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Revision Letter For Cycle 13-2014
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General Information

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

Airport Use: Public
Magnetic Variation: 0.3°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: 0435 Z
Sunset: 1933 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

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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

During failure of twy centerline or edge light with consequent loss of guidance, pilots will stop taxiing, contact ATC and wait for Follow-me vehicle.
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.

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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, for CRJ2, CRJ9, ATR and equivalent ACFT, and for ACFT with greatest wingspan if stands 36 and 37 are vacant.

On stands 36 and 37 push-back required, autonomous exit is allowed on low power regime, with prior supervision by marshaller, for CRJ2, CRJ9, ATR and equivalent ACFT, and for ACFT with greatest wingspan if stands 34, 35 and 38 are vacant.

On stand 41 push-back required, autonomous exit is allowed on low power regime, with prior supervision by marshaller, for CRJ2, CRJ9, ATR and equivalent ACFT, and for ACFT with greatest wingspan if stands 40 and 42 are 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 FL 100.
- 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.

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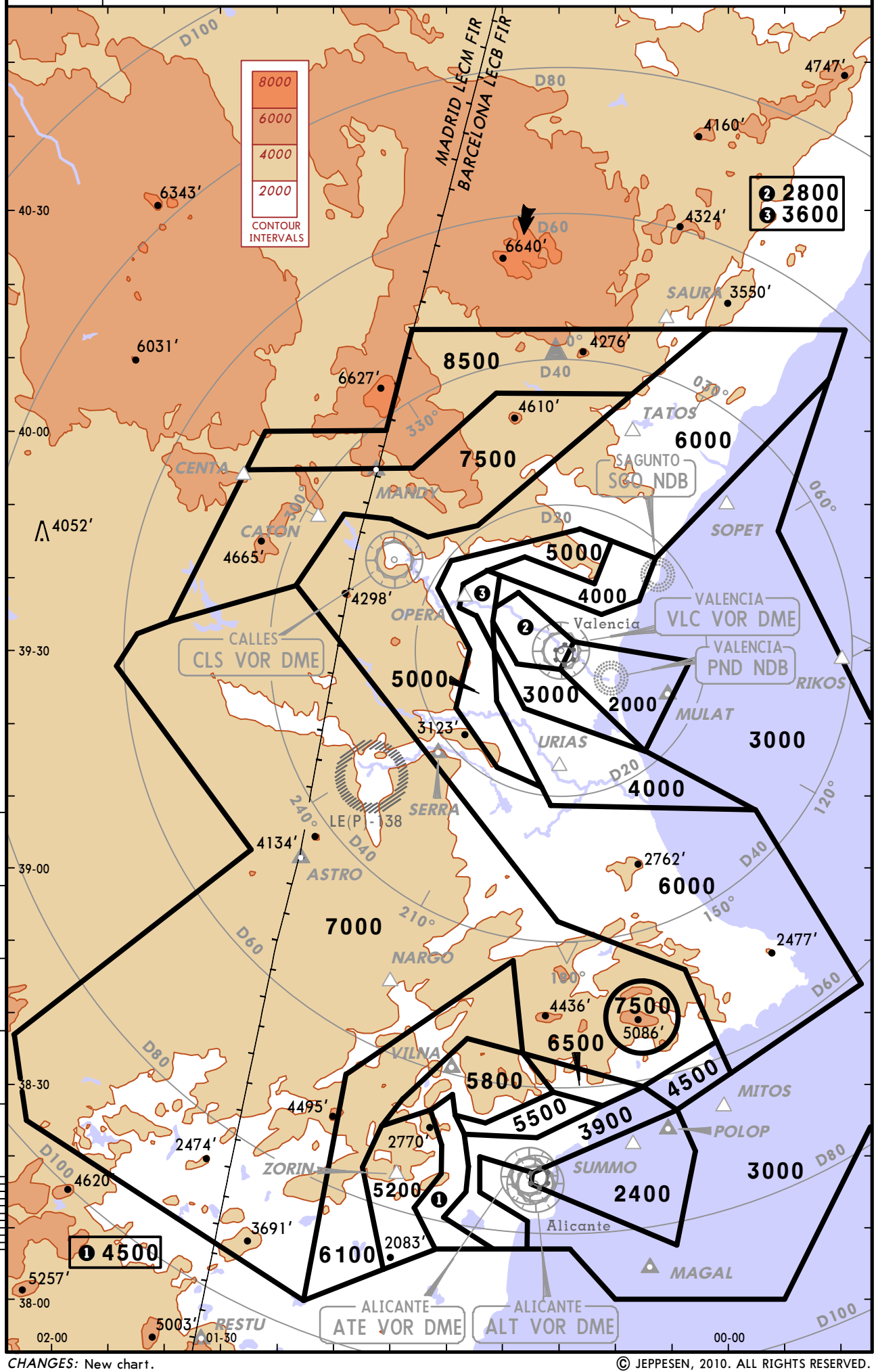
Apt Elev 240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. The published minimum altitudes integrate no correction for low temperatures. 2. This chart should only be used for cross-checking of assigned altitudes while under radar control.



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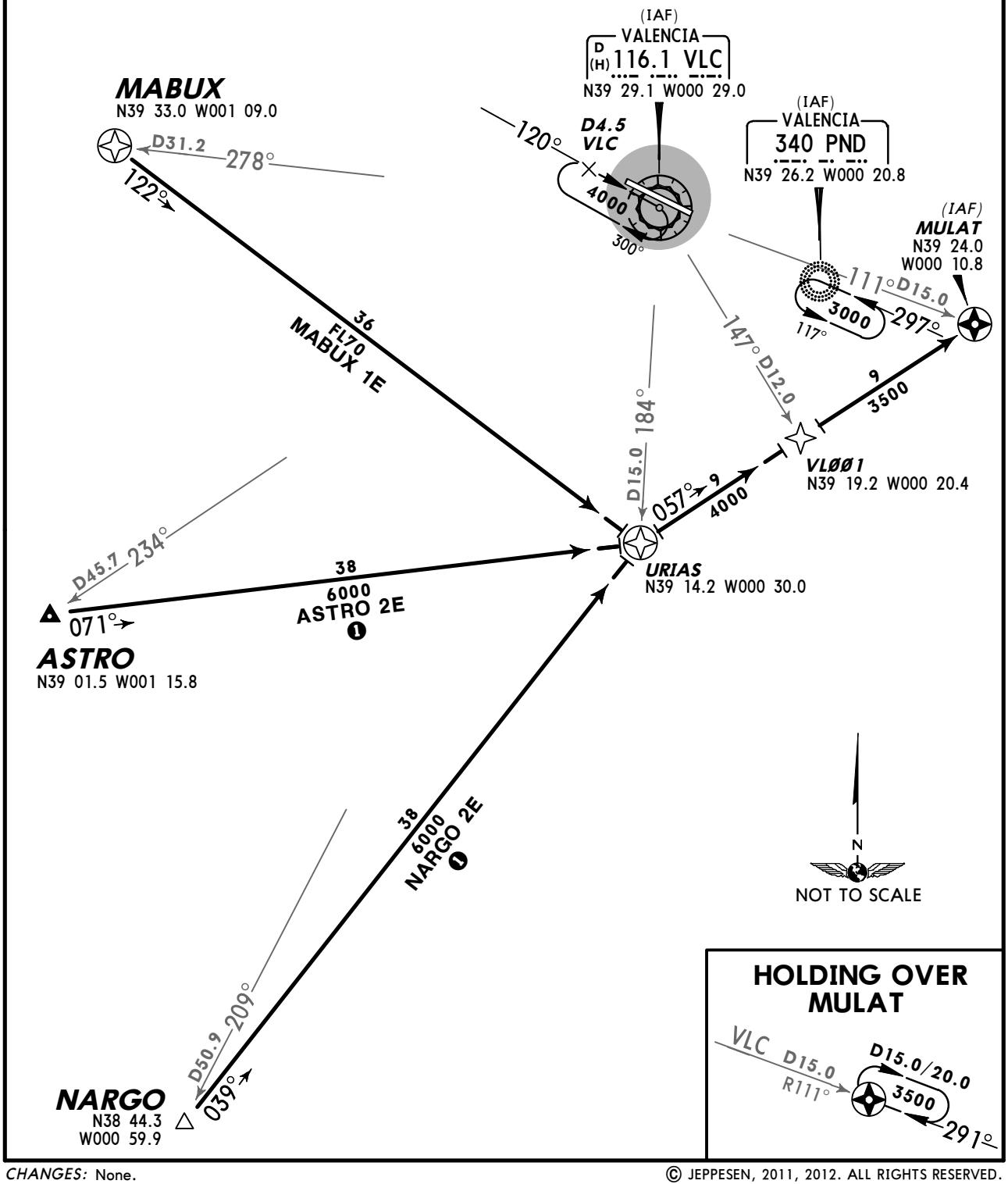
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ASTRO TWO ECHO (ASTRO 2E) *[ASTR2E]* ❶
MABUX ONE ECHO (MABUX 1E) *[MABU1E]*
NARGO TWO ECHO (NARGO 2E) *[NARG2E]* ❶
RWY 30 RNAV ARRIVALS

B-RNAV APPROVAL REQUIRED

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

❶ B-RNAV or RADAR vectoring



CHANGES: None.

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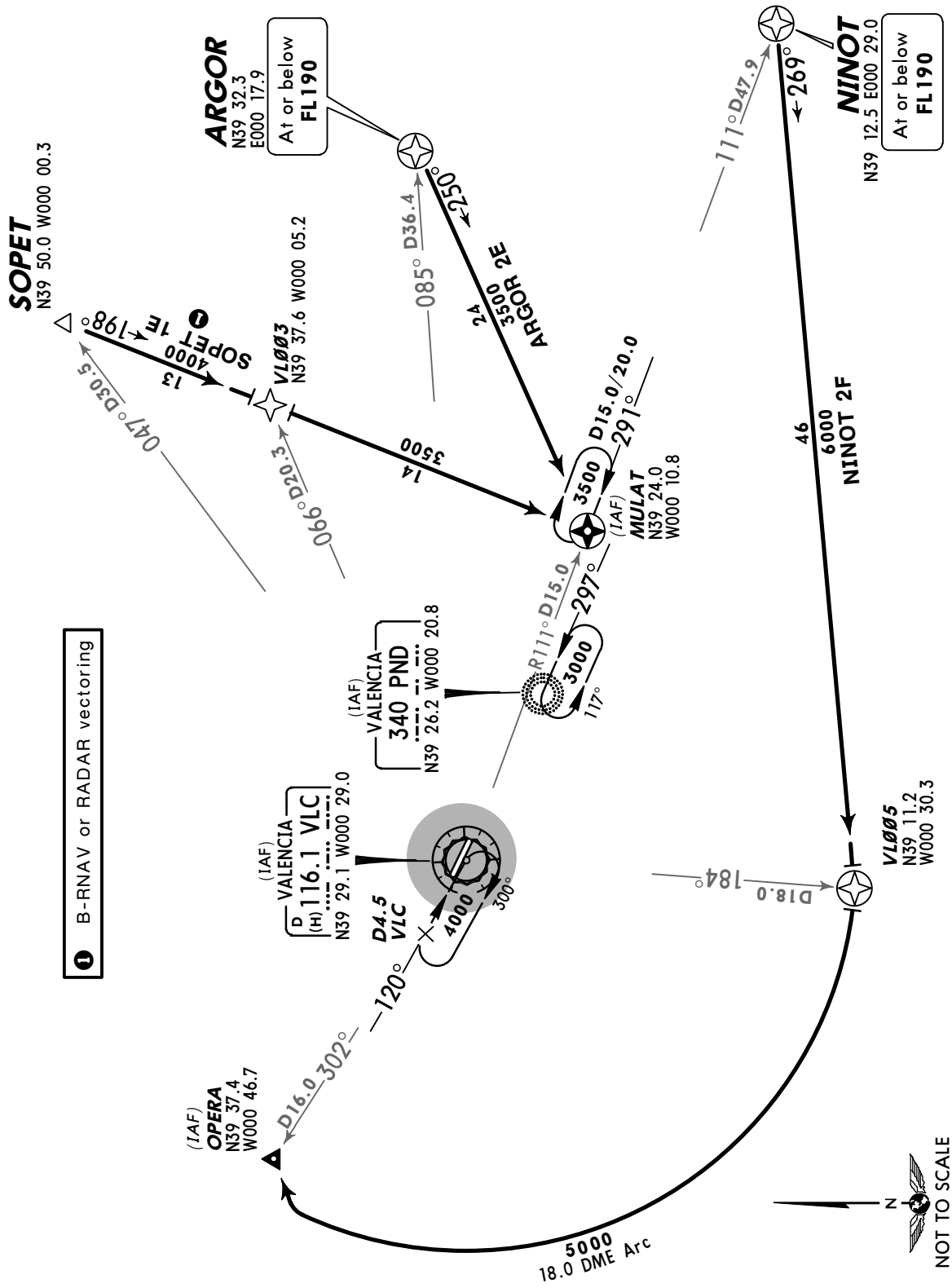
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ARGOR TWO ECHO (ARGOR 2E) *[ARGO2E]*
NINOT TWO FOXTROT (NINOT 2F) *[NINO2F]*
SOPET ONE ECHO (SOPET 1E) *[SOPE1E]* ❶
RWYS 30,12 RNAV ARRIVALS

B-RNAV APPROVAL REQUIRED

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



CHANGES: Crossing at ARGOR & NINOT.

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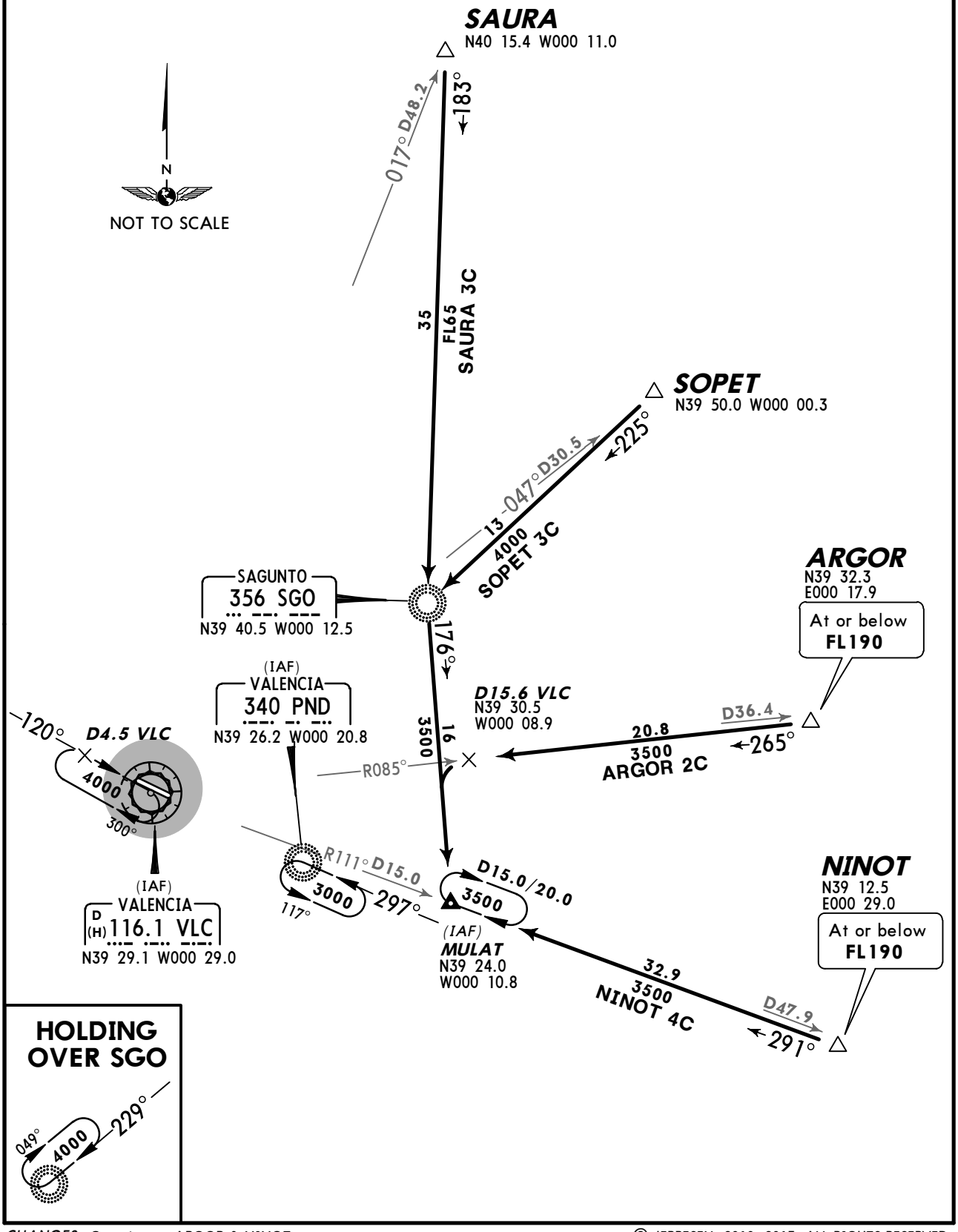
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ARGOR TWO CHARLIE (ARGOR 2C) *[ARGO2C]*
NINOT FOUR CHARLIE (NINOT 4C) *[NINO4C]*
SAURA THREE CHARLIE (SAURA 3C) *[SAUR3C]*
SOPET THREE CHARLIE (SOPET 3C) *[SOPE3C]*
RWY 30 ARRIVALS

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



CHANGES: Crossing at ARGOR & NINOT.

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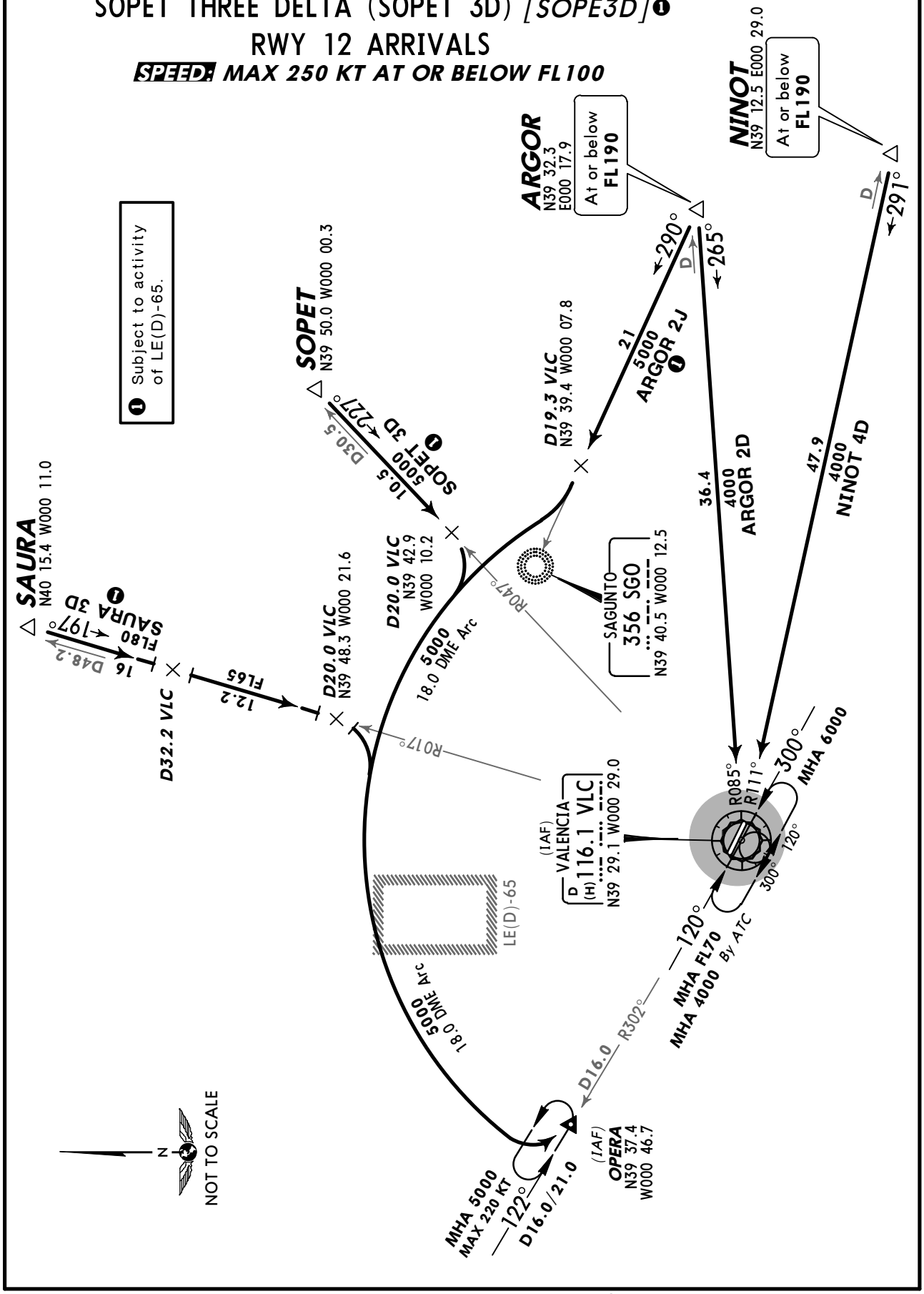
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ARGOR TWO DELTA (ARGOR 2D) *[ARGO2D]*
ARGOR TWO JULIETT (ARGOR 2J) *[ARGO2J]*❶
NINOT FOUR DELTA (NINOT 4D) *[NINO4D]*
SAURA THREE DELTA (SAURA 3D) *[SAUR3D]*❶
SOPET THREE DELTA (SOPET 3D) *[SOPE3D]*❶
RWY 12 ARRIVALS

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



CHANGES: Crossing at AGOR & NINOT.

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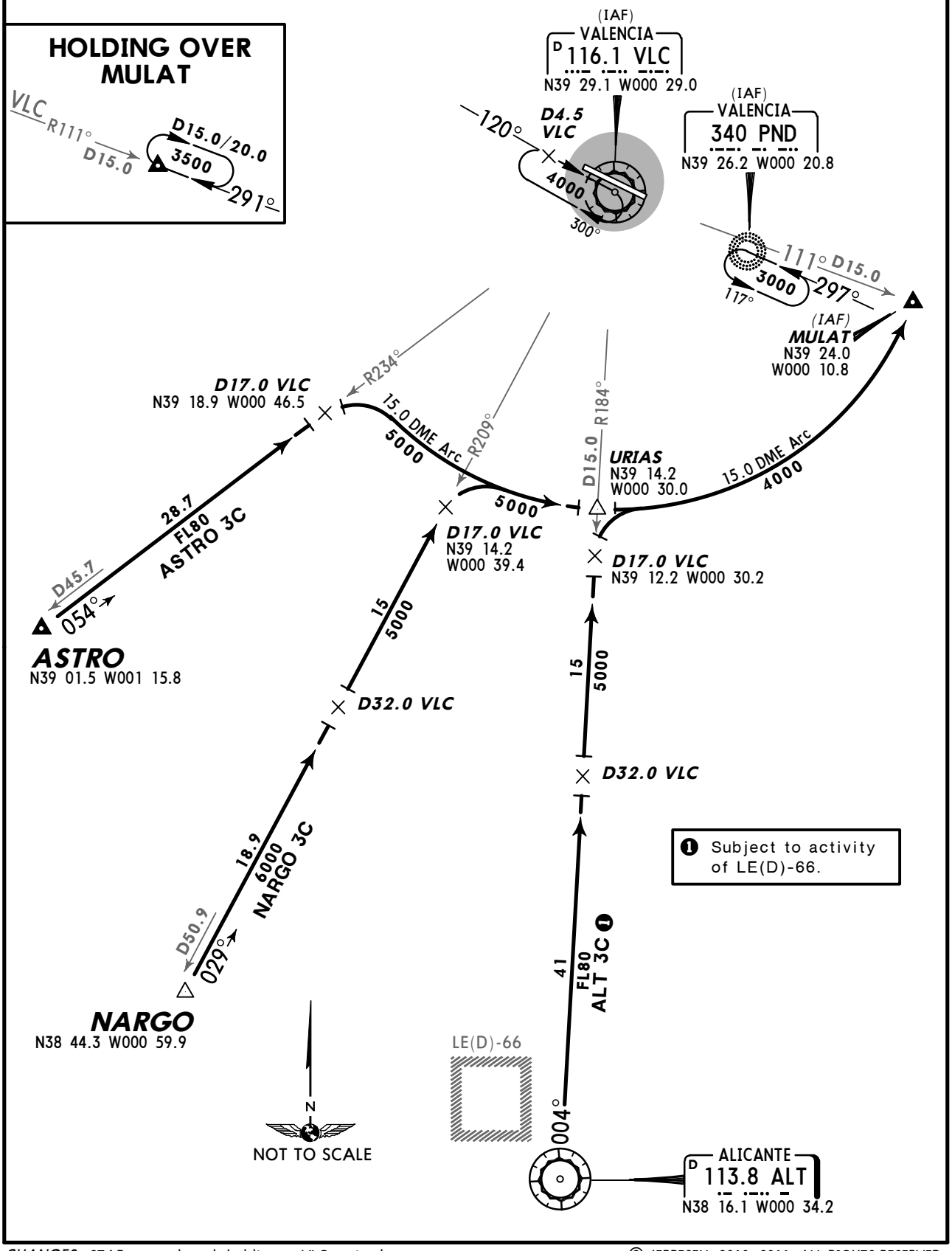
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ALICANTE THREE CHARLIE (ALT 3C)❶
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)



❶ Subject to activity of LE(D)-66.

CHANGES: STARs renumbered; holding at VLC revised.

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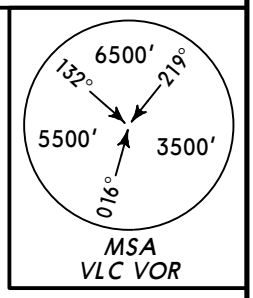
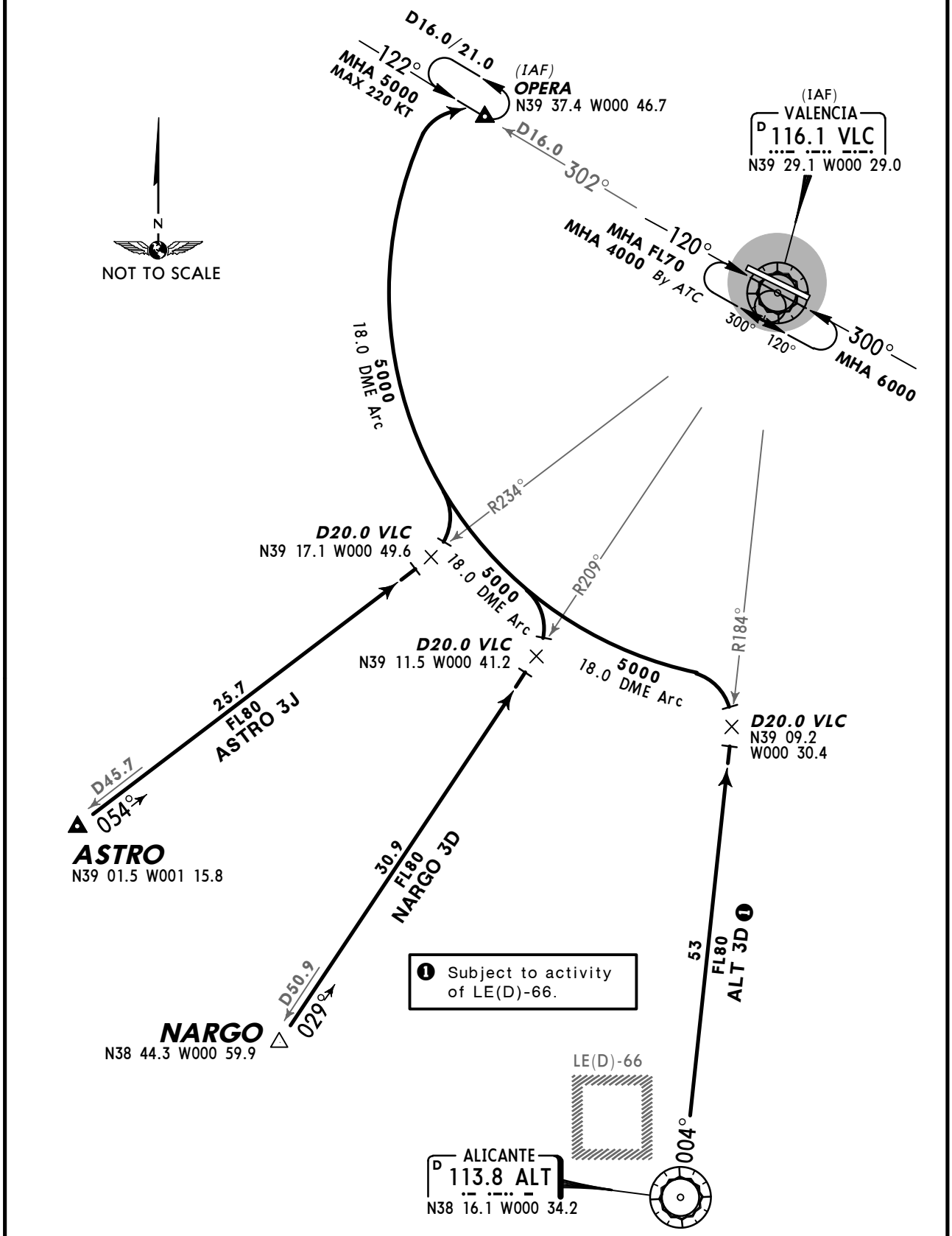
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ALICANTE THREE DELTA (ALT 3D) ❶
ASTRO THREE JULIETT (ASTRO 3J) *[ASTR3J]*
NARGO THREE DELTA (NARGO 3D) *[NARG3D]*
RWY 12 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100





CHANGES: STARs renumbered.

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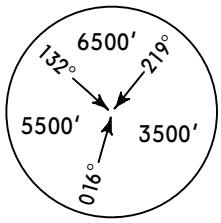
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

MABUX ONE CHARLIE (MABUX 1C)[MABU1C]
MANDY THREE CHARLIE (MANDY 3C)[MAND3C] ❶
RWY 30 ARRIVALS

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



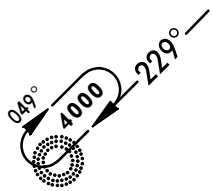
❶ Subject to activity of LE(D)-65.

MANDY
N39 54.7 W001 02.4
111°
D12.5
349°
41
6500
MANDY 3C ❶
LE(D)-65
CALLES
D (H) 117.55 CLS
N39 42.4 W000 59.2
SAGUNTO
356 SGO
N39 40.5 W000 12.5
(IAF)
VALENCIA
D (H) 116.1 VLC
N39 29.1 W000 29.0
D31.2
098°
14.2
6000
MABUX 1C
MABUX
N39 33.0 W001 09.0
D17.0 VLC
N39 31.2 W000 50.8
R278°
120°
D4.5
VLC
4000
300°
(IAF)
VALENCIA
340 PND
N39 26.2 W000 20.8
176°
3500
16
111°
D15.0
3000
117°
297°
(IAF)
MULAT
N39 24.0
W000 10.8
15.0
5000
DME Arc
184°
D15.0
4000
15.0 DME Arc
N
NOT TO SCALE
URIAS
N39 14.2 W000 30.0

HOLDINGS OVER

MULAT

SGO



CHANGES: STARs CLS 3A & CENTA 3C withdrawn; STAR MABUX 1C established.

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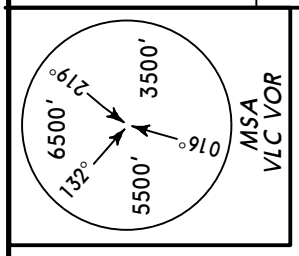
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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)

NOT TO SCALE

(IAF) VALENCIA D (H) 116.1 VLC N39 29.1 W000 29.0

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

D16.0 302°

(IAF) OPERA N39 37.4 W000 46.7

5000 18.0 DME Arc

R278°

D20.0 VLC N39 31.5 W000 54.6

(IAF) CALLES D (H) 117.55 CLS N39 42.4 W000 59.2

120° 11 5000

169° 12.5 6000 MANDY 1D R349° R288°

MANDY N39 54.7 W001 02.4

D31.2 098° 11.2 6000 MABUX 1D

MABUX N39 33.0 W001 09.0

14.5 6000 ABOSI 1D 108°

ABOSI N39 46.8 W001 17.1

HOLDINGS OVER CLS

MAX 210 KT 118° 6000 298°

OPERA

D16.0/21.0 5000 D16.0 R302° VLC 122° MAX 220 KT

CHANGES: CENTA 1D STAR withdrawn; ABOSI 1D & MABUX 1D STARs established.

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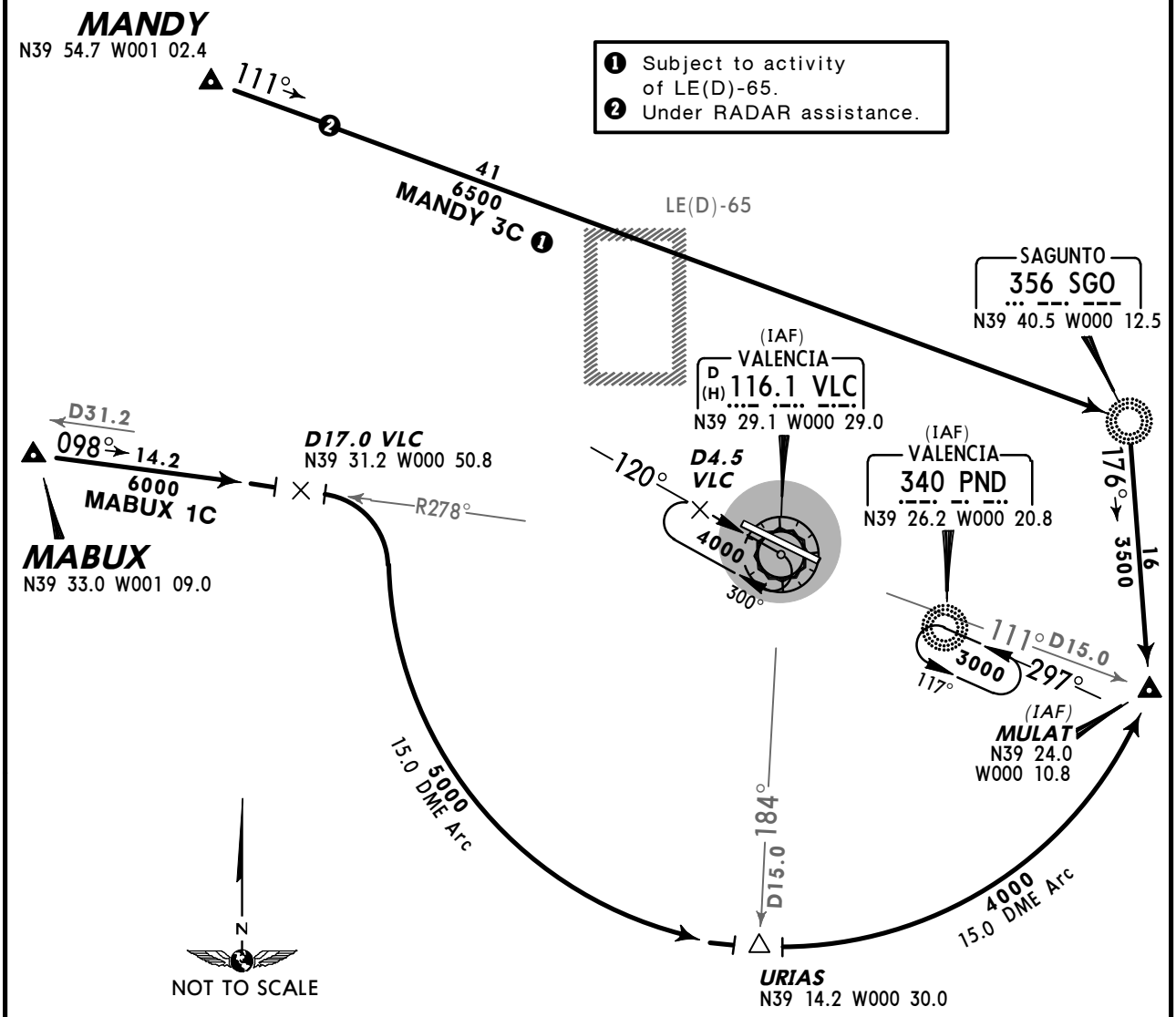
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

MABUX ONE CHARLIE (MABUX 1C)[MABU1C]
MANDY THREE CHARLIE (MANDY 3C)[MAND3C] ❶
RWY 30 ARRIVALS

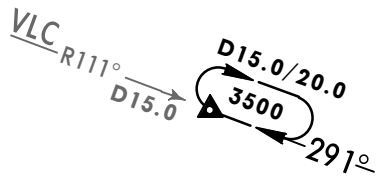
SPEED: MAX 250 KT AT OR BELOW FL100
220 KT WHEN LEAVING IAF (MULAT)

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

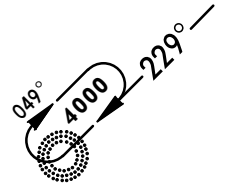


HOLDINGS OVER

MULAT



SGO



CHANGES: New temporary chart.

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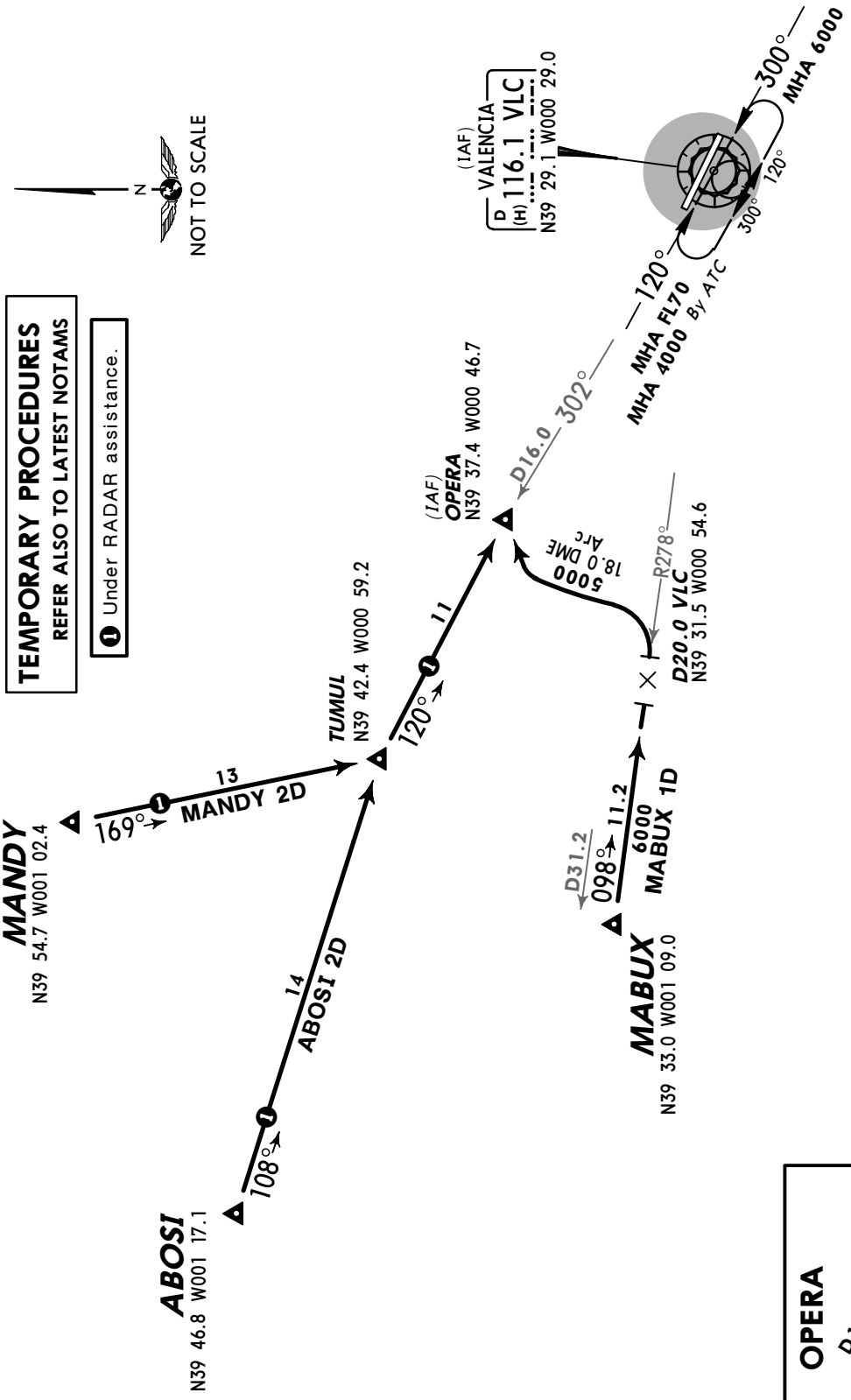
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ABOSI TWO DELTA (ABOSI 2D) *[ABOS2D]*
MABUX ONE DELTA (MABUX 1D) *[MABU1D]*
MANDY TWO DELTA (MANDY 2D) *[MAND2D]*
RWY 12 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100



CHANGES: New temporary chart.

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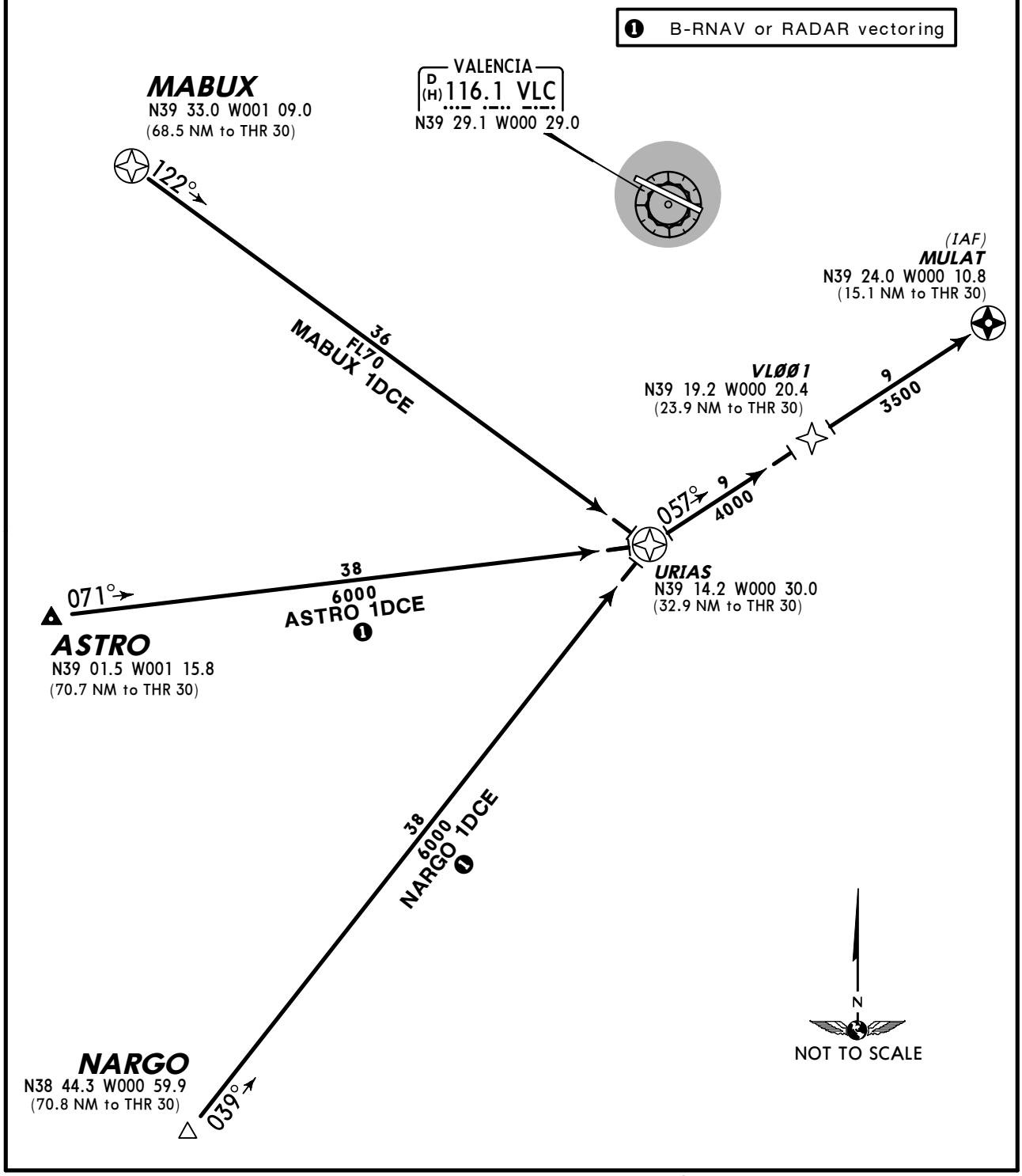
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ASTRO ONE DELTA CHARLIE ECHO (ASTRO 1DCE) [AS1DCE] ❶
MABUX ONE DELTA CHARLIE ECHO (MABUX 1DCE) [MB1DCE]
NARGO ONE DELTA CHARLIE ECHO (NARGO 1DCE) [NA1DCE] ❶
RWY 30 CONTINUOUS DESCENT RNAV ARRIVALS (CDA)

B-RNAV APPROVAL REQUIRED
BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: None.

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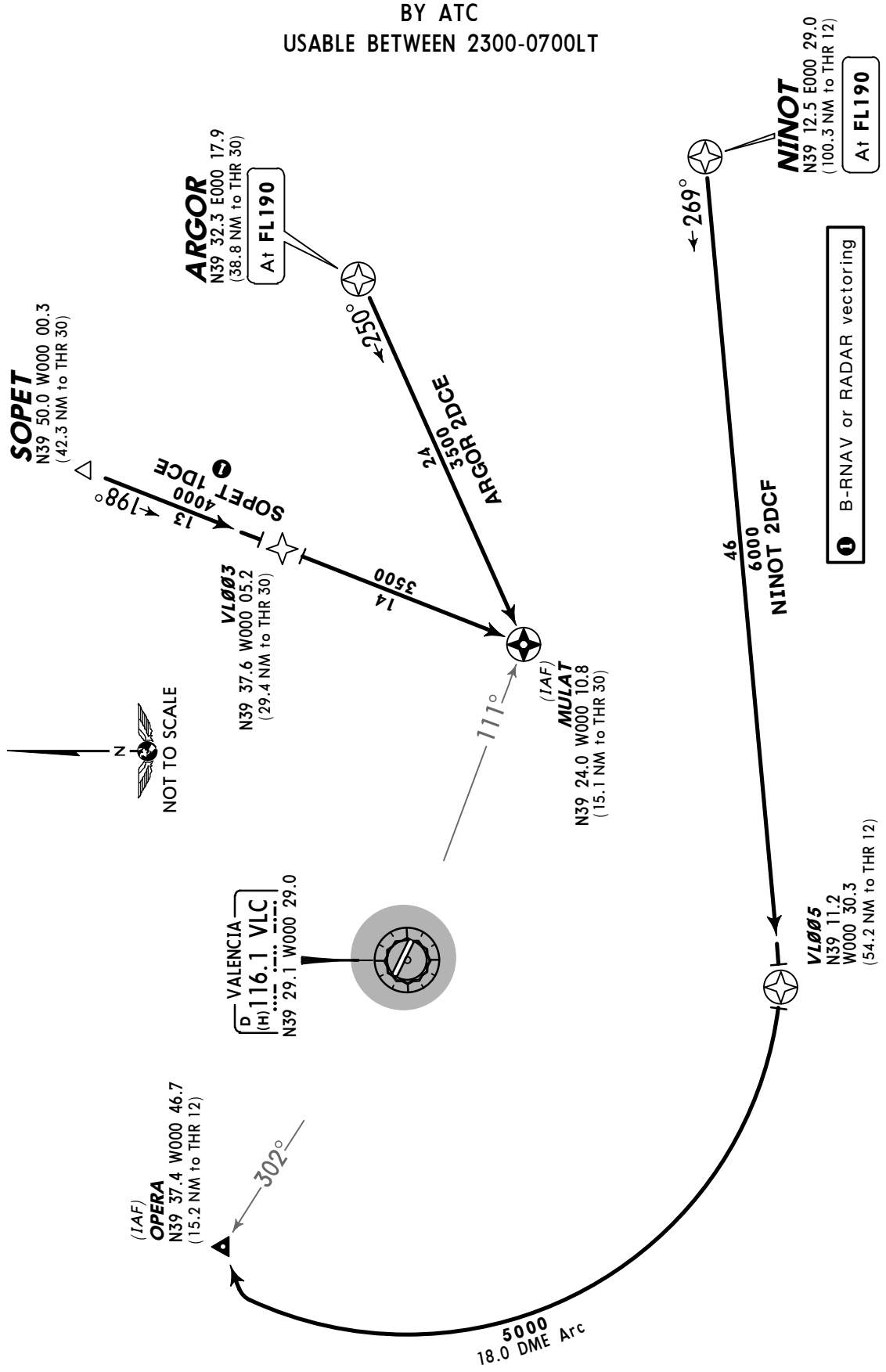
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ARGOR TWO DELTA CHARLIE ECHO (ARGOR 2DCE) *[AR2DCE]*
SOPET ONE DELTA CHARLIE ECHO (SOPET 1DCE) *[SO1DCE]*❶
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



CHANGES: ARGOR 1DCE & NINOT 1DCF renumbered 2DCE & 2DCF; crossings.

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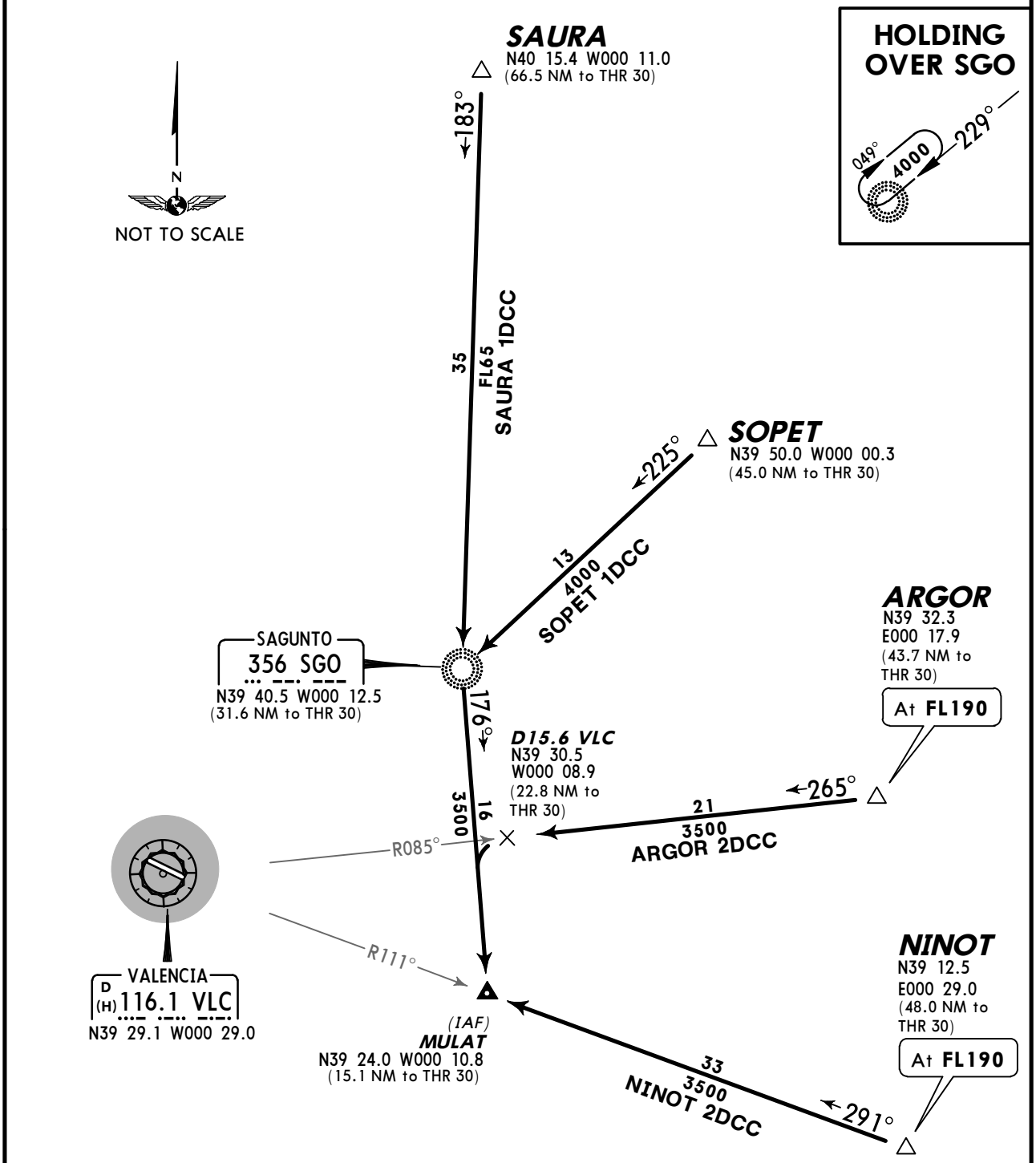
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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



CHANGES: STARs ARGOR 1DCC & NINOT 1DCC renumbered 2DCC; crossings.

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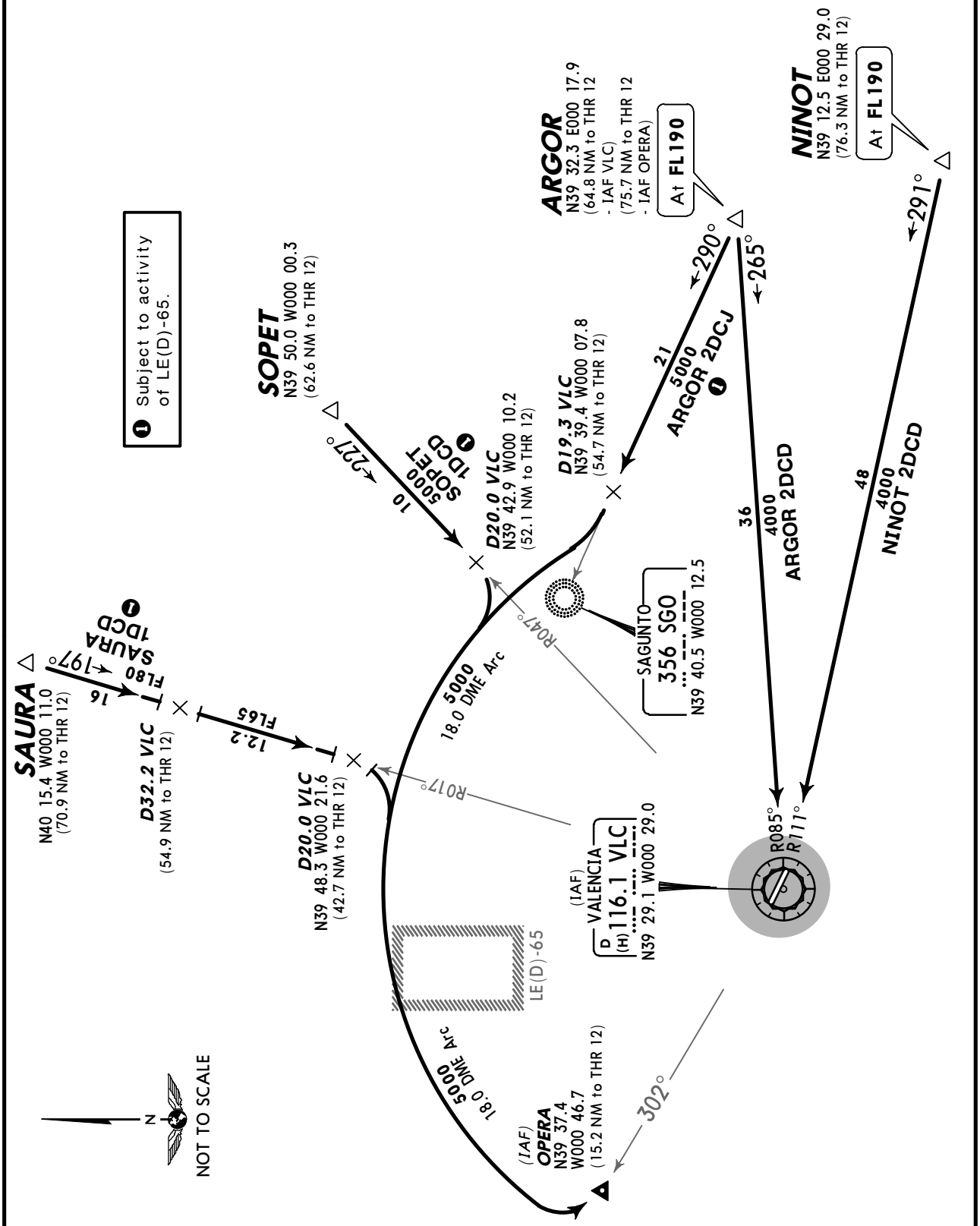
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ARGOR TWO DELTA CHARLIE DELTA (ARGOR 2DCD) *[AR2DCD]*
ARGOR TWO DELTA CHARLIE JULIETT (ARGOR 2DCJ) *[AR2DCJ]* ❶
NINOT TWO DELTA CHARLIE DELTA (NINOT 2DCD) *[NI2DCD]*
SAURA ONE DELTA CHARLIE DELTA (SAURA 1DCD) *[SA1DCD]* ❶
SOPET ONE DELTA CHARLIE DELTA (SOPET 1DCD) *[SO1DCD]* ❶
RWY 12 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



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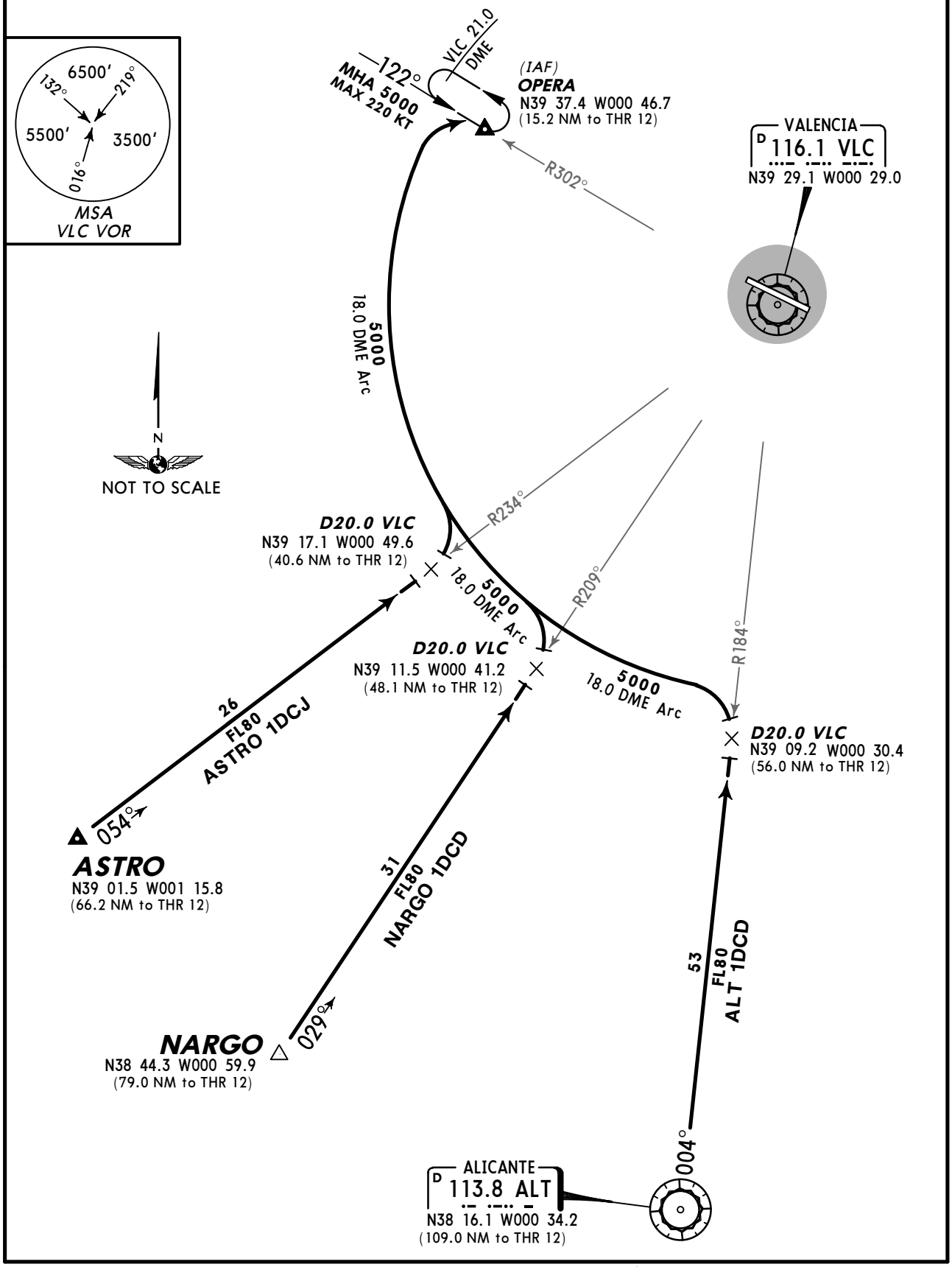
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ALICANTE ONE DELTA CHARLIE DELTA (ALT 1DCD) *[AL1DCD]*
ASTRO ONE DELTA CHARLIE JULIETT (ASTRO 1DCJ) *[AS1DCJ]*
NARGO ONE DELTA CHARLIE DELTA (NARGO 1DCD) *[NA1DCD]*
RWY 12 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



CHANGES: STARs redesignated.

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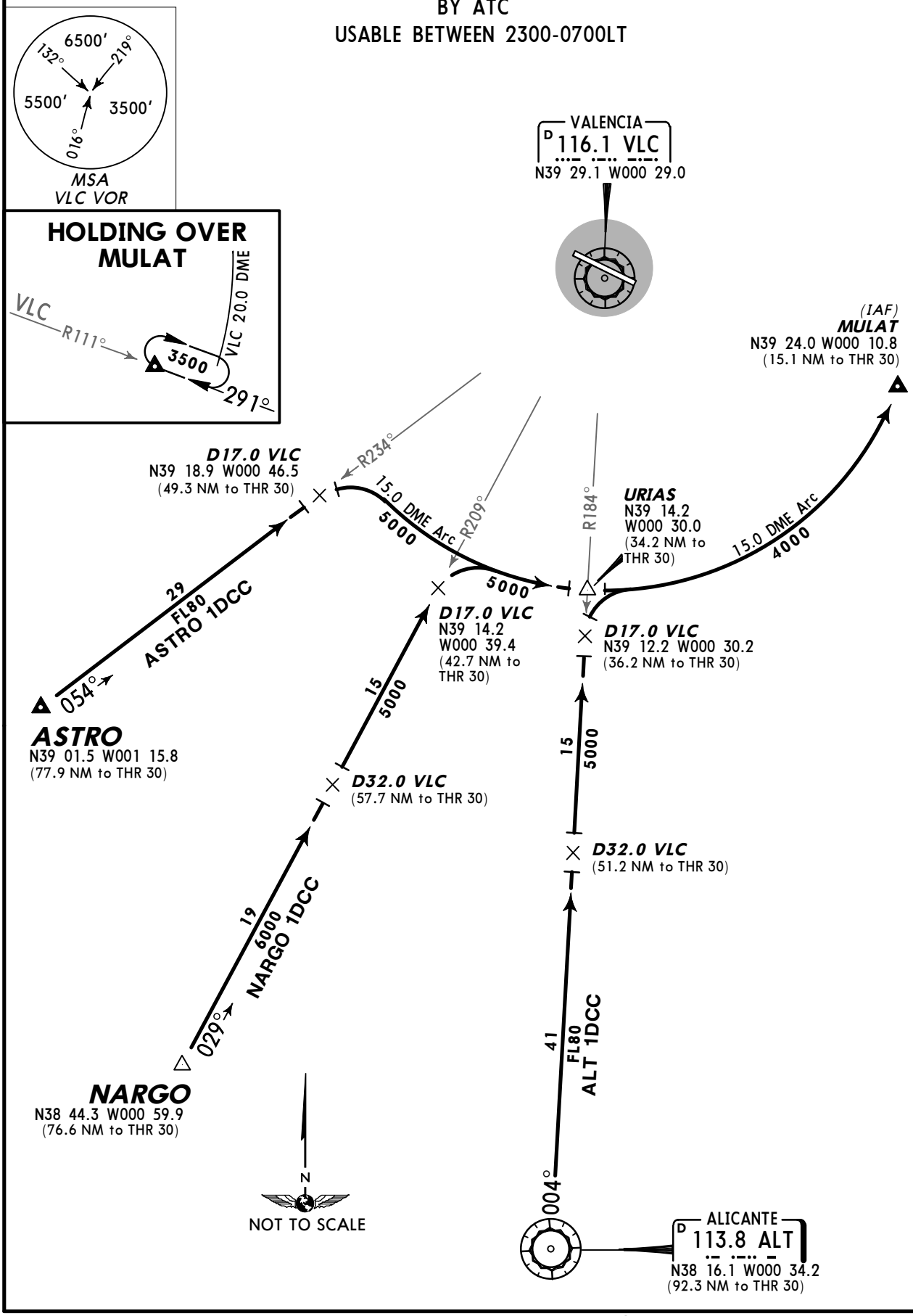
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ALICANTE ONE DELTA CHARLIE CHARLIE (ALT 1DCC) [AL1DCC]
ASTRO ONE DELTA CHARLIE CHARLIE (ASTRO 1DCC) [AS1DCC]
NARGO ONE DELTA CHARLIE CHARLIE (NARGO 1DCC) [NA1DCC]
RWY 30 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



CHANGES: STARs redesignated.

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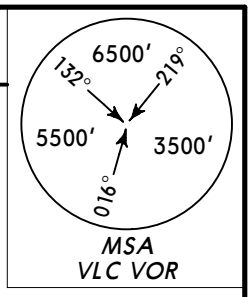
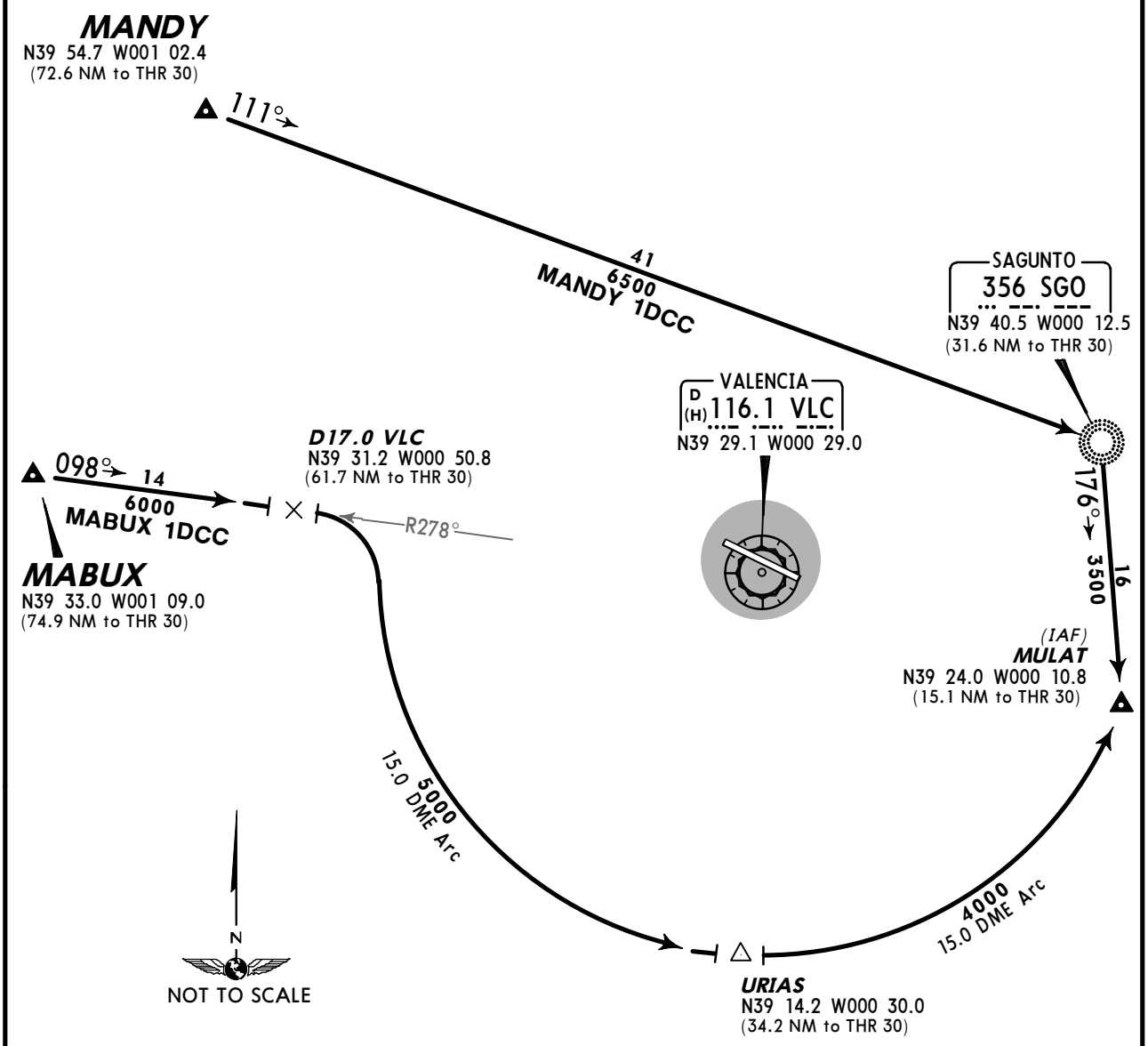
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



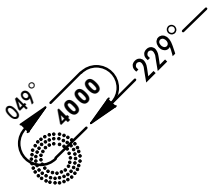
MABUX ONE DELTA CHARLIE CHARLIE (MABUX 1DCC) *[MB1DCC]*
MANDY ONE DELTA CHARLIE CHARLIE (MANDY 1DCC) *[MA1DCC]*
RWY 30 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



HOLDING OVER SGO



CHANGES: STARs transferred; CENTA 1DCC withdrawn; MABUX 1DCC est.

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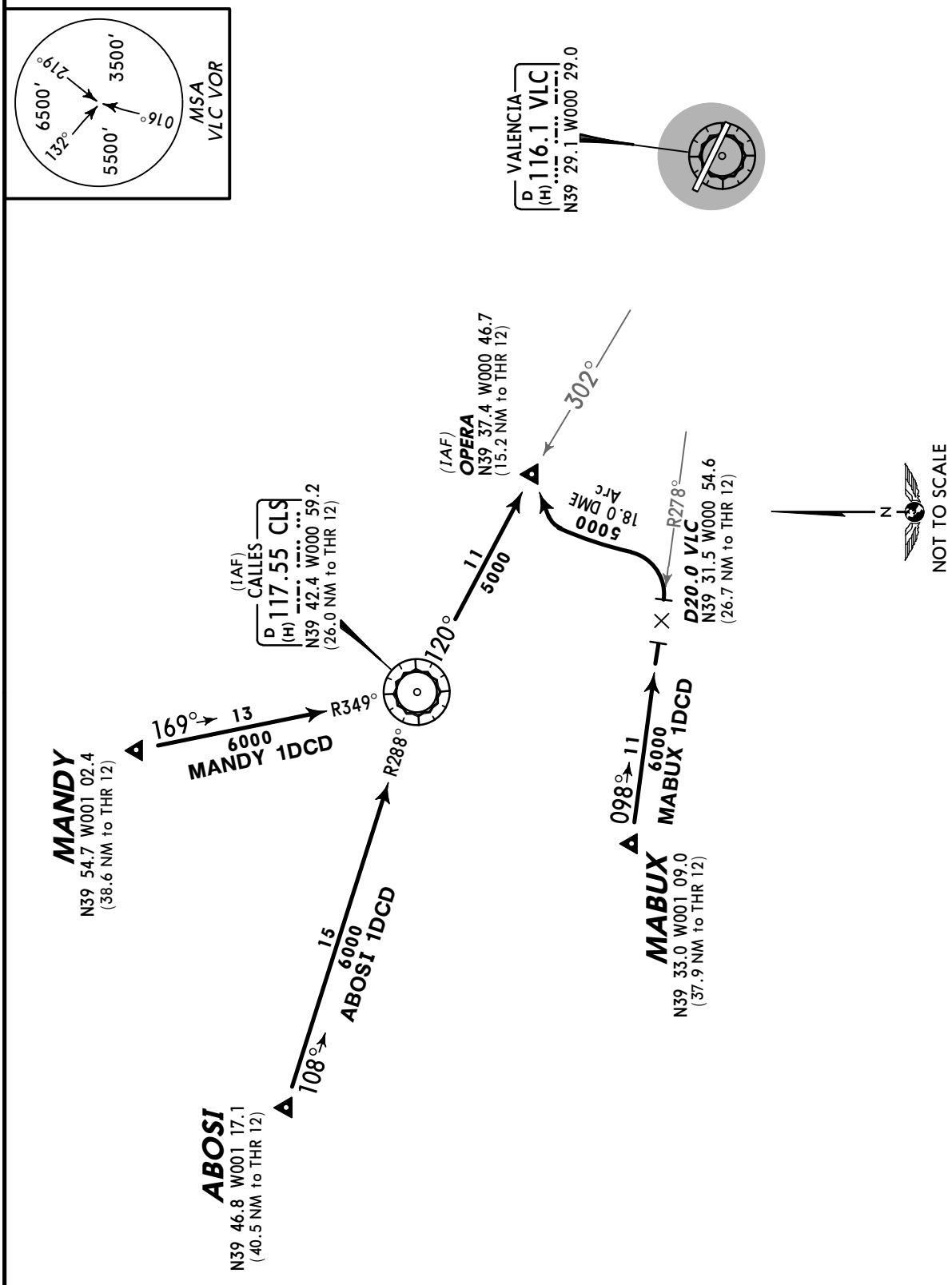
ATIS	Apt Elev	
121.07	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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



CHANGES: STARs transferred; CENTA 1DCD withdrawn; ABOSI & MABUX STARs est.

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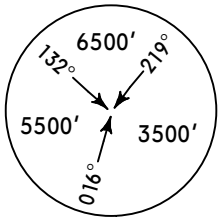
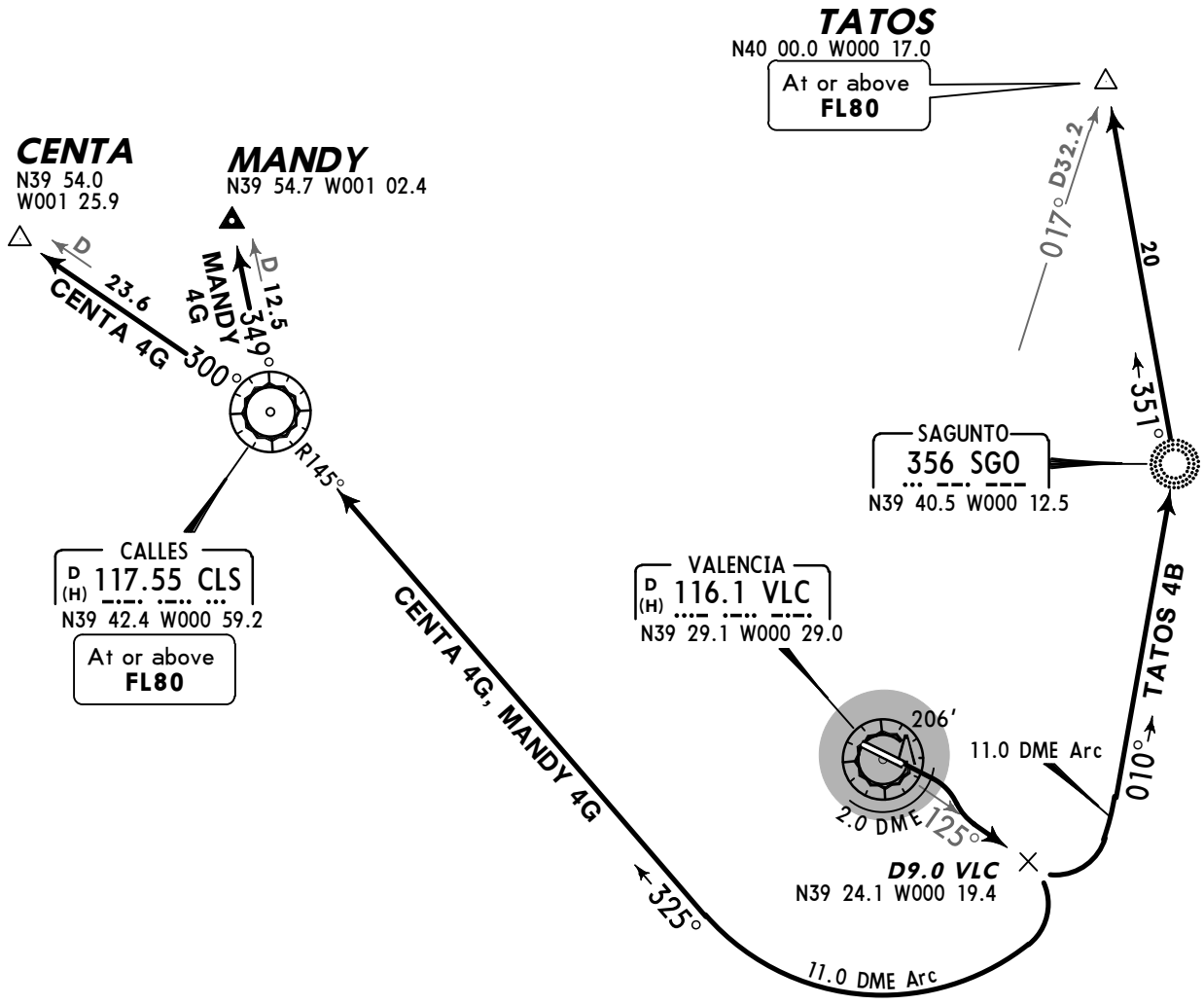
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).



MSA
VLC VOR

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 to TATOS.

CHANGES: None.

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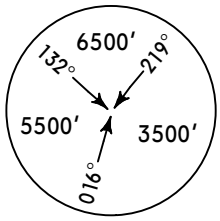
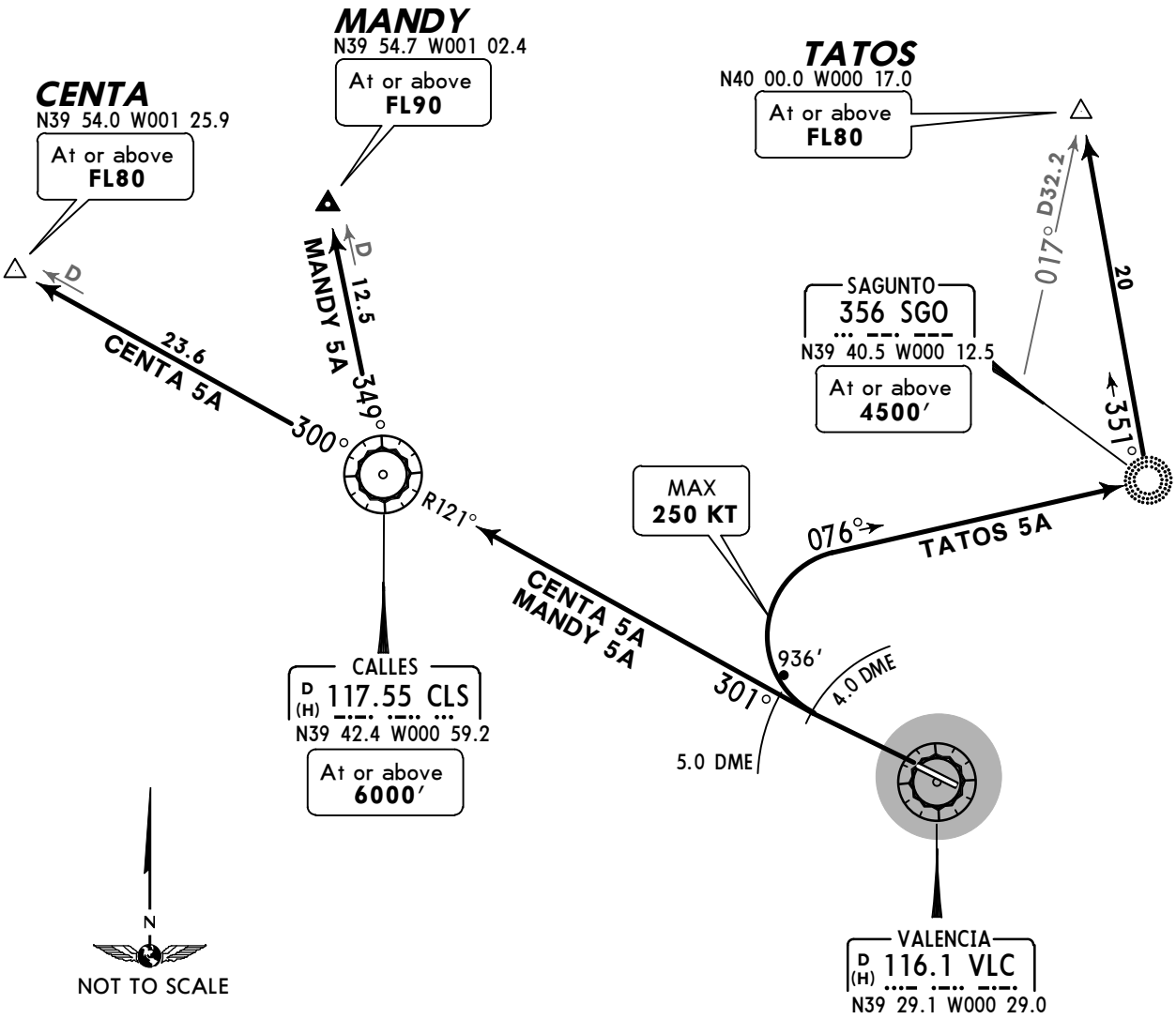
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).



MSA
VLC VOR

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.

CHANGES: Obstacles revised.

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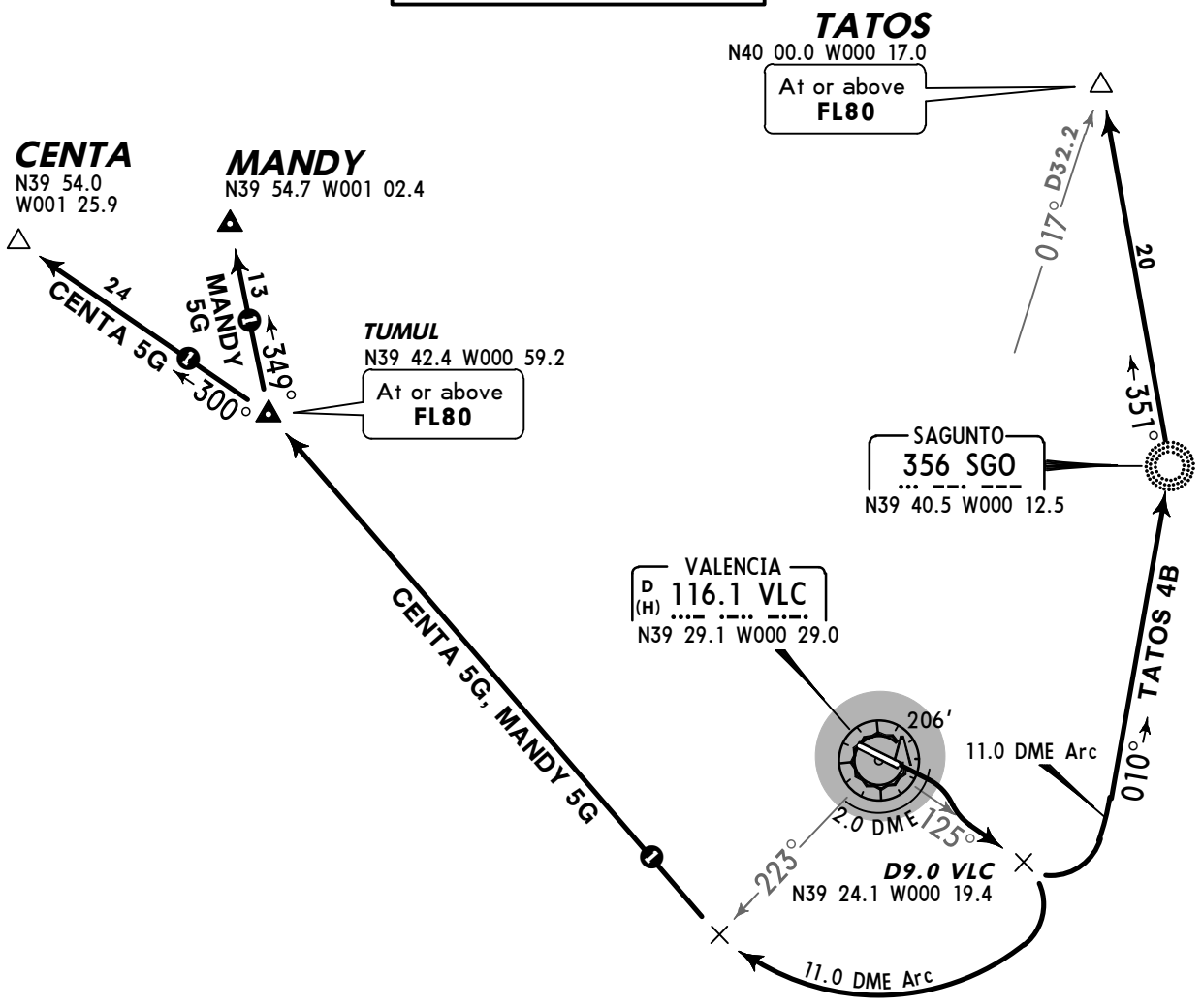
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).

CENTA FIVE GOLF (CENTA 5G) *[CENT5G]*
MANDY FIVE GOLF (MANDY 5G) *[MAND5G]*
TATOS FOUR BRAVO (TATOS 4B) *[TATO4B]*
RWY 12 DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

❶ Under RADAR assistance.



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 5G	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, cross VLC R-223, RADAR assistance direct to TUMUL and CENTA.
MANDY 5G	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, cross VLC R-223, RADAR assistance direct to TUMUL and 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 to TATOS.

CHANGES: New temporary chart.

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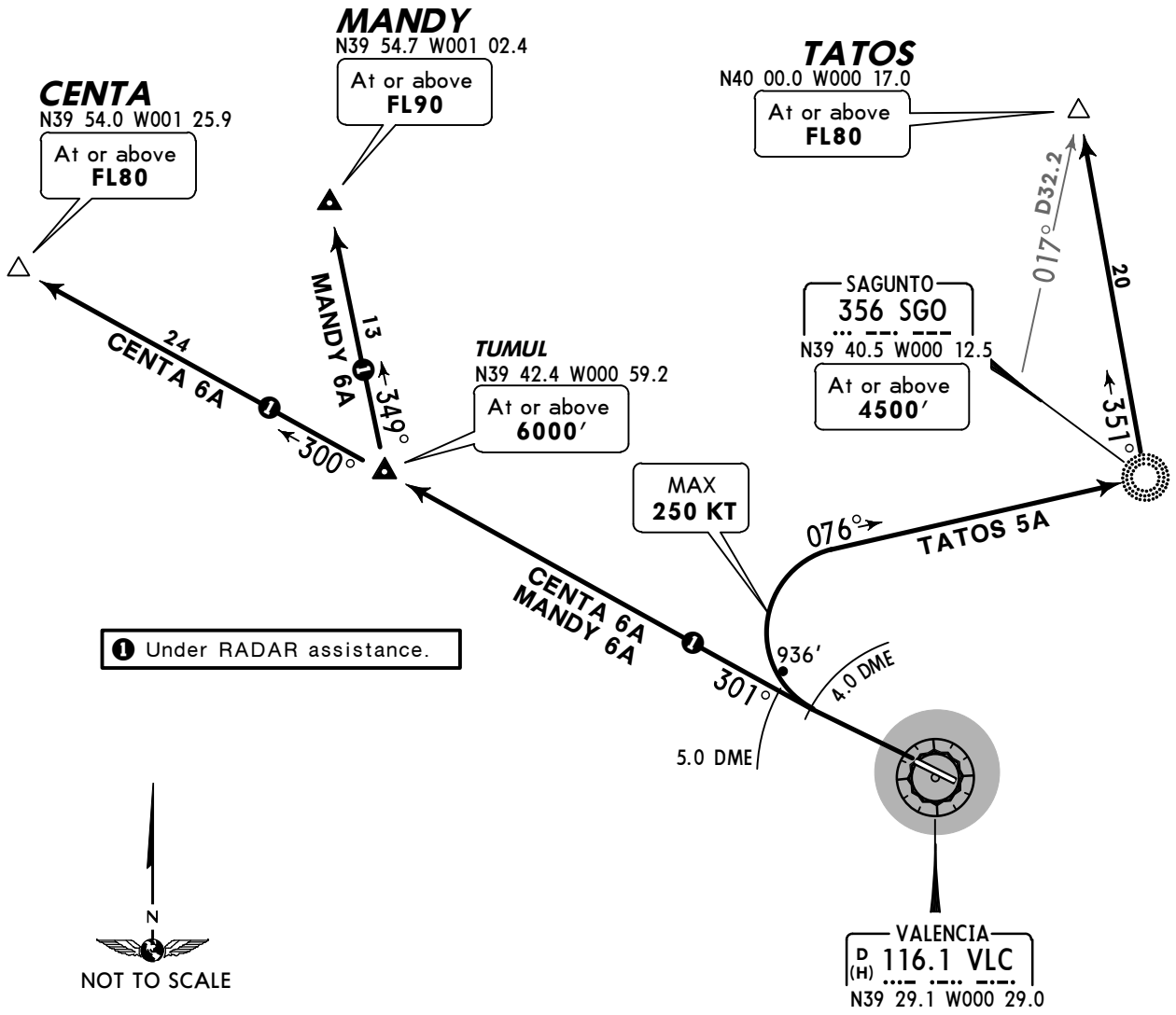
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).

CENTA SIX ALFA (CENTA 6A) *[CENT6A]*
MANDY SIX ALFA (MANDY 6A) *[MAND6A]*
TATOS FIVE ALFA (TATOS 5A) *[TATO5A]*
RWY 30 DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



These SIDs require a minimum climb gradient of
5.5 %
CENTA 6A: up to 6000′.
MANDY 6A: 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 6A	Climb on runway heading to VLC 5.0 DME, turn RIGHT, intercept VLC R-301 to TUMUL, RADAR assistance direct to CENTA.
MANDY 6A	Climb on runway heading to VLC 5.0 DME, turn RIGHT, intercept VLC R-301 to TUMUL, RADAR assistance direct to MANDY.
TATOS 5A	Climb on runway heading to VLC 4.0 DME, turn RIGHT, intercept 076° bearing to SGO, 351° bearing to TATOS.

CHANGES: New temporary chart.

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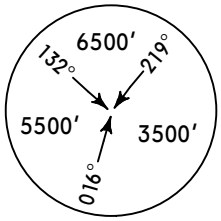
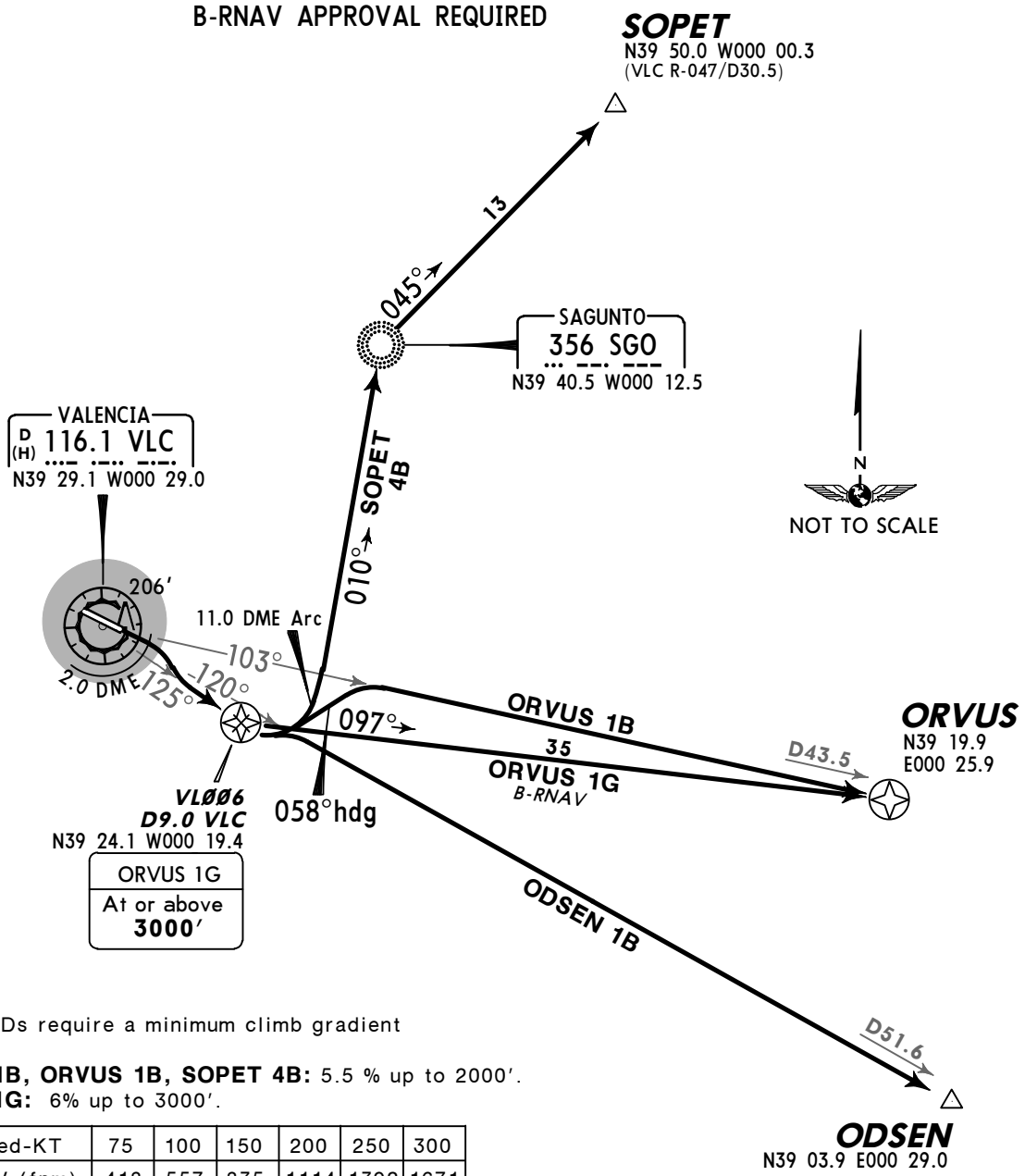
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).



MSA
VLC VOR

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



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.

CHANGES: RIKOS 4B & NINOT 4B withdrawn; ORVUS & ODSEN SIDs established.

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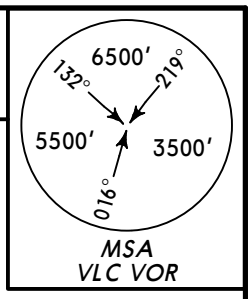
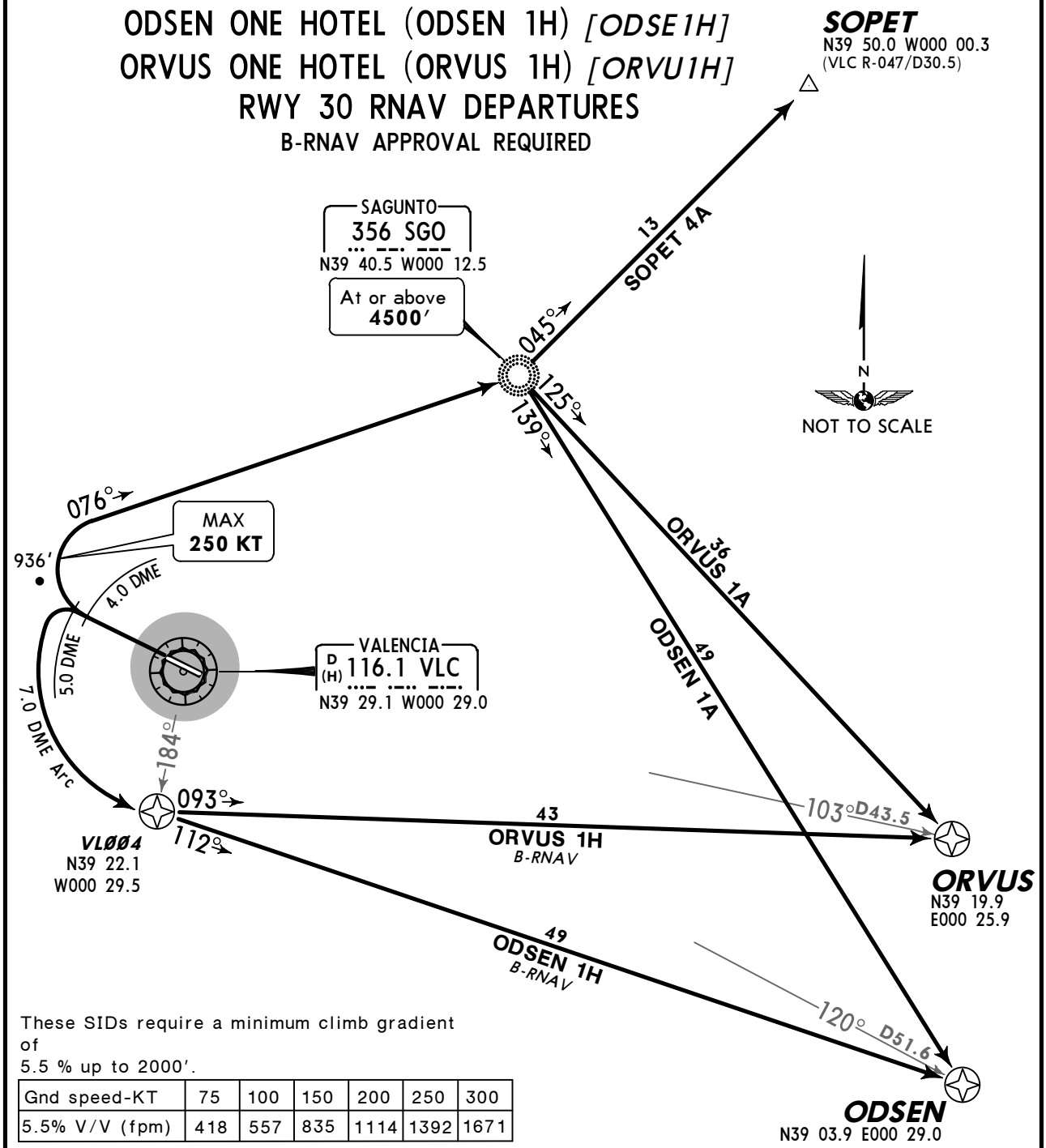
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).



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



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 ODSEN.
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 ODSEN.
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.

CHANGES: NINOT & RIKOS 5A withdrawn; ODSEN & ORVUS SIDs established.

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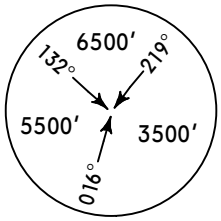
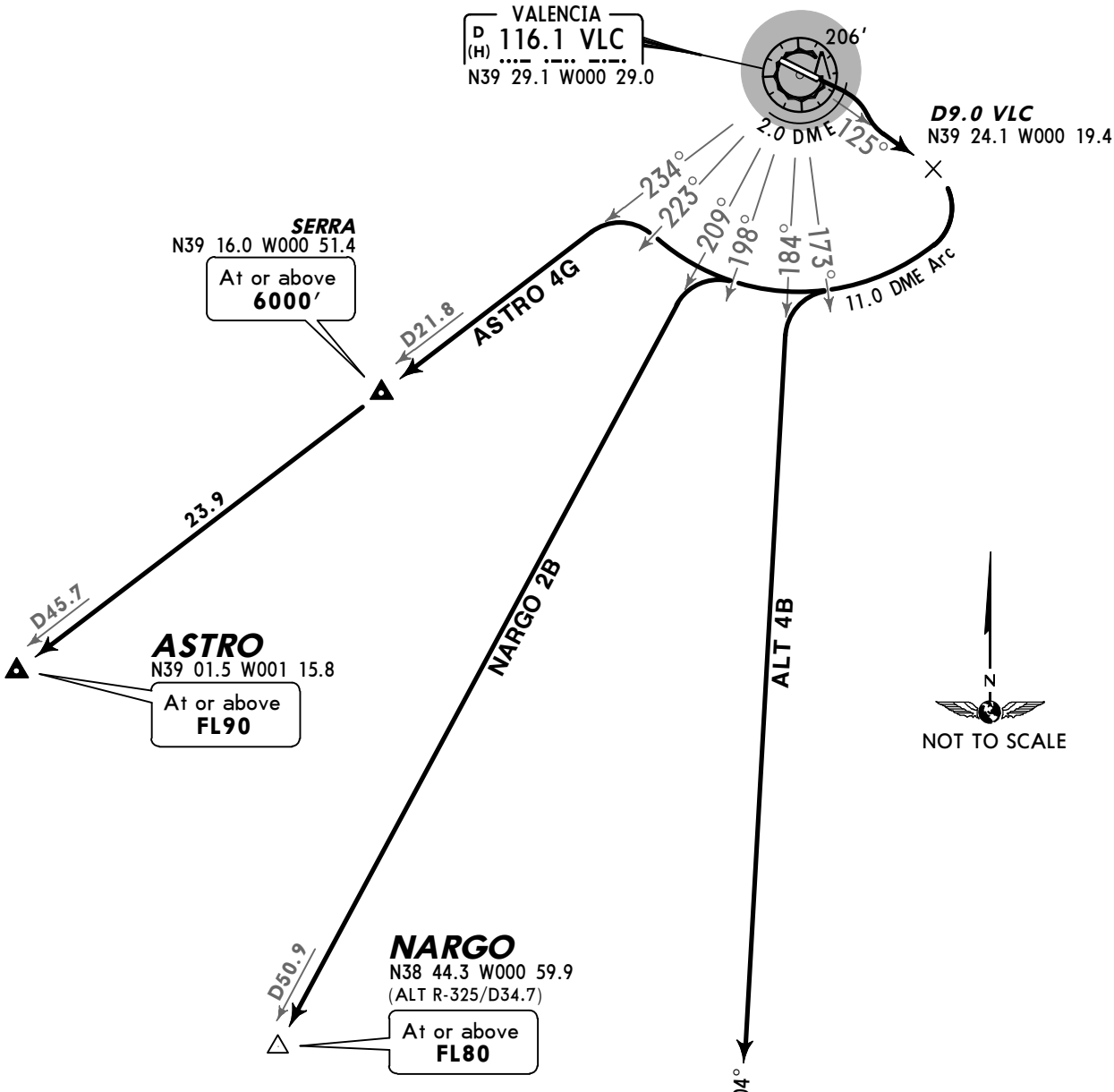
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).



MSA
VLC VOR

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.

CHANGES: None.

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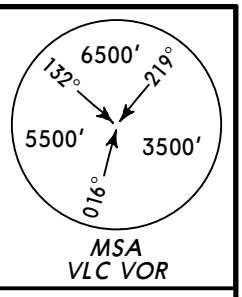
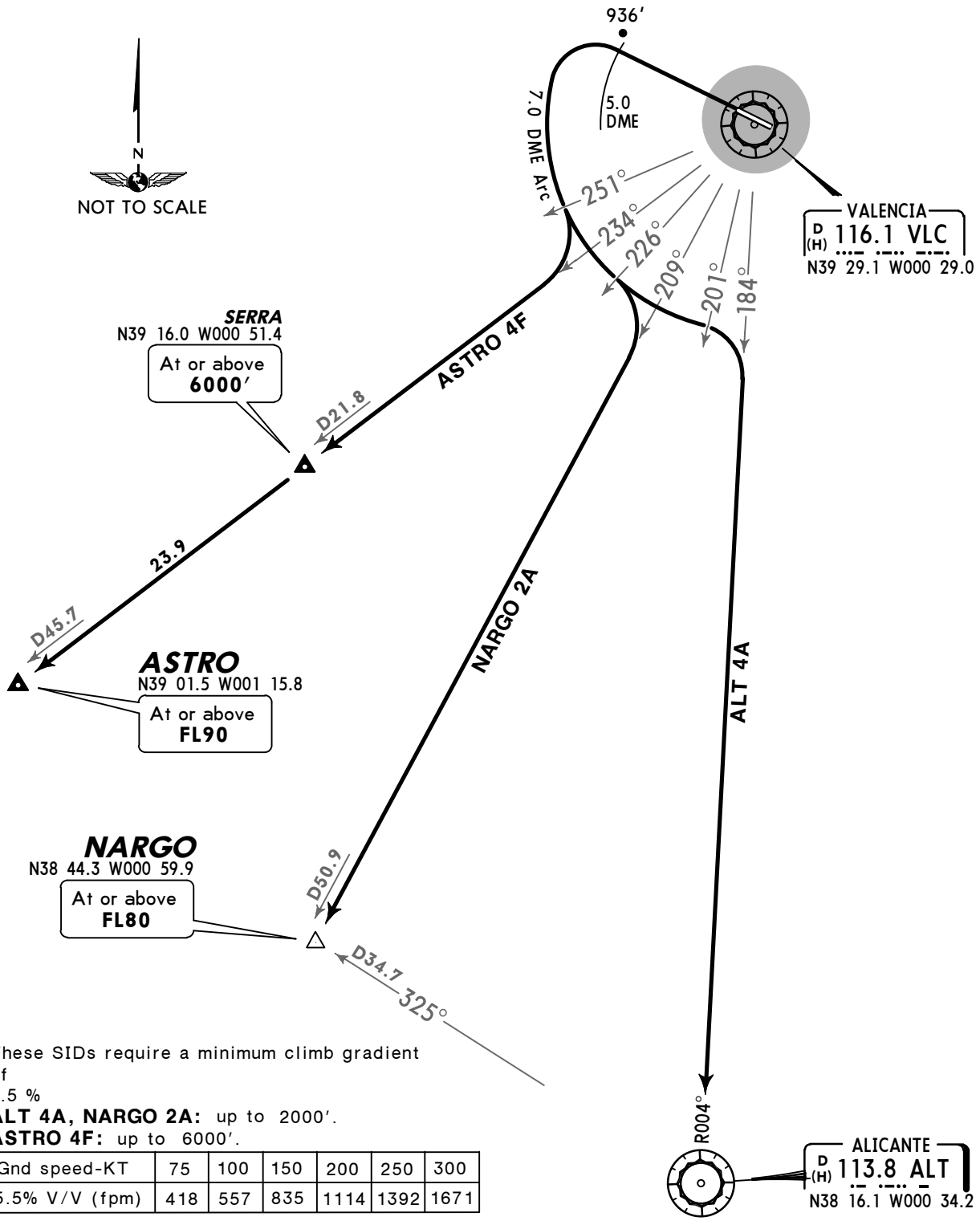
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).



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



These SIDs require a minimum climb gradient of
5.5 %
ALT 4A, NARGO 2A: up to 2000′.
ASTRO 4F: up to 6000′.

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

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.

CHANGES: Obstacles revised.

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RWYS 12, 30 CONTINGENCY DEPARTURES

In the event of failure of one or more navaids 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

CHANGES: New chart.

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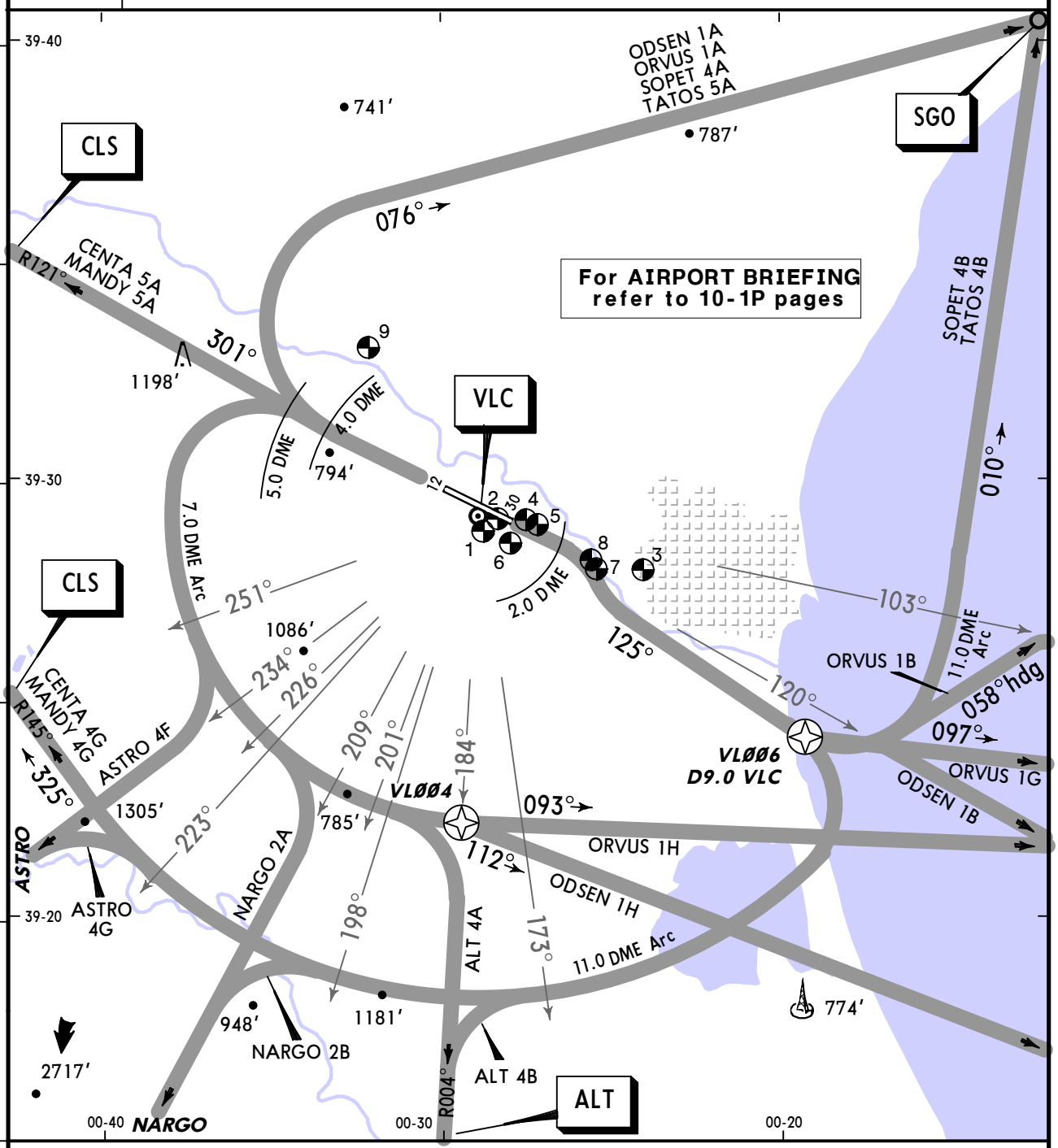
Apt Elev
240′

NOISE ABATEMENT



NOISE MONITORING POINT/NAME/LOCATION		
1	Aeropuerto BA	N39 28.8 W000 28.8
2	Aeropuerto ILS	N39 29.1 W000 28.4
3	Valencia	N39 27.9 W000 24.1
4	Manises	N39 29.1 W000 27.6
5	Quart de Poblet	N39 29.0 W000 27.3
6	Aldaia	N39 28.5 W000 28.0
7	Xirivella	N39 27.9 W000 25.5
8	Mislata	N39 28.2 W000 25.7
9	Ribarroja	N39 33.0 W000 32.2

CHANGES: SIDs to the East revised.

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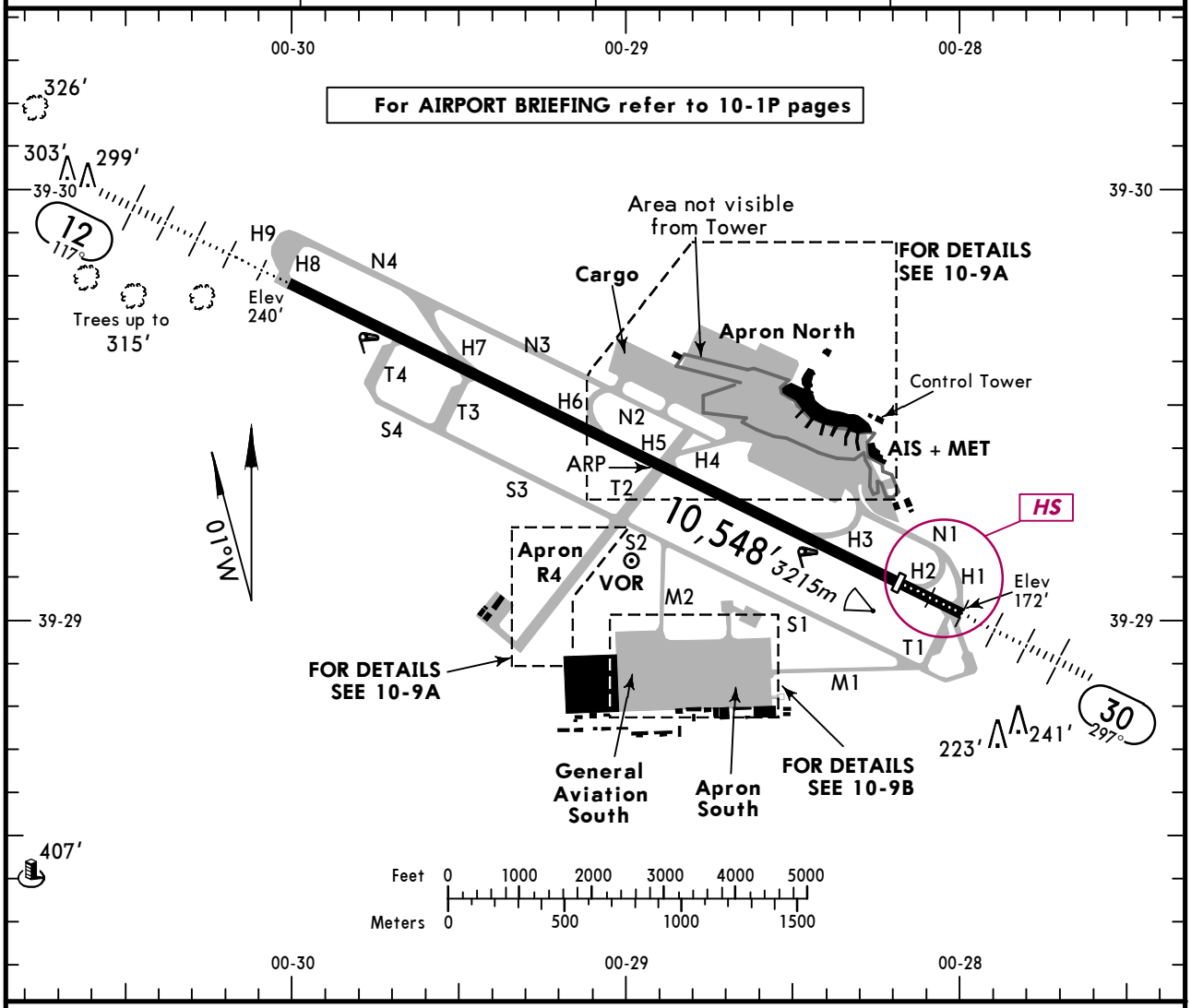
ATIS	VALENCIA Clearance	Ground	Tower
121.07	123.57	121.87	118.55



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 H2 int	9744′ (2970m)
twy H3 int	8071′ (2460m)
twy T2 int	5807′ (1770m)

RUNWAY INCURSION "HOT SPOTS"

(For information only, not to be construed as ATC instructions.)

HS CAUTION: Zone of possible disorientation. Special attention to signalization and ATC instructions.

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, B, C, D	*350m*			*400m*	*500m*

CHANGES: Hot spot added. Intersection TORA.

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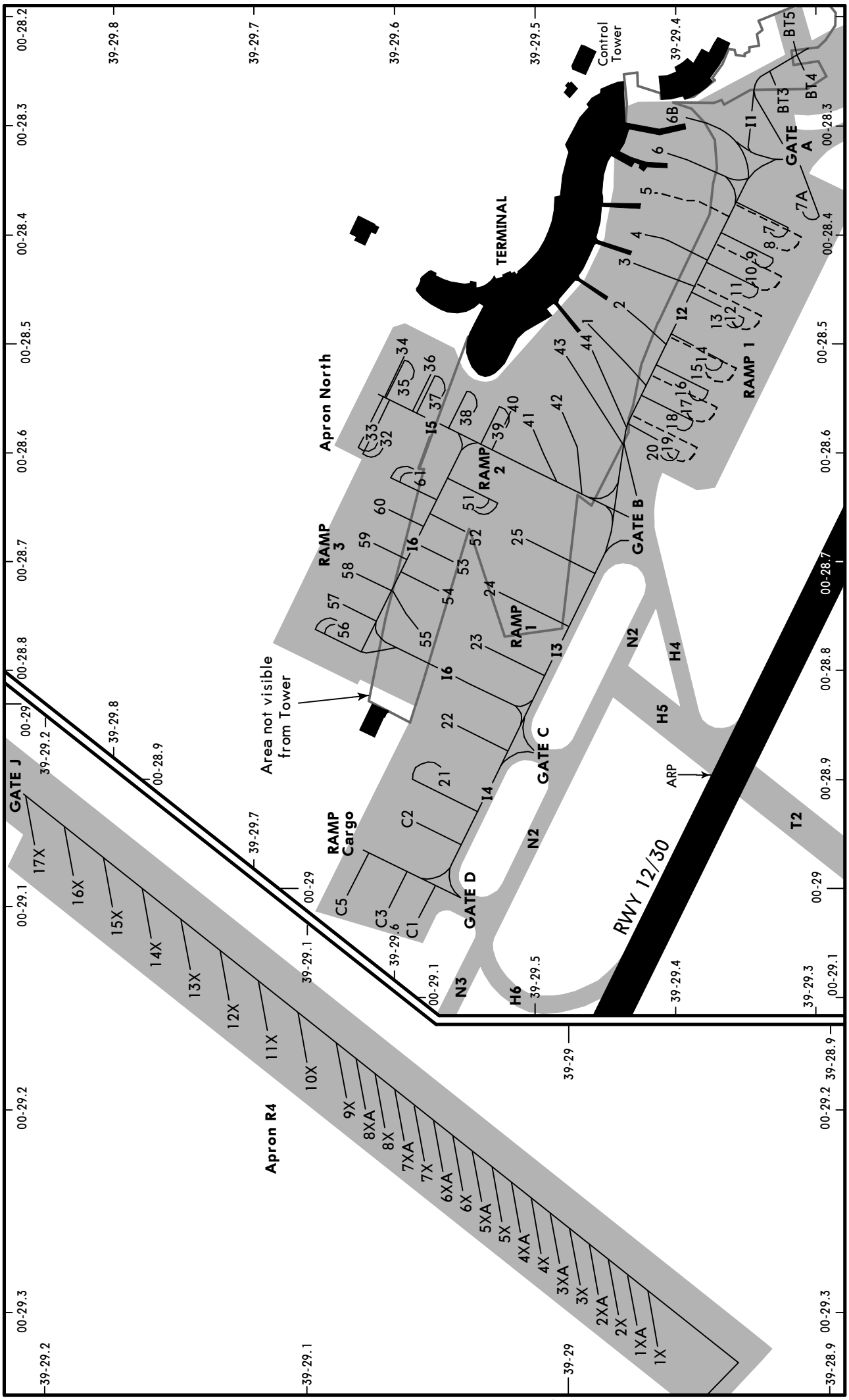

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CHANGES: TWY M3 & stand 140 withdrawn. Buildings.

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INS COORDINATES

STAND No.	COORDINATES
RAMP 1, 2, 3 & Cargo	
1	N39 29.5 W000 28.5
2	N39 29.4 W000 28.5
3 thru 5	N39 29.4 W000 28.4
6, 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, 25	N39 29.5 W000 28.7
32, 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
51	N39 29.5 W000 28.6
52	N39 29.5 W000 28.7
53, 54	N39 29.6 W000 28.7
55, 56	N39 29.6 W000 28.8
57 thru 60	N39 29.6 W000 28.7
61	N39 29.6 W000 28.6
BT3, BT4	N39 29.3 W000 28.3
BT5	N39 29.3 W000 28.2
C1	N39 29.6 W000 29.0
C2	N39 29.6 W000 28.9
C3 thru C5	N39 29.6 W000 29.0

STAND No.	COORDINATES
Apron R4	
1X thru 5X	N39 29.0 W000 29.3
5XA, 6X	N39 29.0 W000 29.2
6XA thru 11X	N39 29.1 W000 29.2
12X, 13X	N39 29.1 W000 29.1
14X thru 17X	N39 29.2 W000 29.1
RAMP 5	
101	N39 28.9 W000 28.9
102 thru 104	N39 28.9 W000 28.8
105, 106	N39 28.9 W000 28.7
125, 126	N39 28.9 W000 28.6
127 thru 132	N39 28.9 W000 28.7
133 thru 138	N39 28.9 W000 28.8
139	N39 28.9 W000 28.9
141 thru 145	N39 28.8 W000 28.9
146, 147	N39 28.8 W000 28.8
148 thru 151	N39 28.8 W000 28.7
152, 153	N39 28.8 W000 28.6
RAMP 6	
201	N39 29.0 W000 28.9
202 thru 213	N39 28.9 W000 28.9
214 thru 225	N39 28.9 W000 29.0
226, 227	N39 29.0 W000 29.0
228 thru 251	N39 28.9 W000 29.0
252, 253	N39 29.0 W000 29.0
254 thru 265	N39 28.9 W000 29.0

CHANGES: Stand 140 withdrawn.

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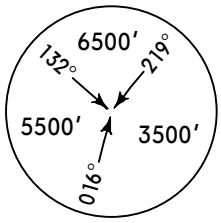
BRIEFING STRIP™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

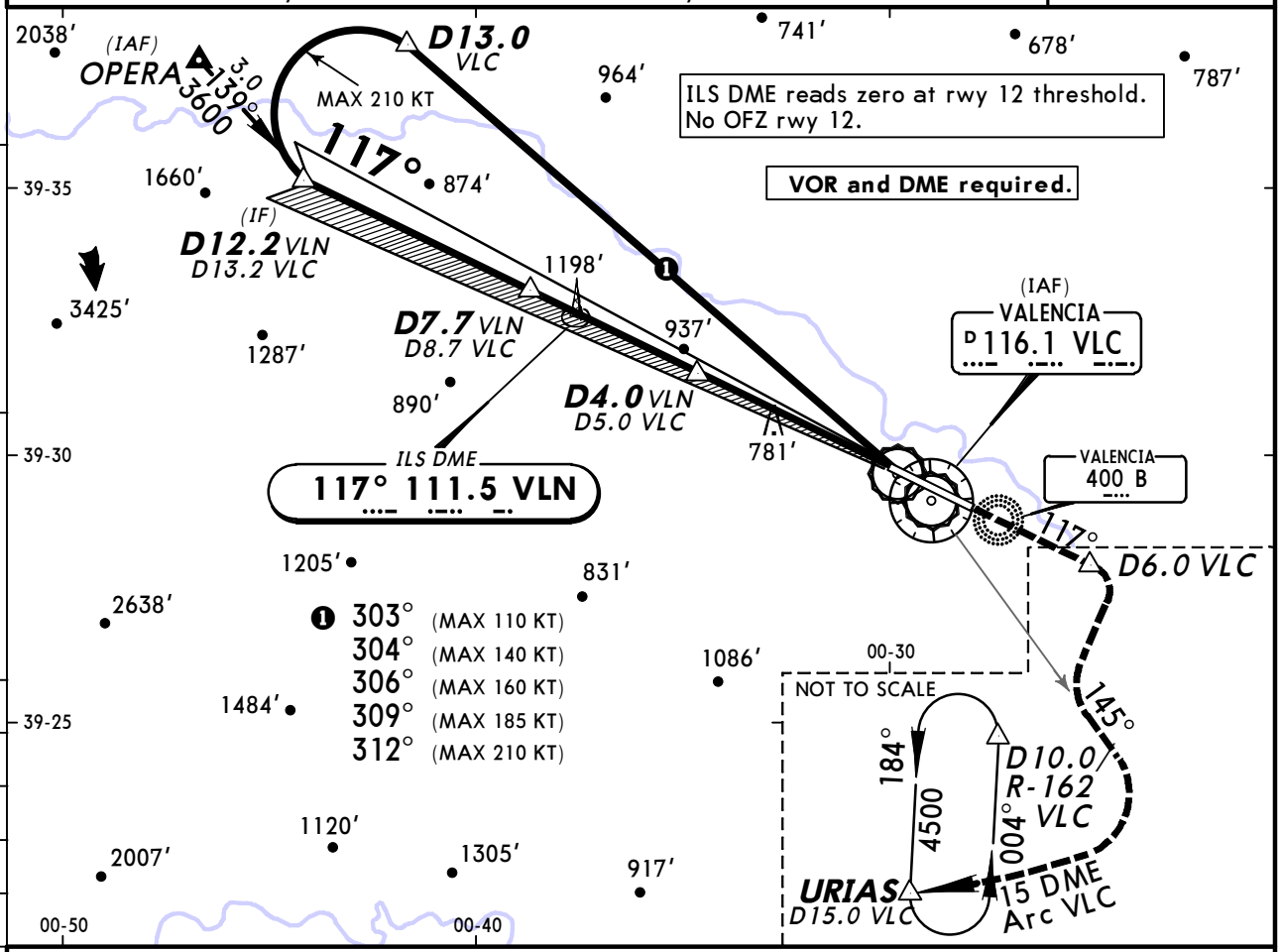
LOC VLN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 240′
111.5	117°	D4.0 VLN 1580′ (1340′)	Refer to Minimums	RWY 240′

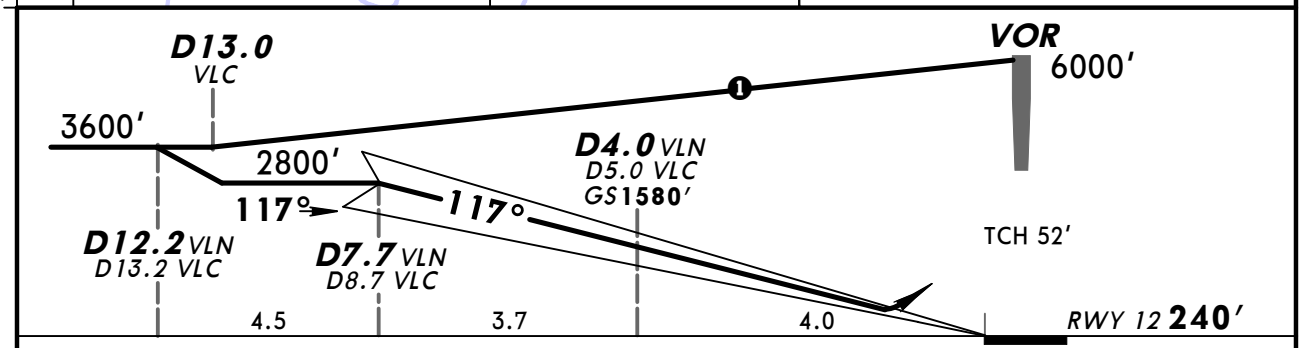
MISSED APCH: Climb on rwy heading to D6.0 VLC, then turn RIGHT to intercept and follow R-145 VLC, then turn RIGHT onto 15 DME Arc VLC to URIAS climb to 4500′ and hold. Await instructions from ATC.

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°	372	478	531	637	743	849

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

CHANGES: Procedure title. Note added.

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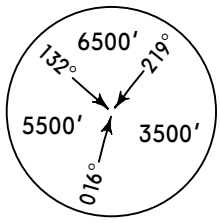
BRIEFING STRIP ™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

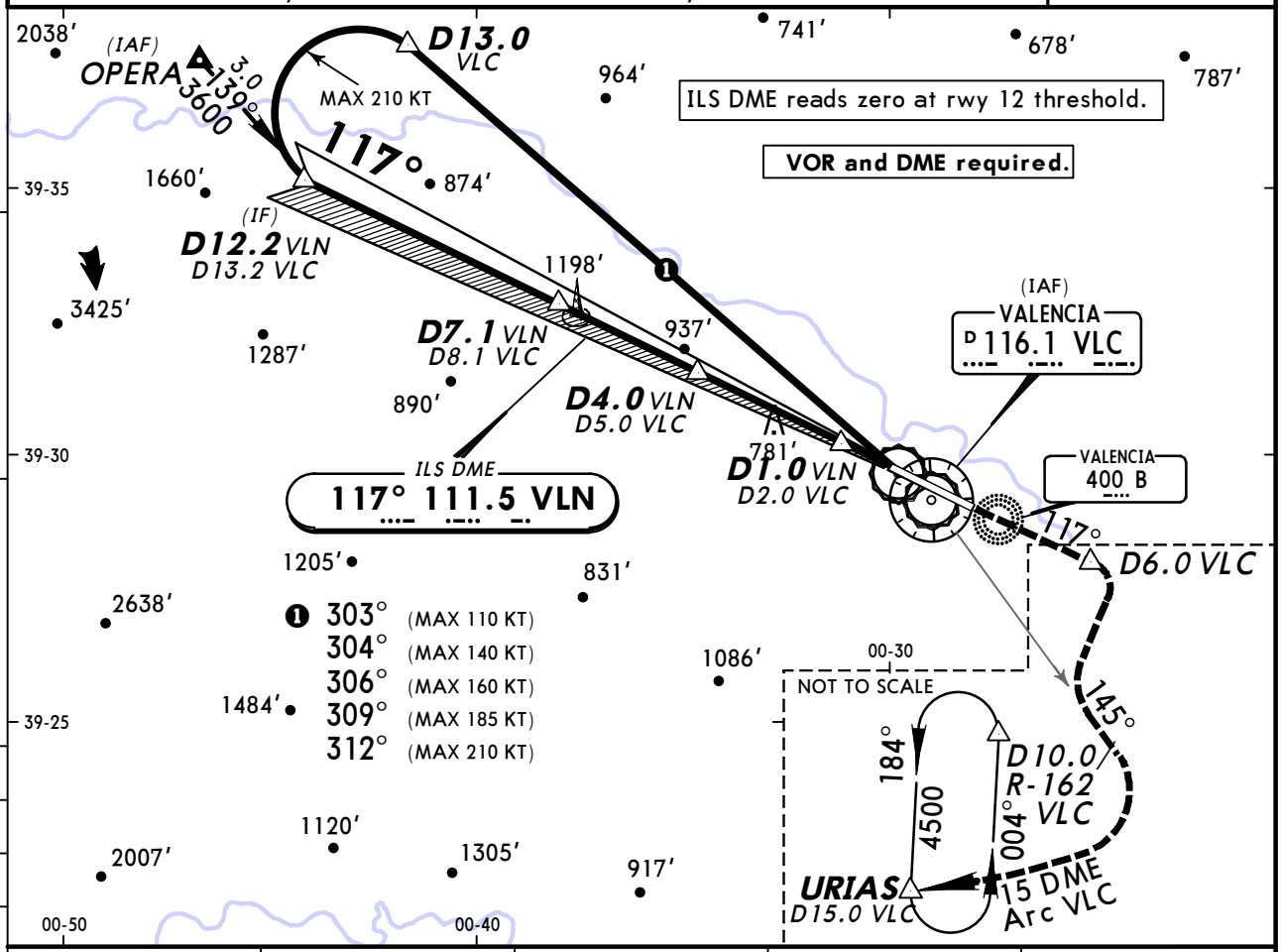
LOC VLN	Final Apch Crs	Minimum Alt D7.1 VLN	DA(H)	Apt Elev 240′
111.5	117°	2500′ (2260′)	1090′ (850′)	RWY 240′

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.

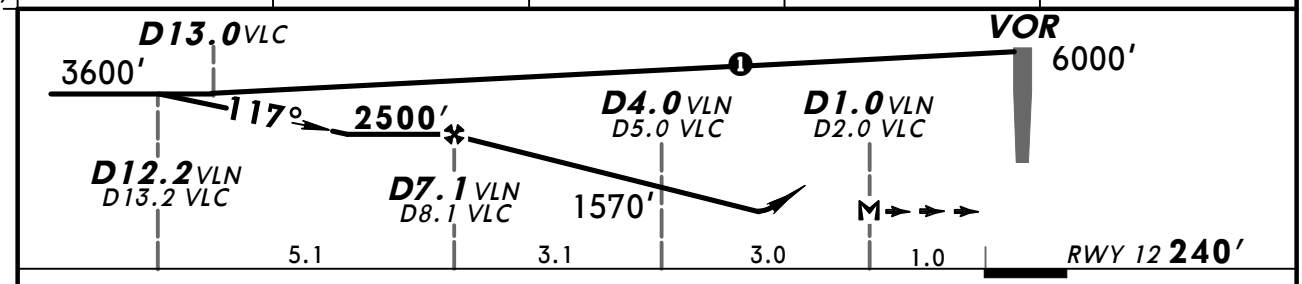
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 6000′



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

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

CHANGES: Procedure title.

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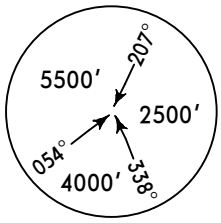
BRIEFING STRIP™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

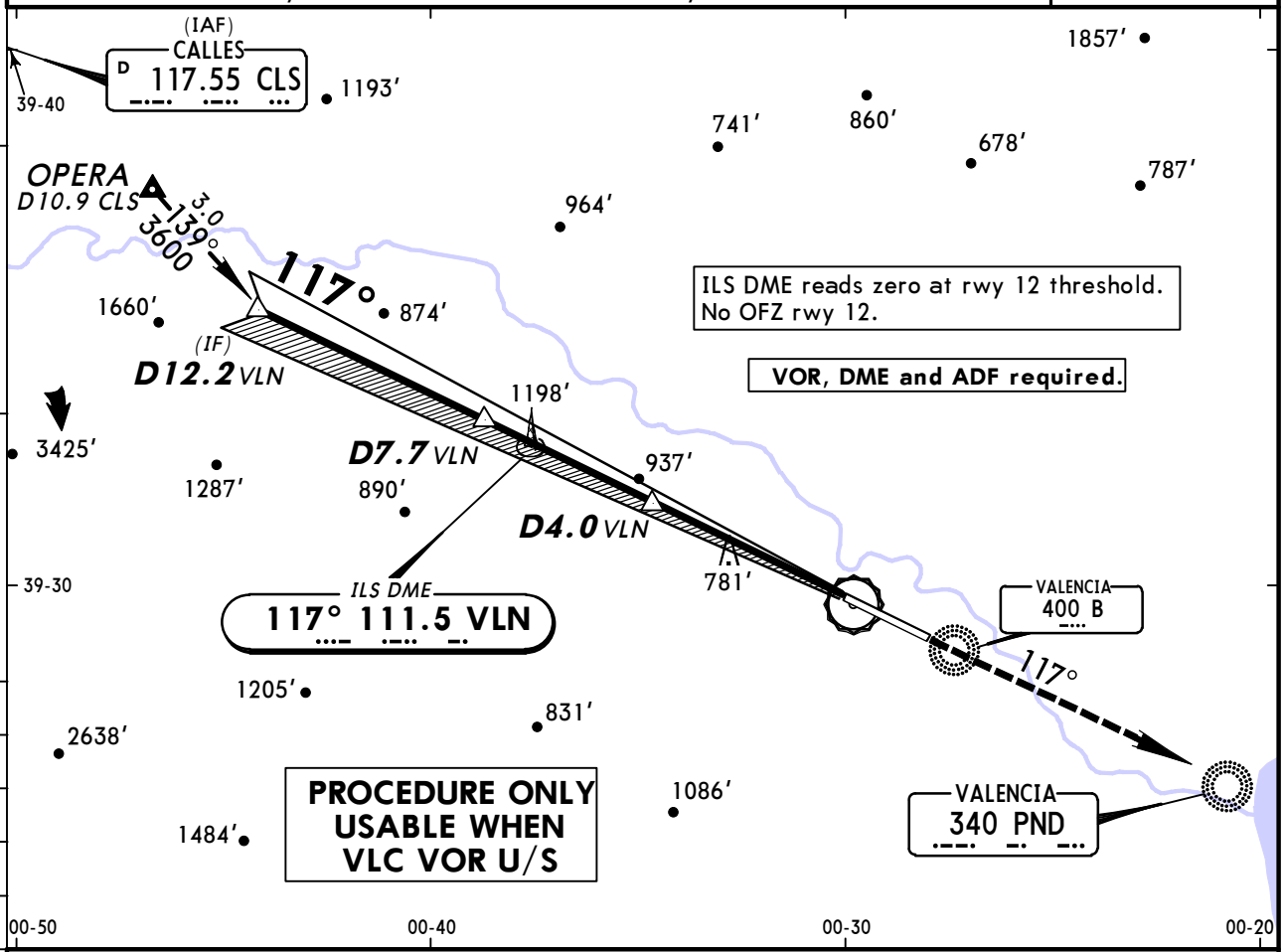
LOC VLN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 240′
111.5	117°	D4.0 VLN 1580′ (1340′)	Refer to Minimums	RWY 240′

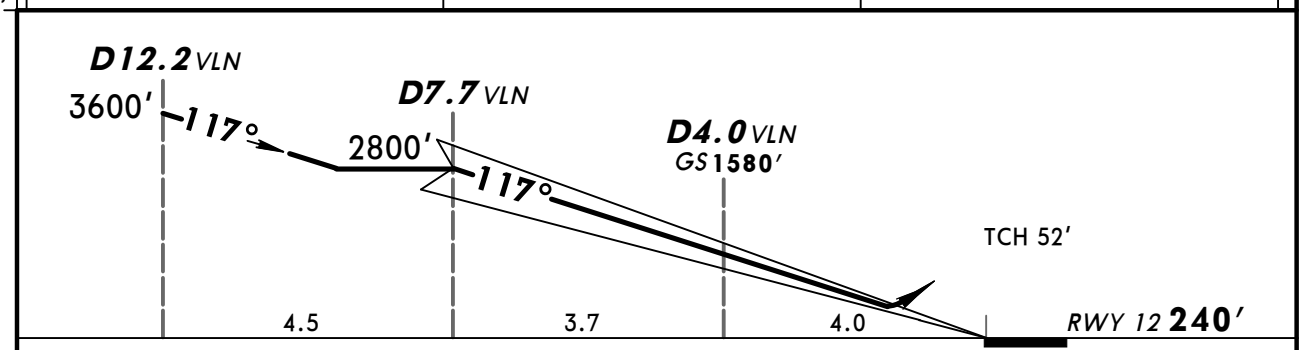
MISSED APCH: Climb on rwy heading to 3000′, await instruction from ATC.

Alt Set: hPa Rwy Elev: 9 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

HIALS
PAPI
3000′

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

CHANGES: New procedure.

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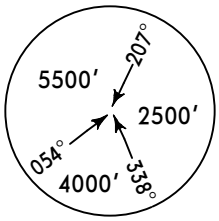
BRIEFING STRIP ™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

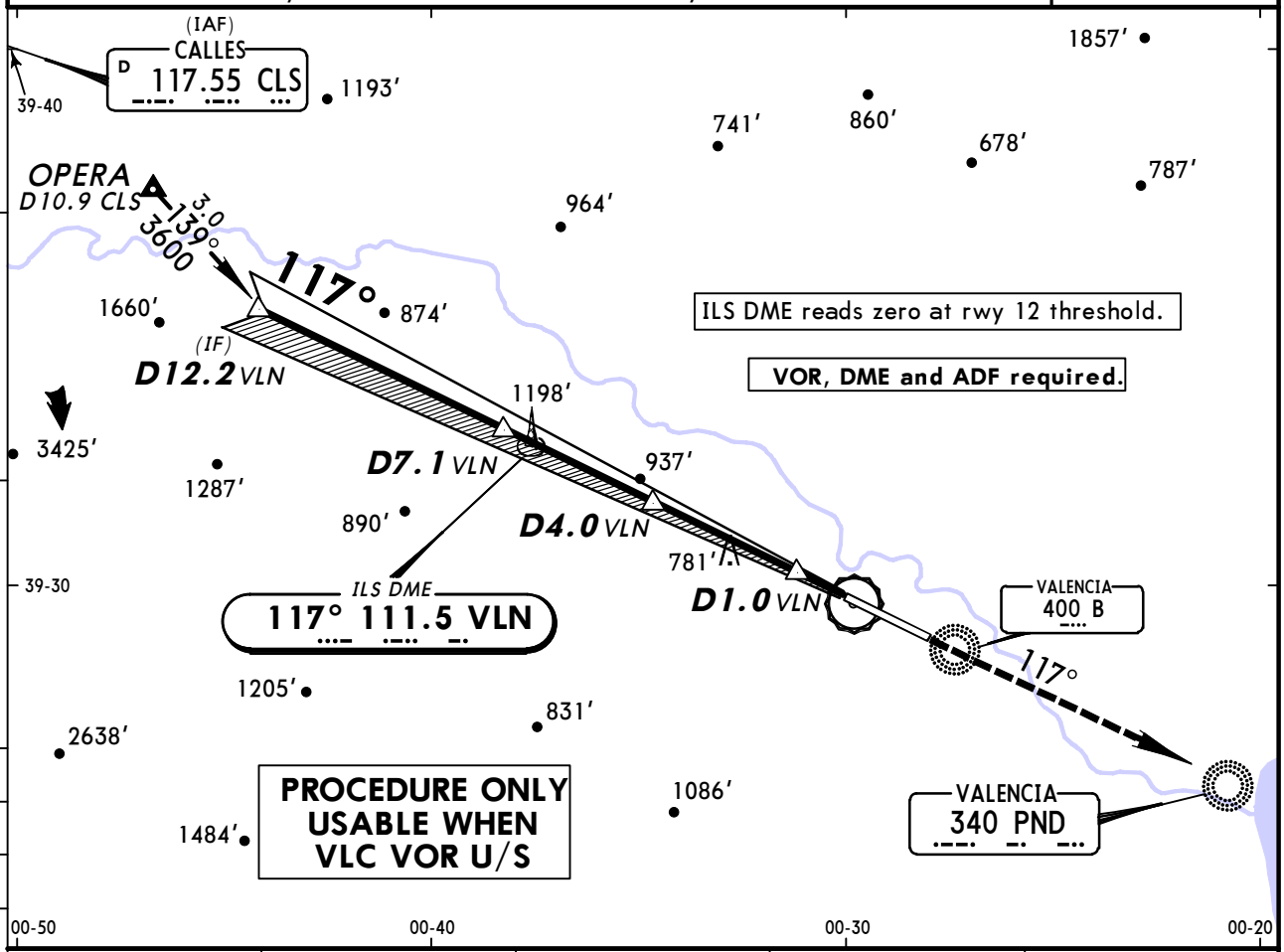
LOC VLN	Final Apch Crs	Minimum Alt D7.1 VLN	DA(H)	Apt Elev 240′
111.5	117°	2500′ (2260′)	1090′ (850′)	RWY 240′

MISSED APCH: Climb on rwy heading to 3000′, await instruction from ATC.

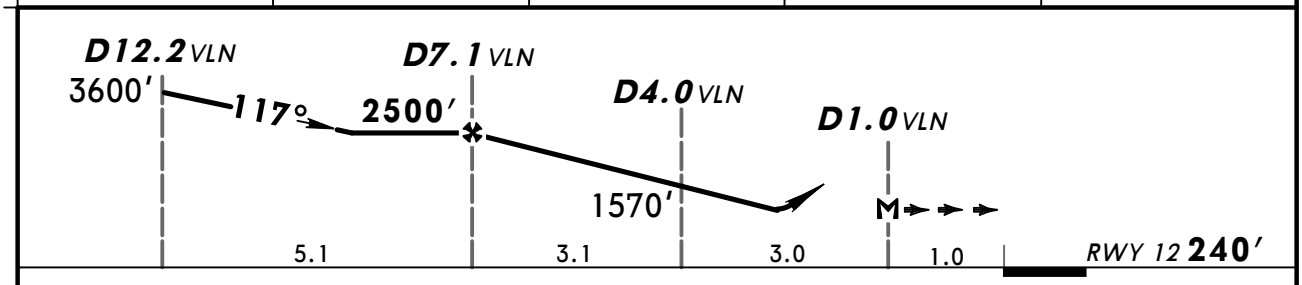
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 6000′



MSA PND NDB



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							

HIALS
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) 1090′ (850′)

		ALS out	CIRCLE-TO-LAND 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

CHANGES: New procedure.

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BRIEFING STRIP™

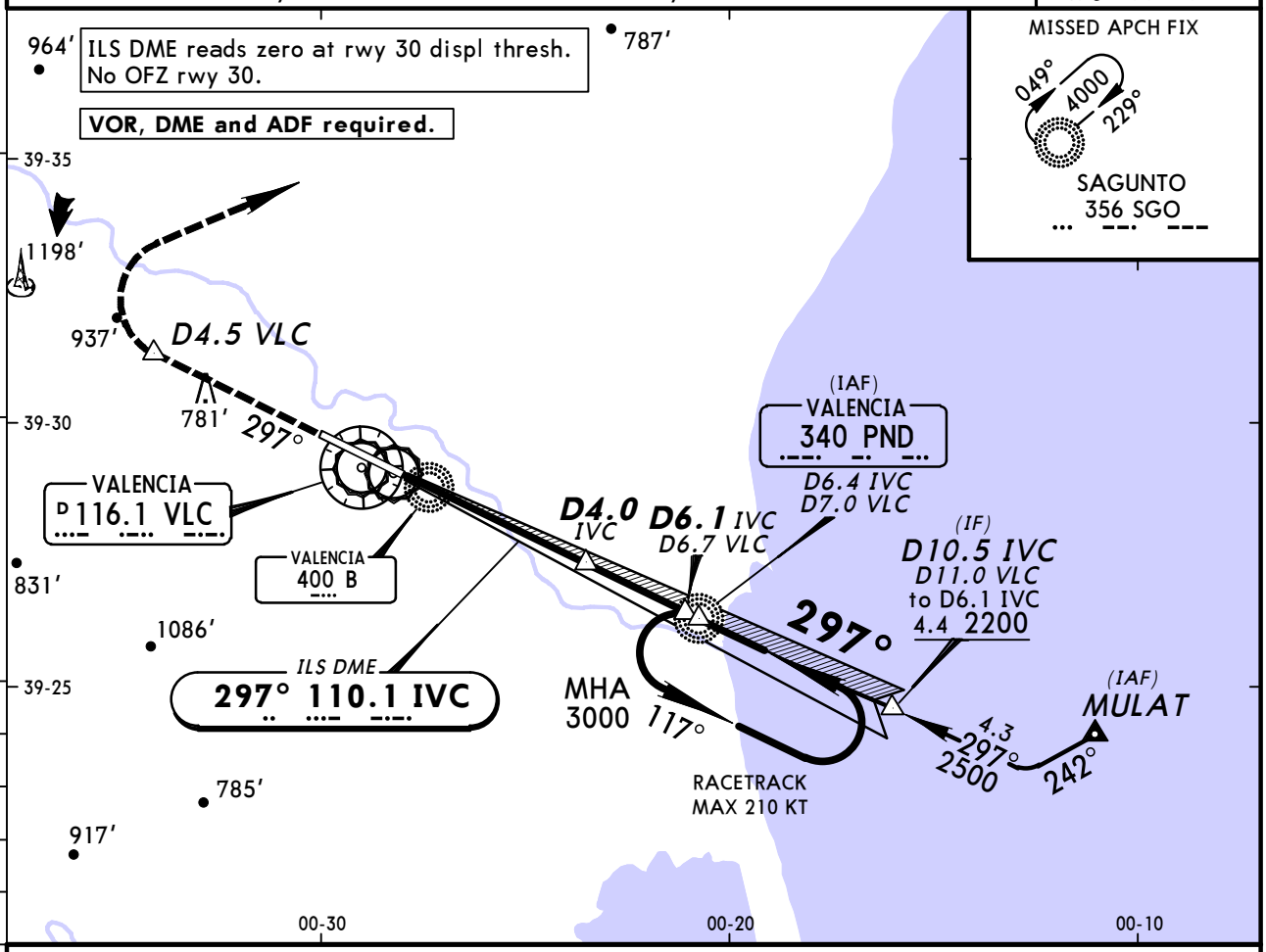
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

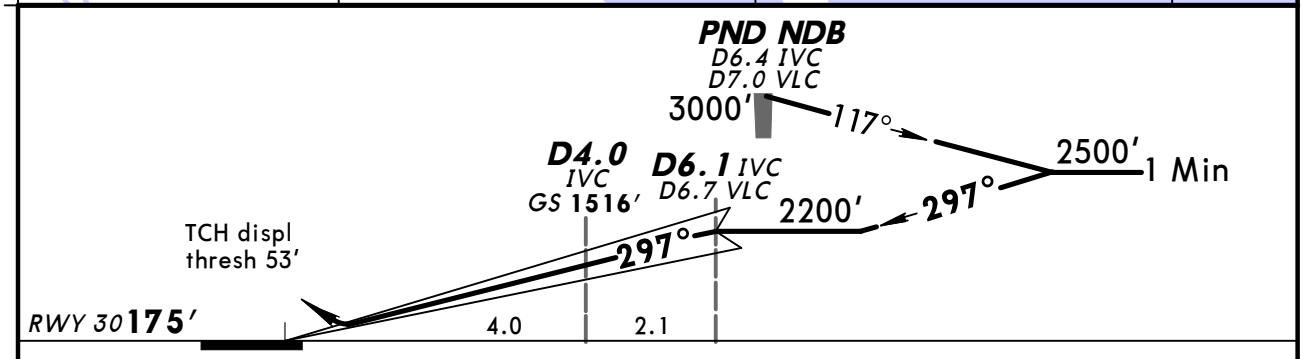
LOC IVC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 240′
110.1	297°	D4.0 IVC 1516′ (1341′)	Refer to Minimums	RWY 175′

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





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

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	810′ (570′)	1500m
135	1170′ (930′)	1600m
180	1280′ (1040′)	2400m
205	1630′ (1390′)	3600m

PANS OPS

CHANGES: Chart reindexed. Procedure title. Note.

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BRIEFING STRIP™

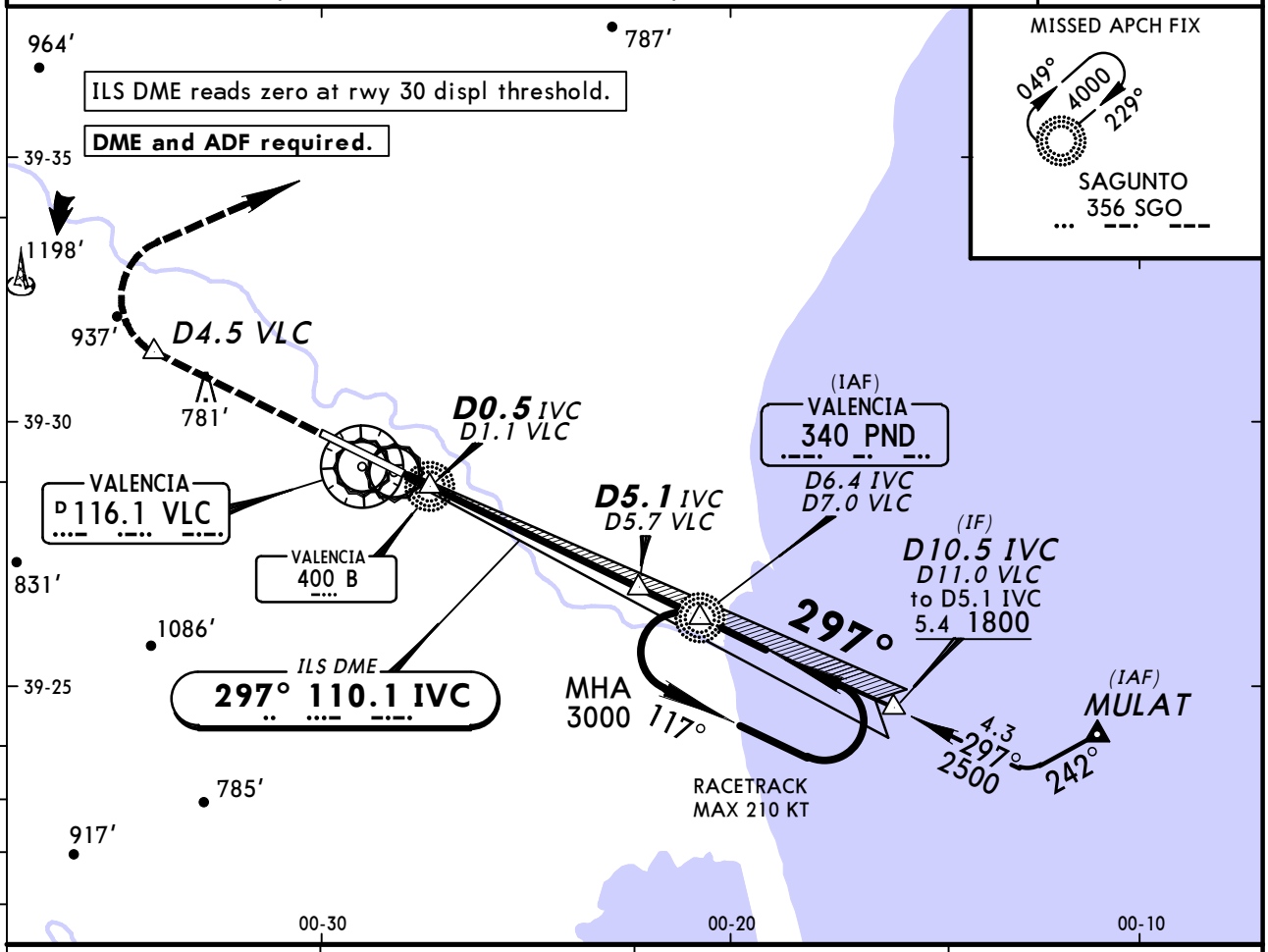
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

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

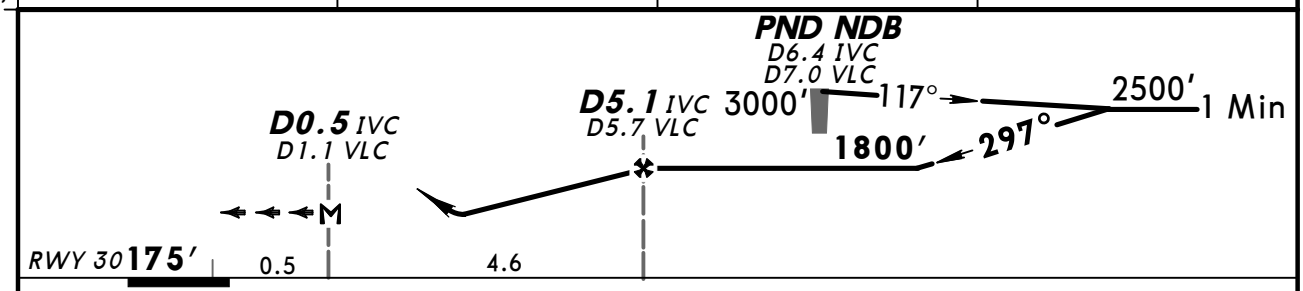
MISSED APCH: Climb on rwy heading to D4.5 VLC, then turn RIGHT (MAX 230 KT) direct to SGO NDB climbing to 4000′ and hold.

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

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	810′ (570′)	1500m
135	1170′ (930′)	1600m
180	1280′ (1040′)	2400m
205	1630′ (1390′)	3600m

CHANGES: Chart reindexed. Procedure title.

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BRIEFING STRIP™

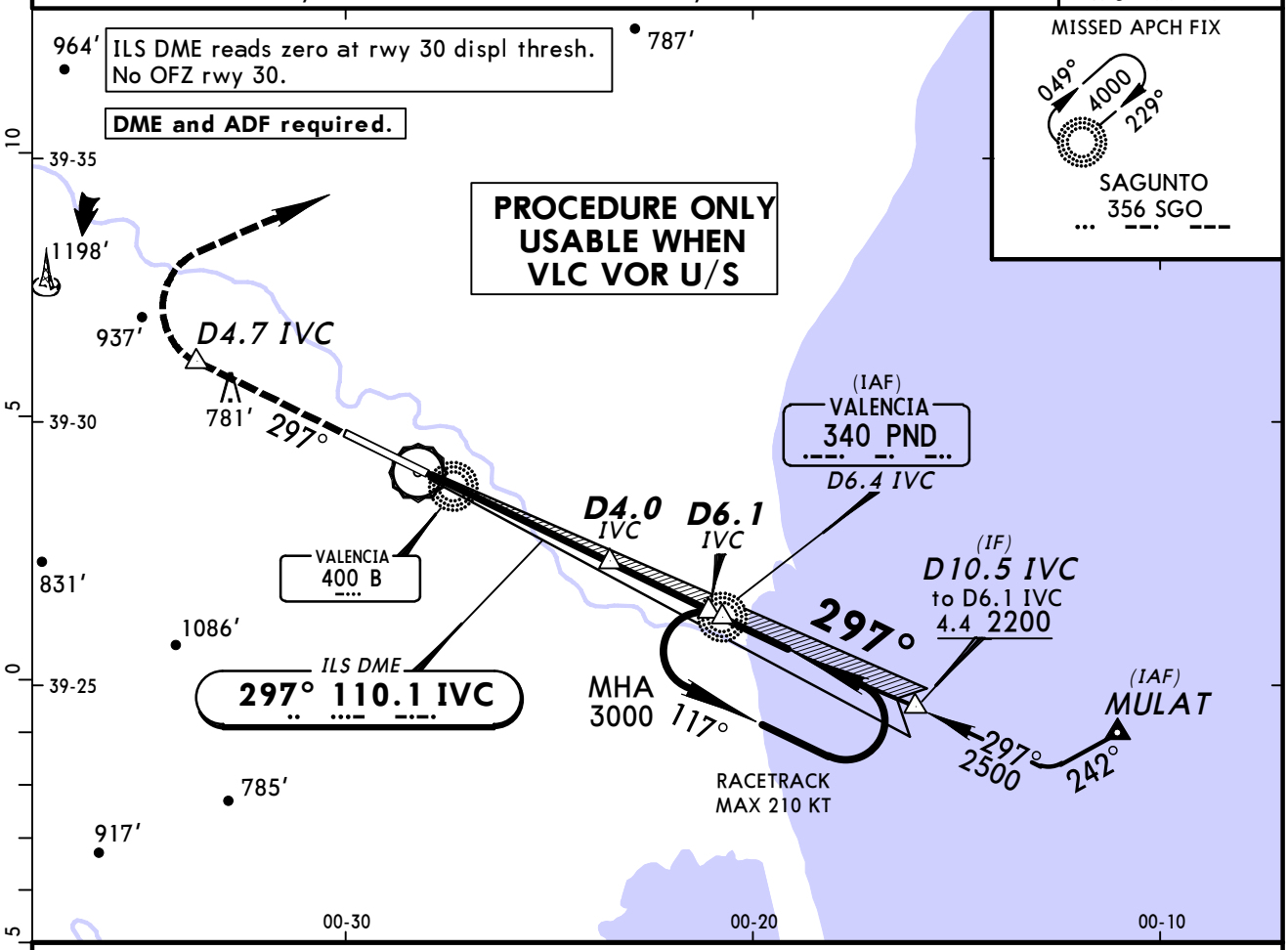
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

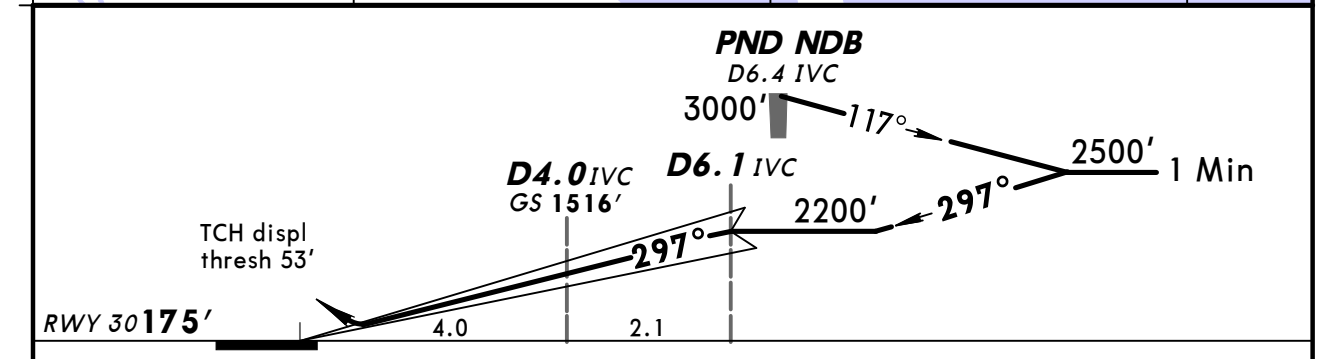
LOC IVC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 240′
110.1	297°	D4.0 IVC 1516′ (1341′)	Refer to Minimums	RWY 175′

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





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
REIL
PAPI

D4.7 IVC

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	810′ (570′)	1500m
135	1170′ (930′)	1600m
180	1280′ (1040′)	2400m
205	1630′ (1390′)	3600m

PANS OPS

CHANGES: New procedure.

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BRIEFING STRIP™

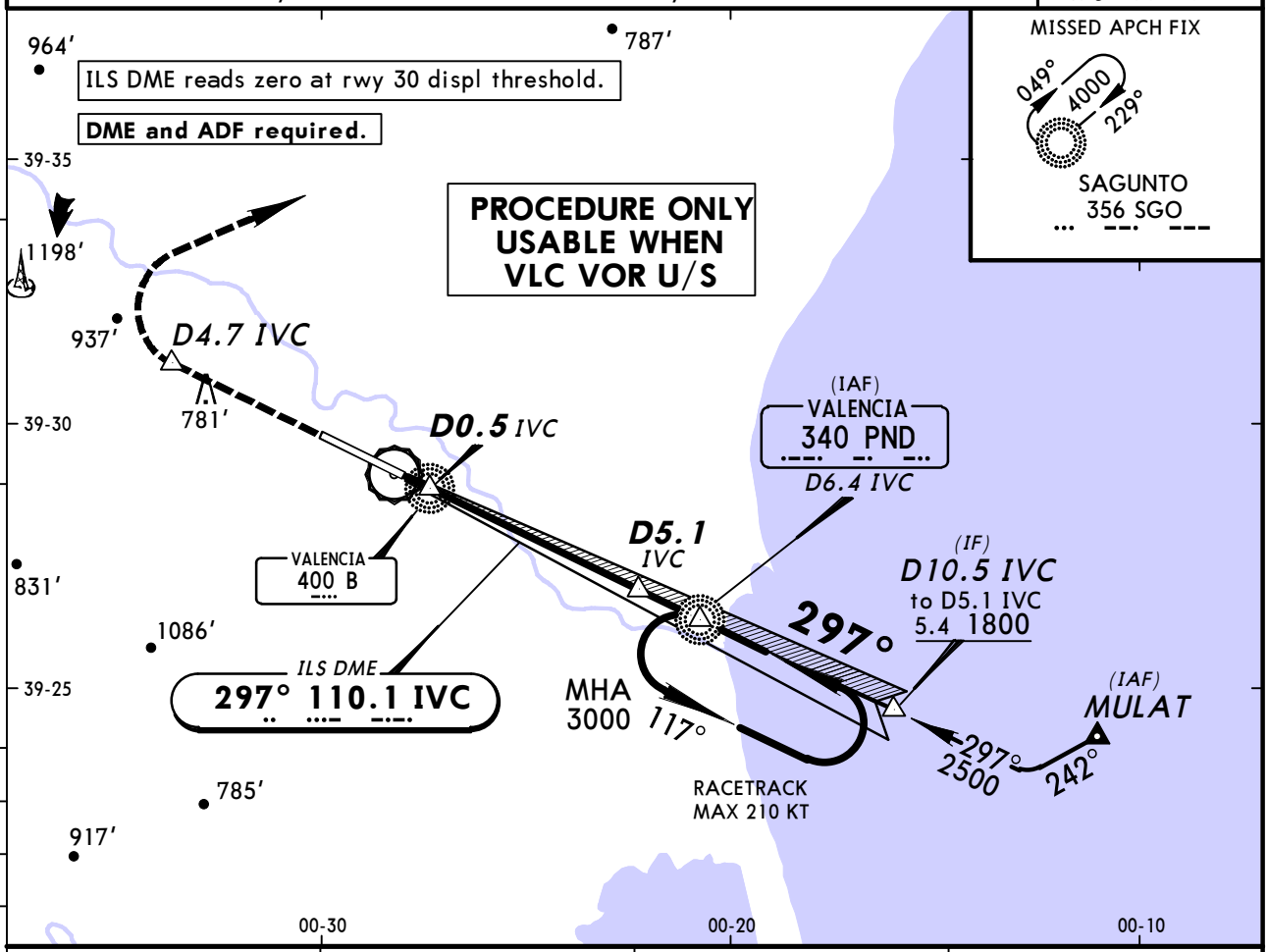
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

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

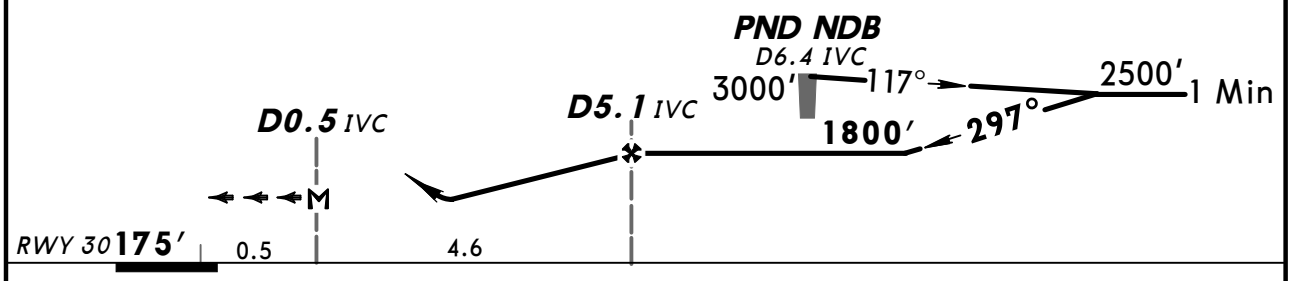
MISSED APCH: Climb on rwy heading to D4.7 IVC, then turn RIGHT (MAX 230 KT) direct to SGO NDB climbing to 4000′ and hold.

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

MSA PND NDB
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							

HIALS
REIL
PAPI

D4.7 IVC

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	810′ (570′)	1500m
135	1170′ (930′)	1600m
180	1280′ (1040′)	2400m
205	1630′ (1390′)	3600m

PANS OPS

CHANGES: New procedure.

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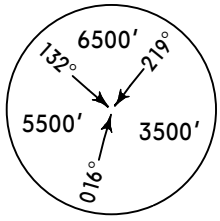
BRIEFING STRIP ™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

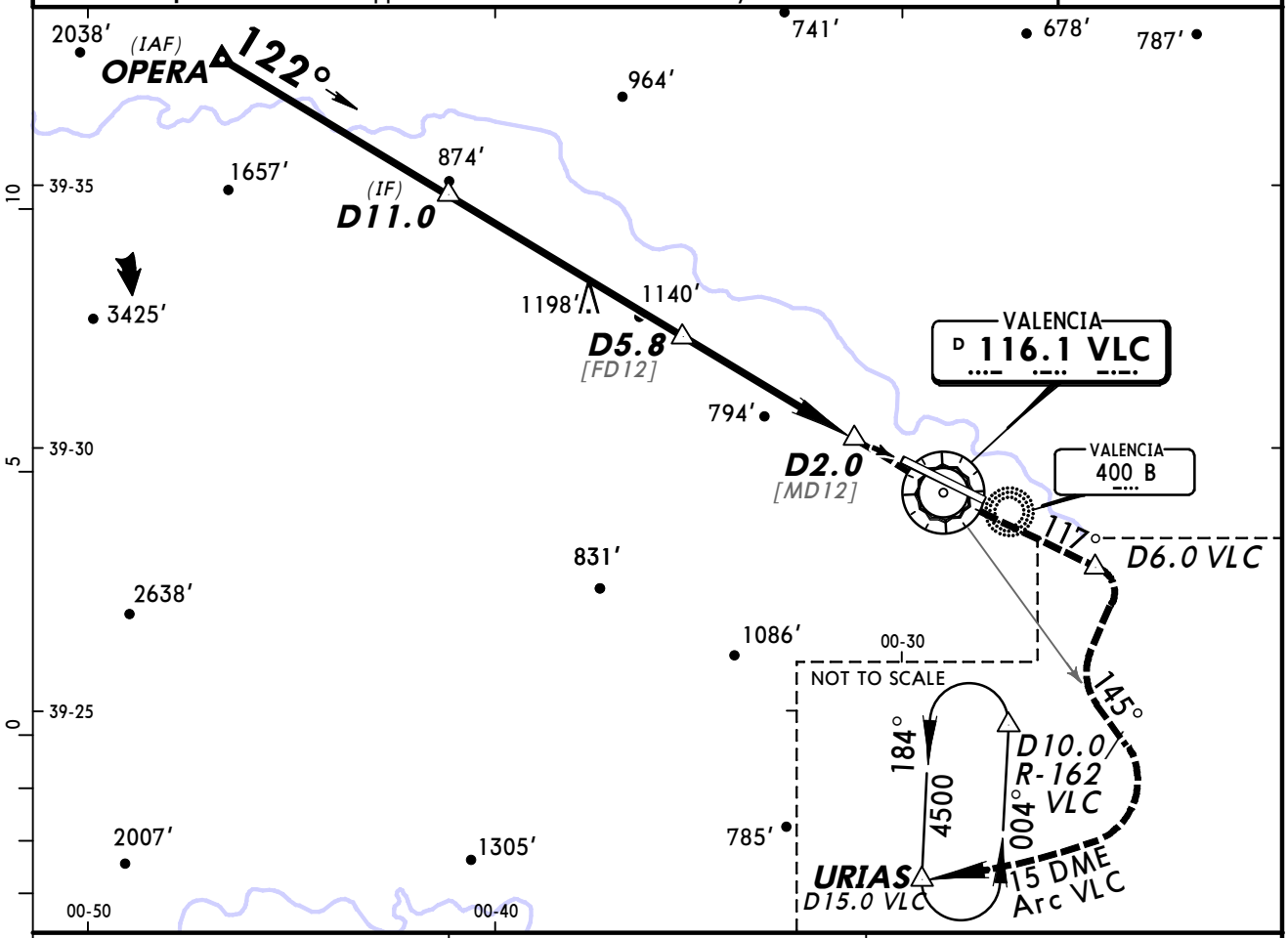
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
VLC 116.1	122°	D5.8 2000′ (1760′)	1200′ (960′)	240′

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.

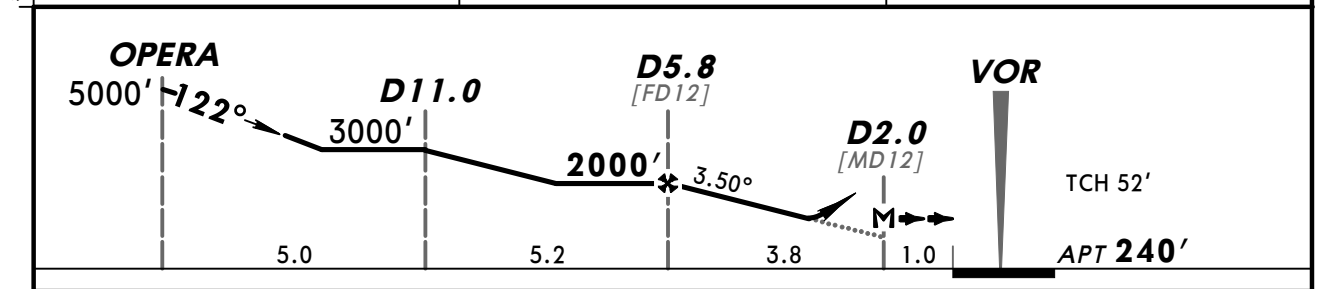


MSA VLC VOR



VLC DME	5.0	4.0
ALTITUDE	1780′	1410′

5



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

on VLC 116.1 R-117

Standard STRAIGHT-IN LANDING RWY 12

DA(H) 1200′ (960′)

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: Minimums.

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BRIEFING STRIP™

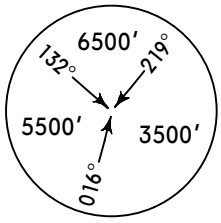
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

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

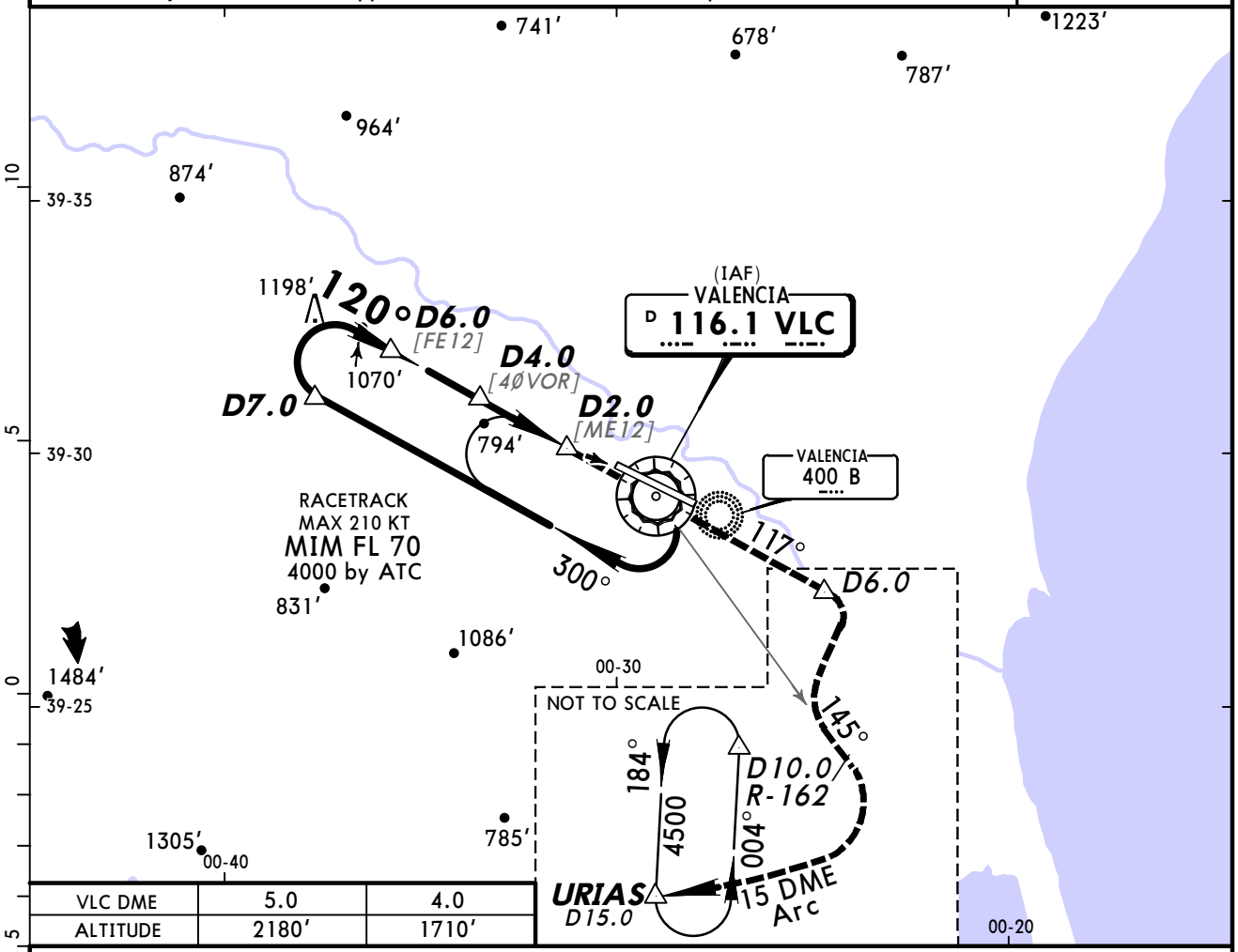
MISSED APCH: Climb direct to VOR to intercept R-117. At D6.0 turn RIGHT to intercept R-145, then turn RIGHT onto 15 DME Arc to URIAS climbing to 4500′ and hold. Await instructions from ATC.

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

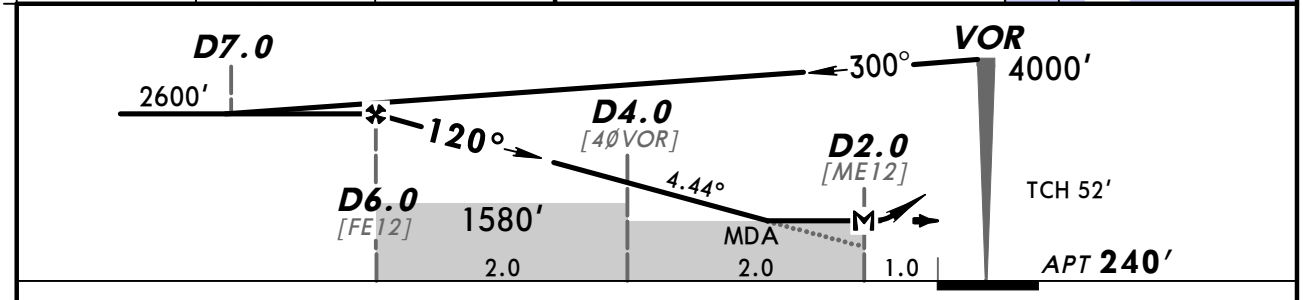
1. **DME required.** 2. Final approach track offset 3° from rwy centerline.



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 | on VLC 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: None.

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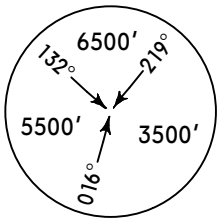
BRIEFING STRIP™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

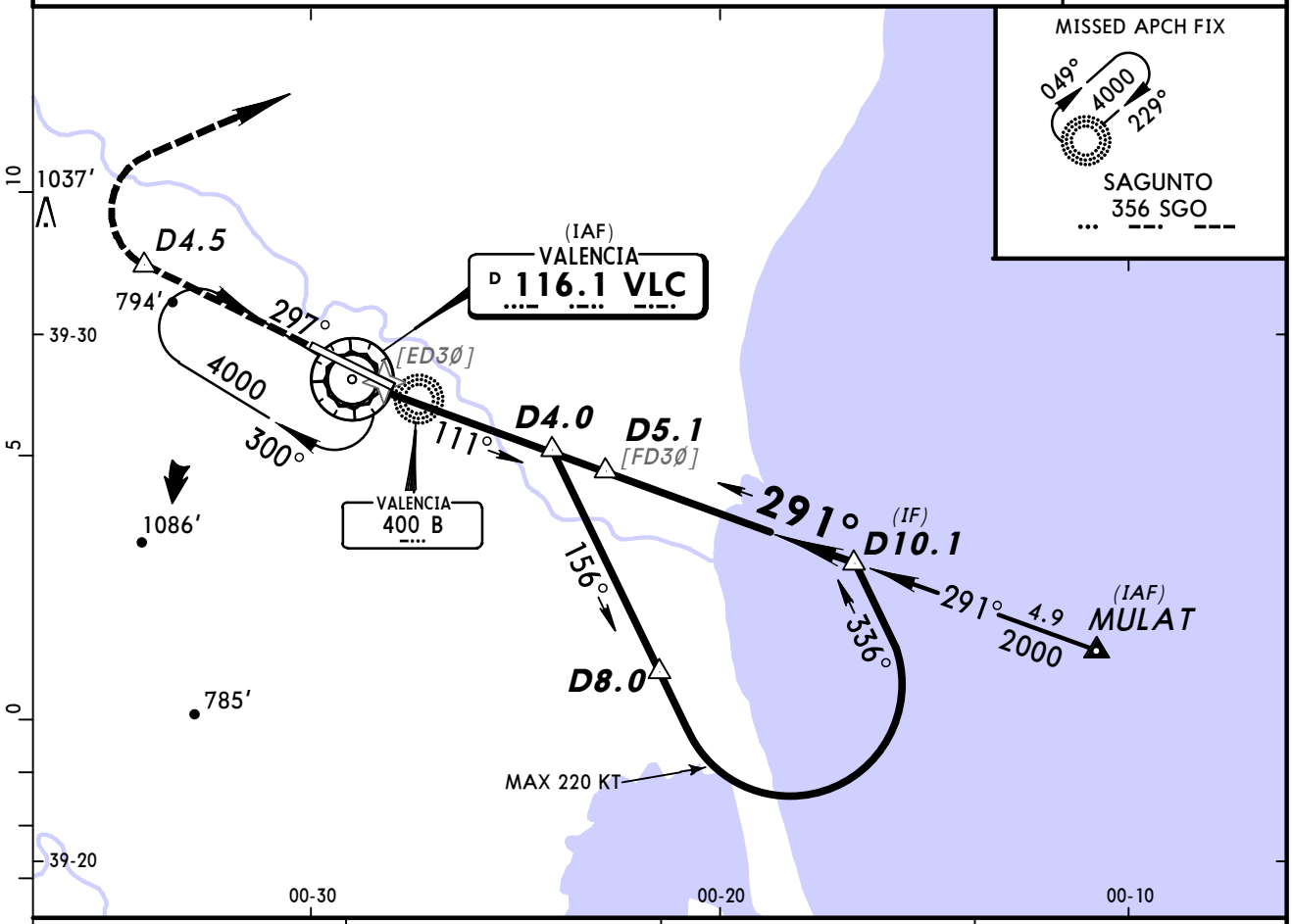
VOR VLC	Final Apch Crs	Minimum Alt D5.1	DA(H)	Apt Elev 240′
116.1	291°	1600′ (1425′)	610′ (435′)	RWY 175′

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

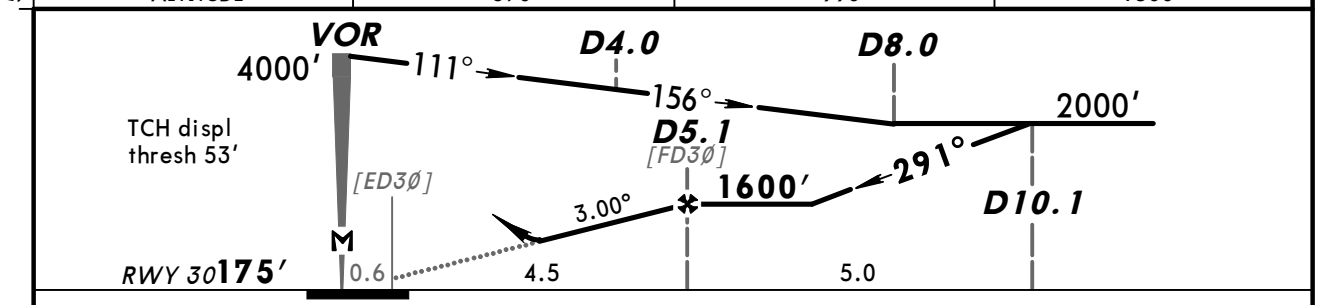
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 6000′
1. **DME & ADF required.** 2. Final approach track offset 6° from rwy centerline.



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	Max Kts	MDA(H)	VIS
A	SEE 13-4		A	SEE 13-4	
B			B		
C	RVR 1300m	RVR 2000m	180	1280′ (1040′)	2400m
D			205	1630′ (1390′)	3600m

CIRCLE-TO-LAND

PANS OPS 4

CHANGES: None.

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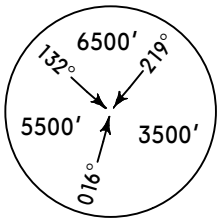
BRIEFING STRIP™

ATIS	VALENCIA Approach		VALENCIA Tower	Ground
121.07	124.75	120.1	118.55	121.87

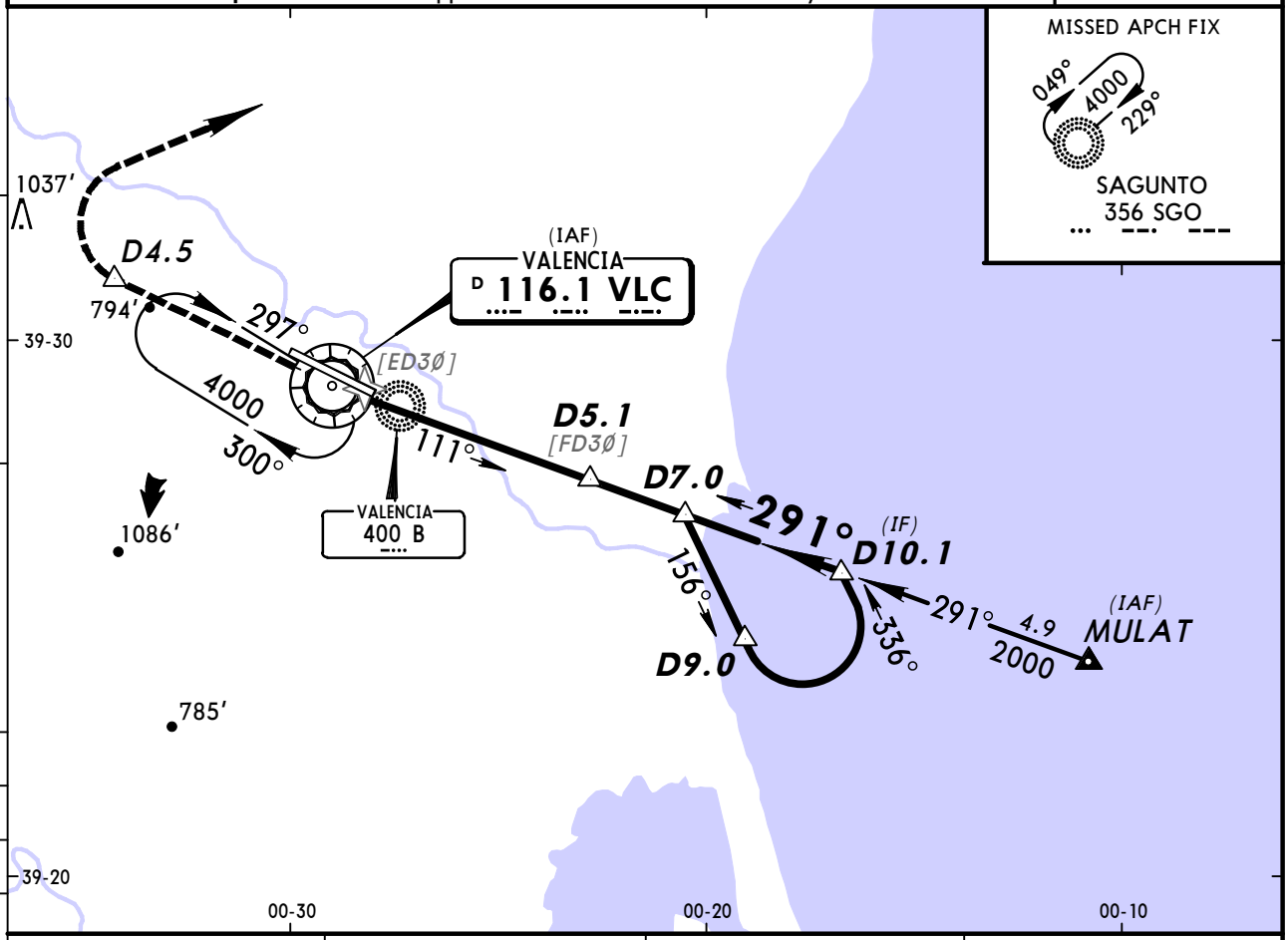
VOR VLC	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 240′
116.1	291°	D5.1 1600′ (1425′)	610′ (435′)	RWY 175′

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

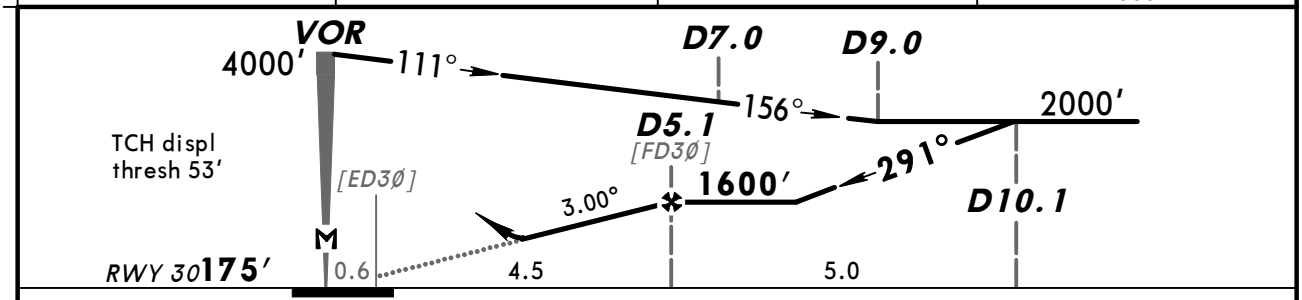
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 6000′
1. **DME & ADF required.** 2. Final approach track offset 6° from rwy centerline.



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	810′(570′)	1500m
135	1170′(930′)	1600m
C	SEE 13-3	
D		

PANS OPS 4

CHANGES: Minimums.

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BRIEFING STRIP™

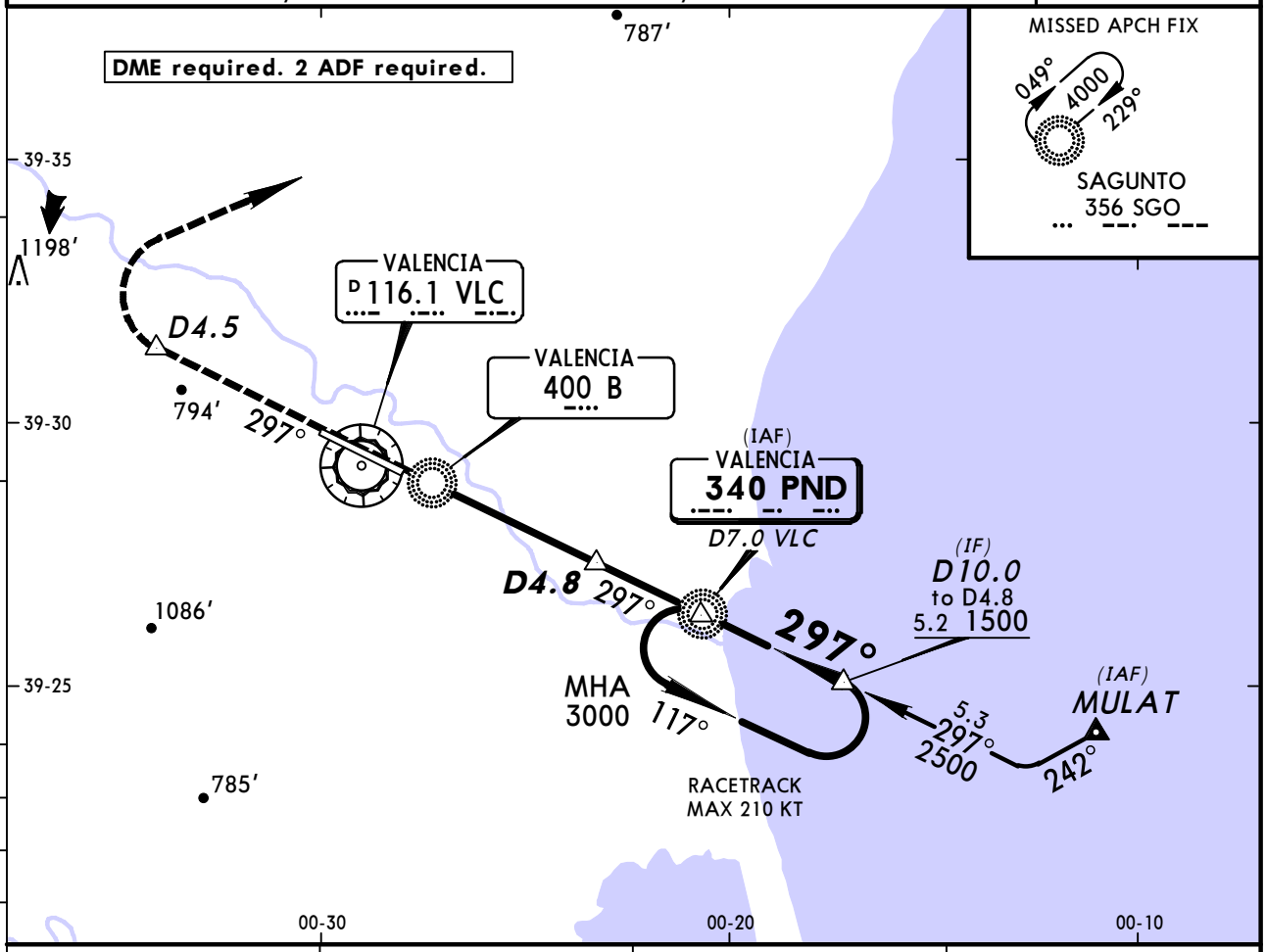
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

NDB	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 240′
PND 340	297°	D4.8 1500′ (1325′)	610′ (435′)	RWY 175′

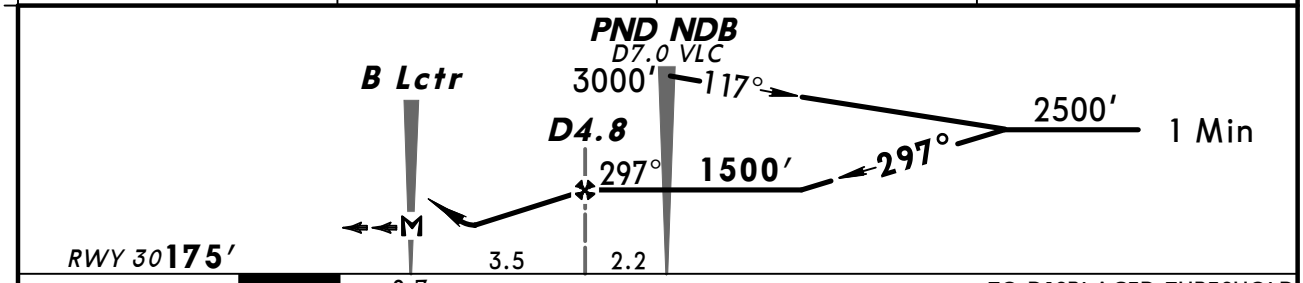
MISSED APCH: Climb on 297° to D4.5, then turn RIGHT (MAX 220 KT) direct to SGO NDB climbing to 4000′ and hold.

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

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



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) 610′ (435′)

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 2000m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	810′ (570′)	1500m
135	1170′ (930′)	1600m
180	1280′ (1040′)	2400m
205	1630′ (1390′)	3600m

CHANGES: Minimums.

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BRIEFING STRIP™

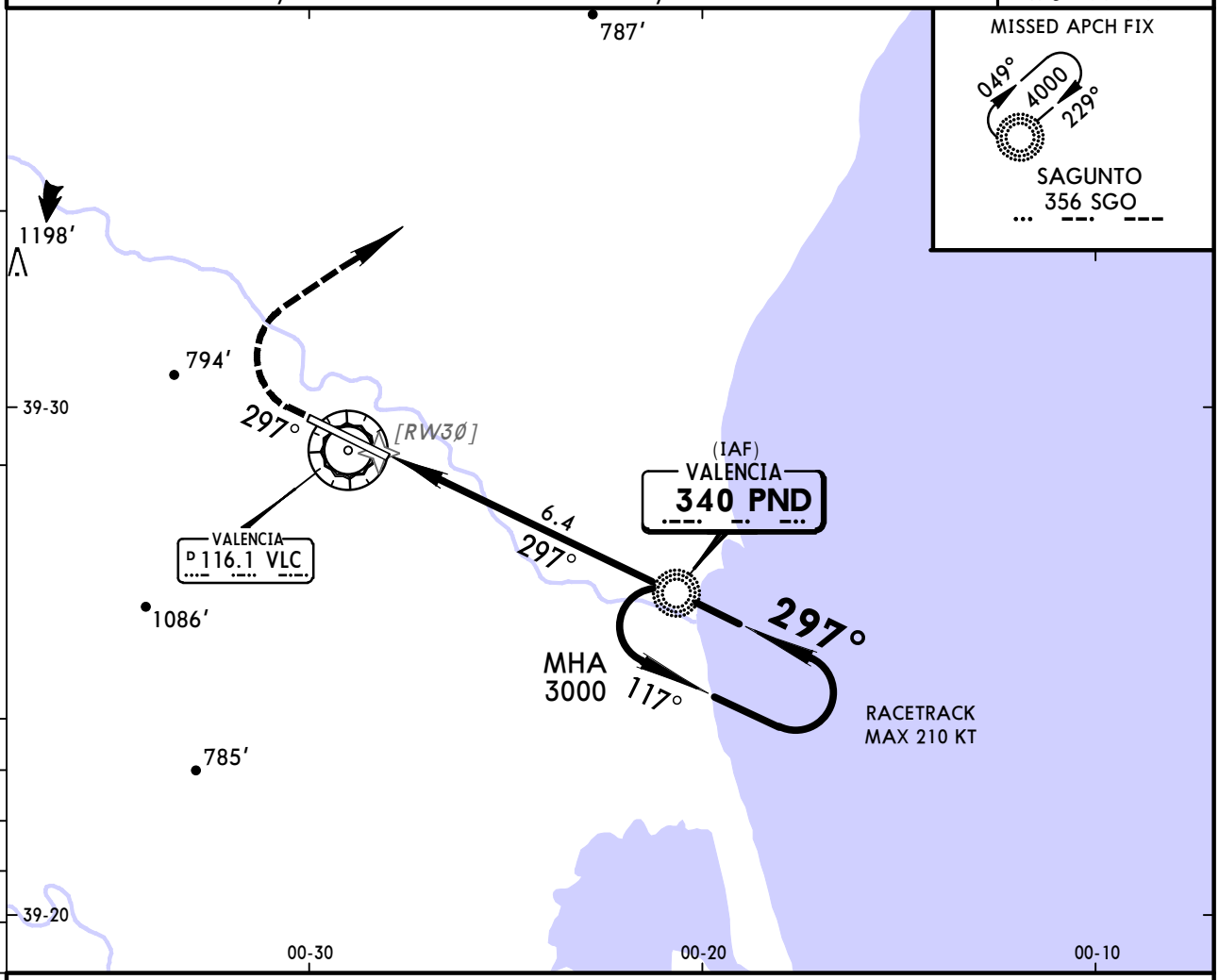
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.87

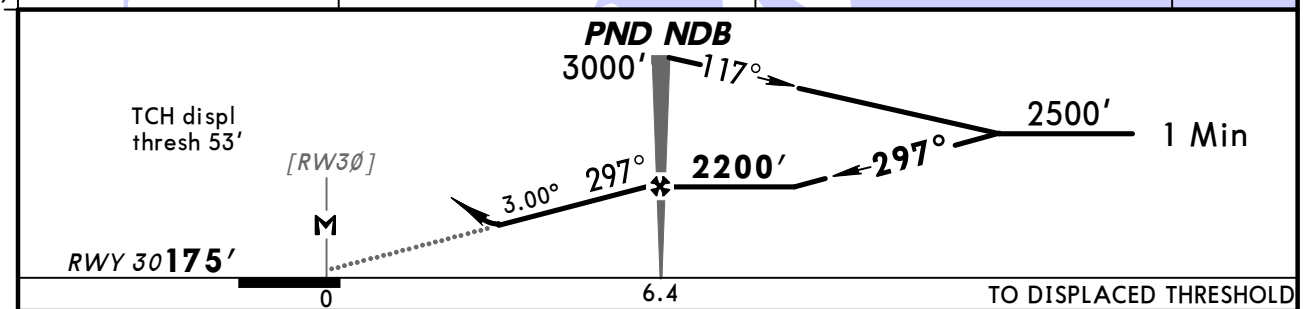
NDB	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 240′
PND 340	297°	PND NDB 2200′ (2025′)	820′ (645′)	RWY 175′

MISSED APCH: Climb on 297° 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°

Standard STRAIGHT-IN LANDING RWY 30

DA(H) 820′ (645′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m		100	820′ (580′)	1500m
B			135	1170′ (930′)	1600m
C	CMV 2300m	CMV 2400m	180	1280′ (1040′)	2400m
D			205	1630′ (1390′)	3600m

CIRCLE-TO-LAND

PANS OPS 4

CHANGES: None.

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Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VALENCIA, (MANISES - LEVC)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEVC

Type: Terminal
Effectivity: Temporary
Begin Date: 20130822
End Date: Until Further Notice

CLS VORDME temporary u/s; (10-2Q) ABOSI 1DCD and MANDY 1DCD not avbl; 10-2F/2G and 10-3/3A suspended, refer to temp charts 10-2G1/2G2 and 10-3A1/3A2.

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.