

## List of pages in this Trip Kit

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Terminal Charts For GCXO

Revision Letter For Cycle 26-2012

Change Notices

Notebook

## General Information

Location: Tenerife-North Xje  
IATA Code: TFN  
Lat/Long: N28° 29.0' W016° 20.5'  
Elevation: 2077 ft

Airport Use: Public  
Magnetic Variation: 5.7°W

Fuel Types: 100 Octane (LL), Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0759 Z  
Sunset: 1825 Z,

## Runway Information

Runway: 12  
Length x Width: 10404 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2077 ft  
Lighting: Edge, ALS, Centerline, REIL

Runway: 30  
Length x Width: 10404 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2030 ft  
Lighting: Edge, ALS, Centerline, TDZ

## Communication Information

ATIS 118.575  
Tenerife Tower 120.0 Secondary  
Tenerife Tower 118.7  
Tenerife Tower 25.78 Military  
Tenerife Ground Control 121.7  
Tenerife Approach Control 128.85 Secondary  
Tenerife Approach Control 124.8

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## 1. GENERAL

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### 1.1. ATIS

\*ATIS 118.57

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. AUXILIARY POWER UNITS (APUs)

Restrictions to stand positions

At the stand positions: T1 thru T6 and 6 thru 11:

- It is obligatory to use the 400 Hz facilities.
- The use of the ACFT Auxiliary Power Unit (APU) is forbidden in these stands in the period between 2 min after blocks for arrivals and 5 min before off-blocks for departures.
- The ACFT APU will only be able to be used when the 400 Hz fixed units are not operative and the mobile units are not available.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

Besides general procedures, Low Visibility Procedures (LVP) will be applied when:

- RVR is 800m or below.
- Ceiling is 250'/75m or below.

The appropriate ATC services will inform pilots about the application of LVP.

ATIS system will provide the following message: "LVP procedures in progress".

Any incident notified or detected that may affect the LVP as well as the variations of the operative minimum must be immediately communicated to pilots and ATC services implicated.

Low Visibility Procedures will be cancelled when:

- RVR values equal or greater than 1500m.
- Ceiling is equal or greater than 500'.

Every ACFT on final approach less than 2 NM from TDZ without clearance to land, shall perform a missed approach manoeuvre.

#### 1.3.2. GROUND MOVEMENT

At all times pilots must be aware of the ACFT position, especially at intersections. Pilots have to make sure that taxiing is being executed under total security conditions.

In case of disorientation or in doubt, the ACFT must be stopped. ATC has to be informed immediately and a follow-me must be requested. In low visibility conditions, RWY exit routes E1, E2, E3 and E4 will be closed, only E0 and E5 in service.

In low visibility conditions, ATC will not authorize the push-back or the TWY occupation by ACFT with wingspan equal or higher than 171'/52m, until landing by other existing traffic on final approach has been completed.

#### 1.3.3. ARRIVALS

After landing the RWY must be vacated at the RWY end except if otherwise instructed.

- Pilot have to report RWY vacated.
- After reaching the assigned gate, pilots have to wait for a follow-me.
- Notify ATC prior leaving frequency.

#### 1.3.4. DEPARTURES

When requesting Start-up the pilot will notify ATC the complete ACFT indicator and the occupied stand. After pilots have requested Start-up clearance the ACFT should be ready to start engines immediately or in less than 10 minutes.

#### 1.3.5. PUSH-BACK MANEUVERS

After receiving taxi clearance pilots must be ready to push-back and taxi within 5 min.

If unable inform ATC. Push-back from adjacent stands will not be permitted at the same time.

## 1. GENERAL

### 1.3.6. COMMUNICATION FAILURE

- Departing ACFT proceed to clearance limit, hold position and wait for a follow-me.
- Arriving ACFT vacate RWY, proceed to holding position and wait for a follow-me.

### 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON THE GROUND

ACFT operators shall ensure that the Mode S transponders are able to operate when the ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code.

If the AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code:

- from the request for push-back or taxi, whichever is earlier.
- after landing continuously until ACFT is fully parked on stand.
- when fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. callsign used in flight) ident should also be entered through FMS or transponder control panel from the request for push-back or taxi, whichever is earlier. Aircrew must use the ICAO defined format to enter ACFT ident (e.g. BAW 123, AFR 6380, etc.).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving the clearance to line up. It should then be deselected after vacating the RWY.

ACFT taxiing without a flight plan should select Mode A code 1000.

### 1.5. TAXI PROCEDURES

TWY E-2 and E-3 MAX wingspan 98'/30m.

### 1.6. PARKING INFORMATION

Push-back required for all stands except stand 1A.

### 1.7. OTHER INFORMATION

#### 1.7.1. GENERAL

CAUTION: Birds on APT.

RWY 30 right-hand circuit.

#### 1.7.2. VISIBILITY

The geographic location of Tenerife-North causes a concentration of wet air masses which reach the condensation conditions at the same level of the APT elevation.

Due to this, cloud masses form over the RWY reducing the visibility. It is not strange that sector of the RWY is completely clear while visibility is almost nil at the rest of the RWY.

This kind of cloud masses passing over the APT is more frequent in the month between April and October.

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTION

MAX 250 KT at or below FL150 after SLP.

### 2.2. CAT II/III OPERATIONS

RWY 30 approved for CAT II/III operations, special aircrew and ACFT certification required.

### 2.3. RWY OPERATIONS

ACFT landing on RWY 30 will vacate the RWY by E-0 or E-1. To reach maximum RWY utilisation, lessens its occupancy time and minimises the occurrence of "go-around" manoeuvres, ACFT shall maintain speed until reach indicated exit TWY by ATC.

### 2.4. TAXI PROCEDURES

All ACFT landing by RWY 12, will vacate the RWY by E-4 or E-5.  
ATC could authorize to exit by other TWY whenever necessary.

### 2.5. OTHER INFORMATION

#### 2.5.1. WIND PHENOMENA

Orographic conditions on Tenerife island and the APT location contribute to the appearance of windshear and turbulence phenomena in determined circumstances:

- When Northerly direction winds (between 320° and 360°) and an intensity more than 12 KT, there is the possibility of strong turbulence and windshear on the approach (short final position) and threshold of RWY 30.
- When winds with direction between 150° and 210° and an intensity more than 20 KT, there is the possibility of turbulence on the approach to RWY 12.
- When Westerly and South-westerly direction winds above 10000 ', it is very probably the existence of turbulence areas originated from the Teide mountain. This kind of turbulence usually appears in a sudden, violent and short way.

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## 3. DEPARTURE

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### 3.1. OTHER INFORMATION

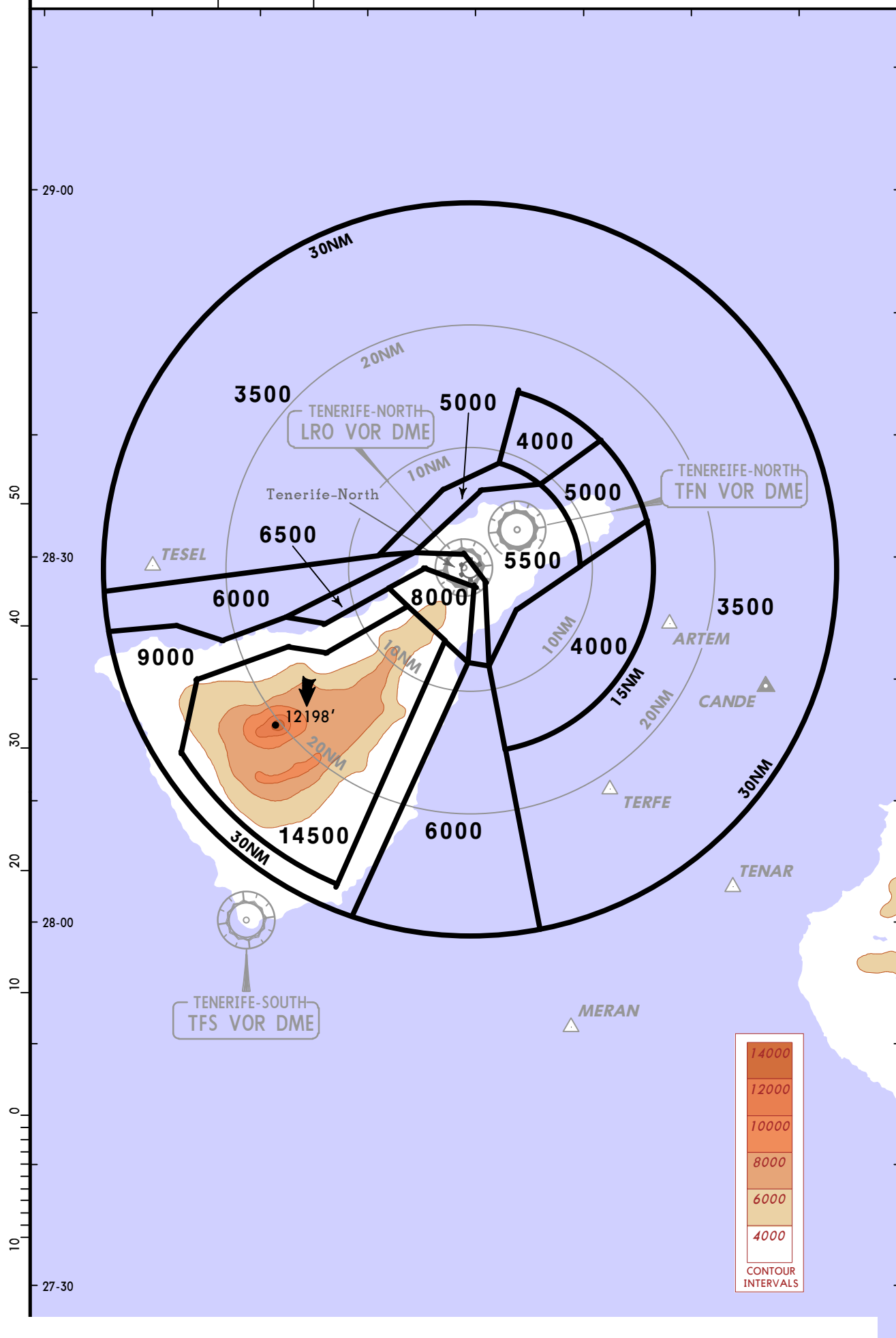
#### 3.1.1. VISIBLE DISTANCE IN RWY

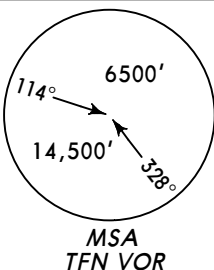
Because of the RWY longitudinal profile, starting the take-off from threshold RWY 12, it is possible to lose the visual references in relation to the RWY end.

\*TENERIFE Approach (R)  
124.8

Apt Elev  
2077'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'  
1. The published minimum altitudes integrate no correction for low temperature.  
2. This chart should only be used for cross-checking of assigned altitudes.



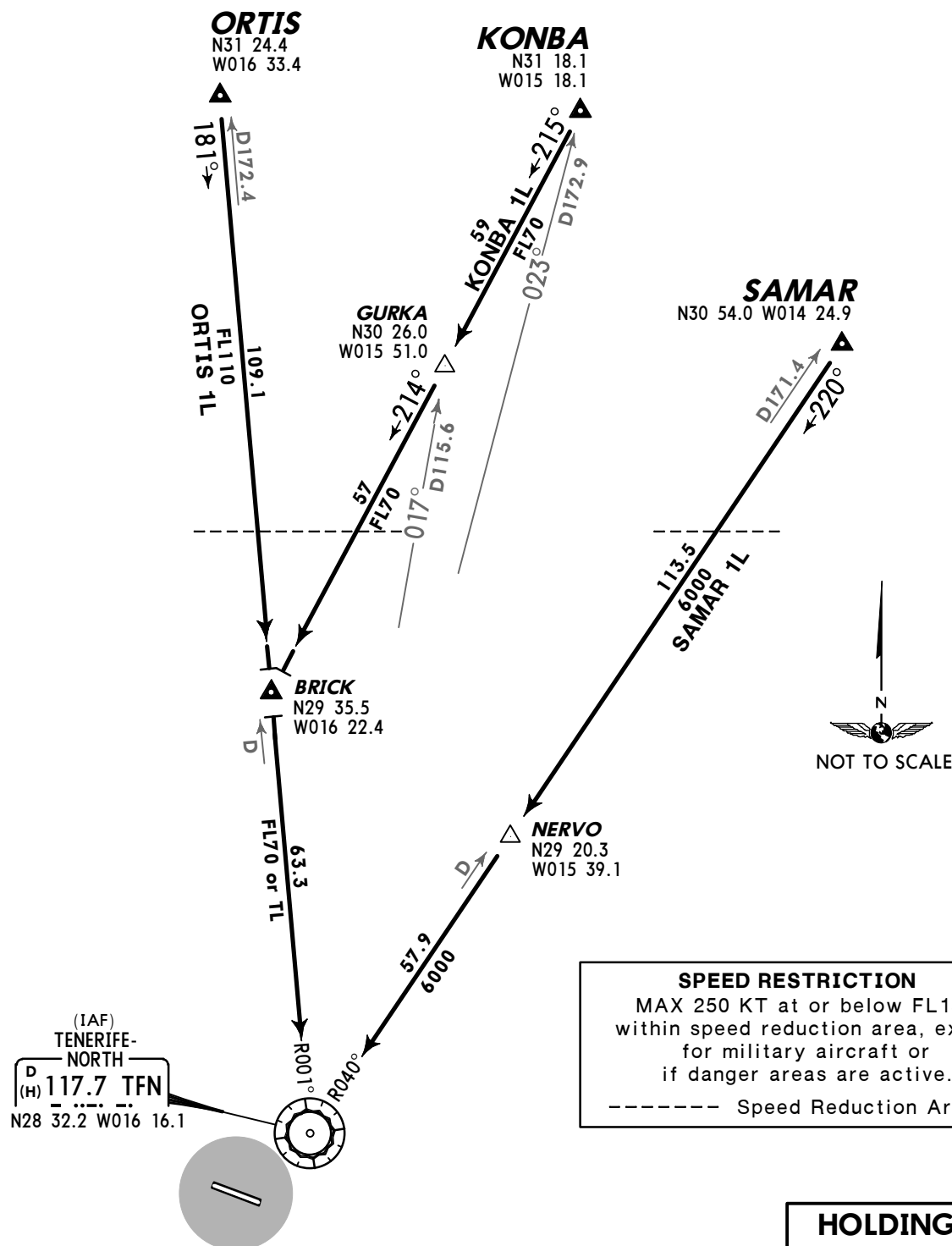


\*ATIS  
118.57

Apt Elev  
2077'

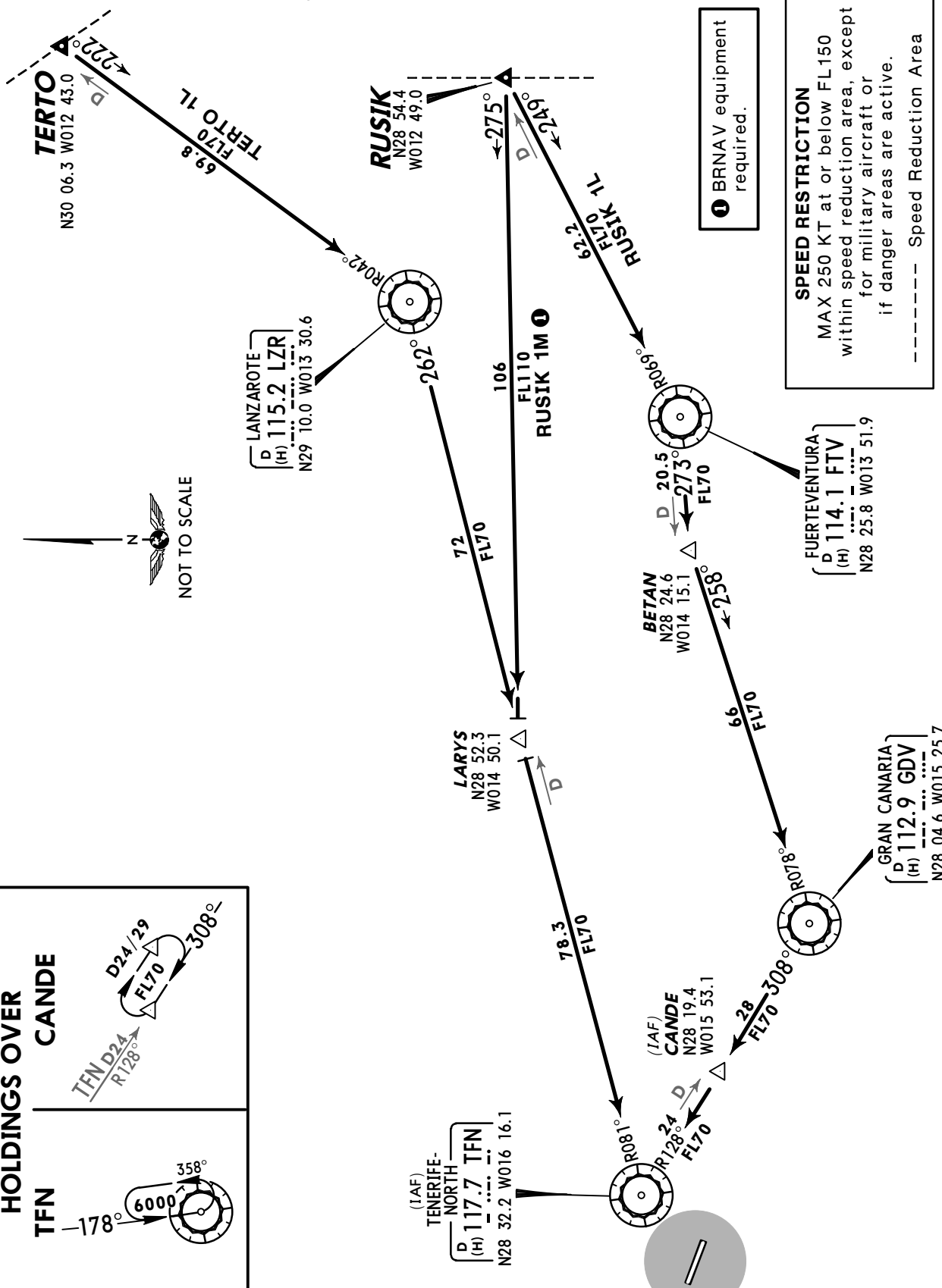
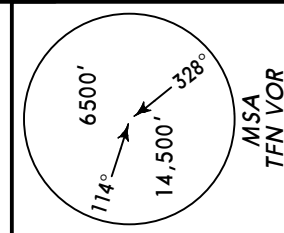
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

KONBA ONE LIMA (KONBA 1L) [KONB1L]  
ORTIS ONE LIMA (ORTIS 1L) [ORTI1L]  
SAMAR ONE LIMA (SAMAR 1L) [SAMA1L]  
RWYS 12, 30 ARRIVALS

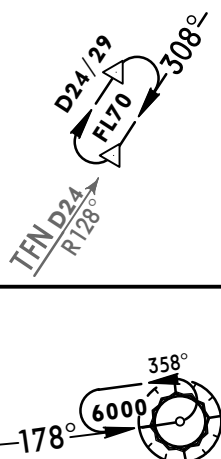


\*ATIS  
118.57Apt Elev  
2077'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

RUSIK ONE LIMA (RUSIK 1L) [RUSI1L]  
TERTO ONE LIMA (TERTO 1L) [TERT1L]  
RWYS 12, 30 ARRIVALS  
RUSIK ONE MIKE (RUSIK 1M) [RUSI1M] ①  
RWYS 12, 30 RNAV ARRIVAL



HOLDINGS OVER  
TFN  
CANDE



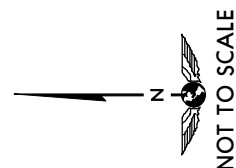
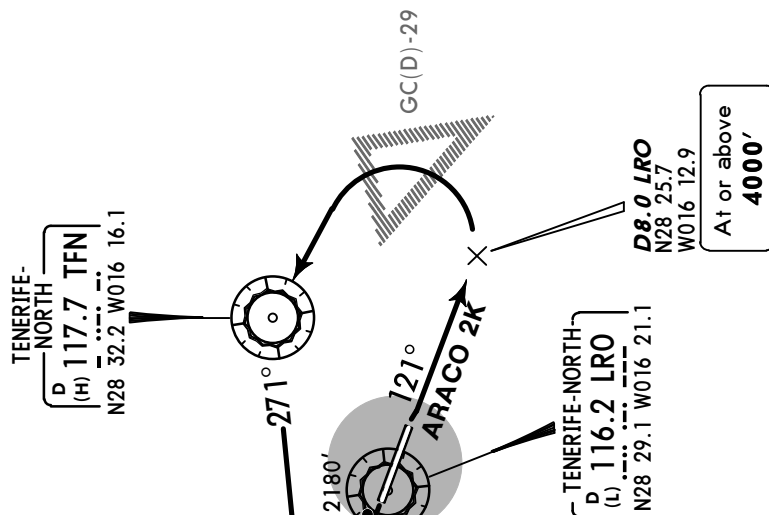


Apt Elev  
2077'

Trans level: By ATC    Trans alt: 6000'  
RWY 30: EXPECT close-in obstacles.

ARACO ONE JULIETT (ARACO 1J) [ARAC1J]  
ARACO TWO KILO (ARACO 2K) [ARAC2K]  
RWYS 30, 12 DEPARTURES

No MSA  
published



**SPEED RESTRICTION**

MAX 250 KT at or below FL150  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

**TESEL**  
N28 29.3 W016 50.0

At or above  
**FL70**

**ARACO**  
N28 26.0  
W017 27.1

32.9

D

TFN 10.0 DME

ARACO  
1J

ARACO  
2K

2180'

271°

30.0

GC(D)-29

D62.9

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 5.3% V/V (fpm) | 403 | 537 | 805  | 1073 | 1342 | 1610 |
| 5% V/V (fpm)   | 380 | 506 | 760  | 1013 | 1266 | 1519 |
| 4.7% V/V (fpm) | 357 | 476 | 714  | 952  | 1190 | 1428 |

These SIDs require minimum climb gradients

**ARACO 1J**

.7% up to 2600'.

**ARACO 2K**

% up to 4000'.

**ARACO 1J**Initial ATC clearance: Cross TESEL at FL70  
and wait for further clearance

| SID      | RWY | ROUTING                                                                                     |
|----------|-----|---------------------------------------------------------------------------------------------|
| ARACO 1J | 30  | Climb on runway heading to TFN 10.0 DME, turn LEFT, intercept TFN R-271 via TESEL to ARACO. |
| ARACO 2K | 12  | Climb on LRO R-121 to D8.0 LRO, turn LEFT to TFN, TFN R-271 via TESEL to ARACO.             |

① Subject to GC(D)-29 activity.

**CONTINGENCY DEPARTURES**

In case of one or more navaid failure following procedures shall be carried out:

**Rwy 12:** Climb on runway heading to FL70, turn by following ATC instructions.

This SID requires a minimum climb gradient of 5.3% up to 5500'.

**Rwy 30:** Climb on 302° heading to FL70, turn by following ATC instructions.

This SID requires a minimum climb gradient of 6.8% up to 6500'.

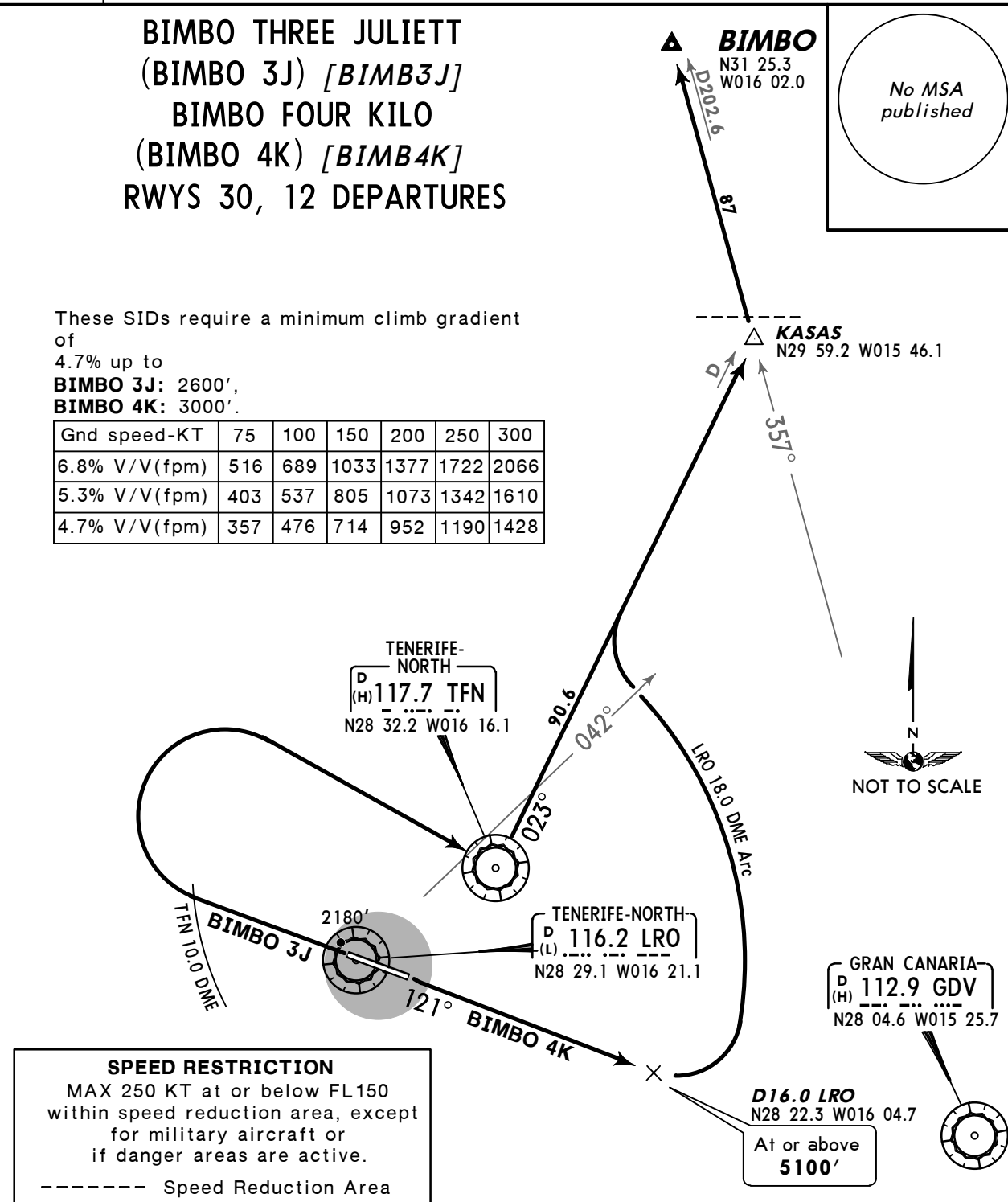
Apt Elev  
 2077'

Trans level: By ATC Trans alt: 6000'  
 1. RWY 30: EXPECT close-in obstacles.  
 2. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.

**BIMBO THREE JULIETT**  
 (BIMBO 3J) [BIMB3J]  
**BIMBO FOUR KILO**  
 (BIMBO 4K) [BIMB4K]  
 RWYS 30, 12 DEPARTURES

These SIDs require a minimum climb gradient of 4.7% up to  
**BIMBO 3J: 2600',**  
**BIMBO 4K: 3000'.**

| Gnd speed-KT  | 75  | 100 | 150  | 200  | 250  | 300  |
|---------------|-----|-----|------|------|------|------|
| 6.8% V/V(fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 5.3% V/V(fpm) | 403 | 537 | 805  | 1073 | 1342 | 1610 |
| 4.7% V/V(fpm) | 357 | 476 | 714  | 952  | 1190 | 1428 |



**BIMBO 3J: Initial ATC clearance: Maintain FL70 and wait for further clearance**

| SID             | RWY       | ROUTING                                                                                                                                                             |
|-----------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>BIMBO 3J</b> | <b>30</b> | Climb on runway heading to TFN 10.0 DME, turn RIGHT to TFN, TFN R-023 to KASAS, turn LEFT, intercept GDV R-357 to BIMBO.                                            |
| <b>BIMBO 4K</b> | <b>12</b> | Climb on LRO R-121 to D16.0 LRO, turn LEFT, along LRO 18.0 DME arc, at LRO R-042 turn RIGHT, intercept TFN R-023 to KASAS, turn LEFT, intercept GDV R-357 to BIMBO. |

**CONTINGENCY DEPARTURES**

In case of one or more navaid failure following procedures shall be carried out:

**Rwy 12:** Climb on runway heading to FL70, turn by following ATC instructions.

This SID requires a minimum climb gradient of 5.3% up to 5500'.

**Rwy 30:** Climb on 302° heading to FL70, turn by following ATC instructions.

Apt Elev  
2077'

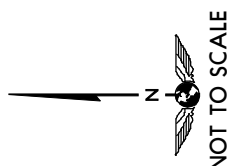
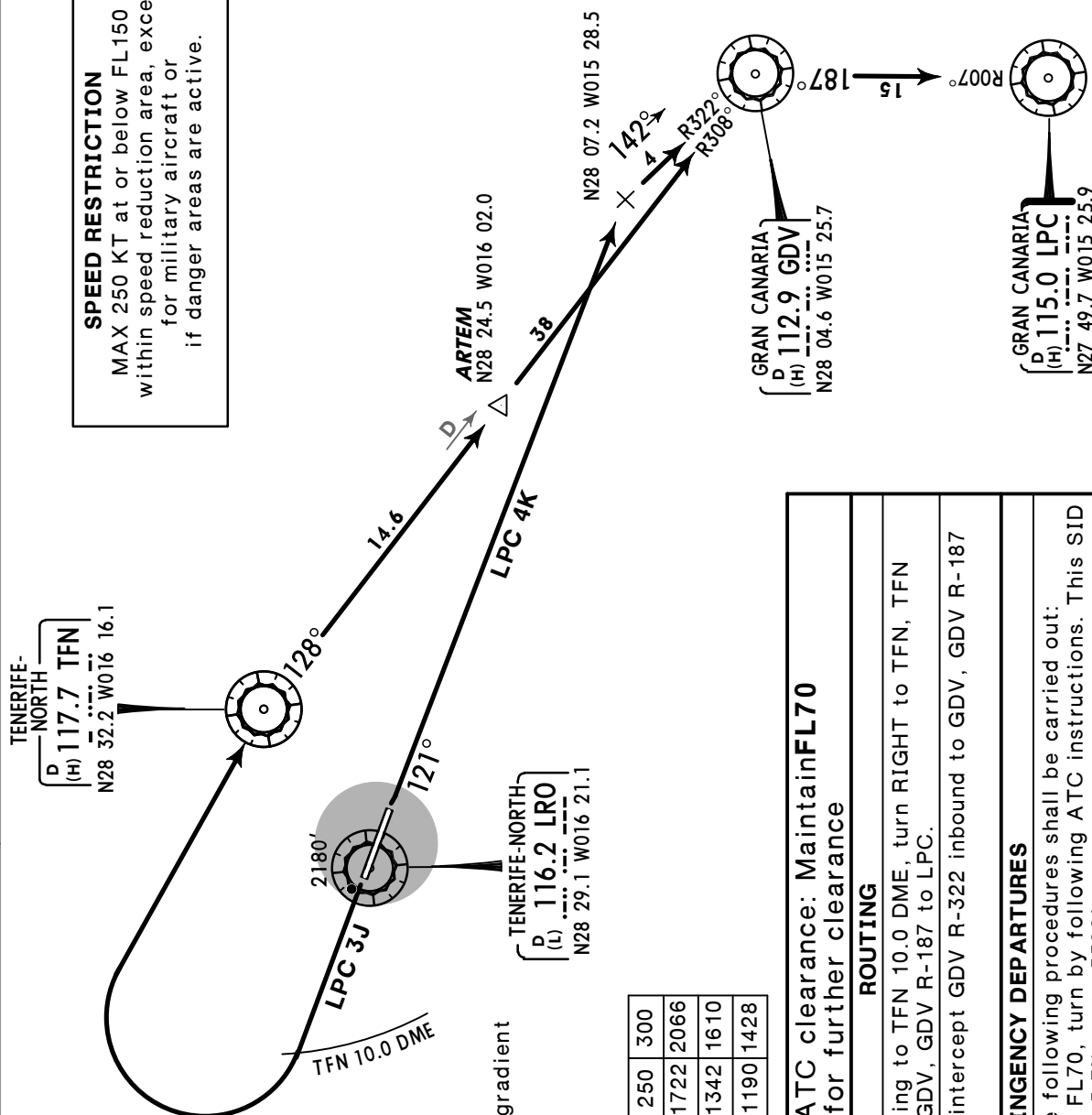
Trans level: By ATC Trans alt: 6000'  
RWY 30: EXPECT close-in obstacles.

GRAN CANARIA THREE JULIETT (LPC 3J)  
GRAN CANARIA FOUR KILO (LPC 4K)  
RWYS 30, 12 DEPARTURES

No MSA  
published

**SPEED RESTRICTION**

MAX 250 KT at or below FL150  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.



These SIDs require a minimum climb gradient

of 4.7% up to

LPC 3J: 2600',

LPC 4K: 3000'.

| Grnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|---------------|-----|-----|------|------|------|------|
| 6.8% V/V(fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 5.3% V/V(fpm) | 403 | 537 | 805  | 1073 | 1342 | 1610 |
| 4.7% V/V(fpm) | 357 | 476 | 714  | 952  | 1190 | 1428 |

**LPC 3J: Initial ATC clearance: Maintain FL70  
and wait for further clearance**

| SID   | RWY | ROUTING                                                                                                   |
|-------|-----|-----------------------------------------------------------------------------------------------------------|
| PC 3J | 30  | Climb on runway heading to TFM 10.0 DME, turn RIGHT to TFM, TFM R-128 via ARTEM to GDV, GDV R-187 to LPC. |
| PC 4K | 12  | Climb on LRO R-121, intercept GDV R-322 inbound to GDV, GDV R-187 to LPC.                                 |

**CONTINGENCY DEPARTURES**

In case of one or more navaid failure following procedures shall be carried out:

**Rwy 12:** Climb on runway heading to FL70, turn by following ATC instructions. This SID requires a minimum climb gradient of 5.3% up to 5500'.

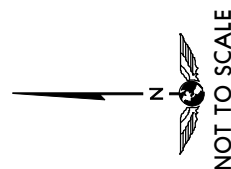
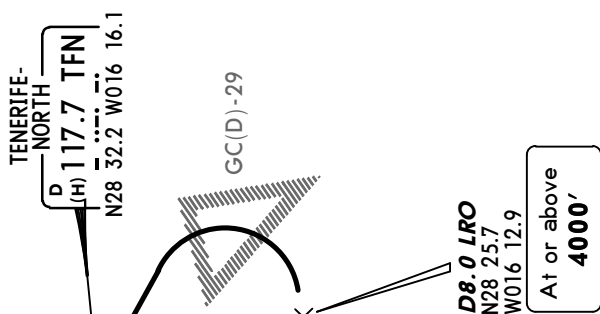
**Rwy 30:** Climb on 302° heading to FL70, turn by following ATC instructions. This SID requires a minimum climb gradient of 6.8% up to 6500'.

Apt Elev  
2077'

Trans level: By ATC Trans alt: 6000'  
RWY 30: EXPECT close-in obstacles.

HIERRO ONE JULIETT (HIE 1J)  
HIERRO TWO KILO (HIE 2K)  
RWYS 30, 12 DEPARTURES

No MSA  
published



TESEL  
N28 29.3 W016 50.0  
At or above  
FL70

**SPEED RESTRICTION**

MAX 250 KT at or below FL150  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

GANTA  
N28 16.5 W017 10.2

These SIDs require minimum climb gradients  
of

HIE 1J

4.7% up to 2600'.

HIE 2K

5% up to 4000'.

| Gnd speed-KT  | 75  | 100 | 150  | 200  | 250  | 300  |
|---------------|-----|-----|------|------|------|------|
| 6.8% V/V(fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 5.3% V/V(fpm) | 403 | 537 | 805  | 1073 | 1342 | 1610 |
| 5% V/V(fpm)   | 380 | 506 | 760  | 1013 | 1266 | 1519 |
| 4.7% V/V(fpm) | 357 | 476 | 714  | 952  | 1190 | 1428 |

**HIE 1J: Initial ATC clearance: Cross TESEL at FL70  
and wait for further clearance**

**ROUTING**

| SID   | RWY | ROUTING                                                                                                                               |
|-------|-----|---------------------------------------------------------------------------------------------------------------------------------------|
| IE 1J | 30  | Climb on runway heading to TFN 10.0 DME, turn LEFT, intercept TFN R-271 to TESEL, turn LEFT, intercept 240° bearing via GANTA to HIE. |
| IE 2K | 12  | Climb on LRO R-121 to D8.0 LRO, turn LEFT to TFN, TFN R-271 to TESEL, turn LEFT, intercept 240° bearing via GANTA to HIE.             |

① Subject to GC(D)-29 activity.

**CONTINGENCY DEPARTURES**

In case of one or more navaid failure following procedures shall be carried out:

**Rwy 12:** Climb on runway heading to FL70, turn by following ATC instructions. This SID requires a minimum climb gradient of 5.3% up to 5500'.

**Rwy 30:** Climb on 302° heading to FL70, turn by following ATC instructions. This SID requires a minimum climb gradient of 6.8% up to 6500'.

Apt Elev  
2077'

Trans level: By ATC Trans alt: 6000'  
RWY 30: EXPECT close-in obstacles.

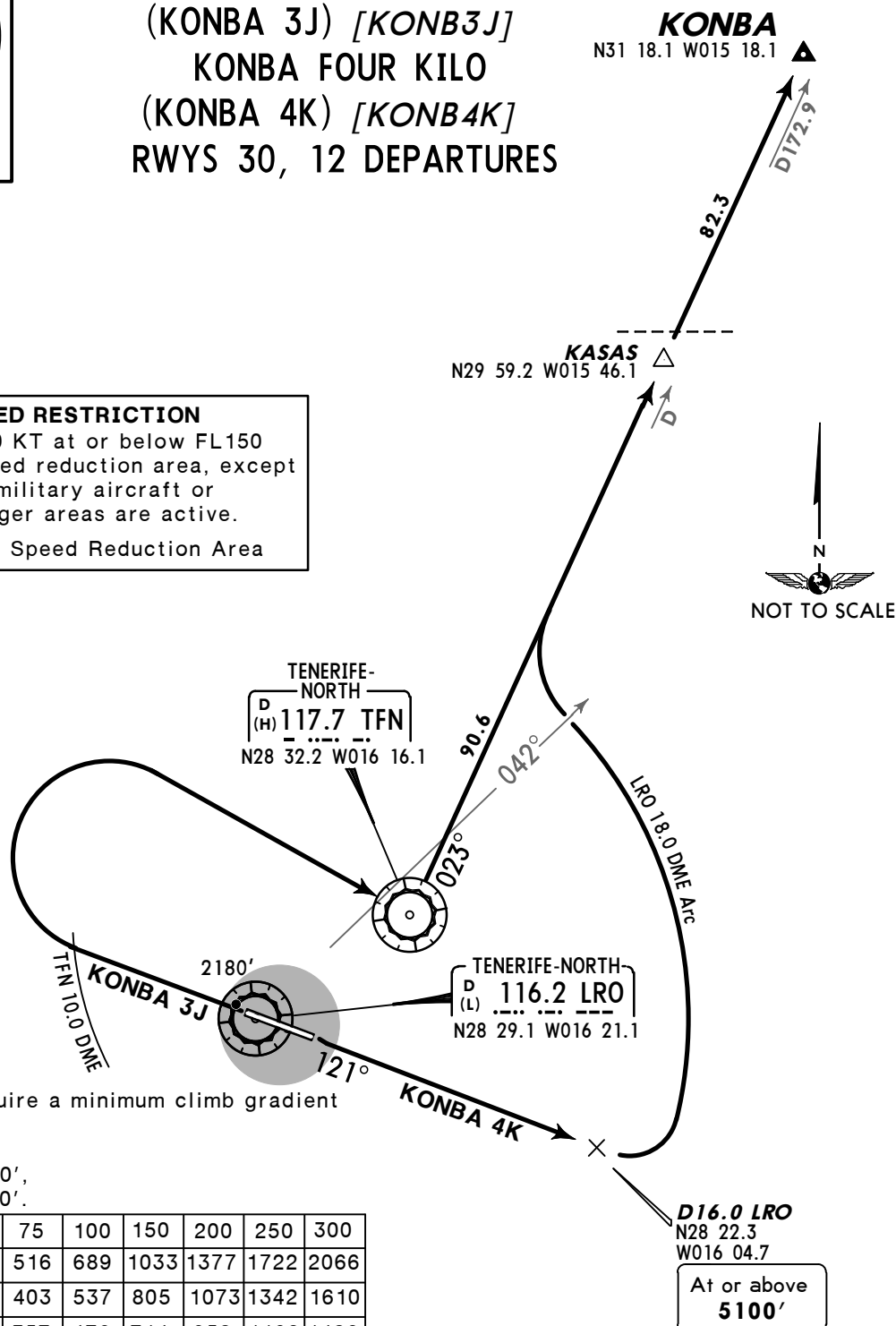
No MSA  
published

**KONBA THREE JULIETT**  
(KONBA 3J) [KONB3J]  
**KONBA FOUR KILO**  
(KONBA 4K) [KONB4K]  
**RWYS 30, 12 DEPARTURES**

**SPEED RESTRICTION**

MAX 250 KT at or below FL150  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

----- Speed Reduction Area



These SIDs require a minimum climb gradient  
of  
4.7% up to

**KONBA 3J: 2600',**  
**KONBA 4K: 3000'.**

| Gnd speed-KT  | 75  | 100 | 150  | 200  | 250  | 300  |
|---------------|-----|-----|------|------|------|------|
| 6.8% V/V(fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 5.3% V/V(fpm) | 403 | 537 | 805  | 1073 | 1342 | 1610 |
| 4.7% V/V(fpm) | 357 | 476 | 714  | 952  | 1190 | 1428 |

**KONBA 3J: Initial ATC clearance: Maintain FL70  
and wait for further clearance**

| SID             | RWY       | ROUTING                                                                                                                              |
|-----------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------|
| <b>KONBA 3J</b> | <b>30</b> | Climb on runway heading to TFN 10.0 DME, turn RIGHT to TFN, TFN R-023 via KASAS to KONBA.                                            |
| <b>KONBA 4K</b> | <b>12</b> | Climb on LRO R-121 to D16.0 LRO, turn LEFT, along LRO 18.0 DME arc, at LRO R-042 turn RIGHT, intercept TFN R-023 via KASAS to KONBA. |

**CONTINGENCY DEPARTURES**

In case of one or more navaid failure following procedures shall be carried out:

**Rwy 12:** Climb on runway heading to FL70, turn by following ATC instructions.

This SID requires a minimum climb gradient of 5.3% up to 5500'.

**Rwy 30:** Climb on 302° heading to FL70, turn by following ATC instructions.



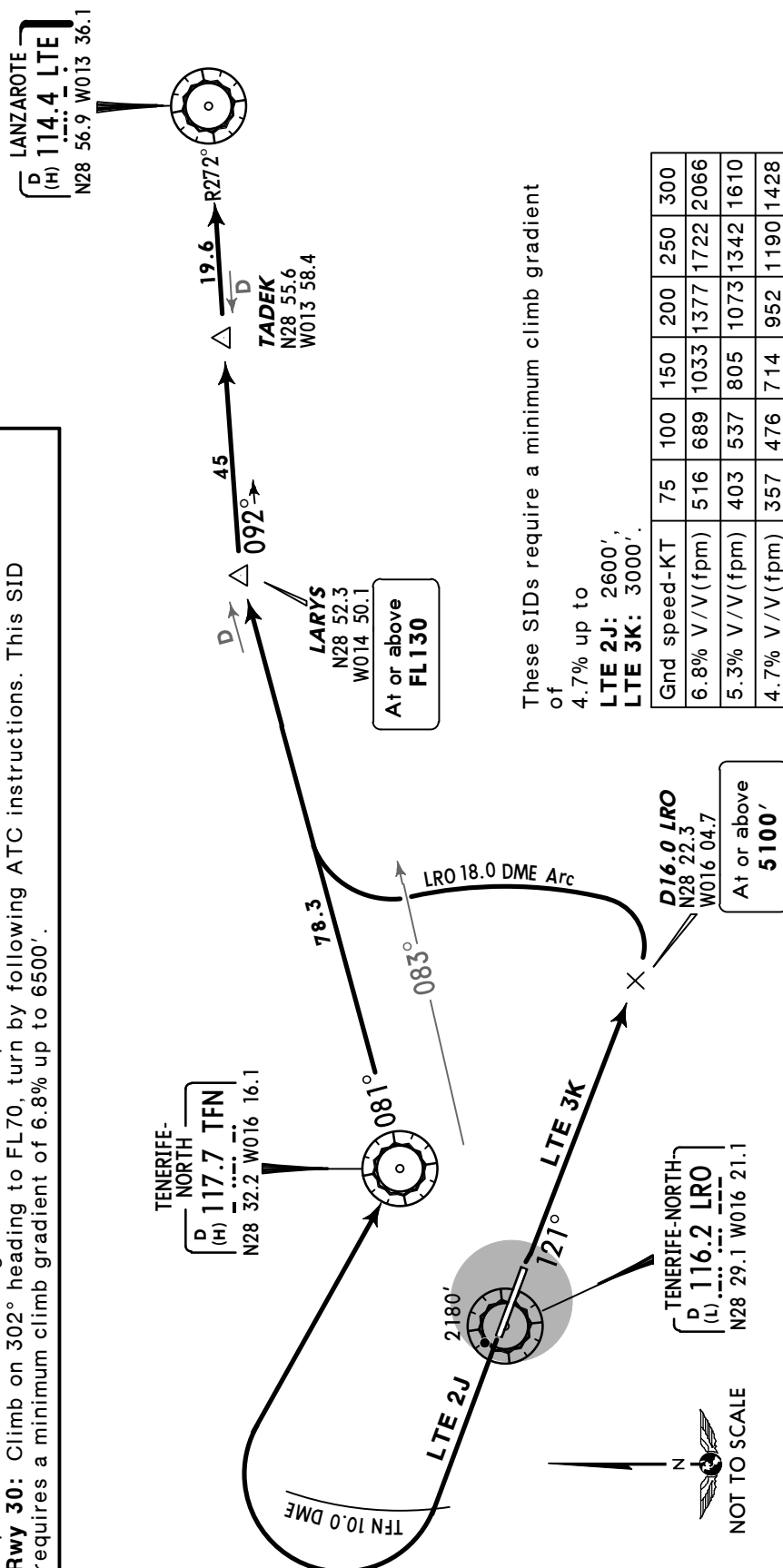


Apt Elev  
2077'Trans level: By ATC    Trans alt: 6000'  
RWY 30: EXPECT close-in obstacles.**SPEED RESTRICTION**MAX 250 KT at or below FL150  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.**LANZAROTE TWO JULIETT (LTE 2J)  
LANZAROTE THREE KILO (LTE 3K)  
RWYS 30, 12 DEPARTURES**No MSA  
published**LTE 2J: Initial ATC clearance: Maintain FL70  
and wait for further clearance****ROUTING**

| SID    | RWY |                                                                                                                                                                                      |
|--------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LTE 2J | 30  | Climb on runway heading to TFN 10.0 DME, turn RIGHT to TFN, TFN R-081 to LARYS, turn RIGHT, intercept LTE R-272 inbound via TADEK to LTE.                                            |
| LTE 3K | 12  | Climb on LRO R-121 to D16.0 LRO, turn LEFT, along LRO 18.0 DME arc, at LRO R-083 turn RIGHT, intercept TFN R-081 to LARYS, turn RIGHT, intercept LTE R-272 inbound via TADEK to LTE. |

**CONTINGENCY DEPARTURES**

In case of one or more navaid failure following procedures shall be carried out:

**Rwy 12:** Climb on runway heading to FL70, turn by following ATC instructions. This SID requires a minimum climb gradient of 5.3% up to 5500'.**Rwy 30:** Climb on 302° heading to FL70, turn by following ATC instructions. This SID requires a minimum climb gradient of 6.8% up to 6500'.

Apt Elev  
2077'

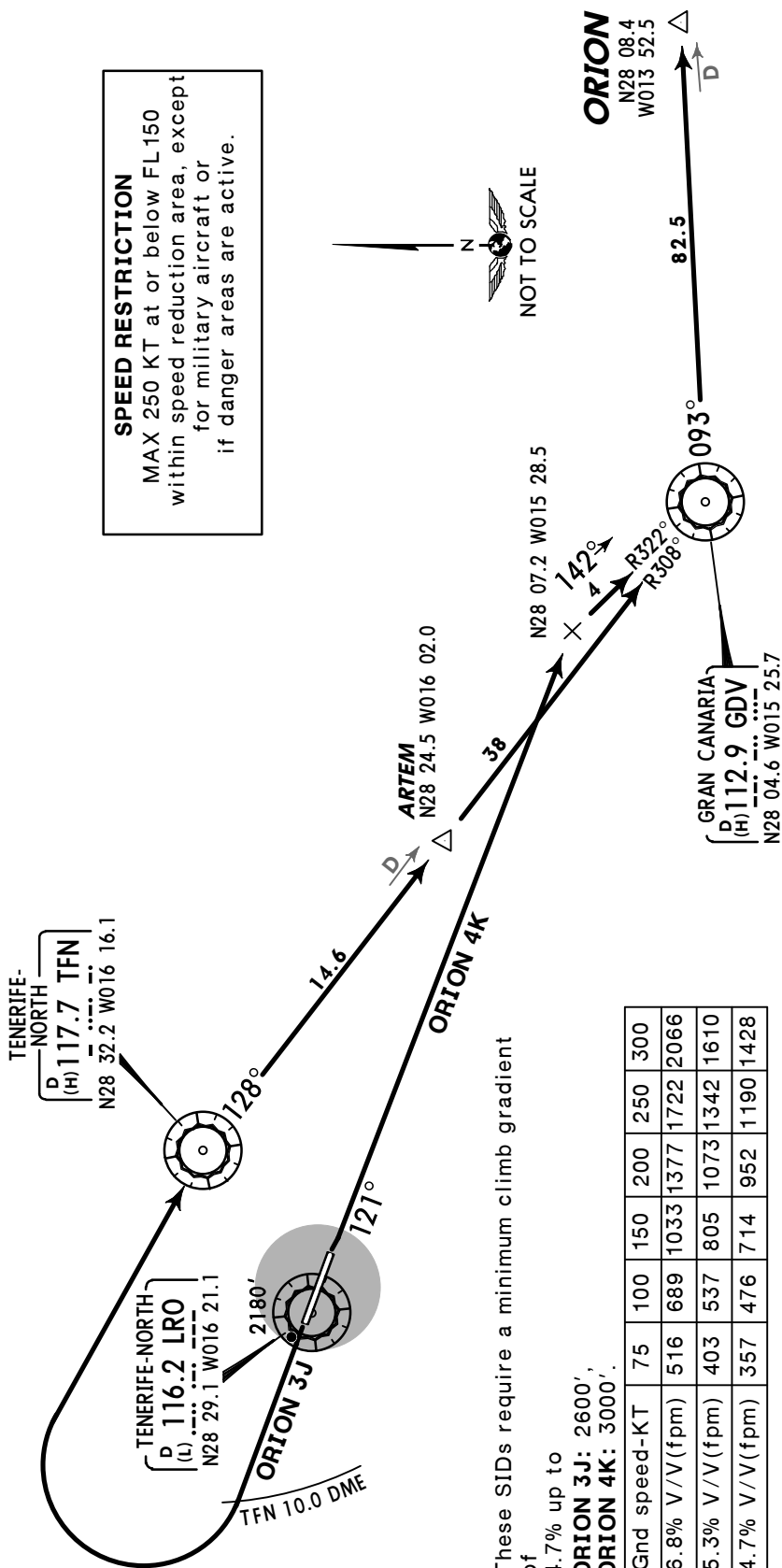
Trans level: By ATC    Trans alt: 6000'  
1 RWY 30: EXPECT close-in obstacles.  
2. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.

ORION THREE JULIETT (ORION 3J) [ORIO3J]  
ORION FOUR KILO (ORION 4K) [ORIO4K]  
RWYS 30, 12 DEPARTURES

No MSA  
published

# SPEED RESTRICTION

MAX 250 KT at or below FL150  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.



**ORION 3J: Initial ATC clearance: Maintain FL70 and wait for further clearance**

| ROUTING  |     |
|----------|-----|
| SID      | RWY |
| ORION 3J | 30  |
| ORION 4K | 12  |

Climb on runway heading to TFN 10.0 DME, turn RIGHT to TFN, TFN R-128 via ARTEM to GDV, GDV R-093 to ORION.  
Climb on LRO R-121, intercept GDV R-322 inbound to GDV, GDV R-093 to ORION.

## CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:  
**Rwy 12:** Climb on runway heading to FL70, turn by following ATC instructions. This SID requires a minimum climb gradient of 5.3% up to 5500'.  
**Rwy 30:** Climb on 302° heading to FL70, turn by following ATC instructions. This SID requires a minimum climb gradient of 6.8% up to 6500'.



Apt Elev  
2077'

Trans level: By ATC Trans alt: 6000'  
RWY 30: EXPECT close-in obstacles.

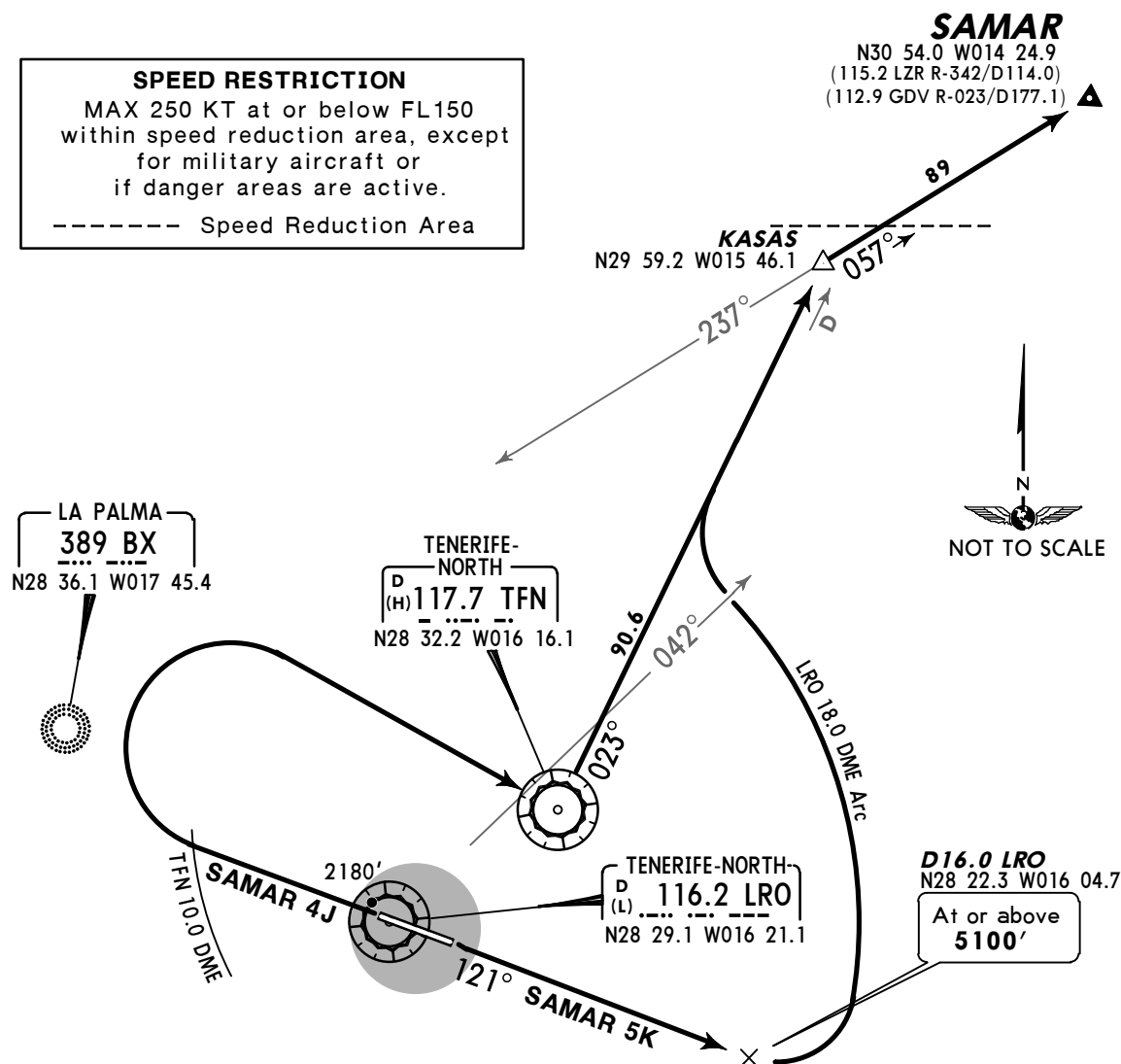
**SAMAR FOUR JULIETT (SAMAR 4J) [SAMA4J]  
SAMAR FIVE KILO (SAMAR 5K) [SAMA5K]  
RWYS 30, 12 DEPARTURES**

No MSA  
published

**SPEED RESTRICTION**

MAX 250 KT at or below FL150  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

----- Speed Reduction Area



These SIDs require a minimum climb gradient  
of  
4.7% up to

**SAMAR 4J:** 2600',  
**SAMAR 5K:** 3000'.

| Gnd speed-KT  | 75  | 100 | 150  | 200  | 250  | 300  |
|---------------|-----|-----|------|------|------|------|
| 6.8% V/V(fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 5.3% V/V(fpm) | 403 | 537 | 805  | 1073 | 1342 | 1610 |
| 4.7% V/V(fpm) | 357 | 476 | 714  | 952  | 1190 | 1428 |

**SAMAR 4J: Initial ATC clearance: Maintain FL70  
and wait for further clearance**

| SID             | RWY       | ROUTING                                                                                                                                                                         |
|-----------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SAMAR 4J</b> | <b>30</b> | Climb on runway heading to TFN 10.0 DME, turn RIGHT to TFN, TFN R-023 to KASAS, turn RIGHT, intercept 057° bearing from BX to SAMAR.                                            |
| <b>SAMAR 5K</b> | <b>12</b> | Climb on LRO R-121 to D16.0 LRO, turn LEFT, along LRO 18.0 DME arc, at LRO R-042 turn RIGHT, intercept TFN R-023 to KASAS, turn RIGHT, intercept 057° bearing from BX to SAMAR. |

**CONTINGENCY DEPARTURES**

In case of one or more navaid failure following procedures shall be carried out:

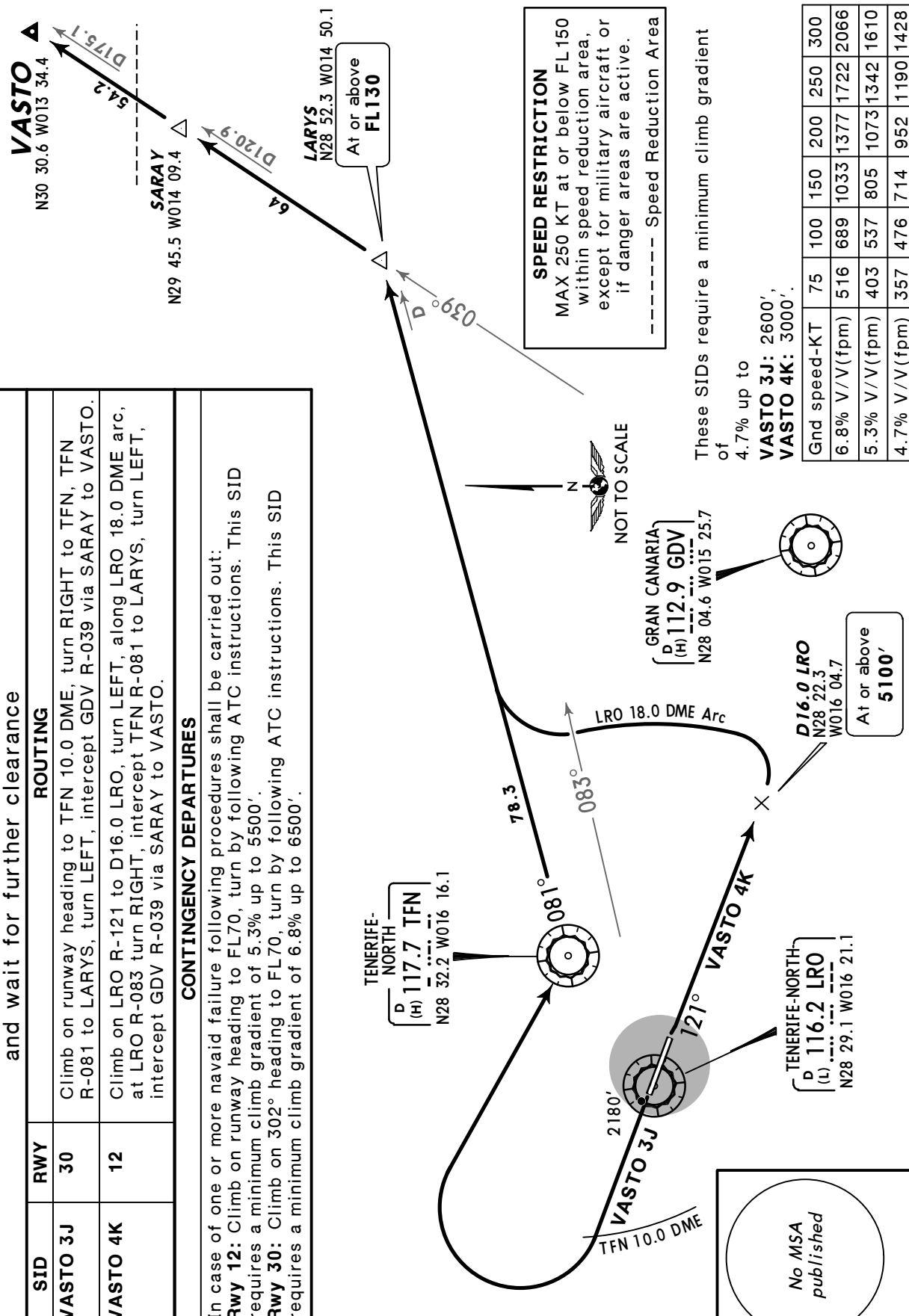
**Rwy 12:** Climb on runway heading to FL70, turn by following ATC instructions.

This SID requires a minimum climb gradient of 5.3% up to 5500'.

**Rwy 30:** Climb on 302° heading to FL70, turn by following ATC instructions.

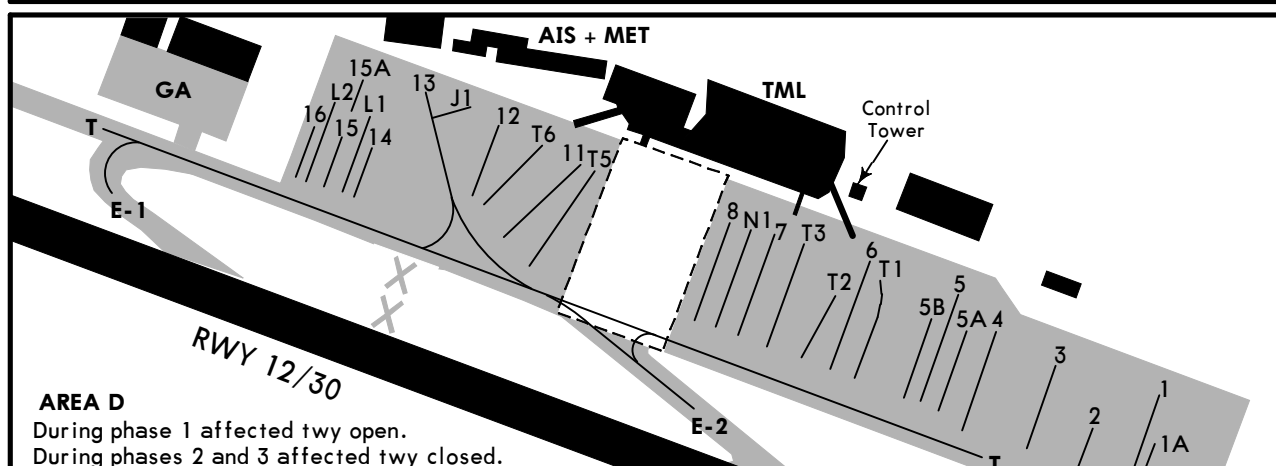
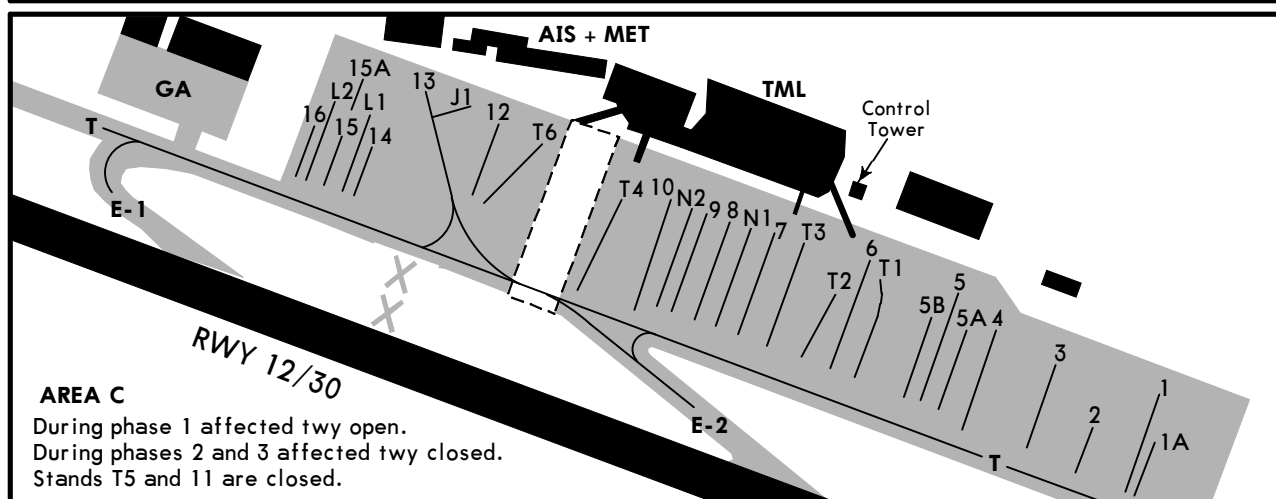
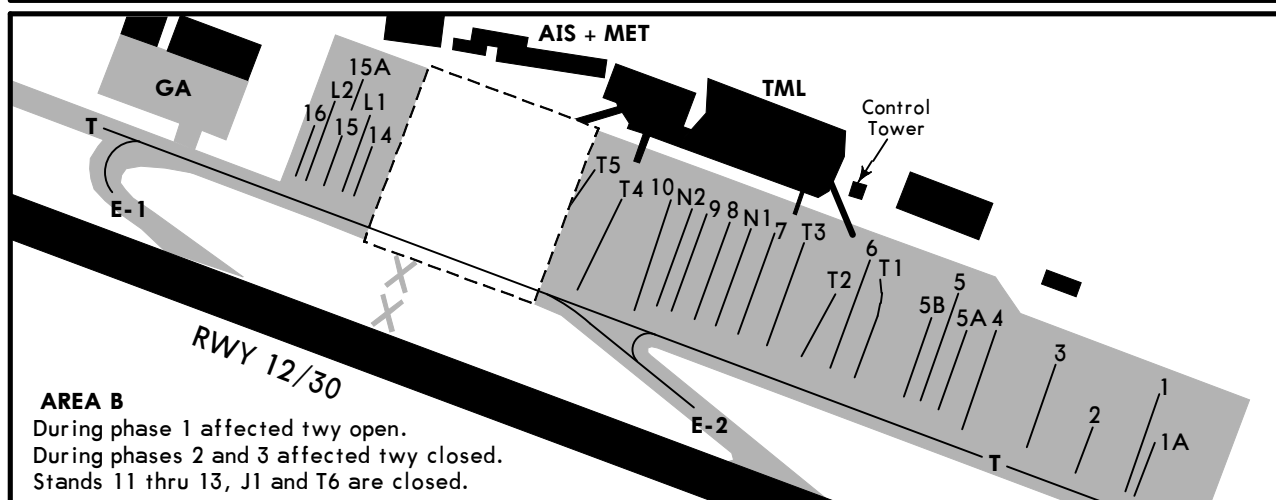
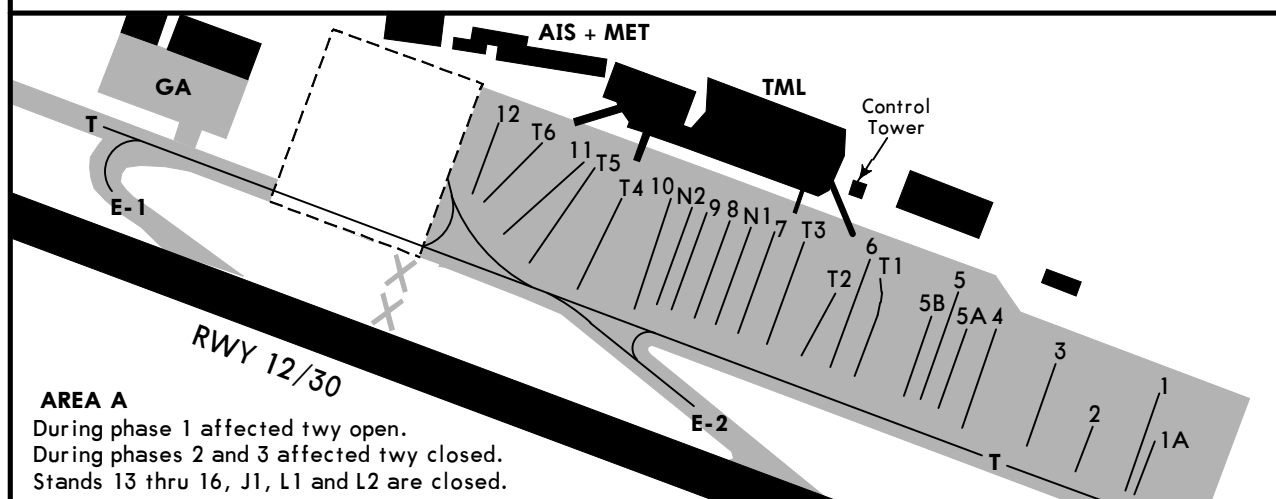
Trans level: By ATC    Trans alt: 6000'

1. RWY 30: EXPECT close-in obstacles.
2. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.



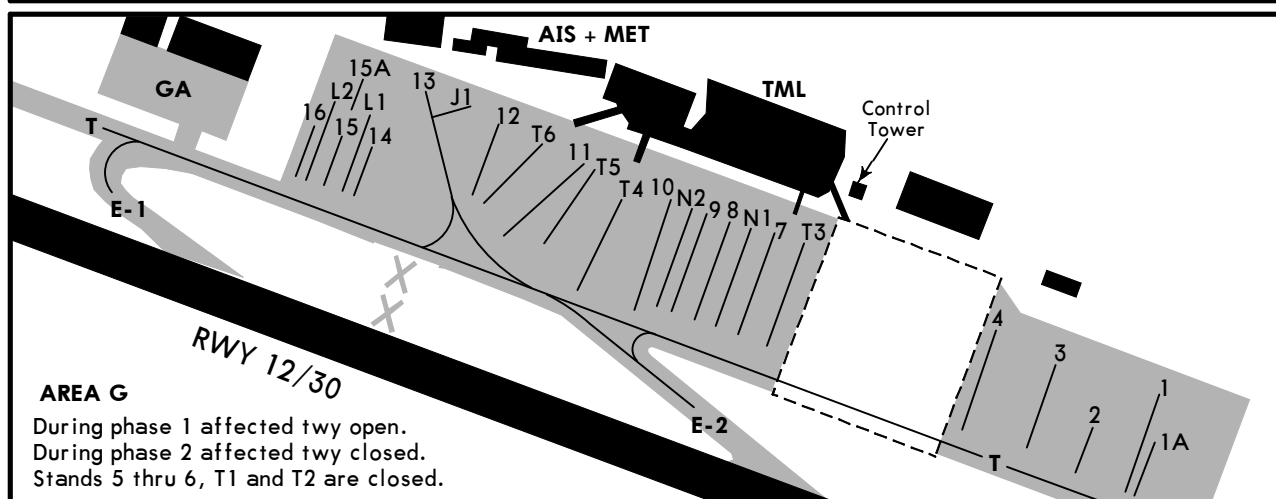
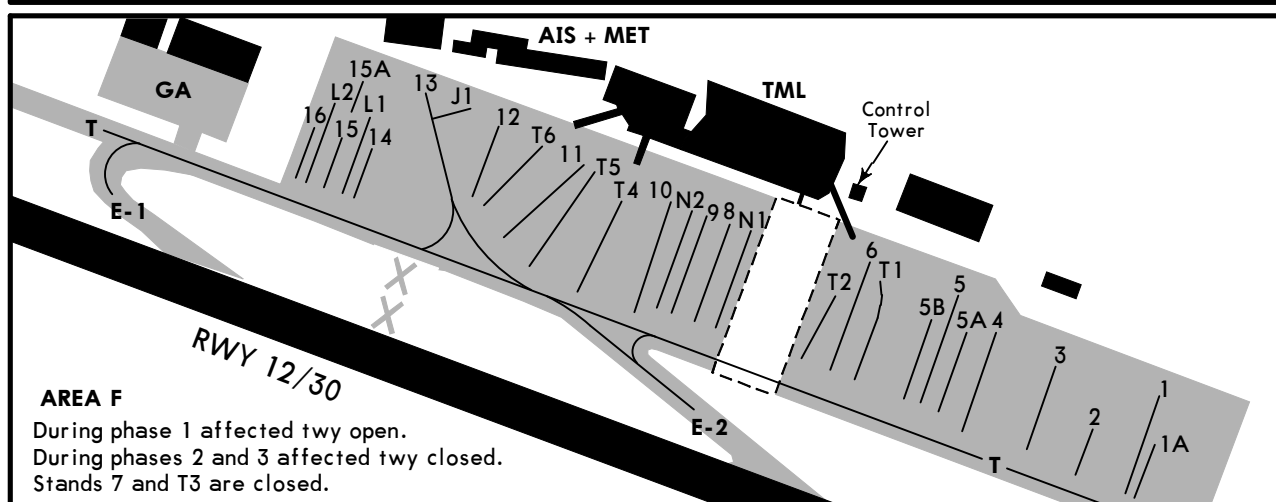
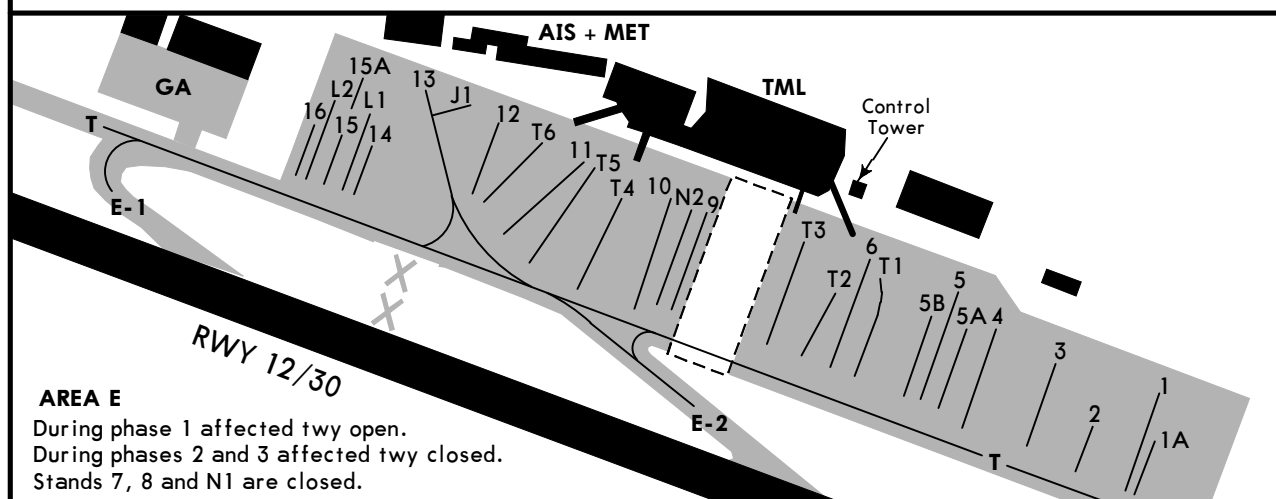
## TEMPORARY CONSTRUCTION WORKS ON APRON

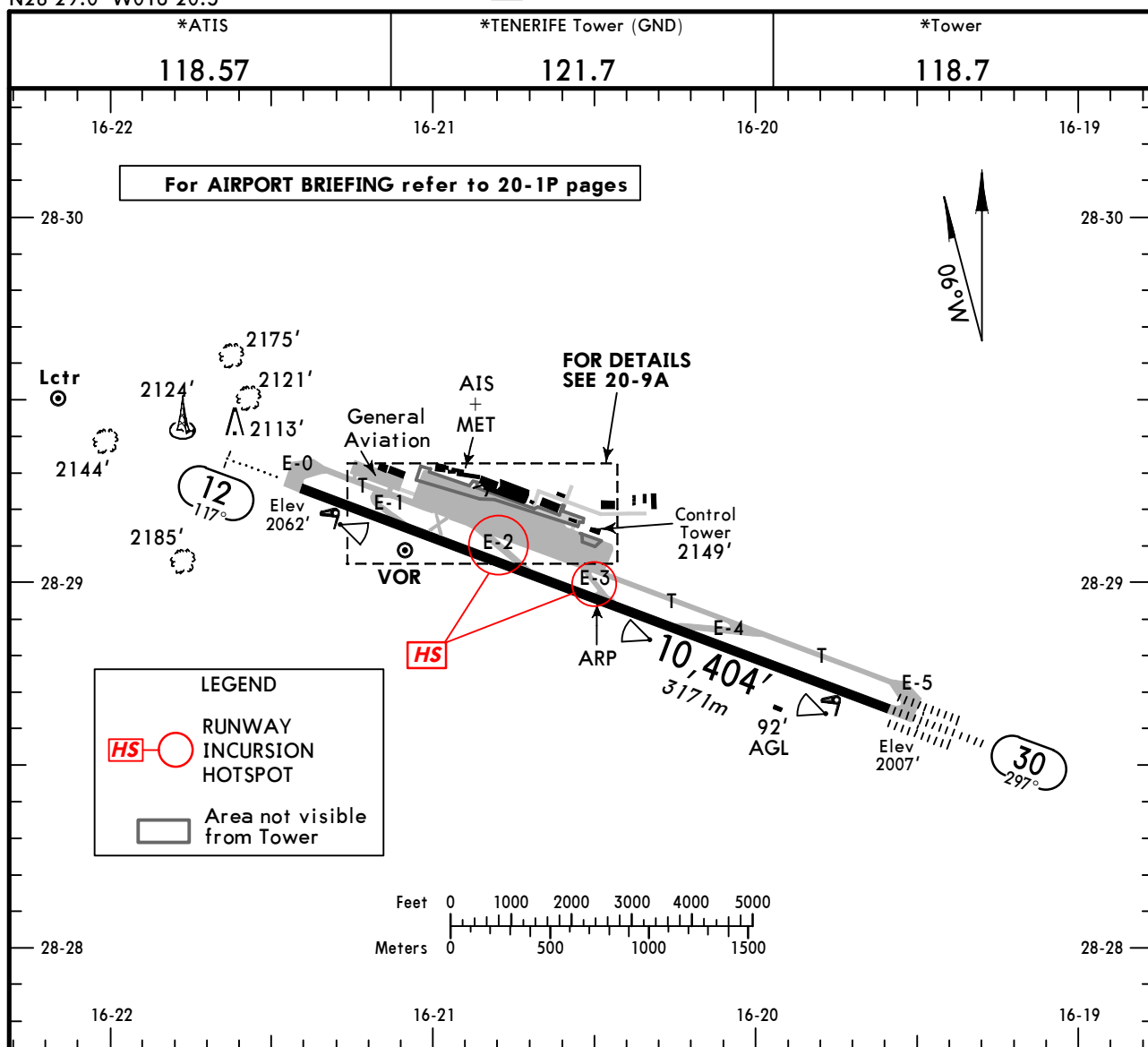
REFER ALSO TO LATEST NOTAMS



## TEMPORARY CONSTRUCTION WORKS ON APRON

REFER ALSO TO LATEST NOTAMS





#### ADDITIONAL RUNWAY INFORMATION

| RWY |           |         |          |      |             | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|-----|-----------|---------|----------|------|-------------|----------------|-------------|----------|-------|
|     |           |         |          |      |             | Threshold      | Glide Slope |          |       |
| 12  | HIRL(50m) | CL(15m) | HIALS    | LDIN | REIL ①      | RVR            | 9432' 2875m | ②        | 148'  |
| 30  | HIRL(50m) | CL(15m) | HIALS-II | TDZ  | PAPI (3.0°) | RVR            | 9500' 2896m |          | 45m   |
|     |           |         |          |      |             |                |             |          |       |
|     |           |         |          |      |             |                |             |          |       |

① PAPI (angle 3.0°)

② TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 10,404' (3171m)  
twy E-1 int 8353' (2546m)

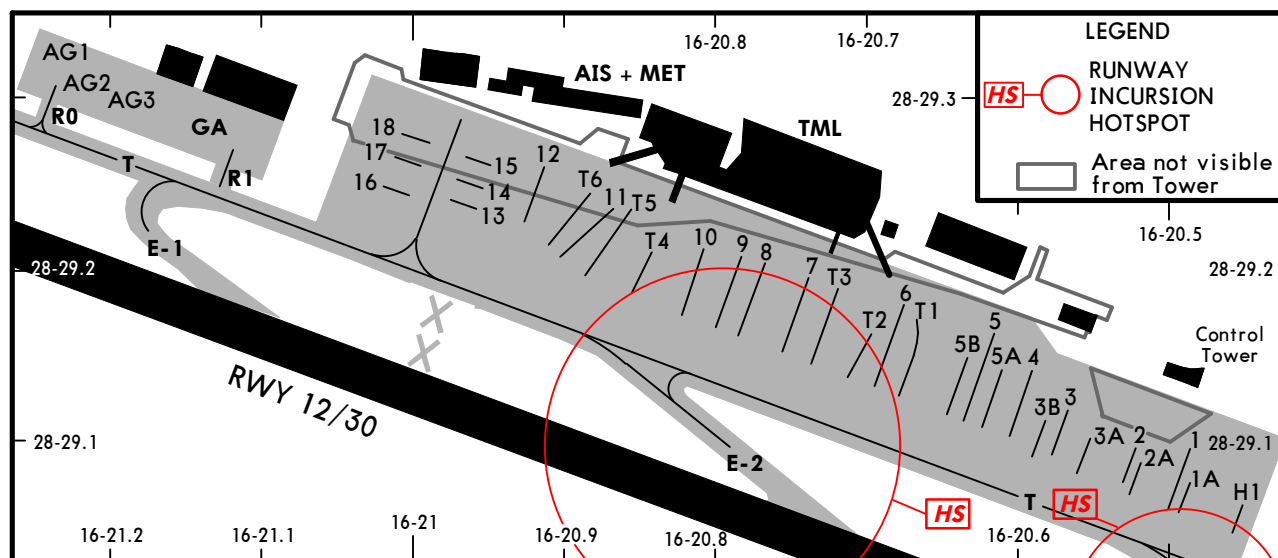
RWY 30:

From rwy head 10,404' (3171m)  
twy E-4 int 6253' (1906m)

**Standard**

**TAKE-OFF ①**

| LVP must be in Force |                        |                        |         |                       |                       |
|----------------------|------------------------|------------------------|---------|-----------------------|-----------------------|
| Approved Operators   | RL, CL & mult. RVR req | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL |
| A                    |                        |                        |         |                       |                       |
| B                    | 125m                   | 150m                   | 200m    | 250m                  | 400m                  |
| C                    |                        |                        |         |                       |                       |
| D                    | 150m                   | 200m                   | 250m    | 300m                  | 500m                  |



## VISUAL DOCKING GUIDANCE SYSTEM

### GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position by means, in both cases, of the achieve of images by an optical sensor that sends the sign to a computer in order to process them and to provide the information to the pilot by a display unit, in front of the cockpit.

### DISPLAY UNIT

The display unit to the pilot is designed by 5 LCD modules in 2 sections. As a consequence of the pixel technology, each module allows to show letters, numbers and also symbols. The size of the characters of the display allows the reading from a distance of approximately 328'/100m. If the aircraft is seeded, the situation of the aircraft respect of the docking centerline is indicated by means of the symbol of a plane in the low section of the unit. The lateral diversion with regard to the docking guidance centerline and the remaining distance to the stop point are also presented in a clear and unequivocal way. Beginning from a distance of 98'/30m to the stop point, the remaining distance is shown in an additional way in the top section of the unit. When the blocks are placed, the unit presents in an optional way the message "CHOCK ON" using the special push-button installed in the apron area.

### PILOT INSTRUCTIONS

The following sequence of events identifies how a pilot would use this system to dock an aircraft at this gate.



#### GATE READY FOR DOCKING.

Aircraft type and gate number are alternated in a flashing sequence across the top of display board.



#### AIRCRAFT DETECTED.

When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, the symbol of a plane is shown across the bottom of the display and the pilot will obtain information about the remaining distance to the stop point as a consequence of passing by fixed distances from stop point as well as azimuth guidance with regard to the centerline:

|                    |            |
|--------------------|------------|
| 98'/30m to 66'/20m | 5m steps   |
| 66'/20m to 33'/10m | 2m steps   |
| 33'/10m to 3'/1m   | 1m steps   |
| 3'/1m to STOP      | 0.2m steps |



#### AIRCRAFT IS RIGHT OF CENTERLINE.

Correction to the LEFT is required.

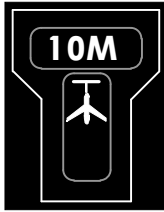


#### AIRCRAFT IS LEFT OF CENTERLINE.

Correction to the RIGHT is required.



## VISUAL DOCKING GUIDANCE SYSTEM



AIRCRAFT IS ON CENTERLINE.  
 It is 33'/10m to final stop position.  
 Important: Approach slowly to final stop position.



AIRCRAFT IS ON CENTERLINE.  
 It is 1.3'/0.4m to final stop position.  
 Prepare to stop the aircraft.



STOP.  
 Stop now, docking point reached.



OK.  
 Successful docking.



TOO FAR.  
 Aircraft has gone beyond docking position.



ESTOP (EMERGENCY STOP).  
 Stop aircraft immediately,  
 wait for docking instructions from  
 TWR to resume docking procedure.

If the following events occur, the pilot must stop the docking procedure, report problem to TWR and wait for further instructions:

- Displayed aircraft type is not the incoming aircraft.
- Display board become unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact TWR and wait for a marshall guidance.

# GCXO/TFN TENERIFE-NORTH, CANARY IS

## ILS or LOC Rwy 12

7 SEP 12 (21-1)

BRIEFING STRIP™

|                                                                                                  |                                        |                                                |                                      |                                           |
|--------------------------------------------------------------------------------------------------|----------------------------------------|------------------------------------------------|--------------------------------------|-------------------------------------------|
| *ATIS<br><b>118.57</b>                                                                           | *TENERIFE Approach (R)<br><b>124.8</b> | *TENERIFE Tower<br><b>118.7</b>                | *Ground<br><b>121.7</b>              |                                           |
| LOC<br>INOR<br><b>108.7</b>                                                                      | Final<br>Apch Crs<br><b>117°</b>       | GS<br><b>D4.0 INOR</b><br><b>3402'</b> (1342') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev <b>2077'</b><br>RWY <b>2062'</b> |
| MISSED APCH: Climb on 117° from Lctr to 6000', then turn LEFT<br>direct to VOR and join holding. |                                        |                                                |                                      |                                           |

114° → 6500'  
14,500' ← 328°

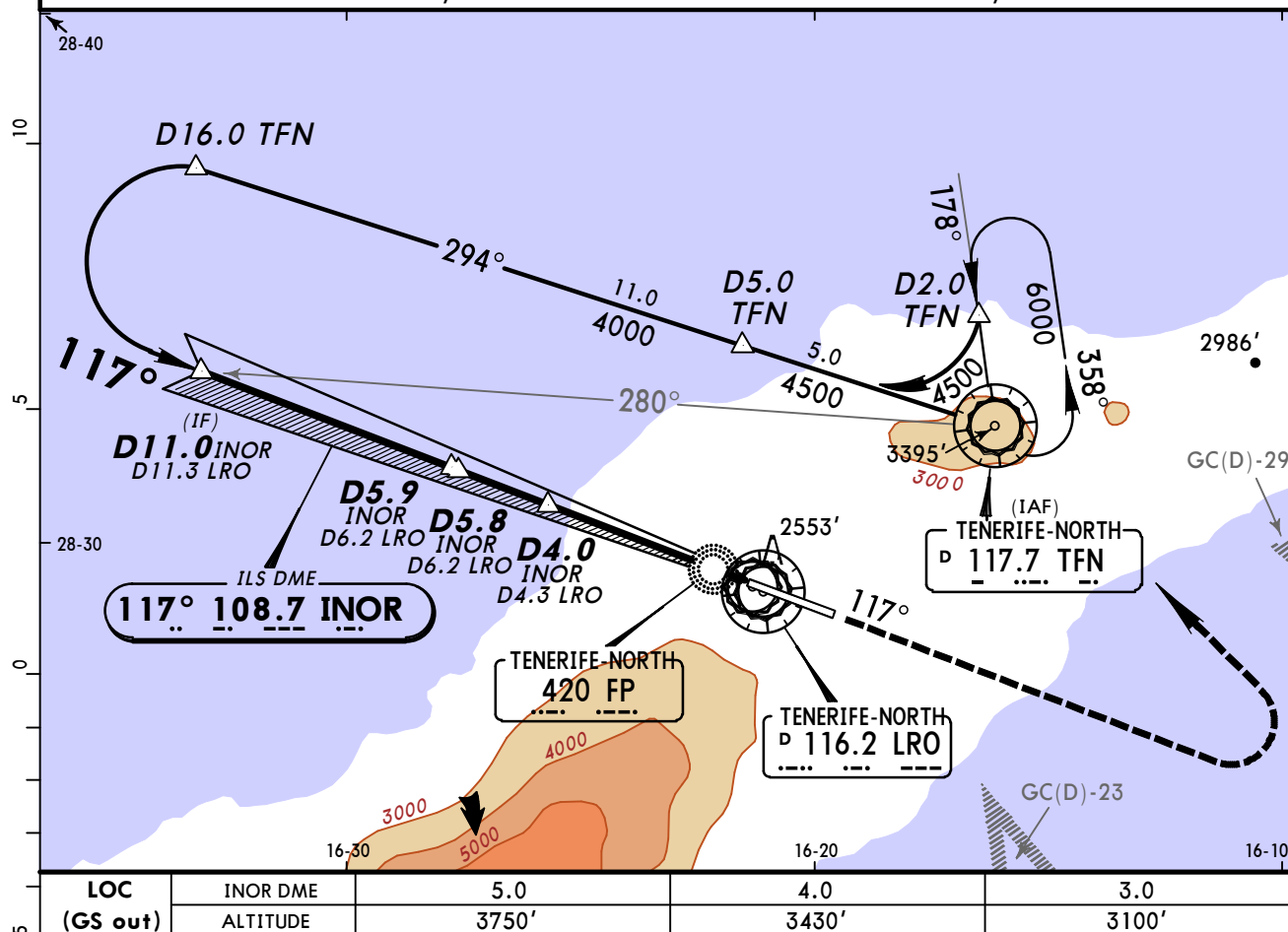
MSA TFN VOR

**MISSED APCH:** Climb on 117° from Lctr to 6000', then turn LEFT direct to VOR and join holding.

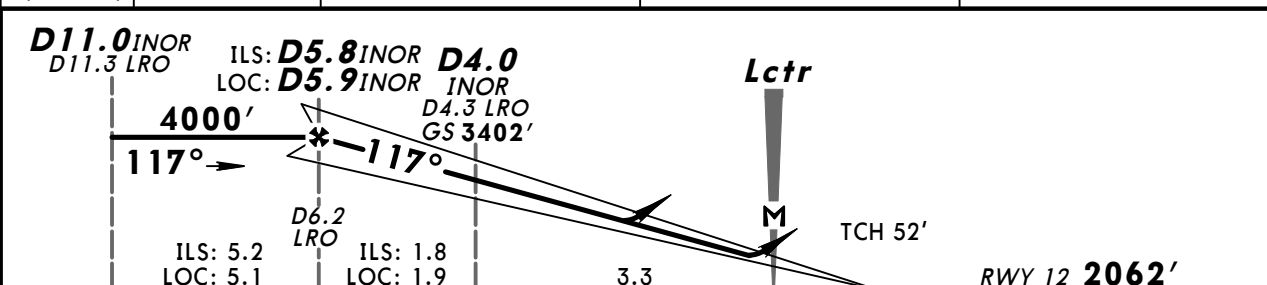
MSA TFN VOR

Alt Set: hPa Rwy Elev: 73 hPa Trans level: By ATC Trans alt: 6000'

1. VOR, DME and ADF required. 2. CAUTION: Possible false GP or LOC indications outside coverage area. 3. ILS DME reads zero at rwy 12 threshold. 4. ILS: No obstacle free zone rwy 12.



|              |          |       |       |       |
|--------------|----------|-------|-------|-------|
| LOC (GS out) | INOR DME | 5.0   | 4.0   | 3.0   |
|              | ALTITUDE | 3750' | 3430' | 3100' |



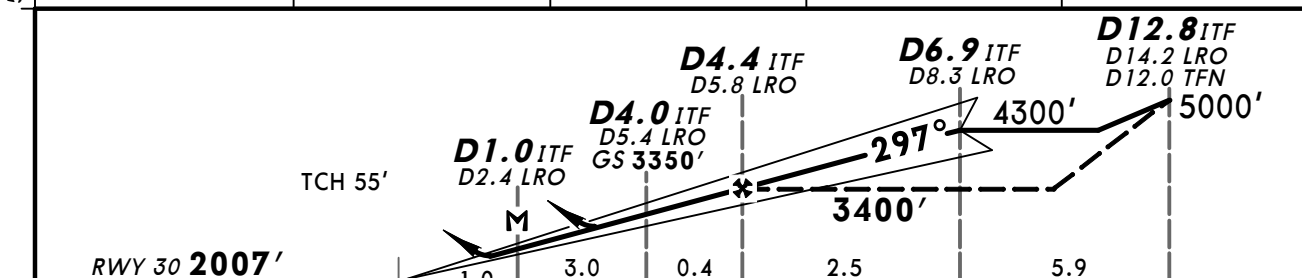
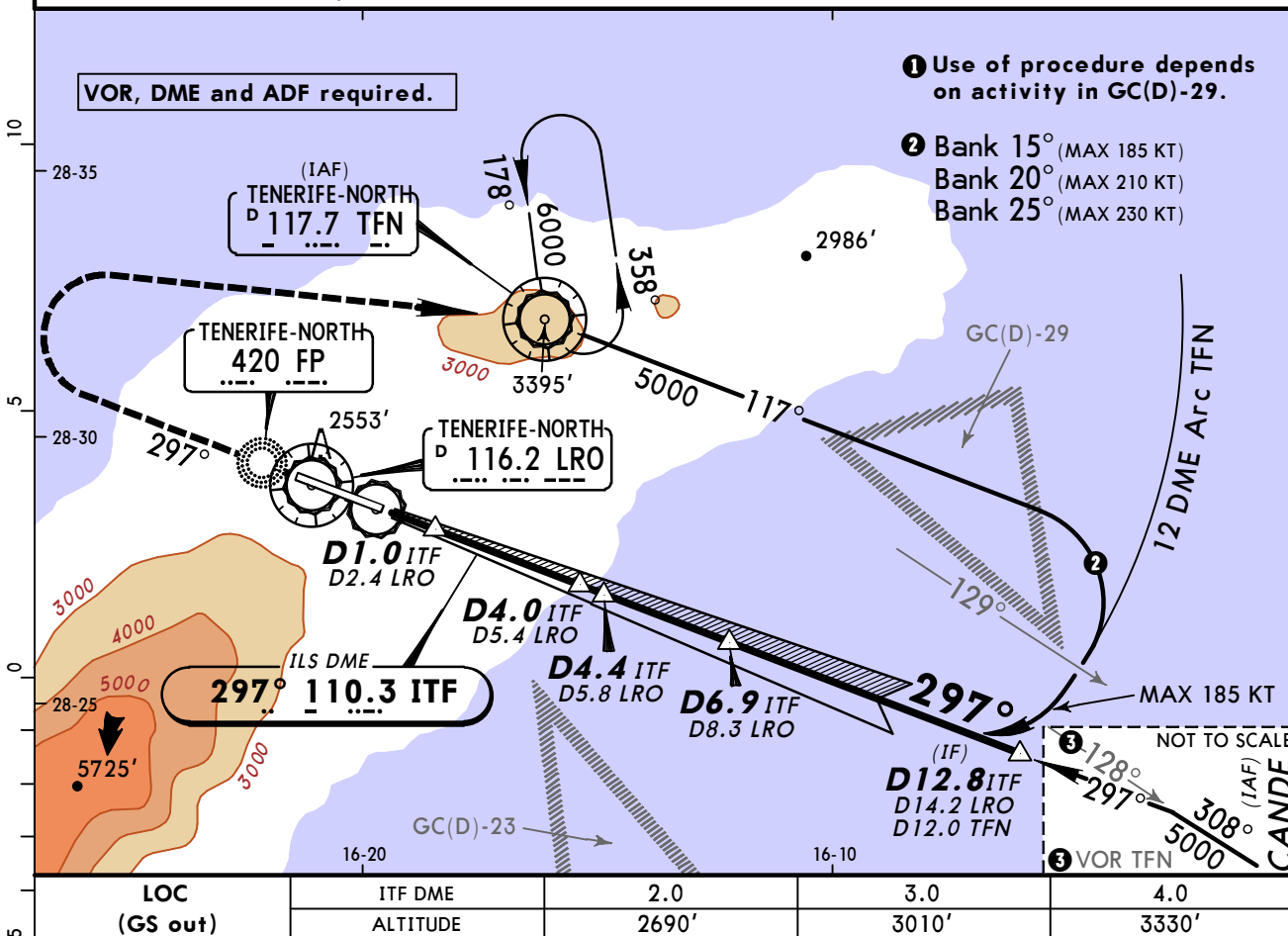
|                          |       |     |     |     |     |     |     |   |  |  |
|--------------------------|-------|-----|-----|-----|-----|-----|-----|---|--|--|
|                          |       |     |     |     |     |     | 0.7 | 0 |  |  |
| <i>Gnd speed-Kts</i>     |       | 70  | 90  | 100 | 120 | 140 | 160 |   |  |  |
| <i>ILS GS</i>            | 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |   |  |  |
| <i>LOC Descent Angle</i> | 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |   |  |  |
| <i>MAP at Lctr</i>       |       |     |     |     |     |     |     |   |  |  |

|       |   |       |      |
|-------|---|-------|------|
| HIALS |   | 6000' | 117° |
| REIL  | ⋮ | ↑     | on   |
| PAPI  | ⋮ |       | from |
|       | ⋮ |       | FP   |
|       | ⋮ |       | 420  |

| NS OPS | STRAIGHT-IN LANDING RWY 12 |  | CIRCLE-TO-LAND          |  |
|--------|----------------------------|--|-------------------------|--|
|        | LOC (GS out)               |  | Prohibited South of rwy |  |
|        | DA(H)                      |  | DA(H)                   |  |
|        | FULL/Limited               |  | ALS out                 |  |
| A      | RVR 1200m                  |  | RVR 1400m               |  |
| B      |                            |  |                         |  |
| C      |                            |  |                         |  |
| D      |                            |  |                         |  |

BRIEFING STRIP

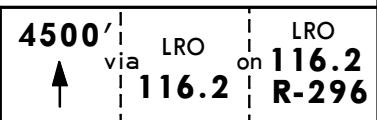
|                                                                                                                                      |  |                                 |  |                                 |  |                                                                    |  |                        |
|--------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------|--|---------------------------------|--|--------------------------------------------------------------------|--|------------------------|
| *ATIS<br>118.57                                                                                                                      |  | *TENERIFE Approach (R)<br>124.8 |  | *TENERIFE Tower<br>118.7        |  | *Ground<br>121.7                                                   |  | <p>MSA<br/>TFN VOR</p> |
| LOC<br>ITF<br>110.3                                                                                                                  |  | Final<br>Apch Crs<br>297°       |  | GS<br>D4.0 ITF<br>3350' (1343') |  | ILS<br>DA(H)<br>Refer to<br>Minimums<br>Apt Elev 2077'<br>RWY2007' |  |                        |
| MISSED APCH: Climb STRAIGHT AHEAD to FP Lctr, then climb on 297° to 5500', then turn RIGHT direct to VOR and hold at 6000' or above. |  |                                 |  |                                 |  |                                                                    |  |                        |
| Alt Set: hPa                                                                                                                         |  | Rwy Elev: 71 hPa                |  | Trans level: By ATC             |  | Trans alt: 6000'                                                   |  |                        |
| ILS DME reads zero at rwy 30 threshold.                                                                                              |  |                                 |  |                                 |  |                                                                    |  |                        |



| Gnd speed-Kts                              | 70            | 90  | 100 | 120 | 140 | 160                | HIALS-II | FP  | 5500' | 297°    |
|--------------------------------------------|---------------|-----|-----|-----|-----|--------------------|----------|-----|-------|---------|
| ILS GS or                                  | 377           | 485 | 539 | 647 | 755 | 862                | PAPI     | 420 | 5500' | on 297° |
| LOC Descent Angle 3.00°                    |               |     |     |     |     |                    |          |     |       |         |
| MAP at D1.0 ITF/D2.4 LRO                   |               |     |     |     |     |                    |          |     |       |         |
| <b>Standard</b> STRAIGHT-IN LANDING RWY 30 |               |     |     |     |     |                    |          |     |       |         |
| <b>CIRCLE-TO-LAND</b>                      |               |     |     |     |     |                    |          |     |       |         |
| Prohibited South of rwy                    |               |     |     |     |     |                    |          |     |       |         |
| DA(H)                                      | ILS           |     |     |     |     | LOC (GS out)       |          |     |       |         |
| A:                                         | 2423' (416')  |     |     |     |     | 2443' (436')       |          |     |       |         |
| B:                                         | 2435' (428')  |     |     |     |     | 2454' (447')       |          |     |       |         |
|                                            | FULL/Limited  |     |     |     |     | DA(H) 2650' (643') |          |     |       |         |
|                                            | ALS out       |     |     |     |     | ALS out            |          |     |       |         |
| A                                          | RVR 1500m     |     |     |     |     | RVR 1500m          |          |     |       |         |
| B                                          | RVR 1500m     |     |     |     |     | RVR 1500m          |          |     |       |         |
| C                                          | RVR 1600m     |     |     |     |     | RVR 2000m          |          |     |       |         |
| D                                          | RVR 1700m     |     |     |     |     | CMV 2100m          |          |     |       |         |
|                                            | CMV 2400m     |     |     |     |     | CMV 2400m          |          |     |       |         |
| Max Kts                                    | MDA(H)        |     |     |     |     | VIS                |          |     |       |         |
| 100                                        | 3020' (943')  |     |     |     |     | 1500m              |          |     |       |         |
| 135                                        | 3020' (943')  |     |     |     |     | 1600m              |          |     |       |         |
| 180                                        | 3750' (1673') |     |     |     |     | 2400m              |          |     |       |         |
| 205                                        | 3850' (1773') |     |     |     |     | 3600m              |          |     |       |         |

**BRIEFING STRIP** <sup>TM</sup>

Trans alt: 6000'



## VS OPS 4

**BRIEFING STRIP** <sup>TM</sup>



## US OPS 4

**Chart changes since cycle 25-2012**

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT                                            | PROCEDURE IDENT | INDEX | REV DATE    | EFF DATE    |
|------------------------------------------------|-----------------|-------|-------------|-------------|
| <b>TENERIFE-NORTH, (TENERIFE-NORTH - GCXO)</b> |                 |       |             |             |
| REV                                            | RADAR MNM ALTS  | 20-1R | 30 Nov 2012 | 13 Dec 2012 |

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport GCXO

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

UFN construction works under way on apron. For details refer to temp charts 20-8/20-8A and latest NOTAMs.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(21-3, 26-1/26-2) IAPs ILS Y or LOC Y Rwy 30, LCTR Rwy 12 and NDB Rwy 30 suspended.