

TENERIFE SUR (TFS/GCTS)

Elevation 209ft

CATEGORY A/B/C

AV brief not required

GENERAL

- Airfield is on the SW corner of the island of Tenerife in the Canary Islands.

Threats

CFIT

- Island is volcanic in origin and rises steeply from the coast to the central peak of Mt Tiede 12,198ft asl ~14 nm to the N of the airfield.
- 1,000ft asl contour is 1 nm N of the airfield.
- Hill to 561ft asl just over 1 nm to the S of the Rwy 25 threshold.
- High ground is often cloud covered.
- Approach to Rwy 07 is over relatively flat ground. The approach to Rwy 25 is over undulating ground, which induces turbulence and WINDSHEAR.
- There is a line of pylons located 1,300 m before the Rwy 25 threshold.
- ~36 nm to the W of the airfield is Gomera Island, which has a peak to ~4,900ft asl.
- ~53 nm to the E of the airfield is Gran Canaria with a peak to ~6,400ft asl.

Loss of Control

- Due to the proximity of the high ground WINDSHEAR can be expected.
- Moderate turbulence between 1,000ft and 3,000ft should be anticipated – particularly when the 2,000ft wind is between 260° through N to 060° and the surface wind is calm or light.

Special Considerations

- Surface wind is often significantly different from the wind above 1,000ft so consider requesting the takeoff runway direction to avoid an increasing tailwind just after rotation. It is useful to note the conditions experienced when inbound to Tenerife.

ROUTE

It is possible that the routing to TFS may be along the “Tango Routes”, i.e. T9, T16. These lie within MNPS airspace, check the Operational Flight Plan carefully and refer to the relevant fleet information on operations in oceanic control areas.

ARRIVAL

Diversion Airports

TENERIFE NORTE	TGN/GCXO	29 nm/26°T	CAT B	
LANZAROTE	ACE/GCRR	166 nm/71°T	CAT B	
GRAN CANARIA	LPA/GCLP	63 nm/96°T	CAT A	
FUERTEVENTURA	FUE/GCFV	146 nm/80°T	CAT B	
MARRAKECH Menara	RAK/GMMX	494 nm/64°T	CAT	B

Approach

- Radar coverage is from Canaries Control.
- Normal arrival is via ARACO and GANTA for Rwy 07 or via TERFE for Rwy 25.
- Shortcuts by ATC are frequent when under radar control, expect shortening radar vectors around the edge of the island prior to reaching ARACO or TERFE.
- Expect the handover to Tenerife Sur APP on the approach to GANTA from the N and the possible screening of the radar and radio coverage from the airfield due to the high terrain. This can also prevent radio contact with the handling agents until very late.
- Use of the EGPWS Terrain Display to confirm current position when descending below SSA is recommended. Gomera Island is SW of GANTA and is a useful feature.
- Expect possible GPWS cautions in the approach procedures to Rwy 07.
- Circling is only permitted to the S of the airfield due to the high ground to the N.

Note: The headland rising to 561ft asl approximately 1 nm to the S of the Rwy 25 threshold..

GROUND

- Large terminal with extensive ramp area.
- Runway exit, taxiway and apron limitations for large aircraft.

DEPARTURE

- Usual SID is via TERFE to KONBA. Note the FL requirement at TERFE. It is also recommended to be at cruising level within Canaries airspace as further climb in Casablanca airspace is often not available.

WEATHER

- Moderate climate with warm weather throughout the year in the S of Tenerife with no extremes.
- At night with high humidity visibility can reduce sharply as the temperature falls.
 Summer – The average temperature is approximately 25°C with up to eleven hours of sunshine daily and some haze.
 Winter – The average temperature is approximately 18°C with up to seven hours of sunshine daily.
 Weak depressions give small amounts of rain.

OPERATIONAL INFORMATION

Handling Agent	IBERIA HANDLING
Handling Agent VHF	131.775
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Airport (PCA) – Use both ground services at all times GHA (ACU) – If airport fitted equipment not

	available use APU
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