

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LEVC

Terminal Charts For LEVC

Revision Letter For Cycle 15-2013

Change Notices

Notebook

General Information

Location: Valencia Esp
IATA Code: VLC
Lat/Long: N39° 29.4' W000° 28.9'
Elevation: 240 ft

Airport Use: Public
Magnetic Variation: 0.4°W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0452 Z
Sunset: 1925 Z,

Runway Information

Runway: 12
Length x Width: 10548 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 240 ft
Lighting: Edge, ALS, Centerline

Runway: 30
Length x Width: 10548 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 195 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 984 ft

Communication Information

ATIS 121.075
Valencia Tower 123.575
Valencia Tower 121.875
Valencia Tower 119.075 Secondary
Valencia Tower 118.55
Valencia Tower 25.78 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 36.23 Military

1. GENERAL

1.1. ATIS

ATIS 121.07

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

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**

LVP will be applied when RVR for RWY 30 and general visibility in the movement area, for RWY 12 (or also for RWY 30, without RVR) is 500m or below.

LVP will finish when RVR is above 800m during 10 min at least and an improvement tendency is expected.

Pilots will be informed about application of LVP by Tower.

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.

Enter RWY 12 via TWY H8, RWY 30 via TWY H1.

Departing ACFT have to take extreme CAUTION to avoid detours.

1.3.2. TAKE-OFF

The movement of only one ACFT at the same time will be cleared.

1.4. TAXI PROCEDURES

TWYs H1 and H2 simultaneous use is available for ACFT type C or lower.

TWY N1 MAX wingspan 171'/52m.

TWY INNER I11 MAX wingspan 213'/65m.

TWY INNER I12 MAX wingspan 49'/15m.

TWY INNER I13 MAX wingspan 171'/52m unless specifically authorized by the APT management.

TWY INNER I14 MAX wingspan 79'/24m.

TWY INNER I15 and I16 MAX wingspan 118'/36m.

TWY H5 taxiing is allowed from North to South, unless otherwise instructed by ATC.

TWY N2 between Gate C and intersection TWY H4 taxiing will not be allowed when ACFT is stopped on TWY H5 holding point. ACFT may leave RWY via gate C or gate D, as instructed by ATC, to continue taxiing to apron.

Turning from M1 to S1 and vice versa will be carried out only by ACFT CAT C or lower.

ACFT crossing RWY 30 from H1 to T1 and vice versa, will report RWY cleared when the RWY-holding position T1 or N1 is overshoot.

TWY INNER I13 is only available to access/exit to/ from stands 101 to 106.

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

1. GENERAL

1.5. PARKING INFORMATION

On stands 1 thru 6B, 22 thru 25, 40, 43, 44, 52 and 141 thru 145 push-back required.

On stand 25 ACFT with wingspan of 171'/52m or greater will nose to East.

On stands 34 and 35 push-back required, autonomous exit is allowed on low power regime, with prior supervision by marshaller, stands 36 and 37 must be vacant.

On stands 36 and 37 push-back required, autonomous exit is allowed on low power regime, with prior supervision by marshaller, stand 38 must be vacant.

On stand 41 push-back required, autonomous exit is allowed for ACFT with MAX wingspan of 98'/30m on low power regime, stands 39, 40 and 42 must be vacant.

On stand 42 push-back required, autonomous exit is allowed for ACFT with MAX wingspan of 98'/30m on low power regime, stands 41 and 43 must be vacant.

On stands 53, 54, 57 thru 60 and 101 thru 106 push-back required, autonomous exit is possible, when the stands adjacent to one occupied are vacated. Pilot may request TWR to accomplish this manoeuvre under his responsibility. As long as this manoeuvre is feasible it will be supervised by marshaller.

On stands C1 and C5 push-back required, when stand C3 occupied.

On stand C3 push-back required, when stands C1 and C5 occupied.

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.

ACFT will be exempt from complying with these speed limitations when performing an instrument continuous descent arrival (CDA) procedure.

2.2. TAXI PROCEDURES

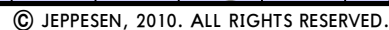
ACFT shall report RWY cleared and expect taxiing instructions and parking position. If no taxiing instructions have been received, the ACFT, after vacating the RWY, shall stop at the end of the exit TWY segment and expect instructions from Tower or Follow-me car.

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.

1. The published minimum altitudes integrate no correction for low temperatures.
2. This chart should only be used for cross-checking of assigned altitudes while under radar control.



ATIS
121.07

Apt Elev
240'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

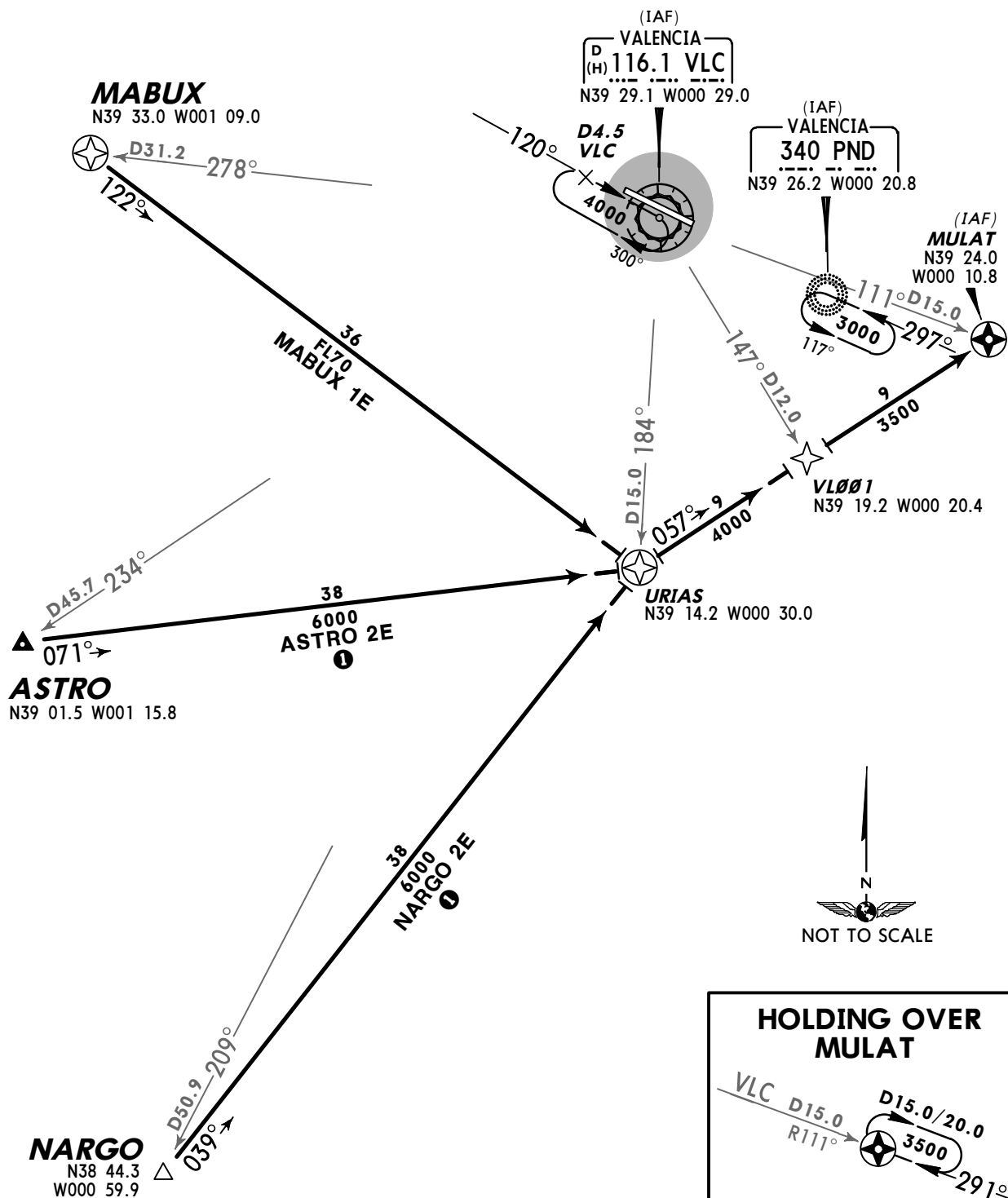
ASTRO TWO ECHO (ASTRO 2E) [ASTR2E] ①
MABUX ONE ECHO (MABUX 1E) [MABU1E]
NARGO TWO ECHO (NARGO 2E) [NARG2E] ①

RWY 30 RNAV ARRIVALS

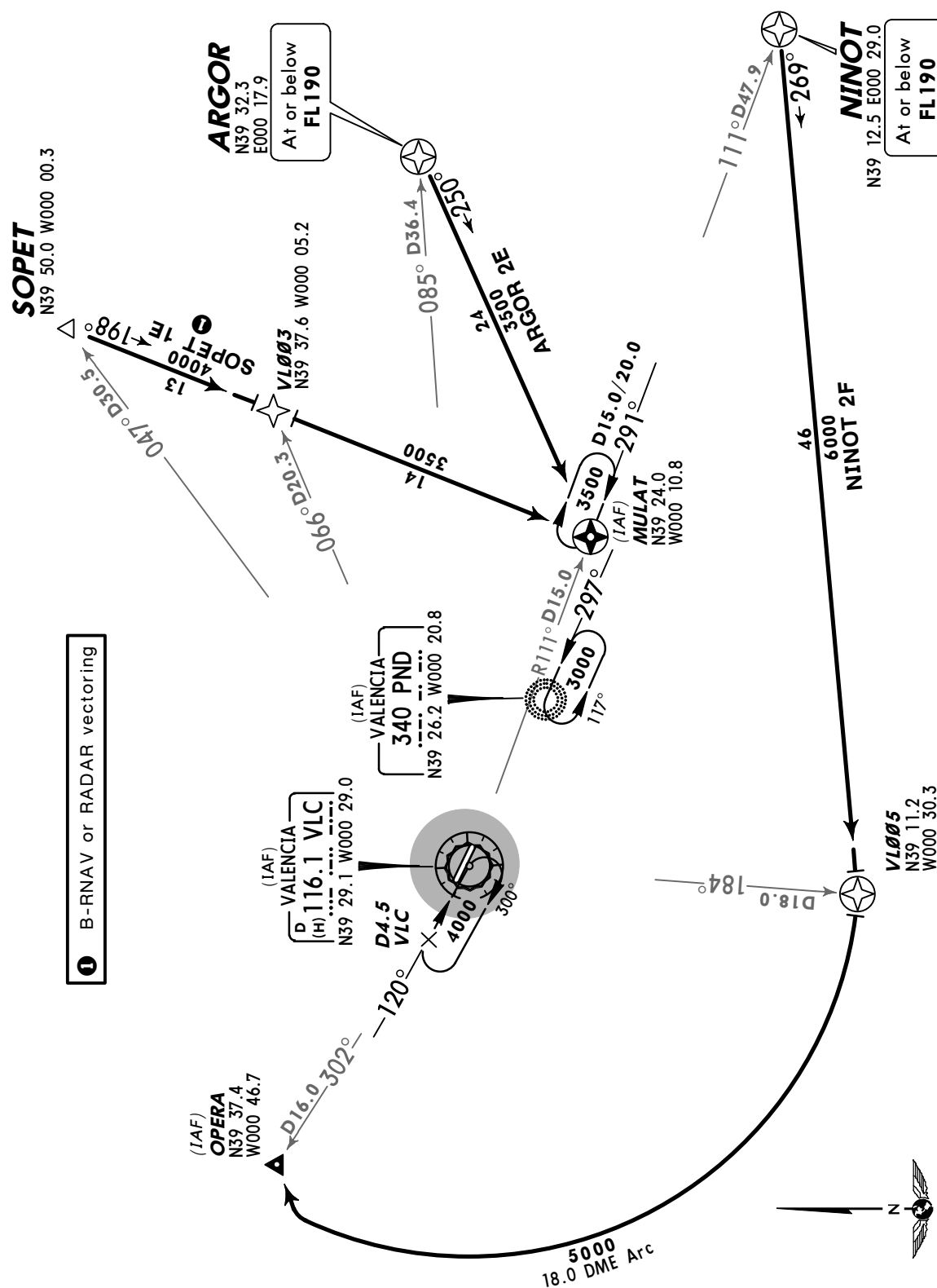
B-RNAV APPROVAL REQUIRED

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

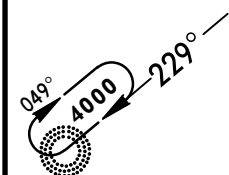
① B-RNAV or RADAR vectoring



ARGOR TWO ECHO (ARGOR 2E) [ARGO2E]
NINOT TWO FOXTROT (NINOT 2F) [NINO2F]
SOPET ONE ECHO (SOPET 1E) [SOPE1E] ①
RWYS 30,12 RNAV ARRIVALS
B-RNAV APPROVAL REQUIRED
***~~SPEED~~ MAX 250 KT AT OR BELOW FL100
220 KT WHEN LEAVING IAF (MULAT)***



Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



ATIS
121.07

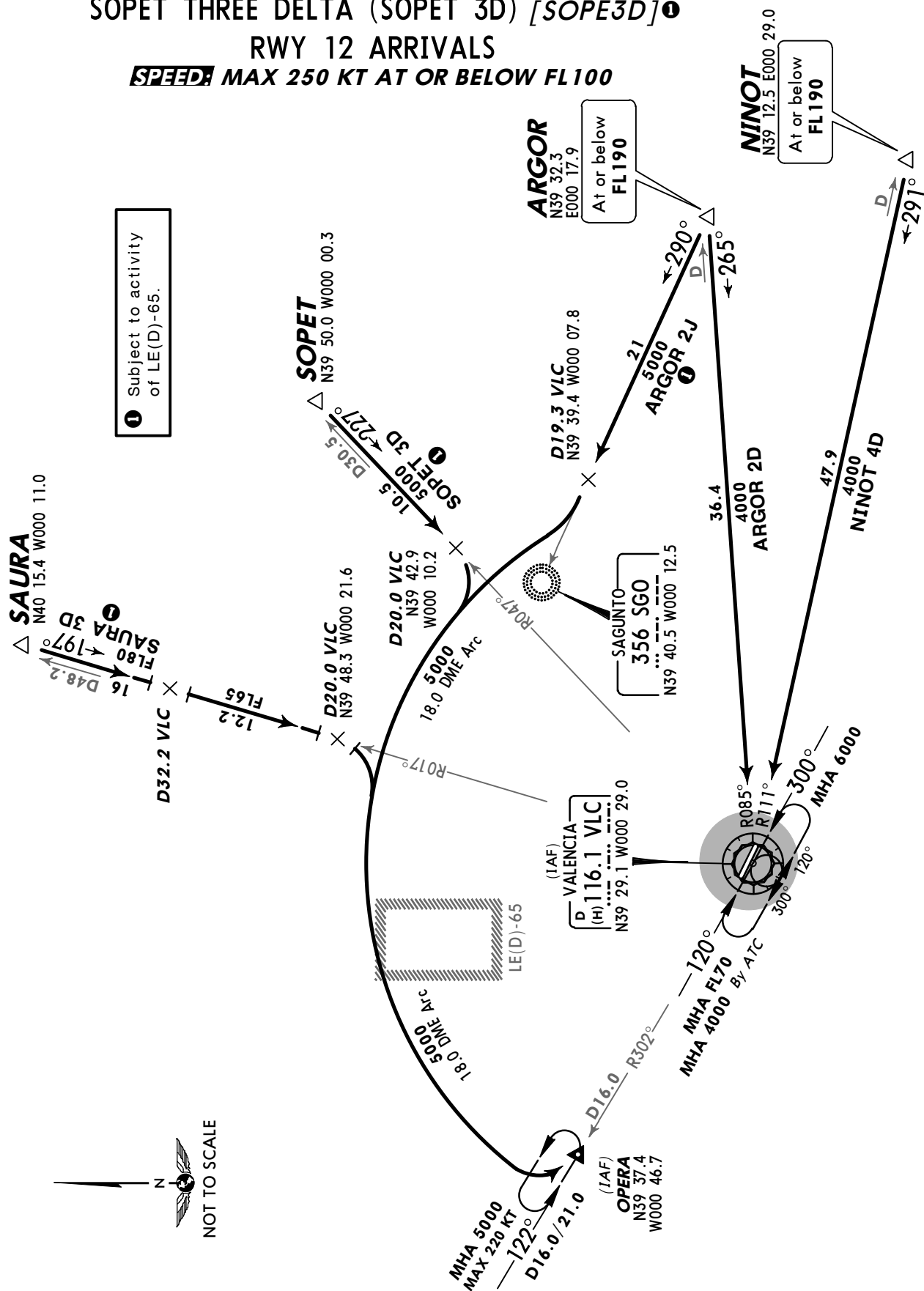
Apt Elev
240'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ARGOR TWO DELTA (ARGOR 2D) [ARGO2D]
ARGOR TWO JULIETT (ARGOR 2J) [ARGO2J]①
NINOT FOUR DELTA (NINOT 4D) [NINO4D]
SAURA THREE DELTA (SAURA 3D) [SAUR3D]①
SOPET THREE DELTA (SOPET 3D) [SOPE3D]①

RWY 12 ARRIVALS

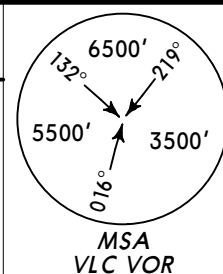
~~SPEED~~ MAX 250 KT AT OR BELOW FL100



ATIS
121.07

Apt Elev
240'

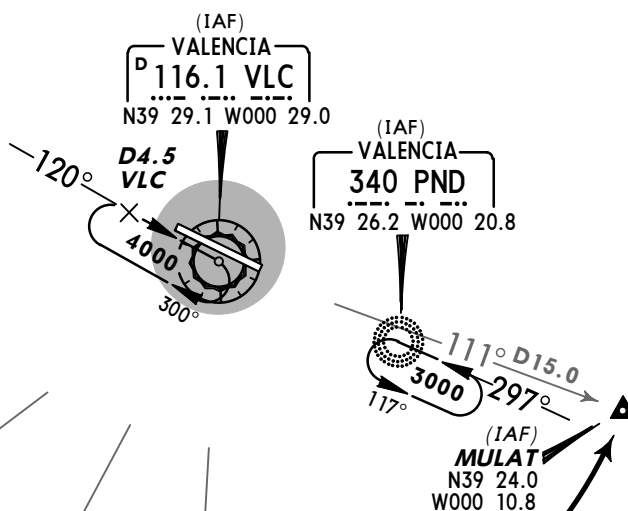
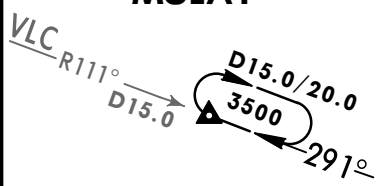
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



ALICANTE THREE CHARLIE (ALT 3C)
ASTRO THREE CHARLIE (ASTRO 3C)[ASTR3C]
NARGO THREE CHARLIE (NARGO 3C)[NARG3C]
RWY 30 ARRIVALS

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

**HOLDING OVER
MULAT**



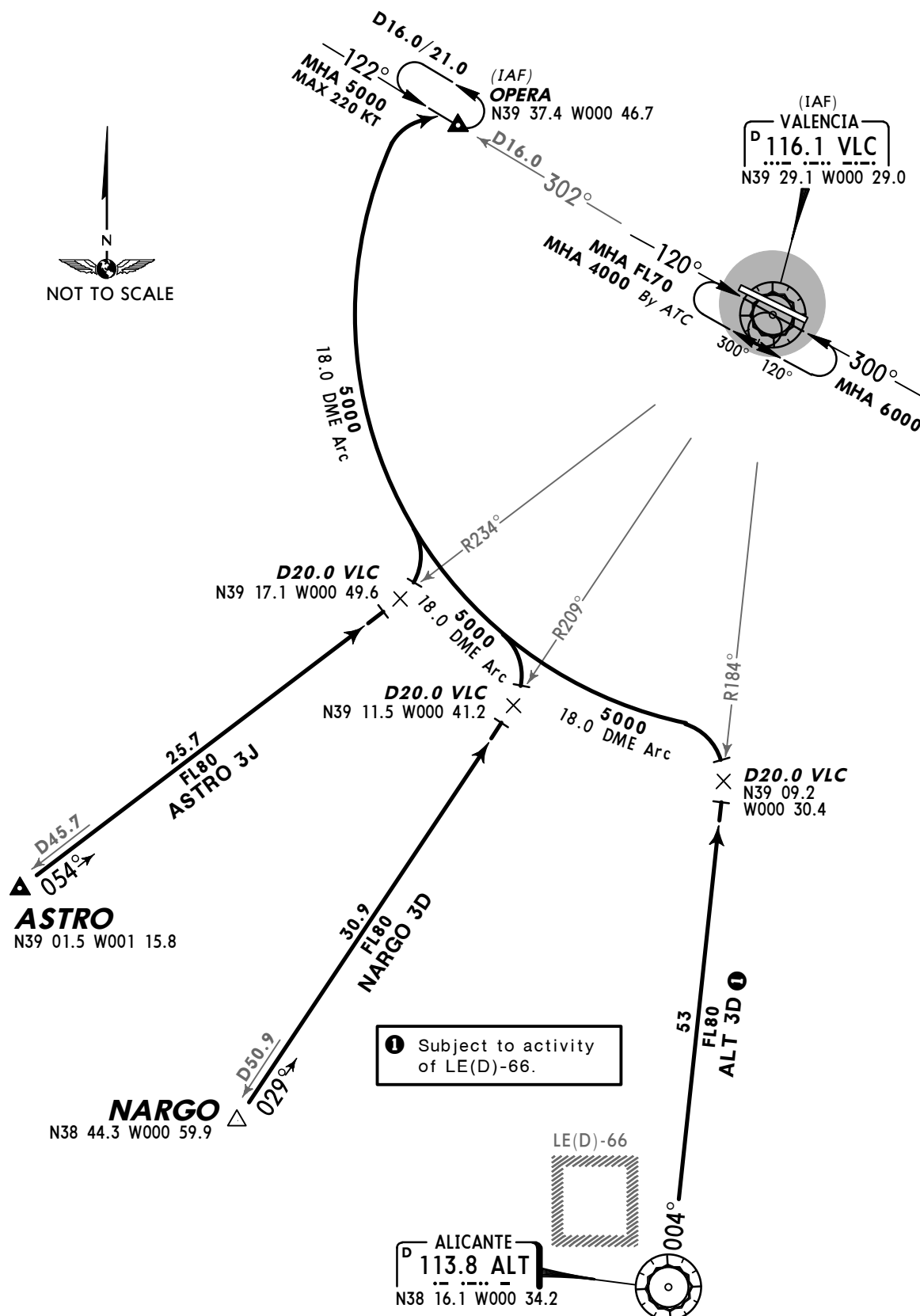
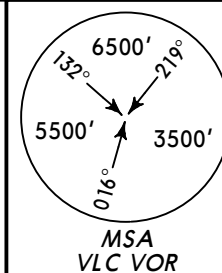
① Subject to activity
of LE(D)-66.



ATIS
121.07Apt Elev
240'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ALICANTE THREE DELTA (ALT 3D) ①
ASTRO THREE JULIETT (ASTRO 3J) [ASTR3J]
NARGO THREE DELTA (NARGO 3D) [NARG3D]

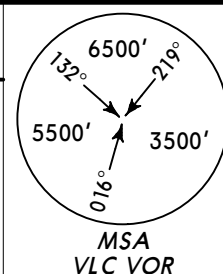
RWY 12 ARRIVALS

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

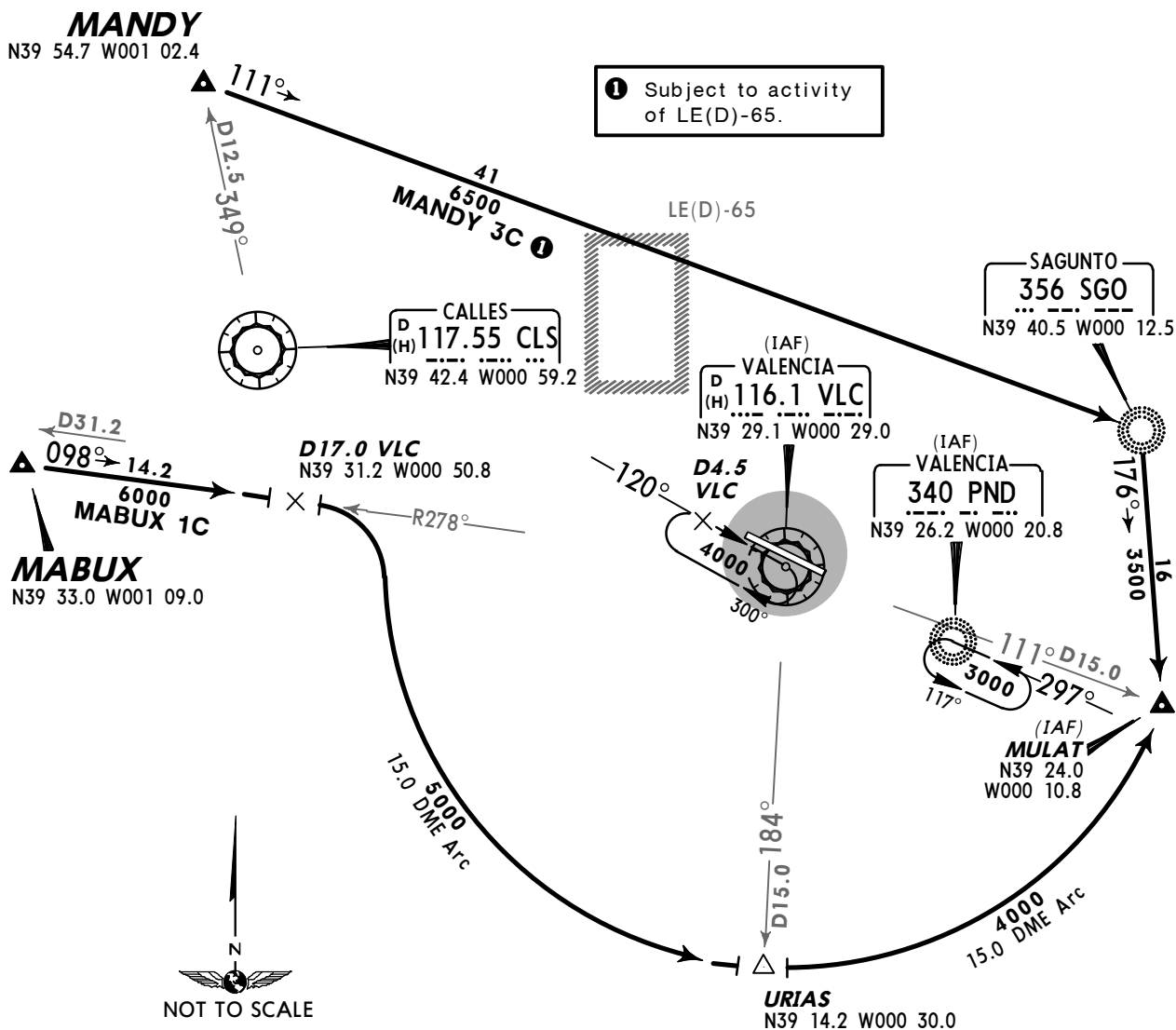
ATIS
121.07

Apt Elev
240'

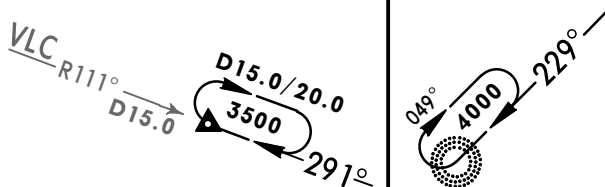
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



MABUX ONE CHARLIE (MABUX 1C)[MABU1C]
MANDY THREE CHARLIE (MANDY 3C)[MAND3C] ①
RWY 30 ARRIVALS
SPEEDS MAX 250 KT AT OR BELOW FL100
220 KT WHEN LEAVING IAF (MULAT)



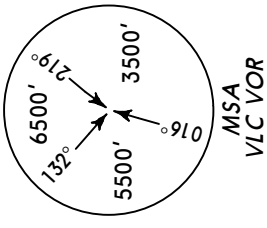
**HOLDINGS OVER
MULAT SGO**



ATIS
121.07

Apt Elev
240'

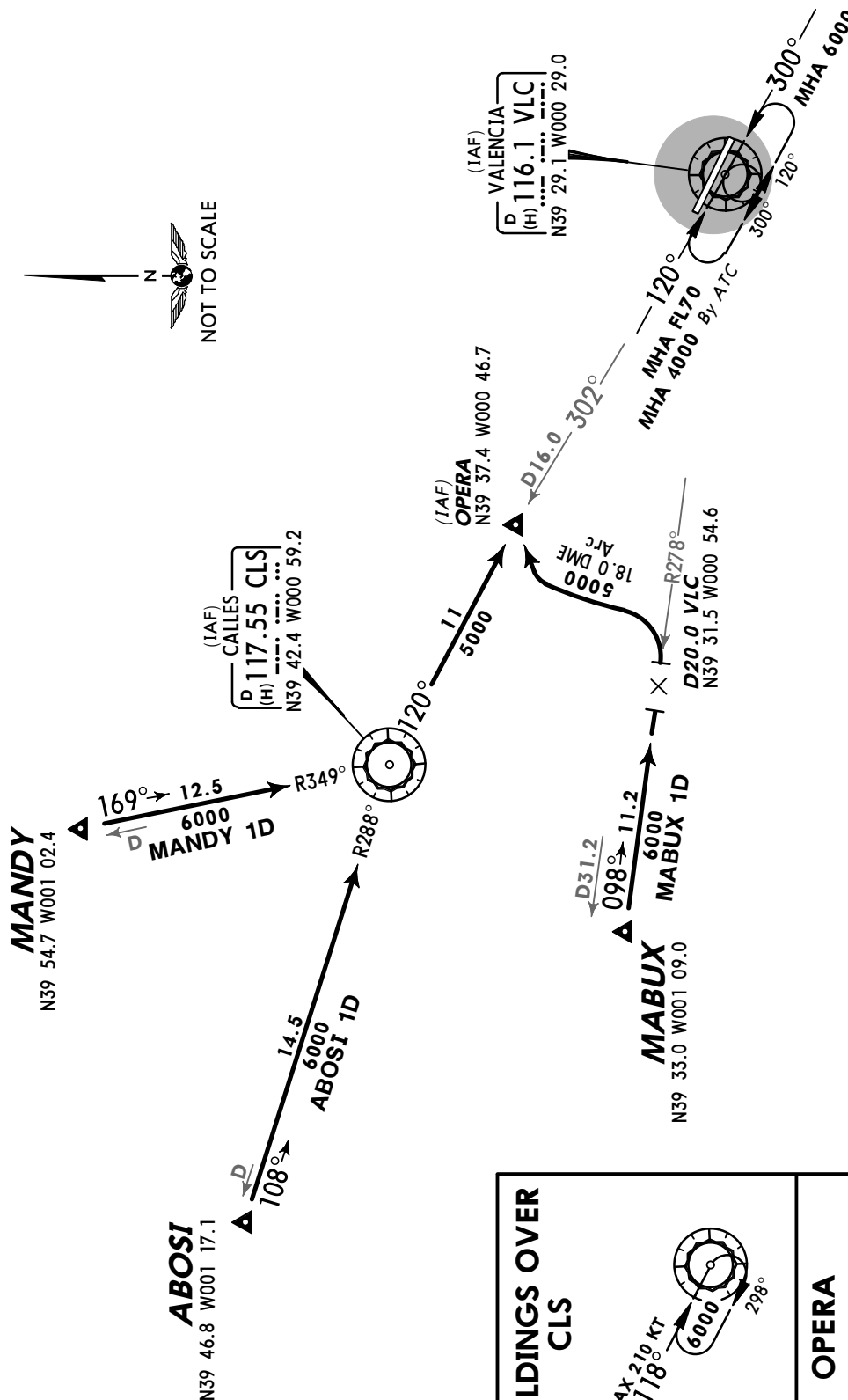
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



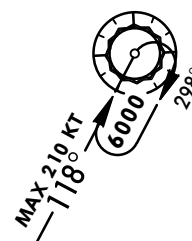
ABOSI ONE DELTA (ABOSI 1D) [ABOS1D]
MABUX ONE DELTA (MABUX 1D) [MABU1D]
MANDY ONE DELTA (MANDY 1D) [MAND1D]

RWY 12 ARRIVALS

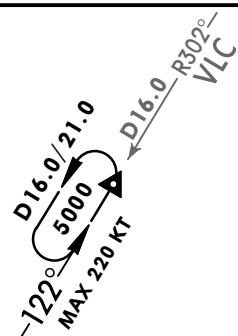
SPEED: MAX 250 KT AT OR BELOW FL100
220 KT WHEN LEAVING IAF (CLS)



**HOLDINGS OVER
CLS**



OPERA



ATIS
121.07

Apt Elev
240'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ASTRO ONE DELTA CHARLIE ECHO

(ASTRO 1DCE) [AS1DCE] ①

MABUX ONE DELTA CHARLIE ECHO

(MABUX 1DCE) [MB1DCE]

NARGO ONE DELTA CHARLIE ECHO

(NARGO 1DCE) [NA1DCE] ①

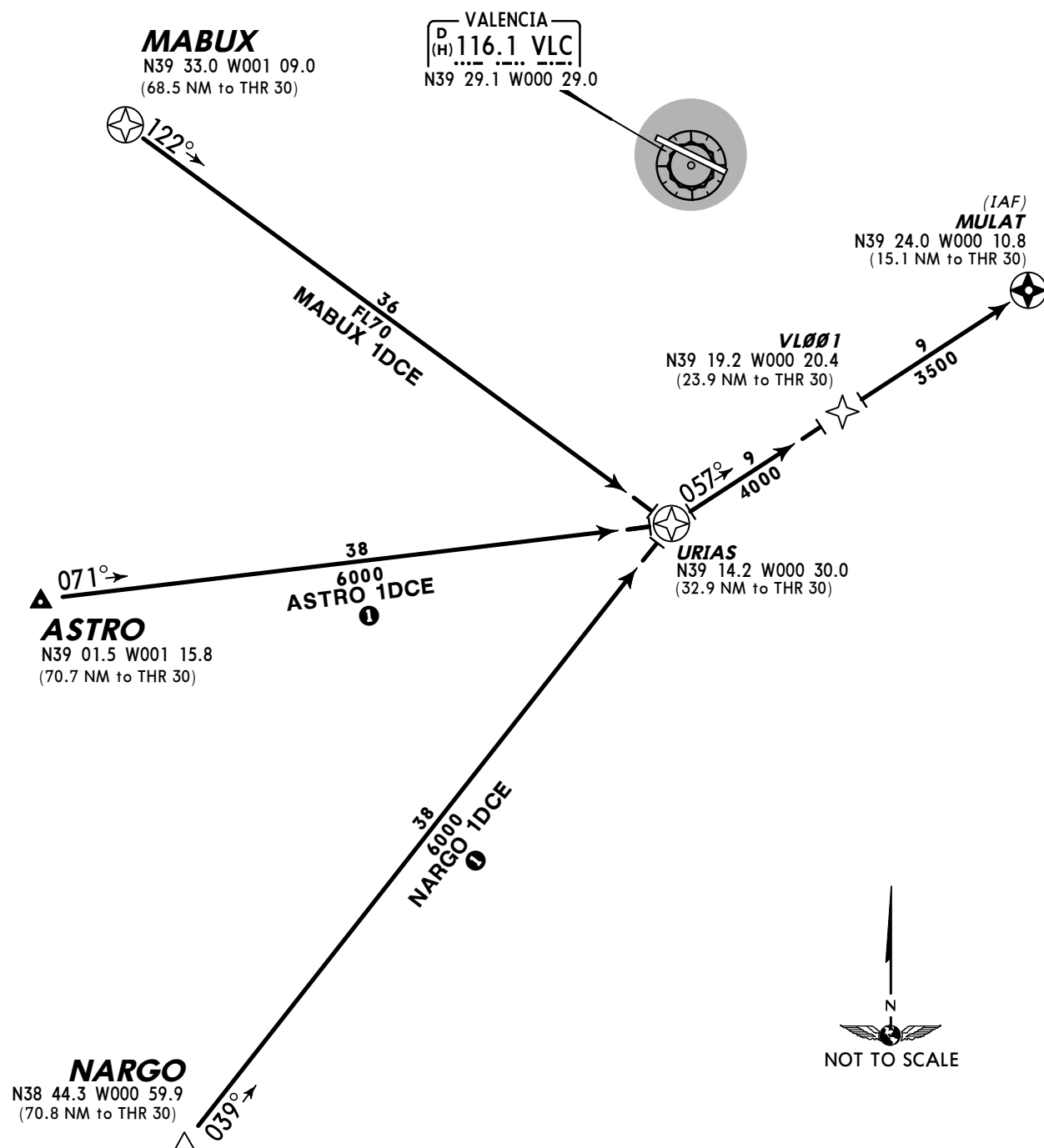
RWY 30 CONTINUOUS DESCENT RNAV ARRIVALS (CDA)

B-RNAV APPROVAL REQUIRED

BY ATC

USABLE BETWEEN 2300-0700LT

① B-RNAV or RADAR vectoring



ATIS
121.07

Apt Elev
240'

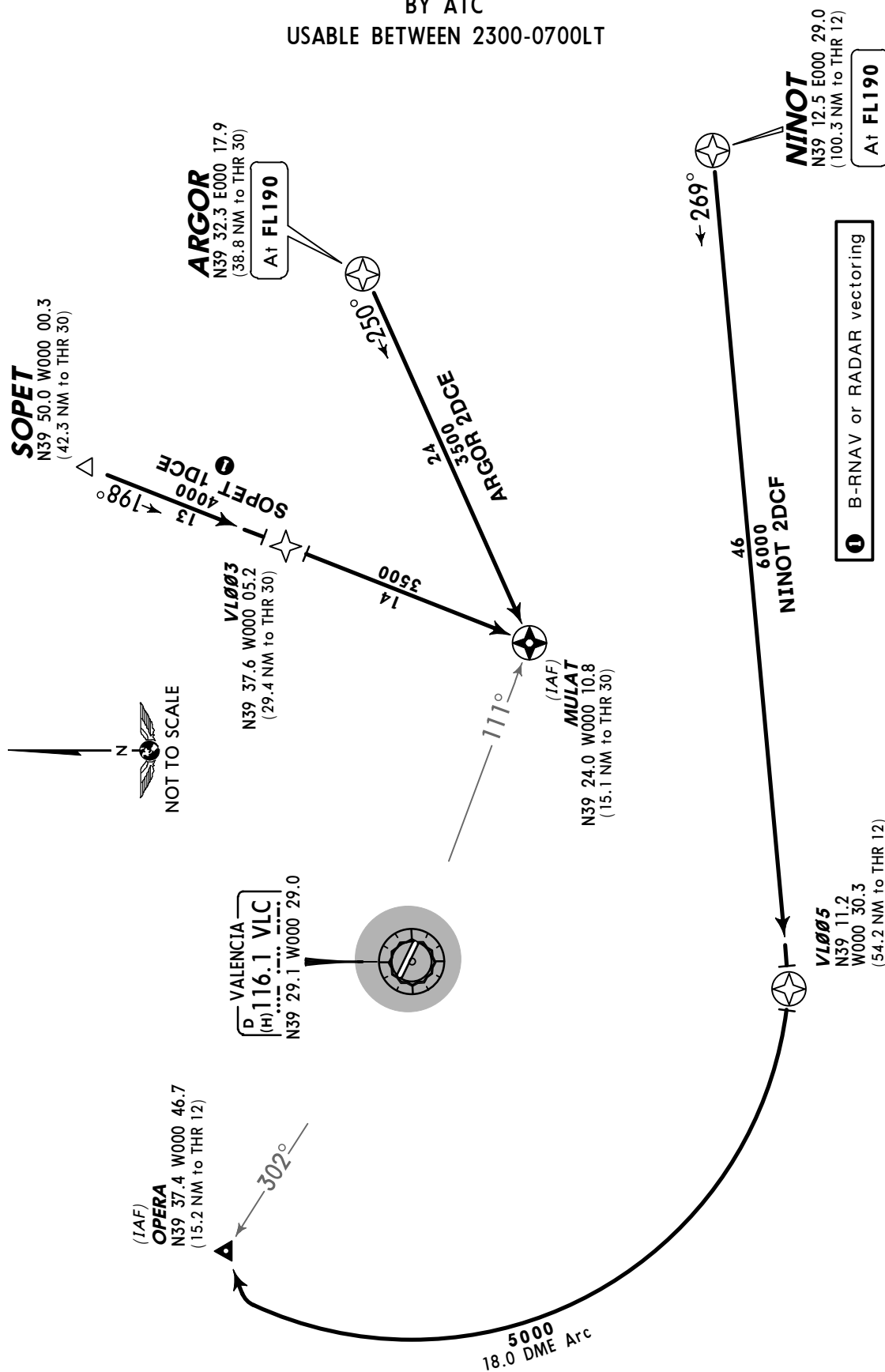
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ARGOR TWO DELTA CHARLIE ECHO (ARGOR 2DCE) [AR2DCE]
SOPET ONE DELTA CHARLIE ECHO (SOPET 1DCE) [SO1DCE] ①
NINOT TWO DELTA CHARLIE FOXTROT (NINOT 2DCF) [NI2DCF]
RWYS 30, 12 CONTINUOUS DESCENT RNAV ARRIVALS (CDA)

B-RNAV APPROVAL REQUIRED

BY ATC

USABLE BETWEEN 2300-0700LT



ATIS
121.07

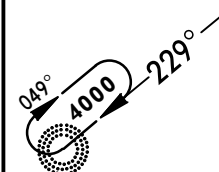
Apt Elev
240'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ARGOR TWO DELTA CHARLIE CHARLIE
(ARGOR 2DCC) [AR2DCC]
NINOT TWO DELTA CHARLIE CHARLIE
(NINOT 2DCC) [NI2DCC]
SAURA ONE DELTA CHARLIE CHARLIE
(SAURA 1DCC) [SA1DCC]
SOPET ONE DELTA CHARLIE CHARLIE
(SOPET 1DCC) [SO1DCC]
RWY 30 CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



**HOLDING
OVER SGO**



SAURA

N40 15.4 W000 11.0
(66.5 NM to THR 30)

183°
35
FL65
SAURA 1DCC

SOPET

N39 50.0 W000 00.3
(45.0 NM to THR 30)

225°
13
4000
SOPET 1DCC

ARGOR

N39 32.3
E000 17.9
(43.7 NM to
THR 30)

At FL190

SAGUNTO
356 SGO
N39 40.5 W000 12.5
(31.6 NM to THR 30)

D15.6 VLC
N39 30.5
W000 08.9
(22.8 NM to
THR 30)

265°
21
3500
ARGOR 2DCC

VALENCIA
D(H) 116.1 VLC
N39 29.1 W000 29.0

(IAF)
MULAT
N39 24.0 W000 10.8
(15.1 NM to THR 30)

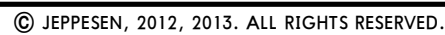
NINOT

N39 12.5
E000 29.0
(48.0 NM to
THR 30)

At FL190

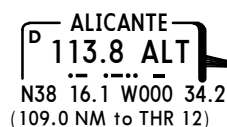
291°
33
3500
NINOT 2DCC

ARGOR TWO DELTA CHARLIE DELTA (ARGOR 2DCD) [AR2DCD]
 ARGOR TWO DELTA CHARLIE JULIETT (ARGOR 2DCJ) [AR2DCJ] ①
 NINOT TWO DELTA CHARLIE DELTA (NINOT 2DCD) [NI2DCD]
 SAURA ONE DELTA CHARLIE DELTA (SAURA 1DCD) [SA1DCD] ①
 SOPET ONE DELTA CHARLIE DELTA (SOPET 1DCD) [SO1DCD] ①
 RWY 12 CONTINUOUS DESCENT ARRIVALS (CDA)
 BY ATC
 USABLE BETWEEN 2300-0700LT



Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

USABLE BETWEEN 2300-0700LT



ATIS
121.07

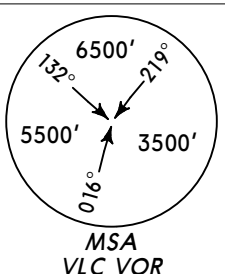
Apt Elev
240'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

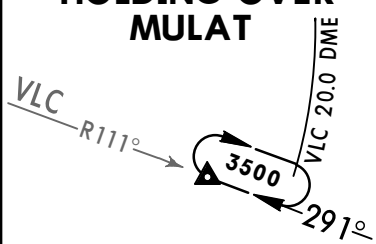
ALICANTE ONE DELTA CHARLIE CHARLIE (ALT 1DCC)
ASTRO ONE DELTA CHARLIE CHARLIE (ASTRO 1DCC)
NARGO ONE DELTA CHARLIE CHARLIE (NARGO 1DCC)
RWY 30 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

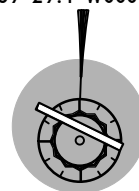
USABLE BETWEEN 2300-0700LT



HOLDING OVER MULAT



VALENCIA
P 116.1 VLC
N39 29.1 W000 29.0



(IAF)
MULAT
N39 24.0 W000 10.8
(15.1 NM to THR 30)

ASTRO
N39 01.5 W001 15.8
(77.9 NM to THR 30)

29
FL80
ASTRO 1DCC

054°

NARGO
N38 44.3 W000 59.9
(76.6 NM to THR 30)

19
6000
NARGO 1DCC

029°



D17.0 VLC
N39 18.9 W000 46.5
(49.3 NM to THR 30)

15.0 DME Arc
5000

R234°

D17.0 VLC
N39 14.2
W000 39.4
(42.7 NM to THR 30)

15
5000

D32.0 VLC
(57.7 NM to THR 30)

URIAS
N39 14.2
W000 30.0
(34.2 NM to THR 30)

R184°

15.0 DME Arc
4000

D17.0 VLC
N39 12.2 W000 30.2
(36.2 NM to THR 30)

D32.0 VLC
(51.2 NM to THR 30)

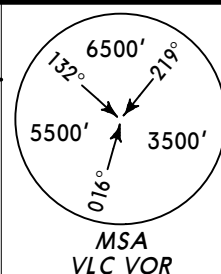
41
FL80
ALT 1DCC

ALICANTE
P 113.8 ALT
N38 16.1 W000 34.2
(92.3 NM to THR 30)

ATIS
121.07

Apt Elev
240'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

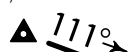


MABUX ONE DELTA CHARLIE CHARLIE
(MABUX 1DCC) [MB1DCC]

MANDY ONE DELTA CHARLIE CHARLIE
(MANDY 1DCC) [MA1DCC]

RWY 30 CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

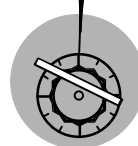
MANDY
N39 54.7 W001 02.4
(72.6 NM to THR 30)



41
6500
MANDY 1DCC

SAGUNTO
356 SGO
N39 40.5 W000 12.5
(31.6 NM to THR 30)

VALENCIA
D(H) 116.1 VLC
N39 29.1 W000 29.0



D17.0 VLC
N39 31.2 W000 50.8
(61.7 NM to THR 30)

098° 14
6000
MABUX 1DCC

MABUX
N39 33.0 W001 09.0
(74.9 NM to THR 30)

R278°

15.0 5000
DME Arc

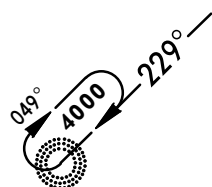
(IAF)
MULAT
N39 24.0 W000 10.8
(15.1 NM to THR 30)

4000
15.0 DME Arc

URIAS
N39 14.2 W000 30.0
(34.2 NM to THR 30)



**HOLDING
OVER SGO**



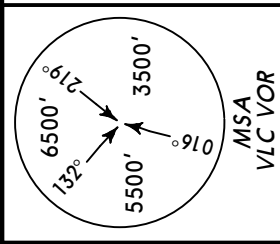
ATIS
121.07

Apt Elev
240'

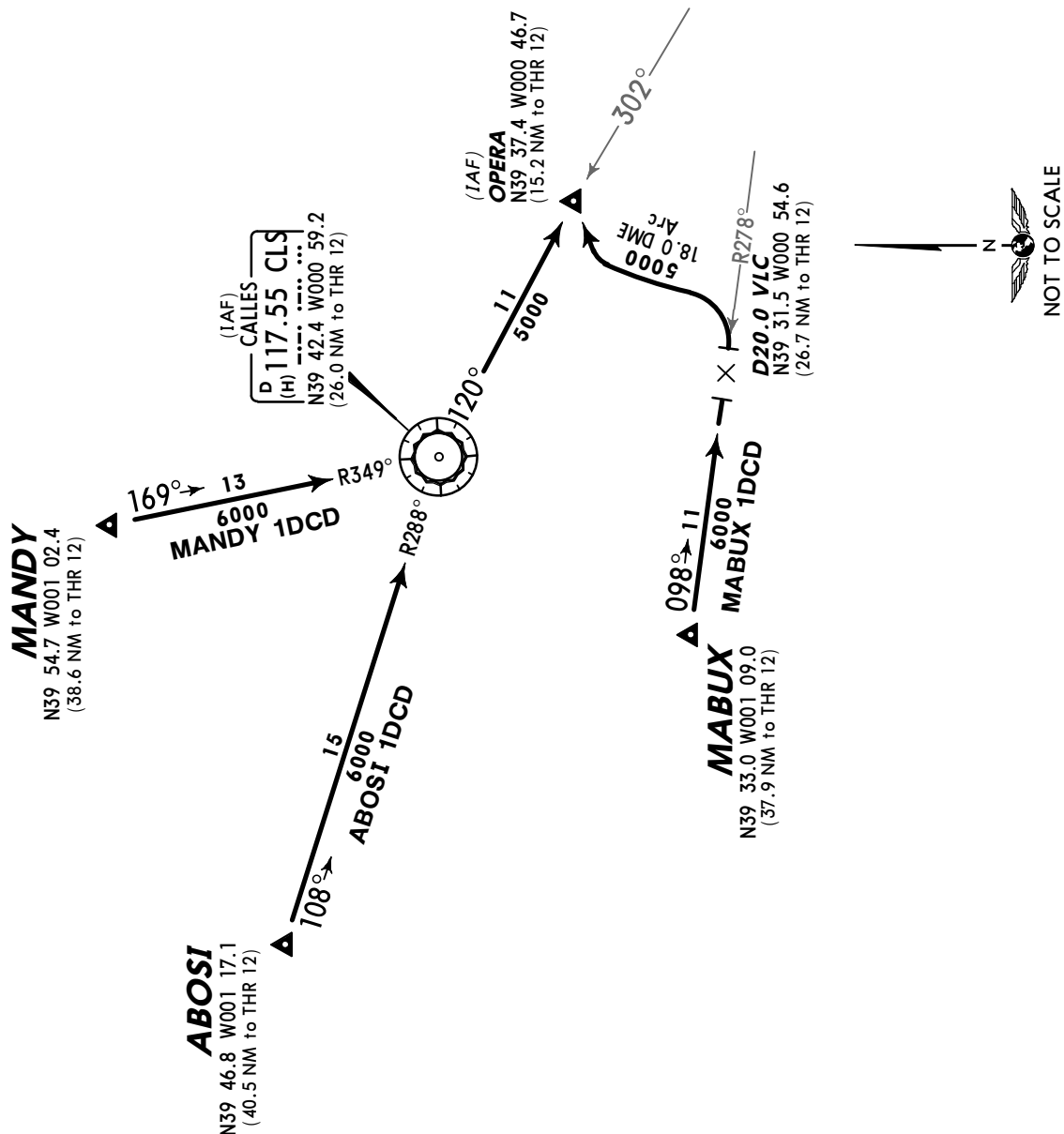
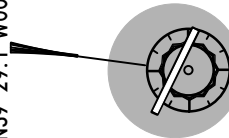
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ABOSI ONE DELTA CHARLIE DELTA (ABOSI 1DCD) [AB1DCD]
MABUX ONE DELTA CHARLIE DELTA (MABUX 1DCD) [MB1DCD]
MANDY ONE DELTA CHARLIE DELTA (MANDY 1DCD) [MA1DCD]
RWY 12 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



VALENCIA
D 116.1 VLC
(H) N39 29.1 W000 29.0

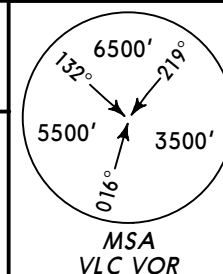


Apt Elev
240'

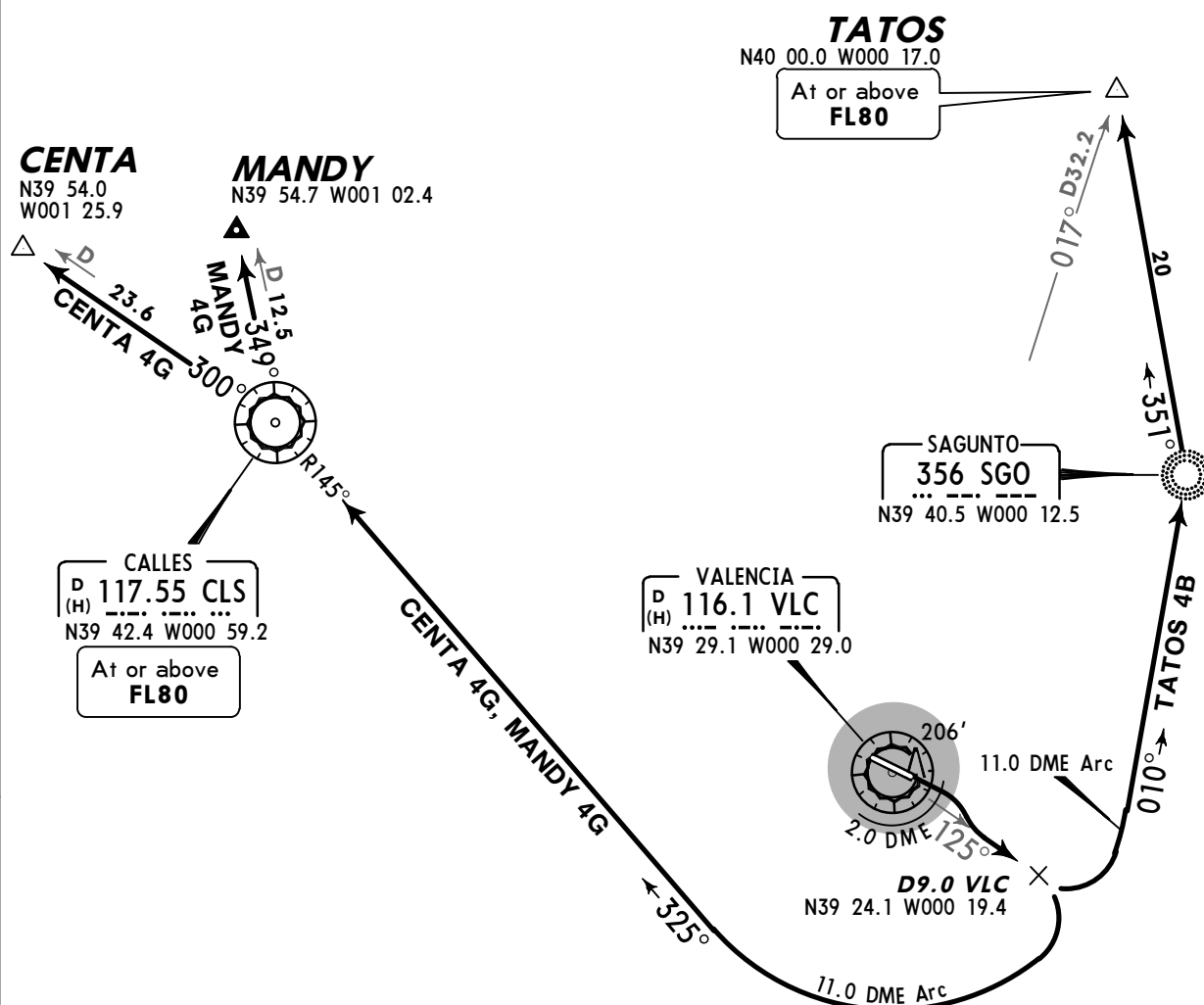
Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. SIDs are also noise abatement procedures (refer to 10-4).



CENTA FOUR GOLF (CENTA 4G) [CENT4G]
MANDY FOUR GOLF (MANDY 4G) [MAND4G]
TATOS FOUR BRAVO (TATOS 4B) [TATO4B]
RWY 12 DEPARTURES



These SIDs require a minimum climb gradient
of
5.5 % up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671



SID

ROUTING

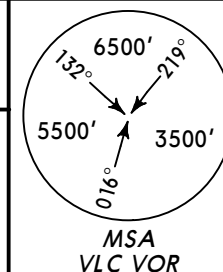
CENTA 4G	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-125 to D9.0 VLC, turn RIGHT, along VLC 11.0 DME arc, intercept CLS R-145 inbound to CLS, CLS R-300 to CENTA.
MANDY 4G	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-125 to D9.0 VLC, turn RIGHT, along VLC 11.0 DME arc, intercept CLS R-145 inbound to CLS, CLS R-349 to MANDY.
TATOS 4B	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-125 to D9.0 VLC, turn LEFT, along VLC 11.0 DME arc, intercept 010° bearing to SGO, 351° bearing to TATOS.

Apt Elev
240'

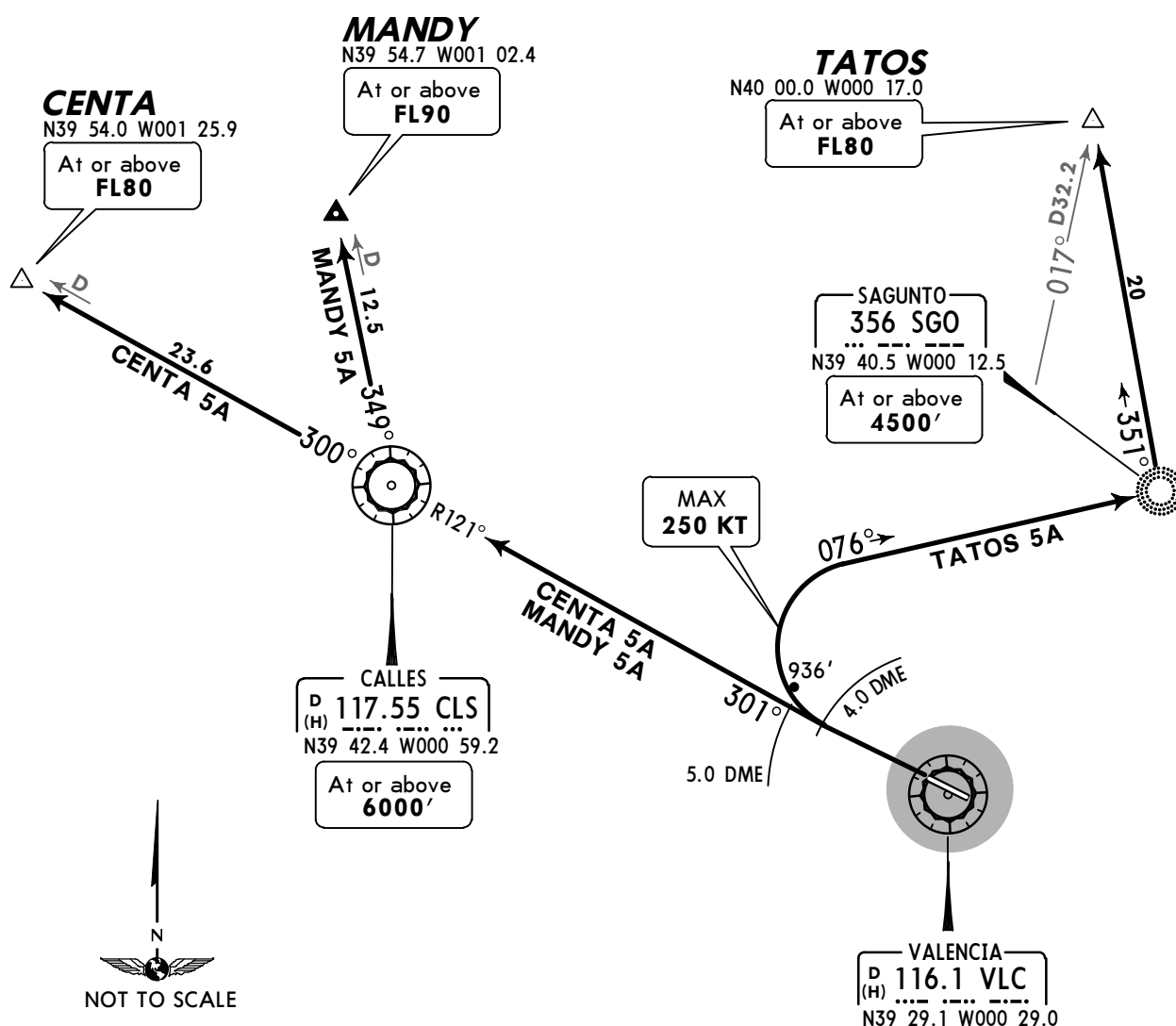
Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. SIDs are also noise abatement procedures (refer to 10-4).



**CENTA FIVE ALFA (CENTA 5A) [CENT5A]
MANDY FIVE ALFA (MANDY 5A) [MAND5A]
TATOS FIVE ALFA (TATOS 5A) [TATO5A]
RWY 30 DEPARTURES**



These SIDs require a minimum climb gradient of

5.5 %

CENTA 5A: up to 6000'.

MANDY 5A: up to FL90.

TATOS 5A: up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

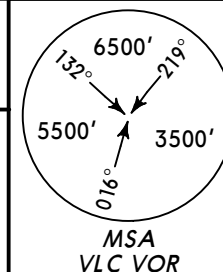
SID	ROUTING
CENTA 5A	Climb on runway heading to VLC 5.0 DME, turn RIGHT, intercept VLC R-301 to CLS, CLS R-300 to CENTA.
MANDY 5A	Climb on runway heading to VLC 5.0 DME, turn RIGHT, intercept VLC R-301 to CLS, CLS R-349 to MANDY.
TATOS 5A	Climb on runway heading to VLC 4.0 DME, turn RIGHT, intercept 076° bearing to SGO, 351° bearing to TATOS.

Apt Elev
240'

Trans level: By ATC Trans alt: 6000'

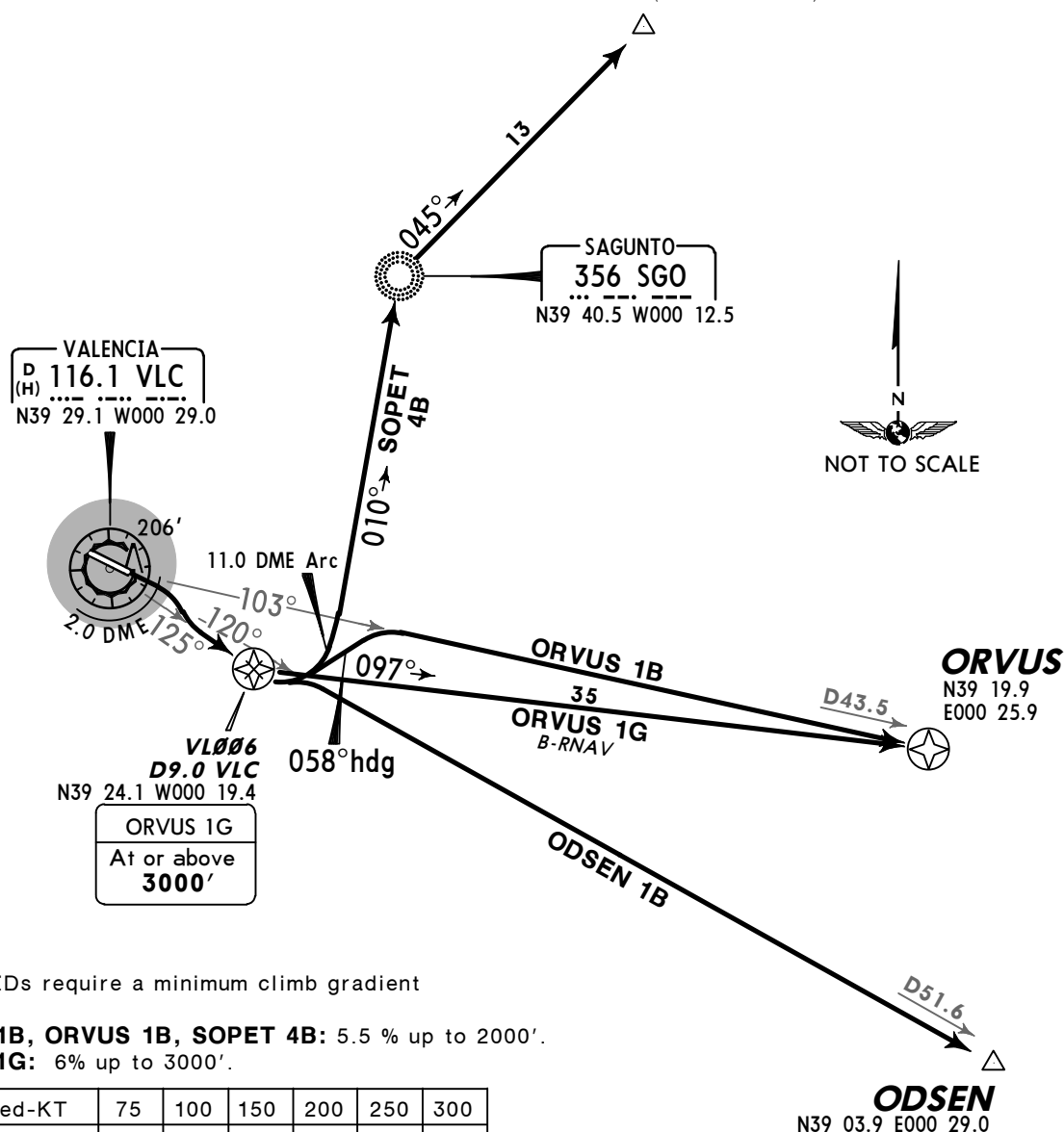
1. EXPECT close-in obstacles.

2. SIDs are also noise abatement procedures (refer to 10-4).



ODSEN ONE BRAVO (ODSEN 1B) [ODSE1B]
ORVUS ONE BRAVO (ORVUS 1B) [ORVU1B]
SOPET FOUR BRAVO (SOPET 4B) [SOPE4B]
RWY 12 DEPARTURES

ORVUS ONE GOLF (ORVUS 1G) [ORVU1G]
RWY 12 RNAV DEPARTURE
B-RNAV APPROVAL REQUIRED

SOPETN39 50.0 W000 00.3
(VLC R-047/D30.5)

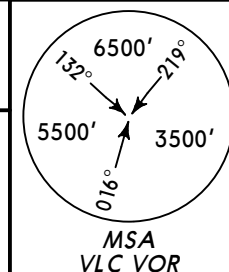
These SIDs require a minimum climb gradient
of

ODSEN 1B, ORVUS 1B, SOPET 4B: 5.5 % up to 2000'.

ORVUS 1G: 6% up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6% V/V (fpm)	456	608	911	1215	1519	1823

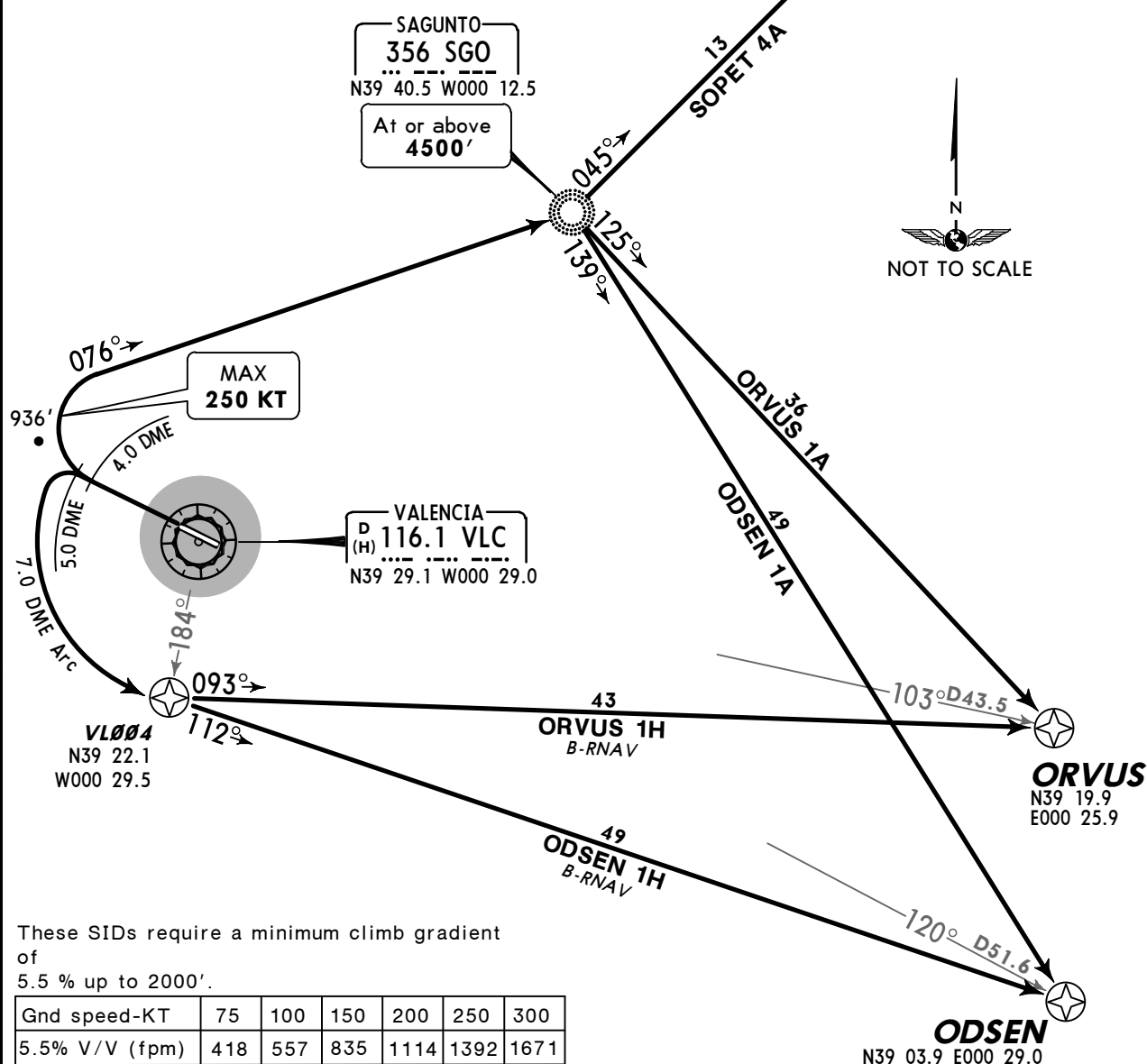
SID	ROUTING
ODSEN 1B	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-125 to D9.0 VLC, turn LEFT, intercept VLC R-120 to ODSen.
ORVUS 1B	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-125 to D9.0 VLC, turn LEFT, 058° magnetic heading, intercept VLC R-103 to ORVUS.
ORVUS 1G B-RNAV	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-125 to VL006, turn LEFT, 097° track to ORVUS.
SOPET 4B	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-125 to D9.0 VLC, turn LEFT, along VLC 11.0 DME arc, intercept 010° bearing to SGO, 045° bearing to SOPET.

Apt Elev
240'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. SIDs are also noise abatement procedures (refer to 10-4).

ODSEN ONE ALFA (ODSEN 1A) [ODSE1A]
ORVUS ONE ALFA (ORVUS 1A) [ORVU1A]
SOPET FOUR ALFA (SOPET 4A) [SOPE4A]
RWY 30 DEPARTURES

ODSEN ONE HOTEL (ODSEN 1H) [ODSE1H]
ORVUS ONE HOTEL (ORVUS 1H) [ORVU1H]
RWY 30 RNAV DEPARTURES
B-RNAV APPROVAL REQUIRED

SOPET
N39 50.0 W000 00.3
(VLC R-047/D30.5)



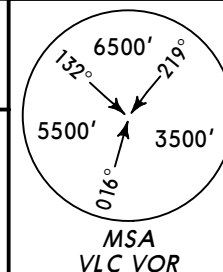
These SIDs require a minimum climb gradient
of
5.5 % up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

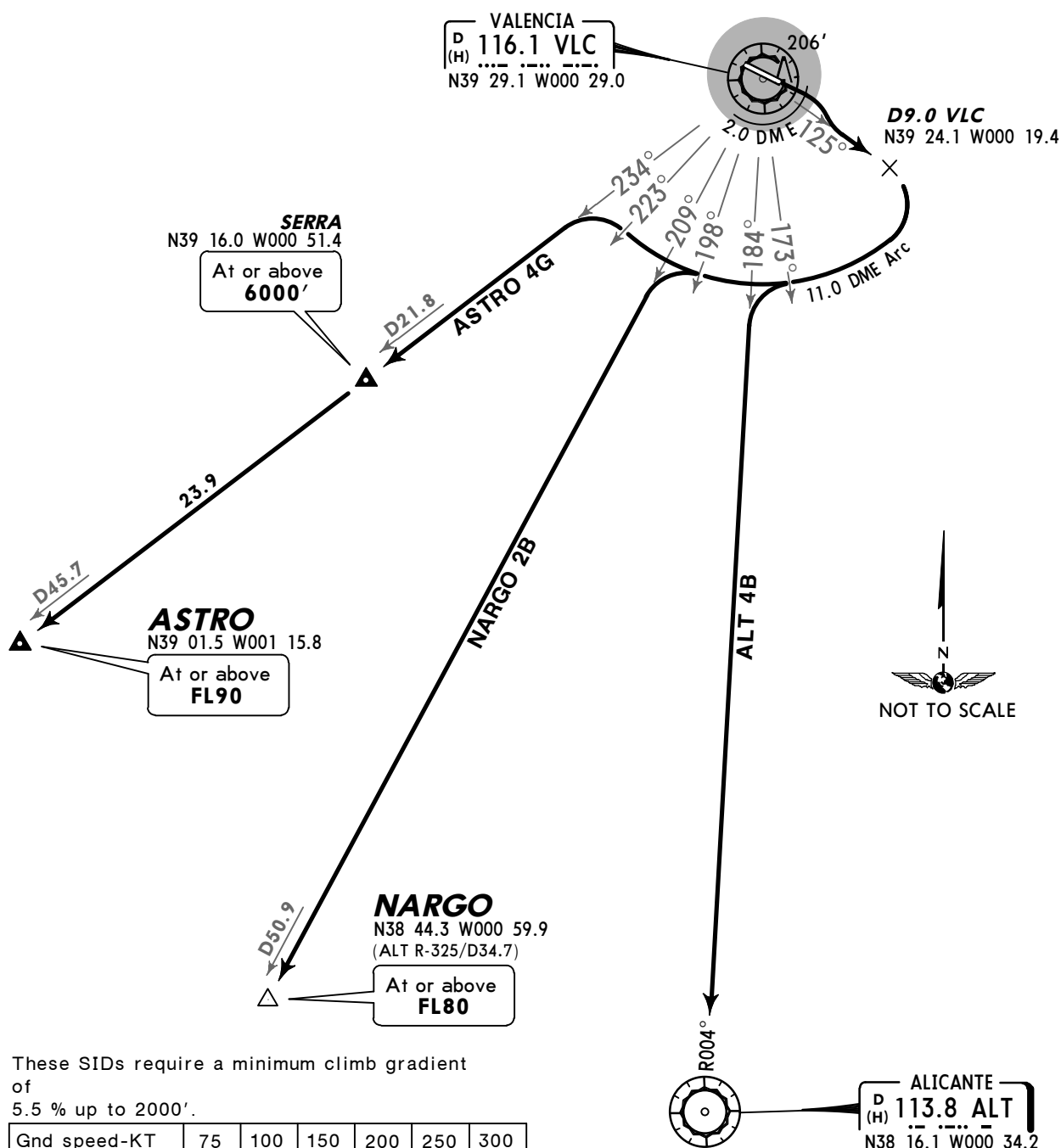
SID	ROUTING
ODSEN 1A	Climb on runway heading to VLC 4.0 DME, turn RIGHT, intercept 076° bearing to SGO, 139° bearing to ODSSEN.
ODSEN 1H B-RNAV	Climb on runway heading to VLC 5.0 DME, turn LEFT, along VLC 7.0 DME arc to VL004, 112° bearing to ODSSEN.
ORVUS 1A	Climb on runway heading to VLC 4.0 DME, turn RIGHT, intercept 076° bearing to SGO, 125° bearing to ORVUS.
ORVUS 1H B-RNAV	Climb on runway heading to VLC 5.0 DME, turn LEFT, along VLC 7.0 DME arc to VL004, 093° bearing to ORVUS.
SOPET 4A	Climb on runway heading to VLC 4.0 DME, turn RIGHT, intercept 076° bearing to SGO, 045° bearing to SOPET.

Apt Elev
240'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. SIDs are also noise abatement procedures (refer to 10-4).



ALICANTE FOUR BRAVO (ALT 4B)
ASTRO FOUR GOLF (ASTRO 4G) [ASTR4G]
NARGO TWO BRAVO (NARGO 2B) [NARG2B]
RWY 12 DEPARTURES



These SIDs require a minimum climb gradient of 5.5 % up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

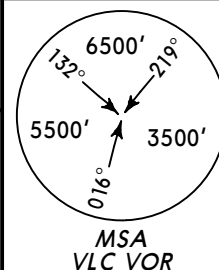
SID	ROUTING
ALT 4B	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-125 to D9.0 VLC, turn RIGHT, along VLC 11.0 DME arc until passing VLC R-173, turn LEFT, intercept VLC R-184 to ALT.
ASTRO 4G	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-125 to D9.0 VLC, turn RIGHT, along VLC 11.0 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 2.0 DME, turn RIGHT, intercept VLC R-125 to D9.0 VLC, turn RIGHT, along VLC 11.0 DME arc until passing VLC R-198, turn LEFT, intercept VLC R-209 to NARGO.

Apt Elev
240'

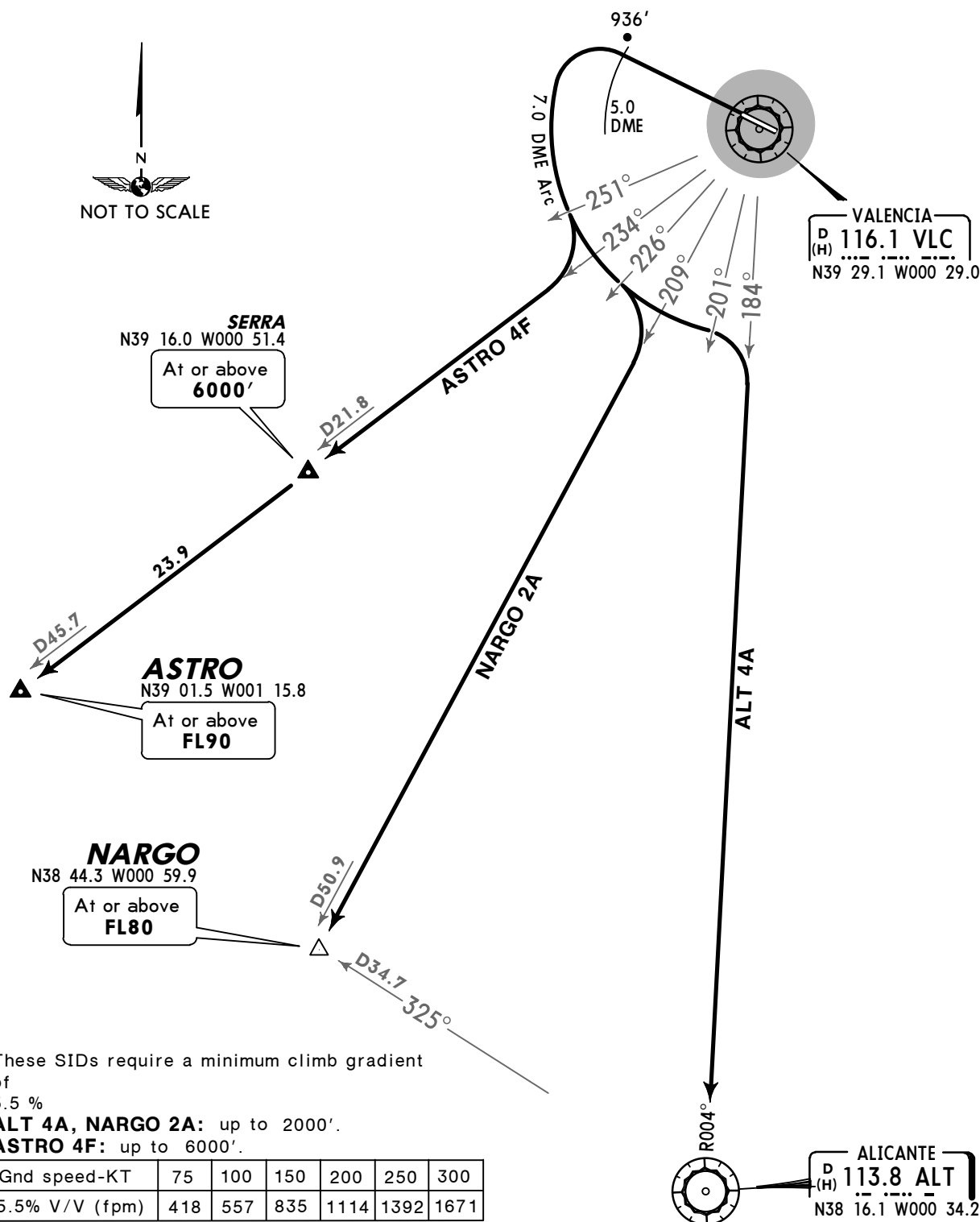
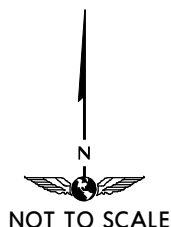
Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. SIDs are also noise abatement procedures (refer to 10-4).



ALICANTE FOUR ALFA (ALT 4A)
ASTRO FOUR FOXTROT (ASTRO 4F) [ASTR4F]
NARGO TWO ALFA (NARGO 2A) [NARG2A]
RWY 30 DEPARTURES



SID	ROUTING
ALT 4A	Climb on runway heading to VLC 5.0 DME, turn LEFT, along VLC 7.0 DME arc until passing VLC R-201, turn RIGHT, intercept VLC R-184 to ALT.
ASTRO 4F	Climb on runway heading to VLC 5.0 DME, turn LEFT, along VLC 7.0 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 5.0 DME, turn LEFT, along VLC 7.0 DME arc until passing VLC R-226, turn RIGHT, intercept VLC R-209 to NARGO.

RWYS 12, 30 CONTINGENCY DEPARTURES

In the event of failure of one or more nav aids used for the departures from runways 12/30, the following procedures shall be carried out:

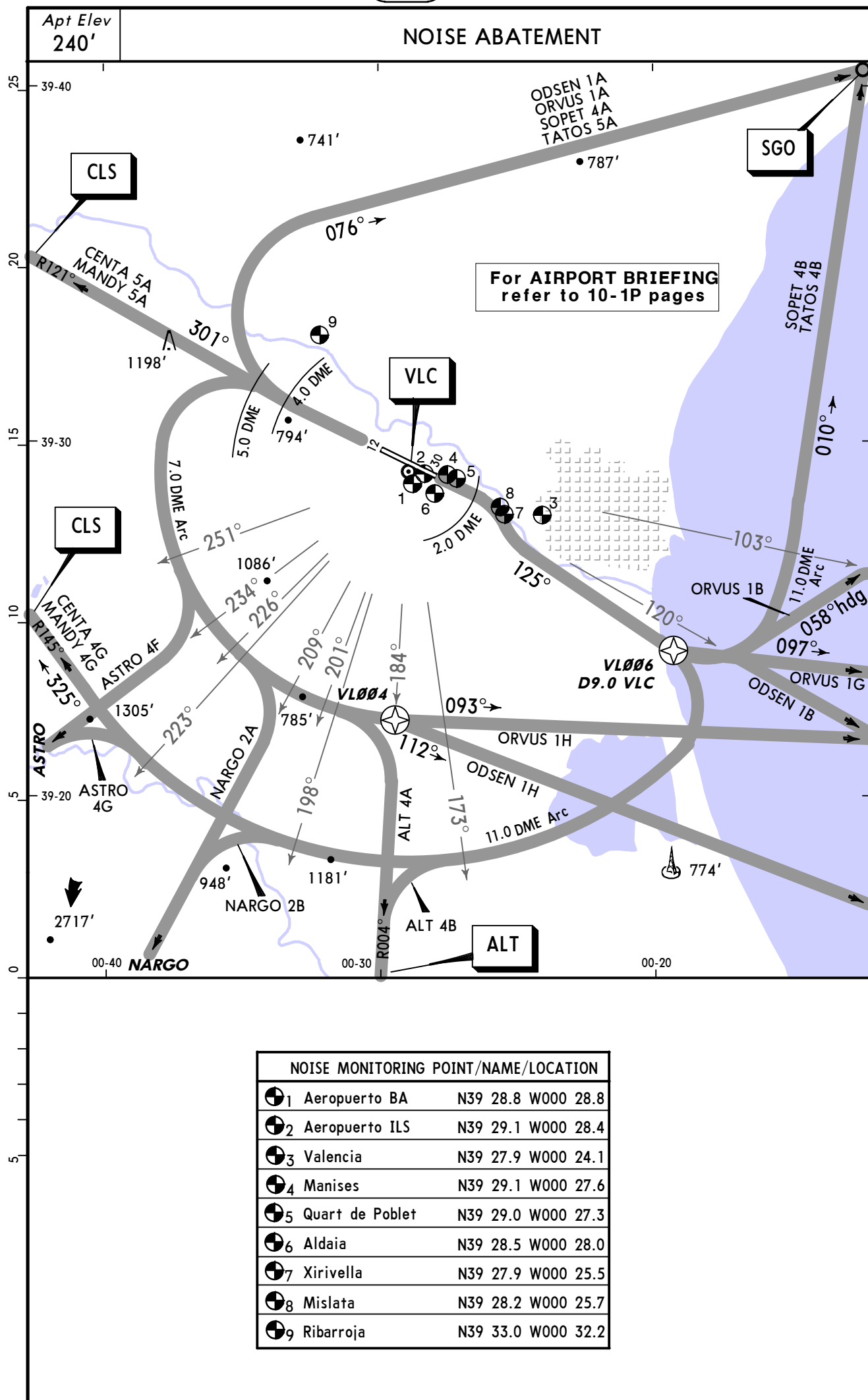
RWYS 12, 30: Climb on runway heading to 3000', turn following ATC instructions.

These departures require minimum climb gradients of

RWY 12: 5.5%.

RWY 30: 6.5%.

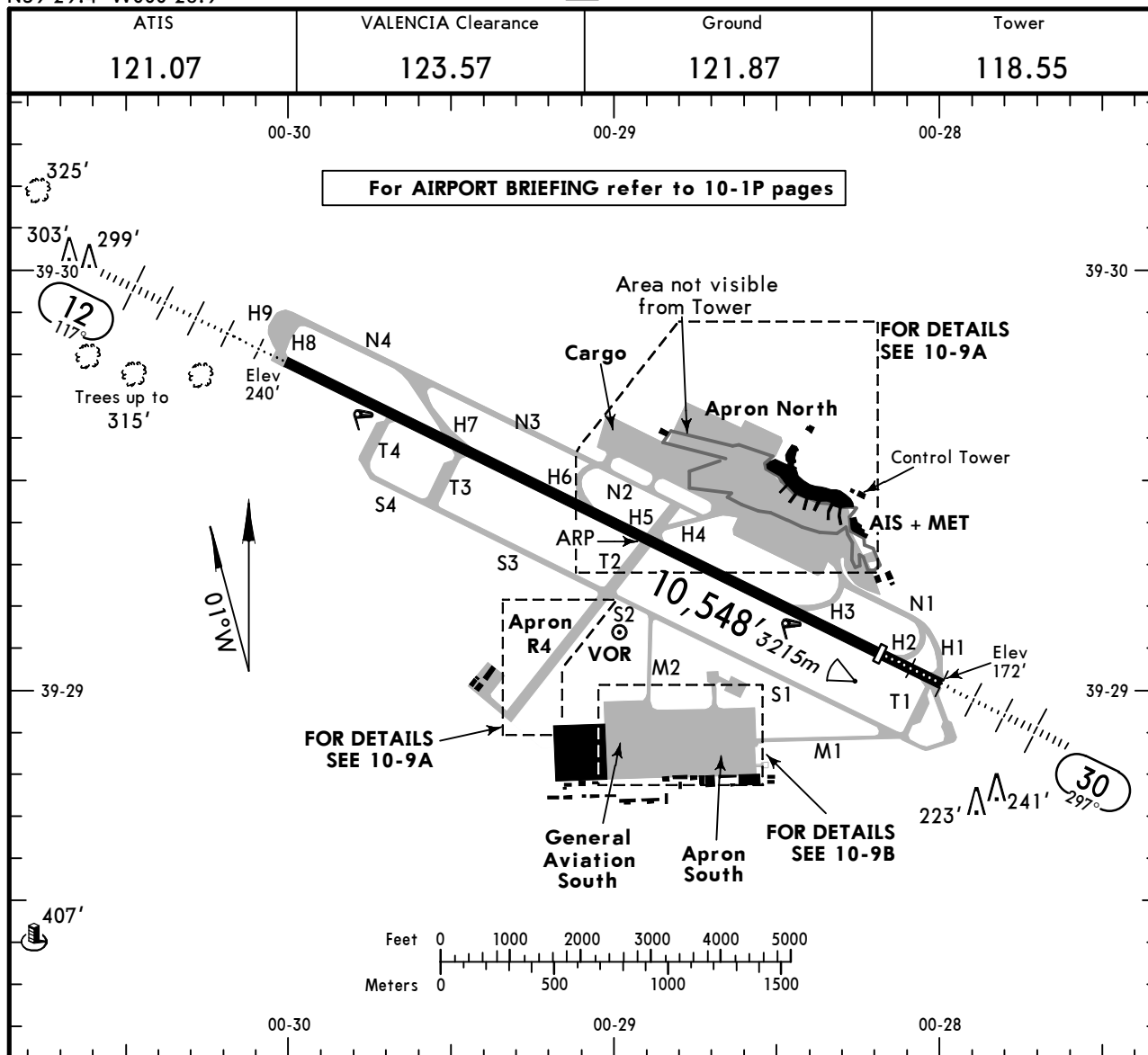
Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
5.5% V/V (fpm)	418	557	835	1114	1392	1671



LEVC/VLC
Apt Elev 240'
N39 29.4 W000 28.9

JEPPESEN
1 MAR 13 **10-9** Eff 7 Mar

VALENCIA, SPAIN
MANISES



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
12	HIRL (50m) CL (30m) HIALS PAPI-L (3.0°)		9333' 2845m	1	148' 45m
30	HIRL (50m) CL (30m) HIALS REIL PAPI-L (3.0°) RVR	9564' 2915m	8713' 2656m		

1 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)

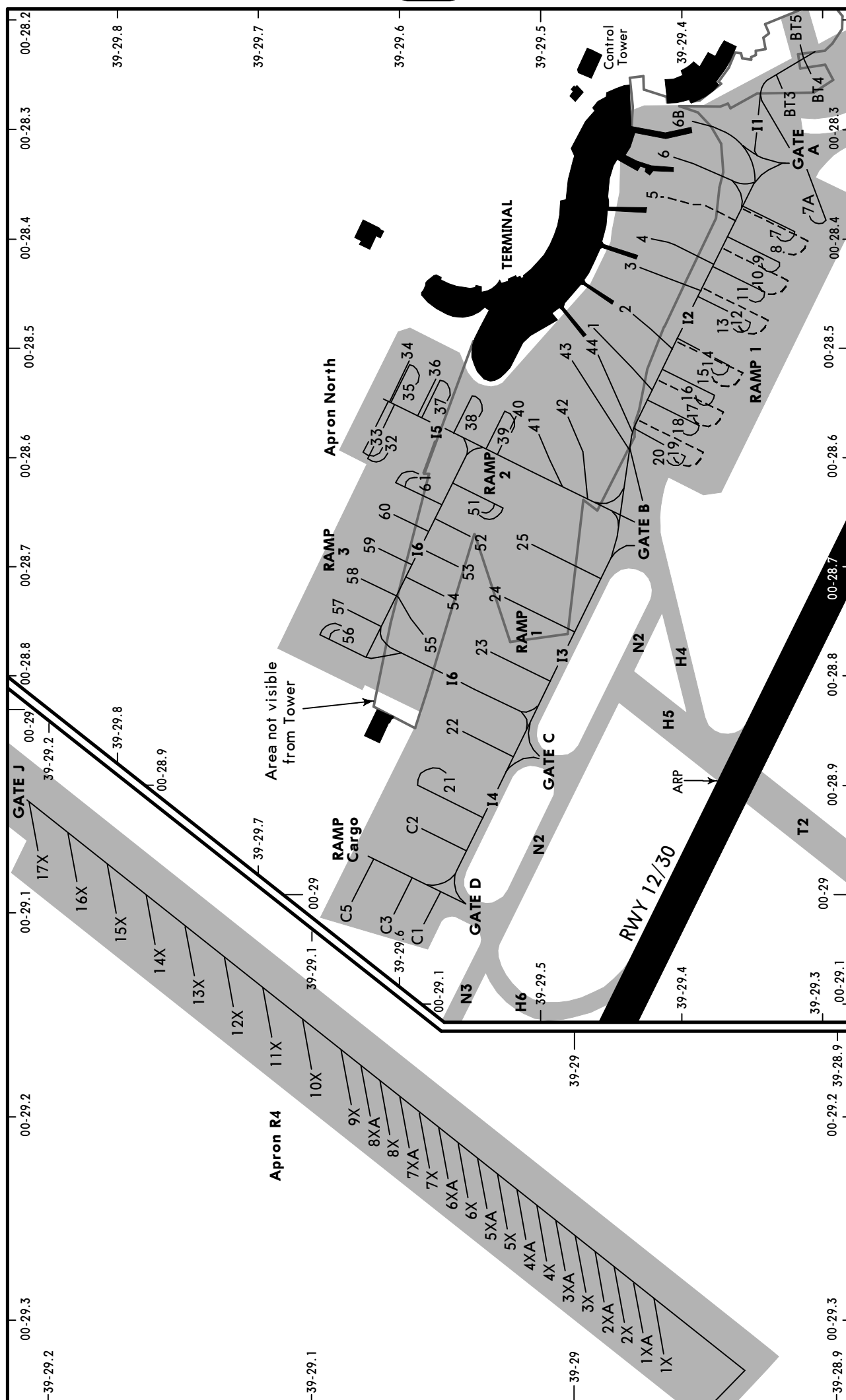
Standard

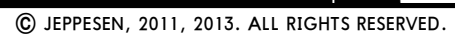
TAKE-OFF

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	350m	400m	500m	
B				
C				
D				

CHANGES: Apron. Cat II holding point withdrawn.

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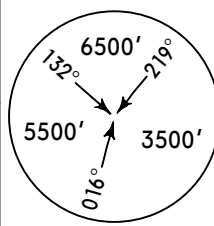
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
RAMP 1, 2, 3 & Cargo		Apron R4	
1	N39 29.5 W000 28.5	1X thru 5X	N39 29.0 W000 29.3
2	N39 29.4 W000 28.5	5XA, 6X	N39 29.0 W000 29.2
3 thru 5	N39 29.4 W000 28.4	6XA thru 11X	N39 29.1 W000 29.2
6, 6B	N39 29.4 W000 28.3	12X, 13X	N39 29.1 W000 29.1
7 thru 9	N39 29.3 W000 28.4	14X thru 17X	N39 29.2 W000 29.1
10, 11	N39 29.4 W000 28.4	RAMP 5	
12 thru 16	N39 29.4 W000 28.5	101	N39 28.9 W000 28.9
17 thru 20	N39 29.4 W000 28.6	102 thru 104	N39 28.9 W000 28.8
21	N39 29.6 W000 28.9	105, 106	N39 28.9 W000 28.7
22	N39 29.5 W000 28.9	125, 126	N39 28.9 W000 28.6
23	N39 29.5 W000 28.8	127 thru 132	N39 28.9 W000 28.7
24, 25	N39 29.5 W000 28.7	133 thru 138	N39 28.9 W000 28.8
32, 33	N39 29.6 W000 28.6	139	N39 28.9 W000 28.9
34 thru 37	N39 29.6 W000 28.5	141 thru 145	N39 28.8 W000 28.9
38	N39 29.5 W000 28.5	146, 147	N39 28.8 W000 28.8
39 thru 42	N39 29.5 W000 28.6	148 thru 151	N39 28.8 W000 28.7
43, 44	N39 29.5 W000 28.5	152, 153	N39 28.8 W000 28.6
51	N39 29.5 W000 28.6	RAMP 6	
52	N39 29.5 W000 28.7	201	N39 29.0 W000 28.9
53, 54	N39 29.6 W000 28.7	202 thru 213	N39 28.9 W000 28.9
55, 56	N39 29.6 W000 28.8	214 thru 225	N39 28.9 W000 29.0
57 thru 60	N39 29.6 W000 28.7	226, 227	N39 29.0 W000 29.0
61	N39 29.6 W000 28.6	228 thru 251	N39 28.9 W000 29.0
BT3, BT4	N39 29.3 W000 28.3	252, 253	N39 29.0 W000 29.0
BT5	N39 29.3 W000 28.2	254 thru 265	N39 28.9 W000 29.0
C1	N39 29.6 W000 29.0		
C2	N39 29.6 W000 28.9		
C3 thru C5	N39 29.6 W000 29.0		

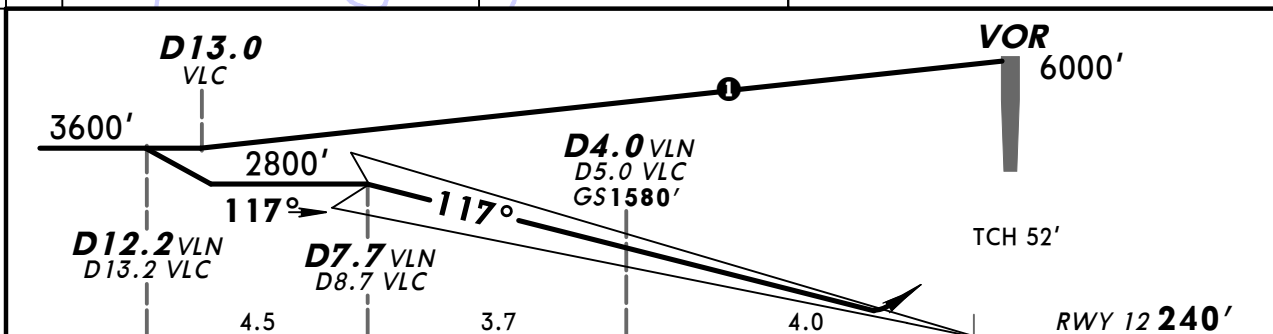
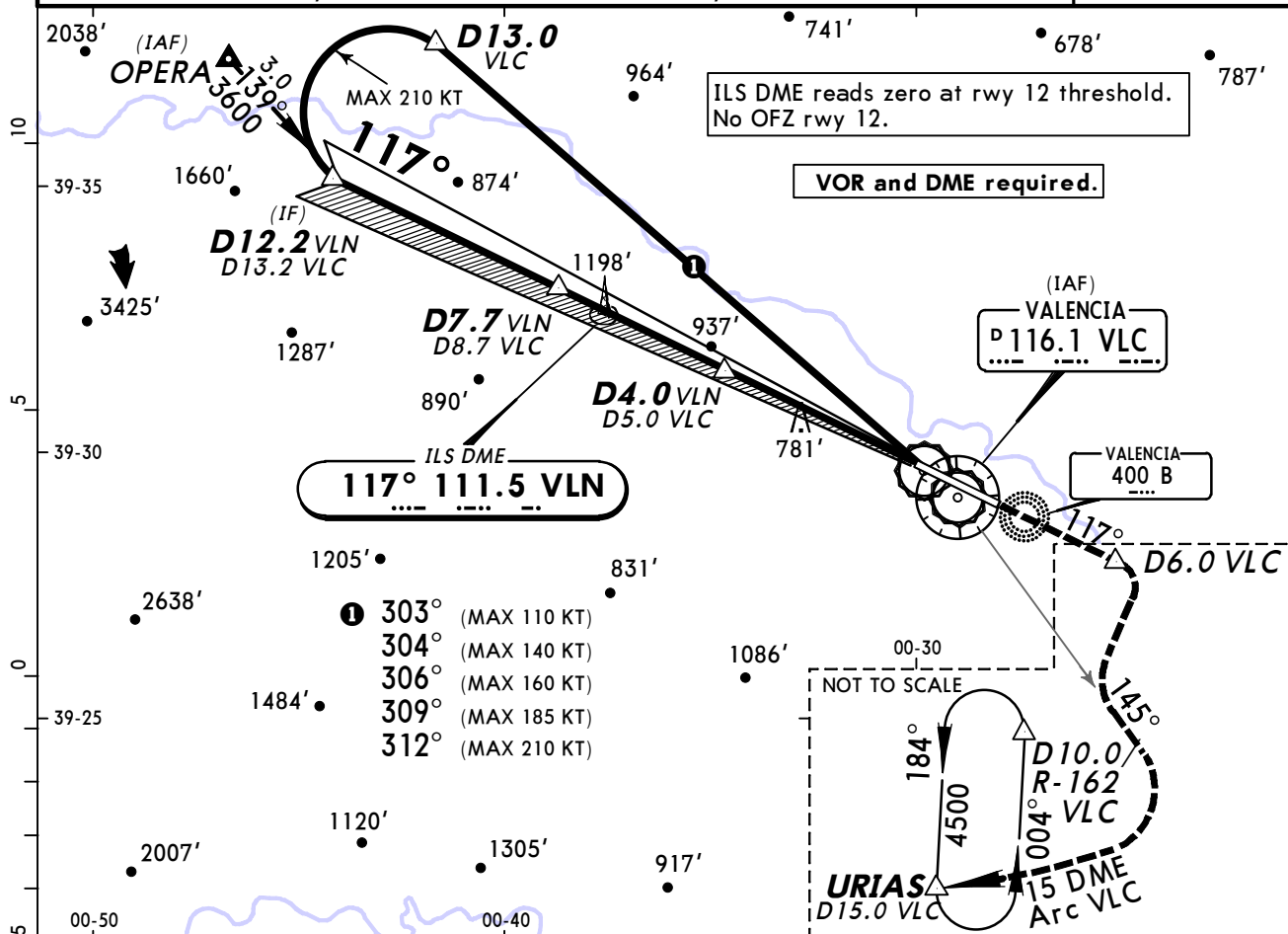
LEVC/VLC MANISES

JEPPESSEN
25 MAY 12 (11-1) Eff 31 May

VALENCIA, SPAIN
ILS Z Rwy 12

BRIEFING STRIP™

ATIS 121.07		VALENCIA Approach 124.75 120.1		VALENCIA Tower 118.55	Ground 121.87
LOC VLN 111.5	Final Apch Crs 117°	GS D4.0 VLN 1580' (1340')	ILS DA(H) Refer to Minimums	Apt Elev 240' RWY 240'	 MSA VLC VOR
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'	

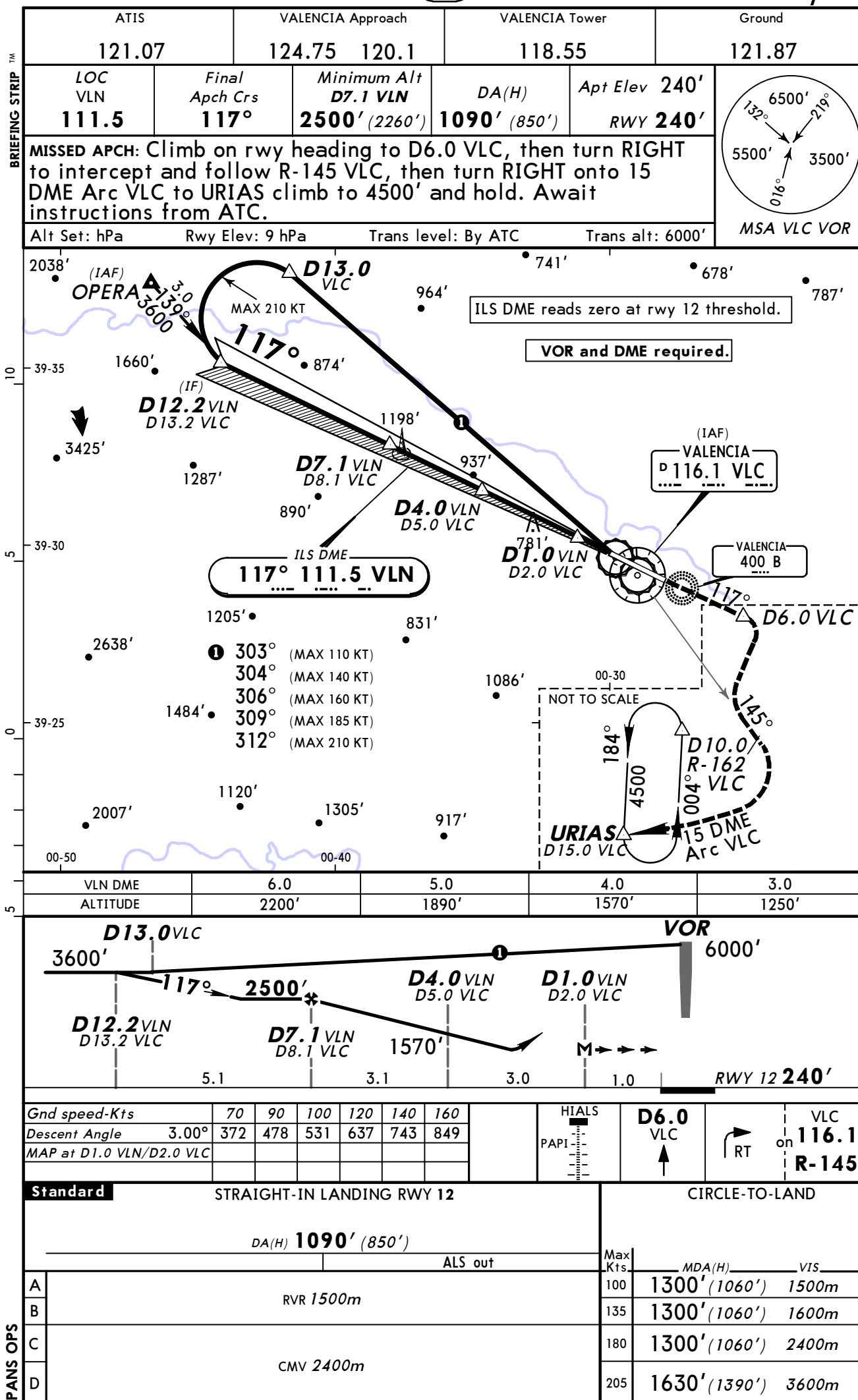


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D6.0 VLC	RT	VLC on 116.1 R-145
GS	3.00°	372	478	531	637	743				

PANS OPS	STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND	
	DA(H) A: 440' (200') C: 449' (209') B: 441' (201') D: 460' (220')			Max Kts	MDA(H) VIS
	FULL	Limited	ALS out	100	1300' (1060') 1500m
	RVR 550m	RVR 750m	RVR 1200m	135	1300' (1060') 1600m
				180	1300' (1060') 2400m
				205	1630' (1390') 3600m

CHANGES: Procedure title. Note added.

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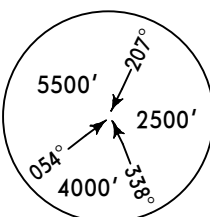


LEVC/VLC MANISES

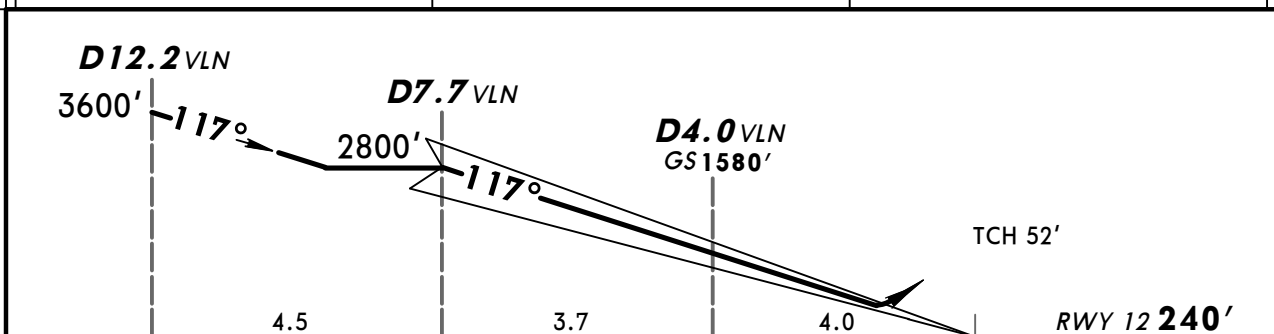
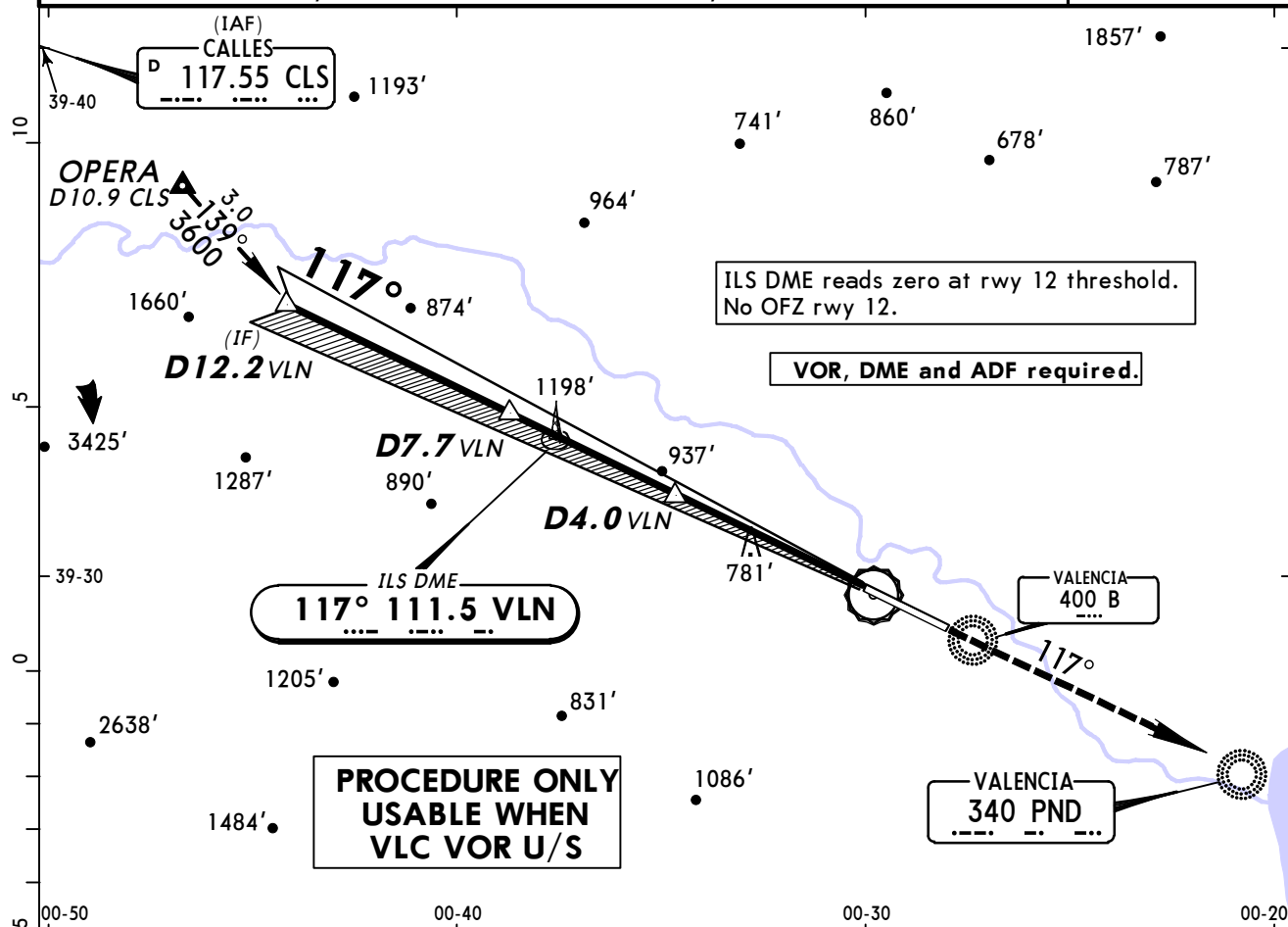
25 MAY 12 **11-3** Eff 31 May

VALENCIA, SPAIN
ILS Y Rwy 12

BRIEFING STRIP™

ATIS 121.07		VALENCIA Approach 124.75 120.1		VALENCIA Tower 118.55		Ground 121.87	
LOC VLN 111.5	Final Apch Crs 117°	GS D4.0 VLN 1580' (1340')	ILS DA(H) Refer to Minimums	Apt Elev 240' RWY 240'			
MISSED APCH: Climb on rwy heading to 3000', await instruction from ATC.							
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC			

MSA PND NDB

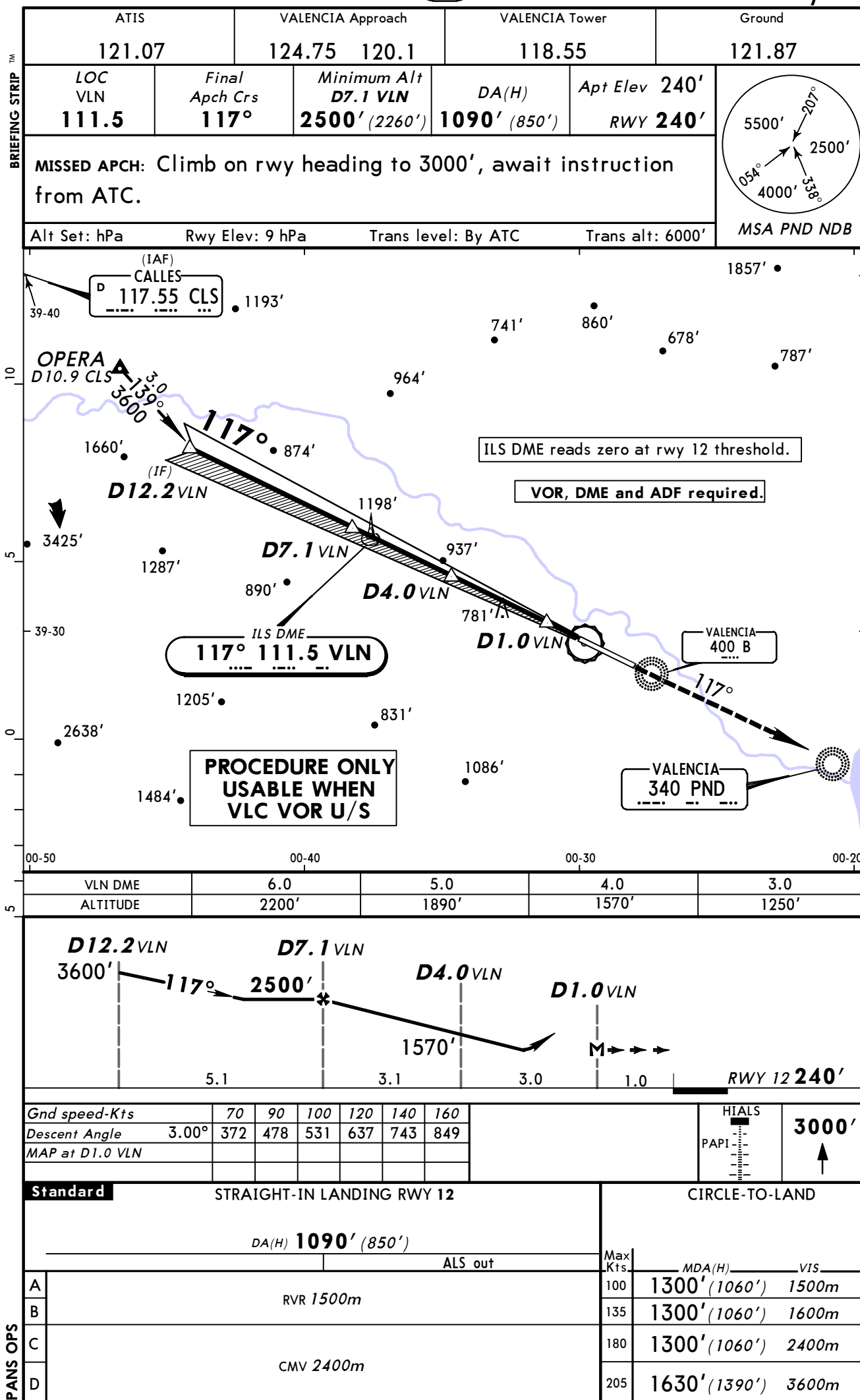


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000'
GS	3.00°	372	478	531	637	743	

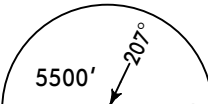
PANS OPS	STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND	
	DA(H)			Max Kts	MDA(H) VIS
	A: 440' (200') C: 449' (209')				
	B: 441' (201') D: 460' (220')				
	FULL	Limited	ALS out		
A	RVR 550m	RVR 750m	RVR 1200m	100	1300' (1060') 1500m
B				135	1300' (1060') 1600m
C				180	1300' (1060') 2400m
D				205	1630' (1390') 3600m

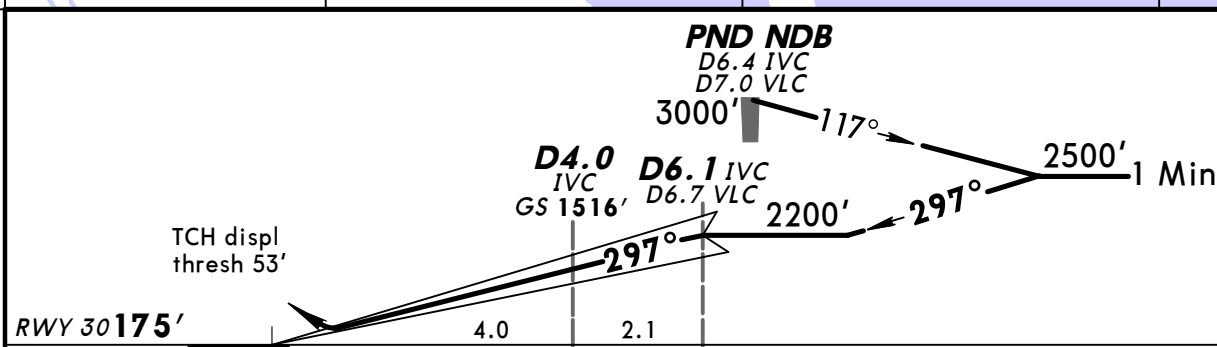
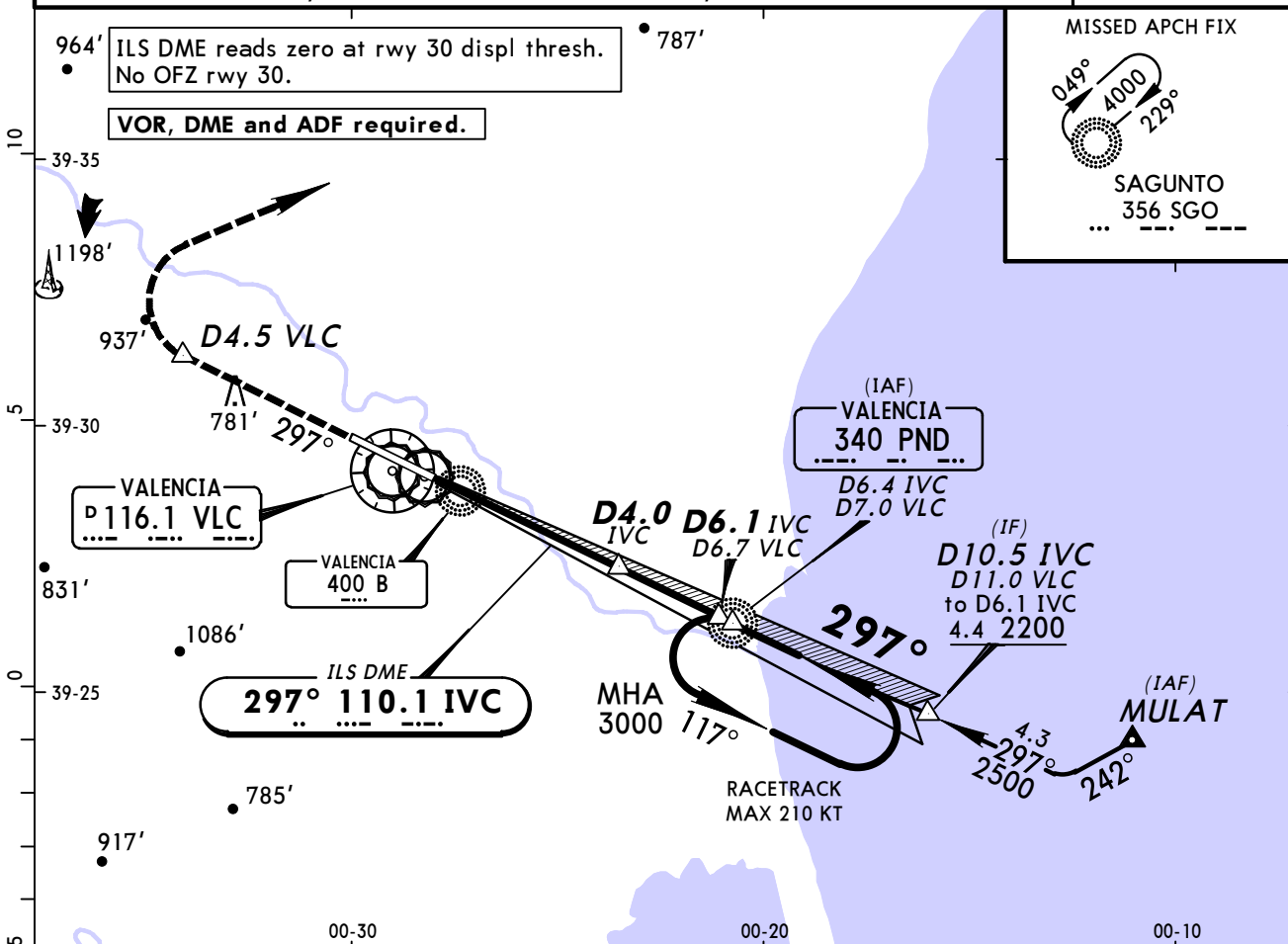
CHANGES: New procedure.

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BRIEFING STRIP™

ATIS 121.07		VALENCIA Approach 124.75 120.1		VALENCIA Tower 118.55	Ground 121.87
LOC IVC 110.1	Final Apch Crs 297°	GS D4.0 IVC 1516' (1341')	ILS DA(H) Refer to Minimums	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		
MSA PND NDB					



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 	D4.5 VLC ↑
GS	3.00°	372	478	531	637	743		

PANS OPS	STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND	
	DA(H) A: 420' (245') C: 440' (265') B: 432' (257') D: 451' (276')				Max Kts	MDA(H) VIS
	FULL	Limited	ALS out		100	810' (570') 1500m
	A	RVR 750m	RVR 1300m		135	1170' (930') 1600m
	B				180	1280' (1040') 2400m
	C				205	1630' (1390') 3600m
	D					

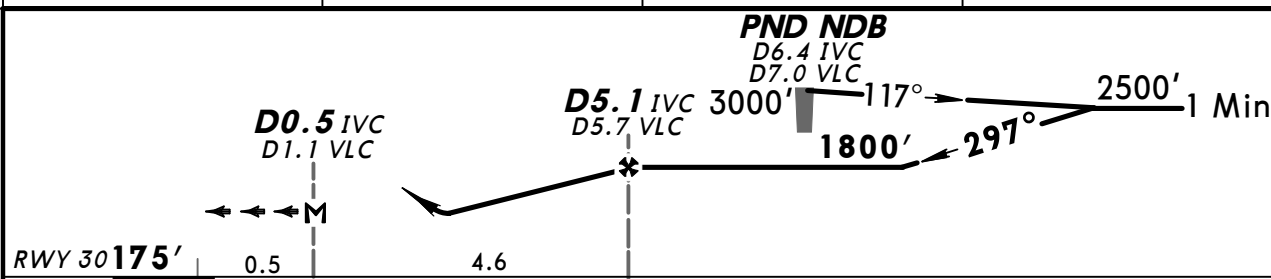
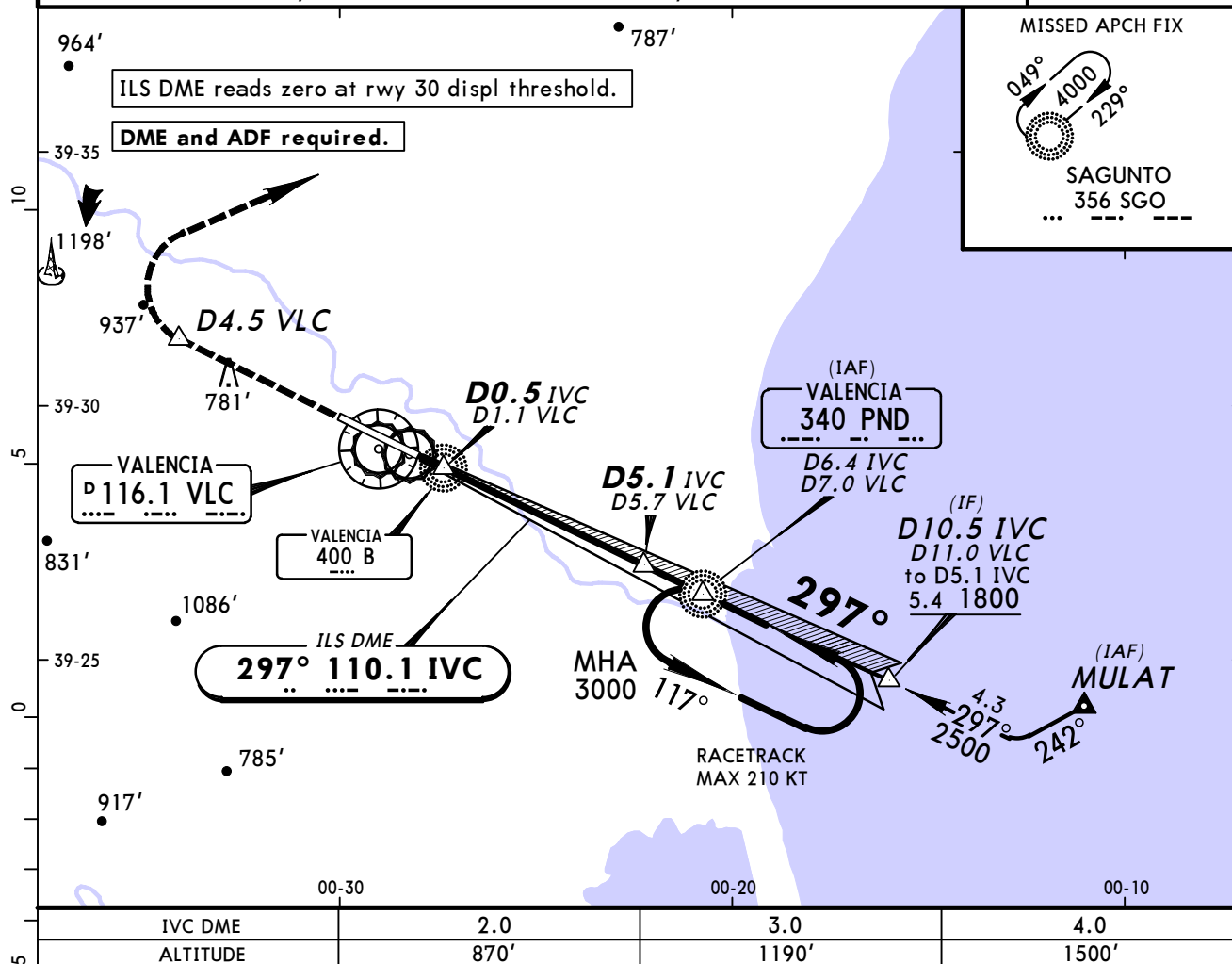
LEVC/VLC MANISES

JEPPESSEN
25 MAY 12 **11-6** Eff 31 May

VALENCIA, SPAIN
LOC Z Rwy 30

BRIEFING STRIP™

ATIS 121.07		VALENCIA Approach 124.75 120.1		VALENCIA Tower 118.55		Ground 121.87	
LOC IVC 110.1	Final Aptch Crs 297°	Minimum Alt D5.1 IVC 1800' (1625')	DA(H) 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							



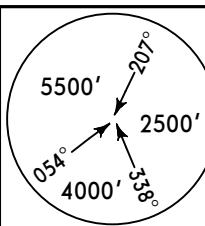
Gnd speed-Kts	70	90	100	120	140	160		D4.5 VLC ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5 IVC/D1.1 VLC								

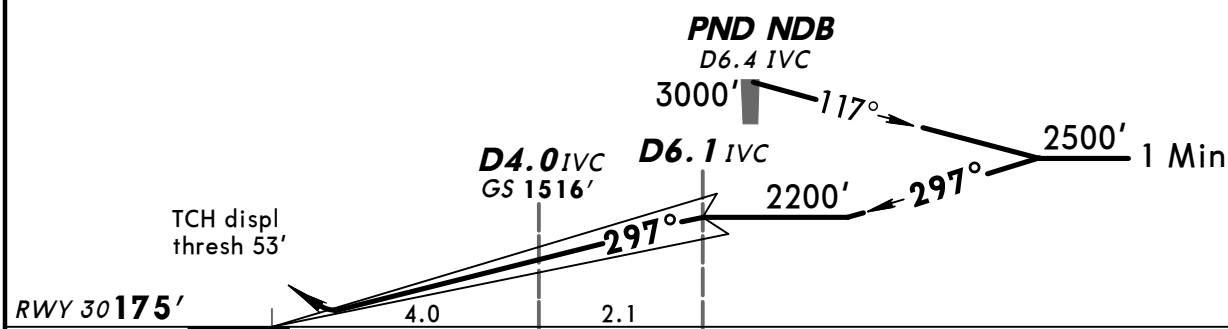
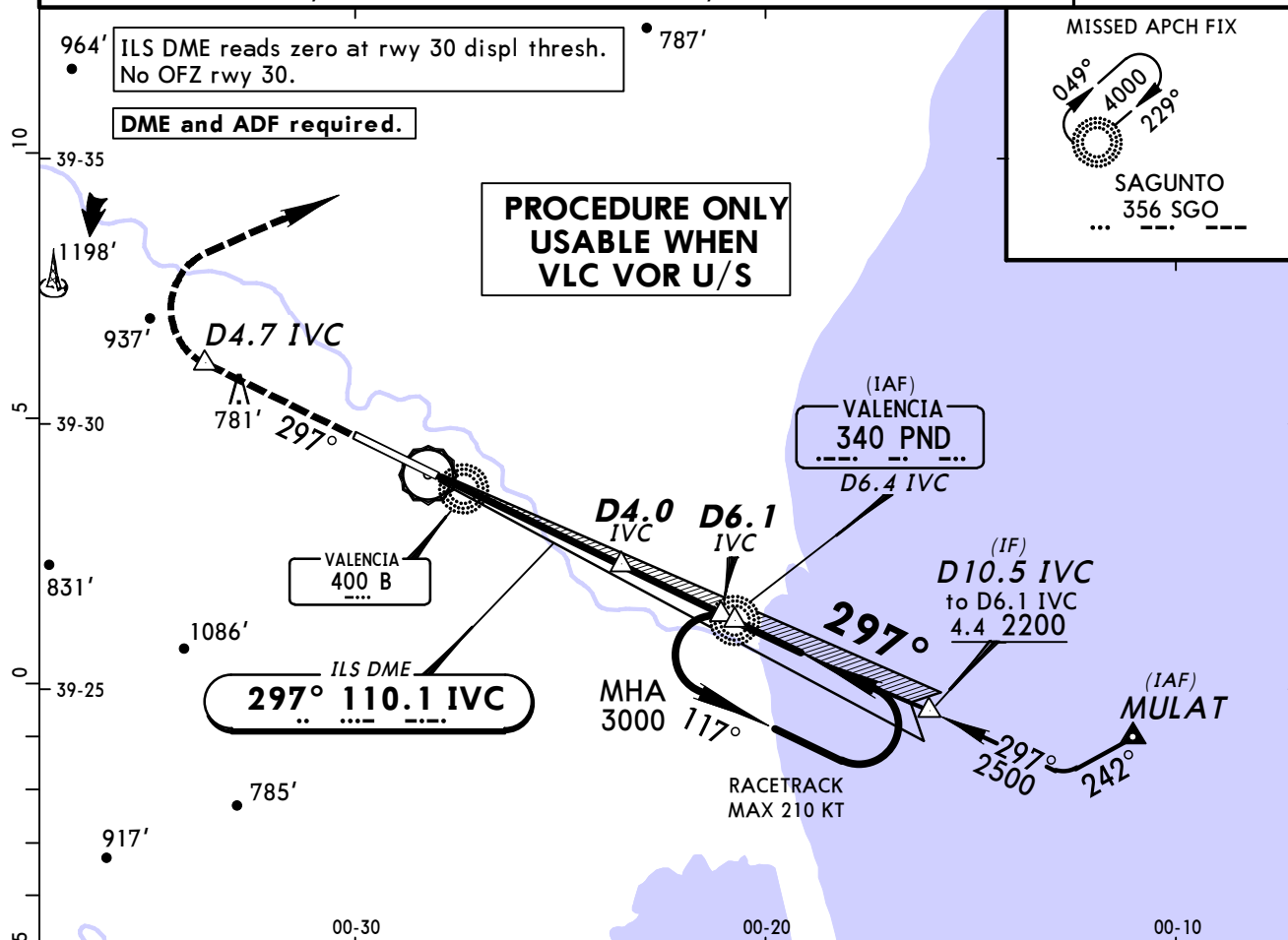
Standard STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
DA(H) 630' (455')				Max Kts	MDA(H)	VIS	
RVR 1400m				100	810' (570')	1500m	
				135	1170' (930')	1600m	
CMV 2100m				180	1280' (1040')	2400m	
				205	1630' (1390')	3600m	

CHANGES: Chart reindexed. Procedure title.

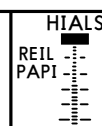
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BRIEFING STRIP™

ATIS 121.07		VALENCIA Approach 124.75 120.1		VALENCIA Tower 118.55		Ground 121.87	
LOC IVC 110.1	Final Apch Crs 297°	GS D4.0 IVC 1516' (1341')	ILS DA(H) Refer to Minimums	Apt Elev 240'	RWY 175'		
MISSED APCH: Climb on rwy heading to D4.7 IVC, 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°	372	478	531	637	743	849



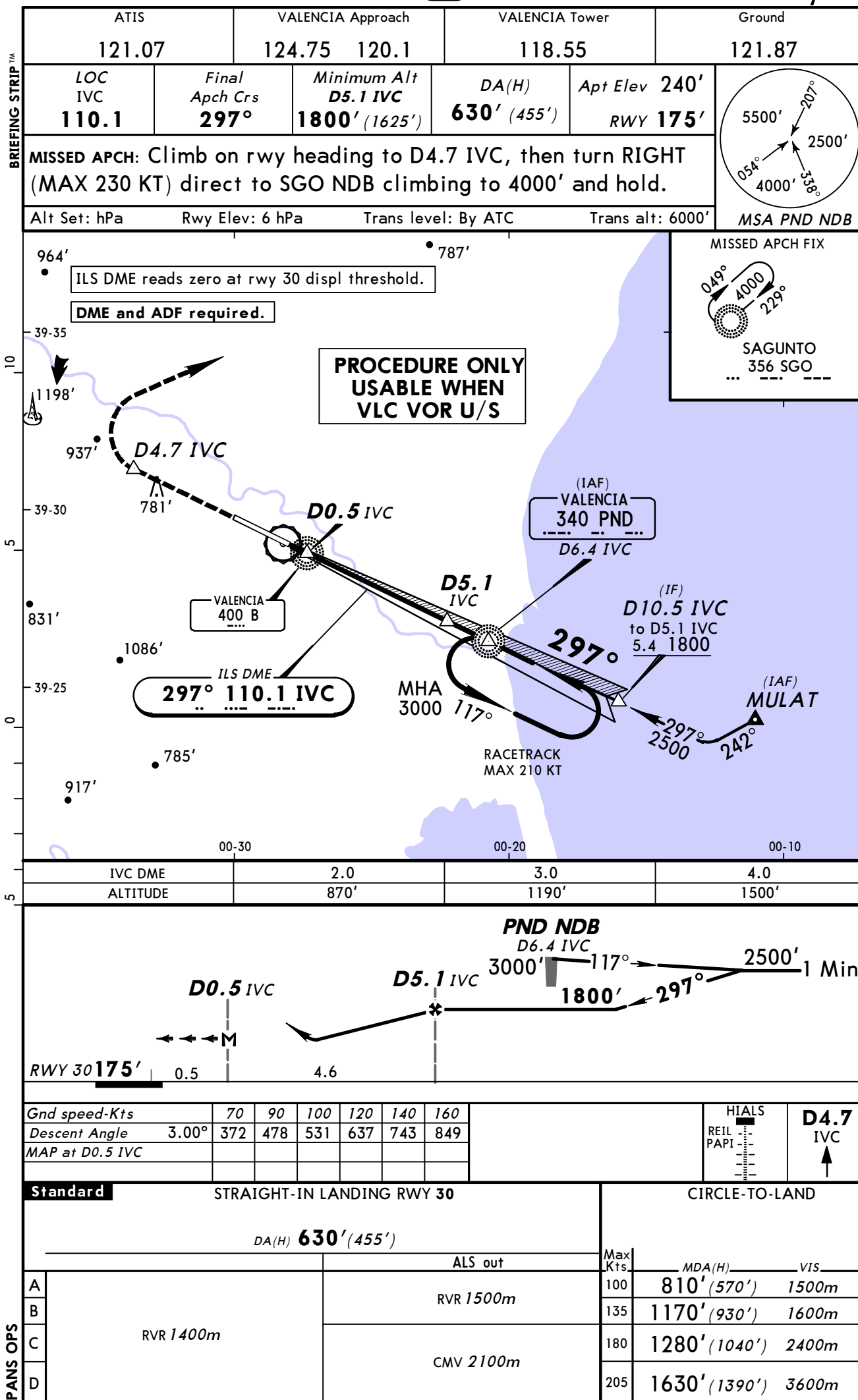
D4.7 IVC

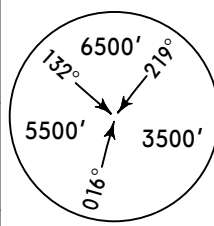
Standard				STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND			
				DA(H) A: 420' (245') C: 440' (265') B: 432' (257') D: 451' (276')						
		FULL		Limited		ALS out		Max Kts	MDA(H)	VIS
A	RVR 550m		RVR 750m		RVR 1300m		100	810' (570')	1500m	
B	RVR 600m						135	1170' (930')	1600m	
C							180	1280' (1040')	2400m	
D							205	1630' (1390')	3600m	

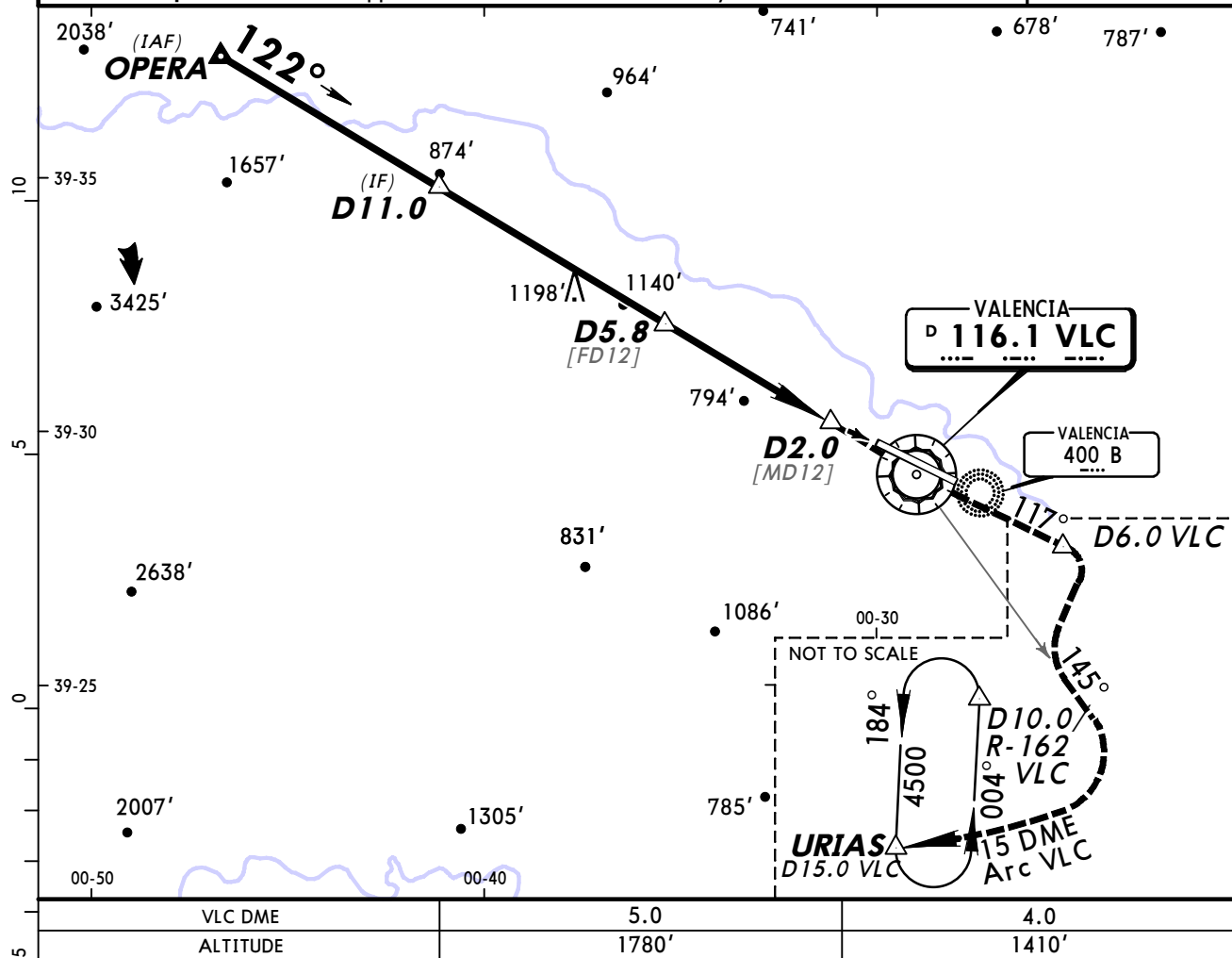
LEVC/VLC MANISES

JEPPESSEN
25 MAY 12 **11-8** Eff 31 May

VALENCIA, SPAIN
LOC Y Rwy 30



BRIEFING STRIP TM	ATIS 121.07		VALENCIA Approach 124.75 120.1		VALENCIA Tower 118.55		Ground 121.87	
	VOR VLC 116.1	Final Apch Crs 122°	Minimum Alt D5.8 2000' (1760')	DA(H) 1200' (960')	Apt Elev 240'		 MSA VLC VOR	
	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.							



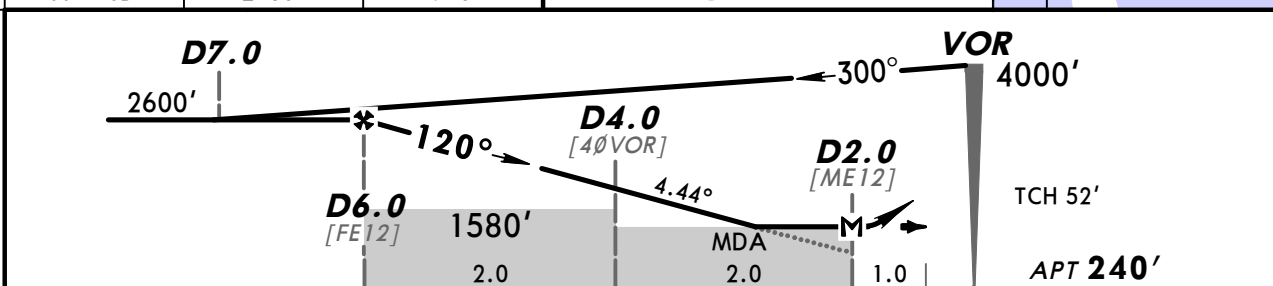
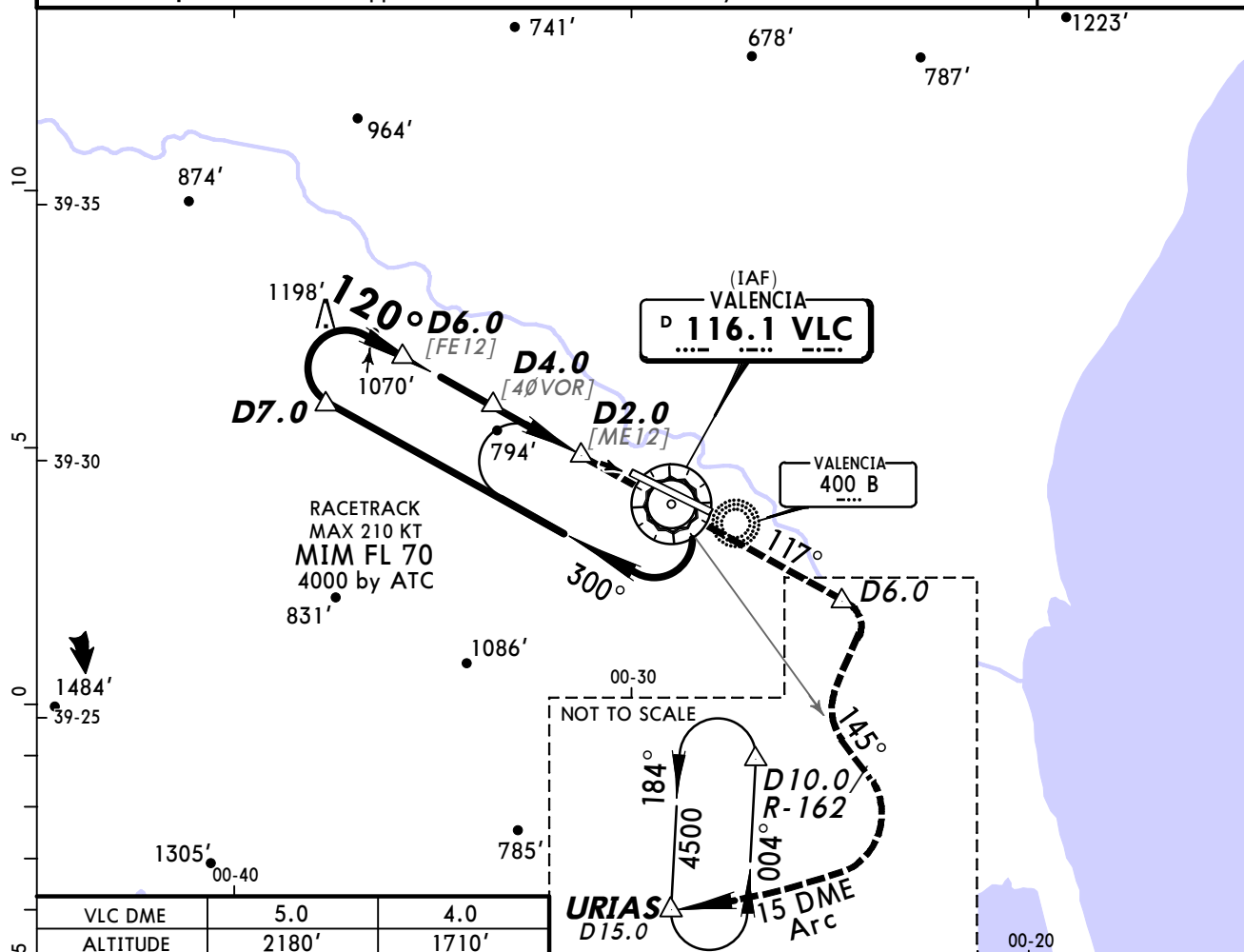
VLC DME	5.0	4.0
ALTITUDE	1780'	1410'

OPERA	5000'	122°	D11.0	3000'	D5.8 [FD12]	2000'	3.50°	D2.0 [MD12]	1780'	VOR	TCH 52'	APT 240'
Gnd speed-Kts	70	90	100	120	140	160						
Descent Angle	3.50°	434	557	619	743	867	991					
MAP at D2.0												

Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
DA(H) 1200' (960')							
ALS out							
A	RVR 1500m			Max Kts	MDA(H)	VIS	
B				100	1300' (1060')	1500m	
C				135	1300' (1060')	1600m	
D	CMV 2400m			180	1300' (1060')	2400m	
				205	1630' (1390')	3600m	

BRIEFING STRIP™

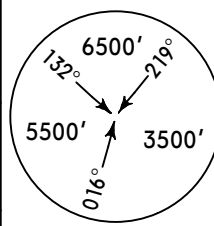
ATIS 121.07		VALENCIA Approach 124.75 120.1		VALENCIA Tower 118.55		Ground 121.87	
VOR VLC 116.1	Final Aptch Crs 120°	Procedure Alt D6.0 2600' (2360')	MDA(H) Refer to Minimums	Apt Elev 240'			
MISSED APCH: Climb direct to VOR to intercept R-117. At D6.0 turn RIGHT to intercept R-145, then turn RIGHT onto 15 DME Arc to URIAS climbing to 4500' and hold. Await instructions from ATC.							MSA VLC VOR
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.							

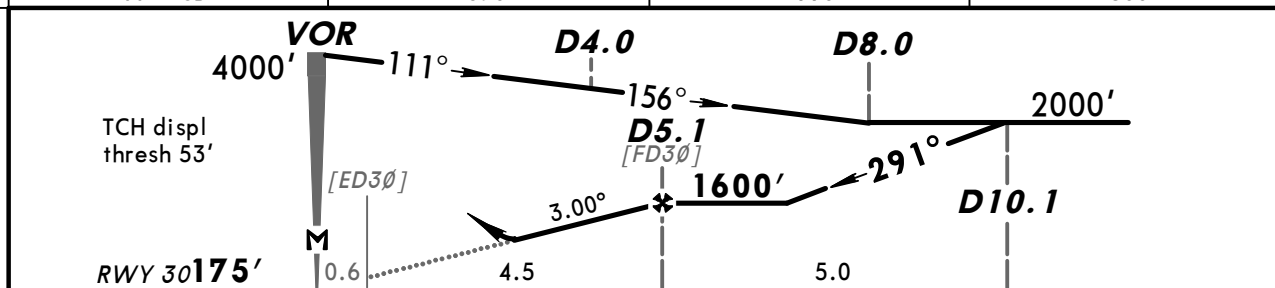
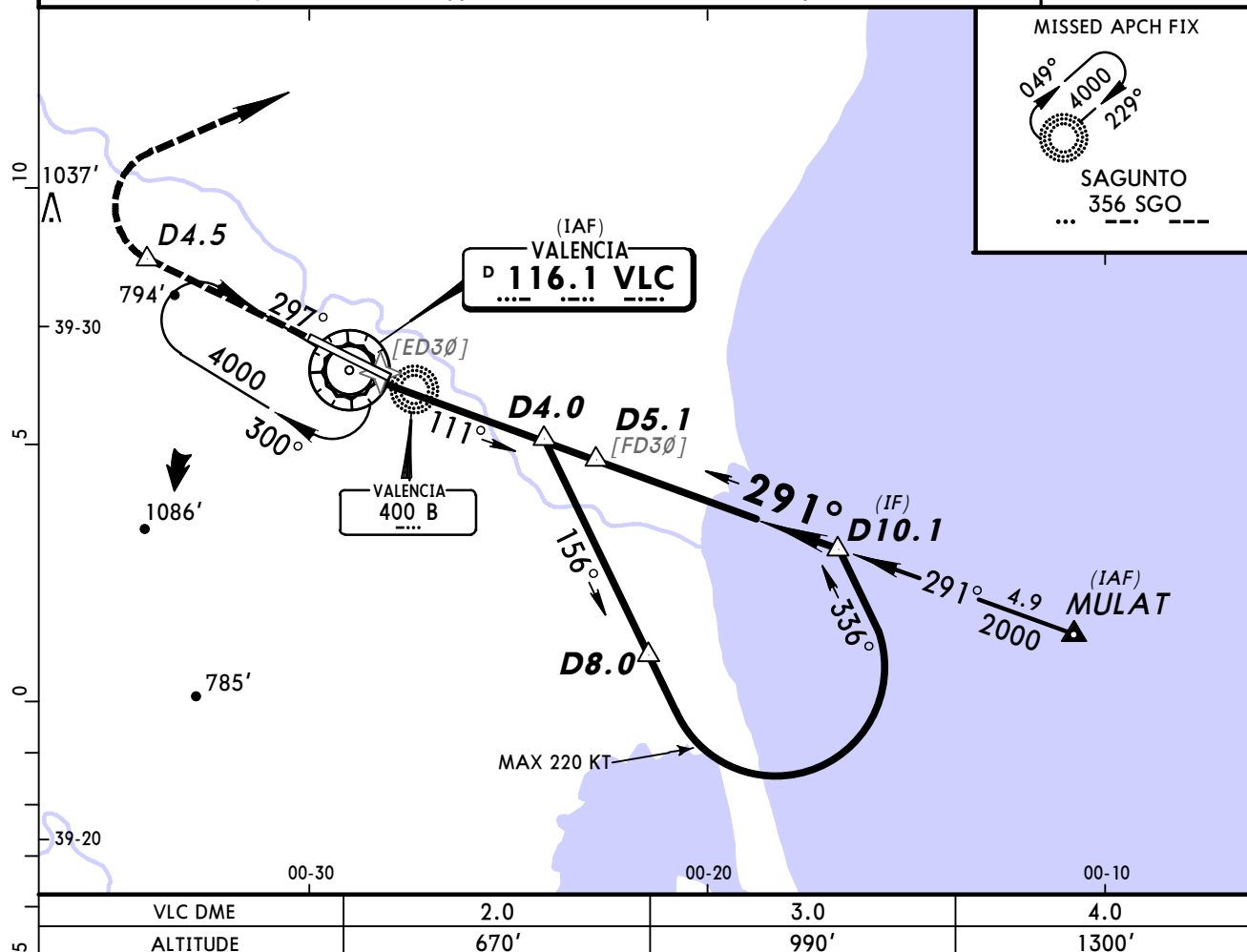


Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart	VLC 116.1	LT	VLC on 116.1 R-117
Descent Angle	4.44°	550	708	786	944	1101				
MAP at D2.0										

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		

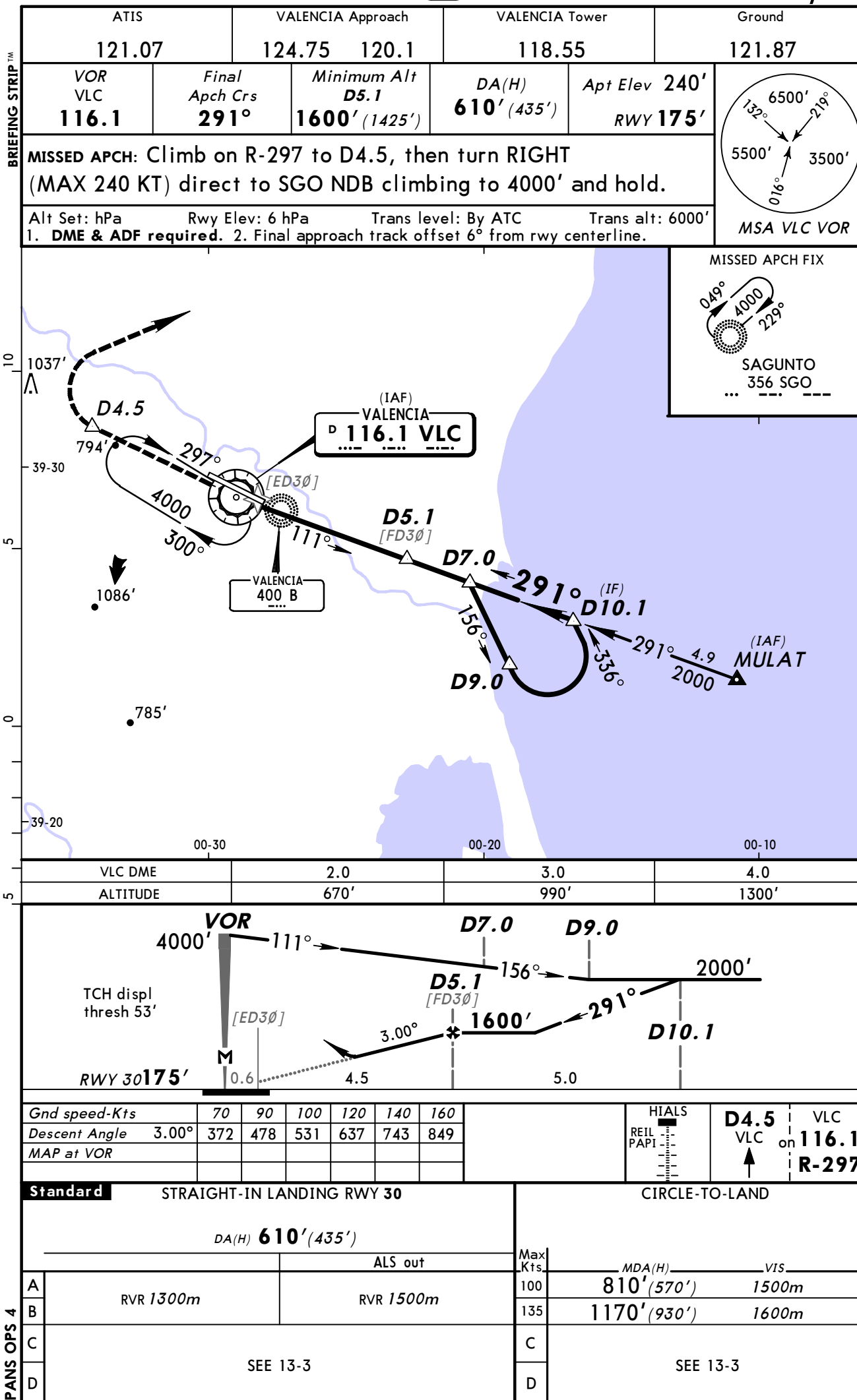
BRIEFING STRIP™

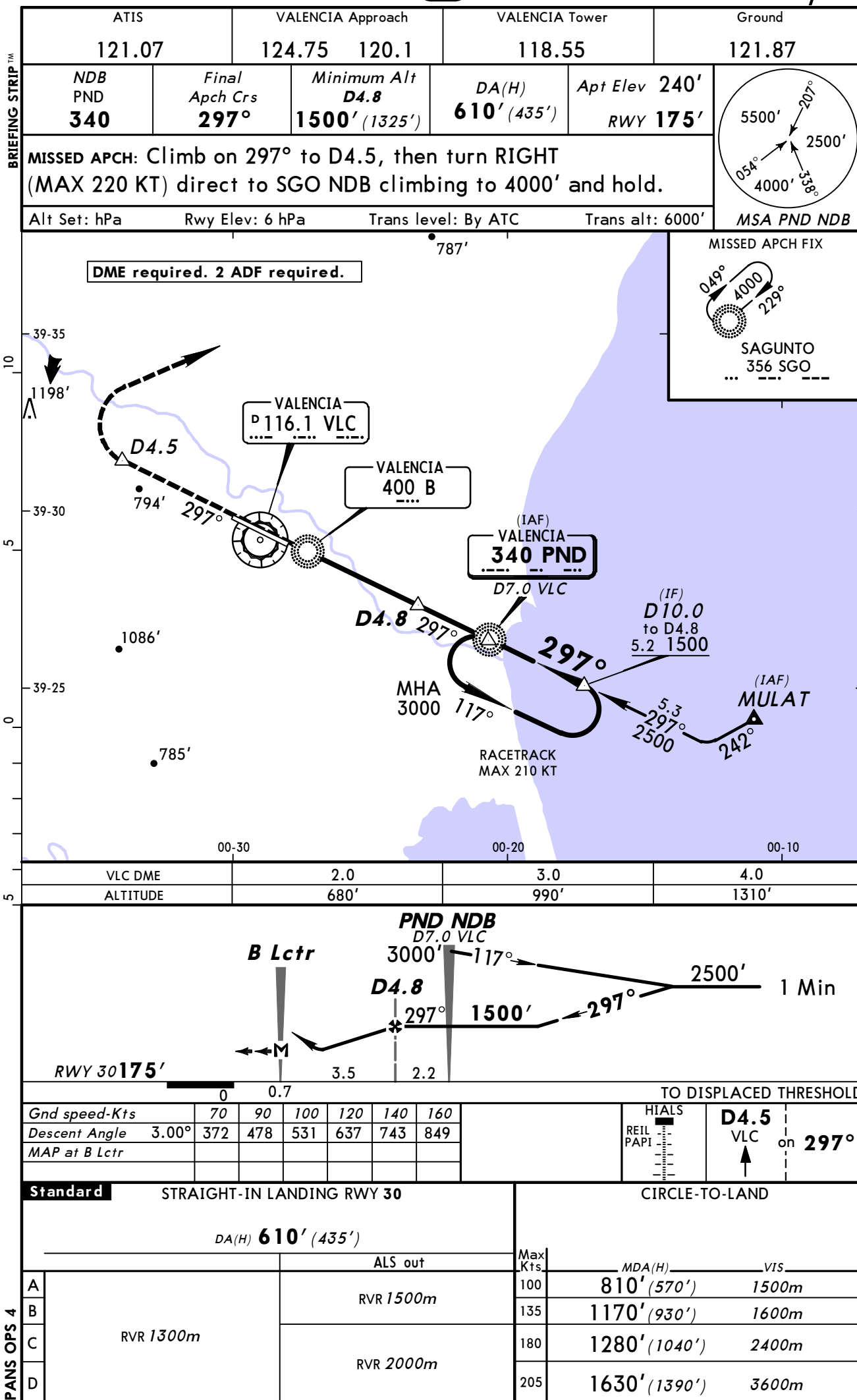
ATIS 121.07		VALENCIA Approach 124.75 120.1		VALENCIA Tower 118.55	Ground 121.87
VOR VLC 116.1	Final Apch Crs 291°	Minimum Alt D5.1 1600' (1425')	DA(H) 610' (435')	Apt Elev 240' RWY 175'	 MSA VLC VOR
MISSED APCH: Climb on R-297 to D4.5, then turn RIGHT (MAX 240 KT) direct to SGO NDB climbing to 4000' 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.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	D4.5 VLC on ↑ R-297	VLC on 116.1
Descent Angle	3.00°	372	478	531	637	743			
MAP at VOR									

Standard STRAIGHT-IN LANDING RWY 30					CIRCLE-TO-LAND				
DA(H) 610' (435')					Max Kts	MDA(H) _____ VIS _____			
ALS out					A	SEE 13-4			
SEE 13-4					B	SEE 13-4			
RVR 1300m					180	1280' (1040') 2400m			
RVR 2000m					205	1630' (1390') 3600m			





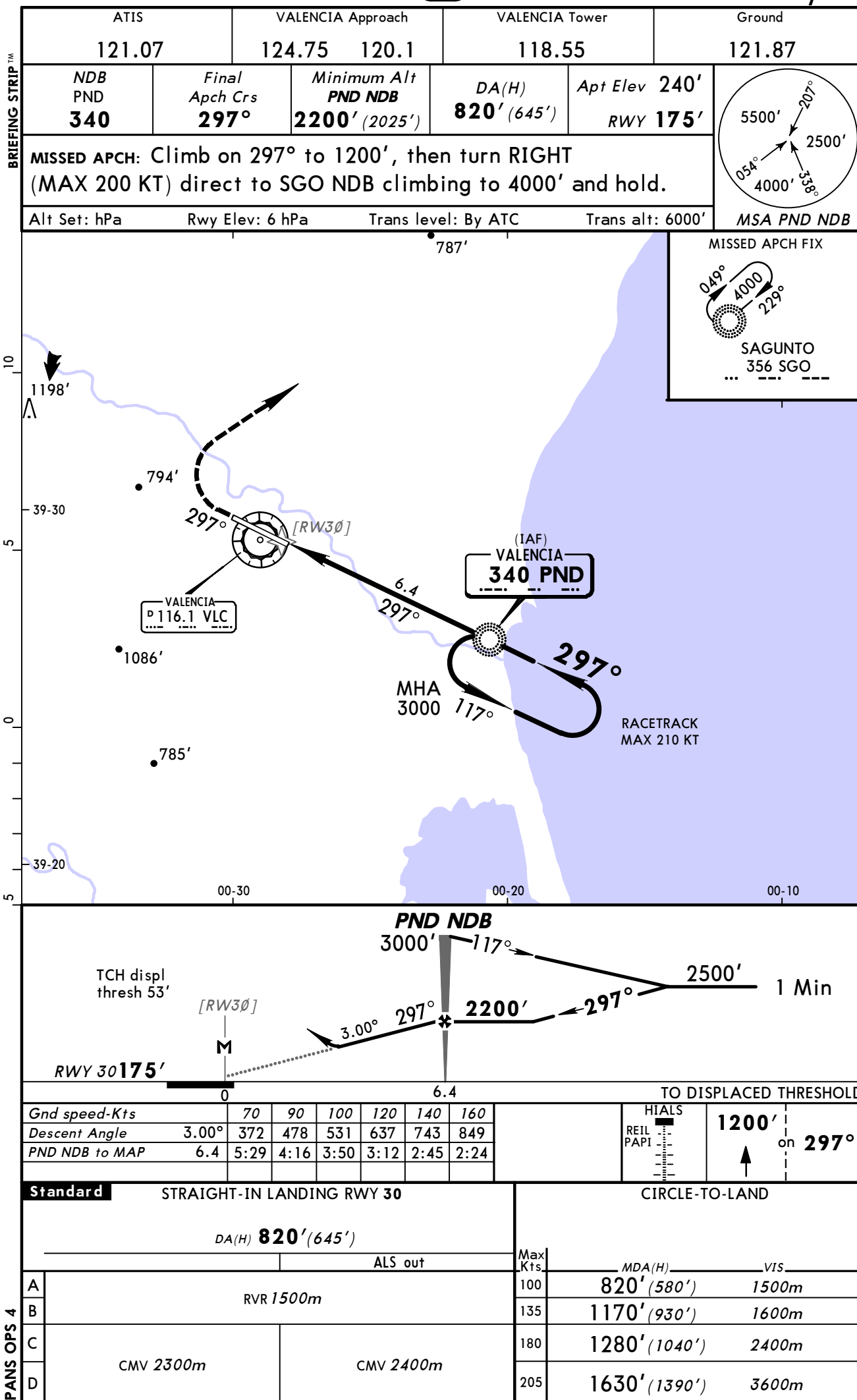


Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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VALENCIA, (MANISES - LEVC)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEVC

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

IVC DME signal failure may occur between D6.0 IVC and D8.2 IVC.