

TENERIFE NORTE (TFN/GCXO)

Elevation 2,077ft

CATEGORY B

AV brief – not required

GENERAL

- Town of Santa Cruz is 2 nm E.
- Standard of spoken English from ATC has been reported to be poor.

Threats

CFIT

- Airfield is ~2,000ft amsl while the 4 nm finals locator for ILS 30 is at sea level.
- Perspective of the Rwy is peculiar.
- Terrain rises to both N and S of the Rwy.
- W there are several old volcano craters ~2,200ft amsl, terrain then drops sharply to the sea.
- 5 nm NE is a peak to ~3,400ft amsl.
- A ridge to the S starts at ~4,000ft amsl 3 nm SW, rising to Mt Teide 12,198ft amsl 20 nm SW.
- Approach to Rwy 12 is deceptive due to distorting shadows (particularly in moonlight) due to the craters.

Loss of Control

- Island is completely exposed to winds off the Atlantic, at times gale force.
- Considerable up and down draughts and turbulence due to the proximity of the mountains, even with low wind speeds.
- Review the Lido AOI for guidance on expected turbulence/WINDSHEAR.
- Rwy 30 has a pronounced upslope for the centre portion and then levels out. The last 800 m are not visible on touchdown.
- Birds are a hazard.

Ground Collision

- Runway hold points are set a long way back from the threshold, on the parallel Twy.

Special Considerations

- Island is often cloud covered, the NW end of the runway sometimes having a low cloud base and poor visibility caused by the wind blowing up off the sea, while the SE, at the same time, may be quite clear. Under these conditions, the local weather report may include cloud and visibility at both ends of the runway.

ROUTE

It is possible that the routing to TFN 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.

A32N

- If route lies within MNPS airspace refer FCOM PRO-SPO and QRH MNPS task list for route procedures.

ALL

ARRIVAL

- ILS 30 approach false LOC signals may be received until established and glidepath may fluctuate.
- Circling in sector 290° clockwise to 128° only.
- Circling minima is higher than 1,000ft above aerodrome level..

GROUND

- Refuelling with passengers onboard is only permitted when ATS and fire services informed. Request through the Tower.

DEPARTURE

- Emergency Turn Procedures are available from CARD.

WEATHER

- Fairly even climate throughout the year.
- Prevailing N to NW wind and the high terrain gives low cloud at, and sometimes below, airfield level. Can be slow to clear in the morning particularly during the winter.

OPERATIONAL INFORMATION

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