GCHI AD 2 AERODROME DATA

GCHI AD 2.1 AERODROME LOCATION INDICATOR - NAME

GCHI - EL HIERRO

GCHI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	274853N 0175313W. See AD 2-GCHI ADC.
2	Distance and direction from the city	9 km NE.
3	Elevation	32 m / 106 ft.
4	Geoid undulation	39.50 m ± 0.05 m. (1)
5	Reference temperature	27°C.
6	Low average temperature	18°C.
7	Magnetic variation	5°W (2020).
8	Annual change	10.2′ E.
9	AD administration	Aena
10	Address	Aeropuerto de El Hierro 38910, Valverde, El Hierro.
11	TEL	+34-922 553 707
12	FAX	+34-922 553 731
13	AFTN	GCHI
14	E-mail	vde.coord@aena.es
15	Approved traffic	IFR/VFR. (2)
16	Remarks	SITA: VDEOPYA. (1) For all AD points. (2) General Aviation IFR/VFR traffic (except hospital, military, search and rescue and State aircraft) apron parking restricted except by prior request 24 HR in advance to vde.coord@aena.es or TEL: +34-922 553 707 and confirmation from this AD coordination office.

GCHI AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0710-1700 EXC JUL, AUG and SEP 0710-1800, PS 90 MIN. I: 0810-1800. PS 90 MIN.
2	Customs and Immigration	No.
3	Health and Sanitation	No.
4	AIS/ARO	H24 (1)
5	MET briefing	HR AD PS 40 MIN BFR.
6	ATS	HR AFIS: SAT and SUN: HR AD. (2) HR TWR: From MON to FRI: HR AD. (2) PS 90 MIN PPR.
7	Fuelling	No.

8	Handling	HR AD.
9	Security	HR AD.
10	De-icing	No.
11	Remarks	(1) Centralised ARO office, geographical area 15. • TEL: +34-918 603 570 ; +34-672 344 494 (only for communications contingency). • E-mail: arocentralizada@enaire.es • GCHI AFTN address for flight plan management: GCHIZPZX. Centralised AIO Office - International NOTAM Office. • TEL: +34-913 213 137/138 • Email: unof@enaire.es (2) See items 18 and 20.

GCHI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	No.
3	Oil types	No.
4	Refuelling capacity	No.
5	De-icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	Ramp agents: AVIAPARTNER GRUPO CANARIO S.A. • TEL: +34 687 829 699 • E-mail: roberto.rodriguez@aviapartner.aero Ramp agents may attend both Commercial and General Aviation.

GCHI AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Bus, taxis and hire cars.
4	Medical facilities	No.
5	Bank/Post Office	No.
6	Tourist information	Yes.
7	Remarks	None.

GCHI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Fire category	5.
2	Rescue equipment	According to the fire category published.

3	Removal of disabled aircraft	2 dollies for rescue up to 10 TM, lifting and towing equipment for CAT I and II and AETS10 aircraft.
4	Remarks	Telephone and e-mail address of the aerodrome coordinator for transferring unused aircraft in the manoeuvring area or nearby: • E-mail: vde.coord@aena.es • TEL: +34-922 553 707

GCHI AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in (AD 1.2.2). Aerodrome in service during all seasons of the year.

GCHI AD 2.8 MOVEMENT AREA DETAILS

1	Apron	Surface: Flexible asphalt. Strength: PCN 14/F/C/W/T (PRKG 1 and 1A); PCN 26/F/A/W/T (PRKG 2, 2A, 3 and 3A).
2	Taxiways	Width: TWY A: 16.56 TWY B: 11.77 TWY C: 12.04 TWY D: 15.25. Surface: Asphalt. Strength : TWY A: PCN 14/F/C/W/T. TWY B, C and D: PCN 26/F/A/W/T.
3	Check locations	Altimeter: Apron ELEV: 30 m/98 ft. VOR: No. INS: No.
4	Remarks	None.

GCHI AD 2.9 TAXIING GUIDANCE SYSTEM AND MARKINGS

1	Taxiing guidance system	Horizontal marks, runway-holding positions, runway guard lights (1), information boards and stands.
2	RWY markings	Designators, threshold, centre line, side stripe, touchdown zone and aiming point.
3	TWY markings	Centre line and side stripe.
4	Remarks	(1) LED lighting.

GCHI AD 2.10 AERODROME OBSTACLES

1	Obstacles which penetrate Approach, Take-Off Climb, Conical, Inner Horizontal, Transitional, Inner Transitional and Balked Landing Surfaces established in ICAO Annex 14; and the areas 2A and 3 established in ICAO Annex 15. Those penetrating these surfaces are identified in the CSV file as "Relevante_Relevant = Si/Yes".	See Item 10 and Data Set.
2	Remarks:	See AD 2-GCHI AOC.

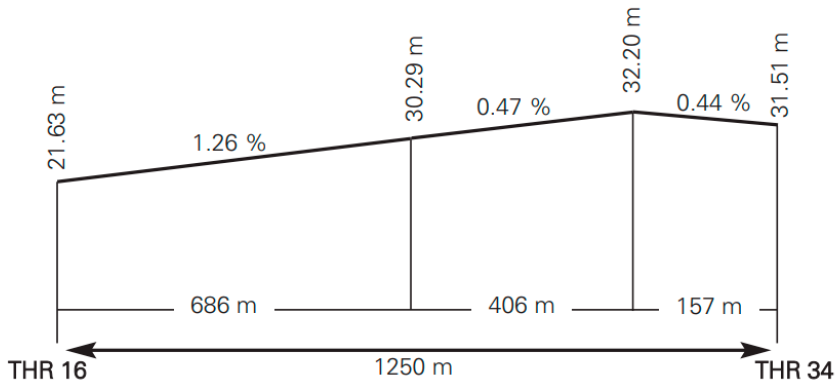
GCHI AD 2.11 METEOROLOGICAL SERVICE PROVIDED

1	MET office	El Hierro EMAe.
2	HR	HR AD PS 40 MIN BFR. Outside this schedule, a half-hourly METAR AUTO will be issued.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	No.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Significant, forecast at altitude (wind and temperature) maps.
9	Supplementary equipment	No.
10	ATS unit served	AFIS, TWR.
11	Additional information	Las Palmas OMAe (GCGC): H24 • TEL: +34-928 430 603 El Hierro EMAe: HR AD • TEL: +34-922 551 004
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

GCHI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV / TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
16	152.57° GEO 158° MAG	1250 x 30	274911.46N 0175323.91W	THR: 22 m / 71 ft. TDZ: No	No	No	1310 x 75	No	No	RWY: ASPH PCN 26/F/A/W/T (1) SWY: No
34	332.57° GEO 338° MAG	1250 x 30	274835.43N 0175302.89W	THR: 32 m / 103 ft. TDZ: No	No	No	1310 x 75	No	No	RWY: ASPH PCN 26/F/A/W/T (1) SWY: No
Remarks:(1) First 85 m RWY 16 PCN 42/R/C/W/T. First 150 m RWY 34 PCN 11/F/A/W/T.										

12.1 Profile



GCHI AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
16	1250	1250	1250	1250
34	1250	1250	1250	1250
Remarks: None				

GCHI AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	16
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	3° (7.90 m/26 ft). (1)
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	1250 m: 850 m white + 400 m yellow. LIM Distance between lights: 50 m.

8	Runway end	Red. Distance between lights: 1.5 m.
9	Stopway	No.
10	Remarks	Switch on of lights by radio outside operational hours by frequency 118.100 MHZ. Adjustable light intensity. (1) Angular coverage restricted to 4.8º to the right side of RCL in direction of APCH.
1	Runway	34
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	3° (8.00 m/26 ft).
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	1250 m: 850 m white + 400 m yellow. LIM. Distance between lights: 50 m.
8	Runway end	Red. Distance between lights: 1.5 m.
9	Stopway	No.
10	Remarks	Switch on of lights by radio outside operational hours by frequency 118.100 MHZ. Adjustable light intensity.

GCHI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 16, 1 near THR 34. LGTD.
3	TWY lighting	Edge.
4	Apron lighting	Edge (1) and floodlighting pole in PRKG 1 and 1A.
5	Secondary power supply	Engine generators which provide a switch-over time (light) of 15 seconds and an uninterruptible power supply which provides a maximum switchover time (light) of 1 second for the following lighting systems: Runway edge, runway end, threshold, threshold identification lights, taxiway edge, apron edge and runway protection lights.
6	Remarks	(1) Adjustable light intensity.

GCHI AD 2.16 HELICOPTER LANDING AREA

1	Location	FATO: RWY 16/34. Coordinates THR 16 and THR 34, see item 12. Ground taxiing: TLOF coincides with RWY 16/34, see item 12. Air taxiing: TLOF coincides with PRKG 1 and 3. See AD 2-GCHI PDC.

2	Elevation	FATO: RWY 16/34. Elevation THR 16 and THR 34, see item 12. Ground taxiing: TLOF coincides with RWY 16/34, see item 12. Air taxiing: TLOF coincides with PRKG 1 and 3. AD 2-GCHI PDC.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 16/34. Ground taxiing: TLOF coincides as RWY 16/34, see item 12. Air taxiing: TLOF coincides with PRKG 1 and 3. AD 2-GCHI PDC.
4	Direction	No.
5	Declared distances	No.
6	Lighting	Floodlighting poles in PRKG 1.
7	Remarks	For air taxiing, AS32 and B412 helicopters shall taxi exclusively via TWY A and D.

GCHI AD 2.17 ATS AIRSPACE

1	Designation	FIZ HIERRO (RMZ) (FPMZ). (1)
2	Lateral limits	275457N 0175947W, 275716N 0175446W; 275353N 0175248W from this point following arc of 5 NM centred on ARP, 275113N 0174813W, 274315N 0174332W, 273953N 0175051W, 274352N 0175310W, from this point following arc of 5 NM centred on ARP, 275142N 0175753W, 275457N 0175947W.
3	Vertical limits Airspace class	SFC-2700 ft AMSL... G.
4	Unit / Language	HIERRO AFIS. ES/EN
5	Transition altitude	1850 m/6000 ft
1	Designation	CTR HIERRO (2).
2	Lateral limits	Lateral limits coincide with those published for FIZ HIERRO.
3	Vertical limits Airspace class	SFC-2700 ft AMSL... D.
4	Unit / Language	CANARIAS APP. ES/EN
5	Transition altitude	
1	Designation	ATZ HIERRO .
2	Lateral limits	Circle radius 8 km centred on ARP (3).
3	Vertical limits Airspace class	SFC-1800 ft AMSL (4)... D.
4	Unit / Language	HIERRO TWR. ES/EN

5	Transition altitude	
6	Remarks	(1) During AFIS HR. Flight plan submission mandatory zone. (2) During TWR HR. (3) Or the ground visibility, whichever is lower. (4) Or up to the cloud ceiling, whichever is lower.

GCHI AD 2.18 ATS COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Canarias APP	125.350 MHz 126.100 MHz 133.675 MHz	H24 H24 H24	 BACK-UP
TWR	Hierro TWR	118.075 MHz	HR TWR (1)	ATZ and CTR during TWR HR. (1) See item 3.
AFIS	Hierro Información	118.075 MHz 121.500 MHz	HR AFIS (1) HR AD	FIZ during AFIS HR. EMERG

GCHI AD 2.19 RADIO NAVIGATION & LANDING FACILITIES

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
NDB (5° W)	HIE	376.000 kHz	H24	274858.2N 0175311.0W	-	-
DME	HR	CH 79X 113.20 MHz	H24	274857.8N 0175311.2W	30 m	U/S BTN: 215°/310°

GCHI AD 2.20 LOCAL REGULATIONS

Control service is not provided out of TWR operational hours. AFIS service is provided during AFIS operational hours (see items 3 and 18). Parking guidance service will be provided to aircraft of non-customary air carriers and when requested by the flight crew. See AFIS procedures in ENR 1.5 and AD 1.1. Operations by aircraft with ACN (aircraft classification number) 12 on RWY 16/34 are allowed. Microlight operations are not allowed.

It is mandatory to submit a flight plan and be equipped with two-way radio communications when AFIS service is provided within the FIZ. Only one IFR operation will be allowed at a time within the FIZ.

When the change of the service provided is expected to coincide with an aircraft operation,at the airport or within its airspace, the ATS unit concerned will inform pilots about the type of service supplied.

Instrument approaches are to be used solely under VMC conditions in the surroundings of the aerodrome, since it is certified with a visual flight runway.

20.1 OPERATIONAL SAFETY REPORTS

Pilots/operator shall report to the airport as soon as possible about any accidents, incidents, occurrences or events which may have a potential operational impact and in which they have been involved or witnessed.

The aim of these reports is the compilation of the information in order to improve operational safety, independently of the mandatory reporting of the occurrence to the appropriate aeronautical authority. Data may be sent in any format, including at least the following information:

- Date and time.
- Site.
- Parties involved (data used to identify vehicles, aircraft…involved).
- Companies implicated.
- Description of the facts.

- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as take-off / landing / stopover, pavement conditions…).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following: Seguridad_Operacional_VDE@aena.es

In addition to notifying the airport by means of the indicated system, it is necessary to send at least basic data of the accident, incident, occurrence or event to the air traffic control service provider (ATC).

20.2 AIRCRAFT WITH LANDING GEAR WIDTH HIGHER THAN THE AT72's

Aircraft with landing gear width higher than the AT72's, must coordinate the operation with vde.coord@aena.es and TEL:+34-922 553 707.

GCHI AD 2.21 NOISE ABATEMENT PROCEDURES

No.

GCHI AD 2.22 FLIGHT PROCEDURES

22.1 OPERATIONAL STANDSTILL PROCEDURE IN THE MOVEMENT AREA (PPOAM)

Operations are not permitted when the RVR is less than 550 m (VIS less than 800 m if the RVR value is not available).

22.2 LOW VISIBILITY PROCEDURES (LVP)

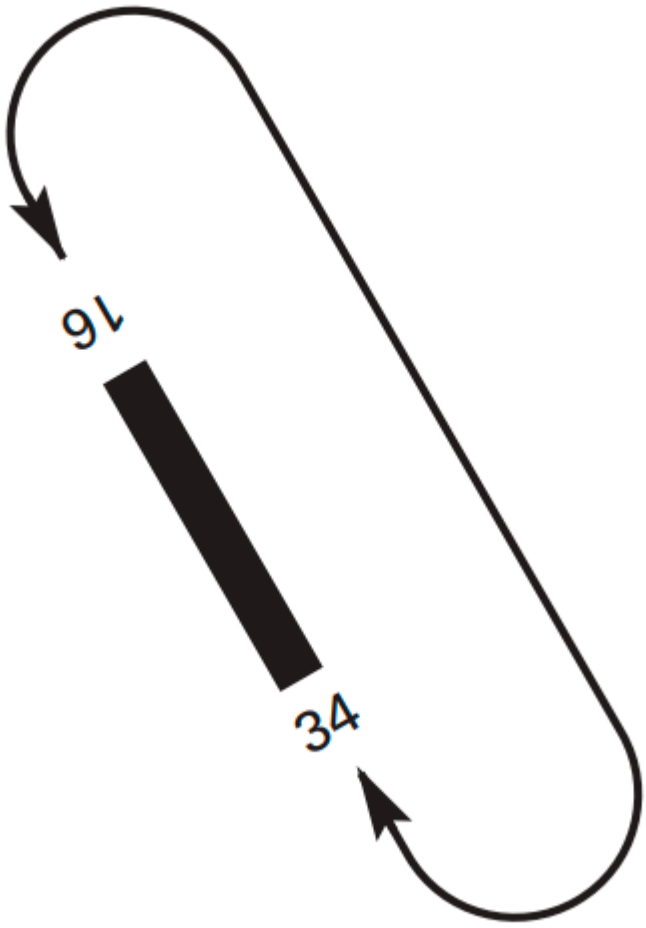
Low Visibility Procedures (LVP) are not available at El Hierro airport.

22.3 RADAR DISPLAY SYSTEM

ATS staff will maintain all operations conducted at or near the aerodrome under constant visual surveillance, having an ATS Surveillance System to support said visual surveillance, as established in Article 4.5.1.3 of the Reglamento de la Circulación Aérea.

This is subject to limitations and availability of equipment.

22.4 AD TRAFFIC CIRCUIT



GCHI AD 2.23 ADDITIONAL INFORMATION

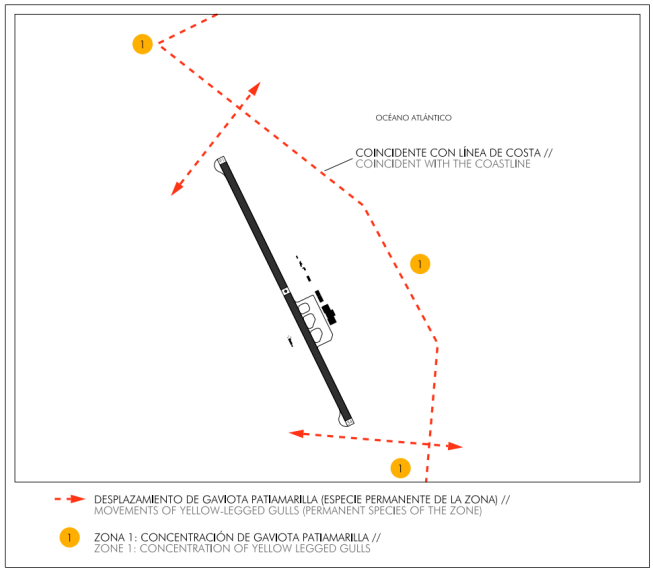
23.1 BIRD CONCENTRATION ZONES

The following bird concentration zone lies close to the airport grounds:

- Zone 1: Concentration of yellow-legged gulls. This zone is made up of the cliffs, coastal rocks, inter-tidal zones, fishing area of Tamaduste and the La Estaca harbour.

23.2 BIRD MOVEMENTS

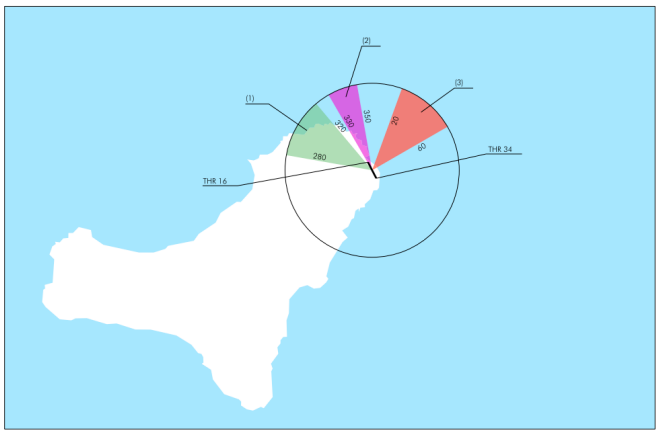
Movements of yellow-legged gulls (permanent species of the zone).



23.3 WIND PHENOMENA

- A major operational problem is the variability of the wind; on many occasions it is oscillating in direction, often within the first quadrant.
- It is recommended not to perform the approach with a hillside wind between 280° and 320° and an intensity above 10 kt, due to the presence of a very strong mountain wave. (1)
- Equally, with winds between 330° and 350° with intensities greater than 15 kt, if moderate turbulence is experienced on short final, missed approach must be executed since tailwinds may be encountered at 50 ft height. (2)
- In summer, with winds from 020° to 060° and intensities between 20 kt and 30 kt or more, there will be strong downdrafts at THR 34. (3)

With any of the winds mentioned above, strong turbulence should be expected after take-off, so it is recommended, once this has been accomplished, to turn as soon as possible towards the sea.



23.4 ELECTRONIC FLIGHT INSTRUMENT SYSTEM (EFIS) ERROR WARNINGS

Error warnings are occasionally displayed at the RWY 34 threshold in the "EFIS comparison" display or "heading disagree" with regard to the magnetic heading, as both EFIS are not aligned.

GCHI AD 2.24 CHARTS RELATED TO THE AERODROME

The list of charts related to the aerodrome can be found on the link below:

http://aip.enaire.es/AIP/#GCHI

GCHI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.