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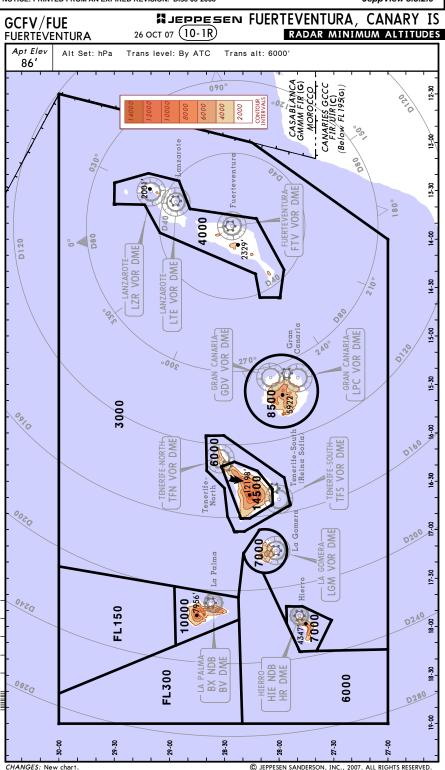
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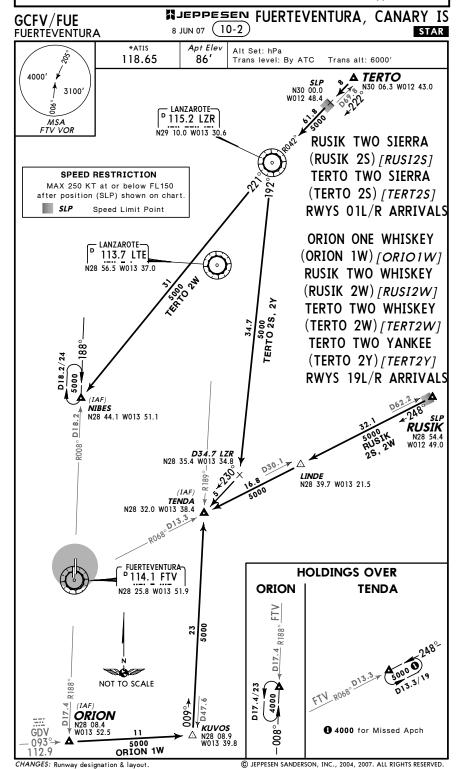
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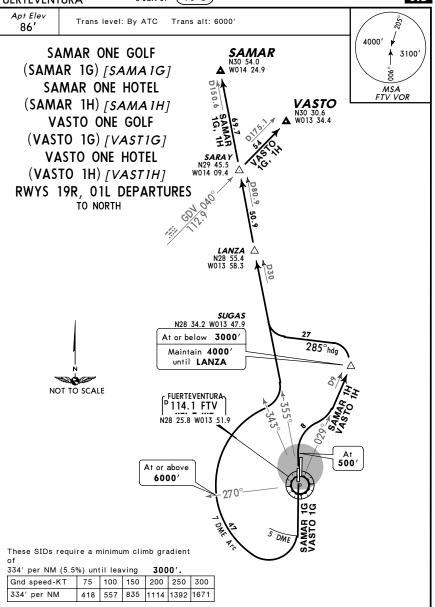
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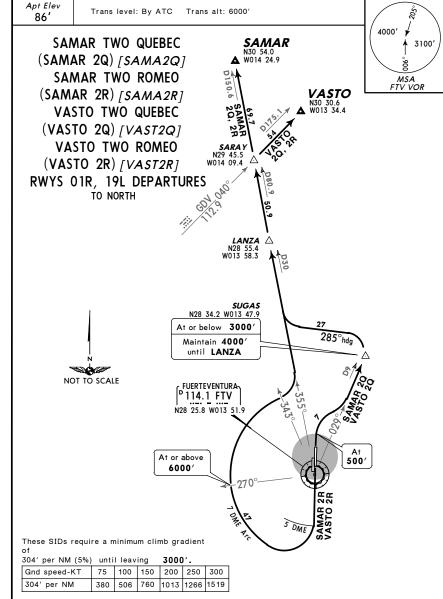
MJEPPESEN FUERTEVENTURA, CANARY IS GCFV/FUE **FUERTÉVENTURA**



Initial ATC clearance: Climb to FL100, await further clearance				
SID	RWY	INITIAL CLIMB		
SAMAR 1G VASTO 1G	19R	Climb on runway heading to FTV 5 DME, turn RIGHT, along FTV 7 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to LANZA.		
SAMAR 1H VASTO 1H	01L	Climb on runway heading to 500', turn RIGHT, intercept FTV R-029 to SUGAS, turn LEFT, 285° heading, intercept FTV R-355 to LANZA.		
SID		ROUTING		
SAMAR 1G, 1H	At LANZA continue on FTV R-355 via SARAY to SAMAR.			
VASTO 1G, 1H	At LANZA continue on FTV R-355 to SARAY, turn RIGHT, intercept GDV R-040 to VASTO.			

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JEPPESEN JeppView 3.5.2.0 MJEPPESEN FUERTEVENTURA, CANARY IS **GCFV/FUE** 8 JUN 07 (10-3A) **FUERTÉVENTURA** Trans level: By ATC Trans alt: 6000'



Initial ATC clearance: Climb to FL100 , await further clearance				
SID	RWY	INITIAL CLIMB		
SAMAR 2Q VASTO 2Q	01R	Climb on runway heading to 500', turn RIGHT, intercept FTV R-029 to SUGAS, turn LEFT, 285° heading, intercept FTV R-355 to LANZA.		
SAMAR 2R VASTO 2R	19L	Climb on runway heading to FTV 5 DME, turn RIGHT, along FTV 7 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to LANZA.		
SID		ROUTING		
SAMAR 2Q, 2R	At LA	ANZA continue on FTV R-355 via SARAY to SAMAR.		
VASTO 2Q, 2R		At LANZA continue on FTV R-355 to SARAY, turn RIGHT, intercept GDV R-040		

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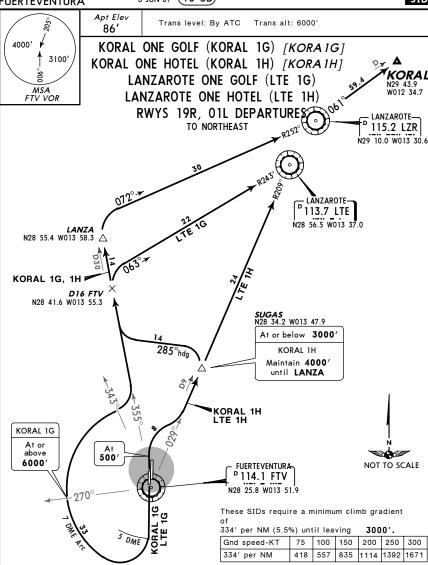
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GCFV/FUE
FUERTEVENTURA

8 JUN 07 10-3B

SID

Apt Elev



Initial ATC clearance:

KORAL 1G, 1H: Climb to FL100, await further clearance

LTF 1G 1H: Maintain 5000' await further clearance

	L_!	E 1G, 1H: Maintain 5000, await further clearance			
SID	RWY	INITIAL CLIMB/ROUTING			
KORAL 1G	19R	Climb on runway heading to FTV 5 DME, turn RIGHT, along FTV 7 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to LANZA, turn RIGHT, intercept LZR R-252 inbound to LZR, LZR R-061 to KORAL.			
KORAL 1H	01L	Climb on runway heading to 500', turn RIGHT, intercept FTV R-029 to SUGAS, turn LEFT, 285° heading, intercept FTV R-355 to LANZA, turn RIGHT, intercept LZR R-252 inbound to LZR, LZR R-061 to KORAL.			
LTE 1G	19R	Climb on runway heading to FTV 5 DME, turn RIGHT, along FTV 7 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to D16 FTV, turn RIGHT, intercept LTE R-243 inbound to LTE.			
LTE 1H	01L	Climb on runway heading to 500', turn RIGHT, intercept FTV R-029 to SUGAS, then to LTE.			

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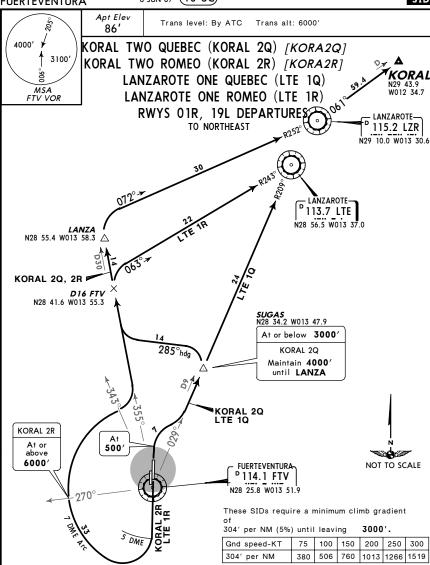
JEPPESEN JeppView 3.5.2.0

GCFV/FUE
FUERTEVENTURA

SID

Agt Elev

Agt Elev



Initial ATC clearance:

KORAL 2Q, 2R: Climb to FL100, await further clearance

LTF 1Q 1R: Maintain 5000' await further clearance

LIL IQ, In. Mailitaili 3000, await fulfiller clearailce				
SID	RWY	INITIAL CLIMB/ROUTING		
KORAL 2Q	01R	Climb on runway heading to 500', turn RIGHT, intercept FTV R-029 to SUGAS, turn LEFT, 285° heading, intercept FTV R-355 to LANZA, turn RIGHT, intercept LZR R-252 inbound to LZR, LZR R-061 to KORAL.		
KORAL 2R	19L	Climb on runway heading to FTV 5 DME, turn RIGHT, along FTV 7 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to LANZA, turn RIGHT, intercept LZR R-252 inbound to LZR, LZR R-061 to KORAL.		
LTE 1Q	01R	Climb on runway heading to $$ 500', turn RIGHT, intercept FTV R-029 to SUGAS, then to LTE.		
LTE 1R	19L	Climb on runway heading to FTV 5 DME, turn RIGHT, along FTV 7 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to D16 FTV, turn RIGHT, intercept LTE R-243 inbound to LTE		

MJEPPESEN FUERTEVENTURA, CANARY IS GCFV/FUE FUERTÉVENTURA 8 JUN 07 Trans level: By ATC Trans alt: 6000 86' 500[′] Maintain 4000' until FTV R-355 **GRAN CANARIA** ONE GOLF (LPC 1G) ⊲ P 114.1 FTV _ N28 25.8 W013 51. GRAN CANARIA ONE HOTEL (LPC 1H) TENERIFE SOUTH ONE GOLF (TFS 1G) TENERIFE SOUTH ONE HOTEL (TFS 1H) RWYS 19R, 01L **DEPARTURES** TO SOUTHWEST Climb on runway heading to FTV 5 DME, turn RIGHT, 265° heading, intercept FTV R-223 to FAYTA, turn RIGHT, intercept LPC R-083 inbound to CANIS.
Climb on runway heading to 500°, turn RIGHT, intercept FTV R-029 to SUGAS, turn LEFT, along FTV L2 DME are, at FTV R-285 turn RIGHT, intercept FTV R-273 to BETAN, turn LEFT, intercept LZR R-227 to CANIS, turn RIGHT, intercept LPC R-083 inbound. turn RIGHT, Initial ATC clearance:

Maintain 5000', await further clearance: Climb to FL70, await further clearance: Maintain 5000', at CANIS climb to FL140 at clearance await further clearance await further clearance. Continue on LPC R-083 inbound to LPC.
Continue on LPC R-083 inbound to LPC , LPC R-263 to KONDA, intercept TFS R-115 inbound via MERAN to TFS. GRAN CANARIA P 115.0 LPC N27 49.7 W015 TFS 1G, 1H At FL140) until leaving 3000°. 75 100 150 200 250 300 418 557 835 1114 1392 1671 NOT TO SCALE <u>ౚఄ</u>‡ౚౖ TFS LPC LPC TFS These SIDs requ 334' per NM (5.9) Gnd speed-KT 334' per NM RWY 19R 110 SID LPC 1G, 1H TFS 1G, 1H LPC 1G TFS 1G LPC 1H TFS 1H

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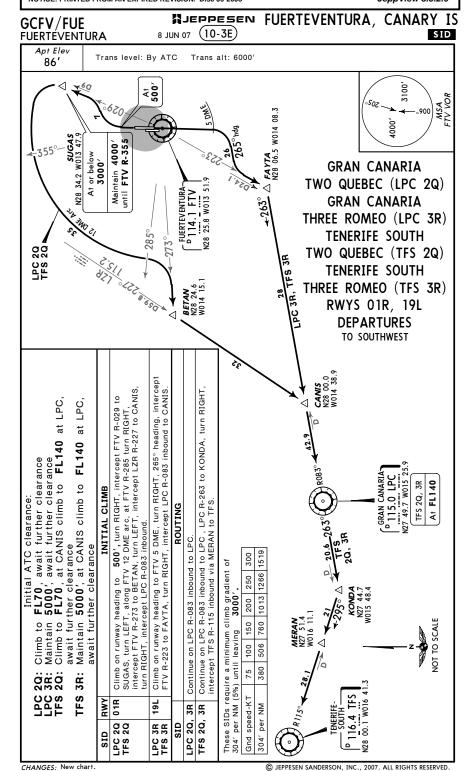
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MJEPPESEN FUERTEVENTURA, CANARY IS 8 JUN 07 (10-3F)

FUERTÉVENTURA Trans level: By ATC Trans alt: 6000' 4000' ARACO ONE GOLF (ARACO 1G) [ARAC1G] 3100 ARACO ONE HOTEL (ARACO 1H) [ARAC1H] TENERIFE NORTH ONE GOLF (TFN 1G) MSA FTV VOR TENERIFE NORTH ONE HOTEL (TFN 1H) RWYS 19R, 01L DEPARTURES TO WEST TENERIFE-NORTH - LANZAROTE-117.7 TFN 113.7 LTE N28 32.2 W016 16. N28 56.5 W013 37.0 ARACO 1H TFN 1H LARYS At FL100 W013 58.3 W014 50.1 **SUGAS** N28 34.2 W013 47.9 **ARACO** N28 26.0 W017 27.1 At or below 3000 Maintain 4000' until LANZA FUERTEVENTURA ^D 114.1 FTV N28 25.8 W013 51.9 At or above 500' 6000' NOT TO SCALE

Gnd speed-KT 75 100 150 200 250 300 418 557 835 1114 1392 1671

These SIDs require a minimum climb gradient

334' per NM (5.5%) until leaving 3000'.

RWY

Initial ATC clearance: ARACO 1G, TFN 1G: Climb to FL100, await further clearance. ARACO 1H, TFN 1H: Climb to FL100 at TFN, await further clearance

INITIAL CLIMB

010	11 44 1	INTITAL VEIMB		
ARACO 1G TFN 1G	19R	Climb on runway heading to FTV 5 DME, turn RIGHT, along FTV 7 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to LANZA.		
ARACO 1H TFN 1H	01L	Climb on runway heading to 500', turn RIGHT, intercept FTV R-029 to SUGAS, turn LEFT, 285° heading, intercept FTV R-355 to LANZA.		
SID		ROUTING		
ARACO 1G, 1H	At LANZA turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN, TFN R-271 via TESEL to ARACO.			
TFN 1G, 1H	At LANZA turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN.			

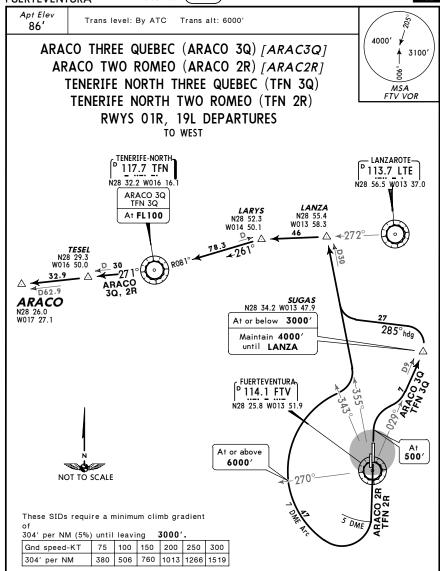
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334' per NM

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MJEPPESEN FUERTEVENTURA, CANARY IS GCFV/FUE 8 JUN 07 (10-3G) **FUERTÉVENTURA**



Initial ATC clearance: ARACO 3Q, TFN 3Q: Climb to FL100 at TFN, await further clearance ARACO 2R, TFN 2R: Climb to FL100, await further clearance.

,		,		
SID	RWY	INITIAL CLIMB		
ARACO 3Q TFN 3Q	01R	Climb on runway heading to 500', turn RIGHT, intercept FTV R-029 to SUGAS, turn LEFT, 285° heading, intercept FTV R-355 to LANZA.		
ARACO 2R TFN 2R	19L	Climb on runway heading to FTV 5 DME, turn RIGHT, along FTV 7 DME arc, at FTV R-343 turn LEFT, intercept FTV R-355 to LANZA.		
SID		ROUTING		
ARACO 3Q, 2R		At LANZA turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN, TFN R-271 via TESEL to ARACO.		
TFN 3Q, 2R	At LANZA turn LEFT, intercept LTE R-272 to LARYS, turn LEFT, intercept TFN R-081 inbound to TFN.			

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SJEPPESEN FUERTEVENTURA, CANARY IS GCFV/FUE Apt Elev 86' 24 AUG 07 (10-9) Eff 30 Aug **FUERTEVENTURA** N28 27.2 W013 51.8 *ATIS *FUERTEVENTURA Tower (Ground) *Tower 118.65 121.7 118.5 13-52 13-51 06°W - 28-28 28-28 19L 188° E2 I E1 The entries of acft to rwy are not authorized via twys E4, É5, E6 and E7. While rwy 01R/19L is in service, acft E3 taxiing to the rwy threshholds will be ♨ able to get round the rwy holding point FOR PARKING markers at twy L2, L3, L4 and L5. 175 T2 **POSITIONS SEE 10-9B** These markers are mandatory exclusively when rwy O1L/19R is in service. All four-engined, three-engined or twin-engined big size acft type I or II 11 shall enter and exit the rwy 01R/19L Apron R1 via its endings, except for force Control E5 major, while avoid exits or entries via twys E5 and E6. 211 Only acft of weight and size equal or below type ATR-72 will be allowed to turn 180° or back-track at rwy 01R/19L. Area of magnetic abnormality. High terrain. Rwy 01L/R right-hand circuit. - 28-27 28-27 AIS + MET LEGEND ∞ Taxiwav L5 Rwy segment **T7** 24" - 28-26 28-26 82' 25m 01R 0 196 2000 Meters 0 200 400 600 800 1000 1200 13-52 13-51

CHANGES: Note.

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A SUBPRESEN FUERTEVENTURA, CANARY IS 24 AUG 07 (10-9A) Eff 30 Aug FUERTEVENTURA

ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS
LANDING BEYOND RWY Threshold | Glide Slope TAKE-OFF WIDTH 6234' 1900m 6529' 1990m 148' RL (60m) REIL PAPI-L (angle 2.96°) 19R 6201' 1890m 7021' 2140m HIRL 4 HIALS-II PAPI (angle 3.0°) 7874' 2400m 7041' 2146m 0 01R 148' 19L HIRL 2 ALS REIL PAPI-L (angle 3.2°) 7874'2400m 45m

- 1 Last 689'/210m of rwy 01L not usable for take-off.
- 2 Spacing is 50m, except for first/last 3281'/1000m spacing is 60m.
- TAKE-OFF RUN AVAILABLE

Rwy 01R:

From rwy head 11,155' (3400m) twy E8 int 10,548' (3215m)

4 Last 3281'/1000m of rwy 19L not usable for take-off.

LOW VISIBILITY PROCEDURES (LVP)

GENERAL

Rwy 01R/19L is authorized for take-off in low visibility conditions.

LVP will be applied if visibility is 500m or less. LVP will be cancelled if visibility is more than 800m. Tower will inform the pilots about application or cancellation of LVP.

GROUND MOVEMEN

In case of being disoriented, pilots should stop the acft and immediately notify Tower.

When request start-up clearance from Tower, pilots should report stand position.

COMMUNICATION FAILURE

Whenever an acft operating in the movement area experiences a communication failure, it will continue taxiing until the point previous cleared by Tower and must maintain the position and wait for the arrival of the 'Follow-me' vehicle for instructions.

NOISE ABATEMENT PROCEDURES

GENERAL

The following restrictions will be only applicable to jets.

Except for safetey reasons, all those acft must follow the noise abatement procedures as indicated as follows:

TAKE-OFF

Actfs taking-off from rwy O1L/R must follow the nominal trajectory of the SID in use, not turning LEFT before overflying point SUGAS.

Acfts taking-off from rwy 19L/R must follow the nominal trajectory of the SID in use, not turning LEFT before overflying D5.0 FTV.

LANDING

Visual approach procedures and/or contacting rwy01L/R will intercept the final approach segment at more than D5.0 FTV.

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 runway.

JAR-OPS TAKE-OFF						
All Rwys						
LVP m	iust be in Force	1				
RCL	M (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
A B C	250m	400m	500m			
D	300m					

CHANGES: Noise abatement procedures.

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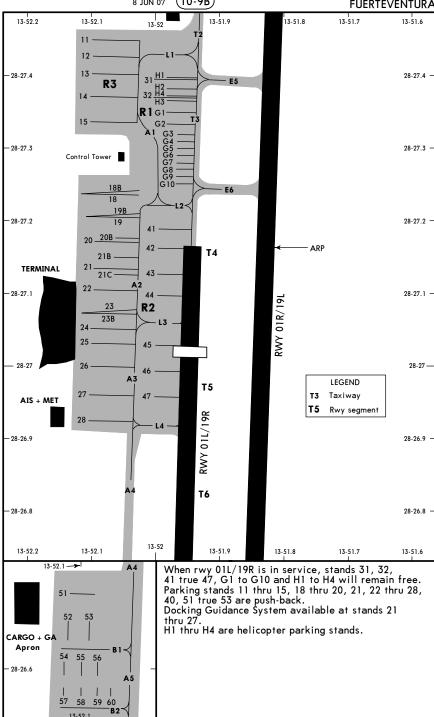
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GCFV/FUE SUN 07 (10-9B) FUERTEVENTURA, CANARY IS



CHANGES: Rwy 01L/19R established. Apron. Stands.

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GCFV/FUE

JEPPESEN FUERTEVENTURA, CANARY IS

8 JUN 07 (10-9C) FUERTEVENTURA

			. •=•		
INS COORDINATES					
STAND No.	COORDINATES	STAND No.	COORDINATES		
Apr	on R1	Apron R3			
31, 32 G1 thru G10 H1 thru H4	N28 27.4 W013 52.0 N28 27.3 W013 52.0 N28 27.4 W013 52.0	11 12 tru 14 15	N28 27.5 W013 52.1 N28 27.4 W013 52.1 N28 27.3 W013 52.1		
Apr	on R2				
18B thru 21B	N28 27.2 W013 52.1	Cargo + GA Apron			
21 thru 24	N28 27.1 W013 52.1	51	N28 26.7 W013 52.1		
25 thru 27 28	N28 27.0 W013 52.1 N28 26.9 W013 52.1	52 thru 60	N28 26.6 W013 52.1		
41, 42	N28 27.2 W013 52.0				
43, 44 45 thru 47	N28 27.1 W013 52.0				
45 INFU 47	N28 27.0 W013 52.0				

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MJEPPESEN FUERTEVENTURA, CANARY IS

19 JAN 07 (10-9D) **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 ("STND"), 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.

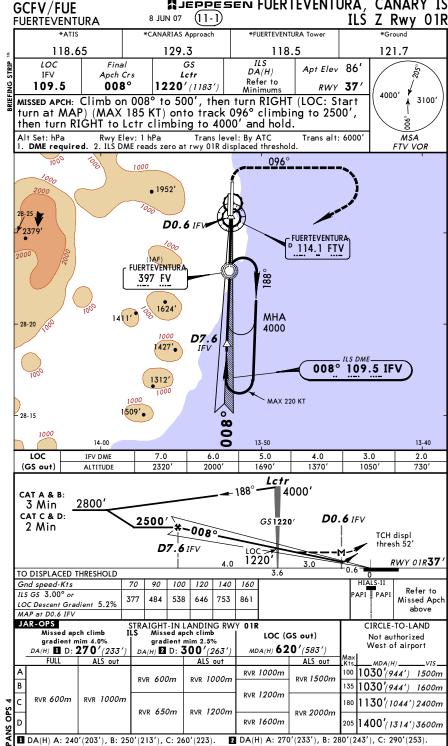
PILOT INSTRUCTIONS

- 1. If in any moment, the pilot is not sure about the information shown, he will stop the aircraft immediately and will request instructions to proceed.
- 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.



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MJEPPESEN FUERTEVENTURA, CANARY IS



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MJEPPESEN FUERTEVENTURA, CANARY IS GCFV/FUE 8 JUN 07 (11-2) ILŚ Y Rwy 01R **FUERTÉVENTURA** *ATIS *Ground *CANARIAS Approach *FUERTEVENTURA Tower 118.65 129.3 118.5 121.7 LOC Final Apt Elev 86' DA(H) Apch Crs IFV Lctr Refer to 008° 109.5 1220' (1183') RWY 37' Minimums 4000' 3100' MISSED APCH: Climb on R-008 FTV to 500', then turn RIGHT (LOC: Start turn at MAP) (MAX 185 KT) onto 110° to intercept and follow R-068 FTV. Proceed to TENDA climbing to 4000' and hold. Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' MSA FTV VOR 2264 DME required. ILS DME reads zero at LANZAROTE A 2005 rwy 01R displ threshold. **TENDA** D19.0 113.7 LTE D13.3 FTV 2051 FTV 0680 MHA 5000 28-30 Missed Apch) D0.6 IF (R-189 LTE) - FUERTEVENTURA 2379 ^D 114.1 FTV ILS DME. 008° 109.5 IFV **FUERTEVENTURA Å** D34.6 LTE 397 FV • 1624' 28-20 1427 D7.6 2034 2264 D12.0 FTV 28-10 (IAF) ORION A 13-40 13-30 LOC IFV DME 6.0 4.0 3.0 2.0 5.0 (GS out) ALTITUDE 2320' 2000 1690' 1370' 1050 730' **D7.6** IFV Lctr 2500/ #-0080 GS 1220' **D0.6** IFV TCH displ thresh 52' 4.0 1220' RWY 01R 37' TO DISPLACED THRESHOLD Gnd speed-Kts 70 90 100 120 140 160 Refer to ILS GS 3.00° or 484 | 538 | 646 | 753 | 861 Missed Apcl LOC Descent Gradient 5.2% MAP at D0.6 IFV JAR-OPS STRAIGHT-IN LANDING RWY 01R
ILS Missed apch climb CIRCLE-TO-LAND Missed apch climb LOC (GS out) Not authorized gradient mim 4.0% gradient mim 2.5% West of airport DA(H) I D: 270'(233') MDA(H) 620'(583') DA(H) D: 300'(263') ALS out ALS out ALS out RVR 1000m 1030'(944') 1500m RVR 1000m RVR 1500m RVR 600m 1030′(944′) 1600m RVR 1200m RVR 600m RVR 1000m 180 | 1 1 30 *(1044 ′) 2400m* RVR 1200m RVR 650m RVR 2000m RVR 1600m 205 |1400′(1314′)3600m ■ DA(H) A: 240′(203′), B: 250′(213′), C: 260′(223). ■ DA(H) A: 270′(233′), B: 280′(243′), C: 290′(253).

CHANGES: Chart reindexed. Rwy designation. Apt elev.

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MJEPPESEN FUERTEVENTURA, CANARY IS GCFV/FUE 8 JUN 07 (13-1) VOR Rwy 01L **FUERTÉVENTURA** *ATIS *CANARIAS Approach *FUERTEVENTURA Tower *Ground 118.65 129.3 118.5 121.7 VOR Final Minimum Alt MDA(H) Apt Elev 86 Apch Crs D5.2 FTV 4000' FTV 3100 910' (873') 012° 1800' (1763' 114.1 RWY 37 MISSED APCH: Turn RIGHT to intercept and follow R-068 FTV. Proceed to TENDA climbing to 4000' and hold. MSA Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' FTV VOR 2264 248° DME required. Final apch track 4° offset - LANZAROTE 🎜 TENDA D13.3 FT from rwy centerline. D19.0 113.7 LTE FTV 2051' MHA 5000 - 28-30 Missed Apch) **FUERTEVENTURA** 114.1 FTV (R-189 LTE) 2379 2001/ D34.6 LTE **D5.2** FTV 28-20 GC(D) 2034' 1509% 2264 D12.0 FTV 1263 D15.2 FTV - 28-10 14-00 ORION= 13-40 13-30 FTV DME 4.0 3.0 5.0 1740' 1430' 1110' ALTITUDE **D5.2** FTV FTV VOR 1800/ #-0120 RWY 01L37' TO DISPLACED THRESHOLD 0.3 Gnd speed-Kts 70 90 100 120 140 160 4000' FTV 5.2% 369 474 527 632 737 843 REIL Descent grad onto 114.1 TENDA PAPI-L MAP at FTV VOR RT ! R-068 JAR-OPS CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY 01L Not authorized West of airport MDA(H) 910'(873' 100 1030'(944' 1500m RVR 1500m 135 1030'(944') 1600m 180 1130′(1044′) 2400m RVR 2000m 205 1400′(1314′) 3600m

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MJEPPESEN FUERTEVENTURA, CANARY IS GCFV/FUE (13-2)8 JUN 07 VOR Rwy 01R **FUERTÉVENTURA** *ATIS *CANARIAS Approach *FUERTEVENTURA Tower *Ground 118.65 129.3 118.5 121.7 VOR Final Minimum Alt MDA(H) Apt Elev 86' FTV Apch Crs D5.0 FTV 4000' 3100' 910'(873') 008° 1800' (1763') RWY 37' 114.1 MISSED APCH: Turn RIGHT to intercept and follow R-068 FTV. Proceed to TENDA climbing to 4000' and hold. MSA Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' FTV VOR 2264 248 DME required. 2005 – LANZAROTE – TENDA D13.3 FT\ D19.0 113.7 LTE **FTV** 2051' MHA 5000 28-30 Missed Apch) FUERTEVENTURA -114.1 FTV FUERTEVENTURA 2001/ 008 D34.6 LTE **D5.0** FTV 28-20 2034' 2264 (IF)D12.0 FTV 1263 - 28-10 (IAF) ORION 14-00 13-40 13-30 FTV DME 4.0 3.0 1500 1200' ALTITUDE **D5.0** FTV FTV VOR 1800' #-008 [TCH displ thresh 52'1 [FDØ1] RWY 01R 37' TO DISPLACED THRESHOLD 0.7 Gnd speed-Kts 90 100 120 140 160 HIALS-II FTV 4000' PAPI PAPI Descent grad 4.99% or onto 1 14. 1 TENDA 455 506 354 607 708 Descent angle [2.86°] l RT ! R-068 MAP at FTV VOR JAR-OPS STRAIGHT-IN LANDING RWY 01R CIRCLE-TO-LAND Not authorized West of airport MDA(H) 910' (873') ALS out VIS RVR 1200m 1030′ (944′) 1500m RVR 1500m 135 1030' (944') 1600m RVR 1400m 180 1130' (1044') 2400m RVR 2000m RVR 1800m 1400' (1314') 3600m

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CHANGES: Chart reindexed. Rwy designation. Apt & rwy elev.

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