1. GENERAL

1.1. ATIS

*ATIS 118.57

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

Besides general procedures, Low Visibility Procedures (LVP) will be applied when:
- RVR is 800m or below.
- Ceiling is 250'/75m or below.

The appropriate ATC services will inform pilots about the application of LVP.

ATIS system will provide the following message: 'LVP procedures in progress'.

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.

Low Visibility Procedures will be cancelled when reaching RVR values equal or greater than 1500m.

1.2.2. 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.

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.

1.2.3. 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.
- Notify ATC prior leaving frequency.

1.2.4. DEPARTURES

- When receiving 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.

1.2.5. PUSH-BACK MANEUVERS

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

1.2.6. 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.

1.3. PARKING INFORMATION

Push-back required for all stands.

1.4. OTHER INFORMATION

1.4.1. GENERAL

CAUTION: Birds on APT.

RWY 30 right-hand circuit.

1.4.2. 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.

2. ARRIVAL

2.1. SPEED RESTRICTION

MAX 250 KT at or below FL150 after SLP.

2.2. TAXI PROCEDURES

- All ACFT landing by RWY 30, will vacate the RWY by E-1 or E-0.
- All ACFT landing by RWY 12, will vacate the RWY by E-3, E-4 or E-5.
- ATC could authorize to exit by other TWY whenever necessary.

2.3. OTHER INFORMATION

2.3.1. 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.
GCXO/TFN
TENERIFE-NORTH, CANARY IS

RADAR MINIMUM ALTITUDES

Apt Elev: 2076'  Alt Set: hPa  Trans level: By ATC  Trans alt: 6000'

KONBA ONE LIMA (KONBA 1L) [KONB1L]
ORTIS ONE LIMA (ORTIS 1L) [ORTI1L]
RUSIK ONE LIMA (RUSIK 1L) [RUSI1L]
SAMAR ONE LIMA (SAMAR 1L) [SAM1L]
TERTO ONE LIMA (TERTO 1L) [TERT1L]

SPEED RESTRICTION
MAX 250 KT at or below FL150 after position (SLP) shown on chart.

BRNAV equipment required.

MSP
SPEED LIMIT POINT

ATIS commissioned.

NOT TO SCALE

BRNAV equipment required.

MAX 250 KT at or below FL150 after position (SLP) shown on chart.

SLP
SPEED LIMIT POINT

ATIS commissioned.
ARACO ONE JULIET (ARACO 1J) [ARAC1J]
ARACO ONE KILO (ARACO 1K) [ARAC1K]
RWYS 30, 12 DEPARTURES

Initial climb clearance FL70. Await further clearance.

These SIDs require a minimum climb gradient of 286' per NM (4.7%) until leaving 6000'.

ARACO 1J
ARACO 1K

BIMBO ONE JULIET (BIMBO 1J) [BIMB1J]
BIMBO ONE KILO (BIMBO 1K) [BIMB1K]
RWYS 30, 12 DEPARTURES

Initial climb clearance FL70. Await further clearance.

These SIDs require a minimum climb gradient of 286' per NM (4.7%) until leaving 6000'.

BIMBO 1J
BIMBO 1K

Changes: SIDs transferred; chart redrawn.
GRAN CANARIA ONE JULIETT (LPC 1J)
GRAN CANARIA ONE KILO (LPC 1K)
RWYS 30, 12 DEPARTURES

Initial climb clearance FL70, until further clearance

These SIDs require a minimum climb gradient of 286' per NM (4.7%) until leaving TENERIFE-NORTH.

RWY 30, 12 DEPARTURES

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

Initial climb clearance FL70, until further clearance

These SIDs require a minimum climb gradient of 286' per NM (4.7%) until leaving TENERIFE-NORTH.

RWY 30, 12 DEPARTURES
**NEW CHART:**

**ORION ONE JULIETT (ORION 1J) [ORIO1J]**

**ORION ONE KILO (ORION 1K) [ORIO1K]**

**RCWS 30, 12 DEPARTURES**

**SAMAR TWO JULIETT (SAMAR 2J) [SAMAR2J]**

**SAMAR TWO KILO (SAMAR 2K) [SAMAR2K]**

**RWYS 30, 12 DEPARTURES**

**CHANGES:**
- Initial climb clearance FL70, await further clearance
- FL70 is the initial climb clearance altitude for these SIDs.

**ROUTE:**
- **ORION ONE JULIETT (ORION 1J):**
  - Climb on runway heading to TFN 10 DME, turn RIGHT to TFN, TFN R-024 to KASAS, turn RIGHT, intercept 024° bearing from BX to SAMAR.

**ROUTE (cont.)**
- **SAMAR TWO JULIETT (SAMAR 2J):**
  - Climb on runway heading to TFN 10 DME, turn RIGHT to TFN, TFN R-024 to KASAS, turn RIGHT, intercept 024° bearing from BX to SAMAR.

**GND SPEED:**
- 286° per NM (4.7%) until leaving 2600'.

**NOTES:**
- These SIDs require a minimum climb gradient of 286° per NM (4.7%) until leaving 2600'.

**NOT TO SCALE**

**DRAWN TO SCALE**

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**VASTO ONE JULIETT (VASTO 1J) [VASTIJJ]
VASTO ONE KILO (VASTO 1K) [VASTIK]**

**RWYS 30, 12 DEPARTURES**

Initial Climb Clearance FL70. Be sure for clearance

**General Aviation**

**AIS + MET**

**E-1**
**E-2**
**E-3**
**E-4**

**3400m**

**11,155'**

**RWY 12/30**

Adjust to 10 DME, turn RIGHT to TFN, TFN R-082 to LARYS, turn LEFT, intercept GDV R-040 via SARAY to VASTO.

Climb on runway heading to TFN, turn LEFT, 069° bearing, intercept TFN R-082 to LARYS, turn LEFT, intercept GDV R-040 via SARAY to VASTO.
**GCXO/TFN**

**TENERIFE-NORTH, CANARY IS**

**ILS Rwy 12**

**TENERIFE-NORTH**

**ILS Rwy 30**

**MISSED APCH:** Climb on 117° to 6000', then turn LEFT direct to VOR and join holding.

**Alt Set:** HPA  
**Rwy Elev:** 73 HPA  
**Trans level:** By ATC  
**Trans alt:** 6000'  
1. **DME REQUIRED.**  
2. **CAUTION:** Possible false GP or LOC indications outside coverage area.  
3. **ILS DME reads zero at rwy 12 threshold.**  
4. Racetrack restricted to max 210 KT.

**For CAT C & D acft extends only 3 NM SW from holding.**

**ALTITUDE**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
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<tbody>
<tr>
<td>ILS GS 3.00' or LOC Descent Gradient</td>
<td>5.3%</td>
<td>3.7%</td>
<td>2.9%</td>
<td>2.1%</td>
<td>1.3%</td>
<td>1.5%</td>
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<tr>
<td>MDA (H)</td>
<td>377</td>
<td>485</td>
<td>539</td>
<td>647</td>
<td>755</td>
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<td>PAPI</td>
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**ARS OPS**

**STRAIGHT-IN LANDING RWY 12**

**ILS (G5 out)**

<table>
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<tr>
<th>Max</th>
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**CIRCLE-TO-LAND**

**Prohibited South of rwy**

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**ARS OPS**

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MISSED APCH: Climb on 299° via FP Lctr to 5500', Turn RIGHT direct to TX NDB climbing to 6000' and join holding.

CAUTION: The TX holding buffer area for CAT C & D acft extends only 3 NM SW from holding.

For CAT C & D acft racetrack pattern is not omnidirectional. Entry is restricted to the approach track.

1. DME REQUIRED.
2. Dual ADF receiver required.
3. Racetrack restricted to max 210 KT.
4. Final approach track offset 2° from rwy centerline.

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