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SJEPPESEN TENERIFE-NORTH, CANARY IS GCXO/TFN

LOS RODEOS

18 AUG 06

20-1P

Eff 31 Aug AIRPORT BRIEFING

JEPPESEN

JeppView 3.5.2.0

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

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

- 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 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.

1.2.5. PUSH-BACK MANEUVERS

After receiving taxi clearance pilots must be ready to push-back and taxi within

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.

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GCXO/TFN 18 AUG 06 (20-1P1) LOS RODEOS

SJEPPESEN TENERIFE-NORTH, CANARY IS Eff 31 Aug AIRPORT BRIEFING

1. GENERAL

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

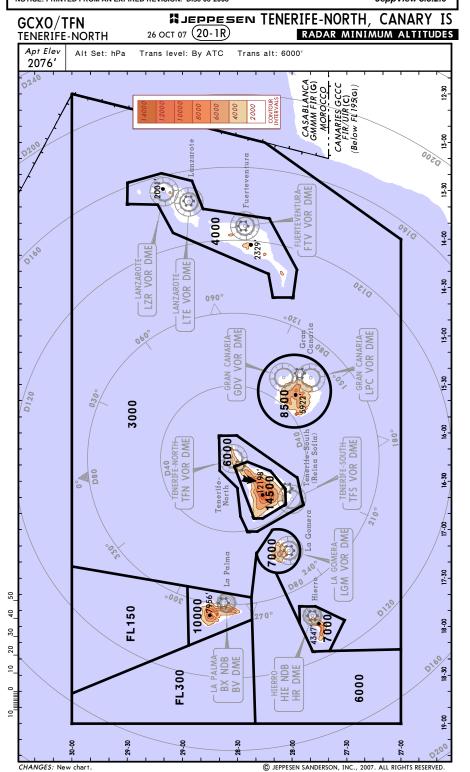
3.1. OTHER INFORMATION

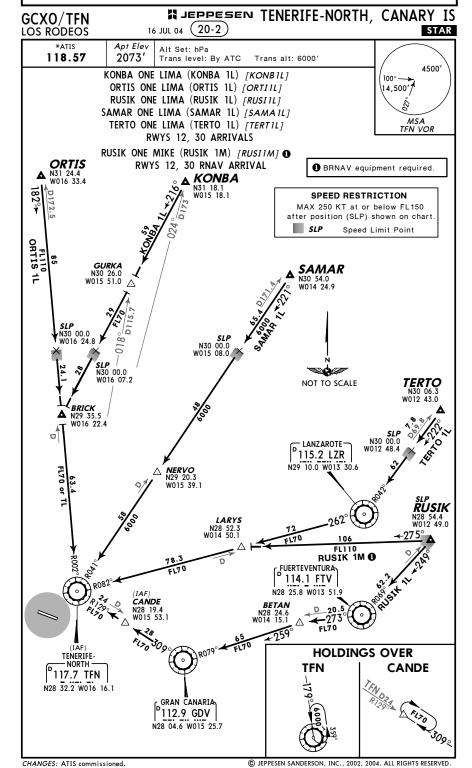
3.1.1. VISIBLE DISTANCE IN RWY

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. JEPPESEN JeppView 3.5.2.0 Licensed to Elefant air. Printed on 15 Jun 2008.

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Trans level: By ATC Trans alt: 6000'

GCXO/TFN

LOS RODEOS

CHANGES: SIDs transferred; chart redrawn.

20731

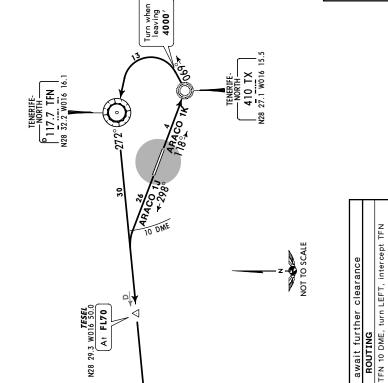
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TENERIFE-NORTH, CANARY IS

24 FEB 06 (20-3)

ARACO ONE JULIETT (ARACO 1J) [ARAC1J] ARACO ONE KILO (ARACO 1K) [ARAC1K] RWYS 30, 12 DEPARTURES





until leaving 357 30

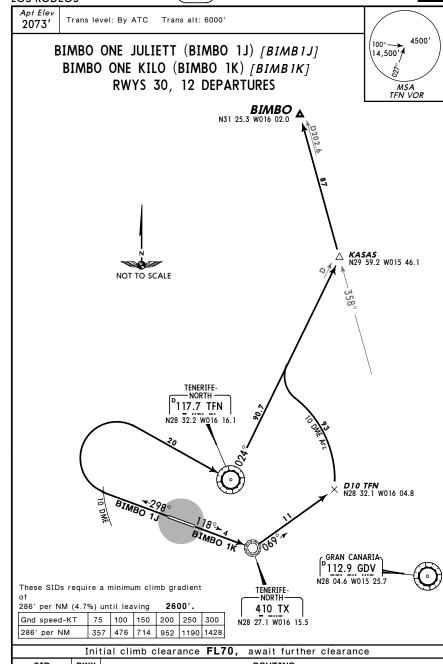
ARACO AR ACO

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Climb R-272

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MILEPPESEN TENERIFE-NORTH, CANARY IS GCXO/TFN 24 FEB 06 (20-3A) LOS RÓDEOS



ROUTING SID RWY Climb on runway heading to TFN 10 DME, turn RIGHT to TFN, TFN R-024 BIMBO 1J 30 to KASAS, turn LEFT, intercept GDV R-358 to BIMBO. BIMBO 1K Climb on runway heading to TX, turn LEFT, 069° bearing, along TFN 10 DME arc, intercept TFN R-024 to KASAS, turn LEFT, intercept GDV R-358 to BIMBO

CHANGES: SIDs transferred; chart redrawn.

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TENERIFE-NORTH, CANARY IS JEPPESEN GCXO/TFN LOS RODEOS 24 FEB 06 (20-3B)

Apt Elev 2073' Trans level: By ATC Trans alt: 6000' GRAN CANARIA ONE JULIETT (LPC 1J) GRAN CANARIA ONE KILO (LPC 1K) RWYS 30, 12 DEPARTURES **ARTEM** N28 24.5 W016 02.0 Climb on runway heading to TFN 10 DME, turn RIGHT to TFN, TFN R-129 via ARTEM to GDV, turn RIGHT, GDV R-188 to LPC.
Climb on runway heading to TX, turn LEFT, 109° bearing to ARTEM, turn RIGHT, intercept TFN R-129 to GDV, turn RIGHT, GDV R-188 to LPC.
 100
 150
 200
 250
 300

 476
 714
 952
 1190
 1428
 These SIDs require a minimum climb gradient of 286' per NM 14 7m. RWY 30 LPC 1J

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 ↓JEPPESEN TENERIFE-NORTH, CANARY IS GCXO/TFN LOS RODEOS 24 FEB 06 (20-3C) Apt Elev 2073' Trans level: By ATC Trans alt: 6000' HIERRO ONE JULIETT (HIE 1J) HIERRO ONE KILO (HIE 1K) RWYS 30, 12 DEPARTURES 4000', turn LEFT to HIE. **TESEL** W0 16 50.0 At **FL70** Initial climb clearance FL70 HIE 1K

CHANGES: New chart.

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Trans level: By ATC Trans alt: 6000'

GCXO/TFN

LOS RODEOS

20731

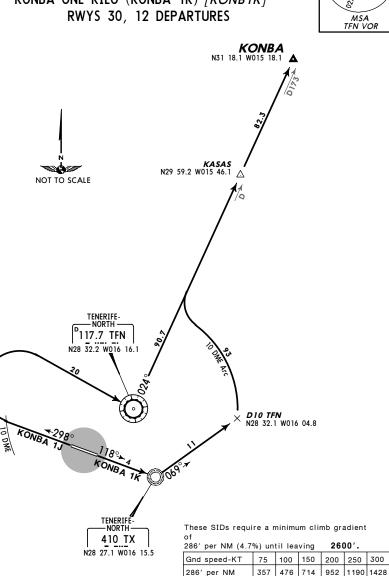
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SJEPPESEN TENERIFE-NORTH, CANARY IS 24 FEB 06 (20-3D)

KONBA ONE JULIETT (KONBA 1J) [KONB1J] KONBA ONE KILO (KONBA 1K) [KONB1K]



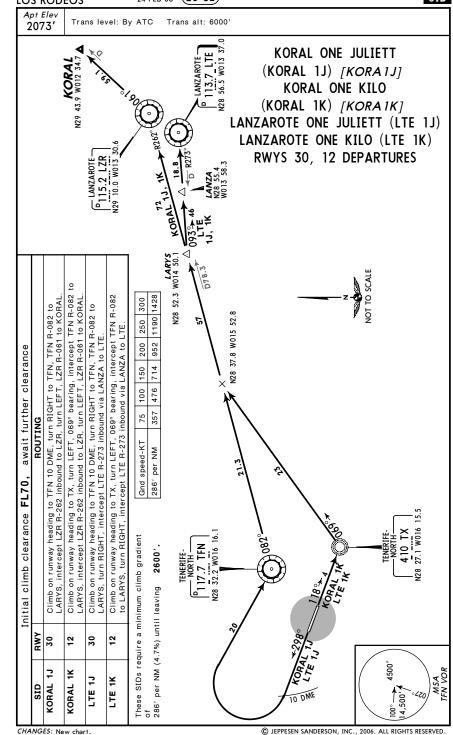


Initial climb clearance FL70, await further clearance		
SID	RWY	ROUTING
KONBA 1J	30	Climb on runway heading to TFN 10 DME, turn RIGHT to TFN, TFN R-024 via KASAS to KONBA.
KONBA 1K	12	Climb on runway heading to TX, turn LEFT, 069° bearing, along TFN 10 DME

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TENERIFE-NORTH, CANARY IS **MALEPPESEN** GCXO/TFN 24 FEB 06 (20-3E) LOS RODEOS



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TENERIFE-NORTH, CANARY IS #JEPPESEN GCXO/TFN 24 FEB 06 (20-3F) LOS RODEOS Trans level: By ATC Trans alt: 6000' 20731 ORION ONE JULIETT (ORION 1J) [ORIO1J] ORION ONE KILO (ORION 1K) [ORIO1K] RWYS 30, 12 DEPARTURES turn RIGHT to TFN, TFN R-093 to ORION. **ARTEM** N28 24.5 W016 02.0 Climb on runway heading to TX, turn LEF turn RIGHT, intercept TFN R-129 to GDV 1190 Climb R-129 SID ORION

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CHANGES: New chart

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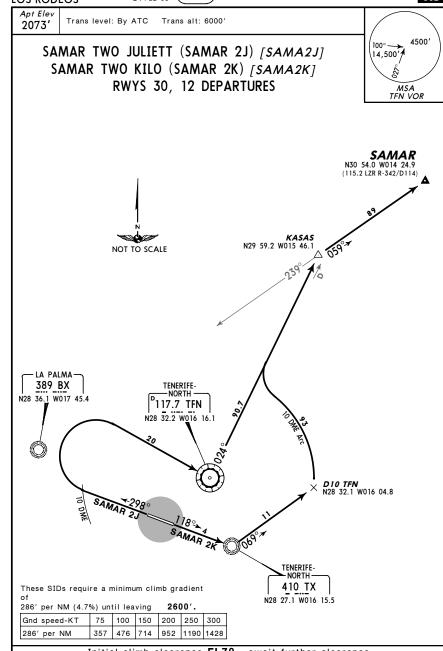
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GCXO/TFN JEPPESEN TENERIFE-NORTH, CANARY IS

24 FEB 06 (20-3G)

SID



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TENERIFE-NORTH, CANARY IS GCXO/TFN LOS RODEOS 24 FEB 06 (20-3H) Trans level: By ATC Trans alt: 6000' 20731 VASTO ONE JULIETT (VASTO 1J) [VAST1J] VASTO ONE KILO (VASTO 1K) [VAST1K] **A VASTO**N30 30.6 W013 RWYS 30, 12 DEPARTURES **SARAY** 45.5 W014 09.4 N28 37.8 W015 52. SID VASTO

CHANGES: New chart

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GCXO/TFN Apt Elev 2076 MIEPPESEN TENERIFE-NORTH, CANARY IS 15 DEC 06 (20-9) Eff 21 Dec TENERIFE-NORTH N28 29.0 W016 20.5 *TENERIFE Tower (GND *Tower 118.57 121.7 118.7 16-22 16-21 16-20 16-19 2139' \ \(\lambda^{2161'} AIS For AIRPORT BRIEFING refer to 20-1P pages 2116' General MET Aviation Control 2125' 28-29 92' 1000 2000 3000 4000 5000 1111 500 1000 1500 AGL 16-22 16-21 16-20 AIS + MET 16-20.8 16-20.7 16-20.6 16-20.4 16-20.5 PARKING POSITIONS Control STAND COORDINATES 0,14 thru16,L1,L2 N28 29.3 W016 21.0 1, 2, K1 N28 29.2 W016 20.6 3 thru 6, K2 N28 29.2 W016 20.7 N28 29.2 W016 20.8 N28 29.3 W016 20.9 12, 13, J1 N28 29.2 W016 20.9 28-29.1 28-29.1 16-21 16-20.5 16-21.1 16-20.9 16-20.4 16-20. ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS
- LANDING BEYOND— Threshold Glide Slope WIDTH RWY HIRL(50m) CL(15m) ALS SFL LDIN REIL RVR 10,204' 3110n 148' 30 HIRL(50m) CL(15m) ALS LDIN PAPI(3.0°) RVR 10,206'3111n 45m • PAPI(angle 3.0°) JAR-OPS TAKE-OFF 1 All Rwys LVP must be in Force Approved Operators RCLM (DAY only) RCLM (DAY only) HIRL, CL RL, CL (DAY only) & mult. RVR req 125m 150m 200m 250m 400m 500m 150m 200m 250m 300m ■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m

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MJEPPESEN TENERIFE-NORTH, CANARY IS GCXO/TFN 15 DEC 06 (21-1) Eff 21 Dec ILS Rwy 12 TENERIFE-NORTH *ATIS *TENERIFE Approach (R) *TENERIFE Tower *Ground 118.57 121.7 119.7 118.7 LOC Final Apt Elev 2076' DA(H) D4.0 INOR INOR Apch Crs Refer to 117° 108.7 3388' (1328' RWY 2060 Minimums 4500' MISSED APCH: Climb on 117° to 6000', then turn LEFT direct to 14,500/ VOR and join holding. Rwv Elev: 73 hPa Trans level: By ATC MSA1. DME REQUIRED. 2. CAUTION: Possible false GP or LOC indications outside TFN VOR coverage area. 3. ILS DME reads zero at rwy 12 threshold. D16.0 TFN D2.0 TFN 2986' 281 DÌ 1.0 GC(D)-29 D5.9 TENERIFE-NORTH-28-30 INOR D4.0 117.7 TFN INOR 117° 108.7 INOR TENERIFE -420 FP GC(D)-23 16-20 LOC INOR DME 4.0 3.0 (GS out) 3710 3390 **D11.0** INOR D5.9 D4.0 Lctr INOR INOR GS 3388 4000' RWY 12 2060' 1.9 70 90 100 120 140 160 Gnd speed-Kts 6000' ILS GS 3.00° or on 117° 377 | 485 | 539 | 647 | 755 | 862 PAPI : PAPI LOC Descent Gradient 5.3% MAP at Lctr STRAIGHT-IN LANDING RWY 12 LOC (GS out) JAR-OPS CIRCLE-TO-LAND A: 2352'(292') C: 2372'(312 Prohibited South of rwy B: 2362'(302') D: 2382'(322 MDA(H) 2920' (860') VIS RVR 900m 3020' (944') 1500m RVR 1500m 3020' (944') 1600m RVR 1200m 180 3700' (1624') 2400m RVR 1000m RVR 2000m 3800' (1724') 3600m

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CHANGES: Apt name. Apt elev. Bearings

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CHANGES: Apt name. Apt elev. Rwy elev. Bearings.

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MJEPPESEN TENERIFE-NORTH, CANARY IS GCXO/TFN 15 DEC 06 (21-2) Eff 21 Dec ILS Z Rwy 30 TENERIFE-NORTH *TENERIFE Approach (R) *TENERIFE Towe *ATIS *Ground 118.57 119.7 118.7 121.7 9000' LOC GS ILS DA(H) Apt Elev 2076 4500 092° ---Apch Crs ITF TX NDB 14,500 3290' (1287') 2490' (487') RWY 2003 110.3 297° MISSED APCH: Climb STRAIGHT AHEAD to 5500', then turn RIGHT MSA to TX NDB climbing to 6000' and join holding. TX NDB Rwy Elev: 71 hPa Trans level: By ATC Trans alt: 6000' DME REQUIRED. 2. ILS DME reads zero at rwy 30 threshold. 3. LOC may have fluctuations between 15 NM and 10 NM. 4. Racetrack restricted to max 210 KT. CAUTION: The TX holding buffer area for CAT C & D acft extends only 3 NM SW from holding. 2986' TENERIFE-NORTH P117.7 TFN 420 FP - 28-30 GC(D)-29 170 For CAT C & D acft racetrack pattern D1.0 is not omnidirectional. Entry is restricted to the approach track ITF D7 TENERIFE-NORTH 410 TX 297° 110.3 ITF GC(D)-23 16-20 GC(D)-74 LOC ITF DME 2.0 3.0 (GS out) ALTITUDE 2750 3100 TX NDB 6000 CAT A & B: 4400' 21/2 Min CAT C & D: 1 ½ Min TCH 57 3400 GS 3290' RWY 30 2003 70 90 100 120 140 160 Gnd speed-Kts 5500 377 485 539 647 755 862 3.00° ILS GS PAPI : PAPI LOC Descent Gradient 5.7% 404 520 577 693 808 924 MAP at D1.0 ITF STRAIGHT-IN LANDING RWY 30
ILS | LOC (GS out) CIRCLE-TO-LAND Prohibited South of rwy DA(H) 2490' (487') MDA(H) 2510' (507' VIS 2940' (864') 1500m RVR 1500m 2990' (914') 1600m RVR 1000m RVR 1200m RVR 1800m RVR 2000m 180 3700' (1624') 2400m RVR 2000m 3800' (1724') 3600m

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MJEPPESEN TENERIFE-NORTH, CANARY IS GCXO/TFN 15 DEC 06 (21-3) Eff 21 Dec • ILS Y Rwy 30 TENERIFE-NORTH *ATIS *TENERIFE Approach (R) *TENERIFE Tower *Ground 118.57 119.7 121.7 118.7 LOC ILS Final GS 4500' Apt Elev 2076 DA(H) ITF Apch Crs D7.4 ITF \14,500*1* 297° 4400'(2397') 2490'(487') RWY2003 110.3 MISSED APCH: Climb on 297° to 5500', then turn RIGHT direct to MSAVOR climbing to 6000' and join holding. TFN VOR Alt Set: hPa Rwy Elev: 71 hPa Trans level: By ATC 1. CAUTION: GS apch is affected by disturbances on the last 1.3 NM of final (descent from 2469' to THR). 2. ILS DME reads zero at rwy 30 threshold. 3. LOC may have fluctuations between 15 NM and 10 NM. • Use of procedure depends DME REQUIRED. on activity in GC(D)-29. - 28-35 TENERIFE-NORTH D 117.7 TFN 2986′ GC(D)-29 TENERIFE-420 FP 3363' 28-30 TENERIFE-NORTH D10.0 410 TX TFN ILS DME. GC(D)-23 297° 110.3 ITF D7 5725 D12.71TF D12.0 TFN 16-20 LOC ITF DME 2.0 3.0 ALTITUDE 2750' 3090 (GS out) D7.4 **D12.7**ITF D12.0 TFN D3.9 5000 D1.0 3400 RWY 30 2003 5.3 2.9 Gnd speed-Kts 70 90 100 120 140 160 5500' 3.00° 377 485 539 647 755 862 ILS GS on 297° PAPI : PAPI LOC Descent Gradient 5.7% 404 520 577 693 808 924 MAP at D1.0 ITF JAR-OPS STRAIGHT-IN LANDING RWY 30
ILS | LOC (GS out) CIRCLE-TO-LAND Prohibited South of rwy MDA(H) 2510' (507' DA(H) 2490' (487') 2940' (864') 1500m RVR 1500m 2990' (914') 1600m RVR 1200m RVR 1000m RVR 2000m RVR 1800m 3700′ (1624′) 2400m 3800' (1724') RVR 2000m 3600m

CHANGES: Apt name. Apt elev. Rwy elev. Bearings

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#JEPPESEN TENERIFE-NORTH, CANARY IS GCXO/TFN 15 DEC 06 (26-1) Eff 21 Dec LOCATOR Rwy 12 TENERIFE-NORTH *TENERIFE Approach (R) *Ground *ATIS *TENERIFE Tower 118.57 121.7 119.7 118.7 Minimum Alt Lctr Final MDA(H) Apt Elev 2076 Apch Crs No FAF 2920' (860' 119° 420 RWY 2060 4500 MISSED APCH: Climb STRAIGHT AHEAD to 6000' and rejoin the 14,500/ TX NDB holding. Trans level: By ATC Alt Set: hPa Rwy Elev: 73 hPa 1. DME REQUIRED. 2. Final approach track offset 2° from rwy centerline. MSA TFN VOR MAX 210 KT CAUTION: The TX holding buffer area for CAT C & D acft extends only 3 NM Southwest from holding. D2.0 TF 1190 TENERIFE-NORTH-- 28-30 117.7 TEN **TENERIFE**]19° 420 FP \$ 6000 2990 - 28-25 (IAF) TENERIFE-NORTH-410 TX GC(D)-74 GC(D)-23 FP Lctr Start 4500 turn at 3 ½ Min RWY 12 2060' 0.6 6000 PAPI PAPI MAP at FP Lctr STRAIGHT-IN LANDING RWY 12 CIRCLE-TO-LAND Prohibited South of rwy MDA(H) 2920'(860') ALS out MDA(H)_ 100 3020' (944') 1500m RVR 1500m 135 3020' (944') 1600m 180 3700′(1624′) 2400m RVR 2000m 3800'(1724') 3600m

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MJEPPESEN TENERIFE-NORTH, CANARY IS GCXO/TFN 15 DEC 06 (26-2) Eff 21 Dec NDB Z Rwy 30 TENERIFE-NORTH *ATIS *TENERIFE Approach (R) *TENERIFE Tower *Ground 118.57 118.7 121.7 119.7 NDB Minimum Alt Apt Elev 2076 MDA(H)TX NDB TX Apch Crs 9000 3300' (1297') 2870'(867') RWY 2003 299° 410 4500' MISSED APCH: Climb on 299° via FP Lctr to 5500'. Turn RIGHT 14,500/ direct to TX NDB climbing to 6000' and join holding. Rwy Elev: 71 hPa Trans level: By ATC MSA . DME REQUIRED. 2. Dual ADF receiver required. 3. Racetrack restricted to max 210 KT. 4. Final approach track offset 2° from rwy centerline. TX NDB CAUTION: The TX holding buffer area for CAT C & D acft extends only 3 NM SW from holding. TENERIFE-NORTH For CAT C & D acft racetrack pattern is ^D 117.7 TFN not omnidirectional. Entry is restricted to the approach track. 2986 28-30 GC(D)-29 -TENERIFE 420 FP TENERIFE-NORTH-410 TX GC(D)-23 28-20 16-20 GC(D)-74 TX NDB FP Lctr 6000' CAT A & B: 21/2 Min CAT C & D: 3300 11/2 Min RWY 30 2003 Gnd speed-Kts 70 90 100 120 140 160 5500/h Descent Gradient 5.3% 376 483 537 644 751 859 299° PAPI : PAP 3.9 3:21 2:36 2:20 1:57 1:40 1:28 420 JAR-OPS CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY 30 Prohibited South of rwy MDA(H) 2870'(867') ALS out 3020' (944') 1500m RVR 1500m 3020' (944') 1600m 3700' (1624') 2400m

RVR 2000m

CHANGES: Apt name. Apt elev. Rwy elev. Note.

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3800' (1724')

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