

List of pages in this Trip Kit

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Airport Information For GCFV

Terminal Charts For GCFV

Revision Letter For Cycle 13-2016

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: 4.0° 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: 0558 Z
Sunset: 1955 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: 121.700
Fuerteventura Tower: 118.475
Fuerteventura Tower: 25.780 Military
Canarias Approach: 129.300

GCFV/FUE
FUERTEVENTURA

30 OCT 15

JEPPESEN

10-1P

Eff 12 Nov

FUERTEVENTURA, CANARY IS

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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FUERTEVENTURA

30 OCT 15

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(10-1P1)

Eff 12 Nov

FUERTEVENTURA, CANARY IS

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 following 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.

GCFV/FUE
FUERTEVENTURA

30 OCT 15

JEPPesen

10-1P2

Eff 12 Nov

FUERTEVENTURA, CANARY IS

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.

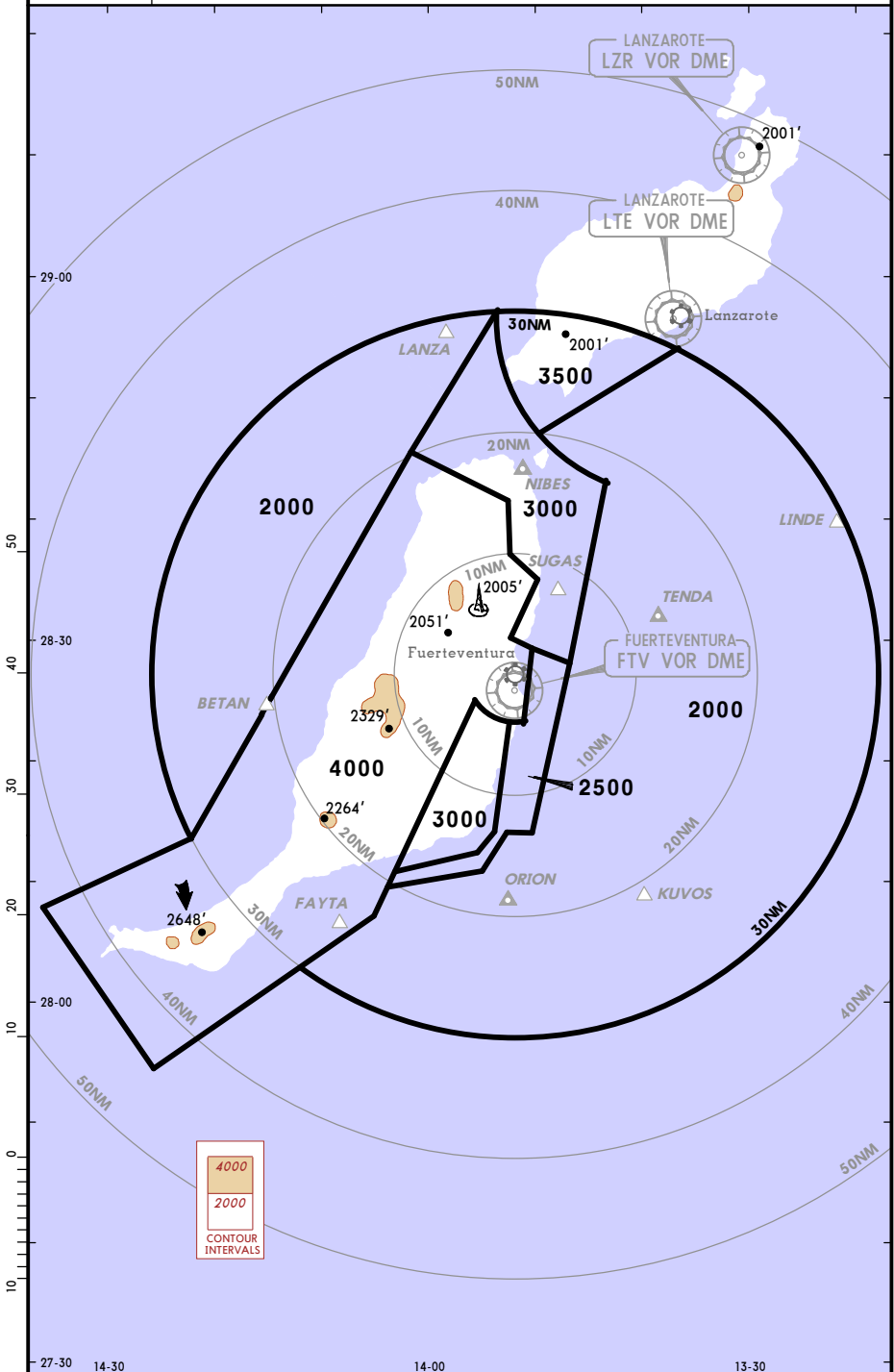
Whenever possible, take-off of code F ACFT shall be performed with reduced power.

GCFV/FUE
FUERTEVENTURA

 **JEPPESSEN** FUERTEVENTURA, CANARY IS
12 MAR 10 (10-1R) **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.



GCFV/FUE
FUERTEVENTURA

JEPPESEN
22 JAN 16 10-2

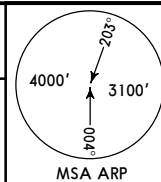
FUERTEVENTURA, CANARY IS
Eff 4 Feb
RNAV STAR

*ATIS
118.650

Apt Elev
83'

Alt Set: hPa Trans level: By ATC
1. RNAV 1 approval required.
2. GNSS required.

Trans alt: 6000'



RUSIK 3S [RUSI3S]
TERTO 5S [TERT5S]
RNAV

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

Merging point is DEMEX.

The first and last waypoint,
where direct is cleared, are
NIDOM and FV623 respectively.

① ←209° 4.9

② MAX 200 KT
if cleared direct
to DEMEX

FUERTEVENTURA
D 114.1 FTV
N28 25.8 W013 51.9

DEMEX
N28 12.0 W013 50.4
At or above
2700'

(IAF)
SOTAD
N27 58.5 W013 51.3
(FTV R-183/D27.3)
Between
FL80 & 5000'
MAX 220 KT

TENDA
N28 32.0
W013 38.4

TOSPU
N28 27.4
W013 40.7

NIDOM
N28 21.4 W013 39.7

Between
FL80 & 6000'
220 KT ②

FV621
N28 14.4 W013 35.4

Between
FL80 & 6000'
220 KT

FV622
N28 06.4 W013 36.5

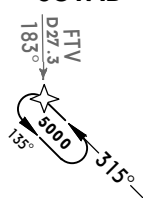
Between
FL80 & 6000'
220 KT

FV623
N28 00.4 W013 42.5

Between
FL80 & 6000'
220 KT



HOLDING OVER
SOTAD



STAR	RWY	ROUTING
RUSIK 3S	01	RUSIK - TENDA - TOSPU - NIDOM (FL80-; 6000'+; K220) - FV621 (FL80-; 6000'+; K220) - FV622 (FL80-; 6000'+; K220) - FV623 (FL80-; 6000'+; K220) - SOTAD (FL80-; 5000'+; K220-).
TERTO 5S		TERTO (FL150+) - POKAB - BUSAP - TENDA - TOSPU - NIDOM (FL80-; 6000'+; K220) - FV621 (FL80-; 6000'+; K220) - FV622 (FL80-; 6000'+; K220) - FV623 (FL80-; 6000'+; K220) - SOTAD (FL80-; 5000'+; K220-).

GCFV/FUE
FUERTEVENTURA



22 JAN 16 10-2A

FUERTEVENTURA, CANARY IS
Eff 4 Feb

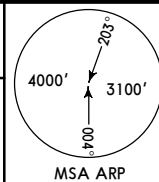
RNAV STAR

*ATIS
118.650

Apt Elev
83'

Alt Set: hPa Trans level: By ATC
1. RNAV 1 approval required.
2. GNSS required.

Trans alt: 6000'



RUSIK 3W [RUSI3W]
TERTO 5W [TERT5W]
RNAV



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

Merging point is NOBLI.
The first and last waypoint,
where direct is cleared, are
UMOTO and FV732 respectively.

TERTO
N30 06.3 W012 43.0
At or above
FL150

POKAB
N29 21.7 W013 11.3

NIRPO
N29 14.2 W013 13.7

RUSIK
N28 54.4 W012 49.0

NOBLI
N28 38.9 W013 43.5
At or above
3000'

UMOTO
N28 38.0 W013 25.2
At FL90
220 KT

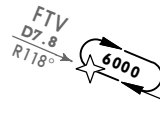
FUERTEVENTURA
D 114.1 FTV
N28 25.8 W013 51.9

(IAF) BAMKU
N28 22.8 W013 43.7
At or above
6000'
MAX 220 KT

FV732
N28 24.7 W013 34.7
Between
FL90 & 6000'
220 KT

FV731
N28 30.3 W013 28.0
Between
FL90 & 6000'
220 KT

**HOLDING OVER
BAMKU**



STAR	RWY	ROUTING
RUSIK 3W	19	RUSIK - UMOTO (FL90; K220) - FV731 (FL90-; 6000'+; K220) - BAMKU (6000'+; K220-).
TERTO 5W		TERTO (FL150+) - POKAB - NIRPO - UMOTO (FL90; K220) - FV731 (FL90-; 6000'+; K220) - FV732 (FL90-; 6000'+; K220) - BAMKU (6000'+; K220-).

GCFV/FUE
FUERTEVENTURA

JEPPESSEN
22 JAN 16 10-2B

FUERTEVENTURA, CANARY IS
Eff 4 Feb

STAR

*ATIS
118.650

Apt Elev
83'

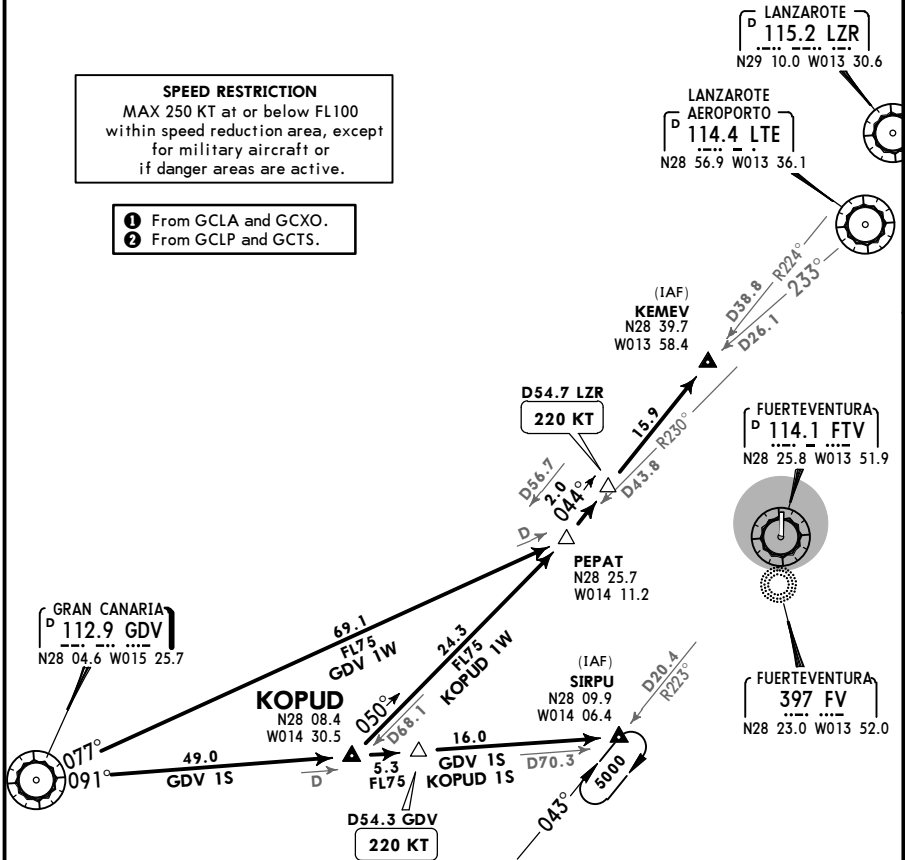
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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

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

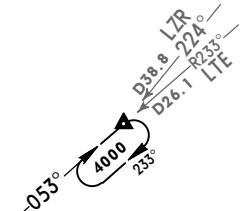
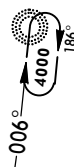
SPEED RESTRICTION
MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

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



**HOLDINGS OVER
KEMEY**

FV
Runway 01



GCFV/FUE
FUERTEVENTURA

JEPPesen
22 JAN 16 10-2C

FUERTEVENTURA, CANARY IS
Eff 4 Feb

STAR

*ATIS
118.650

Apt Elev
83'

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

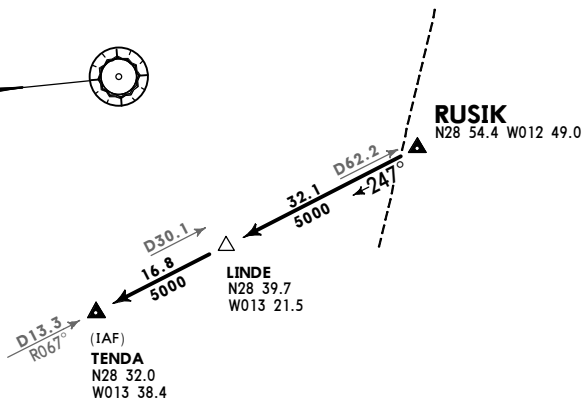
RUSIK 1B [RUS11B]
RWYS 01, 19
BY ATC

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
AEROPORTO
D 114.4 LTE
N28 56.9 W013 36.1

FUERTEVENTURA
D 114.1 FTV
N28 25.8 W013 51.9

FUERTEVENTURA
397 FV
N28 23.0 W013 52.0



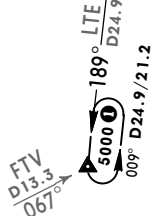
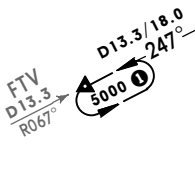
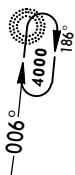
NOT TO SCALE

HOLDINGS OVER TENDA

FV
Runway 01

Runway 01 & 19

Runway 01



① 4000 for Missed Apch RWY 01

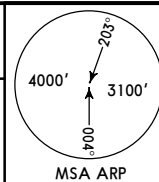
GCFV/FUE
FUERTEVENTURA

JEPPESSEN **FUERTEVENTURA, CANARY IS**
27 MAY 16 **(10-2D)** **RNAV STAR**

*ATIS
118.650

Apt Elev
83'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
1. RNAV 1 approval required.
2. GNSS required.



**RUSIK 3S [RUS13S]
TERTO 5S [TERT5S]
RNAV**

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

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

----- Speed Reduction Area

Merging point is DEMEX.
The first and last waypoint,
where direct is cleared, are
NIDOM and FV623 respectively.

TERTO
N30 06.3 W012 43.0
At or above
FL150

POKAB
N29 21.7 W013 11.3

BUSAP
N29 12.6 W013 16.4



DME
FUERTEVENTURA
(108.0) FUE
N28 22.9 W013 52.0
397 FV
N28 23.0 W013 52.0

DEMEX
N28 12.0
W013 50.4

At or above
2700'

(IAF)
SOTAD
N27 58.5 W013 51.3
(D24.4 FUE)

At or above
5000'
MAX 220 KIAS

TENDA
N28 32.0
W013 38.4

TOSPU
N28 27.4
W013 40.7

NIDOM
N28 21.4 W013 39.7
Between
FL80 & 6000'
220 KIAS

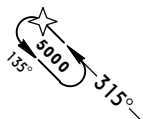
FV621
N28 14.4 W013 35.4
Between
FL80 & 6000'
220 KIAS

FV622
N28 06.4 W013 36.5
Between
FL80 & 6000'
220 KIAS

FV623
N28 00.4 W013 42.5
Between
FL80 & 6000'
220 KIAS

① ←209° 4.9
② MAX 200 KIAS
if cleared direct
to DEMEX

**HOLDING OVER
SOTAD**



STAR	RWY	ROUTING
RUSIK 3S	01	RUSIK - TENDA - TOSPU - NIDOM (FL80-; 6000'+; K220) - FV621 (FL80-; 6000'+; K220) - FV622 (FL80-; 6000'+; K220) - FV623 (FL80-; 6000'+; K220) - SOTAD (5000'+; K220-).
TERTO 5S		TERTO (FL150+) - POKAB - BUSAP - TENDA - TOSPU - NIDOM (FL80-; 6000'+; K220) - FV621 (FL80-; 6000'+; K220) - FV622 (FL80-; 6000'+; K220) - FV623 (FL80-; 6000'+; K220) - SOTAD (5000'+; K220-).

GCFV/FUE
FUERTEVENTURA

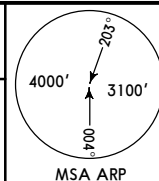
JEPPESSEN
27 MAY 16 10-2E

FUERTEVENTURA, CANARY IS
RNAV STAR

*ATIS
118.650

Apt Elev
83'

Alt Set: hPa Trans level: By ATC
1. RNAV 1 approval required.
2. GNSS required.



RUSIK 3W [RUSI3W]
TERTO 5W [TERT5W]
RNAV



TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

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

Merging point is NOBLI.
The first and last waypoint,
where direct is cleared, are
UMOTO and FV732 respectively.

TERTO
N30 06.3 W012 43.0
At or above
FL150

POKAB
N29 21.7 W013 11.3

NIRPO
N29 14.2 W013 13.7

NOBLI
N28 38.9 W013 43.5
At or above
3000'

UMOTO
N28 38.0 W013 25.2
At FL90
220 KIAS

RUSIK
N28 54.4 W012 49.0

DME
FUERTEVENTURA
(108.0) FUE
N28 22.9 W013 52.0
397 FV
N28 23.0 W013 52.0

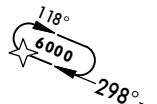
(IAF)
BAMKU
N28 22.8 W013 43.7
(D7.3 FUE)

At or above
6000'
MAX 220 KIAS

FV731
N28 30.3 W013 28.0
Between
FL90 & 6000'
220 KIAS

FV732
N28 24.7 W013 34.7
Between
FL90 & 6000'
220 KIAS

HOLDING OVER
BAMKU



STAR	RWY	ROUTING
RUSIK 3W	19	RUSIK - UMOTO (FL90; K220) - FV731 (FL90-; 6000'+; K220) - BAMKU (6000'+; K220-).
TERTO 5W		TERTO (FL150+) - POKAB - NIRPO - UMOTO (FL90; K220) - FV731 (FL90-; 6000'+; K220) - FV732 (FL90-; 6000'+; K220) - BAMKU (6000'+; K220-).

GCFV/FUE
FUERTEVENTURA

JEPPESSEN
27 MAY 16 10-2G

FUERTEVENTURA, CANARY IS
STAR

*ATIS 118.650	Apt Elev 83'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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RUSIK 2B [RUSI2B]
RWYS 01, 19
BY ATC

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

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

LANZAROTE
AEROPUERTO
D 114.4 LTE
N28 56.9 W013 36.1

(IAF)
TENDA
N28 32.0
W013 38.4
(D15.0 FUE)

RUSIK
N28 54.4 W012 49.0
(246° brg to FV/D63.7 FUE)

IXOLO
N28 38.5 W013 21.1
(246° brg to FV/D31.3 FUE)

D19.0 FUE
N28 32.4
W013 33.2

DME
FUERTEVENTURA
(108.0) FUE
N28 22.9 W013 52.0
(IAF Rwy 01)
397 FV
N28 23.0 W013 52.0

❶ From D19.0 FUE STAR does not
comply with ICAO DOC 8168.

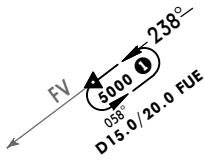


HOLDINGS OVER
TENDA

FV
Runway 01

Runway 19

Runway 01



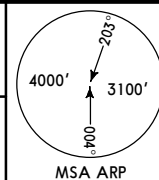
❶ 4000 for Missed Apch RWY 01

GCFV/FUE
FUERTEVENTURA

JEPPESSEN FUERTEVENTURA, CANARY IS
22 JAN 16 10-3 Eff 4 Feb RNAV SID

Apt Elev
83'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1 approval required.
2. GNSS required.
3. EXPECT close-in obstacles



KORAL 7Q [KORA7Q] RNAV

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 115.2 LZR
N29 10.0 W013 30.6

LANZAROTE
AEROPORTO
D 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.

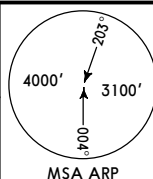
RWY	ROUTING
01	Climb on 021° track to at or above 500', turn RIGHT, 029° track to FV672, to LTE, to LZR, turn RIGHT to DIBIB, to POKAB, to GAMVA, to KORAL.

GCFV/FUE
FUERTEVENTURA

22 JAN 16 **JEPPSEN** FUERTEVENTURA, CANARY IS
(10-3B) Eff 4 Feb **RNAV SID**

Apt Elev
83'

Trans level: By ATC Trans alt: 6000'
1. **RNAV 1 approval required.**
2. **GNSS required.**
3. EXPECT close-in obstacles



SAMAR 7Q [SAMA7Q]
RNAV

SAMAR 
N30 54.0 W014 24.9

18.6
← 347°
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
AEROPORTO
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

198°
021°
029°
At or above
500'

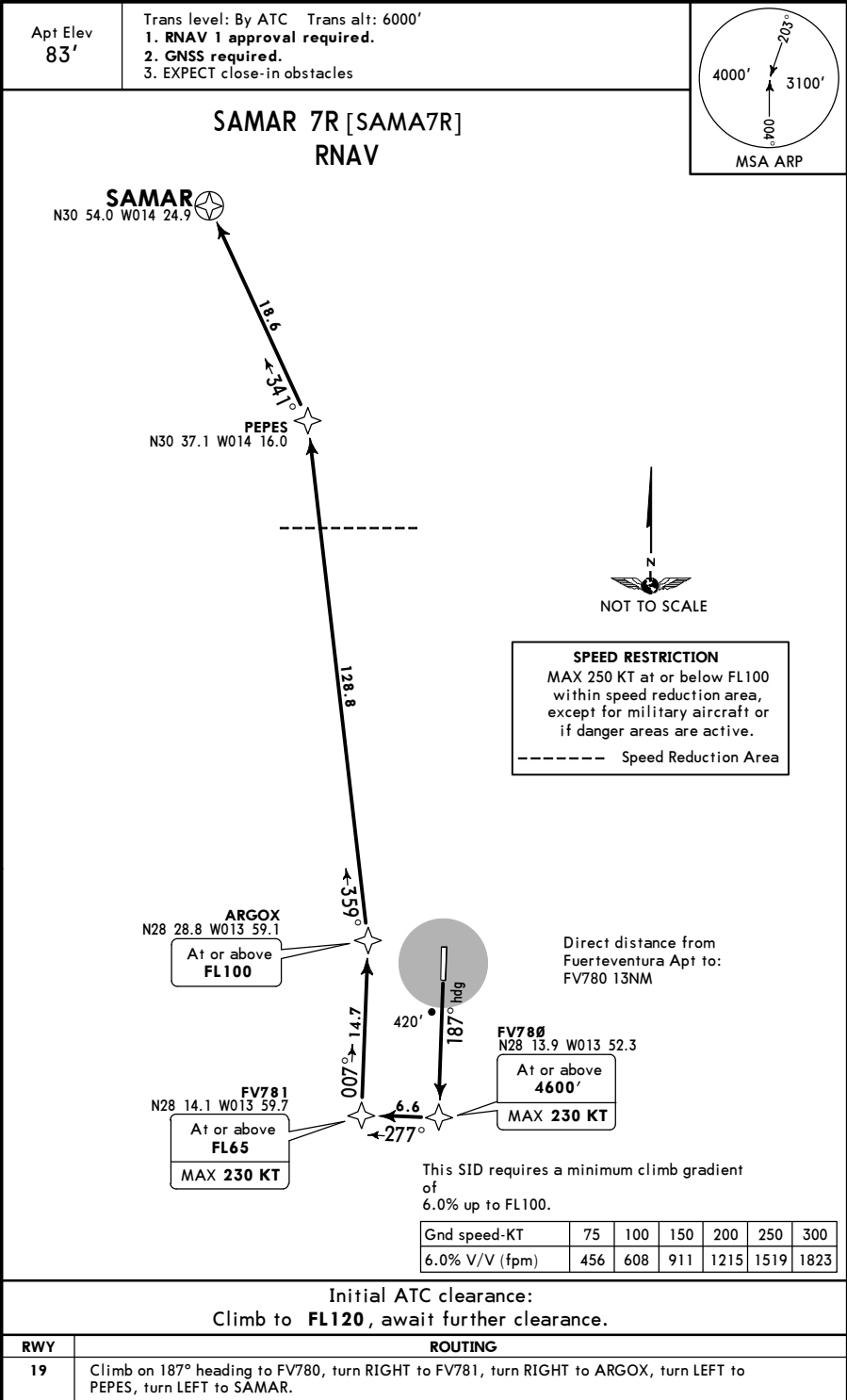
Initial ATC clearance:
Climb to **FL120** , await further clearance.

RWY	ROUTING
01	Climb on 021° track to at or above 500' , turn RIGHT, 029° track to FV672, to LTE, turn LEFT to PEPES, turn LEFT to SAMAR.

GCFV/FUE
FUERTEVENTURA

JEPPESSEN FUERTEVENTURA, CANARY IS
22 JAN 16 (10-3C) Eff 4 Feb

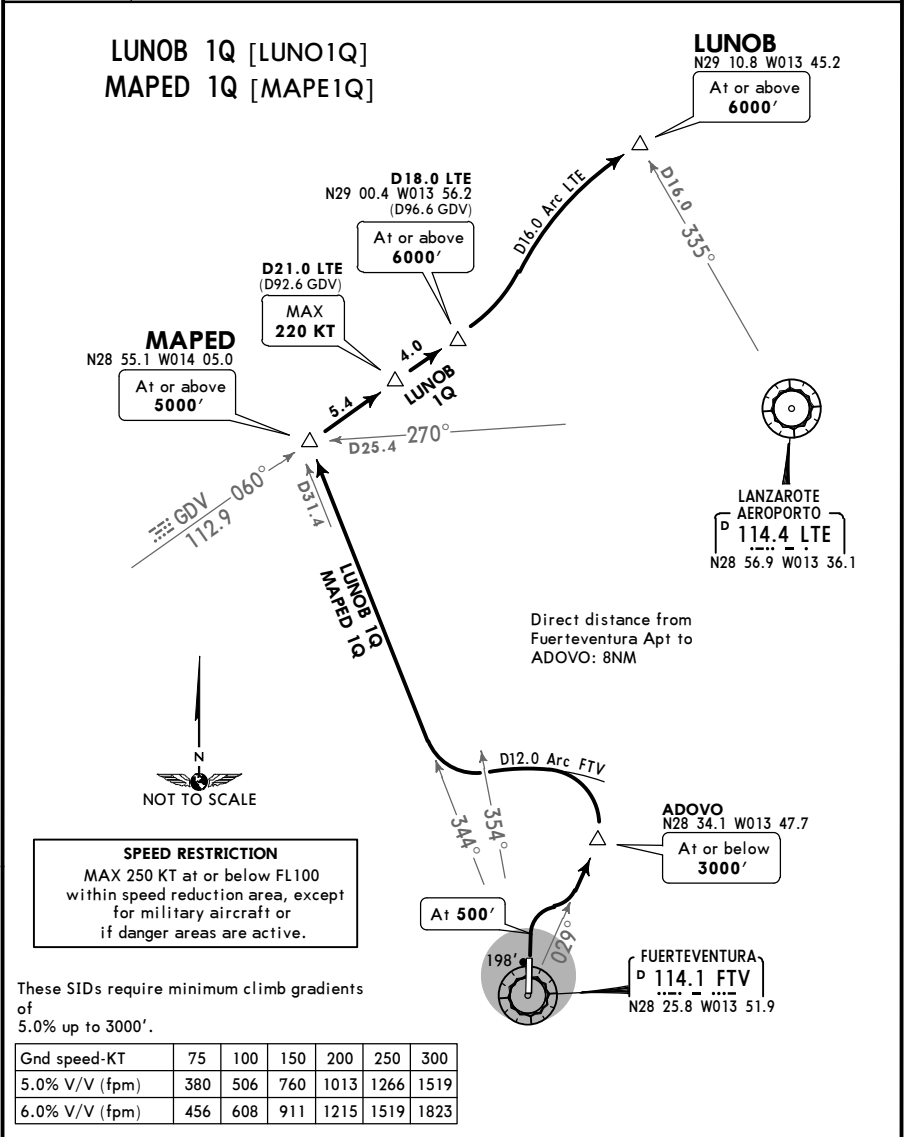
RNAV SID



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Apt Elev
83'

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



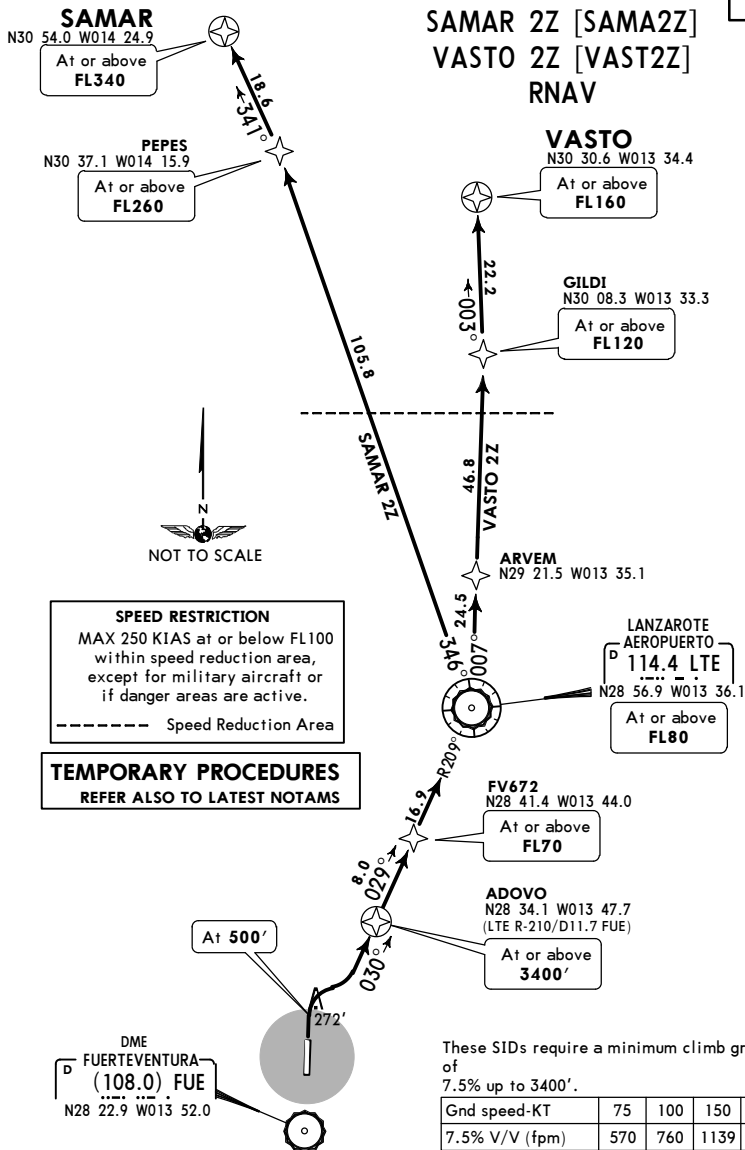
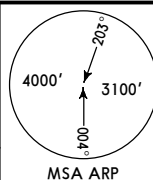
Initial ATC clearance 4000'		
SID	RWY	ROUTING
LUNOB 1Q	01	Climb on runway heading to 500', turn RIGHT, intercept FTV R-029 to ADOVO, turn LEFT, along FTV 12.0 DME arc, at FTV R-354 turn RIGHT, intercept FTV R-344 to MAPED, turn RIGHT, intercept GDV R-060, at D18.0 LTE turn LEFT, along LTE 16.0 DME arc to LUNOB (IAF GCRR).
MAPED 1Q		Climb on runway heading to 500', turn RIGHT, intercept FTV R-029 to ADOVO, turn LEFT, along FTV 12.0 DME arc, at FTV R-354 turn RIGHT, intercept FTV R-344 to MAPED (IAF GCRR).
RWY	CONTINGENCY DEPARTURES	
01	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

27 MAY 16 **10-3G1** **JEPPESEN FUERTEVENTURA, CANARY IS**
RNAV SID

Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
1. **RNAV 1 approval required.**
 2. **DME/DME required.**
 3. DME associated to ILS are not usable for these departures RNAV 1.
 4. EXPECT close-in obstacles.
 5. The RNAV (DME/DME) procedure will start once the initial conventional climbing has been finished at the waypoint ADOVO.

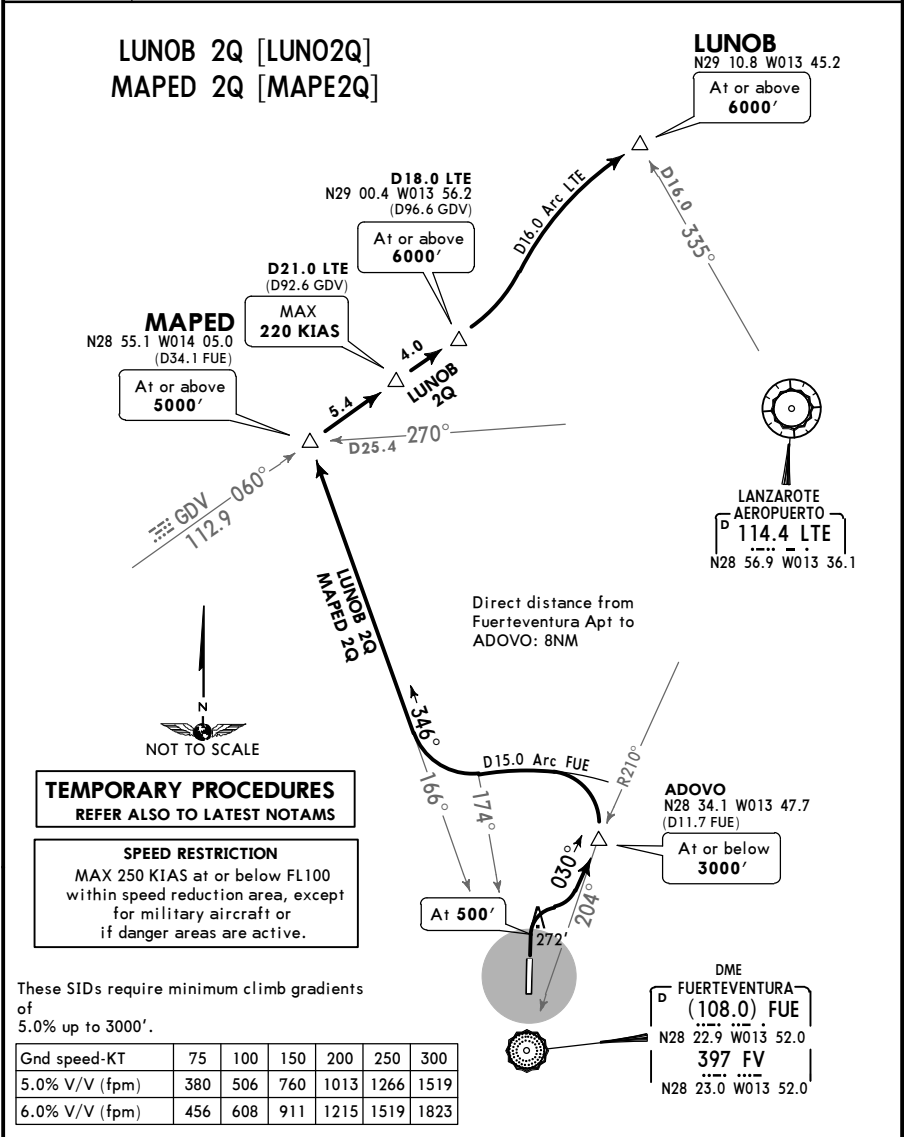


Initial ATC clearance: Climb to **FL120** , await further clearance.

RWY	INITIAL CLIMB	
01	Climb on runway heading to 500', turn RIGHT, intercept LTE R-210 inbound to ADOVO.	
SID	RWY	ROUTING
SAMAR 2Z	01	At ADOVO to FV672, to LTE, turn LEFT to PEPES, turn LEFT to SAMAR.
VASTO 2Z		At ADOVO to FV672, to LTE, turn LEFT to ARVEM, to GILDI, to VASTO.

Apt Elev
83'

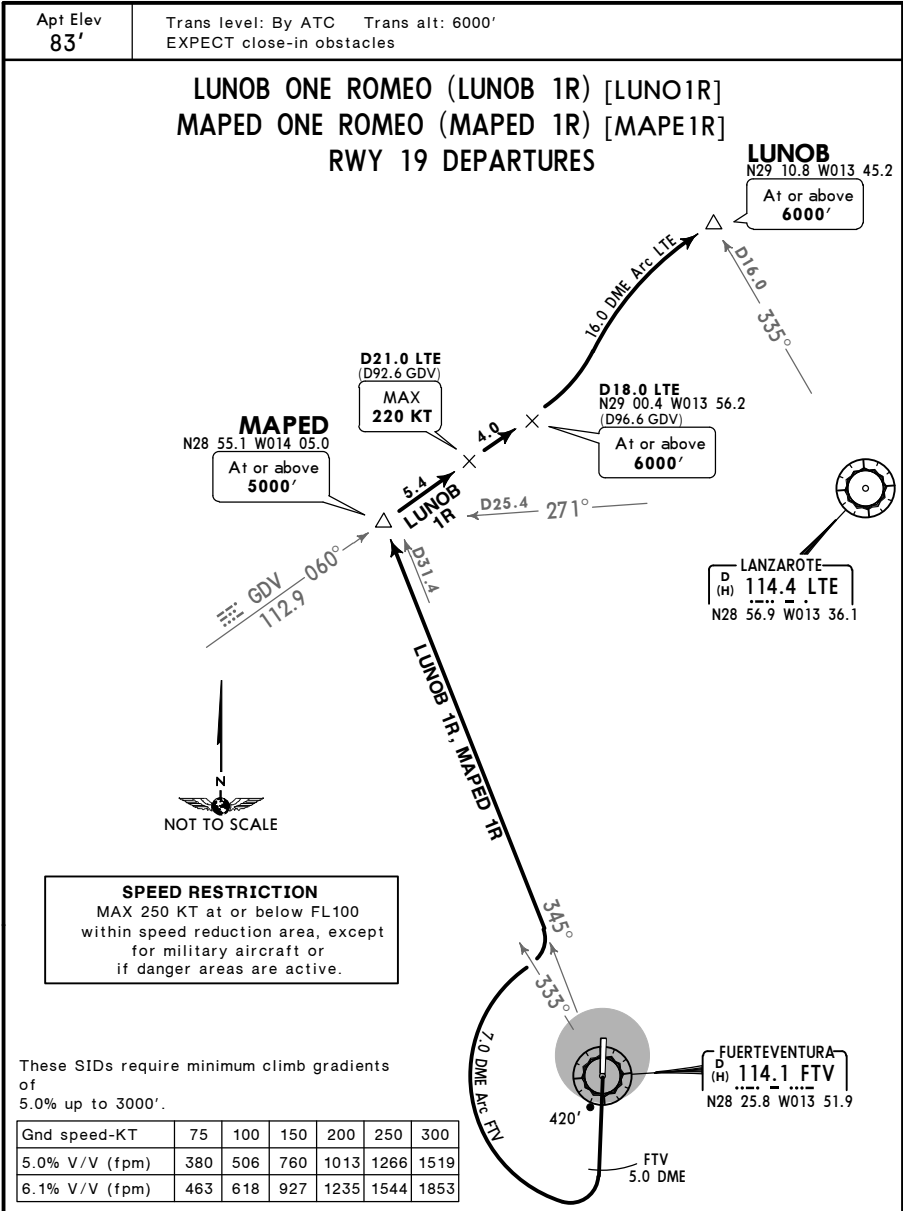
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles



Initial ATC clearance 4000'		
SID	RWY	ROUTING
LUNOB 2Q	01	Climb on runway heading to 500', turn RIGHT, intercept LTE R-210 inbound to ADOVO, turn LEFT, along D15.0 arc FUE, at 174° bearing to FV turn RIGHT, intercept 346° bearing from FV 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 2Q		Climb on runway heading to 500', turn RIGHT, intercept LTE R-210 inbound to ADOVO, turn LEFT, along D15.0 arc FUE, at 174° bearing to FV turn RIGHT, intercept 346° bearing from FV to MAPED (IAF GCRR).
CONTINGENCY DEPARTURES		
RWY 01	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

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



GCFV/FUE
FUERTEVENTURA

JEPPesen FUERTEVENTURA, CANARY IS
12 JUN 15 (10-3J) Eff 25 Jun

SID

Apt Elev
83'

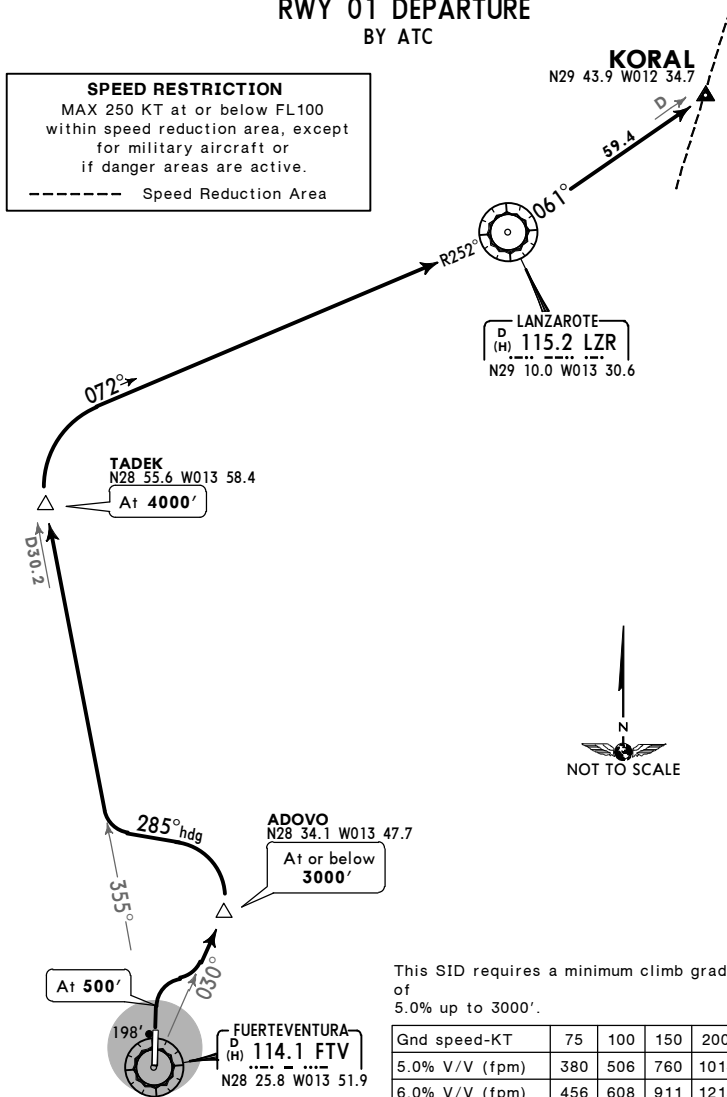
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles

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

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

SID

Apt Elev
83'

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

KORAL ONE YANKEE (KORAL 1Y) [KORA1Y]
RWY 19 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

KORAL
N29 43.9 W012 34.7



LLANZAROTE
D (H) 115.2 LZR
N29 10.0 W013 30.6

072°

TADEK
N28 55.6 W013 58.4

D50.2



At or above
6000'

FUERTEVENTURA
D (H) 114.1 FTV
N28 25.8 W013 51.9

FTV
5.0 DME

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
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:

Cross FTV R-270 at or above **6000'**, climb to **FL100**, await further clearance.

INITIAL CLIMB/ROUTING

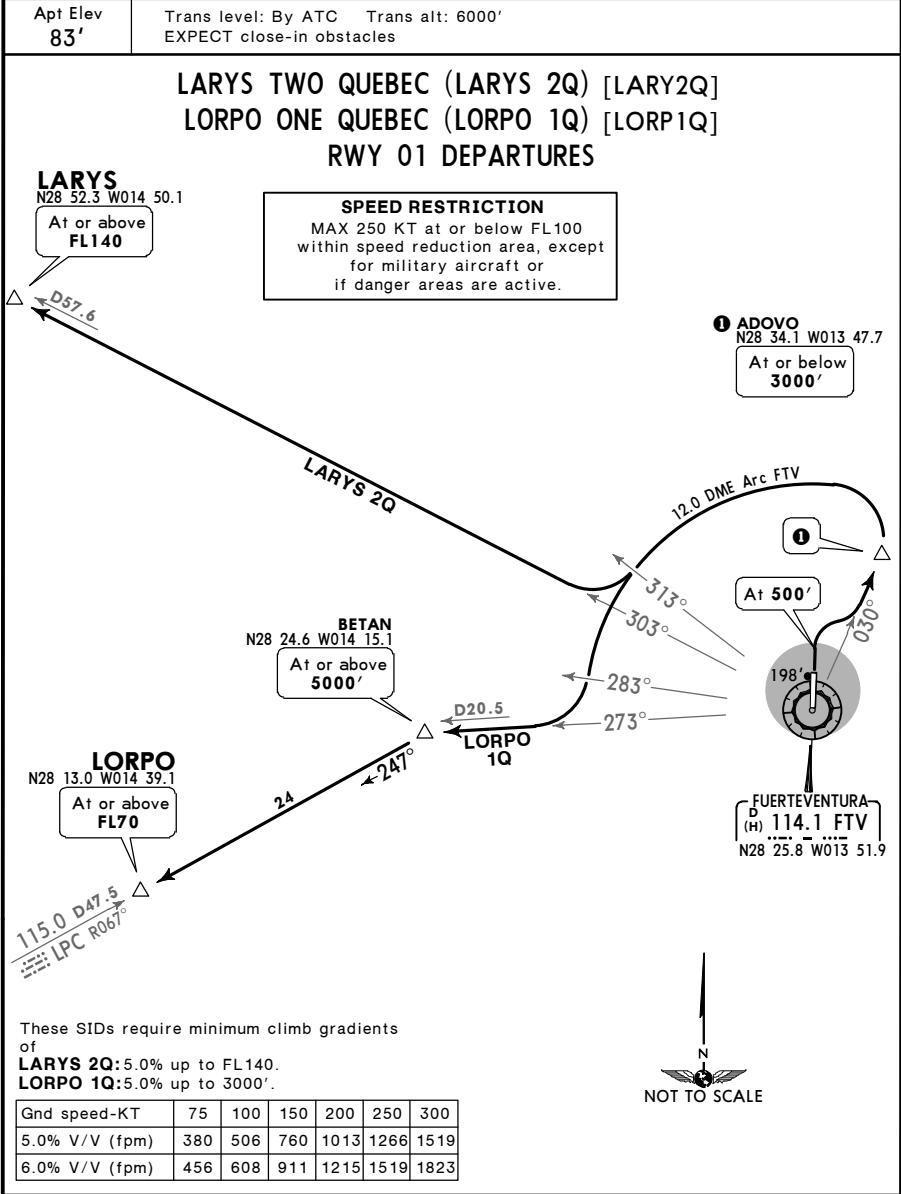
Climb on runway heading to FTV 5.0 DME, turn RIGHT, along FTV 7.0 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to TADEK, turn RIGHT, intercept LZR R-252 inbound to LZR, LZR R-061 to KORAL.

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%.

GCFV/FUE
FUERTEVENTURA

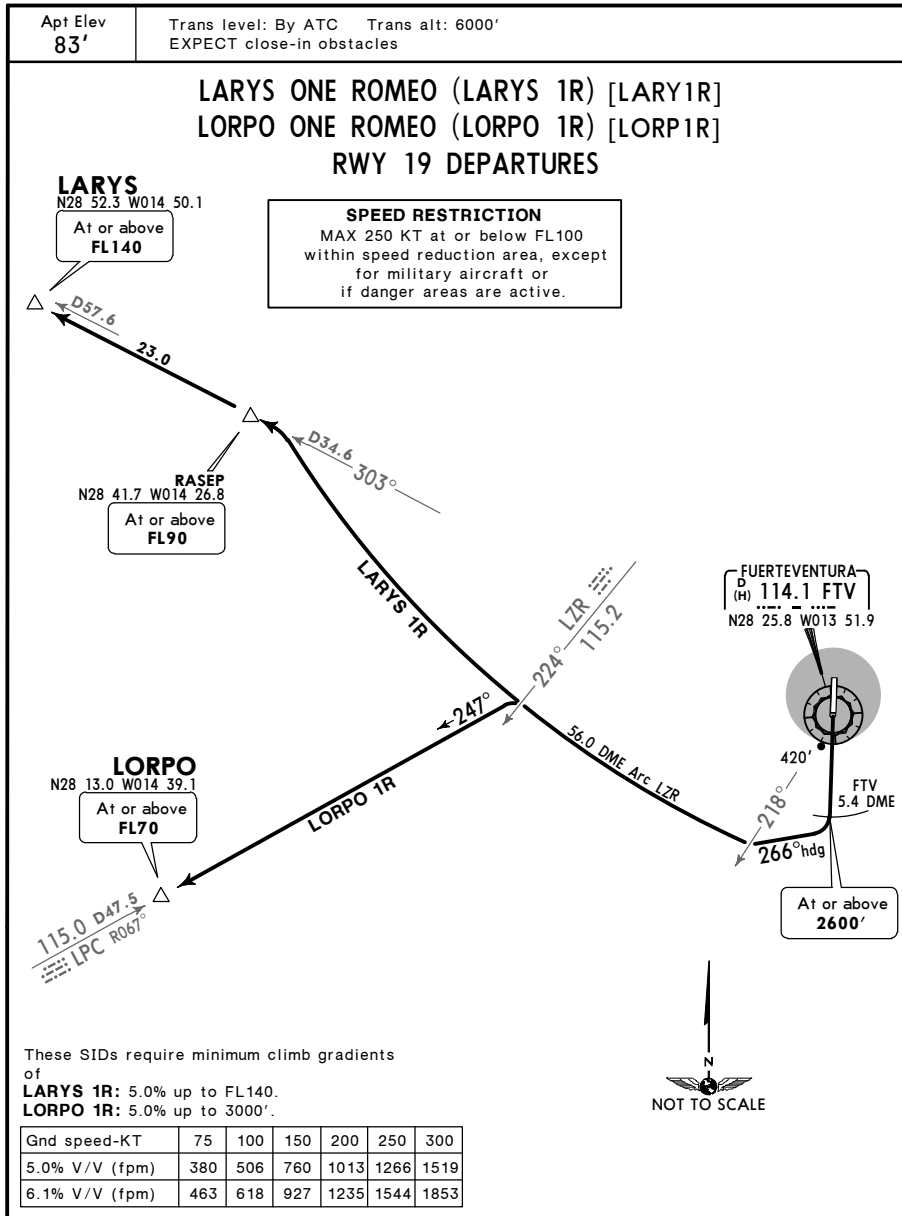
JEPPesen FUERTEVENTURA, CANARY IS
12 JUN 15 10-3L Eff 25 Jun SID



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%.	

GCFV/FUE
FUERTEVENTURA

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



Initial ATC clearance 4000'	
INITIAL CLIMB	
Climb on runway heading to FTV 5.4 DME, turn RIGHT, 266° heading, at FTV R-218 turn RIGHT, along LZR 56.0 DME arc.	
SID	ROUTING
LARYS 1R	To RASEP, turn LEFT, intercept FTV R-303 to LARYS.
LORPO 1R	At LZR R-224 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 6.1%.	

GCFV/FUE
FUERTEVENTURA

JEPPesen
27 MAY 16 (10-3Q)

FUERTEVENTURA, CANARY IS
SID

Apt Elev
83'

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

KORAL 2Z [KORA2Z]
RWY 01
BY ATC

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

KORAL
N29 43.9 W012 34.7

LANZAROTE
D 115.2 LZR
N29 10.0 W013 30.6

LANZAROTE
AEROPUERTO
D 114.4 LTE
N28 56.9 W013 36.1

TADEK
N28 55.6 W013 58.4
(D33.0 FUE)
At 4000'

SPEED RESTRICTION

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

----- Speed Reduction Area

ADOVO
N28 34.1 W013 47.7
(D11.7 FUE)

At or below
3000'



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

DME
FUERTEVENTURA
(108.0) FUE
N28 22.9 W013 52.0
397 FV
N28 23.0 W013 52.0

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 LTE R-210 inbound to ADOVO, turn LEFT, along
D15.0 arc FUE, at 183° bearing to FV turn RIGHT, intercept 355° bearing from FV to TADEK, turn
RIGHT, intercept LZR R-251 inbound to LZR, LZR R-060 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

JEPPESSEN FUERTEVENTURA, CANARY IS
27 MAY 16 (10-35) **SID**

Apt Elev
83'

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

KORAL 2Y [KORA2Y]
RWY 19
BY ATC

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

KORAL
N29 43.9 W012 34.7



LANZAROTE
D 115.2 LZR
N29 10.0 W013 30.6

TADEK
N28 55.6 W013 58.4
(D33.0 FUE)



SPEED RESTRICTION

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

----- Speed Reduction Area

D42.0 LZR
N28 34.2 W013 55.9

DME
FUERTEVENTURA
(108.0) FUE
N28 22.9 W013 52.0
397 FV
N28 23.0 W013 52.0

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
6.1% V/V (fpm)	463	618	927	1235	1544	1853

D3.2 FUE
N28 19.8
W013 52.2

At or above
2000'

At or above
6000'

Initial ATC clearance:

Cross 090° bearing to FV at or above 6000', climb to FL100, await further clearance.

INITIAL CLIMB/ROUTING

Climb to FV, 187° bearing, at D3.2 FUE turn RIGHT, along D56.0 arc LZR, at LZR R-214 turn RIGHT, intercept LZR R-216 inbound, intercept 355° bearing from FV to TADEK, turn RIGHT, intercept LZR R-251 inbound to LZR, LZR R-060 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 6.1%.

Apt Elev 83'	Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles
------------------------	--

**LARYS 3Q [LARY3Q]
LORPO 2Q [LORP2Q]
RWY 01**

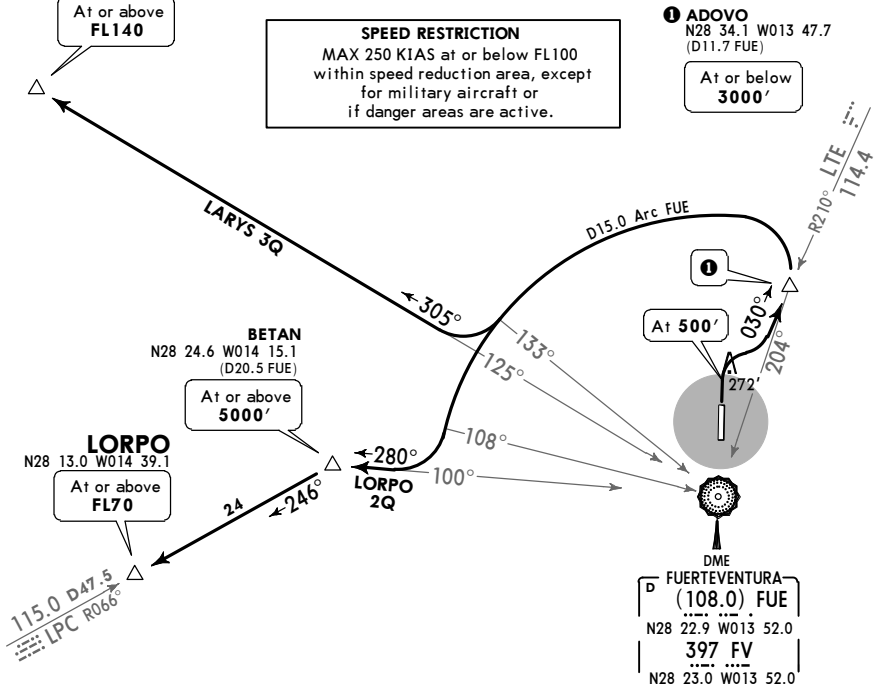
LARYS
N28 52.3 W014 50.1
(D58.9 FUE)
(114.4 LTE R-272/D65.1)
(115.2 LZR R-261/D71.8)

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

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

ADOVO
N28 34.1 W013 47.7
(D11.7 FUE)

At or below
3000'



These SIDs require minimum climb gradients
of
LARYS 3Q: 5.0% up to FL140.
LORPO 2Q: 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 LTE R-210 inbound to ADOVO, turn LEFT, along D15.0 arc FUE.	
SID	ROUTING
LARYS 3Q	Follow D15.0 arc FUE, at 133° bearing to FV turn RIGHT, intercept 305° bearing from FV to LARYS.
LORPO 2Q	Follow D15.0 arc FUE, at 108° bearing to FV turn RIGHT, intercept 280° bearing from FV to BETAN, turn LEFT, intercept LPC R-066 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%.	

GCFV/FUE
FUERTEVENTURA

 **JEPPESSEN** FUERTEVENTURA, CANARY IS
27 MAY 16 (10-3U)

SID

Apt Elev
83'

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

LARYS

N28 52.3 W014 50.1
(D58.9 FUE)
(114.4 LTE R-272/D65.1)
(115.2 LZR R-261/D71.8)

At or above
FL140

LARYS 2R [LARY2R]

LORPO 2R [LORP2R]

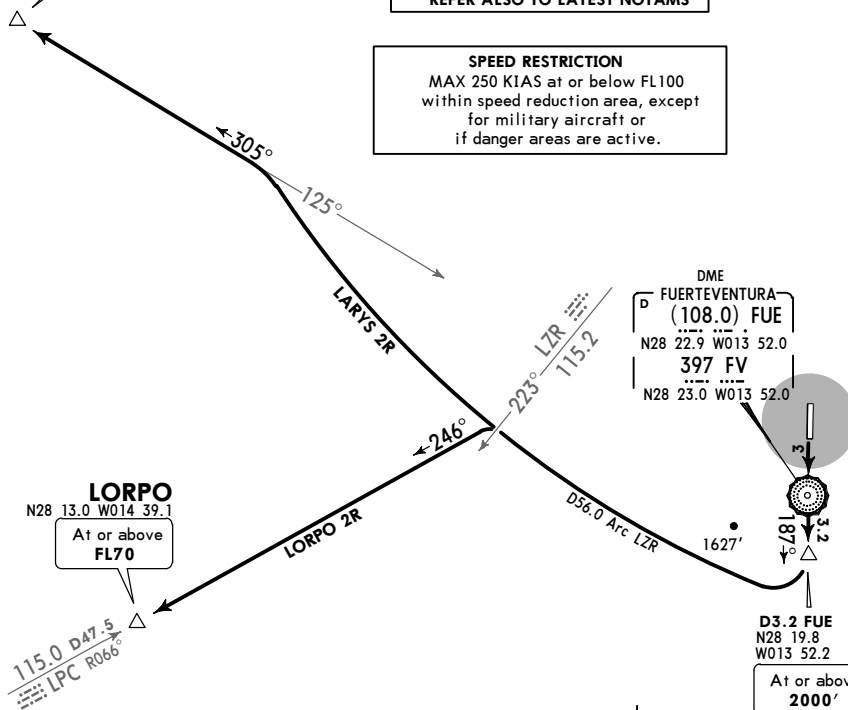
RWY 19

TEMPORARY PROCEDURES

REFER ALSO TO LATEST NOTAMS

SPEED RESTRICTION

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



These SIDs require minimum climb gradients
of

LARYS 2R: 5.0% up to FL140.

LORPO 2R: 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
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance 4000'

INITIAL CLIMB

Climb to FV, 187° bearing, at D3.2 FUE turn RIGHT, along D56.0 arc LZR.

SID

ROUTING

LARYS 2R

Follow D56.0 arc LZR, intercept 305° bearing from FV to LARYS.

LORPO 2R

Follow D56.0 arc LZR, at LZR R-223 turn LEFT, intercept LPC R-066 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 6.1%.

GCFV/FUE

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



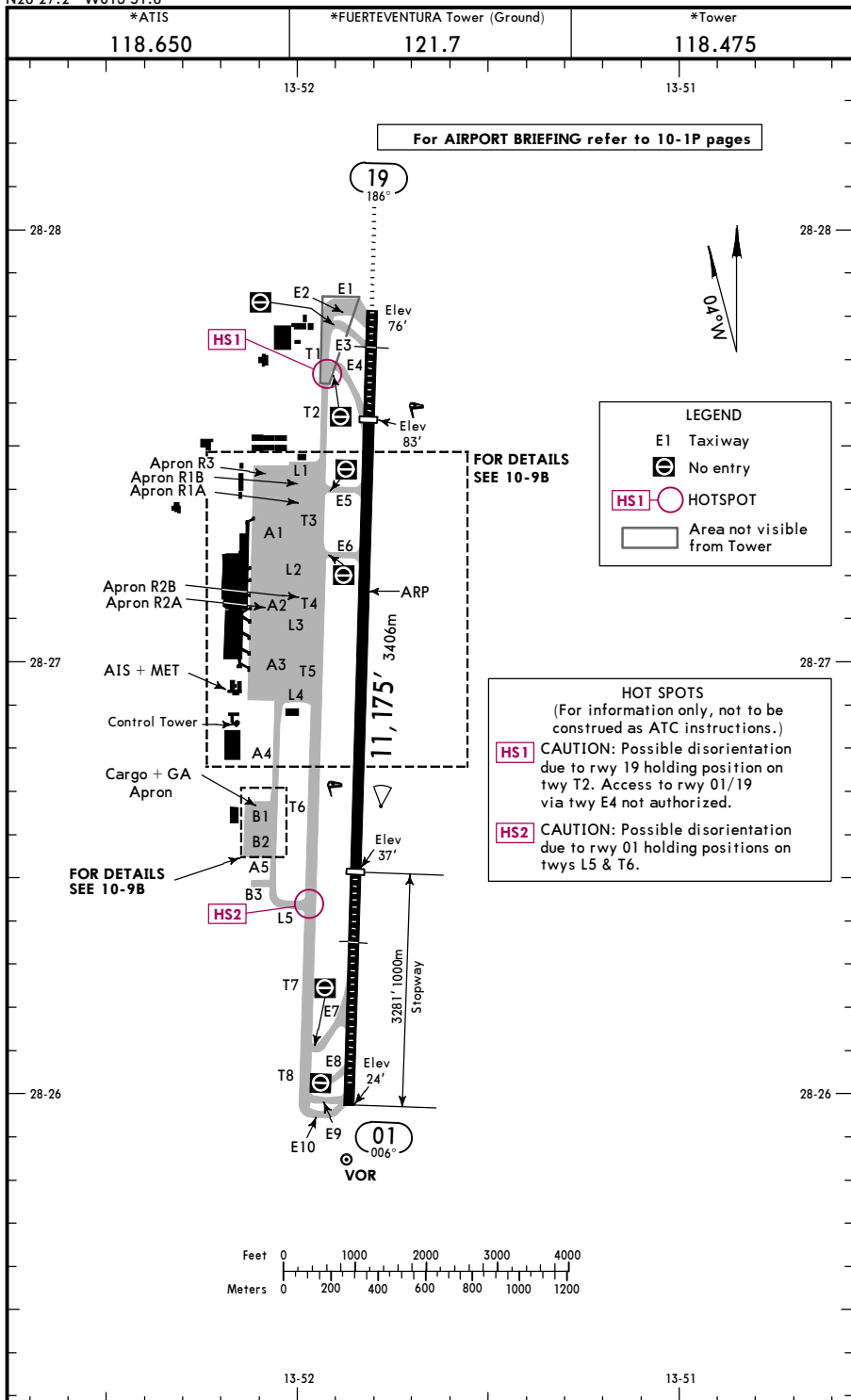
JEPPESSEN

FUERTEVENTURA, CANARY IS

22 JAN 16 (10-9)

Eff 4 Feb

FUERTEVENTURA

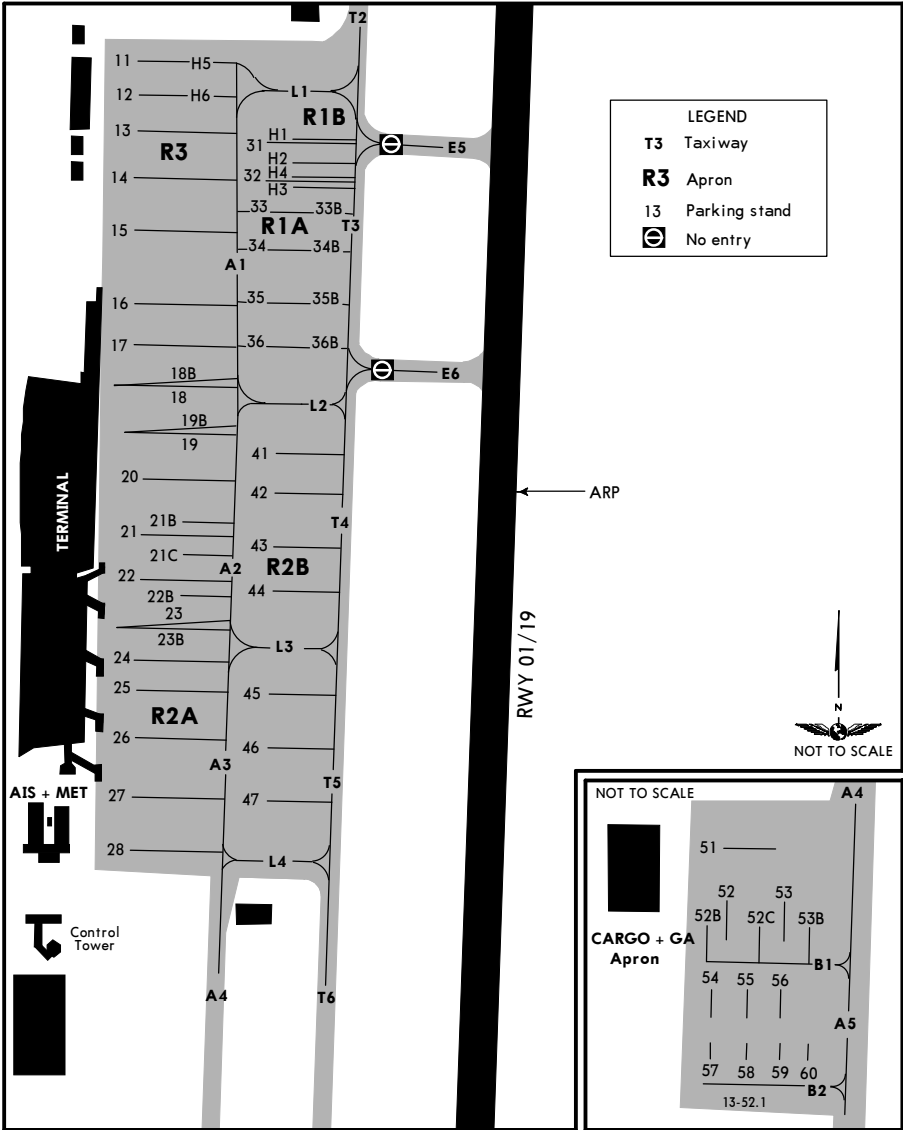


ADDITIONAL RUNWAY INFORMATION									
RWY						LANDING BEYOND		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
01	HIRL (60m)	CL (15m)	HIALS REIL	PAPI (3.0°)	② RVR	7894' 2406m	7051' 2149m		148'
① 19	HIRL (60m)	CL (15m)	HIALS REIL	PAPI-L (3.45°)		9646' 2940m	8672' 2643m	7894' 2406m ③	45m
① Pilot controlled lighting on 118.475. ② PAPI obstacle protection surface is penetrated by aircraft taxiing on twy T7 and T8. Not usable for B744 and code letter F acft. ③ Last 3281'/1000m of rwy 19 not usable for take-off.									
Standard TAKE-OFF									
RCLM (DAY only) or RL						NIL (DAY only)			
A	400m					500m			
B									
C									
D									

GCFV/FUE

JEPPesen
27 FEB 15 (10-9B)

FUERTEVENTURA, CANARY IS
FUERTEVENTURA



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

GCFV/FUE


JEPPESSEN
 27 FEB 15 **(10-9C)**
FUERTEVENTURA, CANARY IS
FUERTEVENTURA

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.

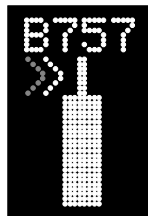
DISPLAY UNIT

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

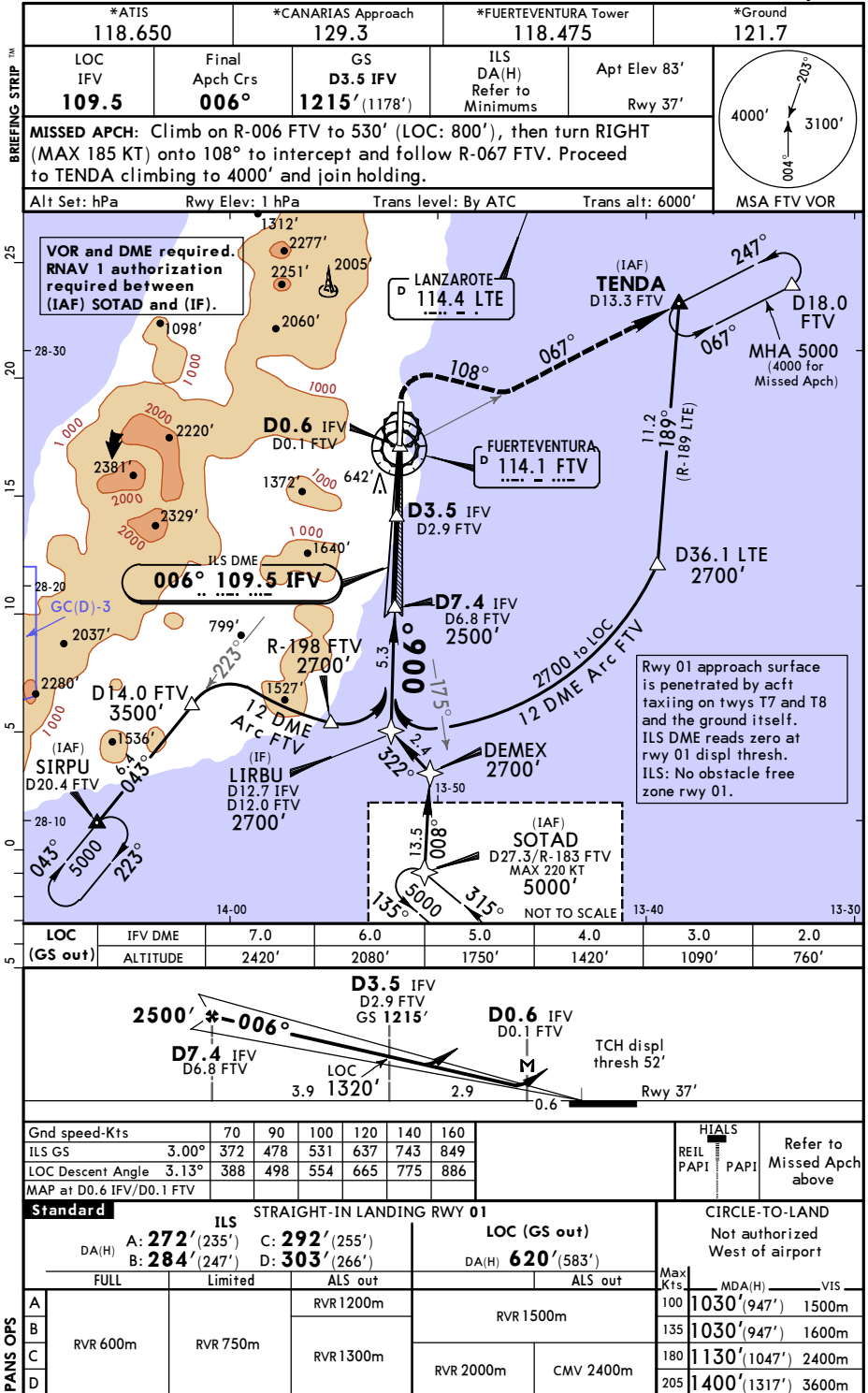
1. If in any moment, the pilot is not sure about the information shown, he will stop the aircraft immediately and will request signalman presence for manual guidance.
2. The pilot will not proceed to the stand position if the system is not showing vertical arrows for movement (aircraft searching mode).
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
4 MAR 16 (11-1)

FUERTEVENTURA, CANARY IS
ILS Z or LOC Z Rwy 01

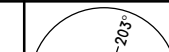


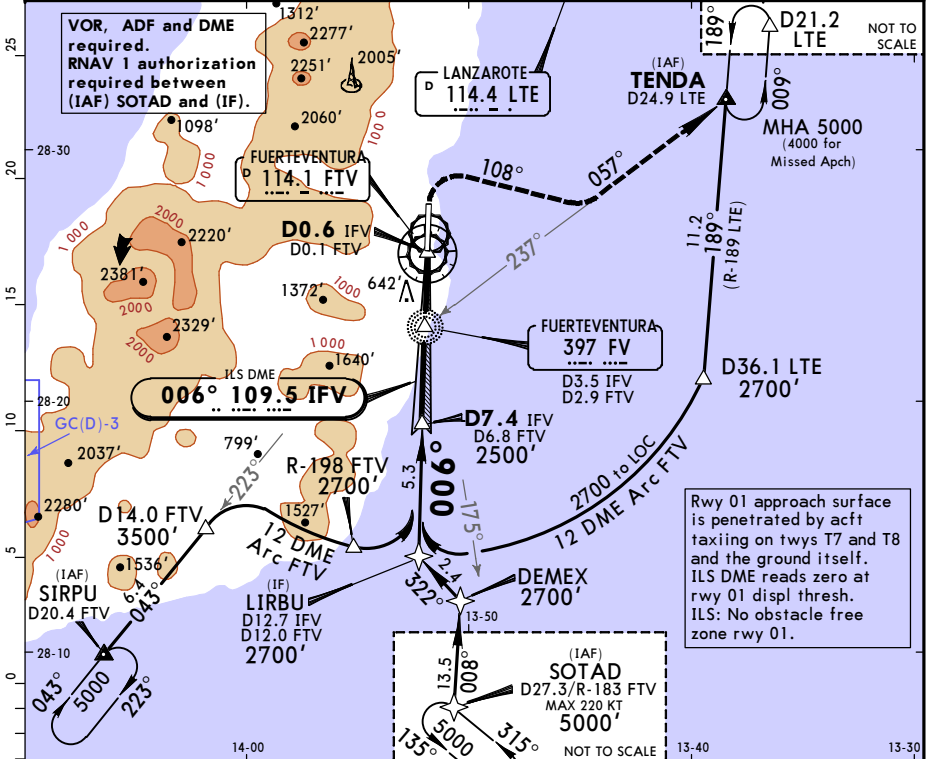
GCFV/FUE
FUERTEVENTURA

JEPPSEN
4 MAR 16 (1-2)

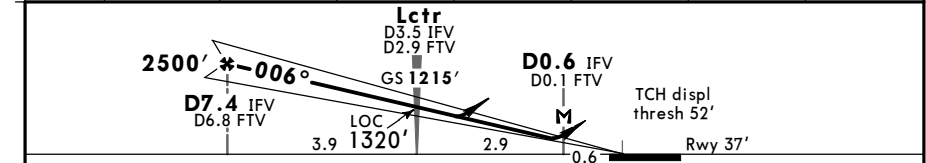
FUERTEVENTURA, CANARY IS
ILS Y or LOC Y Rwy 01

BRIEFING STRIP™

*ATIS 118.650		*CANARIAS Approach 129.3		*FUERTEVENTURA Tower 118.475		*Ground 121.7			
LOC IFV 109.5		Final Apch Crs 006°		GS Lctr 1215' (1178')		ILS DA(H) Refer to Minimums		Apt Elev 83' Rwy 37'	
MISSED APCH: Climb on rwy heading to 530' (LOC: 800'), then turn RIGHT (MAX 185 KT) onto 108°. Intercept and proceed on 057° from Lctr 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									



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								above

Standard				STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized	
DA(H) A: 272' (235') C: 292' (255')				DA(H) 620' (583')		West of airport	
B: 284' (247') D: 303' (266')							
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 600m	RVR 750m	RVR 1200m	RVR 1500m		100	1030' (947') 1500m
B			RVR 1300m	RVR 2000m		135	1030' (947') 1600m
C				CMV 2400m		180	1130' (1047') 2400m
D						205	1400' (1317') 3600m

PANS OPS

CHANGES: Waypoint LIRBU altitude.

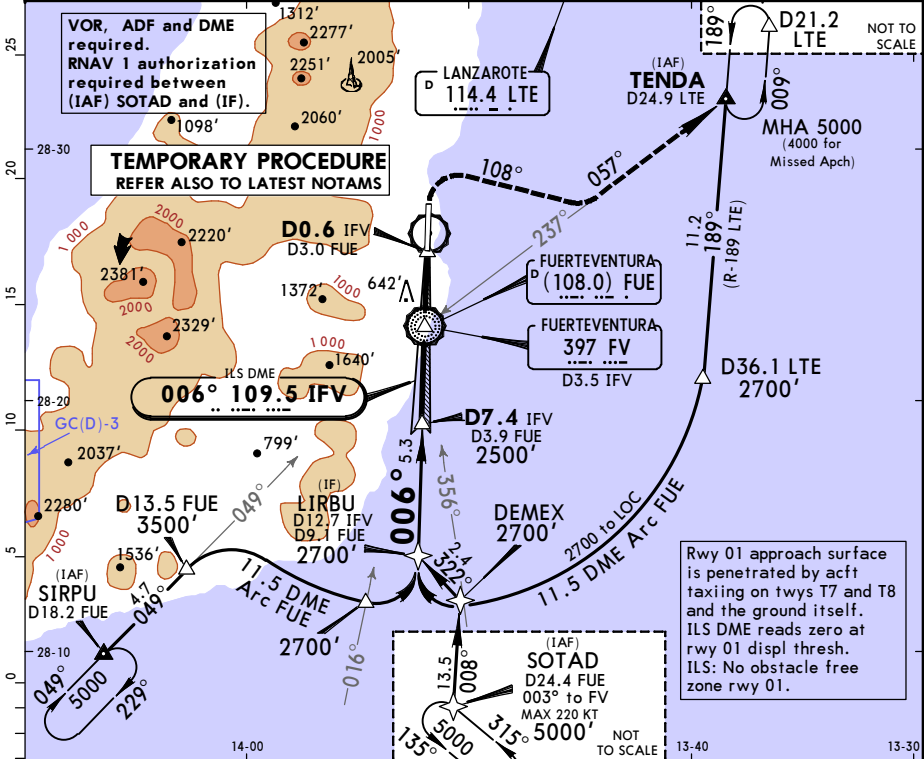
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GCFV/FUE
FUERTEVENTURA

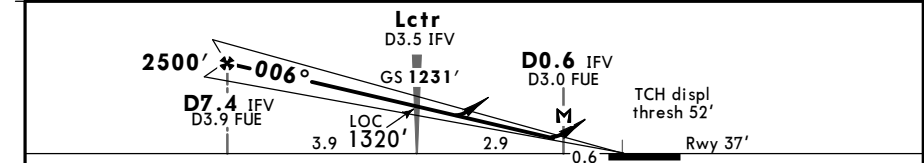
15 APR 16
Eff 28 Apr 11-02

FUERTEVENTURA, CANARY IS
ILS Y or LOC Y Rwy 01

BRIEFING STRIP™	*ATIS 118.650		*CANARIAS Approach 129.3		*FUERTEVENTURA Tower 118.475		*Ground 121.7	
	LOC IFV 109.5		Final Apch Crs 006°		GS Lctr 1231' (1194')		ILS DA(H) Refer to Minimums	
							Apt Elev 83' Rwy 37'	
	MISSED APCH: Climb on rwy heading to 530' (LOC: 800'), then turn RIGHT (MAX 185 KT) onto 108°. Intercept and proceed on 057° from Lctr to TENDA climbing to 4000' and join holding.							
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'	
	MSA FV Lctr							



LOC (GS out)	IFV DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2370'	2040'	1720'	1390'	1070'	740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS	3.00°	372	478	531	637	743	849	Refer to Missed Apch above
LOC Descent Angle	3.13°	388	498	554	665	775	886	
MAP at D0.6 IFV/D3.0 FUE								

Standard STRAIGHT-IN LANDING RWY 01						CIRCLE-TO-LAND		
ILS DA(H)			LOC (GS out) DA(H)			Not authorized West of airport		
A: 272' (235') B: 284' (247') C: 292' (255') D: 303' (266')			620' (583')					
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A	RVR 600m	RVR 750m	RVR 1200m	RVR 1500m		100	1030' (947')	1500m
B			RVR 1300m	RVR 2000m		135	1030' (947')	1600m
C				CMV 2400m		180	1130' (1047')	2400m
D						205	1400' (1317')	3600m

PANS OPS

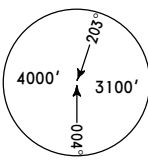
CHANGES: New temporary procedure.

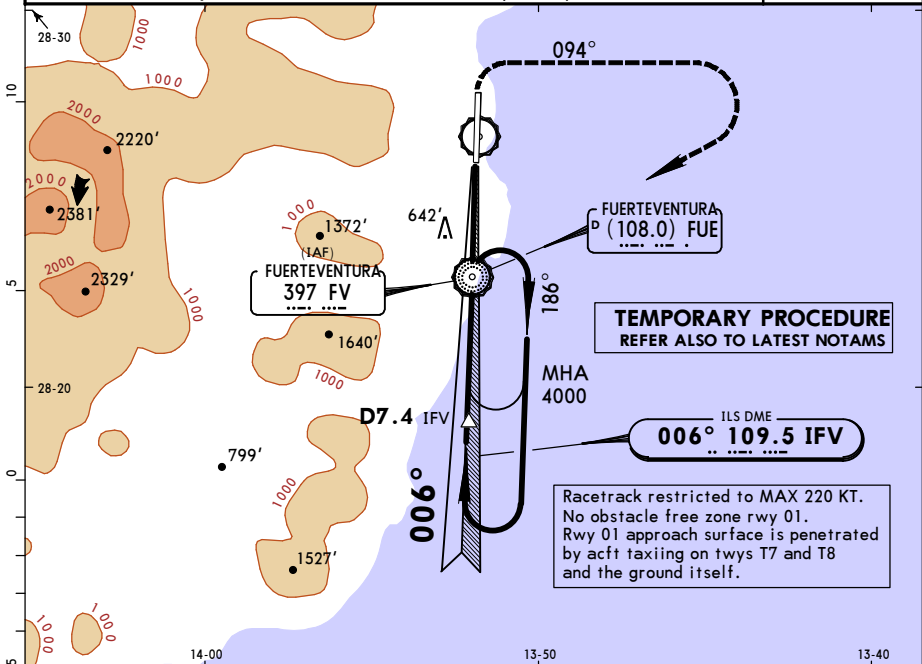
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GCFV/FUE
FUERTEVENTURA

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15 APR 16 11-03 Eff 28 Apr

FUERTEVENTURA, CANARY IS
ILS X Rwy 01

*ATIS 118.650		*CANARIAS Approach 129.3		*FUERTEVENTURA Tower 118.475		*Ground 121.7
LOC IFV 109.5	Final Appch Crs 006°	GS Lctr 1231' (1194')	ILS DA(H) Refer to Minimums	Apt Elev 83'	Rwy 37'	
MISSED APCH: Climb on 006° to 530', then turn RIGHT (MAX 185 KT) onto track 094° 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'						MSA FV Lctr
1. ADF and DME required. 2. ILS DME reads zero at rwy 01 displaced threshold.						



CAT A & B:
3 Min

CAT C & D:
2 Min

2800'

2500'

D7.4 IFV

3.9

3.5

0

Lctr

4000'

GS 1231'

Rwy 37'

186°

*-006°

TCH displ
thresh 52'

TO DISPLACED THRESHOLD

Gnd speed-Kts	70	90	100	120	140	160	ILS	530'	185 KT
GS	3.00°	372	478	531	637	743	REIL PAPI	on 006°	MAX onto 094°
							PAPI	↑	RT

Standard

STRAIGHT-IN LANDING RWY 01

DA(H) A: 272'(235') C: 292'(255')
B: 284'(247') D: 303'(266')

	FULL	Limited	ALS out	Max Kts	MDA(H)	VIS
A	RVR 600m	RVR 750m	RVR 1200m	100	1030'(947')	1500m
B			RVR 1300m	135	1030'(947')	1600m
C				180	1130'(1047')	2400m
D				205	1400'(1317')	3600m

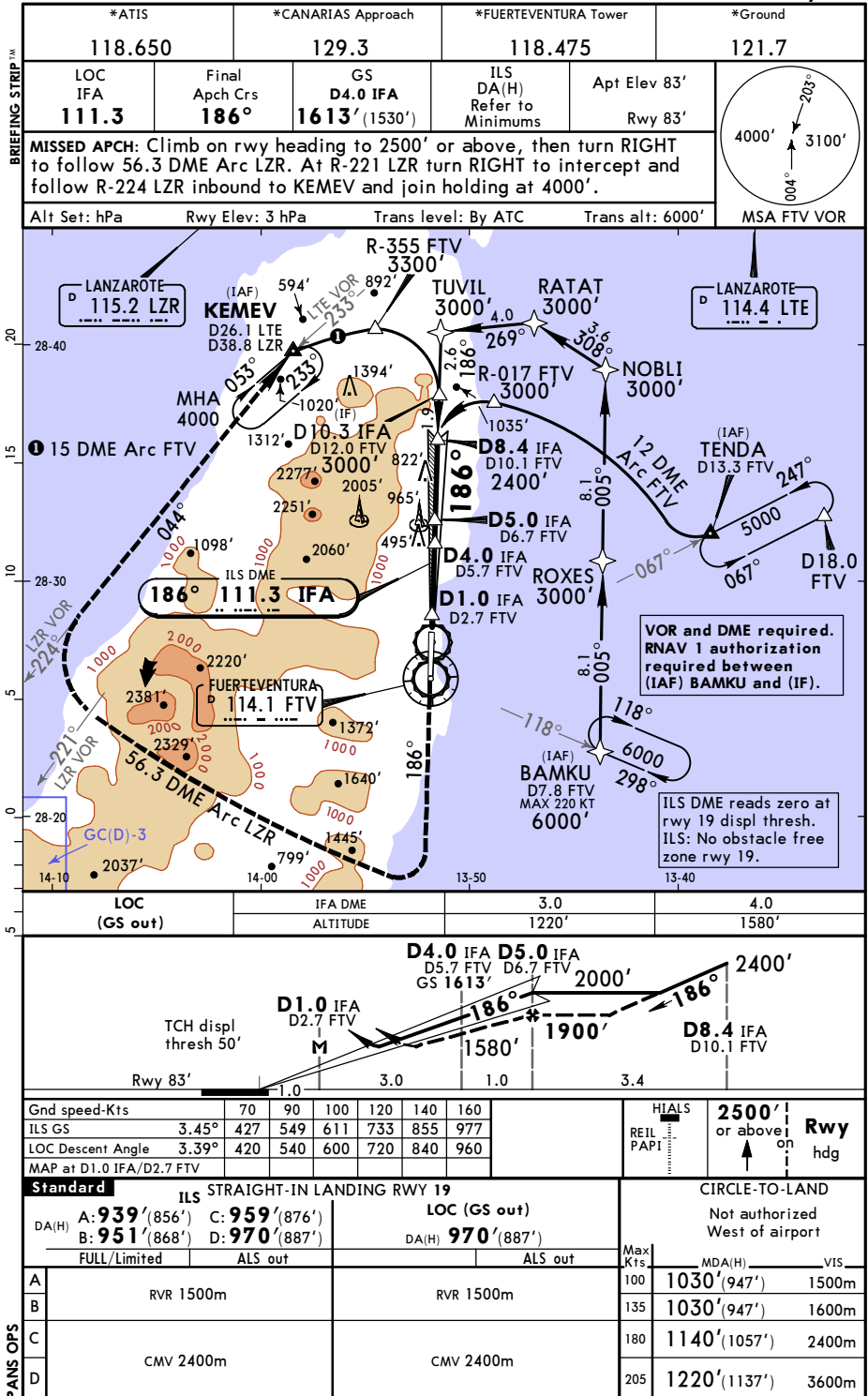
TRANS OPS

CHANGES: New temporary procedure.

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GCFV/FUE
FUERTEVENTURA

JEPPESSEN FUERTEVENTURA, CANARY IS
22 JAN 16 (11-5) Eff 4 Feb ILS Y or LOC Y Rwy 19

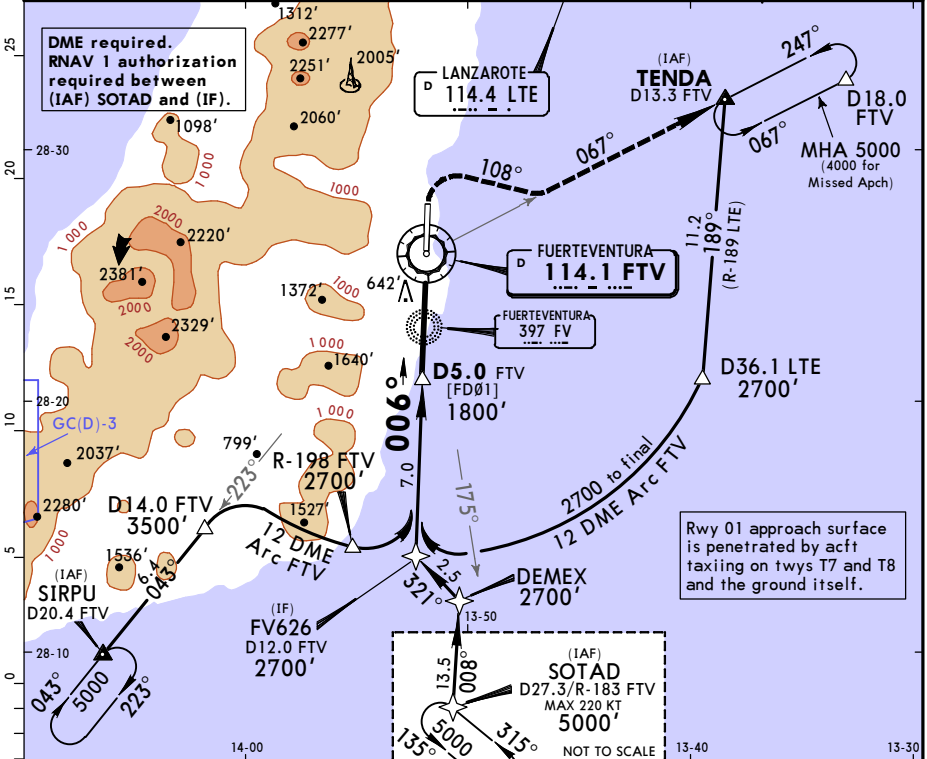


GCFV/FUE
FUERTEVENTURA

JEPPSEN
4 MAR 16 (13-1)

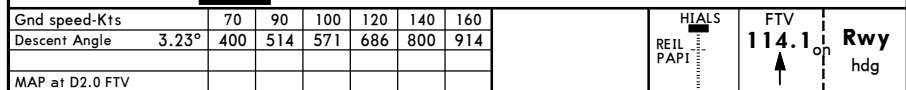
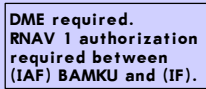
FUERTEVENTURA, CANARY IS
VOR Rwy 01

*ATIS 118.650	*CANARIAS Approach 129.3	*FUERTEVENTURA Tower 118.475	*Ground 121.7
VOR FTV 114.1	Final Apch Crs 006°	Minimum Alt D5.0 FTV 1800' (1763')	DA(H) 910' (873')
Apt Elev 83'	Rwy 37'	MISSED APCH: Climb on R-006 FTV to 1100', then turn RIGHT (MAX 185 KT) onto 108° to intercept and follow R-067 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'

FTV VOR		1800' * 006°		D5.0 FTV [FD01]		2.94°		TCH displ thresh 52'	
TO DISPLACED THRESHOLD		5.0		0.7		0		Rwy 37'	
Gnd speed-Kts	70	90	100	120	140	160	HIALS	1100'	FTV
Descent Angle	2.94°	364	468	520	624	728	832	REIL PAPI	114.1
MAP at FTV VOR									R-006
Standard					STRAIGHT-IN LANDING RWY 01				
DA(H) 910' (873')					ALS out				
A					RVR 1500m				
B					CMV 2400m				
C					Max Kts				
D					MDA(H) 1030' (947')				
					VIS 1500m				
					1030' (947')				
					1130' (1047')				
					1400' (1317')				
					3600m				

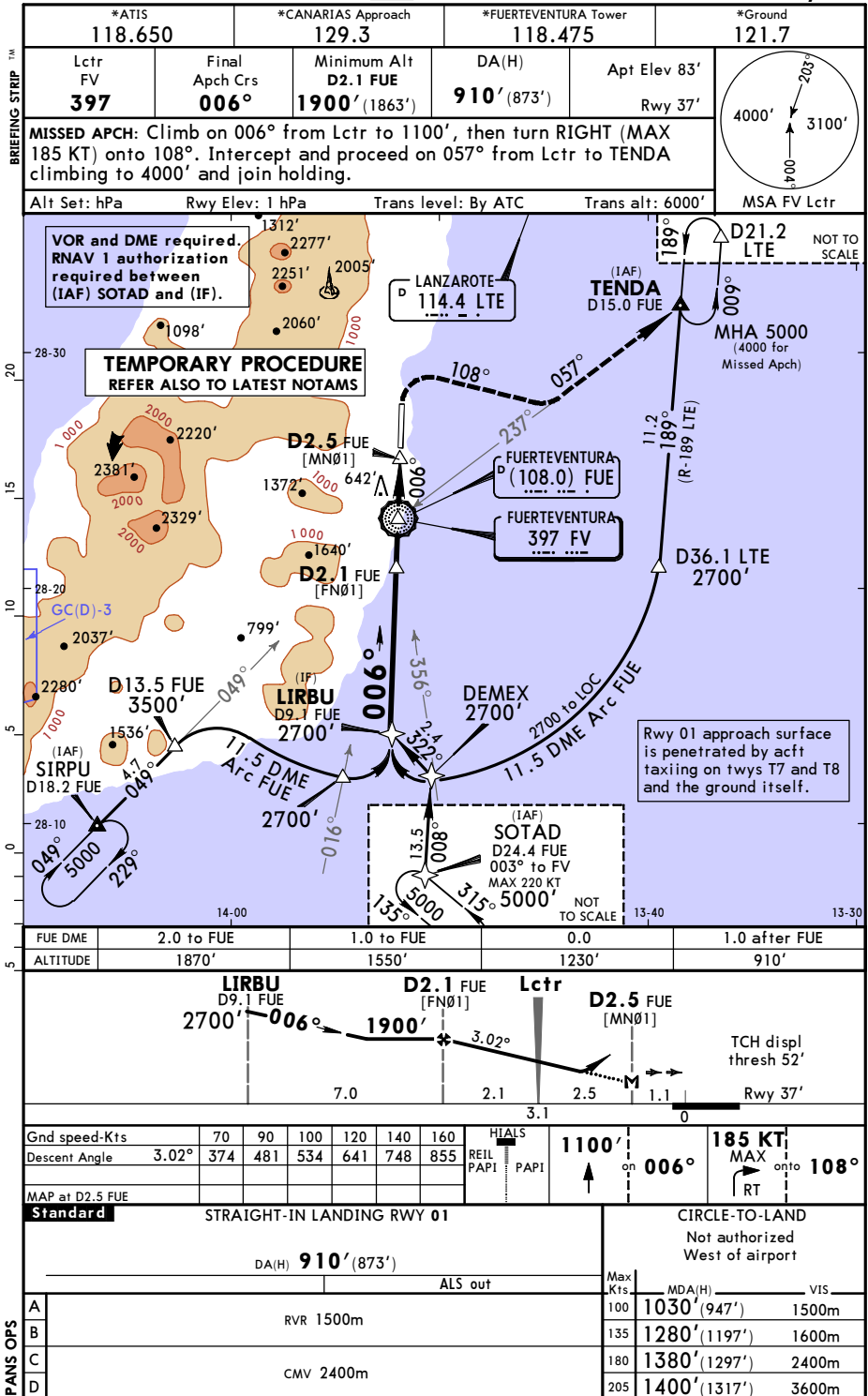


PANS OPS

GCFV/FUE
FUERTEVENTURA

15 APR 16 **16-01** Eff 28 Apr

FUERTEVENTURA, CANARY IS
Lctr Rwy 01



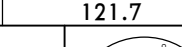
CHANGES: New temporary procedure.

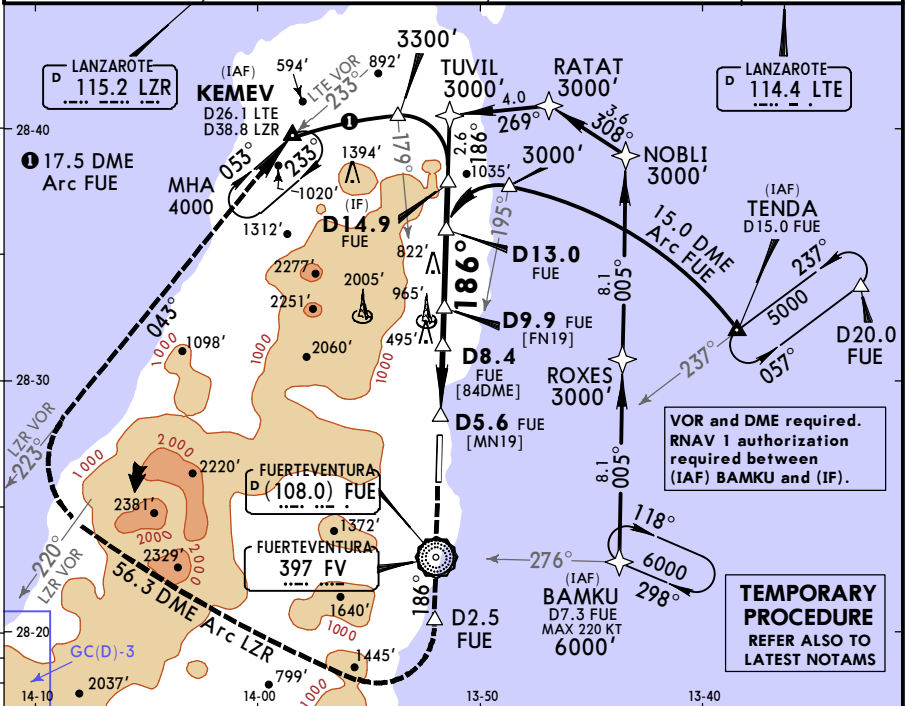
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GCFV/FUE
FUERTEVENTURA

JEPPESEN
15 APR 16 16-02 Eff 28 Apr

FUERTEVENTURA, CANARY IS
Lctr Rwy 19

*ATIS 118.650		*CANARIAS Approach 129.3		*FUERTEVENTURA Tower 118.475		*Ground 121.7	
Lctr FV 397	Final Apc Crs 186°	Minimum Alt D9.9 FUE 1900' (1817')	DA(H) 1040' (957')		Apt Elev 83'		 MSA FV Lctr
MISSED APCH: Climb on rwy heading direct to Lctr, then climb on 186° from Lctr to D2.5 FUE to 1500' or above. Turn RIGHT to follow 56.3 DME Arc LZR. At R-220 LZR turn RIGHT to intercept and follow R-223 LZR inbound to KEMEV and join holding at 4000'.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'	



FUE DME	8.0					9.0				
ALTITUDE	1270'					1600'				
D5.6 FUE [MN19] D8.4 FUE [84DME] D9.9 FUE [FN19] D13.0 FUE D14.9 FUE TCH 50' Rwy 83' M 1.0 2.8 1.5 3.1 1.9 1400' 1900' 2400' 3000' 186°										
Gnd speed-Kts	70	90	100	120	140	160	HIALS		Lctr	
Descent Angle 3.14°	389	500	556	667	778	889	REIL PAPI		Rwy	
MAP at D5.6 FUE							on		hdg	
Standard							CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 19							Not authorized			
Missed apch climb gradient mim 3.0%							West of airport			
DA(H) 1040' (957')										
ALS out										
A	RVR 1500m						Max Kts	MDA(H)	VIS	
B							100	1040' (957')	1500m	
C							135	1280' (1197')	1600m	
D							180	1380' (1297')	2400m	
	CMV 2400m						205	1400' (1317')	3600m	



Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
FUERTEVENTURA, (FUERTEVENTURA - GCFV)				
REV	AIRPORT BRIEFING (ARR, DE...	10-1P2	10 Jun 2016	23 Jun 2016
REV	PARKING STANDS, INS COORD...	10-9B	10 Jun 2016	23 Jun 2016
REV	DOCKING GUIDANCE SYSTEM	10-9C	10 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GCFV

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20160624

(TEMP SID/STARs) Temp Charts 10-2D/E, F/G and 10-3G1/G2, P/Q, S/T, U/BLK, frequency of 'FUE' DME should read 108.0 instead of 118.0.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20170204

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: 20160428

End Date: 20161110

(10-1P2) Due to FTV VORDME temp unavailable DME readings of para 2.1. and 3.2 changed from FTV 5.0 DME to FUE 2.1 DME.

Type: Terminal

Effectivity: Temporary

Begin Date: 20141211

End Date: 20160625

REIL rwy 19 unusable .

Type: Terminal

Effectivity: Temporary

Begin Date: 20160428

End Date: 20161110

Due to FTV VORDME unavailable, following procedures suspended: ILS Z or LOC Z Rwy 01 (11-1), ILS Z or LOC Z Rwy 19 (11-4), VOR Rwy 01 (13-1) and

VOR Rwy 19 (13-2). For ILS Y or LOC Y Rwy 01 (11-2) refer to temp procedure ILS Y or LOC Y Rwy 01 (11-02). For ILS X Rwy 01 (11-3) refer to temp procedure ILS X Rwy 01 (11-03). For ILS Y or LOC Y Rwy 19 (11-5) refer to temp procedure ILS Y or LOC Y Rwy 19 (11-05). Temp procedures Lctr Rwy 01 (16-01) and Lctr Rwy 19 (16-02) available. Refer also to latest NOTAMs. (based on SUP 52-16).

Chart Change Notices for Country XJE

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: 20160428

End Date: 20161110

With eff 28 APR 16 FTV VORDME unserviceable. Temporary SIDs/STARs established. Refer to temp charts and latest NOTAMs.