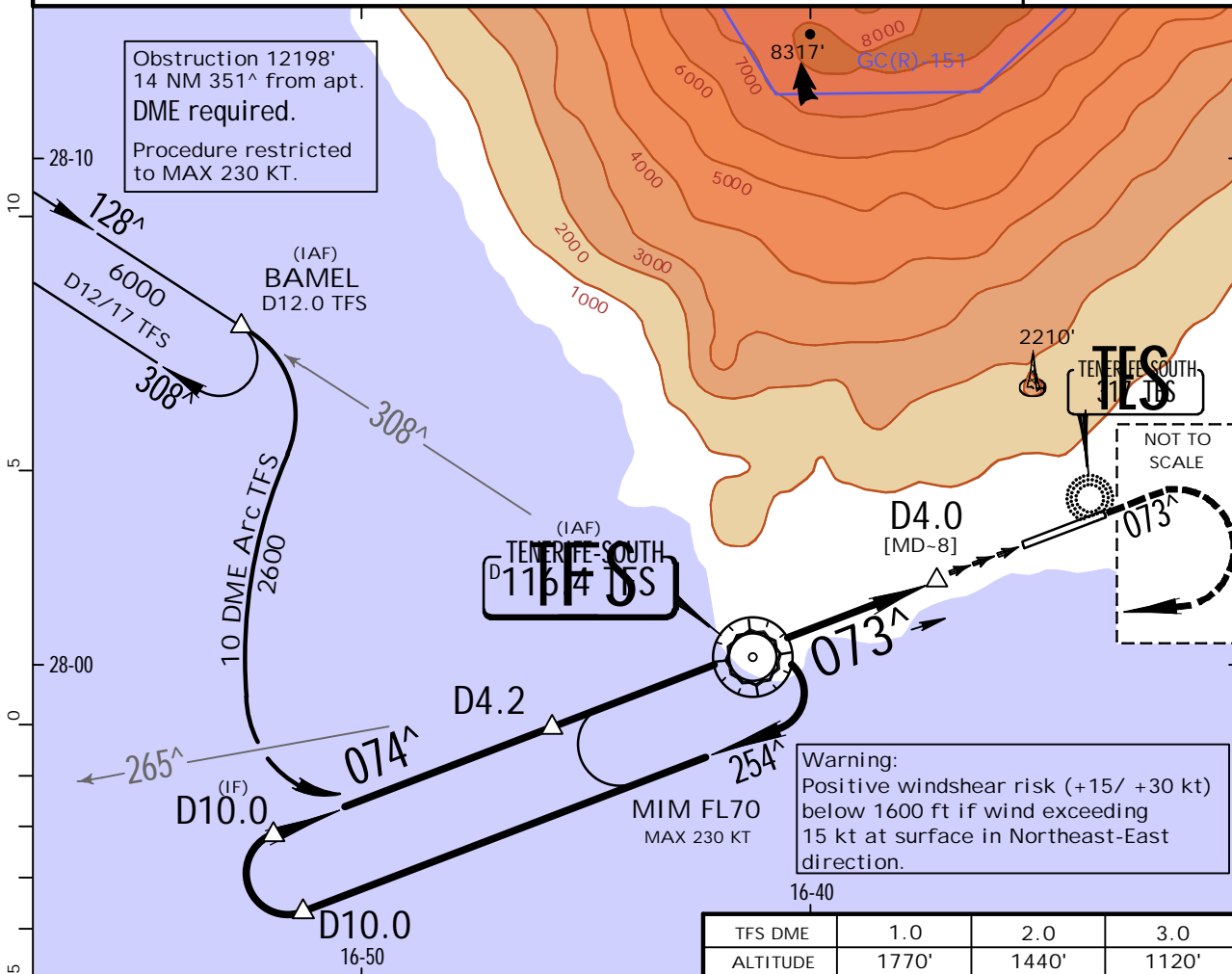
13-1

Eff.4.Feb.

JEPPESEN TENERIFE-SOUTH, CANARY IS  
VOR Rwy 08

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

MSA  
TFS VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.10 <sup>^</sup>	384	494	548	658	768
MAP at D4.0						

HIALS  
PAPI PAPI

5000'

Standard.		STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND	
Missed Apch climb gradient min 3.5 %		Missed Apch climb gradient min 2.5 %		Not authorized North of rwy	
DA(H) 950' (762')		DA(H) 1060' (872')		Max Kts.	
ALS out		ALS out		MDA(H)	
A	RVR 1500m	RVR 1500m		100	1620' (1411')
B				135	1620' (1411')
C	CMV 2400m	CMV 2400m		180	1720' (1511')
D				205	1720' (1511')

VIS

1500m

1600m

2400m

3600m

GCTS/TFS  
REINA SOFIA

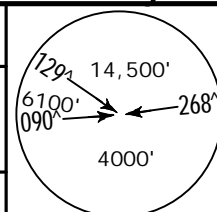
22 JAN 16

JEPPESSEN

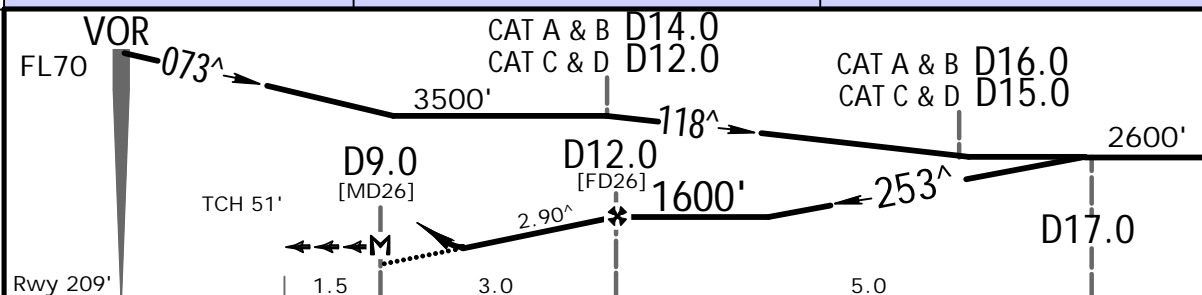
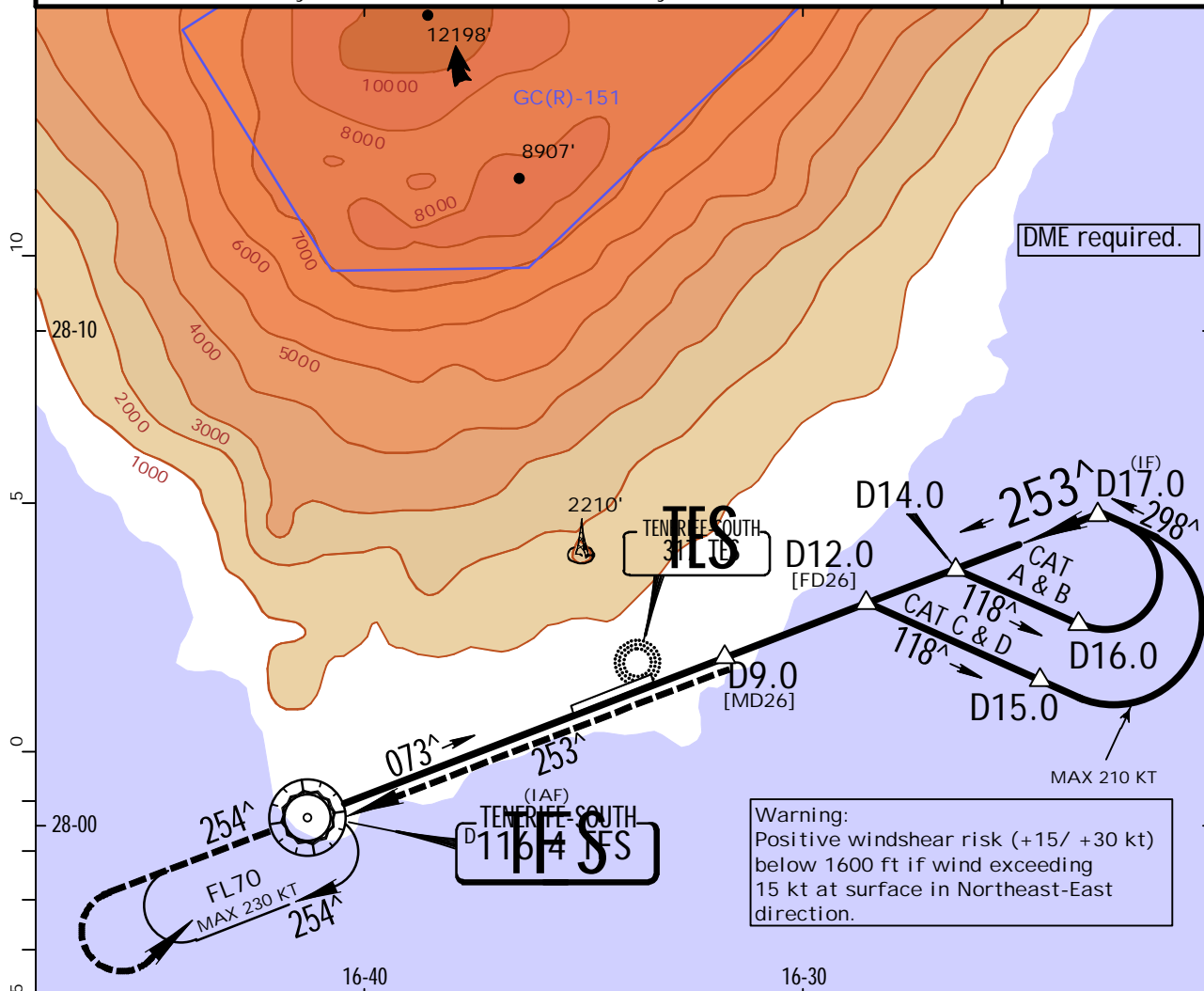
(13-2) .Eff.4.Feb.

TENERIFE-SOUTH, CANARY IS  
VOR Rwy 26

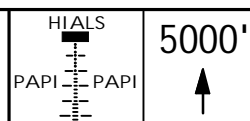
ATIS 118.675	TENERIFE-SOUTH Approach (R) 127.7	TENERIFE-SOUTH Tower 119.0	Ground 121.9
VOR TFS 116.4	Final Apch Crs 253 <sup>^</sup>	Minimum Alt D12.0 1600' (1391')	DA(H) 1330' (1121')
MISSED APCH: Climb on R-073 inbound to 5000', then direct to VOR at FL70 and join holding.			Apt Elev 209' Rwy 209'
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 6000'



MSA  
TFS VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.90 <sup>^</sup>	359	462	513	616	821
MAP at D9.0						



Standard. STRAIGHT-IN LANDING RWY 26

DA(H)	1330' (1121')	ALS out	Max Kts
A		RVR 1500m	100
B			135
C		CMV 2400m	180
D			205

CIRCLE-TO-LAND

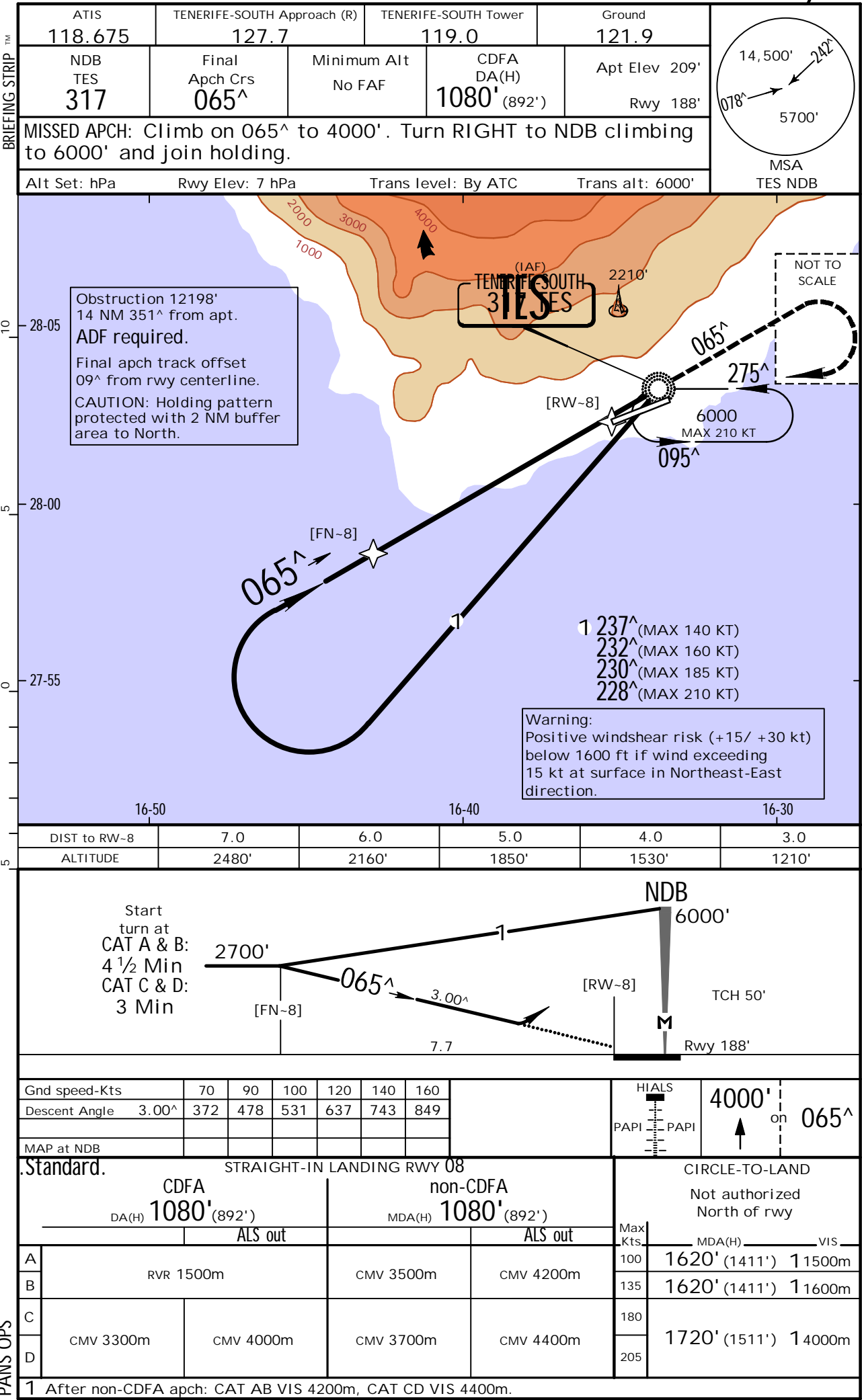
Not authorized North of rwy

MDA(H)	VIS
1620' (1411')	1500m
1620' (1411')	1600m
1720' (1511')	2400m
1720' (1511')	3600m

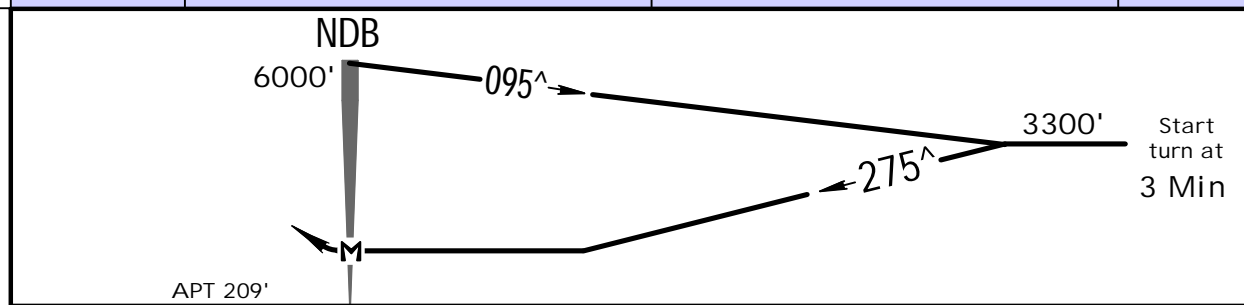
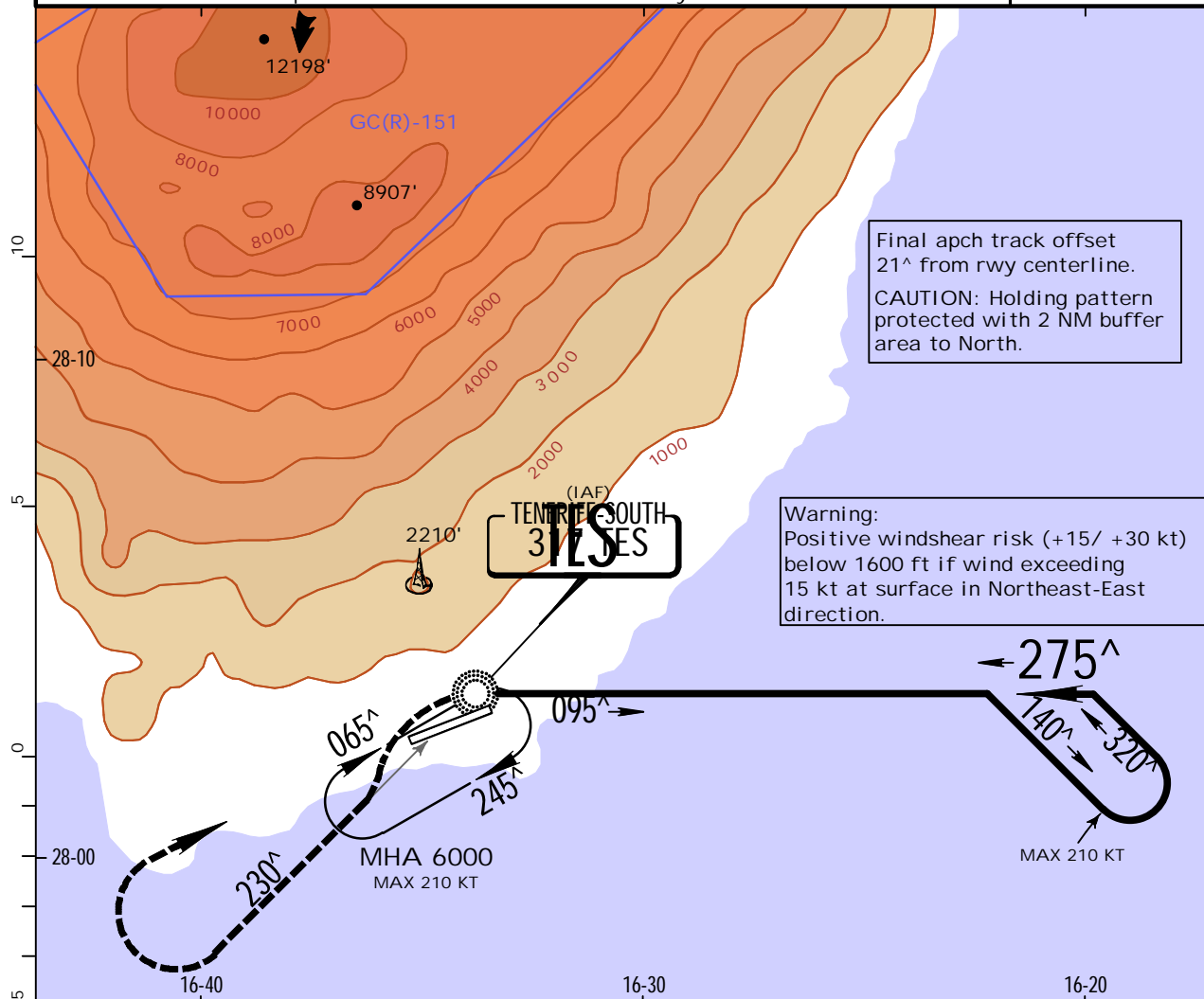
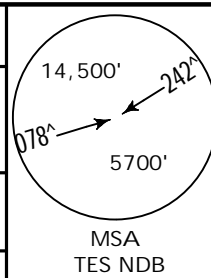
GCTS/TFS  
REINA SOFIA

22 JAN 16  
(16-1) .Eff.4.Feb.

TENERIFE-SOUTH, CANARY IS  
NDB Rwy 08



TENERIFE-SOUTH, CANARY IS  
Feb. NDB

[illegible]

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

Chart changes since cycle 14-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SAL, (AMILCAR CABRAL - GVAC)				
TENERIFE-SOUTH, (REINA SOFIA - GCTS)				
REV	AIRPORT BRIEFING (GEN)	10-1P	15 Jul 2016	21 Jul 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	15 Jul 2016	21 Jul 2016
REV	AIRPORT BRIEFING (ARR)	10-1P2	15 Jul 2016	21 Jul 2016
ADD	AIRPORT BRIEFING (ARR CON...	10-1P3	15 Jul 2016	21 Jul 2016
DEL	AIRPORT BRIEFING (DEP)	10-1P3	15 Jul 2016	21 Jul 2016
ADD	AIRPORT BRIEFING (DEP)	10-1P4	15 Jul 2016	21 Jul 2016
ADD	AIRPORT BRIEFING (DEP CON...	10-1P5	15 Jul 2016	21 Jul 2016
REV	AIRPORT	10-9	15 Jul 2016	21 Jul 2016
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	15 Jul 2016	21 Jul 2016

## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport GCTS**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20160428

**End Date:** 20161110

Eff 28 APR 16 due to temporary unavailability of FTV VORME, STARs RUSIK 3DCG and RUSIK 4DCH not usable. Refer to temp charts and latest NOTAMs.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20160331

**End Date:** 20161031

Works on TWY T (based on SUP 21-16). Refer to temp charts 10-8/10-8A and latest NOTAMs.

### **No Chart Change Notices for Airport GVAC**

### **Chart Change Notices for Country XJE**

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** 20160428

**End Date:** 20161110

With eff 28 APR 16 FTV VORDME unserviceable. Temporary SIDs/STARs established. Refer to temp charts and latest NOTAMs.