

List of pages in this Trip Kit

Trip Kit Index

Airport Information For GCFV

Terminal Charts For GCFV

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Fuerteventura Xje
IATA Code: FUE
Lat/Long: N28° 27.2' W013° 51.8'
Elevation: 86 ft

Airport Use: Public
Magnetic Variation: 4.7°W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0749 Z
Sunset: 1815 Z,

Runway Information

Runway: 01L
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 33 ft
Lighting: Edge, REIL, Part time
Displaced Threshold: 984 ft
Stopway: 525 ft

Runway: 01R
Length x Width: 11175 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 66 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 3281 ft

Runway: 19L
Length x Width: 11175 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 83 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 1529 ft
Stopway: 3281 ft

Runway: 19R
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 85 ft
Lighting: Edge, REIL, Part time
Displaced Threshold: 820 ft
Stopway: 82 ft

Communication Information

ATIS 118.65
Fuerteventura Tower 121.7
Fuerteventura Tower 119.2 Secondary
Fuerteventura Tower 118.475
Fuerteventura Tower 25.78 Military
Canarias Approach Control 129.3

1. GENERAL

1.1. ATIS

*ATIS 118.65

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

Engine performance testing with higher than idle regime may be conducted from sunrise to sunset at the engine testing area established in the holding bay in the vicinity of RWY 19L THR, while subject to Tower instructions.

This task must be accomplished in accordance with the local procedure PEQ00005: "ENGINE TESTING".

Requests for engine testing clearance at any type of regime, as well as any question regarding engine testing procedure, must be addressed to:

CEOPS OFFICE

phone: +34-928 860 518

Fax: +34-928 860 836

1.3. RWY OPERATIONS

The entries of ACFT to RWY are not authorized via TWYs E4, E5, E6 and E7.

While RWY 01R/19L is in service, ACFT taxiing to the RWY THRs will be able to get round the RWY holding point markers at TWYs L2, L3, L4 and L5. These markers are mandatory exclusively when RWY 01L/19R is in service.

All four-engined, three-engined or twin-engined big size ACFT type I or II shall enter and exit the RWY 01R/19L via its endings, except for force majeure, while avoid exits or entries via TWYs E5 and E6.

Only ACFT of weight and size equal or below type AT-72 will be allowed to turn 180° or back-track at RWY 01R/19L.

1.4. PARKING INFORMATION

1.4.1. GENERAL

When RWY 01L/19R is in service, stands 31, 32, 41 thru 47, G1 thru G10 and H1 thru H4 will remain free.

Stands H1 thru H4 are helicopter parking stands.

On stands 11 thru 15, 18 thru 20, 21, 22, 23 thru 28, 41, 51, 52 and 53 push-back required.

Stands 11 thru 15, 18 thru 20, 21, 22, 23 thru 28 and 51 are equipped with visual docking guidance system.

1.4.2. AUXILIARY POWER UNITS (APUs)

The use of 400 Hz facilities is mandatory at every stand where this service is available.

The use of APU is forbidden in these stands in the period of 2 min after blocks-on and 5 min before blocks-off.

The use of APU is only authorized when 400 Hz facilities and the mobile power units are out of service.

1.5. OTHER INFORMATION

Area of magnetic abnormality. High terrain.

RWYs 01L/R right-hand circuit.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

The following restrictions will be only applicable to jets. Except for safety reasons, those ACFTs must follow noise abatement procedures as follows:

Visual approach procedures and/or contacting RWYs 01L/R will intercept the final approach segment at more than FTV 5.0 DME.

Landing and approach procedures on visual meteorological conditions will be performed with an angle equal to or higher than the ILS GP or PAPI of each RWY.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

The use of reverse thrust is forbidden to leave the stands, except otherwise authorized by Airport Authority.

On all stands with autonomous exit, the exit manoeuvre will be carried out at the minimum regime to indicate taxiing.

3.2. NOISE ABATEMENT PROCEDURES

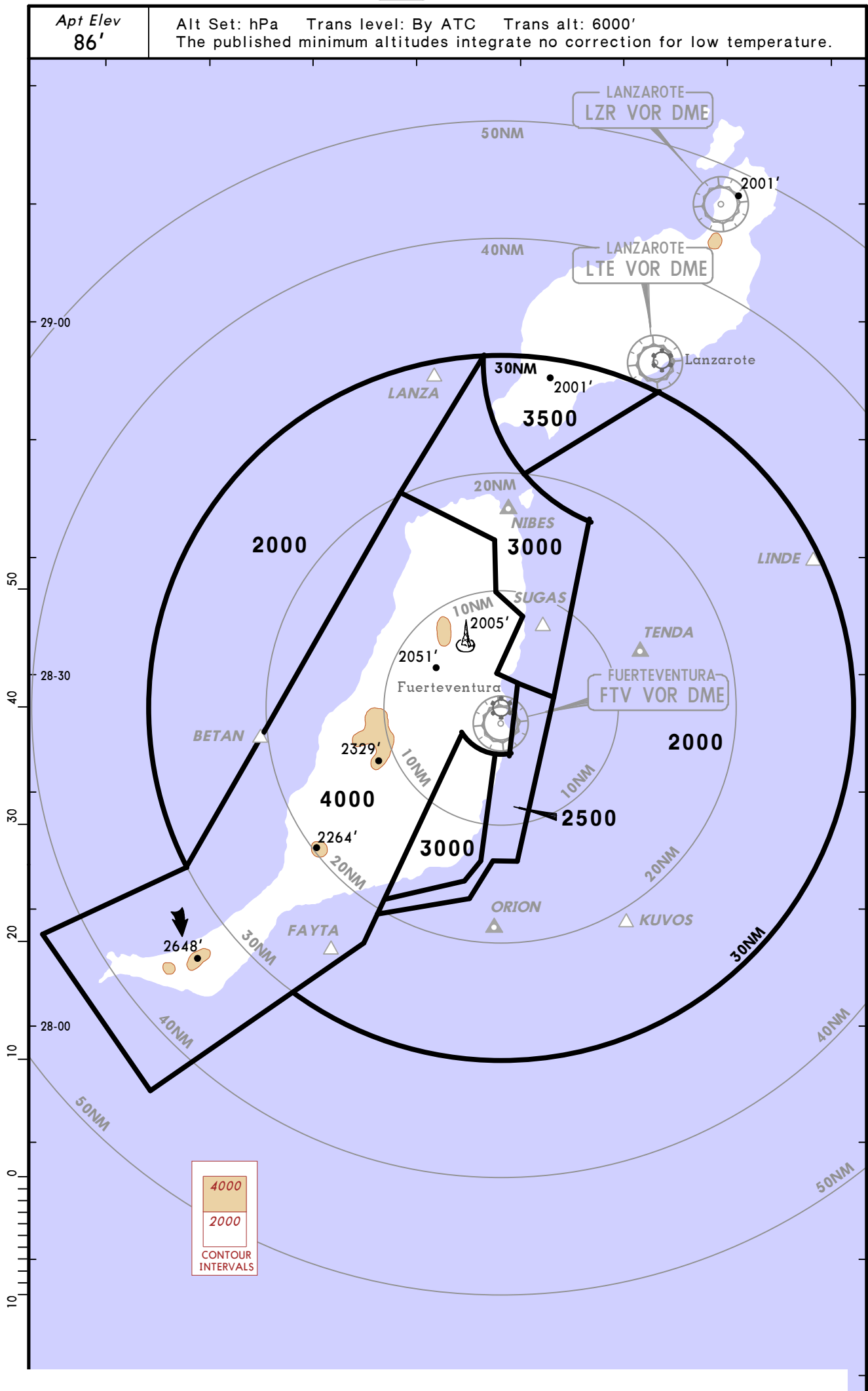
The following restrictions will be only applicable to jets. Except for safety reasons, those ACFTs must follow noise abatement procedures as follows:

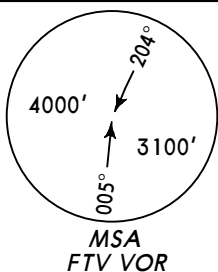
ACFT taking-off from RWYs 01L/R must follow the nominal flight path of the SID in use, not turning LEFT before overflying ADOVO.

ACFT taking-off from RWYs 19L/R must follow the nominal flight path of the SID in use, not turning RIGHT before FTV 5.0 DME.

Apt Elev
86'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
The published minimum altitudes integrate no correction for low temperature.





*ATIS
118.65

Apt Elev
86'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

RUSIK TWO SIERRA (RUSIK 2S) [RUSI2S]
TERTO TWO SIERRA (TERTO 2S) [TERT2S]
RWYS 01L/R ARRIVALS

SLP
TERTO
N30 06.3 W012 43.0

LANZAROTE
D 115.2 LZR
N29 10.0 W013 30.6

SPEED RESTRICTION
MAX 250 KT at or below FL150 after
position (SLP) shown on chart
except for military aircraft or
if danger areas are active.

■ SLP Speed Limit Point



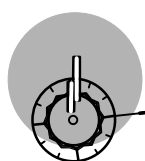
34.7
5000
TERTO 2S

SLP
RUSIK
N28 54.4
W012 49.0

LINDE
N28 39.7
W013 21.5

D34.7 LZR
N28 35.4 W013 35.4

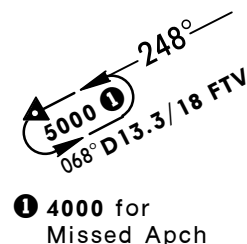
(IAF)
TENDA
N28 32.0 W013 38.4

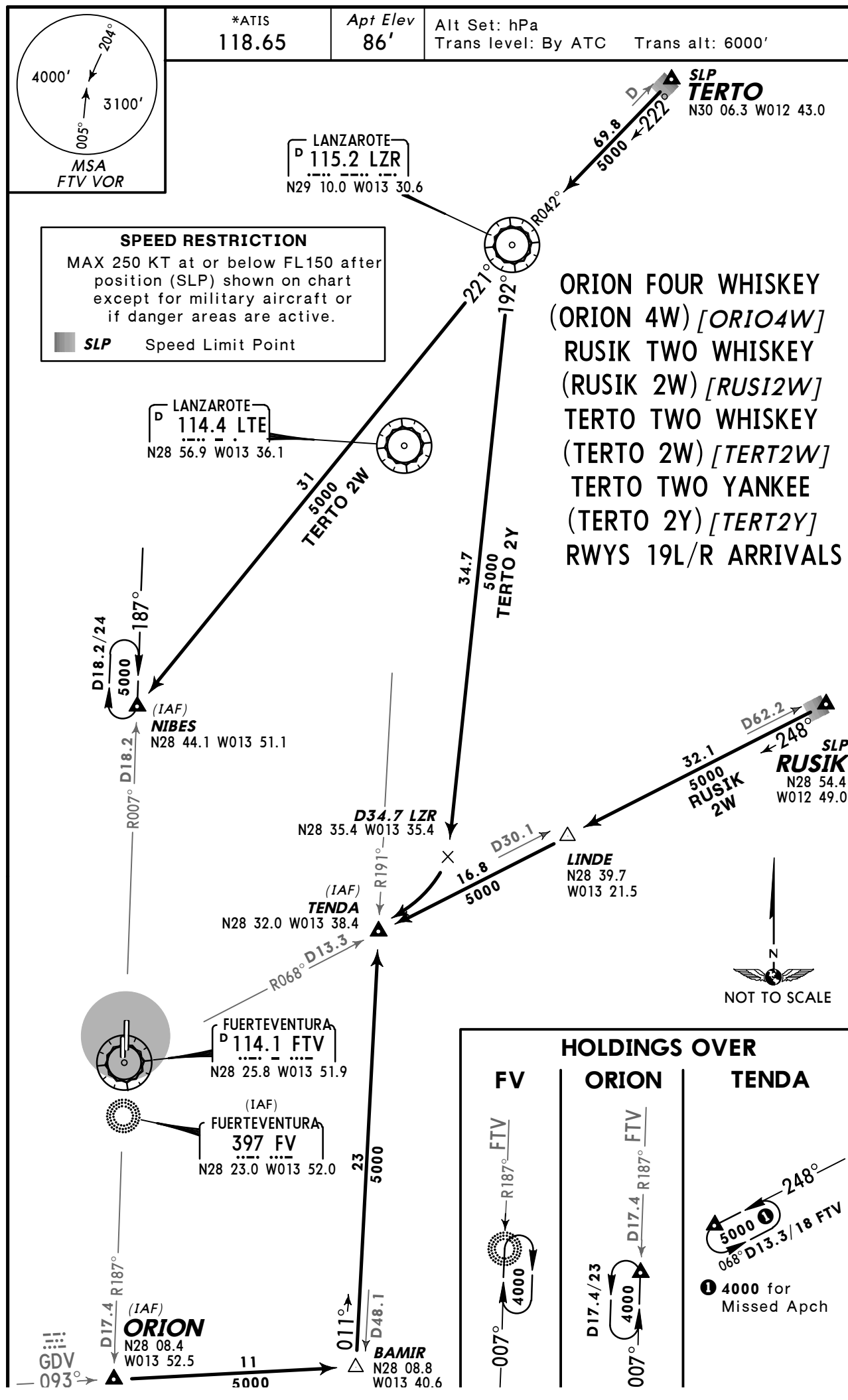


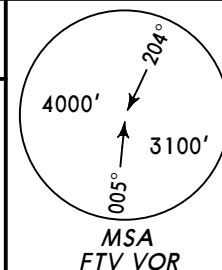
FUERTEVENTURA
D 114.1 FTV
N28 25.8 W013 51.9

(IAF)
FUERTEVENTURA
397 FV
N28 23.0 W013 52.0

HOLDINGS OVER
FV TENDA





Apt Elev
86'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

SAMAR FOUR GOLF
(SAMAR 4G) [SAMA4G]
VASTO FOUR GOLF
(VASTO 4G) [VAST4G]
RWY 19R DEPARTURES

SAMAR FIVE ROMEO
(SAMAR 5R) [SAMA5R]
VASTO FIVE ROMEO
(VASTO 5R) [VAST5R]
RWY 19L DEPARTURES
TO NORTH



These SIDs require minimum climb gradients of

SAMAR 4G, VASTO 4G
334' per NM (5.5%) until leaving 3000'.

SAMAR 5R, VASTO 5R
304' per NM (5%) until leaving 3000'.

At or above
6000'

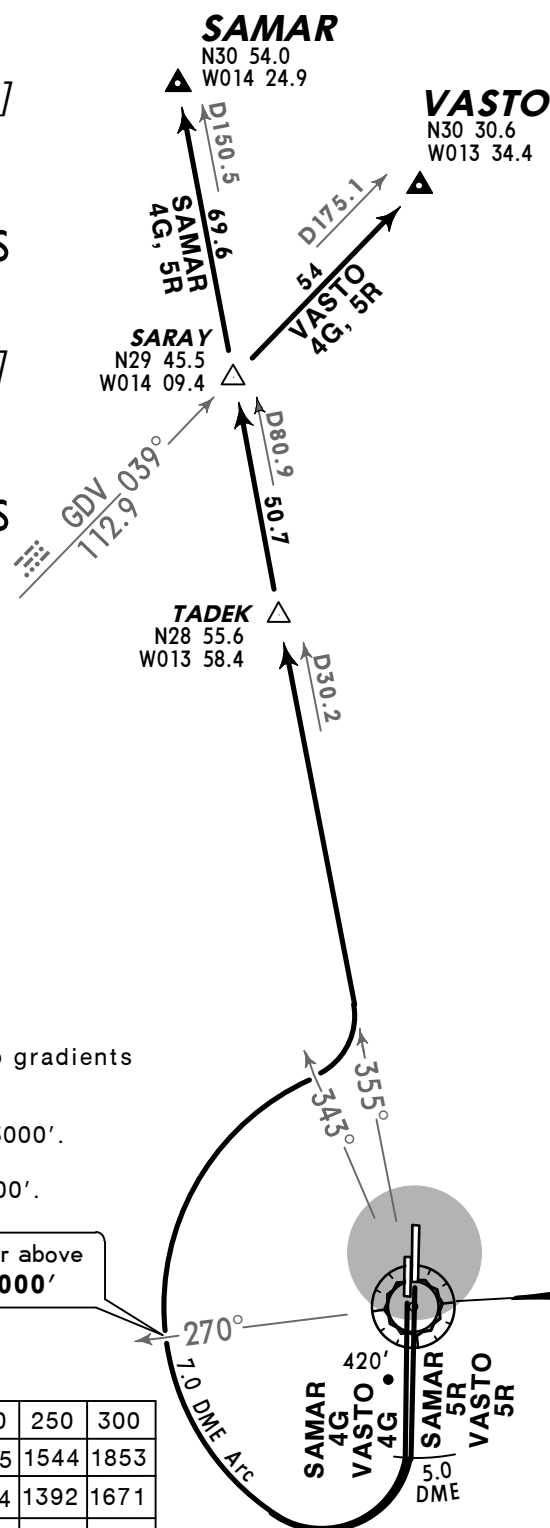
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

At TADEK continue on FTV R-355 via SARAY to SAMAR.

SID	ROUTING
SAMAR 4G, 5R	At TADEK continue on FTV R-355 via SARAY to SAMAR.
VASTO 4G, 5R	At TADEK continue on FTV R-355 to SARAY, turn RIGHT, intercept GDV R-039 to VASTO.

CONTINGENCY DEPARTURES

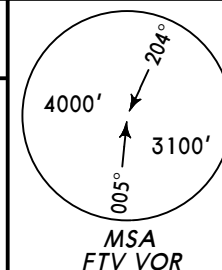
In case of one or more navaid failure following procedures shall be carried out:
Climb on runway heading to 4000', turn by following ATC instructions.



Initial ATC clearance:
After FTV R-270 climb to **FL100**, await further clearance

INITIAL CLIMB

Climb on runway heading to FTV 5.0 DME, turn RIGHT, along FTV 7.0 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to TADEK.

Apt Elev
86'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

SAMAR FOUR HOTEL
(SAMAR 4H) [SAMA4H]
VASTO FOUR HOTEL
(VASTO 4H) [VAST4H]
RWY 01L DEPARTURES
SAMAR FIVE QUEBEC
(SAMAR 5Q) [SAMA5Q]
VASTO FIVE QUEBEC
(VASTO 5Q) [VAST5Q]
RWY 01R DEPARTURES
TO NORTH

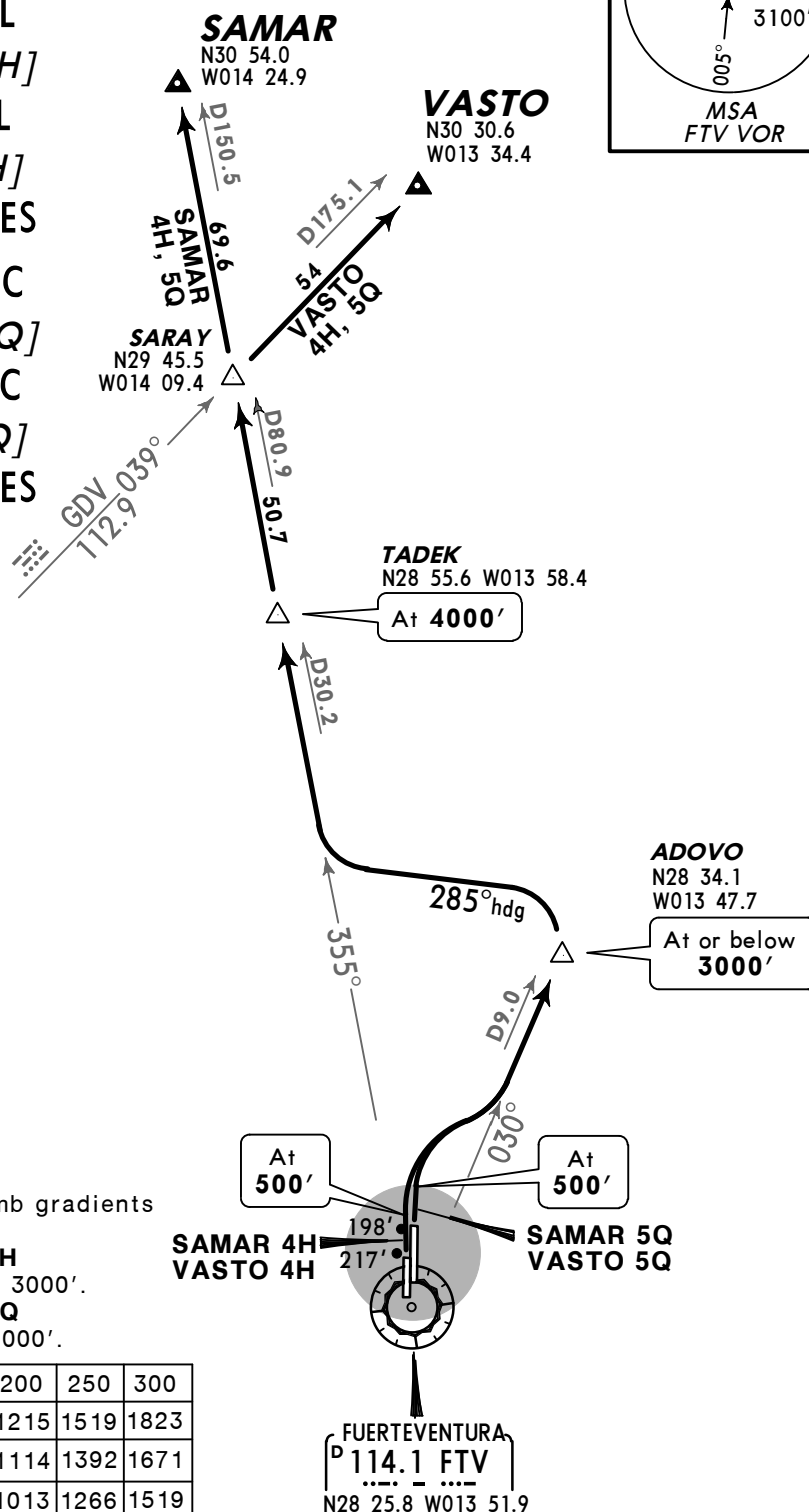


These SIDs require minimum climb gradients of

SAMAR 4H, VASTO 4H
334' per NM (5.5%) until leaving 3000'.

SAMAR 5Q, VASTO 5Q
304' per NM (5%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519



Initial ATC clearance:
After TADEK climb to **FL100**, await further clearance

INITIAL CLIMB

Climb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, turn LEFT, 285° heading, intercept FTV R-355 to TADEK.

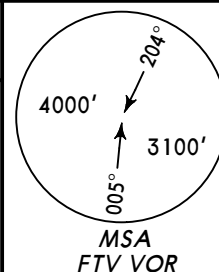
SID

ROUTING

SAMAR 4H, 5Q	At TADEK continue on FTV R-355 via SARAY to SAMAR.
VASTO 4H, 5Q	At TADEK continue on FTV R-355 to SARAY, turn RIGHT, intercept GDV R-039 to VASTO.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:
Climb on runway heading to 4000', turn by following ATC instructions.

Apt Elev
86'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

KORAL TWO GOLF (KORAL 2G) [KORA2G]

LANZAROTE ONE GOLF (LTE 1G)

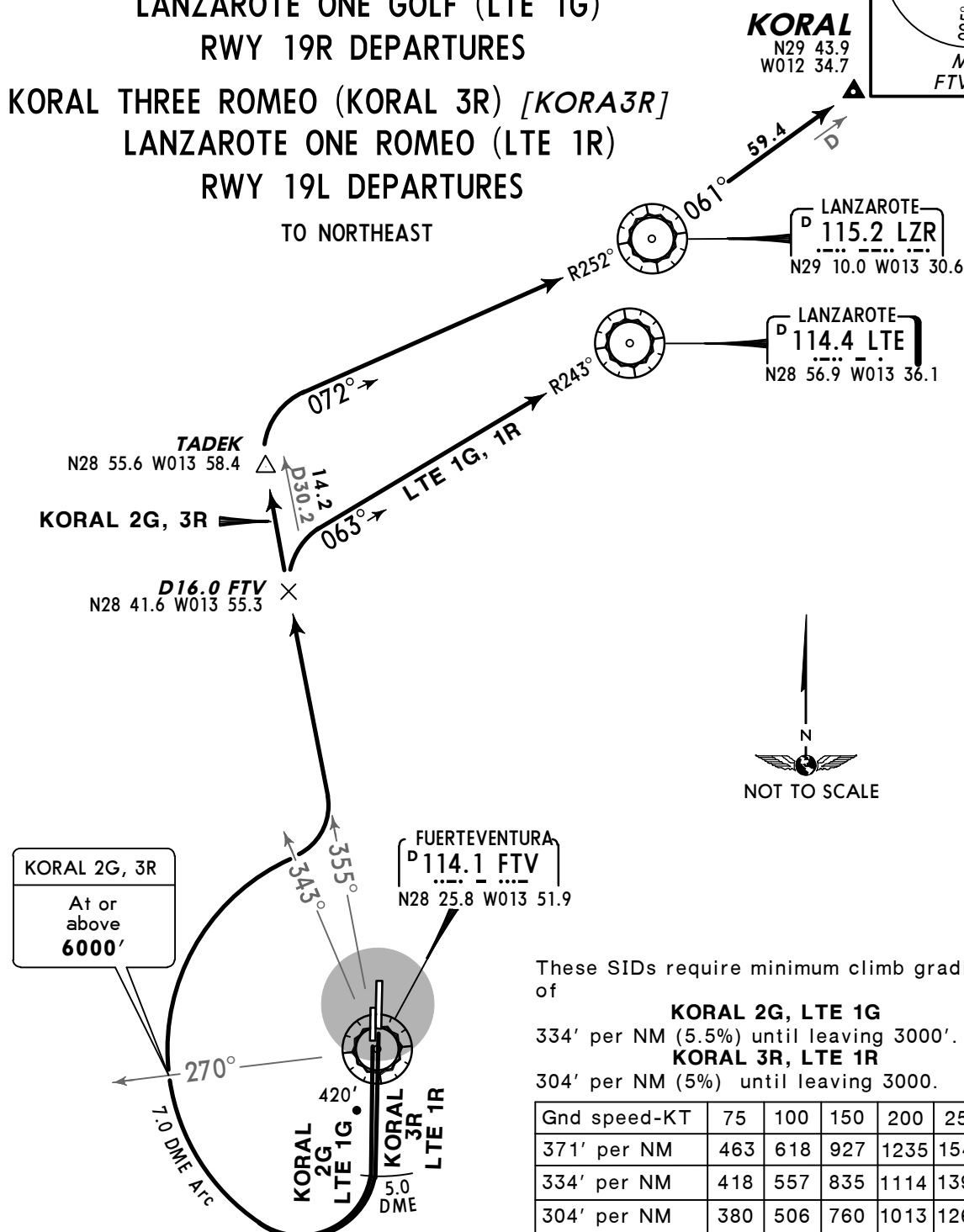
RWY 19R DEPARTURES

KORAL THREE ROMEO (KORAL 3R) [KORA3R]

LANZAROTE ONE ROMEO (LTE 1R)

RWY 19L DEPARTURES

TO NORTHEAST



These SIDs require minimum climb gradients of

KORAL 2G, LTE 1G

334' per NM (5.5%) until leaving 3000'.

KORAL 3R, LTE 1R

304' per NM (5%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:

KORAL 2G, 3R: After FTV R-270 climb to **FL100**, await further clearance**LTE 1G, 1R:** Maintain **5000'**, await further clearance

SID	INITIAL CLIMB/ROUTING
KORAL 2G, 3R	Climb on runway heading to FTV 5.0 DME, turn RIGHT, along FTV 7.0 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to TADEK, turn RIGHT, intercept LZR R-252 inbound to LZR, LZR R-061 to KORAL.
LTE 1G, 1R	Climb on runway heading to FTV 5.0 DME, turn RIGHT, along FTV 7.0 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to D16 FTV, turn RIGHT, intercept LTE R-243 inbound to LTE.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:
Climb on runway heading to 4000', turn by following ATC instructions.

4000'

005°

3100'

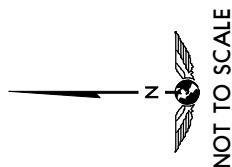
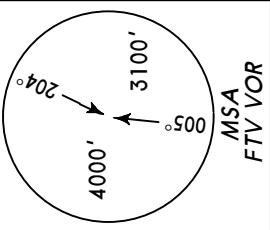
204°

MSA
FTV VOR

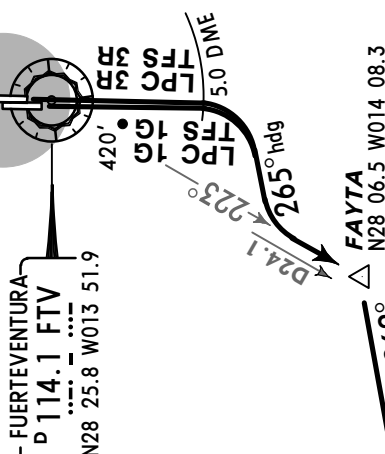
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

Apt Elev
86'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles



MSA
FTV VOR



GRAN CANARIA
ONE GOLF (LPC 1G)
TENERIFE SUR
ONE GOLF (TFS 1G)
RWY 19R DEPARTURES

GRAN CANARIA
THREE ROMEO (LPC 3R)
TENERIFE SUR
THREE ROMEO (TFS 3R)
RWY 19L DEPARTURES
TO SOUTHWEST

Initial ATC clearance:

LPC 1G, 3R: Maintain 5000', await further clearance
TFS 1G, 3R: Maintain 5000', at CANIS climb to FL140 at LPC,
await further clearance

INITIAL CLIMB

limb on runway heading to FTV 5.0 DME, turn RIGHT, 265° heading, intercept FTV R-223
to FAYTA, turn RIGHT, intercept LPC R-082 inbound to CANIS.

ROUTING

PC 1G, 3R At CANIS continue on LPC R-082 inbound to LPC.

FS 1G, 3R At CANIS continue on LPC R-082 inbound to LPC, LPC R-262 to KONDA, turn
RIGHT, intercept TFS R-114 inbound via MERAN to TFS.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:

Climb on runway heading to 4000', turn by following ATC instructions.
These SIDs require a minimum climb gradient of 371' per NM (6.1%).

These SIDs require minimum climb gradients

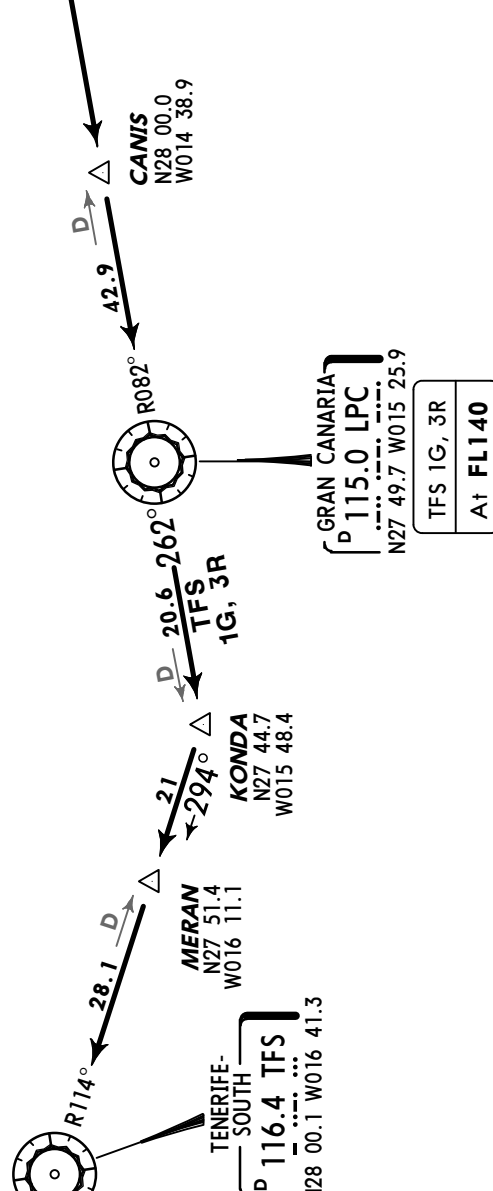
LPC 1G, TFS 1G

34' per NM (5.5%) until leaving 3000'.

LPC 3R, TFS 3R

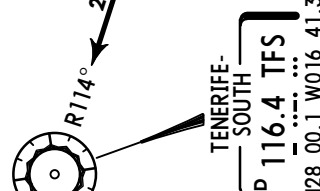
04' per NM (5%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519



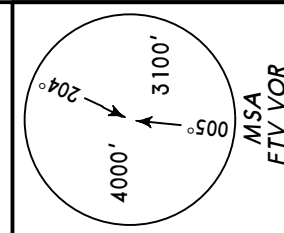
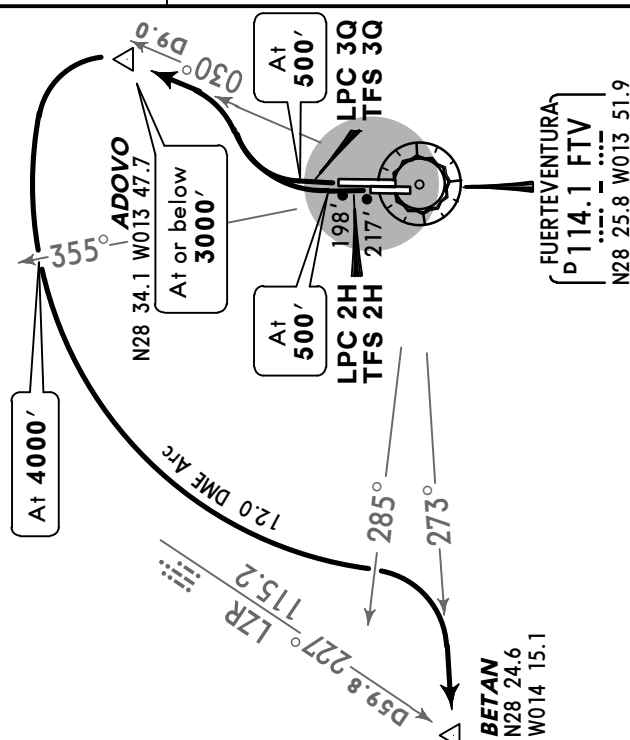
GRAN CANARIA
115.0 LPC
N27 49.7 W015 25.9

TFS 1G, 3R
At FL140



Apt Elev
86'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles



GRAN CANARIA
TWO HOTEL (LPC 2H)
TENERIFE SUR
TWO HOTEL (TFS 2H)
RWY 01L DEPARTURES

GRAN CANARIA
THREE QUEBEC (LPC 3Q)
TENERIFE SUR
THREE QUEBEC (TFS 3Q)
RWY 01R DEPARTURES

TO SOUTHWEST

Initial ATC clearance:

LPC 2H, 3Q: After FTV R-355 climb to FL70, await further clearance
TFS 2H, 3Q: After FTV R-355 climb to FL70, at CANIS climb to
FL140 at LPC, await further clearance

INITIAL CLIMB

limb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, turn LEFT, long FTV 12.0 DME arc, at FTV R-285 turn RIGHT, intercept FTV R-273 to BETAN, turn EFT, intercept LZR R-227 to CANIS, turn RIGHT, intercept LPC R-082 inbound.

ROUTING

PC 2H, 3Q Continue on LPC R-082 inbound to LPC.

FS 2H, 3Q Continue on LPC R-082 inbound to LPC, LPC R-262 to KONDA, turn RIGHT, intercept TFS R-114 inbound via MERAN to TFS.

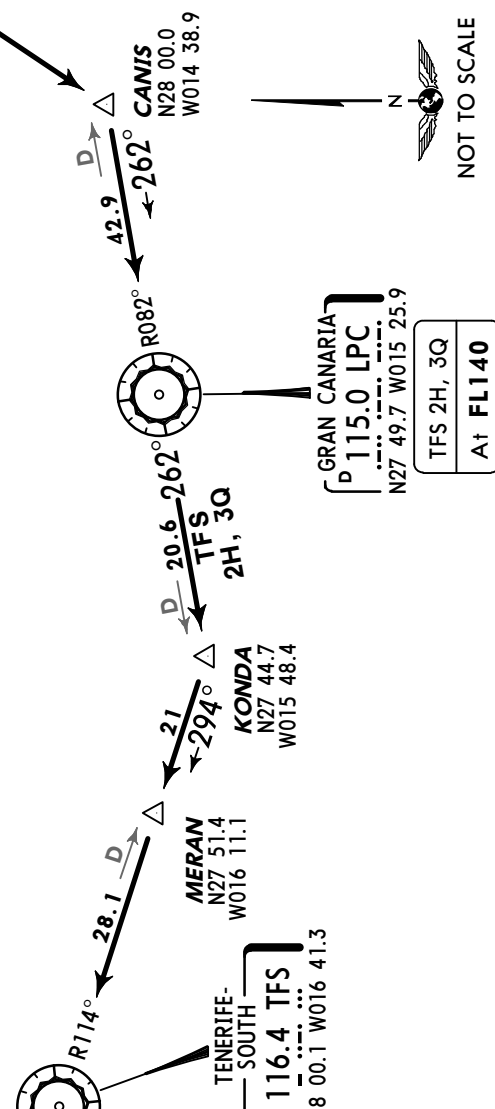
CONTINGENCY DEPARTURES

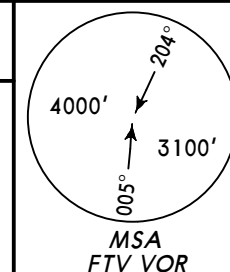
In case of one or more navaid failure following procedures shall be carried out:
Climb on runway heading to 4000', turn by following ATC instructions.
These SIDs require a minimum climb gradient of 365' per NM (6%).

These SIDs require minimum climb gradients of

and speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

LPC 2H, TFS 2H
334' per NM (5.5%) until leaving 3000'.
LPC 3Q, TFS 3Q
304' per NM (5%) until leaving 3000'.



Apt Elev
86'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

ARACO TWO GOLF (ARACO 2G) [ARAC2G]

TENERIFE NORTE TWO GOLF (TFN 2G)

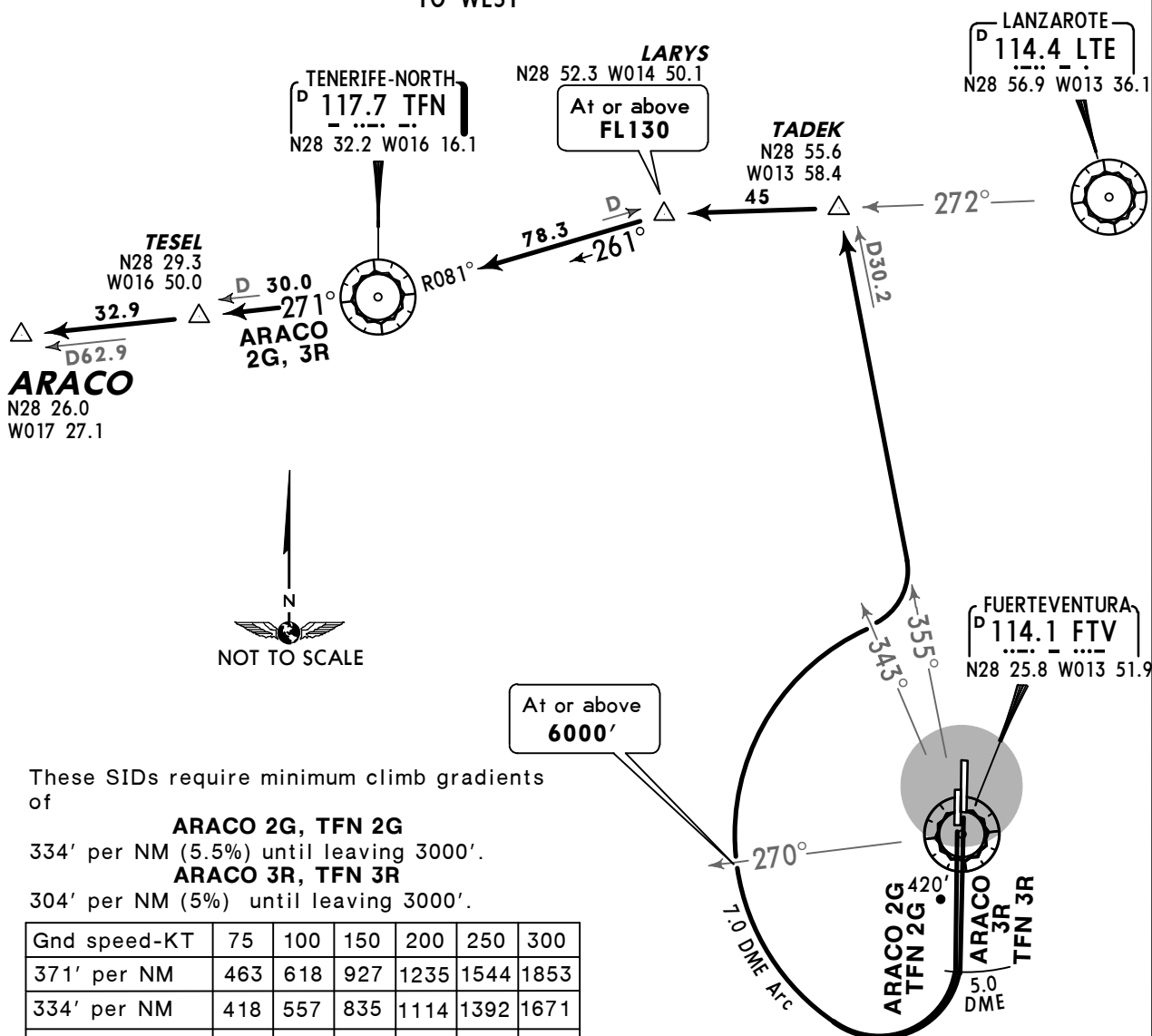
RWY 19R DEPARTURES

ARACO THREE ROMEO (ARACO 3R) [ARAC3R]

TENERIFE NORTE THREE ROMEO (TFN 3R)

RWY 19L DEPARTURES

TO WEST



These SIDs require minimum climb gradients of

ARACO 2G, TFN 2G

334' per NM (5.5%) until leaving 3000'.

ARACO 3R, TFN 3R

304' per NM (5%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance:

After FTV R-270 climb to **FL130**, await further clearance**INITIAL CLIMB**

Climb on runway heading to FTV 5.0 DME, turn RIGHT, along FTV 7.0 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to TADEK.

SID**ROUTING****ARACO 2G, 3R**

At TADEK turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN, TFN R-271 via TESEL to ARACO.

TFN 2G, 3R

At TADEK turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN.

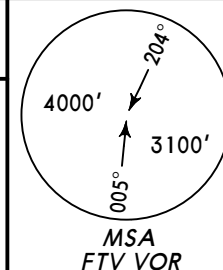
CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:

Climb on runway heading to 4000', turn by following ATC instructions.

Apt Elev
86'

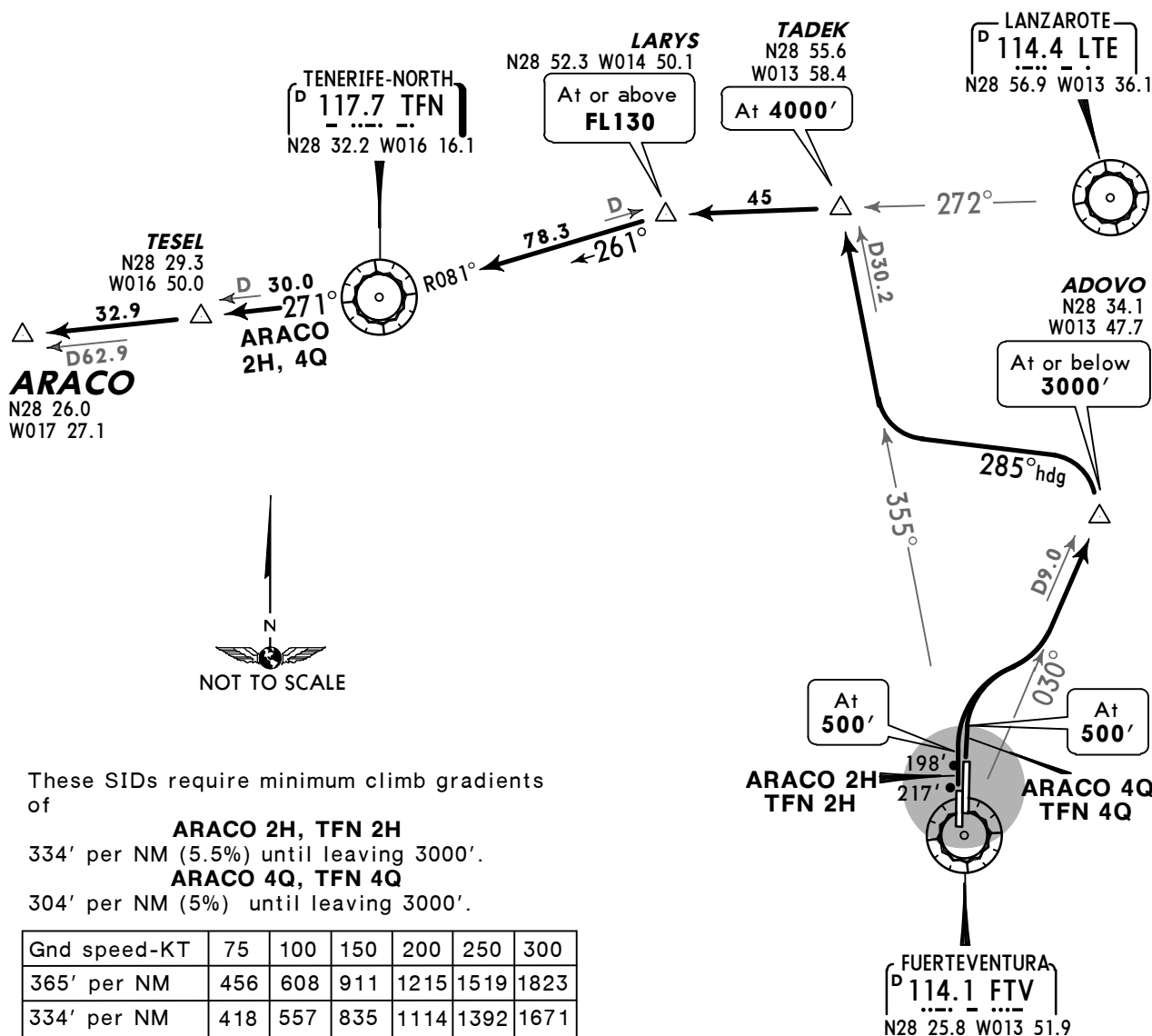
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles



ARACO TWO HOTEL (ARACO 2H) [ARAC2H]
TENERIFE NORTE TWO HOTEL (TFN 2H)
RWY 01L DEPARTURES

ARACO FOUR QUEBEC (ARACO 4Q) [ARAC4Q]
TENERIFE NORTE FOUR QUEBEC (TFN 4Q)
RWY 01R DEPARTURES

TO WEST



These SIDs require minimum climb gradients of

ARACO 2H, TFN 2H

334' per NM (5.5%) until leaving 3000'.

ARACO 4Q, TFN 4Q

304' per NM (5%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

INITIAL CLIMB

Climb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, turn LEFT, 285° heading, intercept FTV R-355 to TADEK.

SID

ROUTING

ARACO 2H, 4Q	At TADEK turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN, TFN R-271 via TESEL to ARACO.
TFN 2H, 4Q	At TADEK turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:
Climb on runway heading to 4000', turn by following ATC instructions.

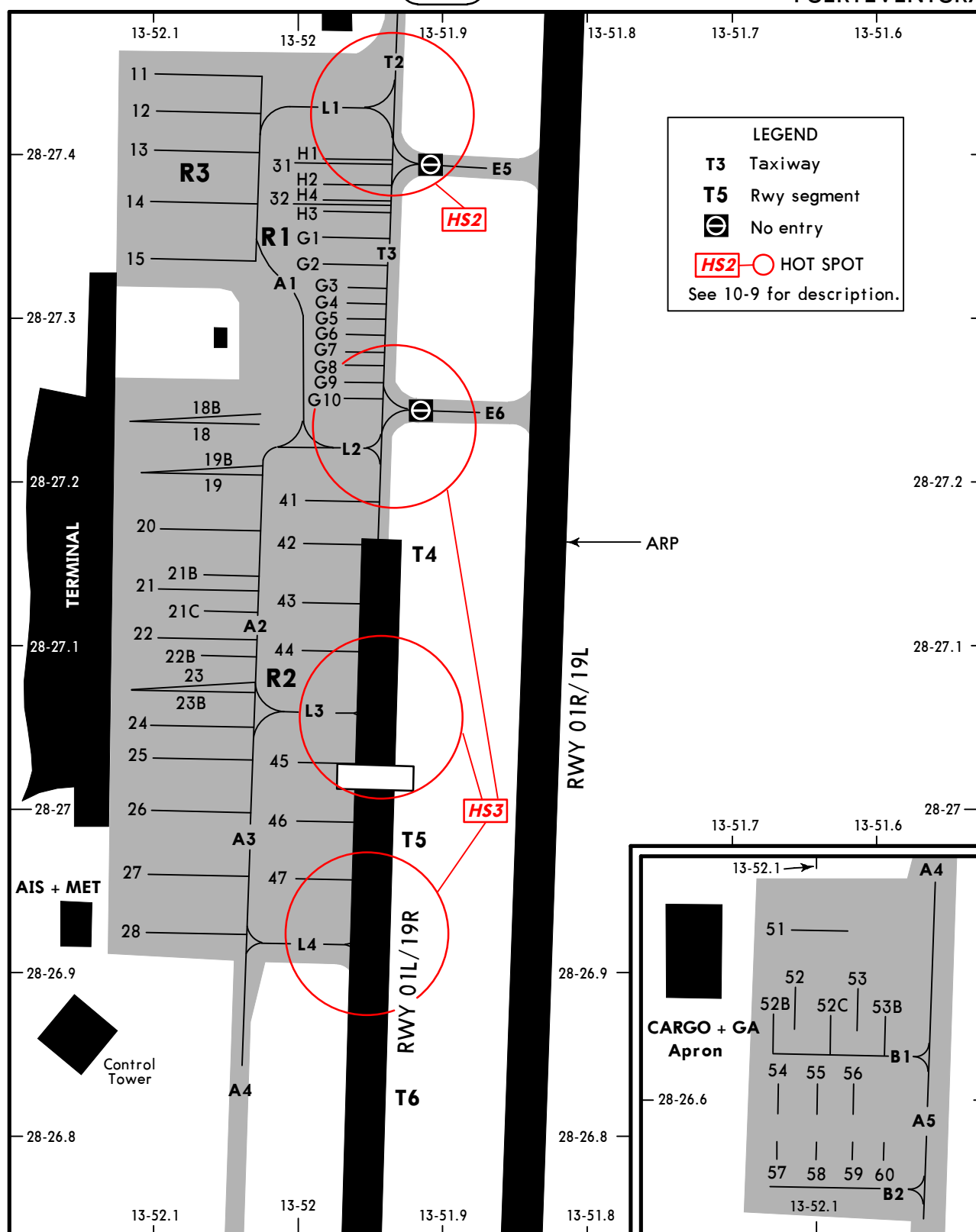
ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			— LANDING BEYOND —			
			Threshold	Glide Slope		
01L	19R	RL (60m) REIL PAPI-L (angle 2.96°)	6234' 1900m		6529' 1990m ①	148'
			6201' 1890m		7021' 2140m	45m
01R	19L	HIRL (60m) CL (15m) HIALS REIL PAPI (3.0°) RVR	7894' 2406m	7051' 2149m		148'
		HIRL (60m) CL (15m) ALS REIL PAPI-L (3.45°)	9646' 2940m	8672' 2643m	7894' 2406m ②	45m

- ① Last 689'/210m of rwy 01L not usable for take-off.
 ② Last 3281'/1000m of rwy 19L not usable for take-off.

Standard

TAKE-OFF

	RCLM (DAY only) or RL	NIL (DAY only)
A		
B		
C	400m	500m
D		



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
Apron R1		Apron R3	
31, 32	N28 27.4 W013 52.0	11 thru 14	N28 27.4 W013 52.1
G1 thru G10	N28 27.3 W013 52.0	15	N28 27.3 W013 52.1
H1 thru H4	N28 27.4 W013 52.0		
Apron R2		Cargo + GA Apron	
18B thru 20	N28 27.2 W013 52.1	51	N28 26.7 W013 52.1
21B thru 24	N28 27.1 W013 52.1	52 thru 60	N28 26.6 W013 52.1
25 thru 27	N28 27.0 W013 52.1		
28	N28 26.9 W013 52.1		
41, 42	N28 27.2 W013 52.0		
43, 44	N28 27.1 W013 52.0		

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centre line of the parking area) and distance to the stop position, that is provided by a display unit, in front of the cockpit.

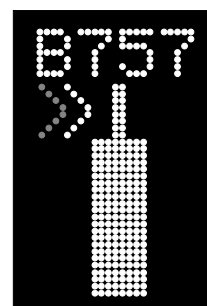
DISPLAY UNIT

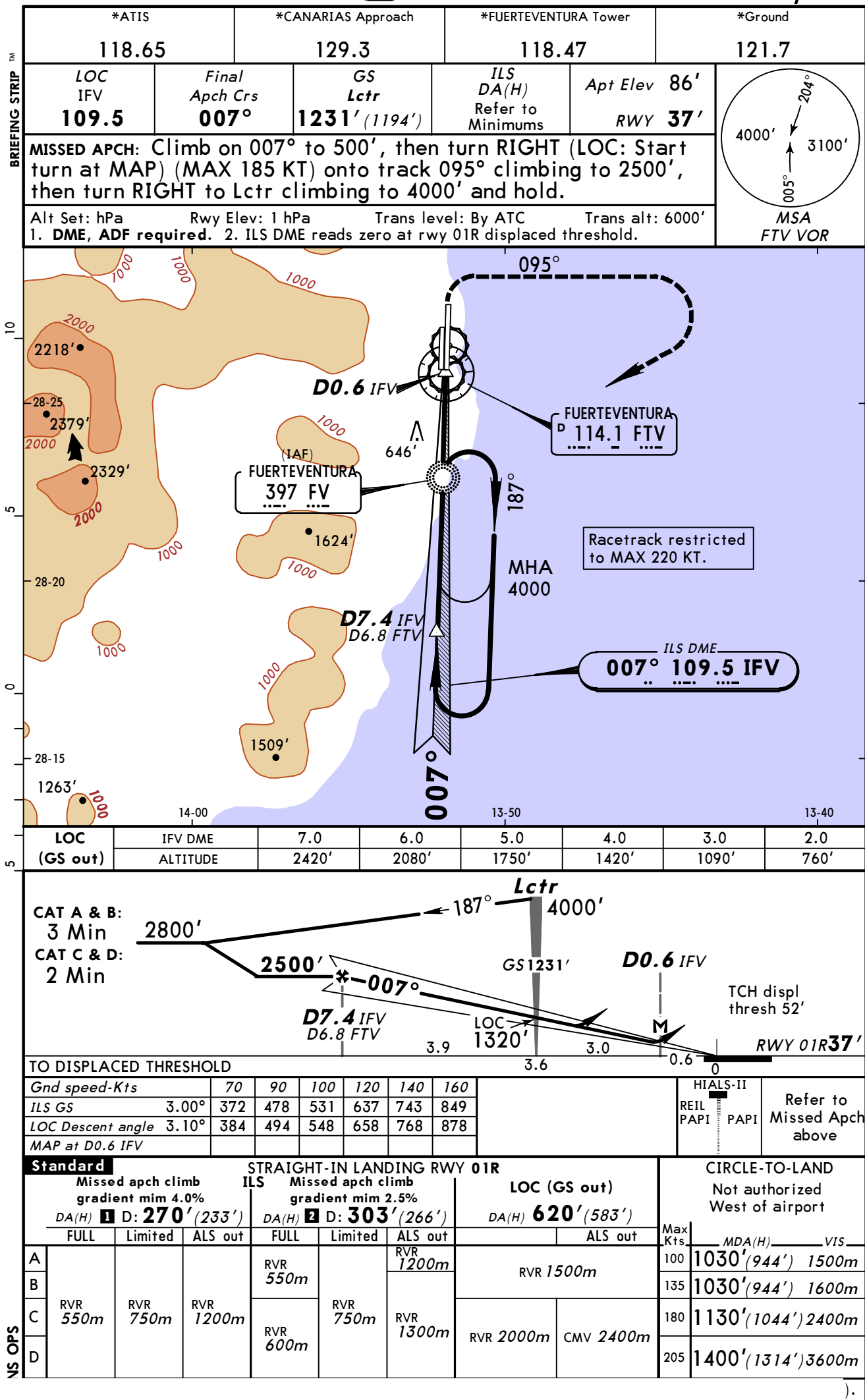
Consists of:

1. One alphanumeric presentation line, composed by yellow indicators, which can indicate the following information: aircraft type, stand position, stop position ("STOP"), aircraft parked in the correct position ("OK"), surpassed stop position ("TOO FAR"), speed exceeding in the approach ("SLOW DOWN"), loss of detected aircraft ("WAIT"), loss of aircraft type identification ("STOP ID FAIL") and need of manual guidance ("STOP SBU").
2. Azimuth guidance display (centre line and arrows indicating the direction to follow to be centred), as well as red bars when stop aircraft is indicated.
3. Distance indicators to the stop position composed by yellow and black lines located in a centred vertical column.

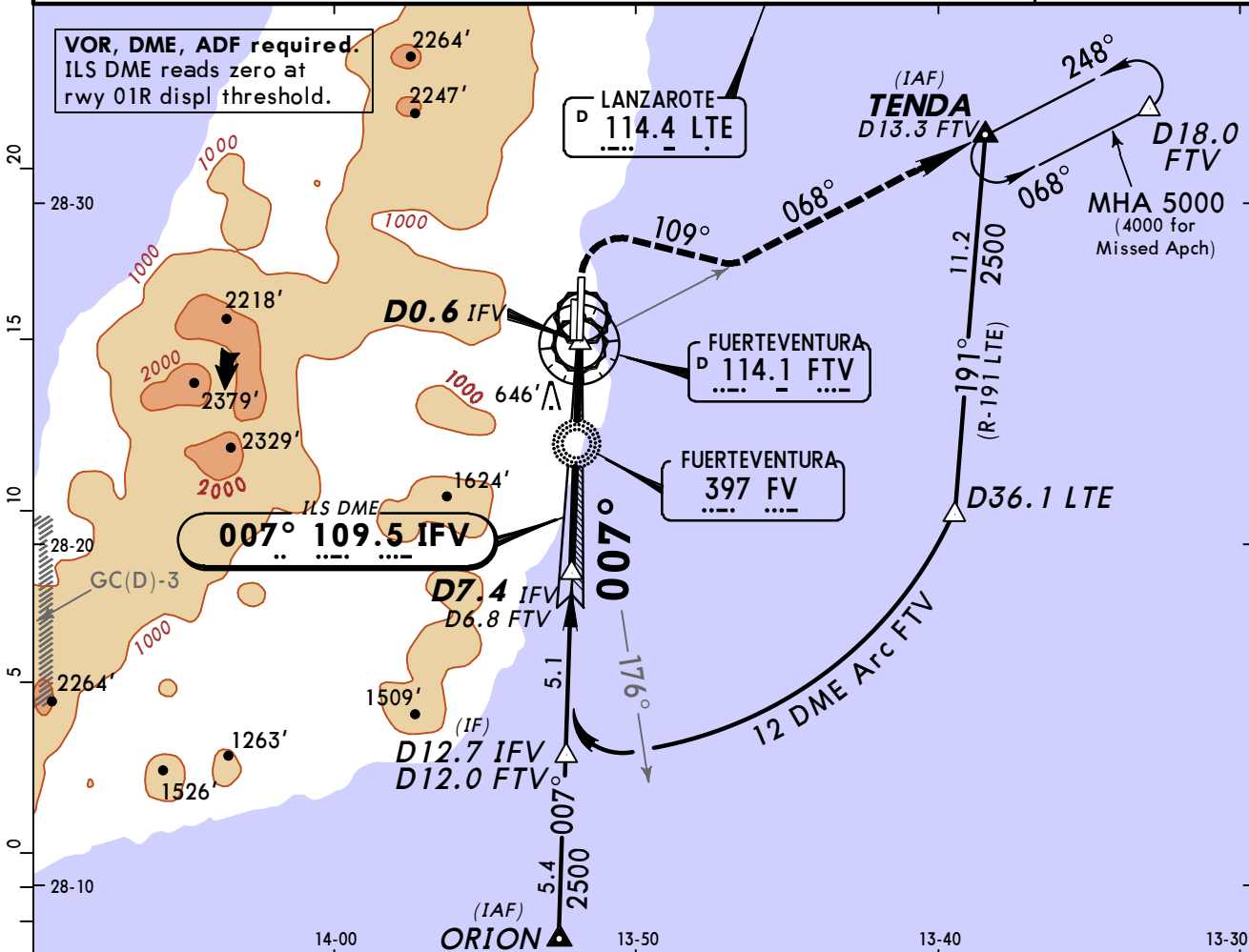
PILOT INSTRUCTIONS

1. If in any moment, the pilot is not sure about the information shown, he will stop the aircraft immediately and will request instructions to proceed.
2. The pilot will not proceed to the stand position if the system is not showing vertical arrows for movement (aircraft searching mode).
3. Check that the indicated aircraft type is the appropriate.
4. Taxi-in-line watching centre line guidance.
5. Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
6. Observe the yellow arrow located in the centre line guidance indicator to follow the correct position and direction. Any flashing red arrow indicates the lateral deviation regarding the centre line.
7. If the aircraft speed exceeds 3m/s, the unit display indicates "SLOW DOWN" and the taxi speed must be reduced.
8. The distance indicator is activated at 52'/16m before the stop position and, as the aircraft is approaching, the yellow lines are switched-off gradually showing the rest distances to the stop position (each line indicates 2'/0.7m run).
9. The pilot will never exceed the boarding bridge corresponding to the stand position if the aircraft has not been correctly identified.
10. When the stop position is reached, the distance indicator is shown completely switched-off and "STOP" will appear in the upper presentation line and red bars will be lighted at azimuth guidance.
11. If the parking manoeuvre is correct, the unit display shows "OK" and red bars will remain lighted. If the aircraft exceeds the stop position the indicator will show "TOO FAR". Under this circumstance, the joint between the aircraft and the boarding bridge can not be guaranteed.
12. If the aircraft detected is lost during the docking manoeuvre, the unit display will indicate "WAIT" 39'/12m before the stop position and the aircraft will stop. The docking will continue as soon as the system will detect the aircraft again.
13. If the aircraft type verification is not established within 39'/12m from the stop position assigned, the unit display will indicate "STOP" and "ID FAIL". The pilot will request the signalman attendance.
14. The message "STOP SBU" means that the docking has been interrupted and it can be only resumed with manual guidance. The pilot will request the signalman attendance.

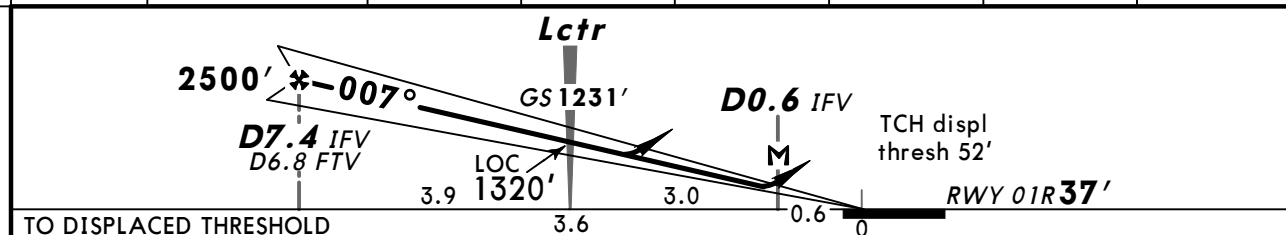




*ATIS 118.65	*CANARIAS Approach 129.3	*FUERTEVENTURA Tower 118.47	*Ground 121.7
LOC IFV 109.5	Final Apch Crs 007°	GS Lctr 1231' (1194')	ILS DA(H) Refer to Minimums
MISSED APCH: Climb on R-007 FTV to 500', then turn RIGHT (LOC: Start turn at MAP) (MAX 185 KT) onto 109° to intercept and follow R-068 FTV. Proceed to TENDA climbing to 4000' and hold.			Apt Elev 86' RWY 37'
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
			MSA FTV VOR

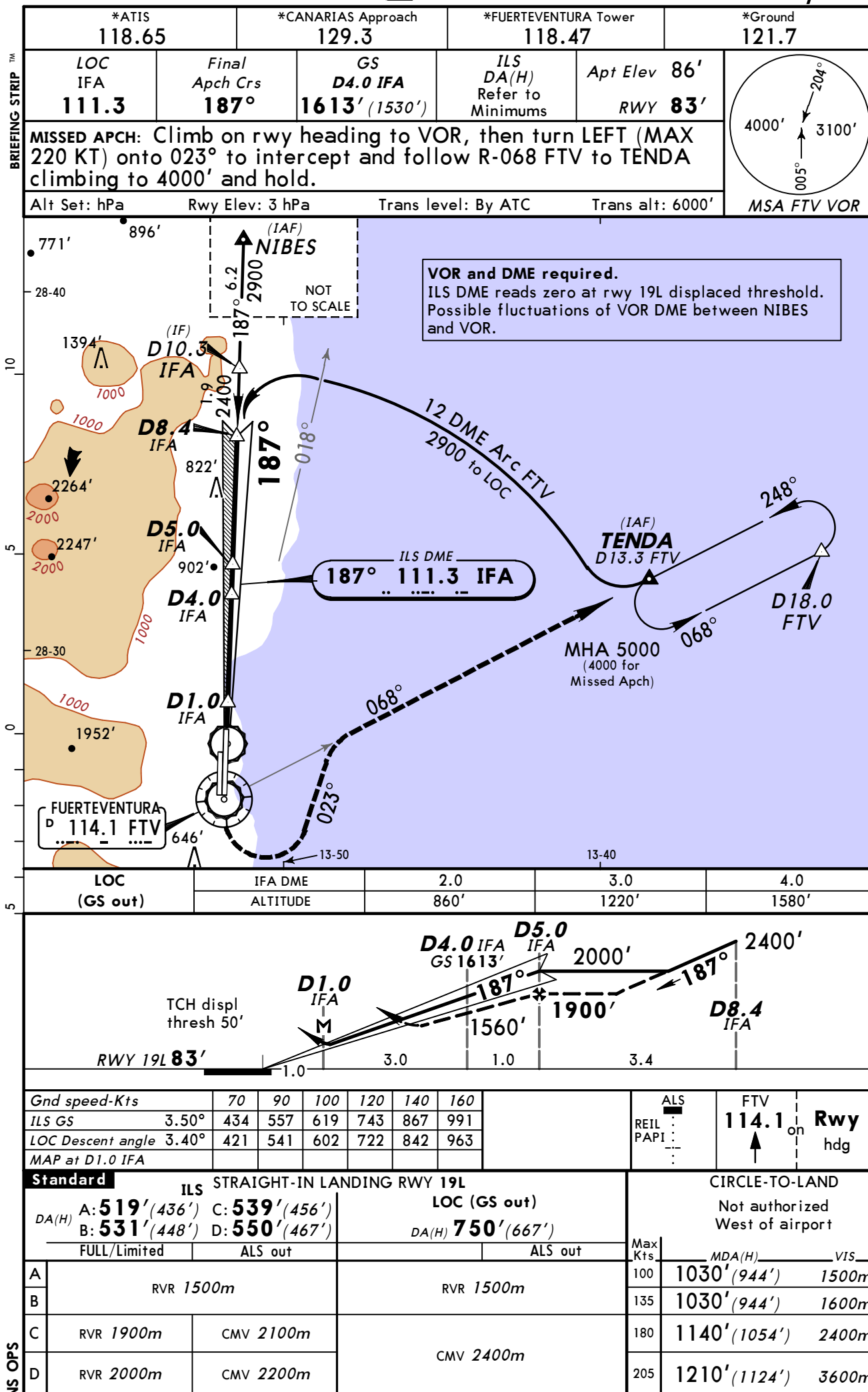


LOC (GS out)	IFV DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2420'	2080'	1750'	1420'	1090'	760'



TO DISPLACED THRESHOLD	3.6	3.0	2.4	1.8	1.2	0.6	0
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent angle	3.10°	384	494	548	658	768	878
MAP at D0.6 IFV							

Standard			STRAIGHT-IN LANDING RWY 01R			CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.0%			Missed apch climb gradient mim 2.5%			Not authorized West of airport		
DA(H) D: 270' (233')			DA(H) D: 303' (266')			DA(H) 620' (583')		
FULL	Limited	ALS out	FULL	Limited	ALS out	FULL	Limited	ALS out
A			RVR 550m		RVR 1200m	RVR 1500m		
B								
C	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1300m	RVR 2000m	CMV 2400m	
D								
						Max Kts	MDA(H)	VIS
						100	1030' (944')	1500m
						135	1030' (944')	1600m
						180	1130' (1044')	2400m
						205	1400' (1314')	3600m



Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
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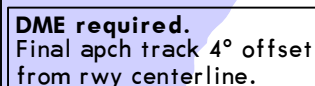
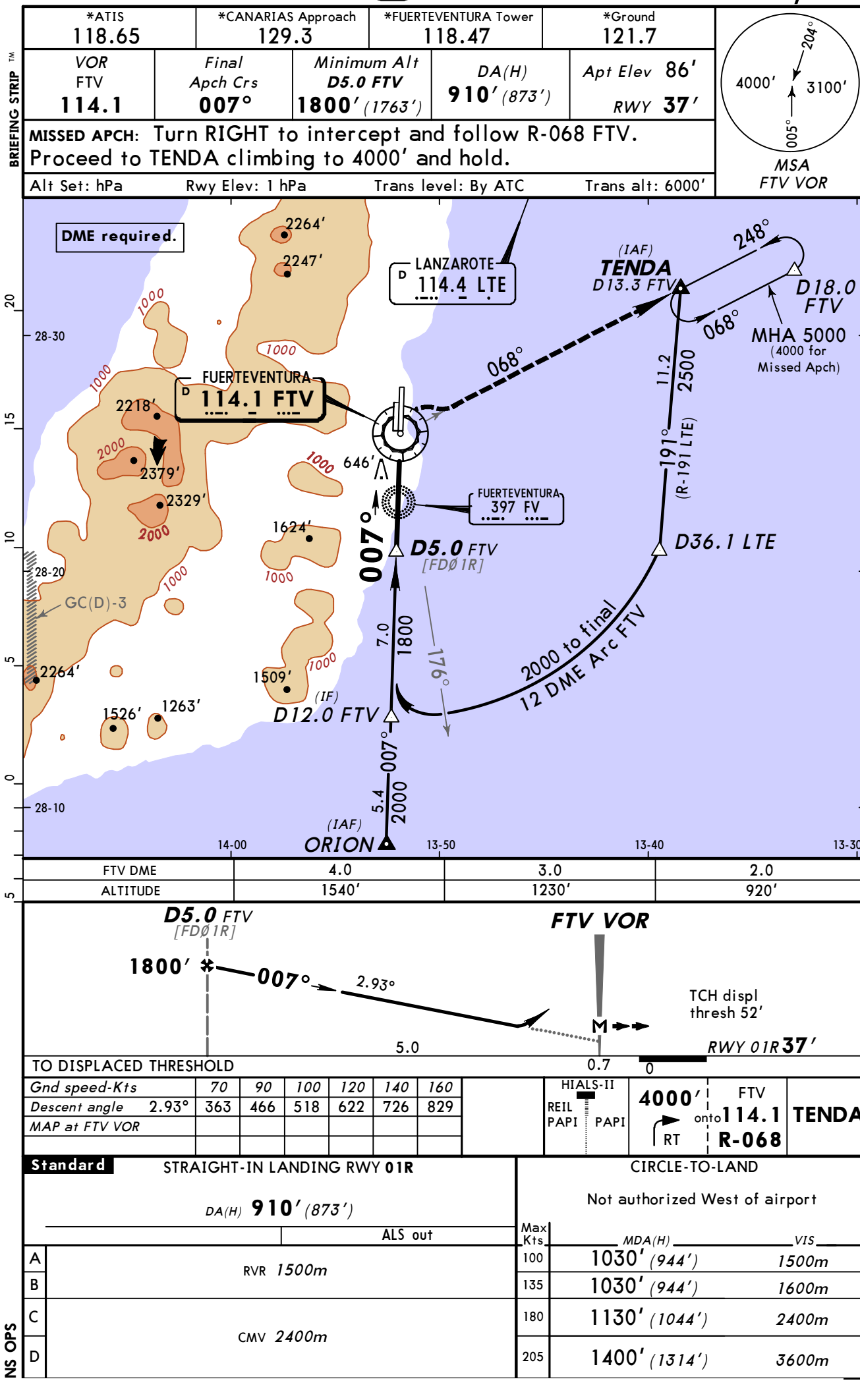


Diagram illustrating the FTV VOR station and its relationship to the D5.2 FTV [FD01L] station. The diagram shows a 3.04 degree angle from the 011 degree heading, a 5.2 distance, and a 1800' distance from the D5.2 FTV [FD01L] station. The FTV VOR station is marked with a large 'M' and a vertical line. The diagram also indicates a TCH displ thresh 50' and a RWY 01L 33'.

Standard		STRAIGHT-IN LANDING RWY 01L	CIRCLE-TO-LAND	
			Not authorized West of airport	
DA(H) 910' (877')			Max Kts	MDA(H) VIS
A	RVR 1500m		100	1030' (944') 1500m
B			135	1030' (944') 1600m
C	CMV 2400m		180	1130' (1044') 2400m
D			205	1400' (1314') 3600m



BRIEFING STRIP™VS OPS

VS OPS

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCFV

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3/A/B/C/F/G) EFF 28 JUL 11 speed restriction established: MAX 250 KT at or below FL150 within Speed Reduction Area of Canarias TMA except for military aircraft or if danger areas are active.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 2 Jun 11 apron works in progress taking place in three phases. During phase 2 twy A1 might be clsd and stands G1 thru G10 are not available. Refer also to latest NOTAMs