

VALENCIA (VLC/LEVC)

Elevation 240ft

CATEGORY B

AV brief - not required

GENERAL

- Joint Civil/Military Spanish airfield is situated 8 nm from the coast on the W edge of the city.

Threats

CFIT

- Airfield lies in an area of lower ground on the E side of a mountain range along the coast.
- Lido AFC and MRC charts clearly depict the terrain.
- High terrain on Rwy 12 approach.
- Numerous masts close to the airfield.
- Rwy 12 approach terrain. Due to undulating terrain, expect large variations in radio height between 5d and 7d. Note that at 1000ft radio the height above the landing THR is approx 1400ft (1640ft QNH).

Mid-Air Collision

- Flying training takes place at the airport as do operations involving Search and Rescue, Police and Military.

Runway Incursion

- Rwy 30 holding position is parallel to the Rwy on Twy N1 – see HS1 on Lido AGC.

BAV Crew Reports

- *ATC standard is poor.*

ARRIVAL

Approach

- Possibility of a GPWS terrain alert and/or warning on final approach to Rwy 12.
To avoid this:
 - Aim to fly a Continuous Descent Approach.
 - Do not descend below 3,000ft asl until intercepting the final approach descent path (approx D9 VLC or D8 VLN) to achieve a continuous descent.
 - Cross the FAF at the correct altitude for the procedure in use. Note maximum speeds in the missed approach (Rwy 30).
 - ATC preferred runway is Rwy 30 due prevailing winds, typically in use during the morning.
 - Due to a sea breeze development, a change to Rwy 12 should be expected around midday.

BAV Crew Reports

Rwy 12 Approach

– Shortcut from MLA to OPERA. Cleared to descend with the procedure from OPERA.

Note: OPERA is not below 5000ft and IF is 3D later at not below 3600ft.

– Terrain at c.8D gives RA at 1300ft.

– 1000ft RA occurs at c.4.5D.

– If visual, asses the FAP terrain picture carefully and be prepared for GS from Above.

– Speed is often at pilot discretion:

Note: SPEED CALL NOT AVAILABLE.

– OPERA is not on extended centreline for Rwy 12 & there is a short (3 nm) leg from OPERA to the IF ILS 12. Thus aircraft will not intercept LOC or G/S at OPERA.

GROUND

- Ground at the airfield is undulating with the civil apron considerably lower than the Rwy's.
- Large area of the civil apron is not visible from the Control Tower; see Lido AGC.
- On landing "follow-me" procedure is in use at all times.

WEATHER

- Winter – Early morning fog.
- Cb activity over the Pyrenees may continue after dark in Summer.
- Cb's encountered with the passage of cold fronts in Winter.
- Risk of low St with E winds. Do you want the sandwich b

OPERATIONAL INFORMATION

Handling Agent	GROUNDFORCE
Handling Agent VHF	
Potable Water	Uplift Ban.