

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, therafter 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° - 35° of RCL from 15.5NM below 4000ft AMSL.
- between 8° - 10° 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.

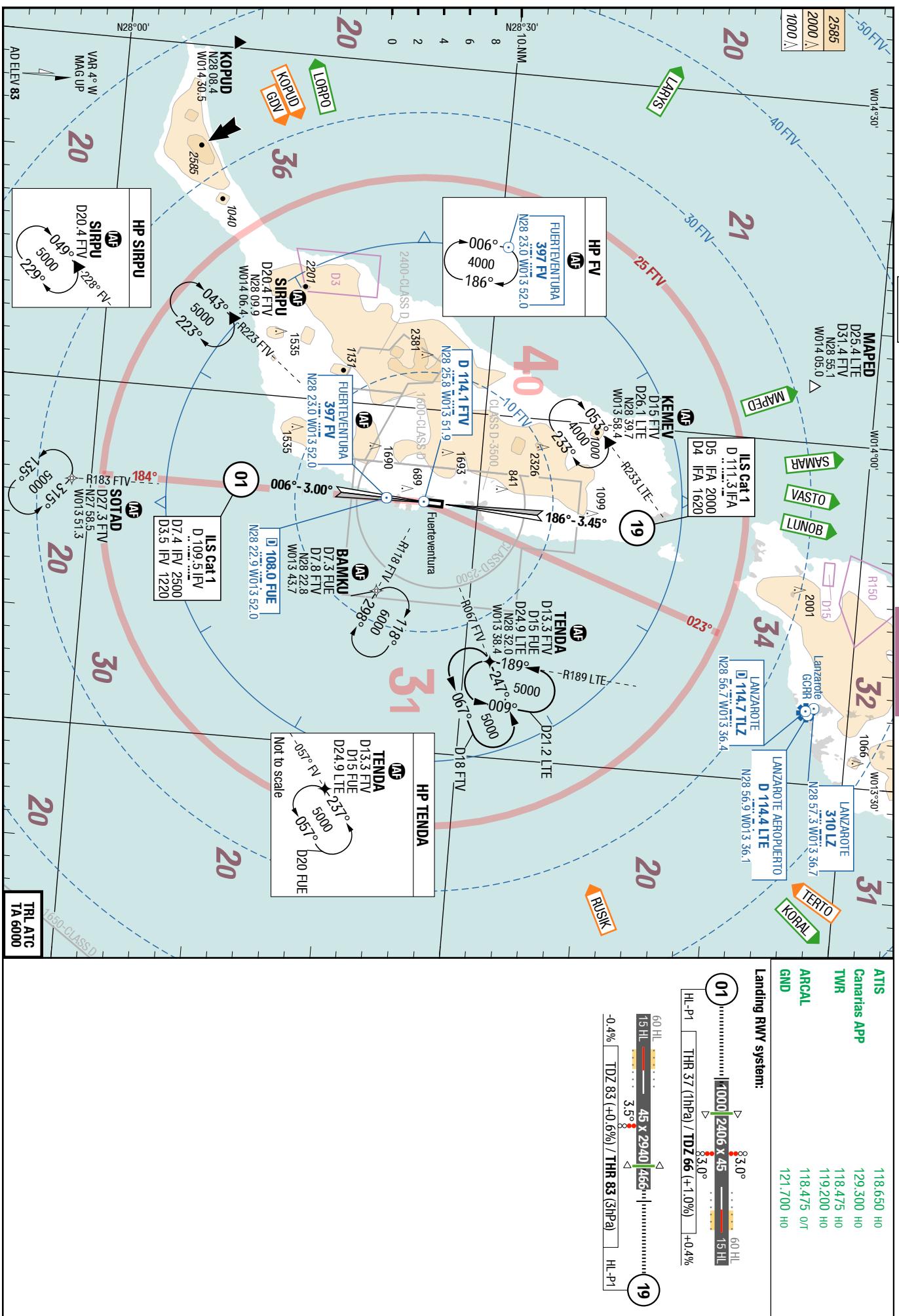
All TWYs E: In/out of RWY, use oversteering manoeuvre.

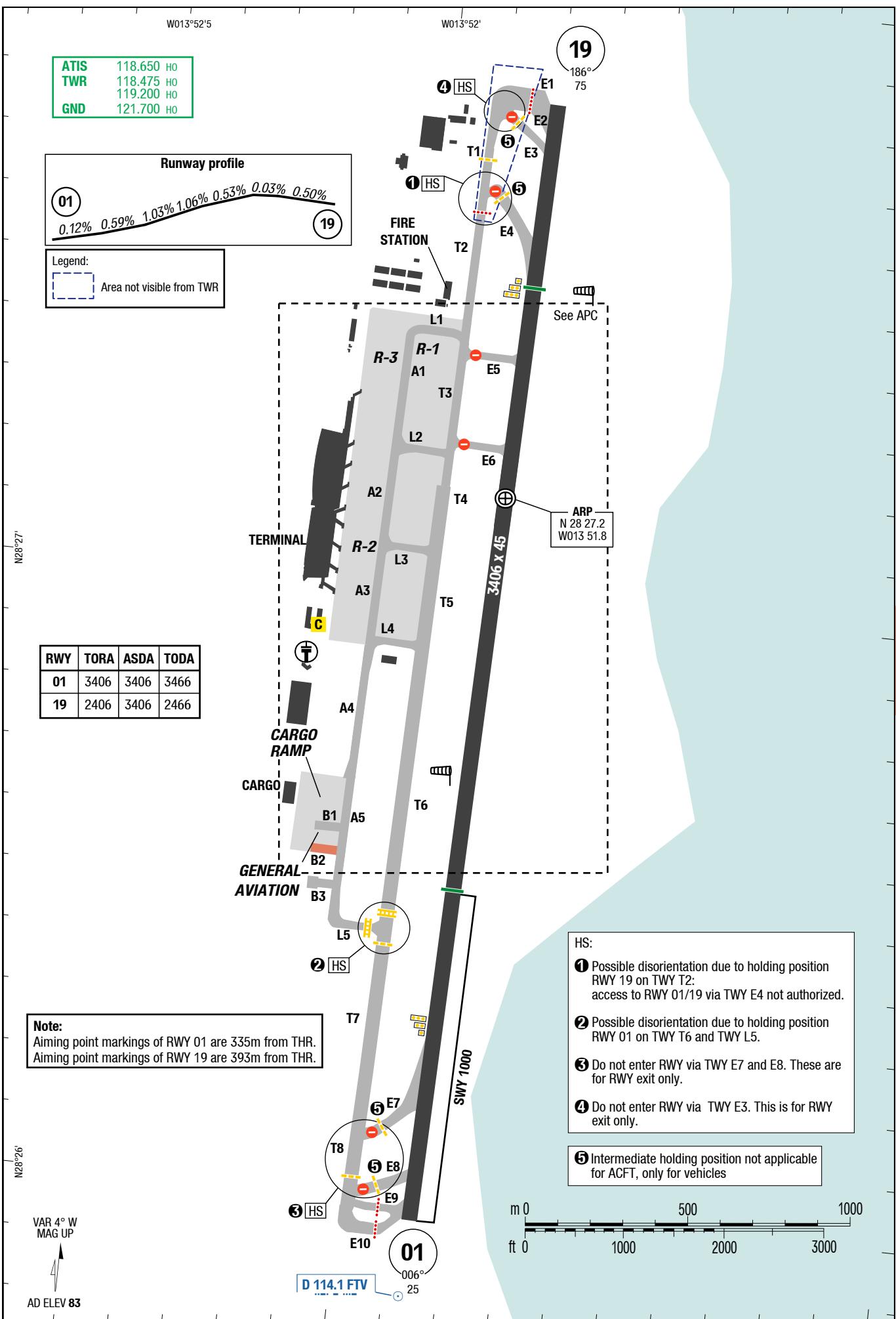
Taxi/Parking

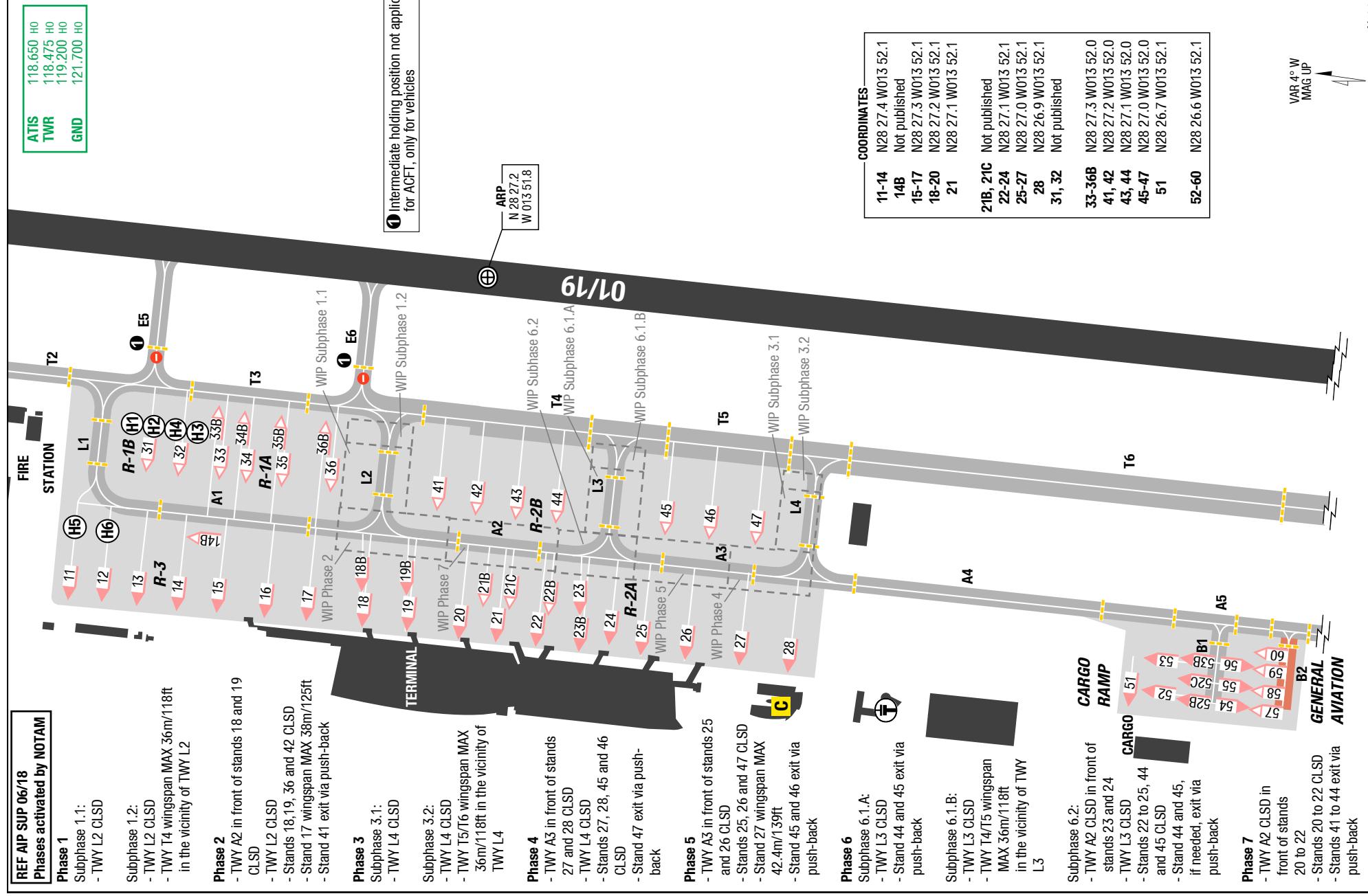
Taxi at low speed, following the CL markings with outer ENG at idle regime and taking special care while thrusting asymmetrically.

AFC

Fuerteventura Spain
AFC AGC







15-JUN-2017

FUE-GCFV

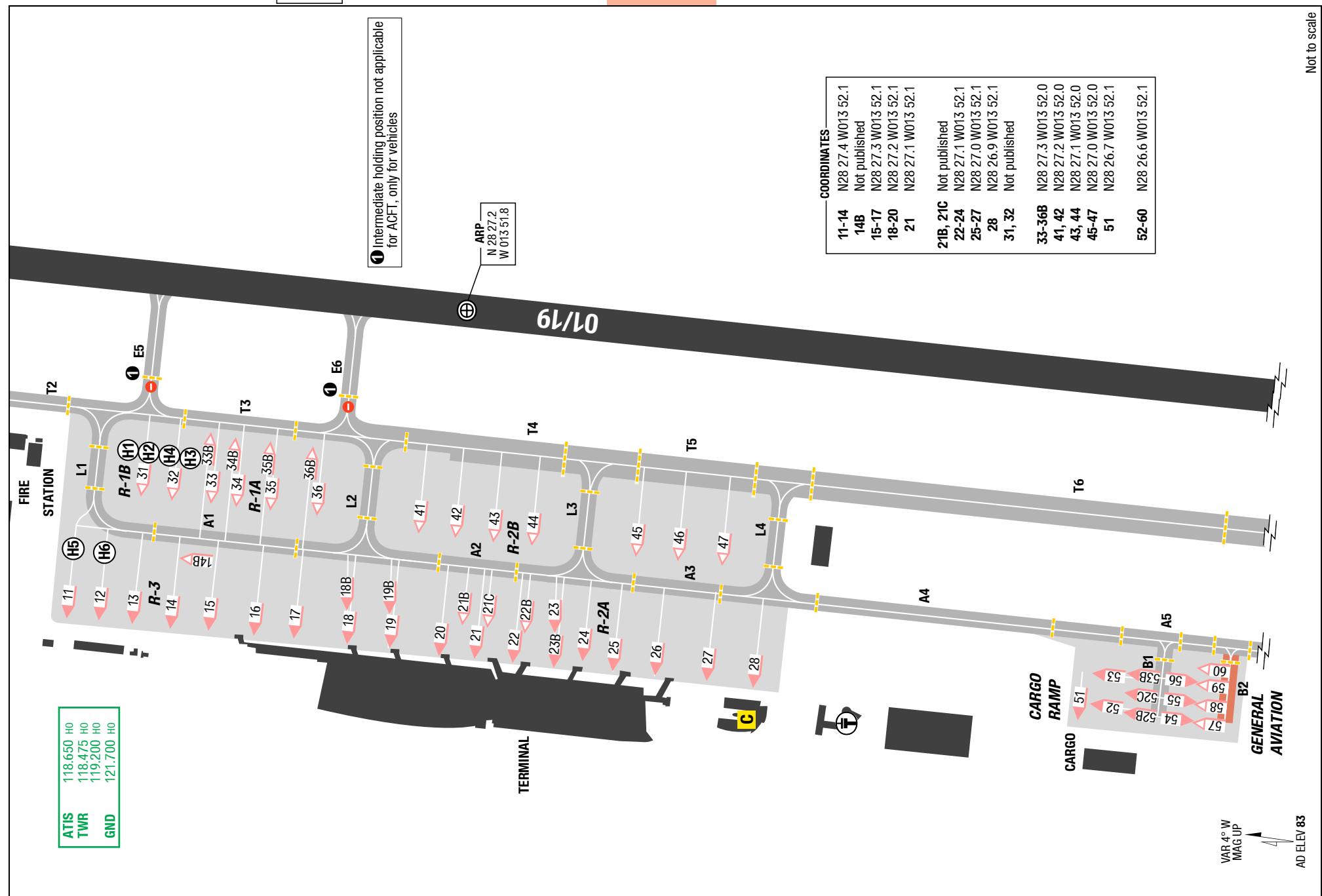
Spain Fuerteventura

APC
NIL

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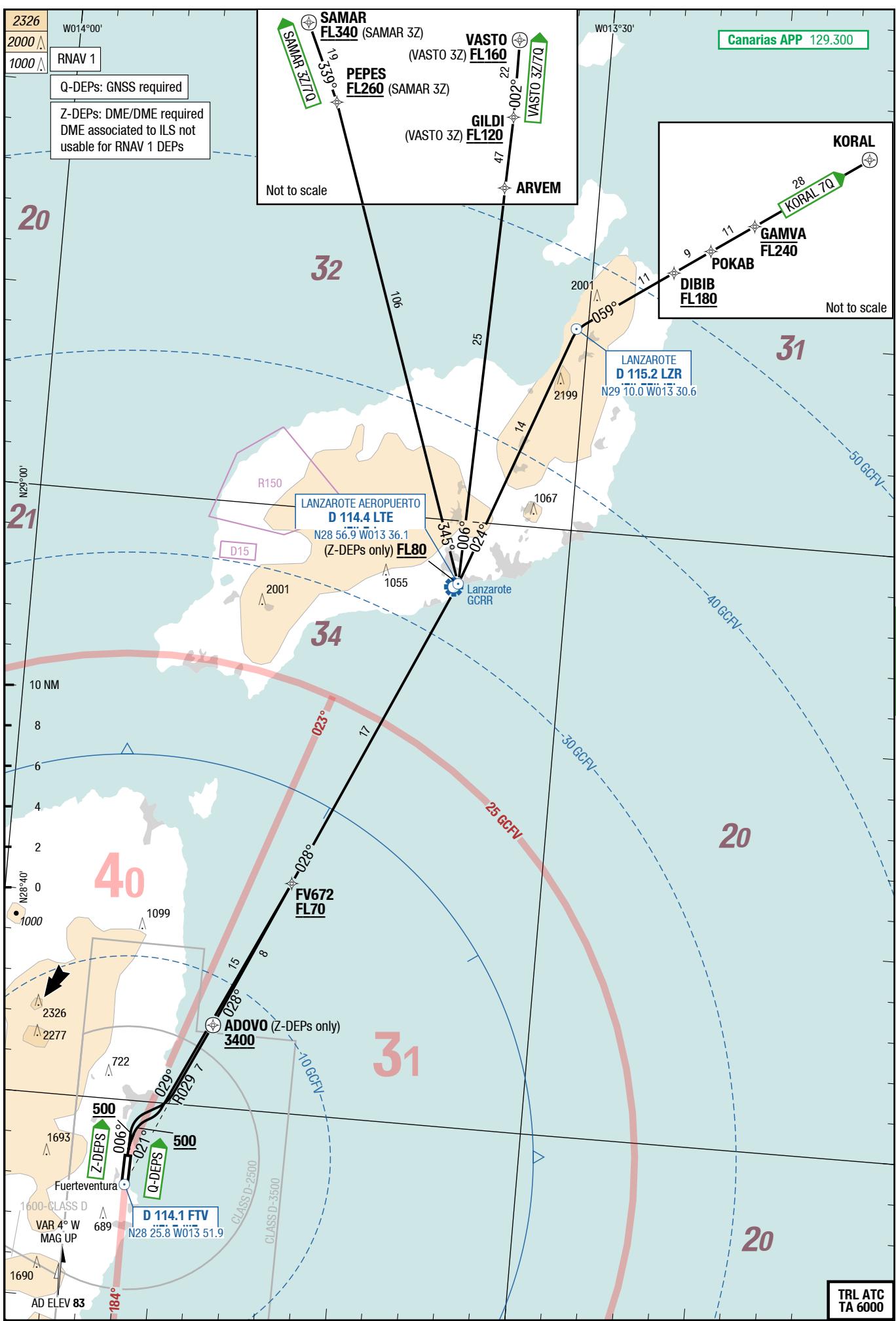
APC
NIL

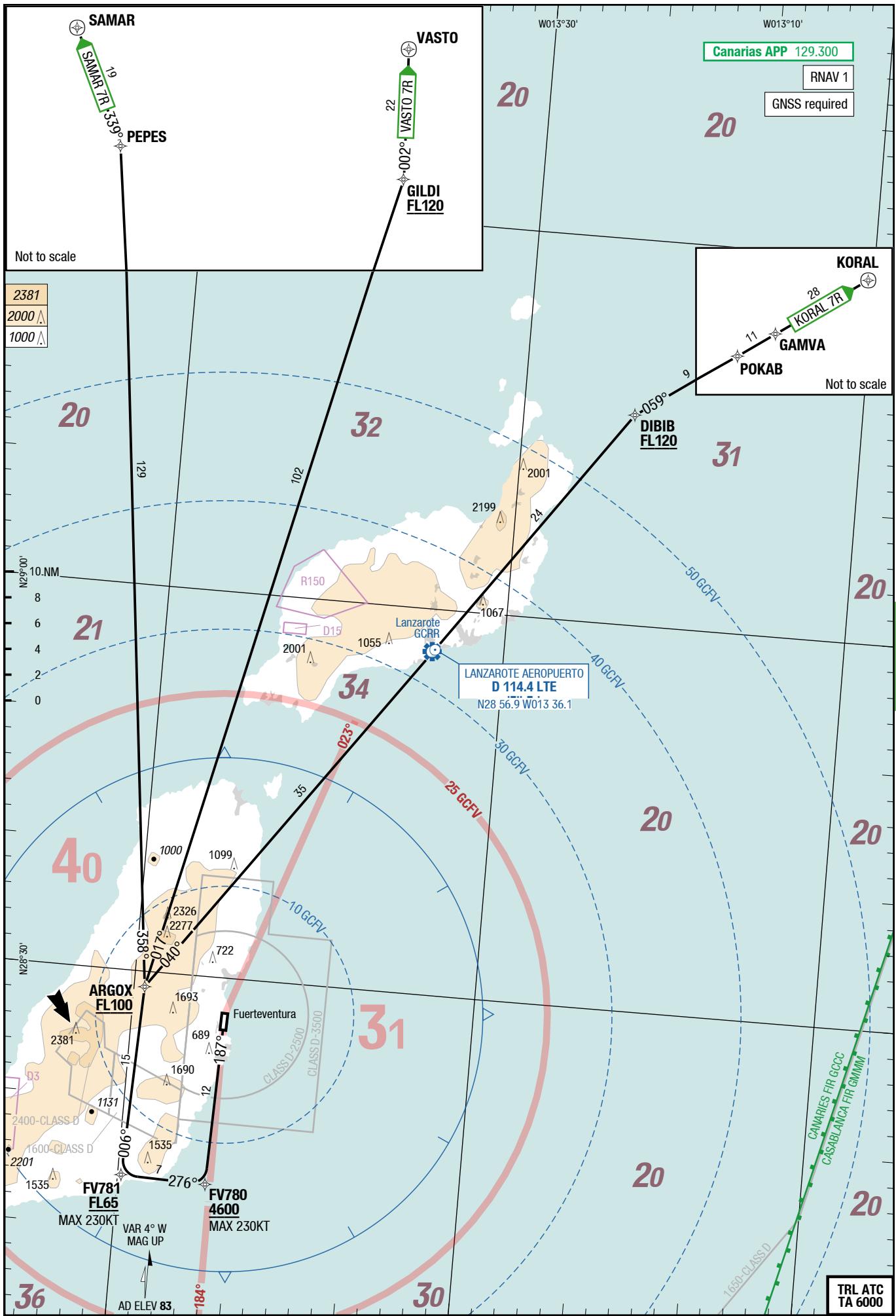
3-30



Changes: Parking Stands direction

Changes: ASP, OBST, Editorial





Effective 24-MAY-2018

17-MAY-2018

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SIDs RWY 19

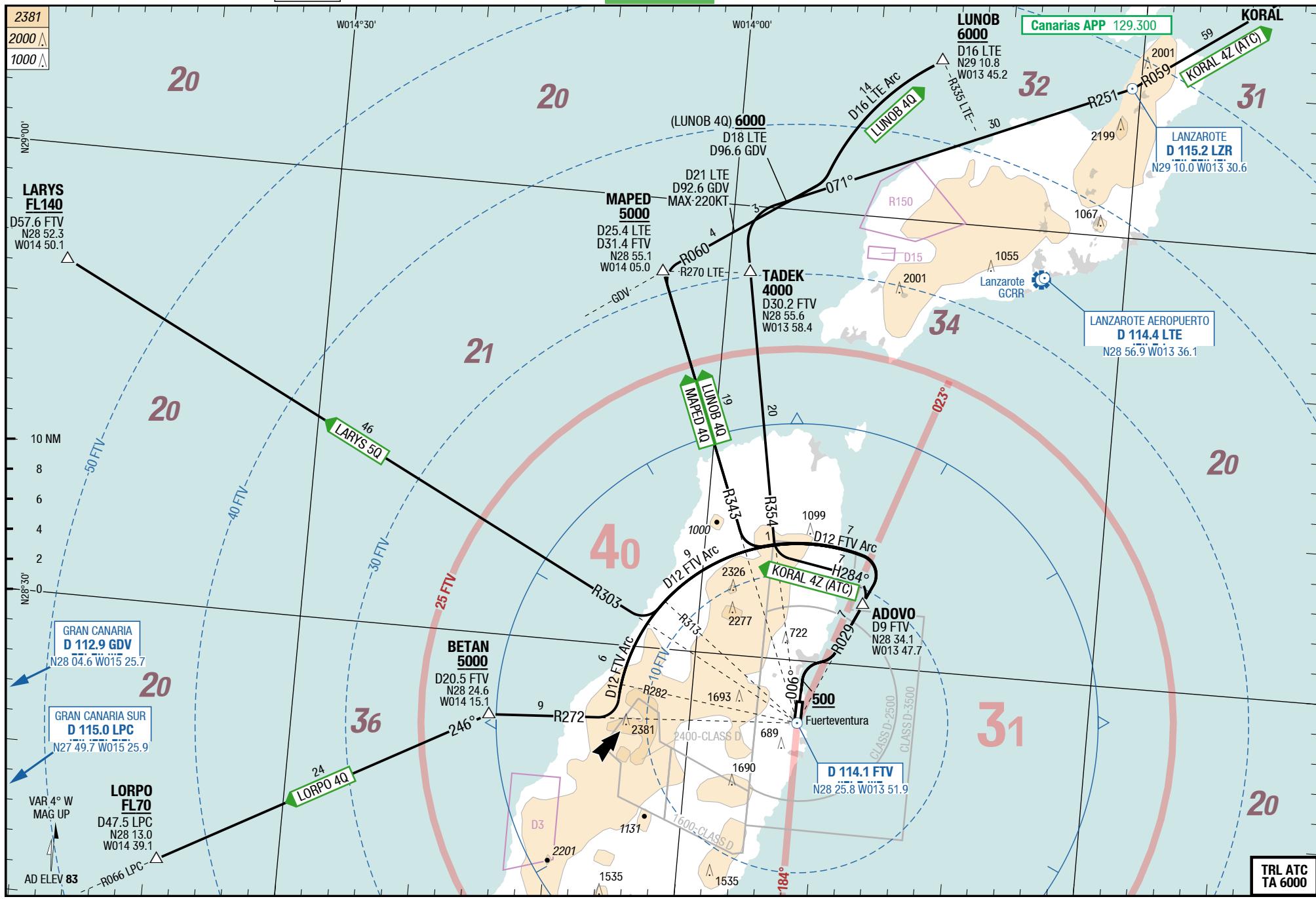
SIDs RWY 01

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SIDs RWY 19

SIDs RWY 01

4-30



Effective 24-MAY-2018

17-MAY-2018

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SIDs RWY 19

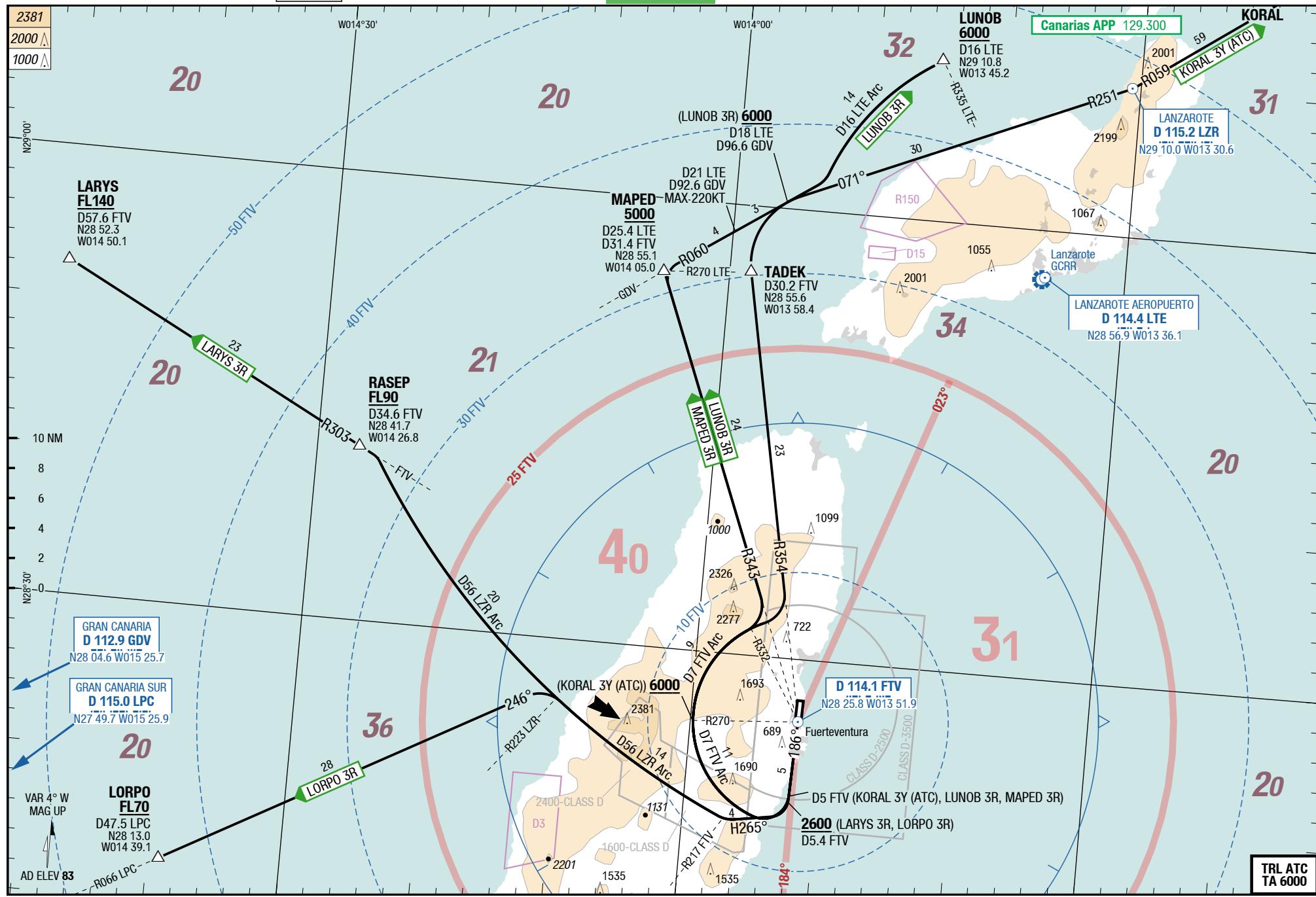
SID

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SIDs RWY 19

SID

4-40



Changes: ASP, OBST

01-FEB-2018

FUE-GCFV**5-10****RNAV SIDs RWY 01****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
	Runway 01	
KORAL 7Q 7.0% to FL70 5.0% to LZR 129.300 ①	[M021; A500+ ;R] - FV672 [M029] - LTE - LZR [R] - DIBIB - POKAB - GAMVA - KORAL	FV672 MNM FL70 DIBIB MNM FL180 GAMVA MAX FL240 Initial climb FL120
SAMAR 3Z 7.5% to FL70 129.300 ①	at MNM 500 RT intercept R029 FTV to ADOVO, then continue on RNAV according to FMS route. FMS <u>ADOVO</u> - FV672 - LTE [L] - PEPES [L] - <u>SAMAR</u>	ADOVO MNM 3400 FV672 MNM FL70 LTE MNM FL80 PEPES MNM FL260 SAMAR MNM FL340 Initial climb FL120
SAMAR 7Q 7.0% to FL70 129.300 ①	[M021; A500+ ;R] - FV672 [M029] - LTE [L] - PEPES [L] - <u>SAMAR</u>	FV672 MNM FL70 Initial climb FL120
VASTO 3Z 7.5% to FL70 129.300 ①	at MNM 500 RT intercept R029 FTV to ADOVO, then continue on RNAV according to FMS route. FMS <u>ADOVO</u> - FV672 - LTE [L] - ARVEM - GILDI - <u>VASTO</u>	ADOVO MNM 3400 FV672 MNM FL70 LTE MNM FL80 GILDI MNM FL120 VASTO MNM FL160 Initial climb FL120
VASTO 7Q 7.0% to FL70 129.300 ①	[M021; A500+ ;R] - FV672 [M029] - LTE [L] - ARVEM - GILDI - <u>VASTO</u>	FV672 MNM FL70 Initial climb FL120

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

01-FEB-2018

FUE-GCFV**5-20****RNAV SIDs RWY 19****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

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

FUE-GCFV

5-30

SIDs RWY 01

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

① Use in case of failure of one or more navaids 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.

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SIDs RWY 19

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

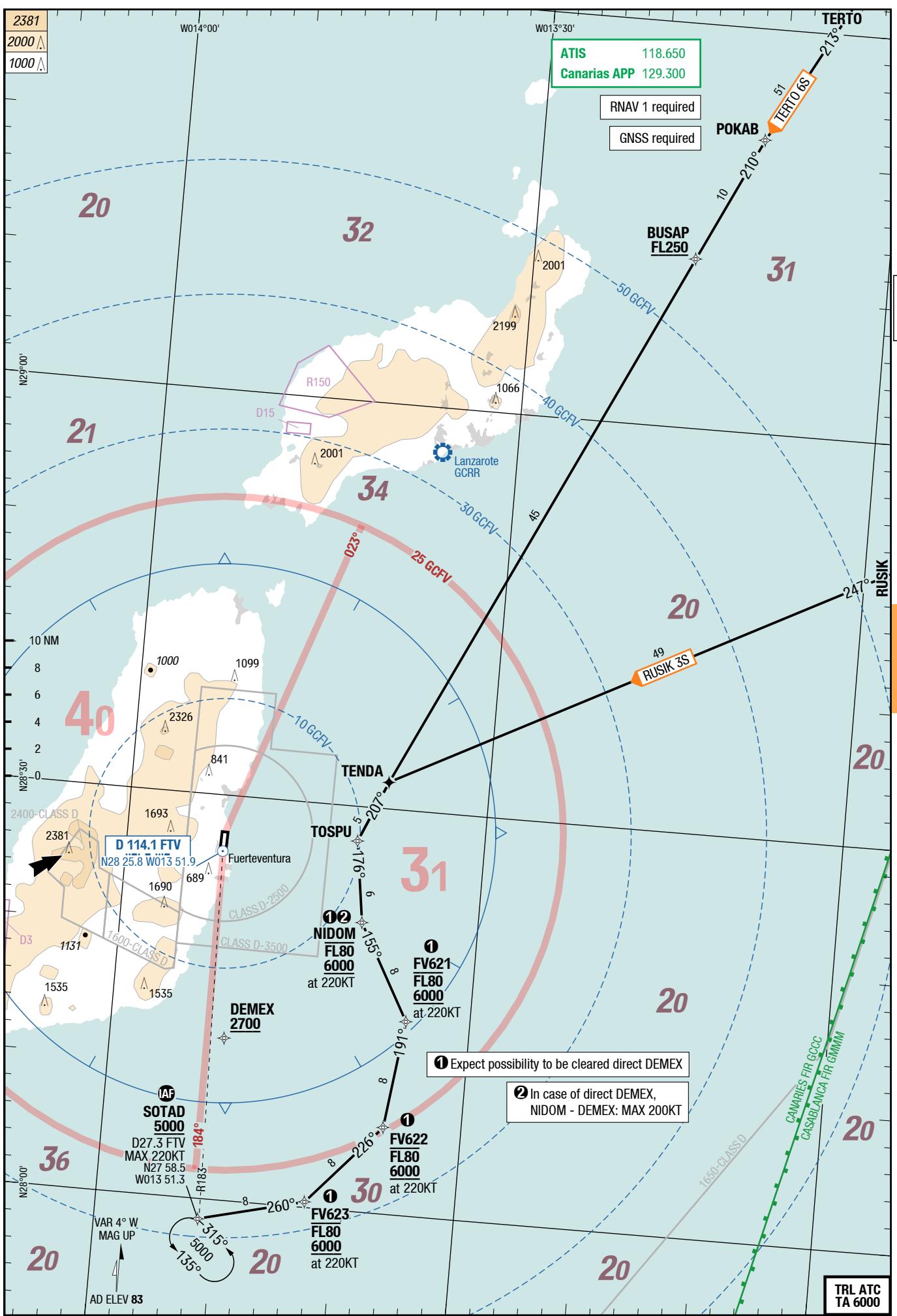
RWY 19 (186°)

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

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

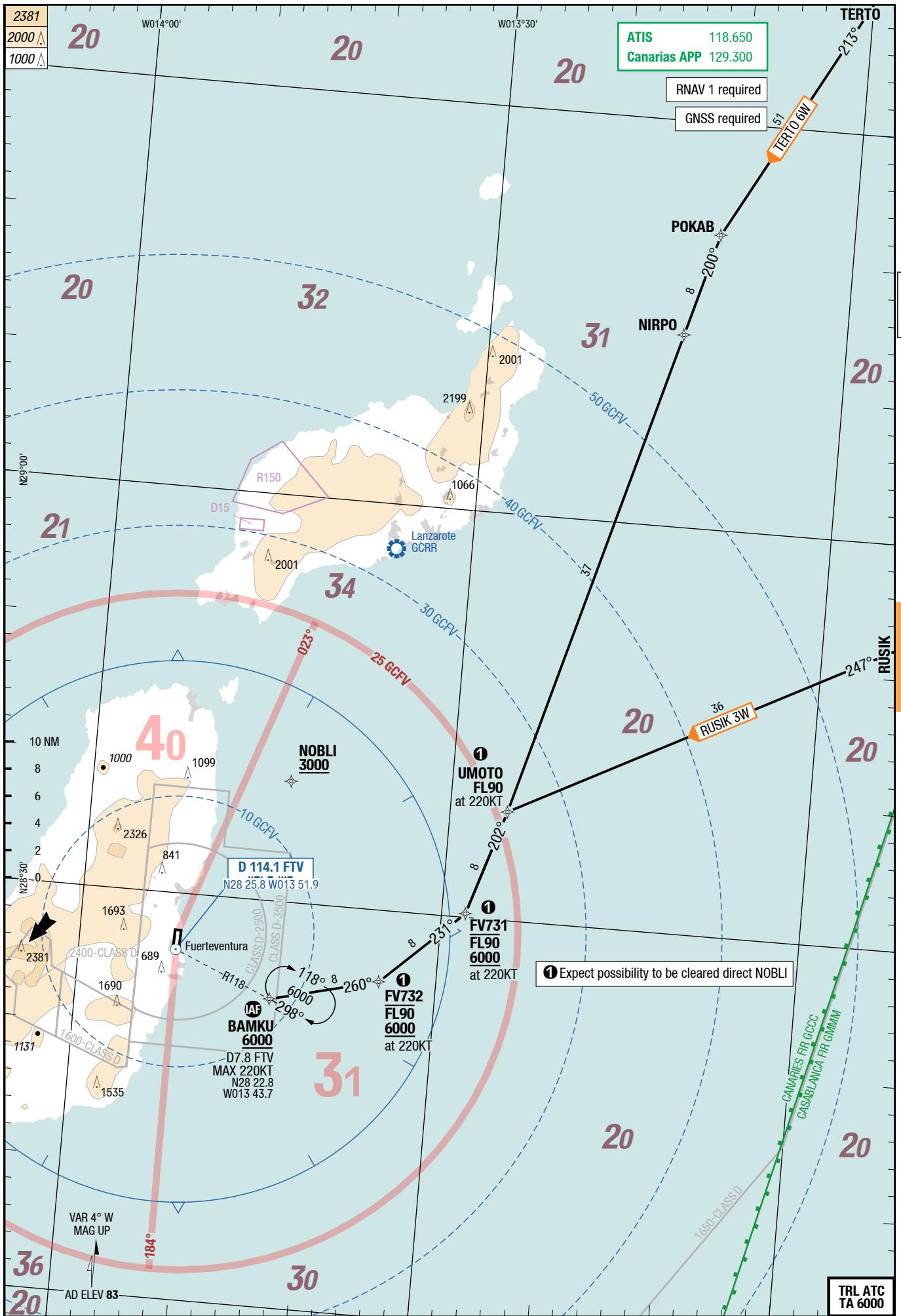
Changes: APP, ALT, PROC renumbered, Editorial



RNAV STARS RWY 19
Spain Fuerteventura

STAR

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Effective 01-FEB-2018

25-JAN-2018

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STARs RWY 19

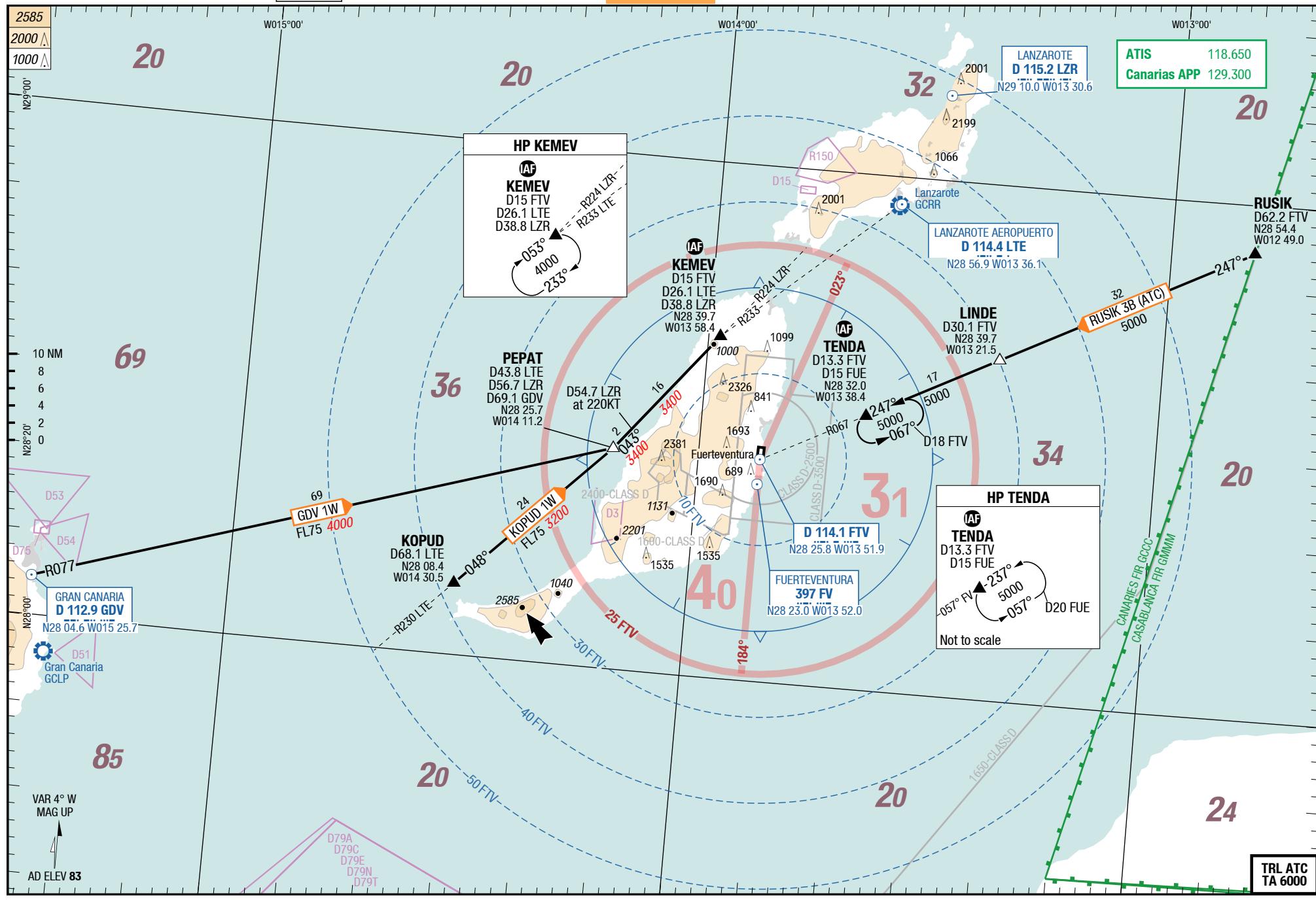
Fuerteventura Spain

STAR

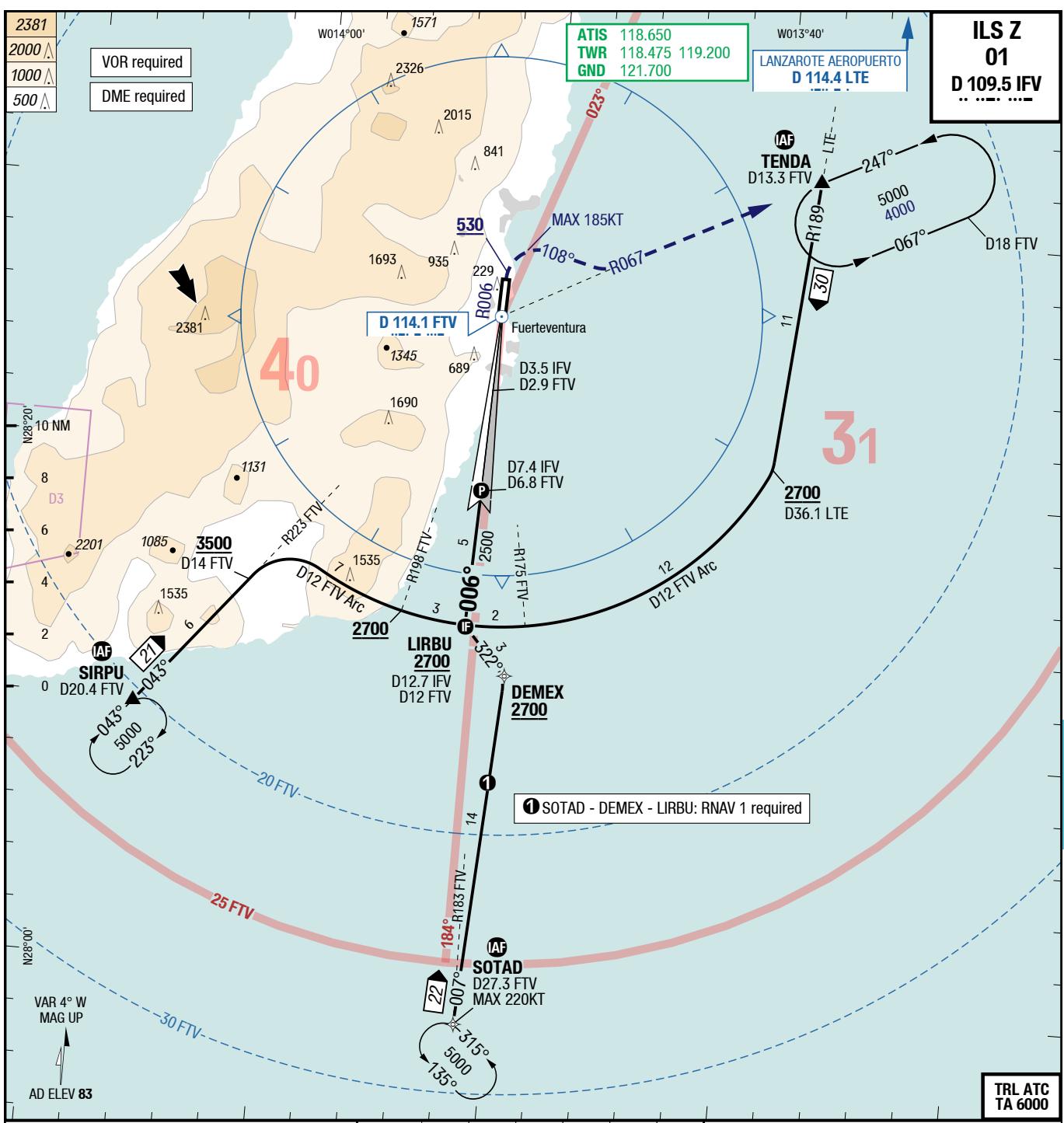
STAR

STARs RWY 19

6-40



Changes: N



TA 000

D IFV

8	5	4	3	2	1
2700	1730	1400	1080	750	430

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

D12 FTV D7.4 D6.8 D2.9 FTV
D12.7 IFV D8 D7.4 D3.5
LIRBU

2700 IF 2500 1210 RW01 R006 FTV
2500 DA GP 3.00° 51 GS 120 140 160
006° DME IFV reads zero at displ. THR
at MMN 530 RT (MAX 185KT) 108°
intercept R067 FTV to TENDA
climb 4000

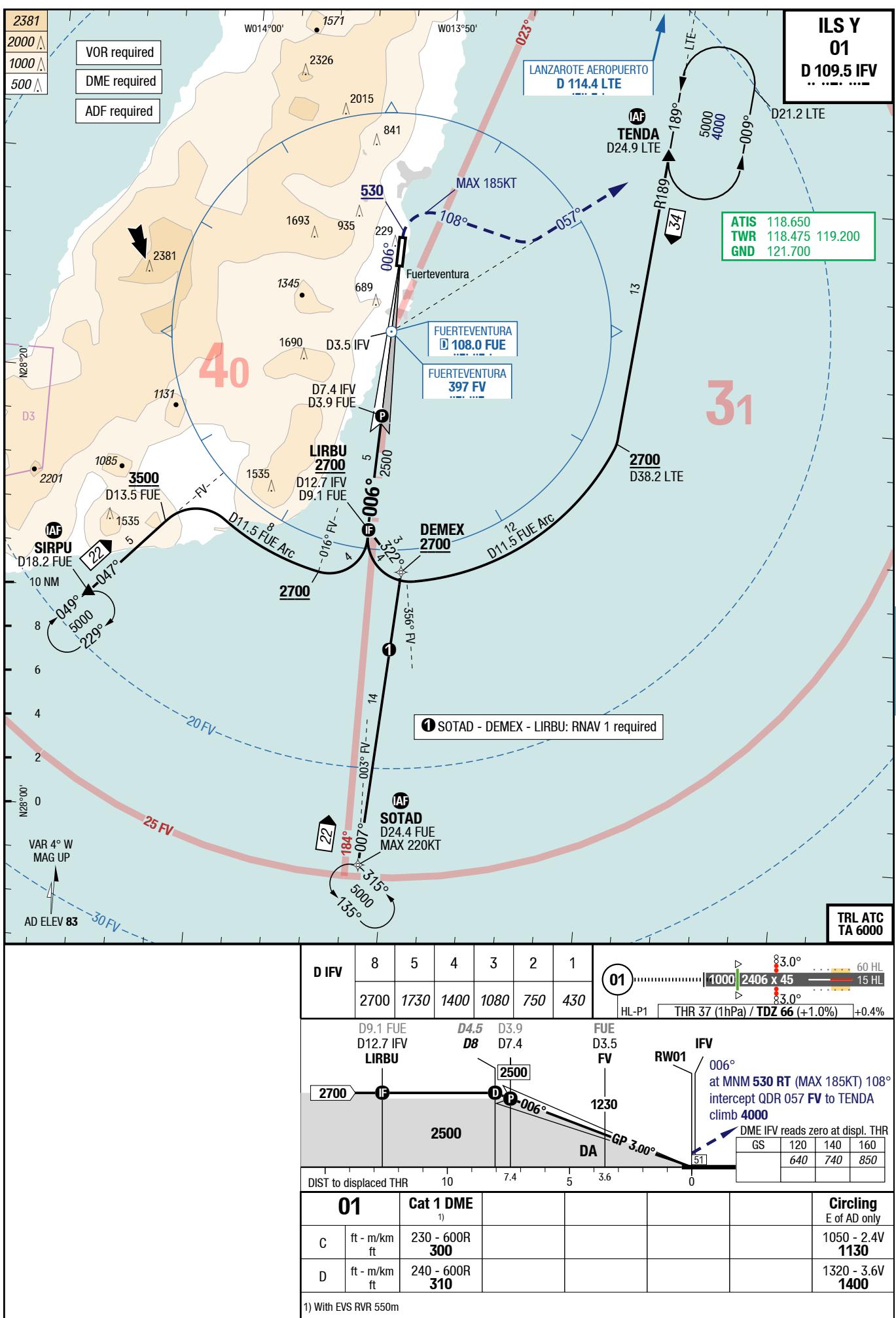
DIST to displaced THR 10 7.4 5 3.6 0

01 Cat 1 DME
1) 230 - 600R 300 1050 - 2.4V 1130

D ft - m/km
ft 240 - 600R 310 1320 - 3.6V 1400

1) With EVS RVR 550m

Changes: Nil



17-AUG-2017

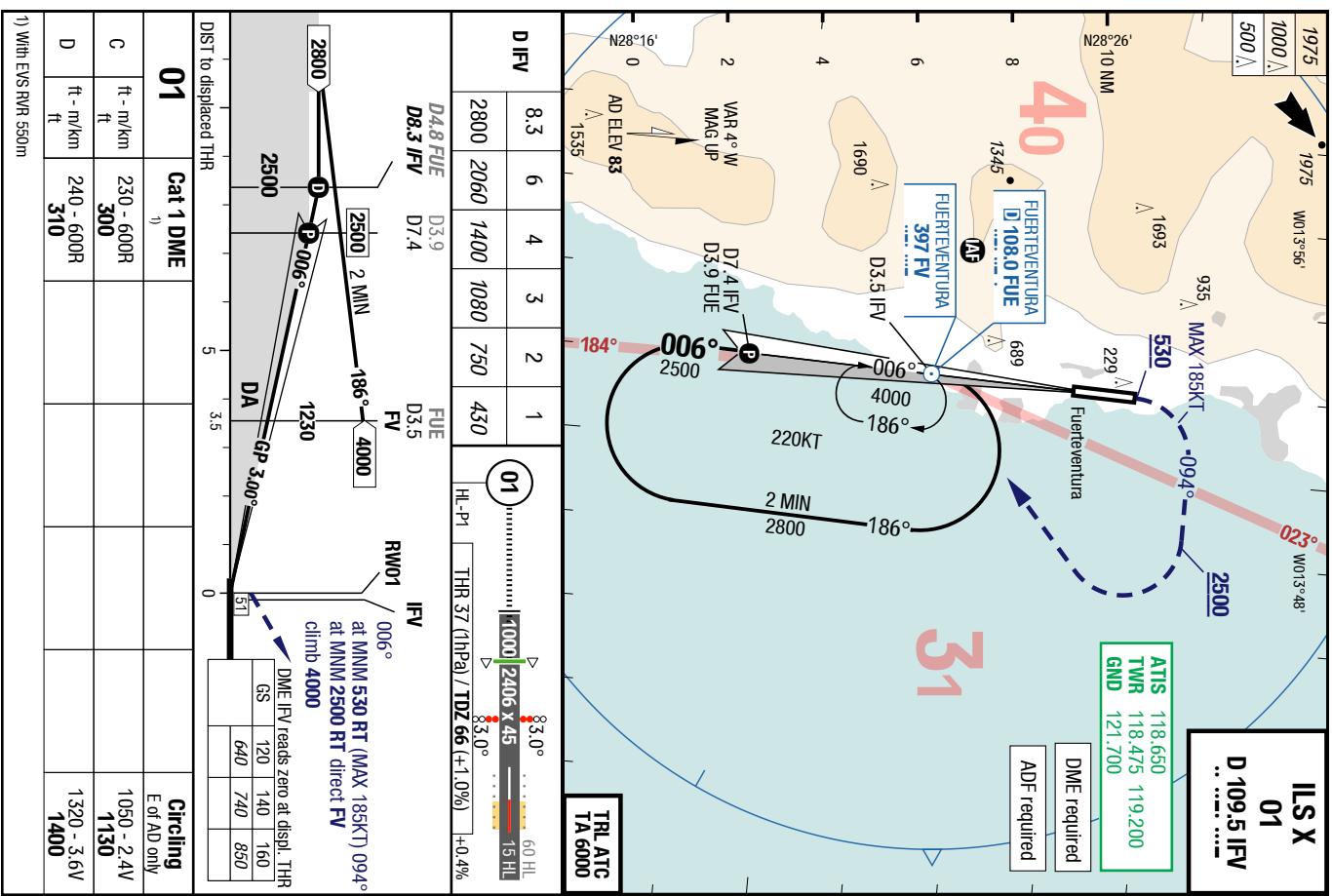
EUE-GCCV

7-30

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ILS X 01
ILS Z 19



01

T to displaced THR

Cat 1 DME

1) **2500** 2 MIN **4000**

186°

DA

GP 300°

1250

006°

2500

4000

DME IFV reads zero at disp. THR

at WNM 530 RT (MAX 185KFT) 094°
at MINW 2500 RT direct **FV**

climb 4000

GS	120	140	160
	640	740	850

Circling

E of AD only

C	ft - m/km ft	230 - 600R 300				1050 - 24W 1130
D	ft - m/km ft	240 - 600R 310				1320 - 3.6V 1400

Changes: TCH

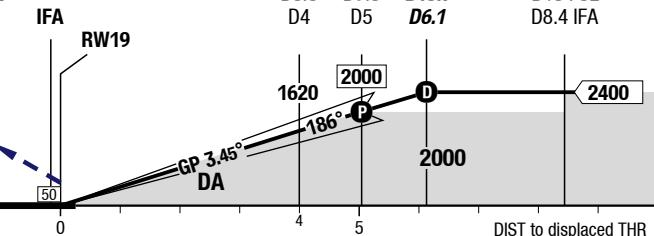
Changes: Nil



	3	6	6.1		
1260	2370	2400			D IFA

-0.1% TD7.83 (± 0.6%) / THD 8.3 (3hDpa) 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 KEMFV - climb **4000**

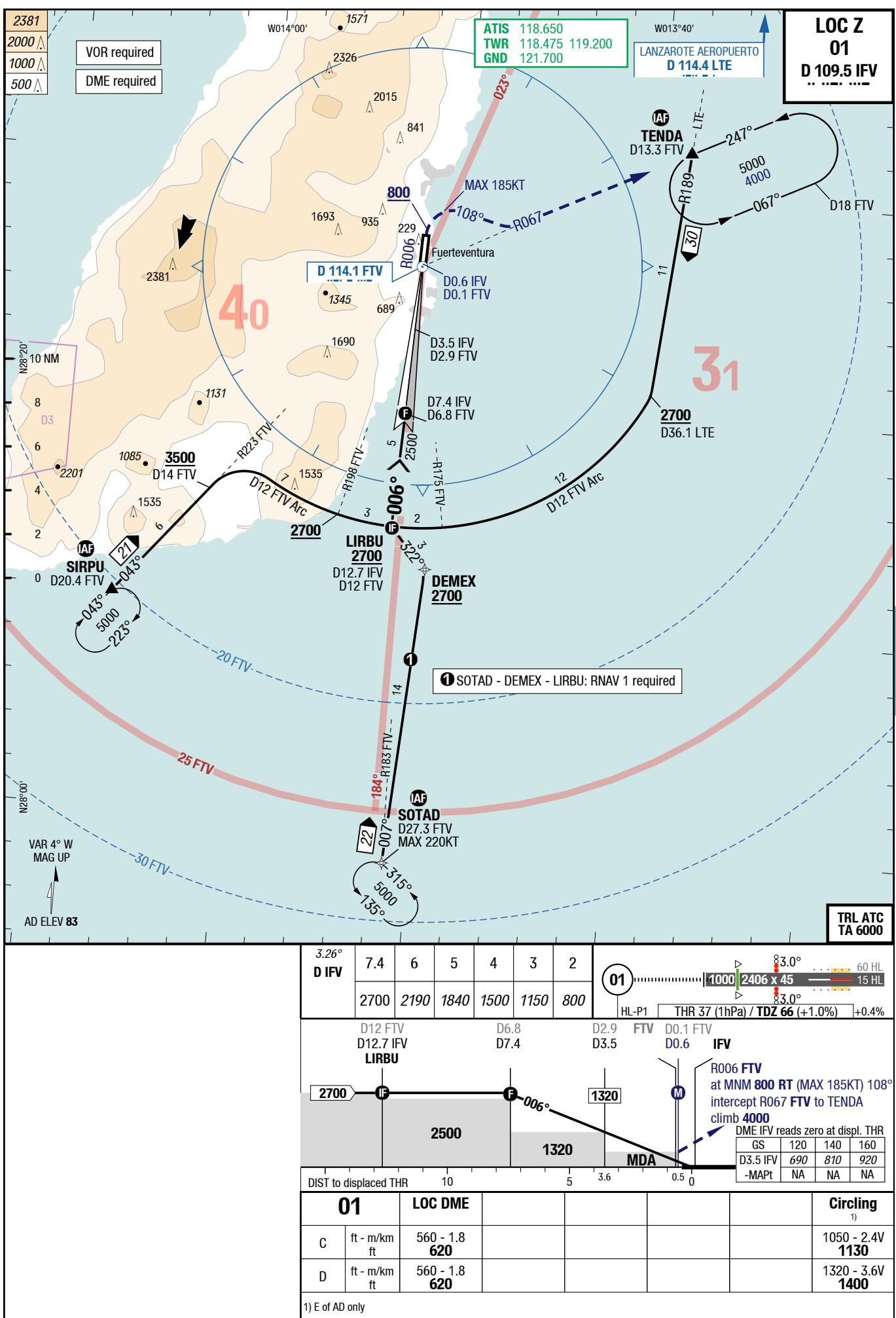


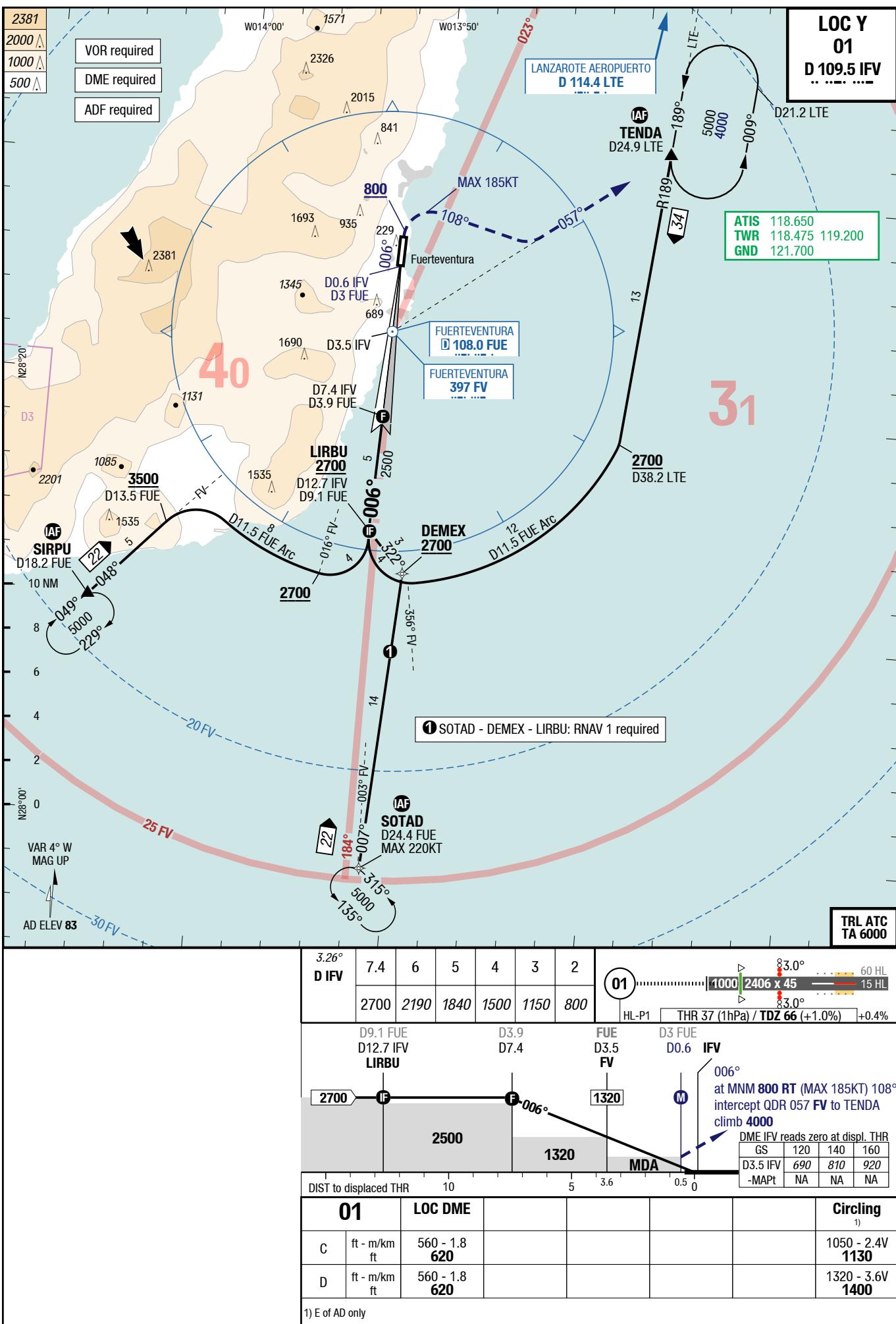
19		Cat 1 DME					Circling E of AD only
C	ft - m/km ft	460 - 1.4R 540 ¹⁾					1060 - 2.4V 1140
D	ft - m/km ft	470 - 1.5R 550 ²⁾					1190 - 3.6V 1270



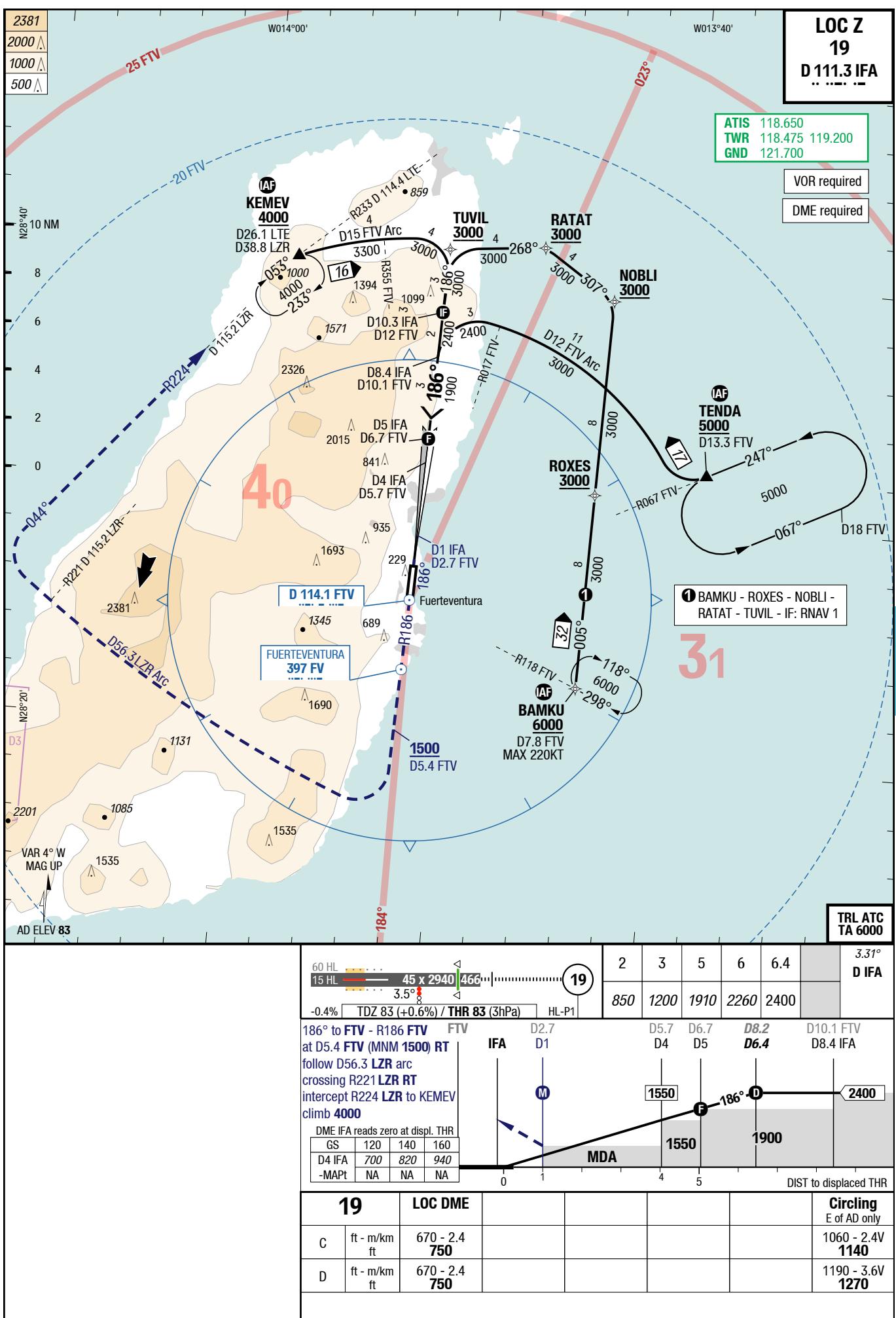
60 HL	45 x 2940	466	19	2	3	6.1			D IFA
15 HL				890	1260	2400			
3.5°									
-0.4% TDZ 83 (+0.6%) / THR 83 (3hPa)									
HL-P1									
186° to FTV - R186 FTV	FTV		D5.7 D4	D6.7 D5	D7.8 D6.1	D10.1 FTV D8.4 IFA			
at D6.5 FTV RT									
follow D42 LTE arc									
crossing R230 LTE RT									
intercept R223 LTE to KEMEV									
climb 4000									
DME IFA reads zero at displ. THR									
GS 120 140 160									
730 850 980									
50									
0									
4									
5									
DIST to displaced THR									
19	Cat 1 DME								Circling E of AD only
C ft - m/km	460 - 1.4R 540 ¹⁾								1500 - 2.4V 1580
D ft - m/km	470 - 1.5R 550 ²⁾								1760 - 3.6V 1840
1) With EVS RVR 900m 2) With EVS RVR 1.0km									

Changes: Page Number





Changes: ALT, DIST ALT table, ROD, Note, Editorial





This diagram shows a flight plan from TDZ 83 (0.6°) / THR 83 (500 ft) to D13 FUE D8.4 IFA. The route starts at TDZ 83 (0.6°) / THR 83 (500 ft), passes through IFA, D5.6, D1, D4, D5, D6.4, and ends at D13 FUE D8.4 IFA. Key points include D5.6 (LZR arc crossing R220), D6.4 (intercept R223), and D13 (KEMEV climb 4000). A red circle highlights the segment between D5.6 and D13.

DME IFA reads zero at disp. THR

GS	120	140	160
D4 IFA	700	820	930
-MAPt	NA	NA	NA

MDA

1550

1900

DISTL: 1000 ft LTHD: 1000 ft

19		LOC DME					DIST to displaced THR
C	ft - m/km ft	670 - 2.4 750					1060 - 2.4V 1140
D	ft - m/km ft	670 - 2.4 750					1190 - 3.6V 1270

Effective 01-FEB-2018

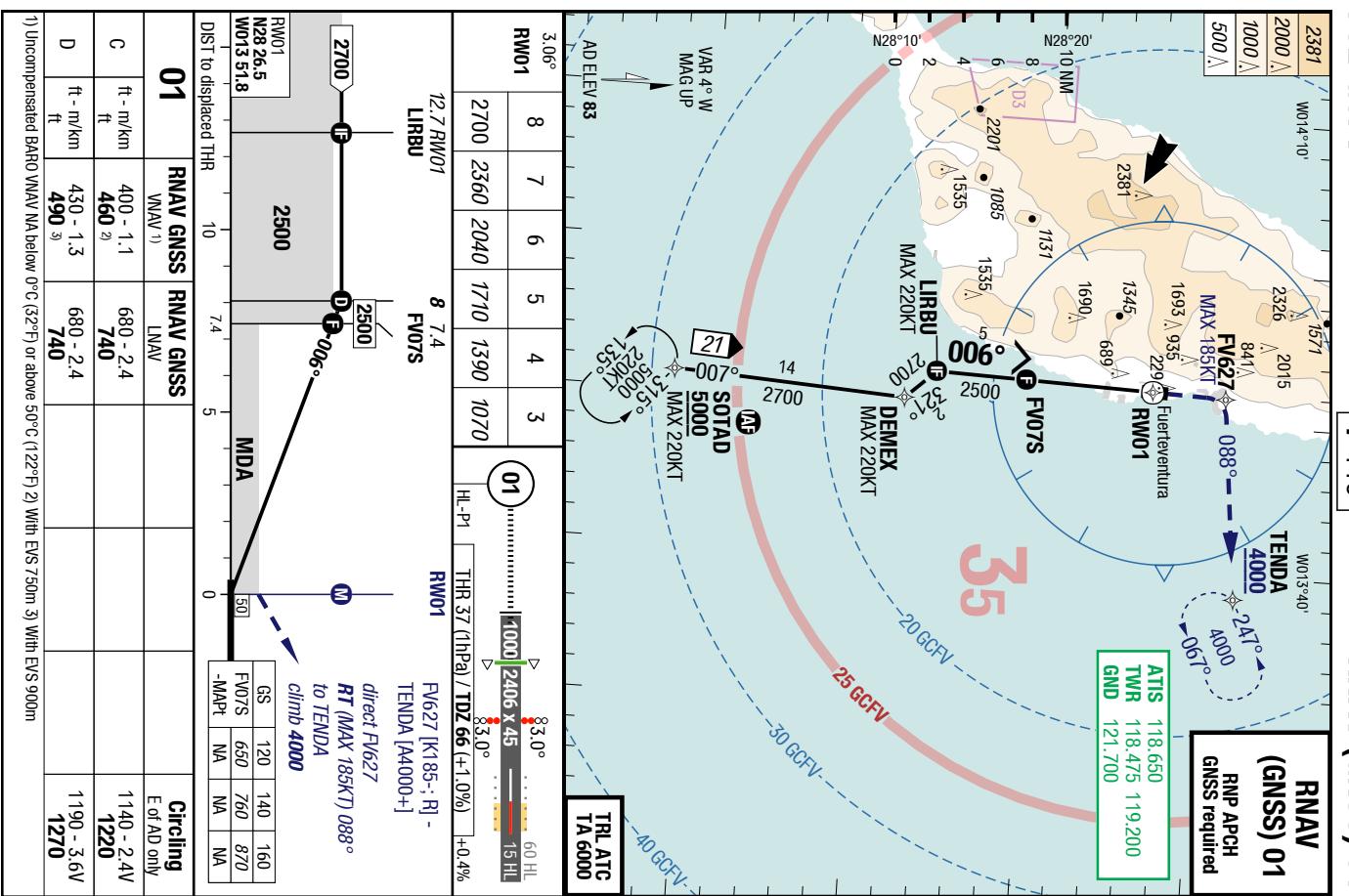
FUE-GCFV

7-110

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RNAV (GNSS) 01



1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 50°C (122°F) 2) With EVS 750m 3) With EVS 900m

RNAV (GNSS) 19
RNP APCH
GNSS required

ROXES

MAX 220KT

BAMKU
6000
MAX 220KT

IAF

RW19

MAX 220KT

ATIS 118.650
TWR 118.475 119.200
GND 121.700

RATAT
MAX 220KT

NOBLI
MAX 220KT

FV737

FV04N

RW19

Fuerteventura

FV739

MAX 230KT

FV738

MAX 230KT

TRL ATC
TA 6000

3.03°
RW19

2 4 5 6 7 8.9

780 1430 1750 2070 2390 3000

3 4.3 8.4 8.9

1500 1500 2300

12.9 RW19

TUVIL

RW19
N28 27.6
W013 51.8

Circling
E of AD only

1060 - 2.4V
1140

1190 - 3.6V
1270

60 HL
15 HL
45 x 2940 466
3.5°
-0.4% TDZ 83 (+0.6%) / THR 83 (3hPa) HL-P1

FV738 [K230-; R] - FV739 [K230-; R] RW19
FV740 [K230-; R] - KEMEV [A4000+]

direct FV738 -
RT (MAX 230KT) 296°
at FV739 RT (MAX 230KT) 309°
at FV740 RT (MAX 230KT) 042°
to KEMEV - climb 4000

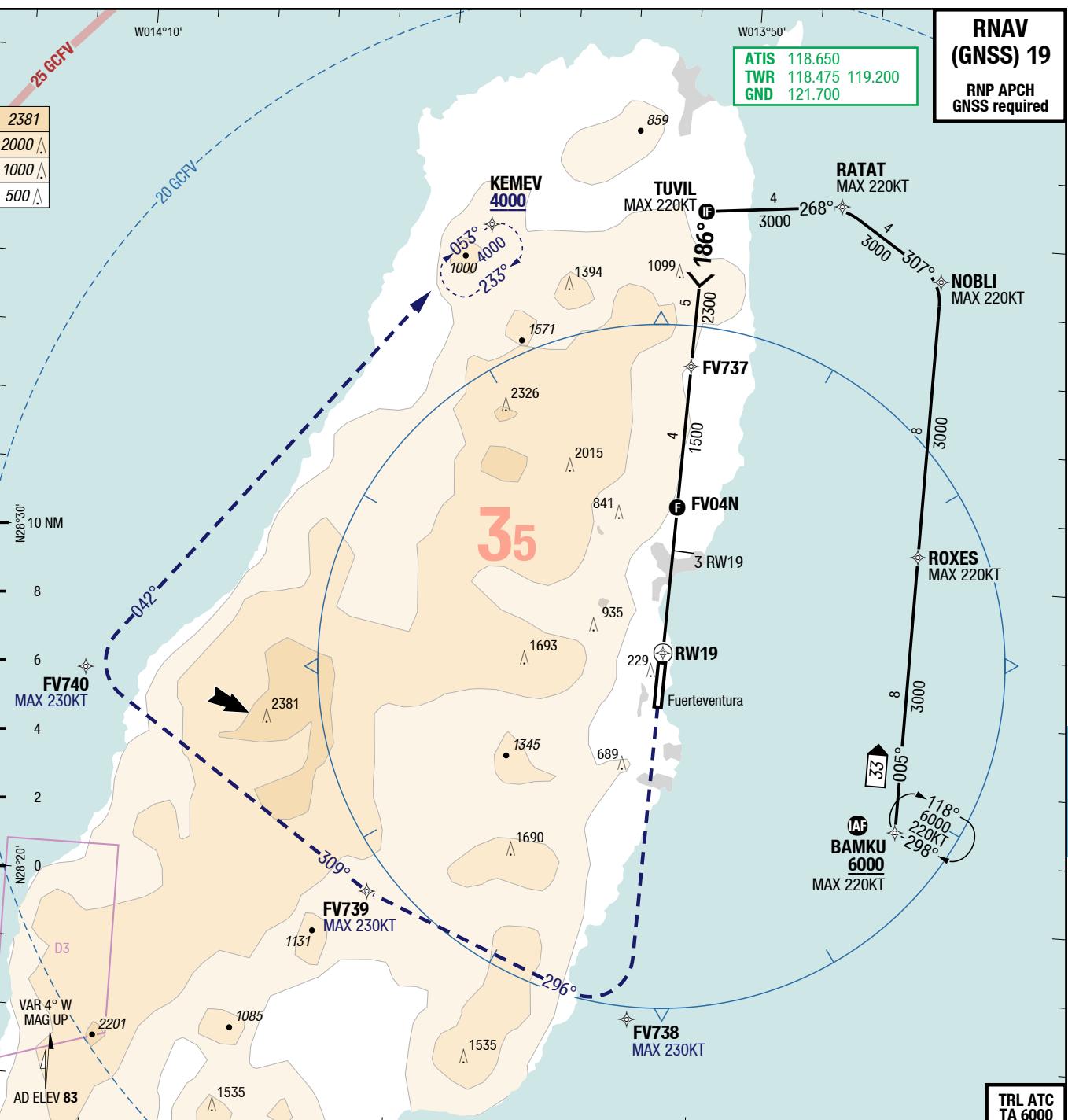
GS	120	140	160				
FV04N	640	750	860				
-MAPt	NA	NA	NA				

0 5 10 DIST to displaced THR

19	RNAV GNSS VNAV (1) 2)	RNAV GNSS LNAV					
C	ft - m/km ft	450 - 1.4 530	520 - 1.6 600				
D	ft - m/km ft	450 - 1.4 530	520 - 1.6 600				

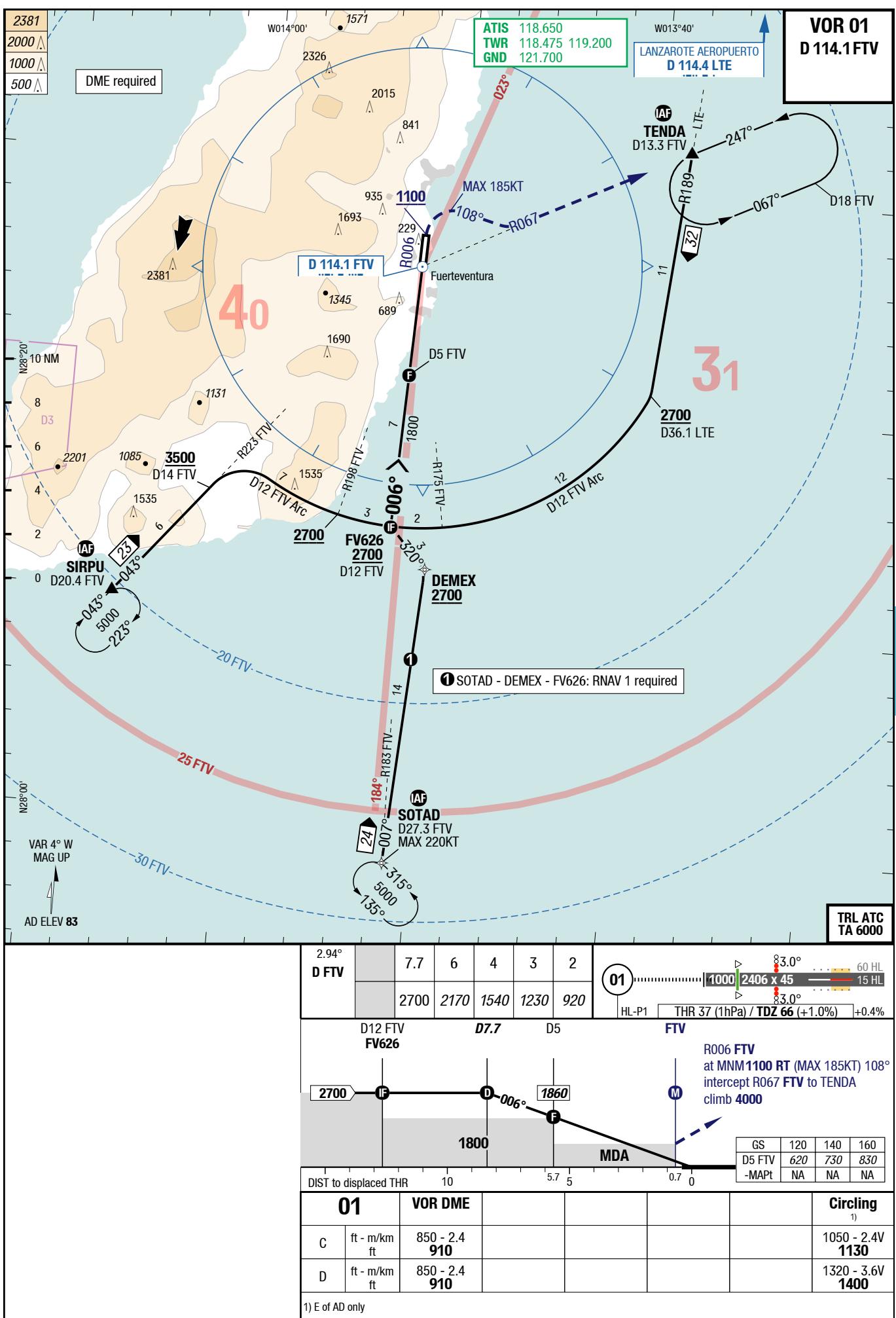
1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 50°C (122°F)

2) With EVS 900m



		2	4	5	6	7	8.9	3.03° RW19
		780	1430	1750	2070	2390	3000	
		1500	1500	2300				

Changes: Page Numbe



VOR 19
D 114.1 FTVATIS 118.650
TWR 118.475 119.200
GND 121.700

DME required

① BAMKU - ROXES - NOBLI - RATAT - TUVIL - IF:
RNAV 1 required

31

TRL ATC
TA 6000

60 HL	45 x 2940	466	19	4	5	8	8.3		3.23° D FTV
15 HL									
FTV D2 D6 D7 D8.3 D10.1 FTV									
3.5°									
-0.4% TDZ 83 (+0.6%) / THR 83 (3hPa) HL-P1									
186° to FTV - R186 FTV at D5.4 FTV (MNM 1500) RT follow D56.3 LZR arc crossing R221 LZR RT intercept R224 LZR to KEMEV climb 4000									
GS 120 140 160									
D6 FTV 690 800 910									
-MAPt NA NA NA									
0 0.3 4.3 5.3 DIST to displaced THR									
19 VOR DME									Circling E of AD only
C ft - m/km ft	840 - 2.4 920								1170 - 2.4V 1250
D ft - m/km ft	840 - 2.4 920								1320 - 3.6V 1400

Changes: Page Number
2381
2000 ▲
1000 ▲
500 ▲W014°00'
W013°40'

10 NM

8

6

4

2

0

-044°

R224

40

981R

D 114.1 FTV

FUERTEVENTURA
397 FV

D 56.3 LZR Arc

1500
D5.4 FTV

AD ELEV 83

VAR 4° W
MAG UP

D2 FTV

186° to FTV - R186 FTV

at D5.4 FTV (MNM 1500) RT

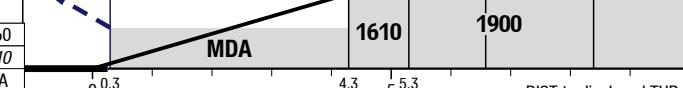
follow D56.3 LZR arc

crossing R221 LZR RT

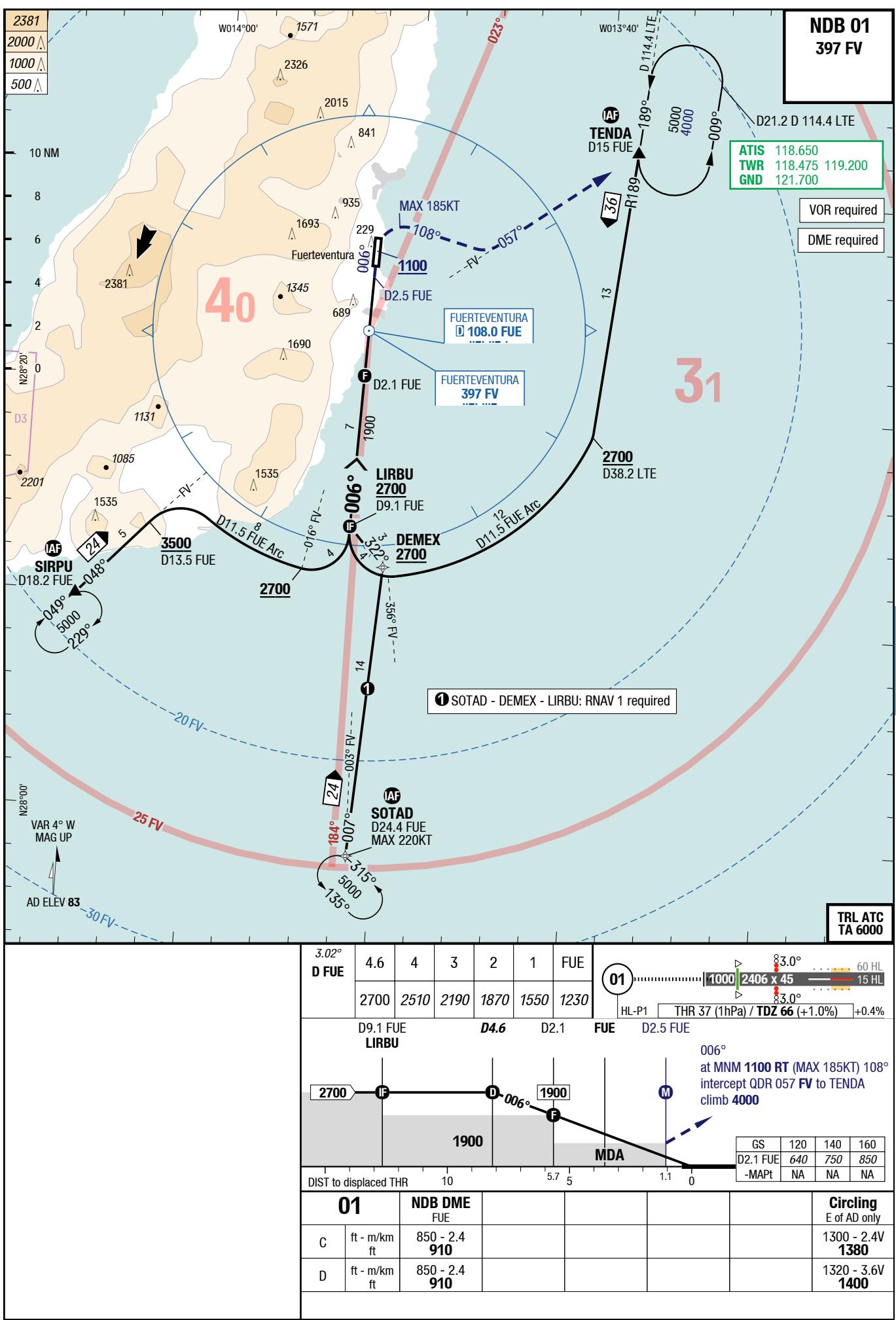
intercept R224 LZR to KEMEV

climb 4000

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



Changes: Page Number



Changes: Page Number



60 HL 15 HL TDZ 83 (-0.6%) / THR 83 (3hPa) HL-P1 19

	8	9	10	11	11.4
	1270	1600	1940	2270	2400

**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 KFMEV - climb 4000**

TO REMOV - CHIN 4000			
GS	120	140	160
D8.4 FUE	670	780	890
-MAPt	NA	NA	NA

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

| | | | |

Figure 1. A schematic diagram of the experimental setup. The left panel shows the optical system for the pump beam and the right panel shows the optical system for the probe beam.

G—186°—**D**—2400

1400

1900

MDA **F100**

1 3.8 5 DIST to displaced THR

19	NDB DME FUE					Circling E of AD only
c	ft - m/km	960 - 2.4				1300 - 2.4V

D	ft - m/km ft	960 - 2.4 1040					1320 - 3.6V 1400
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17-MAY-2018

FUE-GCFV

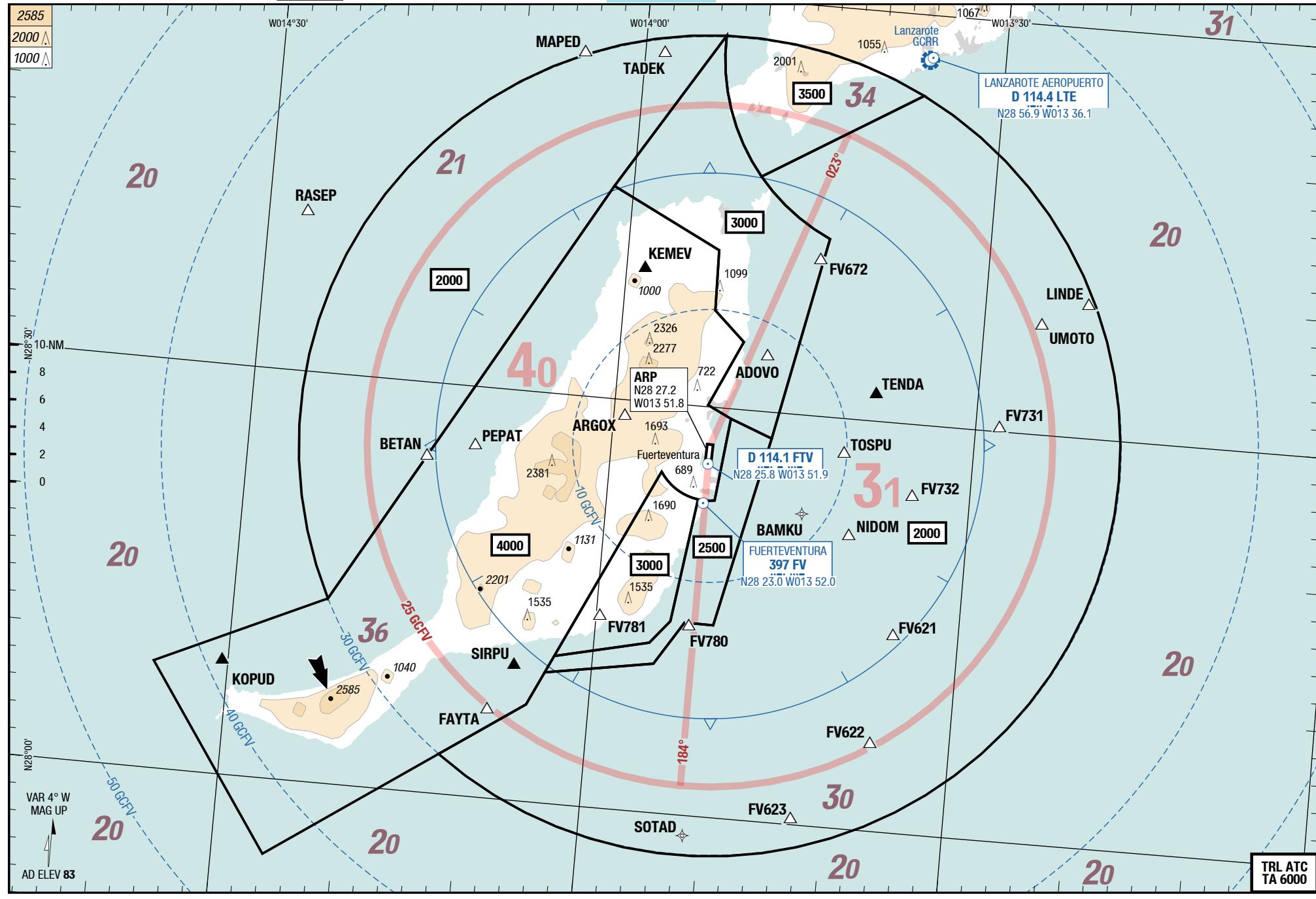
Spain Fuerteventura

MRC
MRC

Fuerteventura Spain

MRC
MRC

8-10



Changes: ARP, OBST

TRL ATC
TA 6000