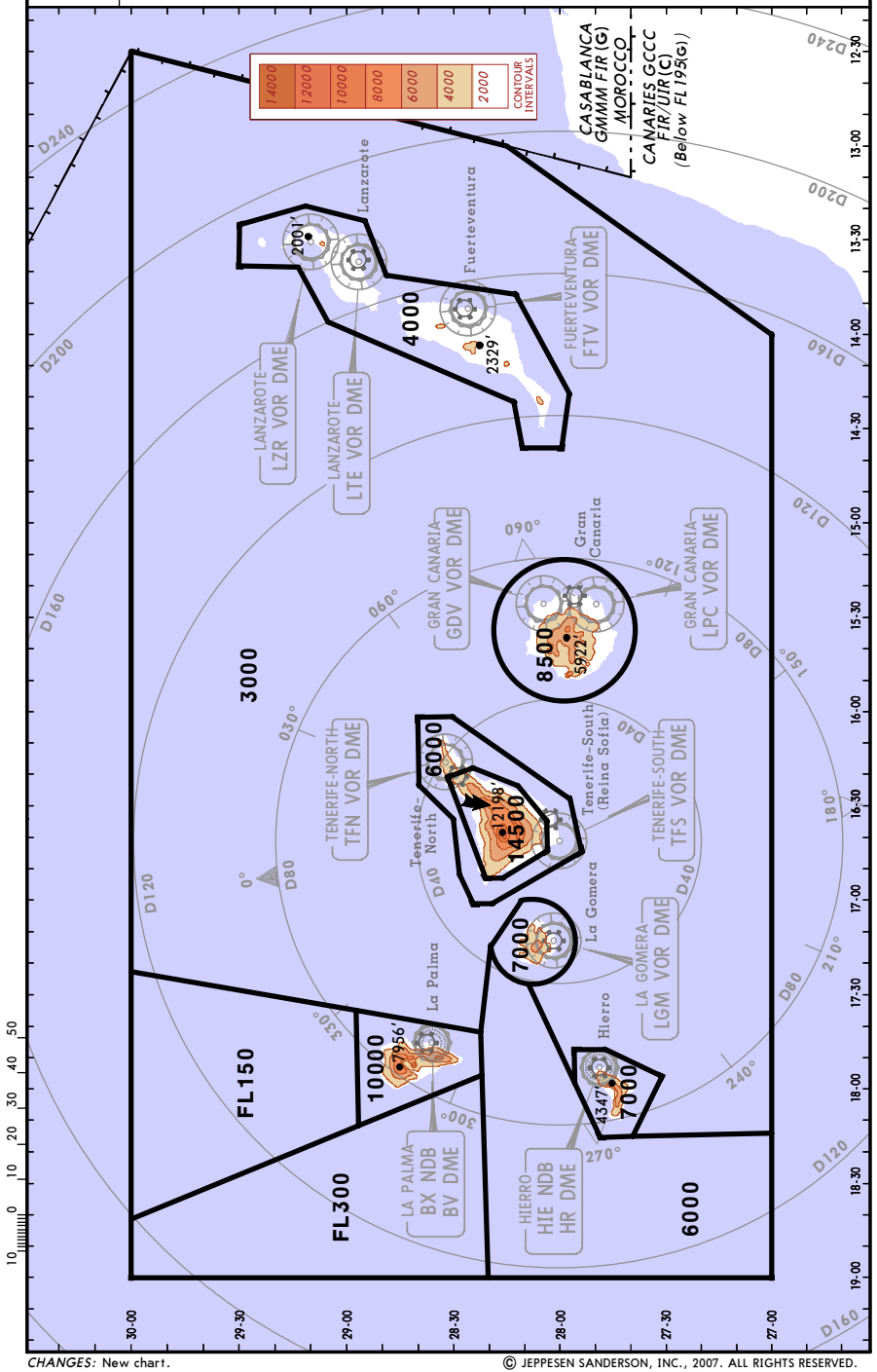
GCTS/TFS
REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS

26 OCT 07 (10-1R)

RADAR MINIMUM ALTITUDES

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



CHANGES: New chart.

GCTS/TFS
REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS

16 JUL 04 (10-2)

STAR

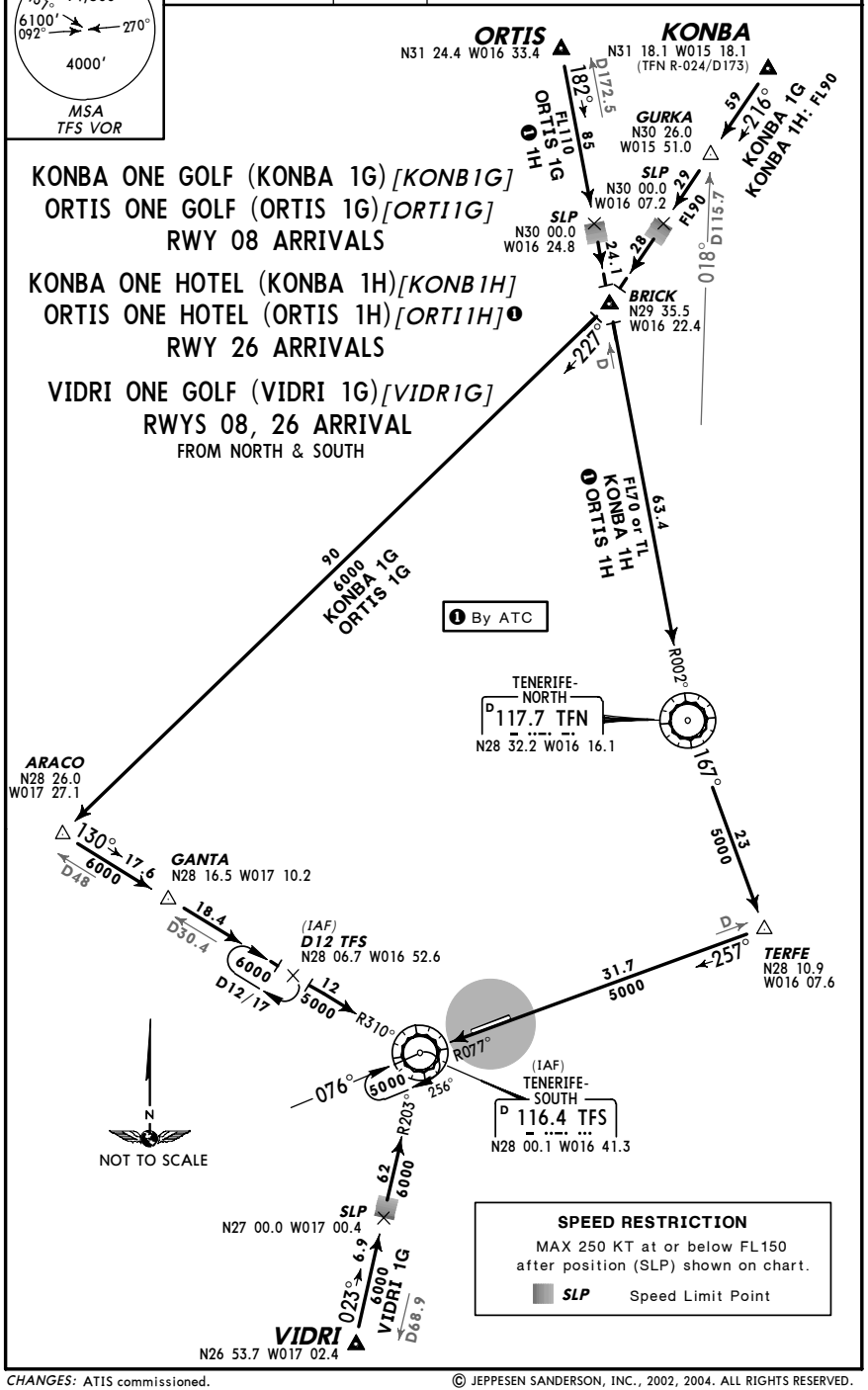
ATIS	Apt Elev	Alt Set: hPa	Trans alt: 6000′
118.67	209′	Trans level: By ATC	

MSA
TFS VOR
131° 14,500′
092° 6100′
270°
4000′

KONBA ONE GOLF (KONBA 1G) *[KONB1G]*
ORTIS ONE GOLF (ORTIS 1G) *[ORTI1G]*
RWY 08 ARRIVALS

KONBA ONE HOTEL (KONBA 1H) *[KONB1H]*
ORTIS ONE HOTEL (ORTIS 1H) ❶ *[ORTI1H]*
RWY 26 ARRIVALS

VIDRI ONE GOLF (VIDRI 1G) *[VIDR1G]*
RWYS 08, 26 ARRIVAL
FROM NORTH & SOUTH



CHANGES: ATIS commissioned.

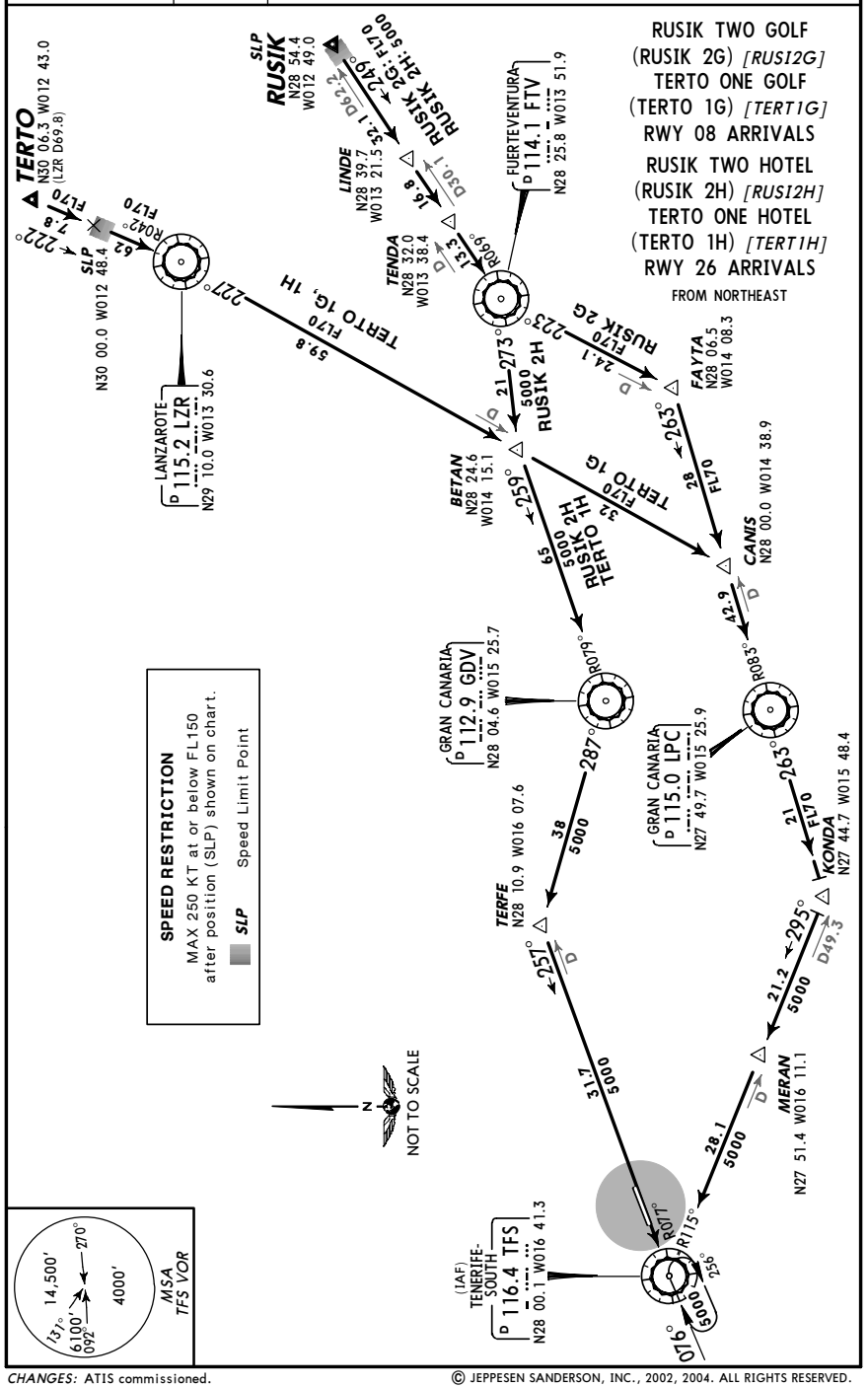
GCTS/TFS REINA SOFIA — TENERIFE-SOUTH, CANARY IS

JEPPESEN 16 JUL 04 (10-2A) **STAR**

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

RUSIK TWO GOLF
(RUSIK 2G) *[RUSI2G]*
TERTO ONE GOLF
(TERTO 1G) *[TERT1G]*
RWY 08 ARRIVALS

RUSIK TWO HOTEL
(RUSIK 2H) *[RUSI2H]*
TERTO ONE HOTEL
(TERTO 1H) *[TERT1H]*
RWY 26 ARRIVALS
FROM NORTHEAST



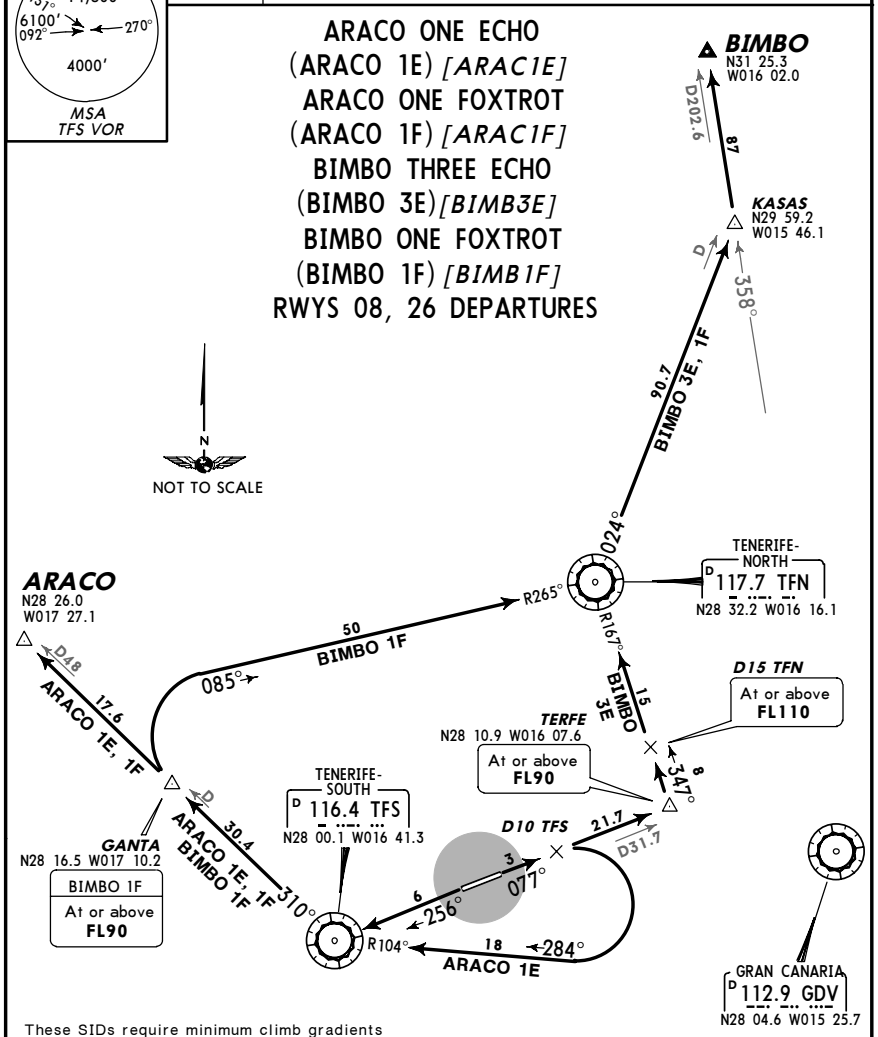
CHANGES: ATIS commissioned.

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

JEPPESEN 29 JUL 05 (10-3) **Eff 4 Aug** **SID**

Apt Elev	Trans level: By ATC Trans alt: 6000′
209′	

ARACO ONE ECHO
(ARACO 1E) *[ARAC1E]*
ARACO ONE FOXTROT
(ARACO 1F) *[ARAC1F]*
BIMBO THREE ECHO
(BIMBO 3E) *[BIMB3E]*
BIMBO ONE FOXTROT
(BIMBO 1F) *[BIMB1F]*
RWYS 08, 26 DEPARTURES



These SIDs require minimum climb gradients of

ARACO 1E
273′ per NM (4.5%) until leaving **1000′.**

BIMBO 3E
365′ per NM (6%) until leaving **FL110.**

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367
365′ per NM	456	608	911	1215	1519	1823

SID	RWY	ROUTING
ARACO 1E	08	Intercept TFS R-077 to D10 TFS, turn RIGHT, intercept TFS R-104 inbound to TFS, TFS R-310 via GANTA to ARACO. Maintain **FL90,** await further clearance.
ARACO 1F	26	On runway heading to TFS, TFS R-310 via GANTA to ARACO. Maintain **FL90,** await further clearance.
BIMBO 3E	08	Intercept TFS R-077 to TERFE, turn LEFT, intercept TFN R-167 inbound to TFN, turn RIGHT, TFN R-024 to KASAS, turn LEFT, intercept GDV R-358 to BIMBO. Maintain **FL200,** await further clearance.
BIMBO 1F	26	On runway heading to TFS, TFS R-310 to GANTA, turn RIGHT, intercept TFN R-265 inbound to TFN, TFN R-024 to KASAS, turn LEFT, intercept GDV R-358 to BIMBO. Climb to **FL150,** await further clearance.

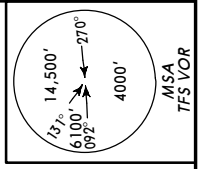
CHANGES: None.

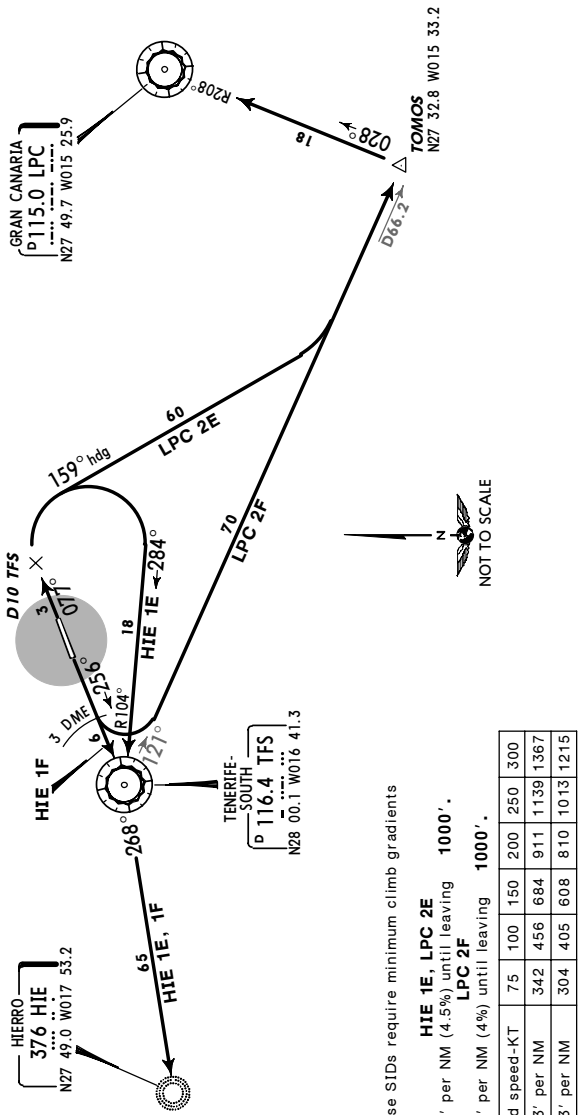
GCTS/TFS REINA SOFIA — TENERIFE-SOUTH, CANARY IS

JEPPESEN 29 JUL 05 (10-3A) Eff 4 Aug — SID

Apt Elev 209′ | Trans level: By ATC Trans alt: 6000′

GRAN CANARIA TWO ECHO (LPC 2E)
GRAN CANARIA TWO FOXTROT (LPC 2F)
HIERRO ONE ECHO (HIE 1E)
HIERRO ONE FOXTROT (HIE 1F)
RWYS 08, 26 DEPARTURES





These SIDs require minimum climb gradients of

HIE 1E, LPC 2E
273′ per NM (4.5%) until leaving **1000′.**

LPC 2F
243′ per NM (4%) until leaving **1000′.**

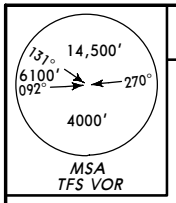
Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING
HIE 1E	08	Intercept TFS R-077 to D10 TFS, turn RIGHT, intercept TFS R-104 inbound to TFS, TFS R-268 to HIE. Maintain **FL70,** await further clearance.
HIE 1F	26	On runway heading to TFS, TFS R-268 to HIE. Maintain **FL70,** await further clearance.
LPC 2E	08	Intercept TFS R-077 to D10 TFS, turn RIGHT, 159° heading, intercept TFS R-121 to TOMOS, turn LEFT, intercept LPC R-208 inbound to LPC. Maintain **FL90,** await further clearance.
LPC 2F	26	On runway heading to TFS 3 DME, turn LEFT, intercept TFS R-121 to TOMOS, turn LEFT, intercept LPC R-208 inbound to LPC. Maintain **FL90,** await further clearance.

CHANGES: HR SIDs & HR NDB ident renamed HIE.

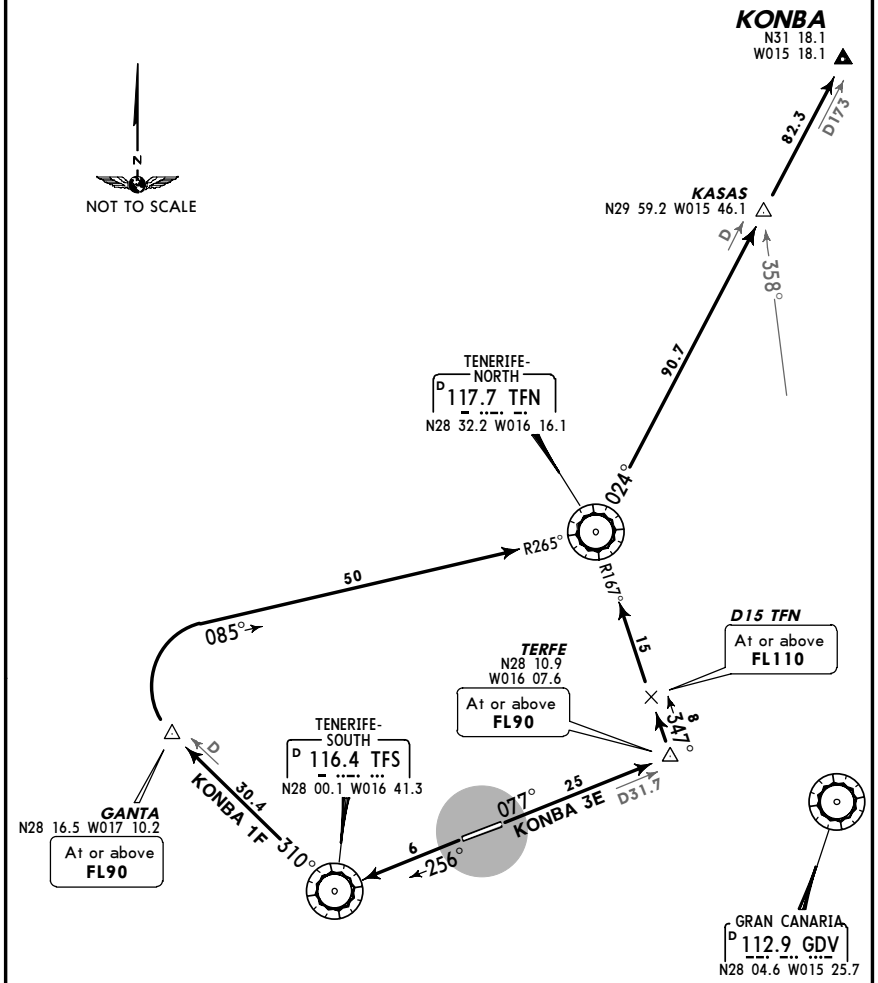
GCTS/TFS REINA SOFIA — TENERIFE-SOUTH, CANARY IS

JEPPESEN 13 FEB 04 (10-3B) Eff 19 Feb — SID



Apt Elev 209′ | Trans level: By ATC Trans alt: 6000′

KONBA THREE ECHO (KONBA 3E)*[KONB3E]*
KONBA ONE FOXTROT (KONBA 1F)*[KONB1F]*
RWYS 08, 26 DEPARTURES



KONBA 3E
This SID requires a minimum climb gradient of 365′ per NM (6%) until leaving **FL110.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

SID	RWY	ROUTING
KONBA 3E	08	Intercept TFS R-077 to TERFE, turn LEFT, intercept TFN R-167 inbound to TFN, turn RIGHT, TFN R-024 via KASAS to KONBA. Maintain **FL200,** await further clearance.
KONBA 1F	26	On runway heading to TFS, TFS R-310 to GANTA, turn RIGHT, intercept TFN R-265 inbound to TFN, TFN R-024 via KASAS to KONBA. Climb to **FL150,** await further clearance.

CHANGES: HR SIDs transferred.

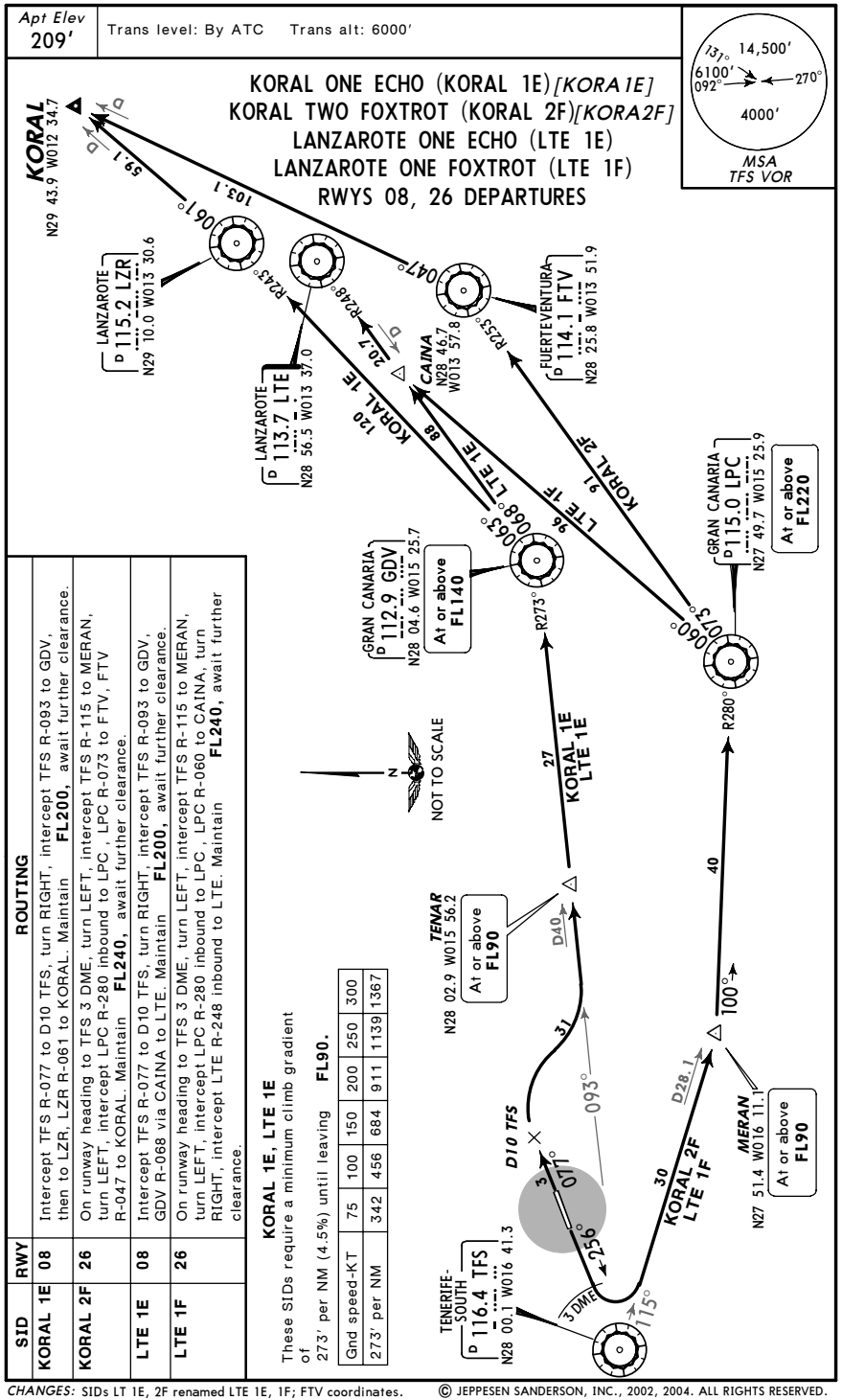
GCTS/TFS REINA SOFIA — TENERIFE-SOUTH, CANARY IS

JEPPESEN 13 FEB 04 (10-3C) Eff 19 Feb — SID

Apt Elev 209′ | Trans level: By ATC | Trans alt: 6000′

MSA TFS VOR: 14,500′ (131°–092°, 270°, 6100′, 4000′)

KORAL ONE ECHO (KORAL 1E) *[KORA1E]*
KORAL TWO FOXTROT (KORAL 2F) *[KORA2F]*
LANZAROTE ONE ECHO (LTE 1E)
LANZAROTE ONE FOXTROT (LTE 1F)
RWYS 08, 26 DEPARTURES



SID	RWY	ROUTING
KORAL 1E	08	Intercept TFS R-077 to D10 TFS, turn RIGHT, intercept TFS R-093 to GDV, then to LZR, LZR R-061 to KORAL. Maintain **FL200**, await further clearance.
KORAL 2F	26	On runway heading to TFS 3 DME, turn LEFT, intercept TFS R-115 to MERAN, turn LEFT, intercept LPC R-280 inbound to LPC , LPC R-073 to FTV, FTV R-047 to KORAL. Maintain **FL240**, await further clearance.
LTE 1E	08	Intercept TFS R-077 to D10 TFS, turn RIGHT, intercept TFS R-093 to GDV, GDV R-068 via CAINA to LTE. Maintain **FL200**, await further clearance.
LTE 1F	26	On runway heading to TFS 3 DME, turn LEFT, intercept TFS R-115 to MERAN, turn LEFT, intercept LPC R-280 inbound to LPC , LPC R-060 to CAINA, turn RIGHT, intercept LTE R-248 inbound to LTE. Maintain **FL240**, await further clearance.

KORAL 1E, LTE 1E

These SIDs require a minimum climb gradient of 273′ per NM (4.5%) until leaving **FL90.**

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

CHANGES: SIDs LT 1E, 2F renamed LTE 1E, 1F; FTV coordinates.

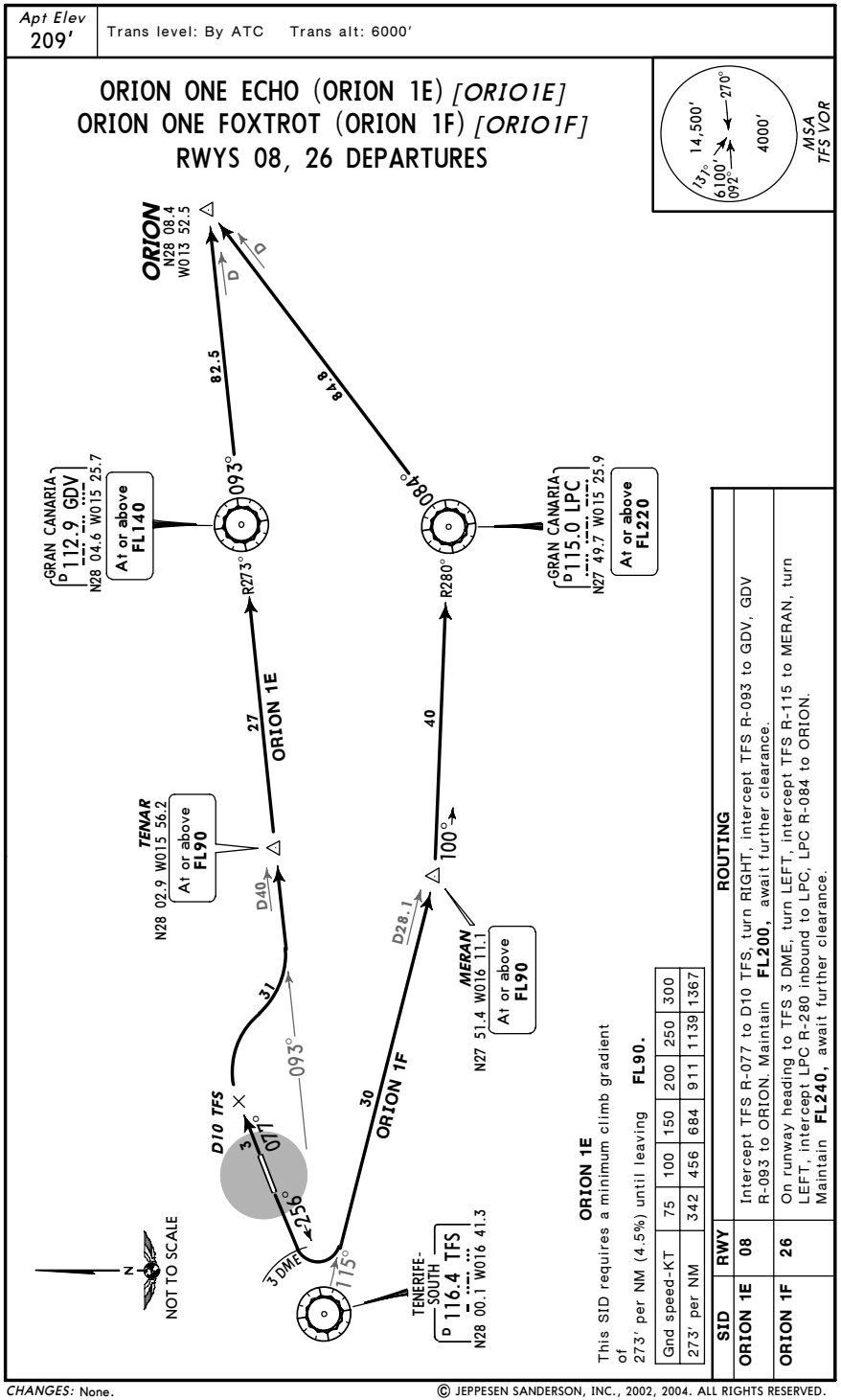
GCTS/TFS REINA SOFIA — TENERIFE-SOUTH, CANARY IS

JEPPESEN 29 JUL 05 (10-3D) Eff 4 Aug — SID

Apt Elev 209′ | Trans level: By ATC | Trans alt: 6000′

MSA TFS VOR: 14,500′ (131°–092°, 270°, 6100′, 4000′)

ORION ONE ECHO (ORION 1E) *[ORIO1E]*
ORION ONE FOXTROT (ORION 1F) *[ORIO1F]*
RWYS 08, 26 DEPARTURES



SID	RWY	ROUTING
ORION 1E	08	Intercept TFS R-077 to D10 TFS, turn RIGHT, intercept TFS R-093 to GDV, GDV R-093 to ORION. Maintain **FL200**, await further clearance.
ORION 1F	26	On runway heading to TFS 3 DME, turn LEFT, intercept TFS R-115 to MERAN, turn LEFT, intercept LPC R-280 inbound to LPC, LPC R-084 to ORION. Maintain **FL240**, await further clearance.

ORION 1E

This SID requires a minimum climb gradient of 273′ per NM (4.5%) until leaving **FL90.**

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

CHANGES: None.

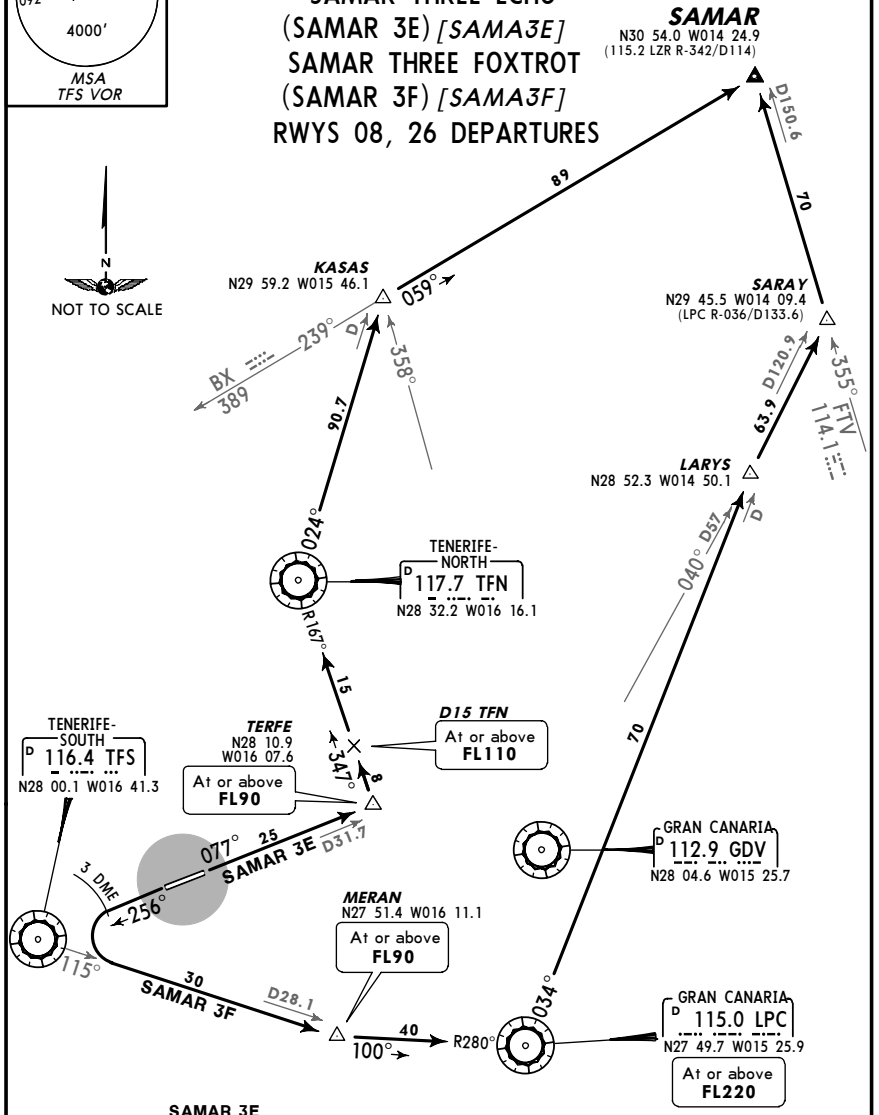
GCTS/TFS REINA SOFIA — JEPPESEN TENERIFE-SOUTH, CANARY IS

29 JUL 05 (10-3E) Eff 4 Aug — SID

Apt Elev 209′ | Trans level: By ATC | Trans alt: 6000′

MSA TFS VOR: 14,500′ (137°–092°, 6100′) / 4000′ (092°–270°)

SAMAR THREE ECHO (SAMAR 3E) [SAMA3E]
SAMAR THREE FOXTROT (SAMAR 3F) [SAMA3F]
RWYS 08, 26 DEPARTURES



SAMAR 3E

This SID requires a minimum climb gradient of 365′ per NM (6%) until leaving **FL110.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

SID	RWY	ROUTING
SAMAR 3E	08	Intercept TFS R-077 to TERFE, turn LEFT, intercept TFN R-167 inbound to TFN, turn RIGHT, TFN R-024 to KASAS, turn RIGHT, intercept 059° bearing from BX to SAMAR. Maintain **FL200,** await further clearance.
SAMAR 3F	26	On runway heading to TFS 3 DME, turn LEFT, intercept TFS R-115 to MERAN, turn LEFT, intercept LPC R-280 inbound to LPC, LPC R-034 to LARYS, turn RIGHT, intercept GDV R-040 to SARAY, turn LEFT, intercept FTV R-355 to SAMAR. Maintain **FL240,** await further clearance.

CHANGES: BV reindexed BX.

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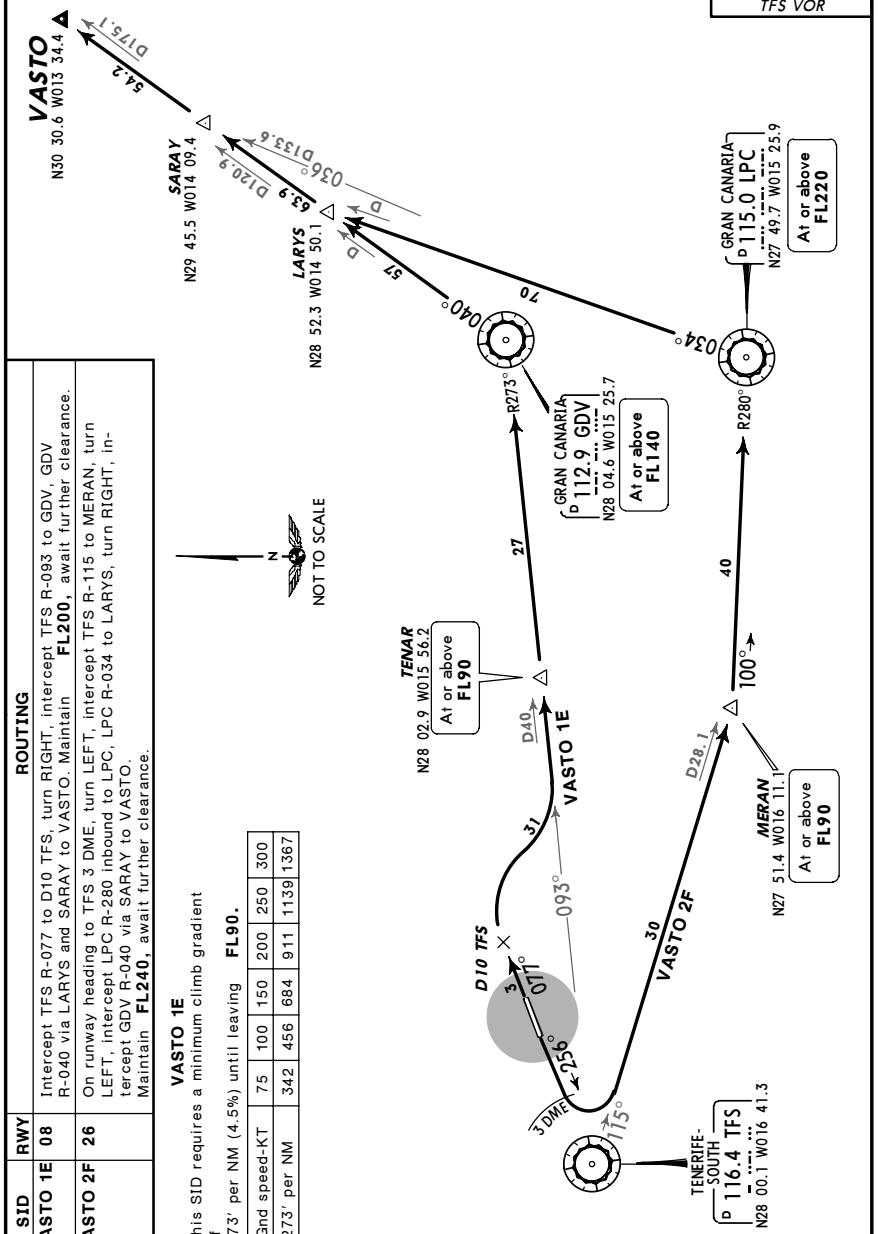
GCTS/TFS REINA SOFIA — JEPPESEN TENERIFE-SOUTH, CANARY IS

13 FEB 04 (10-3F) Eff 19 Feb — SID

Apt Elev 209′ | Trans level: By ATC | Trans alt: 6000′

MSA TFS VOR: 14,500′ (137°–092°, 6100′) / 4000′ (092°–270°)

VASTO ONE ECHO (VASTO 1E) [VAST1E]
VASTO TWO FOXTROT (VASTO 2F) [VAST2F]
RWYS 08, 26 DEPARTURES



ROUTING

SID	RWY	
VASTO 1E	08	Intercept TFS R-077 to D10 TFS, turn RIGHT, intercept TFS R-093 to GDV, GDV R-040 via LARYS and SARAY to VASTO. Maintain **FL200,** await further clearance.
VASTO 2F	26	On runway heading to TFS 3 DME, turn LEFT, intercept TFS R-115 to MERAN, turn LEFT, intercept LPC R-280 inbound to LPC, LPC R-034 to LARYS, turn RIGHT, intercept GDV R-040 via SARAY to VASTO. Maintain **FL240,** await further clearance.

VASTO 1E

This SID requires a minimum climb gradient of 273′ per NM (4.5%) until leaving **FL90.**

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

CHANGES: New chart.

NOISE ABATEMENT

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

ARRIVALS

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

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

DEPARTURES

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

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

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

RUN-UP TESTS

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

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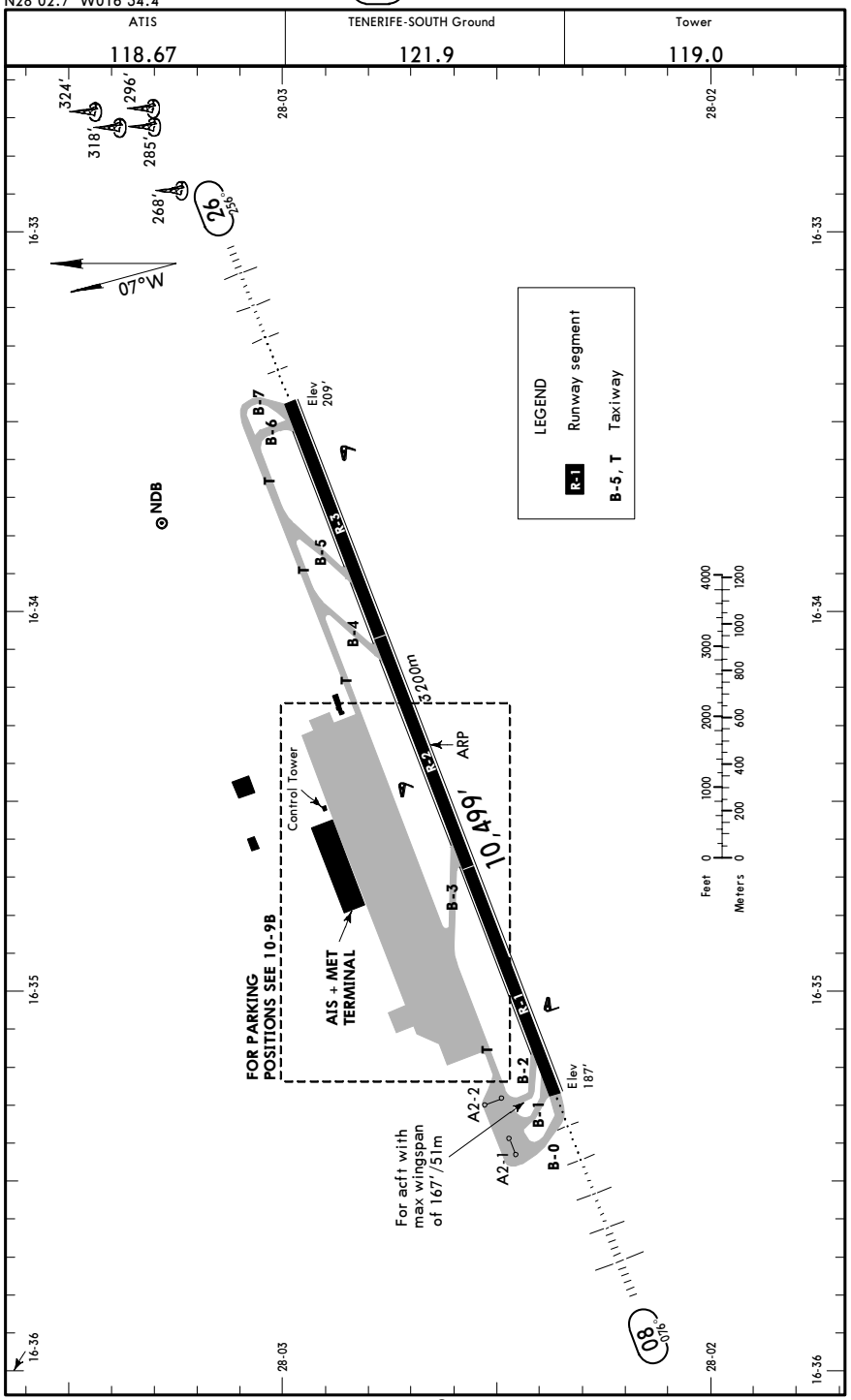


GCTS/TFS JEPPESEN TENERIFE-SOUTH, CANARY IS

14 JUL 06 (10-9A)

REINA SOFIA

GENERAL

Area of magnetic abnormality. Rwy 08 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL *(50m)*CL *(15m)* HIALS LDIN PAPI (3.0°)		9269′ *2825m*	❶	148′ *45m*
26	HIRL *(50m)*CL *(15m)* HIALS LDIN PAPI (3.0°)		9341′ *2847m*		

❶ TAKE-OFF RUN AVAILABLE

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

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

LOW VISIBILITY PROCEDURES (LVP)

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

DEPARTING ACFT:
Pilots will notify ATC of stand position when requesting clearance for start-up.
When RVR or VIS is lower than 400m, and in case twy CL lighting is out of service, taxiing acft will be guided by "FOLLOW-ME" vehicle to apron exit gate, prior TWR or acft crew request.
When RVR or VIS is lower than 150m, and in case twy CL lighting is out out service, it will be mandatory for acft to taxi with guidance of "FOLLOW-ME" vehicle to the apron exit gate.

RWY ENTRIES:
Entry to rwy 08 via twy B-1 or B-2 only.
Entry to rwy 26 via twy B-6 or B-7 only.

RWY HOLDING POINTS:
For T/O, depending on the operation category, following holding points must be used:
Rwy 08/26: CAT I

COMMUNICATION FAILURE FOR DEPARTING ACFT:
Acft will continue the assigned route to its ATC clearance limit, taking extreme caution. Once at this point, acft must hold position and wait for a "FOLLOW-ME" vehicle to be guided to assigned stand or holding bay.

JAR-OPS

TAKE-OFF ❶

All Rwys

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*200m*	*250m*	*400m*	*500m*
B				
C				
D	*250m*	*300m*		

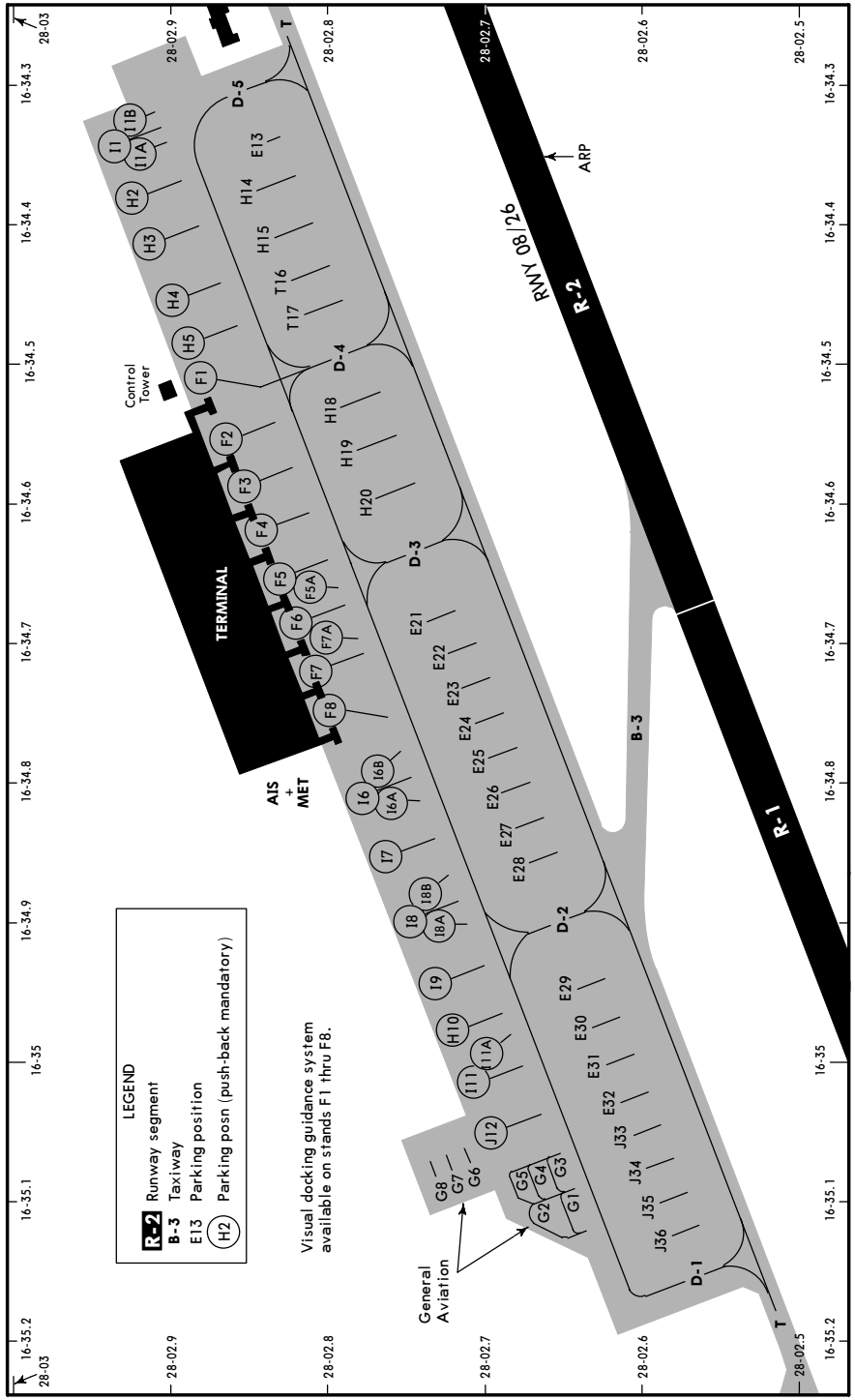
❶ Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Lights.

GCTS/TFS JEPPESEN TENERIFE-SOUTH, CANARY IS

3 NOV 06 (10-9B)

REINA SOFIA



CHANGES: None.

INS COORDINATES

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	N28 02.7 W016 35.0
F5 thru F8	N28 02.8 W016 34.7	J12	N28 02.7 W016 35.0
G1	N28 02.6 W016 35.1	J33 thru J36	N28 02.6 W016 35.1
G2 thru G8	N28 02.7 W016 35.1	T16	N28 02.8 W016 34.4
H2, H3	N28 02.9 W016 34.4	T17	N28 02.8 W016 34.5
H4, H5	N28 02.9 W016 34.5		
H10	N28 02.7 W016 35.0		

STANDARD TAXIING PROCEDURES

START UP

A- Pilots will request clearance to start up to Tenerife-South GROUND. On requesting this clearance, the aircraft must be completely ready to start up, considering that the acft must leave the stand position 10 min before the calculated take-off time.
B- Clearance will be issued as soon as requested. When delays are expected to exeed 15 min, ATC will provide the appropriate start up time. In that moment, ATC clearance will be issued.

GROUND MOVEMENT (ARRIVALS)

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

GROUND MOVEMENT (DEPARTURES)

Pilots will contact TOWER to request permission for towing and/or taxiing.
A- Towed push-back is mandatory at all front stand positions. Towed push-back will be carried out, except limitations in the engines start up, in order to nose to the rwy in use, except stands I1, I1A, I1B, F1, F5A and F8 where acft will be nosed to threshold 26 and I11A where acft will be nosed to threshold 08.
B- 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 regime. Exit from stands E13 and H14 will always nose to threshold 08 and from stand J36 to threshold 26. Exits will not be carried out from stands E28 and E29 via D2, from H20 and E21 via D3 and from T17 and H18 via D4.

TAXIING RESTRICTIONS

The inner twy of apron between gates D3 and D4 and between gates D4 and D5 is restricted to acft with max wing span of 171'/52m.

USE OF APU

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

CHANGES: Standard taxiing procedures.

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VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the center line 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

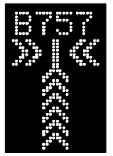
When the pilot is not sure about the information shown in the display unit, he must immediately stop the acft and obtain more information to proceed.

1. DOCKING START

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

2. CAPTURE

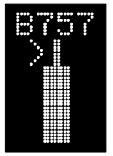
When the system is working in capture way, looking for the approaching acft, the system shows vertical floating arrows. The first line of the display unit will show the 'ACFT TYPE'.



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 center line. 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 center line.



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 center line 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. ADVERSES 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.

CHANGES: New chart.

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

16 JUL 04 (11-1)

VOR DME ILS Rwy 08

BRIEFING STRIP™

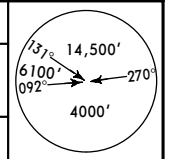
ATIS	TENERIFE-SOUTH Approach (R)		TENERIFE-SOUTH Tower	Ground
118.67	120.3	127.7	119.0	121.9

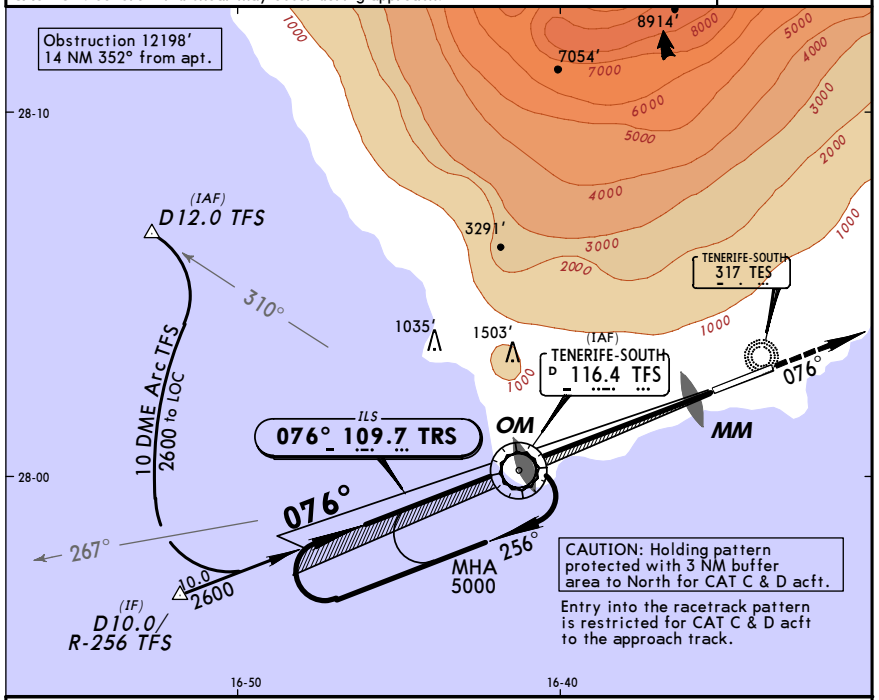
LOC TRS	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev / RWY
109.7	076°	2014′ (1827′)		Apt Elev 209′ RWY 187′

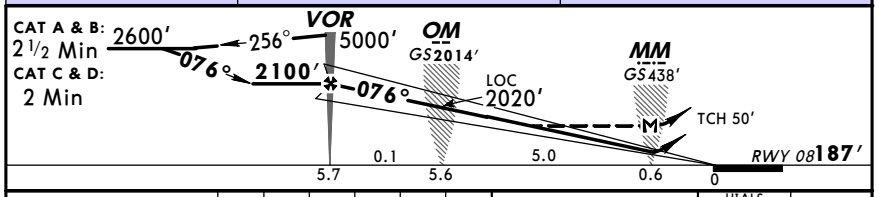
MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then turn RIGHT (MAX IAS 220 KT) to VOR and join holding.

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

MSA TFS VOR







Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at MM						

HIALS PAPI PAPI

5000′

JAR-OPS — STRAIGHT-IN LANDING RWY 08

	Missed Apch climb gradient min 3.0 % DA(H) 1 D:445′(258′) FULL	Missed Apch climb gradient min 3.0 % DA(H) 1 D:445′(258′) ALS out	Missed Apch climb gradient min 2.5 % DA(H) 2 D:458′(271′) FULL	Missed Apch climb gradient min 2.5 % DA(H) 2 D:458′(271′) ALS out	LOC (GS out) MDA(H) 850′(663′) MM out	LOC (GS out) MDA(H) 850′(663′) ALS out
A	RVR 600m	RVR 1000m	RVR 600m	RVR 1000m	RVR 1200m	RVR 1500m
B					RVR 1400m	
C			RVR 650m	RVR 1200m		
D	RVR 650m	RVR 1200m			RVR 1800m	RVR 2000m

NOT AUTH

CIRCLE-TO-LAND
Not authorized North of rwy

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

1 CAT A: DA(H) 415′(228′), CAT B: DA(H) 425′(238′), CAT C: DA(H) 435′(248′).
2 CAT A: DA(H) 428′(241′), CAT B: DA(H) 438′(251′), CAT C: DA(H) 448′(261′).

PANS OPS 4

CHANGES: Communications.

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NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008
JEPPESEN
JeppView 3.5.2.0

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

16 JUL 04 (11-2)

CAT B, C & D NDB ILS Rwy 08

BRIEFING STRIP™

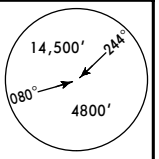
ATIS	TENERIFE-SOUTH Approach (R)		TENERIFE-SOUTH Tower	Ground
118.67	120.3	127.7	119.0	121.9

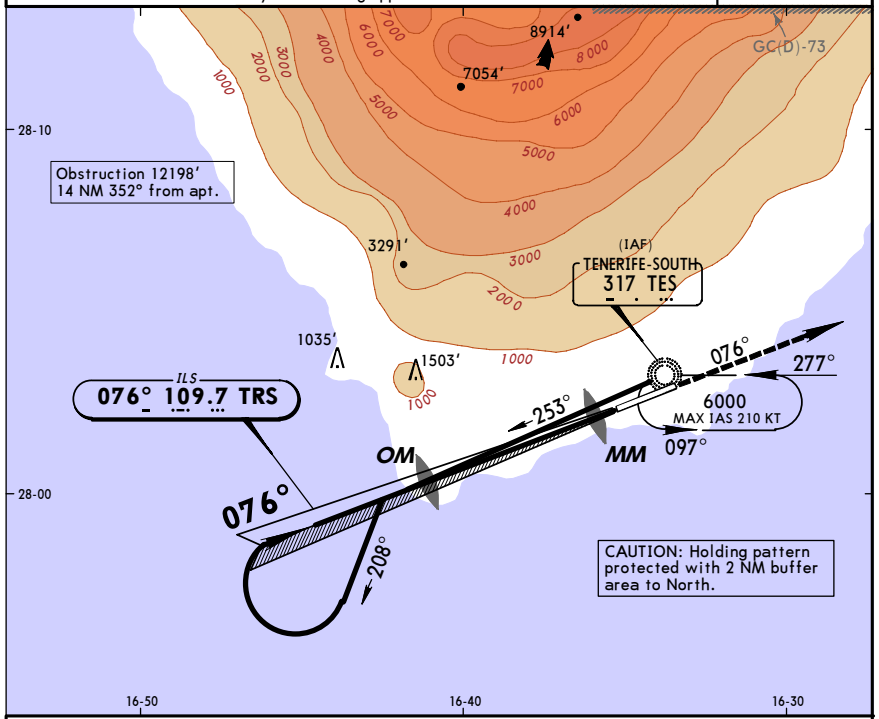
LOC TRS	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev / RWY
109.7	076°	2014′ (1827′)		Apt Elev 209′ RWY 187′

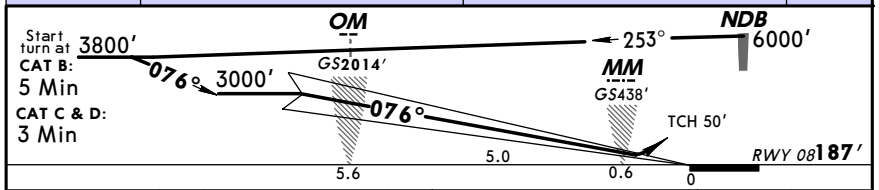
MISSED APCH: Climb STRAIGHT AHEAD to 5500′, then turn RIGHT (MAX IAS 220 KT) to NDB at 6000′ and join holding.

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

MSA TES NDB







Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS PAPI PAPI

5500′

JAR-OPS — STRAIGHT-IN LANDING RWY 08

	Missed Apch climb gradient min 3.0 % DA(H) 1 D:445′(258′) FULL	Missed Apch climb gradient min 3.0 % DA(H) 1 D:445′(258′) ALS out	Missed Apch climb gradient min 2.5 % DA(H) 2 D:458′(271′) FULL	Missed Apch climb gradient min 2.5 % DA(H) 2 D:458′(271′) ALS out	LOC (GS out)
A	NOT AUTHORIZED		NOT AUTHORIZED		NOT AUTHORIZED
B	RVR 600m	RVR 1000m	RVR 650m	RVR 1200m	
C					
D	RVR 650m	RVR 1200m			

CIRCLE-TO-LAND
Not authorized North of rwy

Max Kts	MDA(H)	VIS
A	NOT AUTHORIZED	
135	1250′ (1041′)	1600m
180	1350′ (1141′)	2400m
205	1350′ (1141′)	3600m

1 CAT B: DA(H) 425′(238′), CAT C: DA(H) 435′(248′). 2 CAT B: DA(H) 438′(251′), CAT C: DA(H) 448′(261′).

PANS OPS 4

CHANGES: Communications.

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

1 APR 05 (11-3) Eff 14 Apr

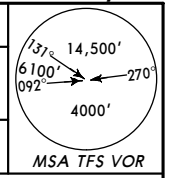
VOR DME ILS DME Rwy 26

BRIEFING STRIP

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

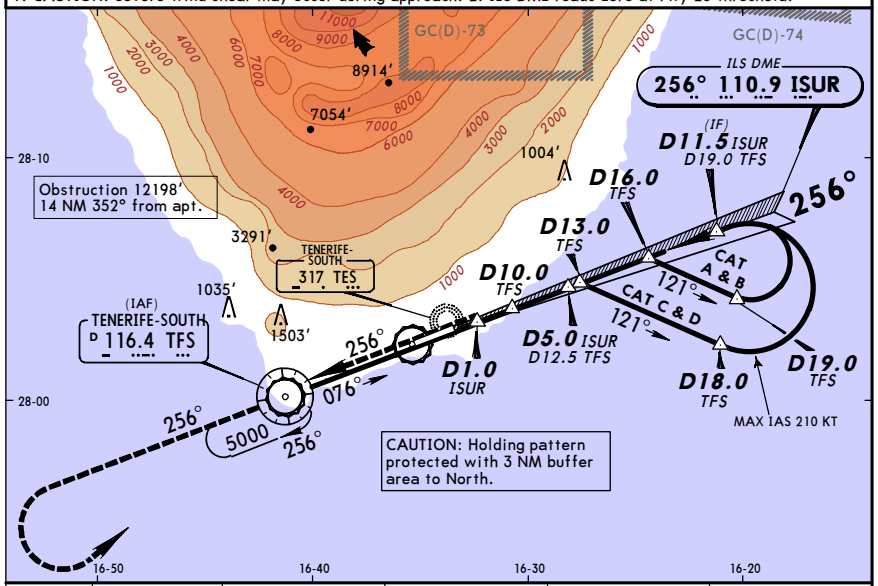
LOC ISUR 110.9	Final Apch Crs 256°	GS D5.0 ISUR 1860′ (1651′)	ILS DA(H) Refer to Minimums	Apt Elev 209′ RWY 209′

MISSED APCH: Climb on R-076 inbound to 5000′, then direct to VOR and join holding.

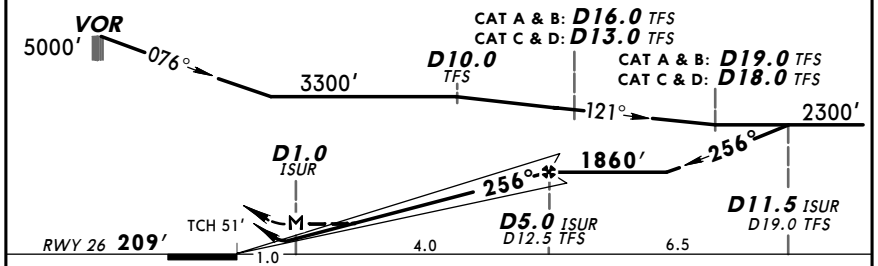


MSA TFS VOR

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	5.0
	ALTITUDE	910′	1230′	1550′	1860′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D1.0 ISUR						

HIALS PAPI PAPI

5000′ on TFS 116.4 R-076

JAR-OPS STRAIGHT-IN LANDING RWY 26

ILS DA(H) AB: 409′ (200′) C: 417′ (208′) D: 427′ (218′)

LOC (GS out) MDA(H) 720′ (511′)

CIRCLE-TO-LAND: Not authorized North of rwy

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C	RVR 600m			RVR 2000m
D			RVR 1600m	

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

PANS OPS 4

CHANGES: None.

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

1 APR 05 (11-4) Eff 14 Apr

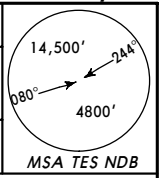
NDB ILS DME Rwy 26

BRIEFING STRIP

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

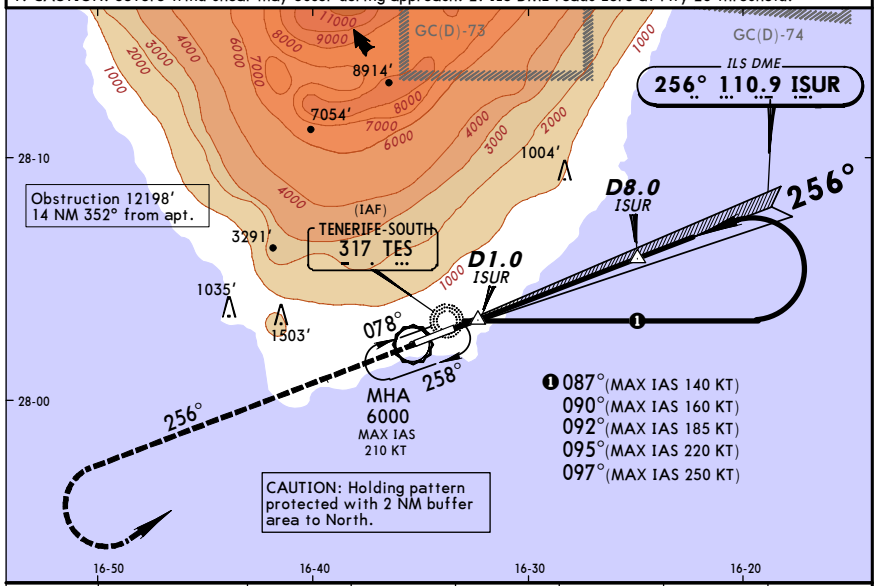
LOC ISUR 110.9	Final Apch Crs 256°	GS D8.0 ISUR 2800′ (2591′)	ILS DA(H) Refer to Minimums	Apt Elev 209′ RWY 209′

MISSED APCH: Climb on 256° to 4000′. Turn LEFT to NDB climbing to 6000′ and join holding.

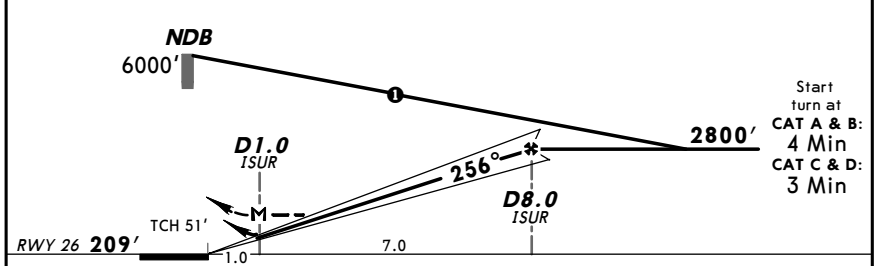


MSA TES NDB

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	900′	1220′	1540′	1860′	2170′	2490′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at D1.0 ISUR						

HIALS PAPI PAPI

4000′ on 256°

JAR-OPS STRAIGHT-IN LANDING RWY 26

ILS DA(H) A: 426′ (217′) C: 446′ (237′) B: 438′ (229′) D: 456′ (247′)

LOC (GS out) MDA(H) 710′ (501′)

CIRCLE-TO-LAND: Not authorized North of rwy

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

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

PANS OPS 4

CHANGES: New procedure.

GCTS/TFS REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS VOR DME Rwy 08

1 APR 05 (13-1) Eff 14 Apr

BRIEFING STRIP

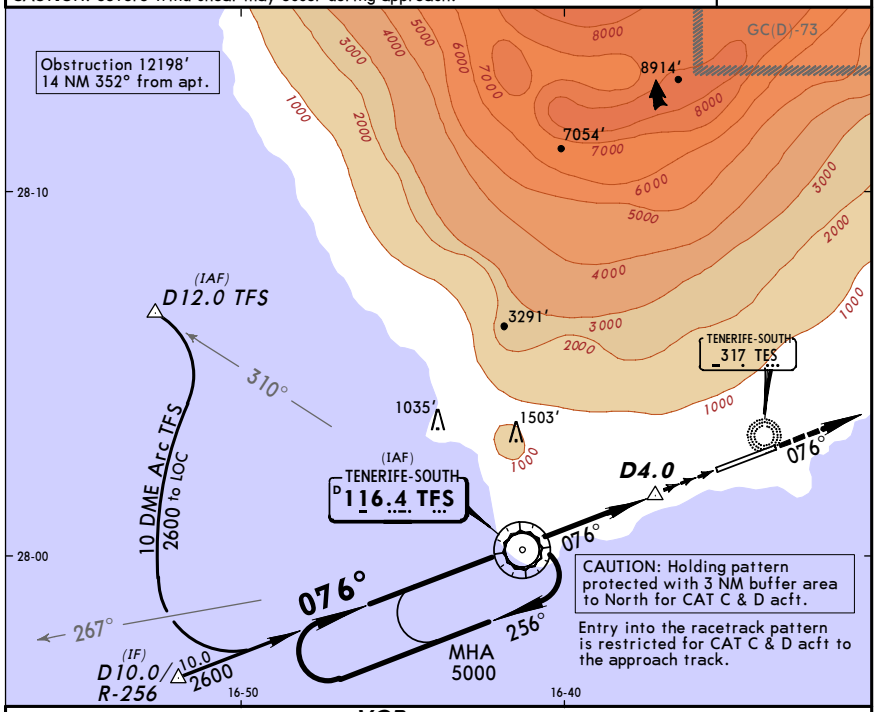
ATIS	TENERIFE-SOUTH Approach (R)		TENERIFE-SOUTH Tower	Ground
118.67	120.3	127.7	119.0	121.9

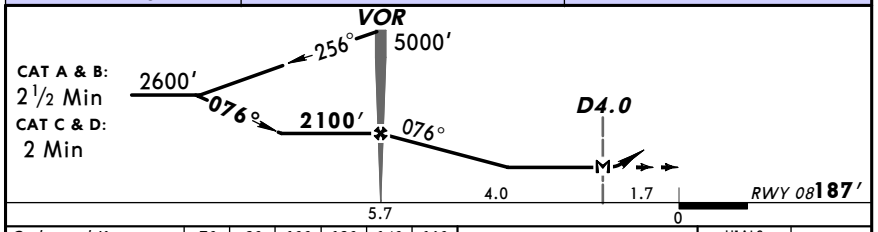
VOR TFS	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev / RWY
116.4	076°	VOR 2100′ (1913′)	950′ (763′)	209′ / 187′

MISSED APCH: Climb on R-076 to 5000′, then turn RIGHT (MAX IAS 220 KT) to VOR and join holding.

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

MSA
TFS VOR
137° 14,500′
092° 6100′ 270°
4000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.3%	376	483	537	644	751	859
MAP at D4.0						

HIALS PAPI PAPI 5000′

JAR-OPS STRAIGHT-IN LANDING RWY 08

	Missed Apch climb gradient mim 3.5 % MDA(H) 950′ (763′) ALS out		Missed Apch climb gradient mim 2.5 % MDA(H) 1060′ (873′) ALS out	
A	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1400m		RVR 1400m	
C		RVR 2000m		RVR 2000m
D	RVR 1800m		RVR 1800m	

CIRCLE-TO-LAND
Not authorized North of rwy

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

PANS OPS 4

CHANGES: Descent gradient.

GCTS/TFS REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS VOR DME Rwy 26

1 APR 05 (13-2) Eff 14 Apr

BRIEFING STRIP

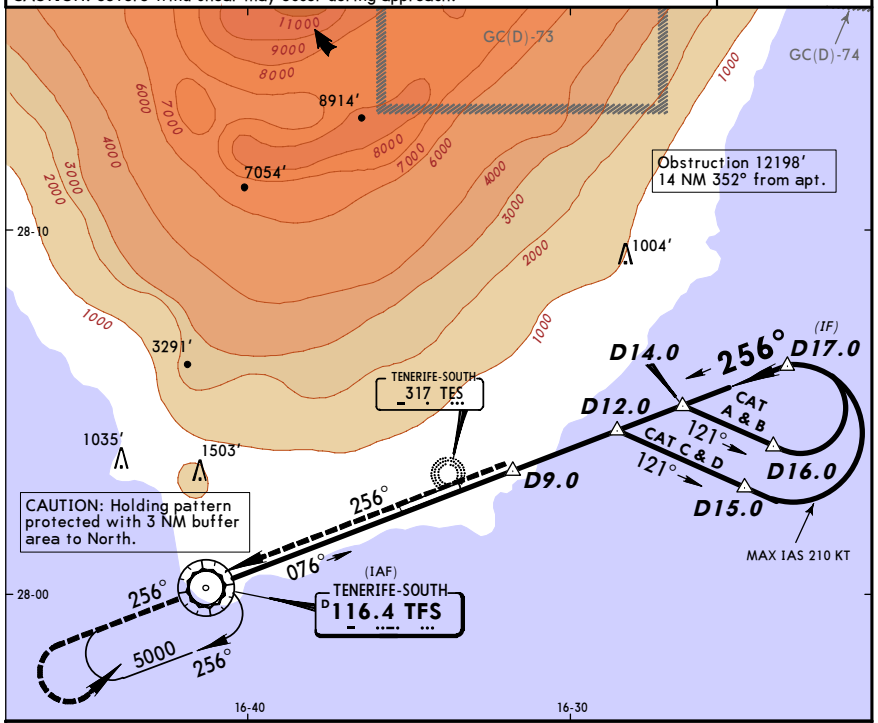
ATIS	TENERIFE-SOUTH Approach (R)		TENERIFE-SOUTH Tower	Ground
118.67	120.3	127.7	119.0	121.9

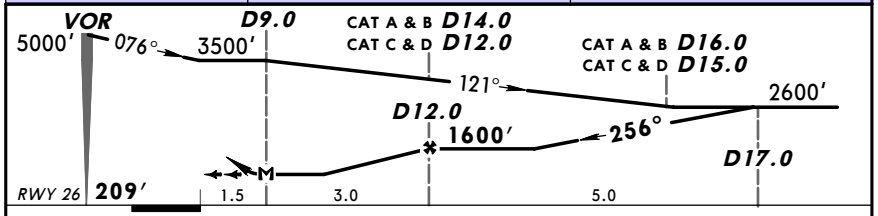
VOR TFS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
116.4	256°	D12.0 1600′ (1391′)	1330′ (1121′)	209′ / 209′

MISSED APCH: Climb on R-076 inbound to 5000′, then direct to VOR and join holding.

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

MSA
TFS VOR
137° 14,500′
092° 6100′ 270°
4000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.9%	347	447	496	595	695	794
MAP at D9.0						

HIALS PAPI PAPI 5000′

JAR-OPS STRAIGHT-IN LANDING RWY 26

MDA(H) 1330′ (1121′) ALS out

A	RVR 1200m
B	RVR 1400m
C	RVR 1500m
D	RVR 1800m

RVR 2000m

CIRCLE-TO-LAND
Not authorized North of rwy

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

PANS OPS 4

CHANGES: None.

GCTS/TFS
REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS
1 APR 05 (16-1) Eff 14 Apr
NDB Rwy 08

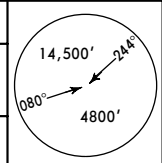
BRIEFING STRIP

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

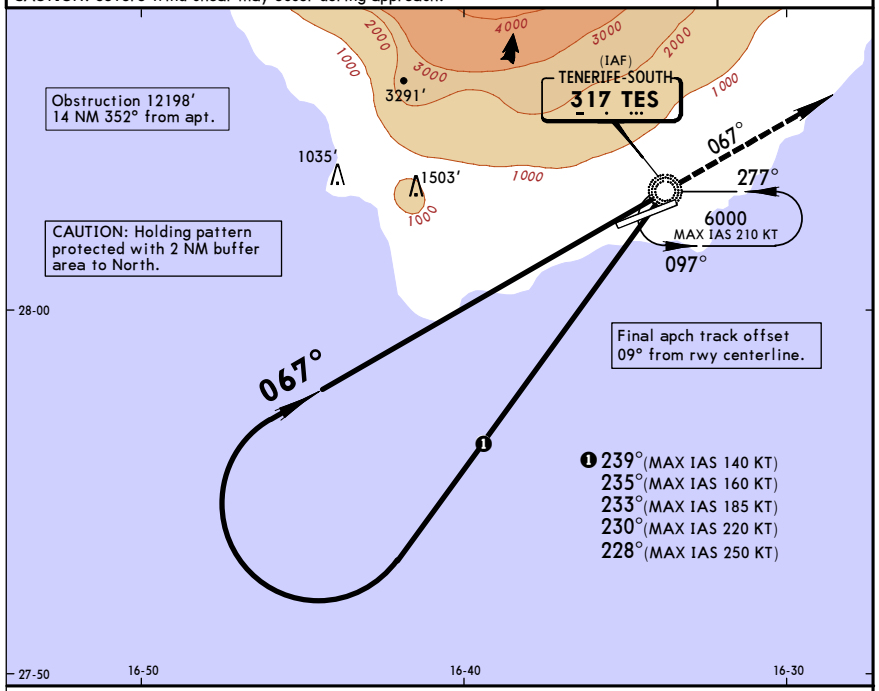
NDB TES 317	Final Apch Crs 067°	Minimum Alt No FAF	MDA(H) 1070′ (883′)	Apt Elev 209′ RWY 187′

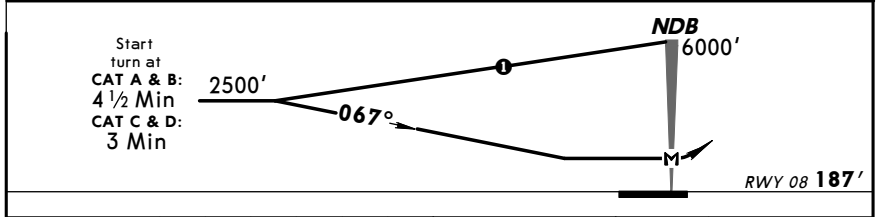
MISSED APCH: Climb on 067° to 4000′. Turn RIGHT to NDB climbing to 6000′ and join holding.

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



MSA
TES NDB





MAP at NDB

HIALS
PAPI PAPI

4000′ on 067°

JAR-OPS STRAIGHT-IN LANDING RWY 08

MDA(H) 1070′ (883′)

		ALS out
A	RVR 1200m	RVR 1500m
B		
C	RVR 1400m	RVR 2000m
D	RVR 1800m	

CIRCLE-TO-LAND
Not authorized North of rwy

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

CHANGES: New procedure.

GCTS/TFS
REINA SOFIA

JEPPESEN TENERIFE-SOUTH, CANARY IS
1 APR 05 (16-2) Eff 14 Apr
NDB Rwy 26

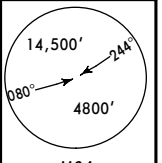
BRIEFING STRIP

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

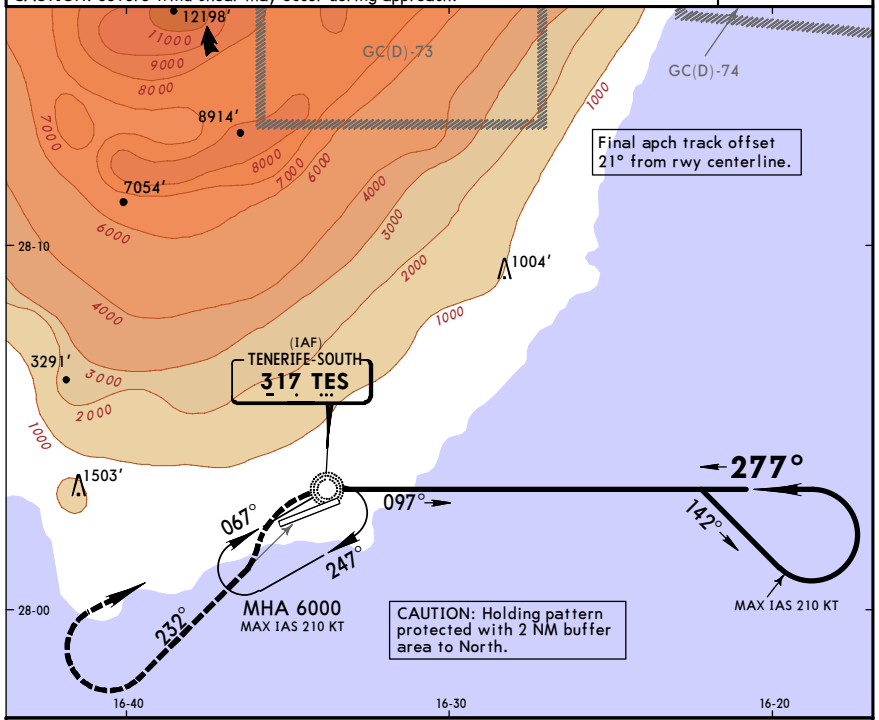
NDB TES 317	Final Apch Crs 277°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 209′

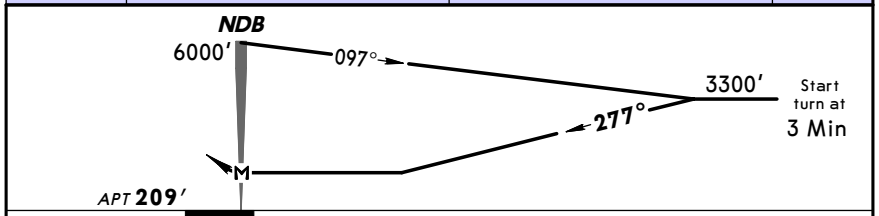
MISSED APCH: Turn LEFT (MAX IAS 185 KT) to intercept and follow 232° from NDB climbing to 6000′, then turn RIGHT to NDB and join holding.

Alt Set: hPa Apt Elev: 8 hPa Trans level: By ATC Trans alt: 6000′
CAUTION: Severe wind shear may occur during approach.



MSA
TES NDB





MAP at NDB

HIALS
PAPI PAPI

185 KT MAX LT onto 232° from TES 317

JAR-OPS

CIRCLE-TO-LAND
Not authorized North of rwy

	Max Kts	MDA(H)	VIS
A	100	1460′ (1251′)	1500m
B	135	1780′ (1571′)	2400m
C	180	1880′ (1671′)	2400m
D	205	1880′ (1671′)	3600m

PANS OPS 4

CHANGES: None.