

List of pages in this Trip Kit

Trip Kit Index

Airport Information For GCFV

Terminal Charts For GCFV

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

Location: Fuerteventura Xje
IATA Code: FUE
Lat/Long: N28° 27.2' W013° 51.8'
Elevation: 83 ft

Airport Use: Public
Magnetic Variation: 4.6°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: 0559 Z
Sunset: 1956 Z,

Runway Information

Runway: 01
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: 19
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

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 TEST

Engine test at higher than idle regime, may be performed from 0830 to 2100LT, in the areas provided for that purpose, usually in North configuration, nosing to North in northern area of TWY T6 and in South configuration, nosing to South in southern area of TWY T6, always following instructions from TWR.

As an exceptional case, engine test may be performed on the RWY prior to authorization of the Airport Authority. During development of the test, it is mandatory to maintain permanent contact with TWR on Ground frequency.

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.

TWYs E3, E4, E5, E6, E7 and E8 are used to exit the RWY.

TWYs E5 and E6 are limited to ACFT B737/A320 and below.

1.4. TAXI PROCEDURES

RWY 01 holding bay (TWY E9 or E10) cannot be used by code E ACFT simultaneously with other ACFT.

RWY 01 holding bay (TWY E9 or E10) cannot be used by code D ACFT simultaneously with other code D ACFT.

RWY 19 holding bay (TWY E1 or E2) cannot be used by code D and E ACFT simultaneously with other ACFT.

A330-300 and A340-200 not authorized for taxiing on TWY E2, L4 or L5.

A340-300 not authorized for taxiing on TWY E2, E9, L4 or L5.

A340-600, A350 or B777-300 not authorized for taxiing on TWY E2, E3, E4, E7, E8, E9, L4 or L5.

B747, B767-400, B777-200 not authorized for taxiing on TWY E2 or L4.

B787 not authorized for taxiing on TWY E2.

All large ACFT, especially code E ACFT, must strictly follow the TWY centerline markings.

Access to stands from TWY may require the accomplishment of oversteer manoeuvres.

1.5. PARKING INFORMATION

1.5.1. GENERAL

Stands H1 thru H6 are helicopter parking stands.

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

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

1. GENERAL

1.5.2. 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.

1.6. OTHER INFORMATION

RWY 01 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 RWY 01 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.

Starting-up of engines higher than idle at towed push-back stands is forbidden.

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

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'.

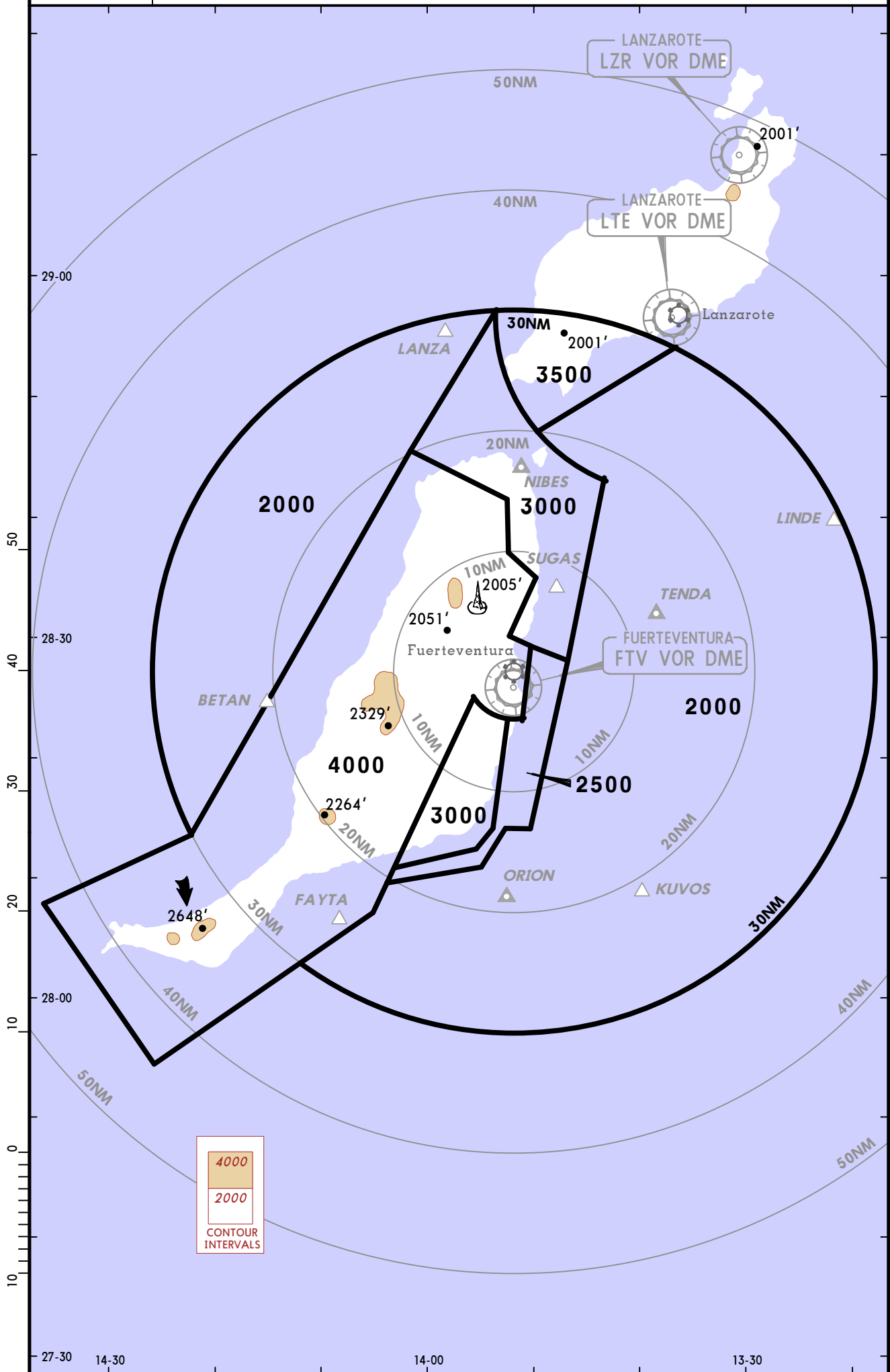
3.2. NOISE ABATEMENT PROCEDURES

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 RWY 01 must follow the nominal flight path of the SID in use, not turning LEFT before overflying ADOVO.
- ACFT taking-off from RWY 19 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.



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

RUSIK TWO SIERRA (RUSIK 2S) [RUSI2S]
TERTO FOUR SIERRA (TERTO 4S) [TERT4S]
RWY 01 ARRIVALS

 **TERTO**
N30 06.3 W012 43.0

LANZAROTE
D 115.2 LZR
(H)
N29 10.0 W013 30.6

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

3000
TERTO 4S

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
 (H) - ...
 N28 25.8 W013 51.9

(IAF)
FUERTEVENTURA
397 FV
... ..
N28 23.0 W013 52.0

$\Delta \xrightarrow{D17.4} 187^\circ$

(IAF)
ORION
N28 08.4 W013 52.5

HOLDINGS OVER ORION | TENDA

FV

ORION

TENDA

FTV
D17.4
D17.4/23.0
4000

FTV
D13.3
R068°

D13.3/18.0
248°

5000

① 4000 for
Missed Apch

1 4000 for
Missed Apch

*ATIS
118.65

Apt Elev
83'

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

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

LANZAROTE
D(H) 115.2 LZR
N29 10.0 W013 30.6

LANZAROTE
D(H) 114.4 LTE
N28 56.9 W013 36.1

TERTO
N30 06.3 W012 43.0

ORION FOUR WHISKEY
(ORION 4W) [ORIO4W] ①
RUSIK TWO WHISKEY
(RUSIK 2W) [RUSI2W]
TERTO FOUR WHISKEY
(TERTO 4W) [TERT4W]
TERTO FOUR YANKEE
(TERTO 4Y) [TERT4Y]
RWY 19 ARRIVALS

① From GCLA, GCLP, GCTS and GCXO.

RUSIK
N28 54.4 W012 49.0

LINDE
N28 39.7
W013 21.5

(IAF)
NIBES
N28 44.1 W013 51.1

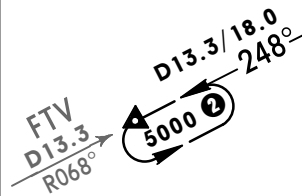
D34.7 LZR
N28 35.4 W013 35.4

(IAF)
TENDA
N28 32.0 W013 38.4

FUERTEVENTURA
D(H) 114.1 FTV
N28 25.8 W013 51.9



**HOLDING OVER
TENDA**



② 4000 for
Missed Apch

ORION
N28 08.4
W013 52.5
GDV
093°
112.9

BAMIR
N28 08.8
W013 40.6

Apt Elev
86'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstaclesSAMAR FIVE ROMEO
(SAMAR 5R) [SAMA5R]
VASTO FIVE ROMEO
(VASTO 5R) [VAST5R]
RWY 19 DEPARTURES

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

SPEED RESTRICTION

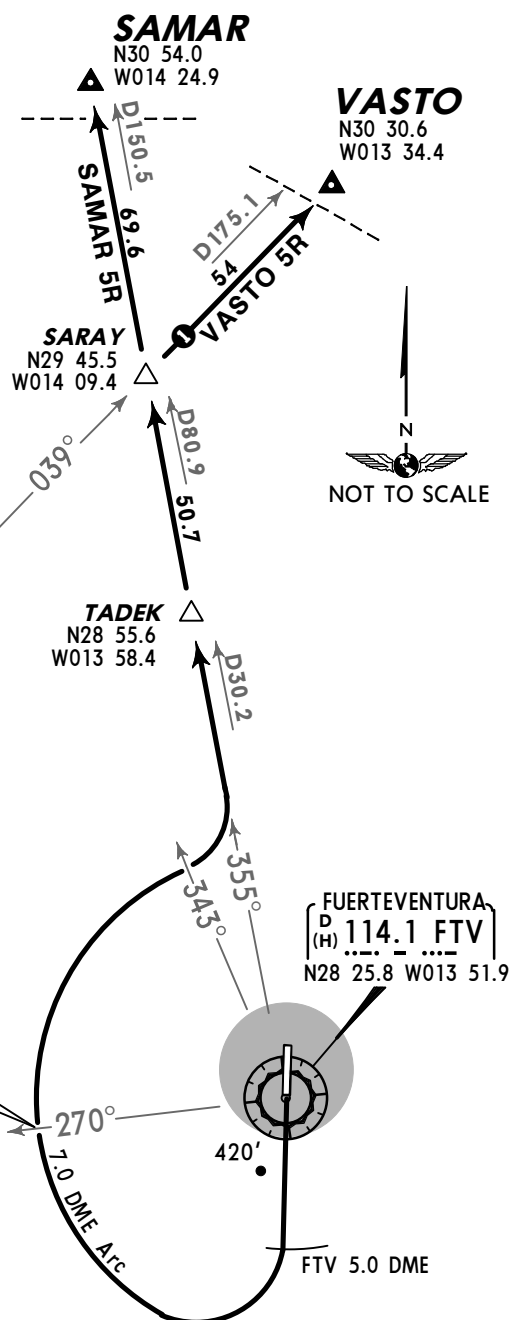
MAX 250 KT at or below FL150
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- Speed Reduction Area



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

At or above
6000'



These SIDs require a minimum climb gradient
of
5.0% up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V(fpm)	463	618	927	1235	1544	1853
5.0% 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 5R

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

VASTO 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

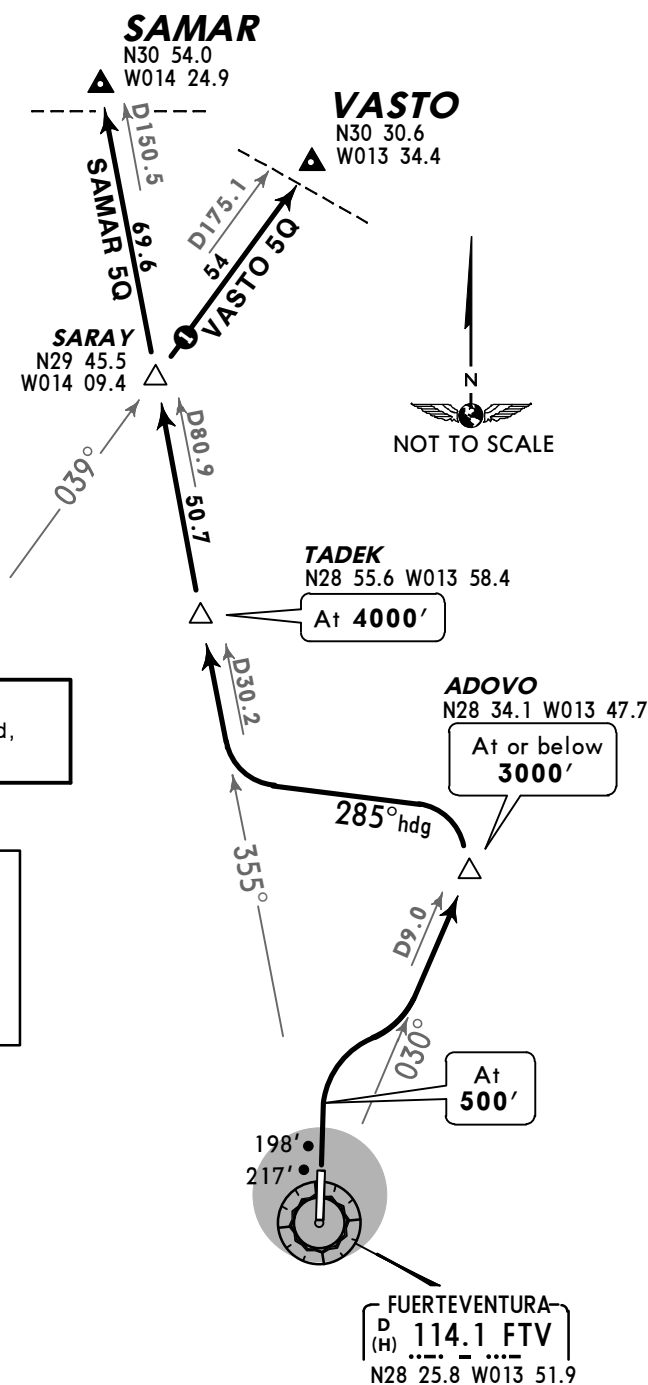
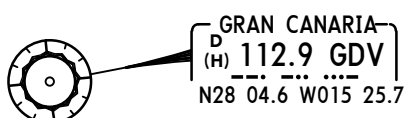
SAMAR FIVE QUEBEC
(SAMAR 5Q) [SAMA5Q]
VASTO FIVE QUEBEC
(VASTO 5Q) [VAST5Q]
RWY 01 DEPARTURES

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



These SIDs require a minimum climb gradients
of
5.0% up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V(fpm)	456	608	911	1215	1519	1823
5.0% V/V(fpm)	380	506	760	1013	1266	1519

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

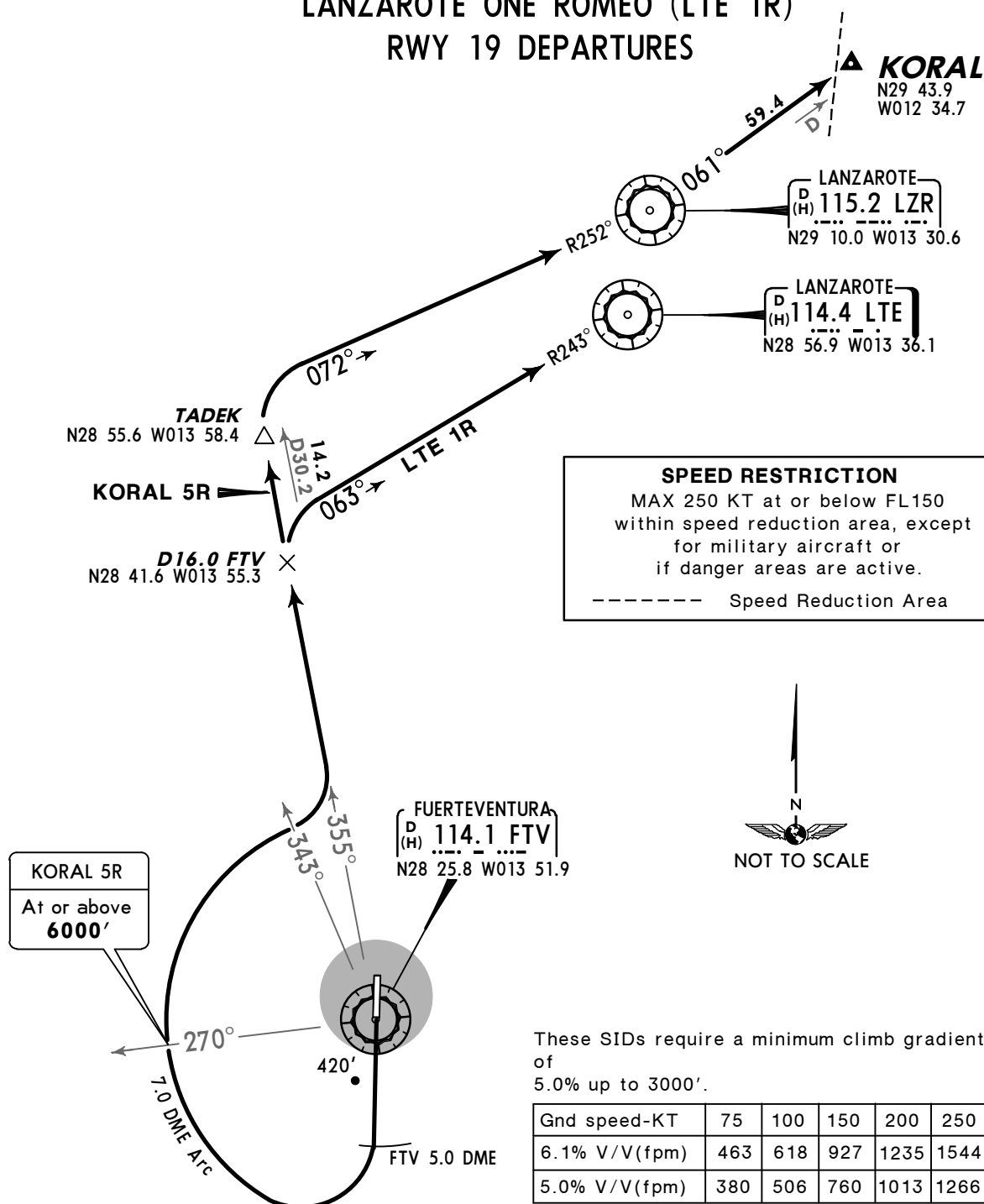
INITIAL CLIMB

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 5Q	At TADEK continue on FTV R-355 via SARAY to SAMAR.
VASTO 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 6.0%.

Apt Elev
86'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstaclesKORAL FIVE ROMEO (KORAL 5R) [KORA5R]
LANZAROTE ONE ROMEO (LTE 1R)
RWY 19 DEPARTURES

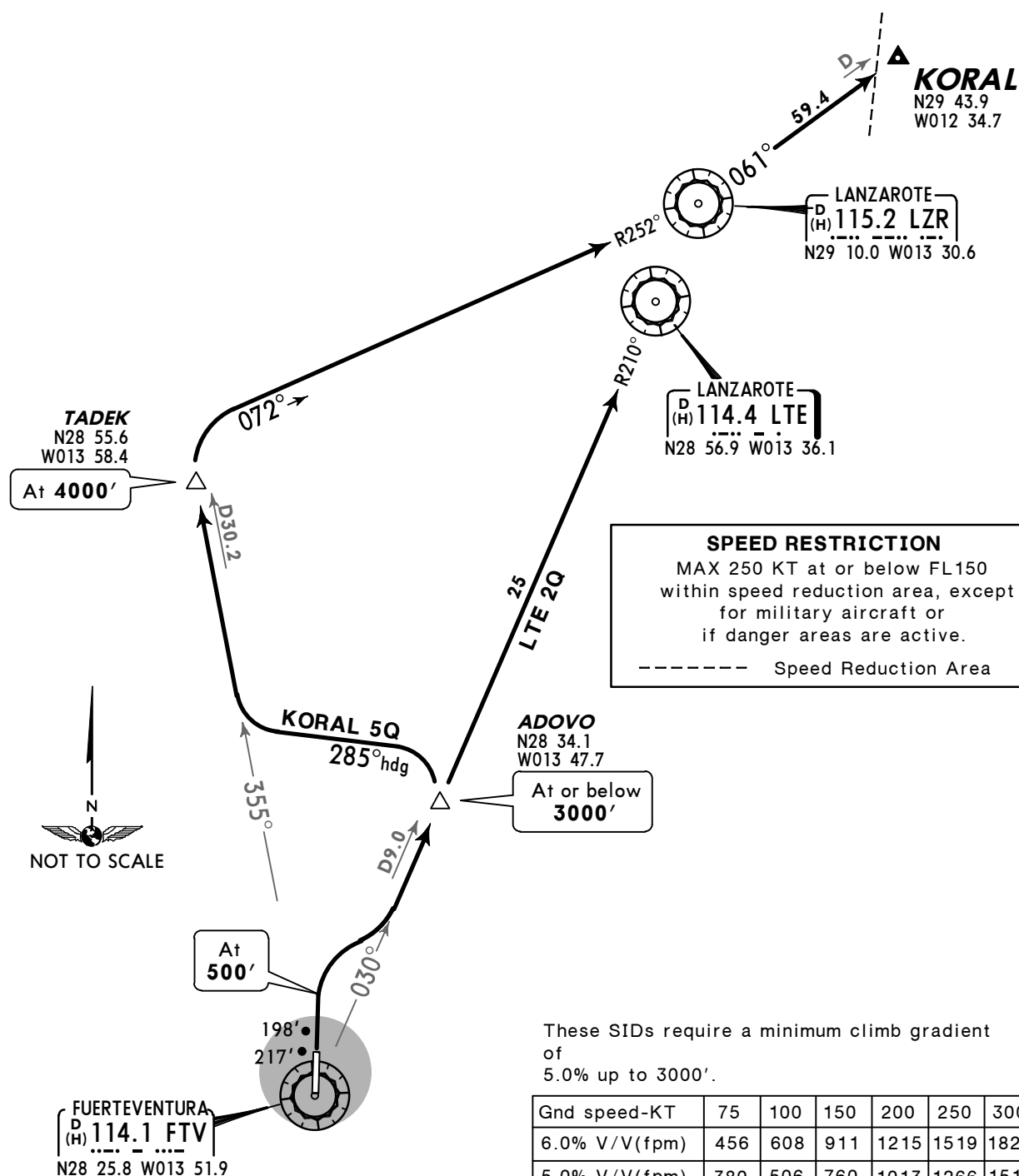
Initial ATC clearance:

KORAL 5R: Cross FTV R-270 at or above **6000'**, climb to **FL100**, await further clearance.**LTE 1R:** Maintain **5000'**, await further clearance.

SID	INITIAL CLIMB/ROUTING
KORAL 5R	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 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%.

Apt Elev
86'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstaclesKORAL FIVE QUEBEC (KORAL 5Q) [KORA5Q]
LANZAROTE TWO QUEBEC (LTE 2Q)
RWY 01 DEPARTURES

Initial ATC clearance:

KORAL 5Q: After TADEK climb to **FL100**, await further clearance**LTE 2Q:** After ADOVO maintain **5000'**, await further clearance

SID	INITIAL CLIMB/ROUTING
KORAL 5Q	Climb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, turn LEFT, 285° heading, intercept FTV R-355 to TADEK, turn RIGHT, intercept LZR R-252 inbound to LZR, LZR R-061 to KORAL.
LTE 2Q	Climb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, then to LTE.

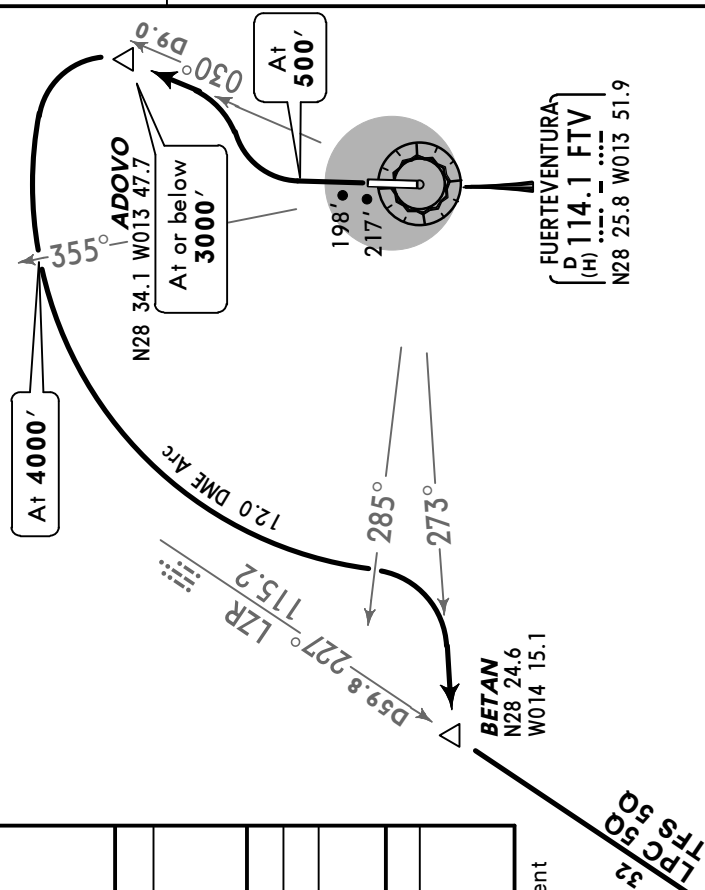
CONTINGENCY DEPARTURES	
In case of one or more navaid failure following procedures shall be carried out: Climb on runway heading to 4000', turn by following ATC instructions. These SIDs require a minimum climb gradient of 6.0%.	

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Apt Elev
86'

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

GRAN CANARIA
FIVE QUEBEC (LPC 5Q)
TENERIFE SUR
FIVE QUEBEC (TFS 5Q)
RWY 01 DEPARTURES



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

LPC 5Q: After FTV R-355 climb to **FL70**, await further clearance
TFS 5Q: 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 5Q Continue on LPC R-082 inbound to LPC.

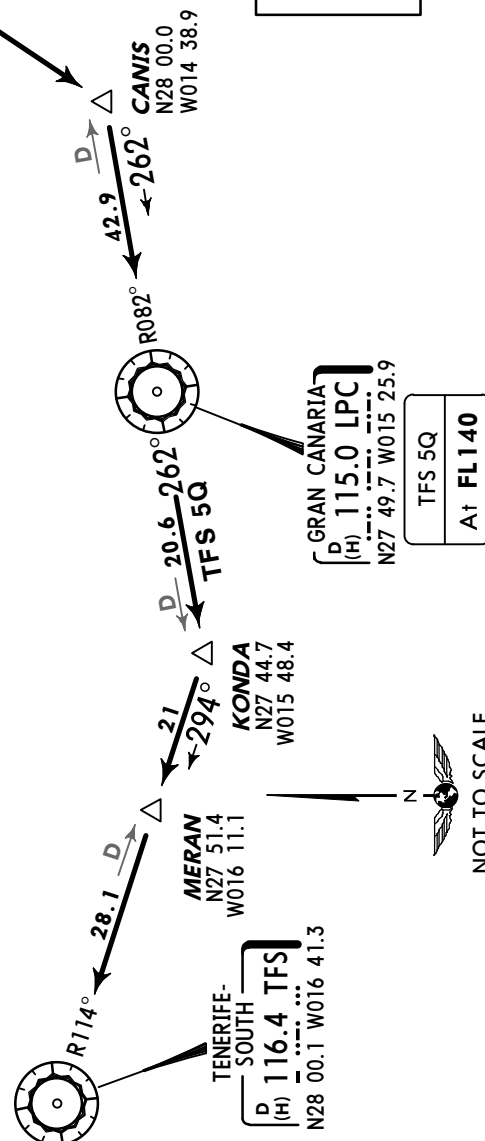
TFS 5Q Continue on LPC R-082 inbound to LPC, LPC R-262 to KONDA, turn RIGHT, intercept TFS R-114 inbound via MERAN to TFS.

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 6.0%.

These SIDs require a minimum climb gradient of 5.0% up to 3000'.

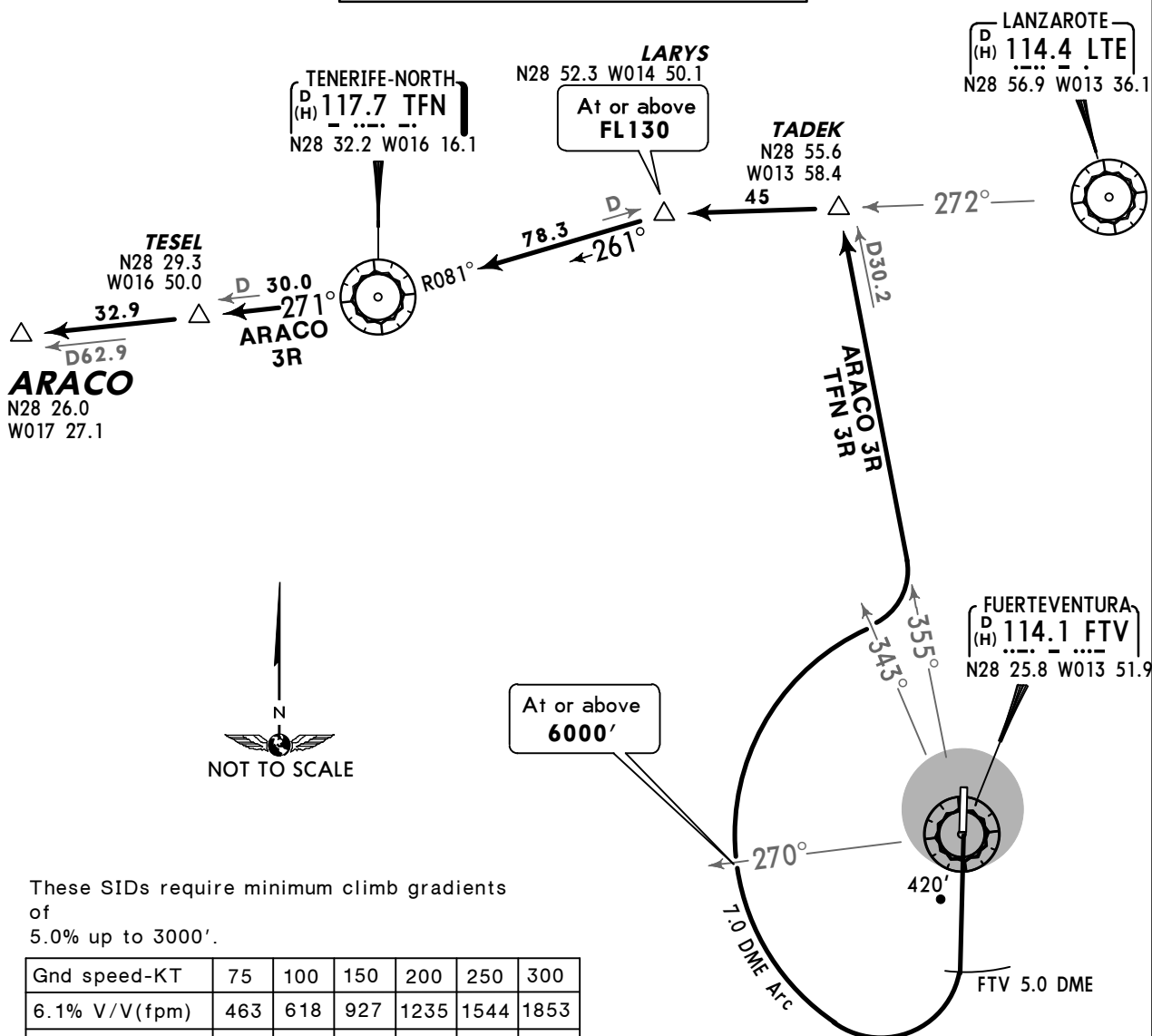
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V(fpm)	456	608	911	1215	1519	1823
5.0% V/V(fpm)	380	506	760	1013	1266	1519



NOT TO SCALE

Apt Elev
86'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstaclesARACO THREE ROMEO (ARACO 3R) [ARAC3R]
TENERIFE NORTE THREE ROMEO (TFN 3R)
RWY 19 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:
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 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 3R

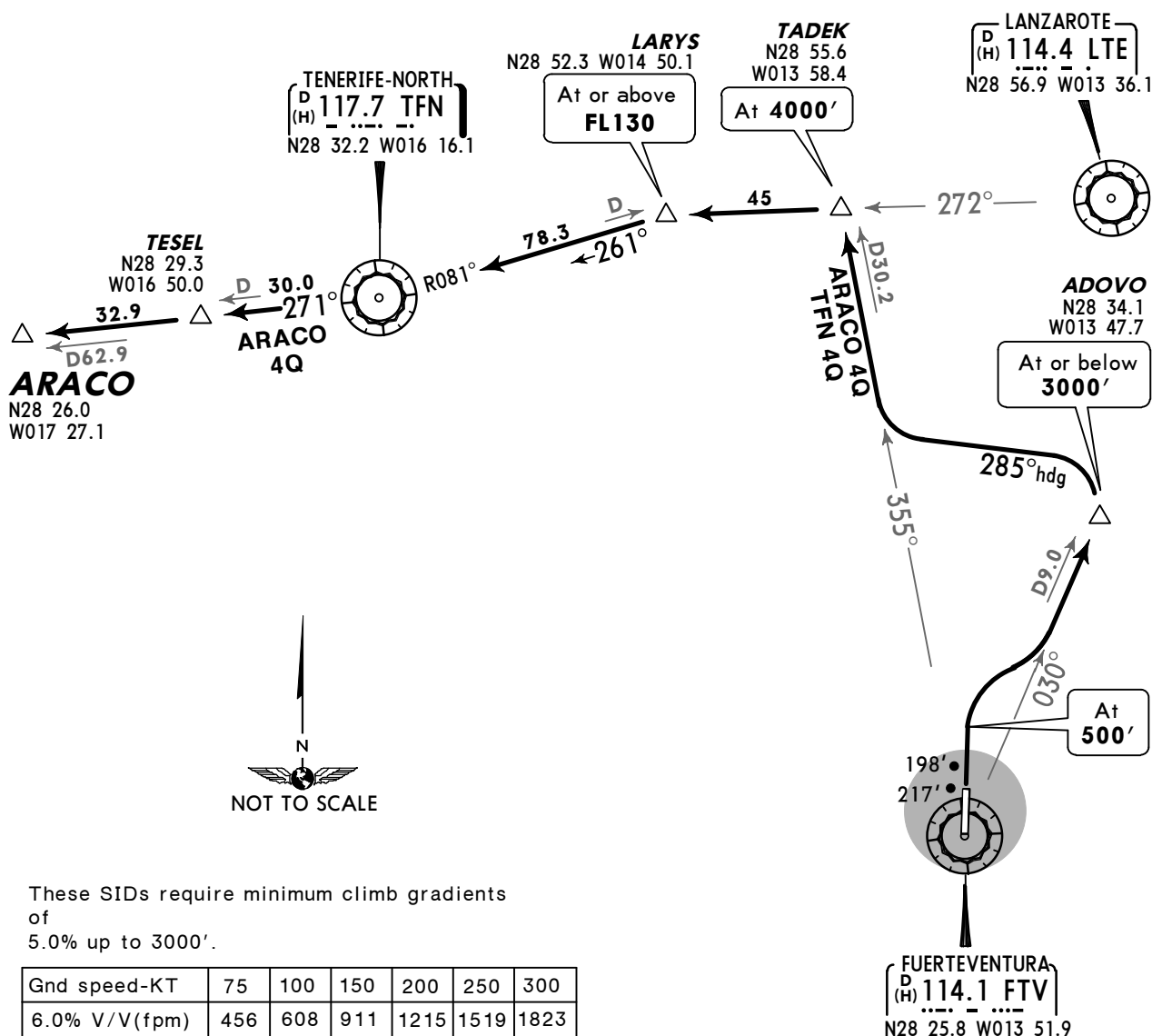
At TADEK turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN.

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

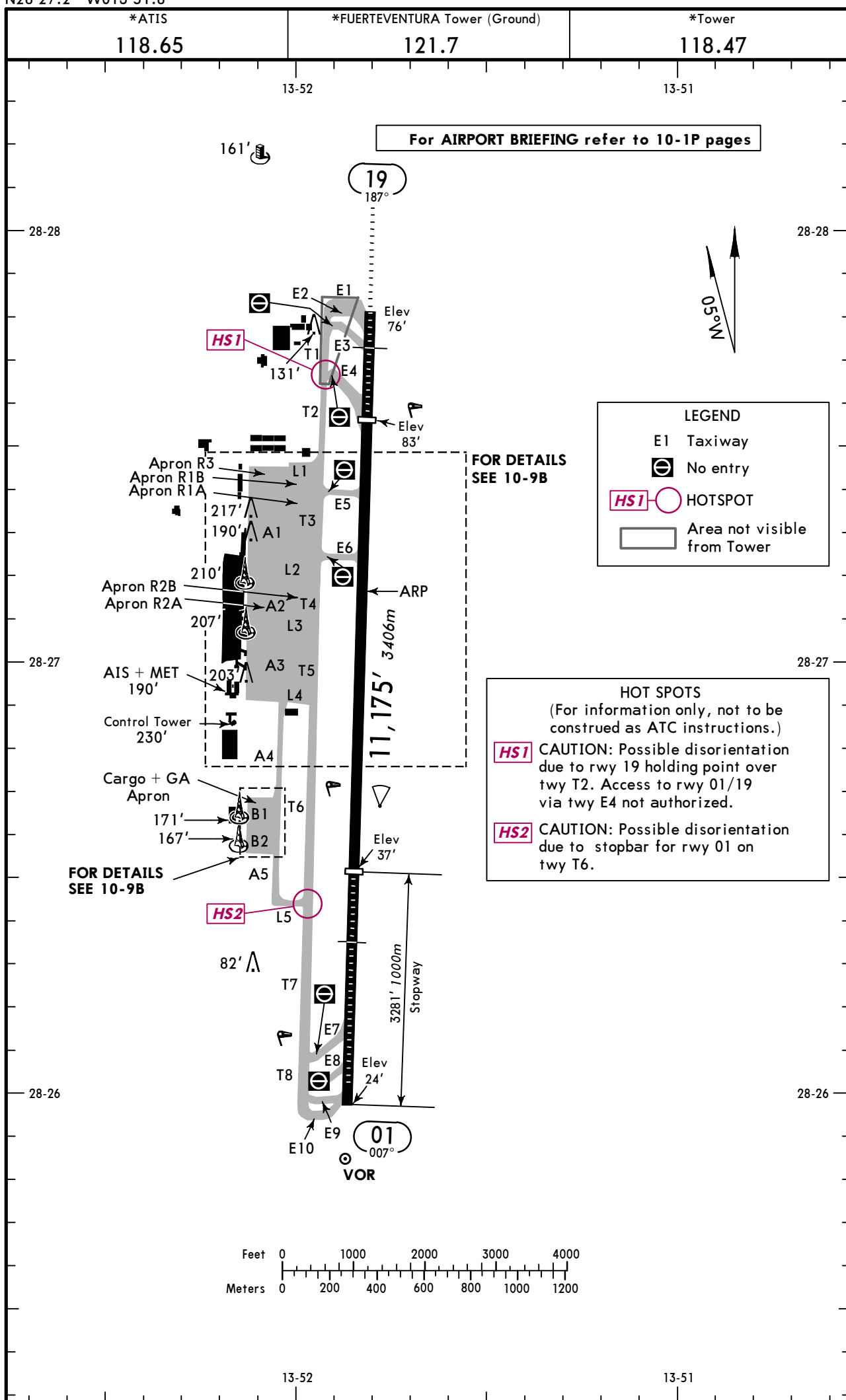
At TADEK turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN, TFN R-271 via TESEL to ARACO.

TFN 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 6.0%.

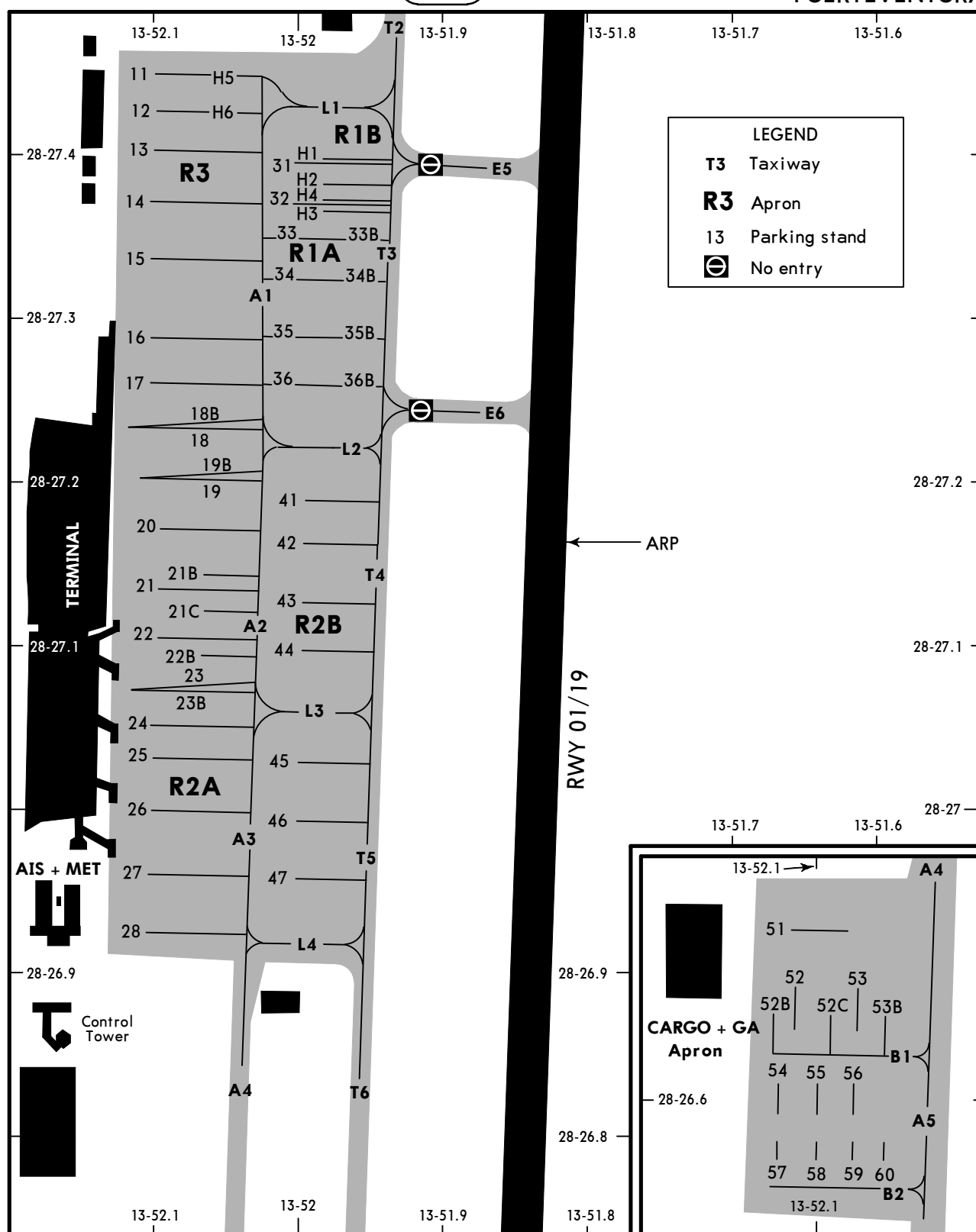


USABLE LENGTHS

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

TAKE-OFF

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INS COORDINATES							
STAND No.		COORDINATES		STAND No.		COORDINATES	
Apron R1A				Apron R2B			
31, 32, 33, 33B		N28 27.4 W013 52.0		41, 42		N28 27.2 W013 52.0	
34 thru 36B		N28 27.3 W013 52.0		43, 44		N28 27.1 W013 52.0	
				45 thru 47		N28 27.0 W013 52.0	
Apron R1B				Apron R3			
H1 thru H4		N28 27.4 W013 52.0		11 thru 14		N28 27.4 W013 52.1	
Apron R2A				15 thru 17		N28 27.3 W013 52.1	
18 thru 20		N28 27.2 W013 52.1		H5, H6		N28 27.4 W013 52.1	
21 thru 24		N28 27.1 W013 52.1					
25 thru 27		N28 27.0 W013 52.1		Cargo + GA Apron			
28		N28 26.9 W013 52.1		51		N28 26.7 W013 52.1	
				52 thru 60		N28 26.6 W013 52.1	

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.

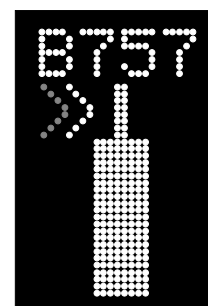
DISPLAY UNIT

Consists of:

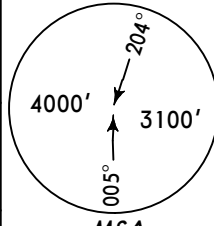
1. One alphanumeric presentation line, composed by yellow indicators, which can indicate the following information: aircraft type, stand position, stop position ("STOP"), aircraft parked in the correct position ("OK"), surpassed stop position ("TOO FAR"), speed exceeding in the approach ("SLOW DOWN"),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

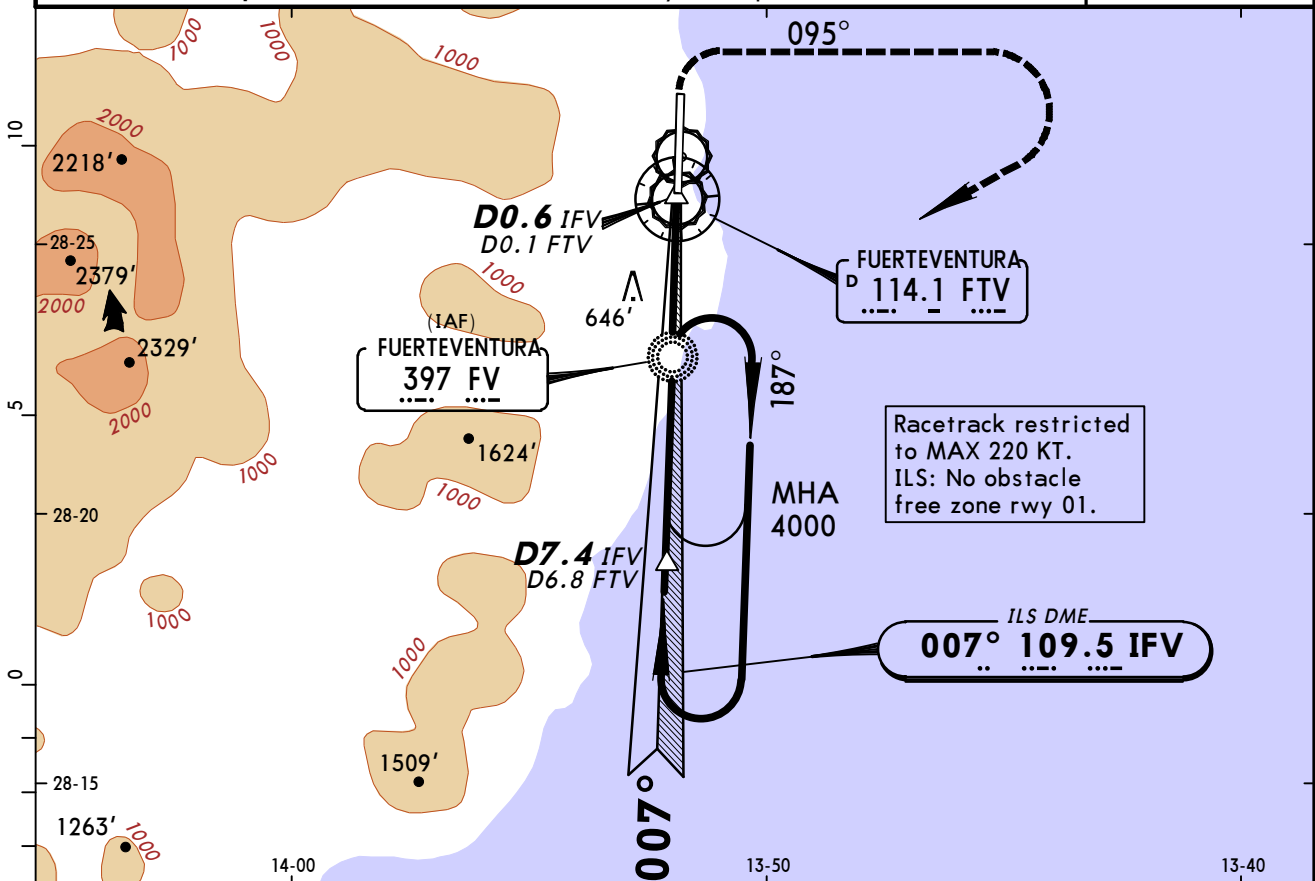
PILOT INSTRUCTIONS

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.

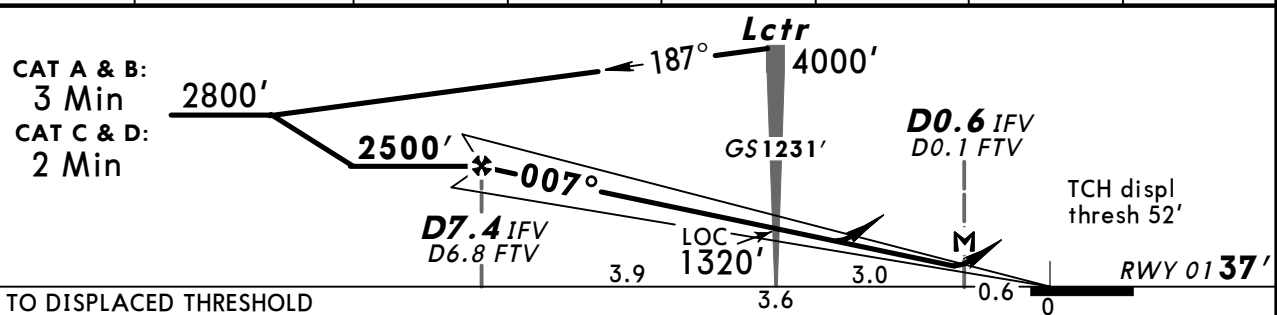


BRIEFING STRIP™

*ATIS		*CANARIAS Approach		*FUERTEVENTURA Tower		*Ground	
118.65		129.3		118.47		121.7	
LOC IFV 109.5	Final Apch Crs 007°	GS Lctr 1231' (1194')	ILS DA(H) Refer to Minimums	Apt Elev 83'			
MISSED APCH: Climb on 007° to 500', then turn RIGHT (LOC: Start turn at MAP) (MAX 185 KT) onto track 095° climbing to 2500', then turn RIGHT to Lctr climbing to 4000' and hold.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' 1. DME, ADF required. 2. ILS DME reads zero at rwy 01 displaced threshold.							



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

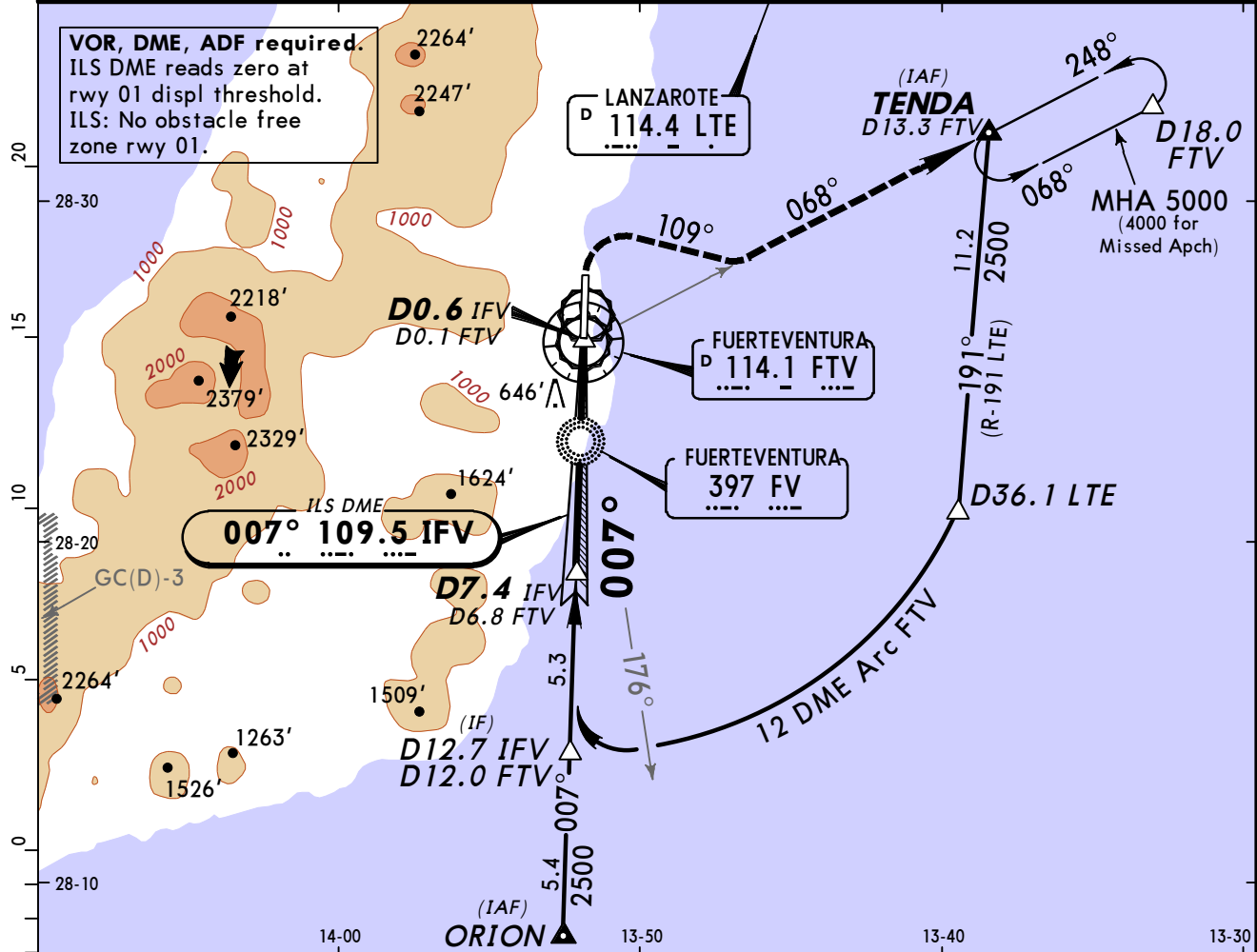


TO DISPLACED THRESHOLD							
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00°	372	478	531	637	743	849	
LOC Descent Angle 3.13°	388	498	554	665	775	886	
MAP at D0.6 IFV/D0.1 FTV							

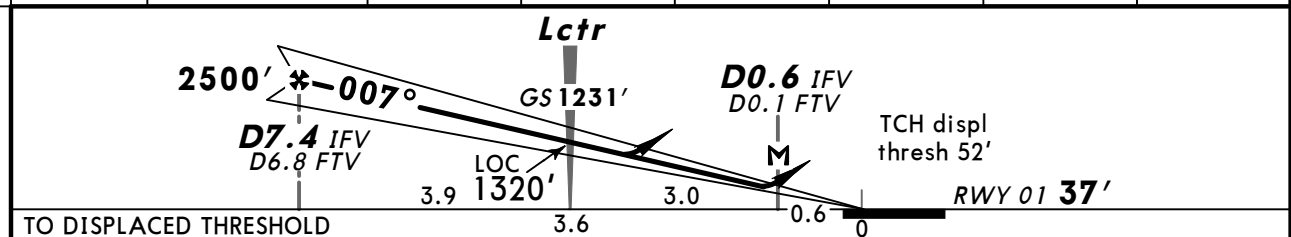
Standard			STRAIGHT-IN LANDING RWY 01			CIRCLE-TO-LAND	
Missed apch climb gradient min 4.0%			Missed apch climb gradient min 2.5%			Not authorized West of airport	
DA(H) 1 D: 270' (233')			DA(H) 2 D: 303' (266')			Max Kts	
FULL			FULL			MDA(H) VIS	
Limited			Limited			100	
ALS out			ALS out			135	
RVR 550m			RVR 550m			180	
RVR 750m			RVR 750m			205	
RVR 1200m			RVR 1200m				
			RVR 1300m				
			RVR 2000m				
			CMV 2400m				

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

*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
Apt Elev 83' RWY 37'			
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.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
			MSA FTV VOR

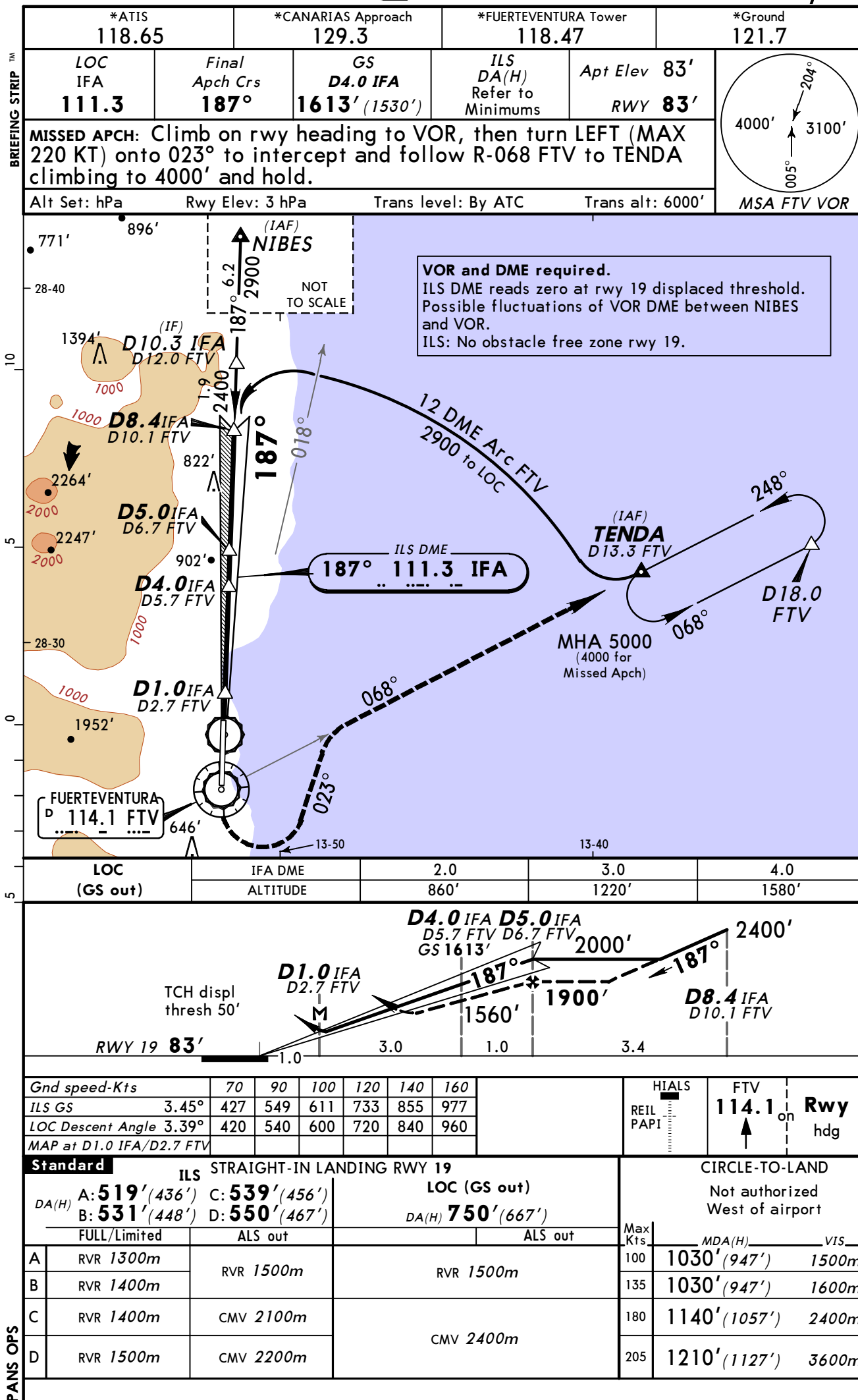


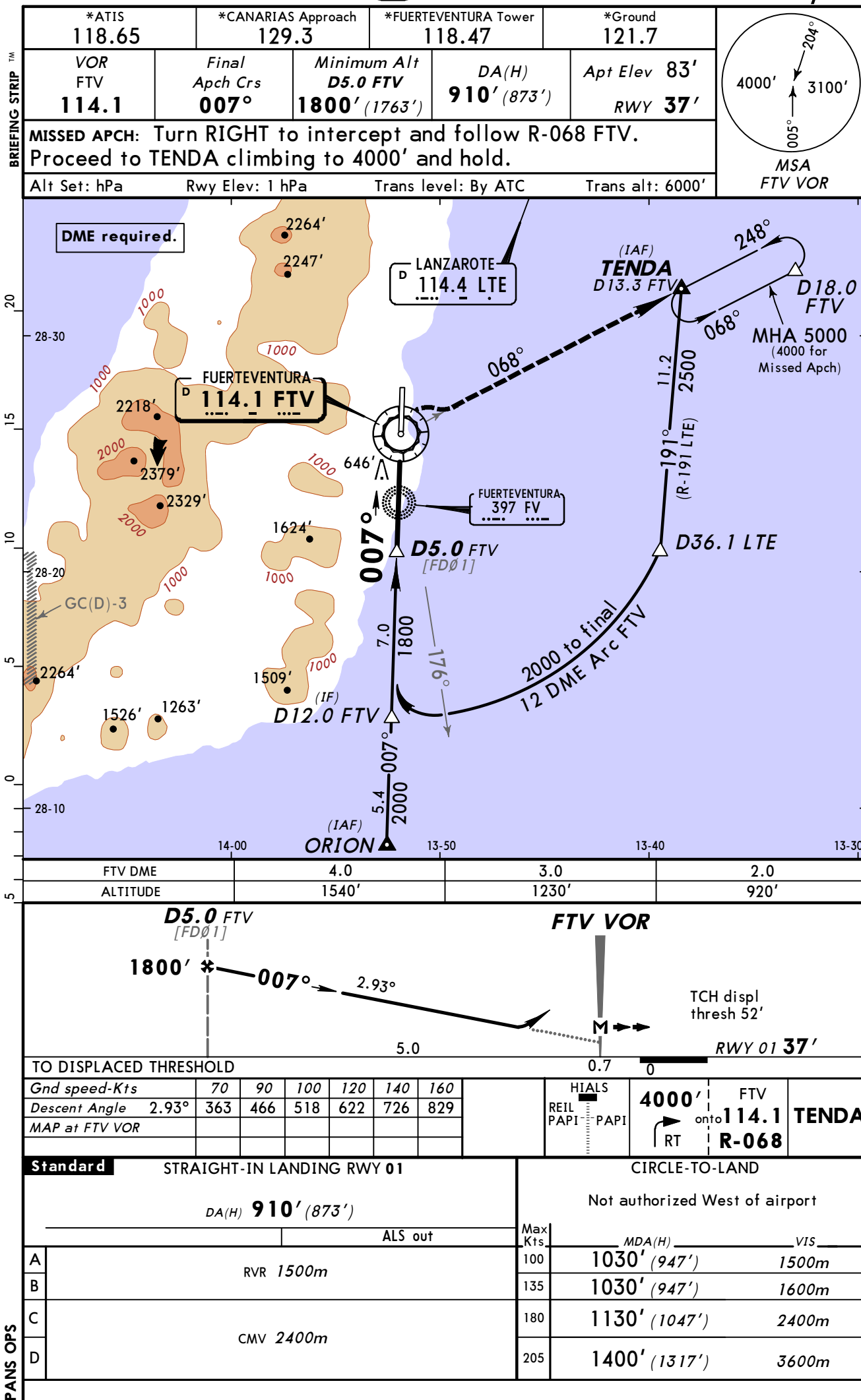
LOC (GS out)	IFV DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2420'	2080'	1750'	1420'	1090'	760'

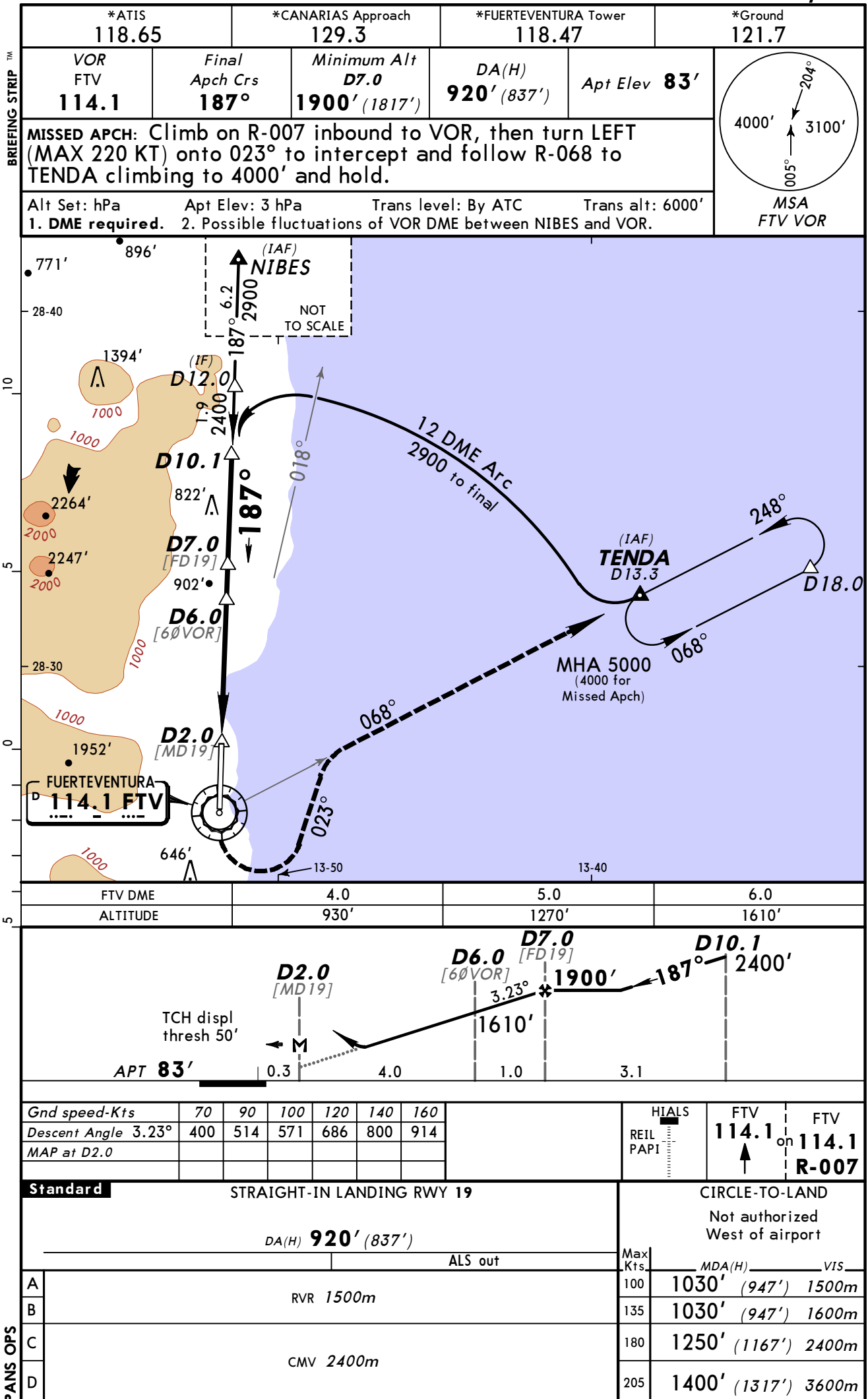


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	Refer to Missed Apch above
ILS GS 3.00°	372	478	531	637	743	849		
LOC Descent Angle 3.13°	388	498	554	665	775	886		
MAP at D0.6 IFV/D0.1 FTV								

Standard			STRAIGHT-IN LANDING RWY 01			CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0%			Missed apch climb gradient mim 2.5%			Not authorized West of airport	
DA(H) 1 D: 270' (233')			DA(H) 2 D: 303' (266')			Max Kts. MDA(H) VIS	
FULL Limited ALS out			FULL Limited ALS out				
A			RVR 550m		RVR 1200m	100	1030' (947') 1500m
B			RVR 550m		RVR 1200m	135	1030' (947') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1300m	180	1130' (1047') 2400m
D			RVR 600m		RVR 1300m	205	1400' (1317') 3600m







FUERTEVENTURA, (FUERTEVENTURA - GCFV)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport GCFV