

MURCIA (MJV/LELC)

Elevation 29ft

CATEGORY B

AV brief not required

GENERAL

- Murcia airport can be found on the SE coast of Spain 3 nm SE of the town of San Javier and 20 nm SE of the city of Murcia.
- Joint Civil/Military airfield.
- No Radar available.

Threats

CFIT

- Terrain to nearly 1,200ft amsl is 5 nm WNW of the airport which rises to nearly 2,300ft amsl at 13 nm NW.
- From a point on the coast 10 nm S a ridge stretches W rising to nearly 2,200ft amsl.
- SSA within 25nm is 5,600ft to the west.
- Outside of this immediate area terrain rises inland forming the Segura Mountains.
- Departure routing likely to be a climb on runway heading before turning to first en-route waypoint. Ensure terrain clearance can be achieved before turning en-route.
- Rwy 23L departure clearance might be 'turn right direct ASTRO'. Note the isolated hill up to 885ft 5 nm to NW, in the right turn.

Runway Incursion

- RWY 05L/23R is for military use only

Runway Excursion

- RWY 05R momentary glideslope fluctuations at 30ft (with associated GPWS callouts) are a common occurrence.

Mid Air Collision

- Large number of military aircraft operating a high number of sorties per day.
- Standard arrival for military jets is to fly inbound VSJ from the south-east whilst descending to 1500ft before turning downwind over the sea.
- Military turboprop/piston training aircraft join the circuit from the north and descend to 1000ft before turning downwind.
- Arriving military aircraft can be confused as an aircraft on final. ATC may issue line up and take-off clearance while military aircraft join the circuit.
- Arriving flights will route through class D airspace.
- Gliding in vicinity of airfield.

Special Considerations

- Arrival routing is usually via Alicante (ALT VOR).
- No ATIS is available therefore prior contact with Murcia (San Javier) Approach is advisable, when north of Alicante.
- Expect possible delays with descent clearances from Valencia due to departing Alicante traffic.

ARRIVAL

Diversion Airports

ALICANTE	ALC/LEAL	033 nm/022°T	CAT B
VALENCIA	VLC/LEVC	104 nm/009°T	CAT B
ALMERIA	LEI/LEAM	093 nm/233°T	CAT B
IBIZA	IBZ/LEIB	123 nm/057°T	CAT B
MALAGA	AGP/LEMG	189 nm/249°T	CAT B
MADRID	MAD/LEMD	207 nm/321°T	CAT B

Approach

- Do not confuse LELC with disused airfields at Los Alcazares 4nm SW or El Carmoli 6nm SSW.
- Do not confuse Rwy 05R/23L with the parallel runway (military only) and link taxiway to the north of the terminal area.
- Situational awareness and position accuracy must be maintained. If ATC is available, briefing should consider actions in case track miles are shortened
- ILS 05 Y procedure via VSJ VOR: note coding in box is for 210 kt but variable radials based on speed are available.
- Rwy 05R ILS Glidepath and PAPI set at 2.8°.
- Basic Facilities, no approach lights to either runway.
- Circling not authorised NW of the airfield.
- Due to the generally fine weather and sea breezes, visual positioning downwind right-hand for Rwy 05R is an option, if ATC available this will need to be requested
- If a visual approach is flown, a mini-brief is advised to ensure suitable gates to prevent a rushed approach.
- Beware of the high minima (RVR) due to limited airfield lighting.
- The VOR/DME approach to Rwy 05R and 23L is off-set from the runway centerline. Ensure identification of correct landing runway which may be difficult due to marked offset especially under conditions of adverse lighting.

GROUND

- The Airfield has two aprons, one military and one civilian. Beware of restricted manoeuvring within the civilian apron due to size. If available use GSX for marshalling assistance and follow-me.
- ATSU may not be available on ground, consider requesting TO performance prior to arrival.

DEPARTURE

- Emergency Turn Procedures available
- Arrestor nets may be located at departure end of RWY during military flying, they must be down for take-off. and cannot be trampled.
- First 100m of runway not available for take-off. Performance calculations should use declared distances to reflect this restriction.
- Rwy 23L TOPL might be more limiting than the structural limit MTOW. This is due to the terrain South West of the Airfield affecting the obstacle limit.
- Conditions of low QNH, high OAT and full load may require careful payload management.

WEATHER

- Climate for Murcia is relatively stable with on average 300 days of sunshine per year.
- Winters are mild with low levels of rainfall, most occurring Feb-Apr.
- Early morning mist/fog or low stratus is frequent during autumn and winter.
- Summers are hot with light sea breezes.

OPERATIONAL INFORMATION

Handling Agent	IBERIA Handling
Handling Agent VHF	130.30
Potable Water	Uplift Banned

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air conditioning