

GENERAL**Operational Hours**

ATS Hours: 0645-2320±. In case PPR is activated 0645-0020±

AD OPS Hours: 0700-2300± PS 1HR PPR, 30min before AD CLSD.

Airport Information

RFF: CAT 9

PCN: RWY 12/30: 53/F/C/W/T

Operation**Transponder Mode S**

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL. Should AUTO mode be unavailable, select ON (e.g. XPDR) and the mode A code assigned:

- from push-back or taxi request, whichever comes first
- after LDG, continuously until fully parked on stand
- when ACFT is completely parked, SDBY shall be selected

Low Visibility Procedures

LVP in force when RVR below 800m.

Report "RWY vacated" when ACFT passed the yellow/green lights and taxi to apron border line and wait for follow-me

Report when ACFT has reached parking stand and FREQ out.

When RVR below 600m or VIS below 800, only one ACFT is allowed in the manoeuvring area.

RWY Restrictions

180° turns on RWY not permitted.

TWY Restrictions

TWY W width 20m / 66ft.

TWY Y width 15m / 49ft.

TWY E-3 MAX wingspan 30m / 98ft.

TWY W MAX wingspan 26m / 85ft from the entrance to N5, then MAX wingspan 12m / 39ft.

TWY Y MAX wingspan 26m / 85ft until AG1, then MAX wingspan 17m / 56ft.

180° turn on TWY R, Y and W not permitted.

Rapid Exit TWYs (RETs) not AVBL.

Taxi/Parking

LDG RWY 12: Vacate via TWY E-4 or E-5.

LDG RWY 30: Vacate via TWY E-1 or E-2.

DEP ACFT enter RWY via TWY E-1 or E-5.

Entry/exit to stands 13-18 between SS-SR or during LVP with follow-me mandatory. REQ follow-me on start-up report.

ACFT manoeuvre with minimum PWR only.

Follow-me mandatory.

Visual Docking Guidance System AVBL.

GENERAL**Code letter E ACFT OPS**

PPR is mandatory for code letter E ACFT.

LDG RWY 12:

Vacate RWY via TWY E-5 and taxi via TWY R to assigned stand.

LDG RWY 30:

Wait for follow-me at the end of RWY.

TKOF RWY 12:

Proceed with guidance of follow-me to RWY.

TKOF RWY 30:

Taxi via TWY R and enter RWY via TWY E-5.

It is necessary to perform oversteering manoeuvre on the turns to exit the RWY via TWY E1 and to enter TWY R.

Taxi with low speed with ENG in idle PWR.

4 ENG ACFT shall taxi, if possible, with inner ENG only.

TWYs E-2, E-3, E-4 not AVBL for taxiing.

PAPI is not AVBL.

APU

Stands T1-T6, K1, K2, 7-10: Use of APU restricted to 2min after on-block and 5min before off-block time.

Exceptions:

- if stand is not equipped with AC power (400Hz) and mobile GPU not AVBL.

Warnings

LRO VOR/DME unusable between R010-R025.

Wind phenomena

Orographic CONDs on Tenerife island contribute appearance of windshears and TURB.

With westerly and south-westerly winds above 10000ft, it is very probable the existence of TURB areas originated from Teide mountain. This kind of TURB usually appears in a sudden, violent and short way.

Visibility

The geographic location of Tenerife Norte AD causes a concentration of wet air masses which reach the condensation CONDs at the same LVL as AD ELEV.

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

This kind of air masses passing over the AD are more frequent between APR and OCT.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT at or below FL100 within speed reduction area of TMA; unless operational requirements demand a higher speed.

Communication**COM Failure on Manoeuvring Area**

Vacate RWY, hold PSN and wait for follow-me or if taxi CLR already received, continue taxi until the limit of ATC CLR.

ARRIVAL**Arrival Procedure****VFR Traffic Pattern**

North circuit partially not visible from TWR.

Arrival Notes

RUSIK 1M: BRNAV equipment necessary.

Non-standard GP Intercept Position on RWY 30

GP intercepts RWY 30 at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 2851m / 9355ft.

Warnings**Wind phenomena**

With wind directions between 320°-360° and an intensity of more than 12KT, possibility of strong TURB and windshear on short final and THR RWY 30.

With wind directions between 150°-210° and intensity of more than 20KT, possibility of TURB on APCH to RWY 12.

ILS LOC RWY 12 unusable:

- Between +5°/+10° and -5°/-10° from RCL below 7000ft AMSL.
- At 17NM (D15.4) between +5°/+35° and -5°/-35° from RCL below 7000ft AMSL.

DEPARTURE**Take-off Minima**

RWY		30	
All ACFT	ft - m/km	0 - 75R	-
RWY		12	
All ACFT	ft - m/km	0 - 125R	-

Speed

MAX IAS 250KT at or below FL100 within speed reduction area of TMA; unless operational requirements demand a higher speed.

Communication**COM Failure on Manoeuvring Area**

Continue taxiing until CLR limit and wait for follow-me.

Departure Procedure**Start-up/Push-back**

REQ start-up CLR only when ACFT is fully ready and report call sign and stand.

Push-back and power-back manoeuvres from parking positions on commercial apron shall be carried out up to the centre line of TWY R.

DEP from opposite RWY

Under calm wind conditions ATC may authorize TKOF from the RWY opposite to actual RWY-in-use.

Active RWY 30: ACFT requesting RWY 12 shall expect DEP from intersection TWY E-2.

Active RWY 12: If an ACFT is requesting RWY 30, other ACFT shall use intersection TWY E-2 for DEP. If TORA from intersection TWY E-2 is not sufficient, ACFT requesting opposite RWY shall expect delay.

17-MAY-2018

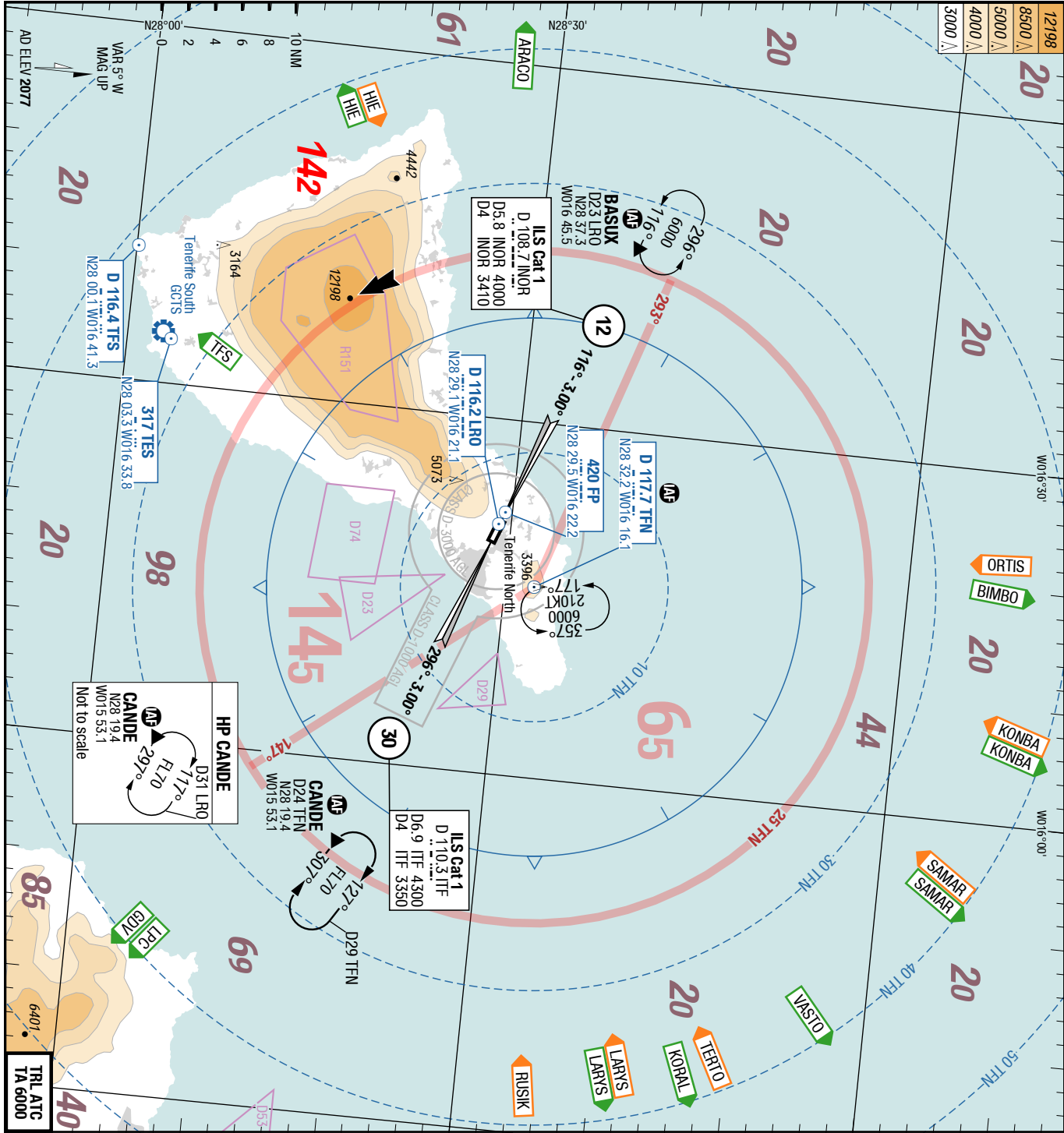
TFN-GCXO

1-40

A0I**A0I****DEPARTURE****Warnings****GDV DVOR/DME:** SID affected by the restrictions:

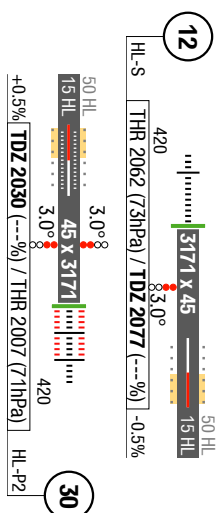
- SID RWY 12: BIMBO 5K, VASTO 5K, GDV 1K
- SID RWY 30: BIMBO 4J, VASTO 4J, GDV 1J

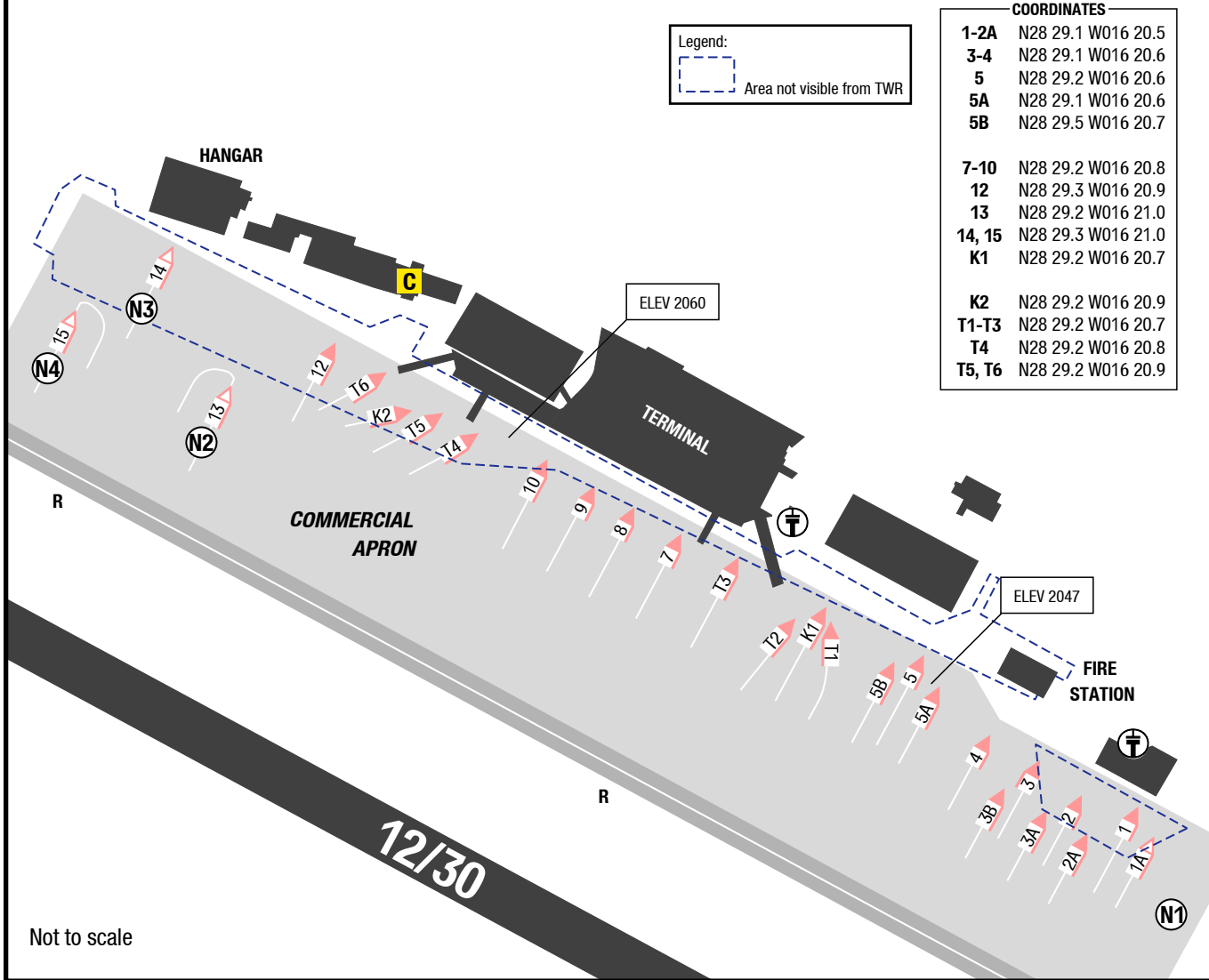
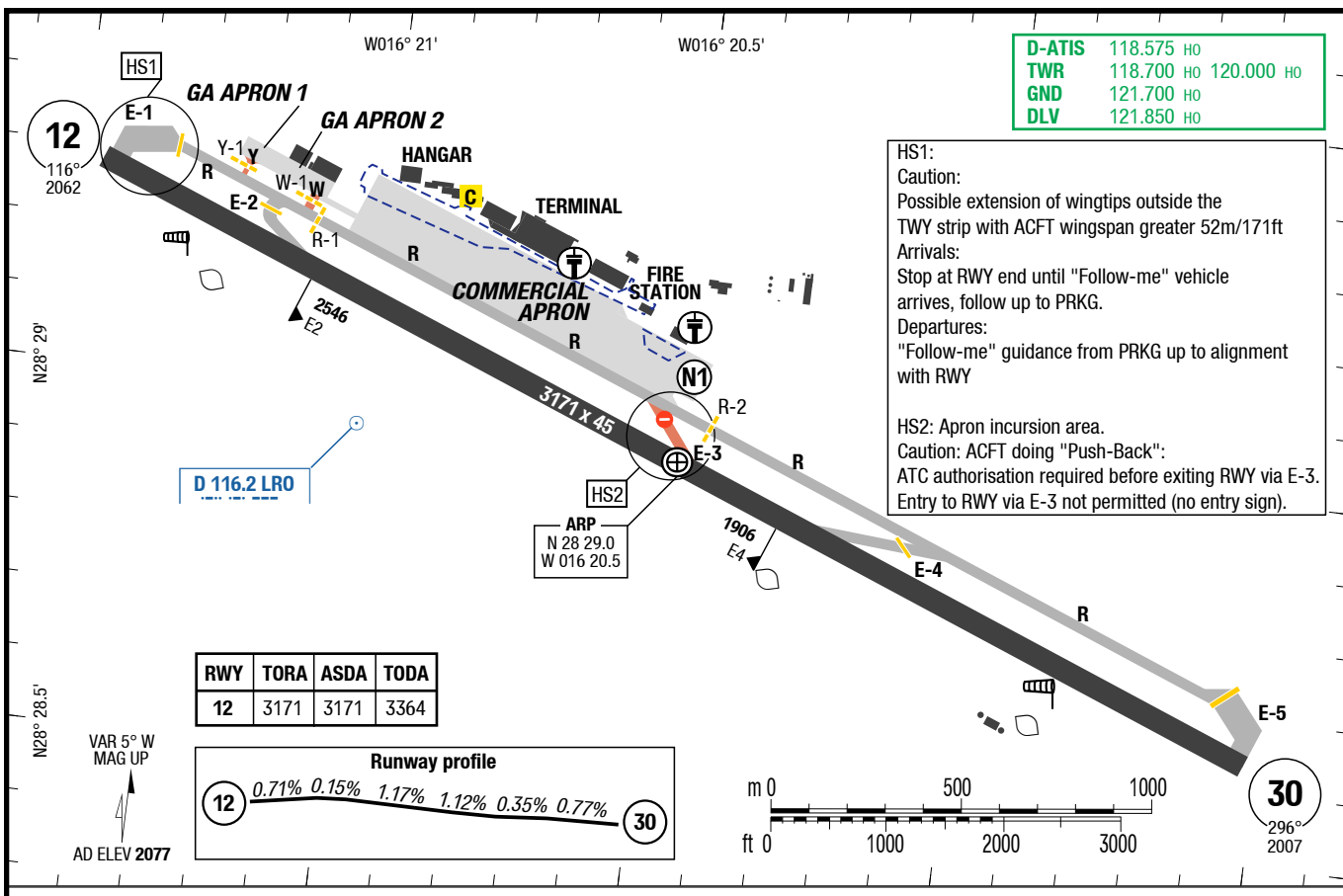
Radar vectoring guidance will be provided in those SID when coverage not sufficient below FL150.



D-ATIS	118.575 HO	128.850 HO
APP	124.800 HO	120.000 HO
TWR	118.700 HO	120.000 HO
GND	121.700 HO	
DLV	121.850 HO	

Landing RWY system:





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SIDs RWY 12

SID

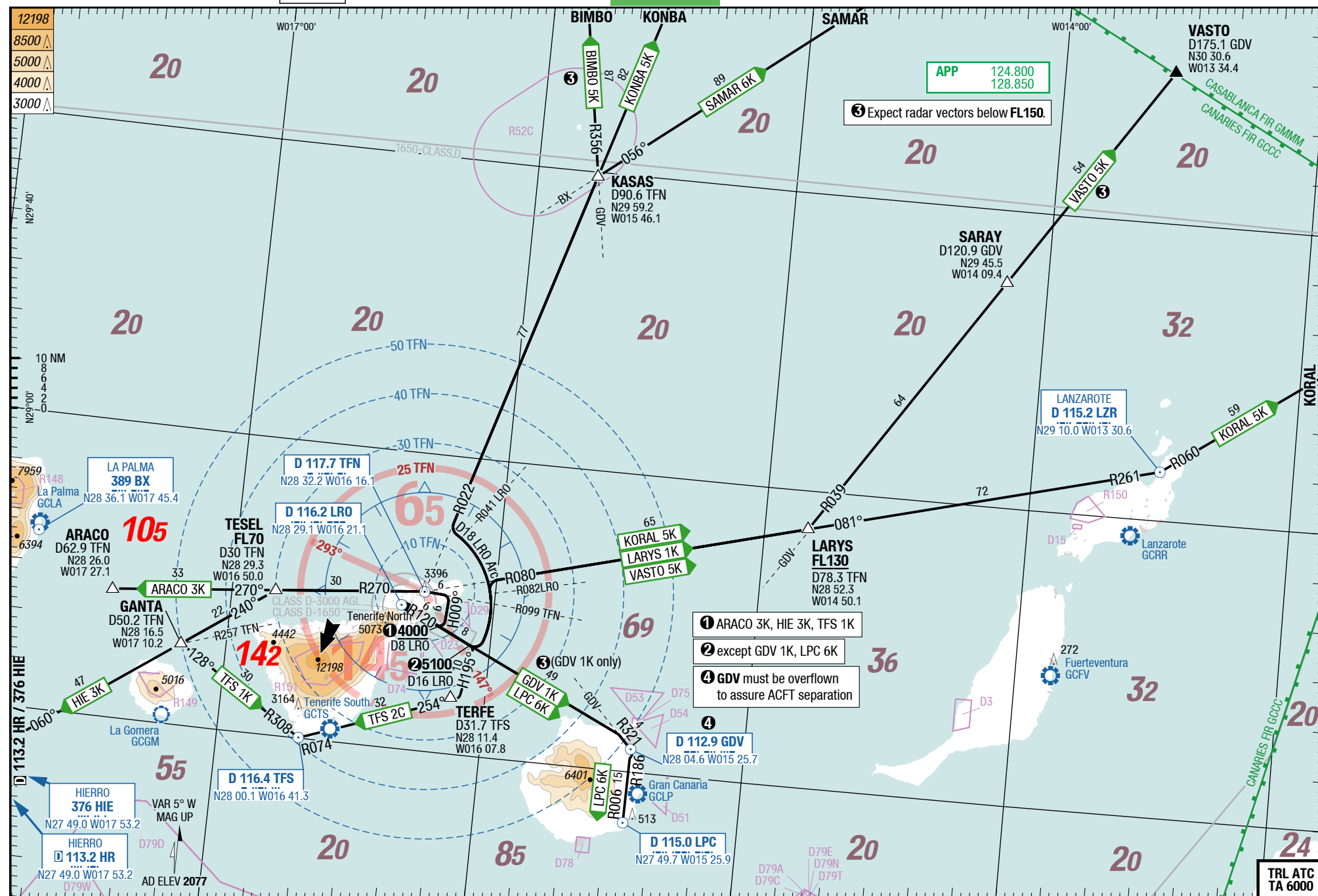
SID

SIDs RWY 12

4-10

SIDs RWY 12

SIDs RWY 12



Changes: MSA, Track, VAR, HDG

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SID

SID

4-20

SIDs RWY 30

SIDs RWY 30



Changes: Track, MSA, HDG, VAR

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5-10

SIDs RWY 12

ARACO 3K / BIMBO 5K / CONTINGENCY DEP / GRAN CANARIA 1K / GRAN CANARIA SUR
6K / HIERRO 3K / KONBA 5K / KORAL 5K

RWY 12 (116°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
ARACO 3K 5.0% to 4000 124.800	R120 LRO - at D8 LRO LT HDG 009° - intercept R099 TFN to TFN - R270 TFN to TESEL - ARACO	D8 LRO MNM 4000 TESEL at FL70 initial climb FL70
BIMBO 5K 4.7% to 3000 124.800	R120 LRO - at D16 LRO LT follow D18 LRO arc - crossing R041 LRO RT - intercept R022 TFN to KASAS - LT intercept R356 GDV to BIMBO	D16 LRO MNM 5100 initial climb FL70
CONTINGENCY DEP 5.3% to 5500 124.800	climb on RWY HDG to FL70 - turn following ATC instructions	
GRAN CANARIA 1K GDV 1K 4.7% to 3000 124.800 ①	R120 LRO - intercept R321 GDV to GDV	 initial climb FL70
GRAN CANARIA SUR 6K LPC 6K 4.7% to 3000 124.800 ①	R120 LRO - intercept R321 GDV to GDV - R186 GDV to LPC	 initial climb FL70
HIERRO 3K HIE 3K 5.0% to 4000 124.800	R120 LRO - at D8 LRO LT HDG 009° - intercept R099 TFN to TFN - R270 TFN to TESEL - LT intercept QDM 240 HIE via GANTA to HIE	D8 LRO MNM 4000 TESEL at FL70 initial climb FL70
KONBA 5K 4.7% to 3000 124.800	R120 LRO - at D16 LRO LT follow D18 LRO arc - crossing R041 LRO RT - intercept R022 TFN to KASAS - KONBA	D16 LRO MNM 5100 initial climb FL70
KORAL 5K 4.7% to 3000 124.800	R120 LRO - at D16 LRO LT follow D18 LRO arc - crossing R082 LRO RT - intercept R080 TFN to LARYS - intercept R261 LZR to LZR - R060 LZR to KORAL	D16 LRO MNM 5100 LARYS MNM FL130 initial climb FL70

① GDV must be overflown to assure separation between aircraft.

TFN-GCXO

5-20

SIDs RWY 12

LARYS 1K / SAMAR 6K / TENERIFE SUR 1K / TENERIFE SUR 2C / VASTO 5K

RWY 12 (116°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
LARYS 1K 4.7% to 3000 124.800	R120 LRO - at D16 LRO LT follow D18 LRO arc - crossing R082 LRO RT - intercept R080 TFN to LARYS	D16 LRO MNM 5100 LARYS MNM FL130 initial climb FL70
SAMAR 6K 4.7% to 3000 124.800	R120 LRO - at D16 LRO LT follow D18 LRO arc - crossing R041 LRO RT - intercept R022 TFN to KASAS - RT intercept QDR 056 BX to SAMAR	D16 LRO MNM 5100 initial climb FL70
TENERIFE SUR 1K TFS 1K 5.0% to 4000 124.800	R120 LRO - at D8 LRO LT HDG 009° - intercept R099 TFN to TFN - R270 TFN to TESEL - LT intercept QDM 240 HIE to GANTA - LT intercept R308 TFS to TFS	D8 LRO MNM 4000 TESEL at FL70 initial climb FL70
TENERIFE SUR 2C TFS 2C 4.7% to 3000 124.800	R120 LRO - at D16 LRO RT HDG 195° - intercept R074 TFS via TERFE to TFS	D16 LRO MNM 5100 initial climb FL70
VASTO 5K 4.7% to 3000 124.800	R120 LRO - at D16 LRO LT follow D18 LRO arc - crossing R082 LRO RT - intercept R080 TFN to LARYS - LT intercept R039 GDV to SARAY - VASTO	D16 LRO MNM 5100 LARYS MNM FL130 initial climb FL70

ARACO 1J / BIMBO 4J / CONTINGENCY DEP / GRAN CANARIA 1J / GRAN CANARIA SUR 5J / HIERRO 1J / KONBA 4J / KORAL 4J / LARYS 1J

RWY 30 (296°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
ARACO 1J 4.7% to 2600 124.800	at D10 TFN LT intercept R270 TFN to TESEL - ARACO	TESEL at FL70 initial climb FL70
BIMBO 4J 4.7% to 2600 124.800	at D10 TFN RT HDG 029° - intercept R304 TFN to TFN - R022 TFN - at KASAS LT intercept R356 GDV to BIMBO	initial climb FL70
CONTINGENCY DEP 6.8% to 6500 124.800	climb on HDG 301° to FL70 - turn following ATC instructions	
GRAN CANARIA 1J GDV 1J 4.7% to 2600 124.800 ①	at D10 TFN RT HDG 029° - intercept R304 TFN to TFN - R127 TFN via ARTEM to GDV	initial climb FL70
GRAN CANARIA SUR 5J LPC 5J 4.7% to 2600 124.800 ①	at D10 TFN RT HDG 029° - intercept R304 TFN to TFN - R127 TFN via ARTEM to GDV - R186 GDV to LPC	initial climb FL70
HIERRO 1J HIE 1J 4.7% to 2600 124.800	at D10 TFN LT intercept R270 TFN - at TESEL LT intercept QDM 240 HIE via GANTA to HIE	TESEL at FL70 initial climb FL70
KONBA 4J 4.7% to 2600 124.800	at D10 TFN RT HDG 029° - intercept R304 TFN to TFN - R022 TFN to KASAS - KONBA	initial climb FL70
KORAL 4J 4.7% to 2600 124.800	at D10 TFN RT HDG 029° - intercept R304 TFN to TFN - R080 TFN - at LARYS intercept R261 LZR to LZR - R060 LZR to KORAL	LARYS MNM FL130 initial climb FL70
LARYS 1J 4.7% to 2600 124.800	at D10 TFN RT HDG 029° - intercept R304 TFN to TFN - R080 TFN to LARYS	LARYS MNM FL130 initial climb FL70

① GDV must be overflown to assure separation between aircraft.

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5-40

SIDs RWY 30

SAMAR 5J / TENERIFE SUR 1J / TENERIFE SUR 2D / VASTO 4J

RWY 30 (296°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
SAMAR 5J 4.7% to 2600 124.800	at D10 TFN RT HDG 029° - intercept R304 TFN to TFN - R022 TFN - at KASAS RT intercept QDR 056 BX to SAMAR	initial climb FL70
TENERIFE SUR 1J TFS 1J 4.7% to 2600 124.800	at D10 TFN LT - intercept R270 TFN to TESEL - LT intercept QDM 240 HIE to GANTA - LT intercept R308 TFS to TFS	TESEL at FL70 initial climb FL70
TENERIFE SUR 2D TFS 2D 4.7% to 2600 124.800	at D10 TFN RT HDG 029° - intercept R304 TFN to TFN - R127 TFN to ARTEM - RT HDG 195° - intercept R074 TFS via TERFE to TFS	initial climb FL70
VASTO 4J 4.7% to 2600 124.800	at D10 TFN RT HDG 029° - intercept R304 TFN to TFN - R080 TFN - at LARYS LT intercept R039 GDV to SARAY - VASTO	LARYS MNM FL130 initial climb FL70

Effective 08-DEC-2016

01-DEC-2016

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6-10

Spain Tenerife North Los Rodeos

NIL

STARs

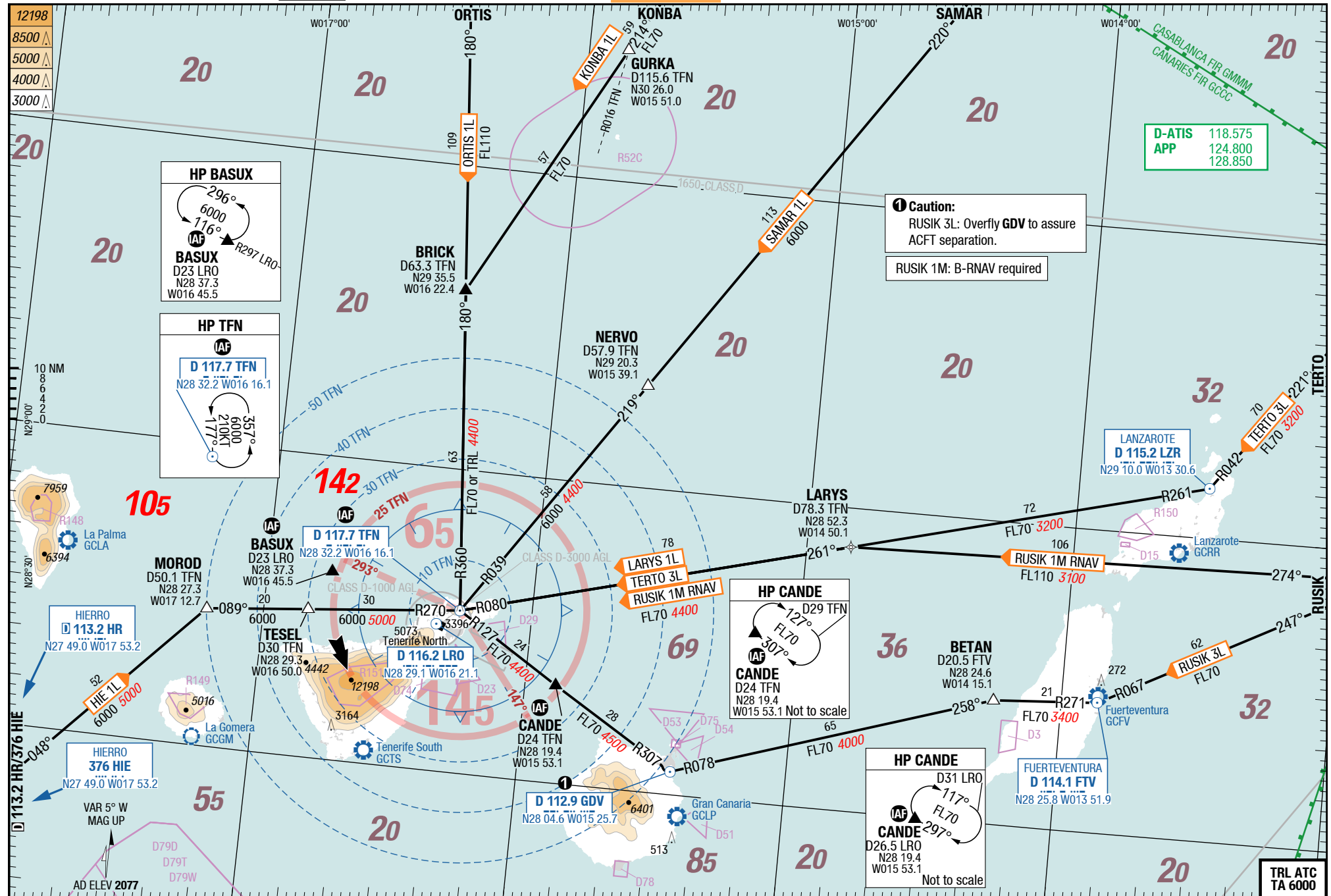
STAR

STAR

Los Rodeos Tenerife North Spain

NIL

STARs

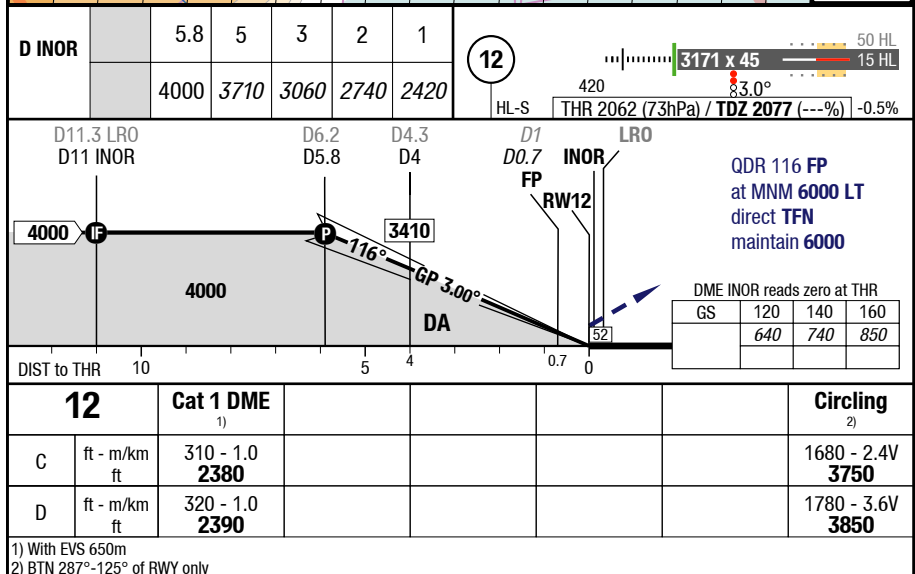
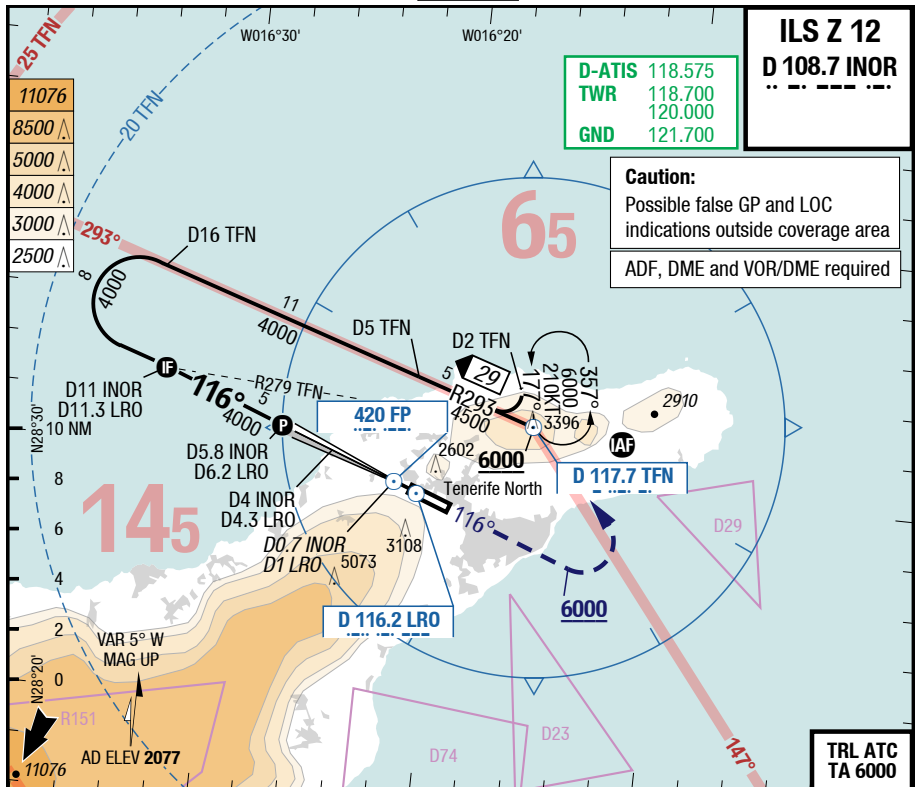


Changes: HLDG

TFN-GCXO

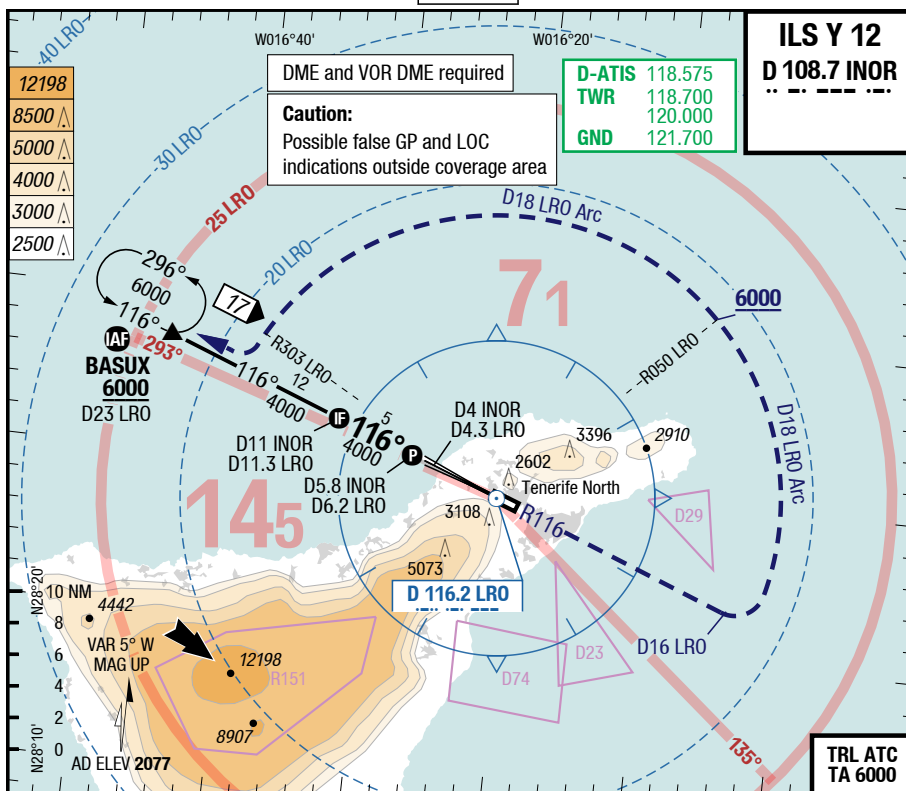
7-10

ILS Z 12

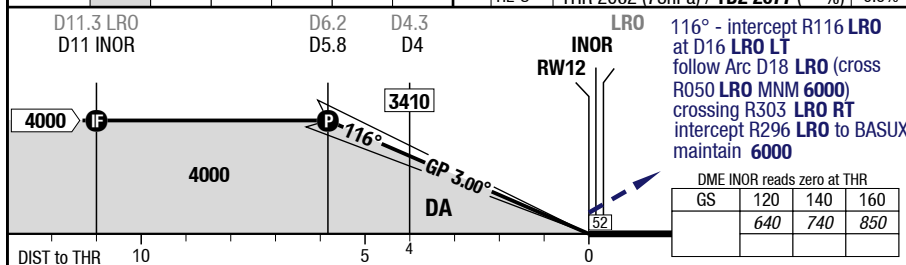


7-20

ILS Y 12



D INOR		5.8	5	3	2	1	<div><div>12</div><div>HL-S</div></div>	<div><div><div><div><div><div>420</div><div>3171 x 45</div><div>50 HL</div></div><div><div>15 HL</div></div></div><div><div>83.0°</div></div></div><div><div>THR 2062 (73hPa)</div><div>TDZ 2077 (---%)</div><div>-0.5%</div></div></div></div>
		4000	3710	3060	2740	2420		



12		Cat 1 DME 1)				Circling 2)
C	ft - m/km ft	310 - 1.0 2380				1680 - 2.4V 3750
D	ft - m/km ft	320 - 1.0 2390				1780 - 3.6V 3850

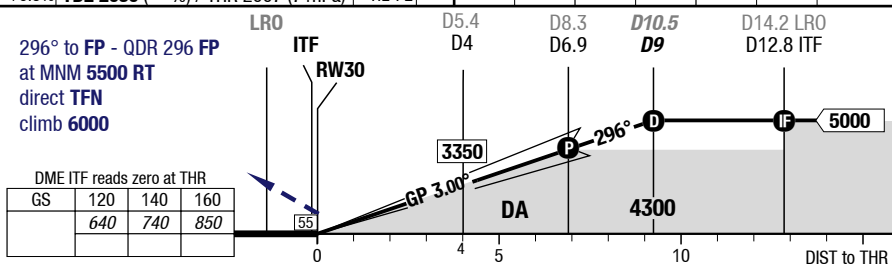
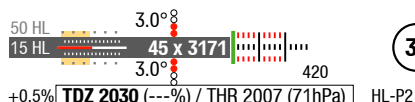
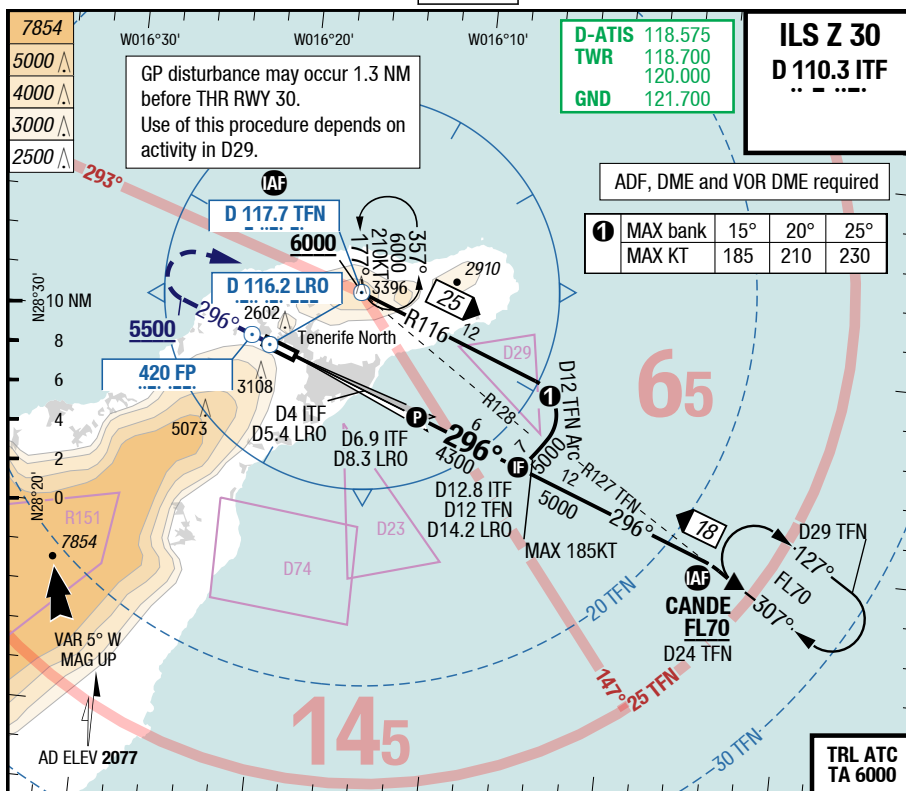
1) With EVS 650m	
2) BTN 287°-125° of RWY only	

Changes: APL, OBST

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7-30

ILS Z 30



30		Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%	Circling 1)	
C	ft - m/km ft	320 - 1.0 2350 2)	420 - 1.5 2450 3)	1680 - 2.4V 3750	
D	ft - m/km ft	330 - 1.1 2360 4)	430 - 1.6 2460 5)	1780 - 3.6V 3850	

1) BTN 287°-125° of RWY only

2) With EVS 650m

3) With EVS 1.0km

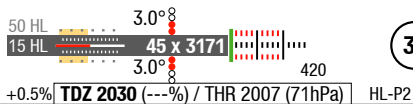
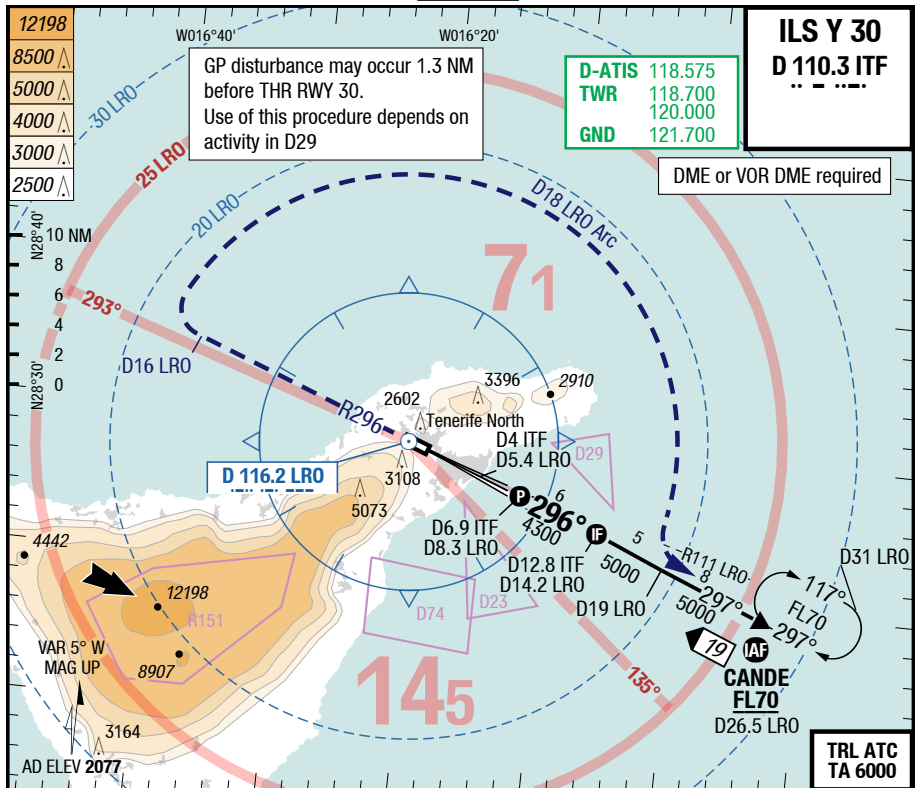
4) With EVS 750m

5) With EVS 1.1km

TFN-GCXO

7-40

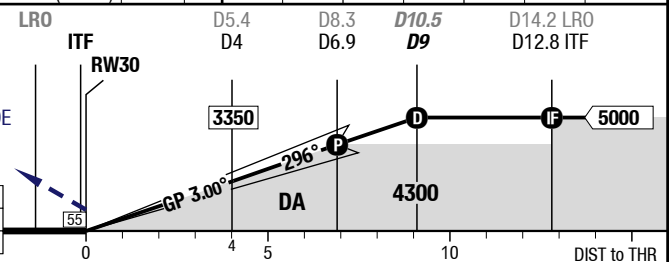
ILS Y 30



2	3	5	6	8	9	D ITF
2720	3050	3700	4030	4670	5000	

296° - intercept R296 LRO
at D16 LRO RT
follow Arc D18 LRO
crossing R111 LRO LT
intercept R117 LRO to CANDE
climb FL70

DME ITF reads zero at THR			
GS	120	140	160
	640	740	850



30	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%			Circling 1)
C	ft - m/km 320 - 1.0 2350 2)	420 - 1.5 2450 3)			1680 - 2.4V 3750
D	ft - m/km 330 - 1.1 2360 4)	430 - 1.6 2460 5)			1780 - 3.6V 3850

1) BTN 287°-125° of RWY only

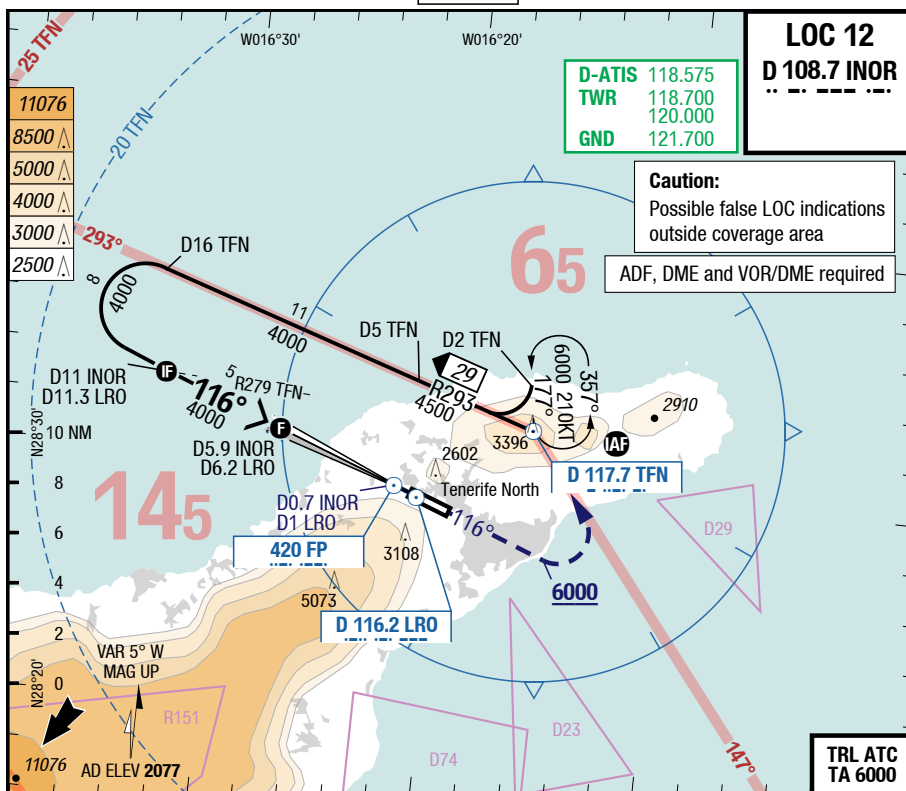
2) With EVS 650m

3) With EVS 1.0km

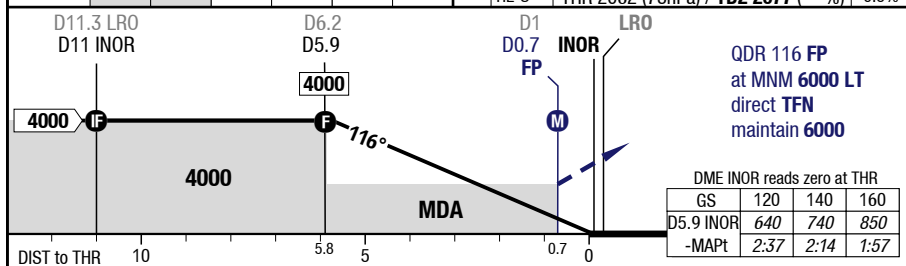
4) With EVS 750m

5) With EVS 1.1km

Changes: MIN, APL, OBST



LOC 3.00° D INOR			5.9	5	4	3	<div> <div>12</div> <div> <div> <div> <div> <div>420</div> <div>3171 x 45</div> <div>50 HL</div> </div> <div> <div>8.3.0°</div> <div>15 HL</div> </div> </div> </div> <div> <div>THR 2062 (73hPa) / TDZ 2077 (---%)</div> <div>-0.5%</div> </div> </div> </div>
			4000	3740	3410	3080	

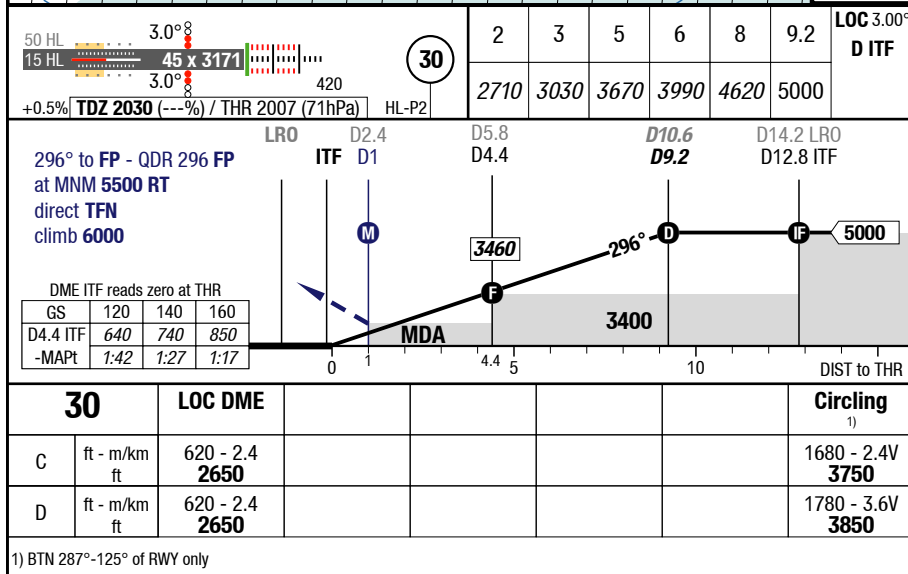
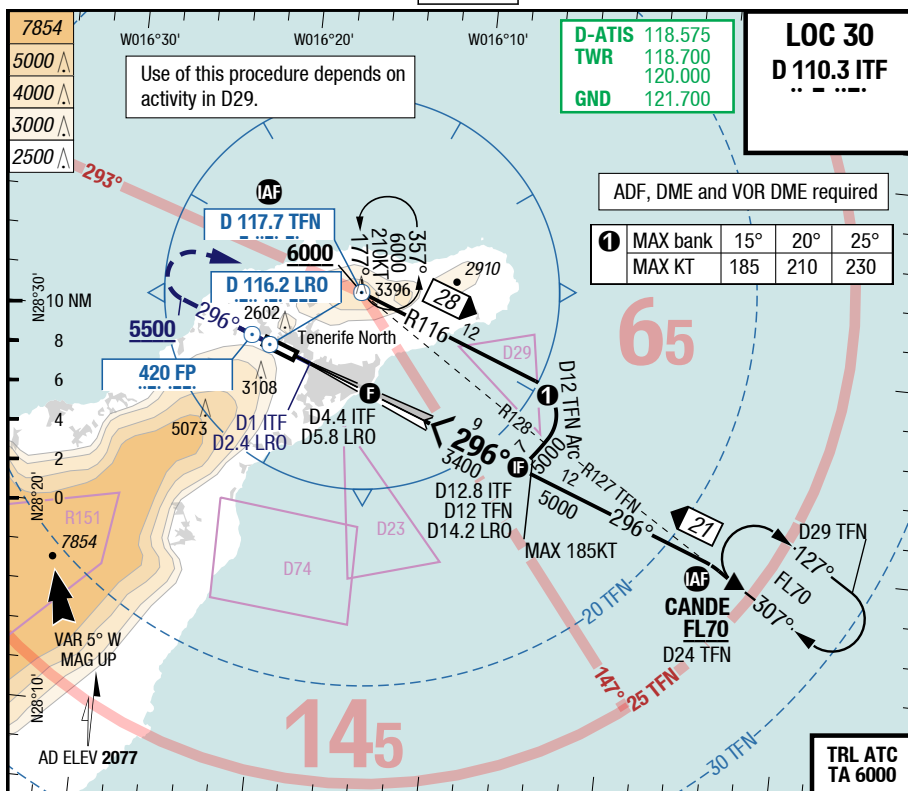


12		LOC DME				Circling 1)
C	ft - m/km ft	850 - 2.4 2920				1680 - 2.4V 3750
D	ft - m/km ft	850 - 2.4 2920				1780 - 3.6V 3850

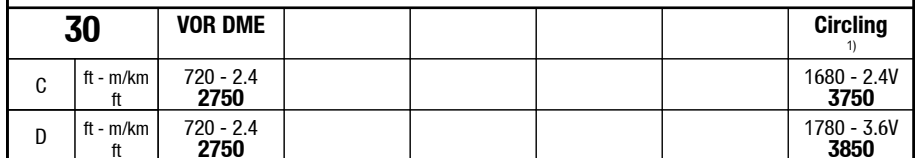
1) BTN 287°-125° of RWY only

7-60

LOC 30

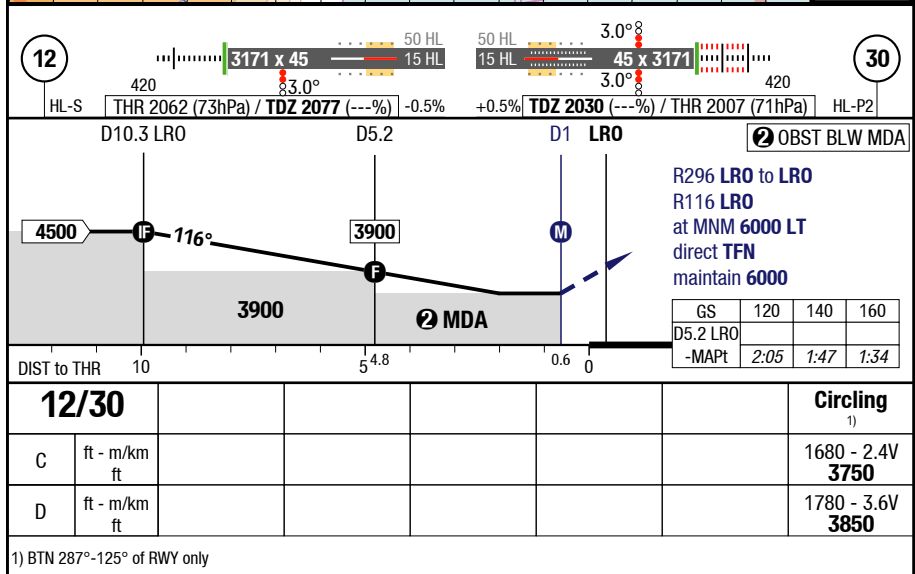


VOR 30



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VOR



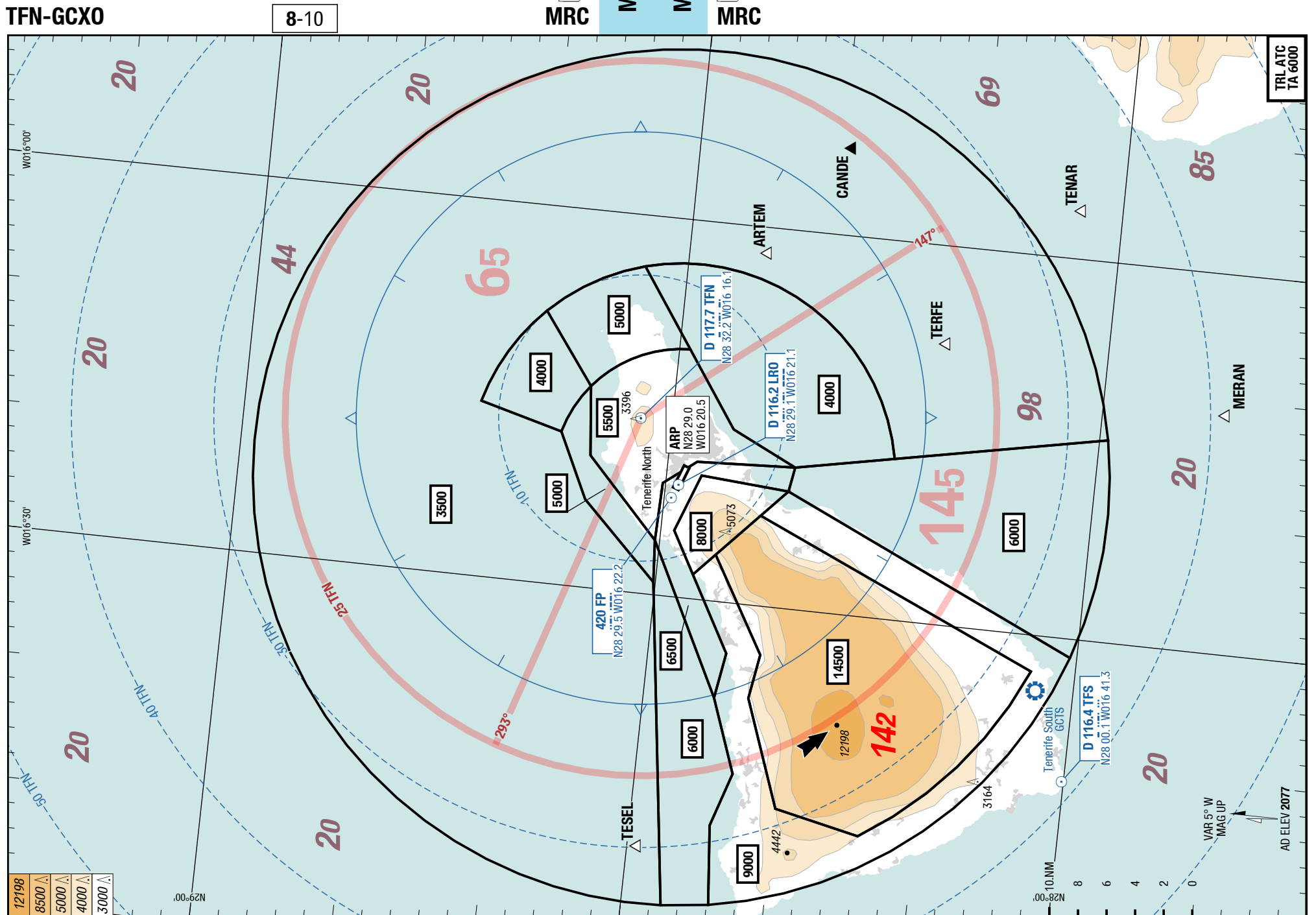
TFN-GCXO

NIL
MRC

MRC

MRC

NIL
MRC



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