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: 0756 Z
Sunset: 1840 Z

Runway Information

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

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

Communication Information

ATIS: 118.575 (200°-270°) At or below 33574432 ft Out to 25 mi.
Tenerife North Tower: 120.000 Secondary
Tenerife North Tower: 118.700
Tenerife North Tower: 25.780 Military
Tenerife North Ground: 121.700
Tenerife North Clearance Delivery: 121.850
Tenerife North Approach: 128.850 Secondary
Tenerife North Approach: 124.800
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 7 thru 10, K1, K2, T1 thru T6:
- Use of 400Hz facilities is mandatory.
- Use of the Auxiliary Power Unit (APU) of the ACFT is prohibited in these positions within a period from 2 minutes after wheel chocks to 5 minutes before chocks-off.
- The ACFT APU can only be used when the fixed 400 Hz units are not operative and the mobile units are unavailable.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL
In addition to the general procedures, Low Visibility Procedures (LVP) shall be applied when:
- RVR is lower than 800m;
- General visibility is lower than 800m when all transmissometers are out of service.

The ATC unit shall notify pilots that the LVP are in force.

The 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 lower than 600m or general visibility is lower than 800m, when all the transmissometers are out of service, “only one ACFT in the maneuvering area” criteria shall be followed.

Low Visibility Procedures shall be cancelled when:
- RVR values equal or greater than 1500m;
- Visibility is equal or greater than 1500m, when all transmissometers are out of service.

1.3.2. GROUND MOVEMENT
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.

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 as indicated in the board and the yellow-green lights in the TWY.

The exit of arrival ACFT by TWY E-3 shall not be allowed except prior ATC clearance, in accordance with that is established in local procedures.

ACFT after vacating the RWY, shall proceed to taxi up to the ABL where they will wait for the Follow-me car and will keep on guided up to the assigned stand in the apron notified by ATC.

ACFT may request ATC for guidance by a Follow-me car from any point in the maneuvering area.

The ACFT, arriving to the stand, shall notify the assigned stand and frequency out.
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 completely ready to start engines.

1.3.5. **PUSH-BACK MANEUVER**
ACFT must be totally ready for (towed or self-propelled) push-back and start taxing 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.
Push-back in the apron shall not be allowed if an arriving ACFT has been cleared to vacate by the exit TWY E-3.
Exit by TWY E-3 will not be allowed if push-back in the apron has been allowed.

1.3.6. **COMMUNICATION FAILURE**
Departing ACFT, taking extreme care, shall continue taxiing to the clearance limit, hold position, and await a Follow-me car to guide it to appropriate stand.
Arriving ACFT, once the RWY vacated, shall hold its position upon entering the TWY, and await a Follow-me car to guide it to the appropriate stand.
If the ACFT already has ATC taxiing clearance, it will continue by the designated route until stopping at the limit of the ATC clearance, exercising extreme caution, where it will hold position and will wait for the arrival of an attendance car.

1.3.7. **ABNORMAL SITUATIONS IN THE MANEUVERING AREA**
1.3.7.1. **UNCERTAINTY ABOUT THE POSITION IN THE MANEUVERING AREA**
If a pilot has doubts as to the position of the ACFT in relation with the maneuvering area, he shall immediately stop the ACFT and notify ATC of this circumstance (including the last known position).
In situations where the pilot has doubts as to the position of ACFT in the maneuvering area, but recognizes that the ACFT is on a RWY, the pilot shall immediately notify ATC (including the last known position), vacating the RWY as soon as possible, if he is able to locate a suitable nearby TWY, unless stated otherwise by ATC, and will then stop the ACFT.

1.3.7.2. **LOSS OF VISUAL CONTACT BETWEEN MOBILE VEHICLES**
In the event of the loss of visual contact with another ACFT or with a vehicle with which it maintains a separation, ATC will be informed immediately and the ACFT will stop. ATC will take the measures it deems appropriate.

1.3.7.3. **ACFT BREAKDOWN**
Notify ATC of the situation and await the arrival of assistance. If you are on a RWY, if possible and unless indicated otherwise by ATC, the ACFT shall vacate it.

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 must 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 completely parked on stand.
- When completely parked on stand, select STBY.
1. GENERAL

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.

TWYs W MAX wingspan 85'/26m.

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.

Simultaneous operating of two ACFT code D or above is not permitted in the maneuvering area.

As a general rule, backtrack maneuvers on the RWY or 180-degree turns on the RWY or on TWYs R, W and Y are not permitted.

1.6. PARKING INFORMATION

Entry to and exit from stands of General Aviation Aprons 1 and 2 in NIGHT conditions, as well as when Low Visibility Procedures (LVP) are in force, shall be guided by Follow-me. The ACFT shall request for Follow-me vehicle guidance on start-up report.

Push-back required on all stands except stands 1A, 13, 15, AG1 thru AG7 and N1 thru N5.

Push-back maneuvers from stands 1, 2 thru 12, 14 and T1 thru T6 must be made as far as the centerline of TWY R.

Power-back with prior clearance possible on stands 1, 2, 3, 3A, 3B, 4, 5, 5A, 5B, 7 thru 10, 12, 14, K1, K2 and T1 thru T6.

Stands N1 thru N5 available for helicopters.

1.7. OTHER INFORMATION

1.7.1. GENERAL

CAUTION: Birds on APT.

1.7.2. VISIBILITY

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

Due to this, cloud masses form over the RWY reducing the visibility. It is not unusual for a sector of the RWY to be completely clear while visibility is almost nil on 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. RWY OPERATIONS

The use of TWY E-3 is restricted if push-backs have been authorized in the commercial apron.

ACFT that land via RWY 30 shall leave it via TWY E-1 or E-2 unless ATC authorizes the use of another exit.

ACFT that land via RWY 12 shall leave it via TWY E-4 or E-5 unless ATC authorizes the use of another exit.

To reduce the go-around, reduce the occupation time of the RWY and therefore make the maximum use of the RWY, pilots should exit the RWY via the exit authorized by ATC as soon as possible without this involving any hazard to safety and normal ACFT operations.

2.2. TAXI PROCEDURES

Entries into the parking positions for commercial aviation shall be carried out under the guidance of the “FOLLOW ME” vehicle, which shall wait for the ACFT in the intersection of the ABL with the position notified by TWR.

Entry into the parking positions of general aviation 1 and 2 aprons shall be carried out under the guidance of the “FOLLOW ME” vehicle from TWY R.

Furthermore, the ACFT should be dragged to enter the general aviation 2 apron.

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 under certain circumstances:

- With Northerly direction winds (between 320° and 360°) with an intensity of 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.
- With winds with direction between 150° and 210° and an intensity of more than 20 KT, there is the possibility of turbulence on the approach to RWY 12.
- With Westerly and South-westerly direction winds above 10,000’, turbulence areas originated from the Mount Teide are very likely to exist. This kind of turbulence usually appears in a sudden, violent and short way.
3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES
Start-up, entry and/or exit from the parking positions are not permitted while boarding/debarkation procedures on foot are taking place in the parking positions alongside.

Pilots shall request permission for push-back and taxiing from Tower (GND). Tower (GND) is responsible for issuing authorizations and instructions for towed push-back, power-back and ACFT taxiing.

Maneuvers in the autonomous exit parking positions shall be carried out under minimum power and so that idling power is not exceeded when making the turn. The push-back and power exit maneuvers from the parking positions of the commercial apron shall be carried out up to the centre line of TWY R.

The exit from the parking positions of the General Aviation 1 apron shall be carried out via TWY Y to access TWY R after receiving the appropriate authorization from ATC. Between sunrise and during the application of LVP, the exit shall be carried out under guidance of the "FOLLOW ME" vehicle.

ACFT shall request guidance from ATC when they report that they are ready to taxi.

The exit from the parking positions of the General Aviation 2 apron shall be carried out by towing to the centerline of TWY W. Access to TWY R shall be carried out via TWY W after receiving appropriate authorization from ATC.

TWY E-2 and E-4 can be used for take-off from the intersection.

On TWY E-3 there is also a NO ENTRY sign that prohibits access to the RWY.

3.2. TAKE-OFF ON A RWY OPPOSITE THE RWY-IN-USE
In conditions of calm air conditions and with prior authorization from ATC, an ACFT can request take-off from a RWY opposite the RWY-in-use.

3.3. OTHER INFORMATION
3.3.1. 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.
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:** Speed at holding over TFN.

*SPEED RESTRICTION*

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

**HOLDING OVER TFN**

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

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**NOT TO SCALE**
CHANGES: Speed at holding over TFN.
**HIERRO 1L (HIE 1L)**
**RWYS 12, 30 ARRIVAL**

**NOT TO SCALE**

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

**CHANGES:** Speed at holding over TFN.
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

ARACO ONE JULIETT (ARACO 1J)
- Approaching Runway 12:
  - Climb on runway heading to FL70, turn LEFT, intercept TFN R-271 via TESEL to ARACO.

ARACO THREE KILO (ARACO 3K)
- Approaching Runway 30:
  - 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.

CONTINGENCY DEPARTURES
- In case of one or more navaid failure following procedures shall be carried out:
  - TFN R-271 via TESEL to ARACO.

Gnd speed-KT
- ARACO 1J: 4.7% up to 2600',
- ARACO 3K: 5.0% up to 4000',
- These SIDs require minimum climb gradients of 4.7% up to 2600',
  5.0% up to 4000',
  5.3% up to 5500',
  6.8% up to 6500',
  5.0% up to 4000'.

CHANGES:
- Speed restriction revised.

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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'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
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<th>300</th>
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<td>6.8% V/V(fpm)</td>
<td>516</td>
<td>689</td>
<td>1033</td>
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<td>1722</td>
<td>2066</td>
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<tr>
<td>5.3% V/V(fpm)</td>
<td>403</td>
<td>537</td>
<td>805</td>
<td>1073</td>
<td>1342</td>
<td>1610</td>
</tr>
<tr>
<td>4.7% V/V(fpm)</td>
<td>357</td>
<td>476</td>
<td>714</td>
<td>952</td>
<td>1190</td>
<td>1428</td>
</tr>
</tbody>
</table>

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: 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'.
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 FL100.

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

CONTINGENCY DEPARTURES

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

This SID requires a minimum climb gradient of 5.3% up to FL150.

This SID requires a minimum climb gradient of 6.8% up to FL650.

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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 KIAS (within 20 NM of airport, except for military areas)

**CONTINGENCY DEPARTURES**
Rwy 12:
In case of one or more navaid failure following procedures shall be carried out:
- Climb on 302° heading to FL70, turn by following ATC instructions.
- 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.

**ROUTEING**
1. 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.
2. Climb on LRO R-121, intercept GDV R-322 inbound to GDV, GDV R-187.
3. Climb on LRO R-121, intercept GDV R-322 inbound to GDV, GDV R-187.
4. 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.

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

**NOT TO SCALE**

Direct distance from Tenerife-North to:
- TFN 5NM
- LPC 5J 2800'
- LPC 6K 3000'

**One speed-KT**
- LPC 5J: 75 100 125 150 175 200 225 250 300
- LPC 6K: 4.7% up to 3500'
- LPC 5J: 6.8% up to 3500'
- LPC 6K: 5.3% up to 3500'
- LPC 6K: 4.7% up to 6500'

**CONTINGENCY DEPARTURES**
Rwy 30: Climbing at 6.8% to FL6500, turn by following ATC instructions.

**CHANGES:** LPC VORDME renamed; LPC SIDs renumbered.

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**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**: Cross TESEL at FL70 and wait for further clearance.

<table>
<thead>
<tr>
<th>SID</th>
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</tr>
</thead>
<tbody>
<tr>
<td>HIE 1J</td>
<td>30</td>
<td>Climb on runway heading to TFN 10.0 DME, turn LEFT, intercept TFN R-271 to TESEL, turn LEFT, intercept 240° bearing via GANTA to HIE.</td>
</tr>
<tr>
<td>HIE 3K</td>
<td>12</td>
<td>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 via GANTA to HIE.</td>
</tr>
</tbody>
</table>

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'.

**CHANGES**:
- Speed restriction revised; chart reindexed.
- Speed restriction revised; chart reindexed.
- Speed restriction revised; chart reindexed.
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.

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.

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

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<tr>
<td>KORAL 4J</td>
<td>30</td>
<td>Climb on runway heading to TFN 10.0 DME, turn RIGHT, 030° heading, 083°</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R-262 inbound to LZR, LZR R-061 to KORAL.</td>
</tr>
<tr>
<td>KORAL 5K</td>
<td>12</td>
<td>Climb on LRO R-121 to D16.0 LRO, turn LEFT, along LRO 18.0 DME arc, 081°</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R-083 turn RIGHT, intercept TFN R-081 to LARYS, intercept LZR R-262</td>
</tr>
<tr>
<td></td>
<td></td>
<td>inbound to LZR, LZR R-061 to KORAL.</td>
</tr>
</tbody>
</table>

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 SIDs requires a minimum climb gradient of 5.3% up to FL750.

Rwy 30: Climb on 030° heading to FL70, turn by following ATC instructions.
This SIDs requires a minimum climb gradient of 6.8% up to FL850.

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:
KORAL 4J: 2600',
KORAL 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

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**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.

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

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Direct distance from
tenerife-north Apt to:
TFN 5NM

**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'.

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**NOT TO SCALE**

**CHANGES:** ORION SIDs withdrawn; LARYS SIDs established; chart redrawn. © JEPPESEN, 2014. ALL RIGHTS RESERVED.
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

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

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<tbody>
<tr>
<td>SAMAR 5J</td>
<td>30</td>
<td>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.</td>
</tr>
<tr>
<td>SAMAR 6K</td>
<td>12</td>
<td>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.</td>
</tr>
</tbody>
</table>

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′.

CHANGES: None.
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 3000'
- 5.3% up to 5100'
- 6.8% up to 5500'
- 7.1% up to 6500'

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

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

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'.
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'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.8% V/V(fpm)</td>
<td>516</td>
<td>689</td>
<td>1033</td>
<td>1377</td>
<td>1722</td>
<td>2066</td>
</tr>
<tr>
<td>5.3% V/V(fpm)</td>
<td>403</td>
<td>537</td>
<td>805</td>
<td>1073</td>
<td>1342</td>
<td>1610</td>
</tr>
<tr>
<td>5.0% V/V(fpm)</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
<tr>
<td>4.7% V/V(fpm)</td>
<td>357</td>
<td>476</td>
<td>714</td>
<td>952</td>
<td>1190</td>
<td>1428</td>
</tr>
</tbody>
</table>

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

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'.

CHANGES: Speed restriction revised.
**VASTO FOUR JULIETT (VASTO 4J) [VAST4J]**

**VASTO FIVE KILO (VASTO 5K) [VAST5K]**

**RWYS 30, 12 DEPARTURES**

| Initial ATC clearance: Maintain FL70 and wait for further clearance. |
|-----------------|-----------------|-----------------|
| **RWY** | **SID** | **RWY 4J** | **VASTO 5K** |
| 30 | VASTO 4J | Climb on runway heading to TFN R-305 inbound to TFN, TFN R-081 to LARYS, turn LEFT, intercept GDV R-039 via SARAY to VASTO. |
| 12 | VASTO 5K | Climb on runway heading to TFN R-305 inbound to TFN, TFN R-081 to LARYS, turn LEFT, intercept GDV R-039 via SARAY to VASTO. |

**In case of one or more nav/aid failure following procedures shall be carried out:**

- **RWY 4J:** Climb on runway heading to TFN R-305, turn RIGHT, intercept TFN R-081 to LARYS, turn LEFT, intercept GDV R-039 via SARAY to VASTO.
- **RWY 5K:** Climb on runway heading to TFN R-305, turn RIGHT, intercept TFN R-081 to LARYS, turn LEFT, intercept GDV R-039 via SARAY to VASTO.

**CONTINGENCY DEPARTURES**

1. RWY 12: Climb on runway heading to FL70, turn LEFT, follow ATC instructions.
2. RWY 12: Climb on 302° heading to FL70, turn LEFT, follow ATC instructions.

**SPEED RESTRICTION**

- VASTO 4J: At or above FL130 MAX 250 KT.
- VASTO 5K: At or above FL130 MAX 250 KT.

**GND SPEED-KT**

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

**CONTINGENCY DEPARTURES**

- **RWY 4J:** Climb on runway heading to TFN R-305, turn RIGHT, 030° heading, intercept TFN R-081 to LARYS, turn LEFT, intercept GDV R-039 via SARAY to VASTO.
- **RWY 5K:** Climb on 302° heading to FL70, turn by following ATC instructions.

**GND SPEED-KT**

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

**CONTRADDICTIONS DEPARTURES**

- **RWY 4J:** Climb on runway heading to FL70, turn LEFT, 030° heading, intercept TFN R-081 to LARYS, turn RIGHT, intercept GDV R-039 via SARAY to VASTO.
- **RWY 5K:** Climb on 302° heading to FL70, turn LEFT, follow ATC instructions.

**SPEED RESTRICTION**

- VASTO 4J: At or above FL130 MAX 250 KT.
- VASTO 5K: At or above FL130 MAX 250 KT.

**GND SPEED-KT**

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

**CONTRADDICTIONS DEPARTURES**

- **RWY 4J:** Climb on runway heading to FL70, turn LEFT, 030° heading, intercept TFN R-081 to LARYS, turn RIGHT, intercept GDV R-039 via SARAY to VASTO.
- **RWY 5K:** Climb on 302° heading to FL70, turn LEFT, follow ATC instructions.

**SPEED RESTRICTION**

- VASTO 4J: At or above FL130 MAX 250 KT.
- VASTO 5K: At or above FL130 MAX 250 KT.

**GND SPEED-KT**

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

**CONTRADDICTIONS DEPARTURES**

- **RWY 4J:** Climb on runway heading to FL70, turn LEFT, 030° heading, intercept TFN R-081 to LARYS, turn RIGHT, intercept GDV R-039 via SARAY to VASTO.
- **RWY 5K:** Climb on 302° heading to FL70, turn LEFT, follow ATC instructions.
**For AIRPORT BRIEFING refer to 20-1P pages**

**FOR DETAILS SEE 20-9A**

**FOR DETAILS SEE 20-9A**

---

### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL (50m)</th>
<th>CL (15m)</th>
<th>HIALS</th>
<th>THRESHOLD</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>HIRL (50m)</td>
<td>CL (15m)</td>
<td>HIALS</td>
<td>RVR 932'</td>
<td>2875m</td>
<td>148'</td>
<td>45m</td>
</tr>
<tr>
<td>30</td>
<td>HIRL (50m)</td>
<td>CL (15m)</td>
<td>HIALS-II TDZ</td>
<td>RVR 9500'</td>
<td>2896m</td>
<td>148'</td>
<td>45m</td>
</tr>
</tbody>
</table>

1. **PAPI (3.0°):** Not usable by ACFT of code letter E.
2. **TAKE-OFF RUN AVAILABLE**
   - RWY 12:
     - From rwy head: 10,404' (3171m)
     - From rwy head: 8353' (2546m)
   - RWY 30:
     - From rwy head: 10,404' (3171m)
     - From rwy head: 6253' (1906m)

### HOT SPOTS

- **HS1**
  - CAUTION: Possible twy strip clearance by acft with wingspan larger than 171'/52m.
  - Arrivals: Stop at the end of rwy until Follow-me car arrives and follow it up to parking stand.
  - Departures: Follow-me guidance from parking stand up to alignment with rwy.
  - CAUTION: Apron incursion area, ACFT in Push-back.
  - Exit of runway via TWY E-3 only with ATC authorization.
  - Entry to runway via TWY E-3 is not permitted ('No entry' sign).

- **HS2**
  - CAUTION: Possible twy strip clearance by acft with wingspan larger than 171'/52m.
  - Arrivals: Stop at the end of rwy until Follow-me car arrives and follow it up to parking stand.
  - Departures: Follow-me guidance from parking stand up to alignment with rwy.
  - CAUTION: Apron incursion area, ACFT in Push-back.
  - Exit of runway via TWY E-3 only with ATC authorization.
  - Entry to runway via TWY E-3 is not permitted ('No entry' sign).

### STANDARD TAKE-OFF

<table>
<thead>
<tr>
<th>Low Visibility Take-off</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day: RL &amp; RCLM Night: RL or CL</td>
<td>Day: RL or RCLM Night: RL or CL</td>
<td>Adequate vis ref (Day only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HIRL, CL &amp; relevant RVR</td>
<td>RVR 125m</td>
<td>RVR 150m</td>
<td>RVR 200m</td>
<td>RVR 300m</td>
</tr>
<tr>
<td>RL &amp; CL</td>
<td>RVR 200m</td>
<td>RVR 300m</td>
<td>400m</td>
<td>500m</td>
</tr>
</tbody>
</table>

**CHANGES:** Hot Spot note.
**MISSING APCH:** Climb on 116° from Lctr to 6000', then turn LEFT direct to VOR and join holding.

**MISSED APCH:**

- Climb on 116° from Lctr to 6000', then turn LEFT direct to VOR and join holding.

- **Max Kts**
  - 100
  - 135
  - 180
  - 205

- **RVR**
  - 1500m
  - 1600m
  - 2400m
  - 3600m

- **Ground Speed**
  - 70
  - 90
  - 100
  - 120
  - 140
  - 160

- **ILS GS**
  - 3.0
  - 3.2
  - 3.3

- **ILS LOC Descent Angle**
  - 3.10°

- **MAP at Lctr**
  - 5.0

- **LOC (GS out)**
  - 3750'
  - 3430'
  - 3100'

- **ILS DME Altitude**
  - 5.0
  - 4.0
  - 3.0

- **DA(H)**
  - 2920' (858')

- **HIALS**
  - 6000'

- **PAPI:**
  - A
  - B
  - C
  - D

- **CIRCE TO LAND**
  - Prohibited South of rwy

- **CHANGES:** Holding speed restriction.
MISSED APCH: Climb on rwy heading to intercept and follow R-116 LRO to D16.0 LRO. Turn LEFT to intercept and follow 18 DME Arc LRO and continue to R-050 LRO climbing to 6000' or above. Continue on 18 DME Arc LRO to R-303 LRO, then turn RIGHT to intercept and follow R-296 LRO direct to BASUX at 6000' and hold.

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

1. VOR and DME 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.

---

Printed from JeppView for Windows 5.3.0.0 on 27 Jan 2018; Terminal chart data cycle 01-2018 (Expired); Notice: After 25 Jan 2018, 0000Z, this chart may no longer be valid
GCXO/TFN  
TENERIFE-NORTH, CANARY IS

TENERIFE-NORTH, CANARY IS

118.575
124.8
118.7
121.7

LOC
ITF
110.3

Final
Apch Crs
296°

GS
D4.0 ITF
3350' (1343')

ILS
DA(H)
Refer to
Minimums

*Ground
MHA 6000
MAX 210 KT

Missed Apch: Climb STRAIGHT AHEAD to FP Lctr, then climb on 296° 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'

1. VOR, DME and ADF required.
2. ILS DME reads zero at rwy 30 threshold.

Use of procedure depends on activity in GC(D)-29.

ILS: MISS APCH CLIMB GRADIENT MIM 5.0%. FOR MINIMUMS BASED ON MIM 4.0% and 2.5% see 21-3A.

Standard

ILS
DA(H)
MACG 5.0%

A: 2322 (315')
B: 2334 (327')
C: 2334 (327')

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

MINIMUMS

DA(H)
MAX 185 KT

A
RVR 1000m
RVR 1500m

B
RVR 1000m
RVR 1500m

C
RVR 1100m
CMV 2400m

D
RVR 1200m
RVR 1600m

Prohibited South of rwy

Max Kts
100
135
180
205

MDA(H)
3020' (943')
3020' (943')
3750' (1673')
3850' (1773')

VIS
1500m
1600m
2400m
3600m

CHANGES: Minimums. Holding speed restriction.

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## ILS Z or ILS Y RWY 30 MINIMUMS
**BASED ON MISSED APCH CLIMB GRADIENT OF MIM 4.0%**

<table>
<thead>
<tr>
<th>Standard</th>
<th>ILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA(H)</td>
<td>A: 2329' (322&quot;) C: 2349' (342&quot;)</td>
</tr>
<tr>
<td></td>
<td>B: 2341' (334&quot;) D: 2360' (353&quot;)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>FULL/Limited</th>
<th>ALS out</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>RVR 1100m</td>
<td>RVR 1500m</td>
</tr>
<tr>
<td>B</td>
<td>RVR 1200m</td>
<td>RVR 1600m</td>
</tr>
</tbody>
</table>

## ILS Z or ILS Y RWY 30 MINIMUMS
**BASED ON MISSED APCH CLIMB GRADIENT OF MIM 2.5%**

<table>
<thead>
<tr>
<th>Standard</th>
<th>ILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA(H)</td>
<td>A: 2423' (416&quot;) C: 2443' (436&quot;)</td>
</tr>
<tr>
<td></td>
<td>B: 2435' (428&quot;) D: 2454' (447&quot;)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>FULL/Limited</th>
<th>ALS out</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>RVR 1500m</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>RVR 1600m</td>
<td>RVR 2000m</td>
</tr>
<tr>
<td>C</td>
<td>RVR 1700m</td>
<td>CMV 2100m</td>
</tr>
</tbody>
</table>
**TENERIFE-NORTH, CANARY IS**

**PANS OPS**

**GCXO/TFN**

**TENERIFE-NORTH**

**GC(D)-23**: LRO D16.5 LRO

**GC(D)-29**: LRO D12.8 LRO

**GC(D)-74**: LRO D14.2 LRO

**FL70**: LRO 7100' MSA LRO VOR

**D16.0 LRO**: FL70

**D12.8 LRO**: 296° 110.3 ITF

**D4.0 ITF**: 296°

**PAPI PAPI**: 2322' (315°)

**HIALS-II**: 2342' (335°)

**VOR and DME required**

**ILLS Y Rwy 30**

**GA**: 2322' (315°)

**DA(H)**: 2334' (327°)

**FULL/Limited**: D12.8 ITF

**FL70**: 7100' MSA LRO VOR

**DA(H)**: 2353' (346°)

**Rwy 2007'**: 1500m

**MIN 5.0%, FOR MINIMUMS BASED ON MINIMUMS SEE 21-3A.**

**Use of procedure depends on activity in GC(D)-29.**

**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'

**Gnd speed-Kts**

<table>
<thead>
<tr>
<th>Gs</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.00°</td>
<td>372</td>
<td>478</td>
<td>531</td>
<td>637</td>
<td>743</td>
</tr>
</tbody>
</table>

**Standard STRAIGHT-IN LANDING Rwy 30**

**CIRCLE-TO-LAND**

**Prohibited South of rwy**

<table>
<thead>
<tr>
<th>C</th>
<th>DA(H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3020' 943'</td>
<td>1500m</td>
</tr>
<tr>
<td>B</td>
<td>3020' 943'</td>
<td>1600m</td>
</tr>
<tr>
<td>C</td>
<td>3750' 1673'</td>
<td>2400m</td>
</tr>
<tr>
<td>D</td>
<td>3850' 1773'</td>
<td>3600m</td>
</tr>
</tbody>
</table>
**ALPS out**

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>MDA(H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>3020'</td>
<td>1500m</td>
</tr>
<tr>
<td>135</td>
<td>3020'</td>
<td>1600m</td>
</tr>
<tr>
<td>180</td>
<td>3750'</td>
<td>2400m</td>
</tr>
<tr>
<td>205</td>
<td>3850'</td>
<td>3600m</td>
</tr>
</tbody>
</table>

**GROUND**

<table>
<thead>
<tr>
<th>RVR 1500m</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>3020'</td>
<td>1500m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CMV 2400m</th>
</tr>
</thead>
<tbody>
<tr>
<td>3750'</td>
</tr>
<tr>
<td>205</td>
</tr>
</tbody>
</table>

**Use of procedure depends on activity in GC(D)-29.**

**1.** Be direct to TFN VOR and join holding at 6000'.

**2.** Bank 15° (MAX 185 KT)

**3.** Bank 20° (MAX 210 KT)

**4.** Bank 25° (MAX 250 KT)

**Descent Angle**

- Standard: 3.01°
- MAP at D2.5 LRO: 3.01°

**Use of procedure depends on activity in GC(D)-29.**

**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.**

**MAP at D2.5 LRO**

- Straight-in landing RWY 30
- Circle-to-land
- Prohibited South of rwy

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TENERIFE-NORTH, CANARY IS

**VOR**

<table>
<thead>
<tr>
<th>GCXO/TFN</th>
<th>TENERIFE-NORTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.575</td>
<td>124.8</td>
</tr>
<tr>
<td>GC(D)-23</td>
<td>GC(D)-29</td>
</tr>
</tbody>
</table>

**BRIEFING STRIP**

- **MISSED APCH:** Climb via LRO VOR on R-116 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.**

**Lighting**

- **Refer to** Airport Chart
- **Circle-to-Land**

**Map at D1.0 LRO**

- **Standard**
- **Straight-In Landing**

**Prohibited South of rwy**

<table>
<thead>
<tr>
<th>Max.</th>
<th>3020’</th>
<th>1500m</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>135</td>
<td>3020’</td>
<td>1500m</td>
</tr>
<tr>
<td>180</td>
<td>3750’</td>
<td>2400m</td>
</tr>
<tr>
<td>205</td>
<td>3850’</td>
<td>3600m</td>
</tr>
</tbody>
</table>

**Gnd speed-Kts**

<table>
<thead>
<tr>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>116°</td>
<td>116°</td>
<td>116°</td>
<td>116°</td>
<td>116°</td>
<td>116°</td>
</tr>
</tbody>
</table>

**Descent Angle**

- **3.48°**
- **431**
- **554**
- **616**
- **739**
- **862**
- **985**

**Chart Refer to**

- **Airport Lighting**
- **MAP at D1.0 LRO**

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Terminal Chart Change Notices

Chart Change Notices for Airport GCXO

Type: Terminal
Effectivity: Temporary
Begin Date: 20170914
End Date: 20180428

Replacement works for ILS DME Rwy 12 (based on SUP 87/17). PHASE 1: no operational impact. PHASE 2: (21-1) ILS Z Rwy 12 and (21-2) ILS Y Rwy 12 are not usable. PHASE 3: (21-1) ILS Z or LOC Rwy 12 and (21-2) ILS Y Rwy 12 are not usable.