

**GENERAL****Operational Hours**

**ATS Hours / AD Hours:** 0730-2300† plus 1HR PPR, 1HR before AD CLSD.

**Airport Information**

**RFF:** CAT 9

**Fuel:** No refuelling possible after 2340†.

**PCN:** RWY 01/19: 130/F/A/W/T, first 1000m 67/F/C/W/T

**Operation****Traffic Note**

Lighting switched off when TWR CLSD, thereafter activation by radio on 118.475.

**Low Visibility Procedure**

LVP not AVBL at AD.

Standstill Operations Procedure in movement area is AVBL, when RVR is below 600m with following phases:

Phase 0 - Pre-alert: RVR < 1000m.

Phase I - Cancellation of landing: RVR < 600m.

Phase II - Cancellation of TKOF: RVR < 400m.

Phase III - Cancellation of standstill OPS: RVR ≥ 1000m and the improvement tendency is strong.

**RWY Restriction**

Back-track manoeuvres on RWY prohibited.

RWY 19 last 1000m / 3281ft not usable for TKOF.

Caution due to poor pavement conditions around the CLL on RWY 01/19, especially between 750m / 2460ft and 1350m / 4429ft north of THR 01.

**TWY Restriction**

TWY B1 MAX wingspan 36m / 118ft.

TWY B2 MAX wingspan 15m / 49ft.

TWYs E3-E8 only usable for exit from RWY 01/19, TWY E5 and E6 limited for B737/A320 and below ACFT.

TWY not authorized for:

- A330-300, A340-200 to taxi by TWY E2, L4, L5.
- A340-300 to taxi by TWY E2, E9, L4, L5.
- A340-600, A350, B777-300 to taxi by TWY E2, E3, E4, E7, E8, E9, L4, L5.
- B747, B767-400, B777-200 to taxi by TWY E2, L4.
- B787 to taxi by TWY E2.

**APU**

Use of APU restricted to 2min after on-block and 5min before off-block time.

Exceptions:

- if stand is not equipped with AC power (400Hz) and mobile GPU not AVBL.
- if air condition is required and no ACU AVBL.

ACFT in autonomous stands do it at MNM PWR.

Keep switched on left ENG with non-operative APU is prohibited, except ACFT type B737 can keep switched on only during disconnection of GND services with right ENG switched off.

1HR prior COM for all ACFT with non-operative APU is required.

**GENERAL****Warnings**

**FUE DME** unusable:

- R024-R340 CCLKWS below 4000ft AMSL.
- R340-R280 CCLKWS below 6000ft AMSL.
- R280-R240 CCLKWS below 5000ft AMSL.
- R240-R195 CCLKWS below 4000ft AMSL.
- R195-R024 CCLKWS below 3100ft AMSL.

**IFV LOC 01** AVBL:

- between  $\pm 35^\circ$  from RCL from 15.4NM above 2600ft AMSL.
- between  $\pm 10^\circ$  from RCL from 23.4NM above 2100ft AMSL.

**IFV GP 01:** false indications of fly-up may occur between 4-5NM.

**IFA LOC 19** unusable:

- between  $30^\circ$ - $35^\circ$  of RCL from 15.5NM below 4000ft AMSL.
- between  $8^\circ$ - $10^\circ$  of RCL from 23.5NM below 4000ft AMSL.

**IFA GP 19** unusable: from 10NM below 2200ft AMSL.

Overflying the downtown should be avoided as far as possible.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT at or below FL100 within speed reduction area of TMA.

**Communication****Short Communications Procedure**

In transfers of communications from sector North-East of Canarias (129.100) to Approach Canarias (129.300), the initial call shall be limited to the call sign to avoid congestion on FREQ:

Example: "Approach + Call sign"

**COM Failure**

During LVP on GND: Taxi to CLR limit and hold PSN, wait for follow-me.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 01 right-hand circuit.

**Noise Abatement Procedures**

RWY 01: Under Visual APCH PROC, intercept the final segment beyond D2.1 FUE.

Each RWY: APCH and LDG PROCs during VMC shall be performed with an angle equal to or higher than the ILS GP or PAPI.

**Warnings**

**PAPI** not AVBL for B744 and code letter F ACFT.

Down draught on final with westerly winds.

Possible windshear and turbulence below 3000ft which may lead to unstable or missed APCH.

**DEPARTURE****Take-off Minima**

RWY		01/19	
All ACFT	ft - m/km	0 - 400R/400V	-

**Speed**

MAX IAS 250KT at or below FL100 within speed reduction area of TMA; unless operational requirements demand a higher speed.

**Communication****Short Communications Procedure**

To avoid congestion on FREQ in transfers of communication of traffic taking off from GCFV TWR to Approach Canarias (129.300), the initial call shall be the name of the unit being called and the call sign of the calling ACFT.

Example: "Canarias, Call sign, from GCFV".

**COM Failure**

During LVP on GND: Taxi to CLR limit and hold PSN, wait for follow-me.

**Departure Procedure****Start-up/push-back**

Power-back from stands PPR only.

ACFT without RNAV1 GNSS approval with destination outside Canary Islands, inform TWR at the moment of ENG starts.

**Noise Abatement Procedures**

RWY 01: Do not turn left before overflying ADOVO.

RWY 19: Do not turn right before D2.1 FUE.

## Code Letter F ACFT OPS

Use of AD by PPR only.

AD AVBL up to B747-8.

Perform TKOF with reduced PWR, whenever possible.

Follow-me mandatory.

**TWY Restriction**

Use only TWY T1-T8, E1 and E10. In case RWY configuration changes during stop over, ACFT may be authorized to taxi via TWY E4 and F7 too.

All TWYs E: In/out of RWY, use oversteering manoeuvre.

**Taxi/Parking**

Taxi at low speed, following the CL markings with outer ENG at idle regime and taking special care while thrusting asymmetrically.

Fuerteventura Spain

**AGC**  
**AFC**



ATTIS	118,650	HO
Canarias APP	129,300	HO
TWR	118,475	HO
	119,200	HO
ARCAL	118,475	07L
GND	121,700	HO

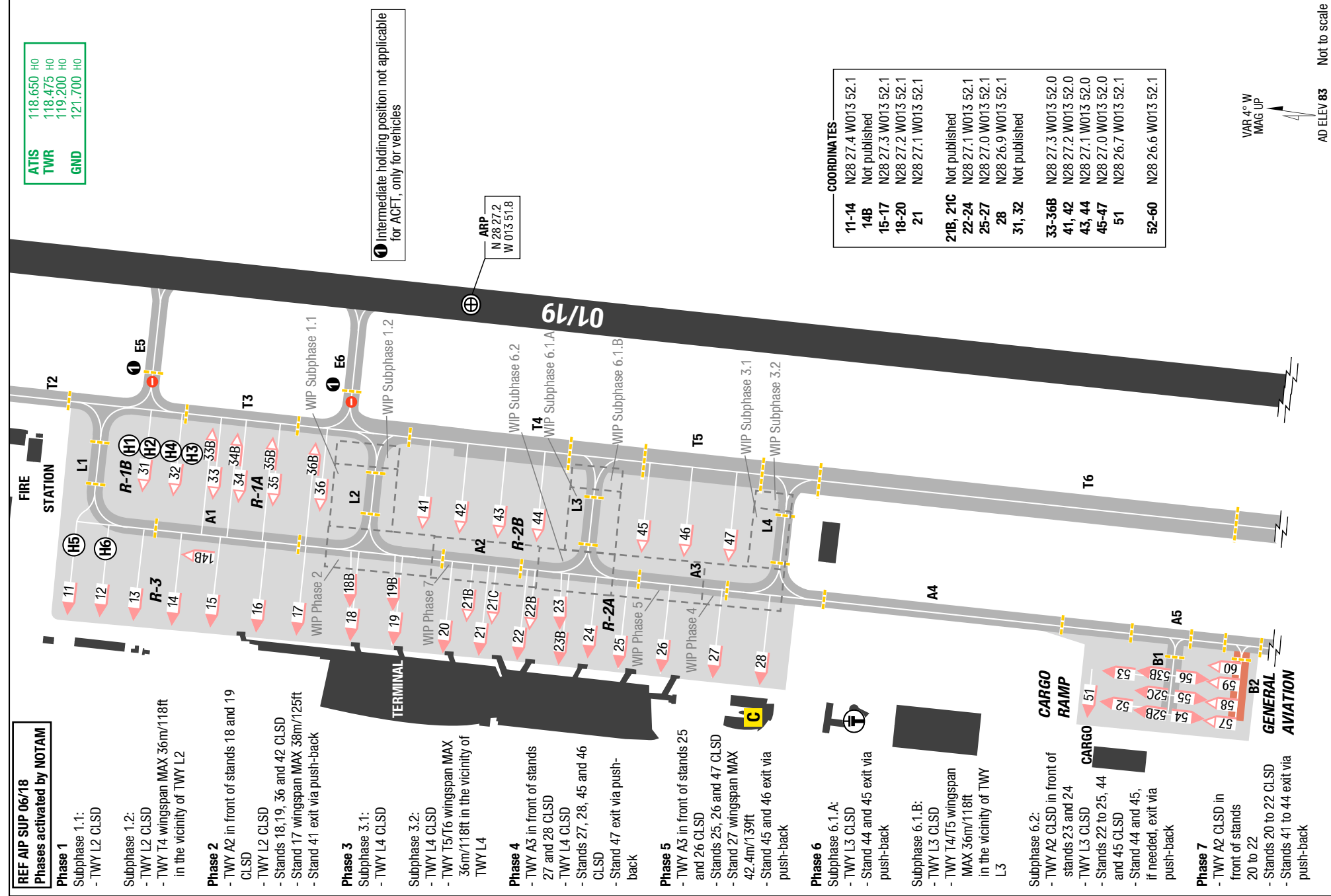
**Landing RWY system:**

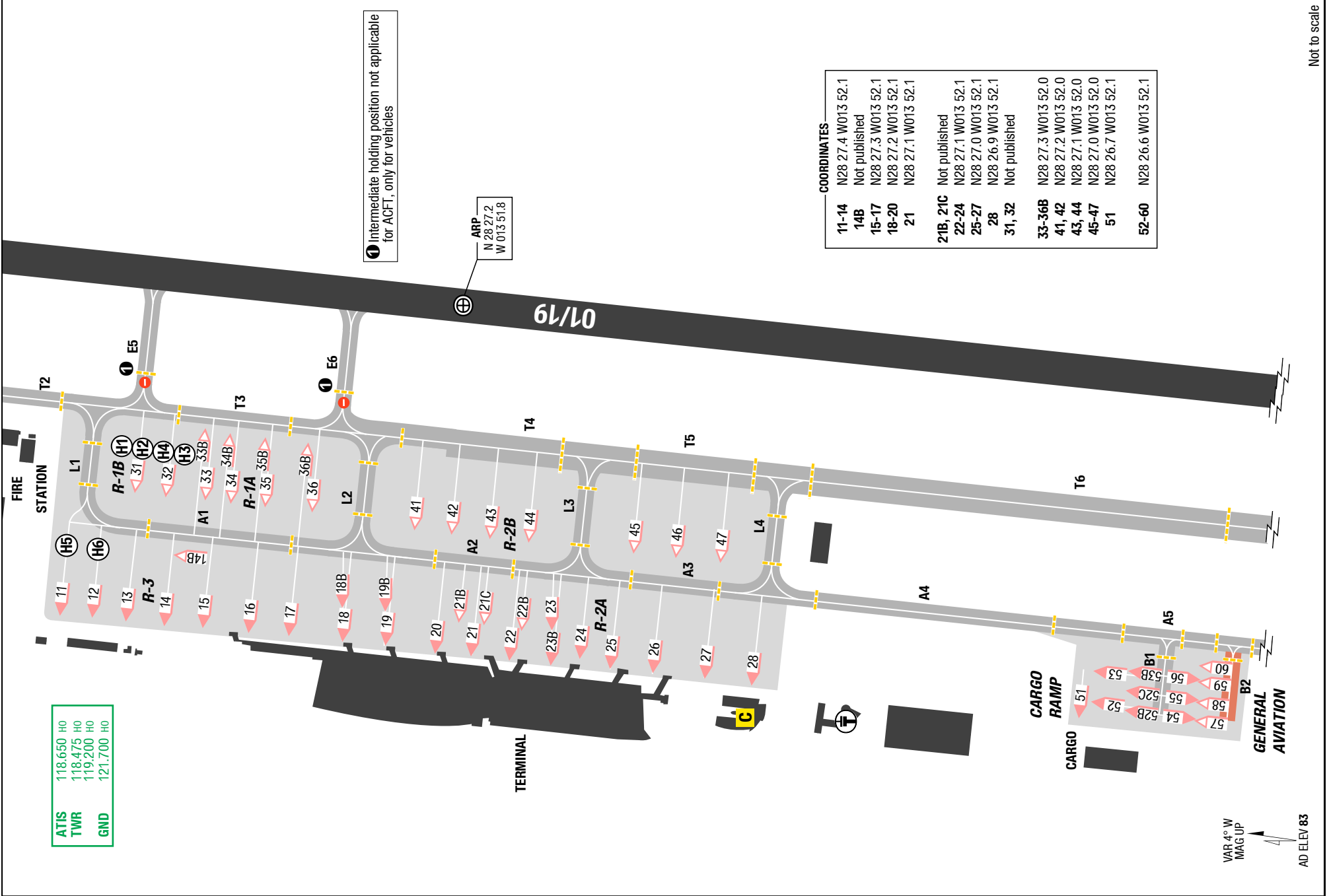
Diagram of a 1000 x 2406 x 45 mm beam. The beam is shown in cross-section with a top reinforcement bar (1000) and a bottom reinforcement bar (2406 x 45). The beam is supported by a 60 HL (60 mm high) support. The beam is labeled with a circled '01' at the top left. The beam is shown with a green line indicating the top reinforcement bar and a red line indicating the bottom reinforcement bar. The beam is shown with a yellow bar at the bottom right, labeled '15 HL'.

HL-P1	THR 37 (1hPa) / <b>TDZ 66 (+1.0%)</b>	+0.4%
-------	---------------------------------------	-------

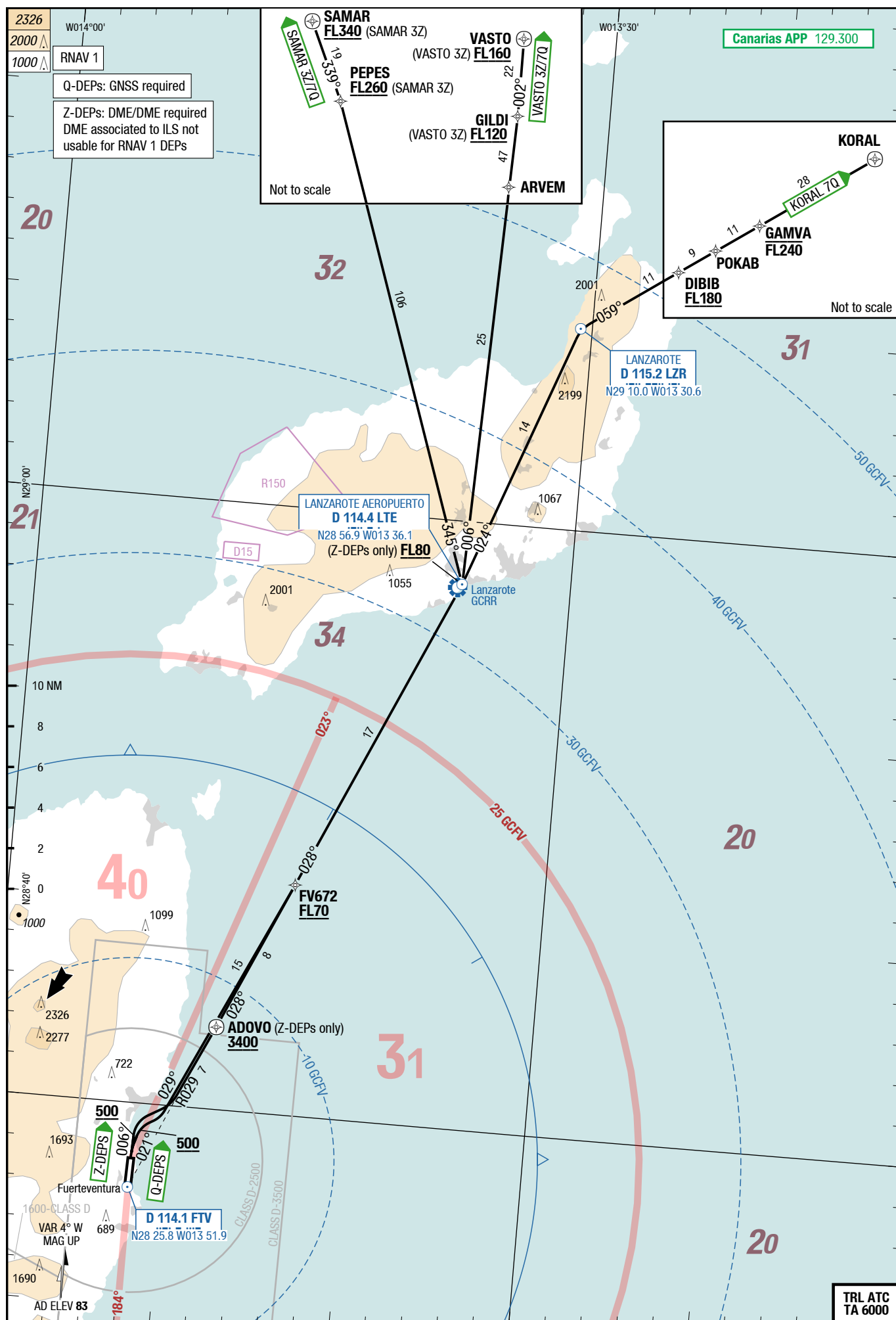
60 HL  
15 HL  
45 x 2940  
3.5°  
TDZ 83 (+0.6%) / THR 83 (3MPa)  
HL-P1

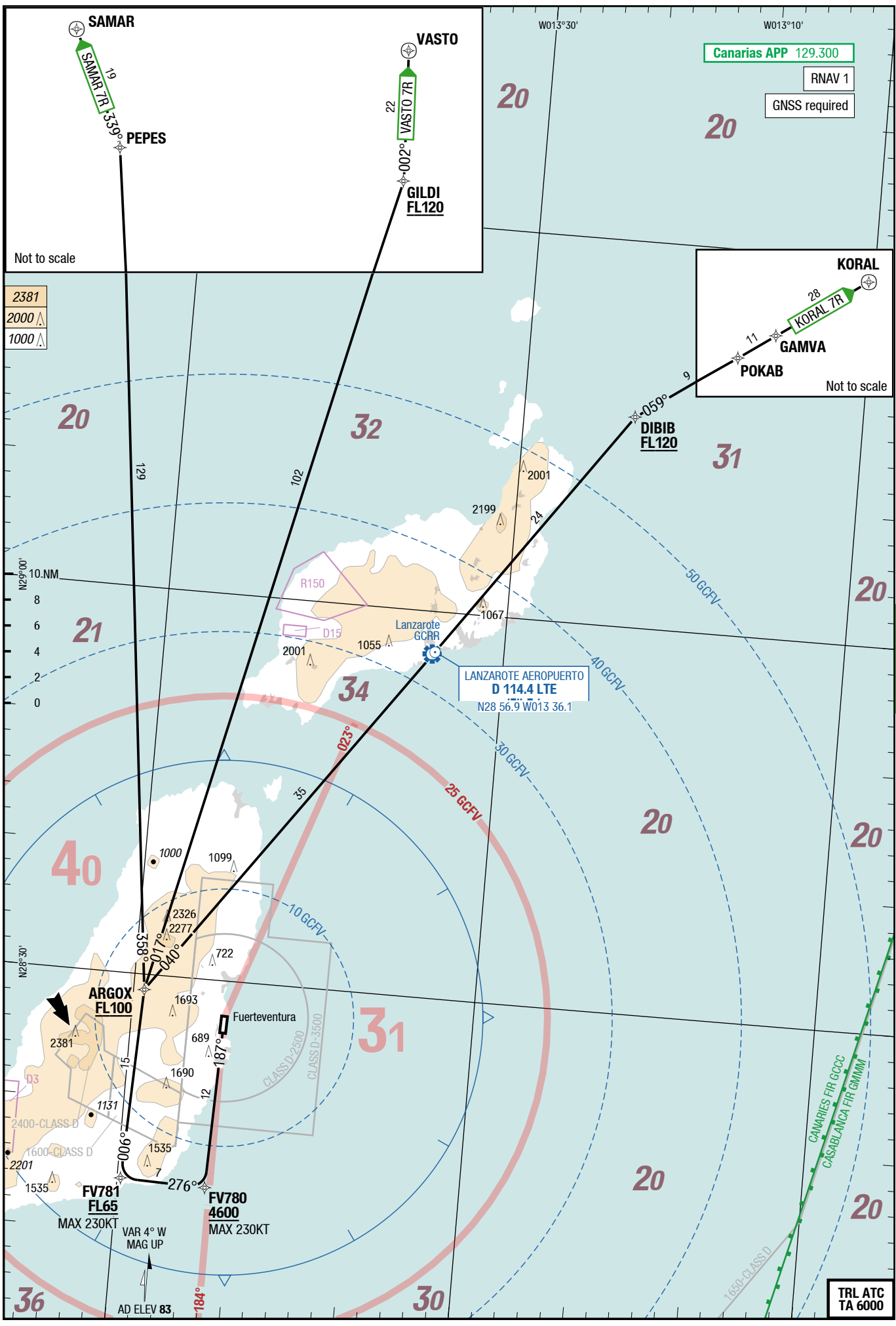












## FUE-GCFV

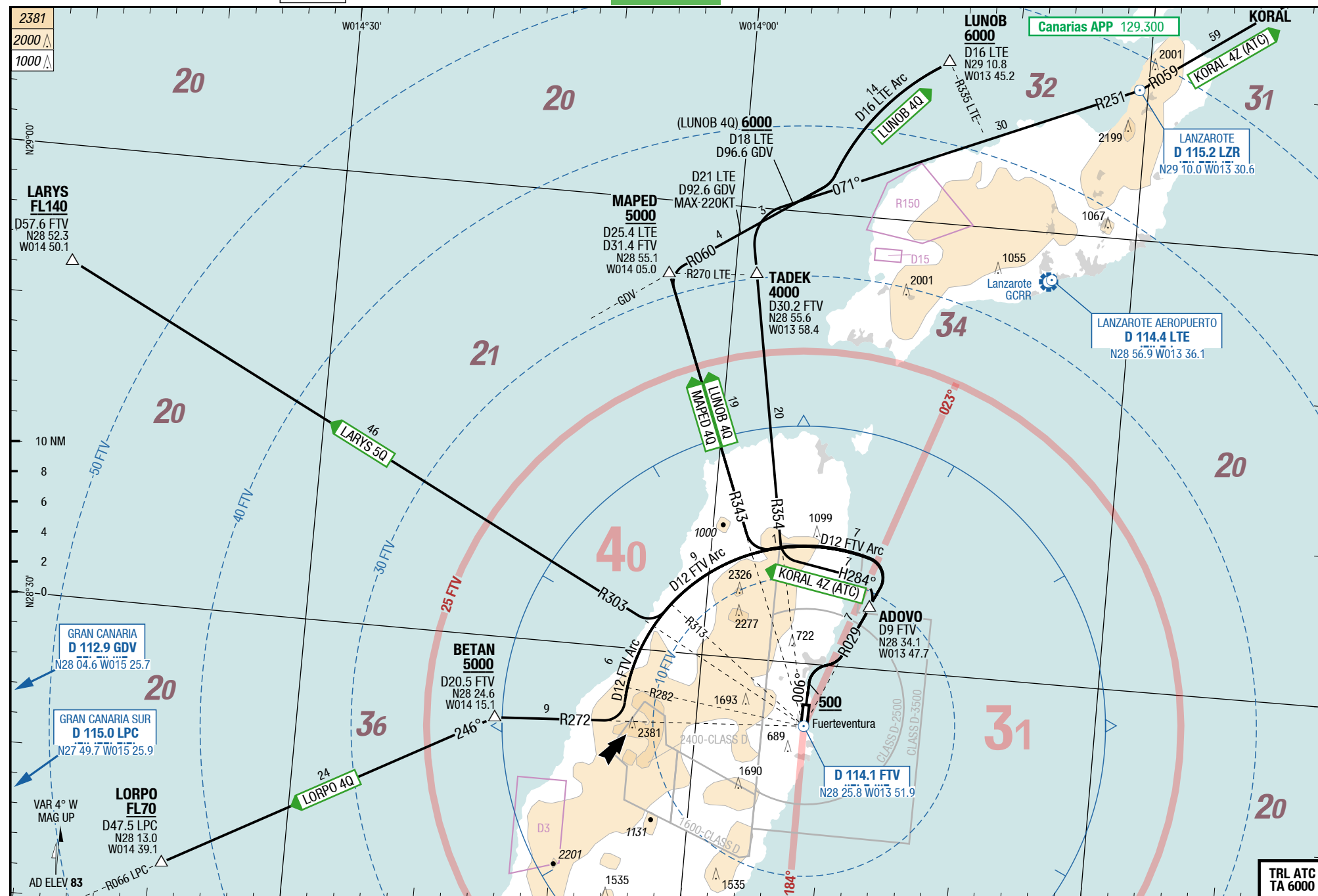
## SIDs RWY 01

SID

SID

## SIDs RWY 01

4-30



Changes: ALT, ASP, OBST, PROC renumbered

TRL ATC  
TA 6000

© Lido 2018

Effective 24-MAY-2018

17-MAY-2018

FUE-GCFV

4-40

Spain Fuerteventura

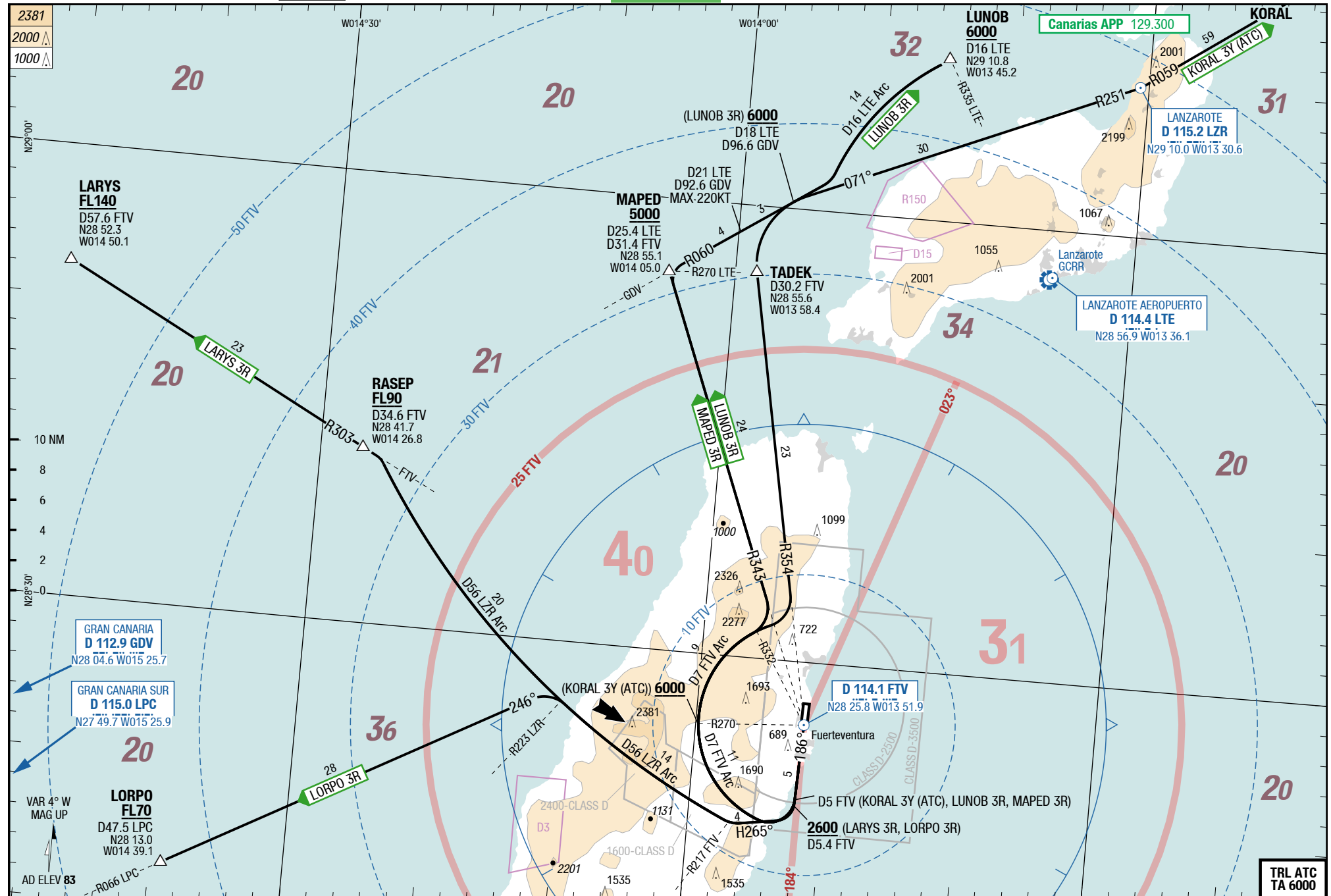
SIDs RWY 19

SID

SID

Fuerteventura Spain

SIDs RWY 19



Changes: ASP, OBST

**KORAL 7Q / SAMAR 3Z / SAMAR 7Q / VASTO 3Z / VASTO 7Q**

RWY 01 (006°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>KORAL 7Q</b> 7.0% to FL70 5.0% to LZR <b>129.300</b> ①	[M021; A500+ ;R] - FV672 [M029] - LTE - LZR [R] - DIBIB - POKAB - GAMVA - <u>KORAL</u>	FV672 MNM <b>FL70</b> DIBIB MNM <b>FL180</b> GAMVA MAX <b>FL240</b>  <b>initial climb</b> FL120
<b>SAMAR 3Z</b> 7.5% to FL70 <b>129.300</b> ①	at MNM <b>500 RT</b> intercept R029 <b>FTV</b> to ADOVO, then continue on RNAV according to FMS route.  <b>FMS</b> <u>ADOVO</u> - FV672 - LTE [L] - PEPES [L] - <u>SAMAR</u>	ADOVO MNM <b>3400</b> FV672 MNM <b>FL70</b> LTE MNM <b>FL80</b> PEPES MNM <b>FL260</b> SAMAR MNM <b>FL340</b>  <b>initial climb</b> FL120
<b>SAMAR 7Q</b> 7.0% to FL70 <b>129.300</b> ①	[M021; A500+ ;R] - FV672 [M029] - LTE [L] - PEPES [L] - <u>SAMAR</u>	FV672 MNM <b>FL70</b>  <b>initial climb</b> FL120
<b>VASTO 3Z</b> 7.5% to FL70 <b>129.300</b> ①	at MNM <b>500 RT</b> intercept R029 <b>FTV</b> to ADOVO, then continue on RNAV according to FMS route.  <b>FMS</b> <u>ADOVO</u> - FV672 - LTE [L] - ARVEM - GILDI - <u>VASTO</u>	ADOVO MNM <b>3400</b> FV672 MNM <b>FL70</b> LTE MNM <b>FL80</b> GILDI MNM <b>FL120</b> VASTO MNM <b>FL160</b>  <b>initial climb</b> FL120
<b>VASTO 7Q</b> 7.0% to FL70 <b>129.300</b> ①	[M021; A500+ ;R] - FV672 [M029] - LTE [L] - ARVEM - GILDI - <u>VASTO</u>	FV672 MNM <b>FL70</b>  <b>initial climb</b> FL120

① Close in obstacles: Fence 10ft AGL/99ft MSL, road 16ft AGL/99ft MSL and 16ft AGL/98ft MSL.

01-FEB-2018

Spain **Fuerteventura****FUE-GCFV****5-20****RNAV SIDs RWY 19****SIDPT****KORAL 7R / SAMAR 7R / VASTO 7R**

RWY 19 (186°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>KORAL 7R</b> 6.0% to FL100 <b>129.300</b>	FV780 [M187 ;K230- ;R] - FV781 [K230- ;R] - ARGOX [R] - LTE - DIBIB [R] - POKAB - GAMVA - <u>KORAL</u>	FV780 MNM <b>4600</b> FV781 MNM <b>FL65</b> ARGOX MNM <b>FL100</b> DIBIB MNM <b>FL120</b>  <b>initial climb FL120</b>
<b>SAMAR 7R</b> 6.0% to FL100 <b>129.300</b>	FV780 [M187 ;K230- ;R] - FV781 [K230- ;R] - ARGOX [L] - PEPES [L] - <u>SAMAR</u>	FV780 MNM <b>4600</b> FV781 MNM <b>FL65</b> ARGOX MNM <b>FL100</b>  <b>initial climb FL120</b>
<b>VASTO 7R</b> 6.0% to FL100 <b>129.300</b>	FV780 [M187 ;K230- ;R] - FV781 [K230- ;R] - ARGOX [R] - GILDI [L] - <u>VASTO</u>	FV780 MNM <b>4600</b> FV781 MNM <b>FL65</b> ARGOX MNM <b>FL100</b> GILDI MNM <b>FL120</b>  <b>initial climb FL120</b>

Changes: Nil

**CONTINGENCY DEPARTURE / KORAL 4Z / LARYS 5Q / LORPO 4Q / LUNOB 4Q / MAPED 4Q**

RWY 01 (006°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>CONTINGENCY DEPARTURE</b> 6.0% <b>129.300</b> ①②	RWY HDG to <b>4000</b>	
<b>KORAL 4Z</b> (ATC) 5.0% to 3000 <b>129.300</b> ②	at MNM <b>500 RT</b> intercept R029 <b>FTV</b> - at ADOVO <b>LT</b> HDG 284° intercept R354 <b>FTV</b> - at TADEK <b>RT</b> intercept R251 <b>LZR</b> to <b>LZR</b> - R059 <b>LZR</b> to KORAL	TADEK at <b>4000</b>  <b>initial climb FL100</b>
<b>LARYS 5Q</b> 5.0% to FL140 <b>129.300</b> ②	at MNM <b>500 RT</b> intercept R029 <b>FTV</b> - at ADOVO <b>LT</b> follow D12 <b>FTV</b> arc - crossing R313 <b>FTV RT</b> intercept R303 <b>FTV</b> to LARYS	LARYS MNM <b>FL140</b>  <b>initial climb 4000</b>
<b>LORPO 4Q</b> 5.0% to 3000 <b>129.300</b> ②	at MNM <b>500 RT</b> intercept R029 <b>FTV</b> - at ADOVO <b>LT</b> follow D12 <b>FTV</b> arc - crossing R282 <b>FTV RT</b> intercept R272 <b>FTV</b> - at BETAN <b>LT</b> intercept R066 <b>LPC</b> to LORPO	BETAN MNM <b>5000</b> LORPO MNM <b>FL70</b>  <b>initial climb 4000</b>
<b>LUNOB 4Q</b> 5.0% to 3000 <b>129.300</b> ②	at MNM <b>500 RT</b> intercept R029 <b>FTV</b> - at ADOVO <b>LT</b> follow D12 <b>FTV</b> arc - crossing R354 <b>FTV RT</b> intercept R343 <b>FTV</b> - at MAPED <b>RT</b> intercept R060 <b>GDV</b> to D21 <b>LTE</b> (MAX 220KT) - at D18 <b>LTE</b> <b>LT</b> follow D16 <b>LTE</b> arc to LUNOB	MAPED MNM <b>5000</b> R060 <b>GDV</b> /D18 <b>LTE</b> MNM <b>6000</b> LUNOB MNM <b>6000</b>  <b>initial climb 4000</b>
<b>MAPED 4Q</b> 5.0% to 3000 <b>129.300</b> ②	at MNM <b>500 RT</b> intercept R029 <b>FTV</b> - at ADOVO <b>LT</b> follow D12 <b>FTV</b> arc - crossing R354 <b>FTV RT</b> intercept R343 <b>FTV</b> to MAPED	MAPED MNM <b>5000</b>  <b>initial climb 4000</b>

① Use in case of failure of one or more nav aids on which SIDs 01 are based on.

② Close in obstacles: Fence 10ft AGL/99ft MSL, road 16ft AGL/99ft MSL and 16ft AGL/98ft MSL.

**CONTINGENCY DEPARTURE / KORAL 3Y / LARYS 3R / LORPO 3R / LUNOB 3R / MAPED 3R**

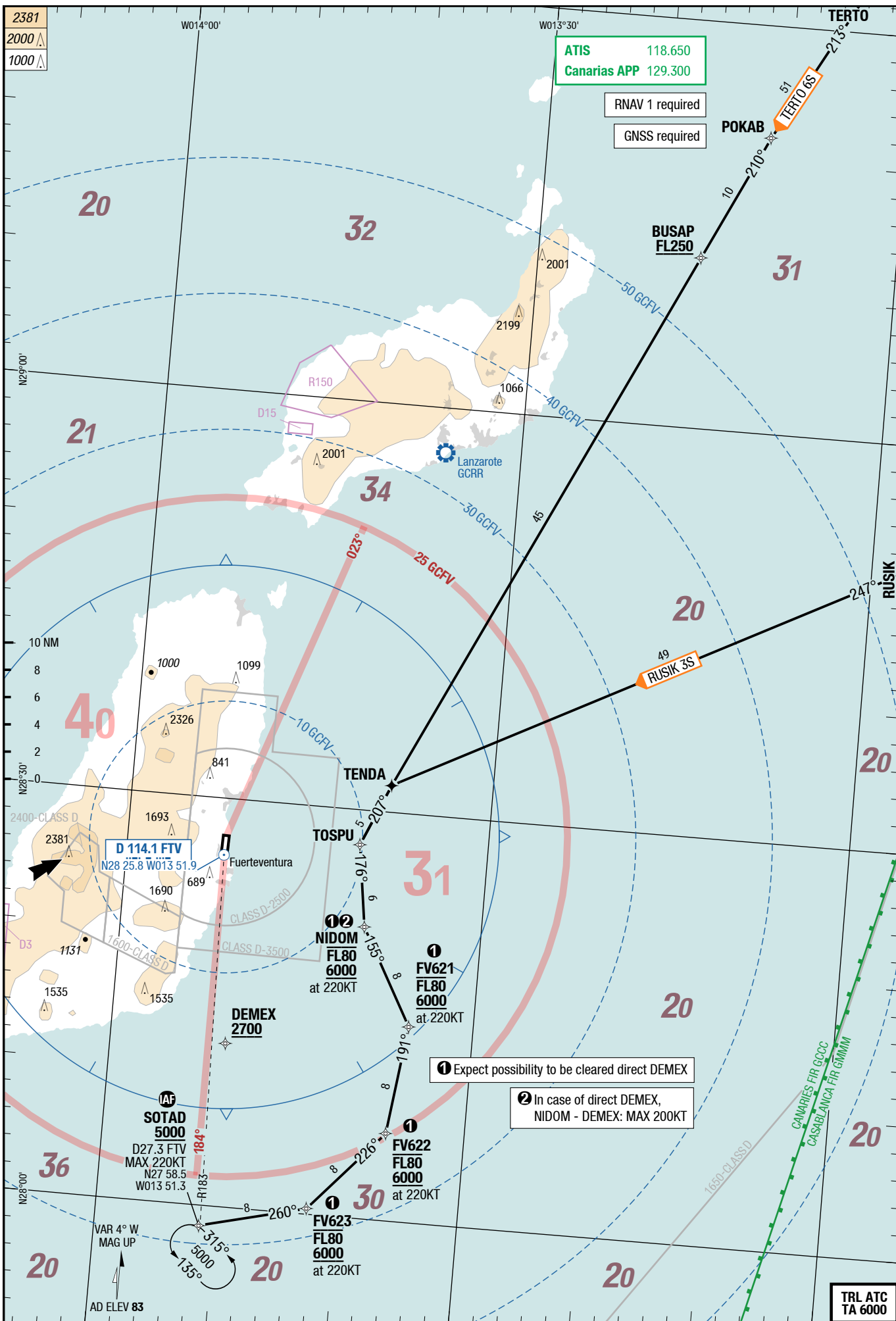
RWY 19 (186°)

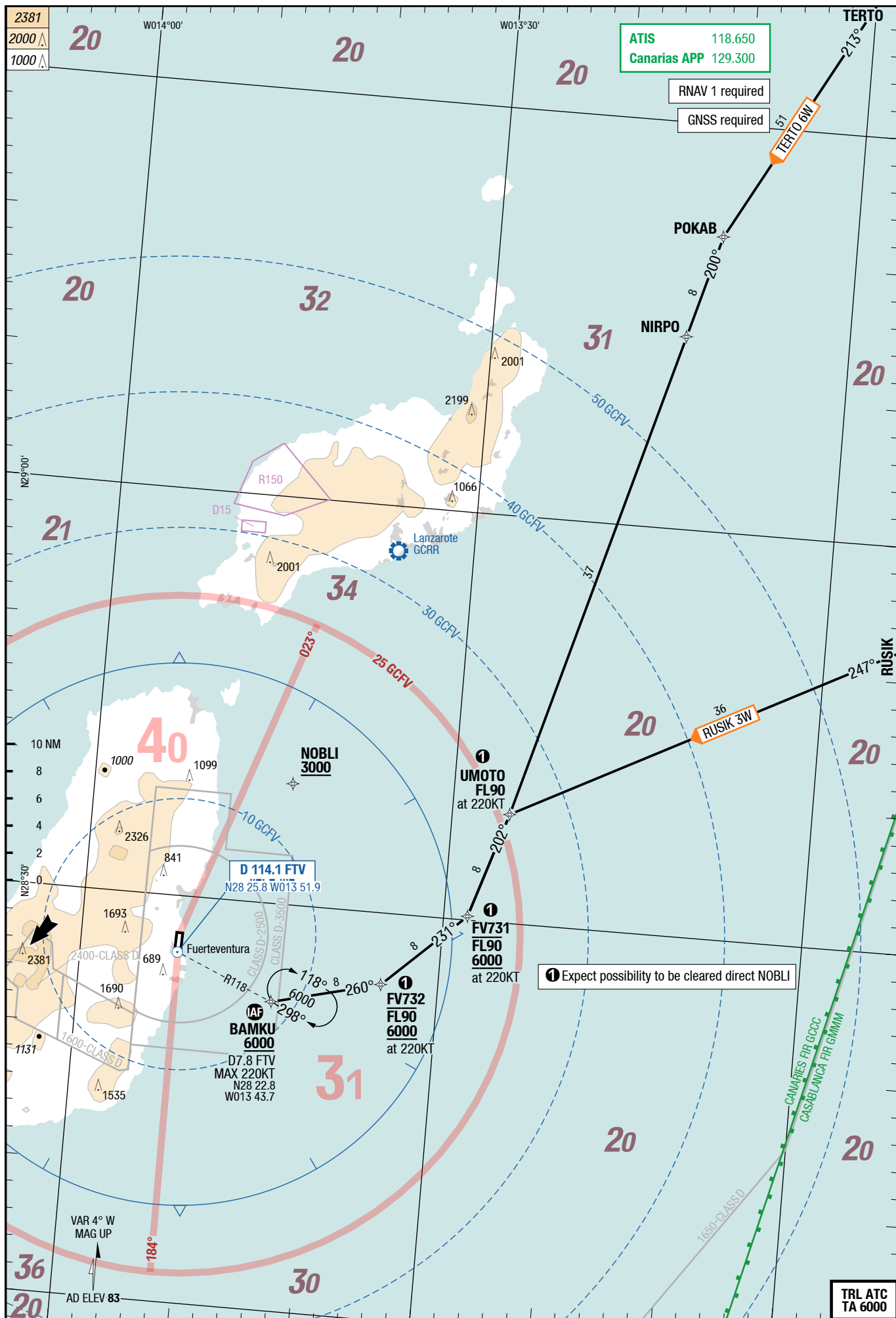
	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>CONTINGENCY DEPARTURE</b> 6.1% <b>129.300</b> ①	RWY HDG to <b>4000</b>	
<b>KORAL 3Y</b> (ATC) 5.0% to 3000 <b>129.300</b>	at D5 <b>FTV RT</b> follow D7 <b>FTV</b> arc - crossing R343 <b>FTV LT</b> intercept R354 <b>FTV</b> - at TADEK <b>RT</b> intercept R251 <b>LZR</b> to <b>LZR</b> - R059 <b>LZR</b> to KORAL	R270/D7 <b>FTV</b> MNM <b>6000</b>  <b>initial climb FL100</b>
<b>LARYS 3R</b> 5.0% to FL140 <b>129.300</b>	at D5.4 <b>FTV RT</b> HDG 265° - crossing R217 <b>FTV RT</b> follow D56 <b>LZR</b> arc - at RASEP <b>LT</b> intercept R303 <b>FTV</b> to LARYS	D5.4 <b>FTV</b> MNM <b>2600</b> RASEP MNM <b>FL90</b> LARYS MNM <b>FL140</b>  <b>initial climb 4000</b>
<b>LORPO 3R</b> 5.0% to 3000 <b>129.300</b>	at D5.4 <b>FTV RT</b> HDG 265° - crossing R217 <b>FTV RT</b> follow D56 <b>LZR</b> arc - crossing R223 <b>LZR LT</b> intercept R066 <b>LPC</b> to LORPO	D5.4 <b>FTV</b> MNM <b>2600</b> LORPO MNM <b>FL70</b>  <b>initial climb 4000</b>
<b>LUNOB 3R</b> 5.0% to 3000 <b>129.300</b>	at D5 <b>FTV RT</b> follow D7 <b>FTV</b> arc - crossing R332 <b>FTV LT</b> intercept R343 <b>FTV</b> - at MAPED <b>RT</b> intercept R060 <b>GDV</b> to D21 <b>LTE</b> (MAX 220KT) - at D18 <b>LTE LT</b> follow D16 <b>LTE</b> arc to LUNOB	MAPED MNM <b>5000</b> R060 <b>GDV</b> /D18 <b>LTE</b> MNM <b>6000</b> LUNOB MNM <b>6000</b>  <b>initial climb 4000</b>
<b>MAPED 3R</b> 5.0% to 3000 <b>129.300</b>	at D5 <b>FTV RT</b> follow D7 <b>FTV</b> arc - crossing R332 <b>FTV LT</b> intercept R343 <b>FTV</b> to MAPED	MAPED MNM <b>5000</b>  <b>initial climb 4000</b>

① Use in case of failure of one or more nav aids on which SIDs RWY 19 are based on.







## FUE-GCFV

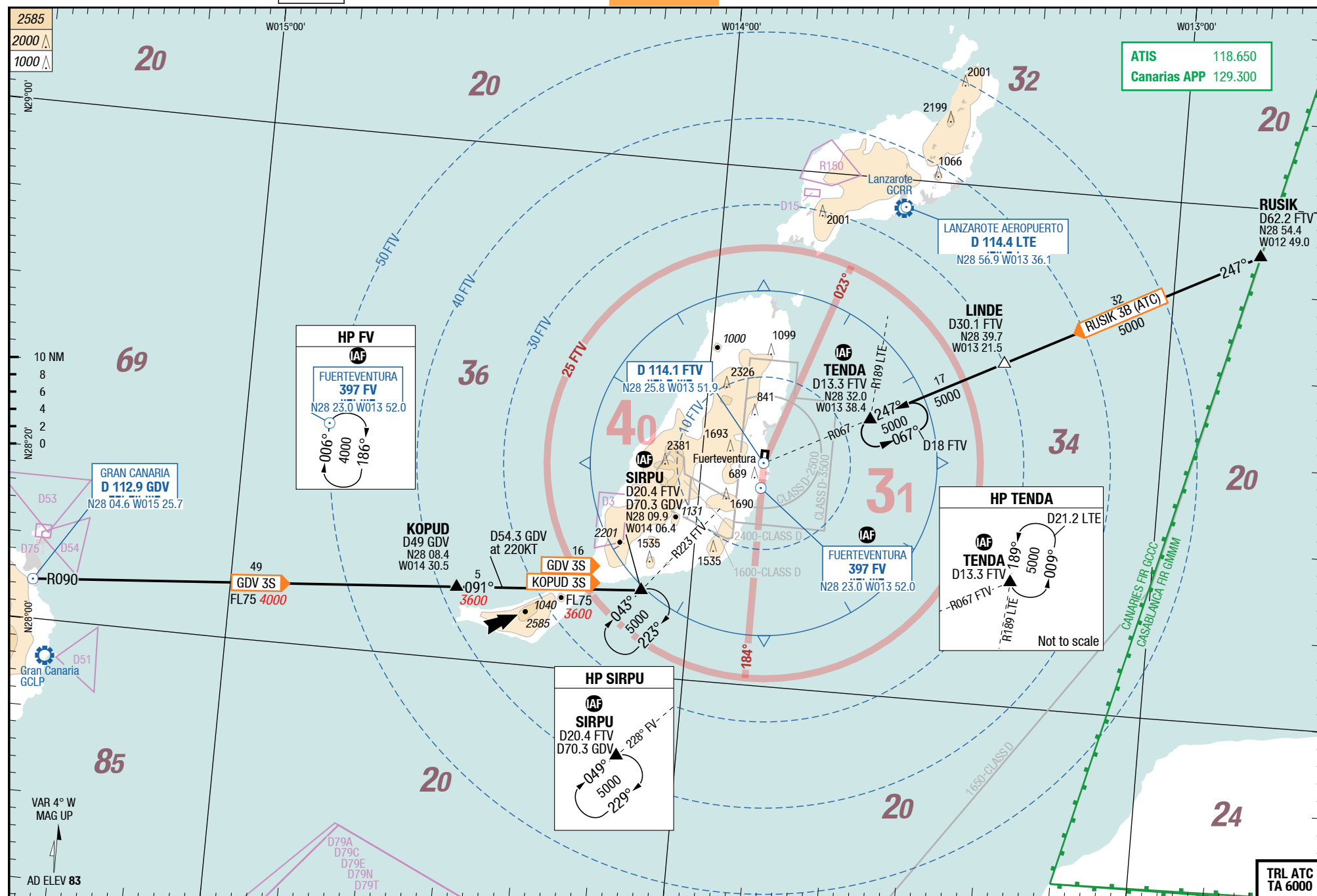
## STARs RWY 01

# STAR

# STAR

## STARs RWY 01

6-30



Changes: HLDG

© Lido 2018

25-JAN-2018

## FUE-GCFV

Spain **Fuerteventura**

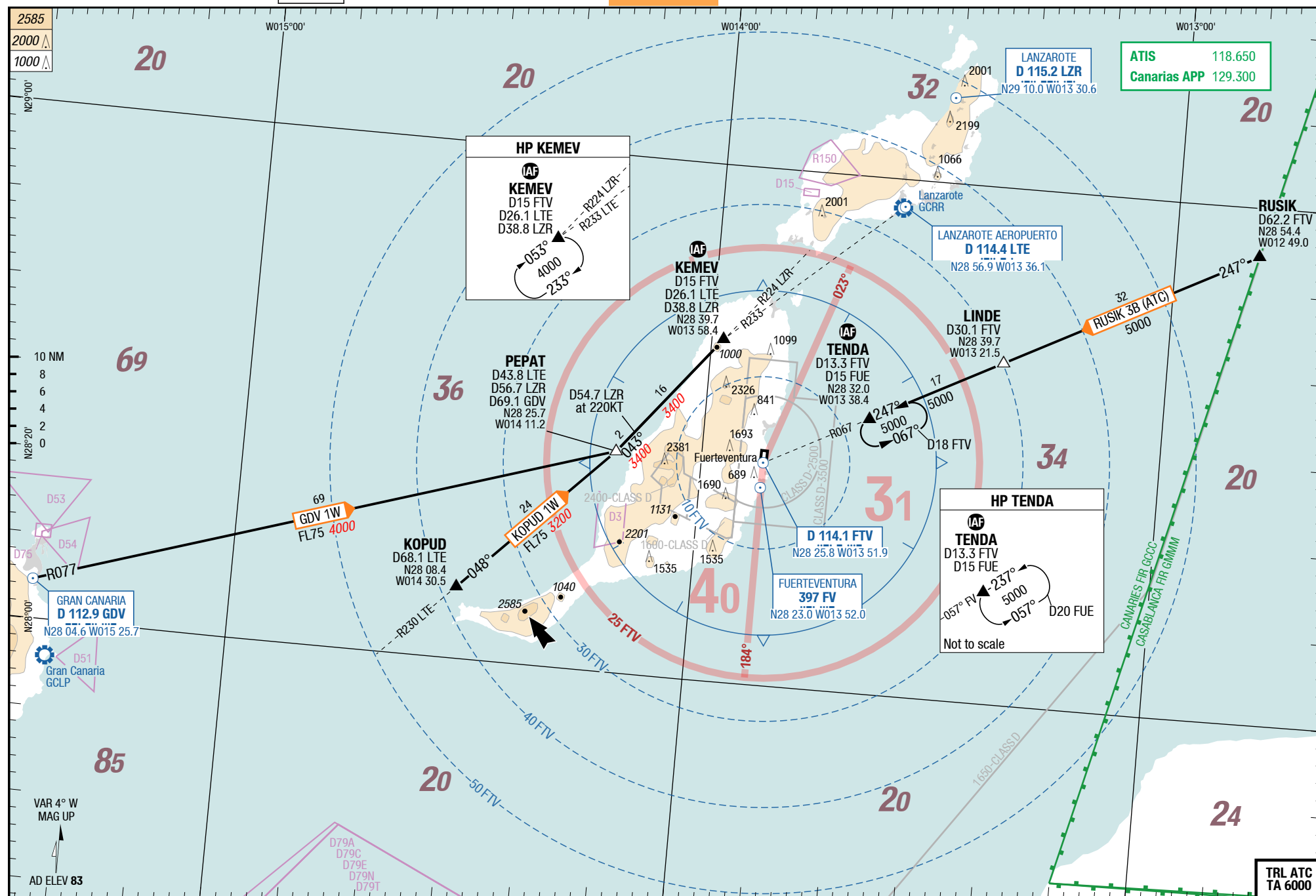
## STARs RWY 19

# STAR

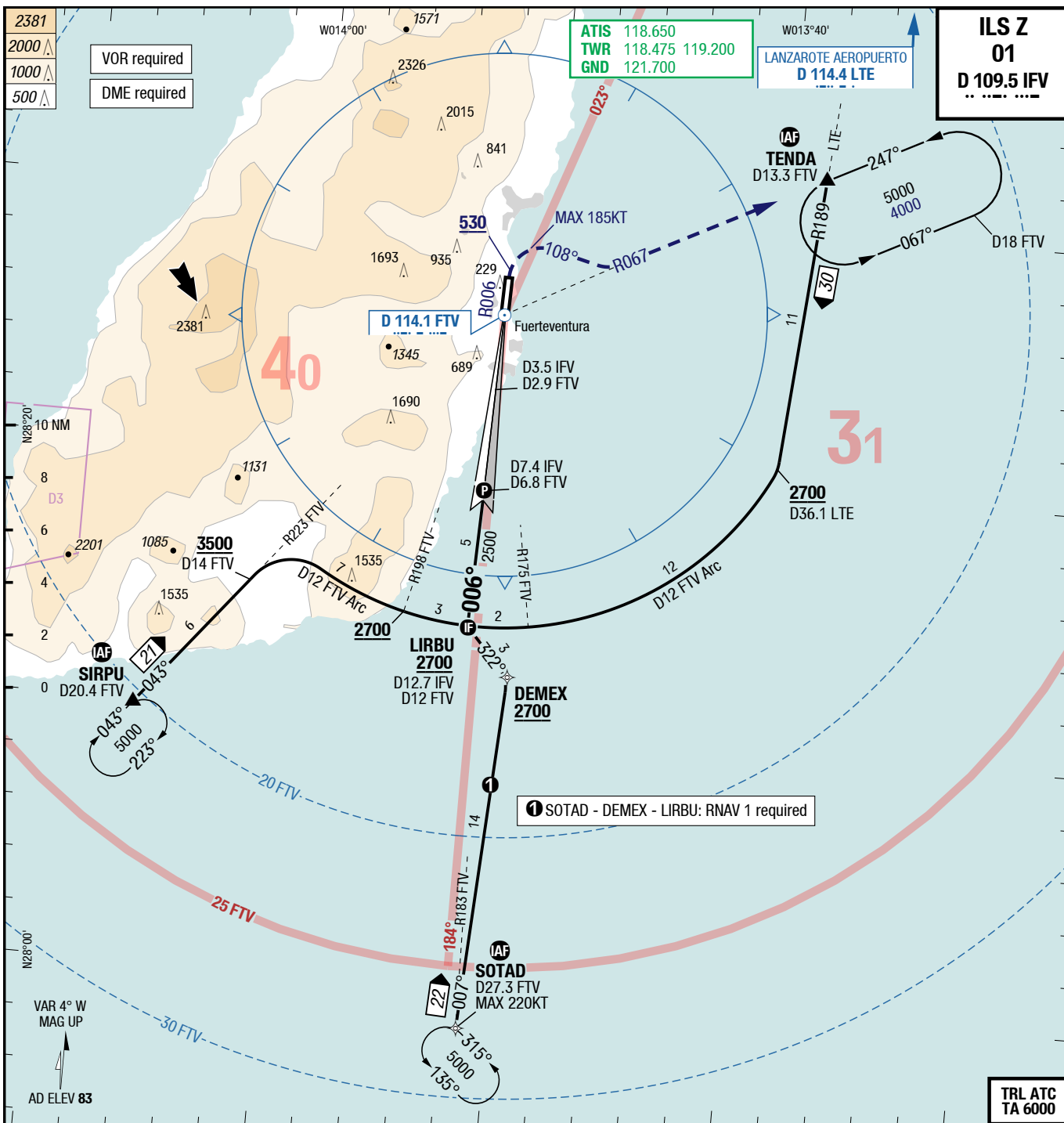
# STAR

## Fuerteventura Spain

## STARs RWY 19



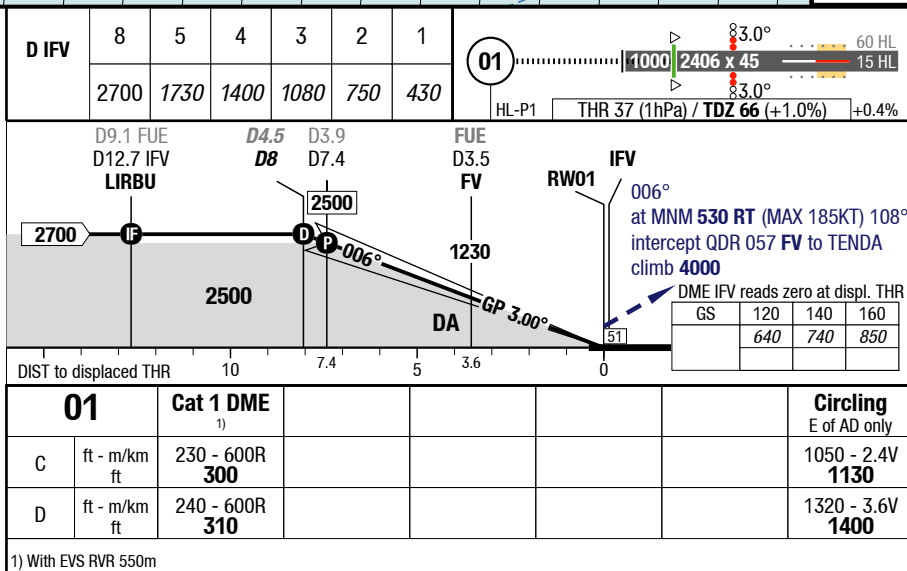
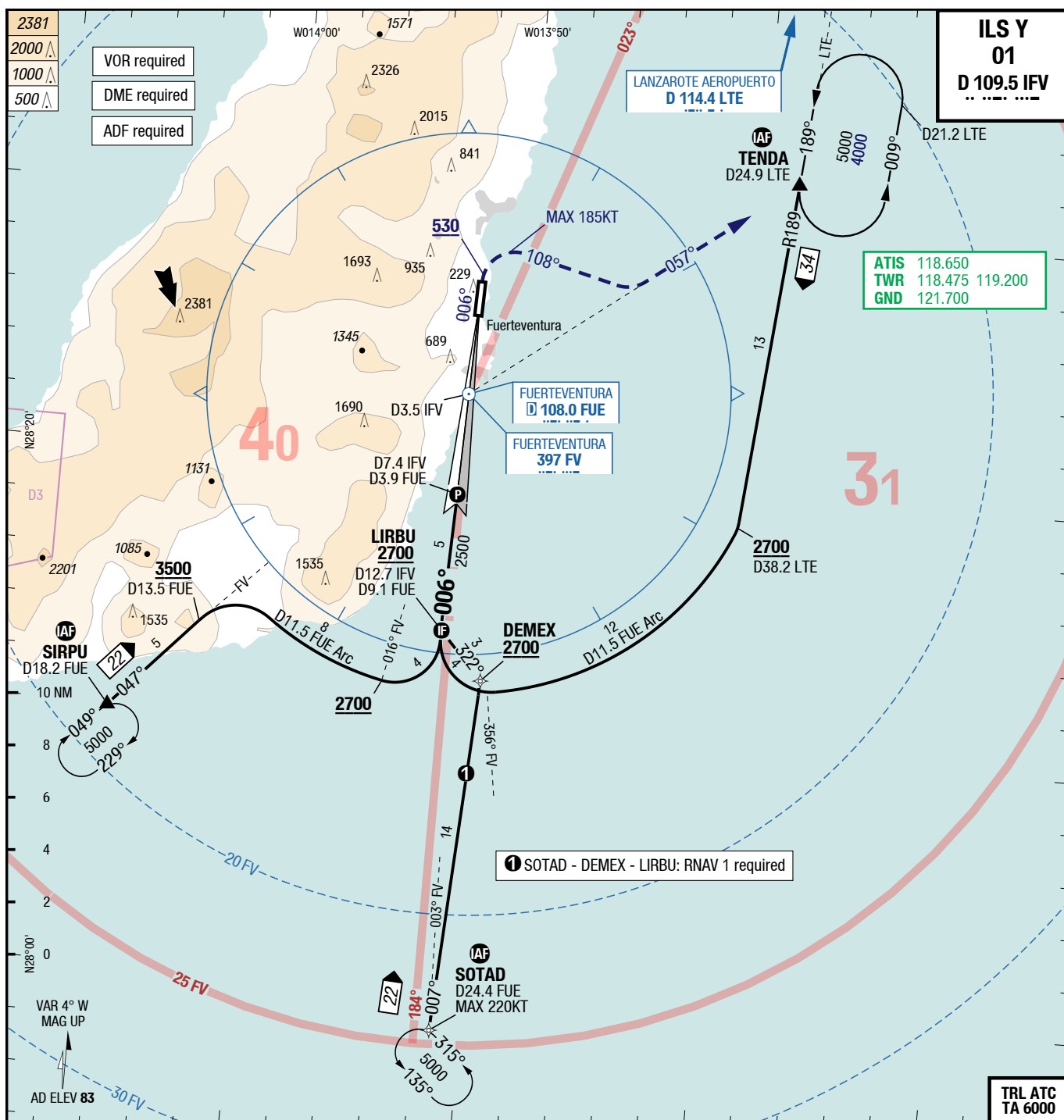
Changes: HLDG



D IFV	8	5	4	3	2	1	01	HL-P1	1000	2406 x 45	83.0°	60 HL	15 HL								
	2700	1730	1400	1080	750	430															
D12 FTV D12.7 IFV LIRBU																					
D7.4 D8																					
D6.8 D7.4																					
D2.9 D3.5																					
FTV																					
IFV																					
RW01																					
R006 FTV at MNM 530 RT (MAX 185KT) 108° intercept R067 FTV to TENDA climb 4000																					
DME IFV reads zero at displ. THR																					
<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>														GS	120	140	160		640	740	850
GS	120	140	160																		
	640	740	850																		
DIST to displaced THR																					
<table><tr><td>10</td><td>7.4</td><td>5</td><td>3.6</td><td>0</td></tr></table>														10	7.4	5	3.6	0			
10	7.4	5	3.6	0																	
01																					
Cat 1 DME																					
1)																					
Circling																					
E of AD only																					
C	ft - m/km	230 - 600R								1050 - 2.4V											
	ft	300								1130											
D	ft - m/km	240 - 600R								1320 - 3.6V											
	ft	310								1400											

1) With EVS RVR 550m

1) With EVS RVR 550m





## Spain Fuerteventura

## Fuerteventura Spain

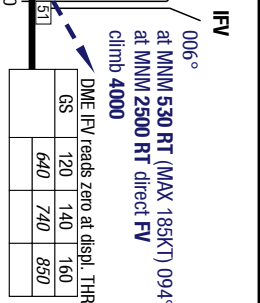
**ILS X 01**

**10 X 01**



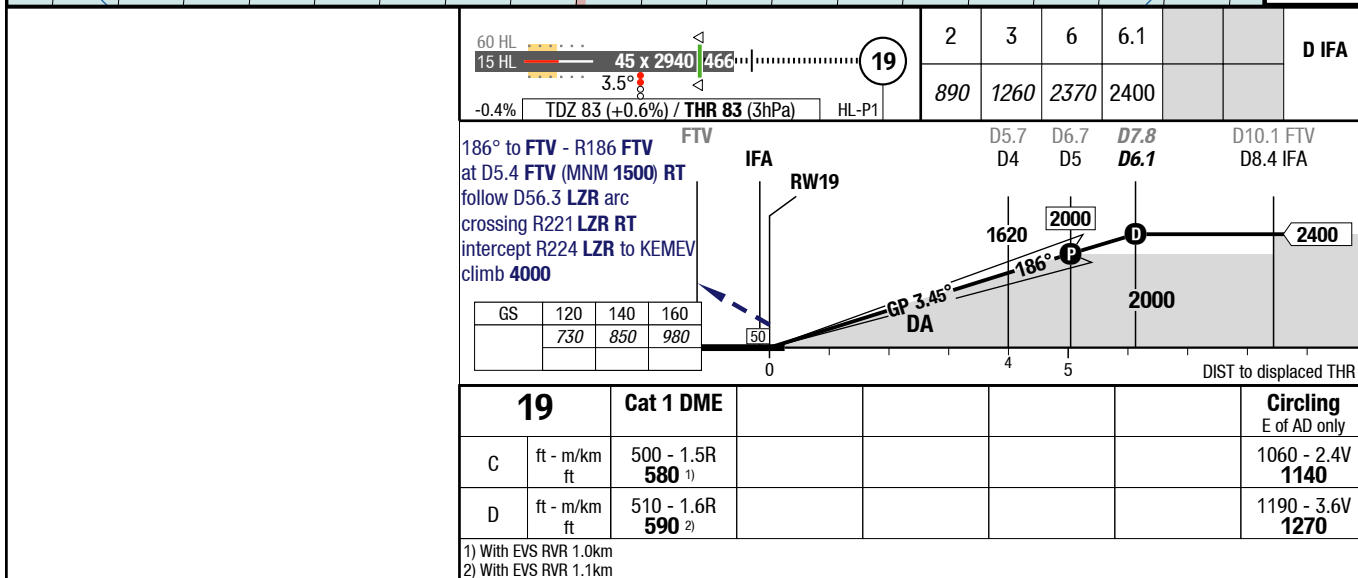
HL-P1

THR 37 (11Pa)	TDZ 66 (+1.0%)	+0.4%
1000	2406 x 4.5	15 HL
83.0°	83.0°	60 HL



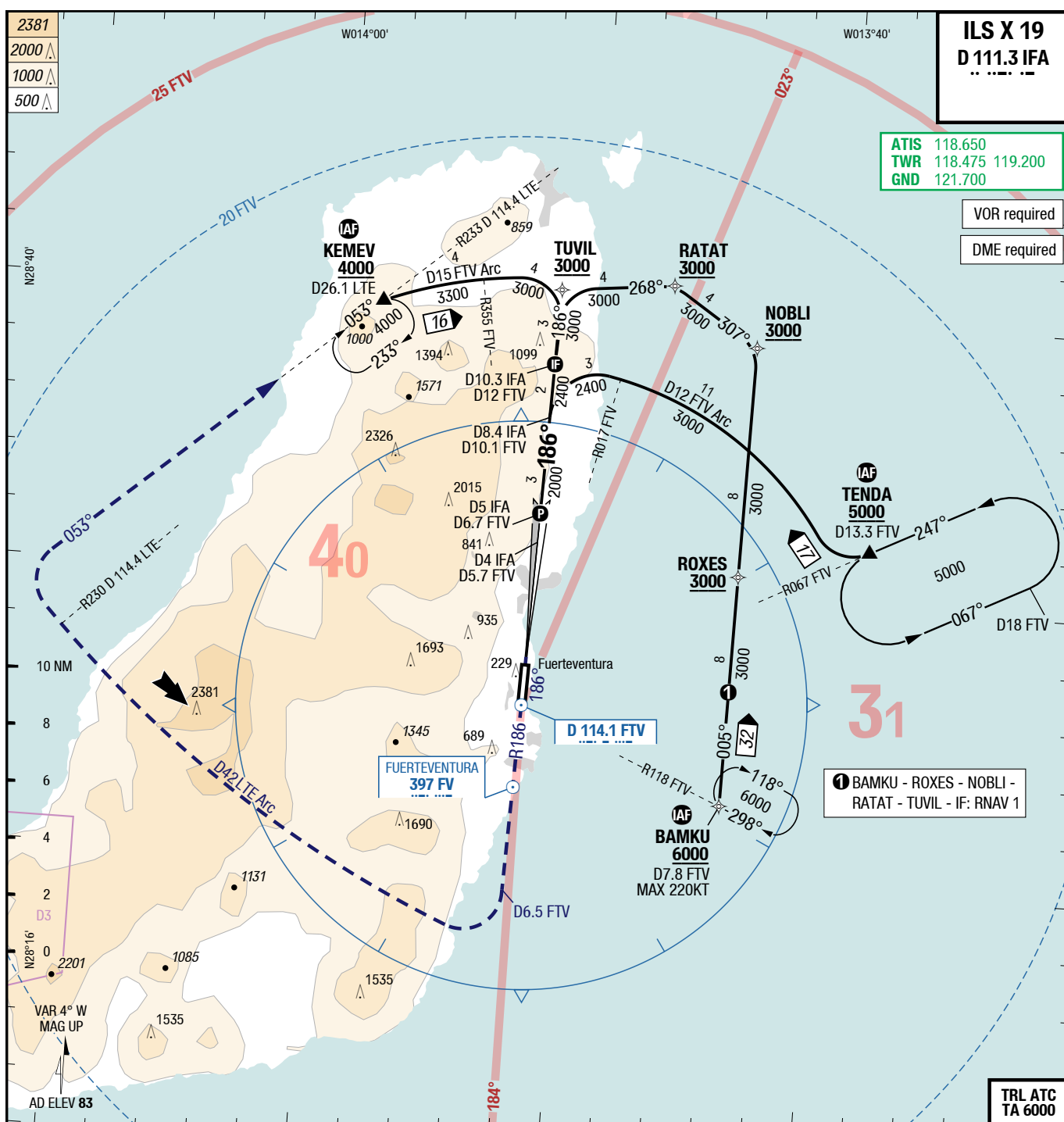
<b>Circling</b> E of AD only	1050 - 2.4V <b>1130</b>
	1320 - 3.6V <b>1400</b>

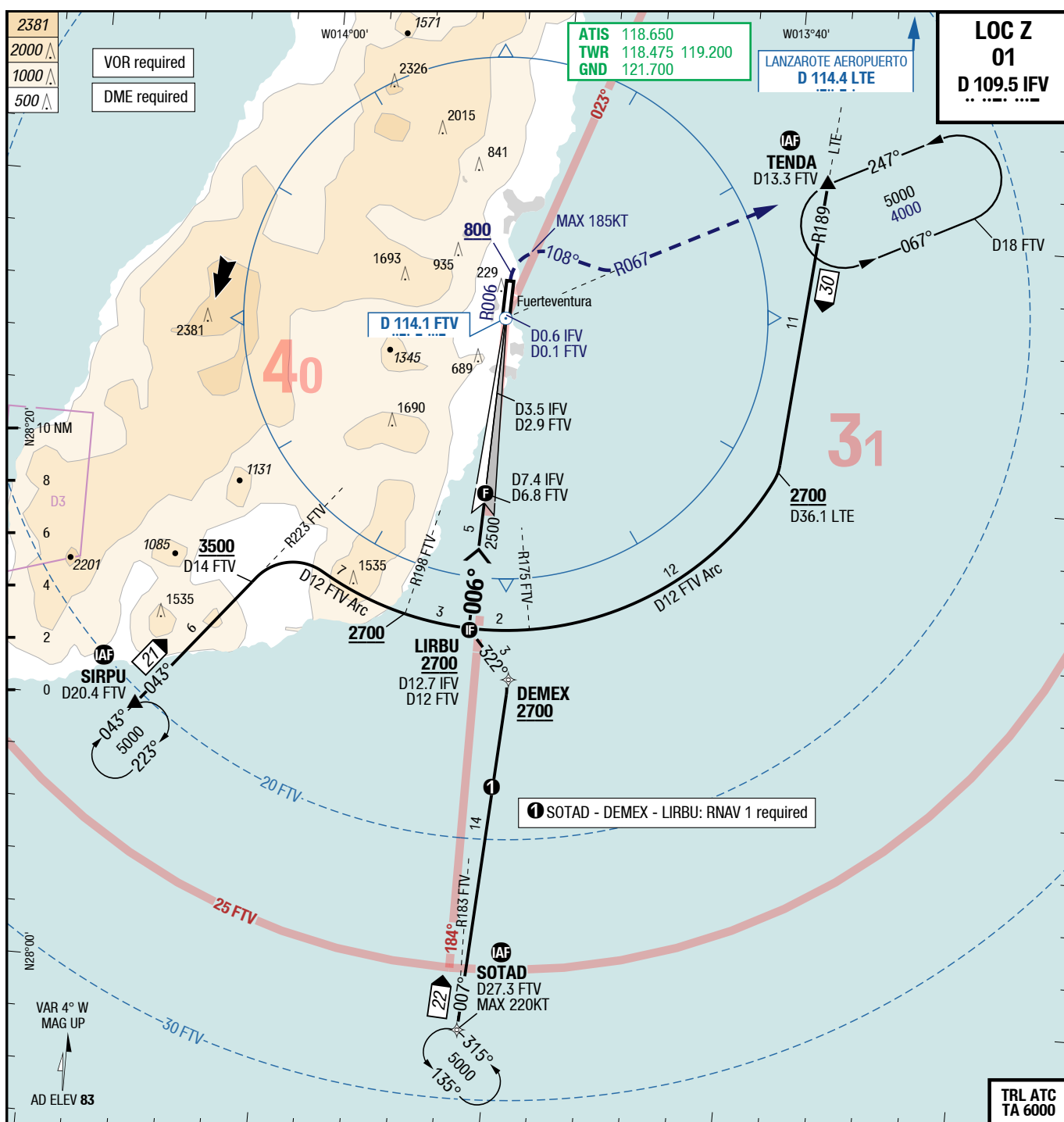
© Lido 2017





[illegible]

[illegible]



3.26° <b>D IFV</b>	7.4	6	5	4	3	2	<div>01</div> <div>HL-P1</div> <div>THR 37 (1hPa) / <b>TDZ 66 (+1.0%)</b> +0.4%</div>
	2700	2190	1840	1500	1150	800	

D12 FTV D12.7 IFV <b>LIRBU</b>	D6.8 D7.4	D2.9 D3.5	<b>FTV</b>	D0.1 FTV D0.6	<b>IFV</b>
--------------------------------------	--------------	--------------	------------	------------------	------------

2700

2500

1320

MDA

006°

R006 FTV  
at MNM 800 RT (MAX 185KT) 108°  
intercept R067 FTV to TENDA  
climb 4000

DME IFV reads zero at displ. THR

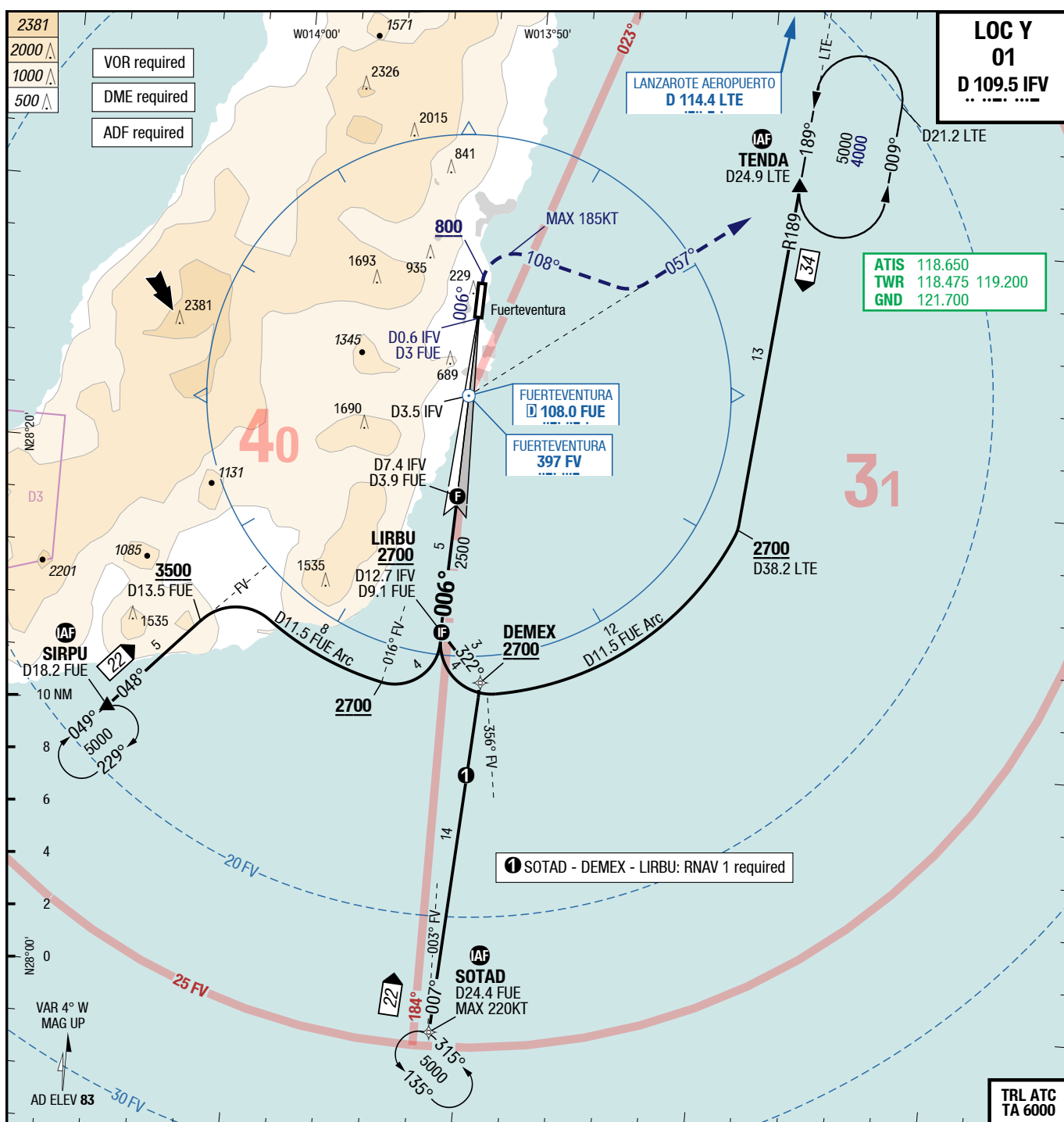
GS	120	140	160
D3.5 IFV	690	810	920
-MAPt	NA	NA	NA

DIST to displaced THR      10      5      3.6      0.5      0

<b>01</b>	<b>LOC DME</b>					<b>Circling</b> 1)
C	ft - m/km ft	560 - 1.8 <b>620</b>				1050 - 2.4V <b>1130</b>
D	ft - m/km ft	560 - 1.8 <b>620</b>				1320 - 3.6V <b>1400</b>

1) E of AD only



3.26° <b>D IFV</b>	7.4	6	5	4	3	2	<div> <div>01</div> <div> <div>HL-P1</div> <div> <div>THR 37 (1hPa) / <b>TDZ 66</b> (+1.0%)</div> <div>+0.4%</div> </div> </div> </div>
	2700	2190	1840	1500	1150	800	

D9.1 FUE D12.7 IFV <b>LIRBU</b>	D3.9 D7.4	FUE D3.5 <b>FV</b>	D3 FUE <b>D0.6 IFV</b>
---------------------------------------	--------------	--------------------------	---------------------------

2700	IF	2500	E	006°	1320	M
------	----	------	---	------	------	---

DIST to displaced THR	10	5	3.6	0.5	0
-----------------------	----	---	-----	-----	---

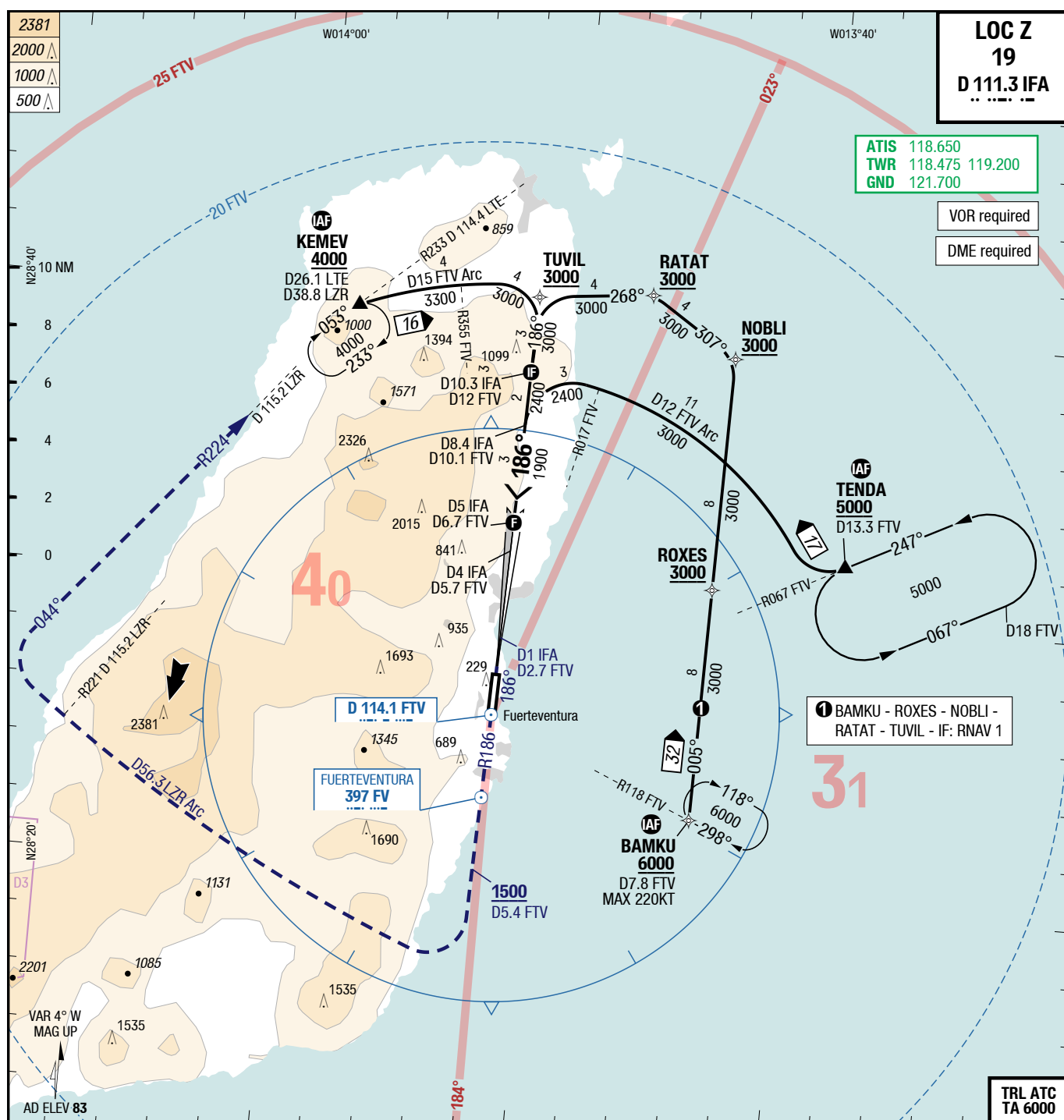
  

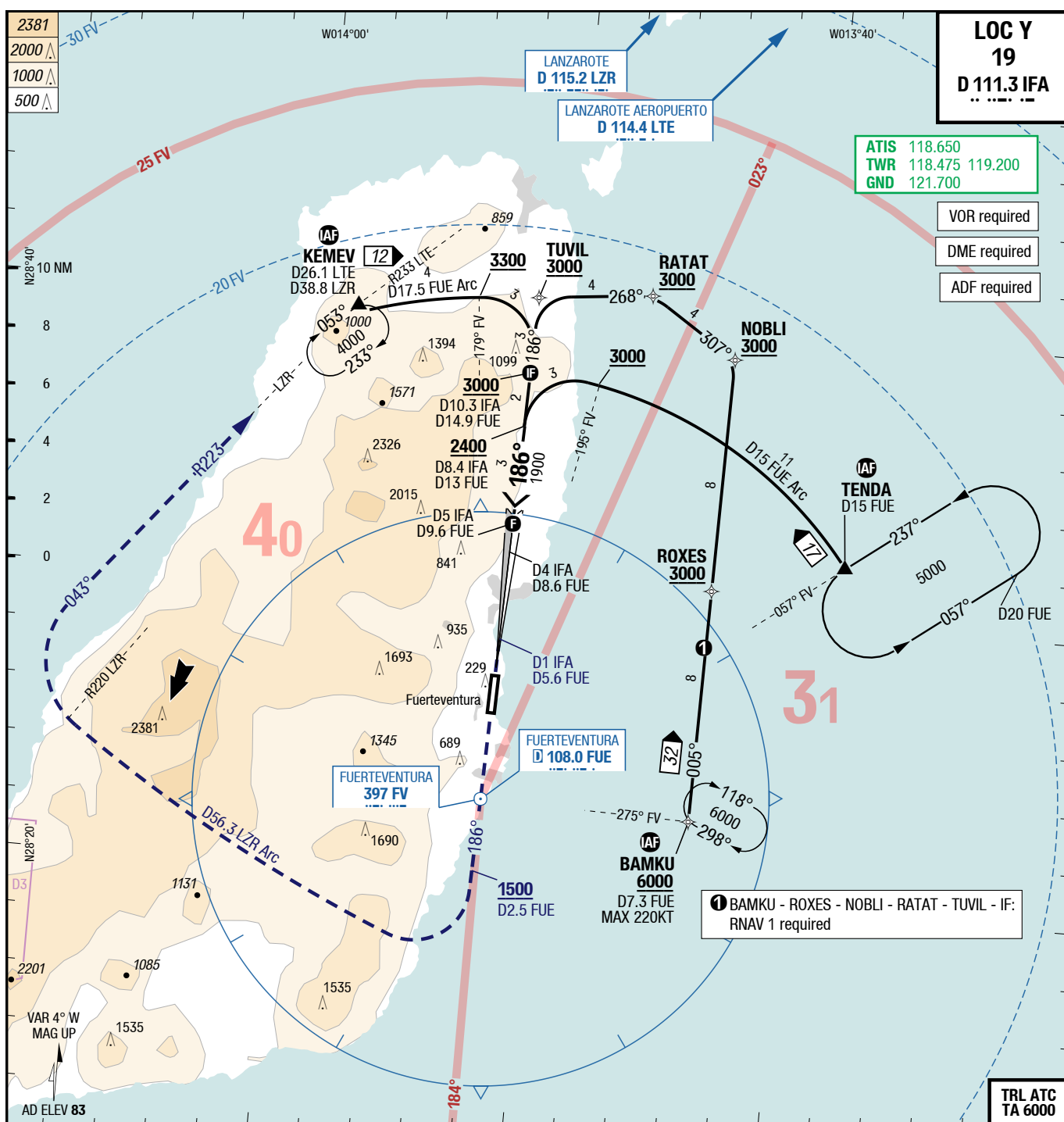
DME IFV reads zero at displ. THR		
GS	120	140
D3.5 IFV	690	810
-MAPt	NA	NA

<b>01</b>	<b>LOC DME</b>					<b>Circling</b> 1)
C	ft - m/km ft	560 - 1.8 <b>620</b>				1050 - 2.4V <b>1130</b>
D	ft - m/km ft	560 - 1.8 <b>620</b>				1320 - 3.6V <b>1400</b>

1) E of AD only

[illegible]

[illegible]



## Fuerteventura Spain

RNAV (GNSS) 19

# RNAV (GNSS) 01

**IAC**

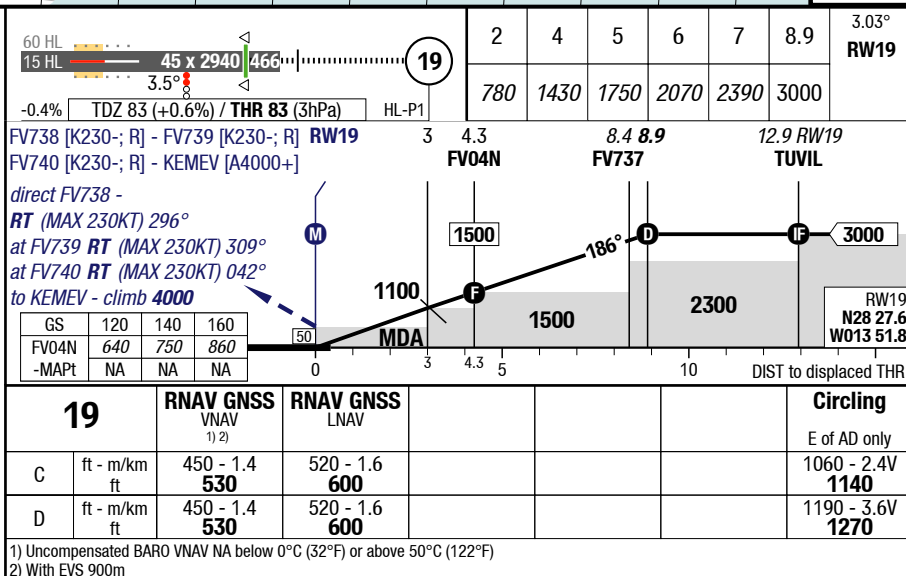
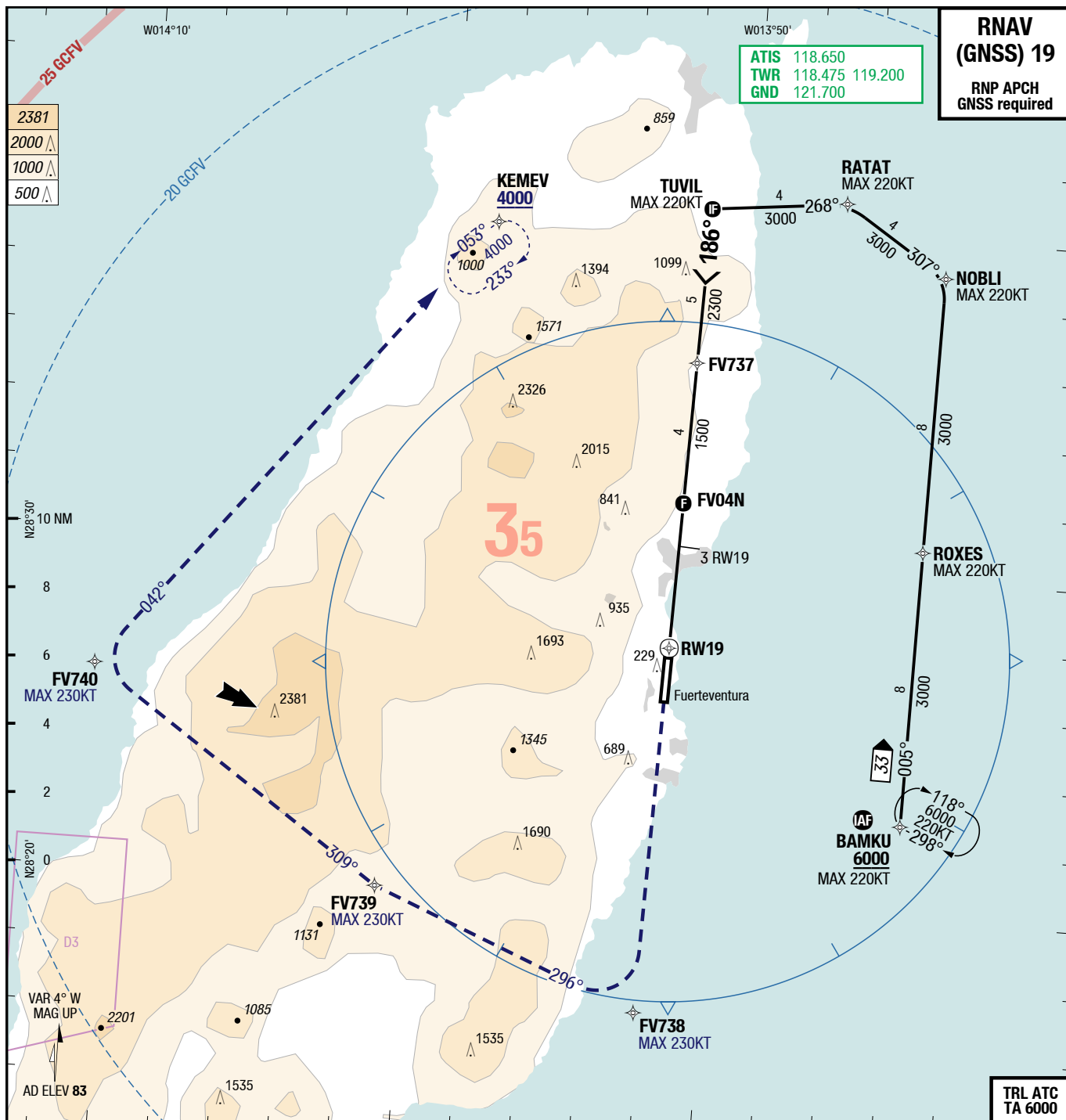
**IAC**

[illegible]

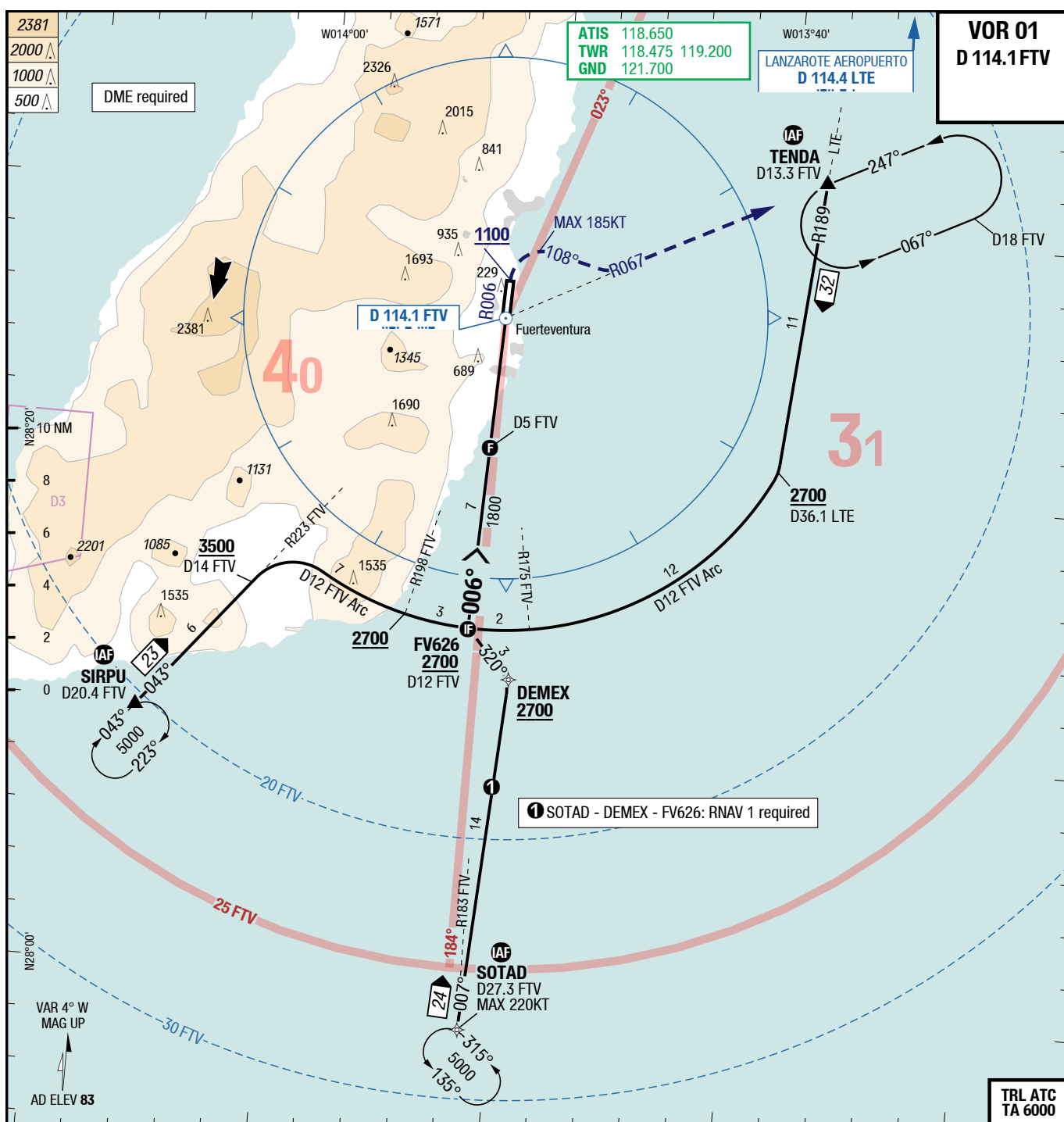
GS	120	140	160
FV07S	650	760	870
-MAPt	NA	NA	NA

	<b>Circling</b> E of AD only
	1140 - 2.4V <b>1220</b>
	1190 - 3.6V <b>1270</b>

© Lido 2018







2.94°					
D FTV	7.7	6	4	3	2
	2700	2170	1540	1230	920

D12 FTV  
FV626

D7.7

D5

01	1000	2406 x 45	83.0°	60 HL	15 HL
HL-P1	THR 37 (1hPa) / TDZ 66 (+1.0%)				+0.4%

FTV

R006 FTV  
at MNM1100 RT (MAX 185KT) 108°  
intercept R067 FTV to TENDA  
climb 4000

GS	120	140	160
D5 FTV	620	730	830
-MAPt	NA	NA	NA

DIST to displaced THR

10 5.7 0.7 0

MDA

01

VOR DME

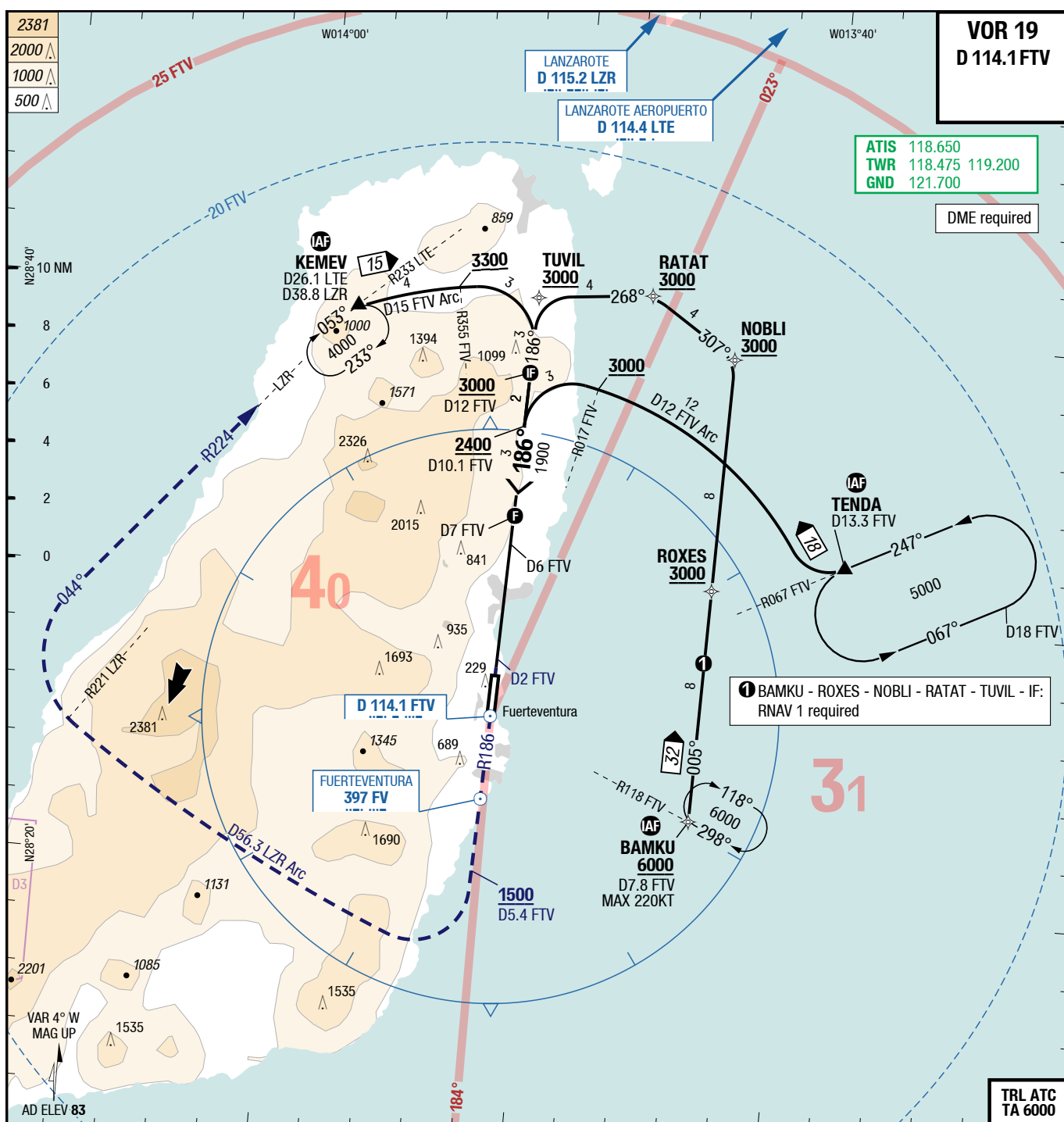
Circling

1)

C ft - m/km ft 850 - 2.4 910 1050 - 2.4V 1130

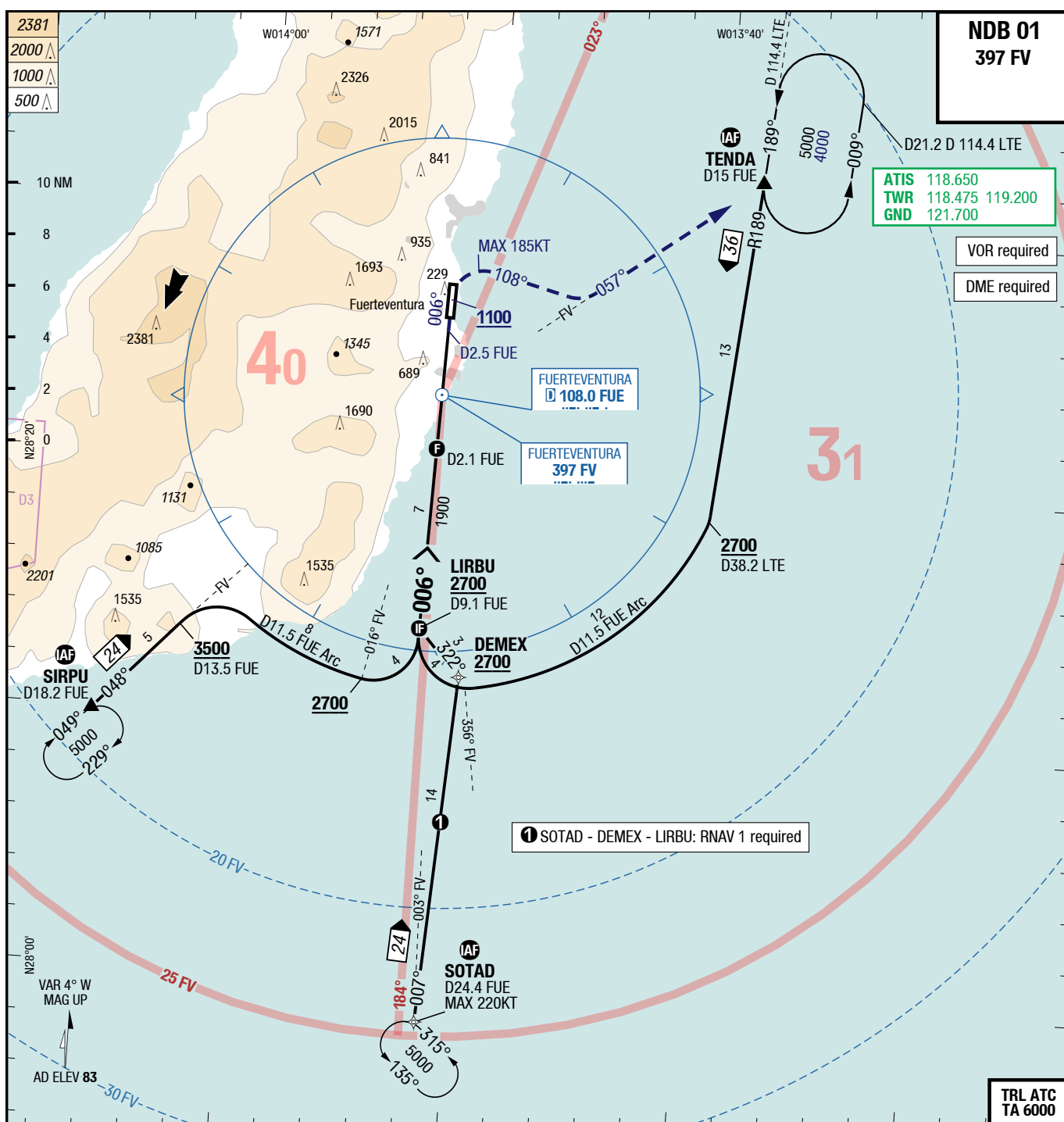
D ft - m/km ft 850 - 2.4 910 1320 - 3.6V 1400

1) E of AD only



The figure illustrates a 4D climb profile for a flight from 15 HL to 466 HL. The profile shows a climb from 15 HL to 466 HL with a 3.5° climb angle. The climb is divided into segments: TDZ 83 (+0.6%) / THR 83 (3hPa) and HL-P1. The climb is performed at 19 knots. The climb is performed at 19 knots. The climb is performed at 19 knots.

GS	120	140	160
D6 FTV	690	800	910
-MAPt	NA	NA	NA



3.02°

D FUE

4.6	4	3	2	1	FUE
2700	2510	2190	1870	1550	1230

01

HL-P1

1000

2406 x 45

63.0°

60 HL

15 HL

THR 37 (1hPa) / **TDZ 66** (+1.0%) +0.4%

D9.1 FUE

LIRBU

D4.6

D2.1

FUE

D2.5 FUE

006°

at MNM **1100 RT** (MAX 185KT) 108°

intercept QDR 057 **FV** to TENDA

climb **4000**

GS	120	140	160
D2.1 FUE	640	750	850
-Mapt	NA	NA	NA

DIST to displaced THR

10

5.7

5

1.1

0

MDA

01

NDB DME

FUE

C

ft - m/km

ft

850 - 2.4

910

D

ft - m/km

ft

850 - 2.4

910

Circling

E of AD only

1300 - 2.4V

1380

1320 - 3.6V

1400



60 HL  
15 HL

45 x 2940  
466

3.5°

-0.4% TDZ 83 (+0.6%) / THR 83 (3hPa)

HL-P1

direct **FV**  
**QDR 186° FV**

at D2.5 **FUE** (**MNM 1500**) **RT**  
follow D56.3 **LZR** arc  
crossing R220 **LZR RT**  
intercept R223 **LZR** inbound  
to KEMEV - climb **4000**

GS	120	140	160
D8.4 FUE	670	780	890
-MAPT	NA	NA	NA

0 1 3.8 5 DIST to displaced THR

MDA 1400 1400 1900

186°

2400

8 9 10 11 11.4 3.14°  
D FUE

1270 1600 1940 2270 2400

D5.6 FUE D8.4 D9.9 **D11.4** D13 FUE

## FUE-GCFV

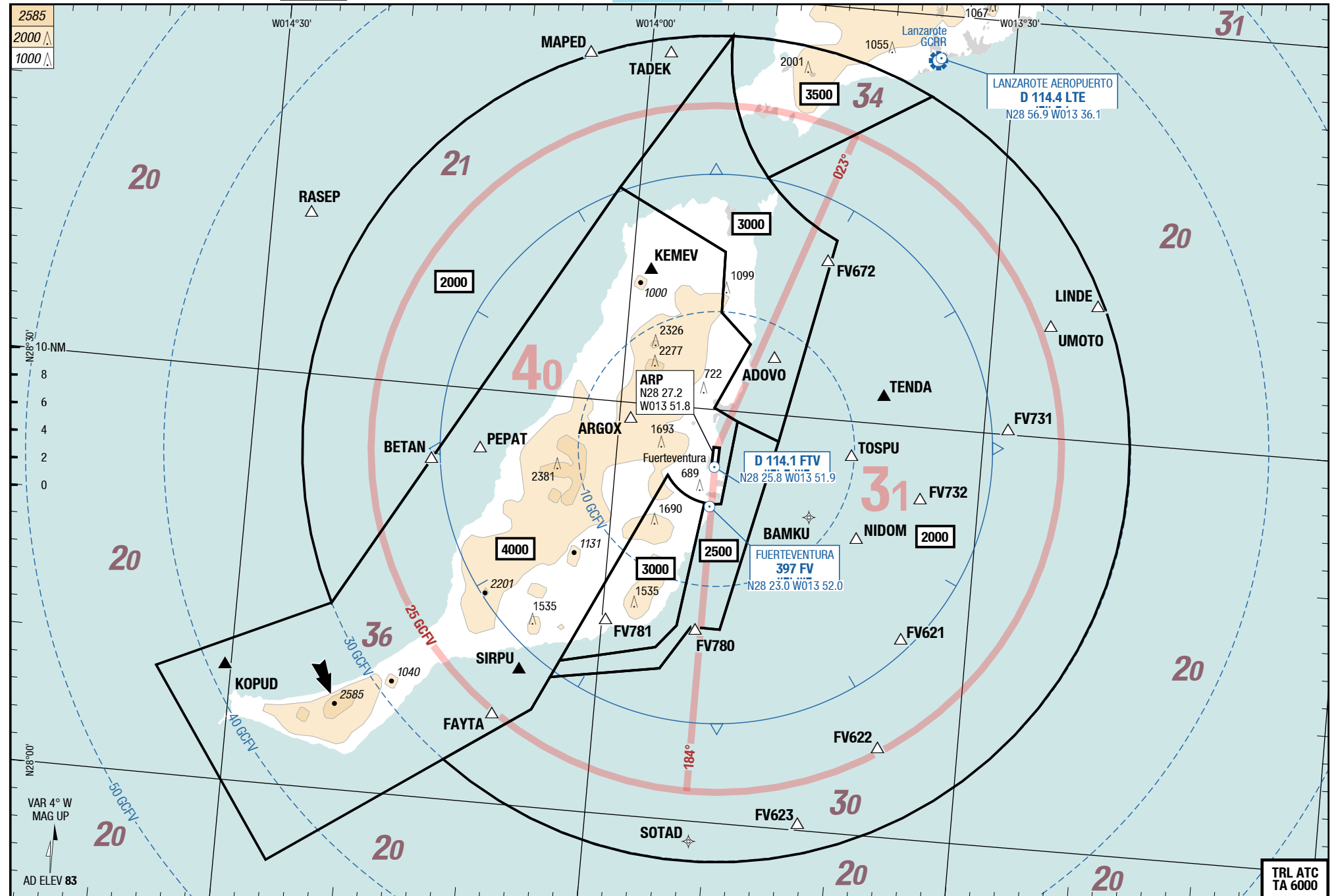
**MRC**

MRC

**MRC**

**NIL**  
**MRC**

**8-10**



TRL ATC  
TA 6000

© Lido 2018