1. GENERAL

1.1. ATIS

ATIS 121.07

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

1.3.2. GROUND MOVEMENT

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

1.3.3. ARRIVALS

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

1.3.4. DEPARTURES

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

1.4. RWY OPERATIONS

RWY 22 right-hand circuit.

1.5. TAXI PROCEDURES

TWY N1 not usable for ACFT with a wingspan exceeding 171'/52m.

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

Collision avoidance with other ACFT or obstacles is a responsibility of:
- Pilots when taxiing on the apron and not visible from TWR.
- Handling companies when towing.

1.6. PARKING INFORMATION

Stands 1 thru 3 equipped with SAFEDOCK Docking Guidance System.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. SPEED ADJUSTMENT UNDER RADAR CONTROL

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

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

2.2. TAXI PROCEDURES

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

3. DEPARTURE

3.1. PUSH-BACK AND TAXI PROCEDURES

- ACFT must be ready for towed push-back or taxiing within the next five minutes to the approved start-up time; pilots will contact ATC otherwise.
- Push-back towing manoeuvres will be carried out for all exiting ACFT at parking positions 1 and 4, except for A300, B757, B737, DC-9, B727, MD81, MD82, MD83, MD87, MD88 and A320.
  These ACFT may exit parking positions under the responsibility of the pilot-in-command as long as the ACFT located at his right side, in the case of parking position 1, is one of the following ACFT types: B737, DC-9, B727, MD81, MD82, MD83, MD87, MD88 and A320.
- Push-back towing manoeuvres will be carried out for all exiting ACFT at parking positions 2 and 3, except for B737, DC-9, B727, MD81, MD82, MD83, MD87, MD88 and A320.
  These ACFT may exit parking positions under the responsibility of the pilot-in-command, as long as the ACFT located at his right side is one of the ACFT specified for parking positions 3 and 4.
- Push-back towing manoeuvres will be carried out for exiting ACFT on parking positions 5 and 6 except for F50, ATR72, ATR42, BAe146/100, DASH-8, CRJ-2, FK50, AT72, AT42 and BA46.
  These ACFT may exit under the responsibility of the pilot-in-command.

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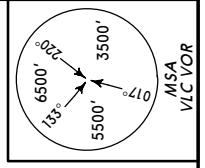
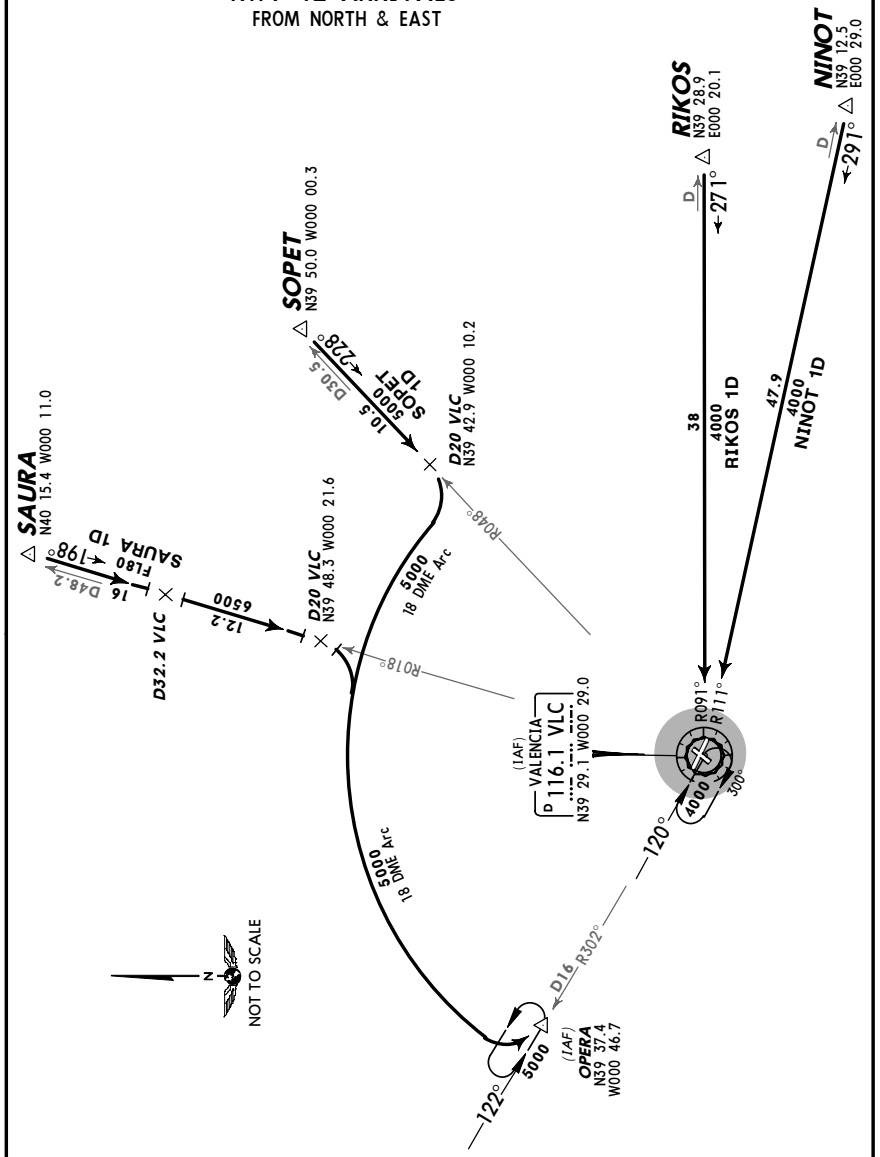
LEVC/VLC MANISES — VALENCIA, SPAIN

JEPPESEN 27 MAY 05 (10-2) Eff 9 Jun — STAR

ATIS	Apt Elev	
121.07	225′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





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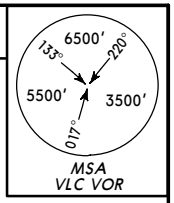
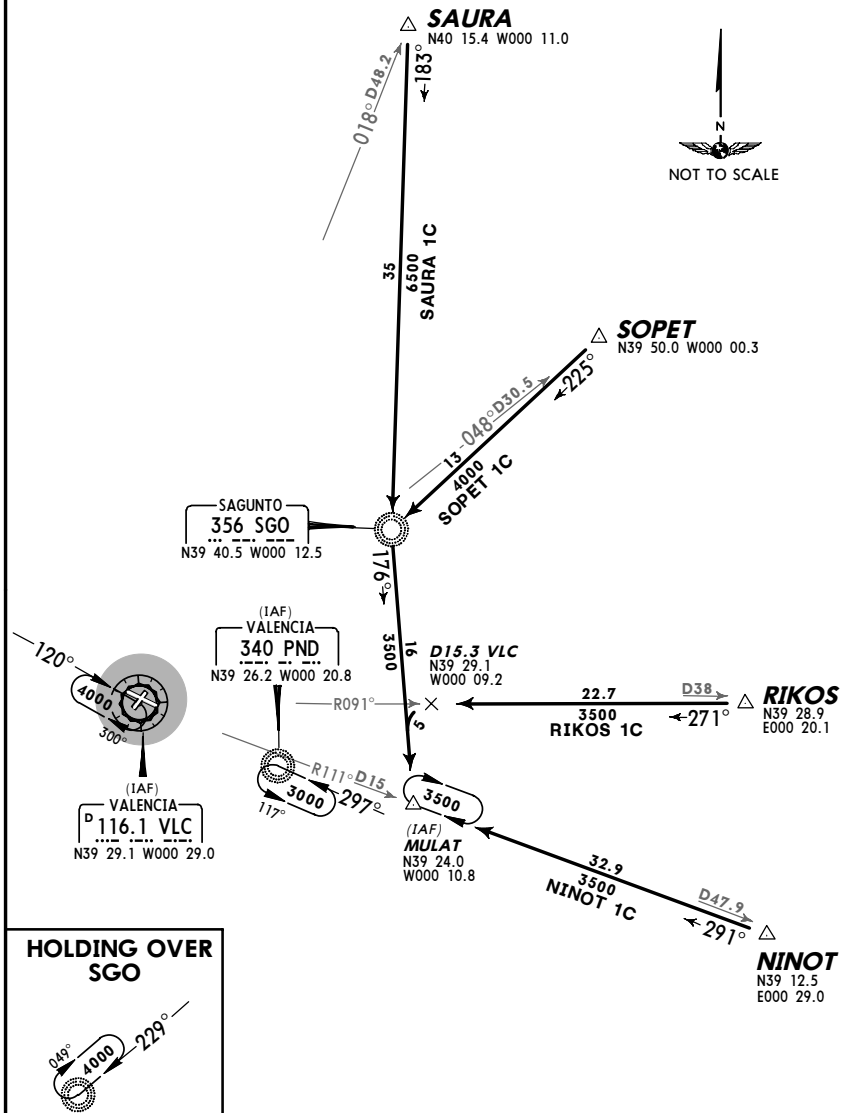
LEVC/VLC MANISES — VALENCIA, SPAIN

JEPPESEN 27 MAY 05 (10-2A) Eff 9 Jun — STAR

ATIS	Apt Elev	
121.07	225′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





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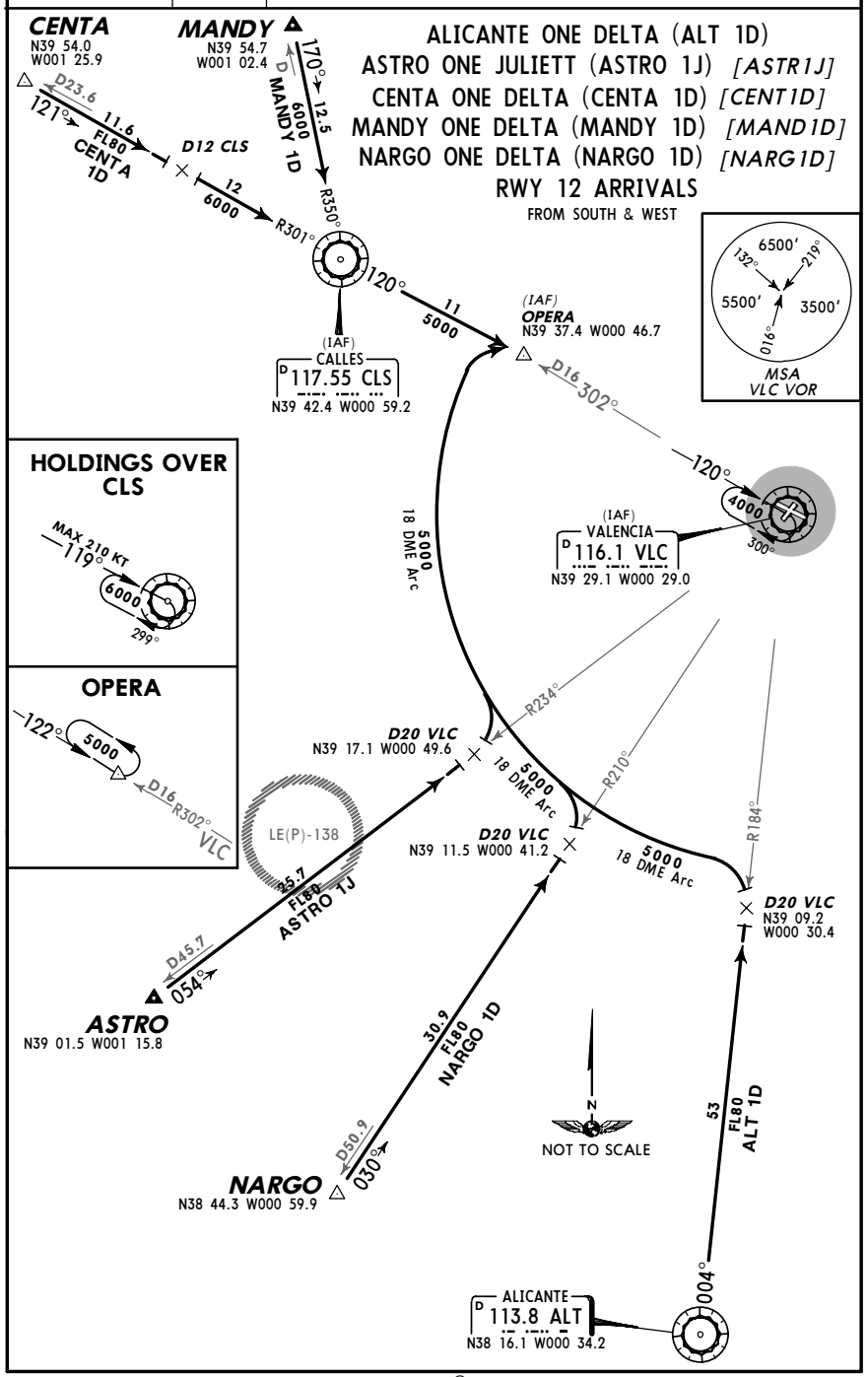
LEVC/VLC MANISES — VALENCIA, SPAIN

JEPPESEN 2 SEP 05 (10-2B) STAR

ATIS	Apt Elev	
121.07	225′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ALICANTE ONE DELTA (ALT 1D)
ASTRO ONE JULIETT (ASTRO 1J) [ASTR1J]
CENTA ONE DELTA (CENTA 1D) [CENT1D]
MANDY ONE DELTA (MANDY 1D) [MAND1D]
NARGO ONE DELTA (NARGO 1D) [NARG1D]
RWY 12 ARRIVALS
FROM SOUTH & WEST



CHANGES: None.

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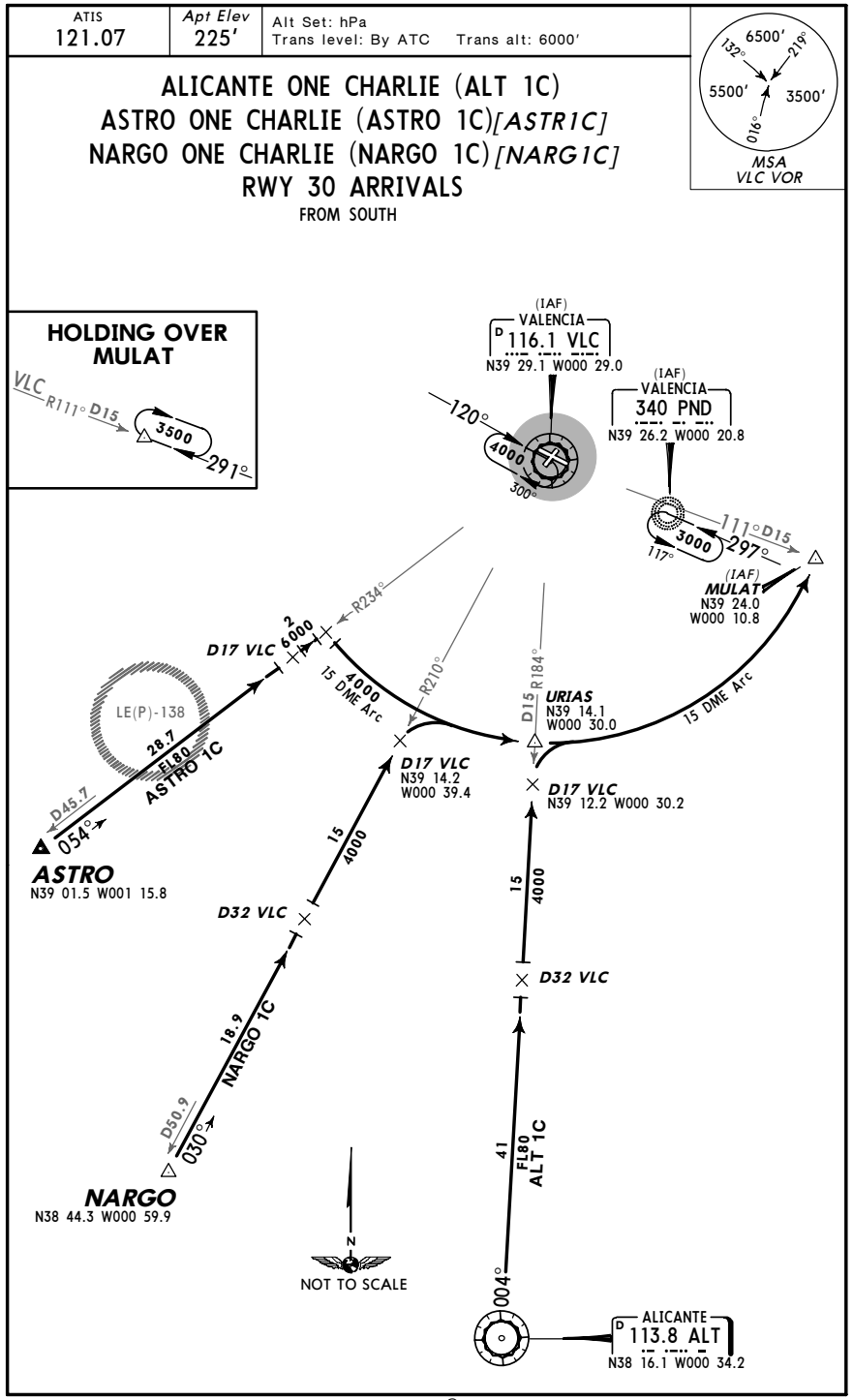
LEVC/VLC MANISES — VALENCIA, SPAIN

JEPPESEN 2 SEP 05 (10-2C) STAR

ATIS	Apt Elev	
121.07	225′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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



CHANGES: STARs transferred.

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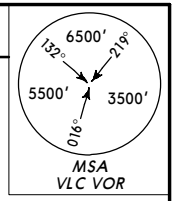
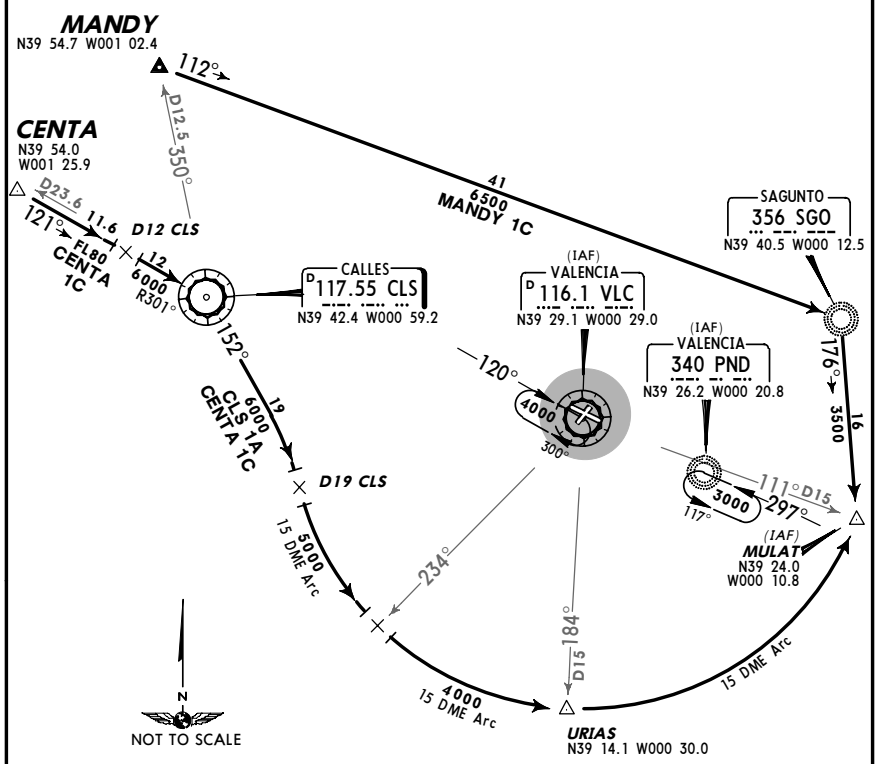
LEVC/VLC MANISES — VALENCIA, SPAIN

JEPPESEN 2 SEP 05 (10-2D) **STAR**

ATIS	Apt Elev	
121.07	225′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

CALLES ONE ALFA (CLS 1A)
CENTA ONE CHARLIE (CENTA 1C) *[CENT1C]*
MANDY ONE CHARLIE (MANDY 1C) *[MAND1C]*
RWY 30 ARRIVALS
FROM WEST

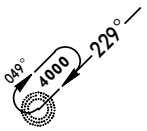




HOLDINGS OVER

MULAT

SGO



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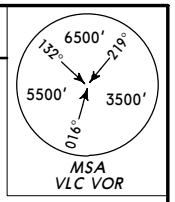
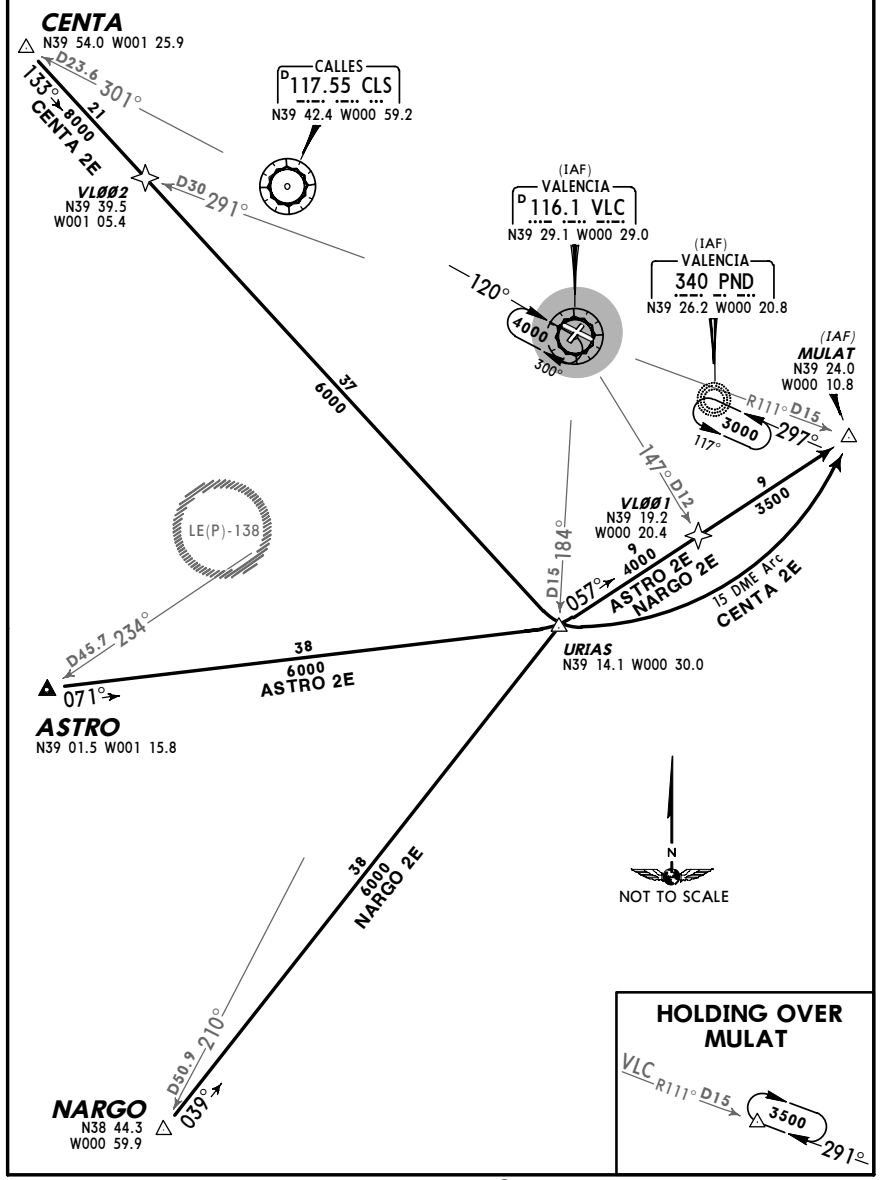
LEVC/VLC MANISES — VALENCIA, SPAIN

JEPPESEN 2 SEP 05 (10-2E) **RNAV STAR**

ATIS	Apt Elev	
121.07	225′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





HOLDING OVER MULAT

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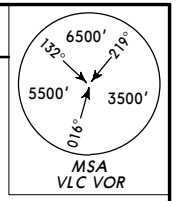
LEVC/VLC
MANISES

JEPPESEN
2 SEP 05 (10-2F)

VALENCIA, SPAIN

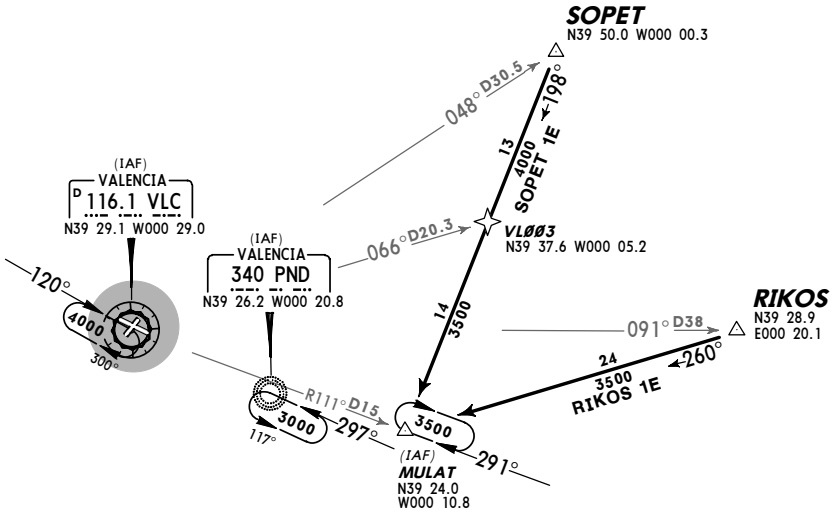
RNAV STAR

ATIS	Apt Elev	
121.07	225′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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

BRNAV EQUIPMENT REQUIRED



NOT TO SCALE

CHANGES: New chart.

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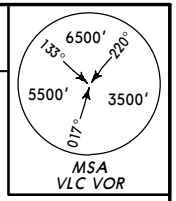
LEVC/VLC
MANISES

JEPPESEN
25 OCT 02 (10-3) Eff 31 Oct

VALENCIA, SPAIN

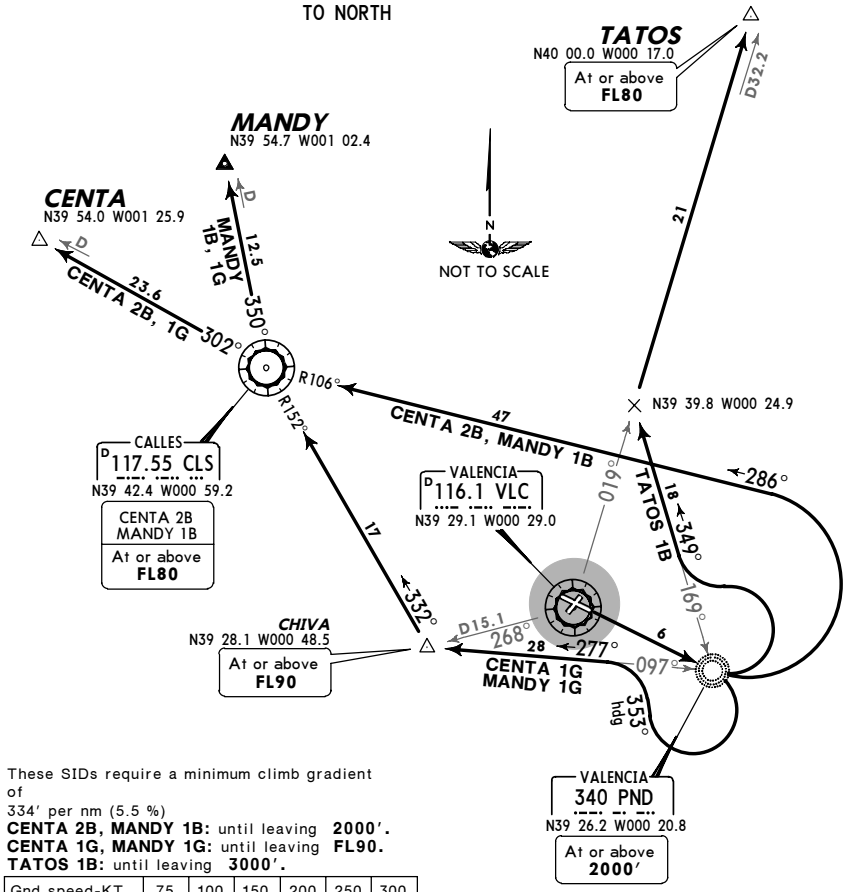
SID

Apt Elev	
225′	Trans level: By ATC Trans alt: 6000′ Oscillations from VLC VORDME indication may occur 20 DME from VORDME.



CENTA TWO BRAVO (CENTA 2B) *[CENT2B]*
CENTA ONE GOLF (CENTA 1G) *[CENT1G]*
MANDY ONE BRAVO (MANDY 1B) *[MAND1B]*
MANDY ONE GOLF (MANDY 1G) *[MAND1G]*
TATOS ONE BRAVO (TATOS 1B) *[TATO1B]*
RWY 12 DEPARTURES

TO NORTH



These SIDs require a minimum climb gradient of
334′ per nm (5.5 %)
CENTA 2B, MANDY 1B: until leaving **2000′.**
CENTA 1G, MANDY 1G: until leaving **FL90.**
TATOS 1B: until leaving **3000′.**

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

SID	ROUTING
CENTA 2B	To PND, turn LEFT, intercept CLS R-106 inbound to CLS, CLS R-302 to CENTA.
CENTA 1G	To PND, turn RIGHT, 353° heading, intercept 277° bearing from PND to CHIVA, turn RIGHT, intercept CLS R-152 inbound to CLS, CLS R-302 to CENTA.
MANDY 1B	To PND, turn LEFT, intercept CLS R-106 inbound to CLS, CLS R-350 to MANDY.
MANDY 1G	To PND, turn RIGHT, 353° heading, intercept 277° bearing from PND to CHIVA, turn RIGHT, intercept CLS R-152 inbound to CLS, CLS R-350 to MANDY.
TATOS 1B	To PND, turn LEFT, intercept 349° bearing from PND, intercept VLC R-019 to TATOS.

CHANGES: New format.

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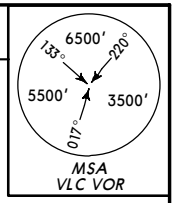
LEVC/VLC
MANISES

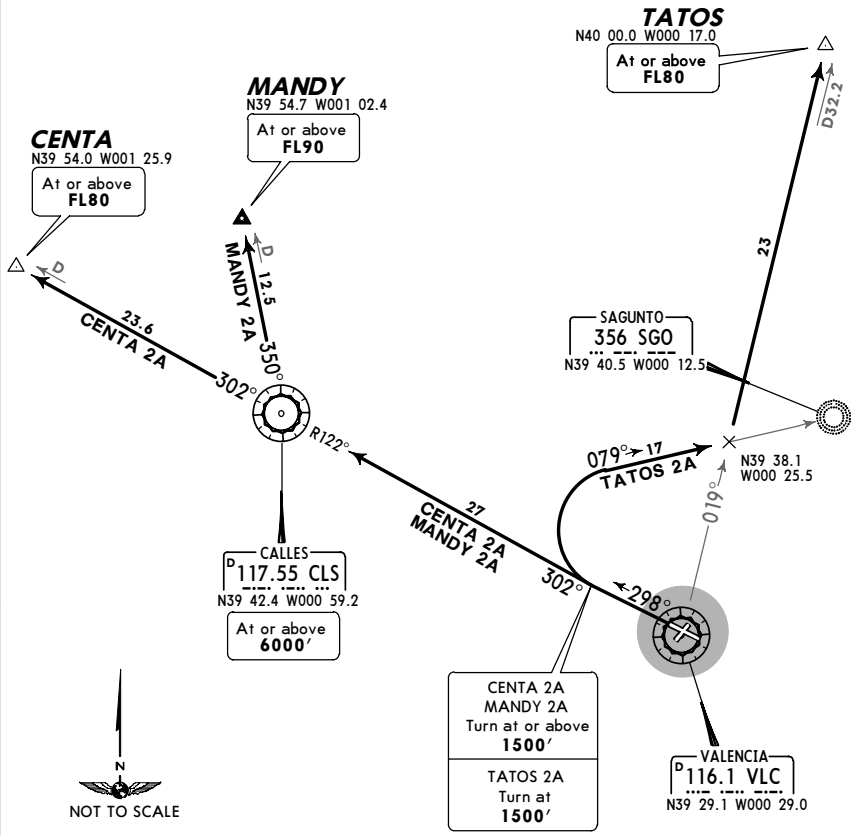
JEPPESEN
25 OCT 02 (10-3A) Eff 31 Oct

VALENCIA, SPAIN
SID

Apt Elev 225′	Trans level: By ATC Trans alt: 6000′



CENTA TWO ALFA (CENTA 2A) *[CENT2A]*
MANDY TWO ALFA (MANDY 2A) *[MAND2A]*
TATOS TWO ALFA (TATOS 2A) *[TATO2A]*
RWY 30 DEPARTURES
TO NORTH



These SIDs require a minimum climb gradient of
334′ per nm (5.5%) until leaving **2000′.**

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

SID	ROUTING
CENTA 2A	To **1500′** or above, turn RIGHT, intercept VLC R-302 via CLS to CENTA.
MANDY 2A	To **1500′** or above, turn RIGHT, intercept VLC R-302 to CLS, CLS R-350 to MANDY.
TATOS 2A	To **1500′**, turn RIGHT, intercept 079° bearing towards SGO, intercept VLC R-019 to TATOS.

CHANGES: New format.

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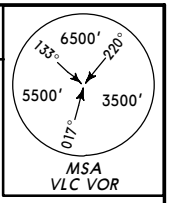
LEVC/VLC
MANISES

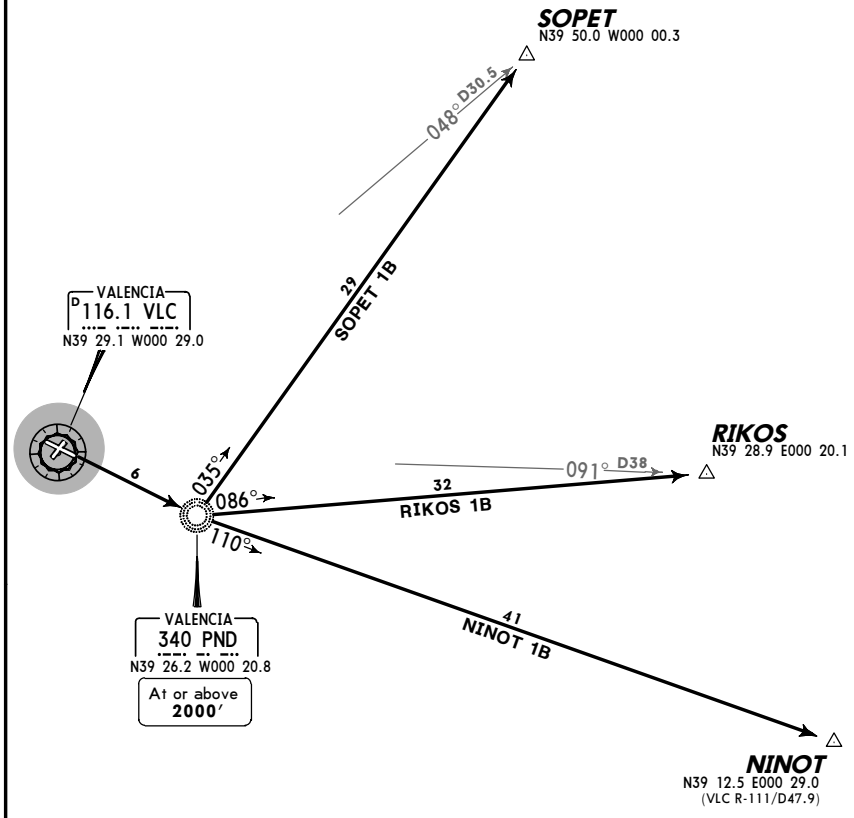
JEPPESEN
27 MAY 05 (10-3B) Eff 9 Jun

VALENCIA, SPAIN
SID

Apt Elev 225′	Trans level: By ATC Trans alt: 6000′



NINOT ONE BRAVO (NINOT 1B) *[NINO1B]*
RIKOS ONE BRAVO (RIKOS 1B) *[RIKO1B]*
SOPET ONE BRAVO (SOPET 1B) *[SOPE1B]*
RWY 12 DEPARTURES
TO NORTHEAST & EAST



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

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

SID	ROUTING
NINOT 1B	On runway heading to PND, turn LEFT, 110° bearing to NINOT.
RIKOS 1B	On runway heading to PND, turn LEFT, 086° bearing to RIKOS.
SOPET 1B	On runway heading to PND, turn LEFT, 035° bearing to SOPET.

CHANGES: SID COSTA 2B replaced by SOPET 1B.

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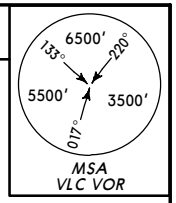
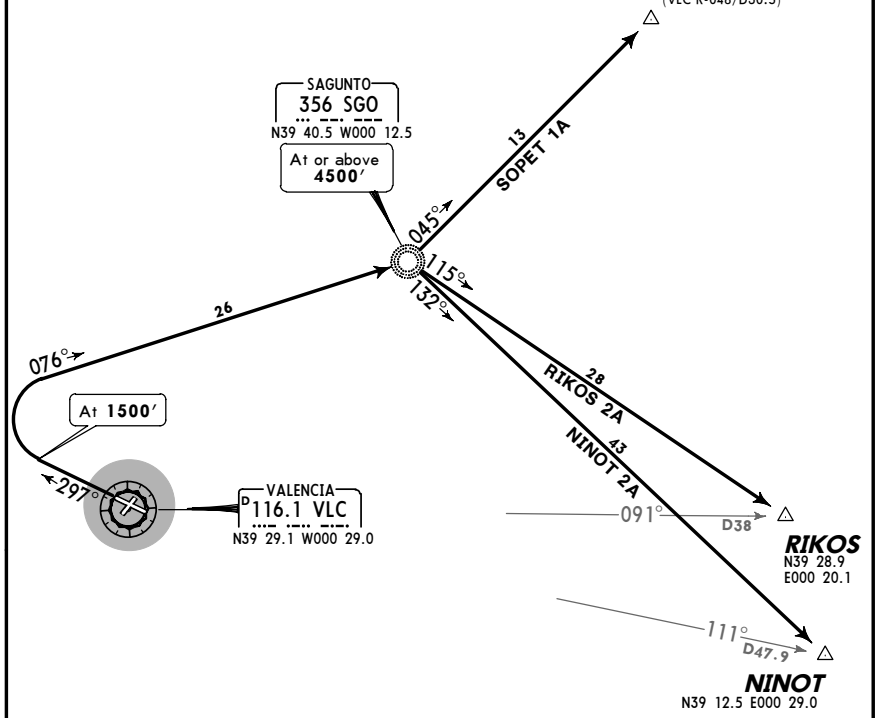
Apt Elev	Trans level: By ATC	Trans alt: 6000′
225′		

NINOT TWO ALFA (NINOT 2A) *[NINO2A]*
RIKOS TWO ALFA (RIKOS 2A) *[RIKO2A]*
SOPET ONE ALFA (SOPET 1A) *[SOPE1A]*
RWY 30 DEPARTURES
TO NORTHEAST & EAST





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

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

SID	ROUTING
NINOT 2A	Climb on runway heading to **1500′,** turn RIGHT, intercept 076° bearing to SGO, turn RIGHT, 132° bearing to NINOT.
RIKOS 2A	Climb on runway heading to **1500′,** turn RIGHT, intercept 076° bearing to SGO, turn RIGHT, 115° bearing to RIKOS.
SOPET 1A	Climb on runway heading to **1500′,** turn RIGHT, intercept 076° bearing to SGO, turn LEFT, 045° bearing to SOPET.

CHANGES: SID COSTA 3A replaced by SOPET 1A.

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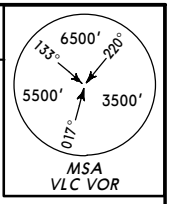
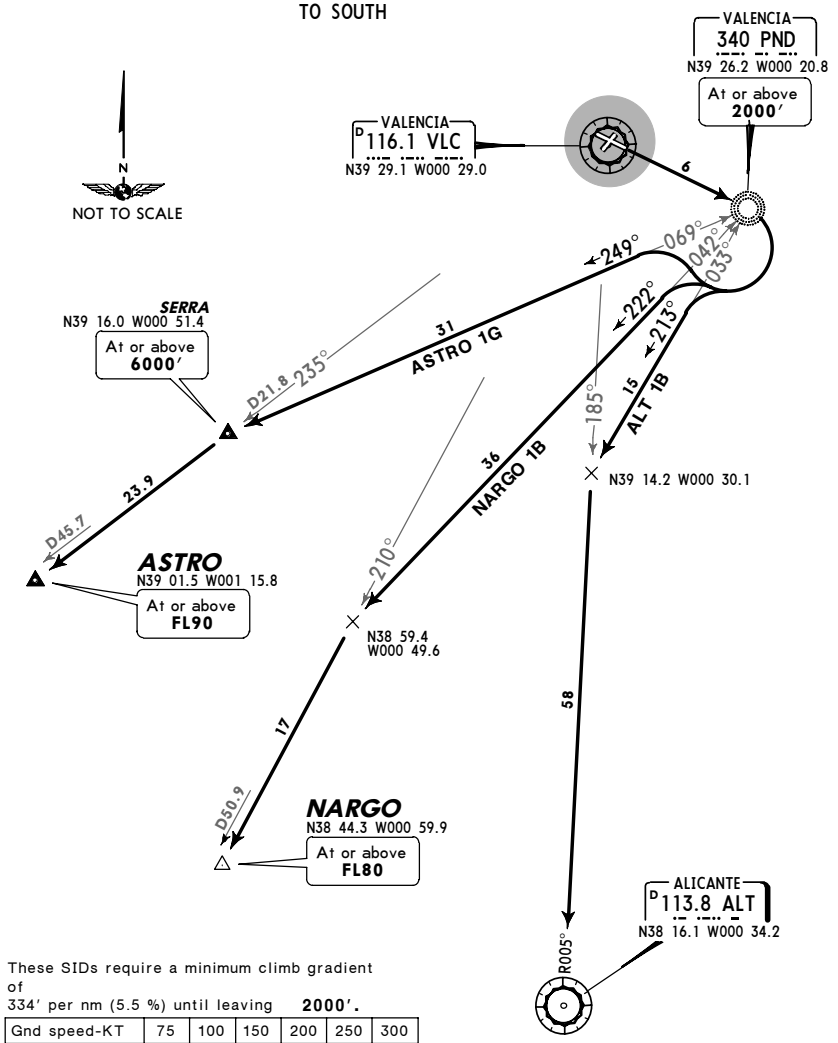
Apt Elev	Trans level: By ATC	Trans alt: 6000′
225′		

ALICANTE ONE BRAVO (ALT 1B)
ASTRO ONE GOLF (ASTRO 1G) *[ASTR1G]*
NARGO ONE BRAVO (NARGO 1B) *[NARG1B]*
RWY 12 DEPARTURES
TO SOUTH





These SIDs require a minimum climb gradient of 334′ per nm (5.5 %) until leaving **2000′.**

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

SID	ROUTING
ALT 1B	To PND, turn RIGHT, intercept 213° bearing from PND, intercept VLC R-185 to ALT.
ASTRO 1G	To PND, turn RIGHT, intercept 249° bearing from PND to SERRA, turn LEFT, intercept VLC R-235 to ASTRO.
NARGO 1B	To PND, turn RIGHT, intercept 222° bearing from PND, intercept VLC R-210 to NARGO.

CHANGES: New format.

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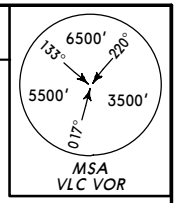
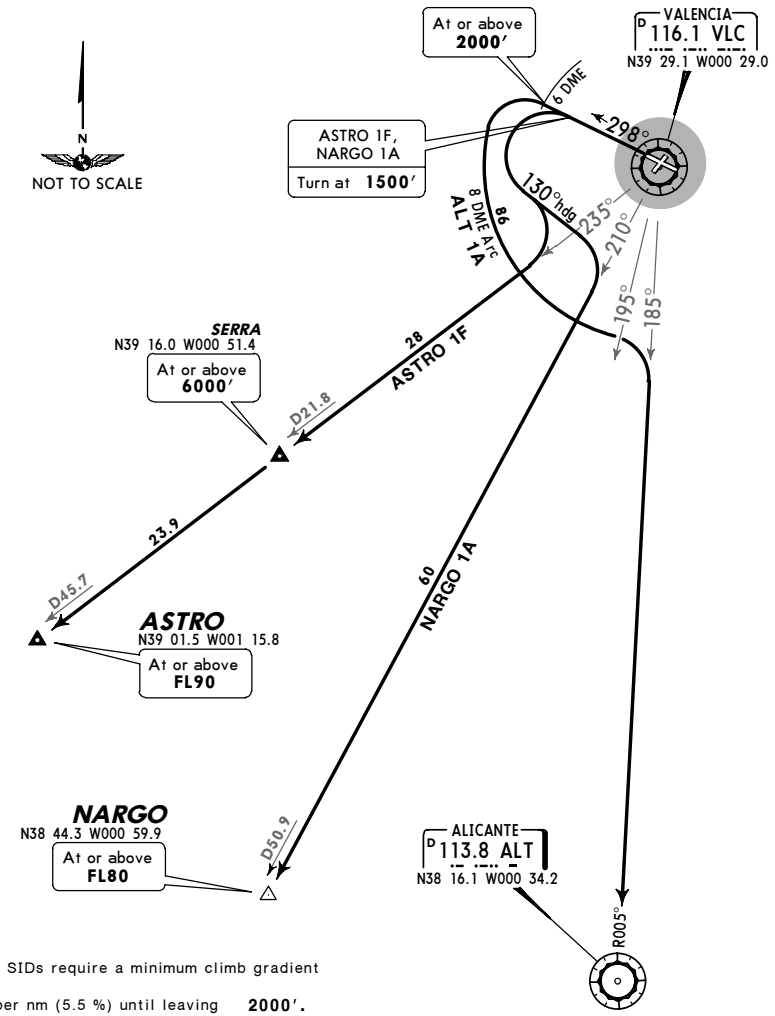
LEVC/VLC MANISES — VALENCIA, SPAIN

JEPPESEN 1 NOV 02 (10-3E) **SID**

Apt Elev 225′	Trans level: By ATC Trans alt: 6000′



ALICANTE ONE ALFA (ALT 1A)
ASTRO ONE FOXTROT (ASTRO 1F)[ASTR1F]
NARGO ONE ALFA (NARGO 1A)[NARG1A]
RWY 30 DEPARTURES
TO SOUTH



These SIDs require a minimum climb gradient of 334′ per nm (5.5 %) until leaving **2000′.**

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

SID	ROUTING
ALT 1A	To VLC 6 DME, turn LEFT, proceed along VLC 8 DME arc, when passing VLC R-195 turn RIGHT, intercept VLC R-185 to ALT.
ASTRO 1F	To **1500′**, turn LEFT, intercept VLC R-235 via SERRA to ASTRO.
NARGO 1A	To **1500′**, turn LEFT, 130° heading, intercept VLC R-210 to NARGO.

CHANGES: New format.

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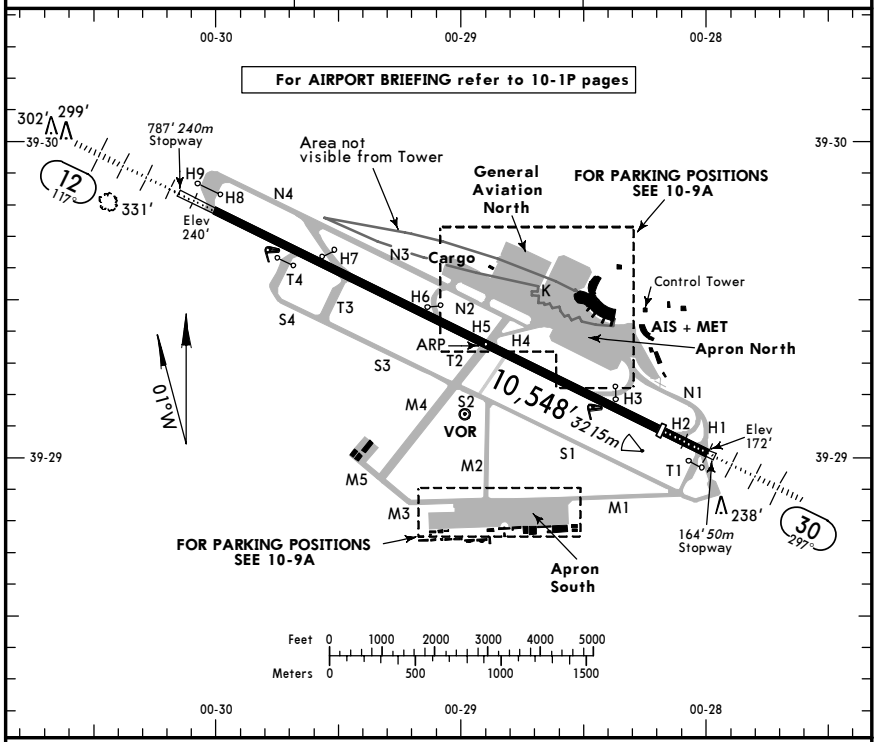
LEVC/VLC MANISES — VALENCIA, SPAIN

Apt Elev **240′**
N39 29.4 W000 28.9

JEPPESEN 20 JUL 07 (10-9) **Eff 2 Aug**

ATIS	VALENCIA Ground	Tower
121.07	121.7	118.55



ADDITIONAL RUNWAY INFORMATION

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

JAR-OPS TAKE-OFF [1]

	All Rwys — LVP must be in Force: RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	200m	250m	400m	500m
C				
D	250m	300m		

[1] Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Taxiways. Aprons. Rwy elevation.

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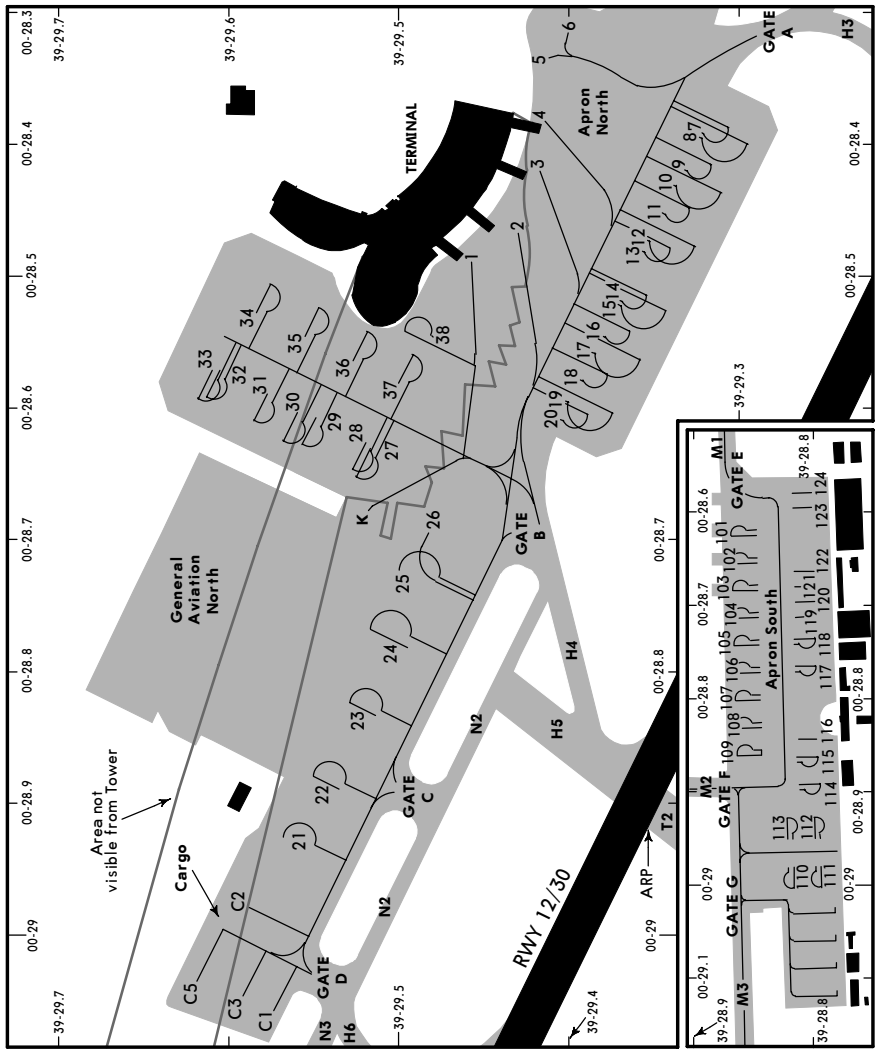
LEVC/VLC JEPPESEN VALENCIA, SPAIN
20 JUL 07 (10-9A) Eff 2 Aug MANISES



INS COORDINATES	
STAND No.	COORDINATES
1	N39 29.5 W000 28.5
2	N39 29.4 W000 28.5
3, 4	N39 29.4 W000 28.4
5, 6	N39 29.4 W000 28.3
7 thru 10	N39 29.3 W000 28.4
11	N39 29.3 W000 28.5
12 thru 16	N39 29.4 W000 28.5
17 thru 20	N39 29.4 W000 28.6
21	N39 29.6 W000 28.9
22	N39 29.5 W000 28.9
23, 24	N39 29.5 W000 28.8
25, 26	N39 29.5 W000 28.7
27 thru 29	N39 29.5 W000 28.6
30 thru 33	N39 29.6 W000 28.6
34, 35	N39 29.6 W000 28.5
36, 37	N39 29.5 W000 28.6
38	N39 29.5 W000 28.5
101	N39 28.9 W000 28.6
102 thru 105	N39 28.9 W000 28.7
106 thru 108	N39 28.9 W000 28.8
109	N39 28.9 W000 28.9
110, 111	N39 28.8 W000 29.0
112 thru 115	N39 28.8 W000 28.9
116, 117	N39 28.8 W000 28.8
118 thru 122	N39 28.8 W000 28.7
123, 124	N39 28.8 W000 28.6
C1	N39 29.6 W000 29.1
C2 thru C5	N39 29.6 W000 29.0

CHANGES: Apron. Coordinates.

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LEVC/VLC JEPPESEN VALENCIA, SPAIN
9 FEB 07 (10-9B) Eff 15 Feb MANISES

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

GENERAL

The system is formed by centerline indicators (Azimuth Guidance Unit), approach index and stop position indicator, so as alphanumeric indication, composed of a display unit, control and laser scanner at the top of a pole located at the parking axis extension in the surface of the apron, in front of the cockpit.

The display unit shows the following information types:

a) Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "SLOW DOWN".

b) Indication of activated system: It is shown by mobile yellow arrows.

c) Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the stop position.

d) Indication of azimuth: The off-center respect to the docking direction is shown by a yellow arrow. A flashing red arrow shows the direction to correct.

e) Indication of distance: The "T" vertical arm is going to be reduced from 52'/16m before the stop position. Each line of LEDs (light emissior diode) represents 2'/0.66m approximately.

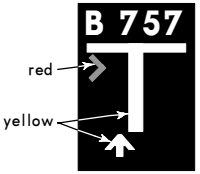
f) Indication of stop: The "T" horizontal arm remains at 2'/0.66m to the stop position. When it is just reached, the display unit shows "STOP" and two rectangular groups of red LEDs will be on.

PILOT INSTRUCTIONS

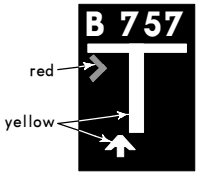
1. Continue taxiing aligned and watch the centerline guidance. Check that the correct aircraft type is displayed.

2. ACTIVATED SYSTEM.
The mobile arrows indicate that the system is activated.

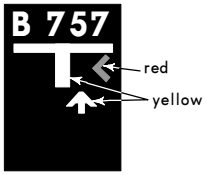
3. DOCKING.
Follow the LEDs line. When the "T" centerline indication becomes yellow, the aircraft is caught by the laser and being identified. Observe the yellow arrow to determine the position and direction respect to the yellow centerline, which is the guidance azimuth indicator. A flashing red arrow indicates the turning direction.



4. IDENTIFICATION. When the aircraft is at 52'/16m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.66m advances into the gate.
The images represented as follows show the configuration at different distances from the stop position and at different states of centered respect the docking axis.



The acft is approximately 43'/13m from the stop-position. The yellow acft symbol indicates acft left of centerline and the flashing red arrow shows the turning direction.



The acft is approximately 20'/6m from the stop-position. The yellow acft symbol indicates acft right of centerline and the flashing red arrow shows the turning direction.

CHANGES: Stands removed.

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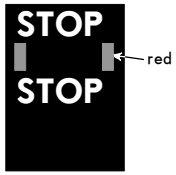
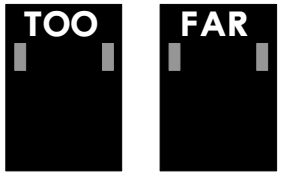
DOCKING GUIDANCE SYSTEM (SAFEDOCK)

5. STOP. When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on. All yellow LEDs position indicators will be off.

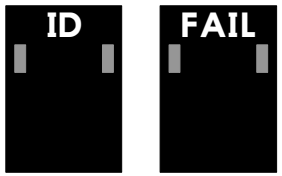


6. DOCKING ON. When the aircraft is correctly parked, the display unit will show "OK" some seconds later.

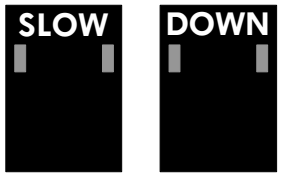
7. TOO FAR. If the aircraft has overshot the stop position, "TOO FAR" will be displayed.



8. IDENTIFICATION FAILURE. The aircraft is identified during the entrance into the parking position. If for any reason the identification is not achieved "ID FAIL", the display will show "STOP" and "WAIT". If the aircraft is identified, docking can proceed. If not, the display will show "STOP".



9. SLOW DOWN. When the aircraft exceeds the pre-programmed approach speed, the display unit will show "SLOW DOWN".



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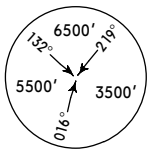
BRIEFING STRIP™

ATIS	VALENCIA Approach		VALENCIA Tower	Ground
121.07	124.75	120.1	118.55	121.7

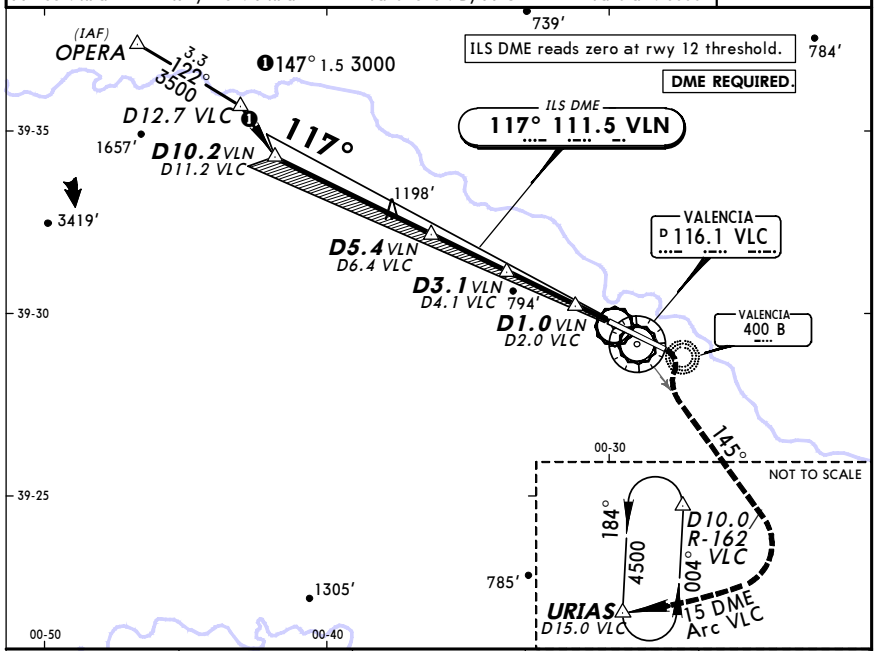
LOC VLN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 240′
111.5	117°	D3.1 VLN 1280′ (1040′)	Refer to Minimums	RWY 240′

MISSED APCH: Climb on rwy heading to 1100′, then turn RIGHT to intercept and follow R-145 VLC, then turn RIGHT onto 15 DME Arc VLC to URIAS and hold. Await instructions from ATC.
Do not turn before passing D1.0 VLN/D2.0 VLC.

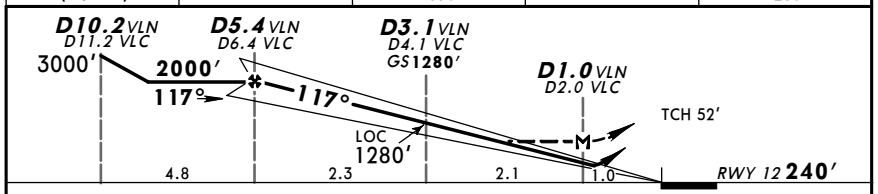
Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 6000′



MSA VLC VOR



LOC (GS out)	VLN DME	5.0	4.0	3.0
	ALTITUDE	1890′	1570′	1250′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at D1.0 VLN/D2.0 VLC						

HIALS PAPI PAPI | 1100′ | RT on VLC 116.1 R-145

JAR-OPS

STRAIGHT-IN LANDING RWY 12

	ILS		LOC (GS out)	
DA(H)	A: 440′ (200′) C: 449′ (209′) B: 441′ (201′) D: 460′ (220′)		MDA(H) 1090′ (850′)	
	FULL	ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 1200m	RVR 1500m
B	RVR 600m		RVR 1400m	
C				RVR 2000m
D			RVR 1800m	

CIRCLE-TO-LAND

Max Kts.	MDA(H)	VIS
100	1300′ (1060′)	1500m
135	1300′ (1060′)	1600m
180	1300′ (1060′)	2400m
205	1580′ (1340′)	3600m

PANS OPS 4

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LEVC/VLC MANISES — VALENCIA, SPAIN ILS Rwy 30

JEPPESEN 8 JUN 07 (11-2)

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.7

BRIEFING STRIP™

LOC IVC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 240′
110.1	297°	D6.2 IVC 2200′ (2025′)	Refer to Minimums	RWY 175′

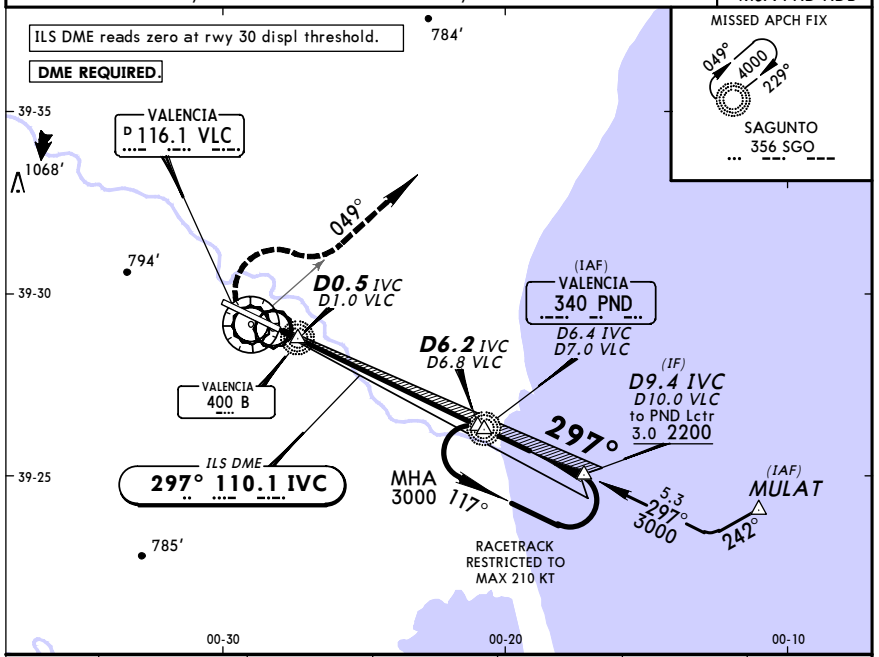
MISSED APCH: As soon as practicable, turn RIGHT (MAX 185 KT) climbing outbound on R-049 to SGO NDB to 4000′ and hold.
Do not turn before passing MAP.

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

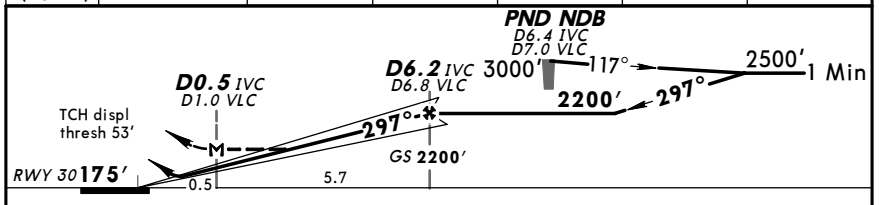
MSA PND NDB: 5500′ (207°, 054°), 2500′, 4000′ (338°)

ILS DME reads zero at rwy 30 displ threshold.

DME REQUIRED.



LOC (GS out)	IVC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	870′	1190′	1510′	1820′	2140′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at D0.5 IVC/D1.0 VLC						

HIALS REIL PAPI

As soon as practicable: 185 KT max RT on VLC 116.1 R-049 — 4000′

JAR-OPS

STRAIGHT-IN LANDING RWY 30

ILS DA(H): A: 545′(370′) C: 565′(390′) B: 555′(380′) D: 575′(400′)

LOC (GS out) MDA(H) 590′(415′)

	FULL	ALS out		ALS out
A	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

	Max Kts	MDA(H)	VIS
A	100	790′ (550′)	1500m
B	135	1170′ (930′)	1600m
C	180	1280′ (1040′)	2400m
D	205	1580′ (1340′)	3600m

PANS OPS 4

CHANGES: Chart reindexed.

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LEVC/VLC MANISES — VALENCIA, SPAIN VOR Z Rwy 12

JEPPESEN 9 FEB 07 (13-1) Eff 15 Feb

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.7

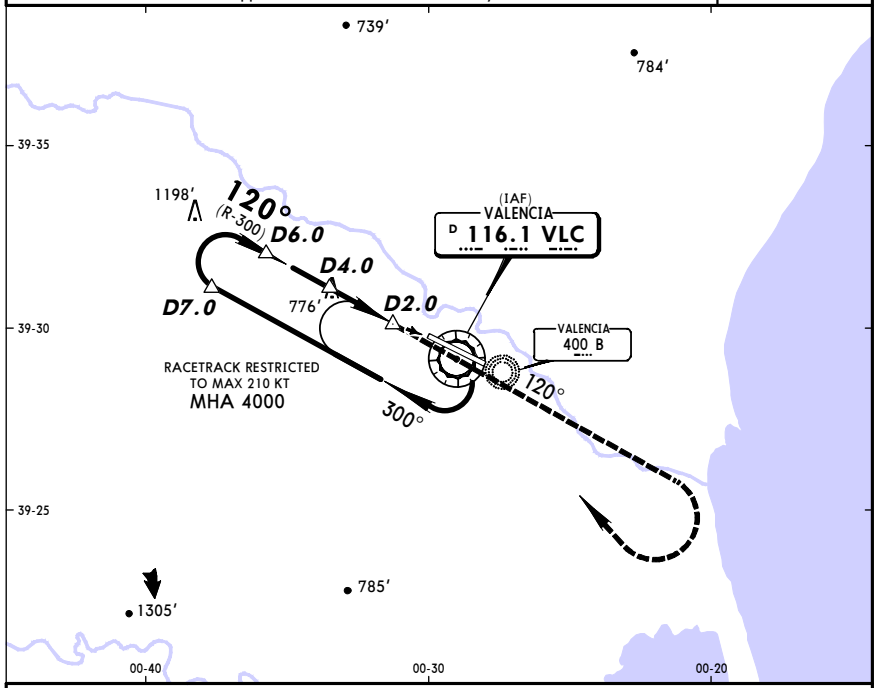
BRIEFING STRIP™

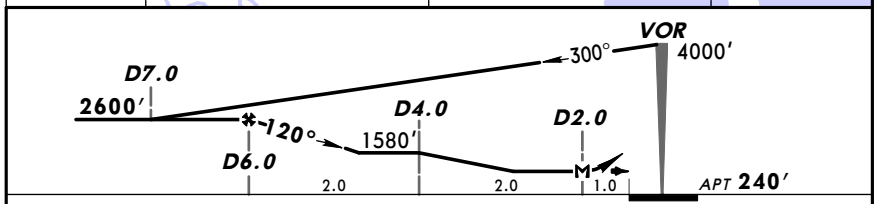
VOR VLC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 240′
116.1	120°	D6.0 2600′ (2360′)	Refer to Minimums	

MISSED APCH: Climb on R-120 to 4000′, then turn RIGHT direct to VOR and hold.

Alt Set: hPa Apt Elev: 9 hPa Trans level: By ATC Trans alt: 6000′
1. **DME REQUIRED.** 2. Final approach track offset 3° from rwy centerline.

MSA VLC VOR: 6500′ (132°, 219°), 5500′, 3500′ (016°)





MAP at D2.0							Lighting-Refer to Airport Chart	4000′	RT	VLC 116.1

JAR-OPS

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	1580′ (1340′)	3600m

PANS OPS 4

CHANGES: Airport elev. Procedure. Minimums.

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LEVC/VLC MANISES — VALENCIA, SPAIN VOR Y Rwy 12

JEPPESEN 9 FEB 07 (13-2) Eff 15 Feb

BRIEFING STRIP

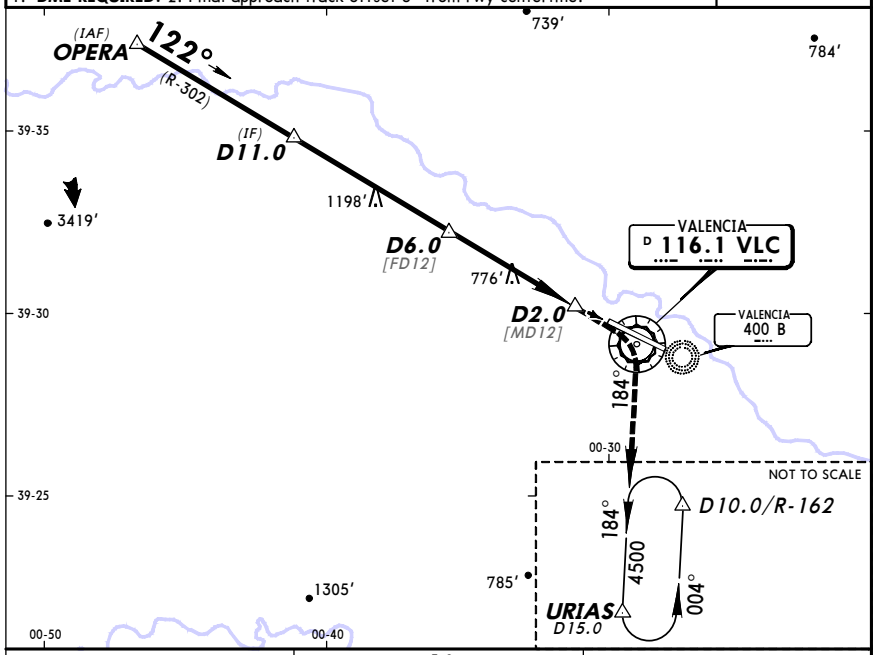
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.7

VOR VLC 116.1	Final Apch Crs 122°	Minimum Alt D6.0 2000′ (1760′)	MDA(H) 1220′ (980′)	Apt Elev 240′

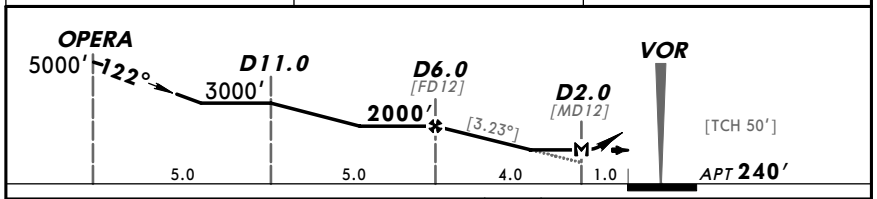
MISSED APCH: Climb direct to VOR. Then turn RIGHT to intercept and follow R-184 direct to URIAS and hold. Await instructions from ATC.

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: 6500′ (132°–219°), 5500′ (016°–132°), 3500′ (219°–016°)



VLC DME	5.0	4.0
ALTITUDE	1660′	1320′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.63% or Descent angle [3.23°]	400	514	571	686	800	914
MAP at D2.0						

HIALS, PAPI, PAPI — VLC 116.1 — RT on VLC 116.1 R-184

JAR-OPS STRAIGHT-IN LANDING RWY 12

MDA(H) 1220′ (980′)

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1400m	
C		RVR 2000m
D	RVR 1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1300′ (1060′)	1500m
135	1300′ (1060′)	1600m
180	1300′ (1060′)	2400m
205	1580′ (1340′)	3600m

PANS OPS 4

CHANGES: Airport elev. Descent angle. Minimums.

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LEVC/VLC MANISES — VALENCIA, SPAIN VOR Rwy 30

JEPPESEN 9 FEB 07 (13-3) Eff 15 Feb CAT C & D

BRIEFING STRIP

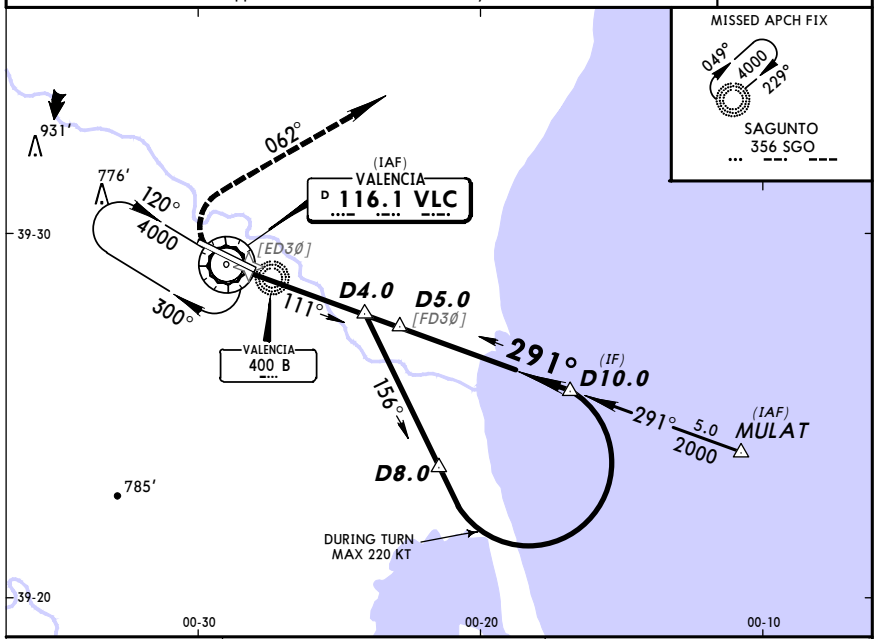
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.7

VOR VLC 116.1	Final Apch Crs 291°	Minimum Alt D5.0 1500′ (1325′)	MDA(H) 780′ (605′)	Apt Elev 240′ RWY 175′

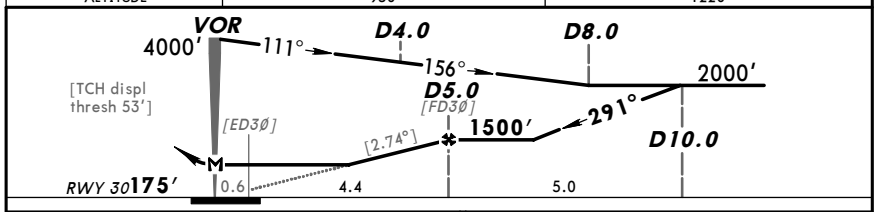
MISSED APCH: Turn RIGHT (MAX 185 KT) onto 062° to SGO NDB climbing to 4000′ and hold. Do not turn before passing MAP.

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

MSA VLC VOR: 6500′ (132°–219°), 5500′ (016°–132°), 3500′ (219°–016°)



VLC DME	3.0	4.0
ALTITUDE	930′	1220′



Gnd speed-Kts	70	90	100	120	140	160
Desc Gradient 4.77% or Descent angle [2.74°]	339	436	485	582	679	775
MAP at VOR						

HIALS, REIL, PAPI — 185 KT max — RT onto 062° — SGO 356 — 4000′

JAR-OPS STRAIGHT-IN LANDING RWY 30

MDA(H) 780′ (605′)

		ALS out
A	SEE 13-4	
B		
C	RVR 1200m	RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
A	SEE 13-4	
B		
180	1280′ (1040′)	2400m
205	1580′ (1340′)	3600m

PANS OPS 4

CHANGES: Apt & Rwy elev. Descent angle. Minimums.

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LEVC/VLC MANISES — VALENCIA, SPAIN

JEPPESEN 9 FEB 07 (13-4) Eff 15 Feb

CAT A & B **VOR Rwy 30**

BRIEFING STRIP

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.7

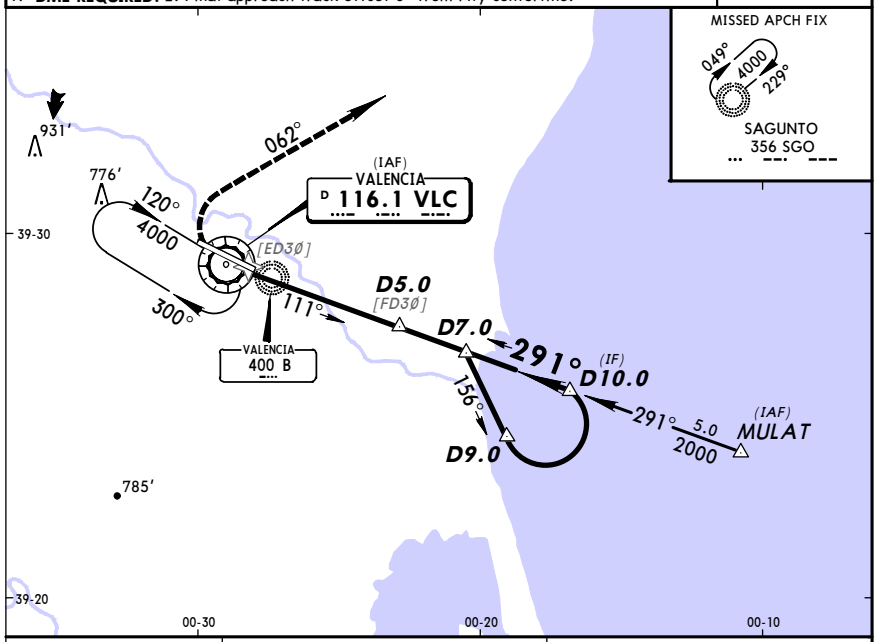
VOR VLC 116.1	Final Apch Crs 291°	Minimum Alt D5.0 1500′ (1325′)	MDA(H) 780′ (605′)	Apt Elev 240′ RWY 175′

MISSED APCH: Turn RIGHT onto 062° to SGO NDB climbing to 4000′ and hold. Do not turn before passing MAP.

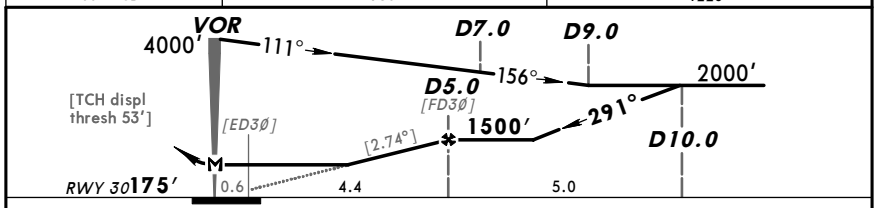
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 6000′

1. **DME REQUIRED.** 2. Final approach track offset 6° from rwy centerline.

MSA VLC VOR: 6500′ (132°–219°), 5500′ (016°–132°), 3500′ (219°–016°)



VLC DME	3.0	4.0
ALTITUDE	930′	1220′



Gnd speed-Kts	70	90	100	120	140	160
Desc Gradient 4.77% or Descent angle [2.74°]	339	436	485	582	679	775
MAP at VOR						

HIALS REIL PAPI — 062° RT — SGO 356 — 4000′

JAR-OPS STRAIGHT-IN LANDING RWY 30

MDA(H) 780′ (605′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C	SEE 13-3	
D		

CIRCLE-TO-LAND

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

PANS OPS 4

CHANGES: Apt & Rwy elev. Descent angle. Minimums.

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LEVC/VLC MANISES — VALENCIA, SPAIN

JEPPESEN 9 FEB 07 (16-1) Eff 15 Feb

Lctr Rwy 30

BRIEFING STRIP

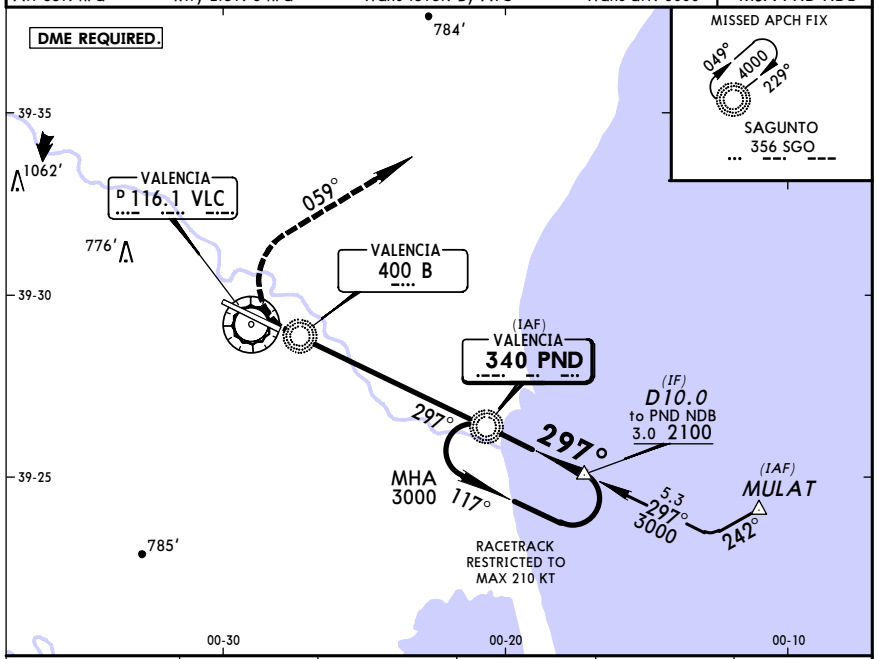
ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.7

NDB PND 340	Final Apch Crs 297°	Minimum Alt PND NDB 2100′ (1925′)	MDA(H) 630′ (455′)	Apt Elev 240′ RWY 175′

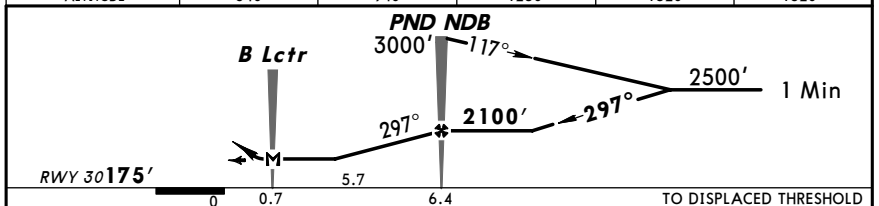
MISSED APCH: Turn RIGHT (MAX 185 KT) onto 059° to SGO NDB climbing to 4000′ and hold. Do not turn before passing MAP.

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

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



VLC DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	640′	940′	1230′	1520′	1820′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.8%	340	437	486	583	681	778
MAP at B Lctr						

HIALS REIL PAPI — 185 KT max RT onto 059° — SGO 356 — 4000′

JAR-OPS STRAIGHT-IN LANDING RWY 30

MDA(H) 630′ (455′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	790′ (550′)	1500m
135	1170′ (930′)	1600m
180	1280′ (1040′)	2400m
205	1580′ (1340′)	3600m

PANS OPS 4

CHANGES: Apt & Rwy elev. Descent Gradient. Minimums.

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LEVC/VLC
MANISES

JEPPESEN
9 FEB 07 (16-2) Eff 15 Feb

VALENCIA, SPAIN
NDB Rwy 30

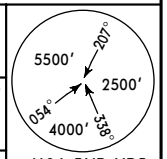
BRIEFING STRIP™

ATIS	VALENCIA Approach	VALENCIA Tower	Ground
121.07	124.75 120.1	118.55	121.7

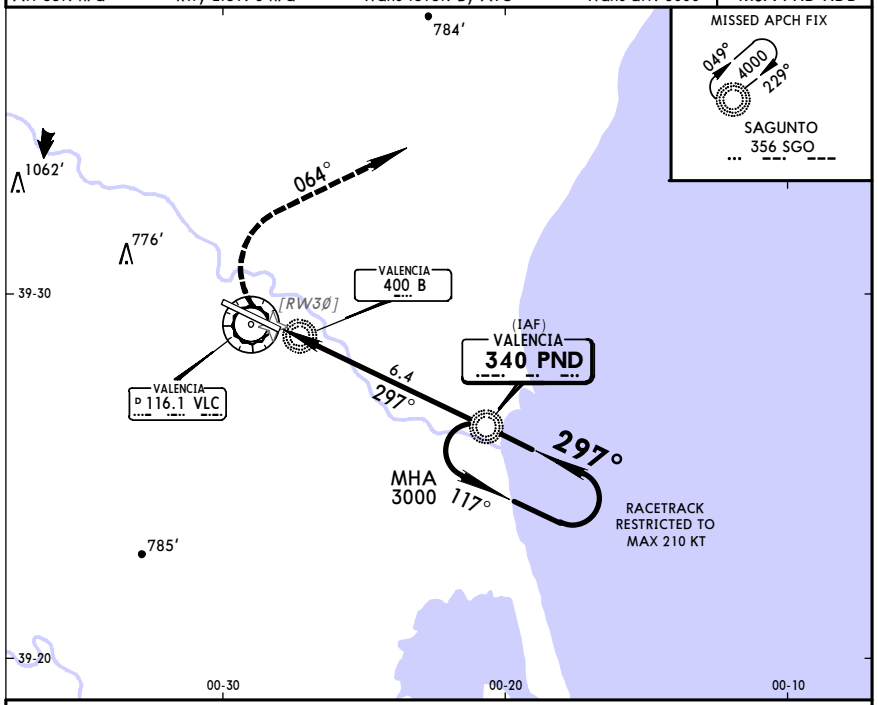
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 240′
PND 340	297°	PND NDB 2100′ (1925′)	830′ (655′)	RWY 175′

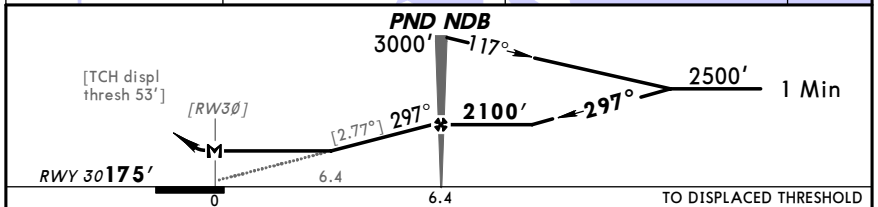
MISSED APCH: Turn RIGHT onto 064° to SGO NDB climbing to 4000′ and hold. Do not turn before passing MAP.

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 Gradient 4.83% or Descent angle [2.77°]	343	441	490	588	686	784
PND NDB to MAP 6.4	5:29	4:16	3:50	3:12	2:45	2:24

HIALS
REIL
PAPI

4000′ onto 064°
RT

SGO 356

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 30

MDA(H) 830′(655′)

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1400m	
C		RVR 2000m
D	RVR 1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	830′ (590′)	1500m
135	1170′ (930′)	1600m
180	1280′ (1040′)	2400m
205	1580′ (1340′)	3600m

CHANGES: Apt & Rwy elev. Descent angle. Minimums.

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