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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LEVC
Terminal Charts For LEVC
Revision Letter For Cycle 13-2016
Change Notices
Notebook

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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: 0434 Z
Sunset: 1932 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: 25.780 Military
Valencia Tower: 119.075 Secondary
Valencia Tower: 118.550
Valencia Approach: 118.800
Valencia Approach: 119.075 Secondary
Valencia Approach: 36.230 Military
Valencia Approach: 120.100
Valencia Approach: 124.750

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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.

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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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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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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.

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LEVC/VLC
MANISES

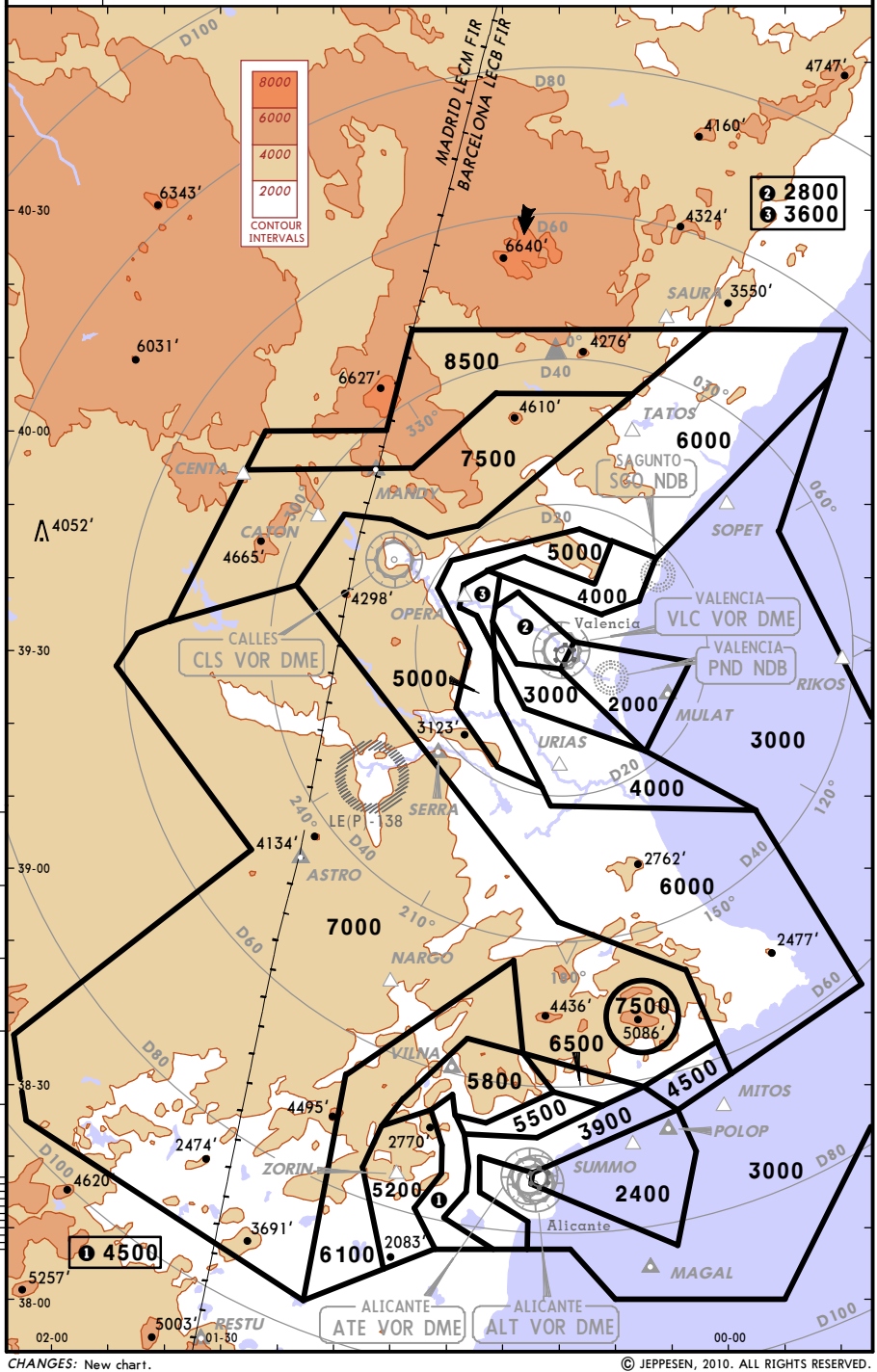
JEPPESEN

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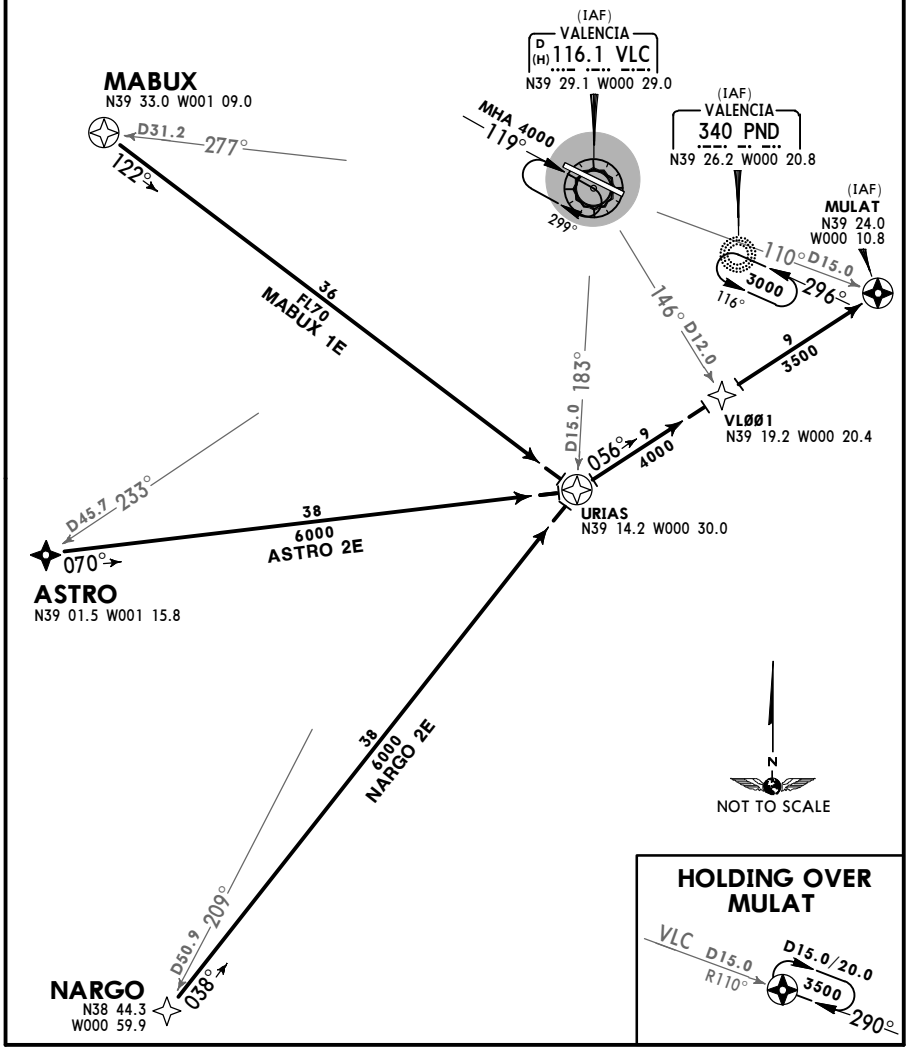
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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: Bearings & tracks.

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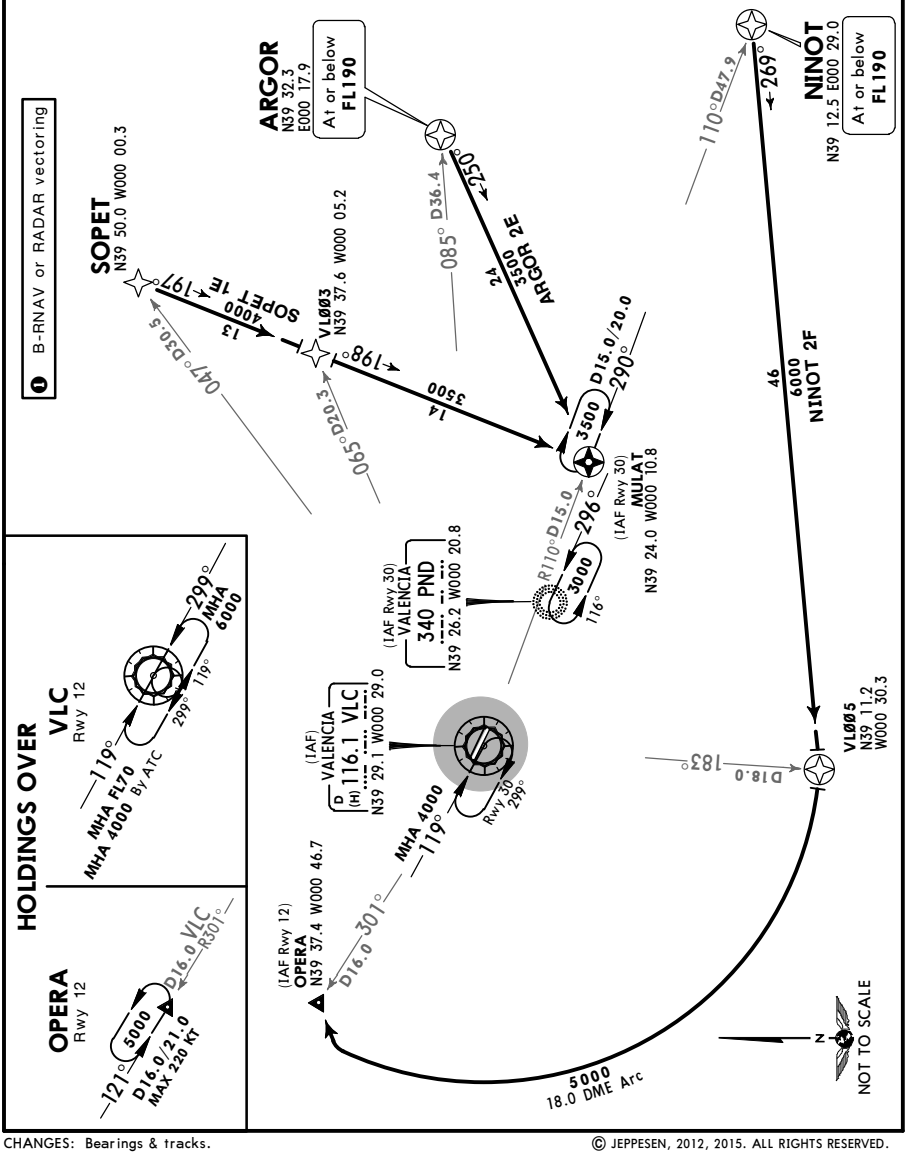
ATIS	Apt Elev	
121.075	240'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'

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: Bearings & tracks.

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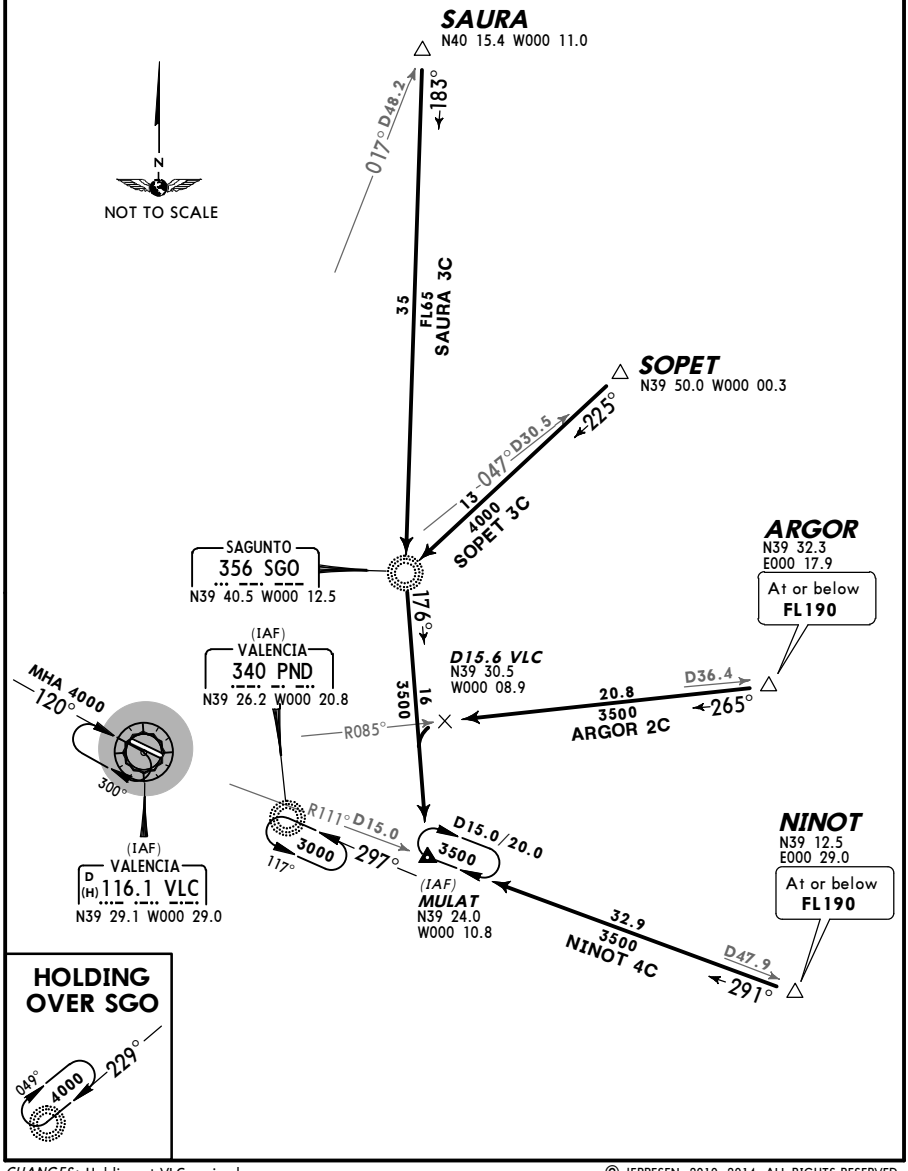
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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: Holding at VLC revised.

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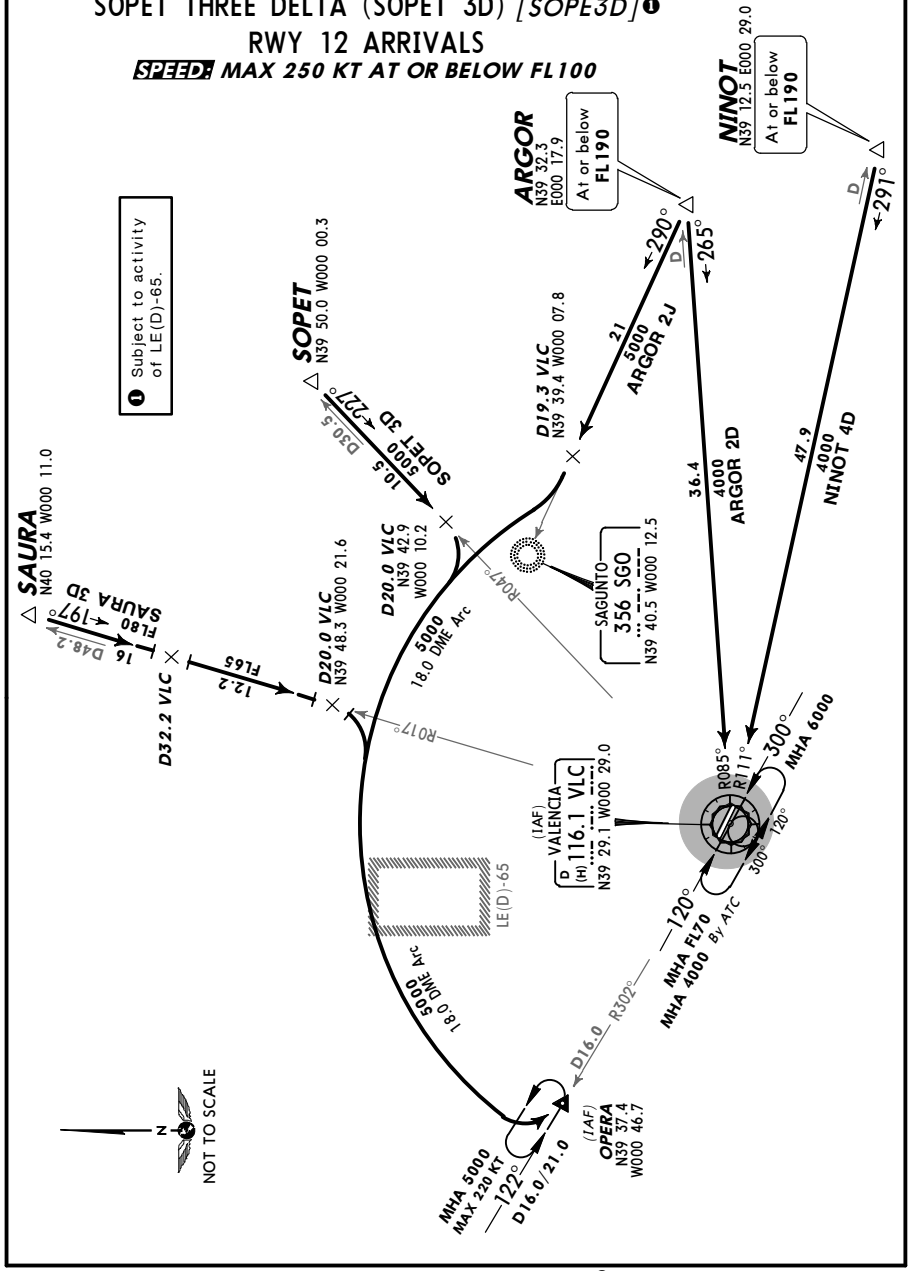
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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: None.

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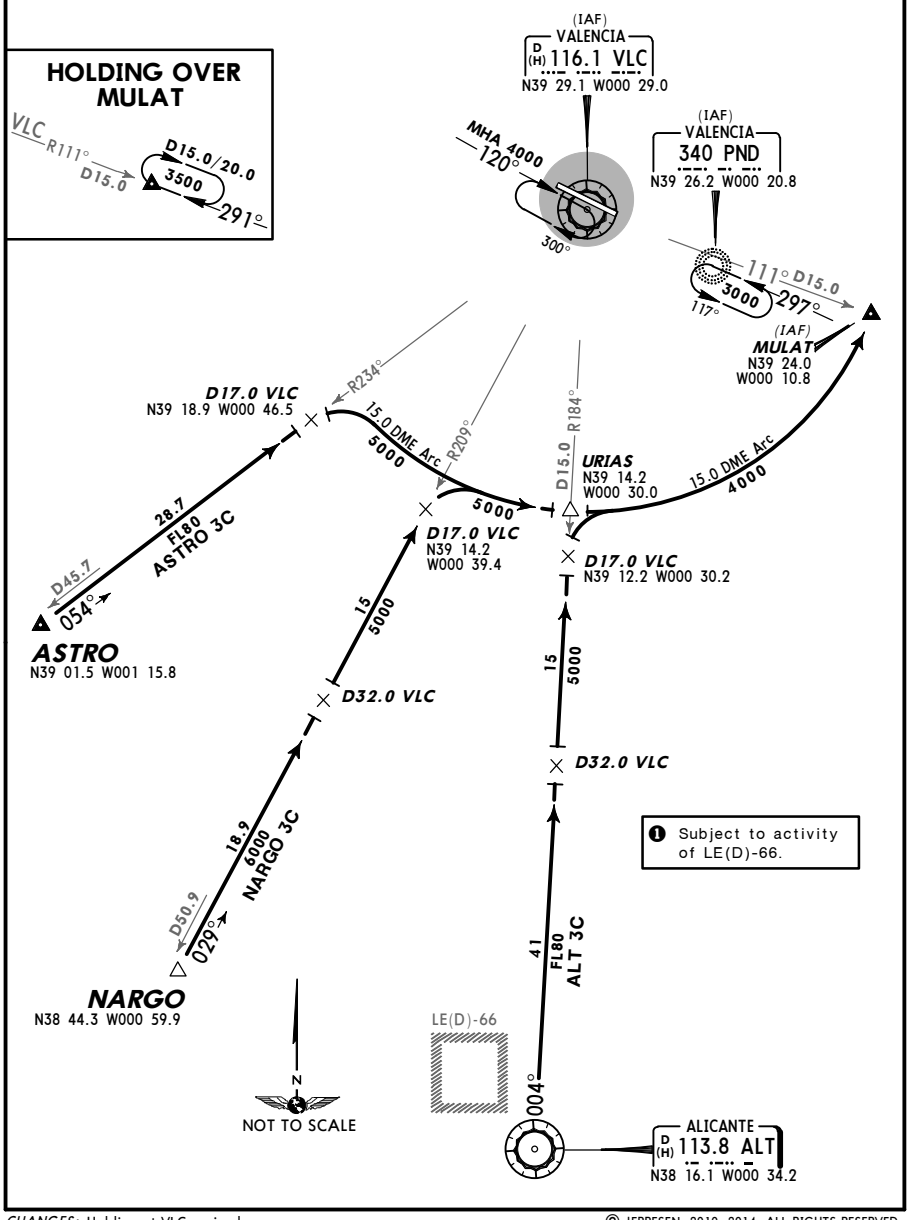
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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)



CHANGES: Holding at VLC revised.

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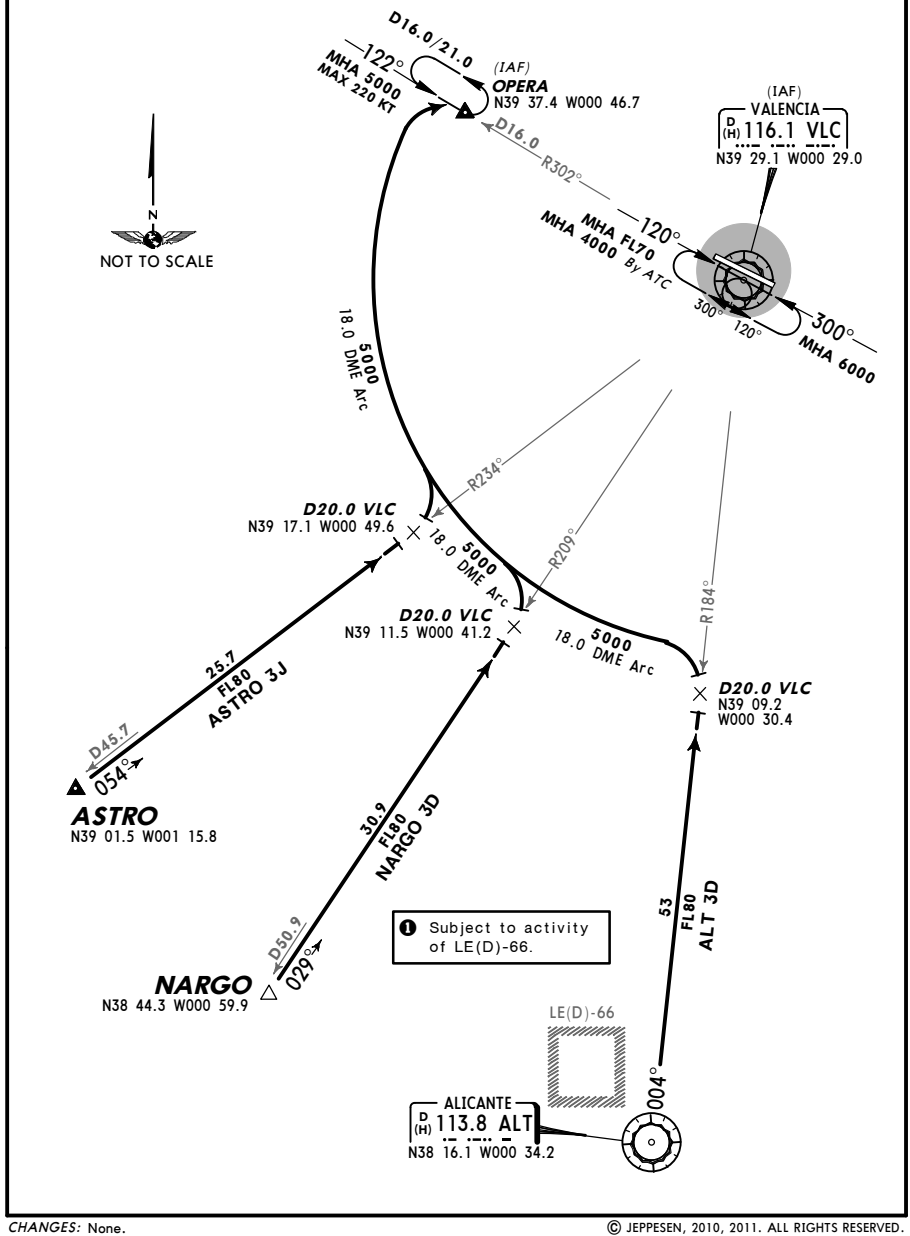
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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: None.

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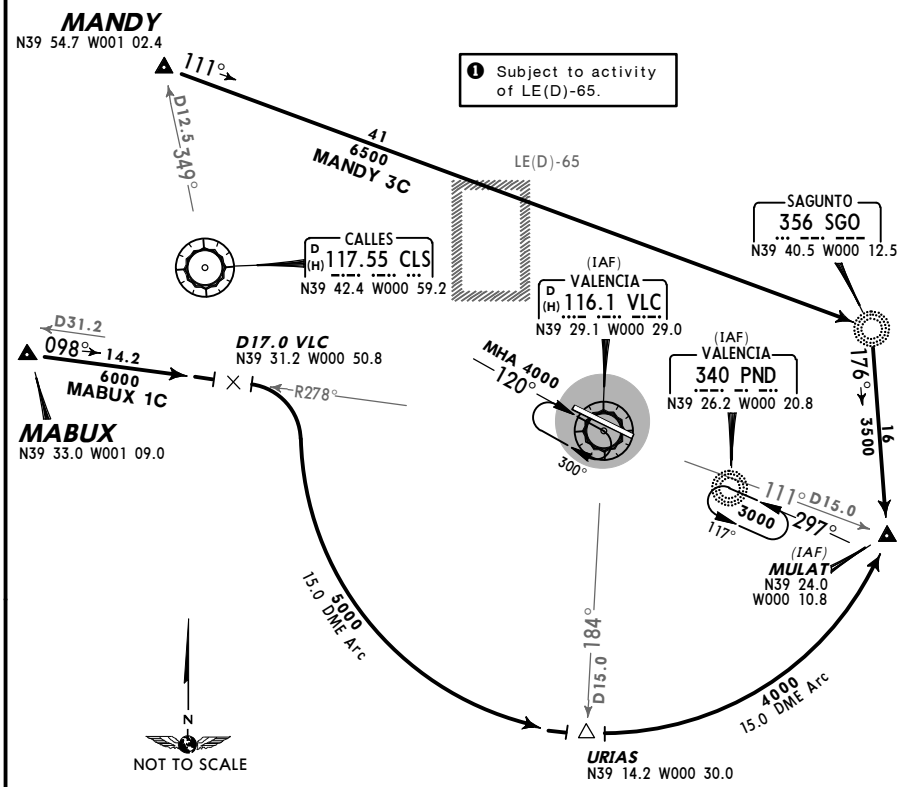
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

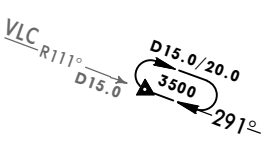
MABUX ONE CHARLIE (MABUX 1C) *[MABU1C]*
MANDY THREE CHARLIE (MANDY 3C) *[MAND3C]* ❶
RWY 30 ARRIVALS

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



HOLDINGS OVER

MULAT



SGO

CHANGES: Holding at VLC revised.

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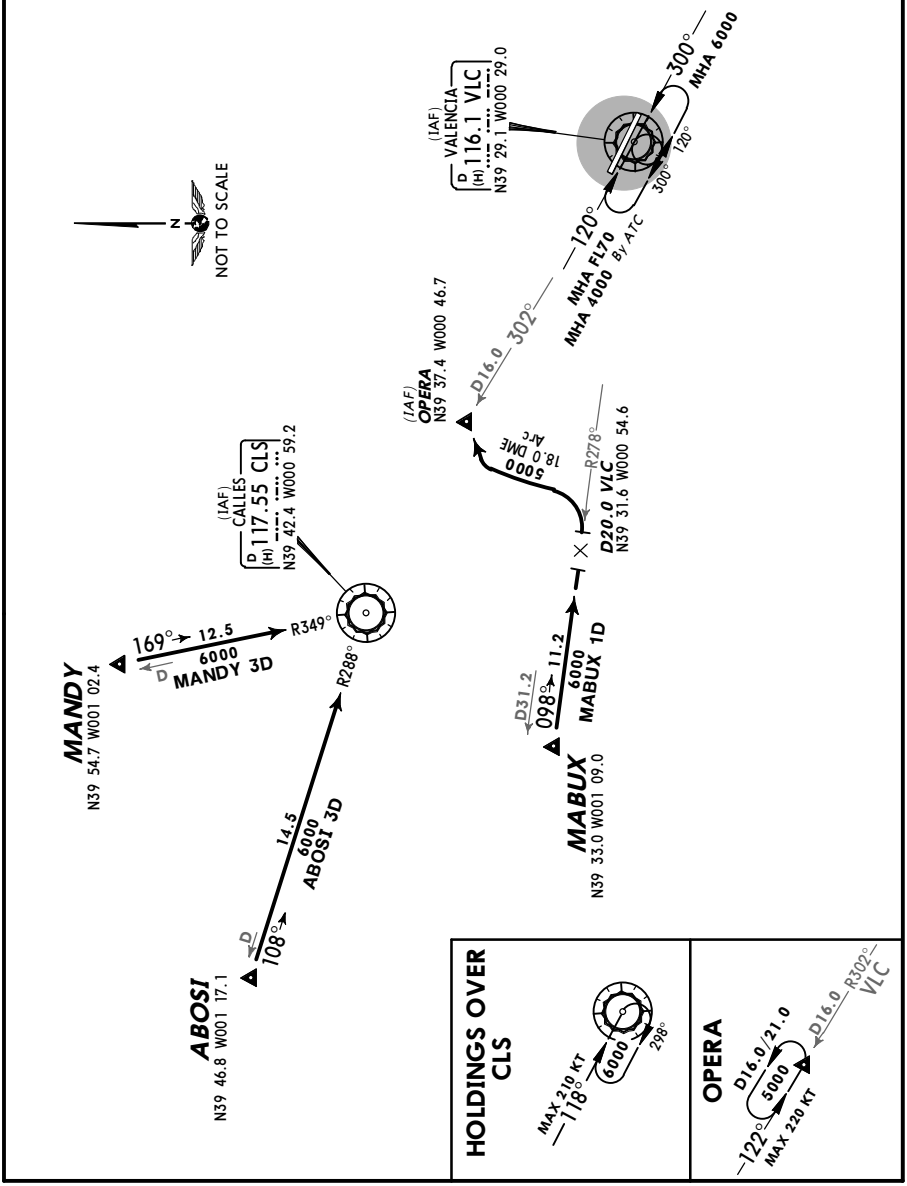
ATIS	Apt Elev	
121.075	240'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'

ABOSI THREE DELTA (ABOSI 3D) *[ABOS3D]*
MABUX ONE DELTA (MABUX 1D) *[MABU1D]*
MANDY THREE DELTA (MANDY 3D) *[MAND3D]*
RWY 12 ARRIVALS

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



CHANGES: STARs ABOSI & MANDY 1D renumbered 3D & revised.

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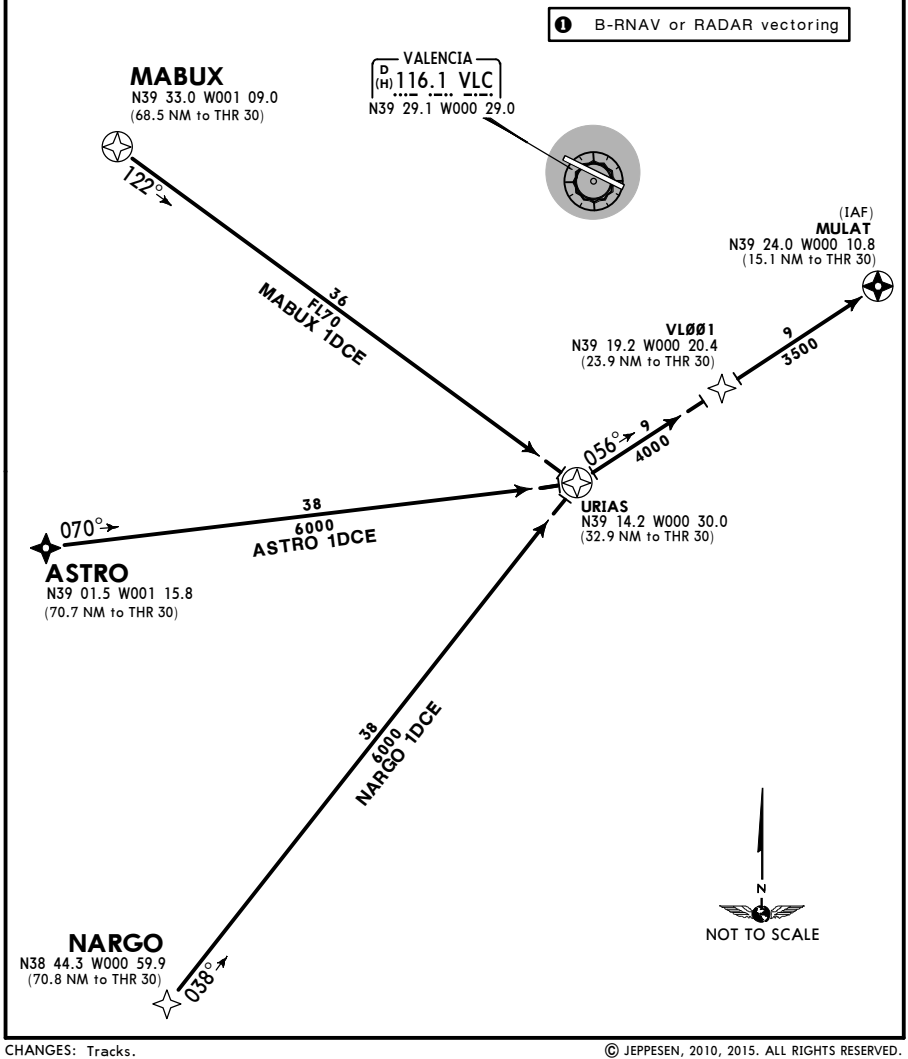
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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: Tracks.

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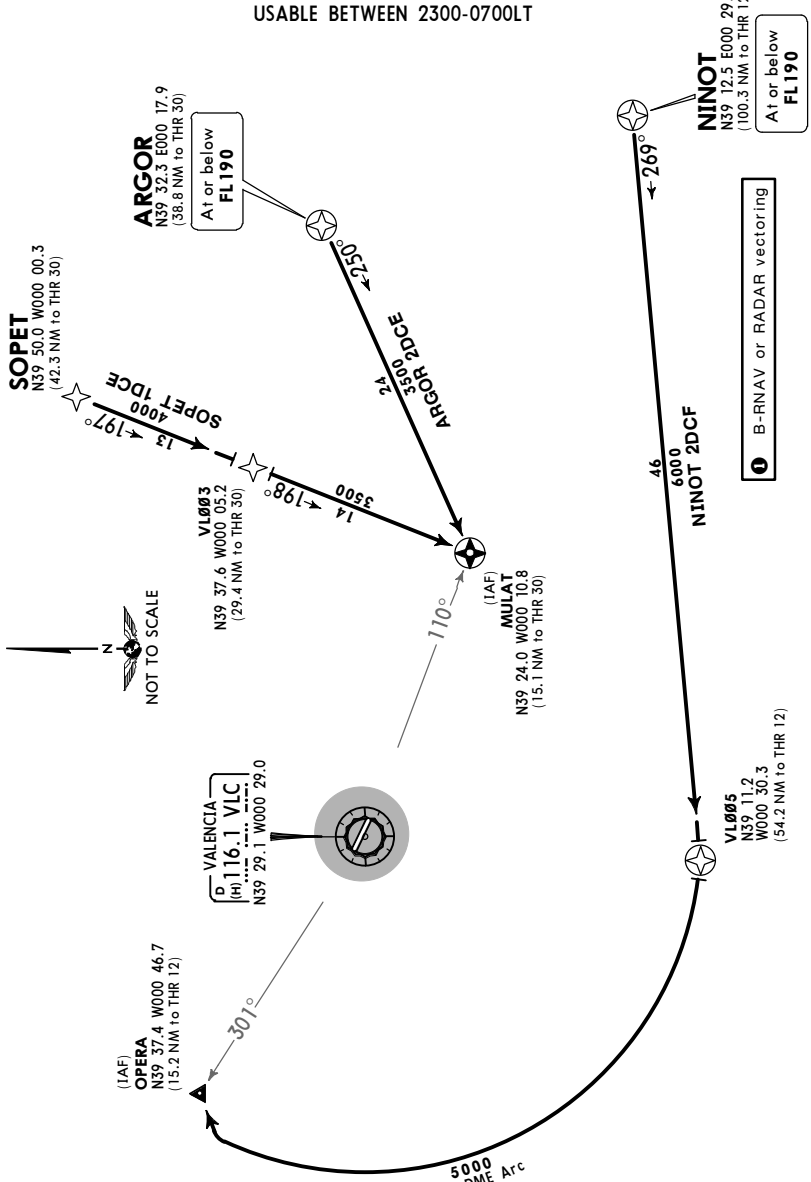
ATIS	Apt Elev	
121.075	240'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'

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



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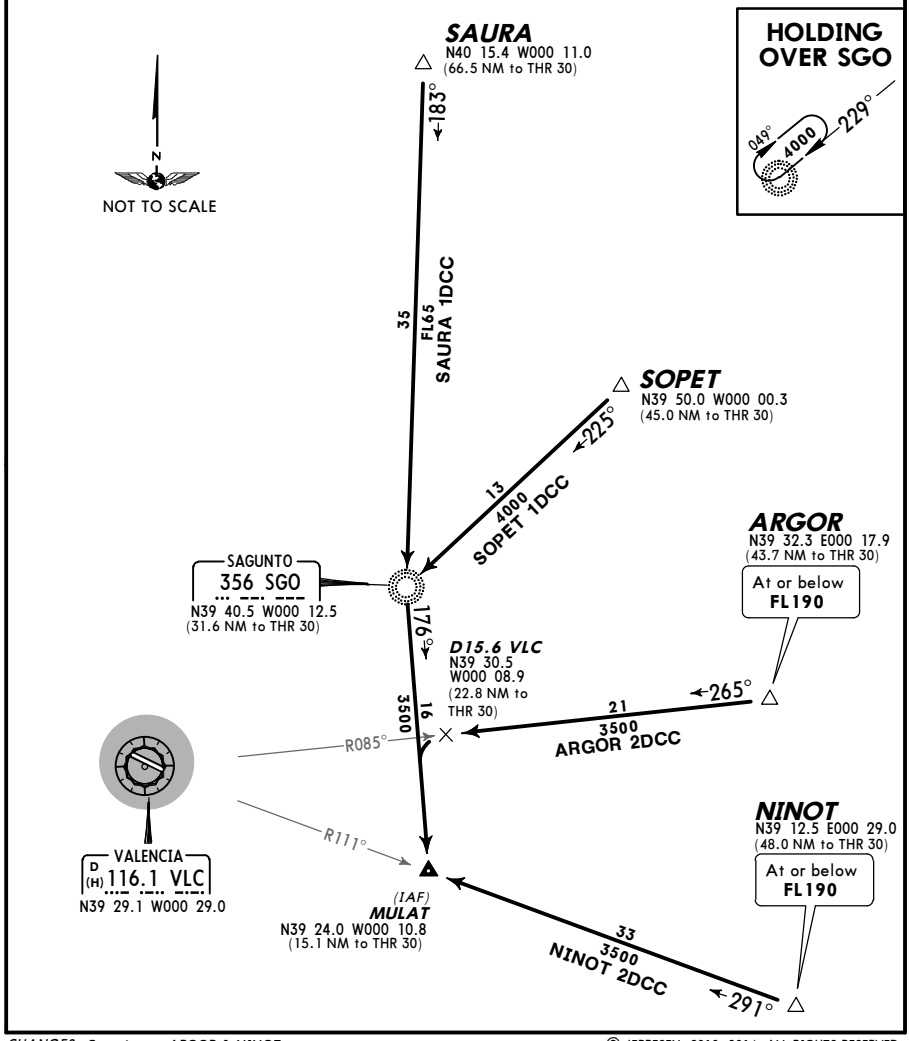
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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: Crossing at ARGOR & NINOT.

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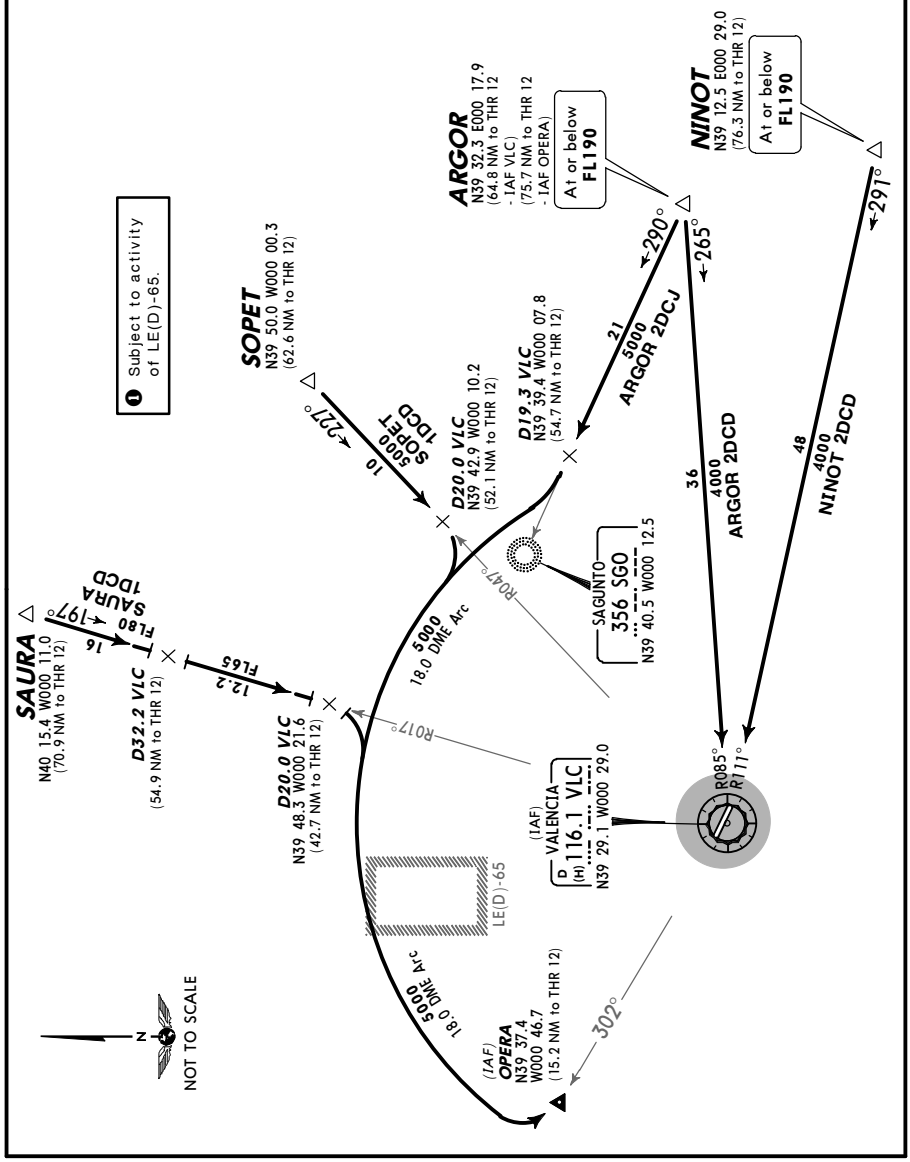
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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



CHANGES: Crossing at ARGOR & NINOT.

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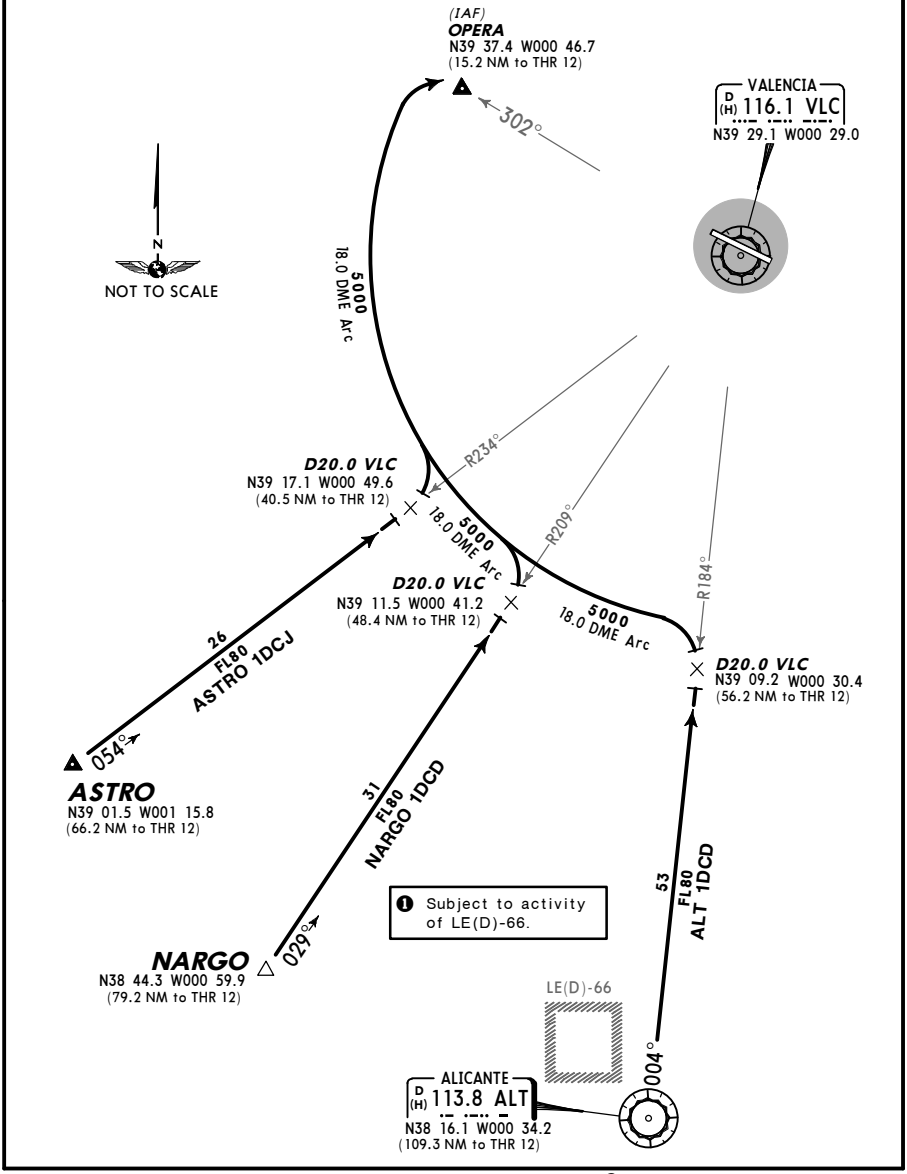
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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



❶ Subject to activity of LE(D)-66.

CHANGES: STAR ALT 1DCD availability.

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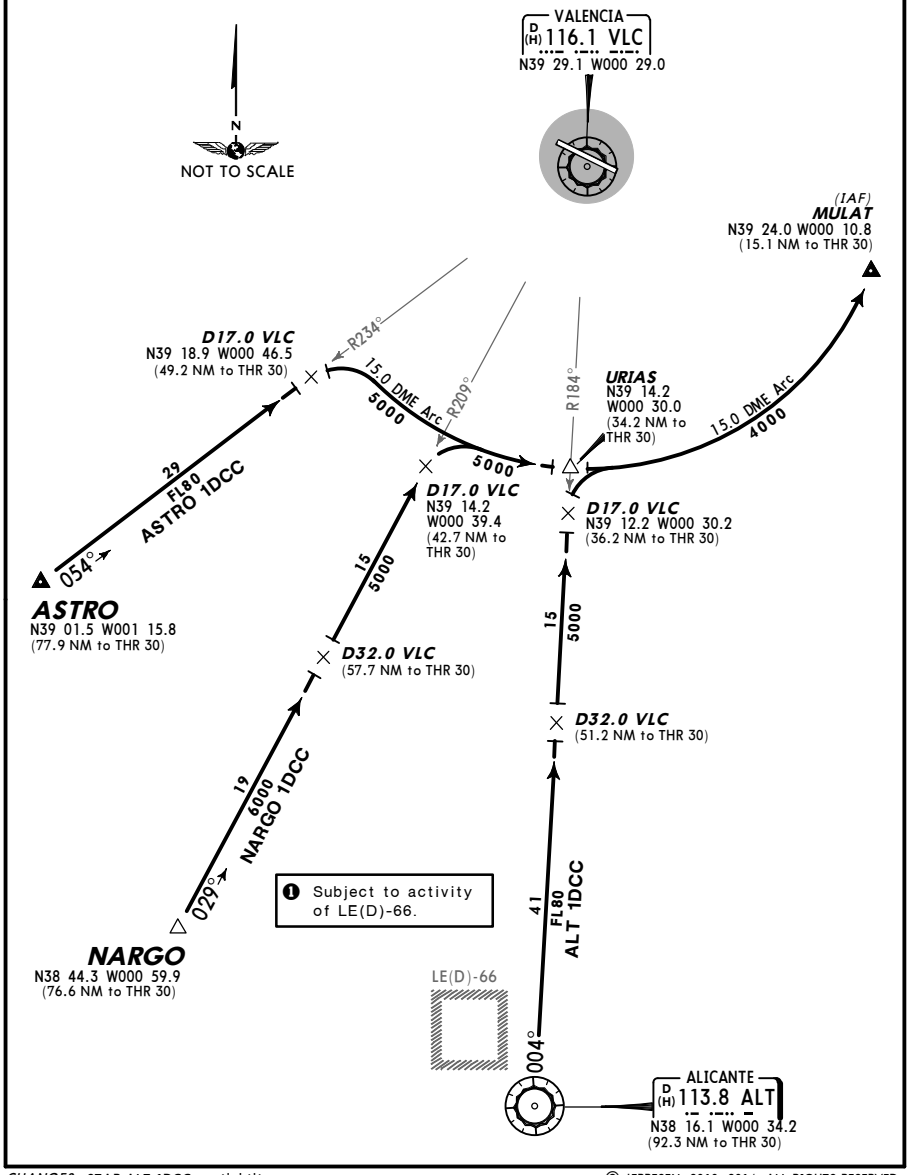
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ALICANTE ONE DELTA CHARLIE CHARLIE (ALT 1DCC) *[AL1DCC]* ❶
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: STAR ALT 1DCC availability.

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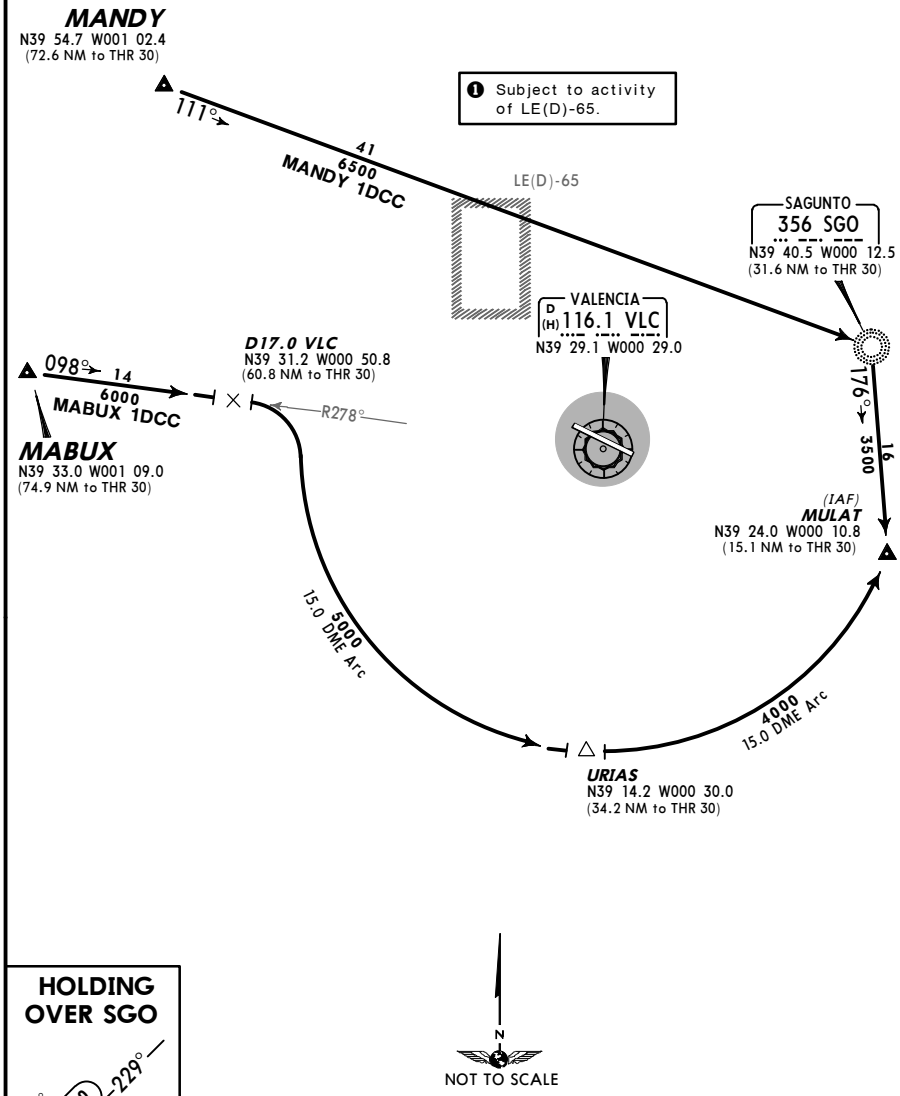
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

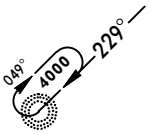
MABUX ONE DELTA CHARLIE CHARLIE (MABUX 1DCC) *[MB1DCC]*
MANDY ONE DELTA CHARLIE CHARLIE (MANDY 1DCC) *[MA1DCC]* ❶
RWY 30 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



HOLDING OVER SGO



CHANGES: STAR MANDY 1DCC availability.

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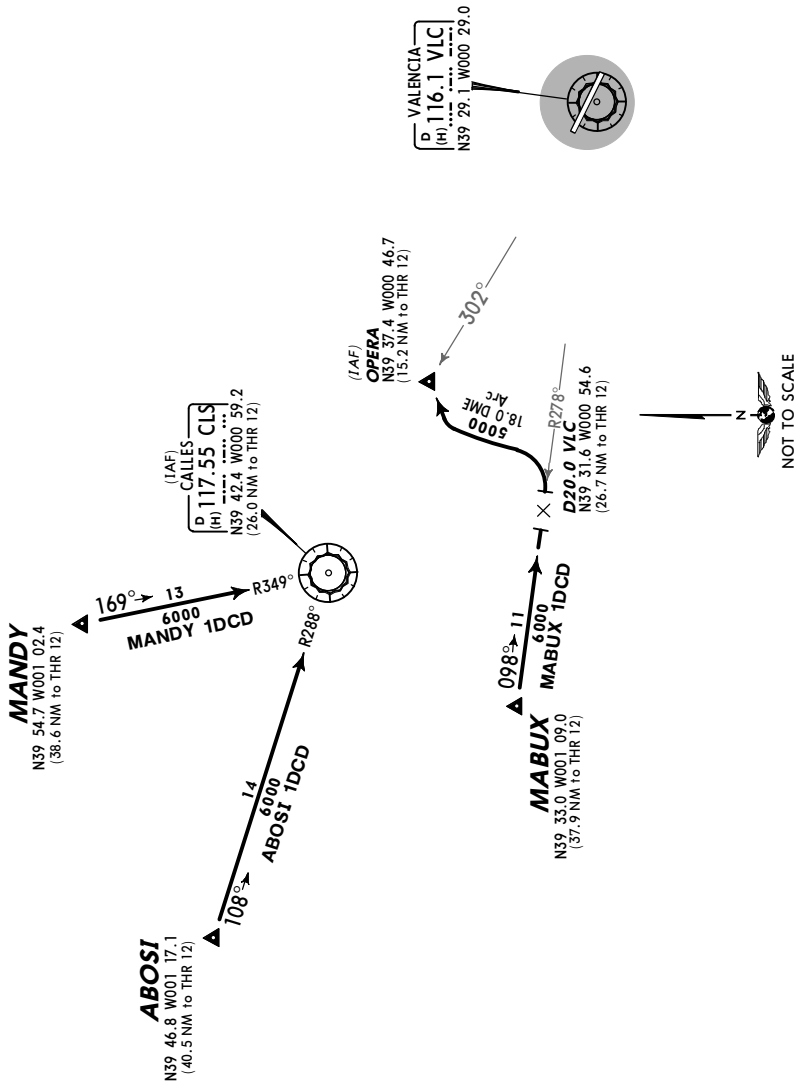
ATIS	Apt Elev	
121.075	240′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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 ABOSI & MANDY 1DCD revised.

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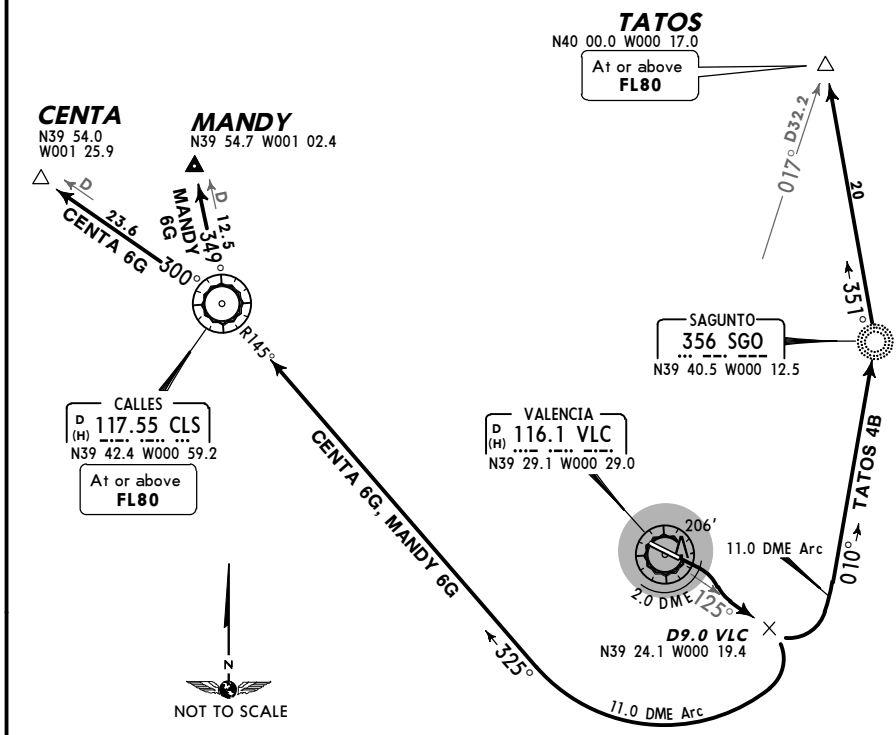
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).

CENTA 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 ❶	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 ❶	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.

❶ Possible coverage failure below FL70 beyond CLS 22.0 DME. RADAR assistance will be provided.

CHANGES: SIDs CENTA & MANDY 4G renumbered 6G & revised.

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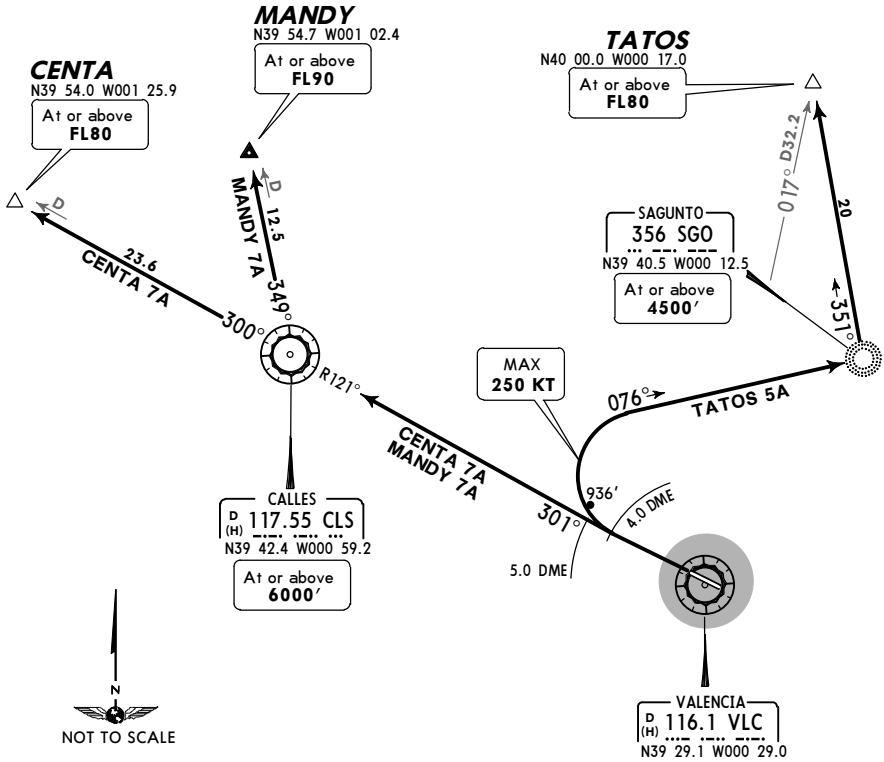
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).

CENTA 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.

CHANGES: SIDs CENTA & MANDY 5A renumbered 7A.

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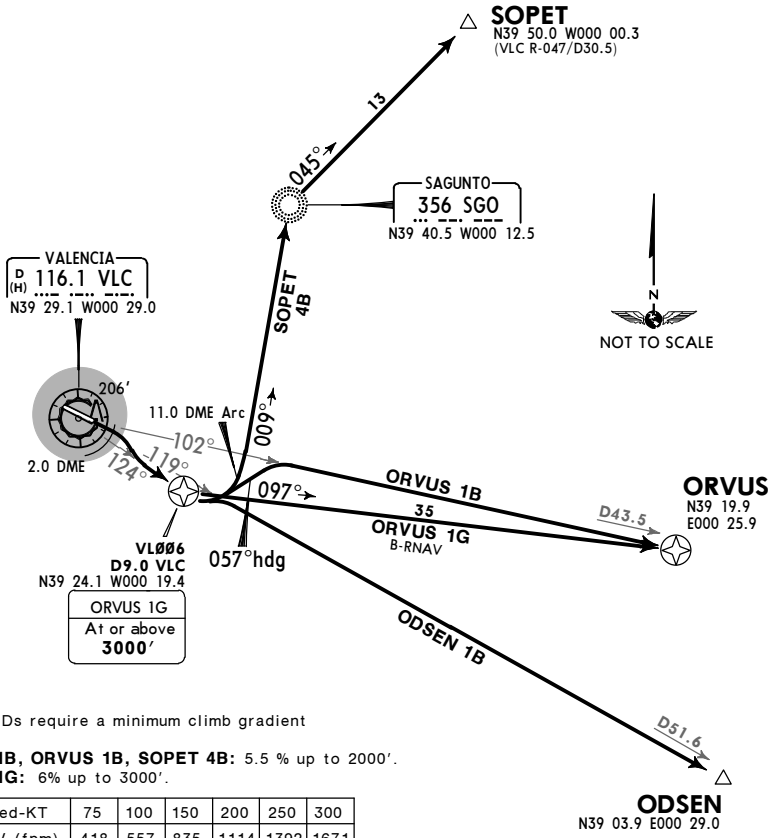
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).

ODSEN ONE 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-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.

CHANGES: Bearings & tracks.

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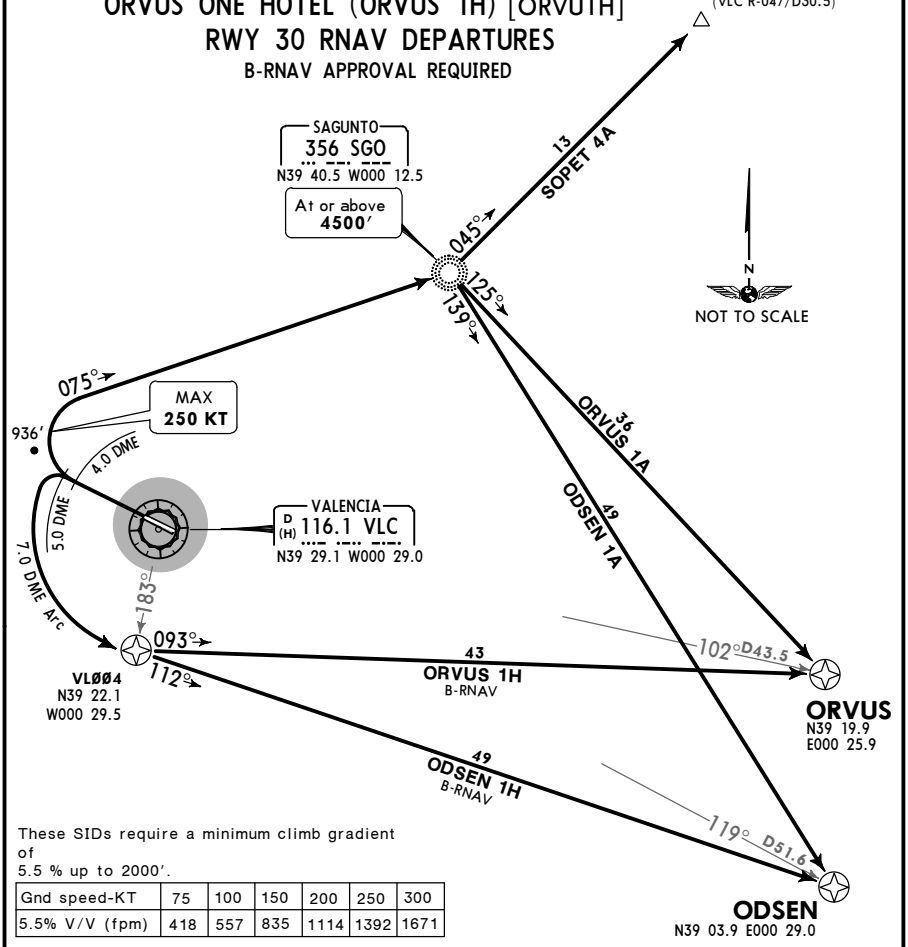
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).

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 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.

CHANGES: None.

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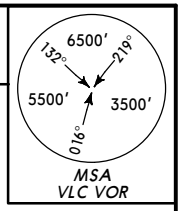
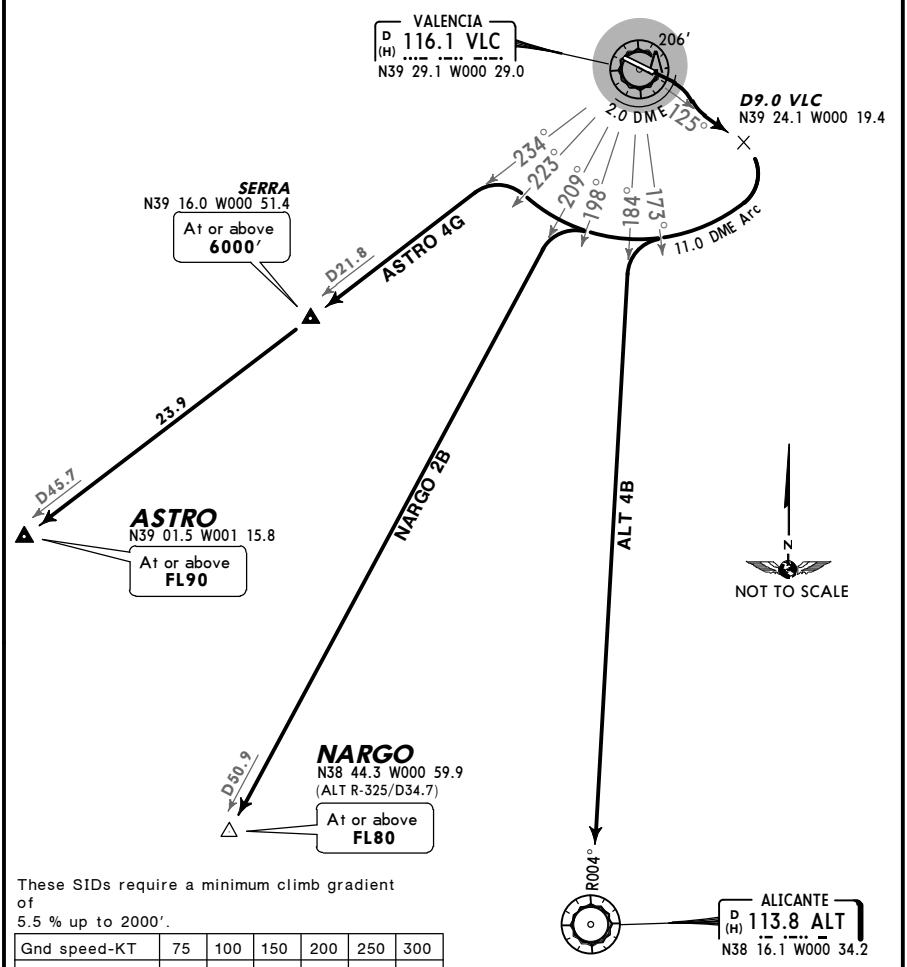
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).



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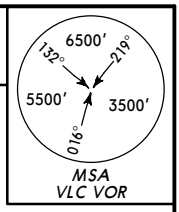
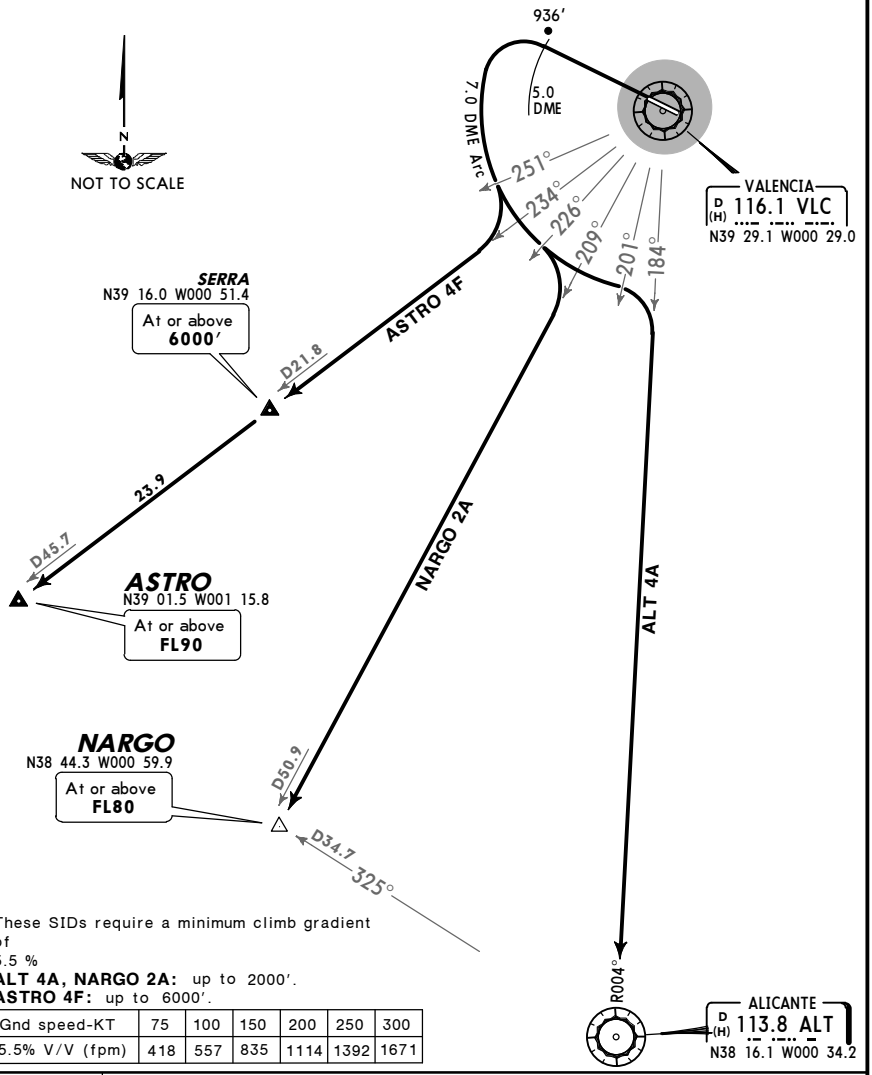
Apt Elev 240′	Trans level: By ATC Trans alt: 6000′ 1. EXPECT close-in obstacles. 2. SIDs are also noise abatement procedures (refer to 10-4).



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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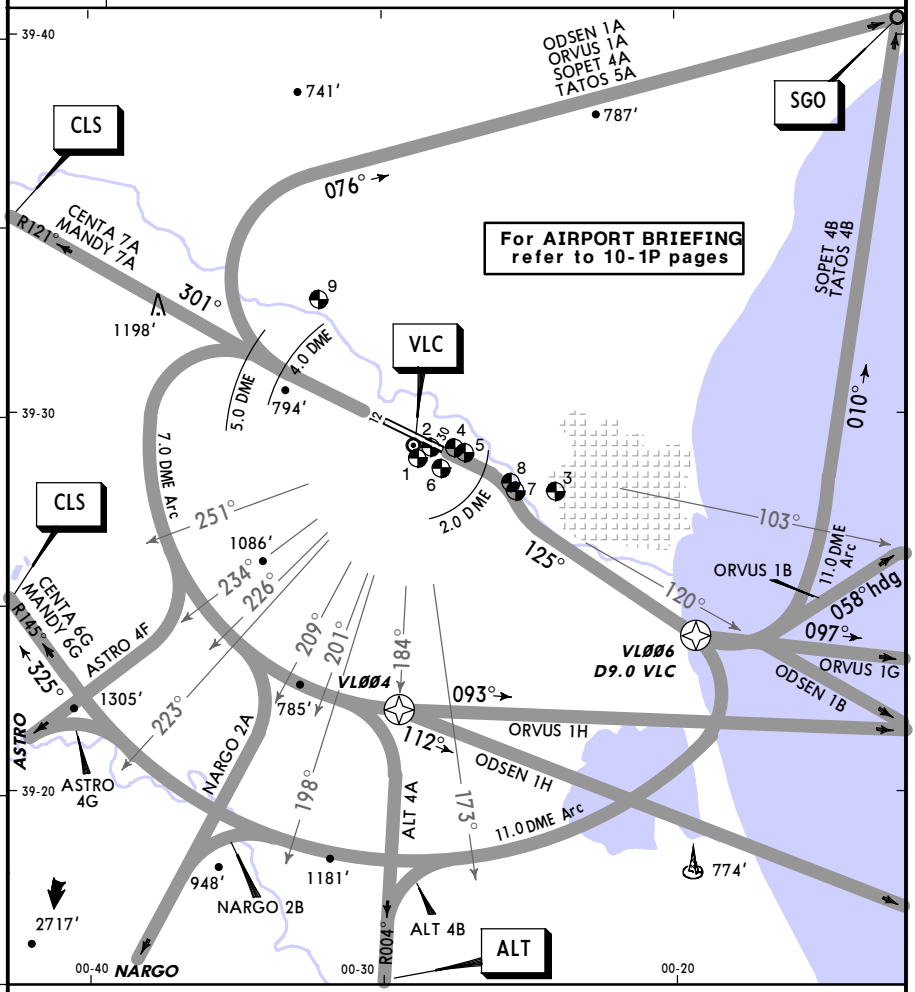
Apt Elev 240′

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 CENTA & MANDY 5A, 4G renumbered 7A, 6G.

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LEVC/VLC

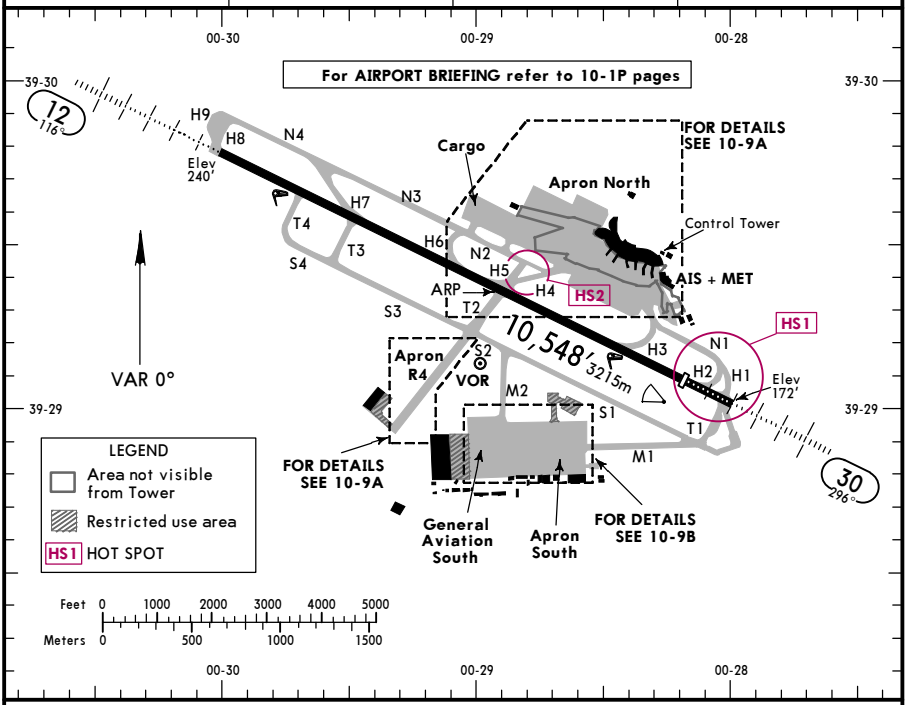
Apt Elev **240′**
N39 29.4 W000 28.9

JEPPESEN
9 OCT 15 (10-9) **Eff 15 Oct**

VALENCIA, SPAIN

MANISES

ATIS	VALENCIA Clearance	Ground	Tower
121.075	123.575	121.875	118.550



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	8652′ 2637m		

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.)

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: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	350m			400m	500m
B					
C					
D					

CHANGES: Variation. Rwy bearing.

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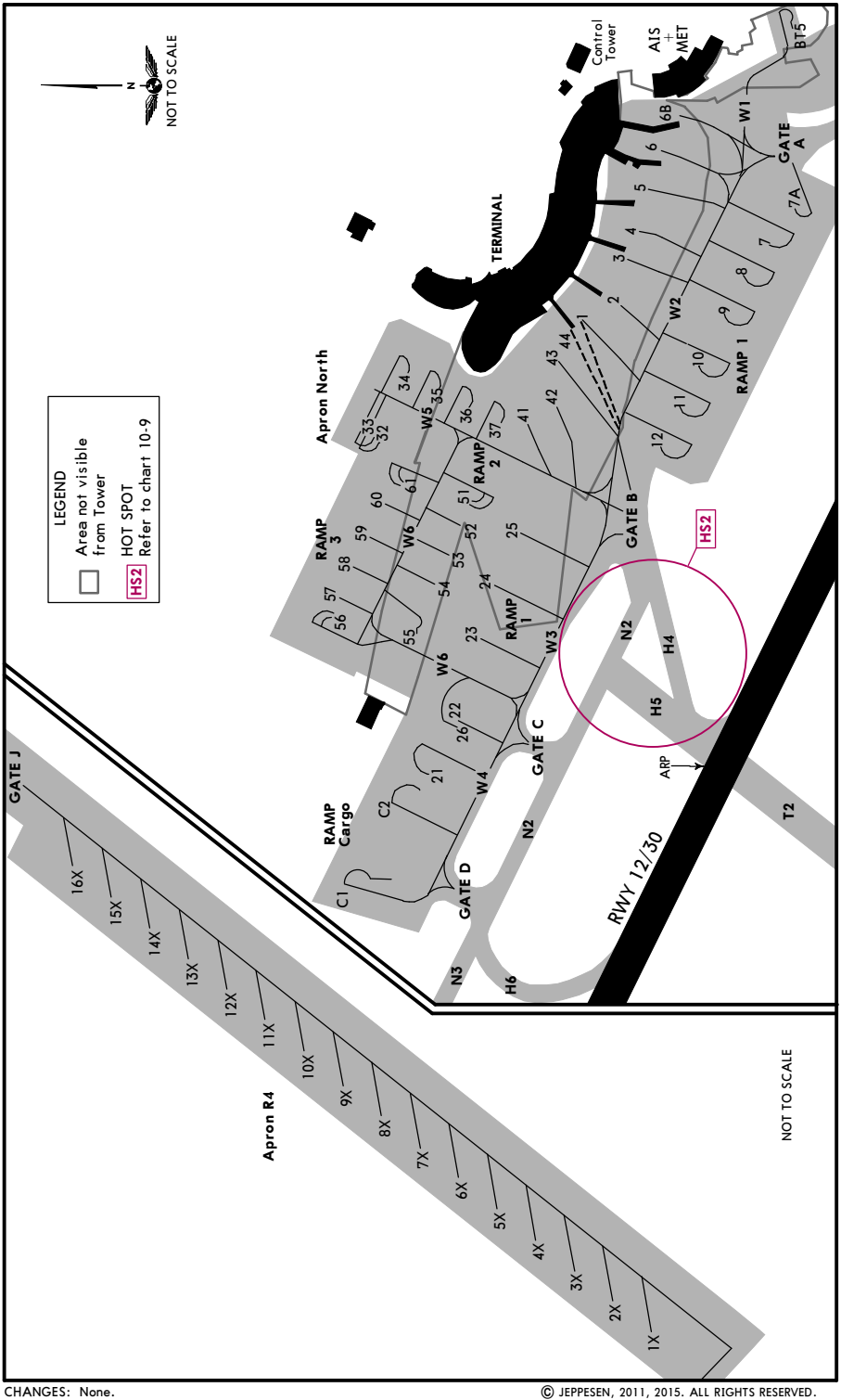

CHANGES: None.

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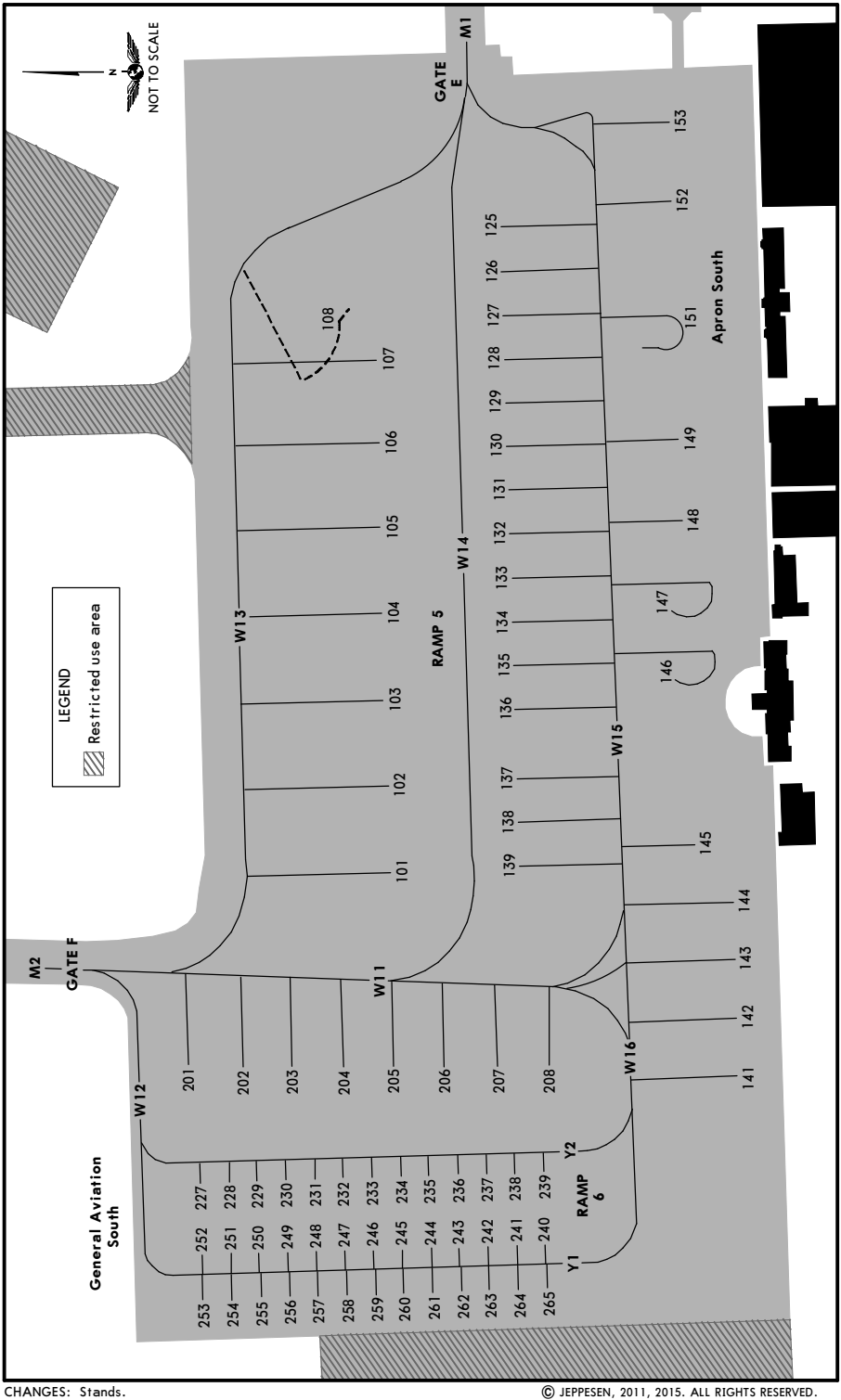

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INS COORDINATES

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 , 7A	N39 29.3 W000 28.4
8	N39 29.4 W000 28.4
9, 10	N39 29.4 W000 28.5
11, 12	N39 29.4 W000 28.6
21	N39 29.6 W000 28.9
22	N39 29.6 W000 28.8
23	N39 29.5 W000 28.8
24, 25	N39 29.5 W000 28.7
26	N39 29.5 W000 28.9
32, 33	N39 29.6 W000 28.6
34, 35	N39 29.6 W000 28.5
36	N39 29.5 W000 28.5
37 thru 42	N39 29.5 W000 28.6
43, 44	N39 29.5 W000 28.5
51	N39 29.6 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 29.5 W000 28.6
BT5	N39 29.3 W000 28.2
C1	N39 29.6 W000 29.0
C2	N39 29.6 W000 28.9

STAND No.	COORDINATES
Apron R4	
1X thru 4X	N39 29.0 W000 29.3
5X, 6X	N39 29.0 W000 29.2
7X thru 11X	N39 29.1 W000 29.2
12X, 13X	N39 29.1 W000 29.1
14X thru 16X	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 thru 108	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: Stands.

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LEVC/VLC MANISES

JEPPESEN

9 OCT 15 (11-1) Eff 15 Oct

VALENCIA, SPAIN ILS Z Rwy 12

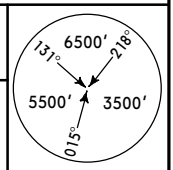
BRIEFING STRIP™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

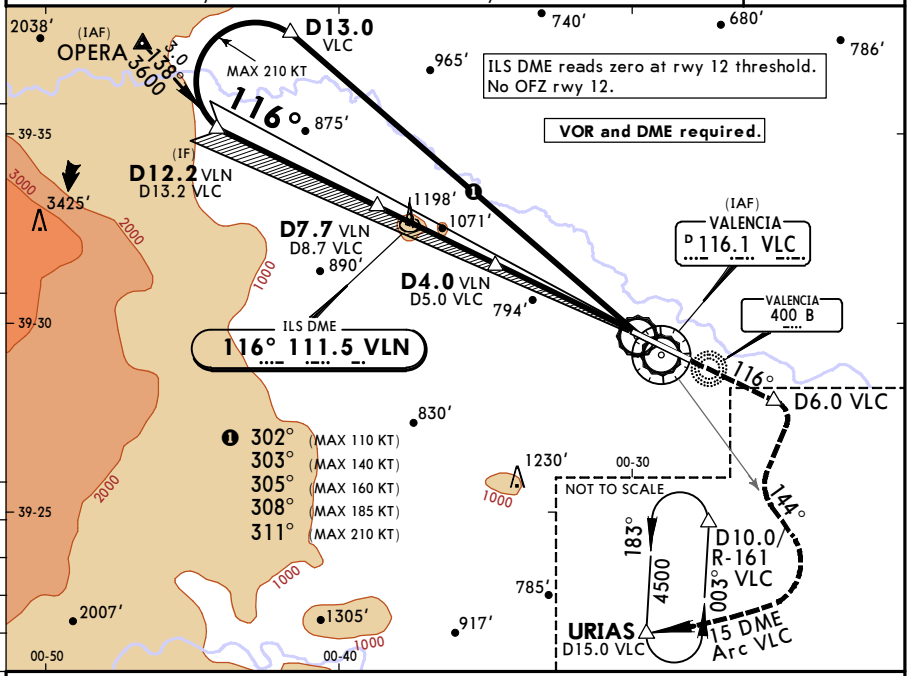
LOC VLN	Final Apch Crs	GS D4.0 VLN	ILS DA(H) Refer to Minimums	Apt Elev 240′ RWY 240′
111.5	116°	1580′(1340′)		

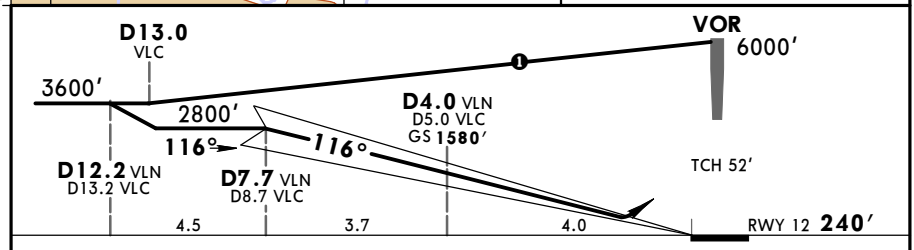
MISSED APCH: Climb on rwy heading to D6.0 VLC, then turn RIGHT to intercept and follow R-144 VLC, then turn RIGHT onto 15 DME Arc VLC to URIAS climb to 4500′ and hold. Await instructions from ATC.

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 on VLC 116.1 R-144

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: Bearings.

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LEVC/VLC
MANISES

JEPPESEN
9 OCT 15 (11-2) Eff 15 Oct

VALENCIA, SPAIN
LOC Z Rwy 12

BRIEFING STRIP

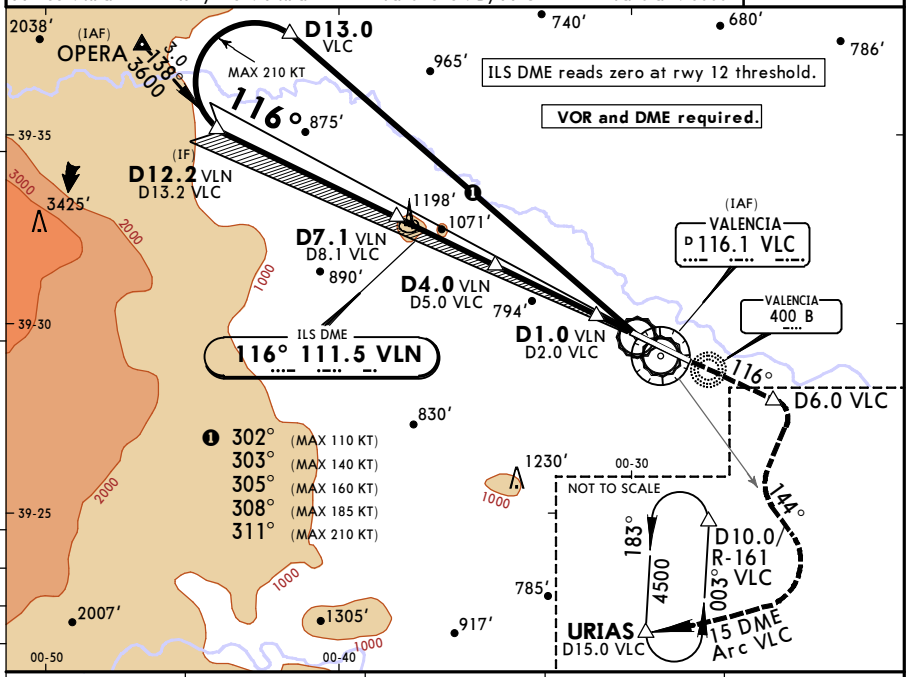
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

LOC VLN	Final Apch Crs	Minimum Alt D7.1 VLN	DA(H)	Apt Elev 240′
111.5	116°	2500′ (2260′)	1090′ (850′)	RWY 240′

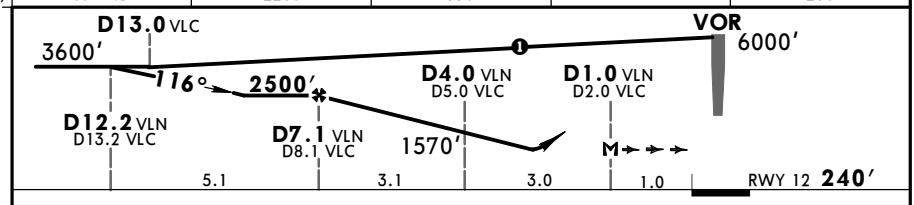
MISSED APCH: Climb on rwy heading to D6.0 VLC, then turn RIGHT to intercept and follow R-144 VLC, then turn RIGHT onto 15 DME Arc VLC to URIAS climb to 4500′ and hold. Await instructions from ATC.

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

MSA VLC VOR: 6500′ (131°–218°), 5500′, 3500′, 015°



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-144

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) 1090′ (850′)
ALS out

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

CIRCLE-TO-LAND

CHANGES: Bearings.

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LEVC/VLC
MANISES

JEPPESEN
15 APR 16 (11-3) Eff 28 Apr

VALENCIA, SPAIN
ILS Y Rwy 12

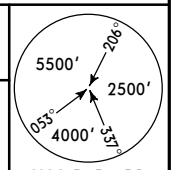
BRIEFING STRIP™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

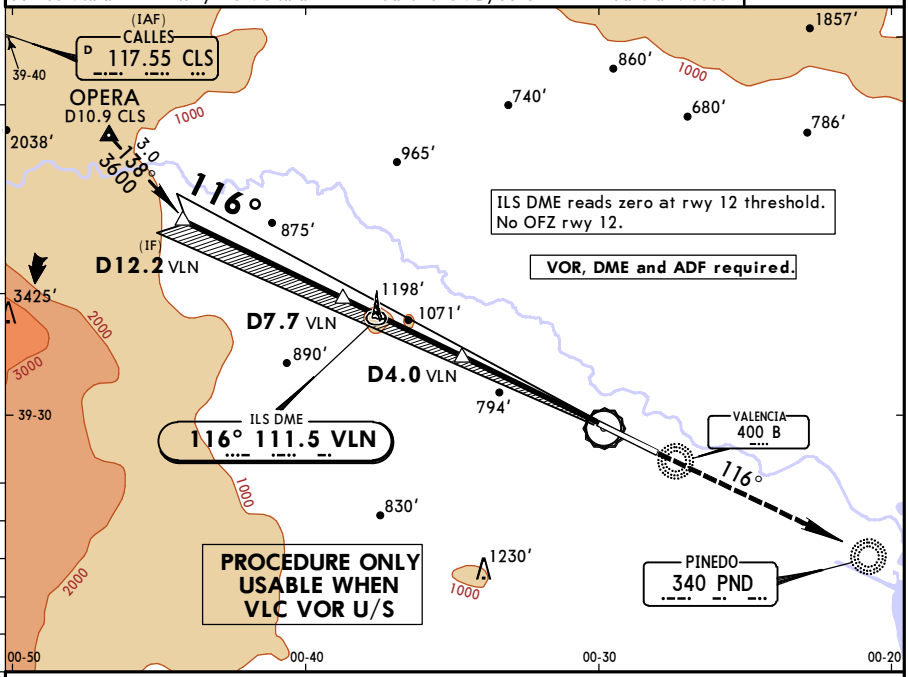
LOC VLN	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 240′ Rwy 240′
111.5	116°	D4.0 VLN 1580′ (1340′)		

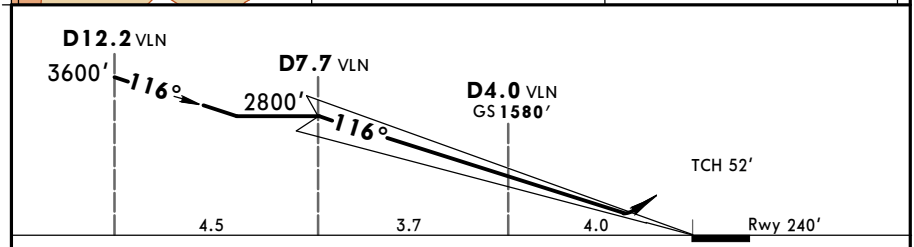
MISSED APCH: Climb on rwy heading to 3000′, await instruction from ATC.

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′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) A: **440′** (200′) B: **441′** (201′) C: **449′** (209′) 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

CHANGES: NDB renamed.

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LEVC/VLC
MANISES

JEPPESEN
15 APR 16 (11-4) Eff 28 Apr

VALENCIA, SPAIN
LOC Y Rwy 12

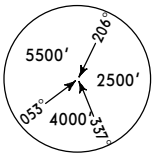
BRIEFING STRIP

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

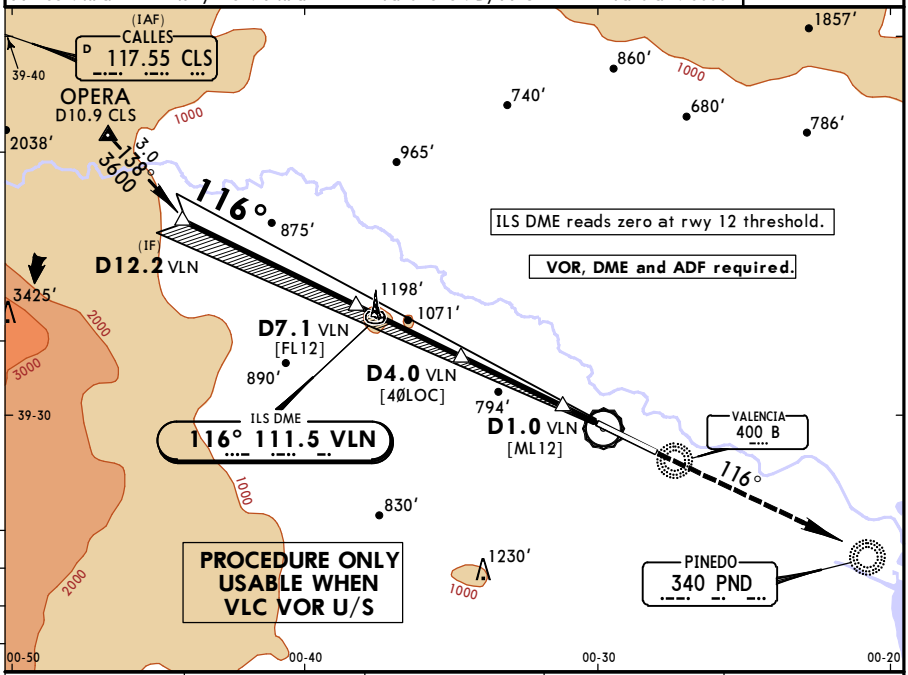
LOC VLN	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 240′
111.5	116°	D7.1 VLN 2500′ (2260′)	1090′ (850′)	Rwy 240′

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

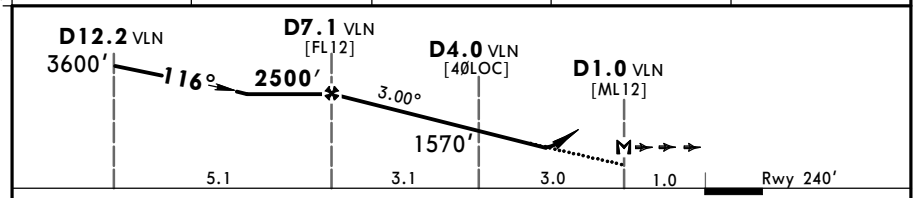
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 6000′



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

		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

CHANGES: NDB renamed.

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LEVC/VLC
MANISES

JEPPESEN
15 APR 16 (11-5) Eff 28 Apr

VALENCIA, SPAIN
ILS Rwy 30

BRIEFING STRIP™

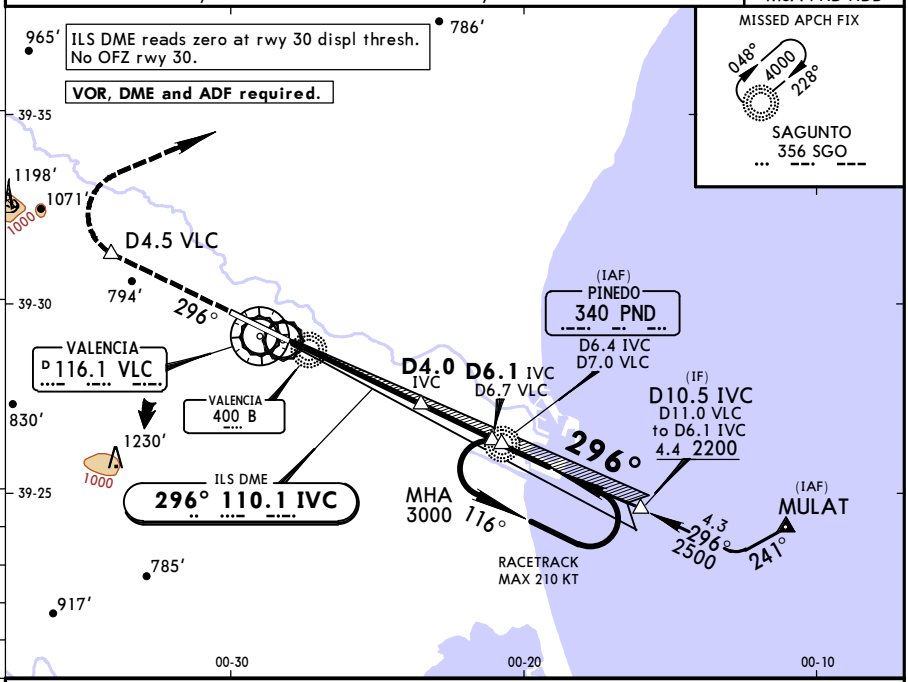
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

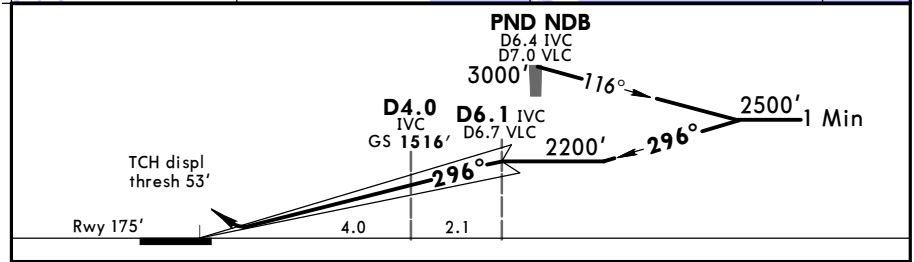
LOC IVC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 240'
110.1	**296°**	**D4.0 IVC** **1516'** (1341')	Refer to Minimums	Rwy 175'

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' (206°–337°), 2500' (337°–053°), 4000' (053°–206°)





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

HIALS
REIL
PAPI

D4.5
VLC

PANS OPS

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	820' (580')	1500m
135	1170' (930')	1600m
180	1280' (1040')	2400m
205	1630' (1390')	3600m

CHANGES: Procedure and NDB renamed.

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LEVC/VLC
MANISES

JEPPESEN
15 APR 16 (11-6) Eff 28 Apr

VALENCIA, SPAIN
LOC Rwy 30

BRIEFING STRIP™

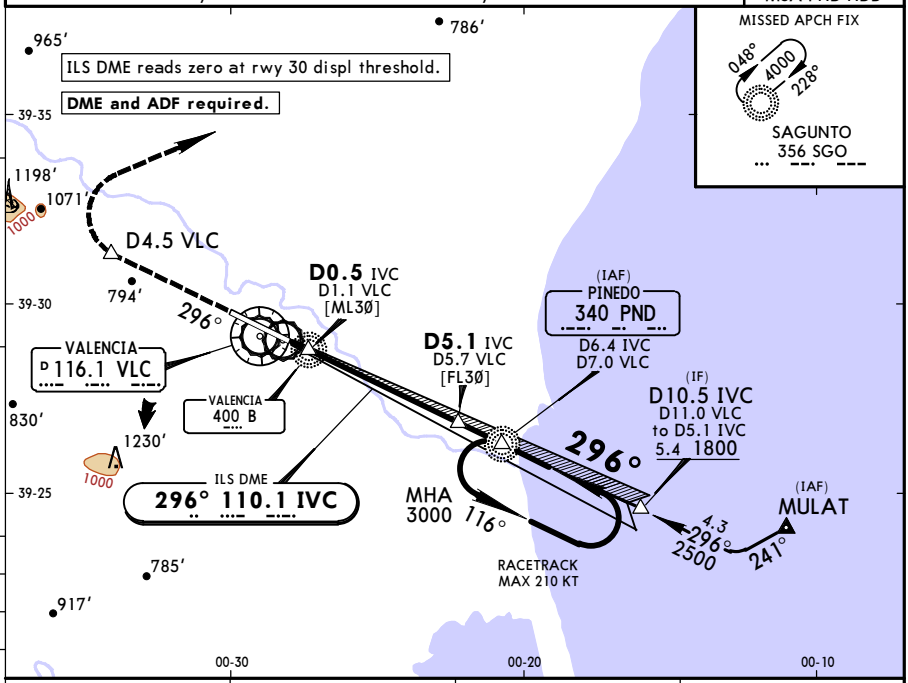
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

LOC IVC	Final Apch Crs	Minimum Alt D5.1 IVC	DA(H)	Apt Elev 240′
110.1	296°	1800′ (1625′)	630′ (455′)	Rwy 175′

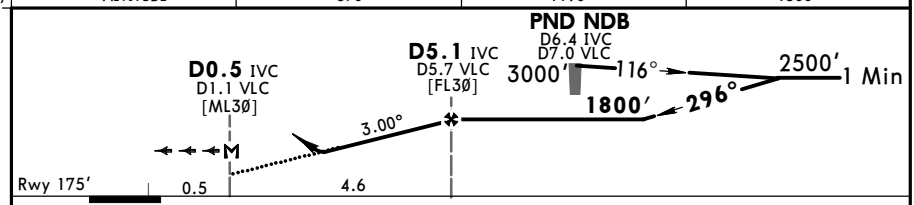
MISSED APCH: Climb on rwy heading to D4.5 VLC, then turn RIGHT (MAX 230 KT) direct to SGO NDB climbing to 4000′ and hold.

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

MSA PND NDB
5500′ 206° 2500′ 053° 4000′ 337°



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	820′(580′)	1500m
135	1170′(930′)	1600m
180	1280′(1040′)	2400m
205	1630′(1390′)	3600m

CHANGES: Procedure and NDB renamed.

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LEVC/VLC
MANISES

JEPPESEN
9 OCT 15 (13-1) Eff 15 Oct

VALENCIA, SPAIN
VOR Rwy 12

BRIEFING STRIP TM

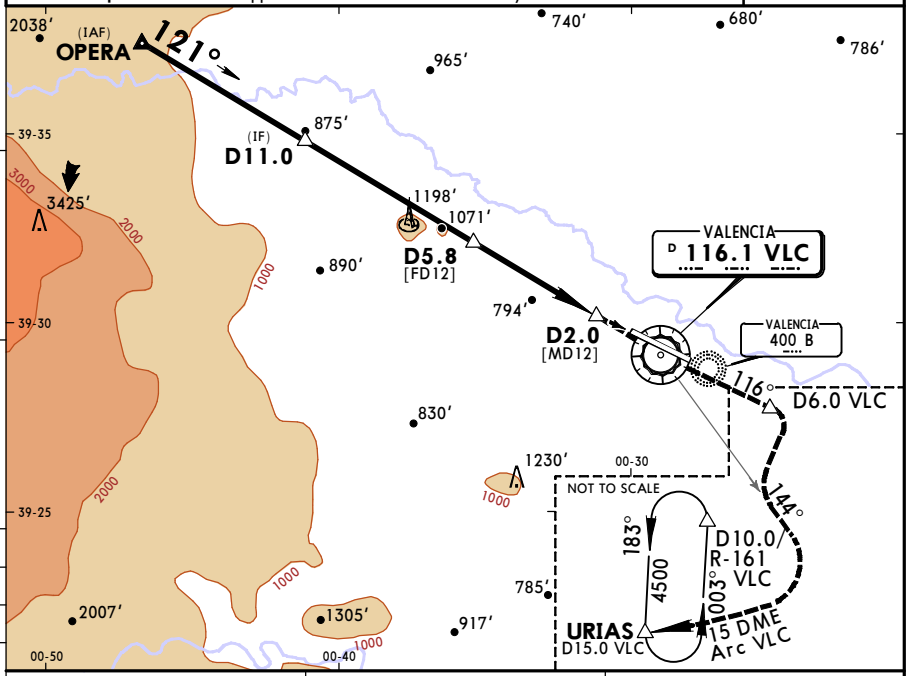
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

VOR VLC	Final Apch Crs	Minimum Alt D5.8	DA(H)	Apt Elev
116.1	121°	2000′ (1760′)	1200′ (960′)	240′

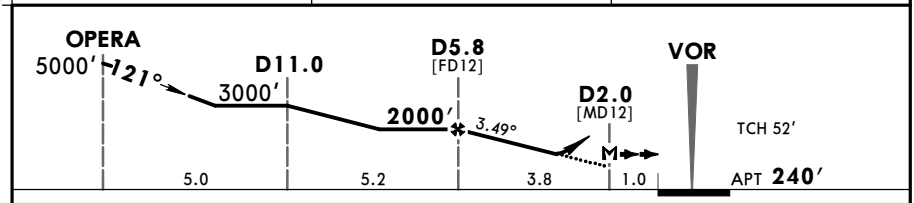
MISSED APCH: Climb direct to VOR to intercept R-116. At D6.0 turn RIGHT to intercept R-144, then turn RIGHT onto 15 DME Arc to URIAS climbing to 4500′ and hold. Await instructions from ATC.

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.

MSA VLC VOR
131° 6500′ 218° 5500′ 3500′ 015°



VLC DME	5.0	4.0
ALTITUDE	1780′	1410′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.49°	432	556	618	741	865	988
MAP at D2.0							

HIALS
PAPI

VLC 116.1

LT

VLC on 116.1 R-116

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) 1200′(960′)

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

CIRCLE-TO-LAND

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

CHANGES: Bearings.

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LEVC/VLC MANISES

JEPPESEN

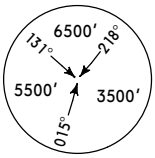
9 OCT 15 (13-2) Eff 15 Oct

VALENCIA, SPAIN VOR A

BRIEFING STRIP™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

VOR VLC	Final Apch Crs	Procedure Alt D6.0	MDA(H) Refer to Minimums	Apt Elev
116.1	119°	2600′(2360′)		240′

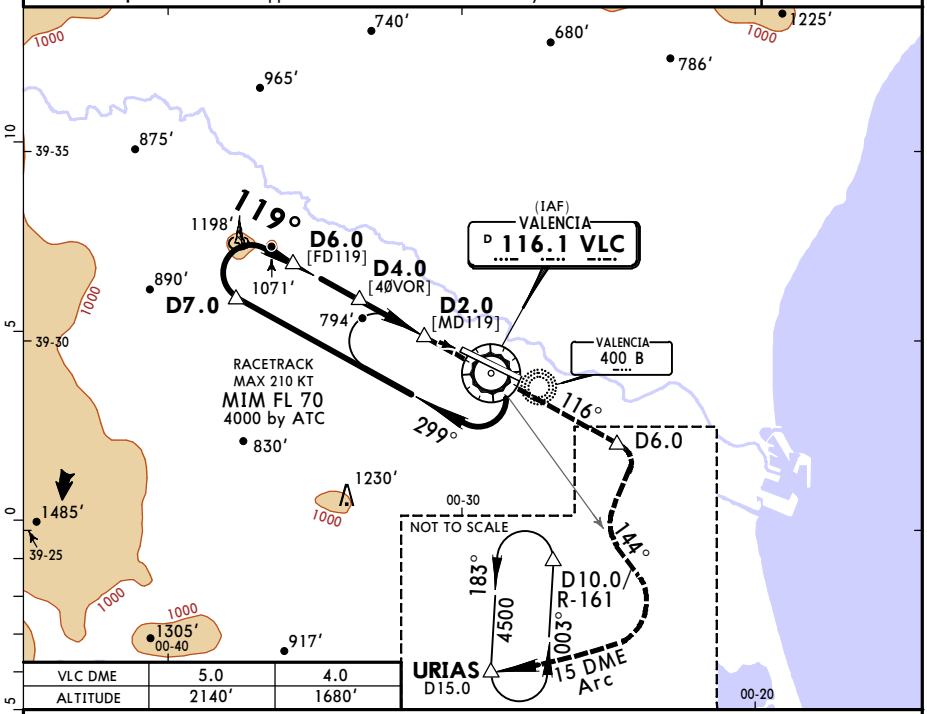


MSA VLC VOR

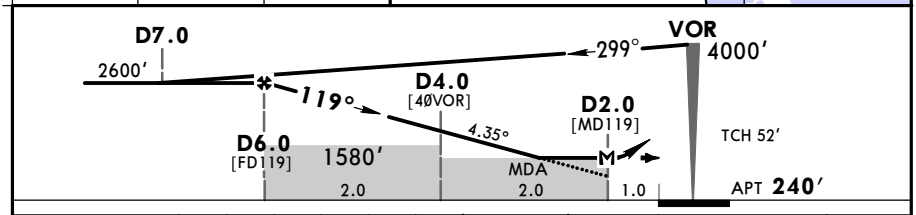
MISSED APCH: Climb direct to VOR to intercept R-116. At D6.0 turn RIGHT to intercept R-144, then turn RIGHT onto 15 DME Arc to URIAS climbing to 4500′ and hold. Await instructions from ATC.

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

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



VLC DME	5.0	4.0
ALTITUDE	2140′	1680′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.35°	539	693	770	924	1078	1233
MAP at D2.0							

Lighting-Refer to Airport Chart | VLC 116.1 | LT | on | VLC 116.1 R-116

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

CHANGES: Bearings. Descent angle.

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LEVC/VLC
MANISES

JEPPESEN
9 OCT 15 (13-3) Eff 15 Oct

VALENCIA, SPAIN
CAT C & D VOR Rwy 30

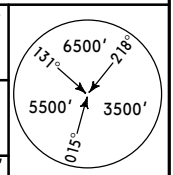
BRIEFING STRIP™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

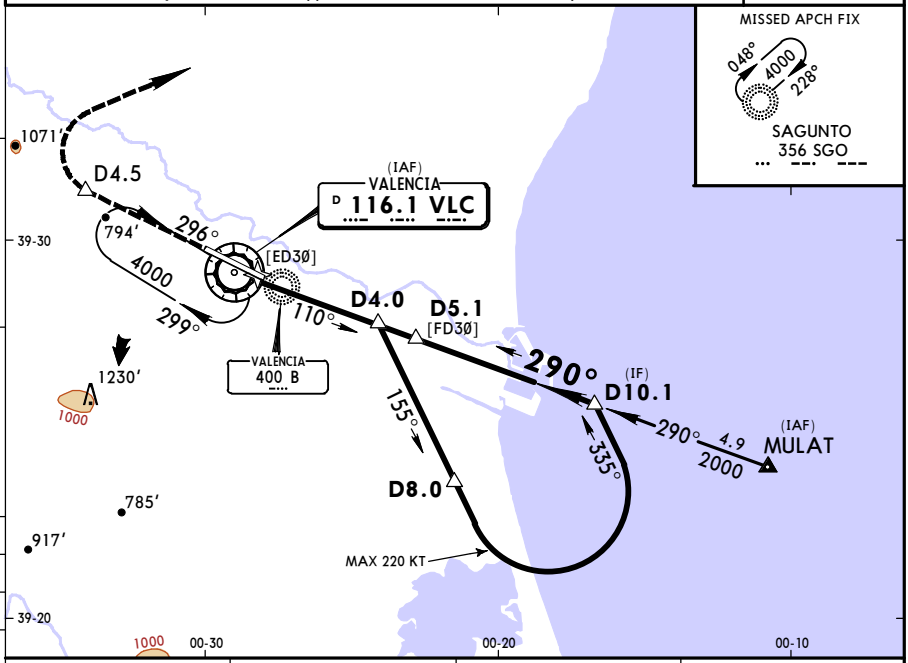
VOR VLC	Final Apch Crs	Minimum Alt D5.1	DA(H)	Apt Elev 240′
116.1	290°	1600′(1425′)	610′(435′)	RWY 175′

MISSED APCH: Climb on R-296 to D4.5, then turn RIGHT (MAX 240 KT) direct to SGO NDB climbing to 4000′ and hold.

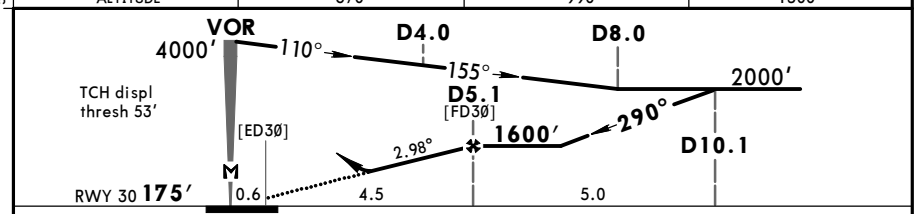
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 6000′
1. **DME & ADF required.** 2. Final approach track offset 6° from rwy centerline.



MSA VLC VOR



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.98°	369	474	527	633	738	843
MAP at VOR						

HIALS
REIL
PAPI

D4.5 VLC on VLC 116.1 R-296

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

	DA(H) 610′(435′)	ALS out
A	SEE 13-4	
B		
C	RVR 1300m	RVR 2000m
D		

CIRCLE-TO-LAND

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

CHANGES: Bearings.

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LEVC/VLC
MANISES

JEPPESEN
9 OCT 15 (13-4) Eff 15 Oct

VALENCIA, SPAIN
CAT A & B VOR Rwy 30

BRIEFING STRIP™

ATIS	VALENCIA Approach		VALENCIA Tower	Ground
121.075	124.750	120.1	118.550	121.875

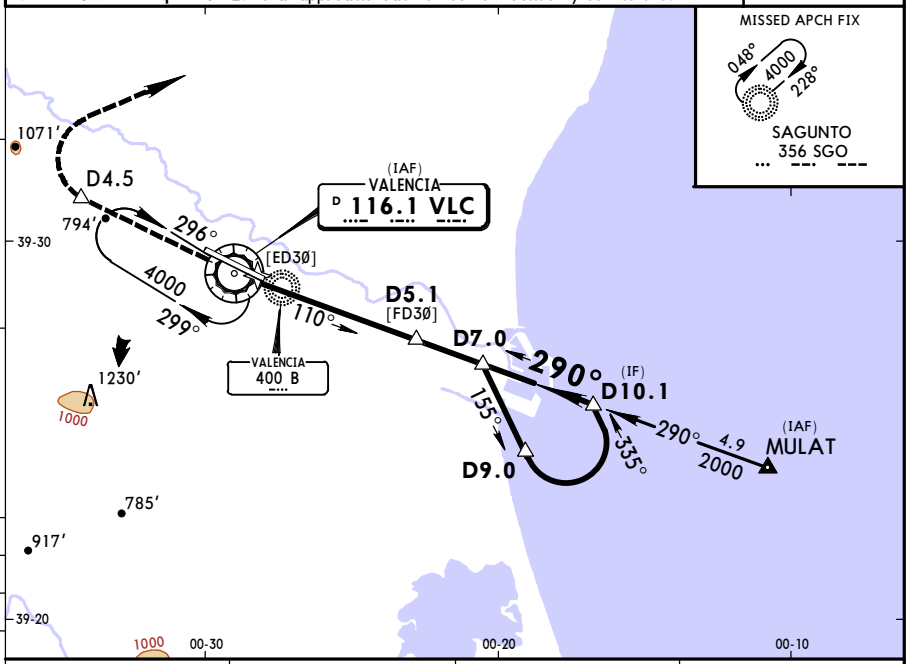
VOR VLC	Final Apch Crs	Minimum Alt D5.1	DA(H)	Apt Elev 240′
116.1	290°	1600′ (1425′)	610′ (435′)	RWY 175′

MISSED APCH: Climb on R-296 to D4.5, then turn RIGHT (MAX 240 KT) direct to SGO NDB climbing to 4000′ and hold.

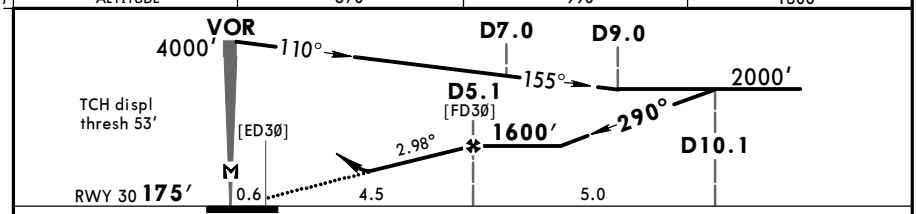
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 6000′

1. **DME & ADF required.** 2. Final approach track offset 6° from rwy centerline.

MSA VLC VOR: 6500′ (137°–218°), 5500′ (015°), 3500′



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at VOR							

HIALS
REIL
PAPI

D4.5 VLC ↑ on VLC 116.1 R-296

PANS OPS

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	820′(580′)	1500m
135	1170′(930′)	1600m
C	SEE 13-3	
D		

CHANGES: Bearings. Circling Minimums.

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LEVC/VLC MANISES

JEPPESEN

15 APR 16 (16-1) Eff 28 Apr

VALENCIA, SPAIN NDB Z Rwy 30

BRIEFING STRIP™

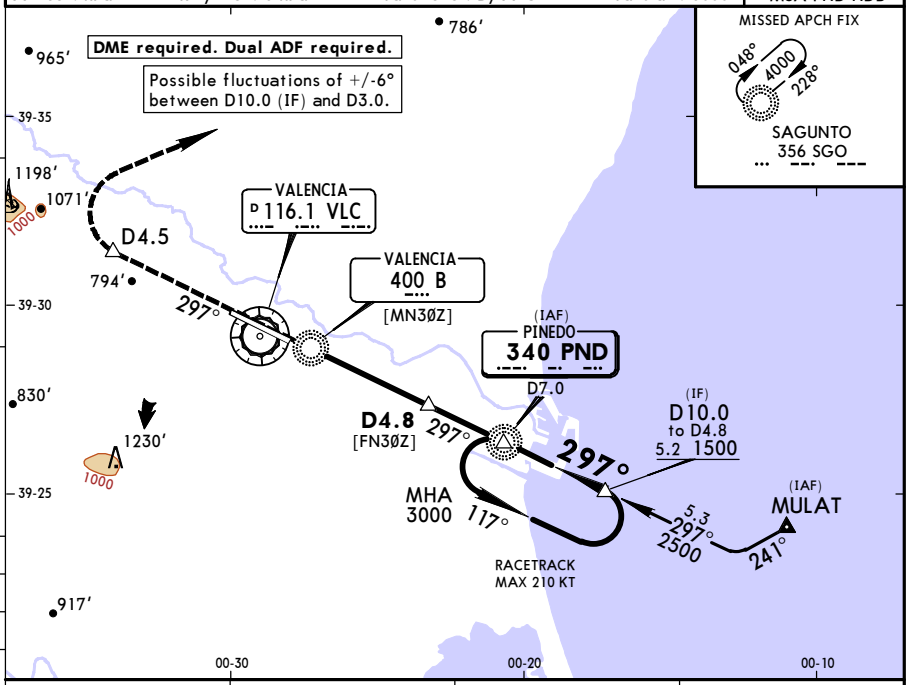
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.075	124.750 120.1	118.550	121.875

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

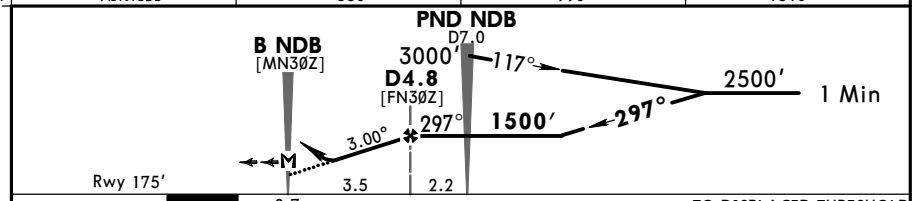
MISSED APCH: Climb on 297° to D4.5, then turn RIGHT (MAX 220 KT) direct to SGO NDB climbing to 4000′ and hold.

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

MSA PND NDB: 5500′ 206° 2500′ 053° 4000′ 337°



VLC DME	2.0	3.0	4.0
ALTITUDE	680′	990′	1310′



TO DISPLACED THRESHOLD

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

HIALS REIL PAPI

D4.5 VLC on 297°

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	820′ (580′)	1500m
135	1170′ (930′)	1600m
180	1280′ (1040′)	2400m
205	1630′ (1390′)	3600m

PANS OPS

CHANGES: Procedure and NDB renamed.

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LEVC/VLC
MANISES

JEPPESEN
15 APR 16 (16-2) Eff 28 Apr

VALENCIA, SPAIN
NDB Y Rwy 30

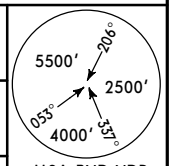
BRIEFING STRIP™

ATIS	VALENCIA Approach		VALENCIA Tower	Ground
121.075	124.750	120.1	118.550	121.875

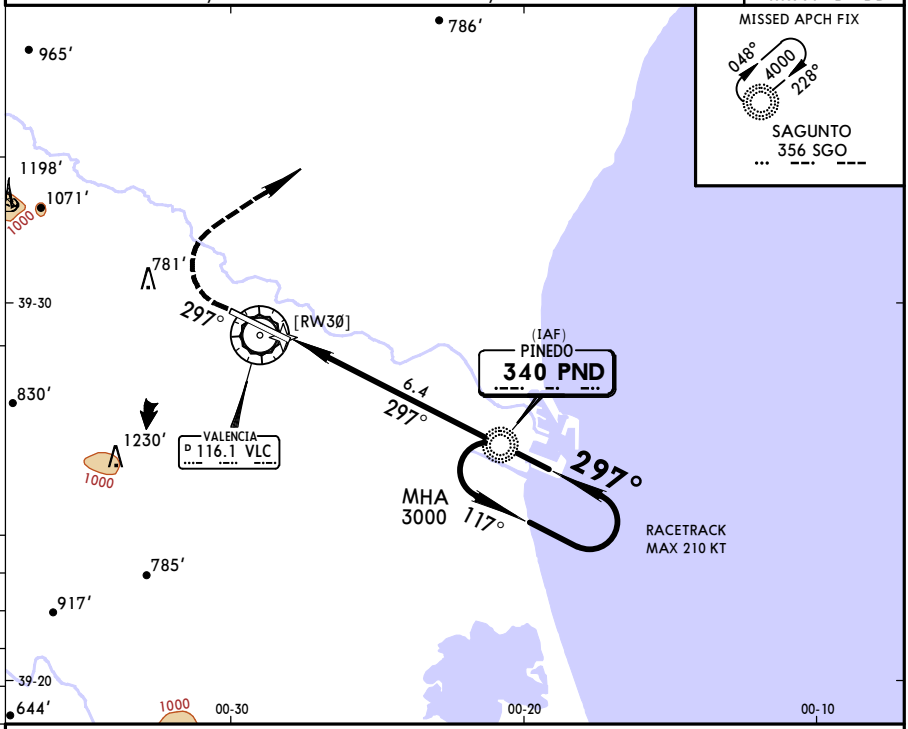
NDB PND	Final Apch Crs	Minimum Alt PND NDB	DA(H)	Apt Elev 240′
340	297°	2200′ (2025′)	820′ (645′)	Rwy 175′

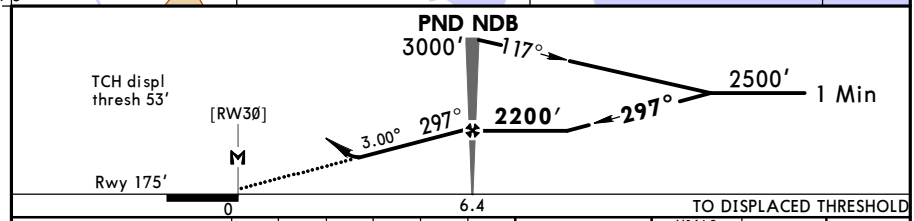
MISSED APCH: Climb on 297° to 1200′, then turn RIGHT (MAX 200 KT) direct to SGO NDB climbing to 4000′ and hold.

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



MSA PND NDB





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

HIALS
REIL
PAPI

1200′ on 297°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **30**

DA(H) **820′(645′)**

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890′(650′)	1500m
135	1170′(930′)	1600m
180	1280′(1040′)	2400m
205	1630′(1390′)	3600m

CHANGES: Procedure and NDB renamed.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
VALENCIA, (MANISES - LEVC)				
DEL	ALICANTE, ASTRO & NARGO 3...	10-2D	10 Jun 2016	23 Jun 2016
ADD	ALTET, ASTRO & NARGO 3C A...	10-2D	10 Jun 2016	23 Jun 2016
DEL	ALICANTE & NARGO 3D, ASTR...	10-2E	10 Jun 2016	23 Jun 2016
ADD	ALTET & NARGO 3D, ASTRO 3...	10-2E	10 Jun 2016	23 Jun 2016
ADD	ASTRO 1B, MABUX 1Y & NARG...	10-2H	10 Jun 2016	23 Jun 2016
DEL	ASTRO, MABUX & NARGO 1DCE...	10-2H	10 Jun 2016	23 Jun 2016
ADD	ARGOR 1R, NINOT & SOPET 1...	10-2J	10 Jun 2016	23 Jun 2016
DEL	ARGOR 2DCE, SOPET 1DCE, N...	10-2J	10 Jun 2016	23 Jun 2016
DEL	ARGOR & NINOT 2DCC, SAURA...	10-2K	10 Jun 2016	23 Jun 2016
ADD	ARGOR 1B, NINOT, SAURA & ...	10-2K	10 Jun 2016	23 Jun 2016
ADD	ARGOR 1K & 1P, NINOT, SAU...	10-2L	10 Jun 2016	23 Jun 2016
DEL	ARGOR 2DCD&2DCJ, NINOT 2D...	10-2L	10 Jun 2016	23 Jun 2016
DEL	ALICANTE & NARGO 1DCD, AS...	10-2M	10 Jun 2016	23 Jun 2016
ADD	ALTET, ASTRO & NARGO 1P A...	10-2M	10 Jun 2016	23 Jun 2016
DEL	ALICANTE, ASTRO & NARGO 1...	10-2N	10 Jun 2016	23 Jun 2016
ADD	ALTET & NARGO 1K, ASTRO 1...	10-2N	10 Jun 2016	23 Jun 2016
DEL	MABUX & MANDY 1DCC ARRS	10-2P	10 Jun 2016	23 Jun 2016
ADD	MABUX 1B, MANDY 1K ARRS	10-2P	10 Jun 2016	23 Jun 2016
ADD	ABOSI & MANDY 1P, MABUX 1...	10-2Q	10 Jun 2016	23 Jun 2016
DEL	ABOSI, MABUX & MANDY 1DCD...	10-2Q	10 Jun 2016	23 Jun 2016
DEL	ALICANTE 4B, ASTRO 4G, NA...	10-3D	10 Jun 2016	23 Jun 2016
ADD	ALTET 4B, ASTRO 4G, NARGO...	10-3D	10 Jun 2016	23 Jun 2016
DEL	ALICANTE 4A, ASTRO 4F, NA...	10-3E	10 Jun 2016	23 Jun 2016
ADD	ALTET 4A, ASTRO 4F, NARGO...	10-3E	10 Jun 2016	23 Jun 2016

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LEVC