

## FUERTEVENTURA (FUE/GCFV)

Elevation 83ft

### CATEGORY B

AV brief – not required

### GENERAL

- The airfield is situated on the east coast of the island with high ground immediately inland from N through W to S.

### Threats

#### CFIT

- Terrain reaches over 1900ft asl within 5 nm W and nearly 2400ft asl at 11 nm W.
- At 2.5 nm finals Rwy 01 (i.e. just past the OM) and only just left of the centreline is a hill to nearly 650ft asl.
- Lanzarote with high ground to nearly 2200ft asl is 25 nm NNE.
- Circling not authorised to the West of the airfield.
- Circling minima is higher than 1000ft above aerodrome level.

#### Runway Excursion

- Rwy 01 has a considerably displaced threshold, which can create an unusual visual perspective on final approach.
- Prevailing wind E'ly which can be strong presenting crosswind difficulties.

#### Runway Incursion

- The parallel taxiway was previously designated runway 01L/19R.

#### Loss of Control

- Rwy 01 false fly up indications may occur between 4–5 nm. Review Lido AOI2 for other navigation aid restrictions.
- Turbulence to be expected with strong westerly winds and specifically a Downdraught on final with westerly winds.

### ROUTE

It is possible that the routing to FUE may be along the “Tango Routes”, i.e. T9, T16. These lie within MNPS airspace, check the Operational Flight Plan carefully and refer to the relevant fleet information on operations in oceanic control areas.

#### A32N

- If route lies within MNPS airspace refer FCOM PRO-SPO-51 and QRH MNPS task list for route procedures.

ALL

## ARRIVAL

### Diversion Airports

LANZAROTE	ACE/GCRR	33 nm/025°T	CAT B
GRAN CANARIA	LPA/GCLP	87 nm/249°T	CAT B
TENERIFE SUR	TFS/GCTS	146 nm/260°T	CAT B
TENERIFE NORTE	TFN/GCXO	131 nm/271°T	CAT B
MARRAKECH Menara	RAK/GMMX	358 nm/058°T	CAT B
AGADIR	AGA/GMAD	259 nm/064°T	CAT A

- Expect arrival via TERTO for an ILS approach to Rwy 01 or 19.
- Initial control by Canaries Radar located on Gran Canaria.
- The disused airfield of Los Estacos is located 4 nm NW.

## Approach

- PAPIs for Rwy 19 are set to 3.45° due to hills under the approach path.
- Visual circuits must be flown to the East of the airfield over the sea.

## GROUND

- “Follow-Me” truck available.
- Treat marshalling assistance with extreme caution.

## DEPARTURE

- Review the SID carefully to ensure that initial stop altitudes/levels are respected.

## WEATHER

- An arid island.
- Thunderstorm activity in Winter.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	GROUNDFORCE
<b>Handling Agent VHF</b>	131.675
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	<b>Use ground power at all times</b>
<b>If BOTH electrical power and air conditioning is required:</b>	Use at all times (If airport fixed equipment is not available, to reduce APU fuel burn use airport fixed GPU at all times, or GHA mobile GPU for 60 mins ONLY, then use APU)