**Page 1**
**Changed chart(s) since Disc 22-2010**
**ADD = Added chart, REV = Revised chart, DEL = Deleted chart.**

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|
| **Valencia, (Manises - LEVC)** | | | | |
| REV | AIRPORT, AIRPORT INFO, TAK... | 10-9 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | PARKING STANDS & COORDS | 10-9A | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | JAA MNMS | 10-9X | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | ILS RWY 12 | 11-1 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | LOC RWY 12 | 11-2 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | ILS RWY 30 | 11-3 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | LOC RWY 30 | 11-4 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | VOR Z RWY 12 | 13-1 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | VOR A RWY 12 | 13-2 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | VOR RWY 30 (CAT C & D) | 13-3 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | VOR RWY 30 (CAT A & B) | 13-4 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | LCTR RWY 30 | 16-1 | 05 íîÿ 2010 | 18 íîÿ 2010 |
| REV | NDB RWY 30 | 16-2 | 05 íîÿ 2010 | 18 íîÿ 2010 |

# TERMINAL CHART NOTAMs

## Chart NOTAMs for Airport LEVC

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

(10-2G) STARs changed until 17 NOV 10: OPERA holding pattern: outbound DME definition and MAX IAS withdrawn: OPERA changed to NCRP: LEFT-hand holding pattern over VLC withdrawn: MHA for RIGHT-hand holding pattern over VLC changed to 4000.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

(10-2F) STARs changed until 17 NOV 10: MULAT holding pattern: outbound DME definition withdrawn; ballnote withdrawn.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

(10-2C/E) STARs changed until 17 NOV 10: OPERA holding pattern: outbound DME definition and MAX IAS withdrawn; OPERA chgd to NCRP; LEFT-hand holding pattern over VLC withdrawn; MHA for RIGHT-hand holding pattern over VLC chgd to 4000'; ballnote withdrawn.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

(10-2/A/B) MULAT holding pattern: outbound DME definition withdrawn until 17 NOV 10.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

(10-2D) STARs changed until 17 NOV 10:  MULAT holding pattern: outbound DME definition withdrawn; ballnote withdrawn; STAR ALT 1C: MEA between D32 VLC and D17 VLC chgd to 4000'; STAR NARGO 1C: MEA between NARGO and D32 VLC chgd to 5000'; STAR ASTRO 1C: MEA between D17 VLC and VLC 15 DME Arc is 6000'.

## General Info

Valencia, ESP
N 39° 29.4'  W 00° 28.9'  Mag Var: 2.1°W
Elevation: 240'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: 100LL, Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

## Runway Info

Runway 12-30  10548' x 148' asphalt

Runway 12  (117.0°M)  TDZE 240'
  Lights: Edge, ALS, Centerline
Runway 30  (297.0°M)  TDZE 195'
  Lights: Edge, ALS, Centerline
  Displaced Threshold Distance 984'

## Communications Info

ATIS **121.075**
Valencia Tower **123.575**
Valencia Tower **121.875**
Valencia Tower **119.075** Secondary
Valencia Tower **118.55**
Valencia Tower **257.80** Military
Valencia Approach Control **124.75**
Valencia Approach Control **120.1**
Valencia Approach Control **119.075** Secondary
Valencia Approach Control **118.8**
Valencia Approach Control **362.30** Military

## Notebook Info

# 1. GENERAL

## 1.1. ATIS

ATIS 121.07

## 1.2. NOISE ABATEMENT PROCEDURES

### 1.2.1. REVERSE THRUST

The use of reverse power from the idle regime is not allowed from 2300-0700LT except for safety reasons, in this case communicate with tower immediately.

### 1.2.2. RUN-UP TESTS

Run-up tests higher than idle regime are allowed H24 at qualified motor tests areas. The request of run-up test clearance in any regime type and any question about the test procedure must be addressed to:
Centro de Operaciones
Tel: 34-961 598 535
Fax: 34-961 598 537

## 1.3. LOW VISIBILITY PROCEDURES (LVP)

### 1.3.1. GENERAL

Low Visibility Procedures become effective when RVR/VIS for RWY 12/30 is 500m or less. Pilots will be informed by Tower about the application of LVP.

### 1.3.2. GROUND MOVEMENT

Pilots will verify the ACFT position at every moment and taxi under total safety conditions. In case of being disoriented or in doubt, pilots will stop the ACFT immediately and notify Tower.

### 1.3.3. ARRIVALS

After landing pilots will notify RWY vacated and TWY used. At the apron entry they have to wait for a Follow-me car to be guided to the assigned stand.

### 1.3.4. DEPARTURES

When RVR/VIS is below APT operating minima pilots will avoid requesting start-up, push-back or taxi clearance. Usually when RVR/VIS is below 500m, Tower will clear only one ACFT at a time to taxi in the movement area.

## 1.4. TAXI PROCEDURES

TWYs H1 and H2 simultaneous use is available for ACFT type C or lower.
TWY H2 allowed to taxi for ACFT type E by towing.
TWY H5 taxiing is allowed from North to South, unless otherwise instructed by ATC.

TWY K not available while an ACFT parked on stands 25 and/or 26 has engines started. Pilots of ACFT on these stands will report Tower when engines are stopped.

TWYs M1, M2, S3, S4, T3 and T4 MAX wingspan 118'/36m.

TWY N1 MAX wingspan 171'/52m.
TWY N2 between Gate C and intersection TWY H4 will not be allowed when ACFT is stopped on TWY H5. ACFT will leave RWY via gate C or gate D instructed by ATC to taxiing to apron.

Collision avoidance with other ACFT or obstacles is a responsibility of pilots when taxiing on the apron and not visible from Tower.

## 1.5. PARKING INFORMATION

On stands 1 thru 6B, 35, 36 and 40 thru 43 push-back required.
On stand C5 push-back required, when stand C3 occupied.
TWY M4 available for ACFT parking.

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# 2. ARRIVAL

## 2.1. SPEED RESTRICTIONS

### 2.1.1. SPEED ADJUSTMENT UNDER RADAR CONTROL

- MAX 250 KT at or below FL100.
- 220 KT when leaving IAF (CLS or MULAT).
- 180 KT when leaving IF or when completing the final turn.
- 160 KT when crossing the FAF/FAP. ACFT shall maintain this speed till 4 NM from THR.
- ACFT with cruising IAS lower than the before mentioned shall maintain cruising speed up to the adjusting fix concerned.

ATC shall be informed of the speeds that may be maintained, if unable to comply with the speed adjustments above.

## 2.2. TAXI PROCEDURES

ACFT shall report RWY cleared and expect taxiing instructions and parking position. If no taxiing instructions have been received, the ACFT, after vacating the RWY, shall stop at the end of the exit TWY segment and expect instructions from Tower or Follow-me car.

# 3. DEPARTURE

## 3.1. PUSH-BACK & TAXI PROCEDURES

ACFT must be ready for towed push-back or taxiing within the next 5 min to the approved start-up time; pilots will contact ATC otherwise.

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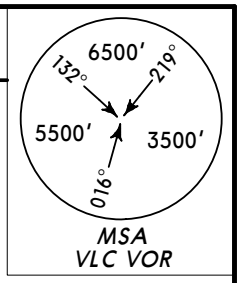
# LEVC/VLC
MANISES

JEPPESEN
17 SEP 10 (10-2) Eff 23 Sep

# VALENCIA, SPAIN
RNAV STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |




## ASTRO TWO ECHO (ASTRO 2E) *[ASTR2E]*
## CENTA TWO ECHO (CENTA 2E) *[CENT2E]*
## NARGO TWO ECHO (NARGO 2E) *[NARG2E]*
## RWY 30 RNAV ARRIVALS

BRNAV OR RADAR VECTORING
BRNAV APPROVAL REQUIRED

***SPEED:* MAX 250 KT AT OR BELOW FL100**
***220 KT WHEN LEAVING IAF (MULAT)***

**CENTA**
N39 54.0 W001 25.9

D23.6 300°
133° FL80
21
CENTA 2E

CALLES
117.55 CLS
N39 42.4 W000 59.2

**VLØØ2**
N39 39.5
W001 05.4

D30 291°

(IAF)
VALENCIA
116.1 VLC
N39 29.1 W000 29.0

120°
4000
300°

(IAF)
VALENCIA
340 PND
N39 26.2 W000 20.8

(IAF)
**MULAT**
N39 24.0
W000 10.8

R111° D15
3000
117°
297°

37
6000

147° D12
9
4000

D15 184°
9
4000
057°

**VLØØ1**
N39 19.2 W000 20.4

**URIAS**
N39 14.2 W000 30.0

D45.7 234°
38
6000
ASTRO 2E
071°

**ASTRO**
N39 01.5 W001 15.8

N
NOT TO SCALE

38
6000
NARGO 2E

D50.9 209°
039°

**NARGO**
N38 44.3
W000 59.9

### HOLDING OVER MULAT

VLC R111° D15
D15/20
3500
291°

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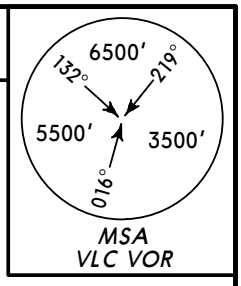
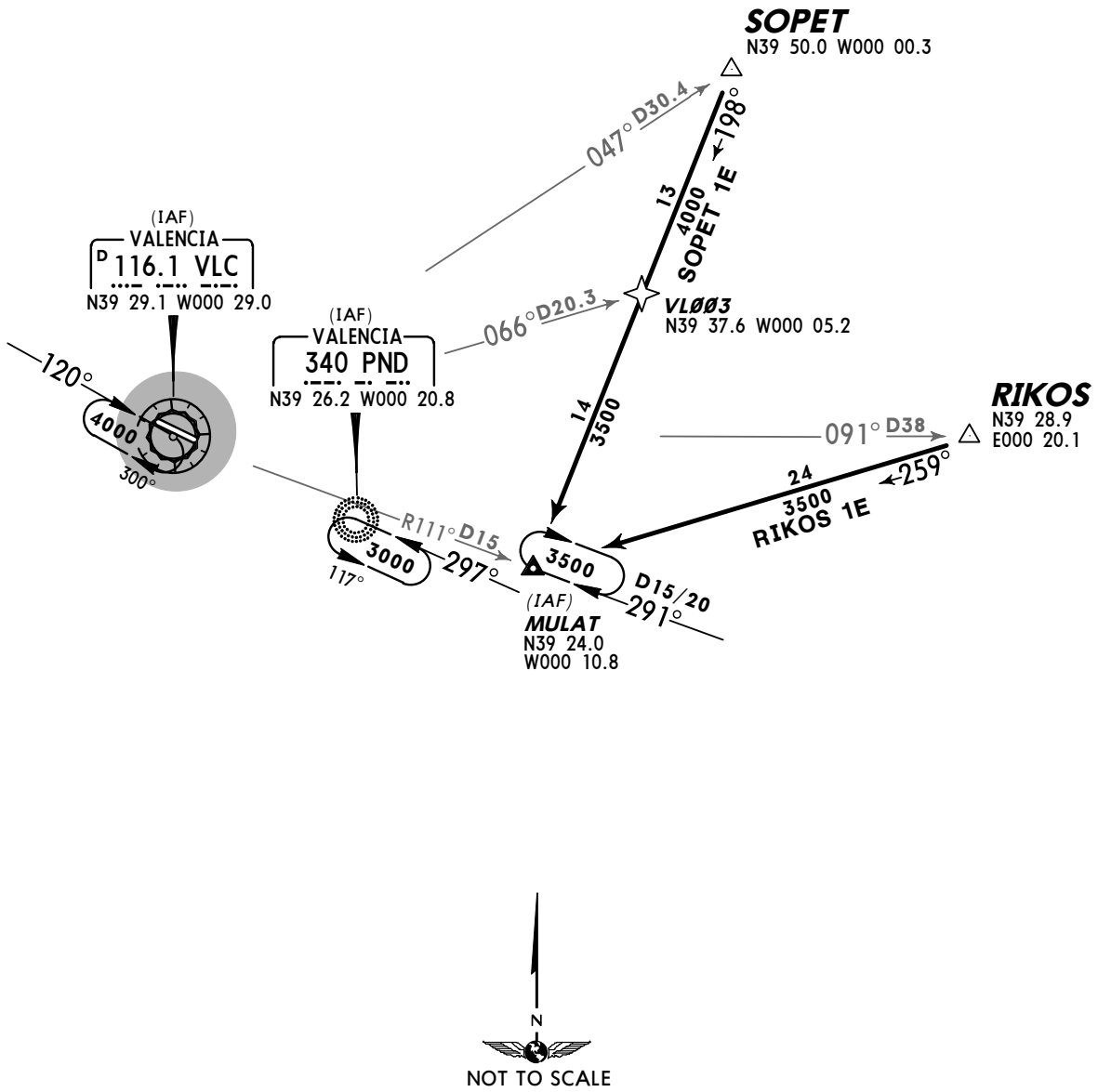
| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |




# RIKOS ONE ECHO (RIKOS 1E) *[RIKO1E]*
# SOPET ONE ECHO (SOPET 1E) *[SOPE1E]*
# RWY 30 RNAV ARRIVALS

BRNAV OR RADAR VECTORING
BRNAV APPROVAL REQUIRED

***SPEED: MAX 250 KT AT OR BELOW FL100***
***220 KT WHEN LEAVING IAF (MULAT)***




*CHANGES:* Holding over MULAT revised; chart reindexed.

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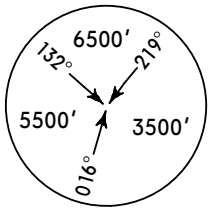
# LEVC/VLC
MANISES

JEPPESEN
17 SEP 10 (10-2B) Eff 23 Sep

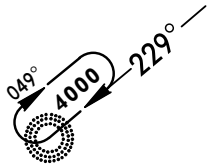
# VALENCIA, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |



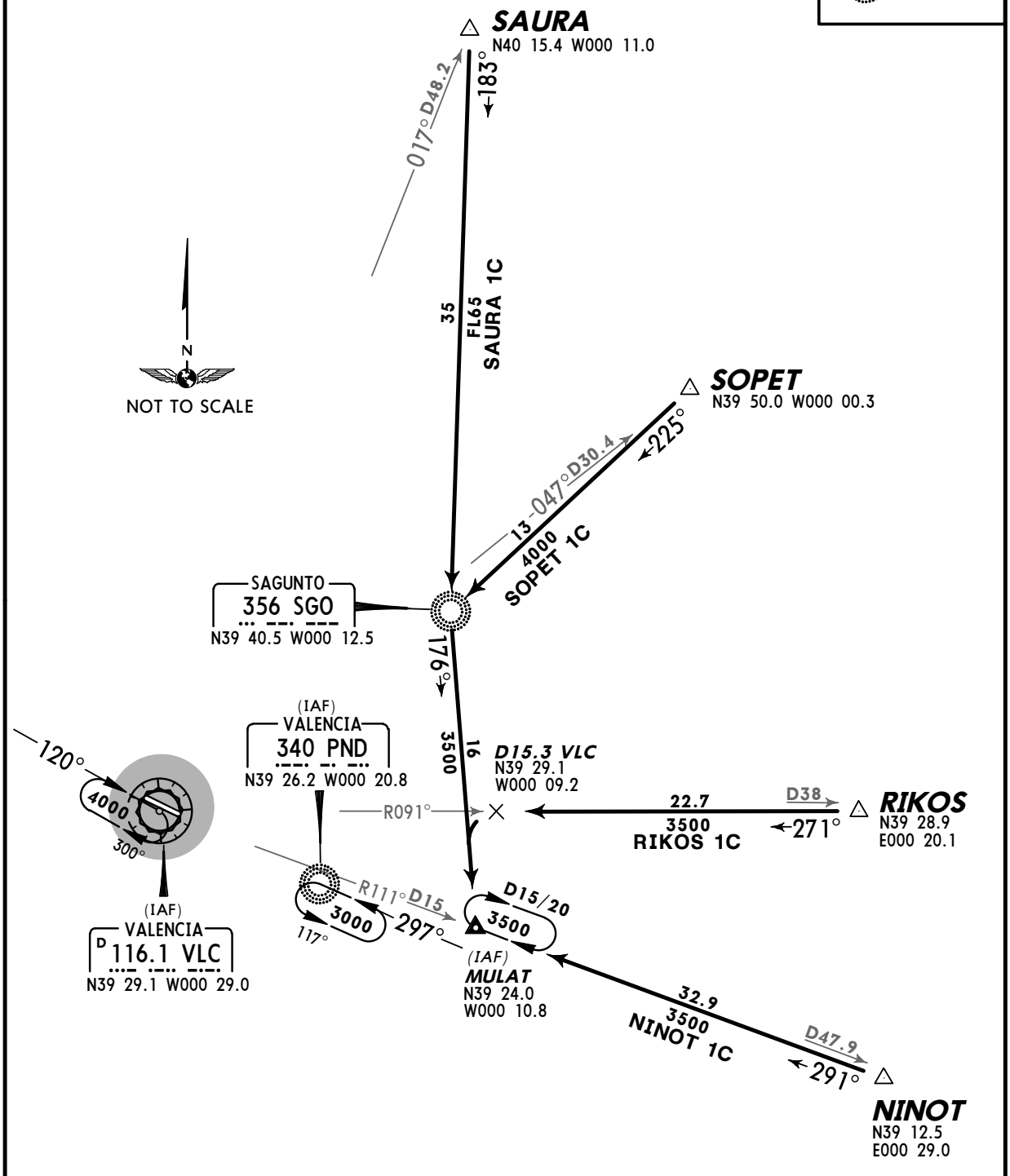

MSA
VLC VOR

## HOLDING OVER SGO




## NINOT ONE CHARLIE (NINOT 1C) *[NINO1C]*
## RIKOS ONE CHARLIE (RIKOS 1C) *[RIKO1C]*
## SAURA ONE CHARLIE (SAURA 1C) *[SAUR1C]*
## SOPET ONE CHARLIE (SOPET 1C) *[SOPE1C]*
## RWY 30 ARRIVALS
FROM NORTH & EAST

***SPEED: MAX 250 KT AT OR BELOW FL100***
***220 KT WHEN LEAVING IAF (MULAT)***




*CHANGES:* Holding over MULAT revised; chart reindexed.

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# LEVC/VLC MANISES

JEPPESEN 17 SEP 10 (10-2C) Eff 23 Sep

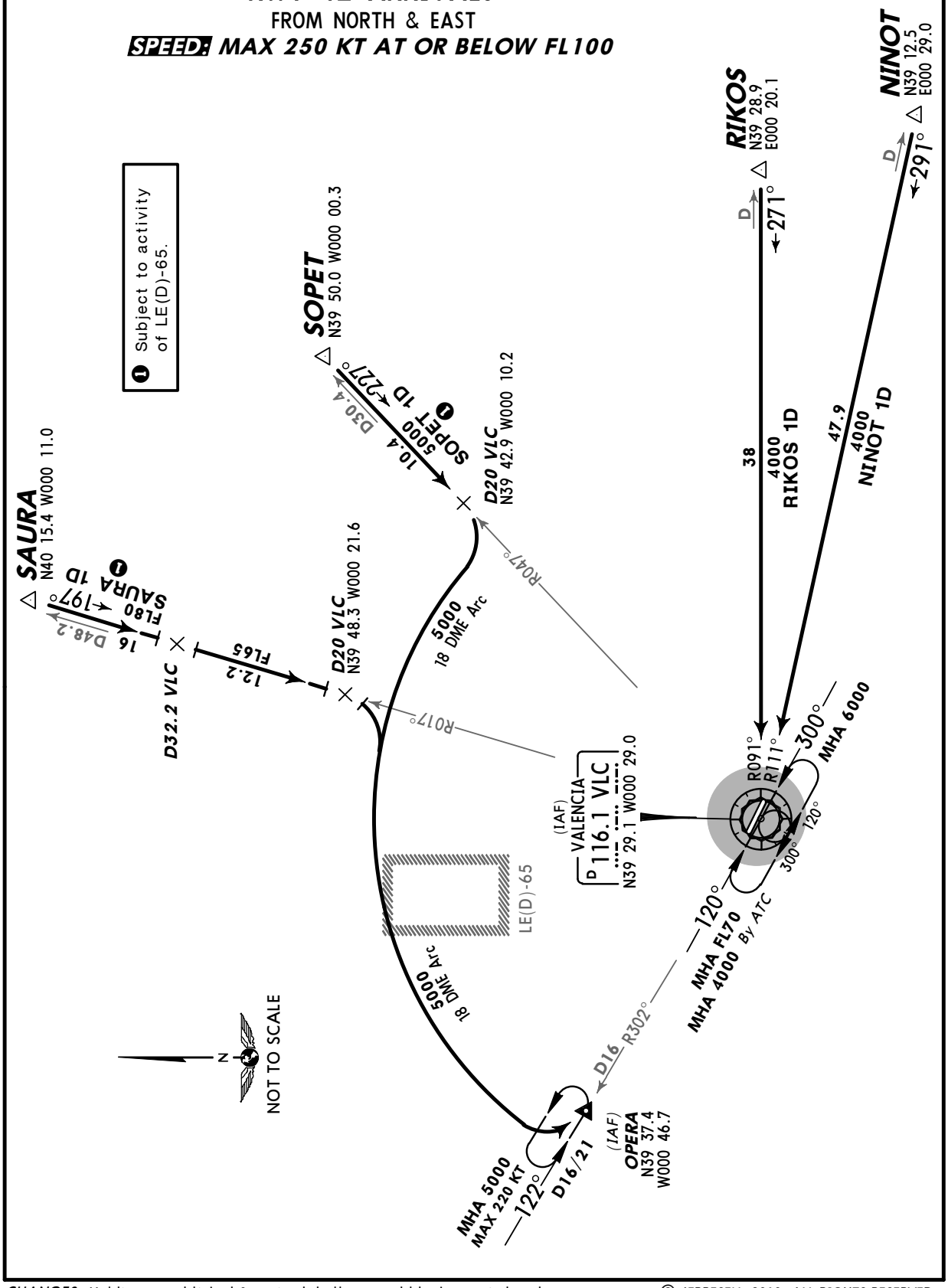
# VALENCIA, SPAIN

STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |

## NINOT ONE DELTA (NINOT 1D) *[NINO1D]*
## RIKOS ONE DELTA (RIKOS 1D) *[RIKO1D]*
## SAURA ONE DELTA (SAURA 1D) *[SAUR1D]* ❶
## SOPET ONE DELTA (SOPET 1D) *[SOPE1D]* ❶
## RWY 12 ARRIVALS
FROM NORTH & EAST

**SPEED: MAX 250 KT AT OR BELOW FL100**




*CHANGES:* Holdings established & revised, ballnote estbld; chart reindexed.

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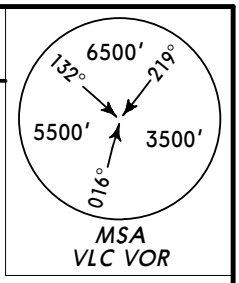
# LEVC/VLC
MANISES

JEPPESEN
17 SEP 10 (10-2D) Eff 23 Sep

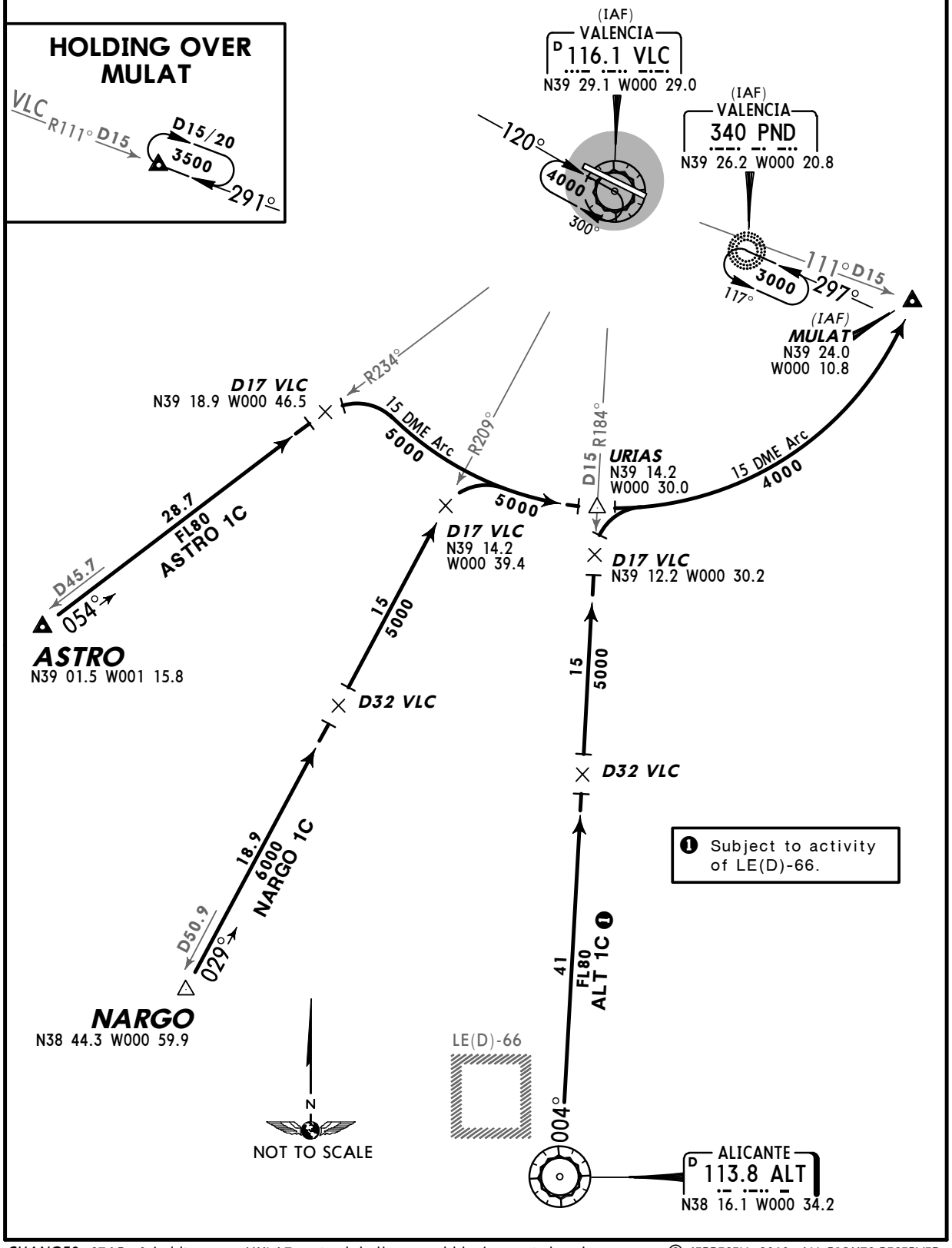
# VALENCIA, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |




## ALICANTE ONE CHARLIE (ALT 1C)❶
## ASTRO ONE CHARLIE (ASTRO 1C)[ASTR1C]
## NARGO ONE CHARLIE (NARGO 1C)[NARG1C]
## RWY 30 ARRIVALS
FROM SOUTH

**SPEED: MAX 250 KT AT OR BELOW FL100**
**220 KT WHEN LEAVING IAF (MULAT)**




❶ Subject to activity of LE(D)-66.

*CHANGES:* STARs & holding over MULAT revised; ballnote estbld; chart reindexed.

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# LEVC/VLC
MANISES

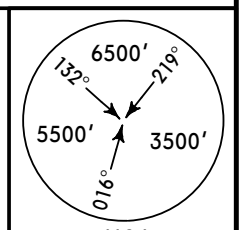
JEPPESEN
17 SEP 10 (10-2E) Eff 23 Sep

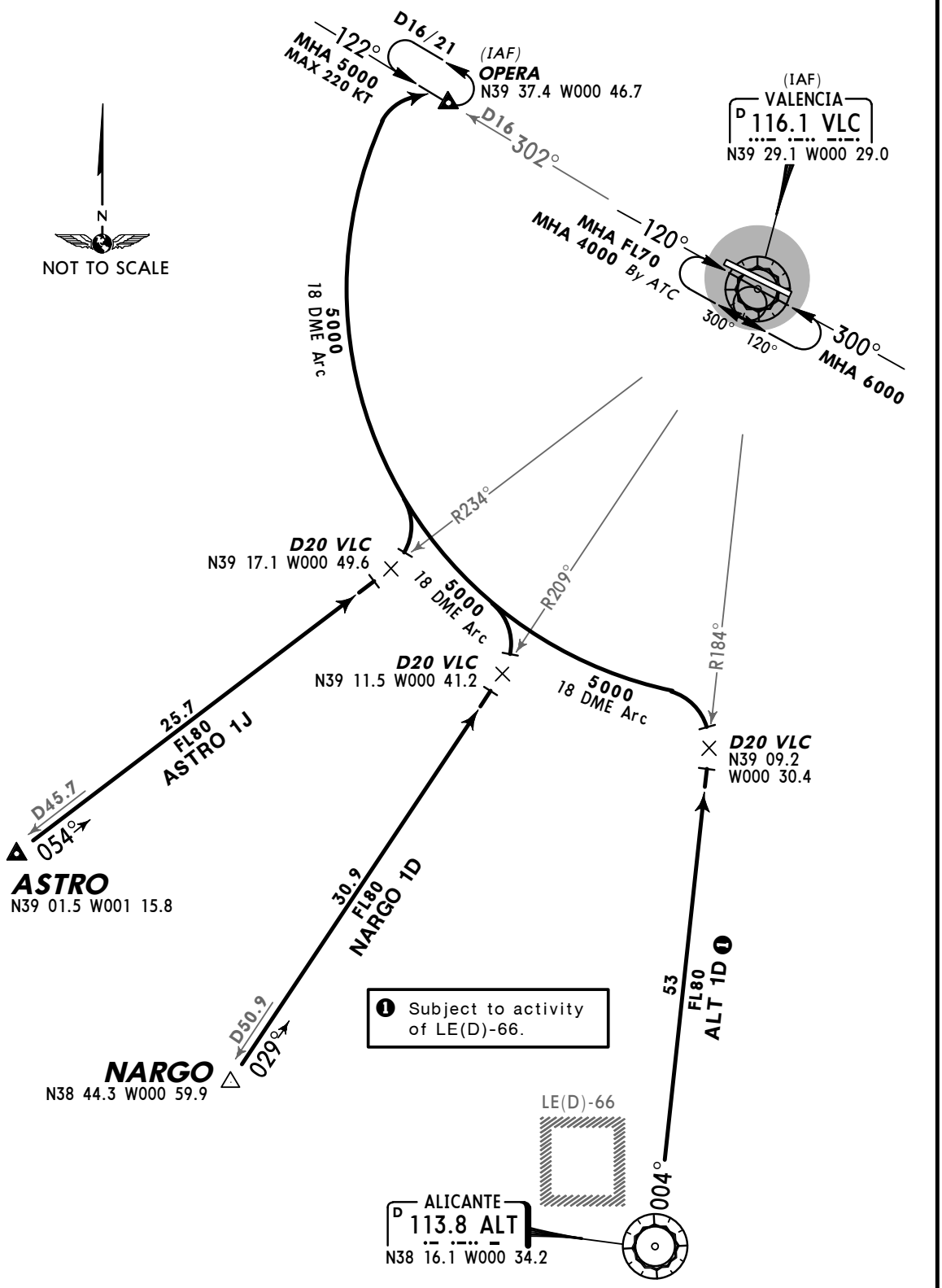
# VALENCIA, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |

## ALICANTE ONE DELTA (ALT 1D) ❶
## ASTRO ONE JULIETT (ASTRO 1J) *[ASTR1J]*
## NARGO ONE DELTA (NARGO 1D) *[NARG1D]*
## RWY 12 ARRIVALS
FROM SOUTH

**SPEED: MAX 250 KT AT OR BELOW FL100**

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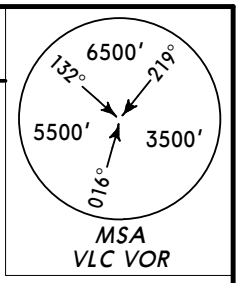
# LEVC/VLC MANISES

JEPPESEN
17 SEP 10 (10-2F) Eff 23 Sep

# VALENCIA, SPAIN

STAR

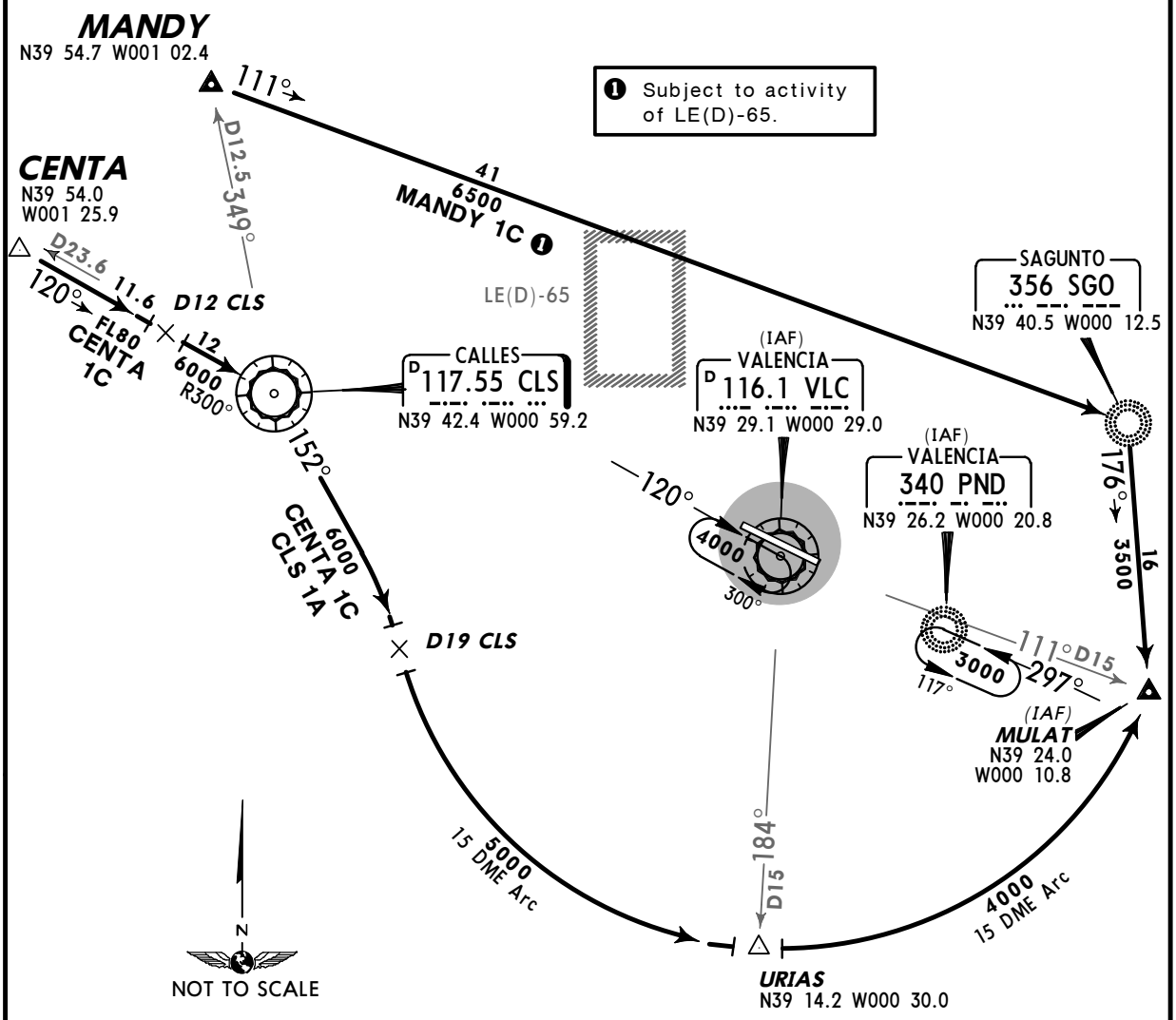
| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |




## CALLES ONE ALFA (CLS 1A)
## CENTA ONE CHARLIE (CENTA 1C)[CENT1C]
## MANDY ONE CHARLIE (MANDY 1C)[MAND1C] ❶
## RWY 30 ARRIVALS

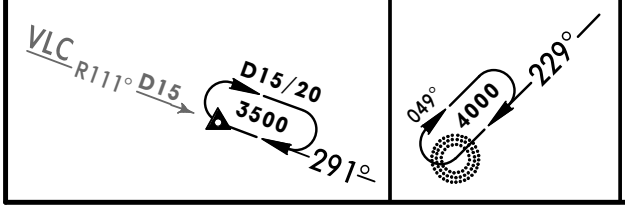
FROM WEST

**SPEED: MAX 250 KT AT OR BELOW FL100**
**220 KT WHEN LEAVING IAF (MULAT)**




## HOLDINGS OVER

| MULAT | SGO |
|---|---|

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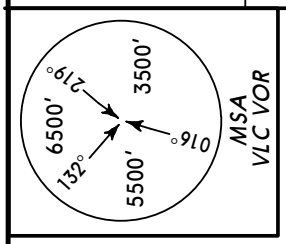
| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |




# CENTA ONE DELTA (CENTA 1D) *[CENT1D]*
# MANDY ONE DELTA (MANDY 1D) *[MAND1D]*
## RWY 12 ARRIVALS
FROM WEST

***SPEED:* MAX 250 KT AT OR BELOW FL100**
***220 KT WHEN LEAVING IAF (CLS)***

NOT TO SCALE

(IAF) VALENCIA
116.1 VLC
N39 29.1 W000 29.0

300° MHA 6000
120°
300°
120°
MHA FL70
MHA 4000 By ATC

(IAF) OPERA
N39 37.4 W000 46.7

D16 302°

120°
11
5000

(IAF) CALLES
117.55 CLS
N39 42.4 W000 59.2

R349°
R300°
12
6000

169° 12.5
6000
MANDY 1D

MANDY
N39 54.7 W001 02.4

D12 CLS

D23.6
120°
11.6
FL80
CENTA 1D

CENTA
N39 54.0 W001 25.9

**HOLDINGS OVER CLS**

MAX 210 KT
118°
6000
298°

**OPERA**

D16/21
5000
122°
MAX 220 KT
D16 R302° VLC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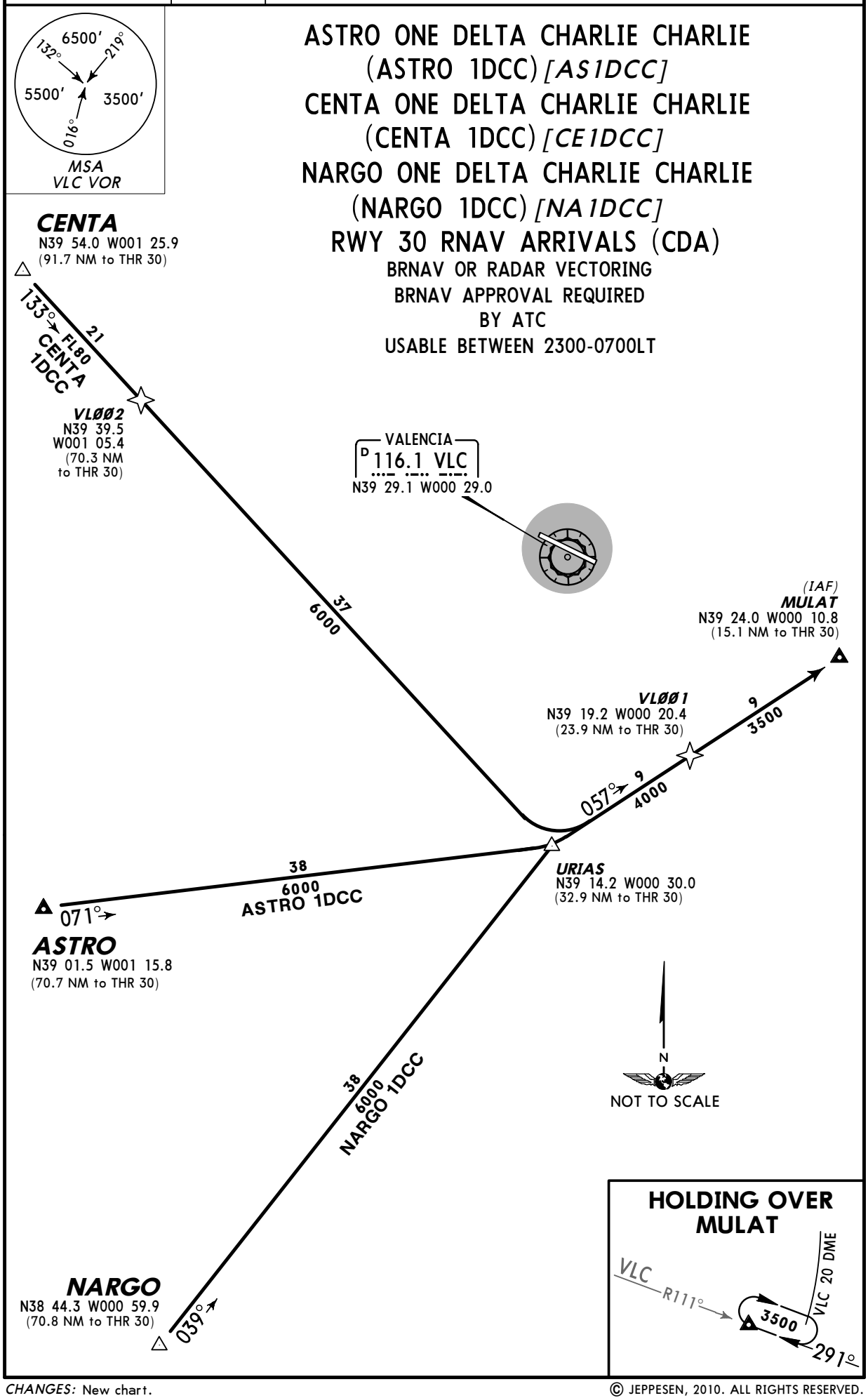
# LEVC/VLC
MANISES

JEPPESEN
17 SEP 10 (10-2H) Eff 23 Sep

# VALENCIA, SPAIN
RNAV STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |




CHANGES: New chart.

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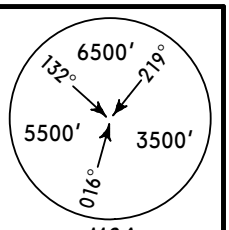
LEVC/VLC
MANISES

JEPPESEN
17 SEP 10 (10-2J) Eff 23 Sep

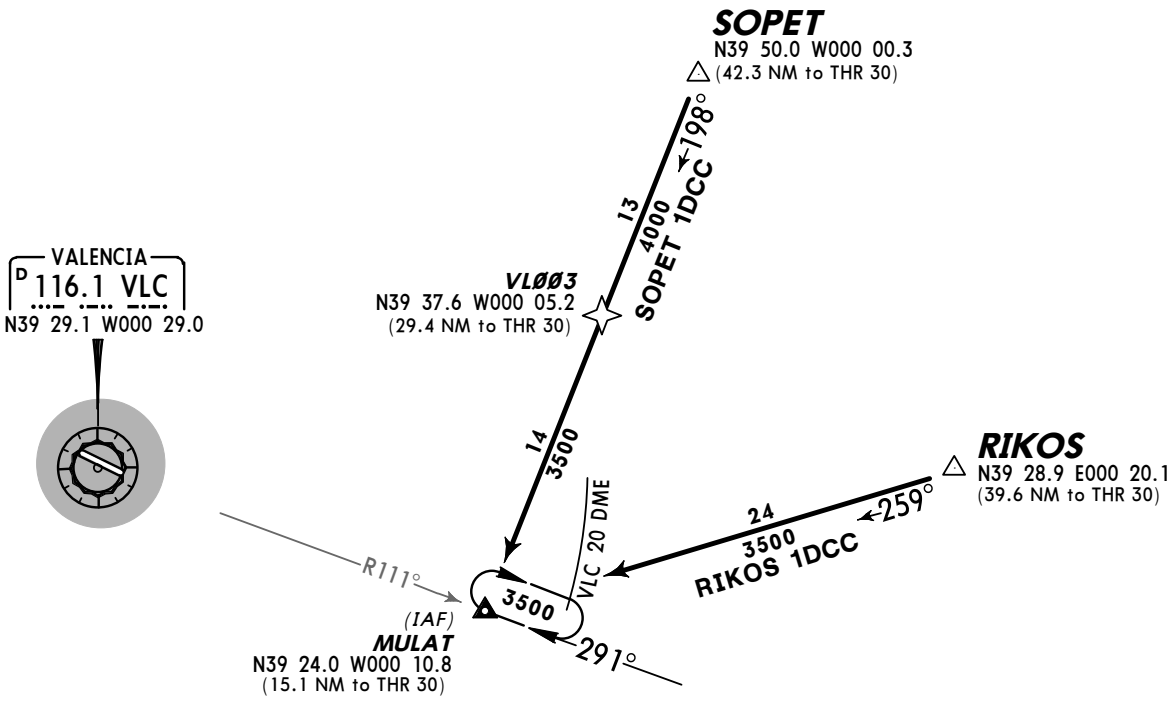
VALENCIA, SPAIN
RNAV STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |




# RIKOS ONE DELTA CHARLIE CHARLIE (RIKOS 1DCC) *[RI1DCC]*
# SOPET ONE DELTA CHARLIE CHARLIE (SOPET 1DCC) *[SO1DCC]*
# RWY 30 RNAV ARRIVALS (CDA)

BRNAV OR RADAR VECTORING
BRNAV APPROVAL REQUIRED
BY ATC
USABLE BETWEEN 2300-0700LT



NOT TO SCALE

*CHANGES:* New chart.

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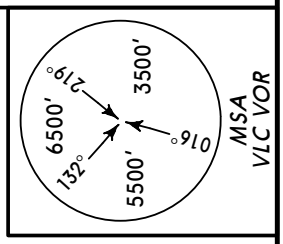
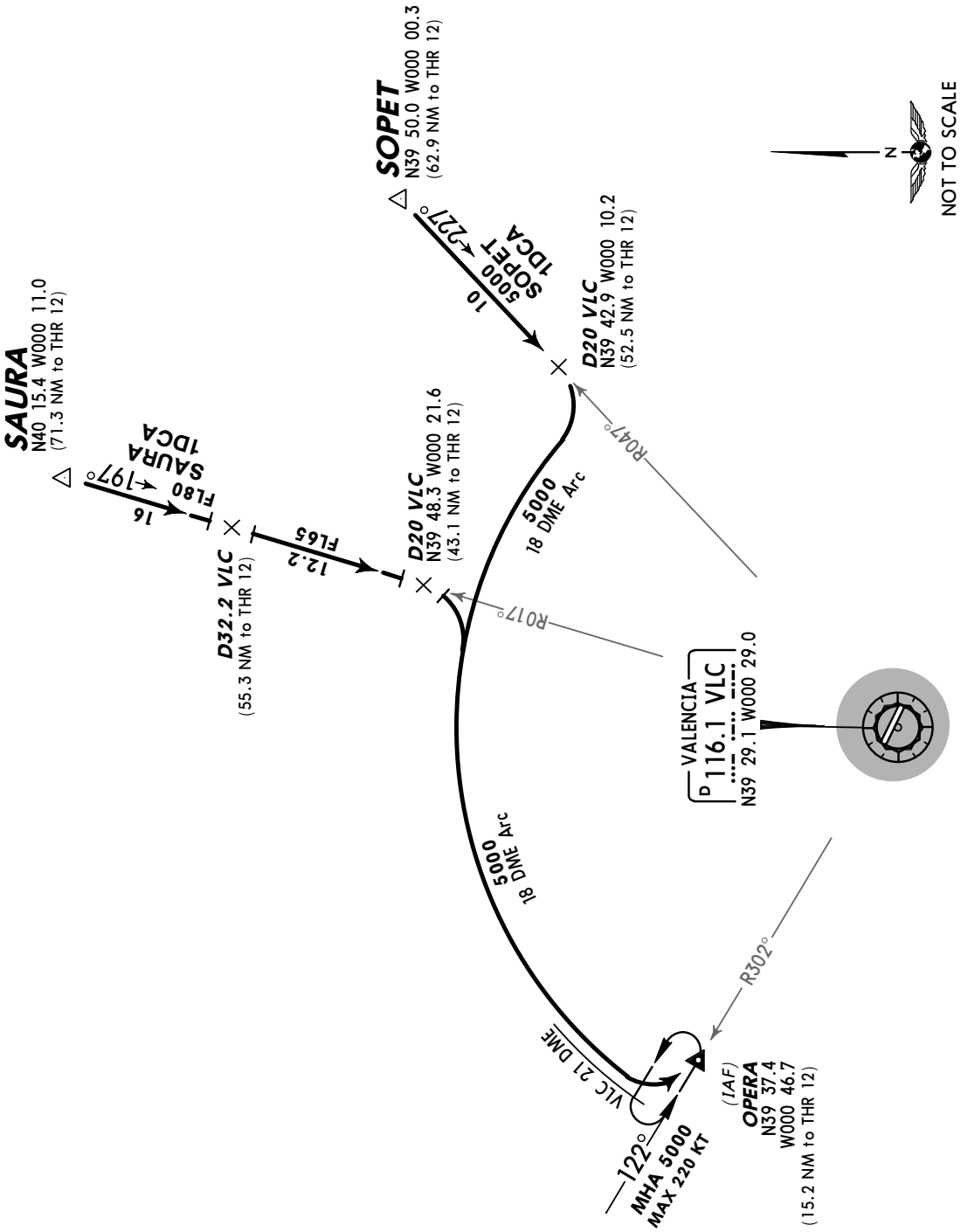
| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |

# SAURA ONE DELTA CHARLIE ALFA (SAURA 1DCA) *[SA1DCA]*
# SOPET ONE DELTA CHARLIE ALFA (SOPET 1DCA) *[SO1DCA]*
# RWY 12 ARRIVALS (CDA)

BY ATC
FROM NORTH & EAST
USABLE BETWEEN 2300-2700LT



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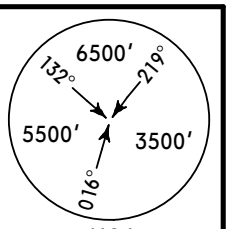
# LEVC/VLC
MANISES

JEPPESEN
17 SEP 10 (10-2L) Eff 23 Sep

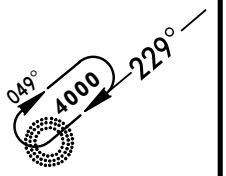
# VALENCIA, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |



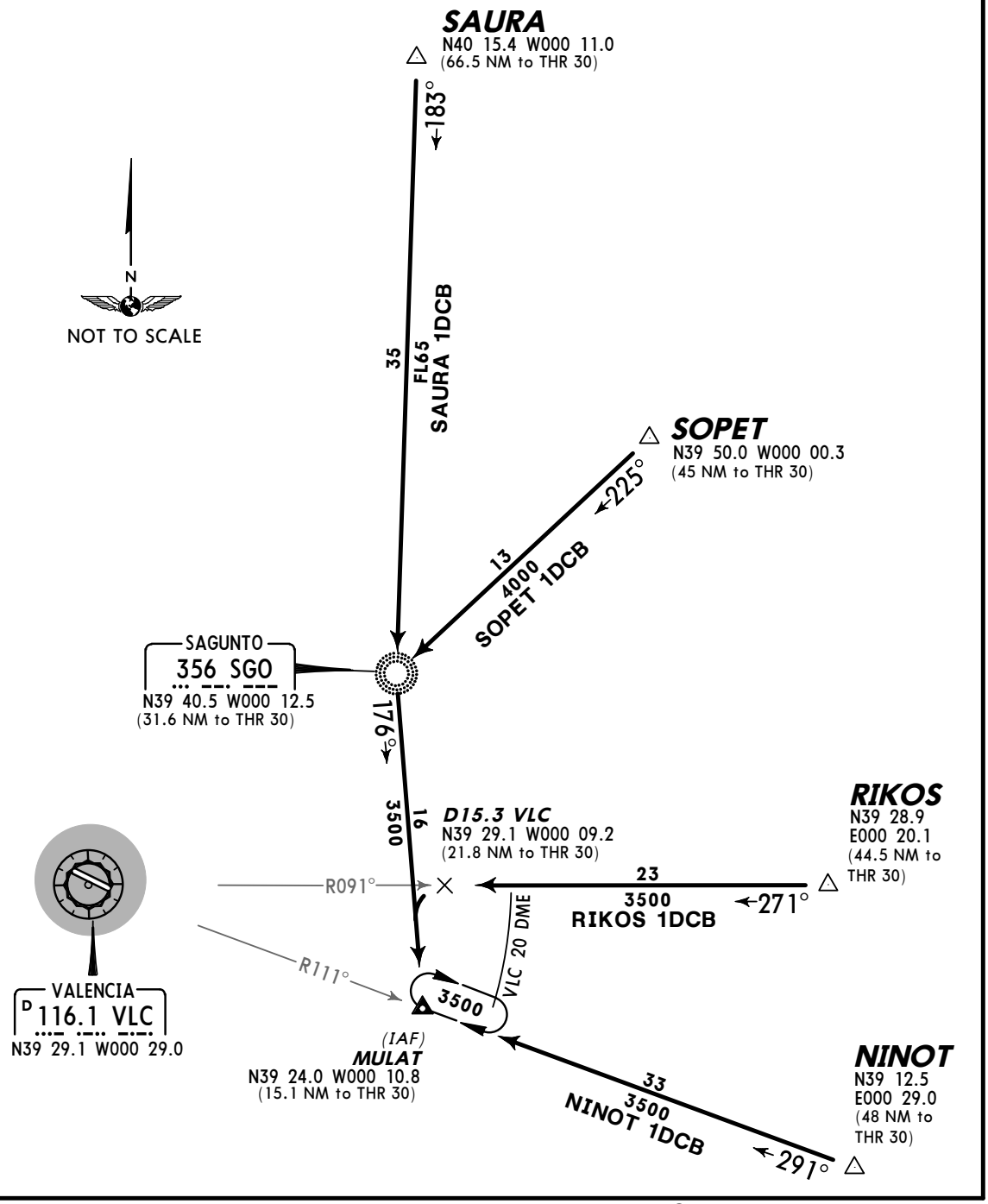

MSA
VLC VOR

HOLDING OVER SGO




## NINOT ONE DELTA CHARLIE BRAVO (NINOT 1DCB) *[NI1DCB]*
## RIKOS ONE DELTA CHARLIE BRAVO (RIKOS 1DCB) *[RI1DCB]*
## SAURA ONE DELTA CHARLIE BRAVO (SAURA 1DCB) *[SA1DCB]*
## SOPET ONE DELTA CHARLIE BRAVO (SOPET 1DCB) *[SO1DCB]*
## RWY 30 ARRIVALS (CDA)

BY ATC
FROM NORTH & EAST
USABLE BETWEEN 2300-0700LT

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LEVC/VLC
MANISES

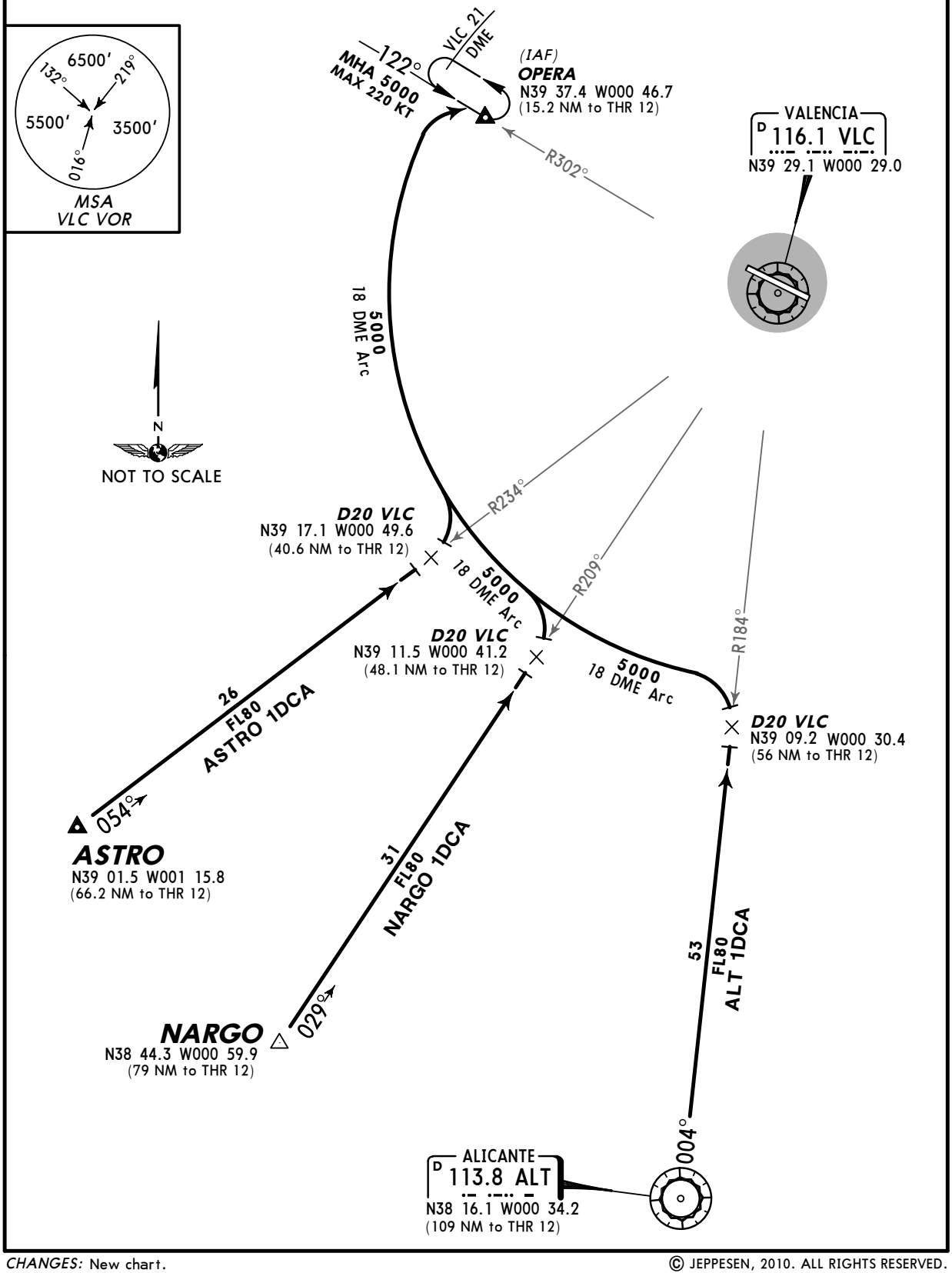
JEPPESEN
17 SEP 10 (10-2M) Eff 23 Sep

VALENCIA, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |

# ALICANTE ONE DELTA CHARLIE ALFA (ALT 1DCA)
# ASTRO ONE DELTA CHARLIE ALFA (ASTRO 1DCA) *[AS1DCA]*
# NARGO ONE DELTA CHARLIE ALFA (NARGO 1DCA) *[NA1DCA]*
## RWY 12 ARRIVALS (CDA)

BY ATC
FROM SOUTH
USABLE BETWEEN 2300-0700LT

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# LEVC/VLC
MANISES

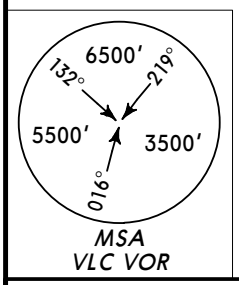
JEPPESEN
17 SEP 10 (10-2N) Eff 23 Sep

# VALENCIA, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |

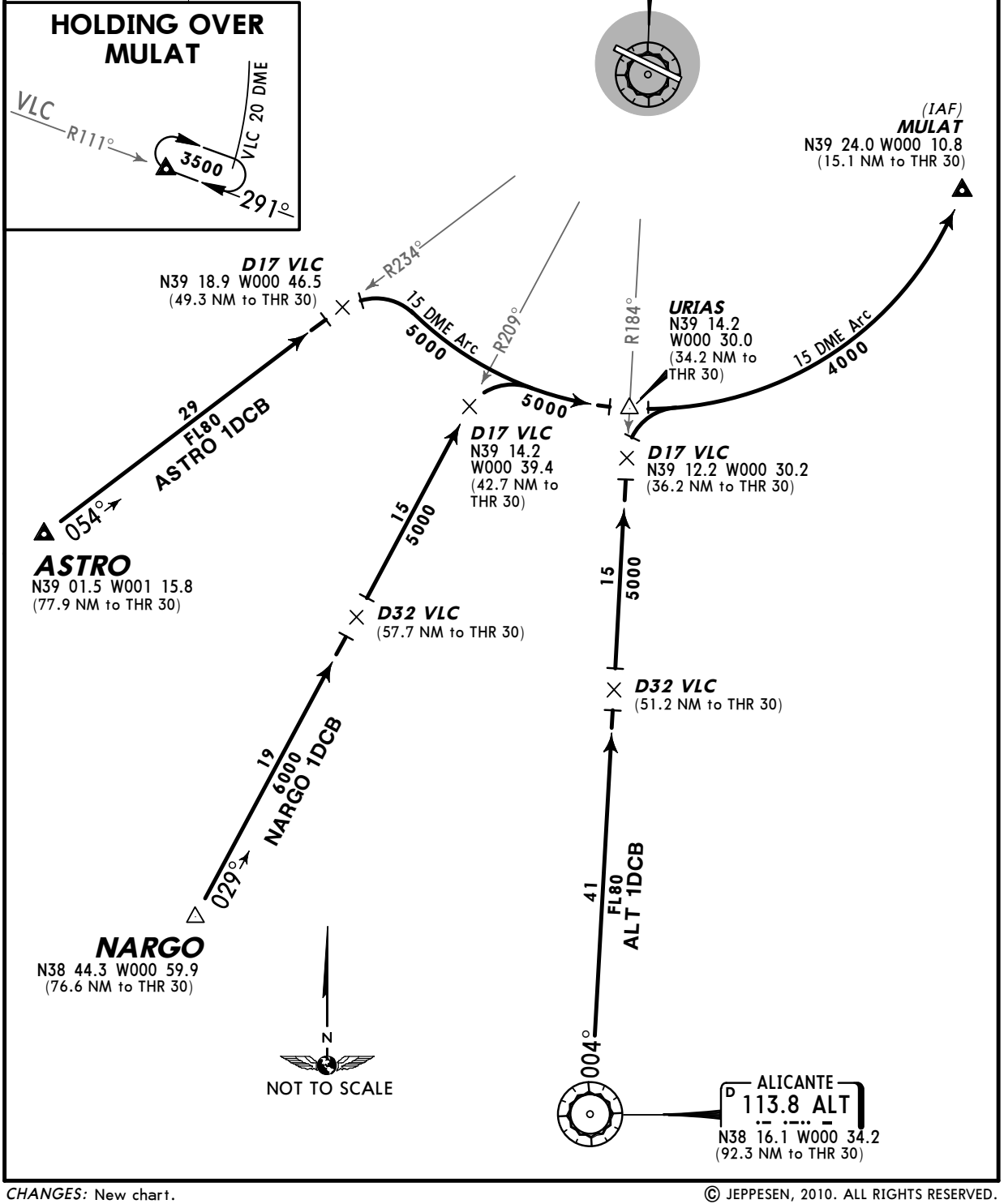
## ALICANTE ONE DELTA CHARLIE BRAVO (ALT 1DCB)
## ASTRO ONE DELTA CHARLIE BRAVO (ASTRO 1DCB) [AS1DCB]
## NARGO ONE DELTA CHARLIE BRAVO (NARGO 1DCB) [NA1DCB]
## RWY 30 ARRIVALS (CDA)

BY ATC
FROM SOUTH
USABLE BETWEEN 2300-0700LT










CHANGES: New chart.

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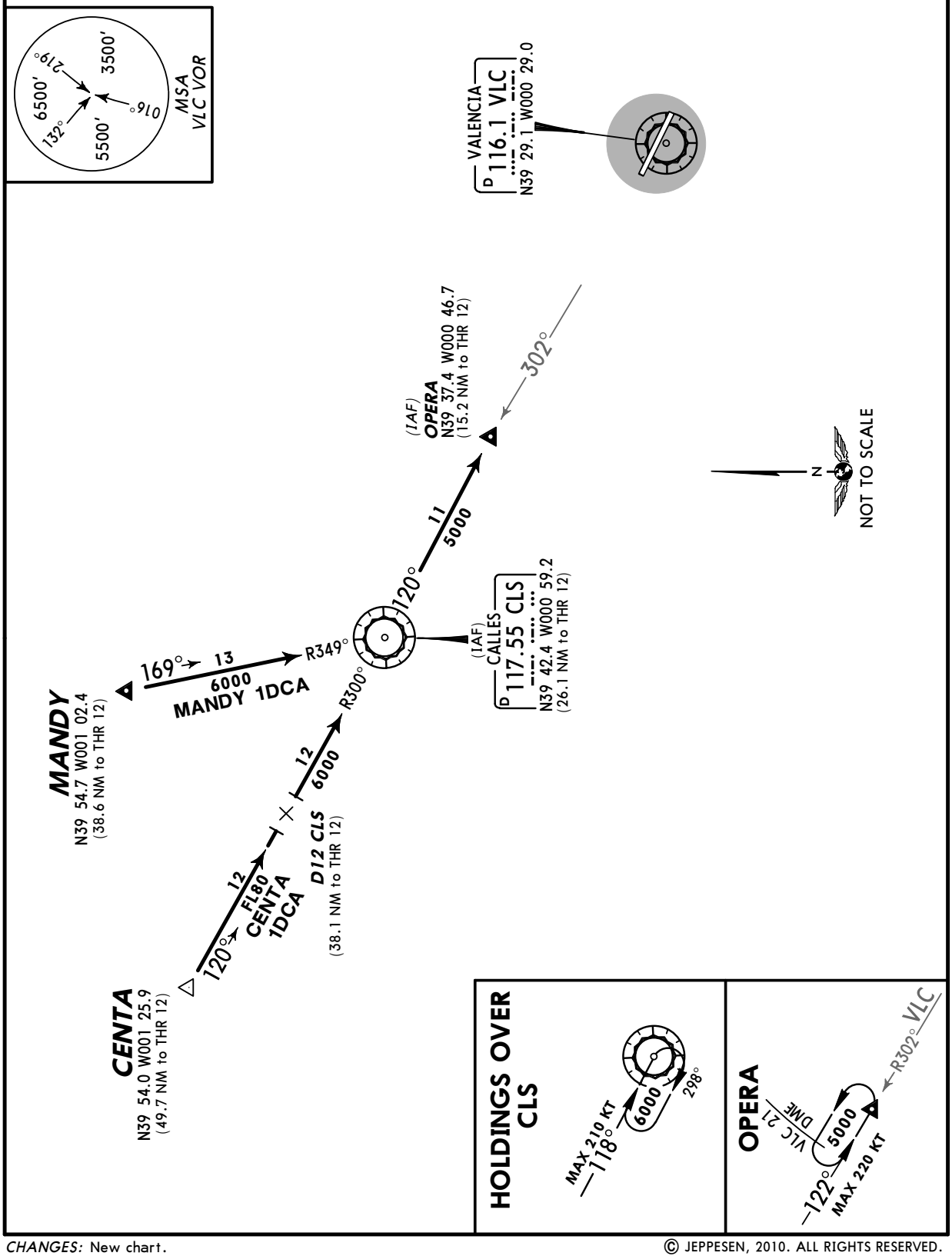
| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |

# CENTA ONE DELTA CHARLIE ALFA (CENTA 1DCA) *[CE1DCA]*
# MANDY ONE DELTA CHARLIE ALFA (MANDY 1DCA) *[MA1DCA]*
## RWY 12 ARRIVALS (CDA)

BY ATC
FROM WEST
USABLE BETWEEN 2300-0700LT

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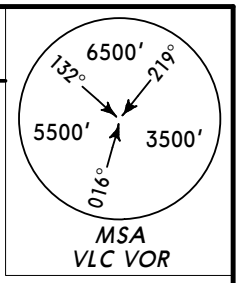
# LEVC/VLC
MANISES

JEPPESEN
17 SEP 10 (10-2Q) Eff 23 Sep

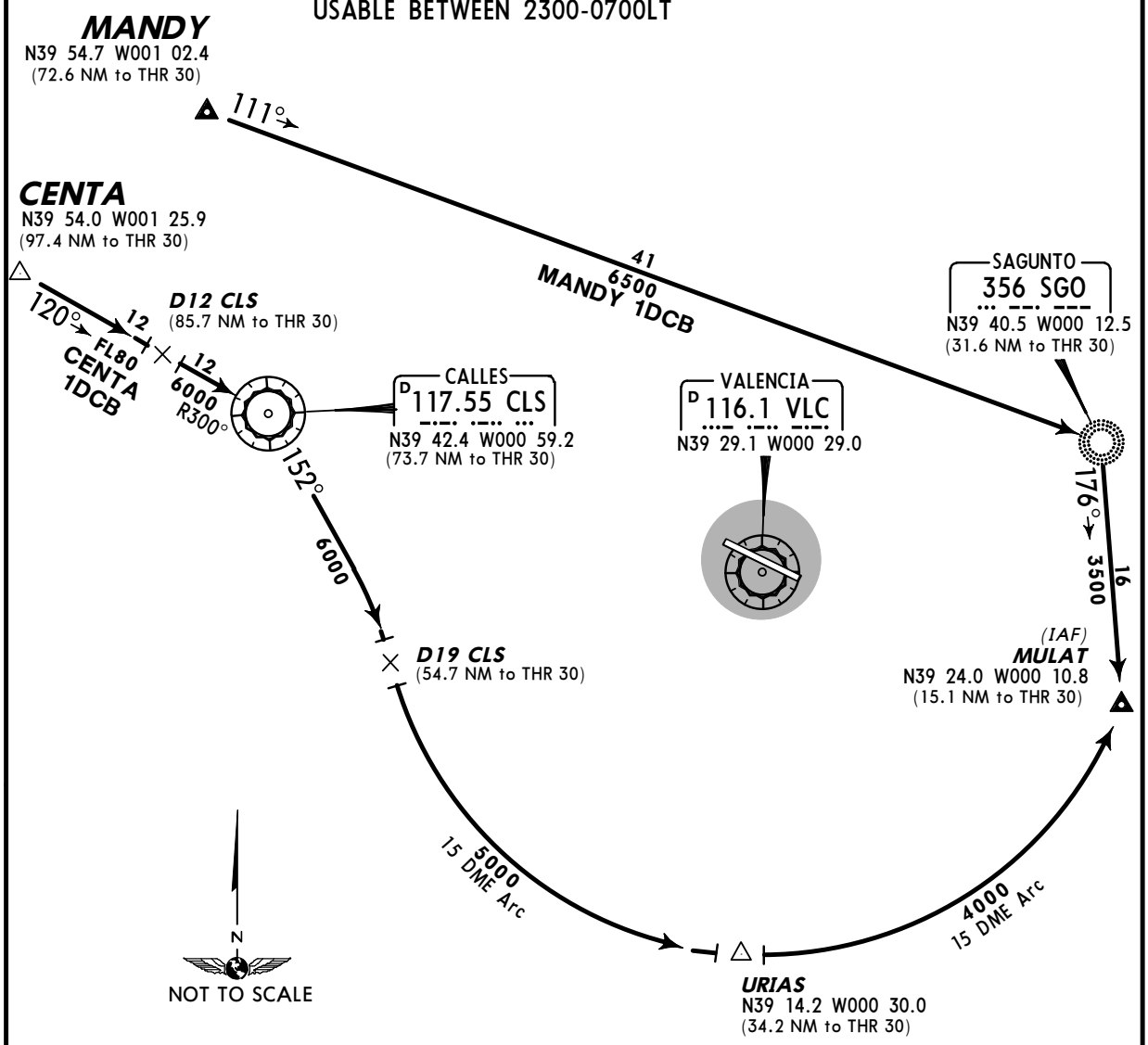
# VALENCIA, SPAIN
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 121.07 | 240′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |



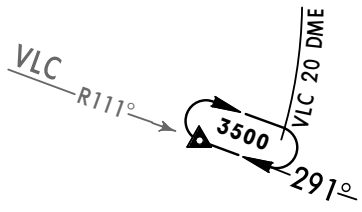

## CENTA ONE DELTA CHARLIE BRAVO (CENTA 1DCB) *[CE1DCB]*
## MANDY ONE DELTA CHARLIE BRAVO (MANDY 1DCB) *[MA1DCB]*
## RWY 30 ARRIVALS (CDA)

BY ATC
FROM WEST
USABLE BETWEEN 2300-0700LT

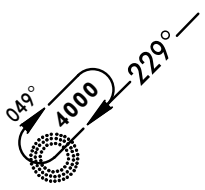



## HOLDINGS OVER

### MULAT




### SGO




*CHANGES:* New chart.

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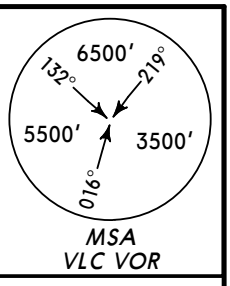
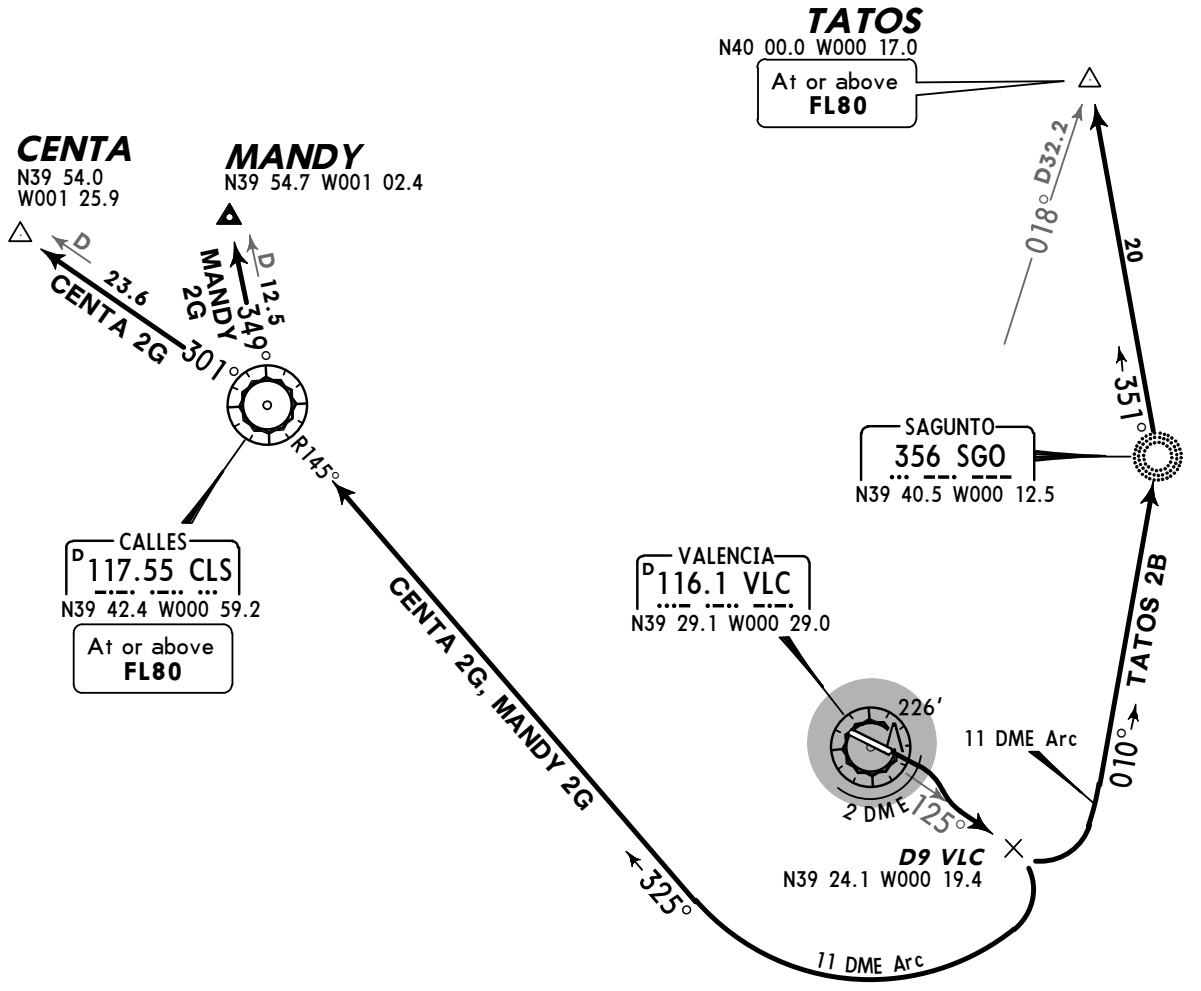
| Apt Elev | Trans level: By ATC Trans alt: 6000′ |
|---|---|
| 240′ | |




# CENTA TWO GOLF (CENTA 2G) *[CENT2G]*
# MANDY TWO GOLF (MANDY 2G) *[MAND2G]*
# TATOS TWO BRAVO (TATOS 2B) *[TATO2B]*
# RWY 12 DEPARTURES
## TO NORTH




These SIDs require a minimum climb gradient of
334′ per NM (5.5 %) up to **2000′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 334′ per NM | 418 | 557 | 835 | 1114 | 1392 | 1671 |

| SID | ROUTING |
|---|---|
| **CENTA 2G** | Climb on runway heading to VLC 2 DME, turn RIGHT, intercept VLC R-125 to D9 VLC, turn RIGHT, along VLC 11 DME arc, intercept CLS R-145 inbound to CLS, CLS R-301 to CENTA. |
| **MANDY 2G** | Climb on runway heading to VLC 2 DME, turn RIGHT, intercept VLC R-125 to D9 VLC, turn RIGHT, along VLC 11 DME arc, intercept CLS R-145 inbound to CLS, CLS R-349 to MANDY. |
| **TATOS 2B** | Climb on runway heading to VLC 2 DME, turn RIGHT, intercept VLC R-125 to D9 VLC, turn LEFT, along VLC 11 DME arc, intercept 010° bearing to SGO, 351° bearing to to TATOS. |

*CHANGES:* SIDs renumbered, revised & withdrawn.

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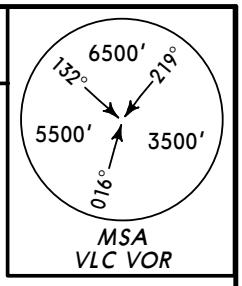
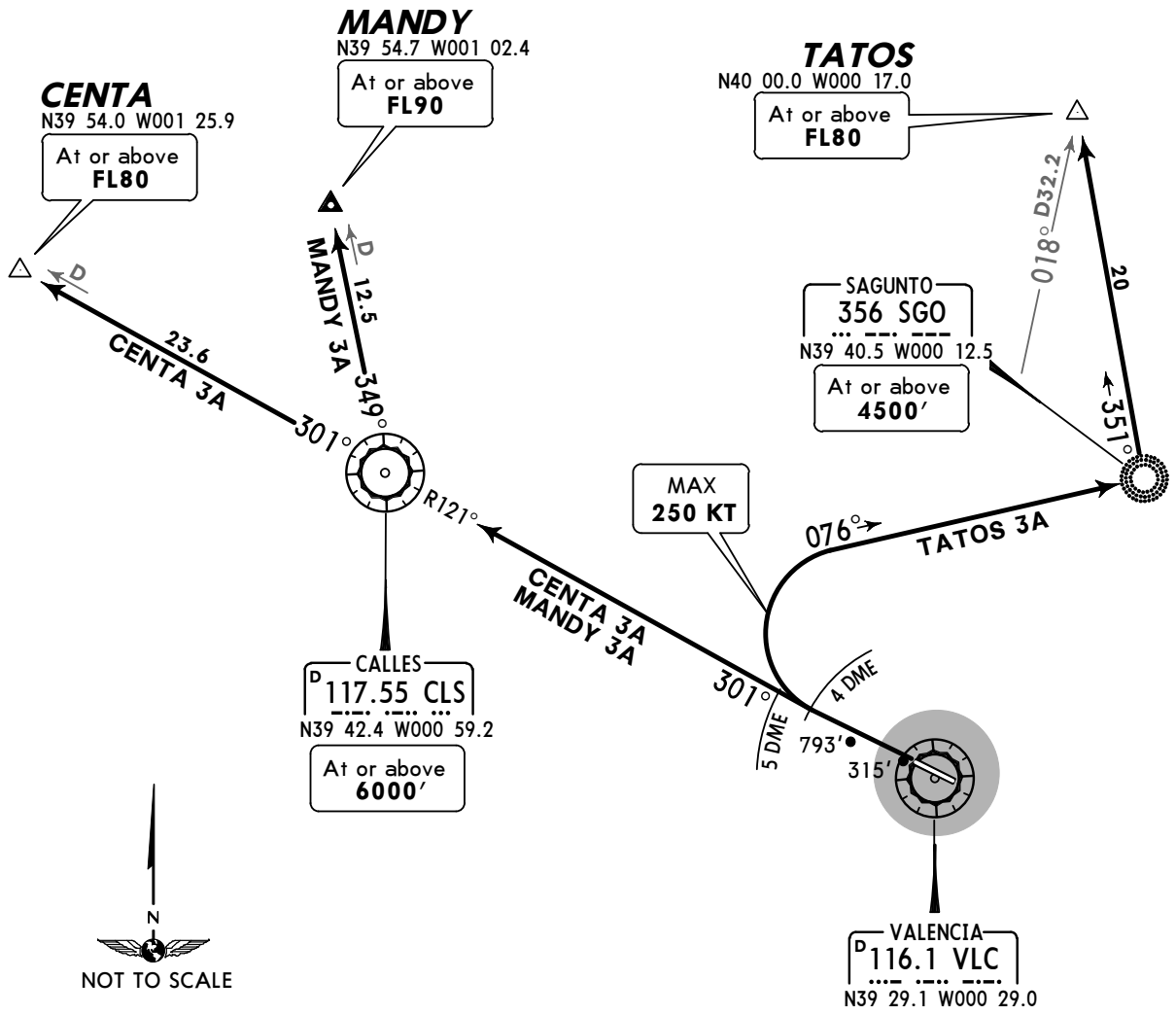
| Apt Elev | Trans level: By ATC Trans alt: 6000′ |
|---|---|
| 240′ | |




# CENTA THREE ALFA (CENTA 3A) *[CENT3A]*
# MANDY THREE ALFA (MANDY 3A) *[MAND3A]*
# TATOS THREE ALFA (TATOS 3A) *[TATO3A]*
## RWY 30 DEPARTURES
### TO NORTH




These SIDs require a minimum climb gradient of
334′ per NM (5.5 %)
**CENTA 3A:** up to **6000′.**
**MANDY 3A:** up to **FL90.**
**TATOS 3A:** up to **2000′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 334′ per NM | 418 | 557 | 835 | 1114 | 1392 | 1671 |

| SID | ROUTING |
|---|---|
| **CENTA 3A** | Climb on runway heading to VLC 5 DME, turn RIGHT, intercept VLC R-301 to CLS, CLS R-301 to CENTA. |
| **MANDY 3A** | Climb on runway heading to VLC 5 DME, turn RIGHT, intercept VLC R-301 to CLS, CLS R-349 to MANDY. |
| **TATOS 3A** | Climb on runway heading to VLC 4 DME, turn RIGHT, intercept 076° bearing to SGO, 351° bearing to TATOS. |

*CHANGES:* SIDs renumbered & revised.

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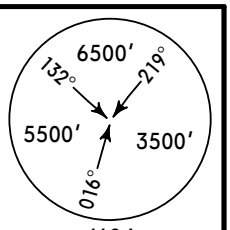
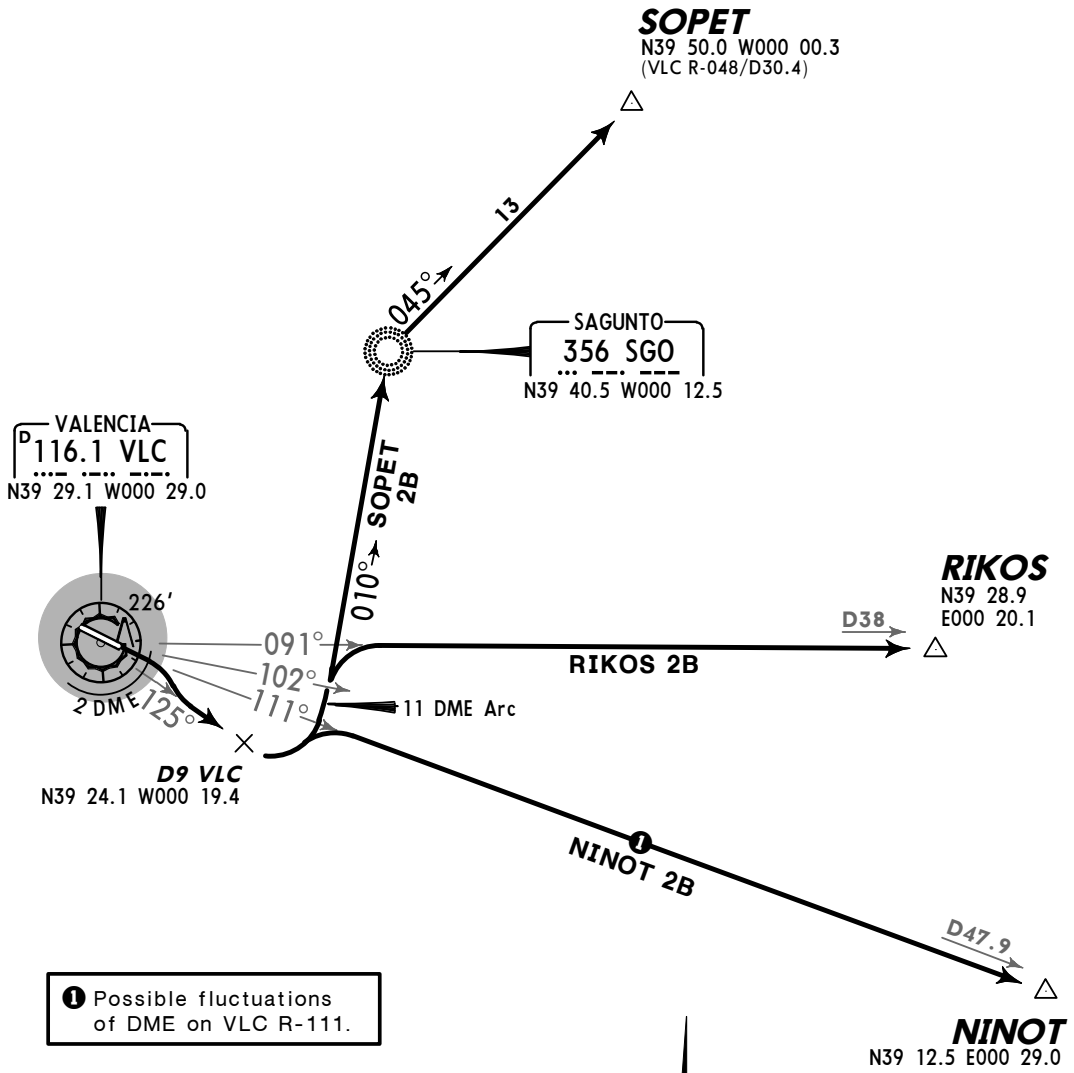
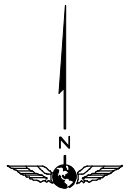
| Apt Elev 240′ | Trans level: By ATC Trans alt: 6000′ |
|---|---|




# NINOT TWO BRAVO (NINOT 2B) *[NINO2B]*
# RIKOS TWO BRAVO (RIKOS 2B) *[RIKO2B]*
# SOPET TWO BRAVO (SOPET 2B) *[SOPE2B]*
## RWY 12 DEPARTURES
### TO NORTHEAST & EAST




❶ Possible fluctuations of DME on VLC R-111.




NOT TO SCALE

These SIDs require a minimum climb gradient of 334′ per NM (5.5 %) up to **2000′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 334′ per NM | 418 | 557 | 835 | 1114 | 1392 | 1671 |

| SID | ROUTING |
|---|---|
| **NINOT 2B** | Climb on runway heading to VLC 2 DME, turn RIGHT, intercept VLC R-125 to D9 VLC, turn LEFT, intercept VLC R-111 to NINOT. |
| **RIKOS 2B** | Climb on runway heading to VLC 2 DME, turn RIGHT, intercept VLC R-125 to D9 VLC, turn LEFT, along VLC 11 DME arc until passing VLC R-102, turn RIGHT, intercept VLC R-091 to RIKOS. |
| **SOPET 2B** | Climb on runway heading to VLC 2 DME, turn RIGHT, intercept VLC R-125 to D9 VLC, turn LEFT, along VLC 11 DME arc, intercept 010° bearing to SGO, 045° bearing to SOPET. |

*CHANGES:* SIDs renumbered & revised.

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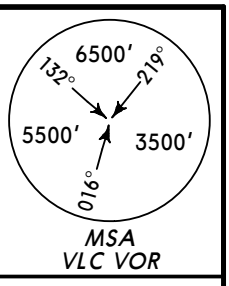
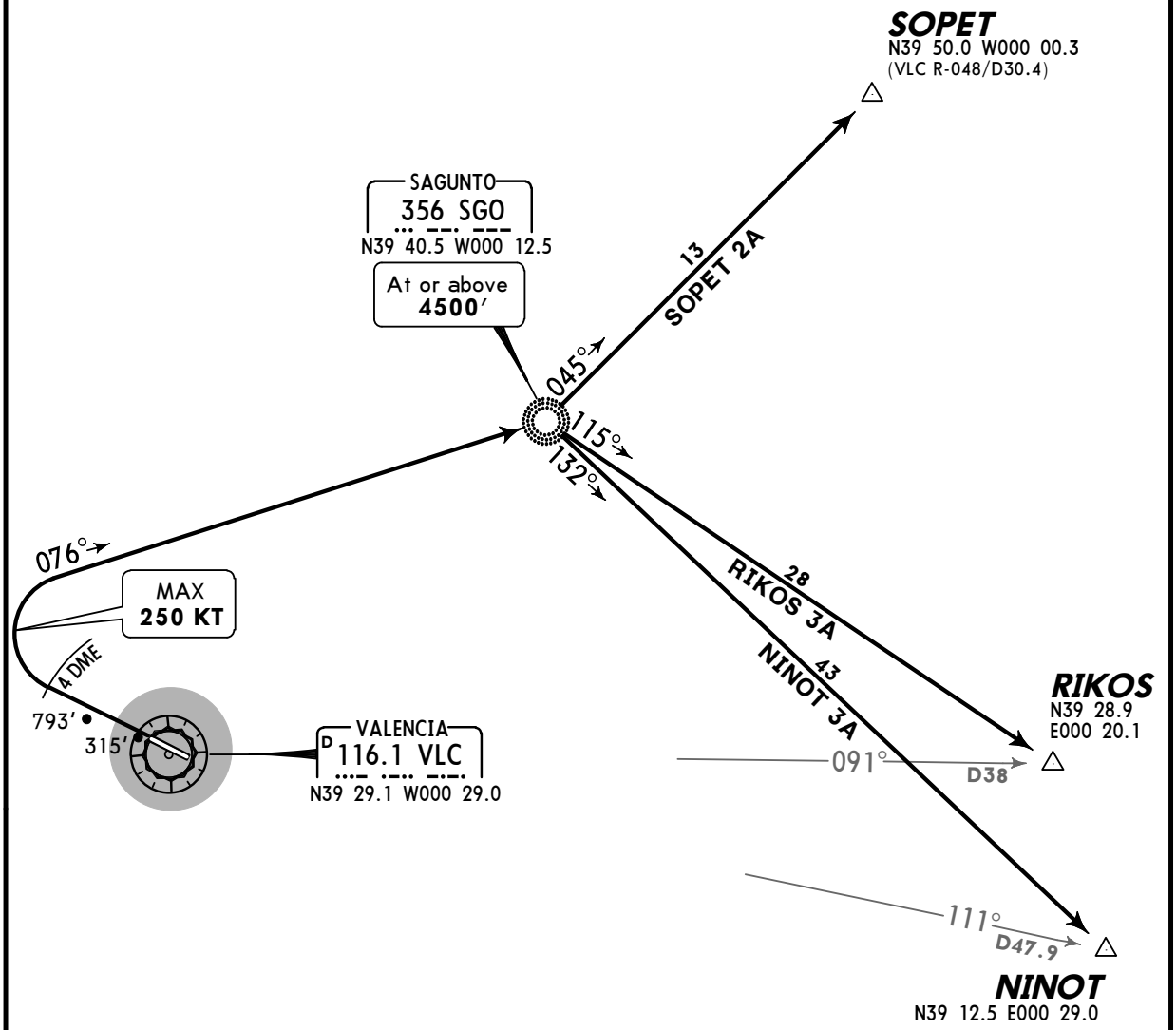
| Apt Elev 240′ | Trans level: By ATC Trans alt: 6000′ |
|---|---|




# NINOT THREE ALFA (NINOT 3A) *[NINO3A]*
# RIKOS THREE ALFA (RIKOS 3A) *[RIKO3A]*
# SOPET TWO ALFA (SOPET 2A) *[SOPE2A]*
## RWY 30 DEPARTURES
### TO NORTHEAST & EAST




These SIDs require a minimum climb gradient of
334′ per NM (5.5 %) up to **2000′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 334′ per NM | 418 | 557 | 835 | 1114 | 1392 | 1671 |

NOT TO SCALE

| SID | ROUTING |
|---|---|
| **NINOT 3A** | Climb on runway heading to VLC 4 DME, turn RIGHT, intercept 076° bearing to SGO, 132° bearing to NINOT. |
| **RIKOS 3A** | Climb on runway heading to VLC 4 DME, turn RIGHT, intercept 076° bearing to SGO, 115° bearing to RIKOS. |
| **SOPET 2A** | Climb on runway heading to VLC 4 DME, turn RIGHT, intercept 076° bearing to SGO, 045° bearing to SOPET. |

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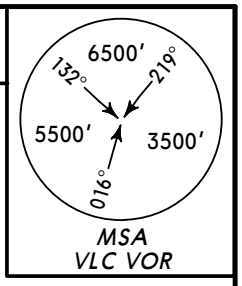
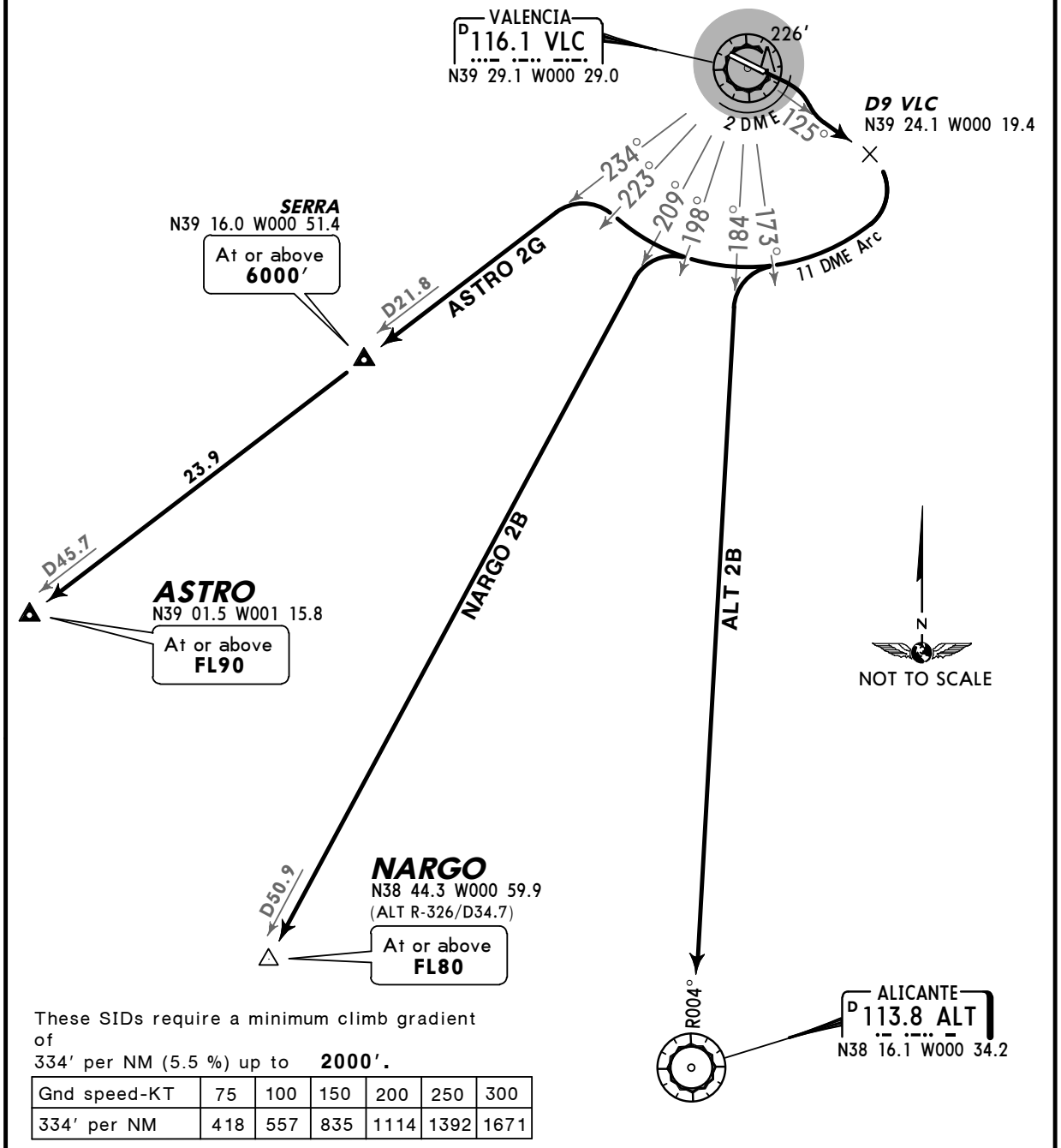
| Apt Elev | Trans level: By ATC Trans alt: 6000′ |
|---|---|
| 240′ | |

# ALICANTE TWO BRAVO (ALT 2B)
# ASTRO TWO GOLF (ASTRO 2G) *[ASTR2G]*
# NARGO TWO BRAVO (NARGO 2B) *[NARG2B]*
# RWY 12 DEPARTURES
## TO SOUTH




These SIDs require a minimum climb gradient of
334′ per NM (5.5 %) up to **2000′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 334′ per NM | 418 | 557 | 835 | 1114 | 1392 | 1671 |

| SID | ROUTING |
|---|---|
| **ALT 2B** | Climb on runway heading to VLC 2 DME, turn RIGHT, intercept VLC R-125 to D9 VLC, turn RIGHT, along VLC 11 DME arc until passing VLC R-173, turn LEFT, intercept VLC R-184 to ALT. |
| **ASTRO 2G** | Climb on runway heading to VLC 2 DME, turn RIGHT, intercept VLC R-125 to D9 VLC, turn RIGHT, along VLC 11 DME arc until passing VLC R-223, turn LEFT, intercept VLC R-234 via SERRA to ASTRO. |
| **NARGO 2B** | Climb on runway heading to VLC 2 DME, turn RIGHT, intercept VLC R-125 to D9 VLC, turn RIGHT, along VLC 11 DME arc until passing VLC R-198, turn LEFT, intercept VLC R-209 to NARGO. |

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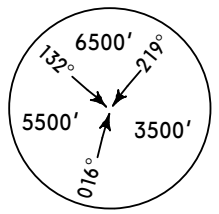
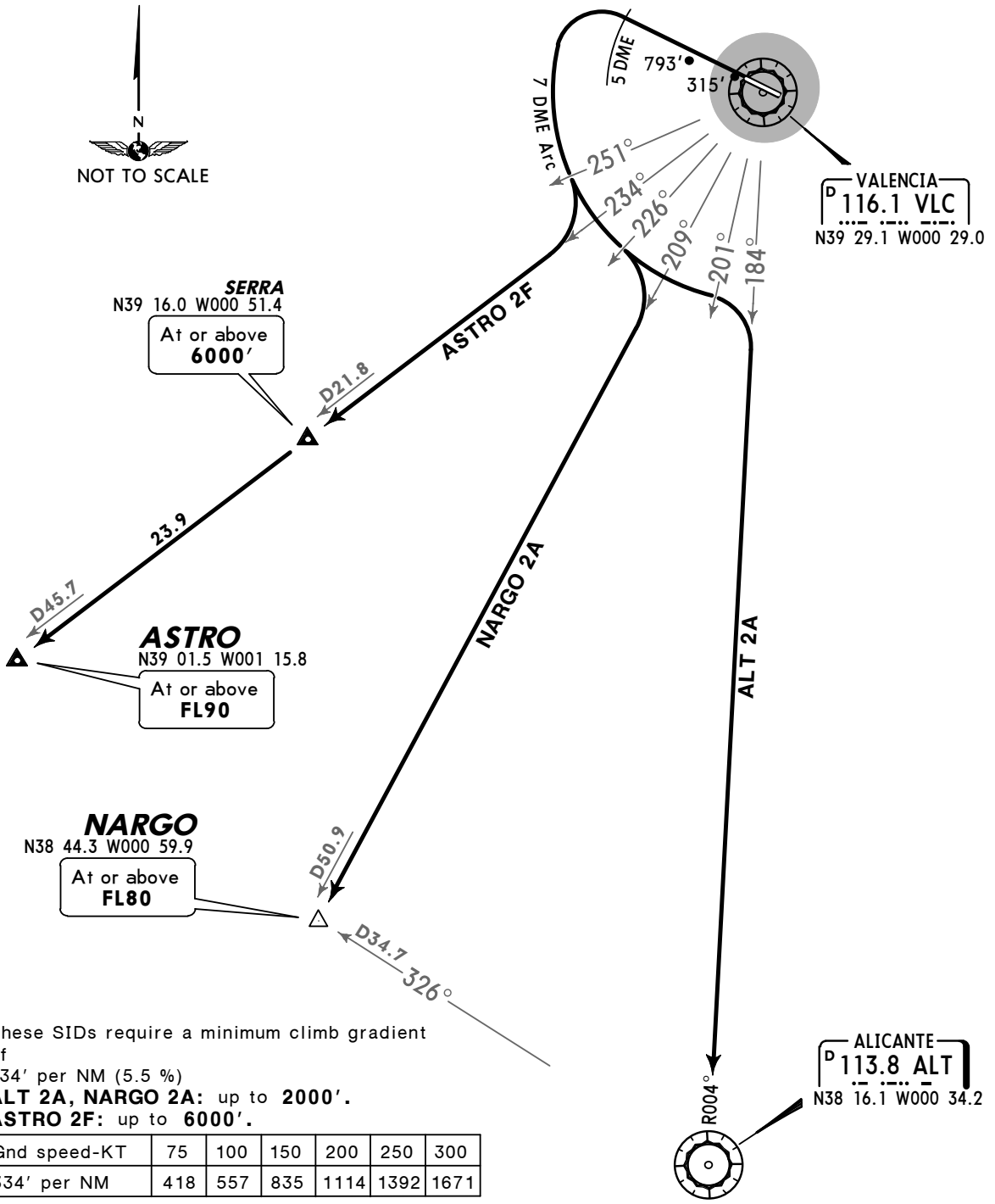
| Apt Elev | Trans level: By ATC Trans alt: 6000′ |
|---|---|
| 240′ | |




# ALICANTE TWO ALFA (ALT 2A)
# ASTRO TWO FOXTROT (ASTRO 2F) *[ASTR2F]*
# NARGO TWO ALFA (NARGO 2A) *[NARG2A]*
# RWY 30 DEPARTURES
## TO SOUTH




These SIDs require a minimum climb gradient of
334′ per NM (5.5 %)
**ALT 2A, NARGO 2A:** up to **2000′.**
**ASTRO 2F:** up to **6000′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 334′ per NM | 418 | 557 | 835 | 1114 | 1392 | 1671 |

| SID | ROUTING |
|---|---|
| **ALT 2A** | Climb on runway heading to VLC 5 DME, turn LEFT, along VLC 7 DME arc until passing VLC R-201, turn RIGHT, intercept VLC R-184 to ALT. |
| **ASTRO 2F** | Climb on runway heading to VLC 5 DME, turn LEFT, along VLC 7 DME arc until passing VLC R-251, turn RIGHT, intercept VLC R-234 via SERRA to ASTRO. |
| **NARGO 2A** | Climb on runway heading to VLC 5 DME, turn LEFT, along VLC 7 DME arc until passing VLC R-226, turn RIGHT, intercept VLC R-209 to NARGO. |

*CHANGES:* SIDs renumbered & revised.

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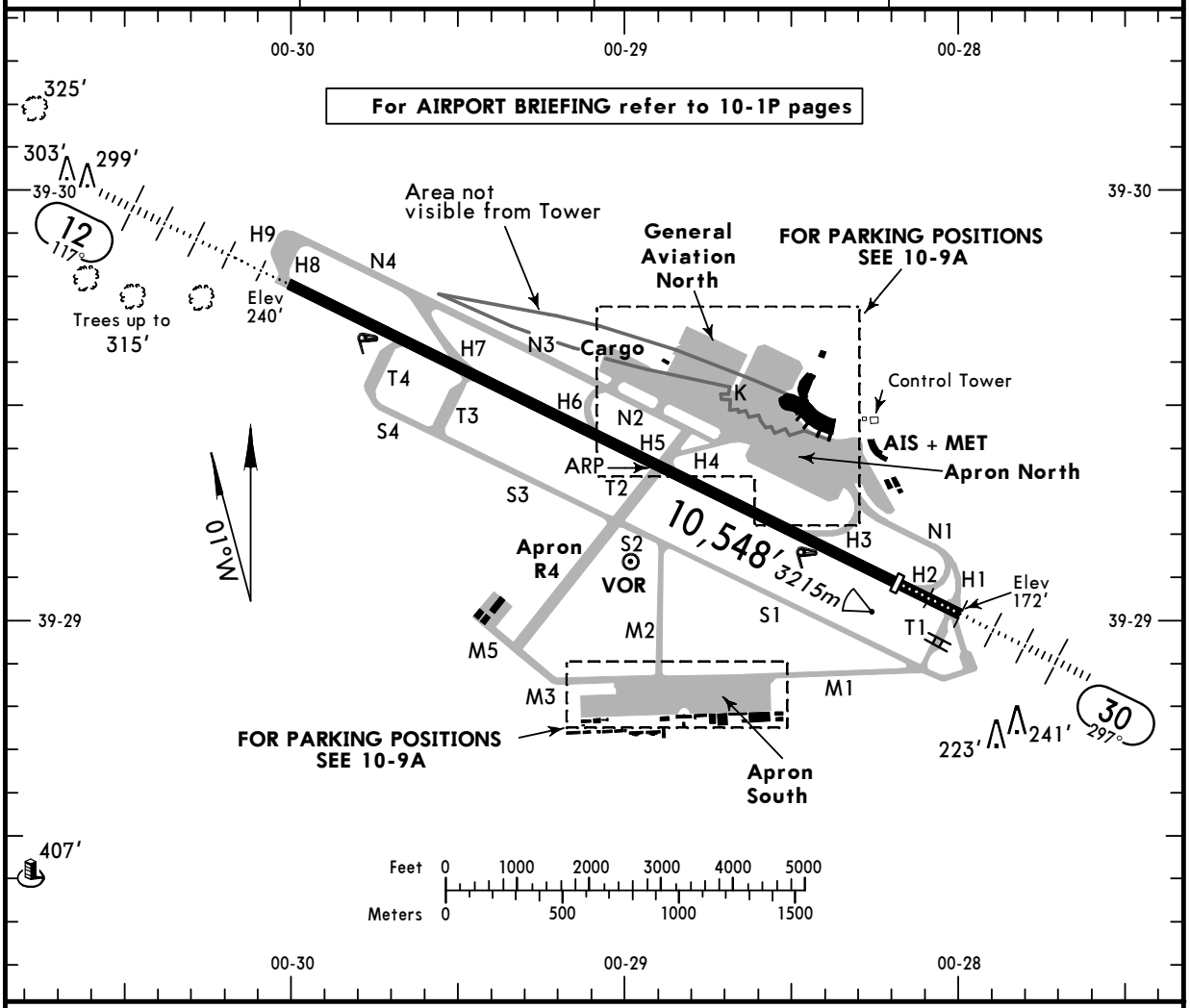
# LEVC/VLC

*Apt Elev* **240′**
N39 29.4 W000 28.9

JEPPESEN
5 NOV 10 (10-9) **Eff 18 Nov**

# VALENCIA, SPAIN
## MANISES

| ATIS | VALENCIA Clearance | Ground | Tower |
|---|---|---|---|
| 121.07 | 123.57 | 121.87 | 118.55 |




**For AIRPORT BRIEFING refer to 10-1P pages**

## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND — Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 12 | HIRL *(50m)* CL *(30m)* HIALS PAPI-L (3.0°) | | 9333′ *2845m* | ❶ | 148′ *45m* |
| 30 | HIRL *(50m)* CL *(30m)* HIALS REIL PAPI-L (3.0°) RVR | 9564′ *2915m* | 8713′ *2656m* | | |

❶ TAKE-OFF RUN AVAILABLE

RWY 12:

| | |
|---|---|
| From rwy head | 10,548′ (3215m) |
| twy T4 int | 8858′ (2700m) |
| twy T3 int | 7677′ (2340m) |
| twy H7 int | 7382′ (2250m) |
| twy H6 int | 5561′ (1695m) |
| twy T2 int | 4724′ (1440m) |

RWY 30:

| | |
|---|---|
| From rwy head | 10,548′ (3215m) |
| twy H3 int | 8071′ (2460m) |
| twy T2 int | 5807′ (1770m) |

**Standard** TAKE-OFF ❶

| | LVP must be in force | | | | |
|---|---|---|---|---|---|
| | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
| A | *150m* | *200m* | *250m* | *400m* | *500m* |
| B | | | | | |
| C | | | | | |
| D | *200m* | *250m* | *300m* | | |

❶ Operators applying U.S. Ops Specs: CL required below 300m.

*CHANGES:* Communications. Apron.

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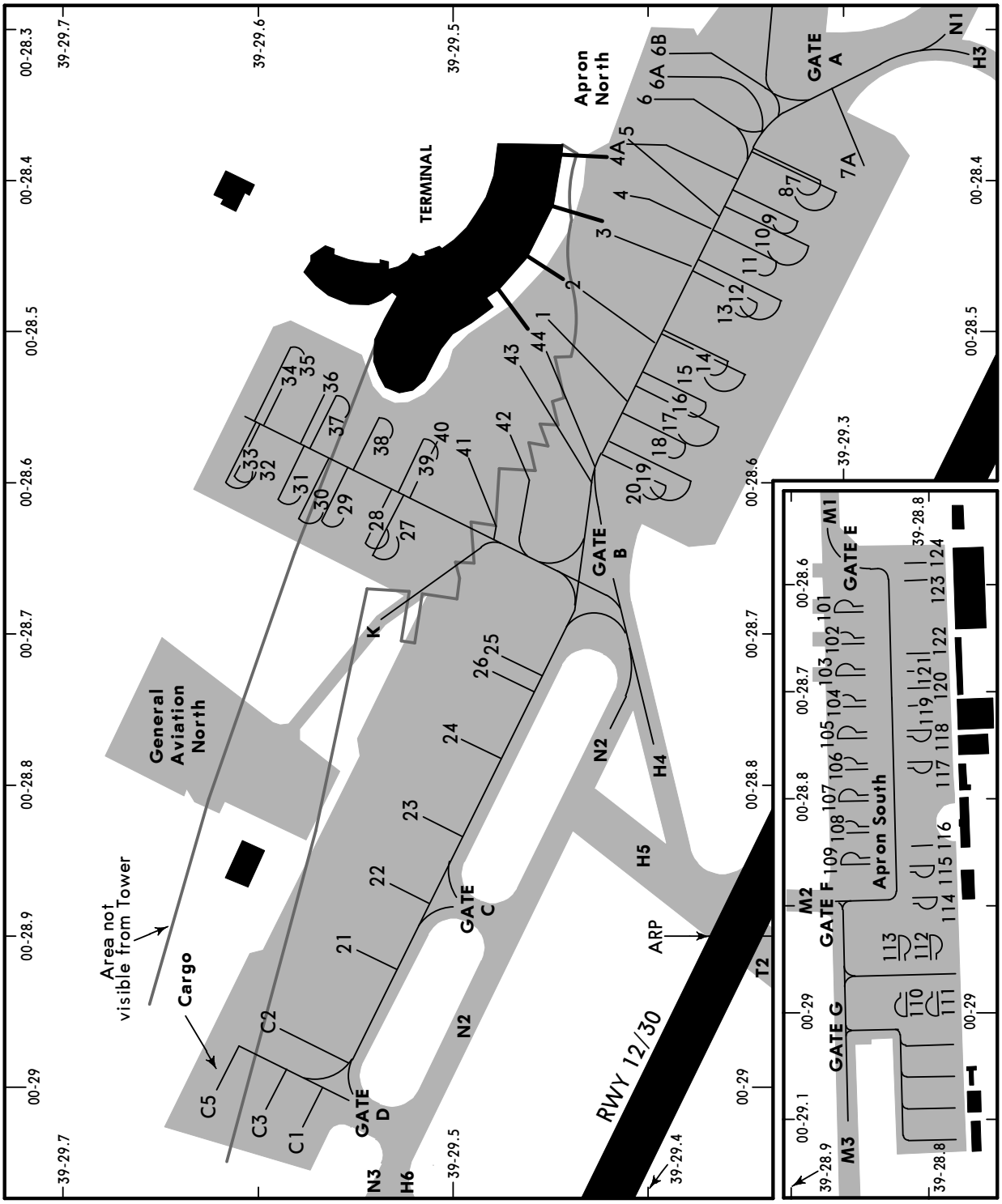
# LEVC/VLC

JEPPESEN

5 NOV 10 (10-9A) Eff 18 Nov

# VALENCIA, SPAIN
## MANISES




## INS COORDINATES

| STAND No. | COORDINATES |
|---|---|
| 1 | N39 29.5 W000 28.5 |
| 2 | N39 29.4 W000 28.5 |
| 3 thru 5 | N39 29.4 W000 28.4 |
| 6 thru 6B | N39 29.4 W000 28.3 |
| 7 thru 9 | N39 29.3 W000 28.4 |
| 10, 11 | N39 29.4 W000 28.4 |
| 12 thru 16 | N39 29.4 W000 28.5 |
| 17 thru 20 | N39 29.4 W000 28.6 |
| 21 | N39 29.6 W000 28.9 |
| 22 | N39 29.5 W000 28.9 |
| 23 | N39 29.5 W000 28.8 |
| 24 thru 26 | N39 29.5 W000 28.7 |
| 27, 28 | N39 29.5 W000 28.6 |
| 29 thru 33 | N39 29.6 W000 28.6 |
| 34 thru 37 | N39 29.6 W000 28.5 |
| 38 | N39 29.5 W000 28.5 |
| 39 thru 42 | N39 29.5 W000 28.6 |
| 43, 44 | N39 29.5 W000 28.5 |
| 101 | N39 28.9 W000 28.6 |
| 102 thru 104 | N39 28.9 W000 28.7 |
| 105 thru 108 | N39 28.9 W000 28.8 |
| 109 | N39 28.9 W000 28.9 |
| 110 | N39 28.8 W000 29.0 |
| 111 thru 114 | N39 28.8 W000 28.9 |
| 115 | N39 28.8 W000 28.8 |
| 116 thru 120 | N39 28.8 W000 28.7 |
| 121 thru 124 | N39 28.8 W000 28.6 |
| C1 thru C5 | N39 29.6 W000 29.0 |

*CHANGES:* Coordinates.

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| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| 12 | ILS | **440**′(200′) | **441**′(201′) | **449**′(209′) | **460**′(220′) |
| | | **R550m** | **R600m** | **R600m** | **R600m** |
| | *ALS out* | R1000m | R1000m | R1000m | R1000m |
| | LOC | **1090**′(850′) | **1090**′(850′) | **1090**′(850′) | **1090**′(850′) |
| | | **R1200m** | **R1400m** | **R1400m** | **R1800m** |
| | *ALS out* | R1500m | R1500m | R2000m | R2000m |
| | VOR | **1090**′(850′) | **1090**′(850′) | **1090**′(850′) | **1090**′(850′) |
| | | **R1200m** | **R1400m** | **R1400m** | **R1800m** |
| | *ALS out* | R1500m | R1500m | R2000m | R2000m |
| 30 | ILS | **420**′(245′) | **432**′(257′) | **440**′(265′) | **451**′(276′) |
| | | **R600m** | **R650m** | **R650m** | **R650m** |
| | *ALS out* | R1000m | R1200m | R1200m | R1200m |
| | LOC | **630**′(455′) | **630**′(455′) | **630**′(455′) | **630**′(455′) |
| | | **R1000m** | **R1200m** | **R1200m** | **R1600m** |
| | *ALS out* | R1500m | R1500m | R2000m | R2000m |
| | VOR | **610**′(435′) | **610**′(435′) | **610**′(435′) | **610**′(435′) |
| | | **R900m** | **R1000m** | **R1000m** | **R1400m** |
| | *ALS out* | R1500m | R1500m | R1800m | R2000m |
| | Lctr | **570**′(395′) | **570**′(395′) | **570**′(395′) | **570**′(395′) |
| | | **R900m** | **R1000m** | **R1000m** | **R1400m** |
| | *ALS out* | R1500m | R1500m | R1800m | R2000m |
| | NDB | **820**′(645′) | **820**′(645′) | **820**′(645′) | **820**′(645′) |
| | | **R1000m** | **R1200m** | **R1200m** | **R1600m** |
| | *ALS out* | R1500m | R1500m | R2000m | R2000m |

| CIRCLE-TO-LAND | 100 KT | 135 KT | 180 KT | 205 KT |
|---|---|---|---|---|
| | **790**′(550′) | **1170**′(930′) | **1280**′(1040′) | **1630**′(1390′) |
| | V1500m | V1600m | V2400m | V3600m |
| After NDB 30 | **820**′(580′) | **1170**′(930′) | **1280**′(1040′) | **1630**′(1390′) |
| | V1500m | V1600m | V2400m | V3600m |
| After apch to rwy 12 | **1300**′(1060′) | **1300**′(1060′) | **1300**′(1060′) | **1630**′(1390′) |
| | V1500m | V1600m | V2400m | V3600m |

## TAKE-OFF RWY 12, 30

| | LVP must be in Force | | | |
|---|---|---|---|---|
| | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
| A, B, C | *200m* | *250m* | *400m* | *500m* |
| D | *250m* | *300m* | | |


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# LEVC/VLC
## MANISES

JEPPESEN
5 NOV 10 (11-1) Eff 18 Nov

# VALENCIA, SPAIN
## ILS Rwy 12

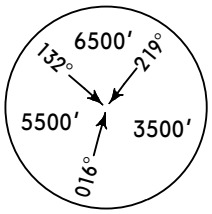
BRIEFING STRIP ™

| ATIS | VALENCIA Approach | | VALENCIA Tower | Ground |
|---|---|---|---|---|
| 121.07 | 124.75 | 120.1 | 118.55 | 121.87 |

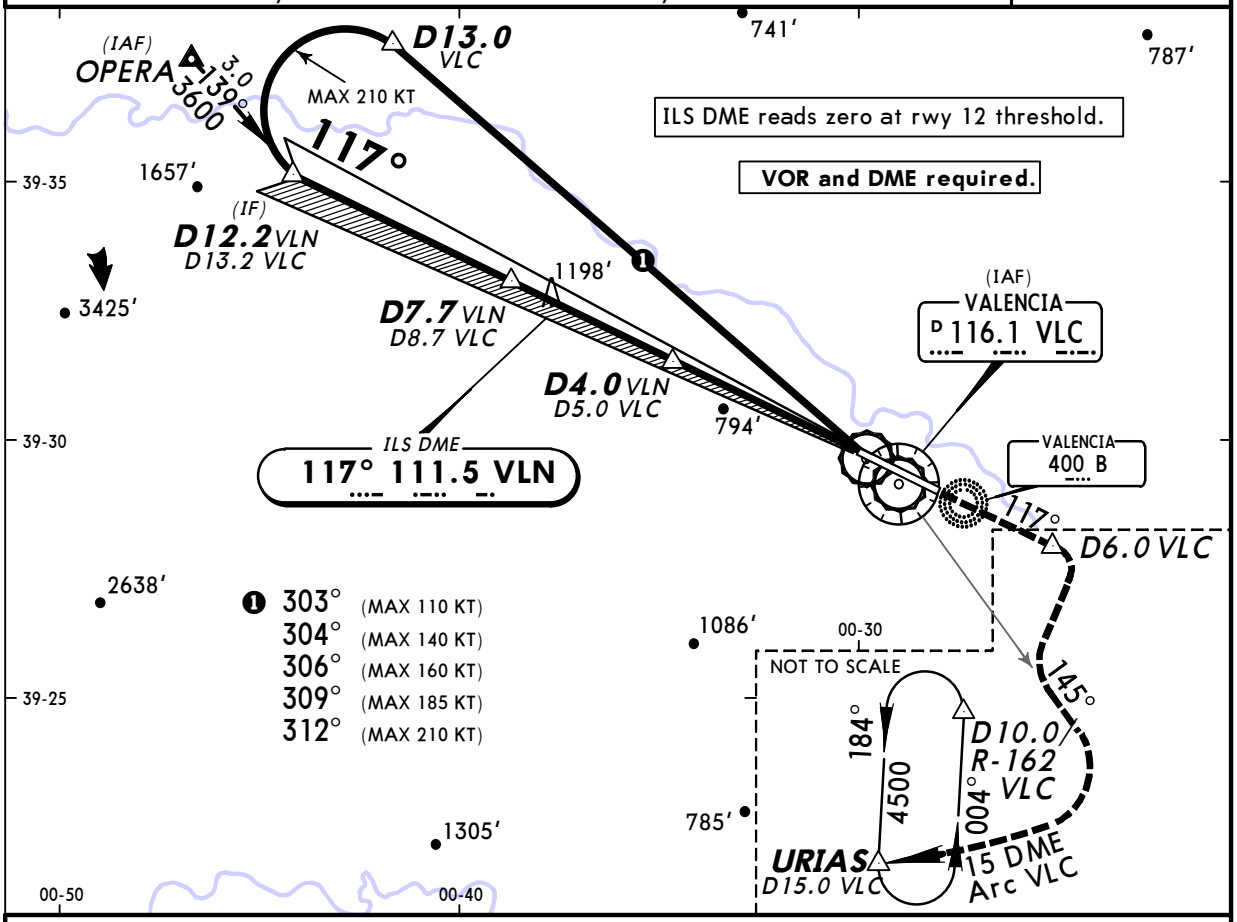
| LOC VLN | Final Apch Crs | GS | ILS DA(H) | Apt Elev 240' |
|---|---|---|---|---|
| 111.5 | 117° | D4.0 VLN 1580' (1340') | Refer to Minimums | RWY 240' |

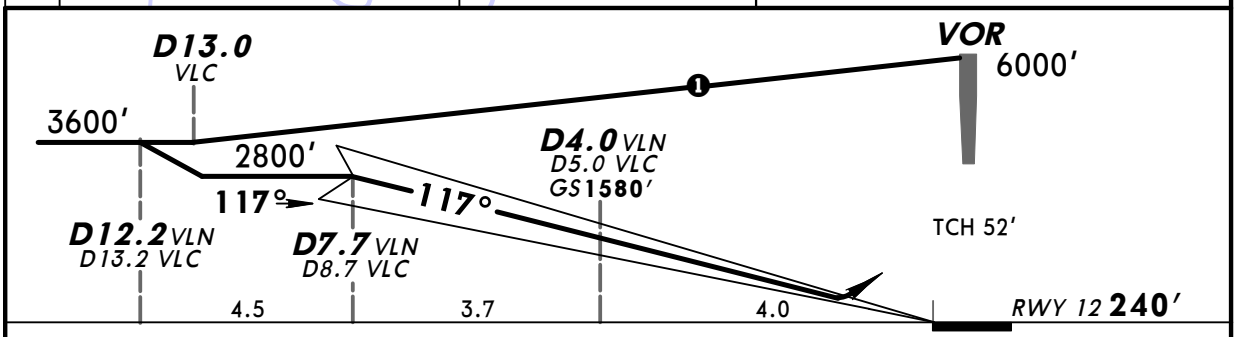
**MISSED APCH:** Climb on rwy heading to D6.0 VLC, then turn RIGHT to intercept and follow R-145 VLC, then turn RIGHT onto 15 DME Arc VLC to URIAS climb to 4500' and hold. Await instructions from ATC.

Alt Set: hPa  Rwy Elev: 9 hPa  Trans level: By ATC  Trans alt: 6000'




MSA VLC VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |

HIALS
PAPI

D6.0 VLC

RT

VLC on 116.1 R-145

**Standard** STRAIGHT-IN LANDING RWY 12

DA(H) A: 440' (200')  C: 449' (209')
B: 441' (201')  D: 460' (220')

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1300' (1060') | 1500m |
| 135 | 1300' (1060') | 1600m |
| 180 | 1300' (1060') | 2400m |
| 205 | 1630' (1390') | 3600m |

PANS OPS 4

CHANGES: Communications. Procedure. Minimums.

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# LEVC/VLC
## MANISES

JEPPESEN
5 NOV 10 (11-2) Eff 18 Nov

# VALENCIA, SPAIN
## LOC Rwy 12

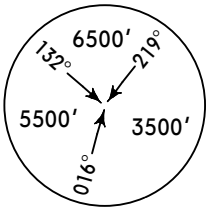
BRIEFING STRIP ™

| ATIS | VALENCIA Approach | VALENCIA Tower | Ground |
|---|---|---|---|
| 121.07 | 124.75 120.1 | 118.55 | 121.87 |

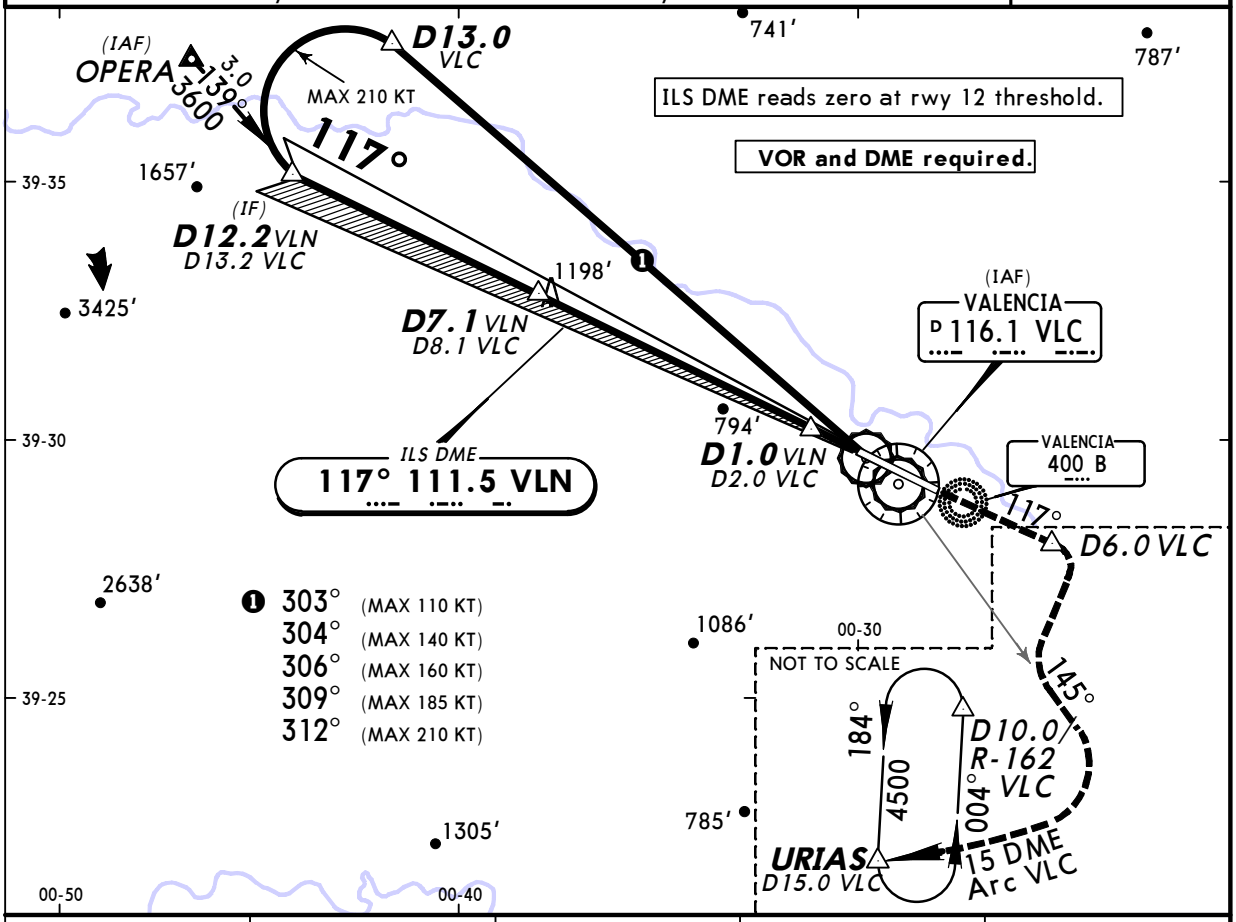
| LOC VLN | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 240′ |
|---|---|---|---|---|
| 111.5 | 117° | D7.1 VLN 2500′ (2260′) | 1090′ (850′) | RWY 240′ |

**MISSED APCH:** Climb on rwy heading to D6.0 VLC, then turn RIGHT to intercept and follow R-145 VLC, then turn RIGHT onto 15 DME Arc VLC to URIAS climb to 4500′ and hold. Await instructions from ATC.

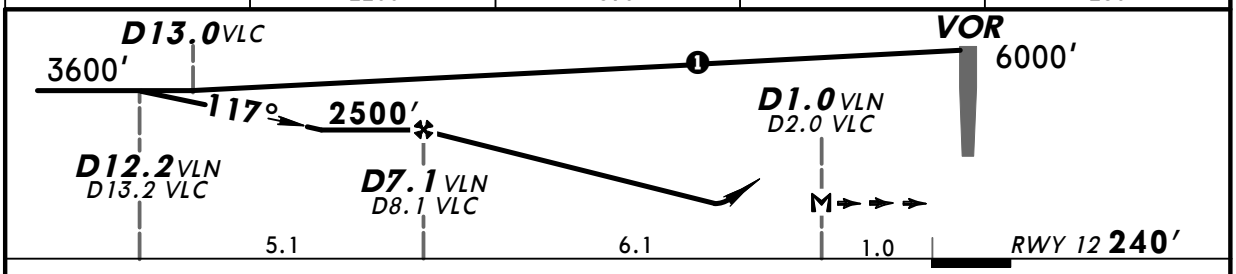
Alt Set: hPa  Rwy Elev: 9 hPa  Trans level: By ATC  Trans alt: 6000′




MSA VLC VOR




| VLN DME | 6.0 | 5.0 | 4.0 | 3.0 |
|---|---|---|---|---|
| ALTITUDE | 2200′ | 1890′ | 1570′ | 1250′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.0 VLN/D2.0 VLC | | | | | | | |

HIALS
PAPI

D6.0 VLC

RT

VLC on 116.1 R-145

**Standard** STRAIGHT-IN LANDING RWY 12

DA(H) 1090′ (850′)

ALS out

| | | Max Kts | MDA(H) | VIS |
|---|---|---|---|---|
| A | RVR 1500m | 100 | 1300′ (1060′) | 1500m |
| B | | 135 | 1300′ (1060′) | 1600m |
| C | CMV 2400m | 180 | 1300′ (1060′) | 2400m |
| D | | 205 | 1630′ (1390′) | 3600m |

CIRCLE-TO-LAND

PANS OPS 4

CHANGES: Communications. Procedure. Minimums.

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# LEVC/VLC
## MANISES

JEPPESEN
5 NOV 10 (11-3) Eff 18 Nov

# VALENCIA, SPAIN
## ILS Rwy 30

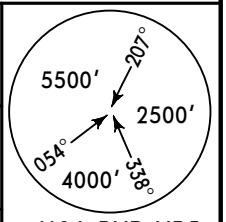
BRIEFING STRIP™

| ATIS | VALENCIA Approach | VALENCIA Tower | Ground |
|---|---|---|---|
| 121.07 | 124.75 120.1 | 118.55 | 121.87 |

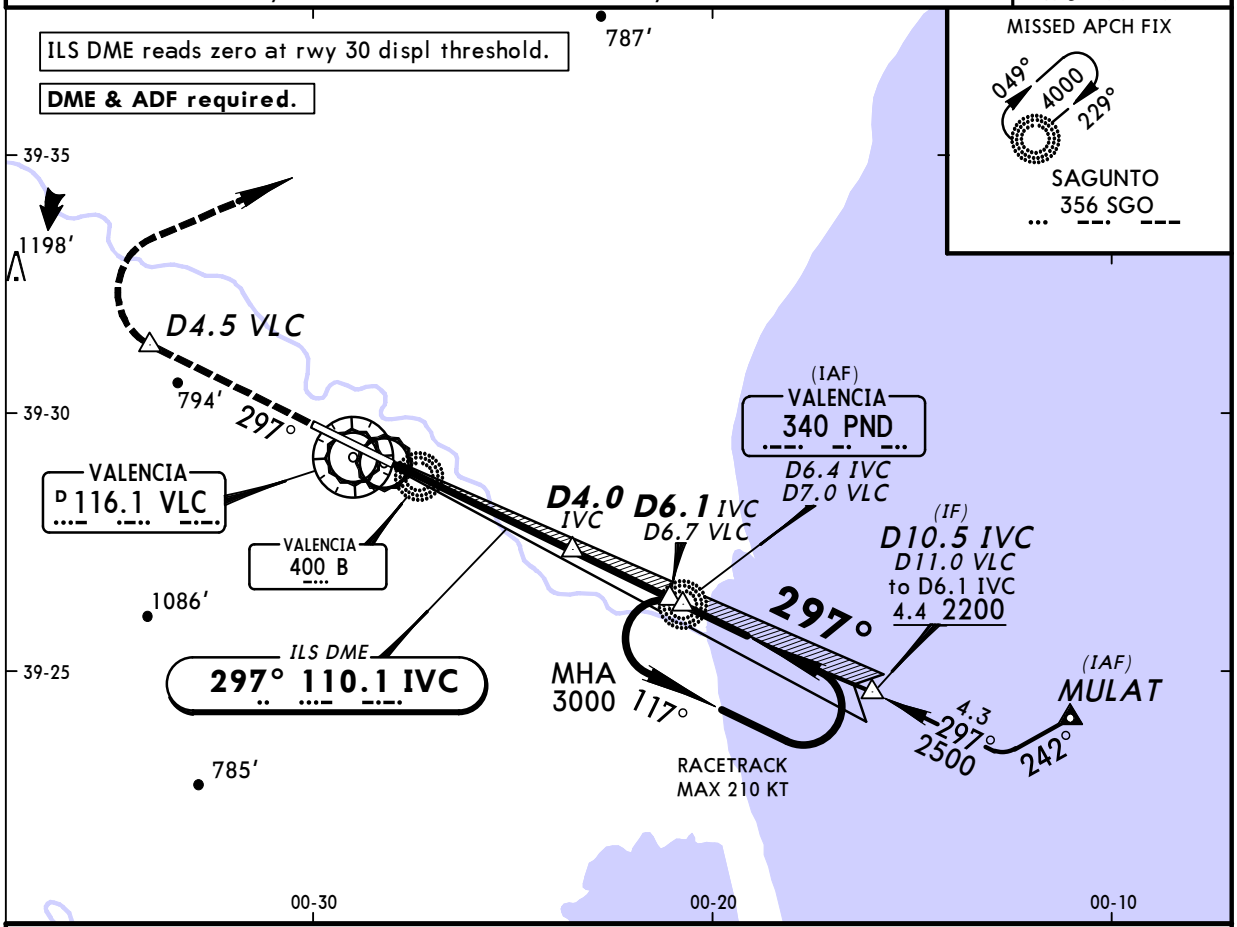
| LOC IVC | Final Apch Crs | GS D4.0 IVC | ILS DA(H) | Apt Elev 240' |
|---|---|---|---|---|
| 110.1 | 297° | 1516' (1341') | Refer to Minimums | RWY 175' |

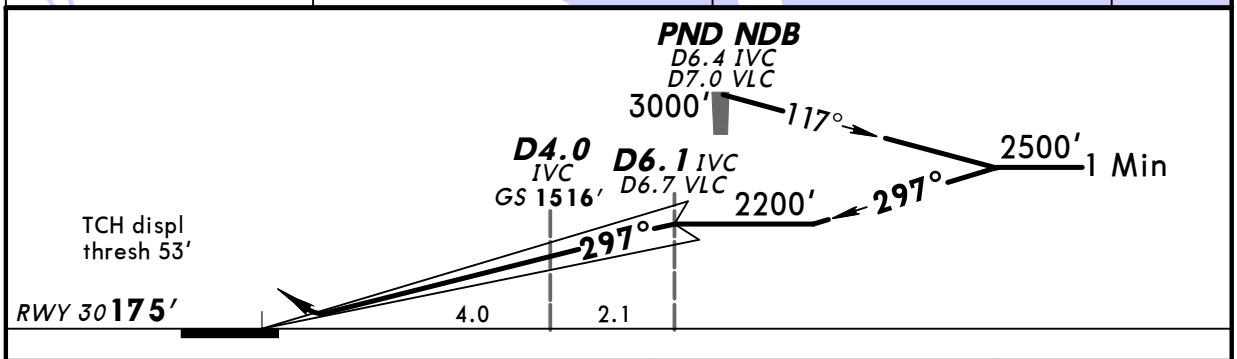
**MISSED APCH:** Climb on rwy heading to D4.5 VLC, then turn RIGHT (MAX 230 KT) direct to SGO NDB climbing to 4000' and hold.

Alt Set: hPa  Rwy Elev: 6 hPa  Trans level: By ATC  Trans alt: 6000'




MSA PND NDB




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 769 |

HIALS
REIL
PAPI

D4.5 VLC

**Standard** STRAIGHT-IN LANDING RWY 30

DA(H) A: 420' (245') C: 440' (265')
B: 432' (257') D: 451' (276')

| | FULL | Limited | ALS out |
|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1300m |
| B | RVR 600m | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 790' (550') | 1500m |
| 135 | 1170' (930') | 1600m |
| 180 | 1280' (1040') | 2400m |
| 205 | 1630' (1390') | 3600m |

PANS OPS 4

CHANGES: Communications. Procedure. Minimums.

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# LEVC/VLC
## MANISES

JEPPESEN
5 NOV 10 (11-4) Eff 18 Nov

# VALENCIA, SPAIN
## LOC Rwy 30

BRIEFING STRIP™

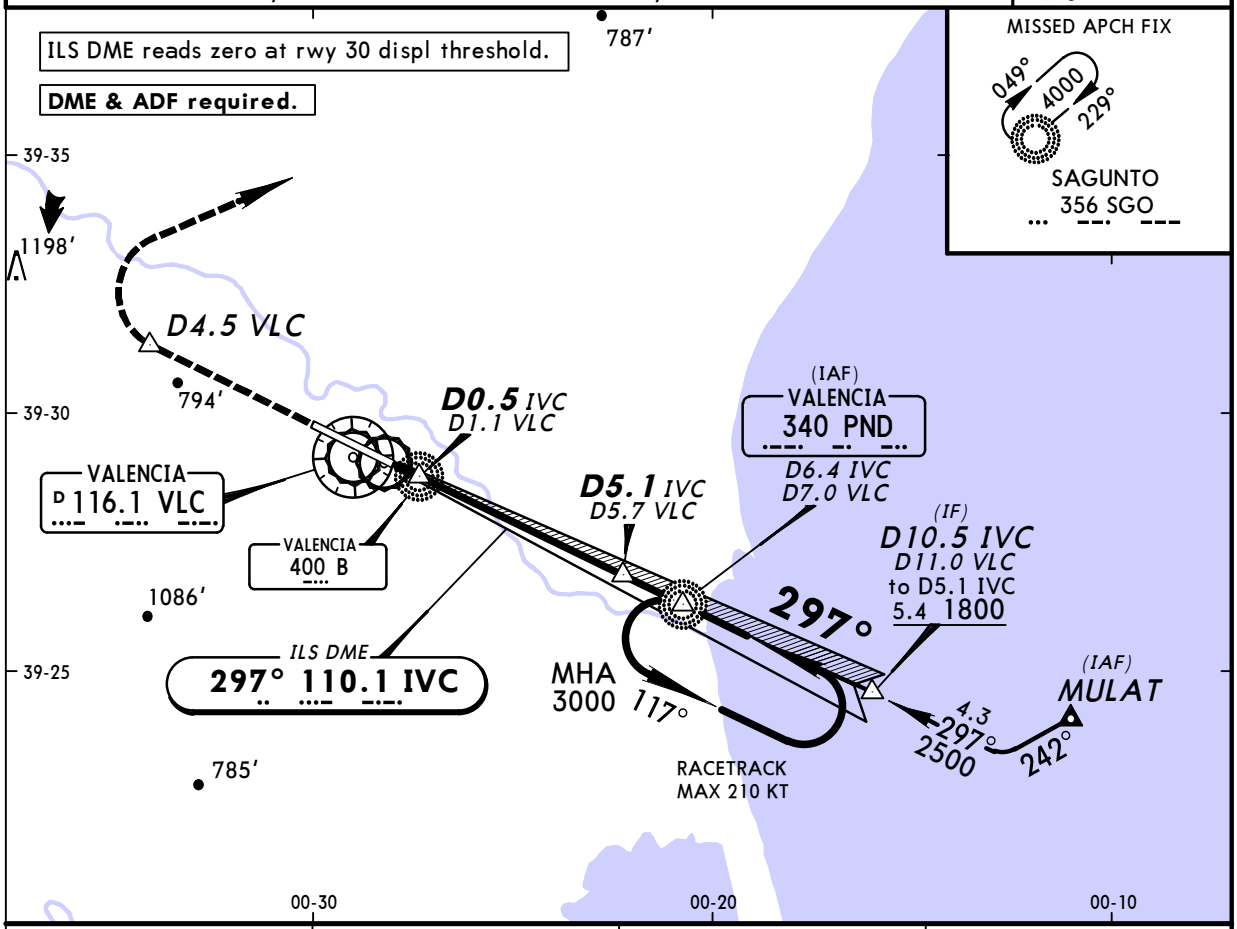
| ATIS | VALENCIA Approach | VALENCIA Tower | Ground |
|---|---|---|---|
| 121.07 | 124.75 120.1 | 118.55 | 121.87 |

| LOC IVC | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 110.1 | 297° | D5.1 IVC 1800′ (1625′) | 630′ (455′) | Apt Elev 240′ / RWY 175′ |

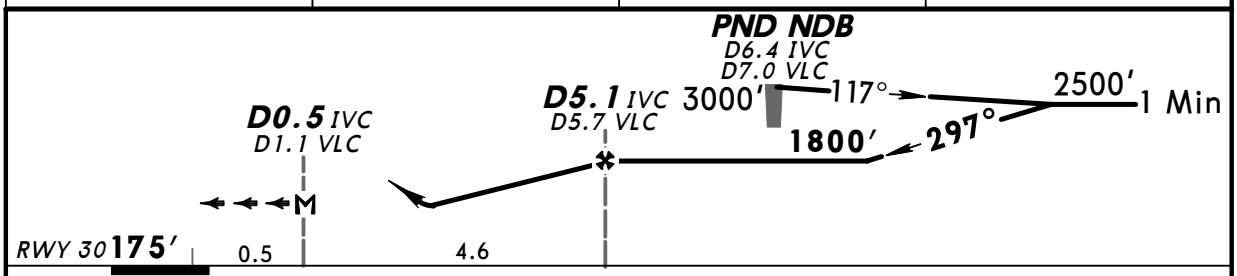
**MISSED APCH:** Climb on rwy heading to D4.5 VLC, then turn RIGHT (MAX 230 KT) direct to SGO NDB climbing to 4000′ and hold.

Alt Set: hPa  Rwy Elev: 6 hPa  Trans level: By ATC  Trans alt: 6000′

MSA PND NDB: 5500′ (207°), 2500′ (054°), 4000′ (338°)




| IVC DME | 2.0 | 3.0 | 4.0 |
|---|---|---|---|
| ALTITUDE | 870′ | 1190′ | 1500′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.5 IVC/D1.1 VLC | | | | | | |

HIALS
REIL
PAPI

D4.5 VLC

PANS OPS 4

**Standard** STRAIGHT-IN LANDING RWY 30

DA(H) 630′ (455′)

| | | ALS out |
|---|---|---|
| A | RVR 1400m | RVR 1500m |
| B | | |
| C | | CMV 2100m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 790′ (550′) | 1500m |
| 135 | 1170′ (930′) | 1600m |
| 180 | 1280′ (1040′) | 2400m |
| 205 | 1630′ (1390′) | 3600m |

CHANGES: Communications. Minimums.

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# LEVC/VLC
## MANISES

JEPPESEN
5 NOV 10 (13-1) Eff 18 Nov

# VALENCIA, SPAIN
## VOR Z Rwy 12

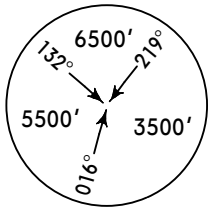
BRIEFING STRIP™

| ATIS | VALENCIA Approach | VALENCIA Tower | Ground |
|---|---|---|---|
| 121.07 | 124.75 120.1 | 118.55 | 121.87 |

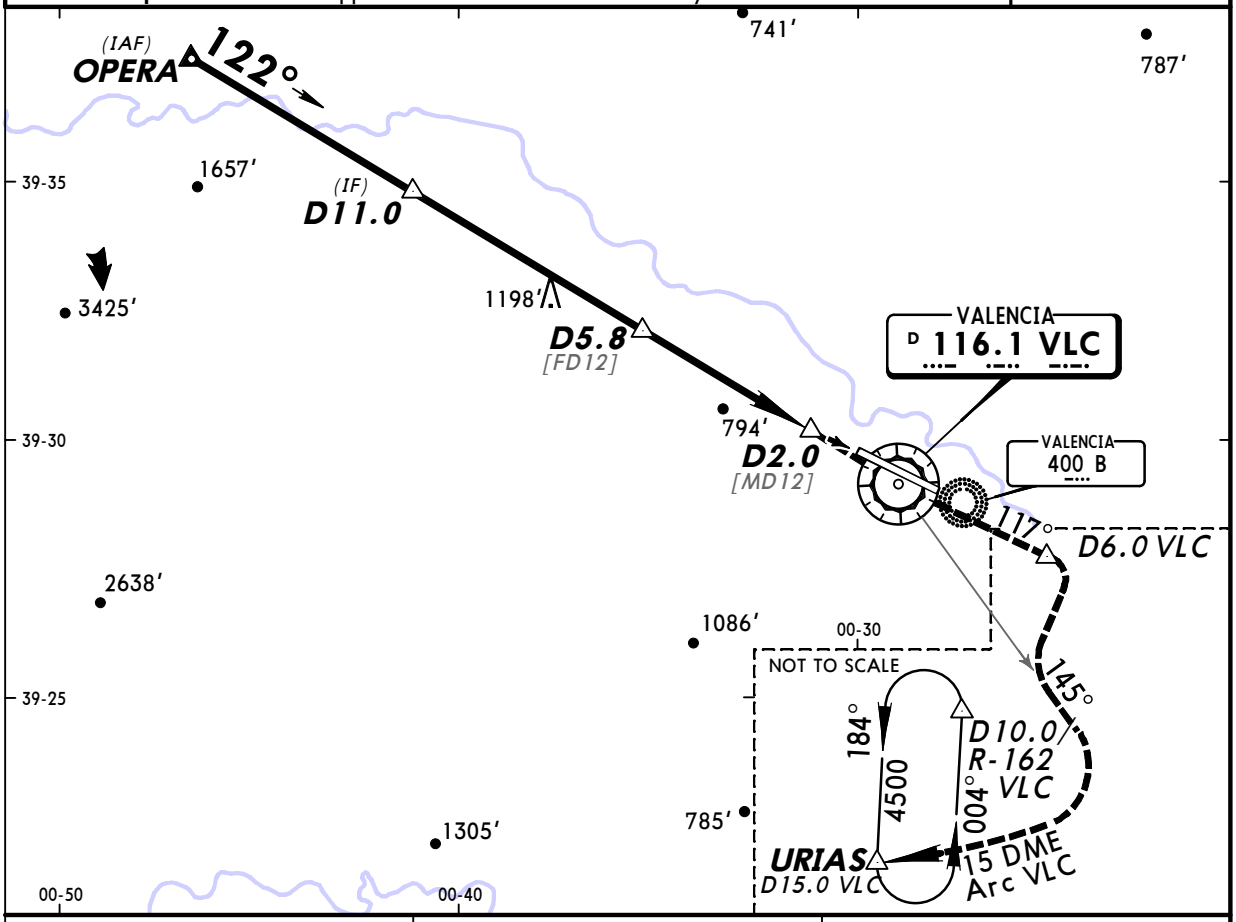
| VOR | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev |
|---|---|---|---|---|
| VLC 116.1 | 122° | D5.8 2000′ (1760′) | 1090′ (850′) | 240′ |

**MISSED APCH:** Climb direct to VOR to intercept R-117. At D6.0 turn RIGHT to intercept R-145, then turn RIGHT onto 15 DME Arc to URIAS climbing to 4500′ and hold. Await instructions from ATC.

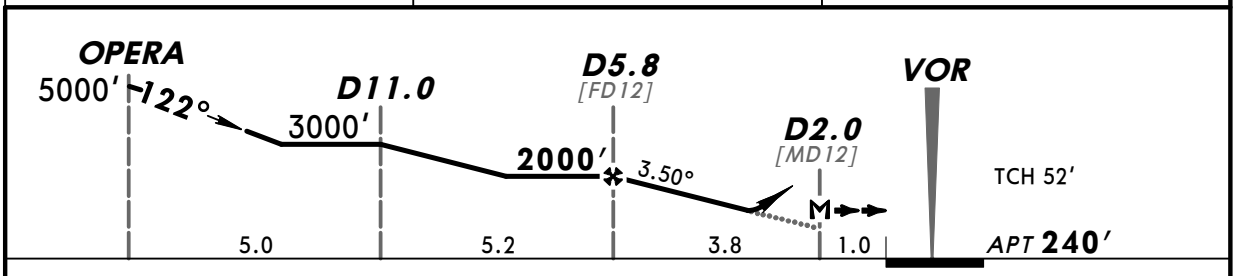
Alt Set: hPa  Apt Elev: 9 hPa  Trans level: By ATC  Trans alt: 6000′
1. **DME required.** 2. Final approach track offset 5° from rwy centerline.



MSA VLC VOR




| VLC DME | 5.0 | 4.0 |
|---|---|---|
| ALTITUDE | 1780′ | 1410′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.50° | 434 | 557 | 619 | 743 | 867 | 991 |
| MAP at D2.0 | | | | | | | |

HIALS
PAPI

VLC 116.1

LT

VLC on 116.1 R-117

**Standard** STRAIGHT-IN LANDING RWY 12

DA(H) 1090′ (850′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | CMV 2400m | |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1300′ (1060′) | 1500m |
| 135 | 1300′ (1060′) | 1600m |
| 180 | 1300′ (1060′) | 2400m |
| 205 | 1630′ (1390′) | 3600m |

PANS OPS 4

CHANGES: Communications. Procedure. Minimums.

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# LEVC/VLC
## MANISES

JEPPESEN
5 NOV 10 (13-2) Eff 18 Nov

# VALENCIA, SPAIN
## VOR A Rwy 12

BRIEFING STRIP™

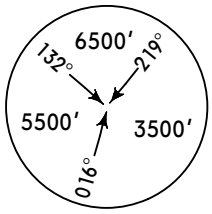
| ATIS | VALENCIA Approach | VALENCIA Tower | Ground |
|---|---|---|---|
| 121.07 | 124.75 120.1 | 118.55 | 121.87 |

| VOR | Final Apch Crs | Procedure Alt | MDA(H) | Apt Elev |
|---|---|---|---|---|
| VLC 116.1 | 120° | D6.0 2600′ (2360′) | Refer to Minimums | 240′ |

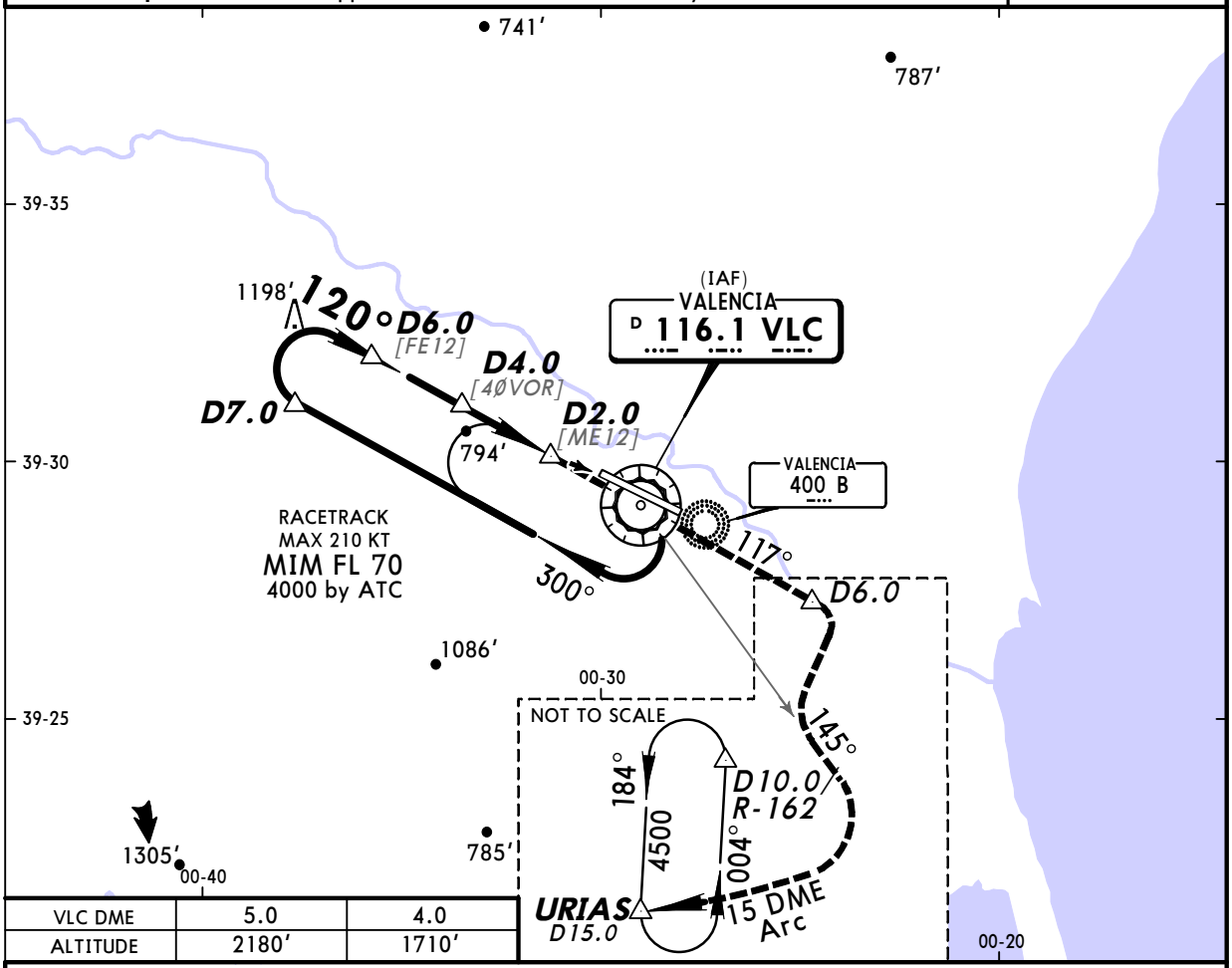
**MISSED APCH:** Climb direct to VOR to intercept R-117. At D6.0 turn RIGHT to intercept R-145, then turn RIGHT onto 15 DME Arc to URIAS climbing to 4500′ and hold. Await instructions from ATC.

Alt Set: hPa  Apt Elev: 9 hPa  Trans level: By ATC  Trans alt: 6000′

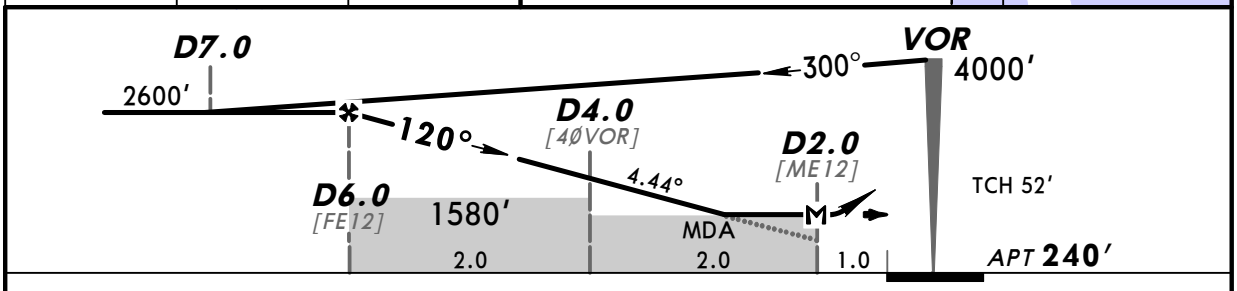
1. **DME required.** 2. Final approach track offset 3° from rwy centerline.




MSA VLC VOR




| | | |
|---|---|---|
| VLC DME | 5.0 | 4.0 |
| ALTITUDE | 2180′ | 1710′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 4.44° | 550 | 708 | 786 | 944 | 1101 | 1258 |
| MAP at D2.0 | | | | | | | |

Lighting-Refer to Airport Chart | VLC 116.1 | LT | VLC on 116.1 R-117

**Standard**

CIRCLE-TO-LAND

| | Max Kts | MDA(H) | VIS |
|---|---|---|---|
| A | 100 | 1300′ (1060′) | 1500m |
| B | 135 | 1300′ (1060′) | 1600m |
| C | 180 | 1300′ (1060′) | 2400m |
| D | 205 | 1630′ (1390′) | 3600m |

PANS OPS 4

*CHANGES:* Communications. Minimums. Descent angle.

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# LEVC/VLC
MANISES

JEPPESEN
5 NOV 10 (13-3) Eff 18 Nov

# VALENCIA, SPAIN
CAT C & D VOR Rwy 30

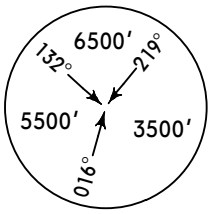
BRIEFING STRIP™

| ATIS | VALENCIA Approach | | VALENCIA Tower | Ground |
|---|---|---|---|---|
| 121.07 | 124.75 | 120.1 | 118.55 | 121.87 |

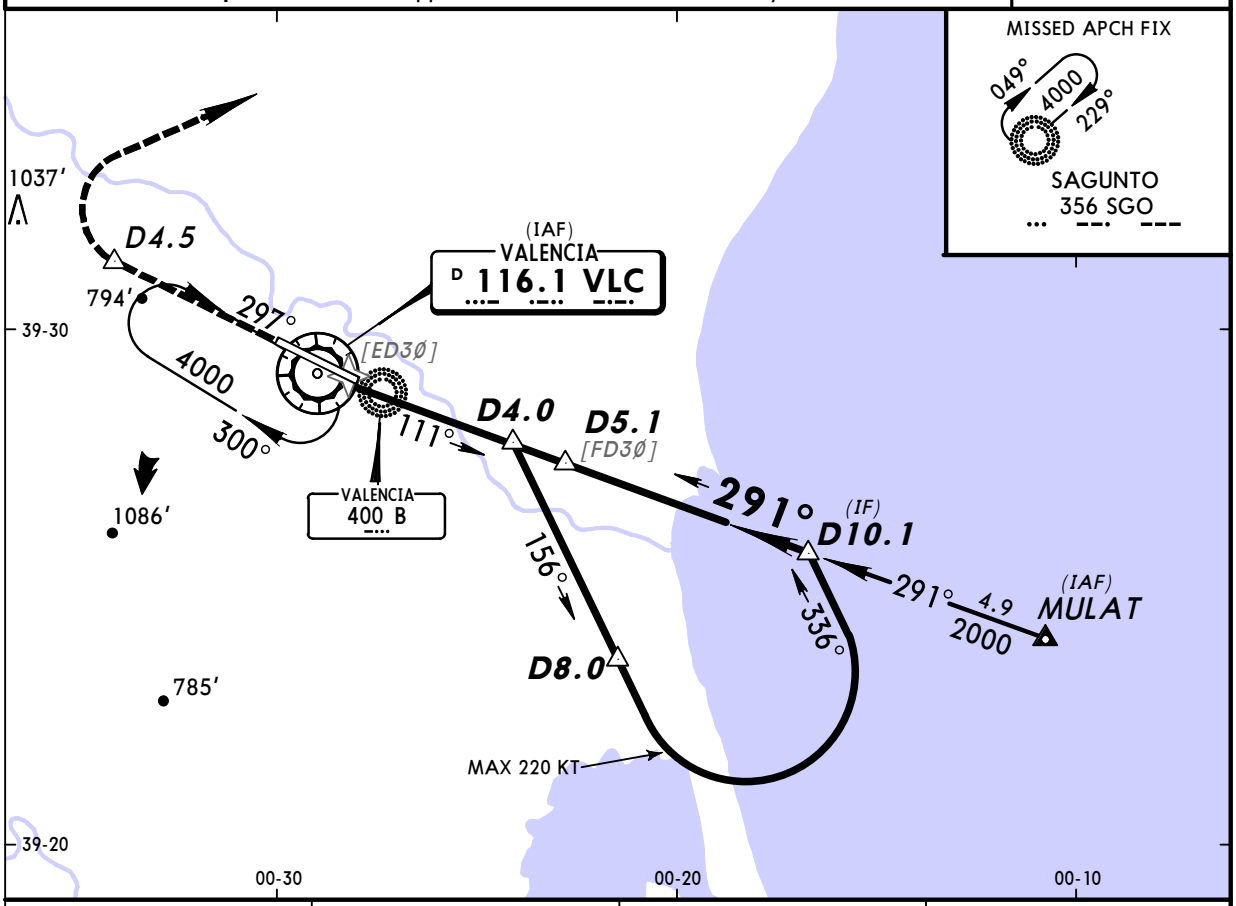
| VOR VLC | Final Apch Crs | Minimum Alt D5.1 | DA(H) | Apt Elev 240′ |
|---|---|---|---|---|
| 116.1 | 291° | 1600′ (1425′) | 610′ (435′) | RWY 175′ |

**MISSED APCH:** Climb on R-297 to D4.5, then turn RIGHT (MAX 240 KT) direct to SGO NDB climbing to 4000′ and hold.

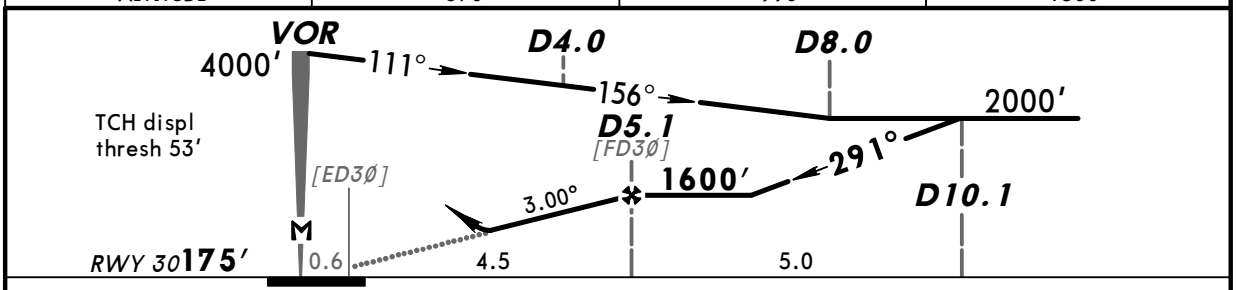
Alt Set: hPa  Rwy Elev: 6 hPa  Trans level: By ATC  Trans alt: 6000′
1. **DME & ADF required.** 2. Final approach track offset 6° from rwy centerline.



MSA VLC VOR




| VLC DME | 2.0 | 3.0 | 4.0 |
|---|---|---|---|
| ALTITUDE | 670′ | 990′ | 1300′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at VOR | | | | | | | |

HIALS
REIL
PAPI

D4.5 VLC on VLC 116.1 R-297

**Standard** STRAIGHT-IN LANDING RWY 30

DA(H) 610′(435′)

| | ALS out | |
|---|---|---|
| A | SEE 13-4 | |
| B | | |
| C | RVR 1300m | RVR 2000m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| A | SEE 13-4 | |
| B | | |
| 180 | 1280′ (1040′) | 2400m |
| 205 | 1630′ (1390′) | 3600m |

PANS OPS 4

*CHANGES:* Communications. Procedure. Minimums.

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# LEVC/VLC MANISES

JEPPESEN 5 NOV 10 (13-4) Eff 18 Nov

# VALENCIA, SPAIN VOR Rwy 30

CAT A & B

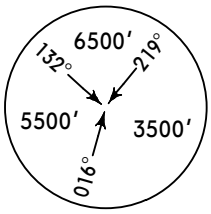
BRIEFING STRIP™

| ATIS | VALENCIA Approach | | VALENCIA Tower | Ground |
|---|---|---|---|---|
| 121.07 | 124.75 | 120.1 | 118.55 | 121.87 |

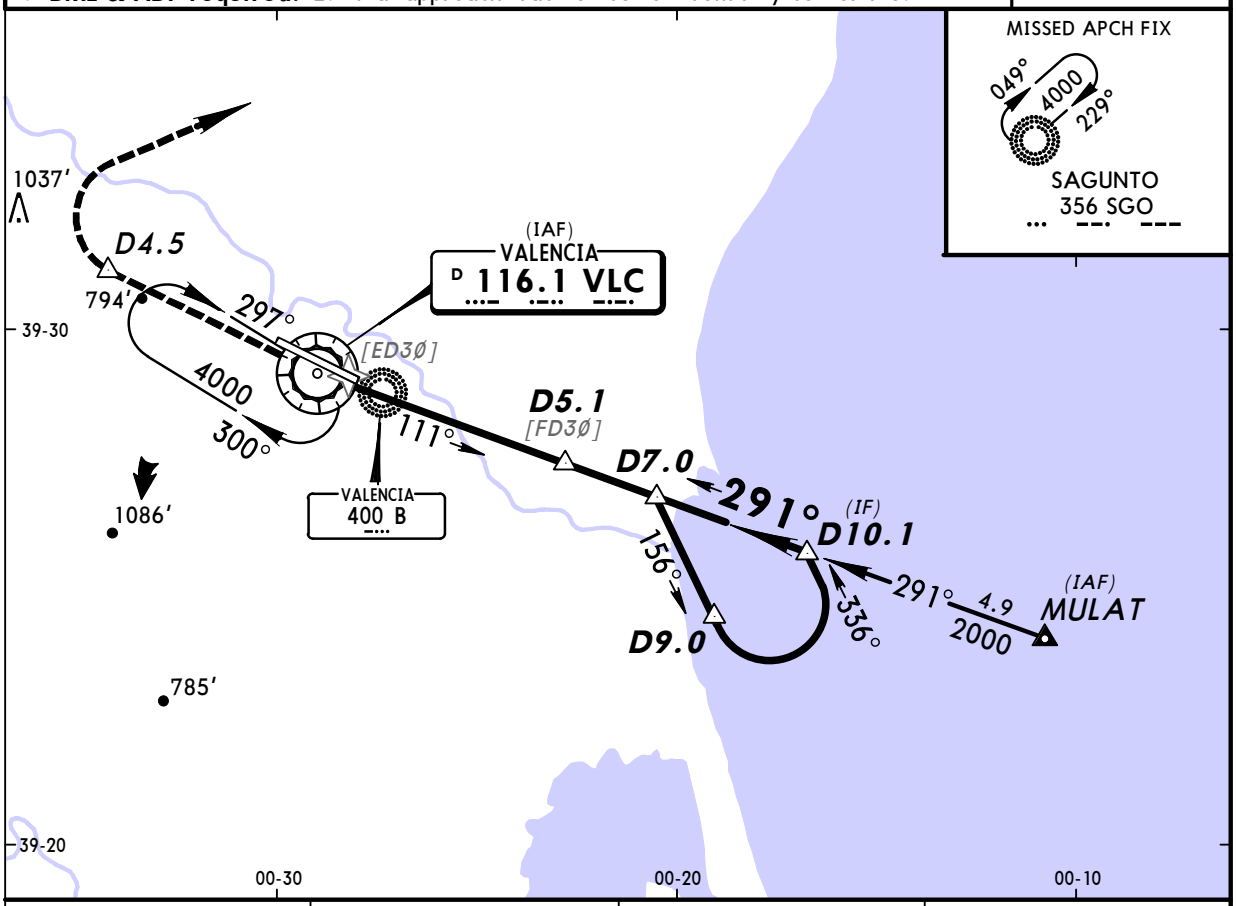
| VOR | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 240′ |
|---|---|---|---|---|
| VLC 116.1 | 291° | D5.1 1600′ (1425′) | 610′ (435′) | RWY 175′ |

**MISSED APCH:** Climb on R-297 to D4.5, then turn RIGHT (MAX 240 KT) direct to SGO NDB climbing to 4000′ and hold.

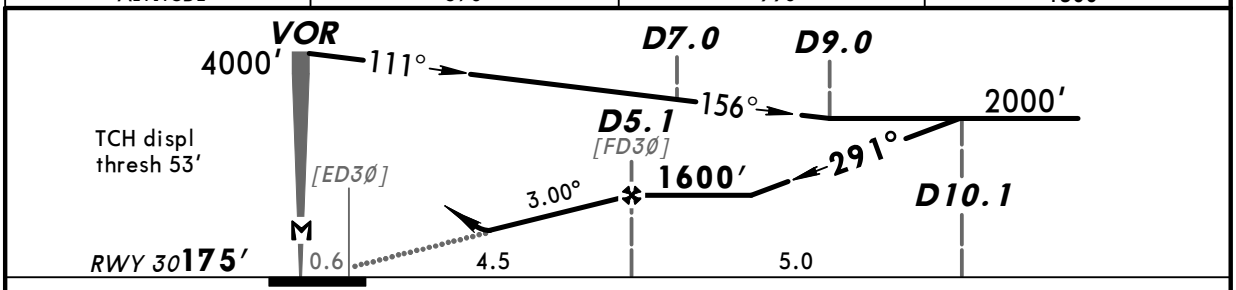
Alt Set: hPa  Rwy Elev: 6 hPa  Trans level: By ATC  Trans alt: 6000′
1. **DME & ADF required.** 2. Final approach track offset 6° from rwy centerline.




MSA VLC VOR




| VLC DME | 2.0 | 3.0 | 4.0 |
|---|---|---|---|
| ALTITUDE | 670′ | 990′ | 1300′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at VOR | | | | | | | |

HIALS
REIL
PAPI

D4.5 VLC on VLC 116.1 R-297

**Standard** STRAIGHT-IN LANDING RWY 30

DA(H) 610′(435′)

| | | ALS out |
|---|---|---|
| A | RVR 1300m | RVR 1500m |
| B | | |
| C | SEE 13-3 | |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 790′(550′) | 1500m |
| 135 | 1170′(930′) | 1600m |
| C | SEE 13-3 | |
| D | | |

PANS OPS 4

CHANGES: Communications. Procedure.

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# LEVC/VLC
## MANISES

JEPPESEN
5 NOV 10 (16-1) Eff 18 Nov

# VALENCIA, SPAIN
## Lctr Rwy 30

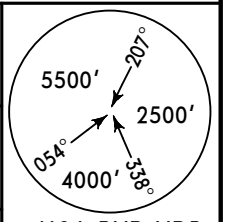
BRIEFING STRIP™

| ATIS | VALENCIA Approach | VALENCIA Tower | Ground |
|---|---|---|---|
| 121.07 | 124.75 120.1 | 118.55 | 121.87 |

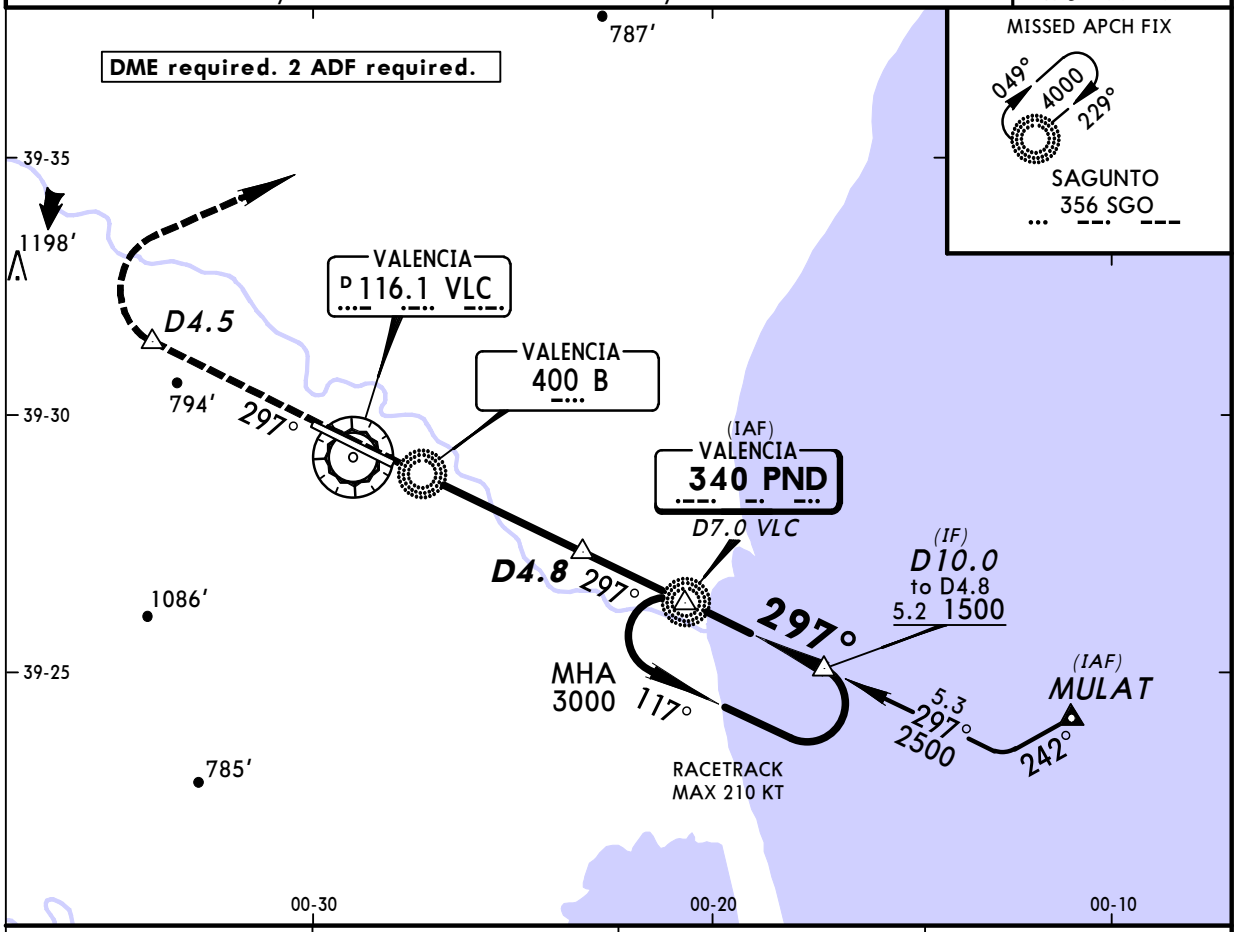
| NDB | Final Apch Crs | Minimum Alt D4.8 | DA(H) | Apt Elev 240' |
|---|---|---|---|---|
| PND 340 | 297° | 1500' (1325') | 570' (395') | RWY 175' |

**MISSED APCH:** Climb on 297° from B Lctr to D4.5, then turn RIGHT (MAX 220 KT) direct to SGO NDB climbing to 4000' and hold.

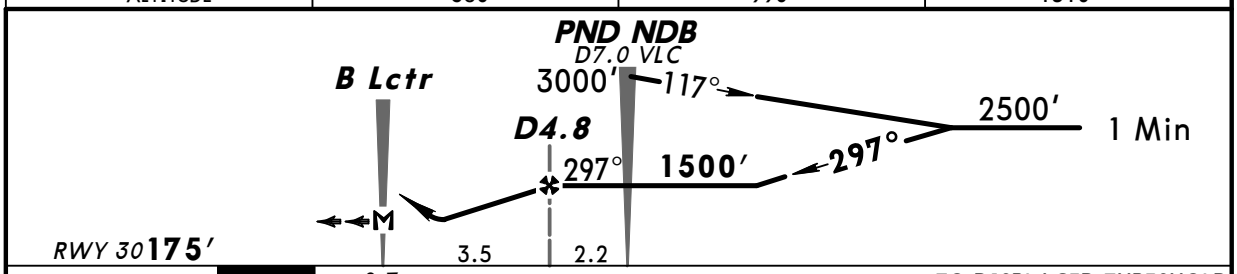
Alt Set: hPa  Rwy Elev: 6 hPa  Trans level: By ATC  Trans alt: 6000'




MSA PND NDB




| VLC DME | 2.0 | 3.0 | 4.0 |
|---|---|---|---|
| ALTITUDE | 680' | 990' | 1310' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at B Lctr | | | | | | | |

HIALS
REIL
PAPI

D4.5 VLC on 297°

PANS OPS 4

**Standard** STRAIGHT-IN LANDING RWY 30

DA(H) 570' (395')

| | | ALS out |
|---|---|---|
| A | RVR 1100m | RVR 1500m |
| B | | |
| C | | RVR 1800m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 790' (550') | 1500m |
| 135 | 1170' (930') | 1600m |
| 180 | 1280' (1040') | 2400m |
| 205 | 1630' (1390') | 3600m |

CHANGES: Communications. Minimums.

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# LEVC/VLC
## MANISES

JEPPESEN
5 NOV 10 (16-2) Eff 18 Nov

# VALENCIA, SPAIN
## NDB Rwy 30

BRIEFING STRIP™

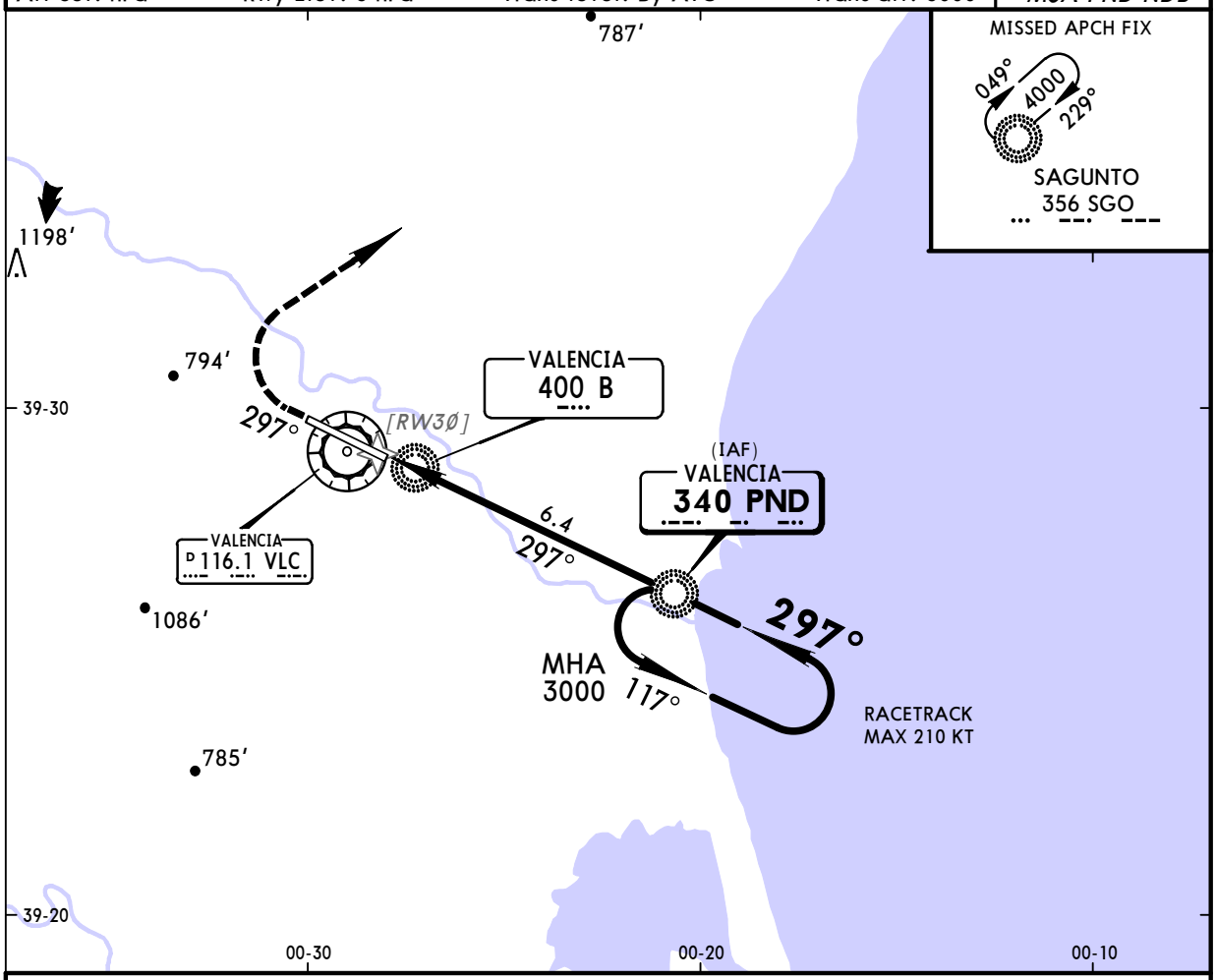
| ATIS | VALENCIA Approach | | VALENCIA Tower | Ground |
|---|---|---|---|---|
| 121.07 | 124.75 | 120.1 | 118.55 | 121.87 |

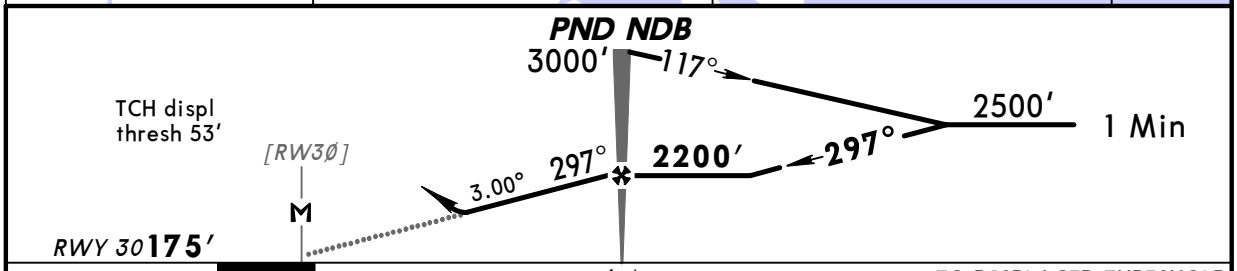
| NDB | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| PND 340 | 297° | PND NDB 2200′ (2025′) | 820′ (645′) | Apt Elev 240′ / RWY 175′ |

**MISSED APCH:** Climb on 297° from B Lctr to 1200′, then turn RIGHT (MAX 200 KT) direct to SGO NDB climbing to 4000′ and hold.

Alt Set: hPa  Rwy Elev: 6 hPa  Trans level: By ATC  Trans alt: 6000′

MSA PND NDB: 5500′ (207°), 2500′ (054°), 4000′ (338°)




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| PND NDB to MAP | 6.4 | 5:29 | 4:16 | 3:50 | 3:12 | 2:45 | 2:24 |

HIALS
REIL
PAPI
1200′ on 297°

PANS OPS 4

**Standard** STRAIGHT-IN LANDING RWY 30

DA(H) 820′(645′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | CMV 2300m | CMV 2400m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 820′ (580′) | 1500m |
| 135 | 1170′ (930′) | 1600m |
| 180 | 1280′ (1040′) | 2400m |
| 205 | 1630′ (1390′) | 3600m |

CHANGES: Communications. Minimums.

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