

Tenerife Sur-Reina Sofia Airport

IATA/ICAO CODE: TFS/GCTS
CITY: Tenerife
COUNTRY: Canary Islands

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name: AENA
Title: Dionisio Canomanuel Gonzalez
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ELEVATION: 209 ft.

| RUNWAY INFORMATION | | | | |
|--------------------|------------|-------------------------|------------------|-----------|
| Orientation | Length (m) | Displaced Threshold (m) | Glide Slope(deg) | Width (m) |
| 08/26 | 3200 | - | - | 45 |

NOISE ABATEMENT PROCEDURES

See AIP Spain for details.

1. The following procedures have been established to avoid excessive noise to the surrounding of Tenerife Sur airport.
2. These procedures are applicable to all landings and departures during the indicated time period. Non- compliance with these procedures will be cause of sanctions to the aircraft operator.
3. Pilots and ATC may omit these procedures only when safety reasons advise so.
4. The term night is applicable to the time period comprised between 2300-0700 local time (LT).
5. VFR or IFR test or training flights are forbbiden at night time.
6. Operators which cannot comply with these procedures shall submit to the correspondent authority the procedure that may apply to this purpose for

its possible approval.

7. The restrictions for landing and take-off is only applicable to jets.

| | |
|--|---|
| Take-off | <ul style="list-style-type: none">- Take-off power- Take-off flap/slat- Accelerate up to V2 + 10 kt- Climb up to 1500 ft AAL maintaining V2 + 10kt |
| At 1500 ft | <ul style="list-style-type: none">- Reduce to power of ascent- Accelerate up to Vz_f + 10 kt maintaining a minimum climb gradient of 500 ft/min. Vz_f: Zero flap minimum safety maneuver speed- Retract Flap/Slat according to need |
| Up to FL60 | <ul style="list-style-type: none">- Do not exceed 250 kt and continue SID in force, except ATC clearance |
| <p>Aircraft taking off from Runway 08 shall maintain RWY heading up to 10 DME TFS before any right turn is initiated.</p> <p>Aircraft taking off from Runway 26 and over flying VOR/DME TFS shall not turn right before going past this radio aid.</p> | |

Landing

At night time, the visual approaches shall avoid over flying over inhabited areas.

At night time, the visual approaches to Runway 26 coming from the west (GANTA-VOR/DME TFS) shall not initiate the left turn before 10 DME TFS.

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.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine test higher than idle regime are forbidden between 0000-0600 local time.

In this period, engine test higher than idle regime is only allowed if it is essential for aircraft return to the origin airport, or when the programmed and cleared flight takes off between 0400-0600 local time.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Surcharges according to the noise level of the aircraft at Alicante, Barcelona, Gran Canaria, Madrid/Barajas, Málaga, Palma de Mallorca, Tenerife Sur and Valencia airports, for civil subsonic jet aeroplanes, the resulting quantities of the landing charges and will be increased in the following

percentages on the basis of the time period in which the landing or take off takes place and the acoustic classification of each aircraft

Landing Fee - Based on maximum take-off weight

| Intra EU Flights | Fixed Charge | Rate per Tonne |
|-----------------------|--------------|----------------|
| Up to 10 tonnes | EUR | 5.388412 |
| From 10 to 100 tonnes | EUR 53.88 | + 6.175758 |
| Over 100 tonnes | EUR 609.70 | + 6.926200 |
| International Flights | | |
| Up to 10 tonnes | EUR | 6.853287 |
| From 10 to 100 tonnes | EUR 68.52 | + 7.848873 |
| Over 100 tonnes | EUR 774.92 | + 8.808452 |

The acoustic category of an airplane is determined as per the following:

| Category 1 | cumulative margin relative to Chapter 3 of less than 5 EPNdB | |
|-------------------|--|-------------------|
| Category 2 | cumulative margin relative to Chapter 3 of between 5-10 EPNdB | |
| Category 3 | cumulative margin relative to Chapter 3 of between 10-15 EPNdB | |
| Category 4 | cumulative margin relative to Chapter 3 of over 15 EPNdB | |
| Acoustic Category | from 0700 to 2259 | from 2300 to 0659 |
| Category 1 | 70% | 140% |
| Category 2 | 20% | 40% |
| Category 3 | 0% | 0% |
| Category 4 | 0% | 0% |

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

| Type of Program | Date Implemented | Status |
|---|------------------|--------|
| Sound Insulation (Residences and Public Buildings) | - | - |
| Purchase Assurance for Homeowners Located Within the Airport Noise Contours | - | - |
| Avigation Easements | - | - |
| Zoning Laws | - | - |
| Real Estate/Property Disclosure Laws | - | - |
| Acquire Land for Noise Compatibility to date | - | - |
| Population within each noise contour level relative to aircraft operations | - | - |
| Airport Noise Contour Overlay | - | - |

| | | |
|---|---|---|
| Maps | | |
| Total Cost of Noise Mitigation Programs to Date | - | - |
| Source of Noise Mitigation Program Funding for Aircraft Noise | - | - |

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)