GCTS AD 2 AERODROME DATA

GCTS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GCTS - TENERIFE SUR

GCTS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	280240N 0163421W. See AD 2-GCTS ADC.
2	Distance and direction from the city	60 km SW.
3	Elevation	64 m / 209 ft.
4	Geoid undulation	44.39 m ± 0.10 m (1).
5	Reference temperature	28°C.
6	Low average temperature	18°C.
7	Magnetic variation	4°W (2025).
8	Annual change	9.8'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Tenerife Sur - 38610 Granadilla de Abona Tenerife.
11	TEL	+34-922 759 000
12	FAX	+34-922 759 247
13	AFTN	GCTS
14	E-mail	tfsopya@aena.es
15	Approved traffic	IFR/VFR.
16	Remarks	Operations Centre: • SITA: TFSOPYA. • FAX: +34-922 759 188 • TEL: +34-922 759 233 • E-mail: tfsopya@aena.es (1) For all AD points.

GCTS AD 2.3 OPERATIONAL HOURS

1	Airport	H24.
2	Customs and Immigration	HR AD.
3	Health and Sanitation	See GEN 1.4.
4	AIS/ARO	H24. (1)
5	MET briefing	HR AD.
6	ATS	HR AD.
7		

	Fuelling	HR AD.
8	Handling	HR AD.
9	Security	HR AD.
10	De-icing	No.
11	Remarks	(1) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es Centralised ARO Office Geographical Area 15. • TEL: +34-918 603 570; +34-672 344 494 (only in communications contingencies) • E-mail: arocentralizada@enaire.es • GCTS AFTN Address for Flight Plan Management: GCTSZPZX

GCTS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No limitations.
2	Fuel types	JET A-1.
3	Oil types	None.
4	Refuelling capacity	No limitations.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	Ramp agents may attend both commercial and general aviation. Ramp agents: MENZIES GROUND SERVICES • TEL: +34-922 759 186; +34-630 180 138; +34-656 876 732; +34-689 279 827 • E-mail: ops.tfs@menziesaviation.com • SITA: TFSMA7X/TFSOO7X AVIAPARTNER • TEL: +34-922 759 041 / 040 / 197; +34-673 747 345; +34-637 784 177; +34-673 747 286 • E-mail: tfs.ops@aviapartner.aero • SITA: TFSAOXH Handling agents for General and Business Aviation: AviaVIP TFS • TEL: +34-661 749 917; +34-634 698 181 (H24) • E-mail: gcts@aviavip.com • SITA: TFSAOXH GERARDO MELÉNDEZ • TEL: +34-922 392 064; +34-696 987 046 • FAX: +34-922 392 247 • E-mail: tfsops@gmelendez.com • SITA: TFSGMXH BROK-AIR FBO •

8		TEL: +34-616 810 849 (H24); +34-616 679 011 (H24) • E-mail: ops@brok-air.com; gcts@brok-air.com • SITA: No. UNITED AVIATION SERVICES, S.L • TEL: +34-919 532 653 (OCC); +34-676 670 989 (H24); +34-639 281 905 (H24) • E-mail: ops@unitedaviation.es (OCC); ops.tfs@unitedaviation.es • SITA: No Fuel: CMD • TEL: +34-922 392 008; +34-619 885 143 • FAX: +34-922 392 180 • E-mail:tfs@cepsa.com TERMINALES CANARIOS • TEL: +34-922 392 010; +34-677 448 517 • FAX: +34-922 392 094 • E-mail: supervisor.tfs@tcanarios.com Handling agents for aircraft maintenance: TOTAL AVIATION SERVICES • TEL: +34-922 397 141; +34-609 879 980 • FAX: N/A • E-mail: tfsline@tassl.eu HLA - HISPANO-LUSITANA AVIACIÓN, S.L. • TEL: +34-922 397 032; +34-655 505 367; +34-691 066 700 • FAX: +34-922 759 418 • E-mail: hla.tenerifesur@h-la.es BROK - AIR TECHNICS • TEL: +34-630 006 307 BLUE TEAM FLIGHT SCHOOL, S.L • Planes with a maximum take-off mass (MTOM) less or equal to 2730 kg. • TEL: +34-922 400 010; +34-634 515 005 • E-mail: mantenimiento@blueteam.es

GCTS AD 2.5 PASSENGER FACILITIES

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

GCTS AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	9 (1).
2		

	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Dragging bars, conventional push-back up to B747-400 and A340-600 by handling agents. The airport has lifting and moving gear for ACFT of CAT I/II/III available for the registered owner or operator of the ACFT affected: • AETS 20 towing sets (maximum load 40 TM) and AETS 55 towing sets (maximum load 110 TM). • Three recovery trolleys of 40 TM, 80 TM and 90 TM respectively. • Jacks: up to 16 TM, minimum height 158 mm; up to 90 TM, minimum height 70 mm. • Air-cushion systems for lifting (CAT I/II/III). • Fuselage transporter equipment of 12 TM, 30 TM and 55 TM respectively. • 60 TM wing transporter equipment. • V1 trolley for ACFT movement with disabled front and main landing gear, up to 30 TM. • V2 trolley for ACFT movement with disabled front and main landing gear, together with V1 trolley up to 60 TM. • Two dollies for ACFT movement up to 5 TM. • One dolly for ACFT movement up to 10 TM. • 15 TM (CAT I/II) and 25 TM (CAT III) hoisting beam equipment. • Tethering equipment. • Soft ground reinforcement plates up to 110 TM/m^2 load. • Soft ground mats and connectors. • Cranes up to 400 TM from outside the AD.
4	Remarks	Contact details for disabled ACFT removal: • Contact person: Executive on duty. • TEL: +34-922 759 239 • E-mail: tfs.ejecutivos@aena.es Prior permission from the executive on duty required only in the case that the means supplied by the airport for movement of disabled ACFT are needed. (1) Level of protection: 9.

GCTS 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.

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

1	Apron	Surface: Hydraulic concrete. Strength: PCN 85/R/A/W/T, EXC PRKG AG1 to AG5, E64 to E70, S41, H44, R45, H46, R47 and G48: PCN 72/R/B/W/T. PRKG R19 to G25 and E49 to E52: PCN

1		76/R/A/W/T.
2	Taxiways	Width: 23 m. Surface: Asphaltic concrete. Strength: • T: PCN 101/F/B/W/T, EXC BTN GATES D1-D6: PCN 109/F/C/W/T and BTN TWY B1-B0: PCN 60/R/B/W/T. • B0 and B3: PCN 121/F/A/W/T. • B1: PCN 86/F/A/W/T. • B2 and B5: PCN 51/F/A/W/T. • B4, B6 and B7: PCN 106/F/A/W/T.
3	Check locations	Altimeter: Apron ELEV 64 m / 210 ft. VOR: No. INS: See AD 2-GCTS PDC.
4	Remarks	TWY centre line: see INSIGNIA and Data Set.

GCTS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, intermediate holding positions, NO ENTRY and information signs, runway guard lights, no intrusion bars, intermediate holding positions lights and aircraft stands markings.
2	RWY markings	Threshold, designators, centre line, touchdown zone, aiming point, side stripe.
3	TWY markings	Centre line and side stripe, edge with reflective markers.
4	Remarks	None.

GCTS AD 2.10 AERODROME OBSTACLES

1	Obstacles which penetrate Transitional, Conical, Take-off, Inner Horizontal and Approach, surfaces contained in Annex 14 of ICAO; and Area 2A, Area 3 and Area 4 surfaces contained in Annex 15 of ICAO.	See Item 10 and Data Set.
2	Remarks	See AD 2-GCTS AOC.

GCTS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Tenerife Sur EMAe.
2	HR	H24.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	Yes.
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	Clouds, lightning and radar information image display.
10	ATS unit served	TWR, APP.
11	Additional information	Las Palmas OMAe (GCGC); H24 • TEL: +34-928 430 603 Tenerife Sur EMAe: H24 • TEL: +34-922 759 205
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. There is a low level wind shear alert system (LLWAS) that generates wind shear alarms. Aerodrome MET guide available.

GCTS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

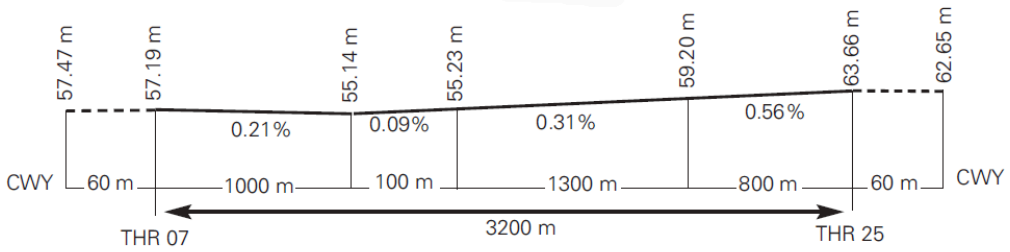
RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
07	068.57° GEO 072° MAG	3200 x 45	280221.14N 0163515.50W	THR: 57.2 m / 188 ft TDZ: 57.2 m / 188 ft	No	60 x 150	3320 x 300	No	240 x 150	RWY: ASPH PCN 94/F/A/W/T (1) SWY: No
25	248.59° GEO 252° MAG	3200 x 45	280259.10N 0163326.43W	THR: 63.7 m / 209 ft TDZ: 63.7 m / 209 ft	No	60 x 150	3320 x 300	No	227 x 137	RWY: ASPH PCN 94/F/A/W/T (2) SWY: No

Remarks:

(1) First 242 m RWY 07 PCN 142/F/A/W/T.

(2) First 190 m RWY 25 PCN 142/F/A/W/T.

12.1 **PROFILE**



GCTS AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
07	3200	3260	3200	3200
25	3200	3260	3200	3200
07 INT B2	3060	3120	3060	–
25 INT B6	3105	3165	3105	–
Remarks: None.				

GCTS AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	07
2	Approach	Precision CAT I, 900 m. LIH.
3	PAPI (MEHT)	3° (19.67 m / 65 ft). (1)
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	3200 m: 2300 m white + 600 m white and red + 300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	3200 m: 2600 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) PAPI not usable by code letter F ACFT, except for the A380. Rapid exit indicator lights (B4, B5).

1	Runway	25
2	Approach	Precision CAT I, 720 m. LIH.
3	PAPI (MEHT)	3° (19.44 m / 64 ft). (1)
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	3200 m: 2300 m white + 600 m white and red + 300 m red. LIH.

6		Distance between lights: 15 m.
7	Runway edge	3200 m: 2600 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) PAPI not usable by ACFT B747-400 as these do not meet the wheel clearance over THR requirements. Nor by code letter F ACFT, except for the A380. Rapid exit indicator lights (B3).

GCTS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near ARP, 1 near THR 07, 1 near THR 25. LGTD.
3	TWY lighting	Centre line.
4	Apron lighting	Floodlighting poles and edge at the East side, reflective markers at the West side.
5	Secondary power supply	Visual aids system: uninterruptible power supply. Terminal building and apron lighting: emergency engine generators which provide a switch-over time (light) of 15 seconds.
6	Remarks	LED lighting on no intrusion bars, intermediate holding positions, taxiway edges, runway guard lights, taxiway T centre line apron section and platform entry taxiway centre lines (D).

GCTS AD 2.16 HELICOPTER LANDING AREA

1	Situation	• Geoid undulation: see item 2. • FATO: RWY 07/25. • Coordinates THR 07 and THR 25, see item 12. • Ground taxiing: TLOF same as RWY 07/25. • Air taxiing: TLOF same as PRKG AG5, AG2, J22, R19 and E49.
2	Elevation	• FATO: see item 12. • Ground taxiing: TLOF same as RWY 07/25. See item 12. • Air taxiing: TLOF same as PRKG AG5, AG2, J22, R19 and E49. See item 8.

3	Dimensions, surface, maximum weight, markings	• FATO: see item 12.
		• Ground taxiing: TLOF same as RWY 07/25. See item 12.
		• Air taxiing: TLOF same as PRKG J22, R19 and E49. See item 8.
		• Markings:
		  ◦ FATO: see item 9.
		  ◦ AG2 and AG5: Circular strip 50 cm wide and inner diameter 6.35 m.
		  ◦ J22, R19 and E49: Circular strip 50 cm wide and inner diameter 11.75 m.

4	Lighting	See items 14 and 15.
5	Direction	FATO: see item 12.
6	Declared distances	(*) See table.
7		

	Remarks	Helicopters operating with a letter of exemption should consult item 20 for further information.

(*)

RWY	RTODAH (m)	TODAH (m)	LDAH (m)
07 INT B6	95	95	95
07 INT B2	3060	3060	3060
25 INT B6	3105	3105	3105
25 INT B2	140	140	140

GCTS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR TENERIFE SUR.
2	Lateral limits	280234N 0164755W; 280431N 0163846W; arc of 8 km centred on GCTS ARP CW to 280519N 0163029W; 281001N 0162336W; arc of 12 NM centred on GCTS ARP CW to 280234N 0164755W.
3	Vertical limits	SFC - 1000 ft AGL - 1650 ft AMSL (1).
4	Airspace class	D.
5	Unit Language	TENERIFE SUR APP. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	H24
8	Remarks	(1) Whichever is higher.

1	Designation	ATZ TENERIFE SUR.
2	Lateral limits	Circle radius 8 km centred on ARP (1).
3	Vertical limits	SFC - 3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	TENERIFE SUR TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the clouds ceiling, whichever is lower.

GCTS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Tenerife Sur APP	127.700 MHz	H24	APP/L Primary
		128.125 MHz	H24	APP Secondary
TWR	Tenerife Sur TWR	119.000 MHz	H24	-

Service	Call sign	FREQ	HR	Remarks
TWR	Tenerife Sur TWR	120.300 MHz	H24	BACKUP
		121.750 MHz	H24	CLR
		121.900 MHz	H24	GMC
		121.500 MHz	H24	EMERG
		243.000 MHz	H24	EMERG
ATIS	Tenerife Sur Information	118.675 MHz	H24	-
D-ATIS	Tenerife Sur Information	NIL	H24	Provision of ATIS information via data link.

GCTS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (4° W)	TFS	116.400 MHz	H24	280008.8N 0164116.5W	-	COV 10NM signal fluctuations BTN R-030/R-360 CCW BLW 15000 ft AMSL; COV 40 NM BTN: • R-270/R-090 CCW at 4000 ft AMSL or ABV; • R-090/R-040 CCW at 14500 ft AMSL or ABV; • R-040/R-340 CCW at 27000 ft AMSL or ABV; • R-340/R-310 CCW at 14500 ft AMSL or ABV; • R-310/R-270 CCW at 6100 ft AMSL or ABV.
DME	TFS	CH 111X	H24	280008.8N 0164115.0W	30 m	COV 40 NM BTN: • R-270/R-090 CCW at 4000 ft AMSL or ABV; • R-090/R-040 CCW at 14500 ft AMSL or ABV; • R-040/R-340 CCW at 27000 ft AMSL or ABV; • R-340/R-310 CCW at 14500 ft AMSL or ABV; • R-310/R-270 CCW at 6100 ft AMSL or ABV.
LOC 07 (4° W) ILS CAT I	ITS	109.700 MHz	H24	280302.9N 0163315.5W	-	072° MAG / 319 m FM THR 25. COV 17 NM AVBL BTN ±35° FM RCL at 4000 ft AMSL or ABV. COV 25 NM AVBL BTN ±10° FM RCL at 2500 ft AMSL or ABV.
GP 07	-	333.200 MHz	H24	280221.6N 0163501.1W	-	3°; RDH 15.3 m; at 372 m FM THR 07 & 130 m FM RCL to the right on APCH direction. Full FLY-UP indications may not be received BLW GP beyond 5° Right FM RCL.
ILS/DME 07	ITS	CH 34X	H24	280221.6N 0163501.1W	60 m	REF DME THR 07.
LOC 25 (4° W) ILS CAT I	ISUR	110.900 MHz	H24	280217.5N 0163525.8W	-	252° MAG / 303 m FM THR 07. AVBL BTN ±35° of RCL FM 17 NM (15.4 NM DME) & ABV 4000 ft AMSL & ±10° of RCL FM 25 NM (23.4 NM DME) & ABV of 2300 ft AMSL.
GP 25	-	330.800 MHz	H24	280251.7N 0163337.0W	-	3°; RDH 15.5 m; at 352 m FM THR 25 & 107 m FM RCL to the left on APCH direction. It may not be received full FLY-UP indications BLW GP FM 6° left of RCL.

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
ILS/DME 25	ISUR	CH 46X	H24	280251.7N 0163337.0W	66 m	REF DME THR 25.

GCTS AD 2.20 LOCAL AERODROME REGULATIONS

20.1 GENERAL AND BUSINESS AVIATION

It is mandatory to have a handling agent for all General and Business Aviation operations.

It is forbidden to cross the taxiways in the apron on foot.

20.2 ATC PROCEDURES

Even if the runway is temporarily occupied by other traffic, landing clearance may be issued to an arriving ACFT if the controller is satisfied that at the time the ACFT crosses the threshold of the runway in use, the prescribed separation from the preceding ACFT shall exist.

When issuing a "Landing Clearance based on Anticipated Separation", ATC shall use the following phrasing: "...(Call sign) BEHIND LANDING/DEPARTING (ACFT type) CLEARED TO LAND RUNWAY (number)".

This procedure may be used between sunrise and sunset and without detriment to the requirements established in the Reglamento de la Circulación Aérea (paragraph 4.10.2.4, Fourth Book, Chapter 10) referring to the use of conditional phrases for movements affecting the runway or runways in activity.

20.3 STANDARD TAXIING PROCEDURES

20.3.1 START-UP

A. Pilots shall request clearance to start up from CLR on the appropriate frequency or DCL. On requesting this clearance, the ACFT must be completely ready to start up, considering that the ACFT must leave the stand 10 minutes before the CTOT.

B. Clearance shall be issued as soon as requested. When delays are expected to exceed 15 minutes, ATC shall provide the appropriate start up time. At that moment, ATC clearance shall be issued.

20.3.1.1 REQUEST FOR ATC CLEARANCE AND START-UP VIA DATA LINK

Pilots may request ATC clearance and permission to start up on the corresponding frequency or data link (DCL).

For more information about the DCL service, see AIP ENR 1.5, section 3. DEPARTING FLIGHTS: ATC and start-up clearance via data link (DCL).

In cases of discrepancies, voice commands will always prevail over data link.

The pilot may request ATC clearance via DCL no earlier than 30 minutes before the EOBT.

- The pilot shall request ATC and start-up clearance simultaneously via RCD. The RCD message should contain the following data:
  1. Aircraft call sign according to the submitted flight plan (FPL).
  2. Aerodrome of origin.
  3. Stand occupied.
  4. Destination aerodrome.
  5. Letter corresponding to the ATIS information received.
  6. ICAO aircraft type designator.

  Any free text sent via the RCD by the pilot will not be considered by ATC. Special requests must always be made via voice command.
- The pilot will receive a message of acceptance, "RCD RECEIVED", or cancellation, "RCD REJECTED".

- In the case of acceptance, ATC will issue a CLD message with the following fields:
  1. Aircraft call sign.
  2. Destination aerodrome.
  3. Runway assigned for departure.
  4. Departure procedure (SID). Note: The initial altitude will be that of the published SID.
  5. SSR code mode A (SQUAWK).
  6. CTOT, if one is held.
  7. Next frequency.
  8. Letter of the current ATIS information.
  9. Additional information, which shall include clearance to start up or instructions for requesting this, in the case of failure to comply with the start-up approval parameters in accordance with the EOBT.
- When an RCD message is sent in the valid range of EOBT, ATC and start-up clearance will be received. If the pilot is not ready for start-up, he/she shall not accept the clearance and shall contact the controller by voice when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, data link communication will be terminated and the revert to voice procedure shall apply.
- When a CLD message is received:
  A. If any inconsistency is detected in the received message, the pilot shall revert to voice procedures and request a new clearance.
  B. If the pilot considers the CLD clearance message to be correct, he/she must respond via data link with a CDA message (Departure Clearance Echoback).
- If the ATC system does not receive a CDA message from the pilot within the waiting time, or a CDA inconsistent with the previous CLD message is received, communication via data link will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When a correct CDA message is received, the ATC system will send the aircraft a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

20.3.1.2 INTERCHANGE OF DATA WITH NMOC – ADVANCED ATC TWR

In Tenerife Sur the procedures established for airports with Advanced ATC Tower are applied. Therefore, by means of A-DPI message, the target take-off time (TTOT) calculated from actual off-block time (AOBT) of all departure instrumental flights is provided to the Network Manager Operations Center (NMOC).

From the moment of the A-DPI reception, neither DLA nor CHG messages modifying flight plan data will be accepted. If it is regulated, the assigned CTOT prior to the A-DPI reception is maintained.

If an aircraft has to abort taxiing due to technical reasons, the airport will send a C-DPI message to NMOC. As a result of that C-DPI, the flight plan will be suspended and the operator will be informed by a FLS message with the remark "Suspended by departure airport". The flight plan can be activated again by means of an updated EOBT with a DLA message.

20.3.2 GROUND MOVEMENT

20.3.2.1 Departures

Pilots shall communicate with TWR to request towing, powerback and/or taxiing permission.

After push-back or autonomous departure, aircraft shall proceed to the threshold in use through the first available apron gate, unless there are operational or safety reasons to the contrary (compliance with CTOT, improvements to the take-off sequence, request for opposite runway, inner apron taxiway occupied due to push-backs or aircraft, etc.).

1. Push-back and taxiing manoeuvre

A. A. Pushback is obligatory in front stands and shall be performed such that the aircraft remains nosing to the threshold in use and leaving apron gates "D" free, except when:

- There are operational or safety reasons for push-backs without nosing to the threshold in use or leaving apron gates D free.

- There are limitations on engine starts, which must be communicated to ATC in advance.
- Pushbacks on parking stands R19, G20, AG21, and J22 shall be performed nosing to THR 25.

A1. Simultaneous pushback on adjacent stands is not permitted, nor is pushback from a stand with a simultaneous entry to the adjacent stand, unless the following criteria are met:

- Both aircraft are informed of the manoeuvre.
- In the event of simultaneous pushbacks towards the same direction, one aircraft initiates the pushback first and performs a long pushback and the other performs a short pushback; or one aircraft performs a pushback nosing to the threshold in use and the other performs a pushback nosing to the opposite threshold, provided that an apron gate is available between the two aircraft.
- Simultaneous arrival/departure manoeuvres from adjacent stands J1 and G2, G9 and G10 and G10 and H37 are incompatible.

A2. Avoiding collisions with other ACFT and obstacles is the responsibility of:

- Pilots, when taxiing on the apron.
- Ground handling companies during parking stand push-back exit manoeuvres.

B. B. Autonomous exits shall be made using the lowest possible starting power and in such a way that the idle power is not exceeded when turning. Departure shall be performed nosing to the threshold in use may be modified if there are operational or safety reasons to the contrary.

2. Powered pushback manoeuvre (powerback)

The performance of powered pushback manoeuvres (powerback) requires prior clearance from Airport Management and shall be performed under the full responsibility of the aircraft operator. The company representative must request this operation, in good time, from Airport Management for the safety analysis of the operation.

3. Push and hold manoeuvre

When an aircraft in a position requiring towed pushback is affected by regulations and fully ready to operate (start-up), the pilot may request a "Push and Hold" from ATC. Provided that there is availability, CEOPS shall assign a remote parking stand with autonomous exit from E64 to E70.

This manoeuvre is limited to aircraft whose dimensions are equal to or less than those of the MAX ACFT of the cleared parking stands.

20.3.2.2 Arrivals

The ACFT shall notify the ATC runway vacated.

All fixed-wing aircraft shall always access the apron or parking stand with "FOLLOW ME" vehicle guidance, from the appropriate apron gate for PRKG R19 to G48, and from the parking stand centre line for PRKG E49 to E70.

Simultaneous entries of aircraft into adjacent stands is not permitted, nor is entry into a stand with simultaneous pushback from an adjacent stand, unless both aircraft are informed of the manoeuvre.

Simultaneous entries/exit manoeuvres from adjacent stands J1 and G2; G9 and G10; and G10 and H37 are incompatible.

20.3.3 TAXIING RESTRICTIONS

Runway entry/exit:

TWY	MAXIMUM AIRCRAFT ALLOWED AND OTHER RESTRICTIONS
B1	D
B2	Runway entry: D and maximum length 50 m and maximum span 51 m (runway exit without restrictions).
B3 (RWY 25 rapid exit)	Exit turn to the East: D (others without restrictions).
B5 (RWY 07 rapid exit)	Not usable by A-340-600 and B-777-300.
B6	D except B-767-400. Runway entry maximum length 58 m.

Apron entry/exit:

With the exception of traffic guided by signal man, the following restrictions shall be apply:

TWY	MAXIMUM AIRCRAFT ALLOWED AND OTHER RESTRICTIONS
TWY	MAXIMUM AIRCRAFT ALLOWED AND OTHER RESTRICTIONS
D1	Entry from RWY 25 which have vacated the runway via TWY B1 or B2: D except B-767. Exit to RWY 07: D except B-767.

Taxiways for general aviation (TWY U1, U2 and U3) are limited to aircraft with maximum wingspan of 22 m.

20.4 AIRCRAFT WASHING

Several stands have been enabled for this purpose, for companies who wish to perform washing of fuselages on the apron, shall request clearance from:

- Centro de Operaciones (CEOPS)
- TEL: +34-922 759 233
- E-mail: tfsopya@aena.es

20.5 RESTRICTIONS ON STANDS

On PRKG J-1, G-2, J-3, G-4, J-5, R-5A, G-6, J7, J8, G9 and G10:

- It is mandatory to use the 400 Hz facilities.
- The use of the air conditioning facilities shall be mandatory when the ACFT air conditioning is needed.
- The use of the aircraft APU is forbidden at these stands in the period between 2 minutes after blocks upon arrival and 5 minutes before off-block at departure.

The aircraft APU can only be used when the 400 Hz facilities and the mobile units are not operative, or when the air conditioning service is needed and the air conditioning equipment is not available.

ACFT with inoperative APU must communicate this incident to CEOPS. If the APU must be switched on for technical reasons, the ground handling agent must request clearance from the Airport Operations Coordination Centre (CEOPS).

20.6 ENGINE TEST PROCEDURE

Engine tests may be performed on the apron and on the A2 holding bay, depending on the category of the aircraft and engine speed requested.

Idle power engine tests may be authorised on the apron only on the second line PRKG: E49, E50, E51, E52, E53, E54, E55, E56, E57, E58, E59, E60, E61, E62, E63, E64, E65, E66, E67, E68, E69, E70 and general aviation apron: PRKG AG1, AG2, AG3, AG4 and AG5.

First line idle and average power engine tests are not authorised.

Full power engine tests may only be performed on the A2 holding bay.

Engine tests at higher than idle speed are prohibited between 0000 and 0600 LT. In this range, the only tests admitted in higher than idle speed are those that are essential for ACFT flight departure and scheduled time of take-off between 0400 and 0600 LT.

Clearance must be requested from the operations centre (CEOPS) in order to perform engine tests.

- TEL: +34-922 759 233
- E-mail: tfsopya@aena.es

20.7 OPERATION OF HELICOPTERS

20.7.1 GENERAL

20.7.1.1 In general, as no specific zone to operate with helicopters is defined other than RWY 07/25, all flights will be treated as for fixed-wing ACFT and shall be cleared by ATC to take off and land on that runway. Thus, a FATO is defined on RWY 07/25 which covers the zone lying between the two thresholds. Helicopters on operational missions, or those so requiring for reasons of safety or performance, may operate according to local procedures following ATC instructions.

20.7.1.2 The operational schedule for helicopter operations is H24 (special operational ones whose letter of exemption so

permits, and IFR). In cases of visual flights, the schedule shall be sunrise to sunset.

20.7.2 STANDS

20.7.2.1 The stands for helicopters are located in the East and West zones of the apron (see AD 2-GCTS PDC).

20.7.2.2 The characteristics of the helicopters that can operate, as determined by the possible stands assignable, are:

	PRKG	Model
East apron	E49	AW-101
	R19	AW-101
	J22	AW-101
General Aviation apron	AG2	SA-316
	AG5	SA-316

20.7.3 OPERATIONAL RESTRICTIONS

20.7.3.1 Either air or ground taxiing is permitted, depending on the type of helicopter, and this shall be accomplished using the taxiways also assigned to the use of fixed-wing ACFT. The pilot-in-command shall take into account the widths of the taxiing routes defined and the dimensions of the assigned stand and their safety area.

20.7.3.2 Neither air nor ground taxiing of entry or exit to the stand are permitted while an ACFT is boarding or disembarking passengers at adjacent stand.

20.7.4 DESCRIPTION OF THE OPERATION

20.7.4.1 LANDING ON RUNWAY AND PARKING ON CIVIL APRON

Direction 07: helicopters shall proceed, following ATC instructions, to final approach to RWY 07.

- Assigned PRKG AG2 or AG5. Helicopters shall vacate the runway, preferably, via B2, and shall be cleared by ATC to taxi via TWY T in direction East up to gate D1, where a "FOLLOW ME" vehicle will be waiting to guide them up to the stand.
- Assigned PRKG R19 or J22. Helicopters shall vacate the runway, preferably, via B4, and shall be cleared by ATC to taxi via TWY T in direction West up to gate D6, where a "FOLLOW ME" vehicle will be waiting to guide them up to the stand.
- Assigned PRKG E49. Helicopters shall vacate the runway, preferably, via B4, and shall be cleared by ATC to taxi via TWY T in direction West up to the centre line of the stand itself, where a "FOLLOW ME" vehicle will be waiting to guide them in the parking manoeuvre.

Direction 25: helicopters shall proceed, following ATC instructions, to final approach to RWY 25.

- Assigned PRKG AG2 or AG5. Helicopters shall vacate the runway, preferably, via B3, and shall be cleared by ATC to taxi via TWY T in direction West up to gate D2, where a "FOLLOW ME" vehicle will be waiting to guide them up to the stand.
- Assigned PRKG R19 or J22. Helicopters shall vacate the runway, preferably, via B4, and shall be cleared by ATC to taxi via TWY T in direction West up to gate D6, where a "FOLLOW ME" vehicle will be waiting to guide them up to the stand.
- Assigned PRKG E49. Helicopters shall vacate the runway, preferably, via B4, and shall be cleared by ATC to taxi via TWY T in direction West up to the centre line of the stand itself, where a "FOLLOW ME" vehicle will be waiting to guide them in the parking manoeuvre.

20.7.4.2 PARKING ON CIVIL APRON AND TAKE-OFF FROM RUNWAY

Direction 07:

- Assigned PRKG AG2 or AG5. Subject to ATC clearance, preferably, helicopters shall taxi along the apron centre line up to gate D1, then TWY T to access runway via B2 for take-off.
- Assigned PRKG R19, J22 or E49. Subject to ATC clearance, preferably, helicopters shall taxi up to gate D6, TWY T to access runway via B6 for take-off.

Direction 25:

- Assigned PRKG AG2 or AG5. Subject to ATC clearance, preferably, helicopters shall taxi along the apron centre line up to gate D1, TWY T to access runway via B2 for take-off.
- Assigned PRKG R19, J22 or E49. Subject to ATC clearance, preferably, helicopters shall taxi up to gate D6, TWY T to access runway via B6 for take-off.

20.8 OPERATION OF CODE LETTER F AIRCRAFT

The procedure described below is valid for occasional operations of the following code letter F aircraft: B748, A124 and A388.

The arrival or stop over of code letter F aircraft is not authorised if it has not received prior authorisation by the Airport Management.

B748 and A124

The assigned stands are S41 and R19.

Taxiing by code letter F aircraft (B748 and A124) shall always be with the accompaniment of a "FOLLOW ME" vehicle, which will attend them throughout taxiing from the stand up to TWY T, as well as from the apron holding positions (D6 and D1) to the stand, upon arrival.

RUNWAY IN USE	ARR / DEP	TAXI ROUTE	PRKG
07	ARR	Vacate via TWY B7, then TWY T up to intermediate holding position before D6, guided taxiing to PRKG via D2	S41
	DEP	Guided exit via D2 up to TWY T, TWY B0	
	ARR	Vacate via TWY B7, then TWY T up to intermediate holding position before D6, guided taxiing to PRKG via D6	R19
	DEP	Guided exit via D6 up to TWY T, TWY B0	
25	ARR	Vacate via TWY B2, then TWY T up to holding position D1, guided taxiing to PRKG via D2	S41
	DEP	Exit via D2 up to TWY T, TWY B7	
	ARR	Vacate via TWY B2, then TWY T up to holding position D1, guided taxiing to D6 to PRKG	R19
	DEP	Exit via D6 up to TWY T, TWY B7	

A388

The assigned stand is S41.

Taxiing aircraft A388) shall always be with the accompaniment of a "FOLLOW ME" vehicle, which will attend them throughout taxiing from the stand up to the runway-holding positions upon departure, as well as from runway exit to the stand upon arrival.

RUNWAY IN USE	ARR / DEP	TAXI ROUTE	PRKG
07	ARR	Vacate via TWY B7, guided taxiing from TWY B6 to RWY 07, TWY B3 and via D2 up to PRKG	S41
	DEP	Exit via D2 up to TWY T, TWY B0	
25	ARR	Vacate via TWY B2, guided taxiing to PRKG.	
	DEP	Exit via D2, guided taxiing via TWY T up to D1, access RWY via TWY B2, exit it via TWY B5, and taxi up to TWY B7	

Operational and Taxiing Restrictions:

- The PAPI indications cannot be used by code letter F aircraft, except for the A388.
- Oversteering manoeuvres are required to correct the path on curved sections of the taxiways.

  B748 and A124: TWY B2, B7, D2 and D6.

  A388: TWY B2, B3, B5, B6, B7 and D2.
- Prior to the operation (arrival/departure) of a code letter F aircraft, a "FOLLOW ME" vehicle will inspect the route to be taken by the aircraft, including the runway, as determined by the runway in use and the stand assigned.

- After take-off, a "FOLLOW ME" vehicle shall inspect the route taken, including the runway.
- Code letter F aircraft shall taxi 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.

20.9 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, ACFT…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: tfs.seguridadoperacional@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).

On the specific instance of safety reports related with the air traffic control service provider (manoeuvring area, flight phases and ATS airspace) these may be sent to the e-mail address: canariassafetymanagement@enaire.es

20.10 MINIMUM RUNWAY OCCUPANCY TIME

ARRIVALS

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

- Whenever the conditions of the runway so allow, they should use the following exit taxiways/RET, unless otherwise instructed by ATC. Otherwise, they must notify ATC in the first communication with TWR.

AIRCRAFT CATEGORY DUE TO WAKE TURBULENCE	RWY 07 DIST THR-RET/EXIT	RWY 25 DIST THR-RET/EXIT
FOUR-ENGINED WITH WIDE-BODY	B4 1800 m	B3 2000 m
HEAVY	B4 1800 m	B3 2000 m
MEDIUM (JETS)	B4 1800 m	B3 2000 m

- To vacate the runway rapidly and at the highest possible speed without prejudice to safety.
- To adjust the taxiing speed on the runway after touchdown if they are sure they will not be able to use the planned exit taxiway/RET, avoiding low speeds on the runway.
- To vacate the runway completely before stopping. Should they not be able to contact GMC, after leaving the runway free, they should hold position until they establish that communication.

DEPARTURES

- Pilots shall be ready for departure when they reach the runway holding position.
- When they receive clearance to line up, pilots must be ready to taxi and line up on the runway as soon as the preceding aircraft has started its take-off run or landing roll.

- Pilots who require additional separation (because of wake turbulence or some other reason), shall notify ATC as soon as possible, and always before entering the runway.
- Pilots shall start the take-off run immediately after receiving clearance for take-off.
- Pilots who cannot comply with this requirement shall inform ATC as soon as possible and await instructions. If necessary, ATC may cancel the clearance and instruct the aircraft to vacate the runway.

GCTS AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GENERAL

1. The following procedures have been established to avoid excessive noise in the surroundings of Tenerife Sur airport.
2. These procedures are applicable to all landings and departures during the indicated time period. Non-compliance with these procedures shall give rise to sanctions upon to the aircraft operator.
3. Pilots and ATC may omit these procedures only for safety reasons.
4. The term night is applicable to the time period comprised between 2300-0700 LT.
5. VFR or IFR test or training flights are forbidden at night time for aircraft with code letter C or higher.
6. Operators which cannot comply with these procedures shall submit the procedure that they can apply for this purpose to the corresponding authority for its possible approval.
7. The restrictions for landing and take-off are only applicable to jets.

21.2 GROUND ENGINE TEST

See AD 2-GCTS item 20. "ENGINE TEST PROCEDURE".

21.3 NOISE ABATEMENT PROCEDURES

A. TAKE-OFF

1. Take-off power. Take-off FLAP/SLAT. Accelerate up to V2 + 10 kt. Climb up to 1500 ft AGL maintaining V2 + 10 kt.
2. At 1500 ft

   Reduce to climbing power.

   Accelerate up to VZF + 10 kt maintaining a minimum climb gradient of 500 ft/min. (VZF: Minimum flap safety manoeuvre speed).

   Retract FLAP/SLAT, according to need.
3. UP TO 6000 ft

   Do not exceed 250 kt and continue SID in force, except with ATC clearance.
4. Aircraft taking off from RWY 07 shall maintain R-073 TFS up to 10.0 DME TFS before any right turn is initiated.
5. Aircraft taking off from RWY 25 and overflying DVOR/DME TFS shall not turn right before going past this radioaid.

B. LANDING

1. At night time, visual approaches shall avoid overflying inhabited areas.
2. At night time, visual approaches to RWY 25 coming from the West (GANTA-DVOR/DME TFS), shall not initiate the left turn before 10.0 DME TFS.
3. Landing and approach procedures under visual meteorological conditions shall be performed with an angle equal to or greater than the ILS GP or PAPI of each runway.

21.4 USE OF ENGLISH LANGUAGE IN RADIO COMMUNICATIONS

Whenever there is a pilot on the frequency/frequencies in use in the manoeuvring area who does not speak Spanish, the use of English in ground-air communications between aircraft and the ATS unit shall be mandatory; without prejudice to the application of

the provisions in SERA.2010 under 'Responsibilities of the pilot in command', and the decisions which may be taken by the pilot in command in such circumstances, and likewise in the emergency situations which could arise on board the aircraft, and in the adoption by the air traffic controller of the measures it may deem necessary to maintain safety.

This is applicable, as appropriate, in the operational scenarios described in Annex IV to the Real Decreto 1180/2018:

1. The following operations of landing and take-off:
   a. Clearances to land with traffic in the holding position.
   b. Clearances to take off with traffic on final approach.
   c. Clearances to enter and line up from congested holding positions.
2. Operations in which there are aircraft entering the active runway, but which are neither going to land or to take off. Typically, these operations are taxiing along the active runway or crossing the active runway.

In the foregoing operational scenarios, Spanish may be used in ground-air communications between the aerodrome traffic control units and flights operating under visual flight rules (VFR), always provided that the pilots do not possess appropriate English language proficiency.

Special operations, in the foregoing operational scenarios, are exempt from applying what is indicated in this section in relation to ground-air communication between aircraft and ATS unit.

GCTS AD 2.22 FLIGHT PROCEDURES

22.1 ATS SURVEILLANCE SYSTEMS

ATS surveillance systems are used in the provision of the aerodrome control service, to perform the following functions:

a. Flight path monitoring of aircraft on final approach;

b. Flight path monitoring of other aircraft in the vicinity of the aerodrome;

c. Establishing the separation specified in article 4.6.7.3 of the R.C.A. between consecutive departing aircraft;

d. Providing navigation assistance to VFR flights.

However, the provision of functions b) and d) in the southern half of the ATZ below 500 ft AMSL and in the northern half of the ATZ, below 2400 ft AMSL, is not guaranteed whenever the Pozo de las Nieves RADAR is available.

In the case that only the Tenerife Sur RADAR is available, the provision of functions b) and d) in the southern half of the ATZ below 800 ft AMSL and in the northern half of the ATZ, below 2800 ft AMSL, is not guaranteed.

All the functions (a), b), c) and d)) will be suspended in the event of a simultaneous unavailability of the Tenerife Sur and Pozo de las Nieves RADAR.

22.2 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Tenerife Sur airport.

22.3 MOVEMENT AREA OPERATIONAL STANDSTILL PROCEDURE (PPOAM)

Tenerife Sur Airport has a Movement Area Operational Standstill Procedure (PPOAM) when RVR is lower than 550 m to maintain safety in the movement area in circumstances of low visibility, which consists of the following phases:

PHASE I: NOTICE

This will be initiated when:

- 800 m > RVR ≥ 550 m,
- 1000 m > VIS ≥ 800 m, if the RVR value is not available.

Notification to all concerned services and users to prepare.

PHASE II: OPERATIONAL STANDSTILL

This will be initiated when:

- RVR < 550 m or

- VIS < 800 m, if the RVR value is not available.

TWR shall not authorize operations while these conditions persist, except special operations provided for in the procedure.

PHASE III: RESUMPTION OF OPERATIONS

This will be initiated when:

- RVR ≥ 550 m or
- VIS ≥ 800 m, if the RVR value is not available.

Information for pilots:

Defined meteorological minima for procedure.

PHASES	RVR (m)	VIS (*)
Phase I - NOTICE	800 m > RVR ≥ 550 m	1000 m > VIS ≥ 800 m
Phase II - OPERATIONAL STANDSTILL	RVR < 550 m	VIS < 800 m
Phase III - RESUMPTION OF OPERATIONS	RVR ≥ 550 m and trend towards improvement	VIS ≥ 800 m and trend towards improvement
(*) VIS values only applicable when the RVR value is not available.		

INFORMATION FOR PILOTS

Uncertainty about position in the manoeuvring area: In the face of doubt about the position of the ACFT in relation to the manoeuvring area:

- If you recognise that you are not on a runway, halt the ACFT immediately and notify this circumstance to ATC (including the last known position).
- If you recognise that you are on a runway, immediately notify this circumstance to ATC (including the last known position), and vacate the runway as soon as possible, if you can find an appropriate TWY nearby, unless ATC should indicate otherwise, and then, halt the ACFT.

BREAKDOWN OF AN AIRCRAFT: Notify the situation to ATC and await the arrival of assistance. In the event of being on a runway, if possible and unless ATC should indicate otherwise, vacate it.

LOSS OF VISUAL CONTACT BETWEEN MOVING ELEMENTS: In the event of loss of visual contact by an ACFT with another or with a vehicle with which it is maintaining its own separation, ATC shall be informed immediately and the ACFT halted.

COMMUNICATIONS FAILURE:

- Departing ACFT: the ACFT shall continue by the assigned route and halt at the limit of ATC clearance, taking extreme care, where it shall maintain its position and await the arrival of an assistance vehicle.
- Arriving ACFT: if the ACFT has just touched down, it will maintain its position on vacating the runway and await the arrival of an assistance vehicle. If the ACFT already holds ATC taxiing clearance, it shall continue by the assigned route and halt at the limit of that clearance, taking extreme care, where it shall maintain its position and await the arrival of an assistance vehicle.

22.4 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrumental procedure (IAC), in order to allow a continuous descent operation.

22.5 ADDITIONAL INFORMATION ABOUT RNP Z RWY 07 (LPV ONLY) AND RNP Z RWY 25 (LPV ONLY) MANOEUVRES

According to the most recent version of the EGNOS SoL SDD, Tenerife sur Airport is located within an area lie with a continuity risk that is acceptable, but higher than that committed for APV-I service in the greater part of the territory (mainland and islands) of the member states of the European Civil Aviation Conference (ECAC).

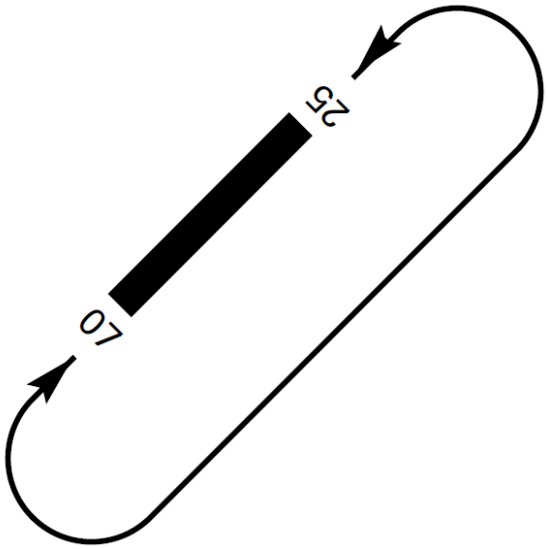
Taking into account the stated above circumstance, aircraft with capacity to use the EGNOS system might suffer losses of

continuity more frequently than normal on the final section of RNP Z RWY 07 (LPV ONLY) and RNP Z RWY 25 (LPV ONLY) approach procedure. Nevertheless, in the event of unavailability of the EGNOS system, RNP approaches with other types of minima (LNAV/VNAV, LNAV, present in the RNP Y RWY 07 and RNP Y RWY 25) y and conventional approaches would be available.

Crews are reminded of the importance of checking during pre-flight whether the EGNOS signal availability predictions are appropriate for the operation envisaged at the destination. Consult the AIC "Implementation of RNP APCH manoeuvres published under the title RNP" for more details.

For further information about predictions of EGNOS availability, consult the AIC "Means of notification of the availability/operational status of satellite navigation systems (GNSS) and instrument procedures with authorized use of GNSS"

22.6 AD TRAFFIC CIRCUIT



GCTS AD 2.23 ADDITIONAL INFORMATION

Caution: glare may be produced by hand-held lasers. Crew should report any such event and its possible location to ATC services.

23.1 WILDLIFE CONTROL SERVICE

Hours: from sunrise to sunset.

BIRD CONCENTRATION AREAS

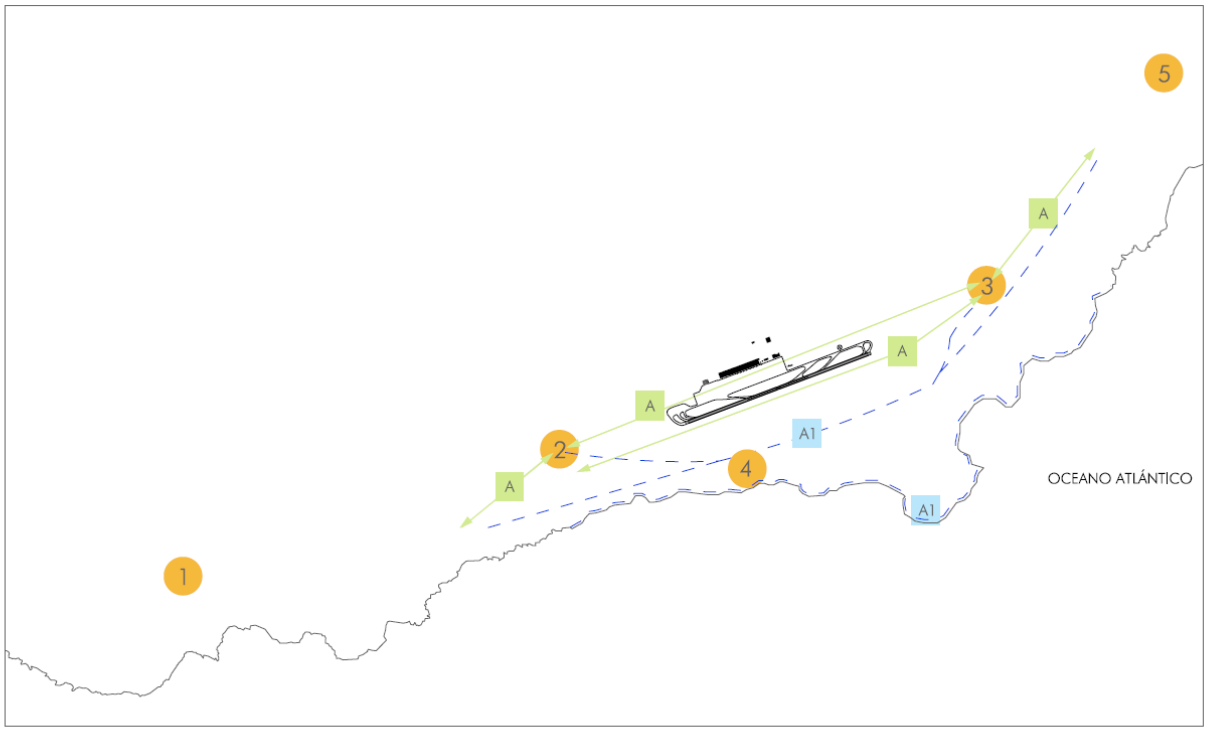
The following yellow-legged gull concentration and passage areas can be identified near the airport compound:

- Area 1: mountain Guaza (at 6.3 NM).
- Area 2: golf course (at 1.1 NM from THR 07).
- Area 3: irrigation ponds (at 0.9 NM from THR 25).
- Area 4: greenhouses located to the south of the airport (at 0.31 NM from the runway).
- Area 5: Environmental Complex of Tenerife (at 5.4 NM).

MOVEMENTS OF BIRDS

Movement A: movement of yellow-legged gull. This specie is permanently in the area.

Movement A1: movement of yellow-legged gull, more frequent between February and July.



23.2 WIND PHENOMENA

Orographical conditions on the island of Tenerife and the airport situation favour the appearance, in certain circumstances, of wind shear and turbulence phenomena.

OROGRAPHICAL WIND SHEAR IN TRADE WIND REGIME, MAINLY AFFECTING RWY 07

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 approach (below 1600 ft) to the RWY 07 or on runway, being positive and more frequent in the summer. The surface wind intensities must be around 15 kt and NE-E direction for the effect to appear (positive wind shear 15 to 35 kt).

On approach to RWY 07 below 2100 ft, the wind is usually variable or with intensities of the order of 5-10 kt and SW-NW direction (tailwind), becoming NE-E direction (headwind) and with intensities of at least 10 kt when wind shear is encountered, around 1000-500 ft AGL.

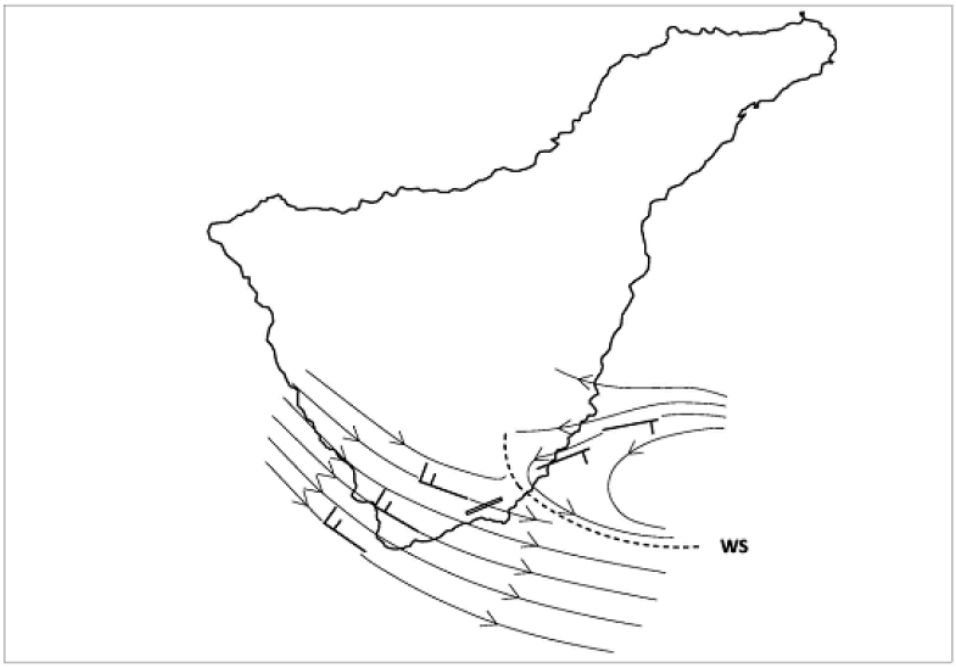
This wind shear effect is most obvious in trade wind (NE-E) situations with incoming air from the Sahara, when there may also occur turbulence on final approach. Values of temperature above 30°C can give an indication of these situations. It is important to be aware of possible inversion warnings, which usually also indicate these advections of warm air.

With wind intensities over 25 kt, occurrence of mechanical turbulence is usually more frequent than wind shear on final approach.



OROGRAPHICAL WIND SHEAR SITUATION OF LOW PRESSURE SYSTEM AT THE SURFACE (STORM), MAINLY AFFECTING RWY 25

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 25 below 1600 ft, with wind intensities on runway 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.



GCTS 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/#GCTS

GCTS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 1 - RNP Z RWY 07 (LPV ONLY): LPV.

IAC 2 - RNP Y RWY 07: LNAV, LNAV/VNAV.

IAC 3 - ILS Z RWY 07: direct approach.

IAC 4 - ILS Y RWY 07: direct approach.

IAC 5 - LOC RWY 07: direct approach.

IAC 6 - VOR RWY 07: direct approach.

IAC 7 - RNP Z RWY 25 (LPV ONLY): LPV.

IAC 8 - RNP Y RWY 25: LNAV, LNAV/VNAV.

IAC 9 - ILS Z RWY 25: direct approach.

IAC 10 - ILS Y RWY 25: direct approach.

IAC 11 - LOC RWY 25: direct approach.

IAC 12 - VOR RWY 25: direct approach.