

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For GCXO

Terminal Charts For GCXO

Revision Letter For Cycle 13-2016

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: 5.0° 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: 0608 Z  
Sunset: 2005 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 North Tower: 121.700  
Tenerife North Tower: 25.780 Military  
Tenerife North Tower: 118.700  
Tenerife North Tower: 120.000 Secondary  
Tenerife North Tower: 121.850  
Tenerife North Approach: 128.850 Secondary  
Tenerife North Approach: 124.800

**GCXO/TFN**  
**TENERIFE-NORTH**

1 JAN 16

**JEPPesen**

20-1P

Eff 7 Jan

**AIRPORT BRIEFING**

**TENERIFE-NORTH, CANARY IS**

## 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.

**GCXO/TFN**  
**TENERIFE-NORTH**

1 JAN 16

**JEPPesen**

**20-1P1**

**Eff 7 Jan**

**AIRPORT BRIEFING**

**TENERIFE-NORTH, CANARY IS**

## **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  
TENERIFE-NORTH

1 JAN 16

JEPPesen

(20-1P2)

Eff 7 Jan

TENERIFE-NORTH, CANARY IS  
**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.

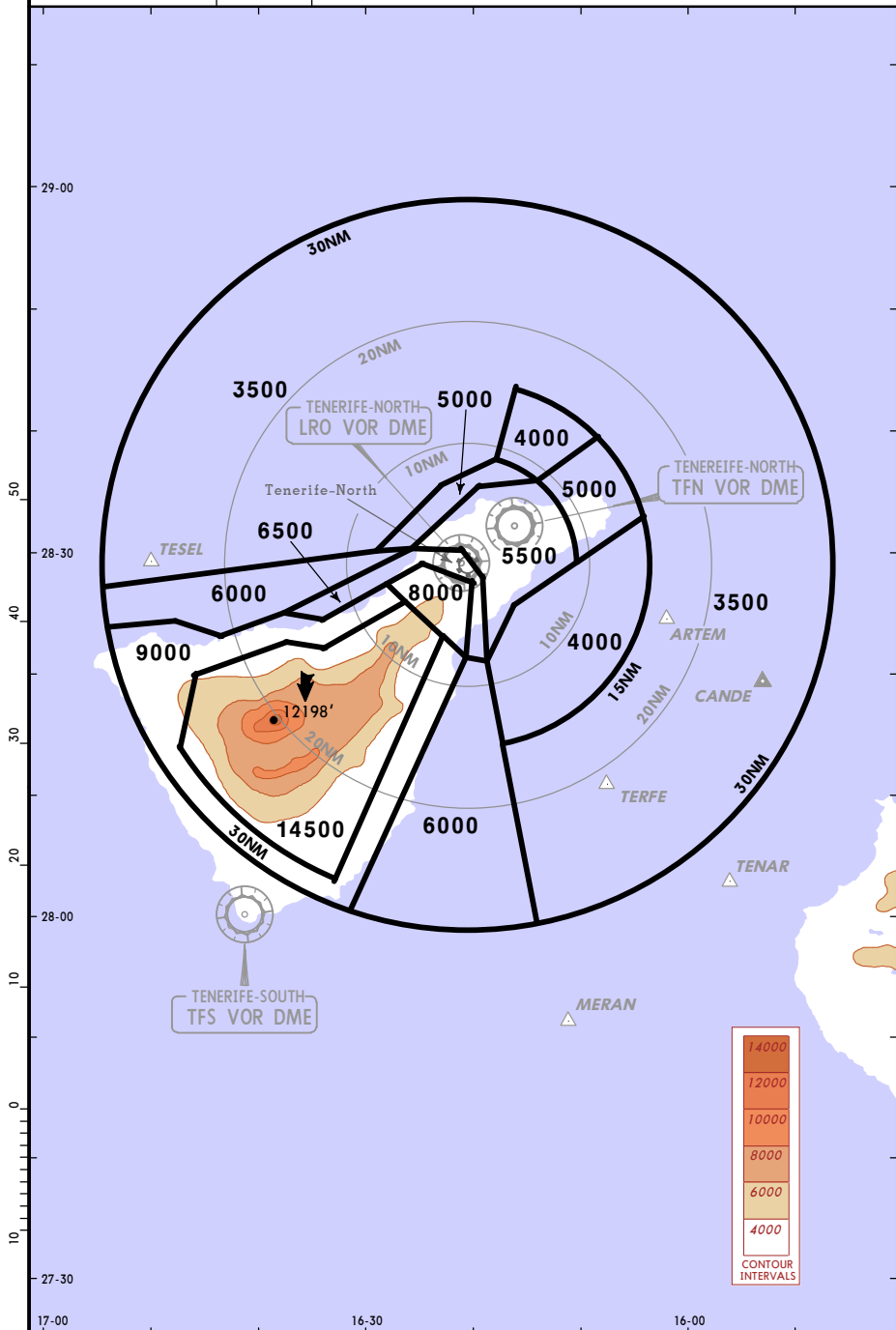
GCXO/TFN  
TENERIFE-NORTH

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

\*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.



CHANGES: Sectors & altitudes completely revised; chart redrawn.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

GCXO/TFN  
TENERIFE-NORTH

22 JAN 16

20-2

Eff 4 Feb

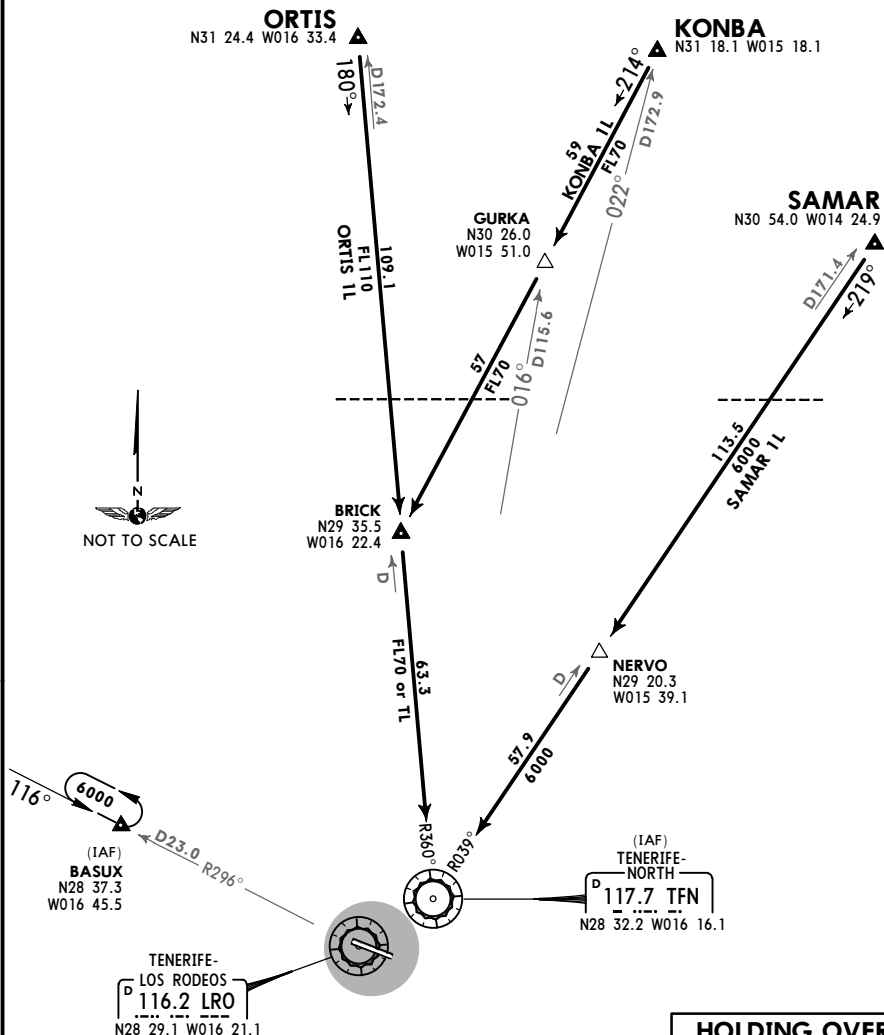
STAR

\*D-ATIS  
118.575

Apt Elev  
2077'

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

KONBA 1L [KONB1L]  
ORTIS 1L [ORTI1L]  
SAMAR 1L [SAMA1L]  
RWYS 12, 30



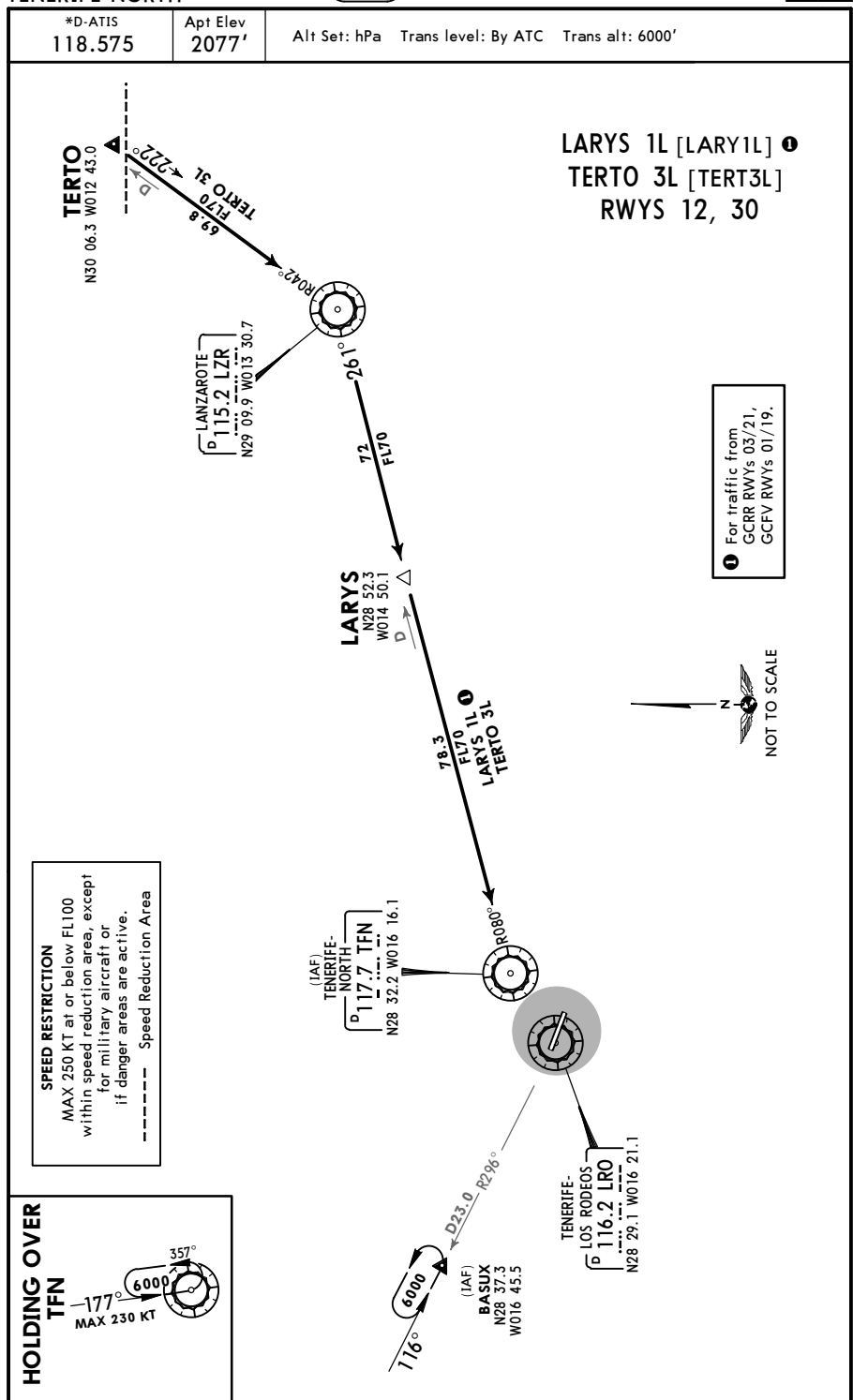
HOLDING OVER  
TFN



GCXO/TFN  
TENERIFE-NORTH

JEPPESEN TENERIFE-NORTH, CANARY IS  
22 JAN 16 (20-2A) Eff 4 Feb

STAR







GCXO/TFN  
TENERIFE-NORTH

15 APR 16

(20-2D)

Eff 28 Apr

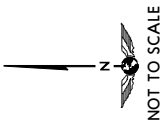
STAR

JEPPESEN TENERIFE-NORTH, CANARY IS

\*D-ATIS  
118.575

Apt Elev  
2077'

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



RUSIK  
D63.7 FUE  
N28 54.4  
W012 49.0

RUSIK 2L [RUSI2L] ①  
RWYS 12, 30

RUSIK 1M [RUSI1M] ②  
RWYS 12, 30 RNAV

LANZAROTE  
D115.2 LZR  
N29 10.0 W013 30.6

FUERTEVENTURA  
DME (108.0) FUE  
N28 22.9 W013 52.0  
397 FV  
N28 23.0 W013 52.0

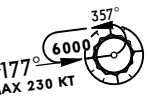
SPEED RESTRICTION

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

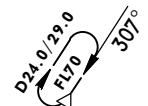
① Overlying DVOR/DME GDV is mandatory in order to assure the standard separation between aircraft.

② B-RNAV equipment required.

TFN



HOLDINGS OVER CANDE



TEMPORARY PROCEDURES  
REFER ALSO TO LATEST NOTAMS

(IAF) TENERIFE-NORTH  
D117.7 TFN  
N28 32.2 W016 16.1

(IAF) CANDE  
D24.0 D  
R127°  
N28 19.4 W015 53.1

(IAF) LOS RODEOS  
D116.2 LRO  
N28 29.1 W016 21.1

(IAF) BASUX  
N28 37.3 W016 43.5

BETAN  
D20.5 FUE  
N28 24.6 W014 15.1

GRAN CANARIA  
D112.9 GDV  
N28 04.6 W015 25.7

LARYS  
N28 50.3 W014 50.1

78.3  
FL70

66  
FL70

261°

251°

280°  
FL70

106  
FL110  
RUSIK 1M

63.7  
FL70  
RUSIK 2L





GCXO/TFN  
TENERIFE-NORTH

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

TENERIFE-NORTH, CANARY IS  
SID

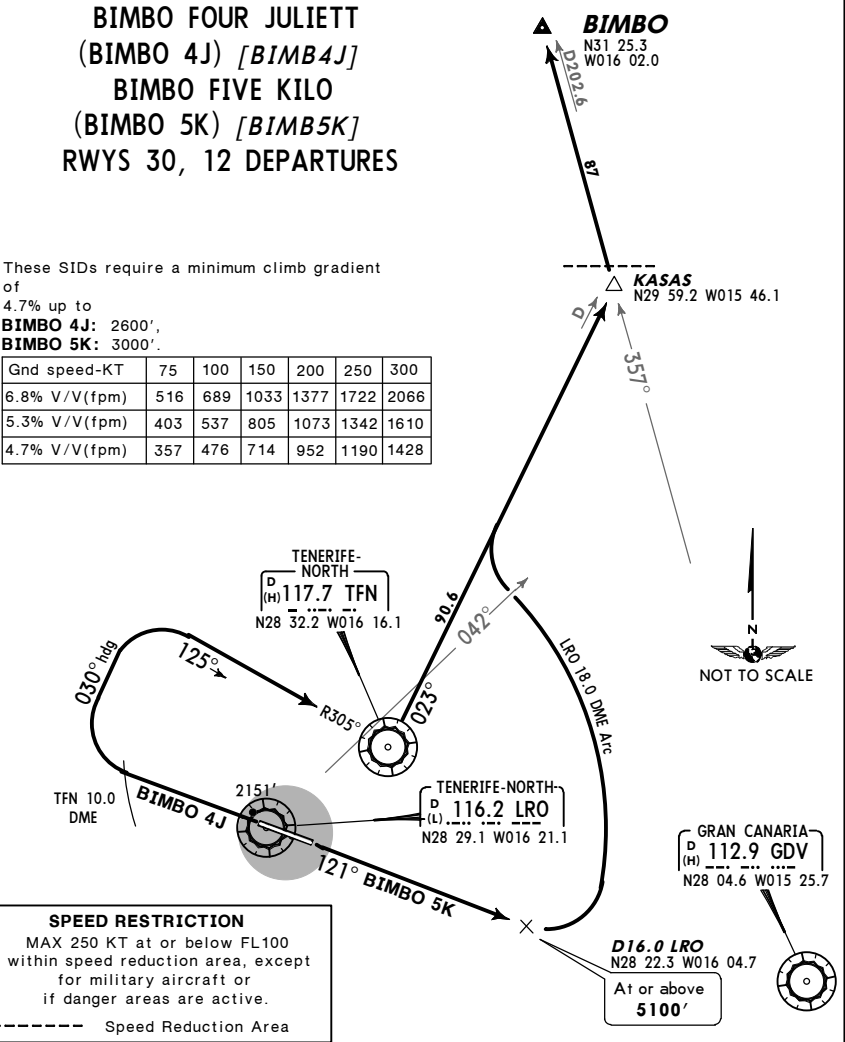
Apt Elev  
2077'

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 |



GCXO/TFN  
TENERIFE-NORTH

JEPPESSEN  
2 JAN 15 (20-3B) Eff 8 Jan

TENERIFE-NORTH, CANARY IS  
SID

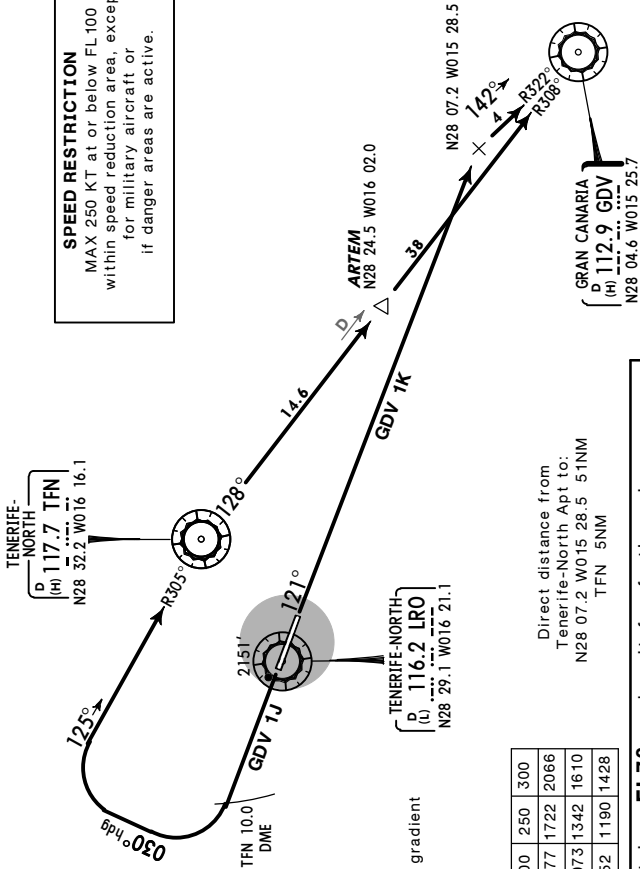
Apt Elev  
2077'

- 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

SPEED RESTRICTION

MAX 250 KT at or below FL 100  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

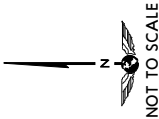


|               |     |     |      |      |      |      |
|---------------|-----|-----|------|------|------|------|
| Gnd speed-KT  | 75  | 100 | 150  | 200  | 250  | 300  |
| 6.8% V/V(fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 5.3% V/V(fpm) | 403 | 537 | 805  | 1073 | 1342 | 1610 |
| 4.7% V/V(fpm)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

Direct distance from  
Tenerife-North Apt to:  
N28 07.2 W015 28.5 5.1NM  
TFN 5NM

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.                                                                         |     |
| ROUTING                                                                                                                                      |     |
| SID                                                                                                                                          | RWY |
| GDV 1J                                                                                                                                       | 30  |
| GDV 1K                                                                                                                                       | 12  |
| 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  
2 JAN 15 (20-3C) Eff 8 Jan

TENERIFE-NORTH, CANARY IS  
SID

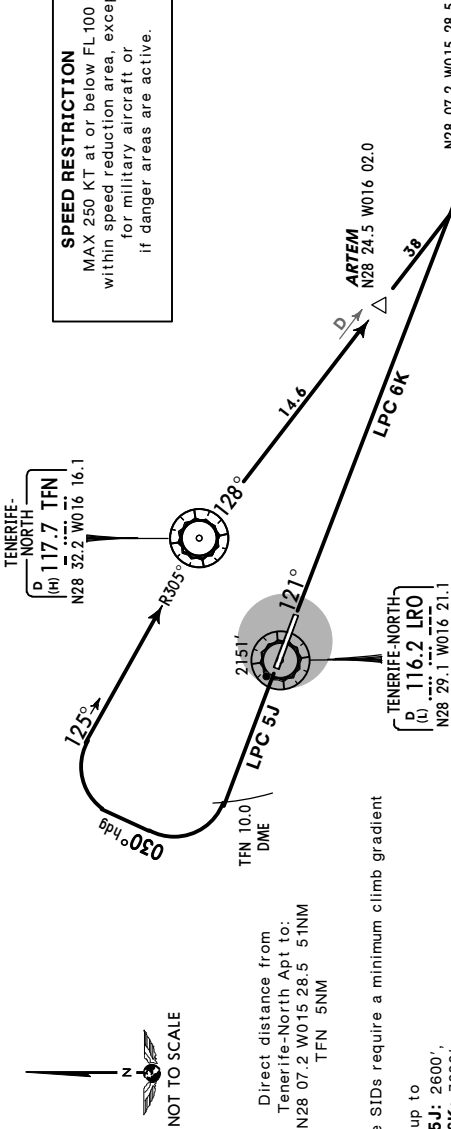
Apt Elev  
2077'

- 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

SPEED RESTRICTION

MAX 250 KT at or below FL 100  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.



| 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 |
| LPC 5J                                                                                                                                                                                                                                                                                                            | 30  |
| LPC 6K                                                                                                                                                                                                                                                                                                            | 12  |
| ROUTING                                                                                                                                                                                                                                                                                                           |     |
| 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 R-187 to LPC.                                                                                                                                                              |     |
| 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:<br>Rwy 12: Climb on runway heading to FL70, turn by following ATC instructions.<br>Rwy 30: Climb on 302° heading to FL70, turn by following ATC instructions.<br>This SID requires a minimum climb gradient of 6.8% up to 6500'. |     |

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

GCXO/TFN  
TENERIFE-NORTH

**JEPPESSEN** TENERIFE-NORTH, CANARY IS  
12 SEP 14 (20-3E) Eff 18 Sep **SID**

Apt Elev  
2077'

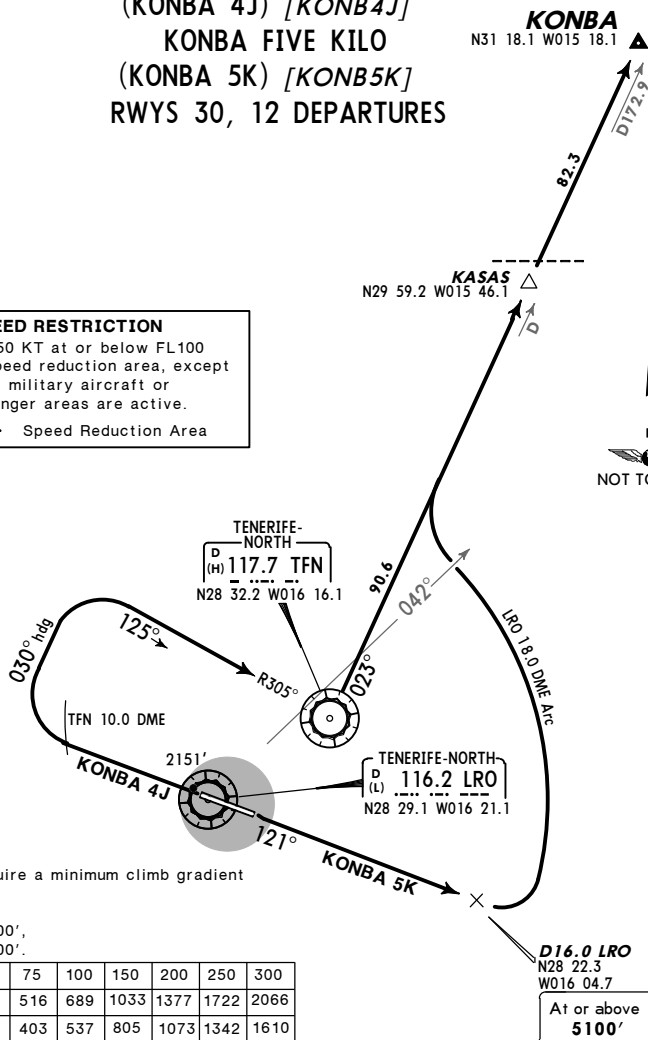
Trans level: By ATC Trans alt: 6000'  
RWY 30: EXPECT close-in obstacles.

KONBA FOUR JULIETT  
(KONBA 4J) [KONB4J]  
KONBA FIVE KILO  
(KONBA 5K) [KONB5K]  
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

KONBA 4J: 2600',

KONBA 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                                                                                                                              |
|----------|-----|--------------------------------------------------------------------------------------------------------------------------------------|
| 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'.

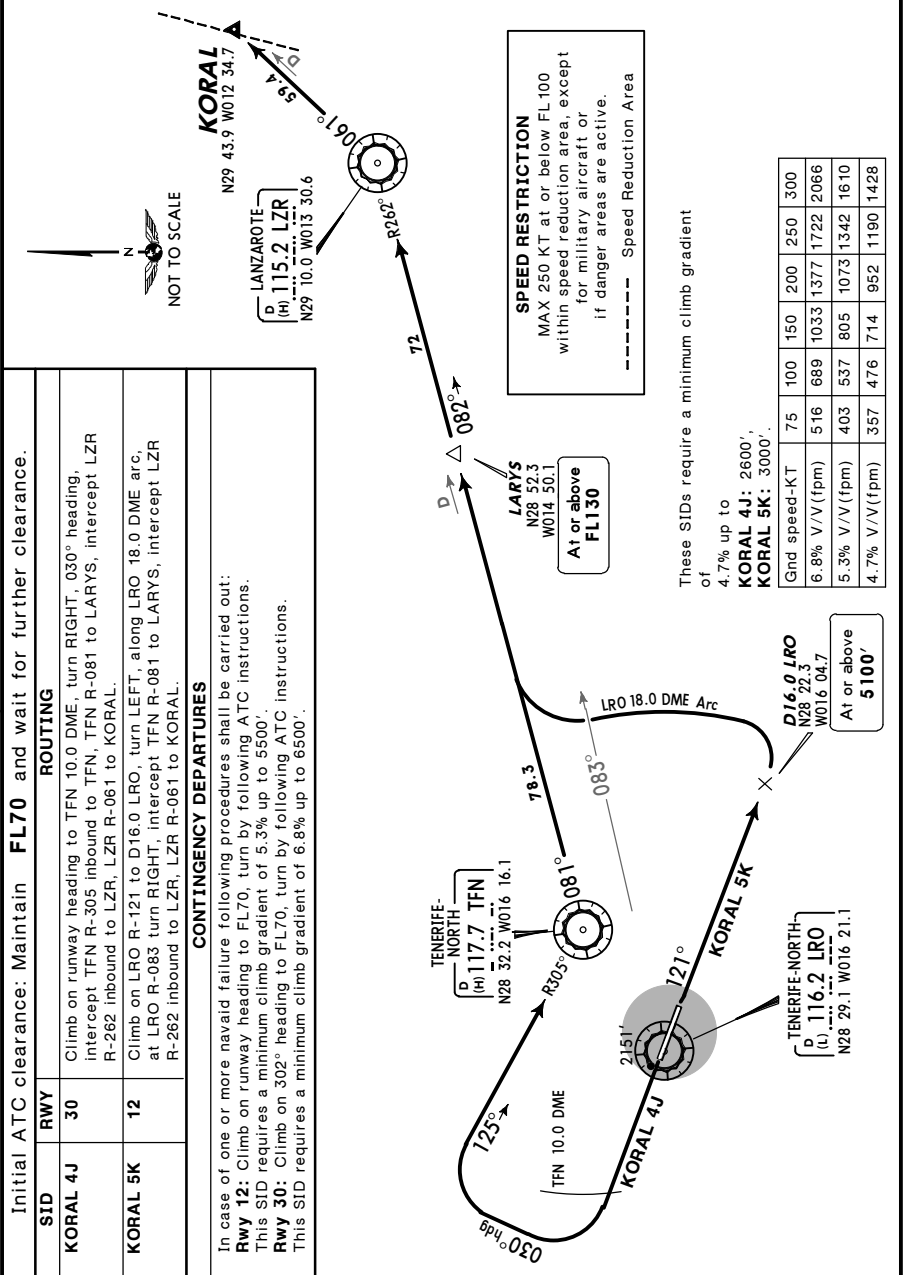
**Rwy 30:** Climb on 302° heading to FL70, turn by following ATC instructions.

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

Apt Elev  
2077'

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

KORAL FOUR JULIETT (KORAL 4J) [KORA4J]  
KORAL FIVE KILO (KORAL 5K) [KORA5K]  
RWYS 30, 12 DEPARTURES



GCXO/TFN  
TENERIFE-NORTH

JEPPESEN

TENERIFE-NORTH, CANARY IS

12 SEP 14

20-3G

Eff 18 Sep

SID

Apt Elev  
2077'

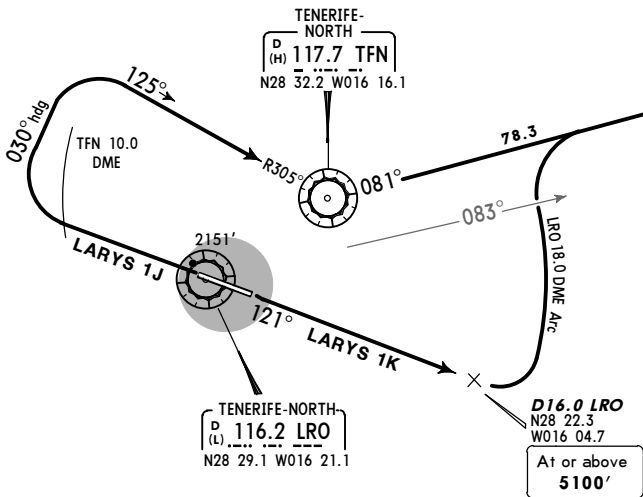
Trans level: By ATC    Trans alt: 6000'  
RWY 30: EXPECT close-in obstacles.

LARYS ONE JULIETT (LARYS 1J) [LARY1J]  
LARYS ONE KILO (LARYS 1K) [LARY1K]  
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.

**LARYS**  
N28 52.3 W014 50.1  
At or above  
FL130



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

**LARYS 1J:** 2600',  
**LARYS 1K:** 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 |

Direct distance from  
Tenerife-North Apt to:  
TFN 5NM

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

| SID      | RWY | ROUTING                                                                                                                    |
|----------|-----|----------------------------------------------------------------------------------------------------------------------------|
| LARYS 1J | 30  | Climb on runway heading to TFN 10.0 DME, turn RIGHT, 030° heading, intercept TFN R-305 inbound to TFN, TFN R-081 to LARYS. |
| LARYS 1K | 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. |

**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

SAMAR

N30 54.0 W014 24.9  
(115.2 LZR R-342/D114.0)  
(112.9 GDV R-023/D177.1)

KASAS  
N29 59.2 W015 46.1

NOT TO SCALE

LA PALMA  
389 BX  
N28 36.1 W017 45.4

TENERIFE-NORTH  
D (H) 117.7 TFN  
N28 32.2 W016 16.1

TFN 10.0 DME

2151' SAMAR 5J

TENERIFE-NORTH  
D (L) 116.2 LRO  
N28 29.1 W016 21.1

D16.0 LRO  
N28 22.3 W016 04.7  
At or above  
5100'

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

JEPPESSEN  
27 FEB 15 (20-3J)

TENERIFE-NORTH, CANARY IS  
Eff 5 Mar

SID

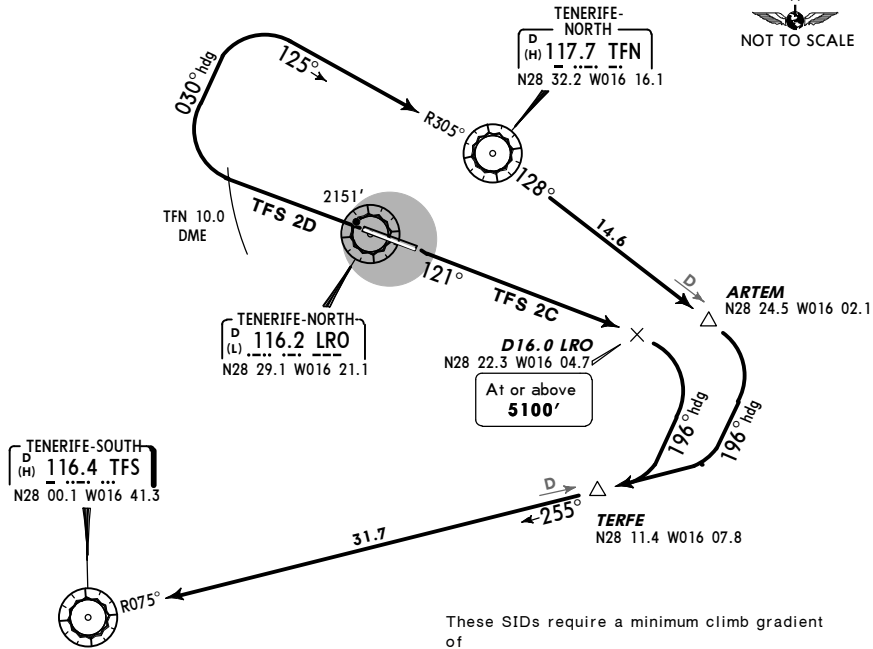
Apt Elev  
2077'

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

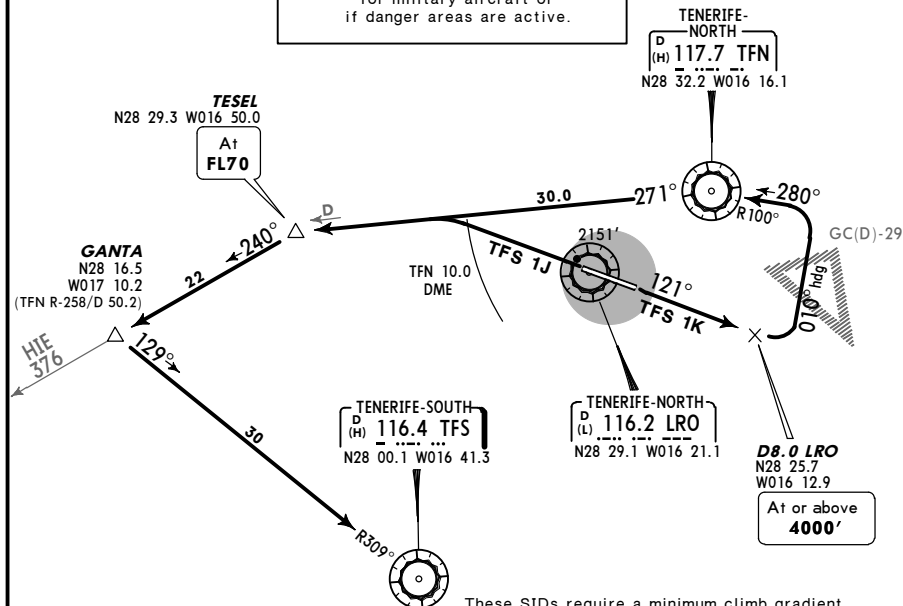
Apt Elev  
2077'

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.



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 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'.

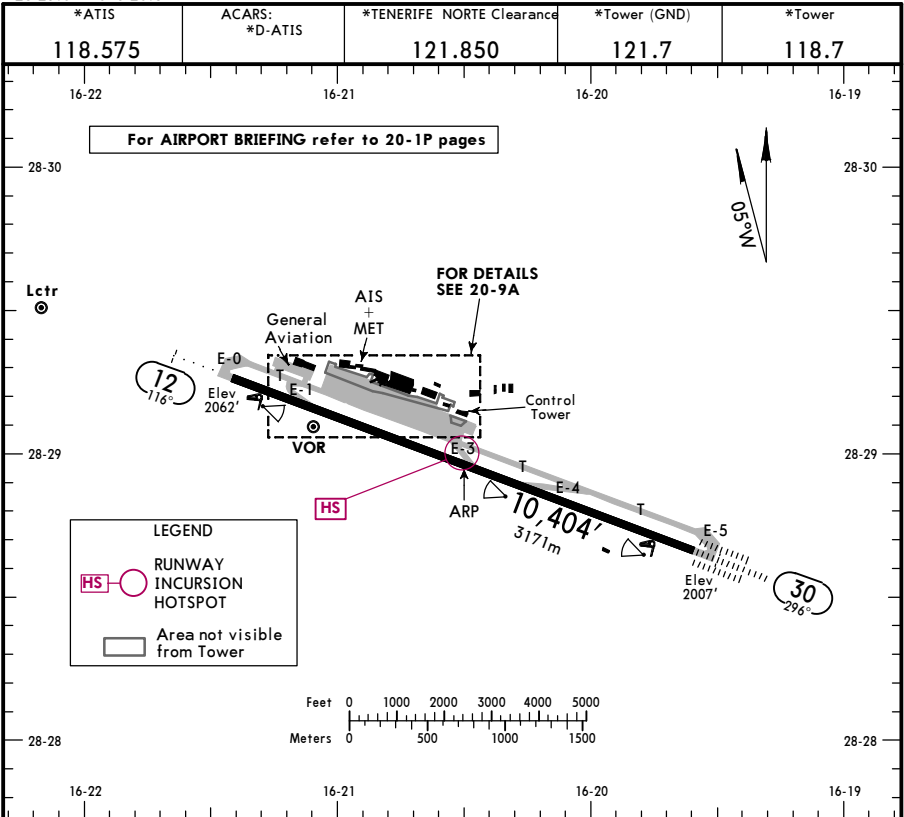
Rwy 30: Climb on 302° heading to FL70, turn by following ATC instructions.

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



GCXO/TFN  
Apt Elev **2077'**  
N28 29.0 W016 20.5

**JEPPESEN** TENERIFE-NORTH, CANARY IS  
15 APR 16 **(20-9)** Eif 28 Apr  
TENERIFE-NORTH



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

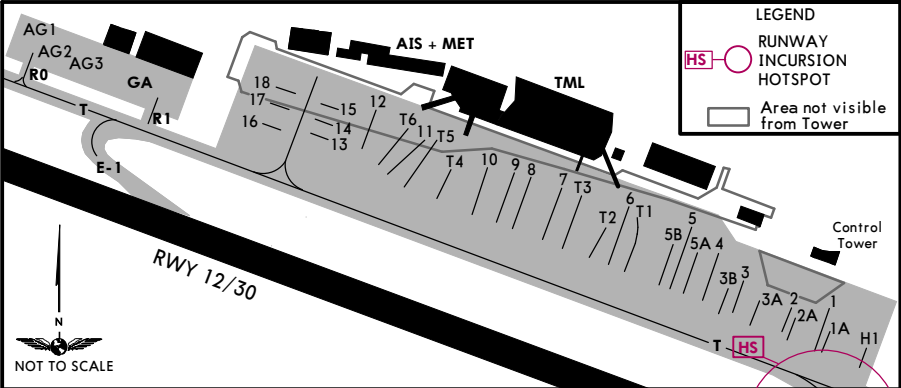
| 1 TAKE-OFF RUN AVAILABLE |                 |                |                 |
|--------------------------|-----------------|----------------|-----------------|
| <b>RWY 12:</b>           |                 | <b>RWY 30:</b> |                 |
| From rwy head            | 10,404' (3171m) | From rwy head  | 10,404' (3171m) |
| twy E-1 int              | 8353' (2546m)   | 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 | NIL (DAY only) |
| 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.

GCXO/TFN

**JEPPESEN** TENERIFE-NORTH, CANARY IS  
15 APR 16 **(20-9A)** Eff 28 Apr  
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 |            |                    |





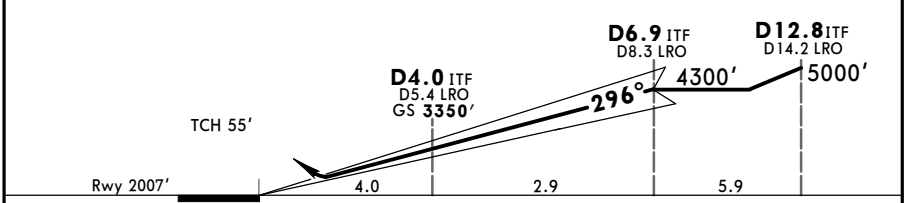
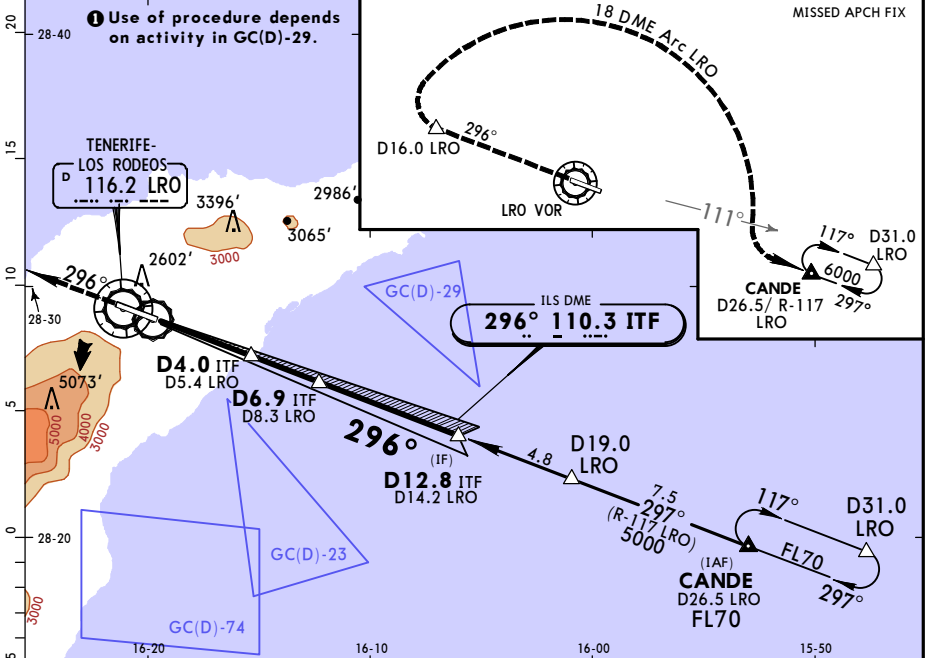
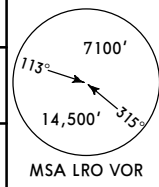


GCXO/TFN  
TENERIFE-NORTH

JEPPESEN  
15 APR 16 21-4 Eff 28 Apr

TENERIFE-NORTH, CANARY IS  
● ILS Y Rwy 30

|                                                                                                                                                                                                                                                   |                                       |                                 |                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------|---------------------------------------------------------------------|
| *D-ATIS<br>118.575                                                                                                                                                                                                                                | *TENERIFE NORTE Approach (R)<br>124.8 | *TENERIFE NORTE Tower<br>118.7  | *Ground<br>121.7                                                    |
| LOC<br>ITF<br>110.3                                                                                                                                                                                                                               | Final<br>Apch Crs<br>296°             | GS<br>D4.0 ITF<br>3350' (1343') | ILS<br>DA(H)<br>Refer to<br>Minimums<br>Apt Elev 2077'<br>Rwy 2007' |
| MISSED APCH: Climb on rwy heading to intercept and follow R-296 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 |     |  |  |                                                                                     | D16.0  | LRO   |
| Gs            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |                                                                                     |  | LRO on | 116.2 |
|               |       |     |     |     |     |     |     |  |                                                                                     |                                                                                     |        | R-296 |

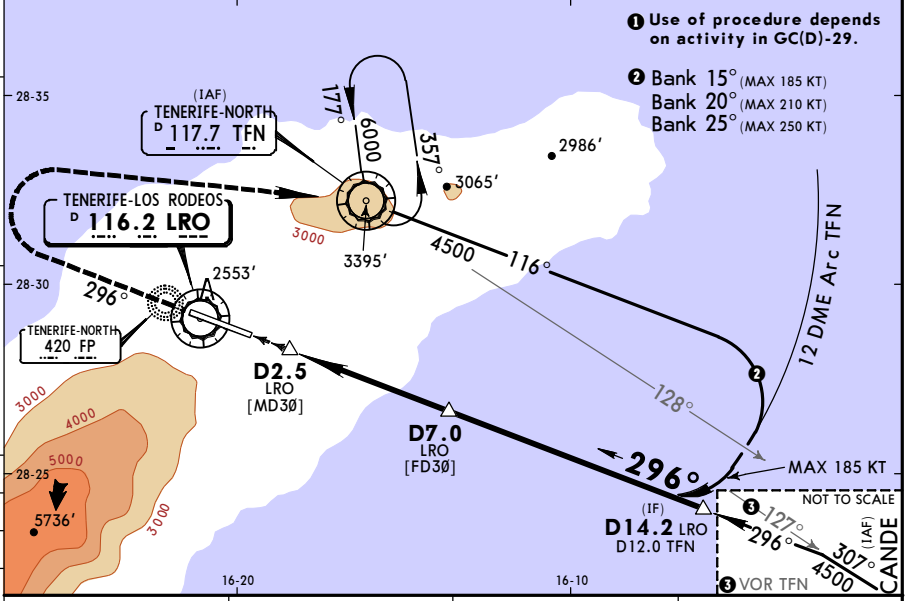
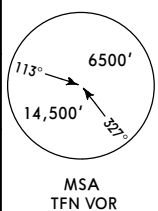
| Standard                                            |           |           | STRAIGHT-IN LANDING RWY 30<br>ILS |  | CIRCLE-TO-LAND          |                            |
|-----------------------------------------------------|-----------|-----------|-----------------------------------|--|-------------------------|----------------------------|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

GCXO/TFN  
TENERIFE-NORTH

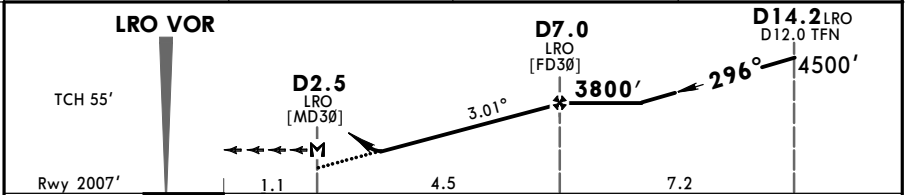
15 APR 16 23-1 Eff 28 Apr

TENERIFE-NORTH, CANARY IS  
VOR Rwy 30

|                                                                                                                    |                                       |                                          |                       |
|--------------------------------------------------------------------------------------------------------------------|---------------------------------------|------------------------------------------|-----------------------|
| *D-ATIS<br>118.575                                                                                                 | *TENERIFE NORTE Approach (R)<br>124.8 | *TENERIFE NORTE Tower<br>118.7           | *Ground<br>121.7      |
| VOR LRO<br>116.2                                                                                                   | Final Apch Crs<br>296°                | Minimum Alt<br>D7.0 LRO<br>3800' (1793') | DA(H)<br>2750' (743') |
|                                                                                                                    |                                       | Apt Elev<br>2077'                        | Rwy<br>2007'          |
| MISSED APCH: Climb via LRO VOR on R-296 LRO to 4500', then turn RIGHT direct to TFN VOR and join holding at 6000'. |                                       |                                          |                       |
| Alt Set: hPa                                                                                                       | Rwy Elev: 71 hPa                      | Trans level: By ATC                      | Trans alt: 6000'      |
| DME required.                                                                                                      |                                       |                                          |                       |



|          |       |       |       |
|----------|-------|-------|-------|
| LRO DME  | 4.0   | 5.0   | 6.0   |
| ALTITUDE | 2900' | 3220' | 3540' |



|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 3.01° | 373 | 479 | 532 | 639 | 745 | 852 |
| MAP at D2.5 LRO     |     |     |     |     |     |     |

Standard

STRAIGHT-IN LANDING RWY 30

CIRCLE-TO-LAND

Prohibited South of rwy

|                    |  |         |  |         |               |       |
|--------------------|--|---------|--|---------|---------------|-------|
| DA(H) 2750' (743') |  | ALS out |  | Max Kts | MDA(H)        | VIS   |
| RVR 1500m          |  |         |  | 100     | 3020' (943')  | 1500m |
|                    |  |         |  | 135     | 3020' (943')  | 1600m |
|                    |  |         |  | 180     | 3750' (1673') | 2400m |
|                    |  |         |  | 205     | 3850' (1773') | 3600m |

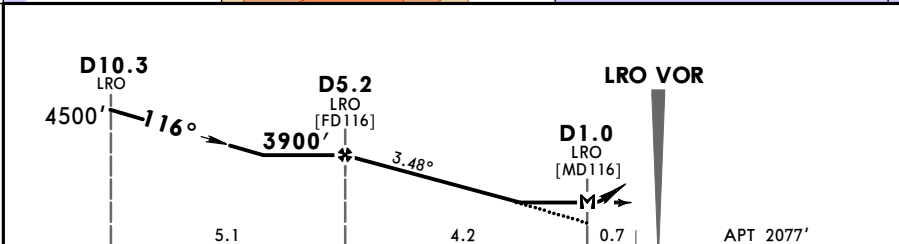
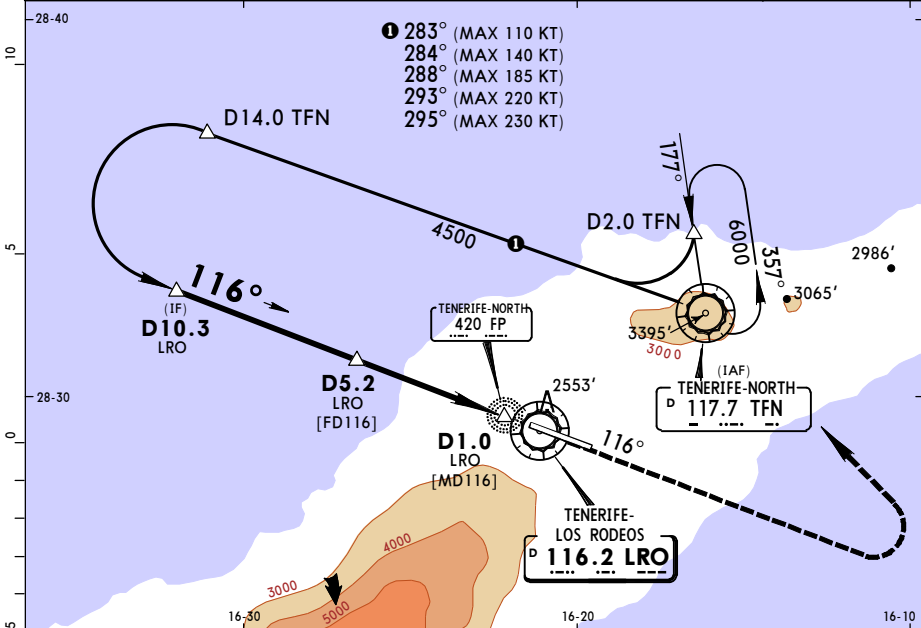
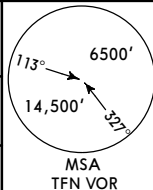
GCXO/TFN  
TENERIFE-NORTH

15 APR 16

23-2 Eff 28 Apr

TENERIFE-NORTH, CANARY IS  
VOR

|                                                                                                             |                                       |                                          |                                                  |
|-------------------------------------------------------------------------------------------------------------|---------------------------------------|------------------------------------------|--------------------------------------------------|
| *D-ATIS<br>118.575                                                                                          | *TENERIFE NORTE Approach (R)<br>124.8 | *TENERIFE NORTE Tower<br>118.7           | *Ground<br>121.7                                 |
| VOR<br>LRO<br>116.2                                                                                         | Final<br>Apch Crs<br>116°             | Minimum Alt<br>D5.2 LRO<br>3900' (1823') | MDA(H)<br>Refer to<br>Minimums<br>Apt Elev 2077' |
| MISSED APCH: Climb via LRO VOR on R-116 LRO to 6000', then<br>turn LEFT direct to TFN VOR and join holding. |                                       |                                          |                                                  |
| Alt Set: hPa<br>DME required.                                                                               | Apt Elev: 74 hPa                      | Trans level: By ATC                      | Trans alt: 6000'                                 |



|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| 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<br>Refer to<br>Airport<br>Chart | 6000' via LRO on 116.2 R-116 |
|------------------------------------------|------------------------------|

|          |  |                            |
|----------|--|----------------------------|
| Standard |  | STRAIGHT-IN LANDING        |
|          |  | Prohibited South of runway |
|          |  | NOT AUTHORIZED             |

|         |               |       |
|---------|---------------|-------|
| Max Kts | MDA(H)        | VIS   |
| 100     | 3020' (943')  | 1500m |
| 135     | 3020' (943')  | 1600m |
| 180     | 3750' (1673') | 2400m |
| 205     | 3850' (1773') | 3600m |

PANS OPS



Chart changes since cycle 12-2016

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

TENERIFE-NORTH, (TENERIFE-NORTH - GCXO)

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport GCXO

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20160107

**End Date:** 20160721

From 7 JAN 16: Works in progress to rename Twys E-0 to E-1, E-1 to E-2, T to R, R-0 to Y and R-1 to W. New holding positions will be installed: in TWY R, named R-1 and R-2; in TWY Y, named Y-1; in TWY W, named W-1.

### Chart Change Notices for Country XJE

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** 20160428

**End Date:** 20161110

With eff 28 APR 16 FTV VORDME unserviceable. Temporary SIDs/STARs established. Refer to temp charts and latest NOTAMs.