

List of pages in this Trip Kit

Trip Kit Index

Airport Information For GCFV

Terminal Charts For GCFV

Revision Letter For Cycle 15-2013

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: 0611 Z
Sunset: 1953 Z,

Runway Information

Runway: 01L
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 33 ft
Lighting: Edge, ALS, REIL
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, ALS, REIL
Displaced Threshold: 820 ft
Stopway: 82 ft

Communication Information

ATIS 118.65
Fuerteventura Tower 121.7
Fuerteventura Tower 119.2 Secondary
Fuerteventura Tower 118.5
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 TWY T6, prior ATC clearance and according to local procedures.

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 THR will be able to get round the RWY holding point markers at TWYs L1, 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, 33B to 36B and H1 thru H4 will remain free.

Stands H1 thru H4 are helicopter parking stands.

On stands 11 thru 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.

If an ACFT arrives with an inoperative APU, it is prohibited to keep running the port engine on apron during the stopover. Only exception: B737 models can keep running port engine with starboard engine off only during the disconnection of ground power supply unit.

Communication to CEOPS Office (phone no: see above) is required of all ACFT operating at the airport with APU inoperative at least one hour prior to operation.

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

1. GENERAL

1.5. OTHER INFORMATION

RWYs 01L/R right-hand circuit.

Birds.

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

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

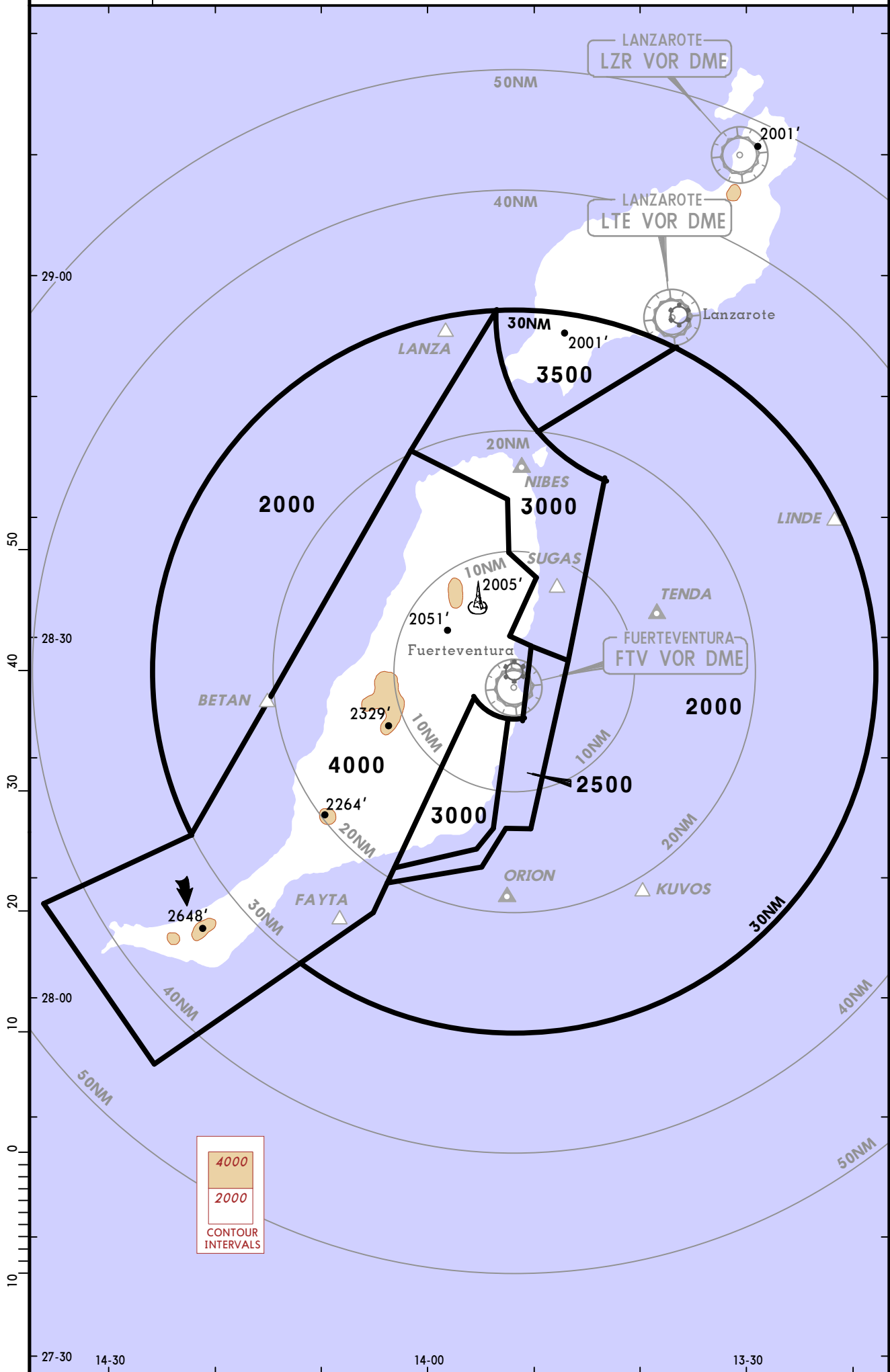
The following restrictions will be only applicable to jets. Except for safety reasons, those ACFTs must follow noise abatement procedures as follows:

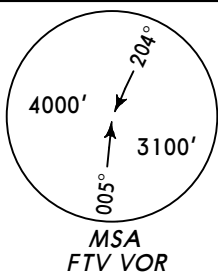
ACFT taking-off from RWYs 01L/R must follow the nominal flight path of the SID in use, not turning LEFT before overflying ADOVO.

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

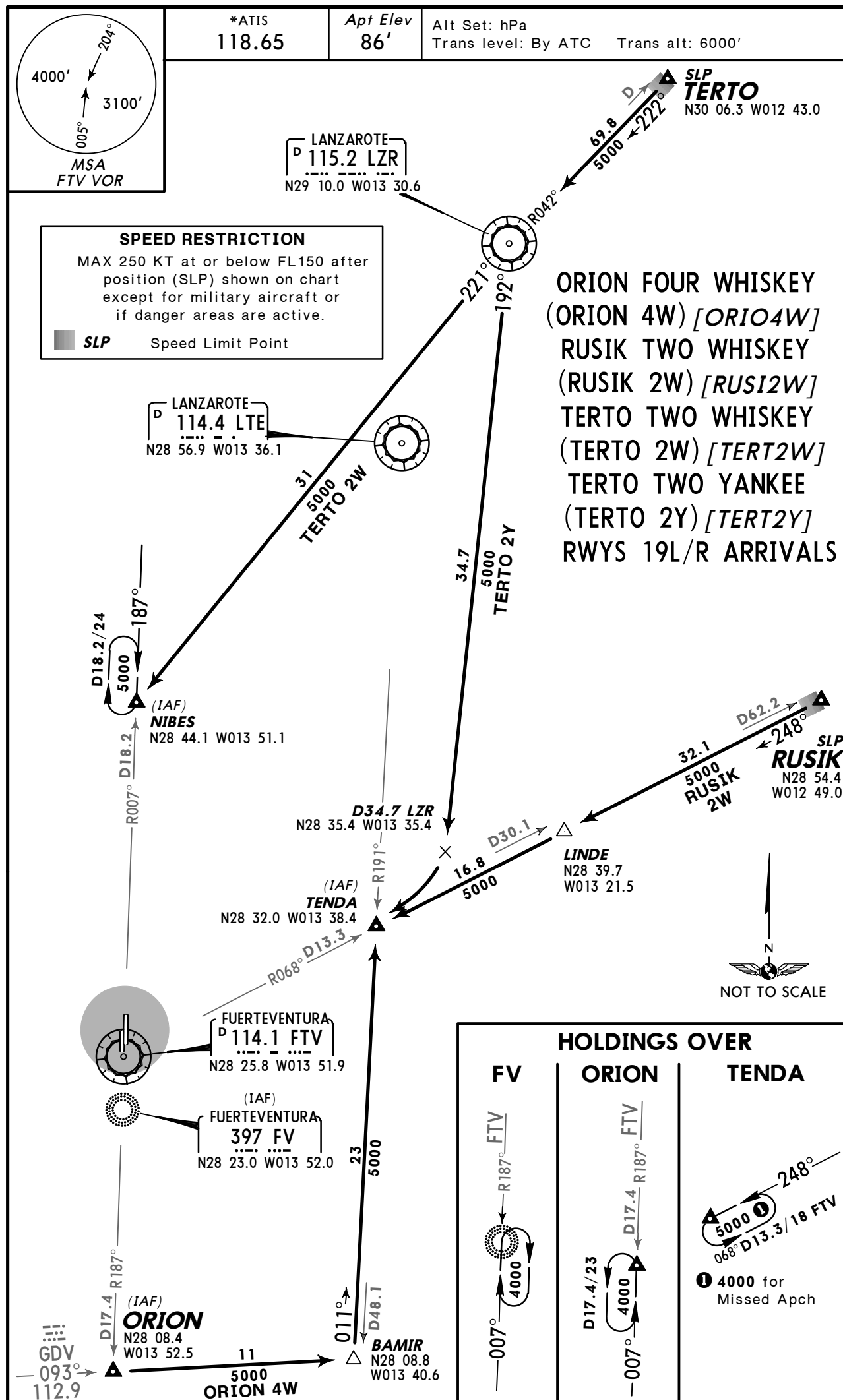
FUERTEVENTURA
D 114.1 FTV
N28 25.8 W013 51.9

(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

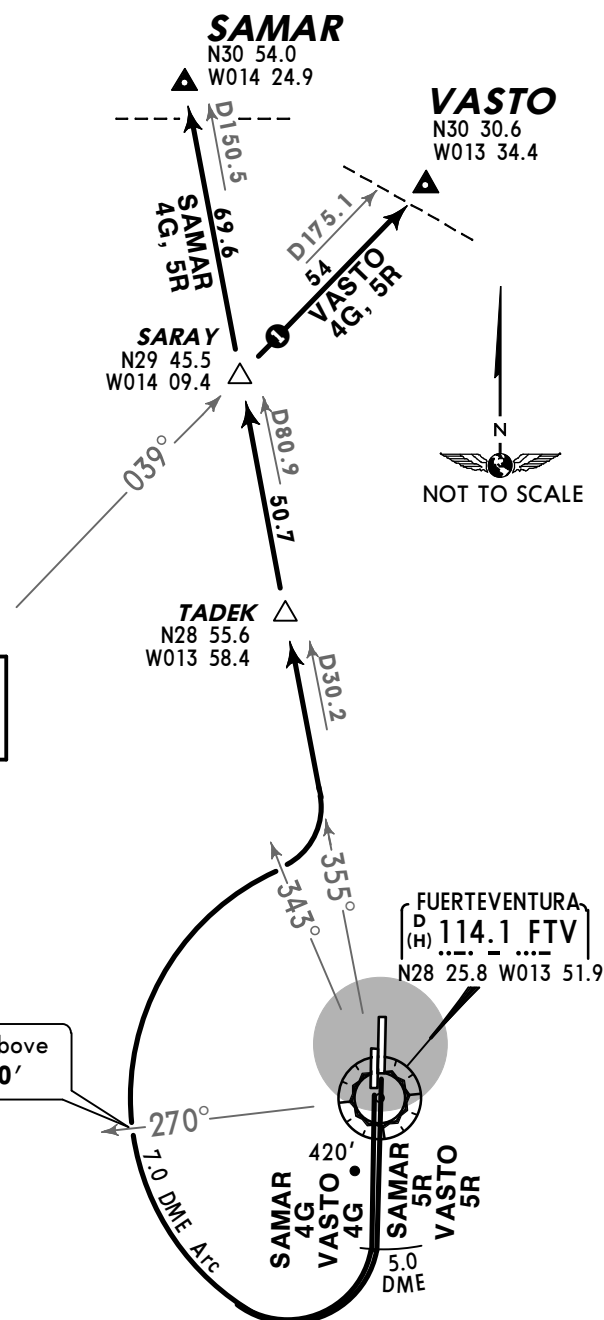
MAX 250 KT at or below FL150
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- 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

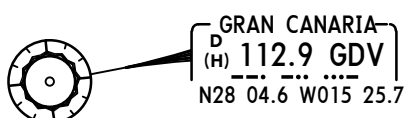
SAMAR FIVE QUEBEC
(SAMAR 5Q) [SAMA5Q]
VASTO FIVE QUEBEC
(VASTO 5Q) [VAST5Q]
RWY 01R DEPARTURES

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

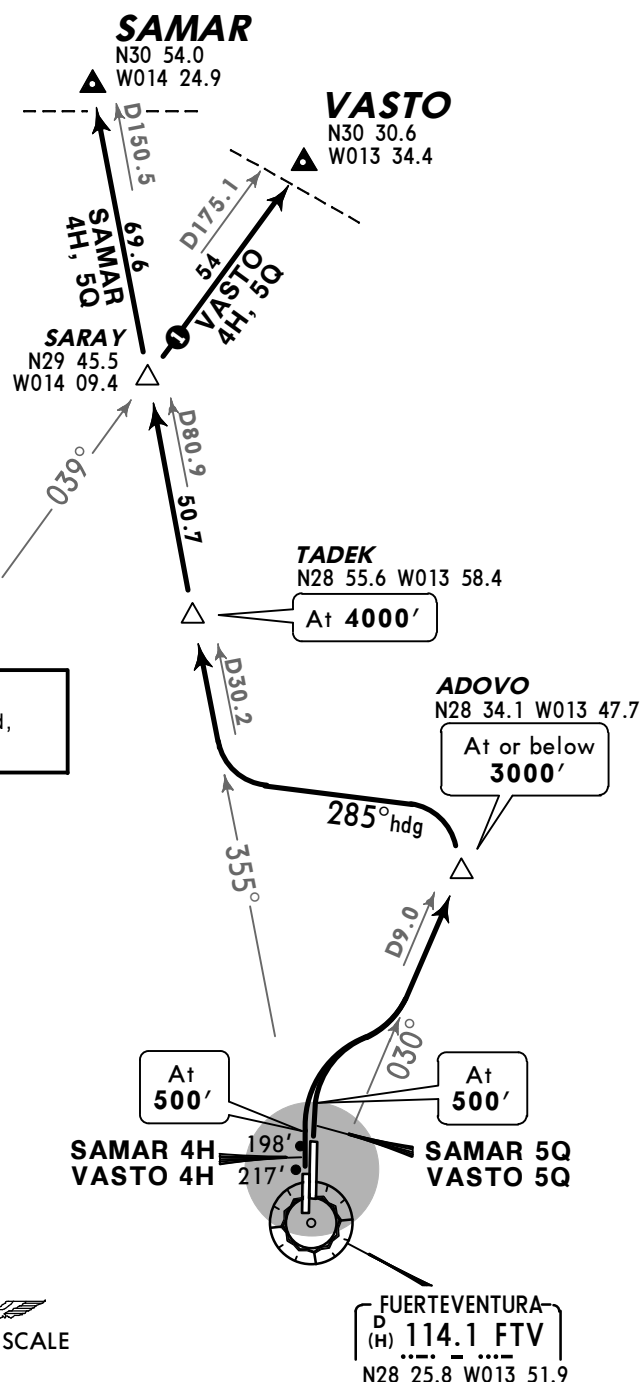
SPEED RESTRICTION

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
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.
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]

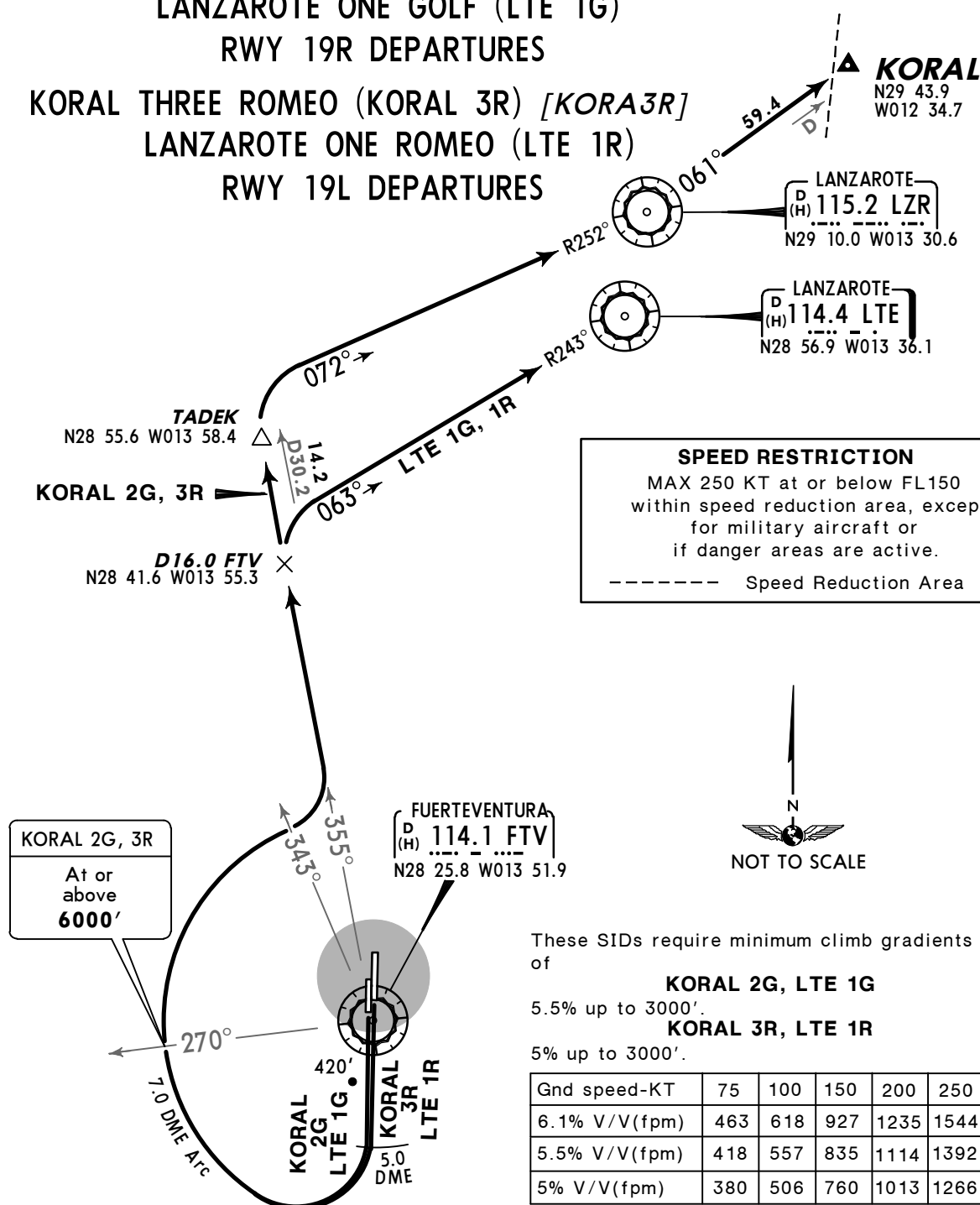
LANZAROTE ONE GOLF (LTE 1G)

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

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Apt Elev
86'

Trans level: By ATC Trans alt: 6000'

EXPECT close-in obstacles

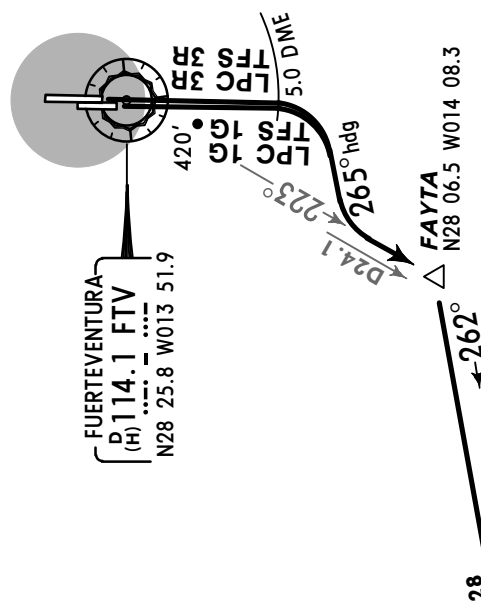
SPEED RESTRICTION

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

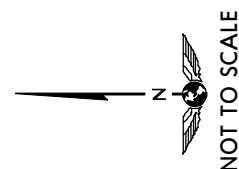
GRAN CANARIA

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

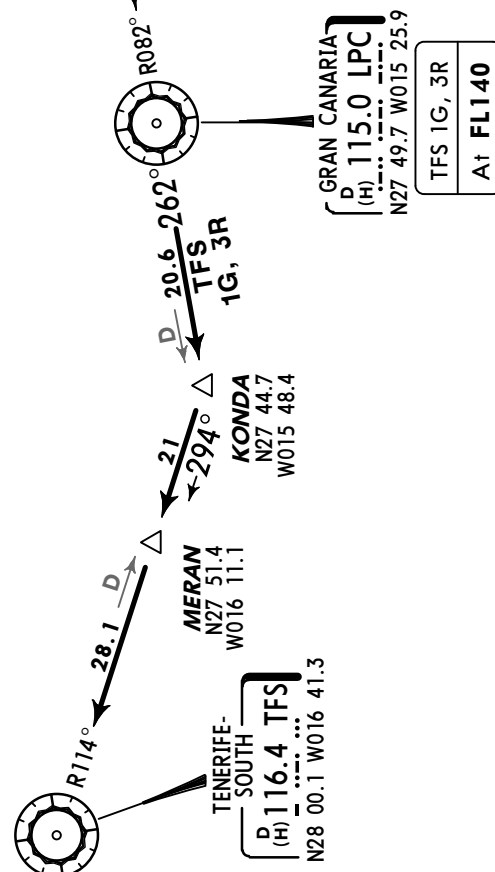
LPC 1G, TFS 1G

5.5% up to 3000'.

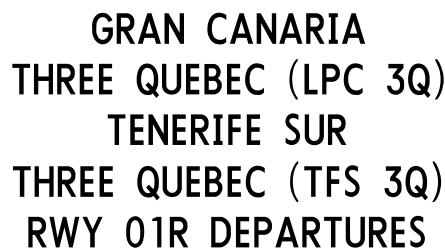
LPC 3R, TFS 3R

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



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.

Initial ATC clearance:

LPC 2H, 3Q: After FTV R-355 climb to **FL70**, await further clearance
TTFS 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 LZ 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.
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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%.

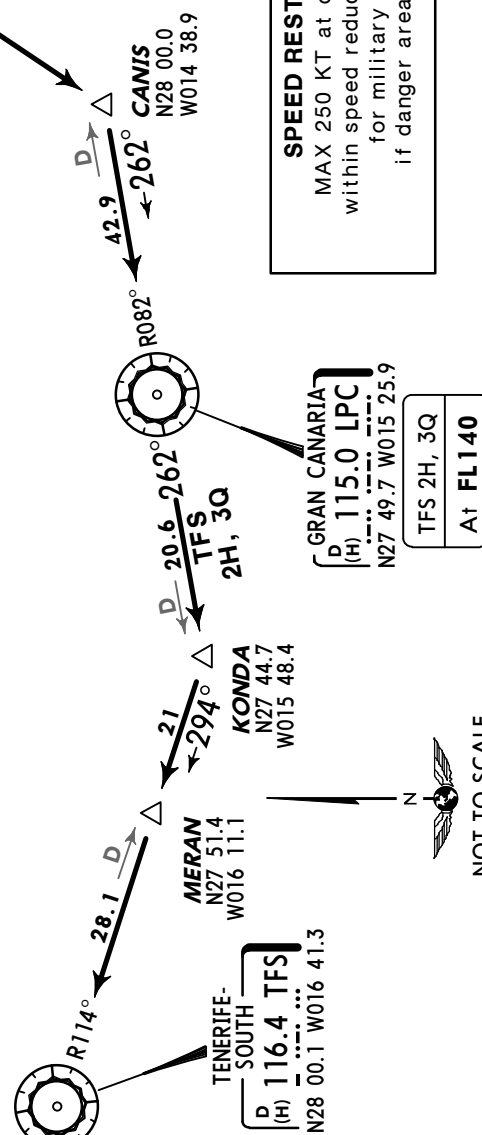
These SIDs require minimum climb gradients of

LPC 2H, TFS 2H

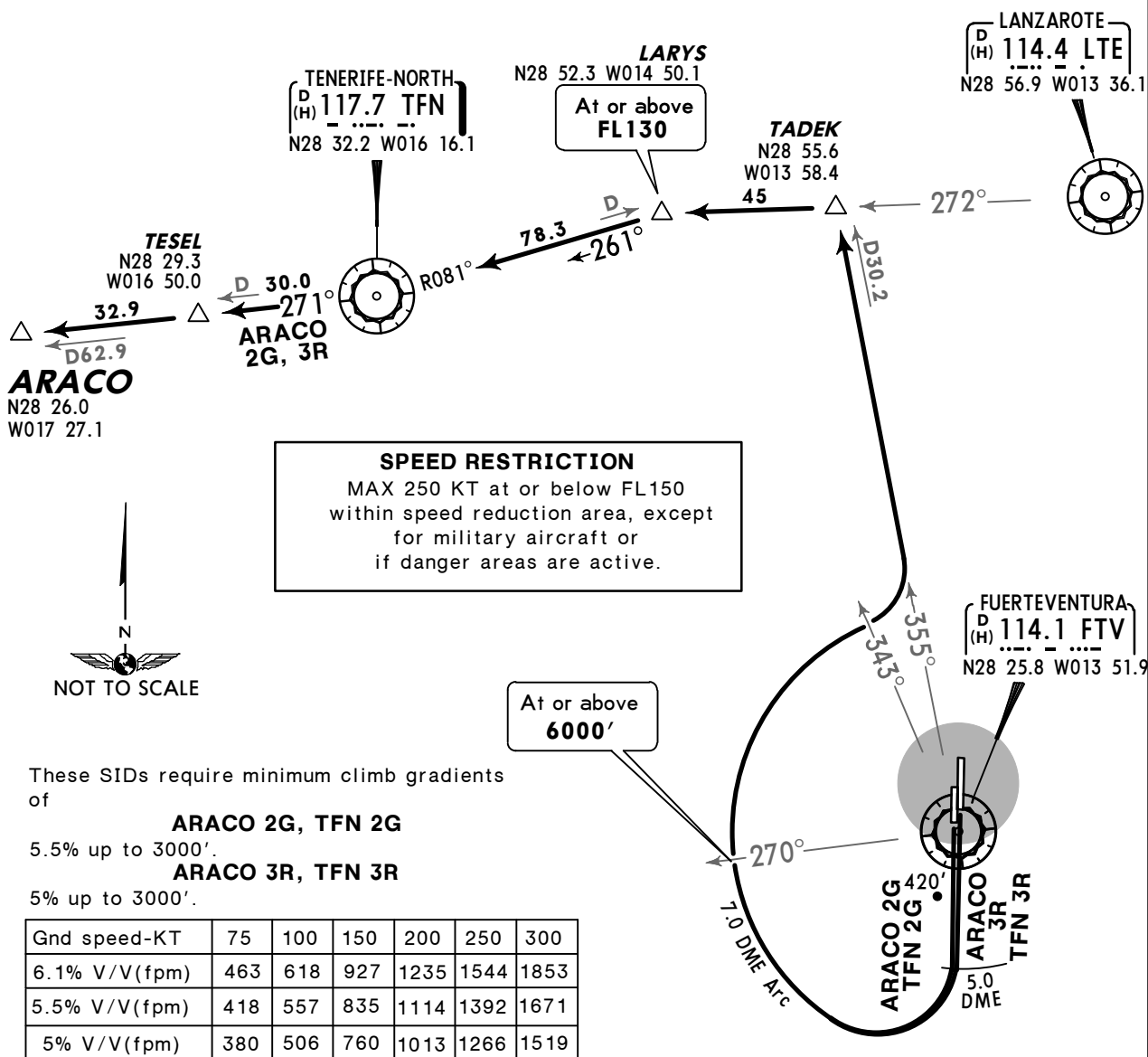
LPC 3Q, TFS 3Q

5% 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 obstaclesARACO TWO GOLF (ARACO 2G) [ARAC2G]
TENERIFE NORTE TWO GOLF (TFN 2G)
RWY 19R DEPARTURESARACO 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

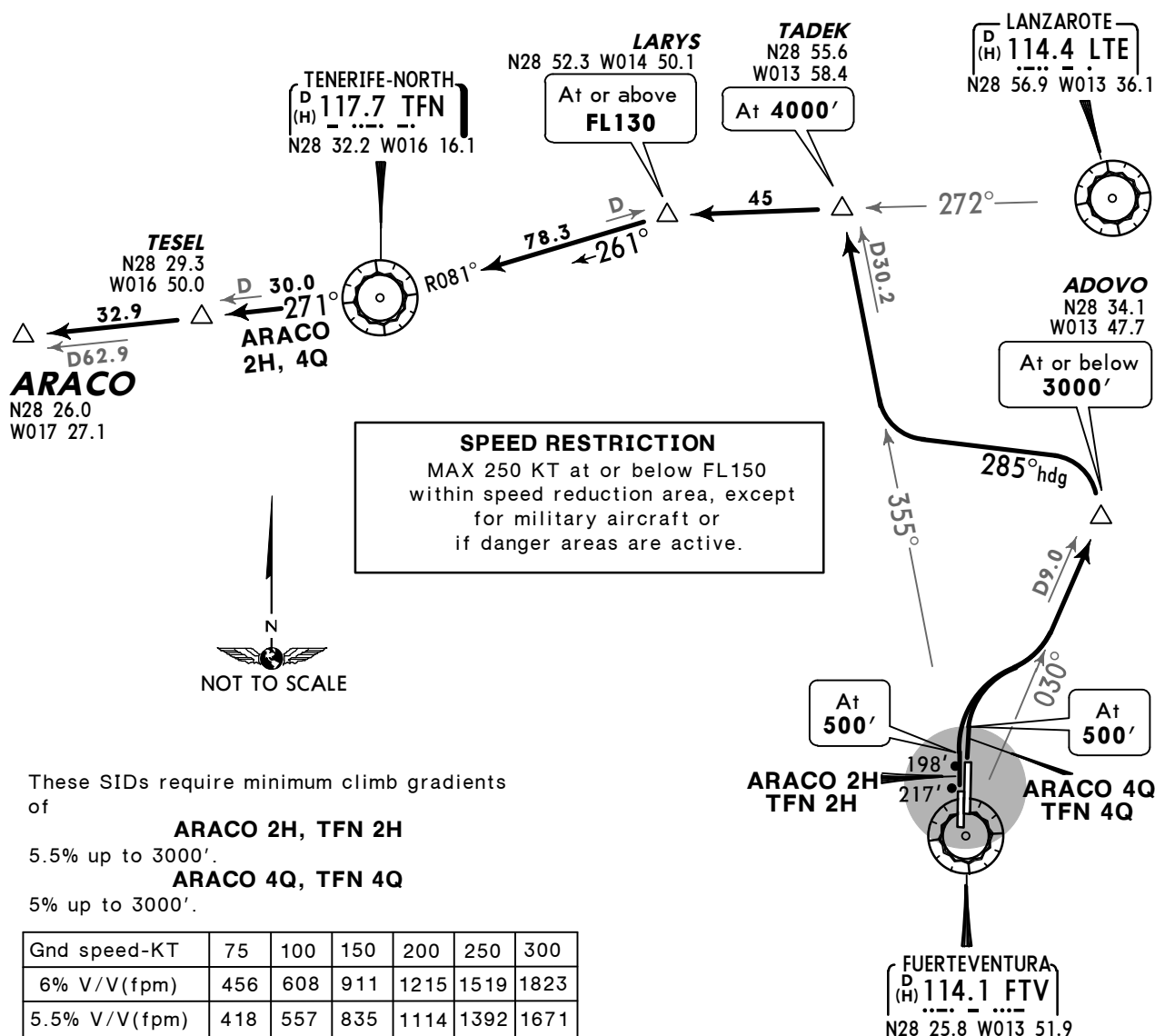
At TADEK turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN.

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**These SIDs require minimum climb gradients
of**ARACO 2H, TFN 2H**

5.5% up to 3000'.

ARACO 4Q, TFN 4Q

5% up to 3000'.

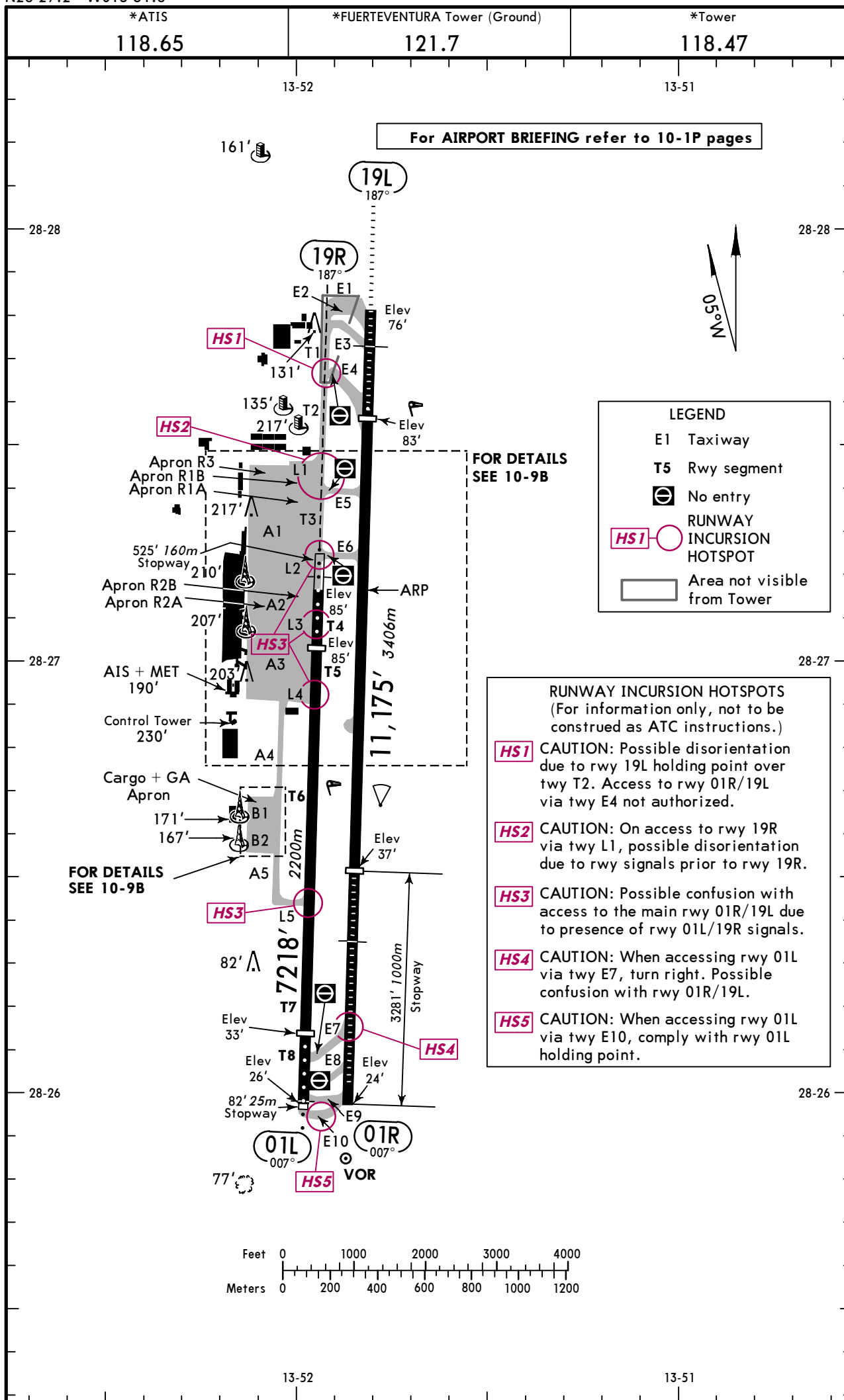
Gnd speed-KT	75	100	150	200	250	300
6% V/V(fpm)	456	608	911	1215	1519	1823
5.5% V/V(fpm)	418	557	835	1114	1392	1671
5% V/V(fpm)	380	506	760	1013	1266	1519

INITIAL 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 DEPARTURESIn 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 ① 19R	RL (60m) ALS REIL PAPI-L (angle 2.96°)	6234' 1900m		6529' 1990m ②	148'
		6201' 1890m		7021' 2140m	45m
01R ① 19L	HIRL (60m) CL (15m) HIALS REIL PAPI (3.0°) RVR	7894' 2406m	7051' 2149m		148'
	HIRL (60m) CL (15m) HIALS REIL PAPI-L (3.45°)	9646' 2940m	8672' 2643m	7894' 2406m ③	45m

① Pilot controlled lighting on 118.5.

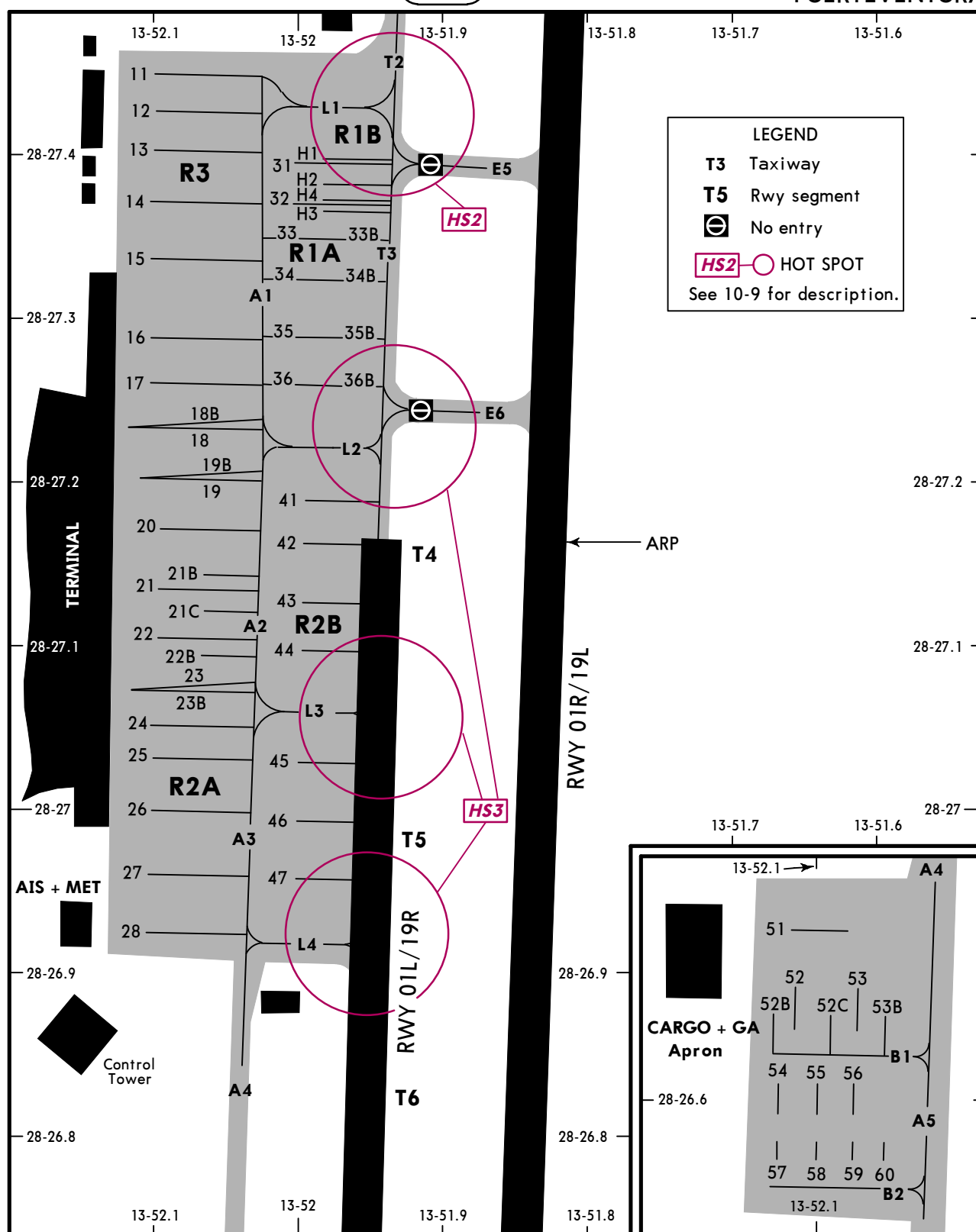
② Last 689' / 210m of rwy 01L not usable for take-off.

③ Last 3281' / 1000m of rwy 19L not usable for take-off.

Standard

TAKE-OFF

	RCLM (DAY only) 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, 33, 33B	N28 27.4 W013 52.0	11 thru 14	N28 27.4 W013 52.1
34 thru 36B	N28 27.3 W013 52.0	15 thru 17	N28 27.3 W013 52.1
H1 thru H4	N28 27.4 W013 52.0		
Apron R2		Cargo + GA Apron	
18 thru 20	N28 27.2 W013 52.1	51	N28 26.7 W013 52.1
21 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.

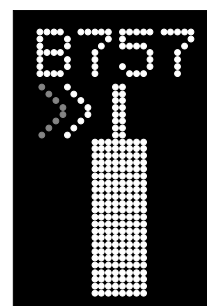
DISPLAY UNIT

Consists of:

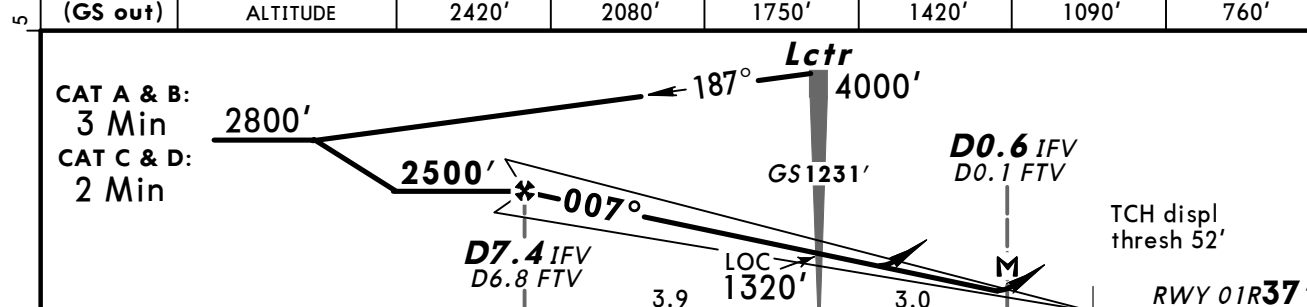
1. One alphanumeric presentation line, composed by yellow indicators, which can indicate the following information: aircraft type, stand position, stop position ("STOP"), aircraft parked in the correct position ("OK"), surpassed stop position ("TOO FAR"), speed exceeding in the approach ("SLOW DOWN"), 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 signalman presence for manual guidance.
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.



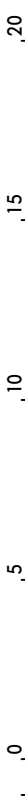
BRIEFING STRIP™

[illegible]

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

BRIEFING STRIP™

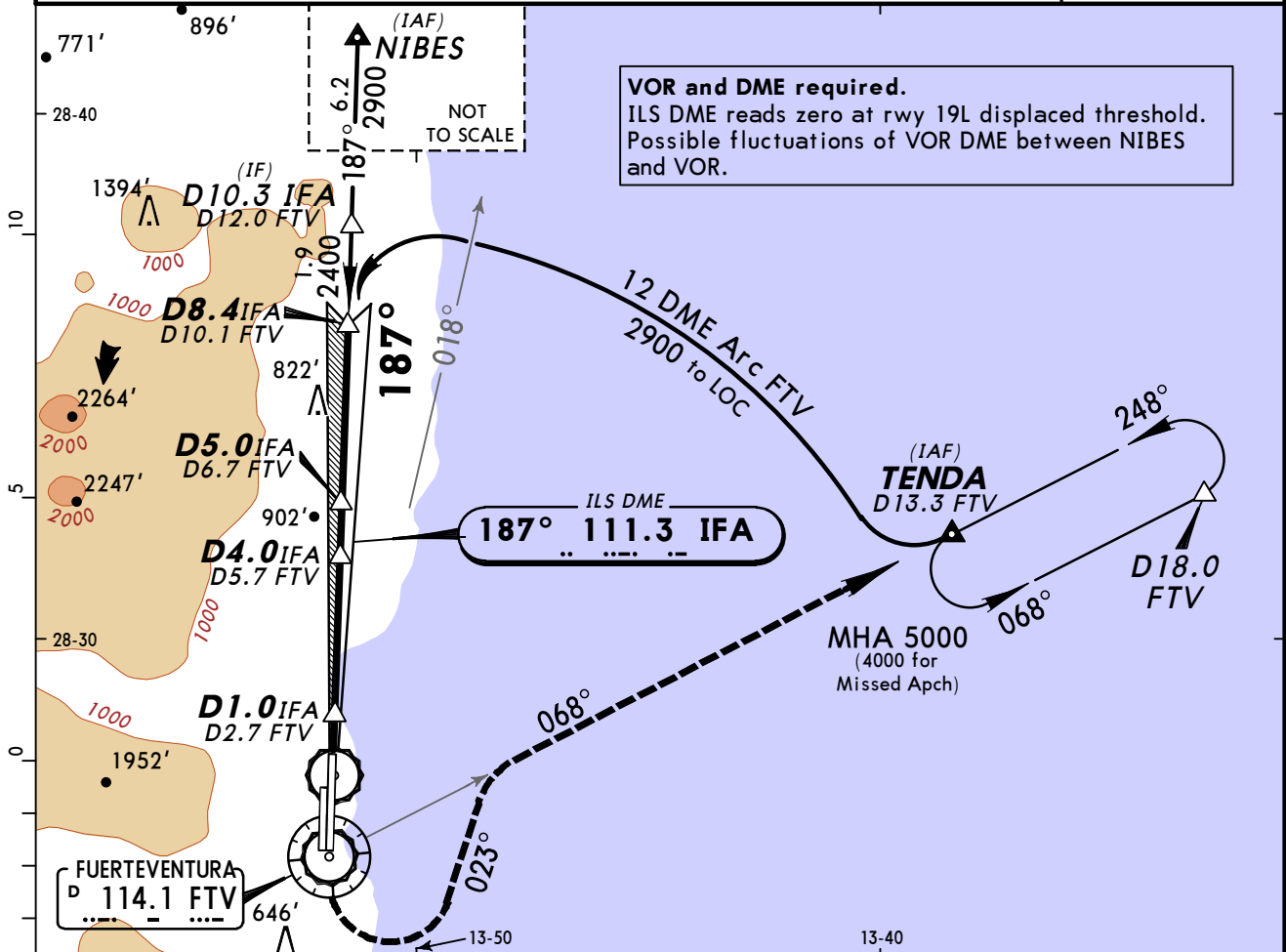
5

MAP at D0.6 IFV/D0.1 FTV

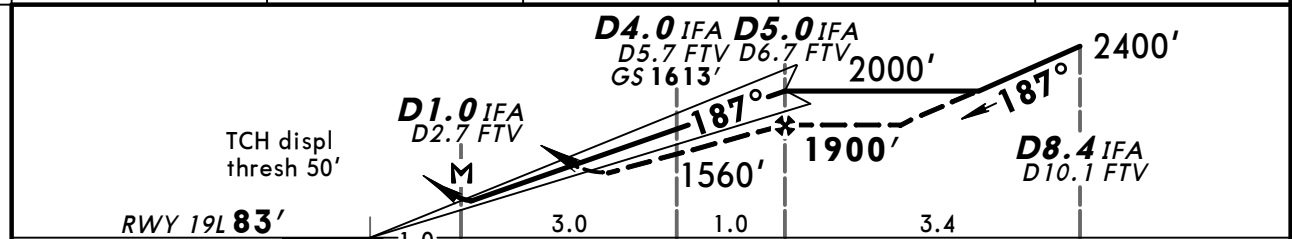
PANS OPS

CHANGES: Secondary DME information.

*ATIS 118.65	*CANARIAS Approach 129.3	*FUERTEVENTURA Tower 118.47	*Ground 121.7
LOC IFA 111.3	Final Apch Crs 187°	GS D4.0 IFA 1613' (1530')	ILS DA(H) Refer to Minimums Apt Elev 86' RWY 83'
MISSED APCH: Climb on rwy heading to VOR, then turn LEFT (MAX 220 KT) onto 023° to intercept and follow R-068 FTV to TENDA climbing to 4000' and hold.			
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 6000'
			MSA FTV VOR



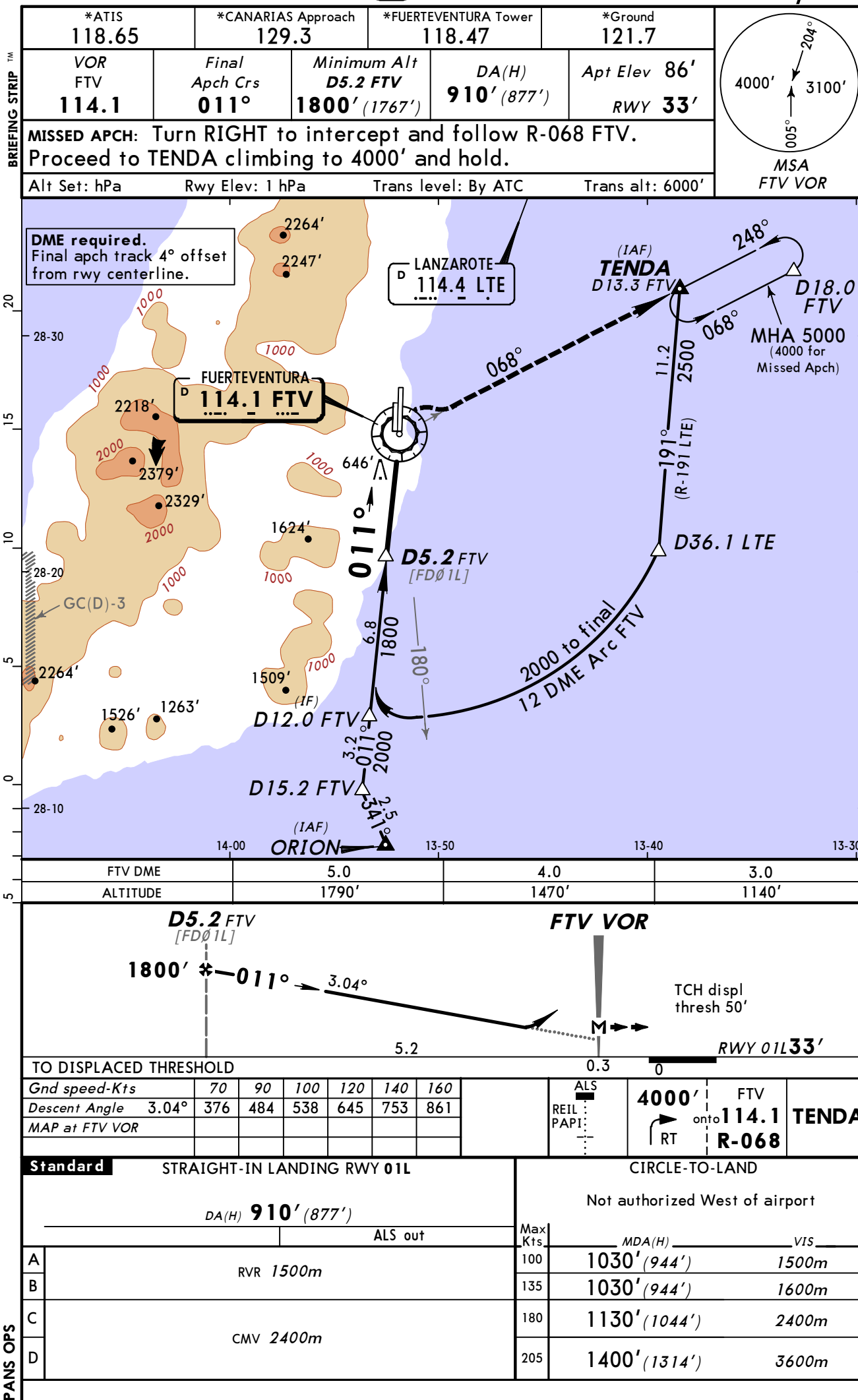
LOC (GS out)	IFA DME	2.0	3.0	4.0
	ALTITUDE	860'	1220'	1580'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	FTV	Rwy
ILS GS	3.50°	434	557	619	743	867	991	114.1	hdg
LOC Descent Angle	3.40°	421	541	602	722	842	963		
MAP at D1.0 IFA/D2.7 FTV									

Standard ILS STRAIGHT-IN LANDING RWY 19L				CIRCLE-TO-LAND	
DA(H) A: 519' (436') C: 539' (456')		LOC (GS out)		Not authorized	
B: 531' (448') D: 550' (467')		DA(H) 750' (667')		West of airport	
FULL/Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A RVR 1300m	RVR 1500m		RVR 1500m	100	1030' (944') 1500m
B RVR 1400m				135	1030' (944') 1600m
C RVR 1400m	CMV 2100m		CMV 2400m	180	1140' (1054') 2400m
D RVR 1500m	CMV 2200m			205	1210' (1124') 3600m

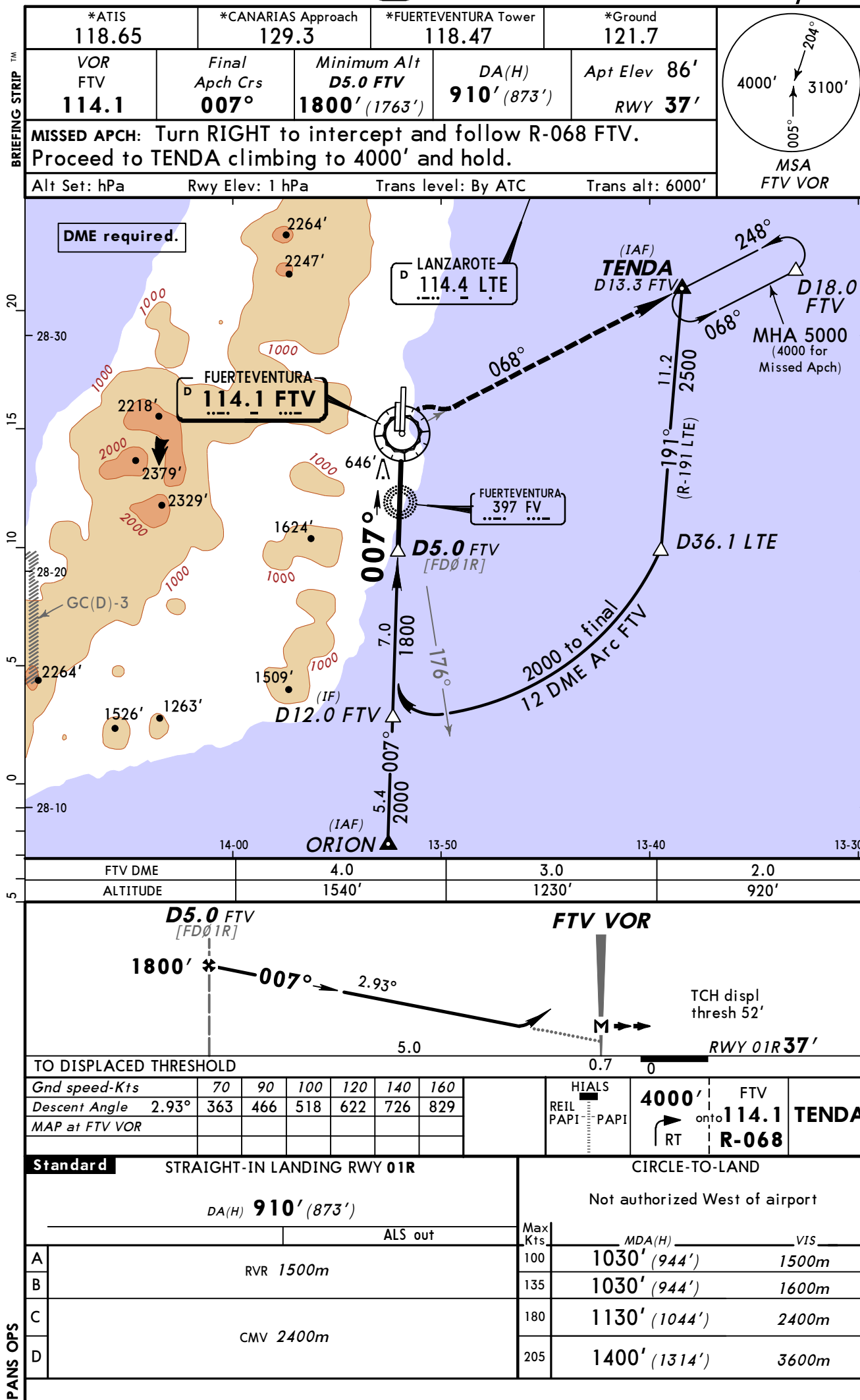
17 MAY 13 **13-1** Eff 30 May



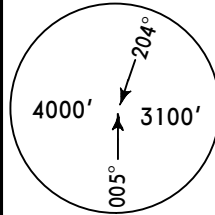
PANS OPS

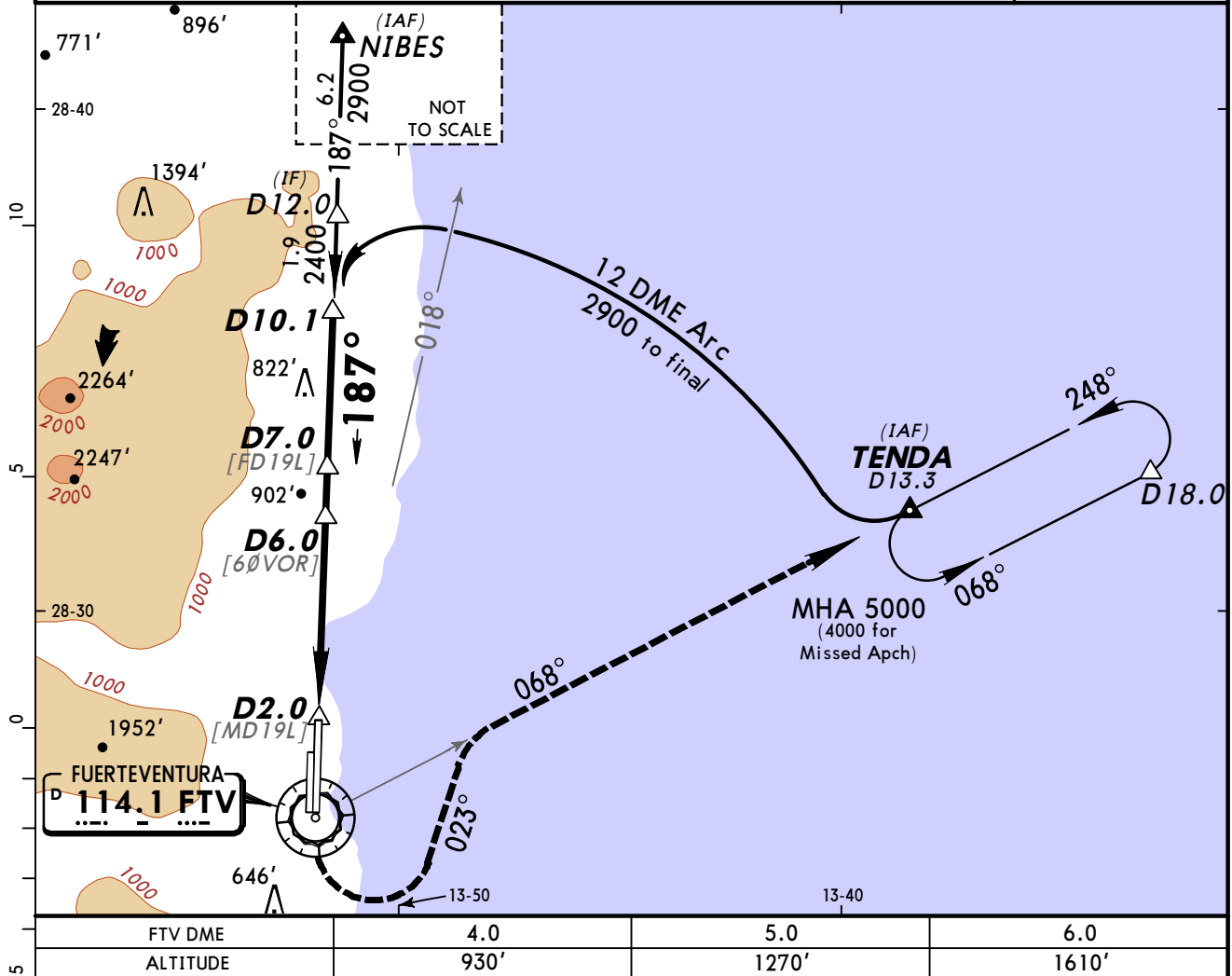
CHANGES: Lights.

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BRIEFING STRIP™

*ATIS 118.65		*CANARIAS Approach 129.3		*FUERTEVENTURA Tower 118.47		*Ground 121.7
VOR FTV 114.1	Final Apch Crs 187°	Minimum Alt D7.0 1900' (1814')	DA(H) 920' (834')	Apt Elev 86'		 MSA FTV VOR
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		
1. DME required.		2. Possible fluctuations of VOR DME between NIBES and VOR.				Trans alt: 6000'



TCH displ thresh 50'				
APT 86'				
0.3	4.0	1.0	3.1	
D2.0 [MD19L]	D6.0 [60VOR]	D7.0 [FD19L]	D10.1	
	1610'	1900'	2400'	
		3.23°	187°	

Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	FTV 114.1	FTV 114.1
Descent Angle 3.23°	400	514	571	686	800	914		↑	R-007
MAP at D2.0									

Standard		STRAIGHT-IN LANDING RWY 19L		CIRCLE-TO-LAND	
		DA(H) 920' (834')		Not authorized West of airport	
		ALS out		Max 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

FUERTEVENTURA, (FUERTEVENTURA - GCFV)

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