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Airport Information For LEVC

Terminal Charts For LEVC

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: VALENCIA ESP
ICAO/IATA: LEVC / VLC
Lat/Long: N39° 29.37', W000° 28.90'
Elevation: 240 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° E

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: 0722 Z
Sunset: 1657 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: 118.550
Valencia Tower: 25.780 Military
Valencia Tower: 119.075 Secondary
Valencia Approach: 124.750

Valencia Approach: 120.100
Valencia Approach: 119.075 Secondary
Valencia Approach: 118.800
Valencia Approach: 36.230 Military

LEVC/VLC
MANISES

JEPPESEN

4 DEC 15

10-1P

Eff 10 Dec

VALENCIA, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 121.075

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 550m or below.

Pilots will be informed about application of LVP by ATC and ATIS "LOW VISIBILITY PROCEDURE IN OPERATION".

Pilots will be also informed by ATC when the application of the LVP is cancelled that will occur when RVR or the horizontal visibility is above 800m.

During LVP, operations shall be cancelled except the commercial and emergency flights.

Pilots will proceed to verify at every moment the ACFT position, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the ACFT and will notify ATC immediately.

Usually, the movement of only one ACFT at the same time will be authorized in the manoeuvring area when LVP is applied.

1.3.2. ARRIVAL

ACFT that have already landed will notify: "RWY vacated" when ACFT passes the RWY vacated board on the TWY, after leaving the RWY.

Entry into all stands will be carried out with the guidance of Follow-me vehicle.

At the apron entry, ACFT must wait for the arrival of the Follow-me vehicle in order to be guided to the assigned stand and will notify TWR: "FOLLOW-ME in sight".

1.3.3. DEPARTURE

Pilots will request start-up or taxi clearance, notifying the stand in which they are. In order to establish a better transit sequence, pilots must not request clearance for engines' start-up, push-back or taxiing, when the RVR values or the meteorological visibility is below their operational minimums.

When the RVR/visibility is lower than 550m, and not below 350m, only one ACFT at a time will be authorized to taxi in the manoeuvring area.

Exit out of all stands will be carried out with the guidance of Follow-me vehicle.

When a departing ACFT has to return to the apron, the pilot shall inform TWR and wait for new taxiing instructions.

LEVC/VLC
MANISES

JEPPESSEN

4 DEC 15

10-1P1

Eff 10 Dec

VALENCIA, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.3.4. LVP TAXIING ROUTES FOR DEPARTING ACFT

From Apron North to:

- RWY 12: Exit via GATE B then via TWYs N2, N3 and N4 up to the RWY holding position H8, unless other ATC instructions.
- RWY 30: Exit via GATE A, then via TWY N1 up to the RWY holding position N1, except for ACFT with code letter D, E and F which will use the route defined for Code E & B747-8 Cargo ACFT in the relevant section below.
Entry into RWY can only be accomplished via TWY H1, unless other ATC instructions.

From Ramp Cargo to:

- RWY 12: Exit via GATE D, then via TWYs N3 and N4 up to the RWY holding position H8, unless other ATC instructions.
- RWY 30: Exit via GATE A, then via TWY N1 up to the RWY holding position N1, except for ACFT with code letter D, E and F which will use the route defined for Code E & B747-8 Cargo ACFT in the relevant section below.
Entry into RWY can only be accomplished via TWY H1, unless other ATC instructions.

From Apron South:

Usually, when LVP is applied, operations of the ACFT parked in Apron South will be cancelled. In the event that an ACFT stationed there has to depart:

- To RWY 12: Exit via GATE F, then via TWYs S2, S3 and S4 up to the RWY holding position T4, unless other ATC instructions.
- To RWY 30: Exit via GATE E, then via TWY M1 up to the RWY holding position T1, unless other ATC instructions.

1.3.5. COMMUNICATION FAILURE

ARRIVAL:

ACFT shall maintain the position in the first segment of TWY where the ILS-sensitive area is free and wait for the Follow-me vehicle in order to be guided to the assigned stand.

DEPARTING:

ACFT shall continue by the assigned route to its clearance limit, taking extreme caution to avoid detours. ACFT must hold this position and wait for the arrival of a Follow-me vehicle in order to be guided to the assigned stand or holding bay.

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.

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

Limited to MAX ACFT with code letter A for:

- TWYs W1 (from stand BT5 to fuel pump), W12 and Y1.

Limited to MAX ACFT with code letter B for:

- TWY Y2 and Apron R4.

Limited to MAX ACFT with code letter C for:

- TWYs W5, W6, W11, W13 (from stand 101 to 107), W14, W15, W16 and N1.

Limited to MAX ACFT with code letter D for:

- TWYs W2, W13 (from gate E to stand 108) and Ramp Cargo.

Limited to MAX ACFT with code letter E for:

- TWYs W3 and W4.

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4 DEC 15 (10-1P2)

Eff 10 Dec

VALENCIA, SPAIN
AIRPORT BRIEFING

1. GENERAL

Taxiing on TWY INNER W3 is not allowed during the entry or exit operation of an ACFT code E or F to stand 25.

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 Code 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 W13 is only available to access/exit to/from stands 101 to 108.

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

1.5. CODE E & B747-8 CARGO PROCEDURES

GENERAL

PAPI is not suitable for Code E & B747-8 Cargo ACFT.

Code E & B747-8 Cargo ACFT must taxi with its external engines in idle regime.

TAXIING

In the curved section of TWYs N3 to H7, S1 to T1, S3 to T3, RWY to TWY T1 and GATE B to apron, ACFT must accomplish an "oversteering" manoeuvre to correct the trajectory and maintain the safety distance from the outer wheel of the main gear and the edge of the TWY pavement area.

1.6. PARKING INFORMATION

On stands 1 thru 6B, 22 thru 25, 41 thru 44, 52 thru 54, 57 thru 60 and 141 thru 145 push-back required.

Stands 125 thru 135, 148, 149, 152 and 153 available for helicopters.

1.7. CODE E & B747-8 CARGO

Stand 25 is specific for Code E & B747-8 Cargo ACFT.

1.8. PROCEDURE FOR COORDINATION OF SLOT FOR GENERAL AND BUSINESS AVIATION FLIGHTS

Mandatory for all General and Business aviation flights is the prior request of the airport slot clearance delivered by the Aena's Airport Slots Coordinator Office, in accordance with the modified article 2(g) of the EEC Regulation No. 95/93.

The requests of slots of General and Business aviation flights must be sent to the Aena's Airport Slots Coordinator Office to clearance.

- Via SITA: MADGSYA
- Via e-mail: slot.coord.admin@aecfa.es

General and Business Aviation flights to operate in the APT must include in the Item 18 "Other Data" the following information:

- Flight handling agent or
- Hired General and Business aviation manager.

1.9. OTHER INFORMATION

Handling agent is mandatory.

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4 DEC 15

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10-1P3

Eff 10 Dec

VALENCIA, SPAIN
AIRPORT BRIEFING

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.

2.3. CODE E & B747-8 CARGO ROUTING

Leave RWY 12 via TWY T1, taxiing along TWYs S1, S2, S3, T3, H7, N3, N2 up to Gate B to access the apron into stand 25.

Leave RWY 30 via TWY H9, taxiing along TWYs N4, N3, N2 up to Gate B to access the apron into stand 25.

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.

Taxiing to holding position RWY 12 will be accomplished via gate C, unless ATC instructions.

ATC shall only be advised of 'ready to push-back' when the manoeuvre is completely ready to start and it is able to be accomplished before the next 30 seconds.

3.2. CODE E & B747-8 CARGO PUSH-BACK & ROUTING

3.2.1. PUSH-BACK

Exit manoeuvring from stand 25 shall be performed by push-back, so once the ACFT is lined up with the apron TWY, it will be towed forward until the wing tip is at the same level of stand 25, in such way that the ACFT's autonomous taxiing does not affect stand 24.

3.2.2. ROUTING

Under LVC (only take-off operations are allowed) and night operations ACFT taxiing shall be guided by signalman from and to the RWY holding position.

To THR 12: Leave apron via GATE B up to TWY N2, taxiing via TWYs N2, N3, N4 and H9.

To THR 30: Leave apron via GATE B up to TWY N2, taxiing via TWYs N3, H7, T3, S3, S2, S1 and T1.

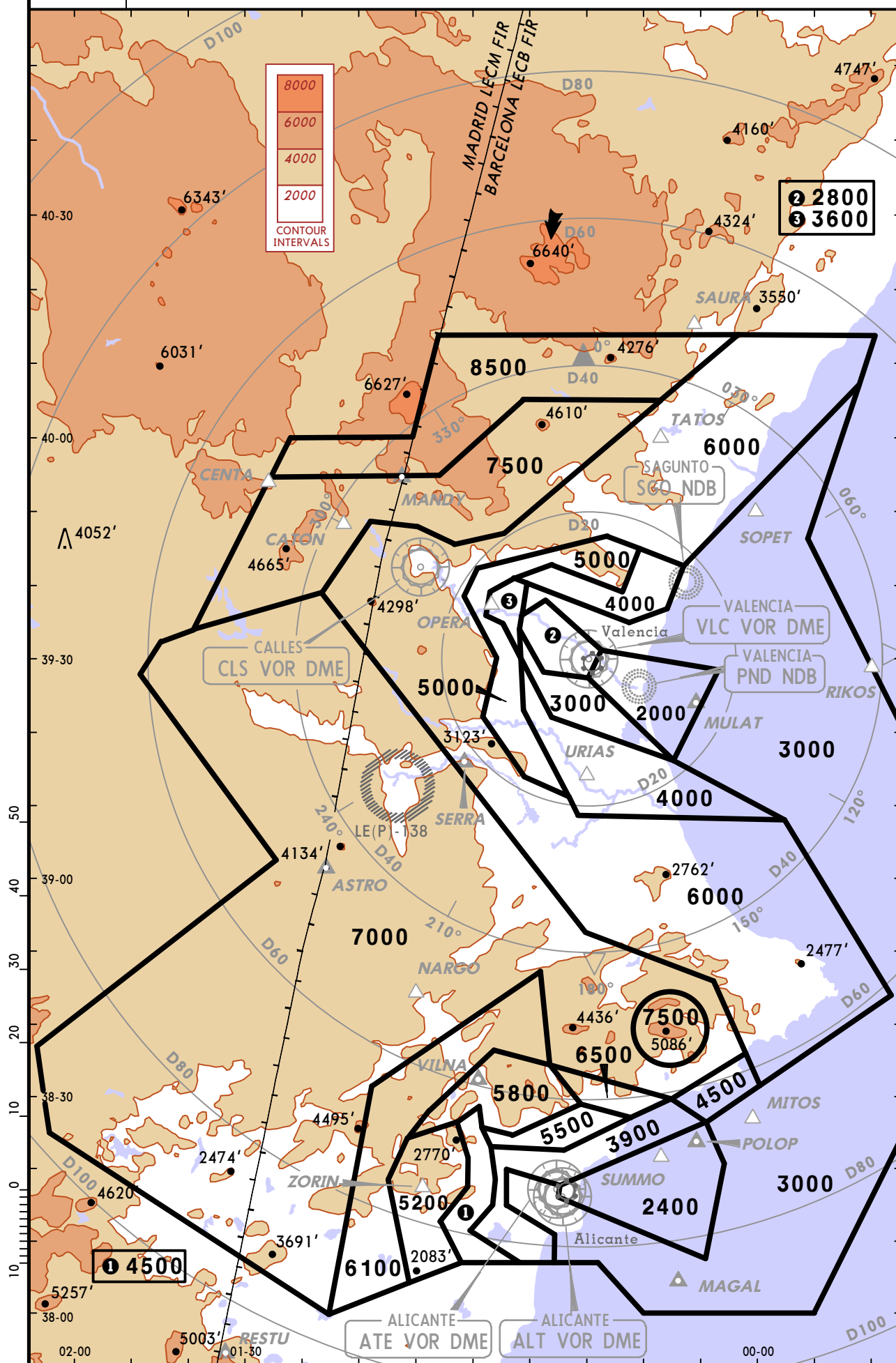
LEVC/VLC
MANISES

JEPPESSEN
19 NOV 10 **(10-1R)**

VALENCIA, SPAIN
RADAR MINIMUM ALTITUDES

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.



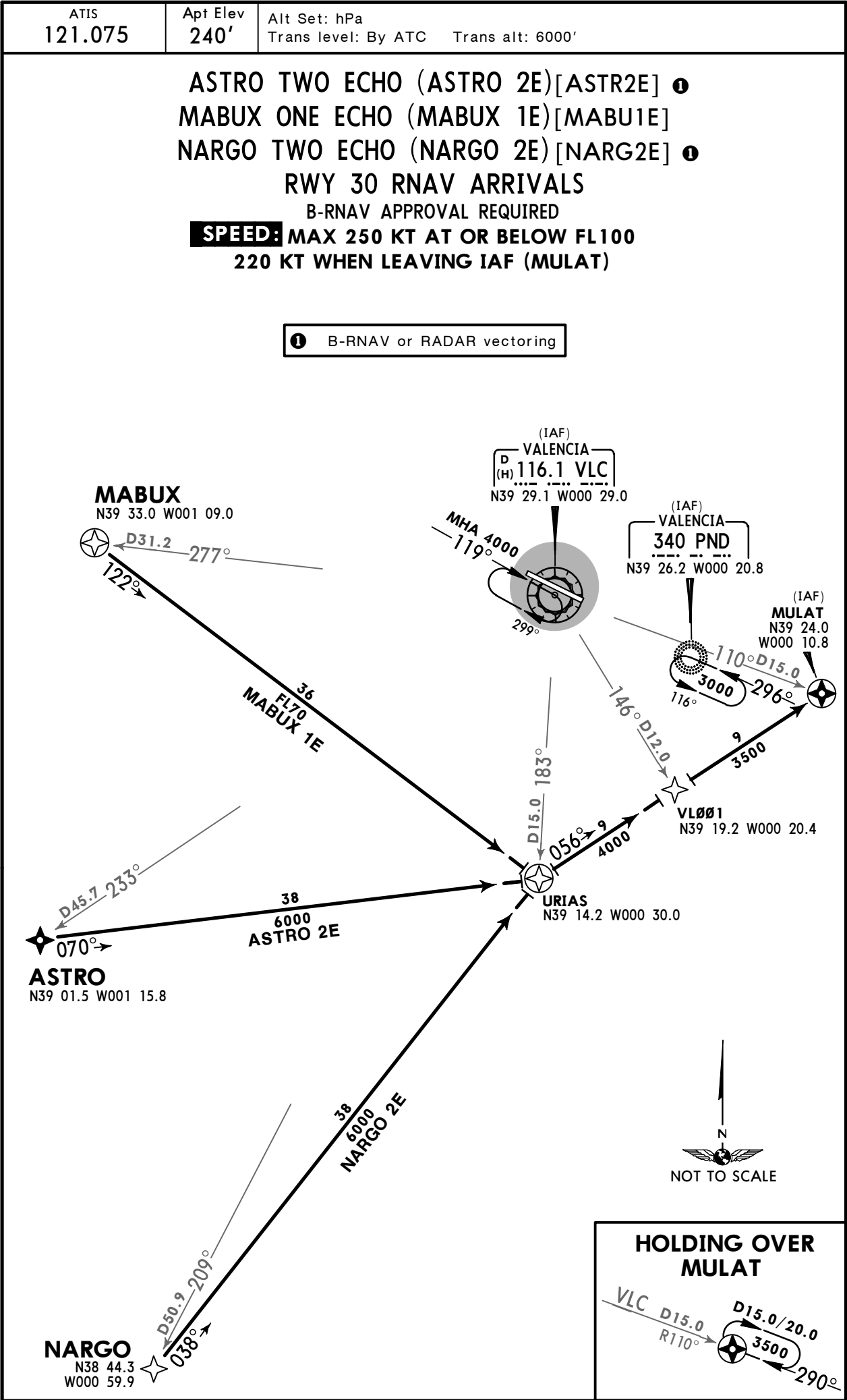
CHANGES: New chart.

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2 OCT 15 10-2 Eff 15 Oct

VALENCIA, SPAIN
RNAV STAR



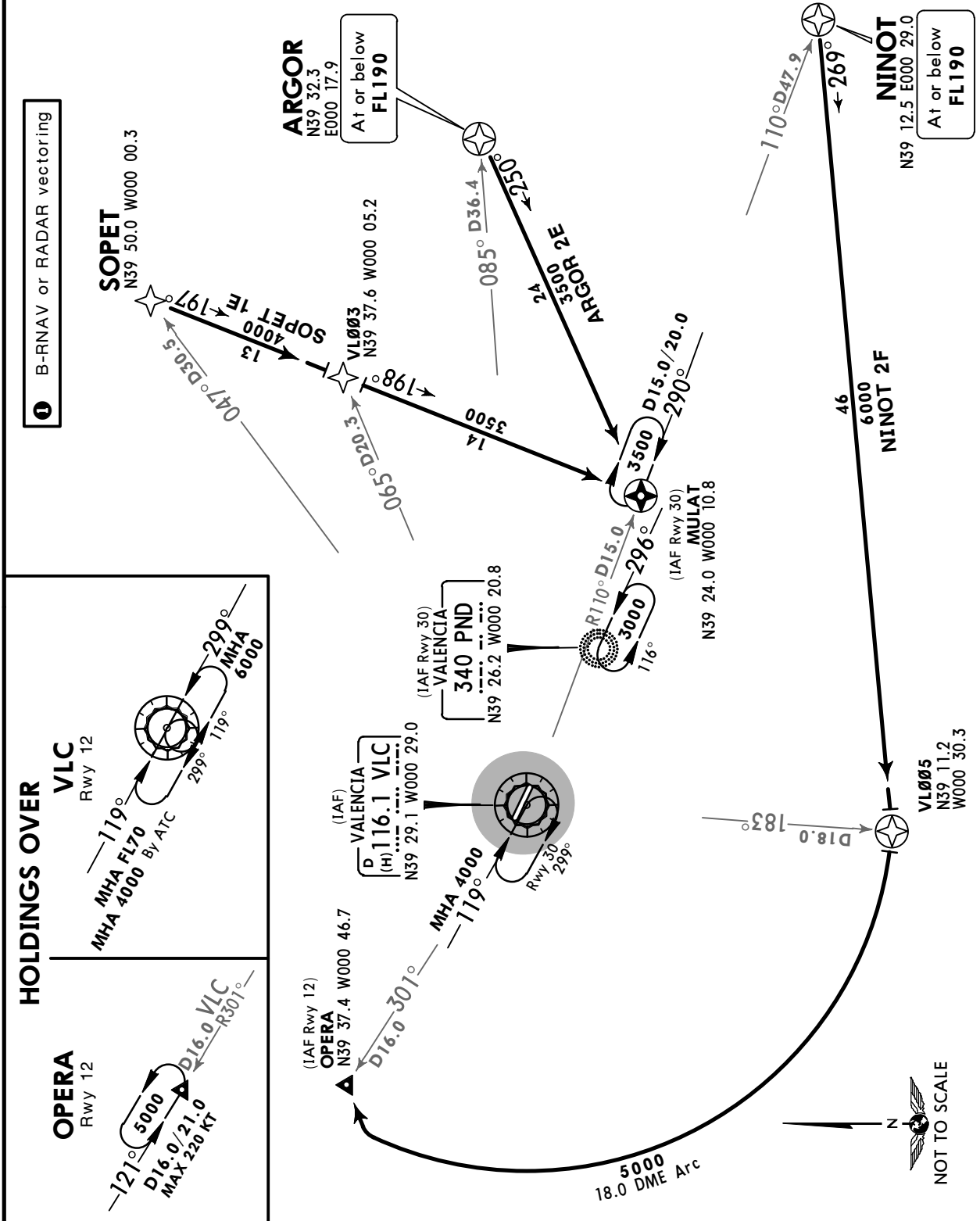
LEVC/VLC
MANISES

JEPPESSEN
2 OCT 15 10-2A Eff 15 Oct

VALENCIA, SPAIN
RNAV STAR

ATIS 121.075	Apt Elev 240'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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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)



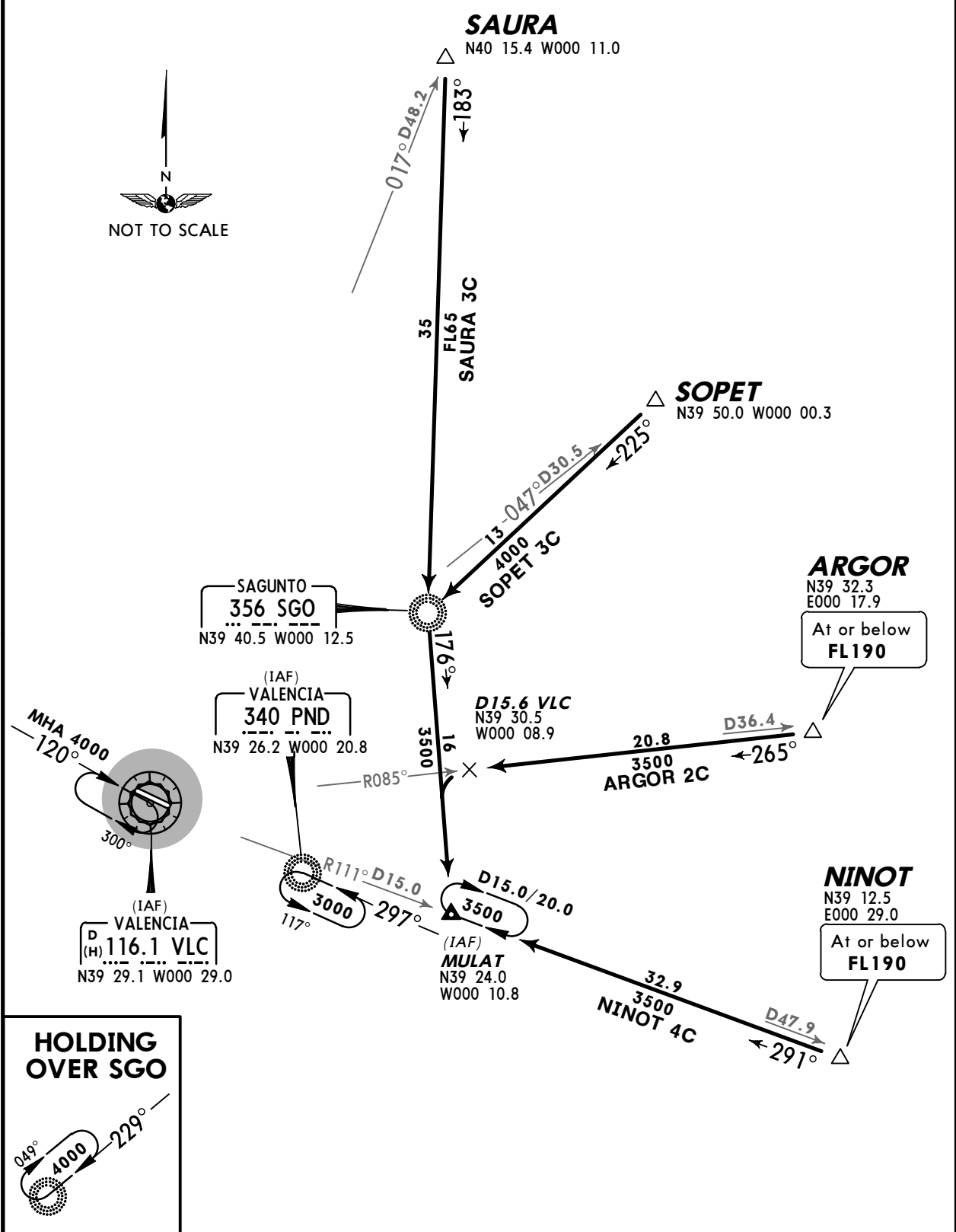
LEVC/VLC
MANISES

JEPPESSEN
18 JUL 14 10-2B Eff 24 Jul

VALENCIA, SPAIN
STAR

ATIS 121.075	Apt Elev 240'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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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
SPEEDS MAX 250 KT AT OR BELOW FL100
220 KT WHEN LEAVING IAF (MULAT)



LEVC/VLC
MANISES

JEPPESEN

VALENCIA, SPAIN

18 JUL 14

10-2D

Eff 24 Jul

STAR

ATIS
121.075

Apt Elev
240'

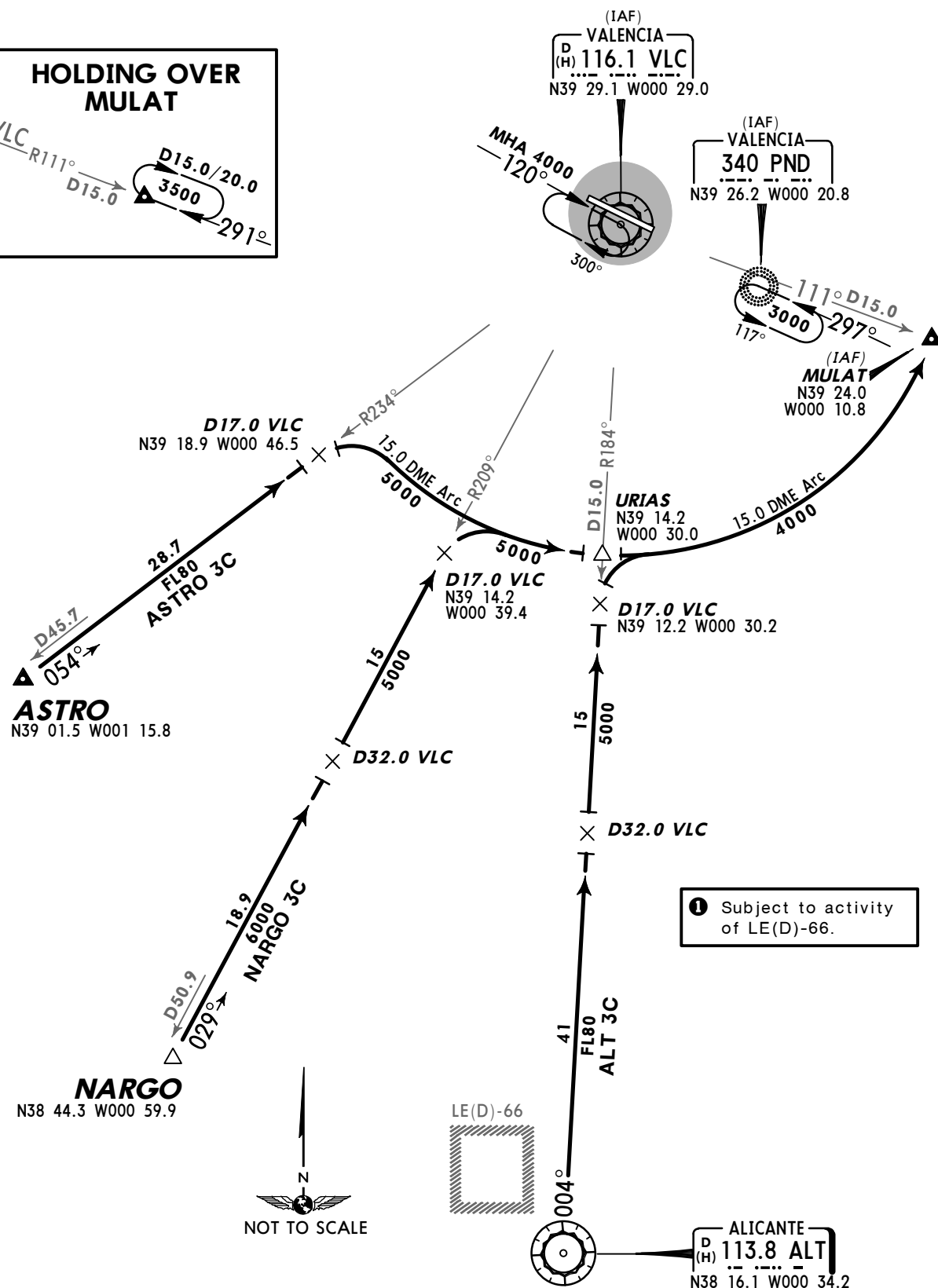
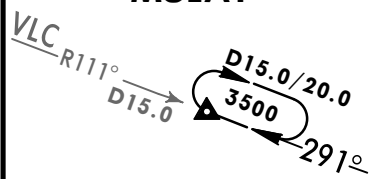
Alt Set: hPa

Trans level: By ATC Trans alt: 6000'

ALICANTE THREE CHARLIE (ALT 3C) ①
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



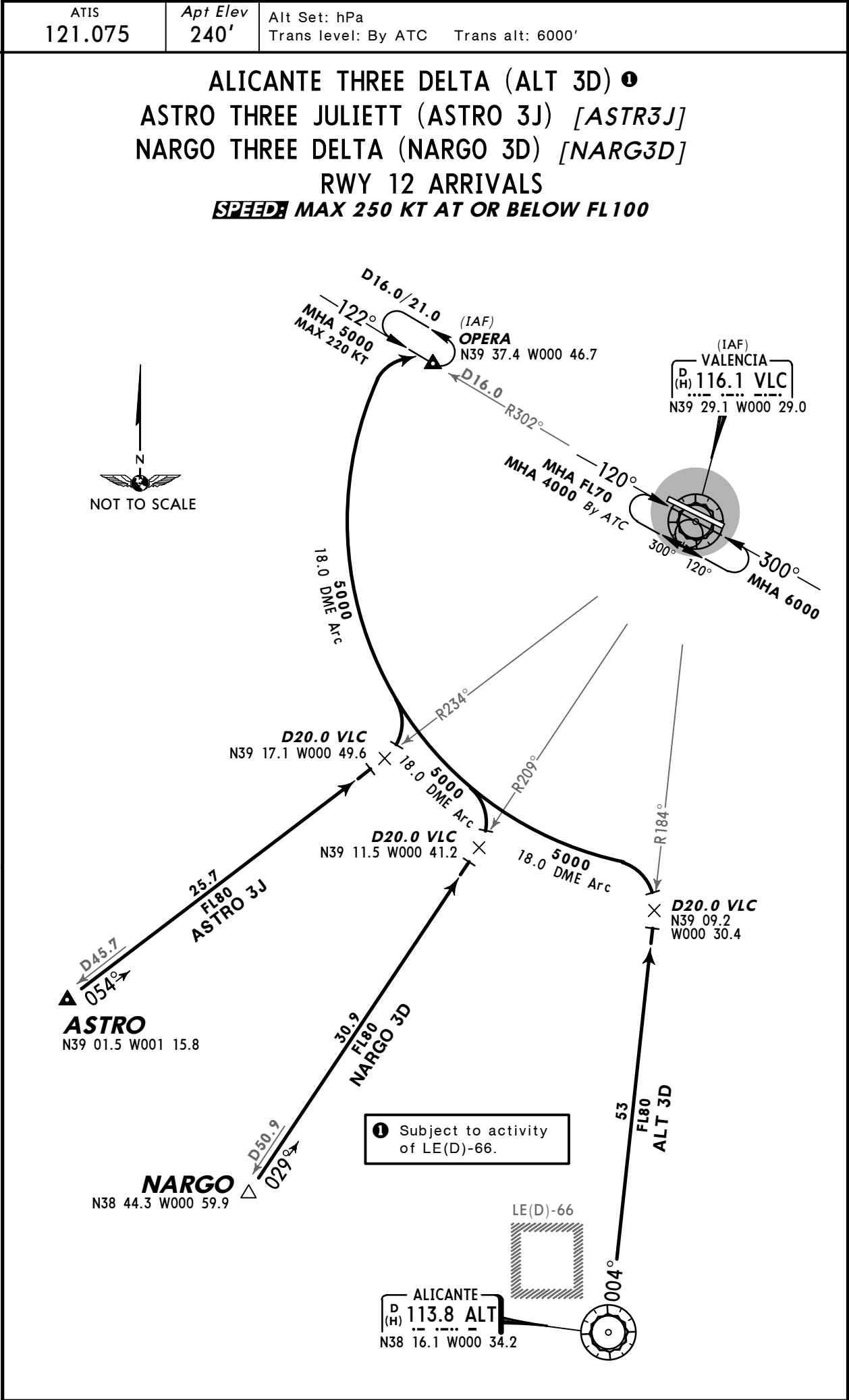
CHANGES: Holding at VLC revised.

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LEV/VLC
MANISES

JEPPESSEN
18 JUL 14 10-2E Eff 24 Jul

VALENCIA, SPAIN
STAR



LEVC/VLC
MANISES

JEPPESEN

VALENCIA, SPAIN

18 JUL 14

10-2F

Eff 24 Jul

STAR

ATIS
121.075

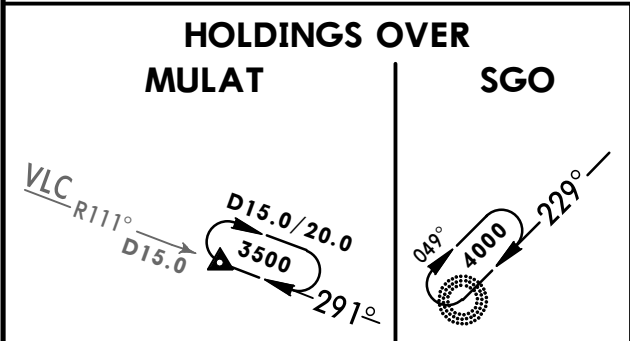
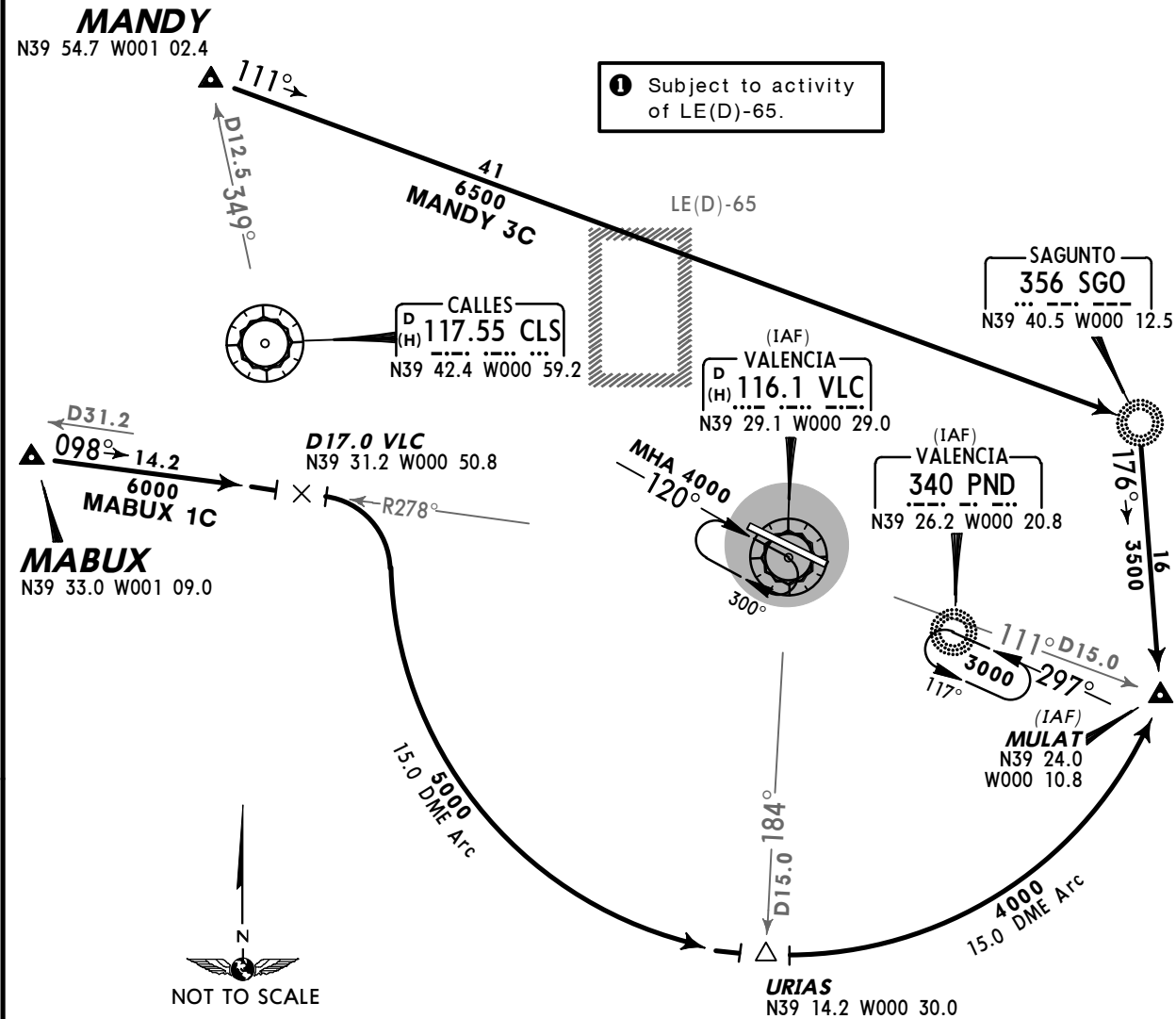
Apt Elev
240'

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

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



CHANGES: Holding at VLC revised.

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MANISES

JEPPESSEN
2 OCT 15 10-2H Eff 15 Oct

VALENCIA, SPAIN
RNAV STAR

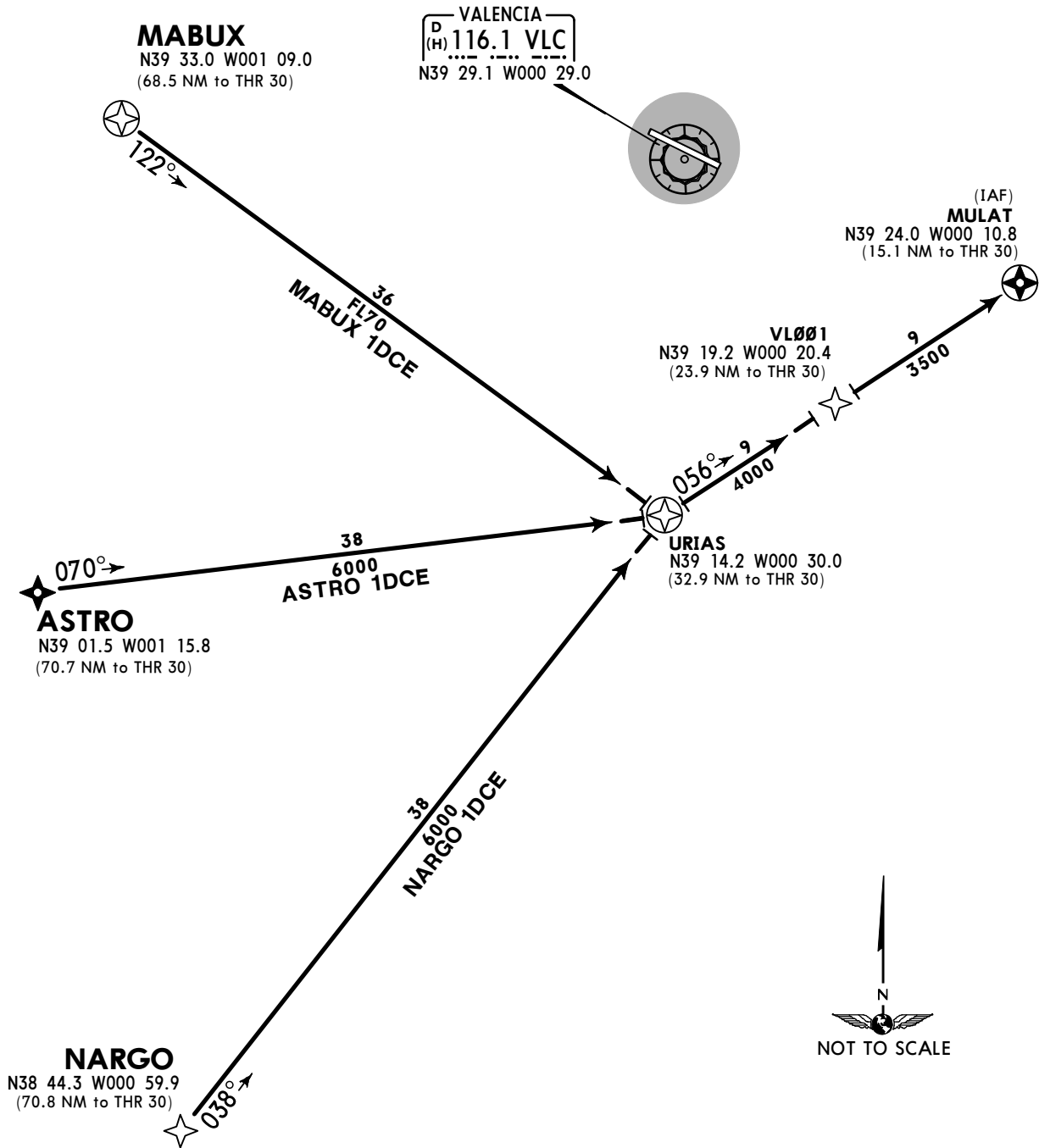
ATIS
121.075

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

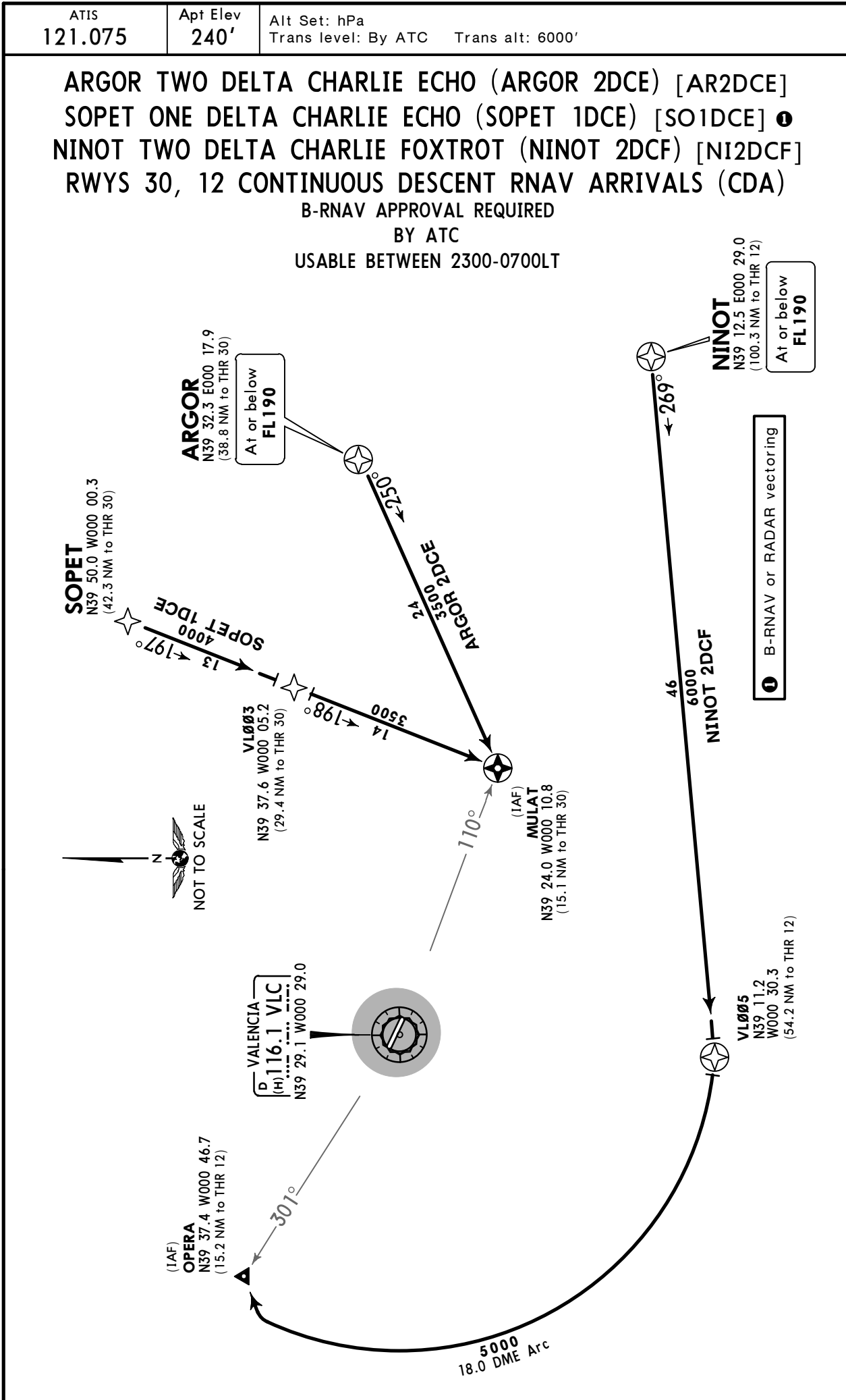
① B-RNAV or RADAR vectoring



LEVC/VLC
MANISES

JEPPESEN
2 OCT 15 (10-2J) Eff 15 Oct

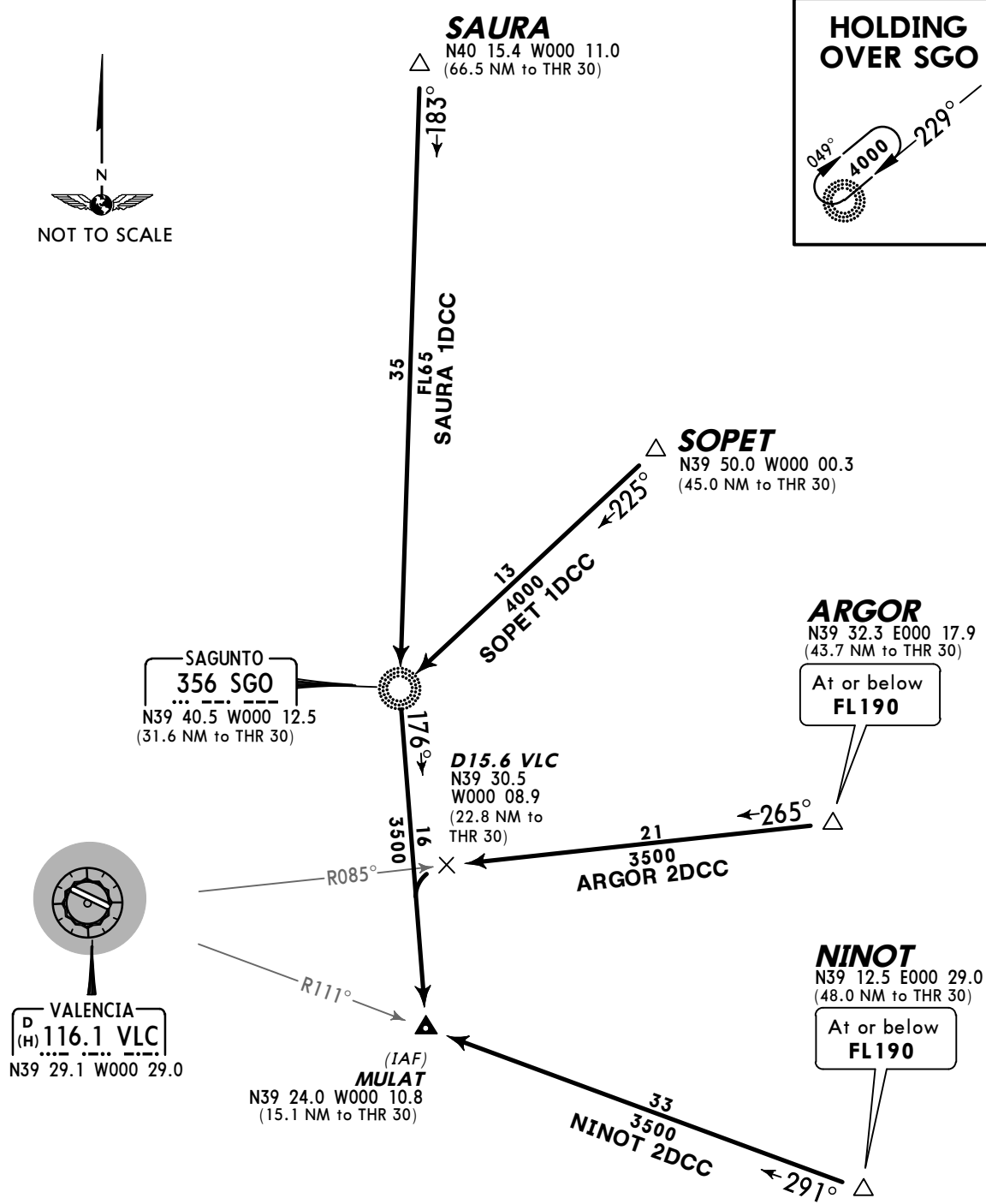
VALENCIA, SPAIN
RNAV STAR



VALENCIA, SPAIN

ATIS 121.075	<i>Apt Elev</i> 240'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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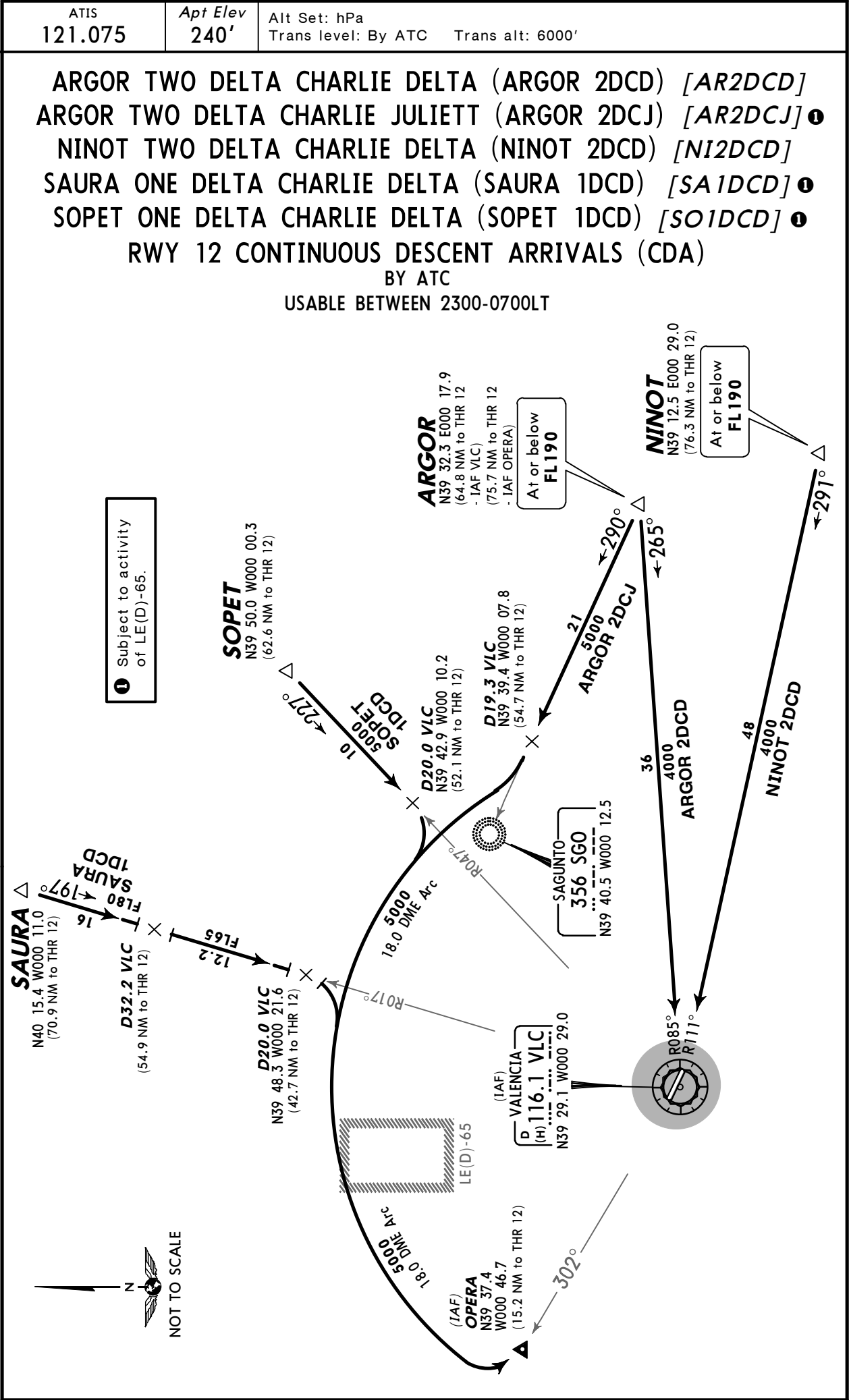
ARGOR TWO DELTA CHARLIE CHARLIE
(ARGOR 2DCC) [AR2DCC]
NINOT TWO DELTA CHARLIE CHARLIE
(NINOT 2DCC) [NI2DCC]
SAURA ONE DELTA CHARLIE CHARLIE
(SAURA 1DCC) [SA1DCC]
SOPET ONE DELTA CHARLIE CHARLIE
(SOPET 1DCC) [SO1DCC]
RWY 30 CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



LEVC/VLC
MANISES

18 JUL 14 10-2L Eff 24 Jul

VALENCIA, SPAIN
STAR



LEVC/VLC
MANISES

JEPPesen
18 JUL 14 (10-2M)

Eff 24 Jul

VALENCIA, SPAIN

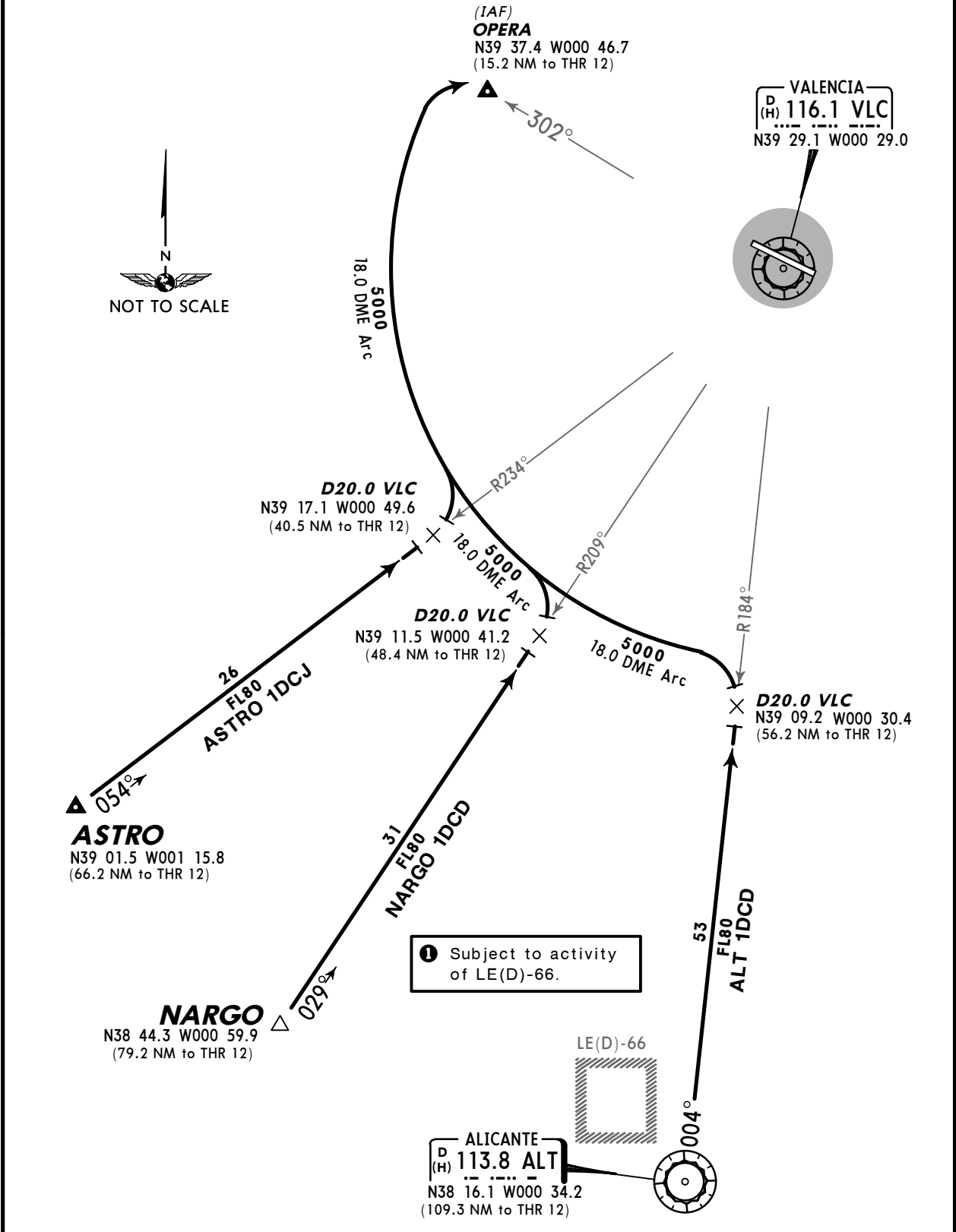
STAR

ATIS
121.075

Apt Elev
240'

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

ALICANTE ONE DELTA CHARLIE DELTA (ALT 1DCD) [AL1DCD] ①
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



LEVC/VLC
MANISES

JEPPESEN

VALENCIA, SPAIN

18 JUL 14

10-2N

Eff 24 Jul

STAR

ATIS
121.075

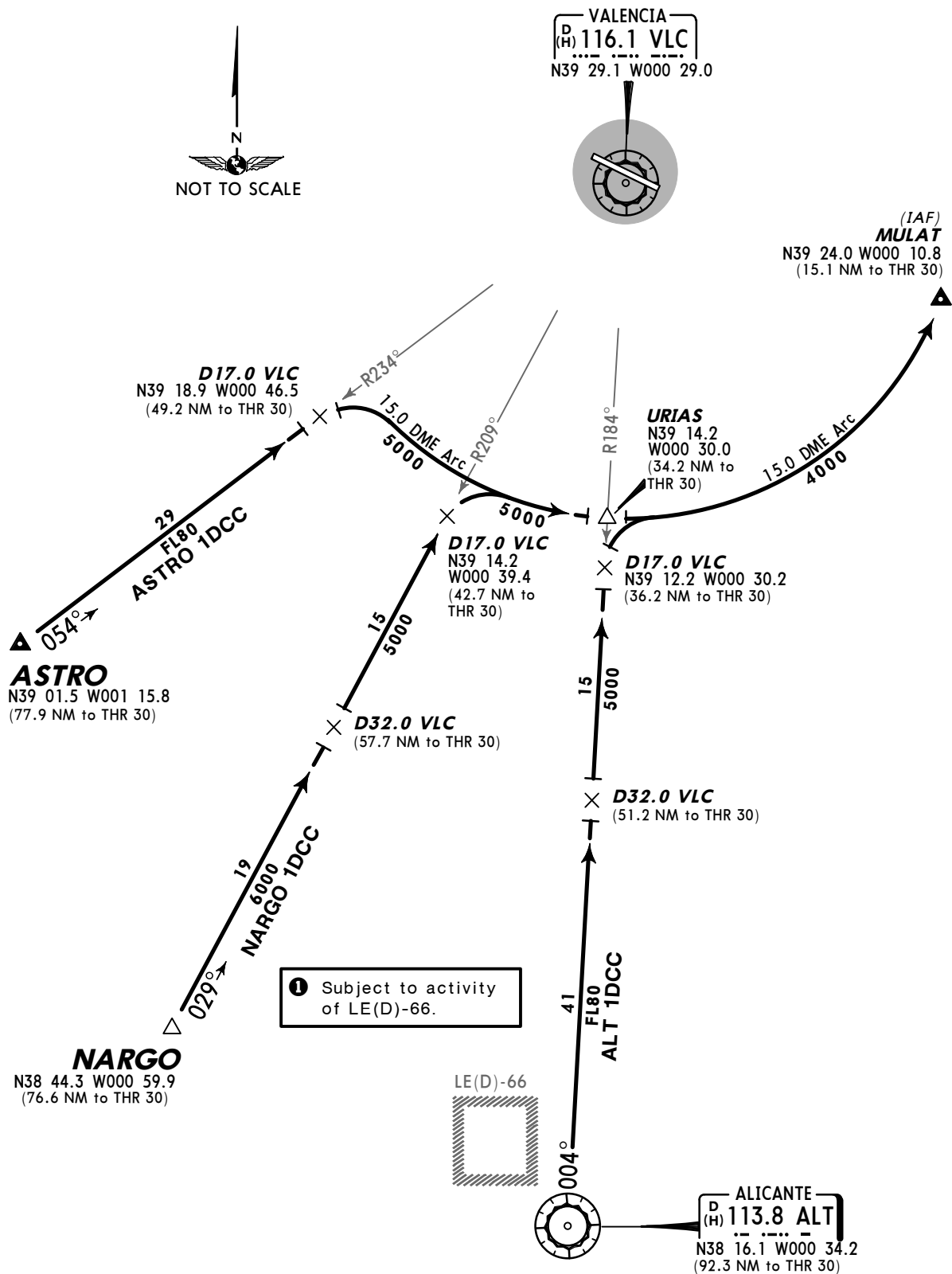
Apt Elev
240'

Alt Set: hPa

Trans level: By ATC

Trans alt: 6000'

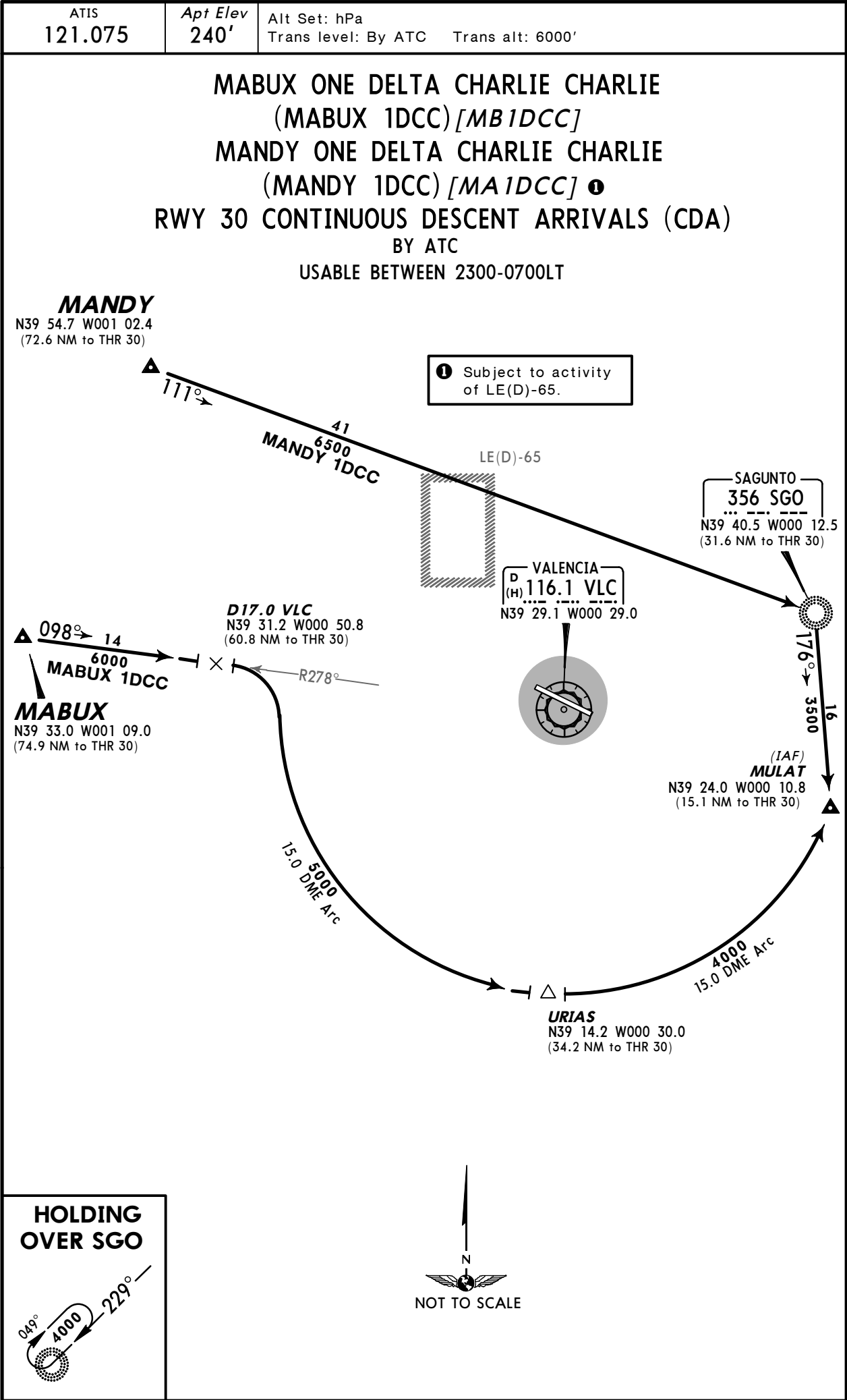
ALICANTE ONE DELTA CHARLIE CHARLIE (ALT 1DCC) [AL1DCC] ①
ASTRO ONE DELTA CHARLIE CHARLIE (ASTRO 1DCC) [AS1DCC]
NARGO ONE DELTA CHARLIE CHARLIE (NARGO 1DCC) [NA1DCC]
RWY 30 CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



LEVC/VLC
MANISES

JEPPESSEN
18 JUL 14 (10-2P) Eff 24 Jul

VALENCIA, SPAIN
STAR



LEVC/VLC
MANISES

JEPPesen
18 JUL 14 10-2Q

Eff 24 Jul

VALENCIA, SPAIN

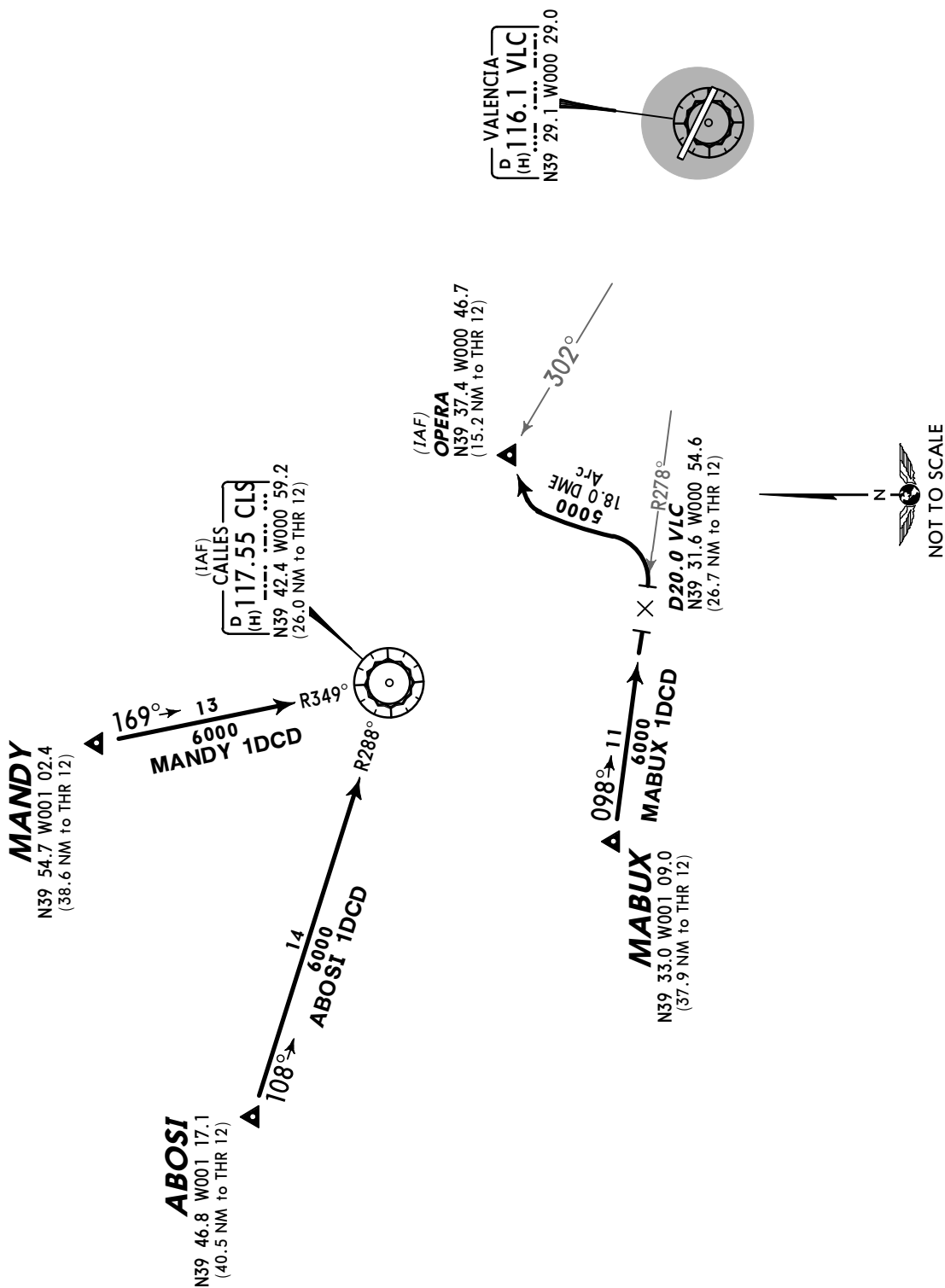
STAR

ATIS
121.075

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



LEVC/VLC
MANISES

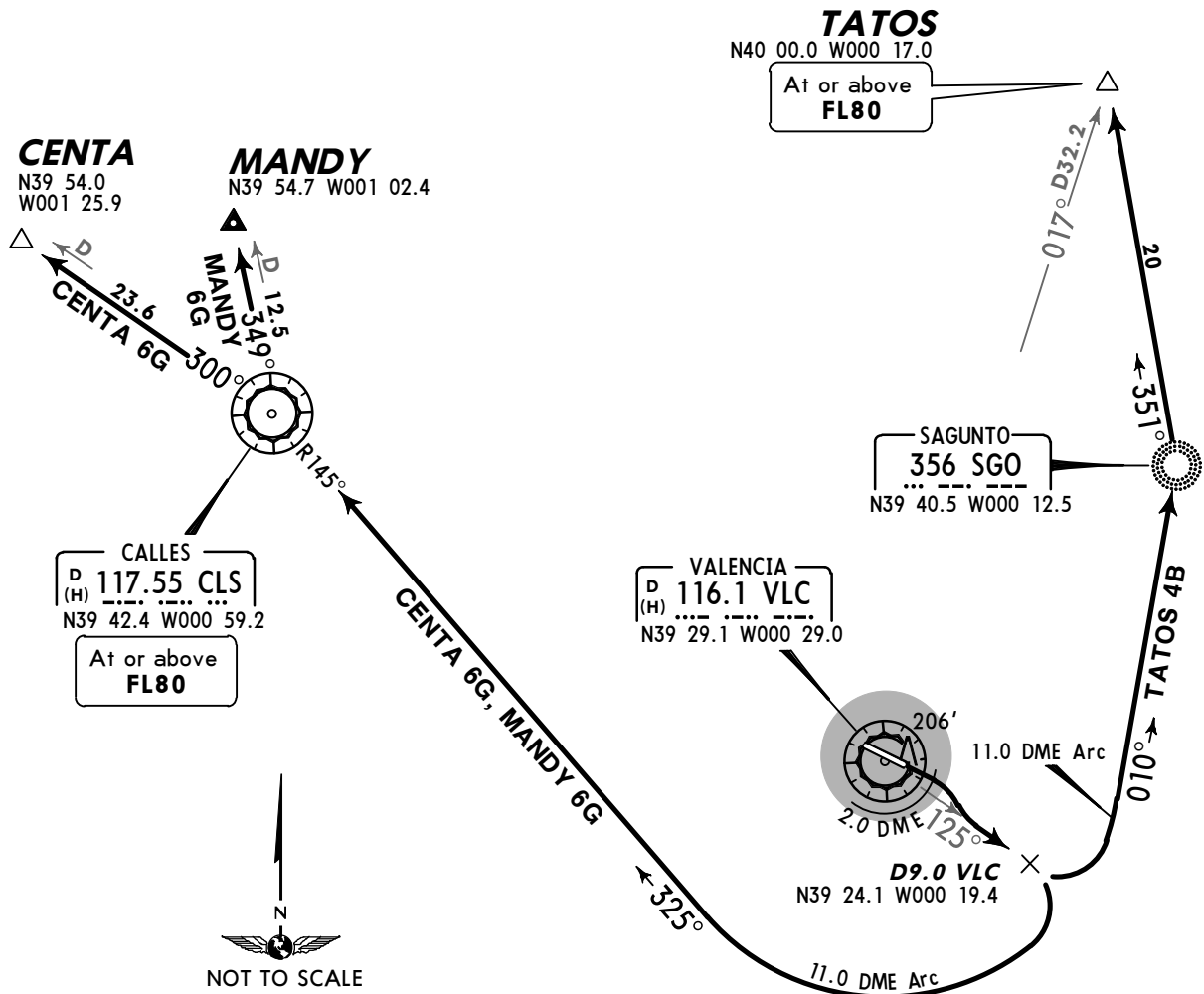
JEPPESSEN
18 JUL 14 10-3 Eff 24 Jul

VALENCIA, SPAIN
SID

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 GOLF (CENTA 6G) [CENT6G]
MANDY SIX GOLF (MANDY 6G) [MAND6G]
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

Direct distance from
Manises Apt to:
CLS 27 NM
SGO 17 NM

SID	ROUTING
CENTA 6G ①	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 6G ①	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.
①	Possible coverage failure below FL70 beyond CLS 22.0 DME. RADAR assistance will be provided.

LEVC/VLC
MANISES

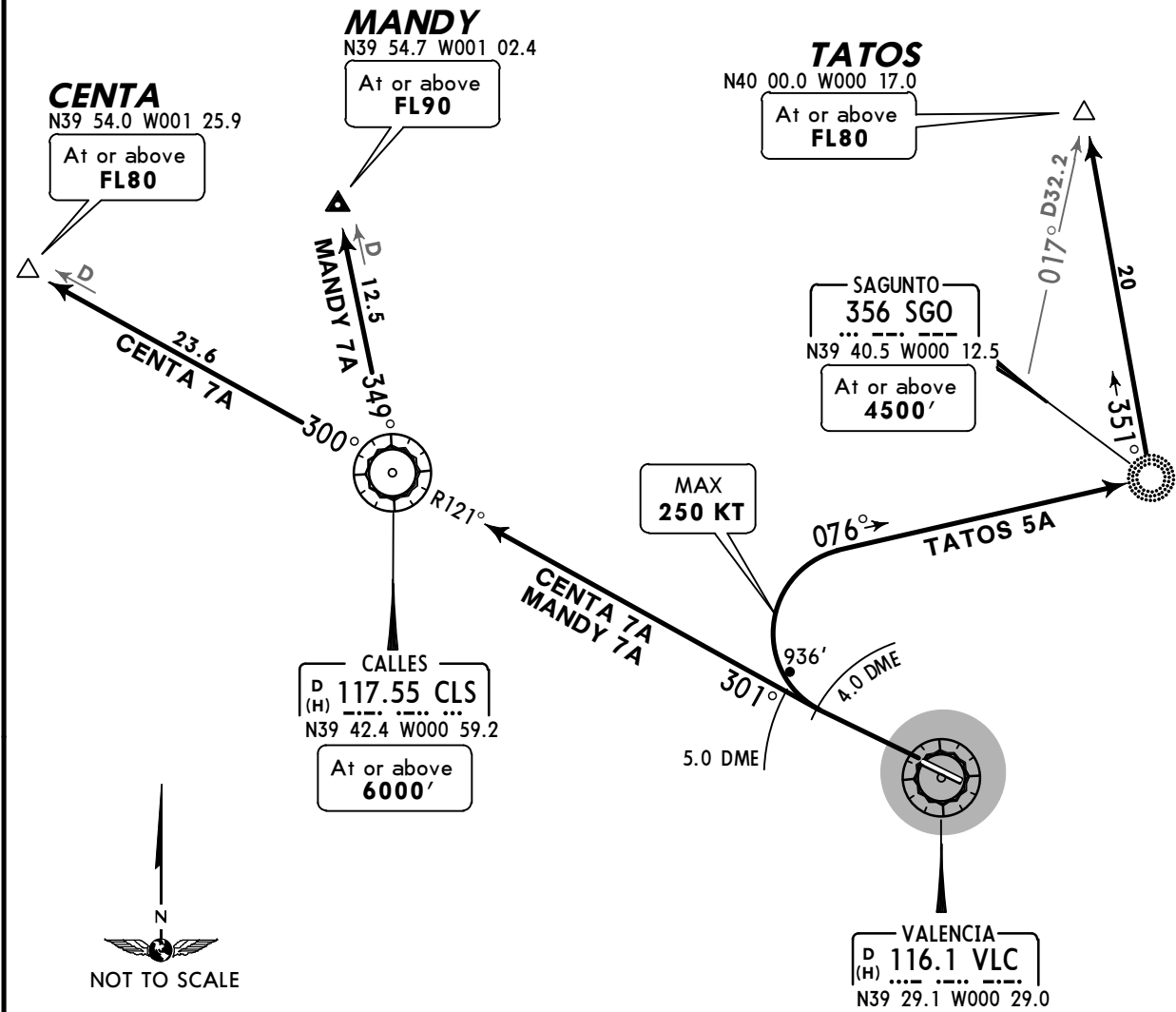
JEPPESSEN
18 JUL 14 (10-3A) Eff 24 Jul

VALENCIA, SPAIN
SID

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 SEVEN ALFA (CENTA 7A) [CENT7A]
MANDY SEVEN ALFA (MANDY 7A) [MAND7A]
TATOS FIVE ALFA (TATOS 5A) [TATO5A]
RWY 30 DEPARTURES



These SIDs require a minimum climb gradient of 5.5 %

CENTA 7A: up to 6000'.
MANDY 7A: 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

Direct distance from Manises Apt to:
CLS 27 NM
SGO 17 NM

SID	ROUTING
CENTA 7A	Climb on runway heading to VLC 5.0 DME, turn RIGHT, intercept VLC R-301 to CLS, CLS R-300 to CENTA.
MANDY 7A	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.

LEVC/VLC
MANISES

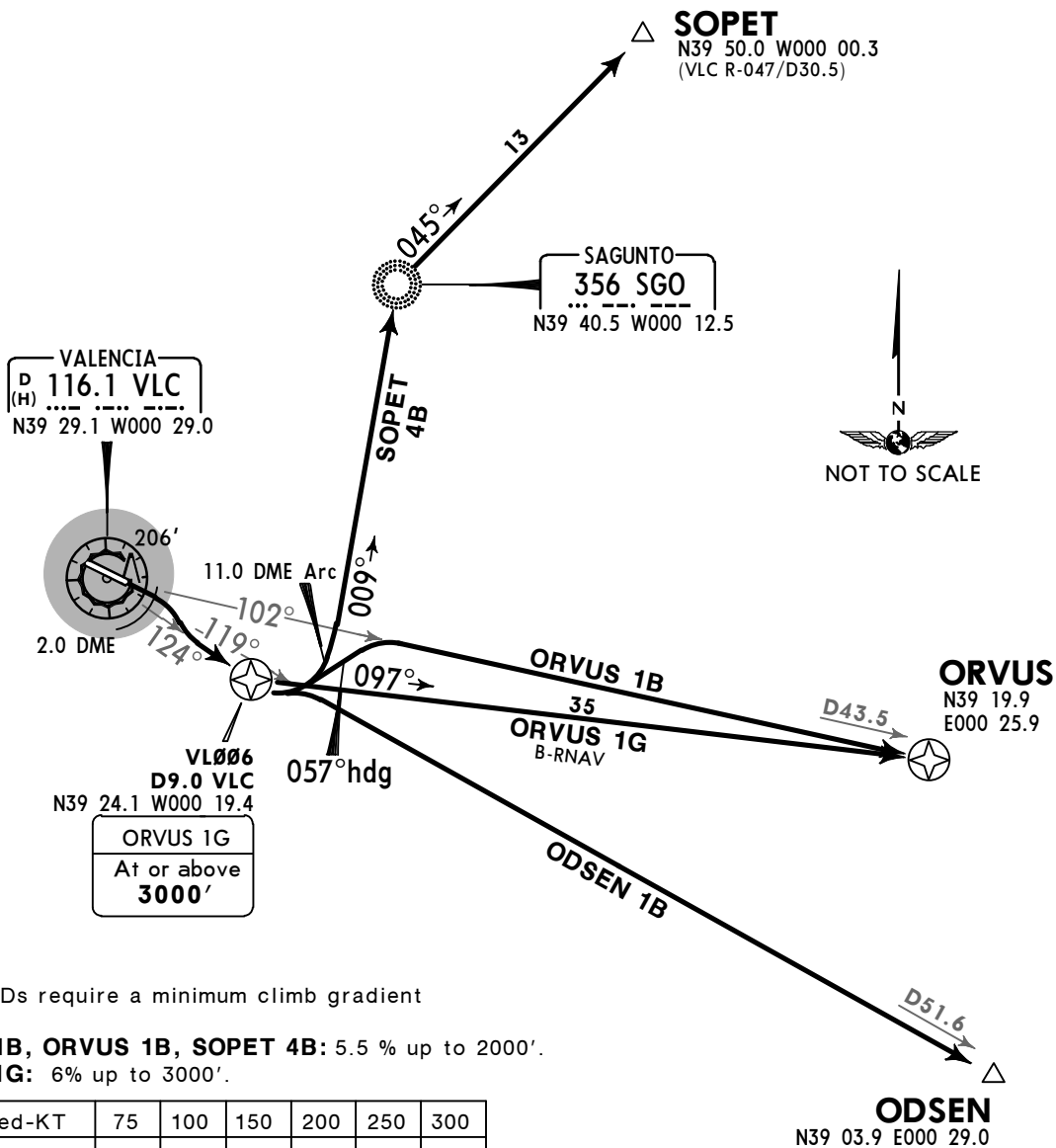
JEPPESSEN
2 OCT 15 10-3B Eff 15 Oct

VALENCIA, SPAIN
SID

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



SID	ROUTING
ODSEN 1B	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-124 to D9.0 VLC, turn LEFT, intercept VLC R-119 to ODSen.
ORVUS 1B	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-124 to D9.0 VLC, turn LEFT, 057° magnetic heading, intercept VLC R-102 to ORVUS.
ORVUS 1G B-RNAV	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-124 to VL006, turn LEFT, 097° track to ORVUS.
SOPET 4B	Climb on runway heading to VLC 2.0 DME, turn RIGHT, intercept VLC R-124 to D9.0 VLC, turn LEFT, along VLC 11.0 DME arc, intercept 009° bearing to SGO, 045° bearing to SOPET.

LEVC/VLC
MANISES

JEPPESSEN

VALENCIA, SPAIN

2 OCT 15

10-3C

Eff 15 Oct

SID

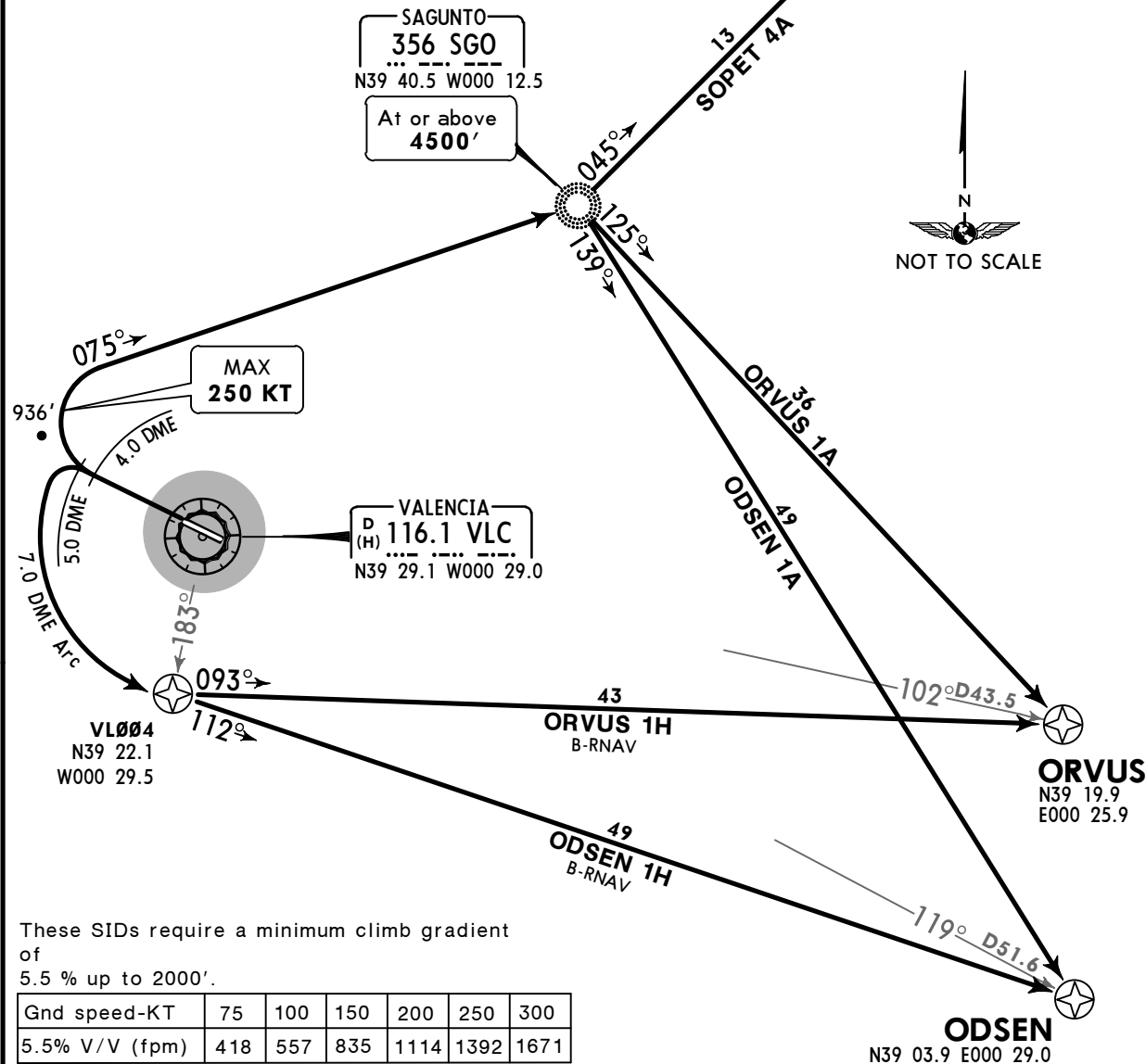
Apt Elev
240'

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)



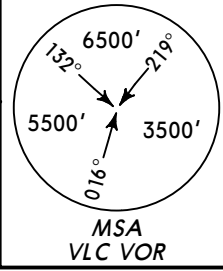
SID	ROUTING
ODSEN 1A	Climb on runway heading to VLC 4.0 DME, turn RIGHT, intercept 075° bearing to SGO, 139° bearing to ODSen.
ODSEN 1H B-RNAV	Climb on runway heading to VLC 5.0 DME, turn LEFT, along VLC 7.0 DME arc to VL004, 112° bearing to ODSen.
ORVUS 1A	Climb on runway heading to VLC 4.0 DME, turn RIGHT, intercept 075° 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 075° bearing to SGO, 045° bearing to SOPET.

LEVC/VLC
MANISES

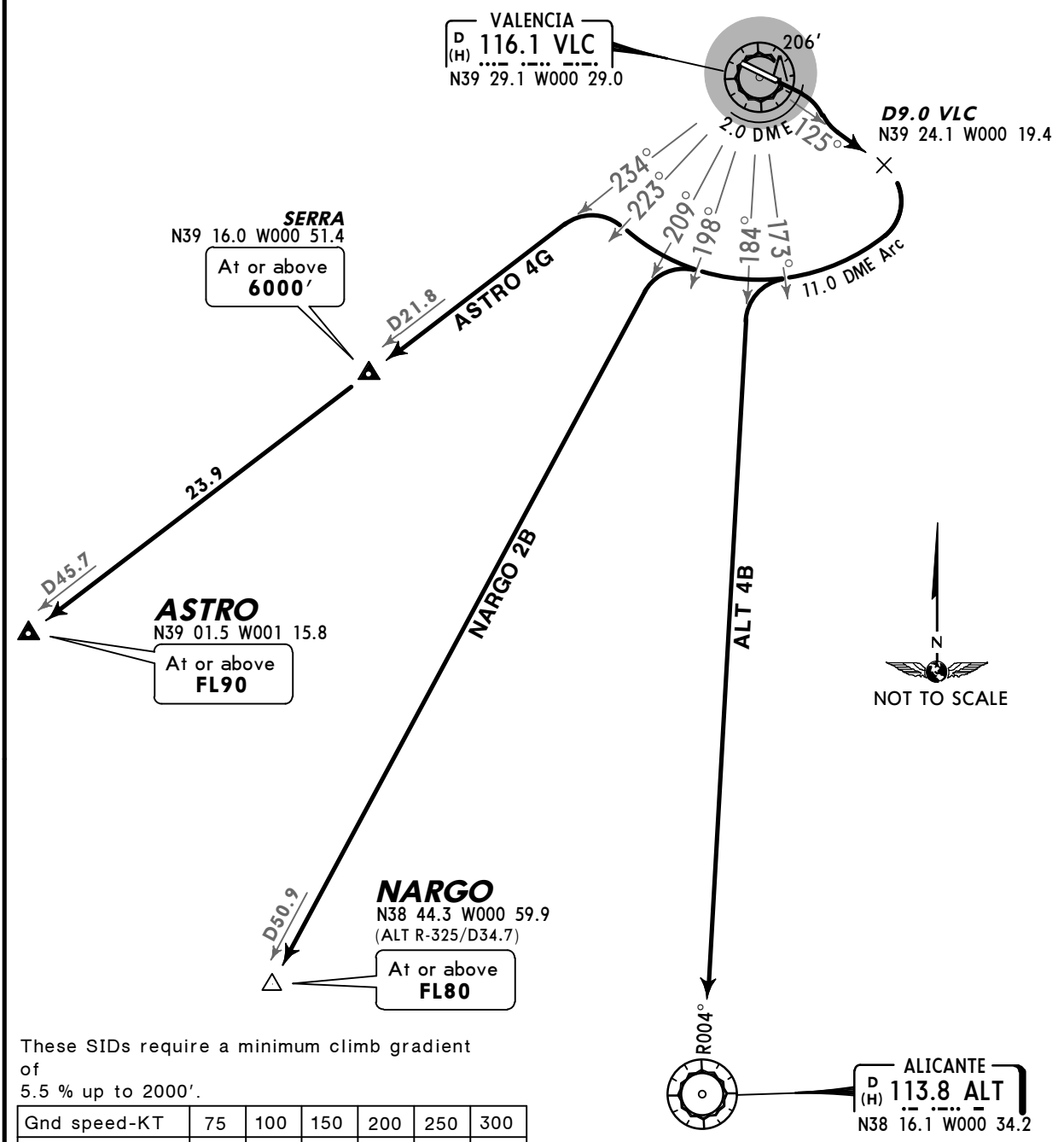
JEPPESSEN
16 MAR 12 10-3D

VALENCIA, SPAIN
SID

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.

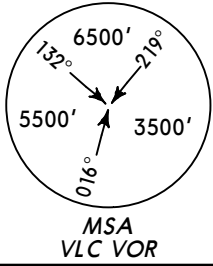
LEVC/VLC
MANISES

JEPPESEN
16 MAR 12 (10-3E)

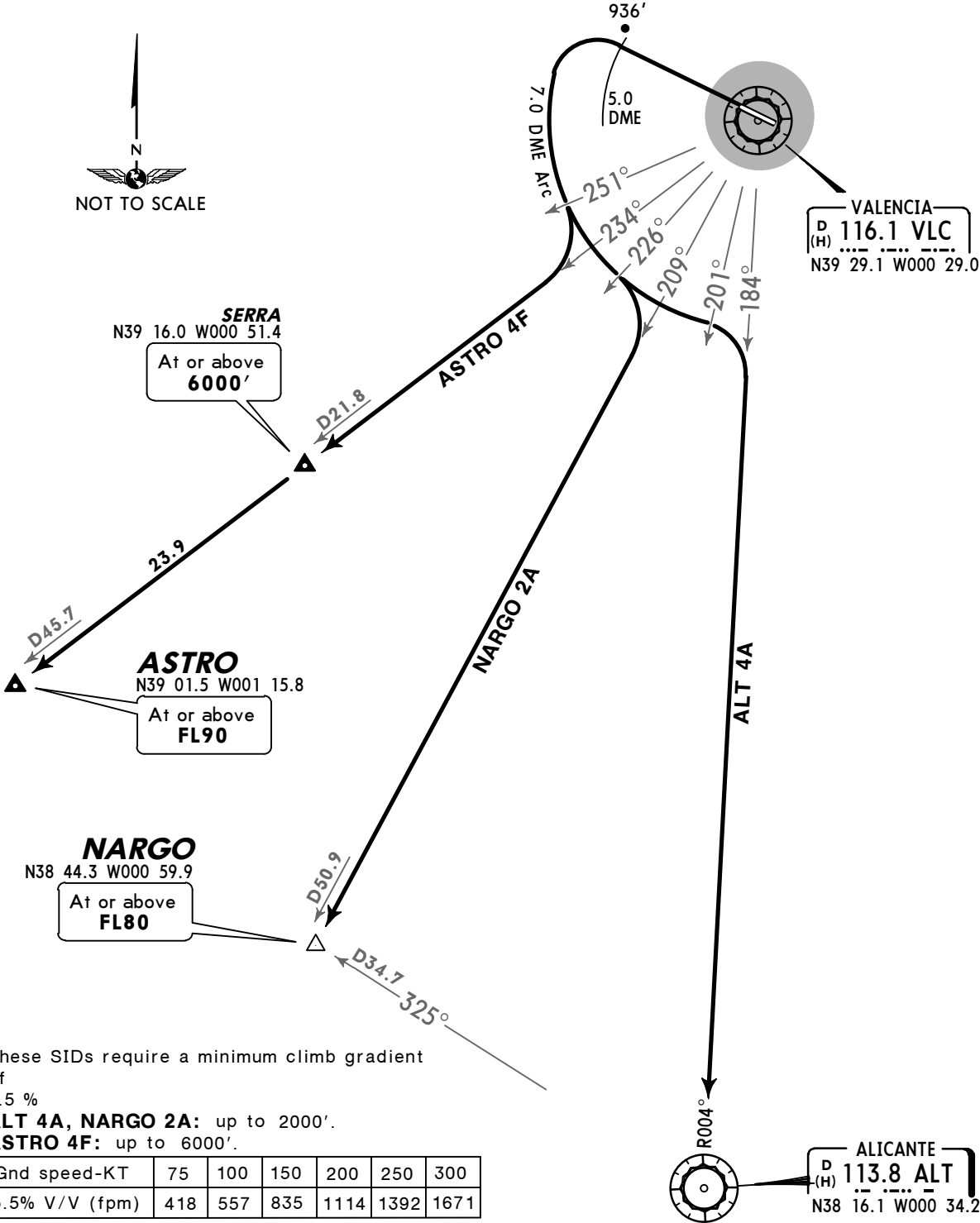
VALENCIA, SPAIN
SID

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.

LEVC/VLC
MANISES

 **JEPPESEN**
16 MAR 12 **10-3F**

VALENCIA, SPAIN
DEPARTURE

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
MANISES

JEPPESSEN

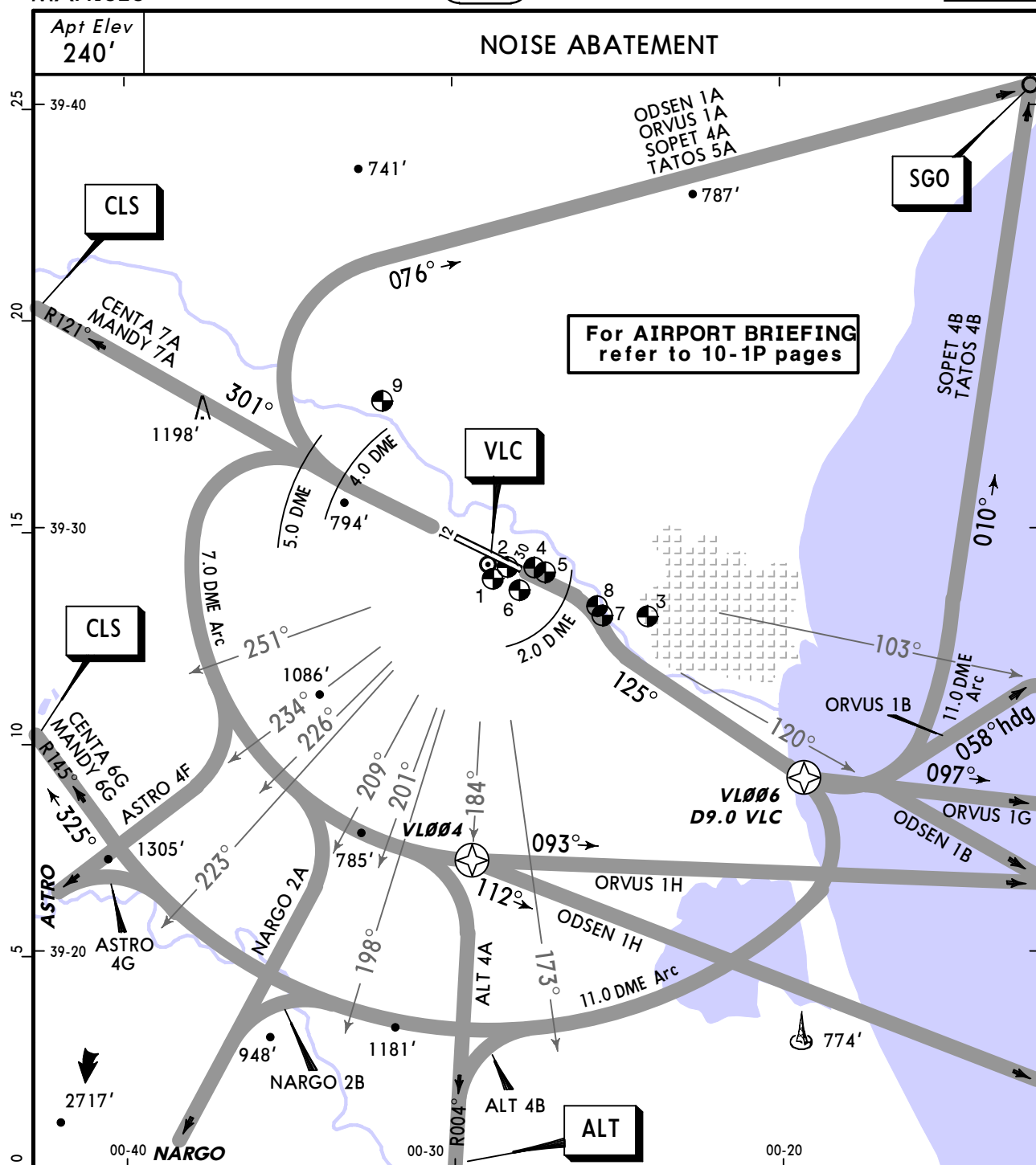
18 JUL 14

10-4

Eff 24 Jul

VALENCIA, SPAIN

NOISE



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

LEVC/VLC

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

JEPPESEN

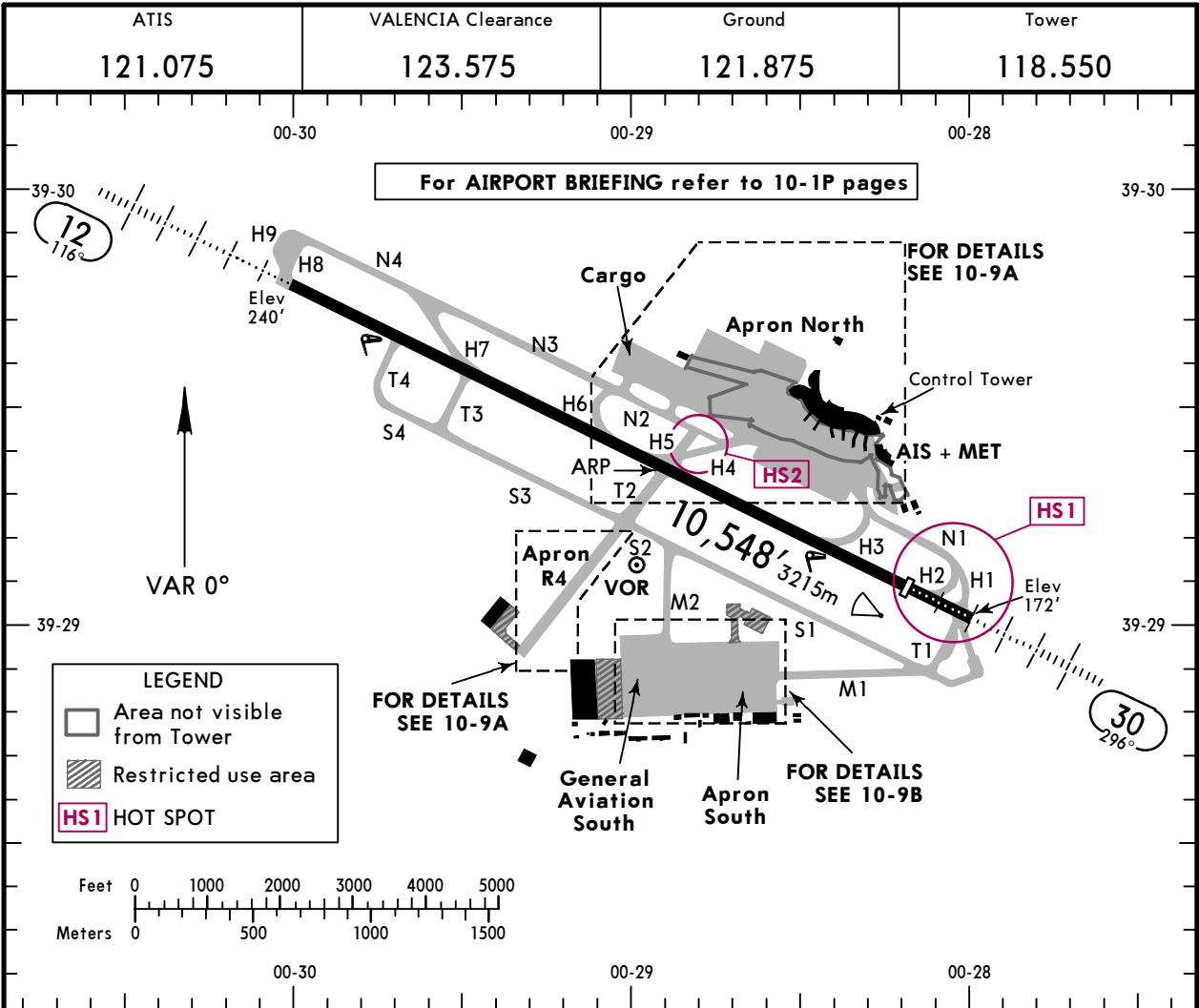
9 OCT 15

10-9

Eff 15 Oct

VALENCIA, SPAIN

MANISES



ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				Threshold	Landing Beyond	
12	HIRL (50m) CL (30m) HIALS PAPI-L (3.0°)				9333' 2845m	148'
30	HIRL (50m) CL (30m) HIALS REIL PAPI-L (3.0°) RVR			9564' 2915m	8652' 2637m	45m

1 TAKE-OFF RUN AVAILABLE			
RWY 12:		RWY 30:	
From rwy head	10,548' (3215m)	From rwy head	10,548' (3215m)
twy T4 int	8858' (2700m)	twy H2 int	9744' (2970m)
twy T3 int	7677' (2340m)	twy H3 int	8071' (2460m)
twy H7 int	7382' (2250m)	twy T2 int	5807' (1770m)
twy H6 int	5561' (1695m)		
twy T2 int	4724' (1440m)		

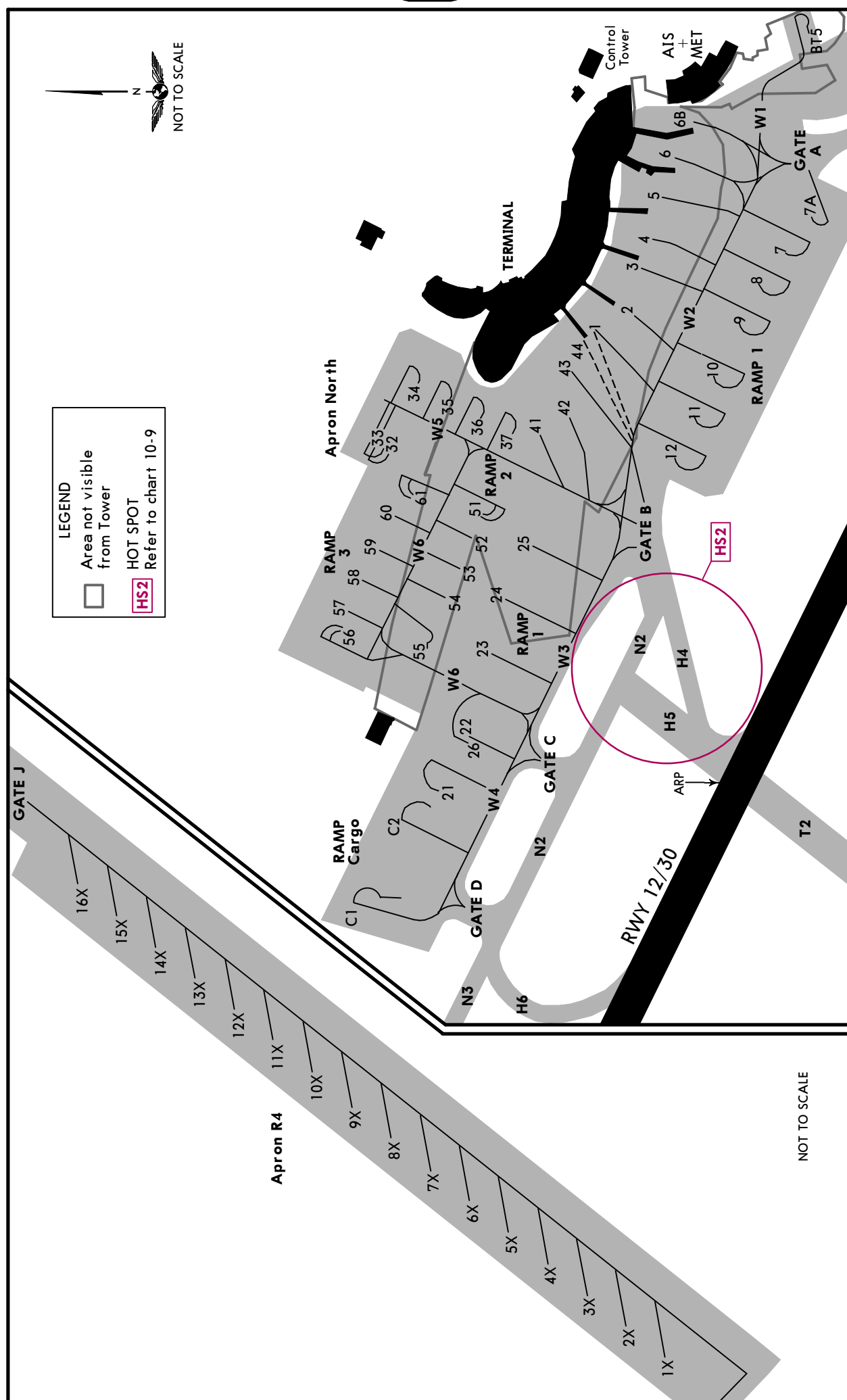
RUNWAY INCURSION "HOT SPOTS"

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

HS1 CAUTION: Possible risk of incursion to exceed the holding point on TWY N1. Wait with ACFT parallel to RWY.

HS2 CAUTION: Possible risk of incursion when accessing RWY through Gate B. Continue on TWY N2 and avoid entering TWY H4.

Standard TAKE-OFF				
LVP must be in force				
A	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
B				
C		350m	400m	500m
D				



LEVC/VLC

JEPPESEN

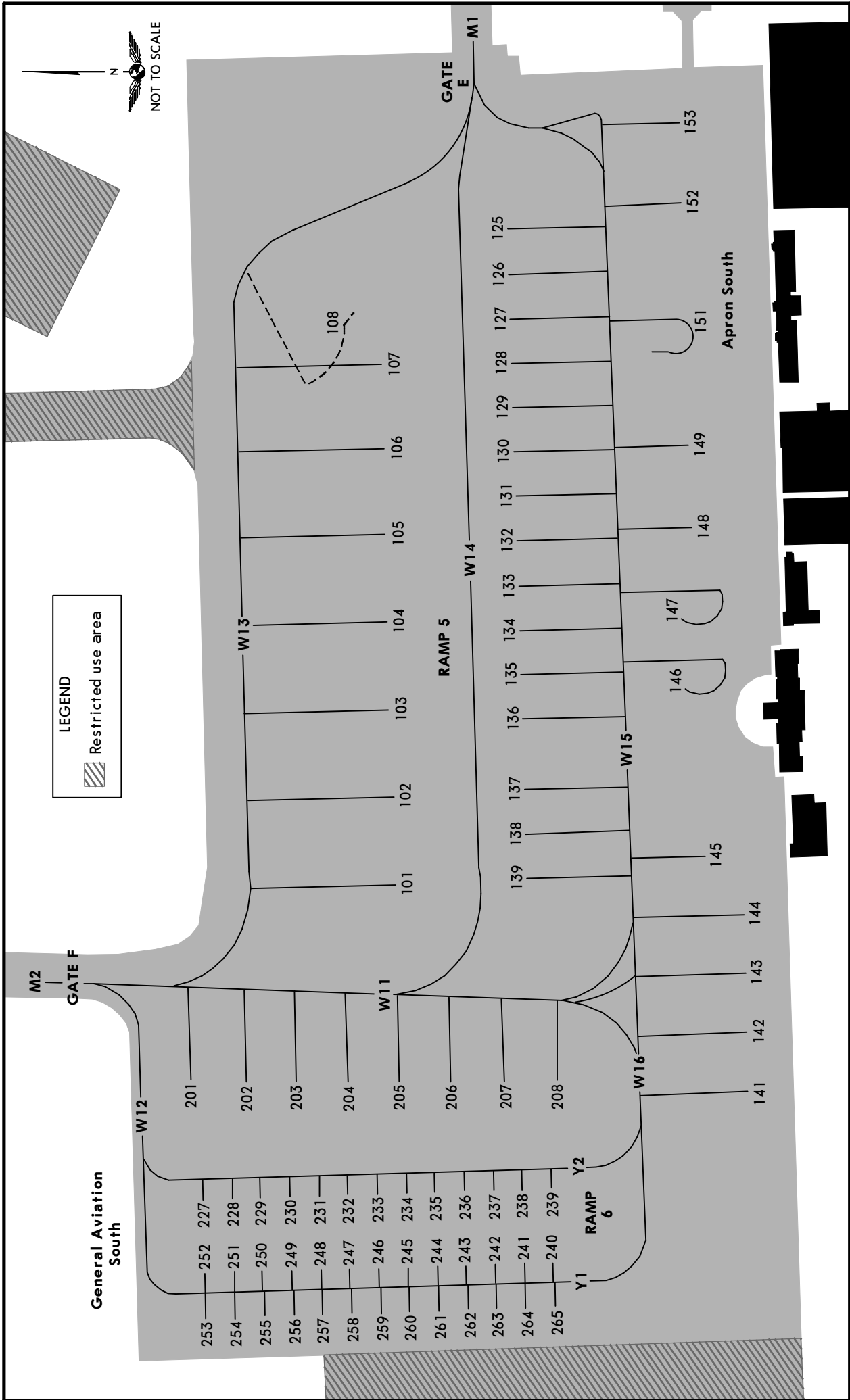
VALENCIA, SPAIN

7 AUG 15

10-9B

Eff 20 Aug

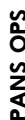
MANISES



LEVC/VLC

VALENCIA, SPAIN
MANISES

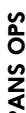
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
RAMP 1, 2, 3 & Cargo		Apron R4	
1	N39 29.5 W000 28.5	1X thru 4X	N39 29.0 W000 29.3
2	N39 29.4 W000 28.5	5X, 6X	N39 29.0 W000 29.2
3 thru 5	N39 29.4 W000 28.4	7X thru 11X	N39 29.1 W000 29.2
6, 6B	N39 29.4 W000 28.3	12X, 13X	N39 29.1 W000 29.1
7, 7A	N39 29.3 W000 28.4	14X thru 16X	N39 29.2 W000 29.1
8	N39 29.4 W000 28.4	RAMP 5	
9, 10	N39 29.4 W000 28.5	101	N39 28.9 W000 28.9
11, 12	N39 29.4 W000 28.6	102 thru 104	N39 28.9 W000 28.8
21	N39 29.6 W000 28.9	105 thru 108	N39 28.9 W000 28.7
22	N39 29.6 W000 28.8	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
26	N39 29.5 W000 28.9	139	N39 28.9 W000 28.9
32, 33	N39 29.6 W000 28.6	141 thru 145	N39 28.8 W000 28.9
34, 35	N39 29.6 W000 28.5	146, 147	N39 28.8 W000 28.8
36	N39 29.5 W000 28.5	148 thru 151	N39 28.8 W000 28.7
37 thru 42	N39 29.5 W000 28.6	152, 153	N39 28.8 W000 28.6
43, 44	N39 29.5 W000 28.5	RAMP 6	
51	N39 29.6 W000 28.6	201	N39 29.0 W000 28.9
52	N39 29.5 W000 28.7	202 thru 213	N39 28.9 W000 28.9
53, 54	N39 29.6 W000 28.7	214 thru 225	N39 28.9 W000 29.0
55, 56	N39 29.6 W000 28.8	226, 227	N39 29.0 W000 29.0
57 thru 60	N39 29.6 W000 28.7	228 thru 251	N39 28.9 W000 29.0
61	N39 29.5 W000 28.6	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		

BRIEFING STRIP™

Standard

CIRCLE-TO-LAND

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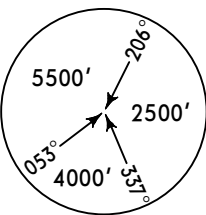
HIALS
PAPI

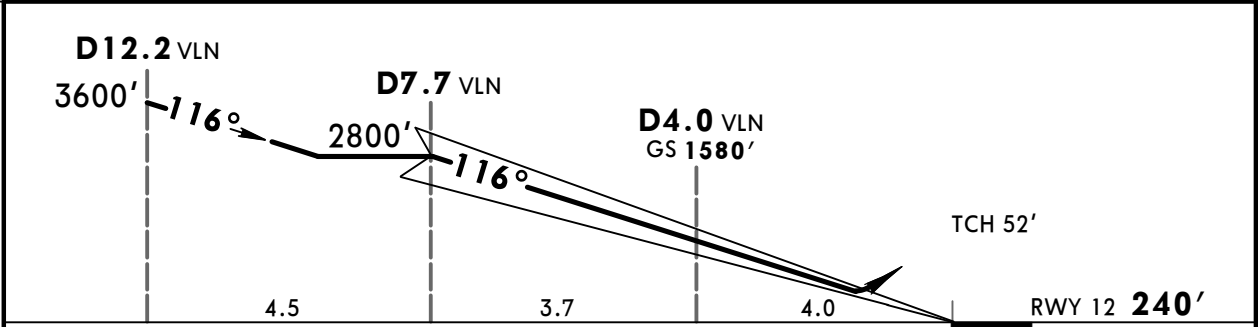
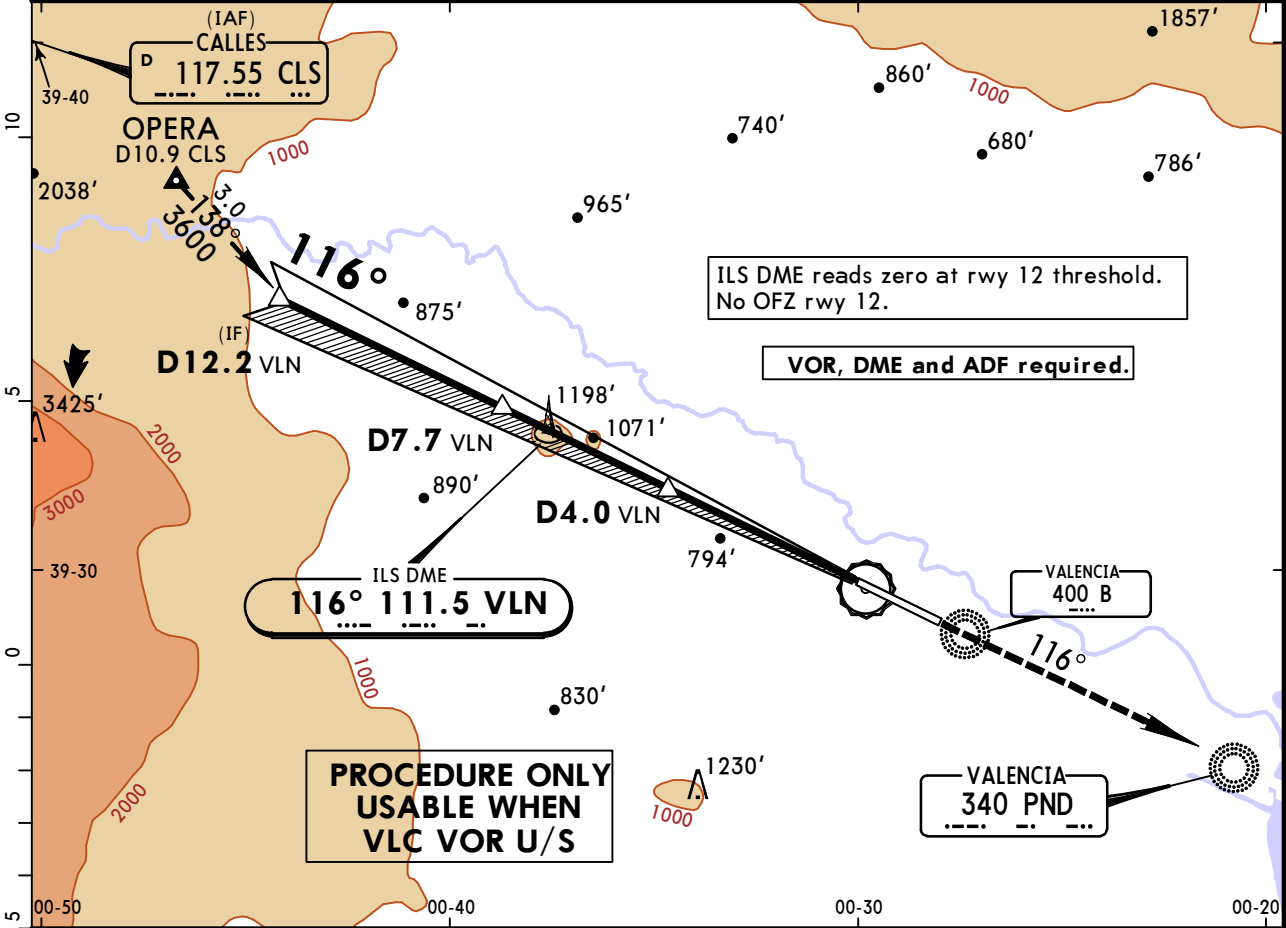
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LEVC/VLC
MANISES

JEPPESEN
9 OCT 15 11-3 Eff 15 Oct

VALENCIA, SPAIN
ILS Y Rwy 12

ATIS 121.075		VALENCIA Approach 124.750 120.1		VALENCIA Tower 118.550		Ground 121.875	
LOC VLN 111.5	Final Apch Crs 116°	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.						MSA PND NDB	
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC			



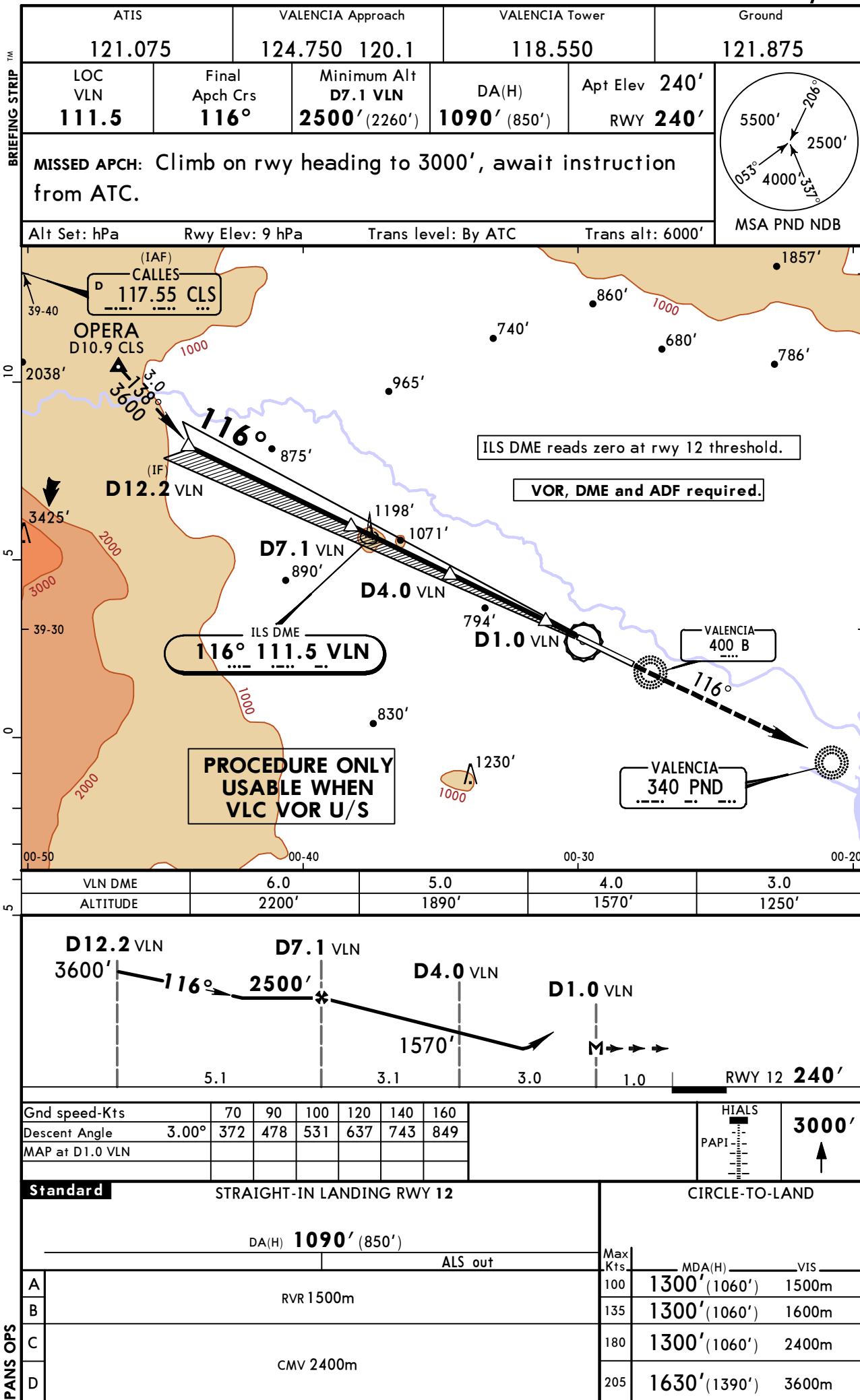
Gnd speed-Kts	70	90	100	120	140	160	HIALS	
GS	3.00°	372	478	531	637	743	849	PAPI
								3000'

Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
DA(H) A: 440' (200') C: 449' (209') B: 441' (201') D: 460' (220')					
FULL		Limited	ALS out	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
RVR 550m		RVR 750m	RVR 1200m		

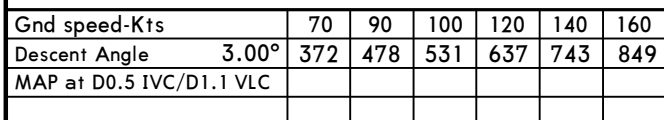
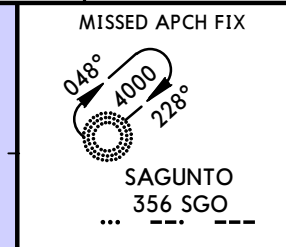
LEVC/VLC
MANISES

JEPPesen
9 OCT 15 **11-4** **Eff 15 Oct**

VALENCIA, SPAIN
LOC Y Rwy 12



A circular sector is shown with three radii extending from the center to the circumference. The radii are labeled with their lengths: 5500', 4000', and 2500'. The central angles between the radii are labeled: 206° between the 5500' and 2500' radii, 331° between the 2500' and 4000' radii, and 053° between the 4000' and 5500' radii.

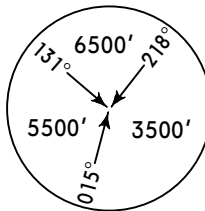


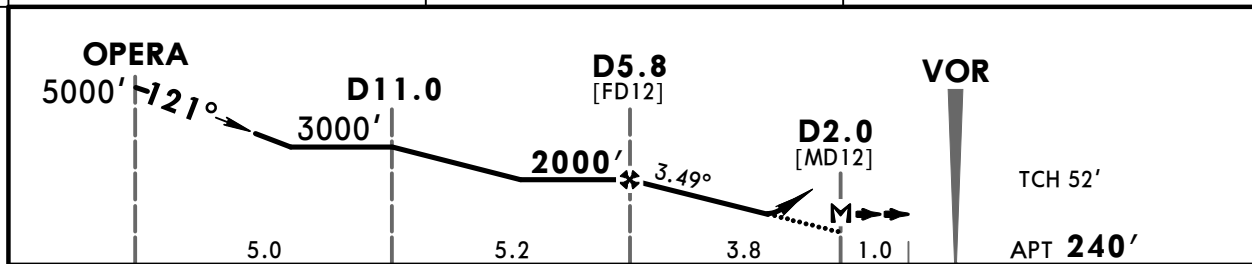
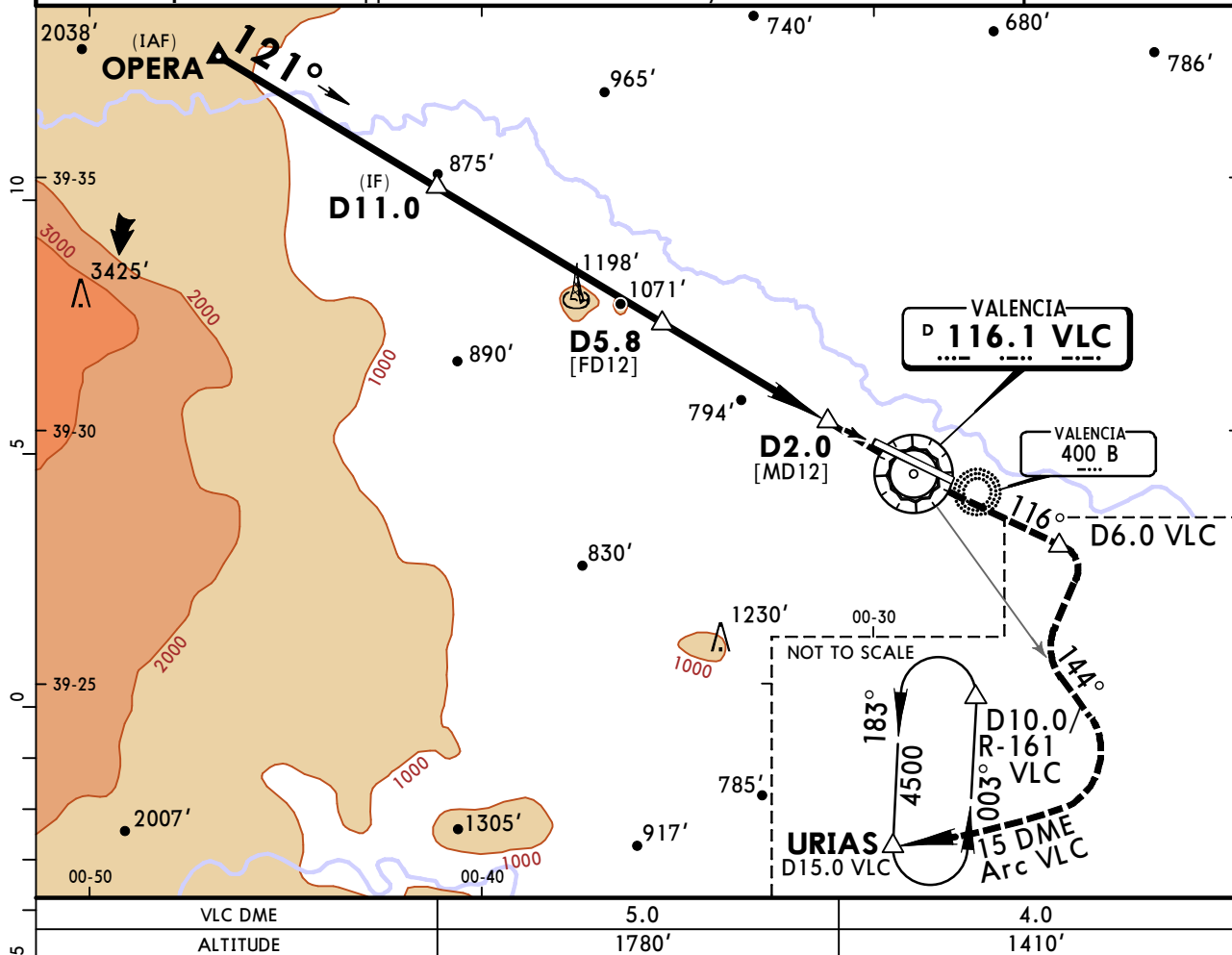
PANS OPS

LEVC/VLC
MANISES

JEPPESSEN
9 OCT 15 **(13-1)** **Eff 15 Oct**

VALENCIA, SPAIN
VOR Rwy 12

BRIEFING STRIP TM	ATIS		VALENCIA Approach		VALENCIA Tower		Ground	
	121.075		124.750 120.1		118.550		121.875	
	VOR VLC 116.1	Final Apch Crs 121°	Minimum Alt D5.8 2000' (1760')	DA(H) 1200' (960')	Apt Elev 240'			
	MISSED APCH: Climb direct to VOR to intercept R-116. At D6.0 turn RIGHT to intercept R-144, 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.							



MAP at D2.0						
Standard	STRAIGHT-IN LANDING RWY 12					
	CIRCLE-TO-LAND					

DA(H) 1200' (960')		ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m			100	1300' (1060')	1500m
B				135	1300' (1060')	1600m
C				180	1300' (1060')	2400m
D	CMV 2400m			205	1630' (1390')	3600m

CHANGES: Bearings.

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LEVC/VLC
MANISES

JEPPESSEN

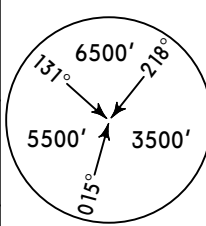
9 OCT 15

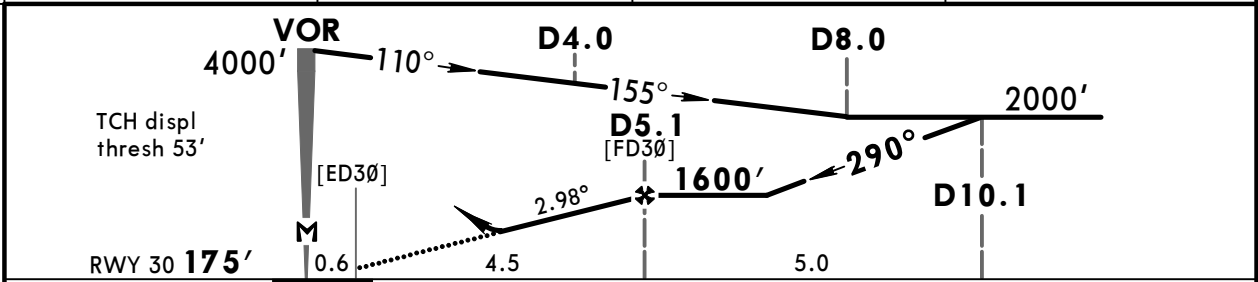
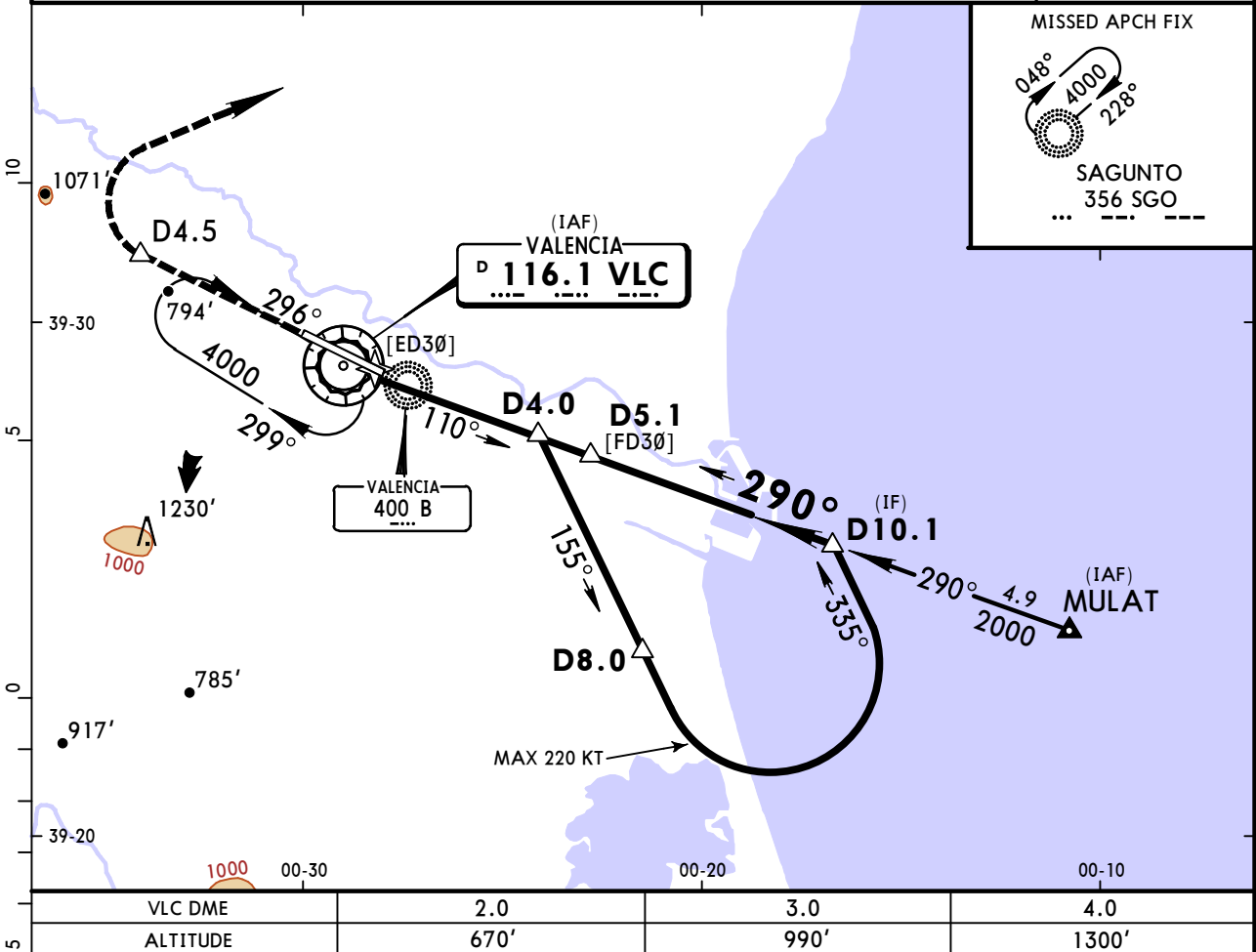
13-3

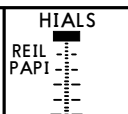
Eff 15 Oct

CAT C & D

VALENCIA, SPAIN
VOR Rwy 30

ATIS		VALENCIA Approach		VALENCIA Tower		Ground	
121.075		124.750 120.1		118.550		121.875	
VOR VLC 116.1	Final Apch Crs 290°	Minimum Alt D5.1 1600' (1425')	DA(H) 610' (435')	Apt Elev 240' RWY 175'			
MISSED APCH: Climb on R-296 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	



Gnd speed-Kts	70	90	100	120	140	160		D4.5 VLC on 116.1 R-296
Descent Angle 2.98°	369	474	527	633	738	843		
MAP at VOR								

Standard STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
DA(H) 610' (435')				Max Kts			
ALS out				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	

LEVC/VLC
MANISES

JEPPESEN

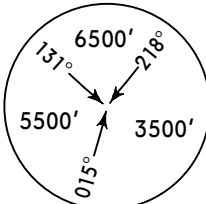
9 OCT 15

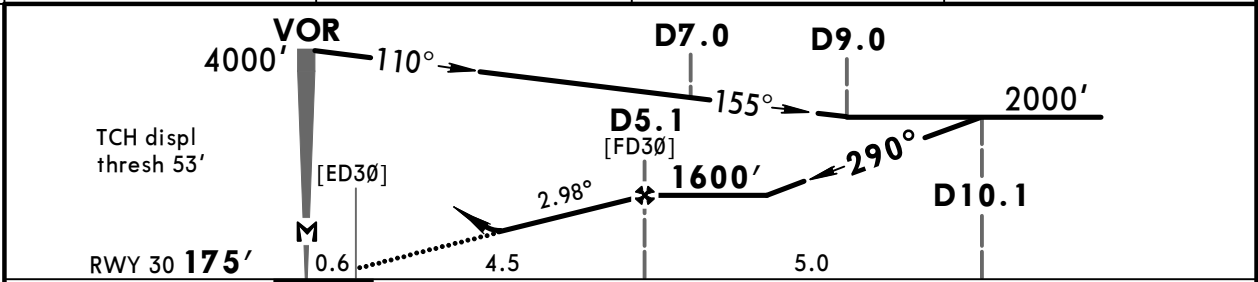
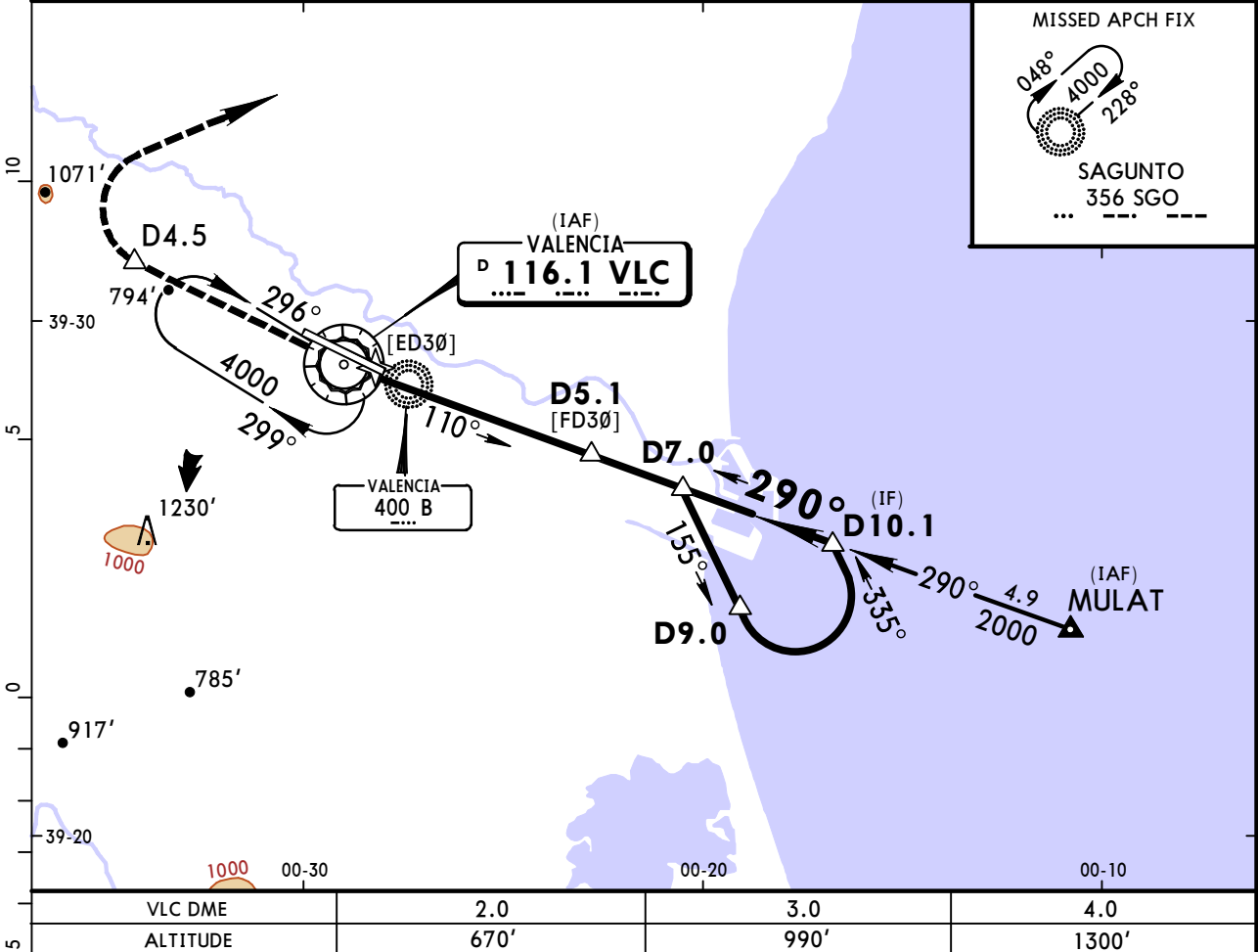
13-4

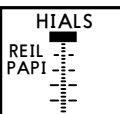
Eff 15 Oct

CAT A & B

VALENCIA, SPAIN
VOR Rwy 30

ATIS 121.075		VALENCIA Approach 124.750 120.1		VALENCIA Tower 118.550		Ground 121.875	
VOR VLC 116.1	Final Apch Crs 290°	Minimum Alt D5.1 1600' (1425')	DA(H) 610' (435')	Apt Elev 240' RWY 175'			
MISSED APCH: Climb on R-296 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	



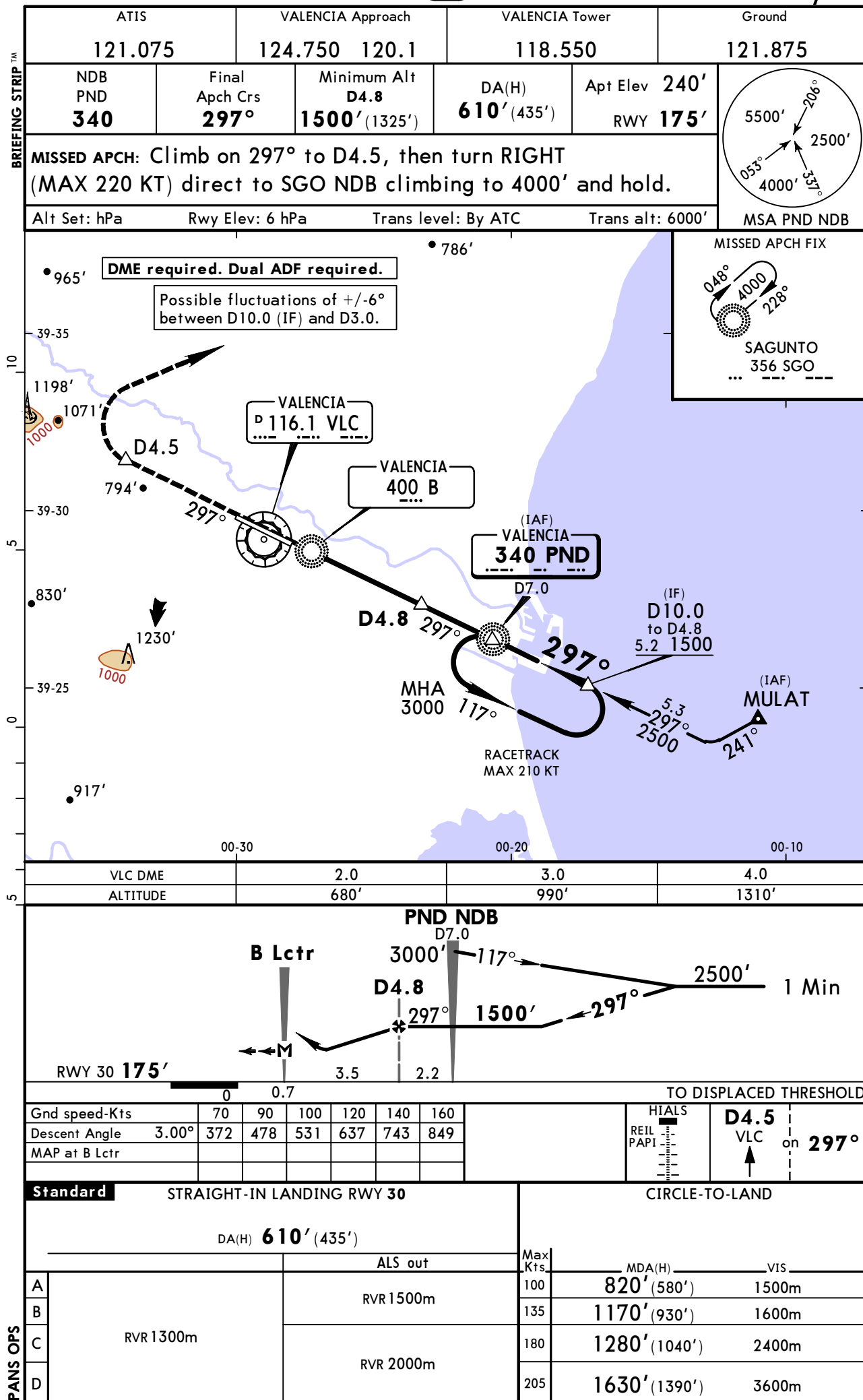
Gnd speed-Kts	70	90	100	120	140	160		D4.5 VLC on 116.1 R-296
Descent Angle	2.98°	369	474	527	633	738		
MAP at VOR								

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
DA(H) 610'(435')					
		ALS out	Max Kts.		
A	RVR 1300m	RVR 1500m	100	MDA(H) 820'(580')	VIS 1500m
B			135	1170'(930')	1600m
C	SEE 13-3		C	SEE 13-3	
D			D		

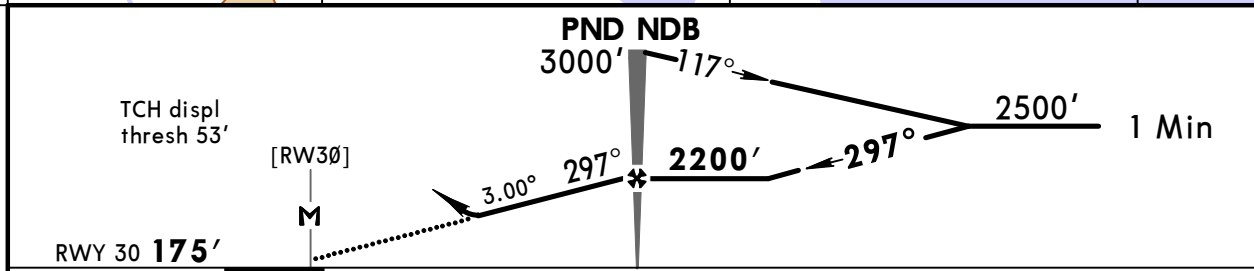
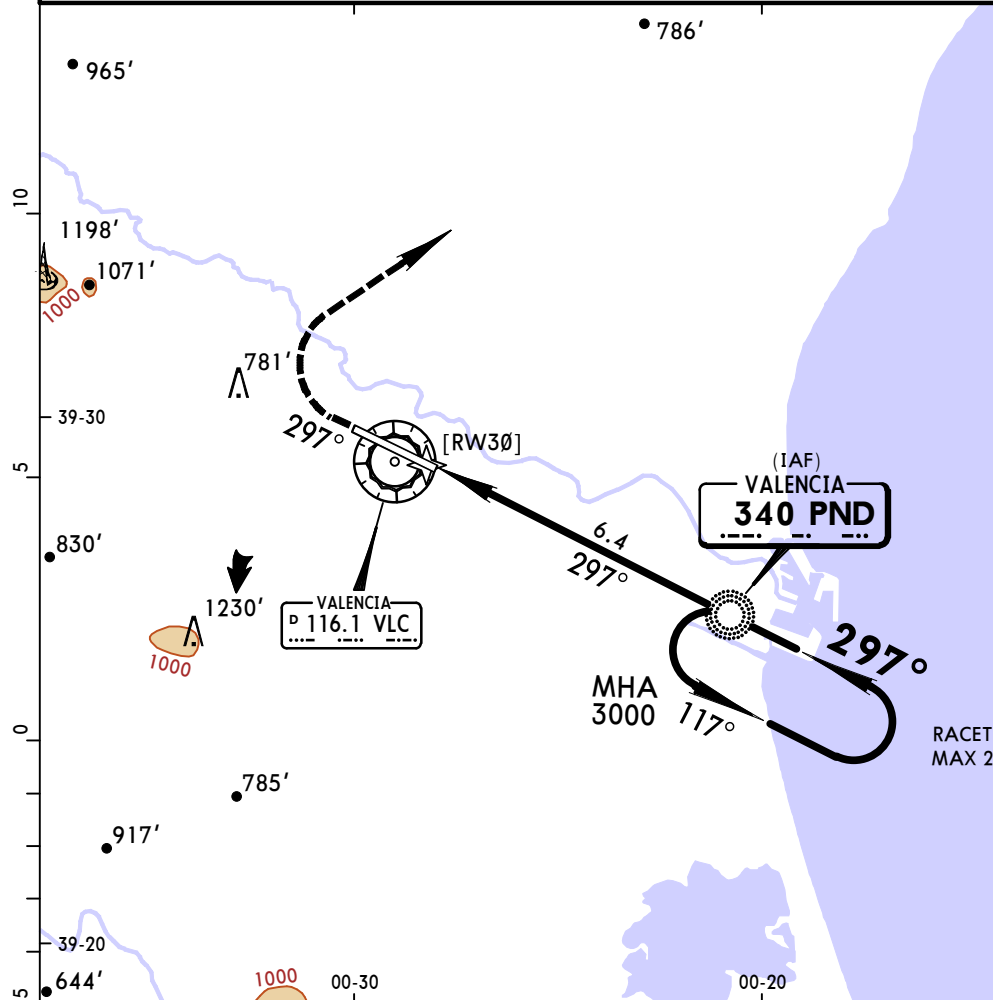
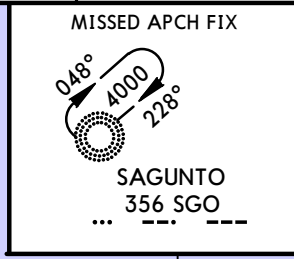
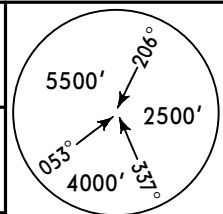
**LEVC/VLC
MANISES**

JEPPESSEN
9 OCT 15 **16-1** **Eff 15 Oct**

VALENCIA, SPAIN
Lctr Rwy 30



BRIEFING STRIP™



		6.4						TO DISPLACED THRESHOLD	
Gnd speed-Kts		70	90	100	120	140	160		1200' on 297°
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		

Standard			STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
DA(H) 820' (645')			ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m				100	890' (650') 1500m
B					135	1170' (930') 1600m
C	CMV 2300m	CMV 2400m			180	1280' (1040') 2400m
D					205	1630' (1390') 3600m

Chart changes since cycle 26-2015

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

No Chart Change Notices for Airport LEVC