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Airport Information For GCXO

Terminal Charts For GCXO

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: TENERIFE-NORTH XJE
ICAO/IATA: GCXO / TFN
Lat/Long: N28° 28.97', W016° 20.50'
Elevation: 2077 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 6.0° 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: 1826 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: 120.000 Secondary
Tenerife Tower: 25.780 Military
Tenerife Tower: 118.700
Tenerife Tower: 121.850
Tenerife Tower: 121.700
Tenerife Approach: 128.850 Secondary
Tenerife Approach: 124.800

GCXO/TFN

JEPPESEN

TENERIFE-NORTH, CANARY IS

TENERIFE-NORTH

1 JAN 16

20-1P

Eff 7 Jan

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*D-ATIS 118.575

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 1700m or below.
- Ceiling is 350'/107m for RWY 12 or 450'/137m for RWY 30 or below.

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

ATIS system shall broadcast the following message: "LVP in force".

Any incident reported or detected that might impinge upon the LVP, as well as the changes in operational minima, shall be communicated immediately to the ACFT and ATC units concerned.

When RVR is 600m or below or for CAT E ACFT and RVR 900m or below, "only one ACFT in the manoeuvring area" criteria shall be followed.

Low Visibility Procedures shall be cancelled when:

- RVR values equal or greater than 2000m.
- Ceiling is equal or greater than 800'.

1.3.2. GROUND MOVEMENT

Under low visibility conditions, the TWYs E-1, E-3 and E-4 shall be closed, with only E-0 and E-5 remaining operational.

Pilots shall proceed to monitor the location of the ACFT at all times, especially at intersections, and ensure that taxiing takes place in complete safety conditions.

In the event of disorientation or doubts about position, the ACFT shall stop, notify ATC immediately and request the assistance of a Follow-me car.

1.3.3. ARRIVALS

ACFT that have landed must vacate the RWY in use by the end, unless instructed otherwise by ATC.

ACFT that have landed are obliged to report RWY vacated.

ACFT, after vacating the RWY, shall proceed to taxi to the stand notified by ATC. ACFT may request ATC for guidance by a Follow-me car from any point in the manoeuvring area.

The ACFT shall notify the stand.

1.3.4. DEPARTURES

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

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1 JAN 16

20-1P1**Eff 7 Jan****AIRPORT BRIEFING**

1. GENERAL

1.3.5. PUSH-BACK MANOEUVRE

ACFT must be ready for towed or self-propelled push-back and start taxiing within 5 minutes following receipt of the corresponding clearance. The pilot must inform ATC should this not be the case.

No simultaneous ACFT push-backs will be cleared.

Under low visibility conditions, ATC will not clear push-back or occupancy of the TWY by ACFT with wingspan 171'/52m or more while there is traffic established on final approach, until it has all landed completely.

1.3.6. COMMUNICATION FAILURE

- Departing ACFT shall proceed to clearance limit, hold position and wait for a Follow-me.
- Arriving ACFT vacate RWY, shall hold position entering the TWY, where it shall 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-3 MAX wingspan 98'/30m and only usable with ATC clearance.

Avoidance of collisions with other ACFT or obstacles is the responsibility of:

- Pilots, when taxiing on the apron and TWY segments not visible from tower.
- Ground handling companies during towing.

1.6. PARKING INFORMATION

Entry to and exit from stands 13 thru 18 and AG1 thru AG3 in low visibility or night conditions shall be conducted with Follow-me vehicle guidance. The ACFT shall ask for Follow-me vehicle guidance on start-up report.

Push-back required for all stands except stand 1A, AG1 thru AG3 and 13. On stand 13 push-back possible.

Push-back required to reach TWY T from stands 1 thru 12 and T1 thru T6.

Power-back on stands 2A, 3A, 3B, 5A, 5B, 7 thru 10, 13 thru 18 possible with prior clearance.

Stand H1 available for helicopters.

GCXO/TFN

JEPPesen

TENERIFE-NORTH, CANARY IS

TENERIFE-NORTH

1 JAN 16

20-1P2

Eff 7 Jan

AIRPORT BRIEFING

1. GENERAL

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 months between April and October.

2. ARRIVAL

2.1. SPEED RESTRICTION

MAX 250 KT at or below FL150 after SLP.

2.2. RWY OPERATIONS

ACFT landing on RWY 30 shall vacate via TWY E-0 or E-1.

ACFT landing on RWY 12 shall vacate via TWY E-4 or E-5.

ATC may clear exit by another TWY when it considers it appropriate.

To reduce the incidence of "go-around", lower the RWY occupancy time and therefore make maximum use of it, pilots must vacate the RWY by the exit cleared by ATC as soon as possible, without entailing any detriment to the safety and normal operation of the ACFT.

2.3. OTHER INFORMATION

2.3.1. WIND PHENOMENA

Orographic conditions on Tenerife island and the APT location contribute to the appearance of wind shear 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 wind shear 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.

3. DEPARTURE

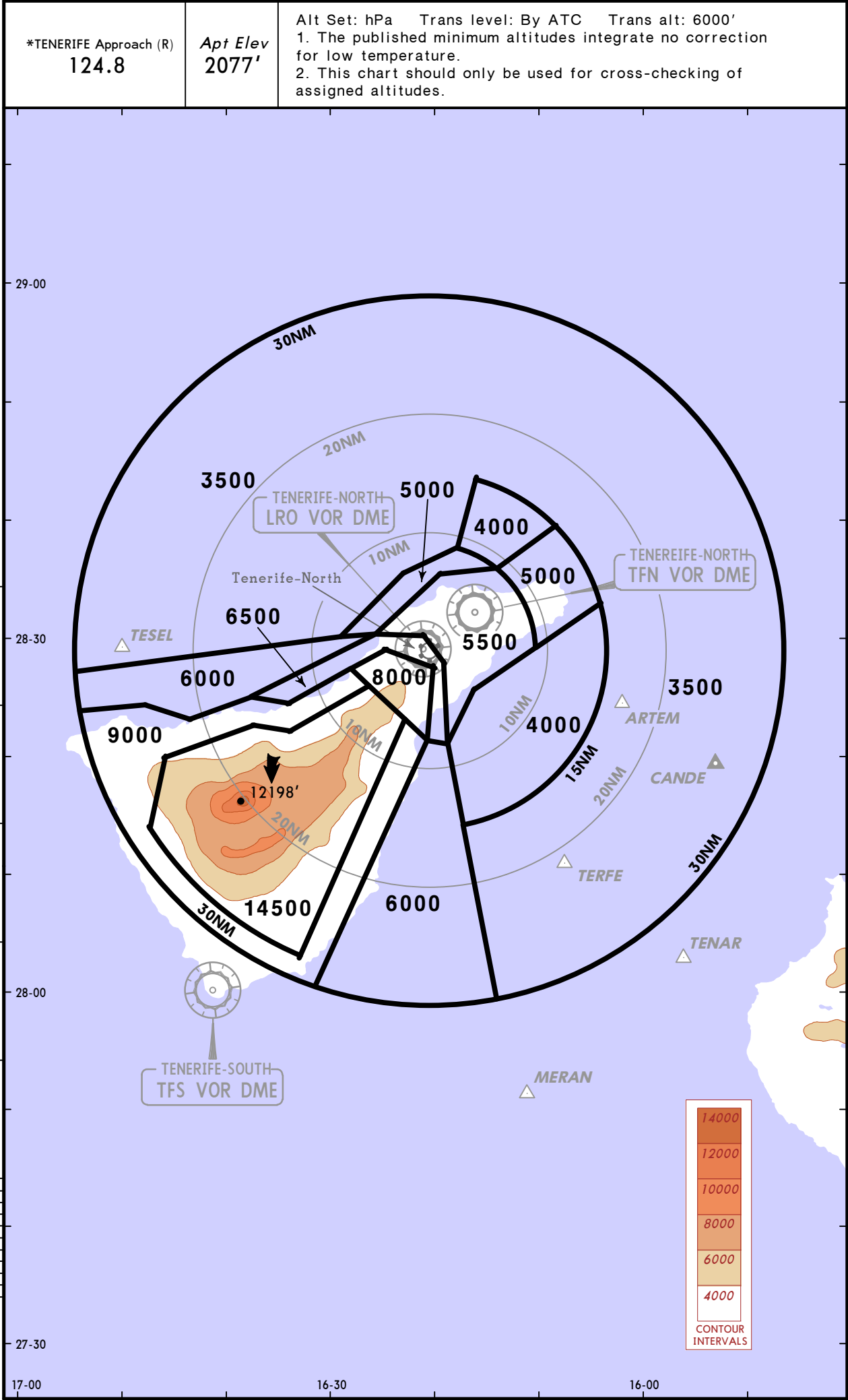
3.1. OTHER INFORMATION

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.

GCX0/TFN
TENERIFE-NORTH

JEPPesen TENERIFE-NORTH, CANARY IS
30 NOV 12 **(20-1R)** Eff 13 Dec **RADAR MINIMUM ALTITUDES**



GCXO/TFN
TENERIFE-NORTH

12 SEP 14

20-2

Eff 18 Sep

STAR

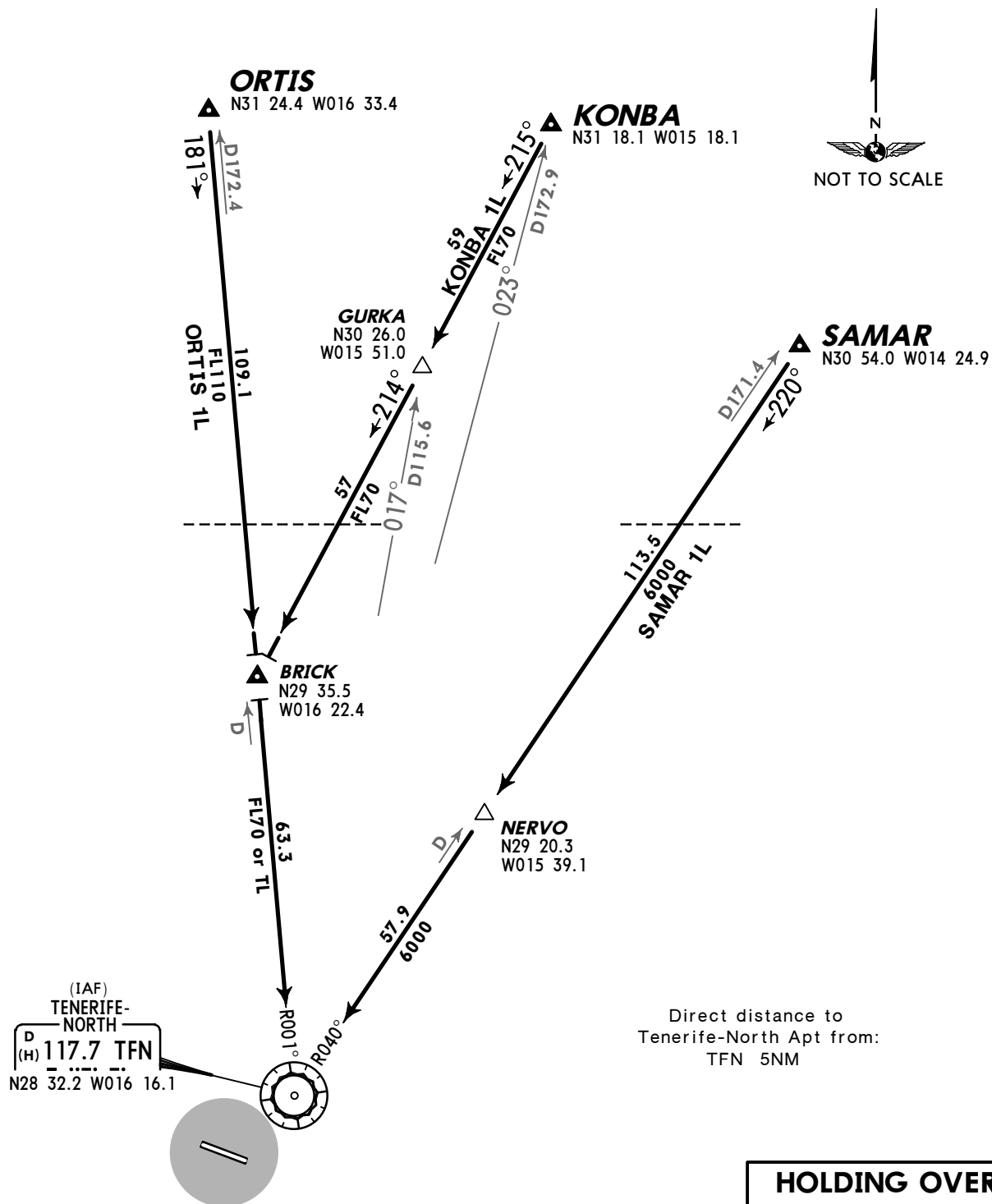
JEPPESEN TENERIFE-NORTH, CANARY IS

*D-ATIS
118.575

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



SPEED RESTRICTION

MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- Speed Reduction Area

GCXO/TFN
TENERIFE-NORTH

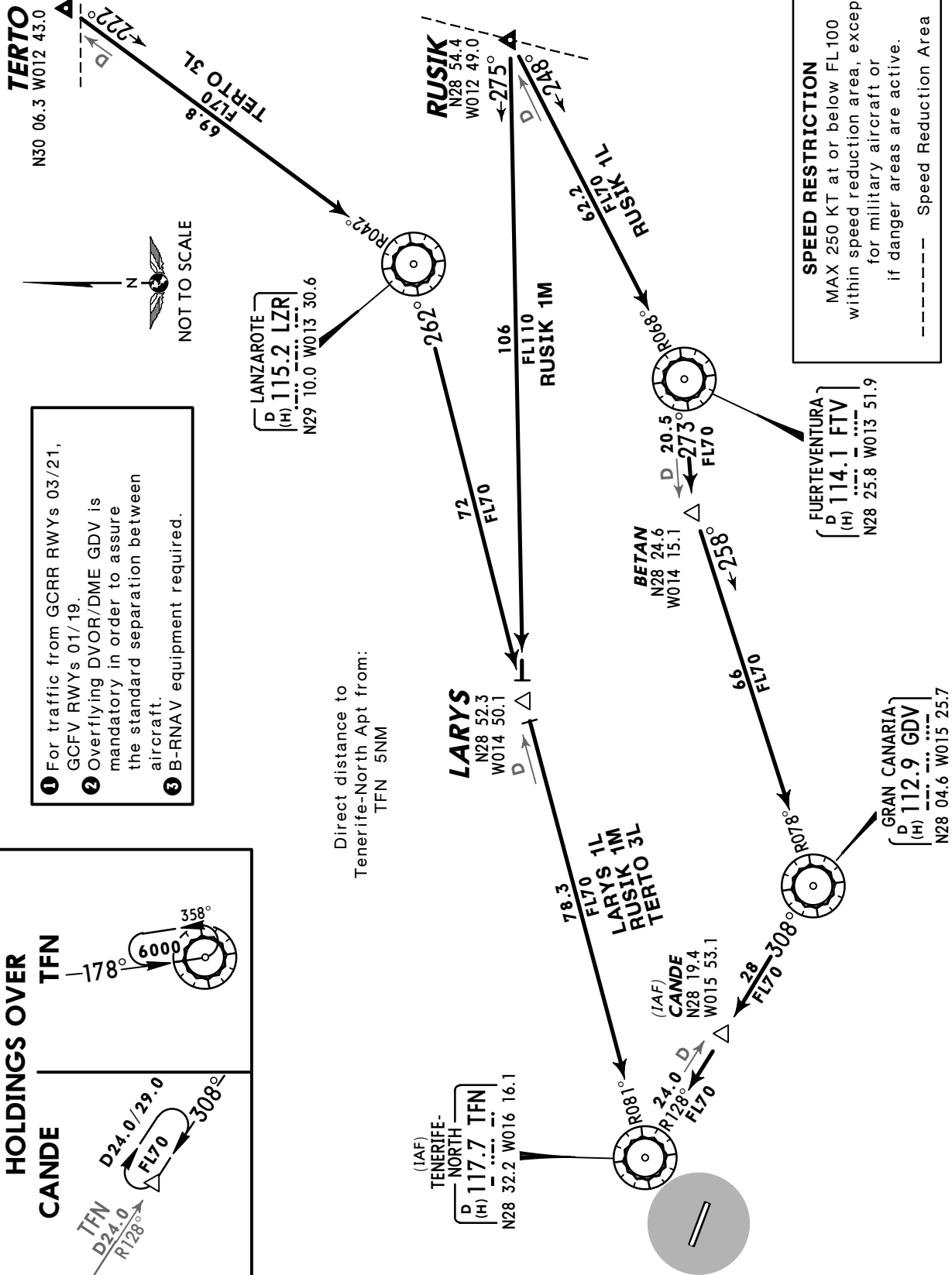
JEPPESSEN TENERIFE-NORTH, CANARY IS
12 SEP 14 20-2A Eff 18 Sep STAR

*D-ATIS
118.575

Apt Elev
2077'

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

LARYS ONE LIMA (LARYS 1L) [LARY1L] ①
RUSIK ONE LIMA (RUSIK 1L) [RUSI1L] ②
TERTO THREE LIMA (TERTO 3L) [TERT3L]
RWYS 12, 30 ARRIVALS
RUSIK ONE MIKE (RUSIK 1M) [RUSI1M] ③
RWYS 12, 30 RNAV ARRIVAL



GCXO/TFN
TENERIFE-NORTH

JEPPESSEN
27 FEB 15 (20-2B) Eff 5 Mar

TENERIFE-NORTH, CANARY IS

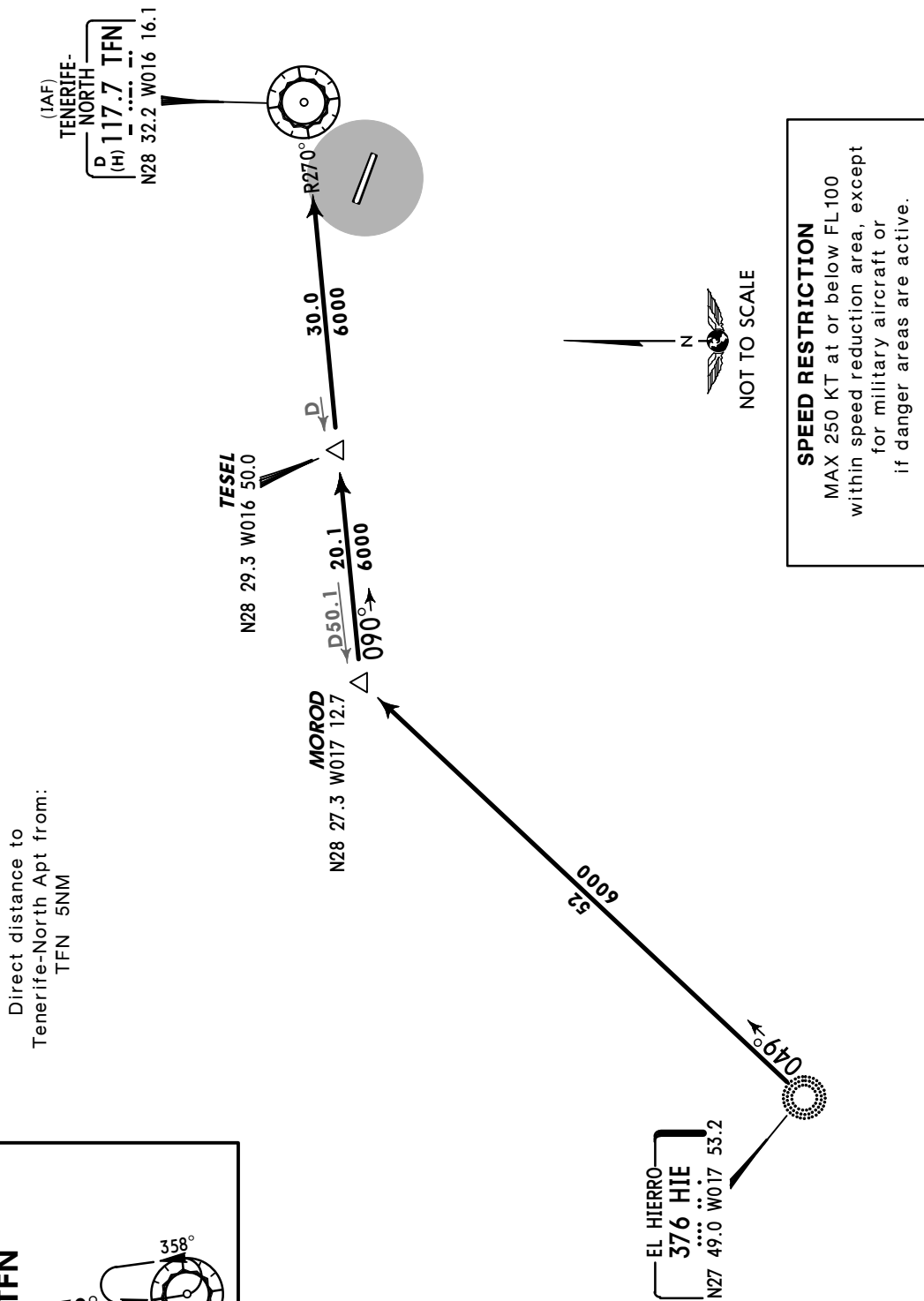
STAR

*D-ATIS
118.575

Apt Elev
2077'

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

HIERRO ONE LIMA (HIE 1L)
RWYS 12, 30 ARRIVAL



GCXO/TFN
TENERIFE-NORTH

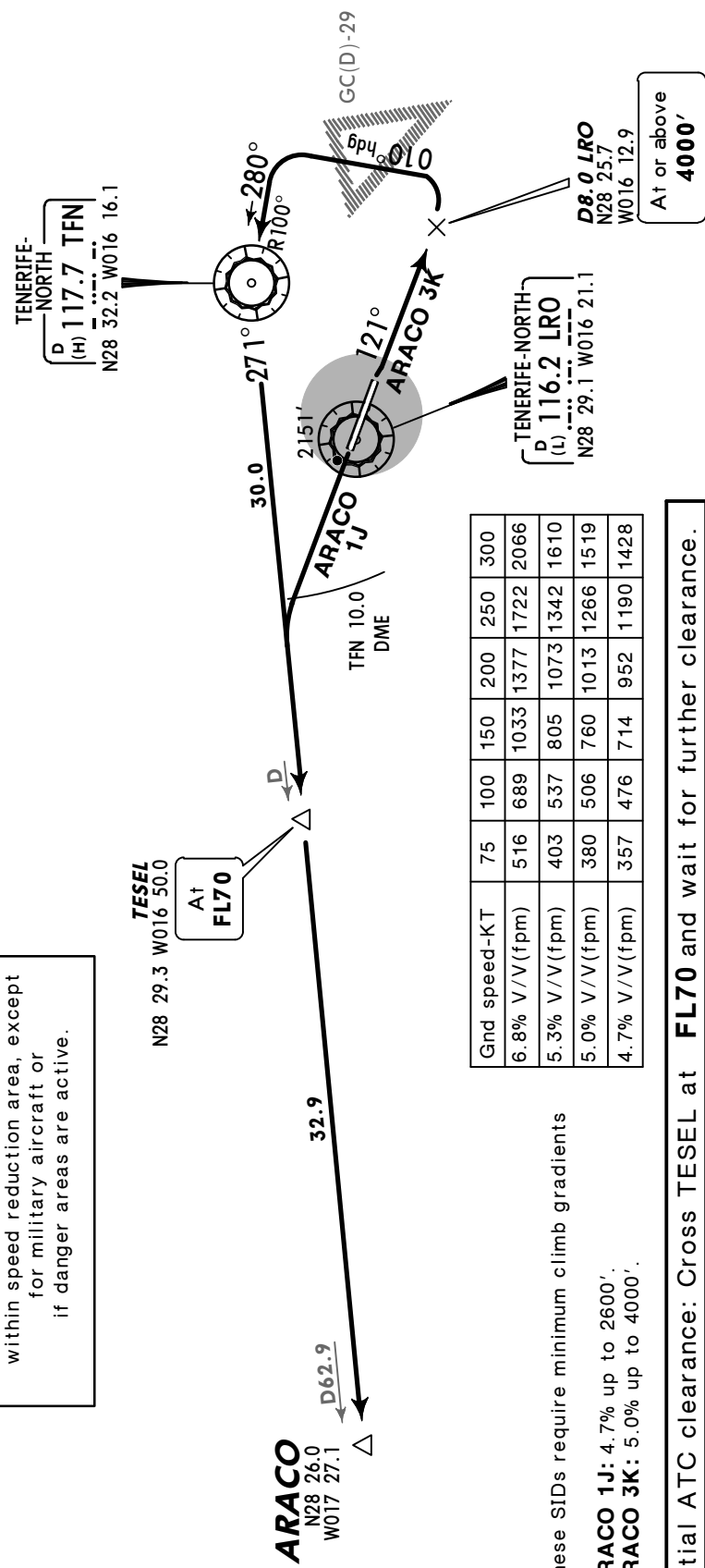
JEPPesen
12 SEP 14 20-3 Eff 18 Sep

TENERIFE-NORTH, CANARY IS
SID

Apt Elev 2077'
Trans level: By ATC Trans alt: 6000'
RWY 30: EXPECT close-in obstacles.

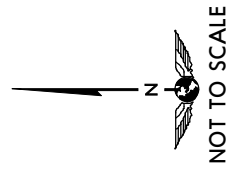
ARACO ONE JULIETT (ARACO 1J) [ARAC1J]
ARACO THREE KILO (ARACO 3K) [ARAC3K]
RWYS 30, 12 DEPARTURES

SPEED RESTRICTION
MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.



These SIDs require minimum climb gradients
of
ARACO 1J: 4.7% up to 2600'.
ARACO 3K: 5.0% up to 4000'.

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 3K	12	Climb on LRO R-121 to D8.0 LRO, turn LEFT, 010° heading, intercept TFN R-100 inbound to TFN, TFN R-271 via TESEL to ARACO.
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'.		



GCXO/TFN
TENERIFE-NORTH

JEPPESSEN
12 SEP 14 (20-3A) Eff 18 Sep

TENERIFE-NORTH, CANARY IS

SID

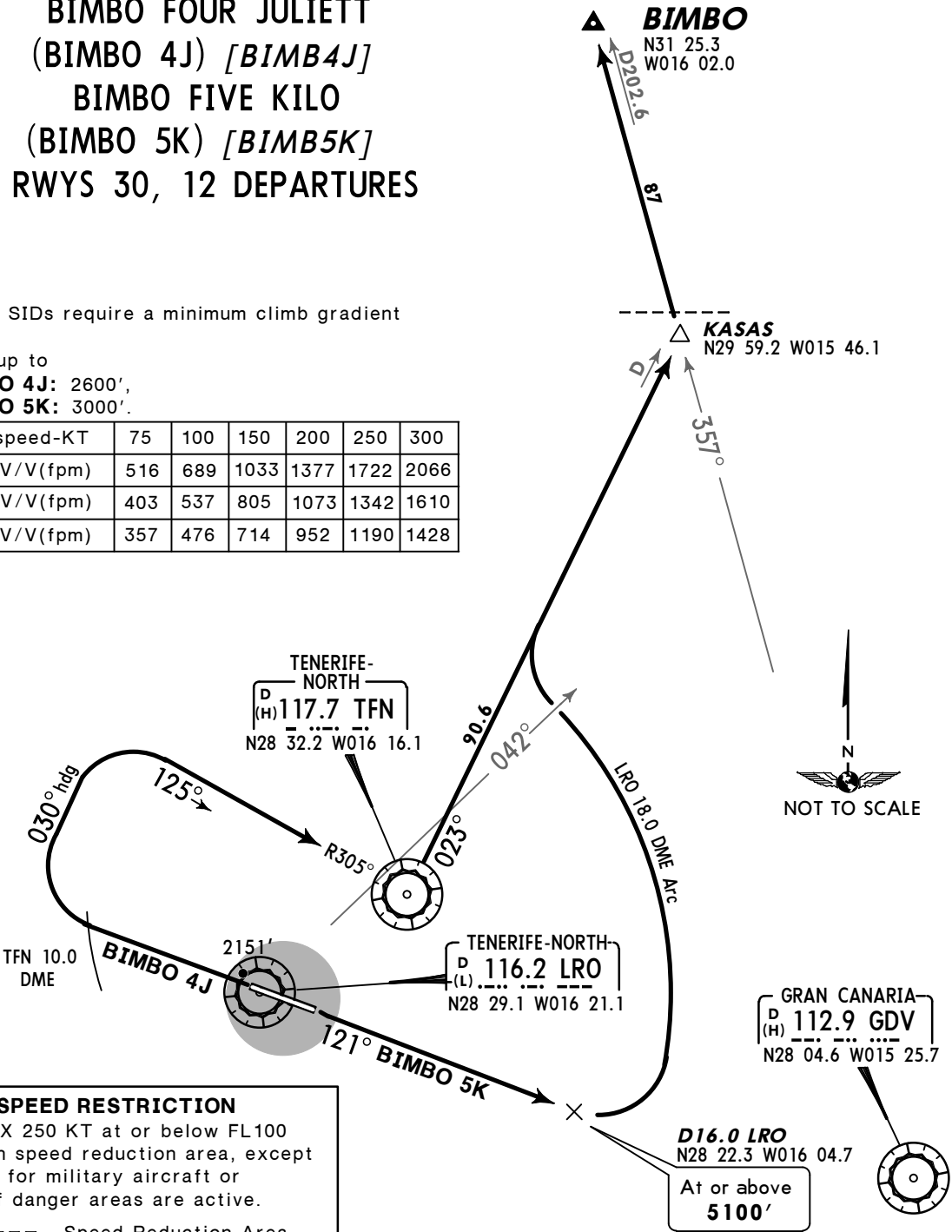
Apt Elev
2077'

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 FOUR JULIETT
(BIMBO 4J) [BIMB4J]
BIMBO FIVE KILO
(BIMBO 5K) [BIMB5K]
RWYS 30, 12 DEPARTURES

These SIDs require a minimum climb gradient of 4.7% up to
BIMBO 4J: 2600',
BIMBO 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



Initial ATC clearance: Maintain **FL70** and wait for further clearance.

SID	RWY	ROUTING
BIMBO 4J	30	Climb on runway heading to TFN 10.0 DME, turn RIGHT, 030° heading, intercept TFN R-305 inbound to TFN, TFN R-023 to KASAS, turn LEFT, intercept GDV R-357 to BIMBO.
BIMBO 5K	12	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.
This SID requires a minimum climb gradient of 6.8% up to 6500'.

GCX0/TFN
TENERIFE-NORTH

JEPPesen 2 JAN 15 20-3B Eff 8 Jan

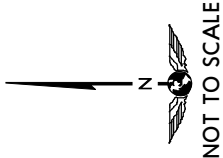
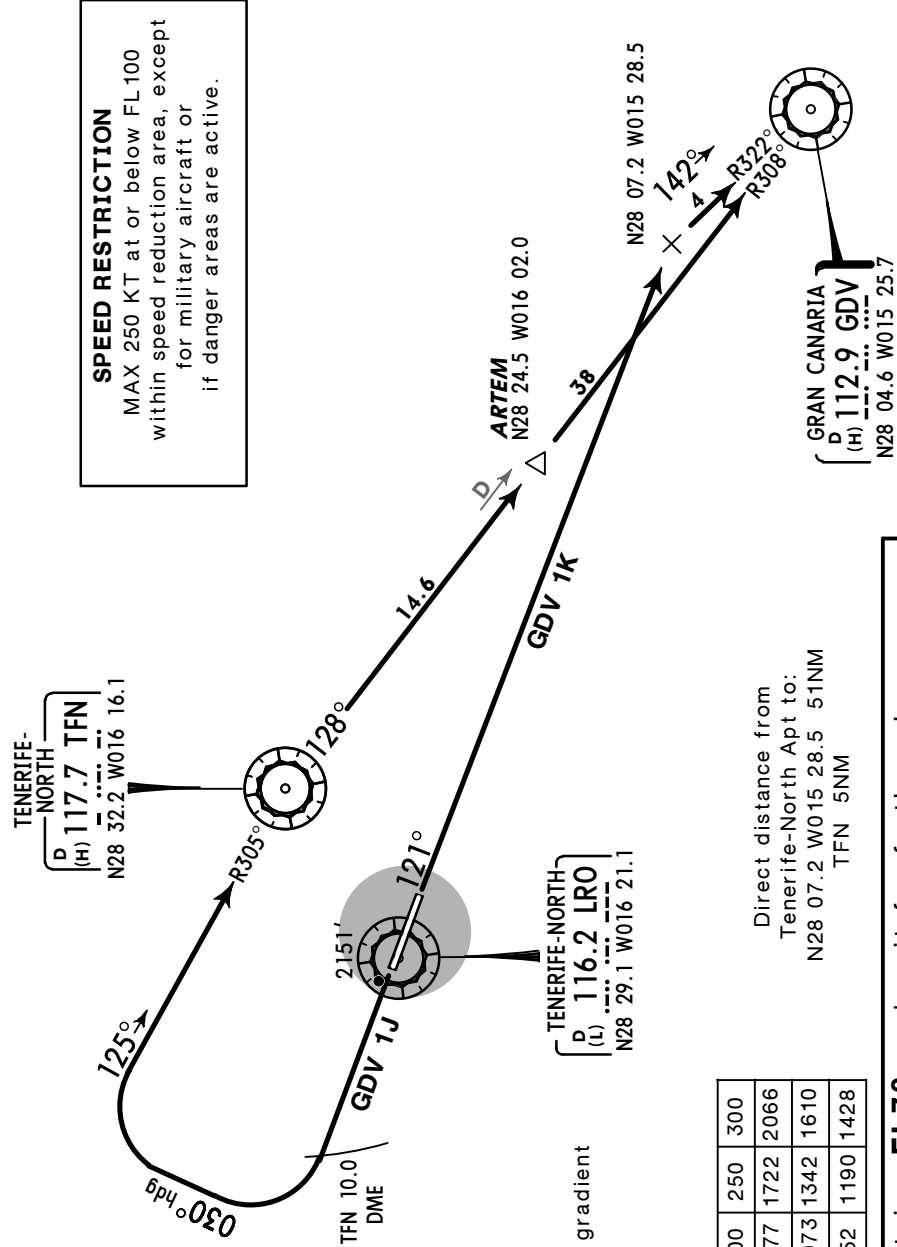
TENERIFE-NORTH, CANARY IS

SID

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.
 3. Overflying DVOR/DME GDV is mandatory in order to assure the standard separation between aircraft.

GRAN CANARIA ONE JULIETT (GDV 1J)
GRAN CANARIA ONE KILO (GDV 1K)
RWYS 30, 12 DEPARTURES



These SIDs require a minimum climb gradient of 4.7% up to
GDV 1J: 2600',
GDV 1K: 3000'.

Initial ATC clearance: Maintain FL70 and wait for further clearance.	
SID	ROUTING
GDV 1J	Climb on runway heading to TFN 10.0 DME, turn RIGHT, 030° heading, intercept TFN R-305 inbound to TFN, TFN R-128 via ARTEM to GDV.
GDV 1K	Climb on LRO R-121, intercept GDV R-322 inbound to GDV.
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'.	

GCXO/TFN
TENERIFE-NORTH

JEPPESSEN
2 JAN 15 20-3C Eff 8 Jan

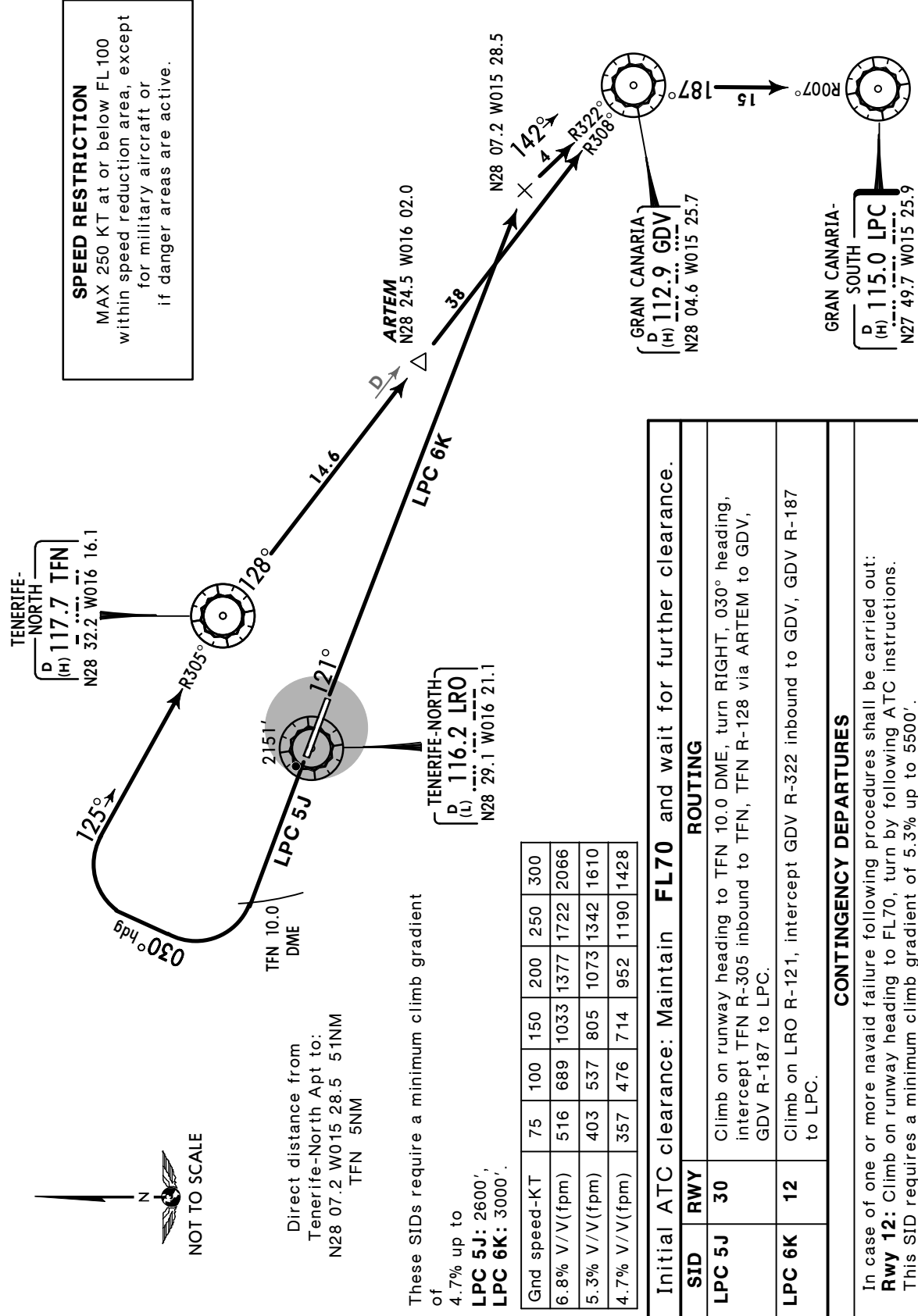
TENERIFE-NORTH, CANARY IS

SID

Apt Elev
2077'

- Trans level: By ATC Trans alt: 6000'
1. RWY 30: EXPECT close-in obstacles.
 2. Overflying DVOR/DME GDV is mandatory in order to assure the standard separation between aircraft.

GRAN CANARIA SOUTH FIVE JULIETT (LPC 5J)
GRAN CANARIA SOUTH SIX KILO (LPC 6K)
RWYS 30, 12 DEPARTURES



GCXO/TFN
TENERIFE-NORTH

12 SEP 14
20-3D Eff 18 Sep

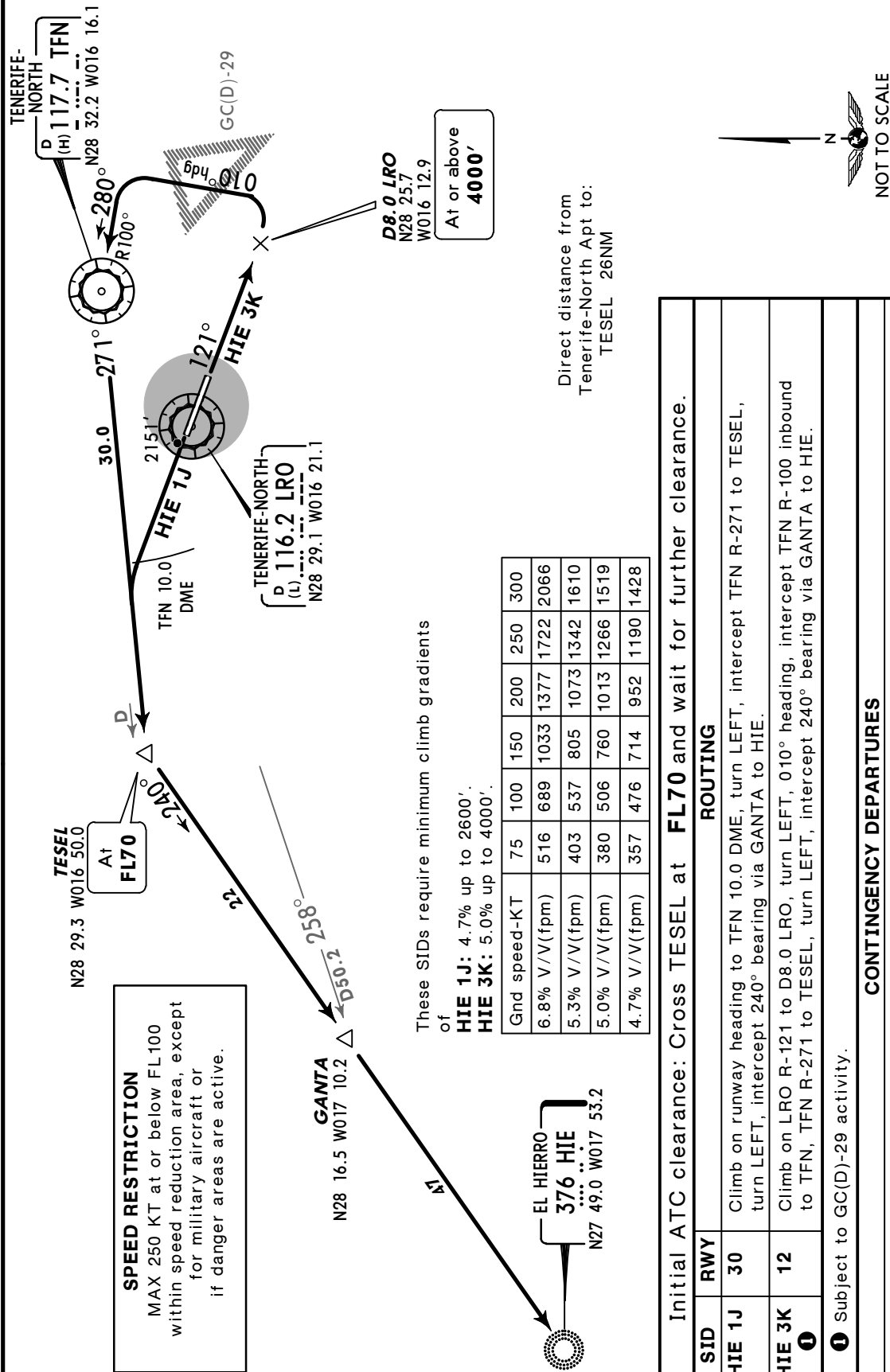
JEPPESEN TENERIFE-NORTH, CANARY IS

SID

Apt Elev
2077'

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

HIERRO ONE JULIETT (HIE 1J)
HIERRO THREE KILO (HIE 3K)
RWYS 30, 12 DEPARTURES



Initial ATC clearance: Cross TESEL at FL70 and wait for further clearance.	
SID	RWY
HIE 1J	30
HIE 3K	12
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'.	

GCXO/TFN
TENERIFE-NORTH

12 SEP 14

20-3E

Eff 18 Sep

SID

KONBA FOUR JULIETT
(KONBA 4J) [KONB4J]
KONBA FIVE KILO
(KONBA 5K) [KONB5K]
RWYS 30, 12 DEPARTURES

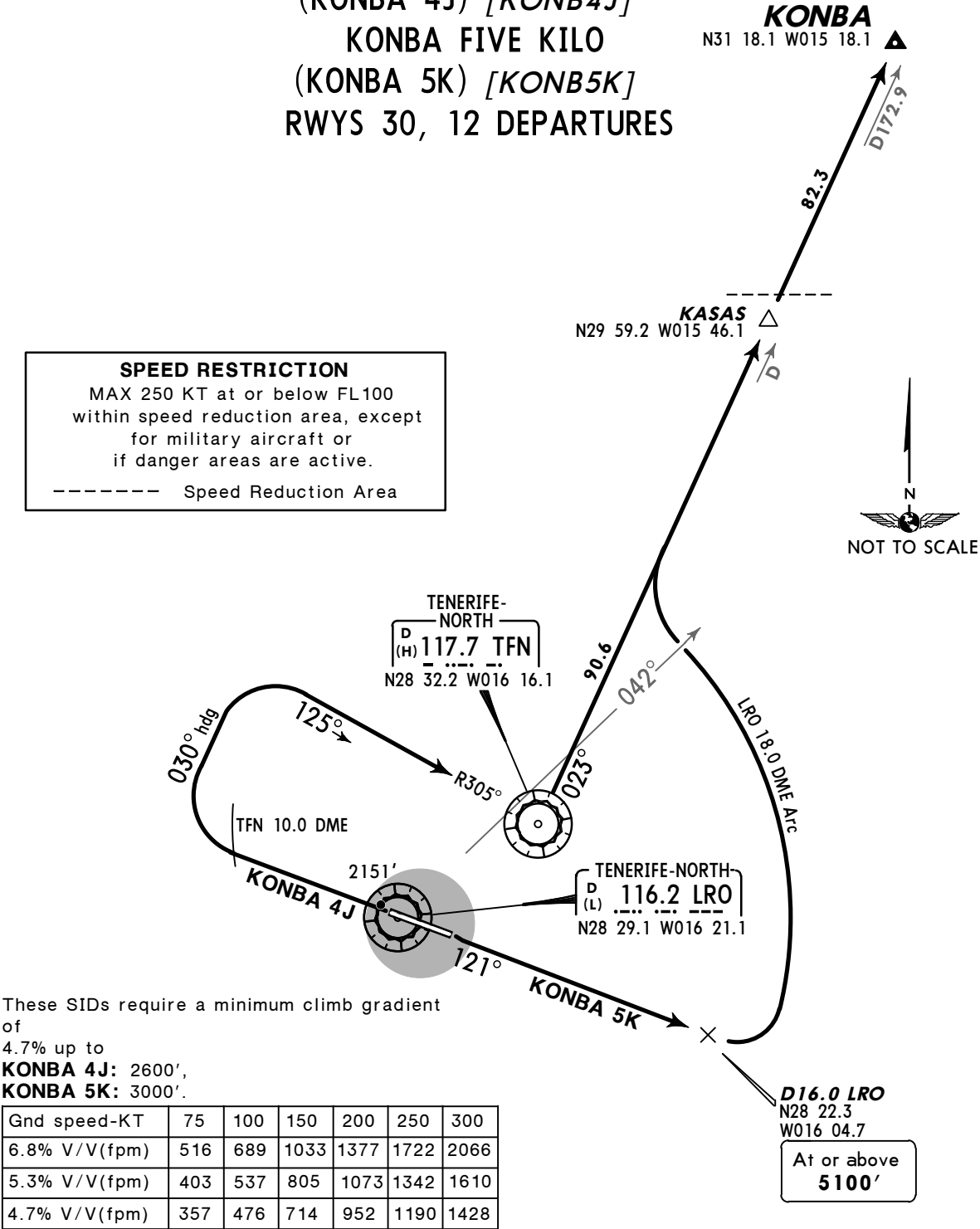
Apt Elev
2077'

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

SPEED RESTRICTION

MAX 250 KT at or below FL100
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 4J: 2600',
KONBA 5K: 3000'.

Initial ATC clearance: Maintain **FL70** and wait for further clearance.

SID	RWY	ROUTING
KONBA 4J	30	Climb on runway heading to TFN 10.0 DME, turn RIGHT, 030° heading, intercept TFN R-305 inbound to TFN, TFN R-023 via KASAS to KONBA.
KONBA 5K	12	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.
This SID requires a minimum climb gradient of 6.8% up to 6500'.

GCXO/TFN
TENERIFE-NORTH

JEPPESSEN
27 FEB 15 (20-3H) Eff 5 Mar

TENERIFE-NORTH, CANARY IS

SID

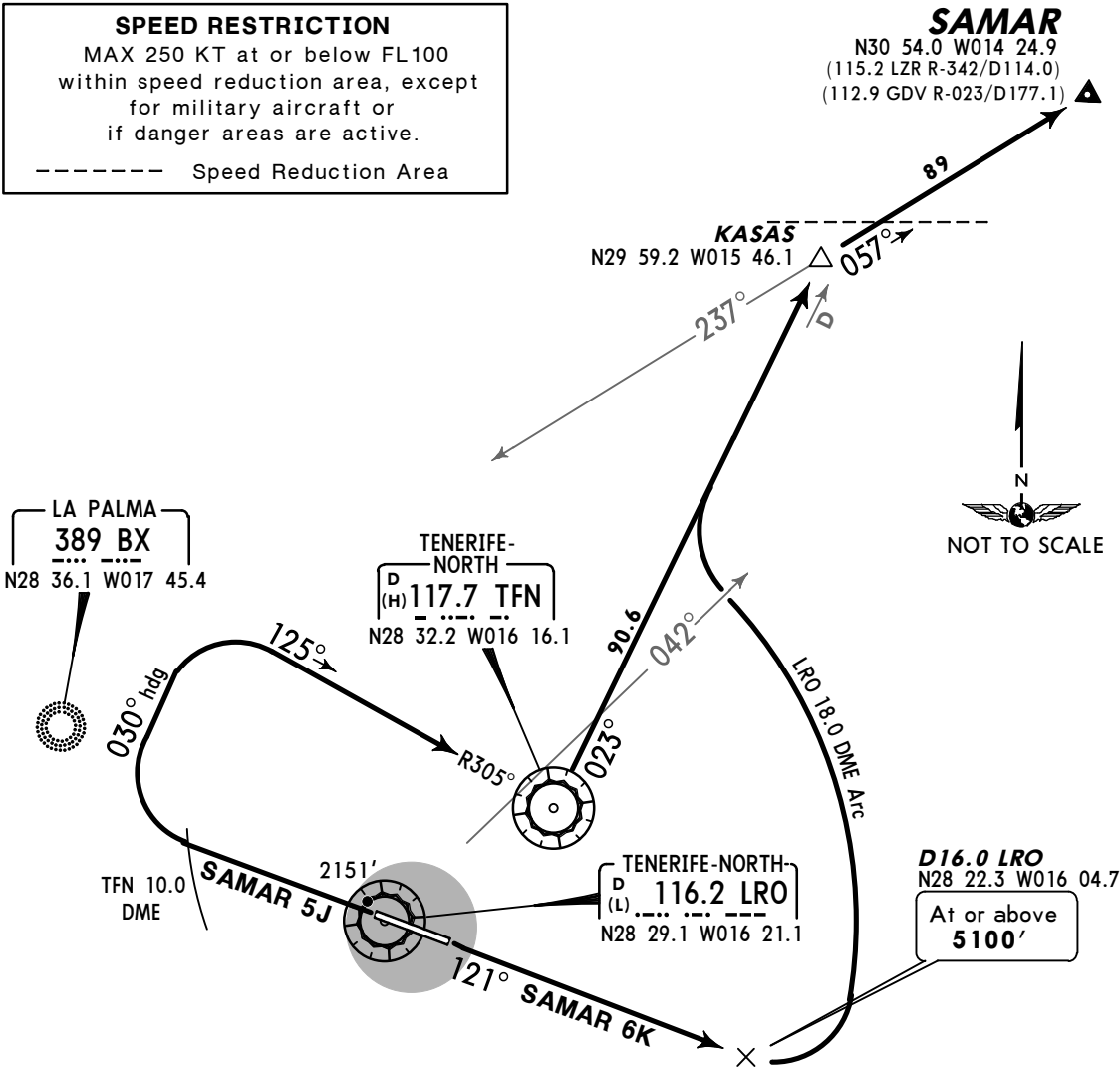
Apt Elev
2077'

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

SAMAR FIVE JULIETT (SAMAR 5J) [SAMA5J]
SAMAR SIX KILO (SAMAR 6K) [SAMA6K]
RWYS 30, 12 DEPARTURES

SPEED RESTRICTION
MAX 250 KT at or below FL100
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 5J: 2600',
SAMAR 6K: 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

Initial ATC clearance: Maintain **FL70** and wait for further clearance.

SID	RWY	ROUTING
SAMAR 5J	30	Climb on runway heading to TFN 10.0 DME, turn RIGHT, 030° heading, intercept TFN R-305 inbound to TFN, TFN R-023 to KASAS, turn RIGHT, intercept 057° bearing from BX to SAMAR.
SAMAR 6K	12	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.
This SID requires a minimum climb gradient of 6.8% up to 6500'.

GCXO/TFN
TENERIFE-NORTH

JEPPESEN
27 FEB 15 20-3J Eff 5 Mar

TENERIFE-NORTH, CANARY IS

SID

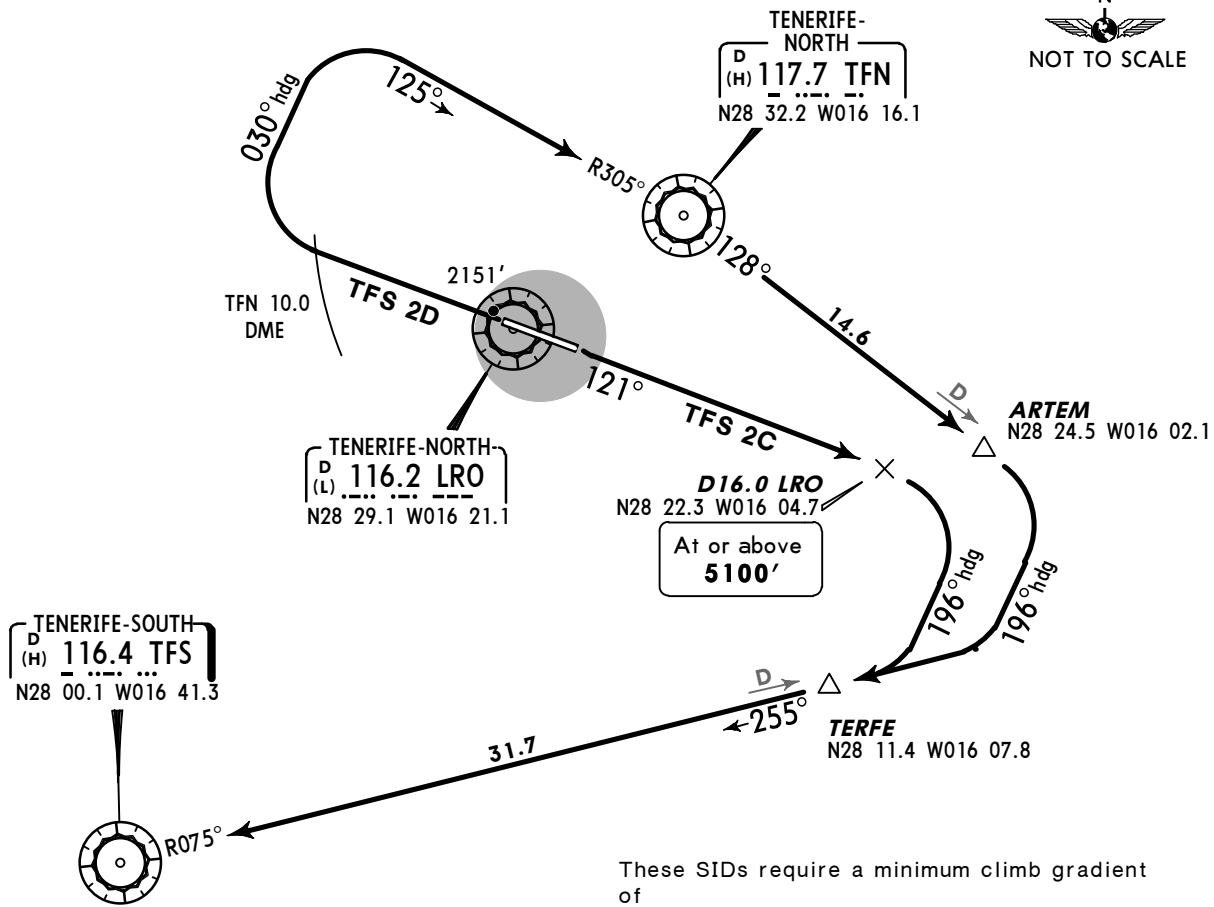
Apt Elev
2077'

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

TENERIFE SUR TWO CHARLIE (TFS 2C)
TENERIFE SUR TWO DELTA (TFS 2D)
RWYS 12, 30 DEPARTURES

SPEED RESTRICTION

MAX 250 KT at or below FL100
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

TFS 2C: 3000',

TFS 2D: 2600'.

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

Initial ATC clearance: Maintain **FL70** and wait for further clearance.

SID	RWY	ROUTING
TFS 2C	12	Climb on LRO R-121 to D16.0 LRO, turn RIGHT, 196° heading, intercept TFS R-075 inbound via TERFE to TFS.
TFS 2D	30	Climb on runway heading to TFN 10.0 DME, turn RIGHT, 030° heading, intercept TFS R-305 inbound to TFN, TFN R-128 to ARTEM, turn RIGHT, 196° heading, intercept TFS R-075 inbound via TERFE to TFS.

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'.

GCXO/TFN
TENERIFE-NORTH

JEPPESSEN
12 SEP 14 (20-3K) Eff 18 Sep

TENERIFE-NORTH, CANARY IS

SID

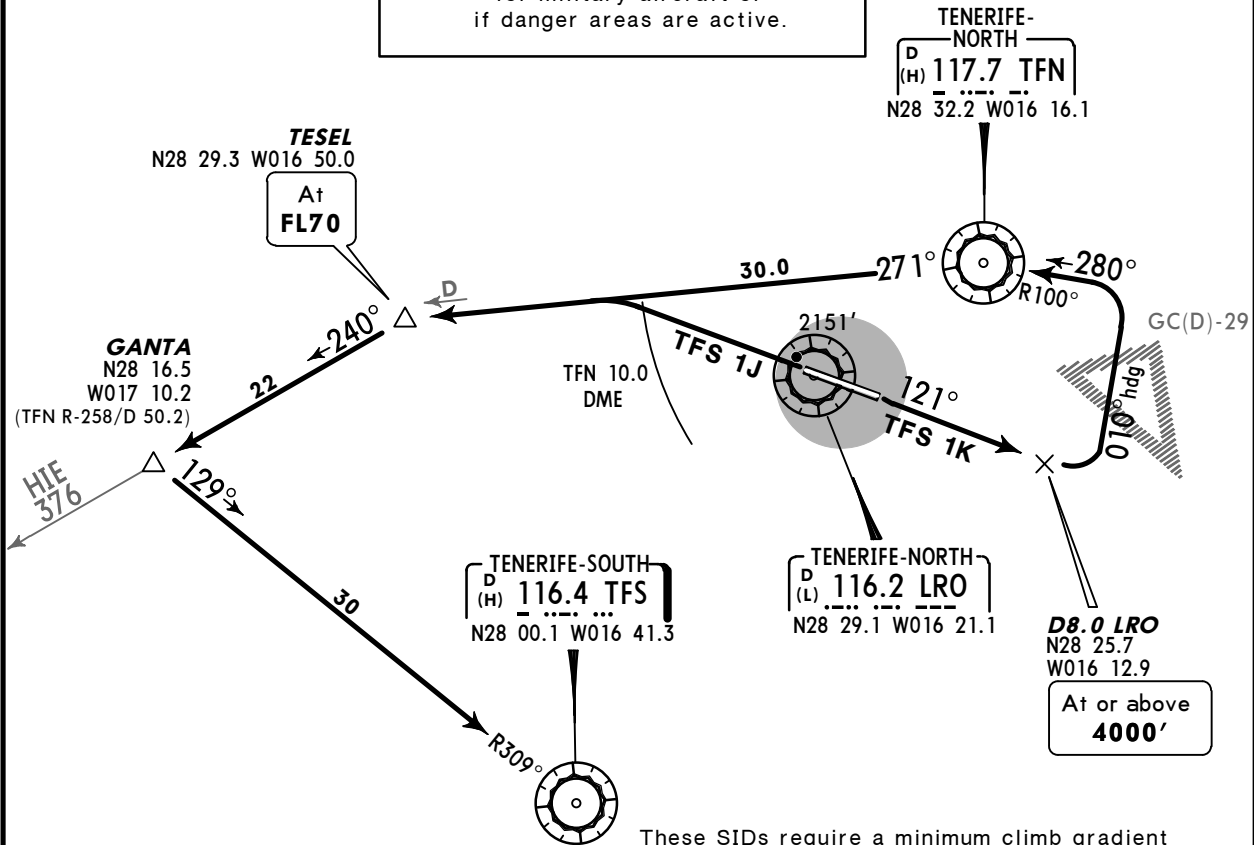
Apt Elev
2077'

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

TENERIFE SUR ONE JULIETT (TFS 1J)
TENERIFE SUR ONE KILO (TFS 1K)
RWYS 30, 12 DEPARTURES

SPEED RESTRICTION

MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.



These SIDs require a minimum climb gradient of

TFS 1J: 4.7% up to 2600',
TFS 1K: 5.0% 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
5.0% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

Initial ATC clearance:
TFS 1J: Maintain FL70 and wait for further clearance.
TFS 1K: Cross TESEL at FL70 and wait for further clearance.

SID	RWY	ROUTING
TFS 1J	30	Climb on runway heading to TFN 10.0 DME, turn LEFT, intercept TFN R-271° to TESEL, turn LEFT, intercept 240° bearing towards HIE to GANTA, turn LEFT, intercept TFS R-309° inbound to TFS.
TFS 1K	12	Climb on LRO R-121 to D8.0 LRO, turn LEFT, 010° heading, intercept TFN R-100 inbound to TFN, TFN R-271° to TESEL, turn LEFT, intercept 240° bearing towards HIE to GANTA, turn LEFT, intercept TFS R-309° inbound to TFS.

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'.

GCXO/TFN
TENERIFE-NORTH

JEPPESSEN
12 SEP 14 20-3L Eff 18 Sep

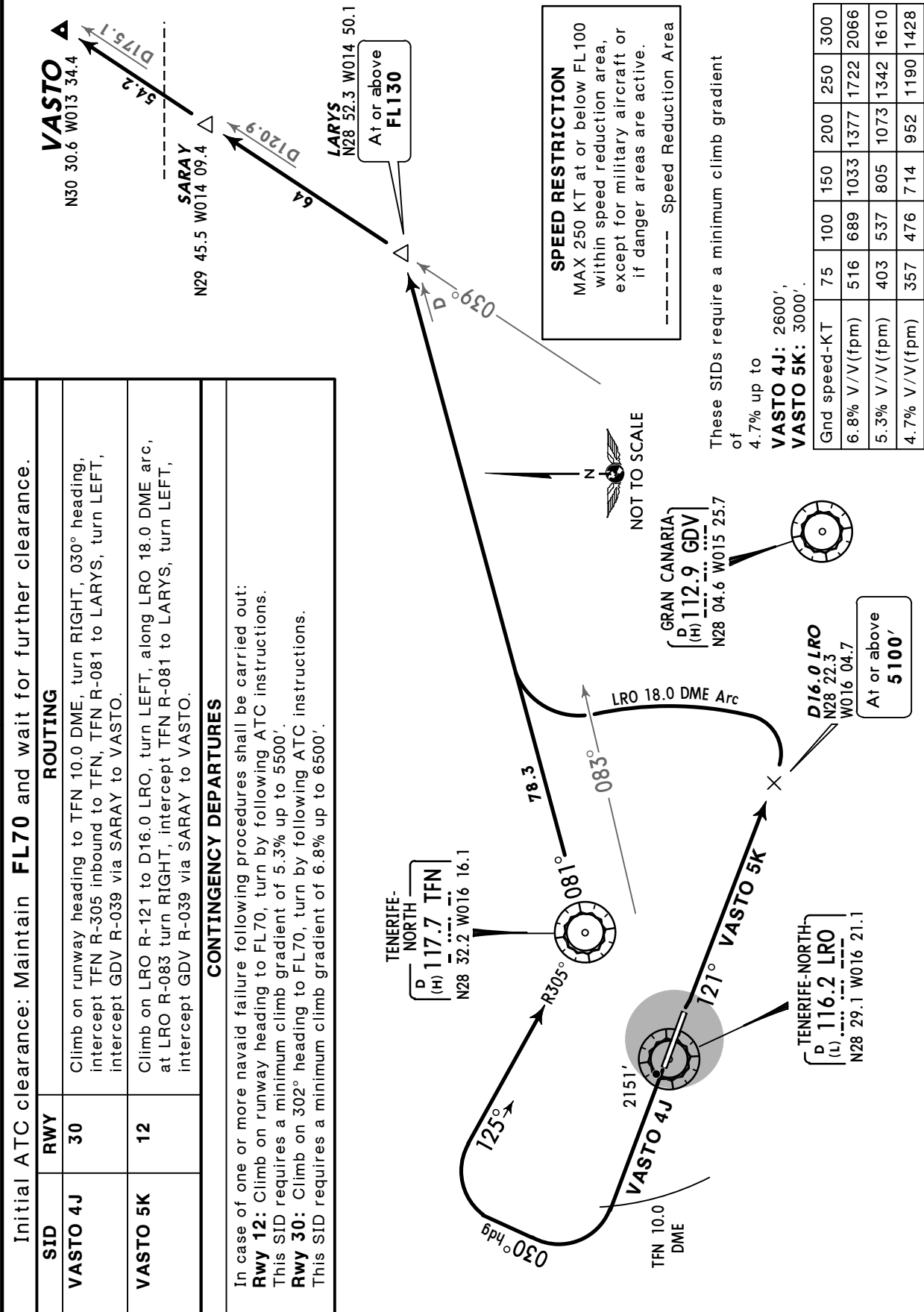
TENERIFE-NORTH, CANARY IS

SID

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.

VASTO FOUR JULIETT (VASTO 4J) [VAST4J]
VASTO FIVE KILO (VASTO 5K) [VAST5K]
RWYS 30, 12 DEPARTURES



GCXO/TFN

Apt Elev **2077'**
N28 29.0 W016 20.5



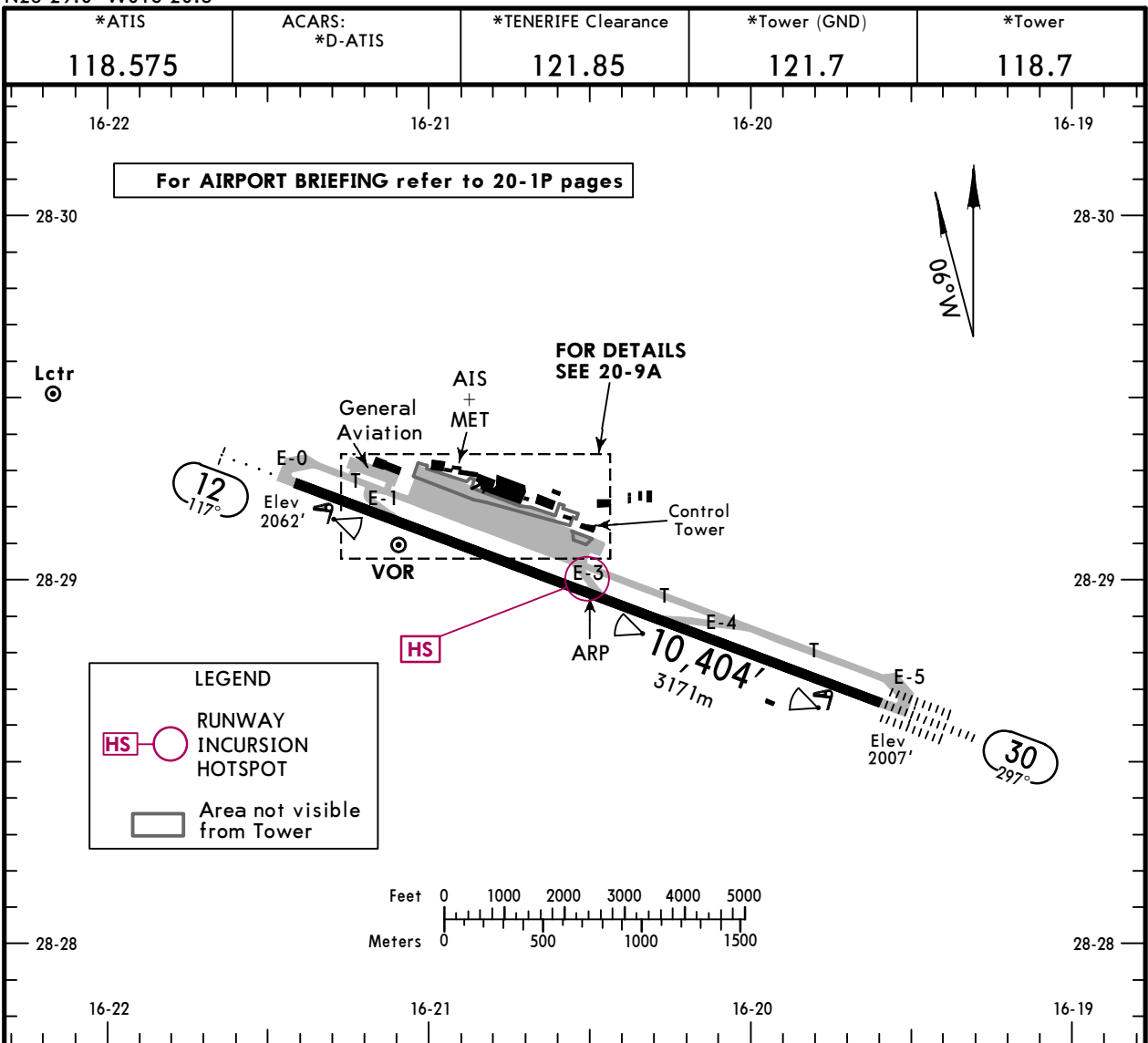
1 JAN 16

20-9

Eff 7 Jan

JEPPESSEN TENERIFE-NORTH, CANARY IS

TENERIFE-NORTH



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
12	HIRL(50m) CL(15m) HIALS PAPI(3.0°) RVR					9432' 2875m	1	148'
30	HIRL(50m) CL(15m) HIALS-II TDZ PAPI(3.0°) RVR					9500' 2896m		45m

1 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)

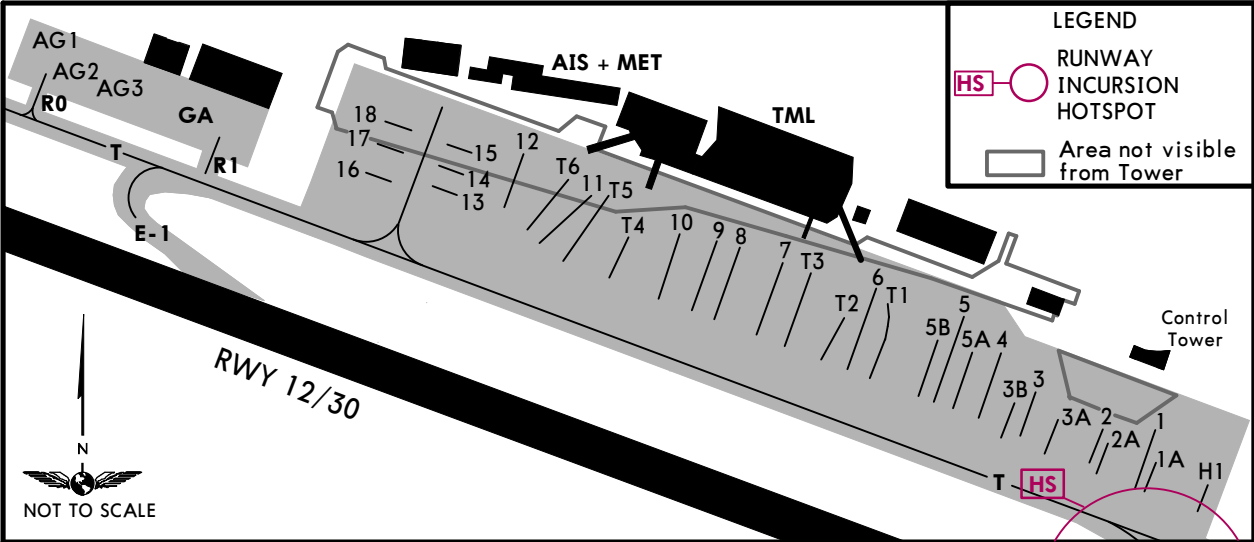
twy E-4 int

6253' (1906m)

Standard TAKE-OFF 1						
LVP must be in Force						
Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
HIRL, CL & mult. RVR req						
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

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JEPPESEN TENERIFE-NORTH, CANARY IS
1 JAN 16 20-9A Eff 7 Jan TENERIFE-NORTH



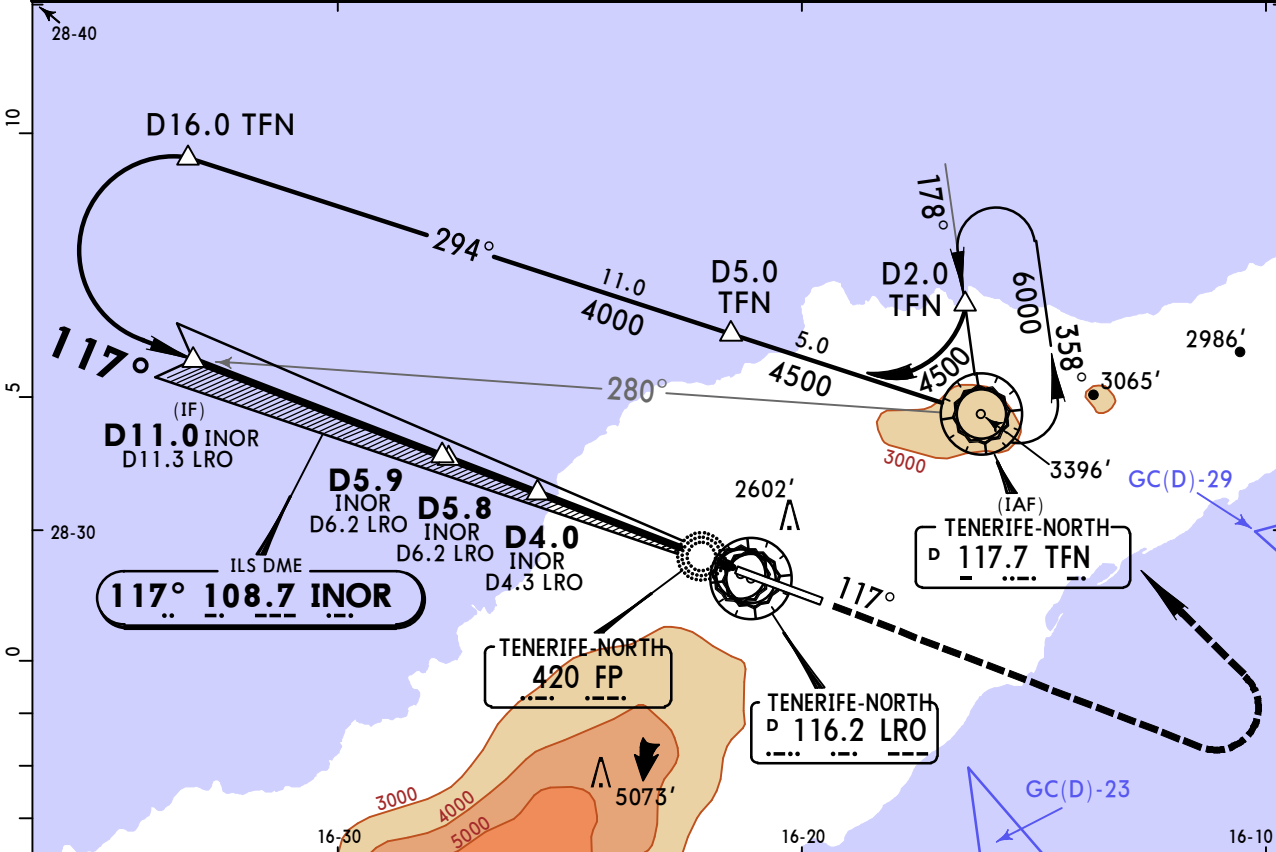
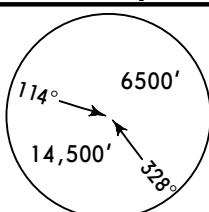
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 2A	N28 29.1 W016 20.5	H1	N28 29.1 W016 20.5
3 thru 4	N28 29.1 W016 20.6	L1, L2	N28 29.3 W016 21.0
5	N28 29.2 W016 20.6	T1 thru T3	N28 29.2 W016 20.7
5A, 5B	N28 29.1 W016 20.6	T4	N28 29.2 W016 20.8
6	N28 29.2 W016 20.7	T5, T6	N28 29.2 W016 20.9
7 thru 10	N28 29.2 W016 20.8		
11	N28 29.2 W016 20.9		
12	N28 29.3 W016 20.9		
13	N28 29.2 W016 21.0		
14 thru 18	N28 29.3 W016 21.0		

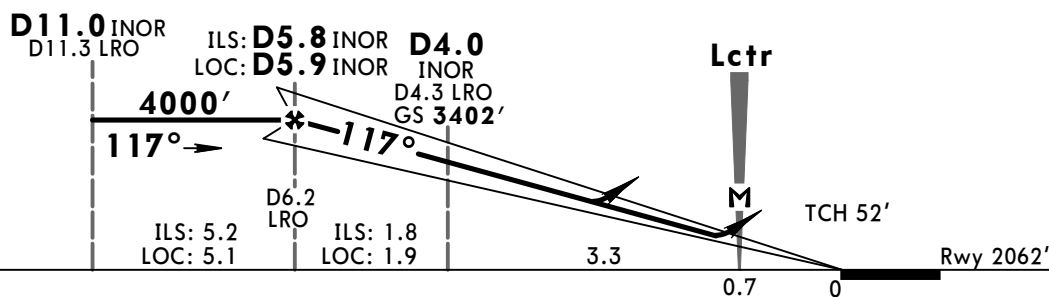
GCXO/TFN
TENERIFE-NORTH

JEPPESSEN TENERIFE-NORTH, CANARY IS
30 OCT 15 **(21-1)** **Eff 12 Nov** **ILS Z or LOC Rwy 12**

*D-ATIS 118.575	*TENERIFE Approach (R) 124.8	*TENERIFE Tower 118.7	*Ground 121.7
LOC INOR 108.7	Final Apch Crs 117°	GS D4.0 INOR 3402' (1340')	ILS DA(H) Refer to Minimums Apt Elev 2077' Rwy 2062'
MISSED APCH: Climb on 117° from Lctr to 6000', then turn LEFT direct to VOR and join holding.			
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 ALTITUDE	5.0 3750'	4.0 3430'	3.0 3100'
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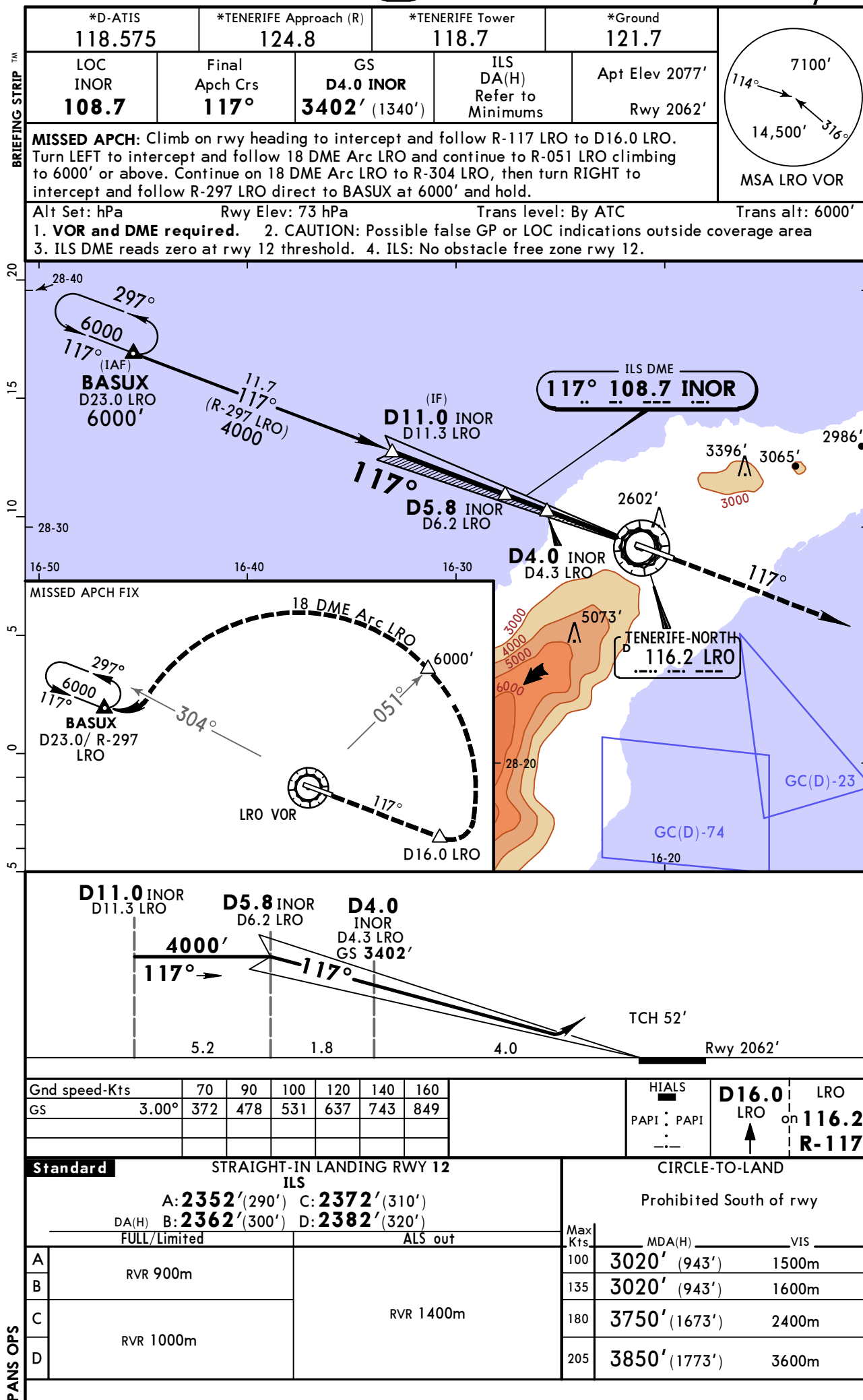
Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at Lctr							

HIALS	6000'	117°
PAPI	PAPI	from FP
		420

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
DA(H)		LOC (GS out)		Prohibited South of rwy	
A: 2352' (290')		C: 2372' (310')			
B: 2362' (300')		D: 2382' (320')			
FULL/Limited		DA(H) 2920' (858')			
ALS out		ALS out			
A	RVR 900m	RVR 1500m		Max Kts	MDA(H) VIS
B				100	3020' (943') 1500m
C				135	3020' (943') 1600m
D				180	3750' (1673') 2400m
				205	3850' (1773') 3600m

GCXO/TFN
TENERIFE-NORTH

JEPPESSEN TENERIFE-NORTH, CANARY IS
30 OCT 15 **(21-2)** **Eff 12 Nov**
ILS Y Rwy 12



GCX0/TFN

TENERIFE-NORTH

30 OCT 15

(21-3)

Eff 12 Nov

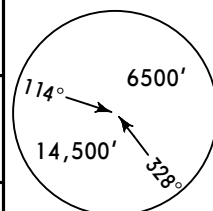
ILS Z or LOC Rwy 30

*D-ATIS	*TENERIFE Approach (R)	*TENERIFE Tower	*Ground
118.575	124.8	118.7	121.7
LOC ITF	Final Apch Crs	GS D4.0 ITF	ILS DA(H) Refer to Minimums
110.3	297°	3350' (1343')	Apt Elev 2077' Rwy 2007'

MISSED APCH: Climb STRAIGHT AHEAD to FP Lctr, then climb on 297° to 5500', then turn RIGHT direct to VOR and hold at 6000'.

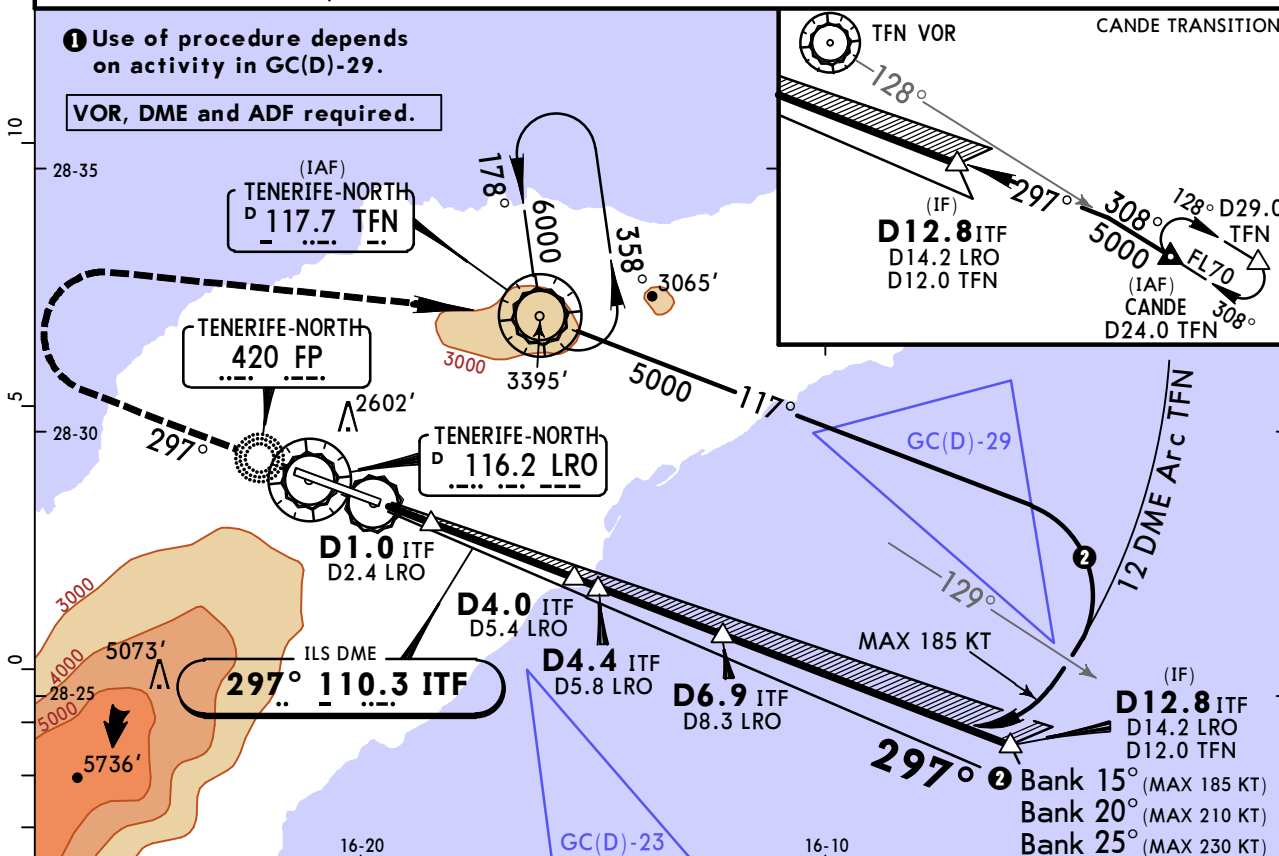
Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC Trans alt: 6000'

ILS DME reads zero at rwy 30 threshold.

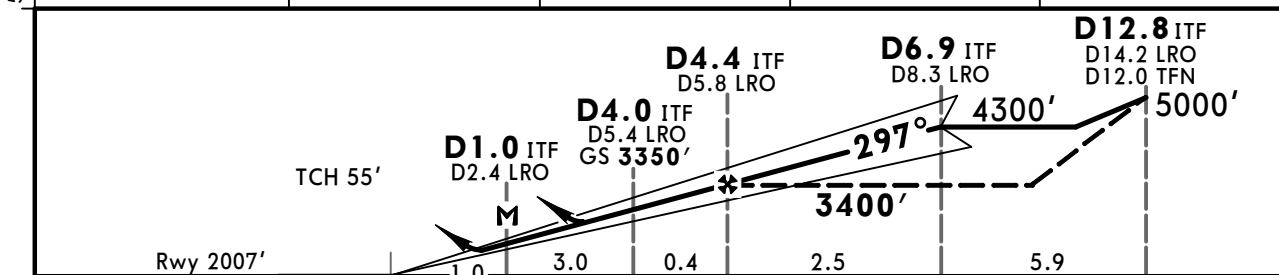


Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC Trans alt: 6000'

ILS DME reads zero at rwy 30 threshold.



LOC (GS out)	ITF DME	2.0	3.0	4.0
	ALTITUDE	2690'	3010'	3330'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	FP	5500'	on 297°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	420		
MAP at D1.0 ITF/D2.4 LRO										

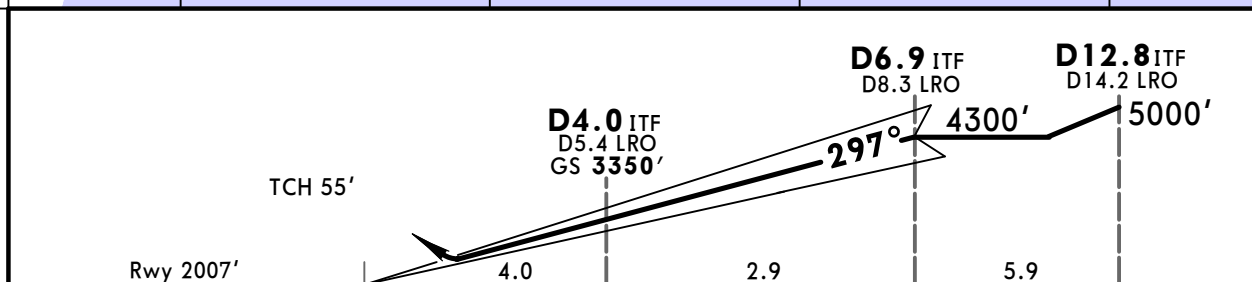
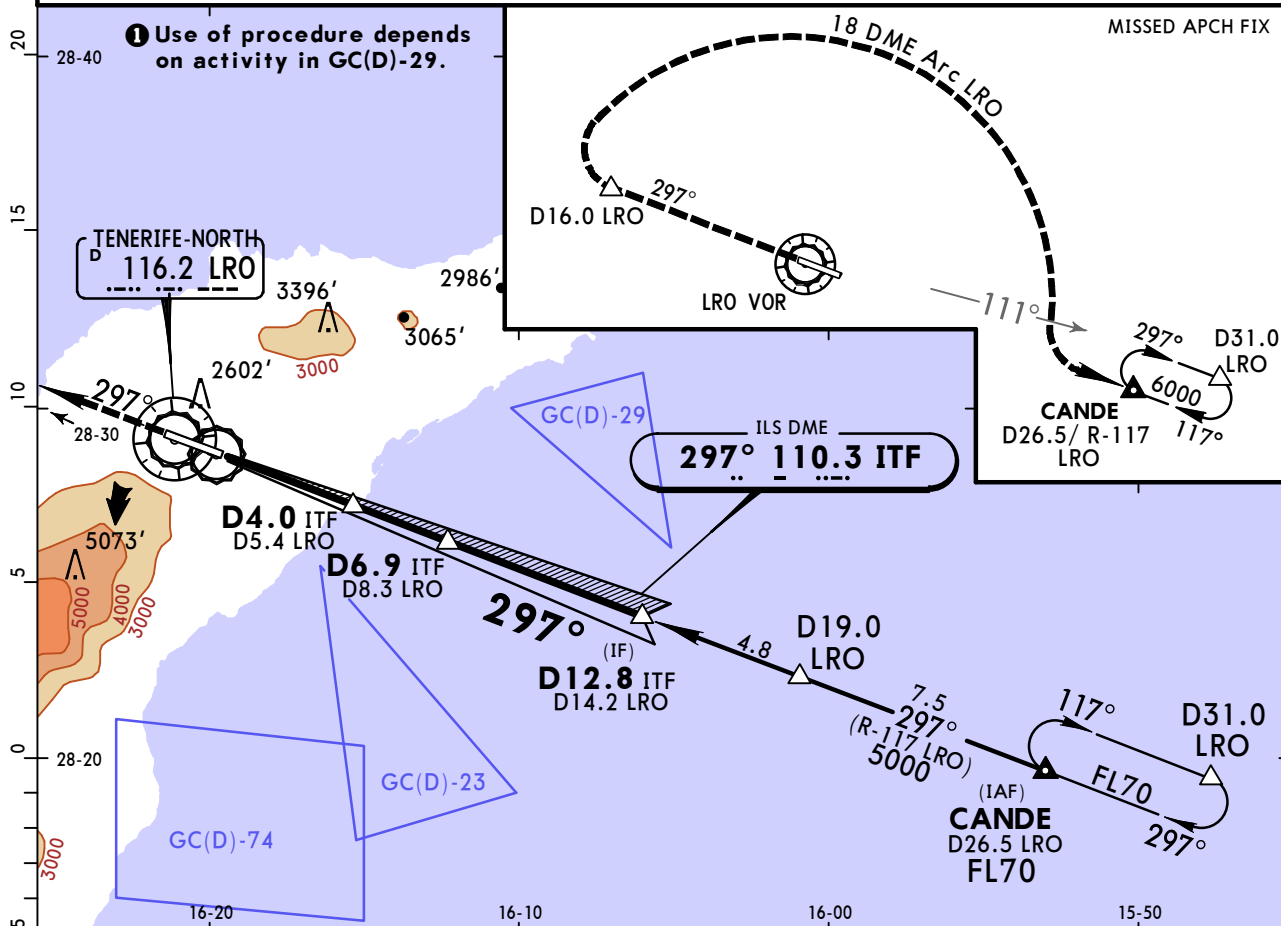
STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
DA(H)		LOC (GS out)		Prohibited South of rwy			
A: 2423' (416') C: 2443' (436')		DA(H) 2650' (643')					
B: 2435' (428') D: 2454' (447')							
FULL/Limited		ALS out					
A	RVR 1500m	RVR 1500m		Max Kts	MDA(H)	VIS	
B				100	3020' (943')	1500m	
C	RVR 1600m	RVR 2000m		135	3020' (943')	1600m	
D	RVR 1700m	CMV 2100m	CMV 2400m		180	3750' (1673')	2400m
					205	3850' (1773')	3600m

GCXO/TFN
TENERIFE-NORTH

JEPPESSEN TENERIFE-NORTH, CANARY IS
30 OCT 15 **(21-4)** **Eff 12 Nov** **ILS Y Rwy 30**

BRIEFING STRIP™

*D-ATIS		*TENERIFE Approach (R)		*TENERIFE Tower		*Ground		7100' 114° 14,500' 316° MSA LRO VOR
118.575		124.8		118.7		121.7		
LOC ITF	Final Apch Crs	GS D4.0 ITF	ILS DA(H) Refer to Minimums		Apt Elev 2077'			
110.3	297°	3350' (1343')		Rwy 2007'				
MISSED APCH: Climb on rwy heading to intercept and follow R-297 LRO to D16.0 LRO. Turn RIGHT to intercept and follow 18 DME Arc LRO and continue to R-111 LRO, then turn LEFT to intercept and follow R-117 LRO direct to CANDE at FL70 and hold.								
Alt Set: hPa		Rwy Elev: 71 hPa		Trans level: By ATC		Trans alt: 6000'		
1. VOR and DME required. 2. ILS DME reads zero at rwy 30 threshold.								



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II	D16.0 LRO	LRO on 116.2
PAPI	PAPI	R-297

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
ILS			Prohibited South of rwy		
A: 2423' (416') C: 2443' (436')					
B: 2435' (428') D: 2454' (447')					
FULL/Limited			ALS out		
A	RVR 1500m		Max Kts	MDA(H)	VIS
B			100	3020' (943')	1500m
C	RVR 1600m	RVR 2000m	135	3020' (943')	1600m
D	RVR 1700m	CMV 2100m	180	3750' (1673')	2400m
			205	3850' (1773')	3600m

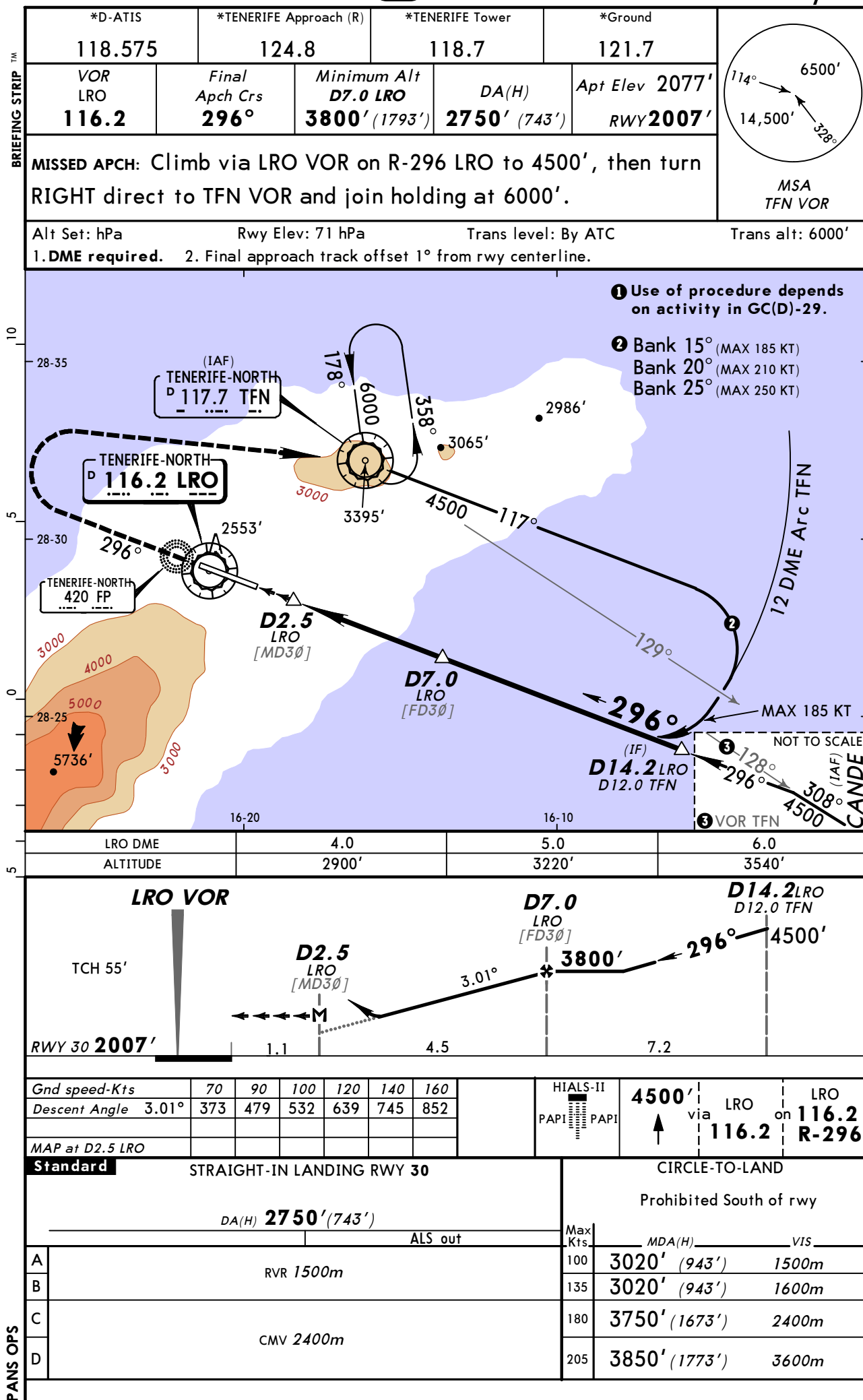
CHANGES: New procedure.

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GCXO/TFN
TENERIFE-NORTH

26 SEP 14 **(23-1)**

JEPPESSEN TENERIFE-NORTH, CANARY IS
VOR Rwy 30

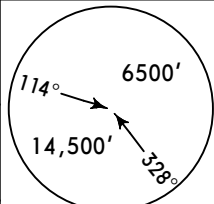


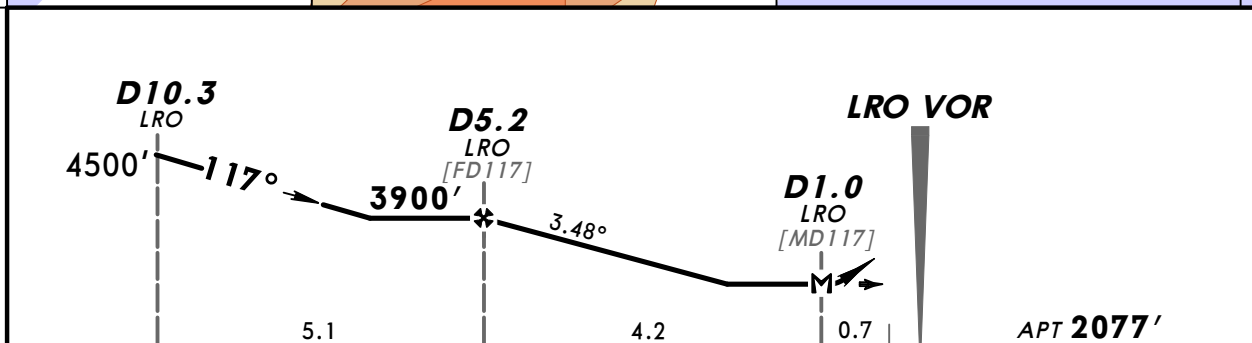
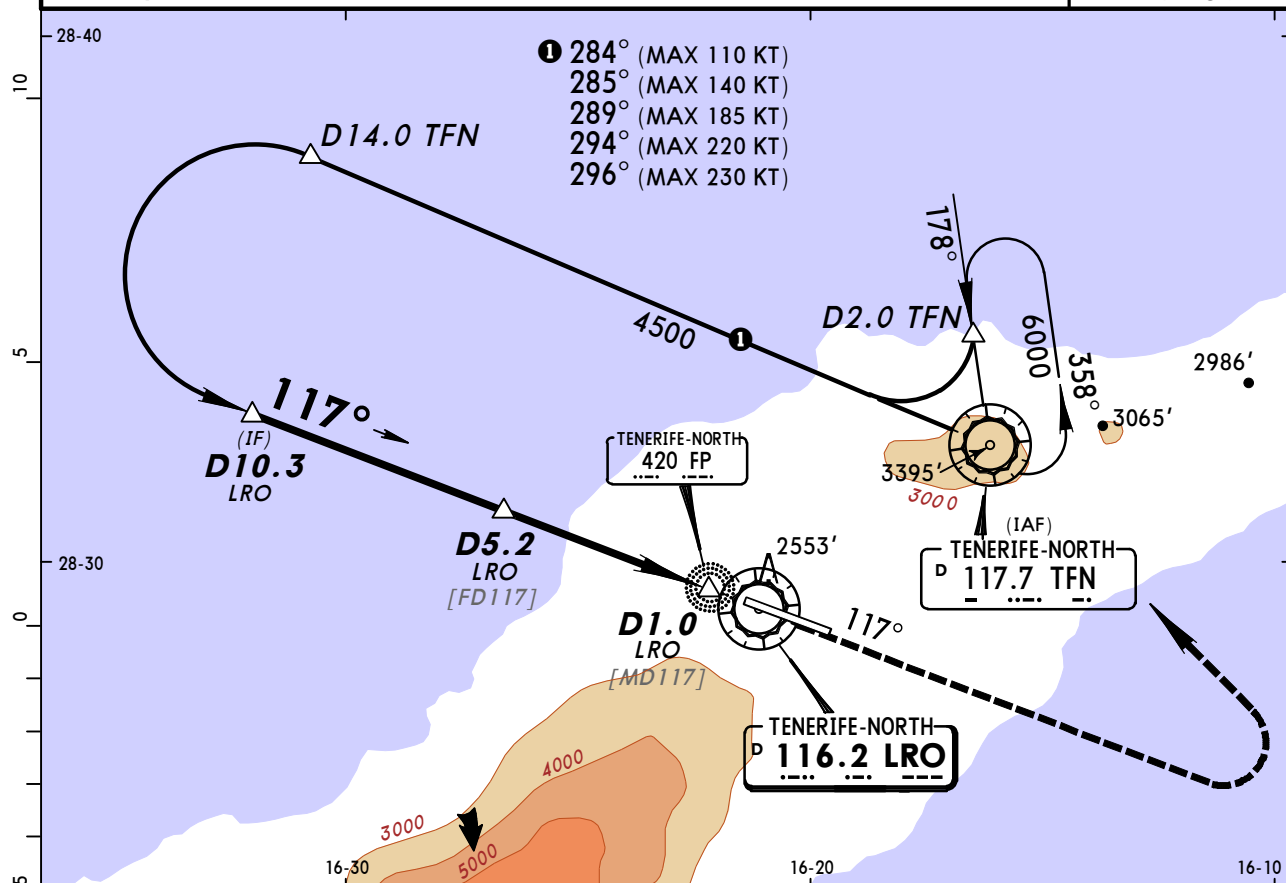
GCX0/TFN TENERIFE-NORTH

JEPPESSEN TENERIFE-NORTH, CANARY IS VOR

26 SEP 14 (23-2)

BRIEFING STRIP™

*D-ATIS 118.575		*TENERIFE Approach (R) 124.8		*TENERIFE Tower 118.7		*Ground 121.7				
VOR LRO 116.2		Final Aptch Crs 117°		Minimum Alt D5.2 LRO 3900' (1823')		MDA(H) Refer to Minimums		Apt Elev 2077'		
MISSED APCH: Climb via LRO VOR on R-117 LRO to 6000', then turn LEFT direct to TFN VOR and join holding.										
Alt Set: hPa		Apt Elev: 74 hPa		Trans level: By ATC		Trans alt: 6000'				
DME required.										
MSA TFN VOR										



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.48°	431	554	616	739	862	985
MAP at D1.0 LRO						

Lighting -
Refer to
Airport
Chart

6000' via LRO on 116.2 R-117
116.2

Standard		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
				Prohibited South of rwy	
PANS OPS	A	NOT AUTHORIZED		Max Kts	MDA(H) VIS
	B			100	3020' (943') 1500m
	C			135	3020' (943') 1600m
	D			180	3750' (1673') 2400m
				205	3850' (1773') 3600m

CHANGES: None.

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Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TENERIFE-NORTH, (TENERIFE-NORTH - GCXO)				
REV	AIRPORT BRIEFING (GEN)	20-1P	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	20-1P1	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	20-1P2	01 Jan 2016	07 Jan 2016
REV	AIRPORT, AIRPORT INFO, TA...	20-9	01 Jan 2016	07 Jan 2016
REV	PARKING STANDS AND COORDS	20-9A	01 Jan 2016	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCXO

Type: Terminal

Effectivity: Temporary

Begin Date: 20150108

End Date: 20160107

Until 7 JAN 16: Works in progress to remove Twy E-2 (Phase 1) and rename Twys E-0 to E-1 and E-1 to E-2 (Phase 2).

Type: Terminal

Effectivity: Temporary

Begin Date: 20160107

End Date: 20160428

From 7 JAN 16: Works in progress to rename Twys E-0 to E-1 and E-1 to E-2.