

GCGM AD 2 AERODROME DATA**GCGM AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

GCGM - LA GOMERA

GCGM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	280147N 0171253W. See AD 2-GCGM ADC.
2	Distance and direction from the city	34 km SW.
3	Elevation	218 m/716 ft.
4	Geoid undulation	43.7 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	9.6'E
9	AD administration	Aena.
10	Address	Aeropuerto de La Gomera - 38812 Alajeró - La Gomera
11	TEL	+34-922 873 000
12	FAX	+34-922 873 002
13	AFTN	GCGM
14	E-mail	cecoaaggz@aena.es
15	Approved traffic	VFR
16	Remarks	(1) For all AD points.

GCGM AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0700-1700; I: 0800-1800. PS TIL SS PPR (1)
2	Customs and Immigration	No.
3	Health and Sanitation	No.
4	AIS/ARO	H24 (2)
5	MET briefing	V: 0600-1700; I: 0700-1800 PS TIL SS PPR.
6	ATS	HR AD. (3)
7	Fuelling	No.
8	Handling	HR AD.
9	Security	HR AD.
10	De-icing	No.

11	Remarks	(1) Consult with EMAe (See item 11). (2) Centralised ARO office, geographical area 15 <ul style="list-style-type: none">• TEL: +34-918 603 570 ; +34-672 344 494 (only for communications contingency)• E-mail: arocentralizada@enaire.es• GCGM AFTN address for flight plan management: GCGMZPZX Centralised AIO Office - International NOTAM Office <ul style="list-style-type: none">• TEL: +34-913 213 137/138• E-mail: unof@enaire.es (3) See items 18 and 20.
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GCGM 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	GENERAL AND BUSINESS AVIATION To hire the handling agent service in all operations is mandatory. There are exceptions (see Item 20). Ramp agents: - AVIAPARTNER <ul style="list-style-type: none">• TEL: +34-687 829 699• E-mail: roberto.rodriguez@aviapartner.aero Ramp agents may attend both commercial and general aviation.

GCGM AD 2.5 PASSENGER FACILITIES

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

GCGM AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire Category	5.
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Two aircraft recovery dollies with capacity of up to 10 TM, AETS20 - Debogging Kit, and lifting and towing equipment for CAT I and II aircraft.

4	Remarks	Local contact details for disabled aircraft transfer operations: CECOA Office (AENA Operations Centre - GMZ) <ul style="list-style-type: none">• TEL: +34-922 873 001• E-mail: cecoaaggz@aena.es
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GCGM 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 movement area 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.

GCGM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron	Surface: Asphalt. Strength: PCN 52/F/B/W/T.
2	Taxiways	Width: 15 m. Surface: Asphalt Strength: TWY A: PCN 63/F/B/W/T.
3	Check locations	Altimeter: Apron ELEV 218 m/715 ft. VOR: No. INS: No.
4	Remarks	None.

GCGM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Boards, runway-holding position and stands.
2	RWY markings	Designators, threshold, centre line, edge, touchdown zone and aiming point.
3	TWY markings	Centre line and edge.
4	Remarks	None.

GCGM AD 2.10 AERODROME OBSTACLES

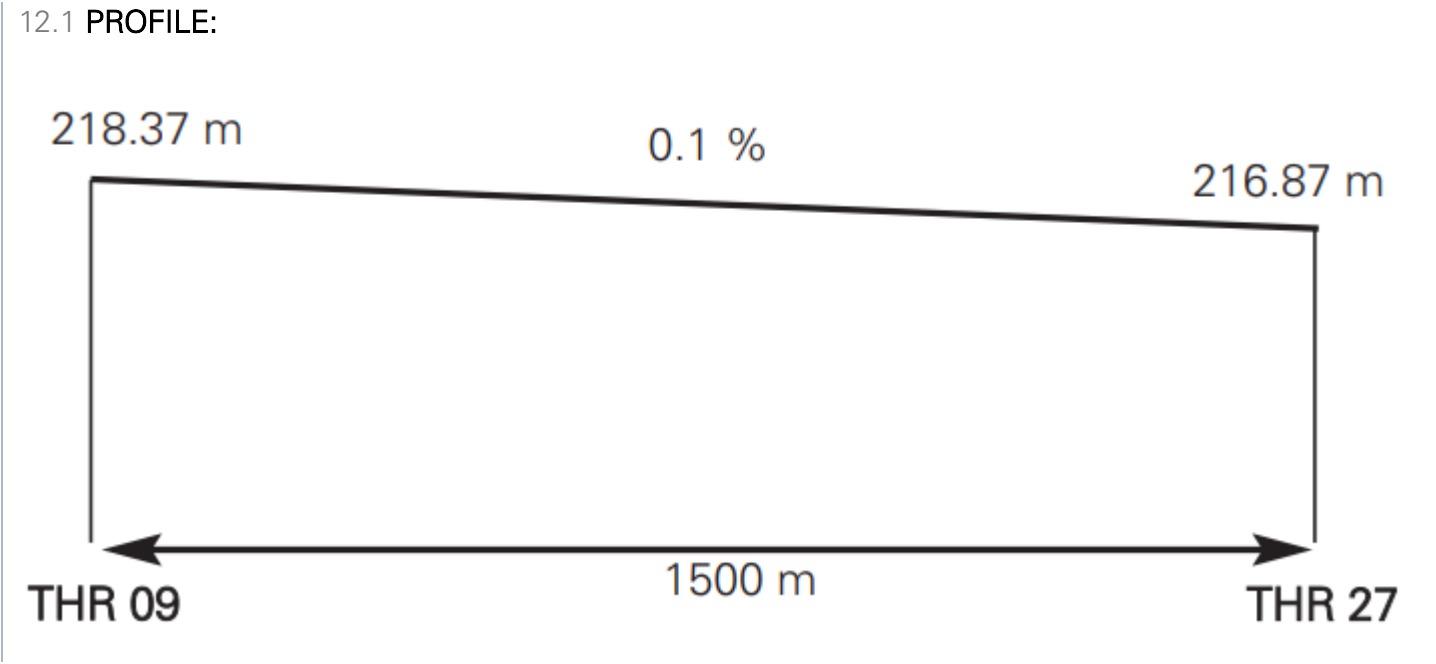
1	Obstacles which penetrate Approach, Take-off climb, Conical, Inner Horizontal and Transitional Surfaces contained in Annex 14 of ICAO; and areas 2A and 3 contained in Annex 15 of ICAO:	See Item 10 and Data Set. RWY 09 without obstacles.
2	Remarks	See AD 2-GCGM AOC.

GCGM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	La Gomera EMAe.
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2	HR	V: 0600-1700; I: 0700-1800 PS TIL SS PPR. Outside this schedule, a halfhourly METAR AUTO will be issued.
3	METAR	Half-hourly. (1)
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	Forecast significant, wind and temperature at altitude maps.
9	Supplementary equipment	No.
10	ATS unit served	AFIS.
11	Additional information	Las Palmas OMAe (GCGC): H24 <ul style="list-style-type: none">TEL: +34-928 430 603 La Gomera EMAe: HR AD <ul style="list-style-type: none">TEL: +34-922 873 019
12	Remarks	Aerodrome warnings available. (1) In METAR, METAR/SPECI and METAR AUTO, within the paragraph RMK, wind data of RWY 09 identified as R09 and midpoint of the RWY 09/27 identified as ARP, will be included.

GCGM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS										
RWY	Direction	DIM (m)	THR PSN	THR ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
09	081.22°GEO 086°MAG	1500 x 30	280142.93N 0171319.69W	THR: 218 m / 716 ft TDZ: No	No	60 x 150	1620 x 80	No	No	RWY: ASPH PCN 55/F/B/W/T SWY: No
29	261.23°GEO 266°MAG	1500 x 30	280150.37N 0171225.42W	THR: 217 m / 712 ft TDZ: No	No	60 x 150	1620 x 80	No	No	RWY: ASPH PCN 55/F/B/W/T SWY: No
Remarks: None.										



GCGM AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
09	1500	1560	1500	1500
27	1500	1560	1500	1500
09 INT A	400	460	400	–
27 INT A	1100	1160	1100	–
Remarks: None.				

GCGM AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	09
2	Approach	SLIU. Threshold identification lights.
3	PAPI (MEHT)	3° (10.32 m/34 ft).
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	1500 m white LIH. Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Guided centre line lights on turn pad. Outside AD HR, switch on of lights by radio (TWR FREQ). Adjustable light intensity.
1	Runway	27
2	Approach	SLIU. Threshold identification lights.
3	PAPI (MEHT)	3° (10.34 m/34 ft).
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	1500 m white LIH. Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Guided centre line lights on turn pad. Outside AD HR, switch on of lights by radio (TWR FREQ). Adjustable light intensity.

GCGM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near RWY centre LGTD; 1 near THR 09 and 1 near THR 27 NO LGTD.
3	TWY lighting	Edge.
4	Apron lighting	Edge, 2 floodlighting poles.

5	Secondary power supply	Engine generators that provide a maximum switchover (light) time of 15 seconds for all the lighting systems.
6	Remarks	None.

GCGM AD 2.16 HELICOPTER LANDING AREA

1	Position	Geoid undulation: see item 2. FATO: RWY 09/27. Coordinates THR 09 and THR 27, see item 12. Ground taxiing: TLOF same as RWY 09/27. Air taxiing: TLOF same as the PRKG 1 and 3.
2	Elevation	FATO: RWY 09/27. Elevation THR 09 and THR 27, see item 12. Ground taxiing: TLOF same as RWY 09/27. Elevation THR 09 and THR 27, see item 12. Air Taxiing: TLOF same as the PRKG: <ul style="list-style-type: none">• PRKG 1: elevation 217.42 m.• PRKG 3: elevation: 217.47 m.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 09/27. Ground taxiing: TLOF same as RWY 09/27, see item 12. Air taxiing: TLOF same as the PRKG 1 and 3. PRKG 1 and 3: PCN 52/F/B/W/T. Entry/exit stand signal, stand designation sign, perimeter marking and touchdown zone marking.
4	Direction	No.
5	Declared distances	See item 13.
6	Lighting	See items 14 and 15.
7	Remarks	Apron lighting with floodlighting.

GCGM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	FIZ LA GOMERA (RMZ) (FPMZ) (1).
2	Lateral limits	Intersection of two circles of 3 NM radius centred on THR 09 and THR 27 joined by its common tangent with magnetic heading 078° from THR 09 and 288° from THR 27.
3	Vertical limits	SFC-1000 ft AGL -1650 ft AMSL (2).
4	Airspace class	G.
5	Unit Language	LA GOMERA AFIS. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	-
8	Remarks	(1) Flight plan submission mandatory zone within AFIS HR. (2) Whichever is higher.

GCGM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

1	Service	AFIS
2	Call sign	La Gomera Información.

3	FREQ	118.375 MHz. 121.500 MHz.
4	HR	HR AD. HR AD.
5	Remarks	EMERG.

GCGM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (5° W)	LGM	116.000 MHz	H24	280143.5N 0171253.6W		COV 40 NM U/S BTN: - R-288/028 CW; - R-248/288 CW BLW 6000 ft AMSL; - R-218/248 CW BLW 7000 ft AMSL; - R-088/218 CW BLW 6500 ft AMSL; - R-078/088 CW BLW 7000 ft AMSL; - R-068/078 CW BLW 9500 ft AMSL; - R-028/068 CW BLW 12000 ft AMSL. COV 10 NM U/S BTN: - R-310/020 CW, R-065/100 CW & R-135/155 CW BLW 9000 ft AMSL.
DME	LGM	CH 107X	H24	280143.0N 0171253.3W	210 m	COV 40 NM U/S BTN: - R-288/028 CW; - R-248/288 CW BLW 6000 ft AMSL; - R-218/248 CW BLW 7000 ft AMSL; - R-088/218 CW BLW 6500 ft AMSL; - R-078/088 CW BLW 7000 ft AMSL; - R-068/078 CW BLW 9500 ft AMSL; - R-028/068 CW BLW 12000 ft AMSL. COV 10 NM U/S BTN: - R-310/020 CW BLW 9000 ft AMSL.

GCGM AD 2.20 LOCAL AERODROME REGULATIONS

Aerodrome closed to aircraft without radiocommunications.

Control service is not provided at La Gomera airport. See AFIS procedures at ENR 1.5 and AD 1.1.

Microlight operations are not allowed.

Aircraft operating at AFIS aerodromes and in their associated FIZ, shall operate in accordance with a flight plan and shall be equipped for two way radiocommunications.

20.1 MINIMUM RUNWAY OCCUPANCY TIME**ARRIVALS**

To minimise the runway occupancy time and the possibility of "go-around", pilots are reminded:

- To vacate the runway rapidly and at the highest possible speed without prejudice to safety.
- To vacate the runway completely before halting.

DEPARTURES

Pilots shall be ready for departure when they reach the runway holding position.

20.2 TAKE-OFF FROM INTERSECTION

Take-off operations are allowed from RWY 09/27 intersection with TWY A. (See distances at item 13).

Aircraft shall, preferably, request permission at the same time that clearance to start-up.

20.3 HANDLING SERVICE TO GENERAL AND BUSINESS AVIATION

All general and business aviation operations require the mandatory provision/hiring of handling services (see Item 4) except:

-All aircraft due to its wingspan (Max 13.54 m), could be parked in the PRKG 4 and 5 of General and Sport Aviation.

At the arrival operations, before unloading, passengers and crew must wait for the arrival of their handling agent.

20.4 PERSONNEL MOVEMENT IN APRON

Movements on foot in apron will be always made via marked pedestrian paths, or in a vehicle of authorized handling agent.

20.5 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 compulsory report 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 takeoff / landing / stopover, pavement conditions...).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following:

Seguridad_Operacional_QGZ@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).

GCGM AD 2.21 NOISE ABATEMENT PROCEDURES

No.

GCGM AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at La Gomera airport.

22.2 AD TRAFFIC CIRCUIT



GCGM AD 2.23 ADDITIONAL INFORMATION

Presence of birds (partridges, seagulls, pigeons and others) on runway and overflying. More probably seagulls when raining or with runway wet.

23.1 WIND PHENOMENA

Orographic conditions on the island of La Gomera and the airport situation favour the appearance, in determined circumstances, of windshear and turbulence phenomena:

- Occasionally anemometer readings THR 09 and 27 differs from what is detected in short final approach. There is a third anemometer in the middle point which reading is available.
- Intense trade winds may generate turbulence on RWY 27 approach.
- Gentle winds may generate sudden changes in wind direction on RWY 09.
- Hillside gentle winds may generate turbulence in the middle of the runway.
- With W gentle winds may occur that the central anemometer and wind reading are opposite from the one in the operating headway, this causes turbulence and windshear in the runway. In that case the middle point anemometer reading can be useful.

With gentle winds (5 kt-6 kt) can appear the windshear and turbulence phenomena described above.

Likewise, it is recommended that aircraft crew have a basic level of recent experience in the airport.

It is not recommended to approach with directional winds between 300° and 060° (hillside winds) and sustained winds with intensities greater than 15 kt or wind gusts exceeding 20 kt.

GCGM AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

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

<https://aip.enaire.es/AIP/#GCGM>

GCGM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.