

## List of pages in this Trip Kit

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Airport Information For GCFV

Terminal Charts For GCFV

Revision Letter For Cycle 08-2013

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: 0631 Z  
Sunset: 1921 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

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## 1. GENERAL

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### 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 E3, E4, E5, E6, E7 and E8. 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, 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 or when the air-conditioning service is required and the air-conditioning equipment is not available.

Switch on or keep on the port engine with non-operative APU is forbidden on apron stands with boarding bridge. Exception: exit of stands used to B737 type with non-operative APU.

Aircraft operating in autonomous stands should do it at the minimum regime required.

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## 1. GENERAL

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### 1.5. OTHER INFORMATION

Area of magnetic abnormality. High terrain.  
RWYs 01L/R right-hand circuit.  
Birds.

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## 3. ARRIVAL

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### 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.

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## 3. DEPARTURE

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

#### 3.1.1. GENERAL

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 initiate taxiing.

When RWY 01L/19R is in service, access to THR 19R will be exclusively carried out via TWY L1. Usually, access to THR 01L will be carried out via TWY A4-A5-L5-T7-E7, entry to main RWY (R6-R7) and finally via TWY E10.

#### 3.1.2. POWERBACK OPERATIONS

Powerback operations require prior authorization and will be executed under the sole responsibility of the ACFT operator.

This type of operation is only allowed for:

- Turboprop ACFT smaller than or equal to ATR72 dimensions; request and authorization will be managed on real time.
- Turboprop ACFT larger than ATR72 dimensions; request in advance to 'seguridad\_operacional\_FUE@aena.es'.

### 3.2. NOISE ABATEMENT PROCEDURES

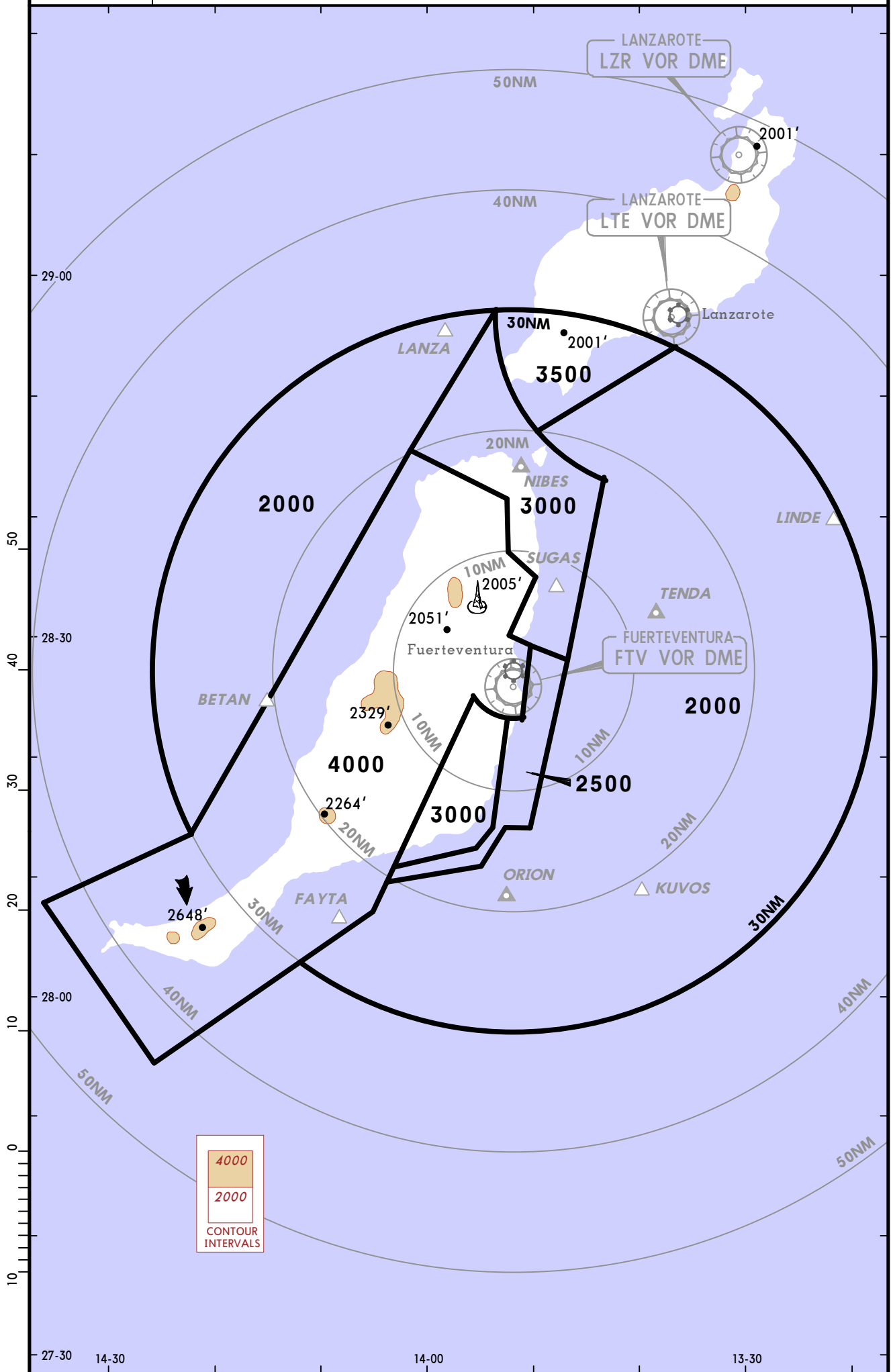
The following restrictions will be only applicable to jets. Except for safety reasons, those ACFTs must follow noise abatement procedures as follows:

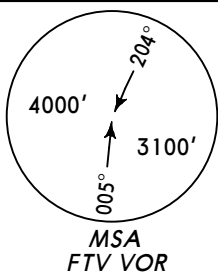
ACFT taking-off from RWYs 01L/R must follow the nominal flight path of the SID in use, not turning LEFT before overflying ADOVO.

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  
192°  
R042°  
69.8  
5000  
222°  
D62.2  
32.1  
5000  
RUSIK 2S  
248°  
LINDE  
N28 39.7  
W013 21.5  
D30.1  
16.8  
5000  
D34.7 LZR  
N28 35.4 W013 35.4

(IAF)  
**TENDA**  
N28 32.0 W013 38.4

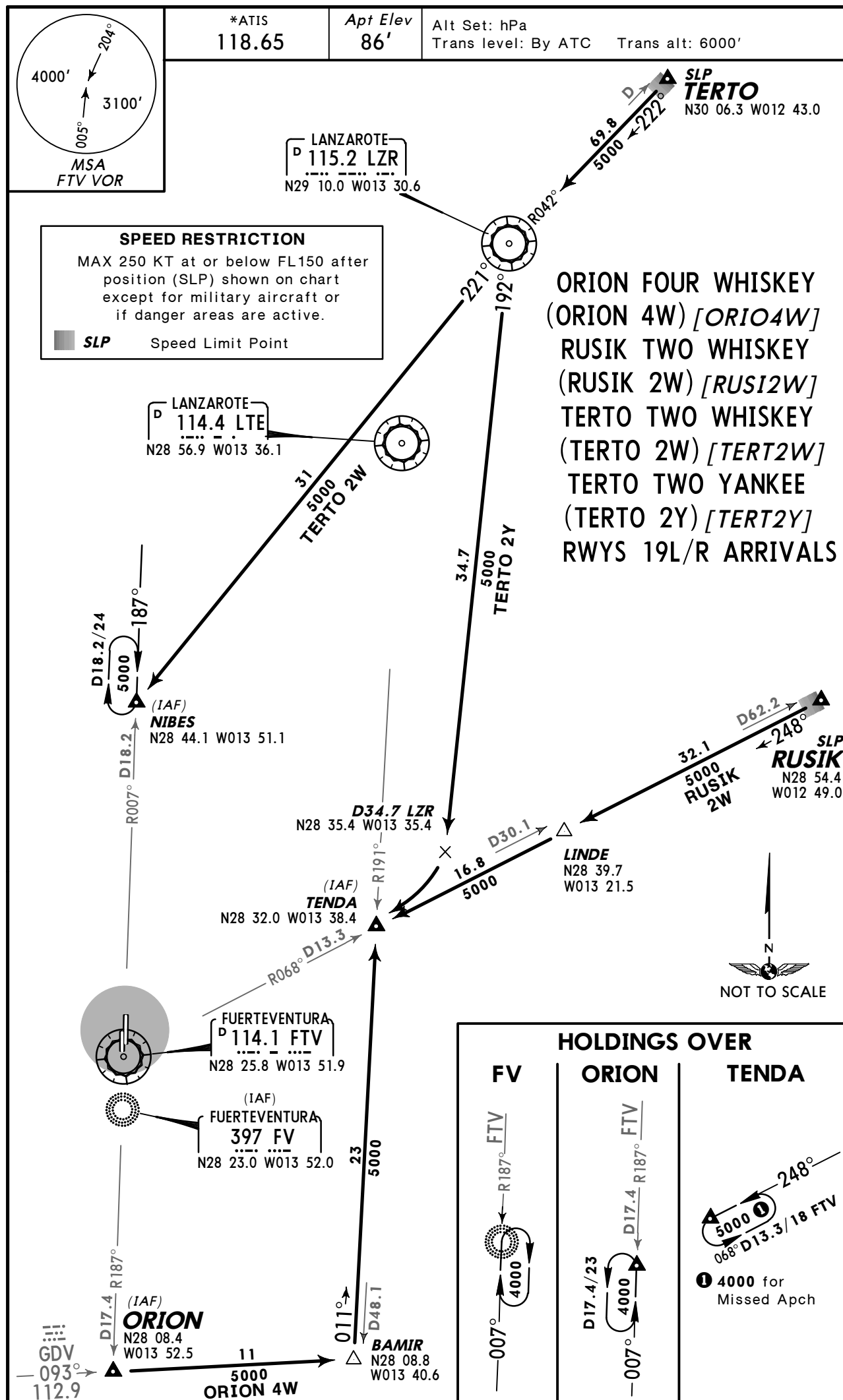
FUERTEVENTURA  
D 114.1 FTV  
N28 25.8 W013 51.9

(IAF)  
FUERTEVENTURA  
397 FV  
N28 23.0 W013 52.0

**HOLDINGS OVER**  
FV TENDA



248°  
5000  
068° D13.3/18 FTV  
① 4000 for  
Missed Apch





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**

① When GDV coverage failure below FL150, RADAR vectoring guidance will be provided, BRNAV will be applicable above FL150.

**SPEED RESTRICTION**

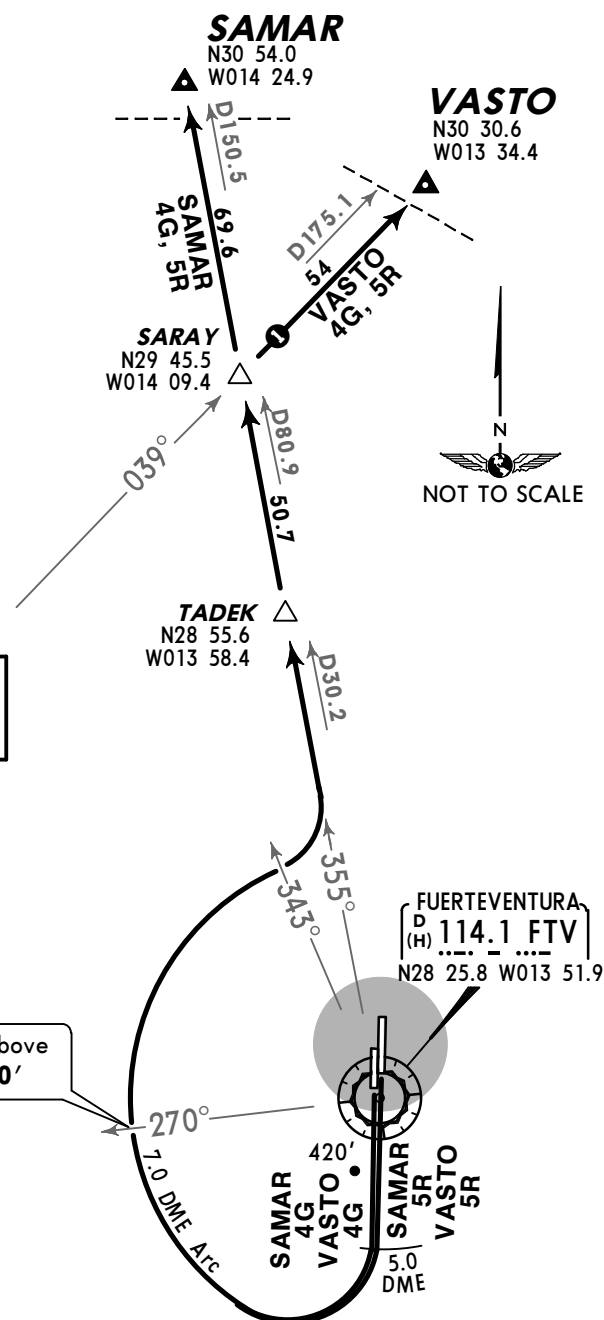
MAX 250 KT at or below FL150  
within speed reduction area, except  
for military aircraft or  
if danger areas are active.

----- Speed Reduction Area



GRAN CANARIA  
D (H) 112.9 GDV  
N28 04.6 W015 25.7

At or above  
**6000'**



These SIDs require minimum climb gradients of

**SAMAR 4G, VASTO 4G**  
5.5% up to 3000'.

**SAMAR 5R, VASTO 5R**  
5% up to 3000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 5% V/V(fpm)   | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial ATC clearance:

Cross FTV R-270 at or above **6000'**, 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.

**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.

These SIDs require a minimum climb gradient of 6.1%.

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**

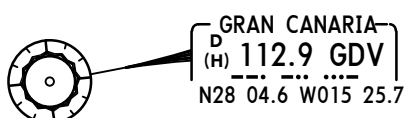
**SAMAR FIVE QUEBEC**  
(SAMAR 5Q) [SAMA5Q]  
**VASTO FIVE QUEBEC**  
(VASTO 5Q) [VAST5Q]  
**RWY 01R DEPARTURES**

① When GDV coverage failure below FL150,  
RADAR vectoring guidance will be provided,  
BRNAV will be applicable above FL150.

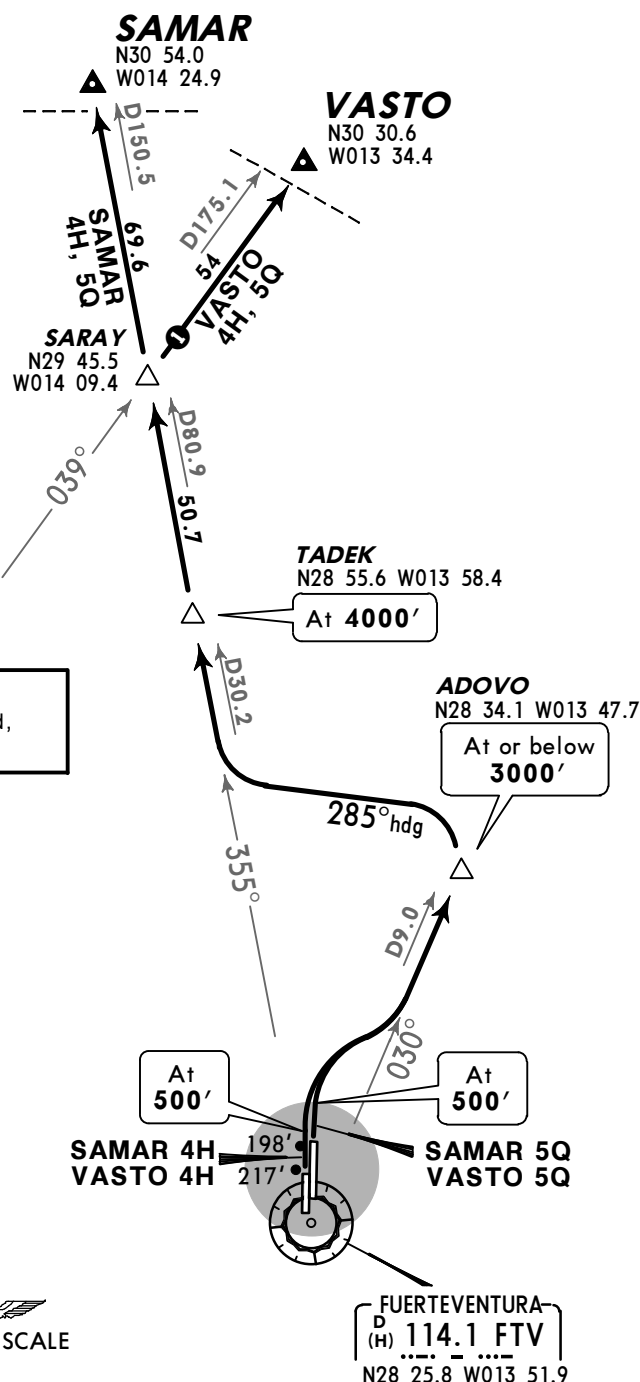
**SPEED RESTRICTION**

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

----- Speed Reduction Area



NOT TO SCALE



These SIDs require minimum climb gradients  
of

**SAMAR 4H, VASTO 4H**  
5.5% up to 3000'.

**SAMAR 5Q, VASTO 5Q**  
5% up to 3000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6% V/V(fpm)   | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 5% V/V(fpm)   | 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                                                                            |
|---------------------|------------------------------------------------------------------------------------|
| <b>SAMAR 4H, 5Q</b> | At TADEK continue on FTV R-355 via SARAY to SAMAR.                                 |
| <b>VASTO 4H, 5Q</b> | 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.  
These SIDs require a minimum climb gradient of 6%.

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

KORAL TWO GOLF (KORAL 2G) [KORA2G]

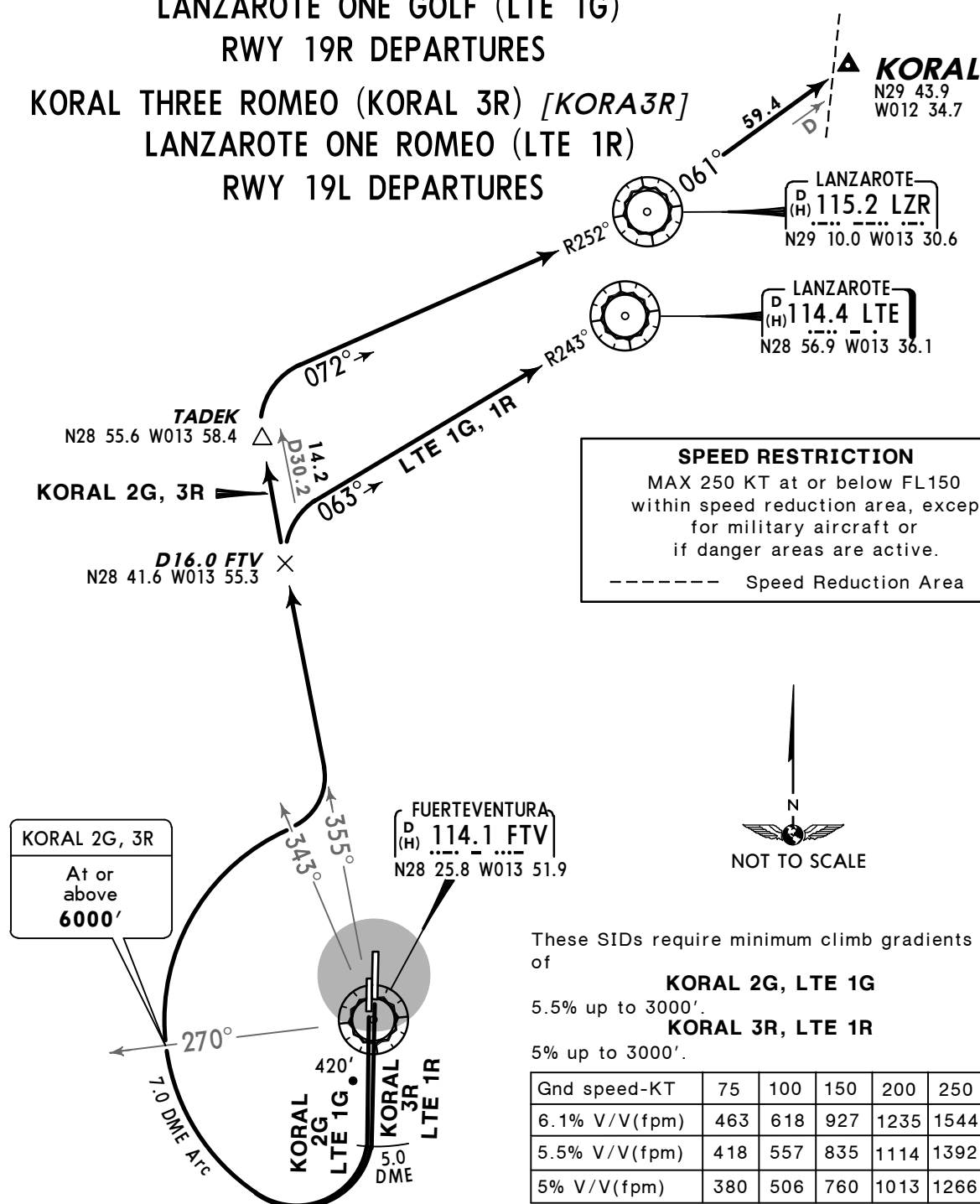
LANZAROTE ONE GOLF (LTE 1G)

RWY 19R DEPARTURES

KORAL THREE ROMEO (KORAL 3R) [KORA3R]

LANZAROTE ONE ROMEO (LTE 1R)

RWY 19L DEPARTURES

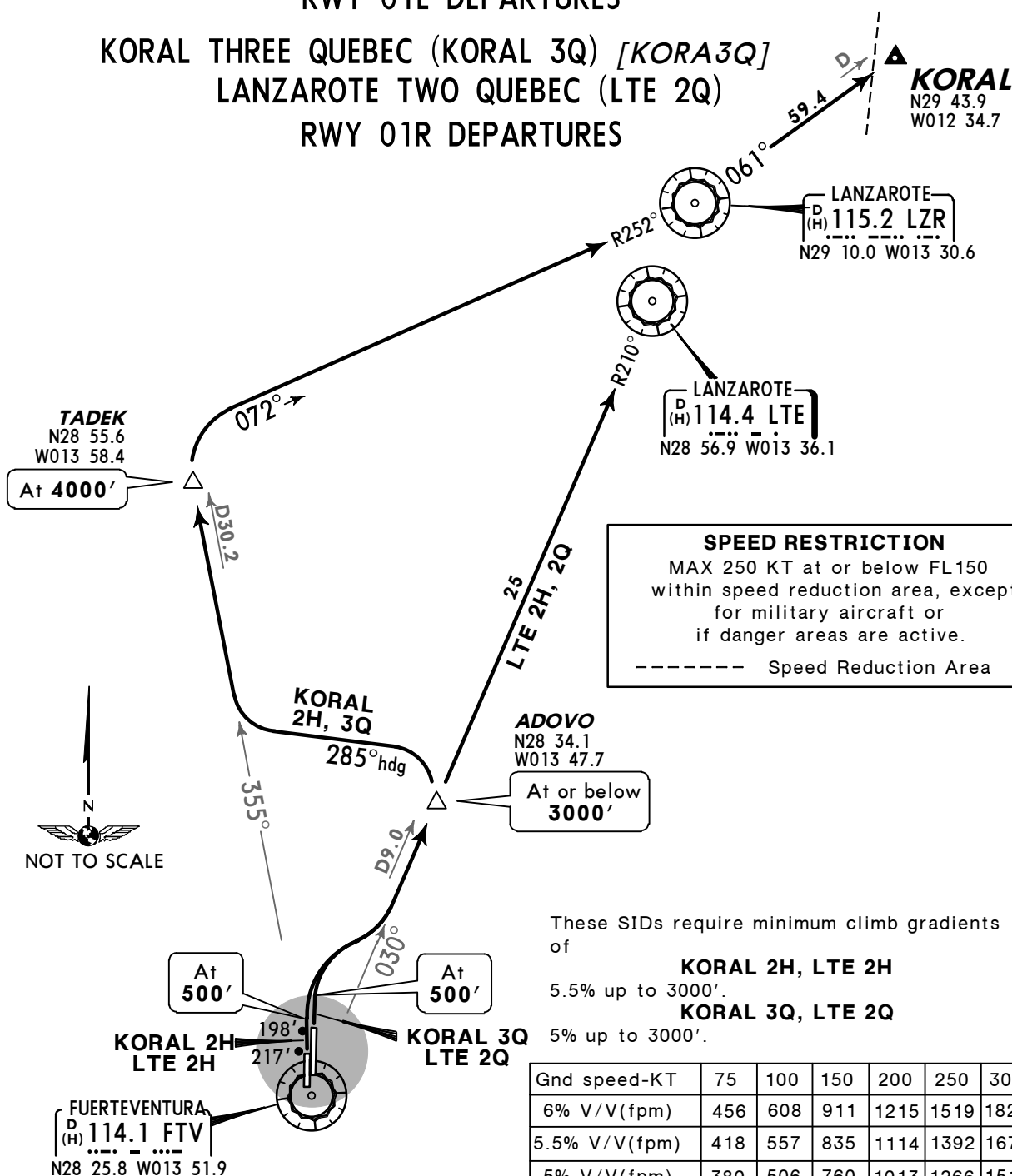


Initial ATC clearance:

**KORAL 2G, 3R:** Cross FTV R-270 at or above **6000'**, 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 D16.0 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:<br>Climb on runway heading to 4000', turn by following ATC instructions.<br>These SIDs require a minimum climb gradient of 6.1%. |  |

Apt Elev  
86'Trans level: By ATC    Trans alt: 6000'  
EXPECT close-in obstaclesKORAL TWO HOTEL (KORAL 2H) [KORA2H]  
LANZAROTE TWO HOTEL (LTE 2H)  
RWY 01L DEPARTURESKORAL THREE QUEBEC (KORAL 3Q) [KORA3Q]  
LANZAROTE TWO QUEBEC (LTE 2Q)  
RWY 01R DEPARTURES

Initial ATC clearance:

**KORAL 2H, 3Q:** After TADDEK climb to **FL100**, await further clearance**LTE 2H, 2Q:** After ADOVO maintain **5000'**, await further clearance

SID

INITIAL CLIMB/ROUTING

**KORAL  
2H, 3Q**

Climb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, turn LEFT, 285° heading, intercept FTV R-355 to TADDEK, turn RIGHT, intercept LZR R-252 inbound to LZR, LZR R-061 to KORAL.

**LTE  
2H, 2Q**

Climb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, then 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.

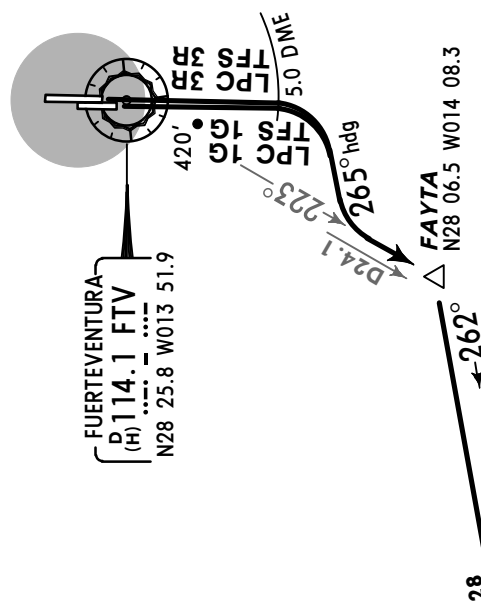
These SIDs require a minimum climb gradient of 6%.

Apt Elev  
86'

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

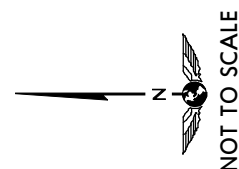
**SPEED RESTRICTION**

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



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



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**

Climb 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**

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

**TFS 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**

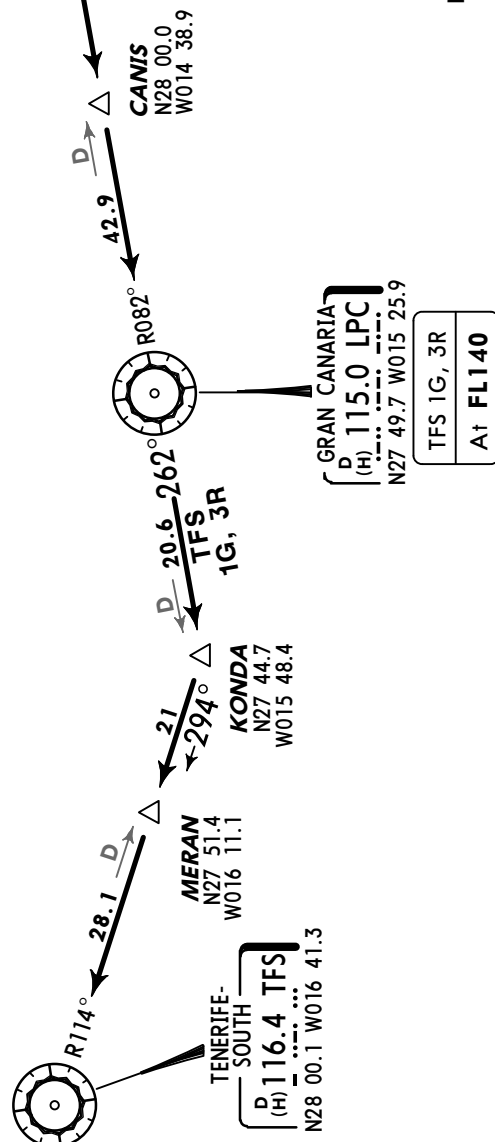
In case of one or more navaid failure following procedures shall be carried out:  
Climb on runway heading to 4000', turn by following ATC instructions.  
These SIDs require a minimum climb gradient of 6.1%.

These SIDs require minimum climb gradients  
of

**LPC 1G, TFS 1G**  
5.5% up to 3000'.

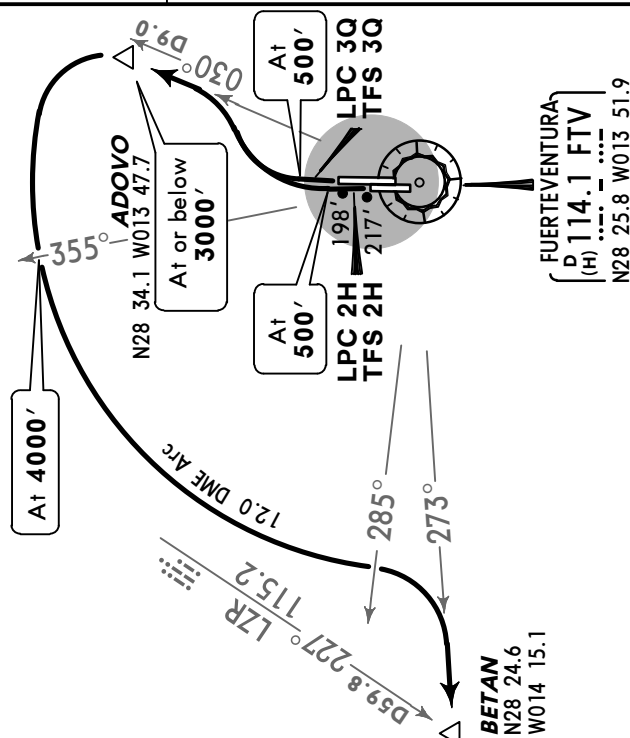
**LPC 3R, TFS 3R**  
5% up to 3000'.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.1% V/V(fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 5% V/V(fpm)   | 380 | 506 | 760 | 1013 | 1266 | 1519 |



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

**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:

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

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

#### ROUTING

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

TFS 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 6%.

These SIDs require minimum climb gradients of

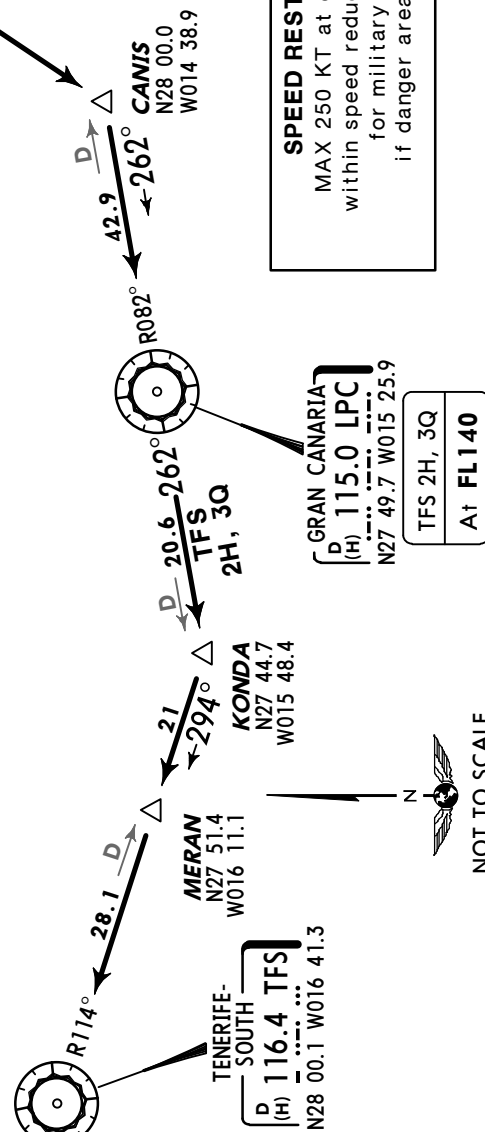
LPC 2H, TFS 2H

LPC 3Q, TFS 3Q

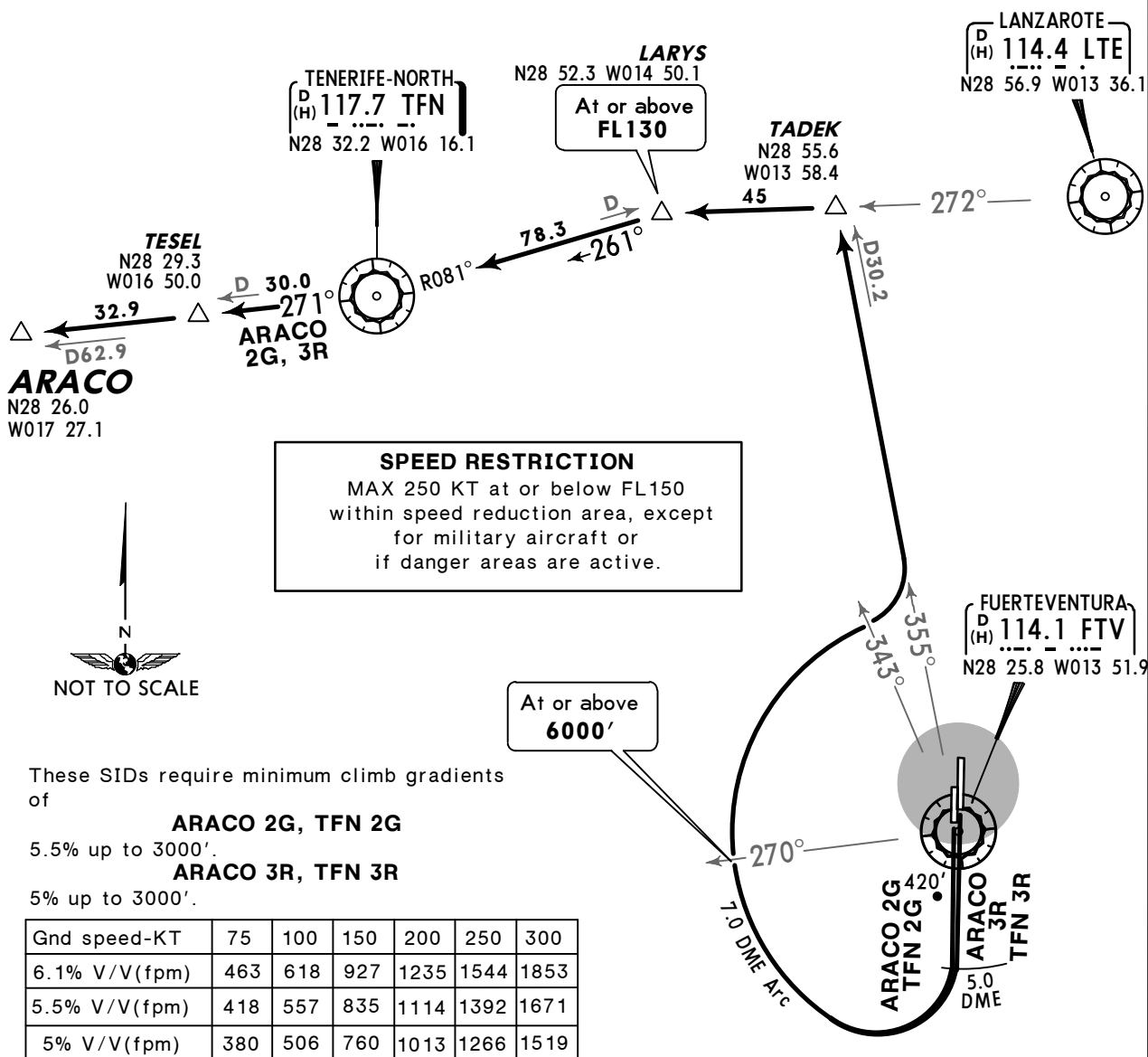
5.5% up to 3000'

5% up to 3000'

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6% V/V(fpm)   | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 5% V/V(fpm)   | 380 | 506 | 760 | 1013 | 1266 | 1519 |



NOT TO SCALE

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**

Initial ATC clearance:

Cross FTV R-270 at or above **6000'**, 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**

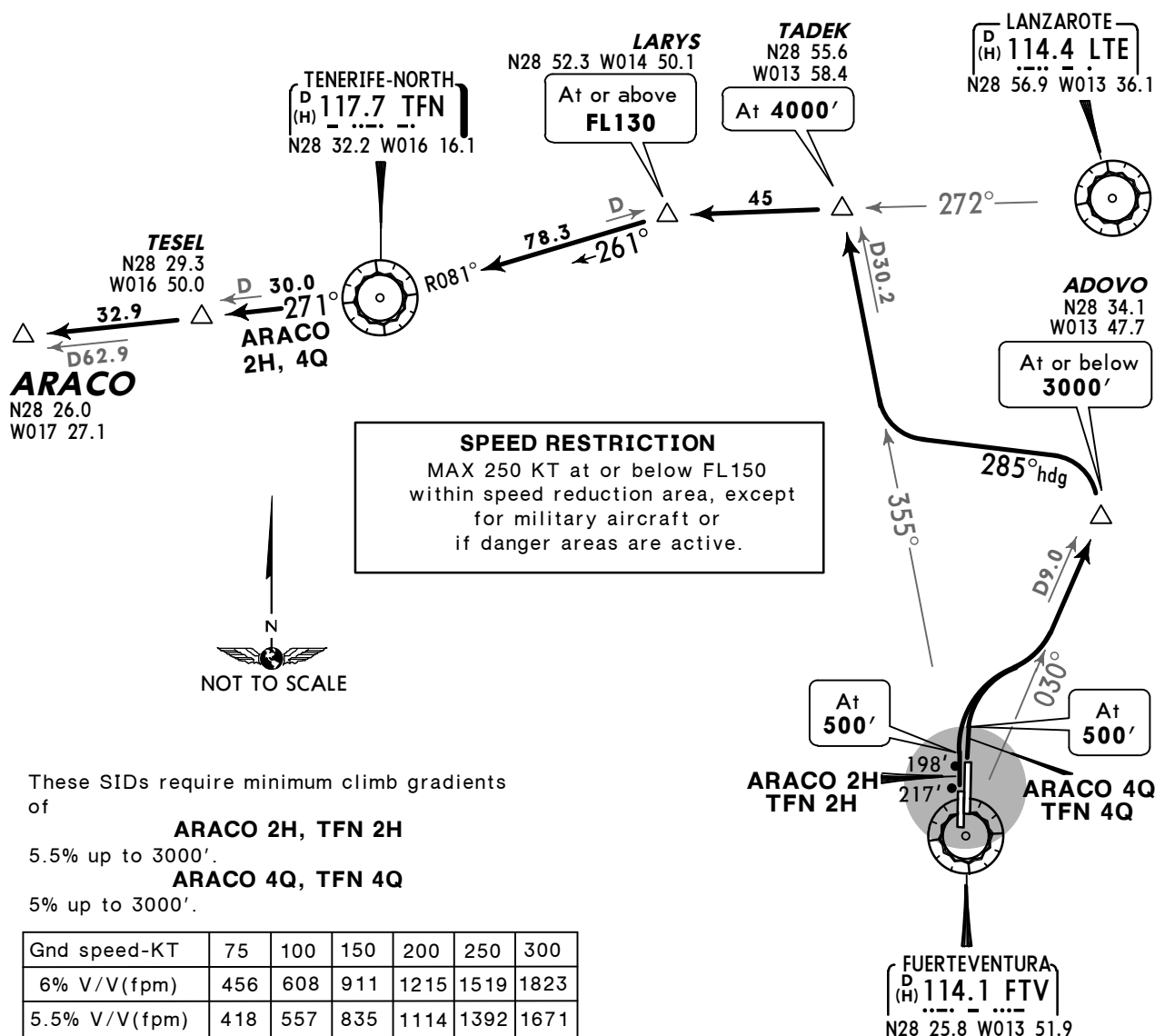
At TADEK turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN.

**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.

These SIDs require a minimum climb gradient of 6.1%.

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****INITIAL CLIMB**

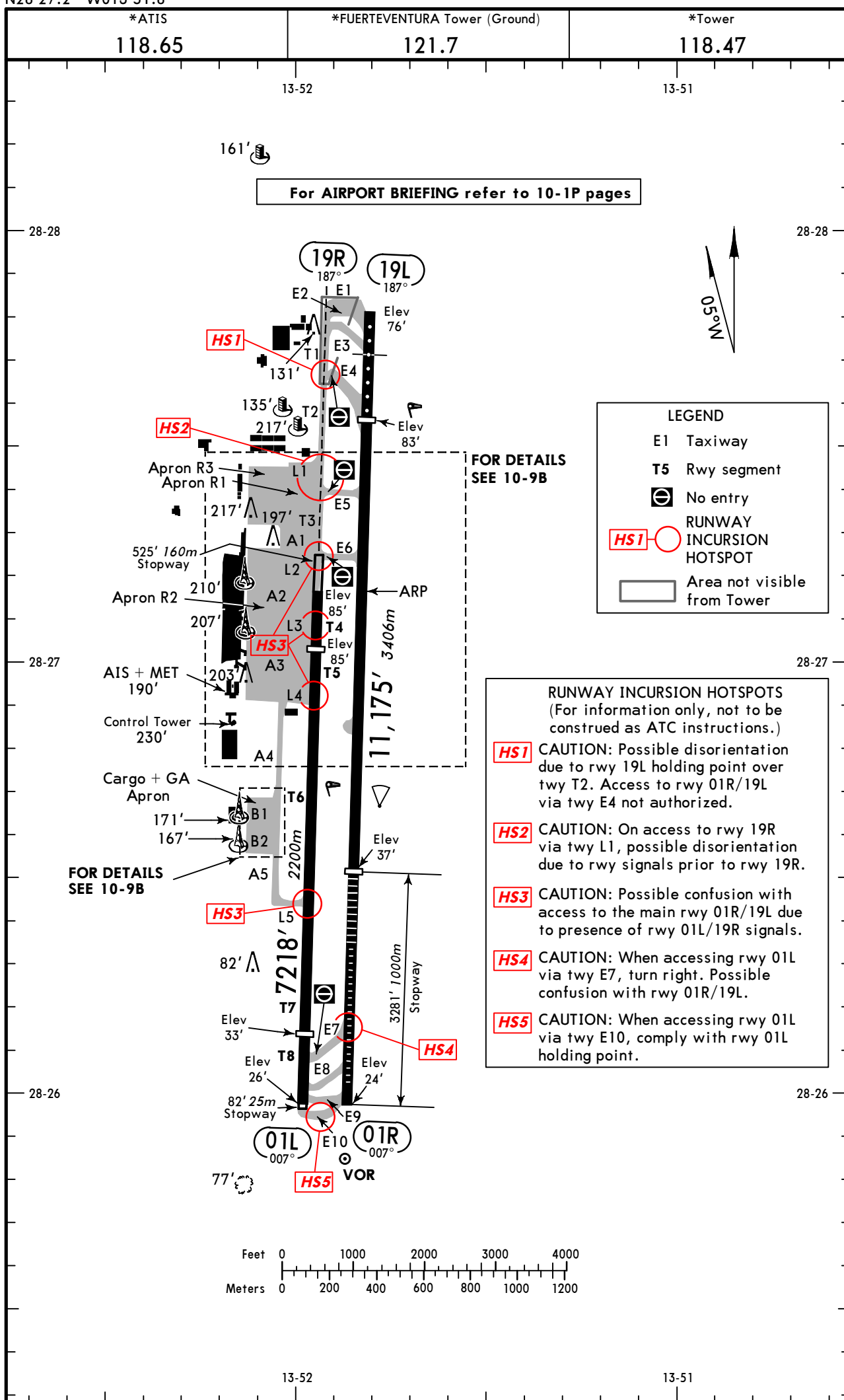
Climb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, turn LEFT, 285° heading, intercept FTV R-355 to TADEK.

| 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.  
These SIDs require a minimum climb gradient of 6%.





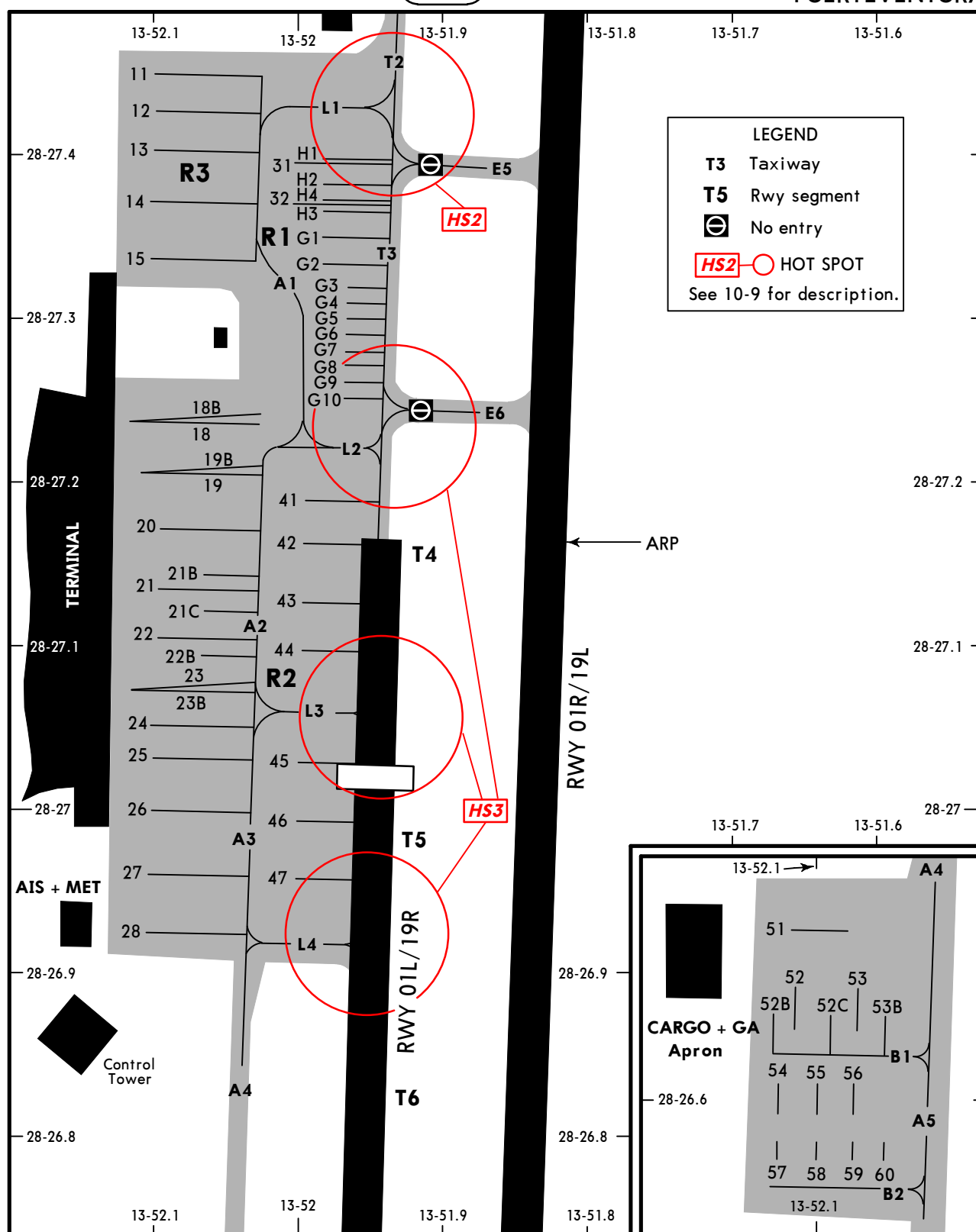
| ADDITIONAL RUNWAY INFORMATION |                                                |                |             |               |       |
|-------------------------------|------------------------------------------------|----------------|-------------|---------------|-------|
| RWY                           |                                                | USABLE LENGTHS |             | TAKE-OFF      | WIDTH |
|                               |                                                | LANDING        | BEYOND      |               |       |
|                               |                                                | Threshold      | Glide Slope |               |       |
| 01L<br>① 19R                  | RL (60m) REIL PAPI-L (angle 2.96°)             | 6234' 1900m    |             | 6529' 1990m ② | 148'  |
|                               |                                                | 6201' 1890m    |             | 7021' 2140m   | 45m   |
| 01R<br>① 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 ③ | 45m   |
|                               |                                                |                |             |               |       |
|                               |                                                |                |             |               |       |
|                               |                                                |                |             |               |       |

- ① Pilot controlled lighting on 118.5.  
 ② Last 689' / 210m of rwy 01L not usable for take-off.  
 ③ Last 3281' / 1000m of rwy 19L not usable for take-off.

**Standard**

## TAKE-OFF

|   |                          |                   |
|---|--------------------------|-------------------|
|   | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A |                          |                   |
| B |                          |                   |
| C | 400m                     | 500m              |
| D |                          |                   |



## INS COORDINATES

| STAND No.       | COORDINATES        | STAND No.               | COORDINATES        |
|-----------------|--------------------|-------------------------|--------------------|
| <b>Apron R1</b> |                    | <b>Apron R3</b>         |                    |
| 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 |                         |                    |
| <b>Apron R2</b> |                    | <b>Cargo + GA Apron</b> |                    |
| 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 |                         |                    |
| 45 thru 47      | N28 27.0 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.

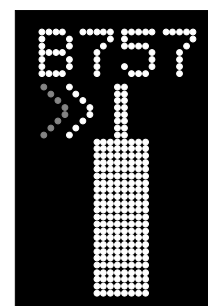
### DISPLAY UNIT

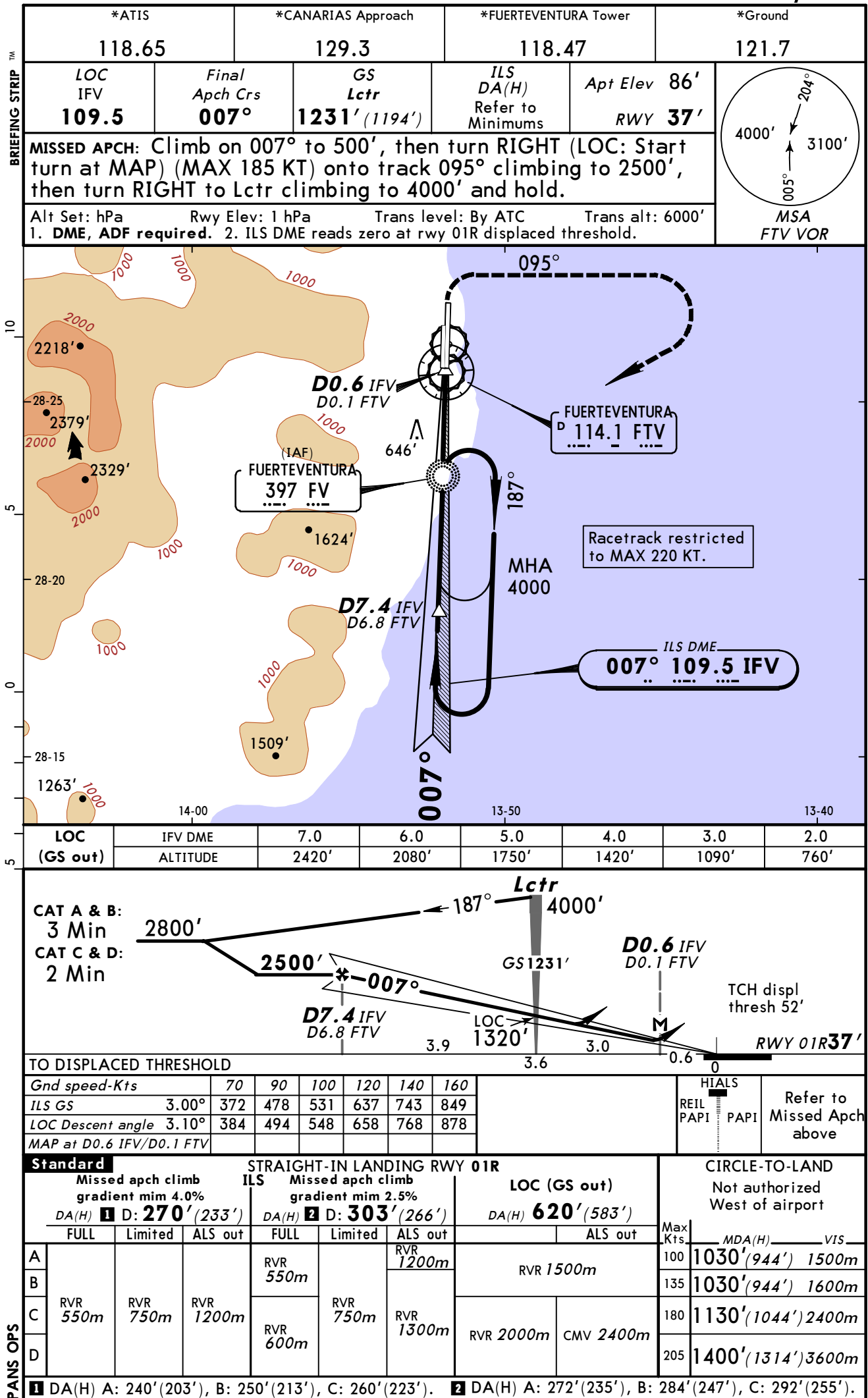
Consists of:

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.

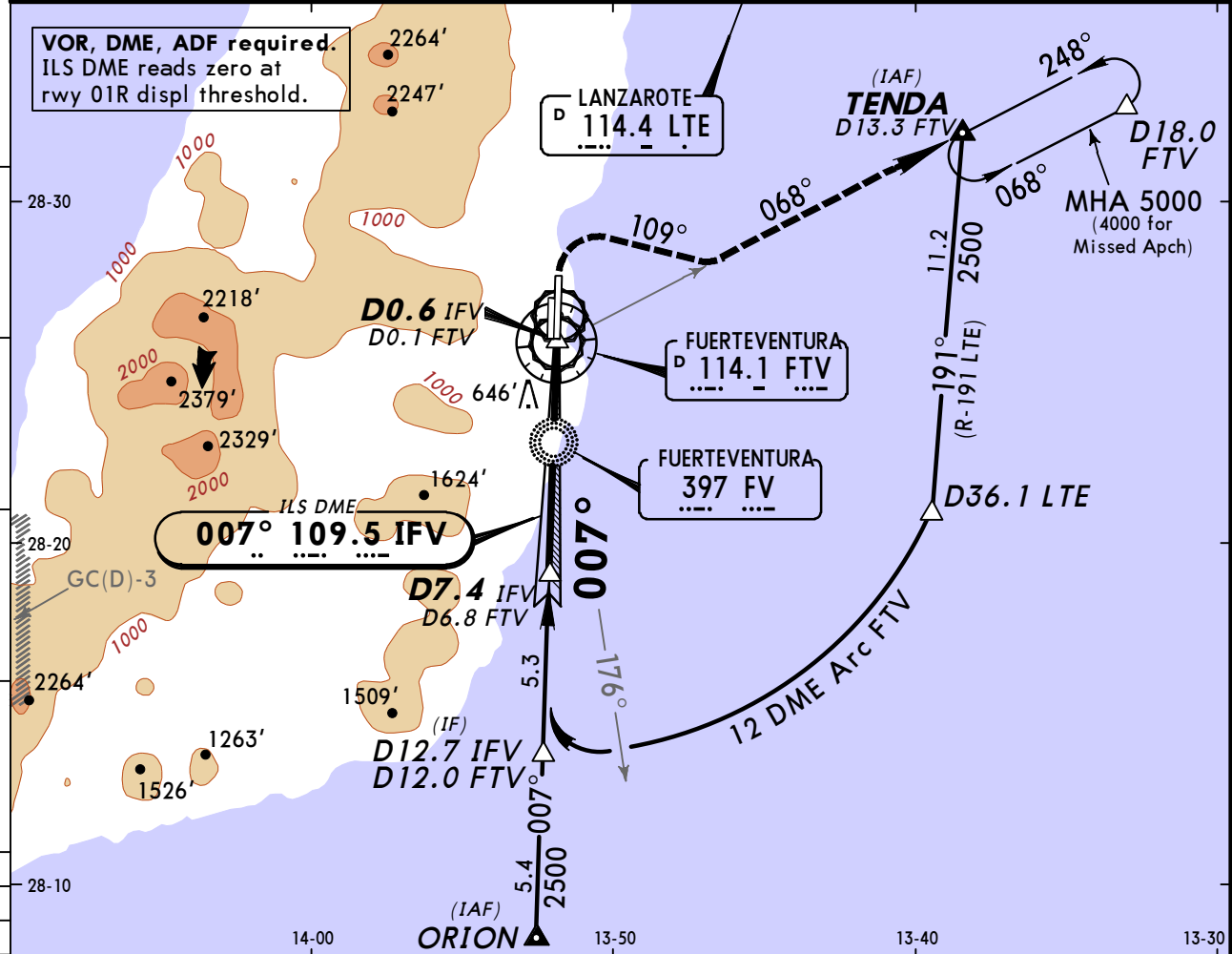
### PILOT INSTRUCTIONS

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.

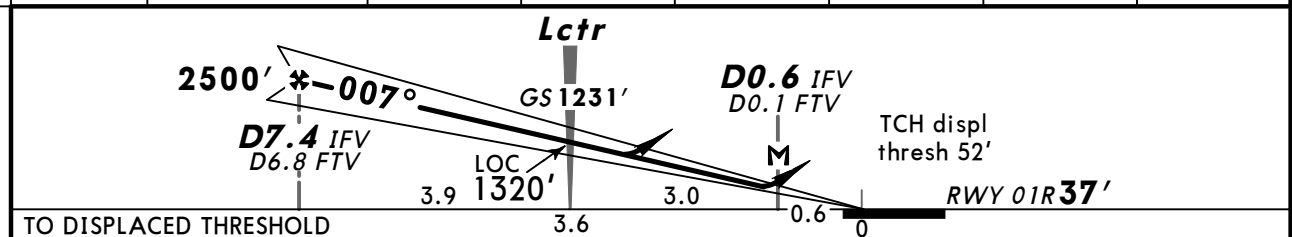




|                                                                                                                                                                                                 |                                  |                                    |                                      |                                |                  |                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------|--------------------------------------|--------------------------------|------------------|------------------|
| *ATIS<br>118.65                                                                                                                                                                                 |                                  | *CANARIAS Approach<br>129.3        |                                      | *FUERTEVENTURA Tower<br>118.47 |                  | *Ground<br>121.7 |
| LOC<br>IFV<br><b>109.5</b>                                                                                                                                                                      | Final<br>Apch Crs<br><b>007°</b> | GS<br>Lctr<br><b>1231'</b> (1194') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev <b>86'</b>            | RWY <b>37'</b>   |                  |
| <b>MISSED APCH:</b> 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. |                                  |                                    |                                      |                                |                  |                  |
| Alt Set: hPa                                                                                                                                                                                    |                                  | Rwy Elev: 1 hPa                    | Trans level: By ATC                  |                                | Trans alt: 6000' | MSA FTV VOR      |



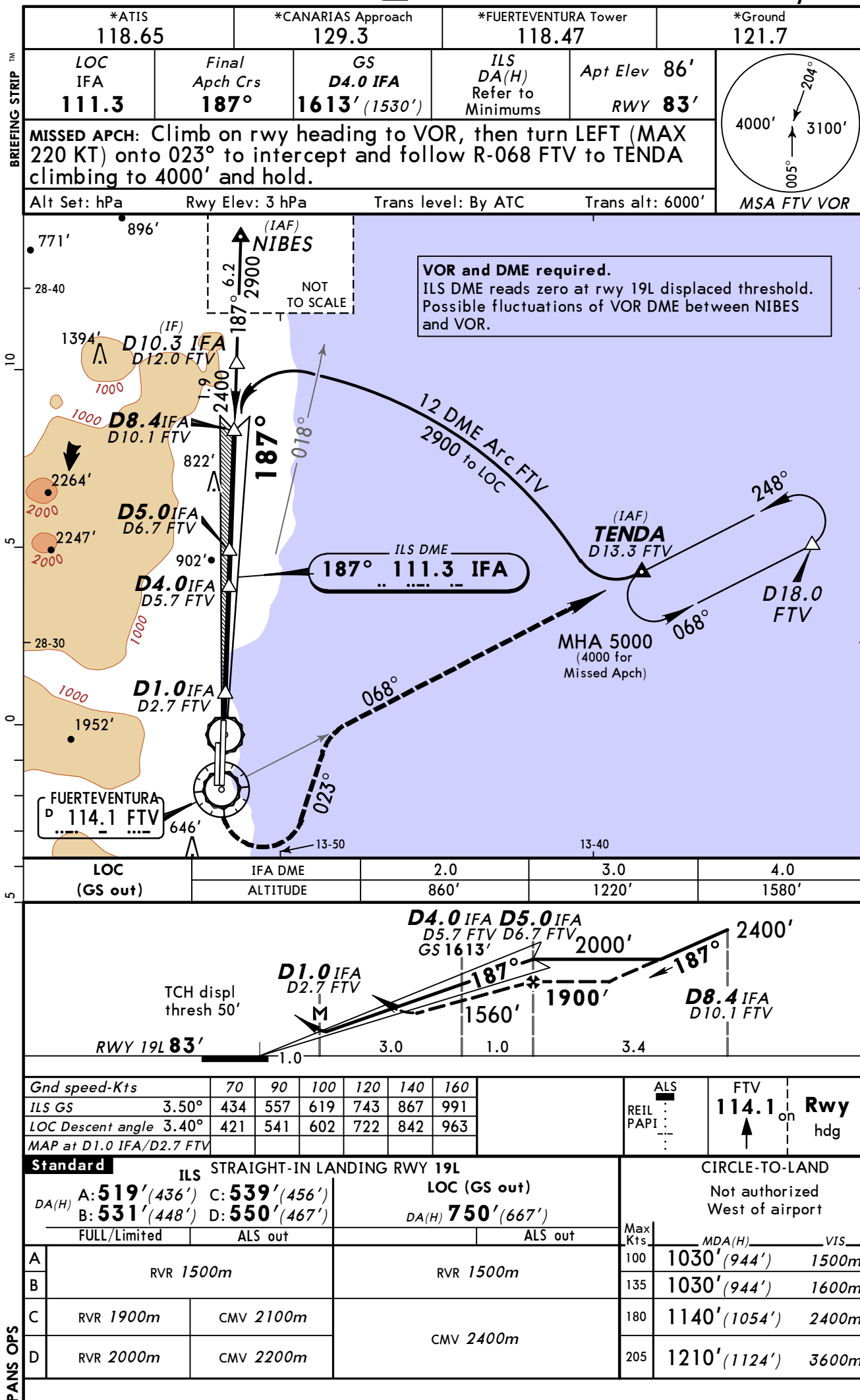
|                 |          |       |       |       |       |       |      |
|-----------------|----------|-------|-------|-------|-------|-------|------|
| LOC<br>(GS out) | IFV DME  | 7.0   | 6.0   | 5.0   | 4.0   | 3.0   | 2.0  |
|                 | ALTITUDE | 2420' | 2080' | 1750' | 1420' | 1090'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



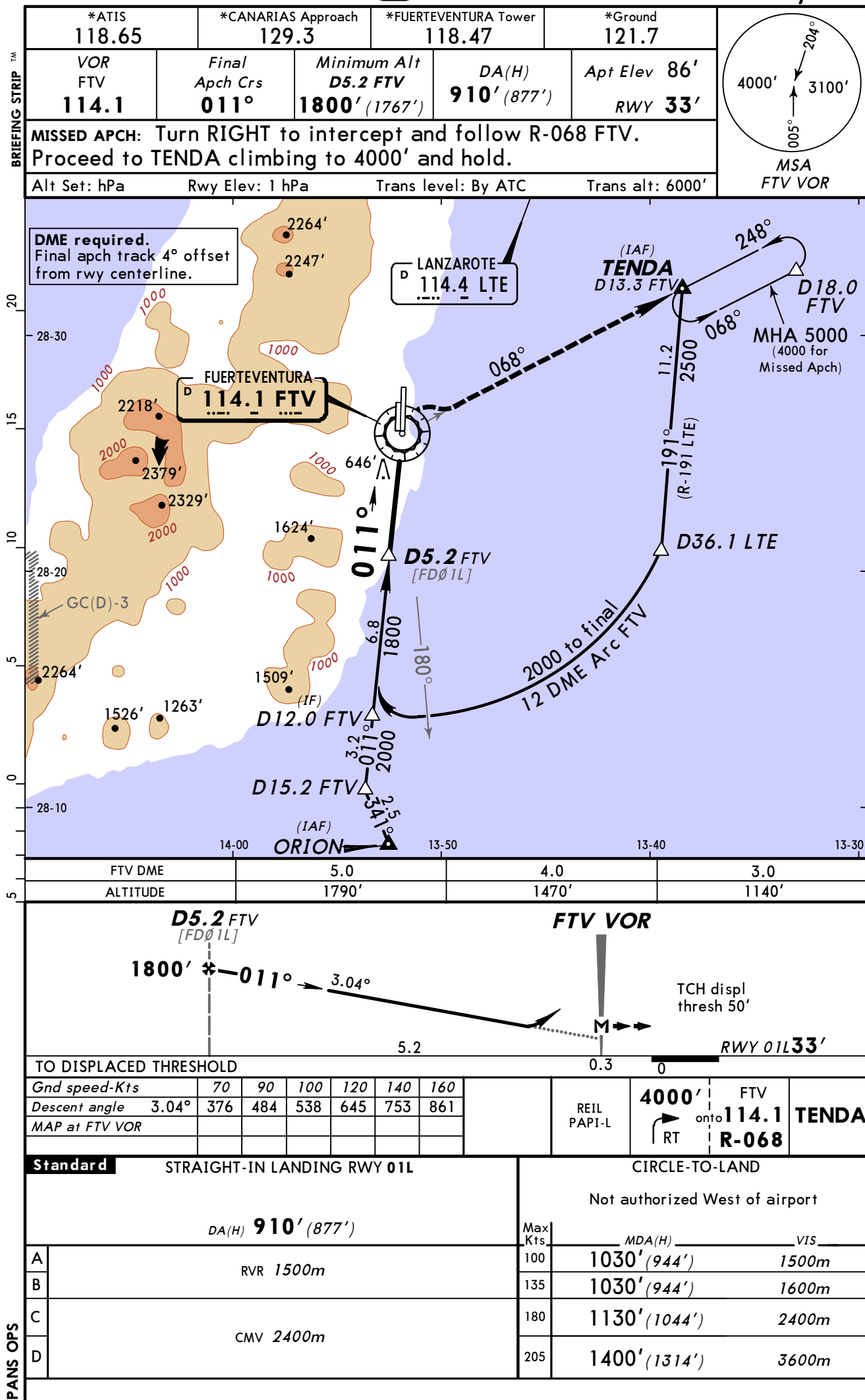
|                          |     |     |     |     |     |     |                               |                                  |
|--------------------------|-----|-----|-----|-----|-----|-----|-------------------------------|----------------------------------|
| Gnd speed-Kts            | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>REIL<br>PAPI<br>PAPI | Refer to<br>Missed Apch<br>above |
| 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/D0.1 FTV |     |     |     |     |     |     |                               |                                  |

| Standard                               |             |             | STRAIGHT-IN LANDING RWY 01R                |         |              |                          |           |           | CIRCLE-TO-LAND                    |               |       |
|----------------------------------------|-------------|-------------|--------------------------------------------|---------|--------------|--------------------------|-----------|-----------|-----------------------------------|---------------|-------|
| Missed apch climb<br>gradient mim 4.0% |             |             | ILS Missed apch climb<br>gradient mim 2.5% |         |              | LOC (GS out)             |           |           | Not authorized<br>West of airport |               |       |
| DA(H) 1 D: <b>270'</b> (233')          |             |             | DA(H) 2 D: <b>303'</b> (266')              |         |              | DA(H) <b>620'</b> (583') |           |           |                                   |               |       |
| FULL                                   | Limited     | ALS out     | FULL                                       | Limited | ALS out      | FULL                     | Limited   | ALS out   | Max<br>Kts                        | MDA(H)        | VIS   |
| A                                      |             |             | RVR<br>550m                                |         | RVR<br>1200m | RVR 1500m                |           |           | 100                               | 1030' (944')  | 1500m |
| B                                      |             |             |                                            |         |              |                          |           |           | 135                               | 1030' (944')  | 1600m |
| C                                      | RVR<br>550m | RVR<br>750m | RVR<br>1200m                               |         | RVR<br>750m  | RVR<br>1300m             | RVR 2000m | CMV 2400m | 180                               | 1130' (1044') | 2400m |
| D                                      |             |             |                                            |         |              |                          |           |           | 205                               | 1400' (1314') | 3600m |

1 DA(H) A: 240' (203'), B: 250' (213'), C: 260' (223'). 2 DA(H) A: 272' (235'), B: 284' (247'), C: 292' (255').



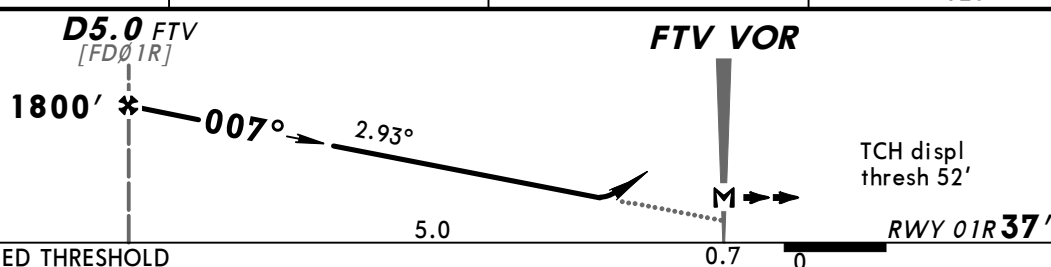
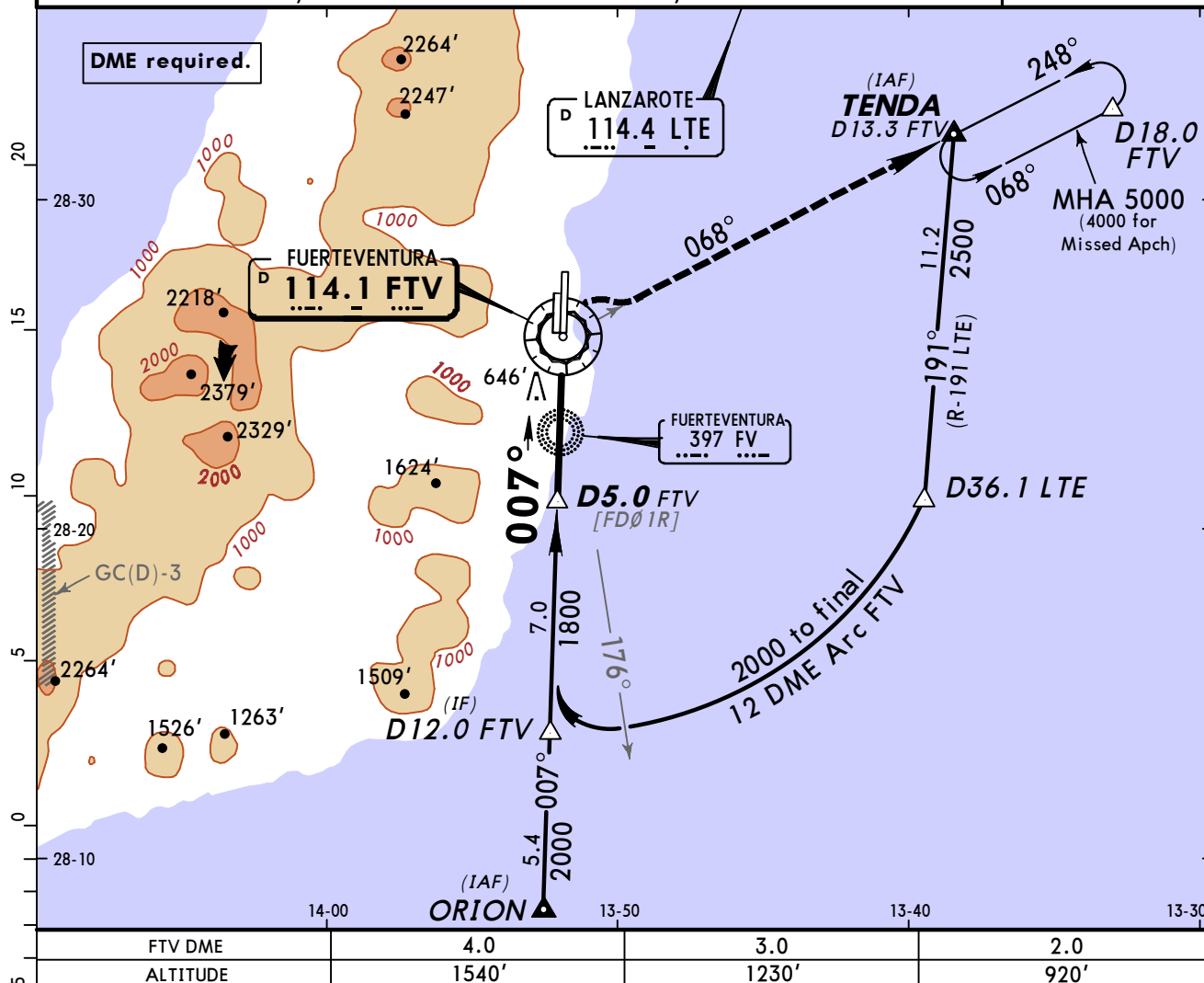






MSA  
FTV VOR

FTV VOR



|                            |     |     |     |     |     |     |
|----------------------------|-----|-----|-----|-----|-----|-----|
| <i>Gnd speed-Kts</i>       | 70  | 90  | 100 | 120 | 140 | 160 |
| <i>Descent angle</i> 2.93° | 363 | 466 | 518 | 622 | 726 | 829 |
| <i>MAP at FTV VOR</i>      |     |     |     |     |     |     |
|                            |     |     |     |     |     |     |

HIALS-II  
REIL  
PAPI PAP

4000' FTV  
 onto 114.1 TENDA  
 RT R-068

CIRCLE-TO-LAND

Not authorized West of airport

Max  
Kt c

|     |              |       |
|-----|--------------|-------|
| KTS | MDA(H)       | VIS   |
| 100 | 1030' (944') | 1500m |

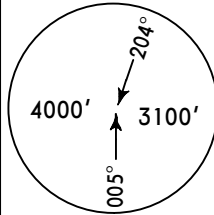
|     |              |       |
|-----|--------------|-------|
| 135 | 1030' (944') | 1600m |
|-----|--------------|-------|

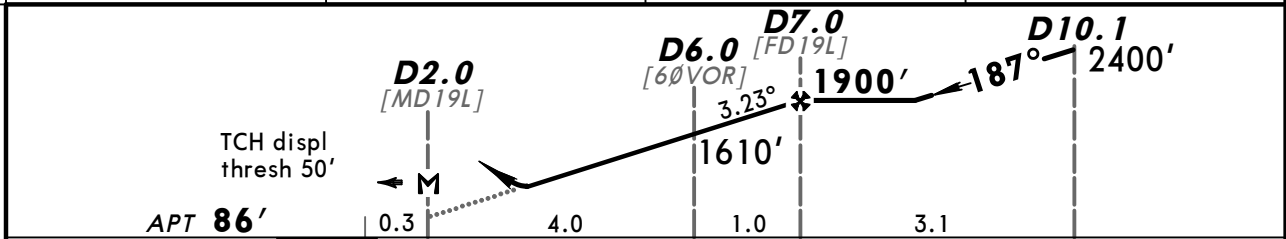
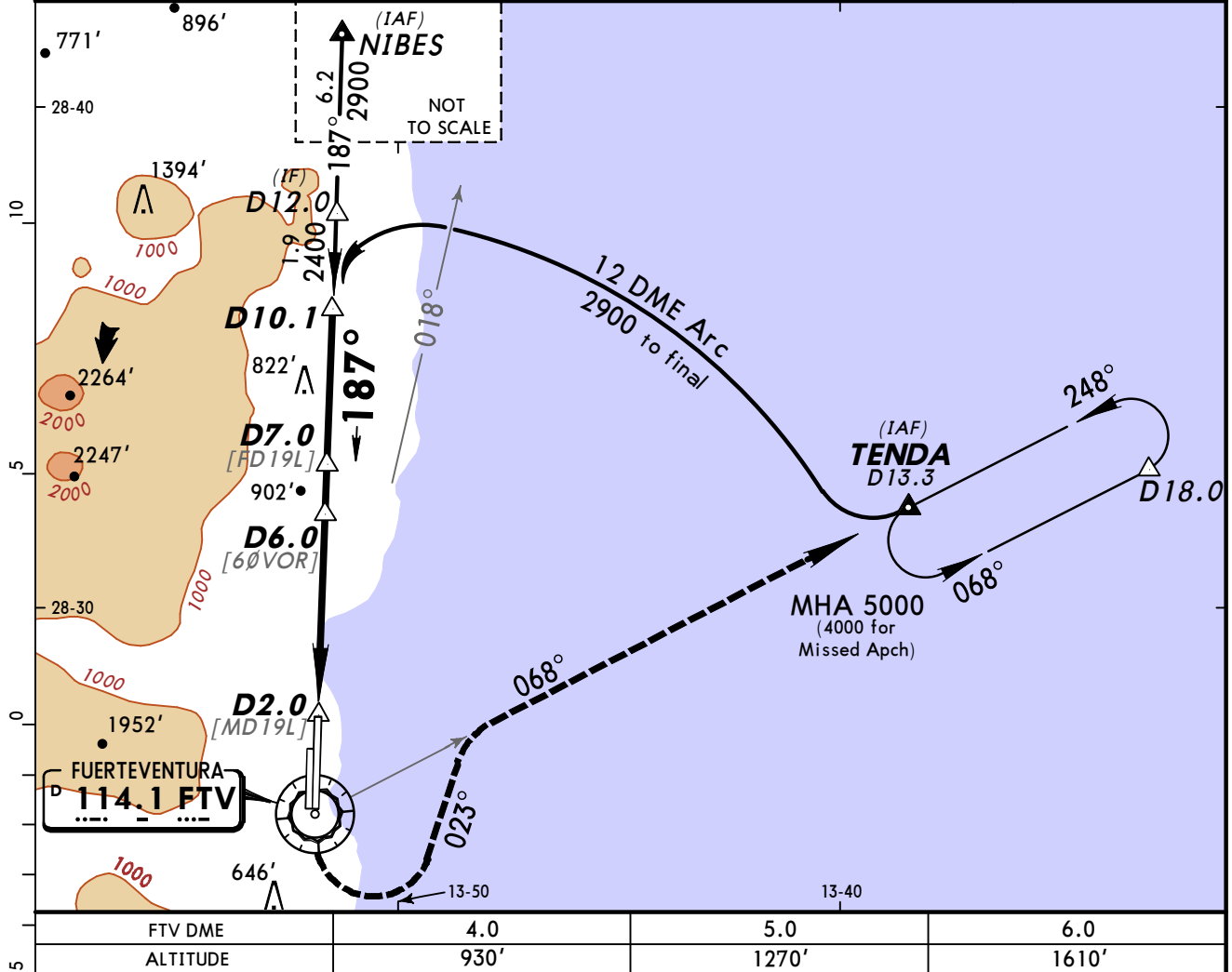
|     |               |       |
|-----|---------------|-------|
| 180 | 1130' (1044') | 2400m |
|-----|---------------|-------|

|     |               |       |
|-----|---------------|-------|
| 205 | 1400' (1314') | 3600m |
|-----|---------------|-------|

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BRIEFING STRIP

|                                                                                                                                                                      |                           |                                      |                      |                                |  |                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|----------------------|--------------------------------|--|-------------------------------------------------------------------------------------|
| *ATIS<br>118.65                                                                                                                                                      |                           | *CANARIAS Approach<br>129.3          |                      | *FUERTEVENTURA Tower<br>118.47 |  | *Ground<br>121.7                                                                    |
| VOR<br>FTV<br>114.1                                                                                                                                                  | Final<br>Apch Crs<br>187° | Minimum Alt<br>D7.0<br>1900' (1814') | DA(H)<br>920' (834') | Apt Elev 86'                   |  |  |
| MISSED APCH: Climb on R-007 inbound to VOR, then turn LEFT (MAX 220 KT) onto 023° to intercept and follow R-068 to TENDA climbing to 4000' and hold.                 |                           |                                      |                      |                                |  |                                                                                     |
| Alt Set: hPa      Apt Elev: 3 hPa      Trans level: By ATC      Trans alt: 6000'<br>1. DME required.      2. Possible fluctuations of VOR DME between NIBES and VOR. |                           |                                      |                      |                                |  |                                                                                     |



|                     |     |     |     |     |     |     |                     |              |              |
|---------------------|-----|-----|-----|-----|-----|-----|---------------------|--------------|--------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | ALS<br>REIL<br>PAPI | FTV<br>114.1 | FTV<br>114.1 |
| Descent angle 3.23° | 400 | 514 | 571 | 686 | 800 | 914 |                     | ↑            | R-007        |
| MAP at D2.0         |     |     |     |     |     |     |                     |              |              |

|                 |           |                             |  |                                   |                     |
|-----------------|-----------|-----------------------------|--|-----------------------------------|---------------------|
| <b>Standard</b> |           | STRAIGHT-IN LANDING RWY 19L |  | CIRCLE-TO-LAND                    |                     |
|                 |           | DA(H) 920' (834')           |  | Not authorized<br>West of airport |                     |
|                 |           | ALS out                     |  | Max<br>Kts                        | MDA(H) VIS          |
| A               | RVR 1500m |                             |  | 100                               | 1030' (944') 1500m  |
| B               |           |                             |  | 135                               | 1030' (944') 1600m  |
| C               | CMV 2400m |                             |  | 180                               | 1250' (1164') 2400m |
| D               |           |                             |  | 205                               | 1400' (1314') 3600m |

PANS OPS

**Chart changes since cycle 07-2013**

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

| ACT                                          | PROCEDURE IDENT              | INDEX  | REV DATE    | EFF DATE    |
|----------------------------------------------|------------------------------|--------|-------------|-------------|
| <b>FUERTEVENTURA, (FUERTEVENTURA - GCFV)</b> |                              |        |             |             |
| REV                                          | AIRPORT BRIEFING (GEN)       | 10-1P  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                                          | AIRPORT BRIEFING (ARR/DEP... | 10-1P1 | 29 Mar 2013 | 04 Apr 2013 |
| ADD                                          | AIRPORT BRIEFING (GEN CON... | 10-1P1 | 29 Mar 2013 | 04 Apr 2013 |
| REV                                          | AIRPORT                      | 10-9   | 29 Mar 2013 | 04 Apr 2013 |
| REV                                          | AIRPORT INFO, TAKE-OFF MN... | 10-9A  | 29 Mar 2013 | 04 Apr 2013 |

## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport GCFV**

**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