LECH AD 2 AERODROME DATA

LECH AD 2.1 AERODROME LOCATION INDICATOR - NAME

LECH - CASTELLÓN

LECH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	401251N 0000425E. See AD 2-LECH ADC.
2	Distance and direction from the city	35 km NE.
3	Elevation	360 m / 1182 ft.
4	Geoid undulation	50.56 m ± 0.05 m. (1)
5	Reference temperature	29° C.
6	Low average temperature	8.3° C.
7	Magnetic variation	1° E (2020).
8	Annual change	7.6′ E.
9	AD administration	Aeropuerto de Castellón S.L.
10	Address	Aeropuerto de Castellón. Carretera CV-13, km 2.4. 12181, Benlloch, Castellón de la Plana, España.
11	TEL	+34-964 578 600
12	FAX	+34-964 324 909
13	AFTN	LECH
14	E-mail	cecoa@aeroportcastello.com
15	Approved traffic	IFR/VFR.
16	Remarks	(1) For all AD points.

LECH AD 2.3 OPERATIONAL HOURS

1	Airport	Public use (1) (2): V: 0600 1800+2HR PPR. I: 0700 1900+2HR PPR. 2C restricted use (3): Outside hours of public use, V: 0730-SS; I: 0830-SS. 4D restricted use (4): On demand outside hours of public use.
2	Custom and Immigration	HR AD (public use/restricted use).
3	Health and Sanitation	No.
4	AIS	HR AD (public use/4D restricted use).
5	ARO	HR AD (public use/4D restricted use).
6	MET briefing	HR AD (public use).
7	ATS	HR AD (public use).
8	Fuelling	HR AD (public use/restricted use).
9	Handling	HR AD (public use/restricted use).

10	Security	H24.
11	De-icing	No.
12	Remarks	(1) The airport may be opened during public use outside these hours by request sent by the airline company to the Operations address of the AD 72 hours in advance. Confirmation from the operations office of the airport shall be necessary for the opening to be effective. Contact CECOA: cecoa@aeropuertocastellon.es (2) For other operational hours, subject to request, consult NOTAM in force. (3) During 2C restricted use of the airport, the following operations by code letter up to 2C aircraft shall be permitted: general aviation, schools, aerial work and flights for aircraft maintenance, urgent medical transport, fire fighting and emergencies, of those users which have an agreement with Aeropuerto de Castellón. (4) The airport can be opened under 4D restricted use by request from the air carrier/user to the operations address of the airport, 4 hours in advance. Confirmation from the operations office of the airport shall be necessary for the opening to be effective. During 4D restricted use of the airport, the following operations by code letter up to 4D aircraft shall be permitted: general aviation, schools, tourist flights, aerial work and flights for aircraft maintenance, urgent medical transport, fire fighting and emergencies.

LECH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	JET A-1, AVGAS 100LL.
3	Oil types	120, W120.
4	Refuelling capacity	JET A-1: • Tanker truck 34000 L, 15 L/s. • Tank 1: 30000 L. • Tank 2: 32000 L. • (on companies request, 18 hours in advance). AVGAS 100LL: 1 truck, 3000 L, 3 L/s.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.

8	Remarks	Ramp agent:
		• Aeropuerto de Castellón S.L.
		  ◦ TEL: +34-964 578 600
		  ◦ FAX:No
		  ◦ E-mail: handling@aeropuertocastellon.es
		  ◦ SITA: VLCOPXH
		• Fuel refuelling agent:
		  ◦ BP (Commercial airlines)
		  ◦ TEL: +34-607 153 863
		  ◦ E-mail: ines.cifuentes_darnaude@bp.com
		  ◦ BP (Aviación general)
		  ◦ TEL: +34-607 023 702
		  ◦ E-mail: casilda.am@bp.com
		  ◦ Catering service: Newrest
		  ◦ Tel: +34 961 539 300
		  ◦ E-mail: vlccat.ope.01@newrest.eu ; v.olmos@newrest.eu

LECH AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Taxi, hire cars and bus.
4	Medical facilities	First-aid kit.
5	Bank/Post Office	No / No.
6	Tourist information	No.
7	Remarks	None.

LECH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Fire category	• Public use: 7. • 4D restricted use: 5. • 2C restricted use: Means for non private aerodromes for restricted use.
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Own means of recovery for main landing gear of maximum load 2.9 TM. For heavier loads and for aircraft up to medium size (4C) such as A320 or B738, the service will be provided by external companies with maximum response time of 4 HR.
4	Remarks	None.

LECH AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.

5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

LECH AD 2.8 MOVEMENT AREA DETAILS

1	Apron	Surface: Concrete. Strength: PCN 98/R/A/W/T.
2	Taxiways	Width: B, C2, D: 23 m; M: 15 m. (1) Surface: Asphalt. Strength: B: PCN 107/F/A/W/T; C2: PCN 107/F/A/W/T; D: PCN 85/F/A/W/T; M: PCN 18/F/A/W/T. (1)
3	Check locations	Altimeter: Apron ELEV 330 m / 1081 ft. VOR: No. INS: See AD 2-LECH PDC.
4	Remarks	(1) The 175 m of TWY M closest to TWY D are width of23 m and strength PCN 24/F/C/W/T.

LECH AD 2.9 TAXIING GUIDANCE SYSTEM AND MARKINGS

1	Taxiing guidance system	Boards, stands, runway-holding positions and stop bars (1).
2	RWY markings	Designators, threshold, centre line, side stripe, touchdown zone and aiming point.
3	TWY markings	Centre line and side stripe.
4	Remarks	(1) Stop bar on TWY C2: LED lighting.

LECH AD 2.10 AERODROME OBSTACLES

1	Obstacles in Approach, Take-Off Climb, Conical, Inner Horizontal, Transitional, Inner Transitional and Balked Landing Surfaces established in ICAO Annex 14; and the areas 2A and 3 established in ICAO Annex 15. Those penetrating these surfaces are identified in the CSV file as "Relevante_Relevant = Si/Yes".	See Ítem 10 and Data Set.
2	Remarks	See AD 2-LECH AOC. RWY 24 without obstacles.

LECH AD 2.11 METEOROLOGICAL SERVICE PROVIDED

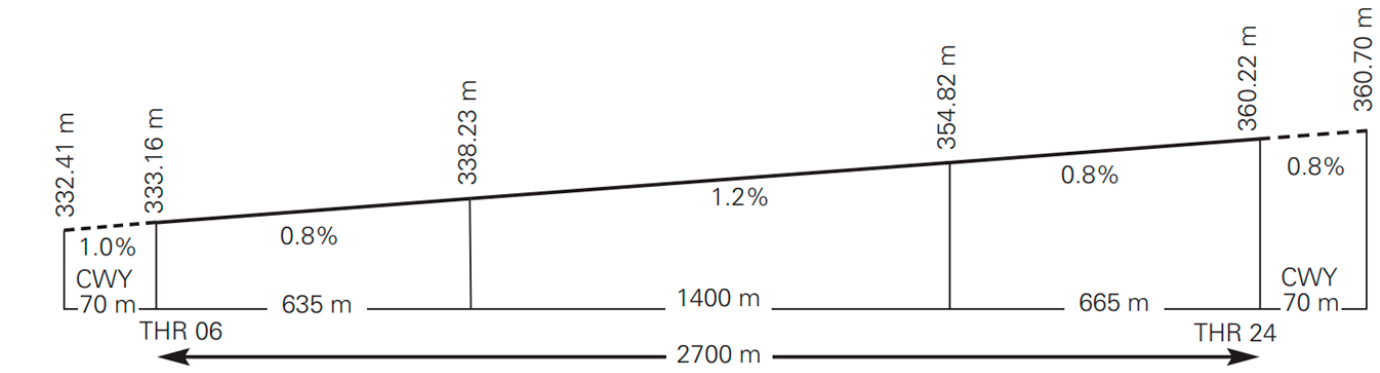
1	MET office	Castellón EMAe.
2	HR	HR AD.
3	METAR	AUTO 24H partial hours. During aerodrome opening hours, personnel will supervise METAR AUTO and replace it with METAR when necessary.
4	TAF	24 HR.
5	TREND	No.

6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Forecast significant and wind and temperature at altitude.
9	Supplementary equipment	No.
10	ATS unit served	TWR, APP.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750 Castellón EMAe: HR AD • TEL: +34-964 578 600, Ext. 2008
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

LECH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV / TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
06	057.23° GEO 057° MAG	2700 x 45	401227.14N 0000336.85E	THR: 333.2 m. / 1093 ft. TDZ: 341 m / 1118 ft.	70 x 45	70 x 150	2960 x 300	No	240 x 150	RWY: ASPH PCN 83/F/A/W/T. SWY: No
24	237.25° GEO 237° MAG	2700 x 45	401314.51N 0000512.86E	THR: 360.2 m. / 1182 ft. TDZ: No	70 x 45	70 x 150	2960 x 300	No	90 x 150	RWY: ASPH PCN 83/F/A/W/T. SWY: No
Observaciones: Ninguna.										

12.1 **Profile:**



LECH AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
06	2700	2770	2770	2700
24	2700	2770	2770	2700
Remarks: None.				

LECH AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	06
2	Approach	Precision CAT I, 900 m. Threshold identification lights.
3	PAPI (MEHT)	3° (21.87 m/72 ft).
4	Threshold	Green, with wing bars.
5	Touchdown zone	No.
6	Runway centre line	2700 m: 1800 m white + 600 m white and red + 300 m red.(1) Distancia entre luces: 30 m.
7	Runway edge	2700 m: 2100 m white + 600 m yellow.(1) Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	Red.
10	Remarks	(1) Variable intensity light.
1	Runway	24
2	Approach	Simple, 420 m.
3	PAPI (MEHT)	3° (18.21 m/60 ft).
4	Threshold	Green, with wing bars.
5	Touchdown zone	No.
6	Runway centre line	2700 m: 1800 m white+600 m white and red+300 m red.(1) Distance: 30 m.
7	Runway edge	2700 m: 2100 m white + 600 m yellow.(1) Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	Red.
10	Remarks	(1) Variable intensity light.

LECH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 06. 1 near THR 24. LGTD.
3	TWY lighting	Centre line EXC TWY M.
4	Apron lighting	Floodlighting on light towers.
5	Secondary power supply	2 uninterrupted power supply (UPS) of 250 KVA with less than 1 s response for all lighting systems. 2 Engine generators of 1000 KVA each with a switch-over time (light) less than 15 s.
6	Remarks	None.

LECH AD 2.16 HELICOPTER LANDING AREA

1	Position	Geoid undulation: See item 2. FATO: RWY 06/24. Coordinates THR 06 and THR 24, see item 12. Air taxiing: TLOF coincident with PRKG 02A. Ground taxiing: TLOF same as RWY 06/24. Coordinates ARP: See item 2.
2	Elevation	FATO: RWY 06/24. Elevation THR 06 and THR 24, see item 12. Air taxiing: TLOF coincident with PRKG 02A. Ground taxiing: TLOF same as RWY 06/24. Coordinates ARP: See item 2.
3	Dimensions, surface, maximum weight, marking	No.
4	Direction	See item 12.
5	Declared distances	Same as RWY 06/24. See item 13.
6	Lighting	Same as RWY 06/24. See item 14.
7	Remarks	None.

LECH AD 2.17 ATS AIRSPACE

1	Designation	CTR CASTELLÓN
2	Lateral limits	401850.8N 0000411.1E ,arc radius 6 NM centred on Castellón ARP (clockwise) ,401010.6N 0001125.4E ,400607.0N 0000311.6E,400431.2N 0000439.1E ,400445.2N 0000616.2W, 401102.9N 0001134.6W, 401850.8N 0000411.1E
3	Vertical limits	SFC-4000 ft AMSL .
4	Airspace class	D (1).
5	Unit Language	CASTELLÓN TWR. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Remarks	(1) Outside the published ATS schedule, the airspace becomes class G.

LECH AD 2.18 ATS COMMUNICATION FACILITIES

1	Service	APP	TWR			
2	Call sign	Valencia Control	Castellón TWR (1)			
3	FREQ	120.100 MHz	120.680 C (2)	121.830 C	121.500 MHz	243.000 MHz
4	HR	H24	HR ATS	HR ATS	HR ATS	HR ATS

5	Remarks	APP/L	(1) TWR operation during limited hours. See item 3. (2) Outside operational hours, this frequency will be used for communications between pilots considering NO ATS frequency. See item 20, Local Regulations.	Secondary	EMERG	EMERG

LECH AD 2.19 RADIO NAVIGATION & LANDING FACILITIES

Facility (VAR)	ID	FREQ	HR	Coordinates	DME / ELEV	Remarks
DVOR (1° E)	CTN	117.050 MHz	HR ATS	401307.7N 0000521.1E	—	COV at 40 NM is usable: BTN 059°/179° at 3000 ft AMSL or ABV BTN 179°/259° at 7000 ft AMSL or ABV BTN 259°/349° at 12000 ft AMSL or ABV BTN 349°/059° at 6000 ft AMSL or ABV.
DME	CTN	CH 117Y	H24	401307.7N 0000521.1E	360 m	COV at 40 NM is usable: BTN 059°/179° at 3000 ft AMSL or ABV; BTN 179°/259° at 7000 ft AMSL or ABV; BTN 259°/349° at 12000 ft AMSL or ABV; BTN 349°/059° at 6000 ft AMSL or ABV.
LOC 06 (1° E)	ICN	111.950 MHz	HR ATS	401319.4N 0000522.9E	—	057° MAG / 2982 m FM THR 06. COV 25 NM. At 17 NM FM LOC (15.6 DME), usable BTN 35° on the right FM RCL and 20° on the left FM RCL at 3100 ft AMSL or ABV, and BTN 20°-35° on the left FM RCL at 4300 ft AMSL or ABV. At 25 NM of LOC (23.6 DME) usable BTN 10° on the right of RCL and 10° on the left of RCL at 3100 ft AMSL or above
GP 06	—	330.950 MHz	HR ATS	401234.8N 0000344.5E	—	3°; RDH 16.88 m; at 279 m FM THR 06 & 100 m RCL on the left in APCH direction. COV 10 NM.
ILS/DME 06	ICN	CH 56Y	HR ATS	401234.8N 0000344.5E	339 m	REF DME THR 06. COV 25 NM.

LECH AD 2.20 LOCAL REGULATIONS

AD closed to aircraft without two-way radio communication on the respective TWR frequency.
Contact the TWR before entering the CTR.
Outside operational hours, maintenance work might be under way in the airfield, so that all traffic holding a Letter of Exemption must communicate its arrival or departure on the frequency 120.680 C, in order that workers can withdraw from the runway and leave it in operational condition before it is used.

20.1 PROCEDURES FOR VACATING THE RUNWAY IN LANDINGS

1. Landing on RWY 24: aircraft will vacate the runway after landing at THR 06 via TWY C2.

Only code letter A and B aircraft may vacate RWY 24 via TWY M.

2. Landing on RWY 06: aircraft will taxi up to THR 24 turn pad, making a turn of 180° and taxiing up to THR 06, vacating runway via TWY C2.
   Only code letter A and B aircraft may vacate RWY 06 via TWY M.

When leaving the runway, pilots will report runway vacated.

20.2 PROCEDURES TO ACCESS RUNWAY IN TAKE-OFFS

1. Take-off by RWY 24: aircraft access to runway via TWY C2, taxiing up to THR 24 turn pad, making a turn of 180°.
2. Take-off by RWY 06: aircraft access to runway via TWY C2 up to THR 06.

Before entering the runway, pilots must be authorized by TWR.

20.3 STANDARD TAXIING PROCEDURES

1. Collision avoidance with other aircraft or obstacles is the responsibility of:
   a. Pilots during taxiing in apron.
   b. Handling companies during towing.
2. Except for rescue and fire fighting vehicles on the accomplishment of their specific missions, all surface movements of aircraft, towed aircraft, personnel and vehicles on the manoeuvring area are subject to previous ATC clearance.
3. TWR clearances and instructions must be read back.
4. DEPARTING AIRCRAFT
   a. Pilots shall request TWR clearance to start up engines, including the complete aircraft call sign and the stand number.
   b. Taxiing clearances shall include the taxiing procedures up to the clearance limit.
   c. In PRKG 1SM, 3SM, 4SM and 02A exit manoeuvres shall be autonomous.

20.4 PUSH-BACK MANOEUVRES

a. The exit manoeuvres from all the stands for commercial aircraft (PRKG 01, 02, 03, 04, 05, 06, 07, 08, 09, 02A, 02B, 05A, 05B, 08A and 08B) must be performed by towed push-back. Exit from the helicopter stand 02A may be performed autonomously by turning on the stand. The general aviation aircraft or code letter A and B aircraft will be allowed to carry out autonomous departures from every stands.
b. Aircraft must be ready for towed push-back within the five minutes following the approved start-up time. Otherwise, the pilot shall inform ATC.
c. When an aircraft is ready for push-back, it shall request permission from TWR before initiating this.
d. Start-up of engines above idling is prohibited until the aircraft has finished the push-back.
e. Unless otherwise instructed, the push-back manoeuvres shall be conducted by nosing the aircraft to the north-west in PRKG 01, 02A, 02, 02B and 03, and nosing to the south-west in PRKG 04, 05A 05, 05B, 06, 07, 08A, 08, 08B and 09.

20.5 ARRIVING AIRCRAFT

a. Aircraft shall taxi via TWY C2, continuing via TWY B and D, halting at the end of TWY D which gives access to the parking stand, and await instructions from TWR.

   Code letter A and B aircraft may taxi via TWY M to the end, where they shall await instructions from TWR.
b. TWR shall inform the pilot of the stand assigned to the aircraft by the airport.
c. The aircraft shall taxi along the apron to the assigned position.
d. Higher code letter E aircraft shall have the following restrictions on landing:

AIRCRAFT	Length (m)	Wingspan (m)	MTOW (TM)	Restrictions on MTOW on take-off (TM)
A330-200	58.8	60.3	230	215
A350-900	66.89	64.8	268	260
B777-200	60.9	63.7	247.2	241
B787-800	56.7	60.0	172.4	–
A340-300	63.66	60.3	276.5	240

20.6 TAXIING LIMITATIONS

a. Aircraft taxiing on TWY B may only continue up to TWY D.

b. Both the runway and TWY B, C2 and D are designed for operations by code letter D aircraft. TWY M is designed for operations by aircraft up to code letter B.

c. The arrival or departure of code letter E aircraft at PRKG 1SM will prompt the following restriction on the access taxiways to the stands: prohibition on taxiing or stay in a sector of the apron roadway.

d. Only code letter B or lower aircraft may taxi via TWY M, vacating the runway in the direction of TWY B or D, from sunrise to sunset and with RVR greater than 800 m.

e. Restriction on the simultaneous use of taxiways by Code letter C or higher code letter aircraft and Code letter C or higher code letter aircraft/vehicles due to the impossibility of ensuring separation.

20.7 TAXIING LIMITATIONS ON APRON

a. The exit of a code letter E aircraft from PRKG 4SM prohibits taxiing or stay on the apron service road, and also prohibits the simultaneous exit of aircraft from PRKG 1SM.

b. The arrival or departure of code letter E aircraft at/from PRKG 1SM prohibits taxiing or stay on the apron service road.

c. The stay of an A340-300 on PRKG 1SM limits circulation on the apron service road to a single direction.

d. The stay of an A350-900 on PRKG 4SM limits circulation on the apron service road to a single direction.

20.8 BACK-TRACK PROCEDURES

At Castellón airport, the following back-track procedures are authorized:

- Code letters A or B aircraft which land by THR 06 may perform the 180º turn on the runway before arriving at the turn pad and taxi up to THR 06, exiting the runway via TWY C2, after prior request to TWR.
- Code letters A, B and C aircraft which land by THR 24 and which are performing non-commercial flights may perform a 180º turn at the SWY/CWY situated at THR 06, after prior request to TWR.

20.9 OPERATION OF CODE LETTER UP TO 2C AIRCRAFT DURING RESTRICTED USE

1. Arriving aircraft:
   - No departure with destination Castellón Airport shall be accomplished until contact with the safety service has been made.
   - Advise airport security by telephone TEL: +34-964 578 600 extension 2701.
   - Notify the arrival (mandatory) on the frequency 120.680 C.
   - Keep watch on the cited frequency until the aircraft has parked completely.
   - By following the visual aids, commanders themselves shall exit the runway and taxi through the manoeuvring area and apron until they arrive at their own stand.
2. Departing aircraft:
   - Advise airport security by telephone TEL: +34-964 578 600 extension 2701.
   - Notify start-up prior to take-off on the frequency 120.680 C.
   - Keep watch on the cited frequency in case of response from personnel who could be within the movement area.

20.10 OPERATIONAL RESTRICTIONS

No civil aircraft (IFR/VFR), except those expressly authorized, will be cleared to carry out practice approaches or touch-and-goes. Only the final touchdown will be cleared, and only if a flight plan with destination LECH has been approved.

LECH AD 2.21 NOISE ABATEMENT PROCEDURES

No.

LECH AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Castellón airport.

22.2 STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE (PPOAM)

A Standstill of Operations in the Movement Area Procedure (PPOAM) for RVR lower than 550 m is available, which consists of the following phases:

CONDITIONS FOR THE ACTIVATION OF EACH OF THE PHASES OF THE PPOAM	
PHASE	RVR
PHASE I (WARNING)	≤ 800 m
PHASE II (STANDSTILL OF OPERATIONS)	< 550 m
PHASE III (RESUMPTION OF OPERATIONS)	≥ 550 m, with a firm improving trend

22.3 INFORMATION FOR PILOTS

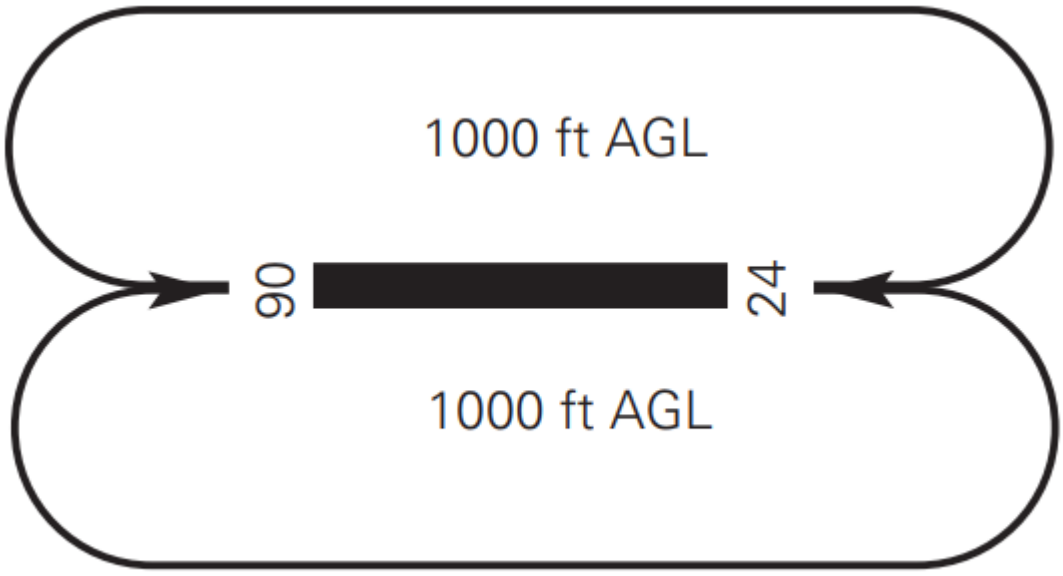
Communications failure:

- The aircraft shall continue along the route assigned up to the limit of the information provided by TWR, taking extreme care, where it will hold and await the arrival of the SEI vehicle, which will guide in to the designated stand or holding area.

Uncertainty about position in the movement area:

- In the event of disorientation, they shall notify TWR immediately, remaining in their position and awaiting the arrival of the SEI.

22.4 AD TRAFFIC CIRCUIT



22.5 RADAR DISPLAY SYSTEM

The aerodrome controllers shall maintain all the operations taking place at or in the vicinity of the aerodrome under constant visual surveillance, with access to an ATS surveillance system to support that visual observation, as stipulated in article 4.5.1.3. of the Reglamento de la Circulación Aérea.

All of the foregoing shall depend on the limitations of the equipment.

LECH AD 2.23 ADDITIONAL INFORMATION

Report interference or poor reception of ATC G/A (Ground/Air) communication and/or air navigation radio aids signals to the ATC/CNS provider.

LECH AD 2.24 CHARTS RELATED TO THE AERODROME

The list of charts related to the aerodrome can be found on the link below:

https://aip.enaire.es/AIP/#LECH

LECH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected, can be found below:

IAC 4 - RNP Z RWY 24 (LPV ONLY): LPV

IAC 5 - RNP Y RWY 24: LNAV, LNAV/VNAV