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Revision Letter For Cycle 15-2013
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General Information

Location: Tenerife-North Xje
IATA Code: TFN
Lat/Long: N28° 29.0' W016° 20.5'
Elevation: 2077 ft

Airport Use: Public
Magnetic Variation: 5.6°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: 0621 Z
Sunset: 2003 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 Tower 120.0 Secondary
Tenerife Tower 118.7
Tenerife Tower 25.78 Military
Tenerife Ground Control 121.7
Tenerife Approach Control 128.85 Secondary
Tenerife Approach Control 124.8

1. GENERAL

1.1. ATIS

*ATIS 118.57

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 will inform pilots about the application of LVP.
ATIS system will provide the following message: "LVP in operation".
Any incident notified or detected that may affect the LVP as well as the variations of the operative minimum must be immediately communicated to pilots and ATC services implicated.
When RVR is 600m or below or for CAT E ACFT and RVR 900m or below, 'only one ACFT in the manoeuvring area' criteria will be followed.
Low Visibility Procedures will be cancelled when:
- RVR values equal or greater than 2000m.
- Ceiling is equal or greater than 800'.

1.3.2. GROUND MOVEMENT

At all times pilots must be aware of the ACFT position, especially at intersections. Pilots have to make sure that taxiing is being executed under total security conditions.
In case of disorientation or in doubt, the ACFT must be stopped. ATC has to be informed immediately and a follow-me must be requested. In low visibility conditions, RWY exit routes E1, E2, E3 and E4 will be closed, only E0 and E5 in service.

In low visibility conditions, ATC will not authorize the push-back or the TWY occupation by ACFT with wingspan equal or higher than 171'/52m, until landing by other existing traffic on final approach has been completed.

1.3.3. ARRIVALS

After landing the RWY must be vacated at the RWY end except if otherwise instructed.
- Pilot have to report RWY vacated.
- After reaching the assigned gate, pilots have to wait for a follow-me and notify ATC when it is in sight.
- Notify ATC prior leaving frequency.

1.3.4. DEPARTURES

When requesting Start-up the pilot will notify ATC the complete ACFT indicator and the occupied stand. After pilots have requested Start-up clearance the ACFT should be ready to start engines immediately or in less than 10 minutes.

1.3.5. PUSH-BACK MANOEUVRES

After receiving taxi clearance pilots must be ready to push-back and taxi within 5 min. If unable inform ATC.
Push-back manoeuvres will not be cleared at the same time.

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1. GENERAL

1.3.6. COMMUNICATION FAILURE

- Departing ACFT proceed to clearance limit, hold position and wait for a follow-me.
- Arriving ACFT vacate RWY, proceed to holding position and 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-2 and E-3 MAX wingspan 98'/30m.

1.6. PARKING INFORMATION

Push-back required for all stands except stand 1A and 13. On stand 13 push-back possible.

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 if 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 month between April and October.

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2. ARRIVAL

2.1. SPEED RESTRICTION

MAX 250 KT at or below FL150 after SLP.

2.2. CAT II/III OPERATIONS

RWY 30 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

ACFT landing on RWY 30 will vacate the RWY by E-0 or E-1. To reach maximum RWY utilisation, lessens ist occupancy time and minimises the occurence of "go-around" manoeuvers, ACFT shall maintain speed until reach indicated exit TWY by ATC.

2.4. TAXI PROCEDURES

All ACFT landing by RWY 12, will vacate the RWY by E-4 or E-5.
ATC could authorize to exit by other TWY whenever necessary.

2.5. OTHER INFORMATION

2.5.1. WIND PHENOMENA

Orographic conditions on Tenerife island and the APT location contribute to the appearance of windshear 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 windshear 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.

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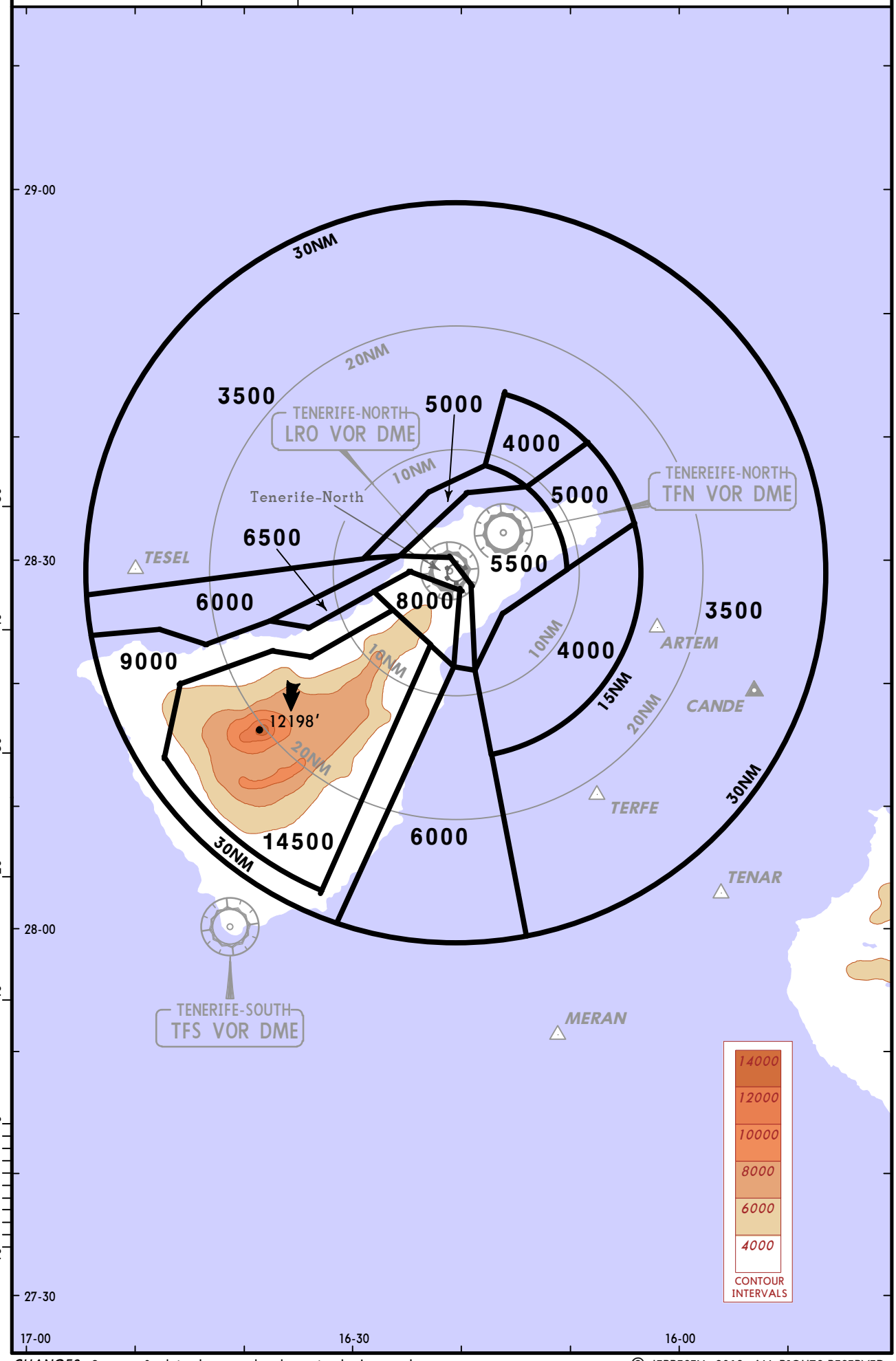
*TENERIFE Approach (R)	Apt Elev	
124.8	2077′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. The published minimum altitudes integrate no correction for low temperature. 2. This chart should only be used for cross-checking of assigned altitudes.



CHANGES: Sectors & altitudes completely revised; chart redrawn.

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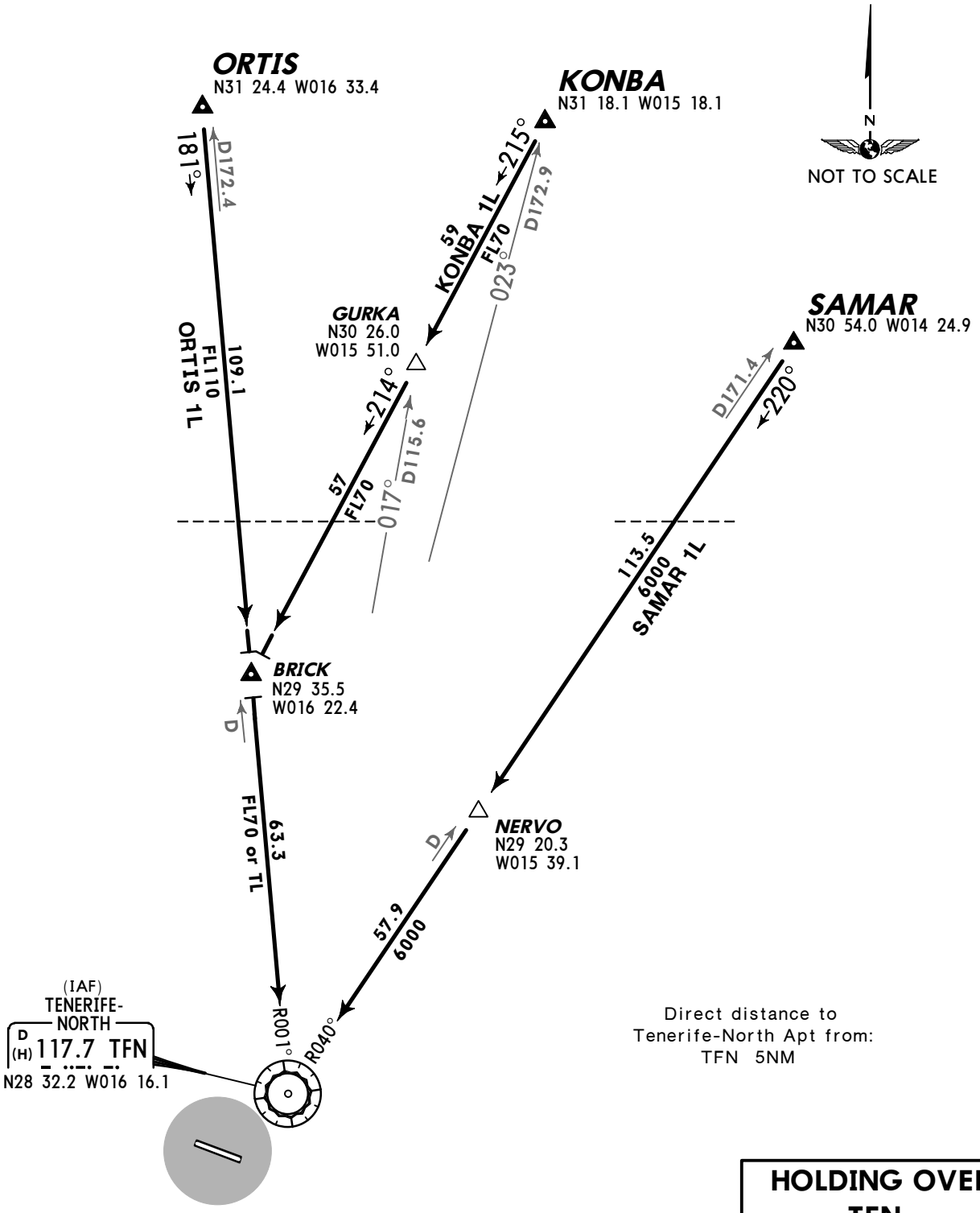
*ATIS	Apt Elev	
118.57	2077′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

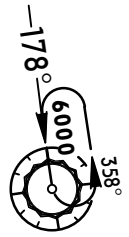
KONBA ONE LIMA (KONBA 1L) *[KONB1L]*
ORTIS ONE LIMA (ORTIS 1L) *[ORTI1L]*
SAMAR ONE LIMA (SAMAR 1L) *[SAMA1L]*
RWYS 12, 30 ARRIVALS



SPEED RESTRICTION
MAX 250 KT at or below FL150
within speed reduction area, except
for military aircraft or
if danger areas are active.

- - - - - - - Speed Reduction Area

HOLDING OVER TFN



CHANGES: None.

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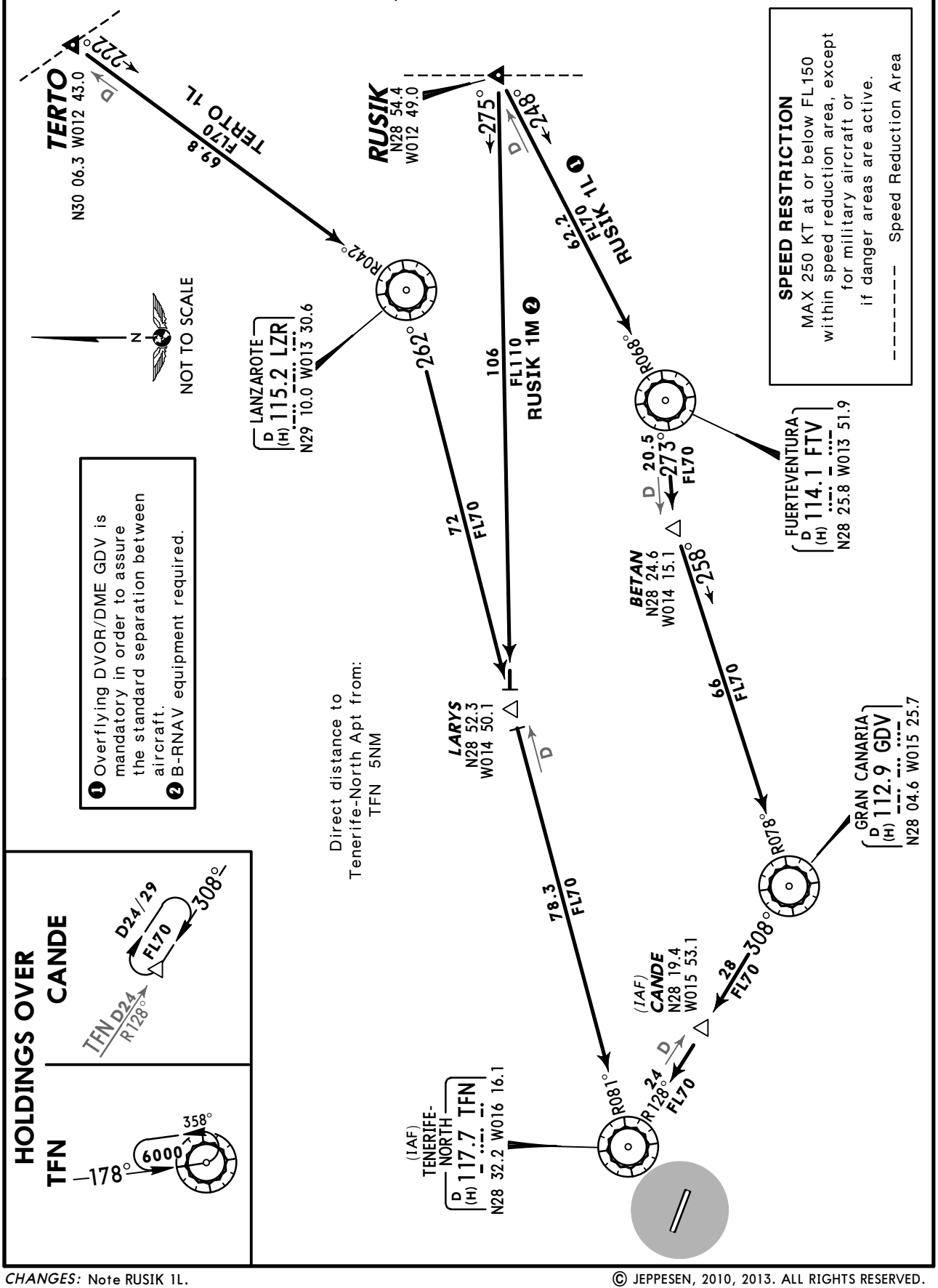
*ATIS	Apt Elev	
118.57	2077′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

RUSIK ONE LIMA (RUSIK 1L) *[RUSI1L]* ❶
TERTO ONE LIMA (TERTO 1L) *[TERT1L]*
RWYS 12, 30 ARRIVALS

RUSIK ONE MIKE (RUSIK 1M) *[RUSI1M]* ❷
RWYS 12, 30 RNAV ARRIVAL



CHANGES: Note RUSIK 1L.

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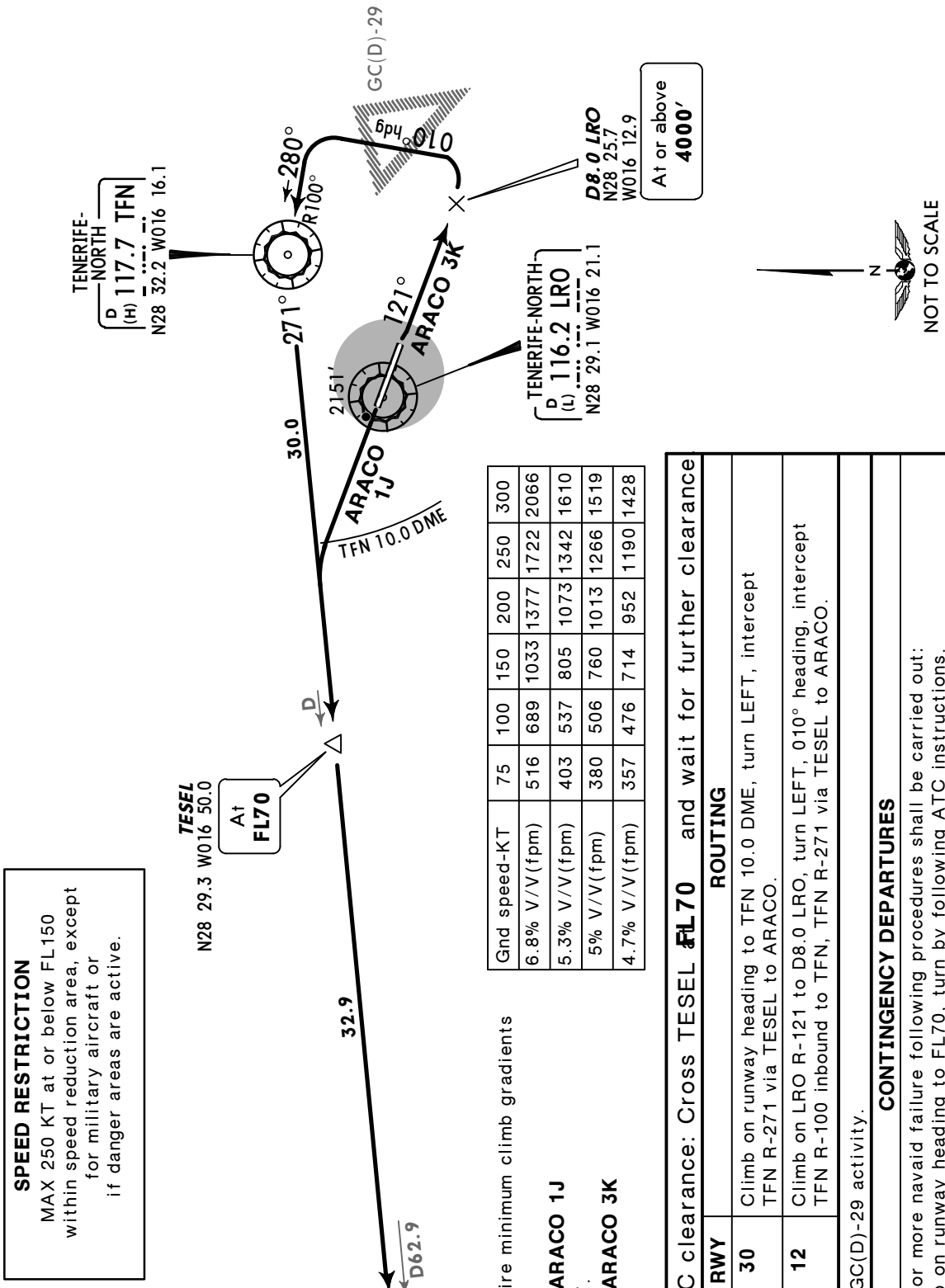
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ RWY 30: EXPECT close-in obstacles.

ARACO ONE JULIETT (ARACO 1J) *[ARAC1J]*
ARACO THREE KILO (ARACO 3K) *[ARAC3K]*
RWYS 30, 12 DEPARTURES



SPEED RESTRICTION
MAX 250 KT at or below FL150 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
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

These SIDs require minimum climb gradients of

ARACO 1J
4.7% up to 2600′.

ARACO 3K
5% up to 4000′.

Initial ATC clearance: Cross TESEL at FL70 and wait for further clearance

SID	RWY	ROUTING
ARACO 1J	30	Climb on runway heading to TFN 10.0 DME, turn LEFT, intercept TFN R-271 via TESEL to ARACO.
ARACO 3K ❶	12	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.

❶ 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: SID ARACO 2K renumbered 3K & revised.

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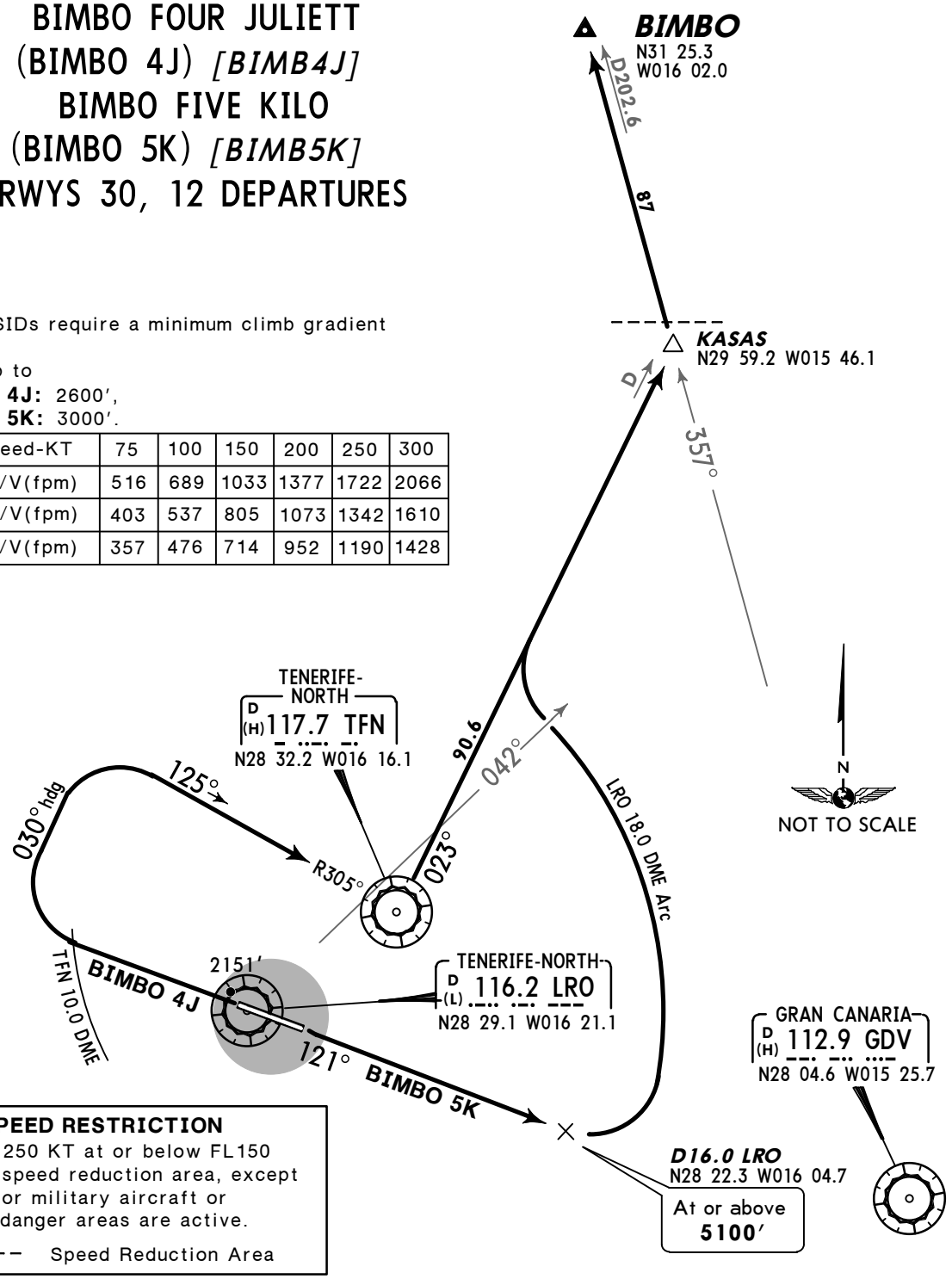
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ 1. RWY 30: EXPECT close-in obstacles. 2. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.

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′.

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
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′.

CHANGES: SIDs renumbered & revised.

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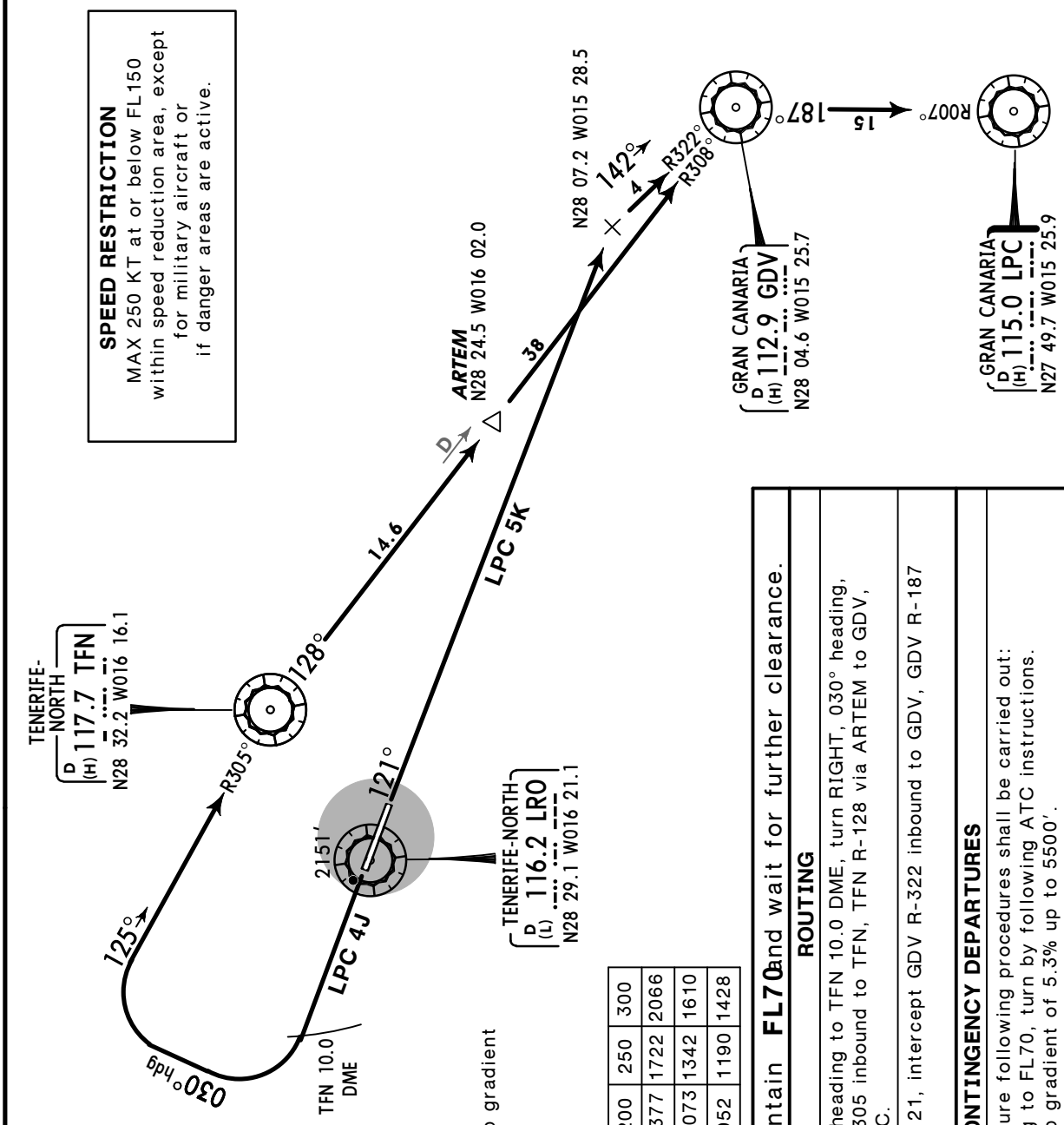
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ 1. RWY 30: EXPECT close-in obstacles. 2. Overflying DVOR/DME GDV is mandatory in order to assure the standard separation between aircraft.

GRAN CANARIA FOUR JULIETT (LPC 4J)
GRAN CANARIA FIVE KILO (LPC 5K)
RWYS 30, 12 DEPARTURES



These SIDs require a minimum climb gradient of 4.7% up to **LPC 4J:** 2600′, **LPC 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
LPC 4J	30	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.
LPC 5K	12	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:
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: Note.

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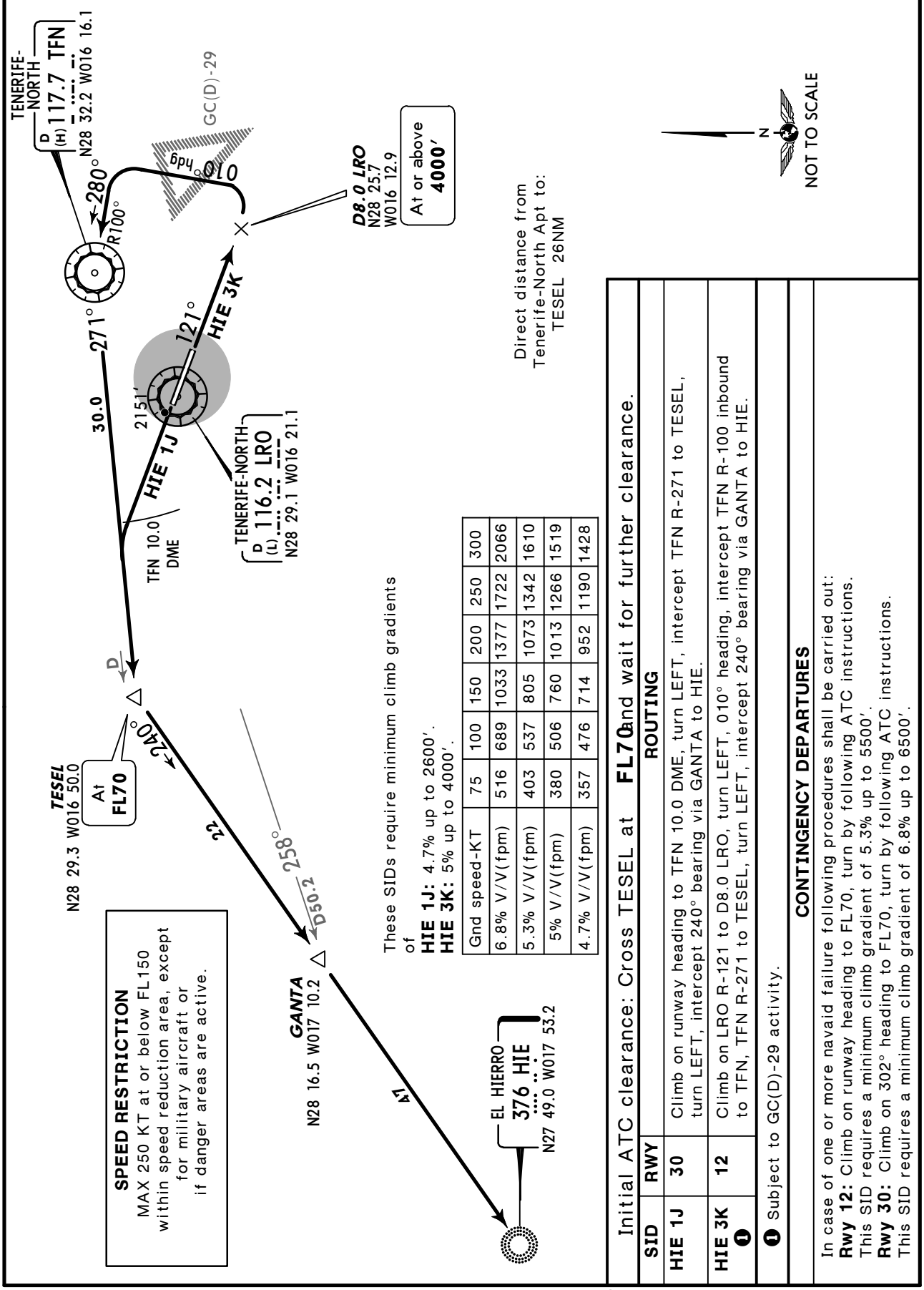
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ RWY 30: EXPECT close-in obstacles.

HIERRO ONE JULIETT (HIE 1J)
HIERRO THREE KILO (HIE 3K)
RWYS 30, 12 DEPARTURES



These SIDs require minimum climb gradients of
HIE 1J: 4.7% up to 2600′.
HIE 3K: 5% up to 4000′.

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
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

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

SID	RWY	ROUTING
HIE 1J	30	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.
HIE 3K ❶	12	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.

❶ 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′.

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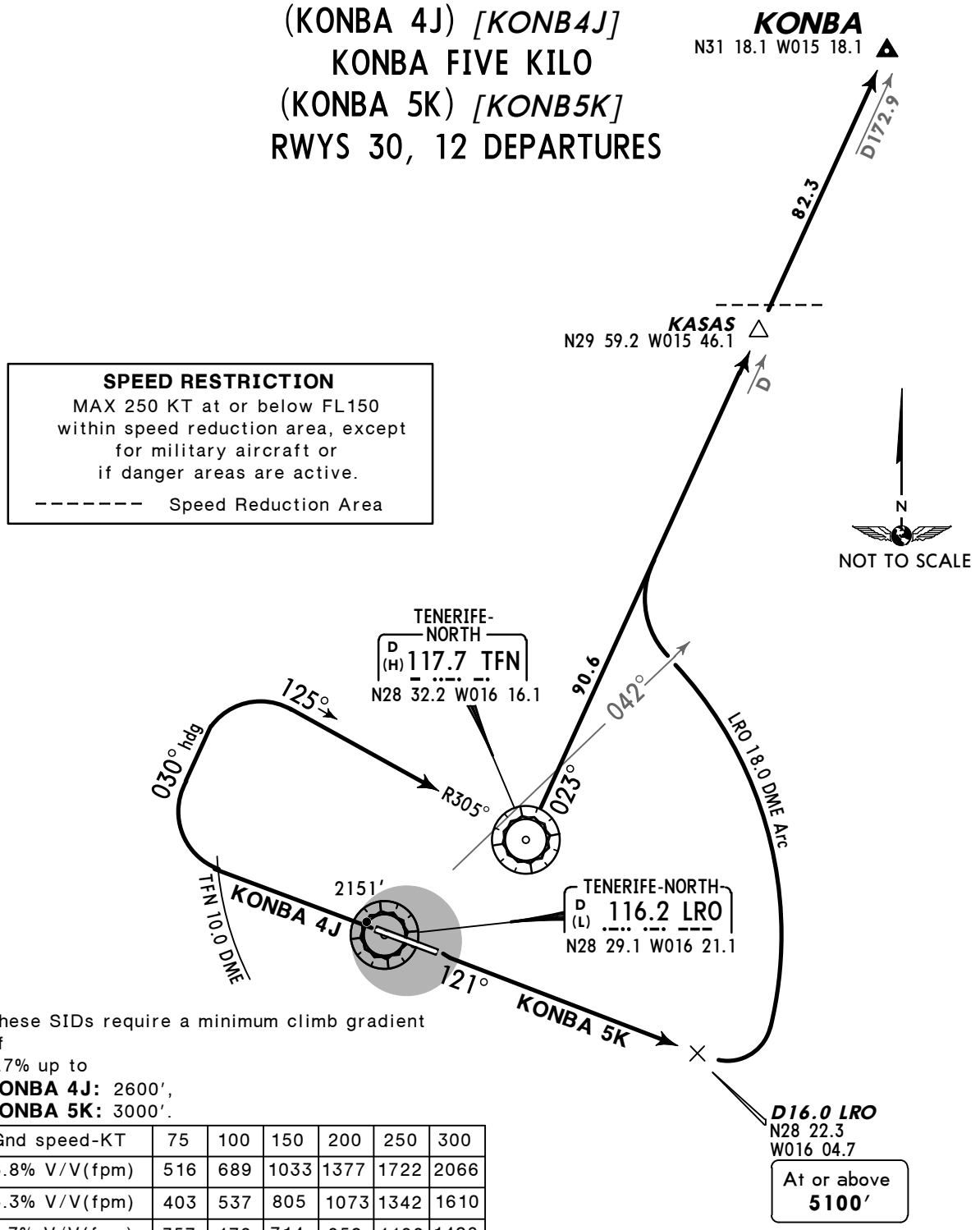
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ RWY 30: EXPECT close-in obstacles.

KONBA FOUR JULIETT (KONBA 4J) *[KONB4J]* KONBA FIVE KILO (KONBA 5K) *[KONB5K]* RWYS 30, 12 DEPARTURES



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′.

CHANGES: SIDs renumbered & revised.

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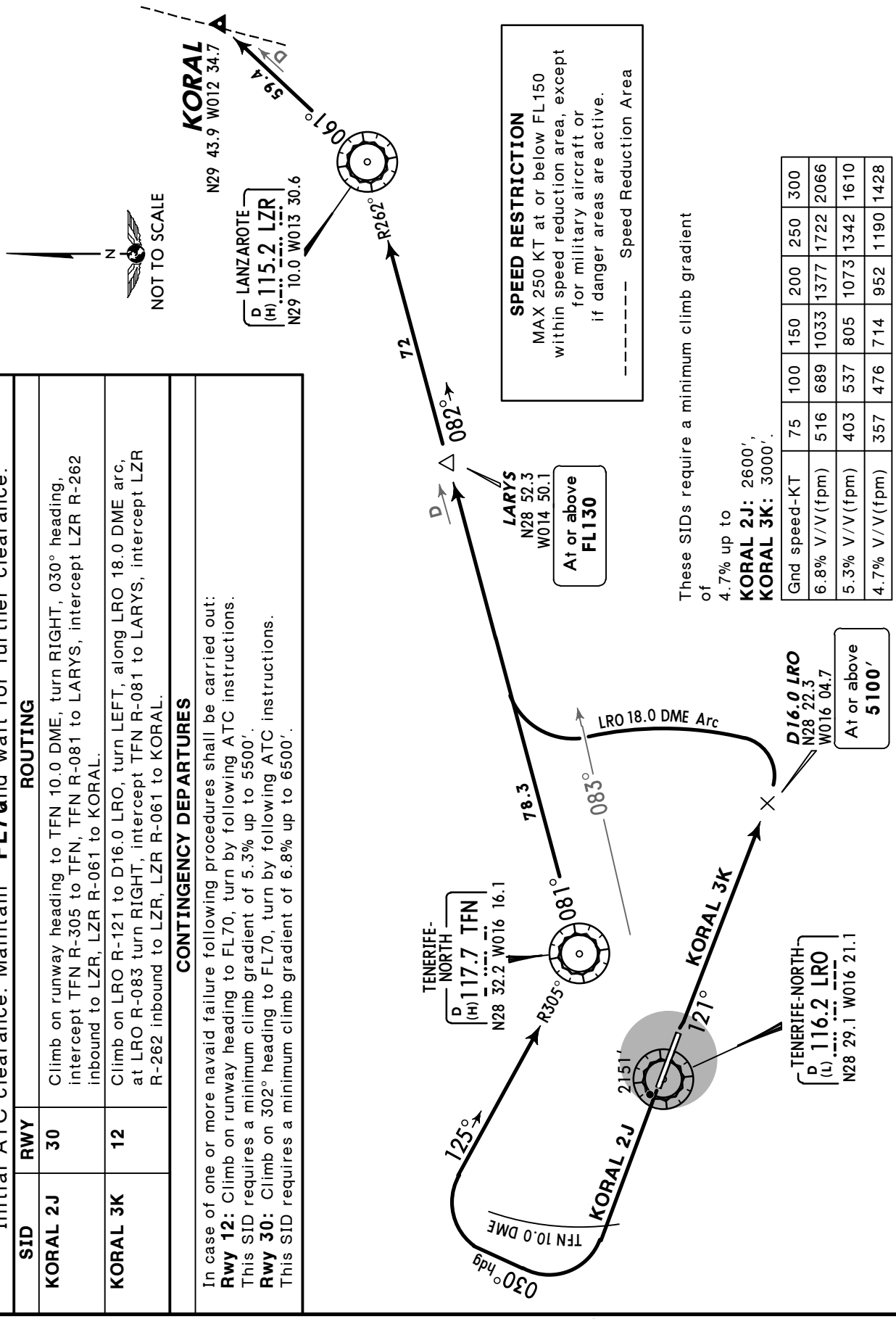
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ RWY 30: EXPECT close-in obstacles.

KORAL TWO JULIETT (KORAL 2J) *[KORA2J]*
KORAL THREE KILO (KORAL 3K) *[KORA3K]*
RWYS 30, 12 DEPARTURES



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
KORAL 2J	**30**	Climb on runway heading to TFN 10.0 DME, turn RIGHT, 030° heading, intercept TFN R-305 to TFN, TFN R-081 to LARYS, intercept LZR R-262 inbound to LZR, LZR R-061 to KORAL.
KORAL 3K	**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, intercept LZR R-262 inbound to LZR, LZR R-061 to KORAL.

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: SIDs renumbered & revised.

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Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ RWY 30: EXPECT close-in obstacles.

LANZAROTE THREE JULIETT (LTE 3J)
LANZAROTE FOUR KILO (LTE 4K)
RWYS 30, 12 DEPARTURES

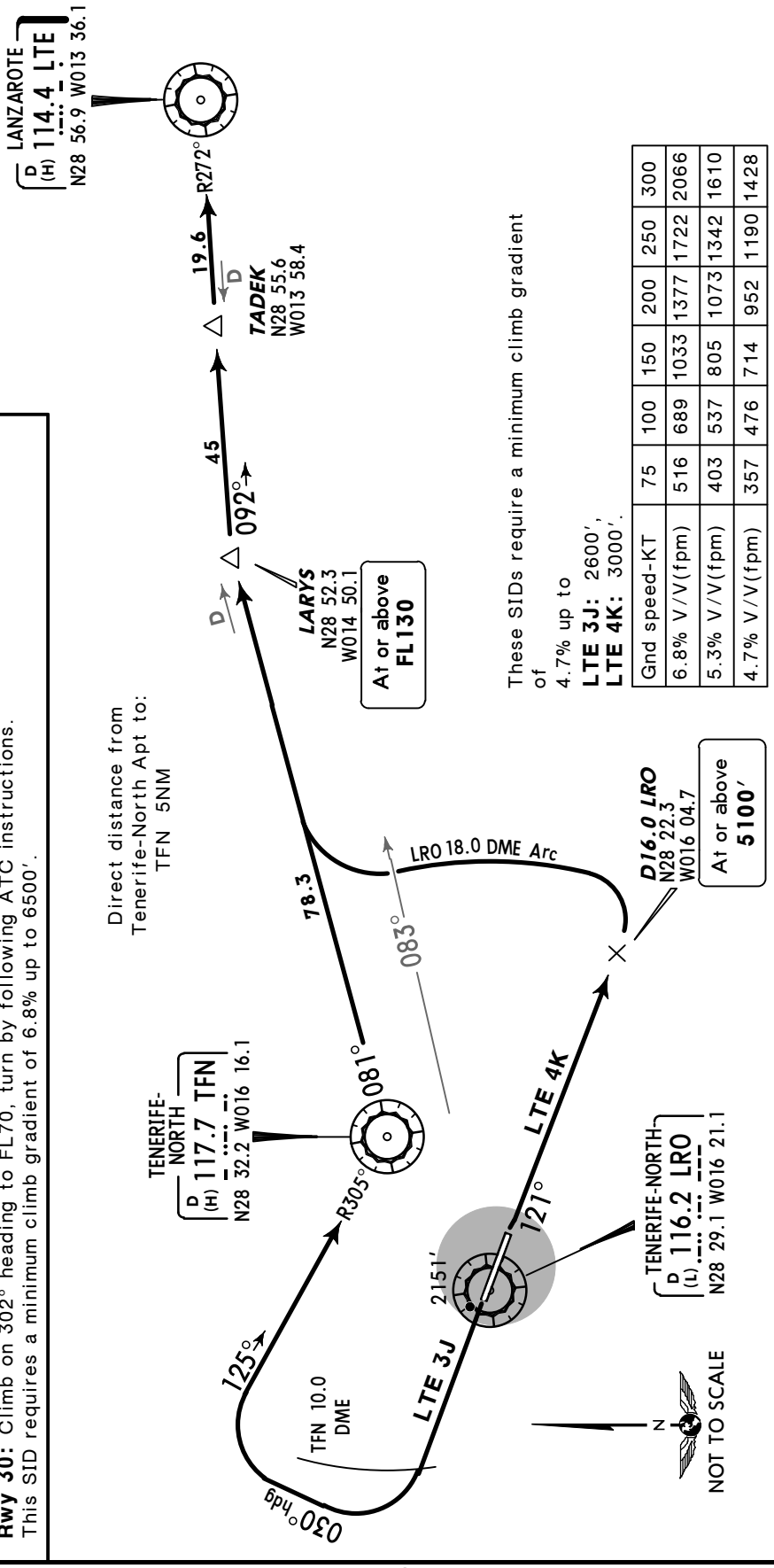
SPEED RESTRICTION
MAX 250 KT at or below FL150 within speed reduction area, except for military aircraft or if danger areas are active.

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

SID	RWY	ROUTING
LTE 3J	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, turn RIGHT, intercept LTE R-272 inbound via TADEK to LTE.
LTE 4K	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, turn RIGHT, intercept LTE R-272 inbound via TADEK to LTE.

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′.



These SIDs require a minimum climb gradient of 4.7% up to
LTE 3J: 2600′,
LTE 4K: 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

CHANGES: None.

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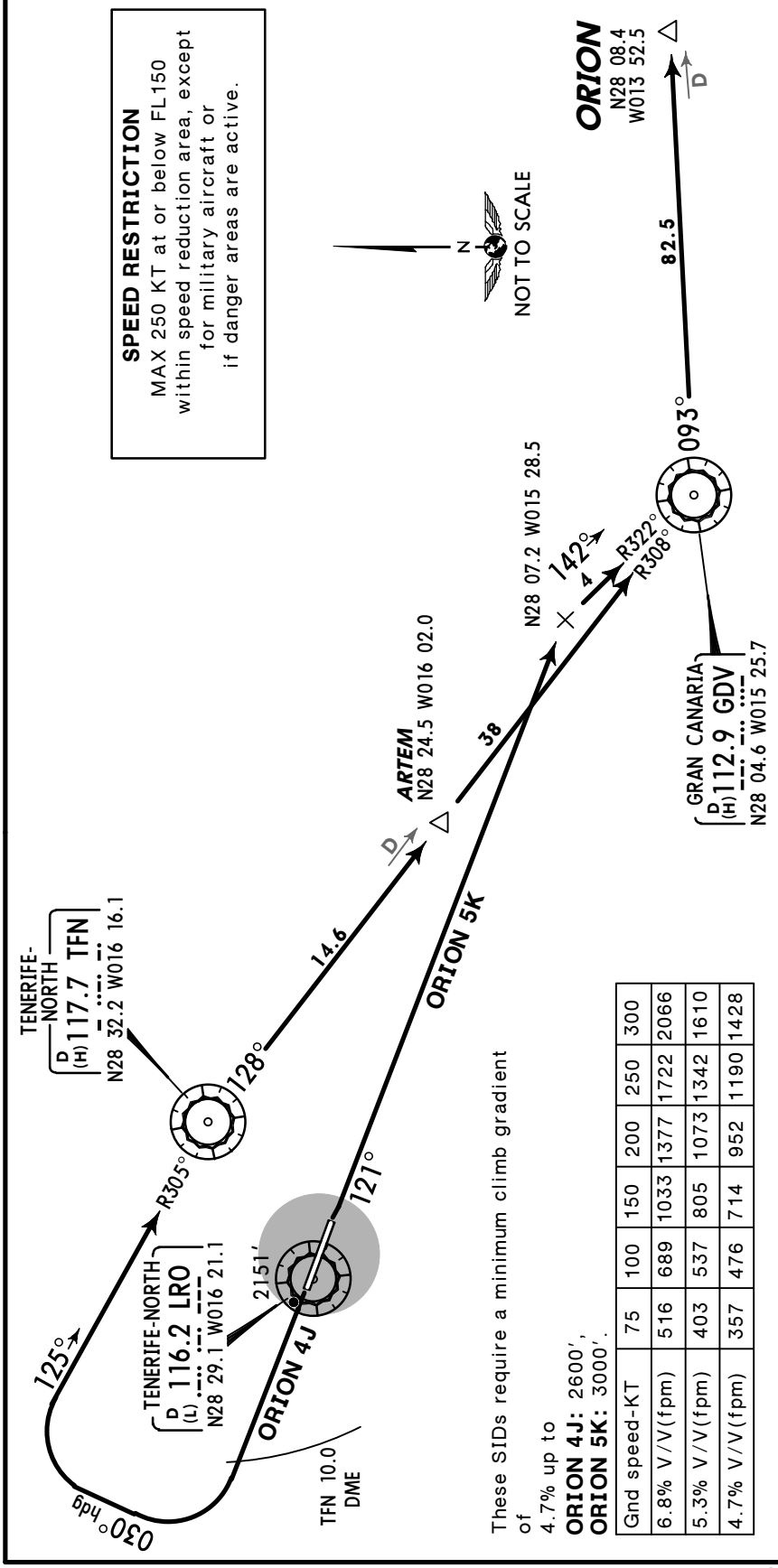
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ 1. RWY 30: EXPECT close-in obstacles. 2. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided. 3. Overflying DVOR/DME GDV is mandatory in order to assure the standard separation between aircraft.

ORION FOUR JULIETT (ORION 4J) *[ORIO4J]*
ORION FIVE KILO (ORION 5K) *[ORIO5K]*
RWYS 30, 12 DEPARTURES

SPEED RESTRICTION
MAX 250 KT at or below FL150 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
ORION 4J: 2600′,
ORION 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
ORION 4J	**30**	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-093 to ORION.
ORION 5K	**12**	Climb on LRO R-121, intercept GDV R-322 inbound to GDV, GDV R-093 to ORION.

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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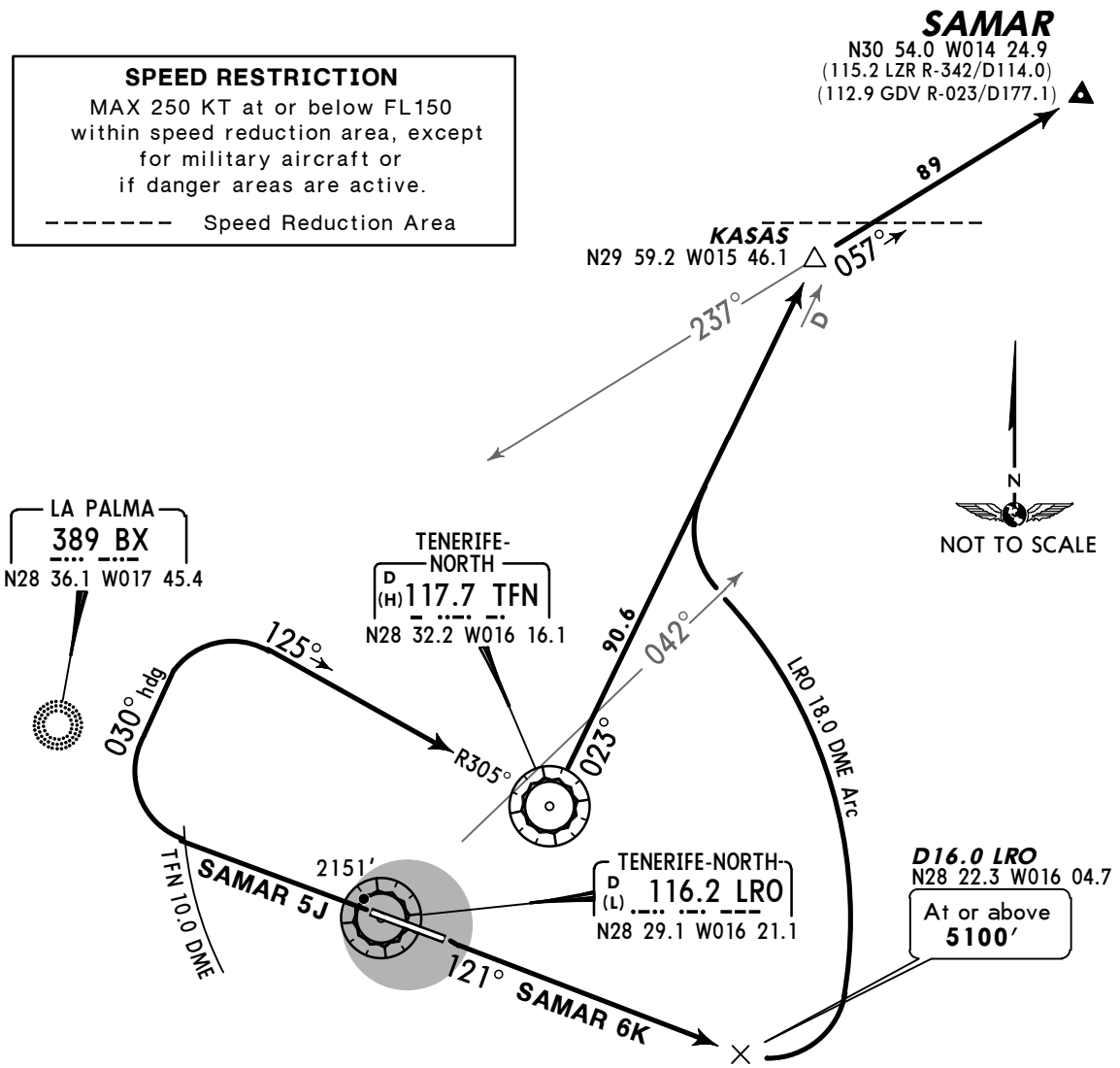
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ RWY 30: EXPECT close-in obstacles.

SAMAR FIVE JULIETT (SAMAR 5J) *[SAMA5J]*
SAMAR SIX KILO (SAMAR 6K) *[SAMA6K]*
RWYS 30, 12 DEPARTURES



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

These SIDs require a minimum climb gradient of
4.7% up to
SAMAR 5J: 2600′,
SAMAR 6K: 3000′.

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′.

CHANGES: SIDs renumbered & revised.

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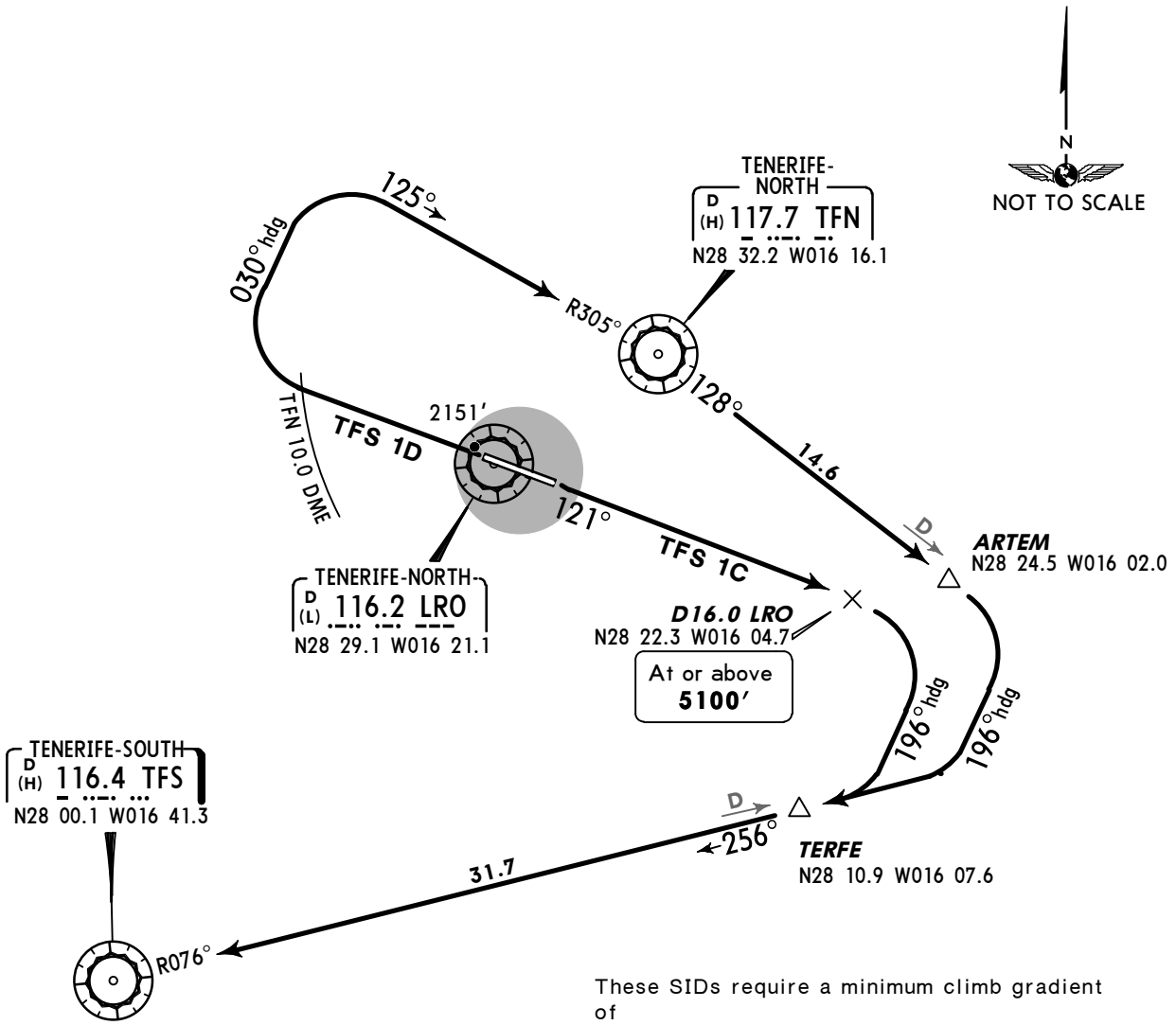
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ RWY 30: EXPECT close-in obstacles.

TENERIFE SUR ONE CHARLIE (TFS 1C)
TENERIFE SUR ONE DELTA (TFS 1D)
RWYS 12, 30 DEPARTURES



These SIDs require a minimum climb gradient of
4.7% up to
TFS 1C: 3000′,
TFS 1D: 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 1C	**12**	Climb on LRO R-121 to D16.0 LRO, turn RIGHT, 196° heading, intercept TFS R-076 inbound via TERFE to TFS.
TFS 1D	**30**	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-076 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′.

CHANGES: New procedures at this airport.

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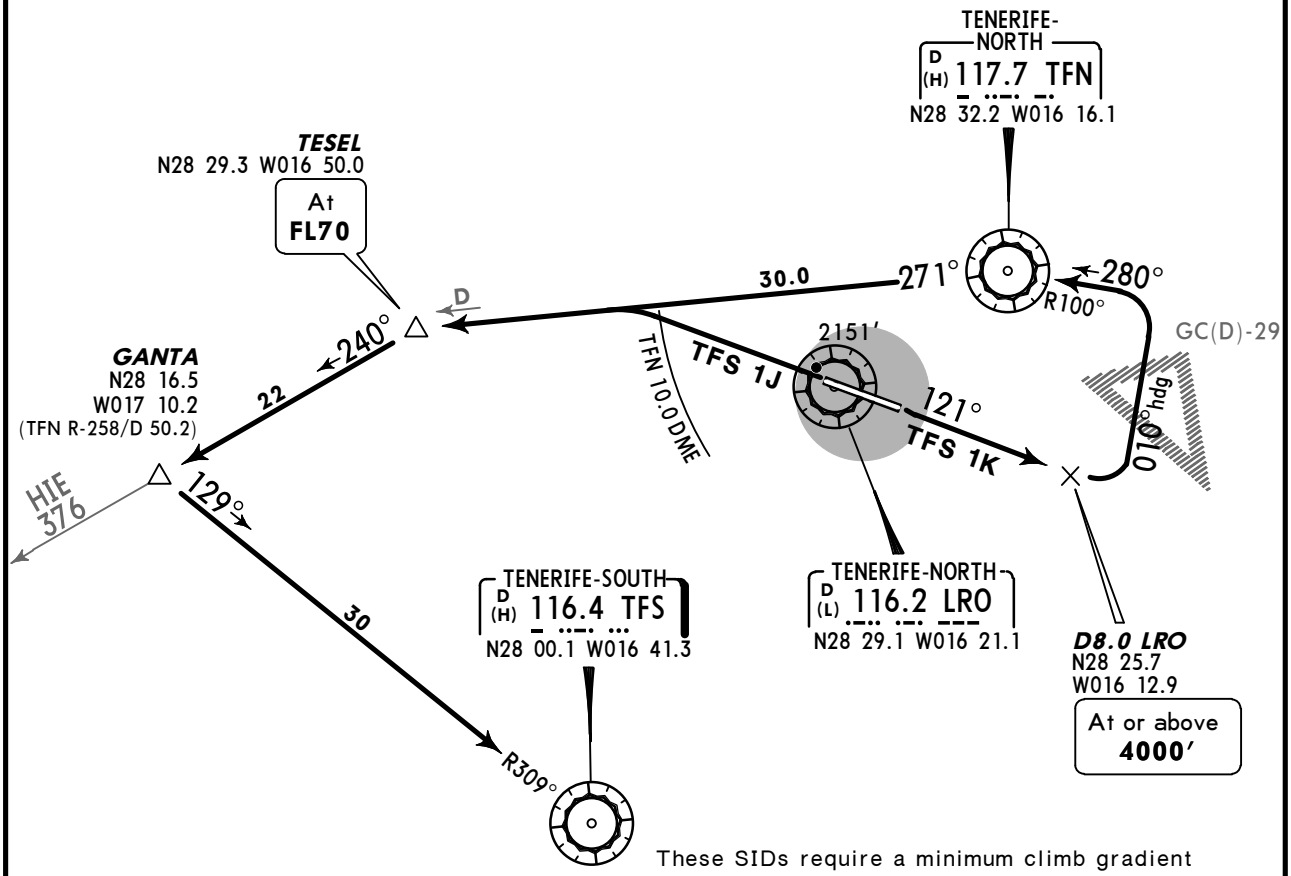
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ RWY 30: EXPECT close-in obstacles.

TENERIFE SUR ONE JULIETT (TFS 1J)
TENERIFE SUR ONE KILO (TFS 1K)
RWYS 30, 12 DEPARTURES



These SIDs require a minimum climb gradient of

TFS 1J: 4.7% up to 2600′,
TFS 1K: 5% up to 4000′.

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
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

N
NOT TO SCALE

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′.

CHANGES: New procedures at this airport.

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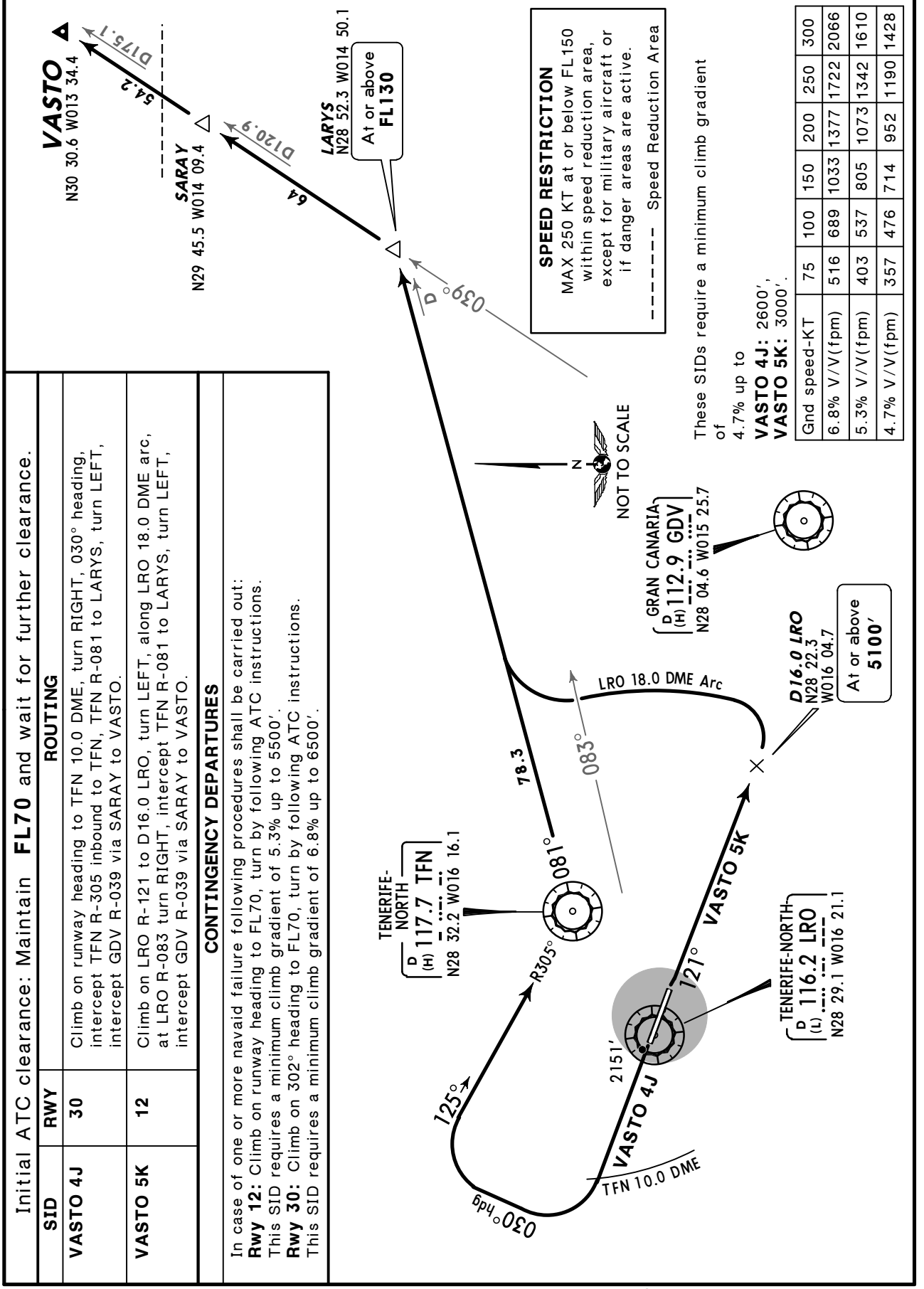
Apt Elev 2077′	Trans level: By ATC Trans alt: 6000′ 1. RWY 30: EXPECT close-in obstacles. 2. Due to restrictions of DVOR/DME GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.

VASTO FOUR JULIETT (VASTO 4J) *[VAST4J]*
VASTO FIVE KILO (VASTO 5K) *[VAST5K]*
RWYS 30, 12 DEPARTURES



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
VASTO 4J	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, turn LEFT, intercept GDV R-039 via SARAY to VASTO.
VASTO 5K	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, turn LEFT, intercept GDV R-039 via SARAY to VASTO.

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: New chart (chart reindexed); SIDs renumbered & revised.

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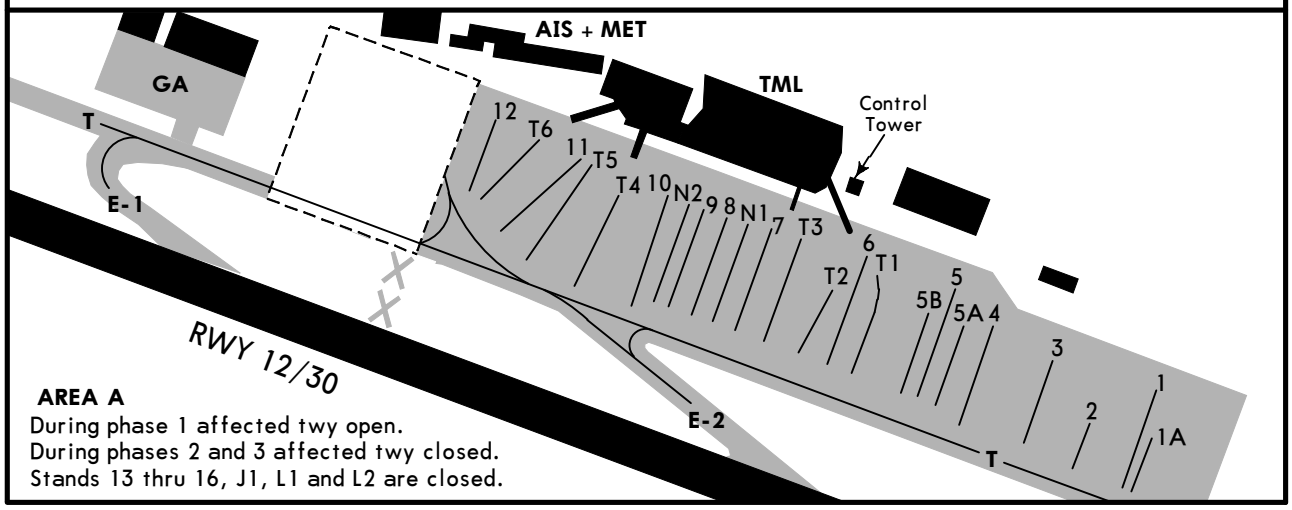
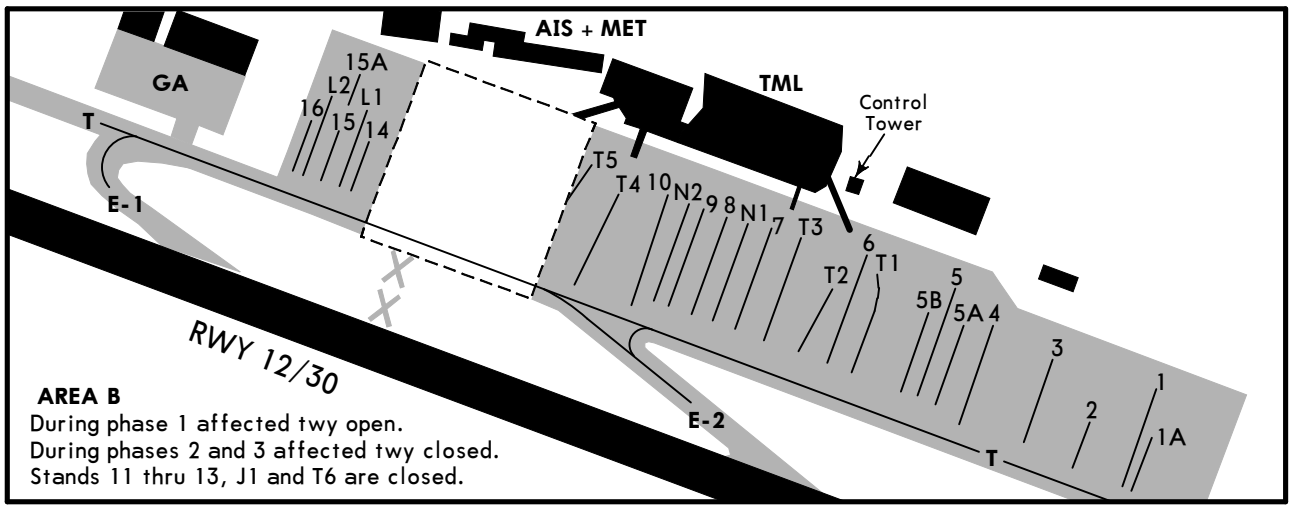
TEMPORARY CONSTRUCTION WORKS ON APRON

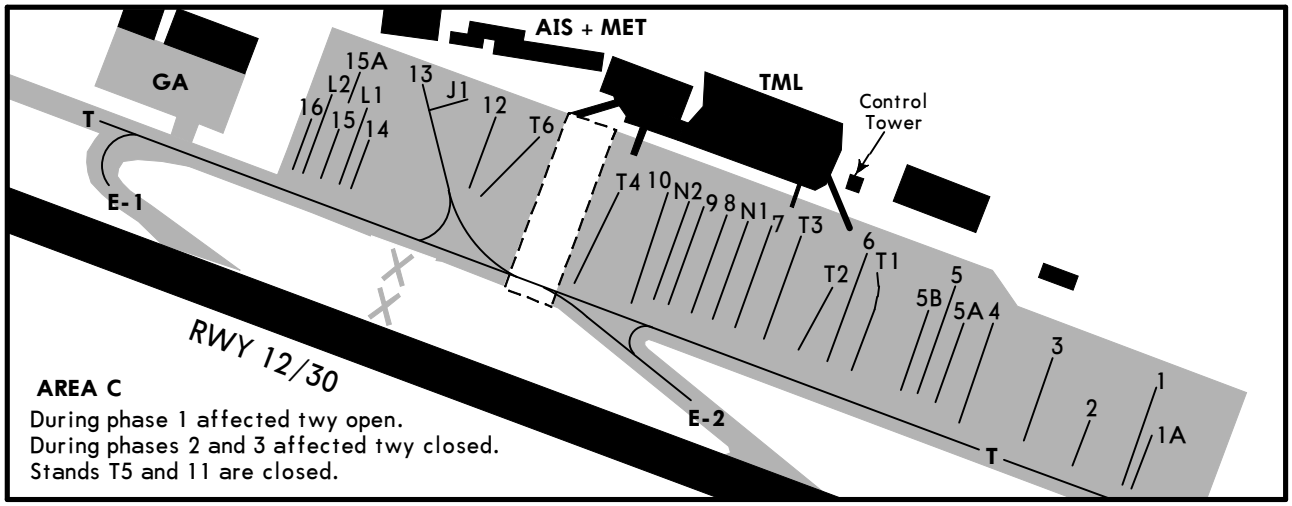
REFER ALSO TO LATEST NOTAMS



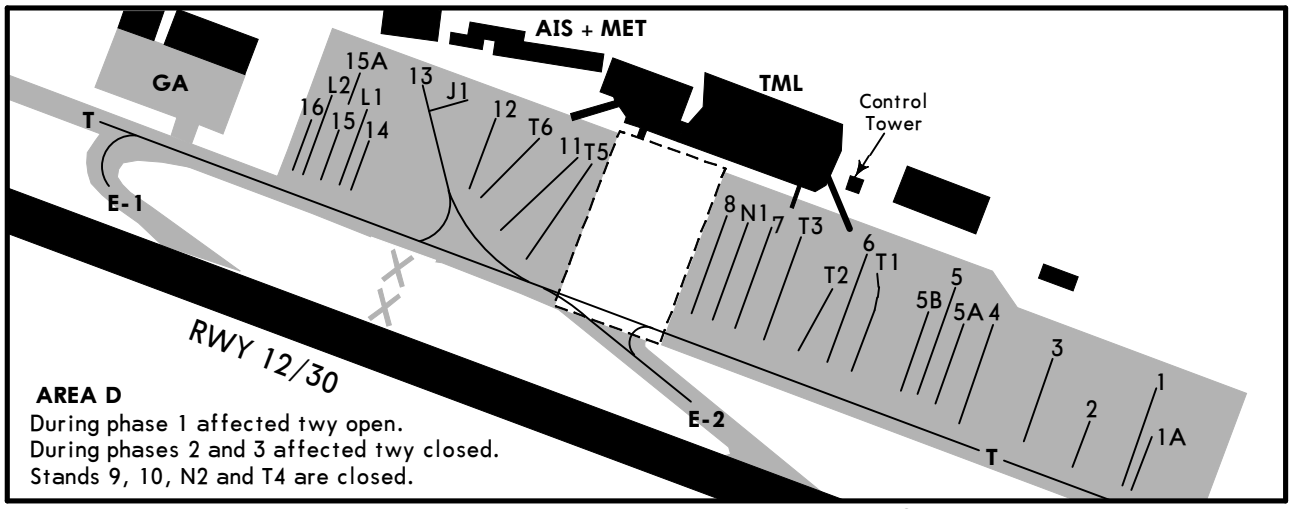
AREA A
During phase 1 affected twy open.
During phases 2 and 3 affected twy closed.
Stands 13 thru 16, J1, L1 and L2 are closed.



AREA B
During phase 1 affected twy open.
During phases 2 and 3 affected twy closed.
Stands 11 thru 13, J1 and T6 are closed.



AREA C
During phase 1 affected twy open.
During phases 2 and 3 affected twy closed.
Stands T5 and 11 are closed.



AREA D
During phase 1 affected twy open.
During phases 2 and 3 affected twy closed.
Stands 9, 10, N2 and T4 are closed.

CHANGES: New temporary chart.

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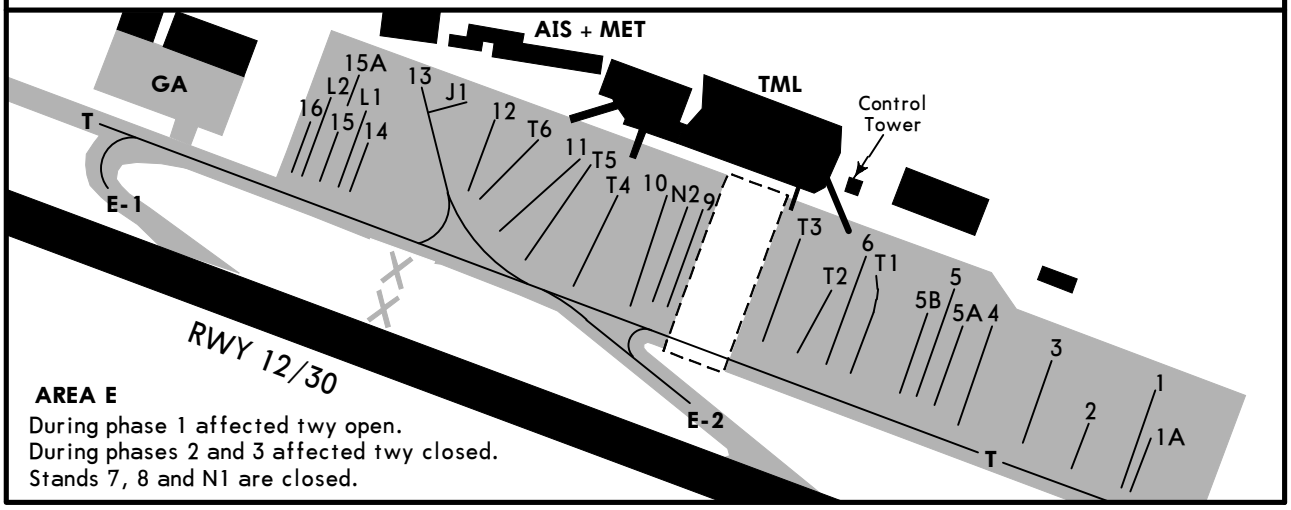
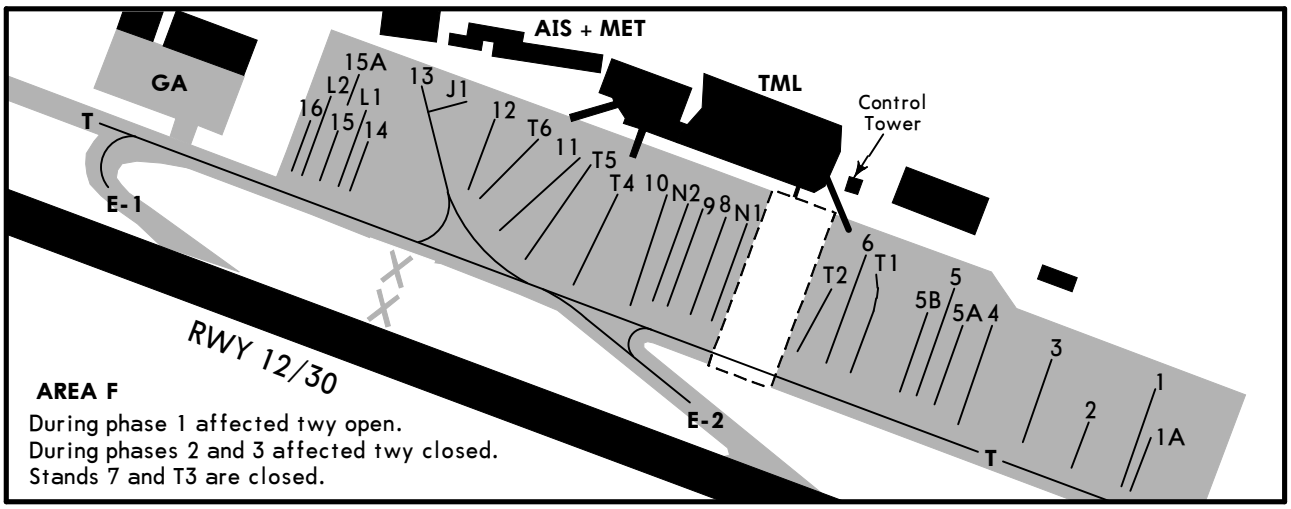
TEMPORARY CONSTRUCTION WORKS ON APRON

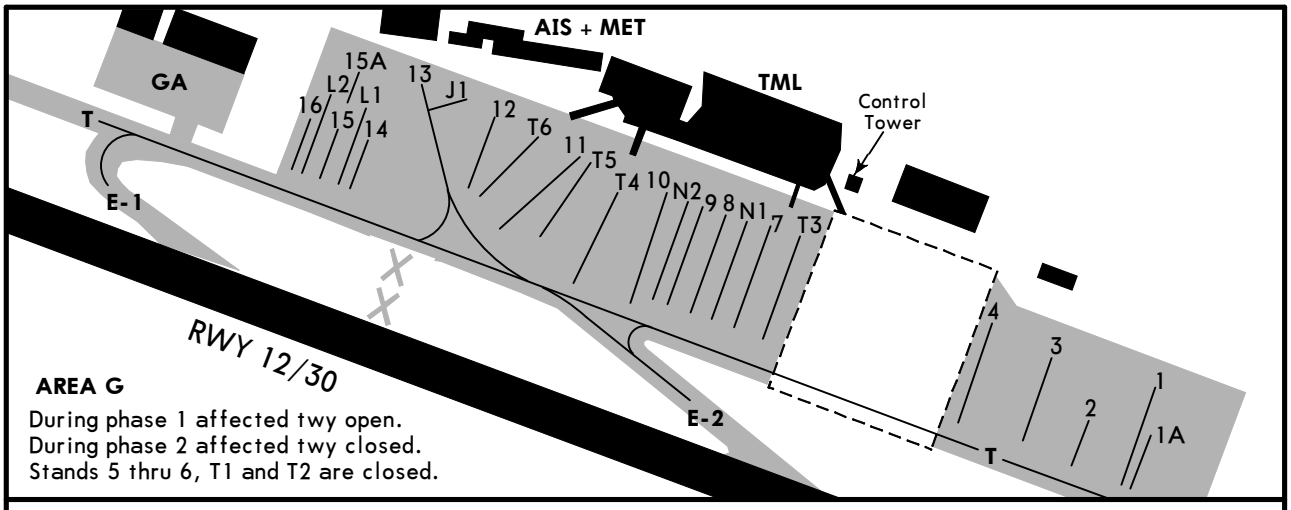
REFER ALSO TO LATEST NOTAMS



AREA E
During phase 1 affected twy open.
During phases 2 and 3 affected twy closed.
Stands 7, 8 and N1 are closed.



AREA F
During phase 1 affected twy open.
During phases 2 and 3 affected twy closed.
Stands 7 and T3 are closed.



AREA G
During phase 1 affected twy open.
During phase 2 affected twy closed.
Stands 5 thru 6, T1 and T2 are closed.

CHANGES: New temporary chart.

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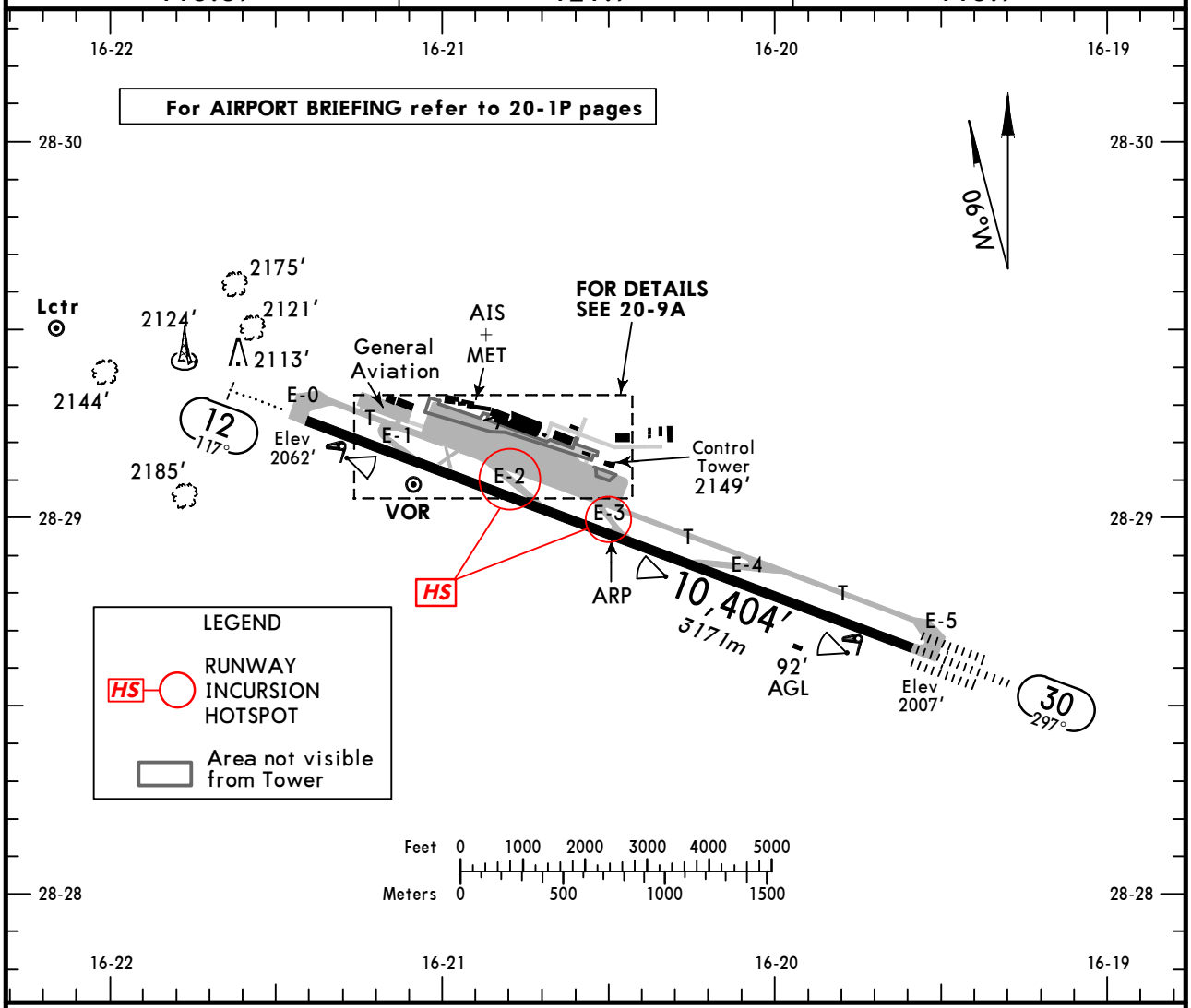
*ATIS	*TENERIFE Tower (GND)	*Tower
118.57	121.7	118.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL(50m) CL(15m) HIALS LDIN REIL ❶ RVR		9432′ 2875m	❷	148′ 45m
30	HIRL(50m) CL(15m) HIALS-II TDZ PAPI (3.0°) RVR		9500′ 2896m		

❶ PAPI (angle 3.0°)
❷ TAKE-OFF RUN AVAILABLE

RWY 12:
From rwy head 10,404′ (3171m)
twy E-1 int 8353′ (2546m)

RWY 30:
From rwy head 10,404′ (3171m)
twy E-4 int 6253′ (1906m)

Standard

TAKE-OFF ❶

	LVP must be in Force: Approved Operators HIRL, 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	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Intersection TORA.

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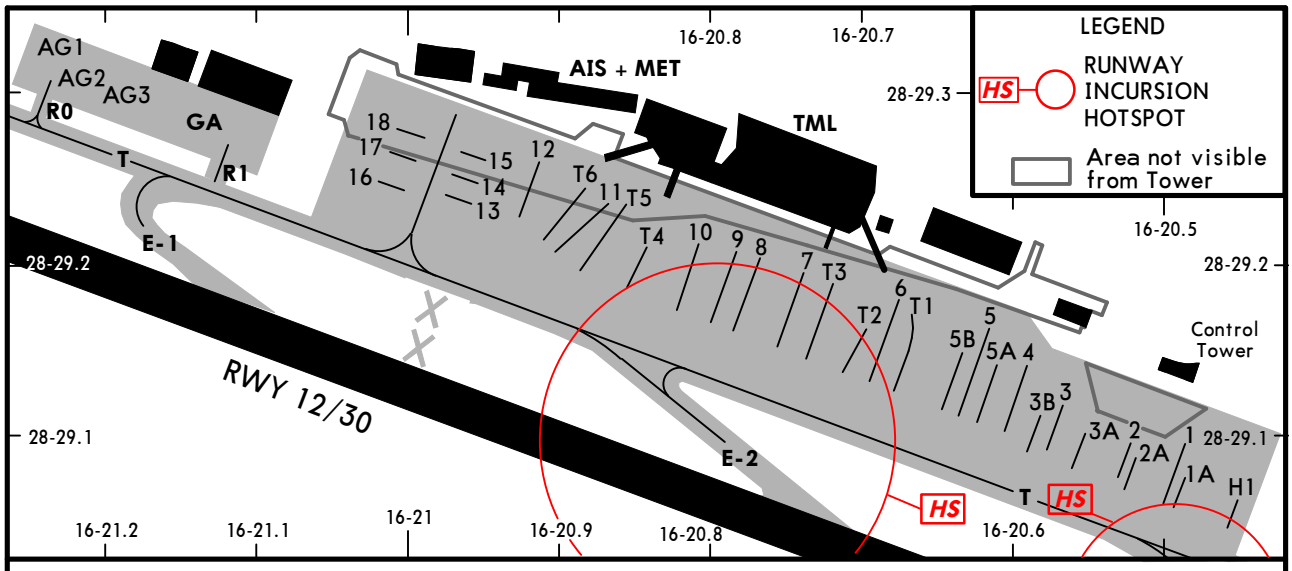

INS COORDINATES

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	J1	N28 29.3 W016 20.9
5	N28 29.2 W016 20.6	L1, L2	N28 29.3 W016 21.0
5A, 5B	N28 29.1 W016 20.6	T1 thru T3	N28 29.2 W016 20.7
6	N28 29.2 W016 20.7	T4	N28 29.2 W016 20.8
7 thru 10	N28 29.2 W016 20.8	T5, T6	N28 29.2 W016 20.9
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		

CHANGES: None.

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VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position by means, in both cases, of the achieve of images by an optical sensor that sends the sign to a computer in order to process them and to provide the information to the pilot by a display unit, in front of the cockpit.

DISPLAY UNIT

The display unit to the pilot is designed by 5 LCD modules in 2 sections. As a consequence of the pixel technology, each module allows to show letters, numbers and also symbols. The size of the characters of the display allows the reading from a distance of approximately 328′/100m. If the aircraft is seeded, the situation of the aircraft respect of the docking centerline is indicated by means of the symbol of a plane in the low section of the unit. The lateral diversion with regard to the docking guidance centerline and the remaining distance to the stop point are also presented in a clear and unequivocal way. Beginning from a distance of 98′/30m to the stop point, the remaining distance is shown in an additional way in the top section of the unit. When the blocks are placed, the unit presents in an optional way the message "CHOCK ON" using the special push-button installed in the apron area.

PILOT INSTRUCTIONS

The following sequence of events identifies how a pilot would use this system to dock an aircraft at this gate.

GATE READY FOR DOCKING.
Aircraft type and gate number are alternated in a flashing sequence across the top of display board.

AIRCRAFT DETECTED.
When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, the symbol of a plane is shown across the bottom of the display and the pilot will obtain information about the remaining distance to the stop point as a consequence of passing by fixed distances from stop point as well as azimuth guidance with regard to the centerline:

98′/30m to 66′/20m	5m steps
66′/20m to 33′/10m	2m steps
33′/10m to 3′/1m	1m steps
3′/1m to STOP	0.2m steps

AIRCRAFT IS RIGHT OF CENTERLINE.
Correction to the LEFT is required.

AIRCRAFT IS LEFT OF CENTERLINE.
Correction to the RIGHT is required.

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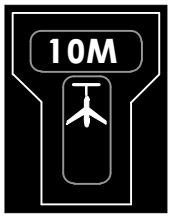
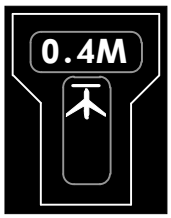
VISUAL DOCKING GUIDANCE SYSTEM



AIRCRAFT IS ON CENTERLINE.
It is 33′/10m to final stop position.
Important: Approach slowly to final stop position.



AIRCRAFT IS ON CENTERLINE.
It is 1.3′/0.4m to final stop position.
Prepare to stop the aircraft.

STOP.
Stop now, docking point reached.

OK.
Successful docking.

TOO FAR.
Aircraft has gone beyond docking position.

ESTOP (EMERGENCY STOP).
Stop aircraft immediately,
wait for docking instructions from
TWR to resume docking procedure.

If the following events occur, the pilot must stop the docking procedure, report problem to TWR and wait for further instructions:

- Displayed aircraft type is not the incoming aircraft.
- Display board become unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact TWR and wait for a marshall guidance.

CHANGES: New page.

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GCXO/TFN
TENERIFE-NORTH

JEPPESEN 7 SEP 12 (21-1)

TENERIFE-NORTH, CANARY IS
ILS or LOC Rwy 12

BRIEFING STRIP

*ATIS	*TENERIFE Approach (R)	*TENERIFE Tower	*Ground
118.57	124.8	118.7	121.7

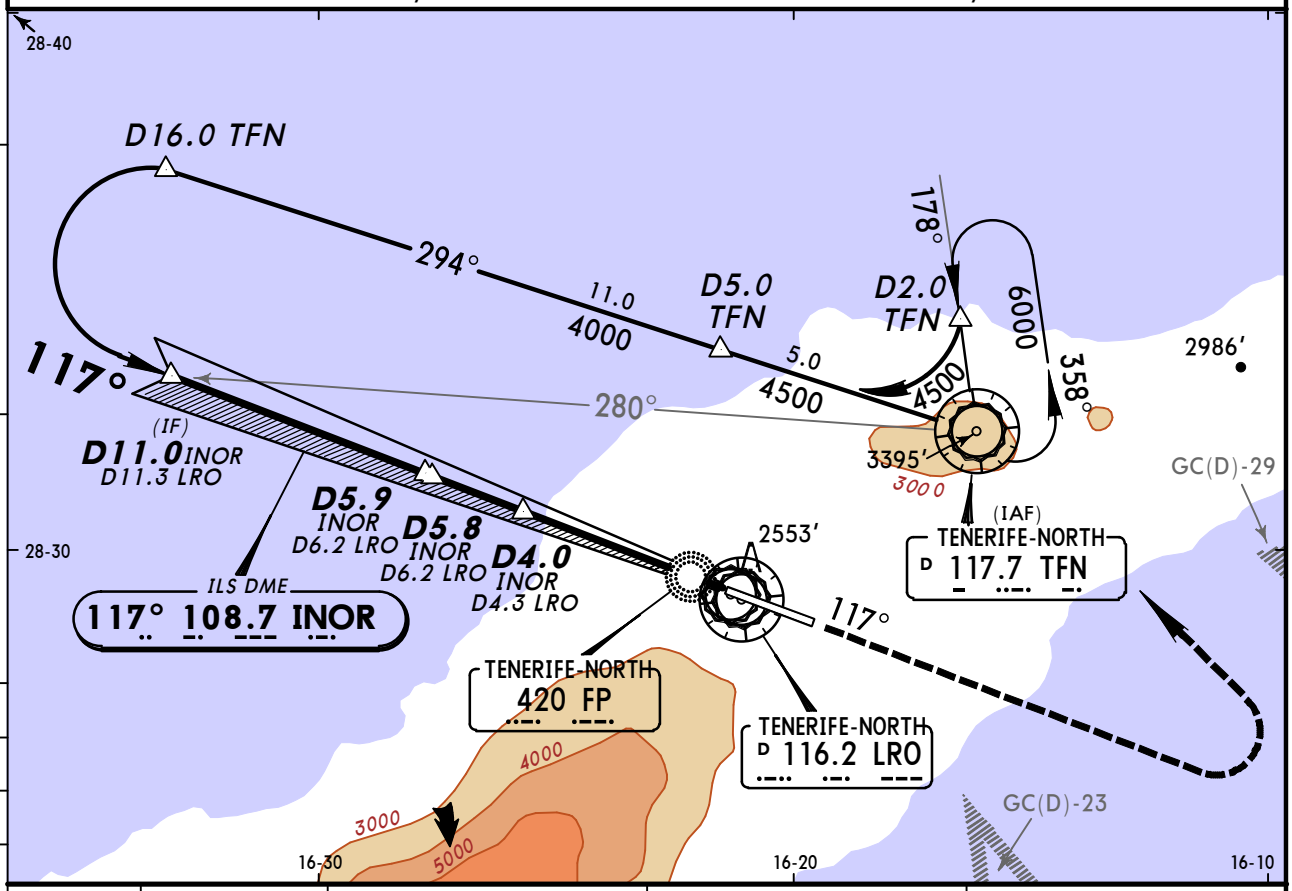
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2077′
INOR 108.7	117°	D4.0 INOR 3402′ (1342′)	Refer to Minimums	RWY 2062′

MISSED APCH: Climb on 117° from Lctr to 6000′, then turn LEFT direct to VOR and join holding.

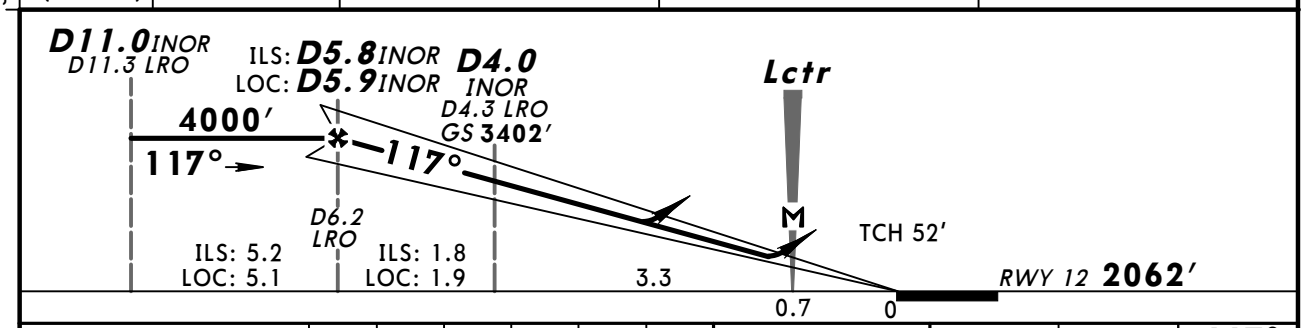
114° 6500′ 14,500′ 328°
MSA TFN VOR

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

1. **VOR, DME and ADF 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.



LOC (GS out)	INOR DME	5.0	4.0	3.0
	ALTITUDE	3750′	3430′	3100′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	485	539	647	755	862
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at Lctr							

HIALS
REIL PAPI PAPI

6000′ on 117° from FP 420

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) ILS
A: 2352′ (290′) C: 2372′ (310′)
B: 2362′ (300′) D: 2382′ (320′)

LOC (GS out)
DA(H) 2920′ (858′)

	FULL/Limited	ALS out		ALS out
A	RVR 1200m	RVR 1400m	RVR 1500m	
B				
C			CMV 2400m	
D				

CIRCLE-TO-LAND
Prohibited South of rwy

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

CHANGES: None.

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TENERIFE-NORTH, CANARY IS
❶ ILS Z or LOC Z Rwy 30

BRIEFING STRIP

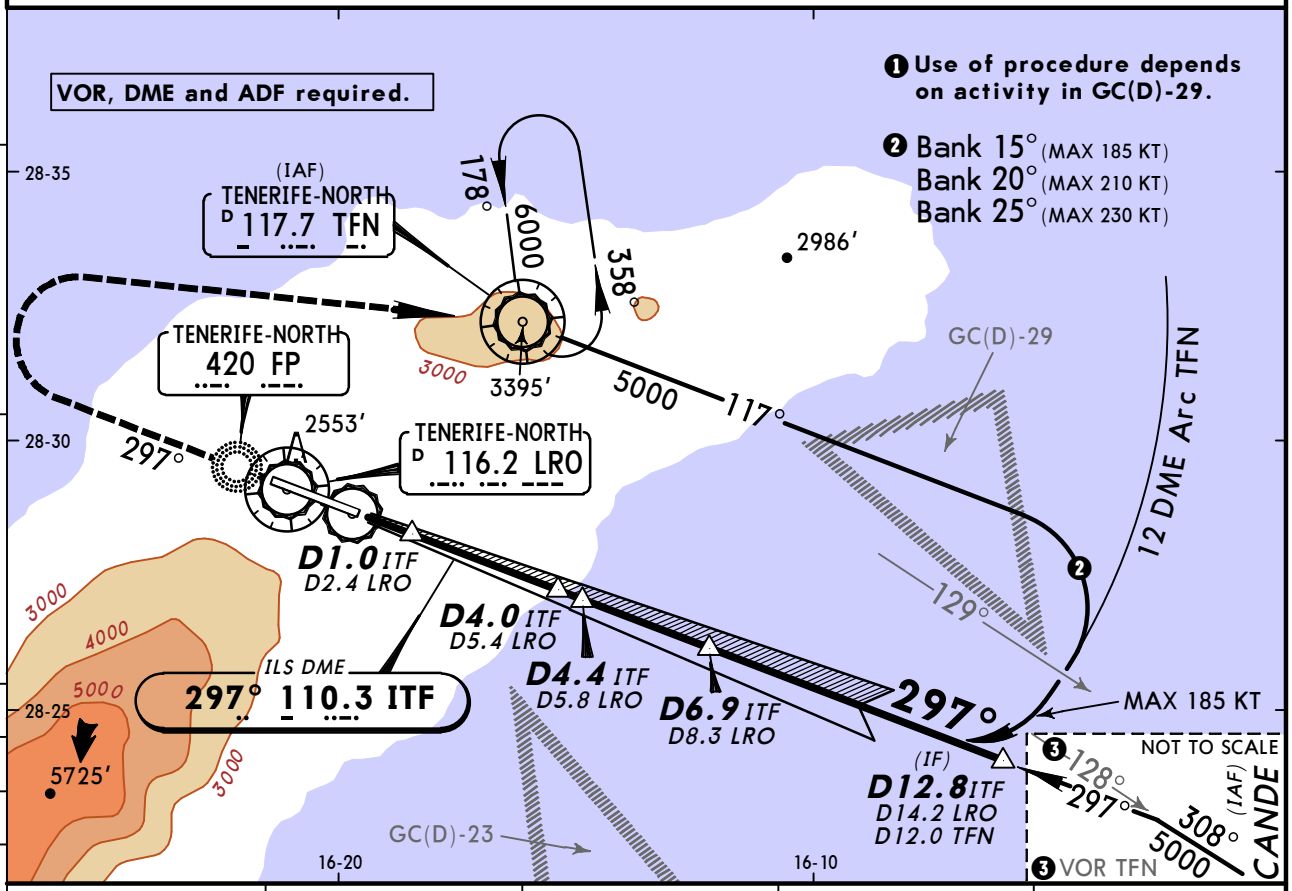
*ATIS	*TENERIFE Approach (R)	*TENERIFE Tower	*Ground
118.57	124.8	118.7	121.7

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2077′
ITF 110.3	297°	D4.0 ITF 3350′ (1343′)	Refer to Minimums	RWY 2007′

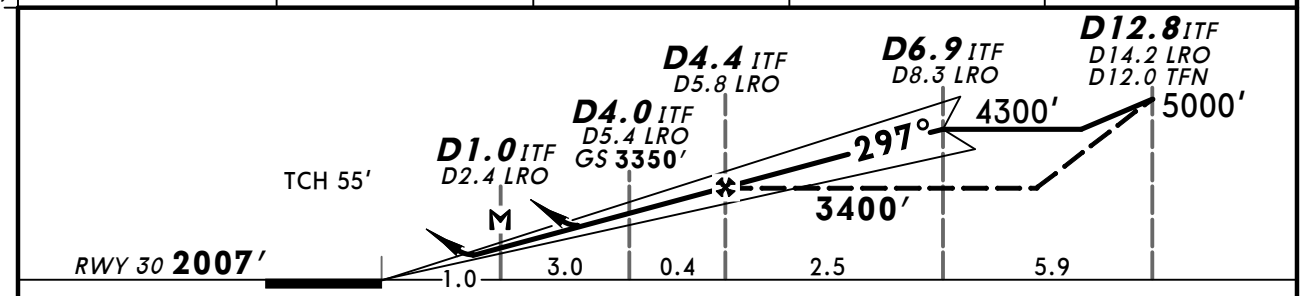
MISSED APCH: Climb STRAIGHT AHEAD to FP Lctr, then climb on 297° to 5500′, then turn RIGHT direct to VOR and hold at 6000′ or above.

MSA TFN VOR: 114° 6500′; 328° 14,500′

Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 30 threshold.



LOC (GS out)	ITF DME	2.0	3.0	4.0
	ALTITUDE	2690′	3010′	3330′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 ITF/D2.4 LRO						

HIALS-II PAPI PAPI FP 420 5500′ on 297°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

	DA(H) ILS		LOC (GS out) DA(H) 2650′ (643′)	
	A: 2423′ (416′)	C: 2443′ (436′)		
	B: 2435′ (428′)	D: 2454′ (447′)		
	FULL/Limited	ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	RVR 2000m	CMV 2400m	
D	RVR 1700m	CMV 2100m		

CIRCLE-TO-LAND
Prohibited South of rwy

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

CHANGES: Chart reissue.

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JEPPESEN TENERIFE-NORTH, CANARY IS
❶VOR Rwy 30

BRIEFING STRIP ™

*ATIS	*TENERIFE Approach (R)	*TENERIFE Tower	*Ground
118.57	124.8	118.7	121.7

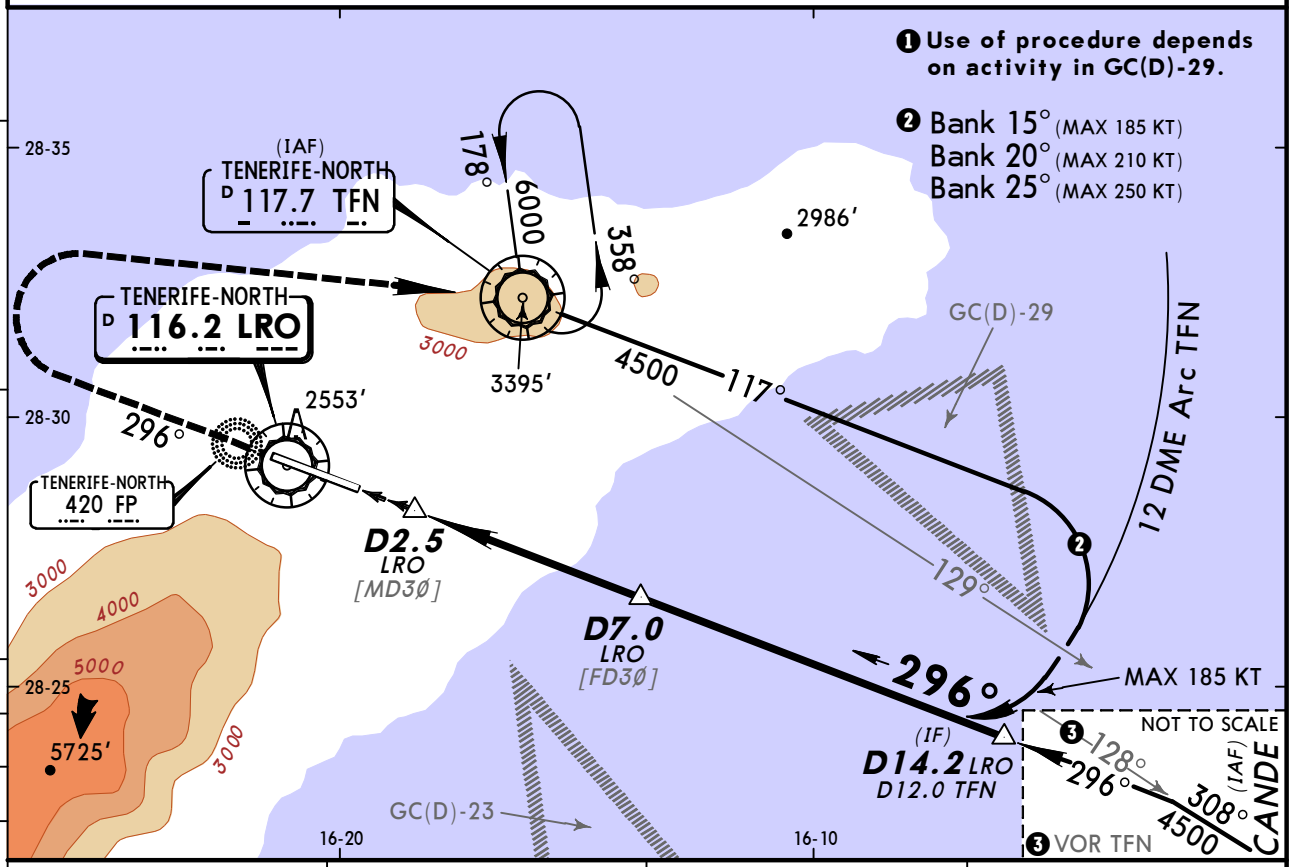
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 2077′
LRO 116.2	296°	D7.0 LRO 3800′ (1793′)	2750′ (743′)	RWY 2007′

MISSED APCH: Climb via LRO VOR on R-296 LRO to 4500′, then turn RIGHT direct to TFN VOR.

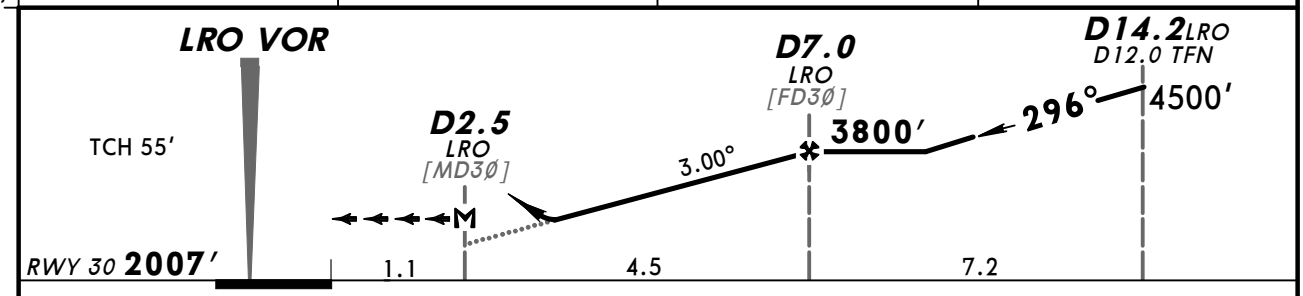
MSA TFN VOR: 114° 6500′; 328° 14,500′

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 3.00°	372	478	531	637	743	849
MAP at D2.5 LRO						

HIALS-II
PAPI PAPI

4500′ via LRO 116.2 on LRO 116.2 R-296

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 30

DA(H) 2750′(743′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m	100	3020′ (943′)	1500m
B		135	3020′ (943′)	1600m
C	CMV 2400m	180	3750′ (1673′)	2400m
D		205	3850′ (1773′)	3600m

CIRCLE-TO-LAND
Prohibited South of rwy

CHANGES: Chart reindexed. TX NDB withdrawn.

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JEPPESEN 27 JAN 12 (23-2) Eff 9 Feb

TENERIFE-NORTH, CANARY IS
VOR A

*ATIS	*TENERIFE Approach (R)	*TENERIFE Tower	*Ground
118.57	124.8	118.7	121.7

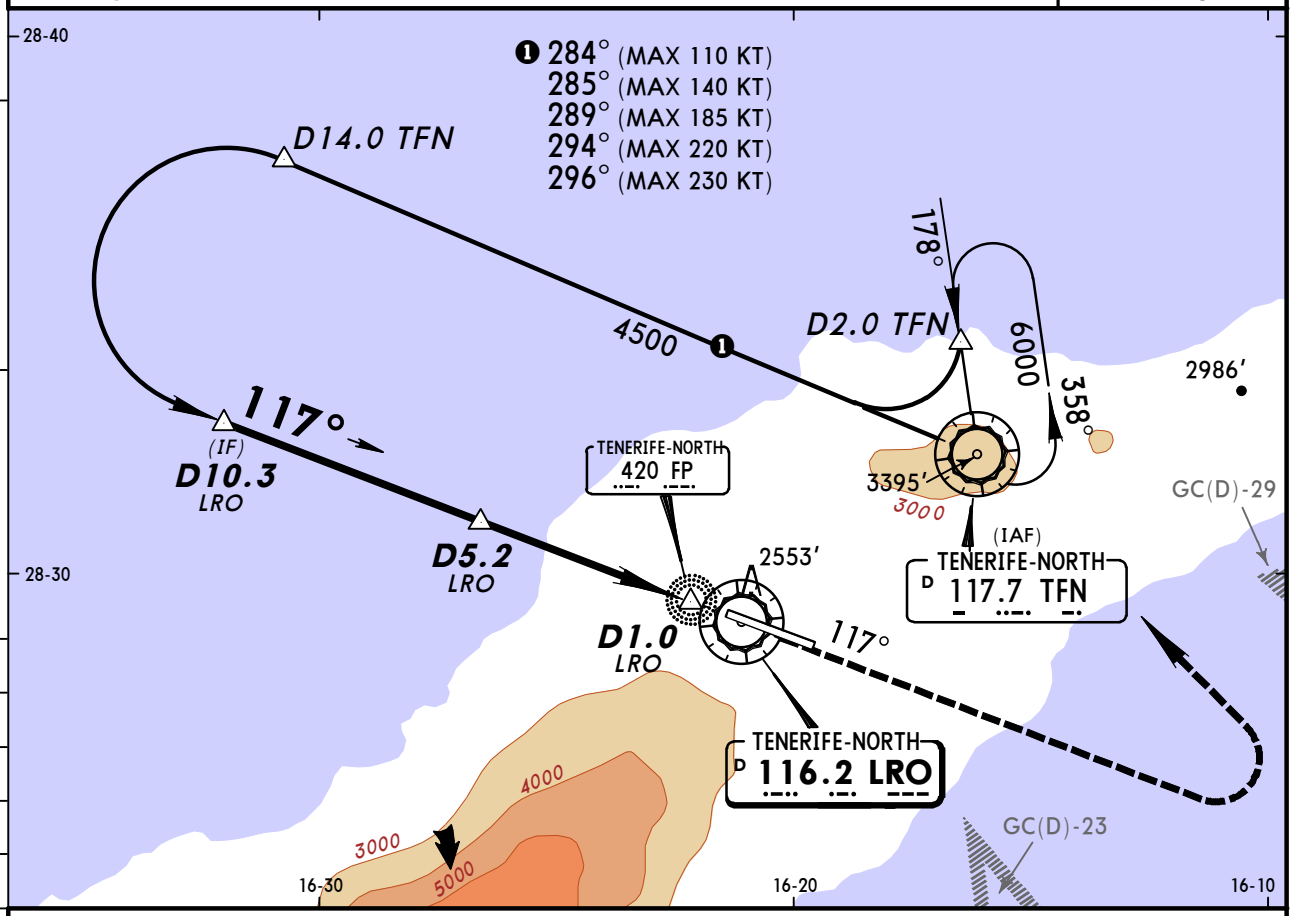
BRIEFING STRIP ™

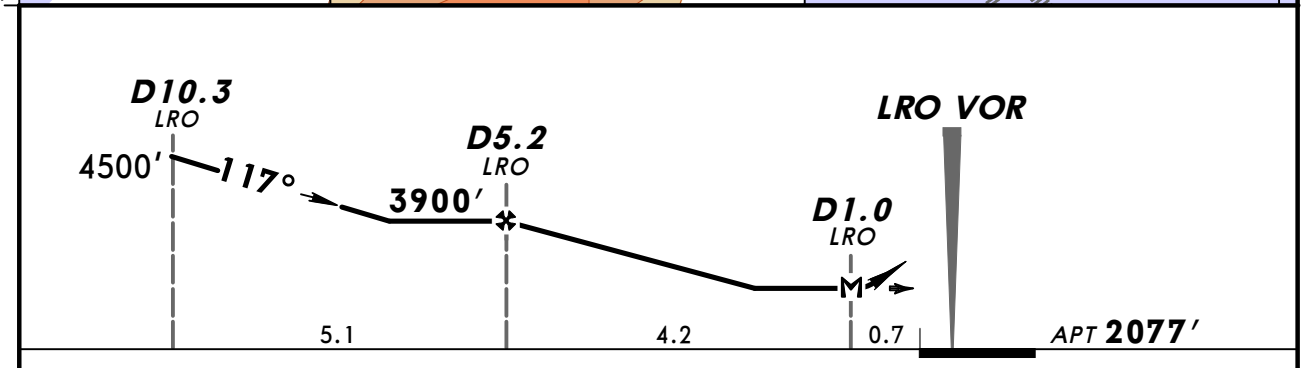
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2077′
LRO 116.2	117°	D5.2 LRO 3900′ (1823′)	Refer to Minimums	

MISSED APCH: Climb via LRO VOR on R-117 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.

MSA TFN VOR: 114° 6500′; 14,500′ 328°





MAP at D1.0 LRO							HIALS REIL PAPI PAPI	6000′ ↑	via LRO 116.2	on LRO 116.2 R-117

PANS OPS 4

Standard STRAIGHT-IN LANDING

		CIRCLE-TO-LAND Prohibited South of rwy		
		Max Kts	MDA(H)	VIS
A	NOT AUTHORIZED	100	3020′ (943′)	1500m
B		135	3020′ (943′)	1600m
C		180	3750′ (1673′)	2400m
D		205	3850′ (1773′)	3600m

CHANGES: Chart reindexed. Procedure.

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Chart changes since cycle 14-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TENERIFE-NORTH, (TENERIFE-NORTH - GCXO)				
REV	KONBA, ORTIS & SAMAR 1L A...	20-2	21 Jun 2013	27 Jun 2013
REV	RUSIK & TERTO 1L ARRS, RU...	20-2A	21 Jun 2013	27 Jun 2013
REV	GRAN CANARIA 4J & 5K DEPS	20-3B	21 Jun 2013	27 Jun 2013
REV	HIERRO 1J & 3K DEPS	20-3C	21 Jun 2013	27 Jun 2013
REV	LANZAROTE 3J & 4K DEPS	20-3F	21 Jun 2013	27 Jun 2013
REV	ORION 4J & 5K DEPS	20-3G	21 Jun 2013	27 Jun 2013

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCXO

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

UFN construction works under way on apron. For details refer to temp charts 20-8/20-8A and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(21-3, 26-1/26-2) IAPs ILS Y or LOC Y Rwy 30, LCTR Rwy 12 and NDB Rwy 30 suspended.