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Airport Information For GCFV

Terminal Charts For GCFV

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: FUERTEVENTURA XJE
ICAO/IATA: GCFV / FUE
Lat/Long: N28° 27.17', W013° 51.83'
Elevation: 83 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 5.0° W

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

Sunrise: 0749 Z
Sunset: 1817 Z

Runway Information

Runway: 01
Length x Width: 11175 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 37 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: 118.650
Fuerteventura Tower: 119.200 Secondary
Fuerteventura Tower: 25.780 Military
Fuerteventura Tower: 118.475
Fuerteventura Tower: 121.700
Canarias Approach: 129.300

GCFV/FUE
FUERTEVENTURA

30 OCT 15

JEPPESEN

10-1P

FUERTEVENTURA, CANARY IS

Eff 12 Nov

AIRPORT BRIEFING

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.

No landings or departures are authorized if a code F ACFT is taxiing on TWYs T1 thru T8.

Access clearance by ATC is required for passing a switched-off stop bar located on RWY access.

1.4. TAXI PROCEDURES

ACFT shall stop as close as possible to the RWY holding positions or intermediate holding positions.

Free space behind any ACFT cannot be guaranteed; therefore it is the responsibility of the pilot to be aware and avoid collision with other ACFT as well as to inform ATC when a clearance cannot be complied with.

Backtrack manoeuvres on RWY are not authorized.

ACFT shall taxi over holding positions on T6 and L5 in VMC only.

ACFT shall not taxi on TWYs T1 thru T8 if a code F ACFT is landing or taking off.

Code F ACFT are authorized to taxi only on TWYs T1 thru T8, E1 and E10. In case of RWY configuration change, taxiing on TWYs E4 and E7 may be authorized.

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.

For code F ACFT:

- Follow-me assistance mandatory.
- Oversteering technic to be used.

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10-1P1

Eff 12 Nov

AIRPORT BRIEFING

1. GENERAL

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

B787 not authorized for taxiing on TWY E2.

Code F ACFT shall never penetrate TWYs E1 or E10 while holding short of RWY.

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

Code F ACFT shall follow the centerline markings with their forward landing gear, and shall taxi at low speed, with their outer engines at idle regime and taking special care while thrusting asymmetrically.

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 thru 56 push-back required.

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

No ACFT parking is authorized in second row (stands 31 thru 47 and H1 thru H4) if a code F ACFT is taxiing on TWYs T1 thru T8.

Code F ACFT can only be parked on TWY T6 and never at the apron.

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.

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30 OCT 15

JEPPESEN

10-1P2

FUERTEVENTURA, CANARY IS

Eff 12 Nov

AIRPORT BRIEFING

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

ACFT without RNAV1 (GNSS) approval and with destination outside of the Canary Islands should inform TWR at engine start-up.

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.

3.3 RWY OPERATIONS

Take-off of code F ACFT not allowed during low visibility conditions.

Whenever possible, take-off of code F ACFT shall be performed with reduced power.

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FUERTEVENTURA

12 MAR 10 (10-1R)

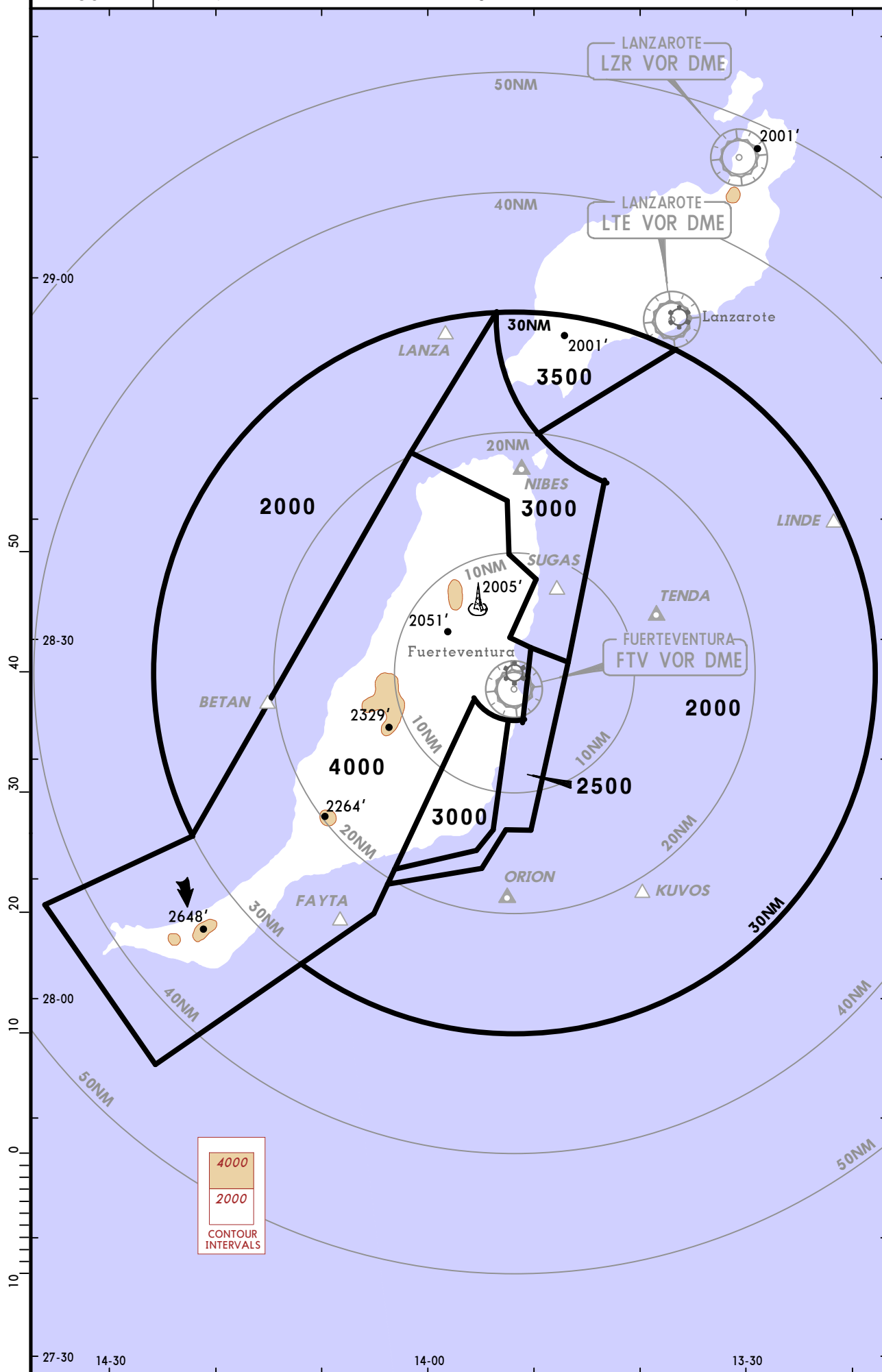


FUERTEVENTURA, CANARY IS

RADAR MINIMUM ALTITUDES

Apt Elev
86'

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



CHANGES: Sectors & altitudes; chart redrawn.

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GCFV/FUE
FUERTEVENTURA



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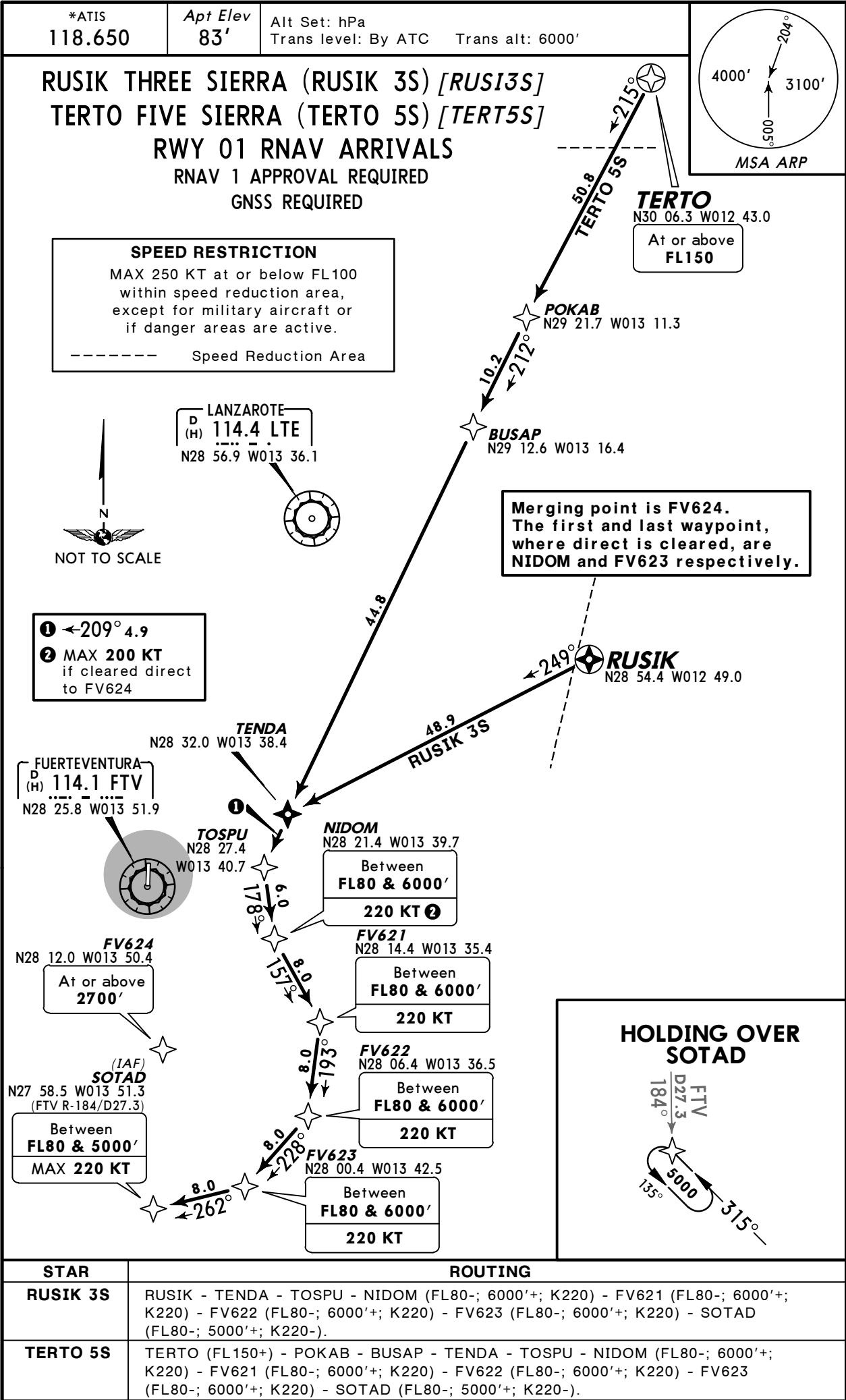
FUERTEVENTURA, CANARY IS

2 JAN 15

10-2

Eff 8 Jan

RNAV STAR



GCFV/FUE
FUERTEVENTURA

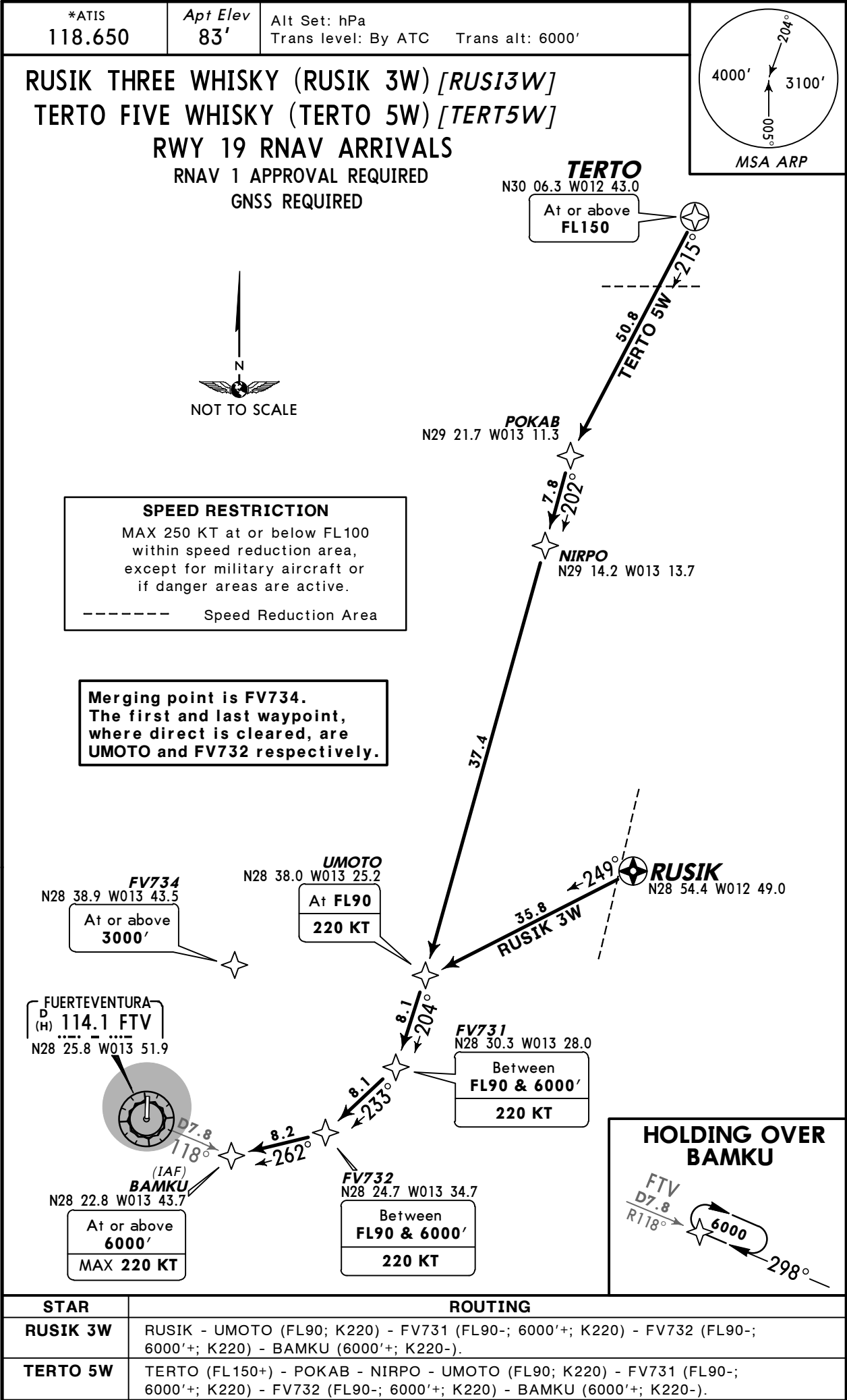


JEPPesen
2 JAN 15 (10-2A)

Eff 8 Jan

FUERTEVENTURA, CANARY IS

RNAV STAR



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FUERTEVENTURA

JEPPesen
13 MAR 15 (10-2B)

FUERTEVENTURA, CANARY IS

STAR

*ATIS
118.650

Apt Elev
83'

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

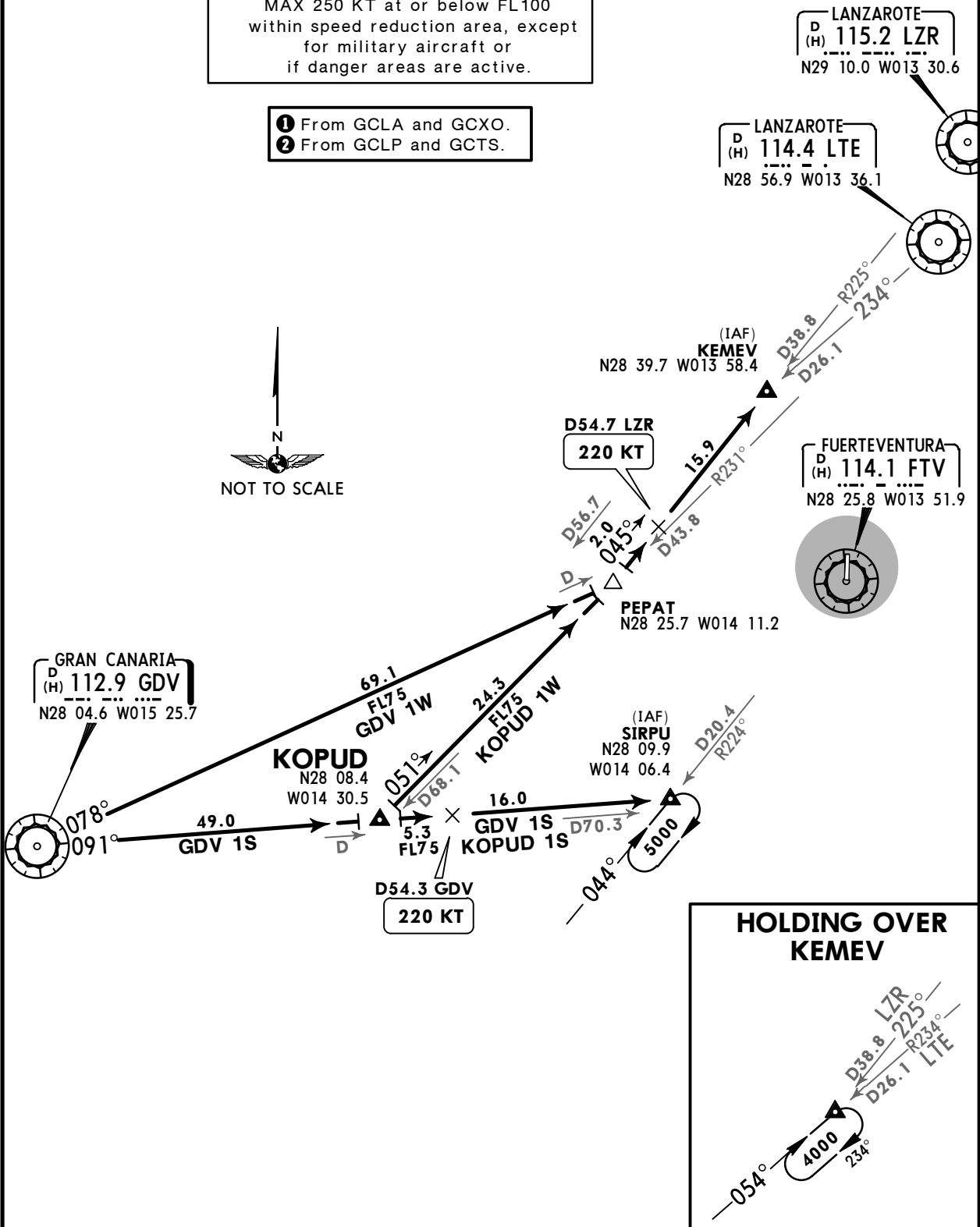
GRAN CANARIA ONE SIERRA (GDV 1S) ①
KOPUD ONE SIERRA (KOPUD 1S) [KOPU1S] ②
RWY 01 ARRIVALS

GRAN CANARIA ONE WHISKY (GDV 1W) ①
KOPUD ONE WHISKY (KOPUD 1W) [KOPU1W] ②
RWY 19 ARRIVALS

SPEED RESTRICTION

MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

- ① From GCLA and GCXO.
② From GCLP and GCTS.



GCFV/FUE
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JEPPesen
13 MAR 15 (10-2C)

FUERTEVENTURA, CANARY IS

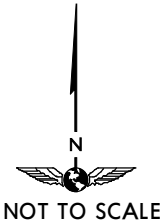
STAR

*ATIS
118.650

Apt Elev
83'

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

RUSIK ONE BRAVO (RUSIK 1B) [RUS11B]
RWYS 01, 19 ARRIVALS
BY ATC



SPEED RESTRICTION
MAX 250 KT at or below FL100
within speed reduction area,
except for military aircraft or
if danger areas are active.
----- Speed Reduction Area

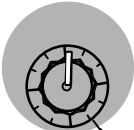
LANZAROTE
D (H) 114.4 LTE
N28 56.9 W013 36.1



RUSIK
N28 54.4 W012 49.0

LINDE
N28 39.7 W013 21.5

(IAF)
TENDA
N28 32.0 W013 38.4

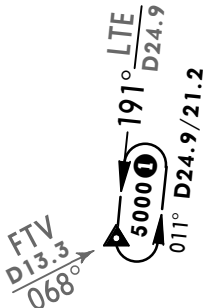
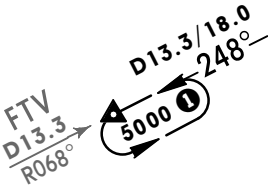


FUERTEVENTURA
D (H) 114.1 FTV
N28 25.8 W013 51.9

HOLDINGS OVER TENDA

RWY 01 & RWY 19

RWY 01



① 4000 for Missed Apch RWY 01

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FUERTEVENTURA

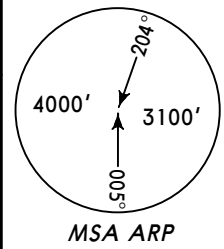
JEPPESSEN
30 JAN 15 10-3

FUERTEVENTURA, CANARY IS

RNAV SID

Apt Elev
83'

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



KORAL 7Q [KORA7Q]
RWY 01 RNAV DEPARTURE
RNAV 1 APPROVAL REQUIRED
GNSS REQUIRED

SPEED RESTRICTION

MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- Speed Reduction Area

KORAL
N29 43.9 W012 34.7

GAMVA
N29 28.2 W013 00.7

POKAB
N29 21.7 W013 11.3

DIBIB
N29 16.3 W013 20.2

LANZAROTE
D (H) 115.2 LZR
N29 10.0 W013 30.6

LANZAROTE
D (H) 114.4 LTE
N28 56.9 W013 36.1

At or above
FL80

FV672
N28 41.4 W013 44.0

At or above
FL70

Direct distance from
Fuerteventura Apt to:
FV672 16NM

198'

At or above
500'

This SID requires a minimum climb gradient
of
7.0% up to FL70.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb to **FL120**, await further clearance.

ROUTING

Climb on 022° track to at or above 500', turn RIGHT, 030° track to FV672, to LTE, to LZR,
turn RIGHT to DIBIB, to POKAB, to GAMVA, to KORAL.

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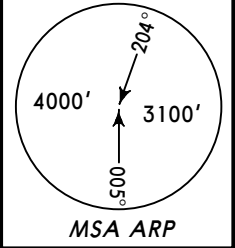
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FUERTEVENTURA

JEPPesen FUERTEVENTURA, CANARY IS
30 JAN 15 **10-3B**

RNAV SID

Apt Elev
83'

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



SAMAR 7Q [SAMA7Q]
RWY 01 RNAV DEPARTURE
RNAV 1 APPROVAL REQUIRED
GNSS REQUIRED

SAMAR
N30 54.0 W014 24.9

PEPES
N30 37.1 W014 16.0

SPEED RESTRICTION

MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- Speed Reduction Area

LANZAROTE
D (H) **114.4 LTE**
N28 56.9 W013 36.1
At or above
FL80

FV672
N28 41.4 W013 44.0
At or above
FL70

Direct distance from
Fuerteventura Apt to:
FV672 16NM



This SID requires a minimum climb gradient
of
7.0% up to FL70.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb to **FL120**, await further clearance.

ROUTING

Climb on 022° track to at or above 500', turn RIGHT, 030° track to FV672, to LTE, turn LEFT
to PEPES, turn LEFT to SAMAR.

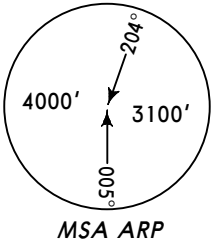
GCFV/FUE
FUERTEVENTURA

JEPPESEN FUERTEVENTURA, CANARY IS
30 JAN 15 **10-3C**

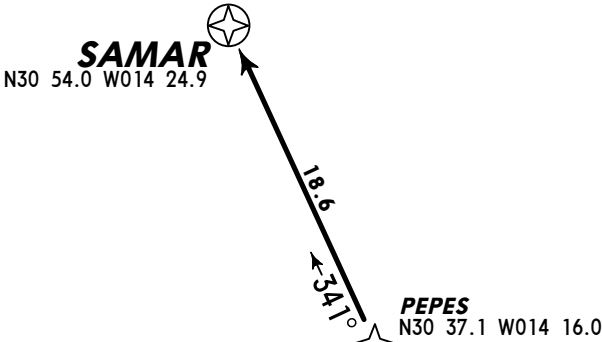
RNAV SID

Apt Elev
83'

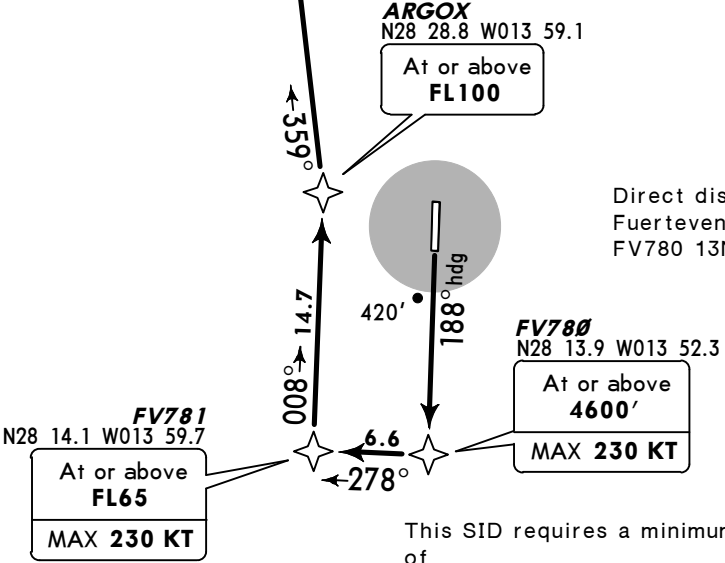
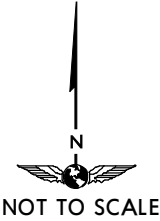
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles



SAMAR 7R [SAMA7R]
RWY 19 RNAV DEPARTURE
RNAV 1 APPROVAL REQUIRED
GNSS REQUIRED



SPEED RESTRICTION
MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.
----- Speed Reduction Area



Direct distance from
Fuerteventura Apt to:
FV780 13NM

This SID requires a minimum climb gradient
of
6.0% up to FL100.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Initial ATC clearance:
Climb to **FL120**, await further clearance.

ROUTING

Climb on 188° heading to FV780, turn RIGHT to FV781, turn RIGHT to ARGOX, turn LEFT to PEPES, turn LEFT to SAMAR.

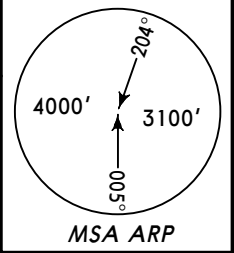
GCFV/FUE
FUERTEVENTURA

JEPPESSEN FUERTEVENTURA, CANARY IS
30 JAN 15 10-3D

RNAV SID

Apt Elev
83'

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



VASTO 7Q [VAST7Q]
RWY 01 RNAV DEPARTURE
RNAV 1 APPROVAL REQUIRED
GNSS REQUIRED

SPEED RESTRICTION

MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- Speed Reduction Area



VASTO
N30 30.6 W013 34.4

22.2
004°

GILDI
N30 08.3 W013 33.3

46.8

ARVEM
N29 21.5 W013 35.1

24.5

008°

000

R210°

16.9

FV672
N28 41.4 W013 44.0

At or above
FL70

At or above
FL80

LANZAROTE
D (H) 114.4 LTE
N28 56.9 W013 36.1

At or above
FL70

At or above
FL70

At or above
FL70

At or above
FL70

At or above
FL70

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At or above
FL70

At or above
FL70

At or above
FL70

At or above
FL70

Direct distance from
Fuerteventura Apt to:
FV672 16NM

This SID requires a minimum climb gradient
of
7.0% up to FL70.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb to **FL120**, await further clearance.

ROUTING

Climb on 022° track to at or above 500', turn RIGHT, 030° track to FV672, to LTE, turn LEFT
to ARVEM, to GILDI, to VASTO.

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FUERTEVENTURA

30 JAN 15

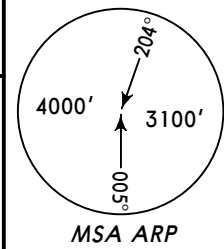
10-3E

JEPPESEN FUERTEVENTURA, CANARY IS

RNAV SID

Apt Elev
83'

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



VASTO 7R [VAST7R]
RWY 19 RNAV DEPARTURE
RNAV 1 APPROVAL REQUIRED
GNSS REQUIRED



VASTO
N30 30.6 W013 34.4

GILDI
N30 08.3 W013 33.3

At or above
FL120

SPEED RESTRICTION

MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- Speed Reduction Area

ARGOX
N28 28.8 W013 59.1

At or above
FL100

Direct distance from
Fuerteventura Apt to:
FV780 13NM

FV781
N28 14.1 W013 59.7

At or above
FL65
MAX 230 KT

FV780
N28 13.9 W013 52.3

At or above
4600'
MAX 230 KT

This SID requires a minimum climb gradient
of
6.0% up to FL100.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

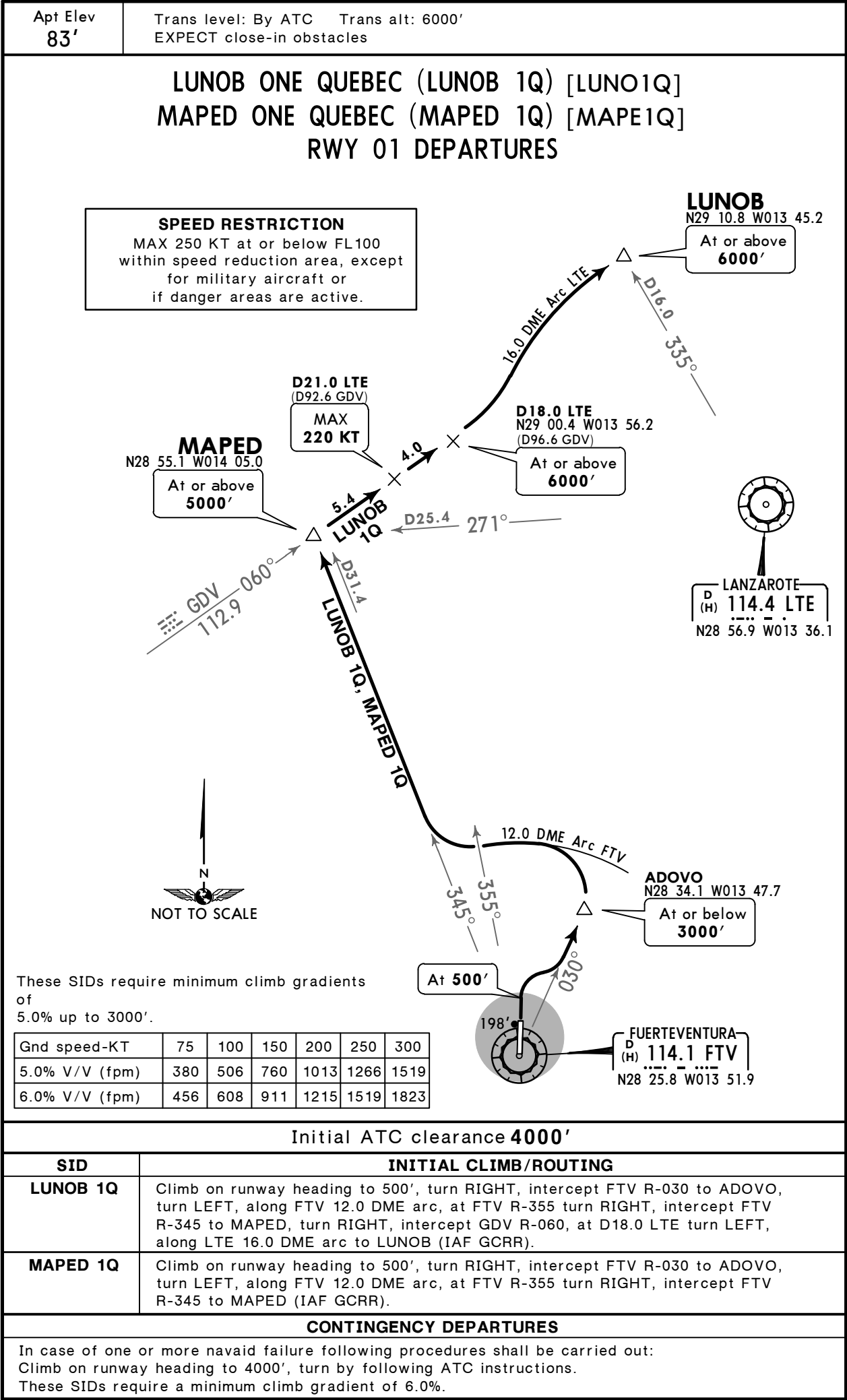
Initial ATC clearance:
Climb to **FL120**, await further clearance.

ROUTING

Climb on 188° heading to FV780, turn RIGHT to FV781, turn RIGHT to ARGOX, turn RIGHT to GILDI, turn LEFT to VASTO.

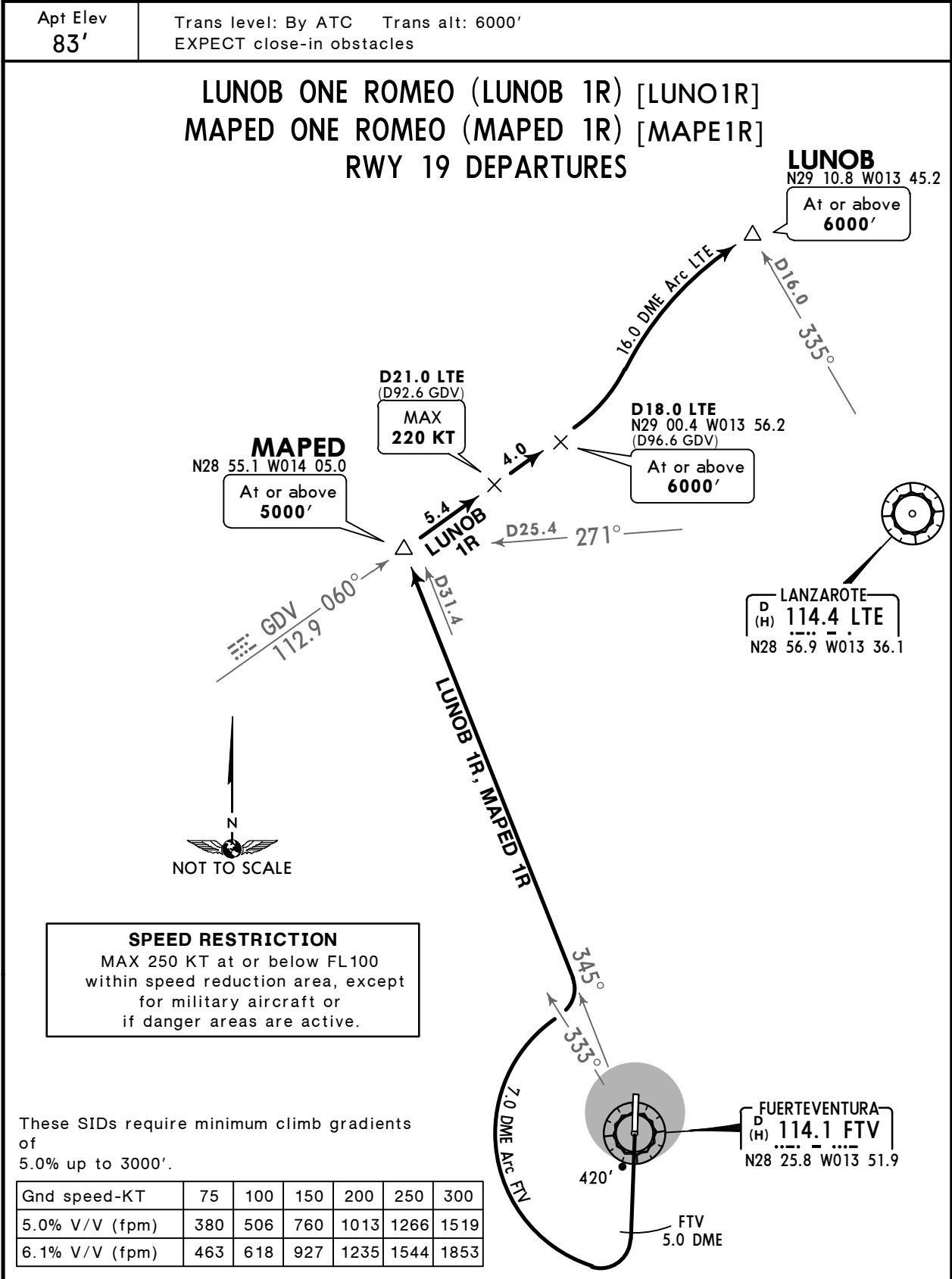
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FUERTEVENTURA

JEPPesen FUERTEVENTURA, CANARY IS
12 JUN 15 **10-3G** Eff 25 Jun **SID**



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FUERTEVENTURA

JEPPESSEN FUERTEVENTURA, CANARY IS
12 JUN 15 **(10-3H)** **Eff 25 Jun** **SID**



Initial ATC clearance 4000'	
SID	INITIAL CLIMB/ROUTING
LUNOB 1R	Climb on runway heading to FTV 5.0 DME, turn RIGHT, along FTV 7.0 DME arc, at FTV R-333 turn LEFT, intercept FTV R-345 to MAPED, turn RIGHT, intercept GDV R-060, at D18.0 LTE turn LEFT, along LTE 16.0 DME arc to LUNOB (IAF GCRR).
MAPED 1R	Climb on runway heading to FTV 5.0 DME, turn RIGHT, along FTV 7.0 DME arc, at FTV R-333 turn LEFT, intercept FTV R-345 to MAPED (IAF GCRR).
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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FUERTEVENTURA

12 JUN 15
10-3J
Eff 25 Jun

JEPPESEN FUERTEVENTURA, CANARY IS

SID

Apt Elev
83'

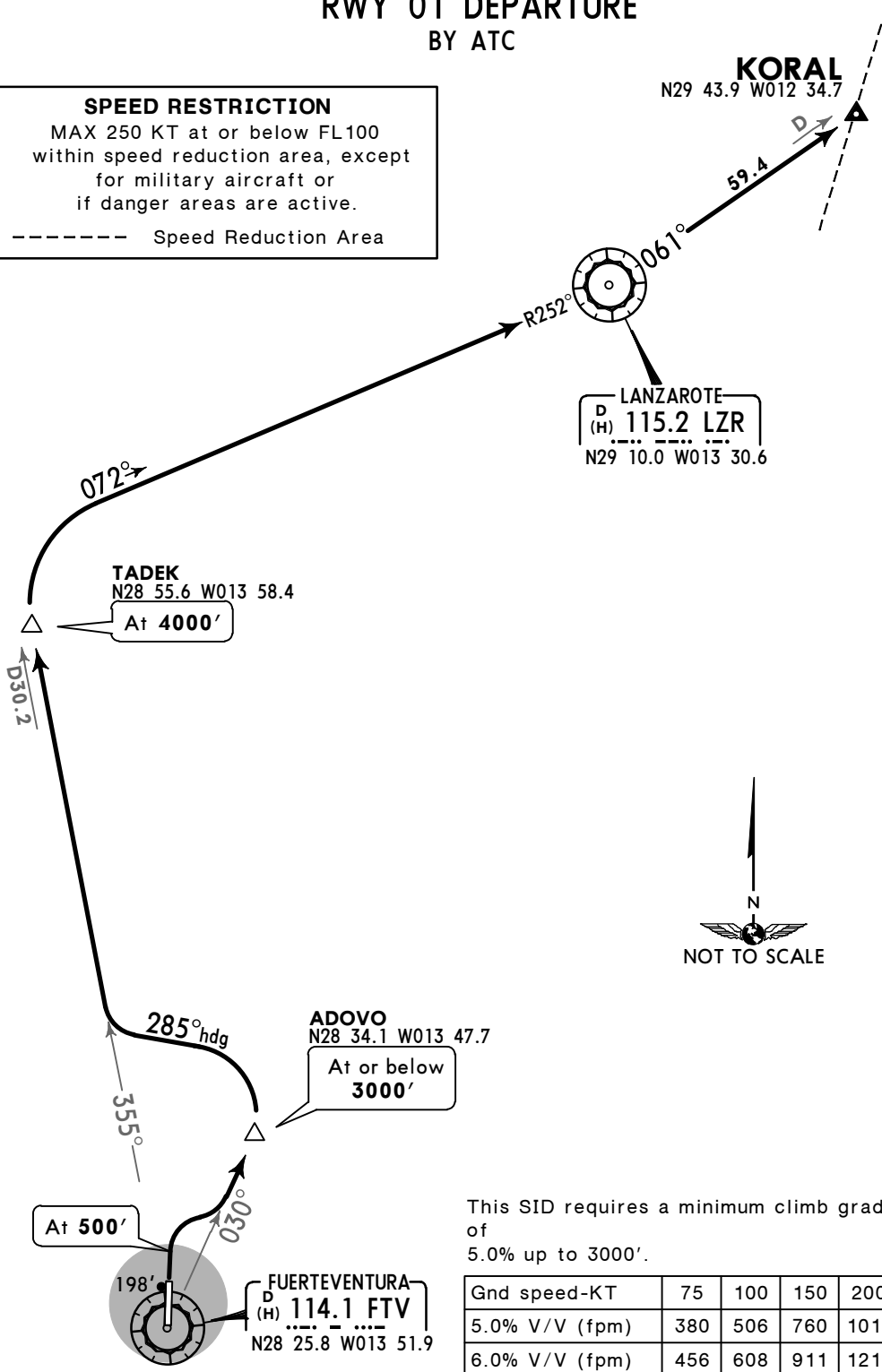
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

KORAL ONE ZULU (KORAL 1Z) [KORA1Z]
RWY 01 DEPARTURE
BY ATC

SPEED RESTRICTION

MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- Speed Reduction Area



This SID requires a minimum climb gradient
of
5.0% up to 3000'.

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

Initial ATC clearance:
Cross ADOVO at or below **3000'**, maintain **4000'** to cross TADEK, climb to
FL100, await further clearance.

INITIAL CLIMB/ROUTING

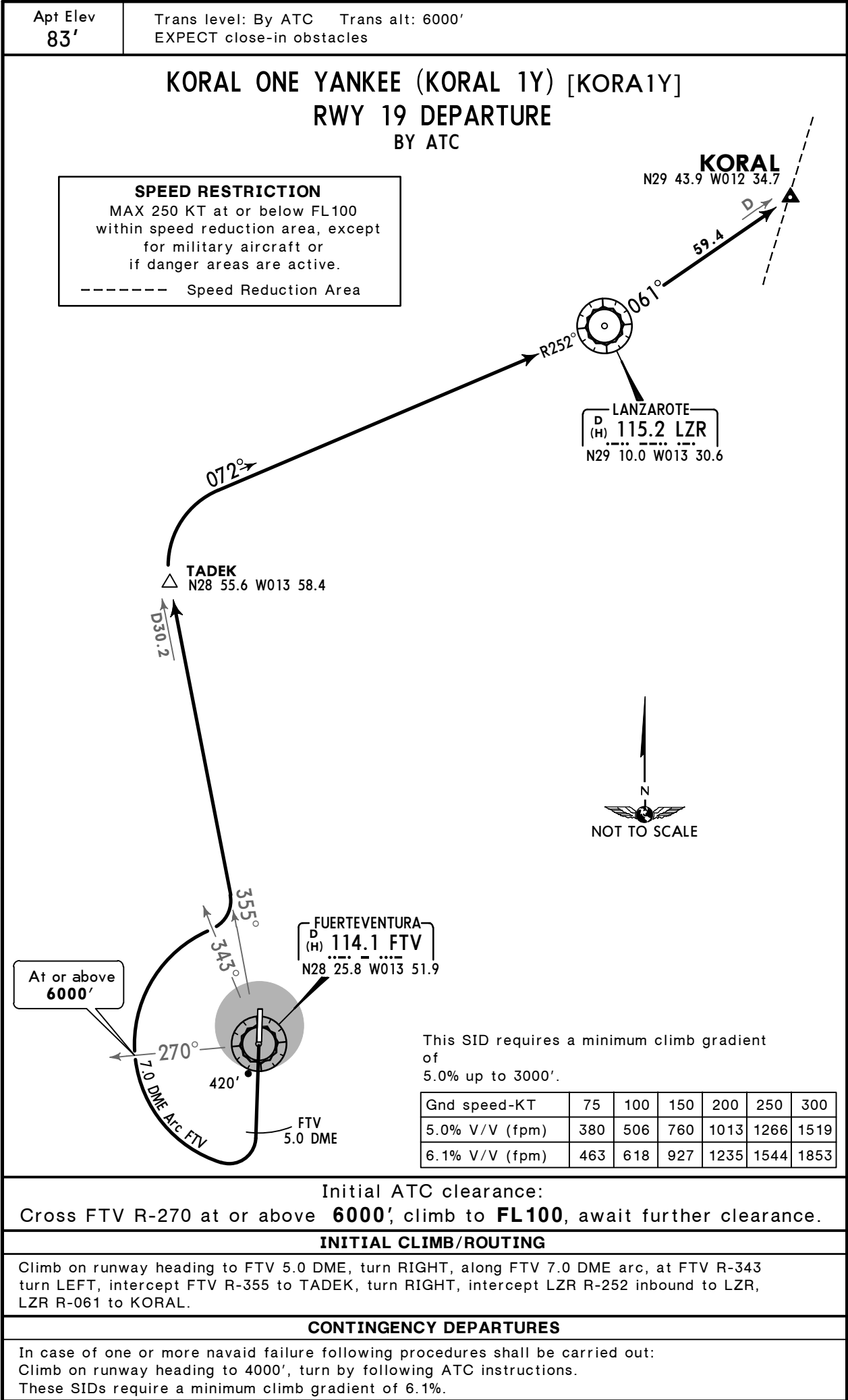
Climb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, turn LEFT, 285°
heading, intercept FTV R-355 to TADEK, turn RIGHT, intercept LZR R-252 inbound to LZR, LZR
R-061 to KORAL.

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%.

GCFV/FUE
FUERTEVENTURA

JEPPESEN FUERTEVENTURA, CANARY IS
12 JUN 15 **10-3K** Eff 25 Jun **SID**



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FUERTEVENTURA

JEPPESSEN
12 JUN 15 10-3L Eff 25 Jun

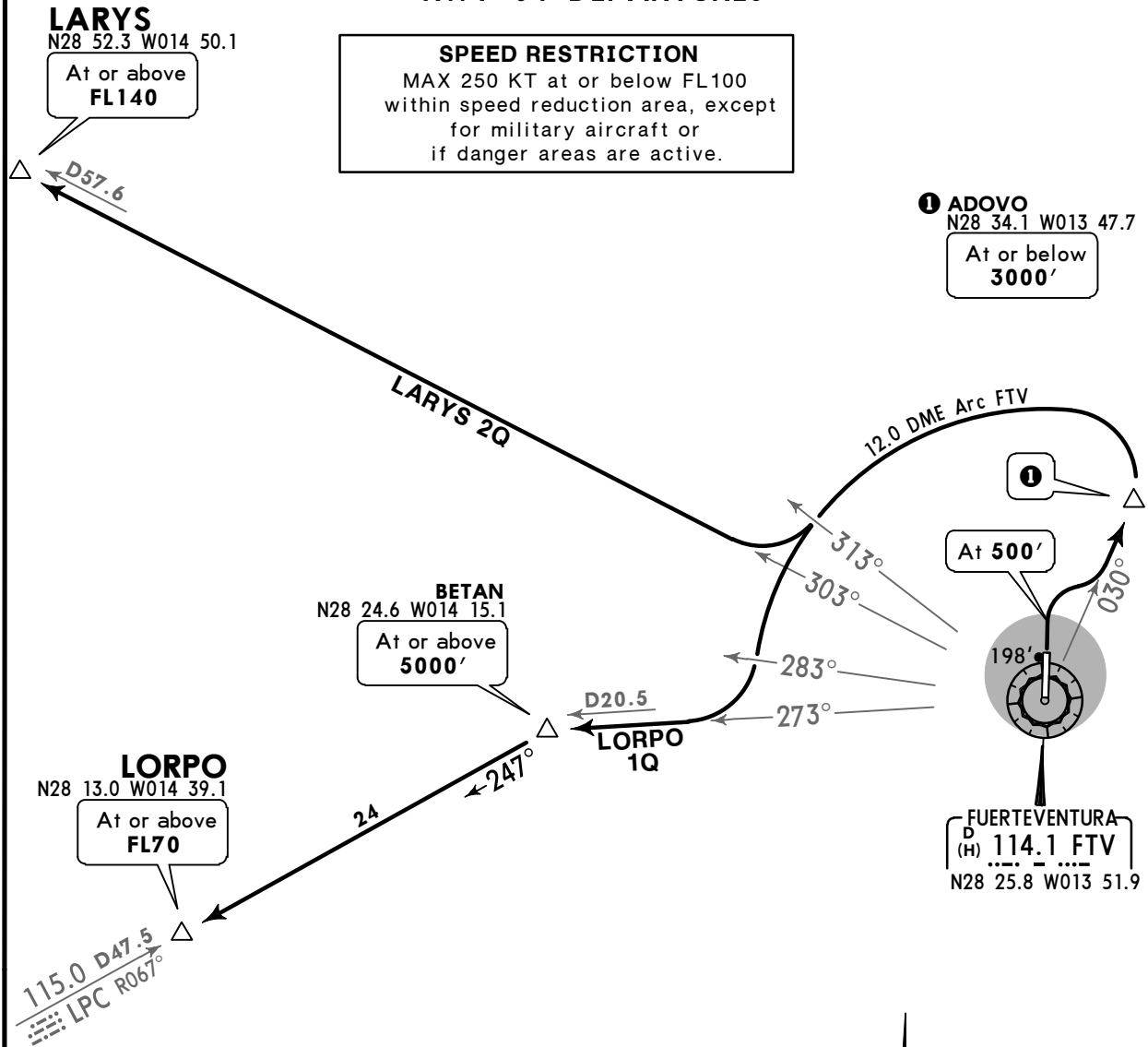
FUERTEVENTURA, CANARY IS

SID

Apt Elev
83'

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

LARYS TWO QUEBEC (LARYS 2Q) [LARY2Q]
LORPO ONE QUEBEC (LORPO 1Q) [LORP1Q]
RWY 01 DEPARTURES



These SIDs require minimum climb gradients
of

LARYS 2Q: 5.0% up to FL140.

LORPO 1Q: 5.0% up to 3000'.

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



Initial ATC clearance **4000'**

INITIAL CLIMB

Climb on runway heading to 500', turn RIGHT, intercept FTV R-030 to ADOVO, turn LEFT, along FTV 12.0 DME arc.

SID	ROUTING
LARYS 2Q	At FTV R-313 turn RIGHT, intercept FTV R-303 to LARYS.
LORPO 1Q	At FTV R-283 turn RIGHT, intercept FTV R-273 to BETAN, turn LEFT, intercept LPC R-067 inbound to LORPO.

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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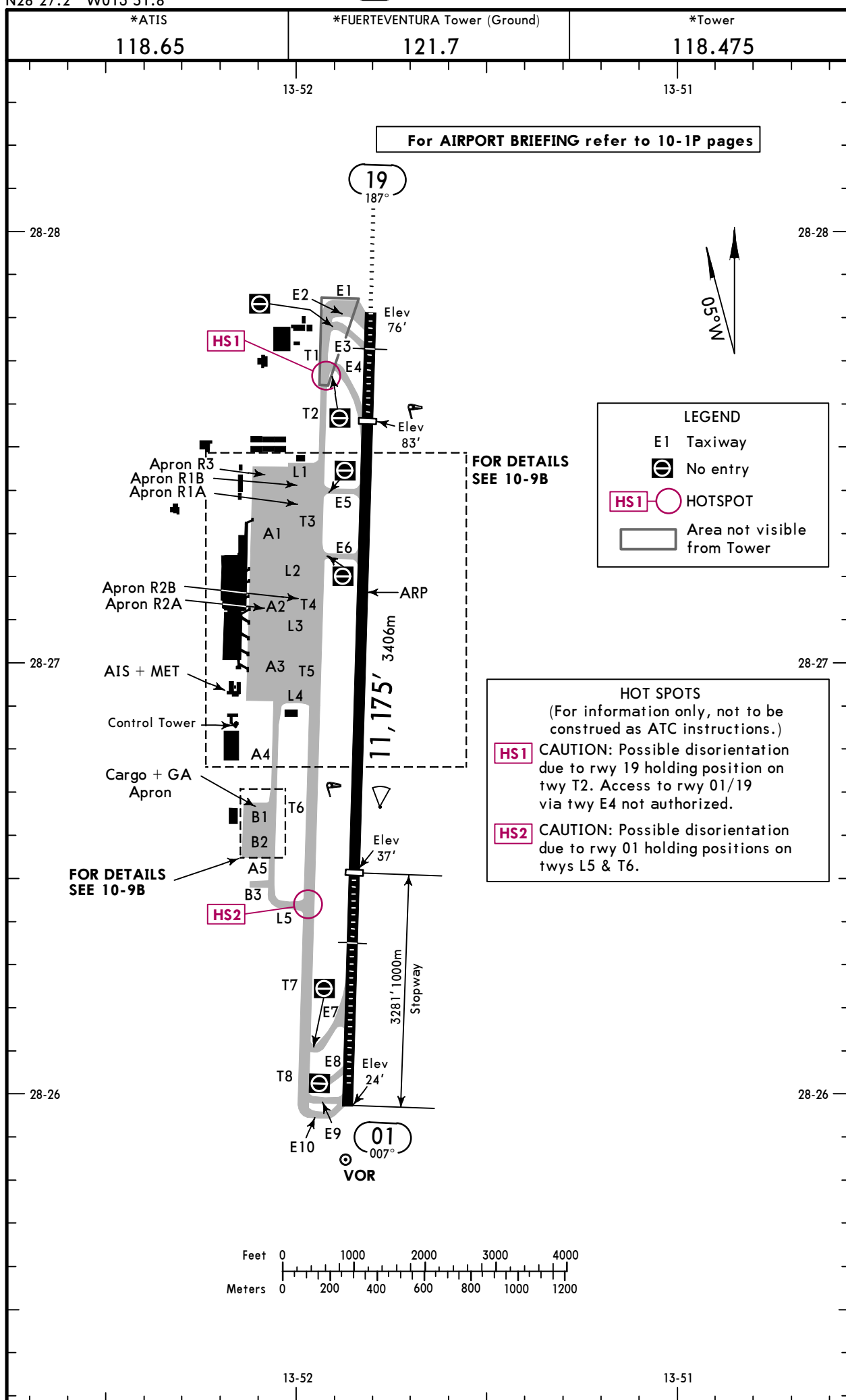
Apt Elev **83'**
N28 27.2 W013 51.8

JEPPesen

FUERTEVENTURA, CANARY IS

15 MAY 15 **(10-9)** Eff 28 May

FUERTEVENTURA



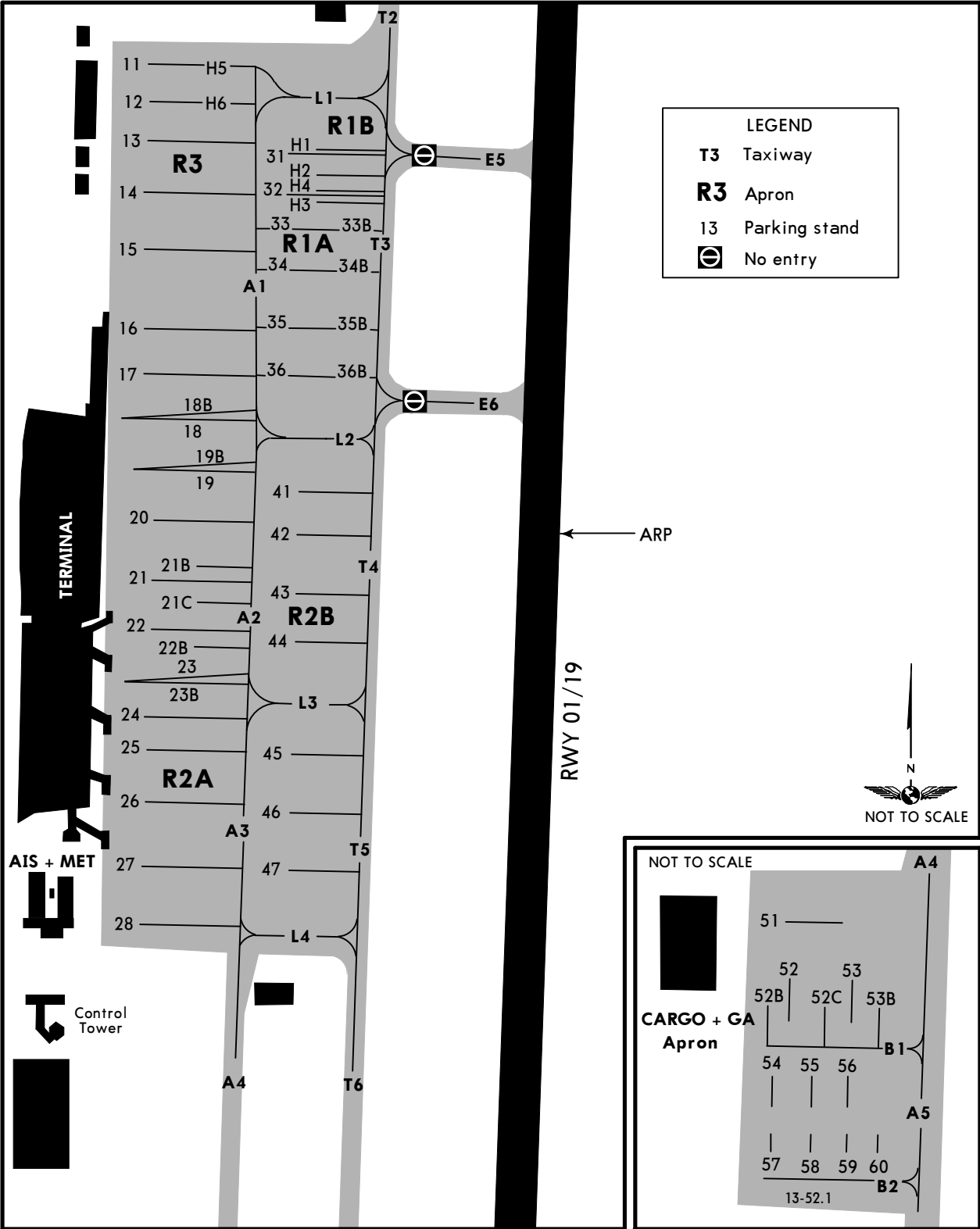
CHANGES: Hot spot 2.

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GCFV/FUE

27 FEB 15 10-9B

JEPPESSEN FUERTEVENTURA, CANARY IS
FUERTEVENTURA



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
Apron R1A		Apron R2B	
31, 32	N28 27.4 W013 52.0	41, 42	N28 27.2 W013 52.0
33 thru 36B	N28 27.3 W013 52.0	43, 44	N28 27.1 W013 52.0
Apron R1B		45 thru 47	N28 27.0 W013 52.0
H1 thru H4	N28 27.4 W013 52.0	Apron R3	
Apron R2A		11 thru 14	N28 27.4 W013 52.1
18 thru 20	N28 27.2 W013 52.1	15 thru 17	N28 27.3 W013 52.1
21 thru 24	N28 27.1 W013 52.1	H5, H6	N28 27.4 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.

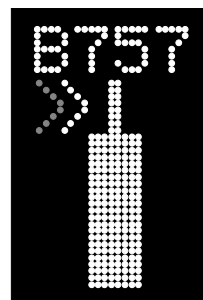
DISPLAY UNIT

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

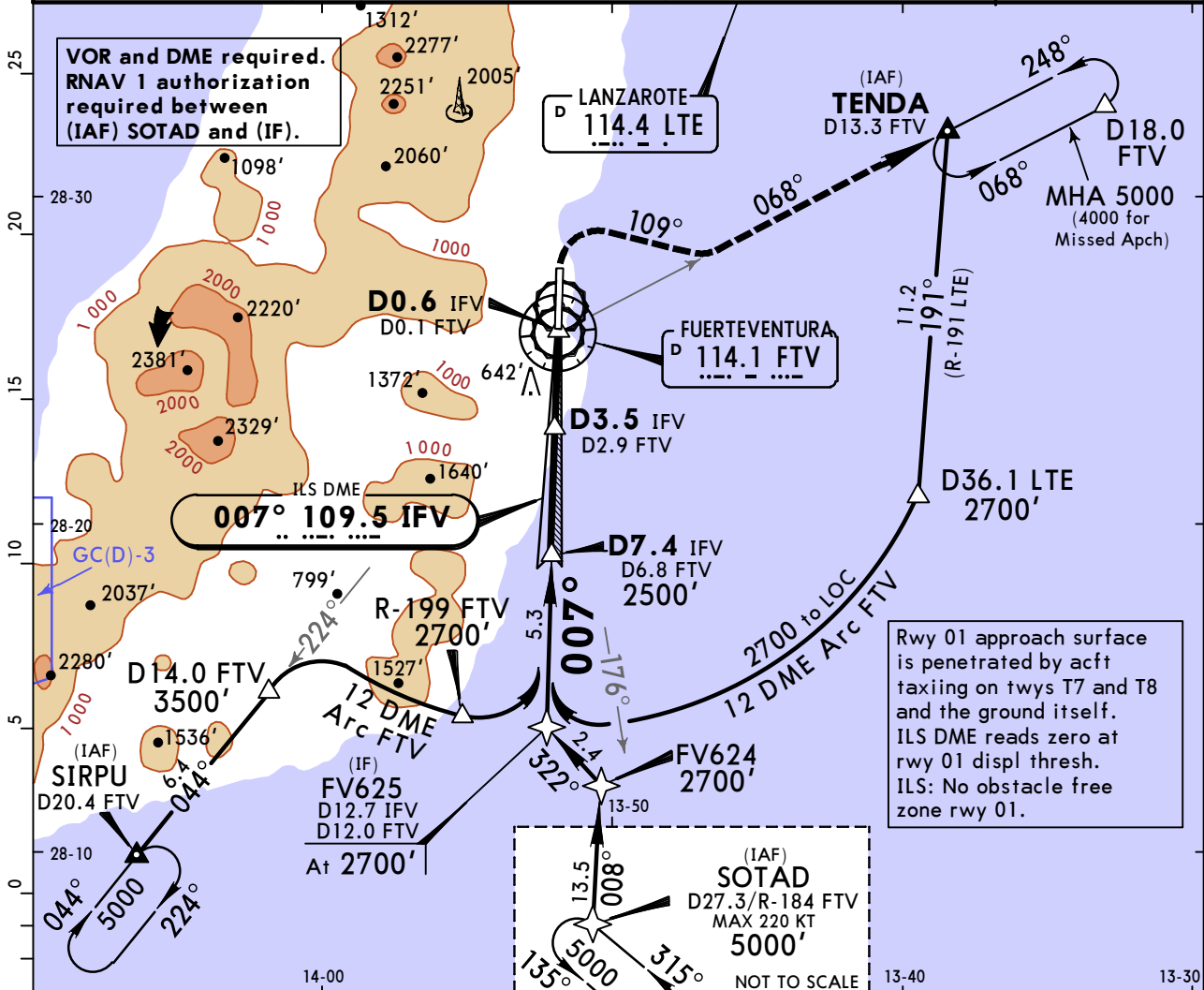
1. If in any moment, the pilot is not sure about the information shown, he will stop the aircraft immediately and will request signalman presence for manual guidance.
2. The pilot will not proceed to the stand position if the system is not showing vertical arrows for movement (aircraft searching mode).
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.



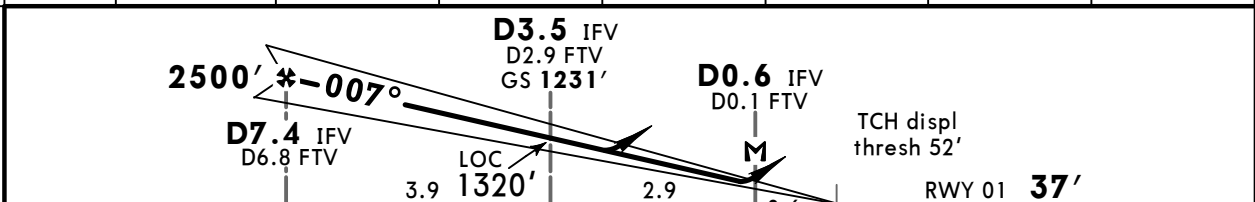
GCFV/FUE
FUERTEVENTURA

JEPPESSEN FUERTEVENTURA, CANARY IS
20 MAR 15 11-1 Eff 2 Apr ILS Z or LOC Z Rwy 01

*ATIS 118.65		*CANARIAS Approach 129.3		*FUERTEVENTURA Tower 118.475		*Ground 121.7	
LOC IFV 109.5	Final Apch Crs 007°	GS D3.5 IFV 1231' (1194')	ILS DA(H) Refer to Minimums	Apt Elev 83'	RWY 37'		
MISSED APCH: Climb on R-007 FTV to 530' (LOC: 800'), then turn RIGHT (MAX 185 KT) onto 109° to intercept and follow R-068 FTV. Proceed to TENDA climbing to 4000' and join holding.							 MSA FTV VOR
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'	



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

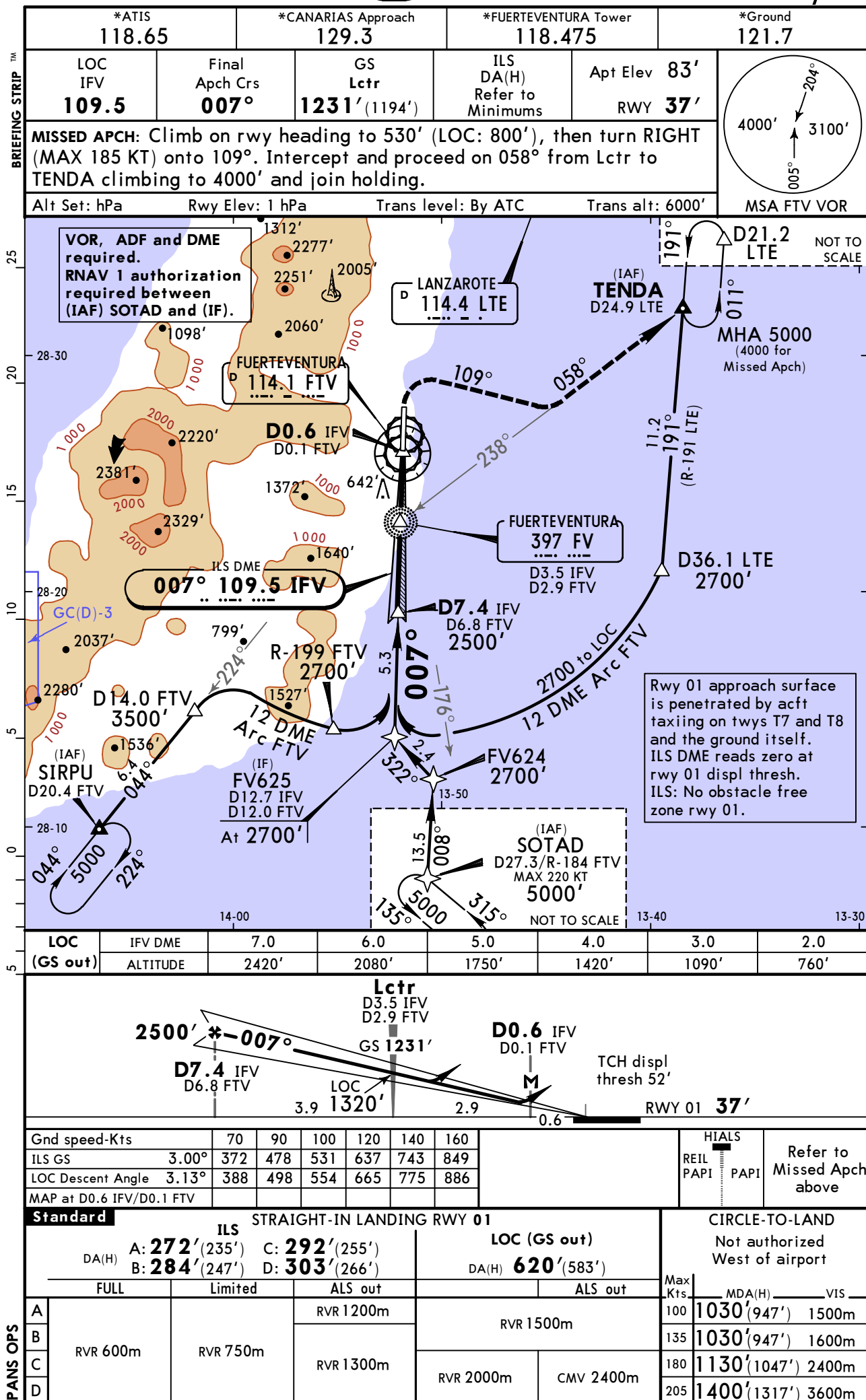


Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS	3.00°	372	478	531	637	743	REIL	Refer to
LOC Descent Angle	3.13°	388	498	554	665	775	PAPI	Missed Apch
MAP at D0.6 IFV/D0.1 FTV							PAPI	above

Standard				STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND Not authorized West of airport	
ILS		LOC (GS out)		DA(H)		Max Kts	
A: 272' (235')		C: 292' (255')		620' (583')		MDA(H)	
B: 284' (247')		D: 303' (266')				VIS	
FULL		Limited		ALS out			
A		RVR 1200m		RVR 1500m		100	
B		RVR 1300m		RVR 2000m		135	
C		RVR 600m		CMV 2400m		180	
D		RVR 750m				205	

GCFV/FUE FUERTEVENTURA

JEPPesen **FUERTEVENTURA, CANARY IS**
20 MAR 15 **11-2** **Eff 2 Apr** **ILS Y or LOC Y Rwy 01**

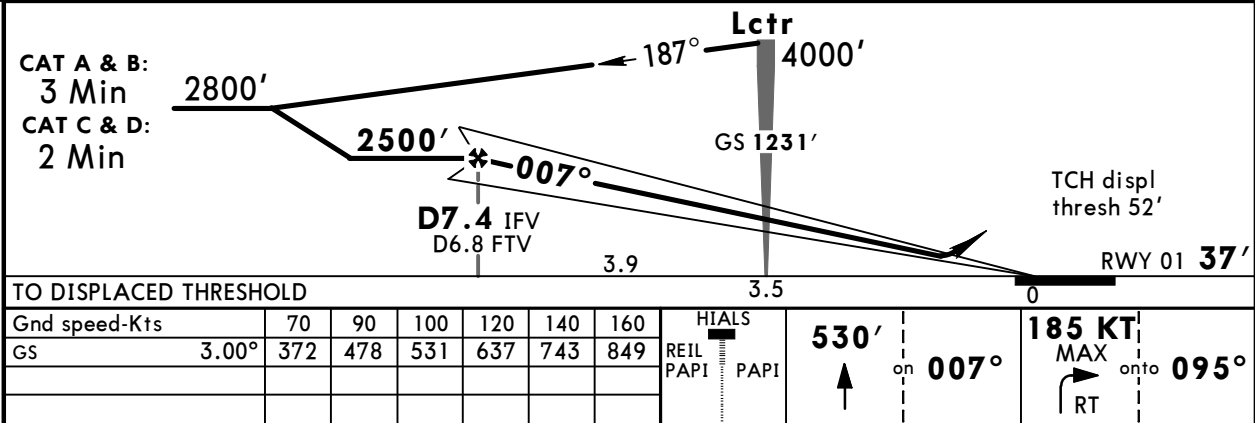
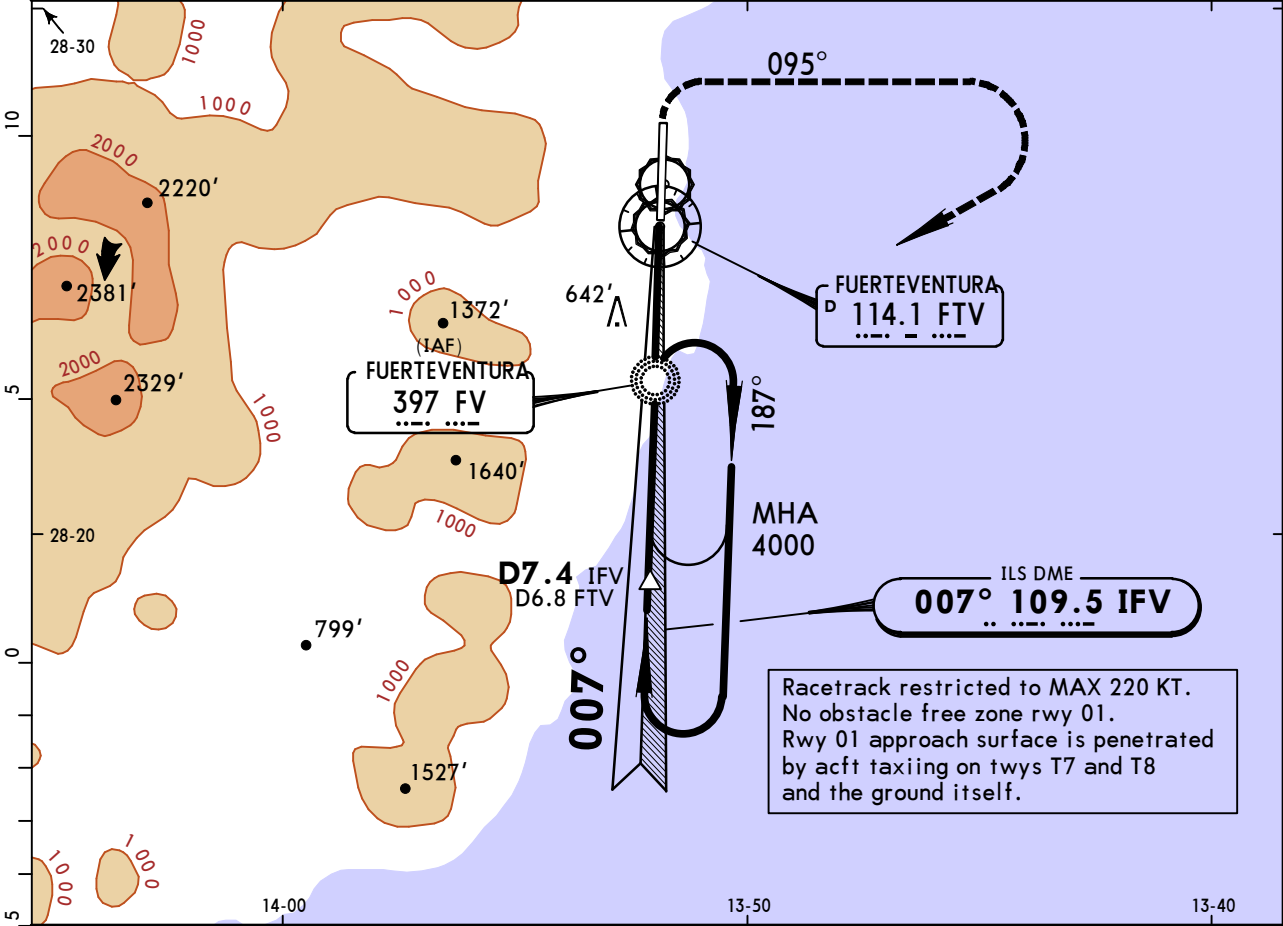


GCFV/FUE
FUERTEVENTURA

JEPPESSEN
20 MAR 15 11-3 Eff 2 Apr

FUERTEVENTURA, CANARY IS
ILS X Rwy 01

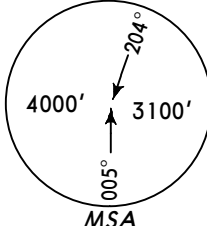
*ATIS		*CANARIAS Approach		*FUERTEVENTURA Tower		*Ground	
118.65		129.3		118.475		121.7	
LOC IFV 109.5	Final Apch Crs 007°	GS Lctr 1231' (1194')	ILS DA(H) Refer to Minimums	Apt Elev 83'			
MISSED APCH: Climb on 007° to 530', then turn RIGHT (MAX 185 KT) onto track 095° climbing to 2500', then turn RIGHT to Lctr climbing to 4000' and hold.				RWY 37'			
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'							
1. ADF and DME required. 2. ILS DME reads zero at rwy 01 displaced threshold.							MSA FTV VOR

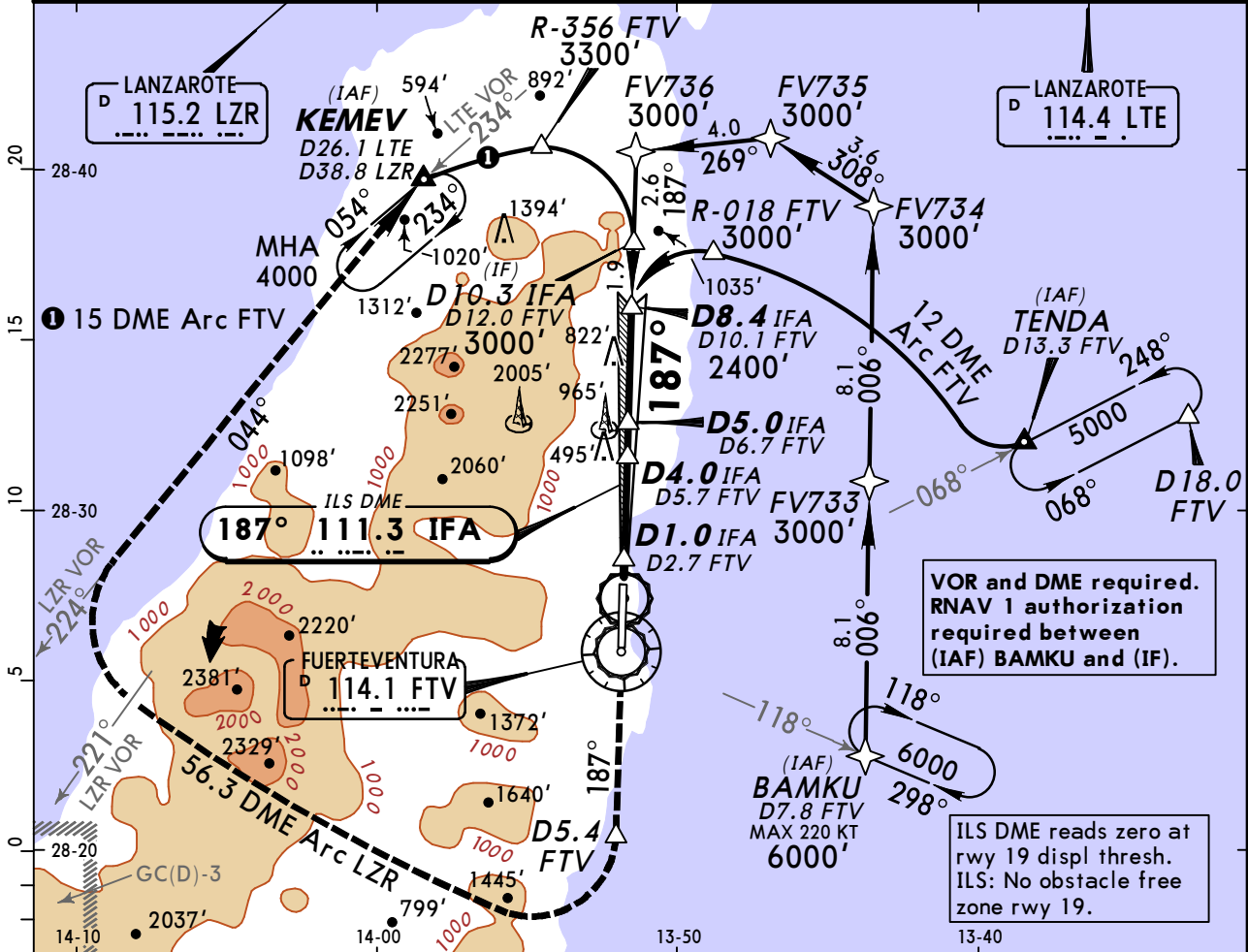


STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND	
DA(H) A: 272' (235') C: 292' (255') B: 284' (247') D: 303' (266')				Not authorized West of airport	
FULL		Limited	ALS out	Max Kts	MDA(H) VIS
RVR 600m		RVR 750m	RVR 1200m	100	1030' (947') 1500m
			RVR 1300m	135	1030' (947') 1600m
				180	1130' (1047') 2400m
RVR 600m		RVR 750m	RVR 1300m	205	1400' (1317') 3600m

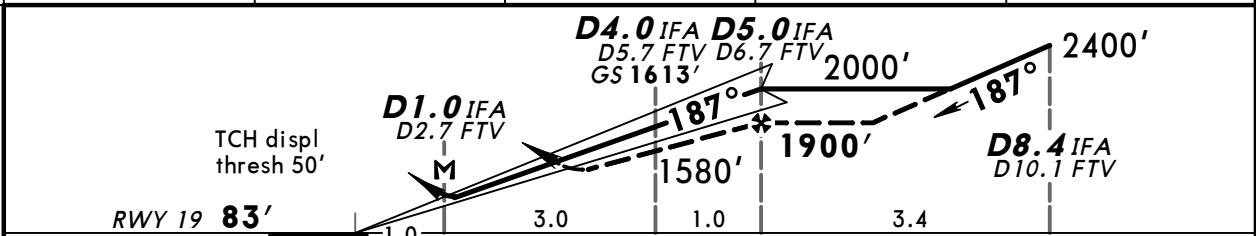
GCFV/FUE
FUERTEVENTURA

JEPPESSEN
12 SEP 14 11-4 Eff 18 Sep ILS Z or LOC Z Rwy 19

*ATIS 118.65		*CANARIAS Approach 129.3		*FUERTEVENTURA Tower 118.475		*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 83'	RWY 83'	
MISSED APCH: Climb on rwy heading to FTV VOR, then climb on R-187 FTV to D5.4 FTV to 1500' or above. Turn RIGHT to follow 56.3 DME Arc LZR. At R-221 LZR turn RIGHT to intercept and follow R-224 LZR inbound to KEMEV and join holding at 4000'.						
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'



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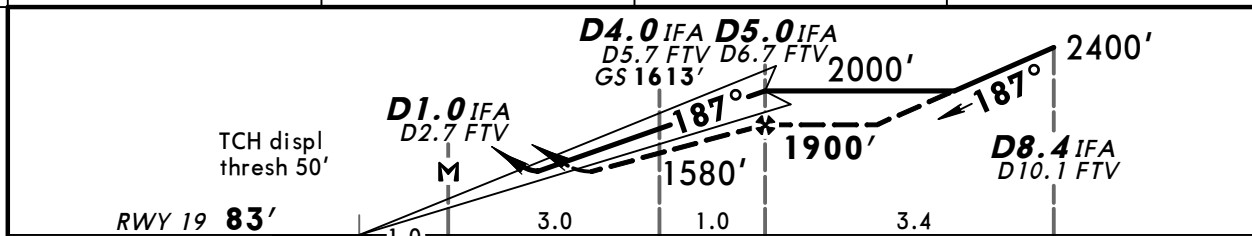
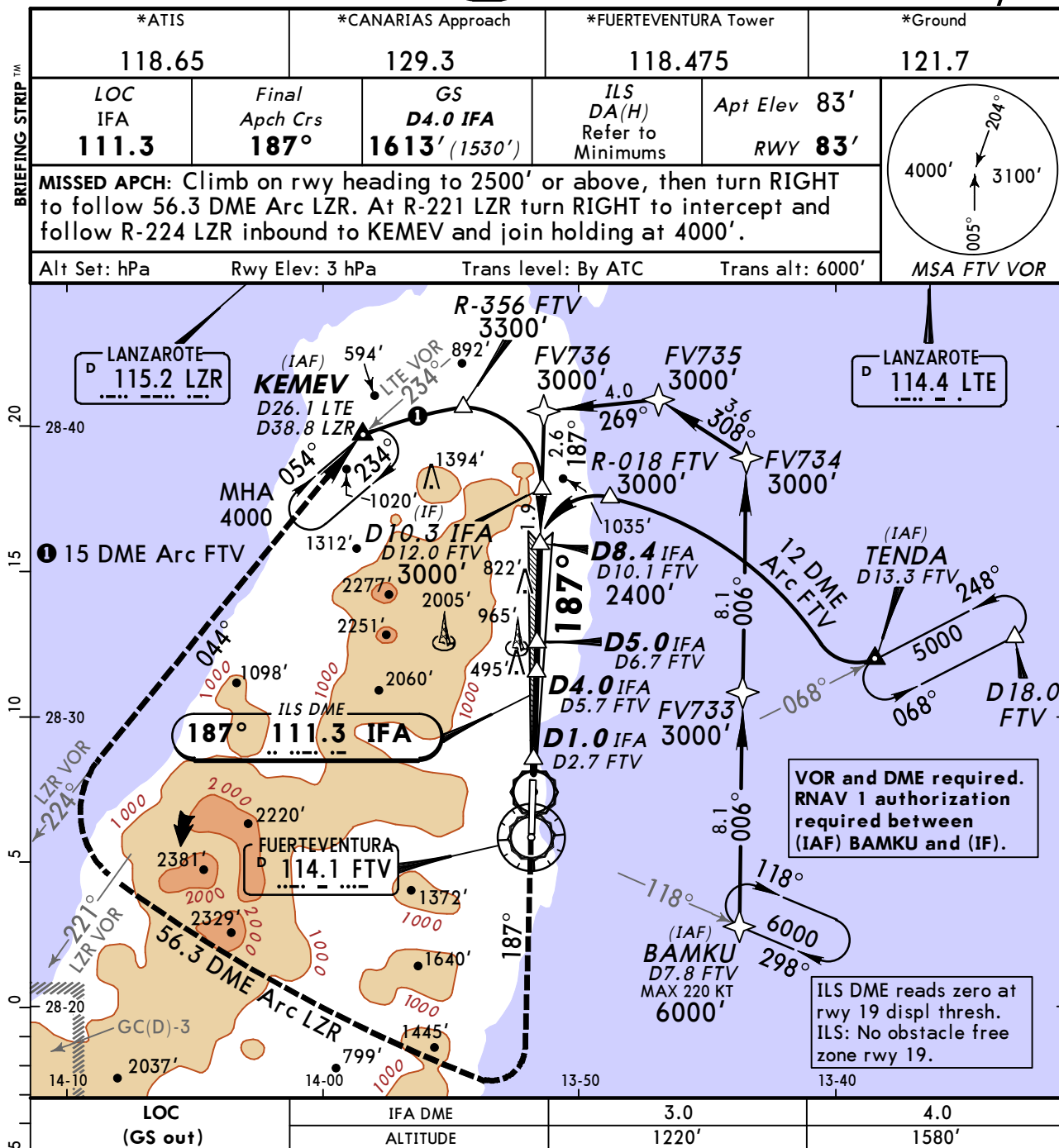


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	FTV 114.1 on Rwy hdg
ILS GS	3.45°	427	549	611	733	855		
LOC Descent Angle	3.39°	420	540	600	720	840		
MAP at D1.0 IFA/D2.7 FTV								

Standard ILS STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
DA(H) A: 519' (436') C: 539' (456')		LOC (GS out)		Not authorized West of airport	
B: 531' (448') D: 550' (467')		DA(H) 750' (667')			
FULL/Limited		ALS out		Max Kts	MDA(H) VIS
A	RVR 1300m	RVR 1500m	RVR 1500m	100	1030' (947') 1500m
B	RVR 1400m			135	1030' (947') 1600m
C	RVR 1400m	CMV 2100m	CMV 2400m	180	1140' (1057') 2400m
D	RVR 1500m			205	1220' (1137') 3600m

GCFV/FUE FUERTEVENTURA

JEPPesen **FUERTEVENTURA, CANARY IS**
12 SEP 14 **11-5** **Eff 18 Sep** **ILS Y or LOC Y Rwy 19**



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS	3.45°	427	549	611	733	855	977	
LOC Descent Angle	3.39°	420	540	600	720	840	960	
MAP at D1.0 IFA/D2.7 FTV								

Standard ILS STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
DA(H) A: 939' (856') C: 959' (876')		LOC (GS out)		Not authorized West of airport	
B: 951' (868') D: 970' (887')		DA(H) 970' (887')			
FULL/Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 1500m		RVR 1500m	100	1030'(947') 1500m
B				135	1030'(947') 1600m
C				180	1140'(1057') 2400m
D	CMV 2400m		CMV 2400m	205	1220'(1137') 3600m

CHANGES: New procedure.

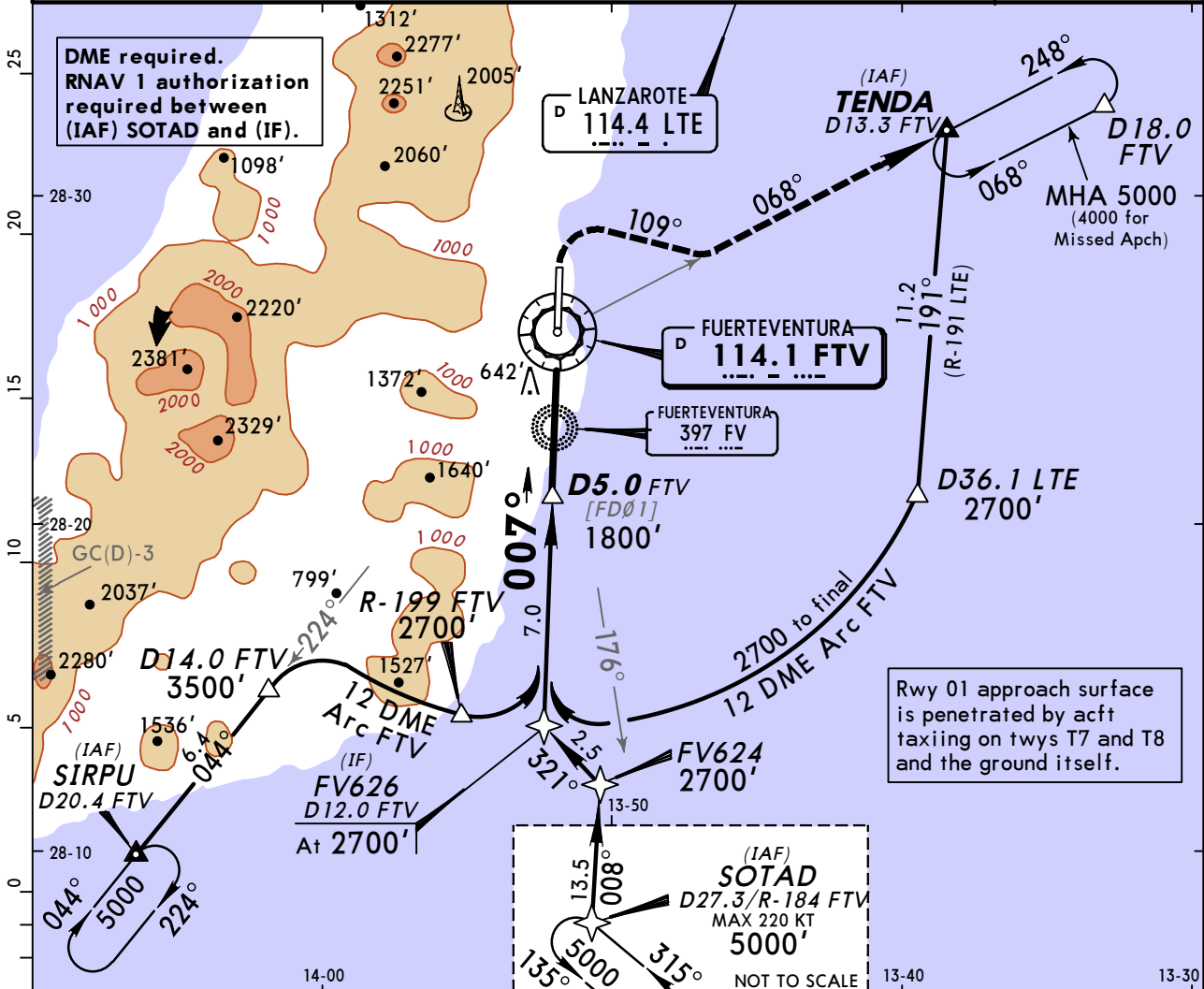
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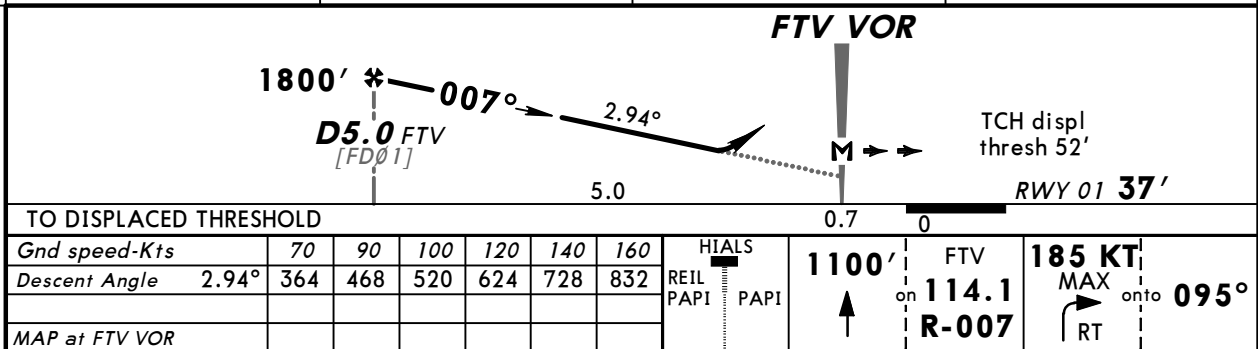
JEPPESSEN
12 SEP 14 13-1 Eff 18 Sep

FUERTEVENTURA, CANARY IS
VOR Rwy 01

*ATIS 118.65	*CANARIAS Approach 129.3	*FUERTEVENTURA Tower 118.475	*Ground 121.7
VOR FTV 114.1	Final Apch Crs 007°	Minimum Alt D5.0 FTV 1800' (1763')	DA(H) 910' (873') Apt Elev 83' RWY 37'
MISSED APCH: Climb on R-007 FTV to 1100', then turn RIGHT (MAX 185 KT) onto 109° to intercept and follow R-068 FTV. Proceed to TENDA climbing to 4000' and join holding.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
			MSA FTV VOR



FTV DME	4.0	3.0	2.0
ALTITUDE	1540'	1230'	920'



Standard		STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND Not authorized West of airport	
		DA(H) 910' (873')		Max Kts	
		ALS out		100	1030' (947') 1500m
				135	1030' (947') 1600m
				180	1130' (1047') 2400m
				205	1400' (1317') 3600m
PANS OPS		RVR 1500m			
		CMV 2400m			

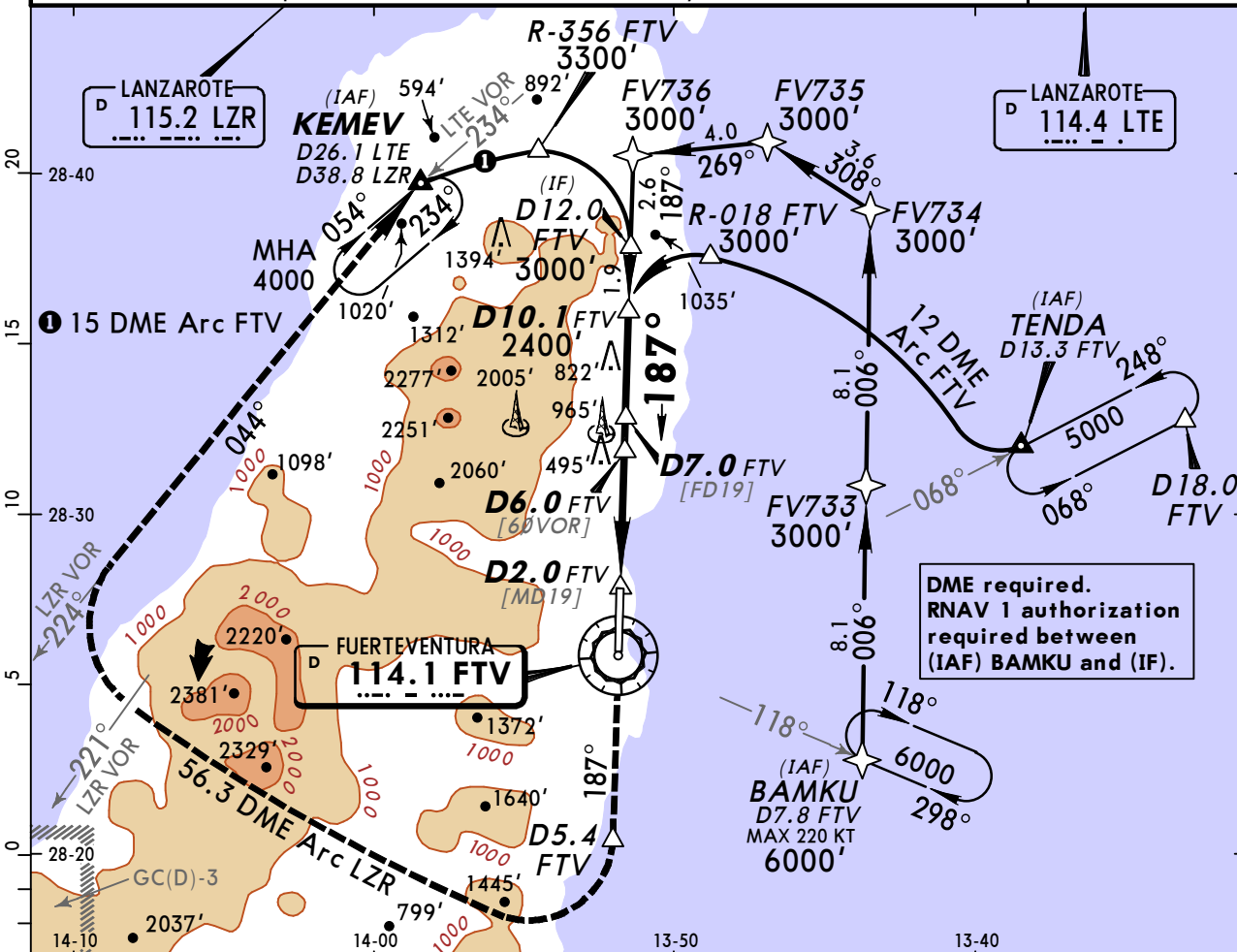
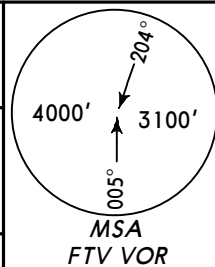
CHANGES: Procedure.

GCFV/FUE FUERTEVENTURA

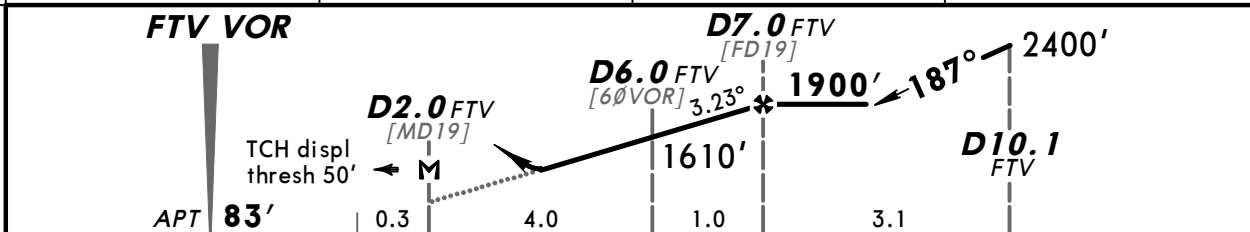
12 SEP 14 **13-2** Eff 18 Sep

FUERTEVENTURA, CANARY IS VOR Rwy 19

*ATIS 118.65	*CANARIAS Approach 129.3	*FUERTEVENTURA Tower 118.475	*Ground 121.7
VOR FTV 114.1	Final Apch Crs 187°	Minimum Alt D7.0 FTV 1900' (1817')	DA(H) 920' (837') Apt Elev 83'
MISSED APCH: Climb on rwy heading to FTV VOR, then climb on R-187 FTV to D5.4 FTV to 1500' or above. Turn RIGHT to follow 56.3 DME Arc LZR. At R-221 LZR turn RIGHT to intercept and follow R-224 LZR inbound to KEMEV and join holding at 4000'.			
Alt Set: hPa	Apt Elev: 3 hPa	Trans level: By ATC	Trans alt: 6000'



FTV DME	4.0	5.0	6.0
ALTITUDE	930'	1270'	1610'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.23°	400	514	571	686	800	914
MAP at D2.0 FTV						

HIALS

REIL
PAPI

Standard	STRAIGHT-IN LANDING RWY 19	CIRCLE-TO-LAND Not authorized West of airport
	DA(H) 920' (837')	
	ALS out	

TRANS OPS	A	RVR 1500m	KTS	MDA (ft)	VIS
	B		100	1030' (947')	1500m
	C		135	1030' (947')	1600m
	D		180	1250' (1167')	2400m
			205	1400' (1317')	3600m
		CMV 2400m			

CHANGES: Procedure.

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FUERTEVENTURA, (FUERTEVENTURA - GCFV)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCFV

Type: Terminal

Effectivity: Temporary

Begin Date: 20141211

End Date: 20160625

REIL rwy 19 unusable .

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20151210

CAUTION on rwy 01/19 centerline, especially between 2460'/750m and 4430'/1350m North of THR rwy 01, due to bad pavement conditions.

Type: Terminal

Effectivity: Temporary

Begin Date: 20150625

End Date: 20160331

During activation of SUP 60-15 several works in 5 phases will take place. If subphase 4.1 is active, following procedures are out of service: (chart 11-1) ILS Z Rwy 01, (11-2) ILS Y Rwy 01 & (11-3) ILS X Rwy 01. LOC Z Rwy 01 (chart 11-1) and LOC Y Rwy 01 (chart 11-2) are still available. If subphase 4.2 is active, following procedures are out of service: (11-1) ILS Z or LOC Z Rwy 01, (11-2) ILS Y or LOC Y Rwy 01 & (11-3) ILS X Rwy 01.