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 taxing 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.

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.

ACFT 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 pushed 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.
**Rikos One Echo (Rikos 1E)**
**Sopet One Echo (Sopet 1E)**
**RWY 30 RNAV Arrivals**
**BRNAV Equipment Required**

**Challenges:**
- APT Elev 225'
- FL80
- FL90
- 334' per nm (5.5%)
**CENTA TWO ALPHA (CENTA 2A)**
**MANDY TWO ALPHA (MANDY 2A)**
**TATOS TWO ALPHA (TATOS 2A)**

**RWY 30 DEPARTURES**

**TO NORTH**

- **CENTA**: N39 54.0 W001 25.9
- **MANDY**: N39 54.7 W001 25.4
- **TATOS**: N39 39.7 W000 29.0

**NOT TO SCALE**

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

**SOPET ONE BRAVO (SOPET 1B)**
**NINOT ONE BRAVO (NINOT 1B)**
**RIKOS ONE BRAVO (RIKOS 1B)**

**SOPE1B**
**NINO1B**
**RIKO1B**

**VALENCIA**
N39 26.2 W000 20.8

**PND**
N39 26.2 W000 20.8

**NINOT**: N39 28.9 E000 20.1
**NINOT 1B**: N39 12.5 E000 29.0
**SOPET**: N39 30.0 W000 00.3

**75 100 150 200 250 300**

**334' per NM (5.5%) until leaving 2000'**

**GND SPEED-KT**

**CHANGES**

- SID COSTA 2B replaced by SOPET 1B
- SID 10-3A replaced by SID 10-3B

**NOT TO SCALE**

These SIDs require a minimum climb gradient of 334' per NM (5.5%) until leaving 2000'.
NINOT TWO ALFA (NINOT 2A) [NINO2A]  
RIKOS TWO ALFA (RIKOS 2A) [RIKO2A]  
SOPET ONE ALFA (SOPET 1A) [SOPE1A]  
Rwy 30 departures  
To northeast & east

**SOPET**  
N39 29.1 W000 29.0

**NINOT**  
N39 12.5 E000 20.0

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

**Gnd speed-KT per NM**  
418 557 835 1114 1392 1671

**ALT 1B**  
To PND, turn right, intercept 213° bearing from PND, intercept VLC R-185 to ASTRO.

**ASTRO 1G**  
To PND, turn right, intercept 249° bearing from 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.
These SIDs require a minimum climb gradient of 334' per nm (5.5%) until reaching 2000'.

At or above
ASTRO 1F, NARGO 1A
Turn at 1500' A1 or above 2000'

VALENCIA 116.1 VLC
N39 29.1 W000 29.0

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

At or above
ASTRO 1F, NARGO 1A
Turn at 1500' A1 or above 2000'

NOT TO SCALE
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 (lightemitter 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.
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". 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".

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

**Disclaimer:**

JEPPESEN JeppView 3.5.2.0

Manises

Valencia, Spain

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